



HOUSTON COMPLETE STREETS & TRANSPORTATION PLAN

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DEPUTY DIRECTOR, PUBLIC WORKS AND ENGINEERING

EXECUTIVE ORDER 1-15

“Public roadways that
take into account all
users...”

		CITY OF HOUSTON
		Executive Order
Subject: Houston Complete Streets and Transportation Plan		E.O. No: 1-15
		Effective Date: Upon Approval
1. AUTHORITY Article II. - Corporate and General Powers, Sec. 4 – Street Powers, of the City Charter of the City of Houston.		
2. PURPOSE This Executive Order directs City efforts to achieve complete streets, as defined herein, through the planning, designing, budgeting, constructing, and reconstructing of all transportation improvements while recognizing that complete streets are achieved over time through single projects, new and redevelopment, and through a series of incremental improvements. This Executive Order also builds upon recent code and policy improvements such as, Chapter 42 of the Code of Ordinances including the requirement for existing conditions surveys and plans for recently completed and on-going city mobility studies.		
3. OBJECTIVES		
3.1 Establish a menu of complete street types based upon Multi Modal Classification.		
3.2 Develop a forecast of street type citywide to complement and extend currently established plans to create the long range vision of complete streets		
3.3 Establish city standards to minimize obstructions in public pedestrian travel ways.		
3.4 Benefit from community input and thought rendered through reports such as Livable Center Studies and Scenic Houston's Streetscape Resource Guide.		
3.5 Recognize the role streets play in drainage and water quality.		
4. PRODUCTS		
4.1 Provide policies and procedures that shall direct the development of the Houston Complete Streets and Transportation Plan (The Plan) by utilizing City Mobility Planning efforts conducted by Planning and Development Department (PDD) and the Public Works and Engineering Department (PWE); and by utilizing prior and existing governance and existing planning tools as a basis.		
4.2 Provide an overall framework for revision and expansion of City Mobility Planning and deliverables.		
4.3 Transition to and then sustain The Plan.		
Approved: 	Date Approved: 11/1/13	Page 1 of 5

COORDINATED PLANS

PLAN HOUSTON

HOUSTON COMPLETE STREETS AND TRANSPORTATION PLAN

Major
Thoroughfare &
Freeway Plan

Transit
Plan

HOUSTON
BIKEPLAN

Parking
Plan

Pedestrian
Plan

Rail
Plan

SUBREGIONAL PLANNING STUDIES | PRE-ENGINEERING STUDIES | LIVABLE
CENTER STUDIES | MANAGEMENT DISTRICT / TIRZ PLANS | OTHER STUDIES

IMPLEMENTATION PARTNERS: CITY OF HOUSTON, TIRZ, MANAGEMENT
DISTRICTS, TXDOT, COUNTIES, FEDERAL GRANTS, ETC.

Example: W. Alabama Street

Subregional Plans: Inner West Loop Study (2012-13)

Livable Centers and Special District
Studies: Midtown (2010)

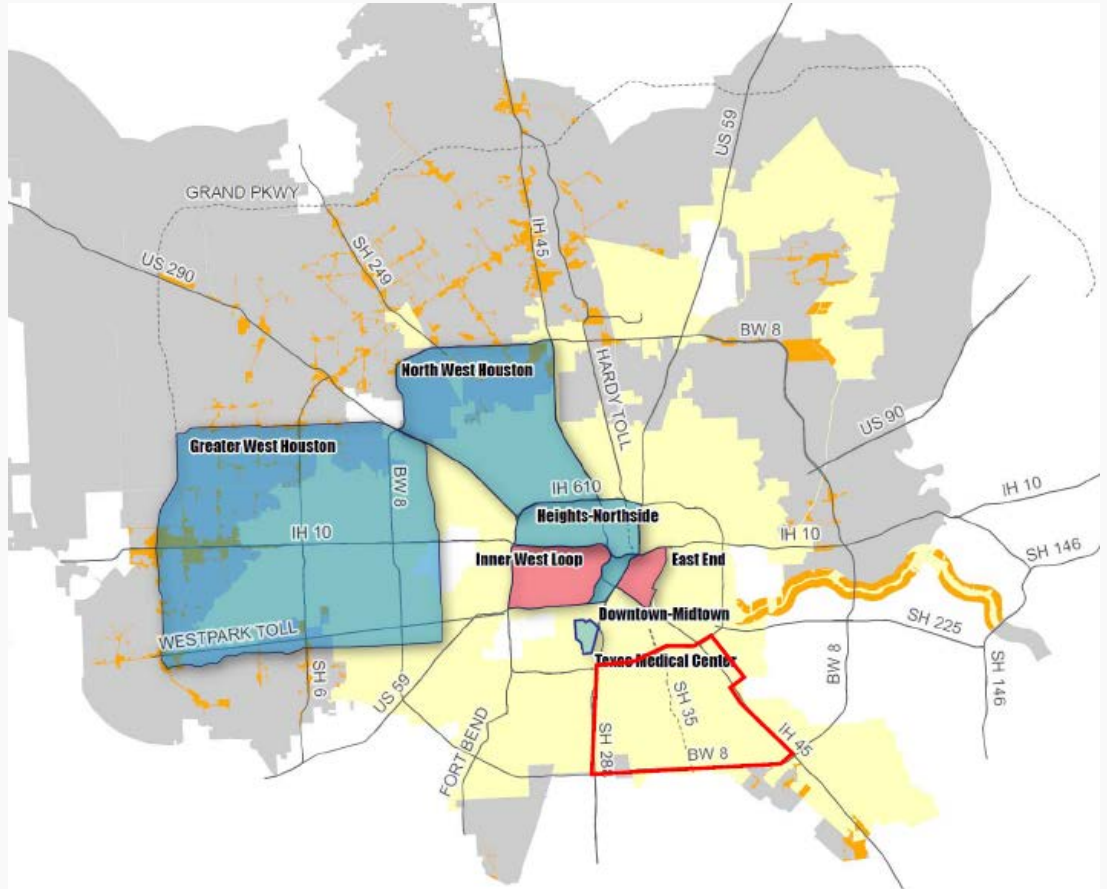
MTFP Update (2015)

Transit Plan: Reimagining (2015)

Houston Bike Plan (2015-2017)

Pre-Engineering (2015-16)

CIP Project (current)



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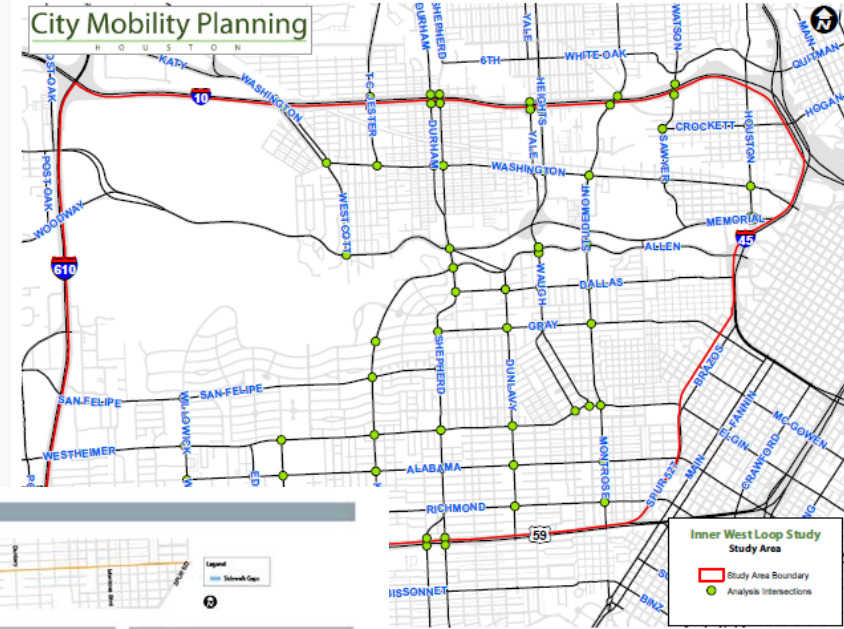
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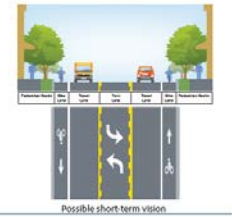
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Existing Conditions:
West Alabama currently is constructed as a 3-Lane travelway with sidewalks. The adjacent development orientation shifts from direct access onto the pedestrian realm to larger surface parking lots abutting the street. West Alabama includes an imbalanced lane cross section that allows 2 travel lanes in one direction and 1 travel lane in the opposing direction. West Alabama connects a residential neighborhood near the western edge of the study area, to the downtown grid in a consistent corridor. The travel speeds and volume tends to be less than either of the parallel routes, Westheimer and Richmond, and the overall context stays much more consistent throughout the length of the corridor. West Alabama is currently classified as a **Major Collector** that is in need of additional Right-of-Way between Buffalo Speedway and Shepherd.

Identified Needs:
Comments received during the public outreach process suggested several topics for examination along West Alabama. Residents, business owners, and representatives from various governing agencies suggested that West Alabama could be improved through the implementation of bicycle lanes and creating a uniform cross section that allowed for a conversion to a standardized lane configuration. The corridor could also benefit from an improved pedestrian realm and completing the sidewalks where gaps currently exist. The graphics highlight some alternative considerations for West Alabama. Gaps within the sidewalk network have been noted in blue.

Future Vision:
The proposed Multi-Modal Street Classification for West Alabama is an **Urban Avenue**. The corridor is envisioned to serve a local transportation need with less emphasis on through traffic. Construction on an improved corridor that includes facilities for bicycles and completing/improving the pedestrian realm is essential to meeting the overall needs of the Multi-Modal Network within the study area. As redevelopment of smaller parcels occurs, the consolidation of some driveways would help traffic flow along the corridor. In addition, the creation of dedicated turn lanes will be very beneficial to the operation of the intersections.



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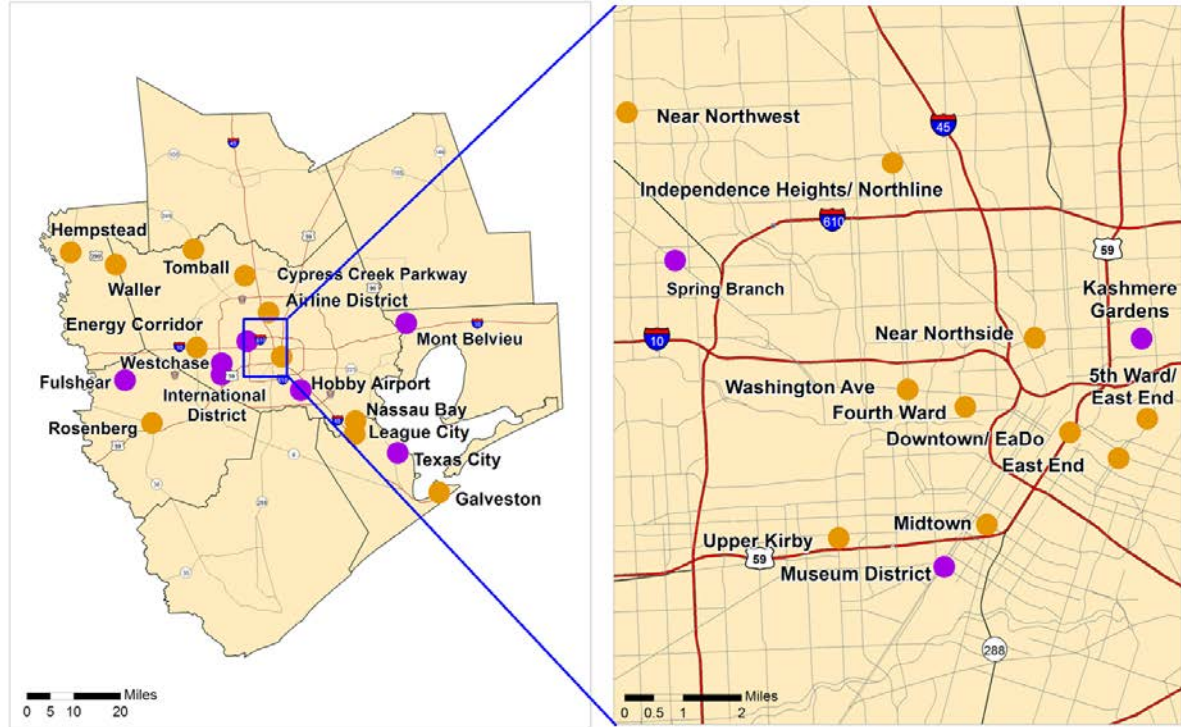
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- Completed Studies
- Ongoing and Future Studies

LIVABLE CENTERS STUDIES



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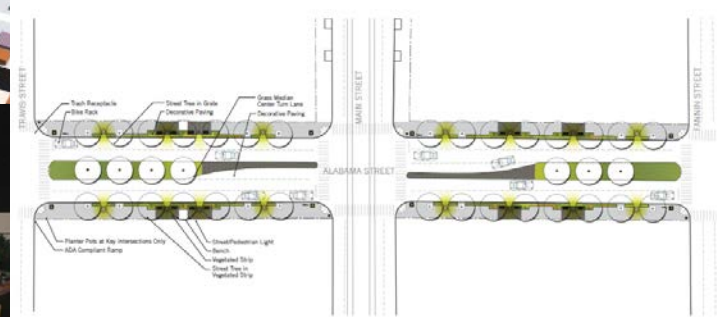
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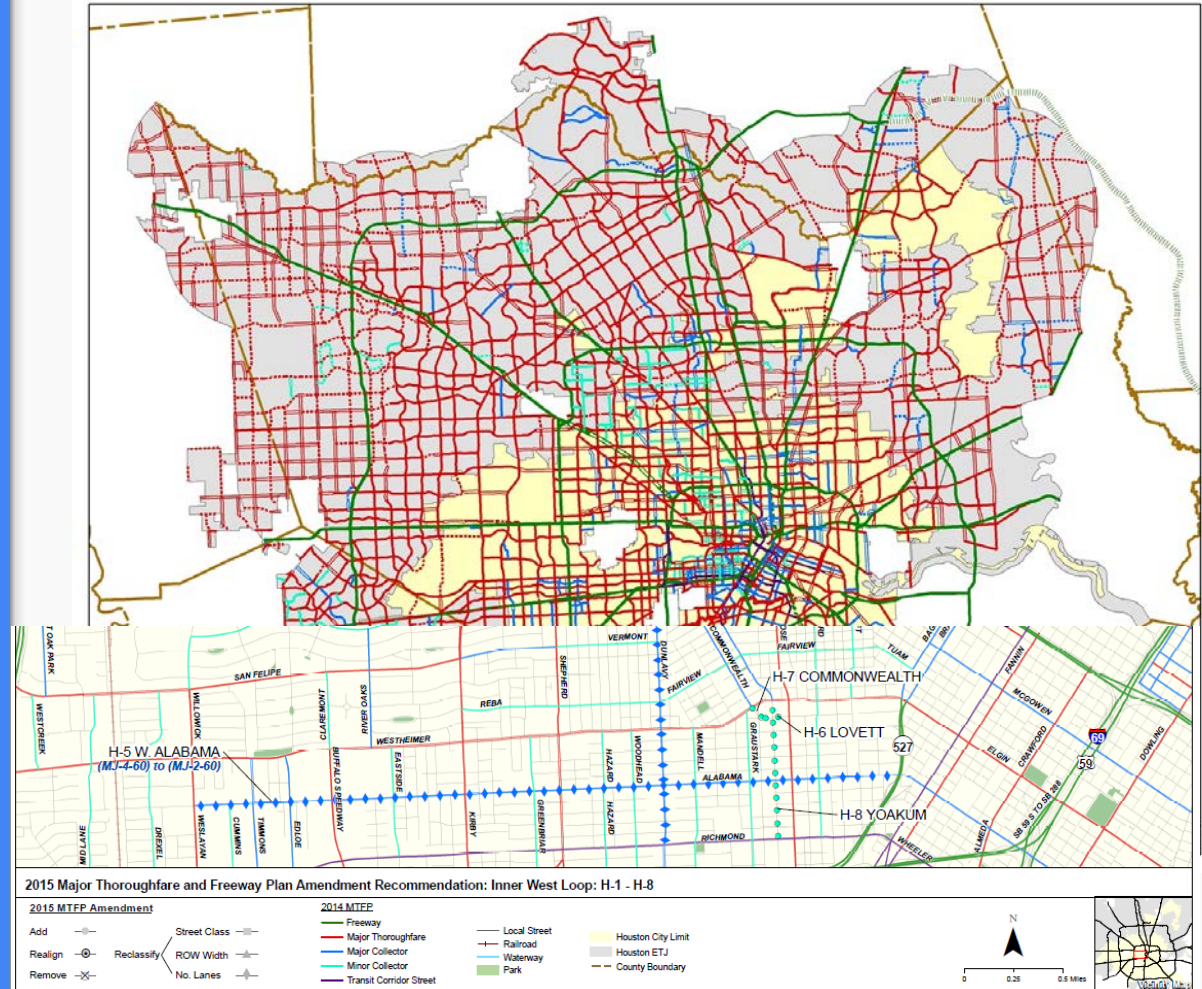
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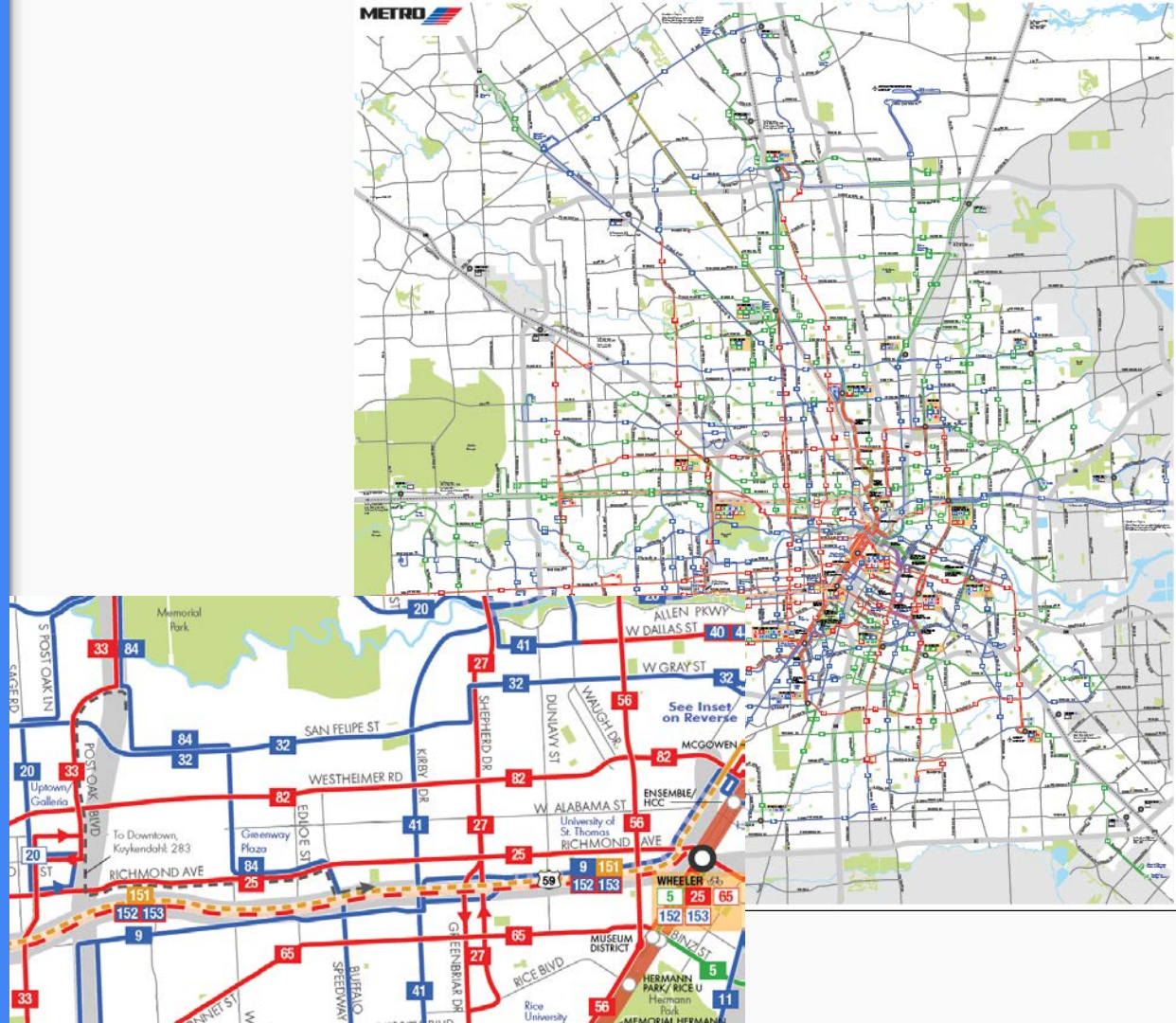
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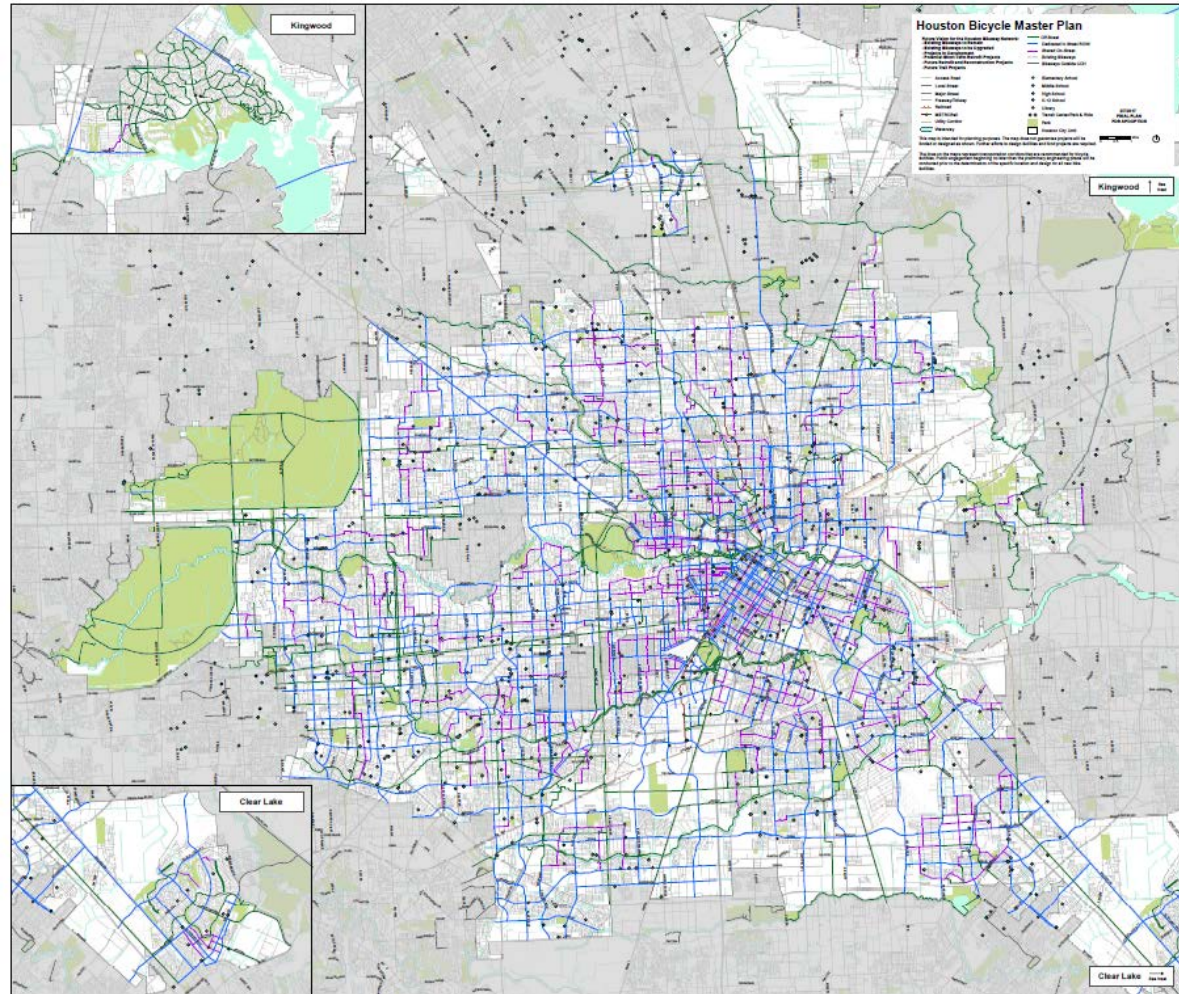
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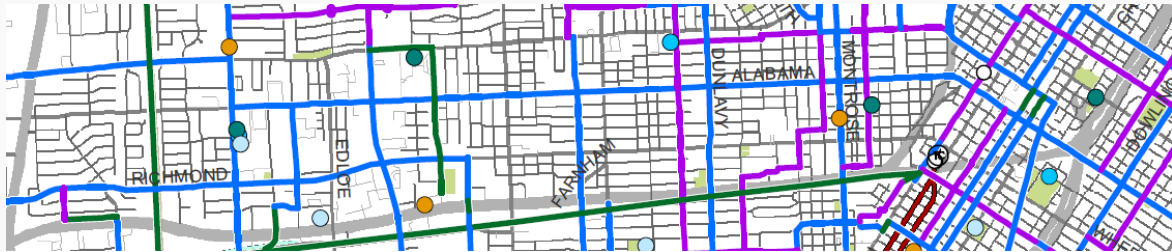
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Thursday, July 30
6:00-8:00PM

Open House - 6:00PM
Presentation - 6:30PM

**Saint Stephen's
Episcopal Church**
1805 W. Alabama St.
Houston, TX 77098

W. ALABAMA RECONSTRUCTION

WESLAYAN STREET TO ALMEDA ROAD

PUBLIC MEETING

The Department of Public Works & Engineering invites you to an open house and presentation about the reconstruction of W. Alabama Street (N-000751; N-100020).

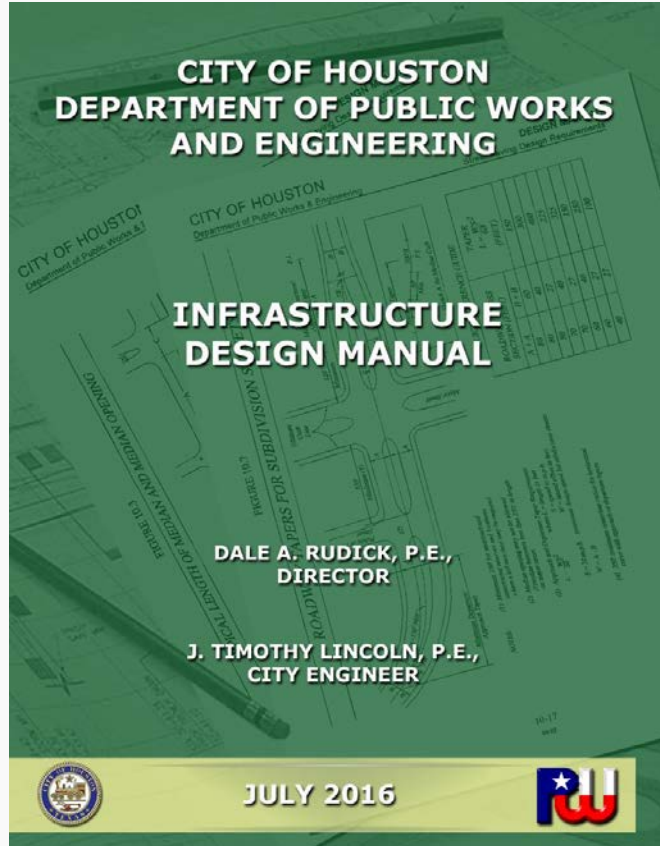
This meeting will focus on four areas:

- Segment 1: Wesleyan St. to Buffalo Speedway
- Segment 2: Buffalo Speedway to Shepherd Dr.
- Segment 3: Shepherd Dr. to Spur 527
- Segment 4: Spur 527 to Chenevert St.

Improvements will include reconstruction of the roadway, sidewalks, water, storm drainage, sewer infrastructure, and optional bike facilities. Input for final configuration is requested at this meeting.

For more information visit: www.rebuildhouston.org





Planning & Design of Mobility Projects to Incorporate Complete Streets Policies



June 2015

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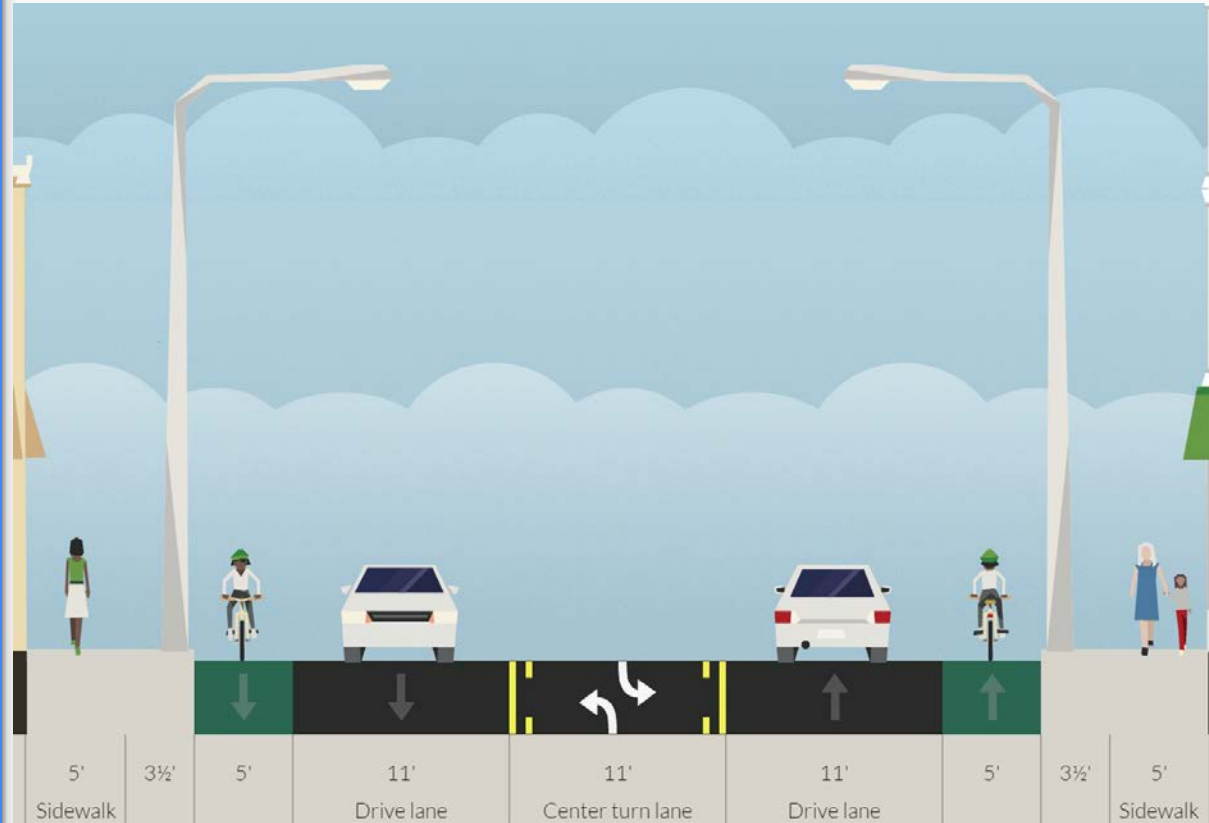
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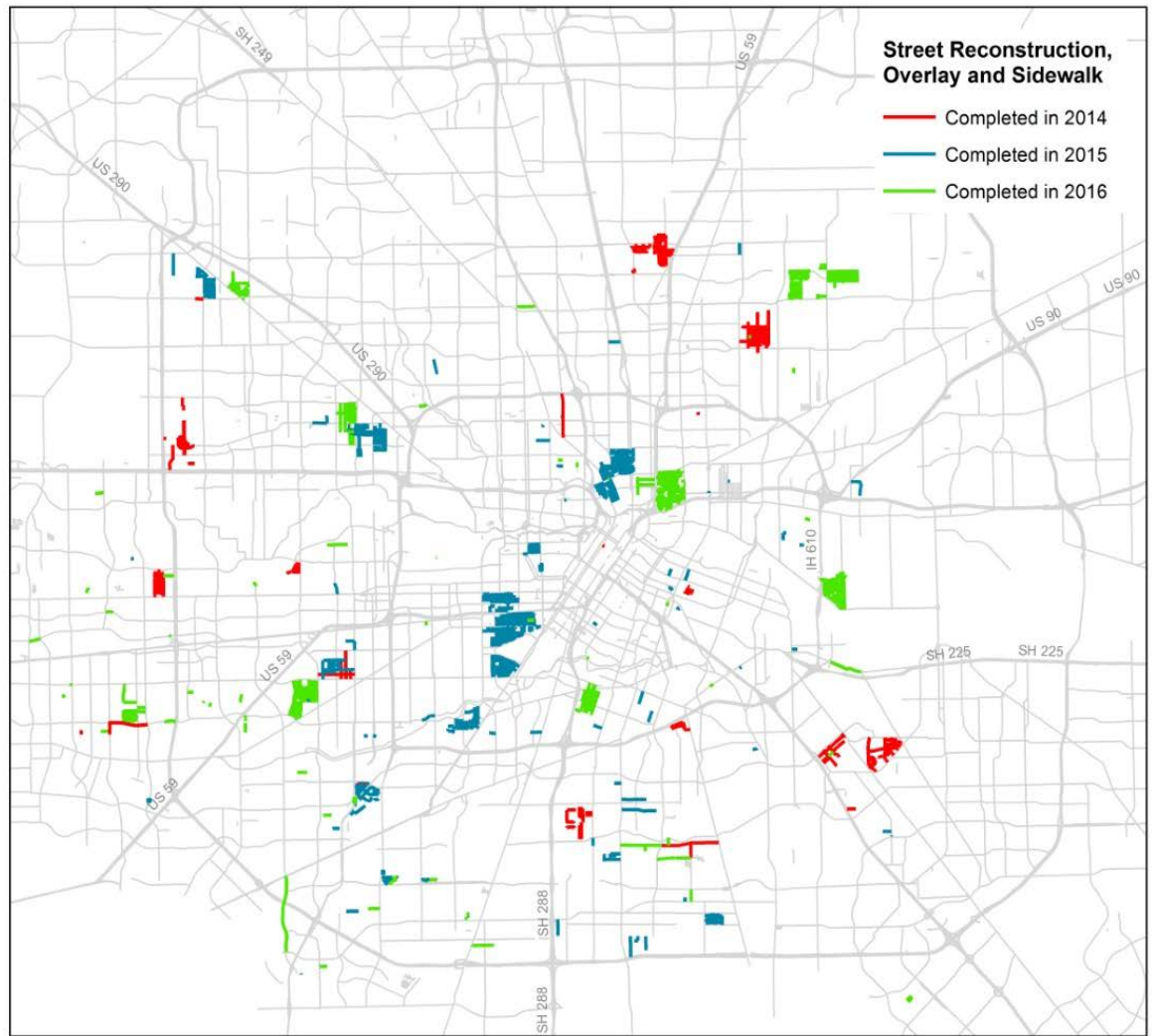
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MEASURES OF SUCCESS

Indicators from:
Complete Streets EO
HCSTP Annual Report
Plan Houston
Bike Plan



MEASURES OF SUCCESS

How do we measure?

Mode Share

Pedestrian Accessibility

Bicycle Access & Usage

Transit Accessibility & Service

Vehicular Mobility & Access

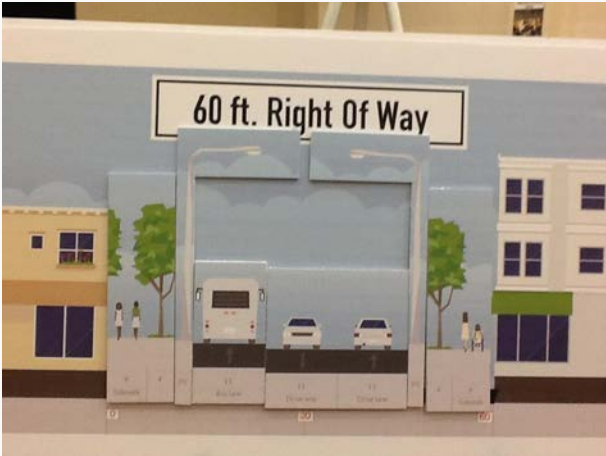
Intermodal Indicators

Safety (all modes)

COMMUNITY ENGAGEMENT



ENHANCED PRE-ENGINEERING



WALKABLE PLACES



