

Victoria Thoroughfare Master Plan

June 15, 2021

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Introduction

Topics

- Purpose
- Planning Process
- Analysis
 - Existing & Future Conditions
- Thoroughfare Plan
- Implementation & Funding

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Purpose

- **What is a Thoroughfare Master Plan (TMP)?**
 - A long-range planning document used to guide the development of a community's roadway system
 - Last updated in 1998, map amended through 2018
 - NOT a short-term list of construction projects
 - Alignments are not final
 - City of Victoria should revisit plan periodically

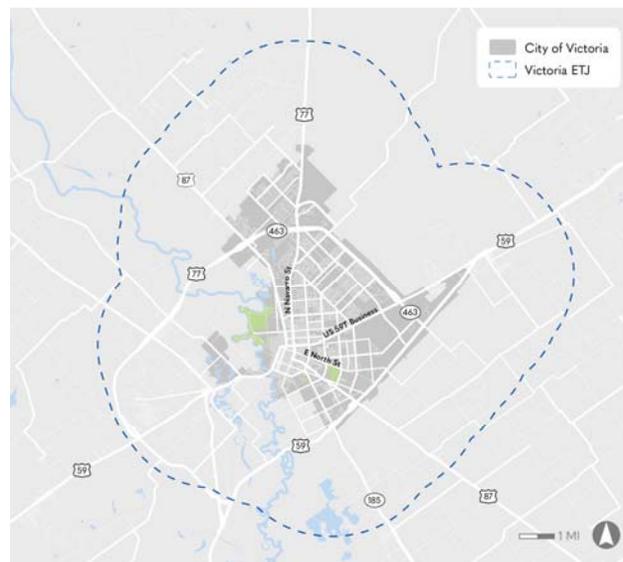


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Study Area

- **Two extents emphasized**
 - Extraterritorial Jurisdiction (ETJ)
 - Municipal Boundary

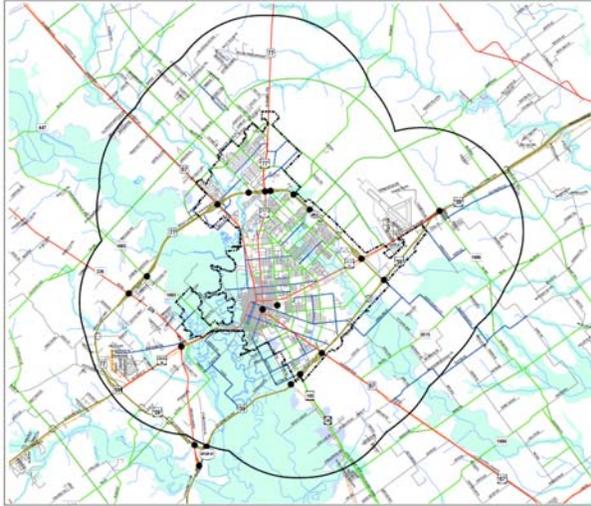


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Planning Process

- Existing TMP
- Plan Review
 - Regional & Local
- Public Involvement
 - Community & Stakeholders
- Technical Analysis
- Context-Sensitive Design



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Planning Process

- Public Involvement
 - Technical Committee Meetings
 - Online Visioning Survey and Mapping Tool
 - Project Website
 - Stakeholder Meetings
 - Public/Private Sector
 - Public Open House

Home Government Master Plans Thoroughfare Master Plan

THOROUGHFARE MASTER PLAN

The purpose of the thoroughfare master plan is to guide the development of transportation infrastructure in a way that preserves right of way and improves connectivity and accommodates growth in Victoria.

In June, the city released a request for qualified consultants (RFQ) for the update to the TMP Alliance Transportation Group, Inc., (ATG) was selected as the most qualified consultant. The TMP is funded by the Victoria Metropolitan Planning Organization's grant funds and the City's general fund and is \$100,000. The anticipated date of completion is June 2021.

The Thoroughfare Master Plan (TMP)

- is a document that applies public involvement techniques to guide the development and implementation of a balanced, multi-modal transportation infrastructure to best serve the needs of the community
- Will describe a network that preserves right-of-way (ROW), improves connectivity, and accommodates growth for Victoria

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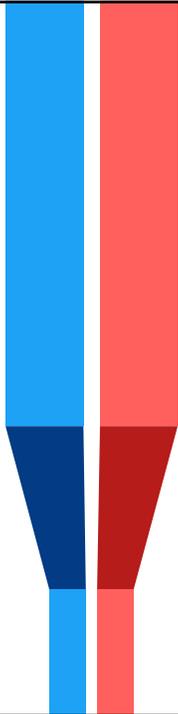
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TMP Goals

-  MAINTAIN AND REPAIR EXISTING INFRASTRUCTURE
-  REDUCE TRAFFIC CONGESTION AND TRAVEL TIMES
-  INCREASE THOROUGHFARE NETWORK CONNECTIVITY
-  INCREASE CONVENIENT ROUTE OPTIONS
-  ENSURE NETWORK CAPACITY MEETS DEMAND
-  INCREASE MULTIMODAL OPTIONS

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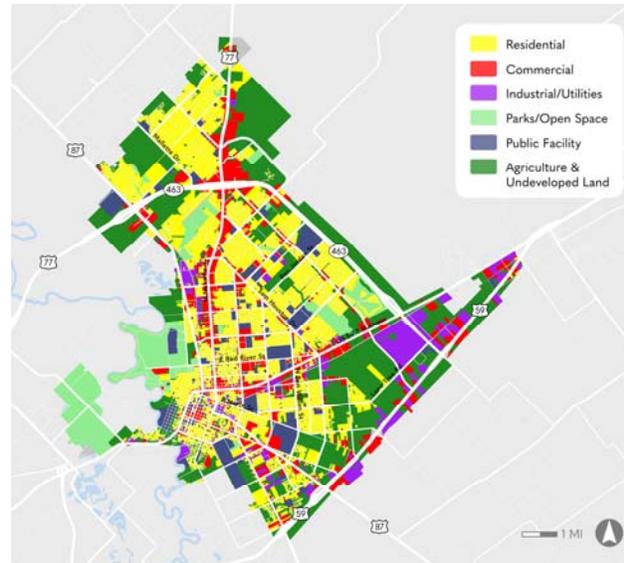
Baseline Existing Conditions

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Land Use

Concentrations of commercial development generally fall along major thoroughfares, including:

- Navarro St (Business US 77)
- Houston Hwy/Rio Grande St/Moody St (Business US 59T)
- NE Zac Lentz Pkwy (Loop 463)
- Downtown Victoria



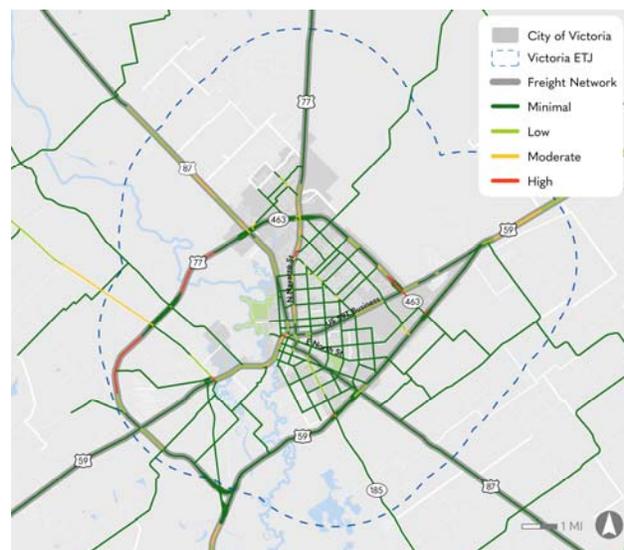
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Roadways

Moderate to heavy congestion occurs along:

- Navarro St.
- Zac Lentz Pkwy.
- US 59T Business
- Main St.



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Transit

Victoria Transit

- Fixed Route Service: M-F, 7AM-6PM
- Flex Route Paratransit: M-F, 6PM-10PM; Sat., 11AM-10PM

The TMP considers the location of transit routes and stops, as well as the needs of transit users, to help ensure the proposed thoroughfare network facilitates the use of public transportation in the City of Victoria, rather than act as a barrier.



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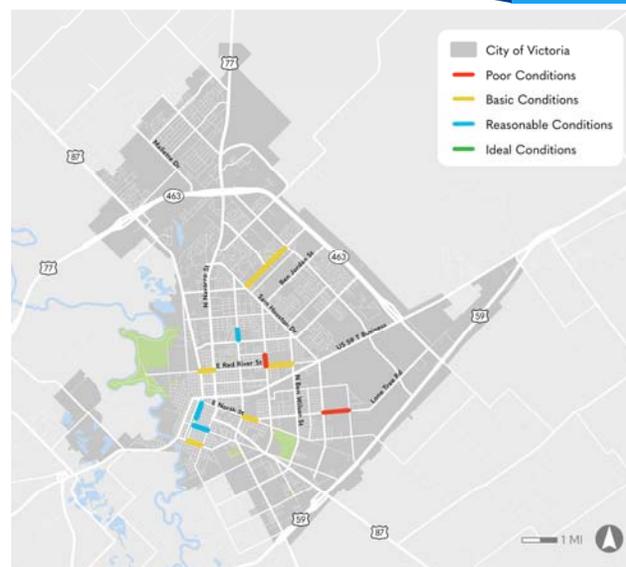
Active Transportation

Bicycle & pedestrian facilities support transportation choice, accessibility, and safety for all roadway users.

Bicycle Environmental Quality Index (BEQI) and Pedestrian Environmental Quality Index (PEQI) analysis findings were analyzed to understand general conditions throughout the study area.

Current facilities include:

- Lone Creek Hike & Bike Trail
- Riverside Park Hike & Bike Trail
- Riverside Park Nature Trail / Athey Nature Sanctuary
- Network of sidewalks



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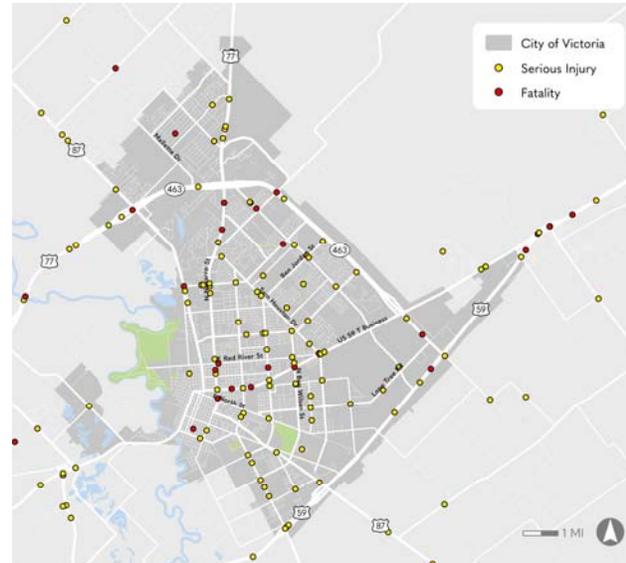
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Safety

Crash Hot Spots (2013-2017)

- US 59T Business @ Navarro St.
- US 59T Business @ Laurent St.
- Zac Lentz Pkwy. @ US 87
- Zac Lentz Pkwy. @ Navarro St.
- 5 Points

While severe crashes are dispersed throughout the municipal boundary, the majority occurred along collector, arterial, and highway/expressway road classifications.



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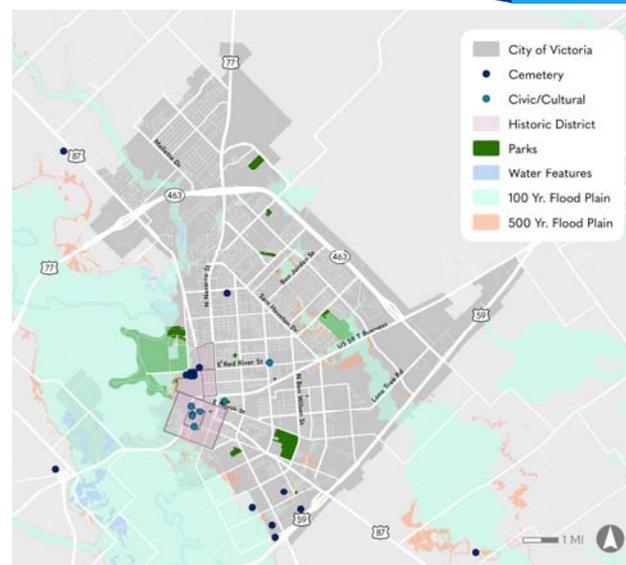
Environmental & Cultural

Major Environmental Features

- Gulf Coast Aquifer
- Guadalupe River
- 100- and 500-year floodplains

Cultural Assets

- 5 historic districts
- 16 parks
- Libraries, museums, cemeteries, municipal offices



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Findings

- North/South Connectivity needs to be prioritized
- Congestion exists largely along freeways and arterials
- Existing transit routes use major thoroughfares
- Safety concerns along Navarro and BUS59
 - Undergoing median treatment
- Opportunity to improve pedestrian facilities and bicycle facilities
- Hydrology/floodplains constrain potential new alignments and ROW expansion



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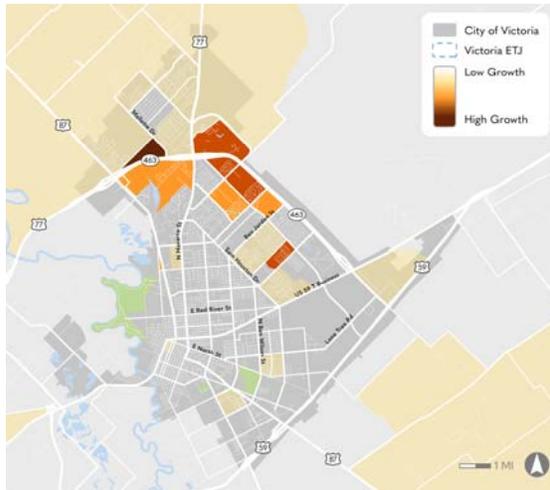
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Future Growth & The Transportation System

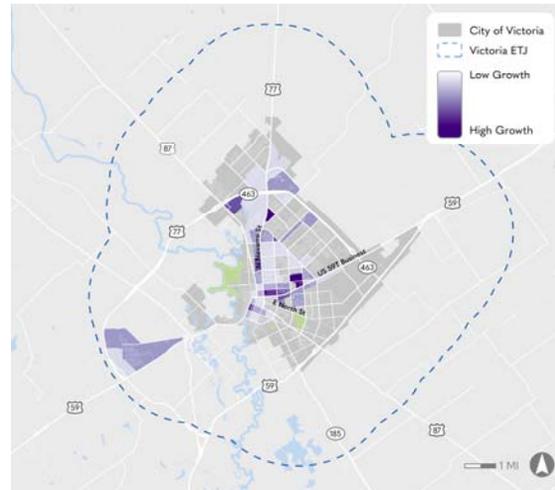
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Projected Growth

Population Growth



Employment Growth



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Planned Facilities

State

- Future I-69 Corridor Designation

Victoria MPO

- TIP Projects
- MTP Projects
 - Implementation Stage (2020-2023)
 - Near-Term Stage (2024-2029)
 - Medium-Term Stage (2030-2035)
 - Long-Term Stage (2036-2045)



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System Deficiencies Analysis

Travel Demand Model

- Forecasts future regional traffic patterns using data such as total population, demographic forecasts, land use data, and information on the transportation network (e.g., future roadway projects)

TransModeler

- Simulates traffic patterns at specific locations and offers a more nuanced visualization of the causes of system deficiencies



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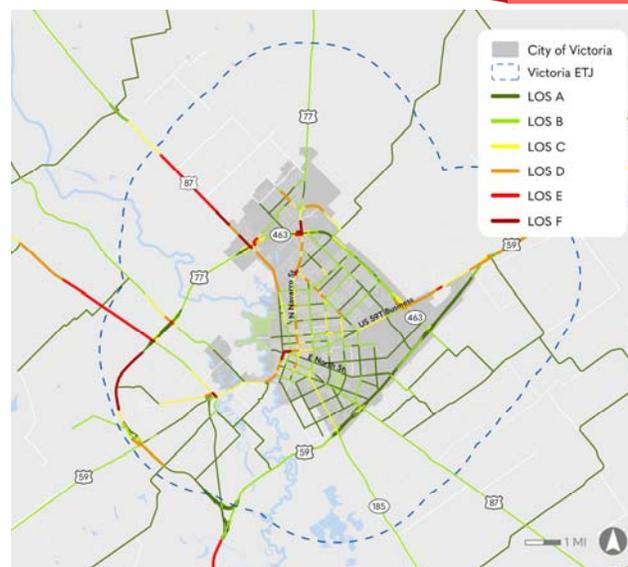
System Deficiencies Analysis

Expected Future Congestion

- US 87 extending from the City
- US 59T Business extending eastward from the City
- US 59T Business south of Downtown
- US 77
- Nursery Dr.
- Moody St.
- Navarro St.
- Sam Houston Dr.

Level of Service:

- A – Free flow; highest driver comfort
- B – Reasonably free flow; high driver comfort
- C – Some delay; acceptable driver comfort
- D – Moderate delay; some driver frustration
- E – High level of delay and driver frustration
- F – Highest level of delay and driver frustration



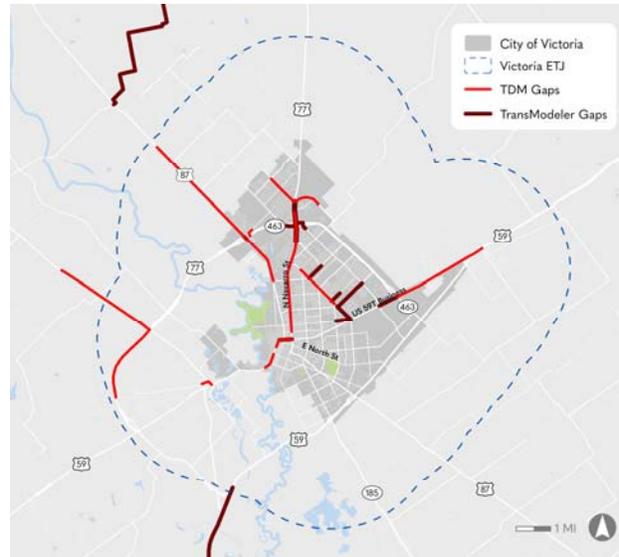
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System Deficiencies Analysis

Network Service Gaps

- Roadway segments shown as deficient from both modeling efforts were strongly considered for improvement during the TMP alignment selection and scenario analysis. Areas where adjacent deficiencies occur suggest potential spillover traffic from major thoroughfares as well as issues with street design and signalization. These areas were also considered for improvement due to the likelihood that their failing conditions are interrelated.

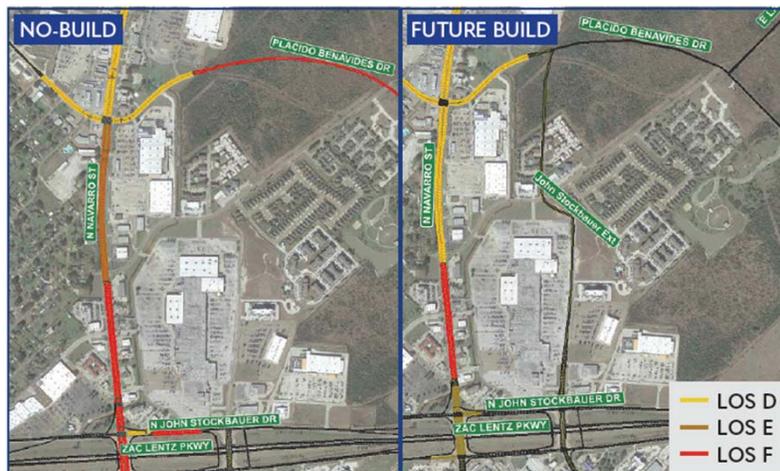


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System Deficiencies Analysis

N NAVARRO ST SCENARIO COMPARISON - PLACIDO BENAVIDES DR TO LOOP 463



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System Deficiencies Analysis

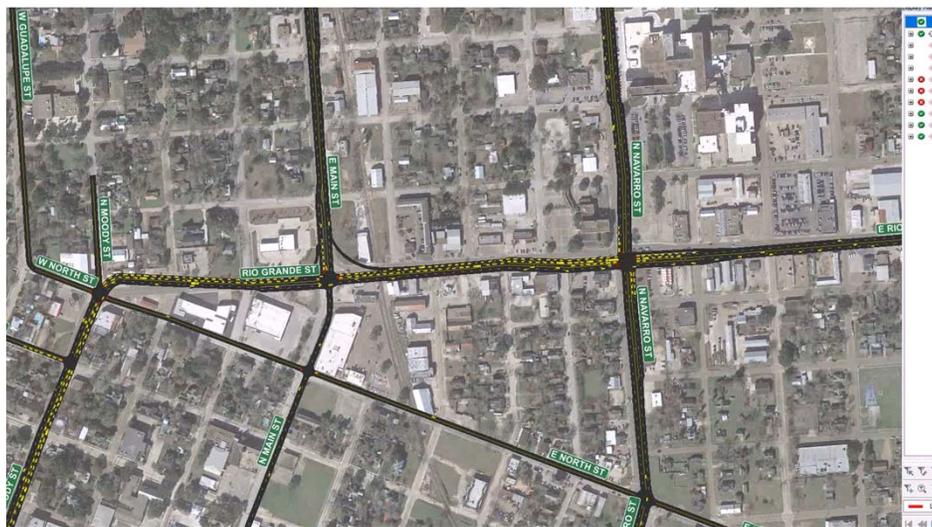
5-POINTS SCENARIO COMPARISON



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Simulation Tools



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Conceptual Alignments

Selecting Conceptual Alignments

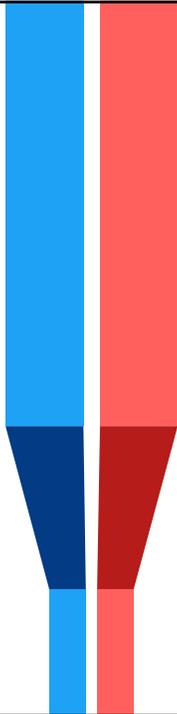
- Based on the results of the modeling efforts, potential transportation improvements were developed to address the identified deficiencies.
- Proposed facilities underwent an iterative feedback process with the Technical Committee and stakeholders to assess feasibility and ensure the projects would align with local needs.
- The proposed alignments were evaluated using TransModeler to assess their impact as part of the scenario analysis.



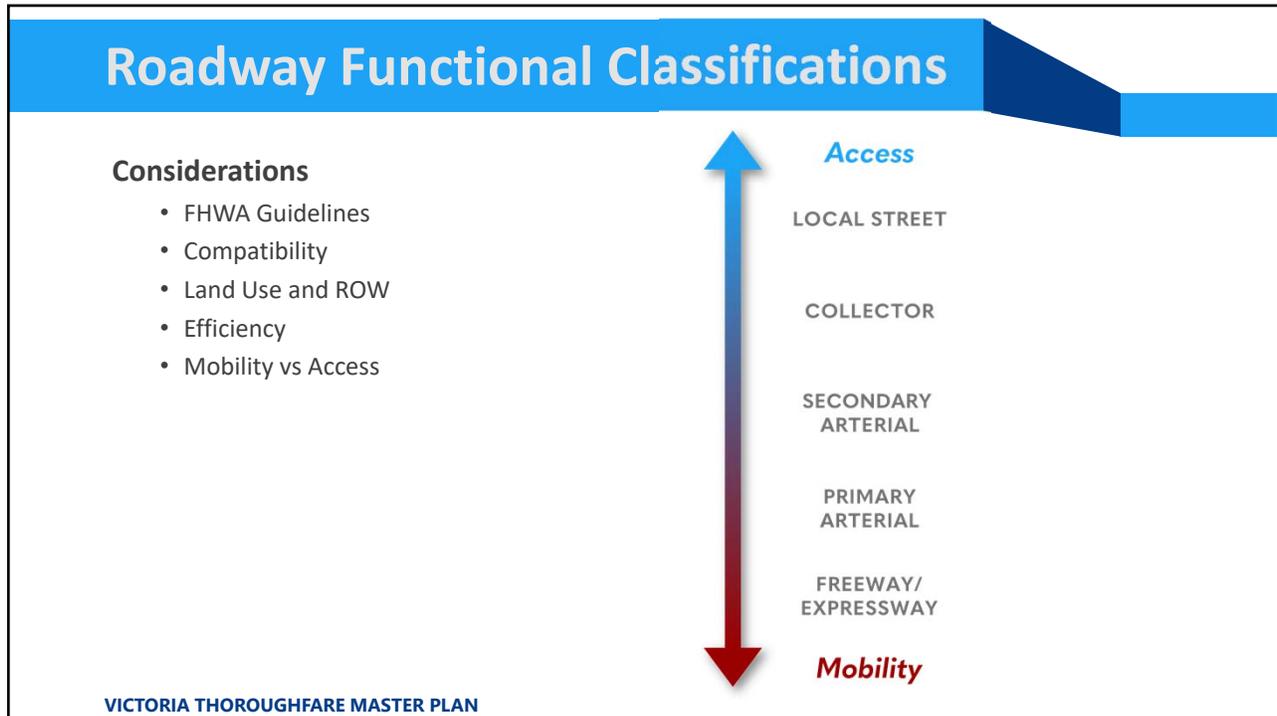
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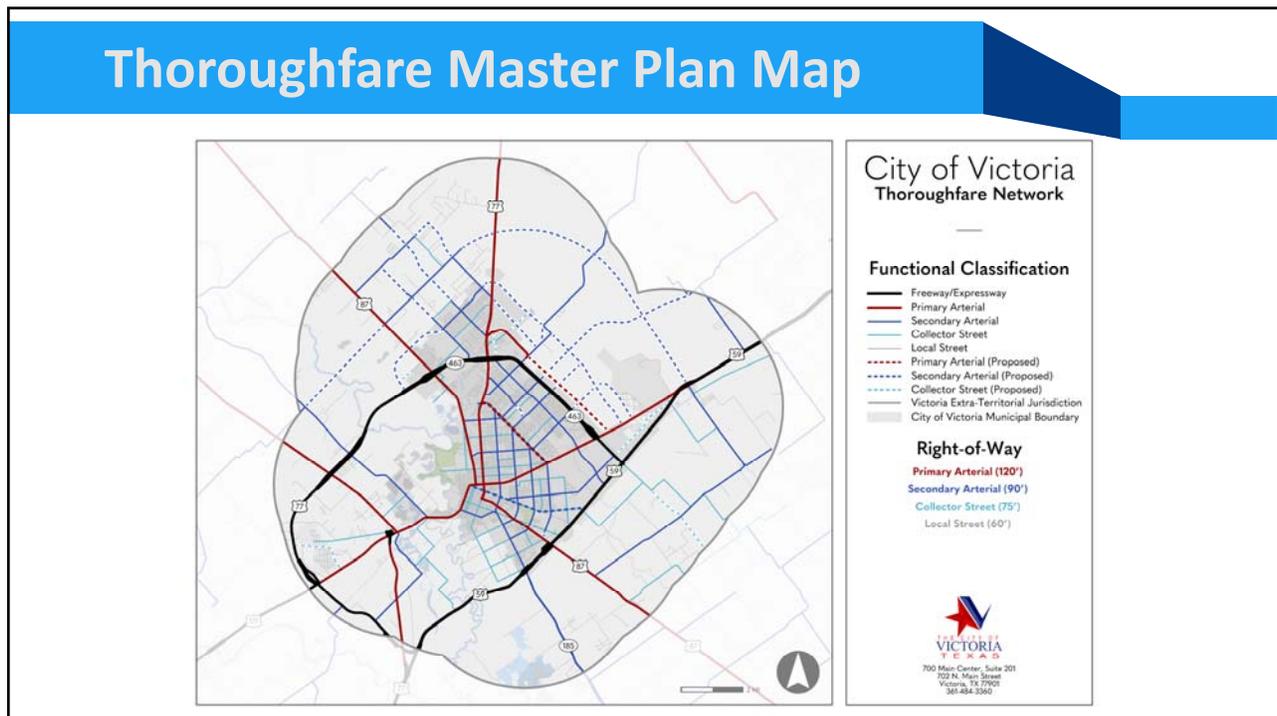
Thoroughfare Network



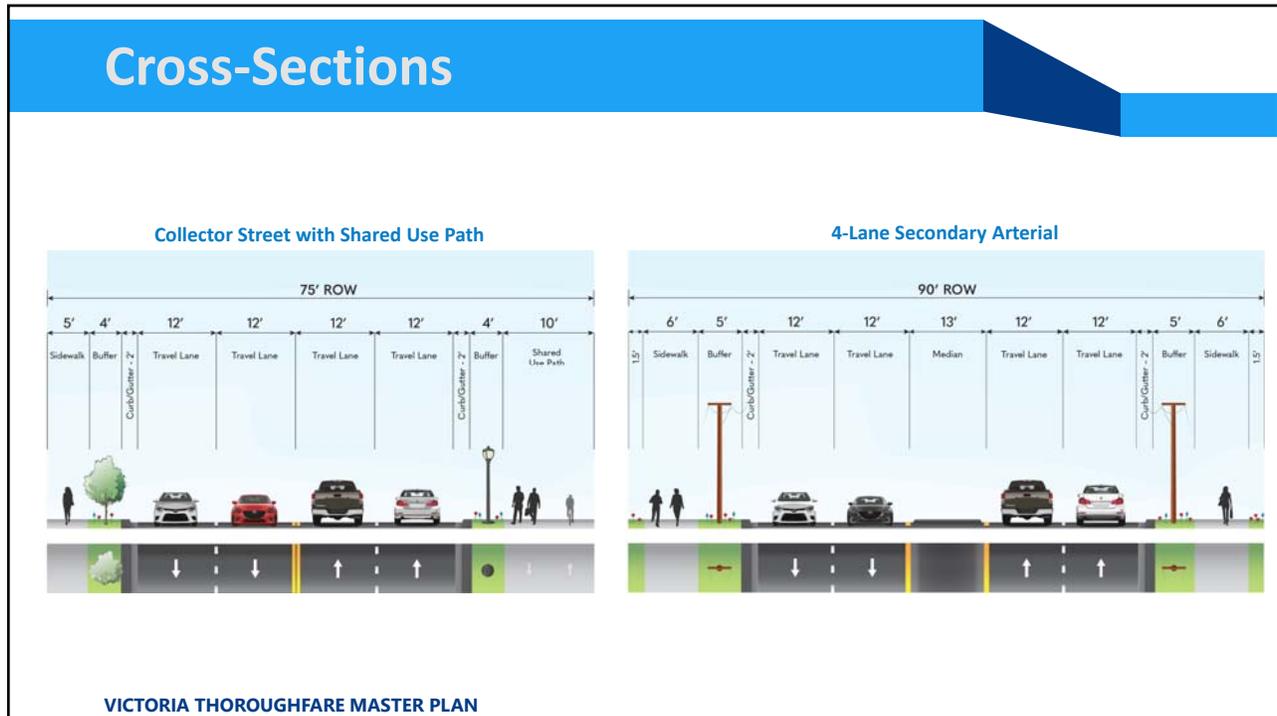
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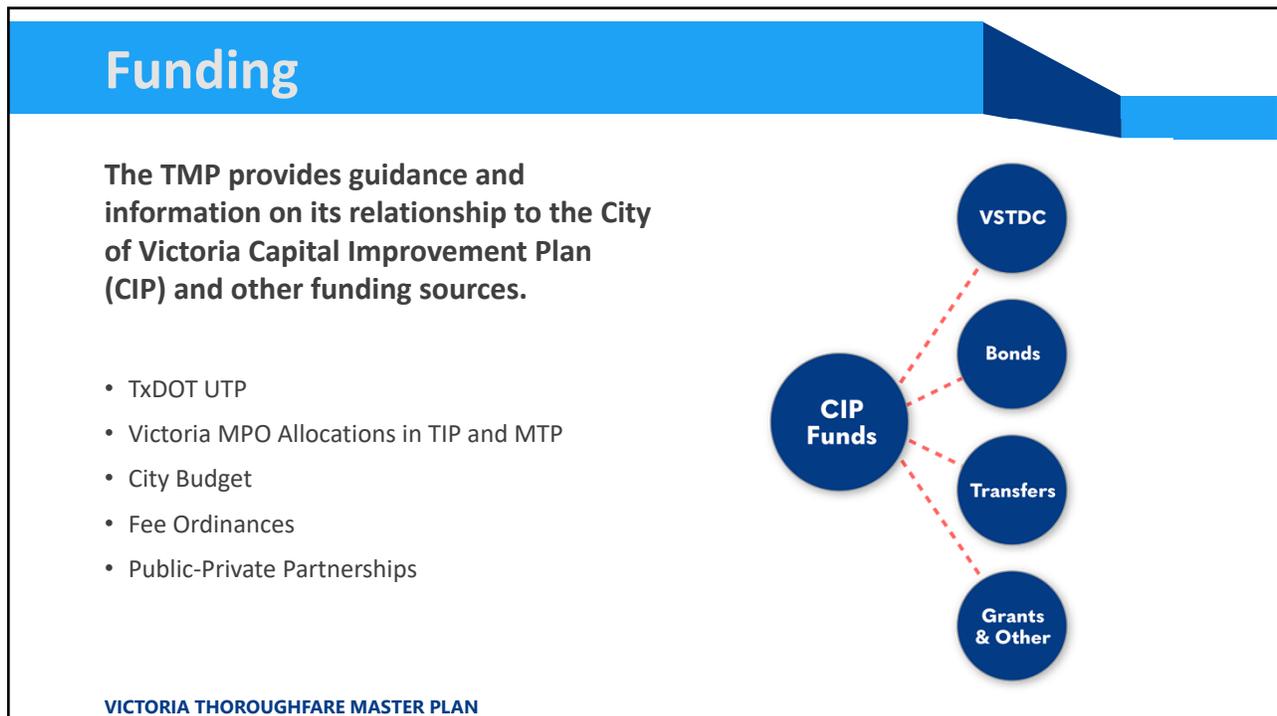
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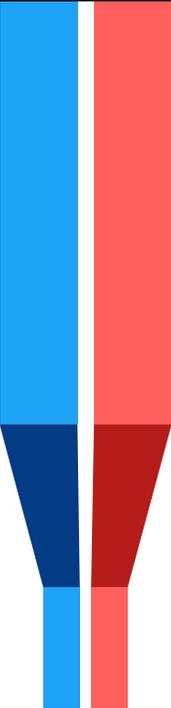
Implementation

Individual projects undergo refinement and thorough impact analyses as they move closer to implementation. The order in which projects are implemented will depend on a variety of factors, including financial readiness, construction phasing, and local transportation needs.



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Thank You

Q&A

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