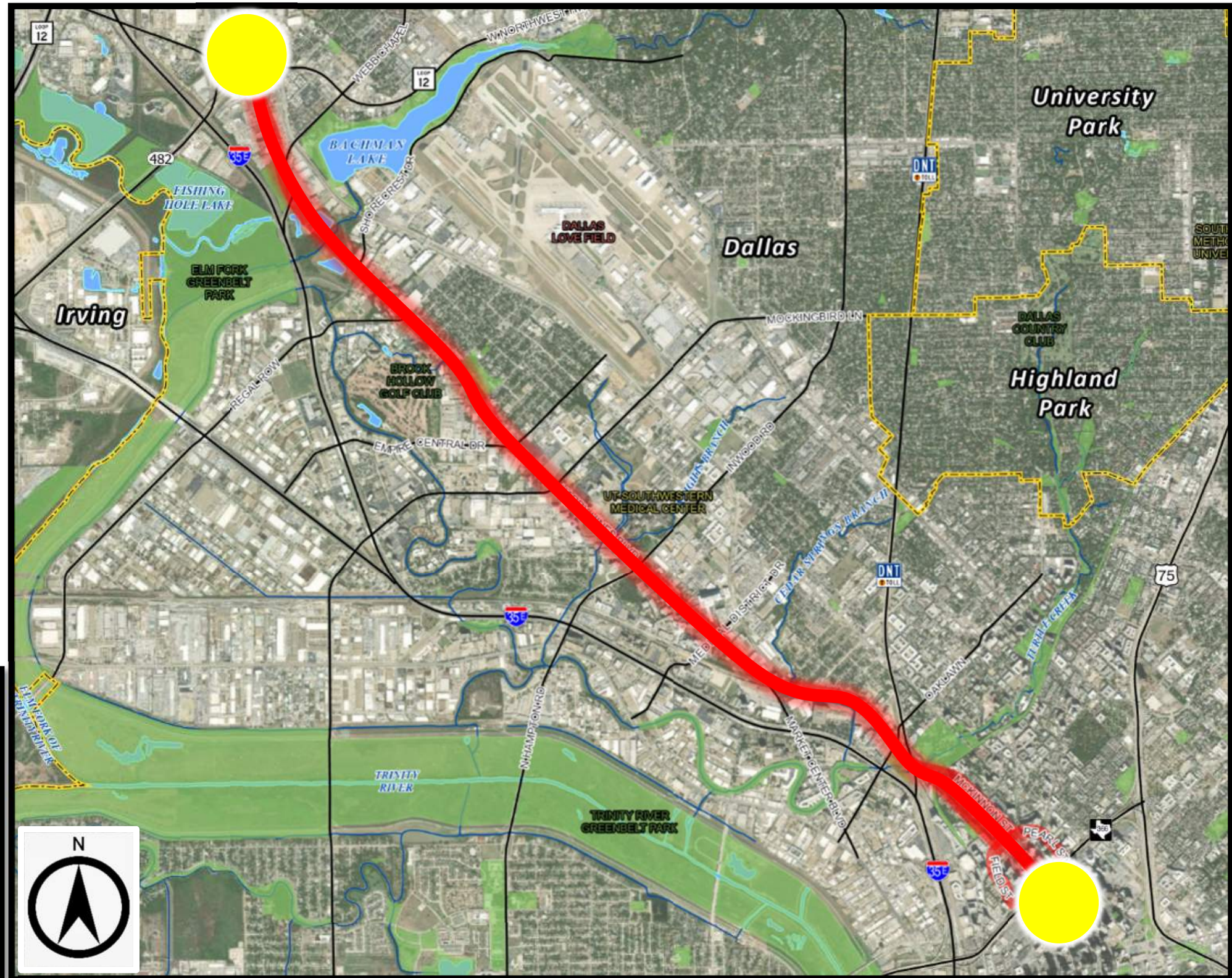
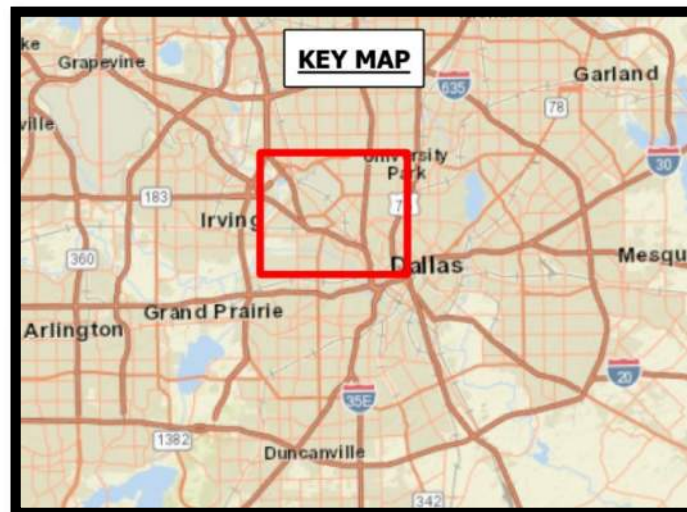


# Purpose of Transportation Master Plan

- To help guide the future rehabilitation and transportation improvements
- Create a modern, urban vision for Harry Hines Boulevard that:
  - Develops multimodal transportation options that will ensure connectivity, accessibility, and safety for all users
  - Supports existing and future land uses
  - Enhances the environmental quality and definition of the corridor
  - Incorporates technology

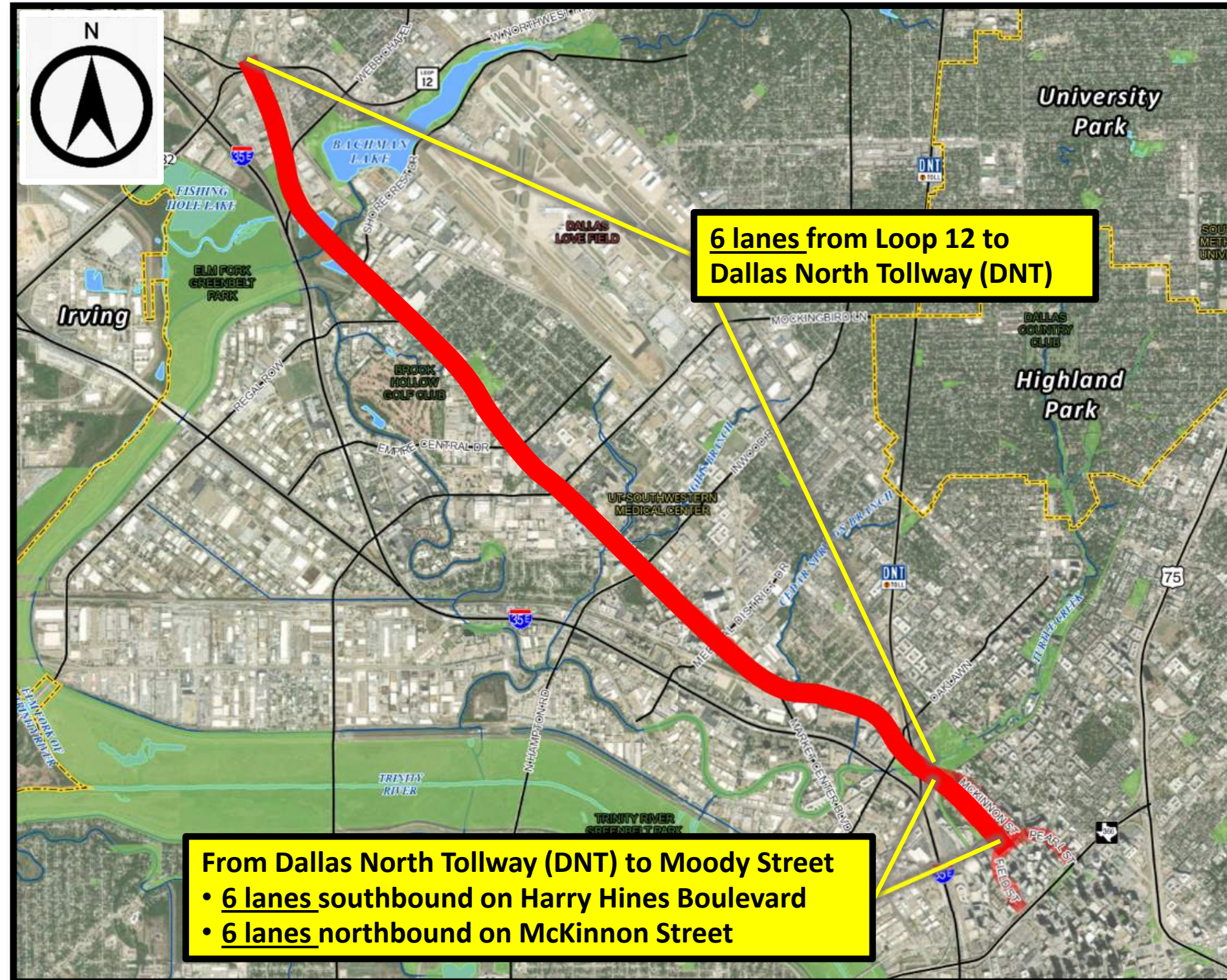
# Project Limits

- From: Loop 12
- To: Spur 366 / Woodall Rodgers Freeway
- Length: 7 Miles
- Built in 1940s
- Removed from On-State System in 1991



## Harry Hines Boulevard Transportation Master Plan

# Existing Roadway Configuration



# Southbound at Webb Chapel Extension Existing Conditions

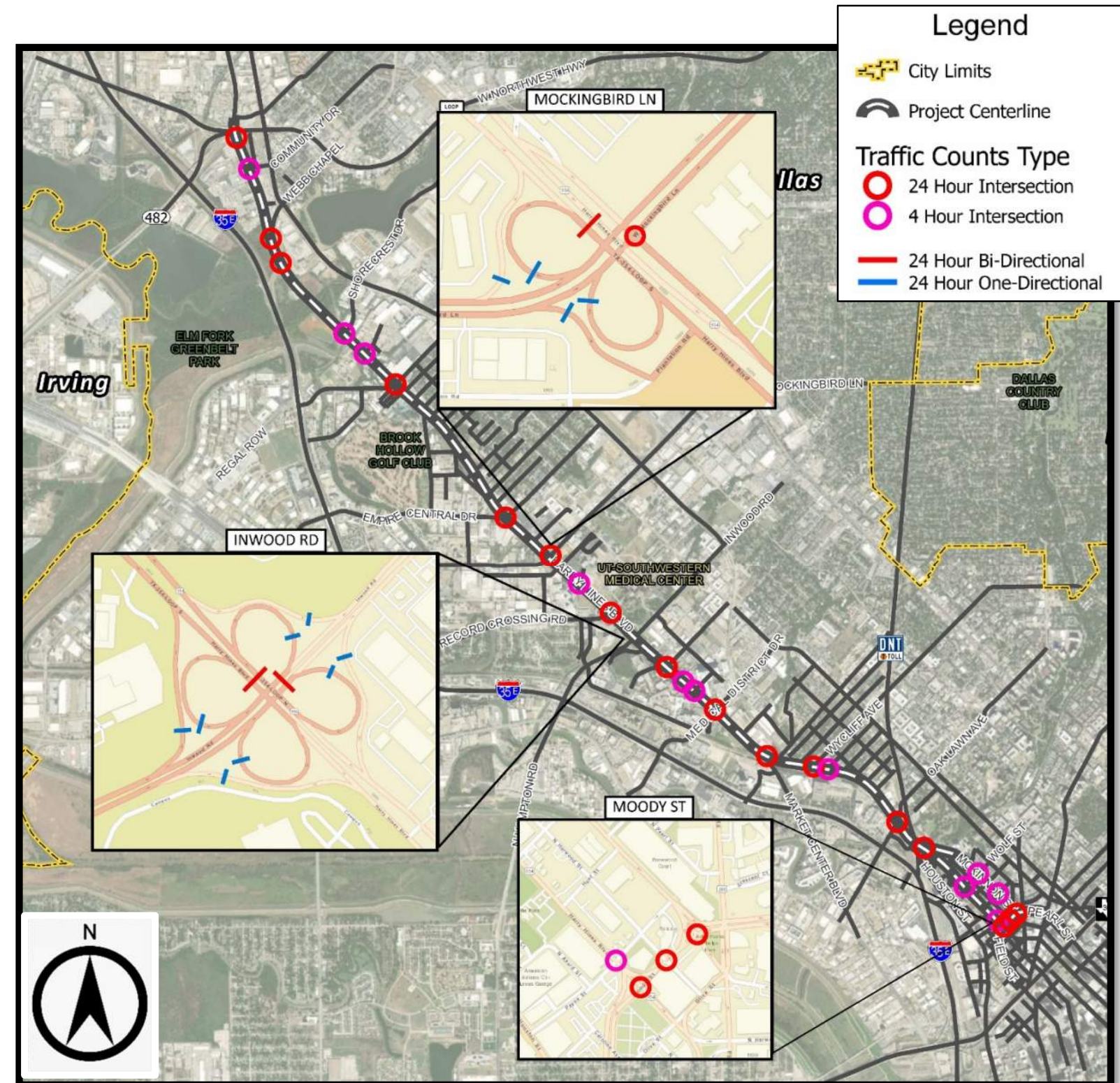


# Northbound at Oak Lawn Avenue Existing Conditions



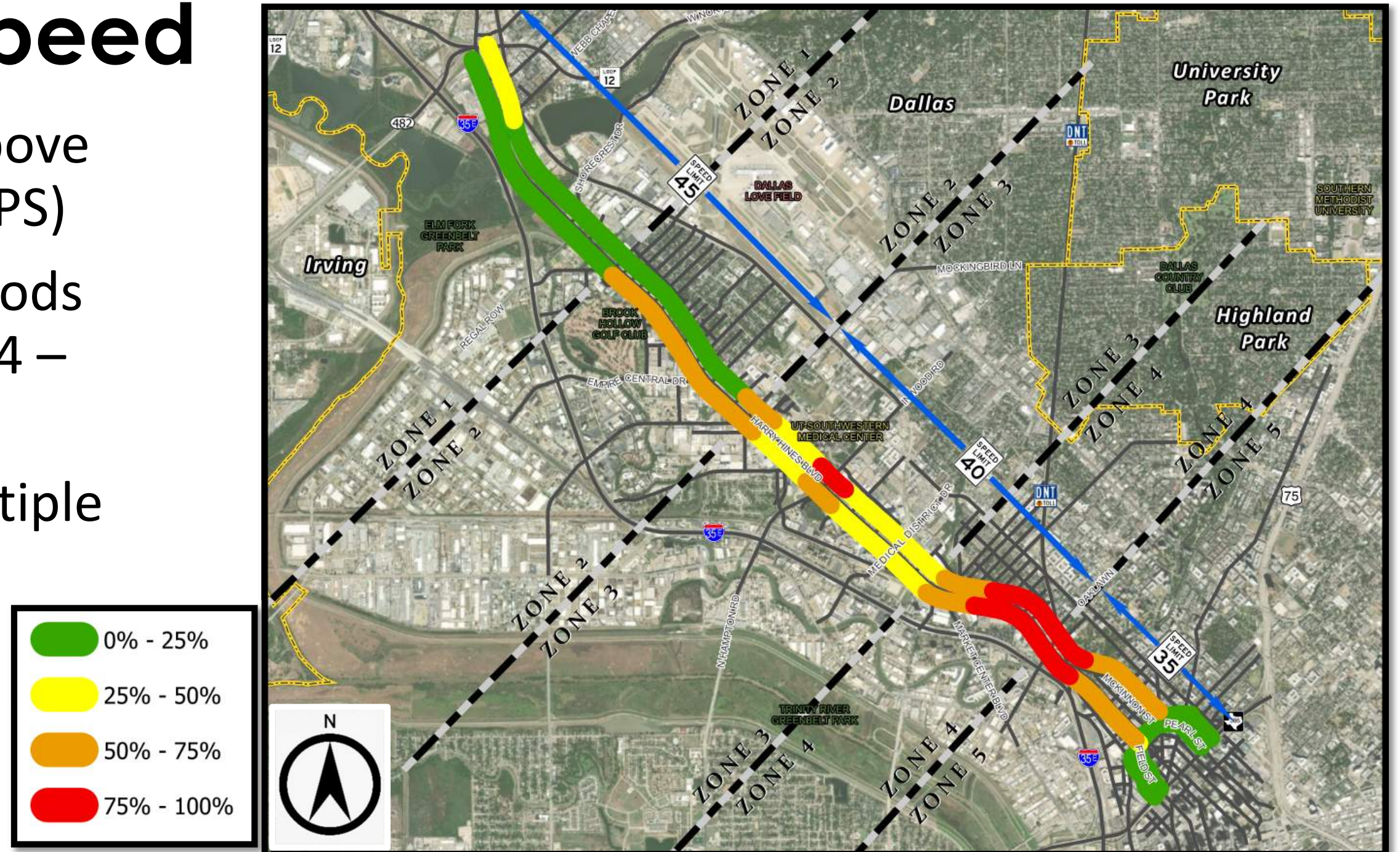
# Existing Conditions Traffic Analysis

- Traffic Counts Collected on 10/6/2020
  - 24-hour intersection turning movement counts at 19 locations
  - 4-hour intersection turning movement counts at 11 locations
- Level-of-Service (LOS) Results
  - AM Peak – All intersections operating at LOS ABC except Regal Row, Butler, Medical District, Moody/Pearl
  - PM Peak - All intersections operating at LOS ABC except IH 35E ramps, Regal Row, Parkland Driveway, **Medical District, Market Center, Houston, Payne**



# Existing Conditions Observed Speed

- Percent of Time Above Posted Speed (PTAPS)
- All Zones Long Periods of Speeding (Zone 4 – 70% of Day)
- Speeds 90+ At Multiple Locations



## Harry Hines Boulevard Transportation Master Plan

# Existing Conditions Crash Data

- Crash Rates Higher Than State Average
- Contributing Factors: Speed, Unsafe Maneuver, Failure to Yield, Lack of Safe Infrastructure
- Substantially More Crashes Near Downtown

