Trails and Transportation

Capital Area Trail System – Walk for a Day

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TexITE 2010 Winter Meeting
January 29, 2010
Frisco, Texas

Purpose

- Alternative Modes of Transportation and its Relation to Trails
- Design Considerations for Existing Conditions and Future Growth
- Capital Area Trail System – Walk for a Day
What is Transportation?

**Transportation:**
The movement of people and goods from one location to another.

**Alternative Modes of Transportation:**
The use of non-conventional, typically fuel-efficient or environmentally friendly method of transportation.

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**Alternative Modes of Transportation Programs**

Texas Safe Routes to School Program – improves childhood health, improves pedestrian safety, and improves environment

- Established through the Federal Transportation Bill in 2005
- All 50 States have this Program.
- Federal Government apportioned $612 million
- Texas DOT Received $13,500,000 in 2009
Alternative Modes of Transportation Programs

Prevention and Wellness Programs – federal grant program for communities to enhance bicycle and pedestrian activities

- Established through the Department of Health and Human Services
- $650 Million Available for Public Health Efforts

Bike to Work Day – promotes the use of bicycles as the primary method of traveling to and from work

- Greater Dallas Area Logged 4,383 Miles
- Reduced 5,045 lbs of CO₂ Emissions in One Day
- Texas Emitted 203.1 Million Metric Tons in 2007 for Transportation Use Alone.
Future Growth

- Creation of Independent Bikeway/walkway Networks
- Enhancement of Existing Bike Lanes
- Expansion of Regional Trail Systems
- Expansion of Urban Pedestrian Networks
- User Education and the Promotion of Utilizing Alternative Modes of Transportation

Future Growth (cont.)

- Incorporation of Bike Lanes on Existing Roadway Networks
- Colored Pavement for Enhanced Way Finding and Safety
- Promoting the Use of Bicycles and Walking at Early Ages and Within the School Systems
Pedestrian Safety

Pedestrian Safety

Pedestrian Safety

Pedestrian Safety

The Effects of Innovative Treatments on Motorist Yielding

<table>
<thead>
<tr>
<th>Location</th>
<th>Before</th>
<th>After</th>
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</thead>
<tbody>
<tr>
<td>Seattle, WA Overhead Flasher/Signal</td>
<td>46.5%</td>
<td>52.1%</td>
</tr>
<tr>
<td>Tucson, AZ HAWK Beacon Signal</td>
<td>15.0%</td>
<td>31.0%</td>
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<tr>
<td>Gainesville, FL In-Road Flasher</td>
<td>90.6%</td>
<td>74.6%</td>
</tr>
<tr>
<td>Lakeland, FL In-Road Flasher</td>
<td>15.2%</td>
<td>28.7%</td>
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Walk For A Day Trail System
Conceptual Plan
Austin, Texas

- Approximately 35 Miles
- Traverses through Urban, Suburban, and Rural Areas
- Collaboration of Public and Private Lands
- Surface Varies Throughout Trail
Economic Stimulus Project

- Awarded $110,000
- Sidewalk, Pedestrian Signalization, ADA Curb Ramps, Signage and Striping
- CAMPO, TxDOT, COA, COSV, TCEQ

Phase 1

- Extension of Existing Trail Network
- Challenges of Going through TxDOT Property and R.O.W.
- Connects into Stimulus Project
- Reclamation of Illegal Trails
Phase 2

- Coordination with TxDOT and City of Austin
- Will Consist of 3 to 4 at-grade Intersection Crossings
- Trail Will be Designed Entirely by AASHTO Bike Facilities Guide

In Summary

- Various Programs and Funding Available to Promote Alternative Modes of Transportation
- Innovative Design Available to Aid in the Safety and Efficient Integration of Motorist/pedestrian/cyclist Activity
- Trail Systems can Improve Mobility and Be Designed through Various Metropolitan Settings

“Only those who risk going too far can possibly find out how far one can go.” – T.S. Elliot
Questions?