

STATE OF TEXAS  
COUNTIES OF POTTER AND RANDALL  
CITY OF AMARILLO

On the 20th day of August, 2014, the Amarillo Traffic Commission met at 1:30 p.m. at City Hall on the third floor at 509 S.E. 7<sup>th</sup> Avenue in the Council Chamber for review of agenda items and consideration of future agenda items.

The Traffic Commission met at 1:45 p.m. in regular session in the Council Chamber, with the following members present:

MARK NAIR  
D. J. STUBBEN  
DEAN DOWNEY  
CHARLIE GRAHAM

CRAIG GUALTIERE  
WALT KELLEY  
FRANK NELSON  
STEVE ROGERS

Absent was BARBARA RICHARDSON. The following City of Amarillo staff was in attendance:

JERRY BIRD  
DAVID SZMAGALSKI  
MICHAEL RICE  
BOB COWELL  
JUDY ALEXANDER

TRAFFIC ENGINEER  
TRAFFIC OPERATIONS TECHNICIAN  
DIRECTOR OF PUBLIC WORKS  
ASSISTANT CITY MANAGER  
RECORDING SECRETARY

Commissioner Nair led a moment of silence and led the audience in the Pledge of Allegiance.

Commissioner Nair established a quorum, called the meeting to order, and welcomed those in attendance. The following items of business were conducted:

**ITEM 1:** Commissioner Nair presented the minutes of July 16, 2014. Motion was made by Commissioner Rogers, motion was seconded by Commissioner Gualtiere, and motion unanimously carried to approve the minutes.

**ITEM 2:** Jerry Bird, Traffic Engineer, presented a report about a draft Public Works Standard Operating Procedure to narrow center and through lanes to allow wider curb lane, where practicable, to make facilities more bicycle friendly. See attached draft copy. General discussion was held. Three citizens came forward to speak.

**ITEM 3:** Mr. Bird reported that the City of Amarillo Planning Department has coordinated a Pedestrian and Bicycle Mobility Subcommittee meeting to be held on September 3, 2014, at 11:30 a.m. General discussion was held.

**ITEM 4:** Commissioner Nair announced that this is the end of the regular agenda, but time is reserved to hear any citizen concerning matters pertaining to any policies, programs or services of the Traffic Engineering Department not on today's agenda. The public forum is set under the Open Meetings Act, and the Traffic Commission can respond with a statement of fact, a statement of city policy, or by making a decision to place an item on a future agenda. One citizen came forward to speak.

Commissioner Nair advised that the meeting was adjourned.

ATTEST:



Mark Nair, Chairman

A PUBLIC WORKS STANDARD OPERATIONS PROCEDURE  
FOR THE STRIPING OF ARTERIAL ROADWAYS.

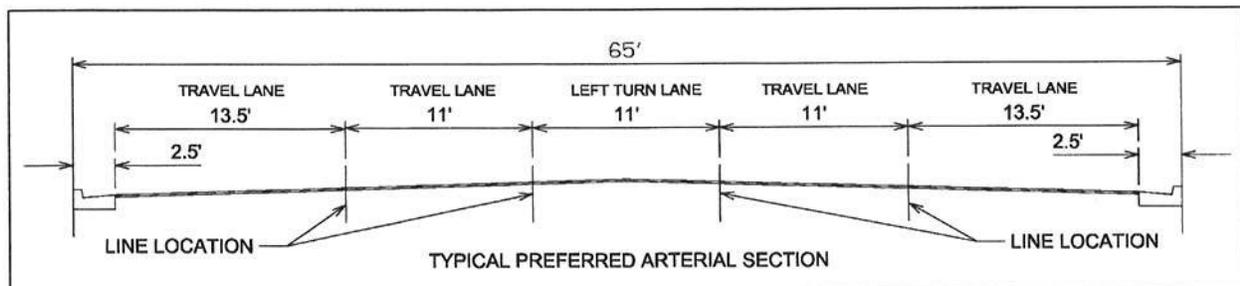
SECTION 1. That the following statements are hereby adopted as a Standard Operating Procedure (SOP) for the Striping of Arterial Roadways:

1. General Provisions.

- A. For the purpose of this SOP, the term "striping" shall include all permanent or long term longitudinal markings applied to the roadway, but shall not include construction or other temporary markings.
- B. This Procedure is intended to be a General Guideline and not a substitute for accepted Engineering Practices and shall only be applied to new and resurfacing projects.
- C. The existing practice is to generally provide lanes of consistent widths across the roadway cross section. With the engineering standard to measure a roadway from back of curb to back of curb, the unintended result has been a more narrow curb lane because the curb and gutter is included in the measurement.
- D. This Procedure is intended to improve the safe operation of City roadways for all users. This SOP is based on guidance from the American Association of State Highway and Transportation Officials (AASHTO) "Green Book" 2004 and the Texas Manual on Uniform Traffic Control Devices (TxMUTCD), 2011, Revision 1. This policy will need to be amended as the benchmark documents are revised. When lanes are narrowed to improve safety, the minimum lane width shall be 10-feet. The safety improvements derived from narrowing the median lanes is reduced speeds. Additional safety gains will be achieved by widening the curb lane. The wider curb lane will allow additional space for larger (wider) vehicles and a wider shared space for vehicular and non-motorized traffic.

2. Arterial Roadways.

- A. For standard arterial roadways, the striping shall be as shown in Figure 1 below.



**Figure 1** The typical section will vary due to the addition of turn lanes and other deviations to the linear alignment.

- B. Per Sec. 16-3-180 of the Municipal Code, there is no parking in a clearly marked lane for vehicular traffic movement.
- C. In order to improve riding conditions, the curb lane has been widened. In order to not draw inexperienced bicyclists to the arterials, the Shared Lane Marking legends (Sharrow) will not be installed unless an engineering study finds sufficient benefits will be derived by the roadway users.
- D. Lanes will be marked as shown in Figure 1, with an 11-foot wide continuous two way left turn lane centered on the roadway and a broken white lane line 16.5-feet on either side of the centerline.