

WICHITA FALLS METROPOLITAN PLANNING ORGANIZATION
Technical Advisory Committee
Minutes

Wednesday, February 9, 2005

Voting Members Present:

Darron Leiker – City of Wichita Falls – ACM/Dir. Aviation, Traffic & Trans., Interim MPO Director
Danny Brown – TxDOT, Director of Trans. Planning and Development
Dave Clark – City of Wichita Falls, Dir. of Community Development
James Kelley – TxDOT, Area Engineer
Jeff Hogan – City of Wichita Falls, City Engineer
Karen Montgomery-Gagné – City of Wichita Falls, Community Development Planner III
Mark Beauchamp – City of Wichita Falls, Traffic Superintendent
Tim Hertel – TxDOT, Director of Operations

Others Present:

Carolyn Askins – TxDOT, Transportation Planning Assistant
Donnie Arbeau – City of Wichita Falls MPO, Transportation Planner I
Lin Barnett – City of Wichita Falls MPO, Transportation Planner III

Highway Needs Committee Members:

Visitors:

Absent:

Joe Anderson – TxDOT, Director of Construction

I. Welcome & Introduction

Mr. Leiker called the meeting to order at 11:03 a.m. and welcomed everyone present.

II. Review, Revision and Approval to Forward to TPC the Local TxDOT District Functional Classification Maps for Submission to Transportation Planning and Programming (TPP) in Austin.

Mr. Leiker outlined the steps taken thus far in bringing the Functional Classification maps up to date to meet the standards set forth in the TxDOT manual, *Guidelines for Updating Functional Classification – Phase II and III* (TTI, September 2004). He stated that staff had produced a good product and asked TAC to review and approve it for submittal to the Transportation Policy Committee (TPC) at the February 18, 2005 meeting.

Mr. Arbeau explained that the update was a requirement, by the federal government, to update any changes between the 1990 Urbanized Area Boundary (UZA) and the Adjusted 2000 UZA concerning how roads are classified within the MPO boundary, whether rural or urban. He commented that many of the road changes directly relate to changes in land area type i.e. rural to urban or vice-a-versa.

Mr. Barnett briefly related the training that Mr. Arbeau and he received at the Functional Classification Workshop on November 23, 2004 at the TxDOT District Office. He commented on the presentation from that morning and the hands-on training with actual maps and spreadsheets later that afternoon. He explained how staff had used the guidelines, from the manual, and the Texas Transportation Institute (TTI) supplied maps to generate the work being presented. Mr. Barnett stated the maps would be submitted to TxDOT once they received final approval from TPC.

Mr. Beauchamp described the processes used for updating the maps. He explained how the traffic generators were identified using traffic count data and that the final count was 1,037. He explained the size of the traffic generator symbol correlated to how much traffic was generated by the site location. He stated, once this step was completed, staff began analyzing each level of roadway functionality beginning with the highest level of classification (freeways) and working down to the lowest level (collectors). Mr. Beauchamp stated that staff reconciled the findings with the existing map and made changes accordingly.

Mr. Arbeau discussed the sources of information used for developing the updates to the maps i.e. traffic recording machine counts, land use, the City Thoroughfare Plan, etc. He then offered to go through the major changes to the maps. Mr. Barnett pointed out the fact that each change required an I.D. number and that there were 150 changes.

Mr. Clark asked what the data would be used for. Ms. Askins stated this was a requirement every 10 years by the federal government to update any changes to the road network for use in the federal funding of local roads. Mr. Barnett commented that verification had been received from TTI that an Urban Collector classification and above would qualify for federal funding.

Mr. Hertel asked staff to define the criteria used for selecting traffic generators. Mr. Arbeau stated a destination traveled to by people was the main factor used in determining the traffic generators. Mr. Arbeau and Mr. Beauchamp commented that some areas, such as strip malls, were further refined to list certain businesses as traffic generators because of the different peak times of day. Mr. Arbeau stated the list of traffic generators would be reviewed on a yearly basis.

Mr. Arbeau then presented the major changes to the group. Mr. Leiker asked for any further discussion or suggestion for changes and if the board members were comfortable with the process. The board agreed that staff was providing a thoroughly researched product that should be forwarded to TPC. There were no more suggestions

for changes. Mr. Clark motioned to forward the maps to TPC for their approval. Mr. Brown seconded the motion, which passed unanimously.

Other Business

Mr. Brown requested the MPO provide a Letter of Support for the construction of the Kell Interchange, to be presented at the Special Called February 18th TPC Meeting. The letter would be signed by the TCP Chairperson at that meeting and forwarded to TxDOT.

Adjourn

The meeting adjourned at 12:02 p.m.

Darron Leiker
Interim MPO Director, TAC Chairperson
Interim City Manager