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The major street plan for Houston and vi

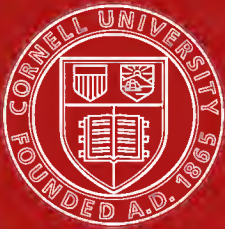


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HOUSTON AND VICINITY



1942



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THE MAJOR STREET PLAN
for
HOUSTON AND VICINITY

1942

REPORT
of the
CITY PLANNING COMMISSION
HOUSTON, TEXAS

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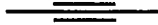
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**FORMER MEMBERS OF THE
CITY PLANNING COMMISSION
HAVING A PART IN THIS PLAN**



James Anderson

J. S. Bracewell

Mrs. E. F. Bussard

Sewall Myer

J. M. Nagle

M. L. Rendleman

Royal Roussel

J. M. West, Sr.

ew

284

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P R E F A C E

This report is not intended as a technical treatise of the Major Street Plan. It has been prepared as a simple exposition for the purpose of informing the citizens of Houston as to the Major Street Plan and arousing their interest in not only the plan but also in its development. For this reason the report has been kept brief and free from many of the usual charts, graphs, and from the technical language which often comprise a large part of the average report on this type of subject.

LETTER OF TRANSMITTAL TO COUNCIL

November 27, 1942.

HONORABLE C. A. PICKETT, *Mayor*
COMMISSIONER FRANK BRADY
COMMISSIONER M. L. RENDLEMAN
COMMISSIONER BEN J. REINICKE
COMMISSIONER JAMES H. B. HOUSE

Gentlemen:

Pursuant to the ordinance, passed February 14, 1940, creating Houston City Planning Commission, the Commission has prepared and adopted a Major Street Plan for Houston and vicinity and, as directed by the ordinance referred to, begs leave to transmit to you with this an attested copy.

It is hoped that this Plan, as its name implies, will constitute the framework for future planning so far as street improvements, traffic ways and the location of parks and public buildings are concerned.

During the course of the preparation of the Plan it has been necessary on more than one occasion for the Commission to invoke the aid of the Mayor and City Council to accomplish some of the essential objectives, as for example, the approval by the Mayor and City Council of a program of expenditure of the \$600,000 bond proceeds voted for street widening purposes. On each such occasion the response of the Mayor and City Council was prompt and most satisfactory. For the valuable assistance rendered the Commission acknowledges its obligation.

Respectfully submitted,

CITY PLANNING COMMISSION OF HOUSTON, TEXAS.

JESSE ANDREWS, *Chairman*

Mrs. Ethel Brosius

Lewis Cutrer

Rev. T. C. Jester

Milton McGinty

J. G. Turney

M. E. Walter

IMPORTANCE OF THE PLAN

AS A GUIDE

The Major Street Plan of a city has often been compared to the arterial system of the human body and, although trite, there could scarcely be a more apt comparison. The importance of a logical long-range plan in accordance with which a city may grow cannot be sufficiently stressed.

TO SAFEGUARD THE FUTURE

We have only to observe the plight of some larger, older cities, due in large part to inadequacy of major thoroughfares with resulting congestion, to picture our future, if we fail to recognize and follow a planned system of growth. As a city expands around its periphery, the load on its central thoroughfares doubles and redoubles. If thoroughfares have been planned only to meet needs at the time of original development, they soon become congested and inefficient, and in this condition operate to prevent many persons from patronizing the central business district. At this stage decentralization sets in, and the financial structure of the city gradually begins to suffer. This condition usually brings forth feverish effort to correct the deficiency, but thoroughfare improvements are by this time almost prohibitive in cost, and weak compromise measures are usually then adopted at great expense.

TO PREVENT RECURRENCE OF PAST ERRORS

Early in its life Houston was reasonably planned. Today our principal thoroughfare problems begin where these first plans ended. Dead-end streets, jogs, offsets, and narrow rights of way in many parts of Houston give evidence of what has happened in the past and what will happen in the future unless there shall be adherence to a plan for the general framework—a Major Street Plan.

TOWARD A GREATER CITY

We have but to study some of the cities that have been well planned and developed according to such plan to recognize the substantial benefits that may be derived. Washington, D. C., is perhaps our foremost example. This city, planned from the beginning by Major L'Enfante, repays with its convenience of arrangement and orderliness the forethought and perseverance expended. The reputation of any city is measured to a very large extent by its planning, as reflected in spacious thoroughfares, relative absence of congestion, and ease of access from one part of the city to another.

HISTORY OF THE PLAN

FIRST PLAN—1836

The first development of Houston in 1836 was based on a street plan. When the Allen brothers purchased the original site for the city, they did not undertake a piecemeal job, but laid out a simple plan with streets of adequate width. Insofar as the original plan was developed and extended, all went well, but adjacent subdivisions soon began to develop with streets having narrow rights of way, offsets, and dead ends.

SECOND PLAN—1913

However, it was not until 1913 that the first comprehensive Major Street Plan was developed in connection with a general City Planning Report. At that time, when Houston had a population of only 80,000, Arthur Comey, City Planner, was brought from Boston to make plans for Houston's future development. While there is no record of consistent efforts to carry out this plan, it was, no doubt, of real and beneficial influence.

THIRD PLAN—1929

It was not until 1924 that interest was again focused on the need of guiding Houston's then rapid growth. During the following five years exhaustive study was made of Houston's past and future development, on the basis of which a Major Street Plan was again prepared and published as a part of the comprehensive "Report of the City Planning Commission" in 1929.

PRESENT PLAN—1942

The trying period following the publication of the Major Street Plan in 1929 and especially the lack of a City Planning Commission with a definite Planning Department during the following six years combined to obscure planning and the development of a major street system. Houston continued to grow so rapidly that in 1940, when the Planning Commission began reviewing the 1929 Major Street Plan, it was found that certain thoroughfare locations previously contemplated were then impracticable, due to the subsequent construction of buildings and to other obstructing developments. As a result of nearly three years of restudy and reconsideration, the Major Street Plan has been redeveloped to meet conditions as they exist today and is presented in this report.

APPLICATION OF THE PLAN

There are several different specific uses of a Major Street Plan which make it indispensable. It serves as a partial guide for many phases of planning such as zoning, transit, recreation, and subdivision control.

GUIDE FOR NEW SUBDIVISIONS

While the major thoroughfare pattern is of great importance in the existing developed portions of a city, its greatest importance is, no doubt, in connection with expansion of the city outward through the development of new subdivisions. The individual subdivider, with the best of public-spirited intentions, may make a plat that is, introspectively considered, a well designed unit. However, an accumulation of individually considered subdivisions, laid out without regard to circulation through the city as a whole, is very apt to cause congestion and inefficiency in later years with attendant devaluation of properties, to impair further expansion, and to promote decentralization of business.

If the real estate developer is aware of a definite plan for major street locations, he will be able to plan more intelligently and will rarely object to requirements of necessarily wide rights of way for major streets in the development of his subdivision. A reasonable Major Street Plan adopted by the City Planning Commission, certified to City Council, and carefully observed by all is assurance to the public that it will be required in the future to bear only a minimum of expenditures to provide adequate trafficways.

The City Planning Commission has required and will continue to require that all subdividers conform to this plan in the development of their subdivisions.

FRAMEWORK FOR BOND ISSUES

The development of an adequate major street system for a city cannot, of course, be realized within a short period of time. For this reason there is need for a long-range program that will permit part by part development that will ultimately yield a completed system. The Major Street Plan serves as such a guide, and adherence to it over a long period of time will prevent losses that result from individual, disconnected plans of succeeding administrations. The right of way funds for the 1941 City Bond Program were pledged to carry out definite recommended phases of this Major Street Plan.

BASIS FOR BUILDING LINES

This plan furnishes the only logical basis for applying a uniform system of enforceable building set-back lines. In order to prevent business and

other type structures from crowding too closely upon existing and potentially heavily traveled thoroughfares, and to make possible future widening of inadequate rights of way, a uniform program for the establishment of building set-back lines should be undertaken. Such building lines have been established on some thoroughfares to meet particular urgent problems. This plan will make possible a city-wide program to protect the safety and general welfare of the people.

STRUCTURE OF THE PLAN

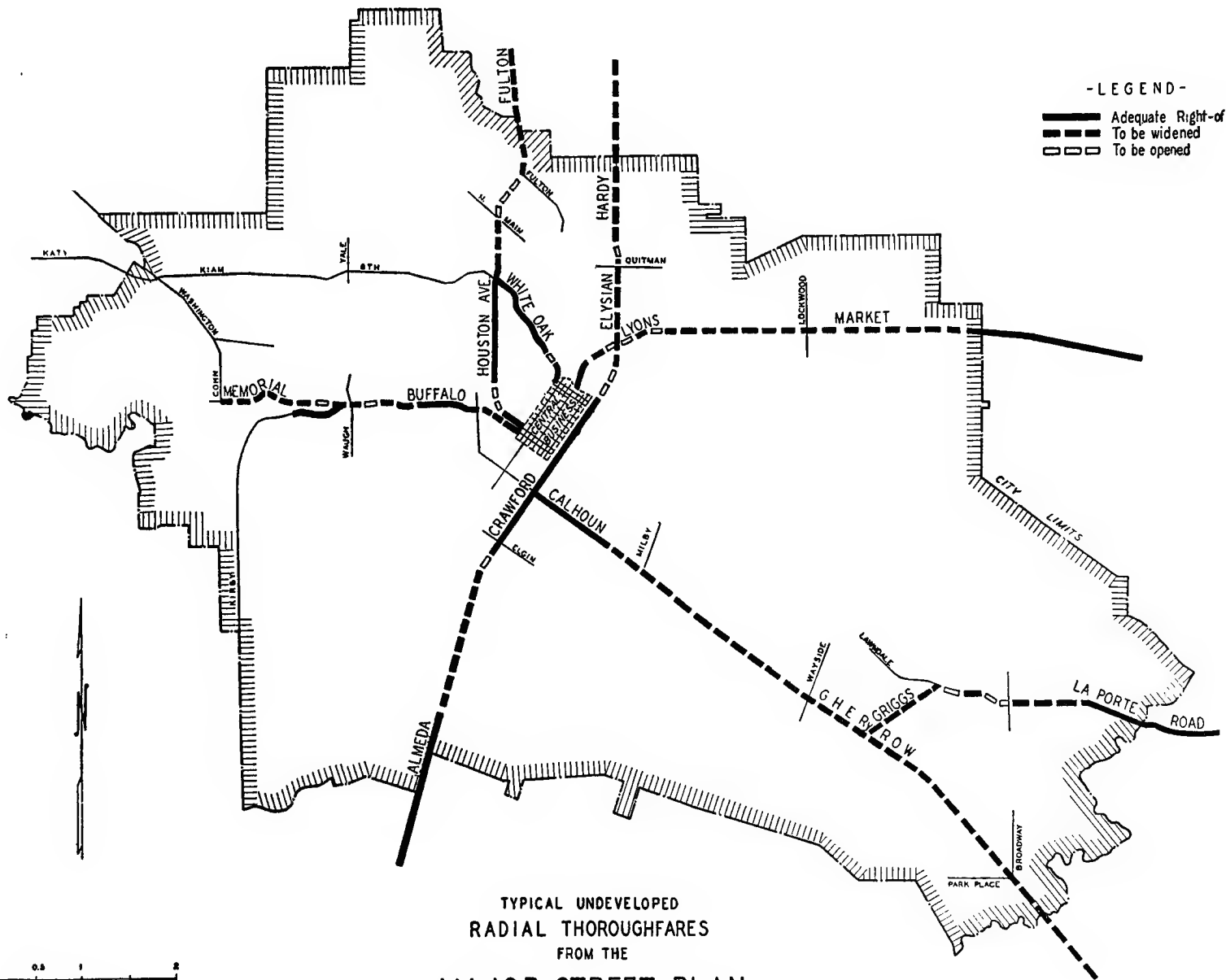
The actual preparation of a major thoroughfare plan must be based upon many considerations, such as physical features like rivers, bayous, railroads, density of population, and concentration of business and industry. Of course, economic considerations require that we give careful consideration to existing streets and buildings as a basis of any such plan.

In general there are four classifications of major streets: Radial or diagonal, loop or circumferential, cross-town or by-pass, and the usual major street that completes the pattern and provides access to neighborhoods and access from neighborhoods to principal arteries.

RADIAL THOROUGHFARES

By far the most vital, from the standpoint of concentrated use, are the radial thoroughfares extending out from the central business district. It is usually on these thoroughfares that we find maximum congestion and greatest traffic volumes. As the city doubles and trebles in size and as automobile registrations mount, we usually find that access to the central business area is confined to the same means provided when the city was much smaller. The increasing of facilities in the way of radial thoroughfares is usually both difficult and extremely costly if delayed, so the greatest possible foresight should be used to make maximum provisions for future needs.

In Houston we find these thoroughfares quite limited, with the exception of those extending southwest parallel to and including South Main. To the southeast radial thoroughfares are particularly inadequate in width and number, greatly congesting Telephone Road. The development of the Houston-Galveston Express Thoroughfare over the G. H. E. right of way would greatly relieve this situation. To the north Jensen Drive, Hardy Street, and North Main are inadequate in width and greatly congested by business, although they are the only through connections. The widening of these streets, the connection of Houston Avenue into McKinney, and the development of White Oak Drive are the principal means of relieving this problem. Radiating to the west, Gray is inadequate, and Washington Avenue is greatly overloaded. The best possibility in this direction is Buffalo Drive, which may be developed into an extremely efficient express thoroughfare as well as a beautiful parkway.



- LEGEND -

- Adequate Right-of-way
- - - To be widened
- □ □ To be opened

TYPICAL UNDEVELOPED
 RADIAL THOROUGHFARES
 FROM THE
MAJOR STREET PLAN

CITY PLANNING COMMISSION
 HOUSTON TEXAS

CIRCUMFERENTIAL AND BY-PASS THOROUGHFARES

Next in importance are circumferential and by-pass thoroughfares. These connections provide main routes of access across and around town without passing through the more congested central areas. By-pass thoroughfares may greatly relieve the downtown area and the radial thoroughfares, if properly located. Houston is at present very inadequately supplied with this type of circulation. Practically our only example is the Old Spanish Trail-Wayside connection, which is most serviceable and worthwhile. An example of a greatly needed unit of this type would be the Kiam-Sixth-White Oak-Quitman-Liberty Road connection. This route, if properly developed, would provide a much needed connection east and west on the north side of Buffalo Bayou and would tend to relieve congestion on Washington and Franklin Avenues. The best example of a circumferential or loop connection is the so-called "Defense Loop," the completion of which is provided for in recent City and County bond programs. This unit would follow the approximate routes of 29th Street, Wayside Drive, Old Spanish Trail, Bellaire Boulevard, and Post Oak Road.

USUAL THOROUGHFARES

While the more important major streets serve the specific use of getting traffic to and from the central business district or, perhaps, across town, others have a more nominal use. These major streets serve principally as feeder streets for the more important and heavily traveled thoroughfares. Their purpose is to gather neighborhood traffic and carry it into the more important thoroughfares leading to the downtown area, highways from town, or to some other neighborhood. This type of thoroughfare, properly located, would tend to minimize the use of purely local neighborhood streets for through traffic. Thus, this type of major street fills in the general pattern to provide a major street at intervals of approximately one-half to three-quarters of a mile in the urban area, where practicable. An example of this type of thoroughfare would be Dunlavy Street as shown on the Major Street Plan.

CAPACITY OF THOROUGHFARES

While the development of the automobile has resulted in a revolutionary change in local transportation, we can scarcely say that the improvement in design of thoroughfares to meet this change has been more than nominal. Modern heavy traffic has brought problems of congestion and confusion which we have done relatively little to solve. In approaching the problem of thoroughfare planning we find that there are two distinct types of problems: One consists of locating thoroughfares where needed from the standpoint of providing ready convenient access; the other involves the struggle to eliminate congestion and to attain adequate capacity.

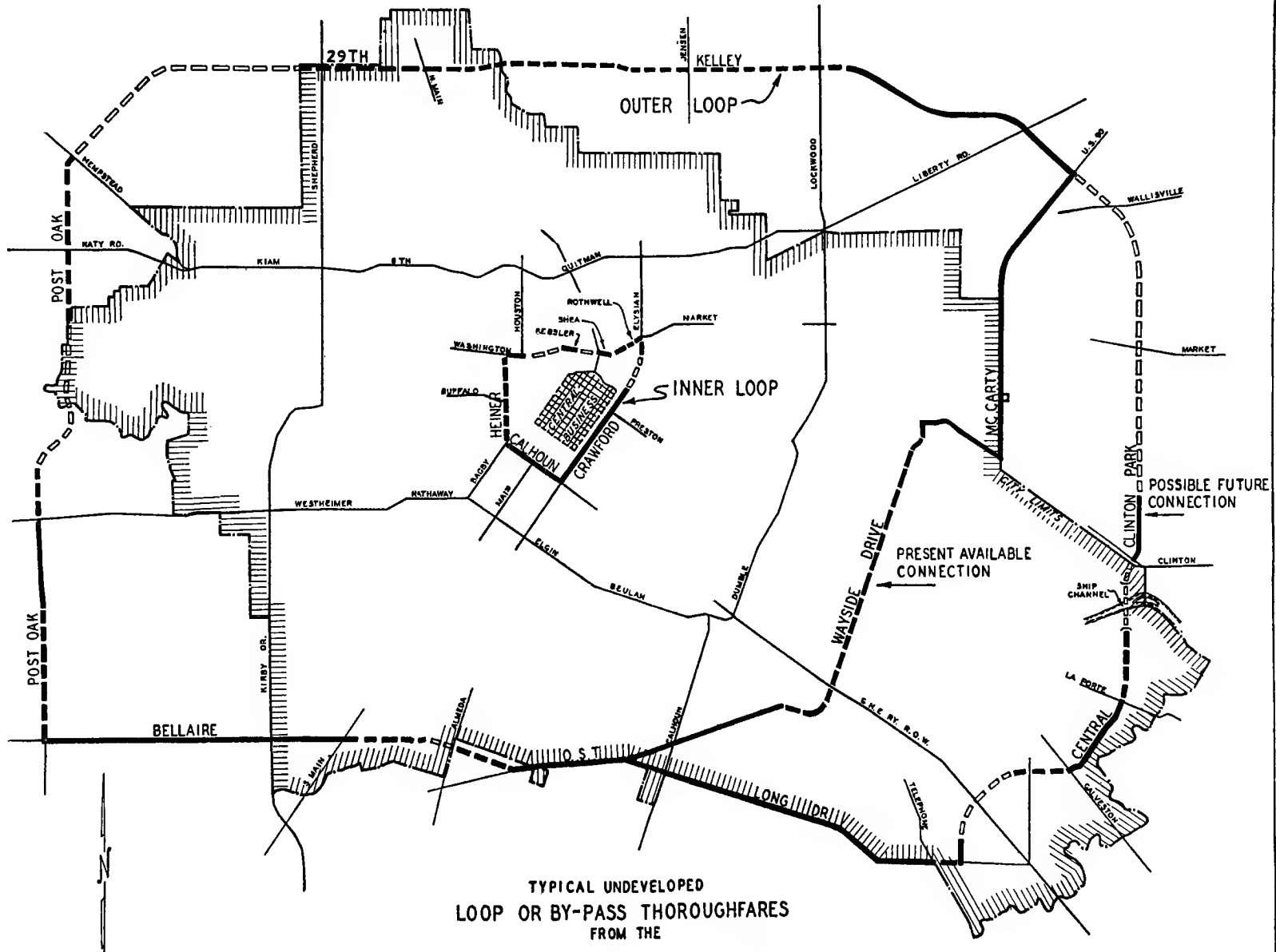
AVERAGE TYPES. Where present and future traffic volumes are not expected to be excessive, right of way widths of eighty and one hundred feet are acceptable. Such right of way will provide for ultimate paving width of fifty-six and sixty feet, yielding four moving and two parking lanes. Where heavier traffic or considerable business development exists or may be expected, the one hundred foot right of way should be considered a minimum. While the above rights of way may not seem justified at the time of dedication, a more narrow pavement may first be constructed and later replaced by a wider one of greater capacity. Within the city limits, where development of the Major Street Plan is largely a matter of widening right of way, the choice between a width of eighty or one hundred feet is often almost wholly an economic question.

FREEWAYS AND PARKWAYS. While the above type thoroughfares serve adequately on many major streets, their relative inefficiency, due to the congestion caused by adjacent business development, frequent intersections, parking and double parking movements, and general local use, has made them quite inadequate in many locations. This condition is especially true in the face of increases in traffic loads during the past decades. The average principal thoroughfare of today requires that traffic, particularly during peak loads, must work its way slowly mile after mile through local traffic and local business.

The answer to this problem is the freeway and parkway. These thoroughfares do not provide access to adjacent property and are entered only at designated intersections. As a result we find that parking is eliminated, and traffic is able to travel at more constant speeds without confusion.

Freeways and parkways cannot ordinarily be developed within a city except where a railroad or stream and a large percentage of vacant, inexpensive land make possible the acquisition of wide rights of way with few intersections. Many larger cities have already undertaken the development of these limited access express thoroughfares, notably Los Angeles and New York. In the latter city costs of such developments have been extreme, while in Houston, today, many such opportunities may be exploited at comparatively small cost. Such developments would provide relief for the present with provisions for future needs.

One of the best of our possibilities for a freeway is the proposed express way over the G. H. E. or Old Galveston Interurban. Between St. Bernard Street and the east city limits a great majority of the route is through acreage with few intersections. The development of this limited access way on a 230-foot right of way would not only greatly relieve present congestion on Telephone Road, but give us our first up-to-date trafficway designed for the sole purpose of providing efficient movement without interference from purely local business and residential use.



TYPICAL UNDEVELOPED
 LOOP OR BY-PASS THOROUGHFARES
 FROM THE
MAJOR STREET PLAN

◊ LEGEND ◊

- Adequate Right-of-way
- - - - - To be widened
- □ □ □ To be opened

CITY PLANNING COMMISSION
 HOUSTON TEXAS



Another very worthwhile opportunity for the development of a parkway, which would serve many thousands of people and relieve congestion on adjacent major streets, lies along Buffalo Bayou between the Civic Center and Memorial Park. Through foresighted consideration a great deal of land has already been acquired along Buffalo Drive to provide for a parkway. By the purchase of additional land, all but a small part of which is vacant, the right of way for a thoroughfare of magnificent capacity and grandeur could be achieved. It could be a freeway in the true sense, for throughout its length there would be only four crossings.

A third evident possibility for the development of a freeway lies along White Oak Drive from the Milam Street Bridge to Houston Avenue, a distance of over one mile without a single grade crossing.

Since the horse and buggy days we have made very little progress in development of thoroughfares to meet a phenomenal increase in numbers of automobiles and the rapid and revolutionary technical development of motor driven vehicles. If we can but take the first step and develop one freeway type of thoroughfare, the public will fully sense the value of more efficient traffic arteries through which time is saved, nervous strain is greatly reduced, and safety considered.

DEVELOPMENT OF THE PLAN

RECENT PROGRESS

The present adopted Major Street Plan is an outgrowth of the 1929 Plan and has existed in preliminary form since the spring of 1940. First actual accomplishments on this Major Street Plan occurred in 1941 and 1942.

Realizing the importance of directing every possible effort toward the development of the Major Street Plan, the Planning Commission prepared a map and written recommendations for the use of a minimum of \$600,000 of the City's then proposed 1941 Bond Program. These recommendations designated a list of right of way purchases, stated the importance of each, and listed them according to their relative importance. City Council accepted the Commission's recommendations and has begun carrying them into effect, so that the first steps in realizing the development of the Major Street Plan were achieved even before its final adoption.

POST WAR OPPORTUNITIES

Many conditions point to great public works programs after the war. The development of major streets will, of course, offer an ideal source of useful projects of the type most likely needed. An adopted Major Street Plan is, of course, the only sound basis for the selection of such projects, and the purchase of right of way at this time will make possible an early start

on construction once the war is at an end. An ideal arrangement would be to prepare detailed plans of a recommended list of Major Thoroughfare developments.

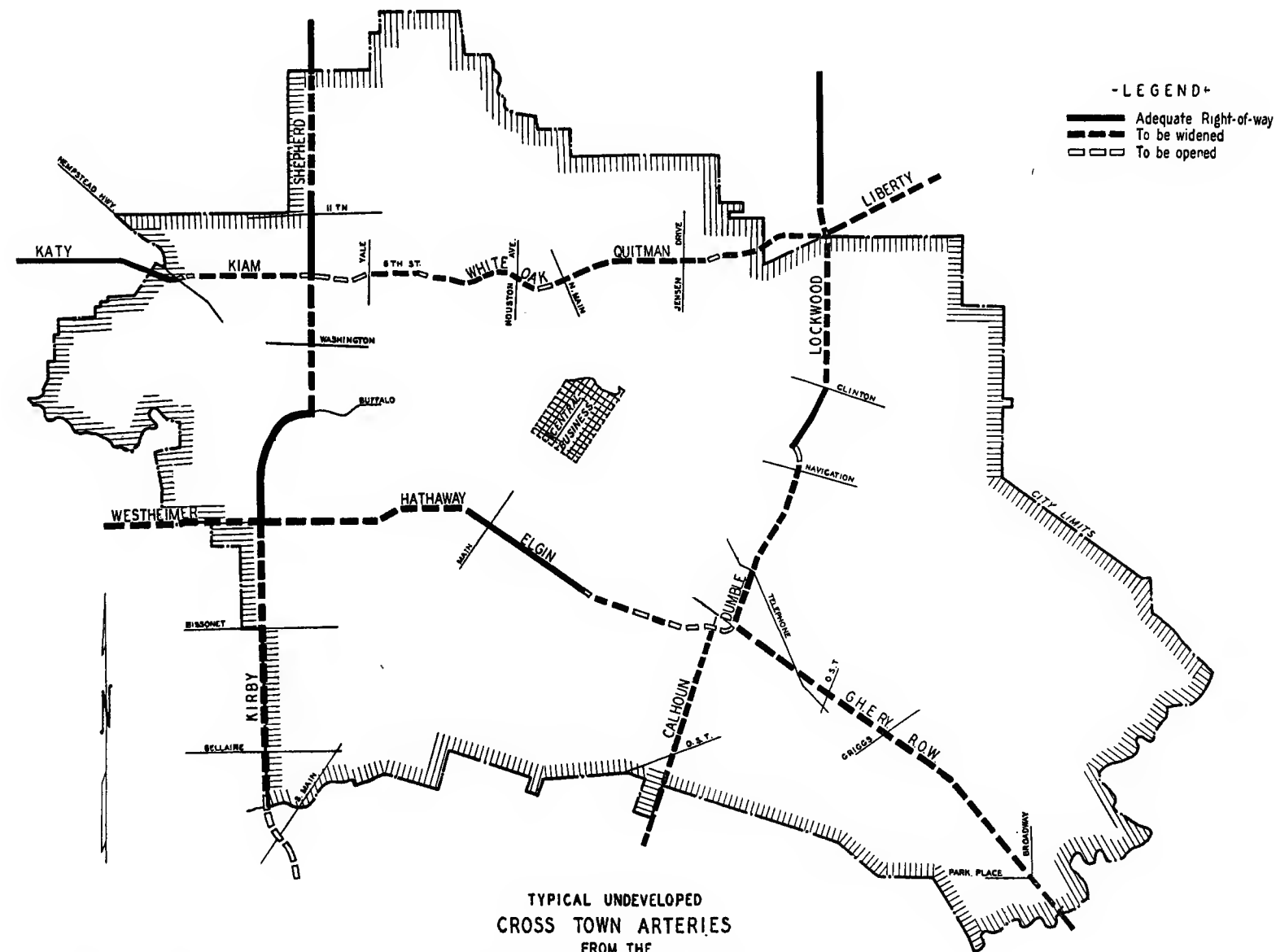
COORDINATION WITH HARRIS COUNTY

A glance at the Major Street Plan will show that a large part of the plan lies outside of the city limits. That part is entirely under the jurisdiction of the Commissioners Court of Harris County except that new subdivisions must be approved by the Planning Commission. For this reason it is quite evident that a high degree of cooperation will be necessary between the City and the County in order to realize a system of thoroughfares according to plan. The adopted plan was developed in collaboration with the County, and its mutual adoption will tend to insure needed coordination in its development. Already the County is in the midst of spending the proceeds of a bond issue, voted in the spring of 1941, which expenditures have accomplished and will accomplish many developments shown on this plan. In addition, full coordination must be realized with respect to state highway developments.

LONG-RANGE PROGRAM NEEDED

A start has been made, but experience shows that in the past Major Street Plans have been shelved and neglected for lack of an active program of development and because of lapses in the existence of the Planning Commission and the Planning Department. Lacking these agencies, the plan is without a champion—is without an alert set of eyes to see that developments do not wander afield, unconscious of the existence of a plan. We have seen this fate befall the 1913 Plan and again the very comprehensive Plan of 1929. The drafting of the plan is only the first step and in itself is practically valueless unless the second step is planned and carried out. That phase is the constant recognition and systematic development of the plan.

More and more the value of a long-range capital budgeting program is being recognized and adopted by many cities as a means of carrying out their physical development in a business-like manner. Such a program usually covers a period of six years and is based on careful planning to meet the current and anticipated needs of the city. A detailed study of the financial structure of the city, plus the reasonable elasticity of the program, insures its sound adjustment. Such a means of financing capital improvements is in marked contrast to the usual system of advancing sporadic bond issues which are brought forth whenever the temper of the taxpayer is considered amenable and in whatever amount it is felt that the traffic will bear. In cases where the Federal Government is expected to join in with grants in aid and otherwise, it is doubtful that it will continue long to join in where no provision for long-range financing as well as planning has been made.



TYPICAL UNDEVELOPED
 CROSS TOWN ARTERIES
 FROM THE
MAJOR STREET PLAN

CITY PLANNING COMMISSION
 HOUSTON TEXAS

RECOMMENDED PROJECTS

The Major Street Plan embodies a great number of existing and proposed thoroughfares. Many of the developments proposed on plan will not be needed in the immediate future, and their development beyond acquisition of right of way would be ill-advised at this time. However, a large share of the proposed developments would be of immediate use and value and should be undertaken at the earliest possible date. Because of the large number of proposals on the adopted plan and because of the great amount of study that has been given these matters, we submit a list of the most urgently needed proposed developments.

In August, 1941, the Planning Commission submitted a recommendation to City Council for the purchase of \$600,000 worth of major street rights of way in connection with a bond issue being proposed. City Council adopted this recommendation, and later the bonds were voted. Since the financial position of the city made necessary the issuance of the bonds over a three-year period, only a part of the right of way projects have been carried out to date. The following is a list of projects for which funds have been voted:

PROJECTS OF 1941 BOND PROGRAM

1. JENSEN DRIVE—Provides for widening of Jensen between Navigation Boulevard and Buffalo Bayou. This right of way has already been purchased under the 1941 Bond Program.
2. CRAWFORD-ALMEDA CONNECTION—This opening is to be made, carrying Alameda directly into Crawford, and Alameda widened south to Cleburne. A portion of the necessary right of way has been purchased under the 1941 Bond Program.
3. EUREKA TRAFFIC INTERCHANGE—This project calls for the purchase of approximately 30 acres south of Eureka Underpass for a traffic interchange at the junction of the Hempstead and Katy Highways. This right of way has already been purchased under the 1941 Bond Program.
4. NORTH SEGMENT OF DEFENSE LOOP—The widening and opening of right of way for the north segment of the so-called Defense Loop, between Shepherd Drive and the east city limit on approximately 29th Street, would provide the first through east-west connection on the north side. About \$20,000 of the \$50,000 allocated in the 1941 Bond Program for this purpose has been used. The County Court has agreed by resolution of September 18, 1942, to complete necessary right of way acquisitions from their 1941 Bond Program after the \$50,000 appropriated by the City has been expended according to plan.

5. WASHINGTON-COHN-MEMORIAL DRIVE—This connection requires right of way acquisitions for opening and widening. The City Bond Program of 1941 allocated \$75,000 toward this right of way, none of which has yet been acquired.
6. GALVESTON-HOUSTON EXPRESS WAY—This project requires the acquisition of additional right of way along the old Galveston Interurban line between St. Bernard and Park Place. The 1941 Bond Program of the City allocated \$200,000 for the purchase of land toward an ultimate 230-foot width. No right of way has as yet been acquired from these funds.
7. HEINER—The widening of Heiner Street between Buffalo Drive and Calhoun would provide a link in a cross town connection by-passing the business district. Money in the amount of \$100,000 for the purchase of this right of way has been provided in the 1941 Bond Program, but none of the money has yet been spent.
8. SHEPHERD DRIVE-GREENBRIAR CONNECTION—This connection would be made between Richmond Avenue and the S. A. & A. P. Railroad for the purpose of extending Shepherd Drive into South Main. The sum of \$50,000 was set aside in the 1941 Bond Program for this right of way. None of this fund has been expended to date.

OTHER IMPORTANT PROJECTS

In addition to the above eight street widening and opening projects provided for in the Bond Program voted in 1941, the Planning Commission listed four other important projects for which right of way is badly needed. These projects are as follows:

9. ELGIN-DUMBLE—The extension of Elgin from Ennis to Dumble at Calhoun Road is recommended. This would provide a valuable east-west connection serving the University of Houston and the High School Stadium, and would provide a by-pass route around the central business district to the Ship Channel and industrial areas. In addition it would join the proposed express thoroughfare on the G. H. E. right of way to furnish a connection completely across the city.
10. LAWNSDALE-LA PORTE ROAD CONNECTION—This project, involving the elimination of two long jogs and the widening of some existing right of way, is very much needed. At present it is the principal route used by the majority of Houston residents traveling to and from Galveston, the Bayshore Area, and many industries east of Houston along the south side of the Ship Channel. If present shipbuilding activities is to continue after the war, this development will be of extreme importance, as it is at present.

11. **STUDEWOOD EXTENSION**—The extension of Studewood south of Sixth to Washington Avenue is contemplated at this time as the first step in an ultimate connection between North Main and South Main. With the proper development of Buffalo Drive the extension should be continued to that thoroughfare, and ultimately into Lincoln and Montrose.
12. **WHEELER**—The widening and extension of Wheeler Avenue west of Velasco is needed to provide additional access to the University of Houston, Public School Stadium, and adjacent residential districts. The new right of way needed is at present undeveloped and mostly unplatted.

There are many other important and worthwhile right of way projects in connection with the alleviation of current traffic congestion and the provision for needs of the near future. The following is a group of additional right of way widening and opening projects that are of real importance:

SAN JACINTO-MARKET—This connection, widening Rothwell and extending it into Lyons Avenue, and widening Lyons and extending it into Market, which would be widened to McCarty at the junction with the Market Street Road, is highly desirable. At present the northeast portion of Houston is, perhaps, more inadequately served by major thoroughfares than any other section of Houston. This connection would greatly relieve this condition, would tend to relieve Navigation Boulevard and Franklin Avenue, and would provide a direct route into the city from Market Street Road.

BUFFALO PARKWAY—While the city owns a large amount of right of way and bayou frontage along Buffalo Drive, there are still many parcels, most of which are undeveloped and some of which are unsuitable for any other use, that should be purchased for the ultimate development of this parkway. This land should be purchased before more of it is built upon. Adequate right of way would provide for a parkway development that could scarcely be surpassed. When developed, this project would undoubtedly carry a tremendous volume of traffic from the northwest and southwest portions of Houston.

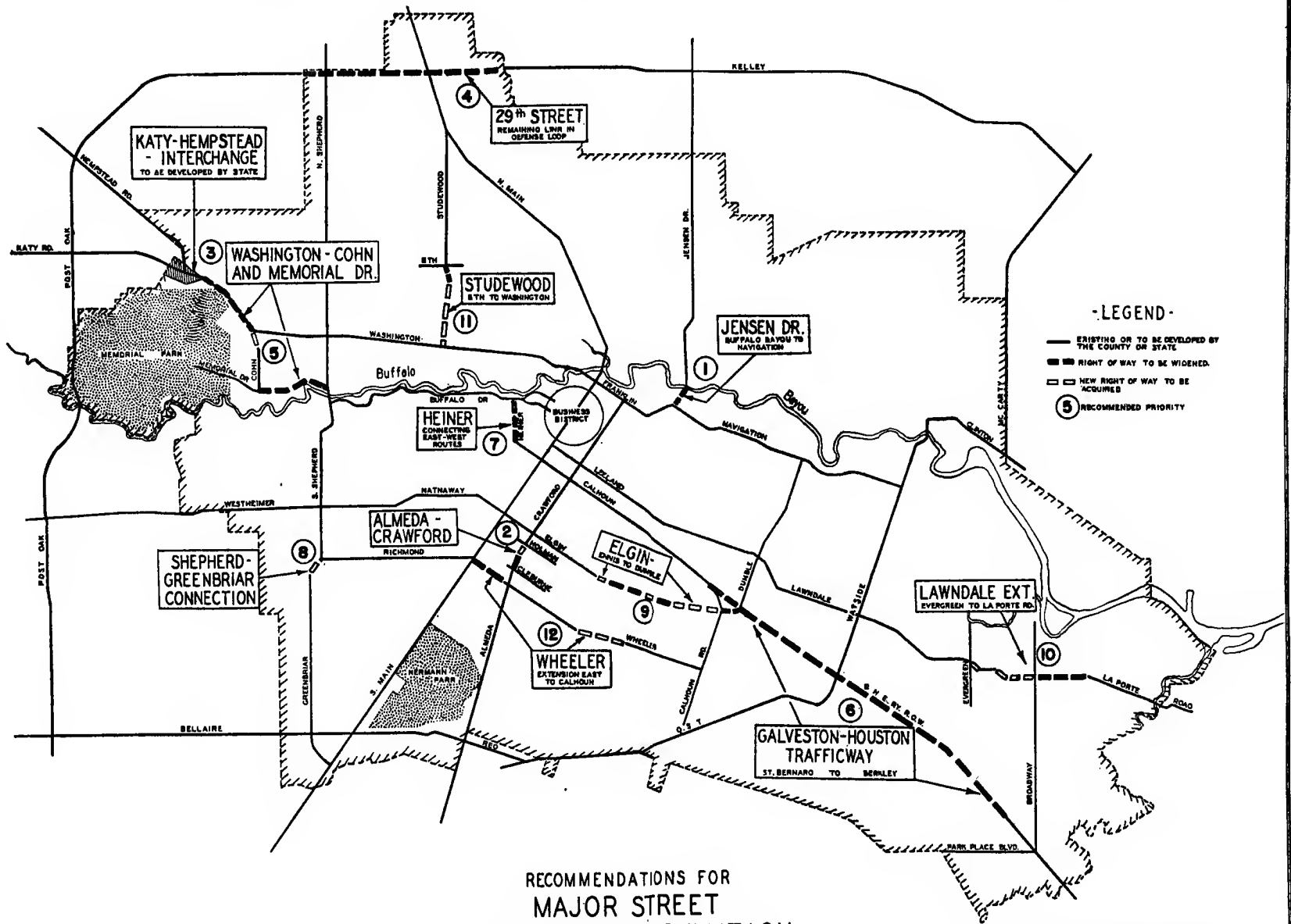
HOUSTON AVENUE-McKINNEY—This connection would swing southeast from the present terminus of Houston Avenue at West Capitol, bridge Buffalo Bayou west of the Coliseum, and connect with McKinney Avenue west of the City Hall. This connection would open more direct and less congested access to the downtown area than provided at present by way of West Capitol Avenue.

WHITE OAK—Proper widening and straightening of White Oak Drive between Buffalo Bayou and Houston Avenue could result in a thoroughly up-to-date and efficient thoroughfare that would carry a great amount of traffic. Like Buffalo Drive, it would be practically without intersections and would serve to move traffic swiftly and smoothly from the downtown area into the northwest portion of Houston.

CRAWFORD-ELYSIAN-HARDY CONNECTION—This project would carry Crawford Street north from its present terminus at Ruiz swinging it across over the railroad, Buffalo Bayou, and the Southern Pacific yards into Elysian. In addition a grade separation over the railroad would be necessary in the vicinity of Opelousas Street. It would also be necessary to widen Elysian and Hardy. This would provide a complete north-south artery entirely across Houston, supplementing the Alameda-Crawford connection for which right of way is now being purchased. Present facilities in the area that would be served by this connection are very inadequate and inefficient due to long traffic delays at railroad crossings and the inadequacy of present right of way.

WAYSIDE-McCARTY CONNECTION—This project would extend from Wayside Drive at about Avenue U, over Buffalo Bayou east of the present bridge, and over Clinton Drive at the present underpass. Thence it would continue northeast through the open area at the east of the Port Terminal Railroad yards and join McCarty north of the Market Street Road. This connection would eliminate the present very devious route along Clinton Drive and through the congested area of McCarty Road between Clinton and Market Street Road.

KIAM-SIXTH-WHITE OAK-QUITMAN-LIBERTY—This project, consisting of some wholly new right of way and considerable straightening and widening of existing right of way, would provide a most valuable east-west connection across the central part of the north side. It would serve to feed traffic into both the Hempstead and Katy highways on the west and to the Beaumont highway on the east. Its development would also tend to remove some of the present traffic going through on Washington, Franklin, and Navigation.



RECOMMENDATIONS FOR
MAJOR STREET
RIGHT OF WAY ACQUISITION
1941

City Planning Commission
of Houston, Texas

NOTE
THE FIRST EIGHT PROJECTS
WERE ADOPTED BY CITY COUNCIL
AND \$ 600,000 IN BONDS WERE
VOTED FOR ACQUISITION OF
RIGHT OF WAY FROM 1941-1943

WAUGH DRIVE—With a reasonable amount of development, Waugh Drive could become a much more convenient and efficient thoroughfare, capable of handling increased traffic loads. Of particular importance is the elimination of the present jog between Waugh and Yale at Washington Avenue and the widening of right of way between Nevada and Westheimer, and between Washington Avenue and Cleveland Park.

KIRBY DRIVE—Kirby Drive forms an extension of Buffalo Drive and if further extended on the south would provide a very desirable north-south route. It has an existing right of way one hundred feet wide south to Westheimer, and this width could be extended to Bissonnet with little difficulty. However, Kirby Drive should be widened on south from Bissonnet and carried across Brays Bayou into South Main. Kirby Drive would adapt itself ideally as a boulevard for passenger traffic only. This possibility will, no doubt, be indicated on a Plan for Parkways and Boulevards now being considered.

WASHINGTON - ROTHWELL CONNECTION—This project would involve an extension from Washington Avenue, near its junction with Preston, in a northeasterly direction into Dart and an extension from Dart across White Oak Bayou into Shea to connect with the proposed Rothwell-Market development. An overpass over the Southern Pacific tracks and an overpass from Dart over the Bayou, Katy tracks, and North Main would be necessary. The expense of this development would be offset by the provision of a route along the north side of the Bayou similar to the Washington-Franklin-Navigation connection which would serve to relieve traffic through the north part of the downtown area.

SCOTT-MILBY—The development of this connection would involve the elimination of a jog in Scott at Griggs, and its extension into Milby between Holman and Francis. Milby would also need to be widened, and several smaller gaps require opening. This development would provide an outlet from the University of Houston to the northeast part of the city and also provide access through an area that is now inadequately served.

STUDEWOOD-LINCOLN-MONTROSE—The extension of Studewood south to Washington Avenue was previously recommended, and

this proposed extension would carry it on south of Washington, across Buffalo Bayou into Lincoln and into Montrose Boulevard, eliminating the present jog at Westheimer. Between Washington Avenue and West Dallas totally new right of way would be involved, while Lincoln would need to be widened throughout its length. Though an expensive project, a glance at the Major Street Plan will show the convenience of this connection between North and South Main.

HOUSTON AVENUE-FULTON CONNECTION—This project would involve the widening of Houston Avenue between Woodland Park and North Main and a connection through to Fulton on East Montgomery at Erin. At present, traffic from East Montgomery and Irvington Boulevard feeds into Fulton with inadequate outlets to the south. The proposed connection would drain considerable of this traffic into Houston Avenue, which could more adequately carry the extra load as a result of the proposed Houston-McKinney connection mentioned above.



ADOPTED BY
 HOUSTON CITY PLANNING COMMISSION
 NOVEMBER FIVE, NINETEEN HUNDRED FORTY TWO
Jesse Andrews CHAIRMAN
Ray G. Corder ENGR.-SECY.

MEMBERS OF COMMISSION
 JESSE ANDREWS, CHAIRMAN
 MRS. ETHEL BROSIUS, MILTON MCGINTY
 LEWIS CUTLER, J. G. TURNEY
 REV. T. C. JESTER, M. E. WALTER

PLAN COVERING AREA OUTSIDE
 OF HOUSTON WAS PREPARED
 IN COLLABORATION WITH
 HUGO W. M. ZAPP
 COUNTY ENGINEER

MAJOR STREET PLAN HOUSTON AND VICINITY

CITY PLANNING
COMMISSION

R. S. ELLIFRIT HARE AND HARE
PLANNING ENGR CONSULTANTS

LEGEND

- MAJOR STREETS
- SUFFICIENT WIDTH
- - - TO BE WIDENED
- - - - TO BE OPENED
- ▬ CITY LIMITS

