



AGENDA MEMORANDUM

Public Hearing for Planning Commission Meeting of March 23, 2016

DATE: March 14, 2016

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Proposed Amendment to Mobility CC – Adoption of the Corpus Christi Metropolitan Planning Organization Strategic Plan for Active Mobility (Phase 1: Bicycle Mobility Plan)

CAPTION:

Ordinance amending Mobility CC, a transportation element of the Comprehensive Plan of the City of Corpus Christi, by adopting the Corpus Christi Metropolitan Planning Organization (CCMPO) Strategic Plan for Active Mobility (Phase 1: Bicycle Mobility Plan).

PURPOSE:

The CCMPO's 2005 Bicycle and Pedestrian Plan is the current plan identifying the bicycle and pedestrian network adopted by the City. This ordinance amendment would modify Mobility CC by replacing the CCMPO's 2005 Bicycle and Pedestrian Plan with the Strategic Plan for Active Mobility (Phase 1: Bicycle Mobility Plan).

BACKGROUND AND FINDINGS:

In 2013 the City adopted Mobility CC which consolidated existing transportation related plans into a single transportation planning framework. Mobility CC serves as the transportation element of the City's Comprehensive Plan and allows a process for design, operation and maintenance of existing and proposed transportation infrastructure. Existing plans that were incorporated and modified by Mobility CC include the following:

- Urban Transportation Plan (UTP) – City's Thoroughfare Plan (Roadway Classification)
- ADA Master Plan – City's Accessible Route Master Plan
- HikeBike CC – City's Trails Master Plan for Off-Road Bicycle and Pedestrian Facilities
- CCMPO 2005 Bicycle and Pedestrian Plan – City's On-Street Bicycle Facilities Master Plan

To address the ever changing transportation network, the CCMPO initiated the Strategic Plan for Active Mobility to coordinate and fund transportation projects for both bicycle and pedestrian facilities. The Bicycle Mobility Plan, which is the first phase of the Strategic Plan for Active Mobility, fosters bicycling as a meaningful transportation alternative for riders of diverse abilities. It integrates bicycle mobility for on-street and off-street bicyclists. The Bicycle Mobility Network, within Bicycle Mobility Plan, serves as a guide to determine where the City should strategically plan for investments in bicycle infrastructure. The prescribed Bicycle Mobility Network (290 miles) has various prescriptions for the type of bicycle infrastructure to be installed (i.e., bike boulevard, buffered bike lane, multi-use sidepath, one-way cycle track, and off-road multi-use trail). The Bicycle Mobility Plan includes best practices to develop this Bicycle Mobility Network. Phase 2 of Strategic Plan for Active Mobility is Pedestrian Mobility Plan.

Adoption of the Strategic Plan for Active Mobility (Phase 1: Bicycle Mobility Plan) requires amending Mobility CC to repeal the 2005 Bicycle and Pedestrian Plan on Urban Transportation Plan map and modify HikeBike CC. Deletion of the 2005 Bicycle and Pedestrian Plan and replacing it with the Strategic Plan for Active Mobility (Phase 1: Bicycle Mobility Plan) allows for the adoption of an improved Bicycle Mobility Network for the City. HikeBike CC contains prescriptions for trails and/or bikeways which conflict with the bicycle infrastructure types outlined in the Strategic Plan for Active Mobility (Phase 1: Bicycle Mobility Plan). Therefore, this proposed ordinance amendment would repeal conflicting provisions of HikeBike CC.

The City Traffic Engineer recommended approval of the adoption of the Strategic Plan for Active Mobility (Phase 1: Bicycle Mobility Plan) to the City Transportation Advisory Commission (CTAC). At its monthly meeting on February 22, 2016, CTAC recommended its approval to City Council. The City's Park and Recreation Advisory Committee also passed a resolution of support on March 9, 2016.

ALTERNATIVES:

Denial of the Strategic Plan for Active Mobility (Phase 1: Bicycle Mobility Plan).

OTHER CONSIDERATIONS:

Not applicable

CONFORMITY TO CITY POLICY:

This amendments conform to City Policy.

EMERGENCY / NON-EMERGENCY:

Non-Emergency

DEPARTMENTAL CLEARANCES:

Street Operations, Engineering Services, Parks & Recreation, Development Services and Legal.

FINANCIAL IMPACT:

- Operating Revenue Capital Not applicable

Fiscal Year 2015-2016	Project to Date Expenditures (CIP only)	Current Year	Future Years	TOTALS
Line Item Budget				
Encumbered / Expended Amount				
This item				
BALANCE				

Fund(s):

Comments: None

RECOMMENDATION:

City Traffic Engineer recommends that Planning Commission recommends their approval of the Strategic Plan for Active Mobility (Phase 1: Bicycle Mobility Plan).

LIST OF SUPPORTING DOCUMENTS:

- Mobility CC
- Strategic Plan for Active Mobility (Phase 1: Bicycle Mobility Plan)