

**VICTORIA, TX**   
**Active Transportation Master Plan**

# Steering Committee Meeting

May 11, 2023 8 AM

Rm 205



# Agenda

- Introductions
- Project Overview
- Existing Conditions Analysis
  - Plan Review
  - Demographics
  - Crash Analysis
  - Sidewalk Analysis
  - Level of Traffic Stress
  - Latent Demand
  - Opportunities and Constraints
- Public Participation
- Discussion and Group Activity



# Introductions

- Your Name
- Your Agency/Role
- What do you want to get out of the planning process?



# Why have an Active Transportation Master Plan?



**Safety**



**Equity**



**Connectivity**



**Economic Growth**



**Health**

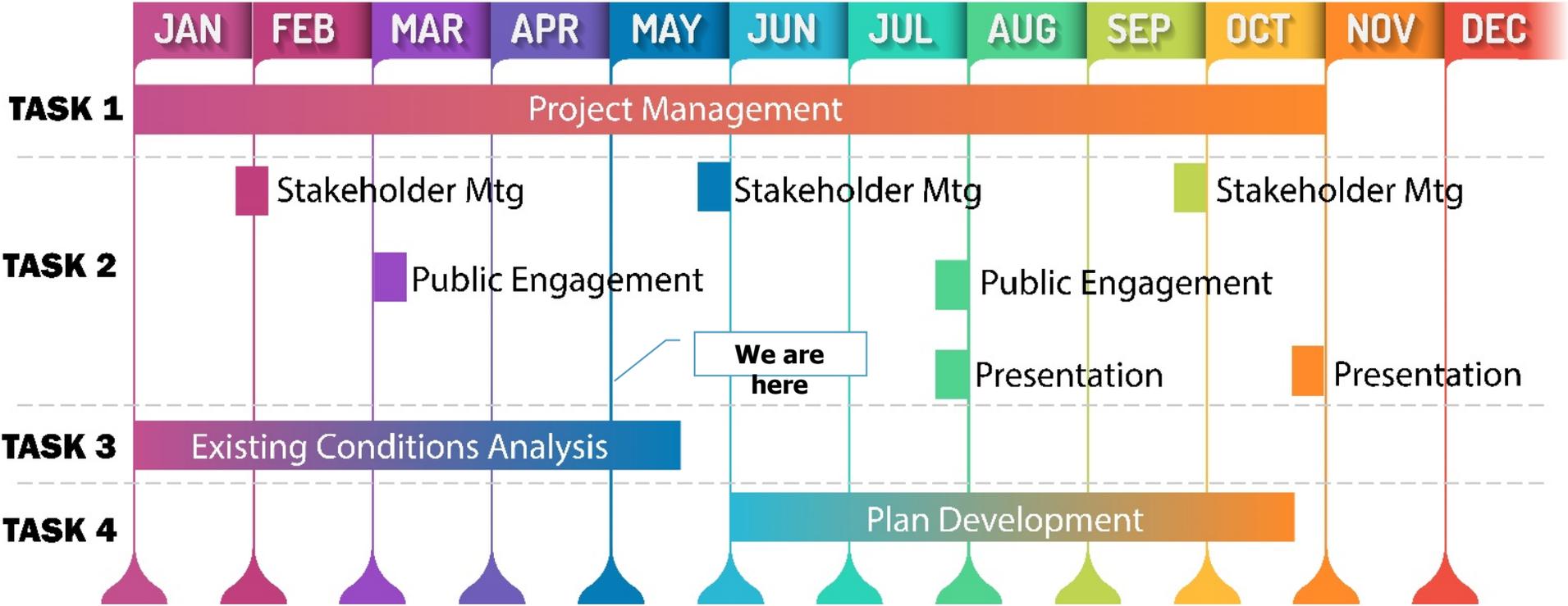


**Resiliency**

# Overview of Victoria ATMP

- Major Tasks
- Existing Conditions & Network Analysis
- Project Identification and Prioritization
- Draft and Final Report

# VICTORIA ACTIVE TRANSPORTATION MASTER PLAN TIMELINE



# Existing Conditions & Network Analysis

This analysis serves to support the Victoria Active Transportation Master Plan (ATMP) and to identify current infrastructure and areas for improvement.

# Existing Conditions & Network Analysis

- Plan Review
- Demographics
- Crash Analysis
- Sidewalk Analysis
- Level of Traffic Stress
- Latent Demand Analysis
- Opportunities and Constraints

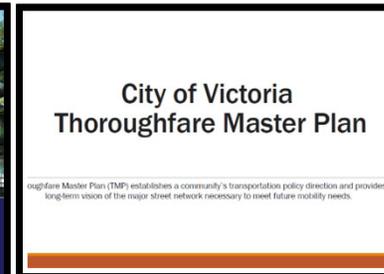
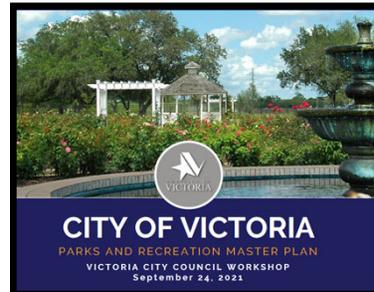
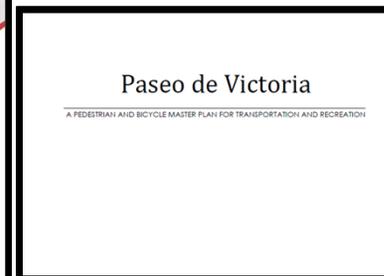
# Plan Review: Review of Existing Plans

In support of the Victoria Active Transportation Master Plan, ATMP, six existing plans were reviewed to identify prior planning efforts that identified:

- Goals related to active transportation
- Public comments, concerns or responses relevant to the ATMP
- Or adopted policies or projects related to Active Transportation

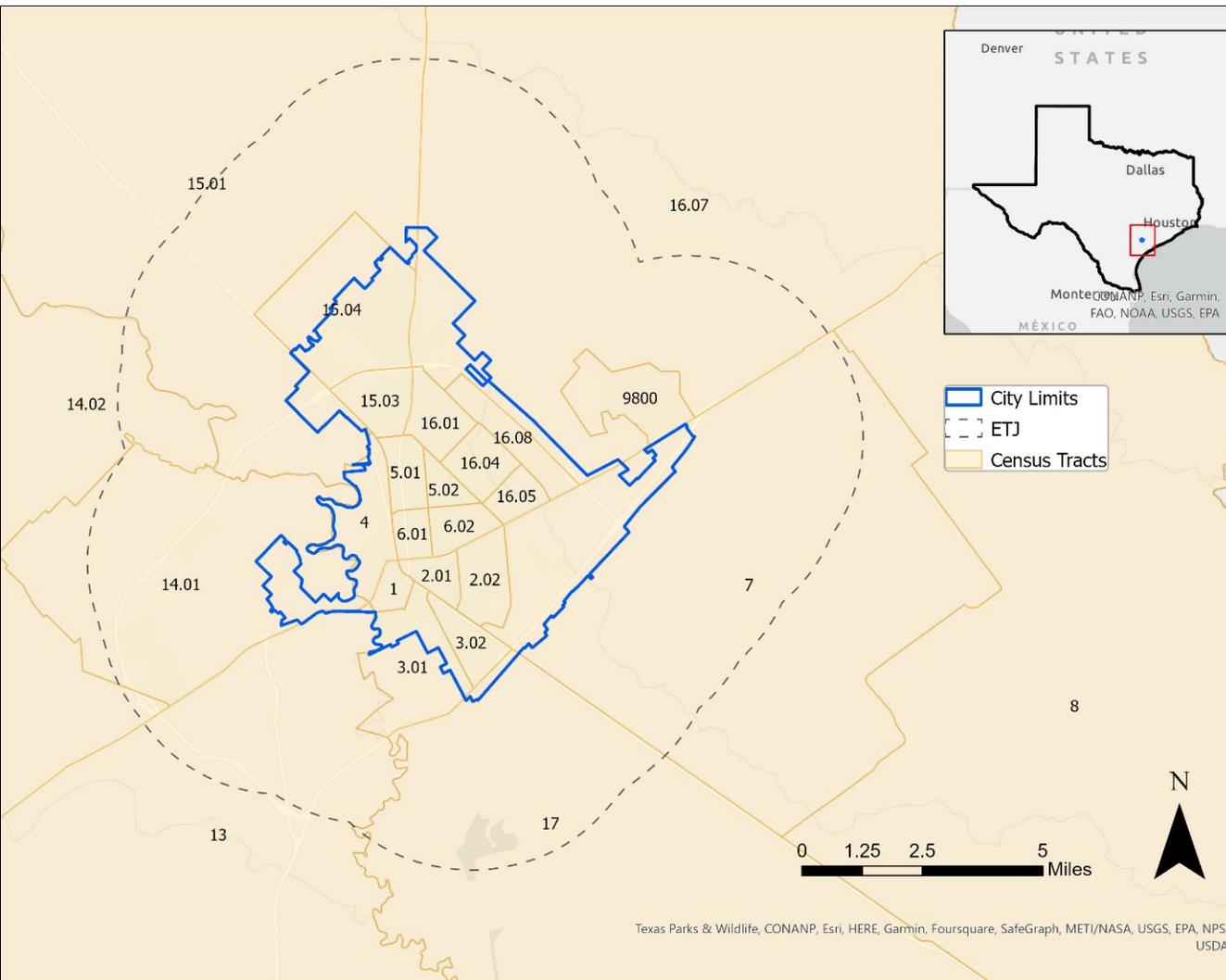
## The plans reviewed included:

- 2045 Metropolitan Transportation Plan
- Paseo de Victoria
- Comprehensive Plan 2035
- Thoroughfare Master Plan
- Victoria Parks and Recreation Master Plan
- Downtown Master Plan



## Summary of Victoria City Plans

Name of Plan	Year of Adoption	Goals Related to AT	Public Participation	Related Policies
The 2045 MTP	Apr. 2020	✓	✓	✓
Paseo de Victoria	-	✓	x	✓
The City of Victoria's Comprehensive Plan- Plan 2035	Apr. 2016	✓	✓	✓
The City of Victoria's Thoroughfare Master Plan (TMP)	June 2021	✓	✓	✓
The Victoria Parks and Recreation Master Plan	Sept. 2021	✓	✓	✓
City of Victoria Downtown Master Plan	Oct. 2021	✓	✓	✓

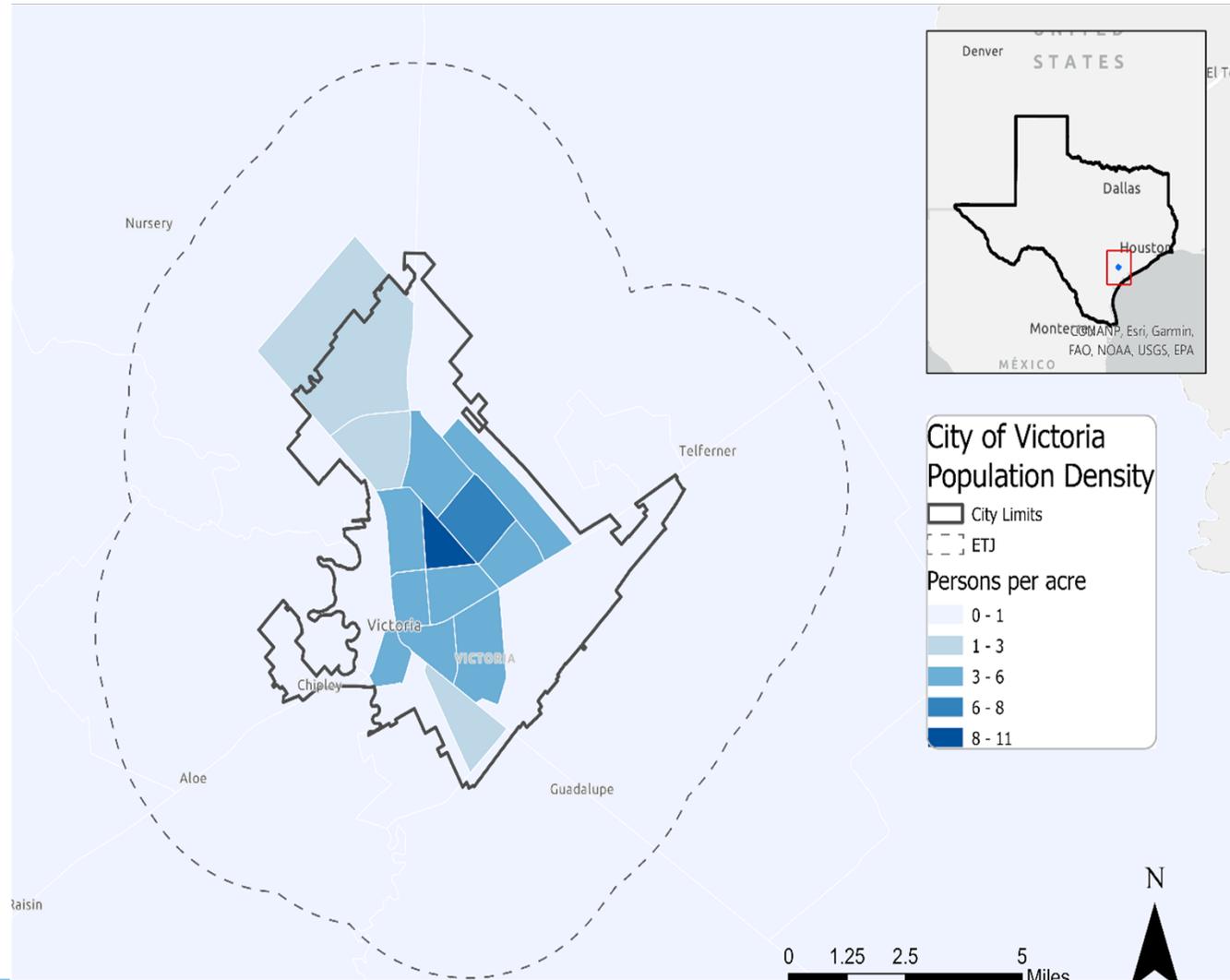


# City Profile and Demographics

This section provides an overview of population within the region to better understand potential impacts of active transportation system improvements and how users will use and interact with it.

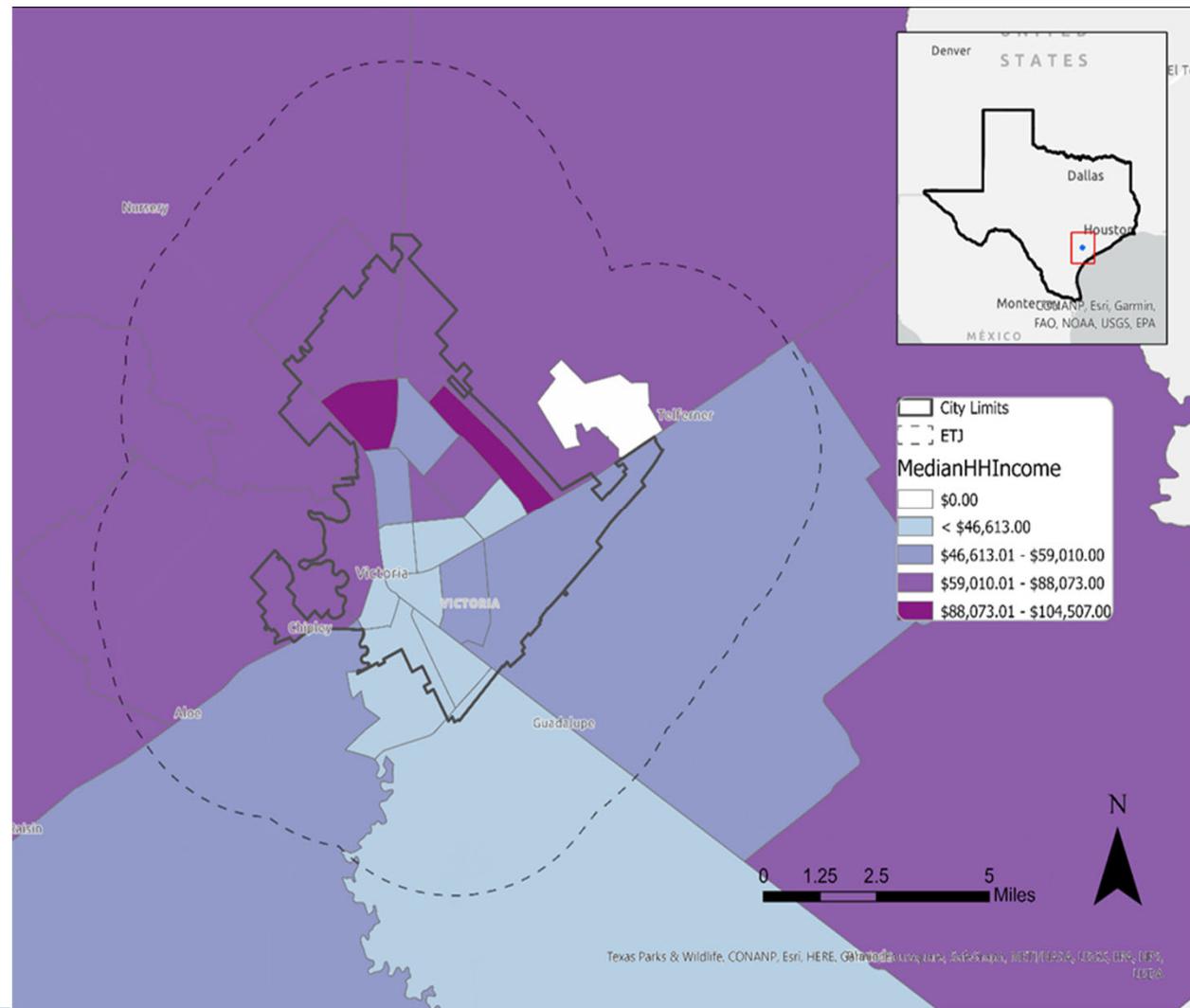
# Population

- The City of Victoria comprises the central urbanized area within the county and MPO and has an estimated population of 65,634.



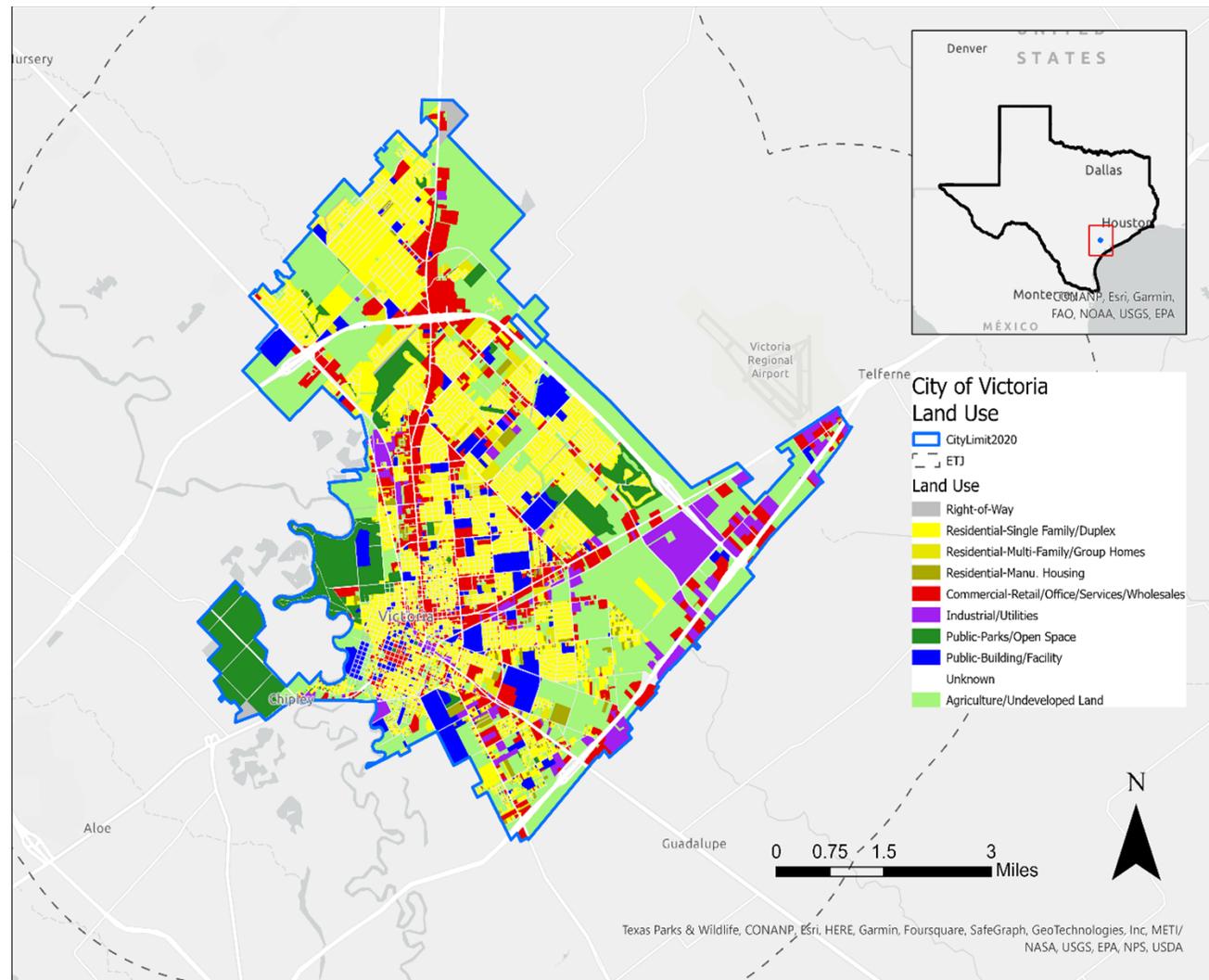
# Median Household Income

- Median Household Income in the City of Victoria is \$59,010 according to the U.S. Census Bureau (2021 ACS).
- Majority of census tracts in the central and southern portions of the City of Victoria have median household incomes of less than the city median.



# Land Use

- Majority of land use in the City of Victoria consists of residential-single family and duplex housing, followed by agriculture and undeveloped land.
- Commercial uses are concentrated along US-59 T and US Bus. 77.

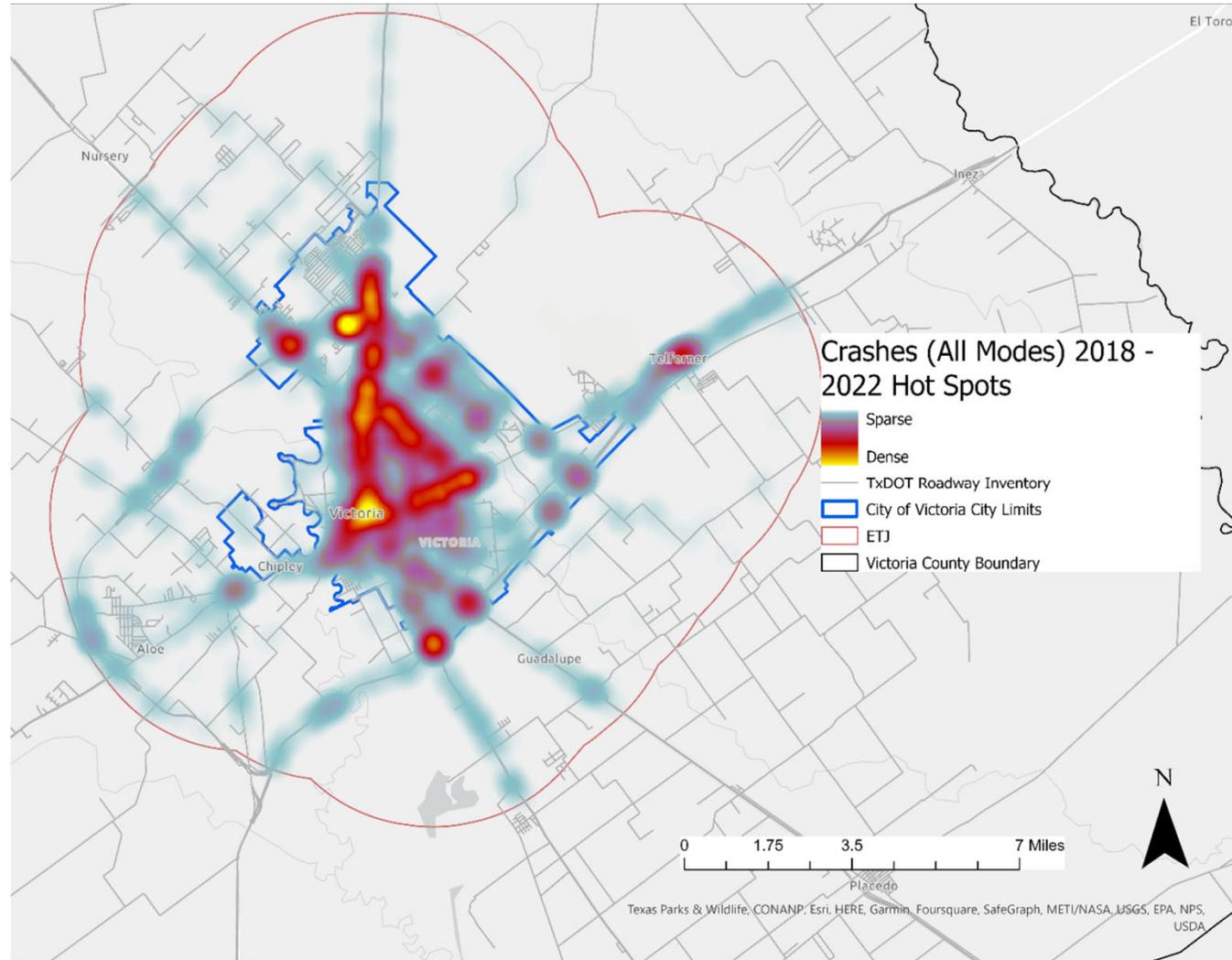


# Crash Analysis

This initial crash analysis of roadways and intersections highlights areas of concern for pedestrians and bicyclists based on TxDOT CRIS data. Identifying crash trends and areas of concern will allow the City to better organize its efforts to improve roadway safety and increase the use of active transportation in the city and the region.

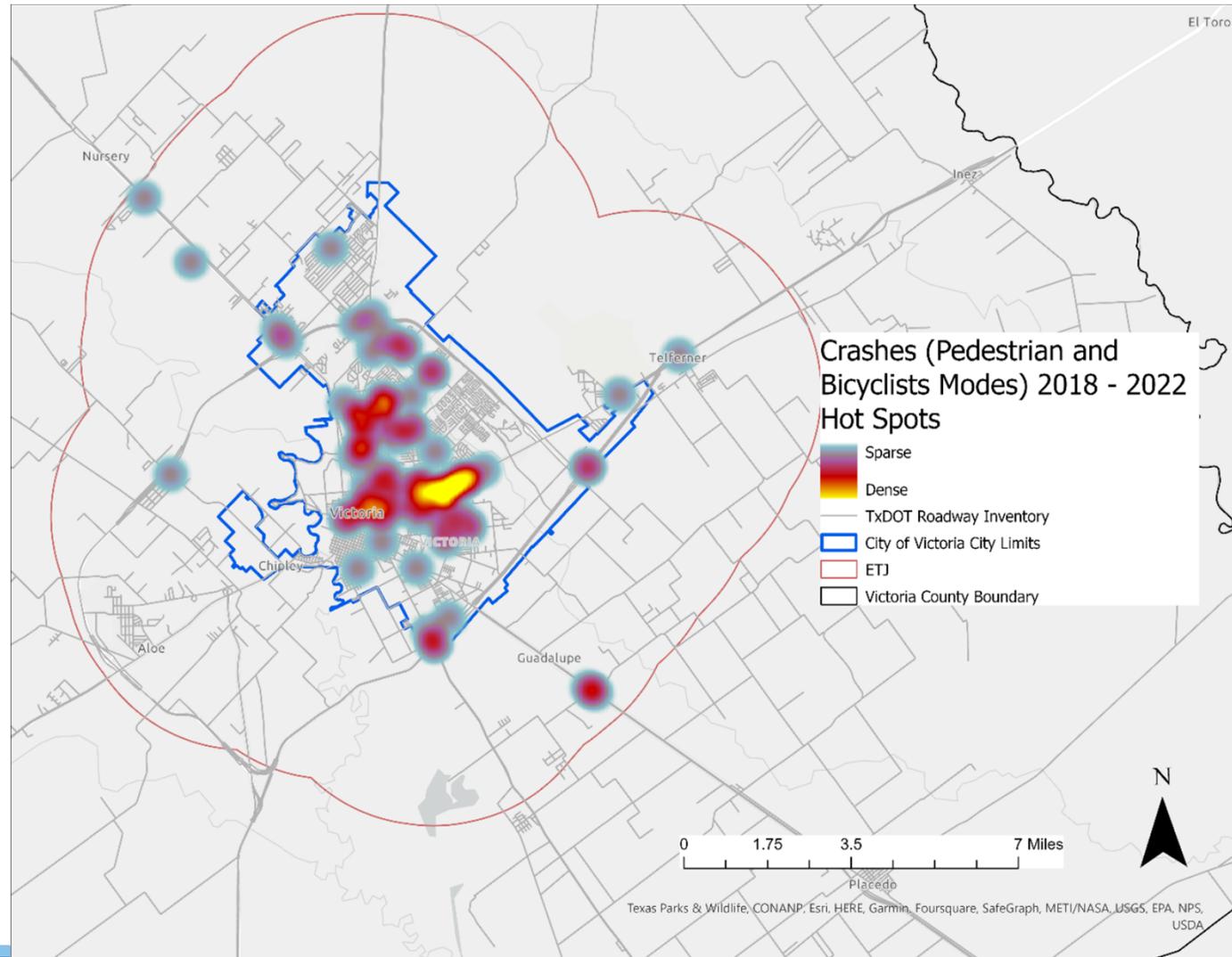
# Findings

- Pedestrian involved crashes appear to be a greater concern along roadway segments, rather than intersections.
- Bicyclist crashes are also rare compared to pedestrian and all mode crashes, with only 15 intersection crashes and 12 roadway segment crashes from 2018 – 2022.
- Most crashes for pedestrians occurred in dark conditions, whether lighted or unlighted and were non-intersection related.
- Bicyclist crashes appear to occur during daylight conditions and were intersection and/or driveway related.



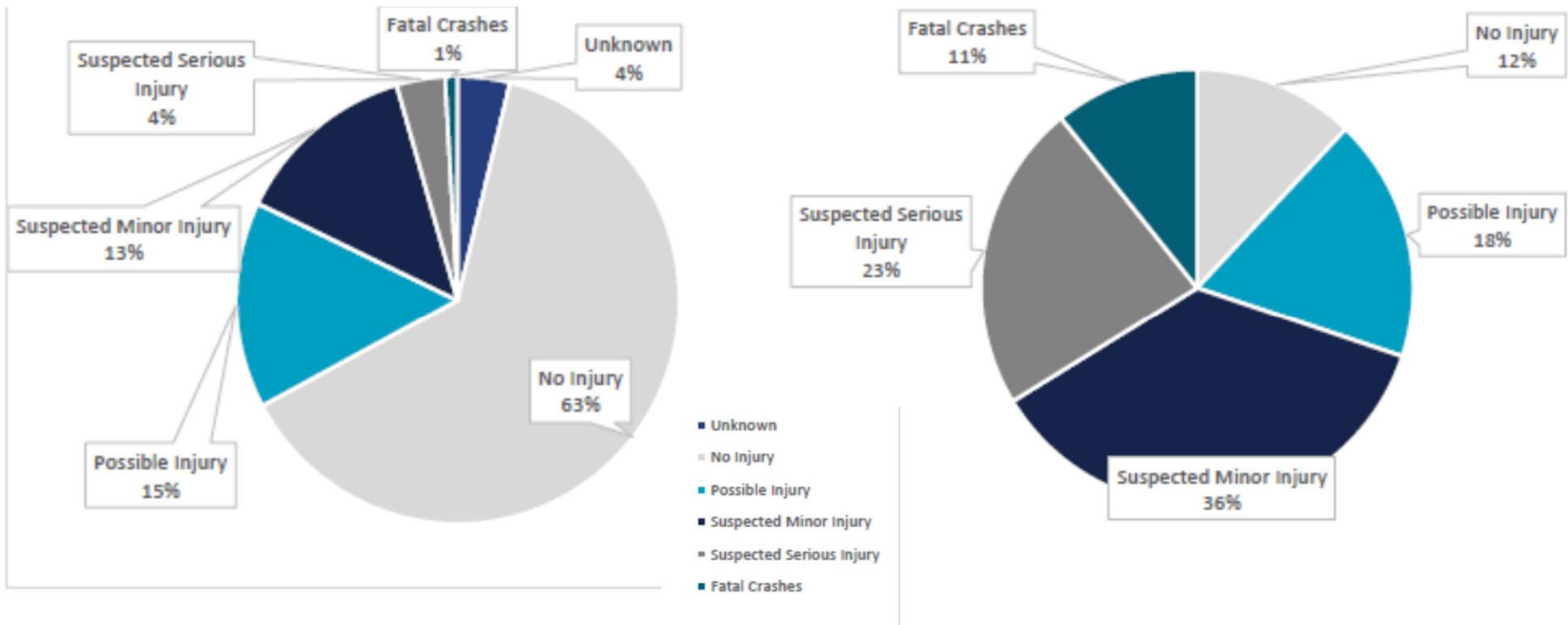
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# Severity of Crashes (2018-2022)

## Comparison of All Modes to Bicycle and Pedestrian Crashes



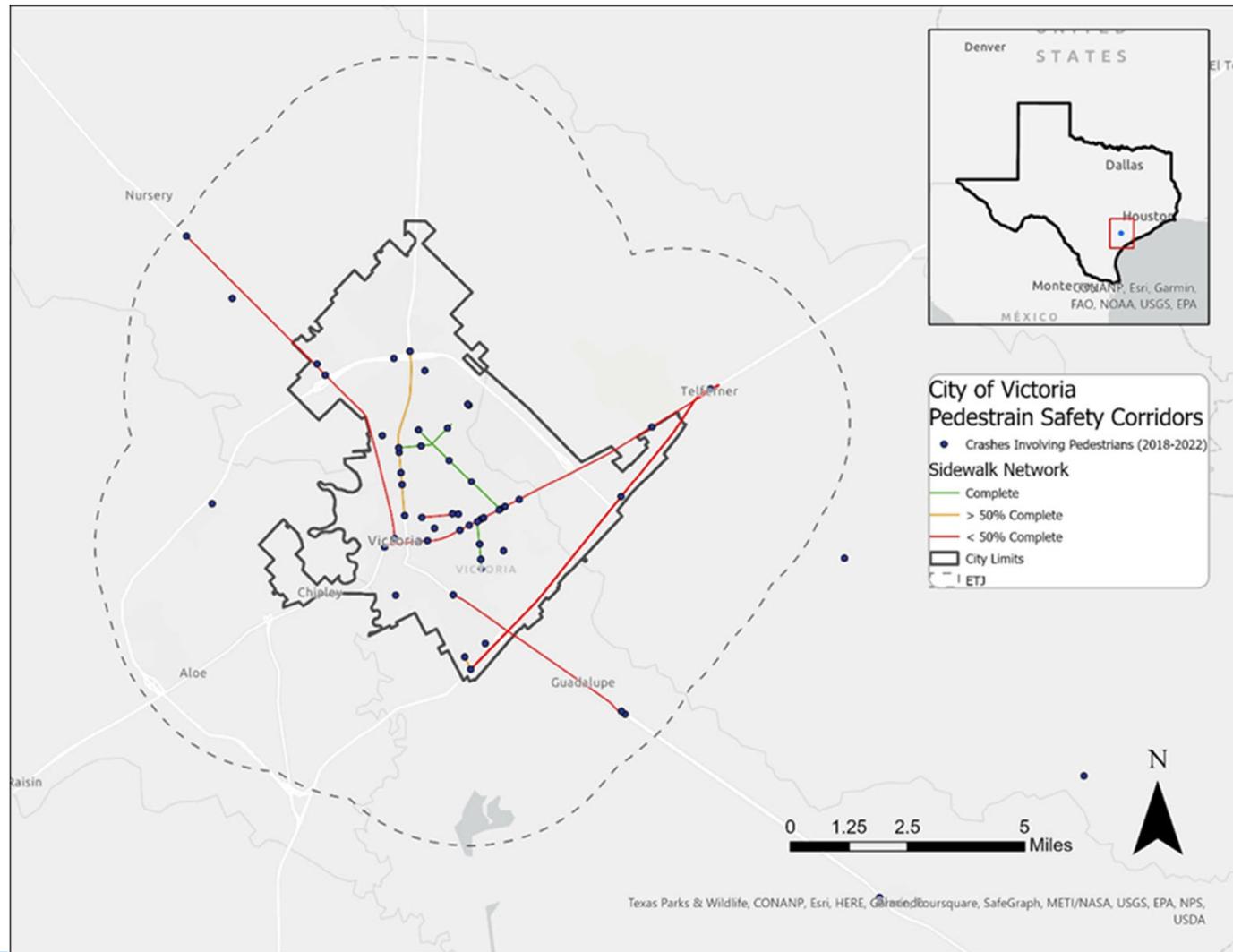
# Sidewalk Analysis

The Victoria 2045 Metropolitan Transportation Plan used the MPO's existing sidewalk data to visualize the sidewalk network in relation to population and employment density, transit dependent populations, and environmental justice zones to identify general areas where sidewalks are lacking and needed.

- Started with High Injury Network
- Layered Transit Stops, Schools, & Parks
- Evaluated Completeness

# Findings

- The goal was not to connect every single crash, bus stop, school, and park but rather use these factors to reasonably extend the safety priority corridors into a cohesive network that may be used as a starting point for considering pedestrian improvement prioritization.
- Bus stops, schools, and parks, were also considered in terms of where important connections may be needed.



# Level of Traffic Stress

A Traffic Stress Analysis was conducted using simple roadway characteristics

- number of lanes,
- average daily traffic (ADT),
- posted speed limits

to estimate vulnerable users' comfort on roadways through a basic level of traffic stress (LTS) measure.

- Roadways with several lanes, high volumes of traffic, or high vehicle speeds may be high stress for people on bicycles, particularly if there is a lack of dedicated space for bicycles.
- Roadways with bicycle infrastructure or otherwise a small number of lanes, low traffic, and low speeds are more likely to be considered low stress.



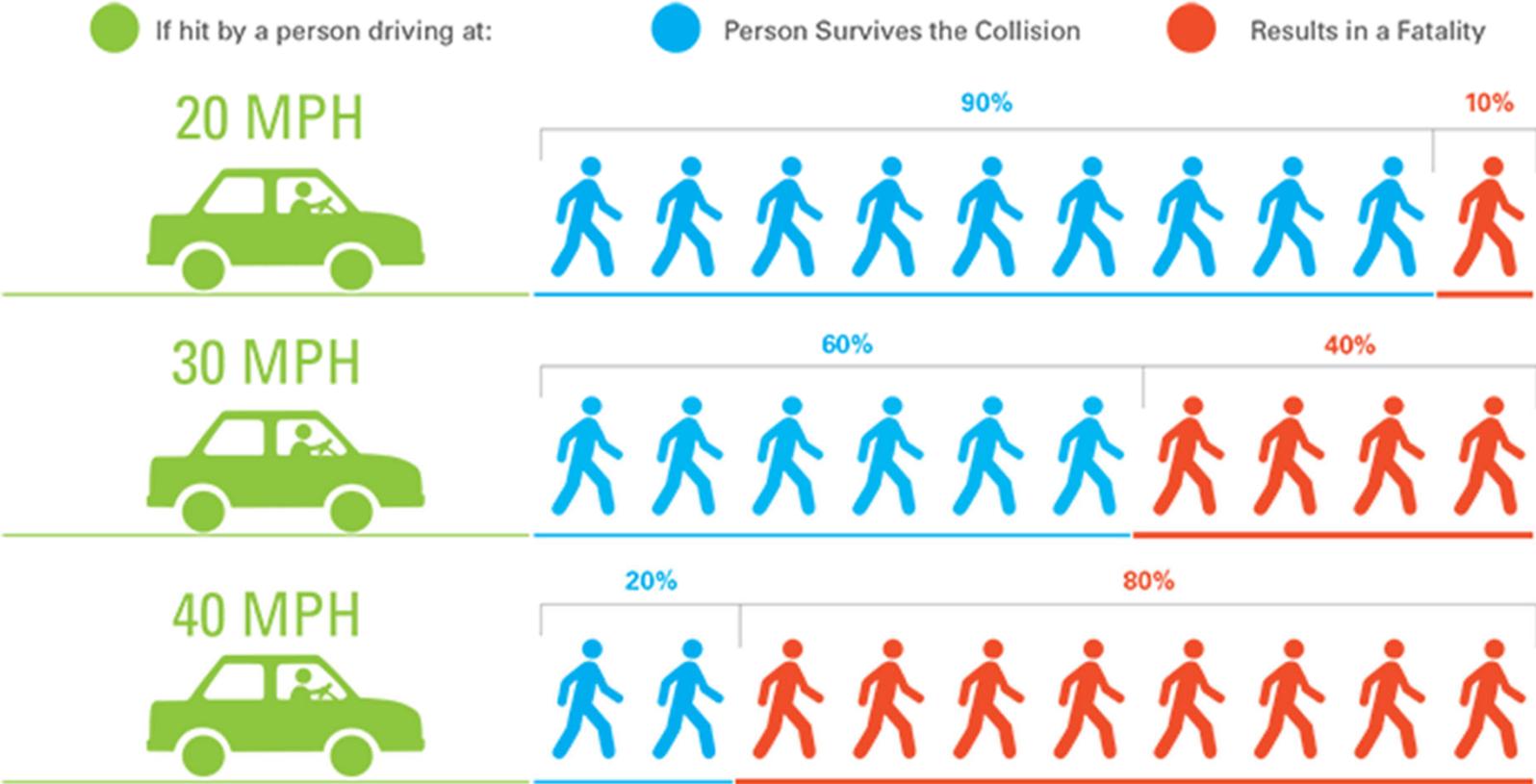
## LEVEL OF TRAFFIC STRESS (BLTS)

1	High Comfort for All
2	High Comfort for Adults
3	Increasing Stress for Most
4	Strong and Experienced Bicyclists Only

# Why Does Speed Matter?

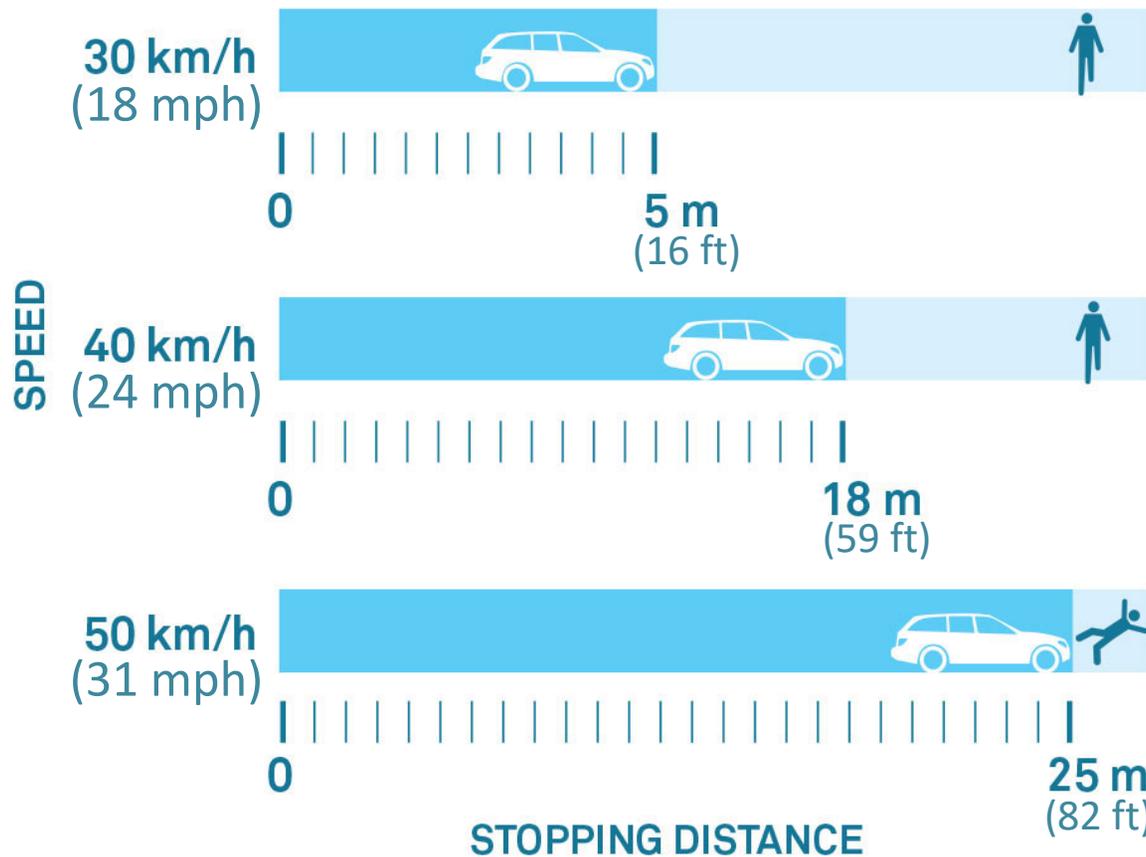
- Higher speeds = more severe injuries
  - Higher speeds = takes more time to stop
  - Higher speed drivers = narrower peripheral vision
-

# Higher Speeds = More Severe Injuries



Source: US Department of Transportation, Literature Reviewed on Vehicle Travel Speeds and Pedestrian Injuries. March 2000. Image credit: San Francisco MTA Vision Zero Action Plan, February 2015

# Higher Speeds = Longer Stopping Distance



Source: global street design guide

# Higher Speeds = Narrower Peripheral Vision



Peripheral Vision at 10 MPH

# Higher Speeds = Narrower Peripheral Vision



Peripheral Vision at 15 MPH

# Higher Speeds = Narrower Peripheral Vision



Peripheral Vision at 20 MPH

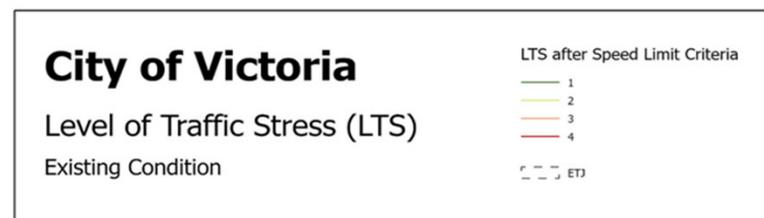
# Higher Speeds = Narrower Peripheral Vision



Peripheral Vision at 25 MPH

# Findings

- According to the analysis, the city has very few roadway segments considered “low stress” (LTS 1 or 2).
- Over half (55%) of all roadway segments are classified as the highest stress LTS 4. These segments mostly make up the arterials and suburban roads.
- Most of the local streets are classified as LTS 3, which is still considered high stress.
- Without the presence of bicycle infrastructure like protected bike lanes and off-street paths, speed limits become an even more critical factor.



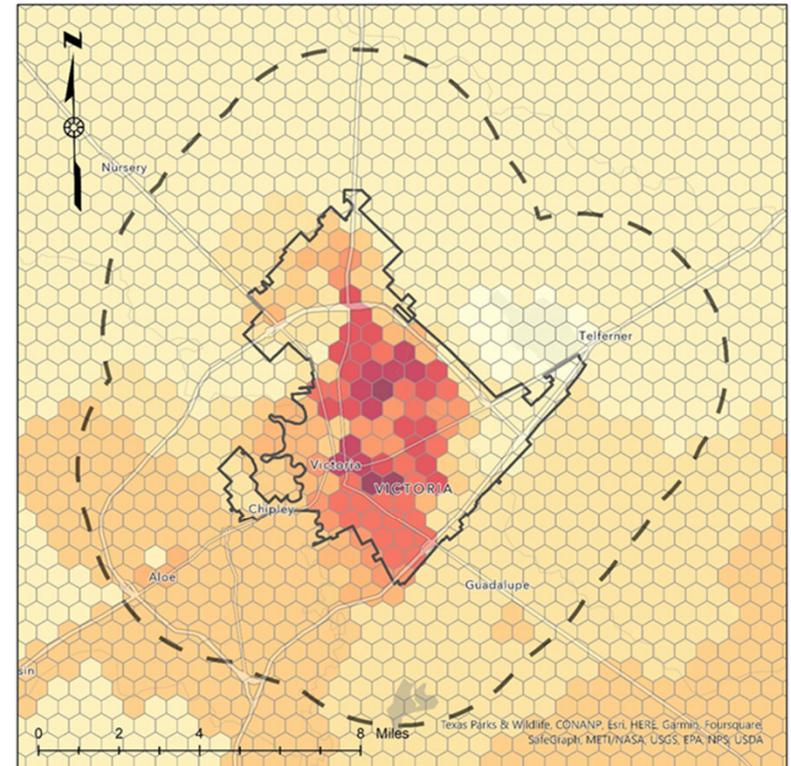
# Latent Demand Analysis

A latent demand analysis was performed based on demographic and locational data to find the areas that are priority for investment for the active transportation in City of Victoria, TX.

Factor
Population Density
Employment Density
Zero-car households
Low-Income Households
Minority Population
Senior Population
Households with Children
Transit stops
Destinations (schools or parks)
Trails

# Findings

- The highest latent demand for walking and bicycling is located within the core of the City of Victoria.
  - Specifically, latent demand is significantly high near Patti Welder Middle School, Hopkins Elementary School, and along the west side of the Lone Tree Rd and Ben Jordan St.
  - Areas adjacent to the Lone Creek Hike and Bike trail is also demonstrate high latent demand.
- Anywhere out of the city limit scored lower than inside the city limits.



# Opportunities and Constraints

By reviewing and analyzing existing conditions, a series of opportunities and constraints were identified. The previous findings will be combined with input from the public and stakeholders, as well as best practices in the industry to align identified needs with recommendations for future areas, corridors and intersections where improvements can create a safe and comfortable network for all.

# Opportunities and Constraints

## **Alignment with Existing Plans**

– All six plans reviewed as part of the existing conditions analysis align with the need to prepare an active transportation plan.

**Public Support** – Previous planning efforts show strong support for improved facilities.

**Equity** – Minority populations, lower income populations and households with lower vehicle ownership are concentrated in the core of Victoria, where bicycle facilities and sidewalks can be developed to efficiently to serve the population.

**Connectivity** – Schools, parks and other community destinations are also clustered in several key areas. Transit routes show areas where people are walking along and across roadways to reach their destinations. Evaluation of these routes has identified priority segments for improved connectivity.

**Safety** – Crash hotspots for non-motorized modes (walking and biking) occurred on the high-speed arterials surrounding the center of Victoria.

**Speed Control** – The current posted speed limit in Victoria, and the prevailing speeds of vehicles on both the arterial and local street network create a challenge to the development of a safe and comfortable network.

# Discussion / Activity

- Mentimeter
- Map Mark Ups
- Discussion



# Prioritization

- Pick three priorities that you think should be used to score/prioritize projects...
- Rank the prioritization factors...



**Safety**



**Equity**



**Connectivity**



**Economic  
Growth**

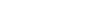


**Health**



**Resiliency**

# Map Activity

-  I wish this was a biking route
-  I wish this was a walking route
-  This could be a better biking route
-  This could be a better walking route
-  This is a comfortable biking route
-  This is a comfortable walking route

# Discussion

- What did we miss?
- What is important to see come out of this process?
- What should we be aware of?

# Thank You!

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