

# Memorandum

**DATE:** February 16, 2024  
**TO:** Victoria MPO  
**CC:**  
**FROM:** ATG|DCCM  
**RE:** Past public engagement

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## Introduction

This memo presents past public engagement efforts and survey results from the 2023 Victoria Active Transportation Plan and 2021 Thoroughfare Plan. The results illustrate local transportation priorities and concerns that will help develop goals for the Move Victoria 2050 MTP that are consistent with previous engagement feedback. Goals outlined in the previous MTP are listed below:

- Work towards future I-69 corridor designation
- Improve safety & security
- Increase connections & access
- Reduce congestion
- Support land use goals
- Encourage environmental stewardship & resilience
- Preserve existing systems
- Improve public transportation
- Encourage cycling and walking
- Enhance economic development
- Guarantee equitable transportation improvements
- Promote efficient system management and operation

The Victoria MPO maintains a Public Participation Plan (PPP) that acts as guidance for providing an active and representative forum for the community while developing transportation goals and plans. The PPP provides instructions for the MPO's ongoing outreach efforts as part of their Continuing, Cooperative, and Comprehensive (3C) metropolitan planning.

## Victoria Active Transportation Plan (2023)

The Victoria Active Transportation Plan was adopted by the city council on November 7, 2023. This plan provides a shared vision for the community's priorities for safe and convenient walking, bicycling, wheelchair use, and other means of non-motorized travel for recreation and transportation. Public engagement activities for plan development included an online survey and map, onboard transit surveys, and in-person outreach. Social media posts and press releases encouraged public participation in the engagement activities.

### Survey Results

The survey took place between March 20 and June 6, 2023. In total, there were 528 survey responses. Answers to the survey questions are listed below.

- Respondents were almost evenly split on whether they consider their homes to be within walking or biking distance from destinations they want or need to go to (48% Not within, 52% Within).
- A majority of respondents perceive their neighborhood to be safe for walking or biking. However, a significant portion, around 38%, did not feel their neighborhood was safe (37.9% Unsafe, 62% Safe).
- Most respondents walk or bike for exercise or transportation two or more times a week. A few respondents never walk or bike or just a few times a year. Overall, 73.5% of people walk one or more times a week.
- Respondents typically walked or biked for exercise or recreation with no specific destination. When respondents did have a destination in mind, they went to the park. Respondents who chose 'other' typically said they walked or biked to trails, gyms, or around their neighborhood.
- Respondents overwhelmingly cited health as the number one reason for biking or walking. Other top reasons included to reduce air pollution, save money, or reduce fuel consumption. Respondents who selected 'other' generally said they bike or walk for recreation.
- Respondents considered safety to be the primary reason they do not bike in the region. Traffic volumes and speeds as well as a lack of bike trails, facilities, or a connected network were contributing factors.
- Respondents broadly said that gaps, missing, or poor sidewalk conditions were the biggest barriers for people to walk in the city. Traffic volumes were also cited as prominent barriers. Respondents who selected 'other' cited safety issues from crime, stray animals, and motor vehicles as barriers.
- Respondents wanted more sidewalks, better sidewalks, and better sidewalk connectivity. Respondents were also in favor of bike lanes with designated bike routes.

- The most requested bicycle facility by respondents was bike lanes. Separated or buffered bike lanes received more support from respondents than shoulders. Designated routes and off-street trails were also heavily requested.
- The most requested pedestrian facility by respondents were sidewalks, followed by off-street trails. Safety features like high visibility crosswalks and curb extensions also received a large number of responses.
- The most requested program to encourage active transportation was events that specifically encourage walking and biking. Additionally, education on where people can walk or bike and education for motorists on sharing the road received high response rates.

### Survey Respondent Description

- Most respondents (66.7%) were between 35-64 years old. Only 5.8% were 24 or under.
- The results show that an overwhelming majority of respondents are white. Respondents who selected 'other' typically wrote that they were Hispanic.
- A higher share of respondents is female, nearly 58%. A small proportion of respondents preferred not to answer or identified as a gender other than male or female.
- Most respondents (55%) have a household income of \$75k or more. Combined with the next largest group earning between \$50-75k, over 75% of households earn \$50k or more.
- Of the people surveyed, 94% reported no mobility impairment.

### Active Transportation Plan Goals

Based on survey results, stakeholder input, and steering committee leadership, the following goals were identified for the Active Transportation Plan:

- **Safety:** To address the safety of a multi-modal transportation system and aim for zero bicycle and pedestrian fatalities and serious injuries
- **Connectivity:** To provide networks of bikeable and walkable streets with connections to other modes
- **Health:** To improve access to active transportation and outdoor recreation for health and wellness
- **Equity:** To prioritize transportation improvements so that vulnerable users' needs are met
- **Economy:** To recognize the economic benefits of walkable and bike-friendly communities
- **Resiliency:** To support climate action goals by reducing single-occupancy trips through transportation choices

## Victoria Thoroughfare Master Plan

The Victoria Thoroughfare Master Plan (TMP) was adopted on June 15, 2021 as a long-range planning document. As part of the TMP planning process, a public input survey was conducted to better understand the public’s use and perception of the transportation network in the City of Victoria. The survey consisted of an online questionnaire and an interactive map tool.

### Survey Results

The survey was available from January 8 until March 15, 2021. A total of 152 participants completed the survey questionnaire and 85 comments were left on the comment map tool. Responses to the questionnaire are summarized below.

- Top community priorities are maintenance and repair, network connectivity improvement, pedestrian facility improvement, and increase in route options.
- People identified Navarro Street, Airline Road, Crestwood Drive, Ben Jordan Street, and North Street as roads that they commonly avoided due to factors such as road conditions and safety.
- Survey participants indicated that roadway condition is the most influential factor on their travel behavior, with 93% saying this factor is “Very Important” or “Somewhat Important.” Traffic congestion and safety are also ranked highly, with 89% and 85% of respondents saying these factors were important, respectively.
- The top ranked network improvements were infrastructure maintenance/repairs and improved road network connectivity.

Comments from the interactive map tool are summarized in the table below.

*Table 1: Point comments*

Category	Comment	Location
Alignment Suggestion	I think extending Victoria Mall Drive to East Larkspur would be a great improvement as well as adding a center stripe and lanes	E Larkspur and North Cross Dr
Bike/Pedestrian Facilities	Lone Tree Trail connects to existing hike & bike trail here	E Airline Rd and Deer Chase
	Proposed Pedestrian Mall Area for Ben Wilson (bike infrastructure could be added)	UHV Campus
	Access to Riverside Park	Vine St and McCright Dr
	Access to existing hike & bike paths	N Vine St, Athey Nature Area
	Access to existing hike & bike paths; Riverside Park	W Red River and Smith St

Category	Comment	Location
	Connect to Downtown bike route or back to Riverside via Vine and Red River	W Stayton and N Vine St
	Add bicycle lanes for cross town access	E Crestwood Dr and Retama St
	Crosstown bicycle route	N Laurent St and E Polk Ave
	Crosstown and VC Bicycle Route	N Laurent St and E Red River St
	Create a walking/biking/running path from Deleon to Riverside Park	W Forrest St and N Bridge St
Infrastructure Improvement	Repair the potholes properly and add sidewalks to this stretch of roadway	Guy Grant Rd from Mockingbird Ln to 1315
Network Connectivity/Efficiency	New Signal here opens up area East of Navarro for better bike access	Morning Glory Dr and 77
	This 5-way stop does not allow for a good flow of traffic	W North St/59/Moody
	Moody Street 5-way Stop - could be converted to a 3-way stop of 3-way signalized intersection by making N Moody Street one-way north from the intersection. East Bound North Street could be converted to a one way only east from the intersection	W North St/59/Moody
	Add right turn lane - Southbound US 87 at US Bus 59 signal	N Bridge St and 59
	Speed study on Main Street - 45 mph seems closer to the 85% speed from Rio Grande to Red River and beyond	W Hiller St and 87

Table 2: Line segment comments

Category	Comment	Location
Bike/ Pedes trian Facilit	Northeast Bicycle Route	Victoria Mall to UHV Campus (via Stockbauer Dr, Airline Rd, and Ben Wilson St)

Category	Comment	Location
	Downtown/UHV-VC Bike Routes	Downtown to UHV Campus (via N Williams St, E Colorado St, E Sabine St, and E Red River St)
	Lone Tree Park Trail	E Airline Rd to US 59 (through Lone Tree Park)
	Lone Tree Park Trail	N John Stockbauer Dr to US 59 (through Lone Tree Park)
	Crosstown Bike Route	N Vine St to UHV Campus
	Riverside/Old Victoria Bike Route	Young Dr to N Vine St
Extend Existing Alignment	At a minimum Guy Grant should be extended to Ben Jordan. Wish list would continue Guy Grant to Miori Lane. Most homes along Seguin Street are in the floodplain and could be acquired for ROW out of the Lone Tree Creek.	E Mockingbird Ln to Miori Ln
	A parallel roadway to Loop 463 should be extended to US Bus 59 to open property for development and access.	Salem Rd to US 59
	Extended E Magruder straight to US 87	E Magruder Dr to US 87
	Extend Tropical Drive to intersect US 77 access road. This would create a loop to the middle school and high school. The queue traffic would enter the site from US 77 on the south and exit at the signal on US 87. Congestion will be off the main roads.	W Tropical Dr to US 77
	connect North Cross Drive to Glasgow	North Cross Dr to Glasgow St
	Upgrade Parson Road to "outer loop"	US 87 to US 77
	Continue "outer loop" from US 77 to Us Bus 59	US 77 to US 59
	Delmar needs to continue to US 87 in a more direct use to enable Delmar to be a legitimate collector street	Port Lavaca Dr to Spiegelhauer Ln
	Extend Wagner Way to connect straight to US 87	US 87 to N Vine St
	Construct "outer loop"	Parsons Rd to US 77
New Alignment	Alternate "outer loop"	Levi Sloan Rd to US 77
	Alternate "outer loop"	US 87 to Levi Sloan Rd
	New Pleasant Green intersection with US 87 could align with new intersection of Delmar	Port Lavaca Dr to Willie St
	Spiegelhauer Lane needs to intersect Delmar at 90-degree angle and improved to two-way traffic or cul-de-sac	Spiegelhauer Ln to S Delmar Dr
	Lone Tree Park Trail - John Stockbauer connector	N John Stockbauer to Lone Tree Park Trail

Category	Comment	Location
	With the addition of the Median, South Bound Navarro Traffic has to U-Turn at the new Traffic Light at Morning Glory to access any of the business on the East Side of Navarro. This could provide an alternate means of access.	Sam Houston Dr to Morning Glory Dr
	Require VISD to construct a driveway to John Stockbauer move congestion of pickup and drop off from Mockingbird	Victoria East High School to N John Stockbauer Dr
	Require Mall to upgrade parking lot to ROW standards and dedicate to City. Connect to North Cross Drive	Victoria Mall Dr to E Larkspur

### Survey Respondent Description

- 138 respondents answered a question to identify an intersection near their home to highlight the area in which they live. Responses were concentrated along John Stockbauer Dr at Airline Rd, N Ben Jordan St, and Salem Rd, as well as at Glasgow and Navarro St, Sam Houston Dr and Airline Rd, and along the northern section of Navarro St.
- 100 participants provided an intersection near their place of employment. These were highly concentrated in the Downtown Victoria area. Other areas of high employment were found near the University of Houston – Victoria (UHV) and around the commercial areas at Sam Houston Dr and E Mockingbird Ln and Guy Grant Rd and Navarro St.

### Victoria Thoroughfare Master Plan Goals

The following goals for the Thoroughfare Plan were developed through public, stakeholder, and technical committee involvement.

- **Maintain and repair existing infrastructure:** Prioritize maintenance and repairs to improve travel experience and enhance road network safety.
- **Reduce traffic congestion and travel times:** Reduce traffic congestion to enhance mobility and allow people and goods to reach their destinations quickly and with ease and safety.
- **Increase thoroughfare network connectivity:** Enhance connection points and directness of routes to help increase efficiency.
- **Increase convenient route options:** Provide direct route options to a variety of destinations.
- **Ensure network capacity meets demand:** Increase capacity where appropriate to meet growing travel demand over time.
- **Increase multimodal options:** Improve pedestrian, bicycle, and transit infrastructure so the community has a variety of accessible transportation options.

## Conclusion

In conclusion, previous public engagement efforts have identified several transportation priorities within the Victoria MPO planning area. According to public input from the Active Transportation Plan and Thoroughfare Plan, safety, network connectivity, roadway rehabilitation and maintenance, and pedestrian facilities are of high importance to the community. The goals of the Move Victoria 2050 MTP should consider the priorities that have previously been expressed and incorporate any new transportation needs of the community.