McPherson Road Capacity and Mobility Study

McPHERSON ROAD CAPACITY AND MOBILITY STUDY
PUBLIC MEETING

Presented by:
Rene Arredondo, P.E., PTOE
Civil Engineering Consultants

Jacob Benfield, P.E., PTOE
Wilbur Smith Associates

3 September 2008
2:00 PM

Laredo Urban Transportation Study (Metropolitan Planning Organization)

With the passing of the Federal Highway Act of 1962, Congress made urban transportation planning a condition for receipt of federal funds for highway projects in urban areas with a population of 50,000 or more. This new legislation encouraged a continuing, comprehensive transportation planning process carried on cooperatively by the states and local communities. Metropolitan Planning Organizations (MPO) were designated by the governor in each state to carry out this legislative requirement.

As a result, the Laredo Urban Transportation Study (LUTS) was created as the MPO to provide for a continuing, comprehensive transportation planning process for the Laredo urbanized area as mandated by the Act.

The MPO Technical Review Committee is comprised of twenty-two members who represent the City of Laredo, Webb County, Area Agencies, the State (through the Texas Department of Transportation), Federal Highway Administration (FHWA), the school systems, and the private sector.

(2005 – 2030 Metropolitan Transportation Plan, 2004)

Project Consultant Team

- **Civil Engineering Consultants**
  - Traffic Operations
- **Wilbur Smith Associates**
  - Transportation Planning
- **Aldana Engineering and Traffic Design**
  - Quality Assurance
- **AC Group, LLC**
  - Traffic Data Collection

CEC
Civil Engineering Consultants
Don Durden, Inc.
San Antonio • Laredo

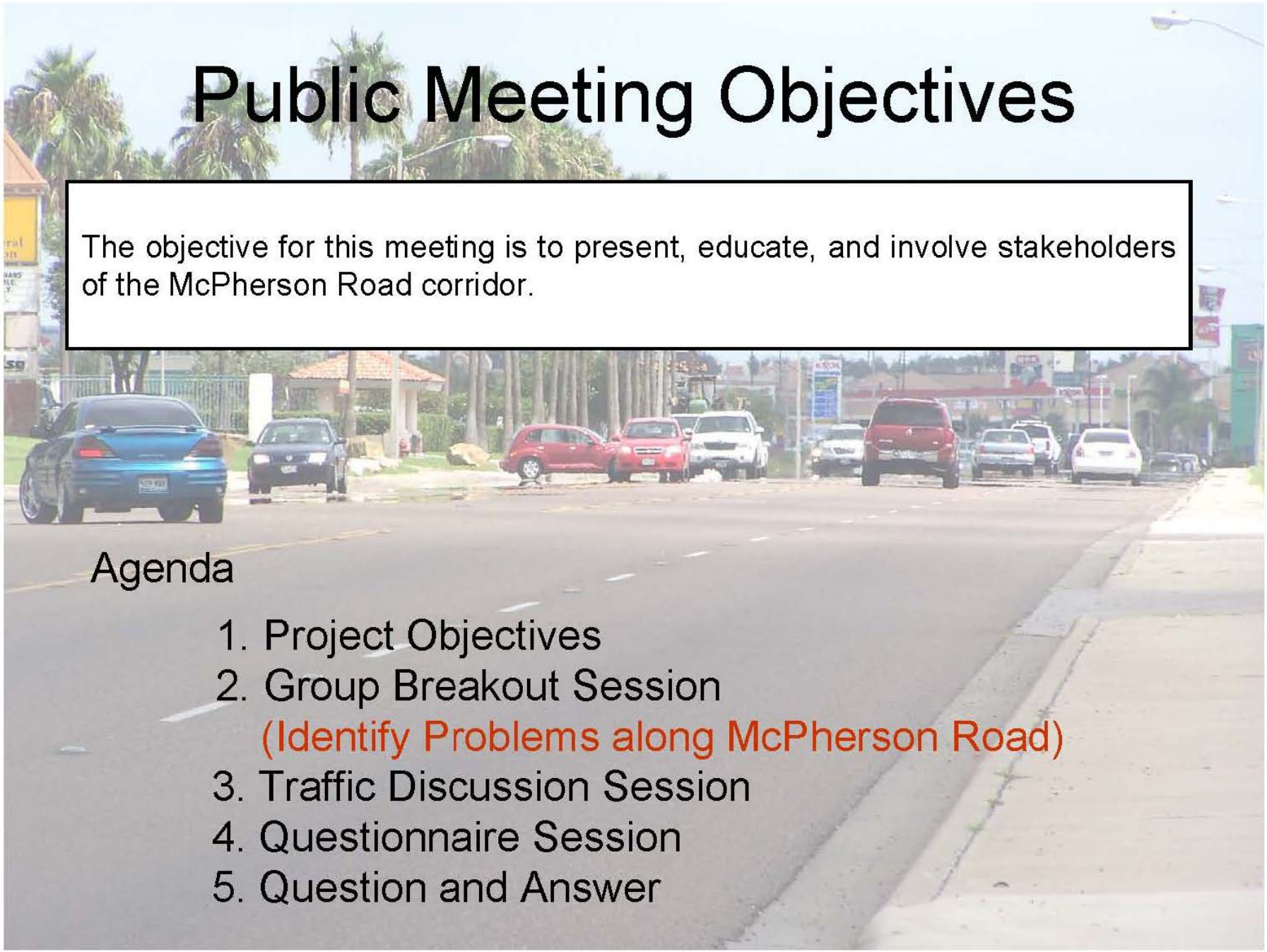
Engineers Planners Economists
WilburSmith Associates

A E T D

AC GROUP LLC
Traffic Data Surveyors

Public Meeting Objectives

The objective for this meeting is to present, educate, and involve stakeholders of the McPherson Road corridor.



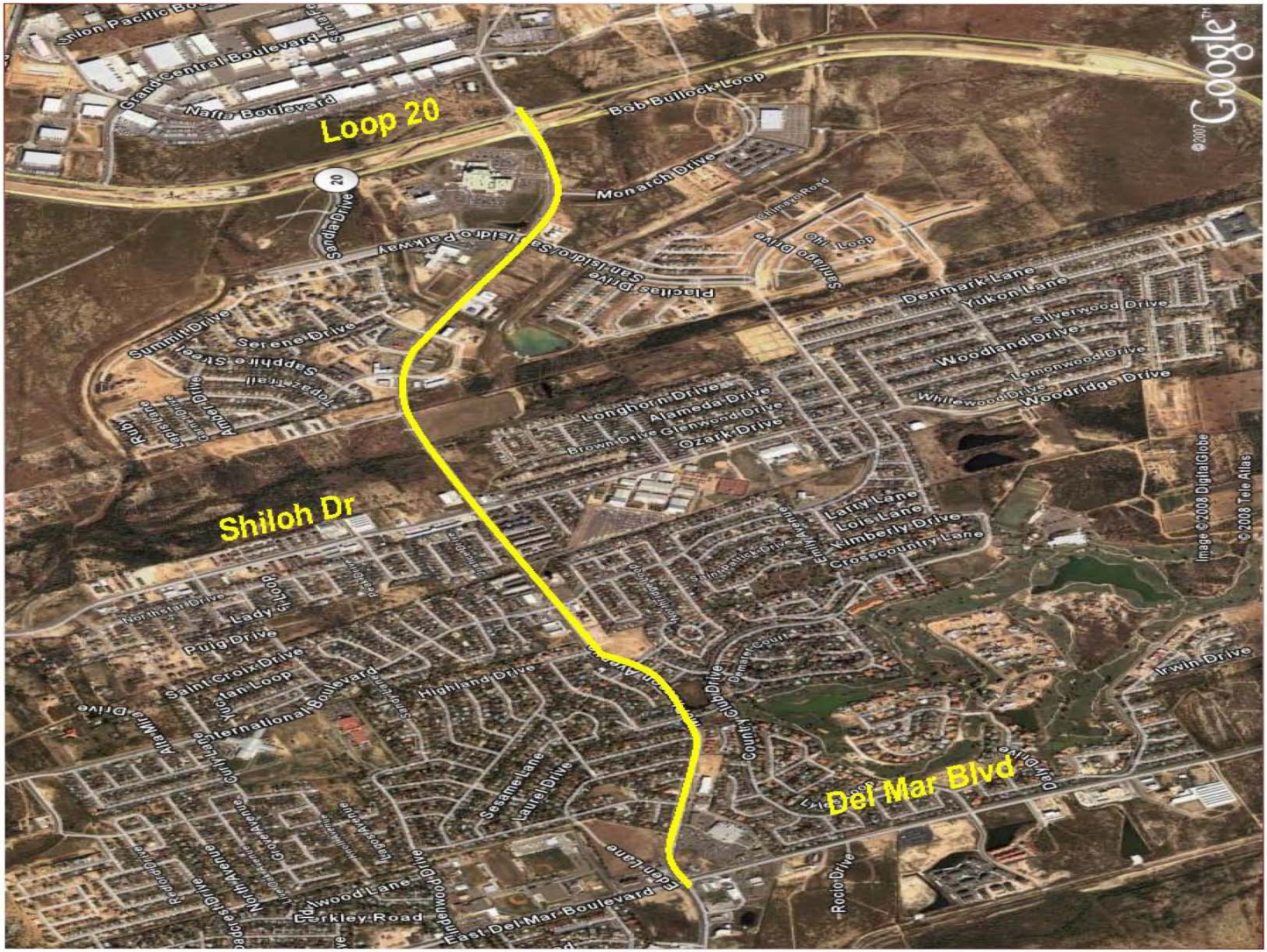
Agenda

1. Project Objectives
2. Group Breakout Session
   (Identify Problems along McPherson Road)
3. Traffic Discussion Session
4. Questionnaire Session
5. Question and Answer

Project Objectives

The objective of the study is to evaluate existing traffic conditions along McPherson Road (between Loop 20 and US Highway 59) to develop recommendations for improving capacity and mobility along the corridor. Some of these improvements may include, but would not be limited to the following:

1. Traffic Signal System Synchronization
2. Access Management
3. Roadway and Intersection Capacity Improvements
4. Transit Operations / Modal Choice
5. Alternative Parallel Traffic Routes
6. One-Way Side Street Pairing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Shiloh Dr
Del Mar Blvd
Bob Bullock Loop
Monarch Drive
Sandia Drive
San Isidro/San Isidro Parkway
Placitas Drive
Santiago Blvd
Denmark Lane
Yukon Lane
Silverwood Drive
Woodland Drive
Lemonwood Drive
Whitewood Drive
Woodridge Drive
Summit Drive
Serene Drive
Sapphire Steel
Topaz Trail
Amber Drive
Ruby
Longhorn Drive
Alameda Drive
Brown Drive
Glenwood Drive
Ozark Drive
Larry Lane
Lois Lane
Kimberly Drive
Crosscountry Lane
Lady Luck
Puig Drive
Saint Croix Drive
Alan Loop
International Boulevard
Highland Drive
Sesame Lane
Laurel Drive
Eden Lane
Rocio Drive
East Del Mar Boulevard
Berkley Road
Irwin Drive
Grand Central Boulevard
Nafta Boulevard
Union Pacific
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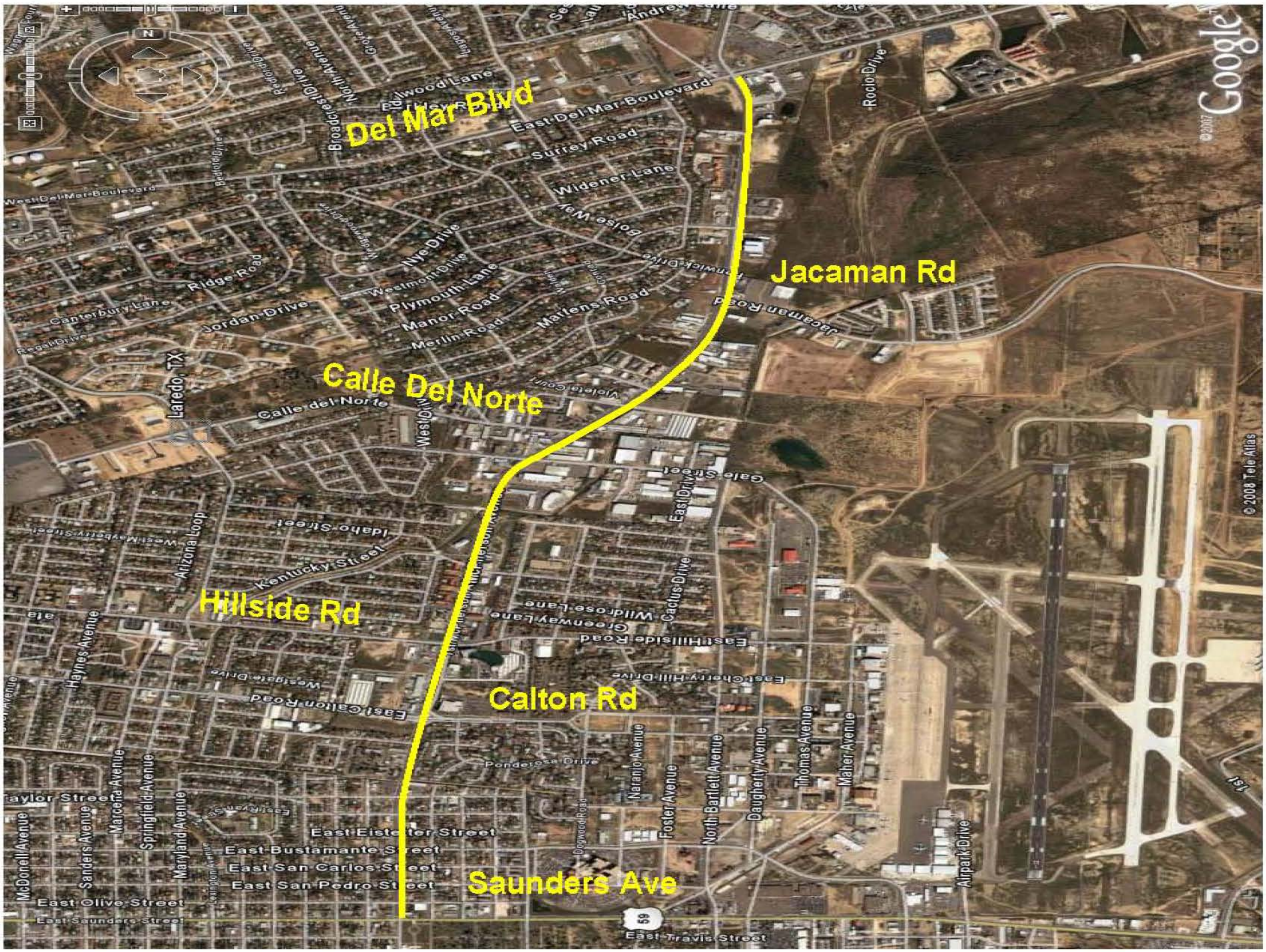

Del Mar Blvd
Jacaman Rd
Calle Del Norte
Hillside Rd
Calton Rd
Saunders Ave
East Del Mar Boulevard
Surrey Road
Widener Lane
Jacaman Road
Calle del Norte
Laredo, TX
Gale Street
East Hillside Road
East Calton Road
East Saunders Street
East Travis Street
Airpark Drive
North Bartlett Avenue
Daugherty Avenue
Thomas Avenue
Maher Avenue
Google
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Group Breakout Session

Traffic Discussion Session

Summary of Potential Alternative Improvements

1. Traffic Signal Optimization and Synchronization
2. Access Management
3. Roadway and Intersection Capacity Improvements
4. Transit Operations / Modal Choice
5. Alternative Parallel Traffic Routes
6. One-Way Side Street Pairing

Traffic Signal Optimization and Synchronization

- Timing Traffic Signals for Peak Demand
- Coordinate Consecutive Traffic Signals

Access Management

- Raised Medians
- Driveway Consolidation
- Shared Access

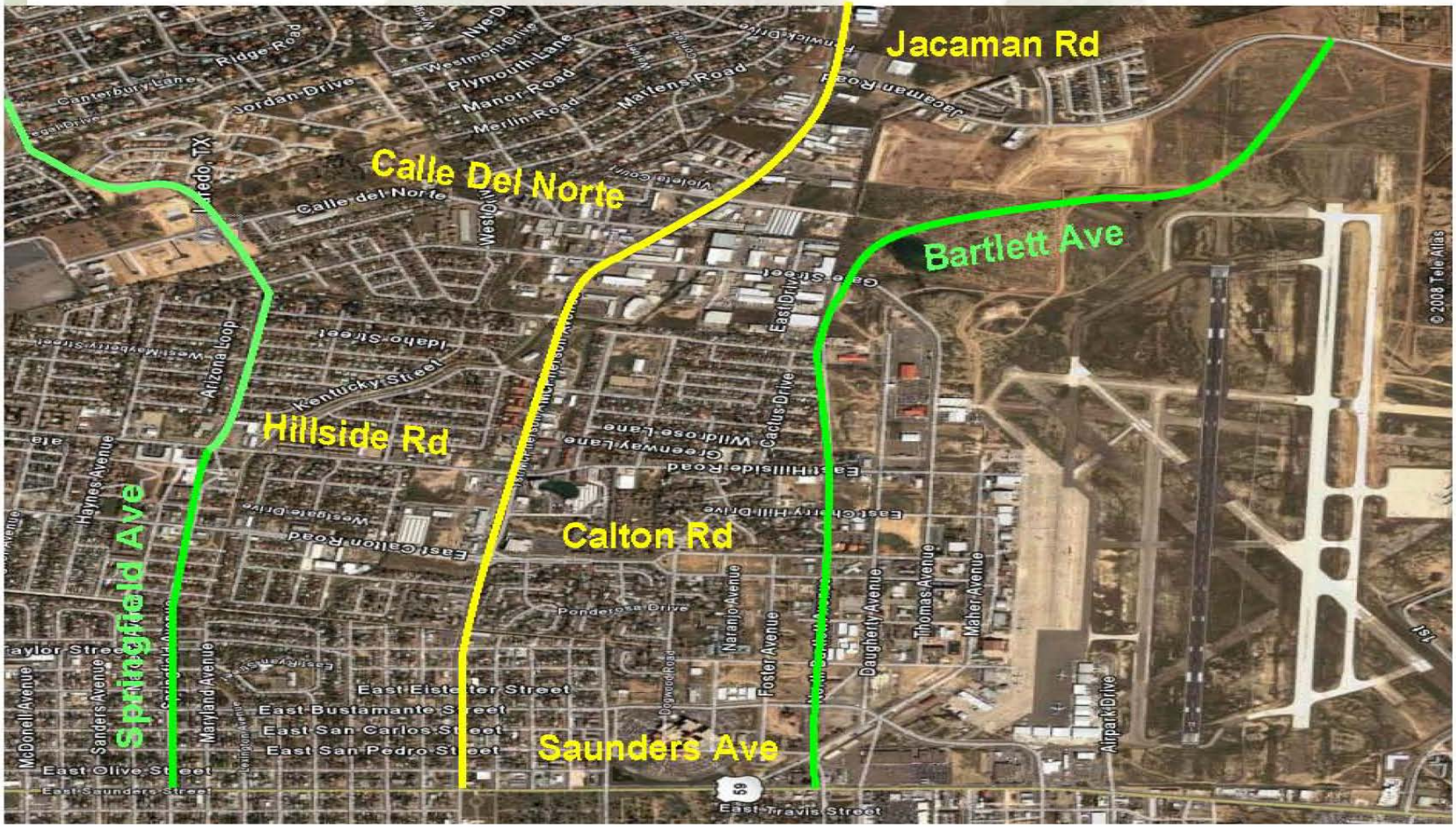
Roadway and Intersection Capacity Improvements

- Right-Turn Lanes
- Additional Through Lanes
- Left-Turn Lanes

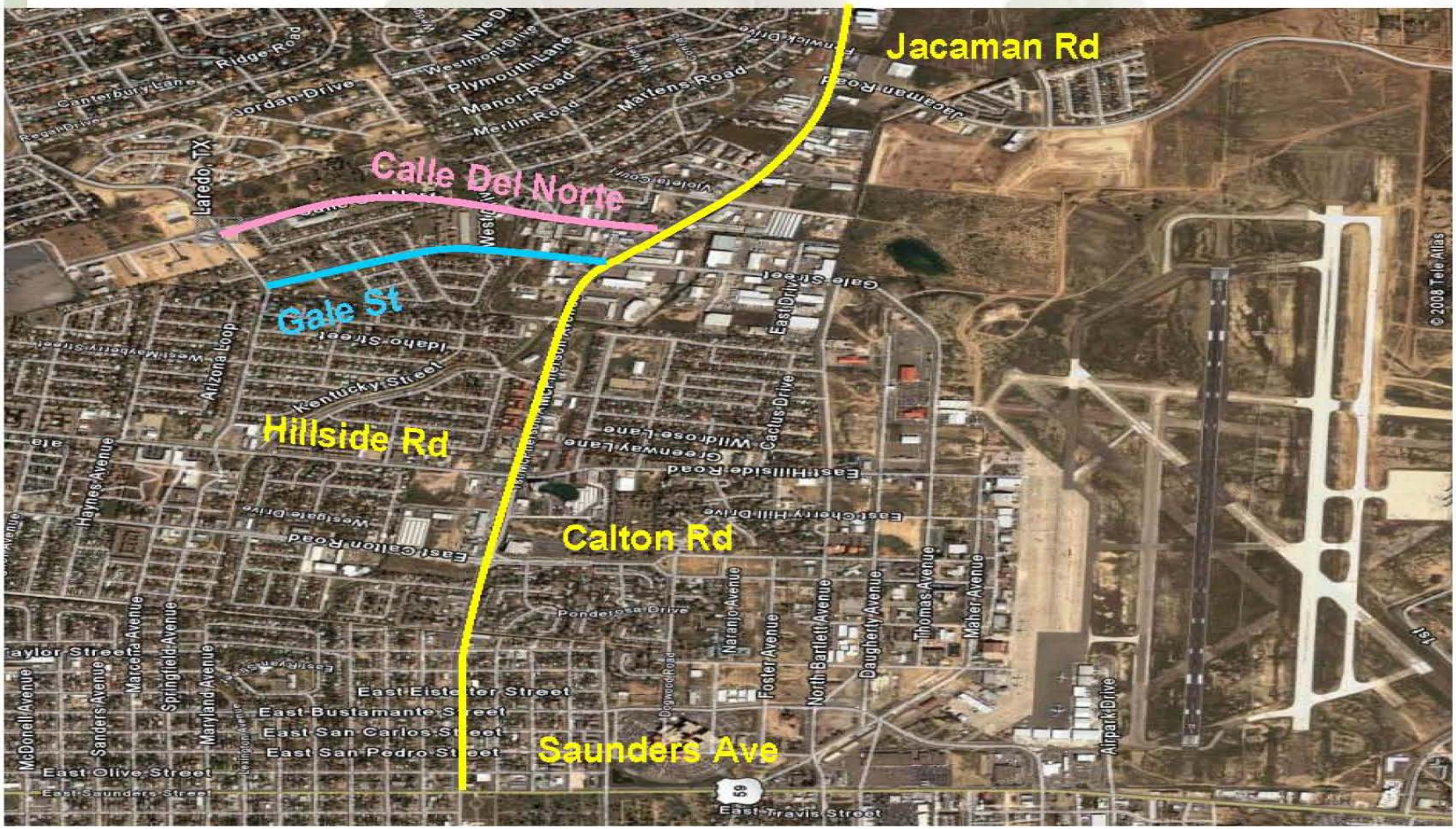
Transit Operations

- Bus Stop Turn Outs
- Bus Stop Locations
- Bus Arrival Frequency

Alternative Parallel Traffic Routes



One-way Side Street Pairing




Questionnaire Session