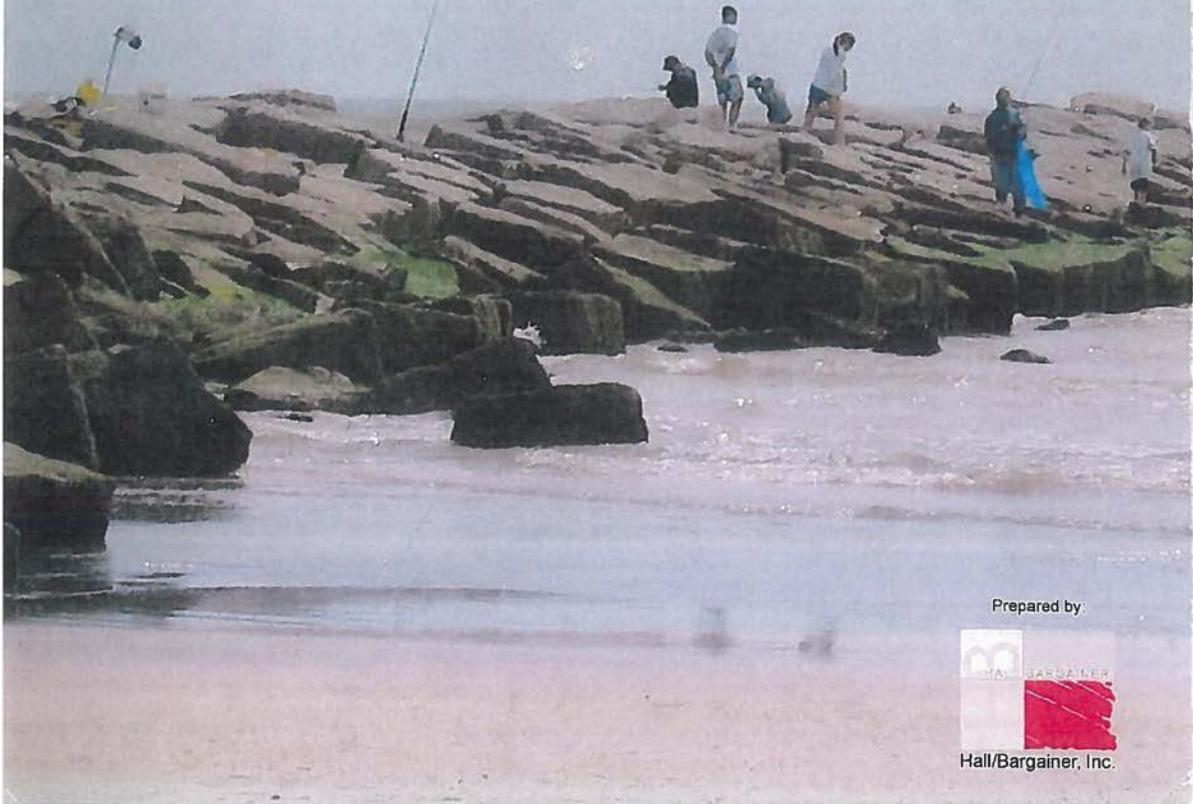


# Pedestrian/Bicycle Mobility Plan

for the  
City of Port Aransas  
Texas

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Prepared by



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## **INTRODUCTION**

The Pedestrian Mobility Study and Plan is a Transportation Planning effort to identify Safe Mobility Alternatives for Pedestrian and Bicycle traffic within the City of Port Aransas. This plan is the first step in the planning process and establishes the framework in which the subsequent steps can and should take place.

Key issues for providing for these alternative modes of transportation include:

- Safety
- Connectivity
- Walkability / Functionality
- Accessibility / Conformance
- Promote Health
- Community
- Healthy Economy
- Tourism
- Inviting to residents and tourists alike

This study was conducted within the Port Aransas City Proper, or the Study Area generally bounded on the South by Mustang Boulevard, on the North and West by the ship channel and on the East by the Gulf of Mexico. This plan recognizes that the overall system will expand generally along SH 361 and the beach to the South as growth occurs within the City and this plan should expand to incorporate that growth.

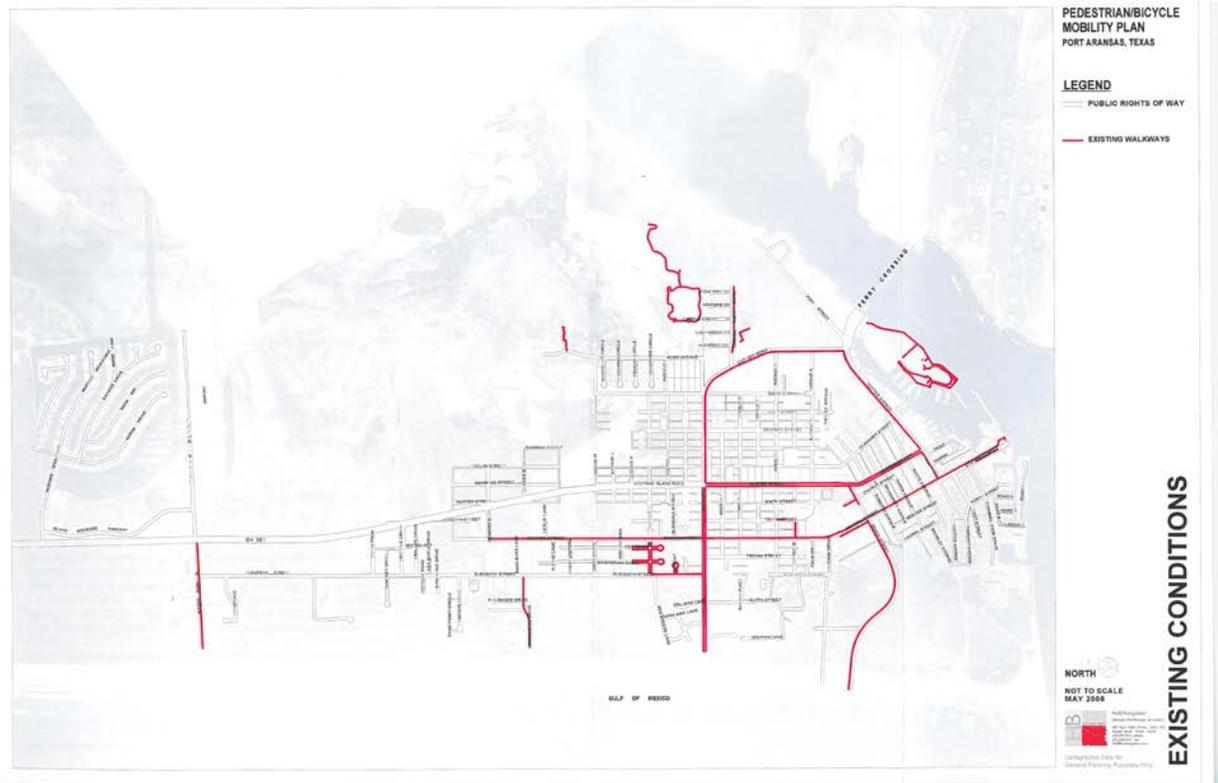
The purpose of the Pedestrian Mobility Study and Plan is to achieve two objectives. First, the City needed an initial analysis and plan that provides guidance and supporting information for immediate pedestrian/bicycle system improvement to the City with its existing conditions. These immediate improvements included hike & bike trail projects resulting from funding opportunities through Texas Department of Transportation (TxDOT) and private developers.

Second, the City intends to add to the core system as it grows with new development and municipal expansion. This plan will be used for identifying how to integrate pedestrian/bicycle system improvements with more standard capital improvements and park additions. The plan also helps private developers include routes and linkages to connect to the City-wide system.

## **EXISTING CONDITIONS – 2004**

An inventory was conducted to evaluate the city's supply of pedestrian access ways. The inventory found various sidewalks throughout the city providing some connectivity through the city both North-South and East-West. Sidewalks generally occurred on the more major thoroughfares and access points to the beach as well as some new developments and parks. Sidewalk condition and travel width varied throughout the city and internal routes within the city were lacking to a large extent.

The Existing Conditions Map on the following page depicts the locations of existing sidewalks/trails within the study area.



## MULTI-USE SYSTEM

The Multi-Use System Plan maps a recommended approach to creating the pedestrian & bicycle mobility system within the study area. In determining route locations, issues of available space, traffic and future development were taken into consideration. With respect to connectivity, facilities were identified that were considered pedestrian traffic generators and listed on the map as school/civic, parks, pedestrian generators (high density residential, local shopping, etc.), retail districts and the active recreation areas of the beach & shoreline. System routes were identified with a hierarchy based on anticipated volume of use and function.

### Primary Route:

The highest volume of traffic is anticipated along these routes.

#### *Design recommendation:*

Width: 8'-10' to allow for passing and multiple two way traffic

Material: reinforced concrete to allow for the widest variety of users

### Secondary Route:

A moderate volume of traffic is anticipated along these routes.

#### *Design recommendation:*

Width: 6'-8' to allow for passing and two way traffic

Material: reinforced concrete to allow for variety of users

**Connector Route:**

A low volume of traffic is anticipated along these routes.

*Design recommendation:*

Width: 4'-8' to allow for one or two way traffic

Material: reinforced concrete or decomposed granite to allow for access to higher volume route

**Types of Facilities**

The plan calls for primarily building multi-purpose, concrete paths as Port Aransas' standard trail wherever feasible. However, there are constraints along many of the routes identified in the plan since the City is establishing a new system along pre-existing streets and by-ways. In many locations, the appropriate choice could be sidewalk or narrow-width paths consisting of crushed stone, gravel or another type of material because of design limitations. Financial considerations may also require a phased approach where the first trail may be a base material and will eventually be converted to concrete when funding becomes available to make the improvements.

**SUMMARY**

The goal of this plan is to incorporate Pedestrian/Bicycle Routes into identified and future capital improvement projects (CIP), new development and specific route projects. As the City grows and builds new infrastructure, opportunities to incorporate Pedestrian/Bicycle Routes will surface and allow the City to take advantage of this opportunity.

Collaboration of this Pedestrian/Bicycle Mobility Plan should occur with other efforts within the City such as the Thoroughfare Plan, Parks, Recreation and Open Space Plan and other improvement plans to aid in funding as well as multi-use and multi-function facilities.

Funding Opportunities exist through grant programs (Texas Department of Transportation, Texas Parks and Wildlife, etc.), CIP projects, private development and civic development (schools) that can allow routes to be constructed to provide the overall system.

Continuation of this process is recommended so to evaluate each route on a route by route basis to determine the design criteria, potential funding alternatives and create an implementation plan. This next step effort will facilitate the implementation of the system in a more timely manner and identify all opportunities currently planned for and anticipated in the future.

