2010

Pedestrian Access Study

TAMPO

Tyler Area Metropolitan Planning Organization

10/21/2010

Prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration

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CHAPTERS 1 INTRODUCTION

EXECUTIVE SUMMARY

The Tyler Area Metropolitan Planning Organization (TAMPO) undertook this study to work towards a pedestrian system that is accessible to our community regardless of physical ability or handicap. The idea for a Pedestrian Access Study began during the development of the Tyler 21 Comprehensive Plan (Tyler 21) for the City of Tyler, Texas. The community identified circulation as one of the most important priorities for sustaining the well respected quality of life for residents and visitors alike. The result was a shared vision for Tyler to include a connected network of continuous pedestrian routes to link destinations throughout the city. Tyler 21 identified a number of considerations for pedestrian circulation and recommended the creation of a pedestrian access study for the improvement of walkable neighborhoods.

TAMPO began the study by reviewing what assets were on the ground, determining gaps in the existing system, and then providing a way to prioritize new construction to meet the goal of an accessible network. In creating the priority listing of projects, TAMPO was mindful of those areas that would be significant draws such as major employment centers, regional shopping areas, civic centers, and schools. Special consideration was also given as to how these attractors connect with residential concentrations.

Chapter 2 describes the community of Tyler and the plans that have been developed for the city. At the forefront is Tyler 21, adopted in 2007, outlining an ambitious vision for connectivity among neighborhoods and commercial centers.

Chapter 3 paints a picture of the pedestrian culture in Tyler. An extensive inventory of the sidewalks and other pedestrian features was collected to provide an honest depiction of the facilities already available for the community. Through public input, system strengths and weaknesses were identified to give a users perspective to the study beyond what is shown on a map.

Chapter 4 identifies districts, locations, and corridors with strong pedestrian importance to achieve the goal of an interconnected, walkable city. This consideration corresponds with the Tyler 21 vision of a strong core of neighborhoods and districts.

Chapter 5 lays out a plan for a pedestrian network along with strategies to enhance facilities and complete the system. The chapter also identifies project selection and funding opportunities to develop the pedestrian infrastructure.

The appendix of this document lists the identified projects. Public comments are also compiled at the end of this document.

PURPOSE

The Pedestrian Access Study has been created to provide an inventory of existing pedestrian facilities, the condition of those facilities, and to provide a mechanism for prioritizing future sidewalk projects within the community to enhance walkability.

INTRODUCTION

A desirable pedestrian system promotes mobility and enhances access. A comfortable and enticing walking experience can define how a city is viewed. As articulated in Tyler 21, the City's goal for its Pedestrian Access Plan is to **"provide continuous bicycle and pedestrian routes and trails that connect city destinations"**. Traffic congestion was the most often cited problem from the Tyler citizens during the development of Tyler 21. Input from the citizens and elected officials who are committed to a shared vision for Tyler's future created a vision of increased helpful, positive interactions between Tyler's citizens and reduced dependence on the private automobile.

Providing options for transportation such as biking or walking can ease congestion and improve the quality of life for Tylerites. Tyler's most heavily traveled multi-use trail, the Rose Rudman Trail, supports civic sociability where the art of people watching can be perfected. It encourages a healthier lifestyle with people choosing their own locomotion over a motorized vehicle.

Facilities need to be safe and convenient as well. In additional to identifying gaps in our existing system, the plan has identified enhancements such as trees, benches and street furniture, which can entice more walking by making the area more comfortable and human-scaled.

The Plan seeks to expand elements of continuity that are consistent with Tyler's identity, while adding elements of diversity to make the streets and public spaces even more visibly active and comfortable–and strengthen the City's unique character and sense of place.

Chapter 2

Study Area

CHAPTER 2 STUDY AREA

LOCATION

The scope of the Pedestrian Access Study covers the entire City of Tyler, Texas.

RELATED PLANS, PROJECTS, PROGRAMS

Over the past several years, the City of Tyler has experienced steady development and population growth. In response, the City has begun incorporating the elements of pedestrian access into a variety of plans ranging from the Metropolitan Transportation Plan 2035, which manages congestion and provides alternative transportation options to the Parks Master Plan, which emphasizes the importance of recreational activities within the city. In an effort to produce a pedestrian study in concert with previous plans, it is important to recognize the current goals and recommendations from other plans. In addition to the previously mentioned plans, other plans addressing pedestrian planning include Tyler 21, the Regional Trail Plan, and the Master Street Plan.

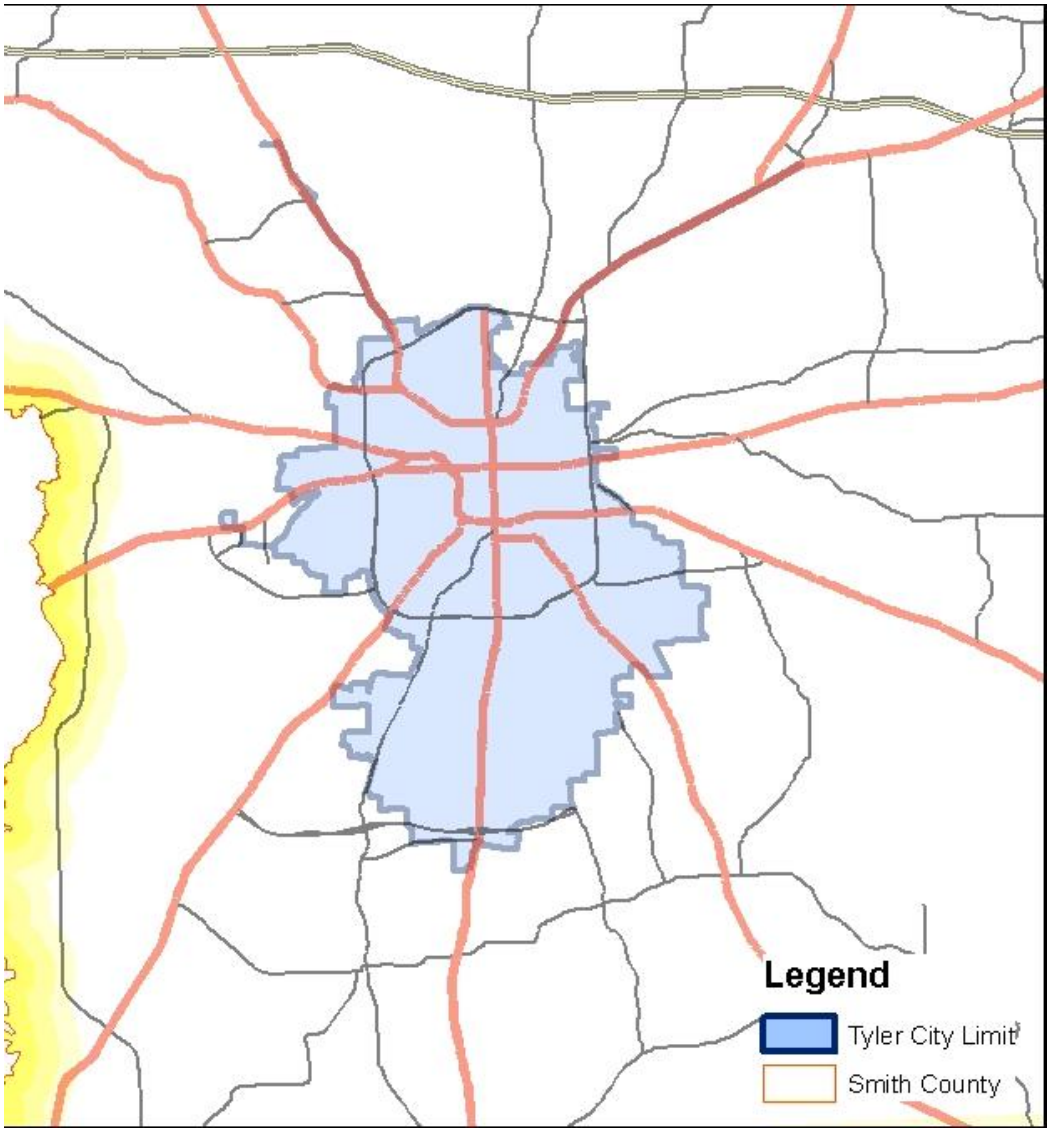


Figure 1 City of Tyler Corporate Limits

TYLER 21

The catalyst for the pedestrian planning effort came from Tyler 21. The comprehensive plan identified a growing interest for walking trails and an expanded public infrastructure to support alternative modes of transportation including transit, bicycles, and walking. The plan was developed in conjunction with thousands of Tylerites participating in visioning sessions, questionnaires, public meetings, and topic specific committees. The following principles were identified for the community through the planning process:

Connect People To One Another And In Community

•Preserve and protect Tyler's values of friendliness, family, faith and community connections, which will be the foundation for the success of Tyler 21.

Promote Balanced Growth

•Promote growth and redeveloped in downtown and all sectors of the city.

•Revitalize North Tyler.

•Enhance links to I-20 and Loop 49.

Provide Neighborhoods That Are Attractive Centers Of Community

•Provide appealing, safe, affordable and stable places to live for people with a wide range of incomes.

•Provide a variety of housing types for families, singles, older persons and other kinds of households.

•Enhance and create neighborhoods containing walkable centers with a mix of housing and shopping to serve residents.

Protect And Enhance Open Spaces, Parks And Trees In A Connected Network For Recreation And A Health Environment

• Create a network of greenways, parks and open spaces linking city and county destinations, such as the lakes and the state park.

• Encourage development of new neighborhood parks.

• Encourage the planting of trees along streets and in public and private places.

Provide Transportation Options

• Provide continuous bicycle and pedestrian routes and trails that connect city destinations.

• Adopt land use strategies that create higher-density, mixed-use clusters of "transit- ready" development that can support expansion of the public transportation system.

• Preserve potential new transportation corridors and work with regional partners to support efficient transportation throughout East Texas.

Reinvigorate The City Center To Be The Downtown Of East Texas

• Develop a major downtown neighborhood of new and rehabilitated housing to provide the foundation for shopping, restaurants, culture, arts and entertainment in the evenings and on the weekend.

• Create a concentration of cultural and entertainment venues downtown.

• Program events throughout the year to attract visitors from around the region.

Preserve, Enhance And Communicate Tyler's Historic Heritage

• Conserve unique character through preservation of historic buildings throughout the city.

• Ensure that new development, while expressing its own time, is respectful of historic character.

• Create heritage trails and historic markers to identify diverse aspects of Tyler's history, such as African-American heritage, the rose industry, the oil and gas industry, and the railroad industry.

Cultivate An Environment Friendly To Business And Tyler's Medical And Educational Institutions

• Sustain policies that allow businesses to flourish.

• Continue to foster the city's role as the retail hub of a broad region.

• Maintain support for the medical centers, colleges and the university.

Maintain Excellent Municipal Facilities And Services

• Continue city government's focus on meeting the highest standards of responsiveness, service and efficiency.

• Provide excellent value for taxpayer dollars.

Maintain And Enhance Our Strong Community And Regional Partnerships

• Building on a tradition of philanthropy and public-private partnerships, bring together the public, private, and nonprofit sectors to realize the Tyler 21 Next Generation vision.

• Expand participation throughout the Tyler community.

• Continue to reach out and enhance partnerships with school districts, neighboring cities and county government.

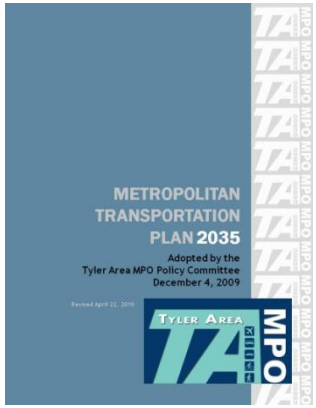
TEXAS COLLEGE AREA DEVELOPMENT PLAN

The area development plan for the Texas College district identifies the following corridors as the priority pedestrian network: Grand Avenue, Palace Avenue, 26th Street, Martin Luther King Jr Drive, and a connection from the Texas College Campus to Woldert Park via 29th Street and a future extension of Tenneha Avenue.

UNIVERSITY OF TEXAS AT TYLER AREA DEVELOPMENT PLAN

The area development plan for the University of Texas at Tyler district, known as University Woods, identifies the following corridors as the priority pedestrian network: East 5th Street, McDonald Avenue, County Road 272, Varsity Drive, Patriot Drive (between University Boulevard and Varsity Drive), University Boulevard, Old Omen Road, and an east-west connection from UT Tyler campus to the east side of County Road 272.

METROPOLITAN TRANSPORTATION PLAN 2035



The Metropolitan Transportation Plan 2035 is the long range transportation plan for TAMPO which includes transportation projects for Tyler, Hideaway, Lindale, Noonday, Whitehouse, and New Chapel Hill. The current plan was adopted in December of 2009 and will be the long range document until 2014.

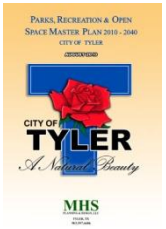
The current plan identifies pedestrian movement as a transportation mode important for connecting transit stops and parking locations and as a major mode for children to walk to schools, parks, and activities.

REGIONAL TRAIL PLAN

The Regional Trail Plan was adopted in 2009 as the region's first intercity trail plan to connect the Cities of Hideway, Lindale, New Chapel Hill, Noonday, Tyler, and Whitehouse. The plan identifies attractors and trail routes throughout Smith County as a prioritized list of trail projects.

PARKS MASTER PLAN

The Parks Master Plan includes an expanded network of trails. The success of the Rose Rudman Trail and the recent extensions of the Southside Trail and the Grande Trail has demonstrated the community's desire for additional hike and bike trails connecting city neighborhoods. The plan identifies a network of hike and bike trails throughout the city and connecting with the existing south Tyler trail system.



MASTER STREET PLAN

The Master Street Plan currently identifies locations of the major roadway network within the City of Tyler and most areas within five-miles of the city limits. The Master Street Plan currently provides sidewalks within the right-of-way for all roadway classifications. The sidewalk size ranges from four feet wide on local and collector roads to five feet wide on arterial roads.

Chapter 3

Existing Conditions

CHAPTER 3 EXISTING CONDITIONS

OUTREACH

Public participation for TAMPO is governed by the adopted Public Participation Plan, a policy for ensuring public participation in the transportation planning process. The plan was developed with the participation of the TAMPO Technical Advisory Committee, the TAMPO Policy Committee, as well as interested Tylerites.

The TAMPO Technical Advisory Committee is the staff level committee responsible for evaluating and making transportation related recommendations to the TAMPO Policy Committee. The group is made up of 25 members from various agencies specializing in transportation including highways, air quality, public transportation, cycling, and pedestrians. The committee met three times to discuss the Pedestrian Access Study, rank the projects, and evaluate the final draft.

The TAMPO Policy Committee is the public body designated to adopt transportation planning policies for the urbanized area and is comprised of both CEOs and elected officials. The committee previously adopted the Unified Planning Work Program for the Fiscal Years 2010 and 2011. The program apportioned funding for the study. The committee has been updated on the progress of this study at each of their meetings throughout 2010. The final draft of the Pedestrian Access Plan was considered by the committee at their August 2010 meeting.

TAMPO held a sparsely attended public meeting to allow Tylerites to view the data collected. Because there was insufficient public oversight with only one meeting, additional meetings were scheduled to get more public support and knowledge of the plan. All public input was incorporated into the plan.

WEBSITE

On March 22, 2010, the TAMPO website included a page dedicated to the Pedestrian Access Study. The site was available at http://www.TylerAreaMPO.org and accessed by clicking the "Pedestrian Access Study" link. The website provided a location for the public to view the maps and data produced by the study. The site also provided contact information for the interested public to contact staff.

PUBLIC INVOLVEMENT

Three public meetings were held for the study.

1) July 22, 2010
   5 p.m. to 6 p.m.
   Tyler Development Center
   Large Conference Room

2) September 21, 2010
   3 p.m. to 4:30 p.m.
   Tyler Public Library
   Taylor Auditorium

3) September 23, 2010
   6 p.m. to 7:30 p.m.
   Tyler Development Center
   Large Conference Room

Public comment forms were available on the project website and could be submitted by mail, e-mail, or fax. All public comments provided by the public are included in the Appendix.

JULY 22, 2010 PUBLIC MEETING

The first public meeting was held on July 22, 2010 at the TAMPO office. One member from the press was present at the meeting. The Tyler Morning Telegraph ran a story on the study in the July 23, 2010 edition of the paper and TAMPO received numerous public comments about the plan .

SEPTEMBER 21, 2010 PUBLIC MEETING

On September 21, 2010, TAMPO hosted another public meeting at the Tyler Public Library from 3 p.m. to 4:30 p.m. 11 members from the public came to the meeting and participated in identifying high priority locations for pedestrian access. The following topics were developed by the group for the plan to address including:

- Bus stop locations
- Sidewalks within Bergfeld Park to get to the Amphitheater
- Using the railroad ROW adjacent to Troup Highway from Downtown Tyler to Trane for trails
- More access around the Medical District
- Adding security features including bike police and lighting
- Incorporating additional pedestrian connections between the Medical District and Tyler Junior College
- Connecting major employers
- Making street crossings safer
- Consider pedestrian conditions during rush hours.

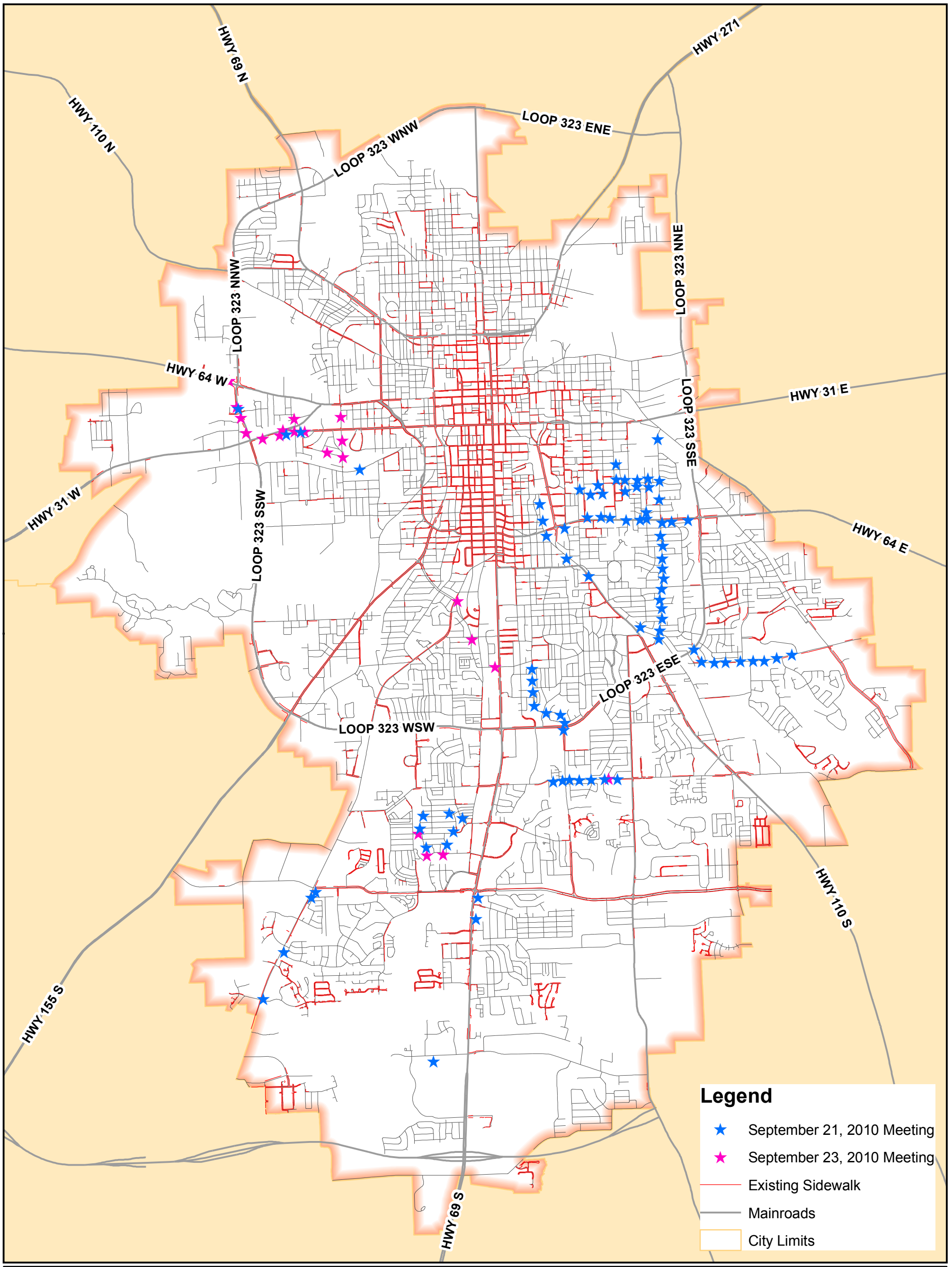
SEPTEMBER 23, 2010 PUBLIC MEETING

TAMPO hosted another public meeting at the TAMPO office on September 23, 2010. Six members from the public participated in the meeting; two of which were present at a previous meeting. The group discussion developed the following topics for consideration:

- Providing water fountains
- Create comfortable walking conditions
- More crosswalks
- More pedestrian signals
- "Yield to Pedestrian" signs
- The addition of trees and benches
- Have pedestrian features setback from traffic
- Provide adequate time to cross streets.

At all meetings, the participants were asked to identify locations where they thought additional pedestrian links and features should be added. A map of these locations is shown in Figure 2.

FIGURE 2
PUBLIC IDENTIFIED LOCATIONS



Tyler Area MPO

Pedestrian Access Study
Tyler, Texas

0 0.5 1 2 Miles

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Map Date: 09/24/2010
Map Projection: NAD 1983 StatePlane Texas North Central FIPS 4202 (Feet)
Map Created: TFilippini; Tyler Area MPO 903-531-1172
Map Source: \Projects\Planning\ArcGIS Projects\Sidewalk Project\Figure 2 Public Identified.pdf

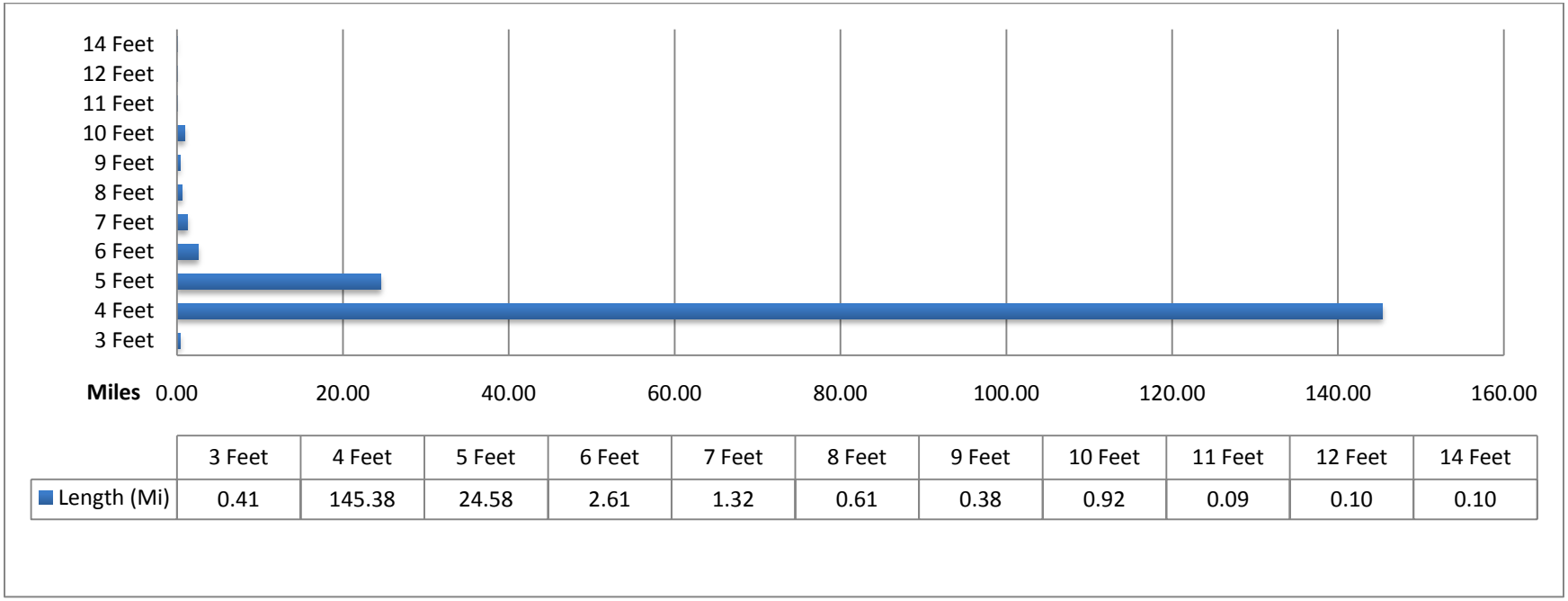
N W E S

EXPLANATION OF CONDITIONS

In order to identify locations in need for pedestrian improvements, a detailed inventory of the existing system was performed. The study began by obtaining the most recent aerial photos of the city which were taken in early 2010. The images were taken during the winter for maximum exposure of the ground since most trees have lost their leaves.

The City of Tyler's Geographic Information Systems (GIS) Department began tracing the centerline of each sidewalk found in the aerial photos to identify the location of all existing sidewalks. Although the aerial photos were taken during winter, the GIS technicians could not positively identify all of the sidewalks because some views were still obscured by trees. These locations were inspected by staff to verify the location of the sidewalk. The layer also provided a tabular location to store the information about the sidewalks which included the width, material components, and number of defects in each stretch of sidewalk around the city.

When all sidewalks were identified by aerial photos and field verification, a team went out to every identified location to examine the pavement condition. The team gathered the sidewalk width, material composition, and number of each type of defect over every block length in the city. If the sidewalk width varied over a block length, then an average width of sidewalk was taken. When identifying the sidewalk defects, each defect was categorized into one of three categories: separation, sunken, or spalling.



	3 Feet	4 Feet	5 Feet	6 Feet	7 Feet	8 Feet	9 Feet	10 Feet	11 Feet	12 Feet	14 Feet
Length (Mi)	0.41	145.38	24.58	2.61	1.32	0.61	0.38	0.92	0.09	0.10	0.10

Figure 3 Existing Sidewalk by Width

A separation was determined to be a crack in the sidewalk which left either a vertical or horizontal gap of more than two tenths of an inch. Any greater separation could potentially be a trip hazard and create bumps for people in wheelchairs or scooters. Separations are typically caused by shifts in the foundation.

A sunken defect is when the pavement is fractured and sunk, typically caused when the foundation underneath the sidewalk has eroded. A severe sunken defect could cause people to lose their balance and fall if walking as well as be impassable for users in wheelchairs or scooters.

Spalling is the erosion of the sidewalk surface. Harsh conditions can cause the top surface of sidewalk to erode. In the most severe instances the sidewalk is completely removed. This is also a concern for trip hazards and the creation of a rough ride for people in wheelchairs.

There was not a discernable pattern for the causes of sunken or spalling defects. However, a number of separations were in areas around curb drainage inlets where the sidewalk was not poured at the same grade as the inlet. The largest cause of natural separation defects were in historic neighborhoods where tree roots have broken up the concrete over time.

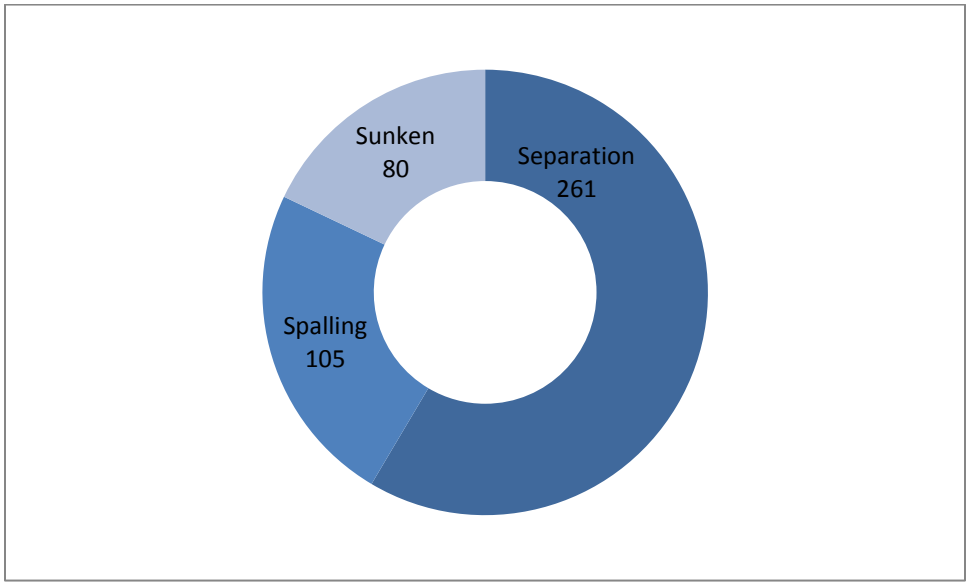
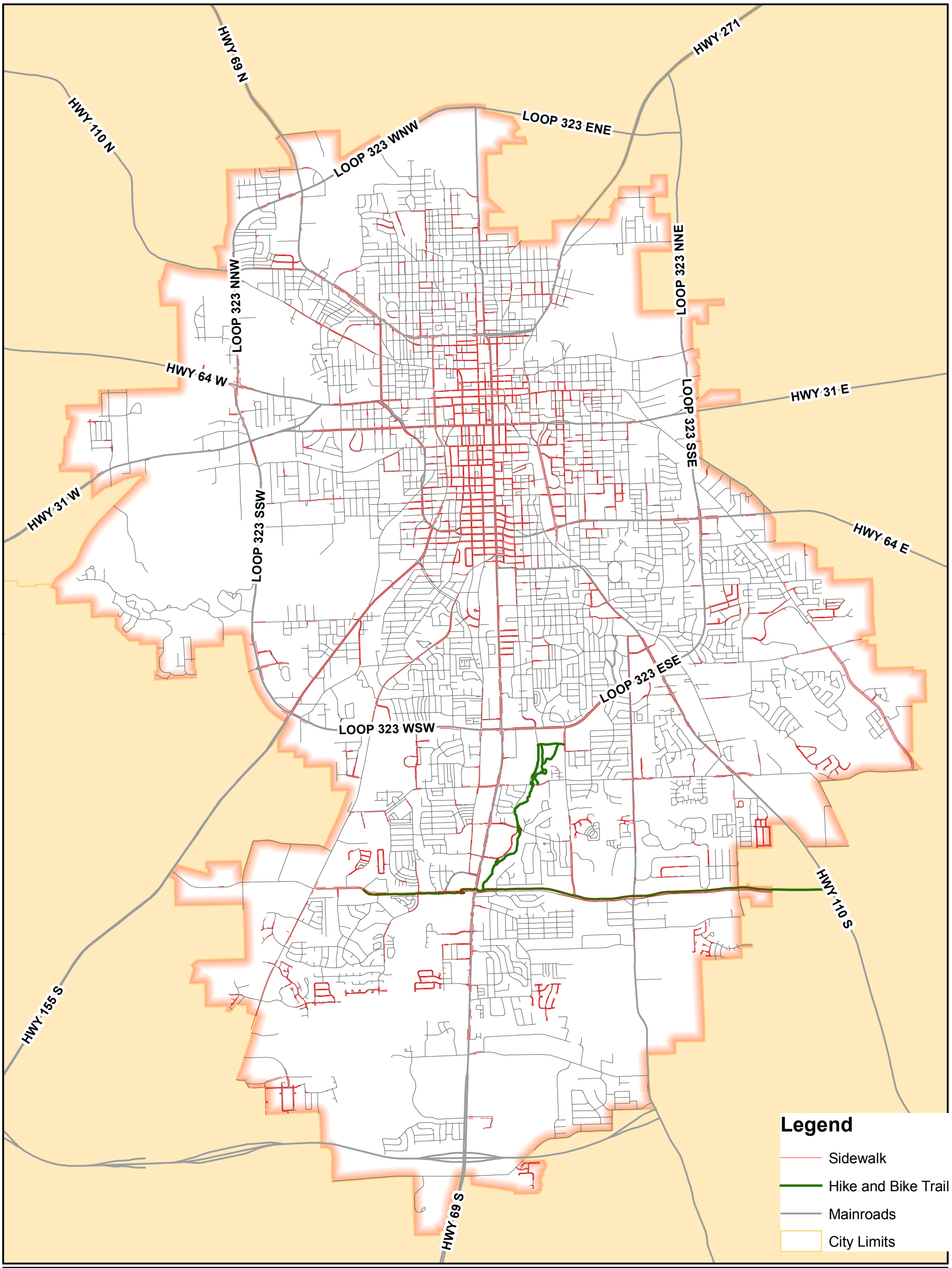


Figure 4 Number of Defects by Type

FIGURE 5
EXISTING LOCATIONS



Tyler Area MPO

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Pedestrian Access Study
Tyler, Texas

0 0.5 1 2 Miles

N W E S

Map Date: 09/27/2010
Map Projection: NAD 1983 StatePlane Texas North Central FIPS 4202 (Feet)
Map Created: TFilippini; Tyler Area MPO 903-531-1172
Map Source: \Projects\Planning\ArcGIS Projects\Sidewalk Project\Figure 5 Existing Locations.pdf

PEDESTRIAN / VEHICLE COLLISION DATA

A pedestrian is defined as any person not in or upon a motor vehicle or other vehicle. Pedestrians account for more than 12 percent of fatalities in crash data, but only comprise 9 percent of trips. Unfortunately, transportation professionals do not have an accurate sense of how many miles people walk each year or how much time people spend walking or crossing the street. Thus there is no true sense of how long pedestrians are exposed to motor vehicle traffic.

PEDESTRIAN CRASHES IN THE UNITED STATES AND TEXAS

In the United States, 4,378 pedestrians were killed in traffic crashes in 2008*. This is a decrease of 16 percent from the 5,228 pedestrians killed in 1998. A drop of 16 percent in fatalities since 1998 is certainly a positive trend, but without a better understanding of how many people are walking, where they are walking, and how far or often they are walking, it is difficult to determine if safety improvements are truly being made. A reduction in pedestrian crashes could be attributed to fewer people walking in general, improvements in facilities, law enforcement, education, or behavior that is really leading to more people walking and fewer pedestrian fatalities. On average, a pedestrian is killed in a traffic crash every 120 minutes and injured in a traffic crash every 8 minutes. There were 69,000 pedestrians injured in traffic crashes in 2008.

In 2008, 72 percent of the pedestrian fatalities occurred in urban areas. Of that 72 percent, it was discovered that 76 percent were located at non-intersection locations, 89 percent occurred in normal weather conditions, and 70 percent occurred at night. Pedestrian fatalities accounted for 83 percent of all nonoccupant fatalities in 2008. The 716 cyclist fatalities accounted for 14 percent, and the remaining 4 percent were skateboard riders, roller skaters, etc.

In the State of Texas, pedestrian fatalities totaled 438 in 2008. This is a 5 percent increase from 2007. Cyclist fatalities totaled 48 in 2008. This is a 4 percent decrease from 2007.

* Statistical data was available only for the year 2008 from the National Highway Safety Administration (NHTSA). For comparison purposes, 2008 crash data will be used for State of Texas and City of Tyler. (Figure 4)

State	Total Traffic Fatalitites	Resident Population (thousands)	Pedestrian Fatalities	Percent of Total	Pedestrian Fatalities per 100,000 Population
Alabama	966	4,662	66	6.8	1.42
Alaska	62	686	3	4.8	0.44
Arizona	937	6,500	120	12.8	1.85
Arkansas	600	2,855	45	7.5	1.58
California	3,434	36,757	620	18.1	1.69
Colorado	548	4,939	44	8.0	0.89
Connecticut	264	3,501	37	14.0	1.06
Delaware	121	873	21	17.4	2.41
Dist of Columbia	34	592	9	26.5	1.52
Florida	2,378	18,328	490	16.5	2.67
Georgia	1,493	9,686	146	9.8	1.51
Hawaii	107	1,288	20	18.7	1.55
Idaho	232	1,524	11	4.7	0.72
Illinois	1,043	12,902	135	12.9	1.05
Indiana	814	6,377	54	6.6	0.85
Iowa	412	3,003	17	4.1	0.57
Kansas	385	2,802	19	4.9	0.68
Kentucky	826	4,269	67	8.1	1.57
Louisiana	912	4,411	106	11.6	2.40
Maine	155	1,316	12	7.7	0.91
Maryland	591	5,634	116	19.6	2.06
Massachusetts	363	6,498	75	20.7	1.15
Michigan	980	10,003	114	11.6	1.14
Minnesota	456	5,220	26	5.7	0.50
Mississippi	783	2,939	50	6.4	1.70
Missouri	960	5,912	63	6.6	1.07
Montana	229	967	11	4.8	1.14
Nebraska	208	1,783	5	2.4	0.28
Nevada	324	2,600	56	17.3	2.15
New Hampshire	139	1,316	7	5.0	0.53
NJew Jersey	590	8,683	135	22.9	1.55
New Mexico	366	1,984	39	10.7	1.97
new York	1,231	19,490	294	23.9	1.51
North Carolina	1,433	9,222	160	11.2	1.73
North Dakota	104	641	6	5.8	0.94
Ohio	1,190	11,486	98	8.2	0.85
Oklahoma	749	3,642	51	6.8	1.40
Pennsylvania	1,468	12,448	137	9.3	1.10
Rhode Island	65	1,051	12	18.5	1.14
South Carolina	920	4,480	100	10.9	2.23
South Dakota	119	804	9	7.6	1.12
Tennessee	1,035	6,215	60	5.8	0.97
Texas	3,382	24,327	416	12.3	1.71
Utah	275	2,736	32	11.6	1.17
Vermont	73	621	1	1.4	0.16
Virginia	824	7,769	76	9.2	0.98
Washington	521	6,549	63	12.1	0.96
West Virginia	380	1,814	13	3.4	0.72
Wisconsin	605	5,628	53	8.8	0.94
Wyoming	159	533	7	4.4	1.31
U.S. Total	**36,845**	**300,266**	**4,327**	**11.7**	**1.44**
Puerto Rico	399	3,954	127	31.8	3.21

Figure 6 Pedestrian Traffic Fatalities and Fatality Rates by State, 2008

PEDESTRIAN CRASHES IN THE CITY OF TYLER

In the City of Tyler, there were 23 pedestrian crashes in 2008. Three of which were fatal, six were incapacitating, eight were non-incapacitating and six had possible injuries. Details for pedestrian crashes from January 2007 to April 2010 are listed in Figures 5 and 6.

County	City	Highway	Crash Year	Crash Date	Crash Time	Weather Condition	Crash Severity	Pedestrian Crashes
Smith	Tyler	FM 756	2008	02/19/08	6:38 PM	CLEAR/CLOUDY	FATAL	1
			2009	03/24/09	8:00 AM	CLEAR/CLOUDY	POSSIBLE INJURY	1
		FM 2493	2007	09/19/07	9:12 PM	CLEAR/CLOUDY	INCAPACITATING INJURY	1
			2008	08/07/08	8:24 PM	CLEAR/CLOUDY	INCAPACITATING INJURY	1
		NO DATA	2007	12/01/07	3:14 PM	CLEAR/CLOUDY	NON-INCAPACITATING	1
			2009	05/24/09	12:50 AM	CLEAR/CLOUDY	FATAL	1
			2010	02/07/10	8:55 PM	CLOUDY	INCAPACITATING INJURY	1
		SH 31	2008	11/03/08	7:40 PM	CLEAR/CLOUDY	INCAPACITATING INJURY	1
			2009	04/22/09	9:39 PM	CLEAR/CLOUDY	FATAL	1
			2010	04/25/10	3:48 PM	CLOUDY	NON-INCAPACITATING	1
		SH 110	2008	03/25/08	6:34 AM	CLEAR/CLOUDY	INCAPACITATING INJURY	1
				05/08/08	4:28 PM	CLEAR/CLOUDY	NON-INCAPACITATING	1
			2009	08/07/09	5:08 PM	CLEAR/CLOUDY	FATAL	1
		SH 155	2007	06/06/07	7:24 PM	CLEAR/CLOUDY	NON-INCAPACITATING	1
		SL 323	2007	07/30/07	3:15 AM	CLEAR/CLOUDY	NON-INCAPACITATING	1
				09/03/07	12:05 AM	CLEAR/CLOUDY	FATAL	1
				09/07/07	4:36 PM	CLEAR/CLOUDY	NON-INCAPACITATING	1
			2008	02/11/08	4:00 PM	CLEAR/CLOUDY	NON-INCAPACITATING	1
				02/17/08	9:44 PM	CLEAR/CLOUDY	INCAPACITATING INJURY	1
				07/25/08	1:24 PM	CLEAR/CLOUDY	NON-INCAPACITATING	1
				09/11/08	8:18 PM	CLEAR/CLOUDY	INCAPACITATING INJURY	1
				11/18/08	8:47 PM	CLEAR/CLOUDY	FATAL	1
			2009	07/06/09	10:50 PM	CLEAR/CLOUDY	NON-INCAPACITATING	1
		SS 147	2007	06/23/07	8:55 PM	CLEAR/CLOUDY	INCAPACITATING INJURY	1
			2009	07/30/09	11:50A	CLEAR/CLOUDY	NON-INCAPACITATING	1
		US 69	2008	04/24/08	12:26 AM	RAIN	POSSIBLE INJURY	1
				09/28/08	1:57 PM	CLEAR/CLOUDY	POSSIBLE INJURY	1
				11/28/08	6:55 PM	CLEAR/CLOUDY	POSSIBLE INJURY	1
			2009	06/12/09	3:24 PM	CLEAR/CLOUDY	NON-INCAPACITATING	1
				12/08/09	4:10 PM	CLEAR/CLOUDY	NON-INCAPACITATING	1
			2010	02/07/10	1:57 AM	CLEAR	NON-INCAPACITATING	1
				04/14/10	9:00 PM	CLEAR	NON-INCAPACITATING	1
		US 271	2007	12/10/07	12:32 PM	CLEAR/CLOUDY	FATAL	1
				12/23/07	8:18 PM	CLEAR/CLOUDY	INCAPACITATING INJURY	1
			2008	05/14/08	7:06 PM	CLEAR/CLOUDY	FATAL	1
				06/09/08	9:55 AM	CLEAR/CLOUDY	NON-INCAPACITATING	1
				07/25/08	4:47 AM	CLEAR/CLOUDY	INCAPACITATING INJURY	1
Total								37

Figure 7 Pedestrian Crashes from Jan. 2007 to April 2010 (On-System Roadways)

County	City	Primary Street	Crash Year	Crash Date	Crash Time	Weather Condition	Crash Severity	Pedestrian Crashes
Smith	Tyler	BAMA LN	2009	12/14/09	3:55 PM	CLEAR/CLOUDY	POSSIBLE INJURY	1
		BUFORD AVE	2007	04/03/07	6:50 AM	CLEAR/CLOUDY	INCAPACITATING INJURY	1
		E OAKWOOD ST	2007	11/23/07	1:29 PM	CLEAR/CLOUDY	NON-INCAPACITATING	1
		FOREST AVE	2009	03/31/09	5:15 PM	CLEAR/CLOUDY	NON-INCAPACITATING	1
		GOLDEN RD	2007	01/25/07	4:18 PM	CLEAR/CLOUDY	POSSIBLE INJURY	1
			2008	11/24/08	5:21 PM	CLEAR/CLOUDY	POSSIBLE INJURY	1
		INDEPENDENCE PL	2009	03/25/09	4:05 PM	CLEAR/CLOUDY	NON-INCAPACITATING	1
		KINSEY DR	2007	07/18/07	12:40 PM	CLEAR/CLOUDY	INCAPACITATING INJURY	1
		N BROADWAY AVE	2009	05/18/09	1:10 PM	CLEAR/CLOUDY	POSSIBLE INJURY	1
				12/14/09	7:40 AM	CLEAR/CLOUDY	POSSIBLE INJURY	1
		N CARLYLE AVE	2008	10/18/08	6:38 PM	CLEAR/CLOUDY	POSSIBLE INJURY	1
		N CONFEDERATE AV	2009	11/07/09	11:33 PM	CLEAR/CLOUDY	INCAPACITATING INJURY	1
		N EMERSON AVE	2008	12/26/08	12:10 PM	RAIN	NON-INCAPACITATING	1
		N ENGLEWOOD AVE	2009	06/14/09	7:18 PM	CLEAR/CLOUDY	NON-INCAPACITATING	1
		N GLENWOOD BLVD	2009	06/03/09	12:10 PM	CLEAR/CLOUDY	INCAPACITATING INJURY	1
		N MOORE AVE	2007	07/25/07	1:50 AM	CLEAR/CLOUDY	NON-INCAPACITATING	1
		N PALACE AVE	2007	11/10/07	5:45 PM	CLEAR/CLOUDY	NON-INCAPACITATING	1
			2008	09/08/08	7:57 PM	CLEAR/CLOUDY	POSSIBLE INJURY	1
		N TOWNSEND AVE	2009	08/08/09	8:14 PM	CLEAR/CLOUDY	NON-INCAPACITATING	1
		NECHES DR	2009	12/23/09	6:20 PM	RAIN	NON-INCAPACITATING	1
		OLD OMEN RD	2008	02/24/08	7:48 PM	CLEAR/CLOUDY	NON-INCAPACITATING	1
		RED REIDER	2007	11/12/07	5:54 PM	CLEAR/CLOUDY	NON-INCAPACITATING	1
		RIDE RD	2008	05/14/08	11:25 AM	RAIN	POSSIBLE INJURY	1
		S BROADWAY AVE	2007	01/02/07	4:40 PM	CLEAR/CLOUDY	NON-INCAPACITATING	1
			2008	03/04/08	12:42 PM	CLEAR/CLOUDY	NON-INCAPACITATING	1
		S PALMER AVE	2008	11/06/08	1:15 PM	CLEAR/CLOUDY	NON-INCAPACITATING	1
		S ROBERTSON AVE	2007	06/21/07	11:55 AM	CLEAR/CLOUDY	INCAPACITATING INJURY	1
		US HWY 69	2009	07/06/09	11:38 PM	CLEAR/CLOUDY	FATAL	1
		E ERWIN ST	2007	11/30/07	8:24 PM	CLEAR/CLOUDY	NON-INCAPACITATING	1
		W HOUSTON ST	2007	11/01/07	10:08 AM	CLEAR/CLOUDY	NON-INCAPACITATING	1
Total								30

Figure 8 Pedestrian Crashes from Jan. 2007 to Aprili 2010 (Off System Roadways)

FEDERAL SAFE ROUTES TO SCHOOL (SRTS) PROGRAM

Authorized by Section 1404 of SAFETEA-LU (the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), the Safe Routes To School (SRTS) program came into effect in August of 2005. This federal funding program emphasizes community collaboration in the development of projects that incorporate elements of the "5E's" – education, encouragement, engineering, enforcement, and evaluation. After successful applicants are notified that their project has been selected for funding, that project must first be programmed into the Transportation Improvement Program which is managed by TAMPO.

SafeRoutes
National Center for Safe Routes to School

SRTS is an international movement that has taken hold in communities throughout the United States. The concept is to increase the number of children who walk or bicycle to school by funding projects that remove the barriers that currently prevent them from doing so. These barriers include lack of infrastructure, unsafe infrastructure, and lack of programs. Such programs promote walking and bicycling through education and encouragement and are aimed at children, parents, and the community.

SRTS programs create practical projects such as sidewalks, crosswalks and bicycle facilities to make school routes safer for children to walk and bicycle. Community leaders, parents, and schools also use education programs to help children travel safely to and from school.

The SRTS programs make walking and biking to school safer and more appealing to children and those with disabilities. SRTS projects and activities reduce traffic, fuel consumption, and air pollution near primary and middle schools (grades K-8).

SRTS, contained in the 2005 federal transportation bill SAFETEA-LU, provides a healthy alternative to riding the bus or being driven to school. Each state receives funding based on its percentage of the national total of children in grades K-8.

The Texas Transportation Commission recently approved $54.1 million to fund 200 projects in more than 73 communities.

Texas's SRTS funding from FY2005-2009 totals $44,751,640 and includes the following annual apportionments:

2005 Actual	2006 Actual	2007 Actual	2008 Actual	2009 Actual
$ 1,000,000.00	$ 7,009,094.00	$ 9,408,067.00	$ 12,114,991.00	$ 15,219,488.00

Figure 9 Texas Funding totals for SRTS

Texas anticipates receiving approximately $40 million in SRTS funding between 2005 and 2009.

Communities can take steps to prepare for the next SRTS Program. Gathering fundamental information and creating local partnerships will help school districts and communities effectively plan for increases in walking and bicycling to school and reductions in other modes of travel. Schools must have an SRTS Plan reviewed and approved by the Texas Department of Transportation (TxDOT) in order to be eligible to apply for any type of SRTS funding prior to submission of a proposal.

In May 2007, the City of Tyler submitted an application to TxDOT for an SRTS grant to improve pedestrian safety near Douglas Elementary School. An SRTS plan was prepared for the creation of a drop-off and pickup procedure policy for students and parents. The proposed project included updating signs and pavement markings on streets adjacent to the school, building sidewalks along Hillsboro Street for students walking or biking to school, and constructing a pedestrian refuge island at Gentry Parkway to help students cross the wide pavement section.

The Douglas Elementary School SRTS project was authorized by TxDOT in 2009 and was completed in 2010 for a total of $205,004.01 The City of Tyler contributed $100,642.90 toward this project.

SYSTEM STRENGTHS AND WEAKNESSES

SYSTEM STRENGTHS

The City of Tyler has great natural beauty. Many areas of the city have a park like atmosphere which encourages outdoor activities. Particularly in the older parts of town (downtown and in historic housing districts), there is an ample tree canopy and a well developed sidewalk network. It is common to see Tylerites out walking or jogging in these areas. The park system is also more robust in the older parts of town.

The town is also blessed with good air quality that makes outdoor activities more enjoyable. In early 2000, the city reinstituted a requirement for sidewalk construction. So, development occurring over the past decade has sidewalks. In 2010 the Texas Department of Transportation installed accessibility ramps at the intersections along all state owned roadways in Tyler.

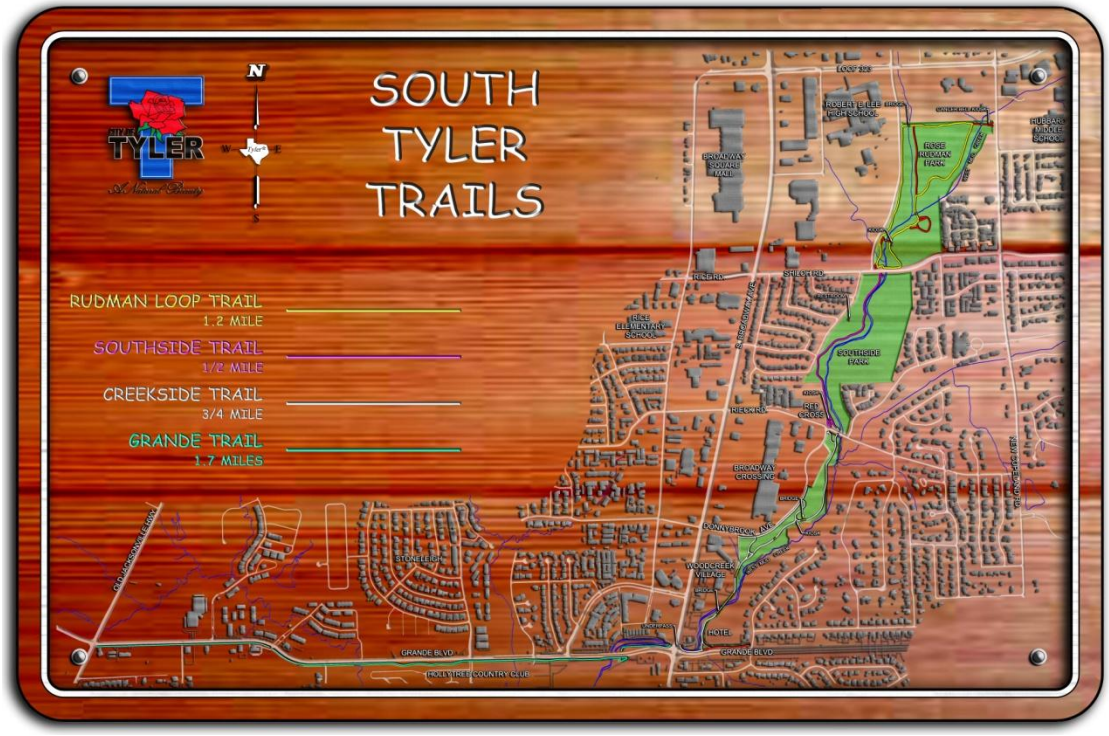


Figure 10 Existing Trails

In a related effort, the local news media has partnered together to fight the growing problem of obesity. Exercise is one way to promote a healthier lifestyle, and using the city's sidewalk and trails systems can assist in this effort.

In South Tyler, there is a system of trails that is very popular with the community. The main leg of the trail is the 1.2 mile Rose Rudman Trail that extends from just south of Loop 323 SSE to Shiloh Road. It is then joined by the 1.25 mile South Tyler Trail and Creekside Trail that extends south to Grande Boulevard where the Grande Boulevard trail picks up, creating an east/west route. [Figure 6]

SYSTEM WEAKNESSES

According to the recently adopted Parks Master Plan, in January of 2010, the City of Tyler mailed out 3,000 surveys to randomly chosen citizens who receive water bills from the City. The survey was also posted online for other citizens to have the opportunity to express their needs for the future of Tyler's Park System. A total of 465 surveys were returned by mail comprising over 15 percent of the mailed surveys. An additional 383 surveys were completed online. Of interest to the Pedestrian Access Study was that 64 percent of the responders could NOT reasonably walk to a city park from their home; and 83 percent of the respondents feel that residential neighborhoods, schools and parks should be connected with linear parks such as trails along creeks and other corridors.

The plan noted that the City of Tyler is in need of both multipurpose and nature trails, and a trail system that will connect the entire community. Multi-purpose trails ranked as the highest priority on the citizen survey and nature trails ranked as number three. In addition, 83 percent of the respondents "strongly agreed" or "agreed" that residential neighborhoods, schools, and parks should be connected with linear parks such as trails along creeks and other corridors. More trails are needed throughout the community to connect parks, neighborhoods, and commercial properties.

The sprawling development patterns of the 1980's and beyond served to isolate walkers. Subdivisions were set up to be car friendly and little attention was paid to the needs of pedestrians. Cul-de-sacs, in particular, restrict neighborhood connections, often requiring circuitous routes that are much more easily travelled by car than on foot. Private streets and gated subdivisions also gained in popularity in the 1980's which eliminated public access through these areas. Neighborhoods with good internal connection became cut off from adjoining properties by the creation of private, gated subdivisions that restricted both vehicular and pedestrian access through the area.

In the period of time when the city did not require sidewalks, new construction became even less favorable for pedestrian movements. The older parts of town are not connected to the newer development that occurred south of Loop 323. Sidewalk maintenance was made the responsibility of the adjacent landowner with the result that maintenance was inconsistent as landowners chose to spend their dollars elsewhere.

Tyler summer temperatures are hot as temperatures tend to be in the 90's. The warmest month of the year is August with an average high of 94 degrees Fahrenheit. Newer subdivisions do not have the tree canopy of older subdivisions and without shade; there is too much reflected heat and glare from the pavement to make for a comfortable walking environment.

There is added difficulty in trying to retrofit sidewalks in developed areas that were built without consideration for pedestrian access. In many areas, there are obstructions that will make installing sidewalks either expensive or impractical due to existing mature bushes, trees, utility boxes, guard rails and retaining walls.

Chapter 4

Pedestrian Network

"Urban Streets need to serve all users as well as possible, but pedestrians are the priority when safety and space allocation must be balanced between modes."

~ Main Street Handbook p. 20

CHAPTER 4 PEDESTRIAN NETWORK

The City of Tyler has a number of distinct districts that offer a focal point for pedestrian movement on a neighborhood scale. This study utilizes districts to identify major routes connecting residential areas to civic centers and major employers.

DOWNTOWN / MEDICAL DISTRICT

There are two major districts in the study area identified for pedestrian access improvements and serving as connections. The Central Business District, located between Front Street, Beckham Avenue, Gentry Parkway, and Palace Avenue, is a priority district for the City. Instead of filling gaps in the sidewalk (as is the goal with a majority of the city), this district already has a thorough sidewalk network. The focus will be mainly on identifying locations of sidewalk that need to be repaired, reconstructed, or redesigned to remove obstacles from the right-of-way.

The other major district of focus is the Medical District. This area is not as clearly defined but is the area of medical uses focused around the main hospital campuses of East Texas Medical Center and Trinity Mother Francis both located along Beckham Avenue. This area has more existing sidewalks than most areas in Tyler. However, there are multiple gaps in the network. The Medical District should have pedestrian travel opportunities to Tyler Junior College to the east and the Central Business District to the northwest.

MIXED USE CENTERS / NEIGHBORHOOD CENTERS

Mixed Use Centers are a growing concept in urban planning. The movement results from the traditional development patterns centered around neighborhood services and civic buildings focused in the center of residential neighborhoods. The character of such centers include a mixture of residential, commercial, office, and civic uses within a walkable and transit accessible neighborhood. These areas can also share parking due to opposing peak traffic periods which afford reduced parking lot areas. Tyler 21 identified target locations for such development. As these areas develop, pedestrian features will be a paramount priority of these districts and should be identified and developed during the design phases.

MAJOR ATTRACTORS

For a transportation network to service beyond just recreational purposes, it is important for the network to connect people to destinations. Within the City of Tyler, locations of importance include:

MAJOR EMPLOYERS

- Tyler Independent School District (TISD) schools
- East Texas Medical Center
- Trinity Mother Francis Hospitals and Clinics
- Brookshires Grocery Company
- Trane
- Wal-Mart
- Carrier Corporation
- Suddenlink

EDUCATION

As of 2005, approximately 26.5 percent of the Tyler population was below the age of 18. Nearly a quarter of the population is a part of early education or enrolled in elementary, middle, or high schools. This segment of the population is ineligible to receive a driver's license until the age of 16 and is largely dependent on walking, biking, busing, carpooling, or riding with a guardian to and from school.

This study prioritizes safe routes for walking to school in the order of elementary aged students, followed by middle, high, and secondary educational campuses. Elementary schools are generally placed within neighborhoods along local roads with low speed limits. Middle schools, high schools, and

colleges generally serve a large population and are placed along large roads with a higher speed of traffic than elementary schools.

Tyler Independent School District

- St. Louis Early Childhood Center
- T. J. Austin Elementary
- Henry M. Bell Global Communications Academy
- Birdwell Elementary
- Thomas R. Bonner Elementary
- Caldwell Elementary Arts Academy
- Clarkston Elementary
- Dixie Elementary
- Douglas Elementary
- Mamie G. Griffin Elementary
- Dr. Bryan C. Jack Elementary
- Jones Elementary Math Science Technology Academy
- Wayne D. Boshears Center for Exceptional Programs
- W. Orr Elementary
- W. A. Peete Elementary
- Thomas B. Ramey Elementary
- Rice Elementary
- Andy Woods Elementary
- Boulter Middle School
- M. W. Dogan Middle School
- James S. Hogg Middle School
- Richard B. Hubbard Middle School
- Moore MST Magnet School
- T. Stewart Middle School
- John Tyler High School
- Robert E. Lee High School
- PACE Alvin V. Anderson Educational Complex
- Jim Plyler Instructional Complex
- TARGET Academy

Private Schools

- Kings Academy Christian School
- All Saints Episcopal School
- Grace Community School
- Cumberland Academy
- T.K. Gorman
- East Texas Christian Academy
- St. Gregory Elementary School
- Good Shepherd Reformed Episcopal

Secondary Education

- Texas College
- Tyler Junior College
- University of Texas at Tyler
- LeTourneau University Adult Education Campus

COMMERCIAL AREAS

- Downtown Tyler
- East Fifth Street
- South Broadway
- West Chandler Highway
- Gentry Parkway
- Broadway Square Mall

CIVIC CENTERS

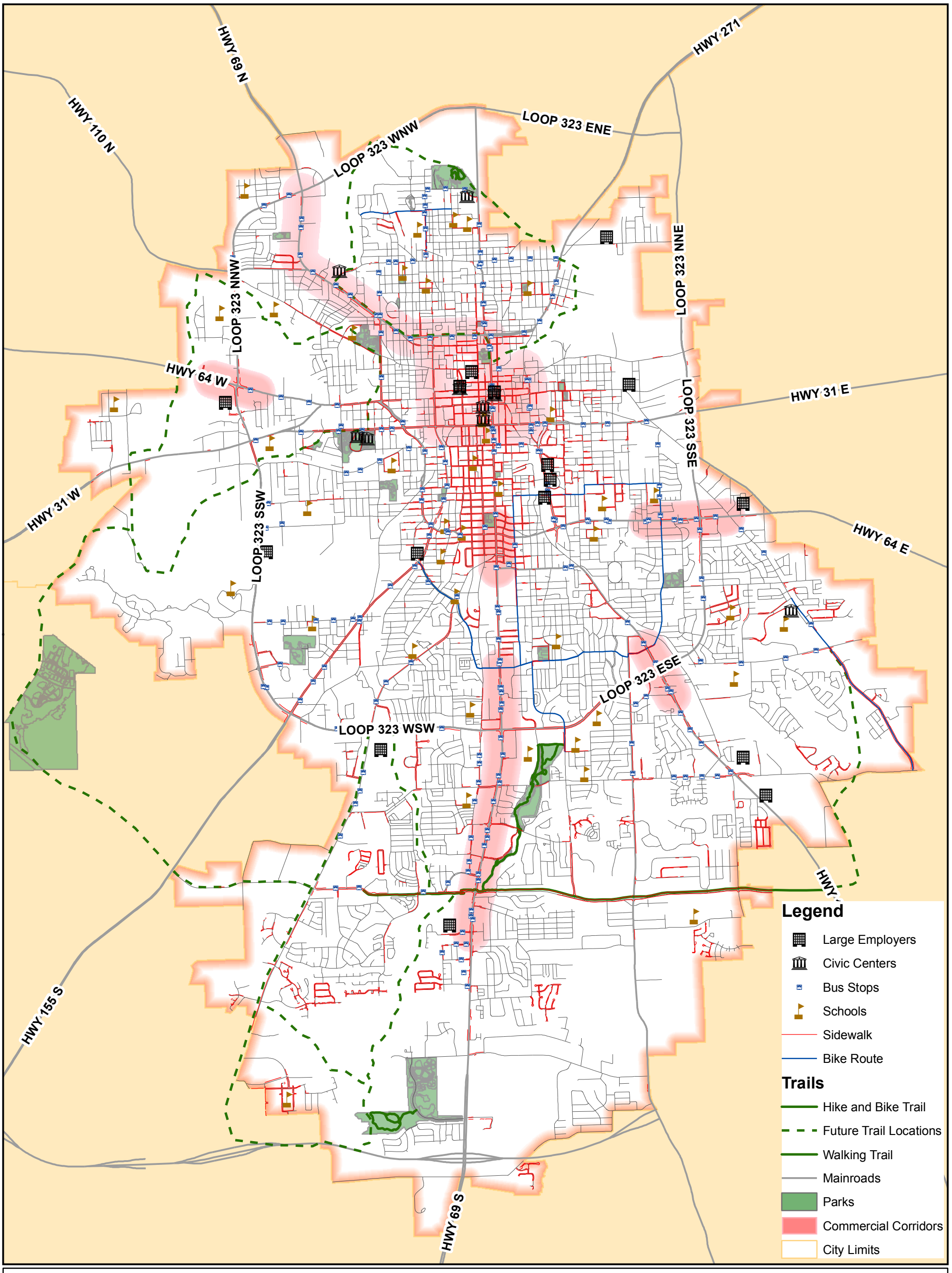
- Tyler Convention Center and Rose Garden
- Tyler Public Library
- Caldwell Auditorium
- The Cowan Center
- Smith County Courthouse
- Tyler City Hall
- Tyler Senior Center
- Boys and Girls Club
- Tyler city parks

CONNECTIONS

Between other transportation options including:

- Tyler Transit bus stops
- Designated bicycle routes

FIGURE 11
ATTRACTORS



Tyler Area MPO

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(903) 531-1257

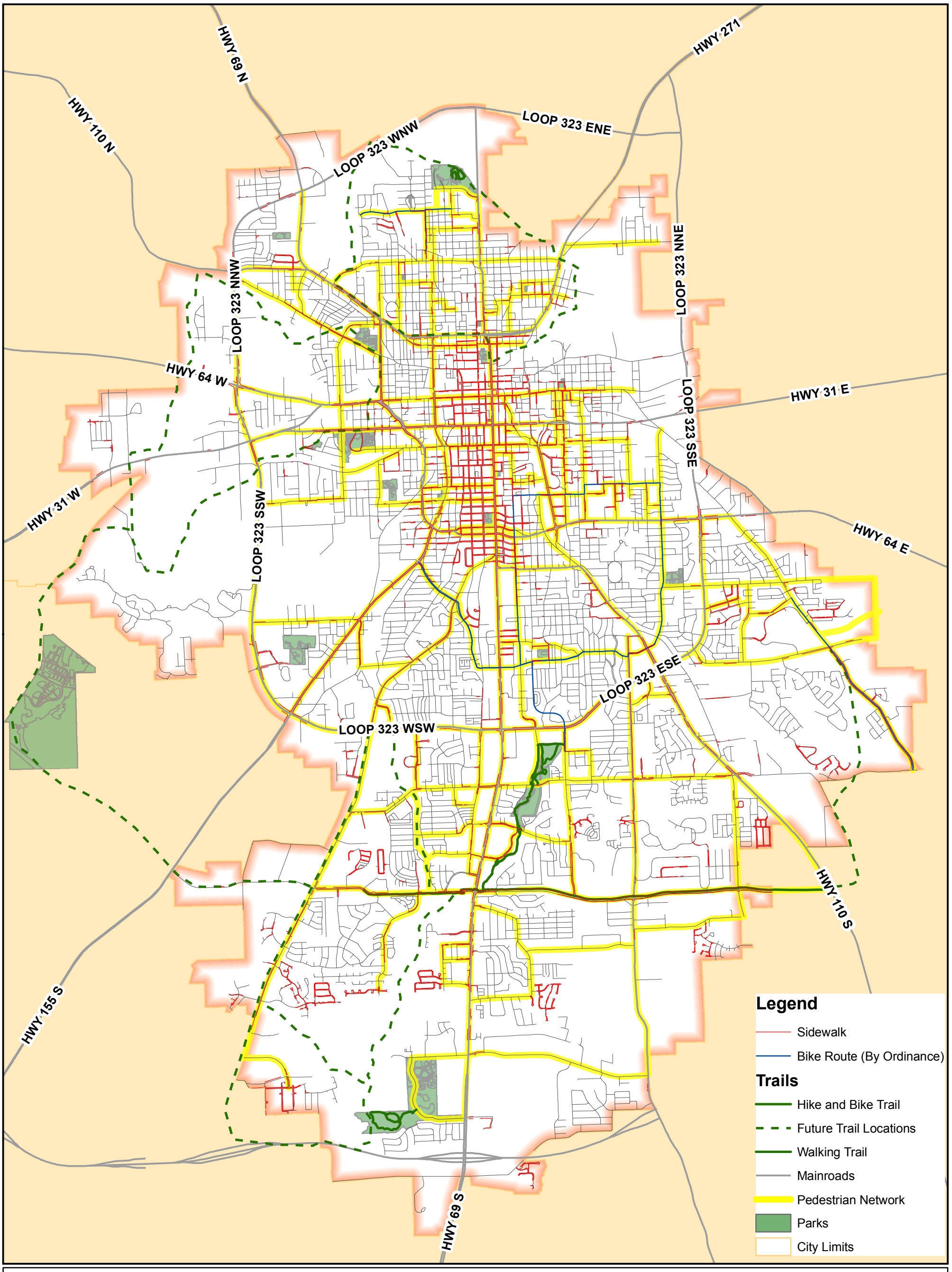
Pedestrian Access Study
Tyler, Texas

0 0.5 1 2 Miles

Map Date: 09/27/2010
Map Projection: NAD 1983 StatePlane Texas North Central FIPS 4202 (Feet)
Map Created: TFilippini; Tyler Area MPO 903-531-1172
Map Source: \Projects\Planning\ArcGIS Projects\Sidewalk Project\Figure 11 Attractor Map.pdf

N W E S

FIGURE 12
PRIMARY PEDESTRIAN NETWORK



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Map Source: \Projects\Planning\ArcGIS Projects\Sidewalk Project\Figure 12 Primary Pedestrian Network.pdf

N W E S

Chapter 5

Implementation Plan

PRIMARY PEDESTRIAN NETWORK

Areas that have existing sidewalk or trail infrastructure should be connected where possible to take advantage of the cost savings inherent in using what is already built. In creating a backbone system, preference was given to ensuring that all major corridors had adequate sidewalk coverage. While sidewalks on local streets are desirable (and a requirement for new development), it was determined that the citizenry strongly supports a safe pedestrian environment along higher traveled corridors by incorporating planned sidewalks on both sides of the road wherever possible.

To supplement this, the Parks Master Plan has the following priorities established for expanding the trail system:

- Acquire land along Blackfork Creek to construct a multi-purpose trail (+/- 3 mi. x 125') from Northside Park to proposed downtown park at the intersection of Gentry Parkway and Beckham Avenue

- Acquire land along West Mud Creek to construct a multi-purpose trail from the South Tyler Trail at Grande Boulevard to Faulkner Park (+/- 2 miles)

- Construct multi-purpose trails at Bergfeld Park, Lindsey Park and Faulkner Park

- Construct nature trails at Lindsey Park

PEDESTRIAN STRATEGIES AND ALTERNATIVES

Safety, both real and perceived, is one of the most important aspects of street design. If a street feels unsafe, it may be that there are too many cars or the cars are travelling too fast for a comfortable walking environment. Multiple driveway interruptions can also decrease a feeling of safety while walking. Sidewalks that are too narrow or without good means of crossing can also discourage and endanger pedestrians.

Good design can improve pedestrian safety by enhancing pedestrian visibility with better sight distance and clear expectations to both driver and pedestrian of what is expected. Lower traffic speeds and traffic calming tools such as bump-out and round abouts help create an environment where multiple users can more safely use the right-of-way.

For a street to be comfortable and successful, the environment needs to be considered at a human scale. Things look different close-up, walking at 2 mph, than they do from behind a windshield at 30 mph. Comfortable height-to-width ratios fall between 1:3 and 1:2 as measured from the building fronts or large trees.

Safety, security and comfort can be improved with traffic calming devices. While a balance must be struck between the needs of pedestrian and vehicular traffic, the urban streetscape can be greatly enhanced by slowing, or “calming“ motorized traffic. Speed impacts both the reality and perception of safety; noise is uncomfortable and congestion creates noise, lessens visibility and limits access. Particularly on higher speed or heavily traveled roadways, it is more comfortable to travel on a sidewalk than to navigate through the grass or on the shoulder. Local streets can share the pavement space more readily and safely with walkers, joggers, bikers and cars than can collector or arterial streets.

STREETSCAPE PLAN

To enhance the street environment for pedestrians, sidewalks should be wide enough to allow at least two people to walk together. Appropriate widths depend on how the sidewalk will be used, but at a minimum should be five feet wide. For example, in Addison, Texas, some boulevards have 14´ sidewalks to allow for outdoor cafés and landscaped areas (tree wells and the like). This design would be particularly effective in the Downtown and Mixed Use areas where a lively

streetscape is preferred. Where pedestrian lighting is used, it should be low-intensity and also at a pedestrian scale. It's important to distribute light evenly so that no areas are left in darkness.

Shade from trees planted along streets can greatly enhance a walker's comfort. To create a canopy effect, street trees should be planted on 40 to 50 feet centers. Where the trees are in front of retail developments, consideration should be given to creating visual corridors into the centers to allow storefront signage to be viewed (Tyler 21, page 136). Alternatively, monument signs are an effective means of providing low profile signage that is not blocked by tree canopy.

The City of Tyler Parks Department is creating a five year tree planting plan to focus its tree planting efforts. The city will coordinate its efforts to create street tree locations in conjunction with sidewalks to enhance the pedestrian experience.

To complete the streetscape design, it is important to place street furniture such as benches and trash cans within the public space to define the public realm. Public art can also enhance the pedestrian experience. In considering urban design issues for the public space, it is beneficial to understand the value of building upon tradition by continuing to create opportunities and venues for public art. Streetscape design elements can, in themselves, consciously reflect the City's history, character and identity.

Safe crossings with accessible crosswalk features are needed where sidewalks cross arterial roadways. It can be very helpful to provide wayfinding signs for citizens and visitors to let them know where they can walk and what they will find along the way. A newer trend is the practice of geocaching. Geocaching is a high-tech treasure hunting game played throughout the world by adventure seekers equipped with global positioning system devices. The basic idea is to locate hidden containers, called geocaches, outdoors and then share experiences online. Geocaching is enjoyed by people from all age groups, with a strong sense of community and support for the environment. Having sidewalks to reach the caches is benefit for the players.

A balanced mix of these ideas will best enhance the public realm. Successful projects usually begin with a clear vision of what is to be accomplished, make the best of what there is to work with, and reflect local history and uniqueness. Several indicators of success include more people on the street (especially children), an increase in walking and bicycling, lower crime and vandalism rates, and enhanced economic vitality.

ACCESSIBILITY

The State of Texas adopted the Texas Accessibility Standards in 1993 governing the accessibility of buildings. The standards were required as part of the Architectural Barriers Act, Article 9102 of the Texas Civil Statutes. Tyler 21 recommends expanding the educational material on the Act for builders during the process of reviewing a building permit. The regulations also include dimensional standards for curbs and crosswalks.

Tyler Transit, the operator of the fixed-route buses, and paratransit services for Tyler, is continuing efforts to upgrade existing bus stops to comply with the Americans with Disabilities Act.

TRAFFIC CALMING

Improving the safety of pedestrian traffic is paramount and can only be achieved through a comprehensive effort to foster greater awareness of other users. Traffic engineers and civil engineers have a multitude of tools for designing safe roadways and enhancing safety features where vehicular and pedestrian traffic intersect. The types of improvements that can be made are enhanced lighting, signals, and traffic calming devices. There are a number of traffic calming techniques used

throughout the nation as well as internationally and include: rumble strips, speed humps, traffic circles, roundabouts, raised crosswalks, raised intersections, textured surfaces, chicanes, narrow lanes, restriping for lane reduction, medians and access control, on-street parking, limited vehicle traffic, and woonerfs. Coined by the Dutch, a woonerf is a street where pedestrians and cyclists have legal priority over motorists. The techniques of shared spaces, traffic calming, and low speed limits are intended to improve pedestrian, bicycle, and automobile safety.

DISTRICT SPECIFIC STRATEGIES

UNIVERSITY OF TEXAS AT TYLER DISTRICT

In 2010, the City of Tyler developed an area development plan for the neighborhoods surrounding the University of Texas at Tyler Campus. The plan identified priority transportation routes including pedestrian routes. The plan should guide the development of the pedestrian network located within the study area.

TEXAS COLLEGE DISTRICT

City of Tyler developed an area development plan for the neighborhoods surrounding the Texas College Campus in 2010. The plan identified priority transportation routes including pedestrian routes. The plan should guide the development of the pedestrian network located within the study area.

TYLER JUNIOR COLLEGE / MEDICAL DISTRICT

The area development plan for the Tyler Junior College / Medical District has been identified by the City of Tyler to be the next area plan. The study is slated for 2011 and will include district specific recommendations to improve transportation options locally to meet the needs of the district.

FIGURE 13

Sidewalk Prioritization Matrix		
Pedestrian Attractors Score 0 - 45	Base Score Weight 40%	
Element	Criteria	Proposed Points
Proximity to Attractors	(Multiply Possible Points by number of attractors within specified radius) Bus Stops Schools Parks and Civic Centers Major Employers Commercial Areas	1/4 Mile 1/2 Mile 4.5x 2.25x 4.5x 2.25x 4.5x 2x 4x 2x 2.5x 1.25x (max 45 pts.)
Median Household Income	Within a census tract at or below Median Household Income (n=$34,163) a) Yes b) No	 40 0
Residential population	Total population residing within 1/2-mile radius of proposed project a) Population >/= 1,000 b) Population >/= 500 and < 999	 30 25
Existing Facilities on Street	Does the segment complete a route? a) Yes b) No	 40 0
Pedestrian Safety Score 0 - 100	Base Score Weight 30%	
Street Classification Weight:	a) Arterial b) Collector c) Residential	50 37.5 25
Pedestrian/Automobile Incidents	Number of incidents reported involving pedestrians and motorized vehicles in previous 36 months multiplied by 5	5X (max 50 pts.)
Fiscal Availability Score 0 - 30	Base Score Weight 20%	
Identified Funding Source	Safe Routes to School Recreational Trail Grant	30 24
Special Consideration Score 0 - 20	Base Score Weight 10%	
Special Consideration	As approved by the City Engineer (Safe Routes to School, special recurring events, trail connectivity, or other) 10 point addition for absent sidewalk segments within 1/2 mile of location a) Yes b) No	 20 0

FUNDING

SAFE ROUTES TO SCHOOL

The Federal Safe Routes to School program is available to fund sidewalk construction to provide connectivity to schools.

CAPITAL IMPROVEMENT PROGRAM

The City of Tyler capital improvement program identifies infrastructure projects of highest need to city residents. The program identifies 10-years worth of projects to be performed with the expected revenue through the project.

CITY OF TYLER

The City of Tyler currently has $100,000 budgeted in the 2011 Fiscal Year for sidewalk construction. The sidewalk projects that rank highest may qualify for these funds.

DEPARTMENT OF PARKS AND WILDLIFE

The Texas Department of Parks and Wildlife administers a Recreate Trail Grant annually to provide 80% of funding for trail projects.

PUBLIC/PRIVATE PARTNERSHIPS

Trails and sidewalks can be funded through public/private partnerships.

RECOMMENDATIONS

Goal: Develop a list of specific projects from the identified Priority Route Network

Objective: MPO staff will develop a list of individual projects. The listing will include project location and information related to the grading criteria. The list should be developed by December 2010.

Goal: Create a prioritized listing by grading the sidewalk projects

Objective: The TAMPO Technical Advisory Committee will grade individual projects using the recommended grading matrix. The projects will be graded by January 2011 and adopted by the Policy Committee.

Goal: Submit sidewalk projects for various funding opportunities

Objective: Submit graded sidewalk projects for inclusion into the City of Tyler Capital Improvement Program (CIP) by February 2011, the start of the CIP evaluation.

Goal: Maintain a current database of sidewalk locations and pedestrian features

Objective: TAMPO staff will monitor incoming building permits and add new sidewalk locations to the database.

Objective: TAMPO staff will coordinate with the Texas Department of Transportation and the City of Tyler Engineering Department include any additional pedestrian features installed with new construction projects.

Goal: Include the pedestrian plan features into the Metropolitan Transportation Plan for the Tyler Area MPO

Objective: TAMPO staff updates information of this plan along with the regular update cycles of the Tyler Area MPO Metropolitan Transportaiton Plan (MTP). Information of attractors, existing pedestrian features, and project lists should be updated at the time of the MTP update. The next MTP update is scheduled for December 2014.

Appendix

COMMENT FORM

Tyler Area Metropolitan Planning Organization

Pedestrian Access Study

Date: 7/23/2010

Comments: I have both a personal and philanthropic perspective on pedestrian access. First, on a personal level, as a parent of two young children I urge the MPO to make retrofitting significant corridors with sidewalks a high priority. The area we would use most is along New Copland between Pollard Park and Rose Rudman/Hubbard Middle School. New Copeland is not pedestrian-friendly and I have personally witnessed a middle school student on a bicycle navigating treacherous morning traffic. The new pedestrian crossing at New Copeland and Loop 323 is a great start, but access to the crossing from the north is non-existent on the northwest corner and ridiculous on the northeast corner. Pollard Drive could also be a good alternative or additional route for sidewalks to connect the Andy Woods/Pollard Park area to Hubbard/Rose Rudman. As my children get older, we look forward to a future bike ride from Rose Rudman, through Hollytree, to Faulkner Park. Keep up the good work!

On a philanthropic note, as President of East Texas Communities Foundation, I hope the Tyler Park Foundation fund and Tyler Hike and Bike Trail Fund can be used effectively to raise public support for high priority projects.

Optional Contact Information (*Please Print*):

Name Kyle Penney

Email kpenney@etcf.org

Address 4115 Beall Circle
Tyler TX 75701

Phone Number 903-533-0208

Fax Number 903-533-0258

Please return this comment form to the Tyler Area Metropolitan Planning Attention Tony Filippini by
mail: P. O. Box 2039, Tyler, TX 75710
fax: 903-531-1170
e-mail: mpo@tylertexas.com

From: Victor Cerda
To: mpo
Subject: City sidewalks
Date: Friday, July 23, 2010 10:55:16 PM

Hi my name is Victor Cerda. I live close to the South Tyler Trail. I think the issue concerning the city sidewalks is a great idea. I use a power wheelchair for my mobility. I think there needs to be a sidewalk in front of Wood Creek business plaza at 6110 S.Broadway. If there was a sidewalk there it would make that area so much more accessible.
I did try contacting the property manager quite some time ago. I had no response. Maybe you can get a response. Contact Steve Knight @ 903-939-8700. Thanks for addressing the sidewalk issue.

Give Thanks
Vic & Sherry

From: Kyle Penney
To: mpo
Subject: Comment Form on Tyler Area MPO
Date: Friday, July 23, 2010 5:13:05 PM
Attachments: 2010_07_23_MPO Comments KP.pdf

Attached is a comment form on the Tyler Area MPO Pedestrian Access Study. It is probably selfish to ask for more when we live so close to a great pedestrian trail like Rose Rudman, but even living a few blocks away, it is simply too dangerous for us to ride our bikes with small children due to the lack of access from Pinedale to the intersection of New Copeland and the South Loop 323. I hope that can be fixed soon. As a homeowner in the area, I will gladly give up some of my side yard for a sidewalk that will safely connect our neighborhood schools and parks. - Kyle

Kyle Penney, President
East Texas Communities Foundation
315 N. Broadway, Suite 210
Tyler, Texas 75702
(903) 533-0208
(903) 533-0258 fax
866-533-3823 toll free

From:	b.tirey@att.net
To:	mpo
Subject:	From Website - Email from web visitor
Date:	Friday, July 23, 2010 11:03:20 AM

This message is from the cityoftyler.org webpage. The message below was entered by a user at IP:99.22.254.2 at 7/23/2010 11:02:52 AM. The return address of b.tirey@att.net was supplied by the user. This top portion is automatically generated by the site.
----------ORIGINAL MESSAGE----------
Enter your message here.

After reviewing the minutes and looking at the attached maps I need to offer the following suggestions:

1. There needs to be a crossing at Loop 323 and Copeland for children attending the schools south of the loop, particularly since more students are biking and walking to school and this will encourage more to do so. Also, it will allow people within the loop to access Rose-Rudman trails. This could be a overhead or underground crossing.

2. There needs to be city trail connecting the inner city parks by sidewalks. I wish I could walk from Pollard Park to Rose-Rudman without having to cross the loop. (I forget the name of the street intersecting the Loop at REL HS) but an underground crossing can be developed using the Viaduct in this area and it could also serve as a safe crossing for Hubbard and Lee.

3. This is one of the few cities the Size of Tyler that does not enforce traffic to yield to pedestrians in the strip malls. I have almost been hit in front of Albertson's, Best Buy, etc.

I am appreciate work of this committee and will try to be more alert to the next meeting.

Sincerely,

Betty Tirey (Alice L. Tirey)
3210 Bain Pl
Tyler, TX 75701
b.tirey@att.net

From:	Barbara Holly
To:	Tony Filippini
Subject:	Fwd: rubber sidewalks
Date:	Wednesday, July 28, 2010 3:12:49 AM

From: Carol Hurzeler <h5rz2l2r@gmail.com>
Date: July 27, 2010 5:09:47 PM CDT
To: bholly@tylertexas.com
Subject: rubber sidewalks

Dear Barbara Holly, thank you for your reply and encouragement. As you may know there are some rubber sidewalks in the USA at present. I realize you already have concrete contractors in place and all of that. Rubber sidewalks ~~are helpful in areas w~~here tree roots push up the concrete and you have to keep replacing them. If you put a rubber one ~~in there it doesn't hea~~ve up like the concrete. For more information go to www.Rubbersidewalks.com. This is a new technology. It has a Green dimension. It could be used to cut down in replacements where cement side walks are chronically unstable. It's just one more item on the menu. It could serve us in trouble spots. Richard Hurzeler

From: vic5665@sbcglobal.net
To: mpo
Subject: From Website - Email from web visitor
Date: Tuesday, July 27, 2010 2:32:11 PM

This message is from the cityoftyler.org webpage. The message below was entered by a user at IP:68.90.129.95 at 7/27/2010 2:31:42 PM. The return address of vic5665@sbcglobal.net was supplied by the user. This top portion is automatically generated by the site.
----------ORIGINAL MESSAGE----------
I think the city of Tyler can greatly inhance the public access and handicapped access to the South Broadway area by putting sidewalks at the Woodcreek Village. I believe that is 6110 S.Broadway.
I am a powerchair user. It would really make that area a lot more accessibe. Thank you.

From: Carol Hurzeler
To: mpo
Subject: sidewalks in Tyler
Date: Tuesday, July 27, 2010 2:00:36 PM

A recent article in the Tyler paper made reference to a meeting on sidewalks in Tyler. I am sorry that I missed the meeting. I didn't know it took place. As a senior citizen who walks in Tyler I would like to offer some input. I'm a low tech person so please bear with me with this method of reporting.

First of all it was great that you all facilitated new sidewalks near high schools in recent times: T.K. Gorman, Robert E. Lee and John Tyler. Also the extended sidewalks at Tyler junior College main campus are a real plus.

I'd like to suggest sidewalks near other schools. Bolter middle school on Garden Valley road could benefit with adjacent concrete walks. The area from the west loop /garden valley road to Bolter school could benefit from a sidewalk. Check the foot traffic for mornings and evenings.

Moore Middle school could be helped with a sidewalk on the Golden road side. It could run from Old Henderson highway to Fifth street and help a lot of folks. Again check the student pedestrians in mornings and afternoons. Also Devine St. from Moore School to TJC. Students walk in the road and cars inch by. Also Fifth St. from Golden rd. to TJC, hazardous to walk.

The sidewalk along the west loop across from John Tyler now goes to about Attwoods and stops dead. Extending it to west Erwin would help those that walk to work and shop in the area.

I commend you on the goal of bringing sidewalks and pedestrians into the transportation mix. Sidewalks do keep people off the streets and create less bother for motorists trying to evade walkers. It does facilitate more local business[people walking to convenience stores etc.]. Tyler is improving in this goal. Keep up the good work.

Richard Hurzeler
2505 Eagle St.
Tyler,Tx.
75701 903-526-4177

From:	Lou Anne Smoot
To:	Barbara Holly
Cc:	Tony Filippini
Subject:	Re: Pedestrian Access
Date:	Friday, August 27, 2010 1:48:44 PM

Because we will be out of town during your next two meetings, I am sending my comments via e-mail. I was most interested in the "Pedestrian Access" article in today's newspaper and immediately decided to write to you. We live in an older part of Tyler (between Steinmart and Green Acres Baptist Church) and there are no sidewalks in our immediate area. Many older homeowners live in this area of town and enjoy walking outside. However, due to the lack of sidewalks, they must walk in the street. Because the streets slope from the center down to the gutters on each side, the only level place to walk is in the middle of the street (which we occasionally do). However, older individuals have difficulty hearing the cars and are not very quick in their movements to get out of the way, so that leaves only one option for them--walking on a slant close to the gutters). If you've ever walked two miles on a slant, you know how uncomfortable that is.

One day we decided to walk to Brookshires in the Bergfeld Center. As you probably know, there are no sidewalks on Old Troup Highway, the most direct route, and no one wants to walk even in the curb area of such a busy street, so we walked several streets north and located a few sidewalks. However, these sidewalks were sporadic and in very poor condition--cracked and uplifted by tree roots. So we'd walk a half a block on a sidewalk, get in the street, then get back on a portion of a sidewalk. Off and on. Off and on.

I'm absolutely amazed that a city like Tyler does not support sidewalks. I've driven through new subdivisions of beautiful homes and notice there are no sidewalks! Why? Why aren't developers required to put sidewalks into their developments? I simply do not understand this. Sidewalks not only give us a safe place to walk, but also a safe place for young children to learn to skate and ride bicycles in front of their homes.

I lived in Austin for 15 years where they provide their citizens with both sidewalks and bike lanes. I've been amazed that Tyler is so far behind in this area and strongly urge you to set a priority of having sidewalks on every street in Tyler.

Lou Anne Smoot
1012 Haden Street
Tyler, TX 75701
903/533-9335

From: Pamela Lemons
To: mpo
Subject: Pedestrian Access
Date: Monday, August 30, 2010 6:03:46 PM

I walk daily around Moore Middle School and would to have swidewalks to walk on for my safety.

From:	Susan Guthrie
To:	Niels Dutka
Cc:	Barbara Holly; Tony Filippini
Subject:	RE: MPO seeking input for pedestrian plan
Date:	Thursday, September 16, 2010 3:53:49 PM
Attachments:	Susan Guthrie2.vcf

I will forward your comments to Barbara Holly from Planning and Zoning. Thanks.

Susan Guthrie
City of Tyler
Communications Director
(903) 533-7444 Work
(903) 920-8070 Mobile
sguthrie@tylertexas.com
Post Office Box 2039
Tyler, Texas 75710-2039
www.cityoftyler.org

From: Niels Dutka
Sent: Thursday, September 16, 2010 3:38 PM
To: Susan Guthrie
Subject: RE: MPO seeking input for pedestrian plan

I cannot attend the meetings, but I would like to make a suggestion. Consider putting up pedestrian signals at the intersection of Beckham Ave and Front Street.

From: Susan Guthrie
Sent: Thursday, September 16, 2010 3:16 PM
Subject: FW: MPO seeking input for pedestrian plan

From: Alisa Dawson
To: mpo
Subject: Tyler sidewalks
Date: Monday, September 20, 2010 8:25:14 AM

I think this is a SPLENDID idea. Having sidewalks throughout Tyler would not only allow people a safe place to walk, it would allow people to get more exercise. I have often, since moving here in the late 80's, wondered why there weren't more sidewalks in Tyler. I'm glad someone is finally doing something about it!

Alisa L. Dawson

COMMENT FORM

Tyler Area Metropolitan Planning Organization

Pedestrian Access Study

Date: 9/21/10

Comments: Would like to meet or assist in helping identify areas around TJC since we are growing

Optional Contact Information (*Please Print*):

Name Tom Johnson

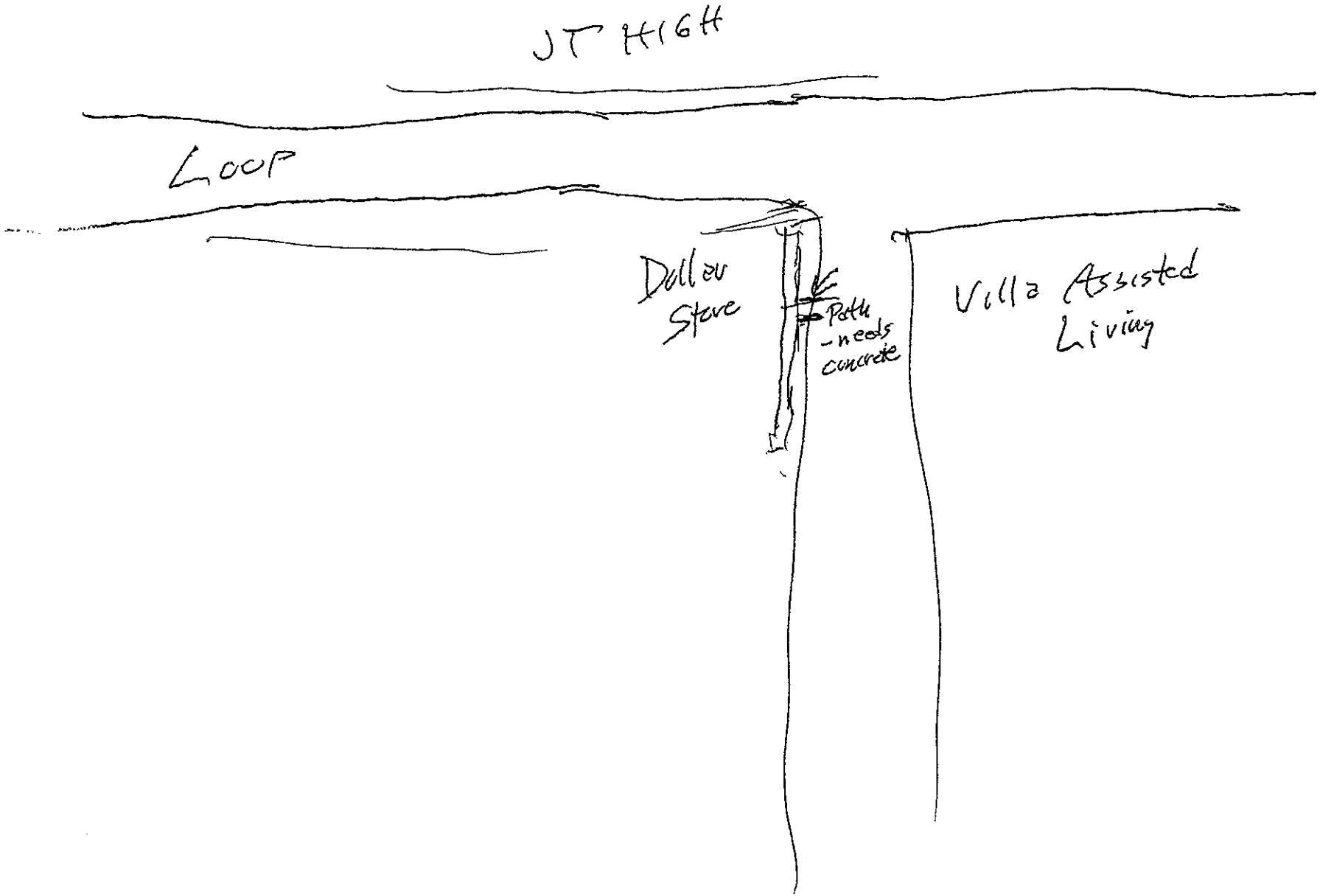
Email tjohn@tjc.edu

Address

Phone Number 903-258-0778

Fax Number

Please return this comment form to the Tyler Area Metropolitan Planning Attention Tony Filippini by
mail: P. O. Box 2039, Tyler, TX 75710
fax: 903-531-1170
e-mail: mpo@tylertexas.com


JT HIGH
Loop
Dollar Store
Path - needs concrete
Villa Assisted Living

From:	James Holt
To:	mpo
Subject:	Pedestrian Access Study
Date:	Sunday, September 26, 2010 9:34:22 AM

I know that this has been mentioned before and I believe it deserves to be suggested again. With the strong push to create the walking trail system in Tyler, and with the excellent development of the Rose Rudman/Southside Park system and it's push toward Faulkner Park, it would seem natural to link this system north into the Azalea District and Bergfield Park. The only hindrance to this is Loop 323. Crossing the Loop is a dangerous undertaking at any time, especially with the increases in traffic on the South Loop. There is a crosswalk at the intersection of the Loop and Donnybrook that is commonly used by walkers, runners, and youth going to Robert E Lee and Hubbard schools. A crosswalk is not safe for a three lane Loop with the traffic load of 323. Also a skybridge would not be effective due to costs and bicycle traffic. At this intersection are 6 large culverts that go under the Loop. The sidewalks are in place, why cannot one of these culverts have the floor raised a foot or two and be used for and underpass for pedestrians? It seems that this would dramatically increase the safety for all who wanted to travel from inside the Loop to the Rose Rudman Trails or to the area schools.

--
J.W. Holt

Mr. Martin Heines
District 4 Councilman
Tyler, Texas

Aug. 16, 2010

Dear Councilman Heines,

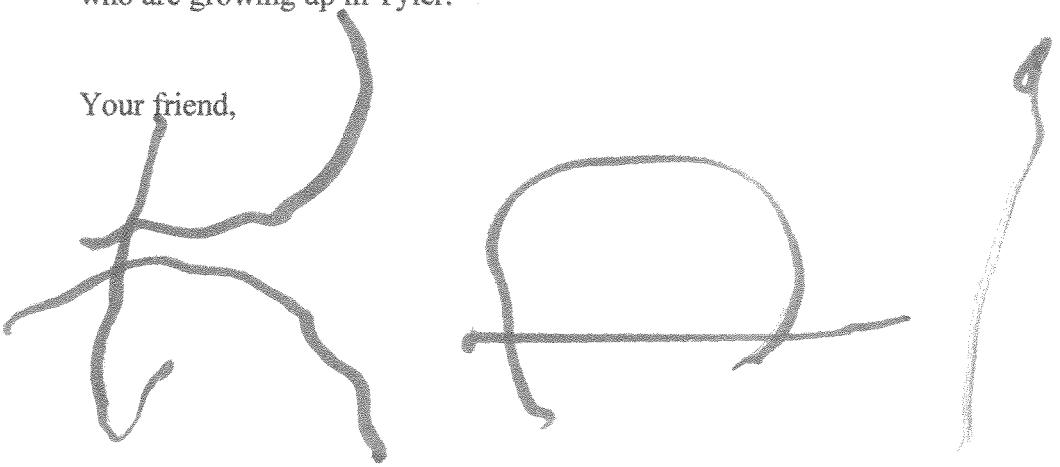
I just celebrated my fourth birthday and my mom and dad got me this really cool, green Hot Wheels bicycle with training wheels. I am learning how to ride it and, just so you know, I always wear my helmet.

My mom says if I can learn to ride pretty good, she might let me ride my bike to school one day. Of course, she would walk beside me the whole way and we would stay on the sidewalks and off of the busy roads of the Azalea District. The problem is that there is a small part of the journey from my house on Chilton to Good Shepherd School on Hamvasy that has no sidewalk. It spans about three houses along the west side of Robertson between W. 9th/Hilltop and W. Camelia Street.

I sure do wish the City of Tyler would put sidewalks in this one place so I could ride my cool, new bike all the way to school for pre-K. If there is anything you can do to make this happen, I sure would appreciate it.

Thank you for all you, the other city council members and the mayor do for those of us who are growing up in Tyler.

Your friend,



Kai Farley
1619 S. Chilton
Tyler, Tx 75701
Mom's cell: 903 574 1309

PS. Please forgive my handwriting, I will learn to write better in school this year. Also, I am including a picture of me on my cool, new bike. Hope you like it.