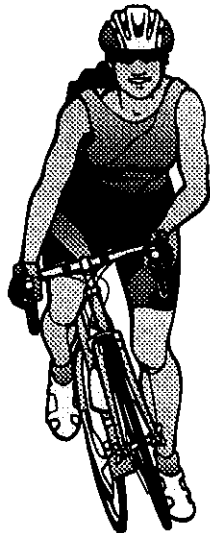


BICYCLE AND  
PEDESTRIAN MASTER  
PLAN  
FALL 1994



# **I. VISION, GOAL, OBJECTIVES AND PERFORMANCE MEASURES**

## **A. Vision**

It is the combined belief by the City of Laredo and TxDOT to provide safe, convenient and adequate facilities to encourage non-motorized travel throughout the city of Laredo while reducing energy consumption and air pollution. It is also the combined philosophy of the City of Laredo and TxDOT that the result of proper planning is economic development. Therefore, we feel that a properly developed bicycle and pedestrian transportation master plan will not only provide a cleaner and healthier environment for its citizens and visitors, but also encourage economic development.

## **B. Goal**

To increase the usage of bicycle and pedestrian transportation 15% by the year 2015, while simultaneously reducing energy consumption and air pollution.

## **C. Objectives**

It is believed that the initial users of bicycle and pedestrian transportation facilities will be composed of students to area education facilities, therefore the objectives listed will target students of area education facilities and consider safety a primary issue. The bicycle and pedestrian routes also encompass access to parks and neighborhood oriented commercial areas.

1. Identify and prioritize proposed bicycle and pedestrian routes through an aggressive public involvement plan according to the public involvement procedures.
  - a. Organize a bicycle and pedestrian transportation ad hoc committee to hold monthly meeting to discuss and implement methods of obtaining user information. The ad hoc committee will be represented by state, county, city, and interested organizations and citizens.
    - i. Population survey - two to three percent of total city population
    - ii. Student survey - all surrounding educational facilities
    - iii. Telephone survey - random selection of telephone directory
  - b. Develop a proposed bicycle and pedestrian master plan through the ad hoc committee.
    - i. Analyze user information
    - ii. Review current road and bridge conditions and needs
    - iii. Target and prioritize bicycle and pedestrian routes to area educational facilities
  - c. Present the proposed bicycle and pedestrian transportation plan to the MPO Technical Review Committee.
2. Upon review and approval of the proposed bicycle and pedestrian master plan, it will presented to the MPO Citizens Advisory Committee and two public outreach meetings will be held.

3. Following the MPO Citizens Advisory Committee and public outreach meetings recommendations, the bicycle and pedestrian master plan will be presented to the MPO for consideration and public testimony. Prior to recommendations and revisions, the plan will be subject to a 46 day public comment period and the proposed bicycle and pedestrian master plan map will be on display at TxDOT, El Metro and City Hall.
4. Present the revised plan to the MPO for adoption as part of the City of Laredo Long Range Master Plan.

#### **D. Performance Measures**

Once the bicycle and pedestrian master plan is adopted and priority routes are implemented, it will be monitored in the following way:

1. Biannual survey to students of all educational facilities.
2. Quarterly video documentation on priority bicycle routes during peak usage hours.
3. Use a mechanical counter to document ADT on priority bike routes monthly for a year.
4. Continuously analyze bicycle and pedestrian accident reports.
5. Request all user information to be presented at all public meetings with a vested interest in the plan.

## **II. CURRENT CONDITIONS**

### **A. Census and Safety Problems**

A general demographic profile of the City of Laredo according to 1990 census data and census tract map can be compared to the City of Laredo future land use map. (See attachment I) These tools will be used to identify areas with significant potential as both origins and destinations for bicycle and pedestrian traffic. Furthermore, surveys will be used to determine trip types. (See attachment II) On the other hand, reported crashes can be studied through analysis of police reports. (See attachment III) However, data on unreported crashes can be identified through cooperation with hospital emergency rooms and clinics.

Due to the unique characteristic of being an international crossing, bicycle and pedestrian crossings are tabulated, therefore, demonstrating incoming non-motorized traffic. (See attachment IV)

### **B. Road and Trail Network**

The City of Laredo roads inventory is included by On and Off System and indicates the efficiency of a 2 foot bike lane on current paving widths of the Laredo Urban Transportation Plan, Bike Lane Efficiency. The table also illustrates the width of existing sidewalks on the roads listed. The category

which states "Existing" relates to the current dimensions of the roads and the category which states "Ultimate" refers to the long-range planned dimensions of the roads. (See attachment V). Table 5.01, Project Assessment, lists existing sidewalks which are targeted for width expansion or increasing sidewalk length. Table 501.02, Sidewalk Project Assessment lists only sidewalk projects planned for the next 20 years. (See Attachment VI).

Currently there is no designated non-motorized trails network, and plans for future rail usage of any railroad tracks which may not be needed have already been planned for a Transborder Commuter Rail System.

### **C. Land use and Zoning**

To help identify potential sites and determine the likelihood that major bicycle and pedestrian transportation projects will be successful, land use data showing residential areas, commercial sites and public facilities like parks, schools and universities are illustrated in the following maps; Future Land Use Map, El Metro Transit Route Map, and the City of Laredo Long-range Thoroughfare Map.

### **D. Policies, regulations and practices**

The Texas traffic laws referring to the operation of bicycles and play vehicles is included as well as the Texas Civil Statutes, Article 6673h which requires the TxDOT DOT to adopt rules regarding bicycle road use on the state highway system. The City of Laredo proposed ordinances which affect bicycle and pedestrian traffic now being proposed, are the Sidewalk and Landscape ordinances.

## **III. Strategies and Actions**

### **A. Road and Trail Network**

Barrier breaking paths which connect low volume routes to major neighborhood oriented commercial areas and schools could be formed along the area creek called Zacate Creek and along the Rio Grande River to Laredo Community College.

### **B. Changes to Policies, Regulations and Practices**

Changes to policies, regulations and practices being considered by the City are environmentally conscious ordinances such as the landscape and sidewalk ordinance which support and enhance non-motorized traffic. Spot improvements already in the works are all sidewalks in the Central Business District which are being modified to meet ADA requirements. Other projects that may be looked are converting traffic signals to bicycle and pedestrian compatible systems and rubberizing railroad crossings.

## **IV. Implementation**

### **A. Assessing Progress**

The City will develop and implement a process for identifying candidate projects for inclusion in the City's TIP utilizing the public involvement process. Once projects have been identified, in compared to existing projects the candidate projects will be prioritized.

1. Prioritization Process; Level 1.
  - a. Staff will determine how and to what extent project will further the plan's vision, goals, and objectives.
  - b. Determine how and to what extent project will eliminate serious problems identified in the plan.
  - c. Staff will determine the level of public support for project.
  - d. Staff will determine estimated project costs and benefits.
  - e. Staff will determine whether project can be accomplished in coordination with other planned improvements.
  - f. Staff will determine the potential funding source for the project and the source for any required match.
  
2. Prioritization Process; Level 2.
  - a. Staff will modify TIP selection process to include non-motorized goals and needs and projects.
  - b. Staff will determine whether TIP project selection system produces a level playing field with respect to all projects.
  - c. Staff will determine, if necessary, modification of the TIP selection process to account to non-motorized vision goals and needs.
  - d. Staff will include a prioritize list of non-motorized projects in the ranking process for TIP projects.
  - e. Staff will rank non-motorized projects as part of routine procedures for the TIP process and include selected projects in the program. Final approval of the ranking will be given from the MPO and City Council.

### **B. Changes in Policies, Regulations, Plans and Practices**

1. Candidates for attention will be identified through the planning process.
2. Staff will determine the importance of candidates in terms of impact on the plans, vision, goals, objectives and identify problems.
3. Staff will determine the revision procedure and schedule for policies, regulations, plans, and practices.
4. Staff will prioritize modifications of candidates based on their importance and scheduling.

## **V. Evaluation**

### **A . Assessing Progress**

Staff will analyze success and failures in moving towards the vision, goals, and objectives, using the performance measures as guides.

#### 1. Results evaluation

- a. Staff will determine the effectiveness in reaching the overarching goals of doubling non-motorized transportation and reducing the number of bicyclists killed or injured by ten percent.
- b. Staff will determine the effectiveness in reaching the specific goals and objectives of the plan, using the performance criteria as basis for judgement.
- c. Staff will determine the validity of the goals and objectives of the plan.

#### 2. Process evaluation

- a. Staff will discuss the details of moving projects through the process, noting numbers implemented versus unimplemented, projects budget versus expenditures, particular problems and opportunities, ways in which the process could work better.
- b. Staff will discuss policies, regulations, plans and practices changed, difficulties in implementing changes, opportunities for future action.

### **B. Make Corrections**

Staff will determine prescription for changes for strategies and actions, as well as potential projects.

1. Staff will discuss ways in which projects and policy changes can be implemented in more timely and cost-effective fashion
2. Staff will discuss ways in which projects and policy changes can have more significant effects on the plans, vision, goal and objectives.
3. Staff will discuss potential changes in goal and objectives to better realize the overall vision.
4. Staff will discuss potential changes and performance measures, strategies, and actions.