

Island Mobility Plan



ISAC Presentation
July 11, 2024



Agenda

1. Background
2. Review ROW users
3. PR 22
4. Additional Items & Next Steps
5. Beach Access Road Update



Background

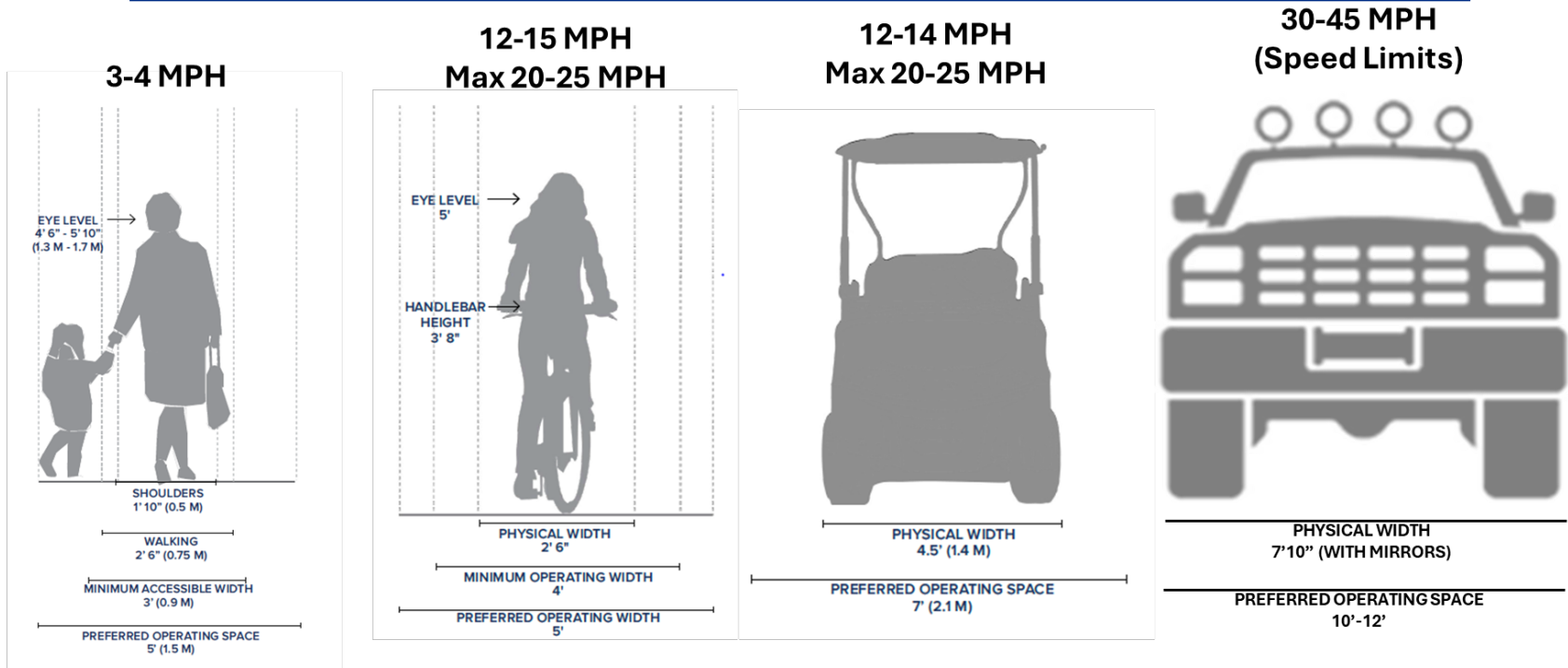
- **History / Timeline**

- Spring 2023 – Project Launch with PM Roger Montelongo / Econ. Dev Dept.
- Spring/Summer 2023 – Existing Conditions Review
- August 8, 2023 – Project intro at ISAC + First Survey Launched
- Fall 2023 – Draft Recommendations Developed
 - October 2023 – Public Open House
- Winter 2023/24 - Finalize Recommendations
 - November 2023 – 2nd Online Survey
 - April 15, 2024 – Public Open House
- May 2024 – Project Management Transferred to Planning Department to Finalize Document

- **Draft Plan already informing TIRZ-funded Paper Streets Projects**



ROW User Profiles



Sources: Alta Planning + Design: Fayette County Master Plan Path System Design Guidelines (2019). Ford Motor Company: Ford F-150 (2024).



PR 22 ROW Design

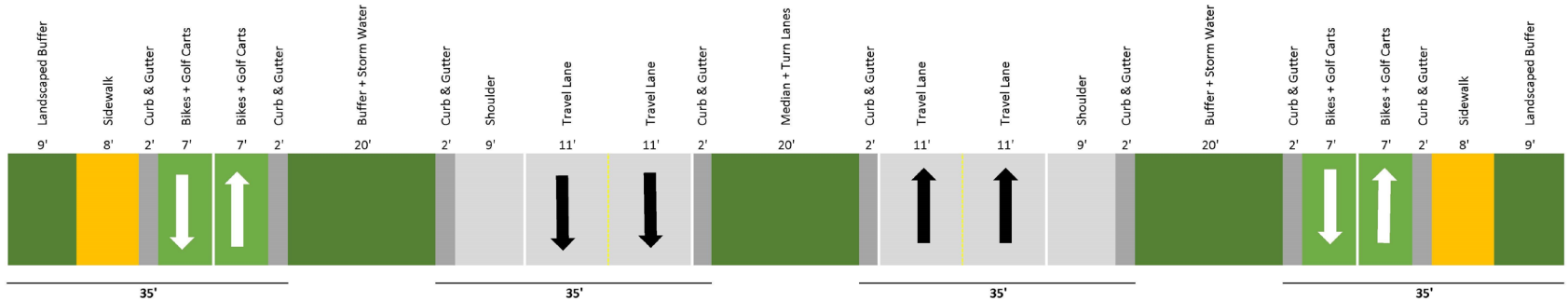
- TxDOT Funding PR 22 corridor upgrades between Aquarius and Whitecap for pedestrians and access management improvements without adding road capacity.
 - ROW = Approximately 200 feet
 - PR 22 Average Annual Daily Traffic (AADT) (*TX A&M Transportation Institute*)
 - Aquarius to Hwy 361 / Commodores = 30,500 AADT
 - Hwy 361 to Sea Pines = 21,150 AADT
 - Comparison street segments:
 - Staples (Saratoga to Yorktown) = 31,400
 - Rodd Field (SPID to Saratoga) = 33,000
 - Secondary Arterial Divided (A2) - 20-32k ADT max preferred
 - Target automobile speeds of 45 mph
 - 2 automobile travel lanes in each direction + Median Separation
 - Landscaped buffer between automobiles and other users. Stormwater / Green Infrastructure Opportunity?
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Example Street Cross Section

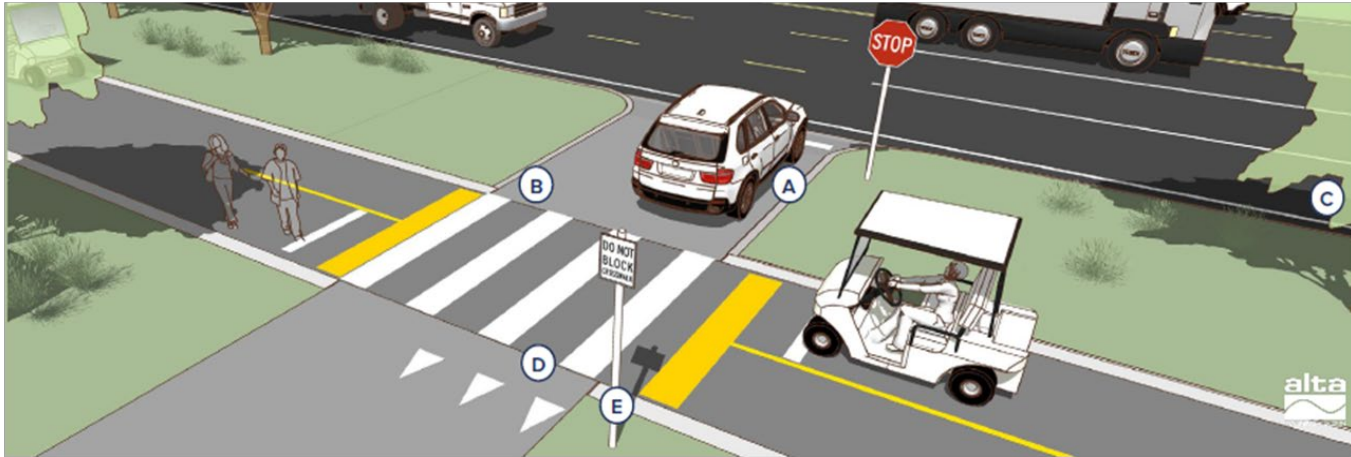
200 ft. ROW

Park Road 22 (200' ROW)





Unsignalized Driveways



Source: Alta Planning + Design: Fayette County Master Plan Path System Design Guidelines (2019).



Additional Items

1. Don Patricio Water Exchange Bridge connectivity.
2. Consistent elements guiding street cross sections.
3. Prioritization of projects.
4. Need to Coordinate with County and TxDOT before releasing Public Draft Document.
5. Return to ISAC for Document Review / Approval.



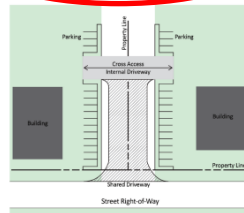
Beach Access Roads

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IMPROVE TRAFFIC FLOW, ISLAND INGRESS AND EGRESS, SAFETY, AND ROADWAY QUALITY

HOW WE GET THERE

- 1.1. Coordinate with the Corpus Christi Metropolitan Planning Organization (MPO) to update the Urban Transportation Plan based on traffic demand modeling.
 - 1.1.1. Delete the proposed collector street located on the west side of SH361, located within Mustang Island State Park and between Beach Access Road 2 and Seaway Drive Extension, from the Urban Transportation Plan.
- 1.2. In coordination with Federal, State, Regional, and County agencies, prioritize a long-term action plan for maintaining sufficient emergency egress from the Padre and Mustang Islands, which may include a second crossing of the Laguna Madre, expanding the current JFK Causeway Bridge, and/or replacing the JFK Causeway Bridge (constructed in 1973).
- 1.3. For public safety and to protect roadway capacity on SPID/PR22 and SH361, work with TxDOT on access management controls for future development, i.e., shared driveways, interconnected parking, etc.
 - 1.4. Work with the MPO and TxDOT to develop a solution for traffic congestion at the PR22 and SH361 intersection.
 - 1.5. Continue to work with private landowners, TxDOT and the Texas General Land Office to identify potential beach accesses and get them constructed (i.e. Access 2B) and continue to maintain these access roads for the benefit of the public.
 - 1.6. Rename beach access roads to correspond with their adjacent mile marker to facilitate emergency response.

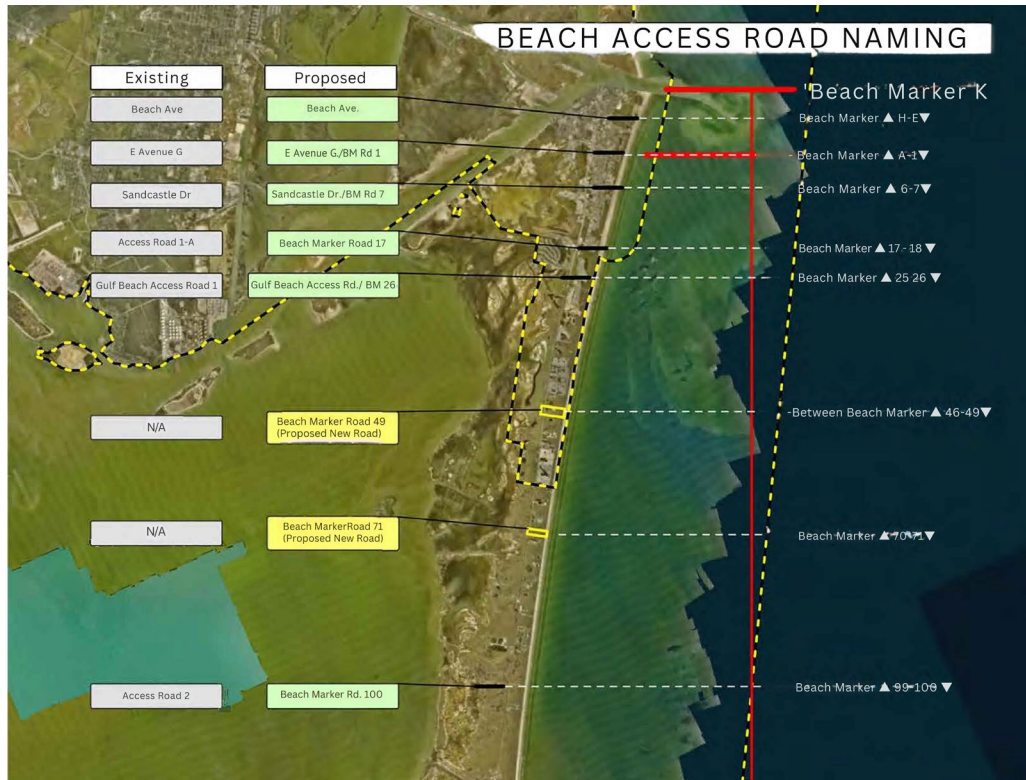


Example of Access Management Controls

1.6. Rename beach access roads to correspond with their adjacent mile marker to facilitate emergency response.



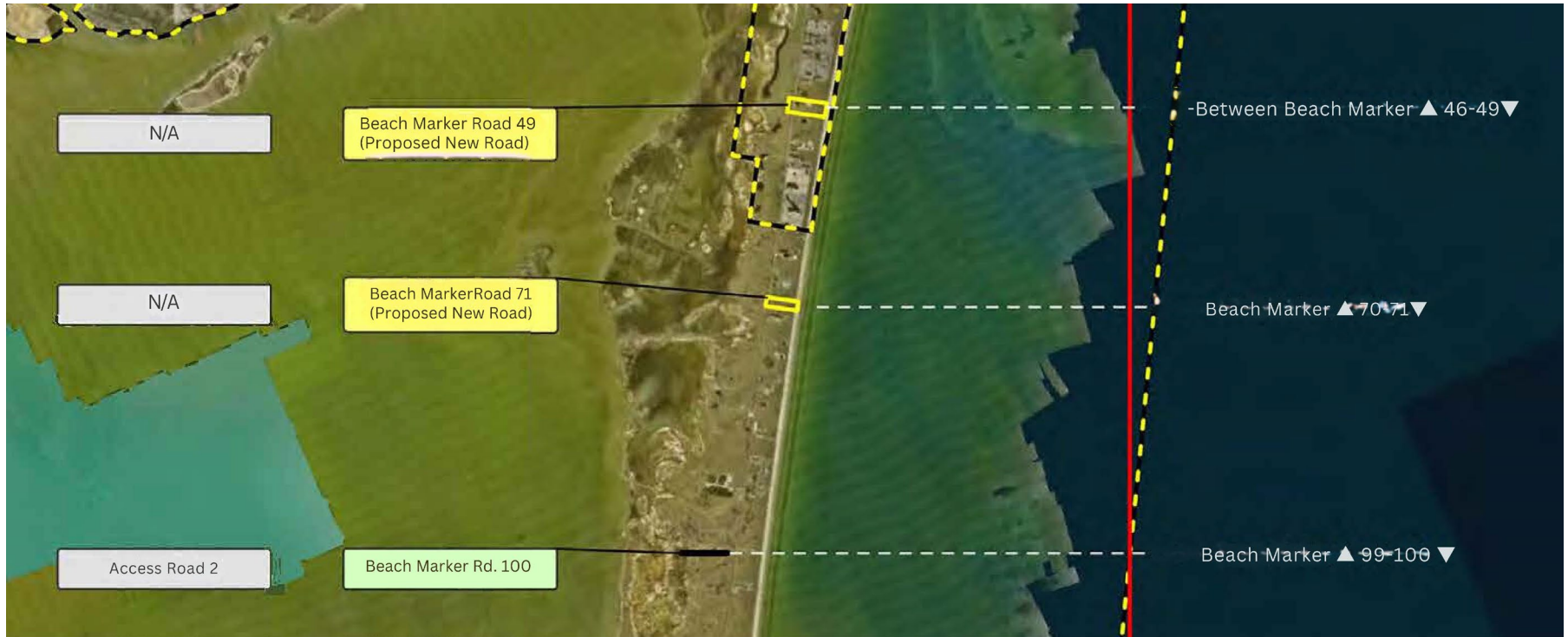
Beach Access Roads



*One tenth of a mile between markers

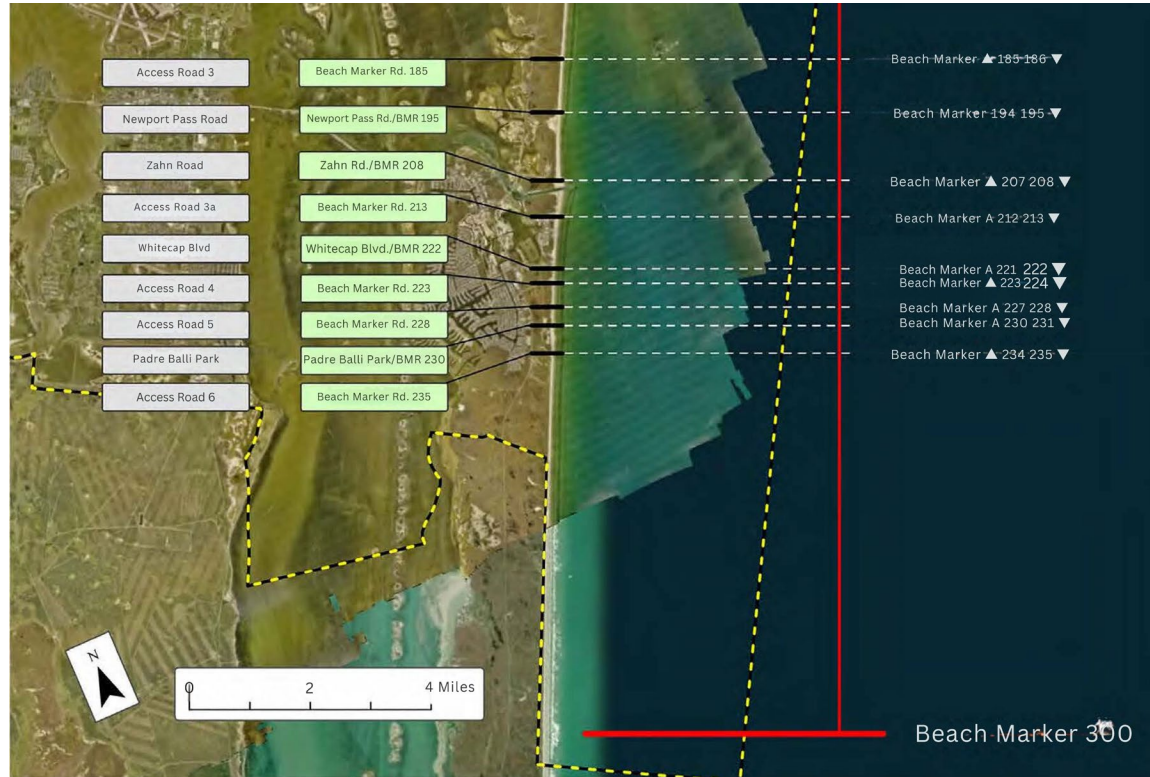


Beach Access Roads





Beach Access Roads





Questions?