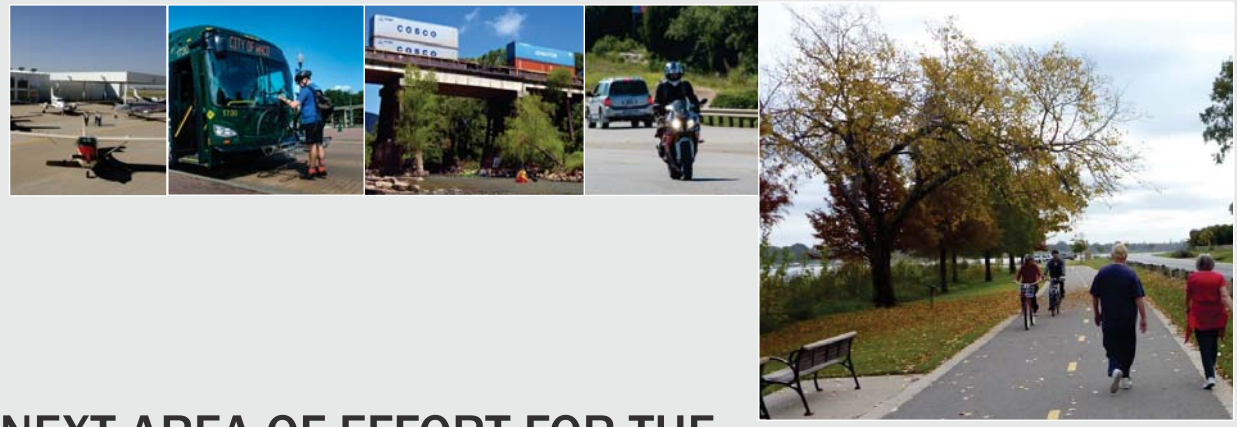
AGENDA ITEM 6



NEXT AREA OF EFFORT FOR THE BICYCLE ADVISORY COMMITTEE

July 30, 2018

Objective and Agenda

Objective: Come to agreement on rankings for three potential areas of next effort for the TxDOT Bicycle Advisory Committee

Agenda:

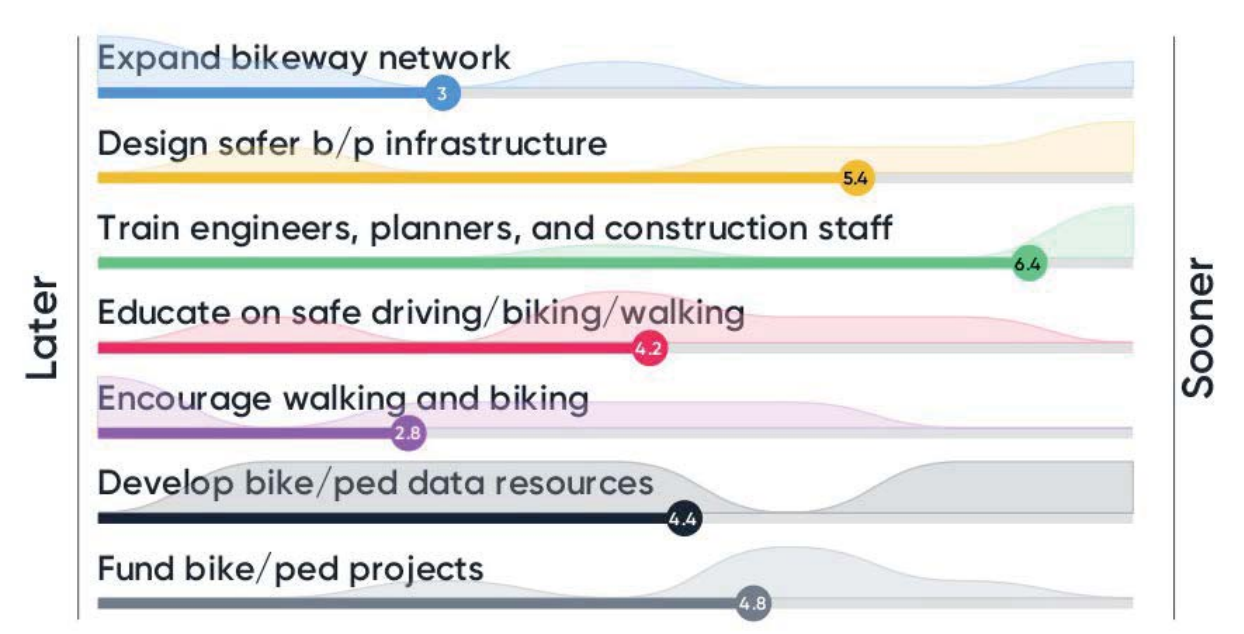
- Background
- Review Working Group activities
- Review Working Group recommendations
- Discussion
- BAC selection/action

Projects Developed in Collaboration with TxDOT BAC

- Strategic Direction Report
- TxDOT's Bicycle Tourism Trails Study
- What is next?

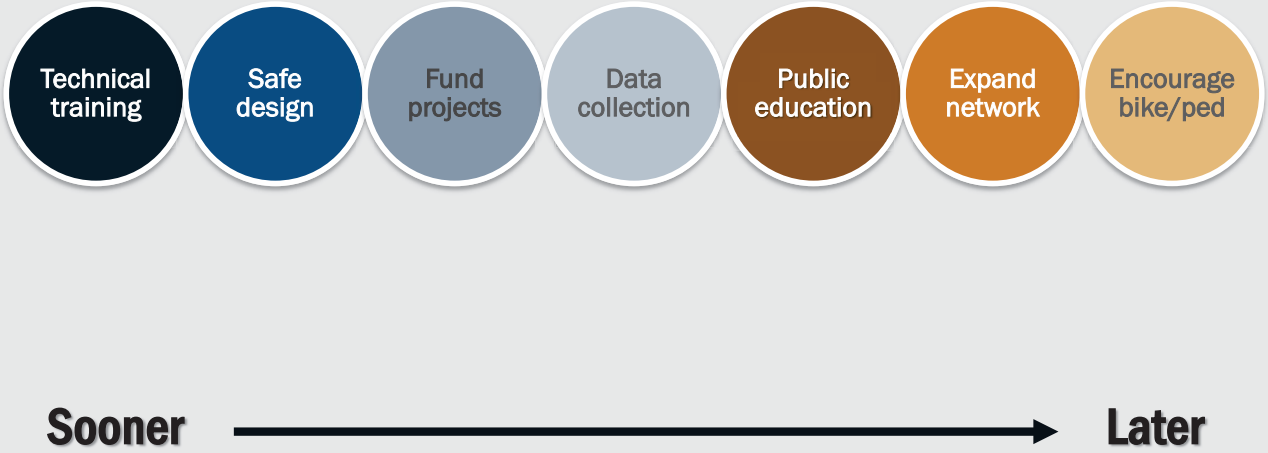
Previous meeting feedback results

When should these SDR focus areas be addressed?

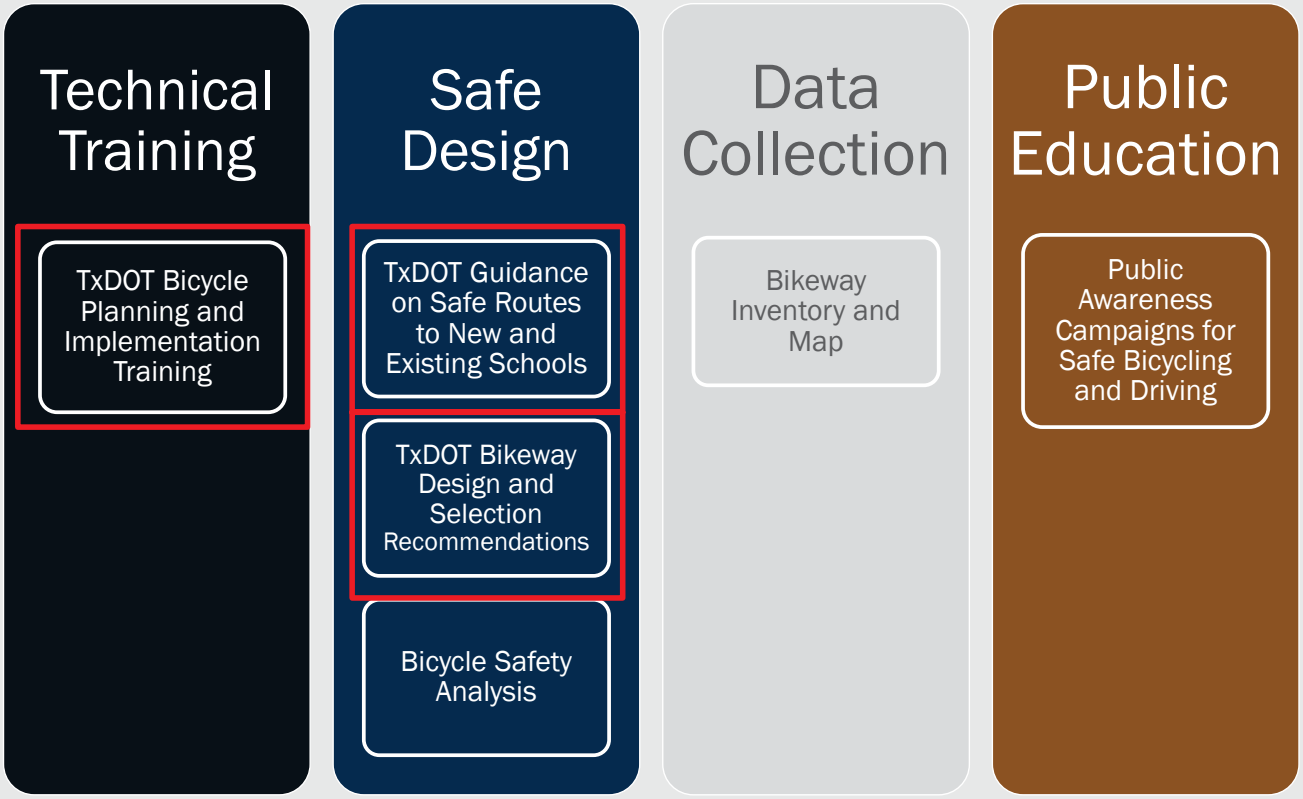


Next Steps Working Group - Feedback

In what order should PTN and the BAC address the SDR focus areas?



Next Steps Working Group's list of ideas



How to advance this potential area of next effort?

Who will do the work?

- TxDOT-PTN, consultants, and/or other TxDOT district/division staff

How does the BAC contribute?

- BAC Working Group provides input and reviews progress through regular WebEx meetings
- BAC approves quarterly milestones

What about schedule/timelines?

- 1-2 year period with interim objectives

How will effectiveness be measured?

- Establish performance measures

TxDOT Bicycle Planning and Implementation Training

- TxDOT offers over 400 technical and professional development training courses
- Technical training topics include:
  - Design
  - Construction
  - Bridge
  - Right-of-way
  - Traffic
  - Environmental
  - Maintenance
  - Safety
- Courses are open to:
  - TxDOT retirees
  - Consultants
  - Contractors
  - Government employees
  - Other agency staff

TxDOT Bicycle Planning and Implementation Training

Create TxDOT-focused training course on bikeway planning essentials for state and local government professionals.

Curriculum may include:

- Planning for safe, connected bikeways
- Available bikeway guidance and design manuals
- Best practices from Bicycle Friendly states
- Collaboration between state/local entities
- TxDOT/MPO bike plan best practices
- Bicycle and pedestrian counting/data collection
- Rural bicycle accommodation best practices
- TxDOT's Bicycle Tourism Trails Example Network
- Low-cost methods for adding bikeways (ex. BikeStripe)

TxDOT Bicycle Planning and Implementation Training

Technical training

Purpose:

- To educate TxDOT and local government staff about bikeway planning and design considerations with an emphasis on safety and collaboration

BAC input:

- Prioritize B/P course topics
- Identify Texas-specific case studies
- "Test drive" classroom activities
- Identify topics for educational literature
- Evaluate best practices from MPO/TxDOT District bike plans

Potential Deliverables (to be determined):

- TxDOT-specific curriculum and course materials: PowerPoint presentations, handbook, handouts, graphics, flyers, etc.
- Educational brochures/"meeting in a box" for selected topics or audiences
- Training sessions for state and local entities at multiple locations throughout the state

TxDOT Guidance on Safe Routes to New and Existing Schools

Safe Routes to School is an international movement with two basic goals:

1) improve the safety and accessibility of sidewalks and bike routes to schools, and
2) encourage more children and families to walk or bike to school.

In **1969**,
About **48**% of children walked or biked to school.

By **2009**,
About **13**% of children walked or biked to school.

TxDOT Guidance on Safe Routes to New and Existing Schools

Background

- Many existing schools are located on state roadways
- Rapid population growth in Texas leads to new school construction, frequently along state-maintained roadways.

Guidance can help TxDOT, local government, and school district staff:

- Identify needed safety/accessibility improvements around schools.
- Inform siting considerations

TxDOT Guidance on Safe Routes to New and Existing Schools

Safe design

Purpose:

- To establish TxDOT guidance for planning safe routes to schools, including coordination of new school siting, along state-maintained roadways

BAC input:

- Prioritize SRTS topics to be addressed
- Identify Texas-specific case studies
- Focus group to "test drive" materials
- Evaluate SRTS national best practices

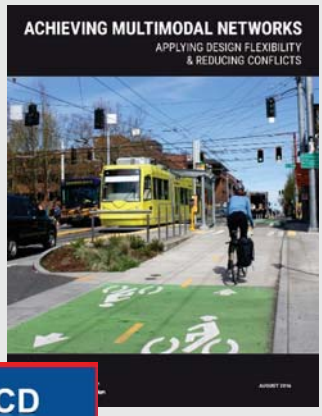
Potential Deliverables (to be determined):

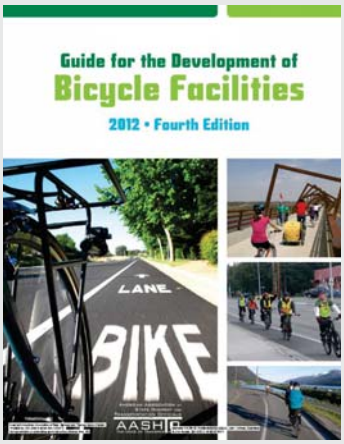
- SRTS design guidelines for safer bike/ped infrastructure
- School siting guidance documentation
- Recommendations for coordination with schools
- Summary materials: PowerPoint presentations, graphics, flyers, technical memos, etc.

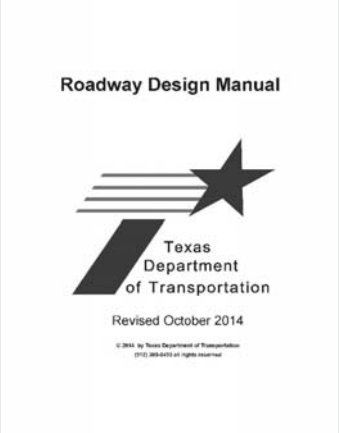
TxDOT Bikeway Design and Selection Recommendations

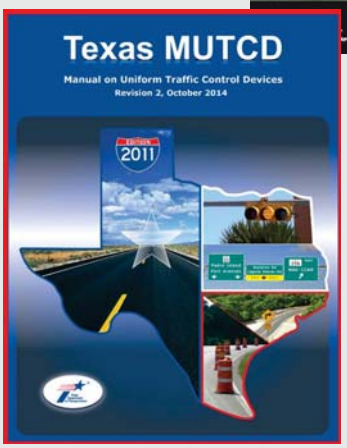
Multiple guidance documents available:

- *AASHTO Guide for the Development of Bicycle Facilities* update in progress
- Other FHWA guidance
- *TxDOT's Roadway Design Manual*
- Other guidance: NACTO, ITE, MassDOT





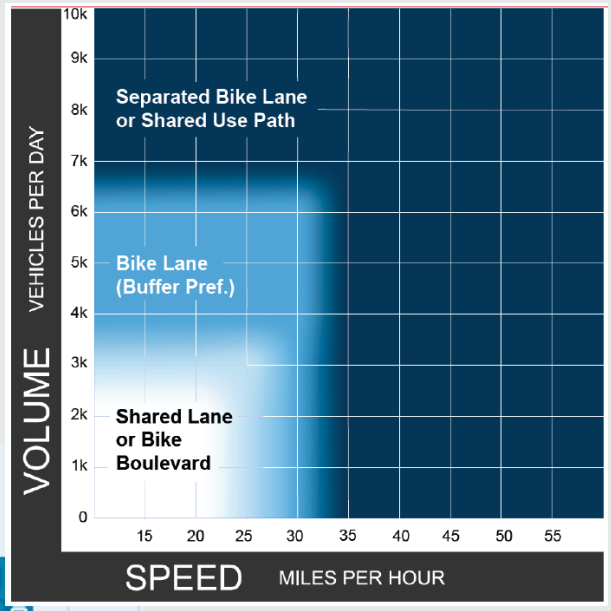


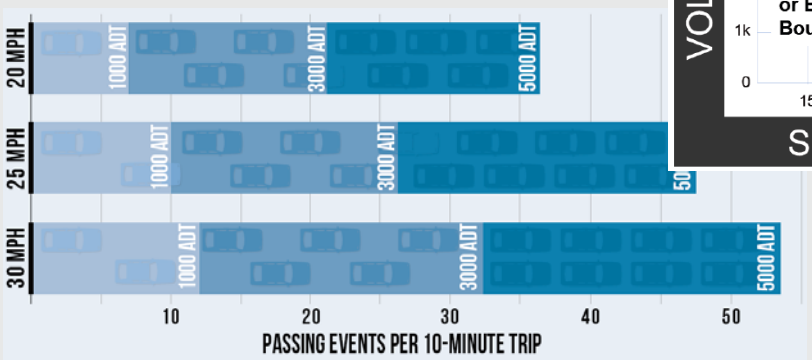


TxDOT Bikeway Design and Selection Recommendations

Bikeway selection guidance may take into account:

- Motor vehicle traffic volumes
- Motor vehicle speed
- Number of lanes
- Presence of shoulders, sidewalks, medians, etc.





TxDOT Bikeway Design and Selection Recommendations

Purpose:

- To coordinate efforts with Design Division to recommend bikeway type selection criteria based on roadway characteristics for TxDOT District engineers and other professional staff

Safe design

BAC input:

- Share bicycling experiences on various types of bikeways
- Evaluate best practices from other states/national guidance documents
- Advise project team on volume, speed, and roadway functional class/setting thresholds
- Prioritize bikeway types

Potential Deliverables (to be determined):

- Updated design guidance (DES lead)
- Bikeway selection matrix (DES lead)
- Guidance/recommendations on incorporating bicycle facility selection into engineering design summaries and regular roadway maintenance schedules (DES lead)
- Recommendations Report: Write-up describing completed products, context, actions taken, and stakeholder involvement.

Additional discussion

Go to www.menti.com and use the code 17 81 45

Distribute 100 points between these three potential areas of BAC next effort.

Go to www.menti.com and use the code **17 81 45**

AGENDA ITEM 7

Bicycle Mobility by Design in Corpus Christi: Installing the Right Infrastructure in the Right Places

TxDOT Bicycle Advisory Committee
July 30, 2018

Jeff Pollack, AICP ENV SP

Context

caller.com/news/corpus-christi-ranked-fattest-city-in-america-by-mens-health-ep-360597666-316520821.html

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NEWS

Corpus Christi ranked fattest city in America by Men's Health

Posted: April 19, 2010
0 Comments
SHARE

Everything and everyone is bigger in Texas, according to magazine

By Katherine Rosenberg

Some weighty news for Corpus Christi to chew on: We are America's fattest city.

At least according to calculations by Men's Health, which ranks the city as No. 1 out of 100 on its list.

But it's not always lonely at the top. Four other Texas cities ? El Paso, Dallas, San

NEWS

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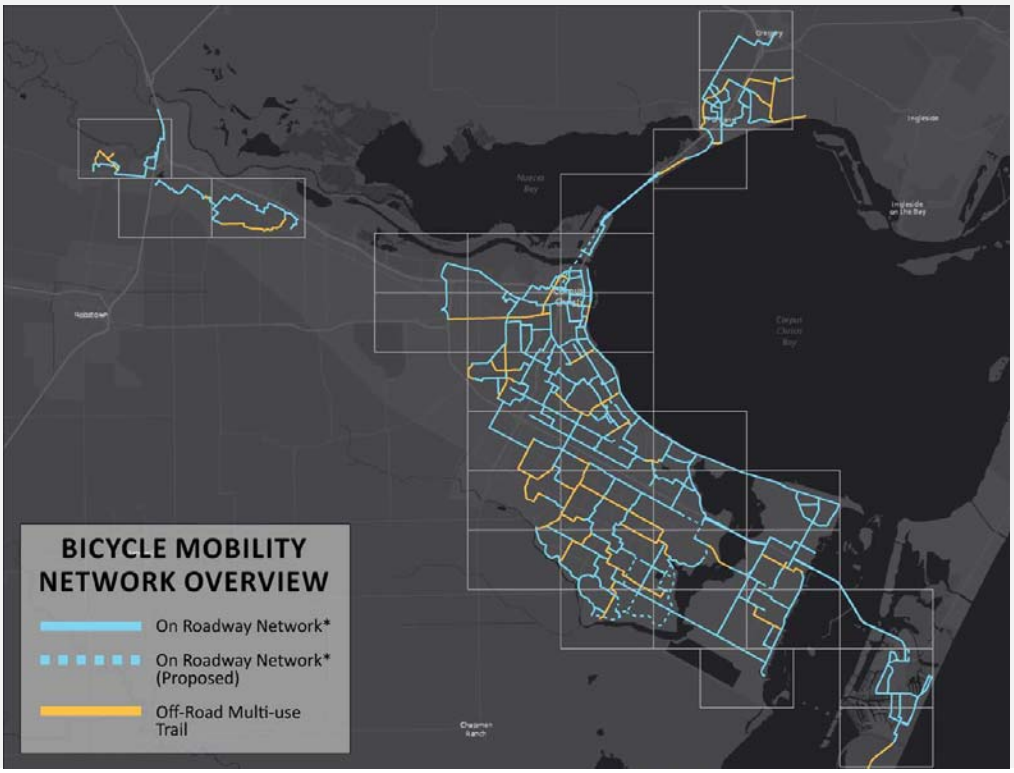
Health

Vision

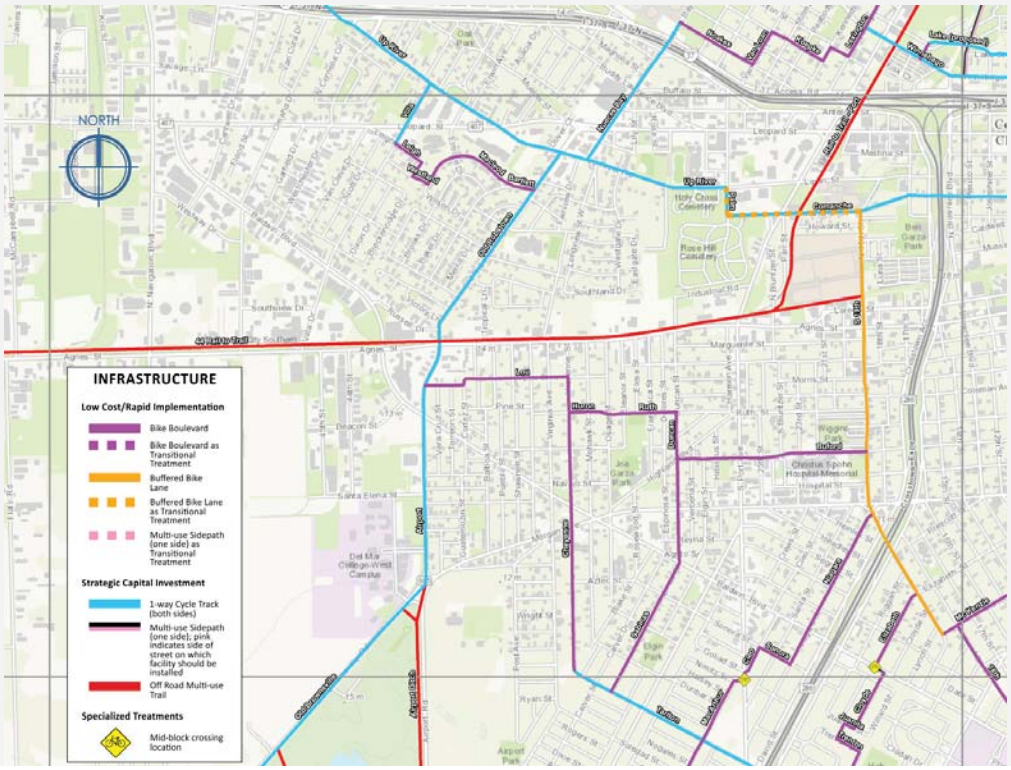
Active Mobility Plan Vision

The metropolitan area of the Coastal Bend is a place where walking and biking are integral to the community culture and represent viable, safe travel and recreation options for residents and visitors of diverse abilities.

Bicycle Mobility Network



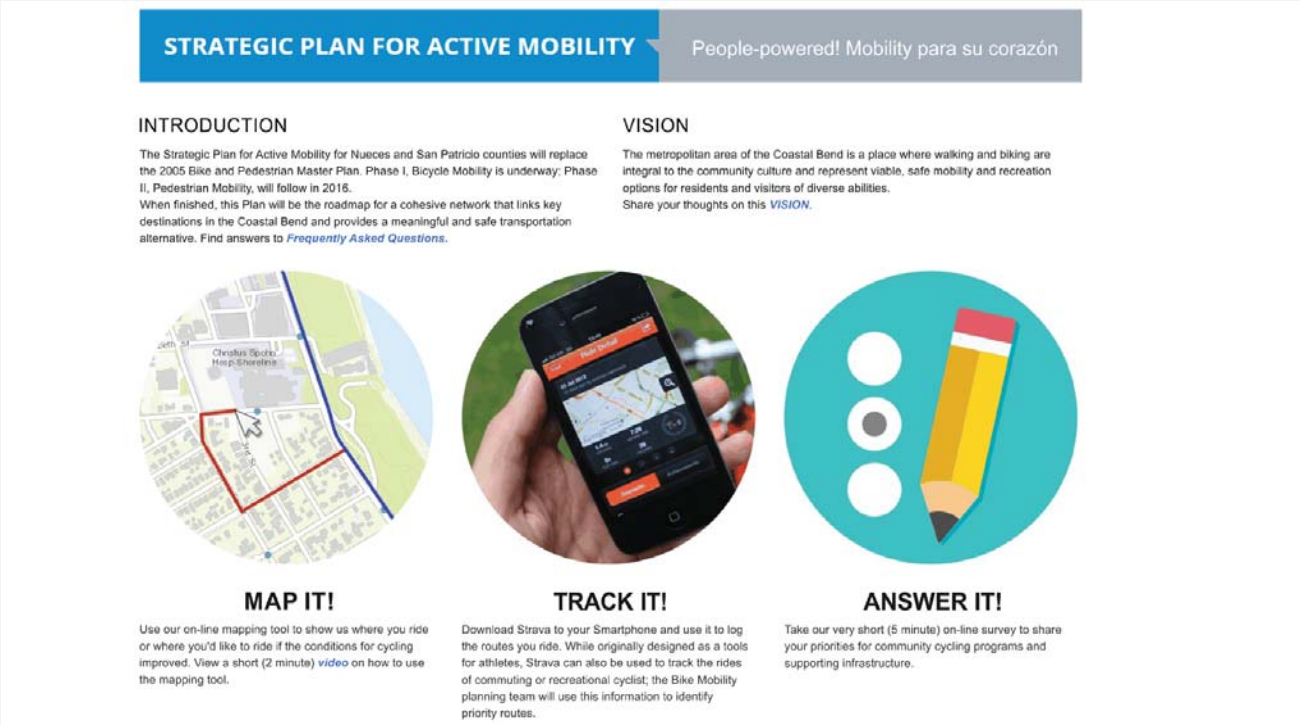
Bicycle Mobility Network



Bicycle Mobility Network

Key Destinations	Description	% within ¼ mile of Bike Network
Academic	Early education/Daycare centers, grade schools (public and private), higher education campuses	**89%** (158 of 175)
Parks	Greater than 2 acres in size	**85%** (122 of 143)
Food	Groceries, meat and fish markets, bakeries, corner markets	**80%** (104 of 130)
Low-income Housing	Section 8 or Tax Credit properties	**82%** (541 of 657)
Transit	Stops and stations	**83%** (1088 of 1319)
Recreation	Pools, senior centers, recreation centers, movie theaters, fitness centers, museums and hotels	**77%** (186 of 242)

Stakeholder Engagement



STRATEGIC PLAN FOR ACTIVE MOBILITY

People-powered! Mobility para su corazón

INTRODUCTION

The Strategic Plan for Active Mobility for Nueces and San Patricio counties will replace the 2005 Bike and Pedestrian Master Plan. Phase I, Bicycle Mobility is underway; Phase II, Pedestrian Mobility, will follow in 2016.
When finished, this Plan will be the roadmap for a cohesive network that links key destinations in the Coastal Bend and provides a meaningful and safe transportation alternative. Find answers to *Frequently Asked Questions.*

VISION

The metropolitan area of the Coastal Bend is a place where walking and biking are integral to the community culture and represent viable, safe mobility and recreation options for residents and visitors of diverse abilities.
Share your thoughts on this *VISION.*

MAP IT!

Use our on-line mapping tool to show us where you ride or where you'd like to ride if the conditions for cycling improved. View a short (2 minute) *video* on how to use the mapping tool.

TRACK IT!

Download Strava to your Smartphone and use it to log the routes you ride. While originally designed as a tools for athletes, Strava can also be used to track the rides of commuting or recreational cyclist; the Bike Mobility planning team will use this information to identify priority routes.

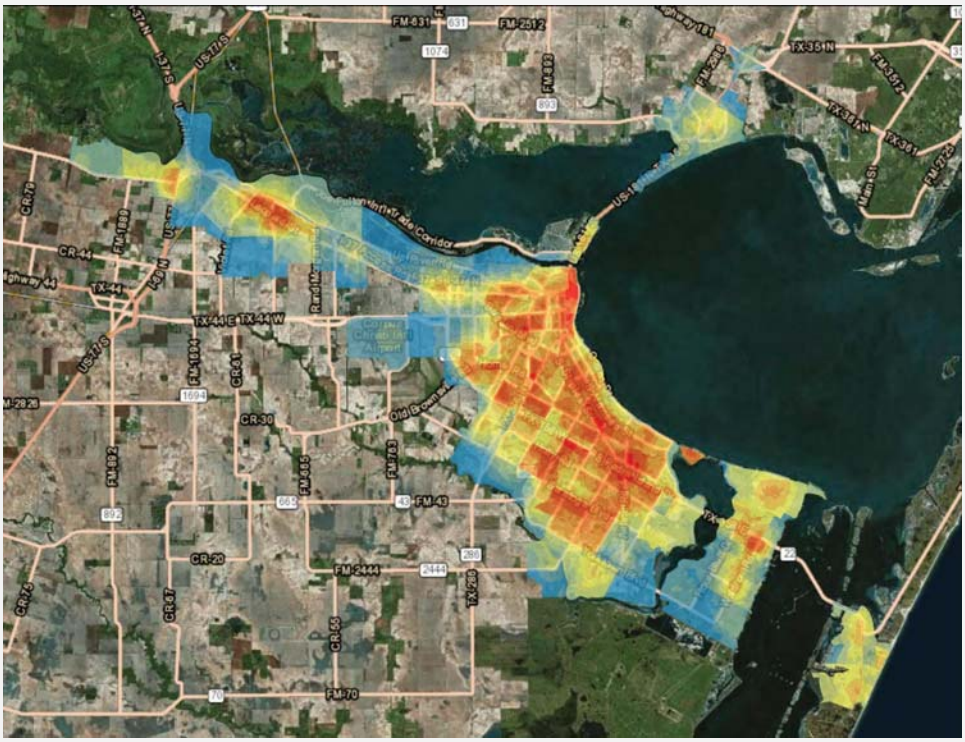
ANSWER IT!

Take our very short (5 minute) on-line survey to share your priorities for community cycling programs and supporting infrastructure.

Network Development – Demand Analysis

Primary Data	Supplemental Data
Academic	Vehicular Origins/Destinations (TDM)
Parks	Employment to Population Ratio (TDM)
Food	Population and Employment Density (TDM)
Low-income Housing	Zero Car Households (census)
Transit	Bike to Work (census)
Recreation	City of Corpus Christi Destination Nodes (City's 2011 Community Sustainability Plan)

Network Development – Demand Analysis



Network Development – Facility Selection

Infrastructure Prescriptions:

- Proprietary model
- Segment data inputs:
  - **Traffic volume**
  - **Posted speed**
  - ROW and shoulder widths
  - Number travel lanes
  - Number driveways
  - Presence of curb/gutter
  - Presence/utilization on-street parking

Network Development – Specialized Treatments

Specialized Intervention (See *Infrastructure Illustrations* Section)	Street Name	From	To	Final Infrastructure Prescription	Transitional Infrastructure Prescription
Reduce Travel Lane Width **	Up River Rd	Deer Run	West Guth Park entrance	Buffered Bike Lane	N/A
Super Sharrow	N Port Ave	Mesquite St	Broadway St	Bike Boulevard	N/A
Road Diet	Alameda St	Ayers St.	Louisiana Ave	1-Way Cycle Track, both sides	N/A
	Gollihar Rd	Staples St.	Airline Rd	1-Way Cycle Track, both sides	N/A
	S 19th St	Morgan Ave	Prescott St	Buffered Bike Lane	N/A
	South Gregory St	4th St	Church St	1-Way Cycle Track, both sides	N/A
	Spohn Dr	Spohn Dr South	Parkway Dr	1-Way Cycle Track, both sides	Buffered Bike Lane
	Spohn Dr South	Saratoga Blvd.	Spohn Dr	1-Way Cycle Track, both sides	Buffered Bike Lane
	Violet Rd	Starlite Ln	Willowood Creek Dr	Sidepath, 1 side	N/A
	Violet Rd	Windsor St	Timbergrove Ln	1-Way Cycle Track, both sides	N/A
Recapture Parking, 1 Side	Broadway Blvd	Duke Ln	Country Club Blvd	1-Way Cycle Track, both sides	N/A
	Brockhampton St	Stonehenge St	Brockhampton St - Proposed	1-Way Cycle Track, both sides	Bike Boulevard
	Carroll Ln	Holly Rd	Brawner Pkwy	1-Way Cycle Track, both sides	N/A
	Cedar Pass Dr	Tiger Ditch	Everhart Rd	1-Way Cycle Track, both sides	N/A
	MacArthur St	Horne Rd	Belton St	1-Way Cycle Track, both sides	N/A
	Oso Pkwy	Yorktown Blvd	S Staples St	1-Way Cycle Track, both sides	N/A
	Oso Pkwy	Bar-Le-Doc Dr	Lens Dr	1-Way Cycle Track, both sides	N/A
	Purdue Rd	Retta Dr	Waldron Rd	1-Way Cycle Track, both sides	N/A
	Timbergate Dr	Hunt Dr	S Staples St	1-Way Cycle Track, both sides	N/A
	Treyway Ln	Holly Rd	Williams Dr	1-Way Cycle Track, both sides	N/A
	Trojan Dr	Greenwood Dr	Castenon St	1-Way Cycle Track, both sides	N/A
Recapture Parking, Both Sides	River Hill Dr	Northwest Blvd	Red River Dr	Buffered Bike Lane	N/A
Reduce Street Width **	Beach Ave	West Causeway Blvd	Timon Blvd	1-Way Cycle Track, both sides	N/A
	Betty Jean Dr	Williams Dr	Holly Rd	1-Way Cycle Track, both sides	Buffered Bike Lane
	Bison Dr	Cimarron Blvd	Bison Dr - Proposed	1-Way Cycle Track, both sides	N/A
	Bloomington St	Archdale Dr	Columbia St	1-Way Cycle Track, both sides	N/A
	Booty St	Alameda St	Santa Fe St	1-Way Cycle Track, both sides	N/A
	Buford St	6th St	Shorline Blvd	1-Way Cycle Track, both sides	N/A
	Comanche St	19th St.	Artesian St	1-Way Cycle Track, both sides	N/A
	Comanche St	Palm Dr	19th St.	1-Way Cycle Track, both sides	Buffered Bike Lane

** Prescribed reduction in width affects only surplus curb lane width but does not impact the *effective* travel lane width.

Reduction to 11' travel lane widths allows surplus ROW to be repurposed for bicycle facilities and may have beneficial traffic calming effect but without impacting capacity of corridor.

Infrastructure

Bike Boulevard

Infrastructure

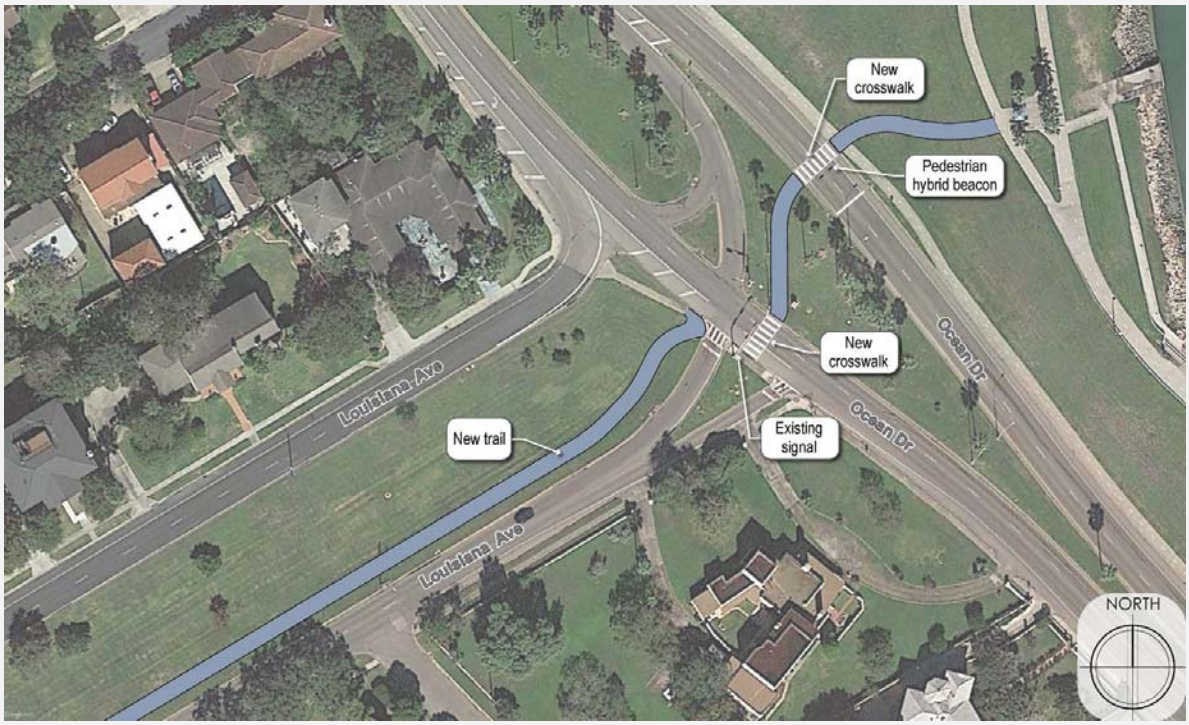
1-way Cycle Track, Both Sides

Infrastructure

1-way Cycle Track, Both Sides

Infrastructure

Specialized Treatment: Crossings



Implementation

Completed

- **6.69 mi.** Off-road Multi-use Trail
- **4.47 mi.** Multi-use Sidepath
- **0.56 mi.** Buffered Bike Lane
- **8** Bike Share Stations (45 bikes)

Under Construction

- **4.32 mi.** 1-way Cycle Track (both sides)
- **0.79 mi.** 2-way Cycle Track (one side)
- **0.23 mi.** Bike Boulevard

In Design

- **30.49 mi.** Bike Boulevard
- **9.62 mi.** 1-way Cycle Track (both sides)
- **2.74 mi.** Off-road Multi-use Trail
- **1.0 mi.** Buffered Bike Lane
- Bike Trip Support Hardware:
  - **1075** Multi-bike racks
  - **150** Air pumps
  - **65** Tool kiosks + Air pump
  - **15** Bike lockers + Tool kiosk

www.corpuschristi-mpo.org
www.CoastalBendInMotion.org

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