

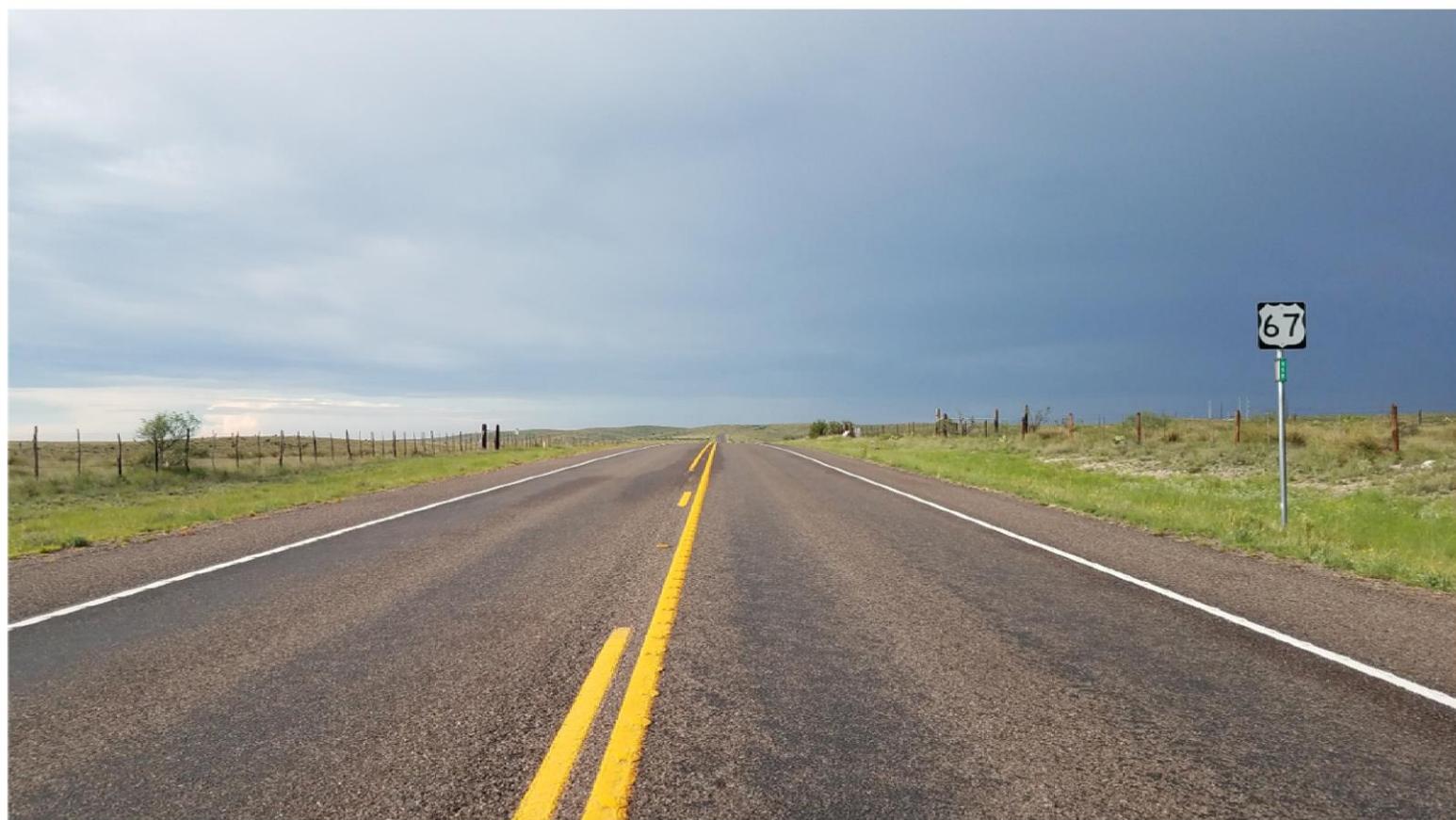


US 67 CORRIDOR MASTER PLAN CSJ# 5000-00-116

Corridor Working Group (CWG) Meeting #1



Welcome



Meeting Overview and Introductions

- Introductions
 - Name
 - Organization

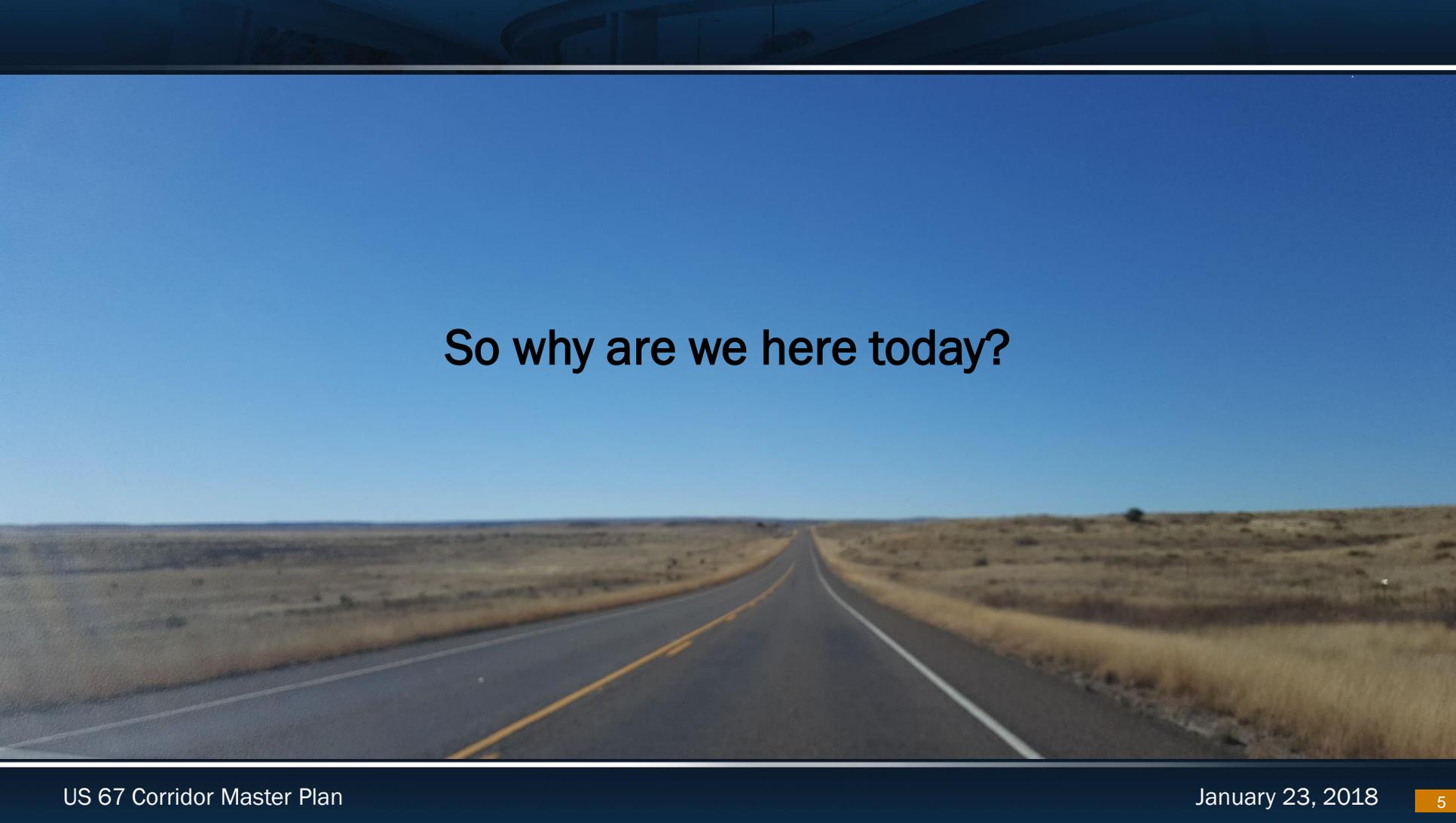


Agenda

Meeting Overview

- What is a Master Plan?
- Local Government Panel
- US 67 Corridor Master Plan Development
- Corridor Working Group (CWG) Discussion
- Public Involvement
- Panel and Discussion of Issues Relevant to the Study
- Lunch
- Question and Answer Session
- Moving Forward / Next Steps
- Wrap Up

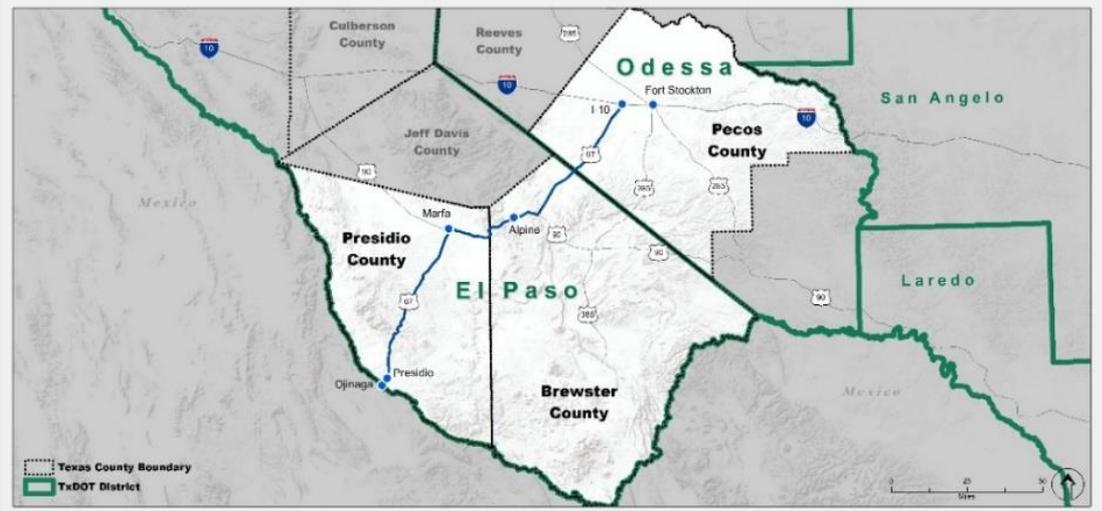




So why are we here today?

US 67 Corridor Master Plan

- TxDOT in partnership with communities would like to identify and evaluate current and future transportation needs along the US 67 corridor
- Obtain feedback from stakeholders
- Develop a US 67 Corridor Master Plan including recommendations to enhance mobility and safety along the corridor
- **Study Limits:** I-10 west of Fort Stockton to the Presidio / Ojinaga Port of Entry (142 miles)
- **No preconceived solutions**
- **Safety** is the primary focus of this study



What is a Master Plan?

- Defines the communities' vision for US 67
- Policy guide for communities to use when considering improvements to the corridor
- Considers the needs of all corridor users and modes
 - Cars, bicyclists and pedestrians, freight
 - Residents, businesses, and visitors
- Evaluates current and future conditions, needs, and constraints
 - Safety, environmental, economic, community development
- Driven by stakeholders
 - Communities identify needs, issues, and potential solutions

What is a Master Plan?

- Defines corridor challenges and opportunities
- Evaluates possible community sensitive solutions
- Identifies short-, mid-, and long-term transportation improvements:
 - Improve safety
 - Improve quality of life
 - Improve traffic flow
 - Tourism / recreational opportunities
 - Bicycle / pedestrian connections
 - Several other aspects – to be defined by communities



Local Government Panel



Local Government Panel

- Why is this study important to you and your community?
- Why is it important for you to be involved in this study?



US 67 Corridor Master Plan Development



Study Approach/Schedule

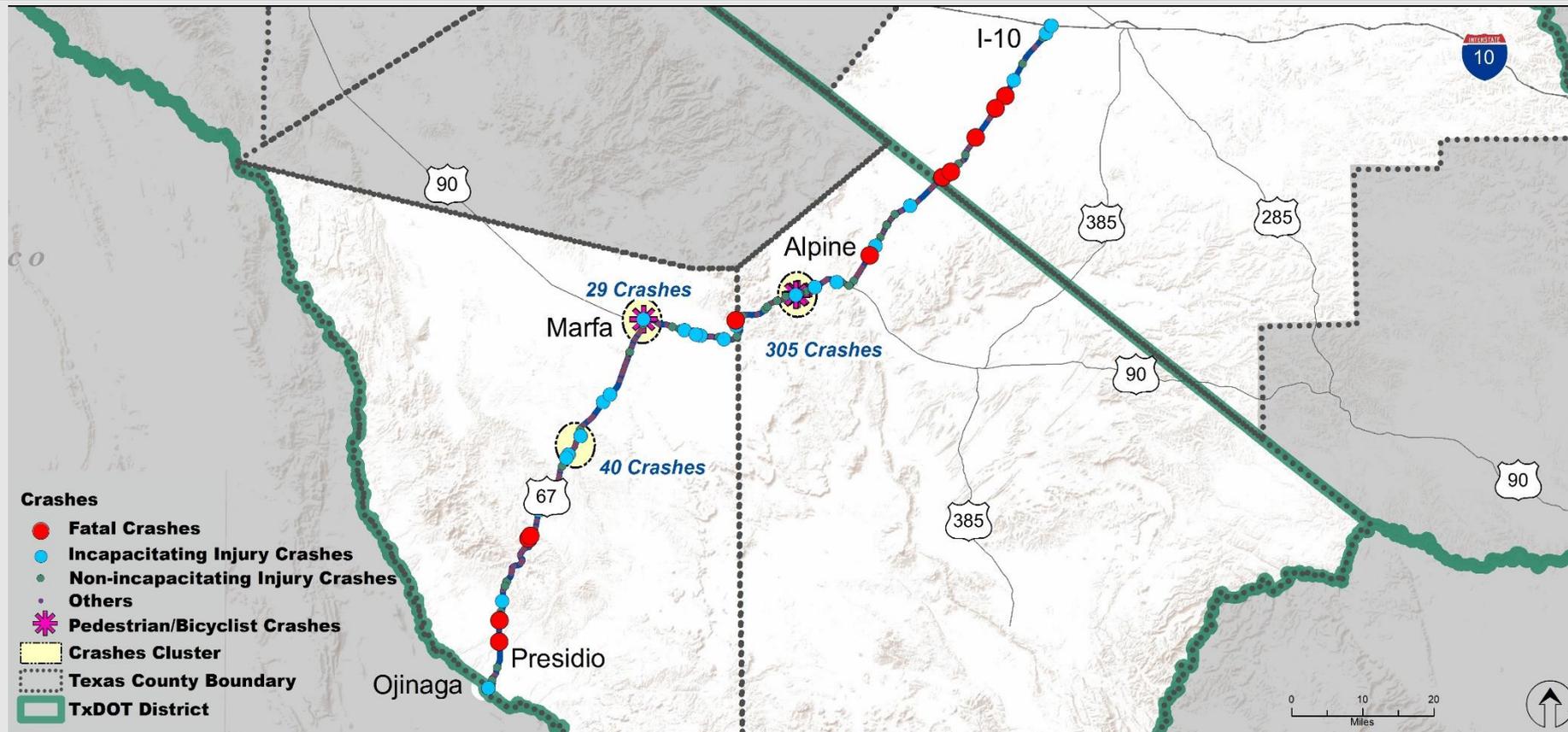


Roadway Characteristics

- From I-10 west of Fort Stockton to Presidio Port of Entry
- Length: 142 Miles
- Principal Arterial
- Primarily two-lane undivided highway
- Existing Right-of-Way (100 feet – 200 feet)
- One at-grade and two grade separated railroad crossings in Alpine
- One at-grade railroad crossing between I-10 and US 90

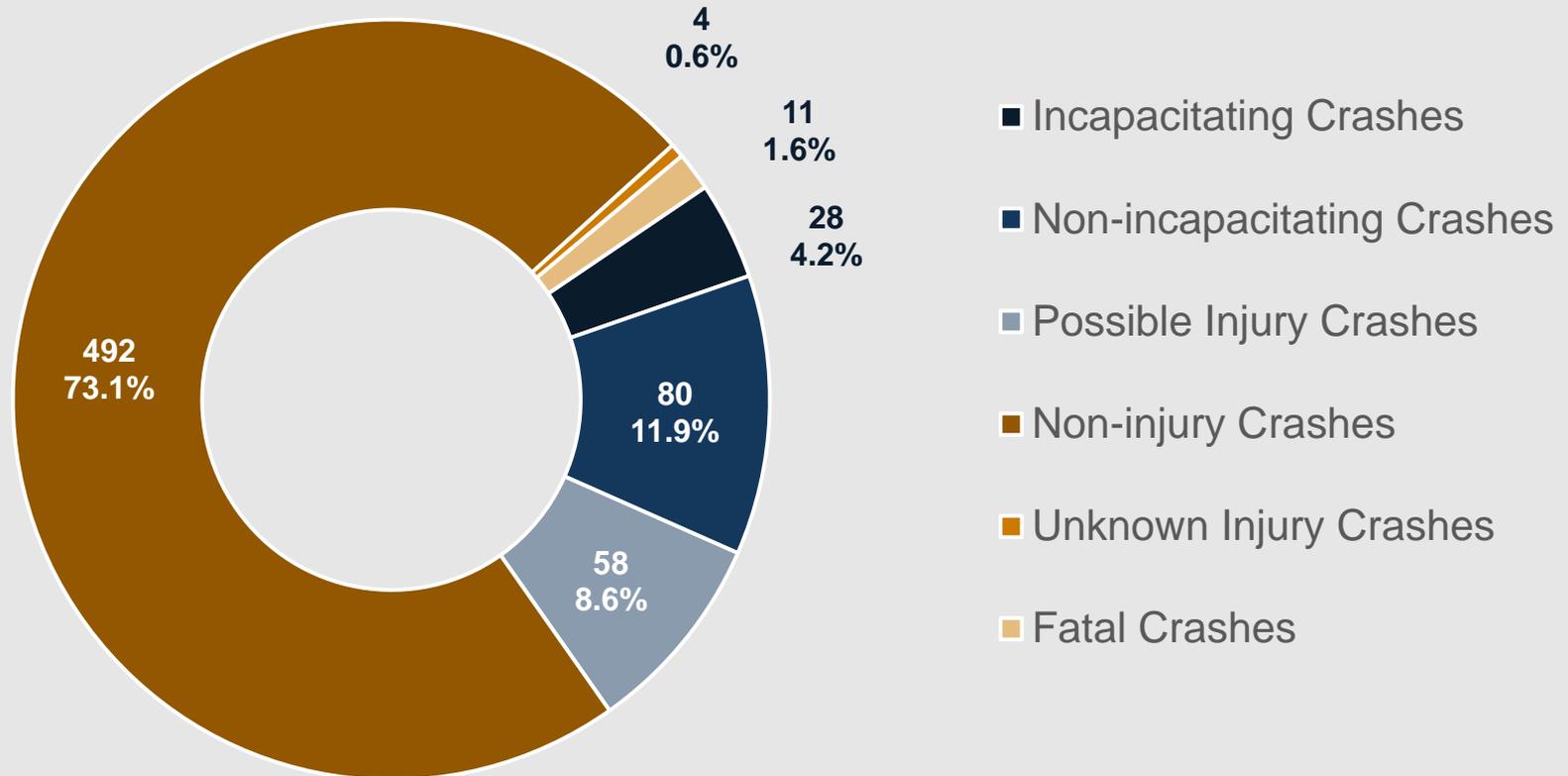


Crashes Along the Corridor 2010-2016



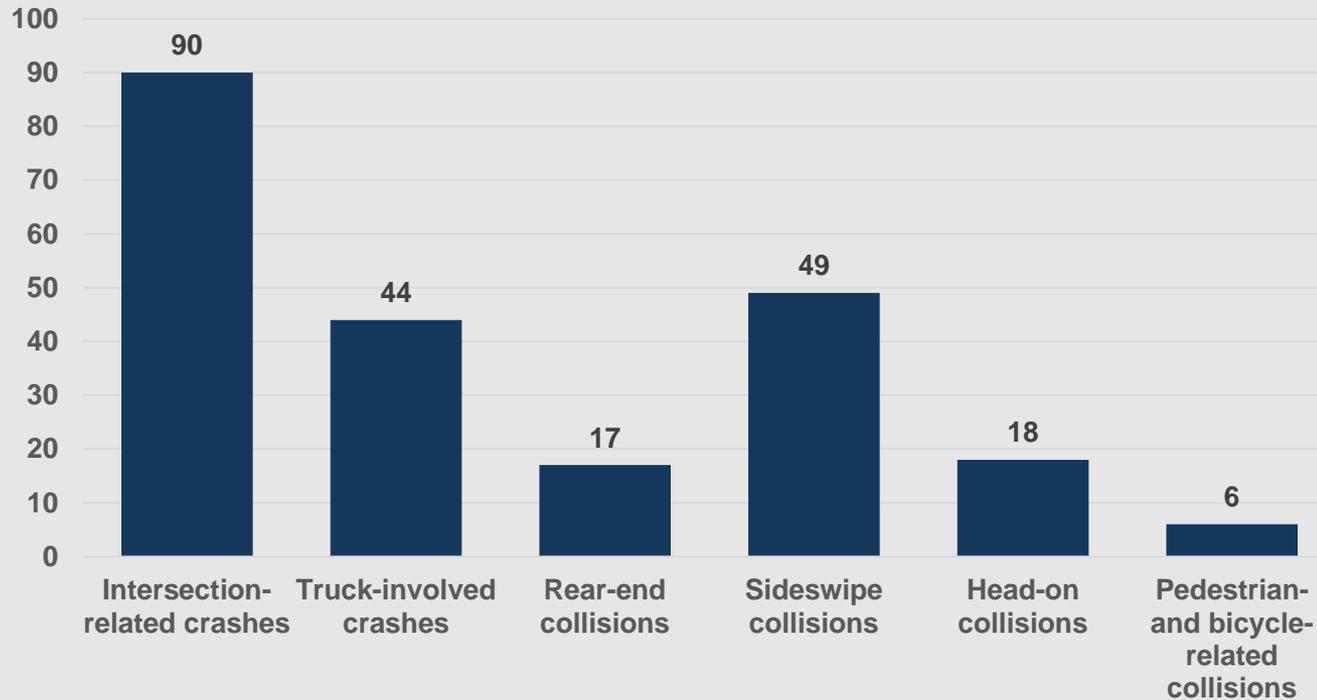
Source: TxDOT's Crash Records Information System (CRIS)

Total Crashes by Severity – 2010 to 2016



Source: TxDOT's Crash Records Information System (CRIS)

Roadway Related Crash Types – 2010 to 2016



Note: Crashes can be included in multiple categories.

Source: TxDOT's Crash Records Information System (CRIS)

Preliminary Crash Summary

- From 2010 to 2016, there were:
 - 673 total crashes along the corridor
 - 496 property damage only crashes
 - 166 injury crashes causing 280 injuries
 - 11 fatal crashes resulting in 14 fatalities

- All pedestrian and bicycle reported crashes are in Alpine and Marfa

Source: TxDOT's Crash Records Information System (CRIS)

Population Growth (2010 – 2040)

Area	2010 Population	2040 Projected Population	Population Growth (2010 – 2040)	Average Annual Growth Rate
Pecos County	15,500	18,300	2,800	0.6%
Brewster County	9,200	11,900	2,700	0.9%
Presidio County	7,800	10,500	2,700	1.0%
Jeff Davis County	2,300	3,100	700	0.9%
Texas	25,100,000	40,500,000	15,400,000	1.6%

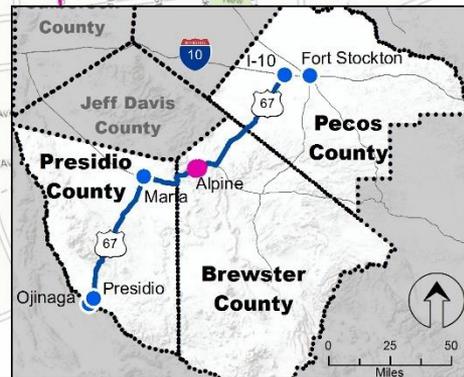
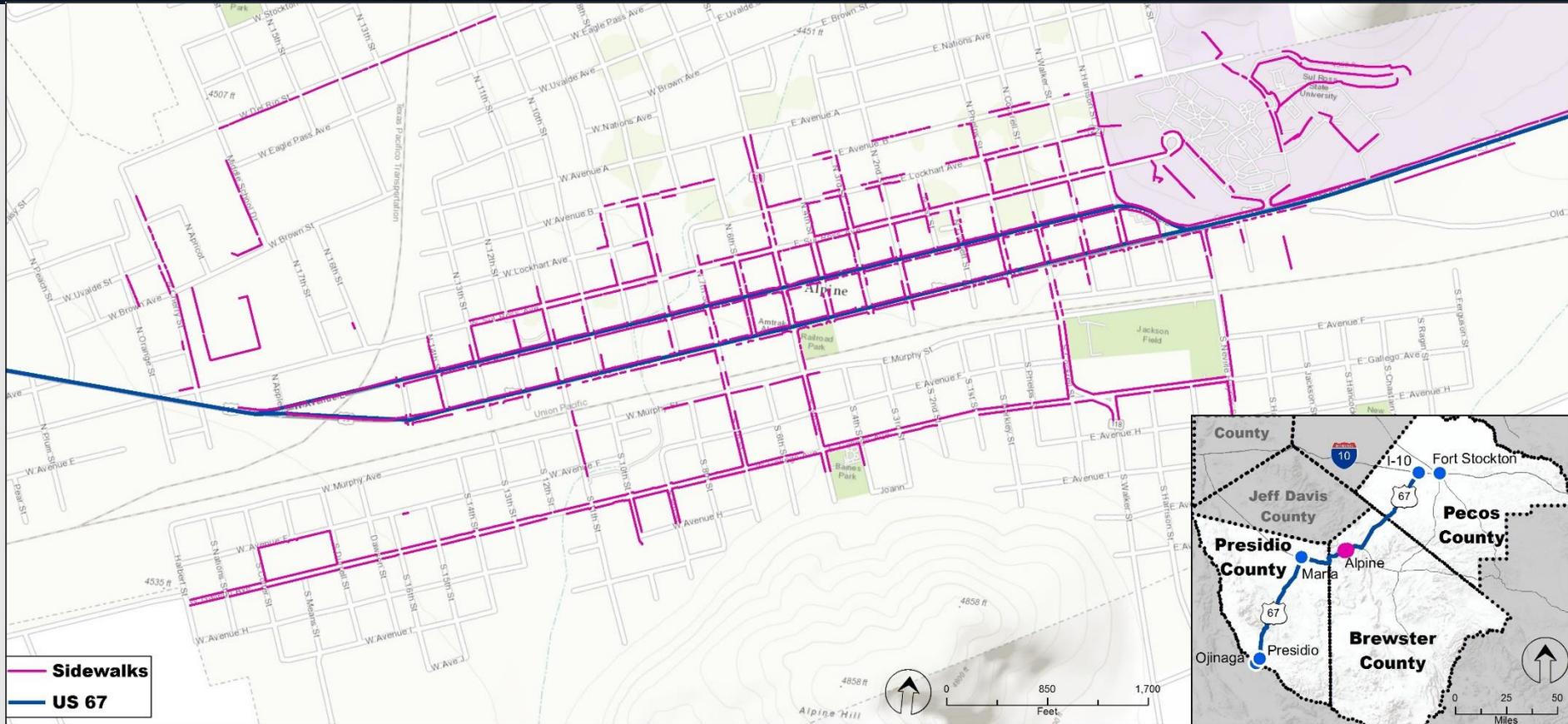
Source: Statewide Analysis Model – Third Version (Sam-V3)

Employment Growth (2010 – 2040)

Area	2010 Employment	2040 Projected Employment	Employment Growth (2010 – 2040)	Average Annual Growth Rate
Pecos County	6,300	7,600	1,300	0.7%
Brewster County	4,400	6,500	2,100	1.3%
Presidio County	2,000	4,700	2,700	2.8%
Jeff Davis County	800	1,700	900	2.5%
Texas	10,800,000	18,400,000	7,600,000	1.8%

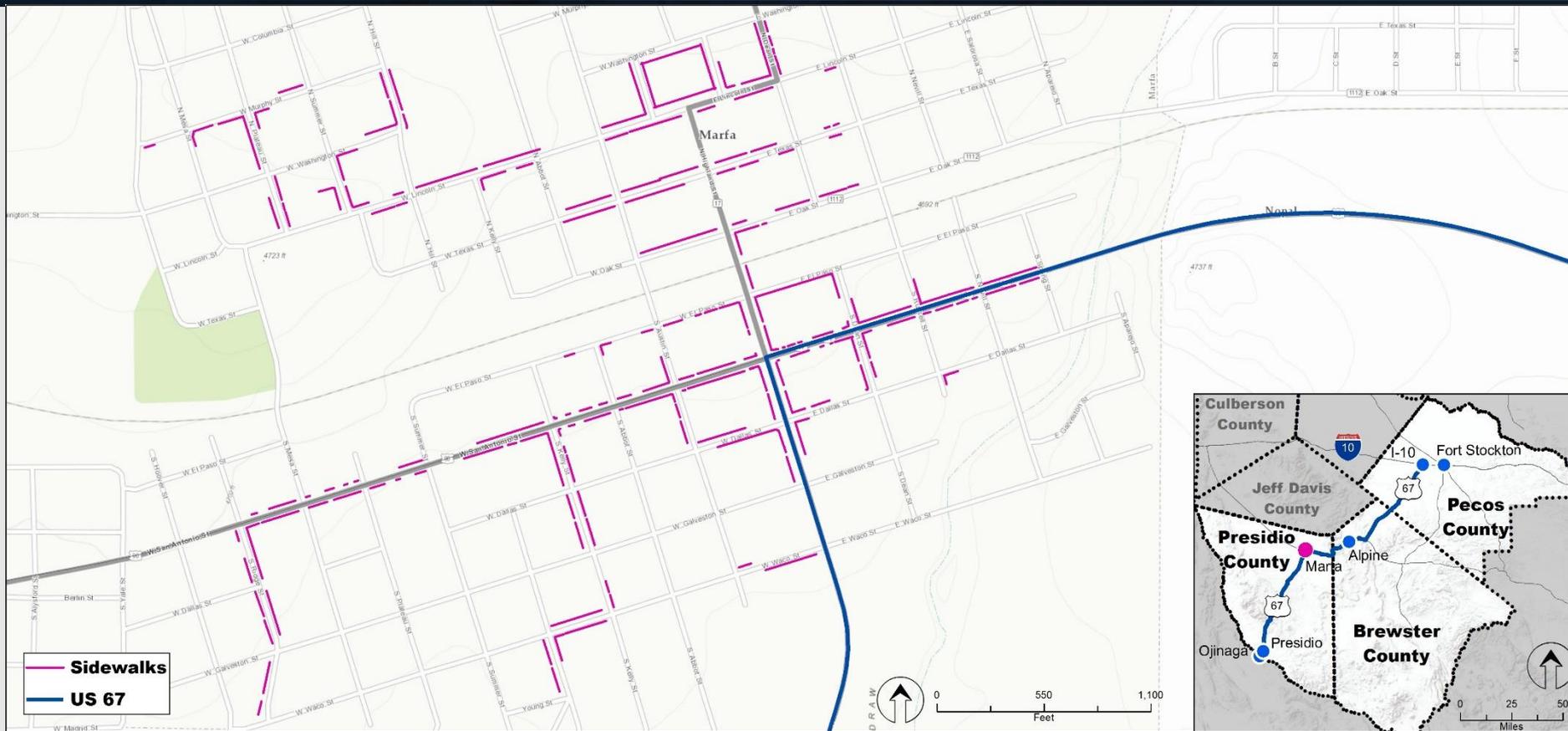
Source: Statewide Analysis Model – Third Version (Sam-V3)

Bicycle and Pedestrian Facilities – Alpine



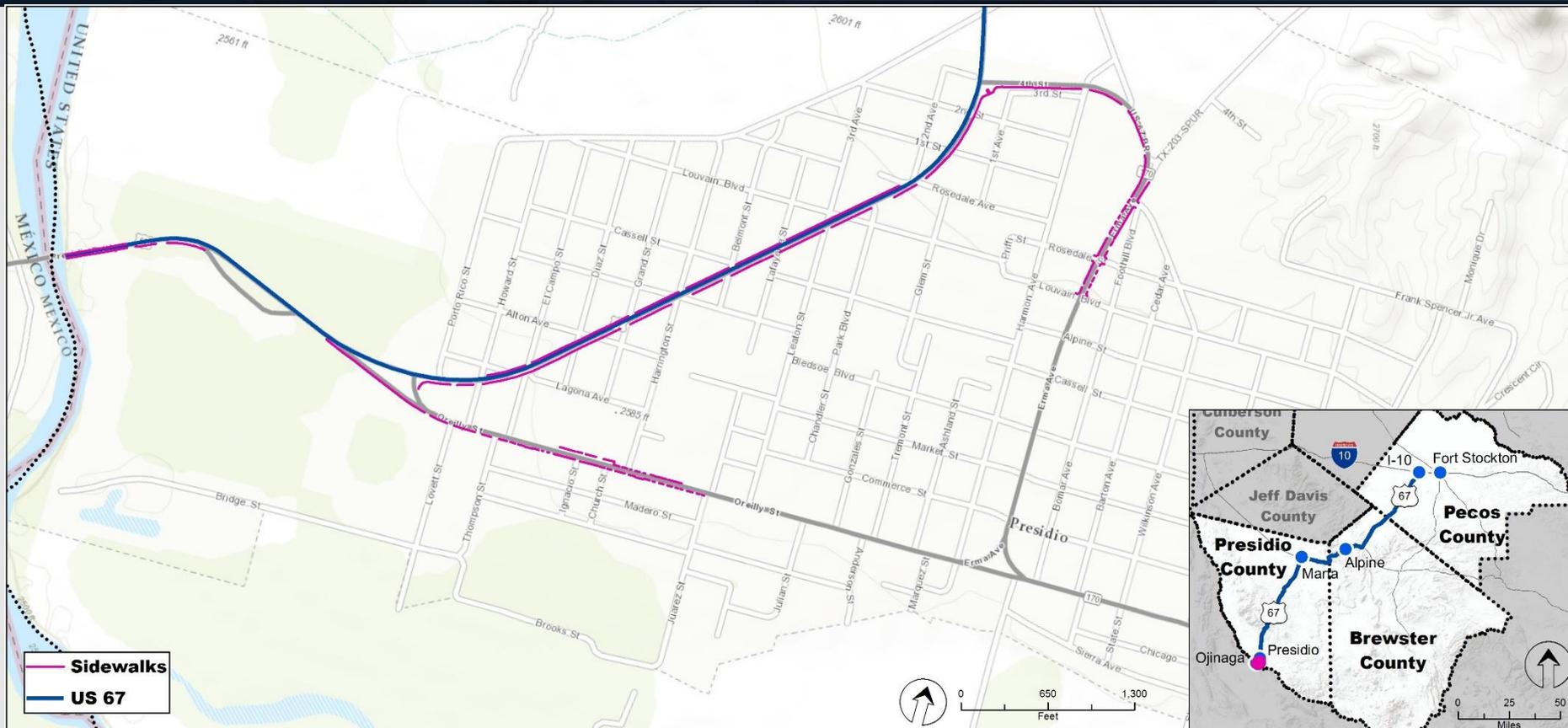
Source: Google Earth; CDM Smith Field Study

Bicycle and Pedestrian Facilities – Marfa



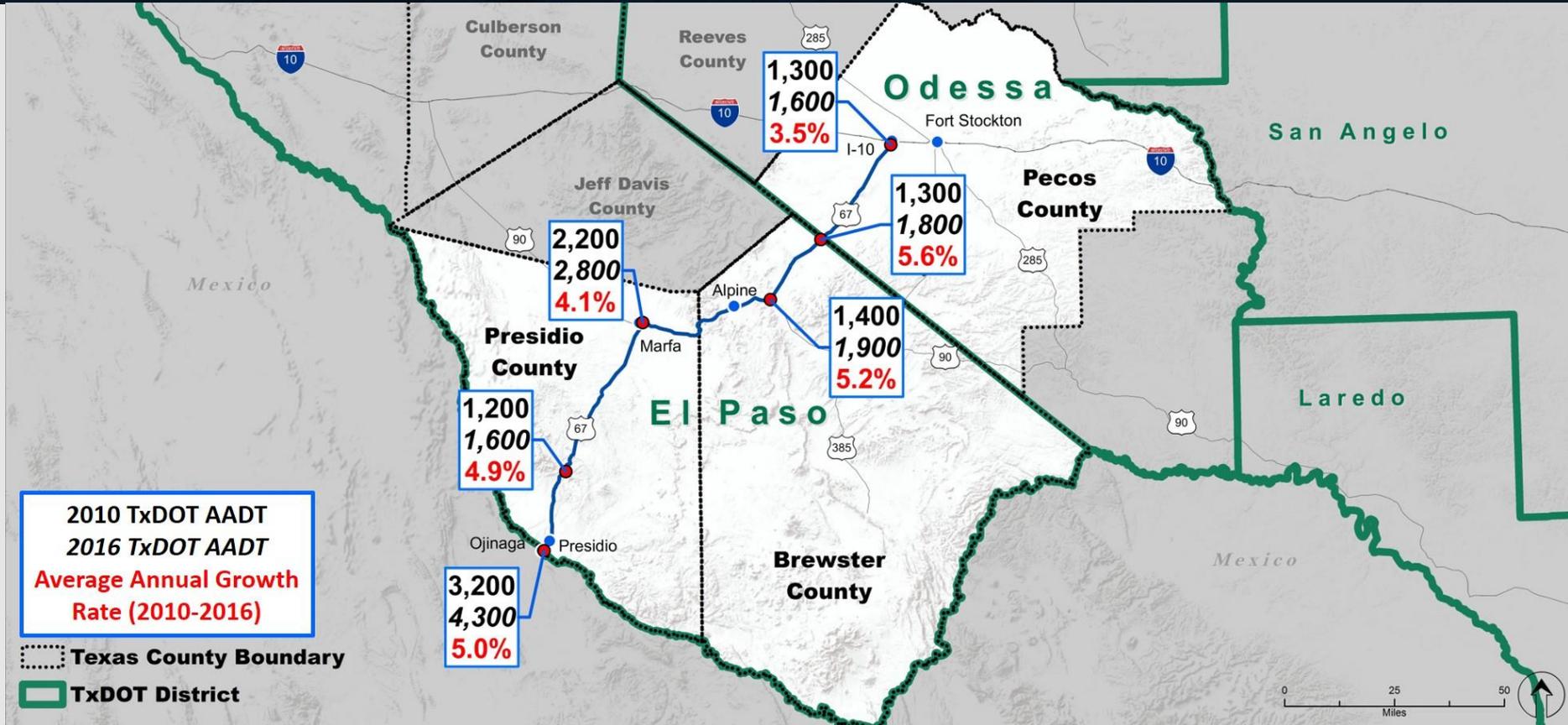
Source: Google Earth; CDM Smith Field Study

Bicycle and Pedestrian Facilities – Presidio



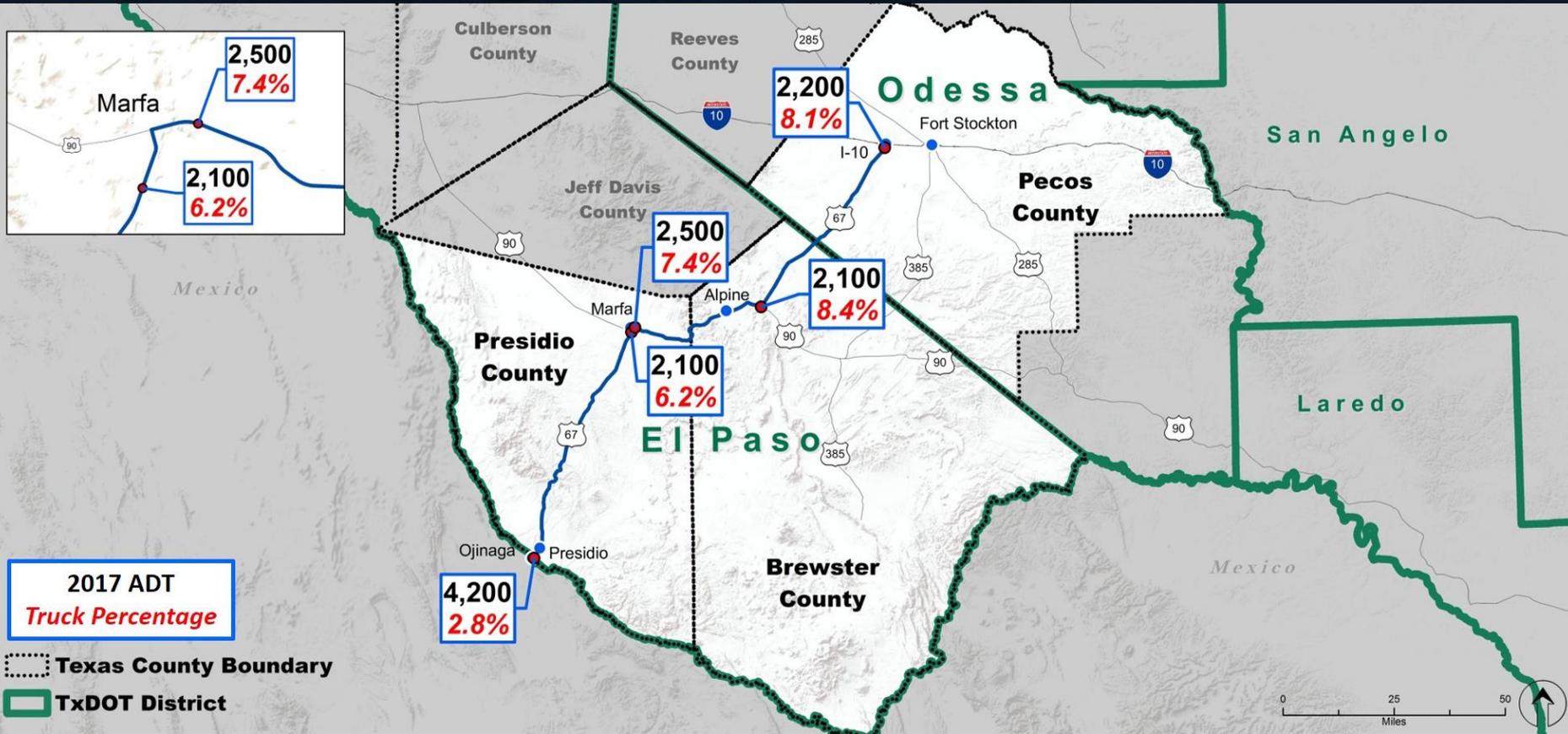
Source: Google Earth; CDM Smith Field Study

Historic Traffic Volumes



Source: TxDOT Statewide Planning Map

2017 Average Daily Traffic and Truck Percentages



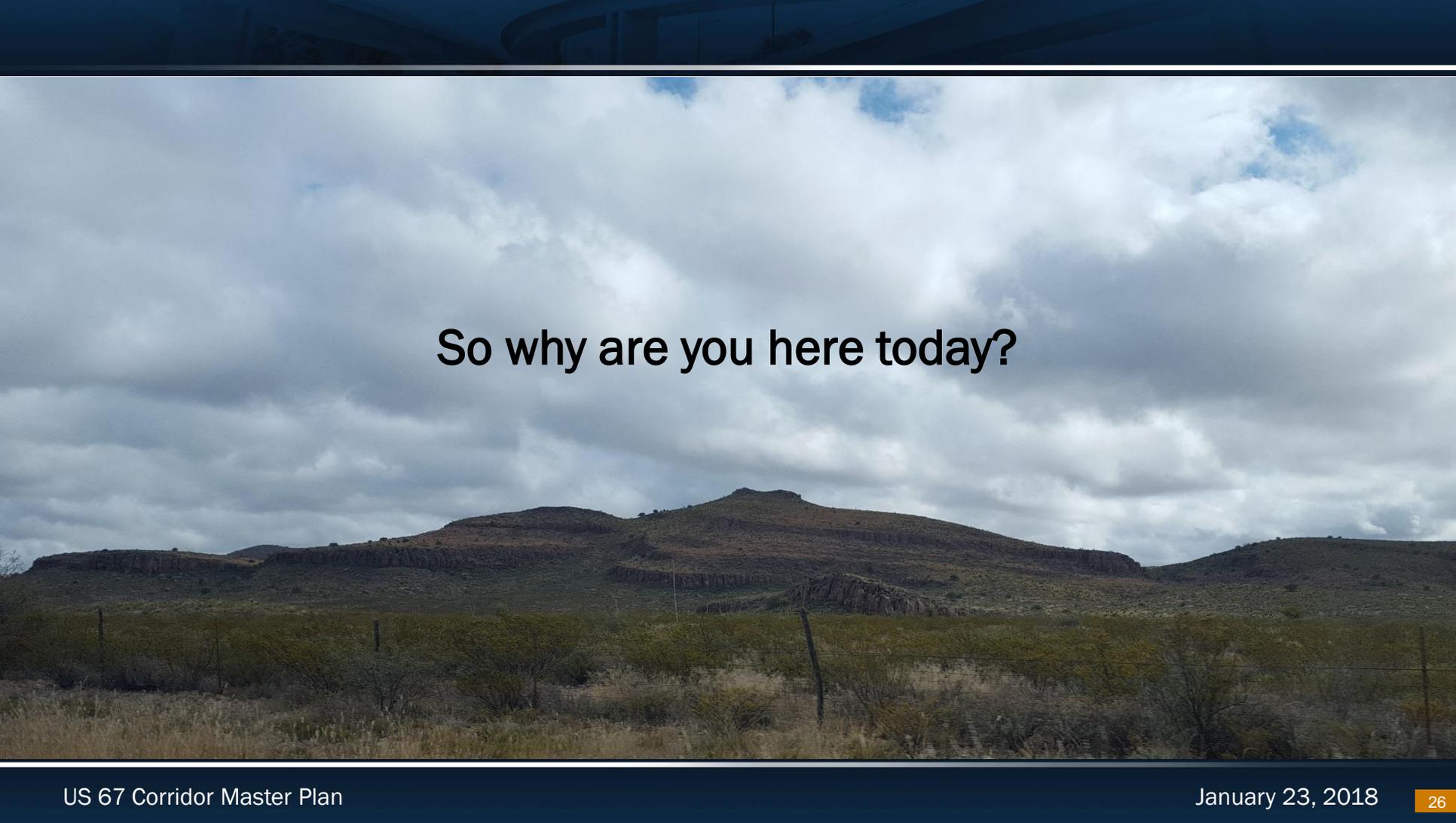
Source: 2017 US 67 Data Collection (November 6, 2017)

Freight

- In 2015, US 67 carried:
 - About 89,000 tons of truck freight, valued at more than \$71 million
- In 2015, Union Pacific and Texas Pacifico railroads carried:
 - 10.9 million tons of cargo valued at more than \$31 billion
 - Most of this freight was on the Union Pacific mainline
 - Texas Pacifico handled less than 375,000 tons / \$200m



Source: TRANSEARCH



So why are you here today?

Corridor Working Group (CWG) Role

- Provide input on study approach and effective public participation and presentation of results
- Help identify key focus group members
- Communicate recommendations to public
- Assist with plan implementation



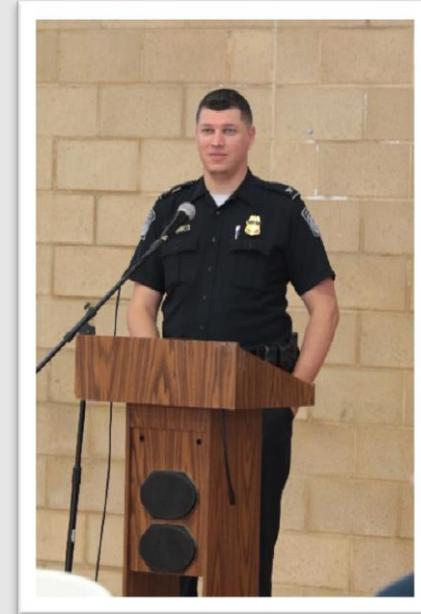
Corridor Working Group Expectations

- Your participation on CWG meetings (anticipated quarterly)
 - Meetings can be in person, conference calls, or via the web
 - Can send a proxy
- Participation in public meetings / community events
- Continued involvement for two years
- Provide input throughout the process



Corridor Working Group: Interviews and Focus Group Input

- Potential Focus Groups
 - Natural Resources / Environmental
 - Economic Development – Tourism / Business and Commerce
 - Private Landowners (Ranchers, Farmers, etc.)
 - Local Media and Press
 - Emergency Management
 - Community Organizations, Non-Profits, and/or Advocacy
 - State and National Parks
 - Pedestrian and Cyclist Safety
 - Border Trends and Issues
 - School Districts
 - Others?





Public Involvement

Public Involvement

- Planned outreach tools
 - Media
 - Community / public meetings
 - Social media
 - Website
 - Brochures and handouts
 - Mindmixer and Metroquest
 - Geo-engagement tool
 - Any other suggestions?



US 67 Bus Tour Summary

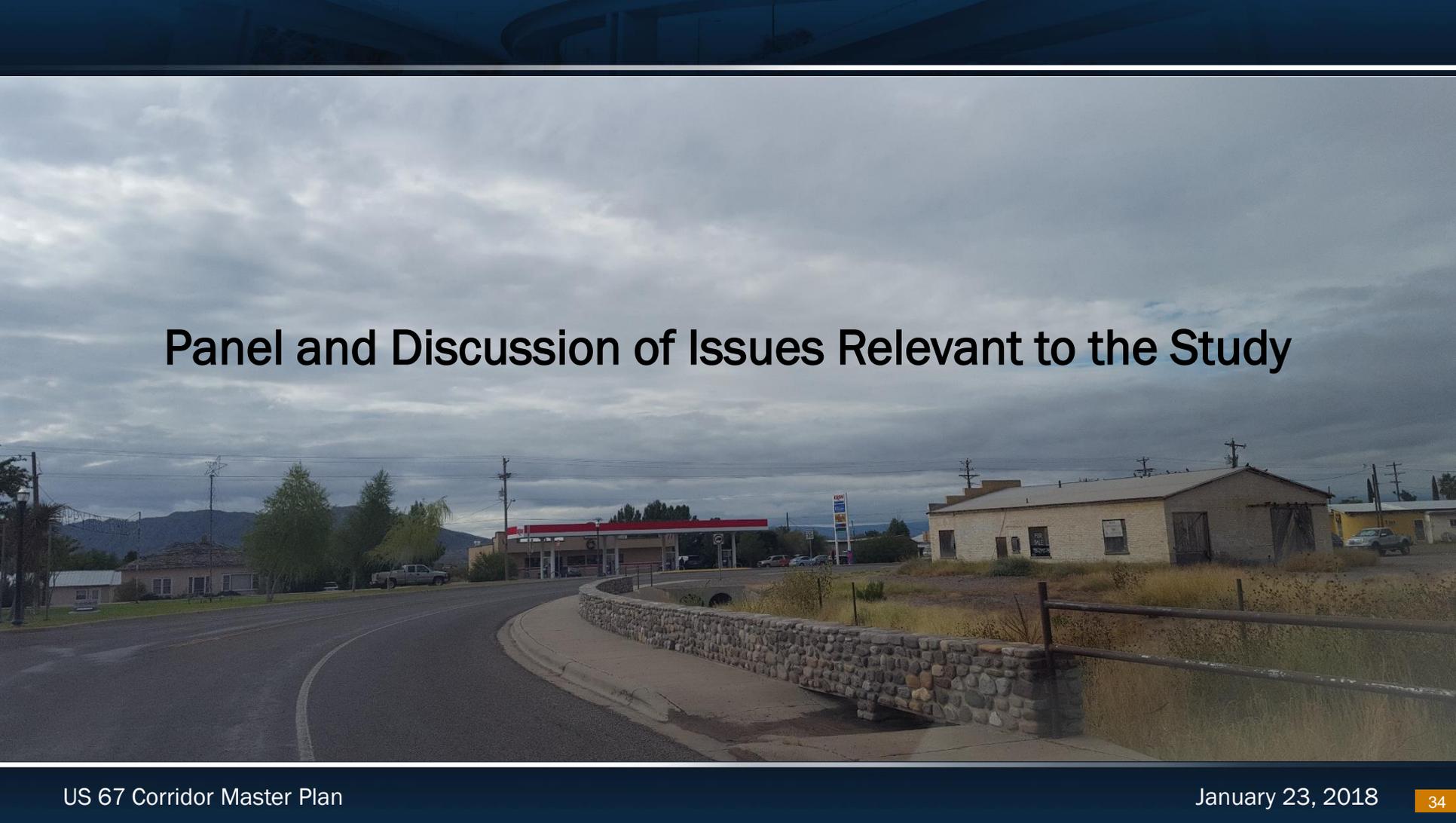
- Held on December 12, 2017
- Tour began in the northern part of the study area and progressed through the communities of Alpine, Marfa, and Shafter and Presidio
- Returned to Alpine to conclude the trip



Public Involvement

- Public Meeting Series #1 – Spring 2018
 - Communicate study purpose and process
 - Identify corridor mobility issues
- Public Meeting Series #2 – Fall 2018
 - Present conceptual alternatives
- Public Meeting Series #3 – 2019 (time frame TBD)
 - Agenda TBD





Panel and Discussion of Issues Relevant to the Study

Open Discussion – Discussion of Issues Relevant to the Study

- Safety Analysis
- Highway Widths / Right of Way (ROW)
- Bicycle / Pedestrian Facilities
- Passing Lanes
- Speed Limits
- Intersection Considerations – Unsignalized and Signalized
- Recreational Issues
- Other Issues

Safety Analysis

- Safety analysis typically entails
 - Review historic crash data
 - Identify types of crashes, conditions leading to crashes, and identify trends
 - Calculate crash rates and compare with statewide averages
- Review safety for all modes of travel
 - Pedestrian and bicycle safety
 - Transit facilities safety
 - Rail-road crossings

- Importance of a safety analysis
 - Identify TxDOT-approved roadway characteristics
 - Sight distance and clearances
 - Median type
 - Shoulder widths and clear zones
 - Improve design to accommodate oversized vehicles
 - Encourage safe driving practices
 - Safety programs and campaigns
 - Improve signage

Highway Widths / ROW

- Highway Width
 - Current width of two-lane sections limited to 36 feet south of Marfa
 - One 12 foot travel lane per direction
 - 6 foot shoulder
 - Width is narrow for oversized vehicles such as towed mobile homes
 - Shoulder too small for disabled vehicles
- Right-of-way (ROW)
 - ROW width varies from 100 to 200 feet along the corridor
 - Improvements in narrow areas may require new ROW

Bicycle and Pedestrian Facilities

- Considerations
 - Bicycle lanes separate slower bicycle traffic from vehicular traffic for smoother traffic flow
 - Shared-use paths might be an option where right of way is available
 - Shared-used paths and dedicated bicycle lanes should meet design criteria



- Considerations
 - Crosswalks designate right-of-way for motorists to yield to pedestrians
 - Improperly located / designed crosswalks give false sense of safety
 - Intersection crosswalks safer than midblock crosswalks
 - Ramps and sidewalks must be ADA-compliant



Passing Lanes

- Considerations
 - Effective method for improving traffic operations on two-lane roads
 - Lower cost than reconstructing roadway to four lanes
 - Act as truck climbing lanes on steep grades
 - Proper length and spacing is critical for efficient operation
 - Construct at locations where sight-distance requirements for passing are not met
 - Proper signing at beginning and end



Speed Limits

Speed Limits

- Considerations
 - Posted speed limits typically based on the 85th percentile speed
 - Maximum speed on Texas highway system – 70 mph
 - Alteration of speeds to be supported by traffic engineering study
 - Highway speed limits reduced in and around cities and towns



Intersection Considerations

Intersection Considerations – Unsignalized

- Stop signs are used when:
 - Street entering a through highway
 - Unsignalized intersection in a signalized area
 - High Speed, restricted view, crashes, delays
 - Comparable volumes on main and side street
- Roundabouts:
 - FHWA proven safety countermeasure
 - Less maintenance
 - Aesthetically appealing



Source: 2011 Texas MUTCD, FHWA

Intersection Considerations – Signalized

- Consider delay, safety, capacity and efficiency
- Currently 8 TMUTCD signal warrants
- Efficient operations for all modes – autos, trucks, pedestrian, transit



Recreational Issues

Recreational Issues

- One rest stop currently available between Marfa and Alpine
- Strategically-placed scenic viewpoints / rest areas serve as safety features (Driver fatigue is major cause of serious traffic accidents resulting in 1,500 fatalities and 71,000 injuries in the U.S. each year)
- Biking, pedestrian, and transit facilities may help support tourism



Source: http://ftp.dot.state.tx.us/pub/txdot-info/library/pubs/travel/sra_brochure.pdf

Other Issues

- Branding and Logo (<https://www.surveymonkey.com/r/US67>)
- On-line tool (<http://maps.viewprogis.com/vp/us67>)
- Mind Mixer (<http://us67.mindmixer.com/>)

Branding and Logo for the US 67 Corridor Master Plan



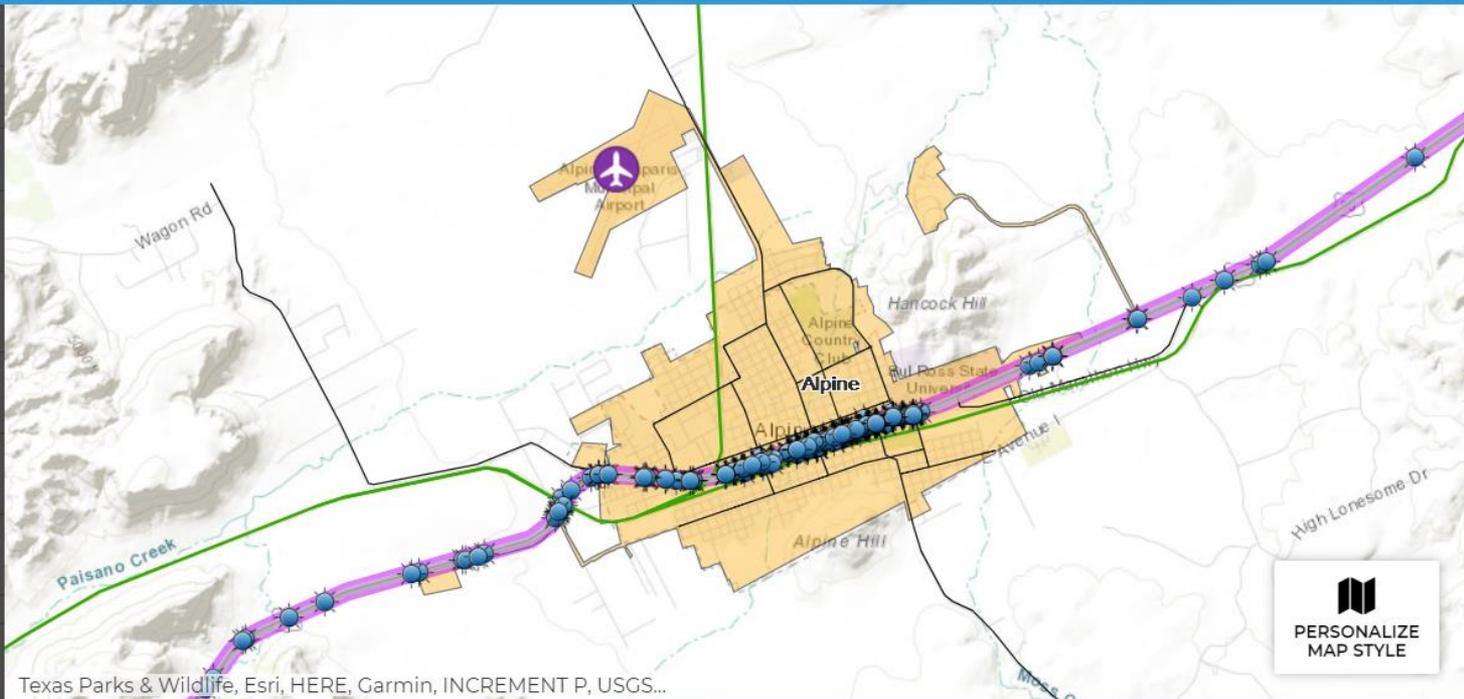
Online Geo-engagement Tool - Crashes



US 67 Corridor

Subarea Planning
Scenario Development

Search



Texas Parks & Wildlife, Esri, HERE, Garmin, INCREMENT P, USGS...

VIEWPRO

CDM Smith

TxDOT

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Online Geo-engagement Tool – Traffic Counts



US 67 Corridor

Subarea Planning
Scenario Development

Search



DRAW



MEASURE



BUFFER



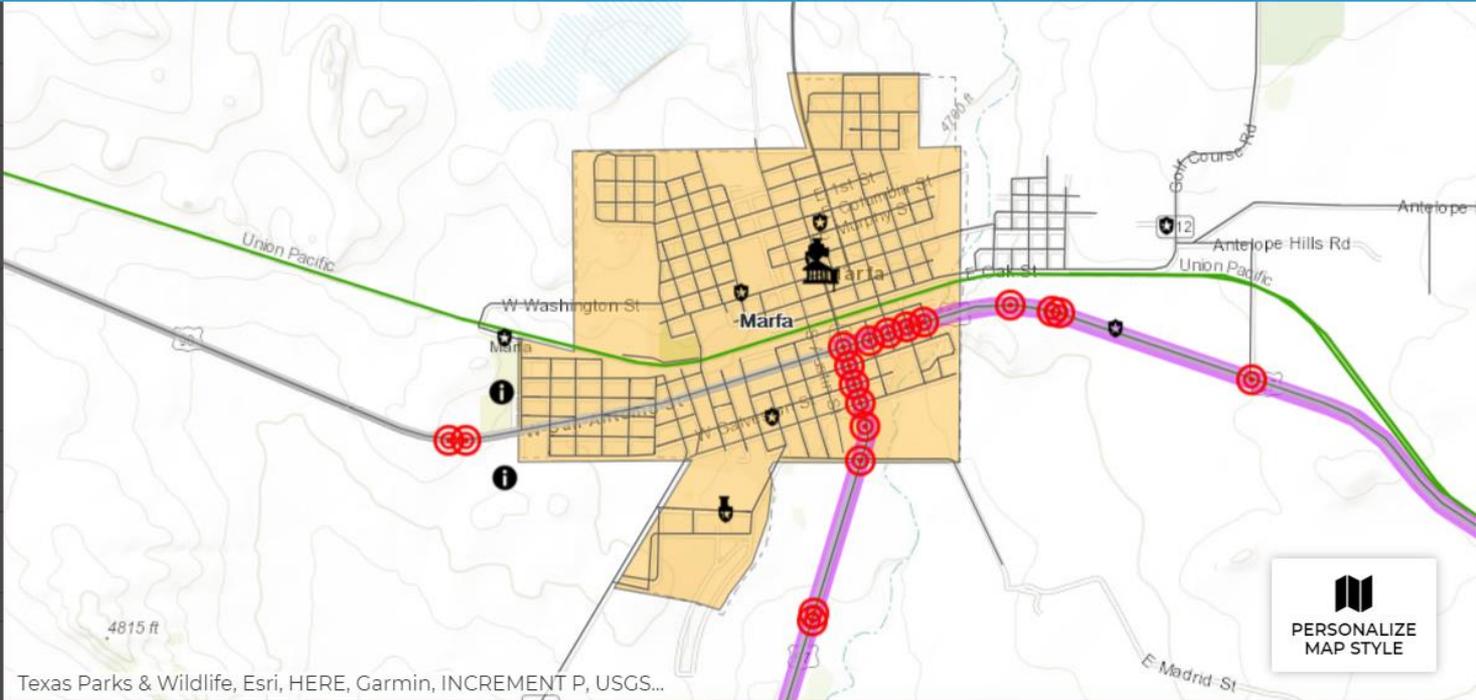
ADDRESS MAPPING



EXPORT



HELP



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Online Geo-engagement Tool – Cell Phone Coverage



US 67 Corridor

Subarea Planning
Scenario Development

Search



DRAW



MEASURE



BUFFER



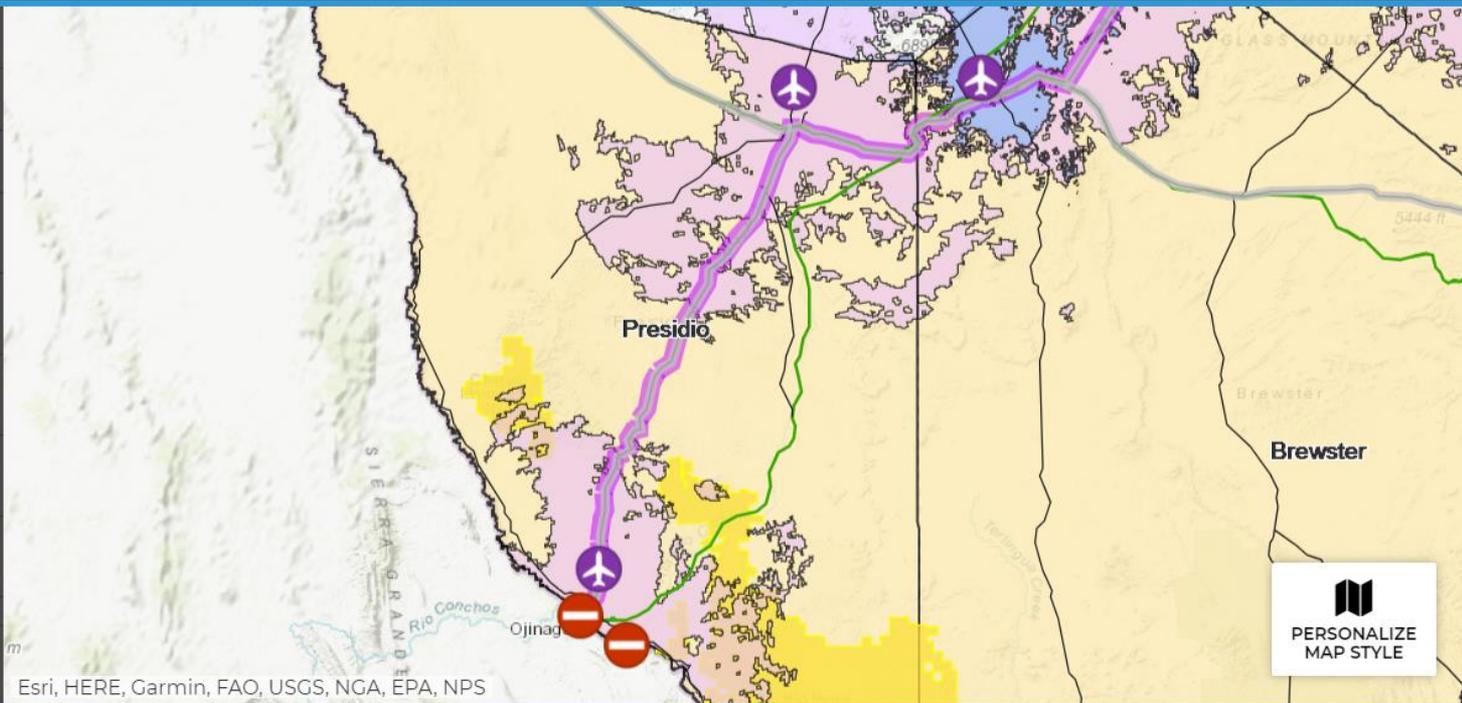
ADDRESS
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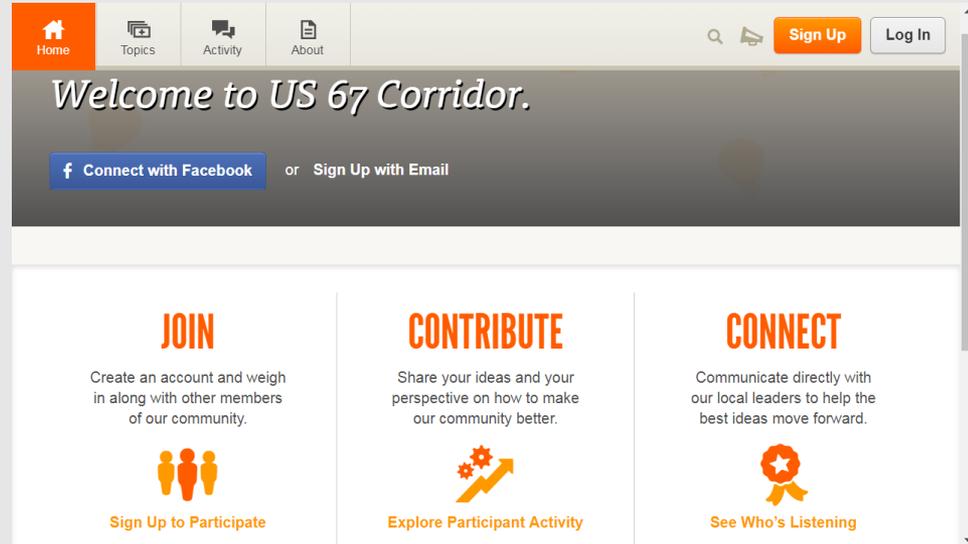
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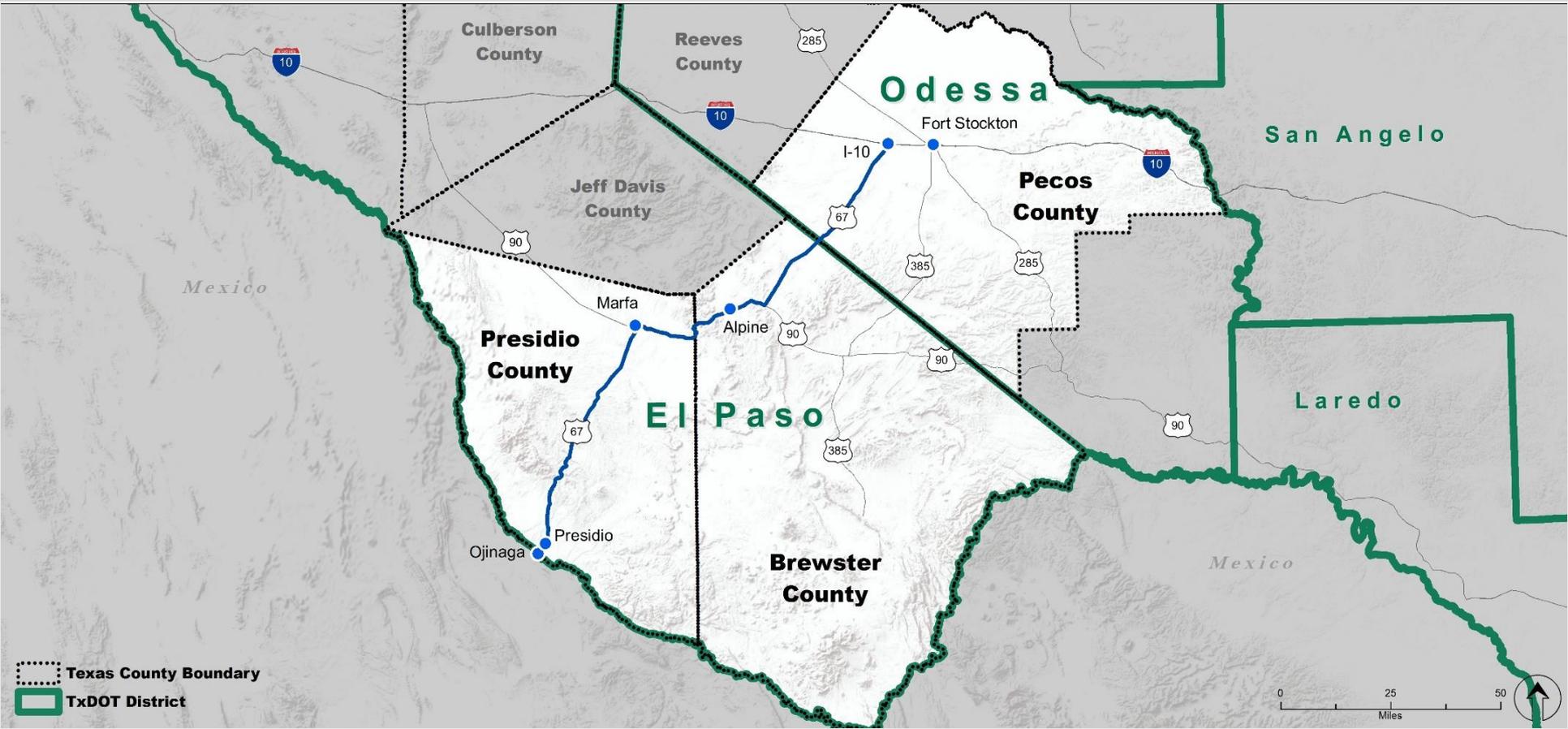


Online tools: MindMixer

- Online community engagement tool: <http://us67.mindmixer.com/>
- Gathers input via:
 - Social media
 - Surveys and polls
 - Map-based tools
 - Photo-sharing
- Promotes community-driven idea generation, goal-setting, and prioritization

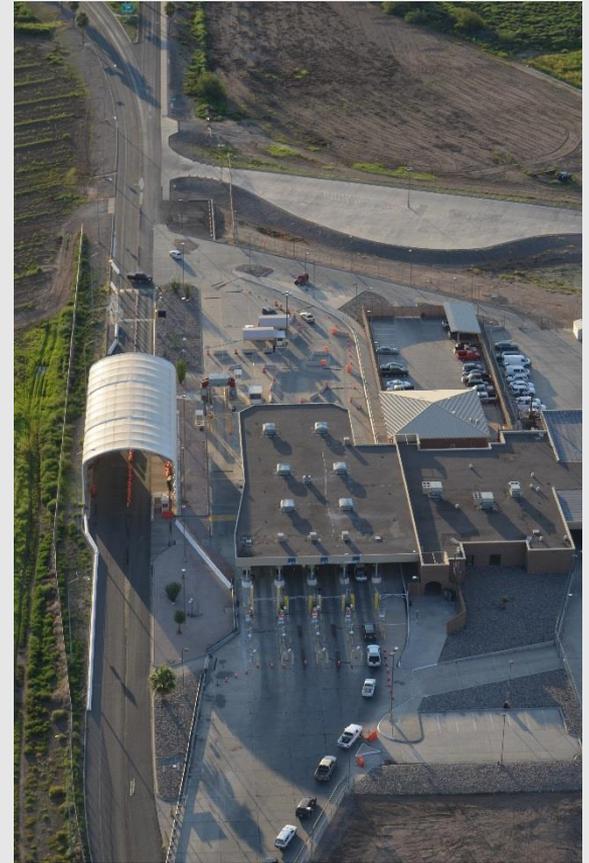


Question and Answer Session



Moving Forward / Next Steps

- Community Events
 - Safety Event - Alpine Civic Center,
 - March 24, 2018, 10:00 AM to 1:00 PM
- Next Corridor Working Group (CWG) Meeting
 - April 2018



Wrap Up

Rebecca Reyes

TxDOT Project Manager

915.790.4205

Rebecca.Reyes@txdot.gov

Chris Weber

TxDOT Alpine Area Engineer

432.837.3391

Christopher.Weber@txdot.gov

Project website:

<https://www.txdot.gov/inside-txdot/projects/studies/el-paso/us67-i10-presidio.html>

Thank You!!!