

SUPERNEIGHBORHOOD 22

TRANSPORTATION COMMITTEE

Transportation Master Plan

April 2010

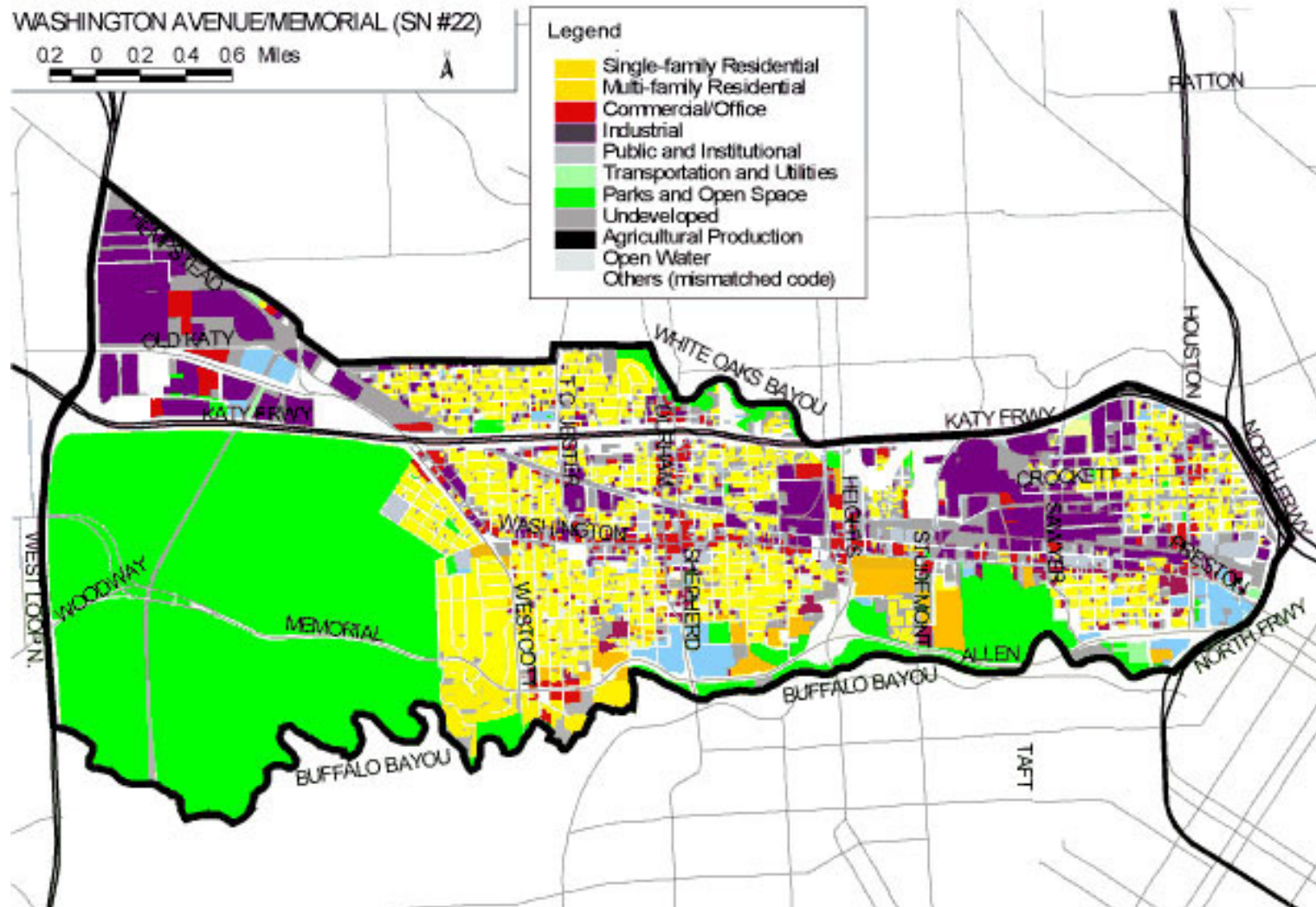
Committee Members

- First Ward: Jeanette Chinelli, Tami Merrick, and Marci Perry
- Sixth Ward: Jane West and Lee Krause
- West End: Rich and Jenna Taylor
- Magnolia Grove: Paul Nicosia
- Woodcrest: Tom Dornbusch and Monica Savino
- Cottage Grove: Mary Jane Buschlen
- Camp Logan: Scott Johnson and Tom Kornegay
- Rice Military: Phyllis Thomason
- Advisory support provided by Christof Spieler, Citizens Transportation Coalition

Purpose of the SN22 Plan

- Anticipate and influence
- Accommodate mobility with inevitable increase in density
- Facilitate movement within SN22 and connections to other places
- Minimize transit footprint, neighborhood disruption, traffic impact, and pollution

SN22 Boundaries & Land Use

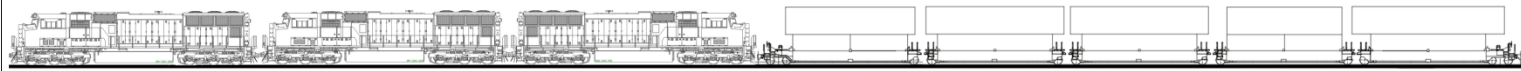


SN22 Neighborhoods



Transportation Modes Considered

Freight Rail



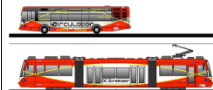
Commuter Rail



Light Rail



Local Transit

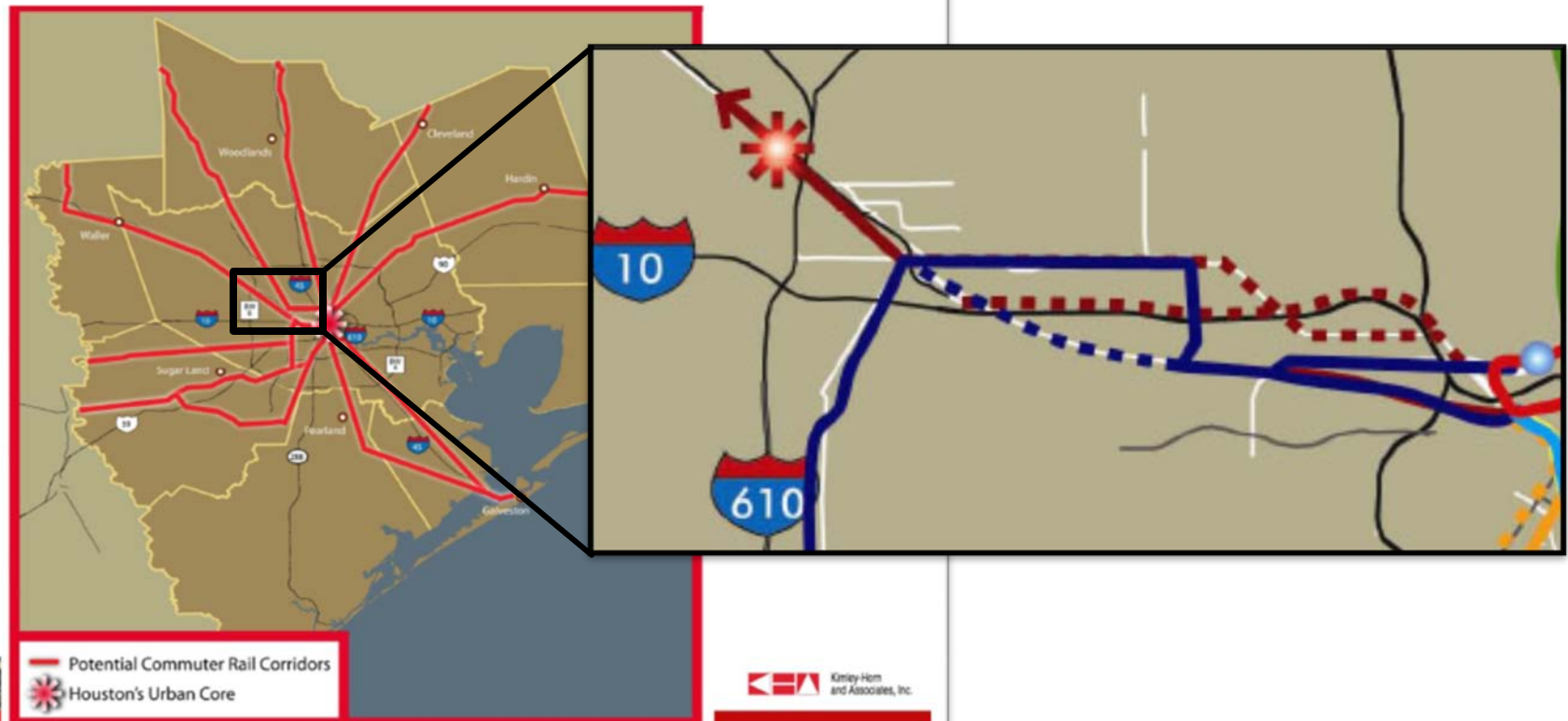


Hike & Bike

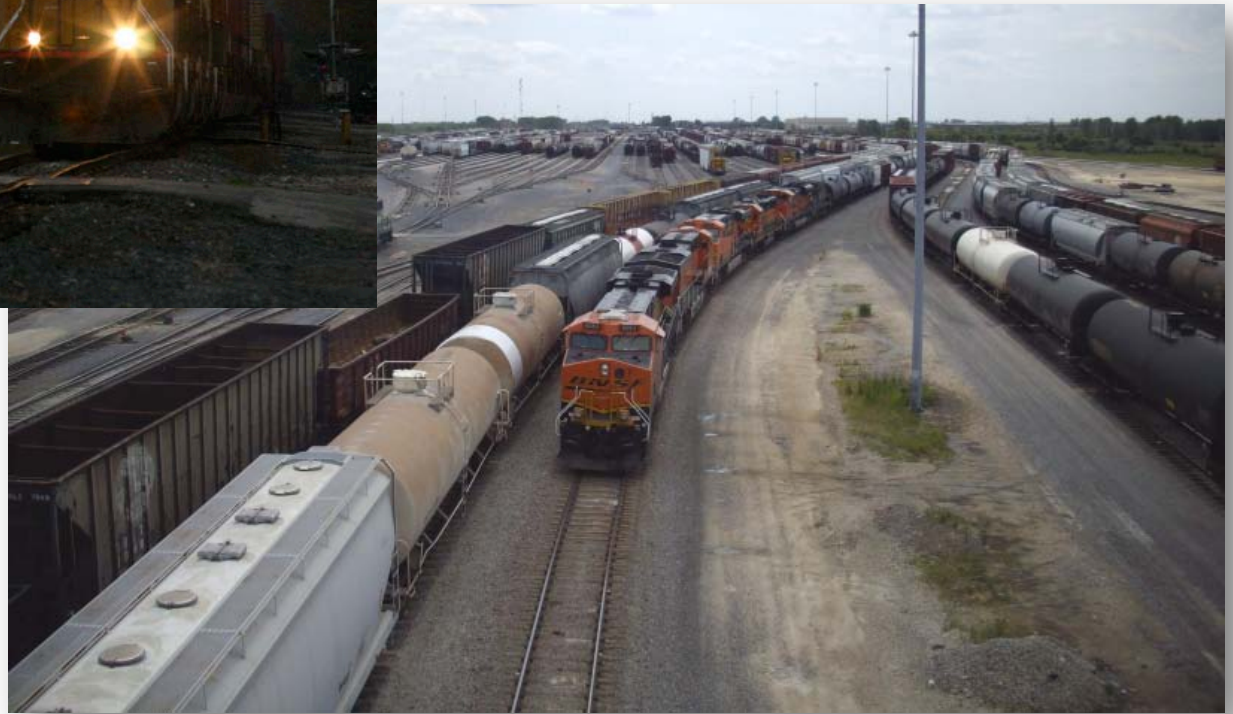


Regional Mobility

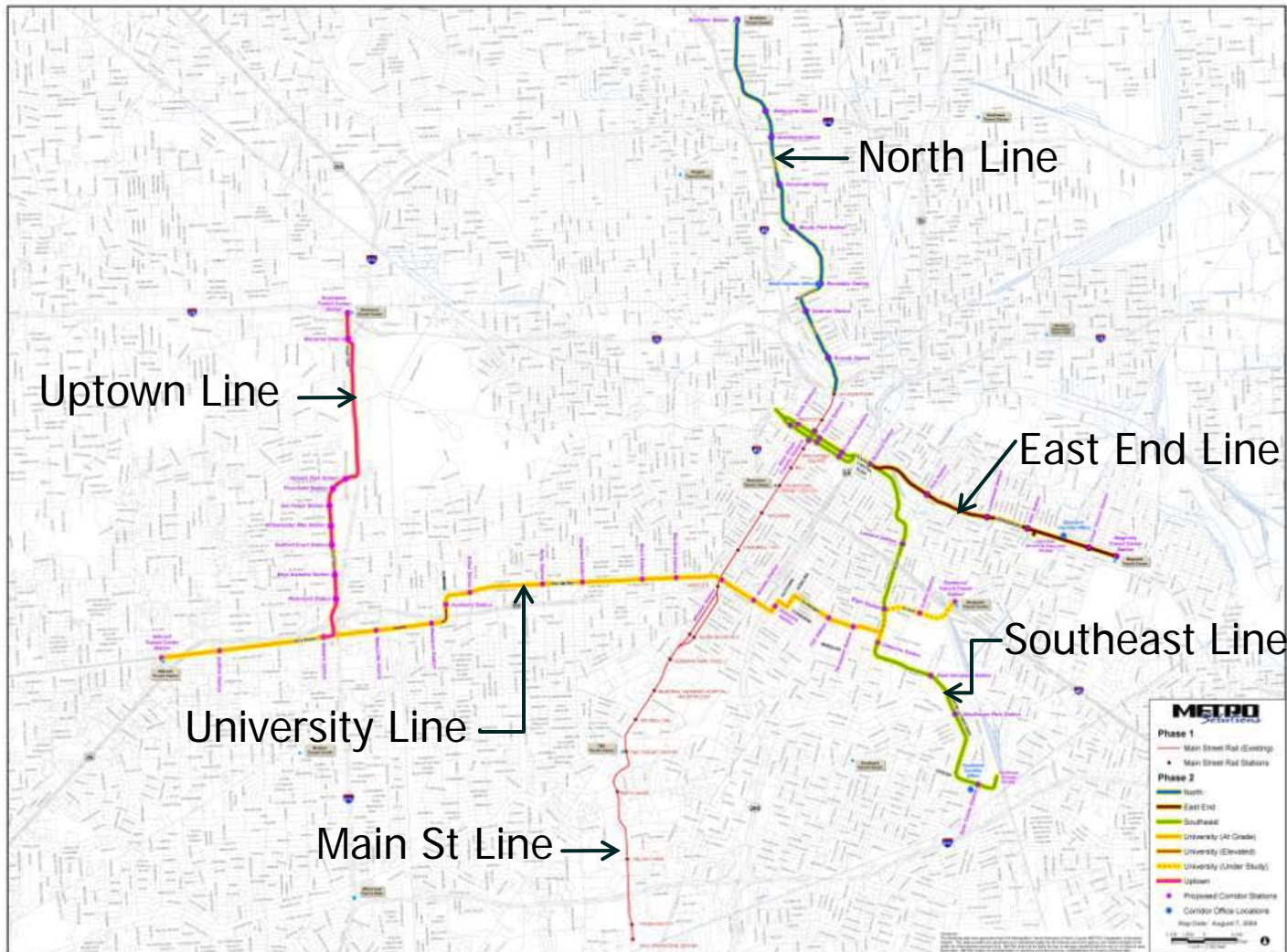
Possible Commuter Rail Routes



Freight Rail



Metro Rail Plans



Completed Lines

- Main Street

In Construction

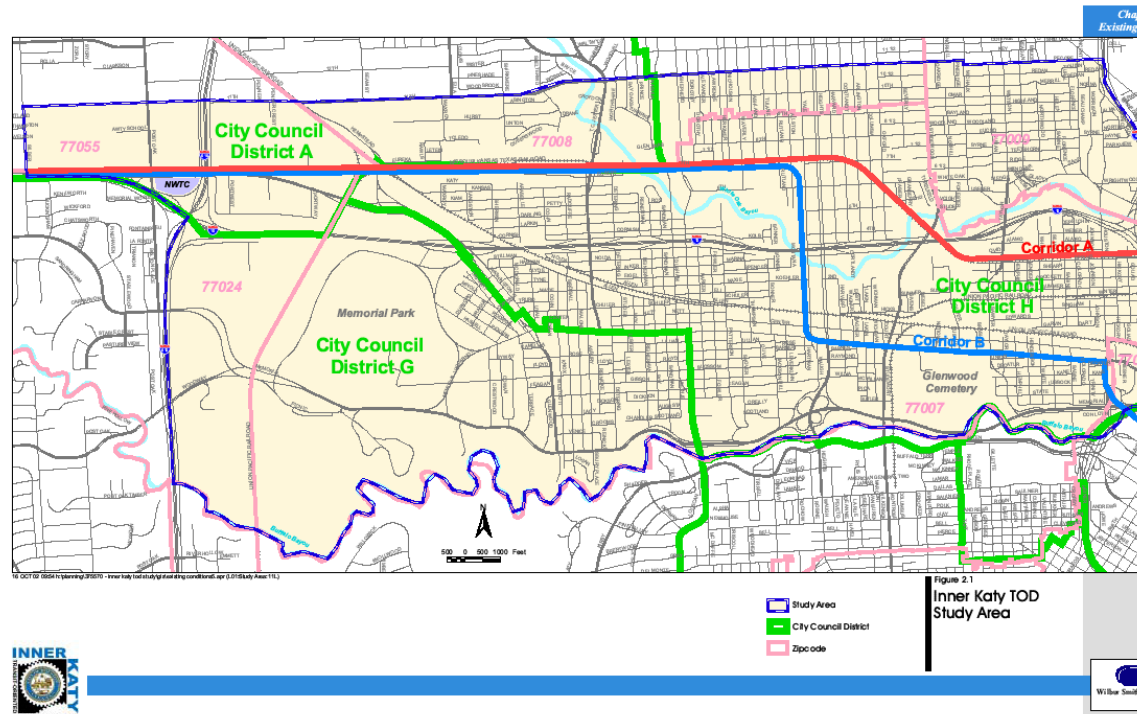
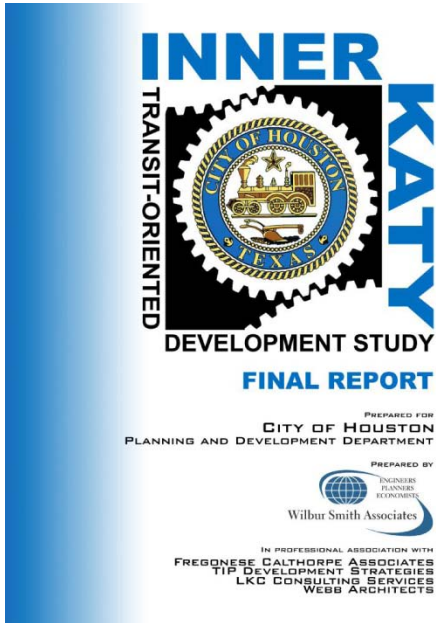
- East End Line
- Southeast Line
- North Line

In Design

- Uptown Line
- University Line

Light Rail

- Study Completed in 2002



Superneighborhood 22 Plans

Alternate Plans for Freight, Commuter, and Local Transit

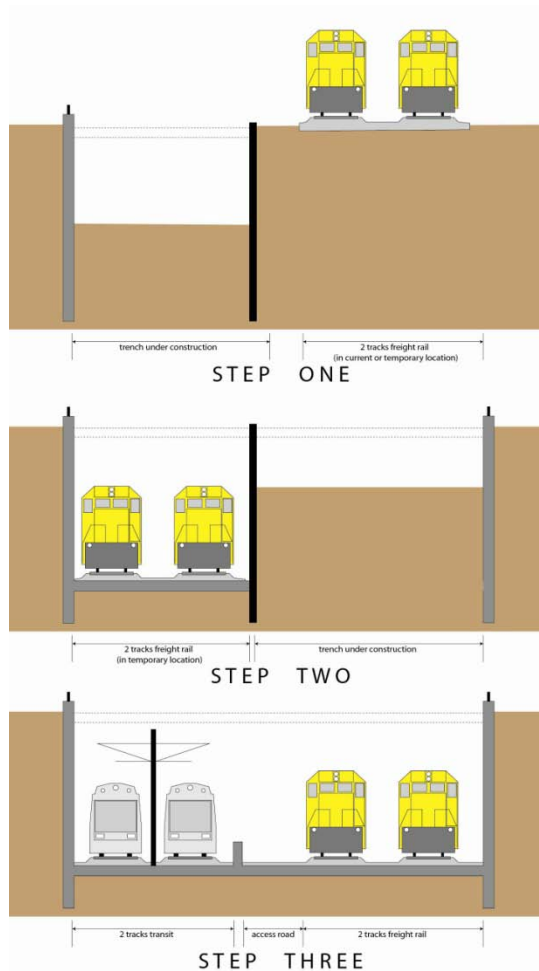
Trenching

- All rail in a trench along Terminal Subdivision
- Safer, quieter, and less disruptive to car and rail traffic
- Reconnects neighborhoods at ground level
- Grade separation at all crossings
- Ability to add new green space
- Strongly preferred by SN22

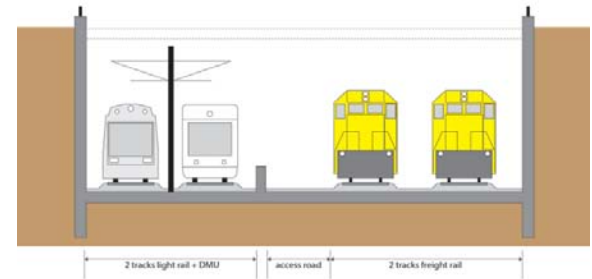


Trenching Concepts

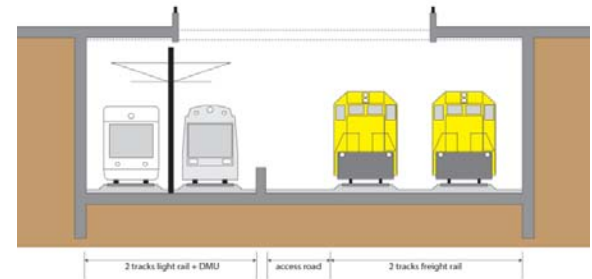
Construction Sequence



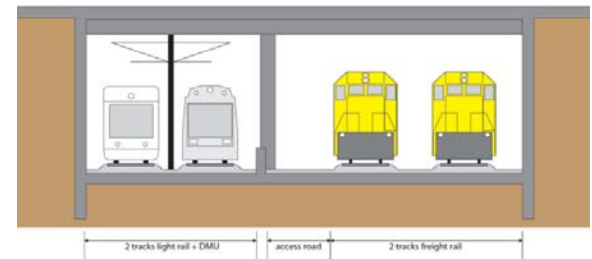
Finished Sections



TYPICAL SECTION



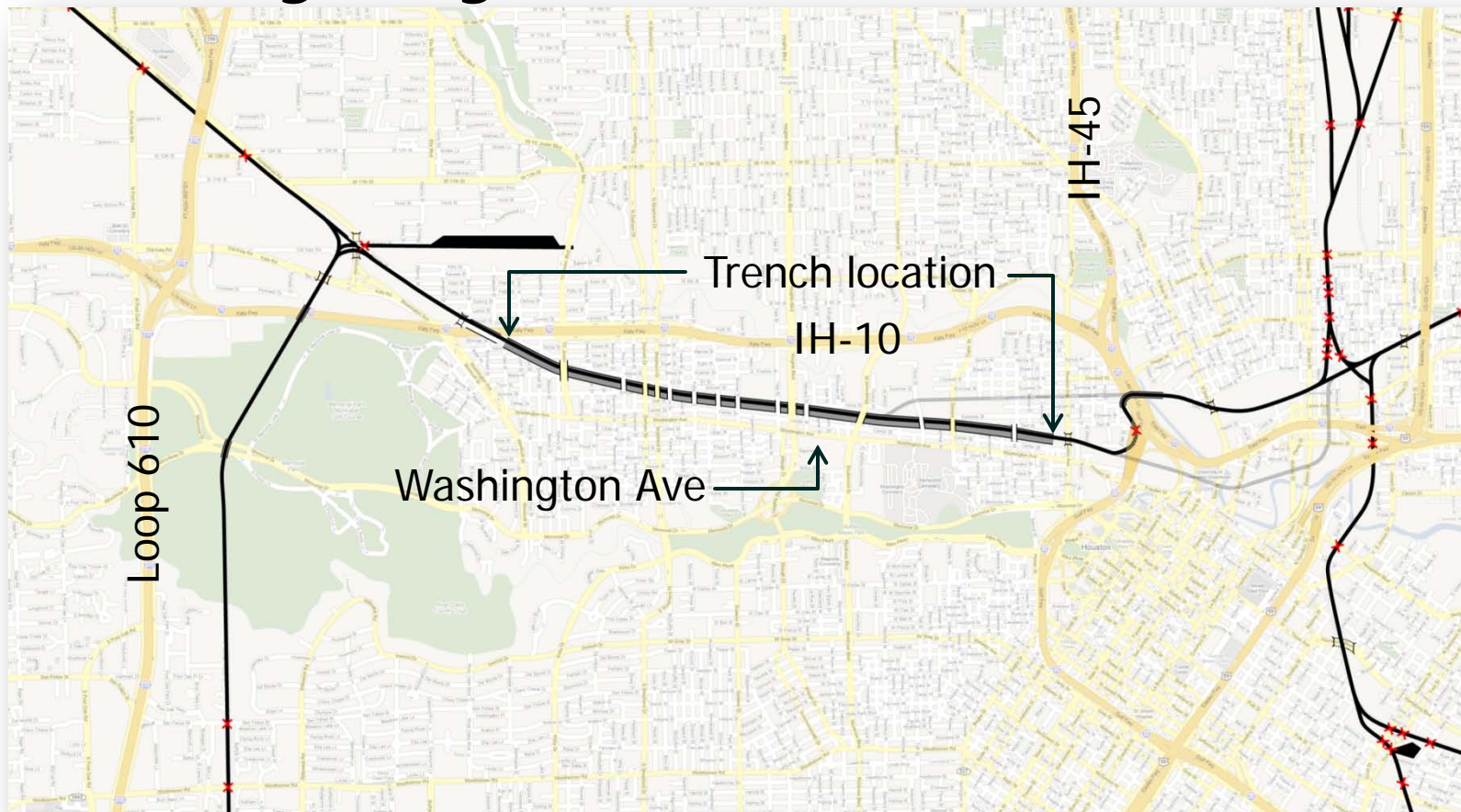
SECTION ALONG STREET



SECTION AT CROSS STREET

Trench Location

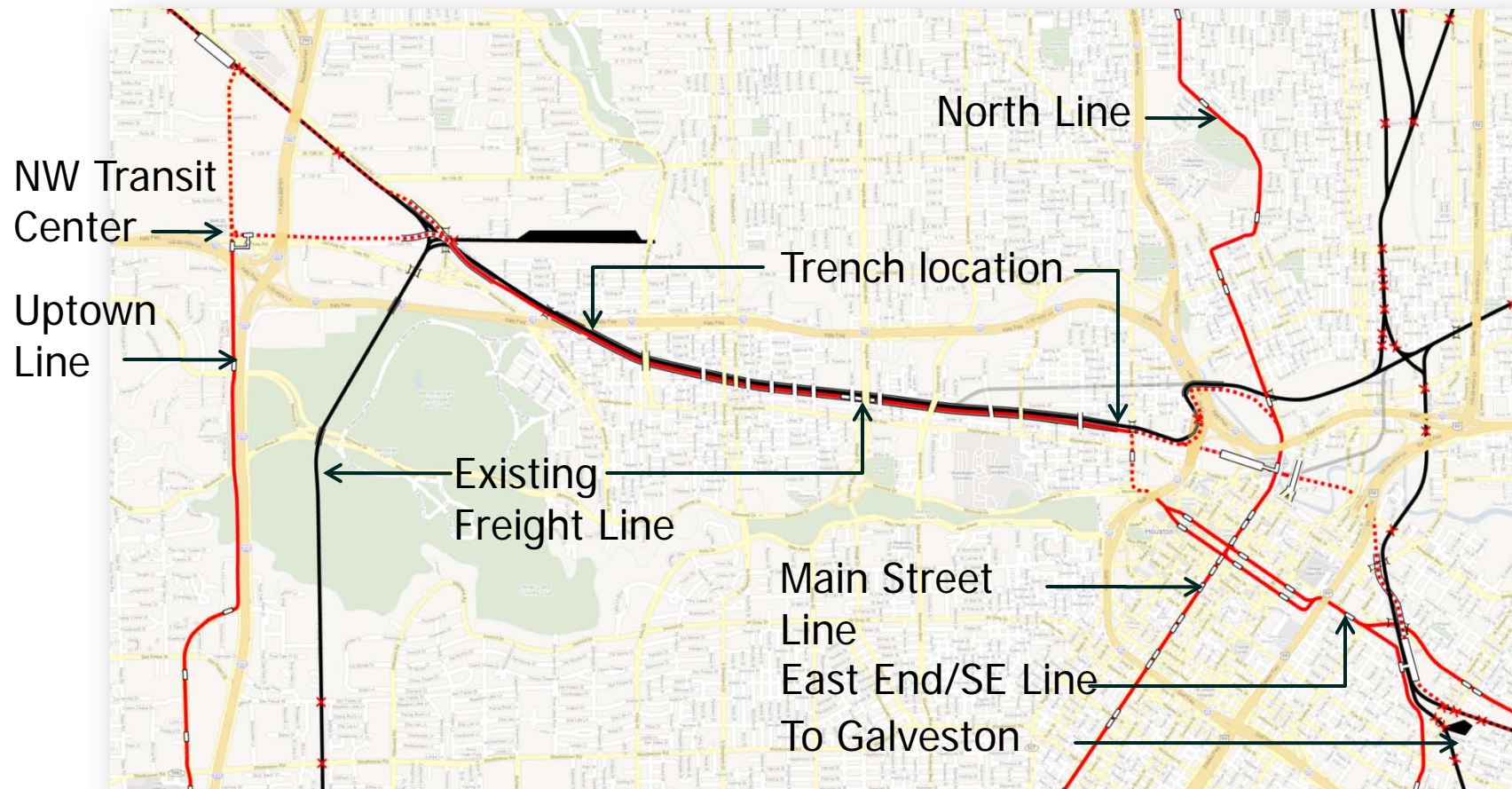
- Existing Freight Rail Corridor



4 Tracks in a Trench

- Accommodates freight rail and light rail and/or commuter rail
- Use of existing freight rail corridor (terminal subdivision)
- Trenching provides essential upgrade to rail, road traffic, and neighborhoods
- Eliminates tracks on Winter Street; green space opportunity

Transit in the Trench



Transit Options

- Light rail for both suburban express rail and local rail is preferred; would avoid need for a separate local light rail route
- Heavy commuter rail and intercity rail in the trench is a second option; would require separate local light rail route
- Alternate connectivity options at both ends of corridor
- Grade separated rail is faster and safer

Rail Types – Heavy Rail



Freight Rail



Commuter Rail

Rail Types – Light Rail



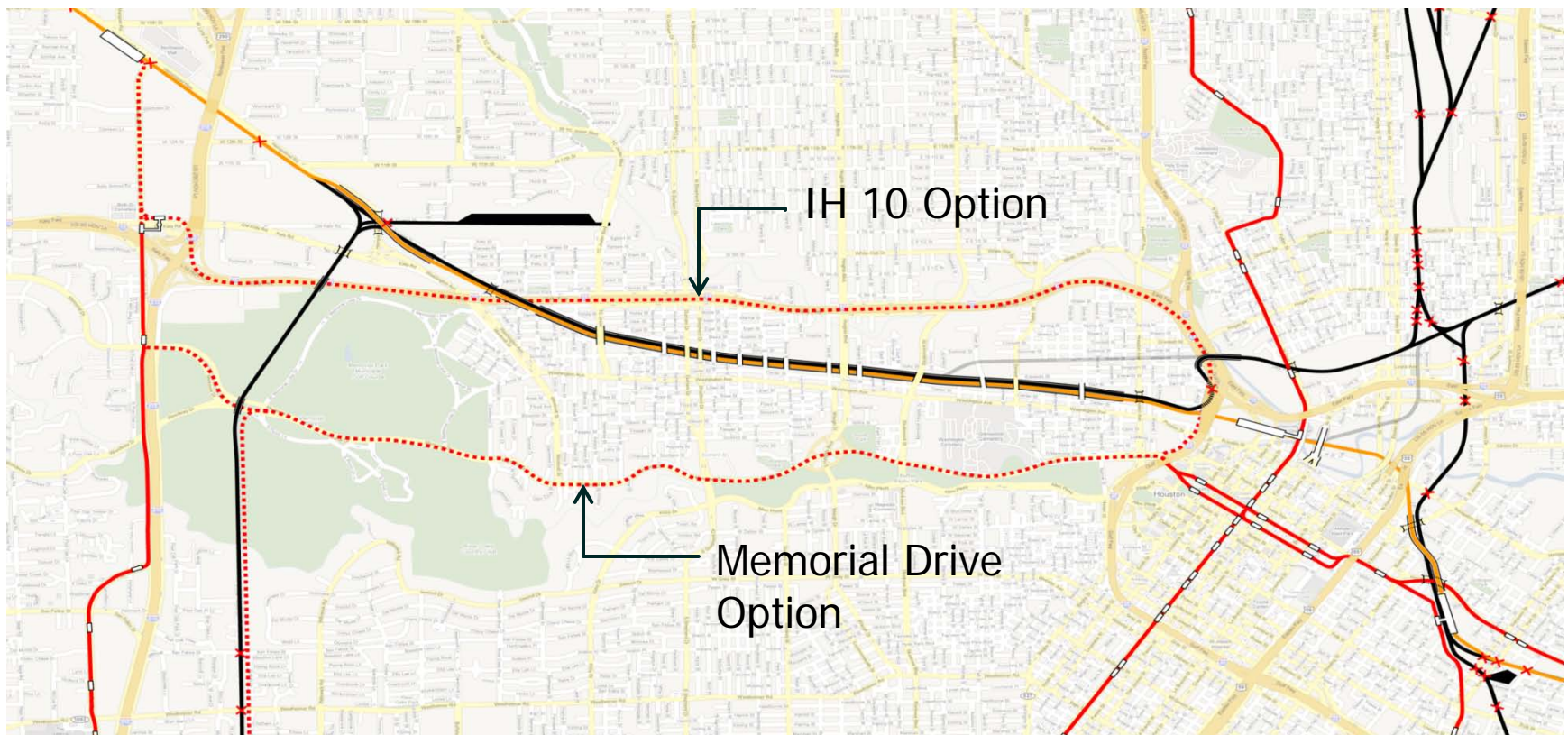
Overhead Electric
(LRT)



Diesel Mobile Unit
(DMU)

Alternative Light Rail Alignments

- Memorial Drive or Interstate 10



(Assumes tunneling through Memorial Park)

Local Mobility



Washington Avenue

■ Streetscape

- Improve & widen sidewalks; tree planting; preferred option would bury utility lines
- Streetcar based transit (not light rail!)

■ Traffic Flow

- Remove parking where narrow to improve flow
- Center Street bike lane; parking on one side

■ Parking

- Construct low & mid-rise parking structures
- Retain and repurpose recycling center site

Streetcars

- Yield to traffic
- Quick to build
- Small stations
- Frequent service
- Less expensive



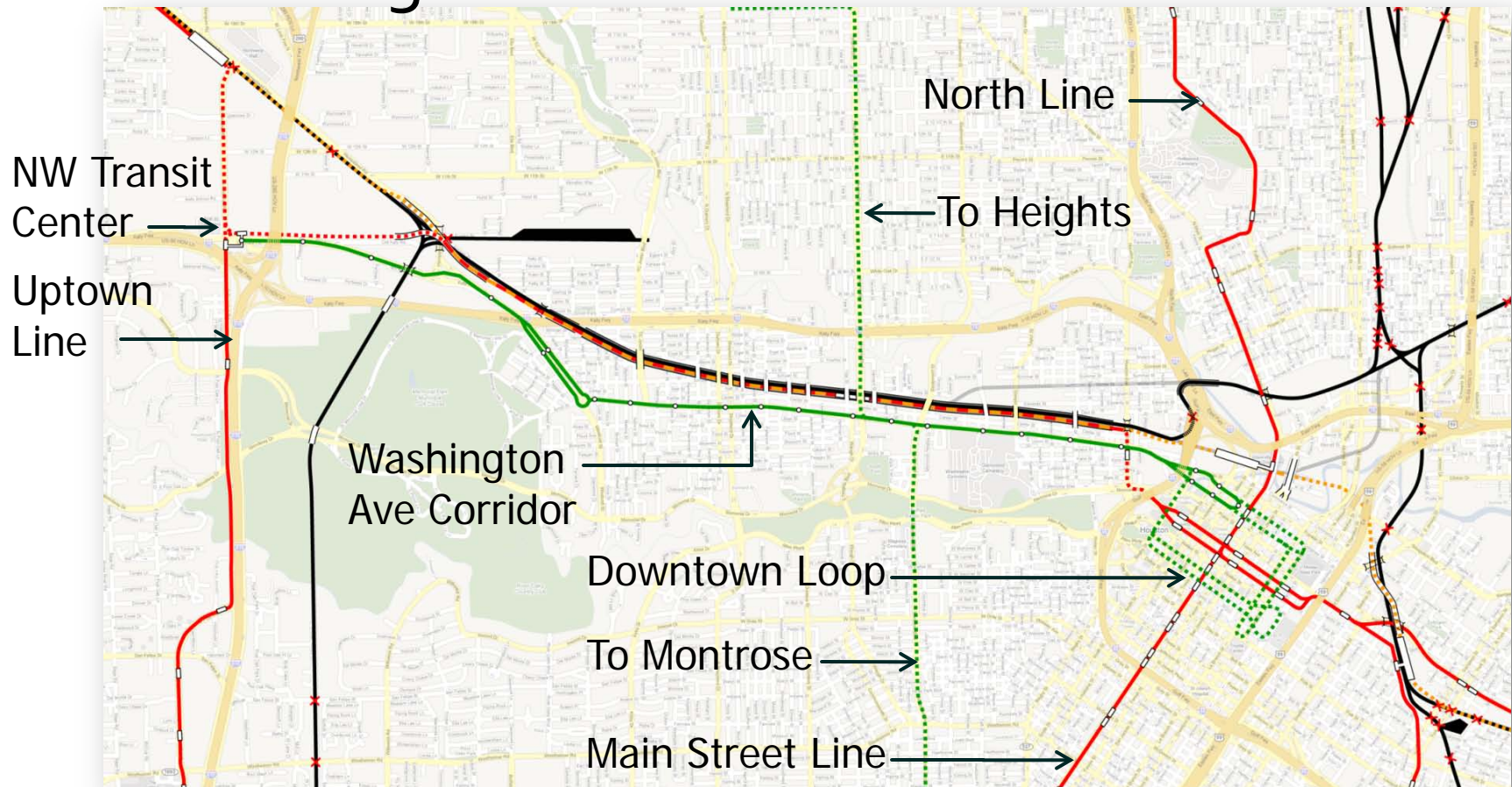
Washington Avenue

Advantages of Fixed Rail Streetcars Over Rubber Tire Buses

- Greater capacity
- No local pollution
- Permanence promotes pedestrian friendly development
- Neighborhood character
- Better accessibility
- Quieter, smoother, more comfortable ride

Local Transit

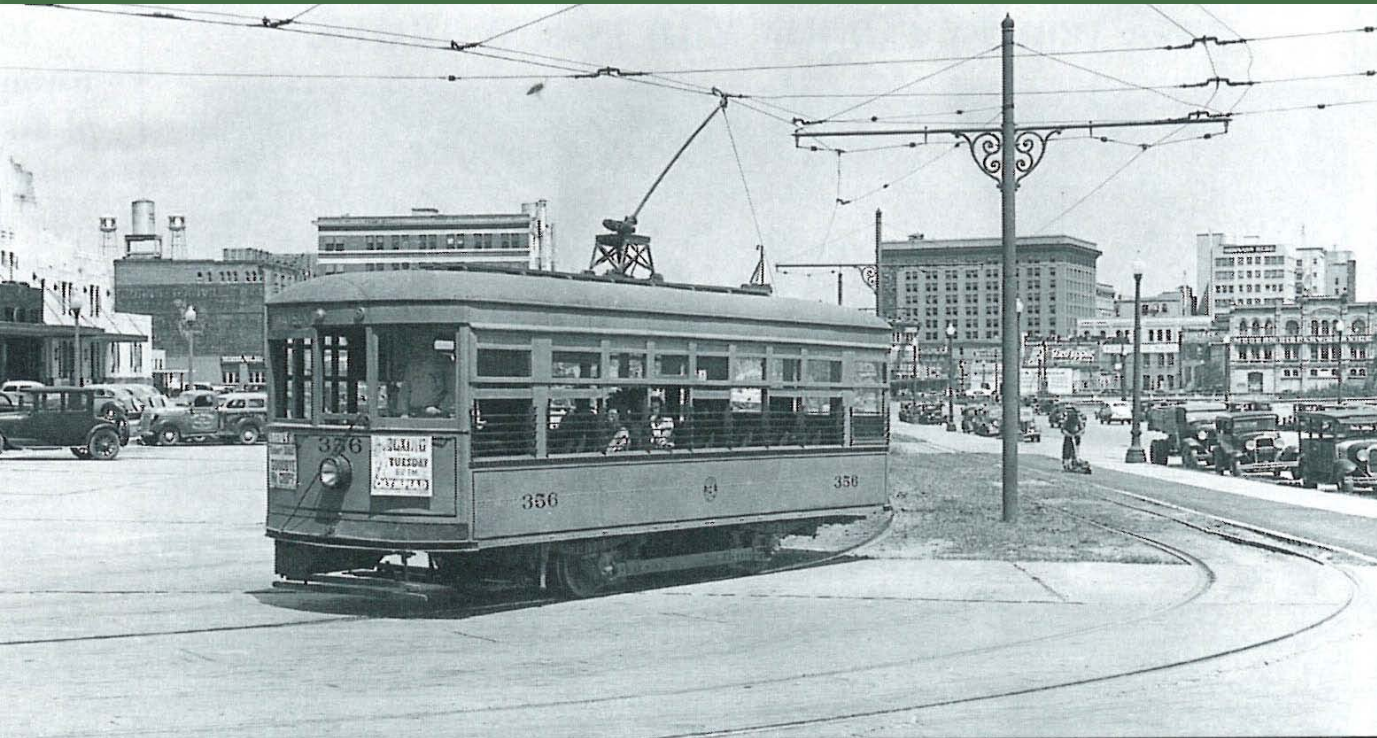
■ Washington Avenue Streetcar



Streetcar Routes

- Possible north/south streetcars to Heights and Montrose/Museum District
- Connects in downtown to light rail for trips to Medical Center and U of H
- Connects at Northwest Transit Center for trips to Uptown

Streetcars in Houston



HOUSTON ELECTRIC COMPANY 1927

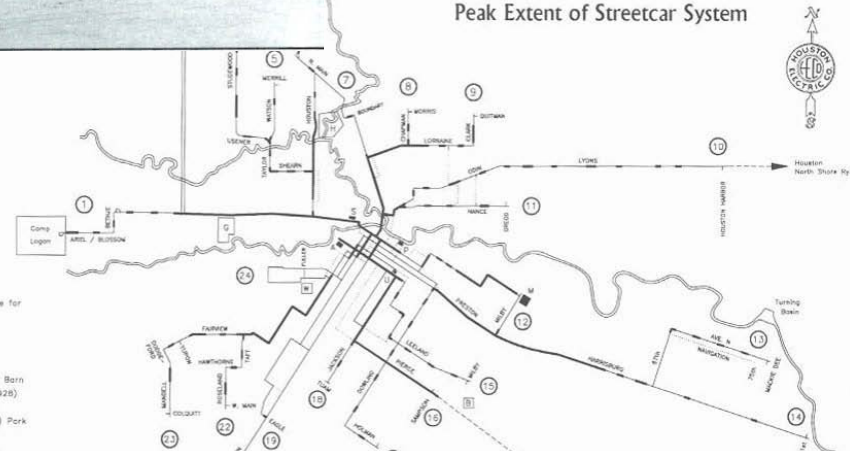
Peak Extent of Streetcar System

- 8 Chapman
- 9 North Side
- 10 Lyons
- 11 Nance
- 12 Franklin
- 13 Park Houston
- 14 Harrisburg
- 15 Leeland
- 16 Pierce
- 17 Dowling
- 18 LaBranch
- 19 South End
- 20 Inshore Shuttle
- 21 Belvoir
- 22 Montrose
- 23 Mandell
- 24 San Felipe

(NOTE: Route numbers are for map purposes only.)

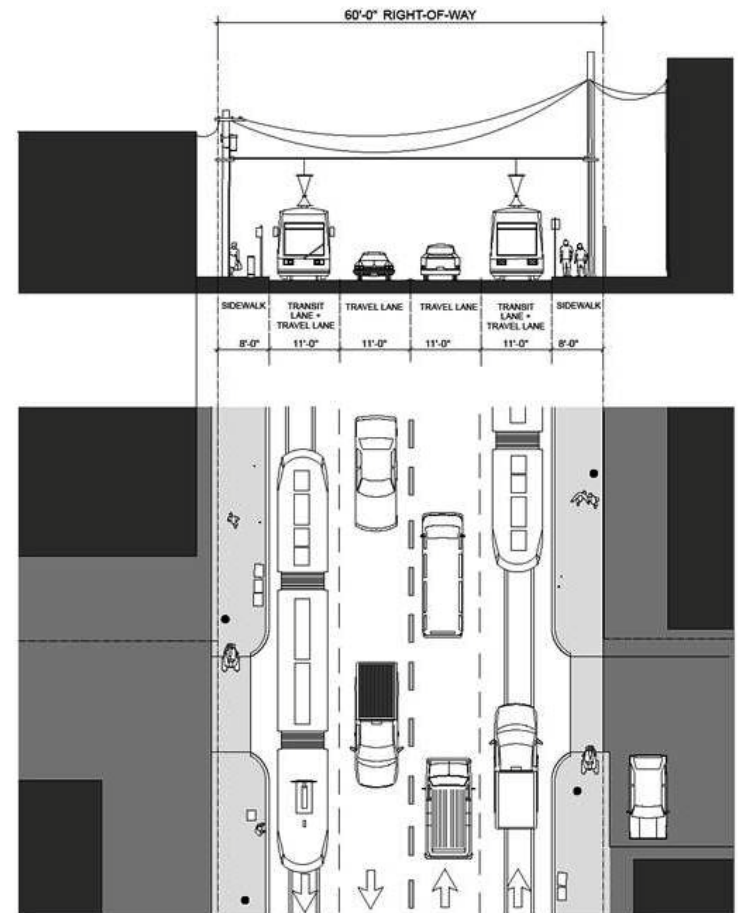
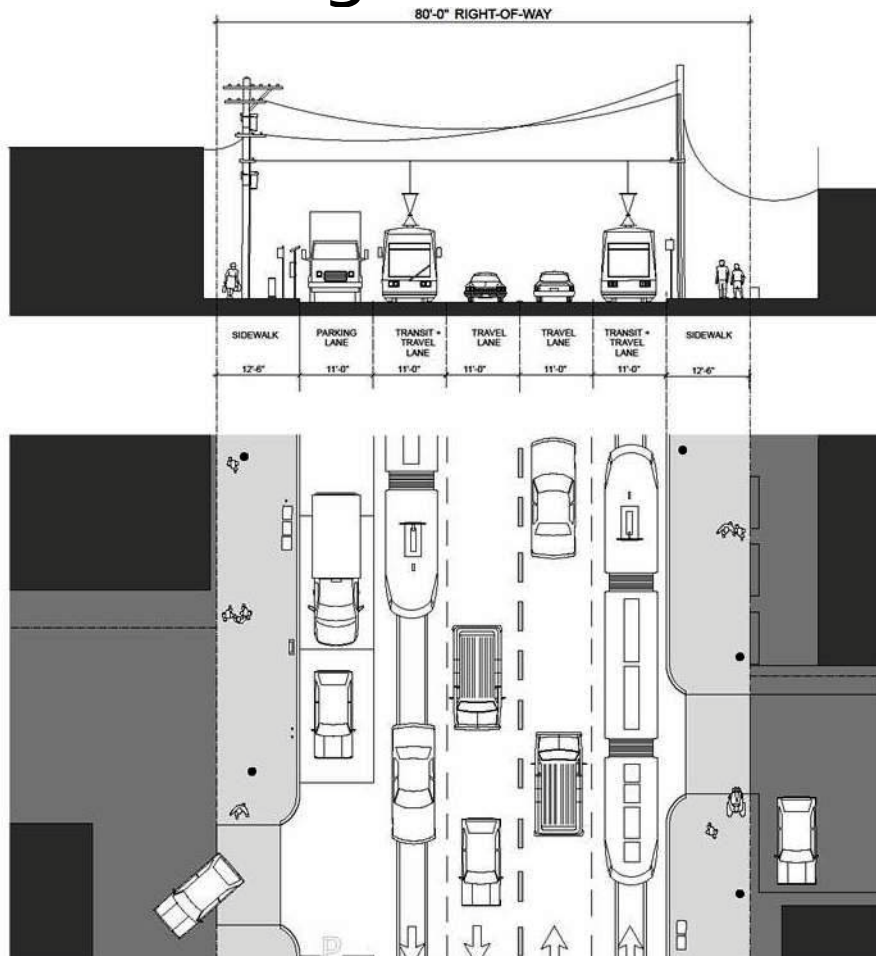
LANDMARKS

- A G.H.E.Ry. Interurban Barn
- B Buffalo Stadium (1928)
- C Glenwood Cemetery
- D Woodland (Highland) Park
- E Willy Carbon
- F H.E.C. Depot House



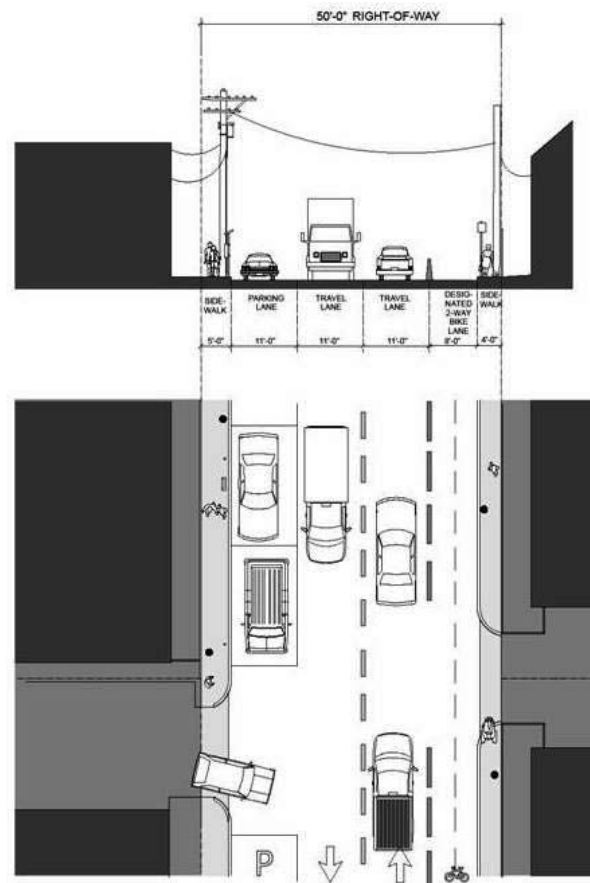
Street Cross - Sections

■ Washington Avenue



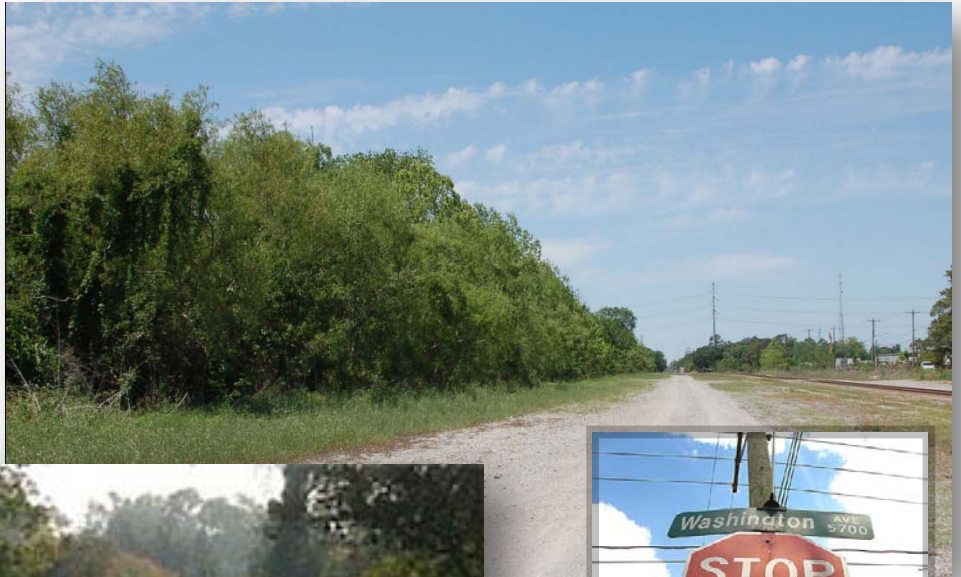
Street Cross - Sections

■ Center Street



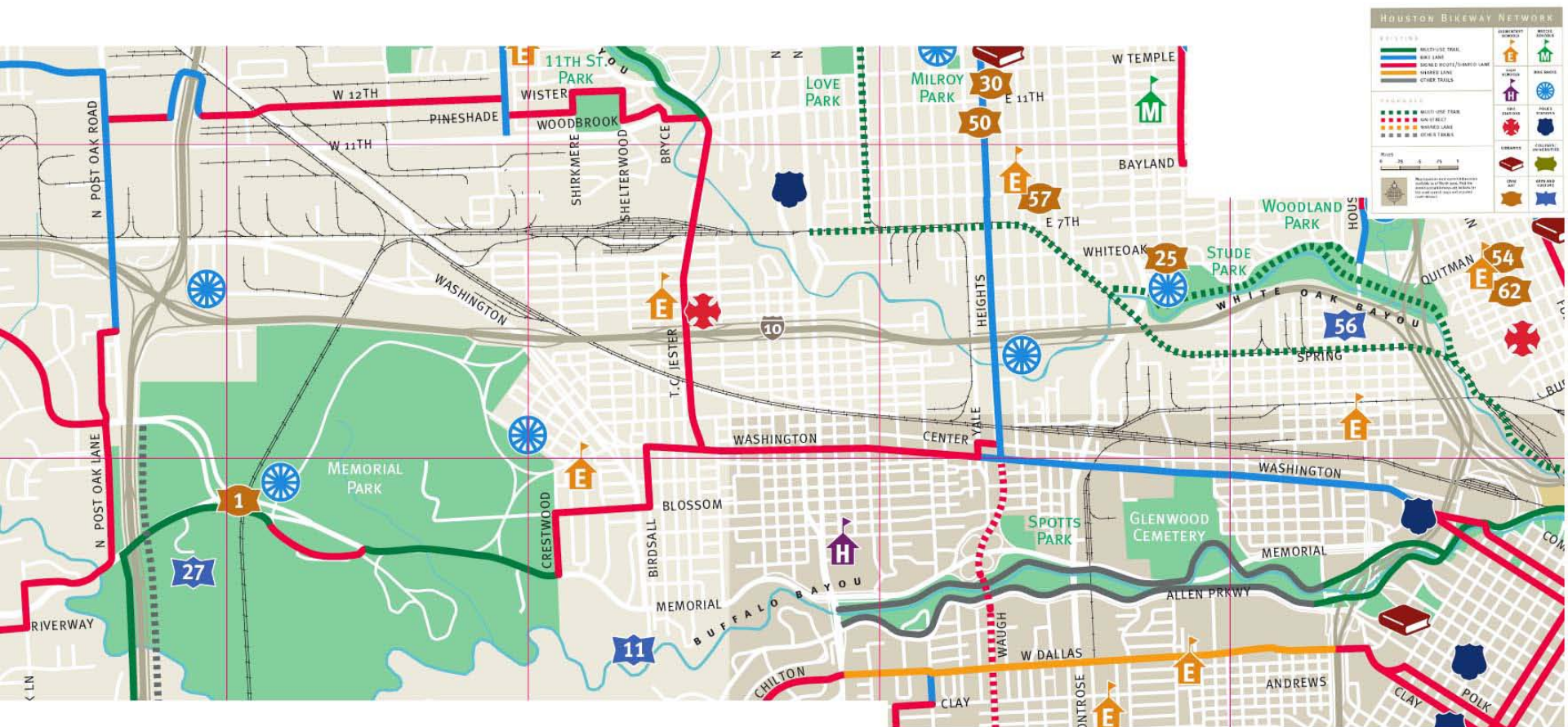
Hike & Bike Grid

- Trail and Route Improvements
 - Trail and route
 - On & Off Street
 - New Links
 - Extensions



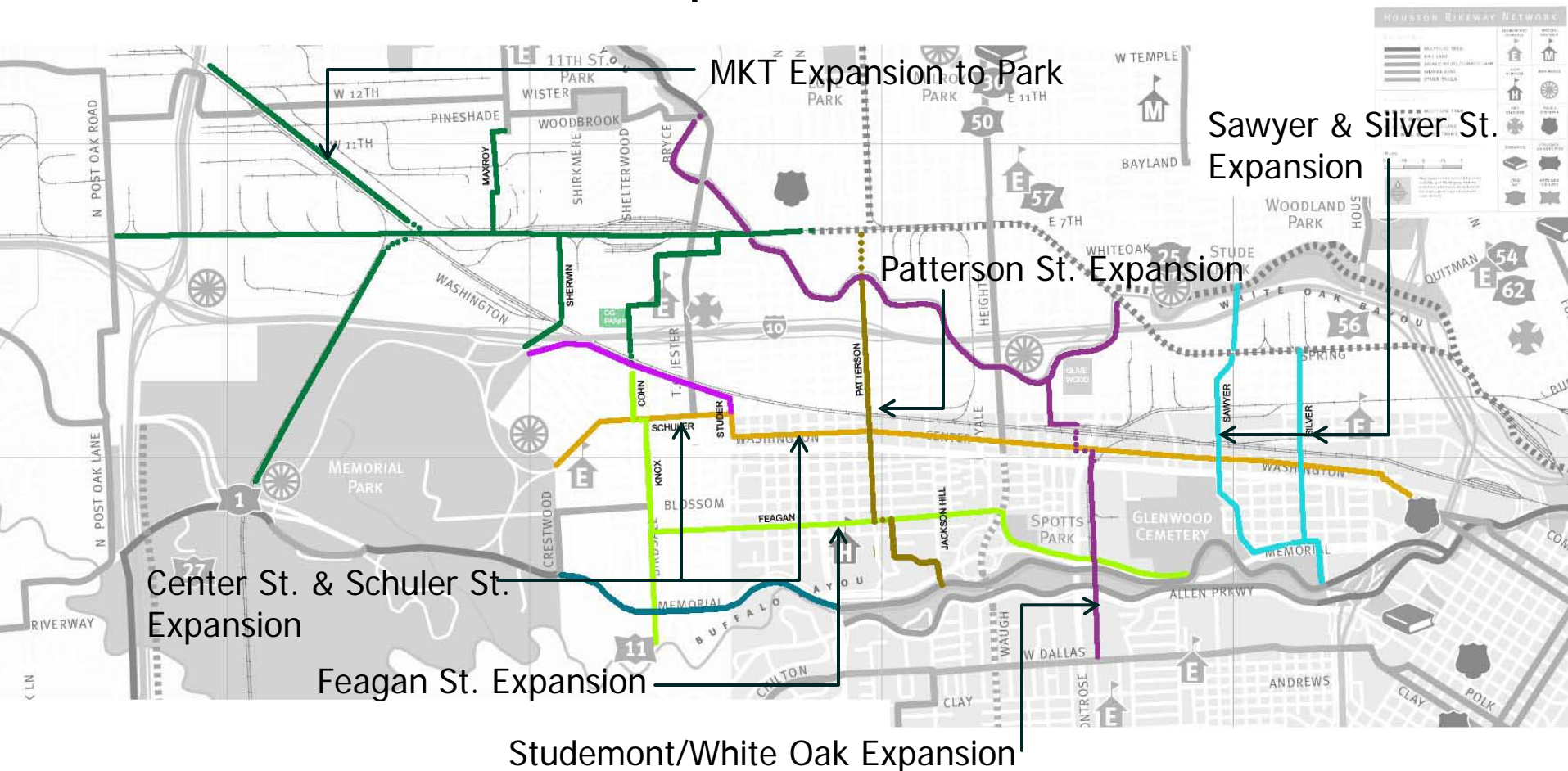
Hike & Bike Grid

■ Current COH Bikeway Program



Hike & Bike Grid

■ Possible Future Expansions



Are we on the right TRACK?

