

Existing City

MOBILITY

The Comprehensive Plan update process occurred concurrently with the latest five-year update of the Metropolitan Transportation Plan (MTP), which is overseen by the Victoria Metropolitan Planning Organization (Victoria MPO). The new 2040 MTP was adopted in April 2015 by the MPO's Policy Advisory Committee. This section draws its highlights primarily from this essential information resource and planning tool for setting area-wide transportation improvement priorities.

PUBLIC CONCERNS AND PRIORITIES

Input for the 2040 MTP update was obtained from two groups: (1) the general public, and (2) particular transportation stakeholders (e.g., major employers, local institutions, public agencies, and transportation providers). Both groups



were most concerned about existing pavement quality and traffic signal timing. Next on the list for the general public were sidewalks/trails, traffic congestion, and traffic safety, while the transportation stakeholders rated railroad crossings, sidewalks/trails, and bus operations as their next highest concerns. The topics most frequently mentioned by respondents were congestion and Navarro Street. Regarding local transit, those surveyed rated all transit services positively, although improved route timing, bus stop placement, and amenities at stops were suggested.

MAJOR COMMUNITY ACCOMPLISHMENTS IN RECENT YEARS

Victoria leaders and residents mentioned these items relevant to mobility:

- Loop 463 construction
- Local street improvements
- Median added on portion of Navarro (safer)
- Increased transit service

TRAFFIC CONDITIONS AND TRENDS

The **Victoria Traffic Volume Flow Map** from the 2040 MTP was produced based on computer modeling of traffic flows in Victoria. The different line widths reflect varying traffic volumes across the community's major roadway corridors. Visually most significant is the extent of traffic carried on Navarro Street between Loop 463 and Business US 59. Also prominent are Business US 59 and US 87 toward Cuero, followed by US 87 toward Port Lavaca, SH 185 toward Bloomington, and portions of US 59 and Loop 463. Within the city, Sam Houston Drive stands out, as well as segments of John Stockbauer Drive.

Displayed in **Table 3, Highest Volume Intersections (2013)**, are the results of traffic counts recorded by the Victoria MPO across

Victoria that year. As highlighted in the MTP, eight of the top 10 intersections in this list are along Navarro Street.

At the same time, **Figure 7, Changes in Traffic Volumes at Select Locations**, shows that, for the period from 2005 to 2013, there was minimal change (five percent) in average daily traffic volume along US 59 south of the city, and slightly more significant change on North Navarro Street (12 percent), compared to the 44 percent increase in daily traffic along Loop 463/ Zac Lentz Parkway. (Note: The traffic numbers in Figure 7 are lower than those in Table 3 as they are from points along a single roadway versus traffic passing through an intersection in all directions.)

Combining 2012 data from the Texas Department of Transportation (TxDOT) on Average Annual Daily Traffic (AADT) and vehicle speeds showed that moderate peak-period congestion was occurring along:

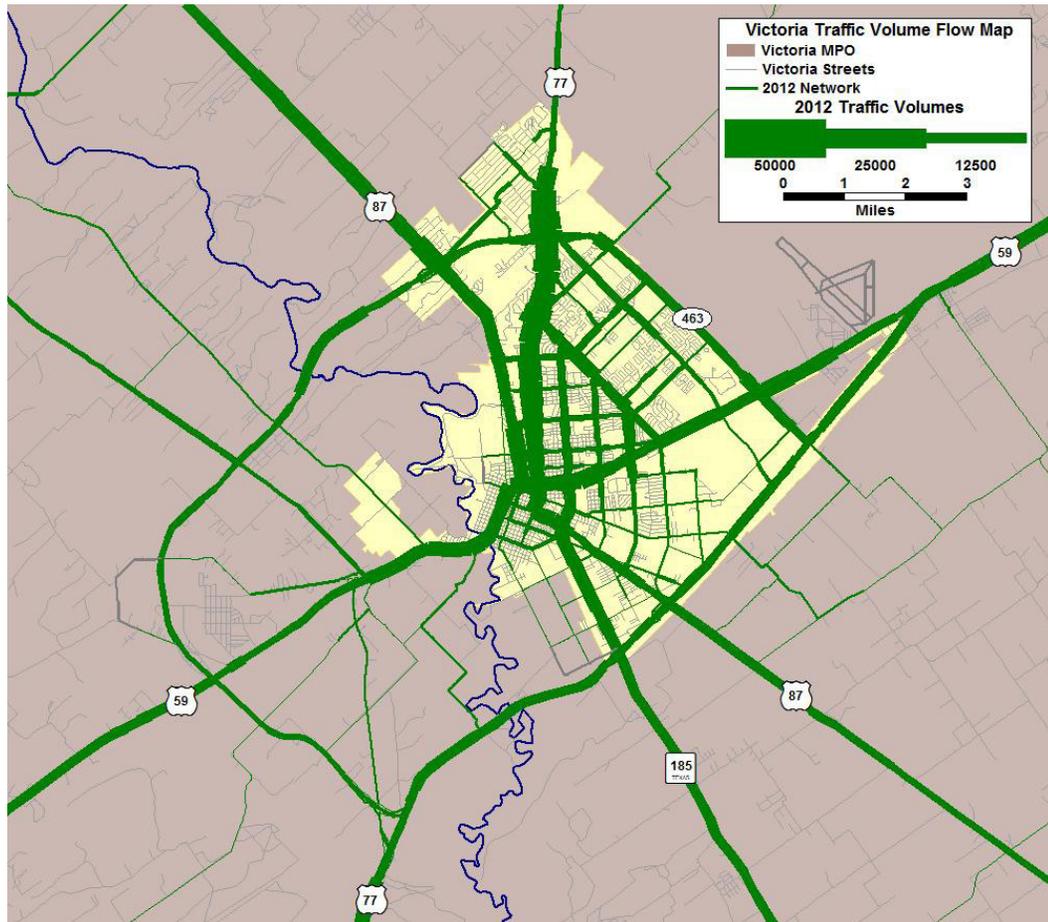


TABLE 3, HIGHEST VOLUME INTERSECTIONS (2013)

INTERSECTION		24-HOUR TRAFFIC COUNT
MAIN STREET	Zac Lentz Parkway	63,769
NAVARRO STREET	Loop 463	61,342
NAVARRO STREET	Sam Houston Drive	45,914
BUSINESS US 59	Laurent Street	45,757
NAVARRO STREET	Mockingbird Lane	45,626
NAVARRO STREET	Salem Road	40,433
NAVARRO STREET	Business US 59	40,126
NAVARRO STREET	Larkspur Street	38,942
NAVARRO STREET	Guy Grant Road	38,579
NAVARRO STREET	Glascow Street	37,616
BUSINESS US 59	Ben Wilson Street	37,253
NAVARRO STREET	Crestwood Drive	36,852
NAVARRO STREET	Airline Road	35,061
SAM HOUSTON DRIVE	Ben Jordan Street	34,890
BUSINESS US 59	Ben Jordan Street	34,503
SAM HOUSTON DRIVE	Mockingbird Lane	33,106
BUSINESS US 59	Sam Houston Dr / Delmar Dr	30,910
BUSINESS US 59	Main Street	30,711
NAVARRO STREET	Red River Street	30,532
US 59	John Stockbauer Dr	30,149

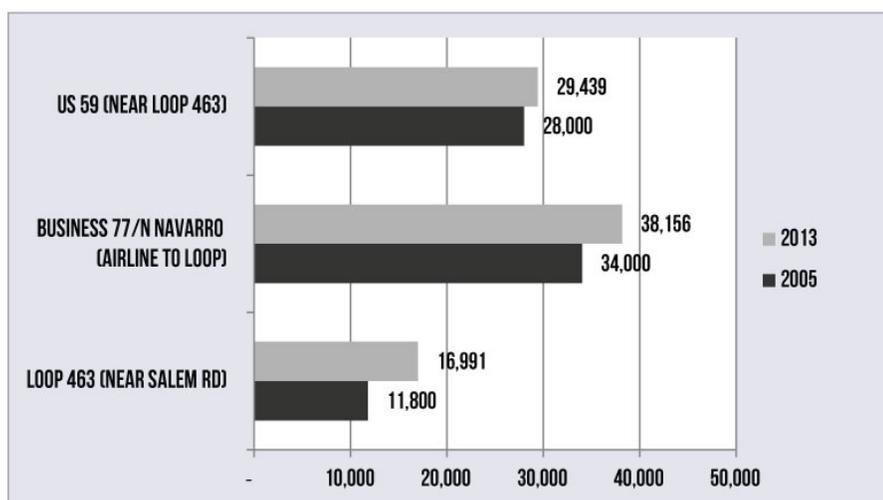
- Loop 463;
- US 77;
- FM 236;
- Business US 59;
- SH 185; and
- US 59.

ROADWAY LEVELS OF SERVICE

Figure 3.20, from the 2040 MTP, shows Levels of Service (LOS) in 2012 on particular segments of the Victoria roadway network. LOS is based on the proportion of a roadway’s available capacity that is used by the volume of traffic on the roadway. A low ratio of volume to capacity yields a high LOS, graded as A-B (“desirable” traffic flow conditions). Segments where traffic is using much of the available capacity have a low LOS and evident congestion issues, resulting in an E-F grade (“undesirable” flow conditions). “Acceptable” flow conditions are in between, graded C-D. In the figure, the color scheme is similar to a traffic signal, from green for desirable to red for undesirable,

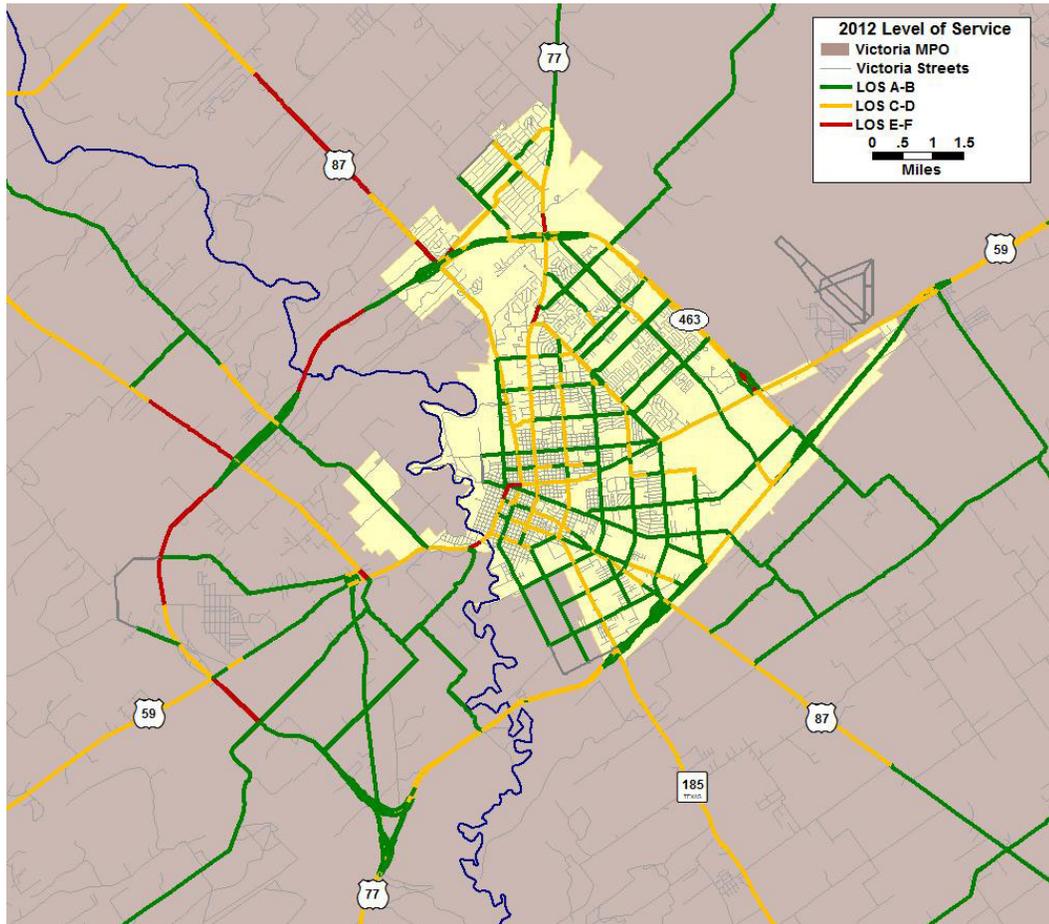
SOURCE: Victoria 2040 Metropolitan Transportation Plan, Victoria MPO (April 2015)

FIGURE 7, CHANGES IN TRAFFIC VOLUMES AT SELECT LOCATIONS



SOURCE: 2005 traffic counts from Victoria 2025 Comprehensive Plan; 2013 count for Loop 463 from Texas Department of Transportation; other 2013 counts from Victoria MPO (2013 Navarro count was between Salem Road and Sam Houston Drive)

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with yellow in between for acceptable traffic flow conditions.

TRAFFIC SAFETY

Figure 7.2, from the 2040 MTP, indicates the top 20 intersections with the most crash occurrences from 2010 to 2012 (22 in all given a three-way tie for 20th place). Notable from the figure and associated data is that 11 of the top 20 locations were on Navarro Street, which accounted for approximately 58 percent of the total crashes at all the top intersections (506 crashes at the Navarro intersections relative to 893 in all). Next highest were Business US 59 (26 percent) and Zac Lentz Parkway (22 percent). In the figure, red symbols are at the intersections where fatal crashes occurred.

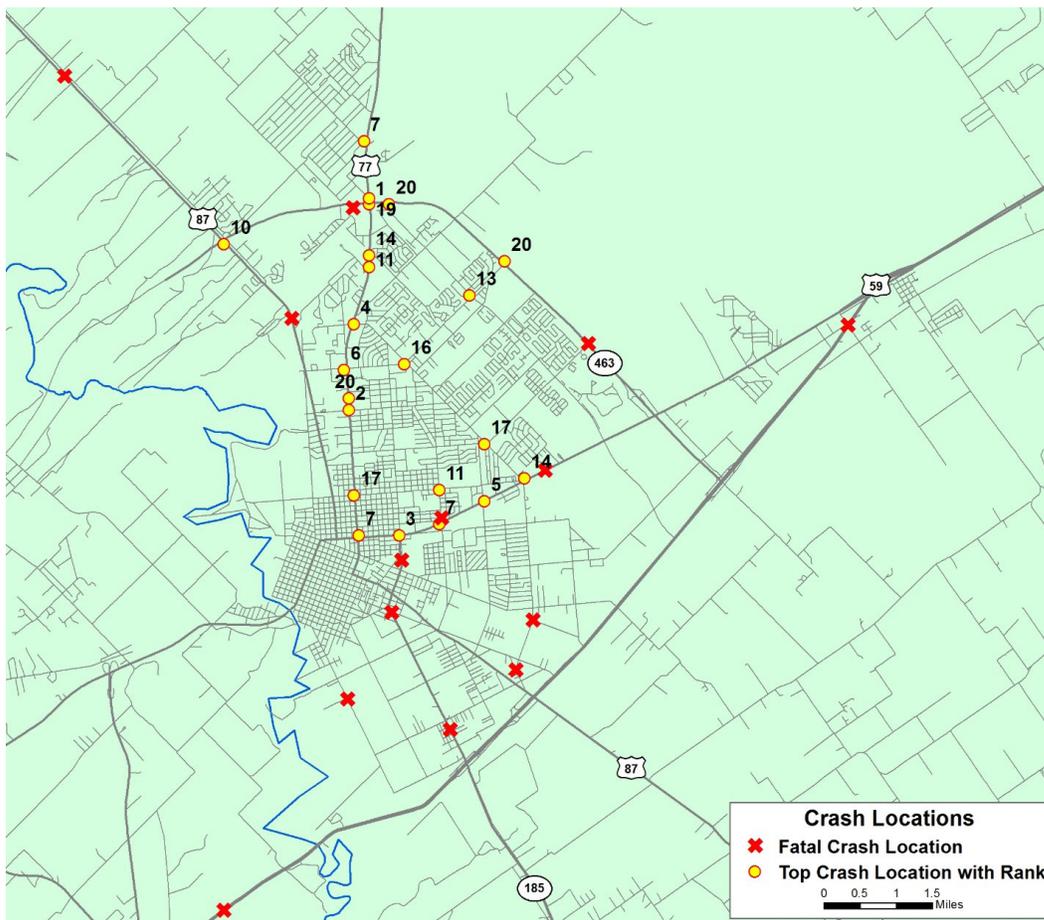
The 2040 MTP also highlighted safety concerns in and around Victoria resulting from Eagle Ford shale activities in south Texas. The Victoria region, and particularly the Port of Victoria,

experienced a significant increase in truck traffic, increased wear on pavements, and concerns for traffic safety and heavy trucks. Since 2009, traffic wrecks in the Eagle Ford shale were three times higher than anywhere else in Texas. Truck crashes in the Victoria region increased by 105 percent while the Eagle Ford shale and Victoria region, combined, had a nearly 250 percent increase in fatal truck crashes. Wrecks involving heavy trucks are often more serious incidents as they tend to cause more fatalities, and the possibility of potentially hazardous cargo can add to the severity of the situation.

OTHER TRANSPORTATION MODES

BICYCLE AND PEDESTRIAN FACILITIES

The City of Victoria has adopted regulations in recent years requiring new development



to construct sidewalks along roadways. In the past this was not always the case, leading to gaps in the sidewalk and pedestrian system in developed areas of the city. The Lone Tree

COMMUTE TIME IN VICTORIA

As of 2013, estimates from the U.S. Census Bureau showed that the average commute time among employed Victoria residents was 17.6 minutes. This was in the middle of the pack compared to several peer Texas cities (high of 23.7 minutes in Baytown and low of 15.7 minutes in Temple) and well below the statewide average of 25 minutes. The local statistics also have to be considered within the context of the number of residents who work at plants and other businesses and industries toward the coast and associated with the Port of Victoria.

Creek hike and bike trail, between East Airline Road and Mockingbird Lane, is available for recreational users and also provides access to Victoria East High School and nearby neighborhoods. While the State of Texas legally recognizes bicycles as vehicles, many cyclists find that it is much safer for them to travel along local and collector roads as opposed to riding on arterial roadways. Victoria currently has no on-street bike lanes, which has been attributed to a lack of funding support relative to other transportation improvement priorities.

TRANSIT

The City of Victoria partners with the Golden Crescent Regional Planning Commission (GCRPC) to provide various fixed routes and demand-response transit services within the city. Victoria Transit operates four fixed routes during the day Monday to Friday; four evening and weekend routes, known as Flex Routes; and complementary paratransit services.



Complementary paratransit provides curb-to-curb service surrounding the fixed transit routes during the day and requires an advance reservation. GCRPC operates R Transit, which provides curb-to-curb services through an on-call system in Victoria County and the six surrounding counties. Route maps and other current service details are available on the Victoria Transit website.

AIRPORT

The Victoria Regional Airport is owned by Victoria County and is operated by the Prautes Corporation. Since 2014, the Alternate Essential Air Service program has been implemented at the airport, providing 30 flights a week to Austin and Dallas-Fort Worth. Flight operations are currently 64 percent military, 30 percent general aviation, three percent scheduled commercial, and three percent air taxi. The airport averages approximately 150 flights per day, including departures and arrivals.



PORT

While Victoria is not located directly at the coast, the Port of Victoria is at the end of a 35-mile canal to the Gulf Intracoastal Waterway. The canal serves as a route for barge traffic carrying crude oil, liquids and dry bulk, and other general cargoes. The current capacity of the Port of Victoria is 150,000 barrels per day, which can typically be handled by five barges.

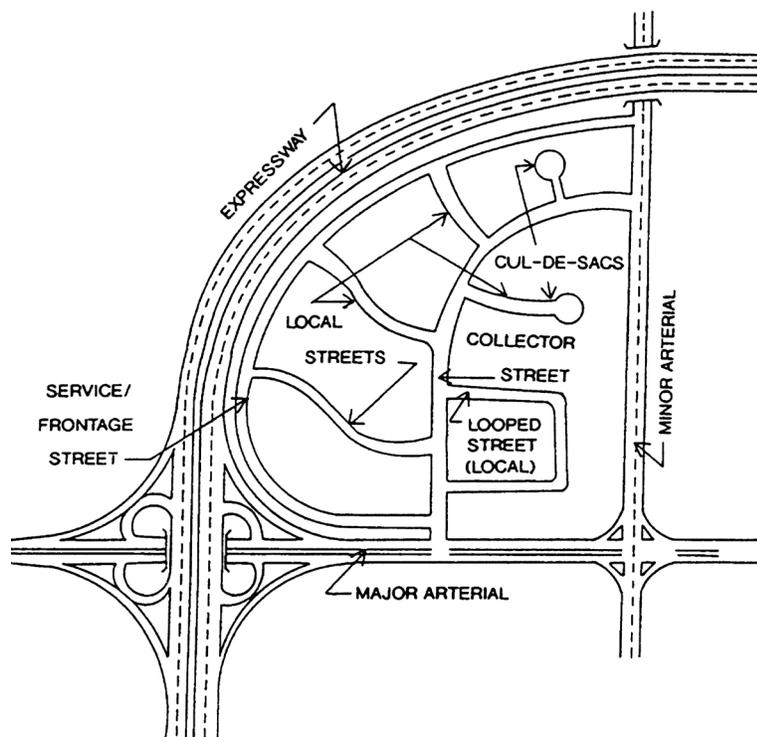
RAIL FREIGHT

Rail freight has a large presence in Victoria as several major lines run along highway routes through and around the city. Most of the railways are owned by Union Pacific, but Burlington Northern-Santa Fe (BNSF) and Kansas City Southern have rights in the area and at the Port of Victoria. As many of the rail lines run along major routes within the city, at-grade rail crossings are critical locations for both ensuring safety and expecting and managing periodic traffic congestion.

FUNCTIONAL CLASSIFICATION OF ROADWAYS

Streets are categorized by their function, whether to serve a neighborhood or to move traffic from one side of a city to the other in a relatively short amount of time. Other factors in determining "functional classification" are the number of driving lanes, speed limits, and the number of property access points along the roadway. Chapter 21, Subdivision and Development, in the Victoria Code of Ordinances provides definitions for functional classification and the five types used on the City's Thoroughfare Master Plan map:

- *Functional street classification system:* A hierarchical circulation system for the safe and efficient operation of vehicles which provides for the gradation in function from access to movement, as illustrated in **Figure 8, Functional Street Classification System**, which appears in Section 21-3 of the City's development regulations (as Figure 1.2).
- *Expressway:* These facilities include interstate highways, freeways, expressways, parkways and loops, and provide for the rapid and efficient movement of large volumes of through traffic between regions and across the urban area. Direct access to abutting property is not an intended function of these facilities. *Example: Loop 463*
- *Primary Arterial:* Primary arterials are streets and highways that provide a high degree of mobility, serve relatively high traffic volumes,

FIGURE 8, FUNCTIONAL STREET CLASSIFICATION SYSTEM

SOURCE: City of Victoria Code of Ordinances, Chapter 21-Subdivision and Land Development, Section 21-3, Definitions

have high operational speeds, and serve a significant portion of through travel or long-distance trips. *Example: Navarro Street*

- **Secondary Arterial:** Secondary arterials are similar in function to primary arterials, except they provide a higher degree of local access and distribute medium traffic volumes for shorter distance trips than primary arterials. *Example: Sam Houston Drive*
- **Collector:** Collector streets are the connectors between arterials and local streets which serve to collect traffic and distribute it to the arterial network. As compared to arterial streets, collector streets accommodate smaller traffic volumes over shorter distances. *Example: Red River Street*
- **Local:** Local streets function to provide access to abutting property and to collect and distribute traffic between parcels of land and collector or arterial streets. *Example: residential streets and cul-de-sacs*

Displayed on **Map 4, Functional Classification of Roadways**, is how these classifications have

been applied to the existing roadway network in and around Victoria.

STREET CONDITIONS

Public surveys conducted for the previous Victoria 2025 Comprehensive Plan showed “better streets” as the greatest community need identified by respondents. Likewise, survey results from March 2015 for the current Comprehensive Plan update again placed “street conditions” as the top community priority.

Since 1993, the City of Victoria Engineering Division has surveyed local roadways to assess their existing condition and determine and prioritize maintenance needs. Based on technical guidance from the Asphalt Institute, the Division developed a visual rating and number system for current street conditions:

- 100-92 (Very Good): New construction, no maintenance recommended

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- 91-81 (Good): Minor cracks, cosmetic deterioration of curbs and joints, weed kill necessary
- 80-70 (Fair): Major cracks, significant surface deterioration, minor potholes, alligator cracking
- 69-51 (Poor): Significant potholes, misaligned curbs and pavement, complete surface deterioration
- 50-0 (Very Poor): Complete pavement failure, numerous potholes, pavement heaving, water ponding, bad riding quality

The newest published inventory results for 2014 showed that Victoria had approximately 1.7 million feet, or 321.8 miles, of roadway. Of the total roadway inventory, 71 percent (229.4 miles) had curb and/or gutter improvements. The average condition rating for 2014, based on the total length of roadway, was 86.8 percent (i.e., middle of the Good range).

Displayed on **Map 5, Street Condition Inventory 2014**, is a visual depiction of the latest inventory results. The corresponding statistics include:

- Very Poor: 0.5 percent
- Poor: 4.9 percent
- Fair: 15.1 percent
- Good: 41.7 percent
- Very Good: 37.6 percent

The results show that nearly 80 percent of the total street length in the city was rated between 81 and 100 (i.e., Good or Very Good condition). Nearly six percent was at the other end of the spectrum, rated as Poor or Very Poor, with most of these roads concentrated in the central area of Victoria as shown on Map 5. Approximately 15 percent was in the middle category of Fair, where repairs are essential to keep these roadways from slipping into more serious condition which becomes increasingly costly to correct. During the 2014 update, 0.2 percent of the total street inventory was under construction.

KEY OPPORTUNITIES AND CHALLENGES FOR MOBILITY

Input and discussions for this Comprehensive Plan update, through workshops with City Council and Planning Commission, informal small group sessions, a community-wide public event, interaction with the Comprehensive Plan Advisory Committee, and background discussions with City staff, yielded the following items related to the Mobility focus area of the plan:

- Continued traffic demands on the Navarro Street corridor with a northward growth trend.
- Extension of and upgrades to the thoroughfare network based on projected growth.
- Local street conditions and maintenance.
- Greater opportunity for safe and convenient bicycle/pedestrian circulation to both routine and high-profile destinations in the city.
- Effective and reliable public transit services, especially for transit-dependent populations.

OTHER INFORMATION SOURCES

Other relevant documents related to Mobility include:

- Victoria MPO 2040 Metropolitan Transportation Plan
- Transportation Improvement Program 2015-2018 as amended (Victoria MPO)
- Thoroughfare Master Plan
- 2014 Street Inventory Report
- Residential Street Improvement Plan
- Paseo de Victoria: A Pedestrian and Bicycle Master Plan for Transportation and Recreation
- Victoria County Urban Transportation Study, Texas Urban Mobility Plan Report (Victoria Metropolitan Planning Organization)

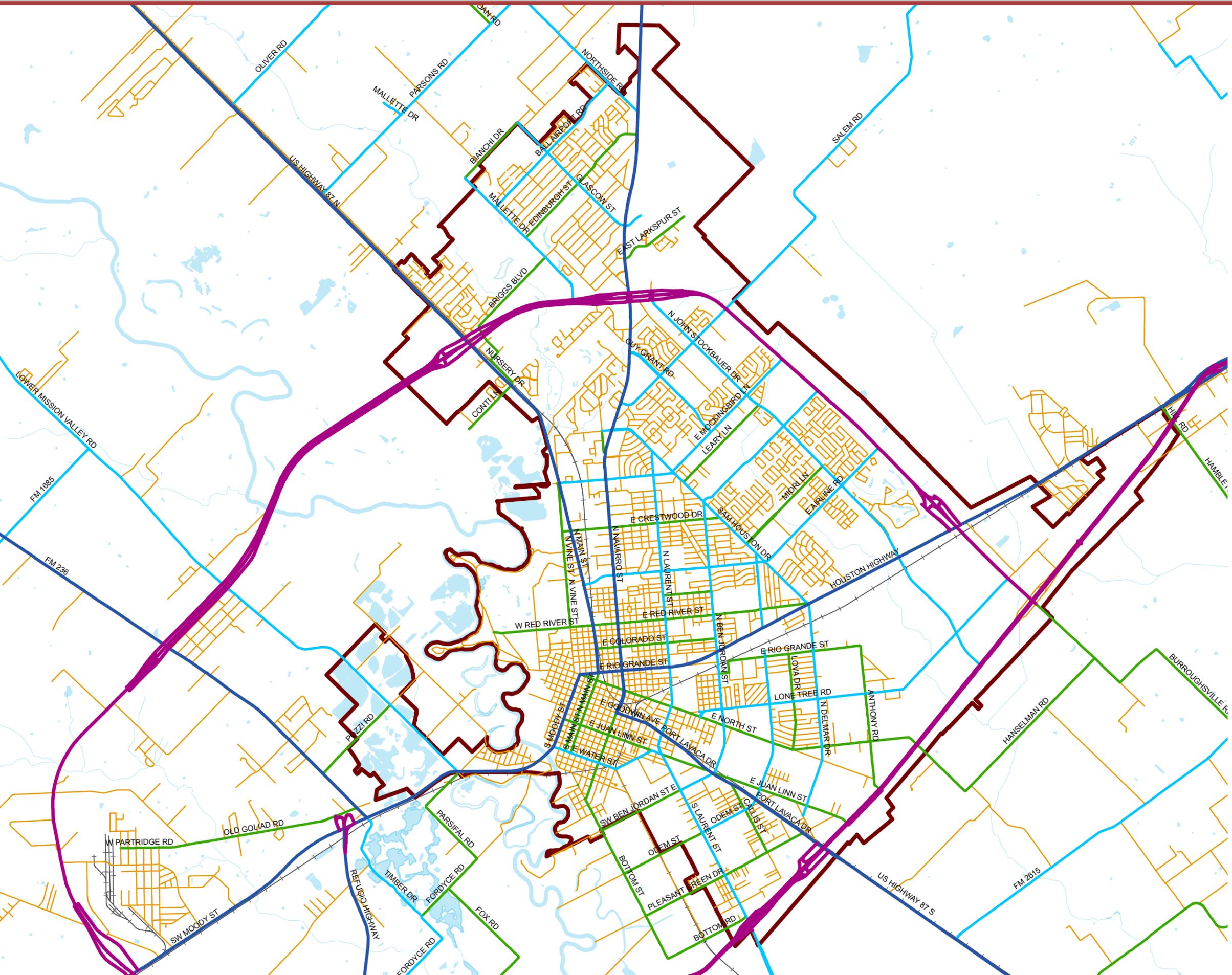
MAP 4 FUNCTIONAL CLASSIFICATION OF ROADWAYS

LEGEND

-  City Limits
-  Freeway/Expressway
-  Primary Arterial
-  Secondary Arterial
-  Collector Street
-  Local Street
-  Railroad
-  Creek/River/Lake



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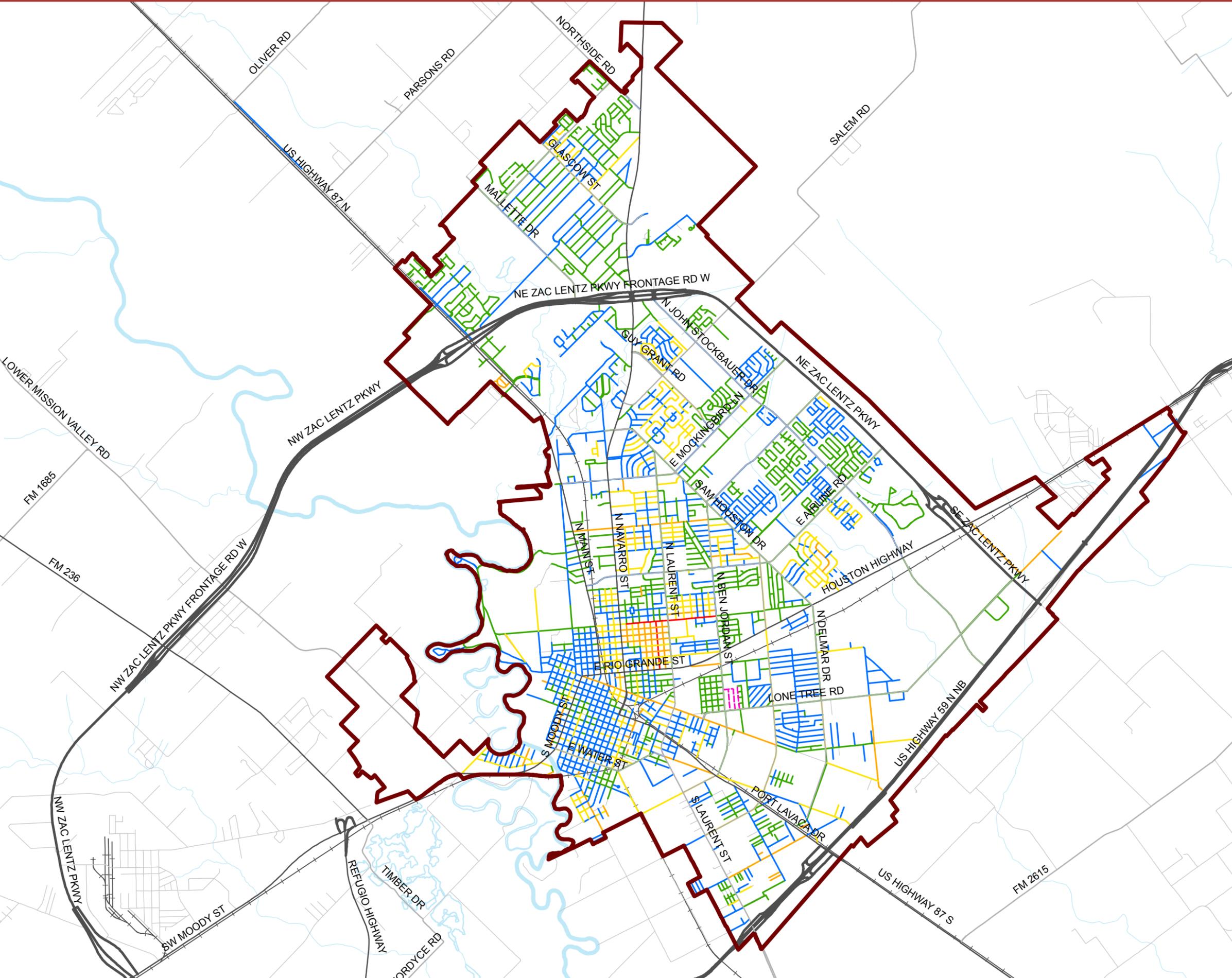
MAP 5 STREET CONDITION INVENTORY 2014

LEGEND

-  City Limits
-  Very Poor Condition
-  Poor Condition
-  Fair Condition
-  Good Condition
-  Very Good Condition
-  Under Construction
-  Freeway
-  Primary Arterials
-  Secondary Arterials
-  Railroad
-  Creek/River/Lake



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OTHER INFORMATION SOURCES

Pertinent websites include:

- Victoria Metropolitan Planning Organization
- City of Victoria Public Works Department (Engineering, Streets and Drainage, and Traffic Control Divisions)
- City of Victoria Development Services Department (Thoroughfare Master Plan)
- City of Victoria Environmental Services Department (mobility-related air quality)
- Victoria County (Commissioner Precincts 1-4)
- Victoria Regional Airport (Victoria County)
- Golden Crescent Regional Planning Commission (Transportation Services, Victoria Transit)
- Texas Department of Transportation (Yoakum District)
- Port of Victoria
- Victoria Economic Development Corporation
- Alliance for I-69 Texas

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