Welcome

Regional Parkway Planning and Environment Linkages (PEL) Study

Open House
Segments A & B

Regional Parkway

SEGMENT A
PARK RD. 22 - RODD FIELD RD.

SEGMENT B
RODD FIELD RD. - SH 286

SEGMENT C | SEGMENT D | SEGMENT E | SEGMENT F | SEGMENT G

CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

City of Corpus Christi

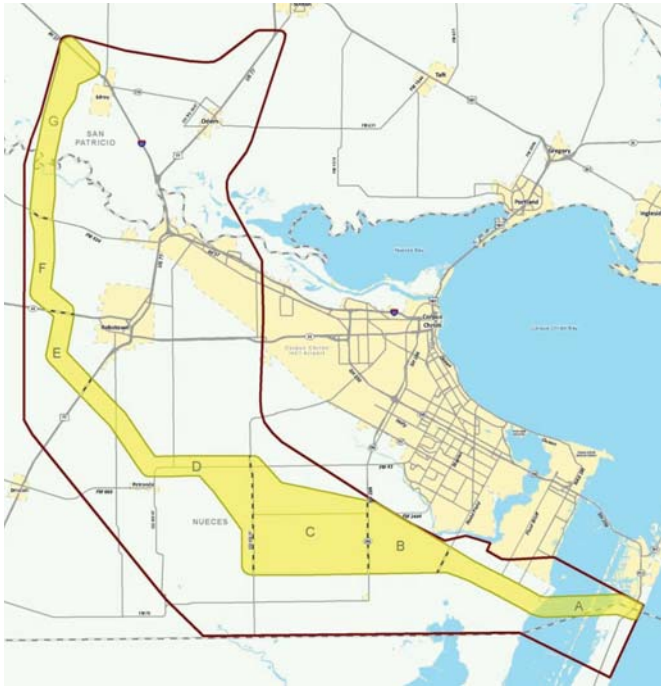
Property Owners Open House

Monday April 11, 2016

STUDY AREA MAP

REGIONAL PARKWAY MOBILITY CORRIDOR

January 2013



CURRENT PEL FOCUS

Segments A & B

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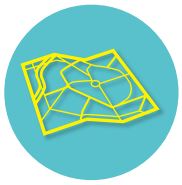
PURPOSE & NEED

What are we trying to do?



Reduce congestion and facilitate regional mobility, connectivity and system linkages.

Facilitate potential economic and population growth.

Address safety issues and provide an alternate hurricane evacuation route.

Preserve right-of-way and adopt into the City Urban Transportation Plan.

What problems are we trying to address?

Frequent congestion in the S.P.I.D. (SH 358) corridor and other major east-west routes.

Lack of redundancy in the transportation network.

Provide alternate routes for traffic to/from the south side of Corpus Christi and the Islands.

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PROBLEMS WE ARE TRYING TO ADDRESS

AVERAGE DAILY TRAFFIC ON S.P.I.D.

S.P.I.D. near SH 286
137,254*
vehicles per day

S.P.I.D. near Staples Street
123,678*
vehicles per day

S.P.I.D. near Rodd Field Road
73,043*
vehicles per day

*ADT Volumes Source TxDOT 2014

AVERAGE DAILY TRAFFIC ON SARATOGA BOULEVARD

Between SH 286 and Rodd Field Rd.

30,679*
vehicles per day

38% expected increase in traffic by 2035

*ADT Volumes Source TxDOT 2014

FREQUENT CONGESTION IN THE S.P.I.D. CORRIDOR

Currently, between Ayers and Staples, S.P.I.D. operates at an unacceptable level of service, and further erodes by year 2035. Adding capacity within the existing S.P.I.D. corridor results in disruptive impacts to traffic and commercial businesses. To effectively manage congestion on S.P.I.D., other route/modal options must be considered.

LACK OF REDUNDANCY IN THE TRANSPORTATION NETWORK.

Alternate routes (redundancy) allow traffic to keep moving even in cases of major accidents or natural disasters.

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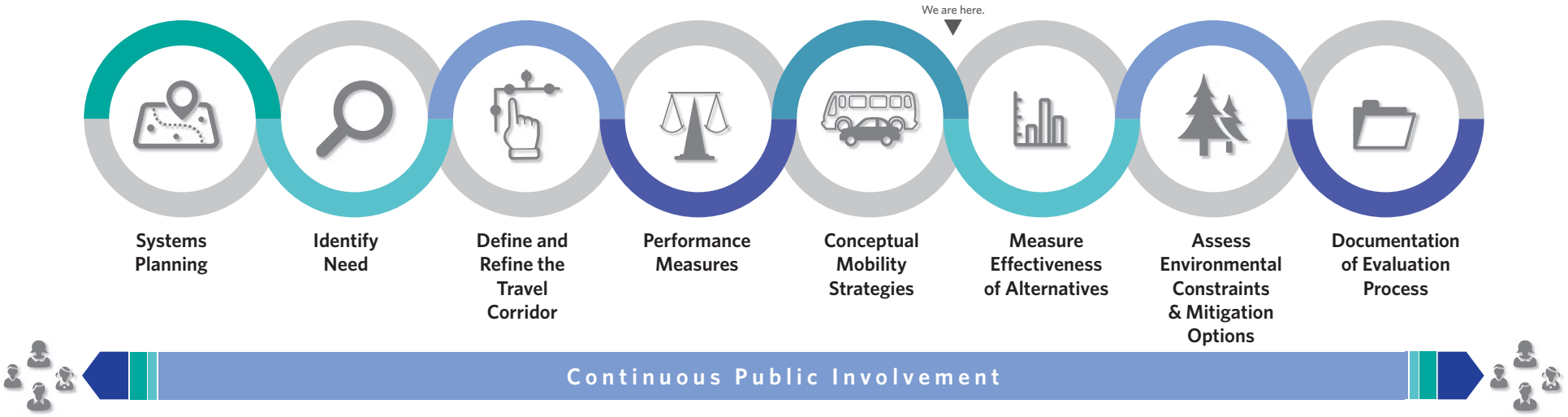
THE PEL PROCESS



EXPECTED BENEFITS

The PEL creates a systematic and tailored approach that informs subsequent environmental studies.

Establishes groundwork for the next phase of project development.

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EVALUATION METHODOLOGY

CRITERIA CONSIDERED

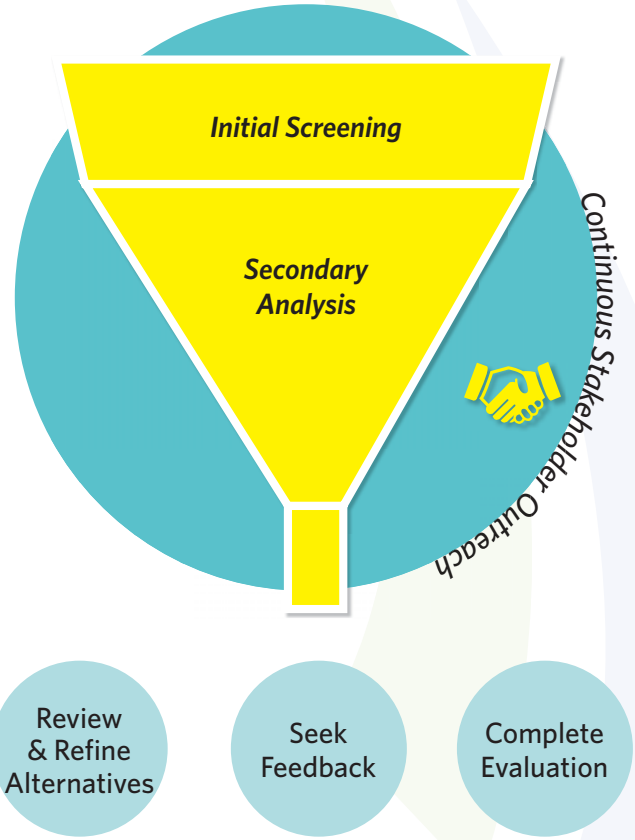
Engineering

Mobility

Environmental

Public Input

Financial

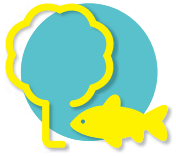


ENVIRONMENTAL CONSIDERATIONS

A PEL considers **environmental**, **community**, and **economic** goals early in the planning process to inform future detailed studies.

Water Resources

Endangered and Threatened Species



Biological Resources

Hazardous Materials

Historic and Archaeological Resources

Air Quality and Traffic Noise

Social and Community Impacts

Land Use and Parkland

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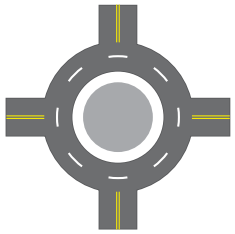
MULTIMODAL CORRIDOR CONCEPT

POTENTIAL INTERSECTION CONFIGURATIONS

Roundabouts

- Continuous flow of traffic
- Increases safety
- Reduces emissions



High-Tee

- Allows one or more lanes of traffic to travel straight through an intersection without stopping
- Reduces delay
- Reduces vehicle emissions

Grade Separated

- Generally allows traffic to move freely along main roadway
- Fewer interruptions
- Allows for higher speeds

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LOOKING AHEAD

Spring
2016

Complete Alternatives Analysis

Spring/Summer
2016

Continued Stakeholder Outreach

Summer/Fall
2016

Complete Final Report

Fall
2016

City amends Urban Transportation Plan

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