

2

EXISTING CONDITIONS

COMMUNITY BACKGROUND	2.1
NETWORK ANALYSIS	2.2
CRASH STATISTICS	2.3

2.1 COMMUNITY BACKGROUND

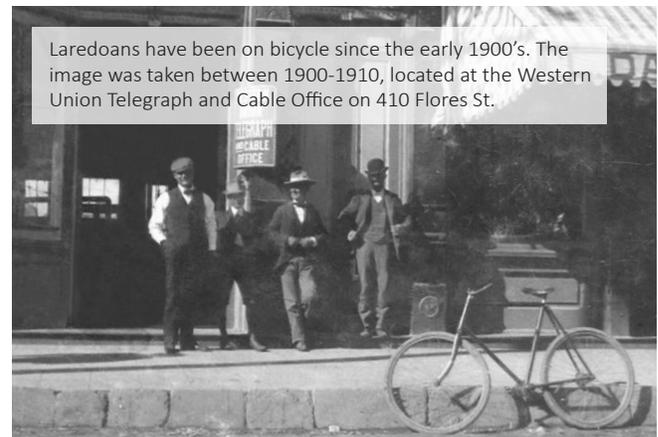
An existing conditions evaluation can bring to light constraints and opportunities for improvements. After identifying a viable candidate corridor for pedestrian or bicycle improvements and exploring existing opportunities, various concepts can be developed. These concepts can help both the public and stakeholders envision potential improvements and drive the decision-making process.

The current infrastructure does not connect the entire community. In the past decade, the City has seen tremendous growth to the east and south. In turn, the amount of park land and trails has not kept up with residential development.

Additionally, there are parts of Central Laredo that need to connect to existing infrastructure so the network can serve the area. Since Central Laredo streets follow a grid pattern, this provides numerous opportunities for walking and biking. Connecting Central Laredo with the rest of the existing active transportation network is necessary to improve accessibility.

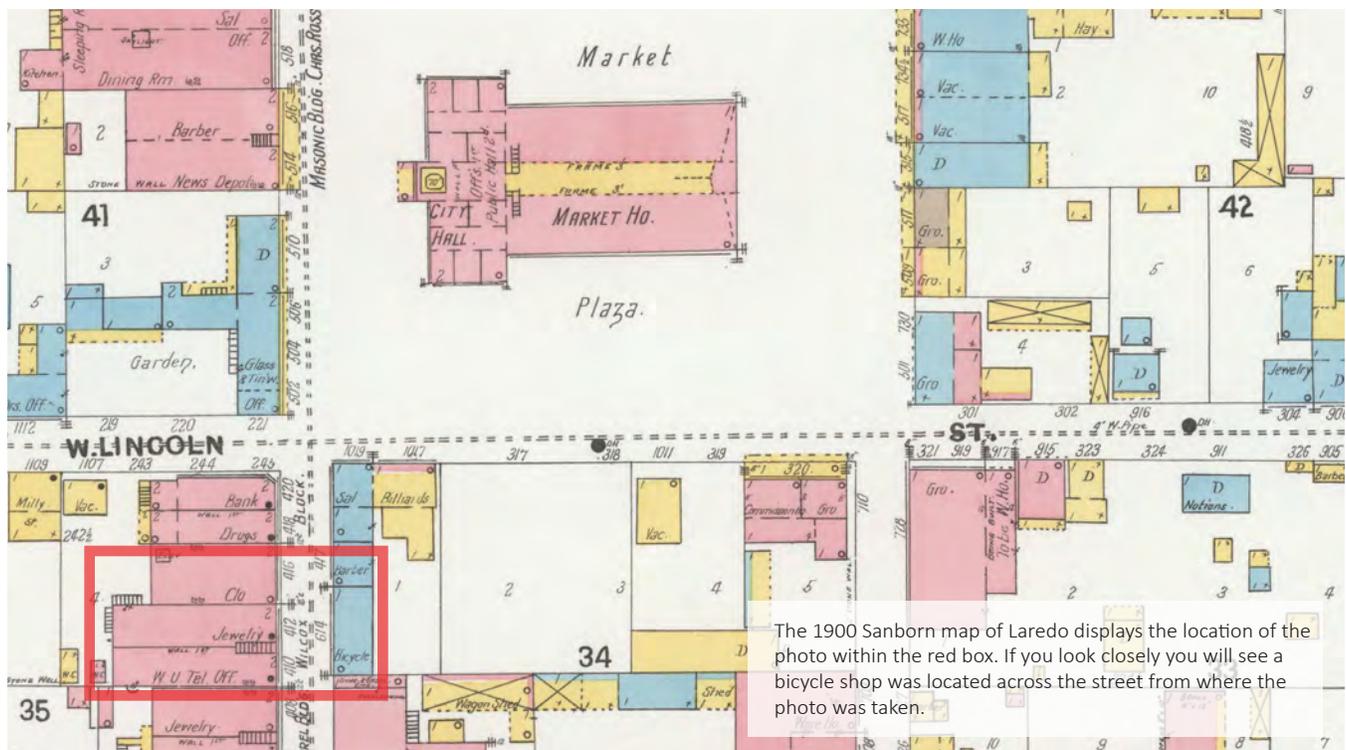
2.1 COMMUNITY BACKGROUND

Examining current and projected socioeconomic data in a region is an important step in determining current and future transportation needs. Socioeconomic characteristics, such as population, size and number of households, and employment, are key variables that aid in understanding the traveling habits of the region.



Laredoans have been on bicycle since the early 1900's. The image was taken between 1900-1910, located at the Western Union Telegraph and Cable Office on 410 Flores St.

LAREDO CYCLISTS, EARLY 1900'S



The 1900 Sanborn map of Laredo displays the location of the photo within the red box. If you look closely you will see a bicycle shop was located across the street from where the photo was taken.

LAREDO 1900 SANBORN MAP DISPLAYING SHOPS DOWNTOWN

2.1 COMMUNITY BACKGROUND

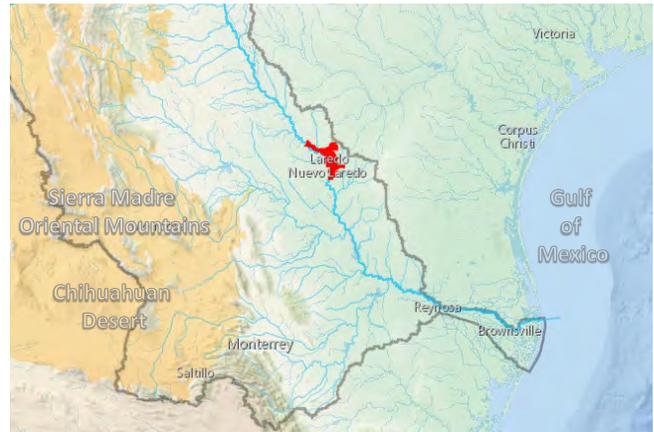
2.1.1 GEOGRAPHY

The region is known as the Rio Grande Plains; nestled between the Sierra Madre Oriental Mountains and Chihuahuan desert to the west, and the Gulf of Mexico to the east. The region is sandy and rocky with a dry atmosphere as mountains block the moisture from the Pacific Ocean.

Laredo is located on the banks of the Rio Grande River in South Texas. This oasis hosts a Mediterranean climate, it consists of long hot summers, and short mild winters. The semi-arid region has mostly bright and clear skies, receiving 220 sunny days a year. If you enjoy the warm weather, Laredo is paradise city. Summer time sunshine lasts approximately one-third of the year, with temperatures above 90°F (32.2°C) and many reaching above 100°F (37.8°C). Winters are mild, with the average low night time temperatures of 46°F (7.8°C) and day time temperatures reach 66°F (18.9°C).

The air is dry as the hot air masses travel to Laredo from the desert lands. Laredo receives little rainfall, averaging 20” annually. The arid vegetation and dry soil are unable to hold even small, heavy bursts of rain which sometimes cause flash floods within a matter of minutes.

Laredo’s average elevation is 450’, the City naturally flows in a southwest direction towards the river. The highest peak reaches 682’ on the northeastern part of the City and the lowest elevation is 334’ at the river’s most southern point of the City as it continues to flow to the Gulf of Mexico. The land has some variation with hills and flatlands, while the native vegetation consists of mesquite, oaks, arid plants, and grasses. Water is a precious resource and the area is blessed to have several creeks that flow through the City, a few lakes and ponds, but most importantly the Rio Grande River. These green spaces and streambanks provide great habitat for migratory birds, making Laredo a great location for bird watching as various species make their seasonal travels through the region.



LAREDO'S POSITION IN RIO GRANDE WATERSHED



BANKS OF RIO GRANDE RIVER



LAREDO IS HOME TO MANY BIRD SPECIES

MPO TOPOGRAPHY

Elevation (ft)



MPO ELEVATION

The map displays the changes in elevation within the MPO boundary area. The minimal elevation change throughout the region provides ideal cycling and walking conditions.

2.1 COMMUNITY BACKGROUND

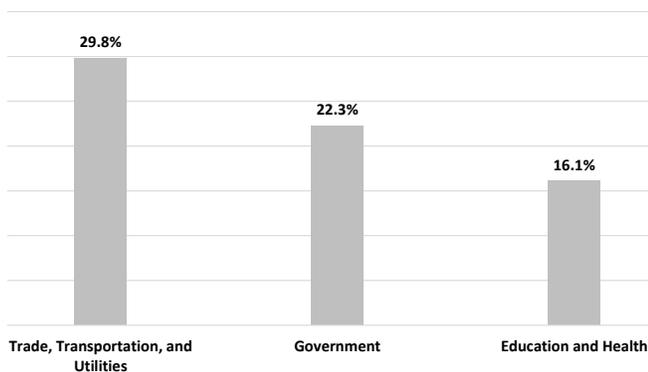
2.1.2 ECONOMIC CONDITIONS

The border is the focal point of the regional economy, history, culture, and importance. As a gateway between the United States and Mexico, Laredo plays a major role in both the local/regional economy as well as in inter- and intra-state commerce. As a “gateway” to the United States and a dominant inland port along the United States- Mexico border, smart investments in transportation infrastructure are important in meeting today’s needs and the future demands of the region.

Laredo handled 87% of trade between the United States and Mexico, annually over 2 million commercial trucks cross the U.S. Mexico border through Laredo. The Laredo region is served by two class 1 railroads, Union Pacific and Kansas City Southern and hosts over 40 million square feet of land occupied by over 900 companies in transportation and logistics. Compared to ports within the United States, Port Laredo is ranked second for imports and exports in 2018 in total trade by monetary value.

As the Laredo region looks forward to the future, enhancing our transportation network is critical. Reducing congestion, providing alternatives, and balancing our freight traffic and regional transportation needs will keep us atop the nation in international trade.

TOP 3 EMPLOYMENT SECTORS WITHIN LAREDO MSA



WORLD TRADE BRIDGE

TOP EMPLOYERS WITHIN LAREDO MSA

Number of Employees	Employer
Over 2,000	The Outlet Shoppes (55 stores)
	United Independent School District
	Laredo Independent School District
	City of Laredo
	Wal-Mart (4 locations)
1,500 to 1,999	US CBP- Customs Field Officers
	H-E-B (7 locations)
	McDonald’s Restaurant
	Webb County
1,000 to 1,499	Laredo Medical Center
	Laredo Sector Border Patrol
	Texas A&M International University
500 to 999	Convergys
	Laredo College
	Doctor’s Hospital
	International Bank of Commerce (multiple locations)
200 to 499	Target Greatland (2 stores)
	Falcon International Bank (7 locations)
	Border Region Behavioral Health Center
	Gateway Community Health Clinic
	Sames Motor Company
125 to 200	BBVA Compass Bank (11 locations)
	Laredo Energy Arena
	Union Pacific Railroad
	U.S. Post Office
	Family Chevrolet
	FedEx Freight
	Sears & Roebuck and Co.

LAREDO ECONOMIC DEVELOPMENT CORPORATION, 2017

2.1 COMMUNITY BACKGROUND

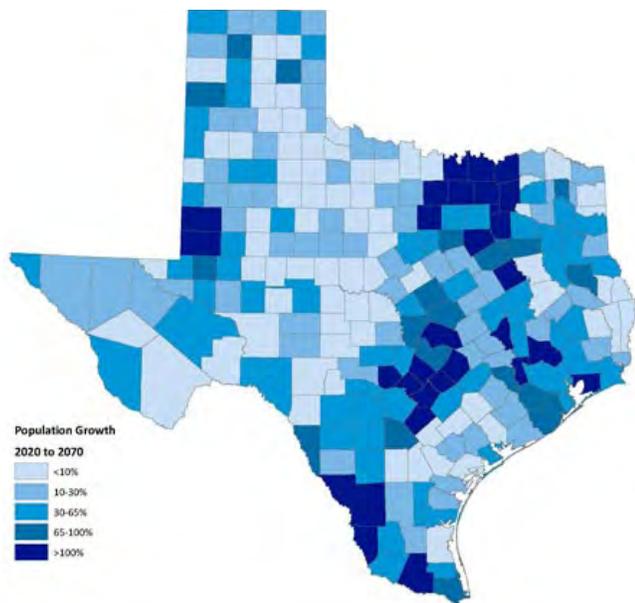
2.1.3 SOCIOECONOMIC CONDITIONS

POPULATION

The City of Laredo is the third most populated U.S. city on the border with Mexico. Laredo is estimated to have over 260,000 residents as of 2018. Along with Nuevo Laredo, the sister city to the south, the region known as Los Dos Laredos has a combined population that reaches well over half a million residents. The “Gateway City” will continue to grow as the border supply link in international trade.

POPULATION STATISTICS AND PROJECTIONS

Year	Laredo	% Change	Webb Co.	% Change
1980	91,449	N/A	99,258	N/A
1990	122,899	34%	133,239	34%
2000	176,576	44%	193,117	45%
2010	236,091	34%	250,304	30%
2020	302,127	21%	318,028	21%
2030	373,620	19%	393,284	19%
2040	441,712	15%	464,960	15%
2050	503,814	12%	530,330	12%
2060	562,348	10%	591,945	10%
2070	615,061	10%	647,433	10%



TWDB: STATE WATER PLAN 2022

HOUSEHOLD & TRANSPORTATION COST

Transportation costs are typically the second largest expenditure for a household, following the cost for housing. Transportation costs are largely a function of the characteristic of the neighborhood in which a household is located. Neighborhoods with a denser land development pattern, hosting a mix of land uses create an environment ripe for multimodal transportation options. These compact and dynamic neighborhoods host walkable streets, opportunities for transit, and access to jobs and destinations. Compact neighborhoods are more efficient, affordable, and sustainable; benefiting both households and businesses.

The Center for Neighborhood Technology (CNT) maintains the Housing and Transportation (H+T) Affordability Index to provide a comprehensive view of affordability that includes housing costs and transportation costs. According to the CNT H+T Affordability Index, transportation costs residents of the Laredo MPO area an average of 33% of total income, while housing costs account for 34% of total income.

Considering both housing and transportation costs provides a more comprehensive understanding of regional affordability. In areas with a more dispersed, suburban style of development, the population requires more vehicles to drive far distances which increases the cost of living.



Household Median Income	\$47, 593
Housing Cost	- \$16, 182
Transportation Cost	- \$15, 706
Disposable Income	\$15, 705

2.1 COMMUNITY BACKGROUND

HOUSEHOLDS WITHOUT VEHICLES

Based on the 2018 Census data, there were a total of 4,946 households in Webb County without a vehicle. Of these, 2,816 households (56%) resided in central Laredo. The areas with higher number of households without vehicles correspond with areas that have higher concentrations of poverty.

POVERTY

Laredo has a dramatically higher than average percentage of residents below the poverty line when compared to the rest of the state. The poverty rate in Texas is 15.5%, while Laredo's poverty rate is 26.7%.



RESIDENTS BOARDING EL METRO TRANSIT BUS

Out of 74,789 households in Webb County, 29,918 households reported income levels below \$35,000. Laredo's median household income is \$47,593 compared to the state and national household median income of \$61,874 and \$62,843, respectively.¹ There are various factors that lead to poverty, including a lack of access to resources.

HEALTH

Understanding the health issues our community is confronting provides an opportunity to design solutions which promote active living. Lack of exercise, poor diet, and poverty are contributing factors to poor health.

In Webb County, physical inactivity continues to be an increasing issue. In 2020, the rate of physical inactivity was 29%, up 4% from 2019. The lack of physical activity in the region has led to a high obesity rate and other chronic health issues. In addition, 7% of Webb County residents have been diagnosed with diabetes.²

Webb County faces a number of challenges in terms of overall health status. The 2020 County Health Rankings identify 38% of Webb County residents as obese, 18% as smokers, 29% as physically inactive, with a total of 29% medically uninsured, and 35% of residents considered to have poor or fair health. All of these statistics are higher than state and nationwide averages.³

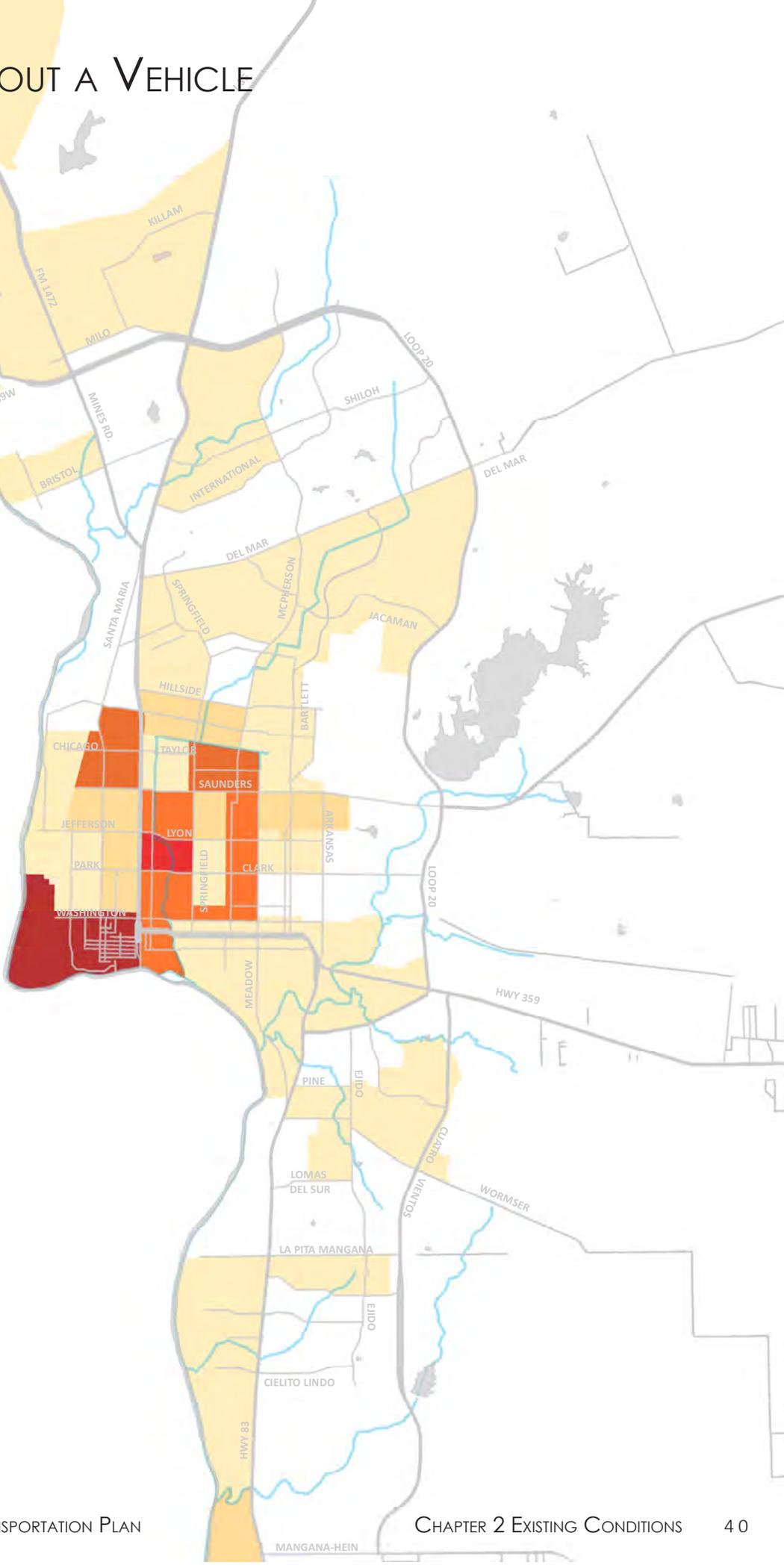
Health problems at the border include obesity, diabetes, heart disease, and asthma. These chronic and degenerative diseases are developed over time. Determinants of health include poverty, physical inactivity, poor diet, and lack of education.⁴ Providing a transportation network that enables residents to utilize walking, bicycling, and transit can help offset these challenges.

HOUSEHOLDS WITHOUT A VEHICLE

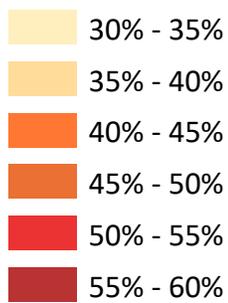


VEHICLE AVAILABILITY VARIABLES

The map displays the census tracts that have more than 50 households without a vehicle. In total, 4,946 households in the region have no vehicle. These areas are more dependent on public transit and alternative modes of travel.

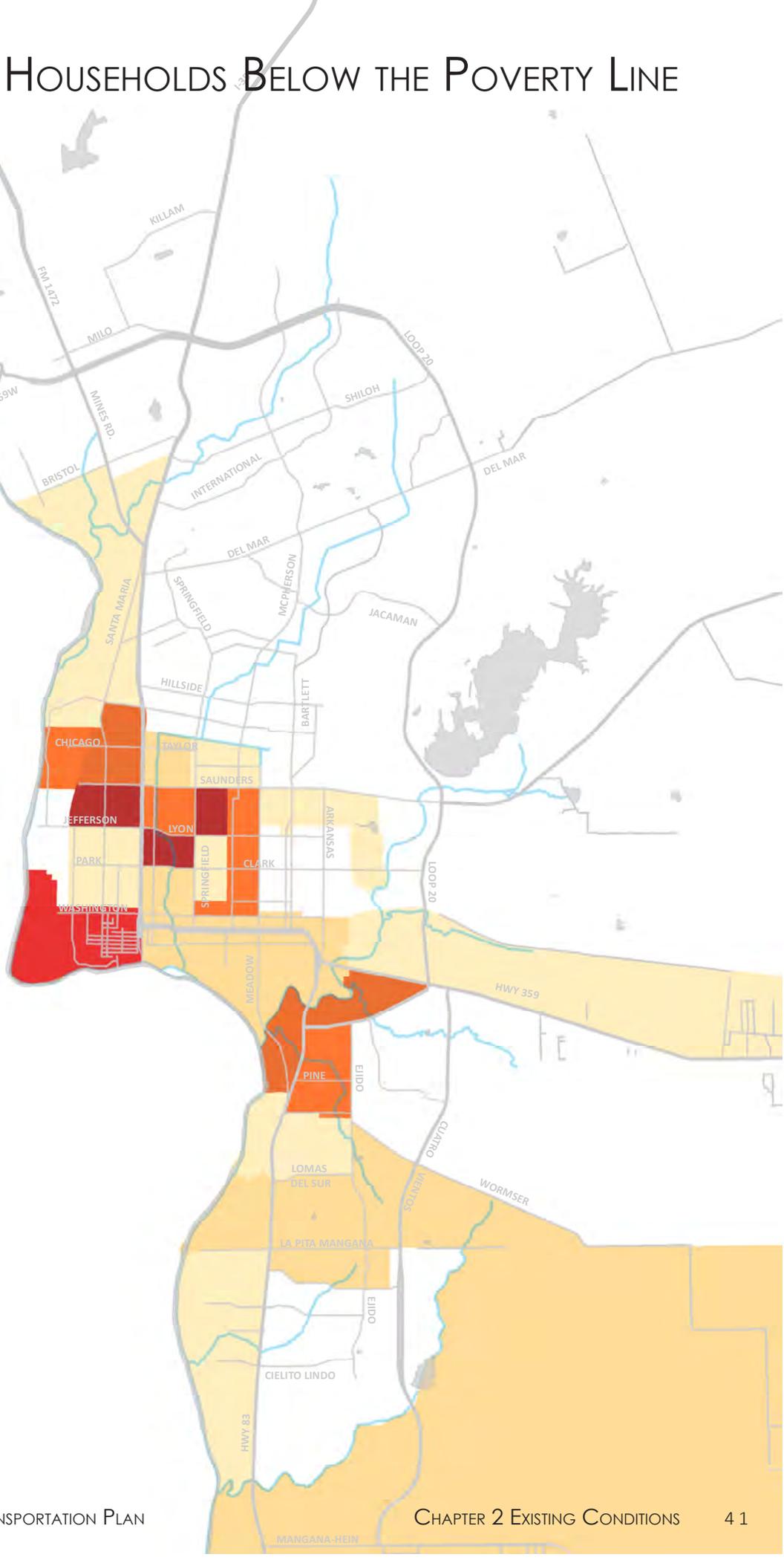


HOUSEHOLDS BELOW THE POVERTY LINE



PERCENT IN POVERTY

The map illustrates the census tracts by the percentage of households per tract whose income in the past 12 months is below the poverty level. As the data demonstrates, the center of the City is where the vast majority of poverty is concentrated.



2.2 NETWORK ANALYSIS

2.2 NETWORK ANALYSIS

The existing network was reviewed taking an in-depth analysis of the existing bikeways, sidewalks, transit system, and micromobility options within the LW-CAMPO boundary. The network analysis helped guide the development of the proposed network and recommendations of this Plan.

2.2.1 BIKEWAYS

Laredo’s bicycle and shared use network includes a mix of on-street and off-street facilities. As of 2020, there are 29 miles of trails and 6 miles of on-street bicycle facilities; totaling 35 miles of improved trails across the City. In addition, there are other facilities such as mountain bike trails and trails within parks that were not included in the network total.

The existing bicycle network facilities are scattered and lack connectivity, limiting their function to the community. The on-street bicycle facilities are isolated and missing mode separation safety features. As for the off-street facilities gaining traction, linear parks which extended along local waterways and provide access to green space and connectivity away from traffic. Although we do have some facilities and potential to grow, there are still areas in portions of Central and South Laredo that lack any improved facility. Through the public input process, many local residents indicated they do not feel safe biking the streets of Laredo.

EXISTING BIKEWAYS

Facility	Name	Type	Miles
On-Street	Convent St.	Bike Lane	0.53
	San Bernardo Ave.	Bike Lane	2.02
	Clark Blvd.	Bike Lane	1.17
	Country Club Dr.	Bike Lane	1.52
	Casa Verde Rd.	Bike Lane	1.11
	Park St.	Share Road	0.35
	Santa Maria Ave.	Share Road	0.31
	Garden St.	Share Road	0.35
	Total On-Street Miles		
Off-Street	Zacate Creek	Path	4.93
	Alexander Bikeway	Path	1.88
	Chacon Creek	Path	4.25
	North-Central Park	Path	4.10
	Del Mar Bikeway	Path	1.29
	Independence Hills	Path/Trail	1.42
	Rio Grande Vega Lands	Trail	3.61
	Green Jay Trail	Trail	3.84
	Loop 20	Shared Use	3.73
	Shilo Trails	Mnt. Bike	7.20
	La Bota Ranch Trails	Mnt. Bike	3.99
	Lakeside HOA Bikeway	Private	2.67
	Bartlett Park	Park Trail	0.95
	Mesquite Bend Trail	Park Trail	1.41
	Total Off-Street Miles		
Total = 35.4 miles			

2.2 NETWORK ANALYSIS

TYPES OF BICYCLE FACILITIES

OFF-STREET FACILITIES

- Trails- these routes travel through greenspace
- Shared Use Path- 10ft sidewalks can be shared by cyclists & pedestrians and can facilitate passing when bikes are traveling in opposite directions. Flexible travel, option to incorporate into existing infrastructure.



ON-STREET FACILITIES

- Bike Lane- Designated lane for bicycles on the existing road network.
- Buffered Bike Lane- Designated lane for bicycles that run along the road or adjacent to on-street parking that offers protection from moving traffic with the use of buffer space between the vehicular and bicycle lane.
- Shared Road- Bicyclist able to use entire lane, sharing the road with vehicles. A “sharrow” marking indicates where a cyclist has the right to be while in transit.
- Protected Bike Lane- Protected bike lanes are like sidewalks for bikes. These facilities use physical dividers (such as bollards, medians, raised curbs, armadillos, and planters) to separate bike lanes from both cars and sidewalks. Protected lanes are essential to building a full network of bike-friendly routes.

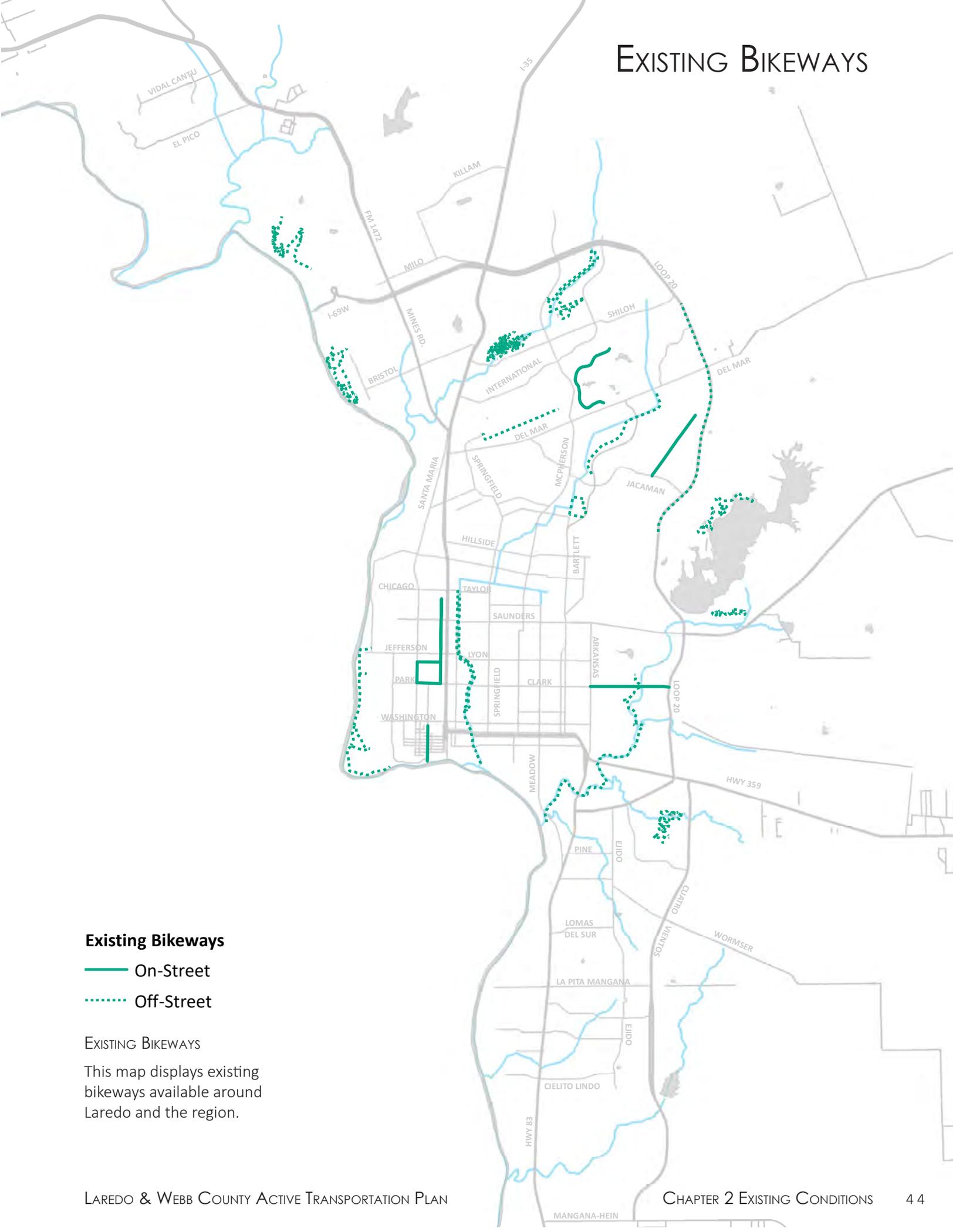


EXISTING BIKEWAYS

Existing Bikeways

- On-Street
- ⋯ Off-Street

EXISTING BIKEWAYS
This map displays existing bikeways available around Laredo and the region.



2.2 NETWORK ANALYSIS

BICYCLE DEMAND

Laredo's bicycle demand varies for location and purpose, for some its recreation and others a mode of transportation. Available data on transit bicycle boardings and bicycle crossings at International Bridge # 1 was reviewed and analyzed. Based on the 2019 data, U.S. Customs and Border Protection processed a total of 89,403 bike crossings at International Bridge # 1. During that same year, El Metro recorded a total of 14,561 bicycle boardings.

INTERNATIONAL BRIDGE #1 - 2019 BICYCLE CROSSINGS

Month	Total
January	12,605
February	10,684
March	10,069
April	8,007
May	8,985
June	7,252
July	8,267
August	5,906
September	5,546
October	6,089
November	3,998
December	1,995
Total = 89,403	

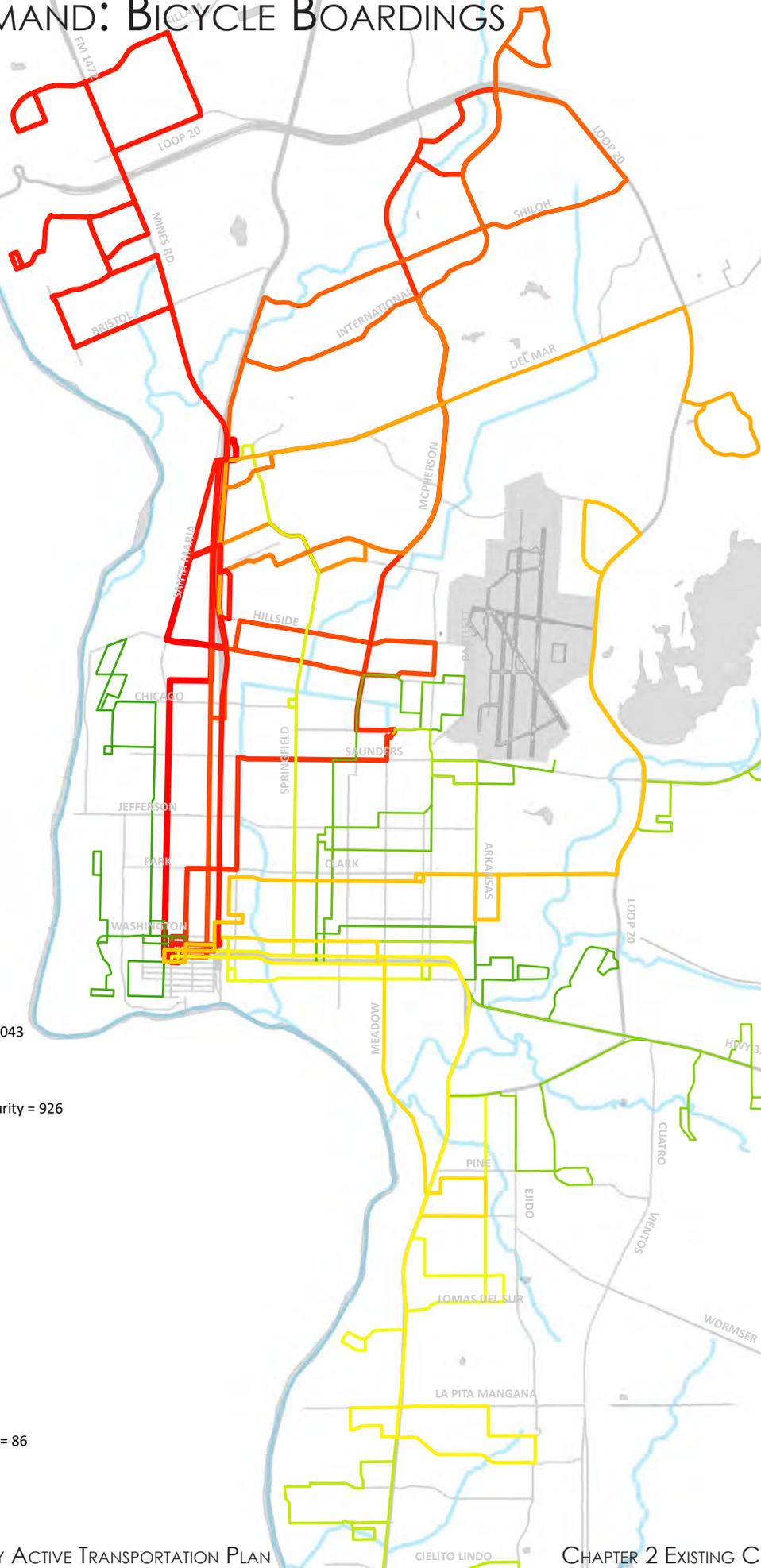
EL METRO - 2019 TRANSIT BIKE BOARDINGS

Bus Route	Total	Weekly Avg.
#1 Santa Maria	2,030	41
#17 Mines Road	1,513	31
#3 Convent	1,469	30
#2B San Bernardo Library	1,043	21
#12 Shiloh	943	19
#12 Las Brisas	934	19
#2A San Bernardo- SS	926	19
#16 Casa Verde/ Del Mar	830	17
#11 Same Auto Arena	695	14
#10 Corpus Christi	555	11
#20 Los Angeles	532	11
#9 Market	474	10
#4 Springfield	418	9
#14 Santa Rita	388	8
#8A Guadalupe Lane	354	7
#13 Heritage Park	323	7
#19 Santo Nino	298	6
#6 Cedar	264	5
#5 Tilden	236	5
#8B Guadalupe Villa Del Sol	86	2
#7 Laredo College	85	2
#15 Main Riverside	85	2
#C1 Mines Road	80	3
TOTAL = 14,561		

TRANSIT DEMAND: BICYCLE BOARDINGS

Rank - Route - Bikes

- 1 - Santa Maria = 2,030
- 2 - Mines Road = 1,513
- 3 - Convent = 1,469
- 4 - San Bernardo/Calton = 1,043
- 5 - Shiloh = 943
- 6 - Del Mar = 934
- 7 - San Bernardo/Social Security = 926
- 8 - TAMIU = 830
- 9 - Gustavus/LEA = 695
- 10 - Corpus Christi = 555
- 11 - Los Angeles = 532
- 12 - Market = 474
- 13 - Springfield = 418
- 14 - Santa Rita = 388
- 15 - Guadalupe/Lane = 354
- 16 - Heritage Park = 323
- 17 - Santo Nino = 298
- 18 - Cedar = 264
- 19 - Tilden = 236
- 20 - Guadalupe/Villa del Sol = 86
- 21 - LC = 85
- 22 - Main/Riverside = 85



2.2 NETWORK ANALYSIS

2.2.2 SIDEWALKS

Determining a community's walkability can be achieved in various ways. Walking trips are often shorter than other types of trips. Sidewalks provide a human scale mode of transit in our car-centric society. Walking has been the mode of transit for much longer than the automobile, but communities fail to plan for proper sidewalks because of the heavy focus placed on designing around cars. Pedestrian demand is dependent on the location of where people work and live. High pedestrian activity is common in places with high concentrations of dependent populations (i.e., children and senior citizens) and where there is a large concentration of residents without a car.

Laredo's existing sidewalk network is inconsistent Citywide. Newer neighborhoods have better sidewalk infrastructure. Some older neighborhoods lack sidewalks entirely, and those that exist are often in disrepair. While sidewalks in newer developments are consistent and in better conditions, many do not provide a good pedestrian experience as they lack adequate buffers from vehicular traffic and are unshaded.

A few characteristics of the City's existing sidewalk network include:

- The core of the City has a great grid pattern which supports higher walking habits.
- Inconsistent sidewalk design, many sections in disrepair or nonexistent, and missing sections.
- There are various intrusions that disrupt the ease of use like: cars, utility poles, and trees.

Sidewalks that are in poor repair or are poorly maintained are a trip and fall hazard for all residents. People with disabilities and people who are 65+ are mainly vulnerable. According to the Center for Disease Control and Prevention, one out of three adults age 65 and older falls each year.⁵ For people of this age, it is easy to break hips during falls, where these severe injuries could be hard to overcome. Sidewalks that are

in poor repair also pose a fall risk for pedestrians with disabilities. For instance, a person with a vision disability might trip on a crack or step into a hole and sustain a serious injury.

The absence of sidewalks leaves people to walk in roadways where they come into contact with vehicular traffic. This is particularly dangerous on high speed roadways. Many roads served by transit also do not have sidewalks or crosswalks.

Sidewalks provide a dedicated space for the use of pedestrians that is safe, comfortable, and accessible. They form a physical barrier from a roadway by a curb with an optional boulevard buffer space (paved or unpaved). Adding buffer spaces can provide a more comfortable place to walk since there is a further setback from the road. Implementing street furniture and tree zones can make the public space more attractive and accommodating for people to use.

Walkways provide safe places for people to walk and reduce crash rates by 65% - 89%. Paved shoulders reduce crash rates by 71%. Walkways and sidewalks greatly improve mobility options and safety for those in wheelchairs and other mobility assist devices.

All roadways along where pedestrians are not allowed should include an area where occasional pedestrians can safely walk. Just as vehicles need roads, pedestrians need walkways, and roadways and walkways should be designed in association with one another. Sidewalks benefit both pedestrians and motorists by creating separation between pedestrians and vehicular travel ways. In an area where sidewalks are not provided, there is a significantly increased risk of vehicle-pedestrian conflicts. When continuous sidewalks, walkways, crossings, and other pedestrian-related facilities are provided, pedestrian numbers will increase.

2.2 NETWORK ANALYSIS

PEDESTRIAN DEMAND

Data from U.S. Customs and Border Protection shows there were a total of 3,703,941 pedestrian crossings at International Bridge # 1 in 2019, with Week 51 containing the highest number of crossings and Week 53 containing the least number of crossings.

WALK SCORE

Walk Score is an online platform that makes it easy for people to evaluate the walkability of neighborhoods in their respective city. Walk Score measures the walkability of a specific location using a score range from 0 to 100, with a higher score indicating better walkability. Laredo's Walk Score is 40 for the entire City.⁶

PROVIDING A COMPLETE PEDESTRIAN NETWORK

Walking is our oldest form of transportation, where every trip begins and ends with walking. It has been found that when safe and comfortable pedestrian facilities are provided, people are more likely to walk often and walk further.

The term "pedestrian demand" refers to the level of pedestrian activity an area would expect if facilities were in place to provide a safe and comfortable pedestrian environment. In some cases, there may be a lack of people walking because of a lack of infrastructure, such as sidewalks or crosswalks. In other cases, there may be a lack of people walking because existing sidewalks are difficult to use or feel unsafe due to being too narrow, too close to a busy roadway, or in a state of disrepair.



PEDESTRIAN MANEUVERING THROUGH SIDEWALK

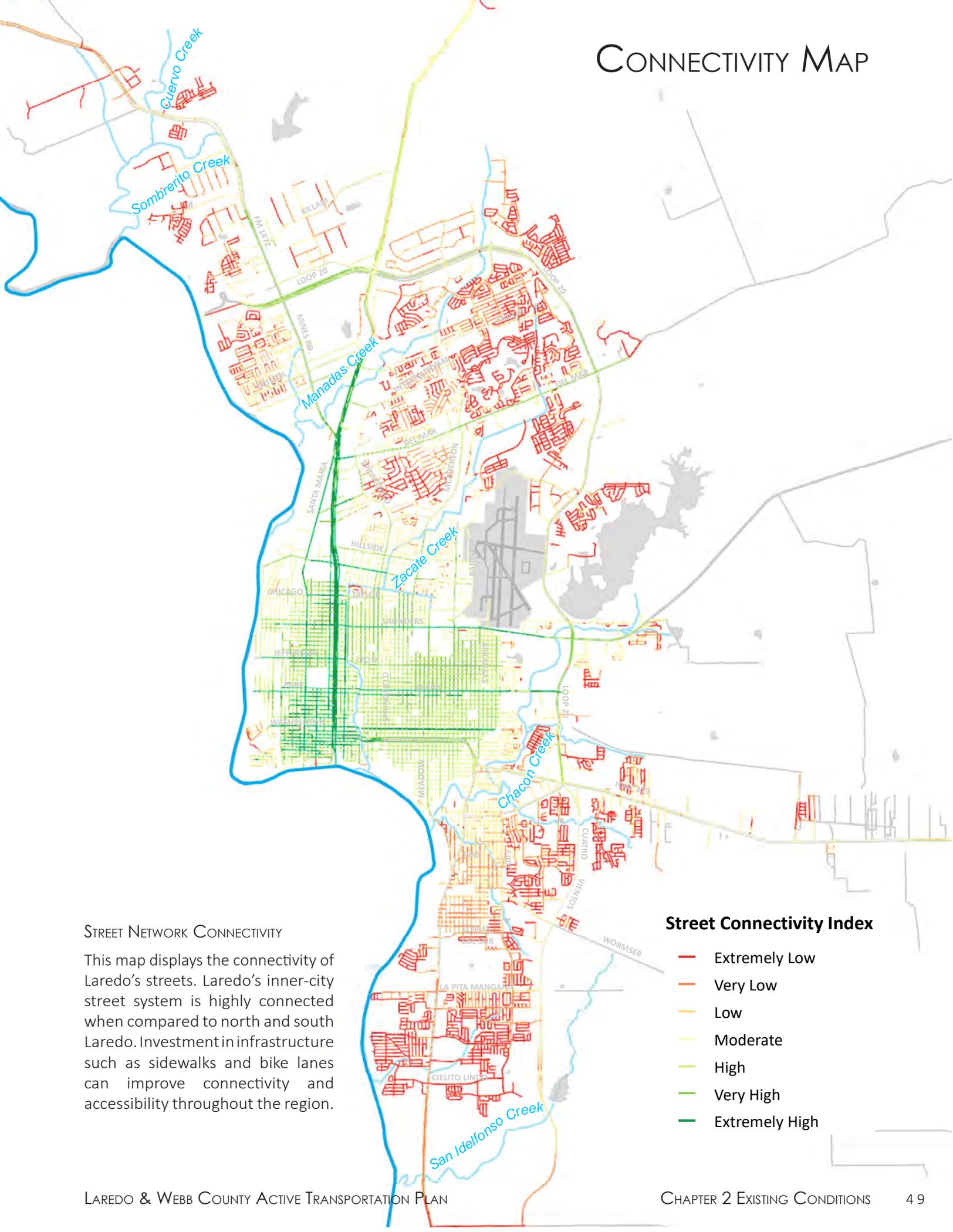


INCOMPLETE INFRASTRUCTURE



CARS PARKED ON SIDEWALK

CONNECTIVITY MAP



STREET NETWORK CONNECTIVITY

This map displays the connectivity of Laredo’s streets. Laredo’s inner-city street system is highly connected when compared to north and south Laredo. Investment in infrastructure such as sidewalks and bike lanes can improve connectivity and accessibility throughout the region.

Street Connectivity Index

- Extremely Low
- Very Low
- Low
- Moderate
- High
- Very High
- Extremely High

2.2 NETWORK ANALYSIS

2.2.3 TRANSIT

Transit service has implications for pedestrian and bicycle safety. For example, people walk—and to a lesser extent bike—to transit stops and are therefore exposed to traffic when accessing transit. The Laredo region has two transit systems to serve the urban and rural communities. El Metro serves the City of Laredo and El Aguila serves rural Webb County.

The Laredo Transit Management Inc. (LTMI), also known as El Metro, is the sole provider of public transit service in Laredo, operating fixed route and paratransit operations under the current management contract with First Transit from Cincinnati, Ohio. The local fixed route system provides service every 30 to 60 minutes on 22 routes with 35 buses in all day service Monday through Friday, with 33 buses on Saturdays and 19 buses on Sundays.

There is a significant need for pedestrian and bicycle connections to transit. Because of this, connections and accessibility to bus stops and transit stations are a priority for the region. El Metro has made improvements to better serve the community, including the urban demand responsive paratransit service called “El Lift”, which includes service to seniors and persons with disabilities and complementary paratransit service. El Metro has also made an effort to enhance bus shelters with shade. Additionally, El Metro developed the Bike and Ride Plazas initiative to help address the last mile issue. This initiative allows residents to bike to the bus stop and leave their bikes safely secured at the Bike and Ride Plaza.

RIDERSHIP DATA

Annual ridership has increased significantly over El Metro’s 30-year history, reaching a system-wide high of 3 million one-way trips in FY 2016-17. El Metro currently operates a fleet of 44 buses ranging in capacity from 30 to 55 passengers. Currently, El Metro carries approximately 8,500 passengers on a typical service

day. (Boarding: Mon-Fri = 8,500, Saturday = 5,200 & Sunday = 2,700)

El Aguila is the designated rural public transit provider in Webb County and connects patrons living in the rural parts of Webb County to the City of Laredo’s fixed route system at certain route stops and the transit center in downtown Laredo.

El Aguila’s fleet of 12 vehicles operated 209,456 miles and 14,071 hours annually in 2017, and transported 70,581 passengers in the same year. El Aguila provides both fixed route and demand response services to the general public, including the elderly, persons with disabilities, students, and welfare-to-work participants. The six fixed routes serve the following areas: Rio Bravo, El Cenizo, Pueblo Nuevo, Aguilares, Mirando City, Oilton, and Bruni.



EL METRO TRANSIT BUS



SHADED BUS STOP

2.2 NETWORK ANALYSIS

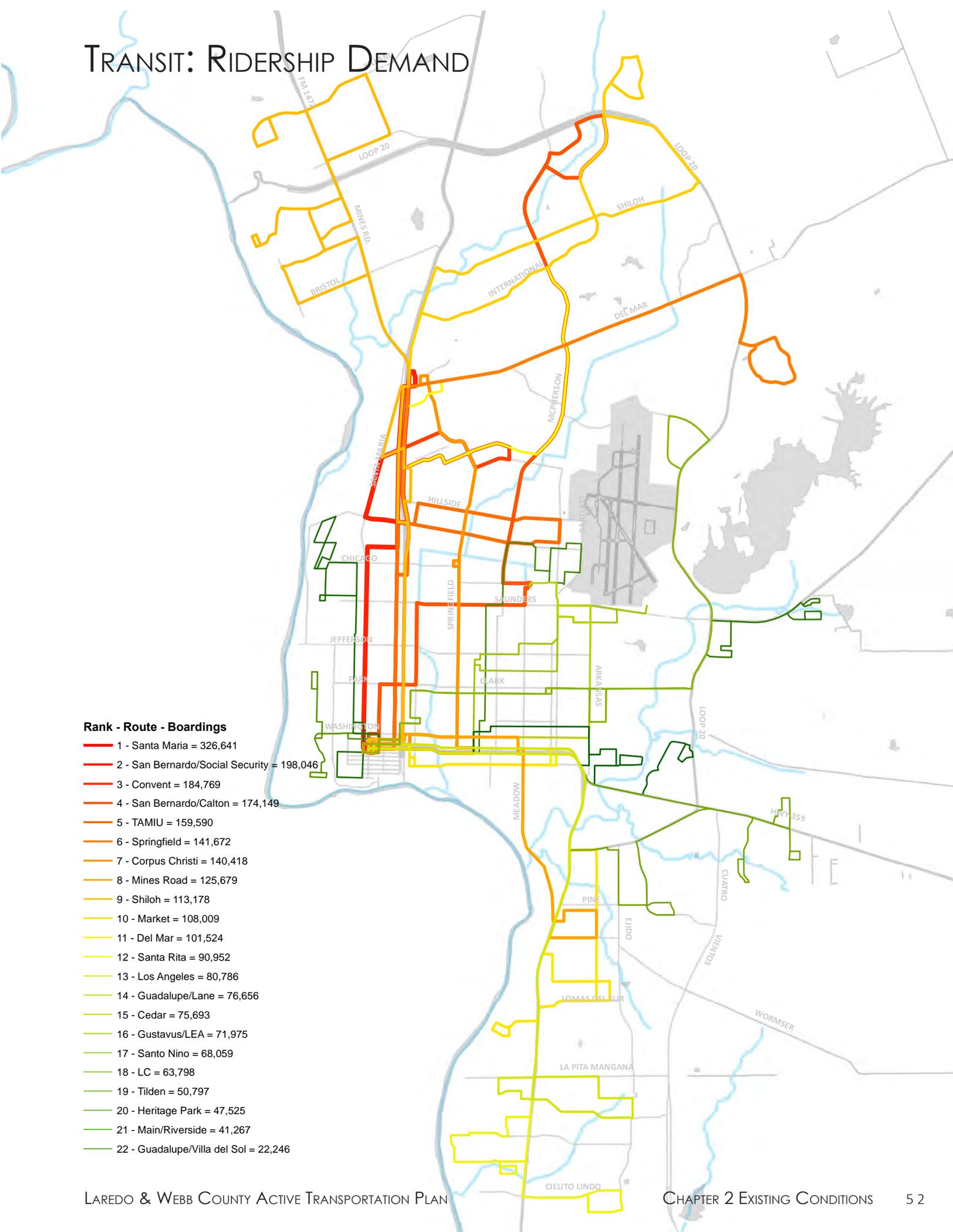
EL METRO 2019 TRANSIT BUS BOARDINGS

Bus Route	Total Boardings
#1 Santa Maria	326,641
#2A San Bernardo- SS	198,046
#3 Convent	184,769
#2B San Bernardo- Library	174,149
#16 Casa Verde/ Del Mar	159,590
#4 Springfield	141,672
#10 Corpus Christi	140,418
#17 Mines Road	125,679
#12B Shiloh	113,178
#9 Market	108,009
#12A Las Brisas	101,524
#14 Santa Rita	90,952
#20 Los Angeles	80,786
#8A Guadalupe Lane	76,656
#6 Cedar	75,693
#11 Same Auto Arena	71,975
#19 Santo Nino	68,059
#7 Laredo College	63,798
#5 Tilden	50,797
#13 Heritage Park	47,525
#15 Main Riverside	41,267
#8B Guadalupe Villa Del Sol	22,246
#C1 Mines Road	4,391
Total = 2,467,820	

TRANSIT: RIDERSHIP DEMAND

Rank - Route - Boardings

- 1 - Santa Maria = 326,641
- 2 - San Bernardo/Social Security = 198,046
- 3 - Convent = 184,769
- 4 - San Bernardo/Calton = 174,149
- 5 - TAMIU = 159,590
- 6 - Springfield = 141,672
- 7 - Corpus Christi = 140,418
- 8 - Mines Road = 125,679
- 9 - Shiloh = 113,178
- 10 - Market = 108,009
- 11 - Del Mar = 101,524
- 12 - Santa Rita = 90,952
- 13 - Los Angeles = 80,786
- 14 - Guadalupe/Lane = 76,656
- 15 - Cedar = 75,693
- 16 - Gustavus/LEA = 71,975
- 17 - Santo Nino = 68,059
- 18 - LC = 63,798
- 19 - Tilden = 50,797
- 20 - Heritage Park = 47,525
- 21 - Main/Riverside = 41,267
- 22 - Guadalupe/Villa del Sol = 22,246



2.2 NETWORK ANALYSIS

2.2.4 MICROMOBILITY

The use of micromobility devices for transportation has been rapidly evolving over the past few years. Micromobility devices are either human or electric power mode of transport such as shared bikes, electric bikes, and scooters.

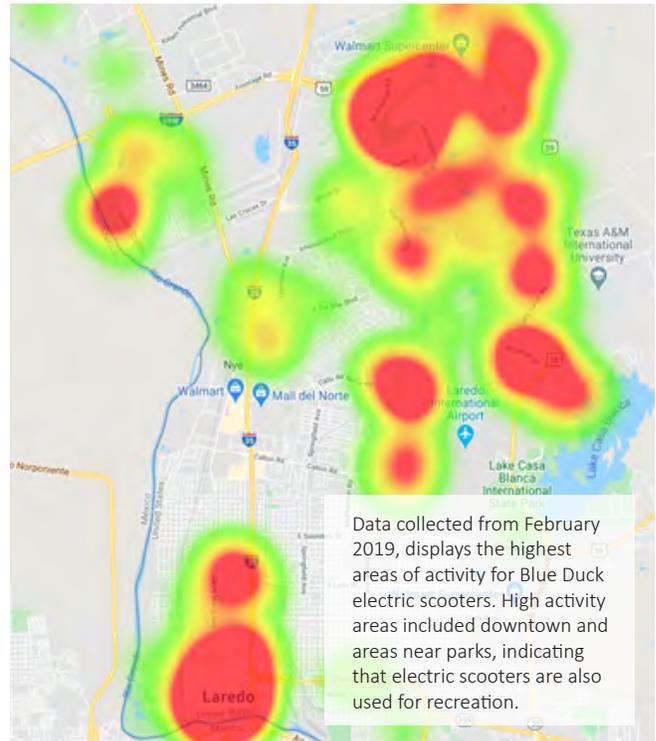
The urban landscape in many cities across the country has been transformed by the introduction of micromobility transportation options. Shared micromobility programs (i.e. bike share) are now common in many cities, and micromobility options are often used as a solution to the last mile problem.



BIKE SHARE IN MADISON, WI



BLUE DUCK SCOOTERS



Data collected from February 2019, displays the highest areas of activity for Blue Duck electric scooters. High activity areas included downtown and areas near parks, indicating that electric scooters are also used for recreation.

ELECTRIC SCOOTER ACTIVITY IN LAREDO

The future of micromobility in Laredo arrived and will continue to grow over the years. The first wave of electric scooters started in 2019 through a pilot program by Blue Duck, and was well received by the community. While a bike-share program could benefit local residents, such a program does not currently exist.

Along with the evolution of micromobility transportation comes new challenges requiring effective regulations and best practices to promote the safe and orderly use of micromobility options. Additionally, new procedures and guidelines for service providers, such as service provider agreements, will need to be developed. Addressing infrastructure needs for micromobility should also be a primary concern. This includes designating lanes and parking locations, identifying accessibility challenges, and ongoing maintenance of existing infrastructure.

2.3 CRASH STATISTICS

2.3 CRASH STATISTICS

Accidents occur from various factors, but the one constant is human life, for this reason, safety is paramount when designing a future for mobility and alternative transportation. The goal of Vision Zero is to have no fatalities for pedestrians, but as statistics show, we have not attained that milestone. Reducing crash incidents can be achieved through good design, proper lighting, and signage to name a few.

In addition to assessing the impact of traffic volumes on roadway facilities, crash data was reviewed to determine high crash locations as well as similar accident characteristics. Identifying patterns and hot spots of crash incidents highlight the areas and contributing factors that present the most conflict to the driving community.

ROADWAY CRASH DATA

The 2015-2019 crash data for Webb County was collected from the Texas Department of Transportation (TxDOT) Crash Records Inventory System (CRIS). Over the past 5 years, there were a total of 36,533 traffic-related accidents, 98% of those were in Laredo.

The top 20 intersections with crash occurrences in addition to fatal crash locations. The most crashes occurred at the junction of two of the busiest arterial roadways in Laredo, McPherson Road and Del Mar Boulevard, where 297 crashes were reported. The intersection of McPherson Road and Del Mar Road is a complicated four-way intersection with curved right turn only lanes on McPherson Road northbound and Del Mar Boulevard eastbound and westbound; the intersection is near many entrances and access points for nearby retail, and is geometrically irregular. This intersection is also near schools, nursing homes, and health care facilities serving populations that are especially vulnerable to crashes and traffic hazards.

Another location where there were over 200 crashes reported occurred at the intersection of IH 35 and US 83 (Matamoros Street). The intersection of IH 35 and US 83 is near the Juarez Lincoln Bridge, carries a huge amount of freight traffic, and links two of the busiest roadways in the region.

As will be demonstrated in the Public Input chapter, feeling unsafe is the number one reason residents do not utilize active transportation. Designing safe pedestrian and bicycle facilities that adequately separate active modes of traffic from vehicle traffic will not only encourage alternative modes of transportation, but also decrease these types of incidents and fatalities in the future.

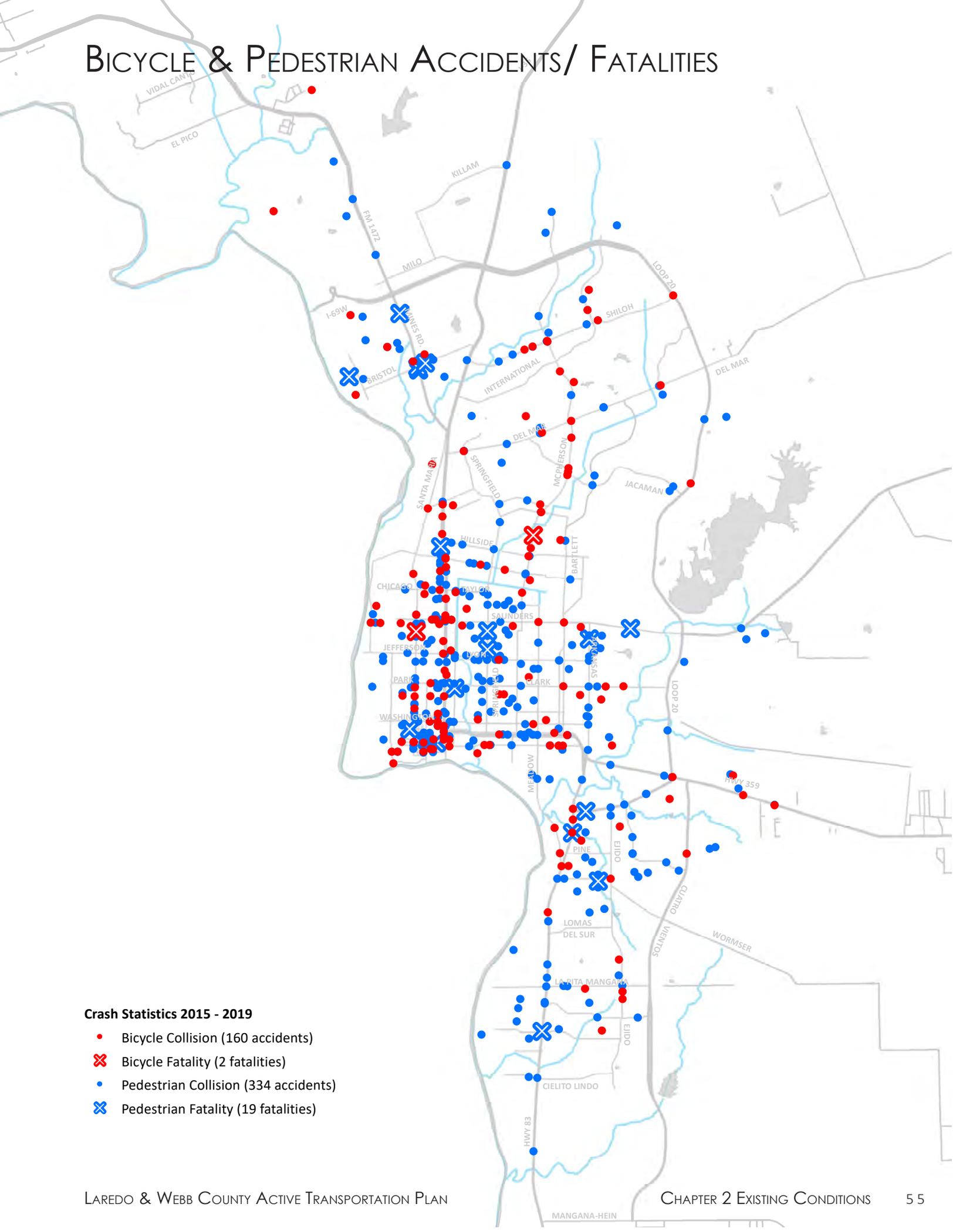
MOST ACCIDENTS AT INTERSECTIONS (2016-2018)

Rank	Intersection	# of Crashes
1	McPherson Rd. & Del Mar Blvd.	297
2	I-35 & Hwy 83 (Matamoros St.)	296
3	Ross St. & Hwy 83	191
4	Loop 20 & Hwy 359	165
5	I-35 & Calton Rd.	164
6	I-35 & Mann Rd.	163
7	McPherson Rd. & Calton Rd.	151
8	San Bernardo Blvd. & Farragut St.	146
9	McPherson Rd. & Shiloh Dr.	144
10	I-35 and Farragut St.	143
11	Hwy 83 & Bartlett Ave.	124
12	I-35 & Lafayette St.	123
13	I-35 & Del Mar Blvd.	123
14	Hwy 83 & N. Meadow Ave.	120
15	I-35 & Victoria St.	107
16	Loop 20 & Clark Blvd.	104
17	Hwy 83 & S. Meadow Ave.	103
18	N. Bartlett Ave. & Jacaman Rd.	99
19	Springfield Ave. & Del Mar Blvd.	98
20	McPherson Rd. & International Blvd.	97

BICYCLE & PEDESTRIAN ACCIDENTS/ FATALITIES

Crash Statistics 2015 - 2019

- Bicycle Collision (160 accidents)
- ✘ Bicycle Fatality (2 fatalities)
- Pedestrian Collision (334 accidents)
- ✘ Pedestrian Fatality (19 fatalities)



2.3 CRASH STATISTICS

TXDOT CRIS - CRASH DATA FOR WEBB COUNTY

Year	All Crash	Death	Pedestrian	Death	Bike	Death
2015	7,327	21	81	4	26	0
2016	7,518	48	72	4	32	0
2017	7,175	25	63	4	39	0
2018	6,972	36	72	6	31	1
2019	7,541	18	65	2	34	1
5 yr Total	36,533	148	353	20	162	2
LW-CAMPO	35,869	104	348	19	161	2
% in MPO	98%	70%	99%	95%	99%	100%



PEDESTRIAN AT INTERSECTION OF DEL MAR AND LOOP 20

EDWIN ISLAM



Edwin has lived in the Los Dos Laredos region for 22 years. He commutes to Laredo twice a week from Nuevo Laredo on his bike, averaging 25 minutes to arrive. Mr. Islam enjoys riding his bike because it provides him mobility, "Everybody can't have a car, especially these days... not everyone is getting a regular check."

ENDNOTES

- 1 U.S. Census Bureau. 2019 American Community Survey 5-Year Estimates. <https://data.census.gov/cedsci/>
- 2 County Health Rankings 2020. <https://www.countyhealthrankings.org/app/texas/2020/rankings/webb/county/outcomes/overall/snapshot>
- 3 County Health Rankings 2020. <https://www.countyhealthrankings.org/app/texas/2020/rankings/webb/county/outcomes/overall/snapshot>
- 4 U.S.- Mexico Border Health Commission. Healthy Border 2020. https://www.hhs.gov/sites/default/files/res_2805.pdf
- 5 Centers for Disease Control and Prevention. (2012). Falls Among Older Results: An Overview. <http://www.cdc.gov/homeandrecreationalafety/falls/adultfalls.html>
- 6 Walk Score. <https://www.walkscore.com/TX/Laredo>