Waco MPO
Active Transportation Plan Overview

AMPO Active Transportation Working Group Webinar
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Waco MPO
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Waco Metropolitan Planning Organization

• Metropolitan Planning Area
  • One county, roughly size of Rhode Island
  • Mostly rural outside of Urbanized Area (UA)
• Non-TMA (<200k population in UA)
  • City of Waco comprises majority of UA
  • No direct distribution of active transportation dollars to the MPO
  • Stand-alone active transportation projects are funded with local dollars or grants
  • Other cities have very limited resources
• MPO provides a lot of data and technical assistance to member jurisdictions

Waco Metropolitan Area includes all of McLennan County
About the Active Transportation Plan

- Adopted by MPO Policy Board in July 2019
- Identifies needs and sets priorities to guide bike/pedestrian planning and investment in the Waco Region through 2045
  - Not fiscally constrained
- The plan includes an overview and analysis of:
  - Existing Conditions
  - Public Outreach
  - Bike / Ped Safety (Crash Data)
  - Recommendations
  - Implementation Plan
Existing Conditions: Sidewalk Inventory

Poor Condition (red) = 26%
Fair Condition (yellow)= 52%
Good Condition (green) = 21%
Existing Conditions: Bicycle Suitability Index

Easy = 37.2%
Moderate = 21.4%
Difficult = 17.6%
Not Recommended = 9.3%
Extremely Challenging = 0.2%
Public Outreach: Online Survey

Q16: In Your Opinion, Where Are Sidewalks and Pedestrian Amenities Most Needed?

See Appendix A in the ATP for detailed survey report
Pedestrian-Involved Crashes (2010-2017)
Recommendations: Best Practices

- Bike Facilities
  - Target User: "Interested, but Concerned” or Novice Cyclist
  - Aim for greater separation from motor vehicle traffic (and/or low stress roadways)

- Pedestrian Facilities
  - Target User: All Ages and Abilities
  - Pay special attention to intersections and bridges to improve pedestrian safety and comfort while crossing major roadways

- Connectivity and Convenience
  - Connect to existing bike/ped infrastructure and to transit
  - Provide direct routes where possible
  - Provide continuous corridors that cross jurisdictional boundaries
  - Connect residential neighborhoods to destinations (parks, basic services, amenities, schools)
Recommendations: 6 Es Framework

Engineering
Education
Encouragement
Enforcement
Evaluation and Planning
Equity
E for Engineering: Recommended Projects

- Universe of Need
  - 200+ individual projects, est. $370 million
  - Realistically...it would take a very long time to implement, well beyond 2045 planning horizon
  - Includes recommended project type (buffered v. protected bikeway, sidewalk on one v. two sides)
  - Considers (at the planning level) existing conditions and constraints (land use context, ROW, traffic volume/speed, on-street parking, potential users)

- Local/Regional Priority Corridors
  - One-third of universe of need
Priority Corridors (Urbanized Area)
Priority Corridors (EJ Protected Zones)
Implementation Success Stories
City of Waco Pavement Management Program

6 miles of new bike lanes installed

11 miles of new bike lanes or shared lanes (with sharrows) are funded

49%* of existing/planned bikeway miles will be buffered or more (protected, side path, shared use path)
Implementation Success Stories

Waco Cycling Map

Collaboration between Waco MPO Bike/Ped Work Group, City of Waco, Waco Convention & Visitors Bureau, and Waco Bicycle Club
Next MPO Bike/Ped Work Group meeting on Jan 20, 2021
Walk Friendly Community Application (City of Waco, Waco Walks, Health District)
Continue promoting ATP as a resource
Bikeway data sharing for route planning – Open Streets Project, Google Maps, etc?
Targeted outreach to other cities within Urbanized Area; need more participation in Bike/Ped Work Group
Bicycle and Pedestrian Counts?
Thank you!

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