

Active Transportation Plan Findings & Recommendations

December 2024

Presentation at the TexITE 2025 Fall Conference

AT Plan Project Timeline



- » Project Kickoff
- » Data Collection
- » Active Transportation Best Practices Review
- » Active Transportation Network Development
- » Micro-Mobility Ordinance
- » Complete Streets Best Practices Review
- » Complete Streets Design Manual Development
- » Public Meetings
- » Feedback Incorporation into the Active Transportation Plan Draft

May - October 2023

October 2023 - March 2024

March - August 2024

August - December 2024

- » Online Survey
- » Analysis of Issues and Needs
- » Micro-Mobility Best Practices Review

- » Active Transportation Network development
- » Public Meetings
- » Complete Streets Program Development Initiation

- » Initial Draft Report Submittal

- » Final Plan Submittal
- » Presentation to Corpus Christi MPO

Goals and Objectives



Goal: Safety

Eliminate fatalities and reduce serious injuries for active transportation users



Objectives

- By 2050, eliminate all traffic fatalities and reduce severe injuries by 50% compared to the 2023 baseline.
- By 2028, ensure an increasing proportion of safety funding for active transportation.
- By 2028, ensure utilization of the NACTO Urban Street Design Guide and the Complete Streets Design Manual for all local project designs to support bike/ped projects that create a low-stress network for bike /ped users and use context-sensitive design.
- By 2028, complete an inventory and conditions assessment of the active transportation network, prioritize addressing noted deficiencies, and establish procedures for monitoring conditions and updating the assessed inventory.

Performance measures

- Fatal and serious injury crashes for Bikes, Peds
- Annual funding for safety projects for Bikes, Peds

Goal: System Performance

Improve active transportation connectivity and mobility



Objectives

- Annually create 5 miles of new on-street protected bicycle facilities or off-street bicycle/pedestrian facilities within the Corpus Christi Metropolitan Planning Area.
- Annually construct or repair 5 miles of connected ADA-compliant sidewalks within the Corpus Christi Metropolitan Planning Area.
- Increase active transportation activity within the metropolitan planning area by implementing improved or new bike/ped connections to shopping areas, tourist attractions, employment concentrations, greenways and regional parks. Enhance the user experience by providing amenities (physical and visual) and wayfinding along the route.

Performance measures

- Miles of lanes, trails, SUPs, sidewalks
- Census data on Active Transportation mode share

Goal: Promote Activity

Promote use of active transportation for healthy lifestyle



Objectives

- Annually promote and actively participate in nationally recognized active transportation events, such as Bike to Work Week, Walk to School Day.
- Annually promote and actively participate in local events focusing on active transportation such as Bike the Bay.
- Annually promote the benefits of active transportation.
- Annually promote driver education and awareness of bicyclist and pedestrians using our roadways.

Performance measures

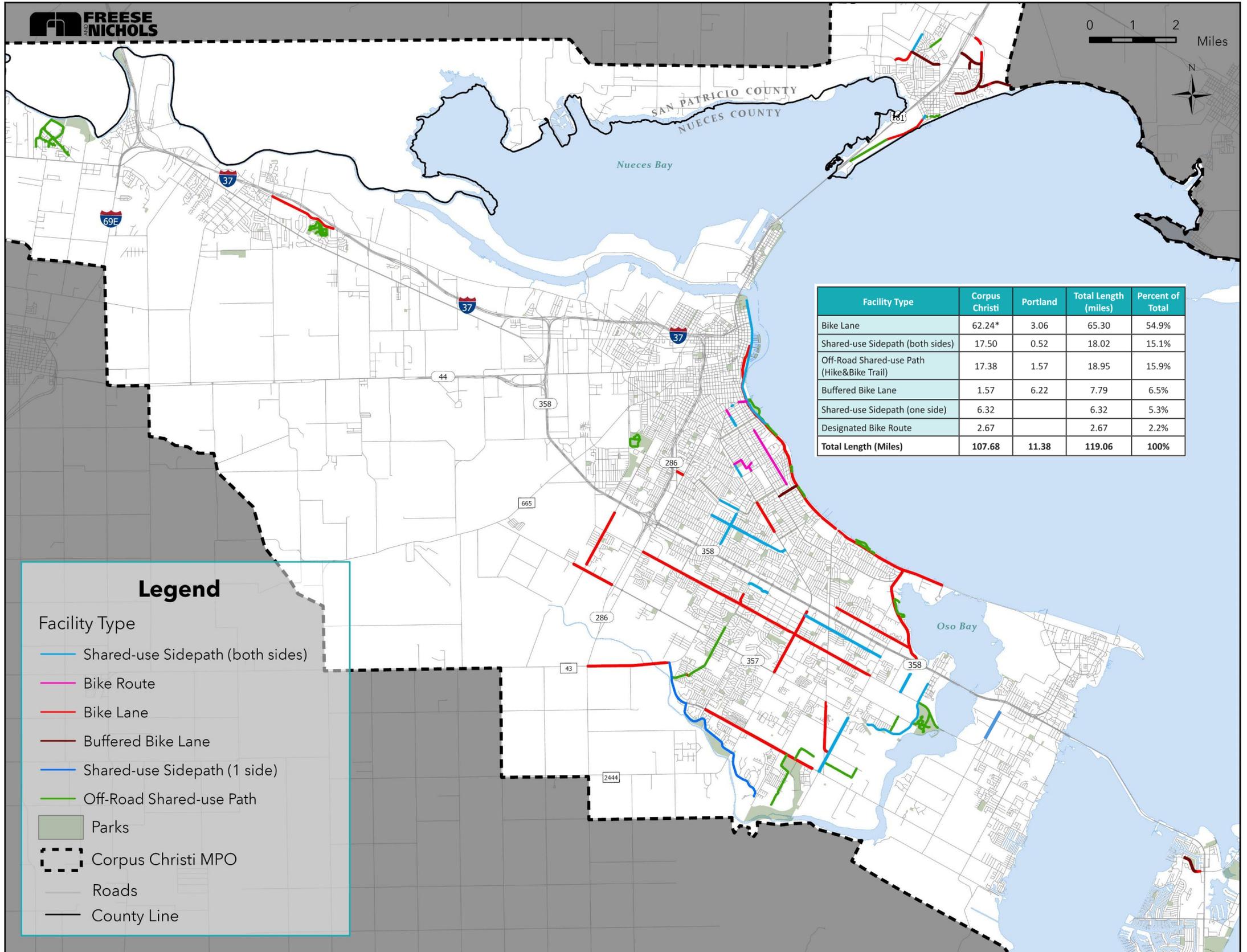
- Number of bike/ped occasions or events
- Estimated number of participants in events

Network Development Methodology

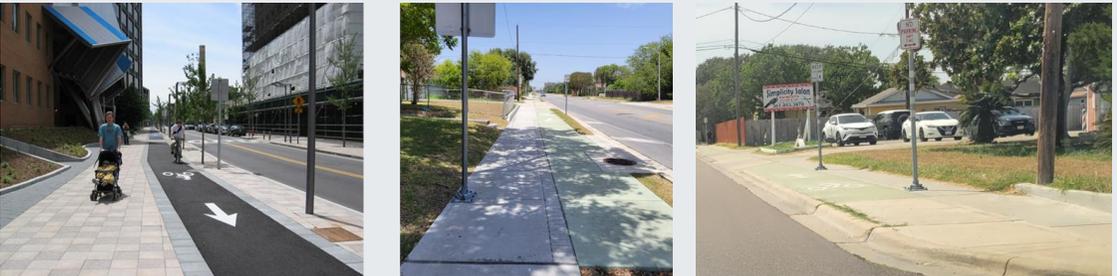


- **Expand upon what works** – extend existing trails, add more shared-use paths along roadways, trails, protected bike lanes
- **Enhance what exists** – transitions, compliance, safety
- **Add local connections** – parks, schools, Area Development Plans
- **Create a core network** – access to key attractions, destinations, concentrations of users
- **Multiple User Groups** – “heels & small wheels”, purposeful or recreational
- **All Ages and Abilities** – children, aged, mobility impaired, physically fit

Existing Bicycle Network



Facility Typologies

Facility Type	Illustration/Example
Conventional Bike Lane with adjacent sidewalk	 <p>The illustration shows a street with a central bike lane, a car lane, and a sidewalk with trees. The photograph shows a real-world example of a similar street layout with a bike lane and sidewalk.</p>
Buffered Bike Lane with adjacent sidewalk	 <p>The first photograph shows a bike lane with a wide white buffer zone between the lane and the sidewalk. The second photograph shows a similar setup with a different buffer design.</p>
Protected Bike Lane/Cycle Track with adjacent sidewalk	 <p>The illustration shows a protected bike lane with tubular markers, movable planters, and a raised curb. The photograph shows a real-world example of a protected bike lane with a raised curb and a sidewalk.</p>
Raised One-Way Cycle Track with adjoining sidewalk	 <p>The first photograph shows a raised one-way cycle track with a sidewalk. The second photograph shows a similar setup with a different sidewalk design. The third photograph shows a raised one-way cycle track with a sidewalk and a street sign.</p>
Multi-use Side Path/ Multi-use Trail/ Shared Use Path	 <p>The first photograph shows a multi-use side path with a sidewalk and a street sign. The second photograph shows a multi-use trail with a sidewalk and a street sign. The third photograph shows a shared use path with a sidewalk and a street sign.</p>

Users of All Ages and Abilities



Jose is a retiree living in Nueces County. Once a week he needs to run errands and appointments in Corpus Christi. Jose would love it if he could walk to all his destinations on well-maintained and shaded sidewalks.



Ashley and Jake live in Corpus Christi with their two kids. They like going out to walk and bike but have found limited opportunities to take the kids out in places that are safe for them.



Mike is a father of two living in Nueces County. His parents live down the street. He doesn't feel safe allowing the kids to walk or bike to their grandparents' house, but wants to keep the family active. Mike would love to see hike and bike trails and better connectivity and maintenance for sidewalks in the area.



Gabriel is an unhoused person in Nueces County. He has limited support and relies on walking to access his daily needs. Occasionally he uses public transit when given a bus pass.



Karen lives in central Corpus Christi and uses a wheelchair for getting around. She needs to get across town to work and attend medical appointments. She does not drive or bike, and she relies on public transportation. She hopes there are better sidewalks so she can commute easier.



Bryan is a serious cyclist living in urban Nueces County who loves to bike for exercise and entertainment. He often rides with a group of cyclists on city streets after work and on weekends.



Elizabeth is a sophomore at Del Mar College. She loves the convenience of biking to class and to run errands, but her bike was stolen last year and she has been nervous parking her bike around town ever since.



Sarah is a fifth grader whose school is a few streets away from her house. This is the first year Sarah has been allowed to walk to school by herself.

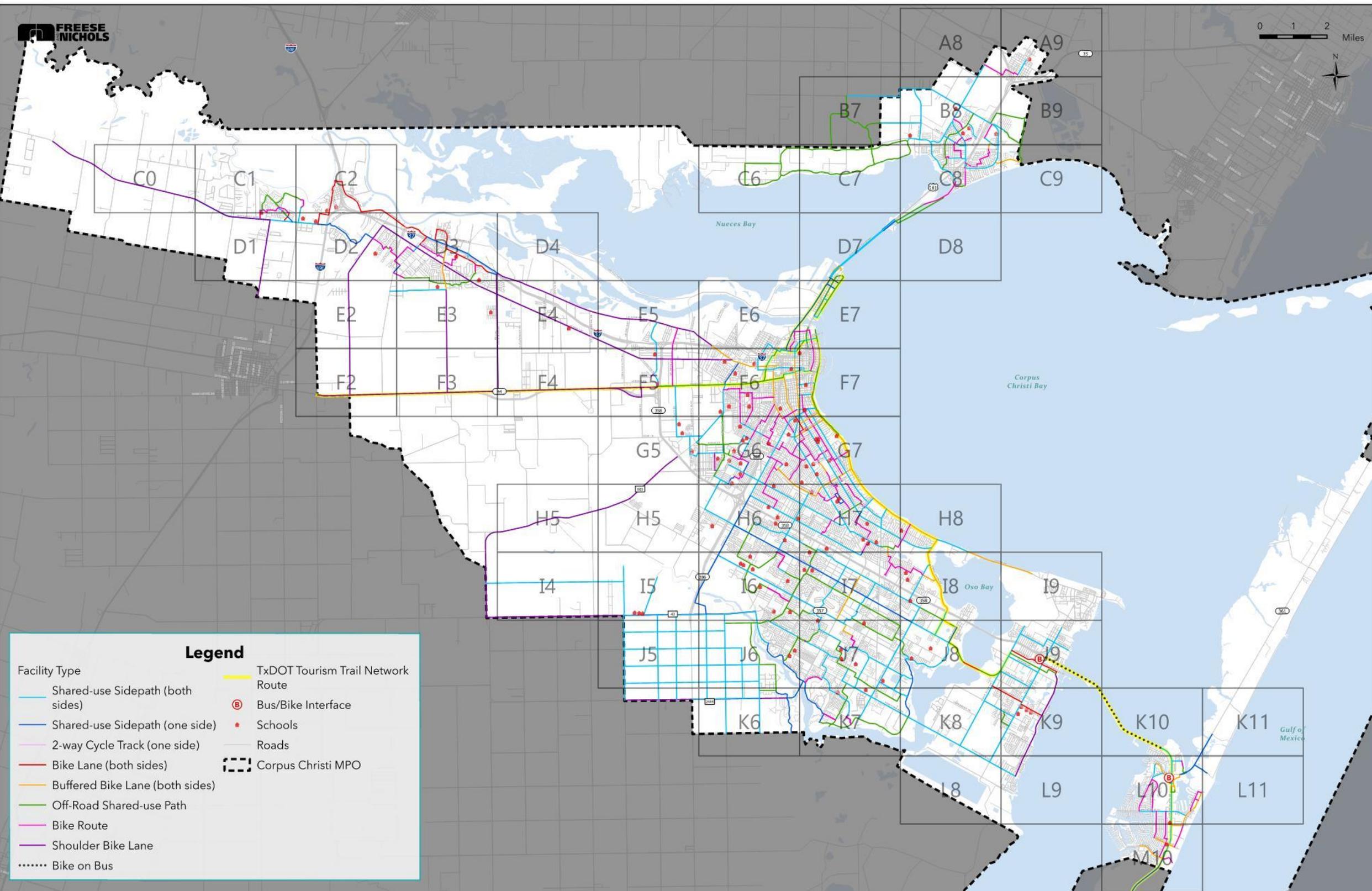


Chris is a senior citizen living in suburban Nueces County. He does not drive and lives far from public transportation. He's still very active in his community and regularly walks to visit family and friends who live nearby.

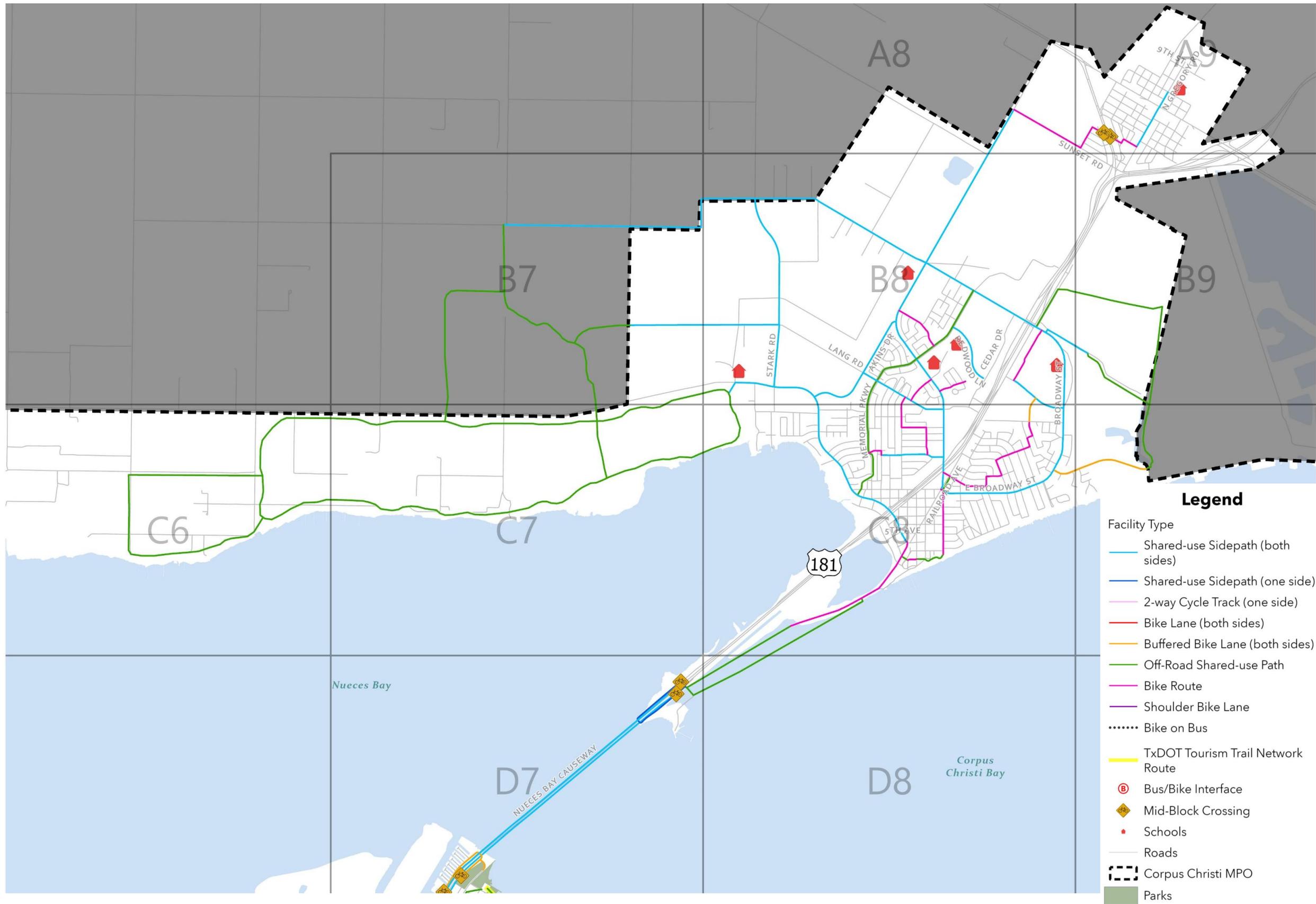


Luciana and Alejandro are a young couple living in Central Corpus Christi. They enjoy riding their bikes on city streets after work and on weekends.

Proposed Active Transportation Network



Portland-Gregory



Legend

- Facility Type
- Shared-use Sidepath (both sides)
 - Shared-use Sidepath (one side)
 - 2-way Cycle Track (one side)
 - Bike Lane (both sides)
 - Buffered Bike Lane (both sides)
 - Off-Road Shared-use Path
 - Bike Route
 - Shoulder Bike Lane
 - ⋯ Bike on Bus
 - TxDOT Tourism Trail Network Route
 - Ⓟ Bus/Bike Interface
 - ◆ Mid-Block Crossing
 - Schools
 - Roads
 - Corpus Christi MPO
 - Parks

SEA/New Harbor Bridge/North Beach



Legend

Facility Type

- Shared-use Sidepath (both sides)
- Shared-use Sidepath (one side)
- 2-way Cycle Track (one side)
- Bike Lane (both sides)
- Buffered Bike Lane (both sides)
- Off-Road Shared-use Path
- Bike Route
- Shoulder Bike Lane
- Bike on Bus
- TxDOT Tourism Trail Network Route
- ⓑ Bus/Bike Interface
- ◆ Mid-Block Crossing
- Schools
- Roads
- Corpus Christi MPO
- Parks

New Harbor Bridge / North Beach

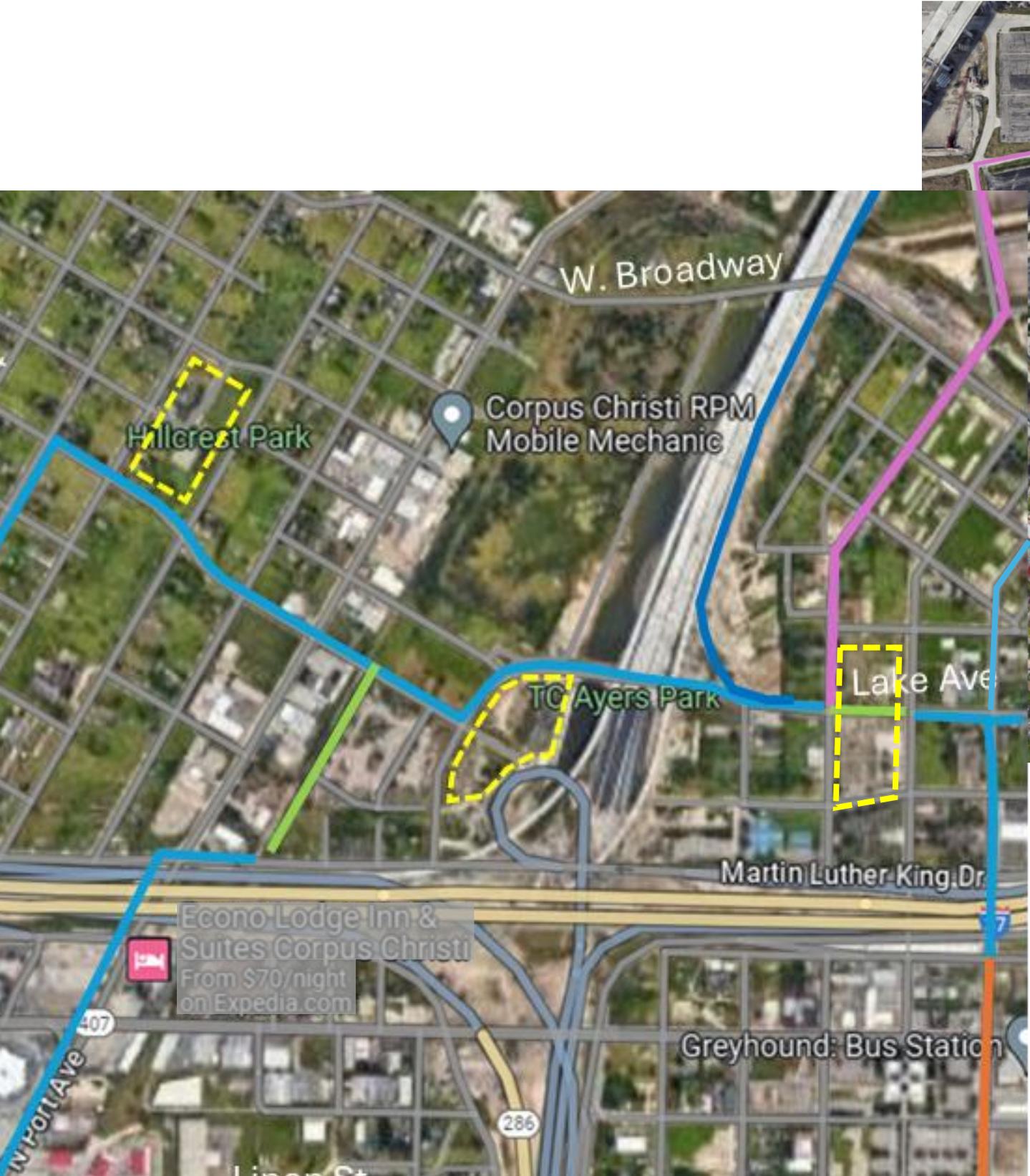


Legend

Facility Type

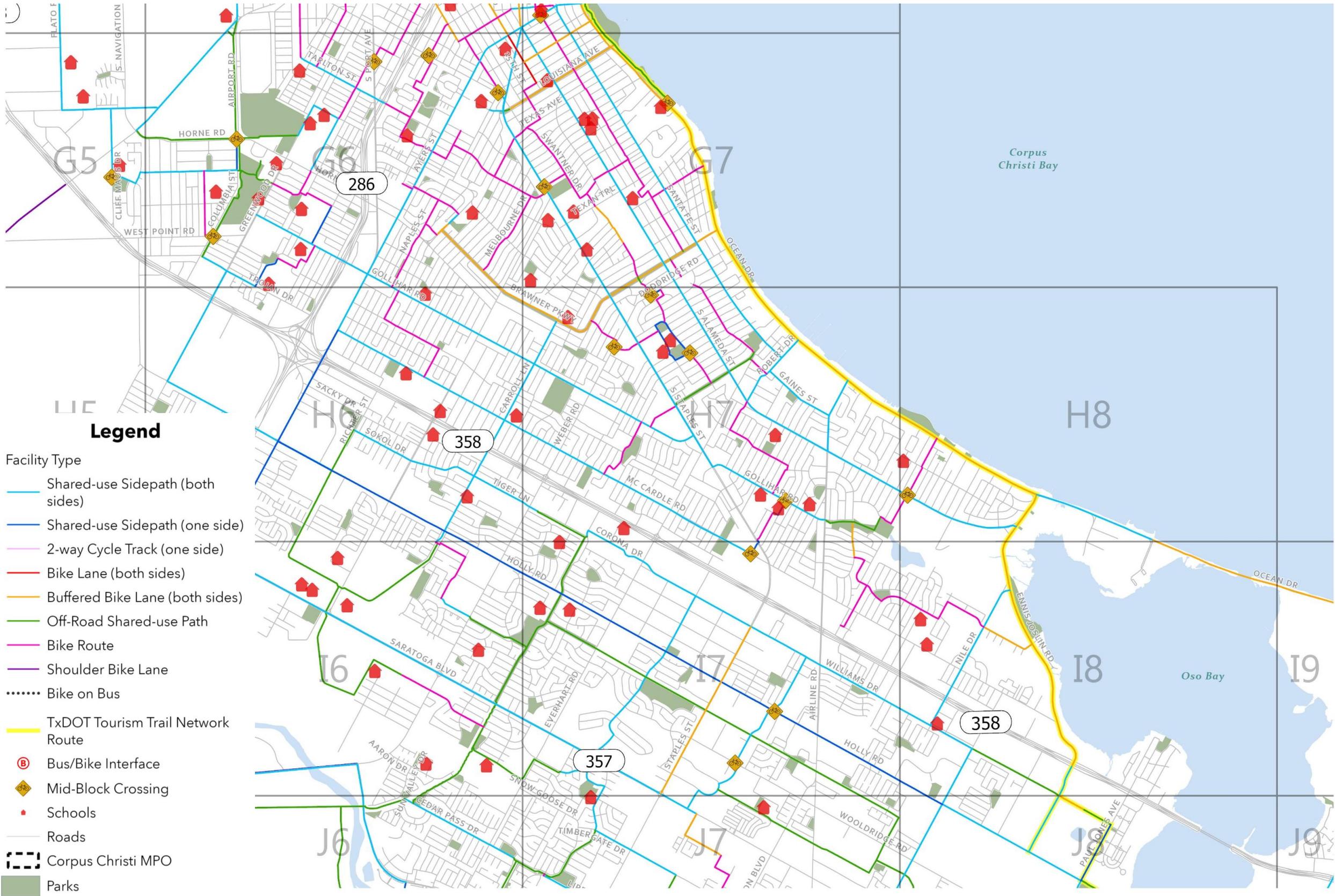
- Bike Lane
- 2-way Cycle Track (one side)
- Buffered Bike Lane
- Shared-use Sidepath (one side)
- Shared-use Sidepath (both sides)
- Off-Road Shared-use Path
- ⋯ Bike on Bus
- Bike Route
- ⋯ Shoulder Bike Lane
- TxDOT Tourism Trail Network Route
- B Bus Depot
- ◆ Mid-Block Crossing
- Parks
- Corpus Christi MPO
- Roads

New Harbor Bridge / SEA District

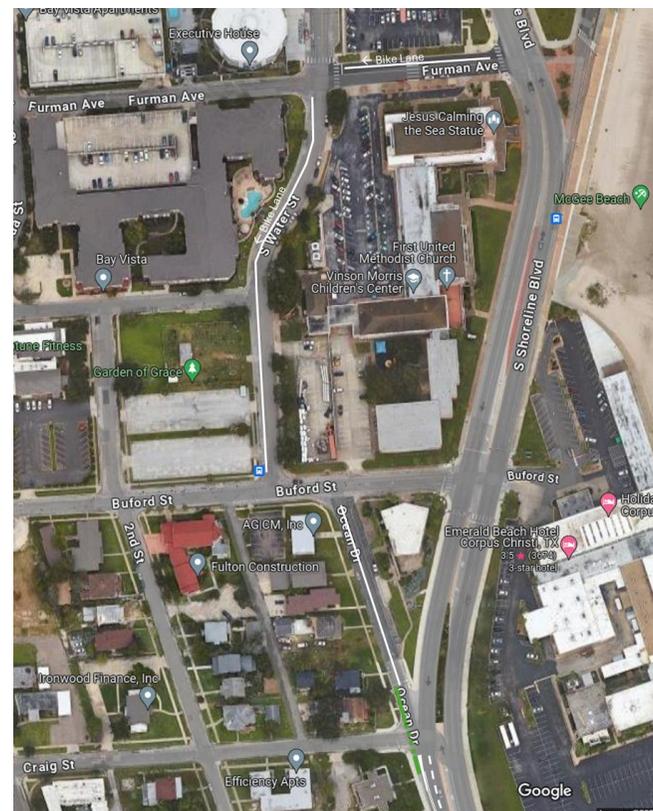


- Legend**
- Facility Type
 - (one side)
 - Shared-use Sidepath (both sides)
 - Off-Road Shared-use Path
 - ⋯ Bike on Bus
 - Bike Route
 - ⋯ Shoulder Bike Lane
 - TxDOT Tourism Trail Network Route
 - Ⓟ Bus Depot
 - ⬢ Mid-Block Crossing
 - Parks
 - ⋯ Corpus Christi MPO
 - Roads

Midtown



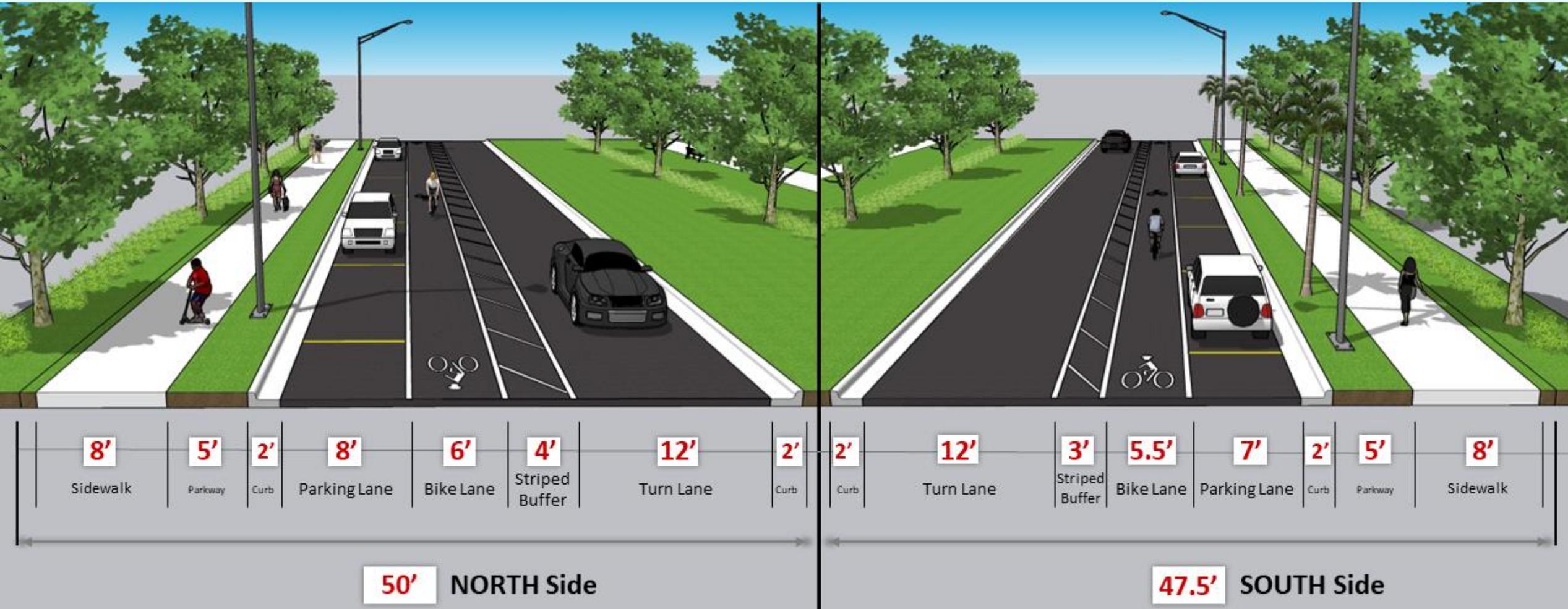
Shoreline Boulevard Bikeway



Complete Street: Louisiana Avenue



Right size to add buffered bike lane with parking, improve sidewalks as needed
 Future shared use path within center landscaped drainage area
 Existing Traffic: About 9,000 vehicles per day total both directions, 30 MPH



Complete Street: Brawner Parkway

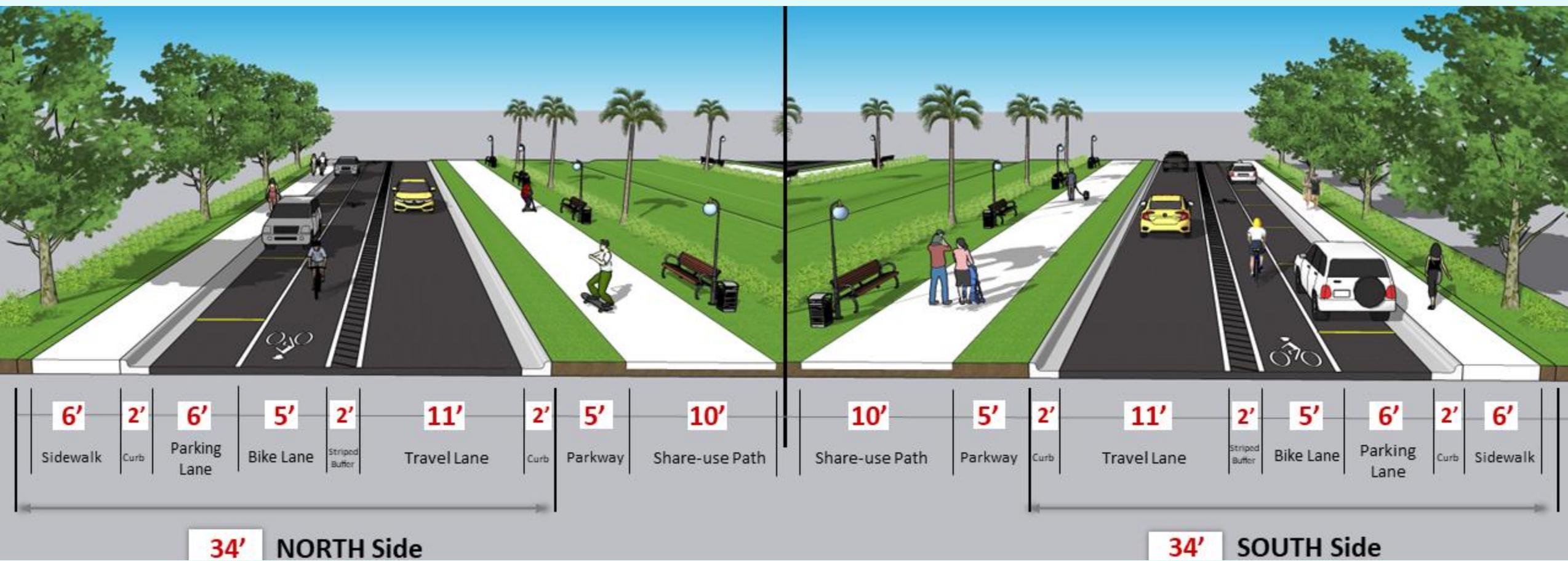


Convert from pair of two-way streets to one-way couplet

Right size to add buffered bike lane with better parking, improve sidewalks as needed

Provide shared use path within center landscaped drainage area

Existing Traffic: About 9,000 vehicles per day total both directions, 30 MPH



Complete Street: Del Mar Boulevard



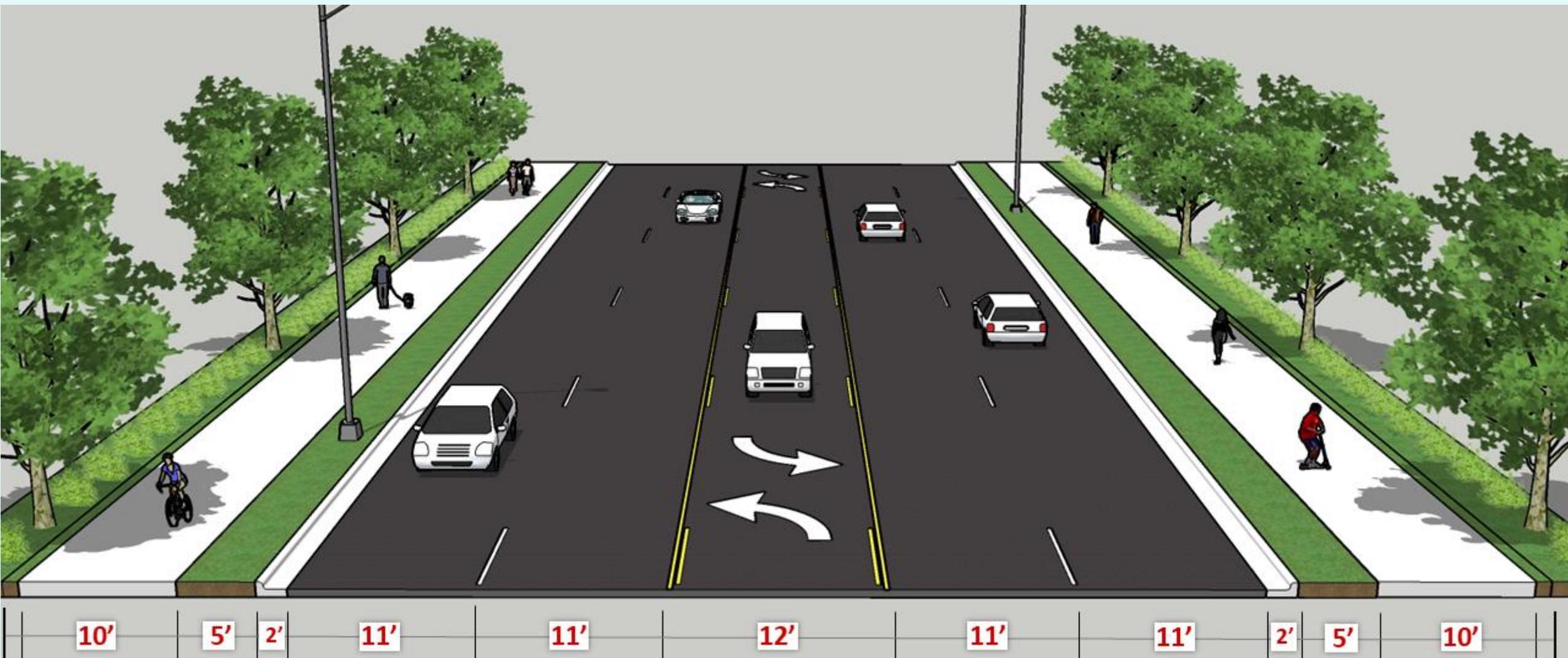
Right size through lane to add buffered bike lane; flexible for special events parking
Existing Traffic: About 6,000 vehicles per day total both directions, 30 MPH



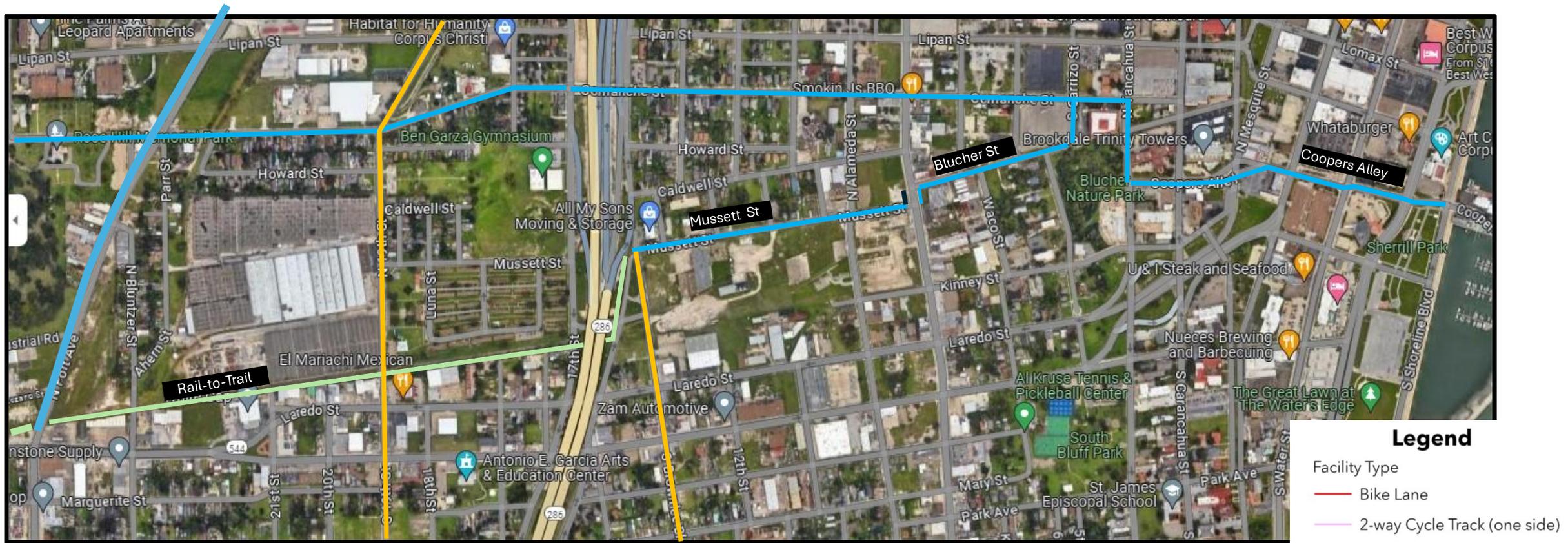
Complete Street: Alameda Street



Improve sidewalks to 10-foot wide Shared Use Paths, both sides
Include with improvements to Alameda Street; no widening of existing pavement



Midtown Connector: Agnes Rail-to-Trail to Shoreline



Key Components:

- Rail to Trail: Port Avenue to undercrossing of Crosstown Highway
- SUP connector from rail-to-trail to Murant Street
- Along Mussett Street as shared street with SUP on one side
- Protected crossing of Staples Street at Bus Stop, Mussett to Blucher
- Along Blucher Street as shared street with SUP on one side
- SUP along Library, Blucher St to Coopers Alley
- Along Coopers Alley as shared street/bike lanes with SUP on one side

Ocean Drive / Ennis Joslin Road



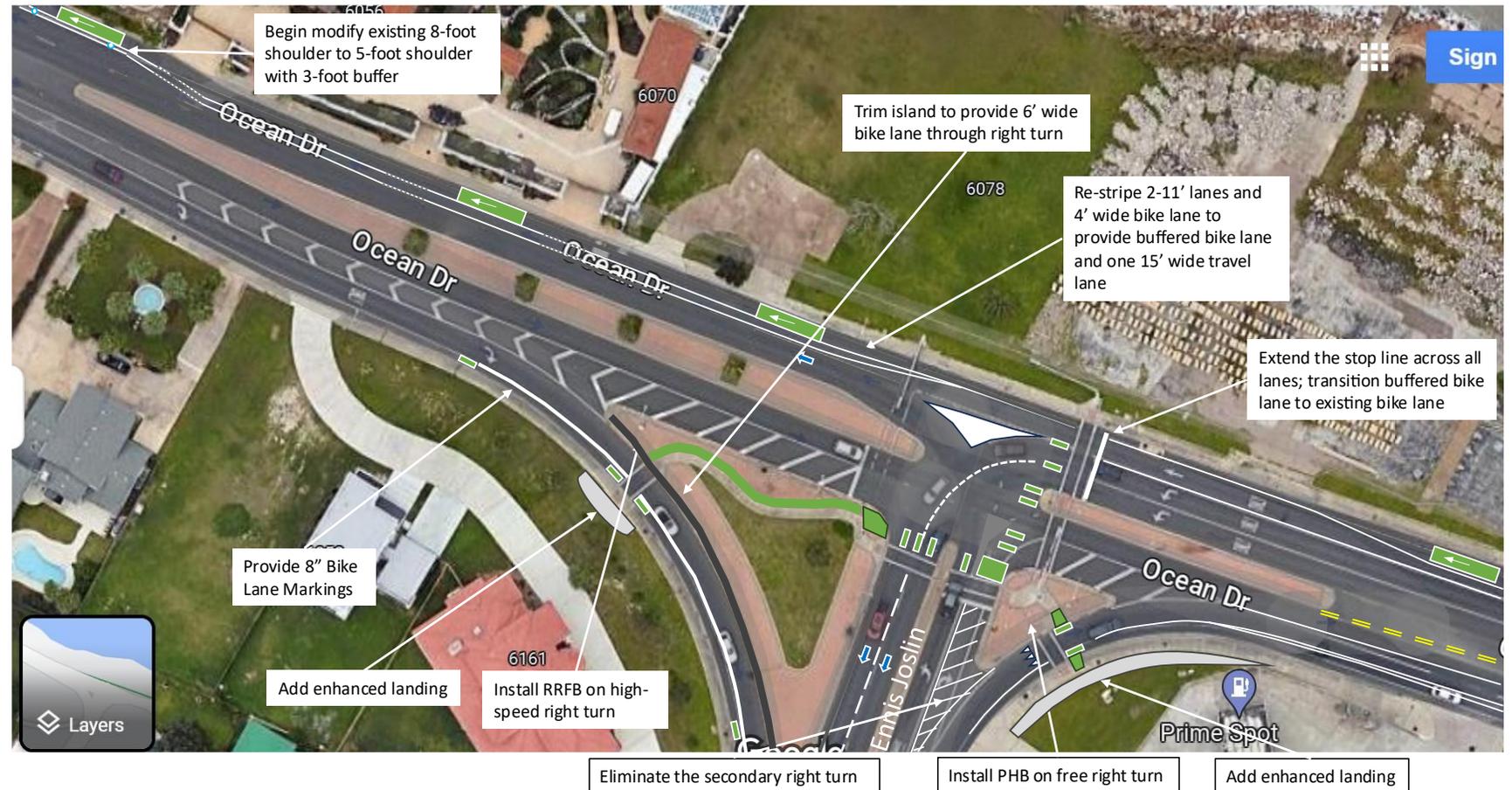
Legend

Facility Type

-  Shared-use Sidepath (both sides)
-  Shared-use Sidepath (one side)
-  2-way Cycle Track (one side)
-  Bike Lane (both sides)
-  Buffered Bike Lane (both sides)
-  Off-Road Shared-use Path
-  Bike Route
-  Shoulder Bike Lane
-  Bike on Bus
-  TxDOT Tourism Trail Network Route
-  Bus/Bike Interface
-  Mid-Block Crossing
-  Schools
-  Roads
-  Corpus Christi MPO
-  Parks

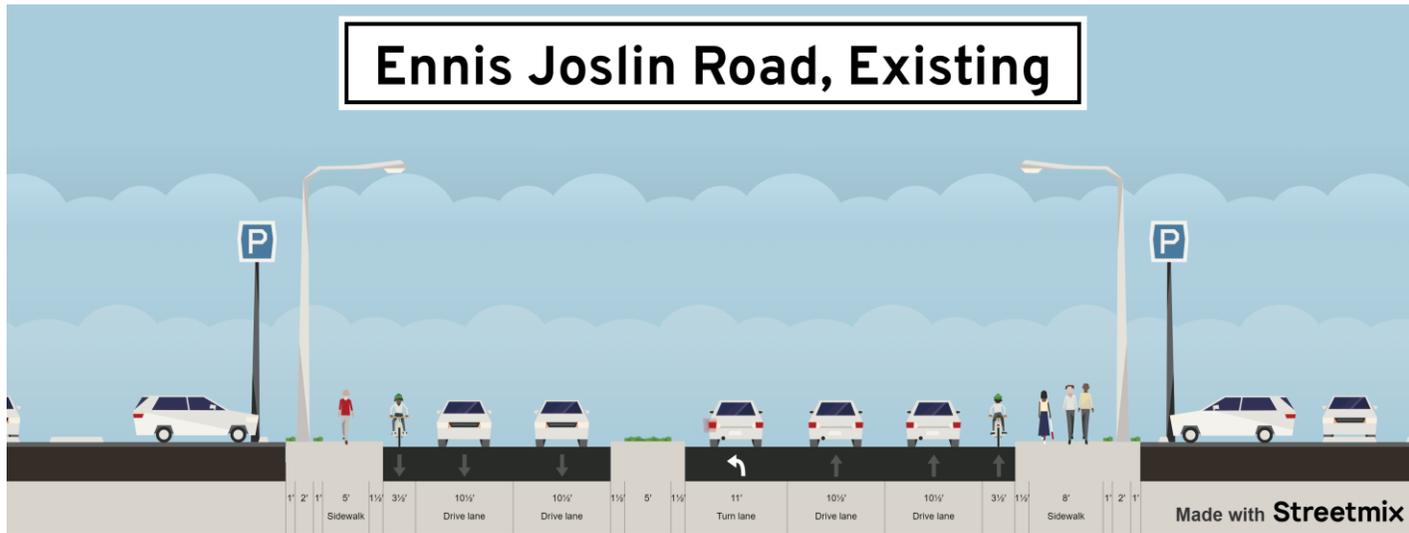


Ocean Drive



Ennis Joslin Multimodal Street

Ennis Joslin Road, Existing



Ennis Joslin Road, Proposed v1



Ennis Joslin Road, Proposed v2



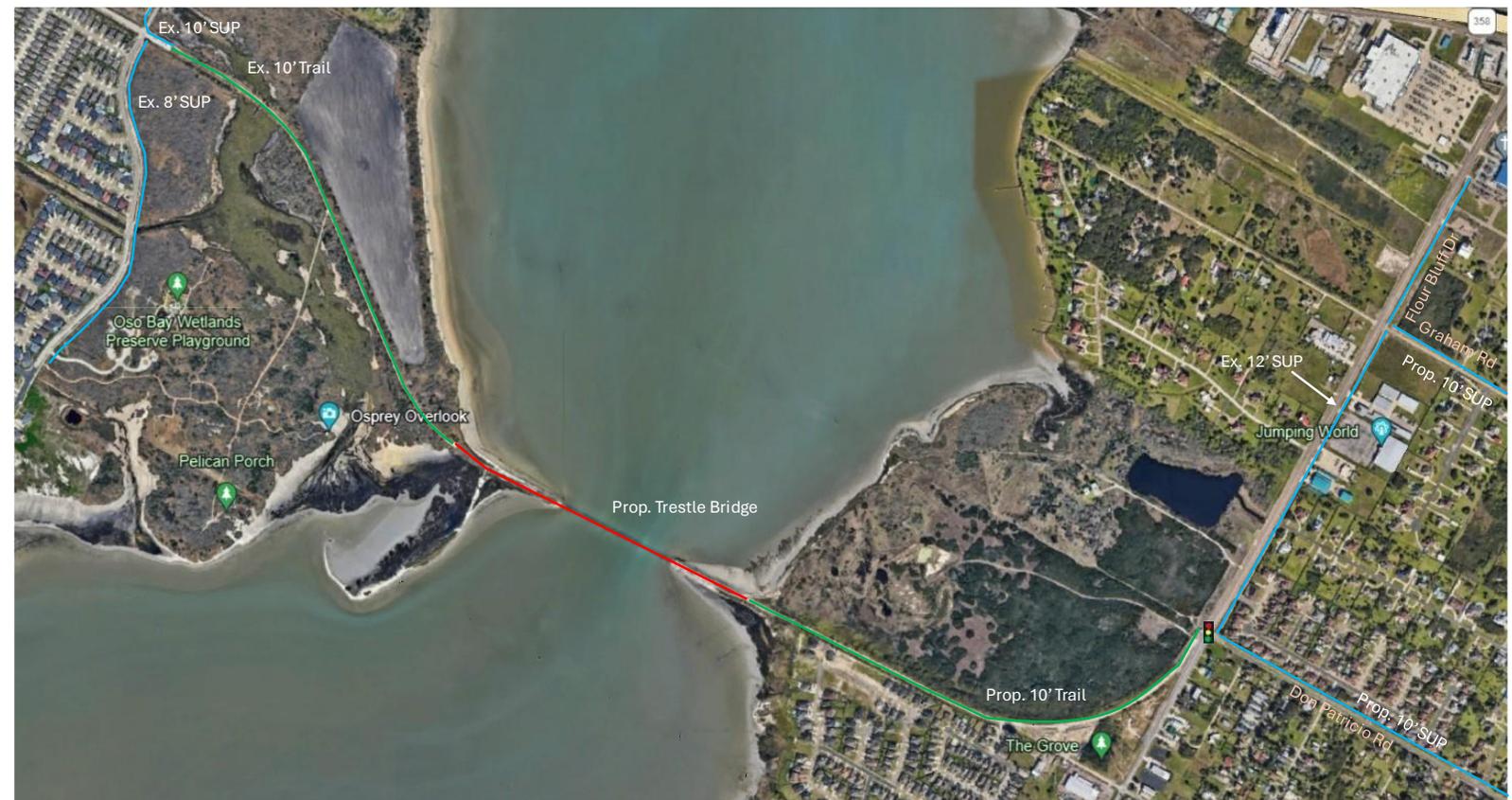
Ennis Joslin / Holly Bridge / Flour Bluff



Legend

Facility Type

- Bike Lane
- 2-way Cycle Track (one side)
- Buffered Bike Lane
- Shared-use Sidepath (one side)
- Shared-use Sidepath (both sides)
- Off-Road Shared-use Path
- - - Bike on Bus
- Bike Route
- - - Shoulder Bike Lane
- TxDOT Tourism Trail Network Route
- B Bus Depot
- X Mid-Block Crossing
- Parks
- Corpus Christi MPO
- Roads



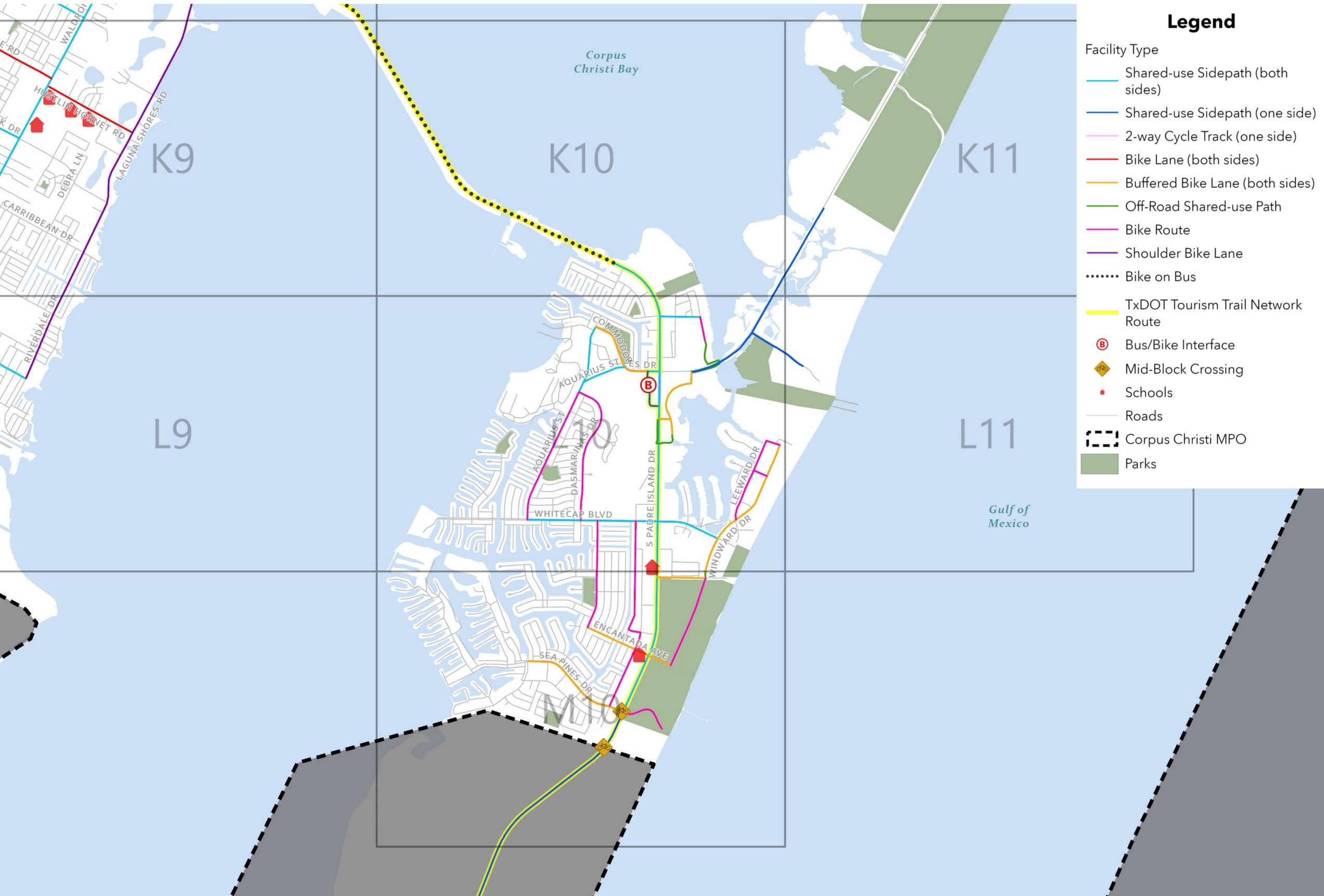
Flour Bluff area



Legend

- Facility Type
- Shared-use Sidepath (both sides)
 - Shared-use Sidepath (one side)
 - 2-way Cycle Track (one side)
 - Bike Lane (both sides)
 - Buffered Bike Lane (both sides)
 - Off-Road Shared-use Path
 - Bike Route
 - Shoulder Bike Lane
 - ⋯ Bike on Bus
 - TxDOT Tourism Trail Network Route
 - B Bus/Bike Interface
 - B Mid-Block Crossing
 - Schools
 - Roads
 - Corpus Christi MPO
 - Parks

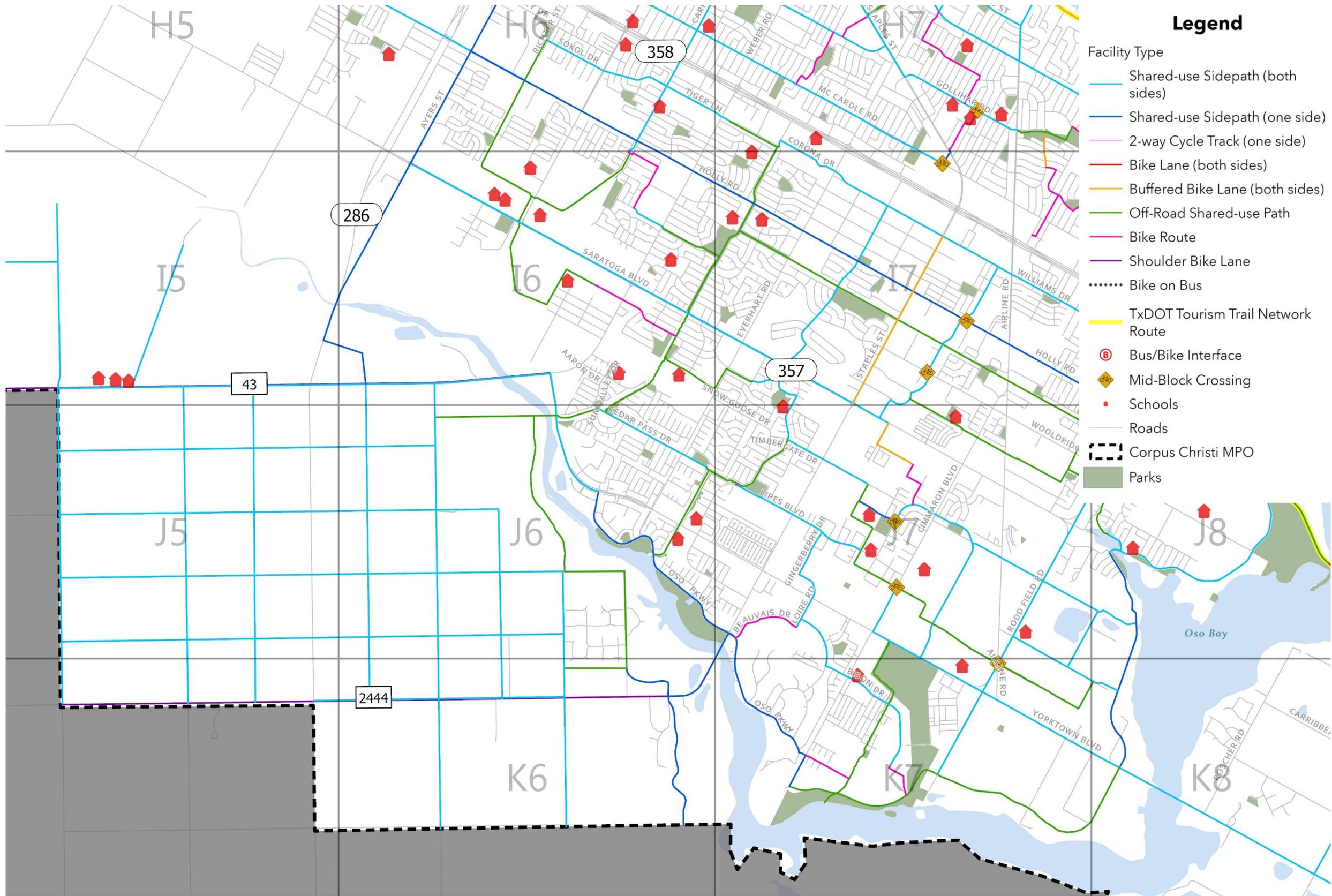
Padre/Mustang Island



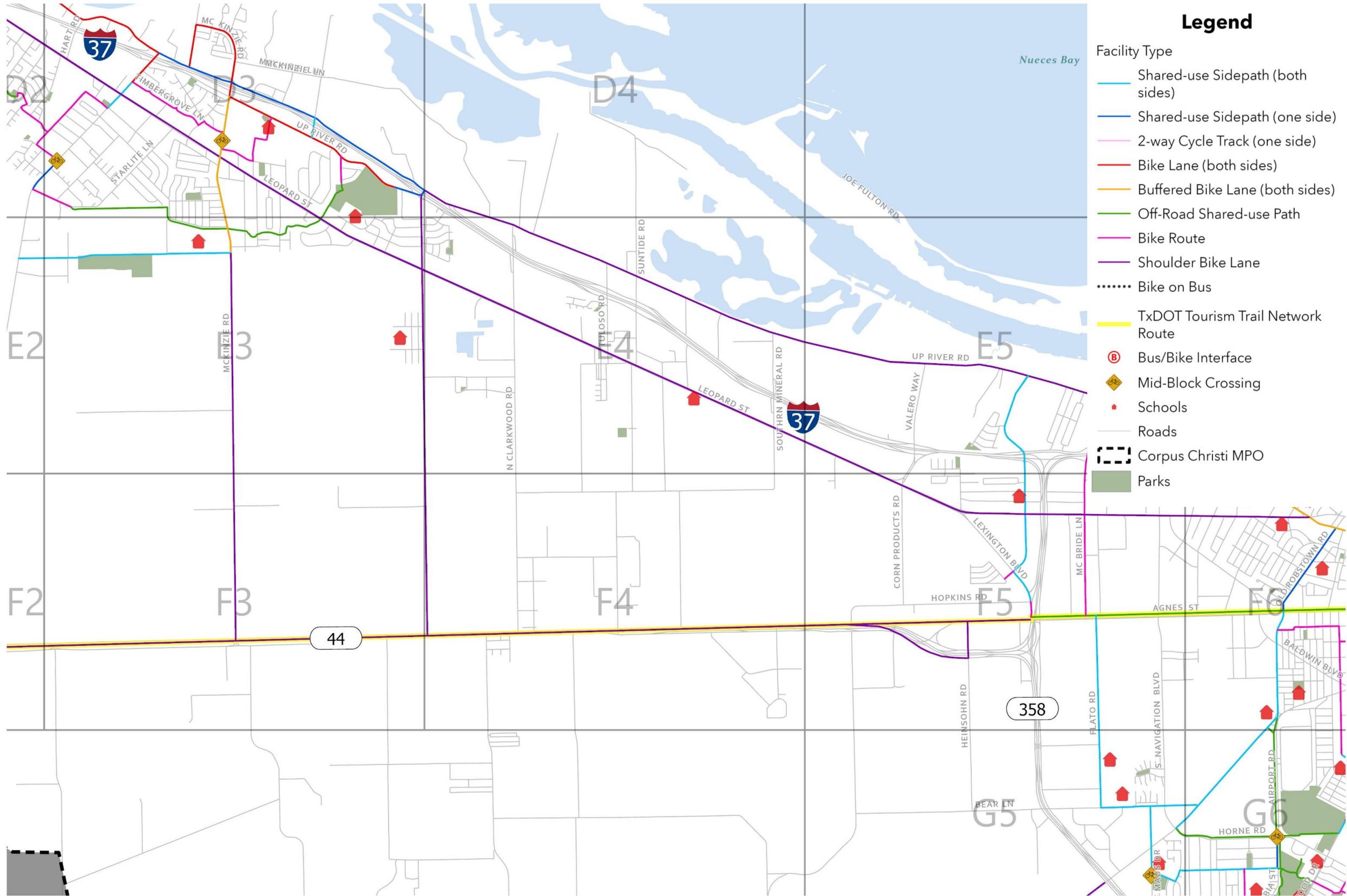
Legend

- Facility Type
- Shared-use Sidepath (both sides)
 - Shared-use Sidepath (one side)
 - 2-way Cycle Track (one side)
 - Bike Lane (both sides)
 - Buffered Bike Lane (both sides)
 - Off-Road Shared-use Path
 - Bike Route
 - Shoulder Bike Lane
 - ⋯ Bike on Bus
 - TxDOT Tourism Trail Network Route
 - B Bus/Bike Interface
 - 53 Mid-Block Crossing
 - Schools
 - Roads
 - Corpus Christi MPO
 - Parks

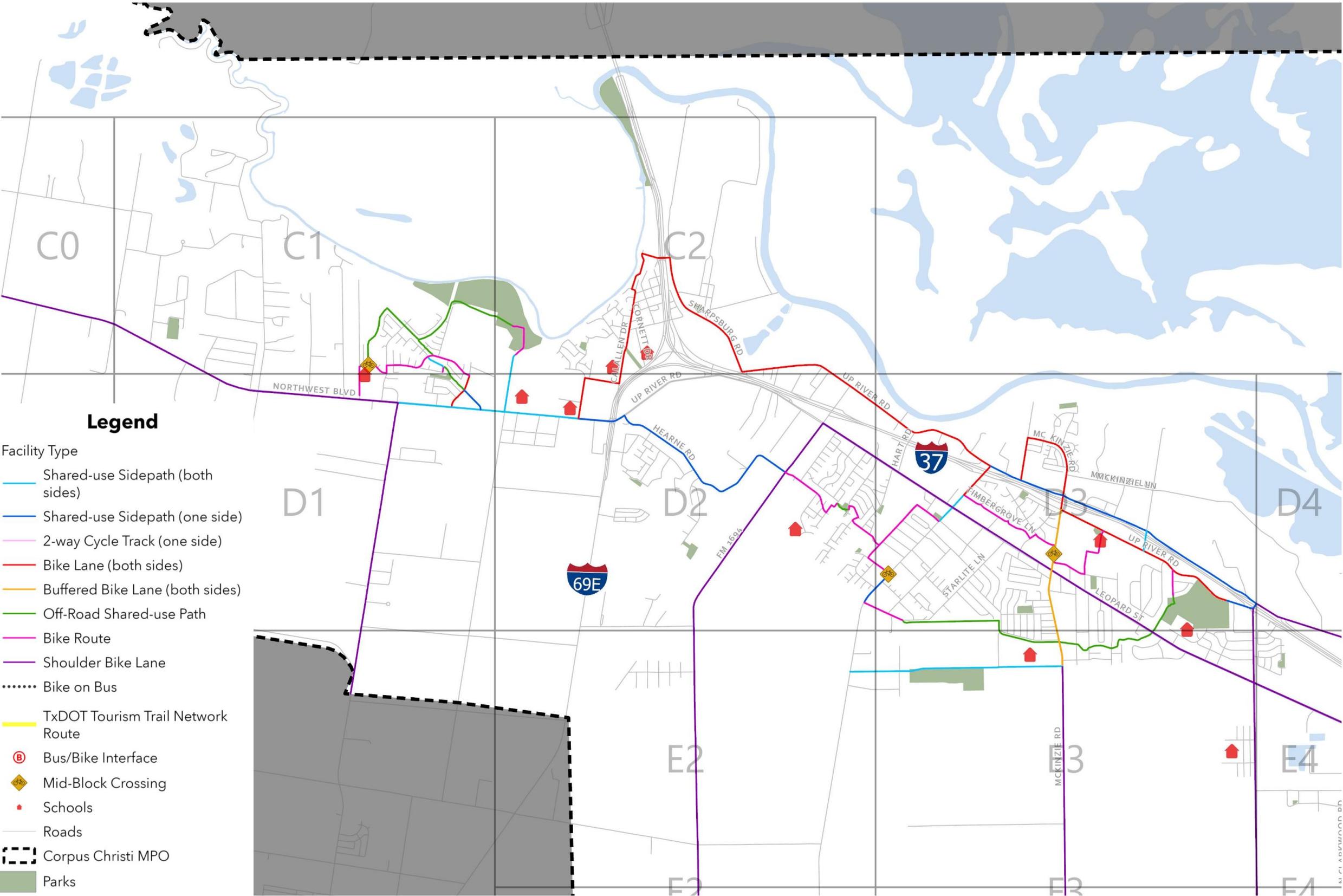
Southside



East-West Connection



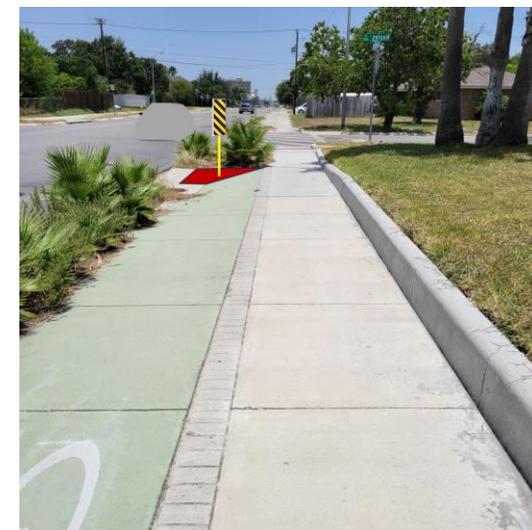
Callalen-Annville



Enhance Existing AT Facilities



Inventory and Repair Damaged Sidewalks, Fill in the Gaps



Promote Active Transportation



Glow Ride Tours. Source: Glow Ride Tours at alowridetours.com



47TH ANNUAL RELAY MARATHON
ARMED FORCES DAY • MAY 18, 2024



Source: Seattle Public Schools



Build it and they will come



Tier I

The priority network of trails, SUPs and bike lanes that provide connectivity to the high profile destinations and locations in the region.



Tier II

The second tier of projects, though equally important, would be completed in conjunction with ongoing CIP projects.



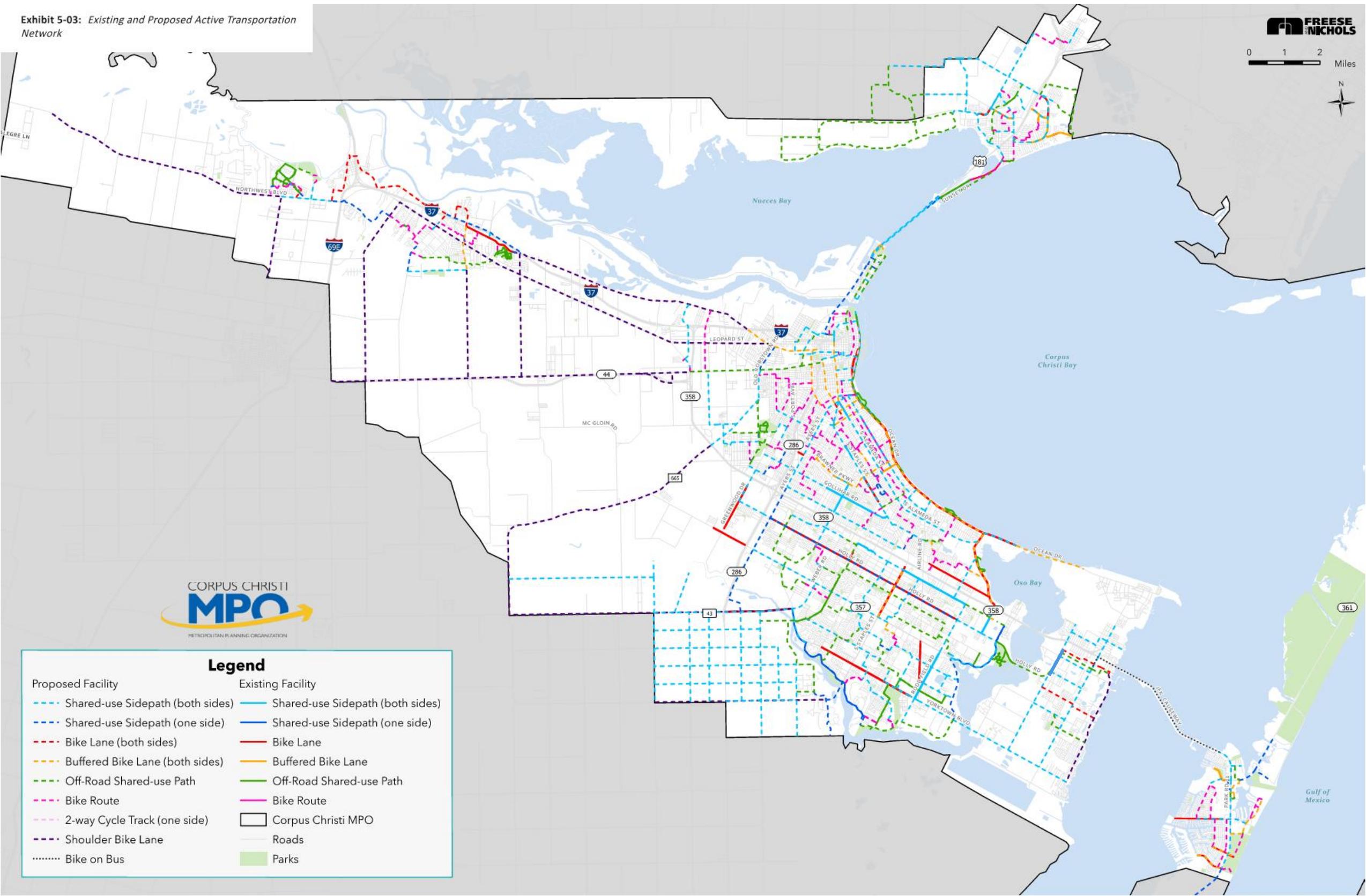
Tier III

The third tier of projects includes the remaining trails, bike lanes and bike routes that connect to the various neighborhoods, schools and parks that are not in the priority network nor in a current capital improvement project.

Facility Type	Existing Miles				Proposed Miles				Total Miles
	Corpus Christi	Portland	Gregory	Outside City Limits	Corpus Christi	Portland	Gregory	Outside City Limits	
2-way Cycle Track (one side)	-	-	-	-	1.43	-	-	-	1.43
Bike Lane	59.18	3.06	-	3.06	10.63	-	-	-	75.93
Bike on Bus	-	-	-	-	4.86	-	-	-	4.86
Bike Route	2.67	-	-	-	55.18	5.16	0.55	1.16	64.73
Buffered Bike Lane	1.57	6.22	-	-	30.82	0.21	-	-	38.82
Off-Road Shared-use Path	17.38	1.57	-	-	71.63	6.49	0.05	17.64	114.77
Shared-use Sidepath (both sides)	17.50	0.52	-	-	180.02	19.22	0.50	34.17	251.93
Shared-use Sidepath (one side)	6.32	-	-	-	43.39	0.98	-	11.59	62.28
Shoulder Bike Lane	-	-	-	-	75.59	-	-	37.15	112.74
Total Miles per City	104.62	11.38	-	3.06	473.55	32.05	1.11	101.71	727.48
Total Existing vs Proposed Miles	119.06				608.43				

Existing and Proposed Network

Exhibit 5-03: Existing and Proposed Active Transportation Network



Legend

Proposed Facility	Existing Facility
Shared-use Sidepath (both sides)	Shared-use Sidepath (both sides)
Shared-use Sidepath (one side)	Shared-use Sidepath (one side)
Bike Lane (both sides)	Bike Lane
Buffered Bike Lane (both sides)	Buffered Bike Lane
Off-Road Shared-use Path	Off-Road Shared-use Path
Bike Route	Bike Route
2-way Cycle Track (one side)	Corpus Christi MPO
Shoulder Bike Lane	Roads
Bike on Bus	Parks

Fund it so you can build it

LOCAL SOURCES	STATE SOURCES	FEDERAL SOURCES
Crowd Funding	Transportation Alternatives Set-aside (TA) Program	Active Transportation Infrastructure Investment Program (ATIIP)
Impact/Developer Fee		Community Development Block Grant Program (CDBG)
Local Capital Improvement Programs (CIPs)	Subrecipient Monitoring and Compliance Program	Section 108 – Loan Guarantee Program
Municipal Bonds		Disaster Relief Fund
Park Land Dedication Ordinances	Traffic Safety Grants	Highway Safety Improvement Program (HSIP)
Partnership		Land and Water Conservation Fund (LWCF)
Private Donations	Local Government Assistance Program (LGAP)	National Highway Performance Program (NHPP)
Property Taxes	Recreational Trails Grants	Surface Transportation Block Grant Program (STPBG)
Revenue Bonds		Surface Transportation Block Grant Program Set-aside (STPBG Set-aside)
Sales Taxes	Local Parks Grant Program (LPGP)	TIGER Discretionary Grants Program
Special Assessments		Urban Park and Recreation Recovery Grant (UPARR)
User Fees		Federal Transit Administration Programs (FTA)
Utility Bill Contributions		



Safe Streets for All

Thank You!



Contact

Kevin St. Jacques – krs@freese.com

Freese and Nichols, Inc. (214) 217-2314

