

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. Provided definitions are not stagnant and are intended to mature as the City of Houston continues to develop more concrete understanding of multi-modal concepts as it relates to context types.

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 have 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.

Urban Boulevard

Urban Boulevards are walkable, divided thoroughfares in urban environments. They are designed to carry both through and local traffic, pedestrians and other modes where appropriate. They may also serve as local or high frequency transit corridors. Urban Boulevards serve as routes for goods movement, emergency response, and may utilize access management techniques. The pedestrian realms and context of Urban Boulevards are oriented towards the pedestrian. Most often the buildings are close to the street with wide sidewalks and tree wells forming space where pedestrians feel comfortable and safe. In certain contexts portions of an Urban Boulevard may be undivided.

Suburban Boulevard

Suburban Boulevards are divided thoroughfares in suburban environments. They are designed to carry some local but primarily through and regional traffic. They may also be local and high frequency transit corridors. Suburban Boulevards serve as routes for goods movement, emergency response and utilize access management techniques. Suburban Boulevards typically serve separated single land uses such as residential subdivisions, shopping centers, industrial areas, and business parks. They may also serve as regional connections to and between activity centers. Suburban Boulevards in certain residential contexts and through activity centers may be designed to accommodate on-street bicycle facilities and pedestrian crossings. The pedestrian realm is distinguished by a landscape buffer separating the street from the sidewalk. Trees are located outside of the sidewalk area.



ALLEN PARKWAY



POST OAK



KIRBY

Transit Boulevard/Avenue

Transit Boulevard/Avenue much like the Urban Boulevard, are very walkable, divided thoroughfares in urban environments. They are designed to carry local traffic, pedestrians, and bicyclists. Transit Boulevards are designed to provide space in the median for transit facilities. However in some instances transit facility may not be within a dedicated lane. Additionally, these streets are designed to provide the pedestrian with more walkable space. The buildings are often close to the street with wide sidewalks and tree wells. The wide sidewalks and tree wells provide a feeling of safety and comfort for pedestrians.

Urban Avenue

Urban Avenues are walkable, undivided urban thoroughfares or collectors. They are generally shorter than Urban Boulevards and give access to adjacent land. Urban Avenues may also serve as pedestrian and bicycle routes and serve local transit routes. Urban Avenues do not exceed four-lanes. Goods movement is typically limited to local routes and deliveries. Urban Avenues may serve commercial or mixed-use and often provide on-street parking. Most often the buildings are close to the street with wide sidewalks and tree wells forming space where pedestrians feel comfortable and safe. In certain contexts portions of an Urban Avenue may be divided.

Suburban Avenue

Suburban Avenues are walkable, suburban thoroughfares or collector, generally shorter in length than Suburban Boulevards, serving access to adjacent land. Suburban Avenues serve as primary bicycle and pedestrian routes and may serve local transit routes. Goods movement is typically limited to local routes and deliveries. Some Suburban Avenues feature a raised landscaped median. Suburban Avenues may serve neighborhood institutional, commercial or mixed-use sectors. They may also provide curb parking in certain contexts. The pedestrian realm is distinguished by a landscape buffer separating the street from the sidewalk. Trees are located outside of the sidewalk area.



MAIN



WEST GRAY



YOAKUM

Urban Street

Urban Streets are walkable, collector streets in urban areas primarily serving adjacent property. Urban Streets are designed to connect neighborhoods with commercial and other districts, and connect local streets to thoroughfares. These Urban Streets may serve as the main street of commercial or mixed-use sectors and emphasize on-street parking. Most often the buildings are close to the street with wide sidewalks and tree wells forming space where pedestrians feel comfortable and safe. Goods movements are restricted to local deliveries only.



WEST DALLAS

Suburban Street

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



DUNLAVY

Industrial Boulevard and Avenue

lare thoroughfares & collector streets for effective local and regional movement of goods. Streets with an industrial designation are designed to connect heavy vehicles to and from major highways and industrial areas. These streets have wider travel lanes with large turning radii to accommodate truck movements. The pedestrian realm is distinguished by a landscape buffer separating the street from the sidewalk. In certain contexts an Industrial Boulevard may be undivided with a center turn lane.



NAVIGATION

One-Way Couplets

are pairs of one-way thoroughfares or collector that function as a single higher-capacity street in urban environments. One-way Couplets are usually separated by one city block, allowing travel in opposite directions. They provide access to active higher-density commercial and mixed-use areas such as Downtown and regional centers. They may also lower-density residential or mixed use areas and often provide on-street parking. Most often the buildings are close to the street with wide sidewalks and tree wells forming space where pedestrians feel comfortable and safe. One-way Couplets are designed to carry both through and local traffic, bicyclists and pedestrians. They may also serve as local or high frequency transit corridors. They serve as routes for goods movement, emergency response, and may utilize access management techniques. One-way Couplets are designed to have a higher transportation capacity than an equivalent two-way street.



PRAIRIE