



Introduction

Regional Parkway



- To address Development Growth and Traffic Congestion
 - Joint project with City, CCMPO and TxDOT
 - Phase I - *Regional Parkway Mobility Corridor (RPMC) Feasibility Study*
 - ✓ Completed January 2013
 - ✓ IH 37 and Park Road 22
 - ✓ Identified 7 segments
 - Phase II - *Planning & Environmental Linkages (PEL) Study*
 - ✓ Two segments between SH 286 and Park Road 22
 - ✓ Total project cost - \$863,068
 - ✓ City match - \$233,028 (Bond 2014 TxDOT Participation)
 - ✓ Interlocal Agreement (ILA) approved - June 16, 2015
 - ✓ Evaluated & refined transportation needs & route alignment alternatives
 - ✓ Included Rodd Field Road extension
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Regional Parkway Planning and Environmental Linkages (PEL)

SEGMENT A
PARK RD. 22 - RODD FIELD RD.

SEGMENT B
RODD FIELD RD. - SH 286

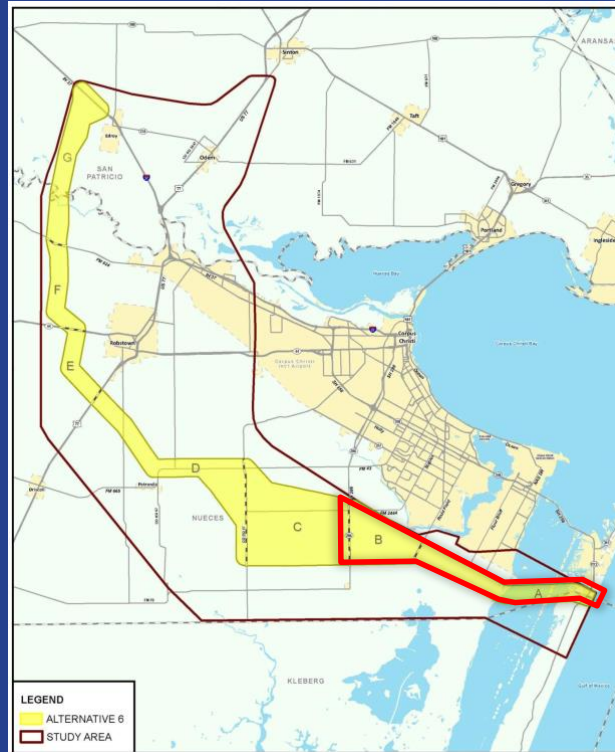


Presentation Topics

1. Study Overview
2. Purpose and Need
3. Alternatives Analysis
4. Conclusions and Recommendations

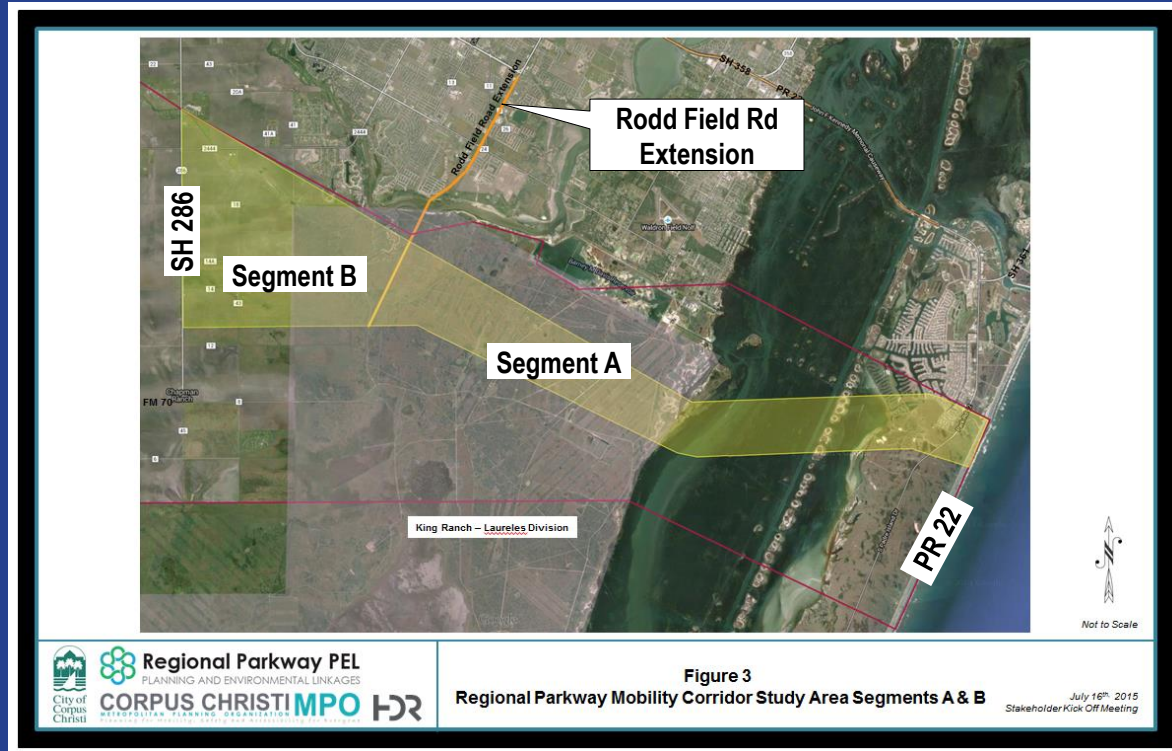
Study Overview

Regional Parkway Mobility Corridor



Study Overview

Current PEL Focus: Segments A & B



Regional Parkway PEL
PLANNING AND ENVIRONMENTAL LINKAGES

CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION



Figure 3

Regional Parkway Mobility Corridor Study Area Segments A & B

July 16th, 2015
Stakeholder Kick-Off Meeting

The PEL Process



Purpose and Need for Regional Parkway



Reduce traffic congestion and facilitate regional mobility and connectivity



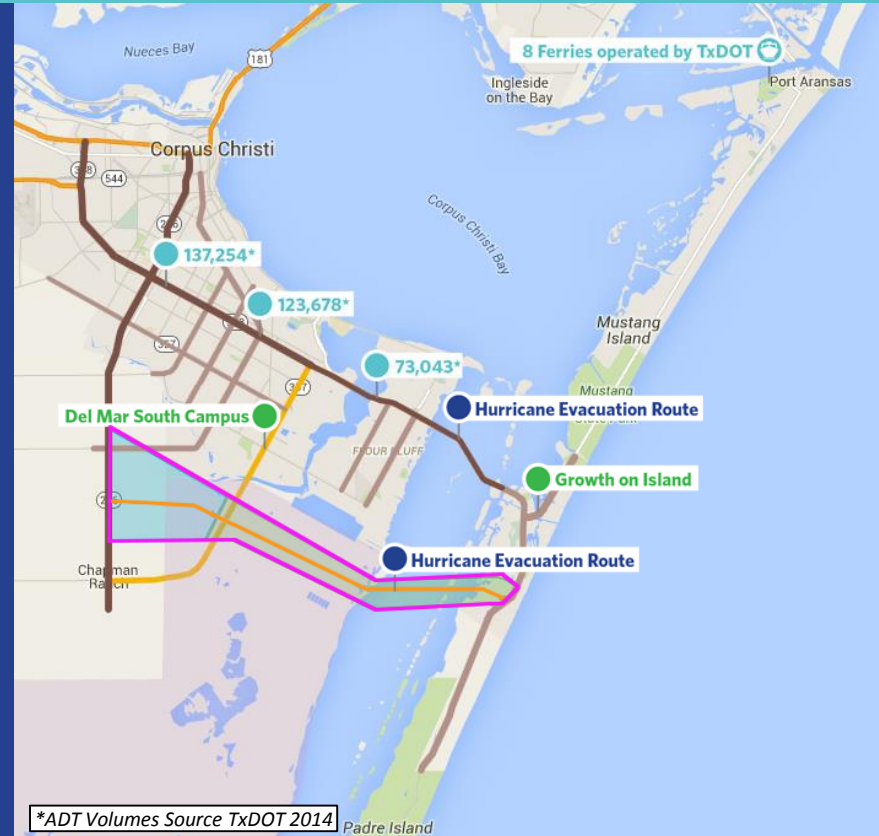
Address safety issues and provide an alternate hurricane evacuation route



Facilitate economic and population growth

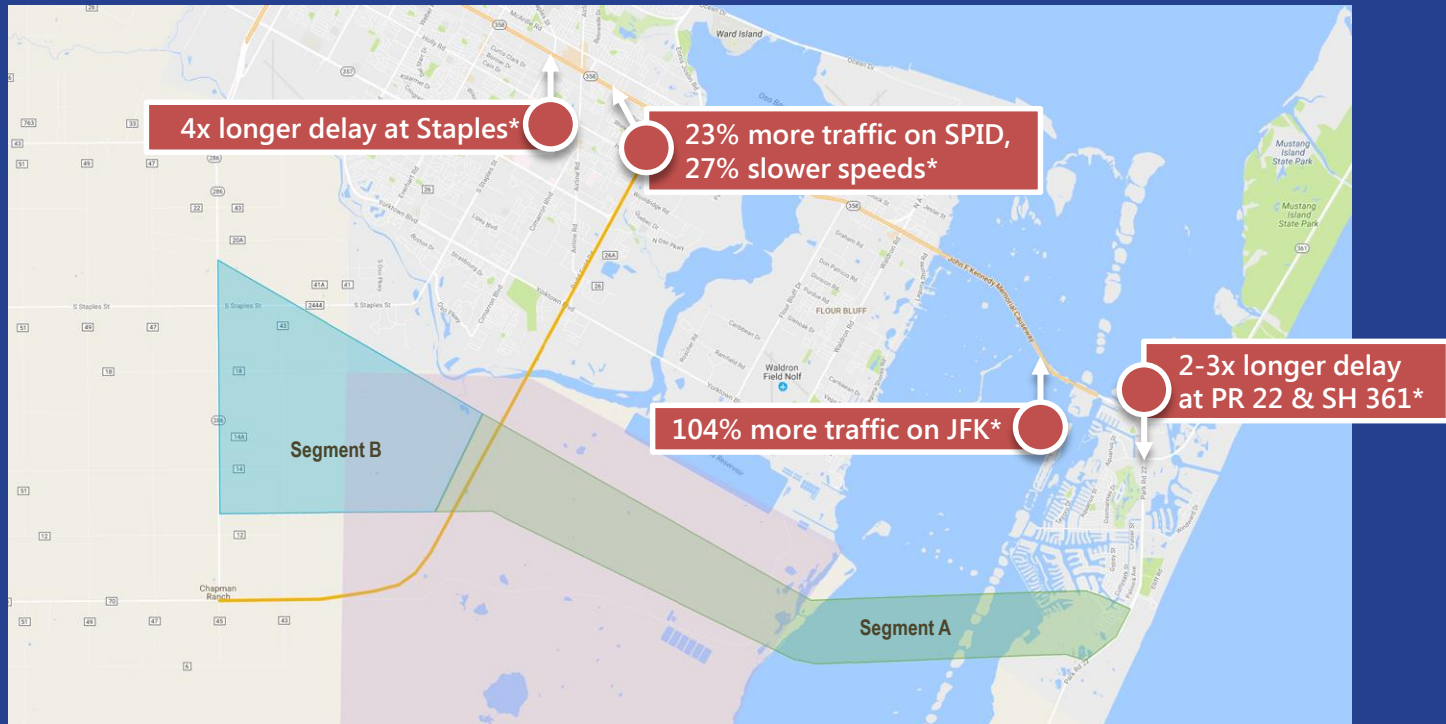


Preserve right-of-way and adopt into the City Urban Transportation Plan



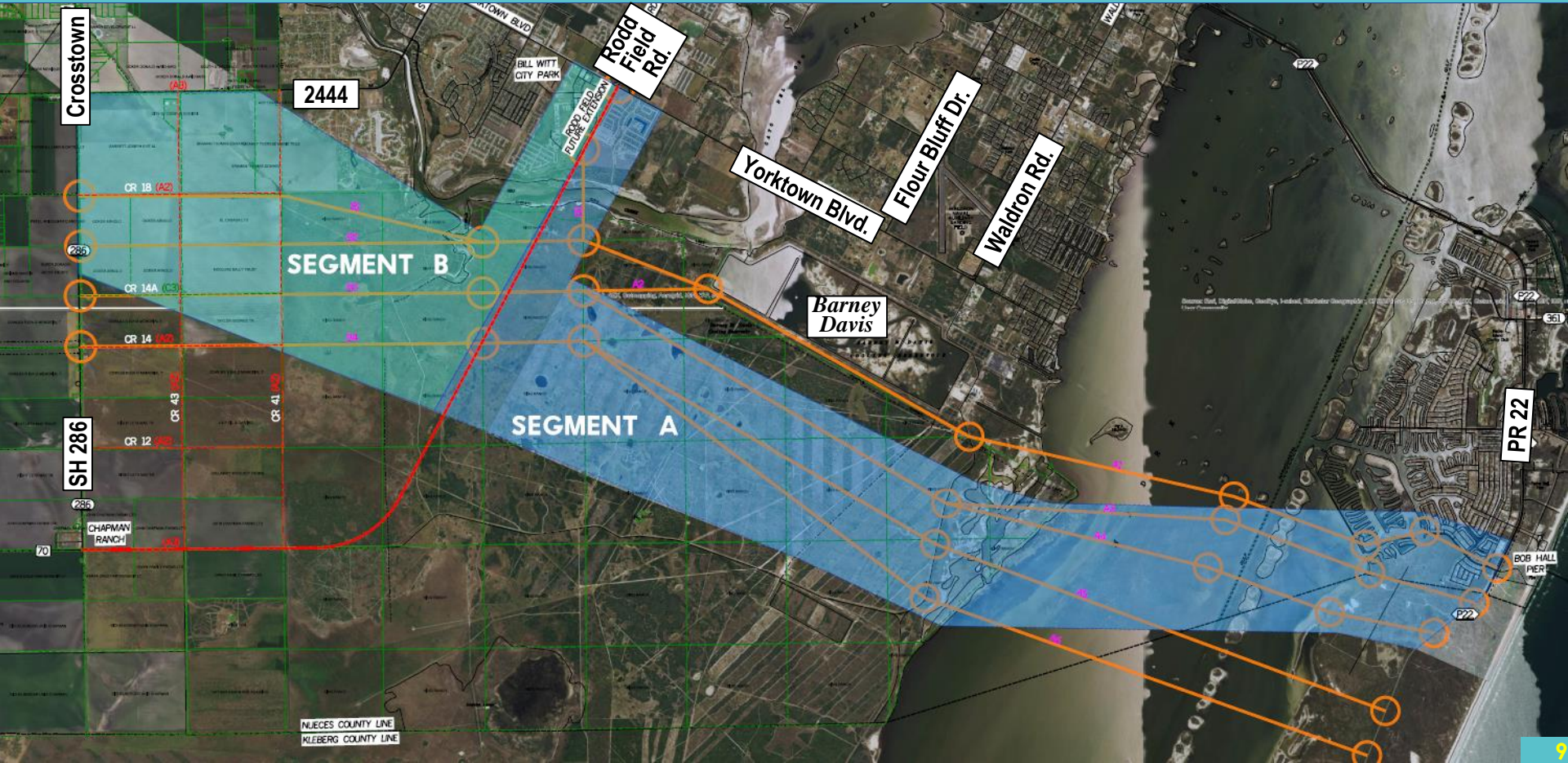
What happens if nothing is done?

Regional Parkway improves mobility.



*Forecast year 2035

Alternatives Analysis



Alternatives Analysis

Initial Screening Pass/Fail Evaluation

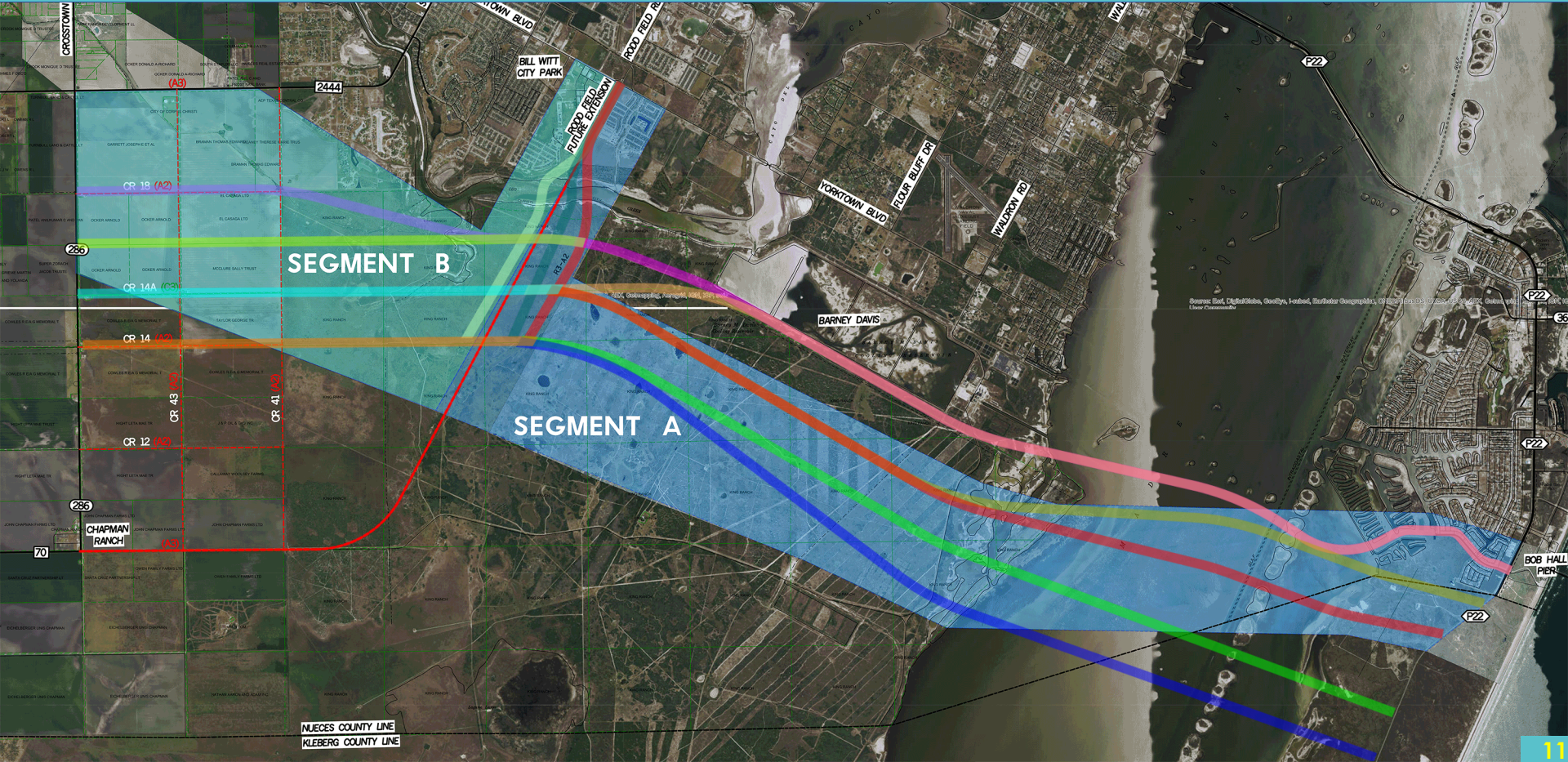
Safety

Environmental
Impacts

Mobility

Continuous Public Outreach

Alternatives Analysis



Alternatives Analysis

Secondary Screening Development of Evaluation Criteria / Decision Matrix

Engineering
Considerations

Environmental
Considerations

Stakeholder
Considerations

Continuous Public Outreach

Cumulative Performance of Alternatives

Segment A

| Alignment Alternative | Cumulative Performance Scores | | |
|-----------------------|-------------------------------|------------|------------|
| | ● | ● | ● |
| A1 | 9 | 10 | 13 |
| A2 | 9 | 10 | 13 |
| A3 | 12 | 7 | 13 |
| A4 | 15 | 5 | 12 |
| A5 ✓ | 16 ✓ | 7 ✓ | 9 ✓ |
| A6 | 15 | 8 | 9 |
| A7 | 12 | 8 | 12 |
| A8 | 13 | 7 | 12 |

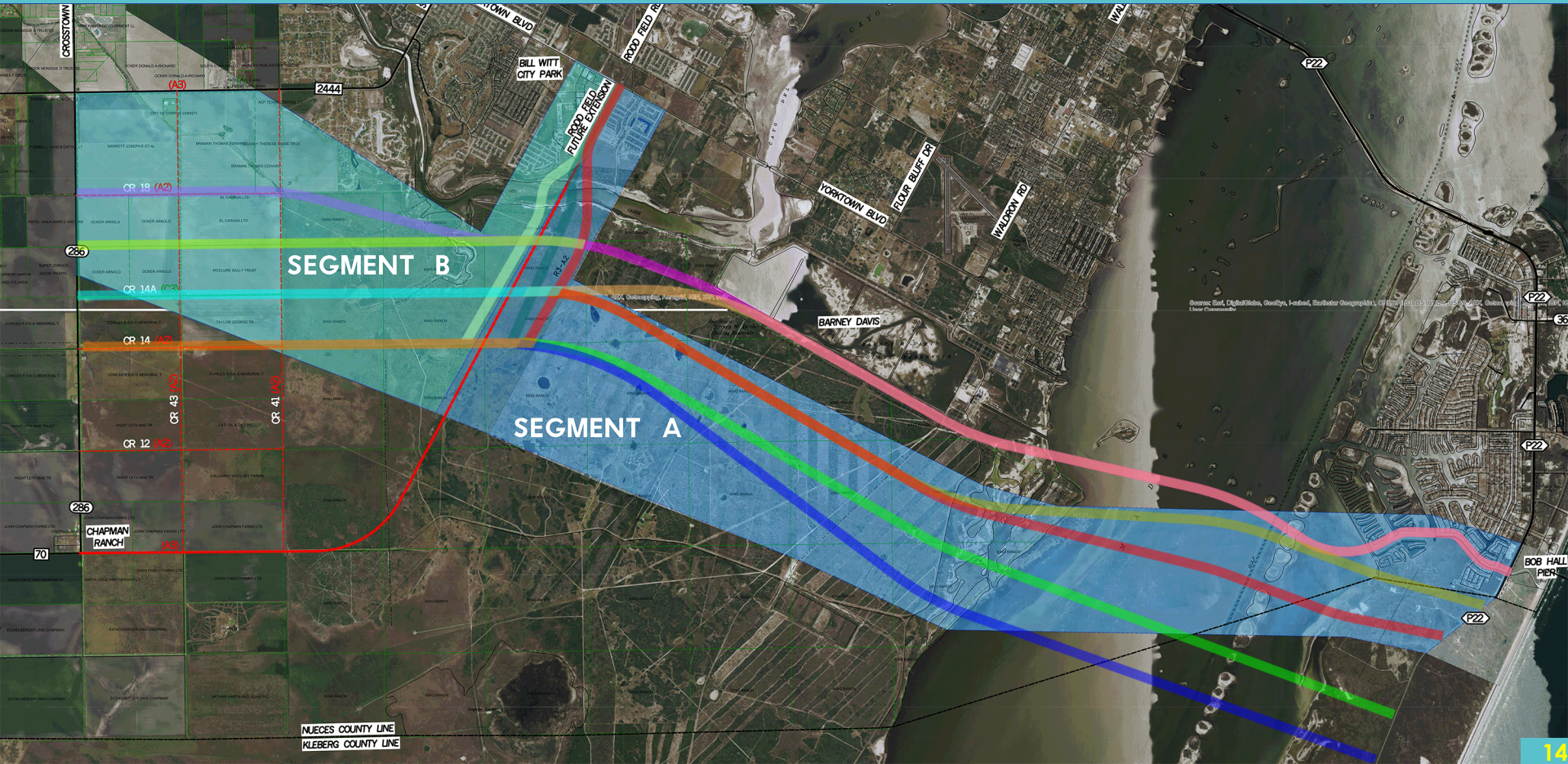
Segment B

| Alignment Alternative | Cumulative Performance Scores | | |
|-----------------------|-------------------------------|-------------|------------|
| | ● | ● | ● |
| B1 | 14 | 12 | 6 |
| B2 | 17 | 9 | 6 |
| B3 | 18 | 9 | 5 |
| B4 ✓ | 18 ✓ | 11 ✓ | 3 ✓ |

Rodd Field Extension

| Alignment Alternative | Cumulative Performance Scores | | |
|-----------------------|-------------------------------|-------------|------------|
| | ● | ● | ● |
| R1 | 7 | 14 | 11 |
| R2 | 7 | 16 | 9 |
| R3 ✓ | 11 ✓ | 16 ✓ | 5 ✓ |

Highest Ranked Alternatives

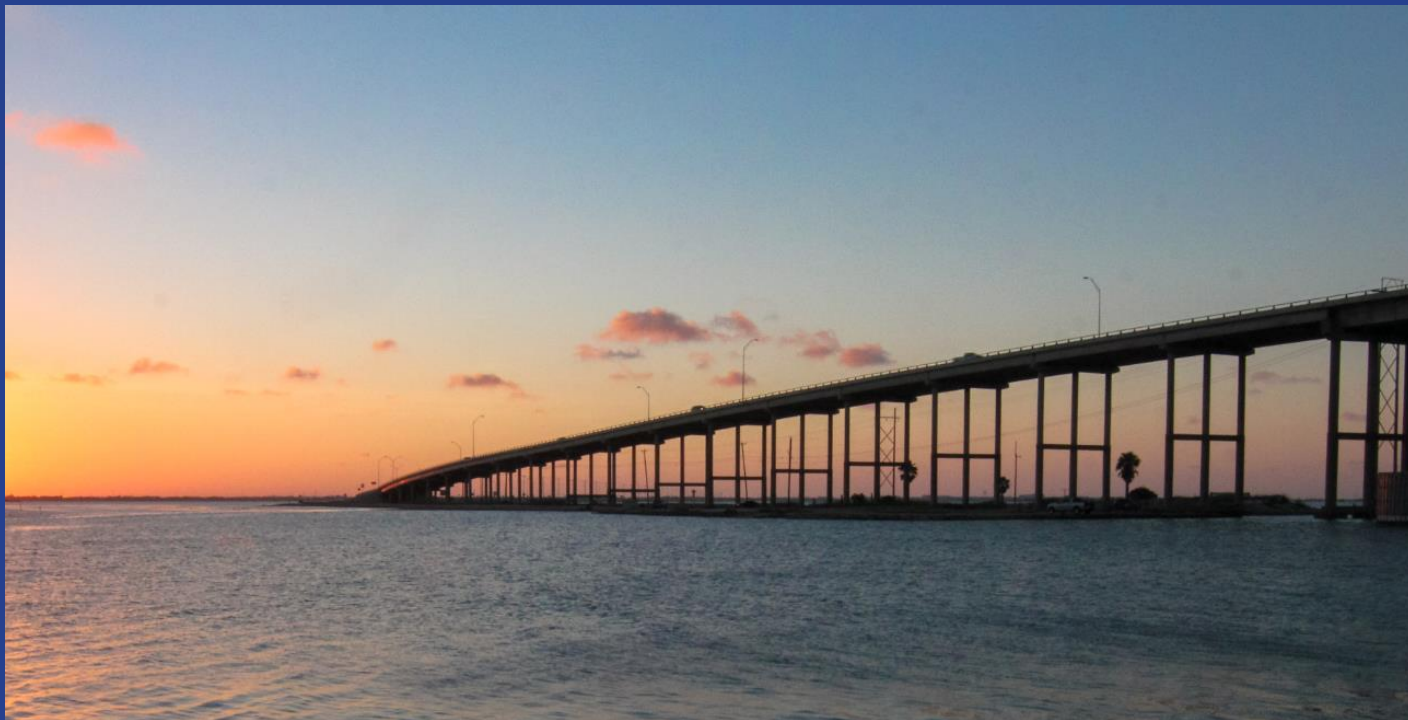


Potential Vision



An at-grade multi-lane transportation corridor designed to accommodate multiple modes for optimal mobility.

Crossing of the Laguna Madre



PR 22 (JFK Causeway)

Conclusions and Recommendations



Amend
City Urban
Transportation
Plan



Further
evaluate
Environmental
Mitigation
Strategies



Consider
additional
connecting
arterial(s)



Continue
Stakeholder
Outreach

Questions?



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