

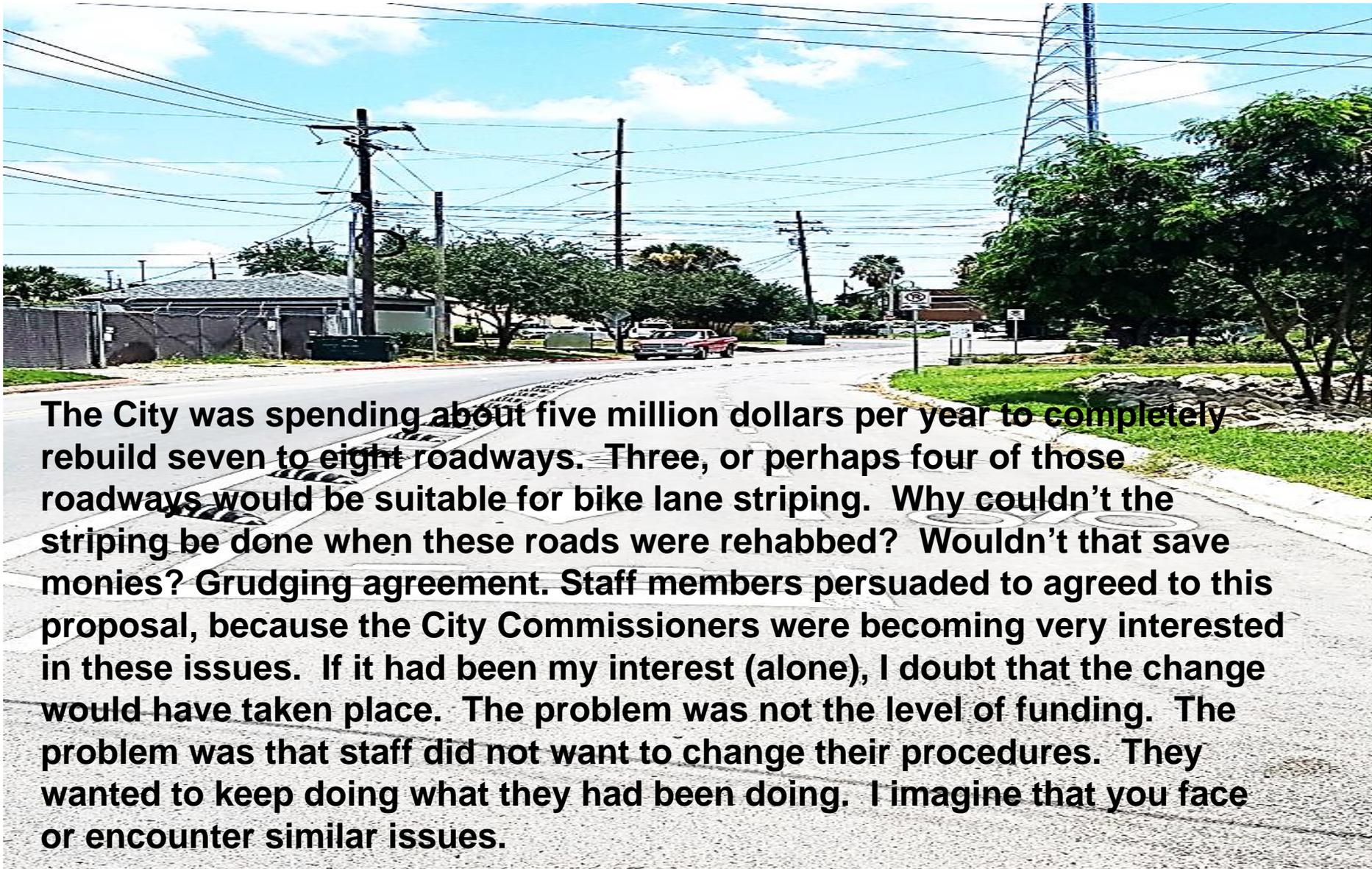
# BROWNSVILLE MPO

(METROPOLITAN PLANNING ORGANIZATION)

## Partnering to Develop Bicycle/Pedestrian Facilities

Mark Lund – MPO Director

July 18, 2017

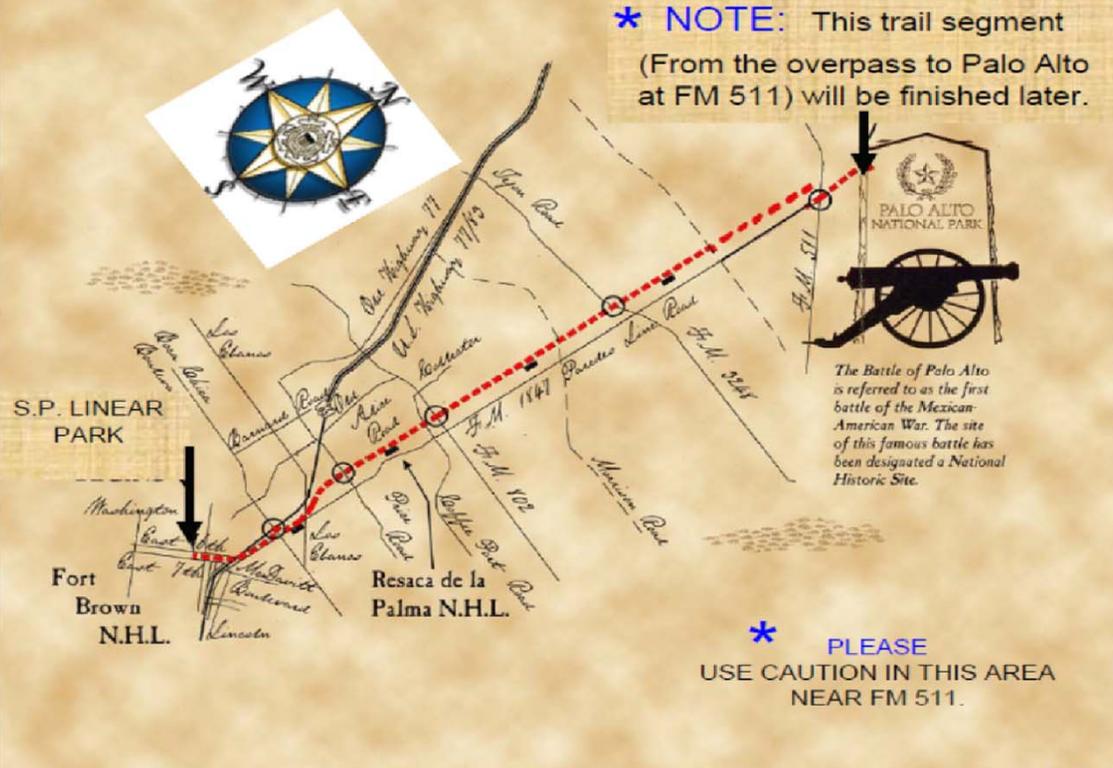


**The City was spending about five million dollars per year to completely rebuild seven to eight roadways. Three, or perhaps four of those roadways would be suitable for bike lane striping. Why couldn't the striping be done when these roads were rehabbed? Wouldn't that save monies? Grudging agreement. Staff members persuaded to agreed to this proposal, because the City Commissioners were becoming very interested in these issues. If it had been my interest (alone), I doubt that the change would have taken place. The problem was not the level of funding. The problem was that staff did not want to change their procedures. They wanted to keep doing what they had been doing. I imagine that you face or encounter similar issues.**



# BROWNSVILLE'S Historic Battlefield Trail

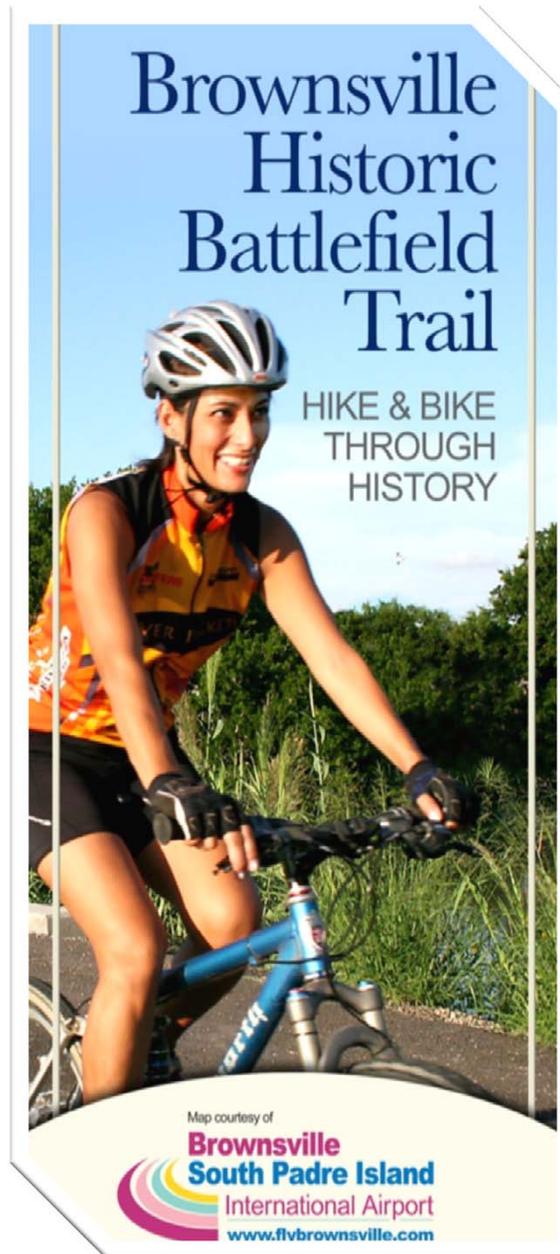
*a road from our past... a path to our future*



**Brownsville needs to do more to promote this facility.**

**The original 9 miles trail was opened to local citizens in 2007.**

**Another two mile segment (To the Fort Brown NHL) is almost complete, It will soon be ready for use.**



**The next slide (Wall).**

**Shows how the City and TxDOT made cooperative plans to introduce local artwork for placement on the Expressway / I 69 E retaining walls!**



US 77/83 with FM 802 (east)



5



## **PASEO DE LA RESACA**

**This 1,000 acre development was built to include artificial water features. By constructing resacas, this development also incorporated an extensive hike and bike trail system as a key aspect of the Master Plan.**

**Miles of off-road trails**

**These new trails tie into the 9 mile long Historic Battlefield Trail.**

**LL&M District created**

**Fees (on tax bills) are used to pay for trail maintenance.**

**Pedestrian underpasses were established at two (2) major highways**



## Why Plan?

**Q: If 99% of the trips involve motorized vehicles, why should we plan for other modes?**

**A: Not everyone has a driver's license. Children have trips to make—to school, to shop and to visit friends. Must they rely on others for a ride? What about seniors? What about those folks with limited incomes?**

**The bicycle is a wonderful invention. It provides cheap transportation for students. It serves as an alternative when your vehicle is being serviced. Or, perhaps the motorist decides he or she simply needs some exercise.**



# PASEO DE LA RESACA



# PASEO DE LA RESACA



# BEFORE

# AFTER



4 Lanes (2 & 2).



2 Lanes (1 & 1) with a center lane  
& a bike lane on each side

**RETROFITTING: Pablo Kisel Blvd.**

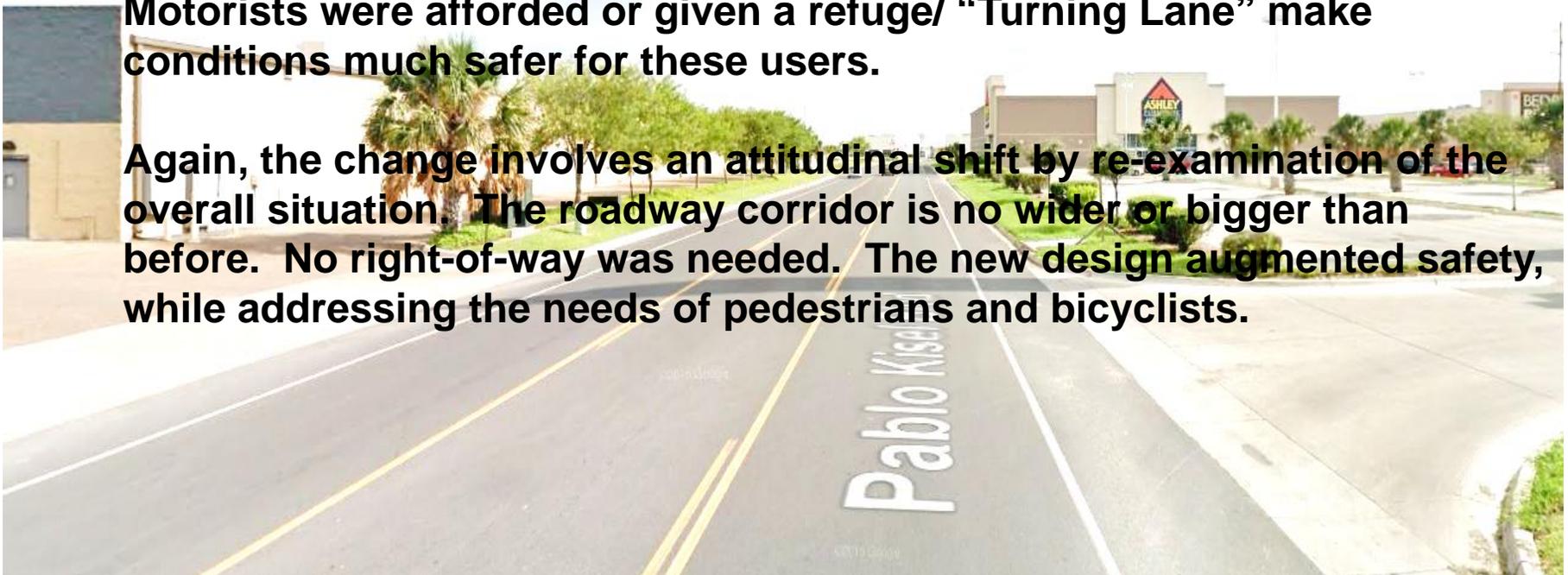


## SAFETY BENEFITS OF RETROFITTING:

Crossing distance for pedestrians was shortened. And, the addition of the bike lanes on the shoulders made provisions for these users.

Motorists were afforded or given a refuge/ “Turning Lane” make conditions much safer for these users.

Again, the change involves an attitudinal shift by re-examination of the overall situation. The roadway corridor is no wider or bigger than before. No right-of-way was needed. The new design augmented safety, while addressing the needs of pedestrians and bicyclists.



## BELDEN TRAIL & BELDEN TRAIL CONNECTION

Belden Trail occupies a former rail corridor (1 mile in length).

Extensive Community (Citizen) Involvement (Ownership) of the trail's design. Example: palm fronds set a design into the concrete apron.

Texas Wildlife & Parks Funding secured to fund improvements.

Belden Trail Connection (0.4 miles) achieved in 2016.

Connection made between Belden Trail and Historic Battlefield Trail and Linear Park (9 miles + 0.4 mile + 1 mile)

Cycle-track used on Old Alice Road.

NOTE: high-visibility barrier (low cost)





# ACTIVE TRANSPORTATION & TOURISM PLAN

**The City of Brownsville obtained a \$100,000 grant from the Legacy Foundation to address local health issues. LRG Valley has many citizens that are obese/diabetic. The City leaders decided to use these monies to develop a bicycle/pedestrian plan for all of Cameron County.**

**Financial contributions were solicited from other County cities. Ten communities pledged \$10,000 each to help fund this \$200,000 planning effort.**

**In addition to analysis of bicycle/pedestrian infrastructure, a key part of this plan is identification of facilities to attract tourists. Local bicycle/pedestrian advocates recognize that their coalition must be**

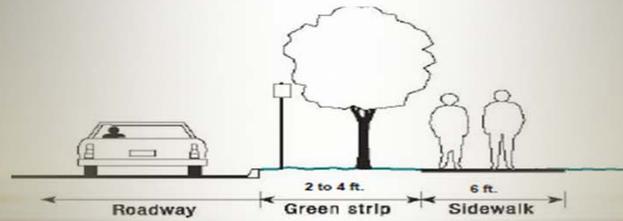
**EXPANDED. To secure funding in future years, they envision local business interests joining the coalition to advocate for such funding to support economic development.**

**Proposed improvements involves not just bicycling/walking, but water routes for kayaking.**



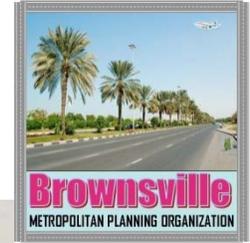


Any question  
or  
Comment ?  
**THANK YOU**



MARK LUND

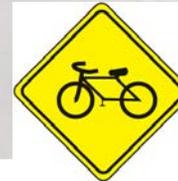




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