



# 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

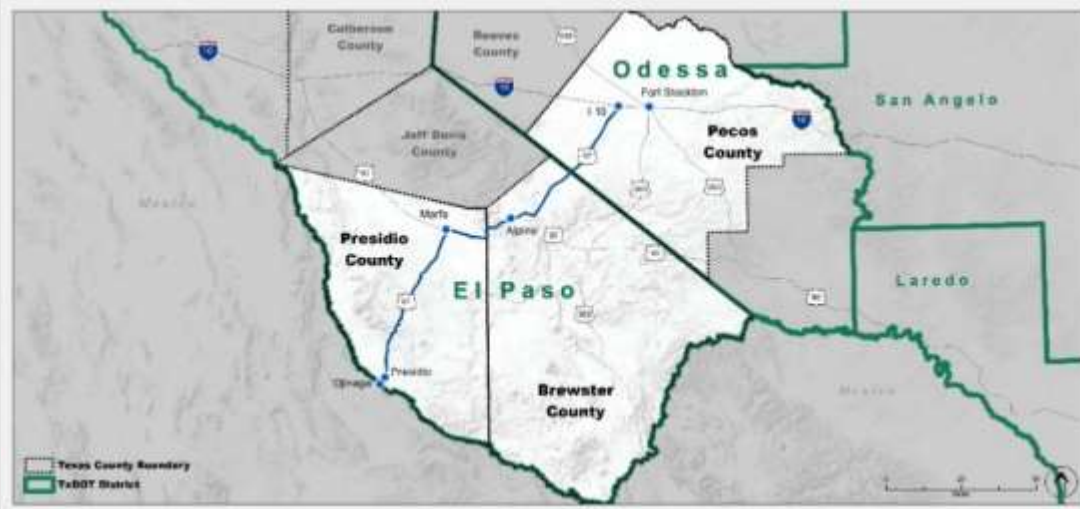




So why are we here today?

# 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

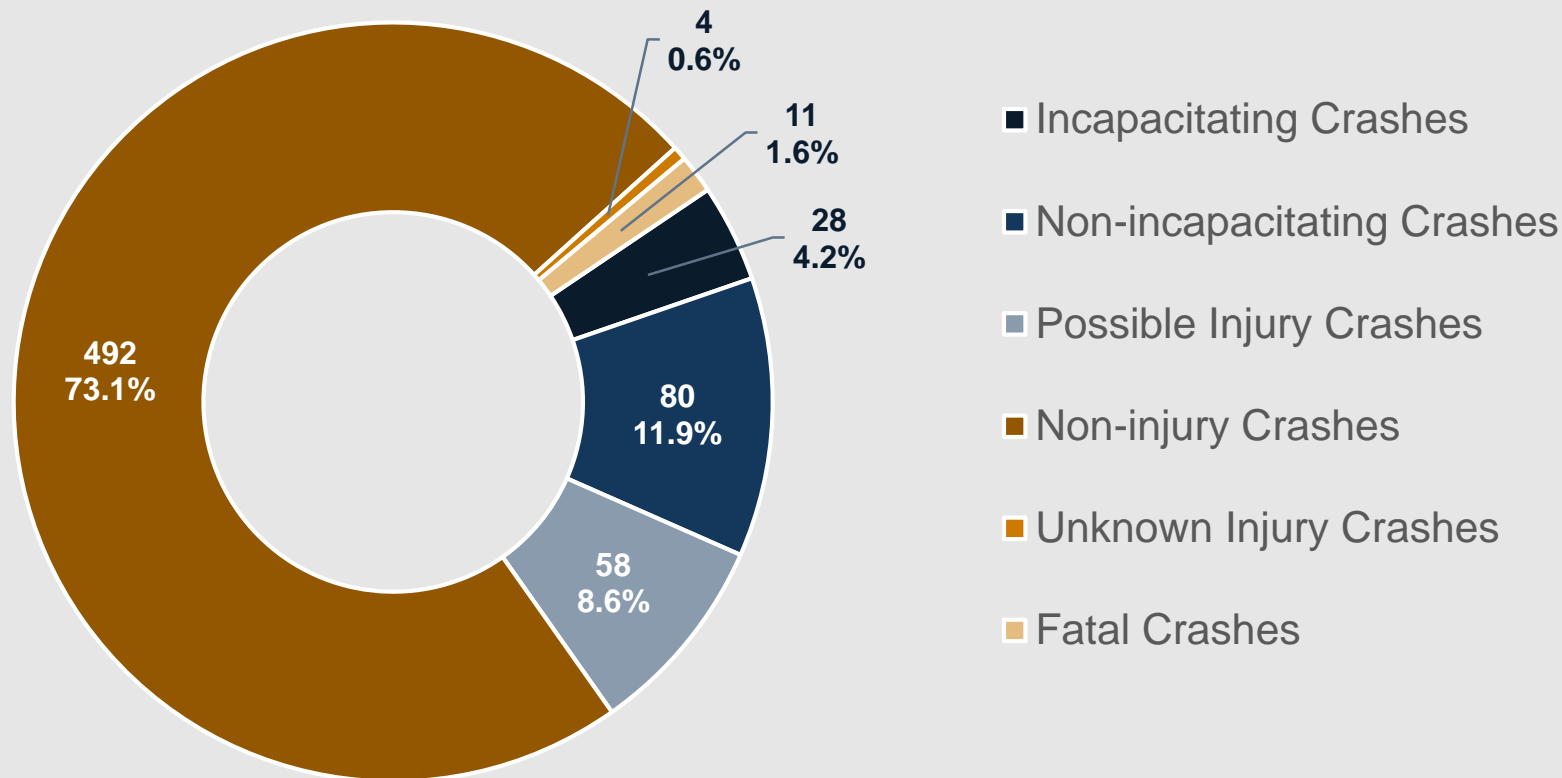


# Crashes Along the Corridor 2010-2016



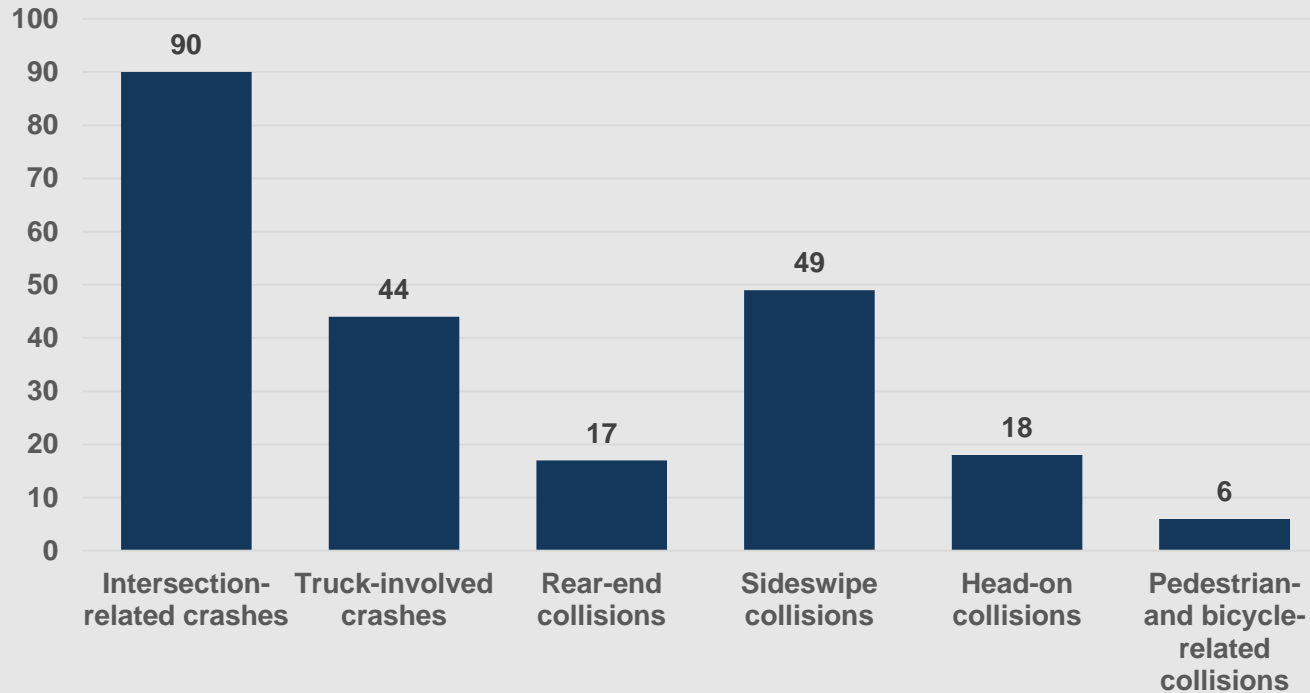
Source: TxDOT's Crash Records Information System (CRIS)

# 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



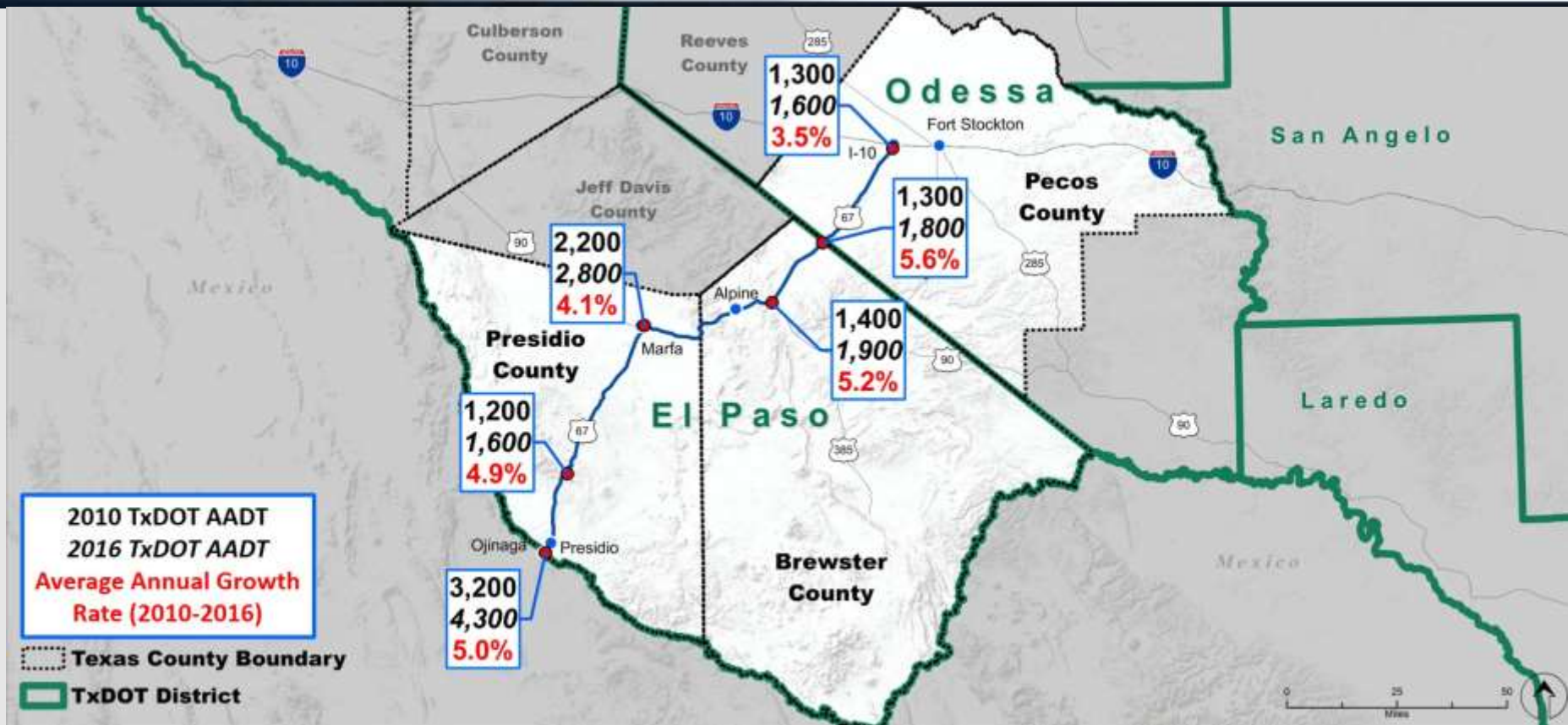
Source: Google Earth; CDM Smith Field Study

# Bicycle and Pedestrian Facilities – Presidio



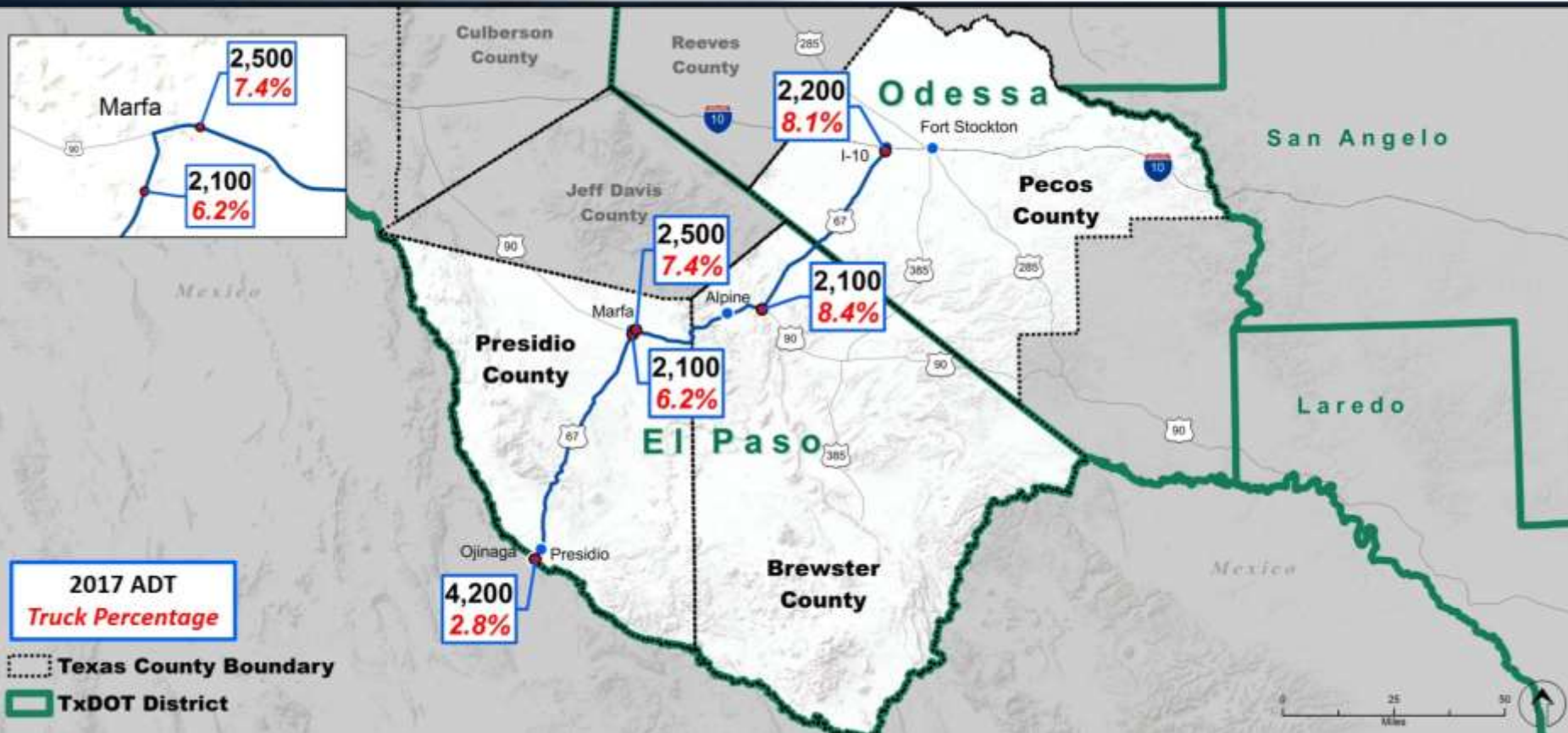
Source: Google Earth; CDM Smith Field Study

# 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

A landscape photograph showing a wide, grassy field in the foreground. In the middle ground, there is a prominent, flat-topped mesa or plateau. The background consists of more rolling hills and a sky filled with large, white and grey clouds. The overall scene is a natural, open landscape.

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



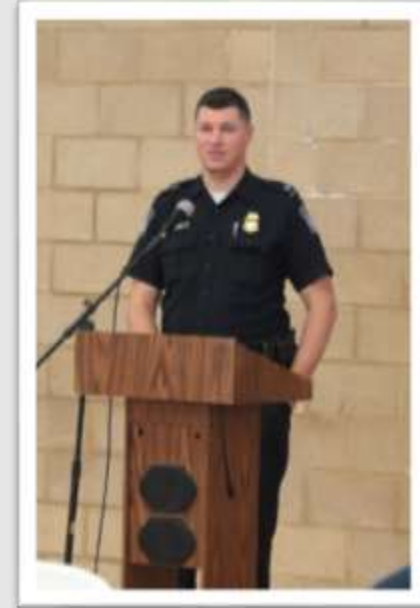
# Corridor Working Group Expectations

- 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

# Bicycle 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



# Pedestrian Facilities

- 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

# 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 85<sup>th</sup> 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](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

**Texas Department of Transportation**

## US 67 Corridor

Subarea Planning  
Scenario Development

Search  MENU 

Wagon Rd  
Alpine Municipal Airport  
Alpine  
Hallcock Hill  
Alpine Hills  
Alpine Hill  
Paisano Creek  
High Lonesome Dr

VIEWPRO CDM Smith TxDOT Disclaimer Terms of Use

PERSONALIZE MAP STYLE

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



# Online Geo-engagement Tool – Traffic Counts

The screenshot displays the 'US 67 Corridor' traffic counts tool interface. At the top left is the Texas Department of Transportation logo. The main header reads 'US 67 Corridor' and 'Subarea Planning Scenario Development'. A search bar and a 'MENU' button are on the top right. The central map shows a topographic view of the Marfa area with a purple line representing the US 67 corridor. Red circles with 'i' icons are placed along the corridor to indicate traffic count locations. A yellow shaded area covers the town of Marfa. A vertical toolbar on the left contains icons for zooming, drawing, measuring, buffering, address mapping, exporting, and help. A 'PERSONALIZE MAP STYLE' button is in the bottom right of the map area. The footer includes 'VIEWPRO', 'CDM Smith', 'TxDOT', 'Disclaimer', and 'Terms of Use', along with social media icons for Facebook, LinkedIn, Twitter, and YouTube.

# Online Geo-engagement Tool – Cell Phone Coverage

Texas Department of Transportation

## US 67 Corridor

Subarea Planning  
Scenario Development

Search

MENU

DRAW

MEASURE

BUFFER

ADDRESS MAPPING

EXPORT

HELP

Presidio

Brewster

Ojinaga

PERSONALIZE MAP STYLE

Esri, HERE, Garmin, FAO, USGS, NGA, EPA, NPS

VIEWPRO CDM Smith TxDOT Disclaimer Terms of Use

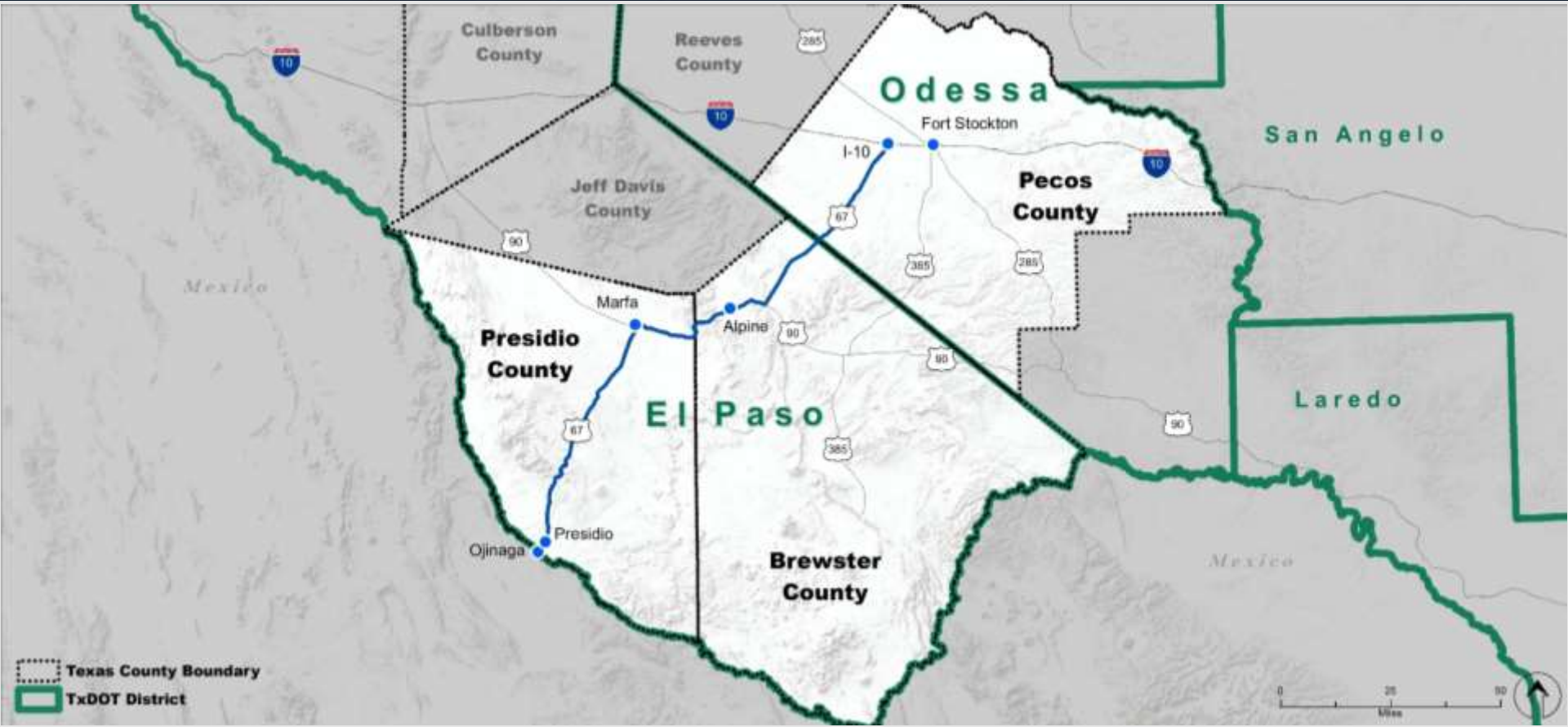
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# Online tools: MindMixer

- 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

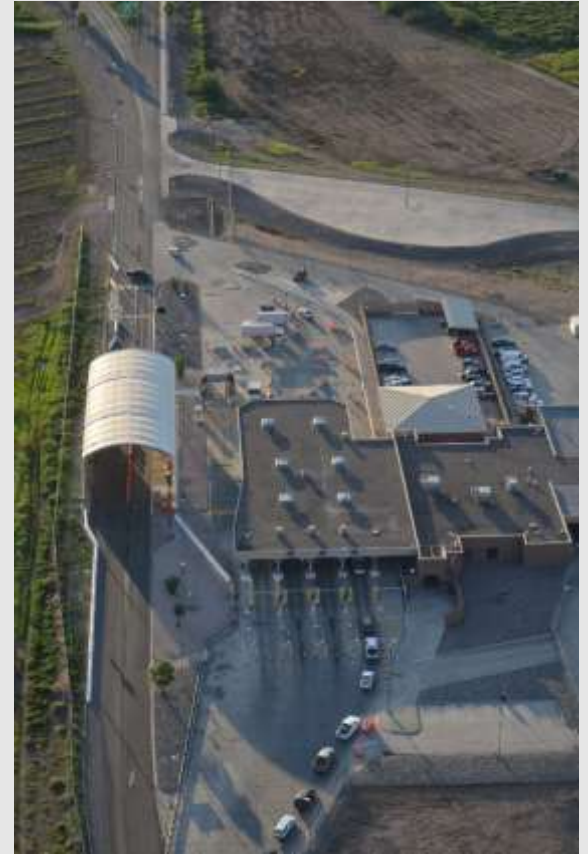


# Question and Answer Session



# 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

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Project website:

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

# Thank You!!!