

# Welcome

## Regional Parkway Planning and Environment Linkages (PEL) Study

Open House  
Segments A & B

# Regional Parkway



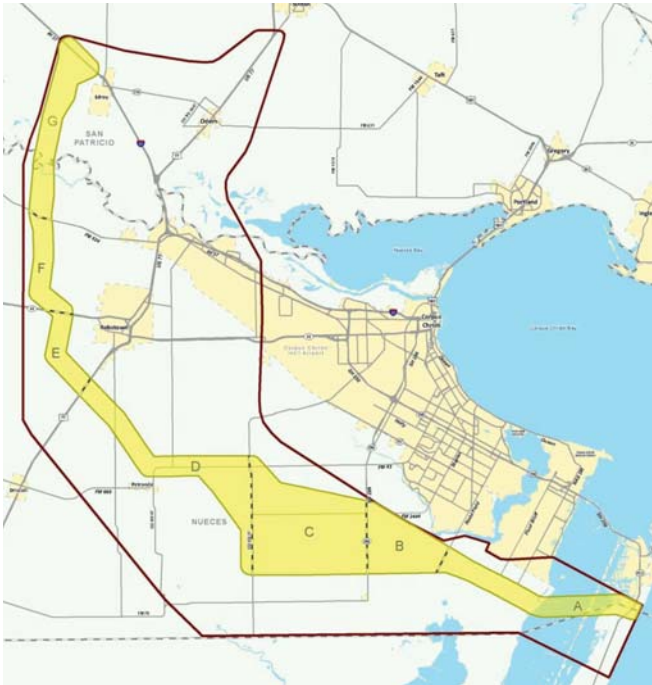
Property Owners  
Open House

Monday April 11, 2016

# STUDY AREA MAP

## REGIONAL PARKWAY MOBILITY CORRIDOR

January 2013



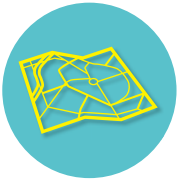
## CURRENT PEL FOCUS

Segments A & B



# 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.

# 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

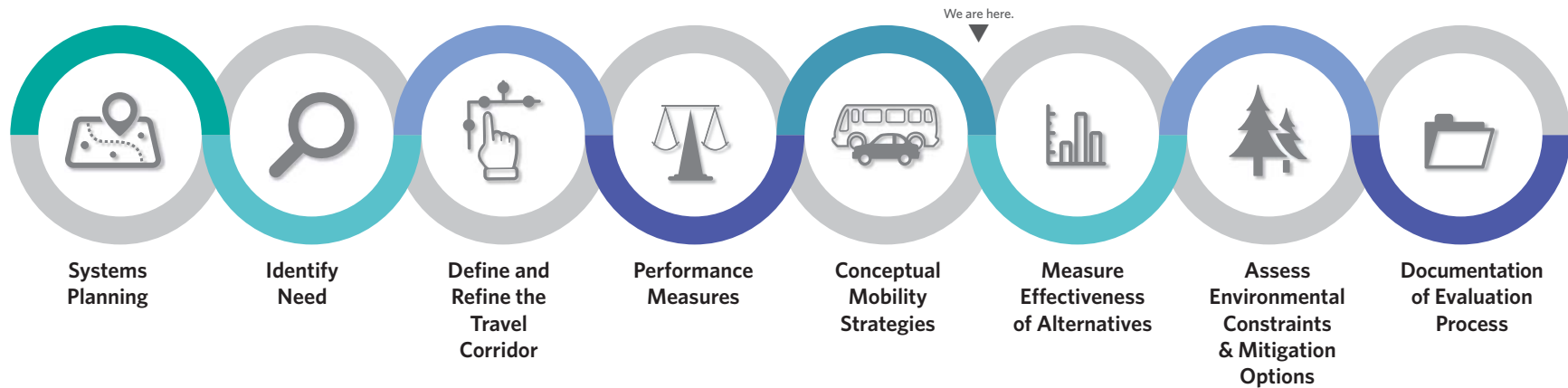
Currently, between Ayers and Staples, S.P.I.D. operates at an unacceptable level of service, and further erodes by year 2035. Adding capacity within the existing S.P.I.D. corridor results in disruptive impacts to traffic and commercial businesses. To effectively manage congestion on S.P.I.D., other route/modal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

# THE PEL PROCESS



Continuous Public Involvement

## EXPECTED BENEFITS

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



*Establishes groundwork for the next phase of project development.*

# EVALUATION METHODOLOGY

## CRITERIA CONSIDERED



Engineering



Mobility



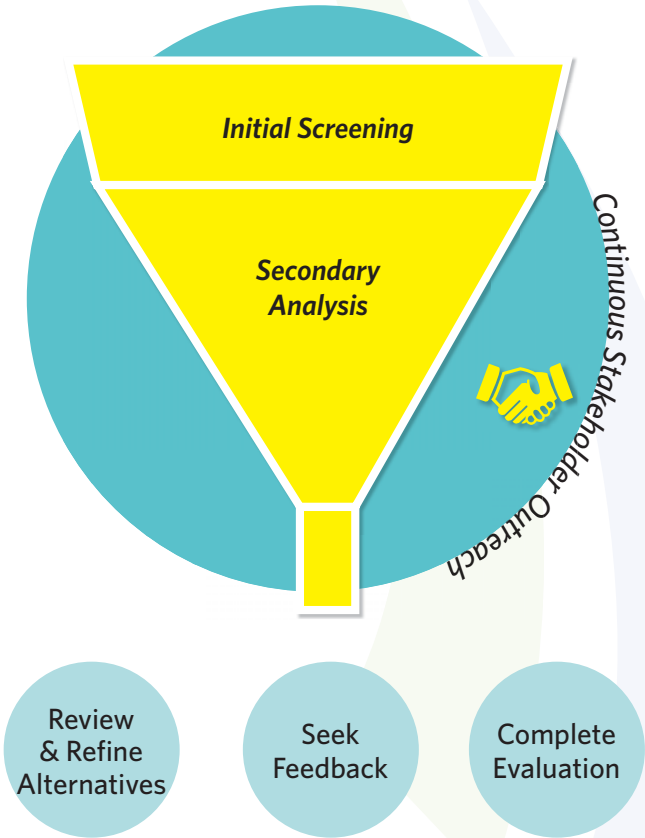
Environmental



Public Input

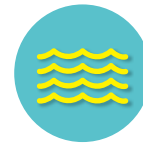


Financial



# 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

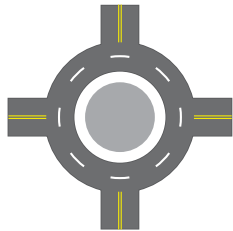
# MULTIMODAL CORRIDOR CONCEPT



## 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





# 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**