

HOUSTON STREET



Houston Street Corridor Overview

CONTEXT

Houston Street is located on the east side of San Antonio. The limits for this evaluation stretch from Bonham Street on the west to IH 10 on the east.

Houston's character is mostly urban. The roadway extends from downtown with a fairly regular gridded street network. Moving east, its character transitions from a more traditional urban mix of commercial and residential to a more industrial context approaching IH 10. The corridor is primarily adjacent to residential land uses except for the area between Onslow St and IH 10 which houses the AT&T Center, Coca-Cola Distributing Center, the Willow Springs Golf Course, and other commercial facilities. Houston Street serves as an important east-west corridor moving traffic between two major interstates and several activity centers. The corridor and surrounding streets form a grid network, providing a highly connected street network. The roadway is crossed by two freight railroad lines which does limit movements of all modes of transportation as the train schedule is frequent.

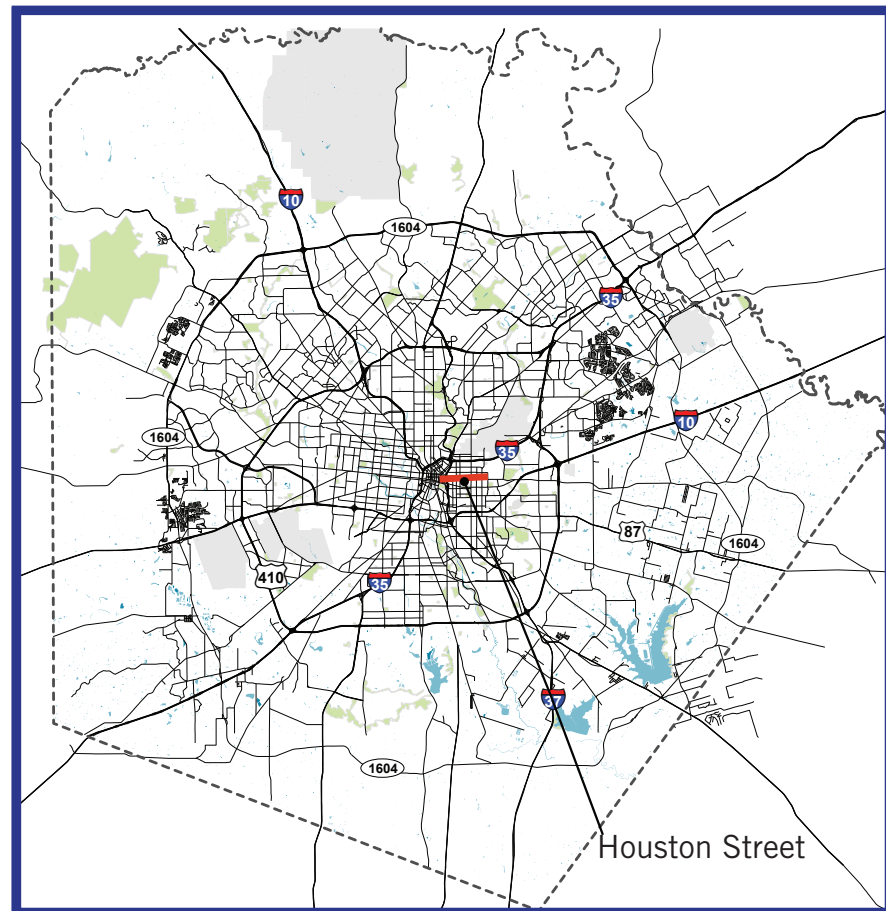
VIA Transit heavily utilizes Houston Street. Stops are frequently spaced, though most do not have shelters. A special events route links park and rides around the City,

downtown and the AT&T Center during games, shows, and other events hosted there.

Designated bike facilities along Houston Street and adjacent corridors are limited and/or non-existent. Some nodes along the corridor see higher pedestrian activity due to the adjacent land use types, including near schools and neighborhood shopping areas. Sidewalks are present for a majority of the corridor. There is a trail-head located along Houston near the AT&T Center that provides an access point to the Salado Creek Greenway.

The predominant form of housing along Houston Street is single family residential. Toward the center of this study area a few local commercial nodes are present. The major activity center is the AT&T Center, which acts as a significant traffic generator, typically outside of traditional AM and PM peak periods. Major businesses located across from the AT&T Center (a large commercial/business center) generate traffic during typical peak periods as employment hubs. There is also a large golf course in this same area.

Houston Street runs through the Eastside Promise Zone. The Eastside Promise Zone is one of five selected from a nationwide



application process in 2014 by the US Department of Housing and Urban Redevelopment to revitalize distressed communities. This is accomplished by partnering with local communities and businesses to create jobs, increase economic security, reduce poverty, expand educational opportunities, increase access to quality, affordable housing, and improve public safety.

Houston Street Sheet Set Key

3.7 Miles



Houston Street Observations, Challenges & Vision

Vision

Houston Street will continue to act as a connection between Downtown and the AT&T Center. Enhancements to the corridor should focus on creating a pedestrian friendly and aesthetically pleasing environment. Creating a more welcoming pedestrian environment will encourage continued transit use and support ongoing Eastside Promise Zone efforts for economic revitalization and improved public safety.

Future

- **AT&T Activity Center** - Leverage opportunity to create a year-round activity center that activates the space around the AT&T Center beyond special events. Proximity to downtown makes this an ideal location for mixed use development.

- **Eastside Promise Zone Economic Vitality** - The Promise Zone initiative in the east side community includes construction of new mixed-income housing and other public-private partnership investments in areas (such as education) that are expected to position this portion of the corridor for a return to vitality.

Policy & Guidance

Land Use Planning – Encourage redevelopment of western portion of the corridor for more walkable and business oriented development.

Utilities – Relocate utilities underground to remove barriers to accessibility and improve aesthetics.

Vision Zero – Focus on safety for all modes of travel in this corridor, choosing improvements that incorporate design features that protect people biking and walking from vehicular traffic.

Issues

Roadway – Right-of-Way along the corridor from Downtown to the AT&T Center is limited. Current buildings and homes front the street, leaving little chance for acquisition of additional ROW along the corridor. East of the AT&T Center, the all lane reversible striping is confusing to residents and non-residents alike.

Transit – Although there are frequent bus stops along the corridor, many do not have shelters and, due to narrow sidewalks, congregation at stops can be difficult.

Bicycles – Several factors hinder the inclusion of an on- or off-street bike facility on Houston. Those factors include the limited ROW, relatively high traffic volumes, and crossings with two major interstates and freight railroad lines.

Pedestrian – Sidewalks are narrow. The limited ROW constrains the pedestrian realm, especially due to sharing sidewalk space with above ground utilities.

Land Use – The land use composition along Houston includes warehouses (many currently unoccupied or under-utilized), single family neighborhoods/homes fronting street, a large activity attractor in the form of the AT&T Center, and other industry/businesses.



Bridge Underpass at IH 37



West End Corridor Street Condition



Pedestrian Refuge Island



Heavily used at-grade Railroad Crossing



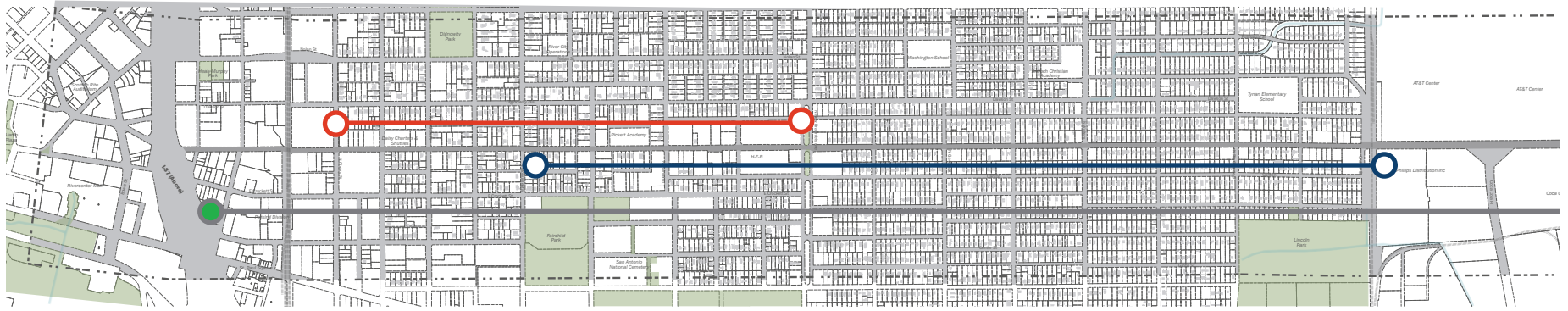
Reversible lanes in Residential Area



Reversible Lanes near IH41

Houston Street Long Term Multimodal Options

Strategies



Provide on-street parking to catalyze the growth of local businesses.



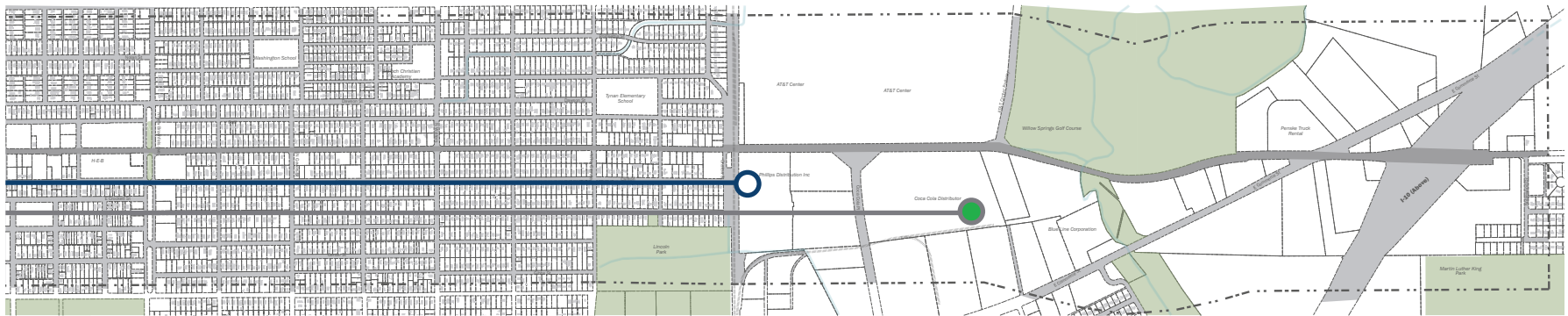
Remove the reversible lane signals and widen sidewalks in order to restore the traditional 'Main Street' feeling and context to the area.



Add Sidewalk and transit improvements from the Downtown area to the AT&T Center.



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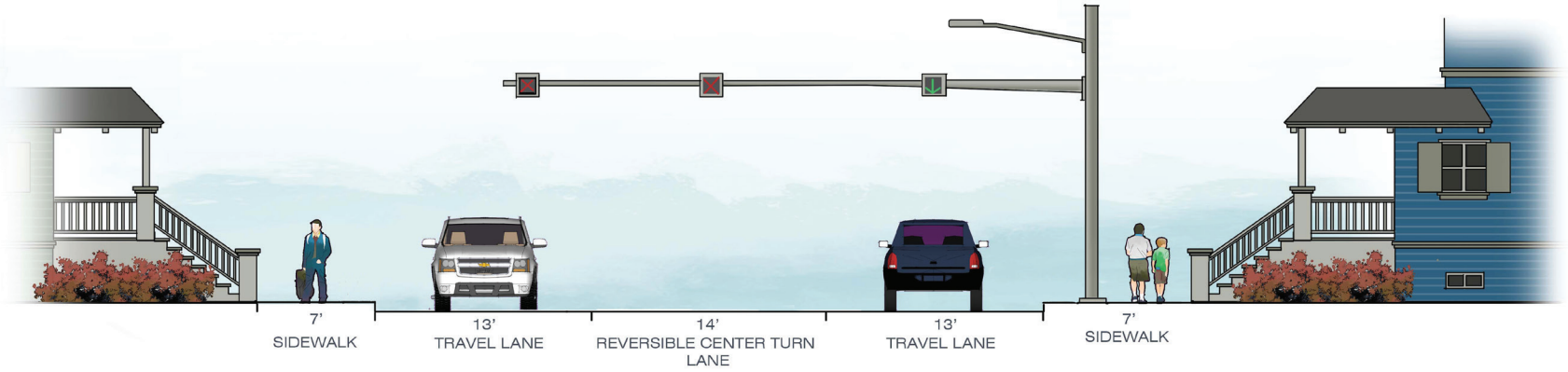


Add Sidewalk and transit improvements from the Downtown area to the AT&T Center.



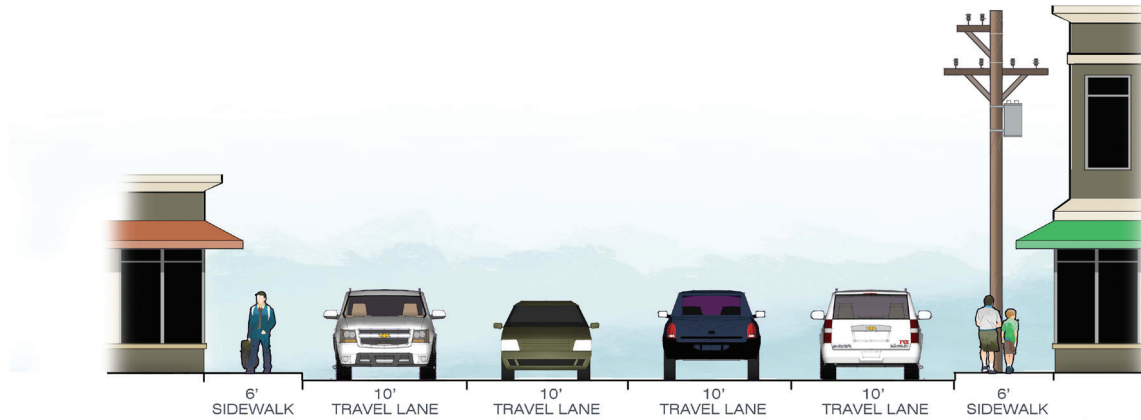
Houston Street Long Term Multimodal Options: Existing Cross Sections

Cross Section: Pine St to AT&T Center



SECTION : HOUSTON ST. : PINE ST. - ATT CENTER (EXISTING)

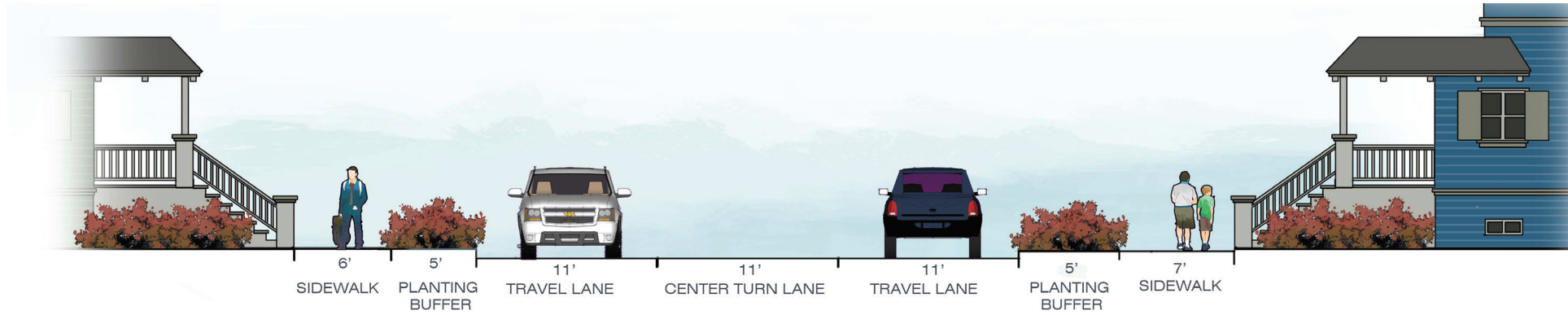
Cross Section: IH37 to Pine St



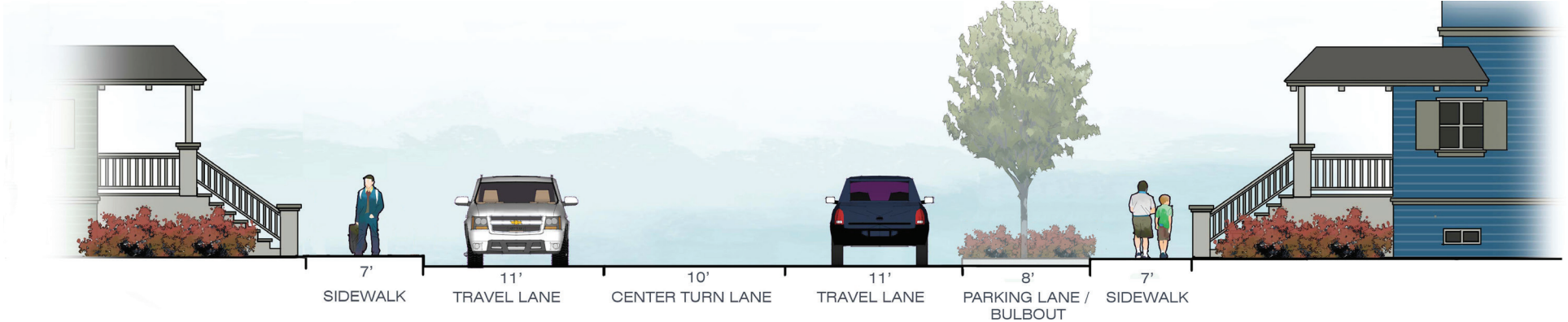
SECTION: HOUSTON ST. : IH 37 - PINE ST. (EXISTING)

Houston Street Long Term Multimodal Options: Future Cross Sections

IH37 to Pine St Future Option 1



IH37 to Pine St Future Option 2



Description:

The existing cross-section on Houston Street from Pine Street to AT&T Parkway is a two-lane undivided roadway with a reversible center two-way left-turn lane. The intersection level of service for the signalized intersections in this segment operate at a LOS C or better during the AM and PM peak periods. During events at the AT&T Center, Houston Street operate as a three lane undivided roadway with two lanes in one direction and one lane in the other direction. County Sheriff staff augment the reversible lane signals with numerous officers and cones during events.

The proposed alternative lane configuration for Houston Street on the approach to the AT&T Center is to remove the reversible lane signals and stripe a two-lane undivided roadway with a center two-way left-turn lane and 7 foot sidewalks on both sides of the roadway. A reversible lane could still be implemented during AT&T Center events using Sheriff staff (as currently done anyhow), but during non-event times the neighborhood would have a more traditional Main Street atmosphere.

Opportunities:

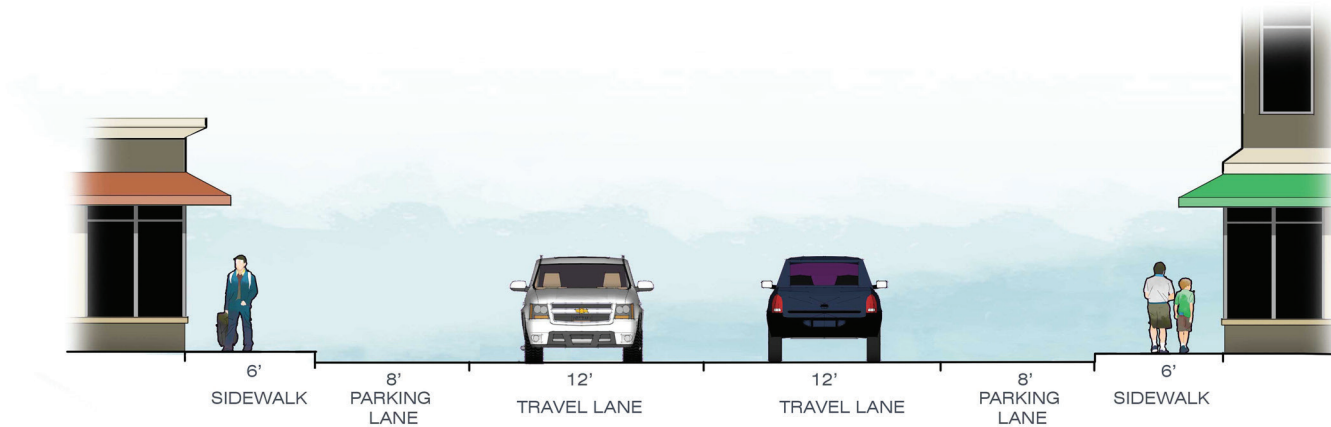
- Provide ability to move heavy traffic during special events without requiring additional Right-of-Way.
- Eliminates the confusion associated with the reversible lanes during off-peak periods.
- Removal of reversible lane traffic signal equipment from the Right-of-Way frees up space for pedestrians in the pedestrian realm.

Challenges:

- This change will require buy-in from AT&T Center event planners that 100% manual reversible lanes will be supported.

Houston Street Long Term Multimodal Options: Future Cross Sections

Future Option 2: On-Street Parking

**Description:**

The existing cross-section on Houston Street from IH 37 to Pine Street is a four-lane undivided roadway with 6 foot sidewalks on each side of the road with commercial parcels adjacent.

The proposed cross-section for Houston from Cherry Street to New Braunfels is a two lane undivided roadway with 8 foot parking lanes and a 2 foot buffer. On street parking spurs commercial development and encourages pedestrian activity. This is consistent with the East Point community vision.

Opportunities:






- Create a context that supports local businesses with on-street parking and more focus given to the pedestrian realm.

Challenges:

- Limited Right-of-Way.

Houston Street Short-term Corridor Recommendations

Short - Term Multimodal Options

					Recommendations	Benefits
					Work with Pickett Academy to establish student drop off and pick up procedures that minimize the number of vehicles stopping in the through lanes on Houston. Consider installation of a mid-block pedestrian crossing.	Improved vehicular circulation, improved pedestrian visibility and reduced congestion. Improvements to facilitate pedestrians may inspire mode shifts.
					Add crosswalk markings on the west leg of Houston & St. James, consider RRFB installation	Improved pedestrian visibility. May inspire mode shifts and support transit use and local business.
					Improve crosswalk visibility (markings) at Houston & N New Braunfels, add supplemental signage to remind turning vehicles of requirement to yield to pedestrians. Consider implementation of a pedestrian advance interval to further support pedestrian visibility.	Short-term improvements such as these will improve the visibility of pedestrians and remind drivers of the need to allow pedestrians time to cross.
					Improve signage and pavement markings for left-turn movements. Offset left-turns create some confusion for drivers.	Facilitate streamlined vehicular operations, may reduce congestion and improve safety for all users.
					Add crosswalk markings on the west leg of Houston & Rosary, consider RRFB installation as this is near a school and a park	Improved pedestrian visibility. May inspire mode shifts and support transit and park access.



Transit Improvements



Pedestrian Improvements



Bicycle Improvements



Vehicular Improvements



Land Use Improvements

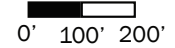
TRADITIONAL / URBAN



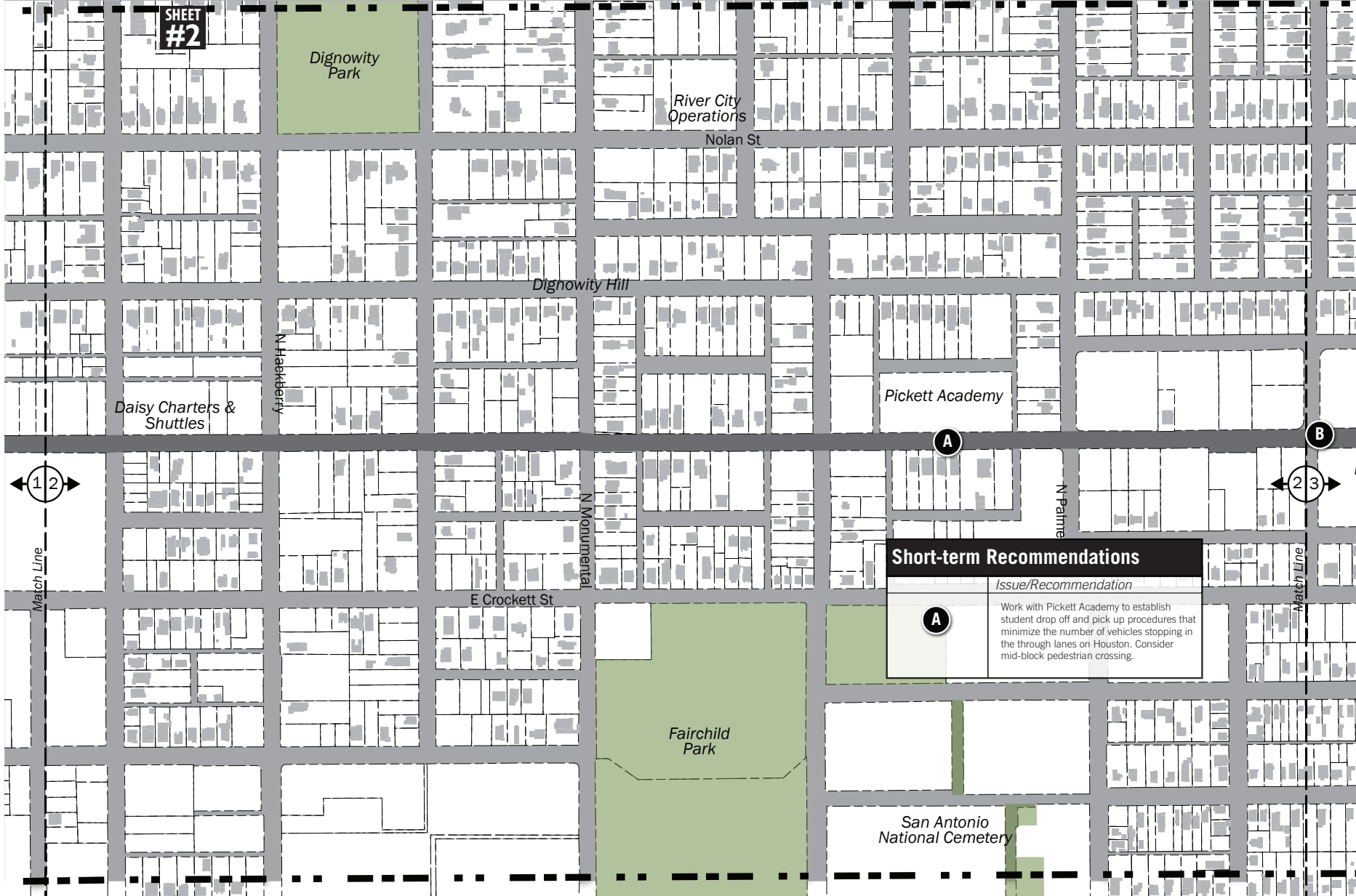
SHEET #1

Houston St Corridor Analysis: Sheet 1 Short Term Recommendations

- Open Space
- Study Area

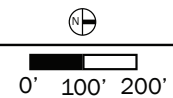


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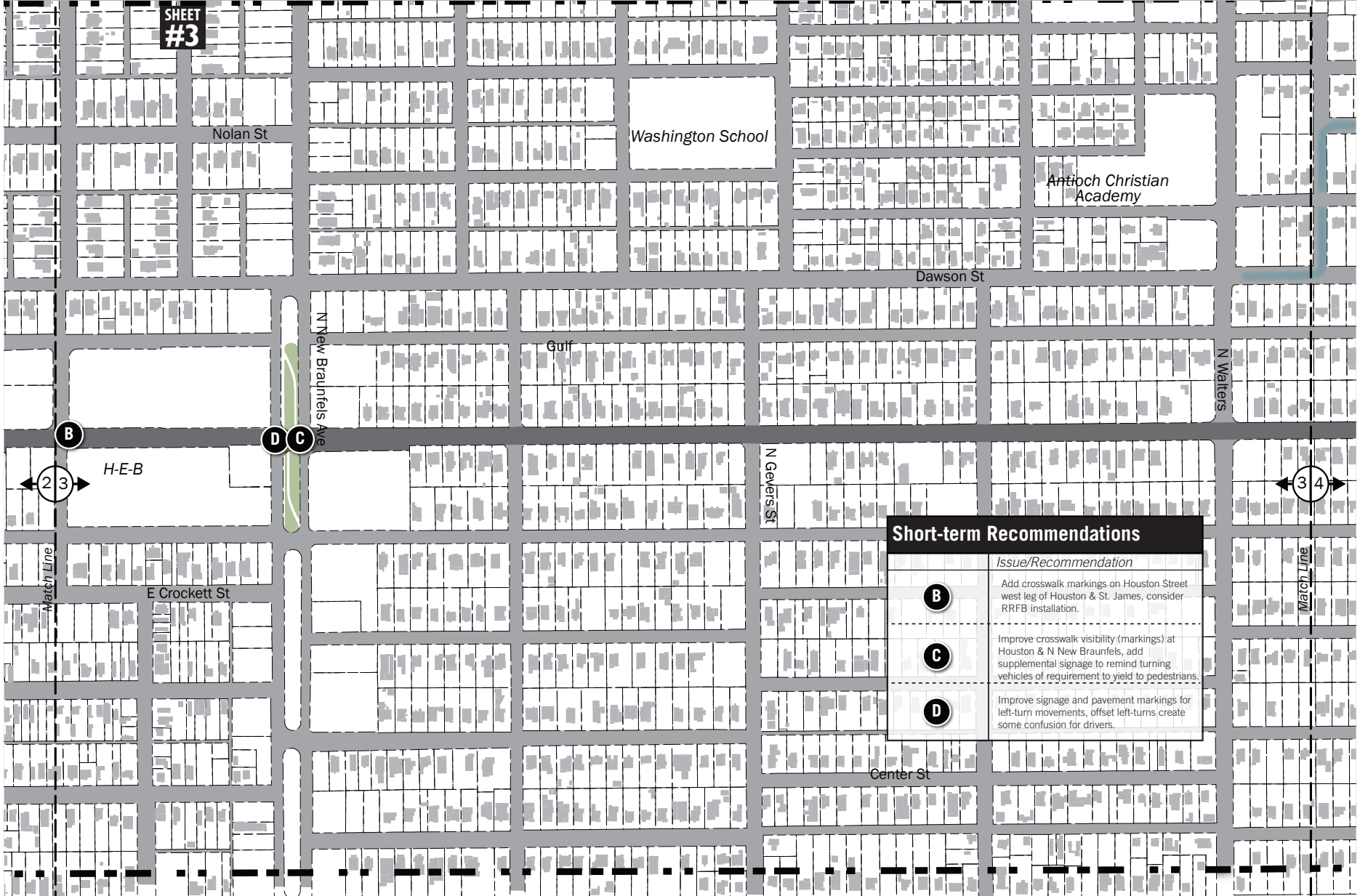


Houston St Corridor Analysis: Sheet 2 Short Term Recommendations

Open Space
 Study Area



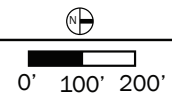
TRADITIONAL / URBAN



Short-term Recommendations	
	Issue/Recommendation
B	Add crosswalk markings on Houston Street west leg of Houston & St. James, consider RRFB installation.
C	Improve crosswalk visibility (markings) at Houston & N New Brauntfels, add supplemental signage to remind turning vehicles of requirement to yield to pedestrians.
D	Improve signage and pavement markings for left-turn movements, offset left-turns create some confusion for drivers.

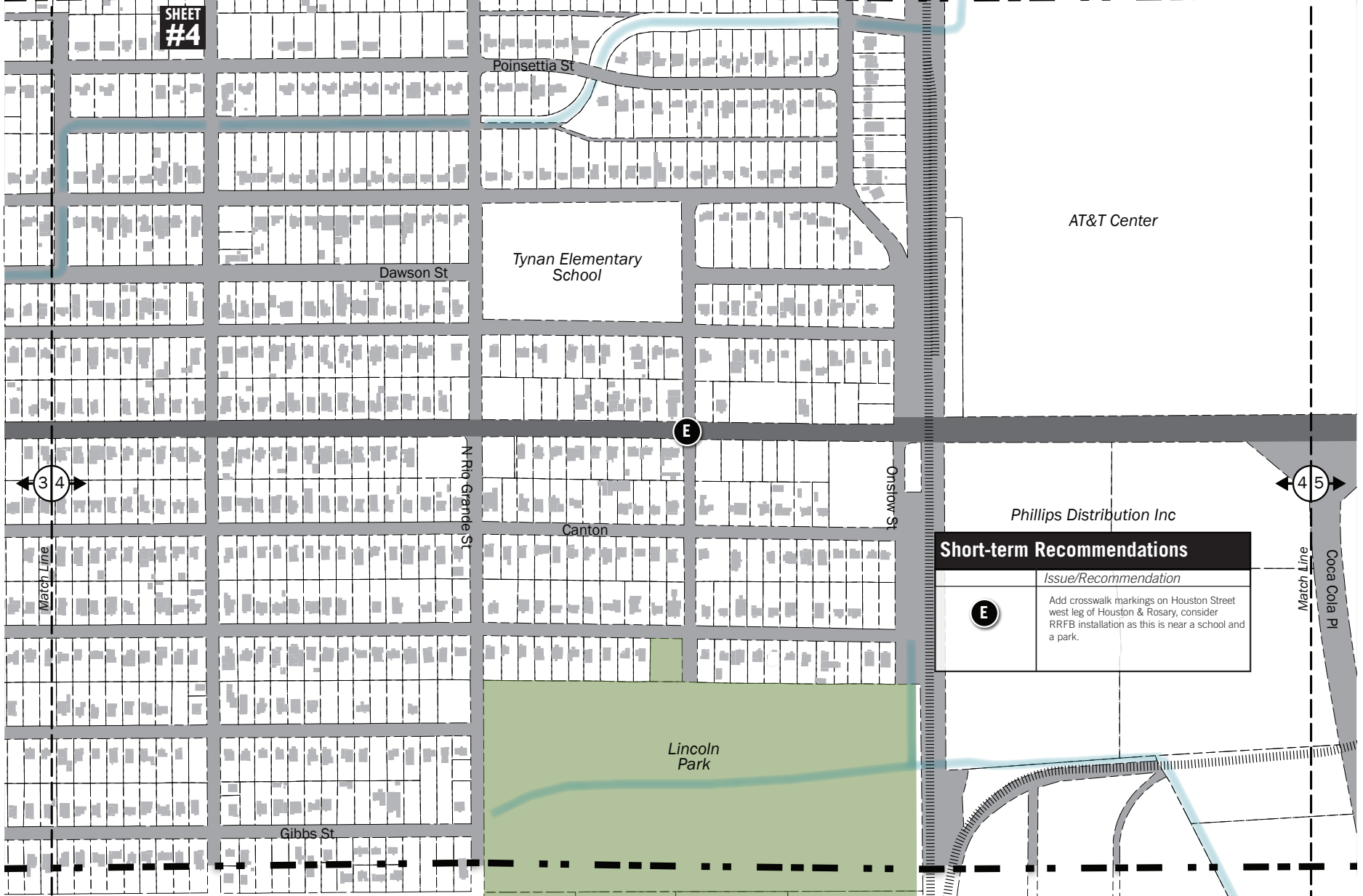
Houston St Corridor Analysis: Sheet 3 Short Term Recommendations

 Open Space
 Study Area



TRADITIONAL / URBAN

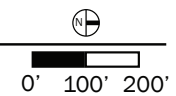
SHEET #4



Short-term Recommendations	
Issue/Recommendation	
E	Add crosswalk markings on Houston Street west leg of Houston & Rosary, consider RRFB installation as this is near a school and a park.

Houston St Corridor Analysis: Sheet 4 Short Term Recommendations

- Open Space
- Study Area



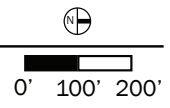
TRADITIONAL / URBAN

SHEET #5

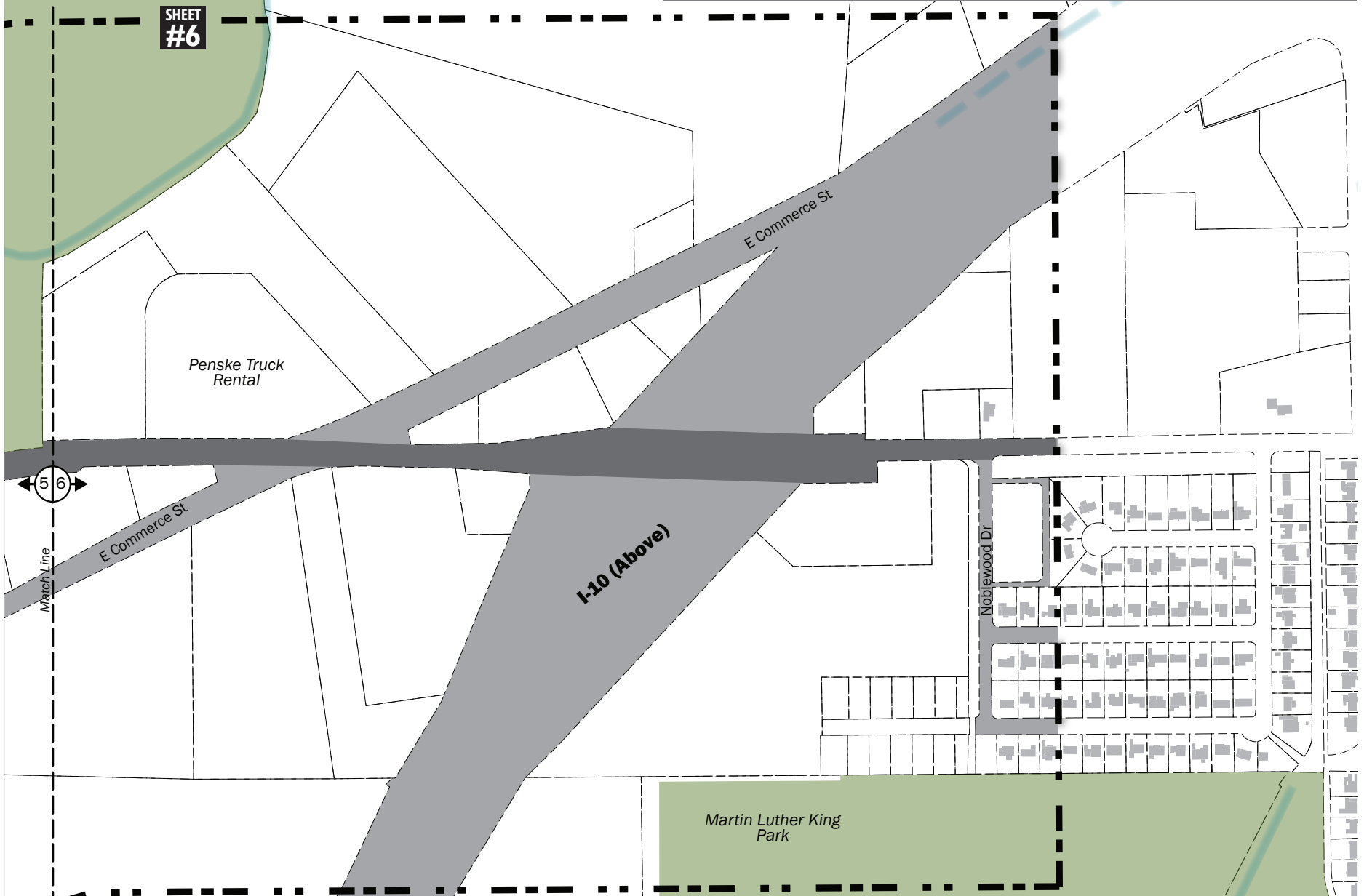


Houston St Corridor Analysis: Sheet 5 Short Term Recommendations

- Open Space
- Study Area



URBAN / SUBURBAN TRANSITION



Houston St Corridor Analysis: Sheet 6 Short Term Recommendations

- Open Space
- Study Area

