



**LMPO TRANSPORTATION POLICY BOARD
REGULAR MEETING
December 5, 2023 @ 11AM
212 SW 9TH STREET
CITY HALL- 3RD FLOOR CONFERENCE ROOM**

AGENDA

- 1. Call meeting to order and establish Quorum.**
- 2. Verify posting of meeting.**
- 3. Introductions.**

BUSINESS

- 4. Consider approving a letter to the Oklahoma Department of Transportation stating the LMPO's choice to support the target numbers established by ODOT for the 2024 Safety Targets, and authorize the Director to sign.**
- 5. Provide direction to Staff regarding the priority of possible projects for the Carbon Reduction Grant and consider authorizing Staff to pursue the grant for the prioritized projects.**
- 6. Consider approving boundary changes to the Lawton Metropolitan Area Transportation Study Area boundary and authorizing Staff to submit the revised to State and Federal agencies for approval.**
- 7. Consider approving a resolution amending the Lawton Metropolitan Bicycle and Pedestrian Plan by modifying the Elmer Thomas Connector Route and consider approving a temporary detour of the route until construction on the amended route is completed.**

- 8. Reports or Comments.**
 - a. Federal Highways
 - b. ODOT
 - c. Fort Sill
 - d. Lawton Fort Sill Regional Airport
 - e. LMPO Director
 - f. LMPO Finances
 - g. City of Lawton Engineering

- 9. Comments from the public.**

- 10. Adjournment.**

“The City of Lawton encourages participation from all of its citizens. If individuals with disabilities who require accessible alternative formats of the agenda and related meeting materials and/or auxiliary aids/services to participate in the meeting, notification to the City Clerk at (580) 581-3305 at least 48 hours prior to the scheduled meeting is encouraged to make the necessary accommodations. The City may waive the 48-hour rule if interpreters for the deaf (signing) or translation services for LEP individuals are not the necessary accommodation.”

ITEM NO. _____
MEETING DATE December 5, 2023

LMPO TRANSPORTATION POLICY BOARD AGENDA ITEM COMMENTARY

ITEM TITLE: Consider approving a letter to the Oklahoma Department of Transportation stating the LMPO's choice to support the target numbers established by ODOT for the 2024 Safety Targets, and authorize the Director to sign.

INITIATOR: ODOT

STAFF INFORMATION SOURCE: Jonathan Stone, Assistant LMPO Director

BACKGROUND: 23 CFR 490 addresses requirements regarding the creation, monitoring, and reporting of performance measures. The Oklahoma Department of Transportation has established safety targets for 2024. The Lawton Metropolitan Planning Organization may either support the numbers that ODOT has established, or create targets independently.

Attached are tables showing the ODOT proposed targets. Staff recommended the LMPO support the numbers established by ODOT. The response to ODOT is due by March 27, 2024

EXHIBITS: Letter supporting statewide targets

KEY ISSUES: Shall the LMPO support the State targets, or create targets of our own?

FUNDING SOURCE: N/A

RECOMMENDED ACTION: Approve a letter to the Oklahoma Department of Transportation stating the LMPO's choice to support the target numbers established by ODOT for the 2024 Safety Targets, and authorize the Director to sign.



Lawton Metropolitan Planning Organization

212 Southwest 9th Street

Lawton, OK 73501-4078

Phone (580) 581-3375

www.lawtonmpo.org

December 5, 2023

Ms. Sarah McElroy
Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, OK 73105

Ms. McElroy:

The Lawton Metropolitan Planning Organization has chosen to support the numbers generated by the Oklahoma Department of Transportation in regards to safety target setting and performance measure analysis for 2024. These numbers are as follows:

	State DOT Targets
Fatalities	755
Fatality Rate (per HMVMT)	1.69
Serious Injuries	2,011
Serious Injury Rate (per HMVMT)	4.79
Non-Motorized Fatalities	121
Non-Motorized Serious Injuries	176
Non-Motorized Fatalities and Serious Injuries	297

Sincerely,

Charlotte Brown
LMPO Director

ITEM NO. _____
MEETING DATE December 5, 2023

LMPO TRANSPORTATION POLICY BOARD AGENDA ITEM COMMENTARY

ITEM TITLE: Provide direction to Staff regarding the priority of possible projects for the Carbon Reduction Grant and consider authorizing Staff to pursue the grant for the prioritized projects.

INITIATOR: Charlotte Brown LMPO Director

STAFF INFORMATION SOURCE: Jonathan Stone, Assistant LMPO Director

BACKGROUND: The Oklahoma Department of Transportation has informed the Lawton Metropolitan Planning Organization that there are funds in the Carbon Reduction Grant that the LMPO may apply for.

The purpose of the Carbon Reduction Program grant is to reduce transportation emissions through the development of carbon reduction strategies and to fund projects designed to reduce transportation emissions. Staff has reviewed the grant requirements and has drafted a short list of possible project ideas.

EXHIBITS: Possible Project Ideas

KEY ISSUES: What projects should we select to apply for the Carbon Reduction Grant?

FUNDING SOURCE: 80% Federal (Carbon Reduction Grant) 20% local

RECOMMENDED ACTION: Provide direction to Staff regarding the priority of possible projects for the Carbon Reduction Grant and authorize Staff to pursue the grant for the prioritized projects.

Possible Projects for Carbon Reduction Grant

1. Fleet Conversion to electric for City vehicles
2. Fleet Conversion to electric for LATS
3. Publicly accessible charging stations
4. Implementing project recommendations from Traffic Flow Study
5. Traffic signal timing and improvements to reduce congestion.
6. TAP (Transportation Alternatives Project) eligible project, sidewalk or bike trail connection.
7. Replacing street lights and traffic control lights with more energy efficient lighting
8. Rail improvements, (Reduce environmental and community impact of freight movement)

ITEM NO. _____
MEETING DATE December 5, 2023

LMPO TRANSPORTATION POLICY BOARD AGENDA ITEM COMMENTARY

ITEM TITLE: Consider approving boundary changes to the Lawton Metropolitan Area Transportation Study Area boundary and authorizing Staff to submit the revised to State and Federal agencies for approval.

INITIATOR: Charlotte Brown LMPO Director

STAFF INFORMATION SOURCE: Jonathan Stone, Assistant LMPO Director

BACKGROUND: Every 10 years after the Census, the Census bureau updates the boundaries of urbanized areas. Title 23 U.S.C., Section 134, requires that MPOs and the Governor agree on updated Study Area boundaries. These boundaries are required to include the existing urbanized area and the contiguous area expected to become urbanized within 20 years.

At the November 14th Policy Board meeting the Board authorized Staff to revise the boundary and bring a final map to the Board for approval.

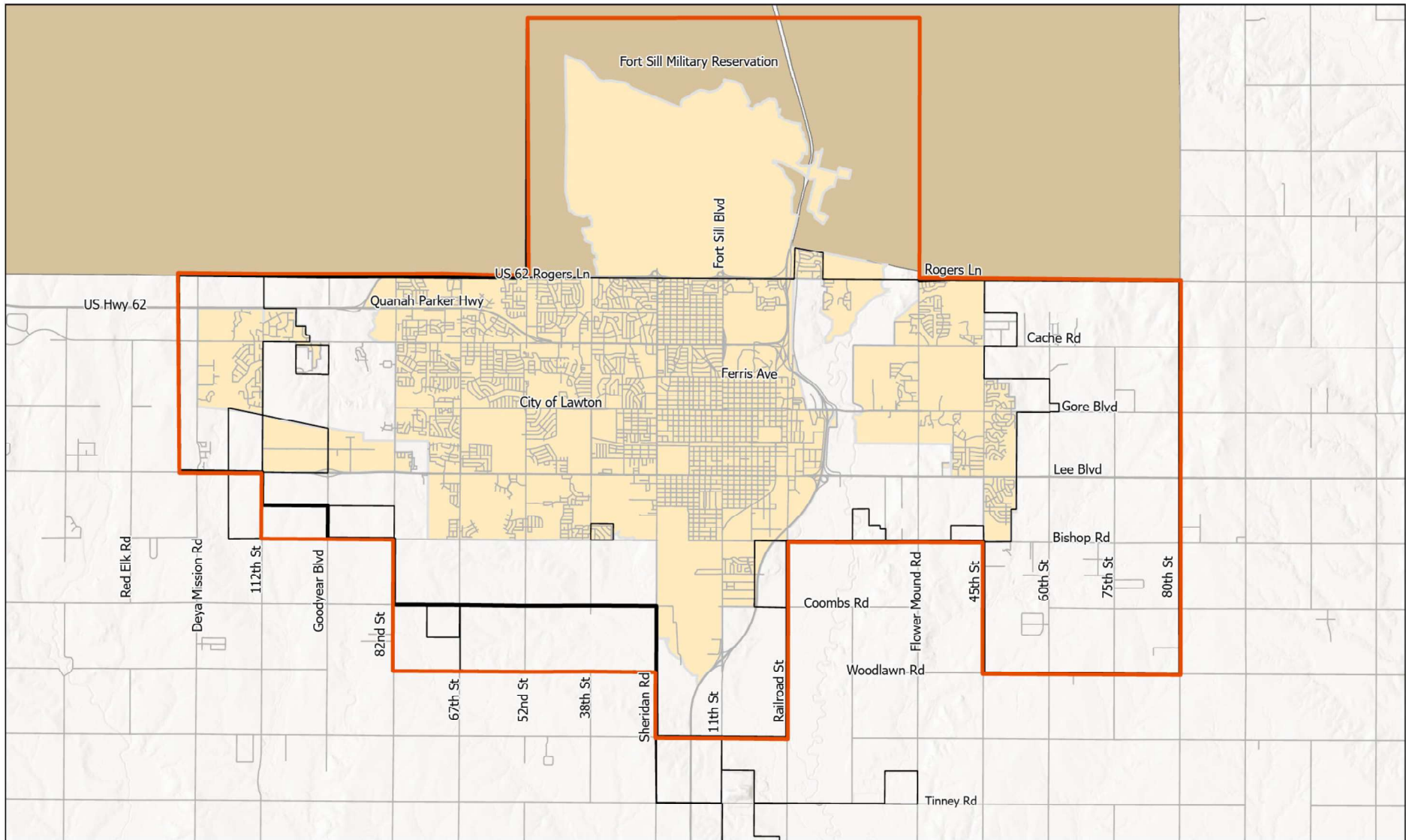
The boundary map must be submitted to FHWA and FTA after approval by the Metropolitan Planning Organization (MPO) and the Governor.

EXHIBITS: Revised 2023 Boundary Map

KEY ISSUES: What areas should be included in the new boundary?

FUNDING SOURCE: N/A

RECOMMENDED ACTION: Approve the boundary changes to the Lawton Metropolitan Area Transportation Study Area boundary and authorize Staff to submit the revised boundary State and Federal agencies for approval..



- LMPA_Revised_Boundary_11_29_2023
- LMAP_New_Boundary
- Lawton City Limits
- Street
- Ft.Sill
- 2020 Census Urban Area

Lawton Metropolitan Planning Organization
 11/30/2023
 2020 Census Lawton Urban Area

LMPO TRANSPORTATION POLICY BOARD AGENDA ITEM COMMENTARY

ITEM TITLE: Consider approving a resolution amending the Lawton Metropolitan Bicycle and Pedestrian Plan by modifying the Elmer Thomas Connector Route and consider approving a temporary detour of the route until construction on the amended route is completed.

INITIATOR: Charlotte Brown LMPO Director

STAFF INFORMATION SOURCE: Charlotte Brown LMPO Director

BACKGROUND: In 2010 the Lawton Metropolitan Bicycle and Pedestrian Plan was approved with the exception of the Elmer Thomas Connector. The original plan for the Elmer Thomas Connector was an on street bicycle lane on Ferris Avenue, this included the narrowing of Ferris Avenue to three lanes, one in each direction and a center turn lane.

A committee was formed to look at the Elmer Thomas Connector route and recommended to the Policy Board the current route through the neighborhood north of Ferris Avenue continuing through Lawton Public School land and ending in Elmer Thomas Park. This change was approved on May 20th of 2010 and as a part of the construction easements were obtained through Lawton Public School land.

Both the drafting of the Lawton Metropolitan Bicycle and Pedestrian Plan, and the construction of several routes (including the Elmer Thomas Connector) were funded with the Congestion Mitigation and Air Quality (CMAQ) Grant that the LMPO receives.

Lawton Public Schools has requested to the City Council that these easements be closed so that they can construct a fence on their property. Staff has contacted ODOT and has been informed that because federal funds were used on this trail the trail cannot be closed without a replacement being constructed, however a temporary detour route can be designated for use during construction.

Staff is recommending the route be modified back to what the original Lawton Metropolitan Bicycle and Pedestrian Plan recommended (Option B), and that a temporary detour be designated during construction of the selected route modification.

In 2015 Jeff Speck, a noted City Planner and Author, gave a presentation to the LMPO and City Council titled "Moving Towards a Walkable Lawton". In that presentation he talked specifically about Ferris Ave and encouraged the City to strongly consider restriping from a four lane to a three lane with a bike trail as originally planned in the 2010 Lawton Metropolitan Bicycle and Pedestrian Plan. According to his presentation, a three-lane road has a capacity of 15,000 - 20,000 cars per day and the current volume of Ferris was 11,307, (in 2021 the traffic count on this stretch of Ferris Avenue was 6,200). Shrinking a road from four lanes to three lanes with a bicycle lane decreases the injury rate, increases bicycle ridership, and decreased speeding. All of

this while not impacting car volumes or trip times. The restriping of NW Ferris could be completed during the Mill and Overlay project.

EXHIBITS: Resolution No. 23 ____
Proposed Route Modifications Option A
Proposed Route Modifications Option B
Proposed Temporary Detour
Letter from ODOT regarding easement closing.

KEY ISSUES: Should the Elmer Thomas Connector Route be modified? If so, where should it be routed? And where should the temporary detour be?

FUNDING SOURCE: N/A

RECOMMENDED ACTION: Approve a resolution amending the Lawton Metropolitan Bicycle and Pedestrian Plan by modifying the Elmer Thomas Connector Route and approve a temporary detour of the route until construction on the amended route is completed.

RESOLUTION NO. 23- __

A RESOLUTION AMENDING THE LAWTON METROPOLITAN BICYCLE AND PEDESTRIAN PLAN BY MODIFYING THE ELMER THOMAS CONNECTOR.

WHEREAS, the Lawton Metropolitan Planning Organization (LMPO) is the designated Metropolitan Planning Organization for the Lawton Urbanized Area; and

WHEREAS, the LMPO is responsible for a continuing, cooperative and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports community development and social goals; and

WHEREAS, the Lawton Metropolitan Bicycle and Pedestrian Plan, which was adopted by the LMPO on May 8, 2008, and revised on May 20, 2010, will guide the development of bicycle, pedestrian and supporting multi-modal infrastructure; and

WHEREAS, the LMPO has been notified of the request by Lawton Public Schools to close the easements created for the 2010 revisions to the Elmer Thomas Connector route of the Lawton Metropolitan Bicycle and Pedestrian Plan; and

NOW, THEREFORE, BE IT RESOLVED by the Transportation Policy Committee that:

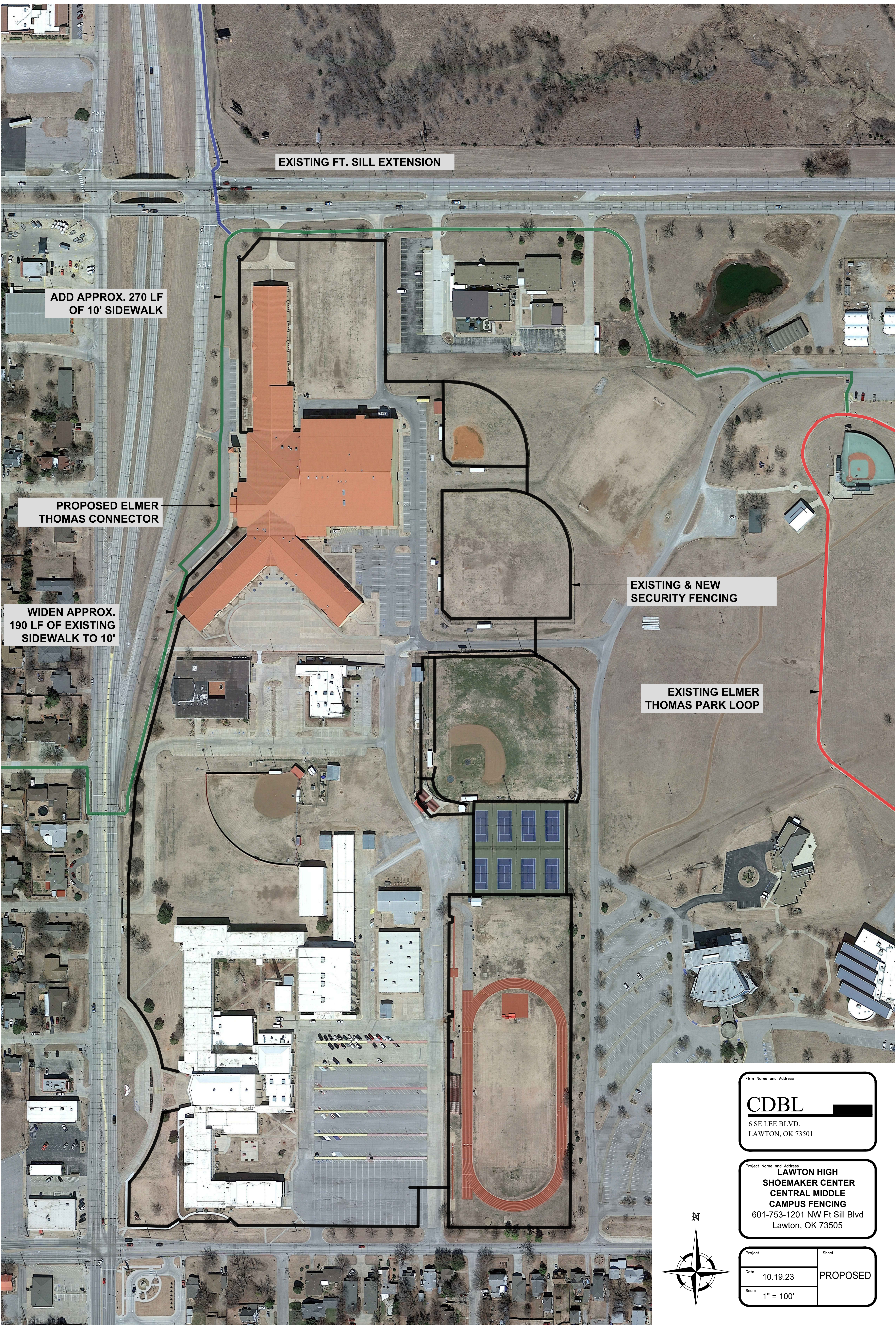
The Elmer Thomas Connector route of the Lawton Metropolitan Bicycle and Pedestrian Plan is hereby amended as described in Exhibit A:

PASSED AND APPROVED by the Transportation Policy Board this 5th day of December, 2023.

Stanley Booker, Chairman

Approved as to form and legality this _____ day of _____, 2023.

City Attorney



EXISTING FT. SILL EXTENSION

ADD APPROX. 270 LF OF 10' SIDEWALK

PROPOSED ELMER THOMAS CONNECTOR

WIDEN APPROX. 190 LF OF EXISTING SIDEWALK TO 10'

EXISTING & NEW SECURITY FENCING

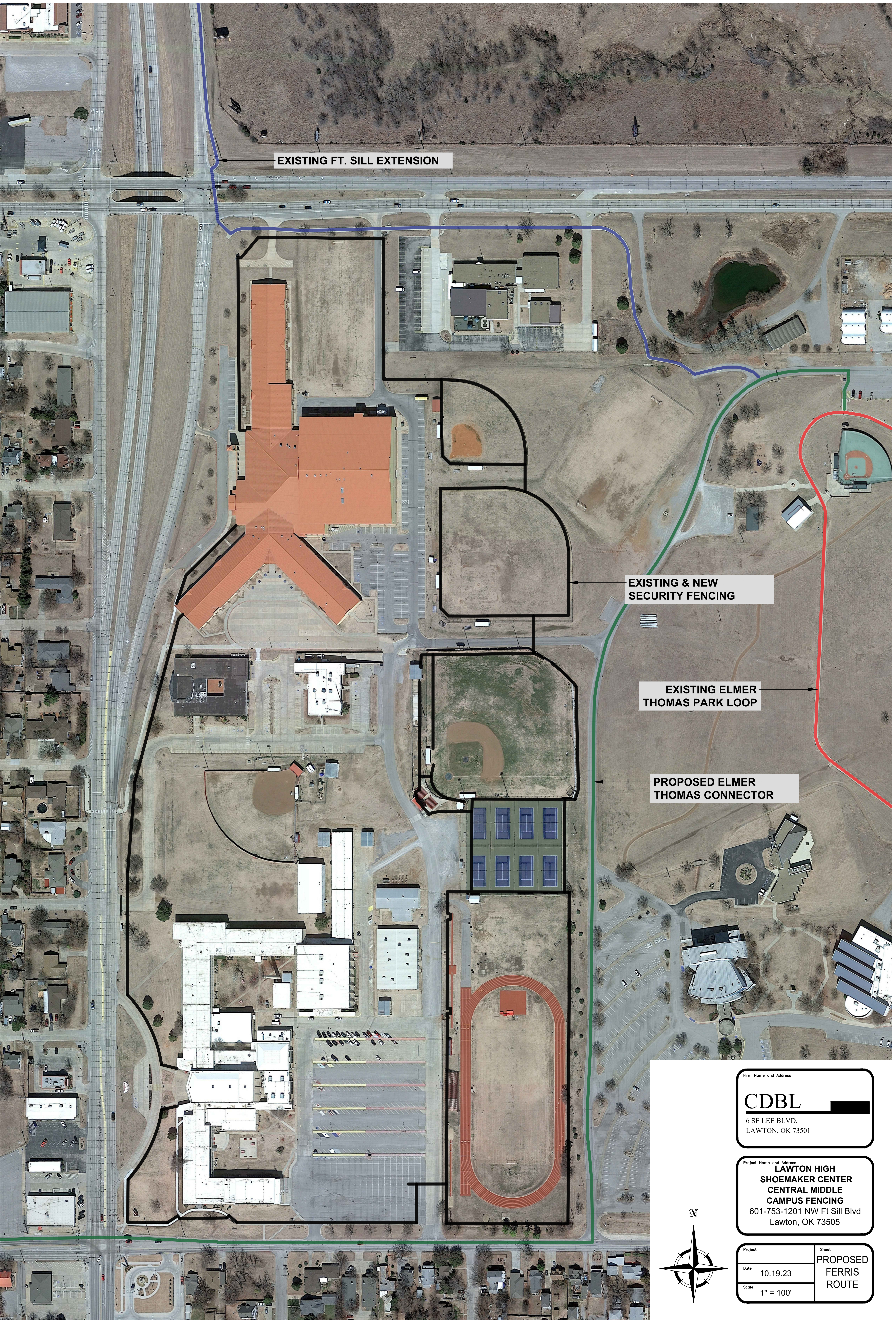
EXISTING ELMER THOMAS PARK LOOP

Firm Name and Address
CDBL
6 SE LEE BLVD.
LAWTON, OK 73501

Project Name and Address
**LAWTON HIGH
SHOEMAKER CENTER
CENTRAL MIDDLE
CAMPUS FENCING**
601-753-1201 NW Ft Sill Blvd
Lawton, OK 73505



Project	Sheet
Date 10.19.23	PROPOSED
Scale 1" = 100'	



EXISTING FT. SILL EXTENSION

EXISTING & NEW SECURITY FENCING

EXISTING ELMER THOMAS PARK LOOP

PROPOSED ELMER THOMAS CONNECTOR

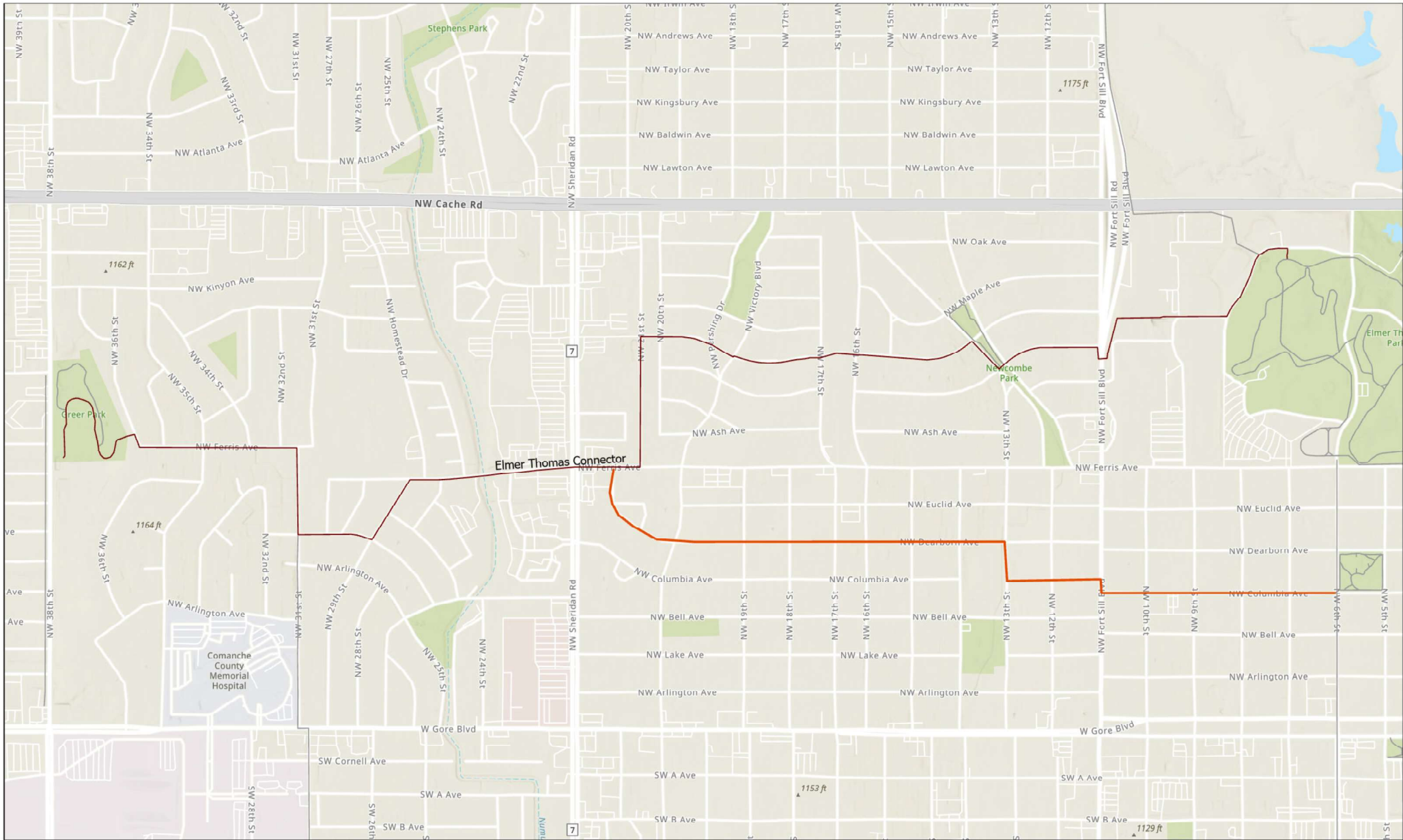
Firm Name and Address
CDBL
6 SE LEE BLVD.
LAWTON, OK 73501

Project Name and Address
**LAWTON HIGH
SHOEMAKER CENTER
CENTRAL MIDDLE
CAMPUS FENCING**
601-753-1201 NW Ft Sill Blvd
Lawton, OK 73505

Project
Date 10.19.23
Scale 1" = 100'

Sheet
**PROPOSED
FERRIS
ROUTE**





— Elmerthomas_Connector
 — Alt_Elmer

For Representation Proposes Only



November 22, 2023

The Honorable Stan Booker
Mayor of the City of Lawton
212 SW 9th St
Lawton, OK73501

RE: Public Access Easement for the Elmer Thomas Connector Bike Route

Dear Mayor Booker,

The Oklahoma Department of Transportation (ODOT) was contacted on November 7, 2023, by the Lawton Metropolitan Planning Organization (LMPO) for guidance on closing a public access easement for the section of the Elmer Thomas Connector bike route that is on property owned by the Lawton Public Schools.

It is ODOT's understanding that the Elmer Thomas Connector was funded through the LMPO using Congestion Mitigation and Air Quality (CMAQ) federal funds. Under 23 U.S.C. 109(m), FHWA must not approve any project or take any regulatory action under title 23, U.S.C., that will result in the severance of an existing major route or have significant adverse impact on the safety for nonmotorized transportation traffic and light motorcycles, unless such project or regulatory action provides for a reasonable alternate route, or such route exists.

According to federal guidance, the FHWA interprets 23 U.S.C. 109(m) as requiring recipients to provide appropriate replacement detour accommodations in the event of permanent or temporary closures, using adequate warning, delineation, channelization, and other traffic control devices that are compliant with the Manual on Uniform Traffic Control Devices (MUTCD)."

Therefore, if the City of Lawton wants to sever a section of the Elmer Thomas Connector bike route, it must first provide one or more alternative routes. This includes providing a detour route while the alternative route(s) is under construction.

If you have further questions or concerns regarding this matter, I can be reached at Laura.Chaney@odot.ok.gov or (405) 819-3719.

Sincerely,

A handwritten signature in blue ink that reads "Laura Chaney".

Laura Chaney
Government Affairs – Planning Branch Manager

cc: Charlotte Brown, LMPO
Jonathan Stone, LMPO
Dawn Sullivan, ODOT