

MINUTES
LMPO TRANSPORTATION POLICY BOARD

Minutes of the LMPO Transportation Policy Board meeting held February 1, 2022, in the 3rd Floor Conference Room, 212 SW 9th Street, Lawton, Oklahoma.

The agenda for the meeting was posted on the bulletin board in City Hall in compliance with the Oklahoma Open Meeting Act.

The meeting was called to order at 11:00 a.m. by Mayor Stan Booker.

MEMBERS PRESENT: Stan Booker
 David Denham
 Jay Earp
 Sean Fortenbaugh
 Barbara McNally
 Johnny Owens

MEMBERS ABSENT: Jay Burk
 LaForge

ALSO PRESENT: Michael Cleghorn, City Manager
 Richard Rogalski, Deputy City Manager
 Alan Hampton, Ward 5 Councilmember
 Janet Smith, Planning Director
 Jonathon Stone, Planner
 Sarah McElroy, (Teleconference)
 Denise Ezell, Recording Secretary

2. Roll call and introductions.

Booker stated to ensure everyone knows everyone let's introduce ourselves. Also, Councilman Hampton is here today in preparation of being appointed.

David Denham, City Planning Commission
Barbara McNally, Lawton Municipal Airport
Jay Earp, ODO
Johnny Owens, Central District Commissioner
Richard Rogalski, Assistant City Manager
Jonathon Stone, Transportation Planner City of Lawton
Sean Fortenbaugh, Ward 6 City Council
Denise Ezell, Neighborhood Services
Janet Smith, Director of Planning and Community Services
Larry Wolcott, Director of Public Works
Alan Hampton, City Council

Smith stated we have Sarah McElroy on the phone.

McElroy stated Sarah McElroy. I'm the MPO Coordinator for ODOT

3. Election of Vice-Chairman.

Booker asked do we have any nominations.

Motion by Fortenbaugh, **Second** by Owens, to appoint McNally as the Vice-Chair.

Rogalski stated you are not nominating McNally. That position is the Chairman of the Airport Authority or his designee in his absence. So, you are nominating the Airport Authority Chairman.

Booker asked so how do we do that.

Rogalski stated you would just nominate the chairman of the Airport Authority or their alternate.

Booker asked are you okay with that.

Fortenbaugh stated yes, Ed is a good guy.

Booker asked are you okay with that.

Owens stated yes.

Booker stated okay, please call the roll.

Aye: Denhan, Earp, Fortenbaugh, McNally, Owens, Booker. **Nay:** None. **Motion Passed.**

4. Consider approving the Request for Proposals for a Traffic Flow Improvement Study for arterial roadways in the MPO Study Area and authorizing the Transportation Technical Committee to select the most qualified firm and authorizing the MPO Director to negotiate for a contract.

Smith stated we need to change proposal to qualifications. This is actually an RFQ. What you received stays the same it will just be an RFQ instead of an RFP.

Booker asked does that impact us negatively. Can we still act.

Rogalski stated no, you can still take action.

Booker stated okay.

Rogalski stated if it is a qualification-based process that meets the statues. Proposal or qualification is really a term of art. That makes us understand whether price is or isn't in it. The truth is it is a proposal, but they are just giving qualifications as part of their proposal. We just use

that term to keep it clear in our minds. Request for Qualifications versus Request for Proposals is really the same term.

Smith stated we have asked Larry to be here for the details. In the previous meeting we discussed the necessity of making sure our traffic flow was the way we needed it to be. There are a lot of stop and starts along the way and Larry is the one we rely on for those. We have relied on him heavily to help put together this RFQ and he is here to answer any questions. You might tell them what you told the Tech Committee.

Wolcott stated one of the first things you think about in congestion reduction is signal timing. How can you make it to where I get a green light when approaching the traffic signal? This study is to reduce congestion in various ways throughout the city. Part of it is to look at the first section on Gore Boulevard from Fort Sill Boulevard to Flower Mound Road. Last year we had traffic consultants TEC look at the same area and just focus on signal timing improvements. This study will look at various other things like intersection geometry, adding lanes and other changes that could be done. In July they did implement the new timing plan and it improved traffic flow along that area specifically along Railroad and Gore and how it interacts with 2nd and Gore. Still not perfect or ideal but it was improved where the platoon of cars were able to hit a green light more frequently. We are not able to catch everybody in that area. That is due to the random spacing of the traffic signals and some intersections having turn lanes and some not. That approach is the first step and it has been running since last July.

Booker asked what is CMAQ under funding source.

Rogalski stated Congestion Mitigation and Air Quality. That is the federal designation of the funding source.

Denham asked will this address Commissioner Jones' concerns she had at the last meeting regarding Cache Road.

Smith stated yes, it is going to address our major arterials. There is a lot of overlap from Planning Commission insight into development. I'm hopeful it will help us. I think some of that will have to be addressed locally through what we are doing. When we choose the engineers for this project they will be working with staff, and we would make sure Larry is connected with whatever your plans might be.

Rogalski stated I would offer a way that they relate is a study could say that this section of roadway is impacted negatively by too many curb cuts. If the city had a policy to eliminate curb cuts that would help your traffic, but it is very difficult for a community to say no you can't have a driveway. We have discussed in the past eliminating driveways. That could be a recommendation but I'm not certain there is a way to solve some of those issues. You could close a median opening. Every time you have a median opening there is another pencil point of congestion. There are roadways that have a continuous left turn lane you could build medians to improve flow. Those are the kind of things this study will come up with.

Booker asked is there a priority placed on side roads. I'm going to use Gore and the area you talked about as an example. Sometimes I'm kicking myself for not turning at another road when we are sitting there and the light changes and nobody is coming across. I feel like the side road with less traffic is getting as much priority with the light time as the main road with 200 times more cars. When doing these studies do they give a priority to the traffic loan on the side road.

Wolcott stated the priority is going to be given to Gore Boulevard. Back when they did the timing study for that area, they based it on National Traffic Count volumes. They took actual traffic counts so they would know volumes at each intersection. One thing they consider is pedestrian traffic. You must give the pedestrians adequate time to cross the street. You may not see cars but for the pedestrians that could be there you have to give them adequate time.

Cleghorn asked Larry can you explain a little bit of the new technology merging. The artificial intelligence balances those types of applications with a pedestrian or cross traffic. We have radar, loop detectors, video, and other timing signals out there that could possibly help. That is what I understand. Is that a fair statement?

Wolcott stated yes, it is just the difference in detection technology. The old technology is pavement loops. It is the rectangle you see cut into your lane as you pull up to an intersection. Those typically work for vehicles, but they don't do any good for pedestrians, bicycles, or motorcycles. They are also not long term. They break when the pavement shifts. We are trying to get away from loop systems and move to video detection. Video detection has its own issues as well, but it does works better. This system is susceptible to fog, wind, rain, bird nest, or the camera moving. We have started using radar technology. It is not as affected by ice or rain and can sense bicycles and pedestrians. It can give us a lot more information, but those intersections are isolated to where I'm not receiving any information remotely. They are not talking to each other. Once the timing is set, they are operating on their own. Our goal is to control these intersections remotely, receive that information and monitor them in real time. The radar system also captures traffic count as well. On any given day I can pull up a traffic count for a particular intersection and then adjust timing based on volume based on actual traffic.

Owens asked is this related to Ferris and Fort Sill Boulevard.

Wolcott stated that intersection has video detection that was installed a couple of years ago.

Denham asked so it is video and not radar.

Wolcott stated correct.

Cleghorn asked where do we have radar detection installed.

Wolcott stated the new intersection at 50th and Cache, Fort Sill Boulevard and Cache, 44th and Cache and 40th and Cache.

Cleghorn asked have we received the repairs parts to fix the Flower Mound and Cache Road.

Wolcott stated yes, it should be fixed this month.

Denham stated I can see where that would be trouble if a pedestrian causes a delay, it will mess the timing all up.

Fortenbaugh asked do we still have a bunch of lights that are still on time loop and doesn't sense anything at all.

Wolcott stated we do. Really that works well along Cache Road if each intersection is set up as actuated. Then you are depending on traffic at that intersection, It wouldn't be coordinated with the others, and it would cause you to stop basically at all of them.

Rogalski stated the ultimate way to control traffic is to have a combination of smart signals and traffic actuation. So timing, traffic actuation and the signals can do the math to get themselves worked out. They can get themselves back on track. If something is actuated or traffic is a little more it can play with itself and adjust to the traffic conditions that day.

Cleghorn asked can the priority be set on a smart signal for the main arterial and only actuate from one of the side roads if it detects a vehicle.

Wolcott stated yes.

Booker asked and it has the capability to make sure the main road is the first priority and the car that pulls up is second.

Rogalski stated yes. It isn't going to turn instantly for that car. It is going to wait for the cycle. It doesn't want to get the other lights off cycle. It will be different for Gore and Sheridan. They are both priorities. That becomes a lot more difficult to deal with.

Booker stated thank you. I'm curious of the cost of the radar versus the video per intersection.

Wolcott stated I would have to check to get an accurate number. The radar system historically more expensive. Recently they have come down in cost and the video detection system has gone up. They are compatible at this point.

Cleghorn asked what is the cost of the video detection system. If they are close, we can use that as a benchmark.

Wolcott stated the equipment is \$15,000 per intersection.

Cleghorn asked didn't you say for installation and equipment was about \$25,000.

Wolcott stated yes. We do some of the installation inhouse. Of course, hiring a contractor to install them makes the price go up.

Cleghorn stated one of the technicians with 30 years of experience has retired. There are several others with the same experience that will be retiring soon. When they do, we may want to look into how we are going to handle signal maintenance.

Wolcott stated this is a specialized ability and it is very difficult to find that.

Booker asked are there any other questions or discussion.

Denham stated I notice this mainly mentions Gore, but the maps does reference the arterials. They will know from the map which ones to look at.

Rogalski stated the boundaries of the MPO is not necessarily the boundaries of the city of Lawton. The limit for the MPO is the urbanized area. It follows the boundaries of the urbanized area which was set by MPO and is reviewed every ten (10) years.

Denham asked does this include Rogers Lane or is that considered highway.

Rogalski stated they will not study the Highway 62 portion of Rogers Lane. Larry who times the signals on Rogers Lane.

Wolcott stated the electronic maintenance division for the city of Lawton.

Rogalski stated okay.

Denham stated so that will be on the study.

Rogalski stated yes.

Booker stated ODOT is looking at Rogers Lane real heavy right now.

Earp stated we are. We are looking at signal timing that could be changed. For instance, extending the green arrow for 38th Street and maybe 52nd Street on the peak times. I believe the city is looking at this also and if you are not, I would hope that you would. The bulk of the projects is looking at the crossovers. If you are north bound and can cross over into traffic you must do so at a signalized intersection. We are looking at the non-signalized and considering a proposal to not limit or allow that.

Booker stated if there are no other questions or discussion do we have a motion.

Motion by Earp, Second by Denham, approve the Request for Qualifications for a Traffic Flow Improvement Study for arterial roadways in the MPO Study Area and authorizing the Transportation Technical Committee to select the most qualified firm and authorizing the MPO Director to negotiate for a contract. **Aye:** Denham, Earp, Fortenbaugh, McNally, Owens, Booker. **Nay:** None. **Motion Passed.**

5. Reports.

a. ODOT Division VII

Earp stated first on Rogers Lane we have a in depth 30% kickoff plans that ODOT will review internally and then reach out to city staff for their input. Second is the upcoming winter storm. You will be seeing some white strips on the driving lanes. We are applying brine on the state highways. We have had good luck with brine so hopefully you will see your highways coated with brine. Thirdly is an apology for the project at Highway 49. You will be experiencing some backups as we re-deck and rehab the bridges at the Medicine Park exit on I-44. We will be down to one lane and head-to-head at some point. We have an aggressive schedule which includes new beams to give more clearance. We have allowed 180 days to finish the project with a \$5000 a day incentive for the contractor to finish early. Last is ODOT would like for the city or to give us a priority list of projects you would like to seek federal funding for. We have your list for Goodyear Boulevard extension, Gore Boulevard from 82nd to 67th Street, and then Rogers Lane two (2) phase. Council mentioned lighting at the interchanges of I-44 at Gore and Lee. That is the kind of lower dollar projects that would fit in between the others.

Fortenbaugh stated I-44 and Rogers Lane needs lighting also. People are crashing into the curb and taking signs out constantly.

Earp stated those three (3) interchanges: I-44 Rogers, I-44 Gore and I-44 Lee. I-44 at the tri-level has all kinds of lighting there so it could be good.

Cleghorn stated we have lots of problems with those lights. They have to be changed regularly. If we could get a high intensity LED that last longer would be a benefit.

Earp asked so possibly retro those tower lights.

Wolcott stated we have done that to seven (7) of those lights. There are eleven (11) total and we have completed seven (7).

b. Fort Sill

Booker stated I don't see anyone here from Fort Sill. Any status on whether someone has taken over for Randy.

Rogalski stated we will check on that.

c. Lawton Fort Sill Regional Airport

McNally stated our deicing trucks are load and ready for whatever Oklahoma weather brings us. We are three (3) flights a day right now and we hope to go back to four (4) in the spring. As I mentioned in the previous meeting, we need to make sure that we continue to use our airport and continue to push our airport. The Stillwater airport has two (2) flights a day and they just approved

subsidizing a minimum revenue guarantee for American Airlines of \$2 million for any losses. That is a tough way to have air service. We have been fortunate to keep our numbers where we are still profitable location for them. Use it or we will lose it.

d. LMPO Director

Smith stated we are reviewing the Zero Emission analysis. That is one of the projects that we have been working on. We have a committee that is looking over the proposals and will decide on this for our bus line. We have decided to talk with Cameron University about some potential internships. I would like to have an intern to help Jonathon with transportation planning. When I mentioned this in the earlier meeting Krista stated that the Chamber has set up a program with them that will give the intern three (3) credit hours. I'll be talking with them about transportation and engineering interns. I'm excited about that because we have a lot of projects, and we need boots on the ground that can go and gather information. We will work with them to assemble that into something that we can share with the various boards and commissions.

c. LMPO Finances

Booker stated I don't remember seeing this item before.

Rogalski stated we mentioned at the last meeting that Susan Schlect's financial position has been refocused to just the components units and they have added LMPO as one of her component units. Currently she does LURA, LETA, LEDA and maybe others but LMPO has been added. Once she gets up to speed, we will have financials that are like some of the other meetings.

6. Comments.

Cleghorn stated we don't have any of the fancy deicing trucks or brine, but we have salt and sand. When it gets nasty Larry's guys are out there in the mist of all of it. They are making it happen. I want to thank Larry and his crews for making it happen. We get a little grief for not doing neighborhoods, but we have 1800 plus miles of road, so we try to keep the main arterials cleared. I want to thank Larry and his crews for doing that.

7. Adjournment.

There being no further business the meeting adjourned at 11:32 a.m.

Motion by Owens, **Second** by Earp, to adjourn. **Aye:** Earp, Fortenbaugh, McNally, Owens, Booker, Denham. **Nay:** None. **Motion Passed.**