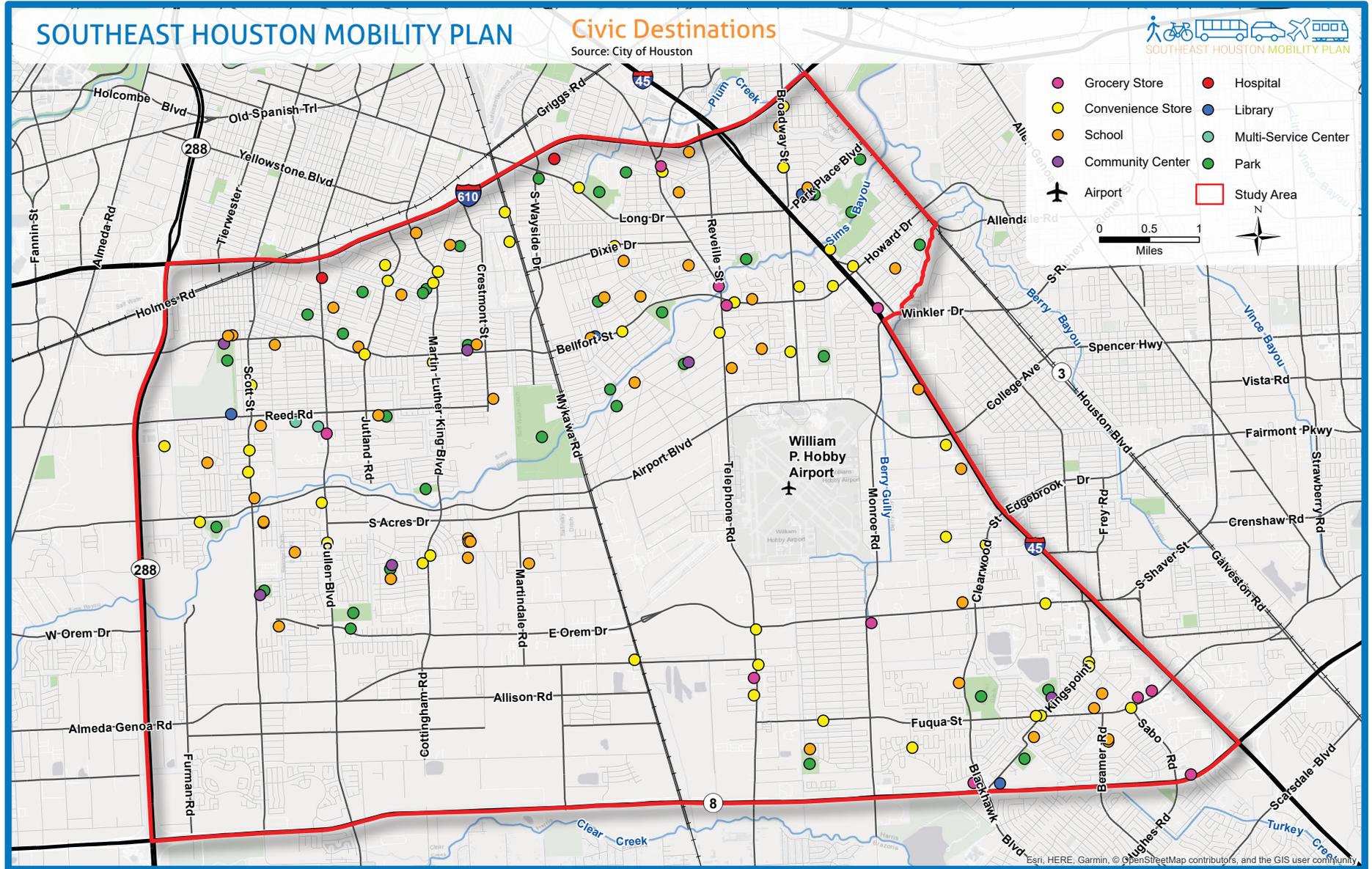


APPENDIX A: EXISTING CONDITIONS SUMMARY



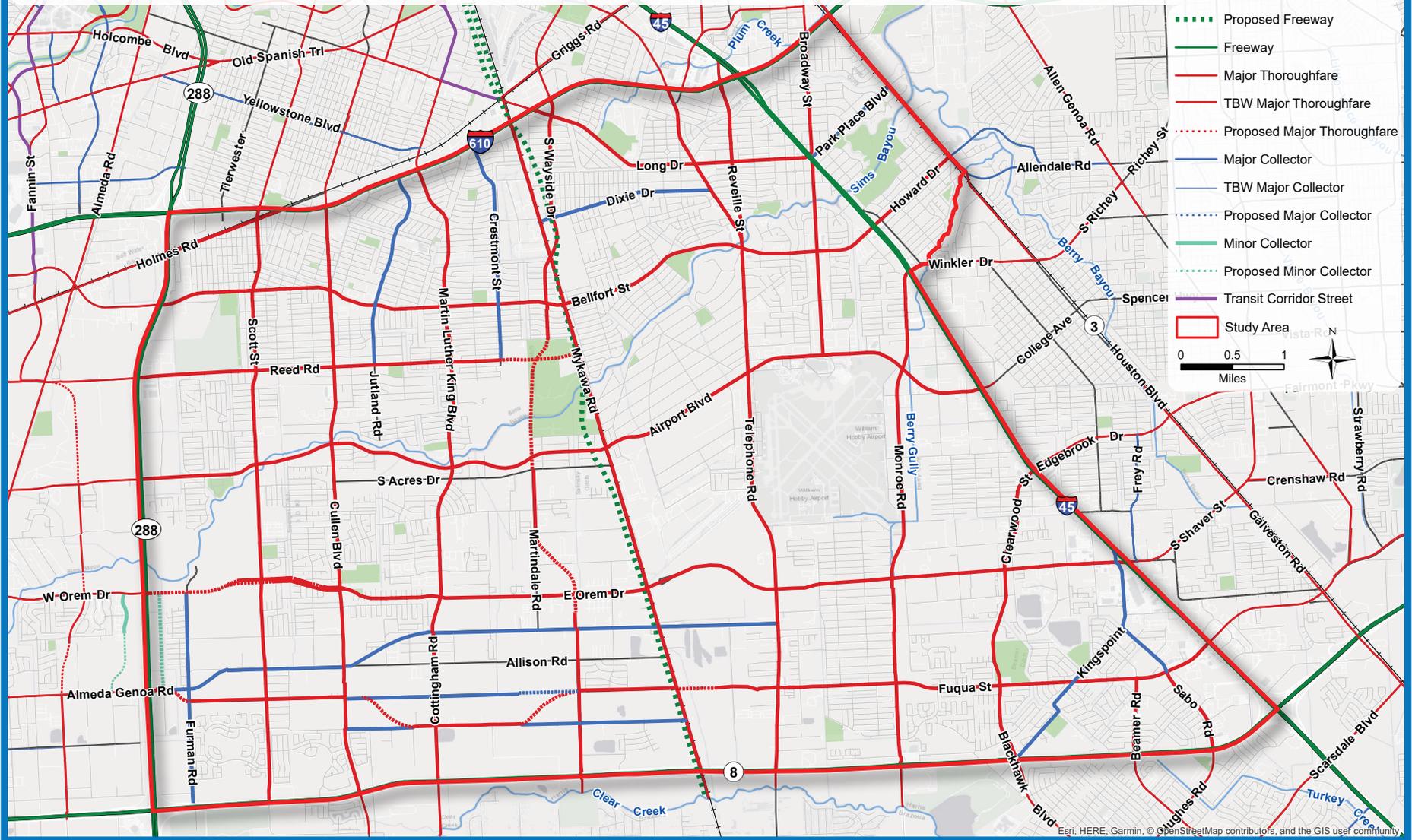
SOUTHEAST HOUSTON MOBILITY PLAN

Major Thoroughfare and Freeway Plan

Source: 2017 City of Houston



SOUTHEAST HOUSTON MOBILITY PLAN



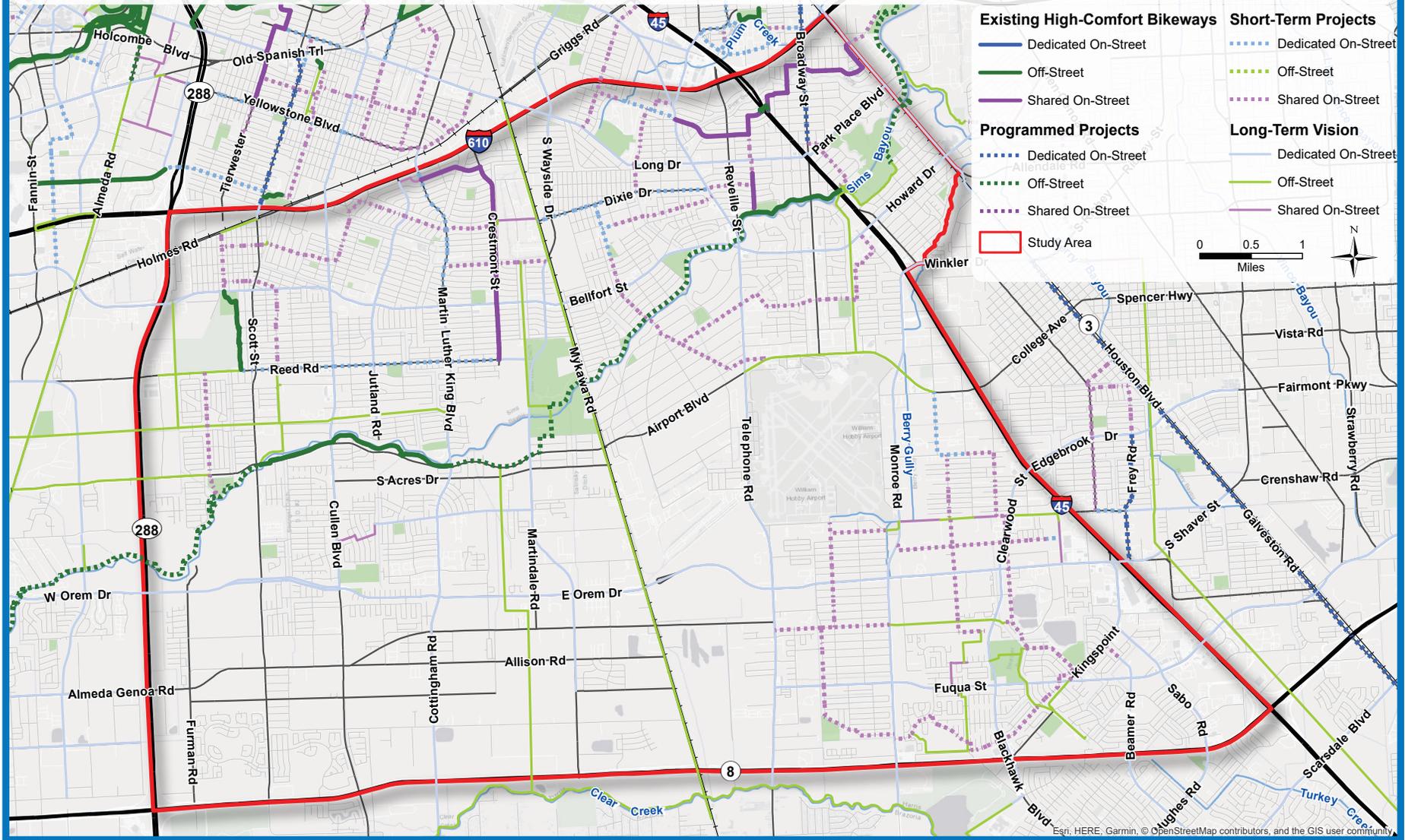
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SOUTHEAST HOUSTON MOBILITY PLAN

Bicycle Network

Source: City of Houston Bike Plan



Existing High-Comfort Bikeways

- Dedicated On-Street
- Off-Street
- Shared On-Street

Short-Term Projects

- Dedicated On-Street
- Off-Street
- Shared On-Street

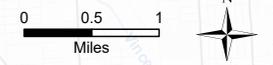
Programmed Projects

- Dedicated On-Street
- Off-Street
- Shared On-Street

Long-Term Vision

- Dedicated On-Street
- Off-Street
- Shared On-Street

Study Area



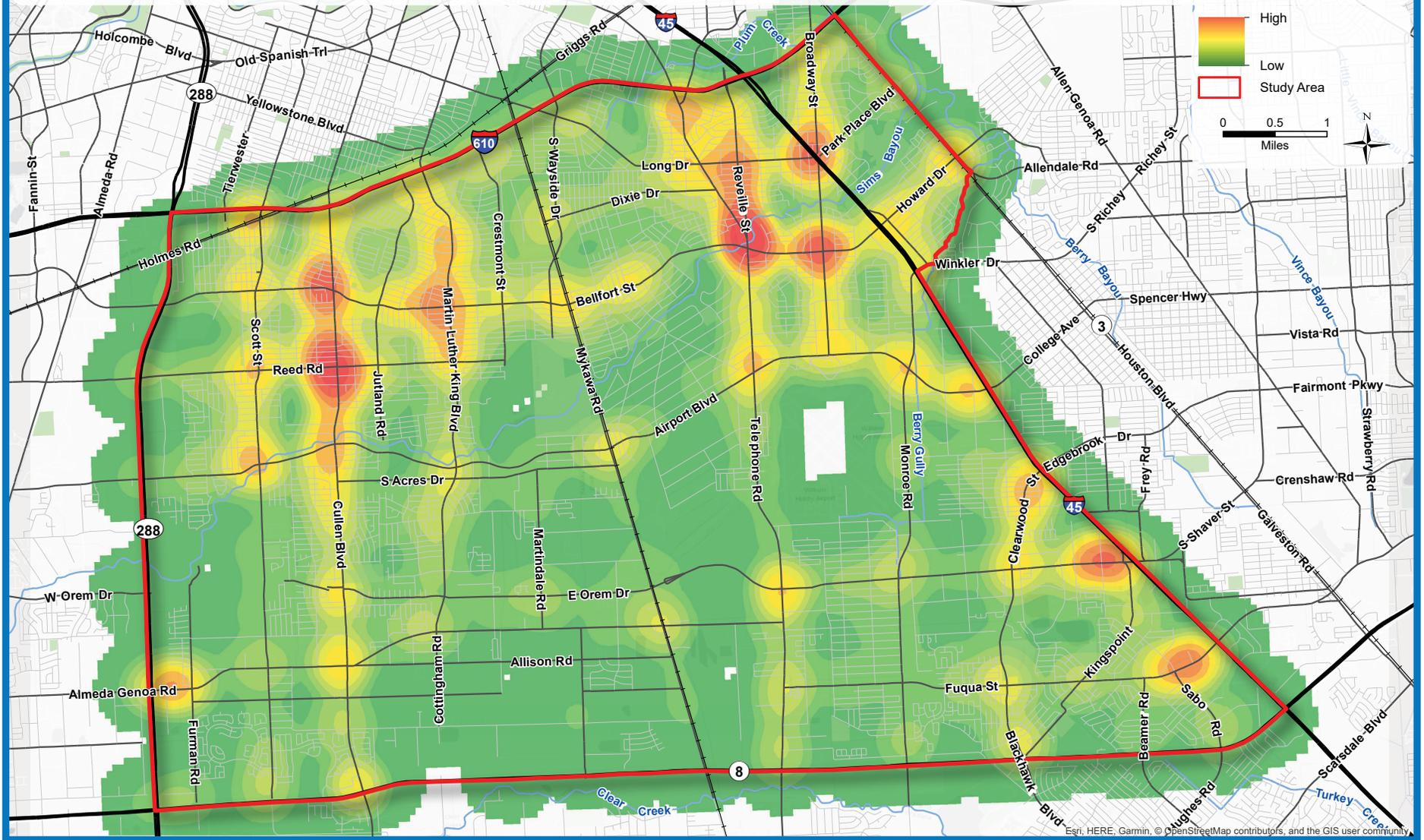
SOUTHEAST HOUSTON MOBILITY PLAN

Crash Density

Source: TxDOT C.R.I.S Data 2013-2018

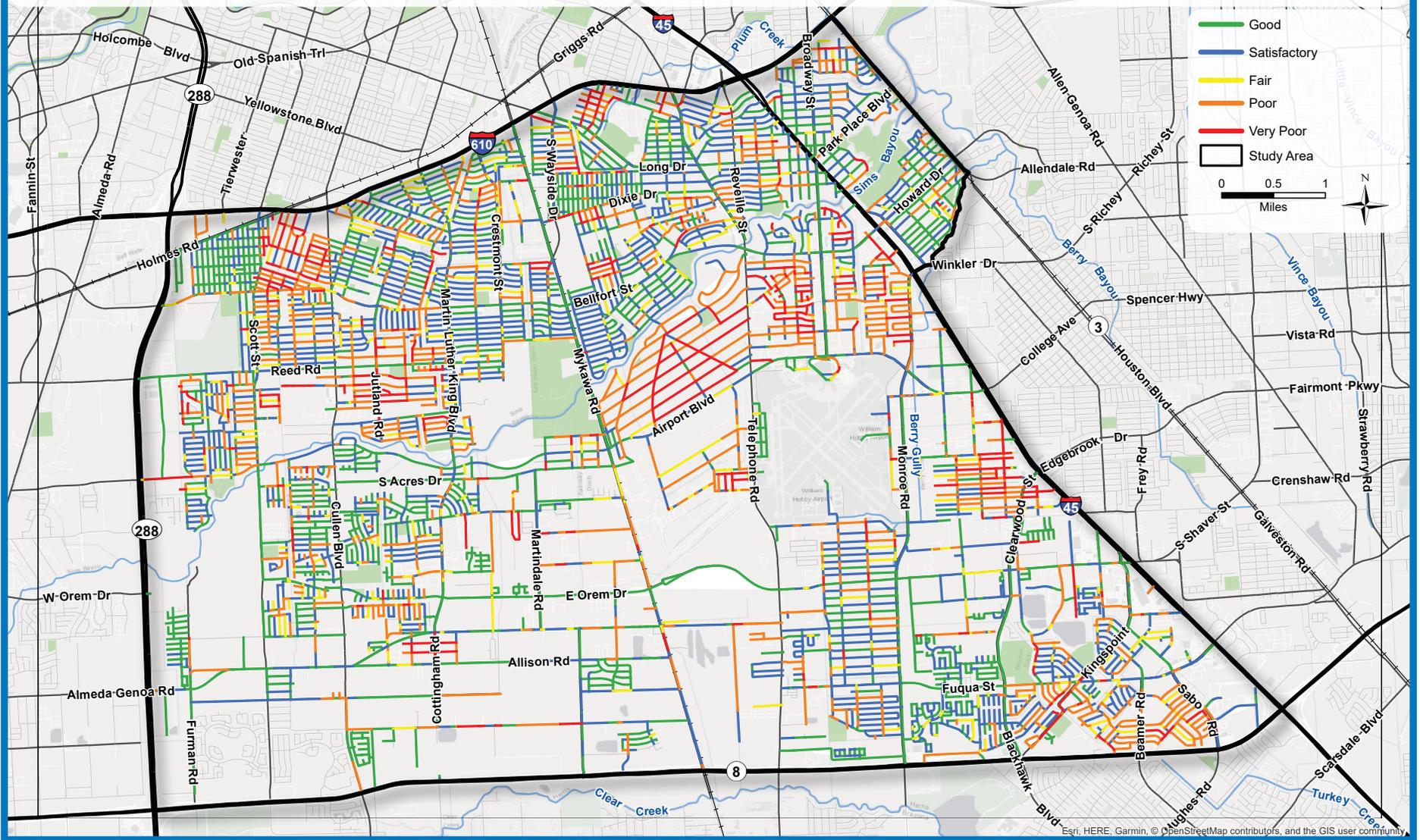


SOUTHEAST HOUSTON MOBILITY PLAN



SOUTHEAST HOUSTON MOBILITY PLAN

Pavement Condition Index Map



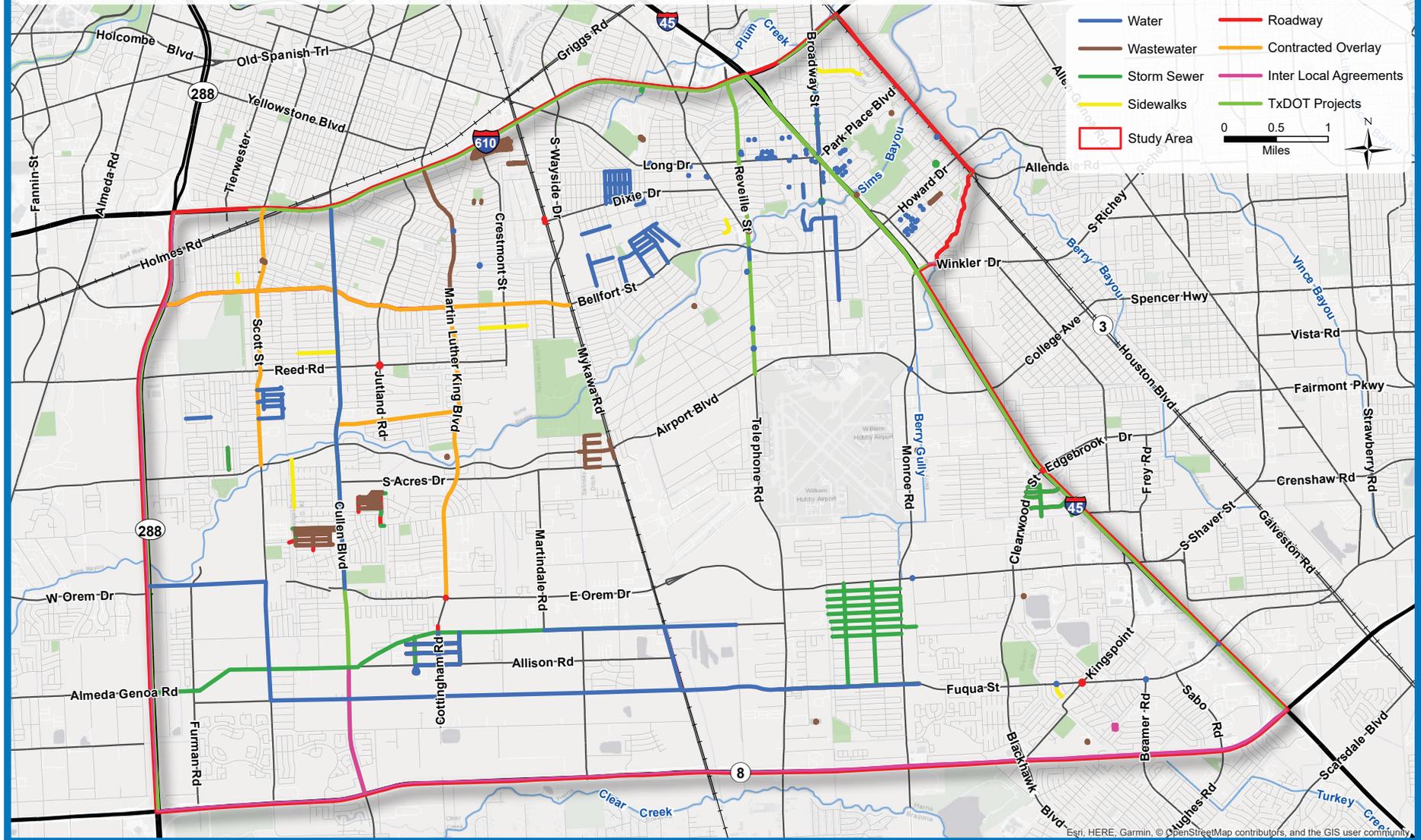
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SOUTHEAST HOUSTON MOBILITY PLAN

Capital Improvement Projects

Source: City of Houston



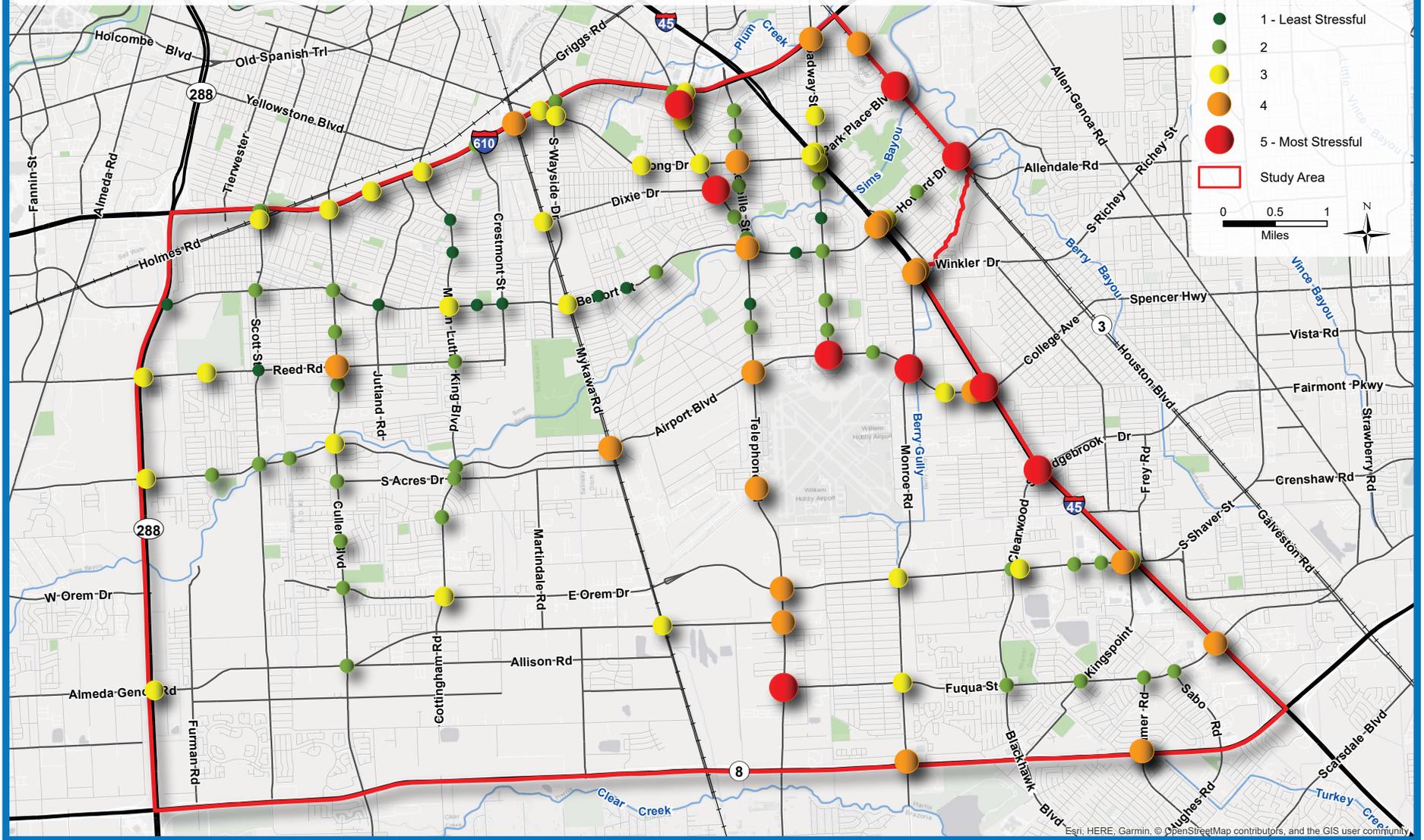
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SOUTHEAST HOUSTON MOBILITY PLAN

Intersection Stress Level



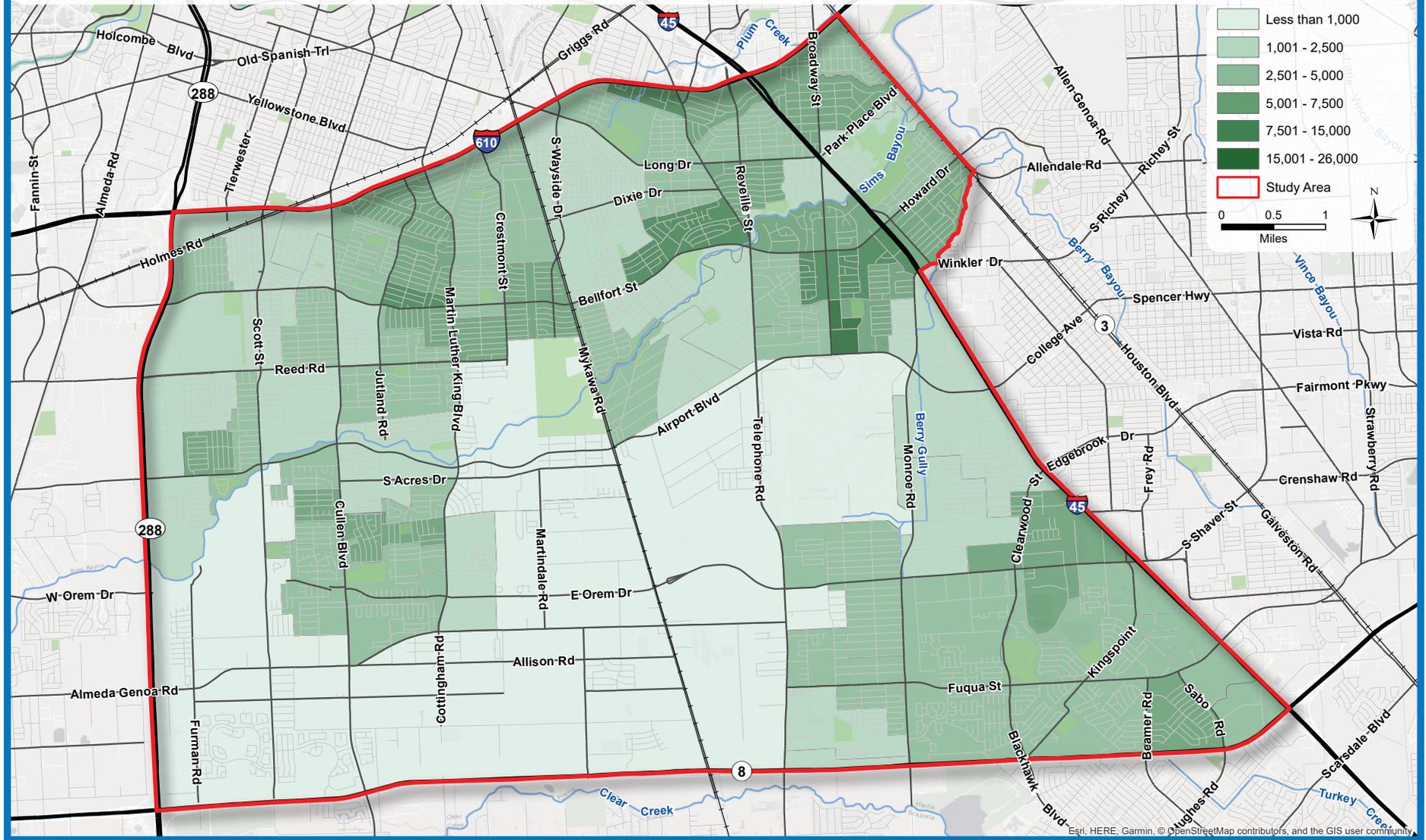
SOUTHEAST HOUSTON MOBILITY PLAN



SOUTHEAST HOUSTON MOBILITY PLAN

Employment Density

Source: 2016 ACS 5 Year Estimates



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SOUTHEAST HOUSTON MOBILITY PLAN

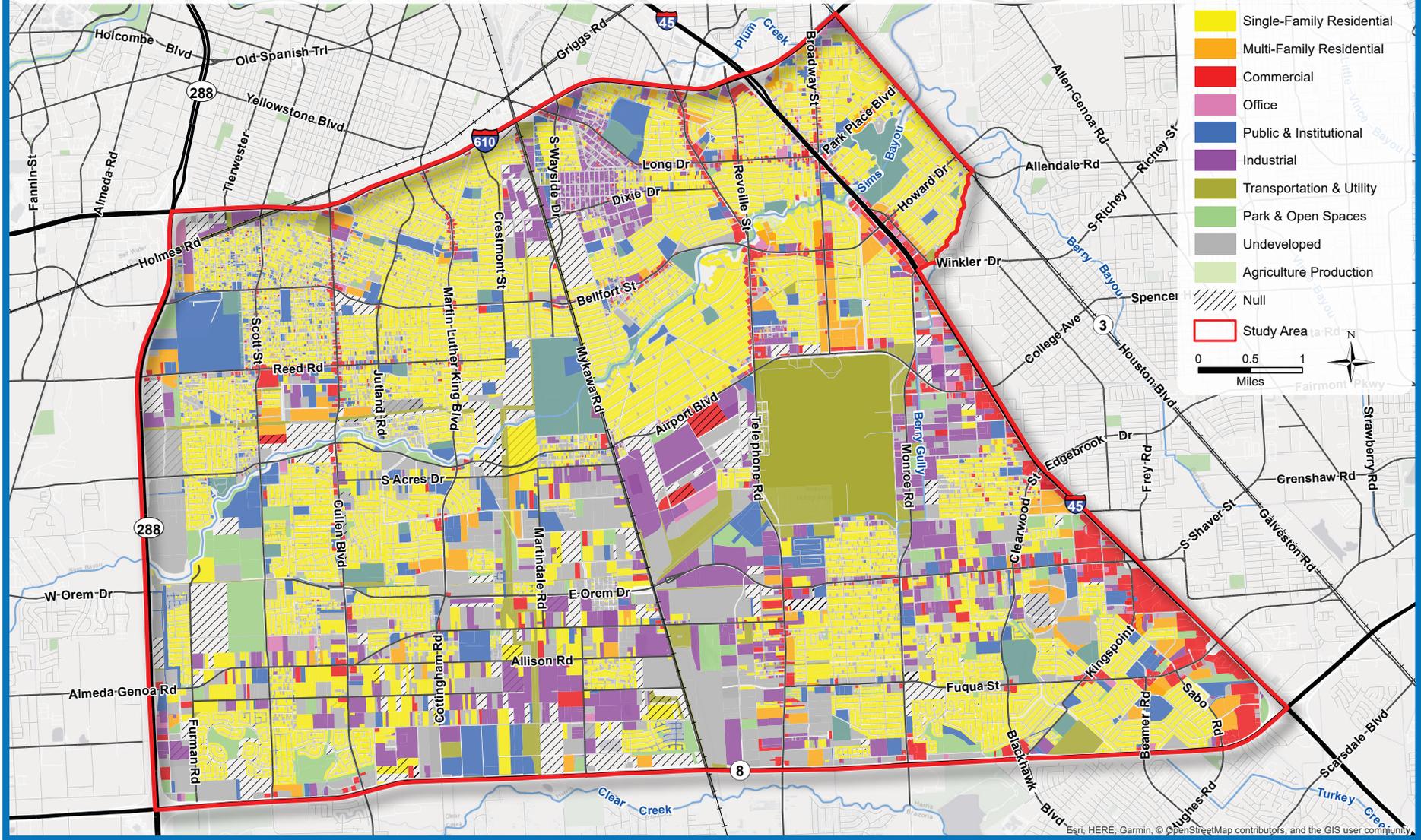
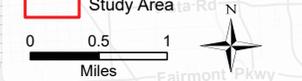
Land Use

Source: 2017 City of Houston



SOUTHEAST HOUSTON MOBILITY PLAN

- Single-Family Residential
- Multi-Family Residential
- Commercial
- Office
- Public & Institutional
- Industrial
- Transportation & Utility
- Park & Open Spaces
- Undeveloped
- Agriculture Production
- Null
- Study Area



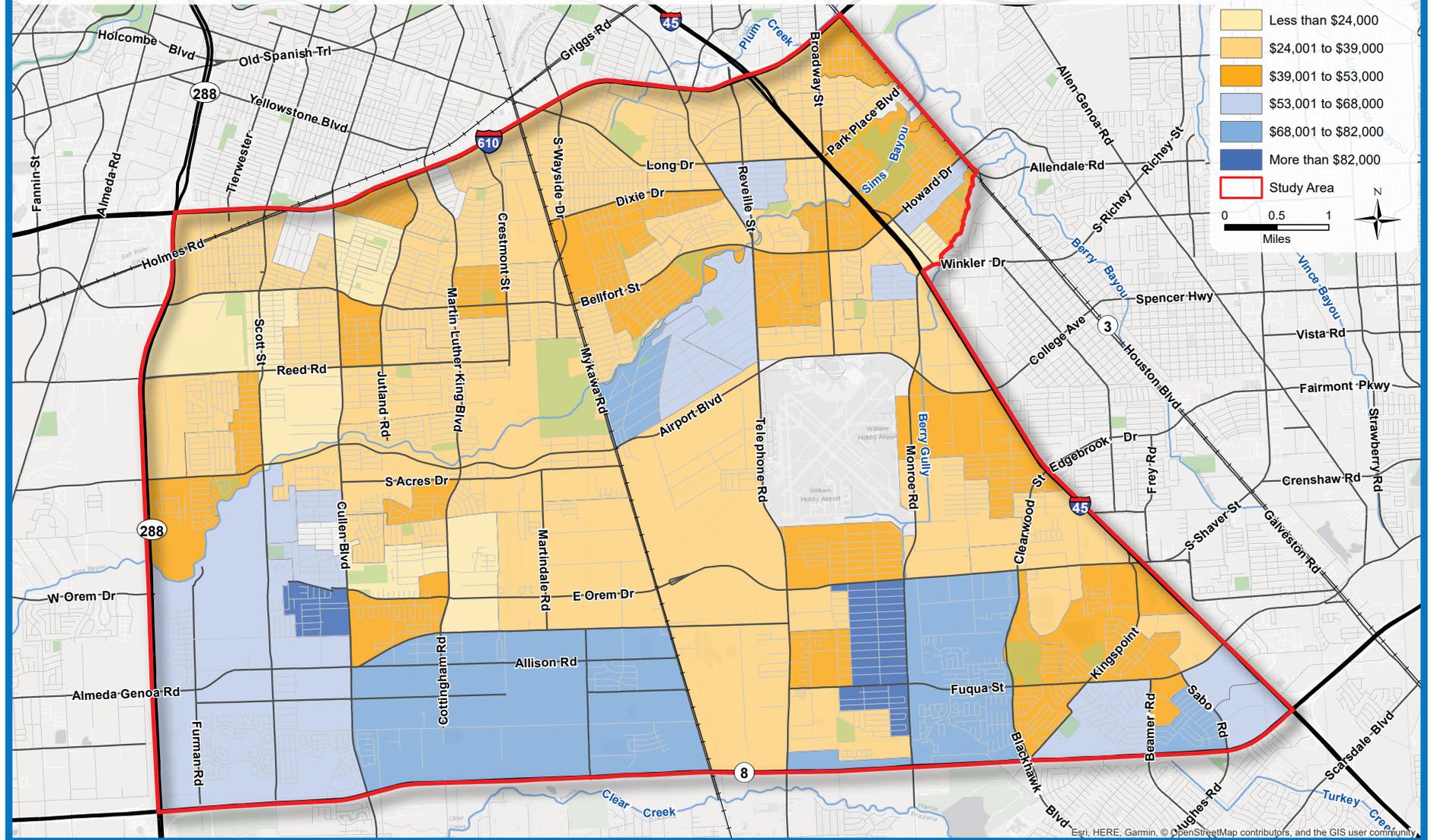
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SOUTHEAST HOUSTON MOBILITY PLAN

Median Household Income

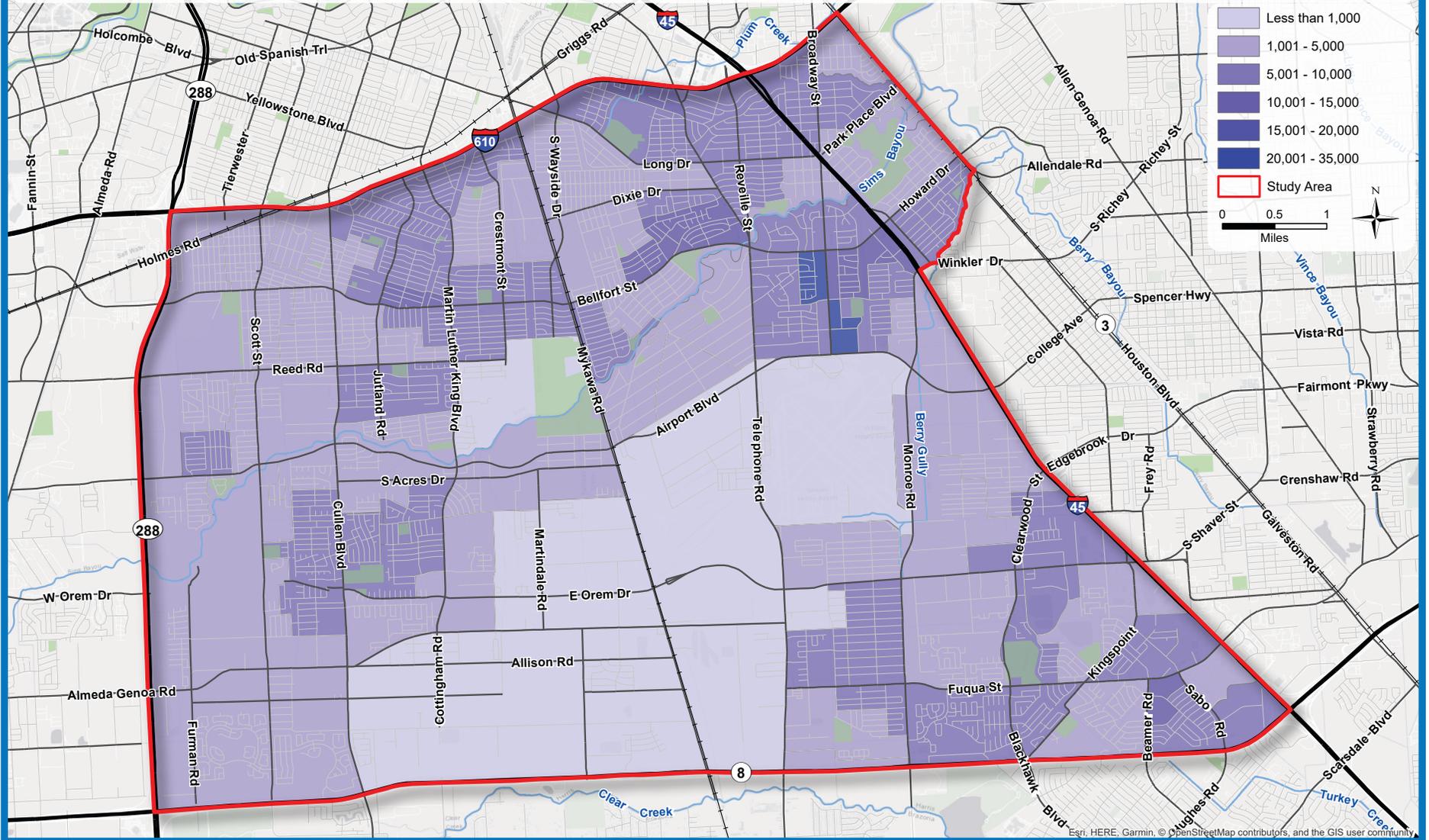
Source: 2016 ACS 5 Year Estimates



SOUTHEAST HOUSTON MOBILITY PLAN

Population Density

Source: 2016 ACS 5 Year Estimates



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SOUTHEAST HOUSTON MOBILITY PLAN

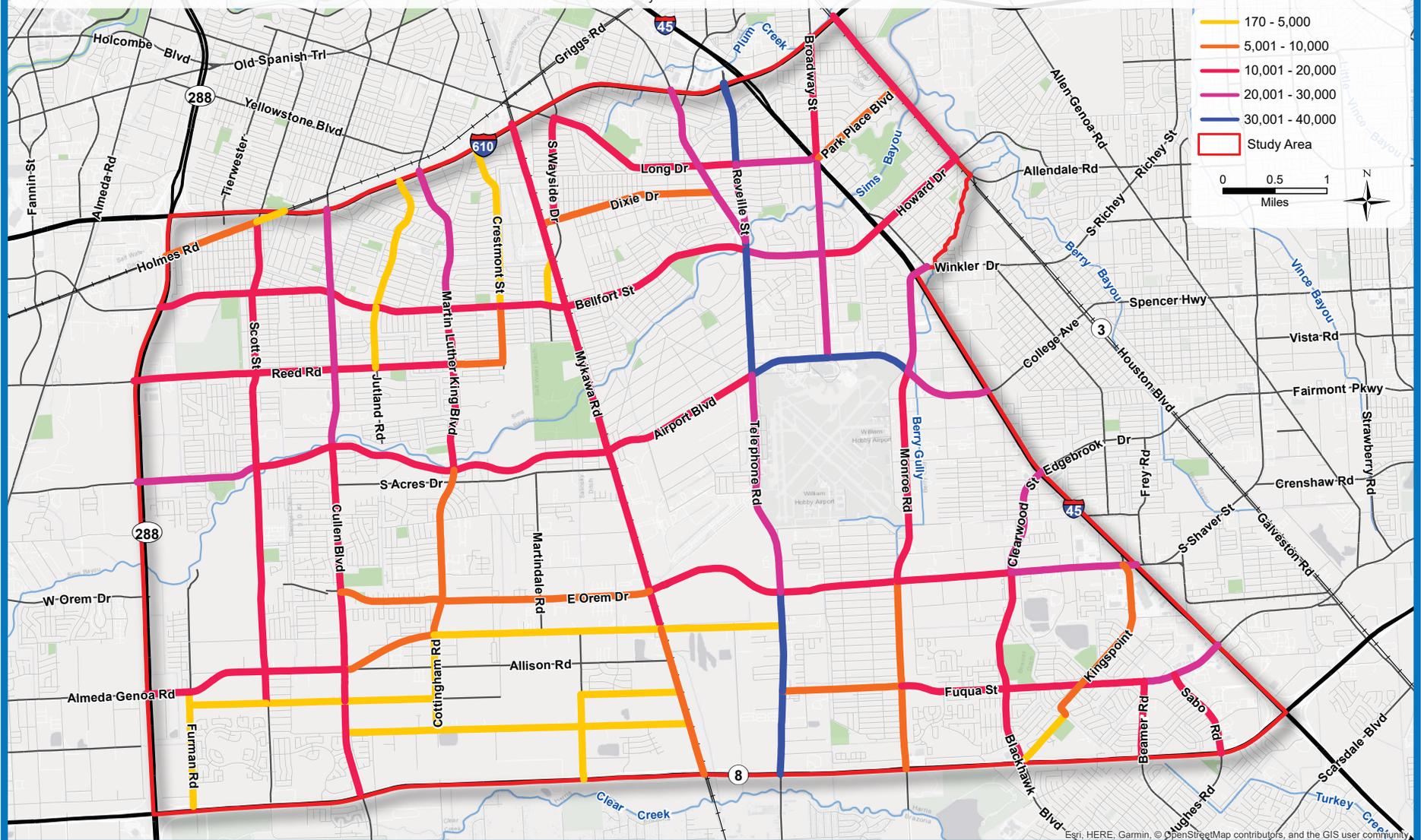
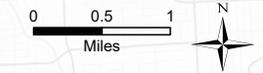
Average Daily Traffic

Source: City of Houston



SOUTHEAST HOUSTON MOBILITY PLAN

- 170 - 5,000
- 5,001 - 10,000
- 10,001 - 20,000
- 20,001 - 30,000
- 30,001 - 40,000
- Study Area



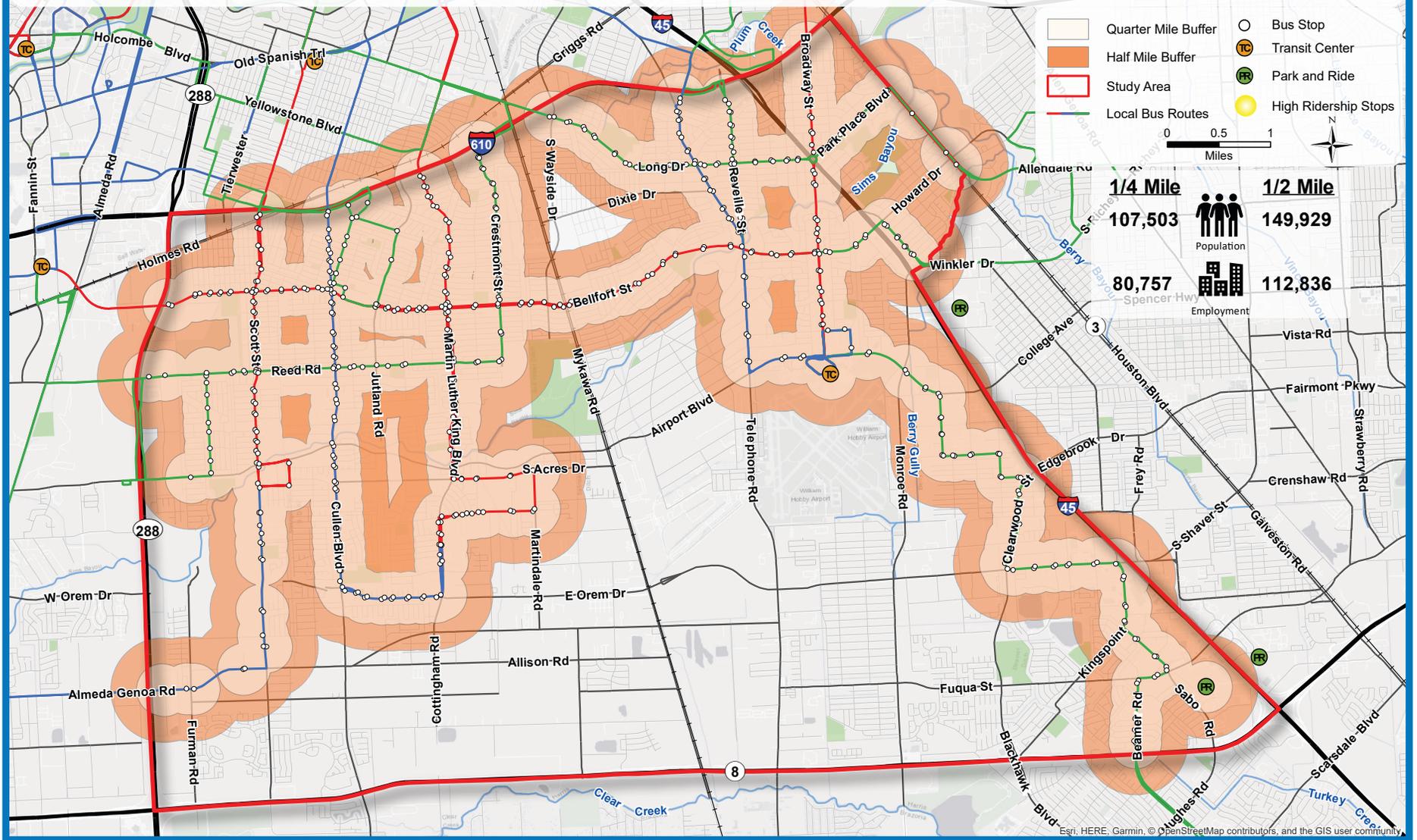
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SOUTHEAST HOUSTON MOBILITY PLAN

METRO Walkshed Analysis



SOUTHEAST HOUSTON MOBILITY PLAN



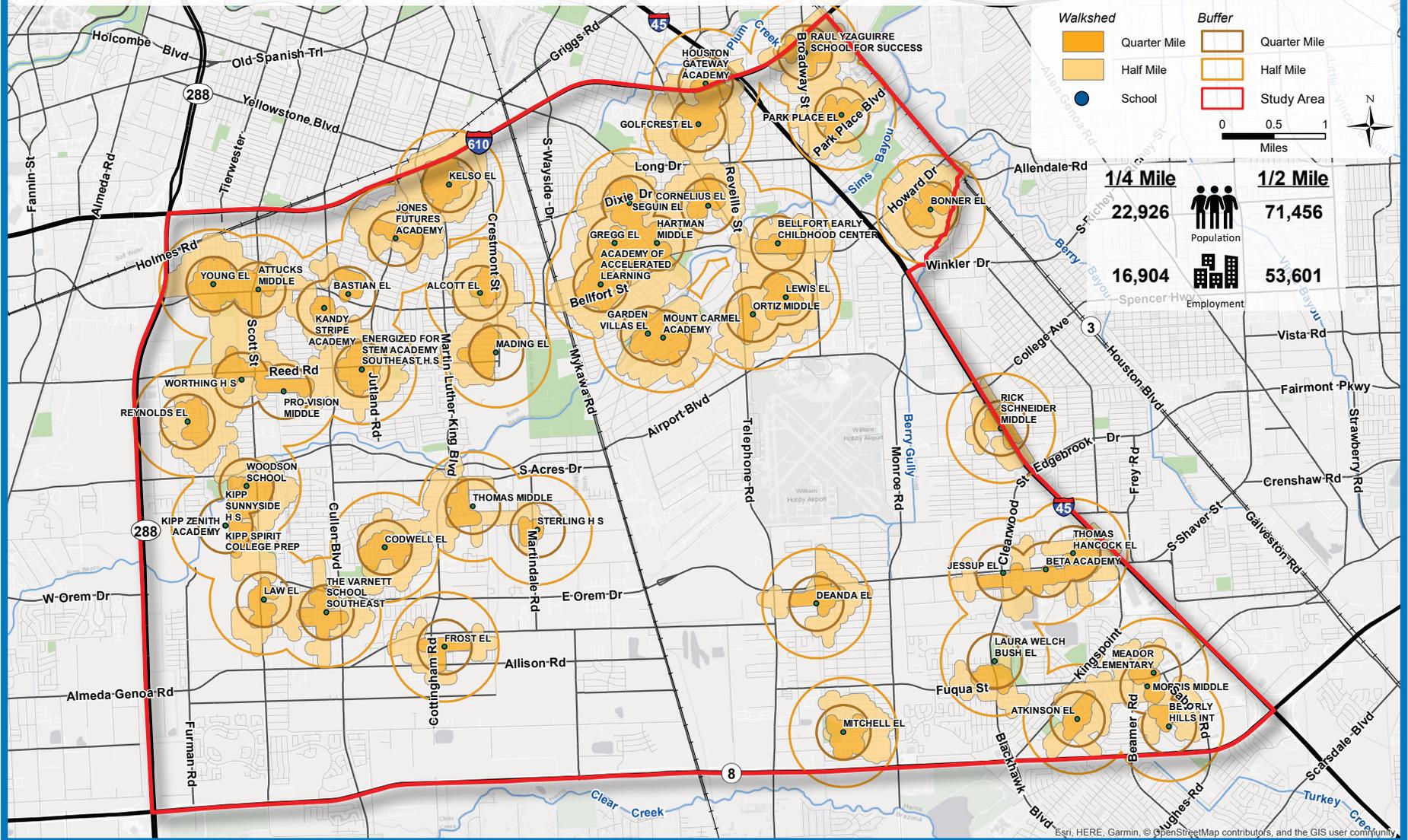
1/4 Mile	1/2 Mile
107,503	149,929
80,757	112,836

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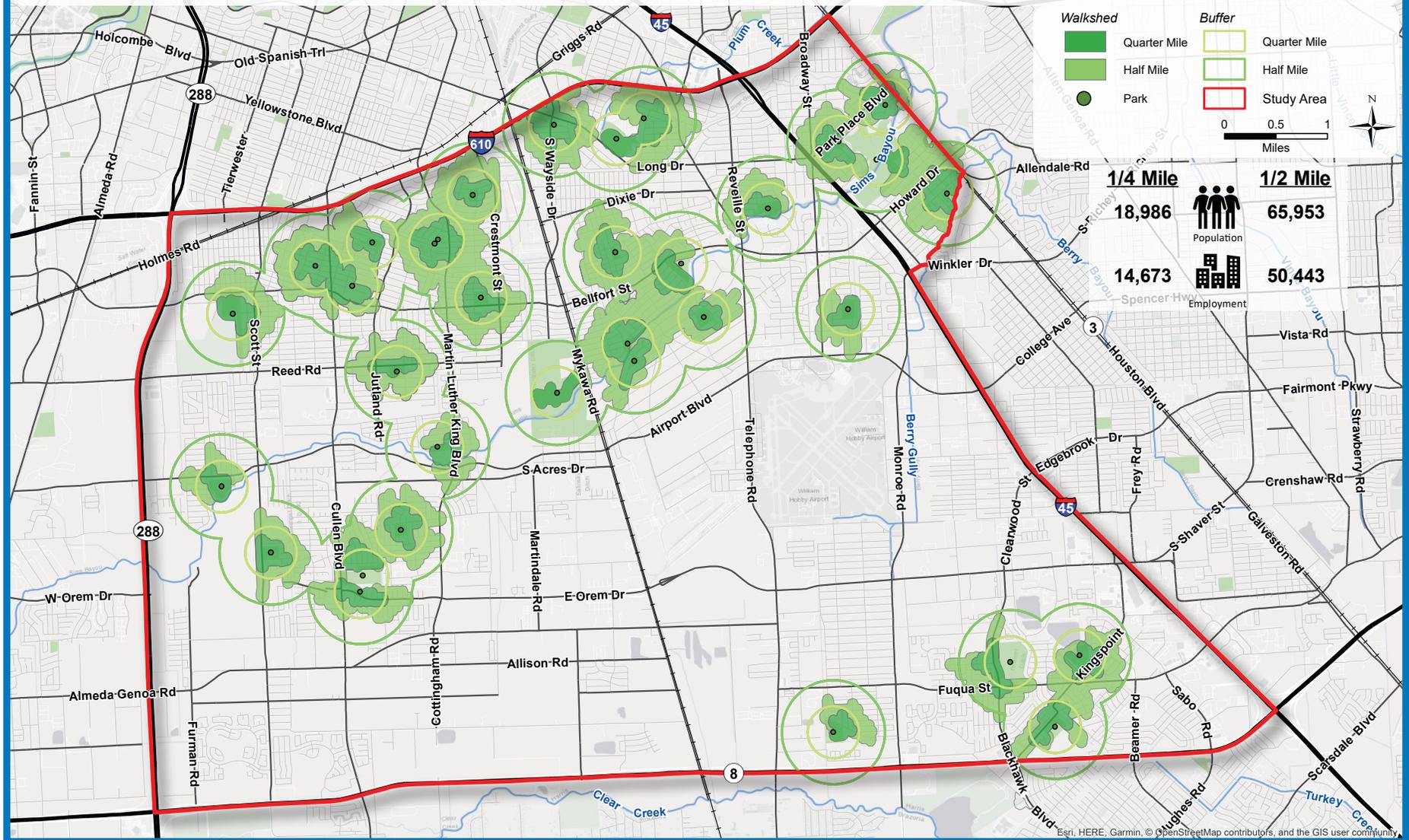
SOUTHEAST HOUSTON MOBILITY PLAN

School Walkshed Analysis



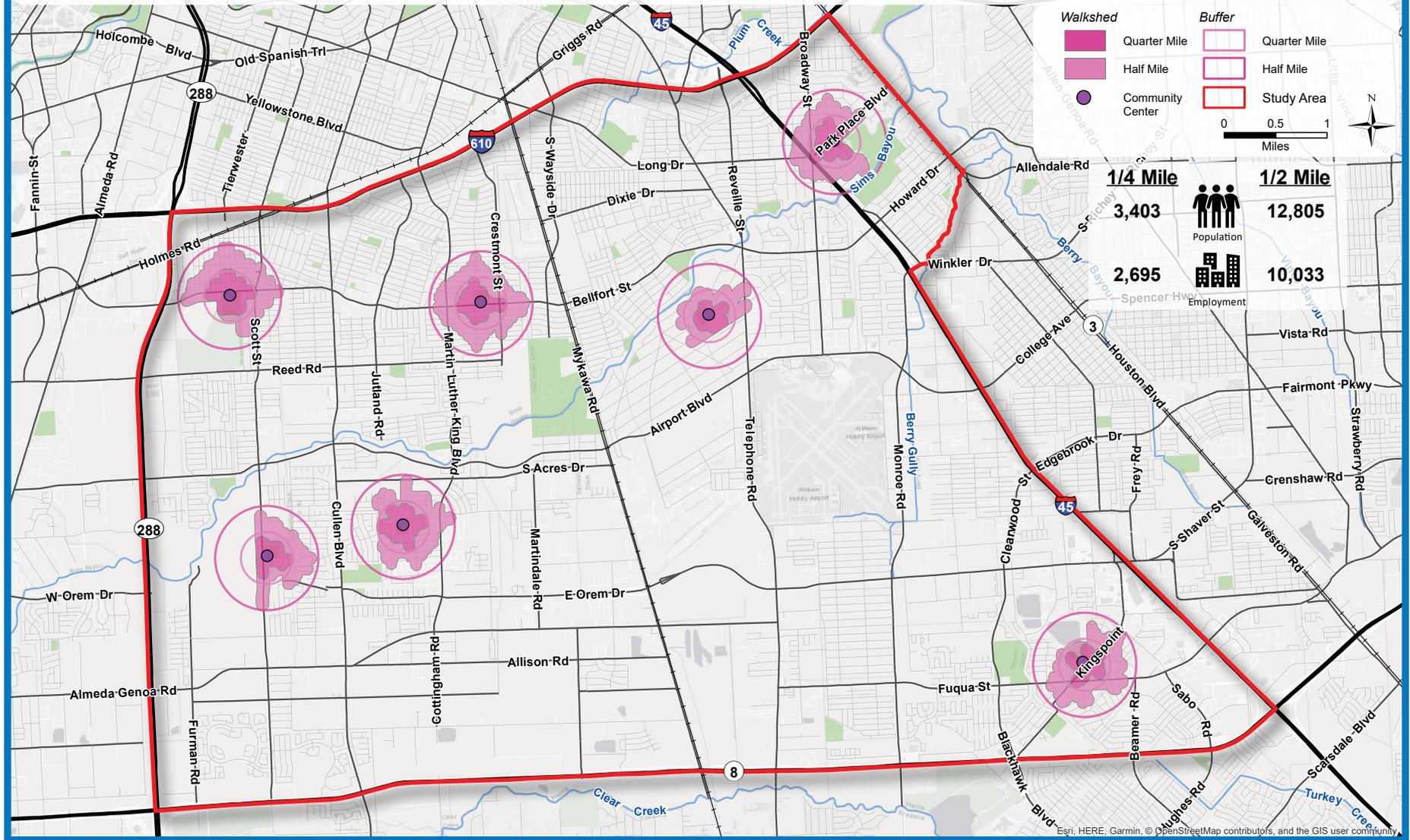
SOUTHEAST HOUSTON MOBILITY PLAN

Park Walkshed Analysis



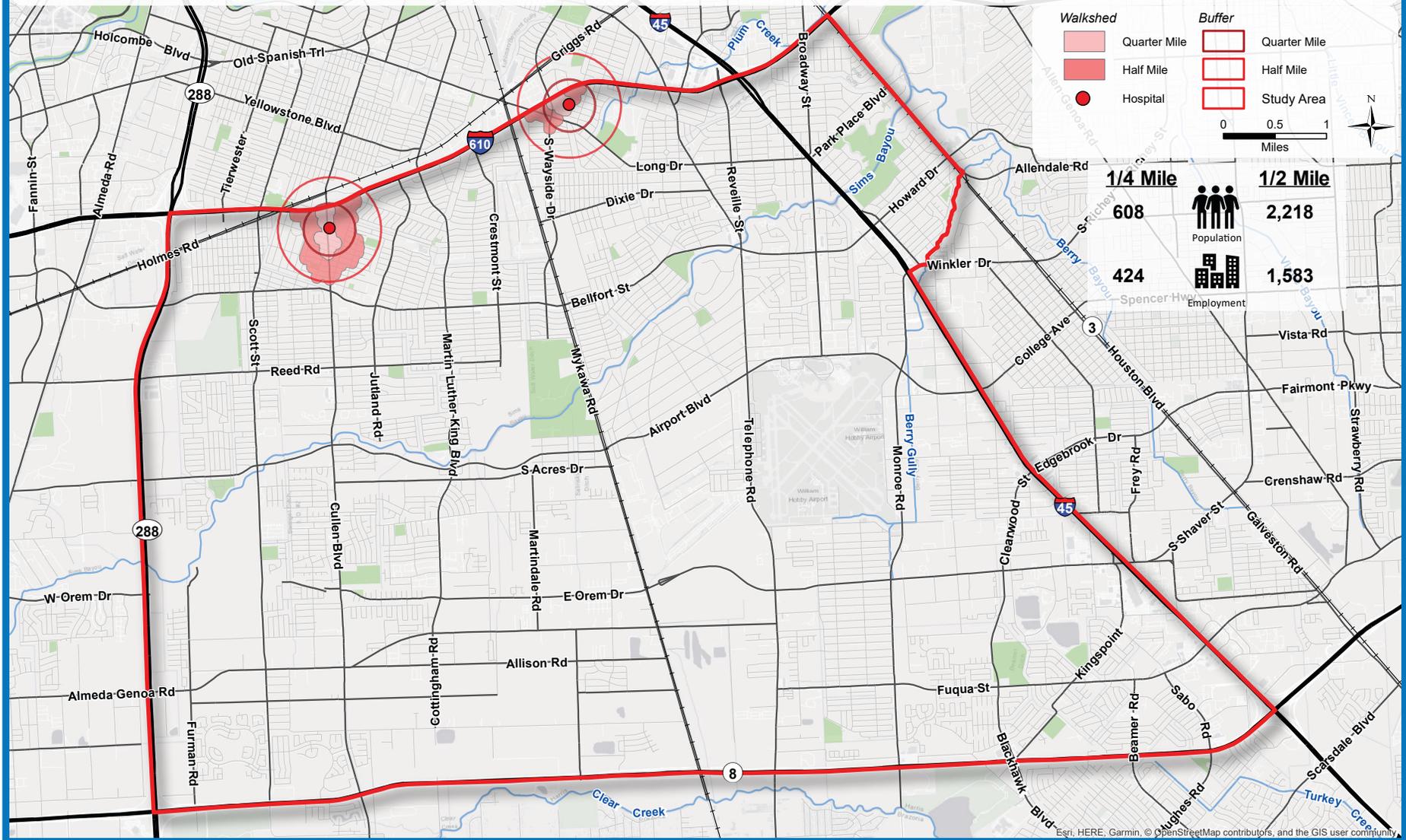
SOUTHEAST HOUSTON MOBILITY PLAN

Community Center Walkshed Analysis



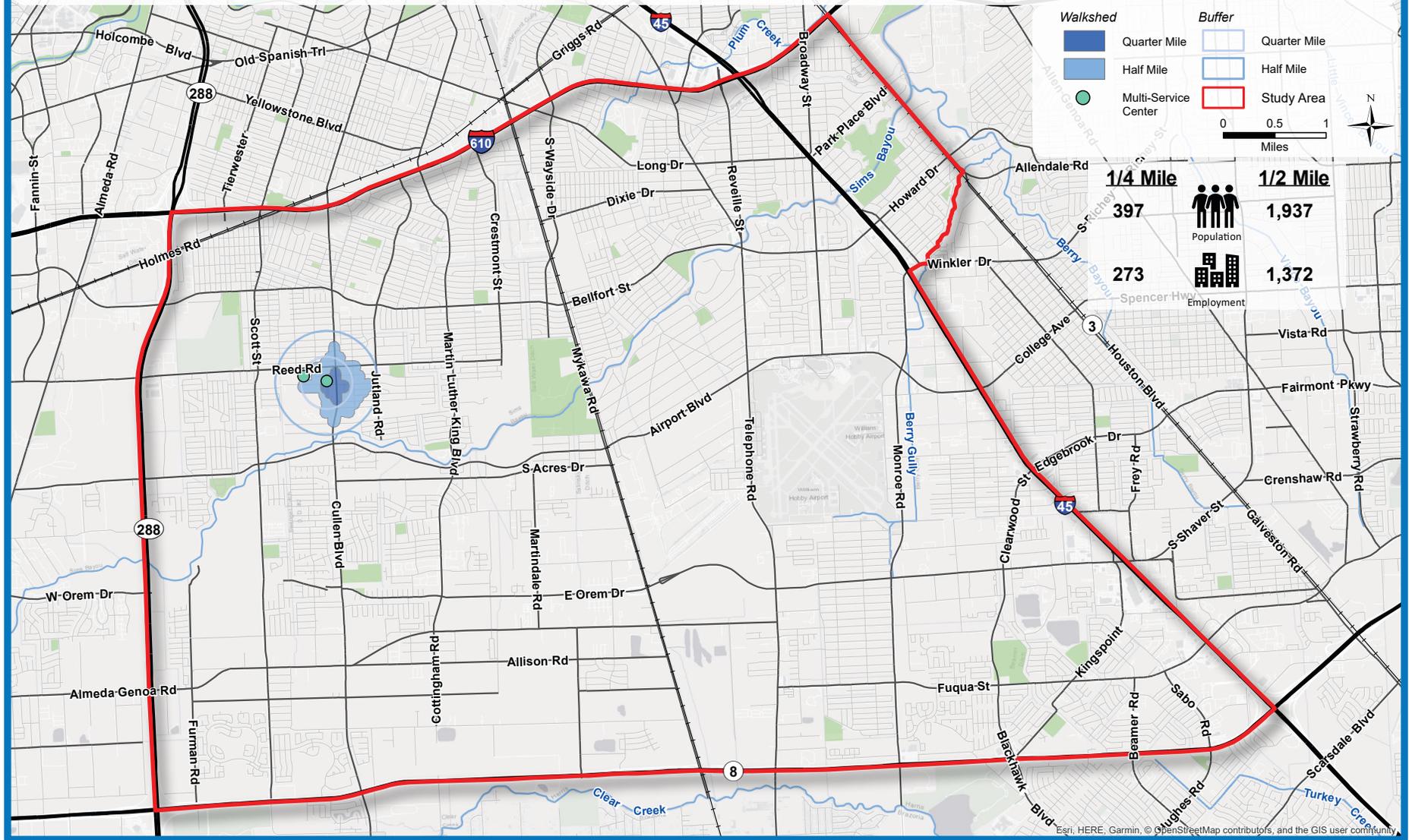
SOUTHEAST HOUSTON MOBILITY PLAN

Hospital Walkshed Analysis



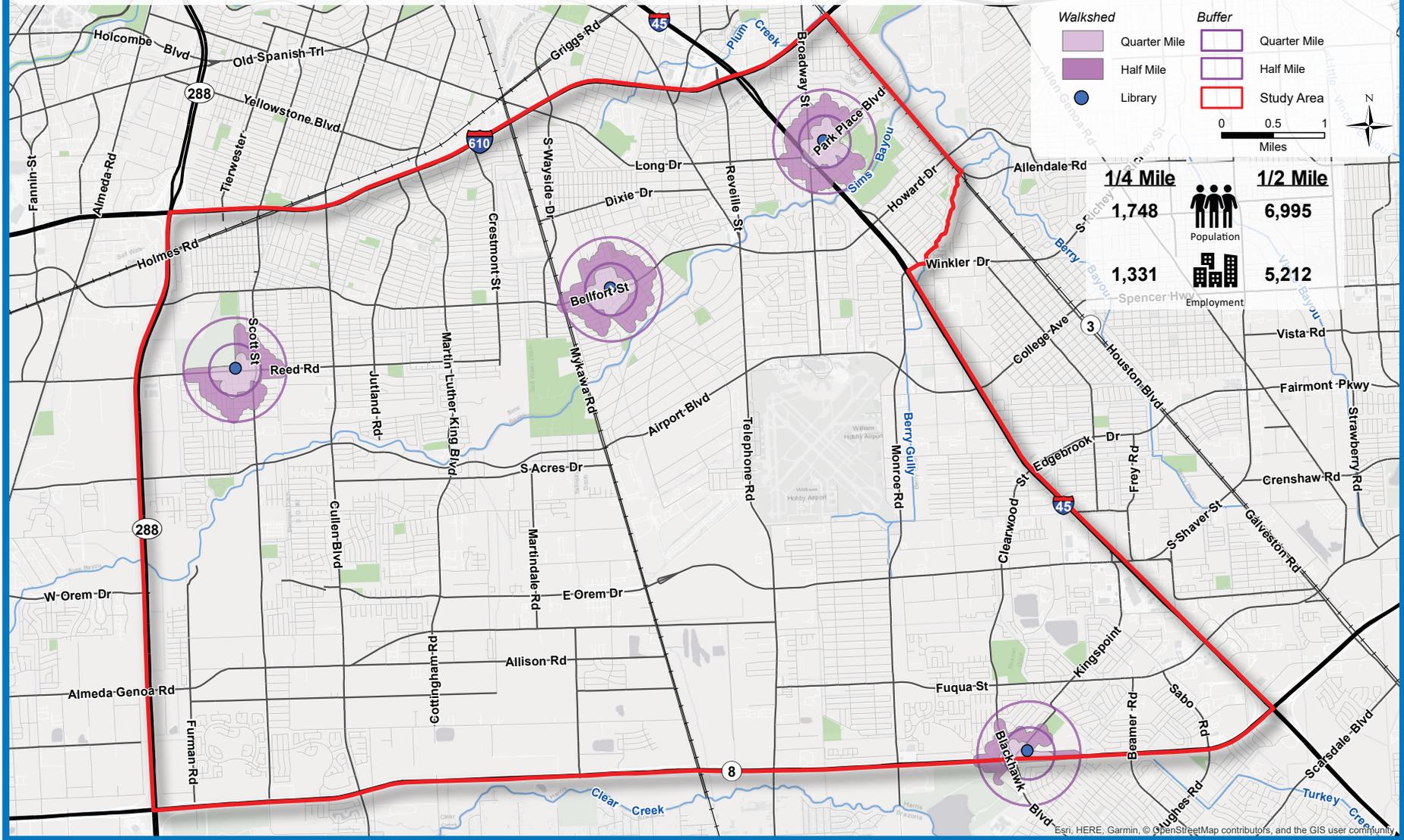
SOUTHEAST HOUSTON MOBILITY PLAN

Multi-Service Center Walkshed Analysis



SOUTHEAST HOUSTON MOBILITY PLAN

Library Walkshed Analysis



APPENDIX B: PUBLIC INVOLVEMENT SUMMARY

COMMITTEE MEETING #1 - MAY 24, 2018



KICKOFF STEERING AND TECHNICAL COMMITTEE MEETING

Southeast Houston Mobility Plan

Date: Thursday, May 24, 2018

Time: 5:30pm-7:00pm

Meeting Location: Harbach-Ripley Neighborhood Center

ATTENDEES

Melissa Beeler, City of Houston
Paresh Lad, City of Houston
Wu Ying, City of Houston/PDD
Khang Nguyen, City of Houston/HPW/TDO
Sharon Moses-Burnside, City of Houston
Cheryl Mergo, H-GAC
Gusta Booker, District D, TIRZ 8
Anita Hollamn, COH/TDO
Charles U. Airiohuodion, TXDOT
Jonathan Brooks, Link Houston
Rodney Jones, TIRZ 26
Roxis McKinney, District D
Raul Diaz, Rev. Park Place CC

Tom Brents, Hobby Airport District
Don Huml, TIRZ 08
Mary Roberts, District D
Jennifer Ostlind, City of Houston
Amar Mohite, Harris County Precinct One
Chelbi Mims, One World Strategy Group
Priya Zachariah, METRO
Beth White, Houston Parks Board
Tracy Stephens, Gulfgate TIRZ, Sunnyside
Kurt Schulte, Walter P. Moore
Louis Cutaia, Walter P. Moore
Luis Guajardo, Asakura Robinson
Zakcq Lockrem, Asakura Robinson
Saima Musharrat, Asakura Robinson

COMMITTEE DISCUSSION GOALS

1. Engage the community to understand mobility issues.
2. Build on previous plans.
3. Provide engaging and accessible activities which encourage broad-based participation.
4. Develop an implementation strategy.

AGENDA

1. Bus tour
2. Welcoming attendees and sign-in
3. Elected officials' welcome remarks
4. Presentation
5. Facilitated stations
6. Regroup, remarks, Q&A



JUNE 2018 1

BUS TOUR

An hour-long bus tour started from Harbach-Ripley Neighborhood Center and took the committee members through the study area for an overview of existing conditions. The route included segments of Dixie Dr, Park Place Blvd, Broadway St, Airport Blvd, Scott St, and frontage of 610. The intent was to call attention to representative mobility issues throughout the study area, including congestion and multimodal conflicts on Broadway St and other segments near IH 45, the important role of Hobby Airport as a regional destination, the planned intersection treatments and greenspace by Houston Parks Board along Sims Bayou Trail, and the need for evaluating existing intersections, sidewalks, and bus stops near the planned Sunnyside multi-service center, general roadway and sidewalk conditions throughout the community, and the limitations of access and connectivity within local neighborhoods.

MEETING NOTES

The meeting kicked off with a round of introductions that included committee members, elected and appointed officials, city staff, and consultant teams, followed by feedback of the hour-long bus tour that took place before the meeting. Several comments from the committee members included:

- The new Sunnyside Community Center will be built on Reed Road,
- Bellfort Ave. from MLK to 288 needs improvements,
- Scott Blvd/Airport and other streets are getting extra traffic from 288 expansion,
- Telephone Road- pavement failure due to truck traffic,
- Investment in the Study Area has not kept up with the community's need,
- Need for comprehensive policy that includes land use, parking, streetscape, etc. and
- Hobby Livable Centers Study as a resource.

Afterwards, a 15-minute presentation by Kurt Schulte oriented the committee members about the study area, project goals, timeline, and examples of study recommendations. The presentation ended with a group exercise that asked the following questions for input.

1. What does success look like in this project?

- Improved enforcement of existing policies and ordinances - participants voiced concerns about the city not enforcing existing policies and ordinances in various communities within the study area and the need to start there.
- Improved access to services and programs - the study area has many different communities with varying levels of assets. Participants suggested a more interconnected study area should focus on enhancing mobility to existing services and programs, as well as increased connections between neighborhoods.
- Improved coordination with utilities and examination of pedestrian obstructions - natural and man-made barriers are prevalent throughout the study area and participants inquired about the project team's coordination with freight and energy sectors to develop realistic solutions.
- Improved streets and sidewalks with asphalt - neighborhoods with industrial uses are dealing with degraded pavement conditions that do not lend themselves to low-cost multimodal restriping and may be costlier than estimated in city-wide plans. This plan should identify conditions on these corridors that have been identified for transit, bike, and/or pedestrian amenities to better estimate costs.

2. Indicate your most important mobility goals.

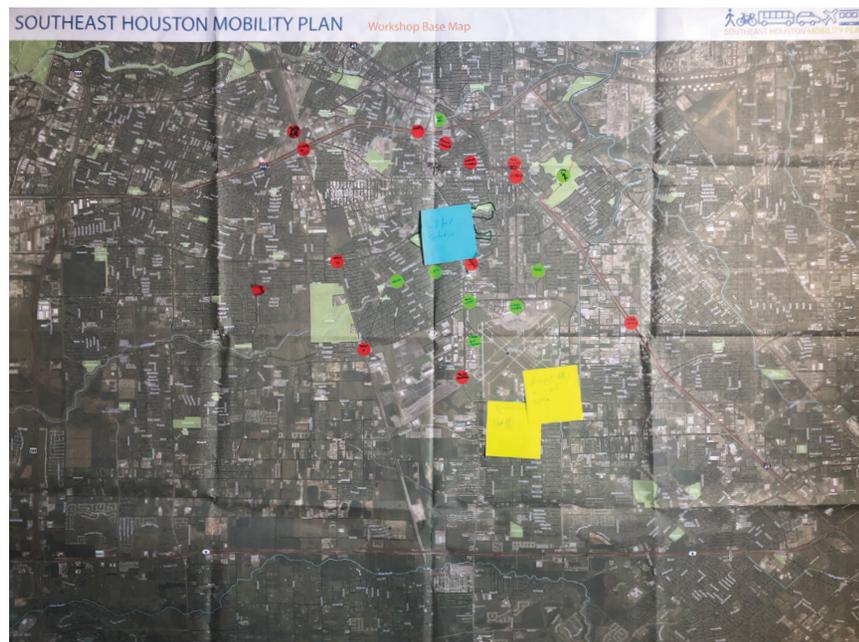
- Connected communities - fragmented communities throughout the study area could be improved through mobility recommendations.
- Comprehensive drainage plan for streets - underground infrastructure investments are stifling revitalization opportunities.
- Multimodal mobility options for all road users - people in the study area walk, bike, and ride transit more than in other areas of the city yet the roadway infrastructure does little to support these transportation needs.
- Pedestrian safety on streets and transit stops - areas leading to transit stops remain unsafe, through lack of sidewalks, lighting, and maintenance of right of way.
- High visibility on crosswalks - better signage to motorists and cyclists about pedestrian crossing areas.
- Understand mobility patterns in the Study Area - does the roadway network support people passing through the study area or support people living in the study area?
- Educate residents about the recommendations
- Access to and from, and within the Study Area
- Identify immediate impact projects as well as long-term projects - the implementation component of the plan should clearly delineate between long term aspirational investments and those catalytic projects that can make an immediate impact to people's current transportation needs.
- Ensure share of City of Houston maintenance budget - as the City of Houston revises its maintenance obligations throughout the city, communities in the study area should be prioritized for the legacy of neglect that exacerbated issues and costs.
- Coordinated and phased investment strategy
- Leverage resources from TIRZ and Management District
- Create a resource pool from City, County and METRO - leverage partnerships and align resources to maximize impact.



1. Identify key transportation gaps in the community. What major destinations (parks, schools, job centers, trails, etc.) should this project work to improve transportation choices to? (Use the Map in the next page to identify places)

This activity asked the committee members to use green dots to identify the major destinations and red dots to identify the gaps on the map. Participants identified the existing schools, parks, Hobby airport, and 1940 Air Terminal Museum as the major attractors in the study area. The upcoming mixed-use development at Bellfort Station in the Hobby Area Management District was identified as a major destination in near future, which will also generate high traffic volume. Several gaps identified in the study area included:

- Truck traffic on Telephone Road,
- Congestion around Ortiz Middle School,
- Dangerous intersection at I-45 frontage road and College Ave,
- Unsafe design of traffic circle on Park Place Blvd,
- Stray dogs in the neighborhood at the Park Place Blvd and Reveille St,
- Traffic congestion on Woodridge Dr,
- Connectivity issue to I-610 from Mykawa St.



4 SOUTHWEST HOUSTON MOBILITY PLAN

2. What are the biggest challenges and opportunities to mobility in this area?

Committee members identified the following challenges to mobility in Southeast Houston:

- Infrastructure in need of repair,
- Lack of bike connectivity and safety,
- Drainage and open ditches,
- Unequal distribution of resources to invest in different neighborhoods,
- Mixture of land uses that makes it difficult to design for different traffic volumes ,
- Need focus on all streets,
- Lack of connections to civic destinations and business centers via transit,
- Average driving distance in the study area may be longer (need to be looked at),
- Access to transit is limited by the missing sidewalks and prevalence of open ditches,
- HISD transportation service provided to households 2 miles away from schools where families living within that boundary are caught between no bus service and poor multimodal options,
- Limited mobility options for aging residents,
- Lack of transit in the neighborhood retail and business,
- Rigorous collaboration between METRO and rideshare options missing, and
- Proposed SH35 as a divider in the community.

Several opportunities identified by the members included:

- Proximity to Sims Bayou Greenway and open space along the bayou,
- Proximity to Hobby airport, NRG stadium, 2 LRT stations,
- Low congestion compared to the city,
- Availability of wide Right-of-Way,
- Road diet options to be implemented on the current wide lanes,
- Microcosm of City of Houston,
- Active participants in neighborhoods,
- Better connectivity options in bike plan,
- Identify neighborhood-level generators,
- Build on existing mobility planning in the Study Area, and
- Animal control.

COMMITTEE MEETING #2 - JULY 24, 2018



2ND STEERING AND TECHNICAL COMMITTEE MEETING

Southeast Houston Mobility Plan

Date: Tuesday, July 24, 2018

Time: 3:00pm-5:00pm

Meeting Location: Sunnyside Multi-Service Center

ATTENDEES

Melissa Beeler, City of Houston
Paresh Lad, City of Houston
Anita Hollman, HGAC
Stephan Gage, HGAC
Jonathan Brooks, Link Houston
Jennifer Ostlind, City of Houston
Amar Mohite, Harris County Precinct One
Toby Stephens, Hobby Airport District
Regina Lindsey, Hobby Airport District
Tom Brents, Garden Villas
Maria Town, City of Houston Mayor's Office of People with Disabilities
Kay Barbour, South Belt Ellington Chamber
Gusta Booker, GSM Uplift
Leroy West, Super Neighborhood 71/76

Susan Jaworski, METRO
Khang Nguyen, City of Houston Public Works
Jessica Wiggins, BikeHouston
Don Huml, TIRZ 08
Lisa Kasianovitz, Houston Parks Board
Roxie McKinney, Sagemont
Charles Airishunodion, TxDOT
Chelbi Mims, One World Strategy Group
Tracy Stephens, Gulfgate TIRZ, Sunnyside
Bryan Brown, Walter P. Moore
Kurt Schulte, Walter P. Moore
Louis Cutaia, Walter P. Moore
Luis Guajardo, Asakura Robinson
Saima Musharrat, Asakura Robinson
Colin Rice, City of Houston Hobby Airport

COMMITTEE DISCUSSION GOALS

1. Engage the community to understand mobility issues.
2. Build on previous plans.
3. Provide engaging and accessible activities which encourage broad-based participation.
4. Develop an implementation strategy.

AGENDA

1. Greetings and introductions
2. Presentation
3. Outreach for Public Meeting
4. Map Reference Book
5. Committee Activities, Goals and Metrics
6. Regroup, remarks, Q&A



MEETING NOTES

1. Introductions

The meeting kicked off with a round of introductions that included committee members, elected and appointed officials, city staff, and consultant teams.

2. Presentation

- Project timeline status and trajectory of next steps
- Joint Committee Meeting #1 recap,
- Wikimap of the project area with comments from meeting#1, will get updated with feedback from participants in the meetings and online,
- Participants suggested including METRO's Origin/Destination Data into the wikimap (Link Houston has it cleaned up and will share); bike counts on METRO routes serving the study area; and, being mindful of the Hobby Airport area where data can be inaccurate or skewed Telephone Road- pavement failure due to truck traffic,
- Project area context maps: Bicycle Network, Capital Improvement Projects, Civic Destinations, Employment Density, Land Use, METRO Bus Routes, Major Thoroughfare and Freeway Plan, Median Household Income, Population Density, Average Daily Traffic, Crash Density. ,

3. Outreach for Public Meeting

The study's first Public meeting is announced to be tentatively scheduled for August 22, 2018 in the evening. The consultant team shared some initial thoughts on getting the word out and scheduling the public meeting, though opened the floor to discuss the item. Participants made a series of suggestions to the public meeting.

- Open House style over the course of a couple hours so people can come and go at their convenient time.
- Intro video loop with and introduction and instructions for the meeting.
- Hold preferably on a Saturday morning.
- Add short introduction about Mobility Plan. One World suggested potentially a video.
- Add food from local vendors willing to sponsor in exchange for publicity.
- Publicize meeting flyers in grocery stores and churches, in addition to the normal community and social media channels.
- Location on high-frequency bus route preferred, maybe show the bus stop on the poster/flyer; ensure the facility and access to/from the bus stop are ADA compliant at minimum .
- Should be translated in Spanish and Vietnamese, and interpreters should be available at the meeting.
- Reach out to Houston Abilities Expo to reach out to people with different abilities.
- Non-digital platforms as many people may not have access to smartphones or internet.
- Prepare a Meeting in a Box training session for stakeholders and community groups.
- Reasonable facility accommodations (i.e. Computer Assisted Real-Time Translation, CART).
- Notify COH if copies of posters needed.



4. Map Reference Book

CDS presented on the CMA H-GAC employment and population growth estimates 2015-2045. 2045. Quick facts:

- Approximately 90% of residents working in the project area come from outside and 90% of residents living there go outside the project area for work.
- Add a graphics to show the people living and working in the area.
- There was general discussion on data accuracy and new data availability.

5. Activities

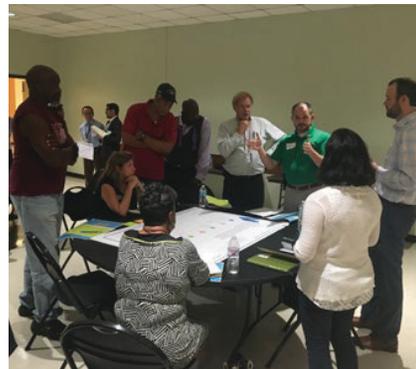
Goals:

- Improving existing substandard streets, bringing them to state of good repair
- Infrastructure designed to manage vagrant occupancy under the freeways.
- Infrastructure suitable for senior populations.
- Resilience - impact assessment of new development

Metrics:

Below is the table with participant feedback gathered at the second steering committee meeting. Participants included post-its under "how else would we measure?" and "additional thoughts?". A few of the more salient metric recommendations that stood out include:

- Resilience - Measuring mobility options during catastrophic rain events as a function of Resilience. For instance, what streets are likely to serve as evacuation routes or not likely to flood. Perhaps this also speaks to the the availability of flood emergency responders and first responder routes to safety.



JUNE 2018 3

• Neighborhood Connections - the amount of high-comfort bikeways within a quarter-mile of transit stops, parks, bayou trail heads, and other community resources. How connected are transit nodes within a quarter and half-mile of each other? And finally, how frequent are transit lines in the area and the extent of transit service within the study area.

• Regional Access -- participants suggested measuring travel times to and from major activity centers via transit and bike and include the service span of transit service in the study area in comparison to workforce needs (i.e. comparing to industry/occupation and travel patterns).

• Transportation Choices - participants encouraged the team to assess access to bike share, car share, TNCs, transit, and bike-ped facilities. It was also suggested that transit reliability be taken into account along existing services to gauge how effective these choices currently are.

• Health -- include visibility and lighting in the assessment• Resilience - impact assessment of new development

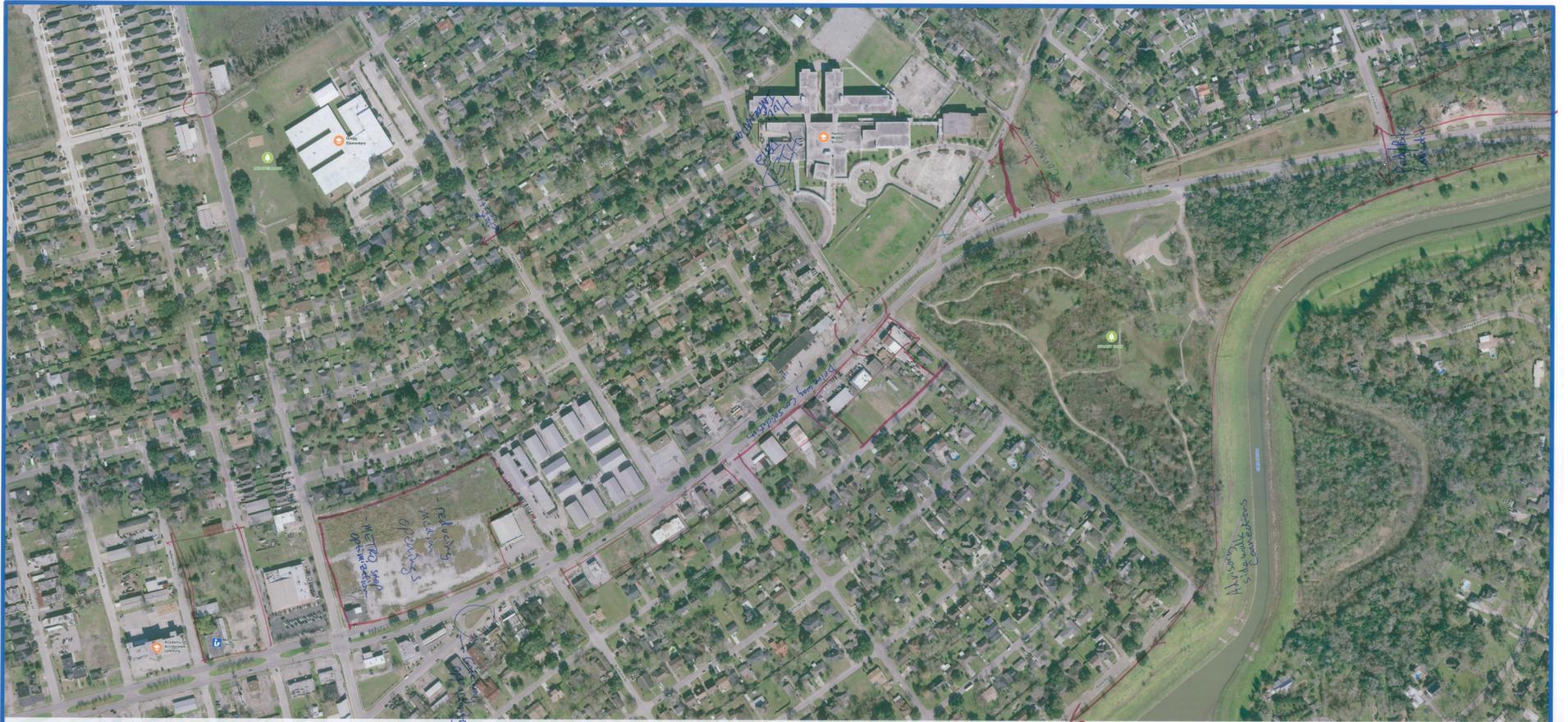
• Partnerships -- participants suggested being more intentional with reporting back on successful partnerships that lead to implementation and the cost savings



4 SOUTHWEST HOUSTON MOBILITY PLAN

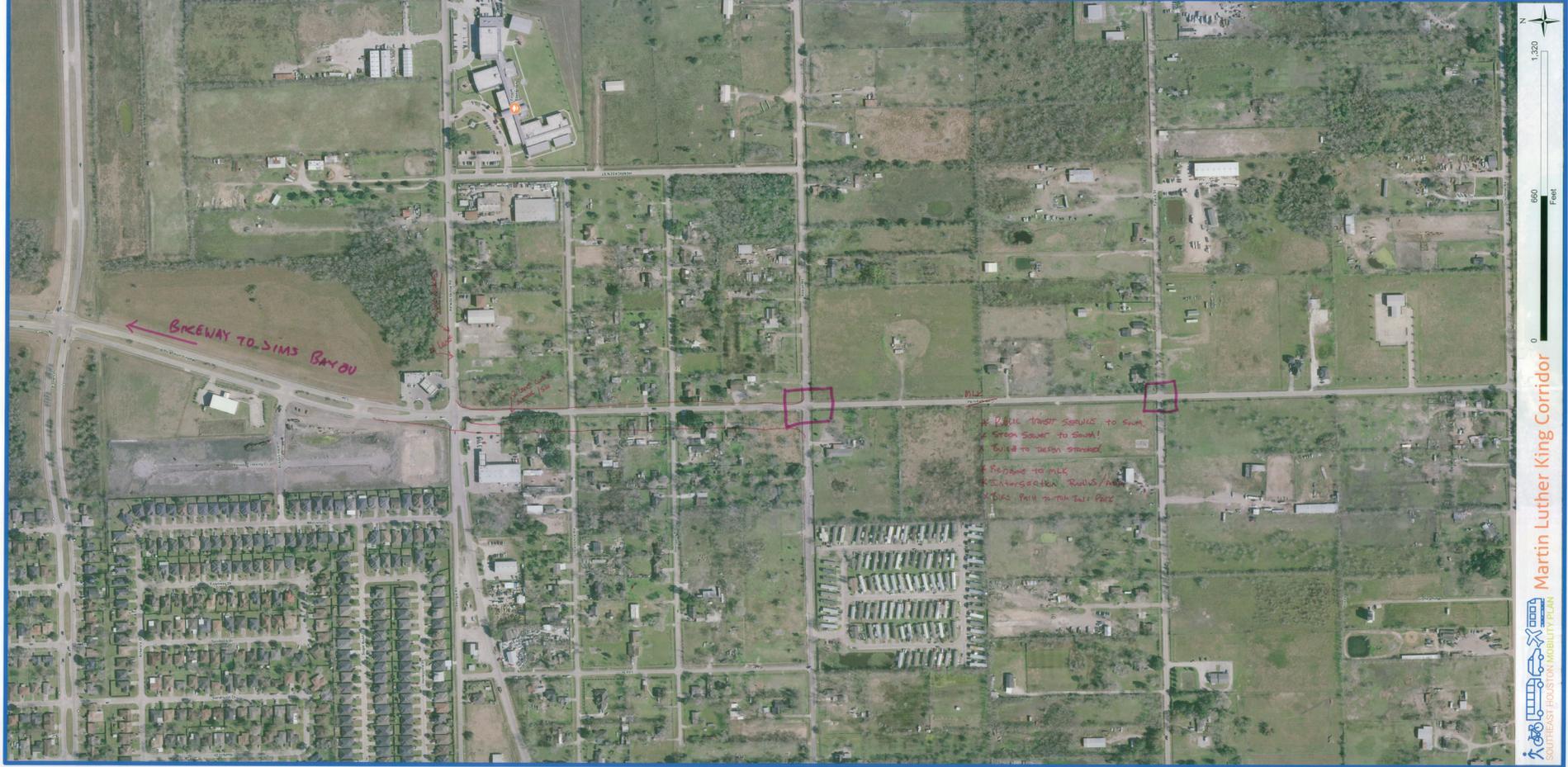
COMMITTEE MEETING #3 - OCTOBER 30, 2018

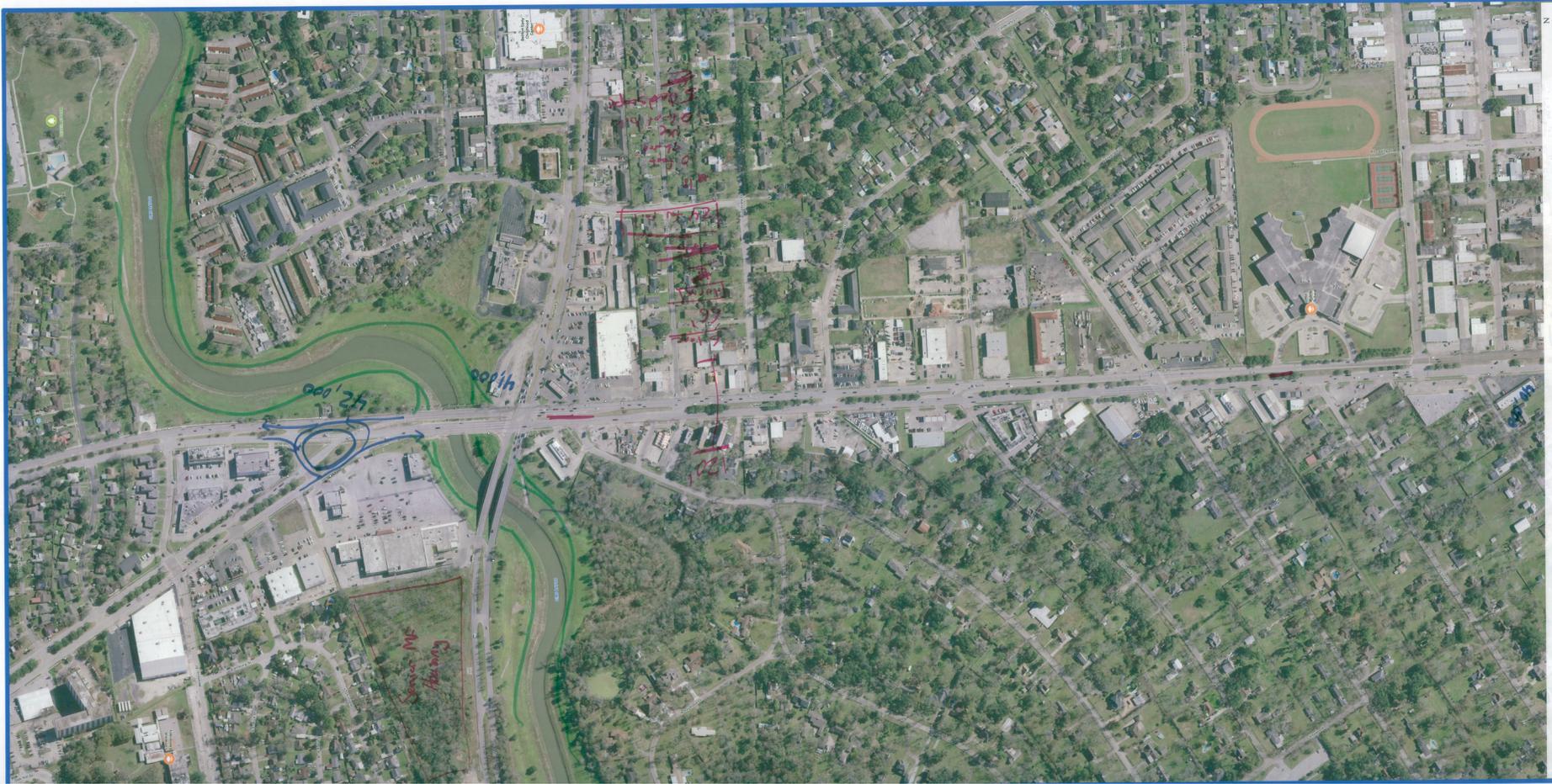




Belfort Street Corridor







Telephone Road Corridor



PUBLIC MEETING #1 - SEPTEMBER 8, 2018

SOUTHEAST HOUSTON MOBILITY PLAN

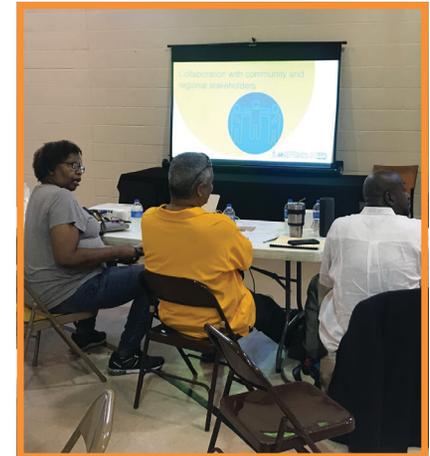
**COMMUNITY WORKSHOP
SEPTEMBER 2018
GREATER ST. MATTHEWS BAPTIST CHURCH**

PUBLIC ENGAGEMENT FRAMEWORK

The purpose of the Southeast Houston Mobility Plan is to conduct a comprehensive mobility study in the area defined as the "Southeast Houston Sub-Area," which is bound by Interstate 610 to the north, State Highway 288 to the west, State Highway Beltway 8 to the south, and Interstate 45 and Galveston Road to the east ("Area"). The Plan will be used to guide the City of Houston's short, medium, and long-term multi-modal mobility planning efforts and to identify implementation projects that will improve mobility and access in the Area.

A multi-layered approach to public involvement requires varying levels of participation from community stakeholders and the general public. The engagement approach is designed to carry on in a continuum – from those wishing to be engaged in every step of the planning process, to those simply desiring to be informed of the Plan's progress. Meaningful, two-way dialogue between the project team and the range of stakeholders is intended to cultivate ownership for the Plan's vision, goals, recommendations and implementation.

The project team is utilizing tools and strategies to develop deep understanding of the mobility challenges and opportunities in the study area by engaging residents, technical experts, community leaders, and elected officials through a steering committee, technical committee, public meetings, and pop-up tabling opportunities at community events.



1ST PUBLIC MEETING

This document is a summary of the Plan's first public meeting, held Saturday, September 8, 2018 between 9:00AM - 12:30PM at Greater St. Matthews Baptist Church within the study area in the South Park neighborhood. Over 40 people attended the meeting and provided input through a variety of stations. The meeting consisted of interactive presentations and activities that invited attendees to share transportation challenges and concerns in their community. Residents were also encouraged to visit various workstations where they contributed their thoughts and opinions on topics such as bike safety, roadway congestion, A.D.A. access, transit, walking, intersections, and overall mobility.

Over 1,000 flyers and points of contact in the weeks leading up to the event, including visits to area businesses, civic groups, and social media posts. Snacks and light refreshments were generously provided by the Houston Parks Board and the event space volunteered by church leaders at Greater St. Matthews Baptist Church.



WHAT WE HEARD

GOALS PYRAMID

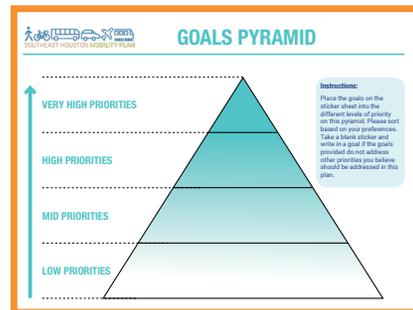
Participants were provided an opportunity to provide input on the goals of the study. This activity contained a list of goals established by community leaders and technical experts from the Joint Steering and Technical Committee. Participants were asked to sort listed goals in a pyramid hierarchy that ranged from low, mid, high, and very high priorities. Each participant received a pyramid worksheet accompanied by a sticker sheet that contained the committee's seven goals and six blank dots to write in additional goals.



Responses were counted and scored with a composite score and aggregated in the following way:

- Low = 1 point
- Medium = 2 points
- High = 3 points
- Very high = 4 points

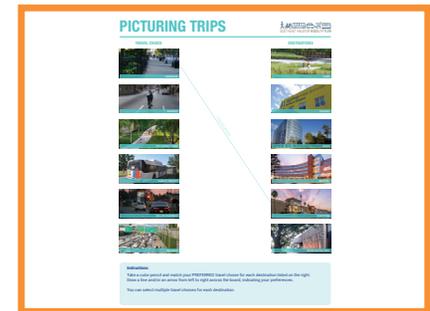
The highest ranked goals include neighborhood connections, safety, and health. People's additional write ins included recommendations to add a METRO shuttle to nearby transit centers, trash cleanup, more tree-lined streets, lighting, and sidewalk repairs.



GOAL	SCORE
CONNECTIONS	66
SAFETY	63
HEALTH	52
RESILIENCE	46
CHOICES	41
PARTNERSHIPS	29
REGIONAL ACCESS	27

PICTURING TRIPS

This station attempts to better understand the public's interest in the transportation and land use nexus. Participants were asked to identify the type of places most frequented by selecting images at the workstation and combine them with the types of transportation facilities used to access these destinations. One half of the sheet demonstrates desirable transportation facilities for these uses (highways, major roadway, transit, bikeways, complete street, off-street trails, curb extensions, raised crosswalks, etc.). Participants then were asked to draw an arrow from left to right (i.e. travel mode to destination).



The concept is to get a glimpse for how people would prefer to travel to these destinations, all things being equal in the built environment, particularly if similar conditions persisted between modes pertaining to travel times, safety, and convenience.



SIDEWALKS

Participants selected sidewalks primarily to parks, school, work and shopping destinations. A couple of participants drew lines from sidewalks down to public transit, representing the reality of riding the bus or rail.

BIKEWAYS

Participants identified bikeways as a travel mode for each of the five destinations with parks and museums receiving the higher share of the distribution and proving the most versatile travel mode on this exercise. One participant made the bikeway to public transit connection, demonstrating how she frequents museums by starting out with a bike ride from home to public transit then getting off in the Museum District.

OFF-STREET TRAIL

Not surprisingly, off-street trails were linked more closely to park destinations. A few lines also were made to medical and museums though not as much as parks. This connection reinforces the preference of



the community to use off-street trails for recreation or fitness activities rather than active commute to work or shopping trips.

PUBLIC TRANSIT

Participants connected public transportation to medical, museum, and work destinations in its overwhelming majority. A few minor lines demonstrated the preference for shopping destinations through most participants cited the need to carry large volumes of groceries as being inefficient for public transit.

MAJOR ROADWAY

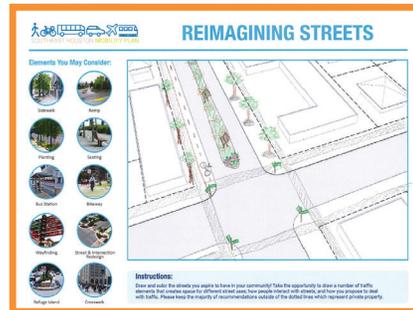
Medical and shopping were the most prevalent choices for major roadway usage. People cited the preference to use a private automobile if they were in need of visiting a doctor while ill or the ability to shop more autonomously by not having to depend on a bus schedule or having to carry items onto a bus.

HIGHWAY

Selected the least in this exercise, highways were primarily identified for work, medical, and shopping trips. Most participants manifested minimal preference for using highways in all things being equal scenario though that is contrary to the mobility choices people make on a daily basis.

RE-IMAGINING STREETS

This activity provided an opportunity for people to creatively design their street. Sheets with a city block in perspective view were provided to color and draw what the public right of way should resemble. The sheet included an outline of a street and buildings, intended to give people a canvas to reflect their ideas onto.



PUBLIC COMMENT MAP

This activity is the analog version of the digital wikimap station that asked participants to include public comments pertaining to the five online categories (i.e. roadway, intersection, bicycle, pedestrian, or safety). Participants were able to identify mobility and access issues on the map by placing a numbered color dot on the map and list their comment on the side of the map where a number is listed to correspond with each dot placed on the map.

50 total comments were collected through this exercise and were added as input to the online wikimap by the project team.

ROADWAYS

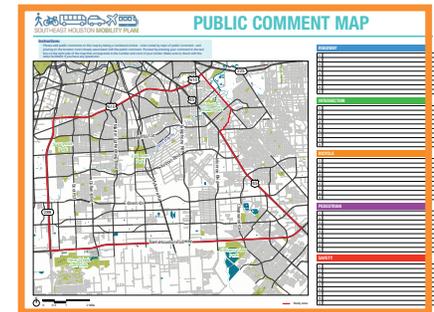
A total of eighteen comments were captured for roadways. Comments here reflect the public's desire for complete reconstruction of streets rather than patchwork repairs and repaving. Various east-west arterials were identified as needing repairs from Cullen to U.S. Highway 288, in addition to north and south arterials the entire study area (MLK, Cullen, and Scott). Participants also encouraged road reconstruction projects to better deal with ponding and flooding, with a preference away from open ditches.

INTERSECTION

Only four comments were made for intersections. Participants flagged the most dangerous and crash-prone areas here that include Cullen at Belfort and Belfort at Crestmont.

BICYCLE

Ten comments were captured for bicycles in this exercise. The predominant requests favored enhancing neighborhood connections to Sims Bayou off-street trails; providing protected bikeways or enhancing the separation on major arterials such as Belfort and Cullen; and, improving maintenance and overgrown landscaping near Sims Bayou trails.



PEDESTRIAN

Eight comments were made for pedestrian features. Comments overwhelmingly reflective of landscaping and maintenance issues on existing sidewalks throughout the study area. Participants also identified Cullen and Reed as the sight of multiple hit and runs and expressed an interest in connecting neighborhoods on the edges of the study area to regional parks and destinations adjacent to the project study area (i.e. El Franco Lee Park and Robert Stuart Park).

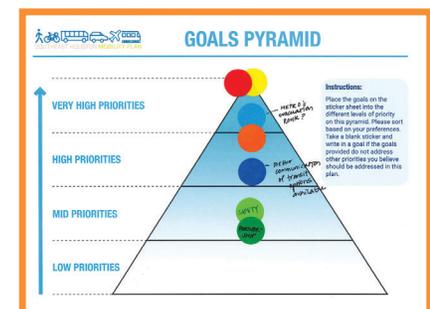
SAFETY

Ten safety comments were captured in this exercise. Participants suggested more traffic calming measures are needed in neighborhood streets that connect to arterials (i.e. minor collectors). Cullen Blvd. was flagged for various accident-prone areas, particularly near Reed Rd. Participants also suggested enhancing lighting and visibility by better maintenance that could allow people to make more use of existing sidewalks.



WORKSHOP DOCUMENTATION

GOALS PYRAMID



PUBLIC COMMENT MAP

REIMAGINING STREETS

Elements You May Consider:

- Walkway
- Bike Lane
- Planting
- Street Lighting
- Bus Station
- Benches
- Wayfinding
- Street & Intersection Design
- Public Space
- Greenway

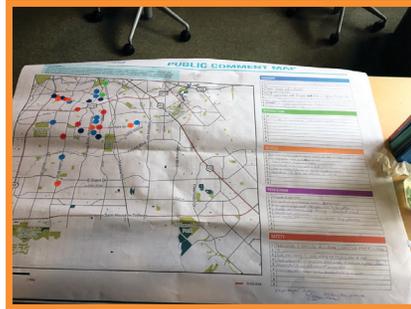
Instructions:
Draw and color the streets you agree to have in your community! Take the opportunity to draw a number of useful elements that create space for different modes and have people think with clarity and have your project stand out with clarity. Please keep the majority of recommendations outside of the dotted lines which represent private property.

REIMAGINING STREETS

Elements You May Consider:

- Walkway
- Bike Lane
- Planting
- Street Lighting
- Bus Station
- Benches
- Wayfinding
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REIMAGINING STREETS

Elements You May Consider:

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- Wayfinding
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PUBLIC MEETING #2 - FEBRUARY 6&9, 2018

SOUTHEAST HOUSTON MOBILITY PLAN

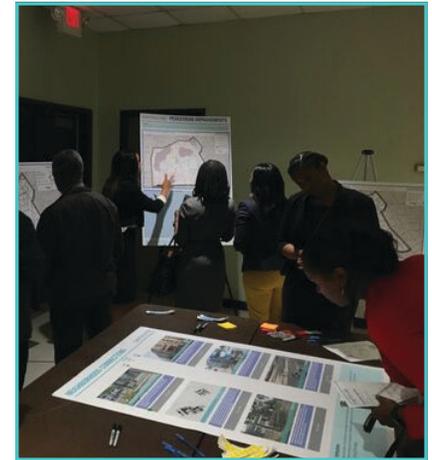
**COMMUNITY WORKSHOP
FEBRUARY 2019
SUNNYSIDE MULTISERVICE CENTER &
CHARLTON COMMUNITY CENTER**

**PUBLIC
ENGAGEMENT
FRAMEWORK**

The purpose of the Southeast Houston Mobility Plan is to conduct a comprehensive mobility study in the area defined as the "Southeast Houston Sub-Area," which is bound by Interstate 610 to the north, State Highway 288 to the west, State Highway Beltway 8 to the south, and Interstate 45 and Galveston Road to the east ("Area"). The Plan will be used to guide the City of Houston's short, medium, and long-term multi-modal mobility planning efforts and to identify implementation projects that will improve mobility and access in the Area.

A multi-layered approach to public involvement requires varying levels of participation from community stakeholders and the general public. The engagement approach is designed to carry on in a continuum – from those wishing to be engaged in every step of the planning process, to those simply desiring to be informed of the Plan's progress. Meaningful, two-way dialogue between the project team and the range of stakeholders is intended to cultivate ownership for the Plan's vision, goals, recommendations and implementation.

The project team is utilizing tools and strategies to develop deep understanding of the mobility challenges and opportunities in the study area by engaging residents, technical experts, community leaders, and elected officials through a steering committee, technical committee, public meetings, and pop-up tabling opportunities at community events.



2ND PUBLIC MEETING

This document is a summary of the Plan's second public meetings, held Wednesday February 6, 2019 at the Sunnyside Multiservice Center and Saturday, February 9, 2019 at the Charlton Community Center. Both meetings were held within the study area, in the Sunnyside and Park Place neighborhoods respectively. Over 100 people attended this round of workshops and provided feedback through a variety of stations. The workshop consisted of a presentation and interactive table sessions focused on presenting the consultant team's findings and draft recommendations for improved mobility. Residents were encouraged to review and discuss the recommendations at different stations where they could leave public comments on their preferences related to roadway congestion, safety, public transit, and bicycle and pedestrian facilities.

WHAT WE HEARD

ENGAGEMENT AND GOALS

Participants were provided an opportunity to provide feedback on the goals of the study that were developed from the results of the first public meeting and with guidance by the project's steering committee. This activity contained the results of the Goals Pyramid activity from the first Public Meeting and asked participants if this listed goals and their ranking were consistent with their priorities. Each participant received a feedback form, which included questions asking if the results reflect their priorities and needs. This station included boards with the goals exercise recreated and the results, in addition to a map of public comments logged online.

Overall, participants supported the community driven results and felt the feedback from the first meeting reflected their priorities and needs. Trends emerged in participant responses, many reiterating the highest ranked goals from the first meeting. Comments providing support and further input regarding connectivity, transit access, safety and resilience were the most prominent.

Additionally, many participants addressed the overlap of many of the goals, and that neighborhood projects could address multiple concerns, such as increased bus/metro routes increase access, transportation choice and impact the areas safety.



ENGAGEMENT & GOALS STATION

Neighborhood Connections

Improve transit service, increase transit access, and improve transit safety.

Regional Access

Improve transit service, increase transit access, and improve transit safety.

Transit Options

Improve transit service, increase transit access, and improve transit safety.

Health

Improve transit service, increase transit access, and improve transit safety.

Safety

Improve transit service, increase transit access, and improve transit safety.

Resilience

Improve transit service, increase transit access, and improve transit safety.

Equity/Inclusion

Improve transit service, increase transit access, and improve transit safety.

EXERCISE

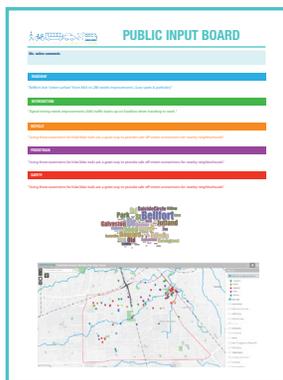
GOALS PYRAMID

INPUT

GOALS & PRIORITIES

RESULTS

GOAL	SCORE
Neighborhood Connections	41
Regional Access	21
Transit Options	7
Health	21
Safety	3
Resilience	8
Equity/Inclusion	15



PICTURING CONNECTIONS

This station was designed to better understand what type of neighborhood connections are preferred in the community. Connections were the favored goal at the first public meeting and the project team intended to better understand people's preferred mobility choices in accessing nearby retail, schools, employment, parks, transit and services by displaying precedent images of different mobility options. Participants had the opportunity to rank each with a low, mid, or high interest through an assortment of color dots. The neighborhood connections were:

- high quality sidewalks, crosswalks, and bikeways
- closer destinations, infill, and mixed use development
- street connectivity
- microtransit (flexible service/on demand)
- bike share
- scooters

Each participant was provided with red, yellow, and green sticker dots which corresponded with the priority levels and ranked each image by placing a color sticker next to each image. The responses were counted and scored below. The highest ranked characteristics/amenities included high quality sidewalks, crosswalks and bikeways; closer destinations, infill and mixed use development; and microtransit.

NEIGHBORHOOD CONNECTIONS

Low
Priority
High

LOW PRIORITY

LOW PRIORITY

LOW PRIORITY

LOW PRIORITY

LOW PRIORITY

LOW PRIORITY

Instructions: Place one sticker of your choice on each image in the "vote box" section. Rank by low priority, yellow is medium priority, and green is high priority. Please feel free to take a photo and post to the bottom of the exercise if we want to share additional comments on any of the images above. Thank you! #SEH2021 0211 10:00

NEIGHBORHOOD AMENITY	HIGH	MID	LOW
HIGH QUALITY SIDEWALKS, CROSSWALKS, BIKEWAYS	41	0	0
CLOSER DESTINATIONS, INFILL, MIXED USE DEVELOPMENT	21	1	1
STREET CONNECTIVITY	7	8	0
MICRO- TRANSIT	21	3	0
BIKE SHARE	3	8	15
SCOOTERS	1	2	17

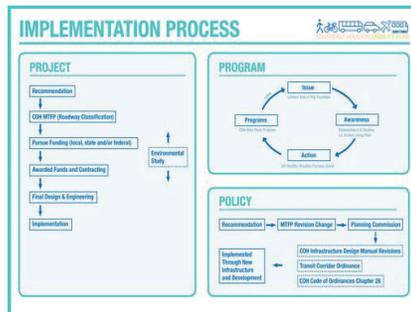


NEIGHBORHOOD CHAMPIONS

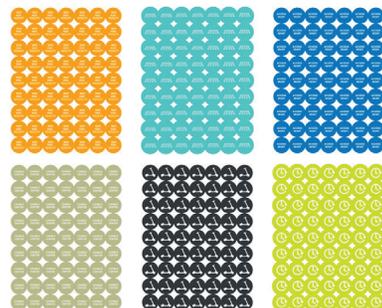
This station included the typical steps and process required to implement recommended projects, policies, and programs through a series of diagrams. This is intended to inform participants of the different stages and gauge their interest in becoming neighborhood champions at the policy, program, or project level. This station will also feature information on current and ongoing transportation initiatives in the study area, to connect participants to other interests such as the planned MLK Bikeway, METRO's Long Range Plan, and TxDOT's Call for Projects on Safe Routes to School.

MOBILITY TOOLBOX

Participants at this station reviewed maps addressing a variety of improvements for roadways, intersections, transit service, bicycle networks or pedestrian connectivity. Similar to previous stations, participants were then asked to place their preferred Mobility Solutions stickers on the corresponding map where they would like to see improvements made. Participants were also encouraged to provide feedback on their top three priority projects via written comments. The goal of the station was to identify the most crucial and transformative mobility solution projects for the study area.



MOBILITY STICKERS



ROADWAY IMPROVEMENTS

A total of eight comments were captured for roadways. Comments here indicated high priority areas for road improvements from general repair, widening, and the addition of sidewalks and bikeways along particular roadways and new construction. Various arterials were identified such as Mykawa, Belfort, Jutland and Reed Street, with a particular comment requesting Fuqua Street be built out to connect to Telephone.

TRANSIT IMPROVEMENTS

Twelve comments were collected regarding transit improvements. Comments referenced a need for neighborhood connectivity to clinics, Hobby airport and additional circular services. A desire for extended service hours was indicated as well. Expansion of the Red Line/LRT was mentioned multiples times with varying levels of support.

INTERSECTION IMPROVEMENTS

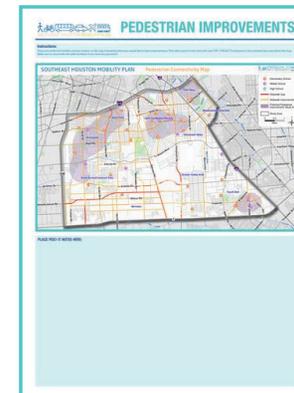
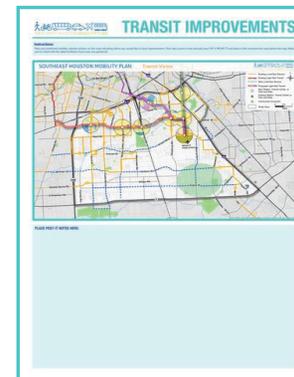
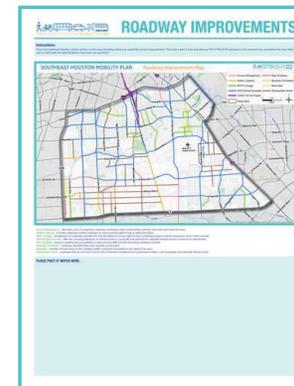
Each of the seven comments collected called for improved intersections with dedicated turn lanes or better traffic signaling. In addition, one participant expressed the need for ADA crosswalks and traffic signals. A variety of specific intersections were identified such as: Cullen and Kennedy Heights Blvd, 820 and Black Rock Road

PEDESTRIAN IMPROVEMENTS

Twelve participants provided commentary for pedestrian improvements. Comments overwhelmingly addressed lack of connectivity or gaps in sidewalks throughout the study area. Participants were concerned with neighborhood safety for all, but particularly for those around schools or with mobility needs and ADA compliance.

BICYCLE IMPROVEMENTS

Two comments were captured for bicycle improvements. Comments here reflect the impact better and more connected bike trails could have on the community. Safe travel by bike could improve neighborhood connectivity, and allow choice in transportation to neighborhood and retail jobs or the workplace and connected to Hobby Airport.





WORKSHOP DOCUMENTATION

- AGENDA AND ROOM LAYOUT
- ENGAGEMENT AND GOALS
- PICTURING CONNECTIONS
- NEIGHBORHOOD CHAMPIONS
- MOBILITY TOOLBOX WALL





2ND PUBLIC MEETING

WEDNESDAY, FEBRUARY 6, 2018
 6:00PM - 8:00PM
 SUNNYSIDE MULTISERVICE CENTER
 9514 CULLEN BLVD, HOUSTON, TX 77035

AGENDA

- 6:00-6:20 — SIGN-IN & REGISTRATION
- 6:20-6:40 — WELCOMING REMARKS & PRESENTATION
- 6:40-7:30 — WORKSHOP STATION ACTIVITIES
- 7:30-7:45 — Q&A AND NEXT STEPS

THANK YOU



2ND PUBLIC MEETING

SATURDAY, FEBRUARY 9, 2018
 9:30AM - 11:30AM
 CHARLTON COMMUNITY CENTER
 8200 PARK PLACE BLVD, HOUSTON, TX 77017

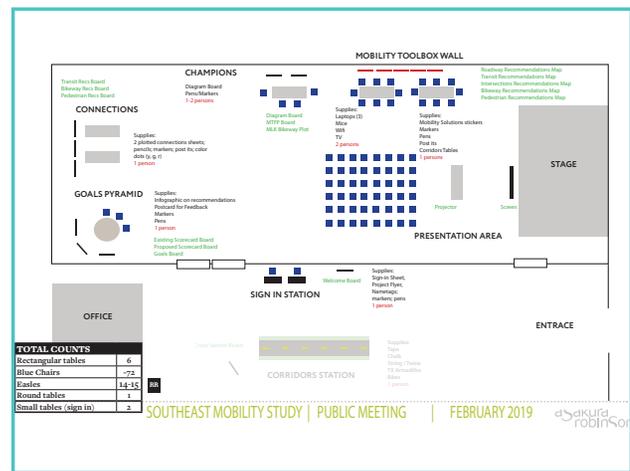
AGENDA

- 9:30-10:00 -- SIGN-IN & REGISTRATION
- 10:00-10:30 -- WELCOMING REMARKS & PRESENTATION
- 10:30-11:15 -- WORKSHOP STATION ACTIVITIES
- 11:15-11:30 -- Q&A AND NEXT STEPS

STAY INVOLVED!

Melissa Beeler, City of Houston, Transportation Planner
 (832)393-6642 | Melissa.Beeler@houstontx.gov

<http://www.houstontx.gov/planning/transportation/CMP/Southeast-mobility-plan/index.html>



ENGAGEMENT & GOALS STATION



<p>Neighborhood Connections Improved access to surrounding amenities and facilities from the existing neighborhood.</p>	<p>Regional Access Improved travel time and connectivity along major corridors within the study area and to major employment centers and destinations.</p>	<p>Transportation Choices Increase transportation choices that meet the needs of all residents now and in the future.</p>	<p>Health Promote a healthy, active lifestyle.</p>	<p>Safety Design and maintain transportation infrastructure that is safe for all users.</p>	<p>Resilience Incorporate urban transportation management into transportation infrastructure plan to maximize resiliency and create a more resilient Southeast Houston.</p>	<p>Partnerships Pursue collaborative opportunities that maximize resiliency, quality, resiliency, and mobility.</p>
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EXERCISE → INPUT → RESULTS



GOAL	SCORE
NEIGHBORHOOD CONNECTIONS	66
SAFETY	63
HEALTH	52
RESILIENCE	46
TRANSPORTATION CHOICES	41
PARTNERSHIPS	39
REGIONAL ACCESS	37

PLACE POSTCARDS HERE

PUBLIC INPUT BOARD

- NO online comments**
- ROADWAY**
 "Bellfort Ave "street surface" from ALR to 28th needs improvements. Lane spots & parking"
- INTERSECTION**
 "Improving street improvements AMI (with) back up on Sunline when traveling to work"
- ROUTE**
 "Using these assessments for bike/bike trails are a great way to provide safe off street connections for nearby neighborhoods"
- PEDESTRIAN**
 "Using these assessments for bike/bike trails are a great way to provide safe off street connections for nearby neighborhoods"
- SAFETY**
 "Using these assessments for bike/bike trails are a great way to provide safe off street connections for nearby neighborhoods"



ONLINE COMMENTS SUMMARY

COMMENT TYPE	LOCATION	COMMENTS	COMMENT DATE	LATITUDE	LONGITUDE
Intersection	IH 45 Frontage and College Ave	Dangerous Intersection	7/25/2018 12:41	29.65258148	-95.2509239
Intersection	Park Place Blvd	Unsafe design of traffic circle	7/25/2018 12:42	29.6858433	-95.27725247
Safety	Park Place Blvd and Reveille St	Stray dogs in the neighborhood	7/25/2018 12:43	29.6853027	-95.29027728
Safety	Ortiz Middle School	Congestion around Ortiz Middle School	7/25/2018 12:44	29.66313547	-95.28753069
Roadway	IH 610 from Mykawa St	Connectivity issue to IH 610 from Mykawa St	7/25/2018 12:46	29.69148189	-95.32574635
Roadway	Woodbridge Dr	Congestion on Woodbridge Dr	7/25/2018 12:47	29.6946519	-95.29843662
Roadway	Telephone Road	Pavement failure due to truck traffic	7/25/2018 12:48	29.67856374	-95.29187398
Roadway	Belfort Ave	Belfort Ave "street surface" from MLK to 288 needs improvements. (Low spots & potholes)	7/25/2018 12:49	29.6696148	-95.36071019
Roadway	Scott St	Scott St/Airport Blvd getting traffic from 288 expansion	7/25/2018 12:49	29.66230591	-95.36826329
Roadway	Airport Blvd	Scott St/Airport Blvd getting traffic from 288 expansion	7/25/2018 12:50	29.64410597	-95.377533
Roadway	Suicide Circle	This intersection under I-45 is dangerous for driving - sharp turns, unclear vision lines	9/8/2018 14:31	29.68595218	-95.2778067
Bicycle	Suicide Circle	Children that are zoned to the nearby schools have a hard time crossing this intersection, having a safe bicycle route would be helpful.	9/8/2018 14:32	29.68580305	-95.27721661
Pedestrian	Suicide Circle	Traffic coming at all times - hard for pedestrians to safely cross to get to the nearby park and schools.	9/8/2018 14:34	29.68586597	-95.27731049
Intersection	Belfort and Westover	Dangerous intersection near school - intersection could be redesigned = hard line of sight for motorists	9/8/2018 14:35	29.67237449	-95.30131894
Intersection	MLK & Griggs	Traffic Signal Timing Improvements on Griggs going west (AM) time)	9/8/2018 14:35	29.69720938	-95.33655054
Pedestrian	Belfort and Westover	Need a safe crossing from school to Stuart Park	9/8/2018 14:37	29.67229991	-95.30128675
Bicycle	Sunnyside Park	Having safe bicycle/ped routes from neighborhoods to their park is important! Keep them in the plan	9/8/2018 14:40	29.66641291	-95.37094909

* No data entered



COMMENT TYPE	LOCATION	COMMENTS	COMMENT DATE	LATITUDE	LONGITUDE
Safety	Bellfort (288 to Cullen)	Standing water when it rains.	9/8/2018 14:41	29.66950753	-95.37232048
Bicycle	Old Galveston Road to Chavez High School	Consider placing a hike/bike trail, bigger than typical sidewalk, to Chavez High School. Students have a hard time walking this road and are often seen walking on the UP Railroad.	9/8/2018 14:43	29.68963263	-95.25954085
Pedestrian	Cullen (Going North & South for blocks)	Improved lighting is needed, it has been a number of Vehicle & Pedestrian interactions	9/8/2018 14:43	29.66697185	-95.35545475
Bicycle	CenterPoint Easement from FM Law Park	Using these easements for hike/bike trails are a great way to provide safe off-street connections for nearby neighborhoods	9/8/2018 14:45	29.6650052	-95.32430011
Bicycle	Bellfort (288 to Telephone)	Current bike lane can be improved.	9/8/2018 14:48	29.66915996	-95.36651081
Roadway	On Airport just east of MLK	It is a very big DIP in the road.	9/8/2018 14:51	29.64409859	-95.33368058
Roadway	On Mykawa (South of Airport to the Beltway)	The Roads are VERY bad potholes on both sides going north & south on mykawa.	9/8/2018 14:54	29.64311898	-95.31050629
Roadway	Southbank from Southford to Reed	PavementImprovements	9/8/2018 14:55	29.67432176	-95.33235015
Roadway	Bellfort to S end of Study Area	Redo Street similar to north segment	9/8/2018 14:56	29.65972278	-95.3365344
Safety	On Bellfort (From the Park to Kroger)	Flooding happens when it rain for more then 30 min	9/8/2018 14:57	29.67381114	-95.29419846
Roadway	Reed Rd (Reed @ Hemingway)	Reed needs to be extended through the park (Stuart Robert C. Park) and connected to Bellfort. Reed should continue through the park on the southeast side of park, running along side of the bayou. This will remove the speeding/ through" traffic that utilizes Waltrip."	9/8/2018 14:59	29.66845112	-95.29827542
Safety	Waltrip (bellfort to Reed)	Speed cushions are needed to (slow/ prevent) through traffic. The cushions can be used on Bullinch St too	9/8/2018 15:03	29.6670714	-95.30115075
Intersection	Bellfort (Nunn & Swallow)	Signal timing needs improvements (AM) traffic backs up on Swallow when traveling to work .	9/8/2018 15:08	29.66785449	-95.30853218

* No data entered

COMMENT TYPE	LOCATION	COMMENTS	COMMENT DATE	LATITUDE	LONGITUDE
Intersection	Bellfort (going west at mykawa)	Traffic light timing needs improvements	9/8/2018 15:10	29.66649341	-95.31784481
Roadway	Jutland from Bellfort to Reed	Dangerous Street	9/8/2018 15:44	29.66595939	-95.34882155
Safety	Bellfort from Jutland to Mykawa	There is trash on the medians from Jutland to Mykawa. There is no monitoring of the trash being placed out there. That is debilitating for the aesthetics of our community.	9/8/2018 15:53	29.66676945	-95.34848276
Safety	Bellfort Street from Jutland to MLK	Cameras needed for monitoring. Cars parked in the median which turns it into mud.	9/8/2018 15:59	29.66672749	-95.34821991
Roadway	Willow Glen between Jutland and Herschelwood	Standing water and drainage	9/8/2018 17:03	29.67193983	-95.34471714
Safety	Willow Glen between Jutland Herschelwood	Senior citizen not able to afford tree trimming	9/8/2018 17:04	29.67185127	-95.34437919
Bicycle	77033	Senior citizens need better sidewalks in 77033. We bike, walk, scooter and need better sidewalks that can't be bought with soc security	9/12/2018 16:21	29.6662556	-95.3372801
Roadway	MLK Blvd	need to connect MLK to the beltway for opportunity to bring development of retail and shopping	9/28/2018 19:03	29.61256213	-95.34092791
Intersection	Park Place and Broadway	At the intersection, which crosses under I-45 the lights are poorly timed. Exit traffic from the southbound side at Park Place often requires waiting through 2 lights at peak traffic times. Each side of I-45 is gridlocked at the "traffic circle".	10/14/2018 13:49	29.69774219	-95.26968843
Roadway	River Dr at I-45 Northbound, exiting Park Place	EVERY time ANYTHING happens on the Northbound exit from I-45 at Park Place, motorist inundate our small neighborhood of houses. We do not have sidewalks, and part of the area has deep ditches. This forces any who are biking or walking to be at risk of being hit by cars that are speeding through angry that they can't get where they are going. This happens frequently and with the construction project that is ongoing, it has become a daily ritual. It is difficult to exit our driveways when cars are blocking them lined up bumper to number. There are 2 schools to which parents and kids walk. St. Christopher church and Park Place Elementary schools are affected weekdays.	10/14/2018 13:54	29.69177746	-95.28410799

* No data entered



COMMENT TYPE	LOCATION	COMMENTS	COMMENT DATE	LATITUDE	LONGITUDE
Safety	Glenview Drive	Speed bumps on this street do not slow down the traffic. Cars are always speeding and sometimes passing up slower cars.	10/18/2018 18:45	29.6806672	-95.26578314
Intersection	*	Howard Dr and Arizona traffic light needs to be retimed to allow turns off Howard onto Arizona. Currently the signal at Howard and Arizona is timed as such that the traffic from Galveston Road completely takes up the signal time and does not allow for traffic turning off Howard onto Arizona. Additionally this flow through allows excessive speeding. Also, the green light signal on Arizona at Howard is excessively long considering the traffic is coming out of a neighborhood.	10/18/2018 20:56	29.68029435	-95.26168472
Safety	*	excessive speeding of vehicles on Bonner Drive between Deeda and Alaska. Often the vehicles do not stop for the intersection STOP signs.	10/18/2018 21:04	29.67863516	-95.26702768
Intersection	*	Signal at Howard Dr and Winkler needs to have protected turn from from Winkler onto Howard-both directions. Currently one only exists when tuning off Howard onto Winkler.	10/18/2018 21:05	29.67650986	-95.26672728
Safety	*	a warning/stop flashing light needs to be installed on Galveston Rd at Fire Station 29 to let vehicles know when firetrucks or ambulances are leaving the building.	10/18/2018 21:08	29.68392957	-95.25398142
Pedestrian	*	a better bus stop needs to be installed on Galveston Rd across from Chavez H S. Currently there is only a sign post and no actual place for pedestrians to stand and wait for a bus or get off a bus.	10/18/2018 21:11	29.68523448	-95.25565512
Pedestrian	*	the home at the corner of Radcliffe and north side of Howard uses the pedestrian crosswalk as a driveway to their property. This was not the intention of the installation of crosswalks and it will cause the crosswalk to break down and become unsafe.	10/18/2018 21:13	29.68184167	-95.2598179
Safety	*	home at corner of Howard (northside) and Arizona has fencing and parked vehicles that makes it difficult for vehicles to make right on red turns from Arizona onto Howard, Visibility is extremely limited and often the vehicles have to pull into the intersection to see if they can make the turn or not.	10/18/2018 21:15	29.68046213	-95.26157743

* No data entered

COMMENT TYPE	LOCATION	COMMENTS	COMMENT DATE	LATITUDE	LONGITUDE
Roadway	*	a drop in the pavement on Radcliffe between Howard and Wier affects automobile handling when hit. Usually vehicles move to the left side of the roadway which makes it bad for oncoming traffic. The drop off affects the steering of the vehicles thus the safety issue.	10/18/2018 21:19	29.68221451	-95.2600754
Safety	*	no TXDOT lighting on feeders (north and south) along I 45 at Howard/Bellfort. Additionally no underpass lighting which is dangerous due to homeless people living under the freeways.	10/18/2018 21:23	29.67590513	-95.267601
Pedestrian	*	walkways along Galveston Road often overgrown and unsafe for young adults walking to and from school at Chavez H S.	10/18/2018 21:25	29.68306389	-95.25296687
Intersection	*	street sign needed on north side of Howard at Radcliffe	10/18/2018 21:35	29.68180993	-95.25998353
Safety	Kilkenny Drive and Cullen	Cars drive extremely fast down the road into the neighborhood. Should implment speed bumps	11/20/2018 5:13	29.62573171	-95.35599119
Safety	cullen and Kilkenny	Many cars speed on this street daily, speed bumps or more police should be visible	11/20/2018 5:16	29.62485867	-95.35582607
Safety	Swingle and Donegal	Cement Business is located here, they should be responisble for street cleaning. Lots of debri and trash in the road. road need major repair	11/20/2018 5:19	29.62105111	-95.35934781
Pedestrian	Southacres	All of this area need sidewalks. There is a school in the neighbor where kids walk from home to go to school or catch the shool bus at the school.	11/20/2018 5:20	29.62478173	-95.36419724
Roadway	Orem	Should open to the highway	11/20/2018 5:22	29.62877334	-95.36514138
Safety	Trash	The city has to do something about the dumping issue in this area. tires and debris end up in the street	11/20/2018 5:22	29.6259755	-95.3601632
Roadway	Train/tram	I think a tram should come through on this stree.	11/20/2018 5:23	29.63190683	-95.33964967
Pedestrian	Glenbrook Valley	There are almost no sidewalks in this area which is a public health hazard.	11/20/2018 16:03	29.67664036	-95.30462152
Roadway	Winkler between Howard Dr & I-45 S	Congestion caused by 4+ bus stops and 9+ street turnoffs into subdivision, apartment complexes, and businesses. Road needs to be widened to 4 lanes to allow passing.	1/5/2019 19:02	29.67643529	-95.26656634

* No data entered



COMMENT TYPE	LOCATION	COMMENTS	COMMENT DATE	LATITUDE	LONGITUDE
Safety	Alaska Dr between Baker Dr and Lenore St	Pedestrians cross train tracks at non-crosswalk areas illegally.	1/5/2019 19:27	29.68447251	-95.25510258
Pedestrian	Howard Dr & Old Galveston Rd	No train crosswalk ramp for disabled to cross train tracks.	1/5/2019 19:37	29.68487563	-95.25546468
Safety	N Bayou Dr between Alaska St & Arizona St	Speeding - need speed cushions or traffic calming devices.	1/5/2019 19:51	29.68860156	-95.25926135
Pedestrian	Old Galveston Rd & Howard Dr (Foodarama corner)	Pedestrian crosswalk signal never seems to work properly.	1/5/2019 19:56	29.68504108	-95.25505564
Intersection	Train crossing @ Howard Dr and Old Galveston Rd	Noise pollution - Trains honk horn too loud, too often, and too long around residential area.	1/5/2019 20:04	29.68483602	-95.25542042
Safety	Howard Dr between Old Galveston Rd and Winkler.	Speeding	1/5/2019 20:22	29.68476145	-95.2557101
Intersection	N Bayou Dr & E Villa St	Needs Stop sign due to speeding	1/5/2019 20:36	29.68827534	-95.26029131
Safety	N Bayou Dr & Radcliffe	Needs Stop Sign due to speeding	1/5/2019 20:53	29.68397384	-95.26203475
Safety	Barkley St between Garland and Neal	Speeding	1/5/2019 20:57	29.68386199	-95.25514684
Safety	N Bayou Dr & Neal	Needs Stop sign due to speeding	1/5/2019 22:46	29.68665822	-95.26154122
Safety	N Bayou Dr & E Villas	Needs Stop signs due to speeding	1/5/2019 22:48	29.68778601	-95.26072583
Safety	N Bayou Dr & Radcliffe	Needs Stop sign due to speeding	1/5/2019 22:49	29.68533468	-95.26336513

* No data entered

APPENDIX C

Intersection Improvement Table

ID	INTERSECTION NAME	IMPROVEMENT TYPE	COMMENT
11	Airport @ S Wayside	New Intersection	
23	Alameda Genoa @ S Wayside	New Intersection	
31	Belfort @ Crosswell	New Intersection	
33	Belfort @ Fuqua	New Intersection	
40	Belfort @ S Wayside	New Intersection	
45	Belfort @ Westover	New Intersection	HPB Recommendation
55	Brunswick Meadows @ Scott	New Intersection	
57	Cottingham @ Schurmier	New Intersection	
61	Cullen @ Schurmier	New Intersection	
68	Dixie @ Wayside	New Intersection	
70	E Orem @ S Wayside	New Intersection	
72	Fuqua @ Cottingham	New Intersection	
73	Fuqua @ Cullen	New Intersection	
78	Fuqua @ Wayside	New Intersection	
93	Park Place Elementary @ Park Place	New Intersection	Botanic Garden
94	Reed @ Crestmont	New Intersection	
95	Reed @ Jutland	New Intersection	
96	Reed @ Mykawa	New Intersection	
101	Schurmier @ Wayside	New Intersection	
102	Scott @ E Orem	New Intersection	
103	Scott @ Fuqua	New Intersection	
112	Beltway 8 @ S Wayside	New Intersection	
137	SH-288 @ E Orem	New Intersection	
44	Belfort @ Waltrip	Offset Intersection	Align with Hemingway/Safety-ADA Ramps, Enhanced Crosswalks, Sidewalk
63	Cullen @ Wilmington	Offset Intersection	Span Wire to Mast Arm/ADA Ramps
15	Alameda Genoa @ Cullen	Recently Completed	
18	Alameda Genoa @ Martin Luther King	Recently Completed	
29	Belfort @ Broadway	Recently Completed	
50	Broadway @ Dixie	Recently Completed	
52	Broadway @ Morley	Recently Completed	
53	Broadway @ Rockhill	Recently Completed	
54	Broadway @ Santa Elena	Recently Completed	
64	Cullen Blvd @ Brunswick Ln	Recently Completed	
87	Martin Luther King @ St Lo	Recently Completed	
88	Martin Luther King @ Van Fleet	Recently Completed	
1	Airport @ Broadway	Safety Improvements	Safety-Enhanced Crosswalk, Sidewalk
4	Airport @ Leitrum	Safety Improvements	Safety-ADA Ramps, Enhanced Crosswalk, Sidewalk/Trail Conenctivity
6	Airport @ Monroe	Safety Improvements	Safety- ADA Ramps, Enhanced Crosswalk
8	Airport @ Mykawa	Safety Improvements	Safety-ADA Ramps, Enhanced Crosswalk, Sidewalk/NE Curb Radius
13	Airport @ Telephone	Safety Improvements	Safety-ADA Ramps/Remove Median
17	Alameda Genoa @ Kleckley	Safety Improvements	Safety-Enhanced Crosswalk
19	Alameda Genoa @ Minnesota	Safety Improvements	Safety-ADA Ramps, Enhanced Crosswalk
20	Alameda Genoa @ Monroe	Safety Improvements	Safety- ADA Ramps, Enhanced Crosswalk
22	Alameda Genoa @ Rowlett	Safety Improvements	Safety-ADA Ramps, Enhanced Crosswalk
24	Alameda Genoa @ Scott St	Safety Improvements	Safety-Enhanced Crosswalk
35	Belfort @ Jutland	Safety Improvements	Safety-ADA Ramps, Enhanced Crosswalk
36	Belfort @ Martin Luther King	Safety Improvements	Safety-ADA Ramps, Enhanced Crosswalk



ID	INTERSECTION NAME	IMPROVEMENT TYPE	COMMENT
37	Belfort @ Mykawa	Safety Improvements	Safety-ADA Ramps, Enhanced Crosswalk, Sidewalk
38	Belfort @ Northdale	Safety Improvements	Safety-Enhanced Crosswalk
41	Belfort @ Scott	Safety Improvements	Safety-Enhanced Crosswalk
48	Brinkley @ Cullen	Safety Improvements	Safety-Enhanced Crosswalk, Sidewalk
60	Cullen @ Reed	Safety Improvements	Safety-Enhanced Crosswalk
67	Dixie @ Telephone	Safety Improvements	Safety-ADA Ramps, Enhanced Crosswalk
69	Donoho @ Mykawa	Safety Improvements	Safety-ADA Ramps, Enhanced Crosswalk, Sidewalk
75	Fuqua @ Monroe	Safety Improvements	Safety-Enhanced Crosswalk
79	Holmes @ Scott	Safety Improvements	Safety-Enhanced Crosswalk
83	Long @ Wayside	Safety Improvements	Safety-ADA Ramps, Enhanced Crosswalk
85	Martin Luther King @ Selinsky	Safety Improvements	Safety-ADA Ramps
89	Orem @ Martin Luther King	Safety Improvements	Safety-Enhanced Crosswalk
90	Orem Turnaround	Safety Improvements	Safety-ADA Ramps, Enhanced Crosswalk, Sidewalk
91	Orem Turnaround	Safety Improvements	Safety-ADA Ramps, Enhanced Crosswalk, Sidewalk
105	SH-3 @ Howard	Safety Improvements	Safety-ADA Ramps, Enhanced Crosswalk, Sidewalk/Remove Turn Median
109	Telephone @ Woodridge	Safety Improvements	Safety-ADA Ramps, Enhanced Crosswalk, Sidewalk
110	Beltway 8 @ Beamer	Safety Improvements	Safety-ADA Ramps, Enhanced Crosswalk, Sidewalk
111	Beltway 8 @ Pearland Pkwy	Safety Improvements	Safety-ADA Ramps, Enhanced Crosswalk
113	I-45 @ Airport	Safety Improvements	Safety-Enhanced Crosswalk
114	I-45 @ Almeda Genoa	Safety Improvements	Safety-Enhanced Crosswalk
115	I-45 @ Belfort	Safety Improvements	Safety-Enhanced Crosswalk
116	I-45 @ Belfort	Safety Improvements	Safety-Enhanced Crosswalk
118	I-45 @ Edgebrook	Safety Improvements	Safety-Enhanced Crosswalk
119	I-45 @ Fuqua	Safety Improvements	Safety-Enhanced Crosswalk
120	I-45 @ Monroe	Safety Improvements	Safety-Enhanced Crosswalk
121	I-45 @ Monroe	Safety Improvements	Safety-Enhanced Crosswalk
122	I-610 @ Broadway	Safety Improvements	Safety-Enhanced Crosswalk/Turning Radii-SE/SW Corner
123	I-610 @ Calais	Safety Improvements	Safety-ADA Ramps, Enhanced Crosswalk, Sidewalk
124	I-610 @ Crestmont	Safety Improvements	Safety-Enhanced Crosswalk
125	I-610 @ Cullen	Safety Improvements	Safety-ADA Ramps, Enhanced Crosswalk
126	I-610 @ Long	Safety Improvements	Safety-ADA Ramps, Enhanced Crosswalk, Sidewalk
127	I-610 @ Martin Luther King	Safety Improvements	Safety-ADA Ramps, Enhanced Crosswalk
130	I-610 @ Scott	Safety Improvements	Safety-ADA Ramps, Enhanced Crosswalk
131	I-610 @ Telephone	Safety Improvements	Safety-Sidewalk
133	I-610 @ Woodridge	Safety Improvements	Safety-ADA Ramps, Enhanced Crosswalk
134	SH-288 @ Airport	Safety Improvements	Safety-ADA Ramps, Enhanced Crosswalk, Sidewalk
135	SH-288 @ Almeda Genoa	Safety Improvements	Safety-ADA Ramps, Enhanced Crosswalk, Sidewalk
136	SH-288 @ Belfort	Safety Improvements	Safety-ADA Ramps, Enhanced Crosswalk
138	SH-288 NB @ Reed	Safety Improvements	Safety- ADA Ramps, Enhanced Crosswalk, Sidewalk

ID	INTERSECTION NAME	IMPROVEMENT TYPE	COMMENT
2	Airport @ Cullen	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps, Enhanced Crosswalk/Trailhead Connection
3	Airport @ Hansen	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps, Enhanced Crosswalk, Sidewalk
5	Airport @ Martin Luther King	Signal Head Improvement	Span Wire to Mast Arm/Safety-Enhanced Crosswalk/Trailhead
7	Airport @ Mosley	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps, Enhanced Crosswalk, Sidewalk
9	Airport @ Rosehaven	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps, Enhanced Crosswalk, Sidewalk
10	Airport @ Ruthby	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps, Enhanced Crosswalk, Sidewalk
12	Airport @ Scott	Signal Head Improvement	Span Wire to Mast Arm/Trailhead Connection/Safety-ADA Ramps
14	Almeda Genoa @ Clearwood	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps, Enhanced Crosswalk
16	Almeda Genoa @ Easthaven	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps, Enhanced Crosswalk, Sidewalk
21	Almeda Genoa @ Mykawa	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps, Enhanced Crosswalk, Sidewalk/NE Curb Radius
25	Almeda Genoa @ Telephone	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps, Sidewalk
26	Almeda Genoa @ Telephone	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps, Sidewalk, Enhanced Crosswalk
27	Arizona @ Howard	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps, Enhanced Crosswalk
28	Beamer @ Fuqua	Signal Head Improvement	Span Wire to Mast Arm/Safety- Enhanced Crosswalk
30	Bellfort @ Crestmont	Signal Head Improvement	Span Wire to Mast Arm/Safety-Enhanced Crosswalk
32	Bellfort @ Cullen Blvd	Signal Head Improvement	Span Wire to Mast Arm
34	Bellfort @ Glenloch	Signal Head Improvement	Span Wire to Mast Arm/Safety-Enhanced Crosswalk, Sidewalk
39	Bellfort @ Nunn	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps, Enhanced Crosswalk, Sidewalk
42	Bellfort @ Southbank	Signal Head Improvement	Span Wire to Mast Arm/Safety-Enhanced Crosswalk
43	Bellfort @ Telephone	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps, Enhanced Crosswalk
46	Blackhawk @ Fuqua	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps, Enhanced Crosswalk
47	Brace @ Telephone	Signal Head Improvement	Span Wire to Mast Arm/Safety- Enhanced Crosswalk
49	Brisbane @ Telephone	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps, Enhanced Crosswalk, Sidewalk
51	Broadway @ Hartford	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps, Enhanced Crosswalk, Sidewalk
56	Chaffin @ Long	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps, Enhanced Crosswalk, Sidewalk/Remove Left Turn Lane
58	Cullen @ Kennedy Heights	Signal Head Improvement	Span Wire to Mast Arm
59	Cullen @ Orem	Signal Head Improvement	Span Wire to Mast Arm/Offset Intersection
62	Cullen @ South Acres	Signal Head Improvement	Span Wire to Mast Arm



ID	INTERSECTION NAME	IMPROVEMENT TYPE	COMMENT
65	Dillon @ Telephone	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps, Enhanced Crosswalk, Sidewalk
66	Dixie @ Reveille	Signal Head Improvement	Span Wire to Mast Arm/safety-ADA Ramps
71	Fairway @ Telephone	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps, Enhanced Crosswalk, Sidewalk
74	Fuqua @ Kingspoint	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps, Enhanced Crosswalk, Sidewalk
76	Fuqua @ Sabo	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps, Enhanced Crosswalk
77	Fuqua @ Telephone	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps, Sidewalk
80	Howard @ Winkler	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps, Enhanced Crosswalk, Sidewalk
81	Joplin @ Reville	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps
82	Long @ Telephone	Signal Head Improvement	Span Wire to Mast Arm/Remove Center Median/Safety-ADA Ramps, Enhanced Crosswalk
84	Martin Luther King @ Reed	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps, Enhanced Crosswalk
86	Martin Luther King @ South Acres	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps, Enhanced Crosswalk
92	Park Place @ Reveille	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps
97	Reed @ Rosehaven	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps, Enhanced Crosswalk, Sidewalk
98	Reed @ Scott	Signal Head Improvement	Span Wire to Mast Arm/Safety-Enhanced Crosswalk
100	Reveille @ Thurow	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps
104	SH-3 @ Central	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps, Enhanced Crosswalk, Sidewalk
106	SH-3 @ Park Place	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps, Enhanced Crosswalk, Sidewalk
107	Telephone @ King's Row	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps, Sidewalk
108	Telephone @ West Over	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps
128	I-610 @ Mykawa	Signal Head Improvement	Span Wire to Mast Arm/Eastbound Curb Radius
129	I-610 @ Scott	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps, Enhanced Crosswalk
132	I-610 @ Wayside	Signal Head Improvement	Span Wire to Mast Arm/Safety-ADA Ramps, Enhanced Crosswalk
99	Reveille @ Telephone	Studied by Others	Belfort Station Study/T Intersection/Trailhead
117	I-45 @ Broadway	Studied by Others	TxDOT Intersection Study- ADA Ramps/Enhanced Crosswalk

