

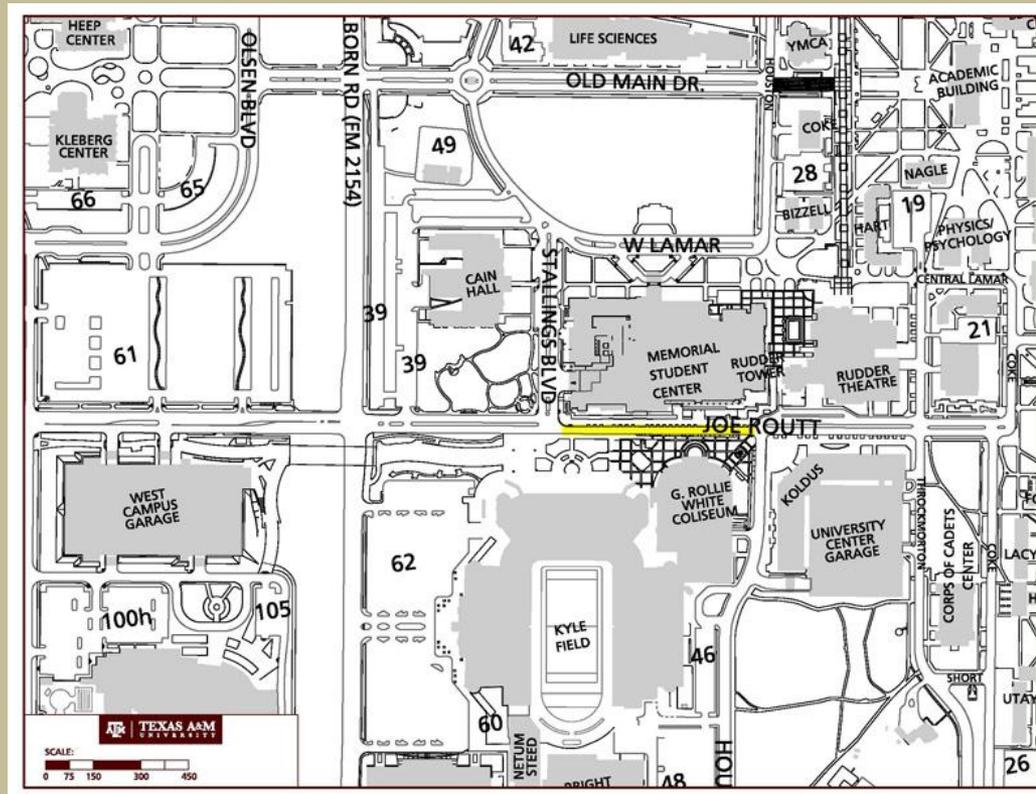
Access Design Options



Joe Routt Boulevard



Impacted area highlighted in yellow.



Joe Routt Boulevard Access Design Option 1



This option would involve closing Joe Routt between Gene Stallings Blvd. and Houston St. to car and bus traffic, creating a pedestrian-friendly extension of the MSC Plaza.

Joe Routt Boulevard Access Design Option 1



<u>Pros</u>	<u>Cons</u>
No vehicular/pedestrian conflict	Cuts off access for students driving to MSC, Koldus, and Rudder for quick errands
Open area for student activities and events	Eliminates the inner-loop bus option, resulting in longer bus times and routes
Suitable for bicycle traffic	Restricts student vehicular access
Great for Fan Zone activities	No Wellborn Road connection
Aesthetically pleasing	Does not correspond to Master Plan

Joe Routt Boulevard Access Design Option 2

6am - 6pm



This option provides limited vehicular access to Joe Routt Blvd. between Gene Stallings Blvd. and Houston St. From 6am–6pm, this stretch of road would be one-way (eastbound), with traffic restricted to buses. From 6pm–6am, the street would be one-way (eastbound), open to all traffic.

Joe Routt Boulevard Access Design Option 2

6pm - 6am



This option provides limited vehicular access to Joe Routt Blvd. between Gene Stallings Blvd. and Houston St. From 6am–6pm, this stretch of road would be one-way (eastbound), with traffic restricted to buses. From 6pm–6am, the street would be one-way (eastbound), open to all traffic.

Joe Routt Boulevard Access Design Option 2



<u>Pros</u>	<u>Cons</u>
Allows better use of new Wellborn Road grade separation connectivity	Not open to full public access to maximize use of new Wellborn grade separation
Reduces but does not eliminate vehicle/pedestrian conflicts near the MSC	Requires repairs and maintenance
Allows more flexible and shorter bus routes	Potential trip hazard if used as mall and pedestrian area on game day (could be mitigated with rolled curbs)
Allows improved fire access	Some delays due to bus loading/unloading
Allows segregated travel area for bikes	Pushes violators to other nearby areas
Allows for preservation of setup area for Fan Zone	
Public access allowed off-peak	
Safe area for bus loading and unloading	
Allows travel options should nearby roadways close due to emergencies, events, construction, etc.	
More closely resembles the Master Plan, which calls for road to be open in both directions	

Joe Routt Boulevard Access Design Option 3



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This option provides one-way (eastbound) access to all traffic, 24 hours a day. (This is the way the road is currently being used.)

Joe Routt Boulevard Access Design Option 3



<u>Pros</u>	<u>Cons</u>
Aesthetically appealing; no gates in front of the building leads to a more open feel	Not good for flexible, shorter bus routes
Full public access to highly used UCC areas	Not good for the quickness of the proposed Inner Loop bus system
Open to students to drive themselves to the MSC, Koldus, and Rudder for quick errands	Road will be more heavily used, requiring more long-term maintenance
More access points to Koldus Garage for visitors	Potential trip hazard if used as a mall and pedestrian area on game day
Allows use of new Wellborn Rd grade separation for buses and private vehicles	Traffic jams and clogged streets at the UCC intersection, because that is such a heavily used pedestrian and bike area
Allows fire access	
More closely resembles the Master Plan, which calls for road to be open in both directions	

Joe Routt Boulevard Access Design Option 4

6am - 6pm



This option provides limited access for two-way traffic. From 6am–6pm, traffic would be two-way, but restricted to buses. From 6pm–6am, the street would be two-way, open to all traffic.

Joe Routt Boulevard Access Design Option 4

6pm - 6am



This option provides limited access for two-way traffic. From 6am–6pm, traffic would be two-way, but restricted to buses. From 6pm–6am, the street would be two-way, open to all traffic.

Joe Routt Boulevard Access Design Option 4



<u>Pros</u>	<u>Cons</u>
Allows better use of new Wellborn Road grade separation connectivity	Not open to full public access to maximize use of new Wellborn grade separation
Reduces but does not eliminate vehicle/pedestrian conflicts near the MSC	Requires gates and maintenance
Allows for bi-directional bus route, the type of route that provides optimum circulation by allowing buses to make an inner loop in two directions.	Potential trip hazard if used as mall and pedestrian area on game day (could be mitigated with rolled curbs)
Allows improved fire access	Some delays due to bus loading/unloading
Allows segregated travel area for bikes	Pushes violators to other nearby areas
Allows for preservation of setup area for Fan Zone	The intersection transition is less than ideal. It would be problematic, if it was open to the public.
Public access allowed off-peak	
Safe are for bus loading and unloading	
Allows travel options should nearby roadways close due to emergencies, events, construction, etc.	
More closely resembles the Master Plan, which calls for road to be open in both directions	

Joe Routt Boulevard Access Design Option 5



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This option provides two-way access to all traffic, 24 hours a day.

Joe Routt Boulevard Access Design Option 5



<u>Pros</u>	<u>Cons</u>
Open to full public access to maximize use of new Wellborn grade separation connectivity	Potential trip hazard if used as mall and pedestrian area on game day (could be mitigated with rolled curbs)
Allows more flexible and shorter bus routes	Minimum roadway width contributes to greater risk/danger when vehicles park illegally along narrow corridor
Allows travel options should nearby roadways close due to emergencies, events, construction, etc.	Does not eliminate vehicle/pedestrian conflicts near the MSC
Master Plan calls for road to be open (both directions)	No segregated travel area for bikes
Aesthetically appealing; no gates in front of the building leads to a more open feel	Not good for the quickness of the proposed Inner Loop bus system
Full public access to highly used UCC areas	Road will be more heavily used, requiring more long-term maintenance
Open to students to drive themselves to the MSC, Koldus, and Rudder for quick errands	Traffic jams and clogged streets at the UCC intersection, because that is such a heavily used pedestrian and bike area
More access points to Koldus Garage for visitors	The intersection transition is less than ideal for public traffic flow because both lanes of westbound Joe Routt traffic must turn at Houston Street and through traffic must jog to the right to continue down Joe Routt. Introduces awkward exchange between pedestrians, motorist, and cyclists.
Allows fire access	
Master Plan calls for road to be open (both directions)	
Allows for bi-directional bus route, the type of route that provides optimum circulation by allowing buses to make an inner loop in two directions.	

Questions/Comments?