



City of Tyler

Adopted April 27, 2005

City of Tyler Ordinance 0-2005-29



April 27, 2005

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Ms. Stephanie Rollings
Director, Planning and Zoning
City of Tyler
423 W. Ferguson Street
Tyler, Texas 75702

RE: Master Street Plan

Dear Ms. Rollings:

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

This report documents the development of the Master Street Plan (MSP) for the City of Tyler and its extraterritorial jurisdiction (ETJ). The MSP recommends the functional classification and general location of transportation facilities needed to accommodate the mobility needs of Tyler's citizens for the next 50 to 100 years. The MSP also includes recommended modifications to the roadway cross section standards, which identify right-of-way requirements, number of lanes, and other features of roadways within each functional classification. The MSP was adopted by the City Council on April 27, 2005 (Ordinance No. O-2005-29).

We appreciate the opportunity to conduct this important study and wish to acknowledge the excellent cooperation and assistance provided by the City of Tyler during the development of the MSP. We trust the MSP will assist the City of Tyler in preserving important transportation corridors through the development process.

Respectfully Submitted,

WILBUR SMITH ASSOCIATES

Robert A. Hamm, P.E.
Project Manager

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Chicago IL, Cincinnati OH, Cleveland OH, Columbia SC, Columbus OH, Dallas TX, Dubai UAE, Falls Church VA, Greenville SC, Harrisburg PA, Hong Kong
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The City of Tyler's Master Street Plan is a visionary document that serves as an important tool in facilitating orderly urban and rural development in the community for the next 50 to 100 year period. The planning area includes the entire Extraterritorial Jurisdiction (ETJ), which encompasses an area five miles outside the existing City Limits.

The Master Street Plan is essentially a long range thoroughfare plan that identifies the location and type of roadway facilities that are needed to meet projected long term growth within the area. The Master Street Plan is not a list of construction projections but rather serves as a tool to facilitate the city in preserving future corridors for transportation system development, as the need arises. Many of the proposed arterial and collector streets identified on the MSP in the outlying portions of the ETJ will likely not be needed or constructed within the next 20, 30, 40, or even 50 years. One of the purposes of the MSP is to preserve needed transportation corridors (even if they will not be needed for 50 years) so that as development occurs in the future, the City of Tyler will have the ability to develop appropriately sized transportation facilities to serve the needs of the citizens of Tyler.

ADOPTION OF THE MASTER STREET PLAN

While it is recognized that unforeseen developments can and do call for periodic amendments and updates to the Master Street Plan, this does not invalidate the need for the plan to be officially adopted and enforced. This thoroughfare plan will be formally considered for adoption by the Tyler City Council, in accordance with the policies and procedures of the Council. Adoption of the Master Street Plan is necessary to officially recognize and confirm the status of the plan as a part of the policies of local and state transportation agencies.



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Chapter 1 – Introduction

As part of the development of the Metropolitan Transportation Plan (MTP) Update, the City of Tyler updated its 1999 Master Street Plan to ensure its consistency with projects identified in the MTP and account for more recent growth patterns occurring in the community. The City of Tyler's Master Street Plan serves as an important tool in facilitating orderly urban and rural development, as it identifies the location and type of roadway facilities that are needed to meet projected growth within the area. The Master Street Plan allows the City to determine and plan for their existing and future transportation improvement needs and to acquire adequate rights-of-way. A Master Street Plan is a means of assuring that basic infrastructure needs and right-of-way will be available when travel demand or development warrants new or improved roadway facilities.

STUDY PURPOSE

The Tyler area is expected to see continual population and employment growth over the next several decades. This additional growth and development will continue to place increasing demands on the transportation system resulting in needed mobility and access improvement needs.

The purpose of this study is to develop a Master Street Plan for the City of Tyler, which includes recommended roadway locations and functional classifications to accommodate future development. The Master Street Plan ensures the preservation of future corridors for transportation system development, as the need arises, **but does not recommend or prioritize the timing for future development**. Potential roadway development includes the widening of some roadways, extensions of others, or construction of new locations of facilities.

STUDY AREA

The study area for this project is the City of Tyler and its Extraterritorial Jurisdiction (ETJ). A recent demographics study showed the City of Tyler to be at 100,000 inhabitants. As a result of the study and a Resolution by City Council, the City now has an ETJ extending five miles beyond its city limits as shown in **Figure 1-1**.

The Tyler Area is served by one interstate and several US and State Highways that provide the basic framework of the transportation facilities in the area. These major roadways include Interstate Highway 20, US Highways 69 and 271, State Highways 64, 31, 110, 155, and Loop 323. These roadways serve as major arterials that form the skeleton of Tyler's transportation network, facilitating movement into, within and thru the study area.

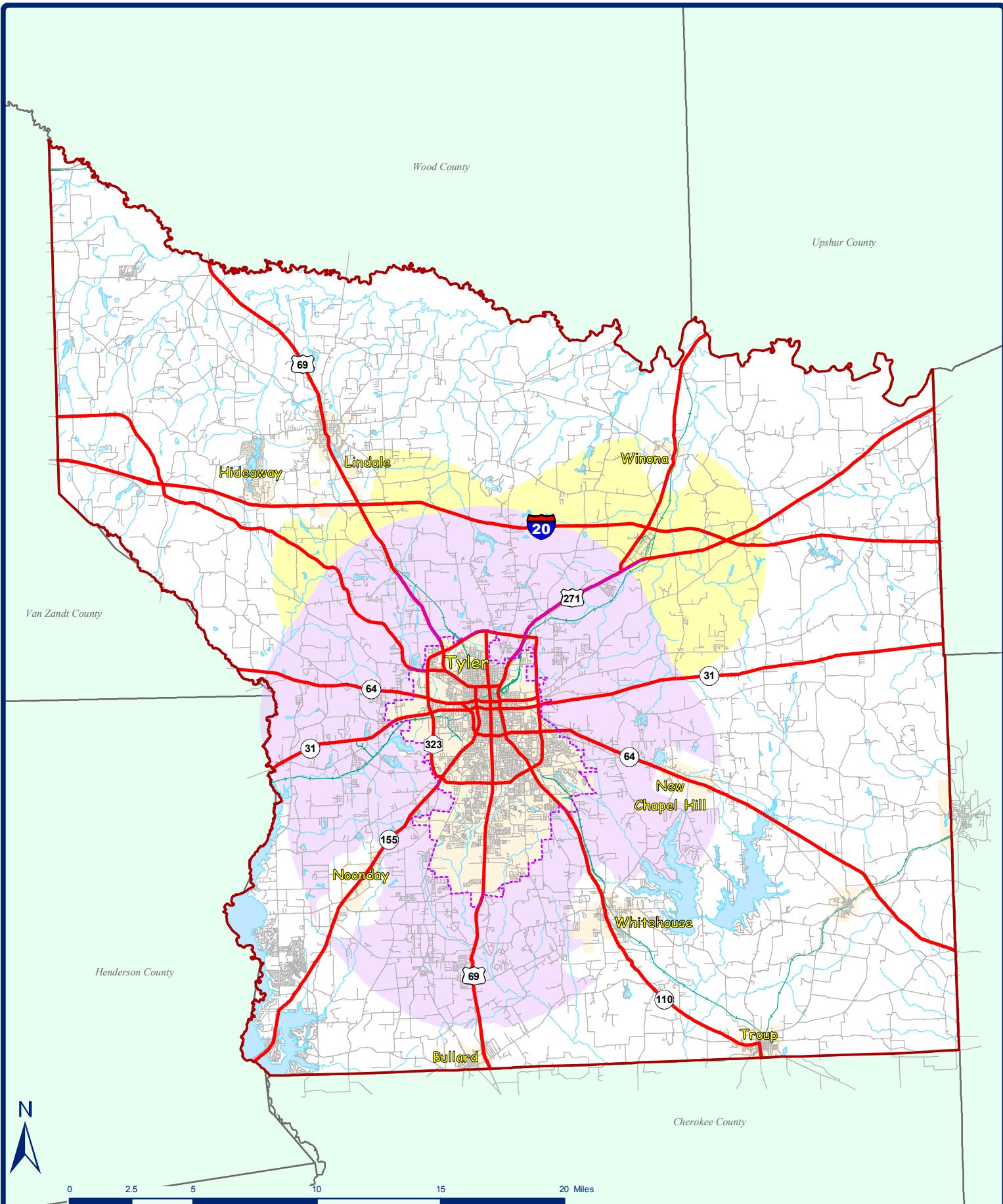


Figure 1-1

Tyler Extra-Territorial Jurisdiction

City of Tyler, TX



Map Date: April 27, 2005
File Location: H:\TEPP\511590-TylerMTPupdate\GIS\figures

| Map Legend | |
|-------------------|--|
| Major Roadways | |
| Local Roads | |
| Railroads | |
| Tyler city limits | |
| Tyler ETJ Zone 2 | |
| Tyler ETJ Zone 3 | |

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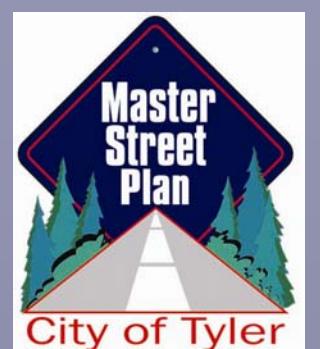
PURPOSE AND BENEFITS OF A MASTER STREET PLAN

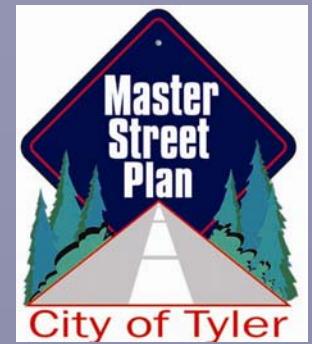
Transportation planning is the process used by municipalities and other governmental entities to provide for the development of an efficient and appropriate transportation system to meet existing and future travel needs. The primary purpose is to ensure the orderly and progressive development of the urban and rural street system to serve the mobility and access needs of the public. Transportation planning is interrelated with other components of the urban planning and development process.

The Master Street Plan is the City's adopted thoroughfare plan, which identifies transportation system improvements, including the existing and planned extension of major highways. The transportation system is comprised of existing and planned freeways/expressways, arterials, collectors and local streets, which could require wider or new rights-of-way for needed improvements. The primary objective of the Master Street Plan is to ensure the preservation of adequate right-of-way (ROW) on appropriate alignments and of sufficient width to allow the orderly and efficient expansion and improvement of the transportation system to serve existing and future transportation needs.

The benefits provided by effective transportation planning are realized by achieving the following objectives:

- Preservation of adequate rights-of-way for future long-range transportation improvements;
- Making efficient use of available resources by designating and recognizing the major streets that will likely require improvements;
- Minimizing the amount of land required for street and highway purposes;
- Identifying the functional role that each street should be designed to serve in order to promote and maintain the stability of traffic and land use patterns;
- Informing citizens of the streets that are intended to be developed as arterial and collector streets, so that private land use decisions can anticipate which streets will become major traffic facilities in the future;
- Ensuring continuity of the thoroughfare system and connectivity between existing and proposed developments;
- Maximizing mobility while minimizing the negative impacts of street widening and construction on neighborhood areas and the overall community by recognizing where future improvements may be needed and incorporating thoroughfare needs; and,
- Providing information on thoroughfare improvement needs, which can be used to determine priorities and schedules in the City's Capital Improvement Program (CIP).





ELEMENTS OF THE MASTER STREET PLAN

The Tyler Master Street Plan delineates a system of thoroughfare classes, representing the location, alignment, and functional relationship for different types of roadways, including freeways, arterial streets, collectors and local streets. It consists of an officially adopted thoroughfare system map, along with supporting design criteria and implementation policies. Typically, thoroughfare system maps indicate the planned extensions of thoroughfares on new alignments where right-of-way needs to be acquired in the future. Development of the Master Street Plan involved careful consideration of the community's growth and traffic patterns, availability of right of way and impacts on surrounding land uses.

Key tasks of the Master Street Plan update included:

- Updating and amending the 1999 Plan;
- Incorporating new projects that were added to the updated MTP for official adoption and use for transportation and land use planning purposes;
- Identifying roadways suitable for bicycle facilities;
- Reviewing and updating existing roadway cross-section standards to ensure that the standards are in sync with today's state of the practice;
- Reviewing and updating existing roadway functional classifications to ensure that the roadways are functioning as proposed in the Master Street Plan; and,
- Expanding the coverage of the MSP to the new five mile ETJ.

RELATIONSHIP BETWEEN TRANSPORTATION AND LAND USE PLANNING

Coordinating land use and transportation decisions is important in ensuring orderly growth and development in the community. Recommended future roadway alignments, street cross sections, and the location and design of major intersections will influence future development patterns across the City.

Coordinating future land use and long-range transportation planning will help to ensure orderly growth, effective tax base stewardship, and forward-looking infrastructure maintenance and extension. Land use planning requires consideration of transportation system impacts on neighborhood quality and integrity, pedestrian and bicycle mobility and safety, community aesthetics and corridor quality, accessibility of shopping and entertainment districts plus major public facilities, and linear park and trail opportunities coordinated with the roadway network.

For instance, the basic aim of thoroughfare planning is to ensure the orderly and progressive development of roadways to serve mobility and access needs. But such planning is also critical to future land use,

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housing, environmental protection, public utilities management and other key components of urban and regional planning. Roadway functional classifications, design and access management strategies must all be geared toward the prospective development (and associated development regulations) for the area to be served. This ranges from high-capacity, controlled access facilities for longer distances to local streets, possibly with sidewalks, trails or bikeways, accommodating limited vehicular traffic and encouraging safe, enjoyable short-distance trips close to home or work.

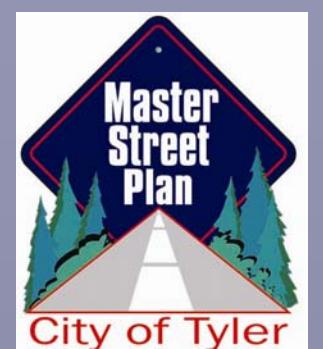
Land use impacts and growth patterns were carefully considered in the development of the Tyler Master Street Plan. The Master Street Plan along with other development tools, such as the city's subdivision and zoning ordinances, will help the city effectively continue to coordinate land use and transportation decisions.

PUBLIC INVOLVEMENT, OUTREACH AND ACTIVITIES

Public involvement is an important component of the Plan and included several activities to involve the general public, public agencies and stakeholders throughout the plan development process. Public involvement activities center on obtaining meaningful input from key stakeholders and many others on transportation issues in the area.

Public outreach and involvement activities for the Tyler Master Street Plan included the following:

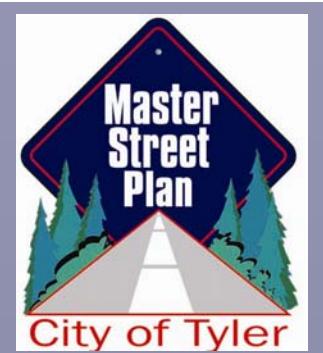
- **Project Website** – <http://www.wilbursmith.com/tylermtp> - Throughout the plan development process stakeholders and interested parties had access to a website containing project information including a schedule of upcoming meetings, summaries of previous meetings and draft plan elements. Additionally this website allows the public to provide input and comments on the study process, transportation issues in the Tyler area, or development of the Master Street Plan. The City of Tyler also established a website with information on upcoming meetings and public involvement activities and opportunities.
- **Presentations to the MTP Review Committee** – In conjunction with the development of the MTP, the MSP was discussed at the first three MTP Review Committee meetings. However, it was decided to delay the MSP process and further MSP meetings until after the completion of the MTP. Meeting minutes from the first three MTP review committee meetings are included in **Appendix A**.
- **Cross Section Review Meeting** – A cross section review meeting was held with key stakeholders at the Lake Palestine Water



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Treatment Plant Conference Center on October 26, 2004. This meeting provided stakeholders the opportunity to review and comment on existing and proposed cross sections. Meeting minutes from this and other meetings regarding the MSP are included in Appendix A;

- **Presentation to the MSP Review Committee** – A presentation was made to the MSP Review Committee on February 22, 2005 to discuss the development of the Master Street Plan and the recommended Cross Section Standards. Meeting minutes from this and other meetings regarding the MSP are included in Appendix A;
- **Staff Workshops** – Two workshops were held on December 20th and 21st and on January 13th and 14th with the consultants and city staff. The purpose of the workshops was to develop the Master Street Plan. During the course of these workshops, City Staff and the consultants thoroughly reviewed existing conditions, conducted any necessary field work, reviewed environmental and flood plain data, developed alternatives, and reviewed results of the travel demand model.
- **Public Meetings/Open Houses** – In conjunction with the MTP Update project, a public meeting was held on May 19, 2004 to introduce the MSP project. It was later decided to delay the MSP and further public meetings until after the completion of the MTP. A second public meeting discussing only the MSP was held on March 3, 2005 to present the draft Master Street Plan at the Tyler Rose Garden. To publicize the meeting, 30,000 notices were mailed out with Tyler water utilities bills during the month of February; a public notice was published in the Tyler Morning Telegraph on February 27th and 28th and March 1st, 2nd, and 3rd; and a notice was sent out via email through the “My Tyler” distribution list to 656 subscribers. Meeting minutes and written comments regarding the MSP are included in **Appendix B** (Public Meeting No. 1) and **Appendix C** (Public Meeting No. 2);
- **Staff presentations** – Staff made presentations on the MSP and distributed copies of the plan to the Chamber of Commerce Transportation Committee on March 4, 2005 and to the ET Surveyors Association on March 8, 2005
- **Presentations to City Council and Planning and Zoning Commission** - The recommended Master Street Plan will be presented to City Council and the Planning and Zoning Commission.





Chapter 2 – Master Street Plan

The development of the City of Tyler's Master Street Plan includes two primary components: the functional classification system and cross section standards. The functional classification system identifies the type of facility that should be implemented and their general location. The cross section standards identify, for each functional class, the right-of-way width, number of lanes, and general configuration of the proposed roadway.

FUNCTIONAL CLASSIFICATION SYSTEM

The functional classification system is a hierarchical organization of streets and highways that facilitates the safe and efficient operation of vehicles along different types of facilities. As indicated in **Figure 2-1**, a functional roadway system facilitates a progressive transition in the flow of traffic from the provision of access to the provision of movement. Freeway and arterial facilities are at one end of the spectrum, primarily providing the function of moving vehicles. Collector and local streets are at the opposite end of the spectrum, providing access to property. **Figure 2-2** shows schematically how various street classifications relate to each other in terms of movement and access.

To enable streets and highways to accomplish their intended function, the planning and design of the facilities should consider those elements that support the intended functions. Descriptions of the various roadway functional types and related planning and design considerations are provided in the following section.

Freeways/Tollways

These facilities include interstate highways, freeways, tollways, expressways, parkways and loops, and provide for the rapid and efficient movement of large volumes of traffic between regions and within one region. 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 a few or no at-grade intersections. In the Tyler area, the Texas Department of Transportation develops and maintains these types of facilities. They include Interstate 20, which travels in an east-west direction through the north Tyler ETJ, and Loop 49, portions of which are currently under construction.

Arterials

Arterials primarily provide for traffic movement, with a minor function of providing direct access to abutting property. Major arterials typically serve as connections between major traffic

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Figure 2-1
Functional Classification System
Tyler Master Street Plan

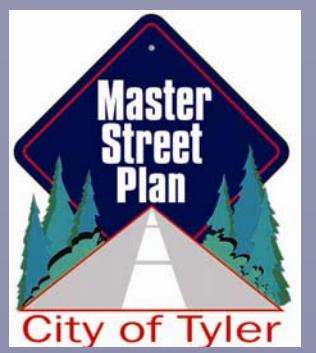
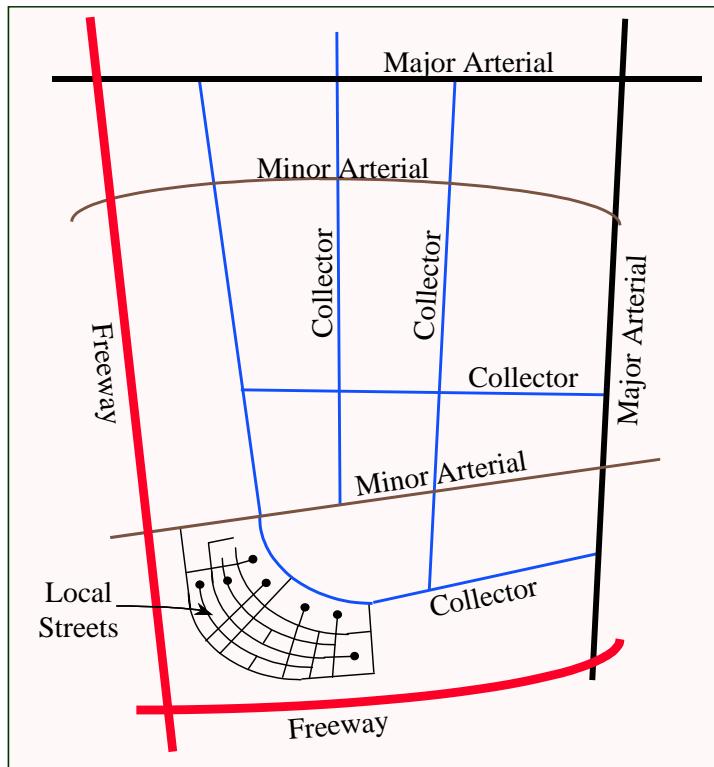
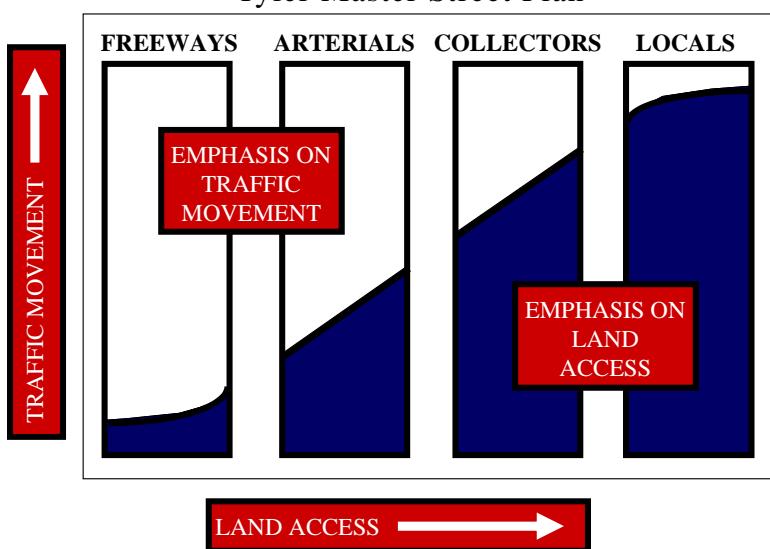


Figure 2-2
Functional Classification System Hierarchy
Tyler Master Street Plan



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generators and land use concentrations, and facilitate large volumes of through traffic traveling across a community. Minor arterials typically serve as connections between local and connector streets and the major arterials, and facilitate the movement of medium level traffic volumes over shorter distances within the community. Because direct access to abutting property is a secondary function of major arterial streets, access should be carefully managed to avoid adverse impacts on the movement along these facilities.

Collectors

Collector streets provide for a balance of traffic movement and property access functions. Traffic movement is often internal to localized areas, with collectors connecting residential neighborhoods, parks, churches, etc. with the arterial system. As compared to arterial streets, collectors 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 individual parcels of land and collector or arterial streets.

ROADWAY DESIGN STANDARDS

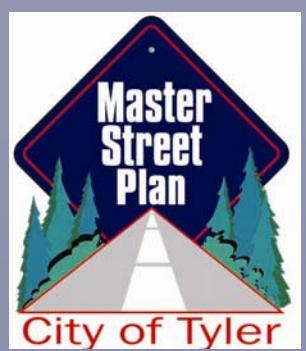
Existing roadway design standards are contained in the City of Tyler's Subdivision Regulations and include roadway design criteria and cross sectional elements for arterials, collectors and local streets. The existing standards specify the total roadway widths and number of travel lanes by functional classification, including the width of travel lanes and right-of-way requirements. The design standards for state-maintained highways, such as freeways, US and state highways, and farm-to-market (FM) roads are included in the *Highway Design Division Operations and Procedures Manual*, published by the Texas Department of Transportation (TxDOT).

Proposed Roadway Cross Sections

The proposed changes to the roadway cross sections for the City of Tyler were formulated based on traditional transportation planning methodologies, community goals and values, network continuity, provision of a balanced transportation system, land access, and projected population and employment growth.

Generally, the proposed roadway cross sections include increased rights-of-way compared to the present system for the Major and Minor Arterial Street system. This additional right-of-way includes some of the following features:

- Preservation of right-of-way to accommodate future traffic needs;
- Provision of sidewalks or bicycle lanes;
- Space for efficient vehicle operations;



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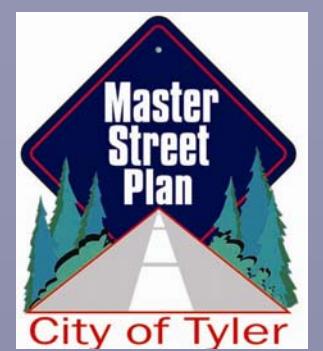
- Provision of raised medians to improve safety and possibilities for improved aesthetics and beautification; and,
- Adequate room for turning movements.

Border areas are provided on both sides of each cross section for utilities, such as water, sewer, telephone, and electric services. Border areas are typically included within the right-of-way of each cross section. Additionally, right-of-way requirements for arterial and collector facilities may increase at intersections in order to provide additional room for required turn-bays and traffic signalization. During the design and development phase of a new roadway facility, right-of-way requirements may be increased at intersections or major driveways to accommodate additional turn lanes. In addition, for roadways which are maintained by TxDOT, additional right-of-way may be required to accommodate future expansion of the state highway system.

While street classification reflects the functions that roadways serve as part of the street and highway network, roadway design standards are related to traffic volume, design capacity and level-of-service. Typical traffic volume levels that various recommended roadway cross section standards are designed to carry at an acceptable level-of-service are identified in **Table 2-1**. Typical cross sections identify the recommended minimum dimensional criteria for right-of-way and pavement width, and configurations for number of travel lanes, medians, and on-street parking. Recommended roadway cross sections for the City of Tyler were developed based upon local conditions and preferences, emergency vehicle access requirements, industry standard cross section standards for other cities in Texas, and the following sources:

- A Policy on Geometric Design of Highways and Streets, American Association of State Highways and Transportation Officials (AASHTO), 1990
- Guidelines for Residential Subdivision Street Design: A Recommended Practice, Institute of Transportation Engineers, 1993
- Residential Street Design and Traffic Control, Institute of Transportation Engineers, 1989
- Transportation and Land Development, Institute of Transportation Engineers, 1988

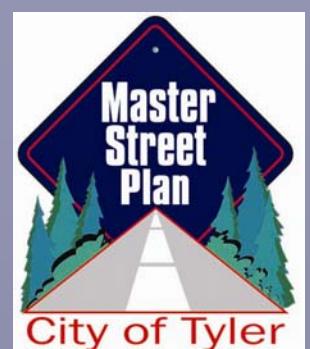
Recommended roadway cross section standards for each functional classification are discussed in the following sections.



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Table 2-1
Traffic Volume Ranges by Functional Classification
City of Tyler Master Street Plan

| Functional Classification | Volume Ranges (vehicles per day, vpd) |
|---------------------------|--|
| Local Streets | < 2,500 vpd |
| Residential Collectors | 2,500 to 5,000 vpd |
| Major Collectors | 5,000 to 8,500 vpd |
| Minor Arterials | 8,500 to 24,000 vpd |
| Major Arterials | 24,000 to 36,000 vpd |
| Freeways/Expressways | > 36,000 vpd |



Cross Section Standards for Freeways

Freeway facilities in the Tyler area are developed, operated, and maintained by the Texas Department of Transportation. Cross section standards for freeway facilities are regulated by TxDOT and can be found in TxDOT's *Highway Design Division Operations and Procedures Manual*.

Cross Section Standards for Major Arterials

Major arterials are streets and highways that provide a high degree of mobility, serve relatively high traffic volumes, have higher operational speeds than most facilities (generally 40 to 50 mph), and serve a significant portion of through travel or long-distance trips. Major arterials serve as primary routes through the City of Tyler and between major destinations within the area. They are continuous over long distances and serve trips entering and leaving the area as well as trips within it. These facilities generally serve high volume travel corridors that connect major traffic generators, but lower volume roadways that are continuous over long distances may also function as major arterials, particularly in fringe and rural areas. Many of the major arterials in the Tyler area are US or State highways or Farm-to-Market Roads and are operated and maintained by the Texas Department of Transportation. Cross section standards for state maintained Major Arterial facilities are regulated by TxDOT and can be found in TxDOT's *Highway Design Division Operations and Procedures Manual*. Cross section standards for Major Arterials discussed in this section apply to City of Tyler operated and maintained major arterial class facilities.

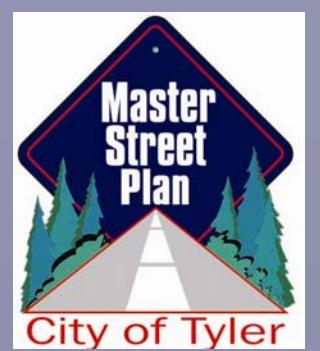
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The cross section of major arterials may vary from multi-lane roadways with four to six lanes or more, down to two-lane roadways in developing fringe and rural areas, where traffic volumes have not increased to the point that more travel lanes are needed. Functional classification is not dependent on the existing number of lanes, since the functional role served by a roadway typically remains constant over time, while the roadway's cross section is improved to accommodate increasing traffic volumes.

Major arterials form an interconnecting network for citywide and regional movement of traffic, including connections to freeways and expressways, and to minor arterials and collectors. A two-mile spacing is generally desirable between major arterials, with a one-mile spacing between a major arterial and a minor arterial or freeway.

Since traffic movement, not land access, is the primary function of major arterials, access management is essential. Driveways connecting directly onto a major arterial should be minimized to avoid traffic congestion and delays caused by turning movements for vehicles entering and exiting driveways. Off-peak travel speeds on major arterials are typically 40 to 55 mph, and peak period speeds sometimes deteriorate to about 30 to 40 mph. Intersections with other public streets and private access should be designed to limit speed differentials between turning vehicles and other traffic to no more than 10 to 15 mph. Signalized intersection spacing should be long enough to allow a variety of signal cycle lengths and timing plans that can be adjusted to meet changes in traffic volumes and maintain traffic progression (desirably one-third to one-half mile consistent spacing).

Recommended roadway cross section standards for major arterials preserve a right-of-way of 130 feet, which includes sufficient width for an ultimate cross section of six 12-foot travel lanes and a 20-foot median, as shown in **Figure 2-3**. Arterial roadways should have a minimum lane width of 12 feet, which is the desirable standard for roadways with the primary function of traffic movement. A lane width smaller than 12 feet would reduce travel speeds and reduce the overall capacity of the facility. An extra 2 ½ feet has been added to the outside lanes to account for curb and gutter. In addition, a 14-foot border area is preserved on each side of the roadway for utilities, and five foot sidewalks. Initially, for low volume areas, a major arterial can be developed with only four 12-foot lanes and a 44-foot median, and expanded as traffic volumes warrant to the ultimate cross section. Due to their primary function of traffic movement and not traffic access, major arterials should include a raised median and not a continuous two-way left turn lane. The raised median should be a minimum of 20 feet wide to accommodate a 12-foot left turn lane at intersections with an 8-foot median and curbs remaining. In addition, the 20-foot width will permit a one vehicle storage area for traffic crossing the arterial or turning from a cross street.



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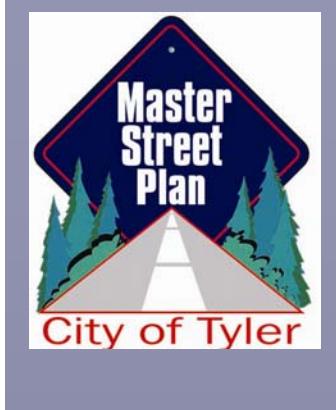
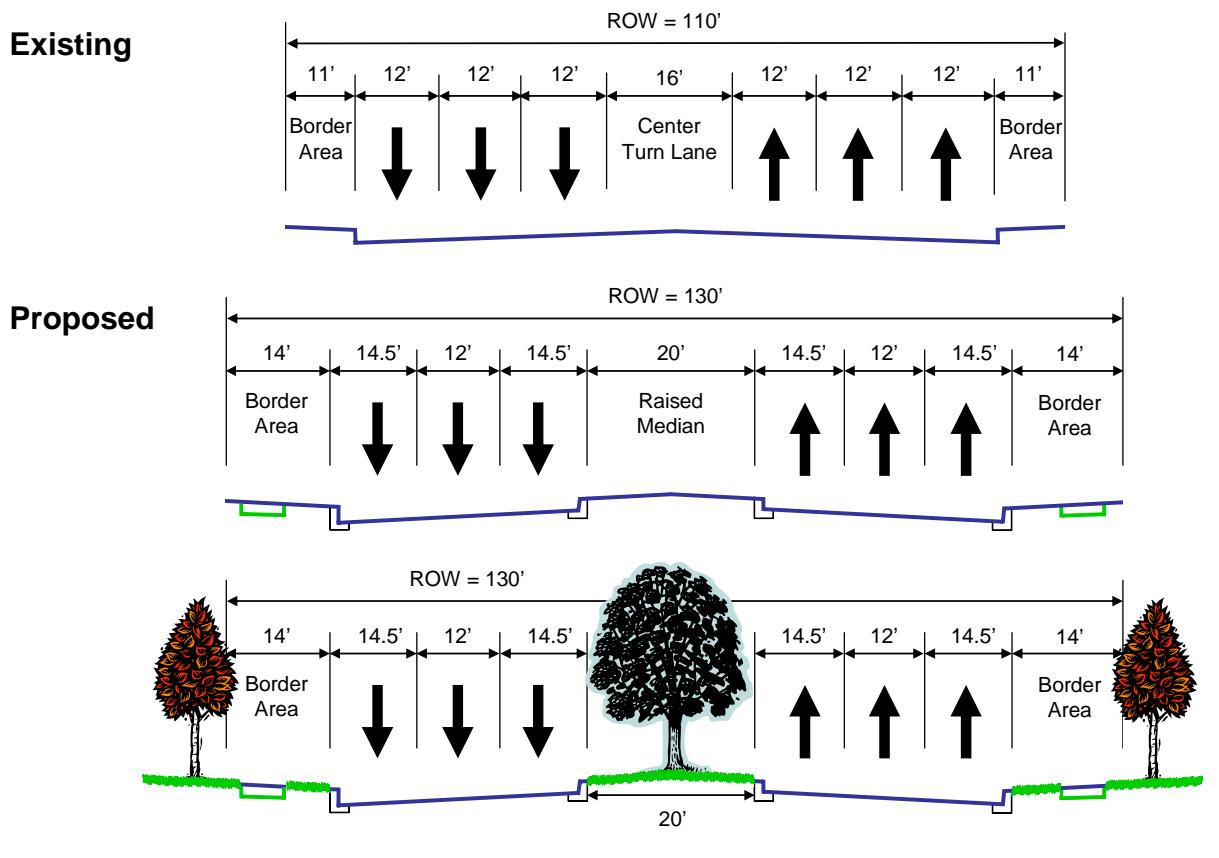


Figure 2-3
Existing and Proposed Major Arterial Cross Section Standards
City of Tyler Master Street Plan



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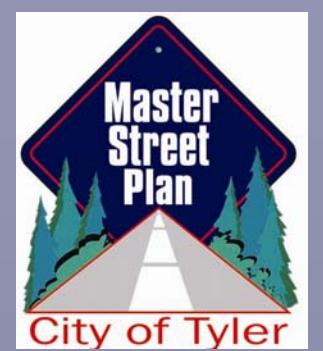
Cross Section Standards for Minor Arterials

Minor arterials are similar in function to major arterials, except that they provide a higher degree of local access than major arterials and carry lower volumes of traffic at slower speeds. Minor arterials include all remaining arterial streets in the urbanized area and serve less concentrated traffic generating areas, such as neighborhood shopping centers and employment centers. Although minor arterials are very similar in function to major arterials, this class typically distributes medium traffic volumes for shorter distance trips than major arterials. In general, the projected future traffic volumes on minor arterials will be lower than the volumes carried by major arterials.

Minor arterials are generally continuous over shorter distances than major arterials. Travel speeds along minor arterials are typically 30 to 45 mph in off-peak periods, and could deteriorate to 25 to 35 mph in peak periods. Minor arterials serve neighborhoods and collect traffic from collectors and local streets. Although a minor arterial typically provides more local access than a major arterial, the primary function is still traffic movement. Major and minor arterials are generally spaced at one mile intervals in an alternating grid pattern.

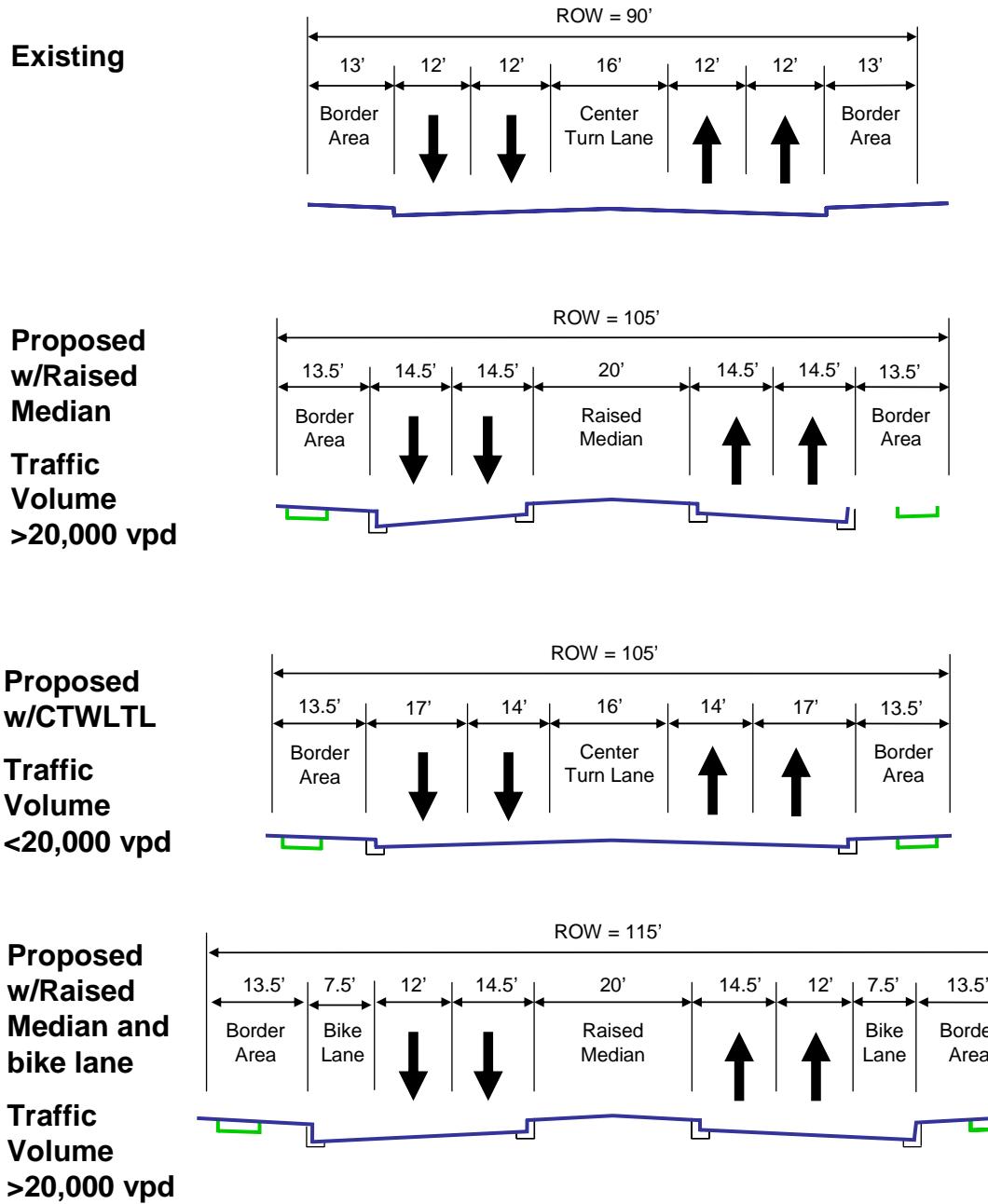
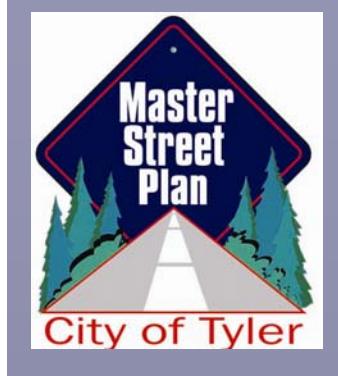
Recommended roadway cross section standards for minor arterials preserve a right-of-way of 105 to 115 feet, which include sufficient width for an ultimate cross section of four 12-foot travel lanes, two five-foot bike lanes, and a 20-foot median or a 20-foot continuous two-way left turn lane (CTWLTL), as shown in **Figure 2-4**. ROW width for minor arterials varies from 105 to 115 feet, depending on the provision of five foot bike lanes. The Master Street Plan map identifies minor arterial facilities proposed with the wider cross section suitable for bicycle facilities.

For each cross section an additional 2 ½ feet was added to the outside lanes to account for curb and gutter and a 13.5-foot border area was preserved on each side of the roadway for utilities and sidewalks. Initially, in low volume areas, a minor arterial can be developed with only two 12-foot lanes and one CTWLTL and expanded as traffic volumes warrant to the ultimate cross section. For roadways in which future projected traffic volumes exceed 20,000 vehicles per day (vpd), a raised median should be used instead of a CTWLTL to improve safety and preserve the minor arterial's main function of traffic movement and not land access. As the average daily traffic (ADT) surpasses 20,000 vpd, gaps in the opposing traffic stream become shorter and more infrequent. This makes it increasingly difficult for vehicles to execute left turns at mid-block locations along a CTWLTL. A raised median forces all turns to the next intersection, where left-turn phasing can eliminate the conflicts from the opposing traffic.



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Figure 2-4
Existing and Proposed Minor Arterial Cross Section Standards
City of Tyler Master Street Plan



Chapter 2 – Master Street Plan

Cross Section Standards for Collectors

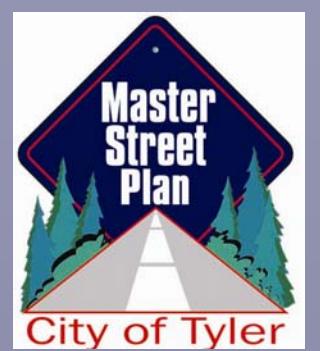
Collector streets are the connectors between arterials and local streets that serve to collect traffic and distribute it to the arterial network. Collectors also serve to provide direct access to a wide variety of residential, commercial and other land uses, and their design involves site-specific considerations. They provide service to neighborhoods and other local areas, and may border or traverse neighborhood boundaries. Parking may be permitted on-street in residential areas.

Existing cross section standards for collector streets are identified in **Figure 2-5**. The Master Street Plan recommends adopting two types of collectors including a major collector and a residential collector, as shown in **Figure 2-6**, and described below. The existing minor or commercial collector cross section has been eliminated to simplify the collector standards.

Since collectors are used for short distance trips between local streets and arterials, they should be continuous in the spaces between arterials. Collectors may also extend across arterials, but should not be continuous for extended distances. To provide efficient traffic circulation and preserve amenities of neighborhoods, collectors should desirably be spaced at about one-quarter to one-half mile intervals. Subdivision street layout plans should include residential collectors as well as local streets in order to provide efficient traffic access and circulation.

Operating speeds for collectors are typically about 30 to 35 mph. Since speeds are slower and more turn movements are expected, a higher speed differential and much closer intersection/access spacing can be used than on arterials. On-street parking may be permitted in residential areas and along low volume major collectors. Direct access to abutting land is essential; parking and traffic controls may be necessary for safe and efficient through movement of moderate to low traffic volumes at key intersections.

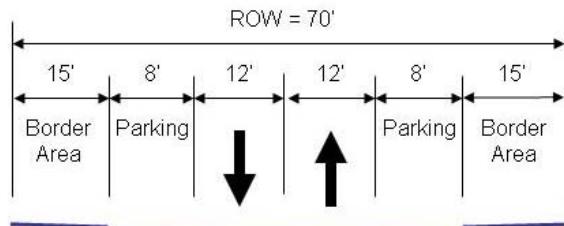
Since collectors generally carry higher traffic volumes than local streets, they require a wider roadway cross section and possibly added lanes at intersections with arterials to provide adequate capacity for both through traffic and turning movements. Recommended roadway cross section standards for collectors preserves a 70-foot right-of-way for major collectors, which includes two 12 foot lanes and 8 feet for on street parking on each side of the roadway, or as an alternative it may include two 12 foot lanes and a 16 foot continuous two-way left-turn lane in the middle. The 70-foot right-of-way also includes 2 ½ feet for curb and gutter and 14.5-foot border areas on each side of the roadway. The border area also includes a five foot sidewalk.



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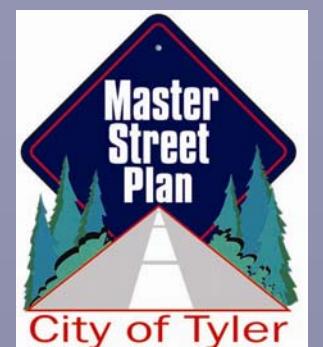
Figure 2-5
Existing Collector Cross Section Standards
City of Tyler Master Street Plan

**Existing
Major Collector**



**Existing
Minor or Commercial
Collector**

**Existing
Local Collector**



Chapter 2 – Master Street Plan

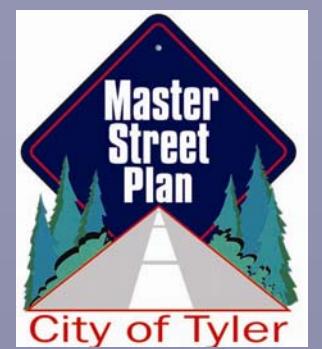
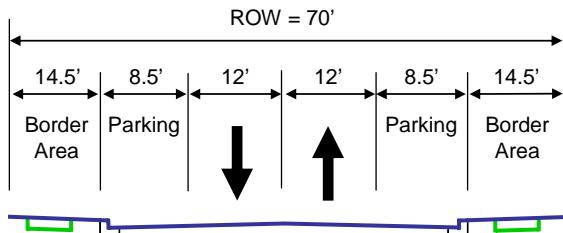
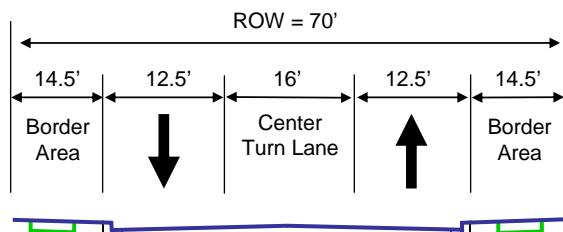


Figure 2-6
Proposed Collector Cross Section Standards
City of Tyler Master Street Plan

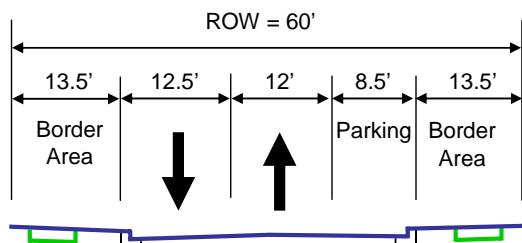
**Proposed
Major Collector**



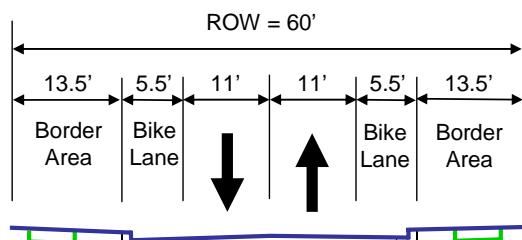
**Proposed
Major Collector
with CTWLTL**



**Proposed
Residential Collector**



**Proposed
Residential Collector
With Bike Lanes**



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Recommended roadway cross sections for residential collectors preserves 60 feet of right way, which includes two 12-foot lanes and eight feet for parking on one side of the roadway, or as an alternative two 11-foot lanes and 5 feet bike lanes on each side of the roadway. Both cross sections include 2 ½ feet for curb and gutter, which have been added to the outside lanes, and a 13.5-foot border area on each side with a four foot sidewalk.

Collectors serve an important role in collecting and distributing traffic between major/minor arterials and local streets. Their identification is essential in planning and managing traffic ingress/egress and movement within residential neighborhoods as well as commercial and industrial areas.

Cross Section Standards for Local Streets

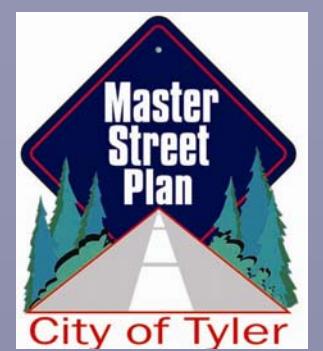
Local streets include all other streets and roads that are not included in higher functional classes. They include internal access streets that allow direct access to residential and commercial properties and similar traffic destinations. Direct access to abutting land is their primary role, for all traffic originates or is destined to abutting land. On-street parking may be permitted. Trip lengths on local streets are short, volumes are low, and speeds are slow, generally 20 to 30 mph. Local streets typically comprise between 65 to 80 percent of the total roadway system.

A major factor to consider in the recommendation of cross section standards for local streets is emergency vehicle access. Although the width of some of the largest fire trucks is only 8.5 feet, other equipment and features on the trucks (such as swing-down ladder racks and equipment doors) require additional space. Therefore, 14 feet of clear space for emergency vehicle access has become more desirable.

The minimum cross section of a local street is also dependent upon the density of the adjacent development, which influences traffic volumes and the frequency of on-street parking. A minimum pavement width must allow safe passage of moving traffic in each direction, exclusive of other interferences, such as conventional on-street parking. Because the frequency of on-street parking varies with the density of development, cross section standards also vary with development density.

A review of local street cross section standards in other cities across Texas and the nation identify typical local street pavement widths ranging from 28 to 36 feet, with most municipalities ranging from 28 to 32 feet. Institute of Transportation Engineer (ITE) guidelines suggest the cross section of a local street provide sufficient pavement width to accommodate occasional on-street parking on both sides and access for emergency vehicles.

For the City of Tyler, the recommended roadway cross section for local streets preserves a right-of-way of 55 feet, with a 29-foot pavement width,



Chapter 2 – Master Street Plan

as shown in **Figure 2-7**. A 55-foot right-of-way will accommodate the 29-foot pavement and a 13-foot border area on each side of the roadway.

Through traffic and excessive speeds should be discouraged on local streets by using appropriate geometric designs, traffic control devices, curvilinear alignments, and discontinuous streets. Local streets should be designed for low speed traffic with an emphasis on providing access.

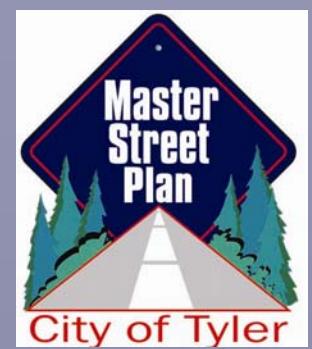
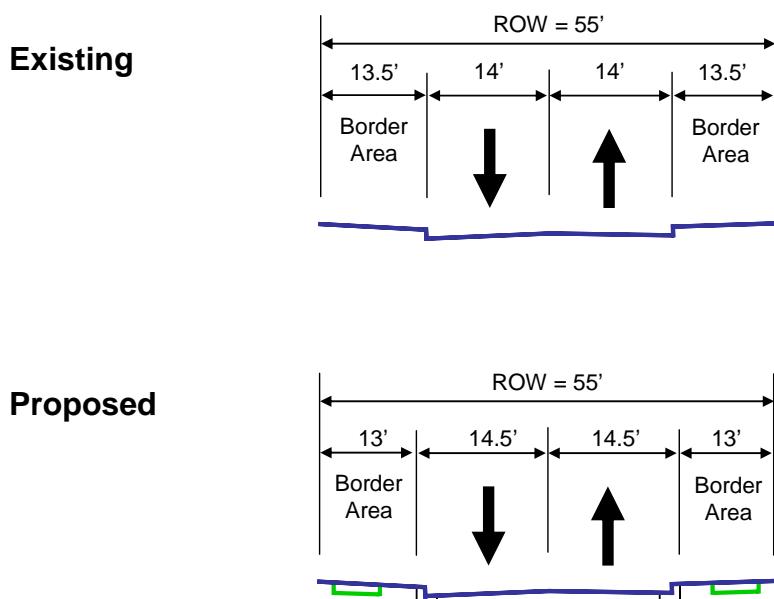


Figure 2-7
Existing and Proposed Local Street Cross Section Standards
City of Tyler Master Street Plan



The proposed roadway cross-section standards for the City of Tyler, shown graphically in Figures 2-3 to 2-6, are shown in tabular form below in Table 2-2.

Table 2-2
Proposed Roadway Cross-Section Standards
City of Tyler Master Street Plan

| Functional Classification | Total Right of Way | Number of Lanes | On-Street Parking Provided | Bicycle Facilities Provided | Pedestrian Facilities Provided |
|---------------------------|--------------------|-----------------|----------------------------|-----------------------------|--------------------------------|
| Major Arterial | 130' | 6 | No | No | Yes |
| Minor Arterial | 105'-115' | 4 | No | Yes | Yes |
| Major Collector | 70' | 2 | Yes | No | Yes |
| Residential Collector | 60' | 2 | Yes | Yes | Yes |
| Local | 55' | 2 | Yes | No | Yes |

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MASTER STREET PLAN

Proposed Classification System

As growth and development continues to occur, roadway traffic patterns and function may change over time. As a result a community's functional classification system should be updated on a regular basis to ensure that its functional classification accurately reflects current and projected conditions.

As part of the development of this Master Street Plan, the existing functional classification was reviewed and where appropriate was changed based on current and projected traffic patterns and the roadway's function.

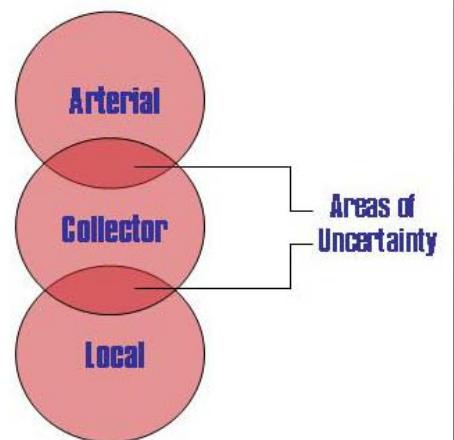
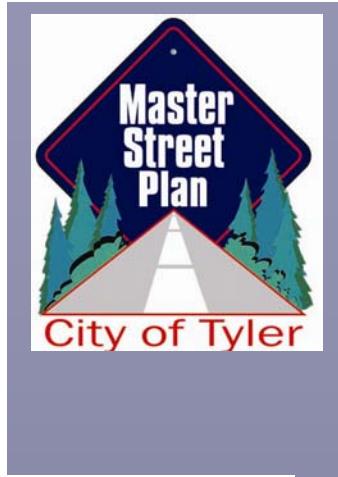
It should be noted that the functional classification process is not an exact science. Areas of overlap exist between design guidelines and in classifying roadways as arterial, collector or local streets. Determining the predominant function of a roadway involves performing surveys of traffic origin destination patterns on each link of roadway and therefore engineering judgment based on experience must play an important role in making design decisions regarding functional classification. As a result most design guidelines have overlapping ranges allowing flexibility in choosing the most appropriate road design within the determined functional classification. (*FHWA, Flexibility in Highway Design, Chapter 3*).

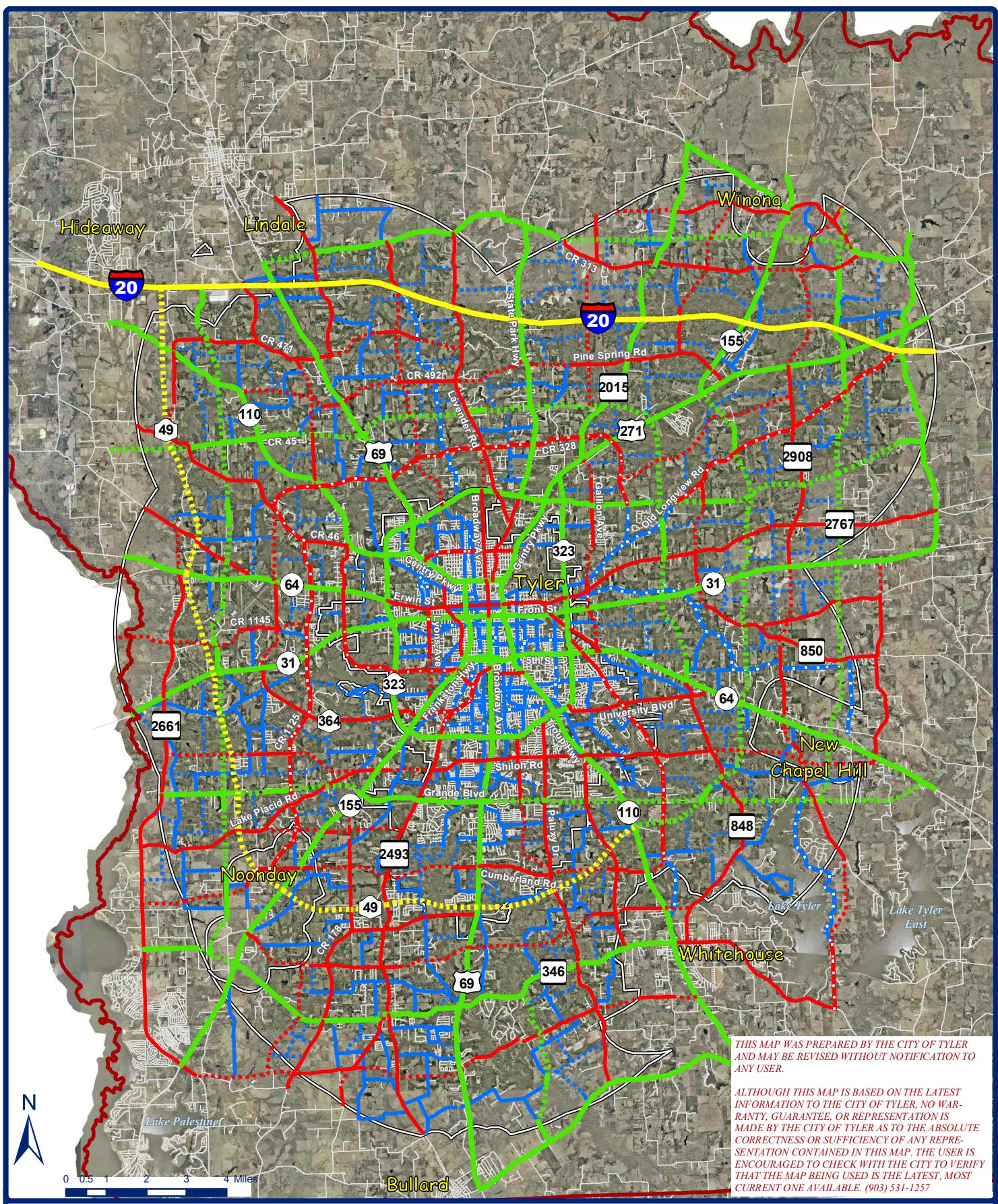
Process

In revising the existing classification system and developing the new Master Street Plan, a detailed process was undertaken which involved evaluating future traffic volume forecasts, transportation network continuity, land use considerations, projected development, environmental considerations/constraints, and other factors. The Master Street Plan includes new major and minor arterials and collector streets to guide the orderly development of the region's transportation system. The plan includes a hierarchical system of roadways to provide for the efficient movement of people, goods, and services throughout the Tyler ETJ in future years.

Recommended Master Street Plan

The proposed Master Street Plan is shown in **Figure 2-8**. Interstate 20 is currently the only freeway facility in the study area. However the proposed system includes Loop 49 on the west side, from SH 110 south to US 69 north, as a freeway or tollway facility. East Loop 49 from SH 110 east to Interstate 20 is not included in the Master Street Plan, as its exact location is currently being studied by TxDOT. East Loop 49 should be





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added to the Master Street Plan in the near future following identification of its location by TxDOT.

The major arterial system in Tyler forms the backbone of the transportation system and creates a “hub and spoke” type system, with major arterials radiating in all directions from the central downtown area. Loop 323 forms a central ring around the central part of Tyler, with major arterials radiating outwards, including US 69, US 271, SH 31, SH 64, SH 110, and SH 155, as illustrated in **Figure 2-9**. In south Tyler, additional east-west major arterials include Grande Boulevard and SH 346 far south near the ETJ boundary. In east Tyler, new major arterial facilities are

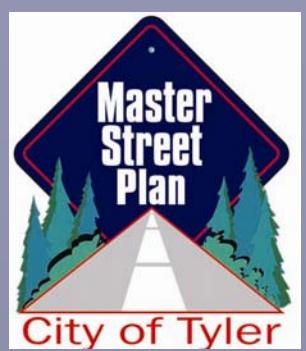
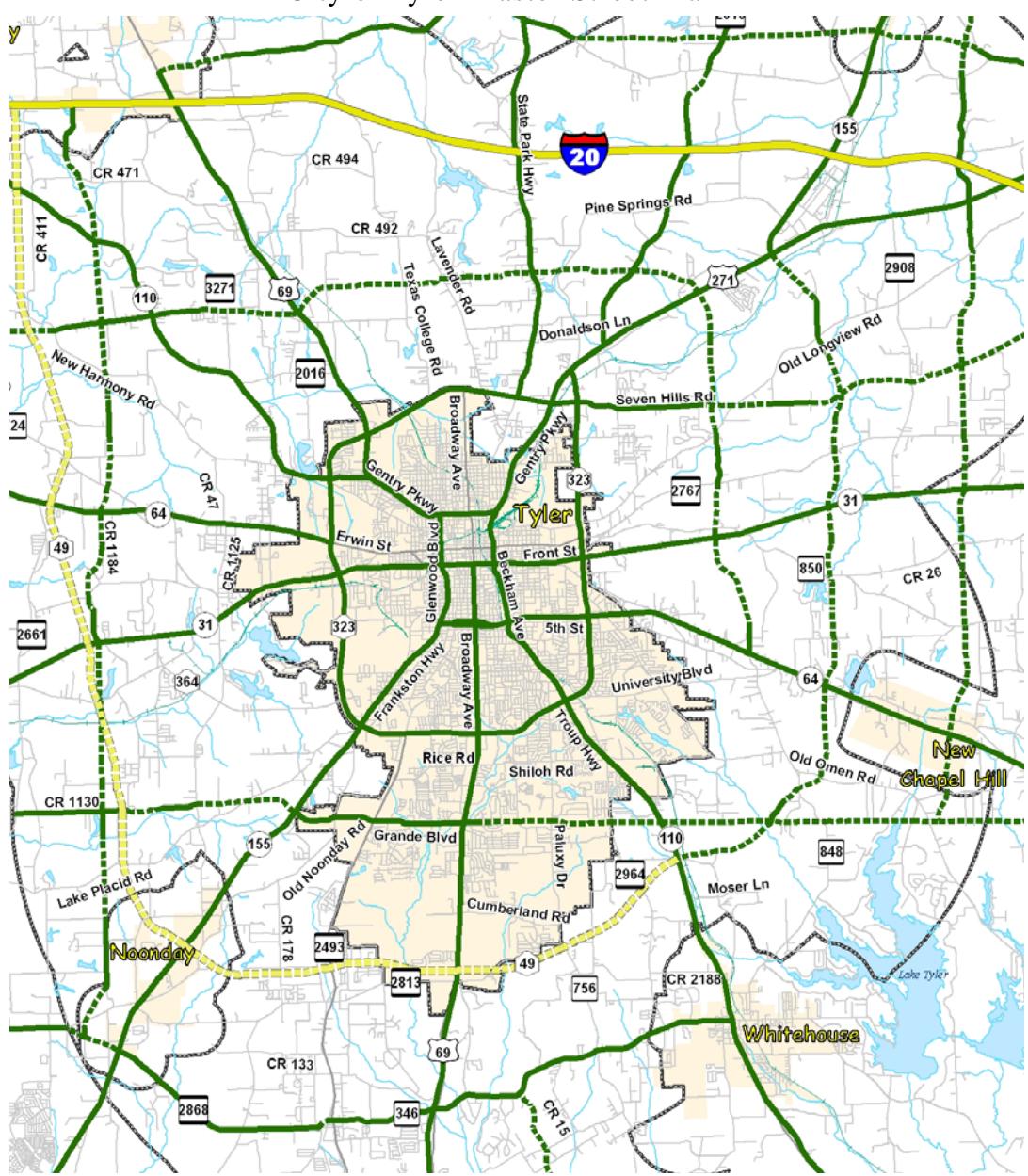


Figure 2-9
Master Street Plan Major Arterial and Freeway System
City of Tyler Master Street Plan



Chapter 2 – Master Street Plan

proposed in a north-south direction. While this area is primarily rural in nature, as development occurs and the area becomes urbanized, new major arterials will be needed to facilitate traffic movement and provide access to major destinations.

Minor arterials in north Tyler include Broadway Avenue north of Front Street, Lavender Road, FM 2015, Old Longview Road and FM 2767. Minor arterials in south Tyler include Shiloh Road, Rice Road and its extension to the west, Rhones Quarter Road, Old Omen Road and its extension through New Chapel Hill, Cumberland Road, Paluxy Drive, FM 848, FM 2493, Lake Placid Drive and Spur 364. Examples of collectors in the south part of town include Rieck Road, Old Bullard Road and Hollytree Drive. Collectors in the north part of town include Texas College Road, Fair Park Drive and Bonner Avenue.

System Properties

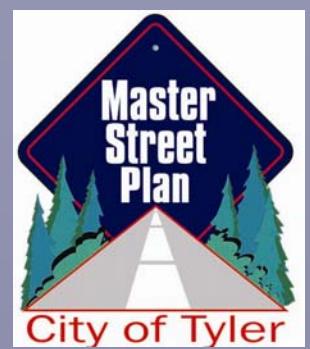
The Federal Highway Administration provides criteria and guidelines for developing functional classification systems for rural, urbanized and small urban areas. The City of Tyler is considered an urbanized area, but some portions of the 5-mile ETJ on the outer fringes could be considered rural. **Table 2-3** provides guidelines developed by the FHWA on the distribution of the different functional classifications in an urban area.

The recommended Master Street Plan, within the City of Tyler city limits, generally falls within FHWA guidelines. Major arterials account for 11.2 percent of the total roadway system, while major arterials plus minor arterials account for 20.4 percent of the total roadway system. Collector streets account for slightly more than the FHWA guidelines. This is primarily due to the fact that the proposed collector system is usually accompanied by additional local streets as developments occur, which would change the percentages slightly as more local streets are added to the system.

Table 2-3
Percent of Total Roadway Miles within Tyler City Limits
City of Tyler Master Street Plan

| Functional Class | FHWA Guidelines | Recommended Master Street Plan |
|--------------------------------------|-----------------|--------------------------------|
| Major Arterials | 5-10 % | 11.2 % |
| Major Arterials plus Minor Arterials | 15-25 % | 20.4 % |
| Collector Streets | 5-10 % | 16.3 % |
| Local Streets | 65-80 % | 63.3 % |

Source: FHWA Highway Functional Classification System: FHWA Guidelines Section II-1



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Bicycle Facilities

The development of the Master Street Plan included identification of appropriate locations for on-street bicycle facilities. City of Tyler staff met with members of the local bicycling community to identify desired bicycle routes. In addition, connections were made to the proposed off-street trail system identified in the Tyler Area MTP. Minor arterial and collector facilities designated for development with on-street bicycle facilities were identified. The proposed on-street bicycle facilities, as shown in **Figure 2-10**, also provide connections from the urban area roadway system to roadways in rural areas that are already sufficient for accommodating bicyclists. Higher classification roadways in rural areas typically have wide paved shoulders which accommodate bicyclists, even though they are not specifically designated as bicycle routes.

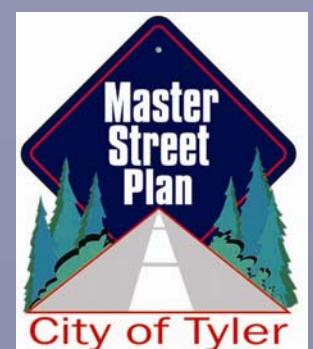
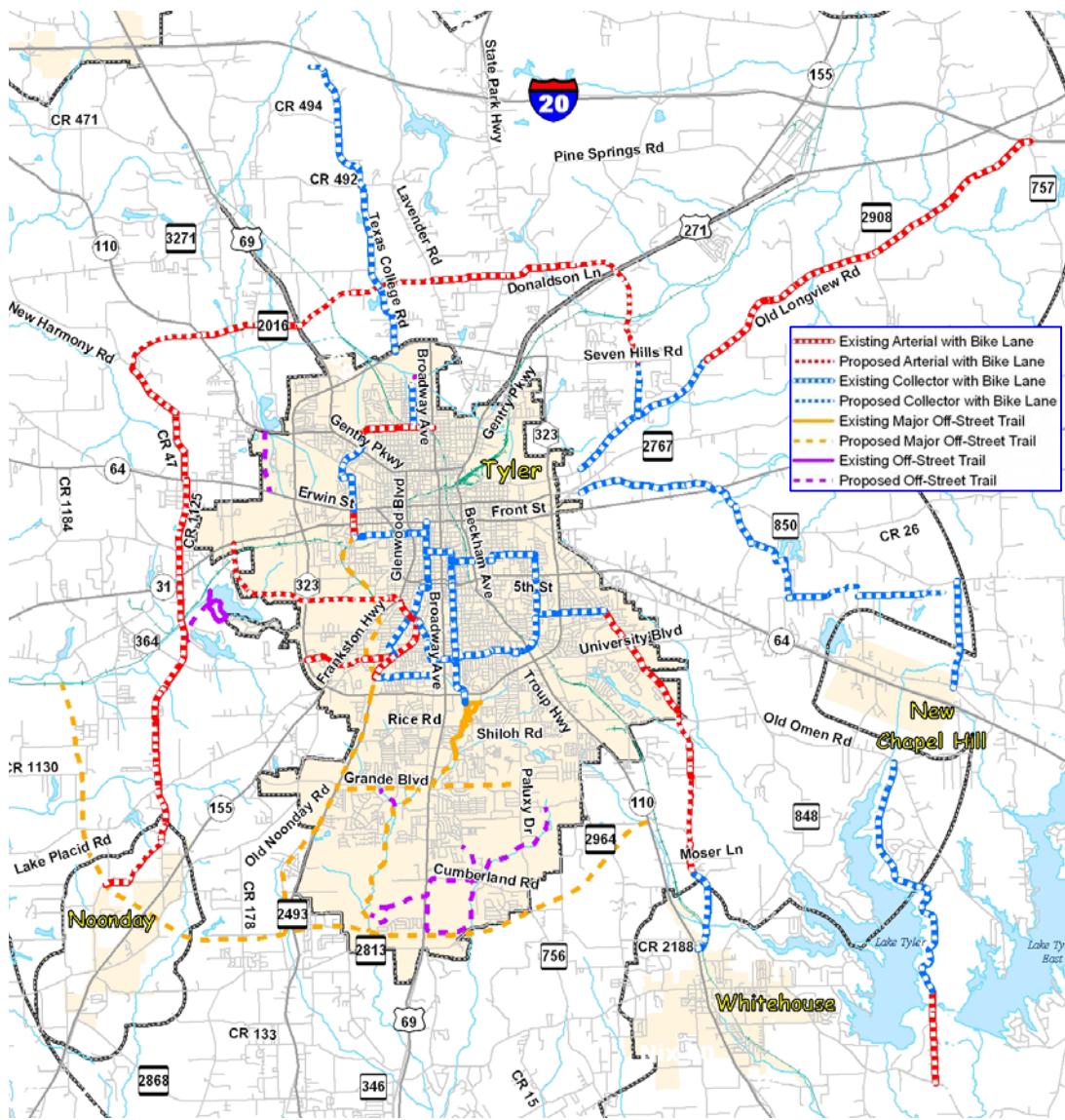


Figure 2-10
Bicycle Facilities identified on the Master Street Plan
City of Tyler Master Street Plan



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Adoption of the Master Street Plan

While it is recognized that unforeseen developments can and do call for periodic amendments and updates to the Master Street Plan, this does not invalidate the need for the plan to be officially adopted and enforced. This thoroughfare plan will be formally considered for adoption by the Tyler City Council, in accordance with the policies and procedures of the Council. Adoption of the Master Street Plan is necessary to officially recognize and confirm the status of the plan as a part of the policies of local and state transportation agencies.

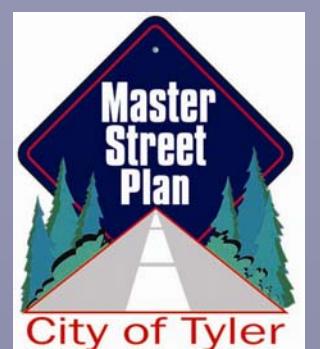
Plan Amendments and Updates

Formalized policies and procedures should be established whereby revisions are made only when new circumstances justify them and after careful consideration of the impacts that may be caused by such modifications. The City of Tyler will enforce the Master Street Plan and roadway cross section standards as development occurs through the development review and approval process. The City of Tyler's subdivision regulations should be updated to enforce the recommended roadway cross section standards.

The Master Street Plan itself identifies the specific type of facility needed in a particular area (arterial, collector, etc) and the location in which it should be developed. Changes to the functional classification of a facility will require a plan update. However, slight modifications to facility locations, such as a shift of an alignment several hundred feet one way or another or changes in roadway curvature, simply require a plan amendment by City Staff as long as the intent of the Master Street Plan to provide system connectivity and appropriate types of facilities is not compromised.

Recommendations related to the implementation, periodic amendment, and overall update of the Master Street Plan include the following:

- The Master Street Plan is implemented by City Staff through the development review and approval process, as outlined in the City of Tyler's subdivision regulations. The City of Tyler should modify the subdivision regulations to comply with the recommendations of the approved MSP, including roadway cross section standards;
- For collector level facilities, City Staff should have the authority to approve the location and type of collector level facilities during the normal development review process. Modifications or amendments to collector level facilities should not require Planning and Zoning Commission or City Council approval;
- As major and minor arterial facilities begin to develop in new areas, City Staff should initiate alignment studies to determine the exact arterial location, again provided that the intent of the Master



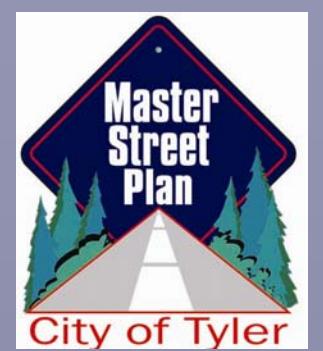
Chapter 2 – Master Street Plan

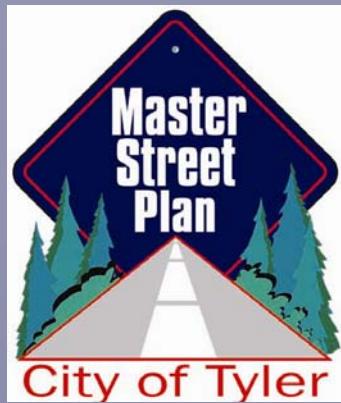
Street Plan to provide system connectivity is not compromised. Changes in the alignment of the major and minor arterial system due to the results of an alignment study should be recommended by City Staff and require approval by the Planning and Zoning Commission and City Council;

- Master Street Plan amendments are routine and are completed by City Staff periodically as part of the development review process. As collector facilities develop as part of new developments or as major and minor arterials are modified as the result of a City Council approved alignment study, City Staff will amend the MSP to identify any modified alignments; and,
- Master Street Plan updates should be conducted every five to seven years, depending on development patterns and rate of growth of the Tyler area. MSP updates involve a review of both the functional classification of roadway facilities and roadway alignments due to changes in growth and development patterns in the area. MSP updates should require a public meeting and comment period, as well as review and approval by the Planning and Zoning Commission and City Council.

Conclusion

The recommended Master Street Plan provides a framework for rational development of an efficient transportation system as the City of Tyler continues to grow and develop in future years. Implementation of the Master Street Plan is an important element in improving and fulfilling the future mobility needs of the City of Tyler and its environs.





Appendix A

MSP Meeting Minutes

April 22, 2004

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

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

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:

Albany NY, Anaheim CA, Atlanta GA, Austin TX, Baltimore MD, Bangkok Thailand, Baton Rouge LA, Binghamton NY, Burlington VT, Charleston SC, Charleston WV, Chicago IL, Cincinnati OH, Cleveland OH, Columbia SC, Columbus OH, Dallas TX, Dubai UAE, Falls Church VA, Greenville SC, Harrisburg PA, Hong Kong, Hot Springs AR, Houston TX, Iselin NJ, Jacksonville FL, Kansas City MO, Kirkland WA, Knoxville TN, Lansing MI, Lexington KY, Lisle IL, London UK, Milwaukee WI, Mumbai India, Myrtle Beach SC, Nashville TN, New Haven CT, Orlando FL, Philadelphia PA, Pittsburgh PA, Portland ME, Poughkeepsie NY, Raleigh NC, Richmond VA, Riyadh Saudi Arabia, Salt Lake City UT, San Francisco CA, St. Paul MN, Savannah GA, Tallahassee FL, Tampa FL, Tempe AZ, Trenton NJ, Washington DC

- 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 from 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.

Mr. William V. Morales

April 22, 2004

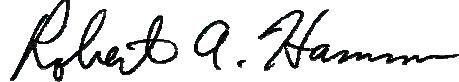
Page 3

- 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

May 18, 2004

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

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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:

Albany NY, Anaheim CA, Atlanta GA, Austin TX, Baltimore MD, Bangkok Thailand, Baton Rouge LA, Binghamton NY, Burlington VT, Charleston SC, Charleston WV, Chicago IL, Cincinnati OH, Cleveland OH, Columbia SC, Columbus OH, Dallas TX, Dubai UAE, Falls Church VA, Greenville SC, Harrisburg PA, Hong Kong, Hot Springs AR, Houston TX, Iselin NJ, Jacksonville FL, Kansas City MO, Kirkland WA, Knoxville TN, Lansing MI, Lexington KY, Lisle IL, London UK, Milwaukee WI, Mumbai India, Myrtle Beach SC, Nashville TN, New Haven CT, Orlando FL, Philadelphia PA, Pittsburgh PA, Portland ME, Poughkeepsie NY, Raleigh NC, Richmond VA, Riyadh Saudi Arabia, Salt Lake City UT, San Francisco CA, St. Paul MN, Savannah GA, Tallahassee FL, Tampa FL, Tempe AZ, Trenton NJ, Washington DC

- 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.

Mr. William V. Morales

May 18, 2004

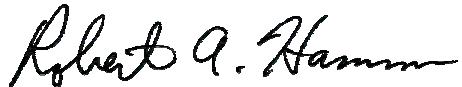
Page 4

- 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

A handwritten signature in black ink that reads "Robert A. Hamm". The signature is fluid and cursive, with "Robert" on the top line and "A. Hamm" on the bottom line.

Robert A. Hamm, P.E.
Project Manager

cc: All MTP Review Committee Members
Attachments

July 27, 2004

Tanya McCuller
 City Planner
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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:

Albany NY, Anaheim CA, Atlanta GA, Austin TX, Baltimore MD, Bangkok Thailand, Baton Rouge LA, Binghamton NY, Burlington VT, Charleston SC, Charleston WV, Chicago IL, Cincinnati OH, Cleveland OH, Columbia SC, Columbus OH, Dallas TX, Dubai UAE, Falls Church VA, Greenville SC, Harrisburg PA, Hong Kong, Hot Springs AR, Houston TX, Iselin NJ, Jacksonville FL, Kansas City MO, Kirkland WA, Knoxville TN, Lansing MI, Lexington KY, Lisle IL, London UK, Milwaukee WI, Mumbai India, Myrtle Beach SC, Nashville TN, New Haven CT, Orlando FL, Philadelphia PA, Pittsburgh PA, Portland ME, Poughkeepsie NY, Raleigh NC, Richmond VA, Riyadh Saudi Arabia, Salt Lake City UT, San Francisco CA, St. Paul MN, Savannah GA, Tallahassee FL, Tampa FL, Tempe AZ, Trenton NJ, Washington DC

- 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

Ms. Tanya McCuller

July 27, 2004

Page 3

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

December 15, 2004

Tanya McCuller
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RE: Tyler Master Street Plan Update
 Cross Section Review Meeting

Dear Ms. McCuller:

We wish to confirm the Cross Section Review meeting held for the above referenced project at the Lake Palestine Water Treatment Plant Conference Center on October 26, 2004. The following persons were in attendance:

- Cornelia Haynes, WFA
- Gary Burton, Gary Burton Engineering, Inc.
- Greg Evans, BWR
- Karl Seykler, BWR
- Claude Jordon Jr., Fair Management
- Rea Boudreaux, The CT Brannon Corporation
- Bob Breadlow, The CT Brannon Corporation
- Gene Shull, Tyler Planning and Zoning
- Kirk Houser, City of Tyler Traffic
- Becky Dempsey, Smith County Judge
- Brian E. Capps, Capco Engineering
- George Willingham, MTP
- Art Clendenin, PBS&J
- John Goodwin, PBS&J
- Charlie Varnell, PBS&J
- Rick Martindale, ACEI
- Ed Snodgras, Benchmark Design Group
- Gary Halbrooks, The Pillsbury Group
- Rand Redmond, TxDOT
- Dan Peden, COT/Engineering
- Daniel Duncan, Texas Forest Service
- Dale Spitz, TxDOT Tyler District
- Stephanie Rollings, City of Tyler
- Tanya McCuller, City of Tyler

Albany NY, Anaheim CA, Atlanta GA, Austin TX, Baltimore MD, Bangkok Thailand, Baton Rouge LA, Binghamton NY, Burlington VT, Charleston SC, Charleston WV, Chicago IL, Cincinnati OH, Cleveland OH, Columbia SC, Columbus OH, Dallas TX, Dubai UAE, Falls Church VA, Greenville SC, Harrisburg PA, Hong Kong, Hot Springs AR, Houston TX, Iselin NJ, Jacksonville FL, Kansas City MO, Kirkland WA, Knoxville TN, Lansing MI, Lexington KY, Lisle IL, London UK, Milwaukee WI, Mumbai India, Myrtle Beach SC, Nashville TN, New Haven CT, Orlando FL, Philadelphia PA, Pittsburgh PA, Portland ME, Poughkeepsie NY, Raleigh NC, Richmond VA, Riyadh Saudi Arabia, Salt Lake City UT, San Francisco CA, St. Paul MN, Savannah GA, Tallahassee FL, Tampa FL, Tempe AZ, Trenton NJ, Washington DC

Ms. Tanya McCuller

December 15, 2004

Page 2

- Bob Hamm, Wilbur Smith Associates; and,
- Naina Magon, Wilbur Smith Associates.

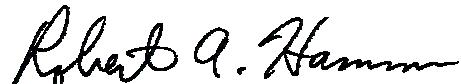
The primary purpose of this meeting was to review existing and proposed cross section standards. Tanya McCuller, City of Tyler, opened and welcomed everyone to the meeting. Important items discussed at the meeting are summarized as follows:

- Bob Hamm gave a brief overview of existing and proposed cross sections; Comments regarding the cross sections included the following:
 - Major and minor arterial cross sections need to be revised to account for a 2 ½ foot curb cut as opposed to the 2 foot curb cut currently shown.
 - Bike lanes are currently only shown on collectors, would like to show them on minor arterials as well. Minor arterials appropriate for bike lanes will be identified through the Master Street Plan process.
 - Add an additional 3-lane collector cross section with 2 - 12 foot lanes and a 16 foot center turn lane.
 - Would like requirements for sidewalks to remain 4 feet on a residential collector and 5 feet on a major collector.
 - A question was asked regarding the possibility of having a median on a collector. It was stated that this was possible and depending on the situation the median may or may not be 21 feet.

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

March 4, 2004

Tanya McCuller
 City Planner
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RE: Tyler Master Street Plan Update
 MSP Review Committee Meeting

Dear Ms. McCuller:

We wish to confirm the MSP Review Committee meeting held for the above referenced project at the Harvey Convention Center on February 22, 2005. The following persons were in attendance:

- JoAnn Hampton, Smith County
- Mike Peterson, City of Whitehouse
- Kirk Houser, City of Tyler
- Bob Breedlove, Brannon Corporation
- Karl Seydler, BWR
- Dale Spitz, TxDOT
- Glen Cowart, BWR
- Ronald Fix, City of Bullard
- Kenneth Cline
- Gene Shull, City of Tyler P&Z
- Gary Adams, Adams Engineering
- Gary Halbrooks
- Butch Willingham, Tyler Bike Club
- Rea Boudreaux, Brannon Corporation
- Davis Dickson, City of Tyler
- Mark McDaniel, City of Tyler
- Bob Turner, City of Tyler
- Tom Mullins, Tyler EDC
- Bill Clements
- Loretta Keldorf, City of Tyler P&Z
- Stephanie Rollings, City of Tyler
- Tanya McCuller, City of Tyler
- Bob Hamm, Wilbur Smith Associates; and,
- Naina Magon, Wilbur Smith Associates.

Albany NY, Anaheim CA, Atlanta GA, Austin TX, Baltimore MD, Bangkok Thailand, Baton Rouge LA, Binghamton NY, Burlington VT, Charleston SC, Charleston WV, Chicago IL, Cincinnati OH, Cleveland OH, Columbia SC, Columbus OH, Dallas TX, Dubai UAE, Falls Church VA, Greenville SC, Harrisburg PA, Hong Kong, Hot Springs AR, Houston TX, Iselin NJ, Jacksonville FL, Kansas City MO, Kirkland WA, Knoxville TN, Lansing MI, Lexington KY, Lisle IL, London UK, Milwaukee WI, Mumbai India, Myrtle Beach SC, Nashville TN, New Haven CT, Orlando FL, Philadelphia PA, Pittsburgh PA, Portland ME, Poughkeepsie NY, Raleigh NC, Richmond VA, Riyadh Saudi Arabia, Salt Lake City UT, San Francisco CA, St. Paul MN, Savannah GA, Tallahassee FL, Tampa FL, Tempe AZ, Trenton NJ, Washington DC

Ms. Tanya McCuller

March 4, 2005

Page 2

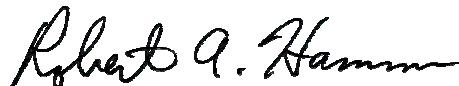
The primary purpose of this meeting was to review the proposed cross section standards and Master Street Plan (MSP). Stephanie Rollings, City of Tyler, opened and welcomed everyone to the meeting. Important items discussed at the meeting are summarized as follows:

- Bob Hamm gave a brief overview of existing and proposed cross sections; Comments regarding the cross sections included the following:
 - Residential collector and local cross sections need to be revisited
 - A question was brought up regarding sidewalk requirements and whether they should be four or five feet. Sidewalk requirements were discussed at the Cross Section Review meeting held on October 26, 2004. At this meeting it was suggested that requirements for sidewalks should remain at four feet on residential collectors and local streets and increase to five feet on major collectors and all arterials.
- Bob Hamm reviewed the proposed MSP by geographic area. Comments regarding the MSP included the following:
 - Remove Loop 49 from I-20 to Lindale as this is not a record decision. The alignment of Loop 49 north of I-20 is currently under study by TxDOT;
 - Adjust proposed north/south arterial near the Airport as it currently passes through a proposed runway extension. Davis Dickson, City of Tyler, will provide the current plans of the proposed runway extension;
 - The alignment of Grande Boulevard needs to be adjusted based on the latest route study east of US 69;
 - Request for information in the report regarding the flexibility and interpretation of the Master Street Plan;
 - Is the east/west arterial between Old Longview and US 271 necessary?
 - Concerns were expressed over Cumberland Road being designated as a minor arterial and its access to the planned mall development;
 - Concerns were expressed over identifying Skidmore as a collector on the plan, removing its 90 degree turns and its access to Broadway;
 - Need to acquire and review recent plats from the City to ensure consistency with proposed collectors on the MSP; and,
 - Need to review floodplain data to ensure feasibility of proposed collectors on the MSP.

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

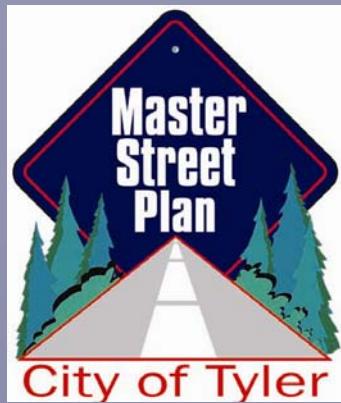
Sincerely,

WILBUR SMITH ASSOCIATES



Robert A. Hamm, P.E.

Project Manager



Appendix B

Public Meeting No. 1 Summary

May 30, 2004

Mr. William V. Morales
Director of Planning
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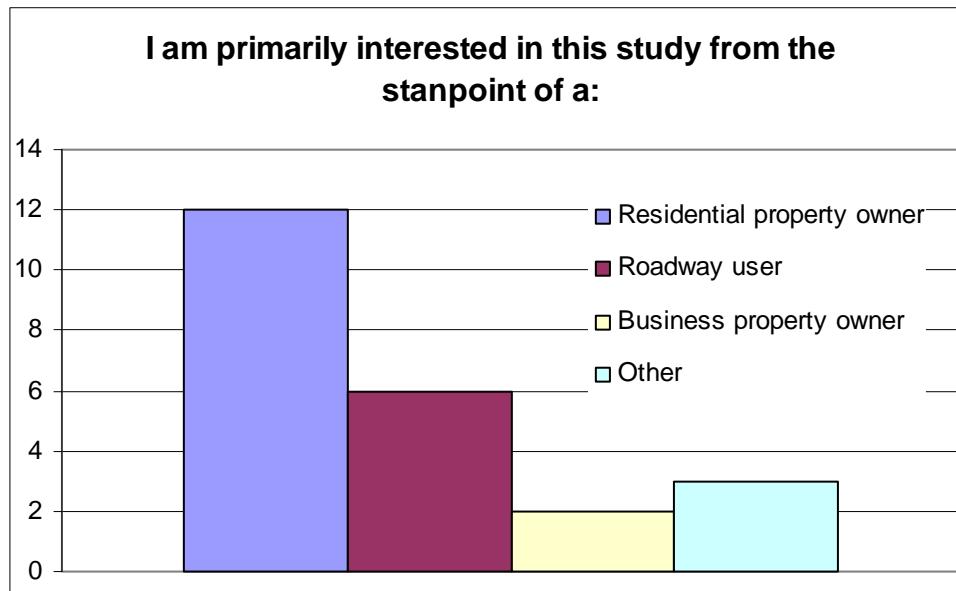
RE: Tyler Area Metropolitan Transportation Plan Update
MTP Public Meeting #1

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.

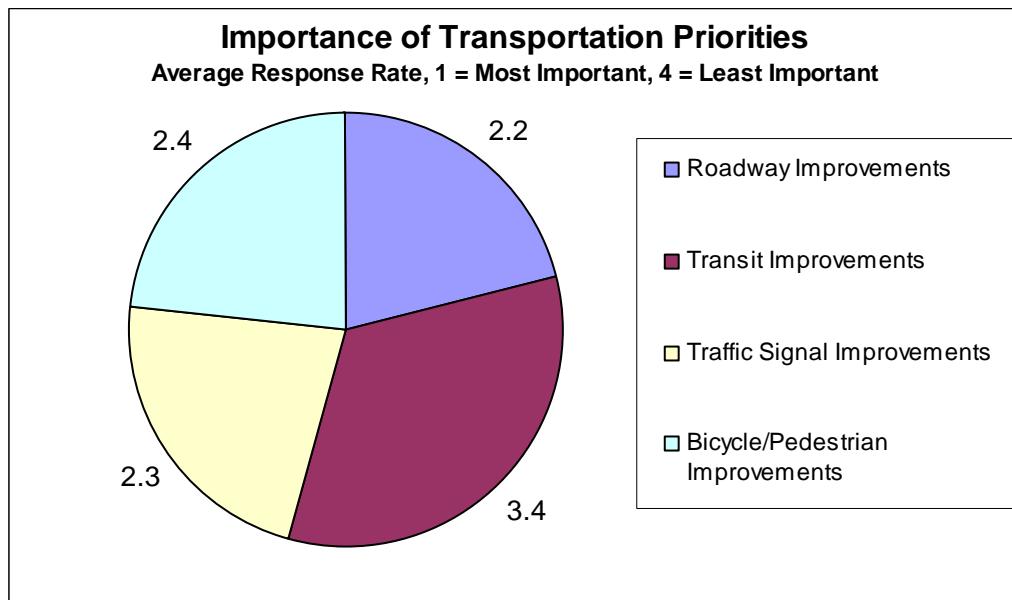
The primary purpose of this initial public meeting was to review the MTP process and to gain comments from the interested public. A meeting handout, comment form, and project newsletter were distributed to meeting attendees at the sign in table. A total of 60 persons signed in and registered their attendance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

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

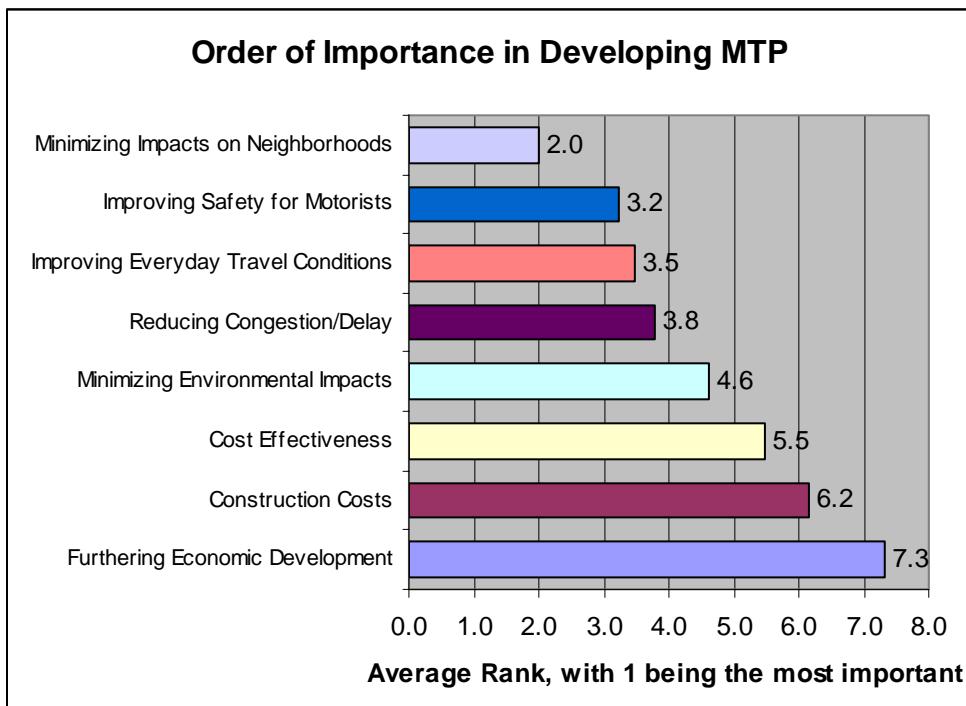


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When asked to rank the order of importance on transportation priorities, respondents rated roadway improvements, traffic signal improvements, and bicycle/pedestrian improvements nearly equally, and transit improvements as least important, as shown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

Mr. William V. Morales

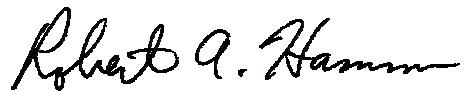
May 30, 2004

Page 5

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

A handwritten signature in black ink that reads "Robert A. Hamm". The signature is fluid and cursive, with "Robert" on the top line and "A. Hamm" on the bottom line.

Robert A. Hamm, P.E.

Project Manager

cc: All MTP Review Committee Members

Attachment

Bob Hamm

From: Dr. Ron Pinkenburg [pink@eyecaretyler.com]
Sent: Tuesday, May 18, 2004 1:41 PM
To: bhamm@wilbursmith.com
Subject: Tyler Master Street Plan - Cumberland Rd.

Dear Mr. Hamm:

My comments are directed to the status of Cumberland Rd. in the proposed Tyler Master Street Plan.

HISTORY: When the initial Master Street Plan (MSP) was done in 1985, Cumberland Rd (although outside of the Tyler city limits) was designated as a major arterial. After hearing objections at the public hearings, the council changed the status back, as it had always been, to a residential street.

This was approved by the council and is part of the official minutes in September, 1985. Sometime in 1987 or 1988, Cumberland Road mysteriously reappears in the MSP as an arterial. There were no public hearings, nor any official vote by the council to do this that we've been able to find. Nor has the city secretary been able to produce any minutes that reflect a hearing or vote for such a change.

CURRENT USE: Cumberland is now and has always been a residential street that does not come from any business nor run to any business. It primarily serves the homes along it.

When Tyler built Faulkner Park on west Cumberland Rd., they rebuilt the road as a 42', three lane arterial to service the park as well as the sewer facility. They have made comments about extending Cumberland westward across Mud Creek to Hwy 155. At its most narrow point that would require a bridge, under current EPA guidelines, of ~950 ft. I've been told that represents about \$5 million in construction costs and that the city would hope that developers would come forward and pay a substantial part of that to develop the land.

Now seriously, the city owns 1/4 of the adjacent land as the sewer plant. The other 3/4 adjacent property is either swampy or located close to or within the "wind-flow" valley of the sewer plant. Just ask people in Hollytree how often they are inundated with the stench and imagine who would want to invest in or spend money to develop such land.

NECESSITY: With Grande Blvd. 1.2 miles north and Loop 49 only 0.7 mile south of Cumberland (both going all the way across east to west) there is no demonstrated need, nor none anticipated in the foreseeable future, for any further duplication of such thoroughfares. Tyler would be much better served by widening and straightening Paluxy to the loop 49 interchange and thus easing the flow of traffic via such alternative routes into and out of the central core and relieving the congestion already present on Broadway.

Additionally, extending Copeland Rd. into Cumberland will only increase congestion in the core of the residential area since it can't go any further south.

EXPERIENCE: Cumberland Rd. is a unique neighborhood area now as it has been for at least 3 decades. It is comparable to Belle Meade Blvd. in Nashville for its beauty as a unique, rural-setting residential area.

When this area was annexed into the city, we were assured by Mayor Eltife that Tyler was annexing the area to "protect the existing neighborhood" and preserve its integrity. To arbitrarily change such a clearly residential road into an arterial (clearly high speed) can only be destructive of that neighborhood and forever change its rural character.

On west Cumberland (the new road), there is a 30 mph limit, a three lane road with a center turn lane, and "No Parking" all along the thoroughfare.

What has occurred is that there is no police enforcement of existing no parking areas nor of speed limits. People now park in the center turn lane to offload their children in the middle of the street, illegally park with impunity where they wish and drive up the road usually between 40 to 50 mph. Usually on Sunday you can frequently watch them top the hill at speeds of 60 and 70 mph or race their motorcycles at full speed up the hill.

When we have complained to the city, we were told it was a police problem. When we complained to the police we are told it is a city problem, that the council needs to tell the police what they want enforced. This impasse began when the police noted that some offending cars belonged to city officials. If there is little or no enforcement, especially of speed limits, on the new Cumberland, should we expect any different on a newer Cumberland with a longer, wider straightaway?

Thus, Cumberland should be returned to the original residential status passed in 1985 and never officially changed that we can find. It is residential. And until such time that

there is a clear demonstration of need, there should be no designation as an arterial. To do so clearly is to serve the design and desires of a small group of powerful people attempting to develop land to the detriment of the neighborhood. Instead the needs and desires of the resident people should be heard and followed for they are the "people of Tyler" and its future.

Thank you for your consideration.

Ron Pinkenburg
321 Cumberland Rd.

Bob Hamm

From: Jim & Dot [jim.dot@cox-internet.com]
Sent: Monday, May 17, 2004 8:35 PM
To: sbclark@cox-internet.com; bhamm@wilbursmith.com; Kathleen Hardy
Cc: Jim & Dot
Subject: Cumberland Road

May 17, 2004

Tyler MTP Review Committee

I protest the making of Cumberland Road into an east-west arterial street, and further request that the speed limit be set at 30 mph because of the safety of the residents and other vehicles driving onto the street from the many homes along the way. Cumberland Road east is definitely a residential street. There are no more places to build houses on the street except on the large Manziel tract of several hundred acres (unplatted) at the Northwest corner of Cumberland Road and Paluxy. Widening of Cumberland will obviously increase traffic causing: (1) a safety issue for the residents and (2) noise and sight pollution for the many homes along the street by increased car and truck use. These negatives will decrease our home and land value considerably and change the atmosphere of our street and homes.

We have lived at 1110 Cumberland Road for 36 years, and have loved the rural, quiet setting. The residents of the street successfully opposed the widening of the street at several city planning-zoning meetings and at City Council in August, September, October and November, 1985, where it was decided by that committee chaired by Tommy Butler not to widen the street to 40 feet. Numerous suggestions were made for alternate solutions to the east-west traffic problems, none of which were implemented. Consequently the problems have been greatly exacerbated.

Many speeding auto have been out of control in front of our house. This year one hit our mail box and left damaged auto parts along the right of way. Police were notified and came out to investigate. Another auto drove off the pavement and hit a large tree on our land in a head-on collision. Other speeding autos have lost control and been stuck in the right of way, needing wrecker help to get back on the road. There is a hill to the east of our driveway where the road view is only a few hundred feet. The street may appear open, but within seconds a speeding vehicle can come over the hill top, thus making entrance onto the street from our home very dangerous.

I do not see why Skidmore Lane cannot be improved by the city and the new mall developers to take the major east-west traffic (along with Loop 49) away from Cumberland Road. There are few residences on this road and the economic and social impact will be far less. I also see no reason for Copeland Road to be extended to intersect Cumberland Road. We think Paluxy should be straightened and widened to better carry traffic on both Copeland Road and Paluxy as it now does.

Please leave our street alone. reduce the speed limit, and have the city and mall owner pay to improve Skidmore Lane into the east-west arterial.

Sincerely,

Dottie and Jim Ellis

Bob Hamm

From: gerald e verbeek [verbeeks@juno.com]
Sent: Sunday, May 16, 2004 2:06 PM
To: bhamm@wilbursmith.com
Cc: sbclark@cox-internet.com
Subject: Re: Cumberland Road

Mr. Hamm,

As a resident living on Cumberland Road, I would like to express my concern and strong opposition to Cumberland Road becoming a 4 lane road.

At the present time, traffic on Cumberland Road is not heavy enough to warrant a change to 4 lanes; and with prudent planning, it would not need to become a 4-lane road. The biggest problem we face on Cumberland is not the amount of traffic, but rather the speed at which people use our road as a thoroughfare between Paluxy and Hwy. 69. On a regular basis, I see traffic exceeding 45 and even 50 mph and at least once or twice a month I am passed as cars cross the double-yellow line (even though I drive the speed-limit). Although police cars sit by the side of the road from time-to-time, they are obvious to traffic and people slow to the speed limit while they are present (plenty of light-flashing alerts oncoming traffic to the presence of police cars). However, as soon as they leave, speeds increase.

So far, I have witnessed one accident on Cumberland - I believe it was about a year or so ago, when a car had missed the curve by the Mustard's home and hit a tree. However, if more lanes are added (and possibly the speed on our road is increased) this will attract more traffic and inevitably lead to more accidents.

Instead of adding more lanes to Cumberland or connecting other existing streets to ours, city planners need to strongly consider adding lanes to Paluxy Road (south of Jeff Davis) and letting the new Loop attract the traffic, thus keeping it out of our residential areas.

Another issue that I feel needs to be strongly considered is that the planned Mall should have no entrances or exits onto Cumberland Road.

Having entrances and exits from Cumberland will only encourage more traffic to use our road as a "racetrack" to the mall. One only has to look at the traffic problems (and accidents) that happen near Broadway Square Mall to realize that turning Cumberland Road into 4-lanes will only be detrimental to our area.

Thank you,

Ann Verbeek

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Bob Hamm

From: Chris Reed [GeoExplorer@worldnet.att.net]
Sent: Tuesday, May 18, 2004 10:47 AM
To: bhamm@wilbursmith.com
Cc: sbclark@cox-internet.com; Charles Alworth; racl123@aol.com
Subject: Public Meeting of Tyler Metropolitan Transportation Plan Review Committee

Dear Mr. Hamm;

I understand that several issues will be discussed concerning future city road usage for Cumberland Rd. and the immediate neighborhood at this Wednesday's meeting of the Tyler MTP Committee. As a seventeen year resident of Cumberland Road, I am very much against the widening of this road so as to change it from a residential street to an arterial highway. Cumberland Road was developed by the residents as a unique residential area, with several of the original developers still living on it. Many of us paid proportionately out of pocket to surface and maintain our neighborhood roads prior to annexation by the city---we built this neighborhood and feel that we should at least be able to keep it residential. Over the years, I have witnessed a large increase in traffic on Cumberland and have lost several household pets as traffic fatalities. More recently, the city has taken to emptying the water lines out through fire hydrants on Cumberland into the bar ditch on the north side of the road that is not equipped with curb drainage and presented an even larger traffic hazard by flooding the road; at least two cars have run off the road at the corner of Cumberland and Wilana causing minor damage. I think it is time for the city to stop being a problem to the Cumberland Road residential area and help in preserving it as a neighborhood, as touted in the City Master Plan that was encouraged at the time of the Shackleford Creek Annexation.

There are alternatives that could be implemented and encouraged that would both alleviate the traffic flow problem and preserve the Cumberland Rd. neighborhood. Traffic flow could be easily accommodated by updating and widening Skidmore Ln. to the south which would also serve as the service road to the new loop.

As to the straightening of Copeland Road to Cumberland; this is entirely out of line with preserving neighborhoods. Not only will it dump traffic into an area that has existing problems it will be very unfair to the existing residents. Let the owners of the undeveloped property shoulder the burden of development expense rather than the taxpayer if they want to change their property from agricultural to residential. Private development of property has always proven to be more effective to specific usages than governmental development.

I plan to be in attendance at the Wednesday meeting and very much look forward to going on the public record with my feelings on this matter. I hope that you and your committee will consider these issues carefully.

Sincerely,
Chris H. Reed
1502 Cumberland Rd.
Tyler, TX 75703

Bob Hamm

From: Charles Alworth [calworth@tylertexas.com]
Sent: Monday, May 17, 2004 10:15 PM
To: bhamm@wilbursmith.com
Cc: calworth@alworth.com; Gary Landers; jseeber@tylertexas.com; Bill Morales; Samantha Smith; Bob Turner
Subject: Public Hearing on Cumberland Road - Tyler - Texas

Importance: High



Skidmore over
Cumberland.pdf (...)

Mr. Hamm:

As the councilman elect (to be sworn in on May 26 and effectively THE council member) for City District 6, the district most adversely affected, I express grave concerns about the planned widening of Cumberland Road. I am certain that Councilman Smith will agree as his district will also be adversely affected.

Cumberland Road is a residential street and the current speed limit does NOT meet city standards (it's too high). The planned extension of Grand Blvd. can handle the traffic. The straitgthening of Skidmore to serve as an access road for loop 49, which for I will press, will serve to handle all projected traffic at less cost to the taxpayers. Please see the PDF attachment.

The residents of the local area are all opposed!

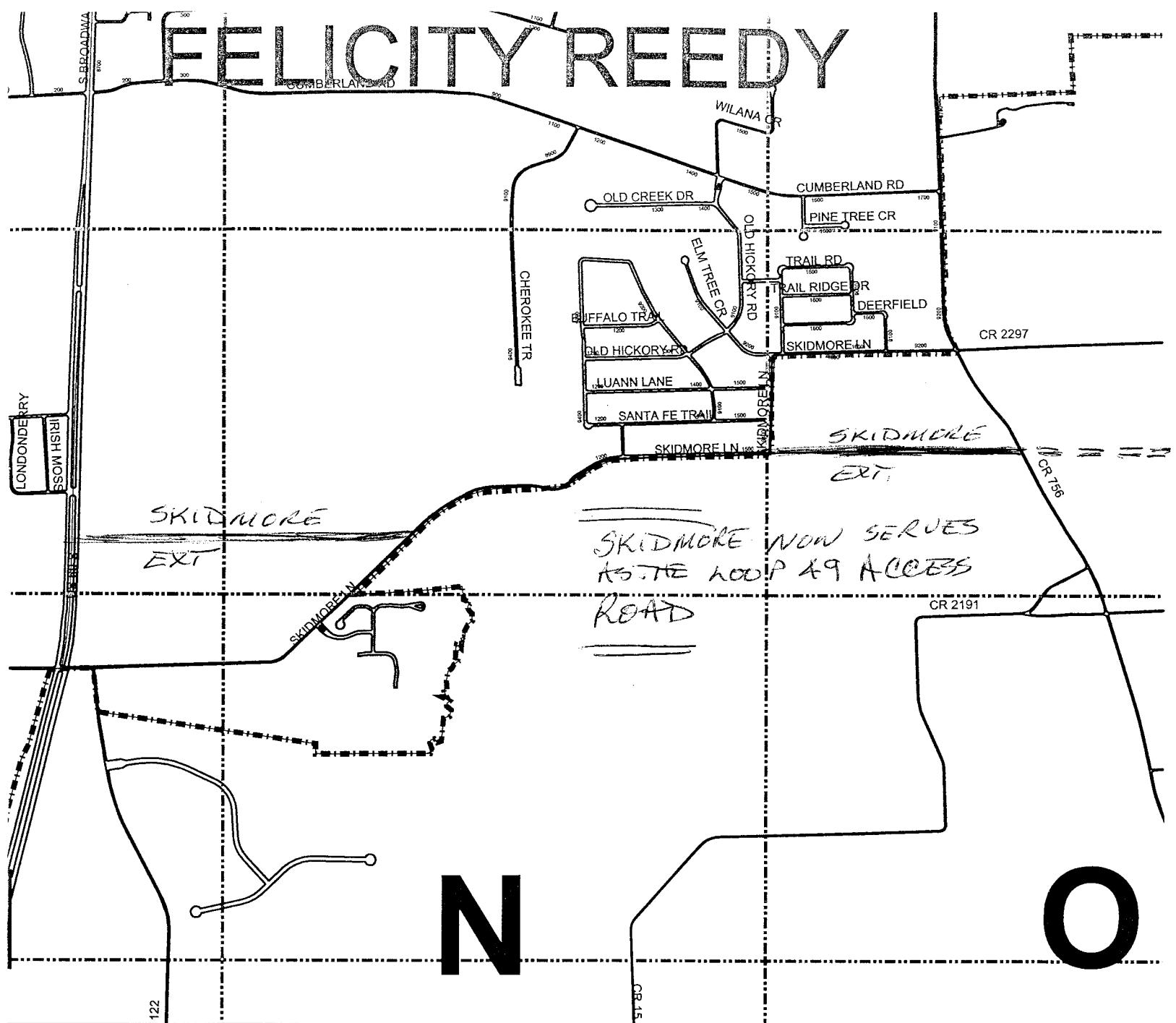
I encourage you to contact me well before the public meeting.

My office number is 903 534 0477

Sincerely,

signed// dr. c. w. alworth//

C. W. Alworth, PE, JD, PhD
Councilman Elect - District 6 - Tyler - Texas Alworth Law and Engineering Registered
Professional Engineer Attorney at Law Registered Patent Attorney
505 Cumberland Road
Tyler, Texas 75703
903-534-0477 X201
Citizen Hot Line 903-521-5485



2

DERRICK
CHOICE

3

LAURA
CORBETT

4

RON
SHAFFER

5

FELICITY
REEDY

6

1.5

2.25

3

Miles

Bob Hamm

From: jstephen.hardy@wachoviasec.com
Sent: Wednesday, May 19, 2004 2:54 PM
To: bhamm@wilbursmith.com
Subject: Cumberland Road Traffic

Dear Mr. Hamm:

I have heard that the city is considering options for east-west traffic in South Tyler. As South Tyler grows, the need for these routes becomes more pronounced. I definitely agree that something needs to be done to relieve the congestion.

We have lived on Cumberland Road since 2001; and we have experienced an ever-increasing flow of traffic in the few years we have resided here. Traffic should not be allowed to go speeds in excess of 35 mph in this residential area. Kathleen and I fear for our children's safety as we have seen cars run off the road. Too, mail boxes have been damaged by motorists who have lost control.

I am aware that you are considering alternatives in non-residential areas. Any attention that you can give to options that lower speed limits and that will somehow curb the traffic in our residential area (Cumberland Road) will be greatly appreciated.

Thank you in advance for your consideration and support.

Sincerely,

Steve and Kathleen Hardy
1218 Cumberland Road
Tyler, TX 75703

hardyparty@tyler.net

Bob Hamm

From: D4O4A4C4T4@aol.com
Sent: Wednesday, May 19, 2004 7:55 AM
To: bhamm@wilbursmith.com
Subject: Tyler MTP

Dear members of the Tyler MTP Review Committee,

I am against the widening of Cumberland Road.

We all know what a neighborhood looks like. If someone called something with all the characteristics of a neighborhood a donut, we would say, "You might call it a donut but this is a neighborhood. Call it what ever you want, but treat it properly." A neighborhood cannot be dunked like it seems people are trying to do to Cumberland Road.

Why do I and many like me think Cumberland is a neighborhood?

We like to visit the HOMES of our neighbors. (Don't make it any more difficult to go to them. Don't do something that will destroy this neighborhood.)

There are many HOMES with families. Some families having been here on Cumberland for MANY years and some families have recently arrived. It may not look exactly like Beaver's and Wally's T.V. neighborhood, but it is similar to it in many ways.

(This neighborhood has too many young children playing outside to have them living beside a "highway".)

We know and care about our neighbors. This is not a loose group of stores or temporary residences. This IS A NEIGHBORHOOD.

I know we need to upgrade Tyler's road system.

Too much rapid growth with money as the driving force has occurred. It seems a lot of it has happened with NO concern for residents or already established businesses.

The fact you have called this public meeting shows YOU do care.

Here are a few of my thoughts about alternate roads which could be used.

Since the traffic problems start north of Cumberland, why not utilize the future expansion of Grande Blvd.?

Loop 49 is in the process of being built. Skidmore, which has a lot of undeveloped land on it, could be widened, and serve as a feeder (Please pardon my possible use of an incorrect term.) road.

Thank you for allowing us input.

Rachel Plotkin 509 Cumberland Road, Tyler, TX 75703

Bob Hamm

From: Sue & Bob Clark [sbclark@cox-internet.com]

Sent: Wednesday, May 19, 2004 3:19 PM

To: bhamm@wilbursmith.com

Subject: Consideration of traffic in South Tyler

Dear Mr. Hamm -- Attached is our letter expressing our concern about any attempt to widen Cumberland Road to a 4-lane arterial road.

We look forward to visiting with you tonight at the meeting.

Sue Clark

May 14, 2004

Dear Mr. Hamm,

My husband and I wish to express our vehement opposition to any consideration of making Cumberland Road and 4-lane arterial road. We specifically chose our home 4+ years ago for the tranquility of the area, and the abundant bird and wildlife we can enjoy.

The traffic noise on our street has increased immensely since we have lived here, as has the trash in our yard. It is not an everyday occurrence to pick up beer cans, fast food wrappers and various and sundry other items from our front yard. More importantly, we routinely witness traffic traveling in great excess of the posted speed limit. The police department cannot, or does not, do an adequate job at all of controlling this. We can only imagine what it would be like if the street were a 4-lane arterial...perhaps 70-80 mph routinely?

It would seem much more expedient, and cost-effective to the city, if you were to continue Grande to intersect with Paluxy. Paluxy could be widened to the spot where it will intersect with Loop 49. If additional east-west arterial is needed, Skidmore could be used, as there are not homes along that road, and it could become a feeder road to Loop 49 in the future.

We am truly tired of the rape and pillage of my neighborhood by the city. You and your committee have a chance to recognize the importance of a neighborhood, which this area most certainly is, and leave Cumberland Road as a 2-lane residential neighborhood street, as it is intended to be. Don't let the influence of a few powerful people cause the destruction of one of the finest areas of our city. Rather, consider carefully the thoughts of the residents and remember we are the "people of Tyler" whom the city continually proclaims to want to help and protect.

Sincerely,

Bob & Sue Clark
408 Cumberland Road

Bob Hamm

From: Budelhill@aol.com
Sent: Friday, May 21, 2004 2:33 PM
To: bhamm@wilbursmith.com
Subject: Widening of Cumberland Road

I attended the MTP public meeting Wednesday evening and enjoyed your exhibits and presentation of the purpose of your study of transportation in Tyler and environs. I was particularly interested in the comments pertaining to Cumberland Road. In my opinion none of them had value to the needs of improving traffic flow -- all were selfish in desiring to maintain the status quo of a "neighborhood."

Traffic on east Cumberland increases monthly. The roadbed is in poor condition and needs to be widened with shoulders, at the minimum, for safety reasons. Paluxy also needs to be widened which is even more dangerous to drive on.

There is no need to extend Cumberland to the West to connect with Hwy. 155 since construction of a segment of Loop 49 has commenced which will fulfill this need. As mentioned in the meeting, west Cumberland Road passes by a large public park. Also mentioned was the large expense of crossing Mud Creek by extending this road. It is only a short distance to the South to CR. 2813 which connects Hwy. 69 and Hwy. 155.

It will be several years in the future before Loop 49 is extended to the East from Hwy. 69. Therefore, it seems Cumberland Road should be widened to handle the increasing traffic flow. People should realize when purchasing property near a growing town that all types of changes may occur for the benefit of many others.

With appreciation for your diligence in this study,
R. L. Hillier

Bob Hamm

From: Sharon Steadman [Ragdolls1@prodigy.net]
Sent: Monday, May 17, 2004 10:59 AM
To: Bhamm@wilbursmith.com
Subject: Loop 49

Dear Sir

It is my understanding that the future of Cumberland Road is being discussed by the MTP Review Committee. Loop 49 will be put in to service the new mall at Cumberland Rd, Skidmore Lane, and Broadway. The developers promised that there would be no entry into the mall from Cumberland Rd. By leaving Cumberland two lane, it would help guarantee that it would remain a residential street as we were assured by the city council, and the money could be used to make the new loop a reality .

Thank you
Sharon Steadman

Bob Hamm

From: Sharon Steadman [Ragdolls1@prodigy.net]
Sent: Wednesday, May 19, 2004 2:56 PM
To: bhamm@wilbursmith.com
Subject: the future

Dear Sir

A question that has arisen since our first e-mail concerns the commercialization of Cumberland Rd. Is changing the zoning of Cumberland Rd to commercial already being considered? Once the mall is in, Loop 49 finished, Paluxy and Cumberland 4 laned, and the quality of life destroyed, the next step would be to reduce the houses on Cumberland Rd to the status of those on the south end of Old Bullard Rd.

Please assure us that that is not the plan.

Respectfully
Bevan and Sharon Steadman

Bob Hamm

From: David_Provines@txed.uscourts.gov
Sent: Wednesday, May 19, 2004 12:12 PM
To: calworth@alworth.com
Cc: bhamm@wilbursmith.com; sbclark@resav2i.gtwy.uscourts.gov
Subject: Re: FW: IMPORTANT meeting

Thanks for the update. I don't think the folks on Crooked Trail realized that they are talking about expanding the road all the way to Old Jacksonville. I made a flyer and included a map of the proposed roadway and placed it on everyone's door on Crooked Trail today at lunch. I'll be at the meeting.

-David

"Dr. C. W.
Alworth"
<calworth@alworth
.com> To
<David_Provines@txed.uscourts.gov>
cc
05/18/2004 09:58
PM Subject
FW: IMPORTANT meeting

Please respond to
<calworth@alworth
.com>

-----Original Message-----

From: Racl123@aol.com [mailto:Racl123@aol.com]
Sent: 15 May, 2004 9:37 AM
To: Racl123@aol.com
Subject: IMPORTANT meeting

Dear Shackleford Creek Preservation Society members, and other residents of Tyler,

A VERY important meeting is occurring in just a few days. (Wednesday, MAY 19). It will occur at the Tyler Public Library, starting at 6:00.

WHY is this meeting important? This is the first of ONLY two public meetings. There have already been meetings of the Tyler Metropolitan Transportation Plan Review Committee. They have been providing guidance and feedback in the development of the MTP and the update of the City of Tyler's Master Street Plan.

It is now time for the citizens of Tyler, whose lives will be affected, to provide their guidance and feedback in the development of the MTP and the update of the City of Tyler's Master Street Plan.

WHY is ATTENDING this meeting important? Residents who fought against the Bank of America/Bryan Marsh Farm Ltd. development saw that numbers attending does change what

happens. They, also, saw how large numbers showing up at a meeting STOPPED the proposed apartment units on W. Cumberland Road.

Quote from a member "Praise God! Isn't it wonderful to know our voices really make a difference."

Your attending this meeting WILL make a difference!

WHY is it IMPORTANT to write to the MTP? Telling them both by being at the meeting and in written form REALLY informs them about our displeasure with many of their plans, our acceptance of plans that cause little or no damage to our lives, AND offers them our ideas about alternate acceptable solutions.

WHERE DO I SEND WHAT I WRITE?

www.wilbursmith.com/tylermtp or
e-mail to Bob Hamm at bhamm@wilbursmith.com
turquoise box in carport at Sue and Bob Clark's 408 Cumberland Rd.
e-mail Sue at sbclark@cox-internet.com
or this e-mail address racl123@aol.com

Bob Hamm

From: Scroggins [Scroggins@tyler.net]
Sent: Thursday, May 20, 2004 3:10 PM
To: C. W. Alworth; bhamm@wilbursmith.com
Subject: Tyler Master Street Plan

My husband and I attended the meeting last night at the Tyler Public Library. There were many speaking about Cumberland Road and the proposed extension of Copeland Road south to Loop 49. We are 27 year residents of Cherokee Trail. Once again we are a residential street. The only flaw to our street is the Tyler Lift Station which was supposed to not detract from our neighborhood. If you viewed the lift station in your visit you are aware that to not be true. A real eyesore.

Looking over the "big plan", I notice where the proposed street plan has Cherokee Trail to have an arterial designation. I am asking you to change that designation back to it's present standing. If you look at the Grande extension it will distribute the traffic east and west from Copeland Road.

The outer loop 49 will also take care of distributing the traffic east and west to the north-south roads of Paluxy, Broadway and Old Jacksonville Hwy, Hwy 155, and Hwy 110. If Cherokee Trail was not a residential street I could envision making it an arterial. If you look at the "big map" you have good North-South travel on Broadway and with the proposed widening of Paluxy to the Loop. The Copeland-Cherokee Trail road is not needed for possibly 20-30 years. Please take this change off the map. It can be reviewed in years to come

We now have 5 homes for sale on our street. None have sold because of the unknown with the new commercial development behind us. If you designate us as a busy arterial you will destroy our neighborhood and the potential of selling our homes for years to come. You have also drawn a collector road through the new mall area. Try to use that instead of our street.

Chris Reed spoke about using taxpayer's money to build the Copeland Road extension. That is the most extensive north-south road proposed on the map.
. .truly one taxpayers do not need or want to pay for.

Thank you,

Karen A Scroggins

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 cycling 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>

Bob Hamm

From: scgbeck@AOL.com
Sent: Tuesday, June 01, 2004 11:33 AM
Subject: Tyler MTP Feedback Response

First Name: Suzy

Last Name: Beck

Title: Mrs.

Agency/Company:

E-mail: scgbeck@AOL.com

Comments: I am very concerned about Cumberland Road becoming 4 lanes with a proposed speed limit of 55mph. Instead of creating a new highway, I feel that Paluxy should be widened and leave the neighborhoods alone. HWY69, Paluxy and the outer loop should be enough to divert traffic. I oppose tearing up neighborhoods when other option are viable.

May 19, 2004

Tyler MTP Review Committee

Dear Committee Members,

We would urge the Tyler MTP Review committee to consider the nature and history of Cumberland Road as you make your recommendations for the Tyler master plan. It is and always has been a residential area.

We have made our home at 324 Cumberland Road since 1976. The traffic flow has dramatically increased over the years. This has caused particular dangers to family pets and worries for parents of small children. On two occasions speeding west bound drivers have missed the curve by our driveway and careened across our yard toward Wilder Way. We have learned to approach our mail box with great caution! Two other incidents occurred as east bound drivers sped up the hill from Broadway too fast to stop for someone turning into our driveway. In both of these instances the speeding vehicles have been forced to veer into the Chamber's front yard. Luckily we have only incurred damage to our yards. We are trying or accommodate for the present dangers. Please don't make worse problems for our neighbors and us by widening Cumberland Road and/or increasing the speed limit.

The proposed mall promises to bring major changes to our area. But Cumberland Road very likely can survive as a unique, beautiful and valuable neighborhood provided that another blow is not dealt. We are striving to maintain, improve and beautify our property. This should only serve to enhance our community and maintain substantial revenues through our property taxes. Please help our neighborhood by allowing Cumberland Road to remain a two lane thoroughfare through a residential area.

Respectfully,



Martha and John Walker

May 13, 2004

Mr. Bill Morales
Director, Planning and Zoning
City of Tyler, Texas

Dear Bill;

I cannot attend the hearing on May 19th, on the streets Master Plan, which included the widening of Cumberland Road. As you know, I am adamantly opposed to the widening of Cumberland Road into a four lane Arterial. I know that it was designated as an Arterial in the Master Plan.

However, also in the Master Plan is a statement to the effect that NO residential areas will have arterials run through them. Yet the present Zoning and Planning Commission, and the City Council apparently does not consider Cumberland Road a residential area. If not, what is it?

It has some of the most beautiful homes in Tyler along it, and many people drive down Cumberland, just to view them. It certainly is not a commercial area.

Once Loop 49, from Hwy 69 to Paluxy is completed, and Grande Blvd. from Hwy 69 to Paluxy is also constructed, there will be absolutely no need to widen Cumberland. Once they are done, a traffic survey should be required on Cumberland, just to see what the traffic situation is. No traffic survey was required for the mall, and that is positively archaic planning. Even small cities of 2,500-5,000 population require traffic surveys.

What I see is that City Council and the Planning and Zoning Commission plan to make Cumberland a major connection to the proposed mall, and that is unacceptable. What needs to be done instead is to convert Skidmore into a frontage road, from Hwy 69 to Paluxy, and direct connections to Loop 49 at each end. This would handle most of the mall traffic. Skidmore does not go through residential areas, but passes beside two subdivisions. Most of the land along Skidmore is agriculture, and a frontage road would not disturb the cows.

In addition, the City of Tyler should require the developer of the Marsh property to provide a full frontage road from Skidmore, to Cumberland along Hwy 69. There should be NO curb cuts along Hwy 69.

I am not against the mall, but it should be developed in a responsible manner, and so far, the plans, and the City requirements for the developer are going to result in disastrous traffic problems, for all of the people who live in Tyler, not just for those on Cumberland Road. As a former highway designer, and inspector for the State of Washington, I believe that Tyler needs to come into the 21st Century on it's traffic design.

Sincerely



John D. Mustard
1545 Cumberland Road
Tyler, TX 75703
903-509-2507

Bill Morales

From: John Genovese [genojag@yahoo.com]

Sent: Thursday, May 20, 2004 9:40 AM

To: Bill Morales

Subject: Future Transportation Plan

Dear Sirs,

I am a resident of Cumberland Estates. I have been unable to attend any of the meetings you have had over the last year that I have lived in Tyler pertaining to the construction of Loop 49 and the expansion of Cumberland road. I am for Loop 49 and I'm happy to see that construction has started. I am confused and concerned about the expansion of Cumberland Rd.. Living mostly in large cities most of my life I do not understand why you would spend the money to widen a road with all residential homes that only has E - W access to two major N - S arteries (US 69 - TX 756). This to me would force a huge amount of local traffic onto those three roads when the proposed mall is finally built.

Has anyone looked at the FM 168 - FM 2813 - Skidmore Rd. set up? FM 168 - FM 2813 are currently an E - W corridor from TX 155 to US 69 with Skidmore a jagged connection to TX 756. Has any thought been given to expanding, straightening, moving, Skidmore (maybe as a FM 2813 extension) and making it more of a surface road for light commercial/office buildings? This would appear to be a better long-term road expansion and a better corridor for the local traffic that would not be on Loop 49. Also, would state money be available if it was a FM 2813 extension?

I'm not a city planner, but I did want to bring my thoughts and comments to you.

John Genovese
9334 Chisholm Rd.
Tyler, TX 75703
903-939-9365

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May 27 04 05:12P



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 be addressed in this study.

1. Preserving Neighborhoods already in existence
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 Mr. and Mrs. John F. WALKER

E-mail Address MARTHALOUW@COX-INTERNET

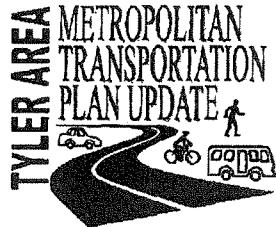
Address 324 CUMBERLAND RD.

Phone Number (903) 561-3888

TYLER, TX 75703

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.



Comment Form

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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 TR 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.

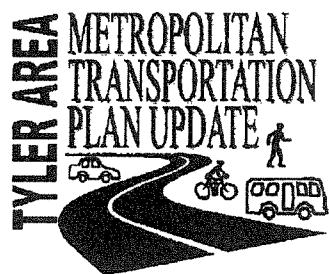
Optional Contact Information (Please Print):

Name David A. Feagin
Address 1217 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



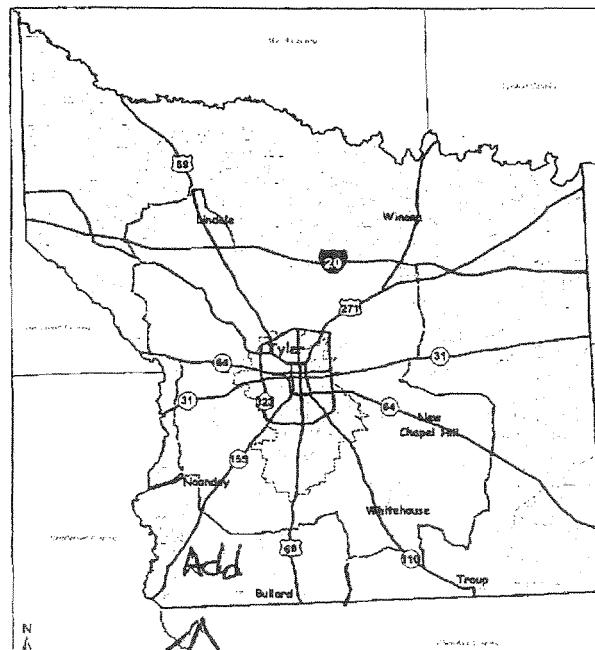
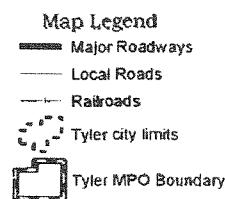
What is the Tyler Area Metropolitan Transportation Plan Update?

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.





Comment Form

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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
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 3 Improving Everyday Travel Conditions
8 Construction Costs 4 Improving Safety for Motorists
6 Minimizing Environmental Impacts 5 Cost Effectiveness (benefits exceed costs)
1 Minimizing Impacts on Neighborhoods 7 Other (specify):
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. 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@eyecaretyler.com
Phone Number (903) 561-4373
Fax Number (903) 595-1212



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*):

See attached 3 page letter.

Optional Contact Information (Please Print):

Name Ron Pinkenburg

E-mail Address

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.

Tyler Master Street Plan

When the initial MSP was adopted in 1985, Cumberland Rd. (although outside the city limits) was scheduled to be designated as a major arterial. After hearing objections (98% of the residents) at the public hearings, the council changed the status, as it had always been, back to a residential designation.

This was approved by the council and is part of the official minutes of Sep/Oct, 1985. Sometime in 1987 or 1988, Cumberland Rd. mysteriously reappears in the MSP as an arterial. There were no public hearings, nor any official vote by the council to do this that we've been able to find. Nor has the city secretary been able to produce any minutes that reflect a hearing or vote for such a change.

Review of newspaper articles of that time reveal that the city had a developer lined up to widen west Cumberland and bridge Mud Creek. That developer was Steve Morris, who left a trail of bankruptcies and people who lost monies in his schemes.

Cumberland is now and has always been a residential street that does not come from any business nor run to any business. It primarily serves the homes along it.

When the city built Faulkner Park on west Cumberland Rd., they rebuilt the road as a 42', three lane arterial to service the park as well as the sewer facility. They have on numerous occasions mentioned long term plans to extend Cumberland westward across Mud Creek to Hwy 155.

These plans were originally expressed 20 yrs ago before there was a Loop 49 or a Grande Blvd in existence.

At its most narrow point, to cross Mud Creek would require a bridge (under EPA guidelines) of ~950 ft. I've been told that represents about \$5 million in construction costs and that the city hopes that developers would come forward and pay a substantial part of those costs in order to develop the land.

Now seriously, the city owns $\frac{1}{4}$ of the adjacent land as the sewer plant. The other $\frac{3}{4}$ adjacent property is either swampy or located close to or within the “wind-flow” valley of the sewer plant. Just ask people in Hollytree how often they are inundated with the stench and try to imagine who would want to invest in or spend money to develop such land.

In the 20 years since the city first broached this idea, traffic has changed. With Grande Blvd. 1.2 miles north and Loop 49 only 0.7 mile south of Cumberland (both going all the way across east to west), there is no demonstrated need, nor none anticipated in the foreseeable future, for any further duplication of such thoroughfares. That need was eliminated by the other two roads.

Tyler would be much better served by widening and straightening Paluxy to the Loop 49 interchange and thus ease the flow of traffic via such alternative routes into and out of the central city core, relieving the congestion already present on Broadway.

Additionally, extending Copeland Rd. into Cumberland will only increase congestion in the core of the residential area since Copeland can't go any further south.

Cumberland Rd. is a unique neighborhood area now, as it has been for at least 4 decades. It is comparable to Belle Meade Blvd. in Nashville for its beauty as a unique, rural-setting, residential area. When this area was annexed into the city, we were assured by Mayor Eltife that Tyler was annexing the area to “protect the existing neighborhood” and preserve its integrity.

To arbitrarily change such a clearly residential road into an arterial (clearly high speed) can only be destructive of the neighborhood and forever change its rural character.

On west Cumberland (the new road), there is a 30 mph limit, a three-lane road with a center turn lane, and “No Parking” all along the thoroughfare.

What has occurred is that there is **no police enforcement** of existing no parking areas nor of speed limits. People now park in the center turn lane to offload their children in the middle of the street, illegally park with impunity where they wish and drive up the road usually between 40 to 50 mph. On Sunday you can frequently watch them top the hill at speeds of 60 mph or

more or race their motorcycles at full speed up the hill. When we have complained to the city, we were told it was a police problem. When we complained to the police we were told it was a city problem and that the council needs to tell the police what they want enforced. This impasse began when the police noted that some offending cars belonged to city officials.

If there is little or no enforcement, especially of speed limits, on the new Cumberland, should we expect anything different on a newer Cumberland with a longer, wider straightaway?

If you change west Cumberland from a 30 mph, three-lane road to a 50 or 55 mph five lane road adjacent to the park with only tens of feet separating high-speed vehicles from children playing on the baseball fields, you will unnecessarily endanger them and cause an avoidable risk to their lives. This road should continue to serve the park and not become an unnecessary high-speed artery.

Like many myths promulgated repeatedly over time, a Cumberland Rd. arterial has taken on a life of its own and continued from when there were no alternatives to now, when the alternatives exist and are better than this proposal. It's time to get rid of the myth.

Thus Cumberland should be returned to the original "residential" designation passed in 1985 and never officially changed that we can find.

It is residential.

And until such time that there is a clear demonstration of need, there should be no designation as an arterial. To designate Cumberland an arterial clearly is to serve the design and desires of a small group of powerful people attempting to develop land to the detriment of the neighborhood.

Instead the needs and desires of the residents should be heard and followed for they are the "people of Tyler" and its future. End this 20 yr old speculative threat to the neighborhood and park safety now and designate Cumberland as "residential" as it should be.

Thank you for your consideration.

*Rod Padenbury
421 Cumberland Rd*



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:

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
 5 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 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, opportunity, 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 Granite an arterial
Widening, Skidmore

Optional Contact Information (Please Print):

Name _____

E-mail Address _____

Address _____

Phone Number _____

Fax Number _____



Comment Form

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Residential property owner or renter _____ Business property owner or lessee _____
 Roadway user _____ Other _____

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3 Reducing Congestion/Delay 7 Improving Everyday Travel Conditions
6 Construction Costs 4 Improving Safety for Motorists
2 Minimizing Environmental Impacts 5 Cost Effectiveness (benefits exceed costs)
1 Minimizing Impacts on Neighborhoods 8 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. 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

E-mail Address aberna@cox-internet

Address 315 W. Cumberland Rd

Phone Number 903-561-1821

Fax Number same



Comment Form

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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 _____

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

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

1. Synchronize 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

E-mail Address sueclark@cox-interna

Address 408 Cumberland Rd.

Phone Number 903-534-8794

Fax Number _____

Fax Number _____



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

E-mail Address

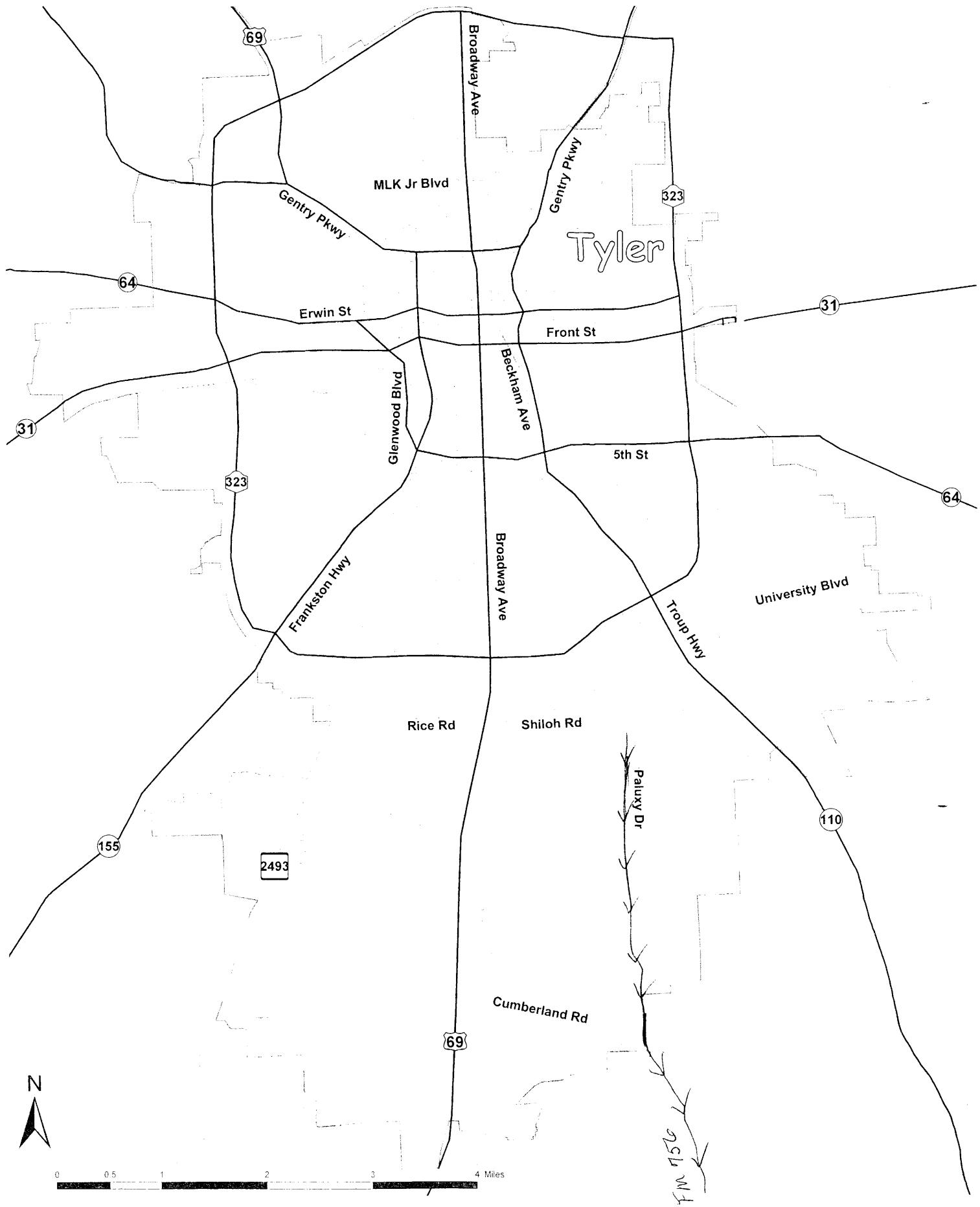
Address 6733 CR 2193

Phone Number

Whitehouse, Tx. 75791

Fax Number

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Comment Form

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1. What makes it right for the road way to
not go through your neighborhood but ok to
go through mine since I don't have
its ok for me 2. So we want away, classes Dallas
highlife & want to live in the country? you can't have
both, so why 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 _____



Comment Form

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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
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
1 Construction Costs
3 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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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 _____

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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 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 synchronized
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 J P Wood

E-mail Address J PW 6391@MS.MC.EDU

Address 4722 Comanche

Phone Number 903-534-9301

Fax Number _____



Comment Form

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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 _____

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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 3 Improving Everyday Travel Conditions
 2 Construction Costs 1 Improving Safety for Motorists
 4 Minimizing Environmental Impacts 5 Cost Effectiveness (benefits exceed costs)
 2 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. Safety
2. Keep Neighborhoods beautiful
3. traffic flow

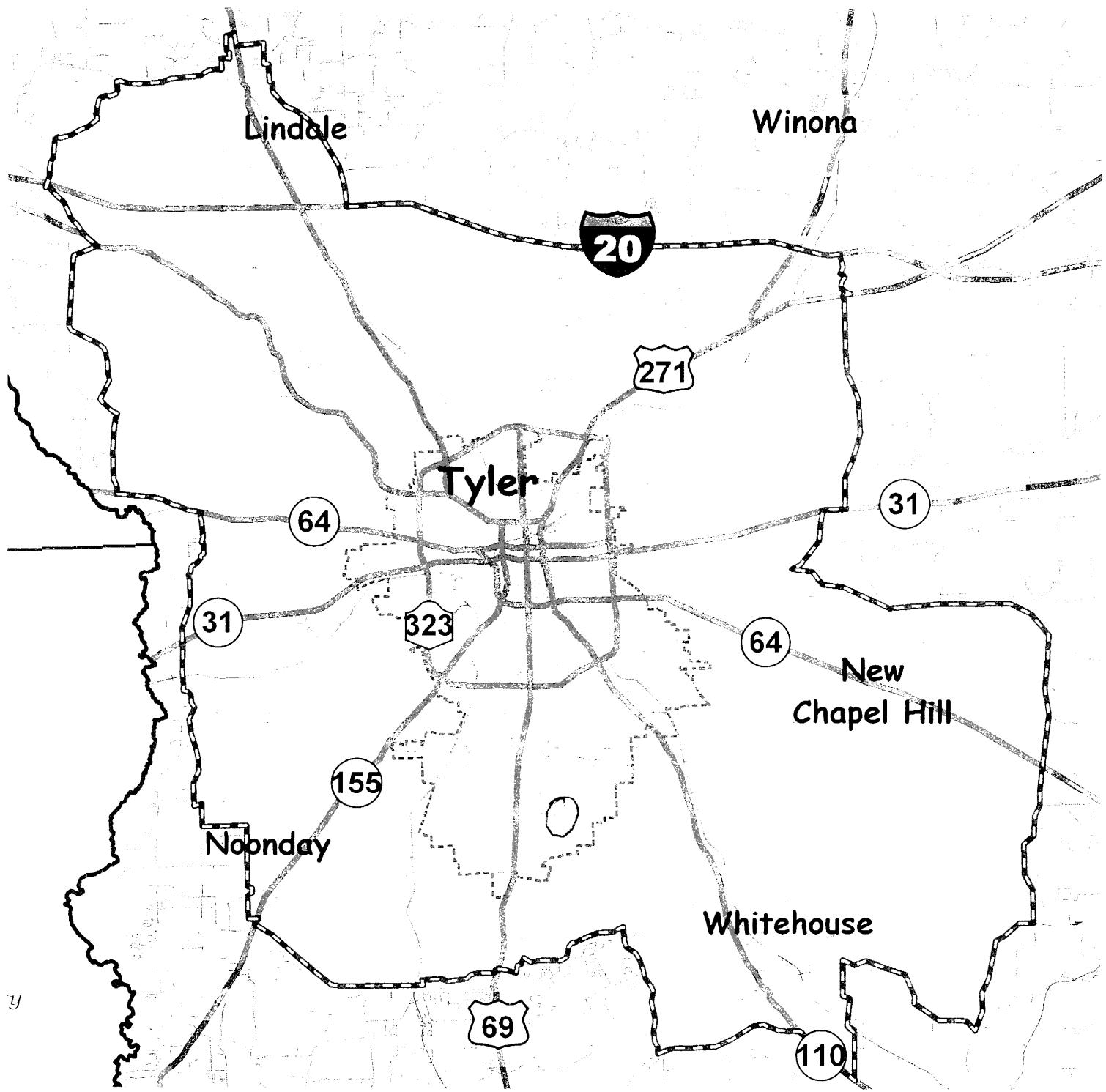
Please provide any additional information regarding specific traffic improvements that you wish to be considered in this study (please discuss and use the map on the back to illustrate if necessary):

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 dfcf@tyler.net
Phone Number 903-581-033
Fax Number 903-534-0525



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 out home at 1207 Wilder Way. Maybe it needs to go eastward through Maxwell's pasture



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):

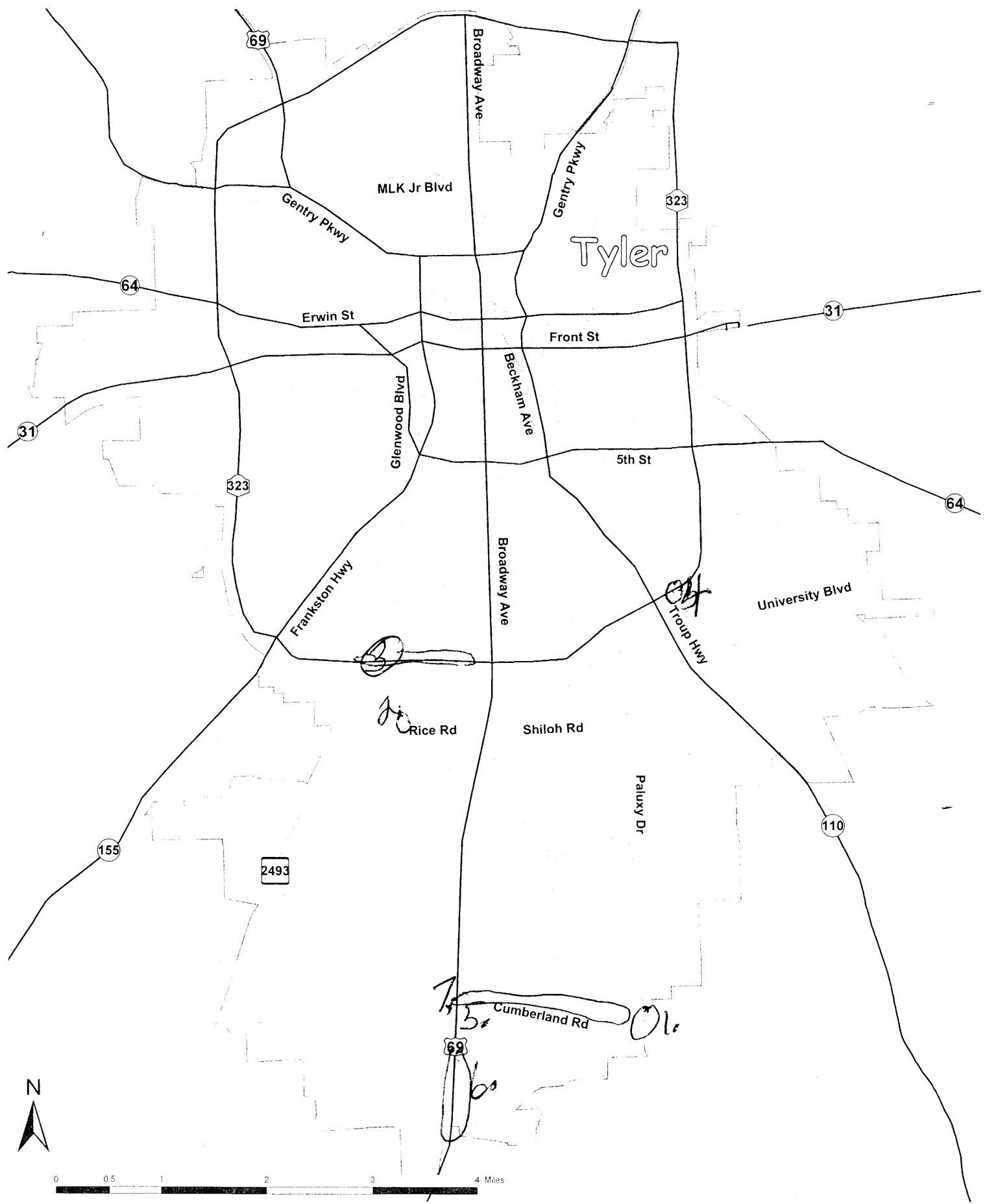
Name David Feagin

E-mail Address df/cf@tyler.net

Address 1217 Wilder Way

Phone Number 903-581-1033

Fax Number 903-534-0525





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 bicyclist

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 Improving Everyday Travel Conditions
 Construction Costs Improving Safety for Motorists
 Minimizing Environmental Impacts Cost Effectiveness (benefits exceed costs)
 Minimizing Impacts on Neighborhoods Other (specify):
 Furthering Economic Development

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

- Bicycle & pedestrian system improvements
- Access to schools & colleges
-

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

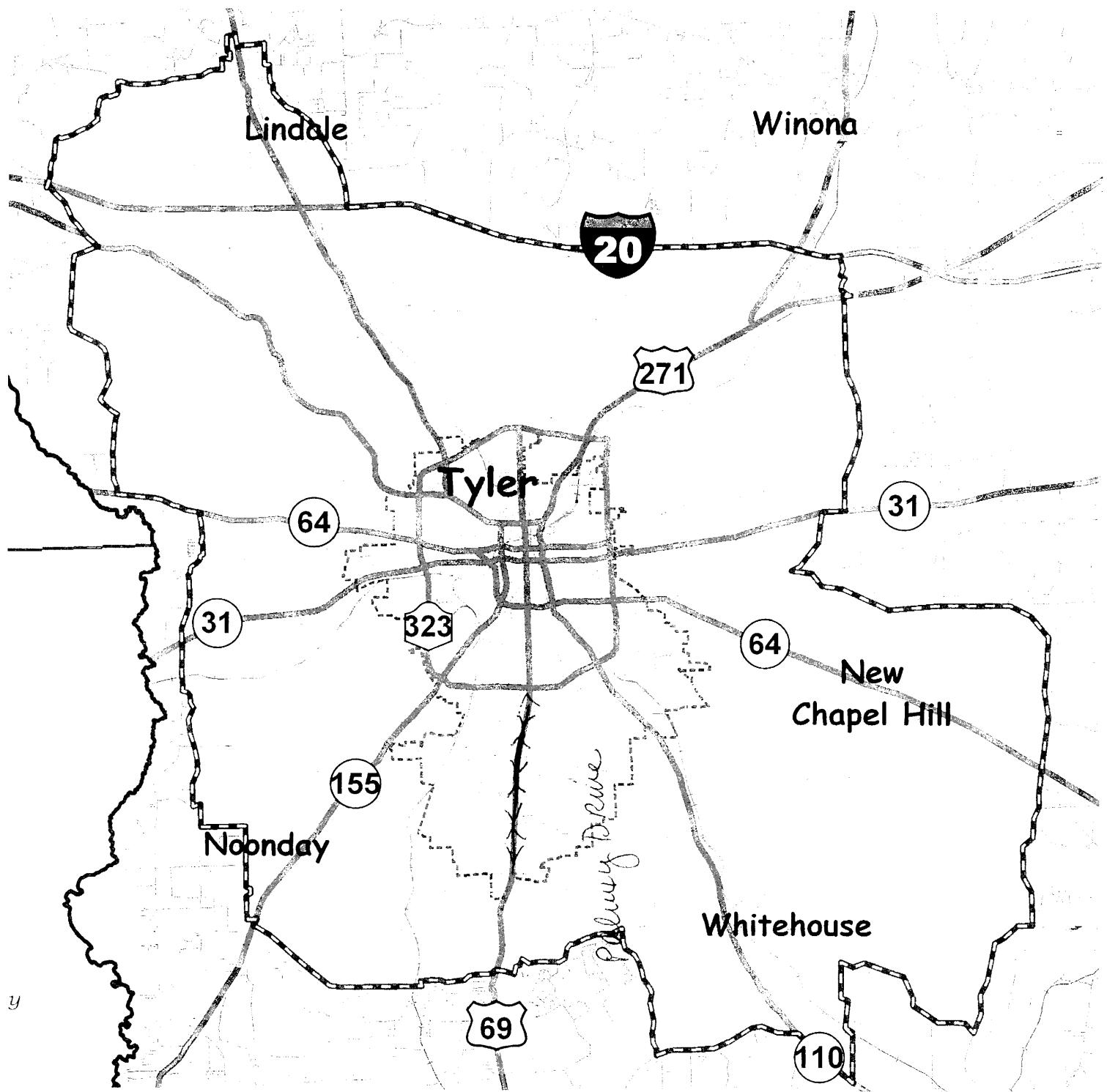
E-mail Address frances@remodeltyler.com

Address 6733 CR 2193

Phone Number

Whitehouse, Tx 75791

Fax Number



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

Brown lanes on 69 / Broadway dangerous

Palmer Dr continuing to FM 756 needs improvement
immediately



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):

- (A) EAST GRANDE BLVD (PALUXY TO TROUP)
- (B) WEST EIGHTH ST. (LOOD TO SUNNYBROOK)
- (C) SOUTH DONNYBROOK AVE (SHILOH TO RIECK)
- (D) WEST CUMBERLAND RD. (OLD JACKSVILLE 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. BOUDREAU

E-mail Address _____

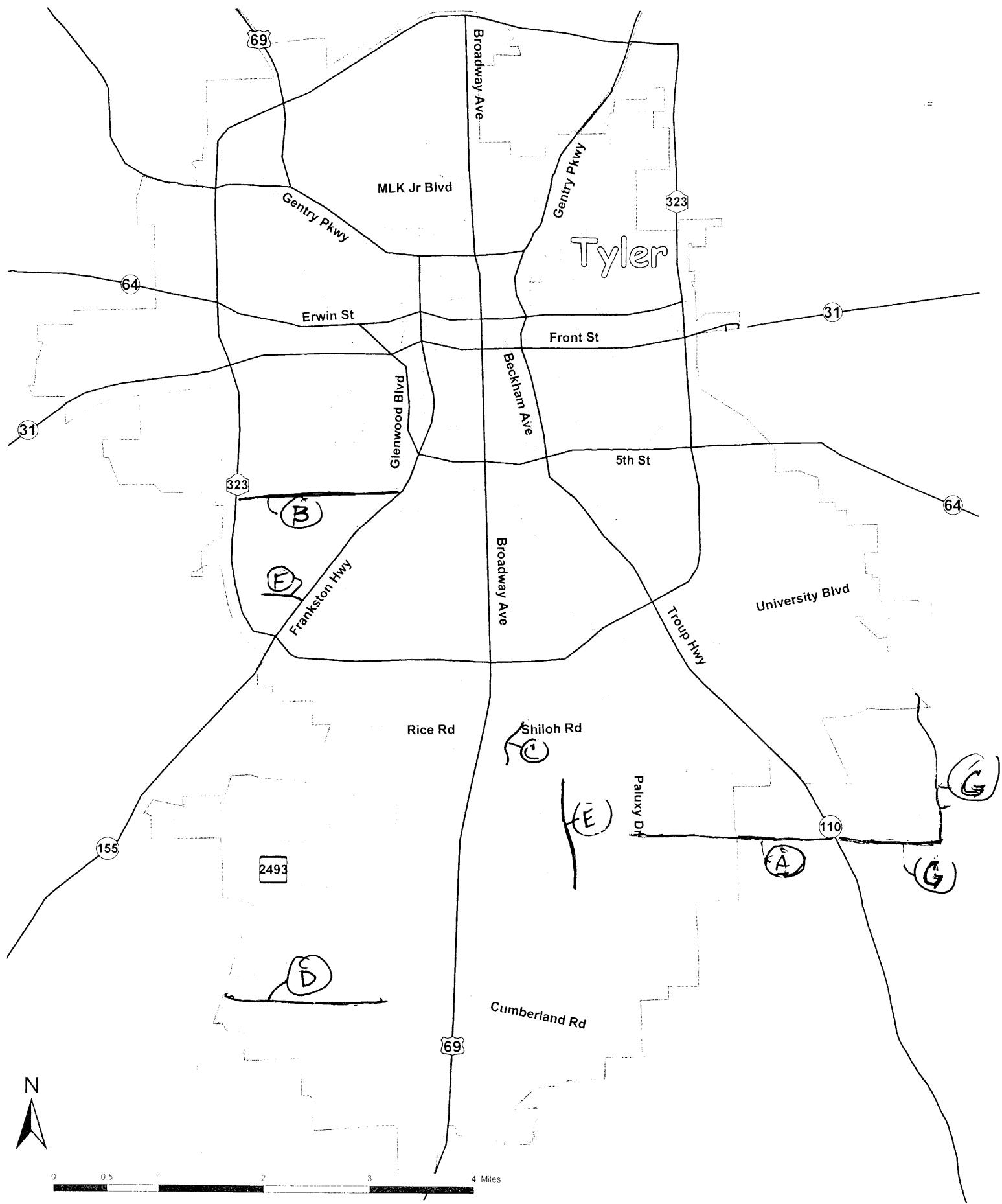
Address 1321 S. BROADWAY

Phone Number 903.597.2122

TYLER 75701

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.





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:

3 Reducing Congestion/Delay 1 Improving Everyday Travel Conditions
5 Construction Costs 2 Improving Safety for Motorists
8 Minimizing Environmental Impacts 4 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. BICYCLE ROUTES/ACESS
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/ P.D. CROSSING BUTTONS AT MAJOR INTERSECTIONS.

Optional Contact Information (Please Print):

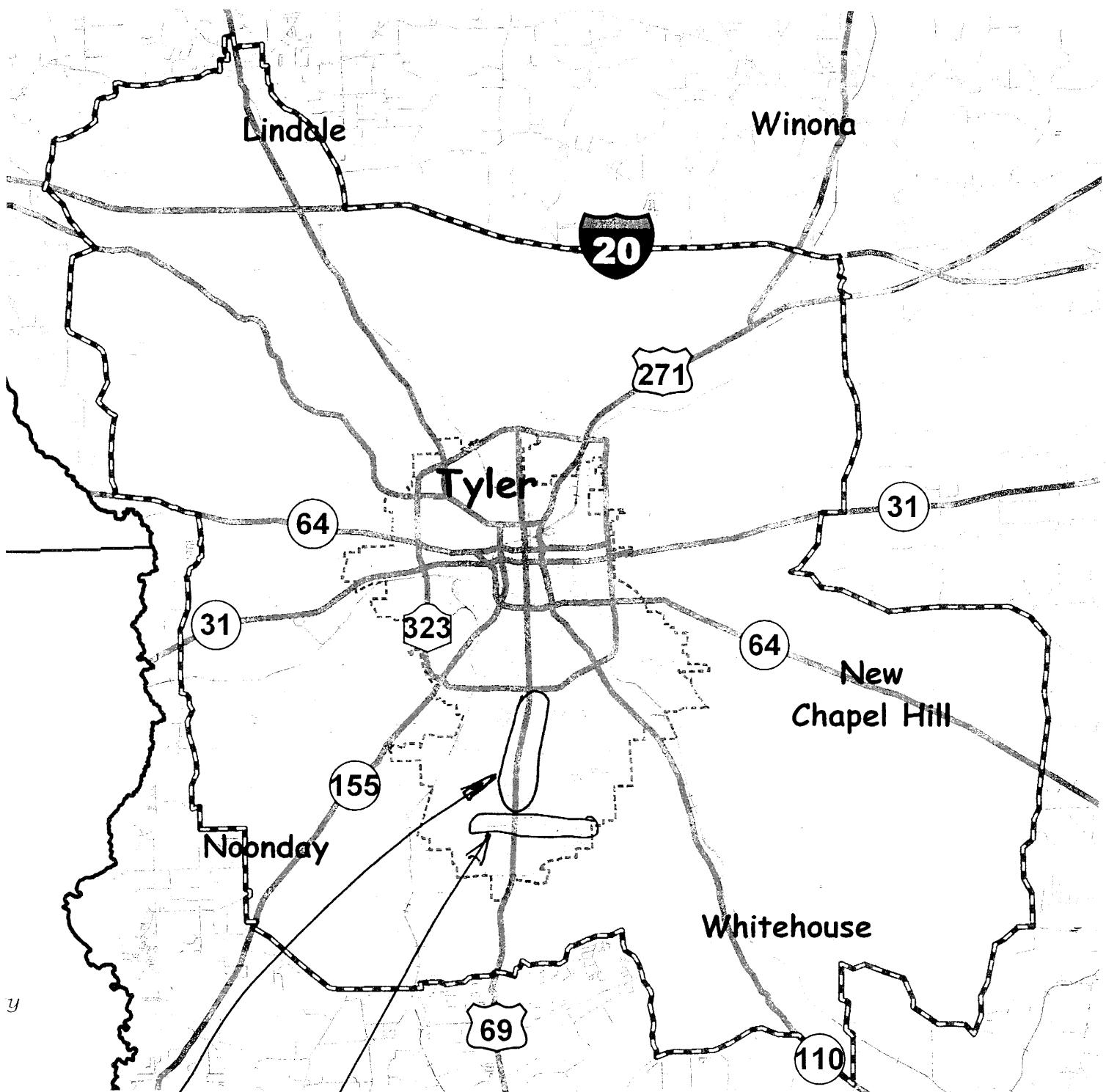
Name DAVID WILLIAMS

Address 311 AMBERWOOD CIR.
TYLER, TX 75701

E-mail Address davwilliam@tcainternet.com

Phone Number 903.531.9394

Fax Number



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

AT LEAST 4 LANES

WIDEN / IMPROVE CUMBERLAND ROAD

(ALIGNMENT + CURB GUTTER)

ADD CENTER ISLAND TO CONTROL ACCESS ON BWAY



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:

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:

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

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

1. Putting 4 lane road through existing neighbor hoods (Cumberland)
2. (1) Alternate (2) Existing route upgrades (1) meeting future Road (2) loop 41 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 41 when you make plans to convert residential streets like Cumberland Road? be avoided.

In 1985, residents were promised by city that Cumberland would not

Optional Contact Information (Please Print):

Name Mr. Terry Combs

E-mail Address tlc_11a@msn.com

Address 279 Cumberland Rd.

Phone Number (903) 534-1564

Tyler, TX 75703-9319

Fax Number (903) 534-1567



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 1981. The (as) 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 Atherhathy
Address 315 W. Cumberland Rd
Tyler 75703

E-mail Address abernia@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.



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 Allen

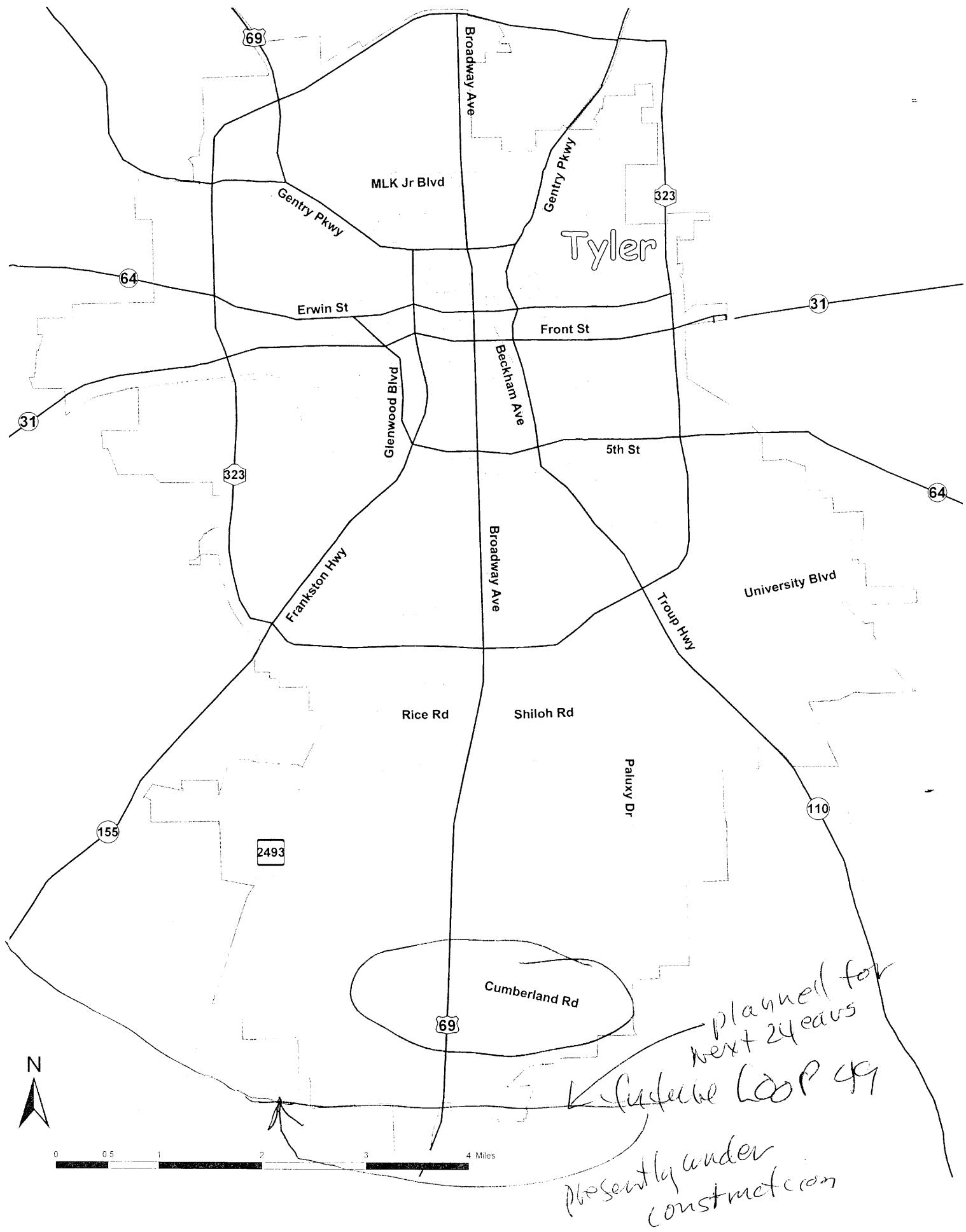
Address 279 Cumberland
Tyler, TX 75703

E-mail Address tlc_11a@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.





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
 ③ 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:

① Reducing Congestion/Delay ③ Improving Everyday Travel Conditions
 ② Construction Costs ② Improving Safety for Motorists
 ⑤ Minimizing Environmental Impacts ⑥ Cost Effectiveness (benefits exceed costs)
 ④ 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. Traffic ~~at~~ near public park
2. Increased traffic in private neighborhood
3. Other options need to be considered or utilized on other ~~other~~ 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):

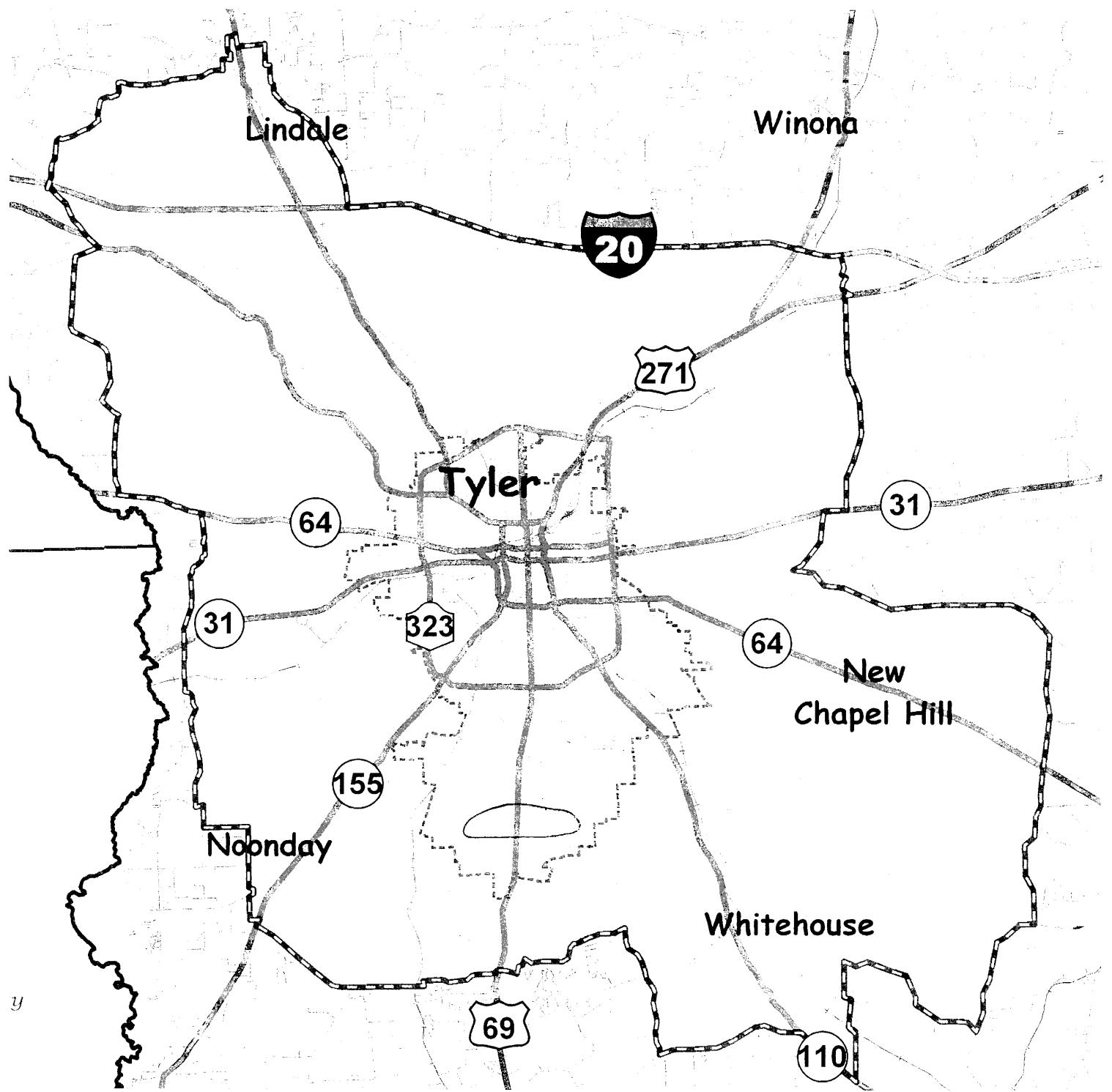
Name Carole Jean Abernathy

E-mail Address _____

Address 315 W. Cumberland Rd.

Phone Number _____

Fax Number _____



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



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:

| | |
|--|--|
| <u>2</u> Roadway Construction/Improvements | <u>4</u> Traffic Signal Improvements |
| <u>3</u> Transit Facilities | <u>1</u> 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 | 1 | Improving Everyday Travel Conditions |
| 7 | Construction Costs | 2 | Improving Safety for Motorists |
| 5 | Minimizing Environmental Impacts | 6 | Cost Effectiveness (benefits exceed costs) |
| 3 | 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 be addressed in this study.

1. Bicycle TRAILS } INCREASE QUALITY OF LIFE - CHILDREN CAN BIKE TO
2. WALKING TRAILS } AND OLDER PEOPLE CAN HAVE BETTER SCHOOL
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, SHOULDER

BUILD SIDEWALKS, IMPROVE HANDICAP ACCESS

IMPROVE BUS SYSTEM - MORE BUSES WITH BIKE RACKS - MORE ROUTES

Optional Contact Information (Please Print):

Name GALEN WILLIAMS

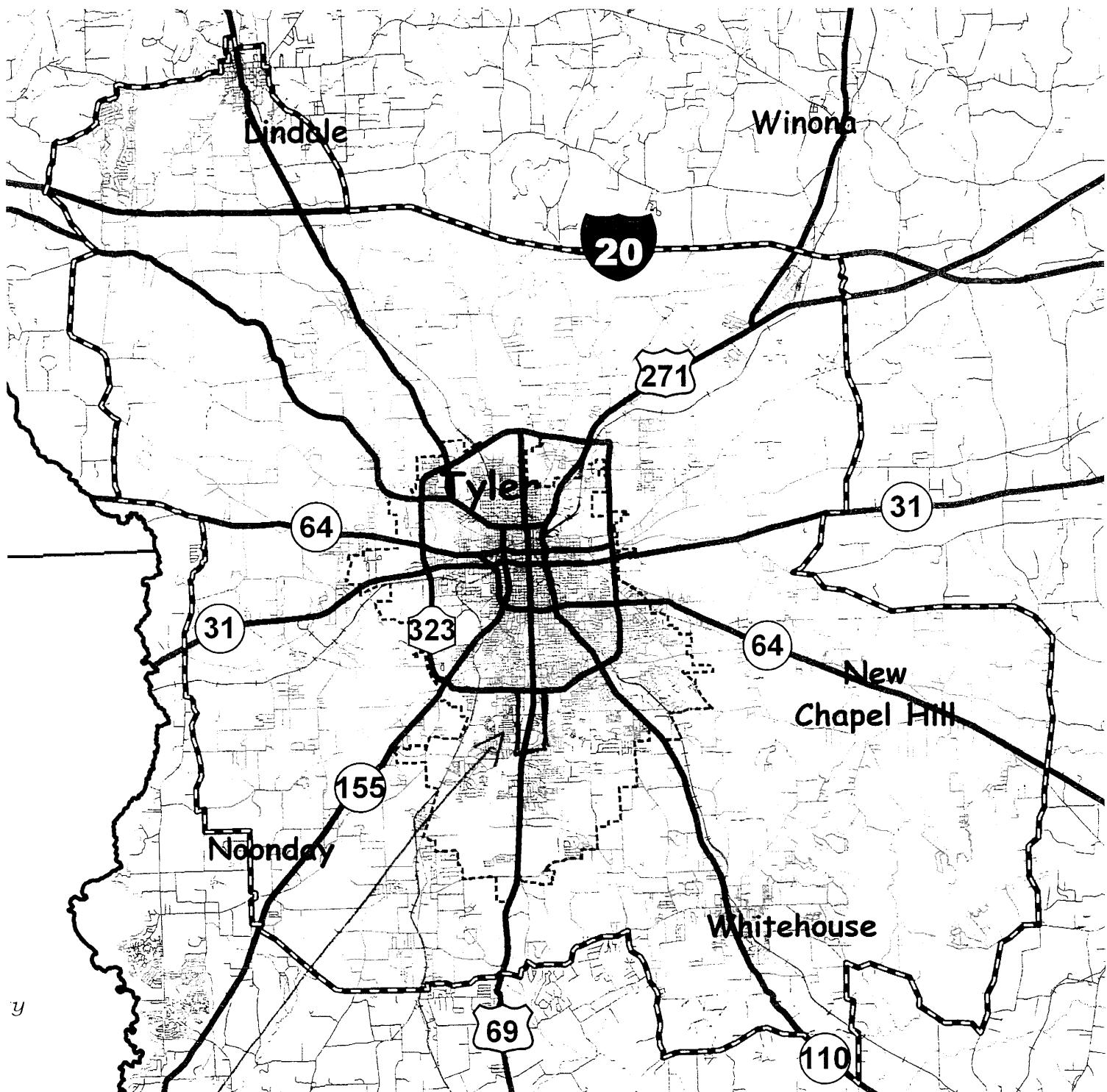
Address P.O. Box 8176 TYLER 75711

Address 202 CLEMSON DR, TYLER 75703

E-mail Address eric.gaten@msn.com

Phone Number 903-509-2603

Fax Number 509- 9647

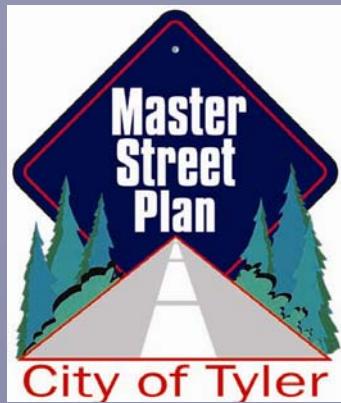


Please mark specific locations of transportation issues on the map above and describe them below:

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.



Appendix C

Public Meeting No. 2 Summary

March 15, 2005

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

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

RE: Tyler Master Street Plan
MSP Public Meeting #2

Dear Ms. McCuller:

We wish to confirm the second Master Street Plan (MSP) Public Meeting held for the above referenced project at the Tyler Rose Garden on March 3, 2005. 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 Master Street Plan. A meeting handout and comment form was distributed to meeting attendees at the sign in table. The proposed cross sections and maps of the Master Street Plan were displayed for meeting attendees to review. A total of 103 persons signed in and registered their attendance at the meeting.

Stephanie Rollings, City of Tyler Planning Director, opened and welcomed everyone to the meeting, which was followed by a presentation by Bob Hamm, Project Manager for the Master Street Plan 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 MSP process. Mr. Hamm went on to give an overview of the proposed cross section standards and the functional classification process. He concluded with presenting the Master Street Plan and reviewing key elements of the plan by geographic area;
- The floor was opened for a general comment period. The following is a summary of comments received during that time:
 - Cumberland Road through a neighborhood and designating it as a minor arterial will make it a “big city” street and will result in the removal of trees and mailboxes.
 - What will happen to Skidmore?
 - Skidmore will remain a two lane collector; however, the MSP proposes straightening out the 90 degree curves. TxDOT is also planning to realign Skidmore at its intersection with Paluxy when the Loop 49 interchange is constructed. The travel

Albany NY, Anaheim CA, Atlanta GA, Austin TX, Baltimore MD, Bangkok Thailand, Baton Rouge LA, Binghamton NY, Burlington VT, Charleston SC, Charleston WV, Chicago IL, Cincinnati OH, Cleveland OH, Columbia SC, Columbus OH, Dallas TX, Dubai UAE, Falls Church VA, Greenville SC, Harrisburg PA, Hong Kong, Hot Springs AR, Houston TX, Iselin NJ, Jacksonville FL, Kansas City MO, Kirkland WA, Knoxville TN, Lansing MI, Lexington KY, Lisle IL, London UK, Milwaukee WI, Mumbai India, Myrtle Beach SC, Nashville TN, New Haven CT, Orlando FL, Philadelphia PA, Pittsburgh PA, Portland ME, Poughkeepsie NY, Raleigh NC, Richmond VA, Riyadh Saudi Arabia, Salt Lake City UT, San Francisco CA, St. Paul MN, Savannah GA, Tallahassee FL, Tampa FL, Tempe AZ, Trenton NJ, Washington DC

demand model did show that there would be some increase in traffic due to the connection to the proposed Mall development, but the increase would not justify more than two lanes of traffic. Most of the mall related traffic would use South Broadway;

- There is an east/west collector going through my property along CR 290 even though a developer is willing to give up property for the road;
- Do not want Skidmore straightened out as this would lead to an increase in traffic and commercial development along the corridor. Please leave it with the 90 degree curves;
- Do not put traffic on Cumberland Road. Widening of the road will result in the loss of every tree;
- Straightening out of Skidmore needs to be further evaluated;
- Cumberland Road is residential and there are too many driveways for it to be designated as a minor arterial. Concerned about safety and increased speeds along the road if designated as a minor arterial;
- Problems in the Cumberland Road area stem from initial lack of planning 50 years ago. Cumberland Road is residential and changing it to a minor arterial is pre mature. It should not occur until it is warranted. Would like to see the results of the travel demand modeling and the impacts of Loop 49 on Cumberland Road traffic.
- I live outside the city limits and am concerned that the City of Tyler will be dictating my community.
- Will FM 346 between Paluxy and US 69 be widened?
 - There are currently no plans in the Metropolitan Transportation Plan (MTP) to widen this section of FM 346; however, the next update of the plan will be in 2009 and new projects may be added then;
- What will be done in the short-term to fix existing problems?
 - Existing traffic problems are routinely reviewed by the City of Tyler Traffic Engineering department;
- Why can't Skidmore go west to US 69?
 - Access points to the proposed Mall development were negotiated between the developer, TxDOT and City Council;
- Cherokee Trail and Cumberland Road is a problem intersection due to poor visibility and speeding traffic;
- When will the connection from Cumberland Road to the mall occur?
 - This connection to Cumberland Road will not occur until it is warranted;
- Concerned about the Irish Meadows Subdivision connection to US 69. When US 69 is upgraded in the future with a bridge structure over Loop 49, the subdivision will lose the ability to travel north on US 69 without first going south and then making a u-turn. Please consider additional access out of the Irish Meadows Subdivision.

In addition to these verbal comments, written comment forms were collected at the end of the meeting and additional written comments were submitted via email and the project website during the course of a two week comment period.

Ms. Tanya McCuller

March 15, 2005

Page 3

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

A handwritten signature in black ink that reads "Robert A. Hamm". The signature is fluid and cursive, with "Robert" on the first line and "A. Hamm" on the second line.

Robert A. Hamm, P.E.

Project Manager

Attachments

Naina Magon

From: Bob Hamm [bhamm@wilbursmith.com]
Sent: Tuesday, March 15, 2005 4:00 PM
To: 'Naina Magon'
Subject: FW: Contact The City Council

From: Stephanie Rollings [mailto:srollings@tylertexas.com]
Sent: Friday, March 11, 2005 9:35 AM
To: bhamm@wilbursmith.com
Subject: FW: Contact The City Council

From: {USER_FIRSTNAME} {USER_LASTNAME} [mailto:bobkat1234@earthlink.net]
Sent: Thursday, March 10, 2005 5:52 PM
To: Stephanie Rollings
Subject: Re: Contact The City Council

Stephanie,

Thank you for your quick response, we live at 10482 CR290 Tyler Texas 75707, we are very concerned over this matter and really appreciate any help you might be able to give us.

Thank you once again
 Katherine Johnson

----- Original Message -----

From: [Stephanie Rollings](#)
To: bobkat1234@earthlink.net
Cc: [Tanya McCuller](#) ; [Bob Turner](#) ; [Heather Howes](#) ; [Charles Alworth](#)
Sent: Thursday, March 10, 2005 2:42 PM
Subject: RE: Contact The City Council

Mr. and Mrs. Johnson,

Thank you for your interest and input involving the master street plan. We will forward you comments to Wilbur Smith, the consulting firm contracted by the City, for their review and input. If you would, please send us some additional information as to the location of your property, so that they can locate the roadway you mentioned and study the location. By using the aerial photography the consultants have been careful in placing new roadways so not to directly affect homes. There was probably a need in the area for a collector facility and that is why it was placed on the map. However, the consultants are evaluating all comments and will make changes accordingly. Please keep in mind that this is a future planning document and this collector street would not be required to be constructed until such time your property were to develop. Thank you and please forward any location information for your property to srollings@tylertexas.com.

Sincerely,
 Stephanie Rollings
 Director of Planning
 City of Tyler

From: Bob Turner
Sent: Thursday, March 10, 2005 2:05 PM
To: Heather Howes; Charles Alworth
Cc: Stephanie Rollings; Tanya McCuller
Subject: RE: Contact The City Council

Sounds like the County or TXDoT if in Chapel Hill

From: Heather Howes
Sent: Thursday, March 10, 2005 1:32 PM
To: Charles Alworth
Cc: Stephanie Rollings; Tanya McCuller; Bob Turner
Subject: FW: Contact The City Council

-----Original Message-----

From: info@cityoftyler.org [mailto:info@cityoftyler.org]
Sent: Wednesday, March 09, 2005 7:43 PM
To: Heather Howes
Subject: Contact The City Council

The following information was submitted through the City of Tyler web site.

Your Name: **Bob and Katherine Johnson**

Your Address:

Your Telephone Number:

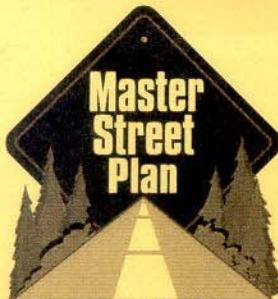
Your Email Address: **bobkat1234@earthlink.net**

To: **Charles Alworth, District 6**

Nature of Your Comments: **Question**

Your Comments: **Mr Alwoth, We thought you might be able to lead us in the right direction. We were at the Master Street Plan meeting, it appears that they are trying to put a connector road right through our property and possibly our home . Since we live outside of city limits (Chapel Hill)who actually represents us? We are not sure who to contact. Any help would be greatly appreciated. Bob and Katherine Johnson**

Would you like us to contact you regarding this matter: **Yes**



City of Tyler

Comment Form

Your comments are VERY IMPORTANT to the development of this study and will be taken into consideration in developing the final plan. Please provide any comments on the draft Master Street Plan below. You may use the map on the back to illustrate specific traffic improvements that you wish to be considered in this study.

There is a proposed road going on my property.

In a planning + zoning meeting Mr. Hill the lot

South offer to sell his property. This is the property

of the planned 1999 road. Why can the road

not be run through this. This would be a

direct cross section to Chirakee Road. I understand a

lake was built in the path, but the road could

go around the lake. I have lived on this property

for 25 yrs and don't wish to have a road on me.

The proposal would take out our driveway, utilities, etc.

My property value would decrease, no one would want
to buy a house with a road on it. By going the other
route, everyone should be better off.

Optional Contact Information (Please Print):

Name Bob Johnson

E-mail Address _____

Address 10482 CR 290

Phone Number 903-566-9709

Tyler, Tx.

Fax Number _____

March 15, 2005

To Whom It May Concern:

We are Bob and Katherine Johnson, and we live at 10482 CR 290 in Chapel Hill. We recently attended the Master Street public meeting on March 3, 2005, and learned that the proposed location for the collector road for CR2205 and CR214 will still come directly through our property. While we shared our comments at the meeting, we feel it is necessary to take this opportunity to further explain our concerns.

We realize that you are probably aware of the points that we are going to bring up, but our only course of action is to highlight them as our concerns and hope that you see the merits of them. We are obviously at the mercy of you and the City's approval process. With the proposed plan locating the collector road on our property, we will either lose our home or the value of our property will be greatly reduced. We ask you to take a minute to reflect on how you would feel if you had the prospect of losing your own home or having a significant portion of its value diminished.

This isn't just a house, it is our home. There is a difference. We have lived here over 25 years. Your home isn't anything that you expect to lose. One of the benefits that you expect with ownership is quiet enjoyment. Also, when you own a home, it is a significant investment and the equity often, as in our case, represents the major part of one's life savings. To see that just disappear because of a road isn't fair.

In addition to the above, a road located on the property brings all the negatives that are associated with it. This would include everything from safety issues to noise and traffic issues. With the road being located as close to the house as is proposed, all of the negatives would be exaggerated even more.

The above comments obviously are the points that make this such an important issue to us. We would ask that you keep the personal, emotional and human issues in mind when you consider and make decisions on this proposal. Don't let a road take away ones home and/or ones savings via diminished property values.

Some additional comments are as follows:

- On October 5, 2004, we attended a meeting of the Planning and Zoning Committee on this same subject concerning where to put a collector road. However, at that meeting the proposal, although in a different location, was being made at the request of a developer to benefit him and his nearby subdivision. Our understanding was that the road was necessary for him to further develop the subdivision. That proposal would have impacted at least three properties, including the taking of two homes, ours included. At that meeting, the Planning

and Zoning Committee voted not to recommend the proposal. Since the new proposal still impacts existing properties, we would hope that the decision would again be to not negatively impact existing homes and property values of citizens that have worked for many years to buy, pay for, and maintain a home to raise a family in favor of a developer's desire for more lots, houses and profit. We don't think that Tyler is out of available land for development.

- Likewise, when the City Council addressed the developer's proposal at its October 27, 2004, meeting, they sent it back to Planning for further review rather than approving it.
- The original Master Street plan drawn up in 1999 provided a location for this collector road that was a straight line connection. It would have been a great plan. Today that location has a pond/lake (for the benefit of the Deer Run Subdivision) located in its path. It would seem like a review of the development plans at that time would have highlighted the future need to someday build the road that was contemplated in that 1999 plan. Although we are not sure, we assume the pond is for storm water detention and/or an amenity for future expansion.
- At the recent public meeting on March 3, 2005, a new proposal was presented as a possible solution to the Master Street plan. It would seem that again, the big benefit is to the developer and new buyers in his development. If a road is needed, it would seem that undeveloped land that the developer has would provide the least impact to the existing landowners and neighbors and should be the place to look to provide any additional land necessary to facilitate the road and that development. We would ask that you consider whether profit for a private development or peoples' existing homes and life investments are more important.
- It would seem that there are other alternatives to impacting our property so much. One possibility is to put the road more on the undeveloped land of the subdivision. If the road is a necessity to further development, it seems that the developer should provide the solution in order for them to move forward with additional building.
- Another possibility is to go back to the plan provided in the 1999 Master Street plan. Although the lake/pond now interrupts that plan, the road could skirt the pond and avoid the existing properties. This would seem to more closely accomplish what the 1999 plan was contemplating.
- Under the new proposal, the road location would seem to create a dangerous and unsafe situation. On our property, there is a large change in the topography where the road would be located. It would appear that there would be a significant incline where the road would tie into the existing CR 290 thereby creating a difficult turning situation and a difficult stop for the times when there is dew or ice on the ground.
- At one of the recent meeting, Mr. Phil Hill shared with the City Council that he would be willing to sell his property for the road. This would be a solution that would seem to have minimal impact to existing property owners. And, it would eliminate the difficult topography change. If the proposed route is going to have turns and stops in it, seems that it would be a safer, better and less expensive situation to skirt the pond and tie into the other road as proposed in the 1999

Master Street plan. That would provide a route that is more direct and over level terrain.

In summary, we ask that you strongly consider the personal, human and emotional factors that are triggered when dealing with ones home, family and life time investment of time, sweat and money. Again, put yourself in our place for just a minute as you make your decision. The opportunity was provided in the 1999 plan, but has been interrupted by the construction of the pond. Now there seems to still be reasonable alternatives left, including a modified version of the 1999 plan. We would hope that you would agree that the staff and committee should look for and consider any and all reasonable alternatives before deciding to negatively impact the current long-term residents and taxpayers rather than using the existing vacant land to address the city requirements for future roads and developments.

Thank you for your time and consideration of our comments. If you have any questions, we can be reached at (903) 566-9709.

Sincerely yours,

Bob & Katherine Johnson

Cc: Mayor Mr. Joey Seeber
Mr. Ron Shaffer
Mrs. Joyce Armstrong Scurry
Mr. Chris Simons
Mr. Steve Smith
Mr. Derrick Choice
Mr. Charles Alworth
Mrs. Stephanie Rollings
Wilbur Smith Assoc.

Naina Magon

From: Bob Hamm [bhamm@wilbursmith.com]
Sent: Wednesday, March 16, 2005 8:35 AM
To: 'Naina Magon'
Subject: FW: Master Street Plan

From: Stephanie Rollings [mailto:srollings@tylertexas.com]
Sent: Wednesday, March 16, 2005 8:33 AM
To: bhamm@wilbursmith.com
Subject: FW: Master Street Plan

See below.

From: Kevin L. Kilgore [mailto:kilgore@klkilgore.com]
Sent: Tuesday, March 15, 2005 6:44 PM
To: Stephanie Rollings
Subject: RE: Master Street Plan

If your consultants would take the time to look at the area, they could relocate the road to the north through undeveloped property and not affect any existing properties or residences (as discussed previously). Additionally the original master street location was placed after the approval of a Preliminary Plat of development for The Deer Run Subdivision, similar to Cooks Crossing. These people spoke in favor of moving the road north at the Planning Commission hearing. She seems to not understand that what we requested at P&Z was the same thing she wanted.

Kevin Kilgore

From: Stephanie Rollings [mailto:srollings@tylertexas.com]
Sent: Tuesday, March 15, 2005 4:29 PM
To: Kevin L. Kilgore
Subject: FW: Master Street Plan

FYI

From: Johnson, Bob [mailto:Bob.Johnson@UNIFORM.ARAMARK.com]
Sent: Tuesday, March 15, 2005 3:51 PM
To: Bhamm@wilbursmith.com; Joey Seeber; Steven D. Smith; Joyce Scurry
Cc: Derrick Choice; Chris Simons; Ron Shaffer; Charles Alworth; Stephanie Rollings
Subject: Master Street Plan

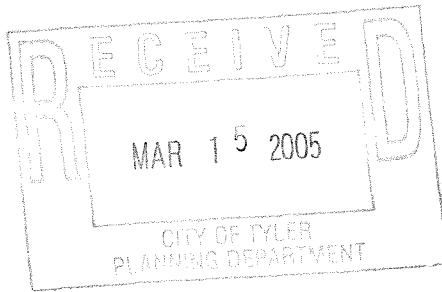
To Street Planning Members:

Our name is Bob and Katherine Johnson. We live at 10482 CR 290, Tyler, TX. We would like to ask if you would read our attachment on the Master Street Plan.

Our sincere thanks
 Bob and Katherine

If you need to reach us:

Tyler Planning and Zoning
Attn: Stephanie Rollings
423 Ferguson, Tyler, Tx 75702



Dear Mrs. Rollings:

I have concerns about two proposed roads, one that runs north from 346 to CR 15 and one that runs from CR122 east to CR 15. The roads don't seem to provide any useful function and are located such that they would be very costly to construct because of the surrounding terrain and the shackelford creek they would have to cross to connect to CR 15. The creek frequently floods and there is a very wide flood plain around this area which would require extensive bridgework to cross the creek. The cost would be prohibitive to do this one time let alone two which is currently on the plan.

The road that runs from CR 122 east to CR 15 would run through an area of deep ravines and would be not only very challenging to build a road through but would also be prohibitively expensive.

For the reasons listed I would like both of these roads removed from the current plan and would encourage you to develop a road system in this area that is not so cost prohibitive to construct and also truly serves the needs of the developments in this area. I believe that CR 122 provides all the access that is needed to developments on this road and the feeder from 346 to CR 15 is redundant. The road crossing from CR 122 to CR 15 doesn't really provide any beneficial function for this area.

A good alternative would be to create a road from 346 on the east side of shackelford creek that runs into CR 15 which can then connect to other major roads such as paluxy and rhones quarter. This would provide additional access to any developments between CR 15 and shackelford creek. This road should not be that costly to develop as it would not have to cross shackelford creek or extensive areas of bottomland.

I sincerely appreciate the time you are taking to review this material as it is critical that the proposed road system not only serve the intended function of making it easy to access future housing developments but also be cost effective so that these roads can actually be constructed when they are needed.

Best regards,

*Carol Graham
Kleen Graham*

Naina Magon

From: Bob Hamm [bhamm@wilbursmith.com]
Sent: Wednesday, March 09, 2005 11:02 AM
To: 'Tanya McCuller'; 'Kirk Houser'; srollings@tylertexas.com
Cc: 'Naina Magon'
Subject: FW: Tyler MTP Feedback Response

-----Original Message-----

From: jhacpowell@sbcglobal.net [mailto:jhacpowell@sbcglobal.net]
Sent: Monday, March 07, 2005 7:31 PM
To: tylermtp@wilbursmith.com
Subject: Tyler MTP Feedback Response

First Name: James

Last Name: Powell

Title:

Agency/Company:

Address 1:

Address (continued): Tyler, TX 75703

Phone:

Fax:

E-mail: jhacpowell@sbcglobal.net

Comments: In reviewing the proposed master street plan, I noticed that Rieck Road is listed as a collector street with a proposed extension east of Copeland Road and a proposed extension west to Old Jacksonville Hwy. What are the plans for traffic control on this street? The road is currently carrying a tremendous amount of traffic, and it is extremely difficult at most times to make a cross-traffic turn from Quail Creek (north and south sides) onto Rieck Road. The probelm seems to worsen each week. It is becoming very frustrating for residents on the north and south sides of Rieck (and east of Broadway). Please advise.

Sincerely,

James Powell

Naina Magon

From: Bob Hamm [bhamm@wilbursmith.com]
Sent: Wednesday, March 09, 2005 11:55 AM
To: 'Tanya McCuller'; 'Kirk Houser'; srollings@tylertexas.com
Cc: 'Naina Magon'
Subject: FW: Tyler MTP Feedback Response

-----Original Message-----

From: b-pemberton@tamu.edu [mailto:b-pemberton@tamu.edu]
Sent: Wednesday, March 09, 2005 11:23 AM
To: tylermtp@wilbursmith.com
Subject: Tyler MTP Feedback Response

First Name: Brent
Last Name: Pemberton
Title:
Agency/Company:
Address 1:
Address (continued): Tyler, TX 75701
Phone:
Fax:
E-mail: b-pemberton@tamu.edu
Comments: Are there any plans currently or in the new Master Plan to widen
Old Jacksonville Highway between Broadway and Sunnybrook? Thank you very
much. Brent

Mrs. Rollings,

You will find enclosed elevation maps
and flood area around Shackleford Creek.

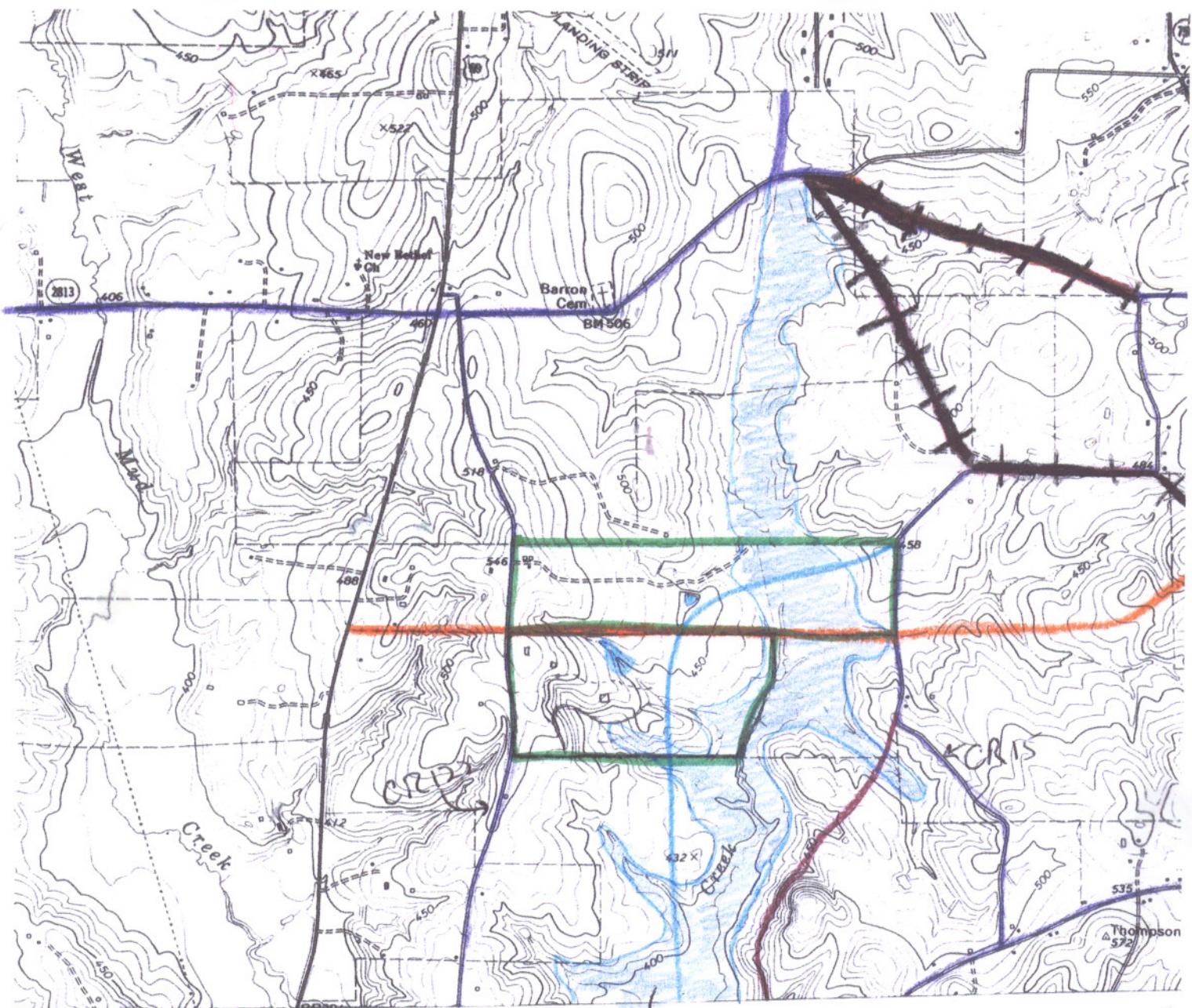
I drew in the proposed roads and
more reasonable alternatives that
avoid this flood area.

Best regards,

Taylor

MAR 17 2005





shaded blue is marshy
loam which is flood prone
around Creek

and Dr. Troy Anderson

— proposed minor arterial CR 122 to CR 15 *note extensive area of flood prone*

— proposed feeder from CR 111 to CR 15 *area these roads are to traverse*

— possible alternative road from CR 111 to CR 15
to replace current feeder

— Alternative road to minor arterial marked in orange
- note this would come off existing CR 111 (skidmore)
after the bridge crossing.



Soil Types:

| | | | |
|-----|-----------------------------------|-----------------|--------------------|
| WoC | Wolfpen loamy fine sand | 1 to 6% slope | Site Index 88 |
| OkB | Oakwood fine sandy loam | 1 to 5% slope | Site Index 91 |
| CgE | Cuthbert gravelly fine sandy loam | 12 to 30% slope | Site Index 82 |
| OkD | Oakwood fine sandy loam | 5 to 8% slope | Site Index 91 |
| KgC | Kirvin gravelly fine sandy loam | 2 to 8% slope | |
| Ma | Mantachie loam | 0 to 1% slope | frequently flooded |

- proposed road from CR 122 to CR 15
- proposed feeder from 346 to CR 15
- location of CR 122 - CR 15 and also outlines my property boundary and the loggers property next to mine.

To: Stephanie Rolling

From: Troy Callender

Date: 3/8/05

Regarding: Letter to Mr. Bobby
Curtis about proposed roads on
my property located @ 17405
CR122. You will be receiving
PDF file from Kevin Kigore on
3/8/05 with elevation maps and
location of proposed roads. Mr. Curtis
recommended I provide you with
this information as part of my
objection to these roads.

Email address: TM Callender 6@msn.com
Phone number: 903-838-8698 home
903-312-8588 cell

RECEIVED
MAR - 8 2005
CITY OF TYLER
PLANNING DEPARTMENT

CC: Stephanie Rollings

Mr. Bobby Curtis
5816 Quail Creek
Tyler, Tx 75703

Dear Mr. Curtis:

I am writing this in follow up to our conversation on the phone 3/7/05. As you recall I own a 130 acre tract of land on CR 122. I have invested a tremendous amount of time and money developing this property for my families personal enjoyment and have no intentions of ever developing the land. I have concerns about two proposed roads, one that crosses and one that borders my property. I obviously don't like these roads because they destroy the natural beauty of my property as well as the Loggins horse farm which adjoins my property on the North side. However, my concerns go well beyond these issues as the roads don't seem to provide any useful function and are located such that they would be very costly to construct because of the surrounding terrain and the shackelford creek they would have to cross to connect to CR 15. The creek frequently floods and there is a very wide flood plain around this area which would require extensive bridgework to cross the creek. The cost would be prohibitive to do this one time let alone two which is currently on the plan. This information I am providing has all been substantiated by Terry Fairhurst and Kevin Kilgore who I have had conversations with about these issues. There is also a fairly significant bottomland area on the south border of my property next to the subdivision Raymond Johnson is currently developing which would have to be crossed by the road that runs from 346 north to CR 15 not to mention the severe elevation changes that occur through this area. I am very familiar with these problems as I have explored this part of my property many times.

The road that runs from CR 122 east to CR 15 between my property and the Loggins on my north side would run through an area of deep ravines and would be not only very challenging to build a road through but would also be prohibitively expensive. This drainage area also provides a lot of the water to the lake I just developed on my property. This is another obstacle to the current plan as the maps used to develop the road plan did not have my lake on them as it was just completed January 2004. This lake is very close to the proposed roads but is difficult to determine how close based on the information provided on the internet.

For the reasons listed I would like both of these roads removed from the current plan and would encourage you to develop a road system in this area that is not so cost prohibitive to construct and also truly serves the needs of the developments in this area. I believe that CR 122 provides all the access that is needed to developments on this road and the feeder from 346 to CR 15 is redundant. The road crossing from CR 122 to CR 15 doesn't really provide any beneficial function for this area.

A good alternative would be to create a road from 346 on the east side of shackelford creek that runs into CR 15 which can then connect to other major roads such as paluxy and rhones quarter. This would provide additional access to any developments between CR 15 and shackelford creek. This road should not be that costly to develop as it would not have to cross shackelford creek or extensive areas of bottomland.

By now you should have received the information you requested which has the elevation map of my property with the proposed roads on it. Kevin Kilgore was able to create this along with the current lake as he had this in his databank from previous work he had done when we were developing our property. This information was also sent to Stephanie Rollings at the planning and zoning office as you requested. I sincerely appreciate the time you are taking to review this material as it is critical that the proposed road system not only serve the intended function of making it easy to access future housing developments but also be cost effective so that these roads can actually be constructed when they are needed.

Best regards,


Troy Callender

Naina Magon

From: Bob Hamm [bhamm@wilbursmith.com]
Sent: Friday, March 18, 2005 2:36 PM
To: 'Naina Magon'; 'Tanya McCuller'; srollings@tylertexas.com; 'Kirk Houser'
Subject: FW: Tyler MTP Feedback Response

-----Original Message-----

From: TMCALLENDER6@msn.com [mailto:TMCALLENDER6@msn.com]
Sent: Friday, March 18, 2005 2:11 PM
To: tylermtp@wilbursmith.com
Subject: Tyler MTP Feedback Response

First Name: Troy

Last Name: Callender

Title:

Agency/Company:

Address 1:

Address

Phone:

Fax:

E-mail: TMCALLENDER6@msn.com

Comments: I have previously sent feedback via email and communicated today with Bob Hamm by phone and I wanted to be sure and document everything discussed. I am concerned about the minor arterial that runs from CR 122 to CR 15. This road cuts between my property and the Loggins to my north. It runs through a very extensive multidirectional area of erosion and feeds my recently constructed lake as well as the lake on the Loggins property which is visible on the aerial maps. I think this location is a major problem for a road because of the extensive erosion through this area and it would be very difficult and expensive to redirect the flow of water since the erosion has occurred in both a north/south and east/west direction. It would require extensive dirt work not to mention culverts for drainage to my lake and the Loggins lake. There are several reasonable options close by that would be much more conducive for constructing a road. One location would be north of the current location utilizing the segment of skidmore road that will not be encompassed by loop 49. A road could be split off of it to connect to CR 15 thus utilizing a segment of existing road and would not require recrossing of 69. Another option would be a road between saddlebrook and the Loggins which is only about 500 or so feet north of its current location. Something you may not know is that there is a 20 acre piece of land that is landlocked and for sale that will eventually need a road to communicate it with CR 122. This is a much easier place to construct a road as there are not the erosion issues or any lakes that need culverts such as in the current location. I think these are much better options as the expense would be significantly less and it would not disrupt a very beautiful area created by our two properties.

Troy Callender

Naina Magon

From: Bob Hamm [bhamm@wilbursmith.com]
Sent: Wednesday, March 09, 2005 10:58 AM
To: 'Tanya McCuller'; 'Kirk Houser'; srollings@tylertexas.com
Cc: 'Naina Magon'
Subject: FW: Tyler MTP Feedback Response

-----Original Message-----

From: TMCALLENDER6@msn.com [mailto:TMCALLENDER6@msn.com]
Sent: Saturday, March 05, 2005 10:40 PM
To: tylermtp@wilbursmith.com
Subject: Tyler MTP Feedback Response

First Name: Troy
Last Name: Callender

Title:

Agency/Company:

Address 1:

Address (continued): Tyler, TX 75703

Phone:

Fax:

E-mail: TMCALLENDER6@msn.com

Comments: I currently live in an area outside Tyler city limits but in the ETJ of Tyler. Unfortunately we only became aware of the proposed master street plan the day after the public meeting. I live on a ranch in the southeast quadrant and the proposed streets have a profound effect on my property as well as my neighbor who also has a ranch. Our situation is unique in that we have invested a tremendous amount of time and money to develop our properties and you have placed two roads that cross my property which would essentially create a 4 way stop smack dab in the middle of my pasture. One thing you can't appreciate from your satellite maps is the picturesque setting created by the two ranches adjoining each other. This is one reason our small country road has attracted the developments along it. The proposed roads would destroy the beauty of these properties which myself and my neighbor have worked so hard to create. I implore you to take a close look at the location of these two roads since they potentially have such a devastating effect on the beauty of this area not to mention how it would effect the functioning of our ranches since these roads would cut our properties into pieces. Some additional information you do not have available from the maps you are working off of is the dam and lake I just built on my property. Our two properties form a deep ravine which drains into my lake. This is the location of one of your roads running east and west from CR 122 to CR 15. I beg you to look at this more closely and consider another location either north or south of the proposed current location. North is a subdivision called Saddlebrook which is next to my neighbors ranch or South would be between my property and a subdivision currently in the development stages. Even further south a road could be placed between the subdivision being developed by Raymond Johnson and Baker's plantation. These sites would have negligible effects on the properties unlike the current location. The road running from south off of 346 to CR 15 would literally cut my property and my neighbors property in half totally separating my cows from the rest of my land and from the lake I just constructed which serves as their water supply. This road also runs across a site that I am currently developing for a second lake and will be fed by the overflow from my first lake. I think you need to look at this road very closely as it could not possibly run through my property in its current location. From what I understand the feeder road was suppose to come through the subdivision south of me but Raymond Johnson would not give you the right of way to pass it through his subdivision and onto my property.

Considering all this I think you should take these proposed roads off the current plan and look at alternative locations at some point in the future. I understand you are trying to create a long term plan for the city of Tyler but I think you need to try and maintain as much as possible the beauty of this area which is after all one of the main reasons people are attracted to Tyler and East Texas. Please take the time to consider what I have said as your current plan has devastating effects to our adjoining properties which could be easily avoided by some careful forethought.

Naina Magon

From: Bob Hamm [bhamm@wilbursmith.com]
Sent: Wednesday, March 16, 2005 8:22 PM
To: 'Naina Magon'
Subject: FW: Tyler MTP Feedback Response

-----Original Message-----

From:
Sent: Wednesday, March 16, 2005 6:08 PM
To: tylermtp@wilbursmith.com
Subject: Tyler MTP Feedback Response

First Name: Troy

Last Name: Callender

Title:

Agency/Company:

Address 1:

Address (continued): Tyler, Tx 75703

Phone:

Fax:

E-mail:

Comments: I sent feedback to about a week or so ago about some roads you proposed that go through my property. I have been talking to Stephanie Rollings about these roads and she said if I asked you to call me to discuss this further that you would call me. This is in regard to the proposed road that runs from CR 122 East to CR 15 and Paluxy. I think the location between my property and my neighbors is a bad location because of the large ravine between our properties and I recently developed a lake that would be severely disrupted by a road as the drainage along this ravine provides most of the water to the lake. I would like to discuss some alternative locations north or south of my property. The other road runs from 346 north to CR 15 and crosses my property. This currently is running through another lake site that I am currently developing. From what I understand Mr. Johnson developing the property south of mine has not granted access onto my property through his subdivision so it doesn't appear to me that this road can run along this location and I want to talk to you about some alternatives.

Troy Callender

Naina Magon

From: Bob Hamm [bhamm@wilbursmith.com]
Sent: Friday, March 11, 2005 11:48 AM
To: srollings@tylertexas.com; 'Naina Magon'; 'Tanya McCuller'; 'Kirk Houser'
Subject: FW: Master Street Plan - Cumberland

From: Dr. Ron Pinkenburg [mailto:pink@eyecaretyler.com]
Sent: Thursday, March 10, 2005 4:52 PM
To: tylermtp@wilbursmith.com
Subject: Master Street Plan - Cumberland

Sirs:

I was impressed the other night with the degree of thoroughness and amount of factors that went into your calculations, recommendations and presentation. You've done your work well. However, all of the presentation and conclusions were based entirely (or as I understood) on those calculations and facts. There were no allusions or references or seemingly any consideration of the aesthetic value of certain areas and aspects of neighborhoods. You talked only of the need of an arterial east to west to fulfill the "grid", but you never seemed to consider that Cumberland is a residential street and has served as such for all of its history. No businesses have been served directly by it.

In all other places (Dallas, Houston, etc.) where arterials course through neighborhoods, the homes are closed off by high walls on the arterial and front or open to collector streets within the neighborhood. The homes do not front directly onto the arterial as they would on Cumberland.

If the road needs improving, a 2 or 3 lane (as it is on the west side of Broadway) would provide improved traffic flow, allow for safe turning into and out of drives and not destroy the residential quality of the neighborhood. A 4 or 5 lane thoroughfare is an entirely different matter. Turning cross traffic will be at much greater risk. There can be NO SAFE CROSSING of such a street and that alone will almost "single-handedly" destroy much of the neighborhood interchange that now occurs.

Furthermore 2 miles of uninterrupted 4 lane road is a speeding and racing paradise. Spend some time now in my front yard along the 3 lane section and watch the speeding that occurs in the 30 mph section along the park. They can't hire enough police officers to control the minute by minute violations.

You **must** (in my opinion) include aesthetic considerations in your equations – that is the human element.

The street change has however, given me the ability to successfully argue before the appraisal district, annually, the continuing decline of my property values. The rest of Cumberland Rd will also be able to do the same if you make this change. It will, however, hurt when they have to sell at reduced values.

What alternatives have you considered and will offer to the Council? Don't just give them an "all or none", "yes or no" presentation. Give them some choice in the matter. You did not present any the other night.

There must be other choices to consider other than just the destruction of one of the most pleasant and pretty neighborhoods and drives in Tyler.

Ultimately, if you destroy neighborhoods with such roads, no neighborhood will be safe, and people will tend to move elsewhere, especially retirees.

Quality of life, not just quantity of traffic flow is essential for any city to maintain. Your suggestions should recognize that and incorporate such into your recommendations.

Thank you.

Ron Pinkenburg
321 Cumberland Rd.
Tyler

Naina Magon

From: Bob Hamm [bhamm@wilbursmith.com]
Sent: Wednesday, March 02, 2005 10:23 AM
To: 'Naina Magon'; 'Tanya McCuller'; srollings@tylertexas.com; 'Kirk Houser'
Subject: FW: Tyler MTP Feedback Response

-----Original Message-----

From: traczsold@cox-internet.com [mailto:traczsold@cox-internet.com]
Sent: Wednesday, March 02, 2005 9:45 AM
To: tylermtp@wilbursmith.com
Subject: Tyler MTP Feedback Response

First Name: Tracy
Last Name: Czurak
Title: Realtor/Investor/Developer
Agency/Company:
Address 1:
Address (continued):
Phone:
Fax:

E-mail: traczsold@cox-internet.com

Comments: Why would you consider a proposed major artery south of town between Big Timber and CR 15? Five lanes? I have many comments about this decision. I know these back roads very well, as well as, the accessibility around this area. Anyone who is at the south end of this road proposal would only need to get to FM 346 to either get into Whitehouse area or go north to central or east Tyler. The best solution to this is to widen the existing road called Paluxy which has needed to be widened for many years and would benefit a greater majority of people. I am a Realtor, land investor/developer and live off of FM 346 with a constant need to travel down to FM 344 but, I can get to this area fairly quickly by going 1 mile west on FM 346 from this north proposed area, traveling down Hwy 69 and going a short distance east to get to the proposed south boundary. Even the two newest subdivisions in this Bullard area Keipersol (which was over developed for the area with stagnant to no growth at this time) and Pecan Valley which is doing okay, including few homeowners in a vast area of vacant land, would ever benefit from this artery. As an experienced Realtor and investor, I only see this proposal beneficial if this was a much more populated area where there could be a greater use of this roadway. I could see some possible development here but, not anywhere in the near future nor to the capacity to get the proper use from 5 lanes. There is a great number of lower income housing present which would keep new home development unfeasible to this area. In my opinion, a main artery would not have a great impact on this area being developed. Also, I believe this is way too close to the residence on Big Timber and if at all needs to be moved further to the east away from this subdivision, known for its country like atmosphere (Country Place Subdiv.) This appears to be a huge waste of our cities money that could be used in many more feasible ways. Thanks for your time. Please feel free to call me! Sincerely, Tracy Czurak

Naina Magon

From: Bob Hamm [bhamm@wilbursmith.com]
Sent: Wednesday, March 02, 2005 1:56 PM
To: srollings@tylertexas.com; 'Tanya McCuller'; 'Naina Magon'; 'Kirk Houser'
Subject: FW: Tyler MTP Feedback Response

-----Original Message-----

From: kurtnielsenusa@netscape.net [mailto:kurtnielsenusa@netscape.net]
Sent: Wednesday, March 02, 2005 1:17 PM
To: tylermtp@wilbursmith.com
Subject: Tyler MTP Feedback Response

First Name: Kurt

Last Name: Nielsen

Title: MD

Agency/Company:

Address 1:

Address (continued): Tyler

Phone:

Fax:

E-mail: kurtnielsenusa@netscape.net

Comments: I am puzzled at the proposed new road linking FM 346 to CR 129. This is already a bad stretch of road for accidents and has been nicknamed Dead Mans Curve because of the fatal accidents which occur here. That plus almost all of the traffic heading east is on it's way to Whitehouse, not CR 129 ! The intersection of Paluxy and 346 shows very little southbound traffic but seriously heavy traffic in the mornings heading east. I've waited in lines over 400 yards long just to get thru the stop sign at that intersection !!! The proposed new road makes no sense to anyone who lives in this area as there are obviously other areas that need improvement first. I honestly believe it would be a death trap of an intersection due to the curves and location. Have you considered extending Rhones quarter further south ? That would be much safer with better visibility.

Naina Magon

From: Bob Hamm [bhamm@wilbursmith.com]
Sent: Wednesday, March 09, 2005 11:07 AM
To: 'Tanya McCuller'; srollings@tylertexas.com; 'Kirk Houser'
Cc: 'Naina Magon'
Subject: FW: tyler city planed roads

From: Greg Nance [mailto:gcnance@cox-internet.com]
Sent: Tuesday, March 01, 2005 9:32 AM
To: msherron@wilbursmith.com
Subject: tyler city planed roads

We tried to e-mail from web page but could not connect greg nance 903 5200218 19306copperoaks dr tyler tx 75703 gcnance@cox-internet.com pleas send info on long range plan of new road east of hwy 69 and south of fm 346 headed south my question is why plan a new road through a existing subdivision when east of that subdivision ther is no development and a existing county road with a existing right of way

Naina Magon

From: Bob Hamm [bhamm@wilbursmith.com]
Sent: Wednesday, March 09, 2005 11:02 AM
To: srollings@tylertexas.com; 'Tanya McCuller'; 'Kirk Houser'
Cc: 'Naina Magon'
Subject: FW: Tyler MTP Feedback Response

-----Original Message-----

From: frank.b.buchanan@key.com [mailto:frank.b.buchanan@key.com]
Sent: Tuesday, March 08, 2005 11:41 AM
To: tylermtp@wilbursmith.com
Subject: Tyler MTP Feedback Response

First Name: Frank
Last Name: Buchanan

Title:

Agency/Company:

Address 1:

Address (continued):

Phone:

Fax:

E-mail: frank.b.buchanan@key.com

Comments: I am a resident of Country Place and wish to request that the proposed 5 lane road running along our East Boundary be moved further to the east...the reasons (1) The increased traffic would adversely impact us in a disproportional way since we have only one main entrance in and out of the development for 150 plus homes (2) the trash that is unavoidably generated with a major road way (3)The noise from vehicles (4) Childrens safety with the road backing upto an area with a high concentration of children...It would seem to make more sense to tie into an existing road such as Paluxy....Please take my concerns under consideration and contact me if there is anything that I can do to assist in any way.

Naina Magon

From: Bob Hamm [bhamm@wilbursmith.com]
Sent: Wednesday, March 09, 2005 11:04 AM
To: 'Tanya McCuller'; scrollings@tylertexas.com; 'Kirk Houser'
Cc: 'Naina Magon'
Subject: FW: Tyler MTP Feedback Response

-----Original Message-----

From: pgalbo@aol.com [mailto:pgalbo@aol.com]
Sent: Thursday, March 03, 2005 4:44 PM
To: tylermtp@wilbursmith.com
Subject: Tyler MTP Feedback Response

First Name: Peter
Last Name: Galbraith

Title:

Agency/Company:

Address 1:

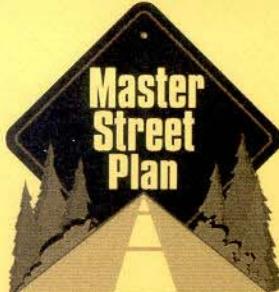
Address (continued): Tyler

Phone:

Fax:

E-mail: pgalbo@aol.com

Comments: I am opposed to any construction of proposed roadways which adjacent to the Country Place Sub-Division. The proposal appears to include a road which will be a major (5 lane) thoroughfare parallel to Big Timber Road and relatively close to this rural neighborhood. It is presumptuous to plan for areas of the City of Tyler for which there is no annexation, where basic city services are not provided and there is not a need for City of Tyler interference. Despite this being a long-range plan, the environmental impact would be significant in an area where wildlife makes their home, especially in light of all the other development taking place within the current limits of Tyler. The economic impact of this proposed roadway would devalue homesteads in an area specifically developed to be away from the city impact. Furthermore, sufficient roads currently exist that could access the routes intended to be covered by this roadway without adding additional major routes. Improvements to the Route 69 corridor would be a better utilization of funds and resources. Should action continue on this proposed roadway, I will join with other neighbors, environmental groups and other interested parties in an organized, legal opposition to prevent the implementation of this intrusion.



City of Tyler

Comment Form

Your comments are VERY IMPORTANT to the development of this study and will be taken into consideration in developing the final plan. Please provide any comments on the draft Master Street Plan below. You may use the map on the back to illustrate specific traffic improvements that you wish to be considered in this study.

North/South Road CR 129 to FM 346 proposed
3/3/05

The proposed arterial on 346 between Hwy 69 and Hwy 110 is more acceptable ^{now} than it has been moved further East. It is proposed to be a major arterial, which will have six lanes.

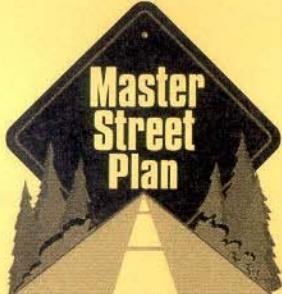
The current proposal still remains very close, within $\frac{1}{2}$ mile, to Country Place Subdivision, a 125+ house subdivision. Consideration should be given to moving the street further East or to change its classification to a minor arterial classification to reduce the impact to Country Place.

Optional Contact Information (Please Print):

Name Tonya Baker
Address 18887 Three Lakes
Tyler, TX 75703

E-mail Address Tonya.Baker@occ.treas.
Phone Number 903-839-2434
Fax Number _____

Please return this comment form to the registration table or mail the completed form by March 18, 2005 to Tanya McCuller, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.



City of Tyler

Comment Form

Your comments are VERY IMPORTANT to the development of this study and will be taken into consideration in developing the final plan. Please provide any comments on the draft Master Street Plan below. You may use the map on the back to illustrate specific traffic improvements that you wish to be considered in this study.

Please consider moving the proposed road (off of 346 east of 69 S.) further east to CR 15. The existing proposed location is to close to Country Place Sub. - Thanks

Optional Contact Information (Please Print):

Name Wallace Hibbard

E-mail Address _____

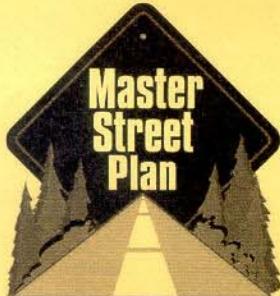
Address 19155 Big Timber

Phone Number 903-839-6094

Tyler, TX 75703

Fax Number _____

Please return this comment form to the registration table or mail the completed form by March 18, 2005 to Tanya McCuller, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.



City of Tyler

Comment Form

Your comments are VERY IMPORTANT to the development of this study and will be taken into consideration in developing the final plan. Please provide any comments on the draft Master Street Plan below. You may use the map on the back to illustrate specific traffic improvements that you wish to be considered in this study.

My house in Country Place on Big Timber
is one of the about 6 houses most affected
by the new proposed road off 346 to 344.
Please keep this road away from Country Place
as far away as possible. I question even
the need for this road as it is within a
mile & a half from 69 & Paluxy that goes to
344.

Optional Contact Information (Please Print):

Name Sandy Wilson

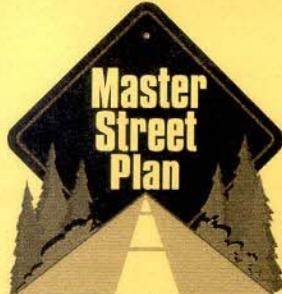
E-mail Address sandyw@cox-internet.com

Address 18823 Big Timber Rd
Tyler, TX 75703

Phone Number 903-888-839-8465

Fax Number —

Please return this comment form to the registration table or mail the completed form by March 18, 2005 to
Tanya McCuller, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.



City of Tyler

Comment Form

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(NORTH/SOUTH ROAD CR-129 TO FM 346 PROPOSED 03/03/05)

The proposed arterial on 346 between Highway 69 and Highway 110 is more acceptable now that it has been moved further ~~East~~^{East}. From information that has been submitted this will be a 6 lane arterial that will run approximately $\frac{1}{2}$ mile from a 125+ house subdivision (Country Place). Because this will be a major arterial, our subdivision will be affected by highway traffic noise. Our desire, if possible, would be to move this arterial further East. Another suggestion would be to replace major arterial road with minor arterial road.

Optional Contact Information (Please Print):

Name BAKER, SAMUEL M

E-mail Address

Samuel.M.Baker@~~US~~DOT.gov

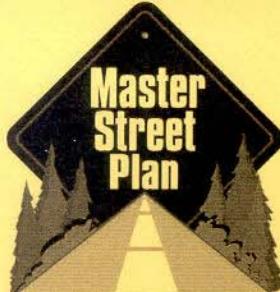
Address 18887 THREE LAKES

Phone Number

903-839-2434

TYLER, TX 75703

Fax Number



City of Tyler

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North/South Road CR 129 to FM 346 proposed
3/3/05

The proposed arterial on 346 between Hwy 69 and Hwy 110 is more acceptable ^{now} than it has been moved further East. It is proposed to be a major arterial, which will have six lanes.

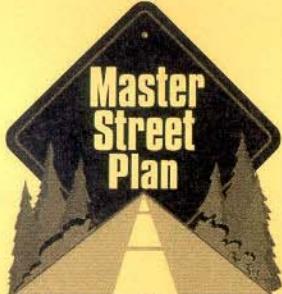
The current proposal still remains very close, within $\frac{1}{2}$ mile, to Country Place Subdivision, a 125+ house subdivision. Consideration should be given to moving the street further East or to change its classification to a minor arterial classification to reduce the impact to Country Place.

Optional Contact Information (Please Print):

Name Tonya Baker
Address 18887 Three Lakes
Tyler, TX 75703

E-mail Address Tonya.Baker@occ.treas.
Phone Number 903-839-2434
Fax Number _____

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City of Tyler

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Please consider moving the proposed road (off of 346 east of 69 S.) further east to CR 15. The existing proposed location is to close to Country Place Sub. - Thanks

Optional Contact Information (Please Print):

Name Wallace Hibbard

E-mail Address _____

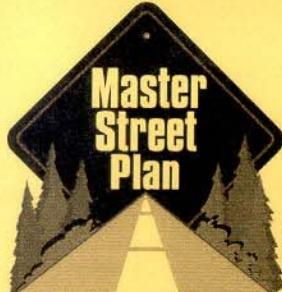
Address 19155 Big Timber

Phone Number 903-839-6094

Tyler, TX 75703

Fax Number _____

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City of Tyler

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Optional Contact Information (Please Print):

Name BAKER, SAMUEL M

E-mail Address

Samuel.M.Baker@~~US~~DOT.gov

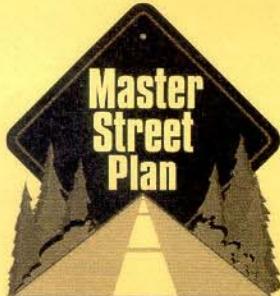
Address 18887 THREE LAKES

Phone Number

903-839-2434

TYLER, TX 75703

Fax Number



City of Tyler

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My house in Country Place on Big Timber
is one of the about 6 houses most affected
by the new proposed road off 346 to 344.
Please keep this road away from Country Place
as far away as possible. I question even
the need for this road as it is within a
mile & a half from 69 & Paluxy that goes to
344.

Optional Contact Information (Please Print):

Name Sandy Wilson

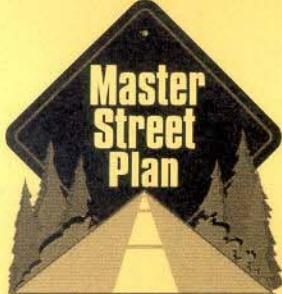
E-mail Address sandyw@cox-internet.com

Address 18823 Big Timber Rd
Tyler, TX 75703

Phone Number 903-888-839-8465

Fax Number —

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THIS COMMENT REFERS TO THE NEW ARTERIAL
PROPOSED TO RUN N-S FROM FM 346 TO CR129
LOCATED BETWEEN U.S. 69 AND CR 15,

THE RESIDENTS OF COUNTRY PLACE ADDITION
DO NOT WANT THE ARTERIAL MOVED
ANY FARTHER WEST THAN WHAT IS SHOWN ON
THE MAPS AS OF 03/03/2005.

Optional Contact Information (Please Print):

Name REA S. BOUDREAU

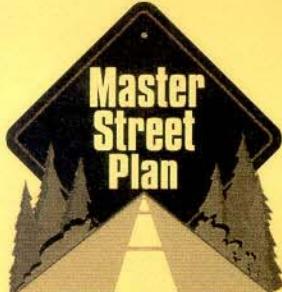
E-mail Address _____

Address 1321 S. BROADWAY

Phone Number 903.597.2122

Fax Number _____

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Tanya McCuller, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.



City of Tyler

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The proposed road that is to tie 344 + 346 together would be best positioned further to the east near County road 15. It looks like this is where it is now positioned. Thank you, we want to make sure it is not positioned any further west.

Optional Contact Information (Please Print):

Name Pamela WADE

E-mail Address _____

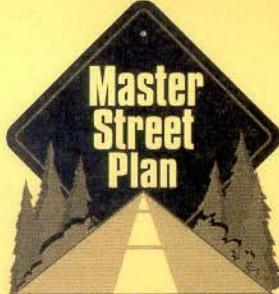
Address P.O. 33243

Phone Number _____

Tyler TX 75713

Fax Number _____

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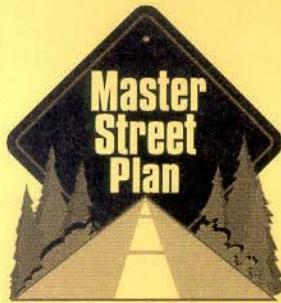
THANKS FOR MOVING THE ROAD
CONNECTING 346 TO CR 129 TO THE
EAST AWAY FROM COUNTRY PLACE
SUBDIVISION. PLEASE CONSIDER USING
THE CR 15 RIGHT-OF-WAY THAT IS
ALREADY EXISTING ^{FOR} ~~AS~~ THE NEW ROAD.

Optional Contact Information (Please Print):

Name KEVIN HUMPHREY
Address 18923 BIG NUMBER
TYLER, TX 75703

E-mail Address Kjhumphrey33@aol.com
Phone Number 903-839-3334
Fax Number 903-839-0222

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Tanya McCuller, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.



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Regarding the Nodd/Seal "major arterial" (proposed), CR 129 & FM 346 in far South section - This proposed "major arterial" has been moved east away from County Country Place Subdivision. This will a 6 lane with a median. I would like for this to be moved farther east, closer to CR 15, especially where it connects to FM 346. This connection at FM 346 is less than mile to an subdivision. It may be best to move it toward 110 or further out toward Lake Tyler. The arterial would be best to have ~~at~~ it at that location. The farther away from Country Place ~~the~~ would seit ~~the~~ Tyler at best.

Optional Contact Information (Please Print):

Name Karen Stapins E-mail Address _____
Address 18978 Big Timber Road Phone Number _____
Tyler, TX 75703 Fax Number _____

Please return this comment form to the registration table or mail the completed form by March 18, 2005 to Tanya McCuller, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.



City of Tyler

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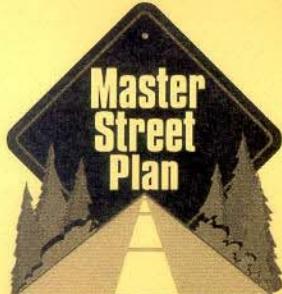
Your comments are VERY IMPORTANT to the development of this study and will be taken into consideration in developing the final plan. Please provide any comments on the draft Master Street Plan below. You may use the map on the back to illustrate specific traffic improvements that you wish to be considered in this study.

I am a resident of Country Place Sub Division located at Hwy 346 & Big Timber Road. I do not believe that a major arterial road should be planned so close to this subdivision. A very large area (Country Place) is completely developed and does not need a major arterial road to funnel traffic out of the area. It seems as though Hwy 756 is already centrally located between Hwy 69 & Highway 110 and should be considered as the project major road in the area.

Optional Contact Information (Please Print):

Name James Hersley E-mail Address Jim.Brenda@dtexas.net
Address 18948 Big Timber Phone Number
Tyler 75703 Fax Number

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Regarding the North/South "Major arterial" (proposed), CR 129 to FM 346 in far South section - This proposed "major arterial" has been recently moved east away from County Plan subdivision. However, as I understand, this will be a 6 lane with a median. I would like to see this moved closer to CR 15, further east, especially where it ~~now~~ connects to FM 346. This connection at FM 346 is less than $\frac{1}{4}$ (about $\frac{1}{8}$ as it appears to me) mile from our entrance. Moreover, further east would be preferred.

Optional Contact Information (Please Print):

Name Gary Hopkins
Address 18978 Big Timber Rd
Tyler, TX 75703

E-mail Address gohop007@cox.net
Phone Number 903-839-3958
Fax Number _____

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Tanya McCuller, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.

March 16, 2005

Wilber Smith Associates
9800 Richmond Ave., Suite 400
Houston, TX 77042-4521
FAX: (713) 785-8797

City of Tyler
Planning & Zoning
P.O. Box 2039
Tyler, TX 75710-2039
FAX: (903) 531-1170

Re: Tyler Master Street Plan—Skidmore Lane

To Whom It May Concern:

Please consider this letter a sincere request for your assistance in erasing the “dotted line” that depicts the straightening of Skidmore Lane as presented to the citizens of Tyler at the March 3, 2005 Public Meeting.

The suggested realignment grew out of a meeting attended by three board members (I being one of them) of our Cumberland Estates Homeowners Association. The CEHOA Board Members requested a meeting with the Mayor in order to present a petition signed by more than 300 residents of Cumberland Estates and Canyon Springs Subdivisions. The Petition basically requests the City of Tyler leave Skidmore Lane Alone.

During the meeting many options were discussed. Straightening Skidmore was brought up by Mayor Seeber. The Board Members of CEHOA discussed the idea. We were not for or against this idea, and voiced that we would need to discuss the “Straightening of Skidmore” with our Full CEHOA before supporting the Idea. A additional idea to “cul-de-sac” East Skidmore and giving the proposed Regional Mall access to Loop 49 was also discussed. The Mayor set an additional meeting with TXDOT to pursue the Loop 49 idea. This idea went nowhere and is dead.

I have spoken with my neighbors and residents of Canyon Springs. The overwhelming feeling is to leave Skidmore alone.

My personal request, Is to please leave Skidmore “AS IS ” and REMOVE any reference to straightening Skidmore from the City of Tyler Master Street Plan.

Thank you for your consideration in this matter,

Bob Kemper

cc: Mayor Joey Seeber

Naina Magon

From: Bob Hamm [bhamm@wilbursmith.com]
Sent: Wednesday, March 09, 2005 10:57 AM
To: 'Tanya McCuller'; 'Kirk Houser'; srollings@tylertexas.com
Cc: 'Naina Magon'
Subject: FW: Tyler Master Street Plan

From: David Hudson [mailto:dhudson@pbfc.com]
Sent: Monday, March 07, 2005 11:43 AM
To: bhamm@wilbursmith.com
Cc: 'Jill Swan'
Subject: Tyler Master Street Plan

To: Bob Hamm

I am a member of the Planning and Zoning Commission and I appreciated your presentation in Tyler and look forward to the April meeting. I wanted to let you know that I'm going to have to ask that the various proposed roads through the Hitts Lake property be removed from the plan. I am familiar with this area and think that these proposals are both unnecessary and would constitute overreaching by the City. Please contact me about this issue. I have already talked to City staff.

David Hudson
Perdue, Brandon, Fielder, Collins & Mott, L.L.P.
Post Office Box 2007
Tyler, Texas 75710-2007
903-597-7664
dhudson@pbfc.com

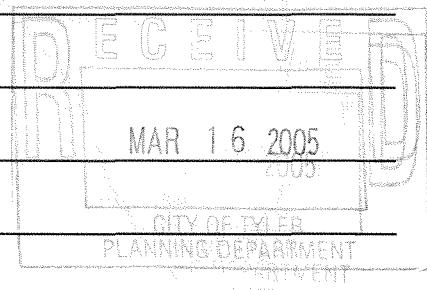


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This is a private road around a private lake. The north end crosses a spillway bridge and dam, neither of which was designed for heavy traffic. The south end of the lake is low with no bottom for heavy traffic. The land is a private sanctuary for wildlife established in 1894 & 1904. Considerable resources have been used to protect and preserve the wildlife on this land. Public traffic would directly impact negatively on this land.



Optional Contact Information (Please Print):

Name Steve Pinkston
Address 12466 CR 35
Tyler TX 75710

E-mail Address _____

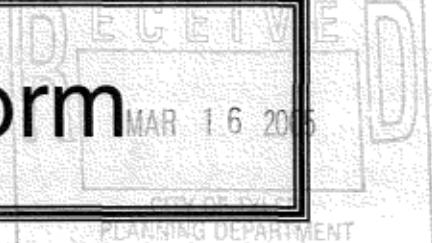
Phone Number 903 597 0551

Fax Number _____

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I am one of the owners of 1080 acres known as the Kitts Lake Club. Two of your proposed collector roads are going across our property South of I-20. There are currently no public roads on our land. Your northernmost route following our existing lake road, crosses our bridge and dam and exits on Lavender Road. This opens our private lake and property to public traffic, losing our privacy. The dam and bridge are not designed for public traffic. These proposed routes will ruin the Scenery of our 110 year old hunting/fishing club by opening our land to public traffic.

Optional Contact Information (Please Print):

Name Scott Kitts II
Address 2315 Old Bullard Road
Tyler, TX 75701

E-mail Address srk@cox-internet.com
Phone Number 903-593-4592
Fax Number 903-597-2893

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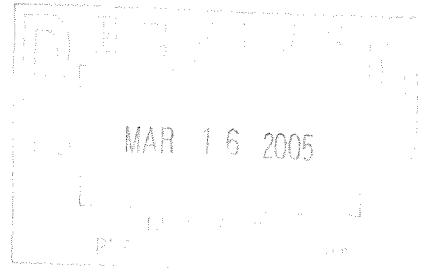
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This letter is to respectfully request the removal of any public roads through Hitts Club Lake on the proposed Master Street Plan. As you are aware, there are no such roads on the property.

Hitts Club Lake is a historic hunting and fishing club created in the 1890's. The Lake itself dates back prior to the Civil War when it was used as a mill pond. Not only would proposed roads be contrary to the 1904 Agreement regulating all club operations, any vehicle traffic would be injurious to the pristine nature of the property. A brief review of the water shed supplying Hitts Lake reflects how important it is that the property be maintained in an undeveloped state. The lakes, wetlands, stands of old growth timber, not to mention other flora and fauna issues, are rare in East Texas and should be preserved at all costs.

Since the early 1900's, Hitts Club Lake has been subject to a prohibition against any subdivision or development. Access from FM 14 to Lavender Road can be accomplished through other routes not crossing Hitts Club Lake.



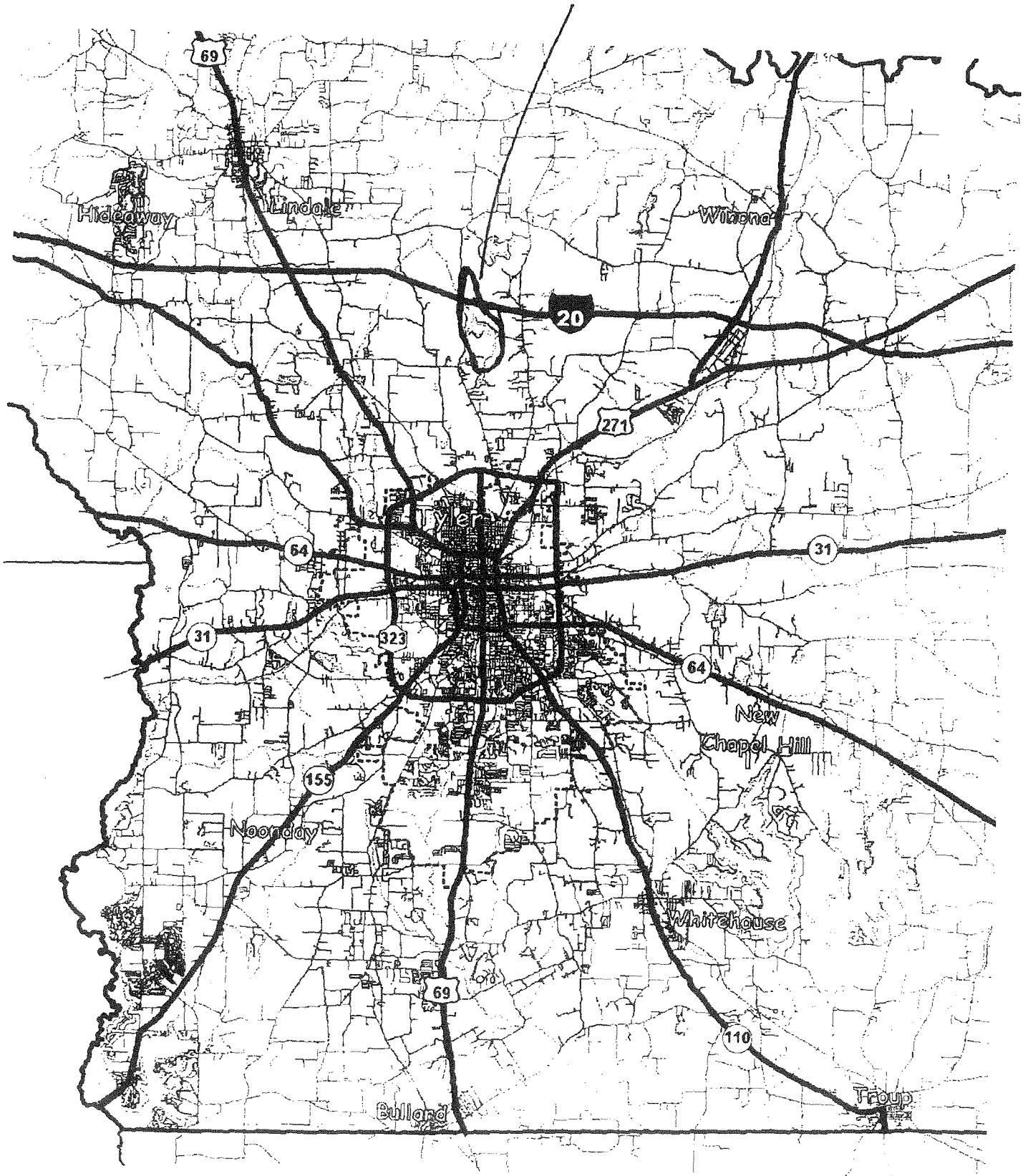
Optional Contact Information (Please Print):

Name Sam Roosth
Address P.O. Box 8300
Tyler, Texas 75711-8300

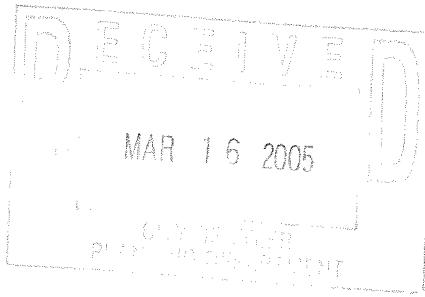
E-mail Address sam@roosth.net
Phone Number 903-593-8333
Fax Number 903-595-2190

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H.H's Club Lake



SHARON EMMERT, CLA
9033 Elm Tree Circle
Tyler, TX 75703



March 16, 2005

Wilber Smith Associates
9800 Richmond Ave., Suite 400
Houston, TX 77042-4521
FAX: (713) 785-8797

City of Tyler
Planning & Zoning
P.O. Box 2039
Tyler, TX 75710-2039
FAX: (903) 531-1170

Re: Tyler Master Street Plan—Skidmore Lane

Ladies & Gentlemen:

Following up on the March 3, 2005 Public Meeting, thank you for this opportunity to submit written comments to be made a part of the record and considered in completing your project on behalf of the City of Tyler.

It is my firm belief that, for the present, any consideration of the realignment of Skidmore Lane should be dropped and not made a part of the Master Street Plan to be presented to the City Council next month.

It is unfortunate that a dotted line representing that realignment suddenly appeared on the Master Street Plan at the Review Committee's last meeting prior to the March 3rd Public Meeting. It came as a complete surprise to the two residents of Cumberland Estates serving on the Review Committee, Tom Mullins and me. The two of us expressed our strong opposition to the proposed realignment being made a part of the current Master Street Plan.

Though the suggested realignment apparently grew out of a private meeting attended by two board members of our Cumberland Estates Homeowners Association, they were not at the meeting representing the CEHOA--the realignment idea did not originate with them and clearly is in conflict with the petition signed by the more than 300 residents of Cumberland Estates and Canyon Springs. That petition must be considered as a part of the written comments on this project, and until those 300+ residents advise you otherwise, you must consider their positions in opposition to the realignment at the present time.

In addition, NO citizens spoke in favor of the realignment at the March 3rd Public Meeting and several spoke in opposition. In particular, Mike Ray spoke as representative of the CEHOA, pointing out that the issue could be studied in the future but should not be in the current Master Street Plan.

Because there is no compelling public need to change Skidmore Lane, this is clearly a situation where citizen participation in the process can and should mean something. The overwhelming public input you have received from Cumberland Estates and Canyon Springs is to leave Skidmore alone. Please don't ignore our input and again send the wrong message to the citizens in Shackelford Creek, so many of whom are still angry over annexation.

As a former elected official, I know how distrusting the average citizen can be of his government. The one thing we all need to work toward is creating meaningful opportunities for citizen participation and then treat people like we really do care about their opinions.

Sincerely,



Sharon Emmert

cc: Mayor Joey Seeber
Tom Mullins

March 4, 2005

Fax to : Tyler Mayor 531-1166
Councilman Alworth 531-1166
City Tyler Planning 531-1170
All Tyler City Council 531-1166
D ROAD Weber Smith (713) 785-8797

We live on Cumberland Road. We have worked hard all our lives and feel fortunate to now reside in our dream home. We purchased our home three years ago. We loved the neighborhood and thought that Cumberland Road was about the prettiest street in Tyler. At no time were we ever informed by the seller nor any brokers involved that there was any possibility that Cumberland Road "might" be changed. As much as we love the home we would NEVER have purchased here if we had any inclination that the road might become a freeway. Such change directly effects the quality and safety of our daily life as well as ruining our neighborhood and property value.

WE WANT THIS LETTER TO BE ADDED TO OUR NEIGHBORS AS
ANOTHER FAMILY WHO STRONGLY OPPOSES ANY CHANGES TO
CUMBERLAND ROAD (EXCEPT RESURFACING).

The current speed limit is too fast and most cars exceed the posted limit as well as pass on double yellow lines. Police could write tickets all day long any day of the week. There have been three major wrecks directly in front of our home in less than three years and we have no idea how many wrecks have occurred elsewhere on Cumberland Road.

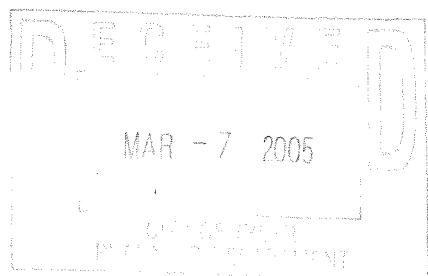
Cumberland Road DOES NOT NEED TO BE A MAJOR THROUGH ROAD.

Cumberland Road will be only a block off the new Loop 49 on the Paluxy end of the street and about two blocks off the new Loop 49 on the Broadway-Hwy 69 end of the road.

THE ROAD THAT NEEDS TO BE WIDENED IS PALUXY. This road has been torn up for months. With all the time and money spent it does not appear that it will be a four lane to the new Loop 49, nor does it appear that it is being straightened nor widened at all. Paluxy is a dangerous street. WIDENING PALUXY WOULD AFFECT FEW RESIDENTS AND IT CERTAINLY WOULD NOT DESTROY A BEAUTIFUL RESIDENTIAL NEIGHBORHOOD. This is the artery that needs to carry the extra traffic to and between the two Loops.

We sincerely hope that all involved in the planning process will think long and hard about proposed negative changes to Cumberland Road. The residents of Cumberland Road are angry enough, involved enough, committed enough, and with money enough to take necessary remedies to stop the destruction of our neighborhood and our rights.

Mr. & Mrs. Jerry McCarthy
1540 Cumberland Road
Tyler, Tx. 75703



Mar 03 05 09:30p

City of Tyler
Master Street Plan

It is our opinion that the city should allow the outer loop to open before designating Cumberland Road as a minor arterial. With Grande Blvd. 1 mile north and the new Loop 49 3/4 mile south, such a drastic widening may not be necessary for many years. The proposed widening will indeed drastically and adversely affect our property. At present our front yard is 60 feet from Cumberland Road. We have lovely oak trees that will be destroyed and we will lose 1/3 of our yard. Please exercise caution and care in examining the need to destroy the character of our beloved and beautiful neighborhood.

Respectfully,

Martha and John Walker
324 Cumberland Road

MAR - 4 2005



Comment Form

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Please

make some "big city" decisions!

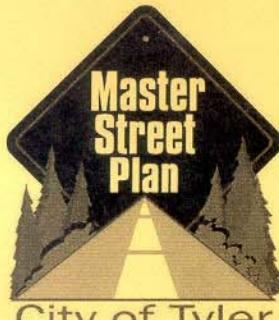
going East "No Right Turn" on 5th & Broadway
going West "NO Left Turn" on 4th & Broadway

let cars traveling East on 5th street
go across to Roxane and turn Rt.
there is not enough "space" for
cars waiting for lights on Broadway
in between 4th & 5th for 2 reasons
1. it is not a full block
2. we have 70 thousand more cars
than when the streets were laid out.

Optional Contact Information (Please Print):

Name Marnie Joseph E-mail Address
Address 1221 S. Broadway Phone Number 903-595-2929
Tyler TX, 75701 Fax Number 903-595-3197

Please return this comment form to the registration table or mail the completed form by March 18, 2005 to
Tanya McCuller, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.



Comment Form

City of Tyler

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Please explore possibility of making more than one way in and one way out on Hollycreek Dr.

They have built 20+ houses west of where I live and it's a race track during peak times early - school kids going to school & contractors going to work - opposite in the afternoon.

We need help.

J. Bennington
11614 Holly Creek Dr.
Tyler, 75703
903-561-4614

Optional Contact Information (Please Print):

Name _____

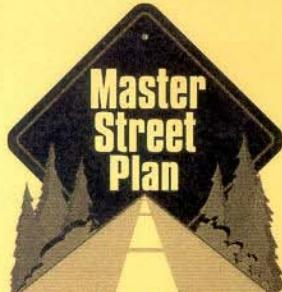
E-mail Address TEXICAN557@AOL.COM

Address _____

Phone Number _____

Fax Number _____

Please return this comment form to the registration table or mail the completed form by March 18, 2005 to Tanya McCuller, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.



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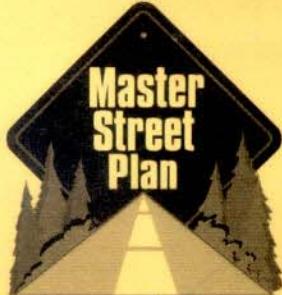
I also support the recommendation in the proposed Master Street Plan to make Cumberland Rd a arterial.

Optional Contact Information (Please Print):

Name Tom Mullins
Address 1327 Santa Fe Dr.
Tyler, TX 75703

E-mail Address tmullins@tylertexas.com
Phone Number 903-839-2225
Fax Number 903-597-0689

Please return this comment form to the registration table or mail the completed form by March 18, 2005 to Tanya McCuller, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.



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Sorry to see the change to cumberland, ~~East~~ ~~East~~
~~avenue~~, Please add ~~the~~ Bike Paths

Do NOT STRAIGHTEN OUT SKIDMORE

Optional Contact Information (Please Print):

Name _____

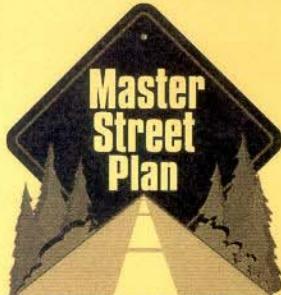
E-mail Address _____

Address _____

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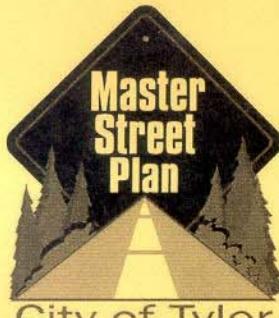
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Optional Contact Information (Please Print):

Name _____

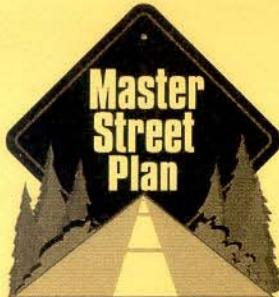
E-mail Address TEXICAN557@AOL.COM

Address _____

Phone Number _____

Fax Number _____

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REGARDING PROPOSED CROSS SECTIONS :

THE PROPOSED MAJOR COLLECTOR = 45' B-B

EXISTING MAJOR COLLECTOR = 41' B-B

PROPOSED RESIDENTIAL COLLECTOR = 35' B-B

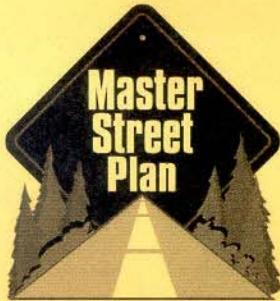
EXISTING RESIDENTIAL COLLECTOR = 33' B-B

THE DRAFT ROADWAY X-SECTIONS SHOWN AT
THE MEETING OF 10-26-04 SHOWED
THE PROPOSED SECTIONS TO MATCH THE
EXISTING SECTIONS, INCLUDING A 4'
WIDE SIDEWALK.

PLEASE EXPLAIN WHY WE ARE CHANGING.

Optional Contact Information (Please Print):

Name REAS. BOURDREAU E-mail Address _____
Address 1321 S. BROADWAY Phone Number 903.597.2122
Fax Number _____



City of Tyler

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RE: IRISH MEADOWS

INSTALL A CONNECTION FROM
IRISH MEADOWS AT AN EXISTING
STREET STUB-OUT TO
THE FAULKNER PARK ROAD.

Optional Contact Information (Please Print):

Name R.S. Boudreaux E-mail Address _____
Address 1321 S. BROADWAY Phone Number _____

Fax Number _____

Please return this comment form to the registration table or mail the completed form by March 18, 2005 to
Tanya McCuller, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.



City of Tyler

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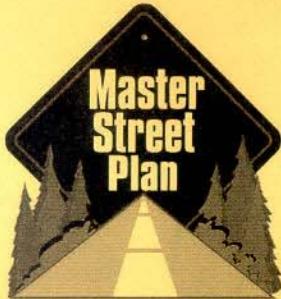
Your comments are VERY IMPORTANT to the development of this study and will be taken into consideration in developing the final plan. Please provide any comments on the draft Master Street Plan below. You may use the map on the back to illustrate specific traffic improvements that you wish to be considered in this study.

THE AREA BETWEEN COPELAND ROAD,
PALUXY, SHILOH, AND GRANDE
NEEDS TO BE LOOKED AT
AGAIN WITH THE EXISTING
APPROVED PRELIMINARY PLATS
BEING TAKEN INTO ACCOUNT.

Optional Contact Information (Please Print):

Name Ron A. Boudreaux E-mail Address _____
Address 1321 S. BROADWAY Phone Number 903.597.2122
Fax Number _____

Please return this comment form to the registration table or mail the completed form by March 18, 2005 to
Tanya McCuller, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.



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We are not in favor of any new roads near our neighborhood because of the increase in noise pollution & the destruction of the habitat in the area.

Also noticed what looks like a Proposed Collector Rd going down the Mud Creek drainage area. It seems that would be detrimental to the flood plain further south because of the increase in runoff.

You proposed Major Rte 69 intersecting 346 on the S curve that exist already seems to be poorly planned due to the lack of visibility in that area and at the site of your intersection. We have had major problems at 346 & 69 with a large # of accidents in an area w/little visibility. However you going to prevent accidents on 346 with an intersection off a curve in the road?

Optional Contact Information (Please Print):

Name Craig & Kelly Smith

E-mail Address ark_craig@hotmail.com

Address 19364 Hidden Lake

Phone Number 903-839-0477

Tyler TX 75703

Fax Number (516) 706-2177

Please return this comment form to the registration table or mail the completed form by March 18, 2005 to Tanya McCuller, City of Tyler, P.O. Box 2039, Tyler, TX 75710-2039, or fax to (903) 531-1170.

Naina Magon

From: Bob Hamm [bhamm@wilbursmith.com]
Sent: Friday, March 18, 2005 2:36 PM
To: 'Naina Magon'; 'Tanya McCuller'; srollings@tylertexas.com; 'Kirk Houser'
Subject: FW: Tyler MTP Feedback Response

-----Original Message-----

From: TMCALLENDER6@msn.com [mailto:TMCALLENDER6@msn.com]
Sent: Friday, March 18, 2005 2:11 PM
To: tylermtp@wilbursmith.com
Subject: Tyler MTP Feedback Response

First Name: Troy

Last Name: Callender

Title:

Agency/Company:

Address 1:

Address (continued): Tyler, Texas 75703

Phone:

Fax:

E-mail: TMCALLENDER6@msn.com

Comments: I have previously sent feedback via email and communicated today with Bob Hamm by phone and I wanted to be sure and document everything discussed. I am concerned about the minor arterial that runs from CR 122 to CR 15. This road cuts between my property and the Loggins to my north. It runs through a very extensive multidirectional area of erosion and feeds my recently constructed lake as well as the lake on the Loggins property which is visible on the aerial maps. I think this location is a major problem for a road because of the extensive erosion through this area and it would be very difficult and expensive to redirect the flow of water since the erosion has occurred in both a north/south and east/west direction. It would require extensive dirt work not to mention culverts for drainage to my lake and the Loggins lake. There are several reasonable options close by that would be much more conducive for constructing a road. One location would be north of the current location utilizing the segment of skidmore road that will not be encompassed by loop 49. A road could be split off of it to connect to CR 15 thus utilizing a segment of existing road and would not require recrossing of 69. Another option would be a road between saddlebrook and the Loggins which is only about 500 or so feet north of its current location. Something you may not know is that there is a 20 acre piece of land that is landlocked and for sale that will eventually need a road to communicate it with CR 122. This is a much easier place to construct a road as there are not the erosion issues or any lakes that need culverts such as in the current location. I think these are much better options as the expense would be significantly less and it would not disrupt a very beautiful area created by our two properties.

Troy Callender

Naina Magon

From: Bob Hamm [bhamm@wilbursmith.com]
Sent: Wednesday, March 09, 2005 10:58 AM
To: 'Tanya McCuller'; 'Kirk Houser'; srollings@tylertexas.com
Cc: 'Naina Magon'
Subject: FW: Tyler MTP Feedback Response

-----Original Message-----

From: TMCALLENDER6@msn.com [mailto:TMCALLENDER6@msn.com]
Sent: Saturday, March 05, 2005 10:40 PM
To: tylermtp@wilbursmith.com
Subject: Tyler MTP Feedback Response

First Name: Troy
Last Name: Callender

Title:

Agency/Company:

Address 1:

Address (continued): Tyler, TX 75703

Phone:

Fax:

E-mail: TMCALLENDER6@msn.com

Comments: I currently live in an area outside Tyler city limits but in the ETJ of Tyler. Unfortunately we only became aware of the proposed master street plan the day after the public meeting. I live on a ranch in the southeast quadrant and the proposed streets have a profound effect on my property as well as my neighbor who also has a ranch. Our situation is unique in that we have invested a tremendous amount of time and money to develop our properties and you have placed two roads that cross my property which would essentially create a 4 way stop smack dab in the middle of my pasture. One thing you can't appreciate from your satellite maps is the picturesque setting created by the two ranches adjoining each other. This is one reason our small country road has attracted the developments along it. The proposed roads would destroy the beauty of these properties which myself and my neighbor have worked so hard to create. I implore you to take a close look at the location of these two roads since they potentially have such a devastating effect on the beauty of this area not to mention how it would effect the functioning of our ranches since these roads would cut our properties into pieces. Some additional information you do not have available from the maps you are working off of is the dam and lake I just built on my property. Our two properties form a deep ravine which drains into my lake. This is the location of one of your roads running east and west from CR 122 to CR 15. I beg you to look at this more closely and consider another location either north or south of the proposed current location. North is a subdivision called Saddlebrook which is next to my neighbors ranch or South would be between my property and a subdivision currently in the development stages. Even further south a road could be placed between the subdivision being developed by Raymond Johnson and Baker's plantation. These sites would have negligible effects on the properties unlike the current location. The road running from south off of 346 to CR 15 would literally cut my property and my neighbors property in half totally separating my cows from the rest of my land and from the lake I just constructed which serves as their water supply. This road also runs across a site that I am currently developing for a second lake and will be fed by the overflow from my first lake. I think you need to look at this road very closely as it could not possibly run through my property in its current location. From what I understand the feeder road was suppose to come through the subdivision south of me but Raymond Johnson would not give you the right of way to pass it through his subdivision and onto my property.

Considering all this I think you should take these proposed roads off the current plan and look at alternative locations at some point in the future. I understand you are trying to create a long term plan for the city of Tyler but I think you need to try and maintain as much as possible the beauty of this area which is after all one of the main reasons people are attracted to Tyler and East Texas. Please take the time to consider what I have said as your current plan has devastating effects to our adjoining properties which could be easily avoided by some careful forethought.

Naina Magon

From: Bob Hamm [bhamm@wilbursmith.com]
Sent: Wednesday, March 16, 2005 8:22 PM
To: 'Naina Magon'
Subject: FW: Tyler MTP Feedback Response

-----Original Message-----

From:
Sent: Wednesday, March 16, 2005 6:08 PM
To: tylermtp@wilbursmith.com
Subject: Tyler MTP Feedback Response

First Name: Troy

Last Name: Callender

Title:

Agency/Company:

Address 1:

Address (continued): Tyler, Tx 75703

Phone:

Fax:

E-mail:

Comments: I sent feedback to about a week or so ago about some roads you proposed that go through my property. I have been talking to Stephanie Rollings about these roads and she said if I asked you to call me to discuss this further that you would call me. This is in regard to the proposed road that runs from CR 122 East to CR 15 and Paluxy. I think the location between my property and my neighbors is a bad location because of the large ravine between our properties and I recently developed a lake that would be severely disrupted by a road as the drainage along this ravine provides most of the water to the lake. I would like to discuss some alternative locations north or south of my property. The other road runs from 346 north to CR 15 and crosses my property. This currently is running through another lake site that I am currently developing. From what I understand Mr. Johnson developing the property south of mine has not granted access onto my property through his subdivision so it doesn't appear to me that this road can run along this location and I want to talk to you about some alternatives.

Troy Callender

EARL DROTT, P.C.

ATTORNEY AT LAW

BANK OF AMERICA SOUTHEAST CENTER
3301 GOLDEN ROAD, SUITE 411
TYLER, TEXAS 75701
Phone (903) 531-9300
Fax (903) 531-0221
cdrott@earldrottlaw.com

March 9, 2005

TO: The City of Tyler

FAX NUMBER: 903-531-1170

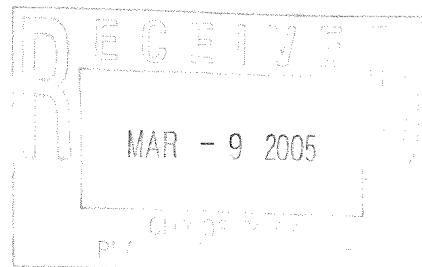
FROM: Earl Drott

NUMBER OF PAGES (including cover sheet): 5

RE: Master Street Plan

THE INFORMATION CONTAINED IN THIS FACSIMILE MESSAGE IS PRIVILEGED AND CONFIDENTIAL, INTENDED ONLY FOR THE USE OF THE INDIVIDUAL OR ENTITY NAMED ABOVE. IF THE READER OF THIS MESSAGE IS NOT THE INTENDED RECIPIENT, YOU ARE HEREBY NOTIFIED THAT ANY DISSEMINATION, DISTRIBUTION OR COPYING OF THIS COMMUNICATION IS STRICTLY PROHIBITED. IF YOU HAVE RECEIVED THIS COMMUNICATION IN ERROR, PLEASE NOTIFY US IMMEDIATELY BY TELEPHONE AND RETURN THE ORIGINAL MESSAGE TO US AT THE ABOVE ADDRESS VIA THE U.S. POSTAL SERVICE.

IF YOU DO NOT RECEIVE ALL OF THE PAGES, PLEASE CALL 903-531-9300.



EARL DROTT, P.C.

ATTORNEY AT LAW

BANK OF AMERICA SOUTHEAST CENTER
3301 GOLDEN ROAD, SUITE 411
TYLER, TEXAS 75701

BOARD CERTIFIED
PERSONAL INJURY TRIAL LAW

PHONE (903) 531-9300
FAX (903) 531-0221
edrott@earldrottlaw.com

PERSONAL INJURY
SPECIALIST

March 9, 2005

The City of Tyler
Comments Regarding Master Street Plan
PO Box 2039
Tyler, Texas 75710

Via telecopier: 903-531-1170

Attn: Master Street Plan

I object to the City of Tyler Master Street Plan as revised on February 28, 2005.

The City of Tyler Master Street Plan as revised on February 28, 2005, proposes to extend County Road 152 across a wetland habitat area in the West Mud Creek bottom. The proposed road then intersects with County Road 113 on the east side of the West Mud Creek bottom. The proposed roadway is indicated on the two maps which are enclosed herewith. The proposed roadway is a bad idea for a number of reasons.

County Road 152 currently extends off of Highway 69 in southern Smith County in a northeasterly direction through the New Hope community. The road then turns south becoming County Road 113 and then curves in an easterly direction around a very wide and swampy portion of the West Mud Creek bottom and then comes back up the eastern side of the West Mud Creek bottom until it intersects with County Road 129. The proposed roadway would extend County Road 152 straight across West Mud Creek bottom until the road intersected with County Road 113 on the east side of West Mud Creek.

The proposed road serves no traffic purpose. The traffic on County Road 113 on the east side of West Mud Creek is not seeking to go west else they would have done so on County Road 129 before they ever got onto County Road 113 or would have turned west from County Road 119 at the intersection with County Road 113. Traffic intending to go east on County Road 129 would have a more direct route from Highway 69 on existing County Road 129. Traffic intending to go south on County Road 119 would have a more direct route using existing County Road 113. The proposed roadway dead-ends into County Road 113 on the east side of West Mud Creek. The proposed roadway is nonsensical and is the proverbial road to nowhere.

March 9, 2005
Page 2

The proposed roadway would destroy many homes in the New Hope community and deprive many of the New Hope community property owners of property which has been in their families for over a century.

The proposed roadway goes down through property in the West Mud Creek bottom the majority of which is owned by Drott Realty and the family of Mr. C. A. Lackey. Both the Lackeys and the Drotts are strongly opposed to a nonsensical roadway being constructed through our properties and will vigorously oppose the construction of such a roadway.

The West Mud Creek bottom in the area of the proposed roadway is extremely wide and the creek splits into multiple channels and sloughs. The proposed roadway would go through a wetland/swamp area and would be extremely expensive to build while serving no legitimate purpose. Furthermore, the proposed roadway goes right through the middle of an extremely unusual wetland habitat formed by a thirty-acre beaver pond. The beaver pond is home to many wildlife species including river otters as well as a number of rare and threatened species such as alligator snapping turtles. The beaver pond and wetland area which would be destroyed by this nonsensical proposed roadway is currently part of a recorded Wildlife Management Plan.

For all of the aforesated reasons I respectfully request that the City of Tyler remove the aforereferenced proposed roadway from its Master Street Plan.

With best regards, I am

Very truly yours,

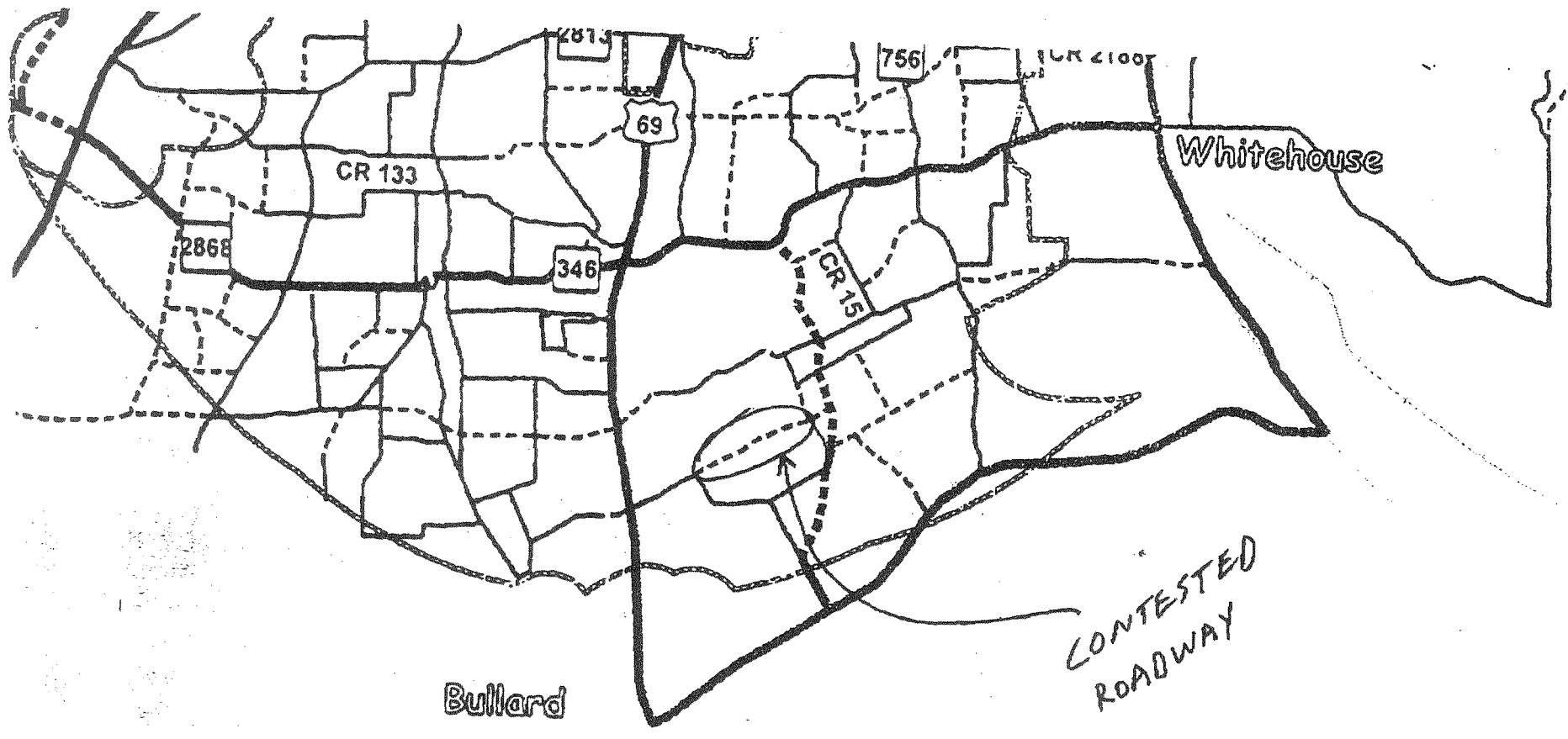
EARL DROTT, P.C.

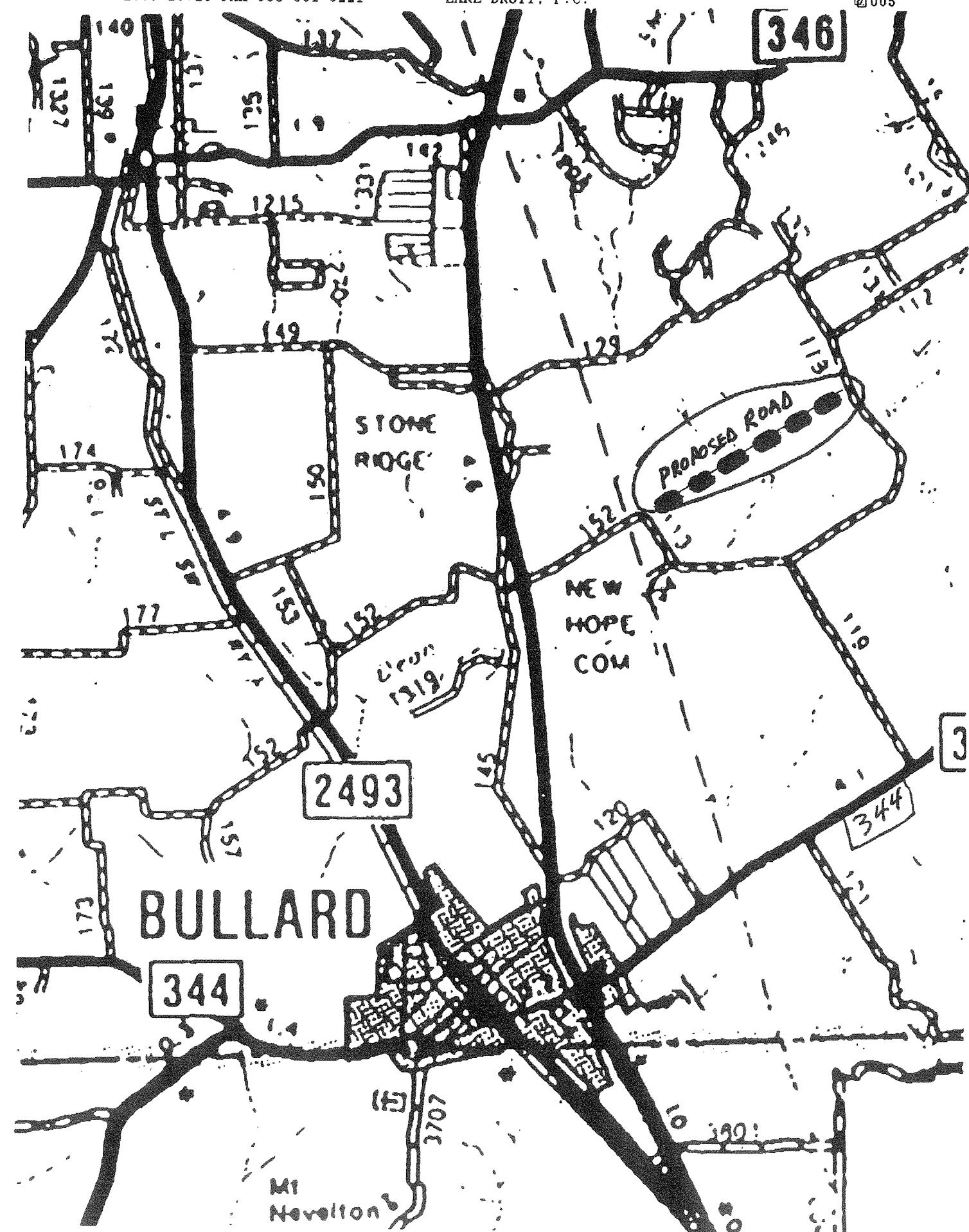


Earl Drott

ED/km

cc: Mr. C. A. Lackey





Naina Magon

From: Naina Magon [nmagon@wilbursmith.com]
Sent: Thursday, March 24, 2005 10:50 AM
To: nmagon@wilbursmith.com
Subject: FW: CUMBERLAND ROAD _ MASTER STREET PLAN _ ELTIFE'S IN-LAWS HOME

From: Bob Hamm [mailto:bhamm@wilbursmith.com]
Sent: Wednesday, March 16, 2005 5:01 PM
To: 'Naina Magon'
Subject: FW: CUMBERLAND ROAD _ MASTER STREET PLAN _ ELTIFE'S IN-LAWS HOME

From: Charles Alworth
Sent: Sunday, March 13, 2005 3:07 PM
To: Tanya McCuller; Stephanie Rollings; Bob Turner; Mark McDaniel
Subject: CUMBERLAND ROAD _ MASTER STREET PLAN _ ELTIFE'S IN-LAWS HOME

And you guys want to ruin this home ? ? ? ? ? This home has been on Cumberland Road since about 1960 !!!
When the road was first opened – private!

Alworth

Charles W. Alworth
Councilman - District 6
City of Tyler
903-534-0477

BBC's – please forward to contacts



