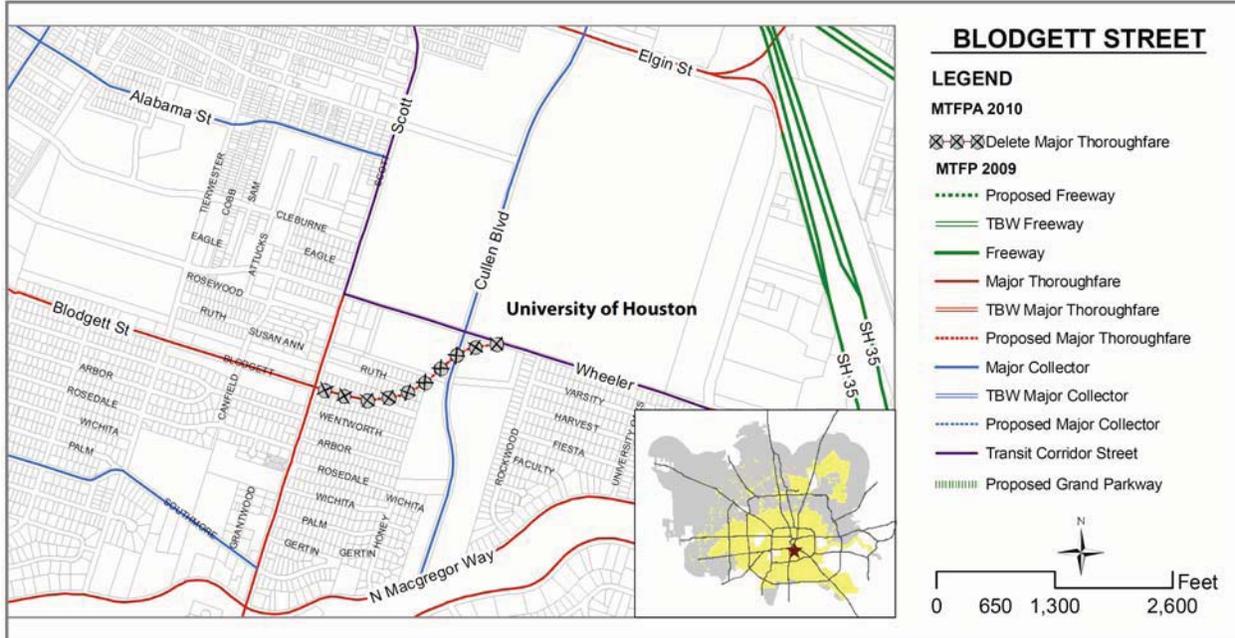


# PUBLIC HEARING REPORT

## 2010-01 *Blodgett Street*



**APPLICANT:** Walter P. Moore and Associates

**KEY MAP:** 533 D

**LAMBERT:** 5455

**JURISDICTION:** Houston, Harris County    **DISTRICT/PRECINCT:** Harris County, County Pct.1

**PROPOSAL:**

To delete the designated S-curve portion of Blodgett / Wheeler from Scott Street through the Cullen Boulevard intersection.

**APPLICANT JUSTIFICATION:**

The University of Houston (UH) is requesting to delete the designated S-curve portion of Blodgett from Scott Street to Wheeler Street, through the Cullen Boulevard intersection. This segment of Blodgett was first included on the Major Thoroughfare and Freeway Plan (MTFP) in 1983. Over the past two years, UH has been working to implement their Transportation Management Plan (TMP) which has included coordination with City of Houston, Metro, TXDOT and H-GAC. Part of the TMP focused on improvements along Wheeler Avenue when Metro's light rail along Southeast Corridor will be under construction. Wheeler between Scott Street and Calhoun is currently designated as a Transit Corridor Street. This classification for Wheeler was adopted in 2009 with the addition of Southeast (SE) Corridor on the MTFP.

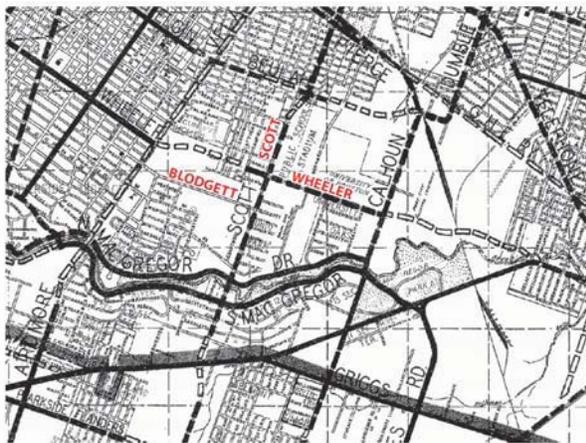
# PUBLIC HEARING REPORT

## FACTORS ASSESSED:

### 1. History

The proposed extension of Blodgett St. east of Scott Street has been on the City of Houston's MTFP since 1983. This alignment of Blodgett Street displayed as an S-curve, when completed, will extend Blodgett Street to Wheeler Street between Scott and Calhoun Rd. The extension is approximately 0.44 miles long. Blodgett Street, between Main Street and Scott Street, was first reflected on the MTFP in 1976 as a major thoroughfare. This section of Blodgett is classified as "T-4-80" on the MTFP Hierarchy Tables.

Wheeler Street had been a major thoroughfare from 1942 until 1976 when the portion of Wheeler between Dowling and Scott was deleted as a major thoroughfare and Blodgett Street was added as a major thoroughfare. In 1983, Wheeler between Scott and Cullen was de-classified and Blodgett was extended to Wheeler as a major thoroughfare. Cullen Street was designated as a major collector on the 1997 MTFP map. In 2009, Wheeler Street between Scott Street and Calhoun Rd. was designated as a transit corridor street.



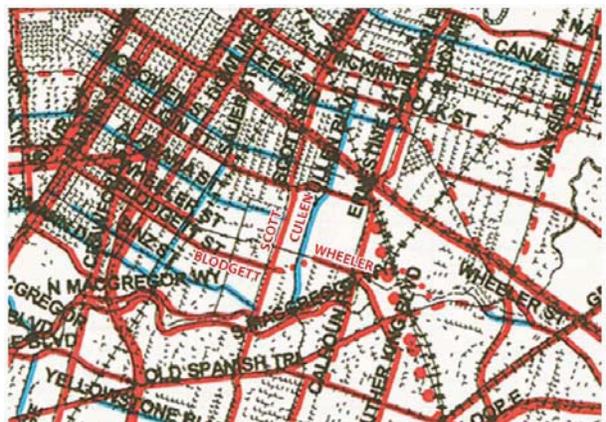
1942 MTFP 



1976 MTFP 



1983 MTFP 



1997 MTFP 

# PUBLIC HEARING REPORT



2009 MTFP 

## 2. Population & Employment Projections

Texas is one of the fastest growing states in the nation, and Harris County is the fastest growing county in the state<sup>1</sup>. Today, more than 2.2 million people live in the City of Houston and another 700,000 live in the City's ETJ. Houston and its ETJ's rich employment sector are home to more than 1.7 million jobs, making it the state's most populous and robust economic center.

One of the greatest challenges to Houston's mobility is that by 2035 more than 870,000 new residents are projected to live outside the City limits in the ETJ while the major thrust of employment growth is within the City limits. The distance between population and employment centers will result in more travel, greater travel time, and longer travel delays.

While the ETJ is growing, the City will also be taking in an additional 550,000 new residents. The most notable population growth occurs inside Loop 610. This growth reflects efforts to create a dense urban core through mixed-use development strategies.

The Houston-Galveston Area Council (H-GAC) projects that over the next 25 years (2010 – 2035), the population within the study area\* will increase from 7,688 to 8,643 (956 persons), or 12.4%. The number of persons per acre is projected to increase from approximately 6.44 to approximately 7.24. During the same period, H-GAC estimates that the total jobs in the subject area will increase from 12,091 to 12,780 (690 jobs), or 5.7%. The number of jobs per acre is projected to increase from approximately 10.13 to 10.71.

Expressed in percentages, the subject area's population growth is expected to be less than the City of Houston's (12.4% versus 22.6%), and the area's job growth is expected to be less than the City's (5.7% versus 34.0%).

1. Eschbach, Karl. "Population Change in Texas" Texas State Data Center. 2008  
<http://txsdc.utsa.edu>. Accessed May, 2009.

# PUBLIC HEARING REPORT

Blodgett St. Study Area*	Year	Population (Persons/Acre)	% Chg	Jobs (Jobs/Acre)	% Chg	Households (HH/Acre)	% Chg
	2010	6.44		10.13		2.89	
	2015	6.94	7.7%	10.60	4.6%	3.06	6.1%
	2020	7.14	3.0%	10.66	0.6%	3.17	3.6%
	2025	7.24	1.3%	10.67	0.1%	3.20	1.0%
	2030	7.26	0.3%	10.71	0.4%	3.24	1.1%
	2035	7.24	-0.3%	10.71	0.0%	3.24	0.0%
Change (2010 - 2035)		0.80	12.4%	0.58	5.7%	0.35	12.2%
Change in City of Houston (2010 - 2035)			22.6%		34.0%		25.3%
Change in Houston's ETJ (2010 - 2035)			72.3%		69.2%		86.1%

Source: H-GAC's 2035 Regional Growth Forecast

\* Data represents population, jobs, and households in 4 Traffic Analysis Zones (TAZ) encompassing approximately 1,193 acres around the proposed amendment. Population projections do not include projections for group housing.

### 3. Platting Activity

Property within the general area where the Blodgett Road MTFP is being requested has already been platted and developed with a variety of uses, which include but are not limited to single family residential, religious and educational. Platting activity for the general area where the Blodgett Road MTFP is being requested has generally been non-residential in nature. The single family residential application submitted in 2009 was a replat of an existing lot in order to change the previously platted building line. The University Courtyard applications in the year 2002-2003 were to facilitate the development of apartment-style dormitories for Texas Southern University.

Subdivision Plat Name	Action Date	Key Map	Land Use	Property Size (Acres)	No. of Lots
Replat of Honey Circle partial replat no 1	16-Apr-09	533H	SF Residential (public street)	0.26	1
Cougar Counter Subdivision	12-Oct-06	534A	Other	0.54	
Shanaya, Inc	22-Jul-04	533D	Commercial	0.79	
Houston Institute	15-Apr-04	534E	Other	2.25	
University Courtyard at Blodgett Sec 4	30-Oct-03	533D	Other	2.11	
University Courtyard at Blodgett Sec 3	27-Nov-02	533D	Other	2.79	
University Courtyard Blodgett Sec 2	27-Nov-02	533D	Other	0.76	
Wheeler Avenue Baptist Church Educational Center Replat	5-Sep-02	533D	Unrestricted	2.58	
Evangelist Episcopal Church (DEF)	02-May-02	533D	Public and Institutional	1.40	

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## 4. Right-Of-Way Status

Blodgett, from Scott to Wheeler, is identified as a proposed major thoroughfare with four lanes and an 80' right-of-way. All of the thoroughfares are indicated as 'sufficient width'. Scott Street between Wheeler and Elgin was reclassified as a transit corridor street along with Wheeler between Scott and Calhoun in 2009.

Street	Segment	Classification					Status
Scott	Blodgett to N. Macgregor	T	-	4	-	80	Sufficient width
Scott	N. Macgregor to Old Spanish Trail	T	-	4	-	80	Sufficient width
Blodgett	Almeda to Ennis	T	-	4	-	80	Sufficient width
Blodgett	Ennis to Tierwester	T	-	4	-	80	Sufficient width
Blodgett	Tierwester to Scott	T	-	4	-	80	Sufficient width
Wheeler	South freeway to Dowling	T	-	4	-	60	Sufficient width
Wheeler	Dowling to Ennis	T	-	4	-	70	Sufficient width
Elgin	Southwest Freeway to Ennis	T	-	4	-	80	Sufficient width
Elgin	Ennis to Scott	T	-	4	-	110	Sufficient width
Alabama	Scott to Tierwester	C	-	4	-	80	Sufficient width
Alabama	Tierwester to Ennis	C	-	4	-	80	Sufficient width
Alabama	Ennis to Dowling	C	-	4	-	80	Sufficient width
Southmore	South Freeway to Tierwester	C	-	4	-	80	Sufficient width
Southmore	Tierwester to Scott	C	-	4	-	80	Sufficient width
Ennis	N. Calumet to Blodgett	C	-	4	-	80	Sufficient width
Ennis	Blodgett to Elgin	C	-	4	-	80	Sufficient width

## 5. Major Thoroughfare Spacing

There is a good network of thoroughfares and collectors streets in the study area. All the thoroughfares and collectors streets from north-south and east-west are all spaced less than one mile from each other.

Street	From	To	Street Type	Direction	Spacing
Blodgett	SH 288	Dowling	Thoroughfare	east-west	0.15 mi
Blodgett	Dowling	Ennis	Thoroughfare	east-west	0.37 mi
Blodgett	Ennis	Scott	Thoroughfare	east-west	0.89 mi
N.Macgregor	SH 288	Ennis	Thoroughfare	east-west	0.38 mi
N.Macgregor	Ennis	Scott	Thoroughfare	east-west	0.97 mi
N.Macgregor	Scott	Cullen	Thoroughfare	east-west	0.37 mi
Alabama	Dowling	Ennis	Collector	east-west	0.37 mi
Alabama	Ennis	Scott	Collector	east-west	0.76 mi
Southmore	Dowling	Ennis	Collector	east-west	0.38 mi
Southmore	Ennis	Scott	Collector	east-west	0.97 mi
Scott	Elgin	Alabama	Transit Corridor	north-south	0.30 mi
Scott	Alabama	Wheeler	Transit Corridor	north-south	0.30 mi
Scott	Wheeler	Blodgett	Thoroughfare	north-south	0.21 mi
Scott	Blodgett	Southmore	Thoroughfare	north-south	0.39 mi
Scott	Southmore	N.Macgregor	Thoroughfare	north-south	0.09 mi
Dowling	Elgin	Alabama	Thoroughfare	north-south	0.32 mi
Dowling	Alabama	Wheeler	Thoroughfare	north-south	0.32 mi
Dowling	Wheeler	Blodgett	Thoroughfare	north-south	0.16 mi
Dowling	Blodgett	Southmore	Thoroughfare	north-south	0.32 mi
Calhoun	Wheeler	N.Macgregor	Thoroughfare	north-south	0.22 mi
Calhoun	N.Macgregor	S.Macgregor	Thoroughfare	north-south	0.09 mi
Calhoun	S.Macgregor	Old Spanish Trail	Thoroughfare	north-south	0.38 mi

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Street	From	To	Street Type	Direction	Spacing
Ennis	Elgin	Alabama	Collector	north-south	0.32 mi
Ennis	Alabama	Wheeler	Collector	north-south	0.32 mi
Ennis	Wheeler	Blodgett	Collector	north-south	0.16 mi
Ennis	Blodgett	Southmore	Collector	north-south	0.32 mi

## 6. Mobility

In January 2010, METRO released a last updated study of the Southeast Corridor Congestion Mitigation Traffic Analysis. Based on this intersection study, the Southeast Corridor shows LOS in the peak AM and PM hours for the intersection of our study area. A look at the intersection of Scott and Wheeler shows that the LOS remains steady at B until the projected year 2035. In the 'no build scenario' the LOS significantly drops to E in the AM peak hours due to a larger amount of traffic with a v/c ratio of 0.92 in 2035.

INTERSECTION		2007 Existing				2012 BUILD				2012 NO BUILD				2035 BUILD				2035 NO BUILD			
		AM		PM		AM		PM		AM		PM		AM		PM		AM		PM	
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C
Scott	Elgin	C	0.44	B	0.45	C	0.75	D	0.85	C	0.69	C	0.82	D	0.73	D	0.89	D	0.98	E	1.07
Scott	Holman	B	0.56	A	0.53	C	0.73	D	0.77	B	0.8	B	0.62	C	0.71	D	0.85	C	1.78	C	0.87
Scott	Alabama	B	-	B	-	C	0.57	B	0.62	B	-	B	-	C	0.57	D	0.58	F	-	F	-
Scott	Cleburne	B	0.38	A	0.45	B	0.59	B	0.58	B	0.5	A	0.5	C	0.65	C	0.68	D	0.76	B	0.73
Scott	Wheeler	B	0.49	B	0.59	B	0.57	B	0.71	B	0.66	B	0.67	C	0.81	C	0.84	E	0.92	C	0.93
Wheeler	Cullen	B	0.4	C	0.52	A	0.31	B	0.37	B	0.27	C	0.37	A	0.22	A	0.34	A	0.37	C	0.49
Wheeler	MLK/ Calhoun	B	0.35	C	0.51	C	0.36	D	0.51	B	0.38	C	0.56	D	0.54	D	0.59	C	0.45	D	0.73

Based on the information from the table below, variations are observed in some segments of the study area which experienced a decrease or increase in the ADT in the "with" Blodgett scenario. According to the Travel Demand Model and table --- the 2035 scenarios for Blodgett indicate some significant results for ADT on Blodgett. They include:

44% increase in ADT for Blodgett Road from Ennis to Scott Street. The ADT in this segment increases from 8,334 in the "without" Blodgett scenario to 11,963 in the "with" Blodgett scenario. The Level of Service (LOS) in this segment changes from LOS A in the "without" Blodgett scenario to LOS C in the "with" Blodgett scenario.

The ADT for numerous segments in the two different scenarios continue to show decreases in the ADT should the new segment be built or not. The reduction

# PUBLIC HEARING REPORT

either improved the LOS or kept the LOS the same such as Elgin from Scott to Cullen with a LOS of F.

Based on the Travel Demand Model, the ADT for Wheeler Street decreases from 11,302 in the “without” Blodgett scenario to 7,222 in the “with” Blodgett scenario. This represents a 36% reduction in ADT.

AVERAGE DAILY TRAFFIC COMPARISON WITH & WITHOUT BLODGETT							
		Without Blodgett	With Blodgett	% Change with Blodgett	Without Blodgett	With Blodgett	% Change with Blodgett
STREET	SEGMENT	2009	2009		2035	2035	
Ennis	Southmore to Blodgett	7,286	9,709	33.3%	11,270	8,744	-22%
Ennis	Blodgett to Wheeler	4,127	4,514	9%	6,599	5,569	-16%
Ennis	Wheeler to Alabama	7,679	8,073	5%	11,534	10,265	-11%
Ennis	Alabama to Elgin	6,411	7,180	12%	10,227	8,796	-14%
Elgin	Ennis to Scott	23,227	23,784	2%	26,248	25,457	-3%
Elgin	Scott to Cullen	35,571	35,625	0.2%	32,940	32,740	-1%
Elgin	Cullen to Calhoun	28,463	28,430	-0.1%	26,918	27,405	2%
Alabama	Ennis to Scott	9,920	12,569	27%	15,281	14,759	-3%
Blodgett	Ennis to Scott	6,182	10,217	65%	8,334	11,963	44%
Blodgett	Scott to Cullen	N/A	6,056	N/A	N/A	8,519	N/A
Blodgett	Cullen to Wheeler	N/A	2,964	N/A	N/A	5,953	N/A
Southmore	Ennis to Scott	8,960	7,781	-13%	15,861	12,702	-20%
Scott	Elgin to Holman	14,434	14,612	1%	16,553	17,230	4%
Scott	Holman to Alabama	19,343	18,882	-2%	19,827	20,025	1%
Scott	Alabama to Wheeler	16,395	12,501	-24%	17,956	17,269	-4%
Scott	Wheeler to Blodgett	11,525	10,084	-13%	16,061	12,264	-24%
Scott	Blodgett to Southmore	10,824	10,648	-2%	13,871	13,555	-2%
Holman	Scott to Cullen	9,358	9,082	-3%	10,167	10,279	1%
Wheeler	Scott to Cullen	7,851	4,302	-45%	11,302	7,222	-36%
Wheeler	Cullen to Blodgett	N/A	4,479	N/A	N/A	8,011	N/A
Wheeler	Blodgett to Calhoun	N/A	7,443	N/A	N/A	13,964	N/A
Wheeler	Callun to Calhoun	6,753	N/A	N/A	12,238	N/A	N/A
Cullen	Elgin to Holman	16,521	16,459	-0.4%	20,750	21,516	4%
Cullen	Holman to Wheeler	11,612	12,189	5%	17,476	18,722	7%
Cullen	Wheeler to Blodgett	N/A	12,012	N/A	N/A	15,321	N/A
Cullen	Wheeler to N.Macgregor	11,625	N/A	N/A	17,168	N/A	N/A
Cullen	Blodgett to N.Macgregor	N/A	11,175	N/A	N/A	15,225	N/A

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LEVEL OF SERVICE COMPARISON WITH & WITHOUT BLODGETT									
STREET	SEGMENT	2009 Without Blodgett		2009 With Blodgett		2035 Without Blodgett		2035 With Blodgett	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
Ennis	Southmore to Blodgett	0.27	A	0.30	A	0.34	A	0.31	A
Ennis	Blodgett to Wheeler	0.19	A	0.21	A	0.23	A	0.20	A
Ennis	Wheeler to Alabama	0.33	A	0.31	A	0.43	A	0.34	A
Ennis	Alabama to Elgin	0.28	A	0.27	A	0.36	A	0.20	A
Elgin	Ennis to Scott	0.76	D	0.76	D	0.83	D	0.80	D
Elgin	Scott to Cullen	1.13	F	1.16	F	1.04	F	1.04	F
Elgin	Cullen to Calhoun	0.91	E	0.9	E	0.86	E	0.86	E
Alabama	Ennis to Scott	0.46	B	0.64	B	0.76	D	0.76	D
Blodgett	Ennis to Scott	0.40	A	0.59	B	0.44	A	0.67	C
Blodgett	Scott to Cullen	N/A	N/A	0.21	A	N/A	N/A	0.29	A
Blodgett	Cullen to Wheeler	N/A	N/A	0.11	A	N/A	N/A	0.21	A
Southmore	Ennis to Scott	0.30	A	0.24	A	0.53	B	0.34	A
Scott	Elgin to Holman	0.46	B	0.46	B	0.63	B	0.55	B
Scott	Holman to Alabama	0.64	B	0.60	B	0.52	B	0.64	B
Scott	Alabama to Wheeler	0.55	B	0.32	A	0.57	B	0.55	B
Scott	Wheeler to Blodgett	0.37	A	0.36	A	0.51	B	0.39	A
Scott	Blodgett to Southmore	0.37	A	0.37	A	0.48	B	0.46	B
Holman	Scott to Cullen	0.34	A	0.31	A	0.35	A	0.35	A
Wheeler	Scott to Cullen	0.52	B	0.29	A	0.75	C	0.48	B
Wheeler	Cullen to Blodgett	N/A	N/A	0.29	A	N/A	N/A	0.53	B
Wheeler	Blodgett to Calhoun	N/A	N/A	0.49	B	N/A	N/A	0.92	E
Wheeler	Callun to Calhoun	0.46	B	N/A	N/A	0.81	D	N/A	N/A
Cullen	Elgin to Holman	0.53	B	0.52	B	0.66	C	0.68	C
Cullen	Holman to Wheeler	0.36	A	0.39	A	0.56	B	0.6	B
Cullen	Wheeler to Blodgett	N/A	N/A	0.38	A	N/A	N/A	0.49	B
Cullen	Wheeler to N.Macgregor	0.36	A	N/A	N/A	0.54	B	N/A	N/A
Cullen	Blodgett to N.Macgregor	N/A	N/A	0.35	A	N/A	N/A	0.49	B

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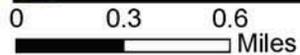
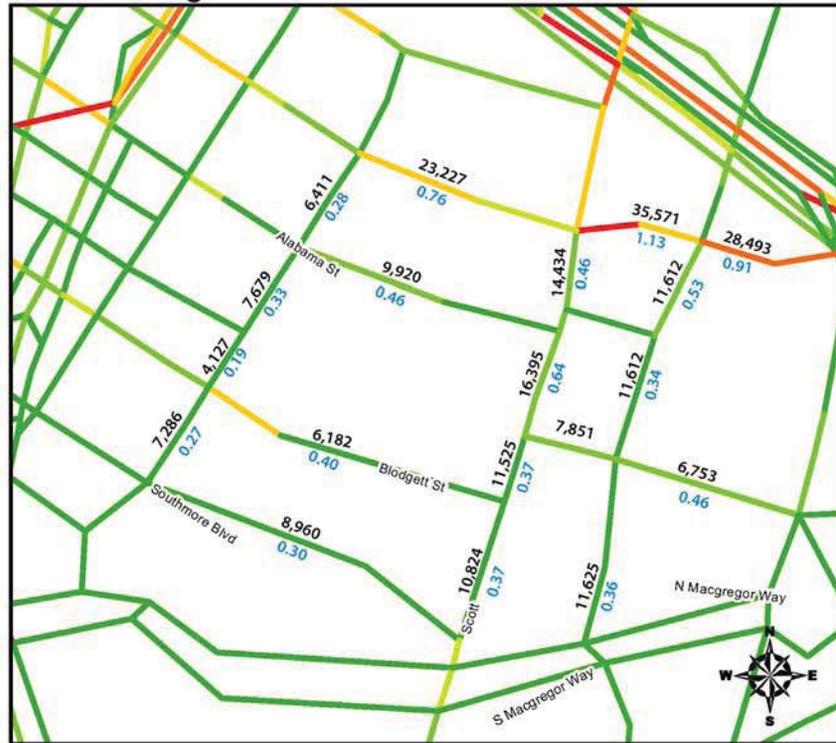
## Blodgett St.

2009 Level of Service and Average Daily Traffic

**LOS**



Without Blodgett Street



With Blodgett Street



2010 MTFPA Requests, Planning & Development Department, City of Houston

# PUBLIC HEARING REPORT

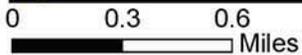
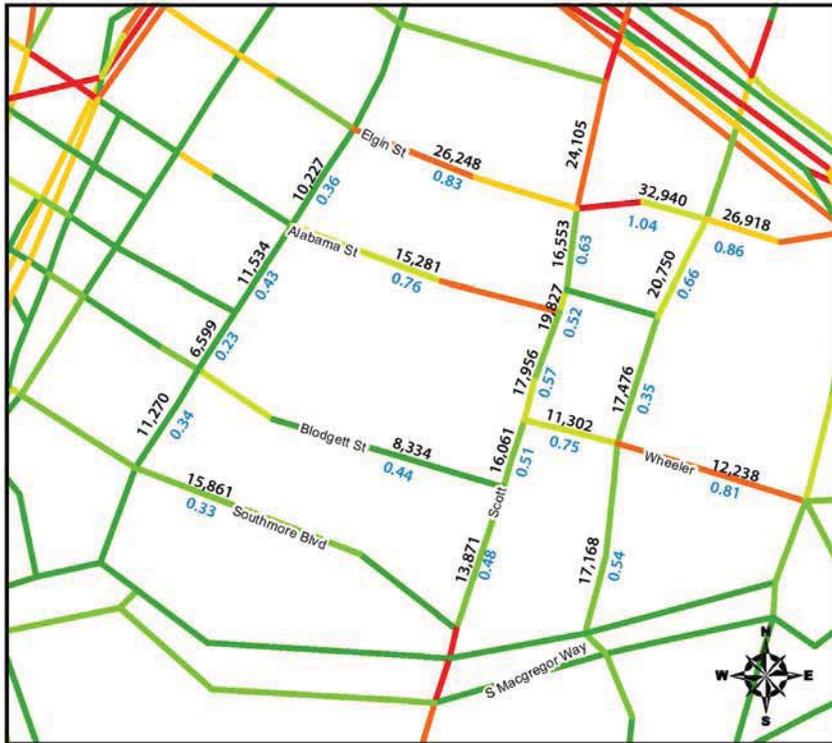
## Blodgett St.

2035 Level of Service and Average Daily Traffic

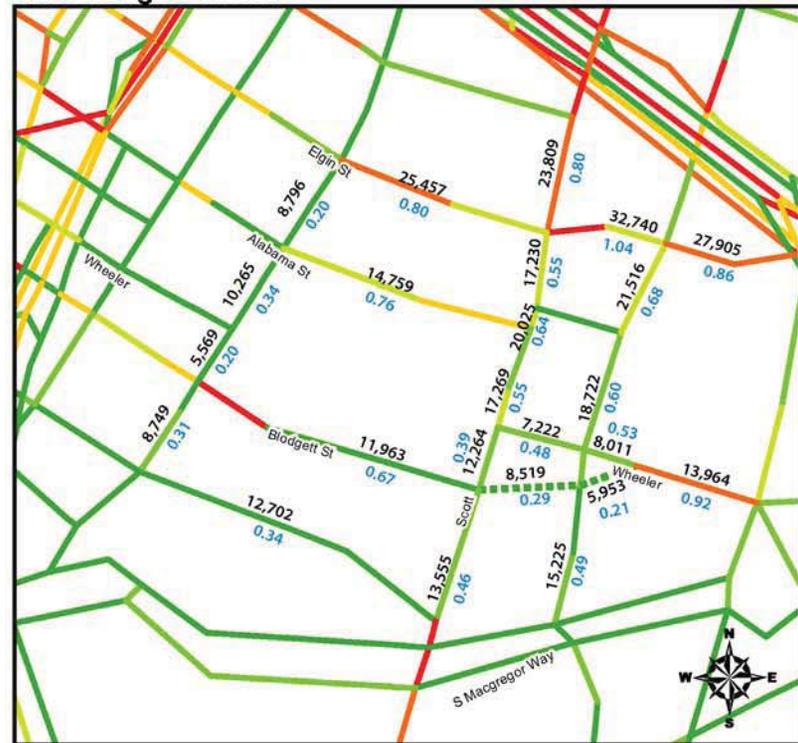
**LOS**



**Without Blodgett Street**



**With Blodgett Street** .....



2010 MTFPA Requests, Planning & Development Department, City of Houston

# Blodgett

**2010 MTFPA Request**

- ⊗⊗⊗ Delete Major Thoroughfare

**2009 MTFP**

- ..... Proposed Freeway
- TBW Freeway
- Freeway
- Major Thoroughfare
- TBW Major Thoroughfare
- ..... Proposed Major Thoroughfare
- Major Collector
- TBW Major Collector
- ..... Proposed Major Collector
- Transit Corridor Street
- ..... Proposed Grand Parkway
- RAILROAD

