

MINUTES
LAWTON METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION TECHNICAL COMMITTEE
REGULAR MEETING
3RD Floor Conference Room
August 6, 2024

Minutes of the Transportation Technical Committee meeting held August 6, 2024 in the 3RD Floor Conference Room, 212 SW 9th Street, Lawton, Oklahoma 73501.

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 10:00 am by Christine James.

ROLL CALL

MEMBERS PRESENT: Christine James, City of Lawton Planning Director
Mike Woodhams, ODOT Transit Programs Division
Jay Earp, ODOT Division VII Engineer **
Tony Hansley, LATS
Devon Westbrook, ODOT, MPO Coordinator
Barbara McNally, Lawton-Fort Sill Regional Airport Manager
Kevin Jackson, Fort Sill Public Works Department
John Michael Montgomery, Lawton-Ft Sill Chamber of Commerce
Michael Watrous, City of Lawton Acting Traffic Engineer
Julie Sanders, SORTPO *

MEMBERS ABSENT: City of Lawton City Engineer
Tom Zigler, ASCOG
Isaac Akem, FHWA*
FTA Region VI*
Comanche Tribe, Transportation Director*
Apache Tribe, Transportation Director*
Kiowa Tribe, Transportation Director*

ALSO PRESENT: Christina Ryans-Huffer, Recording Secretary
Jonathan Stone, Transportation Planner
Hope Davis, Transportation Planner
Bryce Lawson, ODOT Division VII
Debbie Dollarhite, LMPO Administrative Consultant

*Nonvoting member

**** Jay Earp entered at 10:07 am**

Verify posting of meeting.

The meeting was posted on July 31, 2024 at 10:47 am by Ashton Wall, City Clerk's Office.

All attendees gave introductions.

- 1. Consider approving minutes from the regular scheduled meeting held on July 2, 2024.**

Motion by Montgomery. Second by McNally to approve the minutes from the regular scheduled meeting as written **Aye: Woodhams, Hansley, Westbrook, McNally, Jackson, Montgomery, Watrous, James **Nay:** None **Motion Passed 8-0****

BUSINESS

- 2. Consider recommending the Transportation Policy Board approve boundary changes to the Lawton Metropolitan Area Urbanized Area boundary and recommend authorizing Staff to submit the revised map to State and Federal agencies for approval.**

Every 10 years after the Census, the Census Bureau updates the boundaries of urbanized areas. MPOs are given the opportunity to revise the urbanized areas based on local knowledge that is not gathered in the Census. These boundaries are required to include the existing urbanized area and should also include any areas that could be urbanized but not shown on the Census map. On April 2, 2024, the Policy Board approved an amendment to the urban boundary reducing the boundary to the urban boundary of the Census; however, the revised map was not submitted to ODOT for approval.

Historically, the urban boundary has been consistent with the Lawton Metropolitan Area Transportation Study (LMATS) area. Changes to the urbanized area affect the functional classification of streets, which in turn can influence Federal funding. During the review and presentation on street functional classifications at the July 2, 2024, Technical Committee meeting, it became clear that the urban boundary should be realigned to match the LMATS boundary once again.

Motion by Montgomery. Second by McNally to recommend the Transportation Policy Board approve boundary changes to the Lawton Metropolitan Area Urbanized

Area boundary and recommend authorizing Staff to submit the revised map to State and Federal agencies for approval **Aye:** Hansley, Westbrook, McNally, Jackson, Montgomery, Watrous, Woodhams, James **Nay:** None **Motion Passed 8-0**

3. Consider recommending to the Transportation Policy Board adoption of the 2024 Functional Classification Map.

The functional classification system is a tool used by Federal, State, and local governments to assign jurisdictional responsibility, allocate funds, and establish design standards for streets and highways. The classifications of streets for the 2024 maps include:

Principal Arterial

- Serves the major traffic movements within urbanized areas connecting central business districts, outlying residential areas, major intercity communities, and major suburban centers.
- Serves a major portion of the trips entering and leaving the urban area as well as the majority of through traffic desiring to bypass the central city.
- Provides continuity for all rural arterials which intercept the urban area.

Minor Arterial

- Serves trips of moderate length at a lower level of travel mobility than principal arterial routes.
- Provides access to geographic areas smaller than those served by principal arterial routes.
- Provides intracommunity continuity but does not penetrate identifiable neighborhoods.

Major Collector

- Collects traffic from local streets in residential neighborhoods and channels it into an arterial route.
- Provides both land access service and traffic circulation within commercial areas, industrial areas, and residential neighborhoods.
- Operating characteristics include higher speeds and more signalized intersections.

Minor Collector

- Serves both land access and traffic circulation in lower density residential and commercial or industrial areas.
- Penetrates residential neighborhoods often only for a short distance.
- Distributes and channels trips between Local Roads and Arterials usually over a distance of

- less than $\frac{3}{4}$ mile.
- Operating characteristics include lower speeds and fewer signalized intersections.

Local Streets

- Comprises all streets not on any of the higher routes.
- Provides direct access to land and to higher routes.
- Through traffic usage is discouraged.

The State, in cooperation with local officials, must update the functional classification system after the census urbanized area boundaries are designated.

Attached is the proposed map which Staff has revised in accordance with the guidelines provided by ODOT.

The changes to the current functional classification map are outlined below:

1. NW 40th Street from Gore Blvd to Meadowbrook Dr. Upgraded to Minor Collector
2. East Gore Blvd from Flower Mound Rd to East 45th Street. Upgraded to Principal Arterial
3. East Gore Blvd from East 45th Street East for $\frac{1}{2}$ mile. Upgraded to Minor Arterial
4. SW 82nd Street from Coombs Rd to Woodlawn Rd. Added Minor Arterial
5. NW Ferris Ave from 2nd Street to Railroad. Upgraded to Minor Collector
6. N Railroad Street from Gore to Ferris Ave. Upgraded to Minor Collector

Motion by Montgomery. Second by McNally to recommend to the Transportation Policy Board adoption of the 2024 Functional Classification Map **Aye:** Hansley, Westbrook, McNally, Jackson, Montgomery, Watrous, Woodhams, James **Nay:** None **Motion Passed 8-0**

Reports or Comments.

James stated Kimley-Horn's Public Participation Survey closed yesterday.

Davis reported that the public participation survey received 159 responses, which were tasked to rank projects for prioritization. The survey results aligned with our list of recommended priority projects. Several comments on biking and pedestrian infrastructure were received and will be addressed in the MTP plan update. The participant demographics from the survey were diverse in their results. Our

previous survey had over 300 respondents, and when combined with responses from the Open Streets event, we have exceeded our goal of 500 public engagements for the MTP update.

Watrous formally introduce himself to the Committee and stated that he will be taking over for Larry Wolcott as Director of Public Works and also will be the Acting Traffic Engineer.

Audience Participation.

Adjournment.

Motion by Montgomery. Second by Hansley to adjourn the meeting **Aye:** Westbrook, McNally, Jackson, Montgomery, Watrous, Woodhams, James, Earp, Hansley **Nay:** None **Motion Passed 9-0.**

With no further business the meeting was adjourned at 10:08 am.

These meeting minutes were approved by TTC members at their meeting on

10.15.24.



Christine James
Chairman