



# WELCOME

## Public Meeting

---

### SH 361 MUSTANG ISLAND PROJECT

#### From Access Road 1 to Park Road 22

Nueces County, Texas

CSJ: 2263-03-024

**National Environmental Policy Act Assignment to TXDOT:** The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019 and executed by FHWA and TXDOT.

Welcome to the Texas Department of Transportation Corpus Christi District pre-recorded Public Meeting presentation for the proposed improvements to SH 361 from Access Road 1 to Park Road 22 in Nueces County, Texas. We appreciate your interest in this project and thank you for your participation.

This is a pre-recorded presentation made available online on Thursday, Sept. 19, 2024, by 4:30 p.m.

The National Environmental Policy Act review and approval process applies to this project. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019 and executed by FHWA and TxDOT.

# HELP #EndTheStreakTX

End the streak of daily deaths on Texas roadways.

TxDOT.gov (Keyword: #EndTheStreakTX)

#EndTheStreakTX Toolkit



Because safety is a priority at TxDOT, we begin each meeting with a safety minute.

Today we will highlight TxDOT's End The Streak campaign.

The last deathless day on Texas roadways was November 7, 2000. That means for almost 24 years, at least one person has died every single day on Texas roadways. We all have a part to play in changing that. Texans can play a major role to End the Streak of deaths on Texas roadways with a few simple driving habits: wear seatbelts, drive the speed limit, put away the phone and other distractions, and never drive under the influence of alcohol or drugs.

## What is the purpose of the Public Meeting?



Learn About  
the Project



Review the  
Proposed  
Improvements



Provide  
Comments

3

This presentation will provide an overview of the SH 361 project area, highlight potential improvements to the corridor, and request public input.

At the end of the presentation, there are instructions on how to submit questions and comments. To be included in the official public scoping meeting record, comments must be received on or before Friday, Oct. 4, 2024.

Your comments are an important part of this process, and the project team will consider them in the project development process, where feasible. You are encouraged to talk to your neighbors and refer them to TxDOT so they can also make comments and be included in this process.

Let's get started!

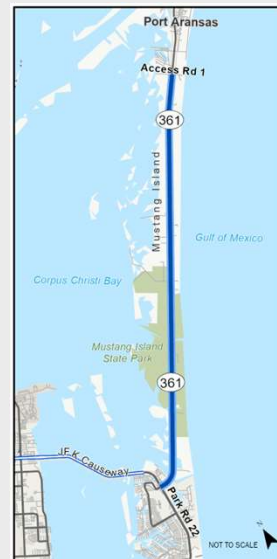
## Project Details

**Project Limits:** Access Road 1 to Park Road 22

**Length:** Approximately 15 miles

### Proposed Improvements:

- Widen to a four-lane highway with two travel lanes in each direction
- Add raised medians with left turn lanes
- Consider shared use paths/sidewalks

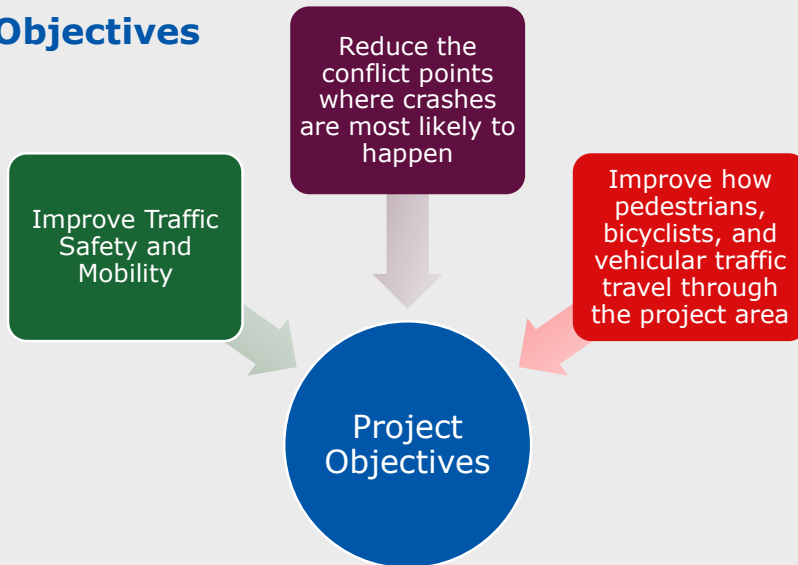


4

The SH 361 Mustang Island Project is approximately 15 miles in length, from Access Road 1 in Port Aransas to Park Road 22 in Corpus Christi.

Proposed improvements along the corridor include the following, widen the corridor to a four-lane highway with two travel lanes in each direction, add raised medians with left turn lanes, and consider shared use paths and sidewalks to accommodate pedestrians and bicycles.

## Project Objectives

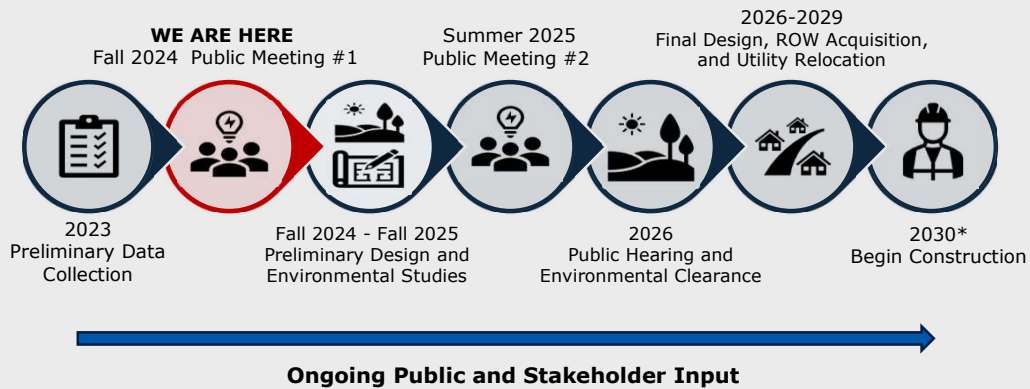


5

The proposed project objectives include improving traffic safety and mobility while maintaining connectivity on and off the island during major events, reducing conflict points where crashes are most likely to happen, and improving how pedestrians, bicyclists, and vehicular traffic travel through the project area

Next, let's look at the process and timeline TxDOT follows on a project such as this.

## Anticipated Project Timeline



**\*This timeline is approximate and subject to change.**  
 Advancement to final design and construction is contingent upon the results of the environmental process and funding availability.

Here we see the process and the timeline for the project. The timeline is approximate and is subject to change. Advancement to final design and construction is contingent upon the results of the environmental process and funding availability.

The project began with preliminary data collection in 2023. Input from the September 19, 2024 public meeting will be considered during the preliminary project design. Preliminary design and environmental studies are underway and are anticipated to continue through the Fall of 2025. A second public meeting is anticipated for the Summer of 2025, and a Public Hearing and environmental clearance are anticipated to occur in 2026.

If the decision is made to move forward with the project at the end of the environmental study, the next phase would involve right-of-way acquisition, utility adjustments, and final design.

Advancement from phase to phase is contingent upon the outcome of the previous phase and funding availability. Based on this process, the earliest date the project would be ready to bid for construction is in 2030.

It is important to note that there will be ongoing public and stakeholder engagement throughout this process and that these timelines are strictly estimates.

## National Environmental Policy Act (NEPA)

These are some of the social, economic, and environmental resources being studied:



Environmental constraints are key areas that we need to assess and avoid, if possible, when building roadway improvements. TxDOT would avoid or minimize impacts to the greatest extent feasible.

With any project that receives state or federal funds, TxDOT is required to evaluate the potential environmental impacts and follow the National Environmental Policy Act of 1969, otherwise known as NEPA.

Studies will include, but are not limited to, evaluations of water resources, traffic noise, biological resources such as threatened and endangered species, and parkland, social and community resources, cultural resources, and others.

Environmental constraints are key areas that TxDOT needs to assess and avoid, if possible, when building roadway improvements. TxDOT would avoid or minimize impacts to the greatest extent feasible.

## Anticipated Right-of-Way Impacts

- ✓ It is anticipated that proposed improvements would require additional right of way.
  - ✓ The location of additional right of way has not yet been identified.
  - ✓ If required, acquisition and relocation assistance will be in accordance with the Uniform Relocation Assistance and Real Properties Acquisitions Polices Act of 1970, as amended.
- ✓ The following information on the right-of-way acquisition process is available at [txdot.gov](http://txdot.gov) and on the Virtual Public Meeting webpage:
    - Landowner’s Bill of Rights
    - Relocation Assistance
    - State Purchase of Right of Way



**Landowner Bill of Rights  
and resources webpage**

The timeline slide also included the right-of-way process. Based on the proposed design improvements, it is anticipated that the project would require additional right of way. However, the location of additional right-of-way impacts have not yet been identified.

Right-of-way acquisition would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

For more information, please review brochures titled “Landowner’s Bill of Rights,” “Relocation Assistance,” and “State Purchase of Right of Way,” which are available at [txdot.gov](http://txdot.gov). These materials contain detailed information to inform you of your rights and to provide information about the TxDOT right-of-way acquisition process, the Uniform Act, and TxDOT Relocation Assistance Program.

## Traffic Safety – Crash Analysis and Heat Map



**Suspected Minor Injury, Suspected Serious Injury, and Fatal Injury Crashes (2019 -2023)**

### Top 5 Contributing Factors:

- Failed to control speed
- Failed to drive in a single lane
- Under influence – alcohol
- Failed to yield right of way – turning left
- Failed to yield right of way – stop sign

Analysis of crash data is another important part of the project development process. This map plots the location of crashes that resulted in a minor injury, a serious injury, or a fatality from 2019 through 2023. Areas where there are more crashes show as red or orange, representing a greater concentration of crashes. The result is called a heat map.

The top 5 contributing factors of these crashes are: failure to control speed, failure to yield right of way when turning left, failure to drive in a single lane, failure to yield right of way at a stop sign, and driving under the influence.

## Potential Safety Improvements



10

The SH 361 corridor has seen numerous safety improvements such as the addition of dedicated passing lanes, illumination, and rumble strips. This project is exploring other safety enhancements.

Next we will explore a few of the proposed safety improvements including raised medians, dedicated turn lanes, illumination and traffic signals, and pedestrian/bicycle accommodations.

## Potential Safety Improvements

### RAISED MEDIAN

A raised median is a physical barrier that separates opposite directions of traffic.

Raised medians:

- ✓ Reduce the number of conflict points
- ✓ Prevent most head-on collisions by creating a barrier between opposing traffic
- ✓ Greatly reduce crash severity and frequency
- ✓ Allow traffic to flow in a more orderly manner



*Representative Photo*

11

The first safety feature we will explore is a raised median.

A raised median is a physical barrier that separates opposite directions of traffic.

Raised medians improve safety by reducing the number of conflict points, preventing most head-on collisions by creating a barrier between opposing traffic, greatly reducing crash severity and frequency, and allowing traffic to flow in a more orderly manner.

## Potential Safety Improvements

### DEDICATED TURN LANE

Crashes occurring at intersections are often related to improper turning maneuvers involving vehicles turning left across opposing traffic.

- ✓ **Dedicated Left Turn Lane**  
Turn lanes that allow traffic to slow down prior to a left turn and provide space for vehicles that are stopped and waiting for the opportunity to complete a turn.
- ✓ **Restricted Crossing U-Turn**  
This design reduces left-turn conflicts by restricting left turns at intersections but allows the movement to occur at a new U-turn location.



12

*Representative Photos*

The next safety design consideration is the addition of dedicated turn lanes. Crashes occurring at intersections are often related to turning maneuvers. Main crash types include collisions of vehicles turning left across opposing traffic and rear-end collisions of vehicles turning left or right with vehicles following closely behind.

Turn lanes improve safety by providing a separation between turning traffic that is slowing or stopped and adjacent through-traffic at intersection approaches. Turn lanes also allow traffic to slow down prior to a turn and provide space for vehicles that are stopped and waiting to complete a turn.

Another left turn safety feature improves safety by restricting where a left turn can take place. At a location where a left turn is restricted, traffic proceeds farther along the road, completes a U-turn to then access a right turn, or proceed along the roadway in the opposite direction of travel.

## Potential Safety Improvements

### ILLUMINATION

Lighting installations at strategic locations can reduce chances of a crash and optimize safety. Modern lighting technology gives precise control with minimal excessive light affecting the nighttime sky or spilling over to adjacent properties.

### TRAFFIC SIGNALS

When properly located and operated, traffic signals can be an invaluable tool for the safe and efficient movement of vehicle and pedestrian traffic. Prior to selecting an intersection for a signal, traffic volume on the main road and the minor roadway is analyzed.



*Representative Photo*

Lighting installations at strategic locations can reduce chances of a crash and optimize safety. Modern lighting technology gives precise control with minimal excessive light affecting the nighttime sky or spilling over to adjacent properties.

Traffic signals are also potential safety improvements. When properly located and operated, traffic signals can be an invaluable tool for the safe and efficient movement of vehicle and pedestrian traffic. Prior to selecting an intersection for a signal, traffic volume on the main road and the minor roadway is analyzed.

## Pedestrian and Bicycle Accommodations

### SIDEWALK / SHARED USE PATH

TxDOT proposes designated areas for pedestrians and bicycles using the corridor. A sidewalk and/or shared use path could improve safety for pedestrians, bicyclists and vehicular traffic.

- ✓ Sidewalks and shared use paths accommodate the movement of pedestrians or bicyclists. The design would be determined by engineering and environmental constraints and public input.
- ✓ A buffer area is a designated space that serves as a safety barrier between the road and a sidewalk or shared use path.

*Representative Photos*



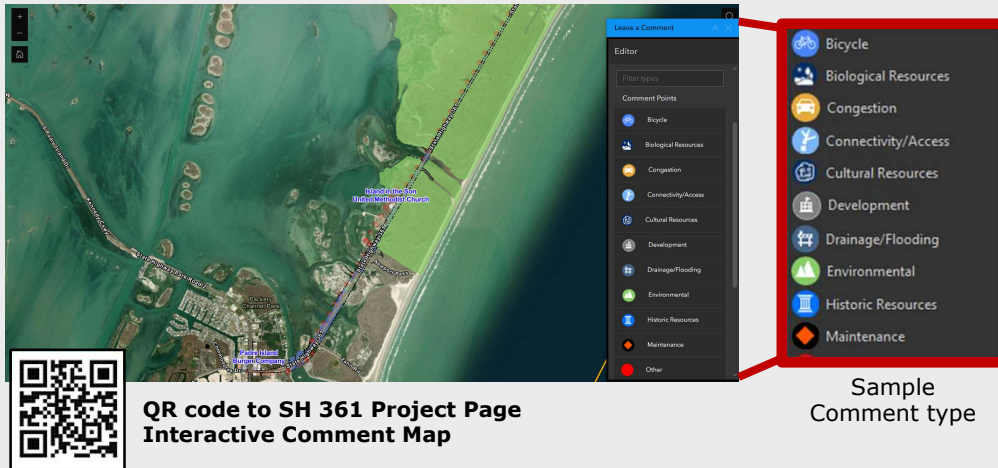
One additional safety improvement to highlight is pedestrian and bicycle accommodations. TxDOT proposes designated areas for pedestrians and bicycles using the corridor. A shared use path and/or sidewalk could improve safety for pedestrians, bicyclists, and vehicular traffic.

Shared use paths and sidewalks accommodate the movement of pedestrians or bicyclists. The design would be determined by engineering and environmental constraints and public input.

A buffer area is a designated space that serves as a safety barrier between the road and a sidewalk or shared use path, such as the grassy area in this photo.

## Interactive Comment Map

The SH 361 interactive comment map allows you to provide your comments and ideas for improving the roadway by placing notes on the map. Comments will be reviewed and considered by the project team and will be added to the project record.



15

Your opinion matters to us. An interactive comment map has been created for you to provide your comments and ideas for improving the roadway by placing notes on the map. Comments will be reviewed and considered by the project team and will be added to the project record.

The interactive map allows you to zoom in to an area and place a comment at a particular location. You can also view comments made by others. The icons on the right of the screen can be chosen as a comment category. You may make multiple comments along the project corridor.

To access the interactive map, visit the SH 361 Mustang Island Project page and choose the link for the interactive map, or scan the QR code here.

## How to Submit Your Comments



### Comment Form

Submit a comment form online or in-person.



### E-mail

Submit a comment to:  
**Kimberly.Amy@txdot.gov**  
with the subject:  
"SH 361 Mustang Island"

**Please submit  
or postmark  
comments by:**

**Friday,  
Oct. 4, 2024**



### Mail

Submit a comment by mail to:  
**TxDOT Corpus Christi  
District Office  
c/o Kimberly Amy  
1701 S. Padre Island Dr.  
Corpus Christi, TX 78416**



### Online

Submit via online comment form located on the "SH 361 Mustang Island Project" meeting page.



SH 361 Comment Form

Comments can also be submitted in the following ways:

- At the in-person public meeting, you can provide written comments on the provided comment forms.
- You can email your comments to [Kimberly.Amy@txdot.gov](mailto:Kimberly.Amy@txdot.gov).
- You can also visit [txdot.gov](http://txdot.gov), keyword search "SH 361 Mustang Island," to submit your comments on the online comment form. The QR code on the screen also links directly to the comment form.
- In addition, you can mail your comments to the address noted on the screen, TxDOT Corpus Christi, care of Kimberly Amy, 1701 South Padre Island Drive, Corpus Christi, Texas, 78416.

Questions or comments may be submitted to TxDOT and the project team at any time during project development. However, to be included in the official public meeting record, all comments must be received or postmarked by Friday, Oct. 4, 2024. Documentation of the public meeting will be included in the project record and will be posted on the project's webpage on [txdot.gov](http://txdot.gov), keyword search "SH 361 Mustang Island."

If you have questions at any point during the project development process, please contact Kimberly Amy by phone or email during regular office hours.



# Thank You

Thank you for participating in this virtual public meeting. This concludes our presentation.