X. Appendix B

Thoroughfare Types

The following pages are provided as reference for the reader. This information was developed during Phase 1 of the City Mobility Planning exercise, and led to the development of the Alternative Cross Sections presented in Chapter 10, Appendix 2 of the Infrastructure Design Manual. This information is intended to clarify the distinction of Boulevards, Avenues, and Streets within the Urban and Suburban Areas. This nomenclature is less about street name or functional classification and is focused on the context in which the corridor is intended to operate.

Freeway/Expressway/Parkway

Freeways are high speed (50 mph +), controlled-access thoroughfares with grade-separated interchanges and no pedestrian access. (Includes tollways) Expressways and parkways are high- or medium-speed (45 mph +), limited-access thoroughfares with some at-grade intersections. On parkways, landscaping is generally located on each side and has a landscaped median. Truck access on parkways may be limited. In most cases the freeways and tollways are TxDOT or HCTRA controlled facilities and the design elements of those roads are dictated by the State's Design Manual. The parkways are City facilities that function at high speeds. In many cases grade separated limited access facilities.

ALLEN PARKWAY

Urban Boulevard

Urban Boulevards are walkable, lower speed (35 mph or less) divided thoroughfare in urban environments designed to carry both through and local traffic, bicyclists and pedestrians. Urban Boulevards may be long corridors, typically 4 to 6 lanes, but are sometimes wider, serve longer trips and provide limited access to land. Boulevards may be high ridership transit corridors. Boulevards are primary goods movement and emergency response routes and use access management techniques. Urban Boulevards are different from Suburban Boulevards in that the pedestrian and context realms are oriented towards the pedestrian and building frontages. Most often the buildings are close to the street with wide sidewalks and tree wells forming space where a pedestrian feels comfortable and safe. The building height to street ratio often exceeds a 3:1 ratio which creates a comfort level for pedestrians to cross often wide thoroughfares.

POST OAK

Suburban Boulevard

Suburban Boulevards are high speed (40 to 45 mph) divided thoroughfare in suburban environment designed to carry primarily higher speed, long distance traffic and serve large tracts of separated single land uses (for example, residential subdivisions, shopping centers, industrial areas and business parks). High speed suburban boulevards may be long corridors, typically 4 to 8 lanes and provide very limited access to land. They may be transit corridors and accommodate pedestrians with sidewalks or separated paths, but some high speed boulevards may offer limited pedestrian facilities. Suburban boulevards emphasize traffic movement, and signalized pedestrian crossings and cross-streets may be widely spaced. In the context realm, buildings or parking lots adjacent to suburban boulevards typically have large landscaped setbacks. They are routes for primary goods movement and emergency response and widely use access management techniques.

KIRBY

Transit Boulevard/Avenue

Much like the Urban Boulevards, Transit Boulevards are very walkable, lower speed (35 mph or less) divided thoroughfare in urban environments designed to carry both through and local traffic, pedestrians and bicyclists. Transit Boulevards may be long corridors, typically 4 to 6 lanes but sometimes wider, serve longer trips and provide limited access to land. Transit Boulevards are designed to provide space in the median for transit facilities. Transit Boulevards are extremely oriented towards providing the pedestrian with more space and building frontages. Most often the buildings are close to street with wide sidewalks and tree wells forming space where a pedestrian feels comfortable and safe. The building height to street ratio often exceeds a 3:1 ratio which creates a comfort level for pedestrians to cross often wide thoroughfares.

MAIN

Urban Avenue

Urban Avenues are walkable, low-to-medium speed (30 to 35 mph) urban arterials or collector thoroughfare, generally shorter in length than boulevards, serving access to abutting land. Urban Avenues serve as primary pedestrian and bicycle routes and may serve local transit routes. Urban Avenues do not exceed 4 lanes and access to land is a primary function. Goods movement is typically limited to local routes and deliveries. Some Avenues feature a raised landscaped median. Urban Avenues may serve commercial or mixed-use sectors and often provide curb parking. The pedestrian realm is normally a continuous sidewalk from the back of curb to the building face with tree wells spaced near the curb lines.

WEST GRAY

Suburban Avenue

Suburban Avenues are walkable, low-to-medium speed (30 to 35 mph) suburban arterial or collector thoroughfare, generally shorter in length than boulevards, serving access to abutting land. Suburban Avenues serve as primary bicycle and pedestrian routes and may serve local transit routes. Suburban Avenues do not exceed 4 lanes and access to land is a primary function. Goods movement is typically limited to local routes and deliveries. Some Suburban Avenues feature a raised landscaped median. Suburban Avenues may serve commercial or mixed-use sectors and sometimes provide curb parking. The pedestrian realm is usually distinguished by a landscape buffer separating the street from the sidewalk with street trees located outside of the sidewalk area.

YOAKUM

Urban Street

Urban Streets are walkable, low speed (30 mph) thoroughfare in urban areas primarily serving abutting property. A Urban Street is designed to connect residential neighborhoods with each other, connect neighborhoods with commercial and other districts, and connect local streets to arterials. Streets may serve as the main street of commercial or mixed-use sectors and emphasize curb parking. Goods movements are restricted to local deliveries only.

WEST DALLAS

Suburban Street

Suburban Streets are walkable, low speed (30 mph) thoroughfare in suburban areas primarily serving abutting property. A Suburban Street is designed to connect residential neighborhoods with each other, connect neighborhoods with commercial and other districts, and connect local streets to thoroughfares. Suburban Streets may serve as the main street of commercial or mixed-use sectors and emphasize curb parking. The context realm is defined by a landscape buffer, trees with a separated sidewalk. Goods movements are often restricted to local deliveries only.

DUNLAVY

Industrial Boulevard and Avenue

Industrial Boulevard and Avenues vary in speed from 30 to 45 mph in both urban and suburban areas. An industrial street is designed to connect heavy vehicles to and from major highways to industrial areas. These streets have wide travel lanes with large turning radii. Most often have limited pedestrian elements. Medians are optional for Industrial Boulevards.

NAVIGATION

One-Way Couplets

One-Way Couplets are pairs of one-way streets that function as a single higher-capacity street. Couplets are usually separated by one city block, allowing travel in opposite directions. One-Way Couplets serve many different areas of Houston from higher-density commercial and mixed-use areas such as Downtown and regional centers to lower-density residential areas and Main Streets. One –Way Couplets are designed to have a higher transportation capacity than an equivalent two-way street. Both parallel and angled parking are appropriate for these streets.

PRAIRIE