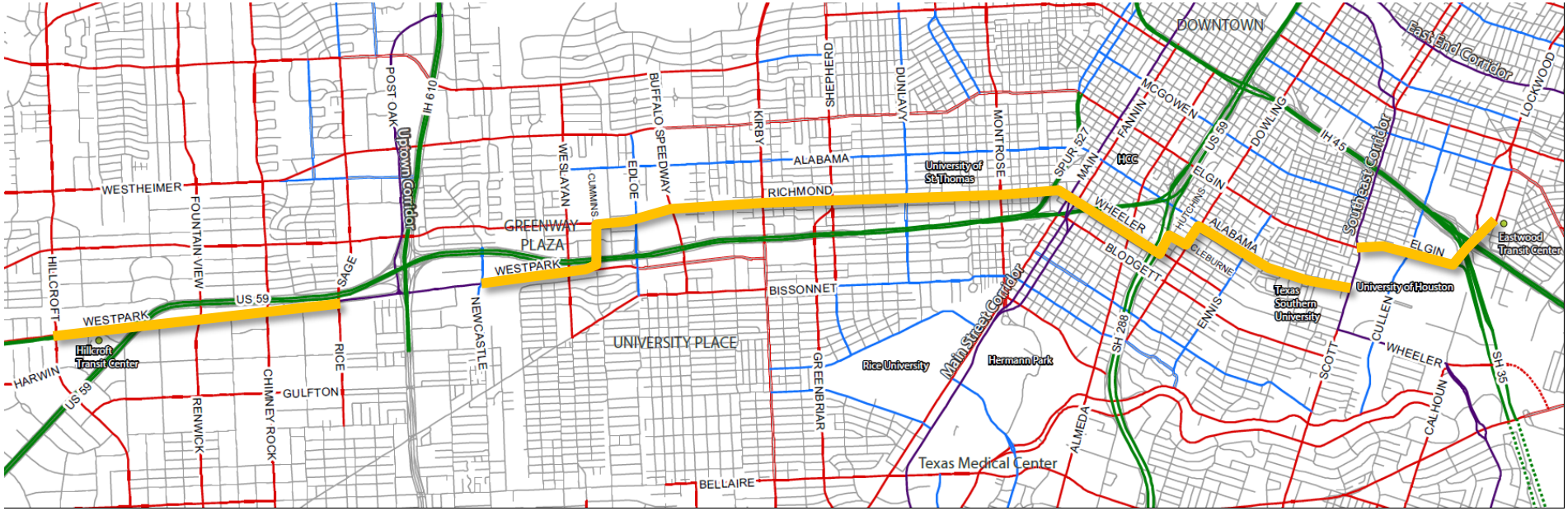
2013 Major Thoroughfare & Freeway Plan Amendment Request

INNER WEST LOOP MOBILTY STUDY

Planning & Development Department
City of Houston

Request



LEGEND

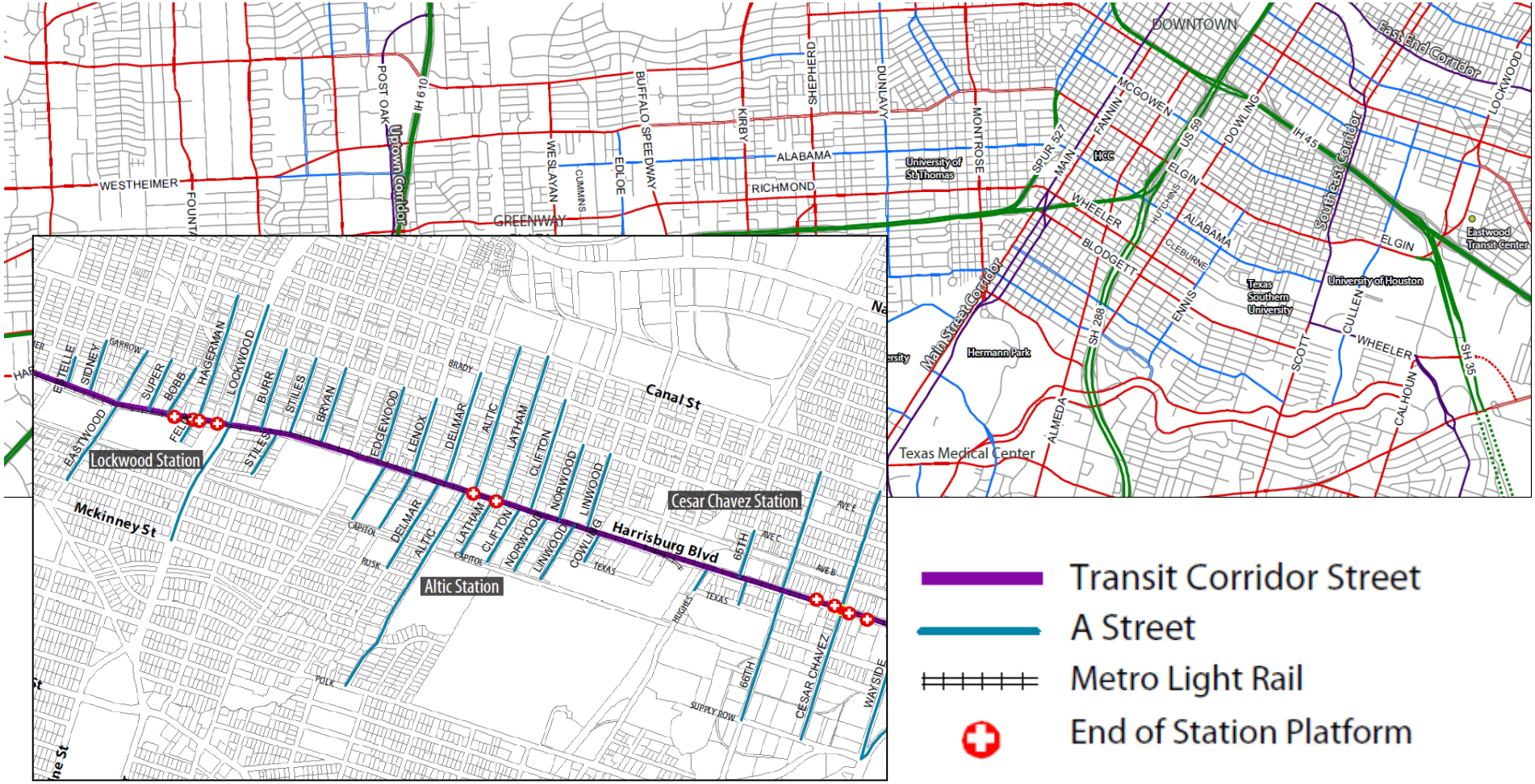
2013 MTFPA Request

Reclassify Transit Corridor Street

2012 MTFP

- Proposed Freeway
- TBW Freeway
- Freeway
- Major Thoroughfare
- TBW Major Thoroughfare
- Proposed Major Thoroughfare
- Major Collector
- TBW Major Collector
- Proposed Major Collector
- Transit Corridor Street
- Proposed Grand Parkway

Transit Corridor Street

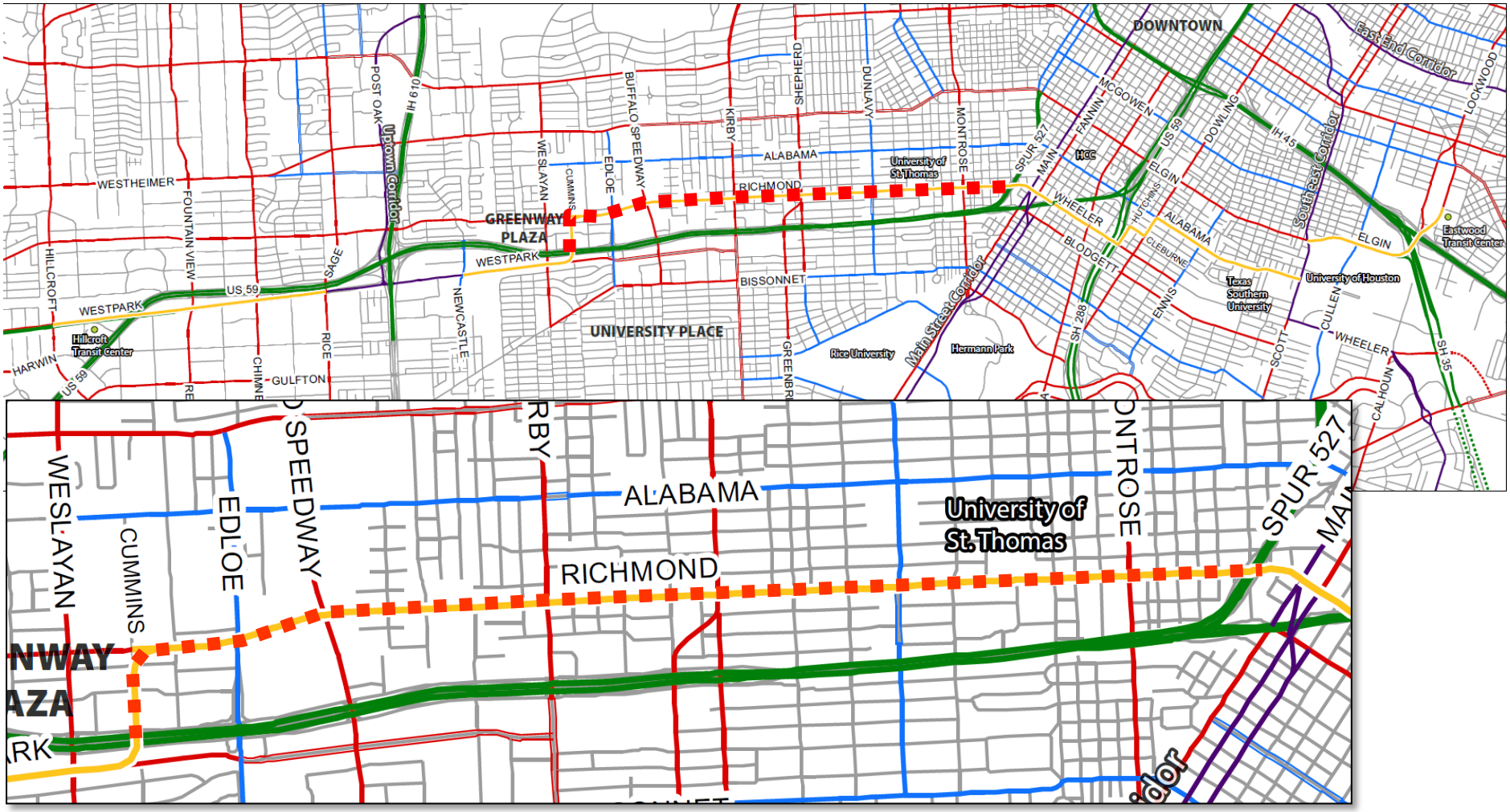


East End Corridor

Proposed MTFP Hierarchy Table

Corridor Name	Street Name	From Street	To Street	Classification	No. of Lanes	ROW Status	ROW Width (feet)	Street Modification	Signing and Pavement Markings
East End Corridor	Harrisburg Blvd.	Dowling	Middleton	TSC	2	Sufficient Width	varies		
East End Corridor	Harrisburg Blvd.	Middleton	Velasco	TSC	2	Sufficient Width	varies(80-115)		
East End Corridor	Harrisburg Blvd.	Velasco	Sampson	TSC	4	To be Widened	varies(80)		
East End Corridor	Harrisburg Blvd.	Sampson	York	TSC	4	Sufficient Width	varies(80-90)		
East End Corridor	Harrisburg Blvd.	York	Milby	TSC	4	Sufficient Width	90		
East End Corridor	Harrisburg Blvd.	Milby	Eastwood	TSC	4	Sufficient Width	varies(80-95)		
East End Corridor	Harrisburg Blvd.	Eastwood	Hagerman	TSC	4	Sufficient Width	varies(95-100)		

Richmond and Cummins



2035 Growth Projection

Population Change (1950 - 2010) & Projection (2018 - 2035) * CAGR: Compound Annual Growth Rate

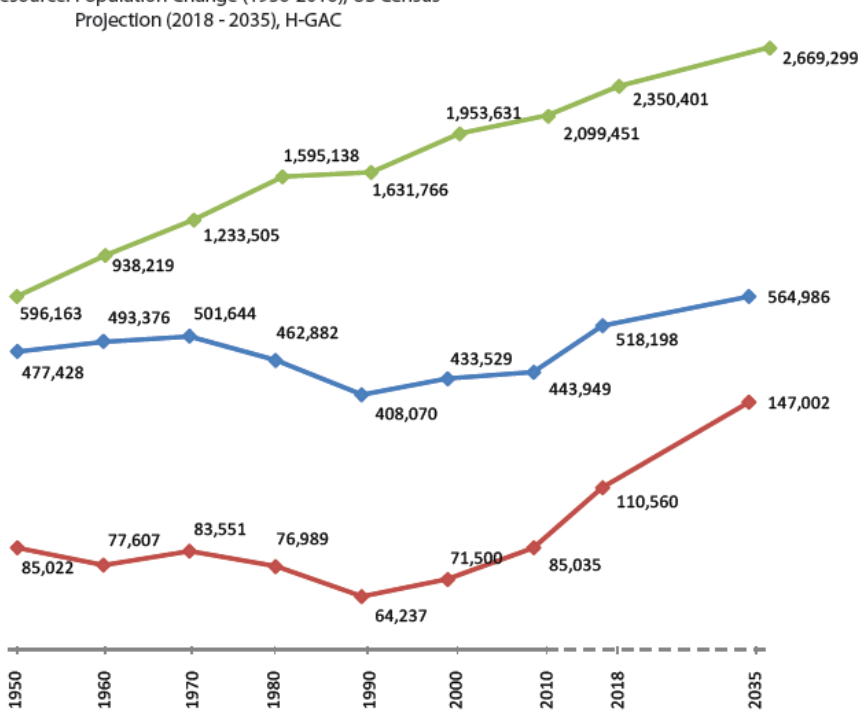
Year	Study Area	CAGR*	Inner Loop (IH 610)	CAGR*	City of Houston	CAGR*
1950	85,022		477,428		596,163	
1960	77,607	-0.9%	493,376	0.3%	938,219	5.7%
1970	83,551	0.8%	501,644	0.2%	1,233,505	3.1%
1980	76,989	-0.8%	462,882	-0.8%	1,595,138	2.9%
1990	64,237	-1.7%	408,070	-1.2%	1,631,766	0.2%
2000	71,500	1.1%	433,529	0.6%	1,953,631	2.0%
2010	85,035	1.9%	443,949	0.2%	2,099,451	0.7%
2018	110,560	3.8%	518,198	2.1%	2,350,401	1.5%
2035	147,002	1.9%	564,986	0.5%	2,669,299	0.8%

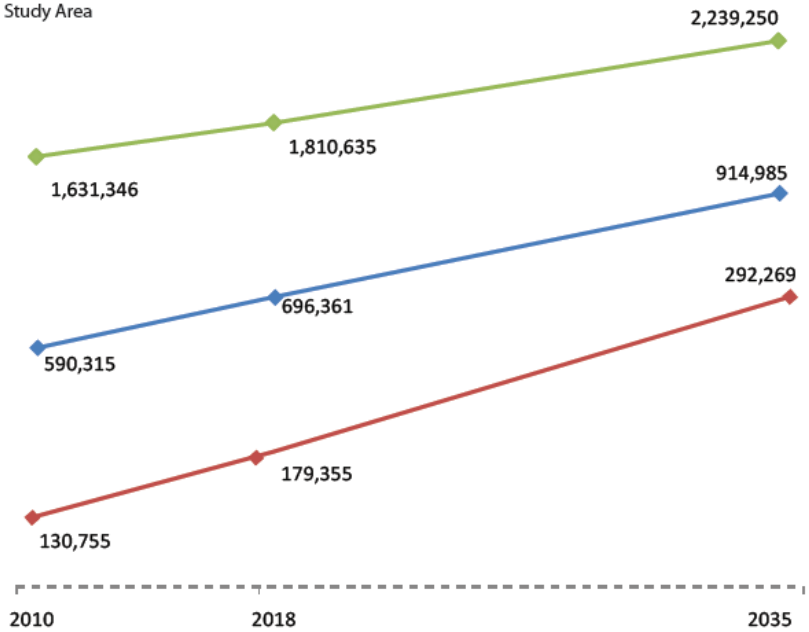
Resource: Population Change (1950-2010), US Census
Projection (2018 - 2035), H-GAC

Employment Projection (2010 - 2035)

Year	Study Area	CAGR	Inner Loop (IH 610)	CAGR	City of Houston	CAGR
2010	130,755	-0.4%	590,315	0.4%	1,631,346	2.2%
2018	179,355	4.6%	696,361	2.2%	1,810,635	1.4%
2035	292,269	3.7%	914,985	1.8%	2,239,250	1.4%

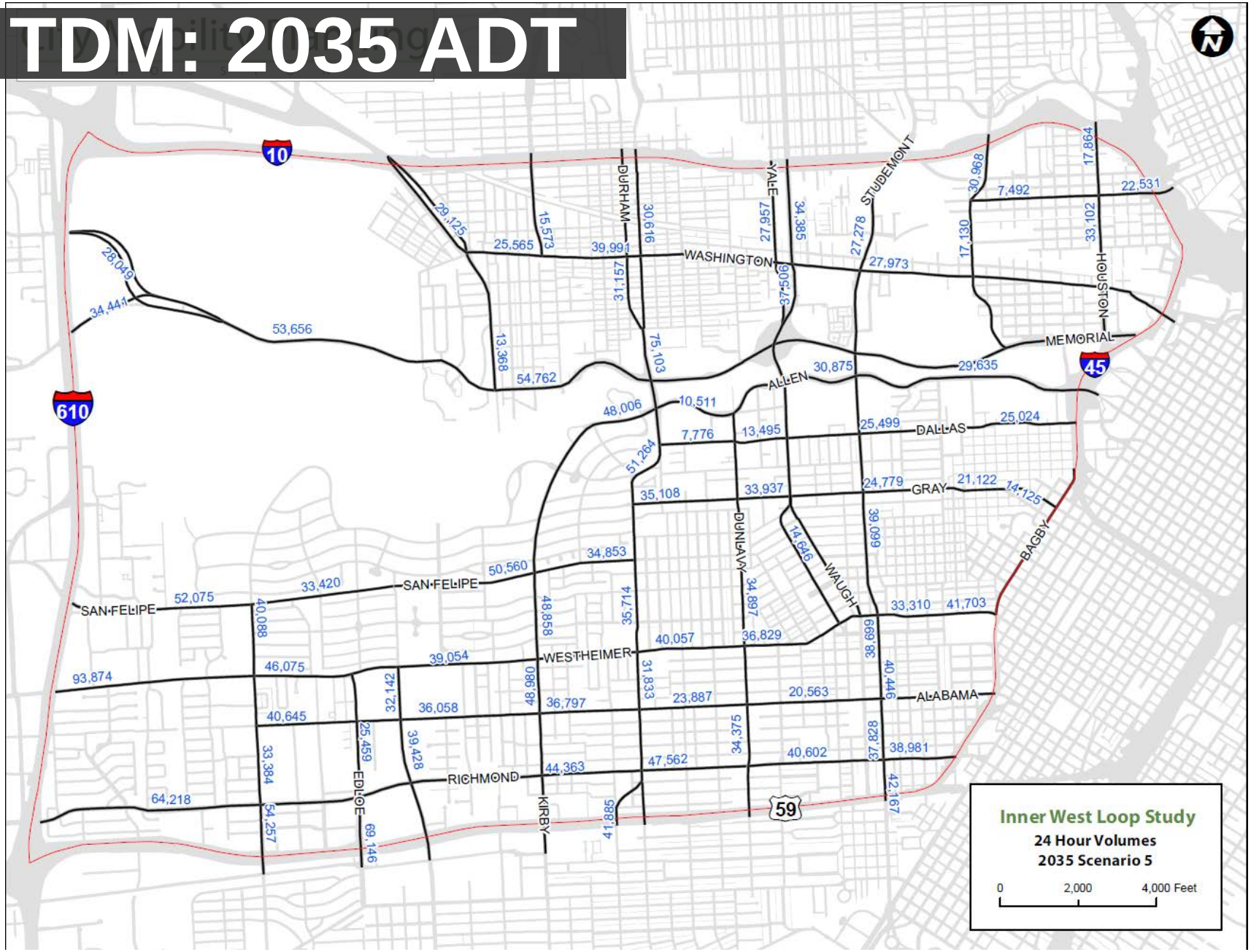
Resource: Projection (2018 - 2035), H-GAC





June 14, 2012

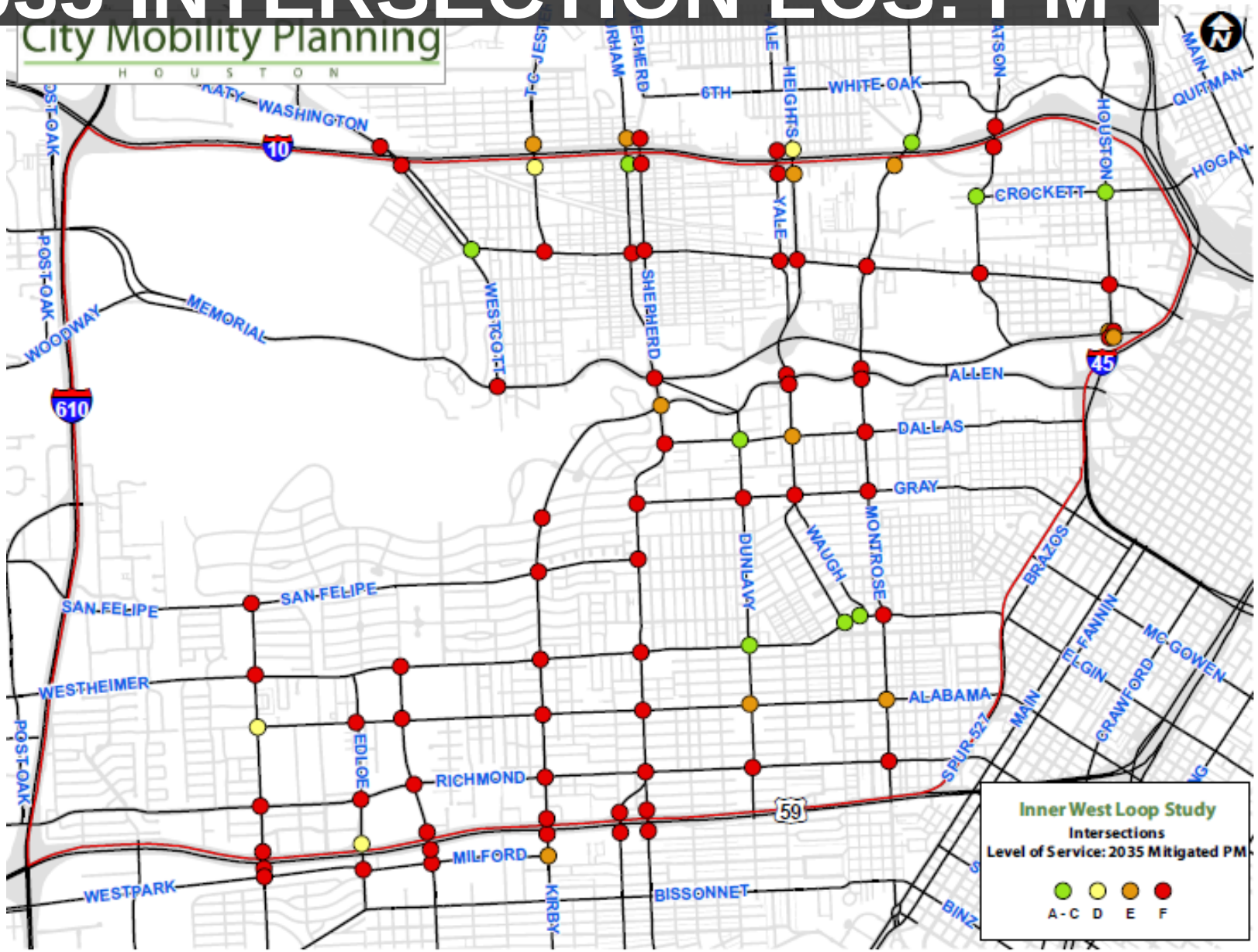
TDM: 2035 ADT


10
610
45
59
WASHINGTON
DURHAM
YALE
STUDEMONT
HOUSTON
MEMORIAL
ALLEN
DALLAS
GRAY
BAGBY
WAUGH
DUNLAVY
SAN FELIPE
WESTHEIMER
ALABAMA
RICHMOND
EDLOE
KIRBY
Inner West Loop Study
24 Hour Volumes
2035 Scenario 5
0
2,000
4,000 Feet

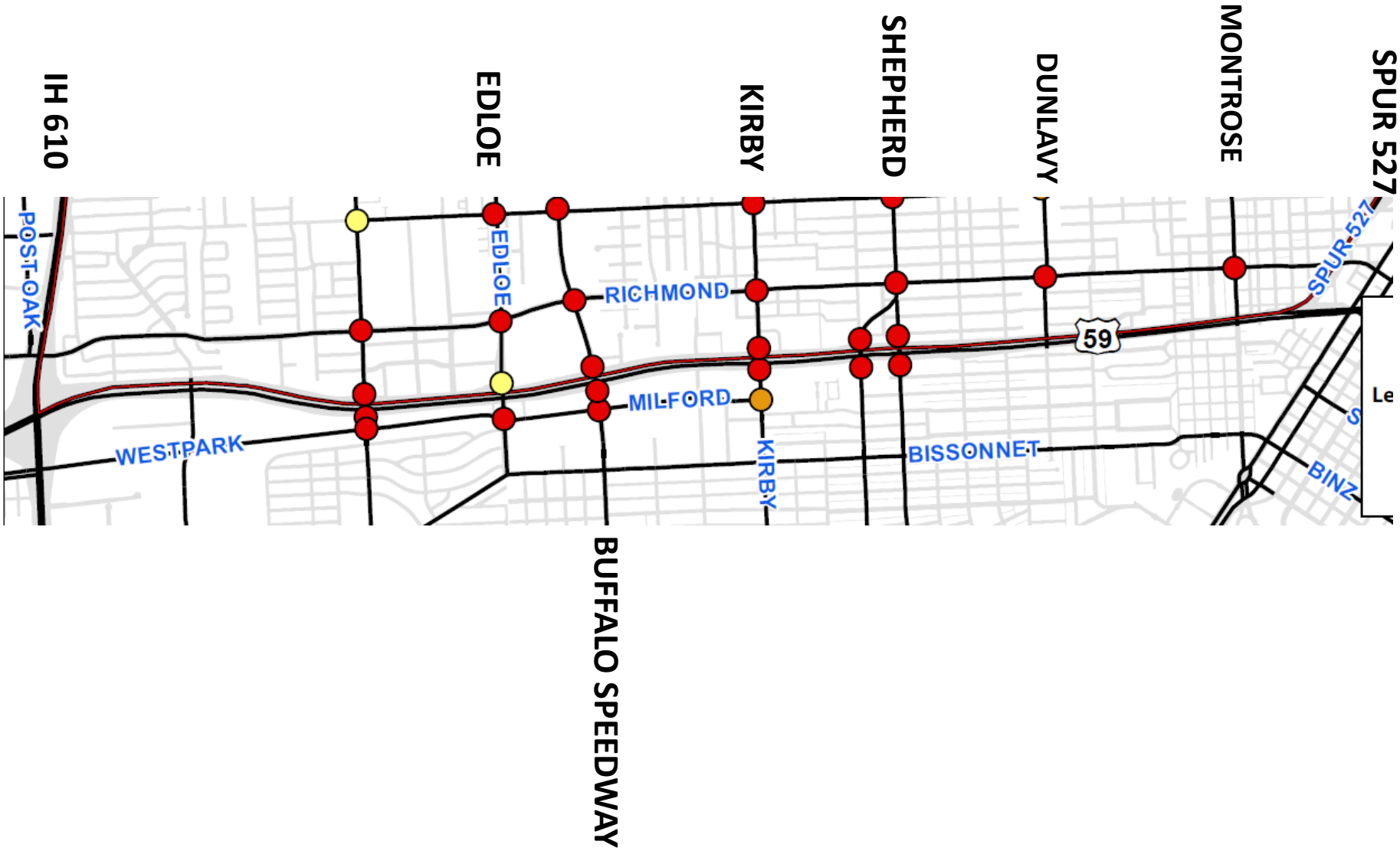
TDM: 2035 ADT

SPUR 527
MONTROSE
DUNLAVY
SHEPHERD
KIRBY
EDLOE
WESLAYAN
IH 610
BUFFALO SPEEDWAY
RICHMOND
KIRBY
EDLOE
59
38,981
37,828
42,167
40,602
34,375
47,562
44,363
41,885
39,428
25,459
69,146
40,645
33,384
54,257
64,218

2035 INTERSECTION LOS: PM

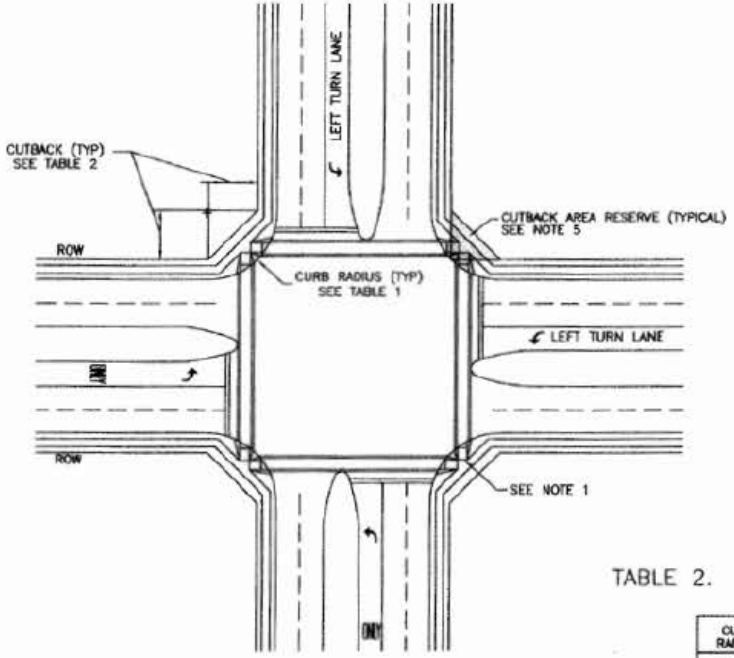


2035 INTERSECTION LOS: PM



RICHMOND: SPUR 527 - KIRBY

Infrastructure Design Manual



NOTES:

1. ALL RAMPS AND SIDEWALKS SHALL BE CONSTRUCTED IN ACCORDANCE WITH AGENCY STANDARD DETAILS, AMERICANS WITH DISABILITIES ACT (ADA) AND TEXAS DEPARTMENT OF LICENSING AND REGULATION (TDLR) REQUIREMENTS.
2. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH AGENCY STANDARD DETAILS AND THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (TMUTCD).
3. CURB RADII SHALL BE DESIGNED TO ACCOMMODATE THE TYPE OF VEHICLES ANTICIPATED TO USE THE FACILITY, (I.E., BUSES, TRUCKS, ETC.) IN ACCORDANCE WITH AASHTO CRITERIA FOR TURNING VEHICLES.
4. WHERE ALTERNATIVE MINIMUM CURB RADIUS IS REQUIRED TO SERVE MOBILITY, PEDESTRIAN, OR OTHER SPECIAL NEEDS, SUBMIT DESIGN LAYOUT AND SUPPORTING CALCULATIONS TO AGENCY ENGINEER FOR REVIEW AND APPROVAL.
5. THE CORNER CUT AREA IS RESERVED FOR TRAFFIC SIGNAL EQUIPMENT AND SHALL BE KEPT FREE OF SIGNS, POLES, PRIVATE UTILITY CONTROL CABINETS AND ALL SURFACE ENCROACHMENTS WHICH COULD PREVENT THE FUTURE INSTALLATION OF SUCH EQUIPMENT WITHIN THE AREA.
6. WHERE A NEW ROADWAY OR DRIVEWAY IS CONNECTING TO AN EXISTING SIGNALIZED INTERSECTION, THE APPLICANT SHALL BE RESPONSIBLE FOR DESIGNING AND CONSTRUCTING THE NECESSARY MODIFICATIONS TO THE EXISTING SIGNAL SYSTEM AS REQUIRED BY AGENCY ENGINEER.

TABLE 2. ROW CUTBACK REQUIREMENTS

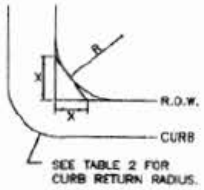
CURB RADIUS	MINIMUM ROW CUTBACK "X"	ROW RADIUS R(1)
25 FT	15 FT X 15 FT	25 FT
30 FT	20 FT X 20 FT	30 FT
35 FT	25 FT X 25 FT	35 FT
40 FT	30 FT X 30 FT	40 FT
45 FT	35 FT X 35 FT	45 FT

1. BASED ON RIGHT ANGLE INTERSECTION (*)
2. FOR ACUTE ANGLE USE 25 FOOT RADIUS (MIN)
3. FOR OBTUSE ANGLE, USE ROW RADIUS R. (*)

TABLE 1. INTERSECTION CURB RADIUS REQUIREMENTS

INTERSECTION TYPE	MINIMUM CURB RADIUS BY INTERSECTION ANGLE		
	90 DEG.	85–90 DEG.	80–85 DEG.
LOCAL – LOCAL	25 FT	30 FT	30 FT
COLLECTOR – LOCAL	25 FT	30 FT	30 FT
COLLECTOR – COLLECTOR	30 FT	30 FT	35 FT
THOROUGHFARE – COLLECTOR	30 FT	35 FT	35 FT
THOROUGHFARE – THOROUGHFARE	35 FT	35 FT	40 FT
PRINCIPAL THOROUGHFARE – THOROUGHFARE	35 FT	35 FT	40 FT
PRIN. THOROUGHFARE – PRIN. THOROUGHFARE	35 FT	35 FT	40 FT

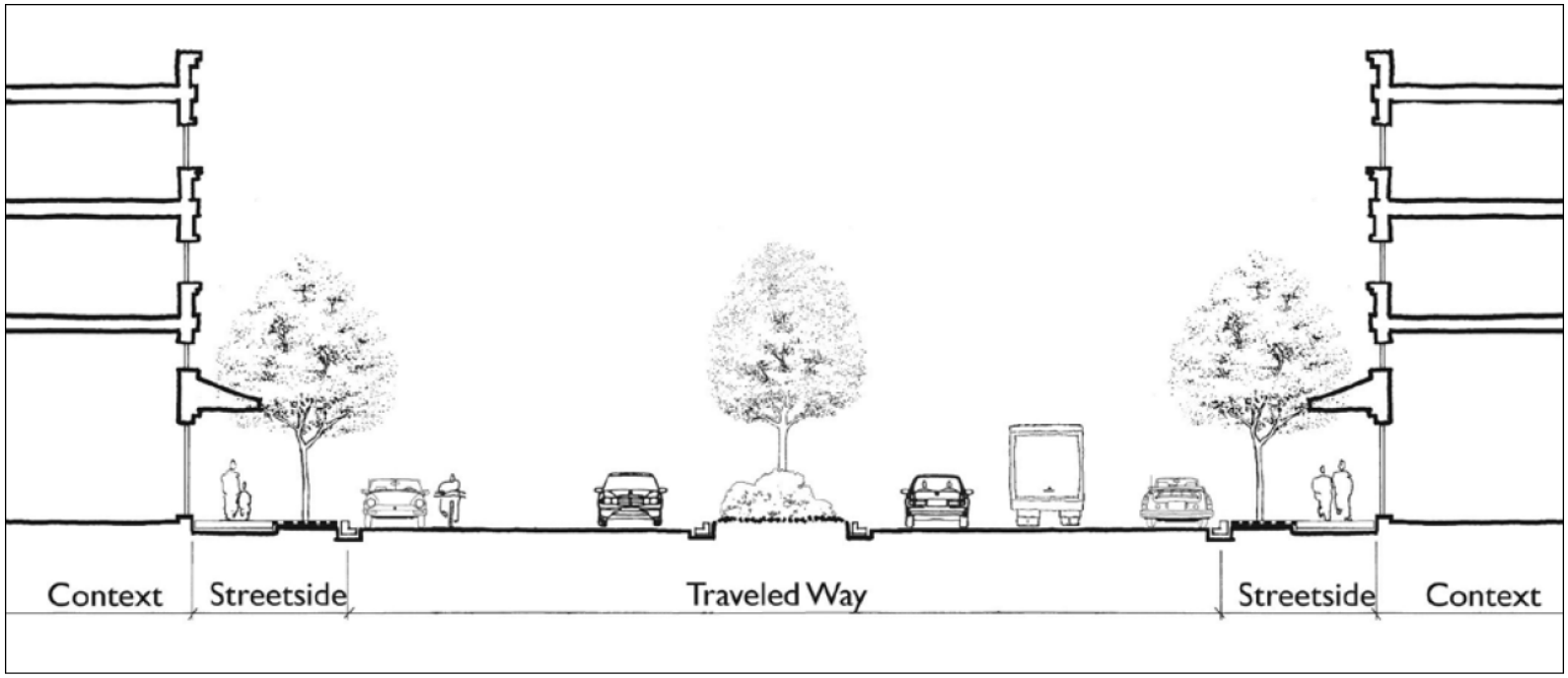
(*) SKETCH SHOWS ACCEPTABLE PROPERTY CUTBACK DISTANCE X AS SUBSTITUTE FOR ROW RADIUS R.

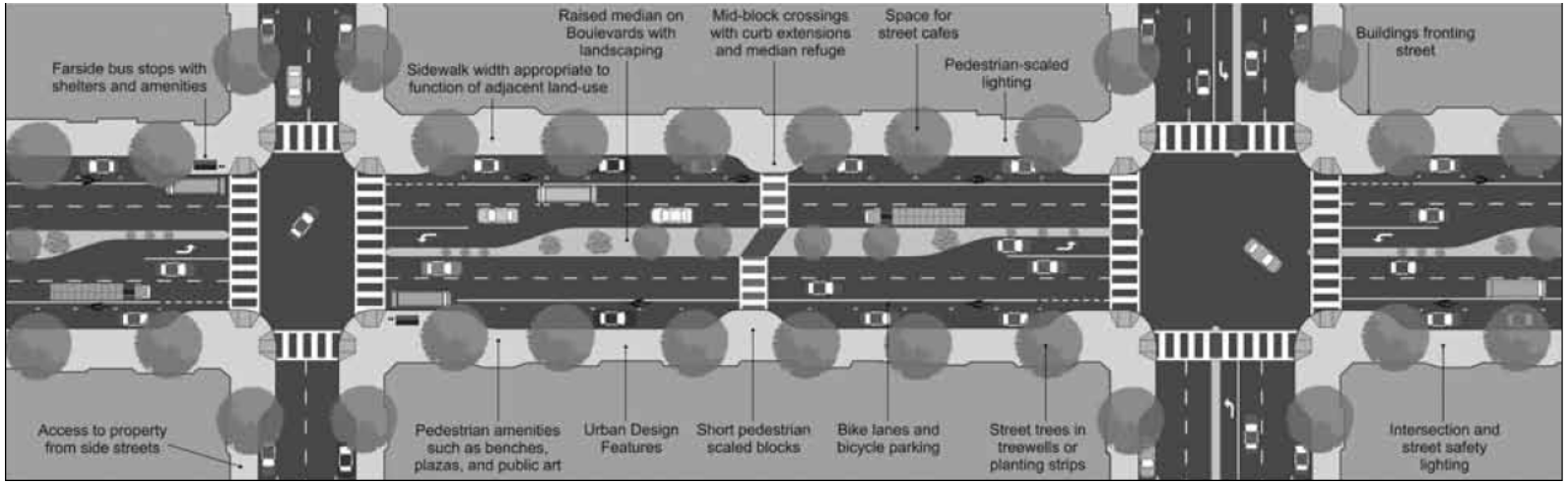


CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING

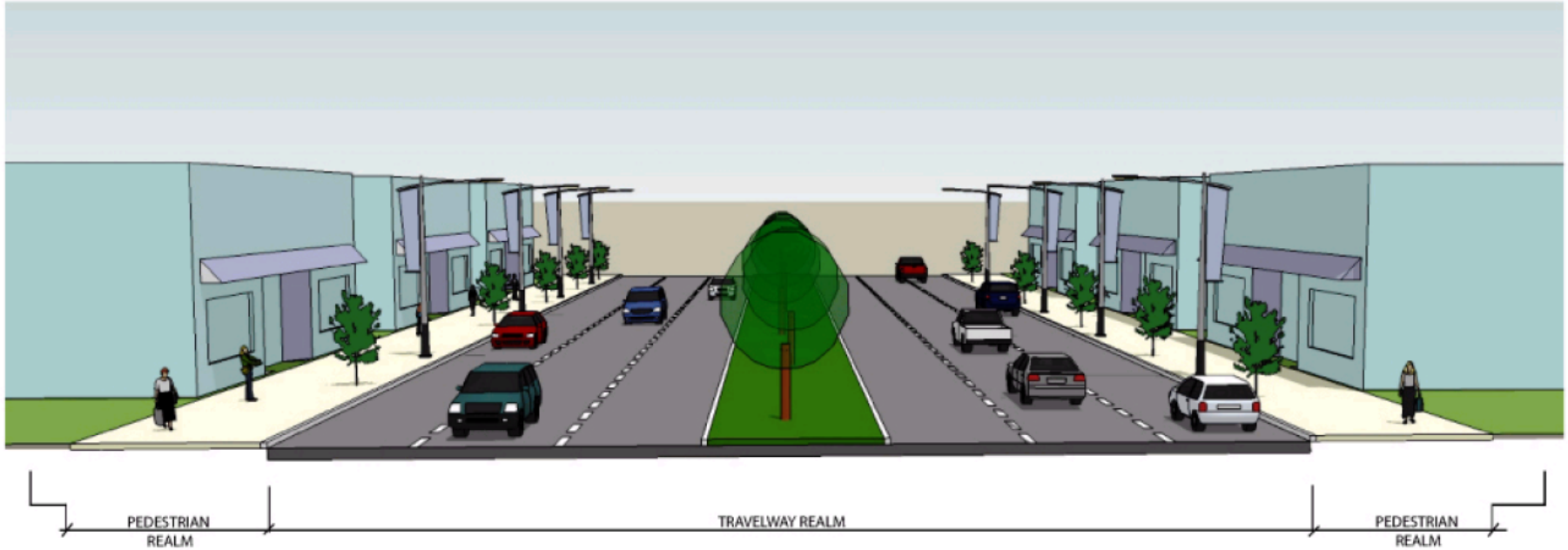
INTERSECTION GEOMETRY
CURB RADIUS AND CORNER CUTBACK
(NOT TO SCALE)

APPROVED BY:	APPROVED BY:
CITY ENGINEER	DIRECTOR OF PUBLIC WORKS AND ENGINEERING
EFF DATE: JULY–01–2009	DWG NO: 10.06–04


Context
Streetside
Traveled Way
Streetside
Context


Farside bus stops with shelters and amenities
Sidewalk width appropriate to function of adjacent land-use
Raised median on Boulevards with landscaping
Mid-block crossings with curb extensions and median refuge
Space for street cafes
Pedestrian-scaled lighting
Buildings fronting street
Access to property from side streets
Pedestrian amenities such as benches, plazas, and public art
Urban Design Features
Short pedestrian scaled blocks
Bike lanes and bicycle parking
Street trees in treewells or planting strips
Intersection and street safety lighting

URBAN BOULEVARD



URBAN BOULEVARD DESIGNATION							
	PEDESTRIAN REALM		TRAVELWAY REALM				
Minimum R.O.W. (feet)	Sidewalk (feet)	Tree Well or Swale	On-Street Parking (feet)	Bike Lane (feet)	Median Width (feet)	Lane Widths (feet)	ADT (vpd)
100	16 x 2 = 32	TW	N/A	N/A	20	4 x 12 = 48	15,000-30,000
	18 x 2 = 36	TW	N/A	N/A	16	4 x 12 = 48	
	12 x 2 = 24	TW	N/A	6 x 2 = 12	16	4 x 12 = 48	
120	16 x 2 = 32	TW	N/A	N/A	16	6 x 12 = 72	15,000-40,000
	12 x 2 = 24	TW	N/A	N/A	24	6 x 12 = 72	
	10 x 2 = 20	TW	N/A	6 x 2 = 12	16	6 x 12 = 72	
140	10 x 2 = 20	TW	N/A	N/A	24	8 x 12 = 96	20,000-50,000