

Business 20 (BI 20) Traffic and Safety Study

Public Forum #2



May 3, 2005



Introductions

- Lee Engineering – Dallas, Texas
 - Traffic and Transportation Engineering
 - Jody Short, P.E., Vice President
 - Kelly Parma, P.E.
 - Leslie Drake, E.I.T.
- Technical Advisory Committee
 - Mike McAnally, TxDOT Odessa District
 - Kelli Williams, TxDOT Odessa District
 - Hal Feldman, City of Odessa
 - Gary Saunders, City of Midland



Presentation Outline

- Goals of the Traffic Study
- Perceived Issues on BI 20 Corridor
- Important Project Dates
- Existing Conditions
- Short-Term and Long-Term
Goals and Recommendations
- Project Website
- Open House



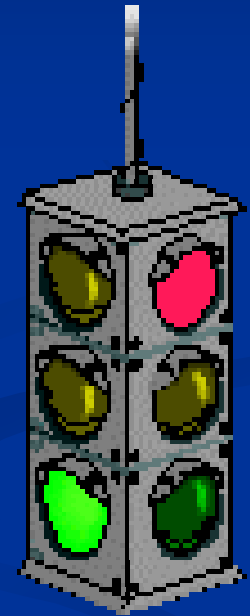
Goals of the Traffic Study

- Address operational and safety issues which currently exist along the BI 20 corridor;
- Identify Short-Term Improvements
 - < 24 months
- Identify Long-Term Improvements
 - > 24 months



Traffic Issues Along BI 20

- Complicated Intersections
- Two-Way Frontage Road
- Inconsistent Traffic Control
- Inconsistent Use of Frontage Road
- High Speeds on Frontage Road
- Access Management Concerns
- Others? (We welcome your input on the sheets provided!)



Project Timeline

- January 19, 2005:
 - First Public Forum
 - Gather Input – Issues, Problems, Safety or Operational Concerns
- Today, May 3, 2005
 - Second Public Forum
 - Lee Engineering to Present Recommendations for Short-Term and Long-Term Improvements
- June, 2005 (approx)
 - Third and Final Public Forum
 - Lee Engineering to Present Final Report and Recommendations



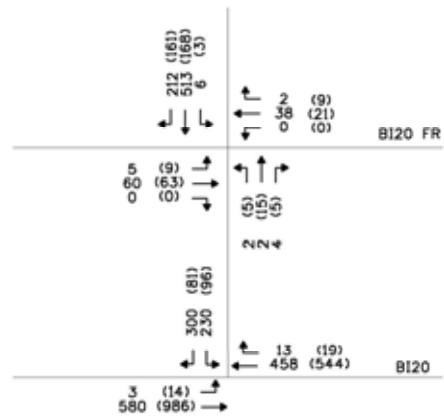
Existing Conditions (example)

Loop 250 (W Ramp)

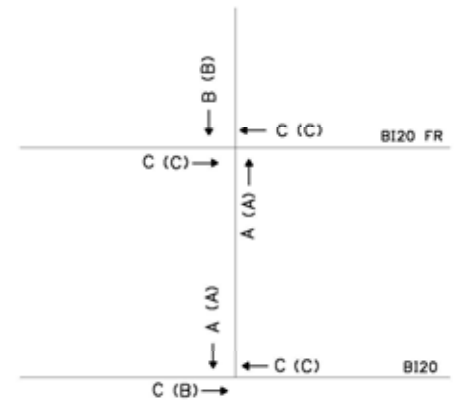


NOT TO SCALE

2004 Traffic Volumes
(Peak Hour)



Levels of Service
(Measure of Delay)



Total Number of Accidents: 11*

* Accident data available from 1999-2003.

LEGEND: XX (XX) - AM Peak Hour Data (PM Peak Hour Data)



Goals of Short-Term and Long-Term Recommendations

- De-emphasize through traffic on frontage road
- Make intersection design and control consistent along frontage road
- Maintain access to businesses along BI 20
- Minimize conflict points along the BI 20 corridor



Short-Term Recommendations

- Changes to median opening locations
 - Eliminate, add, combine median opening locations
 - Extend selected public streets to mainlanes
- Changes to stop-control at frontage road intersections
- “Typical Signalized Intersection” Improvements (graphic)
- Changes to Loop 338 & Loop 250 (graphic)



Short-Term Recommendations “Typical Signalized Intersection”

- Construct concrete median on cross-street
- No through movements on frontage road
- Remove signal on frontage road section; frontage road becomes stop-controlled
- Traffic WILL have alternate routes to/from BI 20 (see aerial images at end of presentation)



Short-Term Recommendations Loop 338

- Construct concrete median on cross streets at frontage road
- Remove frontage road between signals
- No through movements on frontage road
- Traffic WILL have alternate routes to/from BI 20 (see aerial images at end of presentation)



Short-Term Recommendations Loop 250



- Same changes as Loop 338

Other Short-Term Recommendations



Long-Term Recommendations

- Build upon closures/openings suggested under Short-Term Recommendations
- Eliminate/abandon portions of the frontage road
- Construct cul-de-sacs or other end-type devices where frontage road terminates



Long-Term Recommendations



Project Website

- www.business20trafficstudy.com
- E-mail:
 - b20study@lee-eng.com



Open House

- Aerial photographs provided as a reference
- Short-Term Improvements in white
- Long-Term Improvements in **yellow**
- We welcome your input on comment cards
- Thank you for coming!

