

MINUTES

SPECIAL MEETING TRANSPORTATION TECHNICAL COMMITTEE September 16, 2019

The meeting was called to order by LMPO Director Richard Rogalski at 10:00 A.M. in the 3rd Floor Conference Room, City Hall, 212 SW 9th Street, Lawton, Oklahoma. Meeting notice and agenda were posted on the City Hall notice board as required by State Law.

MEMBERS PRESENT: Richard Rogalski, Planning Director, City of Lawton
Debbie Dollarhite, Assistant LMPO Director
George Hennessee, Traffic Engineer, City of Lawton
Braden Cale, ODOT MPO Coordinator
Ryan Landers, General Manager, LATS
Dennis Wade, Lawton Fort Sill Chamber of Commerce
Randy Butler, Fort Sill Public Works
Tom Zigler, ASCOG
Jay Earp, ODOT Division VII Engineer
Barbara McNally, Lawton Fort Sill Regional Airport

MEMBERS ABSENT: Tom Simpson, Hwy Engineer Anadarko Area, BIA*
Adrian Tehauno, Comanche Nation*
Ronald C. Ahtone, Apache Tribe*
Chuck Tsoodle, Kiowa Tribe*
Pearlie Tiggs, FTA Community Planner
Larry Wolcott, Public Works, City of Lawton
Isaac Akem, FHWA*

ALSO PRESENT: Travis Estep, Transportation Planner
Jonathan Stone, Transportation Planner
Tammy Anderson, Recording Secretary

*Non-Voting

2. CONSIDER RECOMMENDING TO THE TRANSPORTATION POLICY BOARD APPROVAL OF A RESOLUTION ADOPTING THE FEDERAL FISCAL YEARS 2020, 2021, 2022, AND 2023 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE LAWTON METROPOLITAN AREA TRANSPORTATION STUDY AREA.

The Transportation Improvement Program (TIP) is a prioritized, fiscally-constrained, and multi-year list of federally-funded, multimodal transportation projects and operations in the Lawton Metropolitan Area Transportation Study (LMATS) area. Under federal law, the TIP must cover at least a four-year program of projects.

The purpose of the TIP is to identify all transportation projects receiving federal transportation or transit funding within the LMATS area. It is also to ensure coordination of transportation improvements by local, state, and federal agencies. In addition, projects in the TIP must be prioritized at the local level and have clearly identified funding sources. The road projects included in the FFY 2020 - 2023 TIP are:

1. NE Rogers Lane between I-44 and Village Drive
2. West Gore Boulevard between 67th and 82nd Streets

The TIP also includes the East Gore Boulevard Pedestrian Bridge over I-44, which was approved as a Transportation Alternatives Program project. Transportation planning funds, Section 5303 funds, CMAQ funds, and transit funding are also included. The TIP must be approved by the LMPO and ODOT.

The public review and comment period began on August 22, 2019. The Policy Board will hold a public hearing and consider approving this TIP on September 24, 2019.

MOTION by Hennessee, SECOND by Landers, to recommend approval of a resolution adopting the Federal Fiscal Years 2020, 2021, 2022, and 2023 Transportation Improvement Program for the Lawton Metropolitan Area Transportation Study Area.

AYES: Unanimous. MOTION CARRIED.

***NOTE: Item 2 was reconsidered during discussion of 2045 MTP.**

3. RECEIVE A STATUS UPDATE ON THE 2045 METROPOLITAN TRANSPORTATION PLAN.

Estep said staff received feedback from consultant Kimley-Horn on vehicle flow and capacity of roadways with a base year of 2017 and a projected year of 2045. According to the model, Cache Rd between 52nd and 53rd street is at level of service “E”, which means the roadway is slightly under or at capacity. Other areas operating at level “E” include the following: 38th Street north of Gore, Lee Boulevard approaching Sheridan Road, and the outbound lanes of State Highway 7 at the intersection of I-44. Estep said a level “F” roadway would exceed capacity. While there are currently no level “F” roadways in our area, all roadways that are currently operating at level “E” may become an issue by 2045.

Rogalski said the two back-to-back traffic lights at 52nd and Cache and 53rd and Cache can make traffic problematic.

Estep said staff would be limited on what they could do for State Highway 7 without getting ODOT involved.

Earp said it surprises him to see a projection of increased traffic on State Highway 7 at the I-44 intersection. Earp said he wonders if there is a timing issue with the new traffic signal that was placed at the entrance to Comanche Nation Casino.

Estep said traffic merging onto State Highway 7 from I-44 seems to cause more congestion than the new stop light does.

Rogalski said traffic congestion in the area really isn't much of an issue right now, but it could become an issue by 2045.

Butler said he travels through this intersection and it's a major exit for trucks. Butler said the majority of the congestion seems to be from traffic turning south onto I-44 from the westbound lanes of State Highway 7.

Estep said all of the projects from the 2011-2015 list are either completed or in the process of being finalized. From the 2016-2020 list, the West Gore Boulevard and the NE Rogers Lane projects have been reassigned to the 2020-2023 TIP. Estep said the other projects in the 2016-2020 list have been completed.

Estep said staff would like recommendations of projects that would improve traffic flow for the 2041-2045 horizon. Staff would also like to get feedback on the timeline of current projects already outlined.

Hennessee expressed concern with the amount of money allotted for the Goodyear Boulevard project.

Estep said when the figures for this project were outlined they were assuming this would involved a simple at-grade connection. Estep said this would be a significantly more expensive project with the more recent developments factored in.

Rogalski said the LEDC recently completed a study on the interchange at this location. Rogalski said the LEDC does have an estimated cost for the project, and staff will work on obtaining this information.

Earp questioned if the Rogers Lane and West Gore Boulevard projects could be completed within the same fiscal year.

Earp said ODOT has a meeting on Wednesday to discuss archaeological issues that have been encountered on NE Rogers Lane. This will cause some project delays. He said West Gore and NE Rogers Lane probably don't need to be shown in the 2020 report.

Rogalski asked if it would be practical to move the West Gore Boulevard project to year 2022 and the NE Rogers Lane project to year 2023.

Earp said that sounds more reasonable, but the City should make that decision.

Hennessee agreed with this timeline.

Landers noted that Bishop Road from 38th Street to 67th Street is complete.

Estep noted that the Sheridan Road project will be a street widening project.

Hennessee said there will be 5 lanes from Lee Boulevard to Douglas, 3 lanes from Douglas to Bishop, and then it will taper back down to two lanes beyond Bishop Elementary.

Estep asked if there is a timeline for this project.

Hennessee said no – it's not under design at this point.

MOTION by Hennessee, SECOND by Zigler, to reconsider item #2.
AYES: Unanimous. MOTION CARRIED.

MOTION by Hennessee, SECOND by Zigler, to approve the Federal Fiscal Years 2020, 2021, 2022, and 2023 Transportation Improvement Program for the Lawton Metropolitan Area Transportation Study area with an amendment to move the West Gore Boulevard project to Fiscal Year 2022 and the NE Rogers Lane project to Fiscal Year 2023.
AYES: Unanimous. MOTION CARRIED.

4. REPORTS

Earp said there will be an archaeological meeting at 1:30 p.m. on September 25th in Oklahoma City. The department biologist will be talking about the archaeological issues they're finding on NE Rogers Lane to the east of Hop N' Sac's parking lot and also across the street on KCA land.

Butler asked if the archaeologist foresees this study extending north onto the installation. If so, he needs to be made aware because Ft. Sill maps these sites.

Earp said he would forward the documents he has to Butler.

Earp said the contractor for SE 45th Street is working with the City and the resident engineer to get the final punch list items addressed.

Earp said the I-44 and Rogers Lane interchange is very close to completion. ODOT must obtain a NOT (Note of Termination) for the stormwater management permit. Because of the sod growth, they've yet to receive this permit.

Butler said they've had culvert failures on some of their range roads. They've have to close the roadway on Elgin Road towards the Elgin Gate on the east side of post due to a 17 foot wide cavity under the roadway. There is currently a tactical bypass in place at this location. Butler said there is also a culvert failure on State Highway 49 near Camp Eagle where there are two low-water crossings.

Butler said they're looking to fund three road projects in Fort Sill's Fiscal Year 2020 Capital Improvement Program. These road projects include the reconstruction of Red Cloud Road, the reconstruction of Ferguson Road, and the resurfacing of Currie Road.

McNally said Fire Station 2 should be open on October 31st.

McNally said the terminal project will begin sometime in November.

Hennessee said 52nd Street should be finished by early Spring.

Zigler said the Southwest Oklahoma Regional Transportation Planning Organization just completed the current fiscal year's transportation plan. Next they will be working on freight corridors and transit.

5. COMMENTS

None.

6. ADJOURNMENT

There being no further business, the meeting was adjourned at 10:51 a.m.

RICHARD ROGALSKI, CHAIRMAN

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