

INTRODUCTION

An efficient transportation network is vital to the orderly growth and development of a city. The transportation network significantly influences patterns of growth, intensity of development, and the quality of the urban environment. The purpose of transportation is to move people and goods from one place to another in a safe and expeditious manner. Since transportation provides the means for interaction within the metropolitan area, much of our urban space and financial resources are dedicated to this purpose.

The design of land use developments can be modified to improve the efficiency of a transportation system. Smart development that is user-friendly and mass transit friendly will give better access to more people with fewer vehicles and less congestion. The City will encourage new developments that support easy accessibility by mass transit, pedestrian and bicycle modes.

This Urban Transportation Plan addresses the freeway, arterial, and collector street networks in the City of Corpus Christi and the City's Extraterritorial Jurisdiction. The purpose of the Urban Transportation Plan is to designate the ultimate rights-of-way, improvements and alignments of the transportation network necessary to create an efficient mobility system for pedestrian and vehicular traffic. In addition, the Plan also includes sufficient rights-of-way for the numerous public utilities that must be placed under or over the City's road system. Future transportation requirements for right-of-way dedication are addressed through the Plan's routing and classification of the City's Streets. Adjacent Cities and outlying county areas outside the City's jurisdiction are intended to show the connective nature of the transportation system but not dictate street design beyond the City's area of authority.

Comprehensive Plan "...establish comprehensive planning as a continuous governmental function in order to guide, regulate, and manage future development..." (City Charter 1987)
"...comprehensive plans are general, long range, and broad in scope..." (City Charter 1987)

This Urban Transportation Plan contains overall transportation goals, a hierarchy of street classifications, definitions, a transportation plan map, and a hike and bike trail recreational network map. The Plan will be implemented by the City's Capital Improvements Program, the Platting Ordinance, and other City Codes and ordinances. Note: the right-of-ways provided in the Plan are the City's minimum requirements. The City may require additional right-of-way beyond the minimum requirements of this plan to ensure a safe and efficient street network and to protect public health or safety.

Alternatives to street right-of-way widening to achieve the planned street capacity should be considered when widening is not feasible. Such alternatives may include, but are not limited to, improvement to nearby streets to create relief routes, access management, and traffic signal synchronization or "smart signals". (Amendment 2010)

STATE ENABLING AUTHORITY

Under Chapter 219 of the Texas Local Development Code a Comprehensive Plan may be adopted by the City's Governing body and may include: provisions on zoning, transportation, and public facilities, consist of a single plan or a coordinated set of plans organized by subject and geographic area; and be used to coordinate/guide establishment of development regulations.

AUTHORITY - CITY'S TRANSPORTATION PLAN

The Comprehensive Plan, mandated by the City Charter, requires the City to formulate a "Transportation" element of the Comprehensive Plan. The Urban Transportation Plan is a consolidation of policies and street networks contained in the City's Adopted Area Development Plans. As a part of the City's Comprehensive Plan the Urban Transportation Plan must not be used alone, but with these other elements of the Comprehensive Plan.

GEOGRAPHIC JURISDICTION OF THE PLAN

This is the City's official Transportation Plan for all areas in the City's corporate limits and its Extraterritorial Jurisdiction (ETJ). The City's ETJ extends parallel with, and located five miles beyond the City's city limit line. State law allows a City to exert subdivision regulations in the ETJ and preserve the land for future City expansion.

RELATIONSHIP TO THE METROPOLITAN PLANNING ORGANIZATION (MPO)

The Federal-Aid Highway Act of 1962, and subsequent amendments requires that states and local governments for each urbanized area provide a continuing transportation planning program to receive federal transportation funds. A 1973 amendment to the Highway Act also required the governor of each state, with the concurrence of local jurisdictions, to designate a Metropolitan Planning Organization (MPO) for every urbanized area in the state to serve as the area-wide transportation planning agency.

To conform to this directive, the Cities of Corpus Christi and Portland, the Counties of Nueces and San Patricio, the Regional Transit Authority and the State Department of Highways entered into an urban transportation study agreement in 1973 to establish the transportation planning process for the Corpus Christi urbanized area. The Corpus Christi Metropolitan Planning Organization assists member cities by coordinating transportation plans between the various MPO members, conducting planning studies to address regional transportation needs, and funnel State and Federal transportation funds to high priority MPO transportation projects. By adoption of this plan, the City of Corpus Christi recommends the MPO update its transportation plan consistent with the City's Urban Transportation Plan.

THE LAND USE AND TRANSPORTATION SYSTEM

The transportation system provides a land access function and a traffic movement function. In order to provide a safe and efficient street network, it is important to recognize the dual function of moving traffic quickly, and at the same time providing access to individual properties. Because of these opposing and sometimes conflicting functional characteristics, no single roadway type can safely or efficiently meet all travel needs. The Urban Transportation Plan is based on the principle that higher land use intensities should be served by higher volume streets and lower land use intensities should be served by lower volume streets.

A system of street classifications in the Transportation Plan establishes the appropriate type of street to serve where land access is the primary function and those streets where traffic movement is the primary function. Business, industrial, or institutional centers, in particular, require accessibility, visibility, and thus, coordination with the thoroughfare system.

In addition, the transportation network must complement and be integrated with the existing land uses. The type, density and location of land developments combined with the type of street available to serve the developments have a dramatic effect on traffic generation and performance of the transportation system. A key goal of the transportation plan is to appropriately match the street type with the existing and future use of adjacent property.

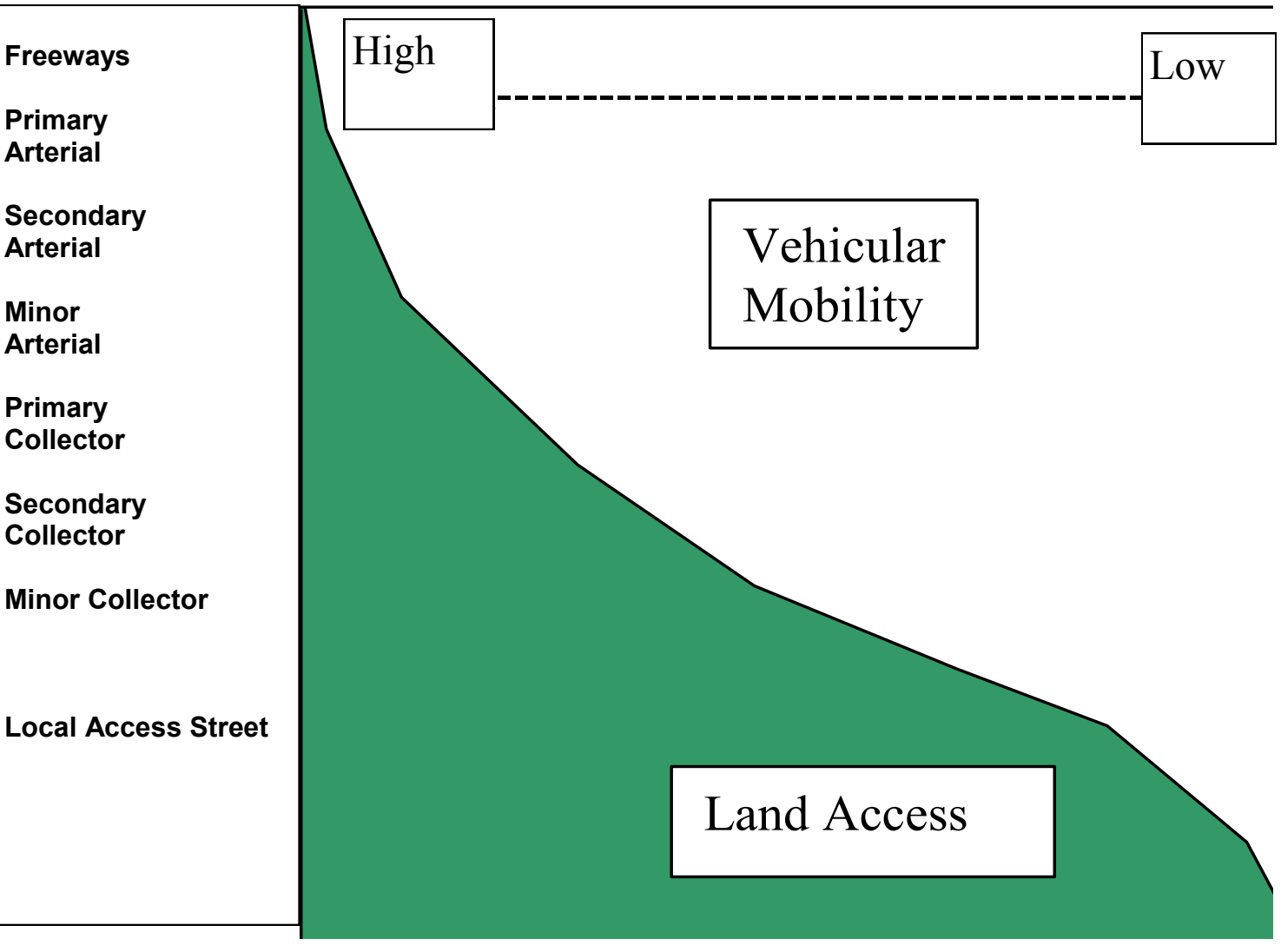
The appropriate street type and its configuration/alignment will have a significant impact on the quality of life within the community. For example, building wide straight streets through a neighborhood may make the neighborhood unattractive for residential uses due to the speed of traffic and traffic volumes. Building a narrow street next to a shopping center will result in traffic congestion. Conversely, building a street appropriate for the land uses it will serve can greatly enhance the quality of life in the community.

TRANSPORTATION PLAN GOALS

The following are overall goals for the Transportation System. More detailed policy statements can be found in specific elements of the Comprehensive Plan, i.e., Area Development Plans, Corpus Christi Policy Statements, etc.

- Quality of Life** – Develop a fully integrated, multi-modal transportation system to serve as a catalyst to enhance quality of life.
- Access and Mobility** – Improve access and mobility for people and goods throughout the region, in a safe, affordable, efficient and convenient manner.
- Air Quality** – Develop a transportation system that will maintain healthy air in the region.
- Travel Choices** – Provide affordable, convenient, safe, and integrated travel choices.
- Economic Vitality** – Enhance the economic vitality of our region by efficiently and effectively connecting people to jobs, goods, and services, and by moving goods within our region and beyond with an integrated multi-modal freight system.
- Equity** – Pursue a transportation system that addresses the needs of all people in all parts of the region and assure that impacts of transportation projects don't adversely affect a particular community disproportionately.
- Transportation and Land Use** – Influence land use policies to improve access to jobs, services and housing to everyone in the region by using sound planning, market forces and regulatory processes.
- Funding and Revenue** – Develop appropriate, innovative, equitable, and stable funding sources and identify cost-reduction measures.
- Health and Safety** – Improve the health of our residents by developing systems that would encourage walking and biking; assure efficient transportation systems and networks for emergency access and emergency evacuation.
- Environmental Sustainability** – Develop the transportation system to promote and enhance environmental quality for the present and future generations.

Roadway Function—Mobility VS Land Access



ROADWAY CLASSIFICATION

Local Access Streets (not shown on the map)

Local Access Streets are the most common of street types and provide access to individual residences, elementary schools and parks in a neighborhood. The local street is intended to discourage through traffic and is designed for low volumes of traffic. To reinforce low traffic volumes and prevent high speed short cutting through neighborhoods, off-set or "T" intersections are appropriate.

Collectors

The Collector Street type collects and distributes traffic to and from local streets, other collectors, arterials, and freeway frontage roads. The function of this street type is to "collect" neighborhood traffic and strategically direct the traffic to the arterial grid system. However, the Collector Street System should not create high speed "short cuts" through residential neighborhoods. The ideal collector street intersection spacing between arterials is 0.25 to 0.50 miles apart. On-street parking and direct access to homes from this street type is discouraged.

C1—Minor Residential Collector

The Minor Residential Collector is the lowest order collector and provides for internal neighborhood circulation as well as property access. This type of collector should not connect parallel arterial streets but may connect with arterial streets which are perpendicular to one another. The most common type of Collector Street, this collector will circulate traffic within a neighborhood, moving it from a higher order arterial street to a local access street. This street class is not intended to be continuous for more than one mile. Off-sets, or "T" intersections, are appropriate for this class of street in order to prevent short cuts through neighborhoods. This street type may serve low density housing to medium density residential uses, elementary schools or other uses with similar traffic generating characteristics.

C2 - Secondary Collector

The Secondary Collector will be used to upgrade an existing Minor Collector Street where traffic generation has exceeded existing street capacity or in undeveloped areas where the density of development may not warrant a higher street classification. The Secondary Collectors may service low density residential uses, medium density residential uses, elementary and middle schools, low intensity business uses or other uses with similar traffic generating characteristics.

C3—Primary Collector

The Primary Collector provides access to commercial developments and/or several

neighborhoods and may intersect with two or more arterial streets. The primary collector can augment the freeway or arterial system where high-density development generates significant amounts of traffic. The Primary Collector may be used to support the freeway system by paralleling the freeway and providing a relief route for traffic from high density uses next to the freeway. The Primary Collector is expected to support heavy delivery vehicle traffic and is built to a higher more durable standard than the Secondary or Minor Collector Streets. Primary Collector Streets serve medium to high density housing, high schools, public facilities and business uses.

PI—Parkway Collector

Parkways take advantage of natural or man-made scenic views or areas. Parkways will contain hike and bike trails on the "scenic" side of the street.

Arterials

Arterial streets bring traffic to and from the freeway and accommodate high volumes of cross-town traffic. The ideal design of the arterial system is characterized by a grid street pattern with arterial spacing at 1 to 1.5 mile intervals. Efficient movement is the primary function of arterial roads, hence, private access and frontage should be controlled and limited to high volume generators like shopping centers, universities, employment centers, etc. Residential properties should not front on these roads as access to small single lot developments can erode the traffic carry capacity of the arterial system.

A1 - Minor Arterial Undivided

The Minor Arterial provides for citywide and inter neighborhood traffic mobility but functions at a lower level than the Secondary Arterial. The primary emphasis is on traffic movement with more emphasis on land access than the Secondary Arterial.

A2—Secondary Arterial Divided

A facility that connects and augments the primary arterial system. The purpose of this arterial is to provide citywide traffic mobility but functions at a lower level and places more emphasis on land access than the Primary Arterial.

A3 - Primary Arterial Divided

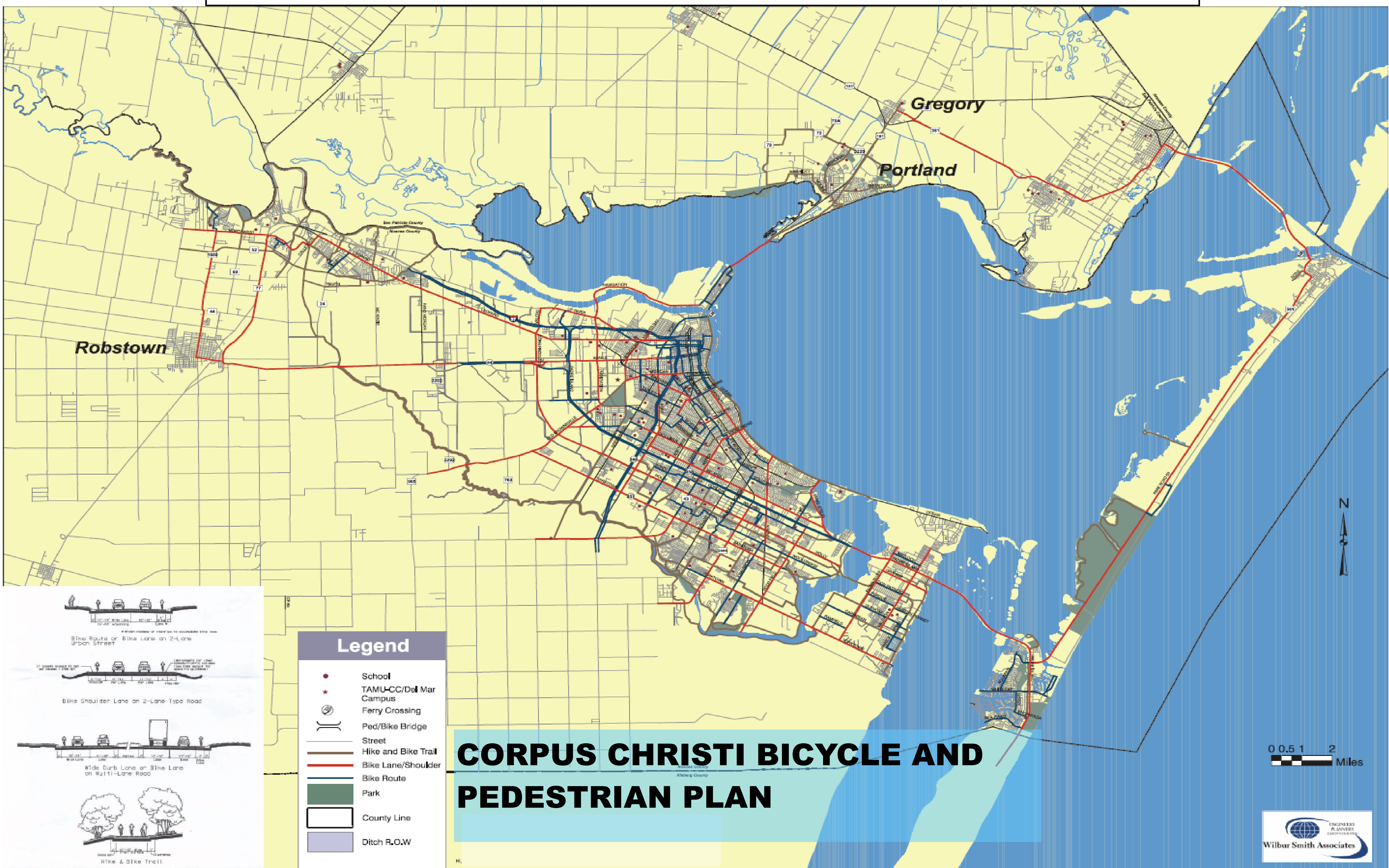
A roadway that augments the freeway system and serves major through movements of traffic between important centers of activity, major traffic generators, and with a substantial portion of trips entering and leaving the area. Service to abutting land is subordinate to the function of moving through traffic. Traffic speed is high and on street bicycle traffic is discouraged or prohibited.

Designation	Urban Streets ¹	ROW	Pavement of Curb to Back of Curb	Thru Travel Lanes	Median / Center Turn Lane	Between Intersections At Blocks	Bikeway Capable ²	Sidewalk ³	Back of Curb to Property Line	Maximum Desirable Average Daily Trips (ADT)
Local	Residential	50'	28'	1 Lane & Parking	No	No	Yes	4'	11'	500
Collectors										
C1	Minor Residential Collector	60'	40'	2 Lanes	No	1/4 to 1/2 Mile	Yes	4'	10'	1,000 to 3,000
C2	Secondary Collector	65'	41'	3 Lanes	Center Turn	1/4 to 1/2 Mile	Yes	5'	12'	2,000 to 5,500
C3	Primary Collector	75'	50'	4 Lanes	No	1/4 to 1/2 Mile	Yes	5'	12.5'	4,000 to 8,500
P1	Parkway Collector	80'	40'	2 Lanes	No	1/4 to 1/2 Mile	Yes	5-8'	14.5' to 25.5'	1,000 to 3,000
Arterials										
A1	Minor Arterial Undivided	95'	64'	4 Lanes	Center Turn	1/2 to 1 1/2 Miles	Yes	5'	15.5'	15,000 to 24,000
A2	Secondary Arterial Divided	100'	54'	4 Lanes	Median	1/2 to 1 1/2 Miles	Yes	5'	15'	20,000 to 32,000
A3	Primary - Arterial Divided	130'	79'	6 Lanes	Median	1/2 to 1 1/2 Miles	Yes	5'	17.5'	30,000 to 48,000
Freeways										
F1	Freeway/Expressway	400'	varies	4 - 10 Lanes	Median	4 to 5 Miles	No	-----	19'	60,000 to 200,000
Rural Streets										
Designation	Rural Streets	ROW	Pavement	Lanes	Shoulders	V Ditch or Left Turn	Drainage Per Side	Bikeway Capable	Sidewalk ³	
RA1	Minor Rural Arterial Undivided	125'	44'	2 Lanes	10'	-----	40.5'	Yes	No	
RA2	Secondary Rural Arterial Undivided	150'	82'	4 Lanes	10'	Center Turn	41.5'	Yes	No	
RA3	Primary Rural Arterial Divided	250'	76'	4 Lanes	10'	Median V-Ditch	48'	Yes	No	

¹ Urban Streets contain curb, gutter, and underground drainage. Rural streets do not include curbs, gutters or underground drainage.

² Bike routes require a minimum of 14 feet of useable lane width for shared motor vehicle/bicycle lanes. Widening may be required to accommodate bikeways.

³ Require 5' sidewalks unless driveways will exist every 50' then allow 4' sidewalks. Sidewalks are not required in industrial areas.



CORPUS CHRISTI BICYCLE AND PEDESTRIAN PLAN

Freeways

Freeways include all interstate highways, expressways or other limited access facilities. The freeway's primary function is to serve high-speed regional and cross-town traffic. These roadways are characterized by access control and are usually multi-lane divided roads with few, if any, intersections at grade. Traffic speed is high and on street bicycle traffic is prohibited on the main lanes.

Special Purpose Streets

This street type refers type to a cross-section that does not meet the standard cross-section design due to specific conditions caused by existing development, state statute or other factors. This classification may be designated as an arterial, collector or local street.

Marginal Access

A service street that runs parallel to a higher order street and provides access to abutting properties and separation from through traffic. The Marginal Access Street may be designed as a local access street or secondary collector according to anticipated daily traffic. Minimum width for a marginal access street will be 38 feet.

LOS -LEVEL OF SERVICE

Level of Service (LOS) is a means to assess the performance of a road system and to quantify the Community's overall goals for road system performance. The LOS measure is based on traffic flow involving length of queues, traffic density (light, moderate, heavy), and congestion. This system of describing traffic conditions is hierarchical, with LOS A being best and descending to LOS F, as traffic conditions deteriorate. Levels range from:

- A: Light traffic on approach, short stable queues exist during red signal phase.
- B: Moderate traffic on approach, stable queues, little additional delay.
- C: Moderately heavy traffic on approach, moderately long but stable queues during red signal phase, moderate but acceptable delay.
- D: Heavy traffic on approach, long unstable queues, delays sometimes becoming excessive.
- E: Heavy flow (capacity) on approach, long queues suffering excessive delays.
- F: Heavily congested traffic conditions. More traffic demand than signal capacity.

An important goal for the City of Corpus Christi is to achieve a Level Of Service no lower than LOS C for the City's arterial street system.

CENTRAL BUSINESS DISTRICT

The City and the Regional Transit Authority (RTA) will continue to promote public transportation alternatives and park and ride programs from suburban locations to the central business district in conjunction with downtown redevelopment projects. A fundamental element of downtown redevelopment is to provide facilities to support high density/intensity downtown activities. A key component will be providing a covenant park and ride program to serve the downtown. A second key component will be downtown circulator transit routes that link major commercial centers, convention areas and tourist attractions to hotels and parking facilities. These programs will minimize the need for downtown surface parking and preserve downtown land for high intensity developments.

URBAN TRANSPORTATION PLAN AMENDMENT PROCESS

To maintain flexibility in transportation planning, a process is provided so amendments can be made to the Urban Transportation Plan. The amendment process is outlined in the City Charter (1987) and requires at least one public hearing by the Planning Commission prior to City Council public hearing and adoption. The City's Planning Director shall determine if a proposed development is inconsistent with the Comprehensive Plan and make recommendations to the City Council, Planning Commission, or other Boards or Commissions accordingly.

Any proposed development which is not consistent with the Corpus Christi Urban Transportation Plan requires a plan amendment. Inconsistency with the Comprehensive Plan may be defined as any proposed roadway pattern that changes the Urban Transportation Plan proposed street classification, reduces travel lanes indicated in the adopted plan, or connects or fails to connect with other roadways as indicated in the plan. The Director of Development Services / Planning Director and City Engineer may allow minor plan deviations where a street is already fully improved (curb, gutter and underground drainage) with the requisite number of travel lanes and / or in State ROWs consistent with TxDOT requirements.

MASS TRANSIT - REGIONAL TRANSIT AUTHORITY

The City shall encourage the use of mass transit facilities by integrating the long-term design of Regional Transit Authority (RTA) mass transit facilities, services and routes into the City's street facility design requirements in the Capital Improvements Program and into requirements of new subdivisions, commercial developments and public facilities.

The City shall encourage or require that roadway designs contain sufficient accommodations for bus stops, including bus pads, bus pull-ins, and adequate right-of-way for bus stops, shelters and related passenger amenities.

BICYCLE AND PEDESTRIAN PLAN

The intent of the Corpus Christi's Bicycle and Pedestrian Plan is to meet the American Association of State Highway and Transportation Officials (AASHTO) "Guide for the Development of Bicycle Facilities". The Bicycle and Pedestrian Plan was developed by the Metropolitan Planning Organization and adopted by the City of Corpus Christi. Bikeways shall consist of three basic types of facilities:

- Hike and Bike Trail – A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the street right-of-way or within an independent right-of-way.
- Bikeway / Shoulder – A portion of a roadway which has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists.
- Bike Route (Signed Shared Roadway) – A shared roadway with or without bikeway designated route signage.

For more information, see the Corpus Christi Bicycle and Transportation Plan.

VISION STATEMENT FOR COMPLETE STREETS

Corpus Christi's streets will continue to be safe for all to travel, even our most vulnerable citizens – children, older adults, and those with disabilities, and our streets will promote health through physical activity and active transportation. (Amendment 2010)

OFFSET RIGHTS-OF-WAY

Right-of-way dedications during the subdivision process are intended to be shared equally between adjacent property owners. Occasionally, existing development on one side of the roadway will become an obstacle to increasing the right-of-way equally on both sides of the roadway. In such cases an more right-of-way will need to be acquired on one side of the roadway than the other. In such cases the City will acquire, through dedication, up to one half of the total street right-of-way with the remaining "offset" portion to be purchased by the City or some other public entity. Until the City has the funds available for purchase of the right-of-way, a building line shall be placed on the property, as indicated by an offset right-of-way designation on the Transportation Plan Map and / or subdivision plat. The purpose of the building line is to prevent structures from being erected on property that will later be purchased for street widening. Yard requirements must be measured from the future right-of-way line established by the Building Line. The following is a list of streets where an offset may occur:

- Woolbridge Road between Rodd Field Road and the extension of Ennis Joslin Drive
- State Highway 361 between the Packery Channel and the Port Anansas City Limits
- County Road 52 (Haven Drive) extended east of McKenzie Road
- Holly Road east of Rodd Field Drive
- Chapman Ranch Road (State Highway 286) south F.M. 43
- Graham Road between Laguna Shores Road and the Cayo Del Oso
- Clarkwood Road between State Highway 44 and IH 37
- Carbon Plan Road between IH 37 and Nueces River
- Cimarron Boulevard between Yorktown and Oso Parkway

Note: a minimum 20 foot yard requirement must be provided in addition to the above rights-of-way.

ADOPTION

On March 9, 2010 the City Council adopted the Urban Transportation Plan after public hearings before the Metropolitan Planning Organization Technical Advisory Committee, the City's Transportation Advisory Committee, the Planning Commission and City Council.

