

TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECT SUBMITTALS

Submitting Agency: Port of Corpus Christi Authority

Description of Project:

The Joe Fulton International Trade Corridor (JFITC) is identified as a bike route (a shared roadway for bicycle and vehicular traffic) on the CCMPO's 2009 Bicycle and Pedestrian Plan Map, and a significant amount of bicycle traffic is regularly observed on the road. Heavy use of the JFITC by commercial/industrial truck traffic and truck staging along the road shoulders to enter the ADM Corpus Christi Grain Terminal of the road poses a potential safety concern to the cycling community.

The JFITC bike path extension will provide a positive benefit to the area by providing a dedicated bike path for our cycling community and another transportation option for local residents and visitors.

Construction of a bike path segment paralleling a portion of the JFITC is nearing completion, as a requirement of the federal Transportation Investment Generating Economic Recover (TIGER) Grant received for construction of Phase 1 of the Nueces River Rail Yard project. The project includes an eight-foot wide asphalt bike path beginning at the public fishing/parking area located west of the South Shore Dredge Material Placement Area (Cell C) and extending east approximately 2.6 miles to the JFITC west of the South Shore Dredge Material Placement Area (Cell B) (See Section D, Exhibit "A").

The bike path extension proposed under this TAP grant application will connect to, and extend the current bike path eastward approximately 3 miles to a point near Avenue F (See Section D, Exhibit "B"). The bike path extension will provide an alternate transportation mode parallel to the JFITC, and improve bicyclist safety by providing a separate bicycle route away from industrial vehicular traffic and conflict points with trucks staged along roadway shoulders along a portion of the JFITC. The extended bike path will improve alternative access to the public fishing area.

The bike path extension may also improve bicyclist connectivity to the north side of the future Harbor Bridge, and encourage future development of a multi-modal transportation network in the area.

The attached project budget (Section "F") indicates that the project could be constructed in segments, subject to the availability of grant funds awarded. Two project segments are provided, generally dividing the project in half, but the project can also be phased into smaller segments, pending availability of grant funding. The final route of the bike path will be defined during project design.

General work activities include limited site clearing/grading, paving and pavement markings, and minor drainage infrastructure improvements to facilitate area drainage.

New TTC §11.304, Eligible Activities, describes those activities for which TAP funds may be awarded under a program call administered by the department. TAP funds may be awarded for "construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure . . ." This proposed project meets this eligibility criteria.

Project endorsement has been received from our elected officials, the general public and the cycling community.

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TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECT SUBMITTALS

Submitting Agency: Texas A&M University Corpus Christi

Description of Project:

Ward Island and Texas A&M University Corpus Christi are located along the southern shoreline of Corpus Christi Bay, with Oso Bay surrounding the remaining sides. An asphalt trail was constructed around much of the perimeter of Ward Island in 1994 with university funds as a local match for the Bay Trail project under the Texas Department of Transportation Statewide Transportation Enhancement Program. The university master plan shows this trail connecting to Ocean Drive in the future and connects back to sidewalks leading to commercial properties just off campus. The university has provided landscape management and brush control adjacent to the trail and periodic patching. With age and exposure to the elements, the condition of the trail has deteriorated. The trail primarily serves pedestrians and bicyclists. It is approximately 1.3 miles in length and 8 feet in width. The project goal is to restore the deteriorated asphalt surface of the trail, addressing the areas where conditions are poorest. This will provide use of the trail for alternative transportation and recreation. The TAP grant would allow resurfacing of approximately 1/2 of the trail.

Several amenities exist to make the trail a desirable destination. Lighting is provided to expand the time for safe use. Drinking fountains located on either end of the trail which contribute to the safety of those participating in vigorous physical activity. Trash receptacles along the trail aid in maintaining the attractiveness and protecting the environment. Palapas provide shaded seating areas where visitors can appreciate the views of the water, grasslands, wetlands, associated wildlife and birds.

It serves as an environmental structure contributing to wellness in Corpus Christi. Pedestrians and bicyclists from the university and greater community use the trail each day. University classes (biology, ecology, GIS) use the trail for accessing the adjacent grasslands and wetlands for education and research. Student groups (ROTC and fitness classes) conduct training activities here. Classes of elementary school children come to the trail for field trips and exercise in Latchkey after the school day. It is a venue for running events throughout the year. The location is safe from vehicular traffic, although there is occasional cart use by university employees. Improving the surface of the trail through this grant will elevate the safety and encourage more use with the enhanced level of quality of the surface. The City of Corpus Christi and CCISD have written letters of support for such a project.

Public access for outdoor activities on the water including fishing, kayaking, and kite boarding occur via the hike and bike trail. The hike and bike trail has a plethora of bird species for shorebirds, native, and migratory birds. Avid birders can regularly be seen on the trail with binoculars and field guides in hand. The trail is a very inviting environment for recreation and eco-tourism and it helps to create environmental awareness.

Steps to accomplish the project if awarded include: securing the asphalt contractor; posting notifications of closure during construction; demolition and construction; development and creation of educational materials.

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TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECT SUBMITTALS

Submitting Agency: City of Portland

Description of Project:

The City of Portland Akins Drive Hike and Bike Trail Project is a key component in the City of Portland's efforts to provide safe hike and bike trails throughout the city. The trail is designed to provide safe, ADA accessible, and convenient access to Portland's pedestrian and bicycling traffic from Lang Road to Wildcat Drive via Akins Drive.

The project's initial estimate has been prepared by Coym, Rehm, & Gutierrez Engineering, LP (CR&G). CR&G has also been retained to provide design services for the project. The project will connect Lang Road at its northeast intersection with Akins Drive to Akins' terminus at Wildcat Drive. The trail proposed is ten feet wide for bi-directional usage and approximately 2,510 linear feet long. The project also includes demolition of the existing asphalt path, constructing American Disabilities Act (ADA) compliant ramps at corners, installing appropriate signage, and sod.

The Akins Drive Hike & Bike Trail will link access for pedestrians and bicyclists from Lang Road to Wildcat Drive and significantly increase safety along this established route thus should be funded as a first year project. This route is a main thoroughfare for school-age children walking to and from the Junior High and High Schools, approximately 140 students use this path per day. The current route offers no sidewalk with an agriculture field on one side and a crumbling asphalt path with a drainage ditch on the other. The existing asphalt path ranges from 8 inches wide to 24 inches wide due to overgrowth of foliage.

Subsequently, because of the state of the path and the proximity of the drainage ditch, many students opt to traverse along the field. This puts them within feet of vehicular traffic. This project will decrease demand on the vehicular transportation system while providing enhanced safety, mobility, and connectivity for pedestrians and cyclists.

The trail will complete the pedestrian and bike route around the west side of Portland. The trail will provide continuation of existing pathways to commercial/retail areas, recreation facilities, parks, civic and health institutions, and schools. The trail has been identified as a high priority trail in two separate, approved City of Portland Plans and will provide a safe, sustainable, and aesthetically pleasing route giving citizens a livable community. This will afford residents the opportunity to alter their mode of transportation for one purpose trips while getting exercise and lessening the environmental impact, promoting a healthier community.

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TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECT SUBMITTALS

Submitting Agency: City of Corpus Christi

Description of Project:

The Project, in the Westside, is construction off road trail facility for pedestrians and bicyclists in Dr. Hector Garcia Park in vicinity of Greenwood (12620 vpd). The proposed length is 1.073 miles inside the Park for Phase I.

The Project will benefit residents with more hike and bike trail opportunity. It will connect with Gollihar bicycle route and Columbia Hike and Bike in biking network.

The Project will mitigate transportation safety to walking and biking along street. It's crash reduction factor is 65% to 89%.

For next 20 years, population in Westside will grow by 12,726 residents.

The Project will directly connect Dr. Hector Garcia Elementary School, Spohn Westside Clinic and Hector Garcia Park.

The Project will connect route 25 and 19G (on Greenwood) of Corpus Christi Transportation Authority.

The Project is identified in CCMPO Bicycle Plan (2005) and in Mobility CC (2013) as part of Hike and Bike CC for Lozano Loop.

The Project is supported by Corpus Christi Chambers of Commerce, Westside Business Association, Representative Todd Hunter, Representative Abel Herrera, and Senator Juan "Chuy" Hinojosa.

The Project serves of Environmental Justice area of Westside.

The City will have available overmatch (10%) with design cost (City capital funds) for 30% match.

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TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECT SUBMITTALS

Submitting Agency: City of Corpus Christi

Description of Project:

The Project, in the Southside, is construction of off-road trail facility for pedestrians and bicyclists on Shanen Ditch from Saratoga to Holly as Phase II, in vicinity of Saratoga (16,741 vpd) Weber (2,3551 vpd) Holly(17,847 vpd) and Everhart(21,426 vpd). Phase I from Yorktown to Saratoga is under construction.

The project length is 1.01 miles. It may be built in segments.

- Saratoga to Congressional 0.17 miles
- Congressional to Killarment 0.21 miles
- Killarment to Schanen .043 miles
- Schanen to Gollihar 0.22 miles

The Project will benefit residents with more hike and bike trail opportunities. It will connect with Saratoga bike lane Weber bike route, Holly bike lane, and Wooldridge bike route.

The Project will mitigate transportation safety to avoid walking and biking along street. Its crash reduction factor is 65% to 89%.

For next 20 years population in Westside will grow to 42,888.

The Project will directly connect Schanen Elementary School, Browne Elementary School and Schanen Park.

The Project will connect route 32 on Weber and Everhart and route 22 on Saratoga of Corpus Christi Regional Transportation Authority.

The Project is identified in CCMPO Bicycle Plan (2005) and on Mobility CC (2013) as part of Hike & Bike CC for Lakes Loops.

The Project is supported by Corpus Christi Chamber of Commerce, West Side Business Association, Representative Todd Hunter, Representative Abel Herrera and Senator Juan "Chuy" Hinojosa.

The City will have available overmatch (10%) with design cost (City Capital funds) for 30 % match.

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TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECT SUBMITTALS

Submitting Agency: Corpus Christi Regional Transit Authority

Description of Project:

The CCRTA, or "The B", began operations in January 1986 and has since provided public transportation services to citizens and visitors of the Coastal Bend, including the cities of Agua Dulce, Banquete, Bishop, Corpus Christi, Driscoll, Gregory, Port Aransas, and Robstown. The CCRTA operates fixed route services serving approximately 1,500 bus stops within a service area of 830 square miles within Nueces and San Patricio Counties. The US Census Bureau 2013 estimated population is approximately 418,000. In addition to fixed route services, the CCRTA operates a seasonal Harbor Ferry, provides transportation services to rural communities with flexible demand response service, administers vanpool programs, and provides B-Line paratransit service for qualified individuals. The family of transit services supports approximately six million boardings per year.

The South Texas region, including the City of Corpus Christi, is growing, but not in a healthy way. In 2010, Men's Health magazine dubbed the city "Corpulent Christi" and designated it the fattest city in the country. Regional health professionals report that Type 2 diabetes rates are still double the national average and that four in 10 Corpus Christians are obese. The birthplace of Whataburger, Corpus Christi has more fast-food restaurants per capita than the national average. Although two position bicycle racks are installed on all 75 fixed route buses, an unmet need for bicycle facilities exists at stations and high ridership stop locations to promote multi-modal connectivity, improve public health, and enhance access to first and last mile destinations including schools, places of employment, training, medical, recreational, and religious facilities, retail and senior centers, colleges, universities, City and County parks, and Hike and Bike trails.

Over the last 6 years, bicycle usage has significantly increased throughout the transit system. In 2014, the CCRTA boarded 79,388 bicycles. This activity represents a 12.5% increase from 2012, a 102% increase from 2010, and a 568% increase from 2008. To meet this growing demand, the installation of bicycle racks and lockers at transfer stations and high ridership bus stops will be geographically dispersed within the service area. These much needed amenities will provide public transit commuters, recreational enthusiasts and other individuals with greater transportation choices while supporting healthy communities, economic growth, and partnerships. Upon the receipt of funding, the construction timeline is approximately 180 days due to minimal manufacturing and installation activities required. The quantity of units requested is based on a scalable approach and can be implemented in a scalable fashion depending upon final funding awarded.

It's clear that these bicycle facilities will promote mobility through a growing active transportation mode that will advance efforts to build a safer, healthy, and sustainable transit oriented community. In alignment and support of this project are several local and regional plans including the Corpus Christi Metropolitan Planning Organization's MTP 2015-2040, City of Corpus Christi Plan CC Comprehensive Plan 2015-2035, 2014 Regional/Urban Design Assistance Team (R/UDAT) Program Report, City of Corpus Christi Mobility CC Plan, City of Corpus Christi Integrated Community Sustainability Plan, and the upcoming 2015 Corpus Christi Metropolitan Planning Organization (MPO) Strategic Plan for Active Transportation.

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