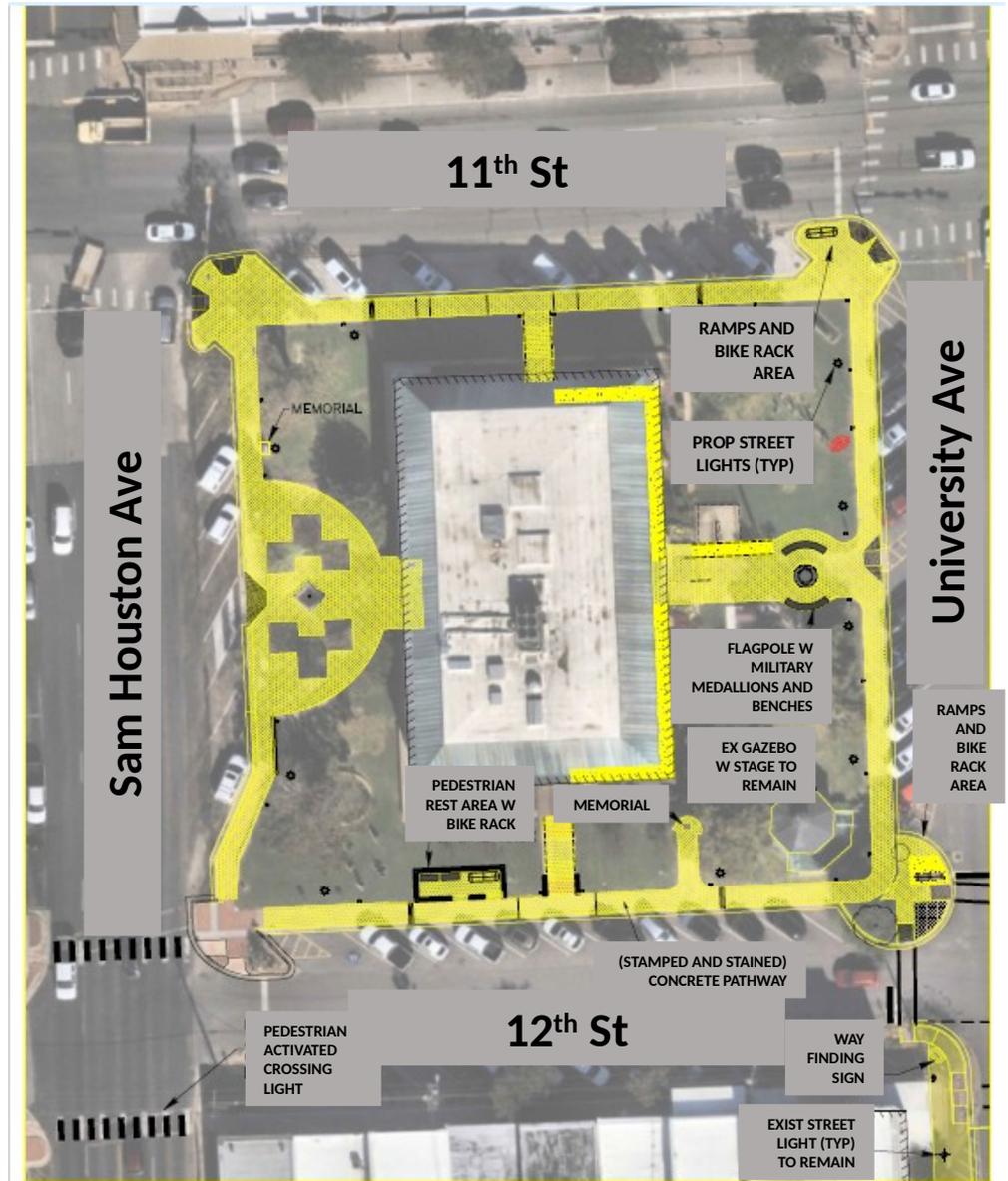




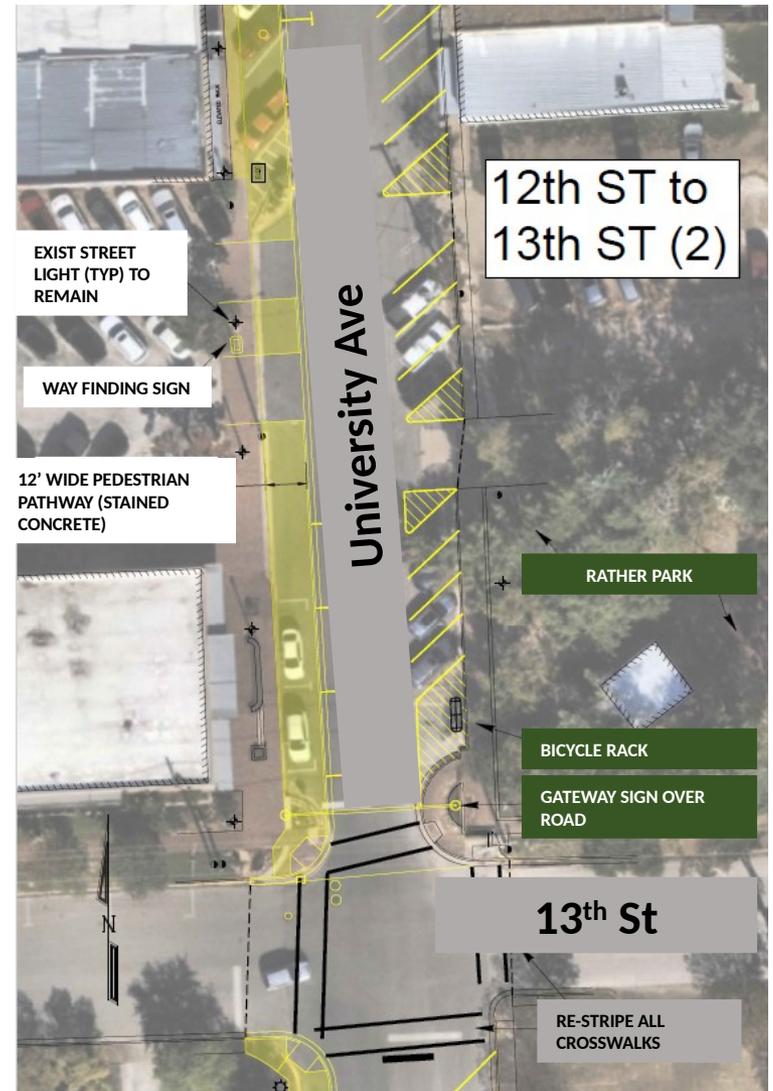
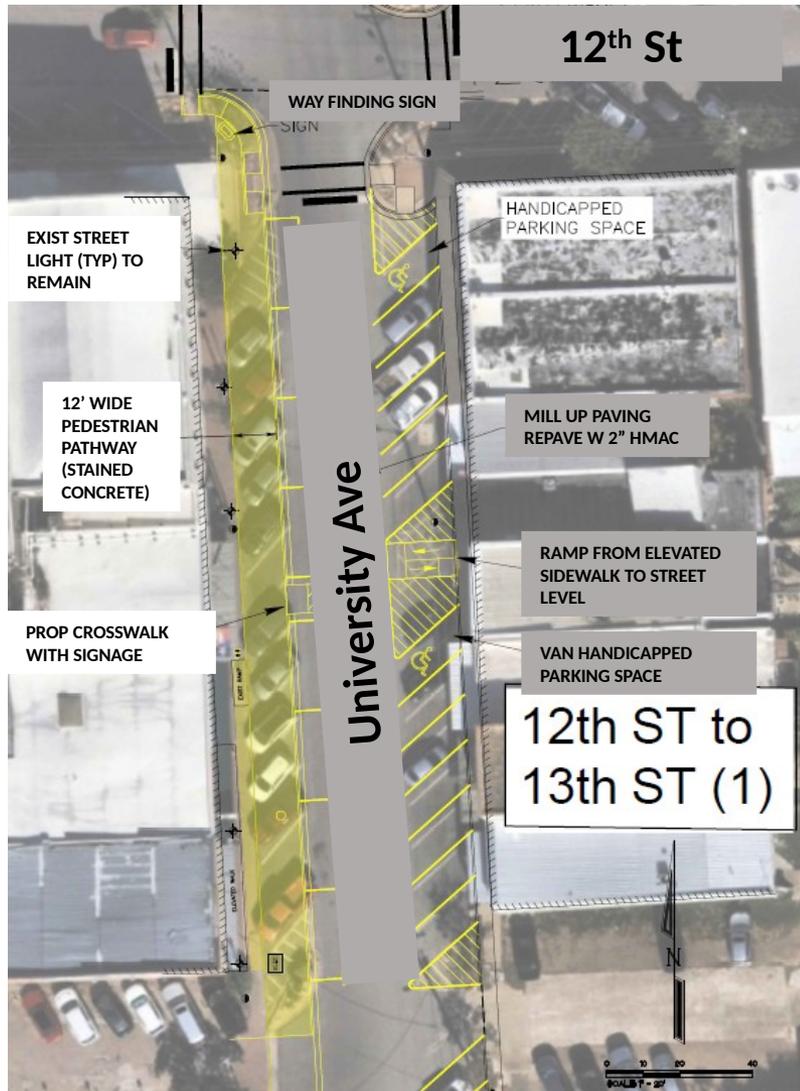
# TxDot 2025 Transportation Alternatives Grant

TxDot, Walker County and the City of Huntsville  
partnering to improve public access to the  
courthouse square and create a shared use pathway  
for walking and bicycling along University Avenue to  
SHSU

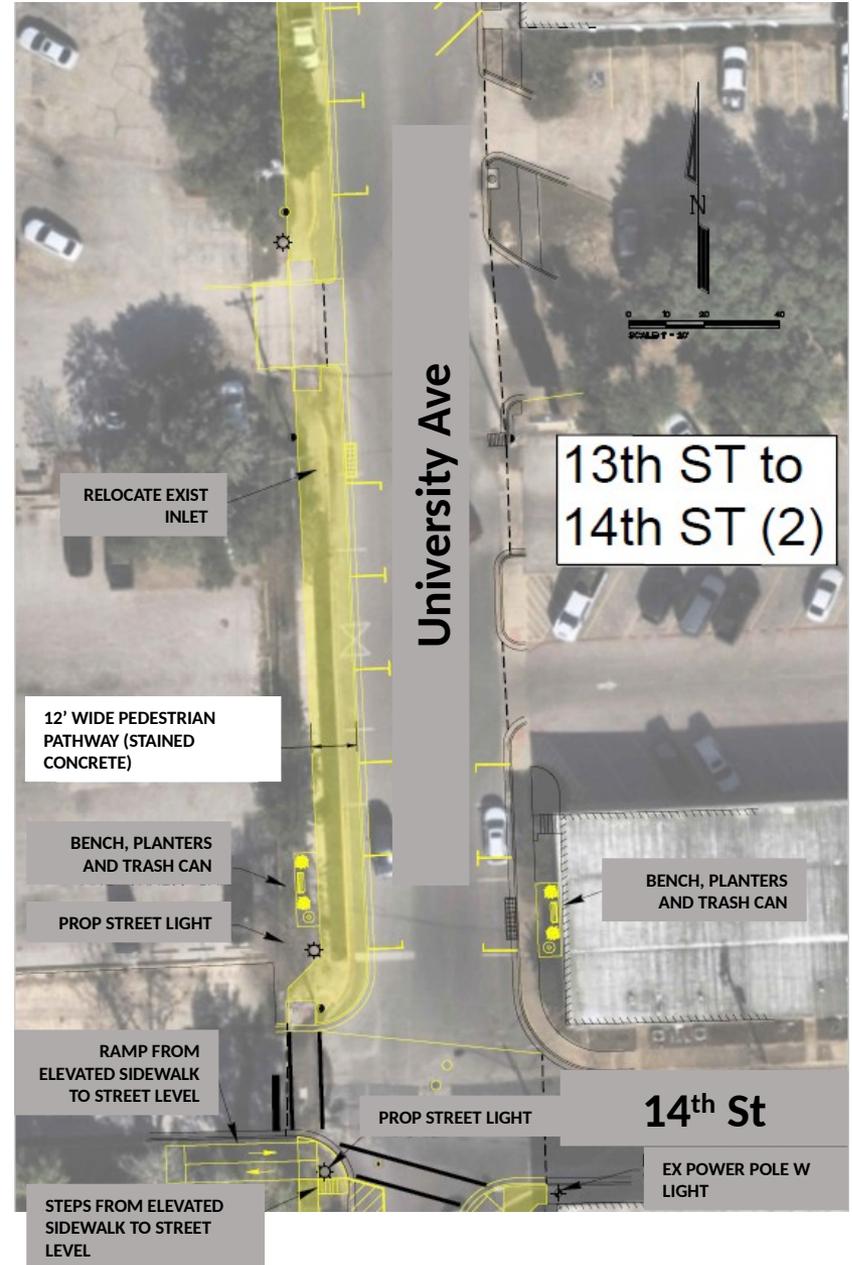
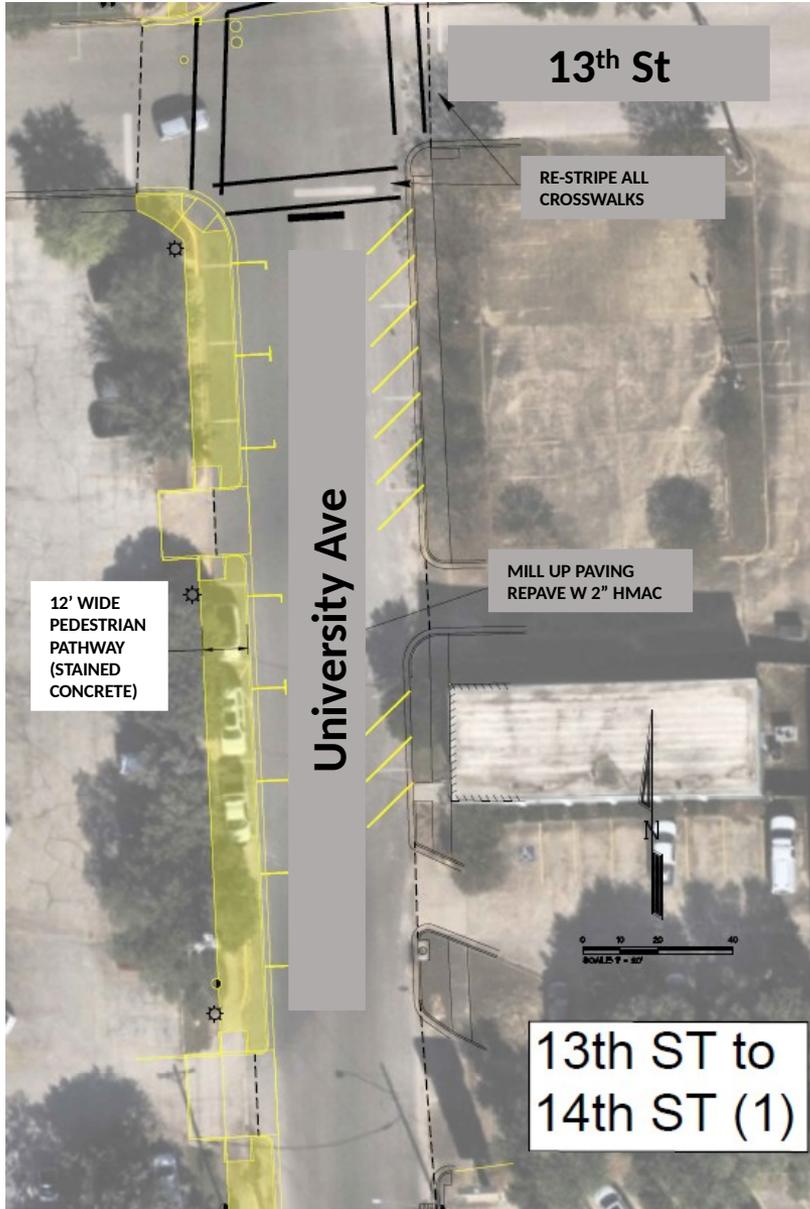
# Courthouse Square Pedestrian Paths



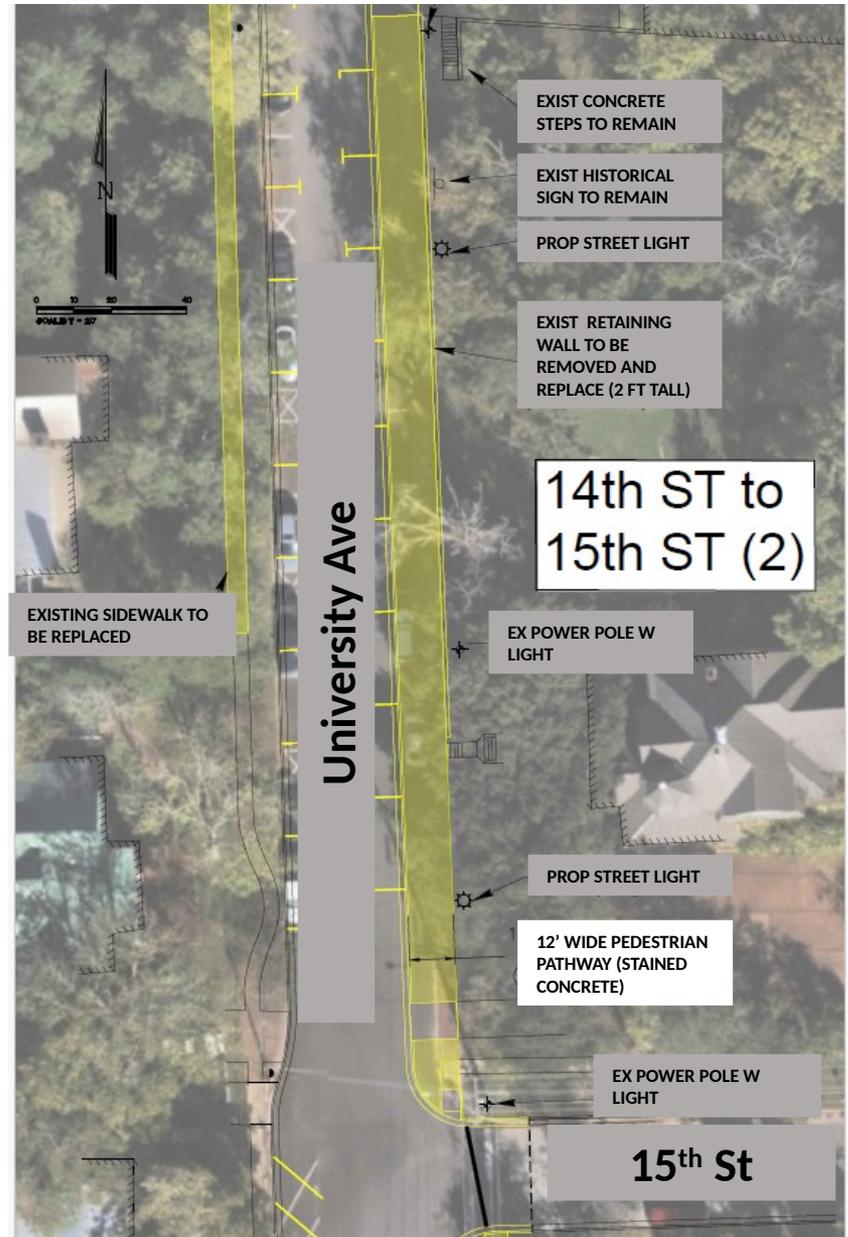
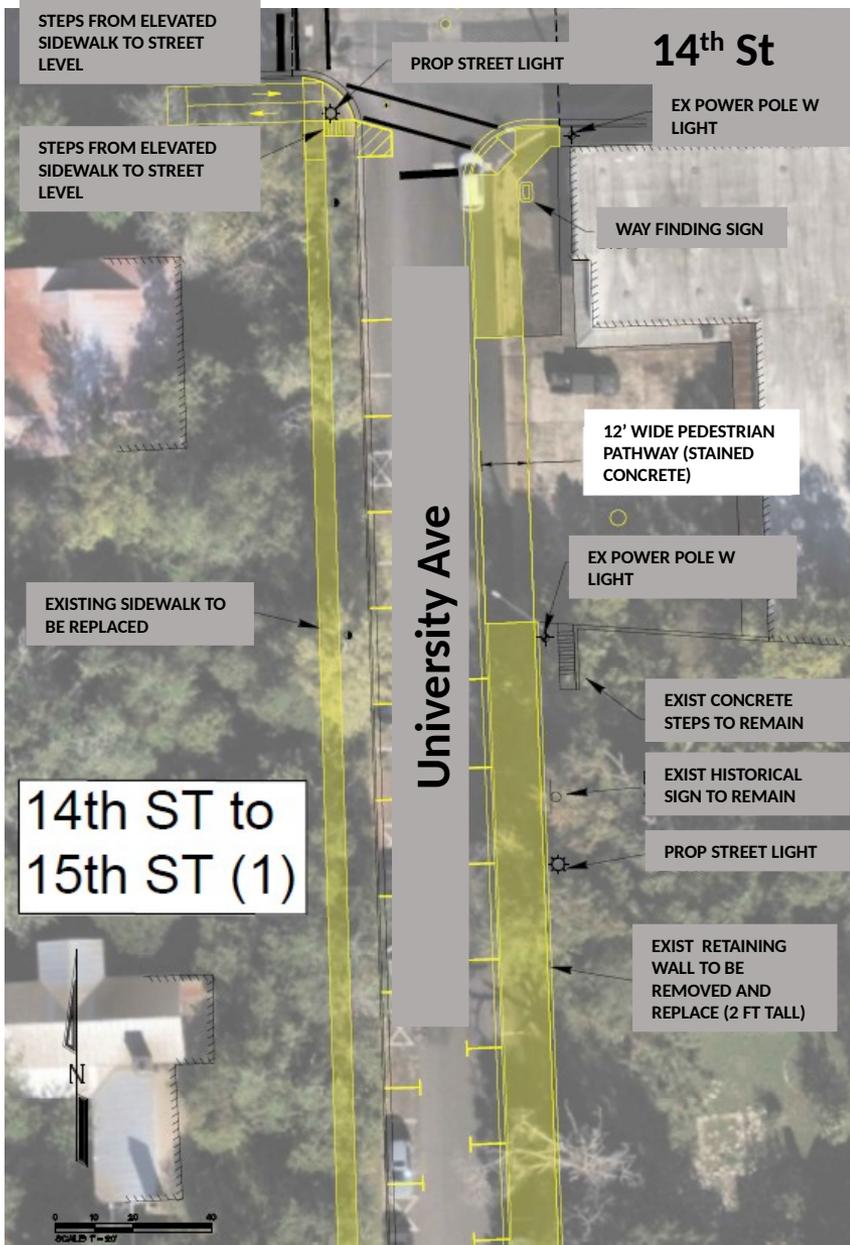
# University Avenue Shared Use Pathway



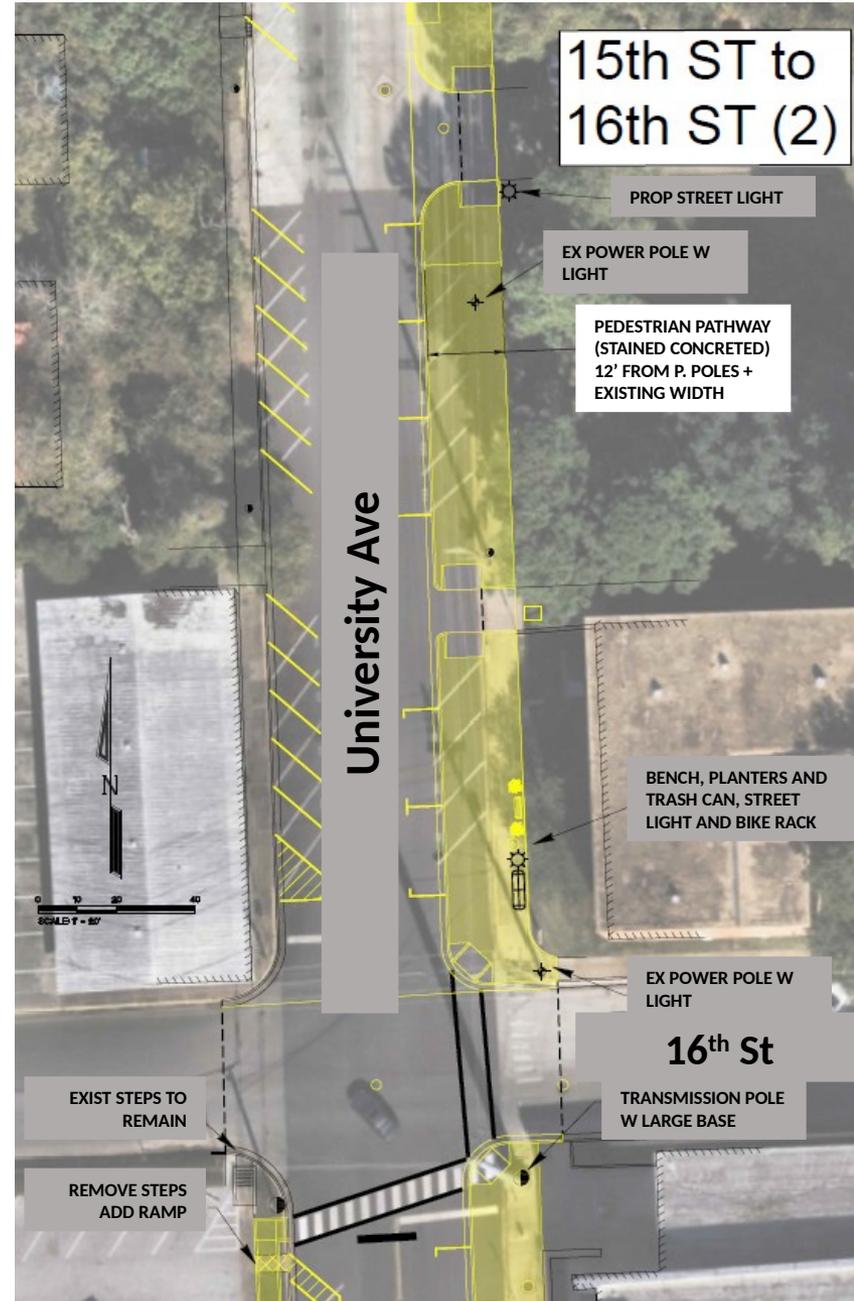
# University Avenue Shared Use Pathway



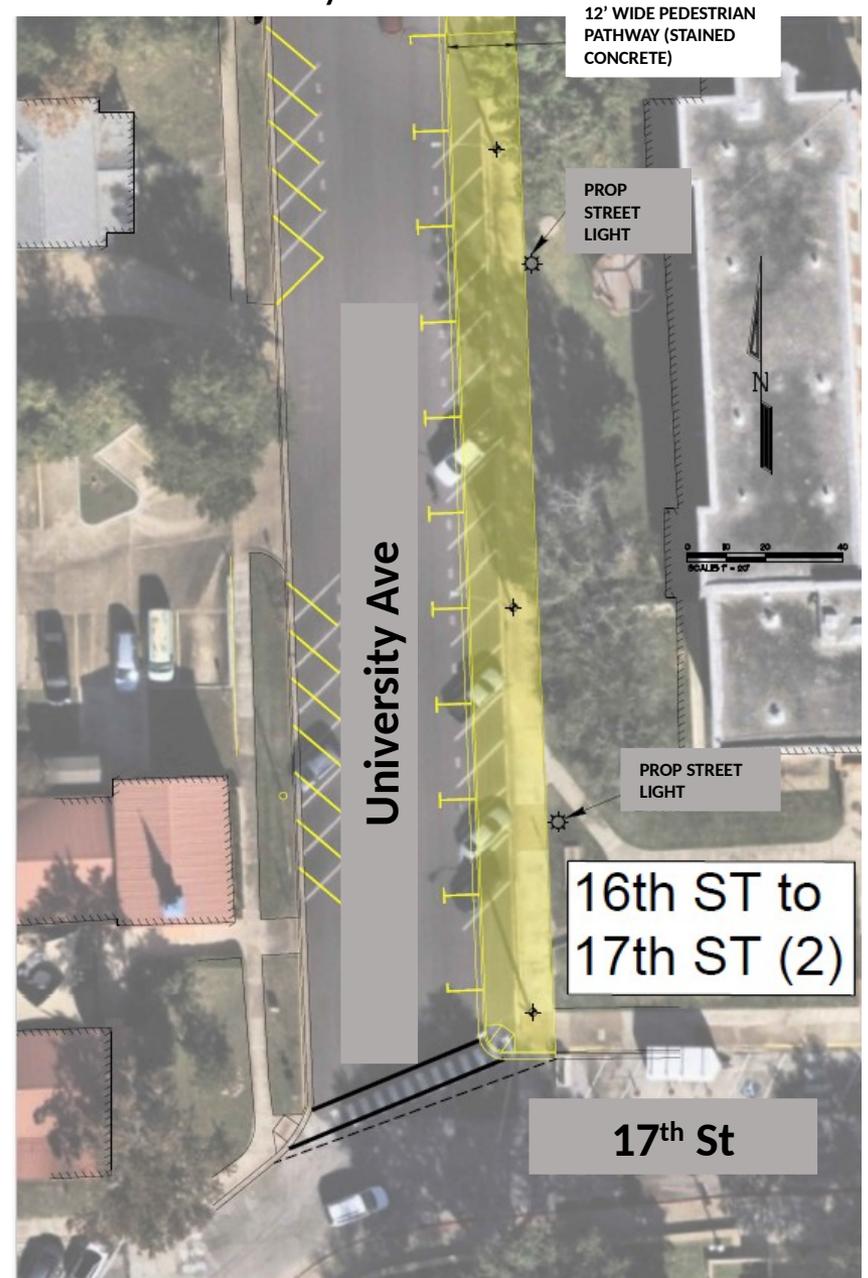
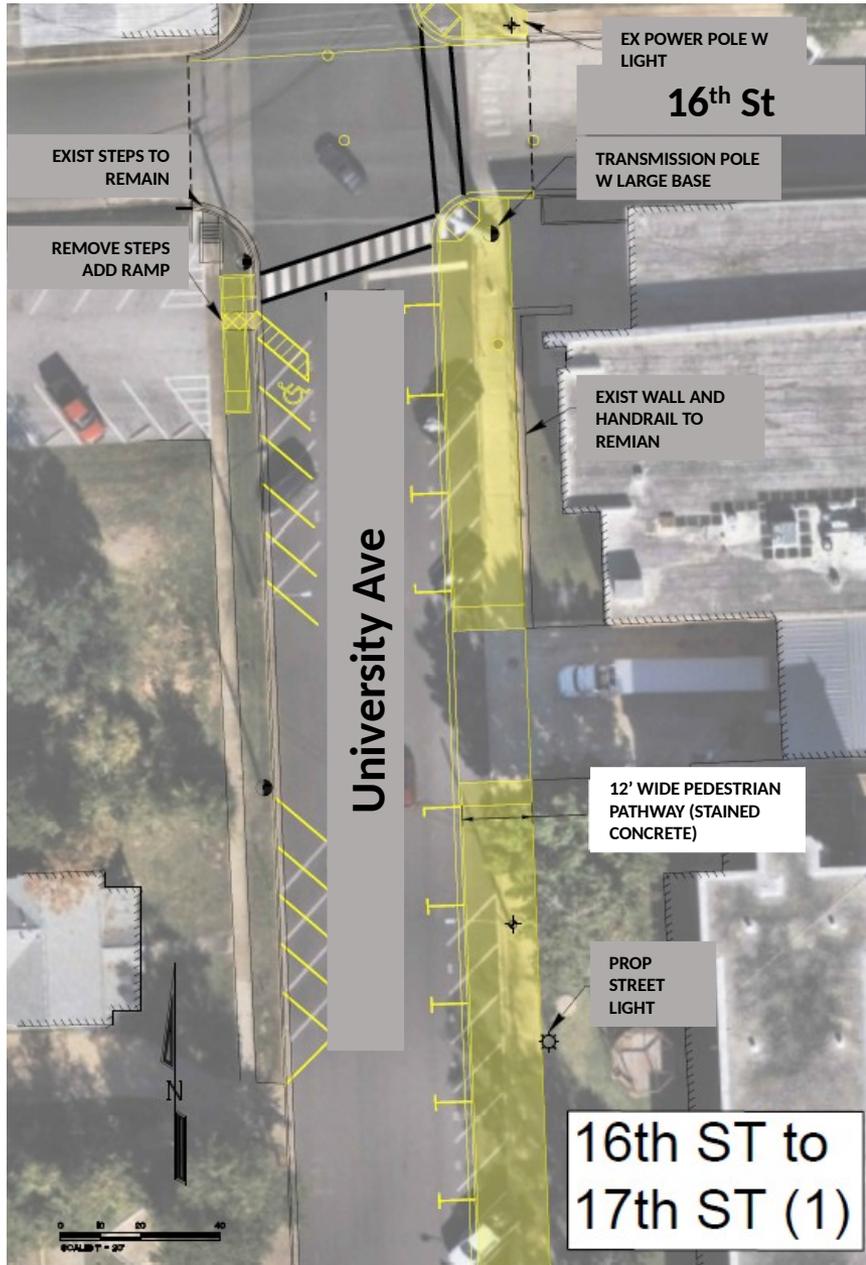
# University Avenue Shared Use Pathway



# University Avenue Shared Use Pathway



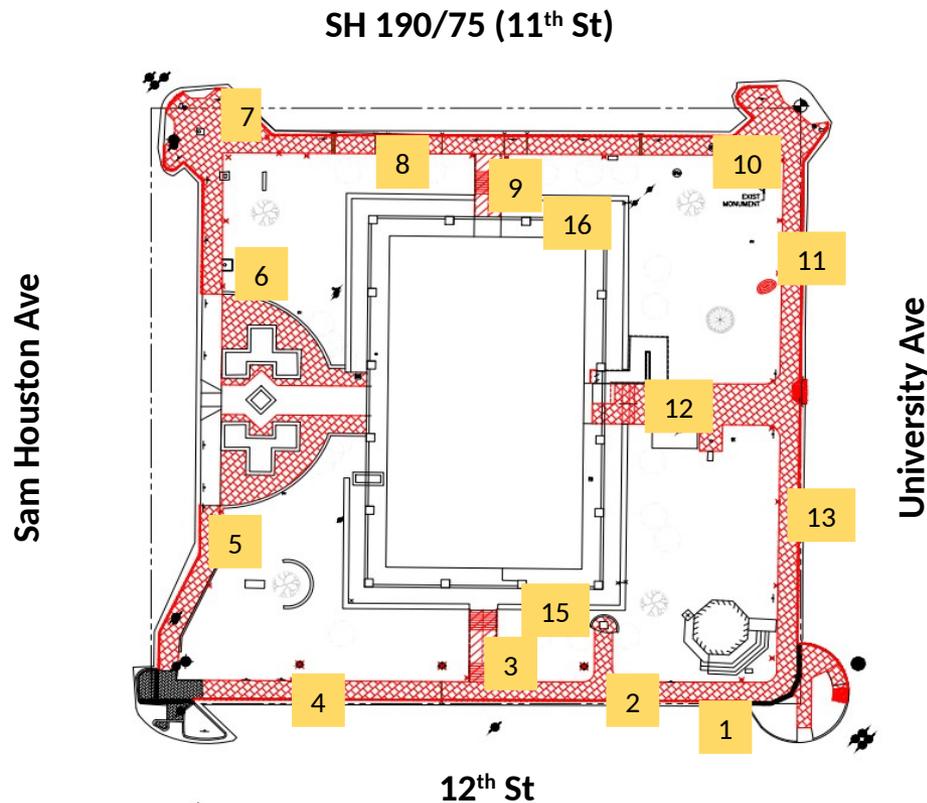
# University Avenue Shared Use Pathway



**Recognized safety and  
accessibility issues and  
proposed resolutions**

## Courthouse Square-Safety Hazards and Countermeasures

There are five major safety hazards the county will mitigate using funds obtained from this grant. They are uneven sidewalks, tripping hazards at the curb line, emergency exits from the second floor, and inadequate lighting around the square. The numbers on the diagram below show the sidewalk and curb hazards that are reflected via photographs on the following page. The pages that follow show the proposed lighting, unsafe intersection and proposed emergency exits. Each page has a narrative that explains the hazard and our proposed countermeasure.



## Safety hazards and countermeasures

- Uneven sidewalk surface trip hazards at curbs around the perimeter of the courthouse square, (1,2,4,5,7,8,10,11,12,13 from previous slide)

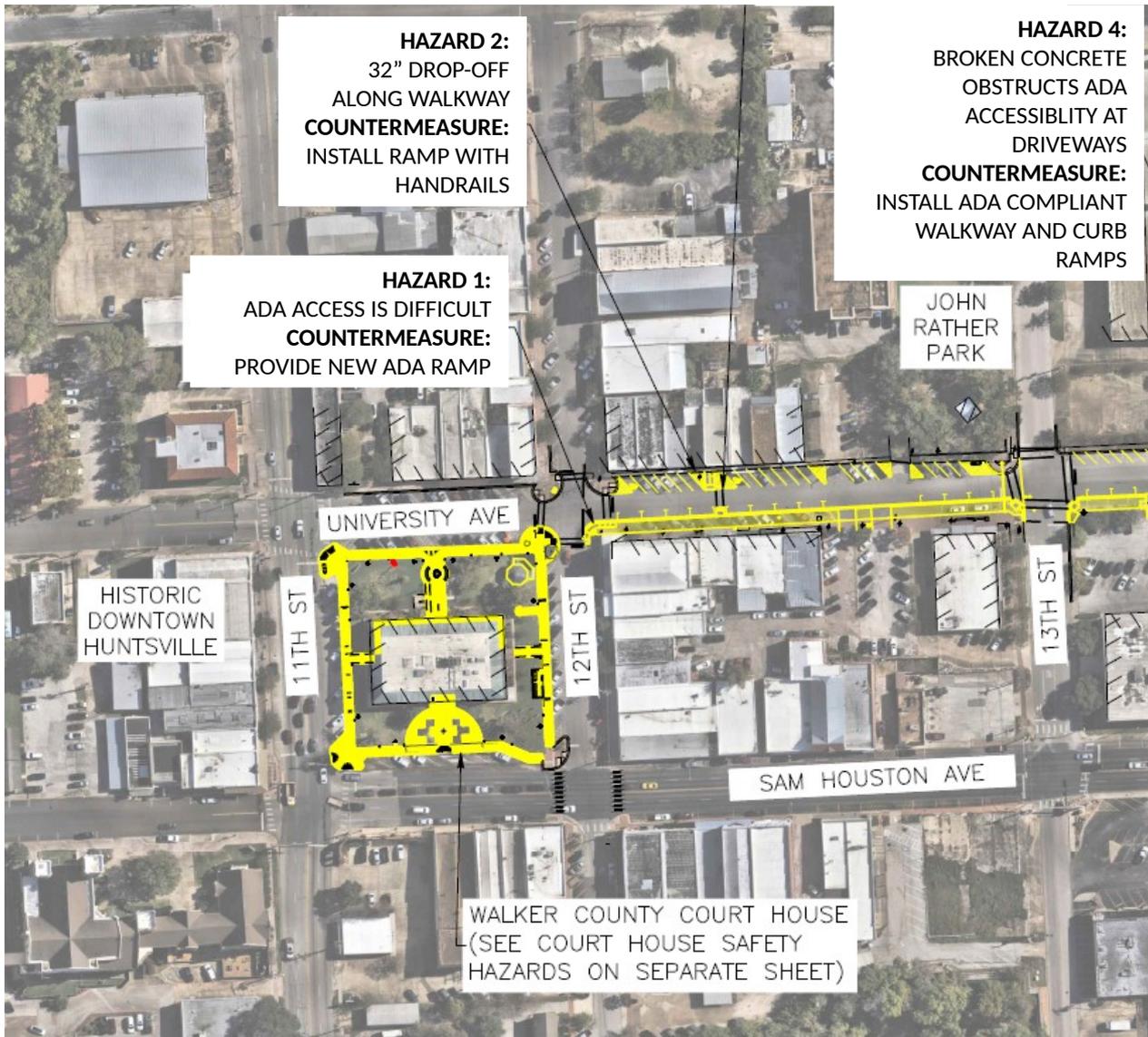


- *Countermeasure: Remove and replace with new sidewalks*



- *Countermeasure: Remove and replace with new curb and gutter*

# University Avenue Safety and Accessibility Issues and Proposed Countermeasures



**HAZARD 2:**  
32" DROP-OFF  
ALONG WALKWAY  
**COUNTERMEASURE:**  
INSTALL RAMP WITH  
HANDRAILS

**HAZARD 1:**  
ADA ACCESS IS DIFFICULT  
**COUNTERMEASURE:**  
PROVIDE NEW ADA RAMP

**HAZARD 4:**  
BROKEN CONCRETE  
OBSTRUCTS ADA  
ACCESSIBILITY AT  
DRIVEWAYS  
**COUNTERMEASURE:**  
INSTALL ADA COMPLIANT  
WALKWAY AND CURB  
RAMPS

JOHN  
RATHER  
PARK

UNIVERSITY AVE

HISTORIC  
DOWNTOWN  
HUNTSVILLE

11TH ST

12TH ST

13TH ST

SAM HOUSTON AVE

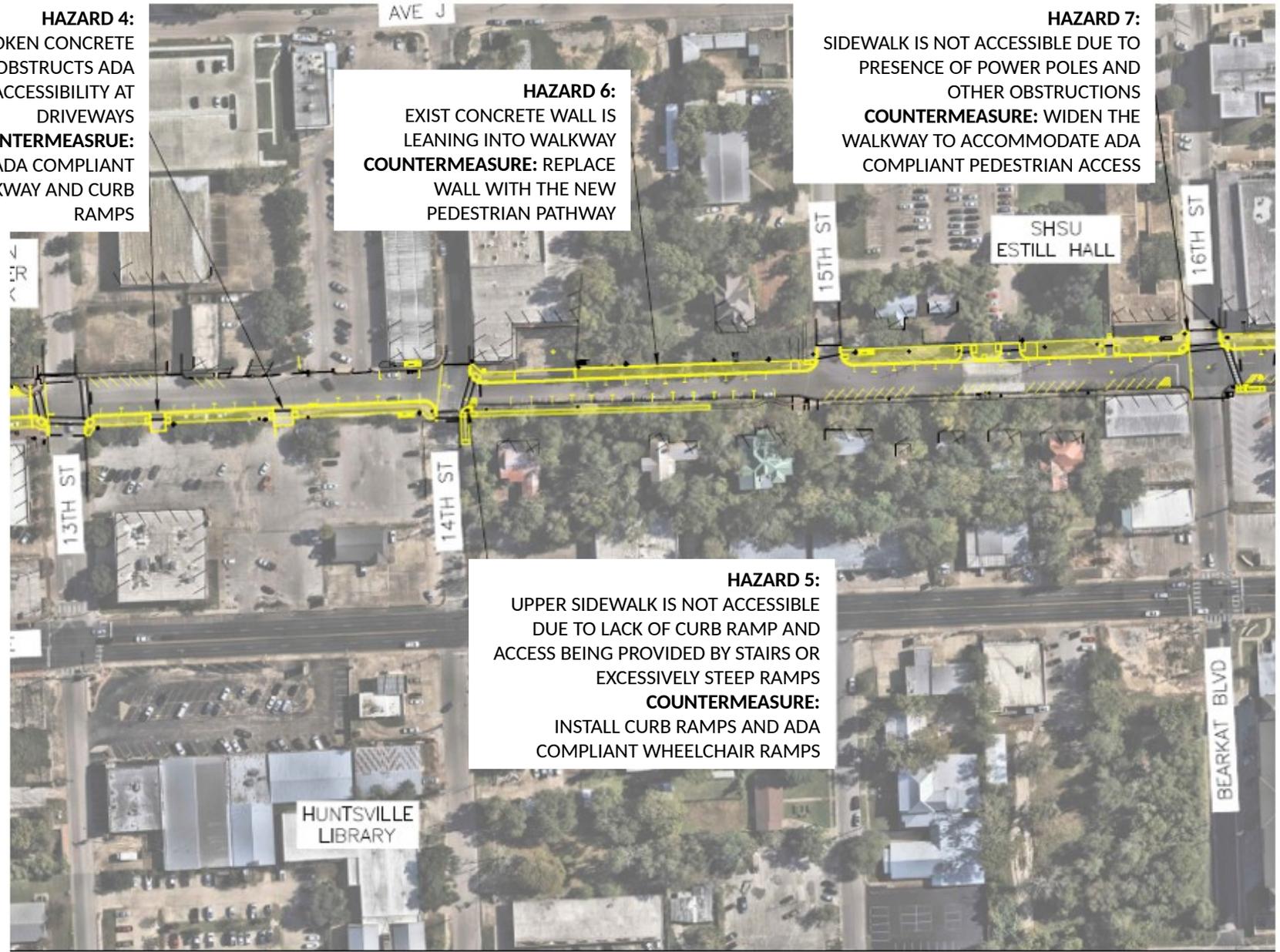
WALKER COUNTY COURT HOUSE  
(SEE COURT HOUSE SAFETY  
HAZARDS ON SEPARATE SHEET)

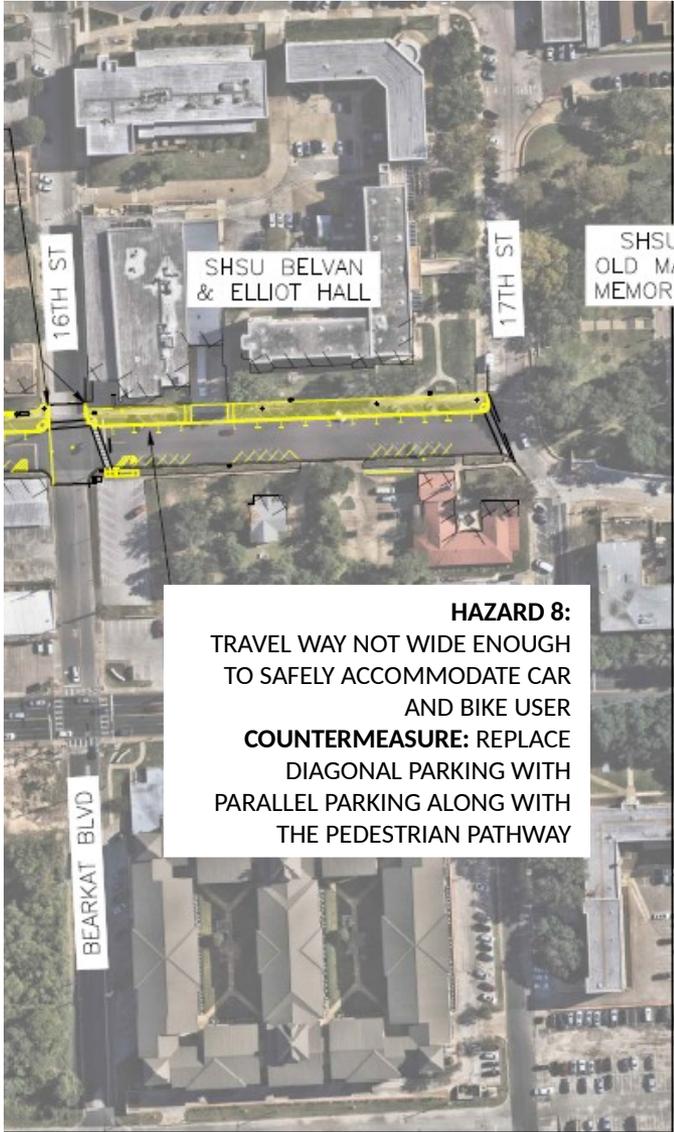
**HAZARD 4:**  
BROKEN CONCRETE  
OBSTRUCTS ADA  
ACCESSIBILITY AT  
DRIVEWAYS  
**COUNTERMEASURE:**  
INSTALL ADA COMPLIANT  
WALKWAY AND CURB  
RAMPS

**HAZARD 6:**  
EXIST CONCRETE WALL IS  
LEANING INTO WALKWAY  
**COUNTERMEASURE:** REPLACE  
WALL WITH THE NEW  
PEDESTRIAN PATHWAY

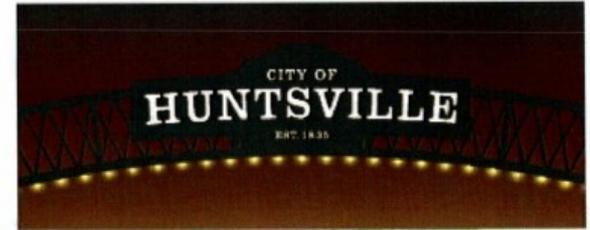
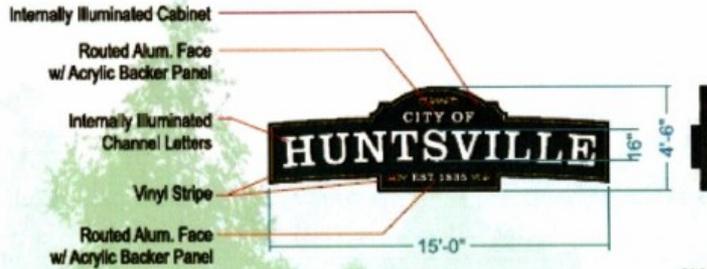
**HAZARD 7:**  
SIDEWALK IS NOT ACCESSIBLE DUE TO  
PRESENCE OF POWER POLES AND  
OTHER OBSTRUCTIONS  
**COUNTERMEASURE:** WIDEN THE  
WALKWAY TO ACCOMMODATE ADA  
COMPLIANT PEDESTRIAN ACCESS

**HAZARD 5:**  
UPPER SIDEWALK IS NOT ACCESSIBLE  
DUE TO LACK OF CURB RAMP AND  
ACCESS BEING PROVIDED BY STAIRS OR  
EXCESSIVELY STEEP RAMPS  
**COUNTERMEASURE:**  
INSTALL CURB RAMPS AND ADA  
COMPLIANT WHEELCHAIR RAMPS





**HAZARD 8:**  
TRAVEL WAY NOT WIDE ENOUGH  
TO SAFELY ACCOMMODATE CAR  
AND BIKE USER  
**COUNTERMEASURE:** REPLACE  
DIAGONAL PARKING WITH  
PARALLEL PARKING ALONG WITH  
THE PEDESTRIAN PATHWAY





# Application Status

- Finalizing the design
- Gathering cost estimates

Milestones	Date	
TxDOT's 2025 TA Call for Projects opens	January 3, 2025	★
Virtual and in-person workshops	January 6 – January 24, 2025	★
Responses to workshop questions posted	January 31, 2025*	★
Preliminary Application (PA) deadline	February 21, 2025	★
District coordination meeting	Before April 4, 2025*	★
TxDOT PA review complete	April 11, 2025	★
TxDOT notifies sponsors of eligibility and provides Detailed Application	April 16, 2025	★
Detailed Application (DA) deadline	June 20, 2025	
TxDOT DA review complete	August 22, 2025*	
Commission award	October 2025*	

\*Target dates

# Campus Connections

## Focus Area 2: Design

### Strategy (2.2)

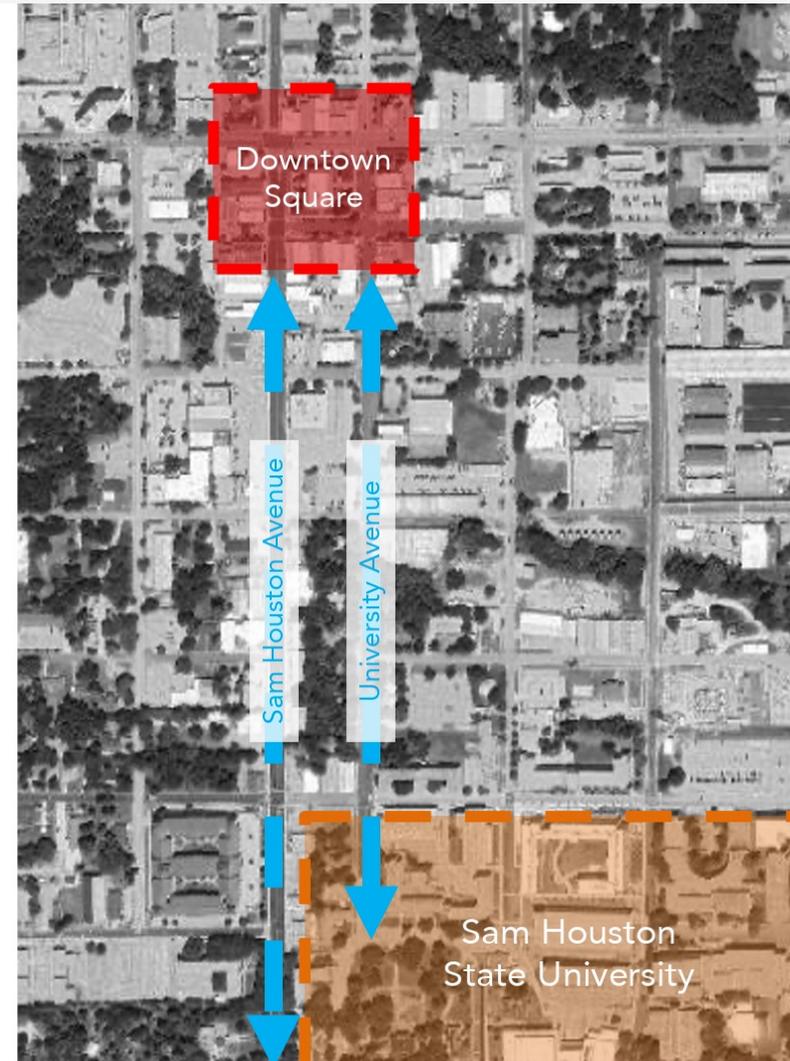
#### In Huntsville

Huntsville is blessed to be the home of Sam Houston State University (SHSU). The presence of a higher education institution adds tremendous amenities, assets, and opportunities for the community. Although Huntsville is a college town, community leaders recognize that they are not fully capitalizing on the presence of SHSU.

The long-term goal is to make downtown a regular part of the students' college experience during their time at SHSU. The short-term focus of Downtown Huntsville should be to provide better **physical, visual, and programmatic** connections with SHSU students, faculty, and visitors. Strategies to enhance the physical and visual connections between Downtown Huntsville and the SHSU campus are included in the Design focus area. Programmatic connection strategies are included in the focus area of Tourism and Promotion.



**Sam Houston State University**



# Campus Connections: Physical

## Focus Area 2: Design

### Strategy (2.2.1)

#### Physical Connections

The SHSU campus is located less than a ½-mile from the downtown square. The two north-south corridors of the square (Highway 75/Sam Houston Avenue and University Avenue) connect directly with the campus. In fact, University Drive terminates directly into campus at 17<sup>th</sup> Street. Although the corridors provide direct connections, the character of the corridors create drastically different experiences.

**Sam Houston Avenue** is a state-maintained highway (Highway 75) and has evolved over time to prioritize vehicular traffic. The corridor follows highway design standards with four wide travel lanes. Much of the development along the corridor also follows an automobile-oriented pattern with the buildings set back from the street, parking lots adjacent to the roadway, and car-oriented signage. Although sidewalks exist along most of the corridor, the experience for pedestrians is unpleasant and frankly, unsafe.

Transforming the Sam Houston Avenue into a corridor that balances vehicular, bicycle, and pedestrian activity is possible, but would require an extensive redesign and reconstruction. The Federal Highway Administration (FHWA) supports implementing "Road Diets" on these types of corridors when traffic counts, measured in Average Daily Traffic (ADT) counts, is below 25,000. Based on data from the Texas Department of Transportation (TXDOT), the ADT along Sam Houston Avenue is 11,132, which makes it a great candidate for implementing Road Diet principles. These enhancements are critical to improve the safety, walkability, and bikeability of the corridor in order to connect downtown with the SHSU campus. A common Road Diet strategy would include reducing the number of travel lanes from 4 to 2 plus a dedicated turn lane. This would allow space for the addition of a bike lane and/or parallel on-street parking. Adding planters, landscape strips, and other buffers between the sidewalks and automobile traffic is also a common addition to these types of corridors. The additional space created from reducing and narrowing travel lanes also creates space for the addition of streetscape elements such as street trees, streetlights, and other features. Unfortunately, these enhancements will likely remain a long-term solution due to TXDOT's lack of support for Road Diet principles around the state. However, **the City of Huntsville and SHSU should collaboratively lobby regional TXDOT representatives and advocate for Road Diet principals and walkability enhancements along the Sam Houston Avenue corridor between downtown and SHSU.**



# Campus Connections: Physical



# Campus Connections: Physical

## Focus Area 2: Design

### Strategy (2.2.1)

#### Physical Connections (continued)

Alternatively, **University Avenue**, which also provides a direct connection between downtown and the SHSU campus, is a low-speed street that has a completely different character than Sam Houston Avenue. University Avenue is a low-speed street with a residential character. It transitions from the downtown to campus through a quaint historic neighborhood. Although the corridor is not as visible as other thoroughfare, it provides a much safer and walkable connection for pedestrians and cyclists.

In the short-term, University Avenue should be used as the primary walkable and bikeable connection between downtown and campus. Infrastructure and streetscape enhancements should be made to create a welcoming and safe connection. Enhancements could include the proper striping of travel lanes, on-street parking, and crosswalks, as well as the addition of a dedicated bike lane. Sidewalks should be repaired, added, expanded, and ADA accessible. Intersections should be properly striped with crosswalks, and ADA accessibility ramps. In the short-term painted curb extensions should be added to enhance the intersections and permanent curb extension planters can be added in the future as resources allow. Asphalt Art Grants have been pursued by the city in the past. Other potential funding sources should be explored. Enhancing the entire corridor will take time but can be done incrementally by connecting existing infrastructure and prioritizing the corridor for future improvements.

