

Downtown Traffic + Planning Analysis



Planning Commission
April 4, 2018



Purpose

ENTERTAINMENT + TOURISM DESTINATIONS

MOBILITY + WALKABILITY

DOWNTOWN AREA DEVELOPMENT PLAN

HARBOR BRIDGE RELOCATION PROJECT

ONE-WAY TO TWO-WAY STREET CONVERSIONS

DOWNTOWN PARKING ACTION PLAN

**NEED FOR CLEAR
STRATEGY TO GUIDE
PUBLIC INVESTMENTS**



PRIVATE
INVESTMENTS

NEW
CONSTRUCTION

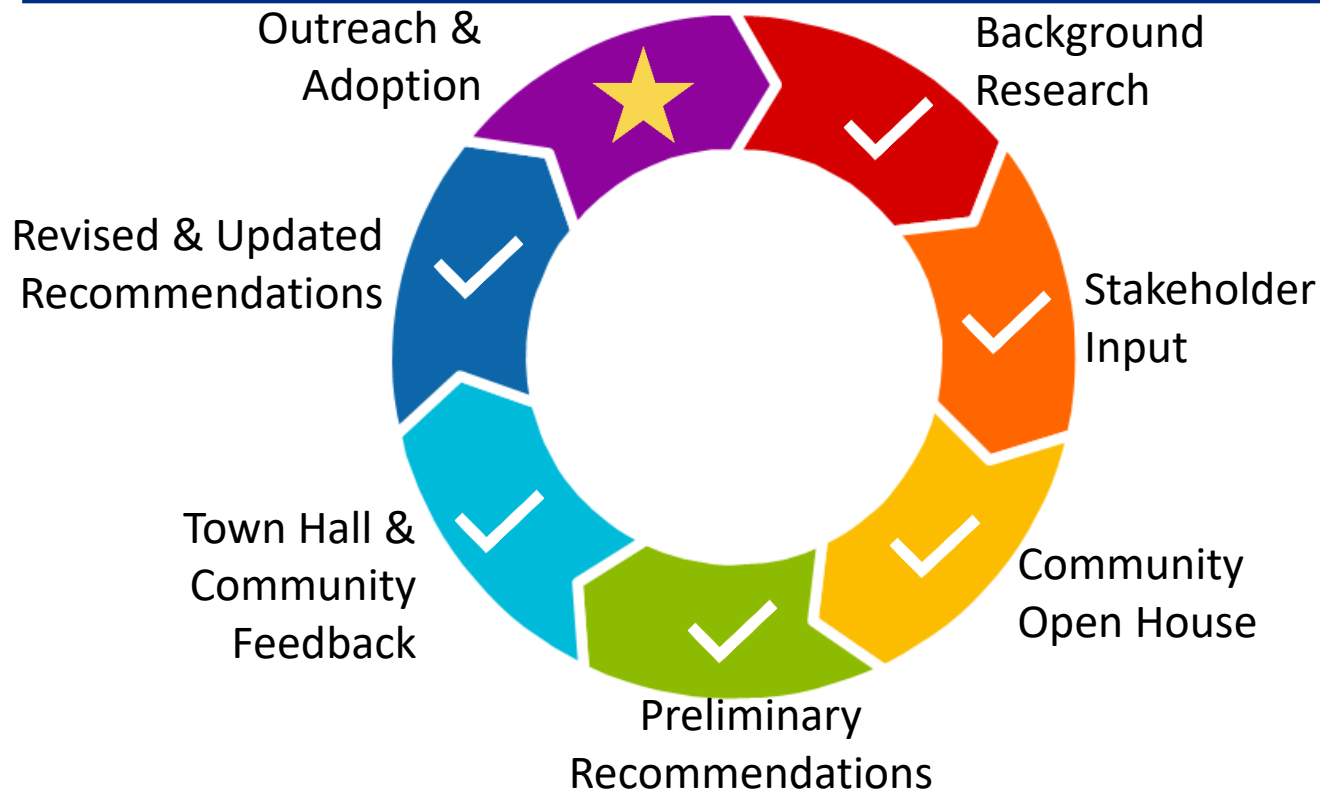
COMMERCIAL
ACTIVITY

REHABILITATION

REVITALIZATION



Iterative Community Feedback





Historic Downtown



Chaparral Street (1941)

Corpus Christi Public Libraries Digital Archives.



Chaparral Street (1950s)

Corpus Christi Public Libraries Digital Archives.



Texas Two-Way Conversion Examples

- Dallas

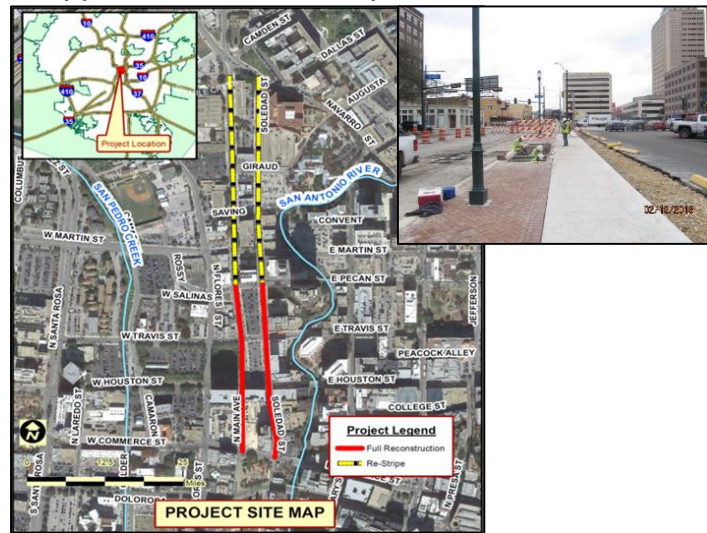
- Portions of Houston, Akard, Federal, Field, and Patterson Streets
 - Direction from City leaders to convert to two-way back in 2005
 - Houston street segment between Young and Elm Streets was last and completed in 2014
- North Houston Street and Victory Avenue conversions approved in 2012, completed 2015
- 2012 Approval to convert Elm and Commerce St.

- San Antonio

- Main and Soledad Streets (Bond 2012)

- Austin

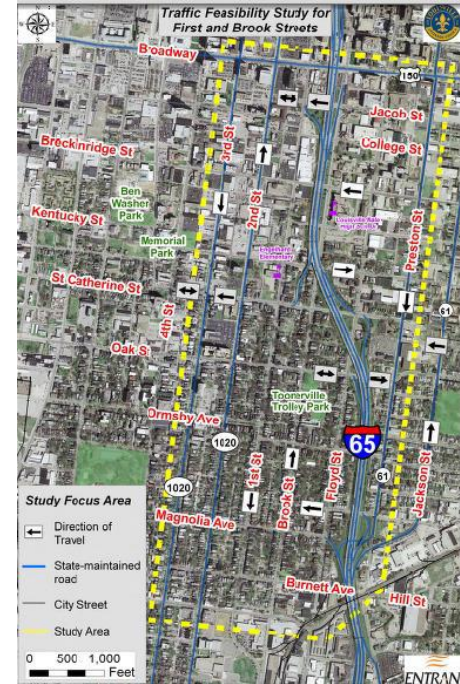
- Completed Cesar Chavez (2006), Brazos (2015), & Fifth Street (2017)
- Approved Bond 2012 for Colorado and Bond 2016 for Nueces St.





Benefits of Conversion

- Louisville, KY Case Study:
 - Two one-way streets converted to two-way streets in 2011
 - Between 2011 and 2013:
 - ↓ Collisions Decreased (36% and 60%)
 - ↓ Crime Decreased 23% (Citywide slight increase 2011-2013)
 - ↓ Slower/Calmer Traffic
 - ↑ Increased Traffic Volumes
 - ↑ Increased Pedestrian and bike traffic
 - ↑ Increased Business Revenues
 - ↑ Increased Property Improvements (2x)
 - ↑ Increased Property Values (39% on just one street)
 - ↑ Increased Tax Revenues



Source: Gilderbloom, John and Riggs, William et. al.: "Two-ways to Fix Our Downtown Neighborhoods," University of Louisville Center for Sustainable Neighborhoods. www.sun.louisville.edu

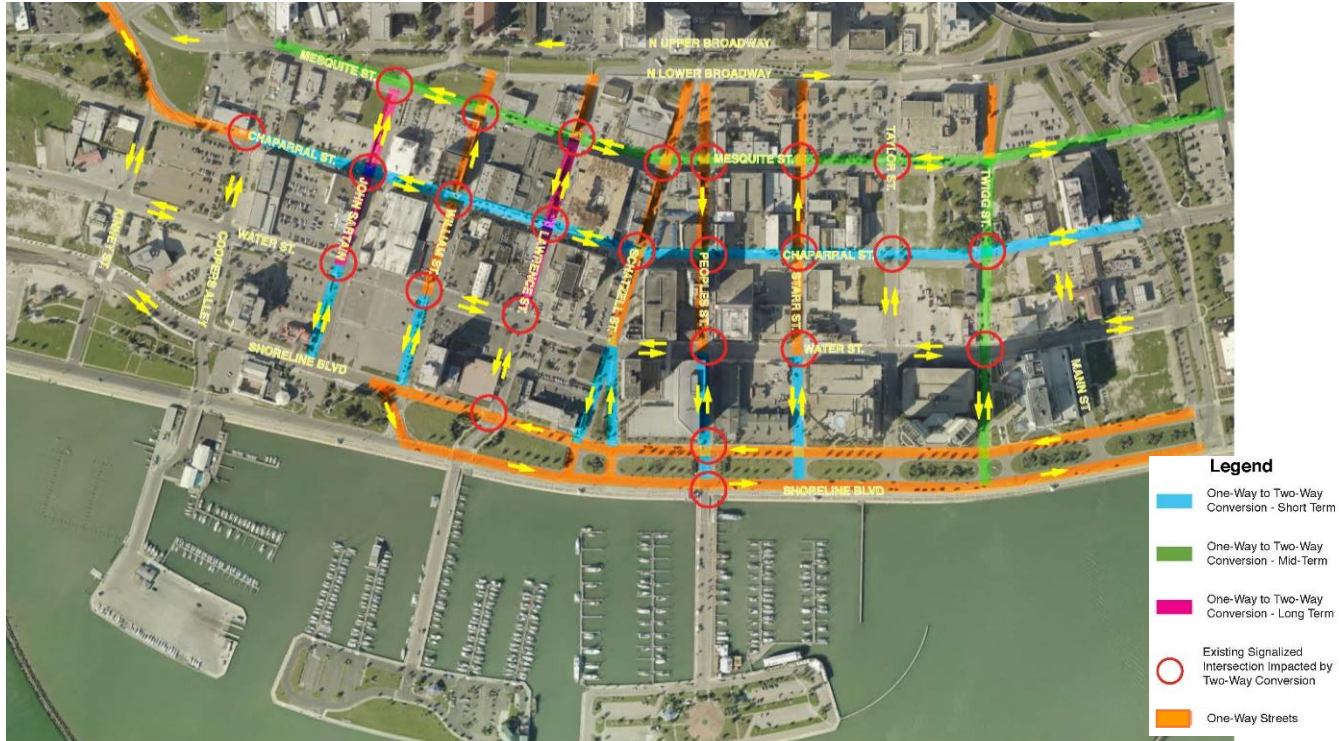


Current Conditions





Two Way Conversion Proposal





- Two-way conversion of Marina Arts District street segments between Shoreline Boulevard and Water Street
- Shoreline Pedestrian Improvements
- Pavement Directional Markings
- Downtown Lighting Phase 1
- Artesian Park
- Lawrence Street pavement repair
- Kinney/Chaparral Intersection
- Agnes Street Configuration Feasibility Study
- Upper & Lower Broadway Feasibility Study
- 4-way stop evaluation



Proposed Mid-Term Projects

2021-2028

- SEA District projects – Harbor Bridge removal in 2021
- Twigg Street Reconstruction
- Water Street Resurfacing
- Agnes & Laredo Operational Improvements
- IH-37 Corridor Plan
- Mesquite Street two-way conversion
- Coopers Alley Intersection Improvements with Mesquite and Chaparral + Sidewalk
- Twigg Street Pedestrian Bridge
- Downtown Lighting Phase 2
- Water Taxi

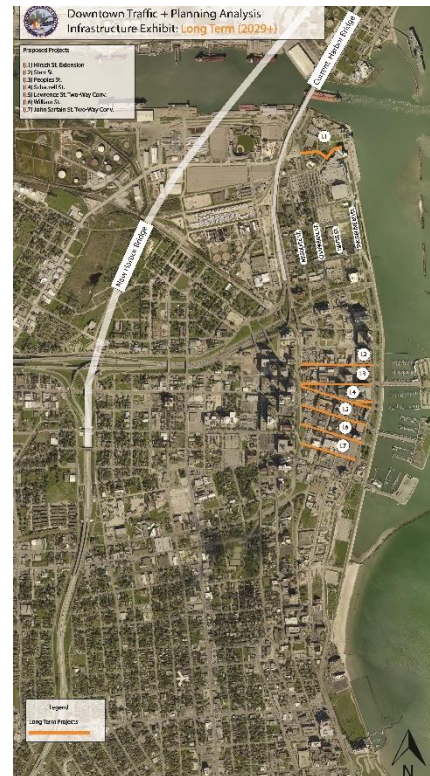




Proposed Long-Term Projects

2029+

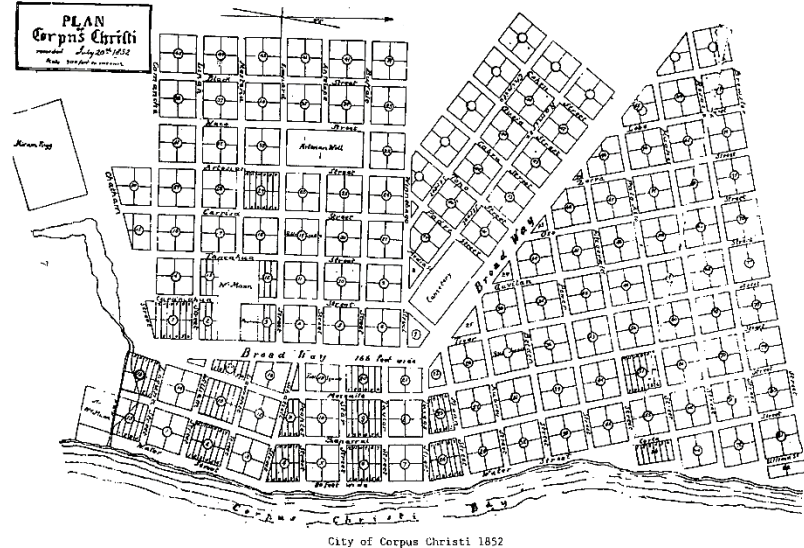
- Hirsch Street Extension by ABC
- Resurfacing Streets in Marina Arts District
- Lawrence & John Sartain two-way conversions





Next Steps

- Document Adoption Process
 - Downtown Management District Board - March 22, 2018
 - Transportation Advisory Commission - March 26, 2018
 - TIRZ #3 Board of Directors - March 27, 2018
 - ★ Planning Commission - April 4, 2018
 - City Council - April 17, 2018 (tentative)
- Loading Zone Planning





Recommendation

Staff recommends adoption of the TIRZ #3
Traffic and Planning Analysis.



Mesquite Street (unknown date)
Corpus Christi Public Libraries Digital Archives.



Chaparral Street (1800s)
Corpus Christi Public Libraries Digital Archives.