



AGENDA MEMORANDUM

First Reading for the City Council Meeting of February 21, 2017
Second Reading for the City Council Meeting of February 28, 2017

DATE: February 14, 2017

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**One-Way Traffic Flow Along Booty Street
(Bond 2014, Proposition 1)**

CAPTION:

Ordinance amending the Code of Ordinances, Chapter 53, Section 53-250 Schedule I – One Way Streets and Alleys by changing designated portions of Booty Street from a two-way traffic pattern to a one-way traffic pattern and Schedule III – Parking prohibited at all times on certain streets by adding Booty Street; providing for severance; and providing for publication.

PURPOSE:

This ordinance amendment will improve safety, traffic operations and mobility at the intersection of Ayers Street and Santa Fe Street while providing increased on-street parking along Booty Street.

BACKGROUND AND FINDINGS:

Ayers Street, from Alameda Street to Ocean Drive, is a City Bond 2014 (Proposition 1) project. As part of the project the design consultant evaluated safety enhancements to improve traffic operations and mobility for all modes of traffic (cars, buses, pedestrians, cyclists) within the project limits. Part of the evaluation including performing public outreach to private entities (key stakeholders, property owners, local businesses) and public entities (City, Corpus Christi Metropolitan Planning Organization (MPO), Regional Transportation Authority (RTA)) to gather input on safety concerns. Both private and public entities requested evaluating intersection safety. As a result, the reconfiguration of the intersection of Ayers Street and Booty Street at Santa Fe Street was recommended for safety enhancements.

Booty Street and Ayers Street converge at Santa Fe Street to form what is known as a “5-legged” intersection since it is configured as follows: 1) 2-legs (street segments) of Ayers Street, which runs in the east-west direction 2) 2-legs (street segments) of Santa Fe Street, which runs in the north-south

direction and 3)1-leg (street segment) of Booty Street which begins at 11th Street and terminates on the west side of the intersection at Santa Fe Street (see exhibits).

Sante Fe Street and Ayers Street are currently multilane streets while Booty Street functions predominantly as a two-lane, two-way street. A raised concrete island, no more than 100' in length, separates Ayers Street and Booty Street at the Santa Fe Street intersection. Along Booty Street, this concrete island occupies the eastbound lane approaching Santa Fe Street. Eastbound traffic on Booty Street are forced to utilize a short street connection to Ayers Street just west of the Santa Fe Street intersection. Motorists entering the intersection have the option of utilizing either Ayers Street or Booty Street to continue traveling in the westbound direction.

Based on the complexity of the intersection and feedback received during public outreach conducted by the design consultant in 2014, it was recommended to reconfigure the 5-legged intersection. Several options were considered, however, the option which closes off Booty Street and converts a portion of Booty Street to one-way traffic flow, was recommended for consideration to the City. This reconfiguration and design creates an intersection of 4-legs (street segments) which is a more traditional and safer intersection design. This design eliminates any confusion and increases the safety of all modes of traffic entering the intersection since it will only permit westbound motorists to utilize Ayers Street.

Converting the direction of flow along Booty Street to one-way, from Santa Fe Street to 5th Street, allows for head-in angle parking which accommodates increased parking spaces for the affected businesses. The City's Transportation Advisory Commission (TAC) concurred and approved this recommendation at their meeting on November 28, 2015.

ALTERNATIVES:

Denial of the proposed one-way streets on Booty Street. (Not Recommended)

CONFORMITY TO CITY POLICY:

Conforms to City Fiscal Policy.

EMERGENCY / NON-EMERGENCY:

Non-Emergency

DEPARTMENTAL CLEARANCES:

Engineering Services, Street Operations (Traffic Engineering)

FINANCIAL IMPACT:

Operating Revenue Capital Not applicable

Fiscal Year 2016-2017	Project to Date Expenditures (CIP only)	Current Year	Future Years	TOTALS
Line Item Budget				
Encumbered / Expended Amount				
This item				
BALANCE				

Comments:

None

RECOMMENDATION:

City staff recommends approval of the ordinance amendment.

LIST OF SUPPORTING DOCUMENTS:

Ordinance
Location Map
Vicinity Map
Site Plan
Presentation