

SOUTH PADRE ISLAND

Master Thoroughfare Plan



ACKNOWLEDGEMENTS

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CHAPTER 1: INTRODUCTION

Purpose of the Master Thoroughfare Plan

A Master Thoroughfare Plan (MTP) establishes a community's transportation policy direction and provides a long-term vision of the major street network necessary to meet future mobility needs. The thoroughfare network forms one of the most visible and permanent elements of the community. The MTP, Future Land Use Plan and Comprehensive Master Plan establish the framework for community growth and development, and forms a long-range statement of public policy.

This plan serves as the primary tool to enable the City to preserve future corridors and the necessary right-of-way to establish appropriate thoroughfare corridors as development occurs and to improve the existing street system as the need arises. The MTP locates and classifies streets by needed capacity for through traffic, access to adjacent land uses, and compatibility with each street's development character. Street design guidance in this plan provides the ability to better integrate networks of other mode choices, including walking and bicycling. The plan guides future investments and provides the public and the development community with information about the long-term plan for the road network. Simply put, a Master Thoroughfare Plan is a community's blueprint for a safe, efficient, and sustainable transportation system. It seeks to create and sustain a system that balances local and regional priorities and existing and future conditions, to steer the community toward its vision for the future.

Chapter 2: Thoroughfare Plan Classification includes information related to roadway classification, right-of-way requirements, basic design criteria, and future alignments and roadways.

Chapter 3: Thoroughfare Design Standards provides guidance on sidewalk, on-street parking, and bicycling design to support alternative modes of travel and also includes typical sections for each type of thoroughfare classification.

Chapter 4: Implementation and Recommendations outlines recommended prioritization of transportation improvement needs to provide the City with the ability to best determine effective timing for mobility investments. It also discusses additional steps for successful implementation of the MTP.

City Overview

The City of South Padre Island is a coastal city located on a barrier island of the same name along the Gulf Coast of Texas. The City has a burgeoning variety of permanent and seasonal residents and visitors. Many people who work on the island, live elsewhere and commute to the City every day. Visitors peak during Spring Break and the summer, causing high demands on Queen Isabella Causeway, the only road connecting the City to the mainland, and the existing thoroughfare network.

Existing Transportation System

Existing Thoroughfare Network

Figure 1 shows the City's existing thoroughfare network. PR 100 (Padre Blvd) is the spine that runs north-south along the City of South Padre Island and is currently under design and construction for sidewalks, medians and boardwalks. It is currently a five-lane undivided roadway north of Dolphin Street and a four-lane divided roadway south of Dolphin Street maintained by the Texas Department of Transportation (TxDOT). The buildings along PR 100 (Padre Blvd) are at a significantly higher elevation than the adjacent roadway sidewalk due to changes in Base Flood Elevation requirements over the years. There is a significant amount of pull-in parking spaces along PR 100 (Padre Blvd) where drivers can drive over the sidewalk to park on private property. Laguna Blvd and Gulf Blvd are the other two streets that run north-south along South Padre Island. Gulf Blvd is a two-lane undivided street that was reconstructed in 2017 to include parallel on-street parking along the west side, brick paver crosswalks, and a shared use path on the east side of Gulf. Laguna Blvd is currently a two-lane undivided street with an eight-foot sidewalk along the east side of the road. There are 55+ east-west streets along the island, most of which do not currently have curb and gutter or sidewalk. Of these east-west streets, some are private and some have been recently reconstructed to include elements such as curb and gutter, sidewalk, and parallel on-street parking.



Queen Isabella Causeway

Introduction

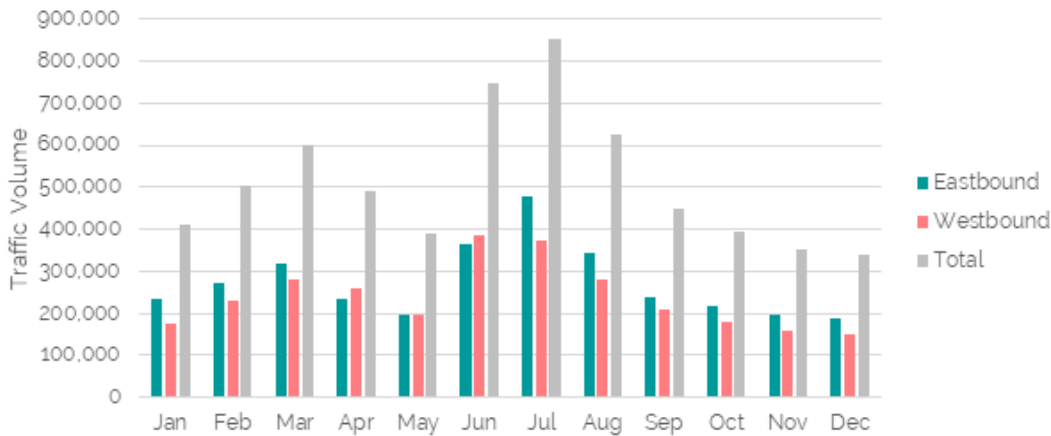
Figure 1 South Padre Island's Existing Thoroughfare Network



Traffic Volume Trends

The traffic demand on the network is variable to the season due to the tourism attractions of South Padre Island. There are relatively few year-round residents and a significant amount of people commute from other cities in Cameron County and the Lower Rio Grande Valley to the island daily to access their employment. South Padre Island's peak season is during spring break and summer, as seen in the spikes of traffic crossing the causeway in March, June, July and August in **Figure 2**.

Figure 2 - 2017 Causeway Crossing Data Provided by SPI PD (with volume adjustments for missing information in August and September)



Bicycle and Pedestrian System

PR 100 (Padre Blvd) is currently under design and construction to implement new ADA compliant sidewalk and buffered bike lanes. Gulf Blvd currently has sidewalk on the west side and a shared use path on the east side, while Laguna Blvd currently has an eight-foot sidewalk on the east side. Most east-west streets operate at slow speeds and are comfortable for bicyclists, but do not have consistent sidewalk along at least one side of the street currently. This lack of a connected bicycle and pedestrian system



Existing Sidewalk on E Red Snapper St

pushes people to walk on the street and jaywalk across PR 100 (Padre Blvd). A majority of bus riders in South Padre Island walk to the bus stop and walk from the bus stop to their final destination, making a connected bicycle and pedestrian system even more imperative.

Transit System

South Padre Island is currently served from 7:00AM to 9:00PM by Island Metro, a fare-free transit service, that also includes routes to Port Isabel and Laguna Heights. Although South Padre Island has the lowest ridership out of the three routes, it experiences the most dramatic variances in ridership in March when students have Spring Break. Island Metro's South Padre Island Route runs north-south on PR 100 (Padre Blvd) from the transfer center on the south end to the Convention Centre to the north, north-south on Gulf Blvd from Harbor St to Sunset Dr, and crosses between Gulf Blvd and PR 100 (Padre Blvd) on East Harbor St and East Sunset Dr. A study was completed in February 2017 that discusses transit efficiency and effectiveness on South Padre Island and also recommends improvements to the transit system that the City can implement in the future.

Key Considerations

The following key considerations guided the development of this Master Thoroughfare Plan and the project prioritization:

- **Parking Capacity** – prioritizes projects that maximize the parking capacity of the island to meet the General Land Office (GLO)'s requirements.
- **Connectivity** – enhance access and connectivity across the community for all modes of transportation.
- **Maintenance** – prioritizes projects that requires urgent maintenance.
- **Emergency Access** – provide adequate access for emergency vehicles to reach their destination in a safe and timely manner.

Transportation Planning Framework

The following previously adopted plans of the City and County were used to inform this Master Thoroughfare Plan and are summarized as follows:

1994 Cameron County Thoroughfare Plan

The 1994 Cameron County Thoroughfare Plan shows the PR 100 (Padre Blvd) alignment closer to the bay side than the beach side, where it has actually been built.

2008 Town of South Padre Island Comprehensive Plan

The comprehensive plan sets forth the Town of South Padre Island's vision and blueprint for its future physical and economic development.

2011 Padre Boulevard and Entertainment District Form-Based Code (Revised in 2015)

This Form Based Code was developed to “revitalize Padre Boulevard to be an attractive, vibrant commercial corridor in the community, and to develop the Entertainment District into a walkable, mixed-use regional destination.”

2011 City of South Padre Island Transportation Plan Report

This transportation report presents a comprehensive set of roadway, transit and parking recommendations to address future mobility and development needs.

2016 City of South Padre Island Street Master Plan

The City of South Padre Island Street Master Plan was developed by City Staff to “create aesthetically pleasing and functionally connected side streets within the City” and also to “provide conceptual ideas and alternatives for engineering phases” for the areas from Oleander Street to Morningside Drive.

2016 PR 100 (Padre Blvd) Raised Median Analysis

This document was developed to address the impacts of implementing raised medians where a two-way left-turn lane existed before, as well as evaluating the problematic areas with close driveway access spacing, conflict points or other operational issues, and to recommend the appropriate improvements to PR 100 (Padre Blvd) from Kingfish St to the Convention Centre. This document is the base analysis for the PR 100 (Padre Blvd) Median Construction project anticipated to be constructed in 2019. The future median openings shown in the Master Thoroughfare Plan Classification Map are based on this analysis and the construction plans agreed upon by the City and TxDOT.

2017 South Padre Island Transit Efficiency and Effectiveness Study Final Plan

This document was developed to “help identify new strategies and service designs to meet the growing needs of the region and serve as a blueprint for decision makers to rely on when considering service changes in the future.”

2018 City of South Padre Island Comprehensive Plan

City Council approved the 2018 City of South Padre Island Comprehensive Plan in January 2018.

Public Input

An important component of the creation of the City of South Padre Island's MTP was the identification and integration of the community's transportation priorities, which acted as a guide for the development of the new plan. Instead of addressing limited components of the network with a focus only on vehicular movement, current transportation planning best practices include improving the efficiency of the system in ways that promote the community's values. Cities are implementing complete streets and context sensitive solutions to create safer, more livable and visually appealing places that consistent with their social, environmental and economic values. For this MTP, the priorities of residents, business owners, and community leaders were evaluated to reflect the desires of the community.

The public input process was designed to encourage involvement from a broad spectrum of stakeholders in a variety of formats.

The **First Public Meeting** took place on Thursday October 5th, 2017 from 4:00PM to 6:00PM at City Hall. The information displayed and discussed at the meeting included street classifications, typical sections, and improvements to parking and sidewalk on each street. Stakeholders were able to discuss the information with City staff and the consultant team and were encouraged to write their thoughts on comment cards. Generally, stakeholders gave insight on which streets are private, where they are experiencing major drainage issues, and what they like and dislike about the current design and construction of PR 100 (Padre Blvd).



First Public Meeting

The **Second Public Meeting** took place on May 1st, 2018 from 4:00PM to 6:00PM at City Hall. The information displayed and discussed included updated materials from the first public meeting and also the initial prioritization tables. Stakeholder participants were invited to visit, walk through, and provide feedback. Generally, stakeholders gave insight on the need for a median opening at Clipper Lane, the City's sidewalk installation requirement and Sidewalk In-Lieu Payment program, and what they like and dislike about various street elements on Laguna Blvd and Gulf Blvd. The insight provided by stakeholders at both public meetings has been incorporated into this plan.

CHAPTER 2: THOROUGHFARE PLAN CLASSIFICATION

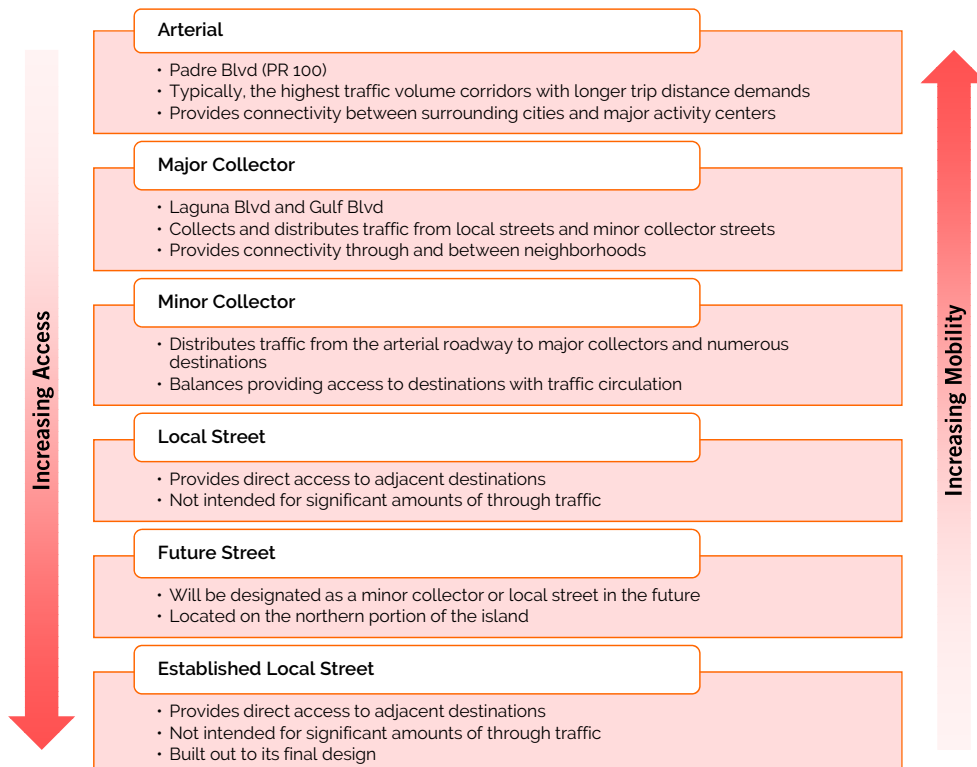
Master Thoroughfare Plan Overview

The Master Thoroughfare Plan is the tool that enables the City to preserve future roadway corridors, to protect or acquire the necessary right-of-way to improve the local transportation system, and to guide the City in its endeavor to develop a cohesive street look.

The Master Thoroughfare Plan Classification Map is presented in **Figure 3**.

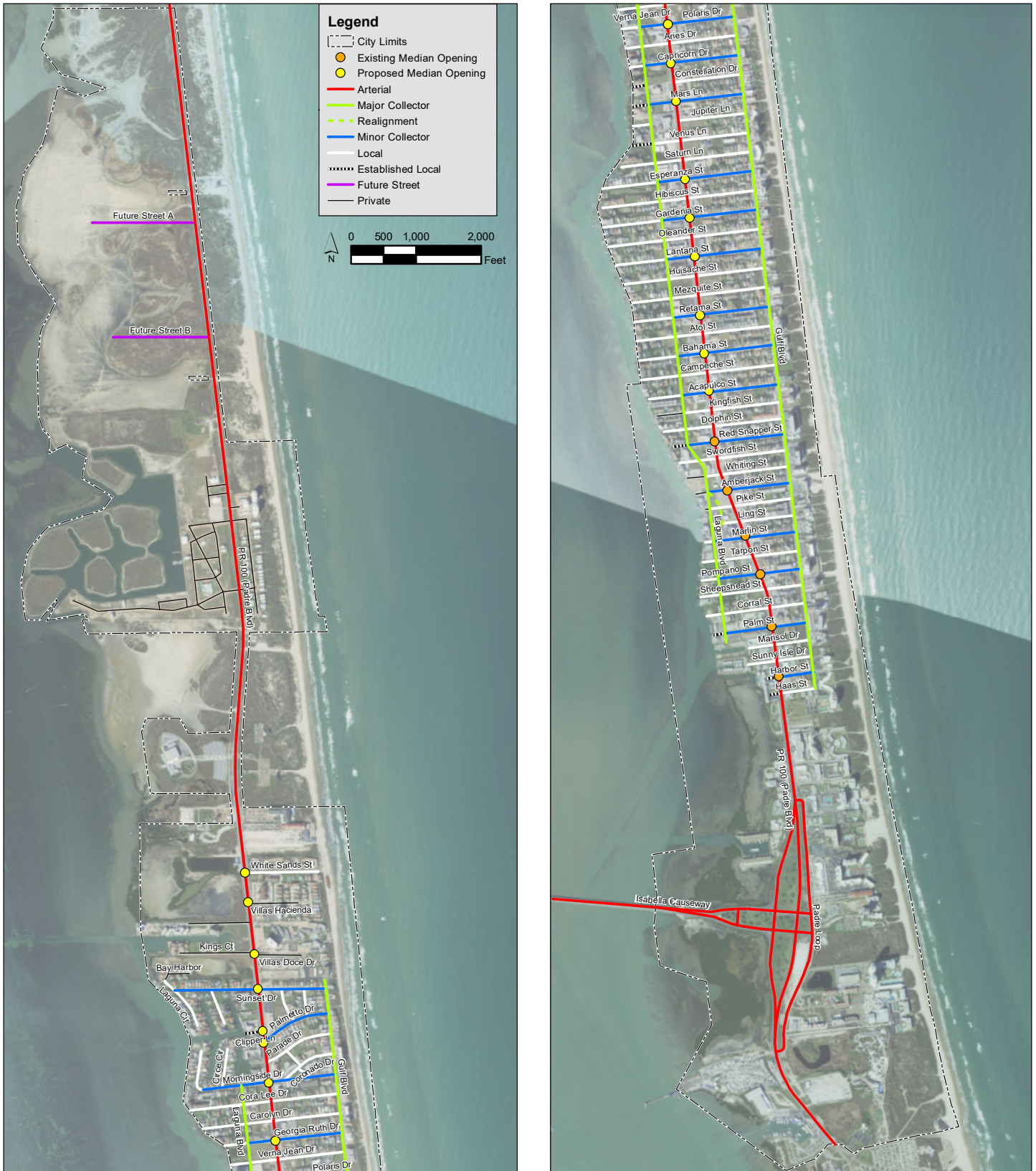
Functional Classification System

The City of South Padre Island's transportation network comprises of a variety of standard street types, with the overall system designed to maintain a balance between mobility (the through movement of trips) and access to destinations. The network is made up of five classifications of streets: Arterial, Major Collector, Minor Collector, Local, and Established Local Street.



Thoroughfare Plan Classification

Figure 3 South Padre Island Master Thoroughfare Plan - Classification Map



One-way Street Considerations

Currently the City of South Padre Island's transportation network is comprised of two-way streets. The City wants to consider potentially converting some of its two-way streets to one-way streets due to safety concerns from citizens, especially during the City's peak tourist season. Traffic congestion on the island becomes a large concern since PR 100 (Padre Blvd) is the island's only arterial. When there is large queueing on PR 100 (Padre Blvd) that affects side street access, there have been accounts of emergency vehicles not being able to reach their destination in a timely manner.

Typically, one-way streets result in faster traffic flow with less turning movements at intersections and easier traffic signal coordination. Converting from two-way to one-way could provide additional space for other improvements, such as bike lanes, wider sidewalks, curb extensions, landscaped islands and angled parking. On the other hand, two-way streets create a standard grid of streets that is more intuitive for drivers, particularly visitors who are unfamiliar with the area. Unexpected one-way streets can lead to wrong-way driving and increased safety hazards and need to be designed and implemented under the supervision of an engineer. Two-way streets can also reduce trip length due to improved accessibility to the destination.

East Sunset Blvd

The City has considered converting East Sunset Blvd, from PR 100 (Padre Blvd) to Gulf Blvd, to one-way eastbound-only operations to allow emergency vehicles to access Gulf Blvd from PR 100 (Padre Blvd), while also keeping on-street parking on both sides of the street for Beach Access parking. They adopted an ordinance in January 2018 that temporarily converted East Sunset Blvd to one-way eastbound-only operations for the month of March 2018. City staff thought East Sunset Blvd operated well during its temporary one-way eastbound-only operations during March 2018, and it is recommended that they continue to monitor and temporarily convert East Sunset Blvd to one-way operations each March.

Extraterritorial Jurisdiction

The extraterritorial jurisdiction (ETJ) includes an area outside the City limits where the City can make certain decisions in agreement with the encompassing County. This Master Thoroughfare Plan does not include planning for thoroughfares in the City's ETJ.

CHAPTER 3: THOROUGHFARE DESIGN STANDARDS

Alternative Modes of Travel

A city's active transportation network is intended to provide transportation alternatives and recreational opportunities for people of all ages and abilities. The installation of pedestrian and bicycle facilities can be the most visible element of a city's multimodal transportation network. The use of sidewalks, trails and bicycles is a transportation choice that benefits personal health, reduces traffic congestion and air pollution, and enhances quality of life by creating opportunities for cost savings and social interaction. Increased bicycle and pedestrian facility choices not only address safety, but enhance long-term community livability, create welcoming streets and neighborhoods, and strengthen local economic competitiveness.

Complete Streets

Complete Streets is a concept that supports the idea that streets should be designed for everyone, with safe access for pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. There is no single design for a Complete Street and typical sections are not intended to be rigid, but rather to act as templates that can be adapted to fit the local context, the adjacent land use and development type, and the physical and financial constraints of each future roadway project.

Typical Sections Refinement

The typical sections development was guided by the key considerations of the South Padre Island community and refined based on the recent roadway construction and constraints seen on South Padre Island.

Recent Construction

A number of streets on South Padre Island have been redesigned and constructed prior to or during the development of this document. Therefore, the typical sections created did not deviate significantly from prior designs to still give a consistent approach to each roadway classification.

Constraints

Although the right-of-way (ROW) of each minor collector and local street is 50', there are many streets that have palm trees and landscaping in the ROW that limit the actual width of roadway and sidewalk that can be designed and implemented. Along with the limited width, many of the buildings along each minor collector and local street were built at a finished floor elevation much higher than the street. Due to this difference in elevation, it is difficult at times to redesign each street with sidewalks on both sides, while accommodating driveways and remaining ADA compliant. The City has also focused on proper drainage throughout the island and on its roadway network due to rising tides and sea levels. Therefore, the typical sections were refined to accommodate these constraints.

On-street Parking

The City must meet the Open Beaches Act's parking requirements of "parking on or adjacent to the beach... to accommodate one car for each 15 linear feet of beach." The City has approximately 25,897 feet of total linear beachfront, which results in a total of 1,726 parking spaces required. Therefore, the City has implemented a parking analysis and digital parking tool to measure and document their on-street parking spaces.



Parallel On-Street Parking on W Aries Dr

For an on-street parking space to be counted under the Open Beaches Act's parking requirement, the street must be built with curb and gutter. Along with that, many unimproved side streets have parking prohibited or restricted to certain seasons. The City needs to prioritize streets with high on-street parking potential to meet the parking requirements. **Figure 4** shows the different types of on-street parallel parking across the City, including allowed, existing marked, future marked, and prohibited.

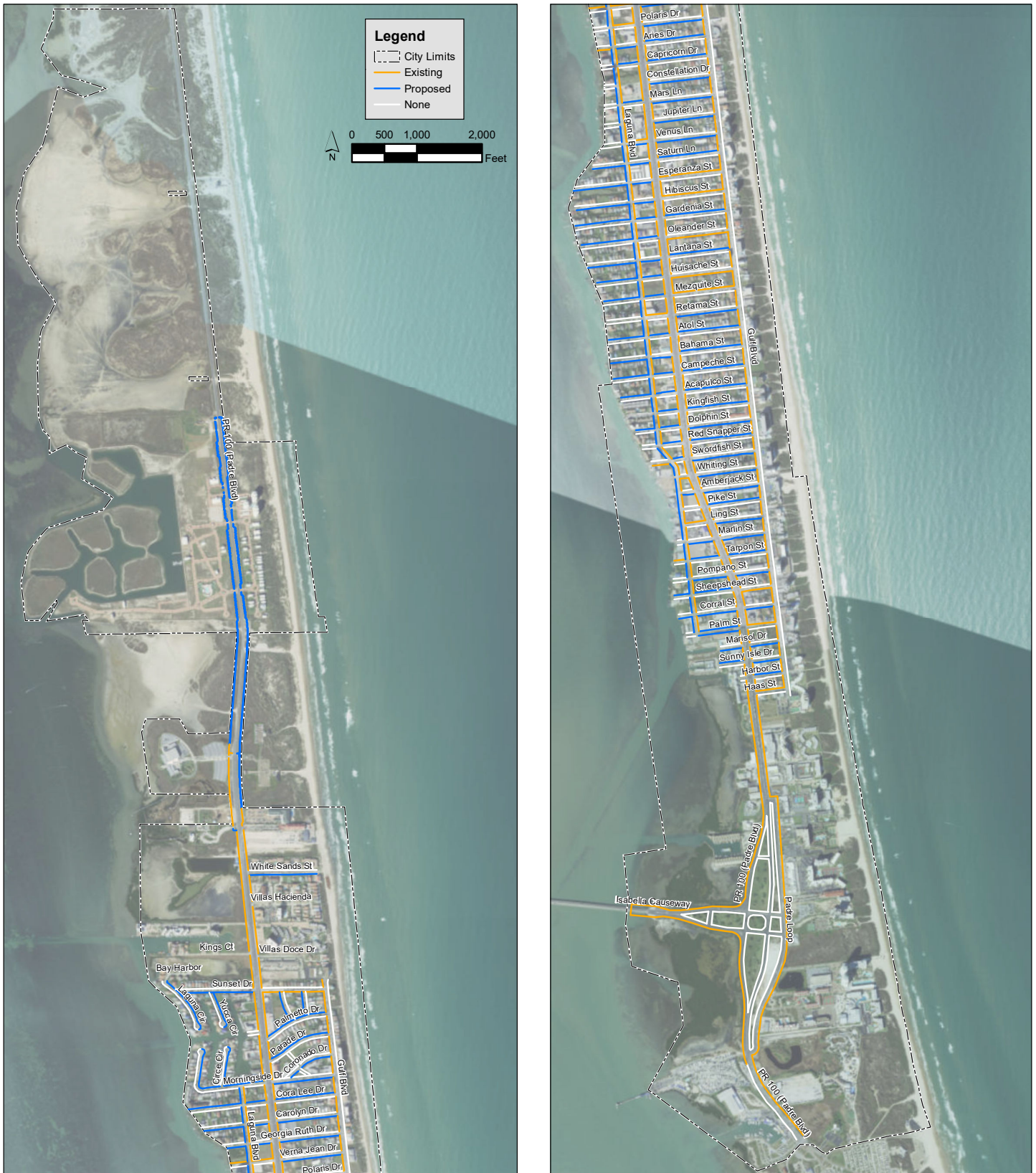
Sidewalk

The City established the Sidewalk In-Lieu Payment policy in 2017 where "an applicant, intending to improve a single-family residential or a townhome property, may request to pay a fee instead of installing a sidewalk". As discussed earlier in the report, it is difficult at times to redesign each street with sidewalk along both sides of the street. Therefore, sidewalk was proposed for at least one side of every street to ensure a connected pedestrian facility network. Existing and proposed sidewalk along the City can be seen in **Figure 5**.

Figure 4 South Padre Island Master Thoroughfare Plan - Parallel On-Street Parking Map



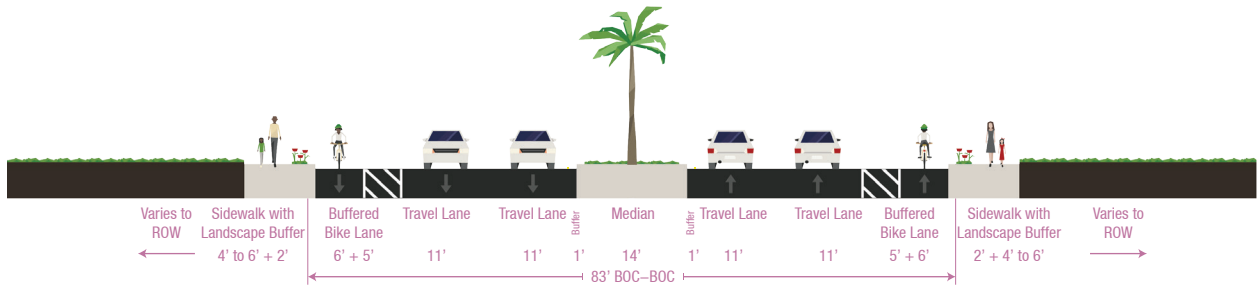
Figure 5 South Padre Island Master Thoroughfare Plan - Sidewalk Map



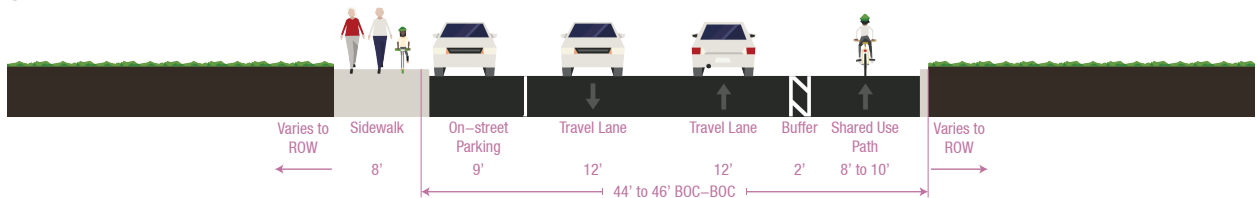
Typical Sections

The following typical sections illustrate the standard design for each thoroughfare functional class. Each section represents the predominant section of roadway and identifies the preferred street elements and widths.

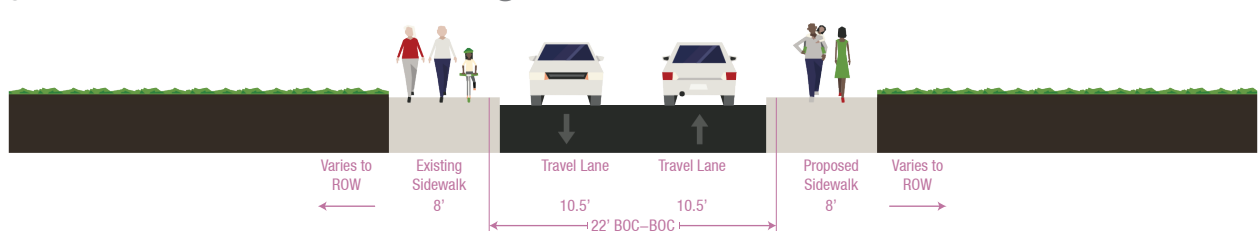
Arterial (100' ROW) - PR 100 (Padre Blvd)



Major Collector (75' ROW) - Gulf Blvd

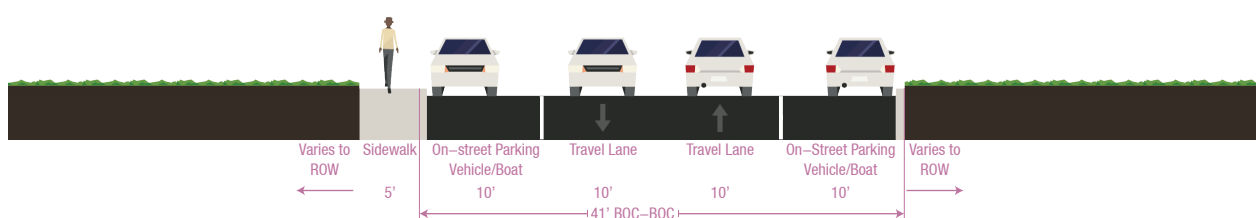


Major Collector (50' ROW) - Laguna Blvd



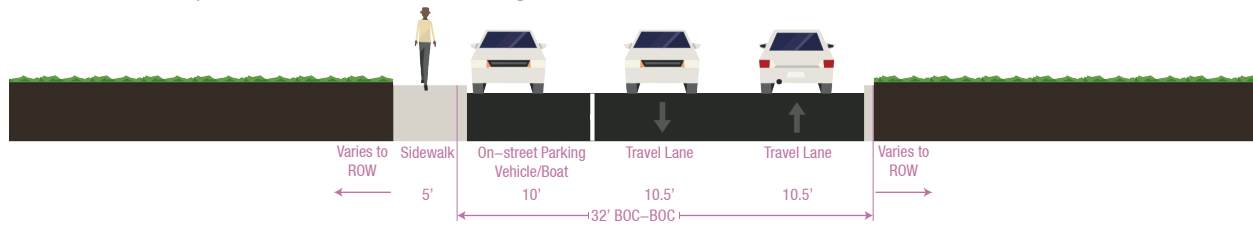
Minor Collector (50' ROW) - West of PR 100 (Padre Blvd)

41' BOC - BOC, Striped On-street Vehicle/Boat Parking on Both Sides



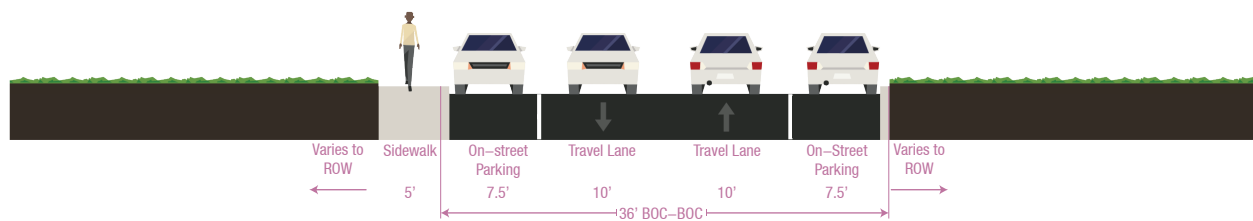
Minor Collector (50' ROW) - West of PR 100 (Padre Blvd)

32' BOC - BOC, Striped On-street Vehicle/Boat Parking on One Side

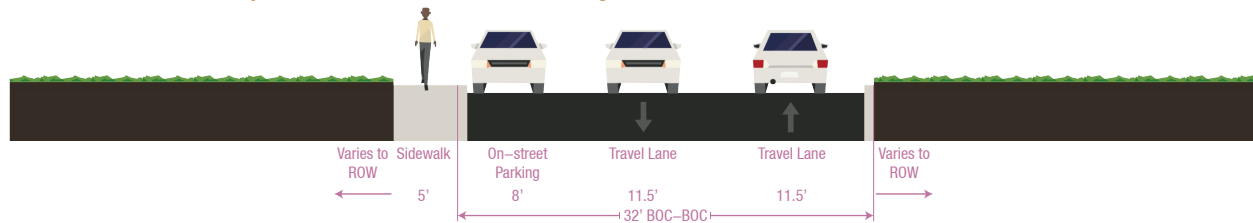


Minor Collector (50' ROW) - East of PR 100 (Padre Blvd)

36' BOC - BOC, Striped On-street Vehicle Parking on Both Sides

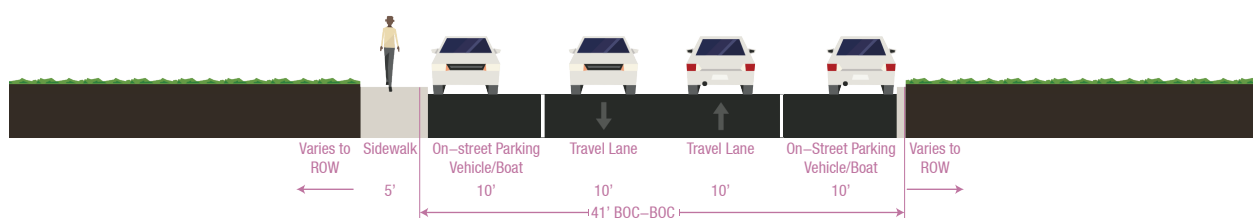


32' BOC - BOC, Potentially Unmarked On-street Vehicle Parking

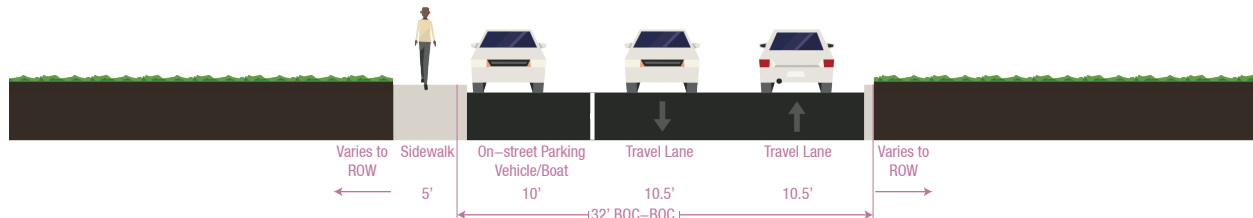


Local Street (50' ROW) - West of PR 100 (Padre Blvd)

41' BOC - BOC, Striped On-street Vehicle/Boat Parking on Both Sides

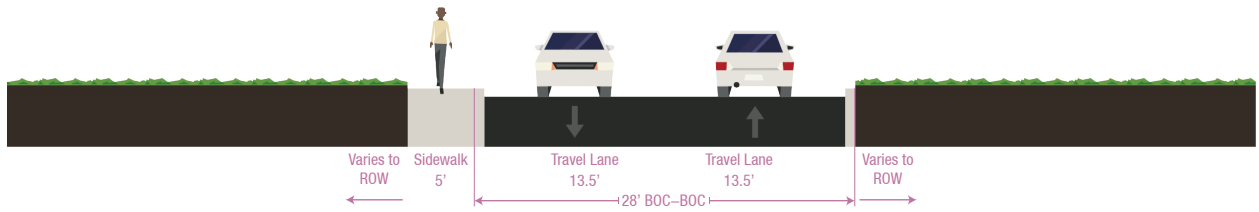


32' BOC - BOC, Striped On-street Vehicle/Boat Parking on One Side



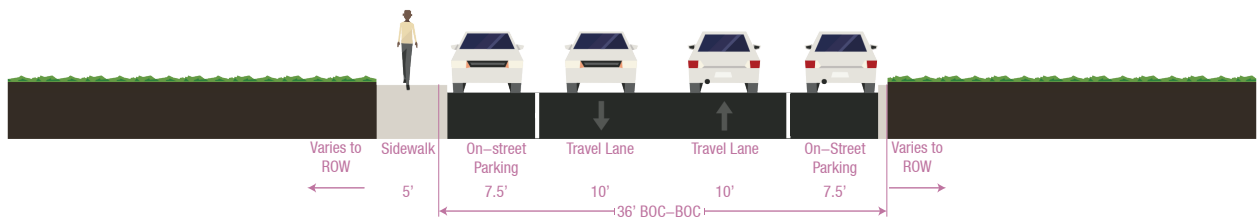
Local Street (50' ROW) - West of PR 100 (Padre Blvd)

28' BOC - BOC, No Defined Parking

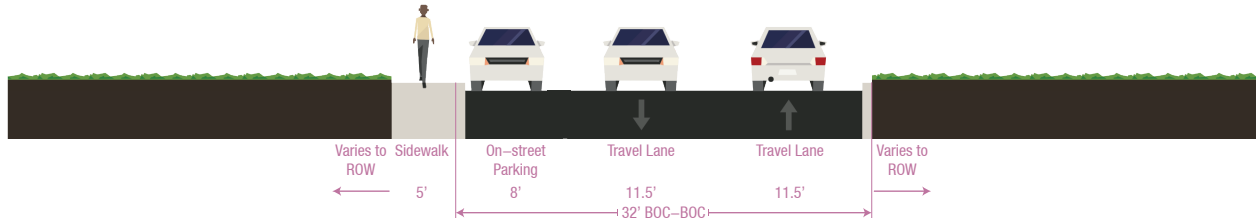


Local Street (50' ROW) - East of PR 100 (Padre Blvd)

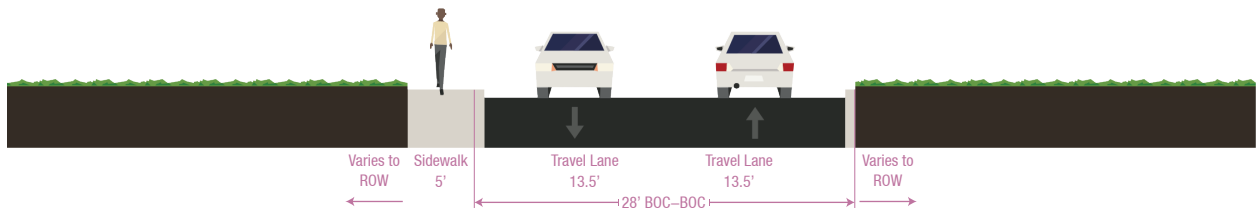
36' BOC - BOC, Marked On-street Vehicle Parking on Both Sides



32' BOC - BOC, Potentially Unmarked On-street Vehicle Parking



28' BOC - BOC, No Defined Parking



CHAPTER 4: IMPLEMENTATION AND RECOMMENDATIONS

Improvements to the transportation system will mainly consist of the enhancement of existing facilities to further support the mobility and economic vitality of the community. These improvements are intended to not only provide improved vehicular connectivity as the City grows, but also provide increased options for alternative modes of transportation and enhance the community's image through quality street design.

Prioritization of Transportation Needs

The City of South Padre Island has implemented a street improvement plan spreadsheet that ranks and thus prioritizes their transportation needs. The spreadsheet has been updated to include the following information for each street: Classification, Classification Priority, Recently Reconstructed or Under Design, Sidewalk Condition, On-street Parallel Parking Condition, Estimated Parking Spaces, On-street Parallel Parking Spaces Priority and Overall Priority.

The four categories, each with a point system of 0-10, that affect a street section's overall priority include:

- Classification Priority (Established Local = 0, Local = 3, Minor Collector = 7, Major Collector = 10)
- Total Estimated Parking Spaces Priority (0 = 0, 1-10 = 2, 11-21 = 4, 22-31 = 6, 32-42 = 8, 43-54 = 10)
- Repair Priority (0 – Low to 10 – High, based on City Staff Input)
- Usage Priority (0 – Low to 10 – High, based on City Staff Input)

The street section's overall priority score consists of the sum of the points of each category with a maximum overall priority score of 40 points. Streets can then be sorted so that streets that were recently reconstructed, under design, established or private can be excluded from the reconstruction priority list and organized under a maintenance priority list. That way, the City has a prioritized list of streets that still need to be reconstructed to include elements such as curb and gutter, sidewalk, and parallel on-street parking, and also a list of streets that need to be maintained.

Initial lists for street reconstruction prioritization and street maintenance prioritization can be seen in **Table 1** and **Table 2**. The spreadsheet however is a tool that the City can update and sort as they continue to implement roadway reconstruction projects.

Implementation and Recommendations

Table 1 Initial Street Reconstruction Prioritization

Rank	Street Name	Segment	Limits	Recently Reconstructed or Under Design	MTP Classification	Classification Factor (0-10)	On-street Parallel Parking Factor (0-10)	Repair Factor (0-10)	Usage Factor (0-10)	Overall Priority (0-40)
1	Laguna	All	South of Palm St to Morningside Dr	No	Major Collector	10	0	10	10	30
2	Mars	C	Laguna Blvd to PR 100 (Padre Blvd)	No	Minor Collector	7	6	8	9	30
3	Morningside	W	Laguna Cir to Laguna Blvd	No	Minor Collector	7	4	9	8	28
4	Sunset	W	Laguna Cir to PR 100 (Padre Blvd)	No	Minor Collector	7	10	9	1	27
5	Georgia Ruth	C	Laguna Blvd to PR 100 (Padre Blvd)	No	Minor Collector	7	4	9	7	27
6	Acapulco	C	Laguna Blvd to PR 100 (Padre Blvd)	No	Minor Collector	7	4	9	7	27
7	Marlin	C	Laguna Blvd to PR 100 (Padre Blvd)	No	Minor Collector	7	4	7	9	27
8	Retama	E	PR 100 (Padre Blvd) to Gulf Blvd	No	Minor Collector	7	8	5	7	27
9	Mars	E	PR 100 (Padre Blvd) to Gulf Blvd	No	Minor Collector	7	4	8	7	26
10	Morningside	C	Laguna Blvd to PR 100 (Padre Blvd)	No	Minor Collector	7	4	7	8	26
11	Georgia Ruth	E	PR 100 (Padre Blvd) to Gulf Blvd	No	Minor Collector	7	6	6	7	26
12	Capricorn	E	PR 100 (Padre Blvd) to Gulf Blvd	No	Minor Collector	7	6	5	8	26
13	Amberjack	E	PR 100 (Padre Blvd) to Gulf Blvd	No	Minor Collector	7	4	5	10	26
14	Hibiscus	W	West of Laguna Blvd	No	Local	3	10	9	3	25
15	Lantana	C	Laguna Blvd to PR 100 (Padre Blvd)	No	Minor Collector	7	4	9	5	25
16	Bahama	E	PR 100 (Padre Blvd) to Gulf Blvd	No	Minor Collector	7	6	8	4	25
17	Kingfish	E	PR 100 (Padre Blvd) to Gulf Blvd	No	Local	3	6	8	8	25
18	Aries	E	PR 100 (Padre Blvd) to Gulf Blvd	No	Local	3	6	6	10	25
19	Harbor	E	East of PR 100 (Padre Blvd)	No	Minor Collector	7	2	6	10	25
20	Kingfish	C	Laguna Blvd to PR 100 (Padre Blvd)	No	Local	3	4	9	8	24
21	Capricorn	C	Laguna Blvd to PR 100 (Padre Blvd)	No	Minor Collector	7	4	8	5	24
22	Gardenia	E	PR 100 (Padre Blvd) to Gulf Blvd	No	Minor Collector	7	6	7	4	24
23	Palmetto	E	PR 100 (Padre Blvd) to Gulf Blvd	No	Minor Collector	7	10	6	1	24
24	Red Snapper	E	PR 100 (Padre Blvd) to Gulf Blvd	No	Minor Collector	7	6	5	6	24
25	Amberjack	C	Laguna Blvd to PR 100 (Padre Blvd)	No	Minor Collector	7	2	5	10	24
26	Campeche	C	Laguna Blvd to PR 100 (Padre Blvd)	No	Local	3	4	10	6	23
27	Oleander	W	West of Laguna Blvd	No	Local	3	6	9	5	23
28	Dolphin	C	Laguna Blvd to PR 100 (Padre Blvd)	No	Local	3	4	8	8	23
29	Esperanza	C	Laguna Blvd to PR 100 (Padre Blvd)	No	Minor Collector	7	2	8	6	23
30	Sheepshead	C	Laguna Blvd to PR 100 (Padre Blvd)	No	Local	3	10	7	3	23
31	Gardenia	C	Laguna Blvd to PR 100 (Padre Blvd)	No	Minor Collector	7	6	7	3	23
32	Red Snapper	C	Laguna Blvd to PR 100 (Padre Blvd)	No	Minor Collector	7	4	7	5	23
33	Pike	C	Laguna Blvd to PR 100 (Padre Blvd)	No	Local	3	4	7	9	23
34	Ling	C	Laguna Blvd to PR 100 (Padre Blvd)	No	Local	3	4	7	9	23
35	Palm	E	PR 100 (Padre Blvd) to Gulf Blvd	No	Minor Collector	7	4	5	7	23
36	Esperanza	E	PR 100 (Padre Blvd) to Gulf Blvd	No	Minor Collector	7	6	4	6	23
37	Gardenia	W	West of Laguna Blvd	No	Local	3	6	8	5	22
38	Campeche	W	West of Laguna Blvd	No	Local	3	6	8	5	22
39	Polaris	W	West of Laguna Blvd	No	Local	3	2	8	9	22
40	Pompano	C	Laguna Blvd to PR 100 (Padre Blvd)	No	Minor Collector	7	6	6	3	22

Implementation and Recommendations

Table 1 Initial Street Reconstruction Prioritization (continued)

Rank	Street Name	Segment	Limits	Recently Reconstructed or Under Design	MTP Classification	Classification Factor (0-10)	On-street Parallel Parking Factor (0-10)	Repair Factor (0-10)	Usage Factor (0-10)	Overall Priority (0-40)
41	Marlin	E	PR 100 (Padre Blvd) to Gulf Blvd	No	Minor Collector	7	4	6	5	22
42	Dolphin	E	PR 100 (Padre Blvd) to Gulf Blvd	No	Local	3	6	5	8	22
43	Acapulco	W	West of Laguna Blvd	No	Local	3	4	8	6	21
44	Tarpon	E	PR 100 (Padre Blvd) to Gulf Blvd	No	Local	3	4	8	6	21
45	Cora Lee	W	West of Laguna Blvd	No	Local	3	8	7	3	21
46	Huisache	C	Laguna Blvd to PR 100 (Padre Blvd)	No	Local	3	6	7	5	21
47	Bahama	C	Laguna Blvd to PR 100 (Padre Blvd)	No	Minor Collector	7	2	7	5	21
48	Parade	E	PR 100 (Padre Blvd) to Gulf Blvd	No	Local	3	10	5	3	21
49	Esperanza	W	West of Laguna Blvd	No	Local	3	10	5	3	21
50	Whiting	E	PR 100 (Padre Blvd) to Gulf Blvd	No	Local	3	6	5	7	21
51	Pike	E	PR 100 (Padre Blvd) to Gulf Blvd	No	Local	3	6	5	7	21
52	Cora Lee	E	PR 100 (Padre Blvd) to Gulf Blvd	No	Local	3	8	4	6	21
53	Morningside	E	PR 100 (Padre Blvd) to Gulf Blvd	No	Minor Collector	7	0	4	10	21
54	Carolyn	C	Laguna Blvd to PR 100 (Padre Blvd)	No	Local	3	8	8	1	20
55	Cora Lee	C	Laguna Blvd to PR 100 (Padre Blvd)	No	Local	3	6	8	3	20
56	Atol	C	Laguna Blvd to PR 100 (Padre Blvd)	No	Local	3	4	8	5	20
57	Corral	C	Laguna Blvd to PR 100 (Padre Blvd)	No	Local	3	4	8	5	20
58	Carolyn	E	PR 100 (Padre Blvd) to Gulf Blvd	No	Local	3	6	6	5	20
59	Swordfish	E	PR 100 (Padre Blvd) to Gulf Blvd	No	Local	3	6	6	5	20
60	Ling	E	PR 100 (Padre Blvd) to Gulf Blvd	No	Local	3	6	6	5	20
61	Constellation	E	PR 100 (Padre Blvd) to Gulf Blvd	No	Local	3	4	6	7	20
62	Acapulco	E	PR 100 (Padre Blvd) to Gulf Blvd	No	Minor Collector	7	6	5	2	20
63	Marisol	E	East of PR 100 (Padre Blvd)	No	Local	3	6	5	6	20
64	Hibiscus	C	Laguna Blvd to PR 100 (Padre Blvd)	No	Local	3	4	9	3	19
65	Oleander	C	Laguna Blvd to PR 100 (Padre Blvd)	No	Local	3	2	9	5	19
66	Laguna Circle	N	South end to north of Sunset Dr	No	Local	3	8	7	1	19
67	Saturn	C	Laguna Blvd to PR 100 (Padre Blvd)	No	Local	3	6	7	3	19
68	Aries	W	West of Laguna Blvd	No	Local	3	4	5	7	19
69	Tarpon	C	Laguna Blvd to PR 100 (Padre Blvd)	No	Local	3	4	9	2	18
70	Carolyn	W	West of Laguna Blvd	No	Local	3	6	8	1	18
71	Venus	C	Laguna Blvd to PR 100 (Padre Blvd)	No	Local	3	2	6	7	18
72	Huisache	W	West of Laguna Blvd	No	Local	3	8	5	2	18
73	Campeche	E	PR 100 (Padre Blvd) to Gulf Blvd	No	Local	3	6	5	4	18
74	Coronado	E	Morningside Dr to Gulf Blvd	No	Local	3	4	4	7	18
75	Georgia Ruth	W	West of Laguna Blvd	No	Local	3	6	7	1	17
76	Bahama	W	West of Laguna Blvd	No	Local	3	6	6	2	17
77	Havana	N	Palmetto Dr to Sunset Dr	No	Local	3	8	5	1	17
78	Saturn	E	PR 100 (Padre Blvd) to Gulf Blvd	No	Local	3	6	5	3	17
79	Mezquite	C	Laguna Blvd to PR 100 (Padre Blvd)	No	Local	3	4	5	5	17
80	Pompano	E	PR 100 (Padre Blvd) to Gulf Blvd	No	Minor Collector	7	2	5	3	17

Implementation and Recommendations

Table 1 Initial Street Reconstruction Prioritization (continued)

Rank	Street Name	Segment	Limits	Recently Reconstructed or Under Design	MTP Classification	Classification Factor (0-10)	On-street Parallel Parking Factor (0-10)	Repair Factor (0-10)	Usage Factor (0-10)	Overall Priority (0-40)
81	Sheepshead	W	West of Laguna Blvd	No	Local	3	4	8	1	16
82	Whiting	C	Laguna Blvd to PR 100 (Padre Blvd)	No	Local	3	0	8	5	16
83	Marlin	W	West of Laguna Blvd	No	Local	3	2	7	4	16
84	Swordfish	W	West of Laguna Blvd	No	Local	3	0	7	6	16
85	Saturn	W	West of Laguna Blvd	No	Local	3	6	6	1	16
86	Mezquite	W	West of Laguna Blvd	No	Local	3	6	6	1	16
87	Retama	W	West of Laguna Blvd	No	Local	3	6	6	1	16
88	Atol	W	West of Laguna Blvd	No	Local	3	6	6	1	16
89	Lantana	W	West of Laguna Blvd	No	Local	3	6	5	2	16
90	Lynda	N	Coronado Dr to Parade Dr	No	Local	3	4	4	5	16
91	Swordfish	C	Laguna Blvd to PR 100 (Padre Blvd)	No	Local	3	2	8	2	15
92	Jupiter	W	West of Laguna Blvd	No	Local	3	4	7	1	15
93	Marisol	W	West of PR 100 (Padre Blvd)	No	Local	3	4	7	1	15
94	Yucca	N	South end to Sunset Dr	No	Local	3	6	5	1	15
95	Laguna Circle	S	Morningside Dr to North end	No	Local	3	6	5	1	15
96	Sheepshead	E	PR 100 (Padre Blvd) to Gulf Blvd	No	Local	3	6	5	1	15
97	Corral	W	West of Laguna Blvd	No	Local	3	4	5	3	15
98	Tarpon	W	West of Laguna Blvd	No	Local	3	4	6	1	14
99	Sunny Isle	W	West of PR 100 (Padre Blvd)	No	Local	3	2	6	3	14
100	Dolphin	W	West of Laguna Blvd	No	Local	3	2	5	4	14
101	Circe	N	Morningside Dr to North end	No	Local	3	6	4	1	14
102	Tropical	N	Palmetto Dr to Sunset Dr	No	Local	3	4	5	1	13
103	Pompano	W	West of Laguna Blvd	No	Local	3	4	5	1	13
104	Capricorn	W	West of Laguna Blvd	No	Local	3	0	5	5	13
105	Haas	E	East of PR 100 (Padre Blvd)	No	Local	3	4	4	2	13
106	Corral	E	PR 100 (Padre Blvd) to Gulf Blvd	No	Local	3	4	4	1	12
107	Lynda	S	Morningside Dr to Coronado Dr	No	Local	3	2	3	1	9

Implementation and Recommendations

Table 2 Initial Street Maintenance Prioritization

Rank	Street Name	Segment	Limits	Recently Reconstructed or Under Design	MTP Classification	Repair Factor
1	Verna Jean	E	PR 100 (Padre Blvd) to Gulf Blvd	Yes	Local	10
2	Polaris	C	Laguna Blvd to PR 100 (Padre Blvd)	Yes	Minor Collector	8
3	Polaris	E	PR 100 (Padre Blvd) to Gulf Blvd	Yes	Minor Collector	7
4	Lantana	E	PR 100 (Padre Blvd) to Gulf Blvd	Yes	Minor Collector	7
5	White Sands	E	East of PR 100 (Padre Blvd)	Yes	Local	7
6	Clipper	W	West of PR 100 (Padre Blvd)	Established	Established Local	7
7	Mars	W	West of Laguna Blvd	Established	Established Local	7
8	Venus	W	West of Laguna Blvd	Established	Established Local	7
9	Constellation	W	West of Laguna Blvd	Established	Established Local	6
10	Palm	W	West of Laguna Blvd	Established	Established Local	6
11	Harbor	W	West of PR 100 (Padre Blvd)	Established	Established Local	6
12	Palm	C	Laguna Blvd to PR 100 (Padre Blvd)	Yes	Minor Collector	5
13	Venus	E	PR 100 (Padre Blvd) to Gulf Blvd	Yes	Local	5
14	Red Snapper	W	West of Laguna Blvd	Established	Established Local	5
15	Jupiter	E	PR 100 (Padre Blvd) to Gulf Blvd	Yes	Local	4
16	Sunny Isle	E	East of PR 100 (Padre Blvd)	Yes	Local	4
17	Verna Jean	W	West of Laguna Blvd	Yes	Local	4
18	Atol	E	PR 100 (Padre Blvd) to Gulf Blvd	Yes	Local	4
19	Verna Jean	C	Laguna Blvd to PR 100 (Padre Blvd)	Yes	Local	3
20	Mezquite	E	PR 100 (Padre Blvd) to Gulf Blvd	Yes	Local	3
21	Retama	C	Laguna Blvd to PR 100 (Padre Blvd)	Yes	Minor Collector	2
22	Huisache	E	PR 100 (Padre Blvd) to Gulf Blvd	Yes	Local	2
23	Gulf	S	Gardenia St to Haas St	Yes	Major Collector	1
24	Gulf	N	Sunset Dr to Gardenia St	Yes	Major Collector	1
25	Sunset	E	PR 100 (Padre Blvd) to Gulf Blvd	Yes	Minor Collector	1
26	Aries	C	Laguna Blvd to PR 100 (Padre Blvd)	Yes	Local	1
27	Hibiscus	E	PR 100 (Padre Blvd) to Gulf Blvd	Yes	Local	1
28	Oleander	E	PR 100 (Padre Blvd) to Gulf Blvd	Yes	Local	1

Funding

The recommended improvements in the Master Thoroughfare Plan will vary in cost depending on the necessary funds for project design, right-of-way acquisition, and construction. The City will develop a financial plan based on debt pledged with property taxes to sustain a long-term street reconstruction plan. If available, operation expenses could be allocated on an annual basis to enhance the existing infrastructure.

City Code Modifications to Design Standards

To keep consistent with the information provided in the Master Thoroughfare Plan, it is imperative that the City also modify its Standards and Specifications. Items to update include information pertaining to the various street classifications and typical sections and the reduction of the minimum width of sidewalk in business areas from eight feet to six feet.