ALAMO MASTER PLAN - TRAFFIC STUDY
UPDATED WITH HOUSTON STREET CLOSURE

Presented by
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STUDY BACKGROUND

• The Alamo Plaza closure is being reviewed in the context of an overall Downtown Transportation Study conducted in 2012 and updated in 2017.

• The purpose of the Downtown Transportation Study was to create a traffic model of all downtown streets and adjacent arterials to determine the capacity of the downtown network and the impacts of development growth and proposed street projects.

• Projects like Santa Rosa improvements, Cesar Chavez/Santa Rosa intersection improvements, Main & Soledad two-way conversion, San Pedro Creek bridges rebuild, San Pedro/Main Roundabout, South Alamo Complete Street, Commerce Complete Street, and the Broadway improvements from Houston St. to Josephine St. were included to determine impacts to the area.
The study and traffic counts were updated in 2017 to review 2012 assumptions.

The closing of Alamo Plaza and Houston St. as proposed by the Alamo Master Plan were then studied in the context of this overall Downtown Transportation Study.

The following slides are excerpts from the overall Downtown Transportation Study results.
Overall Downtown Transportation Study

- A model of all downtown streets and adjacent arterials during peak hours.
- Created in 2012 and updated in 2017

A Tool to Predict Impacts of Natural Growth & Proposed Projects

- Santa Rosa Improvements
- San Pedro Creek Bridges Rebuild
- South Alamo Complete Street
- Broadway Complete Street

Solutions for the Closure of Alamo Plaza & Houston Street

- Closures proposed by the Master Plan
- Examined in the context of overall Downtown Transportation Study
- Estimate impacts
- Provide solutions

STUDY ALAMO TRAFFIC IN THE CONTEXT OF DOWNTOWN STREET NETWORK
EXISTING CONDITION – FREEWAYS ARE AT CAPACITY

Typical Weekdays
5:30 PM
TRAFFIC VOLUMES INCREASED FROM 2012

BUT NOT AS FAST AS EXPECTED

Growth is Half the Rate Projected in 2012

Average Annual Growth Rate

4.2%
2.3%
3.0%
2017 DOWNTOWN ACCESS

- All Major Gateway Arterials Available Capacity
- Provides for Approximately 15 – 16 More Frost Towers (460,000 SqFt)

= 6 X

= 1,300 Apartments
2027 DOWNTOWN ACCESS

• With 3.0% Annual Growth (The Average Growth Rate from 2012 to 2017)

• All Major Gateway Arterials Available Capacity will Provide for Approximately 12 More Frost Towers in 2027
2037

DOWNTOWN ACCESS

- Most Arterials will Approach Capacity
- Will Allow Approximately 7 More Frost Towers in 2037
More Complete Streets \textit{IF:} 
- Preserve Adequate Capacities for the Major Thoroughfares 
- Improve Bottleneck Intersections on these Major Thoroughfares
EXISTING VOLUMES AND CAPACITIES BETWEEN TRAVIS ST. AND COMMERCE ST.

100: Existing Northbound Traffic Volume
100: Existing Southbound Traffic Volume
100: Existing Street Capacity

Between Travis and Commerce
- SB Capacity = 2700 Vehicle/Hour
- SB Peak Hour Demand = 1800 Vehicle/Hour
- NB Capacity = 2400 Vehicle/Hour
- NB Peak Hour Demand = 1200 Vehicle/Hour
DETOUR ROUTES & PEAK HOUR VOLUMES
EAST & WEST – HOUSTON STREET

Maximum Increased Traffic on Any Detour Route: 4-5 Cars/Minute
Closing Houston Street will

- Spread Traffic to Less Congested Streets
- Simplify Movements & Reduce Traffic in Critical Intersections
- Result in the Same or Better Level of Service
EMERGENCY ACCESS
HOTELS

Hotel Gibbs

Hyatt Hotel

Menger Hotel

Emily Morgan Hotel

Crockett Hotel
MENGER HOTEL AND CROCKETT HOTEL
CIRCULATION
HOTEL GIBBS AND EMILY MORGAN HOTEL CIRCULATION OPTIONS
CONNECT S. ALAMO STREET AND BROADWAY

CONVERT LOSOYA TO TWO-WAY
SUFFICIENT SPACE TO MAINTAIN TWO LANES SOUTHBOUND & ADD ONE LANE NORTHBOUND

36’ PAVEMENT & 12’ SIDEWALK EACH SIDE
MAINTAIN TWO LANES SOUTHBOUND & ADD ONE LANE NORTHBOUND FOR 36’ PAVEMENT & 12’ SIDEWALKS

Proposed

Existing

Losoya Street (Two-Way)

60' width · Add location · 10 seconds ago

Proposed

Existing
WHAT WILL CHANGE

- Shorter Distance
- Less Turns
- Simpler Intersections
- Less Travel Time
- Easier Navigation
DETOUR – LOSOYA TWO-WAY STREET
Currently, left-turn yielding can block a long queue and waste green time.
1. HOUSTON – LOSOYA – BROADWAY INTERSECTION

No more conflicting yield-and-block. Two free movements take turns.

Right Turn Always Green

WB Traffic Removed
Three clustered intersections causing more stop-and-go, more waiting, and more potential collisions.
2. THE “TORCH” INTERSECTION SIMPLIFIED
COMMERCCE – ALAMO – LOSOYA - MARKET

• Consolidates to two intersections.
• Maintains all movements.
• Simpler and more efficient.
• More intuitive for unfamiliar drivers.

Maintain similar LOS
2. THE “TORCH” INTERSECTION SIMPLIFIED – REDUCE PEDESTRIAN CONFLICTS
COMMERCE – ALAMO – LOSOYA - MARKET

Have to wait and cross street FOUR times just to stay on Commerce Street.

Allows for a potential dedicated pedestrian phase to eliminate conflicts between turning vehicles and crossing pedestrians.

Much easier and safer to walk.
City of San Antonio