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1

INTRODUCTION

“This is my neighborhood. I want it to be better in every facet; transportation, health, better living conditions and mobility.”

PURPOSE & PROCESS

The purpose of this plan is to recommend a more detailed roadway design and operations than what is identified in the City of Houston Major Thoroughfare and Freeway Plan (MTFP). This plan allows for a more in-depth consideration of the existing transportation and mobility conditions, infrastructure, and development in the Southeast Houston Area.

Existing and future conditions were used to recommend mobility improvements inclusive of freight, transit and active transportation modes, including short and long-term options, capital projects and funding.

Existing conditions related to traffic, pedestrian, bicycle, parking, demographic, and economic data as well as future land use and projected population and employment was also utilized.

This section of Houston is bounded by the construction and rerouting of various roadways including Interstate 610, State Highway 288, Beltway 8, Interstate 45 and Galveston Rd. beginning in the 1950s and continuing through the 1980s.

Hobby Airport has been a major landmark in the area since 1927, with passenger flights ramping up in the 1970s.

The Sunnyside neighborhood was developed in 1912 as a community for African Americans. While many of the other neighborhoods within the study area were developed post WWII. Since 2000, most have experienced modest growth. This growth has been coupled with unconnected roads, missing sidewalks, a mixture of auto and freight truck traffic, inconsistent transit due to low density development.

By 2045, according to the Houston-Galveston Area Council (H-GAC), population in the study area is expected to increase by **50%**, households by **58%** and employment by **19%**. Traffic volumes along roadways within the study area are expected to increase by **44%**. Much of the anticipated growth is expected to occur in the southern portion of the study area and could further strain an already inadequate transit system.

Stakeholder input was gathered throughout the planning process from a steering committee, technical committee, and public meetings. Through participation on the Steering Committee, community leadership informed every step of the planning process from vision to implementation. The goals of this plan were formed directly from public contributions and demonstrate the priorities of this community. (Please reference Chapter 2: Public Engagement for details of the public involvement process).

This plan begins with defining the study area and describing background data on the sub-region. It then explores the community vision and goals followed by the recommended improvements. The final section of this plan discusses the next steps that can be taken for short, medium, and long-term multi-modal mobility planning efforts.

Community Goals

STUDY AREA

As represented in Map 1.1, the Southeast Houston study area is bound by Interstate 610 to the north, State Highway 288 to the west, Beltway 8 to the south, and Interstate 45 and Galveston Rd. to the east.

The Southeast Houston study area is unique, as many continuous roadways and residential development are located north of Sims Bayou and east of Hobby Airport. Vacant developable land and disconnected streets are located in the south-southwest portion of the study area. A major rail corridor bisects the study area north-south and is a barrier to neighborhood connectivity and regional mobility.

Commercial and office uses are situated along the major corridors and adjacent to the freeway network. Many of the major corridors in the study area are defined with wide medians and ample right-of-way. The Study Area is home to many industrial and manufacturing land uses with William P. Hobby Airport as the major employment center.

Flooding is a risk throughout the City of Houston; though the Southeast Houston Study Area fared well during recent storm events. Flooding is a concern along some major roadways as well as local neighborhood streets, making travel difficult during heavy rains.

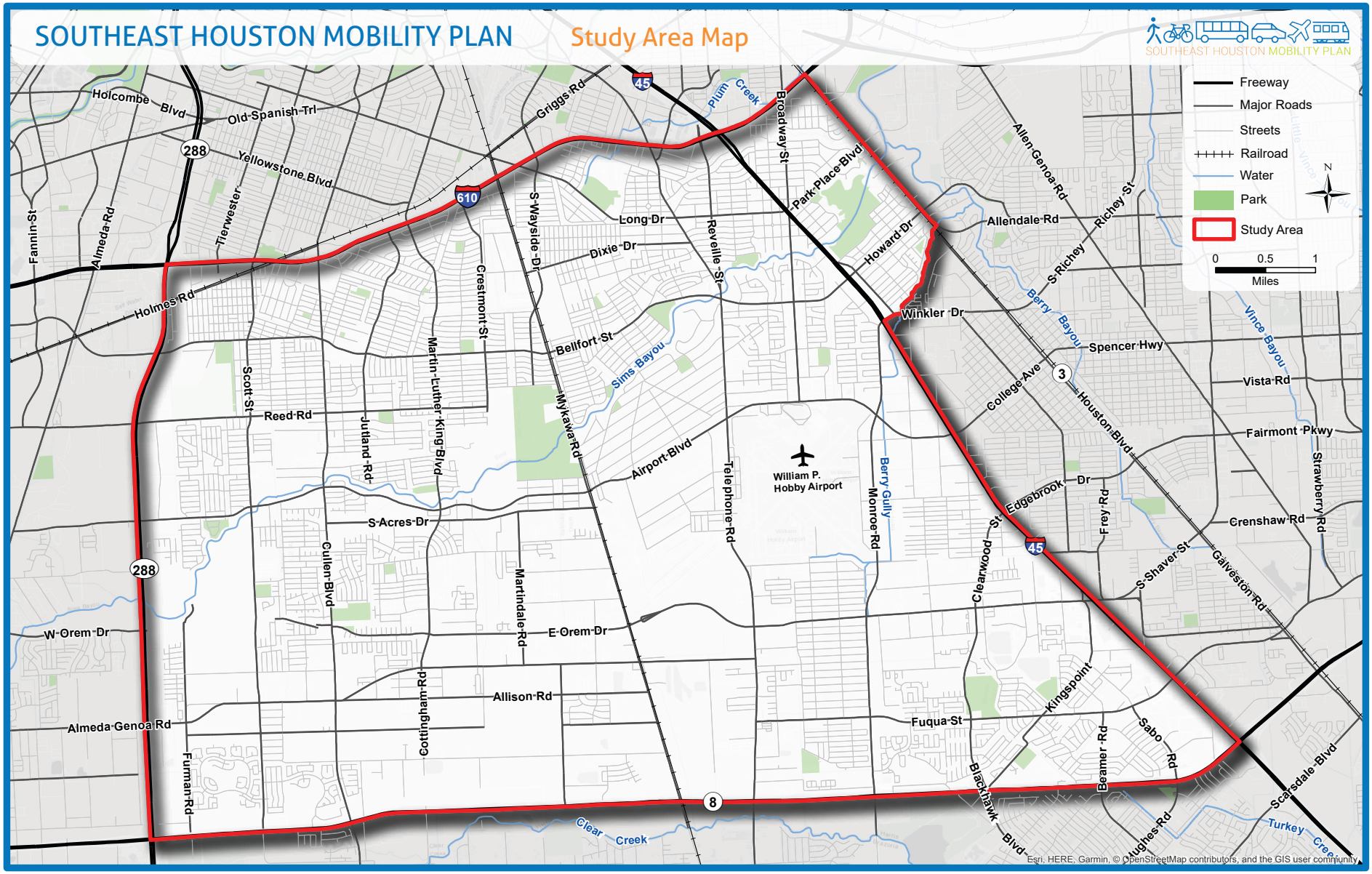
The plan's recommendations are intended to achieve a vision of what the transportation network could look like in the future. Certain projects analyzed through the study process have regional implications outside the Study Area. The most notable are the construction of SH-35, the expansion of light rail transit and more frequent transit service.

Hope Farms
Source: Culture Map

FM Law Park
Source: Houston Parks Board

Hobby Airport
Source: Fly 2 Houston

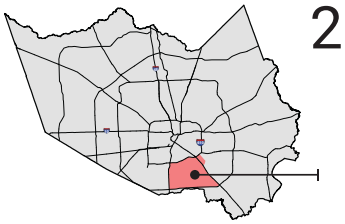
Sims Bayou at Mykawa Rd.
Source: Harris County Flood Control District



Map 1.1 - Study Area

COMMUNITY SNAPSHOT 2012 - 2016

POPULATION



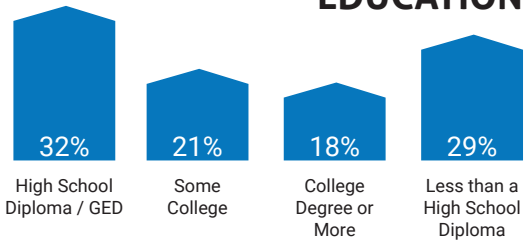
208,650

5%

OF COUNTY POPULATION

55 sq/mi

EDUCATION



AGE

Under 14 years: 23%

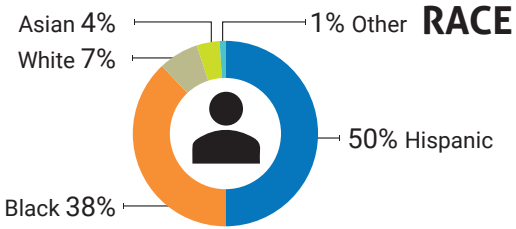
14 - 17 years: 5%

18 - 24 years: 12%

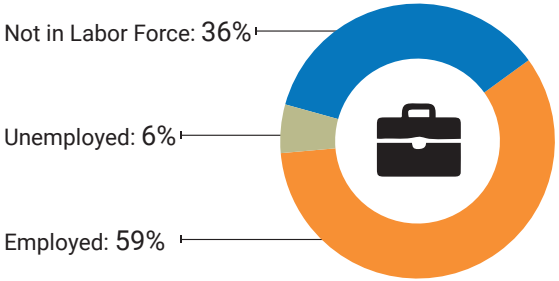
Over 65 years: 10%

37 years old average age

RACE



EMPLOYMENT



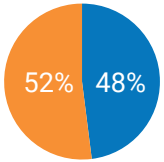
HOUSING

23% live below the national poverty line

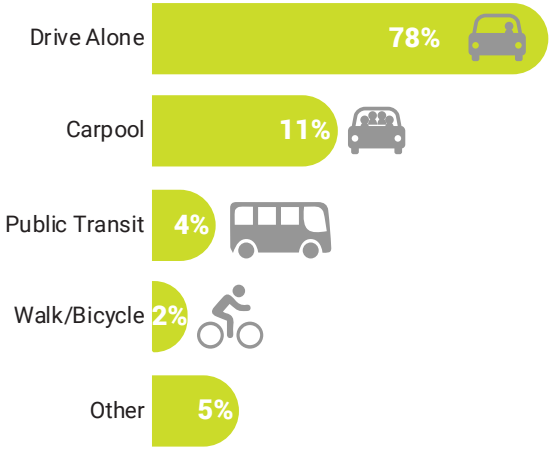
1 IN 8 homes are vacant

$41,187 median household income

Owner vs. Renter



TRANSPORTATION



29 minutes average travel time to work by vehicle

47 minutes average travel time to work by transit

43 community walkscore (on a scale of 100)

Source: American Community Survey 2012-2016 5-year estimates
Walkscore data from walkscore.com

STUDY GOALS AND TOOLS

During the 2009 City Mobility Planning (CMP) process, several goals and objectives were identified that relate to this study.

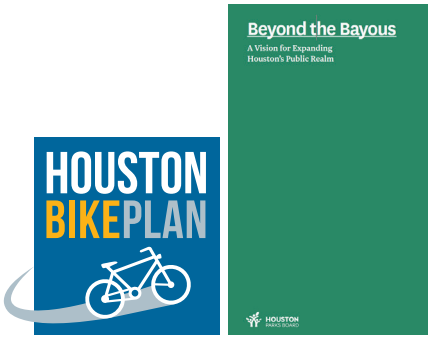
CMP Goals and Objectives are listed below:

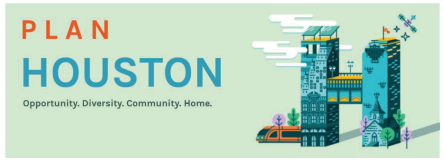
- Increased access to transit facilities
- Increased access to pedestrian facilities
- Increased access to bicycle facilities
- Improved connectivity of the system
- Better accommodations for the movement of freight
- Cost efficiency
- Minimized travel times
- Reliable commuting options
- Reduction in congestion
- Minimized conflict points within the network
- Safe and secure environment for pedestrians and bicyclists
- Neighborhood traffic
- Air quality conformity to State standard
- Improved ability to maintain infrastructure
- Maintain a system that is energy efficient
- Improved corridor aesthetics
- Enhanced pedestrian amenities
- Pedestrian-scaled streets
- Facilitation of all modes of travel

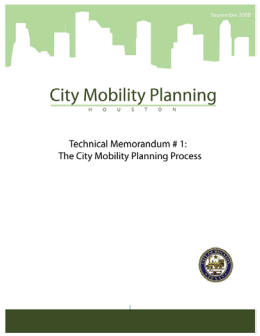
This plan identified tools that can be applied where appropriate to improve mobility and accessibility throughout the Study Area. The list of tools used in this analysis can be found in the Mobility Toolbox.

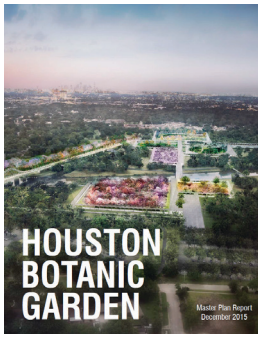
As part of the study, existing plans and studies were analyzed and reviewed for previously recommended mobility and land use improvements. The information contained in these plans and studies was used as a starting point for this planning process, ensuring that the recommendations from the Southeast Houston Mobility Plan are consistent and expand upon those previous efforts.

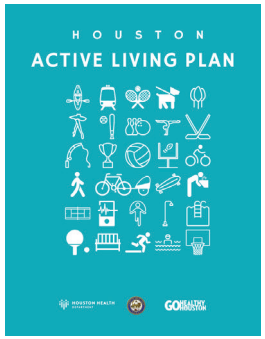
- Our Great Region 2040
- Plan Houston
- Houston Bike Plan
- Hobby Area Livable Centers Study
- Houston Botanic Garden Master Plan
- Houston Active Living Plan
- Stuart Park Gateway Connectivity Study
- Beyond the Bayous
- Bayou Greenways 2020 - Sims Bayou Greenway
- City Mobility Planning

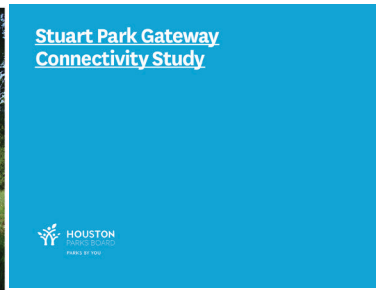












MOBILITY TOOLBOX DEFINITIONS

Streets

- **New Capacity** includes widening existing roadways or using existing right-of-way to add travel lanes.
- **Access Management** describes a set of congestion reduction techniques that control where vehicles may enter and leave the road.
- **New Streets** can increase mobility and accessibility to areas that are difficult with the existing roadway system.
- **Streetscape Improvements** include beautification, pedestrian and transit amenities, maintenance, and wayfinding/signage.
- **Local Street** safety improvements include pedestrian level lighting, reduced speed limits, and sidewalk infrastructure.

Intersections

- **Turn Lane** improvements are design related traffic control techniques.
- **Signal Timing** allows for the coordination and sequencing of signal phases at intersections.
- **Crosswalk** improvements identify where pedestrians should cross the street and alert drivers to pedestrian movements.

Transit

- **New Bus Routes** can increase mobility and accessibility to employment centers for residents.
- **Frequency** is the elapsed time between consecutive buses on a route.
- **Shelters** provide the user with easy access to the bus, visibility, is comfortable, safe and convenient, and provides clear information.
- **New Station/Stop** can reduce walking times and distances while providing connectivity to neighborhoods and employment centers.
- **Microtransit** consists of flexible "on-demand" routing or flexible scheduling of minibus vehicles.

Pedestrian / Bicycle Facilities

- **New Ride Facility** can be either located on-street as a dedicated lane, shared-path or as an off-street trail.
- **New Trail** can be located adjacent to parks and along bayous, greenways, and utility corridors to connect neighborhoods and activity centers.
- **New Sidewalks** should be implemented to complete gaps in the sidewalk network and improve existing dilapidated sidewalks.
- **Widen Sidewalk** includes ensuring sidewalks are built to current design standards (5' minimum, 6' along major thoroughfares and transit corridor streets)

Policy

- **Livable Centers/TOD Areas** are places where people can live, work and play with less reliance on vehicles.
- **MTFP** classification of roadways provides the City the ability to secure right-of-way, coordinate projects and the long-term vision of the corridor.
- **Transit Vision** provides the framework for improving public transit through bus routes, bus rapid transit, light rail transit, park and ride facilities and commuter rail.

Technology

- **Mobile Rideshare Apps** allow users to share vehicles for trips, reducing congestion and increasing mobility (Uber, Lyft).
- **Autonomous/Smart Vehicles** are capable of sensing its environment and moving with little or no human input. They have the ability to communicate with other smart devices.
- **Urban Transport Pods** are personal rapid transit systems that are computer driven vehicles operating along guideways or traditional roadways.
- **High Speed Rail** operate between major population centers along dedicated right-of-way traveling at speeds greater than 125 mph.
- **Dockless Mobility** is shared micro-mobility transportation options that are accessible to all (bikes, e-bikes, and e-scooters).

2

PUBLIC ENGAGEMENT

“Working with the community is how we determine the most important mobility needs for the community.”

ONLINE PUBLIC COMMENT TOOL

Public participation from community stakeholders is an important part of the planning process. Public participation encourages the residents in the community to have meaningful impacts in the decision-making process. As part of the study, a Public Involvement Plan and Communication Toolkit was developed for use by committee members, council members and the public. Social media postings and flyers were developed before the public meeting dates to increase communication and outreach efforts.

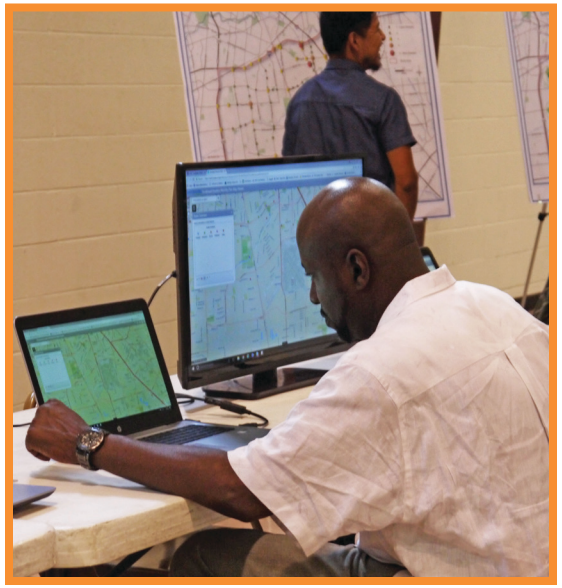
Public comments have been solicited through an online "Wikimap," a GIS portal where the public is able to access information from the City of Houston's databases, as well as data collected by the project team, and input locations of their concerns. Layers such as land use, demographics, and infrastructure can be viewed to help locate areas of concern.

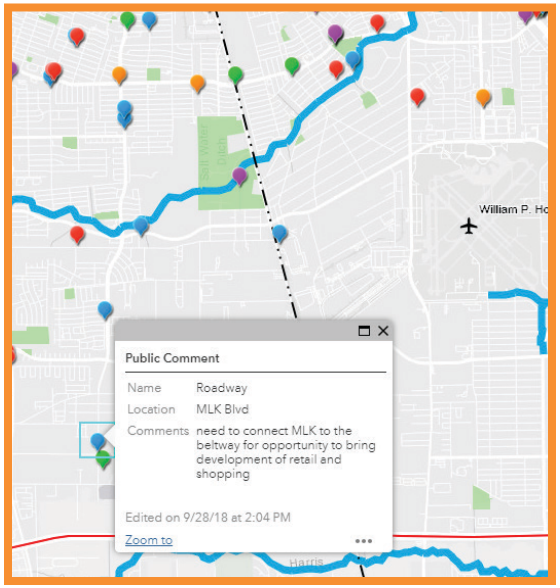
During the initial phases of the study, the public was asked to provide comments related to five categories—Roadway, Safety, Pedestrian, Bicycle, or Other. Users were able to place a pin on the map as well as add written comments to express their concern.

The public was also able to provide comments regarding improvements that were presented during the second public meeting.

A total of **100** additional comments have been provided through the Online Public Comment tool that supplement what was heard during the public meetings and technical and committee stakeholder meetings.

A full list of public comments received throughout the plan through the Online Portal can be found in Appendix B.





Public Meeting #1, September 8, 2018.

COMMITTEE MEETINGS

COMMITTEE MEETING #1 MAY 24, 2018

The first committee meeting kicked off with an hour-long bus tour that took the committee members through the study area for an overview of existing conditions.

The intent was to call attention to mobility issues throughout the study area, including congestion and multimodal conflicts; the important role of Hobby Airport as a regional destination; the planned intersection treatments and greenspace by Houston Parks Board along Sims Bayou Greenway; and the need for evaluating existing intersections, sidewalks, and bus stops.

After the tour, a brief presentation was followed by a group exercise that asked the following questions for input:

- What does success look like in this project?
- What are your most important mobility goals?
- What are the key transportation gaps in the community, and what major destinations should this project work to improve transportation choices to?
- What are the biggest challenges and opportunities to mobility in this area?

Full detail of the Committee Meeting #1 can be seen in Summary Report included in Appendix B.

Committee Meeting #1, May 24, 2018.

COMMITTEE MEETING #2
JULY 24, 2018

Presentations to the Advisory Committee at their midsummer meeting included project timeline status, a demonstration of the Wikimap, and project area context maps, including 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, and Crash Density.

The consultant team shared some initial thoughts on getting the word out and scheduling the public meeting, then opened the floor to discuss the item. Participants made a series of suggestions for the advertisement and activities of the public meeting.

The consultant team presented the H-GAC employment and population growth estimates for 2015-2045. The meeting concluded with a discussion of the project goals and metrics, including Resilience, Neighborhood Connections, Regional Access, Transportation Choices, Health, and Partnerships.

Full detail of the Committee Meeting #2 can be seen in the Summary Report included in Appendix B.

Committee Meeting #2, July 24, 2018.

COMMITTEE MEETING #3
OCTOBER 30, 2018

The third committee meeting began with a presentation of the results of Public Meeting #1 with particular emphasis on the goals exercise, and a mapping exercise showing how various parts of the study area are or are not achieving those goals as prioritized by the public. Results of the mapping exercise are included in Appendix B.

The project team discussed which toolbox elements addressed each of the goals and concluded with a corridor exercise, where committee members noted opportunities and suggestions for project recommendations along four corridors: Airport Blvd., Bellfort St., MLK Blvd., and Telephone Rd.

PUBLIC MEETINGS

PUBLIC MEETING #1 SEPTEMBER 8, 2018

The Plan's first public meeting was held Saturday, September 8, 2018, from 9:00AM to 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 to contribute their thoughts and opinions on topics such as bike safety, roadway congestion, A.D.A. access, transit, walking, intersections, and overall mobility.

The major interactive activities consisted of a Goals Pyramid, where participants were asked to sort listed goals by priority; a Picturing Trips station, where participants were asked about their typical existing and desired mode(s) of travel to destinations; a Reimagining Streets station where people could creatively design street space; and a Public Comment Map that was an analog version of the digital Wikimap described in the section above.

Over 1,000 flyers and points of contact were made and distributed 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.

Full detail of the Public Meeting #1 can be seen in the Summary Report included in Appendix B.

Public Meeting #1, September 8, 2018.

PUBLIC MEETING #2 FEBRUARY 6/9, 2019

The Plan's second public meeting was held Wednesday, February 6, 2019, from 6:00PM to 8:00PM at Sunnyside Multi-Service Center in City Council District D and Saturday February 9, 2019, from 9:30AM to 11:30AM at Charlton Community Center in City Council District I.

Over 100 people attended this workshop 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.

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.

CIVIC CLUB MEETINGS

As part of the public outreach component of the study, the project team and the City of Houston gave brief presentations on the project to various civic clubs and homeowners' associations in the study area. These presentations included an overview of the project purpose, its timeline and activities, and discussion of how the public could provide comments on the area's needs and the project process. A list of the meetings and dates are provided below.

- Sunnyside Civic Club
  Tuesday, October 9, 2018
- Meadowbrook Civic Club
  Tuesday, October 16, 2018
- Southeast Coalition of Civic Clubs
  Thursday, November 1, 2018
- Tropicana Village Civic Club
  Tuesday, November 13, 2018
- Glenbrook Valley Civic Club
  Thursday, November 15, 2018
- North Hobby Civic Club
  Monday, November 19, 2018

3

COMMUNITY VISION AND GOA

LS

"A purpose of this study is to allow members of the community to play a vital part in identifying mobility needs that lead to implementation"

MISSION STATEMENT

The following Mission Statement was developed through stakeholder input:

"The Southeast Houston Mobility Plan addresses the dynamic mobility needs of the many communities in Southeast Houston. The Plans strategies, actions and performance measures will build on previous efforts with measurable, achievable and ambitious projects, policies, and programs that will create and reinforce connections to promote the area's economic competitiveness and well-being of its residents."

During the public outreach phase of the study, the stakeholder committee and technical committee identified the following goals.

COMMUNITY GOALS

SAFETY
Design and maintain transportation infrastructure that is safe for all users

NEIGHBORHOOD CONNECTIONS
Improve access to surrounding amenities and facilities from the existing neighborhoods

HEALTH
Promote a healthy, active lifestyle

REGIONAL ACCESS
Improve travel time and connectivity along major corridors within the study area and to major employment centers and destinations

PARTNERSHIPS
Pursue collaborative opportunities that promote inclusive, equitable investments in mobility

TRANSPORTATION CHOICES
Increase transportation choices that meet the needs of all residents now and in the future

RESILIENCE
Incorporate urban storm water management into transportation infrastructure plan to maximize investments and create a more resilient Southeast Houston

MOBILITY PLUS ANALYSIS

The project team developed a scorecard for each of the community goals by overlaying existing conditions for each goal in CommunityViz to determine what areas have the greatest need for improvement. CommunityViz is an ArcGIS supported tool used for scenario planning, decision analytics and visualization.

On the scorecard maps, included in this chapter, darker red indicates that an area scored lower for that goal and the goal should be a higher priority when implementing improvements. Green areas scored higher and may not need as much focus for improving that goal.

Each community goal had several measures of effectiveness which includes existing and proposed conditions to obtain scores. Measures of Effectiveness are designed to correspond to the achievement of desired results.

The average score was calculated for each goal, resulting in a number ranging from 0 to 100, with 100 being a perfect score that does not need improvement.

This exercise provides insight on an area-wide level of need for each goal. The improvement or "after" scorecard maps, which are detailed later in this report, illustrate how the study area could be improved if all of the recommendations were implemented.

MOBILITY +

Mobility Plus is a **community** defined process that uses **data** to evaluate & prioritize mobility **needs**

COMMUNITY

- Community **input** determines goals and objectives that guide the **entire** process
- Measures of Effectiveness (MOE) are crafted from **stakeholder** contributions

DATA

- Data driven analysis ensures **impartial** results
- Combining data with MOEs aids in identifying areas of need and **special consideration**
- A **Holistic** process reduces confusion

NEEDS

- The toolbox provides **flexible** solutions for mobility needs and not one-size fits all approaches
- Different tools can be applied and evaluated for their **effectiveness**

NEIGHBORHOOD CONNECTIONS

Improve access to surrounding amenities and facilities from the existing neighborhoods

Walkability is a crucial step to neighborhood sustainability which makes our neighborhoods more economically robust, improves the health of residents and reduces our impact on the environment. There are various neighborhood destinations including parks, schools, libraries, hospitals, community centers and multi-service centers that are located within the Southeast Houston study area (see Community Facilities Map in Appendix A). Many of these destinations are located within walking distance, however, due to the lack of a connected sidewalk network, many of these destinations are inaccessible.

Missing or disconnected sidewalks along major corridors create barriers to and from neighborhood amenities such as transit facilities, schools, and parks. Many of the disconnected sidewalks are in the southwest portion of the study area. As roadways in these areas are constructed and redeveloped, connectivity to, and enhancement of the existing sidewalk facilities should be considered (see Sidewalk Facility Map in Appendix A).

A walkshed analysis was conducted for the above-mentioned community amenities. This analysis helped determine the existing population, household and employment that is within a ¼ mile, ½ mile and 1 mile distance of these facilities (see Walkshed Maps and detail in Appendix A). This analysis will help to determine what infrastructure is necessary to increase access and walkability to neighborhood destinations.

Before

To determine the Neighborhood Connections base score, areas within a quarter mile of destinations such as schools, parks, grocery stores, community centers, libraries, hospitals, or multi-service centers were given lower scores to indicate their need for connections to other areas. Proximity to major and local roads lacking sidewalks negatively impacted the current score while areas within a quarter mile of bus stops were rated higher.

After

New roads were rated highly in the improvement score as well as new bus and transit lines. New bike lanes, paths, and sidewalk improvements were added as well to determine how the study area would score.

REGIONAL ACCESS

Improve travel time and connectivity along major corridors within the study area and to major employment centers and destinations

The Southeast Houston Study Area roadway network is characterized by an elongated street grid consisting of mostly major thoroughfares and major collectors designated on the Major Thoroughfare and Freeway Plan (MTFP) (see MTFP Map in Appendix A). Many of these roadways are defined with wide medians and ample right-of-way. Most of the corridors within the study area are of sufficient width, but portions of the following roadways are designated as proposed or to be widened:

- Reed Rd.
- Cullen Blvd.
- Fuqua St.
- Almeda Genoa Rd.
- Galveston Rd.
- Martin Luther King Blvd./Cottingham Rd.
- Mykawa Rd.
- S. Wayside Dr.
- Schurmier Rd.

While many of the roadways provide continuous access and mobility across the study area, there are several gaps in the network that, once completed, would improve mobility and accessibility to all users of the system. The BNSF railroad along Mykawa Rd. is a significant challenge to street connectivity and travel time. The presence of industrial and manufacturing facilities within the study area makes freight traffic more prevalent, especially along Telephone Rd, Airport Blvd., and Monroe Rd. The Sims Bayou traverses the study area and presents a challenge to street connectivity.

State Highway 35, a grade separated roadway, is currently in the design phase and its proposed location along Mykawa Rd. will present a greater challenge to accessibility and mobility within the study area. The potential impact of State Highway 35 will be considered in future recommendations for the study area.

Although traffic volumes are expected to increase by 2040, level of service will still be manageable. Currently, the average travel time to work for residents employed within the study area is 32 minutes, with an average of 47 minutes travel time for those utilizing public transit.

Before

Proximity to roadways with a Vehicle Miles Traveled (VMT) over 3,000 and a Level of Service (LOS) of E or F was given a lower rating for the existing Regional Access score. These areas experience more difficulty and longer travel times when attempting to access regions outside the study area.

After

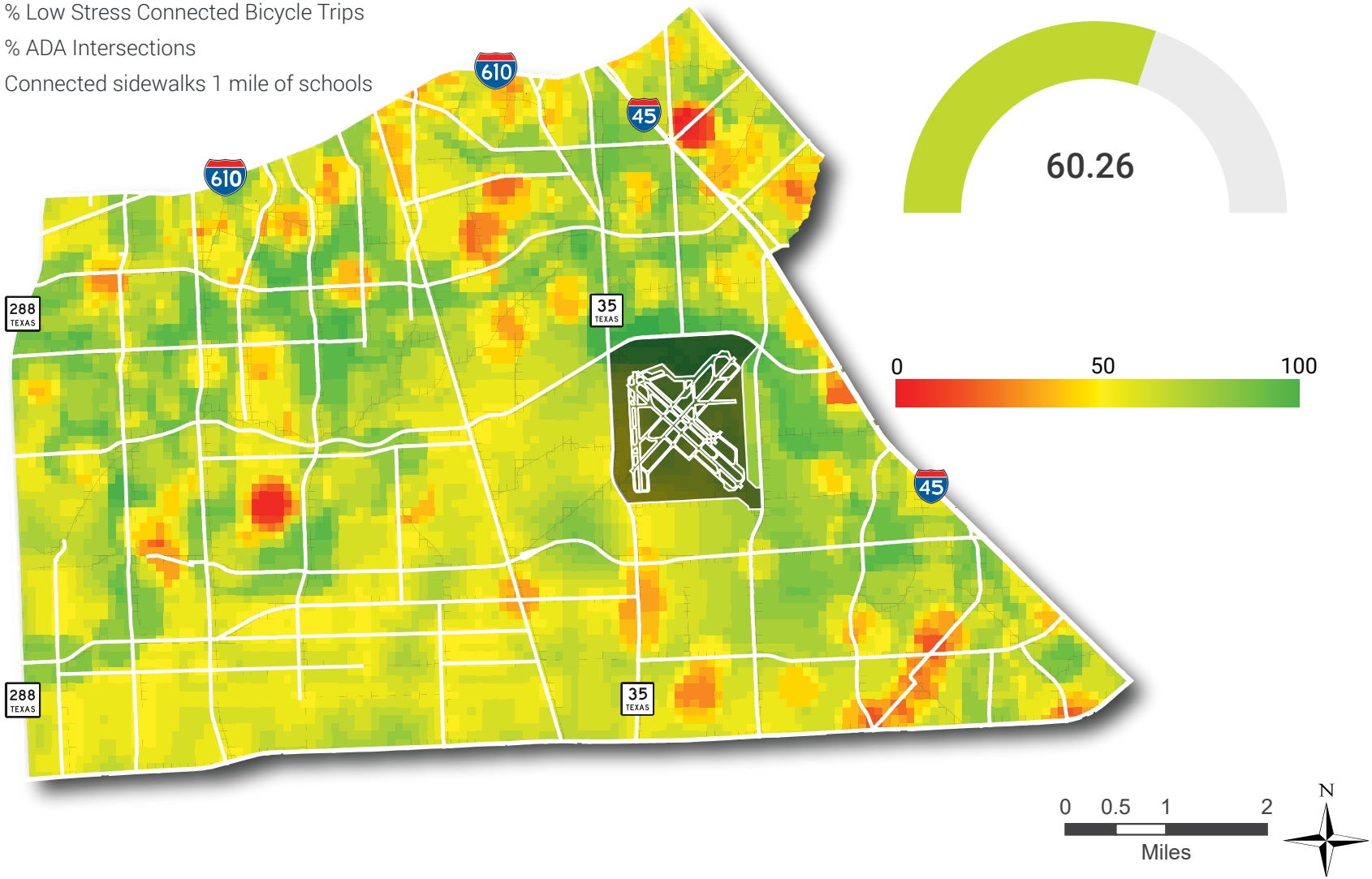
Roadways with access management and roadway rehab improvements increased the score as well as added capacity, new roadways, and new intersections. Roadway rehab is defined as structural enhancements that extend the service life of an existing pavement.

SCORECARD

MEASURES OF EFFECTIVENESS: Neighborhood Connections

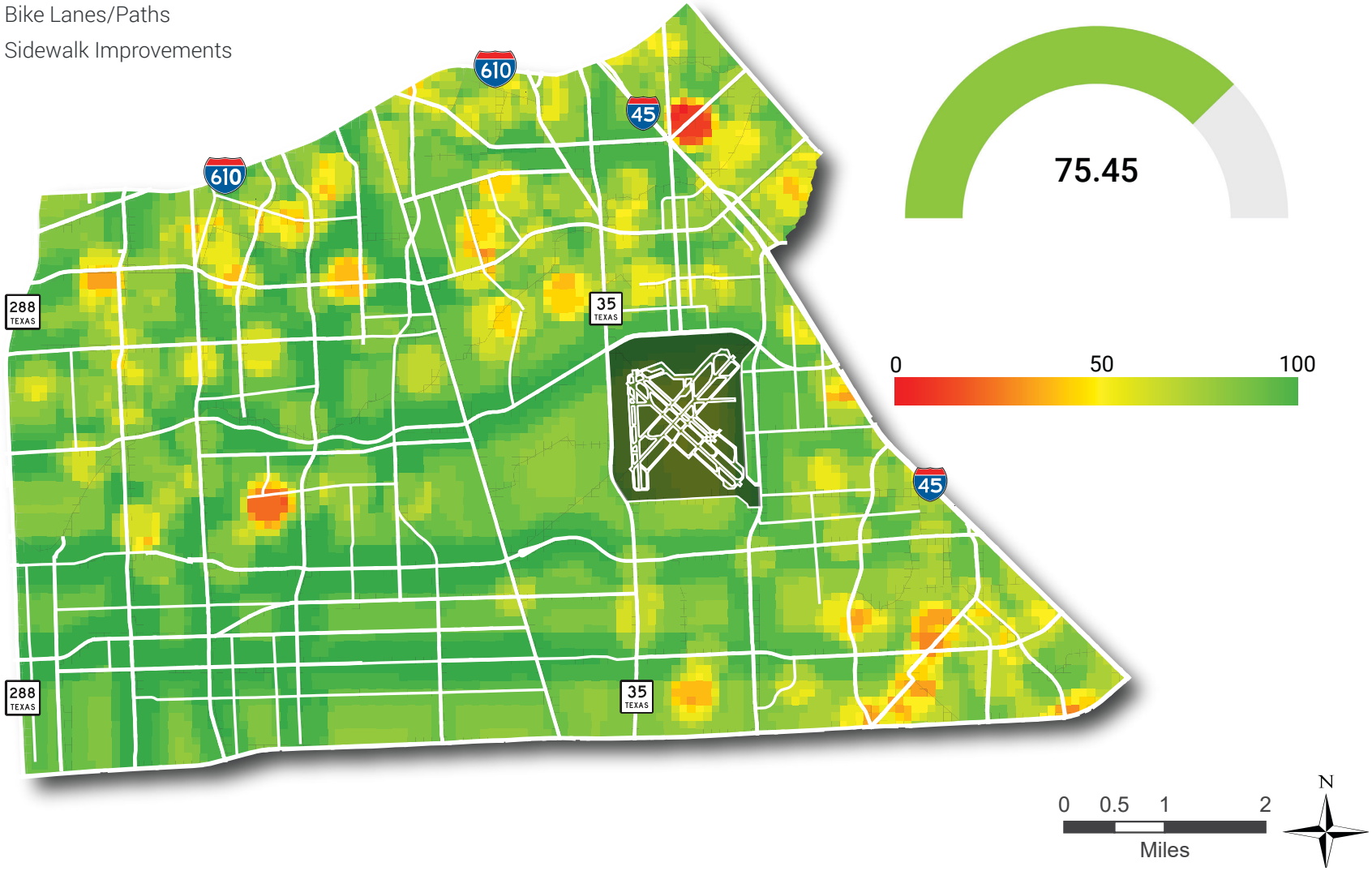
- Connected sidewalks within 1/4 mile of Transit Stops
- % Low Stress Connected Bicycle Trips
- % ADA Intersections
- Connected sidewalks 1 mile of schools

Before



IMPROVEMENTS: Neighborhood Connections

- New Roads
- Bus/Rail Transit
- Bike Lanes/Paths
- Sidewalk Improvements

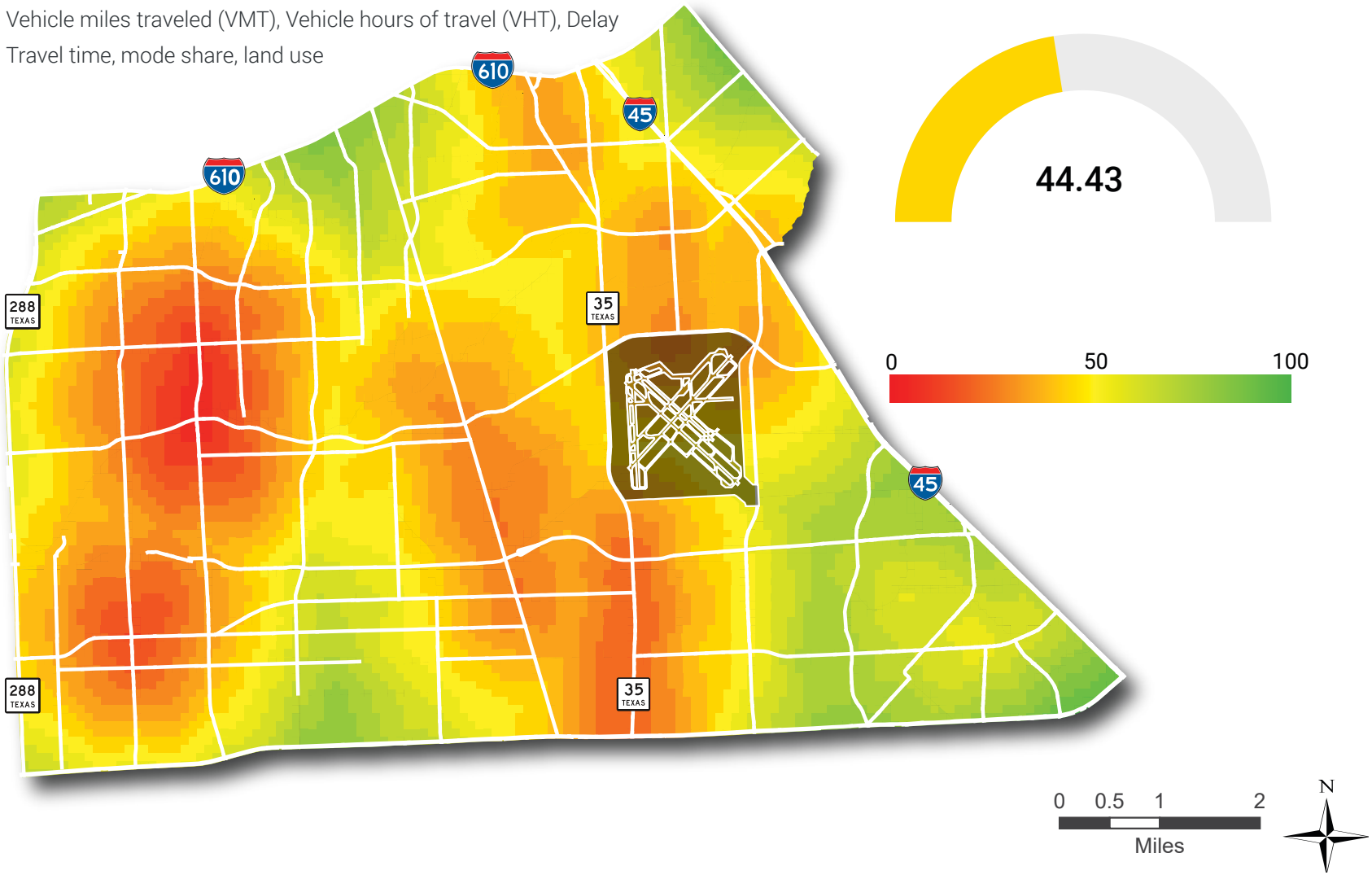


SCORECARD

MEASURES OF EFFECTIVENESS: Regional Access

- Current Travel Conditions
- Vehicle miles traveled (VMT), Vehicle hours of travel (VHT), Delay
- Travel time, mode share, land use

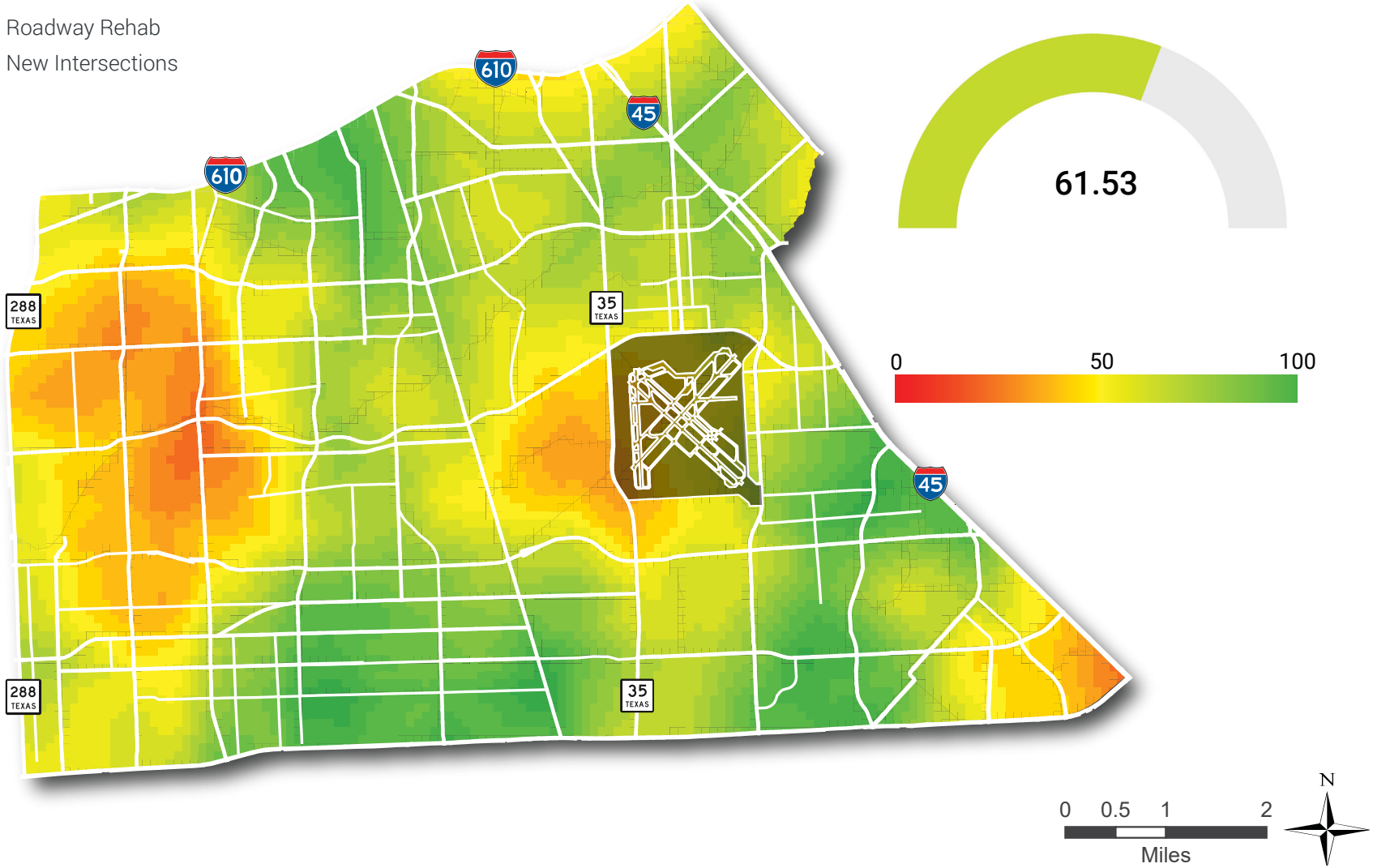
Before



IMPROVEMENTS: Regional Access

- Access Management
- Added Capacity
- New Road
- Roadway Rehab
- New Intersections

After



TRANSPORTATION CHOICES

Increase transportation choices that meet the needs of all residents now and in the future

17 transit routes are located within the Southeast Houston Study Area that provide service locally and regionally to destinations such as Downtown and the Medical Center. The core bus routes utilize the Scott St., Martin Luther King Blvd., Broadway St. and Bellfort St. corridors (see METRO Map in Appendix A). High ridership bus stop locations can also be seen on the map in the appendix.

While most of the neighborhoods in the study area are served by at least one transit route, there is a lack of service and frequency in the overall study area. The Hobby Airport Transit Center serves as the primary origin/destination for many of the local bus routes operating through the study area. One Park and Ride facility is located within the study area along Fuqua St. and IH 45 and an additional facility is located just outside the study area along Monroe Blvd. and IH 45.

While no light rail is present within the study area, the extension of the Green Line and Purple Line is being considered to provide access to Hobby Airport. This is an important transportation element that will be considered in evaluation of the recommendations in the study area.

LINK Houston provided transit ridership data related to the 2017 Houston-Galveston Area Council (H-GAC) Regional Transit Onboard Origin and Destination Study. This study identified the regional transit trip characteristics and rider profile along each transit system that operates within the H-GAC eight-county region.

Transit rider and trip characteristics for the study area are described as follows:

57% of all passenger trips surveyed required 1 or more transfers during their trip from origin to destination.

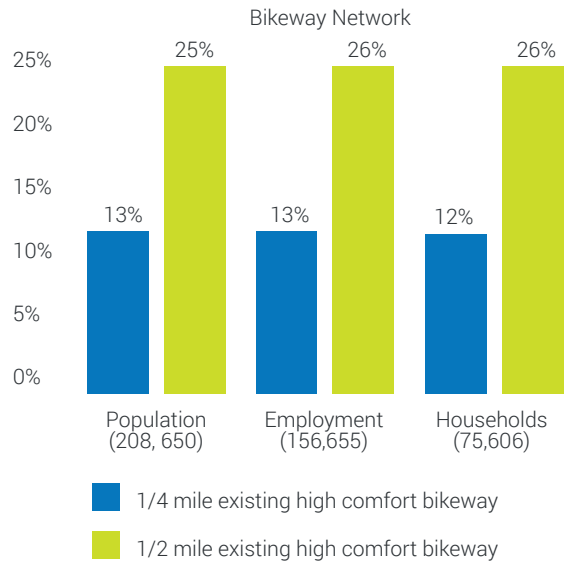
85% of passengers responding to the survey reported walking to access the bus stop.

43% of passenger trips surveyed were work-related trips.

20% of local bus transit respondents indicated that they would not make the trip if transit were not available.

47% of respondents would ride with someone else and **13%** would drive themselves.

69% of local bus transit respondents take local transit 5 or more days a week.



Additionally, there are a limited number of bicycle facilities in the Southeast Houston Study Area. These facilities are primarily located in the north portion of the study area above Sims Bayou and are designated as high-comfort facilities by the recently completed City of Houston Bike Plan. Through this planning effort, high-comfort existing bicycle facilities were identified as well as programmed, short-term, and long-term recommended projects (see Bicycle Facilities Map in Appendix A).

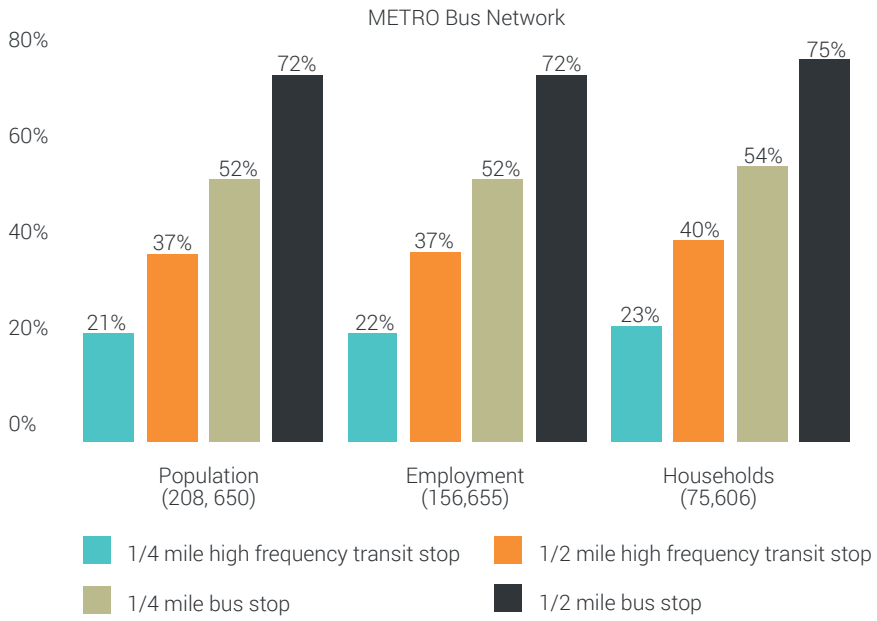
Analysis of the existing bicycle network indicates the need to increase the number of bicycle facilities that provide access to the Sims Bayou Greenway. There is also a lack of continuous north-south connections between Southeast Houston and adjacent communities. Consideration should also be given to interstate crossings under surrounding freeways.

Before

The Transportation Choices base score was determined by looking at areas within a quarter mile of bus stops, areas within a quarter mile of bicycle routes, and the overall proximity to sidewalks. These areas were rated higher on Transportation Choices. The population and employment density of each block group was also utilized to determine what areas should receive a higher priority for improvements.

After

Proximity to new bus and rail transit networks were included in the new scorecard as well as new bike lanes and paths. Improved and new sidewalk connections were also included.

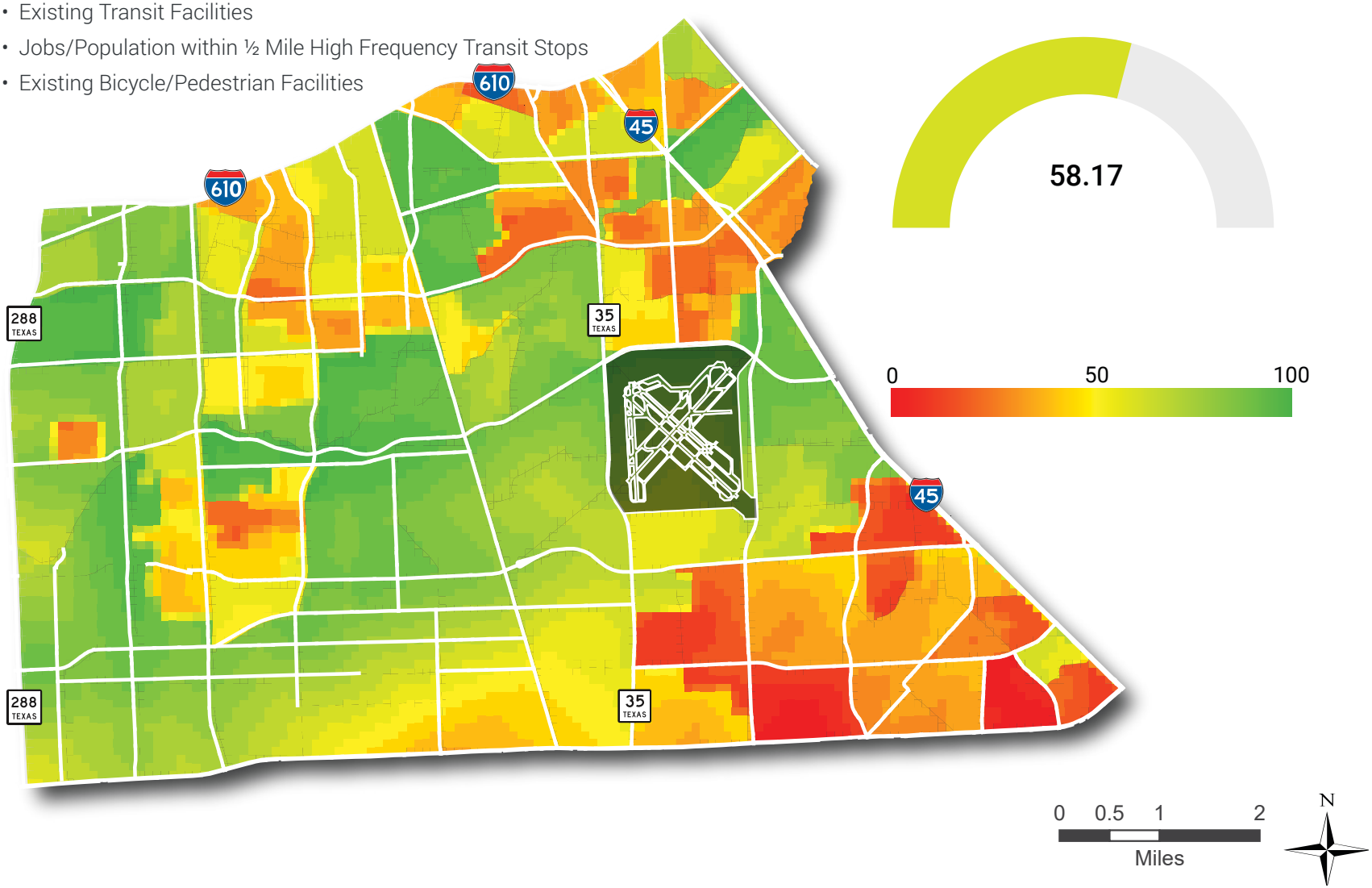


SCORECARD

MEASURES OF EFFECTIVENESS: Transportation Choices

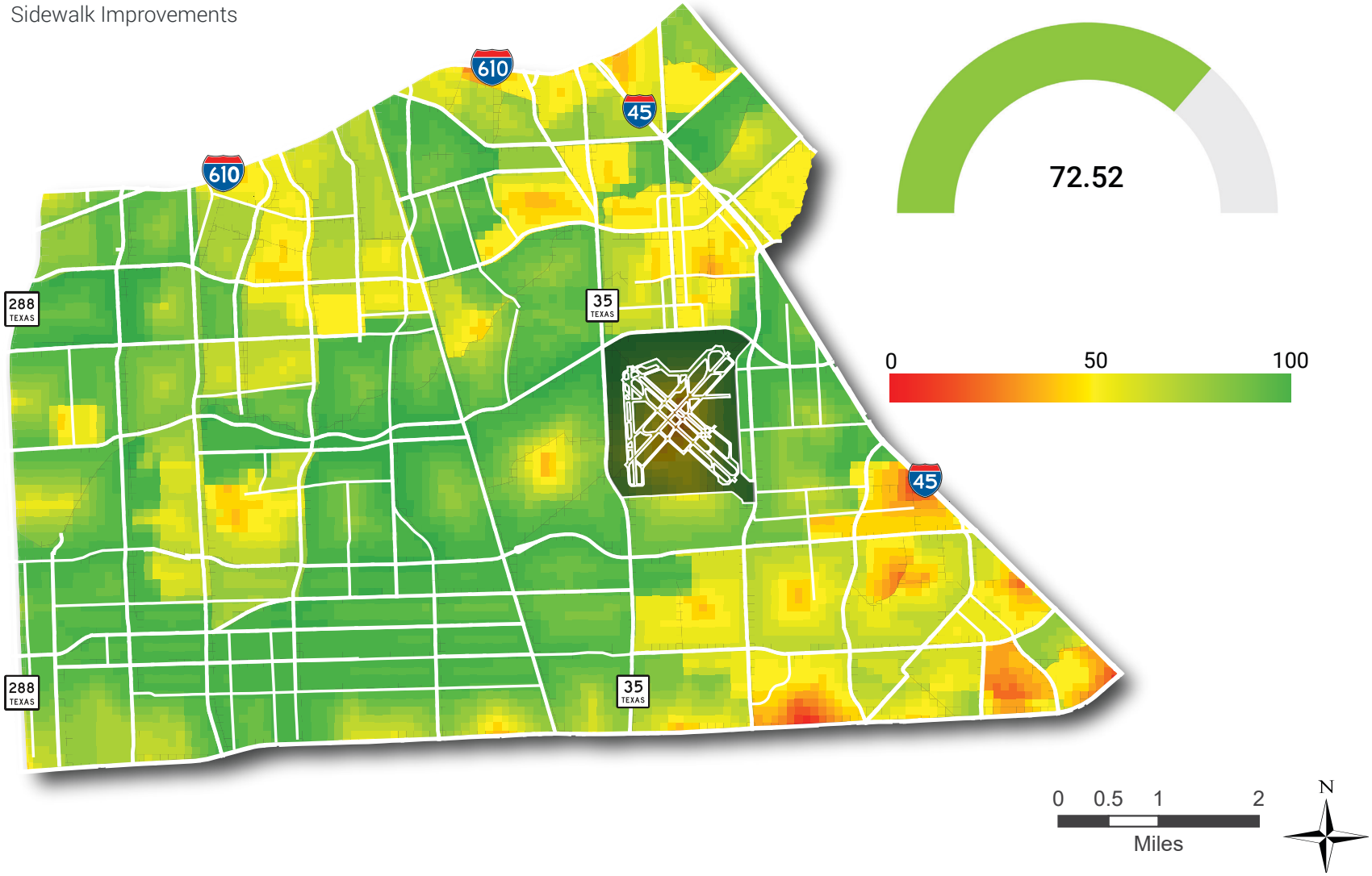
Before

- Average home to work transit trip time
- Existing Transit Facilities
- Jobs/Population within ½ Mile High Frequency Transit Stops
- Existing Bicycle/Pedestrian Facilities



IMPROVEMENTS: Transportation Choices

- Bus/Rail Transit
- Bike Lanes/Paths
- Sidewalk Improvements



SAFETY

Design and maintain transportation infrastructure that is safe for all users

Crash data within the study area was obtained from the Texas Department of Transportation (TxDOT) Crash Records Information System (C.R.I.S.) database between 2013 and 2018. (see Crash Density Map in Appendix A). Based on TxDOT crash data, a total of 11,672 recorded crashes occurred along the major corridors within the study area as shown in the Corridor Crash Characteristics table in Appendix A.

1% of the vehicle crashes during that period resulted in a fatality.

65% of the vehicles crashes were driveway or intersection related while only

3% involved a pedestrian or cyclist.

Top Intersections for Vehicle Crashes

- Bellfort at Telephone
- Bellfort at Broadway
- Reed at Cullen
- Almeda Genoa at Rowlett
- Almeda Genoa at Telephone

Top Intersections for Ped/Bike Crashes

- Broadway at Bellfort
- Reed at Cullen
- Bellfort at Cullen
- Wilmington at Cullen
- Telephone at Fairway

An intersection stress level analysis was completed to determine the pedestrian comfort on roadway crossings throughout the study area. Traffic signal-controlled intersections were only analyzed for the quality of pedestrian crossing infrastructure. Many of these intersections are located along roadways with a functional classification of 'major thoroughfare' or 'major collector'. Each intersection was scored based on the following characteristics: speed limit, through lanes, crosswalk, ADA compliant ramps, median refuge and right turn lane.

Intersection stress level 1 represents the most comfortable pedestrian environment. Intersection scoring is additive depending on the missing infrastructure. Intersection stress level 5 represents the most stressful pedestrian environment, with intersection crossings at high speed, long crossing distances, and inadequate infrastructure to facilitate a comfortable pedestrian crossing.

The most stressful intersections are located along high-volume roadways throughout the study area such as Telephone Rd, Airport Blvd., Galveston Rd, IH 45 Frontage Rd, and Mykawa Rd. The least stressful intersection crossings are at locations throughout the study area with lower volumes and traffic speeds as well as improved pedestrian infrastructure.

Before

The existing Safety score was determined by looking at vehicle crash hot spots as well as pedestrian and bicycle related crashes. Areas with higher densities of crashes and fatalities were given lower ratings for this goal. Intersection stress level was also considered with lower stress levels receiving higher Safety scores and higher stress levels receiving lower scores. Intersection stress level is defined as a rating based on roadway design, traffic volumes, and pedestrian elements.

After

Intersections with safety enhancements were weighted highly positive in the improvement score as well as roadways with access management and road diets.

HEALTH

Promote a healthy, active lifestyle

As discussed in previous sections regarding neighborhood connections and transportation choices, proximity to bicycle facilities and parks provide study area residents with an opportunity to have a healthy, active lifestyle.

In 2016, according to the Centers for Disease Control and Prevention (CDC),

39% of the population within the study area is considered obese.

38% of the population within the study area have no leisure-time physical activity among adults.

16% of the population within the study area do not have good physical health.

32% of the population within the study area is located ½ mile from a park while

25% are located within ½ mile of existing bicycle facilities.

Before

The percent of the population that is disabled or obese was considered for the Community Health score. Areas with higher rates of disability or obesity were categorized with a lower score. Proximity to sidewalks and bike routes added to a higher Health score.

After

The improvement score was determined by looking at the proximity of new bike lanes and paths, as well as new and improved sidewalks.

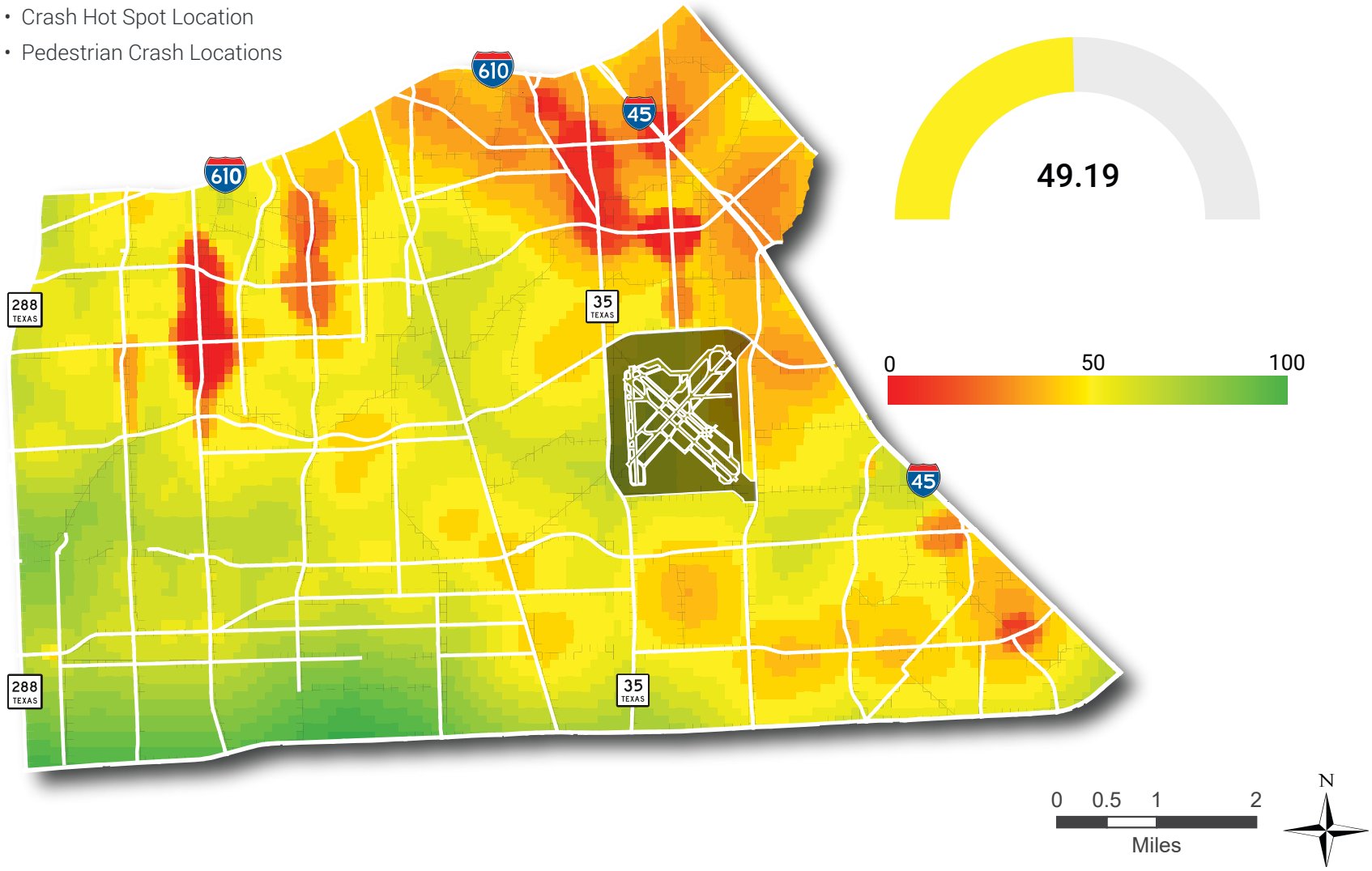
Source: Asakura Robinson. Hike at The Hill on Sims Bayou. Image Credit: David A. Brown

SCORECARD

MEASURES OF EFFECTIVENESS: Safety

- Vehicle Crash Rate
- Crash Hot Spot Location
- Pedestrian Crash Locations

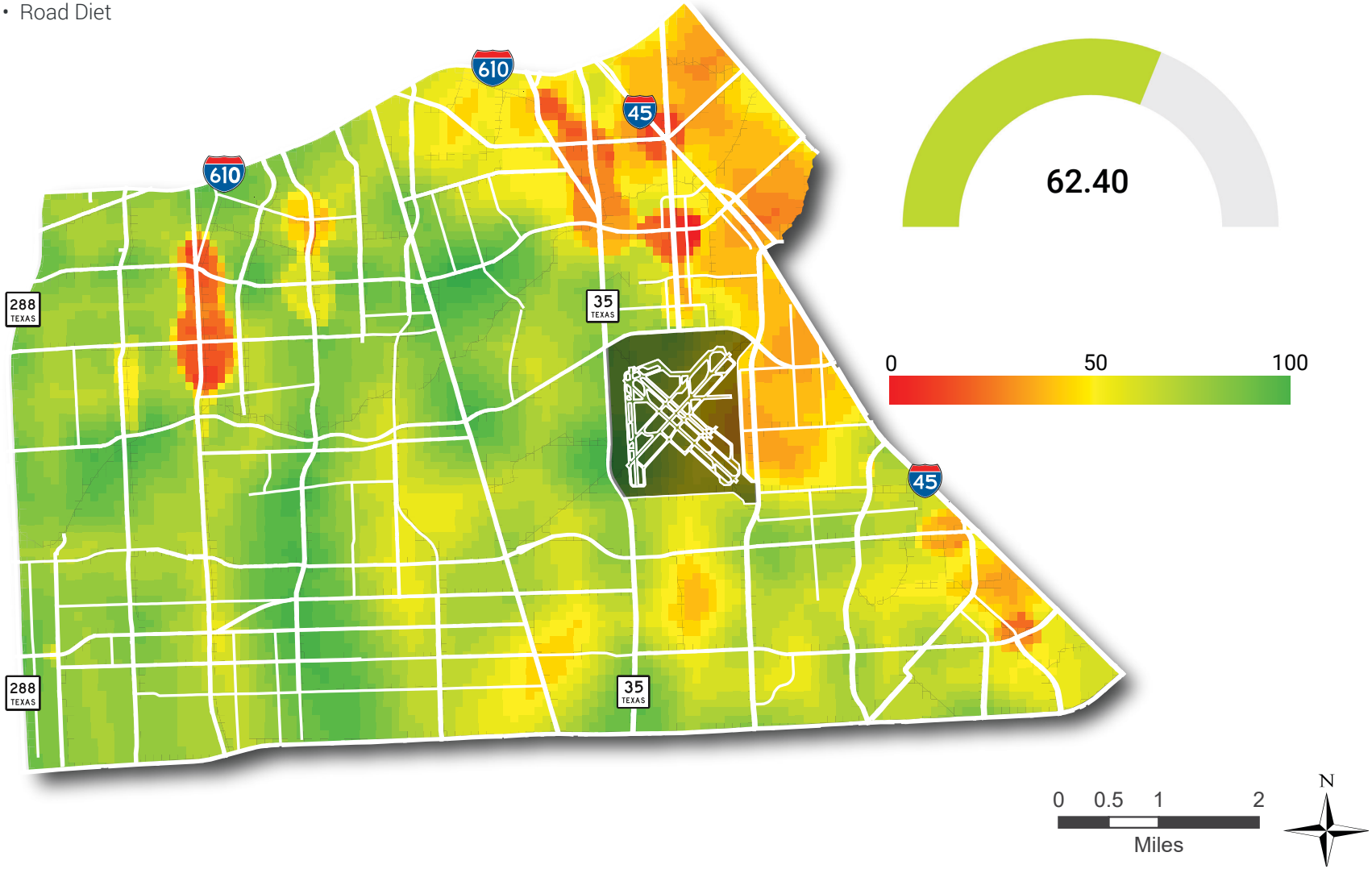
Before



IMPROVEMENTS: Safety

- Intersection Safety Improvements
- Access Management
- Road Diet

After

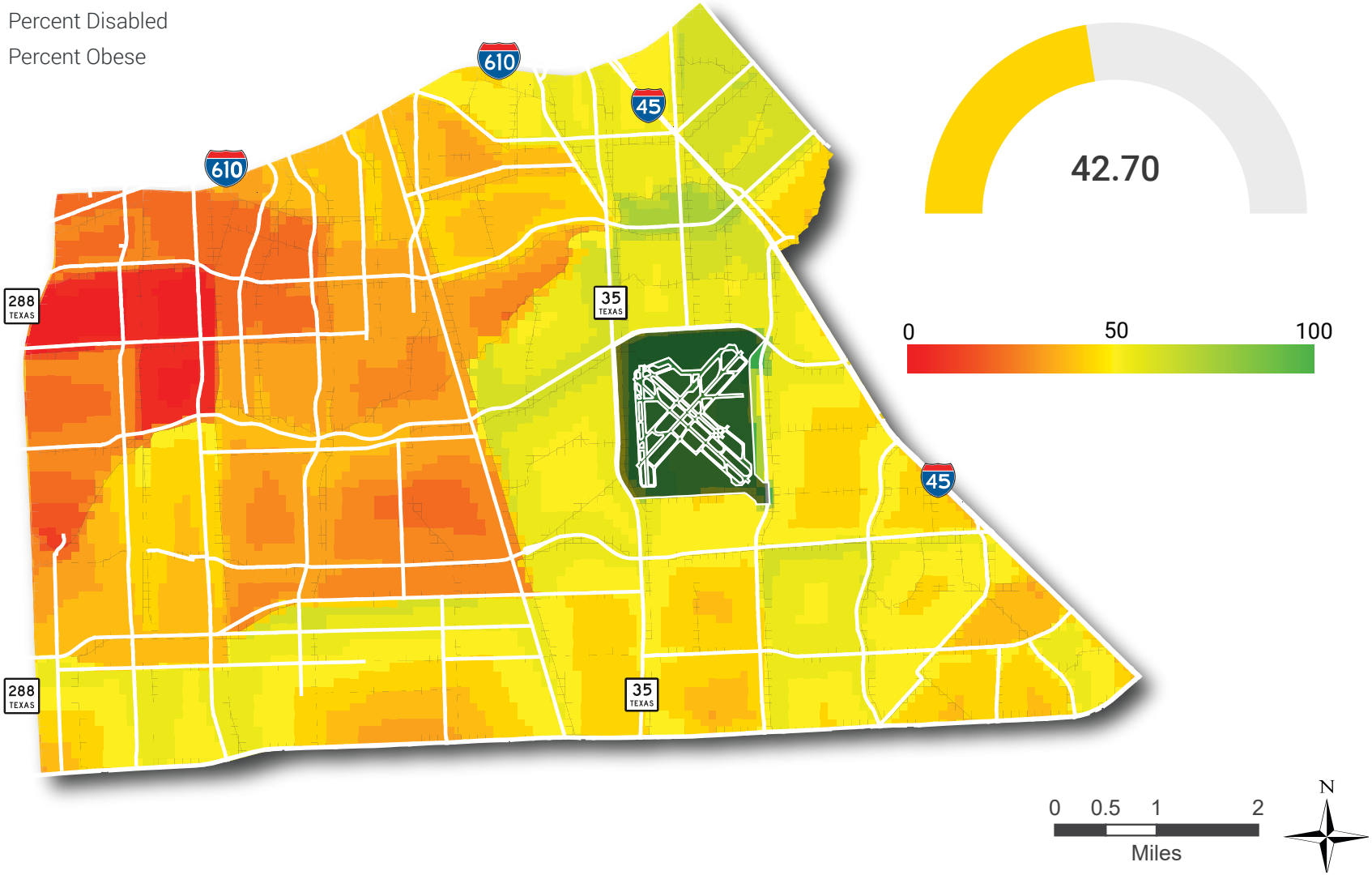


SCORECARD

MEASURES OF EFFECTIVENESS: Health

- Proximity of Sidewalks
- Proximity to Bike Routes
- Percent Disabled
- Percent Obese

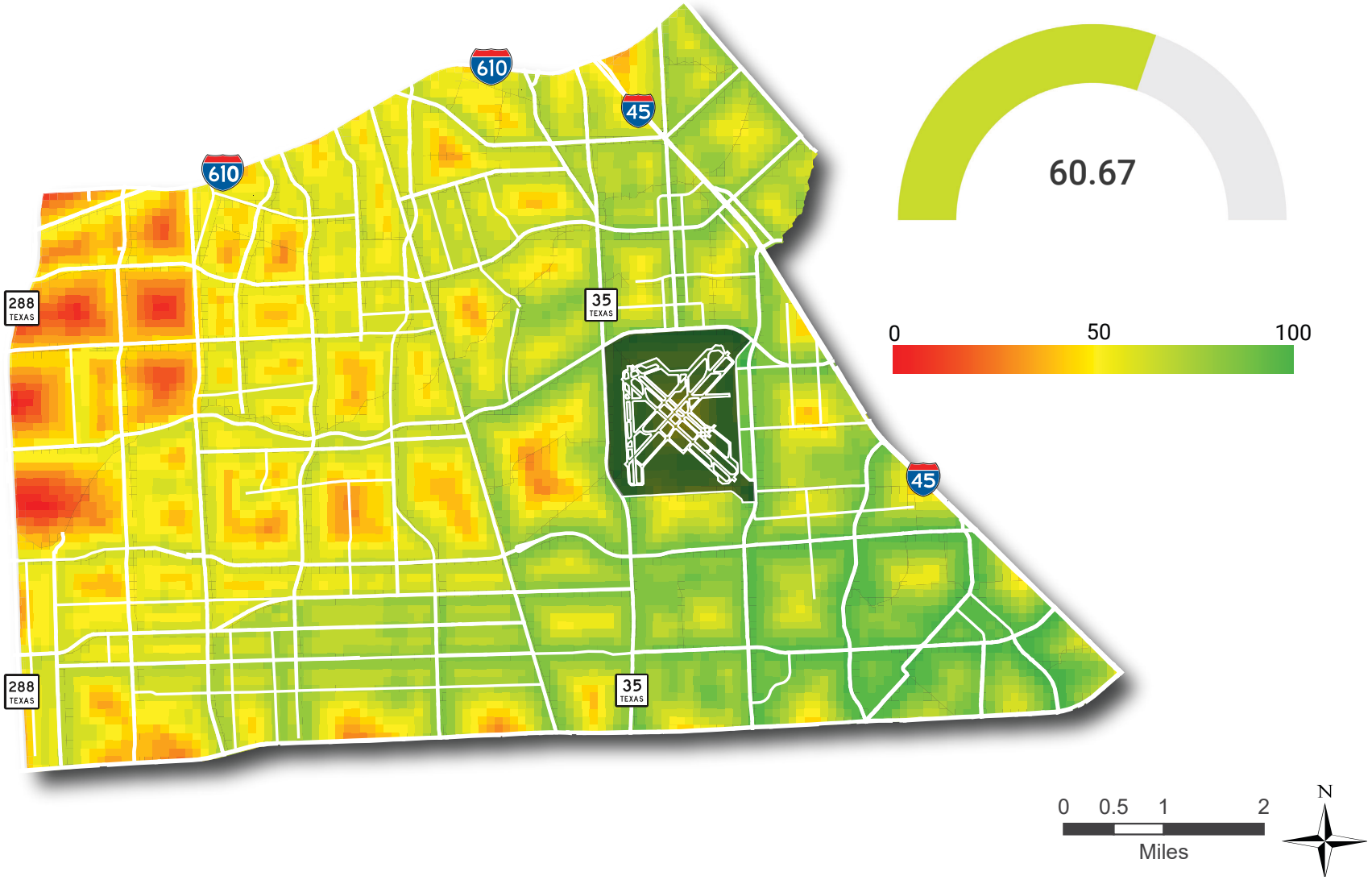
Before



IMPROVEMENTS: Health

- Bike Lanes/Paths
- Sidewalk Improvements

After



PARTNERSHIPS

Pursue collaborative opportunities that promote inclusive, equitable investments in mobility

The City of Houston Capital Improvement Plan (CIP) outlines the City's infrastructure improvement strategy and organizes projects by priority, project capacity and timing. The process for infrastructure related projects can be broken into two phases: programming phase and the planning phase. See CIP and TxDOT Project Map in Appendix A that represents active projects that are in the CIP and TxDOT projects that are either finalizing for construction or construction is scheduled.

Several projects are currently in the design/construction phase that will have significant impacts to mobility and accessibility within the Southeast Houston Study Area:

- State Highway 288: this project involves the construction of toll lanes within the existing grassy median, direct connector improvements at IH-610 and Beltway 8, new overpasses at select at-grade intersections, and improved access to Texas Medical Center. Many of the improvements will provide increased mobility for residents within the Study Area traveling to regional destinations.
- State Highway 35: Currently in the design phase from University of Houston (UH) to Bellfort St., is expected to begin construction in 2022-2023. Further design is expected to start in about a year or two on the segment south of Bellfort St. to Alvin. This is planned to be a 4-6 lane freeway with construction expected in 2029-2030.
- IH 45 at Broadway Intersection: This intersection has been identified through public comment and stakeholder input as a dangerous intersection. The project is currently in the Schematic Design phase which will produce a Recommended Alternative for the intersection.

Before

The study area was rated on the percent below poverty for each block group with higher rates of poverty receiving lower scores to indicate that more assistance is needed. Areas with the highest use of bicycle, public transit, or walking as means of transportation were also given lower ratings to indicate the need to prioritize partnerships.

After

CIP and TxDOT Projects were given high scores when determining the improved partnerships score. Roadway rehab, new roads, new intersections, and signal head improvements were also included.

RESILIENCE

Incorporate urban storm water management into transportation

As indicated through public and stakeholder input, flooding along local roadways is a concern.

29% of the study area is either classified in the floodway, or part of the 100-year flood zone or 500-year flood zone.

According to the City of Houston 311 Data, there have been 228 flood related service requests within the study area in the last year.

20% occurred during the Hurricane Harvey related flood event.

Another indication of resilience is the quality of the roadway and design standards. Pavement Condition Index (PCI) Rating was gathered through the City of Houston for the study area (see Pavement Condition Index Map in Appendix A). The PCI rating is based on the type, severity, and extent of the roadway segment. The PCI provides the city with the present condition of the pavement surface and helps determine the location and type of necessary treatments.

The following roadway corridor segments were ranked as a major rehabilitation repair strategy:

- Cottingham Rd.: Almeda Genoa Rd. to Schurmier Rd.
- Fuqua St.: Mykawa to S. Wayside Dr.
- Kingspoint Rd. : Fuqua St. to Beltway 8

In addition to the pavement condition index, open ditch vs. curb and gutter roadways were also analyzed. This analysis was used to determine which roadways meet the City of Houston Design Standards according to the Infrastructure Design Manual. Those roadways that do not meet the design standards were prioritized for improvements.

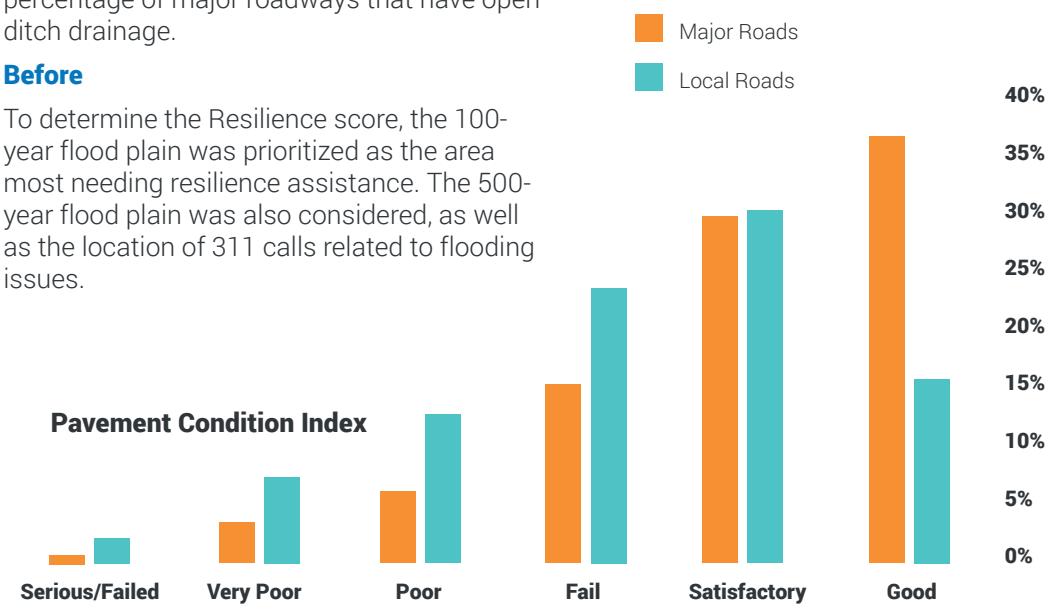
31% of the roadways within the study area have open ditch drainage. A majority of the open ditch drainage network is located along local streets, however, there is still a large percentage of major roadways that have open ditch drainage.

Before

To determine the Resilience score, the 100-year flood plain was prioritized as the area most needing resilience assistance. The 500-year flood plain was also considered, as well as the location of 311 calls related to flooding issues.

After

Intersection safety improvements and roadways with access management and road diets were given higher ratings for resilience improvement. A road diet is a transportation planning technique to reduce the number of travel lanes or the width of a roadway.

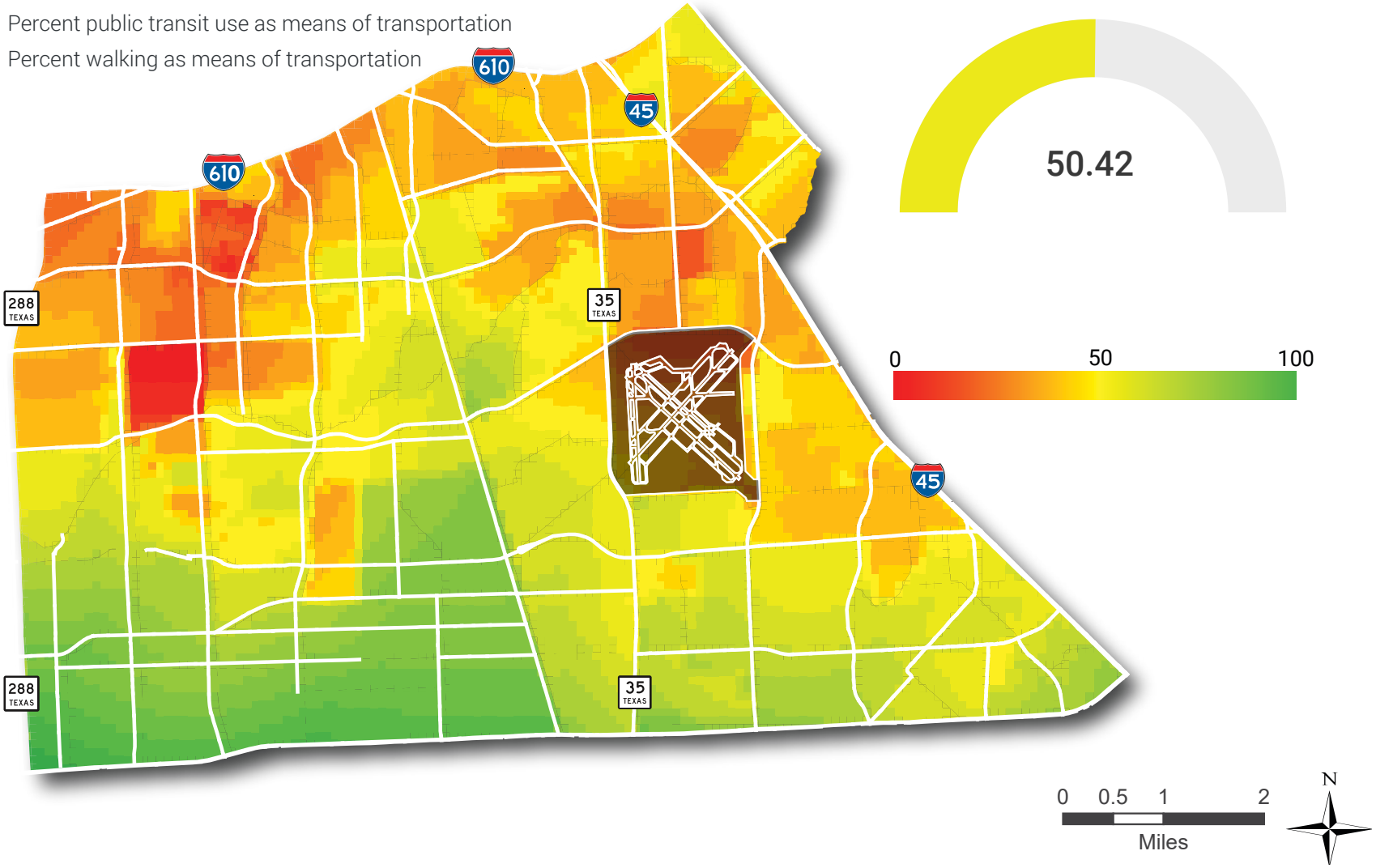


SCORECARD

MEASURES OF EFFECTIVENESS: Partnerships

- Percent below poverty
- Percent bicycle use as means of transportation
- Percent public transit use as means of transportation
- Percent walking as means of transportation

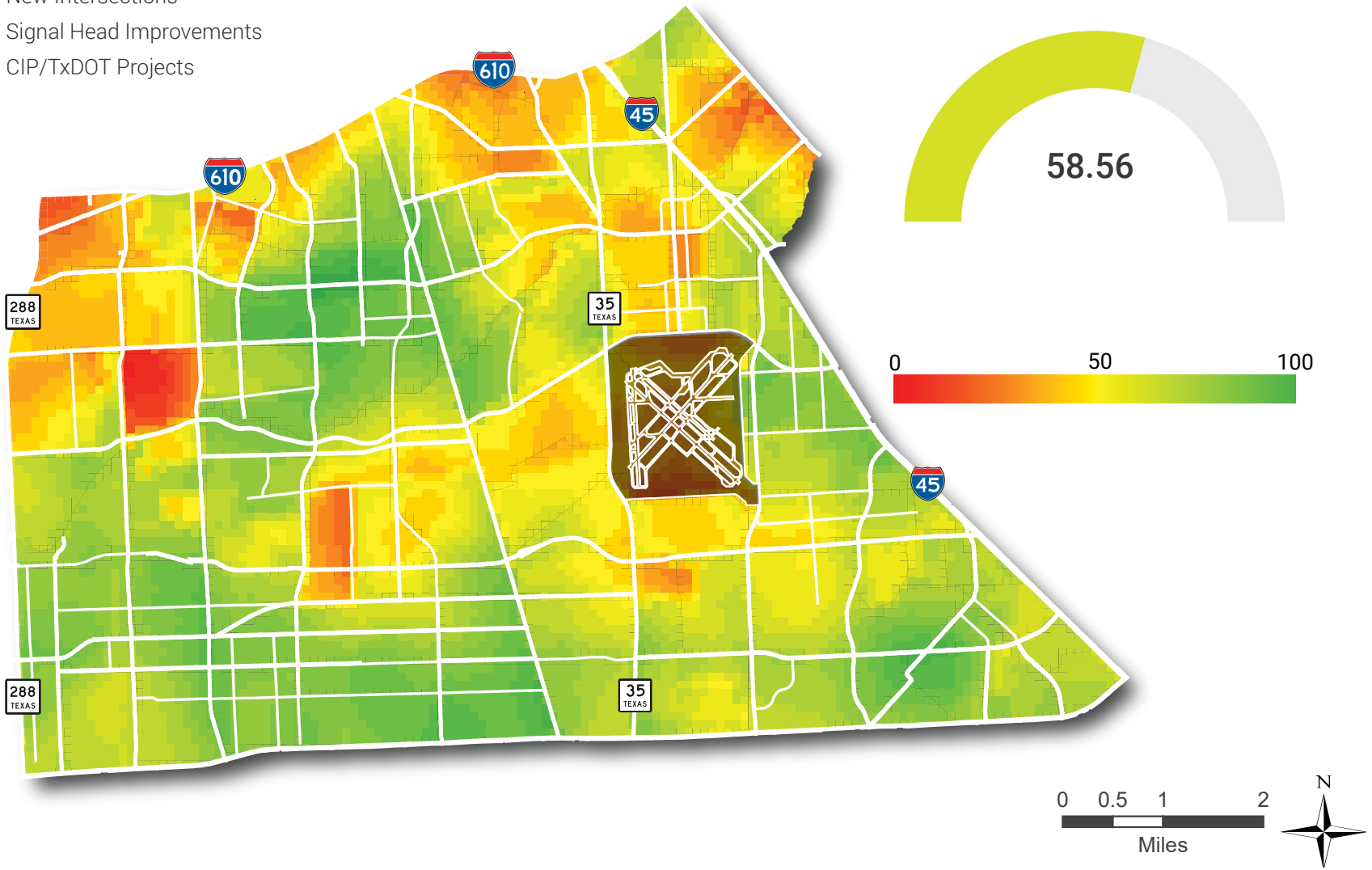
Before



IMPROVEMENTS: Partnerships

- Roadway Rehab
- New Road
- New Intersections
- Signal Head Improvements
- CIP/TxDOT Projects

After

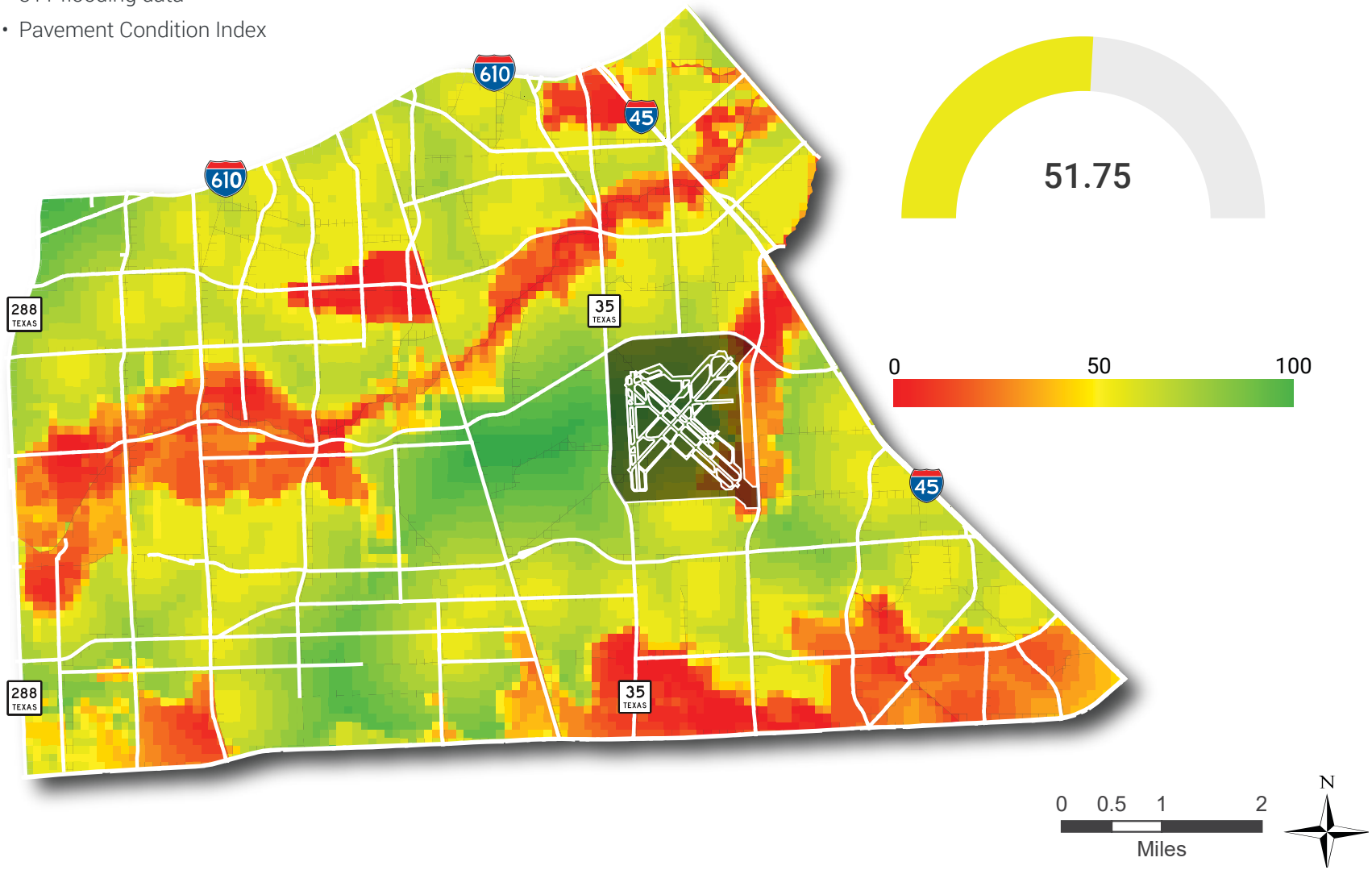


SCORECARD

MEASURES OF EFFECTIVENESS: Resilience

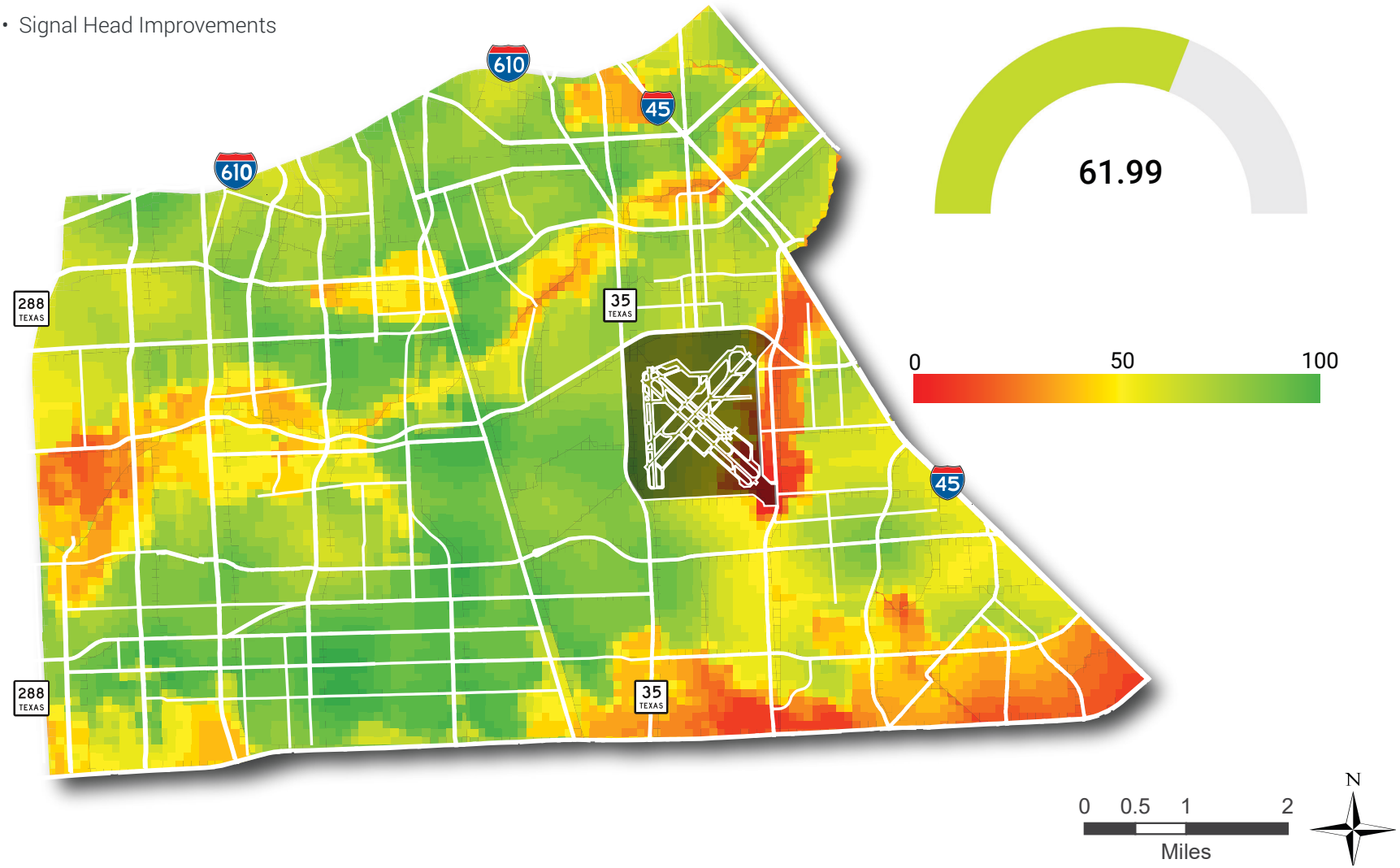
- 100- and 500- year floodplain
- 311 flooding data
- Pavement Condition Index

Before



IMPROVEMENTS: Resilience

- Roadway Rehab
- New Road
- New Intersections
- Signal Head Improvements



4

RECOMMENDATIONS

“I saw excitement and anticipation of the improvement of our neighborhoods.”

IMPROVEMENT RECOMMENDATIONS

This chapter represents the multimodal system improvement recommendations for the study area including vehicular, pedestrian, bicycle and transit facilities.

Through advisory committee engagement and public feedback, these improvements represent the needs of the Southeast Houston community.

An overview of the recommendations can be seen in the following graphics.

ROADWAYS

NEW 1.6 mi

77.8 mi

+ capacity 6.5 mi

4.7 mi

SIDEWALKS

NEW 127 miles

28 mi

fill in gaps

INTERSECTIONS

23 NEW

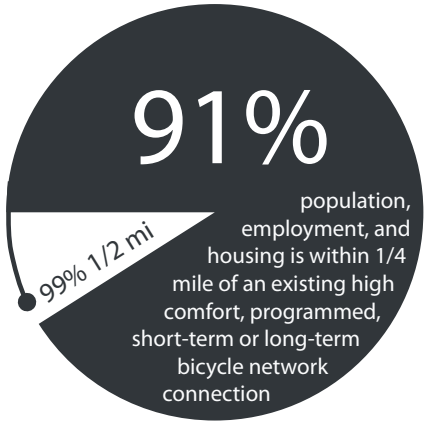
51 ADA RAMPS & CROSSWALKS

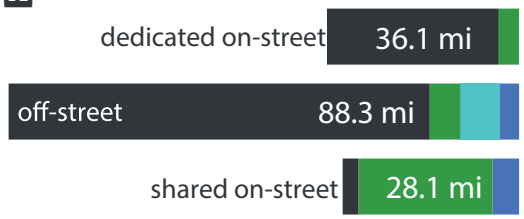
2 OFFSET INTERSECTIONS

Studied by Others 2

50 TRAFFIC SIGNAL IMPROVEMENTS

BIKEWAYS





existing programmed short-term long-term

TRANSIT

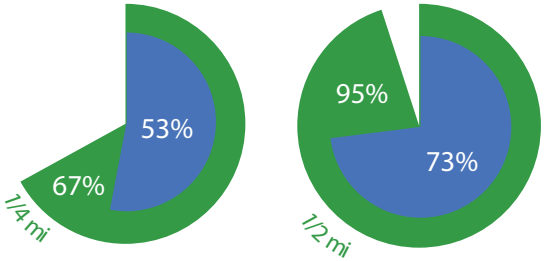
3 route extensions

4 NEW routes

Green Line
Purple Line
Red Line

6 existing shelter upgrades

% POPULATION + ACCESS*



current
2045

*percentage of population within different walking distances of a transit station

Major Thoroughfare and Freeway Plan (MTFP)

As explained in the Community Vision and Goals – Regional Access section of this report, the MTFP is the City of Houston's guiding document for future corridors. Based on the functional classification, the MTFP provides the City with the necessary information required to develop the corridor for future capacity and mobility needs. Through the MTFP, City staff have the ability to secure right-of-way, coordinate projects and include pedestrian/bicycle connections along a corridor.

The recommendation for the Southeast Houston study area is to focus on build-out of major corridors as well as identification of local roads that serve as minor collectors.

The updated MTFP map, shown in Map 4.1, identifies corridors to better serve the communities' needs. Existing analysis including future land use, traffic volumes, planned road improvements and public comments were all taken into consideration in the reclassification or expansion of corridors.

The detailed corridor sheets, included later in this chapter, provide a full list of recommendations by corridor based on project team analysis.

Multimodal Classification

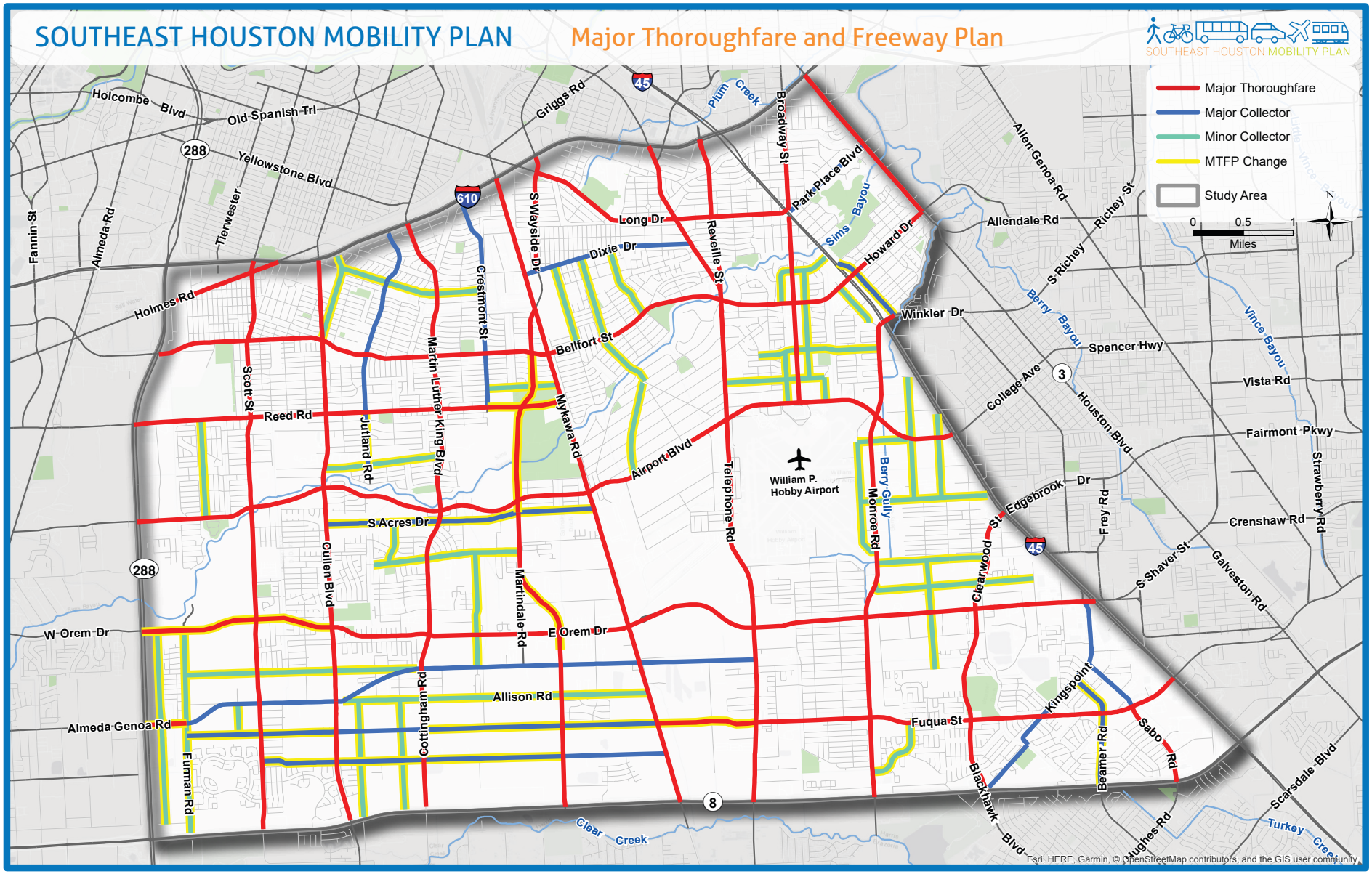
A multimodal transportation network will allow residents within the Southeast Houston study area to travel safely between destinations regardless of their mode, age, ability or financial resources. In 2009, the City developed the multimodal classification and related roadway cross sections based on functional class, land use, right-of-way, number of lanes, and traffic volume. The Multimodal Classification can be found in Chapter 10 – Appendix A of the City of Houston Infrastructure Design Manual.

The Multimodal Classification provides the opportunity for the design engineer to determine context sensitive design principles along each corridor given existing right-of-way. Context sensitive design is defined as development of roadway projects that are aligned with the existing and future land use context along a corridor. This also incorporates the role a particular corridor plays in the region's multimodal transportation networks. The Multimodal Classification map, shown in Map 4.2, represents the proposed MTFP network.

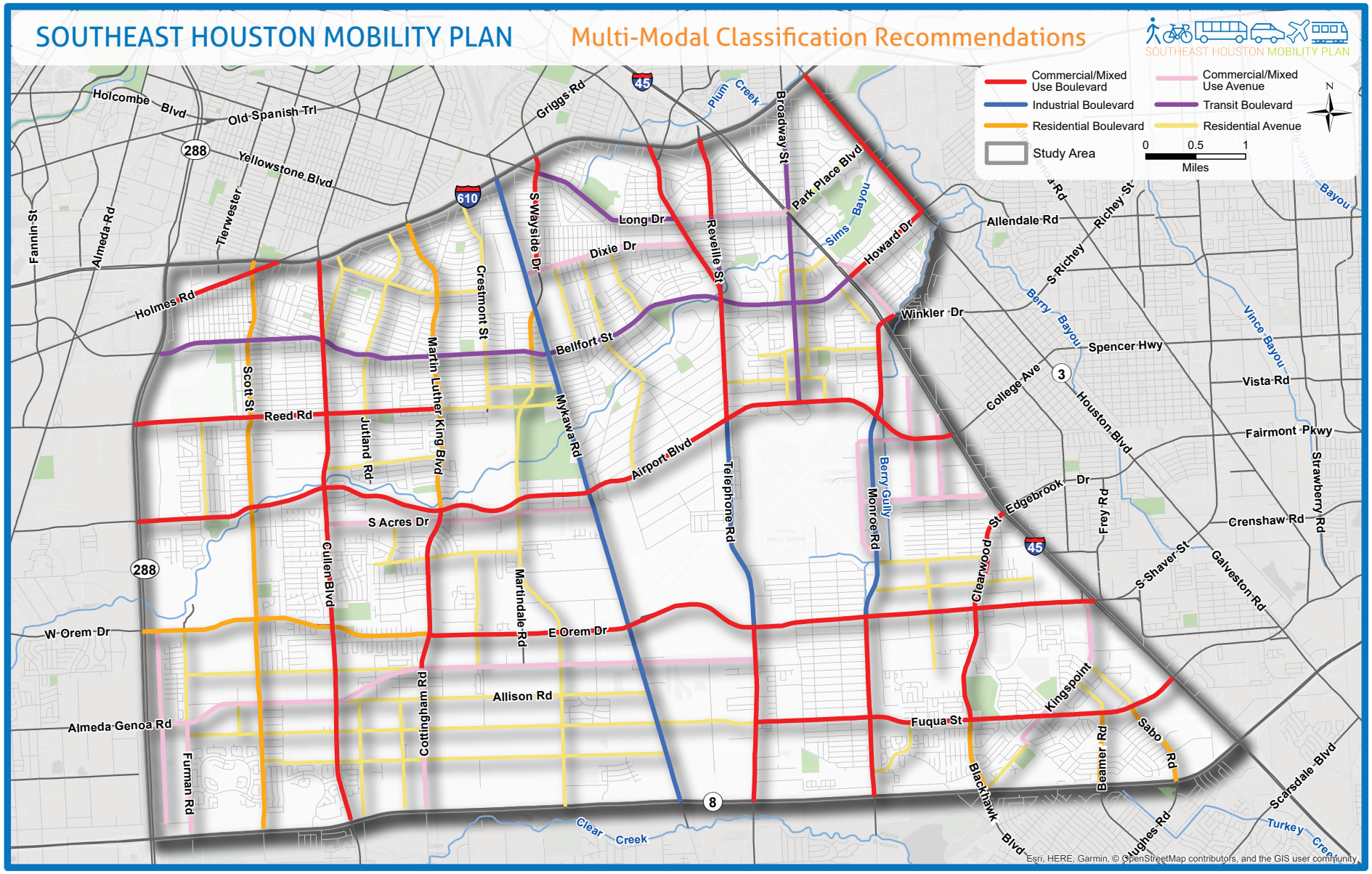
Based on the analysis of the multimodal classifications in the Southeast Houston study area, it is recommended that right-of-way designations be reevaluated. Many of the corridors within the study area have wider designations than what is proposed in the Infrastructure Design Manual.

The following roadways in the study area are designated as TxDOT Freight Network and are the preferred freight truck routes:

- Cullen Blvd.
- Telephone Rd.
- Mykawa Rd. (north of S. Wayside Dr.)
- IH 610
- IH 45
- SH 288
- Beltway 8



Map 4.1 - MTFP Recommendations



Map 4.2 - Multi-Modal Classification Recommendations

Roadway Improvements

As identified through stakeholder engagement and public comments, regional access and neighborhood connections are important to the Southeast community. In order to provide a multimodal approach to mobility, many of the roadways throughout the study area were identified for various levels of improvement, including:

- Access Management
- Added Capacity
- ADA Ramps/Crosswalks
- New Roadway
- Road Diet
- Build to COH Standard (substandard street)
- MTFP Change

Each of these roadways are identified in Map 4.3 and coincide with the Multimodal Classification Map and the Major Thoroughfare and Freeway Plan Map.

Substandard streets are identified as roadways that currently do not meet the City of Houston design standards.

The resulting network of new and redeveloped roadways would provide increased connections to neighborhood and regional destinations as well improve walking and bicycling among area residents.

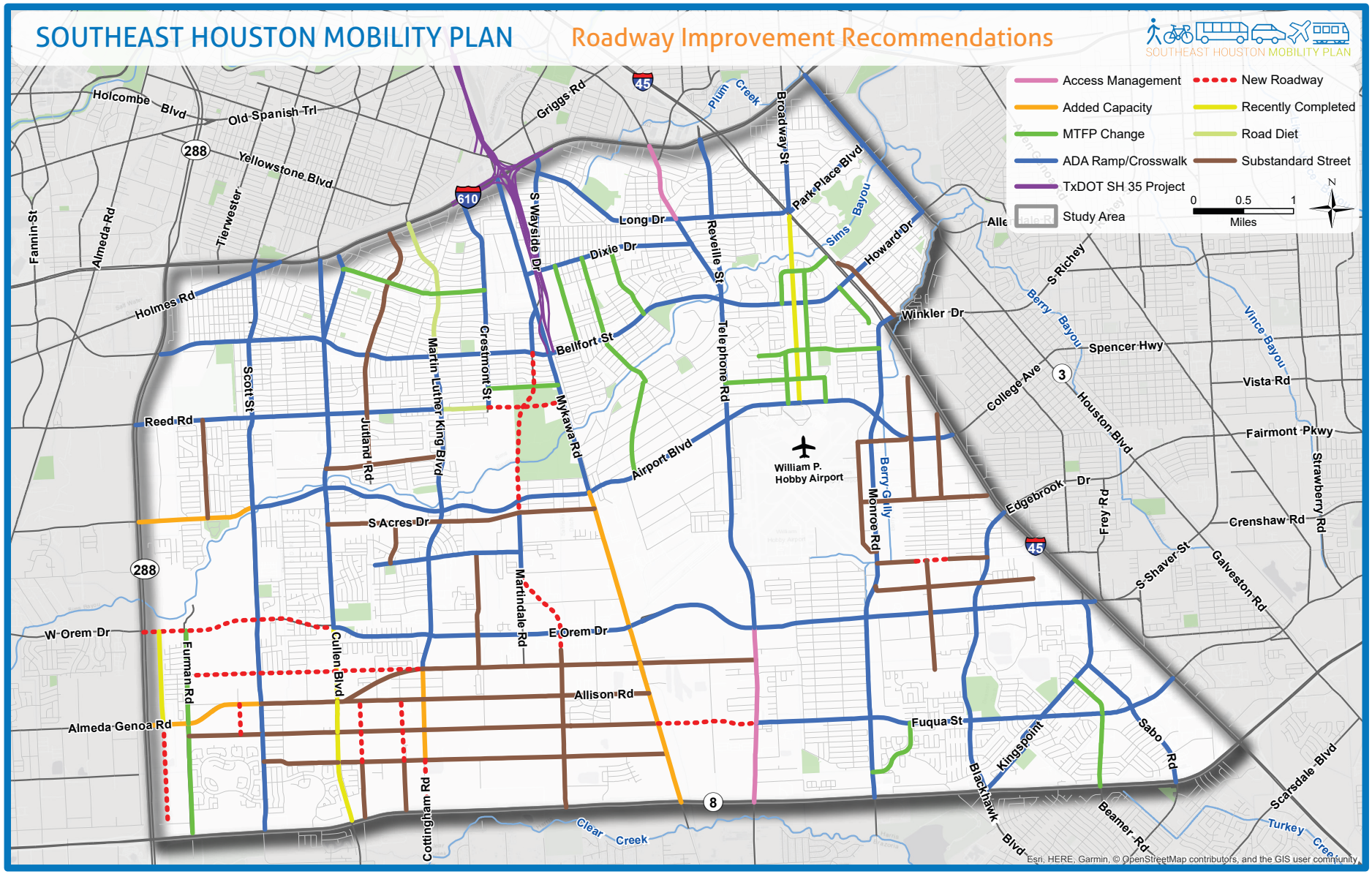
Intersection Enhancements

Intersection improvements throughout the Southeast Houston study area include a multimodal approach in which all modes (automobile, pedestrian, bicycle, and bus transit) can be accommodated in the design of the intersection. Each user of the network should feel safe and have a comfortable experience when passing through the intersection.

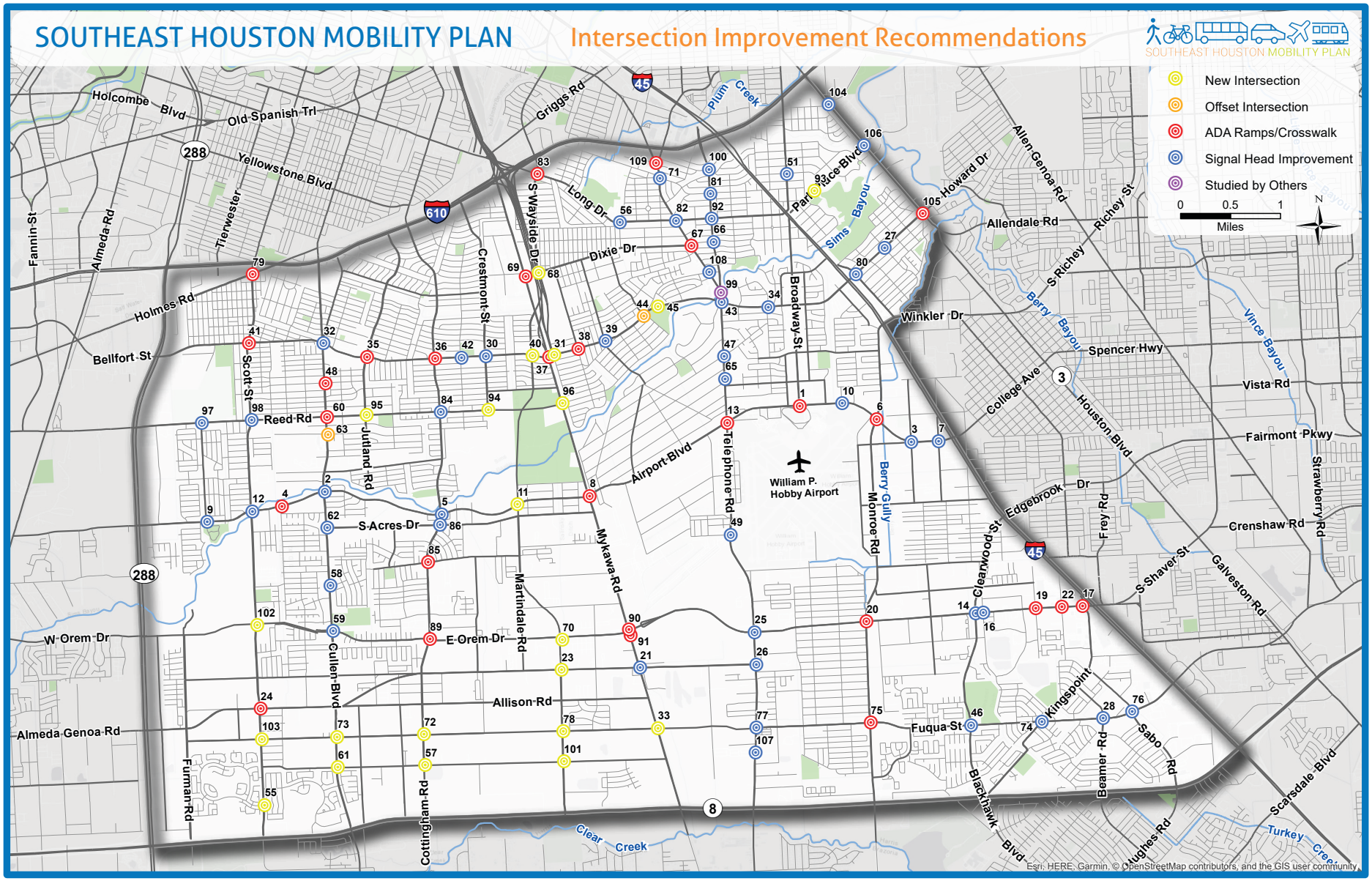
Although a traditional traffic engineering approach was not conducted for this study, safety improvements, design guidelines and locations of new intersections were identified throughout the study area. Many of the intersections throughout the study area are characterized with median refuge areas, wide crossings and non-ADA complaint ramps and sidewalk accessibility.

The project team identified improvements based on several variables including the Intersection Stress Level analysis which included identification of ADA compliant ramps, existing and projected traffic volumes, crosswalk markings, number of lanes, MTFP and future development.

Map 4.4 indicates the intersections that need improvements to facilitate the movement of all modes.



Map 4.3 - Roadway Improvement Recommendations



Map 4.4 - Intersection Improvement Recommendations

Bicycle and Pedestrian Improvements

The study area lacks existing high-comfort bicycle facilities, but opportunity for improvement is evident. Wide boulevard roadways, in addition to future buildout of streets, have the potential to create a well-connected bicycle network. Consistent with the City of Houston Bike Plan, recommendations were made for the study area based on available right-of-way, speed, traffic volumes, crash data and opportunity for redesign of existing roadways. These recommendations can be seen on Map 4.5.

The Sims Bayou provides the greatest asset in developing the off-street trail network as it traverses east-west across the study area and provides potential connections north-south to various destinations. Trailheads, a point at which a trail begins, or gateway connections have been identified along the Sims Bayou Greenway that provide better access from on-street facilities and increase visibility for all users.

The following bicycle facility types were recommended throughout the study area:

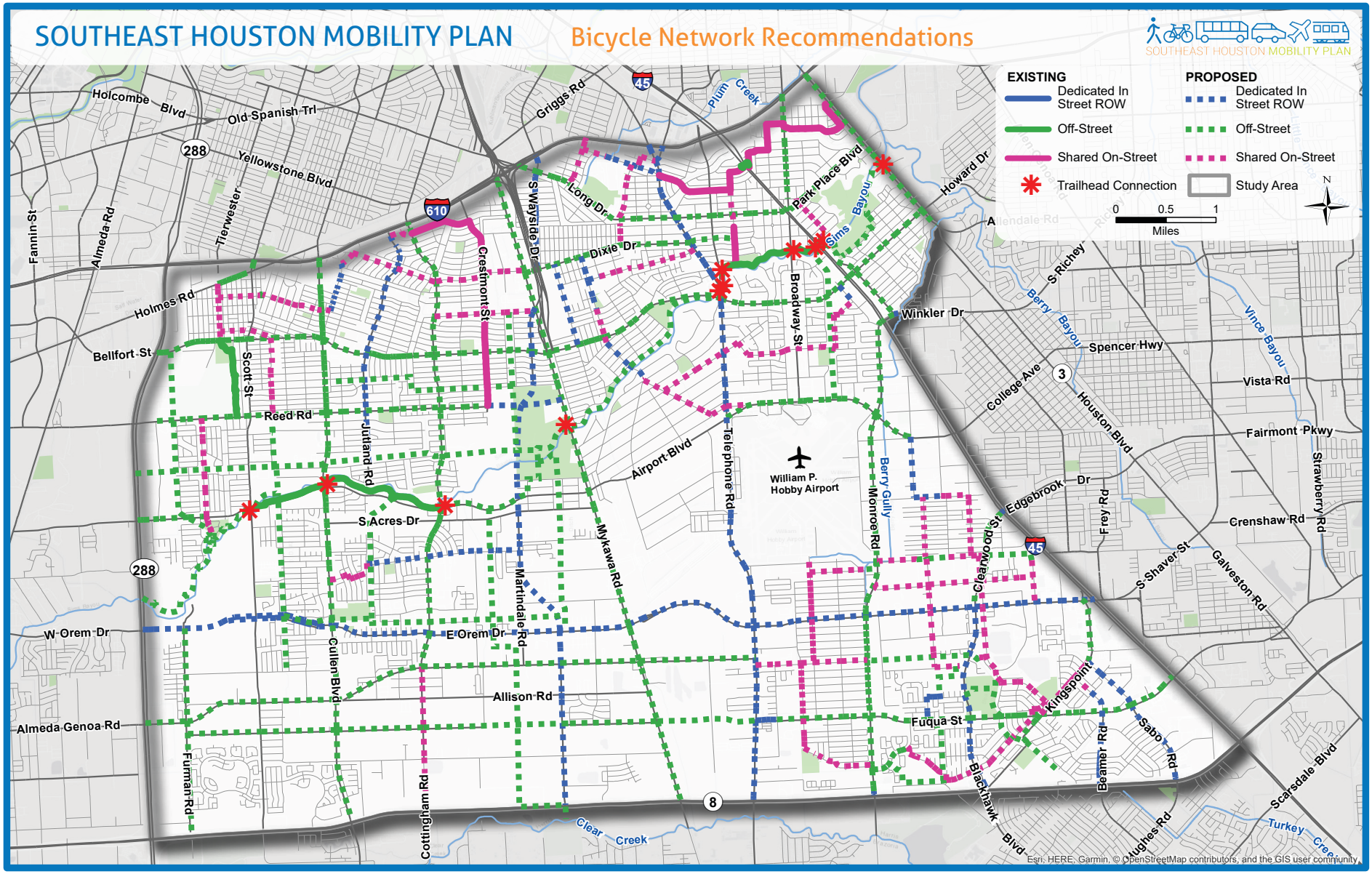
- **Off-Street Bike Path** – a connection for people walking and bicycling outside of street right-of-way, often with grade separation from cross traffic.
- **Side Path** – a path alongside a street but outside the roadway curbs, either shared by bicyclists or pedestrians walking.
- **Separated Bike Lane** – dedicated street space for bikes separated from traffic with physical raised delineators
- **Bike Lane** – dedicated street space for bikes separated from traffic with striping
- **Neighborhood Shared Street** – low speed, low volume residential street shared by motor vehicles and marked with MUTCD D11-1 "Bike Route" designation sign. Also referred to as **Neighborhood Bikeway** if additional treatments are used to manage speed and volume.

In contrast with the Houston Bike Plan, side paths were considered to be an off-street facility and thus garnered the "green" color designation. A more detailed engineering analysis should be completed along each corridor to determine appropriate bicycle facility recommendations.

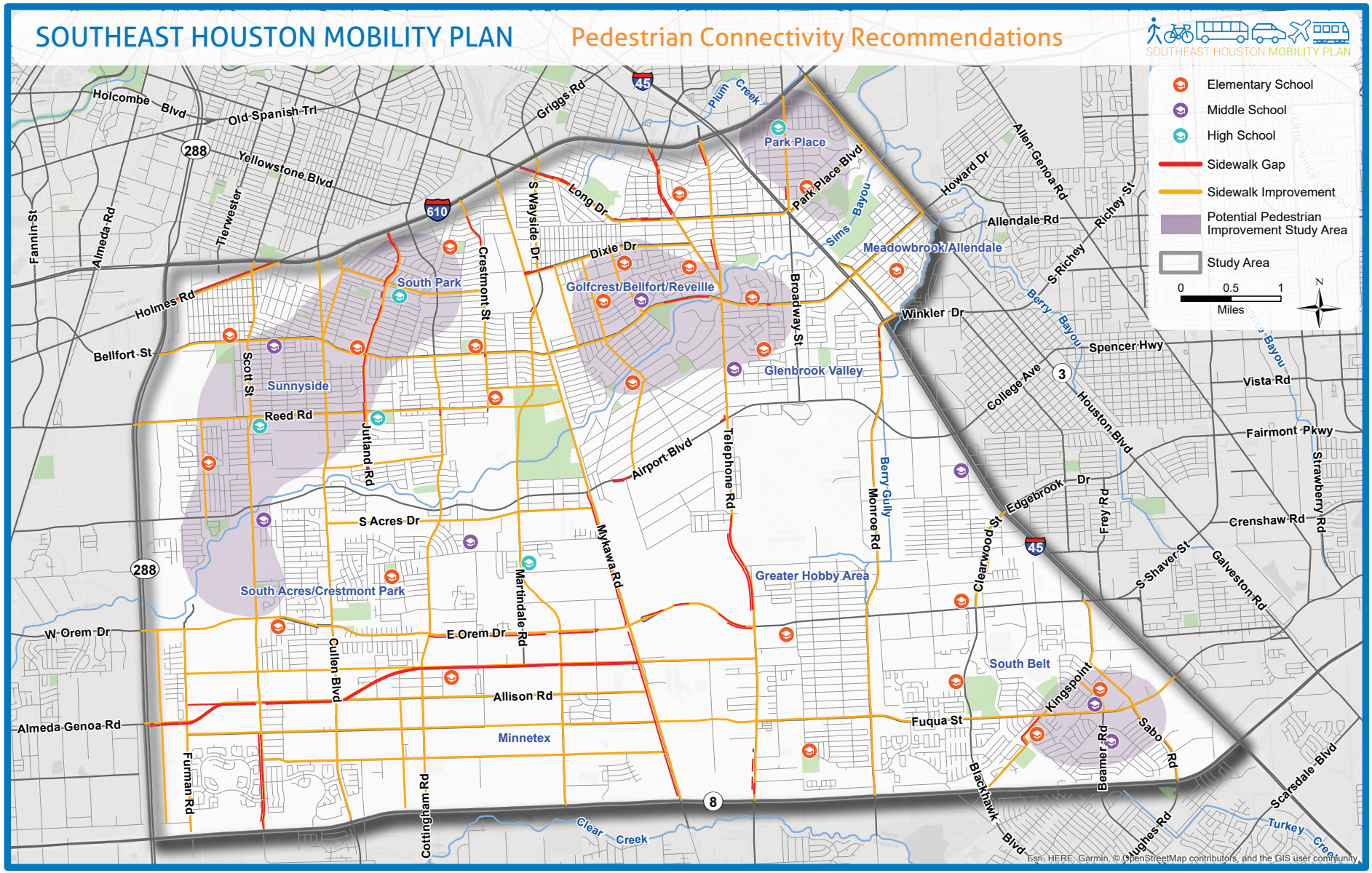
In addition to bicycle improvements throughout the study area, sidewalk improvements were analyzed to improve accessibility and mobility. Through the community vision and goal setting and public input from various meetings, neighborhood connections was among the top ranked priority.

It is important to have a well established sidewalk network to promote walkability to nearby destinations.

The Pedestrian Connectivity Map, Map 4.6, identifies improvements and gaps in the sidewalk network along existing and proposed roadways in Southeast Houston. Sidewalk improvements on the map indicate a need for a sidewalk to be built to city standards. While there may be a sidewalk present along the roadway, the condition and width makes it an unpleasant and uncomfortable experience. The purple shaded areas represent areas with a cluster of neighborhood destinations, including schools, parks, businesses, and community centers. These areas should be studied further for enhancements to sidewalk connectivity.



Map 4.5 - Bicycle Network Recommendations



Map 4.6 - Pedestrian Connectivity Recommendations

Transit Vision

The transit network provides coverage to a majority of the population in the study area, as seen in the Existing Conditions section. However, a lack of transit options exists in the south and southeast portions of the study area due to disconnected roadways and low density. The following factors were considered when evaluating specific corridors and areas for transit improvements:

- Existing Land Use
- Proposed Land Use
- Residential, Employment and Household Density
- Transit Ridership
- Connection and Partnership Opportunities

As shown in Map 4.7, two transit types are represented in the transit network recommendations including Local Bus Service and Light Rail Transit (LRT). Many of the local bus route recommendations are extensions of the existing local bus service and would provide service to destinations mentioned by stakeholder committee members.

These local bus route extensions include:

- Cullen/Hirsch – 29
- Scott – 54
- MLK/Lockwood – 80

New local bus routes along Airport Blvd., East/West Orem Dr., and Fuqua St. would be classified as Crosstown Bus Service to improve connectivity and provide access to employment centers. These Crosstown Bus Routes would provide access to Missouri City Park and Ride as well as the Fuqua Park and Ride with connectivity to local destinations and connecting large residential communities.

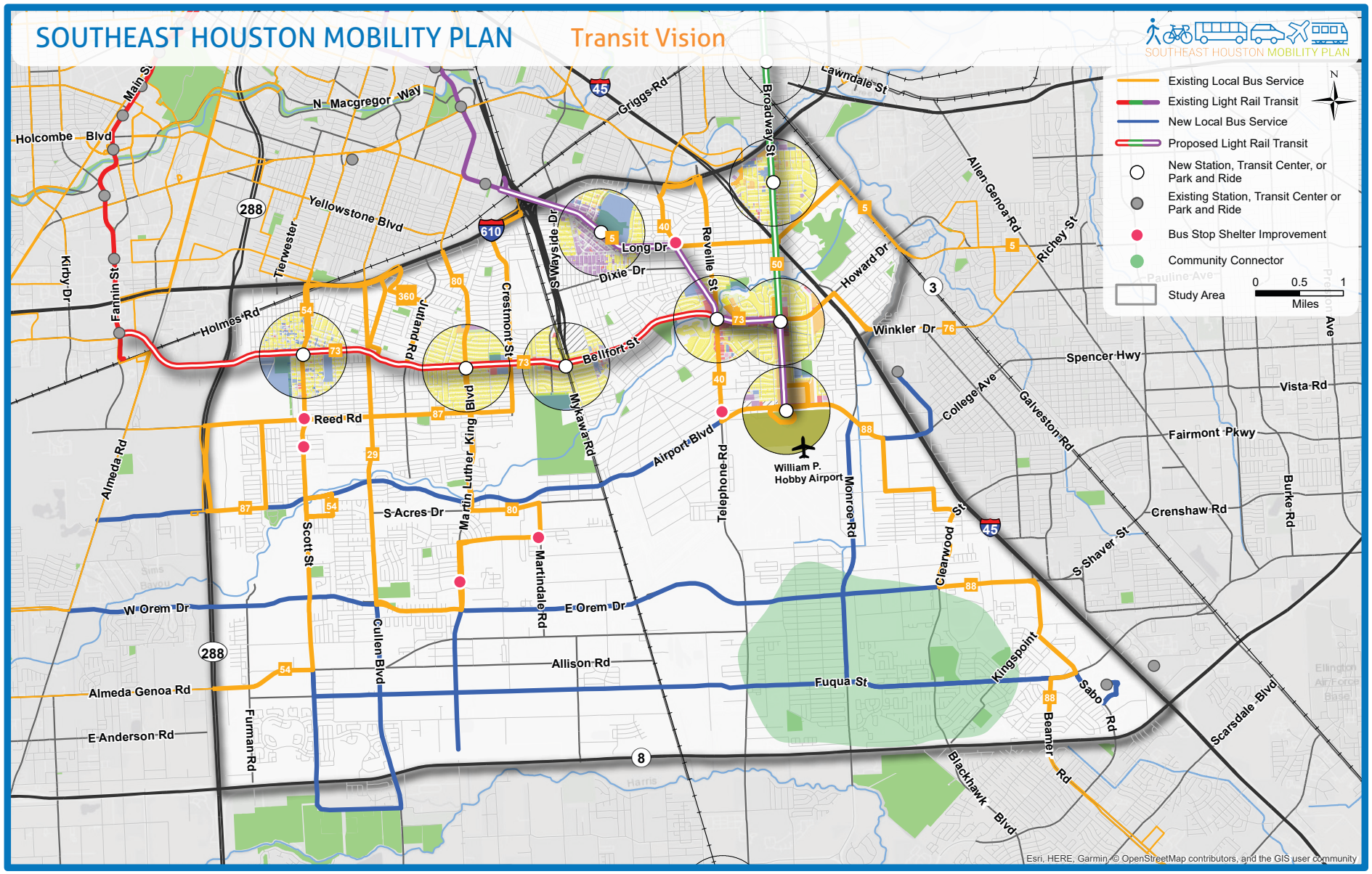
A Community Connector is also proposed as a short-term solution to areas that experience limited transit accessibility. A Community Connector bus service would provide personalized, curb-to-destination service to residents seven days a week. This area is in the southeast portion of the study area bounded by Telephone Rd. to the west, Beltway 8 to the south, IH 45 to the east and Almeda Genoa Rd. to the north.

Along with improved local bus service, the extension of light rail transit to Hobby Airport is also an important transit mobility improvement in the study area. Light rail transit to Hobby Airport has been discussed since METRO Solutions 2003 referendum and continues to be a significant transit opportunity. The METRO Red, Green, and Purple LRT Lines can be used to extend service to Hobby Airport. Further analysis by METRO would need to be conducted to determine final route alignment and station locations.

With the expansion of the transit network within the study area, pedestrian enhancements, such as ADA compliant curb ramps, sidewalks, crosswalks and lighting should also be considered as a priority to increase mobility. Bus stop location enhancements including shelters, benches and trash receptacles should also be considered along these new and enhanced local bus routes.

The following existing local bus stop locations were identified for shelter improvements based on daily ridership:

- Martin Luther King Blvd. at Fairgreen Ln.
- Selinsky Rd. at Martindale Rd.
- Scott St. at Reed Rd.
- Telephone Rd. at Park Place Blvd.
- Scott St. at Dawson Ln.
- Telephone Rd. at Fauna St.



Map 4.7 - Transit Vision

SH 35 ALTERNATIVE SCENARIO ANALYSIS

As of May 2019, TxDOT has completed the feasibility study and has acquired funding to extend Spur 5 southeast to IH 610 (referred to as the SH 35 corridor). In addition, TxDOT is exploring the potential to extend this corridor South along the Mykawa Rd. and Union Pacific Railroad facilities.

As part of the study, the City of Houston is exploring the mobility outcomes as it relates to the goals of the Southeast Mobility Plan. The H-GAC regional travel demand model was modified to include the two build scenarios:

- **Scenario 1:** SH 35 Build to Bellfort St.
- **Scenario 2:** SH 35 Build to Pearland

H-GAC conducted the travel demand forecasting within the Study Area. The Travel Demand Model is a tool for comparing alternative scenarios within a planning horizon to understand better the dynamics of future employment and population growth and their effect on the roadway network.

The consultant team determined that an update to baseline demographic information was needed, especially adjacent to the Mykawa Rd. corridor. This corridor is significant as the proposed SH 35 is expected to impact population and employment growth in the Study Area.

Fifteen separate traffic analysis zones (TAZ) were analyzed along the east and west side of the Mykawa Rd. corridor. Quantitative data analysis was paired with qualitative information on likely future land use of developed and undeveloped land parcels within each TAZ to 2045. Local knowledge of market forces shaping future land use in these zones was simultaneously considered with the likely impact on forecasted population, households and job numbers in the zones created by the future freeway.

There are some significant constraints to current and future development along the corridor: FEMA floodplains are the primary obstacle as well as utility and railway infrastructure.

Updated demographic information was then processed using the scenario approach within the H-GAC travel demand forecasting methodology, and results were produced based on network assumptions for that model year.

Map 4.8 and Map 4.9 illustrate the PM Level of Service (LOS) based on the two scenario model runs. LOS was determined based on the volume to capacity ratio of the existing 2045 model roadway network.

LOS refers to speed, convenience, comfort, and security of transportation facilities and services as experienced by users (LOS A-best to LOS F-worst).

Flow is the output of demand performance, measured in number of vehicles.

Vehicle Miles Traveled is an indicator of system performance measuring the total amount of vehicular travel in a region based on distance traveled.

Vehicle Hours Traveled is an indicator of system performance measuring the total amount of vehicular travel in a region based on total time spent traveling.

Weighted Average Flow is an indicator of system performance measuring the average vehicle flow weighted by lane mile (i.e. Average flow per lane mile).

Weighted Average VMT is an indicator of system performance measuring the average vehicle miles traveled by lane mile.

Delay is the difference between the actual travel time on a link and the free-flow travel time. Serves as a measure of congestion.

Travel characteristics from both scenarios can be seen below.

Scenario 1:

Total Flow - 7,909,188

Total Vehicle Miles Traveled - 2,641,610

Total Vehicle Hours Traveled - 88,355

Weighted Average Flow - 1,713 vehicles

Weighted Average VMT - 572 vehicle miles

Total Delay - 17,766 hours

Scenario 2:

Total Flow - 7,416,029

Total Vehicle Miles Traveled - 2,642,322

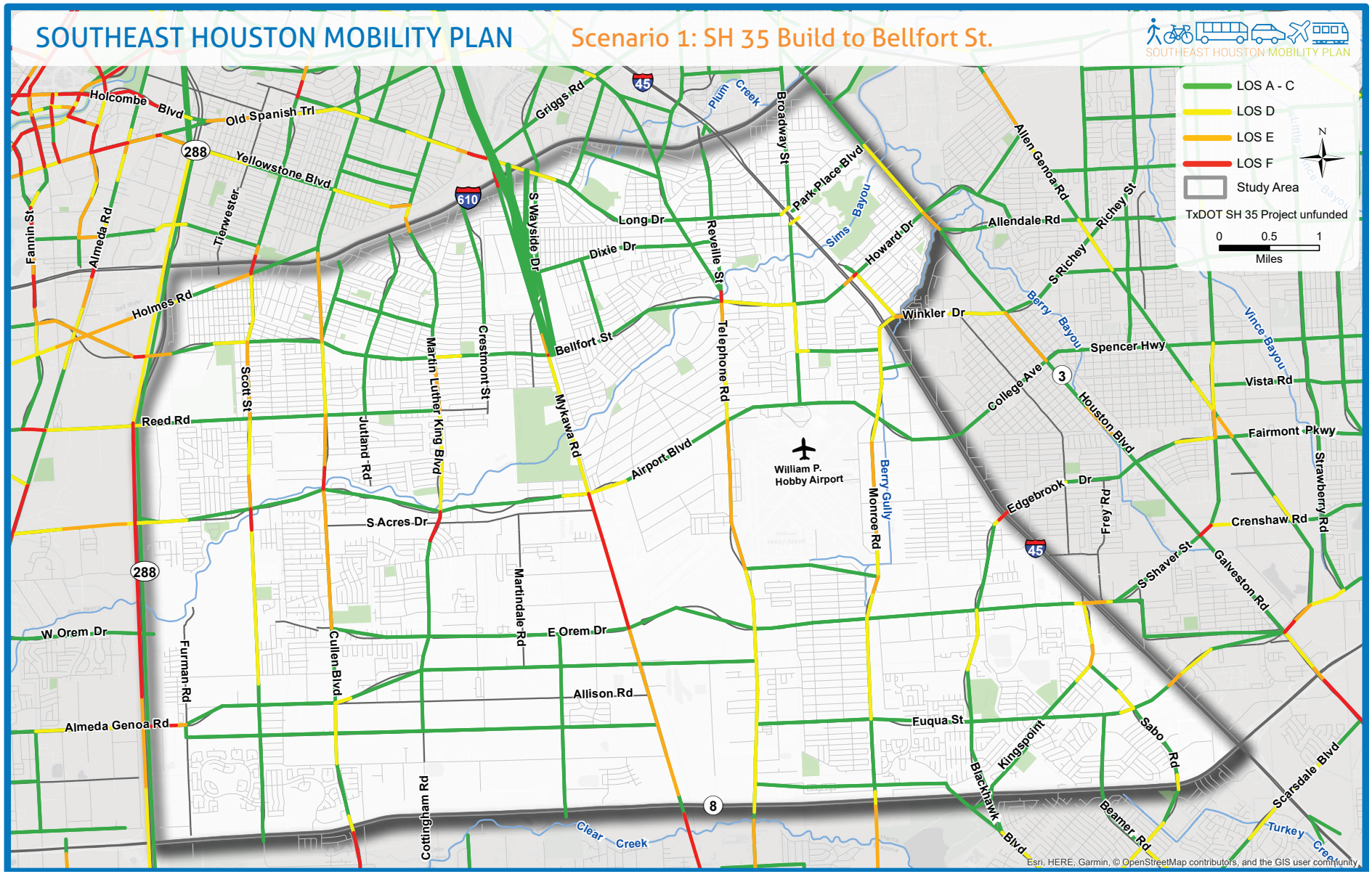
Total Vehicle Hours Traveled - 84,820

Weighted Average Flow - 1,604 vehicles

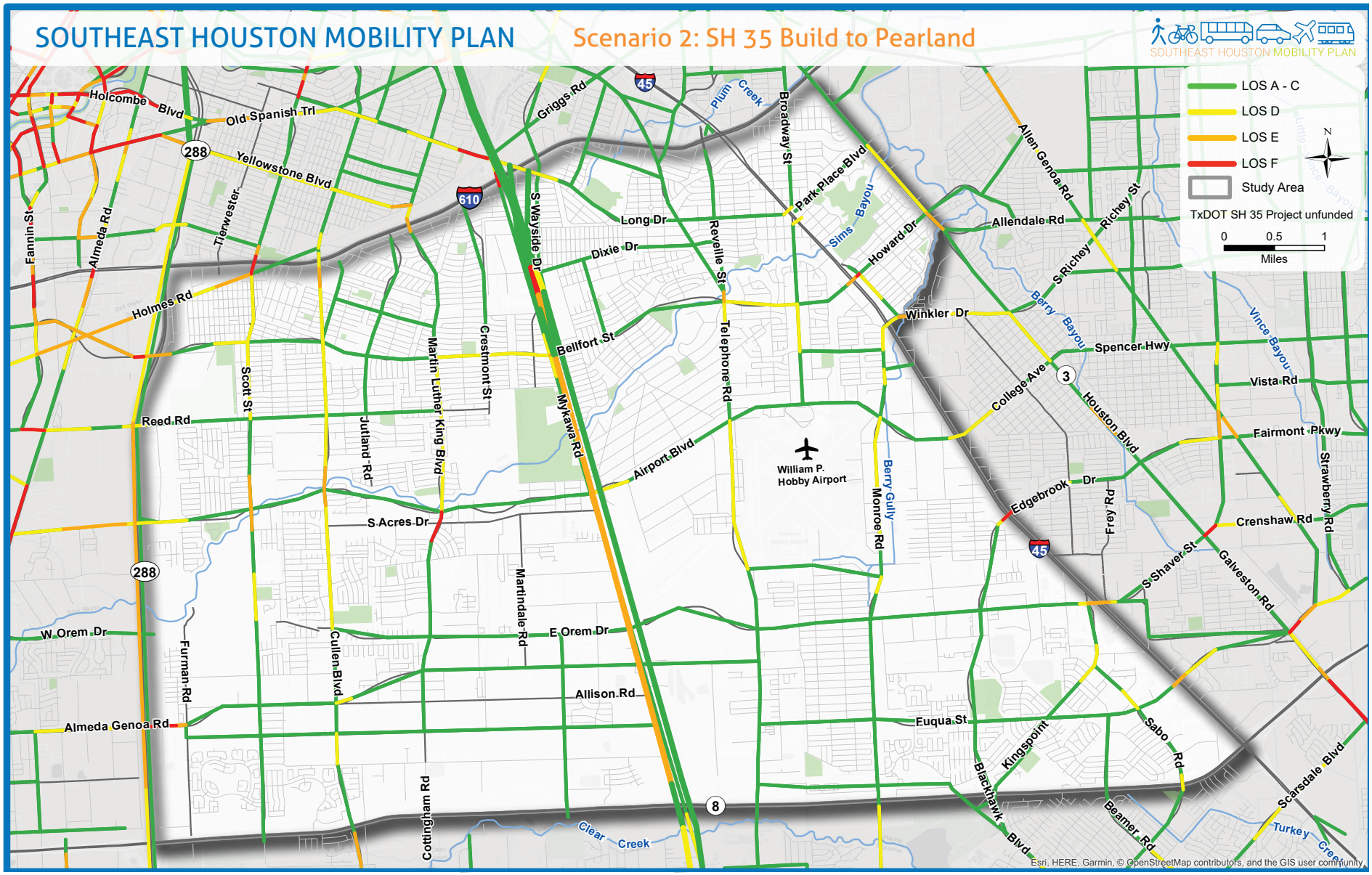
Weighted Average VMT - 571 vehicle miles

Total Delay - 16,245 hours

It is recommended to further study the impacts of both scenarios on the study area including no-build option.



Map 4.8 - SH 35 Scenario 1 Analysis



Map 4.9 - SH 35 Scenario 2 Analysis

CORRIDOR IMPROVEMENTS

The purpose of this study is to recommend a network of multimodal facilities to efficiently move residents and employees within the Study Area, as well as to and from employment centers and regional destinations. The roadway network is evaluated at a system level to understand congestion levels, crash rates and level of service. Multimodal elements including pedestrian, transit, and bicycle facilities are evaluated at a more detailed level to determine the needs and priorities along each corridor. The corridor improvements are summarized in the following tables.

Each of the major thoroughfares and major collectors identified in the Major Thoroughfare and Freeway Plan are evaluated individually and are listed in alphabetical order in the individual corridors section. Roadway elements include existing right-of-way, traffic counts, current modal uses as well as projected volumes and anticipated development. Public comment was also considered during the recommendation process.

Corridor sheets are organized with the following information for each corridor:

- Multimodal Elements
- Existing Conditions
- Improvement Needs
- Future Condition

Expand Capacity

New Road

Access Management

Road Diet

Roadway Rehab

MTFP **Class Change/ Addition**

Dedicated In Street ROW

Shared On Street

Off-Street

Active Sidewalk Improvement

Transit Rail

Transit Bus

MAJOR CORRIDORS TABLE

STREET NAME	FROM	TO	FUNCTIONAL CLASS	MEDIAN/CTL/ UNDIVIDED	LANES	PEDESTRIAN	TRANSIT	EXISTING VOLUME RANGE	2040 VOLUME RANGE	PROPOSED MULTIMODAL STREET CLASSIFICATION	IMPROVEMENT TYPE
Airport Blvd	SH-288	Scott St.	P-6-100	Median	4	Yes	Local - 87	6,900 - 9,900	21,400 - 36,200	Commercial/Mixed Use Boulevard	Expand, Transit Bus, Bikeway-Off Street
Airport Blvd	Scott St.	Cullen Blvd.	P-6-110	Median	4	Yes	Local - 54	3,500 - 6,600	14,500 - 18,400	Commercial/Mixed Use Boulevard	Transit Bus, Bikeway-Off Street
Airport Blvd	Cullen Blvd.	Martin Luther King Blvd.	P-6-100	Median	4	Yes		8,100 - 9,200	18,700	Commercial/Mixed Use Boulevard	Transit Bus, Bikeway-Off Street
Airport Blvd	Martin Luther King Blvd.	Mykawa Rd.	P-6-100	Median	4	Yes		11,500 - 16,400	21,500 - 33,300	Commercial/Mixed Use Boulevard	Transit Bus
Airport Blvd	Mykawa Rd.	Telephone Rd.	P-6-100	Median	4	Yes		10,900 - 16,400	18,600 - 28,400	Commercial/Mixed Use Boulevard	Transit Bus
Airport Blvd	Telephone Rd.	Broadway St.	P-6-100	Median	6	Yes	Local - 40	16,300 - 21,200	26,500 - 31,700	Commercial/Mixed Use Boulevard	Transit Bus, Bikeway-Off Street
Airport Blvd	Broadway St.	Monroe Blvd.	P-6-100	Median	6	Yes	Local - 88	17,200 - 18,700	26,900 - 28,600	Commercial/Mixed Use Boulevard	Transit Bus, Bikeway-Off Street
Airport Blvd	Monroe Blvd.	IH-45	P-6-100	Median	6	Yes	Local - 88	22,800 - 28,200	31,300 - 37,300	Commercial/Mixed Use Boulevard	Transit Bus, Bikeway-Off Street
Almeda Genoa Rd	SH-288	Furman Rd.	MJ-4-70	Undivided	2	No	Local - 54	14,300 - 16,300	24,500 - 29,500	Commercial/Mixed Use Avenue	Expand, Transit Bus, Bikeway-Off Street, Sidewalk Improvement
Almeda Genoa Rd	Furman Rd.	Scott St.	MJ-4-70	Undivided	2	No	Local - 54	8,200 - 10,700	14,200 - 17,800	Commercial/Mixed Use Avenue	Expand, Transit Bus, Bikeway-Off Street, Sidewalk Improvement
Almeda Genoa Rd	Scott St.	Cullen Blvd.	MJ-4-70	Undivided	2	No		4,700 - 6,000	7,700 - 13,000	Commercial/Mixed Use Avenue	Road Diet, Bikeway-Off Street, Sidewalk Improvement
Almeda Genoa Rd	Cullen Blvd.	Cottingham St.	MJ-4-70	Undivided	2	No		6,400 - 7,200	10,900 - 12,700	Commercial/Mixed Use Avenue	Road Diet, Bikeway-Off Street, Sidewalk Improvement
Almeda Genoa Rd	Cottingham St.	S Wayside Dr.	MJ-4-70	Undivided	2	No		1,500 - 2,200	2,400 - 5,200	Commercial/Mixed Use Avenue	Road Diet, Bikeway-Off Street, Sidewalk Improvement
Almeda Genoa Rd	S Wayside Dr.	Mykawa Rd.	MJ-4-70	Undivided	2	No		3,500 - 3,700	9,600 - 10,300	Commercial/Mixed Use Avenue	Road Diet, Bikeway-Off Street, Sidewalk Improvement
Almeda Genoa Rd	Mykawa Rd.	Telephone Rd.	MJ-4-70	Undivided	2	No		3,500 - 3,900	8,500	Commercial/Mixed Use Avenue	Road Diet, Bikeway-Off Street, Sidewalk Improvement
Almeda Genoa Rd	Telephone Rd.	Monroe Blvd.	T-4-100	Median	4	Yes		14,600	25,400 - 27,900	Commercial/Mixed Use Boulevard	Transit Bus, Bikeway-Shared On Street, Sidewalk Improvement
Almeda Genoa Rd	Monroe Blvd.	Blackhawk Blvd.	T-4-100	Median	4	Yes		13,400 - 22,600	21,200 - 35,300	Commercial/Mixed Use Boulevard	Transit Bus, Bikeway-Shared On Street
Almeda Genoa Rd	Blackhawk Blvd.	IH-45	P-6-120	Median	4	Yes	Local - 88	12,500 - 46,700	23,600 - 60,900	Commercial/Mixed Use Boulevard	Transit Bus, Bikeway-Shared On Street
Beamer Rd	Fuqua St.	Beltway 8	T-4-100	Median	4	Yes	Local - 88	3,400 - 20,400	5,600 - 24,400	Residential Boulevard	Bikeway-Off Street
Bellfort St	SH-288	Scott St.	T-4-100	Median	4	Yes	Local - 73	12,300 - 14,900	22,100 - 30,300	Transit Boulevard	Transit Rail, Bikeway-Off Street, Sidewalk Improvement
Bellfort St	Scott St.	Cullen Blvd.	T-4-100	Median	4	Yes	Local - 73	7,700 - 8,500	16,500 - 16,900	Transit Boulevard	Transit Rail, Bikeway-Off Street, Sidewalk Improvement
Bellfort St	Cullen Blvd.	Jutland Rd.	T-4-100	Median	4	Yes	Local -73 Shuttle - 360	21,800 - 23,700	26,700 - 30,000	Transit Boulevard	Transit Rail, Bikeway-Off Street, Sidewalk Improvement
Bellfort St	Jutland Rd.	Martin Luther King Blvd.	T-4-120	Median	4	Yes	Local - 73	17,900 - 19,100	23,500 - 24,900	Transit Boulevard	Transit Rail, Bikeway-Off Street, Sidewalk Improvement
Bellfort St	Martin Luther King Blvd.	Crestmont St.	T-4-130	Median	4	Yes	Local - 73	18,900 - 20,300	24,300 - 24,700	Transit Boulevard	Transit Rail, Bikeway-Off Street, Sidewalk Improvement
Bellfort St	Crestmont St.	Mykawa Rd.	T-4-130	Median	4	Yes	Local - 73	19,100 - 20,900	22,900 - 24,400	Transit Boulevard	Transit Rail, Bikeway-Off Street, Sidewalk Improvement
Bellfort St	Mykawa Rd.	Telephone Rd.	T-4-100	Median	4	Yes	Local -73	10,400 - 14,000	13,000 - 17,900	Transit Boulevard	Transit Rail, Bikeway-Off Street, Sidewalk Improvement
Bellfort St	Telephone Rd.	Broadway St.	T-4-100	Median	4	Yes	Local - 73, 76	16,000 - 23,400	19,000 - 25,100	Transit Boulevard	Transit Rail, Bikeway-Off Street, Sidewalk Improvement
Bellfort St	Broadway St.	IH-45	T-4-80	Median	4	Yes	Local - 76	15,700 - 26,300	17680 - 27,100	Transit Boulevard	Transit Rail, Bikeway-Off Street, Sidewalk Improvement
Blackhawk Blvd	Almeda Genoa Rd.	Fuqua St.	T-4-100	Median	4	Yes		13,000 - 18,900	17,600 - 23,800	Commercial/Mixed Use Boulevard	Bikeway-Off Street
Blackhawk Blvd	Fuqua St.	Kingspoint Rd.	T-4-100	Median	4	Yes		10,800 - 12,400	14,100 - 17,300	Residential Boulevard	Bikeway-Off Street
Broadway St	IH-610	Park Place Blvd.	P-6-120	Median	4	Yes	Local - 50	16,900 - 21,800	22,200 - 29,900	Transit Boulevard	Transit Rail, Bikeway-Off Street, Sidewalk Improvement
Broadway St	Park Place Blvd.	Bellfort St.	P-6-120	Median	4	Yes	Local - 50	23,500 - 30,300	24,200 - 29,700	Transit Boulevard	Transit Rail, Sidewalk Improvement
Broadway St	Bellfort St.	Airport Blvd.	P-6-120	Median	4	Yes	Local - 50, 73	18,900 - 26,000	23,600 - 28,700	Transit Boulevard	Transit Rail, Sidewalk Improvement
Clearwood St	IH-45	Almeda Genoa Rd.	T-4-100	Median	4	Yes	Local - 88	24,600 - 42,700	28,500 - 48,700	Commercial/Mixed Use Boulevard	Road Diet, Bikeway-Off Street, Sidewalk Improvement

Expand · New Road · Access Management · Road Diet · Roadway · MTFP Class Change- · Bikeway-Dedicated In Street ROW · Bikeway-Off Street · Bikeway-Shared On Street · Sidewalk Improvement · Transit Rail · Transit Bus

MAJOR CORRIDORS TABLE

STREET NAME	FROM	TO	FUNCTIONAL CLASS	MEDIAN/CTL/ UNDIVIDED	LANES	PEDESTRIAN	TRANSIT	EXISTING VOLUME RANGE	2040 VOLUME RANGE	PROPOSED MULTIMODAL STREET CLASSIFICATION	IMPROVEMENT TYPE
Cityscape Ave	E Orem Dr.	Almeda Genoa Rd.	MN-2-60	Undivided	2					Mixed Use Avenue	
Cottingham Rd	Almeda Genoa Rd.	Schurmier Rd.	P-6-100	Undivided	2	No		200 - 400	600 - 900	Commercial/Mixed Use Avenue	
Cottingham Rd	Schurmier Rd.	Beltway 8	P-6-100	Undivided	2					Commercial/Mixed Use Avenue	
Crestmont St	IH-610	Bellfort St.	MJ-2-60	Undivided	2	Yes	Local - 87	2,000 - 4,400	3,300 - 8,400	Residential Avenue	
Crestmont St	Bellfort St.	Reed Rd.	MJ-2-60	Undivided	2	Yes	Local - 87			Residential Avenue	
Cullen Blvd	IH-610	Bellfort St.	T-4-80	Median	4	Yes	Local - 29	27,000 - 38,300	34,400 - 46,900	Commercial/Mixed Use Boulevard	
Cullen Blvd	Bellfort St.	Reed Rd.	T-4-80	Median	4	Yes	Local - 29	19,500 - 25,000	30,400 - 35,600	Commercial/Mixed Use Boulevard	
Cullen Blvd	Reed Rd.	Airport Blvd.	T-4-80	Median	4	Yes	Local - 29	21,600 - 25,400	29,700 - 38,400	Commercial/Mixed Use Boulevard	
Cullen Blvd	Airport Blvd.	E Orem Dr.	T-4-80	Median	4	Yes	Local - 29	14,300 - 15,600	23,600 - 25,700	Commercial/Mixed Use Boulevard	
Cullen Blvd	E Orem Dr.	Almeda Genoa Rd.	T-4-140	Median	4	Yes		11,000 - 12,300	14,600 - 18,700	Commercial/Mixed Use Boulevard	
Cullen Blvd	Almeda Genoa Rd.	Fuqua St.	T-4-100	Median	4	Yes		13,900	25,700	Commercial/Mixed Use Boulevard	
Cullen Blvd	Fuqua St.	Beltway 8	T-4-100	Median	4	Yes		14,800 - 20,900	26,100 - 30,800	Commercial/Mixed Use Boulevard	
Dixie Dr	Mykawa Rd.	Telephone Rd.	MJ-4-70	Undivided	4	Yes		2,900 - 8,900	2,700 - 9,600	Commercial/Mixed Use Avenue	
E Orem Dr	SH 288	Cullen Blvd.	T-4-100	Median	4	Yes		-	-	Residential Boulevard	
E Orem Dr	Cullen Blvd.	Martin Luther King Blvd.	T-4-100	Median	4	Yes	Local - 29	2,700 - 2,900	14,600 - 14,700	Residential Boulevard	
E Orem Dr	Martin Luther King Blvd.	Martindale Rd.	T-4-100	Median	4	Yes		2,400 - 4,600	10,400 - 13,700	Commercial/Mixed Use Boulevard	
E Orem Dr	Martindale Rd.	Mykawa Rd.	T-4-100	Median	4	Yes		2,800 - 4,600	11,900 - 13,700	Commercial/Mixed Use Boulevard	
E Orem Dr	Mykawa Rd.	Telephone Rd.	T-4-100	Median	4	Yes		3,500 - 3,900	10,900 - 12,800	Commercial/Mixed Use Boulevard	
Fuqua St	Furman Rd.	Scott St.	T-4-100	Undivided	2	No		2,900 - 5,600	5,500 - 9,700	Residential Avenue	
Fuqua St	Scott St.	Cullen Blvd.	T-4-100	Undivided	2	No		2,500 - 5,100	5,100 - 10,000	Residential Avenue	
Fuqua St	Cullen Blvd.	Martin Luther King Blvd.	MJ-4-70	Undivided	2	No		1,500 - 1,600	3,200 - 3,300	Residential Avenue	
Fuqua St.	Martin Luther King Blvd.	S Wayside Dr.	MJ-4-70	Undivided	2	No		-	-	Residential Avenue	
Fuqua St	S Wayside Dr.	Mykawa Rd.	T-4-100	Undivided	2	No		1,400 - 1,600	1,700 - 2,500	Residential Avenue	
Fuqua St	Mykawa Rd.	Telephone Rd.	T-4-100	Undivided	2	Yes		-	-	Residential Avenue	
Fuqua St	Telephone Rd.	Monroe Blvd.	T-4-100	Median	4	Yes		1,700 - 1,900	2,700 - 4,600	Commercial/Mixed Use Boulevard	
Fuqua St	Monroe Blvd.	Blackhawk Blvd.	T-4-100	Median	4	Yes		1,900 - 11,700	3,500 - 15,500	Commercial/Mixed Use Boulevard	
Fuqua St	Blackhawk Blvd.	Kingspoint Rd.	T-4-100	Median	4	Yes		6,800 - 6,900	10,200 - 12,000	Commercial/Mixed Use Boulevard	
Fuqua St	Kingspoint Rd.	Beamer Rd.	T-4-100	Median	4	Yes		8,100 - 10,000	11,100 - 12,100	Commercial/Mixed Use Boulevard	
Fuqua St	Beamer Rd.	IH-45	T-4-100	Median	4	Yes	Local - 88	17,600 - 26,300	15,000 - 37,400	Commercial/Mixed Use Boulevard	
Furman Rd	Beltway 8	Almeda Genoa Rd.	MJ-4-70	Undivided	2	No		5,500	9,800	Commercial/Mixed Use Avenue	
Furman Rd	Almeda Genoa Rd.	E Orem Dr.	MJ-4-70	Undivided	2	No		-	-	Residential Avenue	MTFP
Galveston Rd	IH-610	Park Place Blvd.	P-6-100	Undivided	4	Yes		11,000 - 13,900	11,000 - 12,800	Commercial/Mixed Use Boulevard	
Galveston Rd	Park Place Blvd.	Howard Dr.	P-6-100	Undivided	4	Yes	Local - 5	9,400 - 10,500	12,200 - 13,300	Commercial/Mixed Use Boulevard	
Holmes Rd	SH-288	Scott St.	T-4-100	Median	4	Yes		4,600 - 7,800	22,600 - 25,700	Commercial/Mixed Use Boulevard	

Expand Capacity · New Road · Access Management · Road Diet · Roadway Rehab · MTFP Class Change- · Bikeway-Dedicated In Street ROW · Bikeway-Off Street · Bikeway-Shared On Street · Sidewalk Improvement · Transit Rail · Transit Bus

MAJOR CORRIDORS TABLE

STREET NAME	FROM	TO	FUNCTIONAL CLASS	MEDIAN/CTL/ UNDIVIDED	LANES	PEDESTRIAN	TRANSIT	EXISTING VOLUME RANGE	2040 VOLUME RANGE	PROPOSED MULTIMODAL STREET CLASSIFICATION	IMPROVEMENT TYPE
Holmes Rd	Scott St.	IH-610	T-4-100	Median	4	Yes		1,100 - 2,200	5,300 - 5,400	Commercial/Mixed Use Boulevard	Road Diet, Bikeway-Off Street, Sidewalk Improvement
Howard Dr	IH-45	Galveston Rd.	T-4-75	Median	4	Yes		20,300 - 23,000	20,400 - 22,800	Commercial/Mixed Use Boulevard	Road Diet, Bikeway-Off Street, Sidewalk Improvement
Jutland Rd	IH-610	Pershing St.	MJ-2-60	Undivided	2	Yes		2,100 -3,600	2,700 - 3,800	Residential Avenue	Road Diet, Bikeway-Dedicated In Street ROW, Sidewalk Improvement
Jutland Rd	Pershing St.	Bellfort St.	MJ-2-70	Undivided	2	Yes	Shuttle - 360	1,600 - 5,400	2,400 - 6,300	Residential Avenue	Road Diet, Bikeway-Dedicated In Street ROW, Sidewalk Improvement
Jutland Rd	Bellfort St.	Reed Rd.	MJ-2-60	Undivided	2	Yes		7,900 - 8,300	9,900 - 10,000	Residential Avenue	Road Diet, Bikeway-Dedicated In Street ROW, Sidewalk Improvement
Jutland Rd	Reed Rd.	Sunbeam St.	MJ-2-60	Undivided	2	Yes		-	-	Residential Avenue	Class Change-, Bikeway-Dedicated In Street ROW, Sidewalk Improvement
Kingspoint	IH-45	Fuqua St.	MJ-4-60	Undivided	2	Yes		12,200 - 30,500	14,300 - 36,700	Commercial/Mixed Use Avenue	Road Diet, Bikeway-Off Street, Sidewalk Improvement
Kingspoint	Fuqua St.	Beltway 8	MJ-4-100	Undivided	2	Yes		8,100 - 11,900	12,800 - 15,800	Residential Avenue	Road Diet, Bikeway-Off Street, Sidewalk Improvement
Long Dr	IH-610	Telephone Rd.	T-4-80	Median	4	Yes	Local - 5	12,200 - 19,900	14,400 - 23,900	Transit Boulevard	Transit Rail, Bikeway-Off Street, Sidewalk Improvement
Martin Luther King Blvd	IH-610	Bellfort St.	P-6-120	Median	6	Yes	Local - 80	13,900 - 23,500	21,100 - 32,400	Residential Boulevard	Access Management, Bikeway-Off Street, Sidewalk Improvement
Martin Luther King Blvd	Bellfort St.	Reed Rd.	P-6-120	Median	4	Yes	Local - 80	11,700 - 13,300	26,900 - 27,000	Residential Boulevard	Transit Bus, Bikeway-Off Street, Sidewalk Improvement
Martin Luther King Blvd	Reed Rd.	Airport Blvd.	P-6-110	Median	4	Yes	Local - 80	9,500 - 11,700	16,600 - 18,900	Residential Boulevard	Road Diet, Transit Bus, Bikeway-Off Street, Sidewalk Improvement
Martin Luther King Blvd	Airport Blvd.	E Orem Dr.	P-6-150	Median	4	Yes	Local - 29, 80	6,700 - 7,700	13,300 - 14,000	Commercial/Mixed Use Boulevard	Transit Bus, Bikeway-Off Street, Sidewalk Improvement
Martin Luther King Blvd	E Orem Dr.	Almeda Genoa Rd.	P-6-100	Median	4	Yes		5,900	10,600 - 10,800	Commercial/Mixed Use Boulevard	Transit Bus, Bikeway-Off Street, Sidewalk Improvement
Martindale Rd	S Acres Dr.	Madden Ln.	T-4-100	Undivided	2	Yes				Residential Avenue	Road Diet, Bikeway-Dedicated In Street ROW, Sidewalk Improvement
Monroe Rd	IH-45	Airport Blvd.	T-4-130	Median	4	Yes		20,200 - 37,200	27,100 - 39,000	Commercial/Mixed Use Boulevard	Bikeway-Off Street, Sidewalk Improvement
Monroe Rd	Airport Blvd.	Almeda Genoa Rd.	T-4-100	Median	4	Yes		15,600 - 21,000	21,200 - 27,900	Industrial Boulevard	Bikeway-Off Street, Sidewalk Improvement
Monroe Rd	Almeda Genoa Rd.	Fuqua St.	T-4-100	Median	4	Yes		14,800 - 16,400	22,200 - 23,300	Commercial/Mixed Use Boulevard	Bikeway-Off Street, Sidewalk Improvement
Monroe Rd	Fuqua St.	Beltway 8	T-4-100	Median	4	Yes		10,700 - 17,600	17,600 - 28,500	Commercial/Mixed Use Boulevard	Bikeway-Off Street, Sidewalk Improvement
Mykawa Rd	IH-610	Dixie Dr.	T-4-80	Median	4	Yes		11,300 - 14,200	12,100 - 13,900	Industrial Boulevard	Bikeway-Off Street, Sidewalk Improvement
Mykawa Rd	Dixie Dr.	S Wayside Dr.	T-4-80	Median	4	Yes		10,800	16,200 - 17,300	Industrial Boulevard	Bikeway-Off Street, Sidewalk Improvement
Mykawa Rd	S Wayside Dr.	Bellfort St.	T-4-100	Median	4	Yes		10,400 - 10,800	16,300	Industrial Boulevard	Bikeway-Off Street, Sidewalk Improvement
Mykawa Rd	Bellfort St.	Airport Blvd.	T-4-100	Median	4	Yes		16,000 - 17,100	22,100 - 23,100	Industrial Boulevard	Road Diet, Bikeway-Off Street, Sidewalk Improvement
Mykawa Rd	Airport Blvd.	Almeda Genoa Rd.	T-4-100	Undivided	2	No		10,400 - 12,700	16,700 - 19,000	Industrial Boulevard	Expand, Bikeway-Off Street, Sidewalk Improvement
Mykawa Rd	Almeda Genoa Rd.	Beltway 8	T-4-100	Undivided	2	No		10,500 - 16,400	15,100 - 26,800	Industrial Boulevard	Expand, Bikeway-Off Street, Sidewalk Improvement
Park Place Blvd	Telephone Rd.	Reveille St.	T-4-80	Undivided	4	Yes	Local - 5	3,400	5,000	Commercial/Mixed Use Avenue	Road Diet, Bikeway-Off Street, Sidewalk Improvement
Park Place Blvd	Reveille St.	IH-45	T-4-80	Undivided	4	Yes	Local - 5	8,500 - 12,700	11,300 - 14,900	Commercial/Mixed Use Avenue	Bikeway-Off Street, Sidewalk Improvement
Park Place Blvd	IH-45	Galveston Rd.	MJ-4-70	Undivided	4	Yes	Local - 5	5,200 - 6,700	5,200 - 6,800	Residential Avenue	Road Diet, Bikeway-Off Street, Sidewalk Improvement
Reed Rd	SH-288	Scott St.	T-4-100	Median	4	Yes	Local - 87	4,100 - 7,600	8,100 - 13,900	Commercial/Mixed Use Boulevard	Bikeway-Off Street, Sidewalk Improvement
Reed Rd	Scott St.	Cullen Blvd.	T-4-80	Median	4	Yes	Local - 87	6,100 - 8,700	10,600 - 14,200	Commercial/Mixed Use Boulevard	Bikeway-Off Street, Sidewalk Improvement
Reed Rd	Cullen Blvd.	Martin Luther King Blvd.	T-4-80	Median	4	Yes	Local - 87	5,000 - 5,500	5,800 - 13,600	Commercial/Mixed Use Boulevard	Bikeway-Off Street, Sidewalk Improvement
Reed Rd	Martin Luther King Blvd.	Crestmont St.	T-4-100	Undivided	4	Yes	Local - 87			Residential Avenue	Access Management, Bikeway-Dedicated In Street ROW, Sidewalk Improvement
Reed Rd	Crestmont St.	Mykawa Rd.	T-4-100	Undivided	2	Yes		-	-	Residential Avenue	New Road, Bikeway-Dedicated In Street ROW, Sidewalk Improvement
Reveille St	IH-45	Park Place Blvd.	P-6-100	Median	6	Yes	Local -76	34,600 - 35,200	39,400 - 40,000	Commercial/Mixed Use Boulevard	Sidewalk Improvement

Expand · New Road · Access Management · Road Diet · Roadway · Class Change- · Bikeway-Dedicated In Street ROW · Bikeway-Off Street · Bikeway-Shared On Street · Sidewalk Improvement · Transit Rail · Transit Bus

MAJOR CORRIDORS TABLE

STREET NAME	FROM	TO	FUNCTIONAL CLASS	MEDIAN/CTL/ UNDIVIDED	LANES	PEDESTRIAN	TRANSIT	EXISTING VOLUME RANGE	2040 VOLUME RANGE	PROPOSED MULTIMODAL STREET CLASSIFICATION	IMPROVEMENT TYPE
Reveille St	Park Place Blvd.	Telephone Rd.	P-6-100	Median	6	Yes	Local -76	28,300 - 33,000	33,400 - 38,000	Commercial/Mixed Use Boulevard	Roadway, Sidewalk Improvement
S Wayside Dr	IH-610	Long Dr.	T-4-100	Median	4	Yes		10,300 - 13,200	14,400 -17,400	Commercial/Mixed Use Boulevard	Bikeway-Dedicated In Street ROW, Sidewalk Improvement
S Wayside Dr	Long Dr.	Dixie Dr.	T-4-100	Median	4	Yes		7,700 - 12,200	11,500 - 23,500	Commercial/Mixed Use Boulevard	Bikeway-Dedicated In Street ROW, Sidewalk Improvement
S Wayside Dr	Mykawa Rd.	Vasser Rd.	T-4-250	Median	4	Yes				Residential Boulevard	Bikeway-Dedicated In Street ROW, Sidewalk Improvement
S Wayside Dr	Vasser Rd.	S Acres Dr.	T-4-100	Undivided	2	-	-	-	-	Residential Avenue	New Road, Bikeway-Dedicated In Street ROW, Sidewalk Improvement
S Wayside Dr	Madden Ln.	E Orem Dr.	T-4-100	Undivided	2	-	-	-	-	Residential Avenue	New Road, Bikeway-Dedicated In Street ROW, Sidewalk Improvement
S Wayside Dr	E Orem Dr.	Almeda Genoa Rd.	T-4-100	Undivided	2					Residential Avenue	New Road, Bikeway-Dedicated In Street ROW, Sidewalk Improvement
S Wayside Dr	Fuqua St.	Beltway 8	T-4-100	Undivided	2	No		1,000 - 1,700	6,100 - 10,100	Residential Avenue	Roadway, Bikeway-Dedicated In Street ROW, Sidewalk Improvement
S Wayside Dr	Almeda Genoa Rd.	Fuqua St.	T-4-100	Undivided	2	No		1,200 - 1,500	8,400 - 9,000	Residential Avenue	Roadway, Bikeway-Dedicated In Street ROW, Sidewalk Improvement
Sabo Rd	Kingspoint Rd.	Fuqua St.	MJ-4-80	Undivided	4	Yes	Local - 88	9,200 - 15,400	10,300 - 21,900	Residential Boulevard	Bikeway-Dedicated In Street ROW, Sidewalk Improvement
Sabo Rd	Fuqua St.	Beltway 8	T-4-100	Median	4	Yes		9,200 - 24,600	10,300 - 28,000	Residential Avenue	Roadway, Bikeway-Dedicated In Street ROW, Sidewalk Improvement
Schurmier Rd	Scott St.	Cullen Blvd.	MJ-2-60	Undivided	2	Yes	-	-	-	Residential Avenue	Class Change-MTFP, Sidewalk Improvement
Schurmier Rd	Cullen Blvd.	S Wayside Dr.	T-4-100	Undivided	2	No				Residential Avenue	Roadway, Sidewalk Improvement
Schurmier Rd	S Wayside Dr.	Mykawa Rd.	MJ-4-70	Undivided	2	No				Residential Avenue	Roadway, Sidewalk Improvement
Scott St	IH-610	Bellfort St.	T-4-120	Median	4	Yes	Local - 54	17,900 - 25,100	22,300 - 41,000	Residential Boulevard	Sidewalk Improvement
Scott St	Bellfort St.	Reed Rd.	T-4-100	Median	4	Yes	Local - 54	13,900 - 20,400	19,400 -25,000	Residential Boulevard	Sidewalk Improvement
Scott St	Reed Rd.	Airport Blvd.	T-4-100	Median	4	Yes	Local - 54	7,800 - 11,400	13,200 - 18,400	Residential Boulevard	Sidewalk Improvement
Scott St	Airport Blvd.	Almeda Genoa Rd.	T-4-100	Median	4	Yes	Local - 54	5,900 - 10,300	8,500 - 21,400	Residential Boulevard	Sidewalk Improvement
Scott St	Almeda Genoa Rd.	Fuqua St.	T-4-100	Median	2	Yes	Local - 54	2,800	8,500 - 8,700	Residential Boulevard	Sidewalk Improvement
Scott St	Fuqua St.	Beltway 8	T-4-100	Median	4	No		1,300 - 2,500	6,500 - 13,200	Residential Boulevard	Transit Bus, Sidewalk Improvement
Telephone Rd	IH-610	Park Place Blvd.	T-4-100	CTL	4	Yes	Local - 40	3,570 - 11,460	6,700 - 15,500	Commercial/Mixed Use Boulevard	Expand, Bikeway-Dedicated In Street ROW, Sidewalk Improvement
Telephone Rd	Park Place Blvd.	Reveille St.	P-6-120	Median	6	Yes	Local - 40	14,290 - 21,090	17,200 - 22,800	Commercial/Mixed Use Boulevard	Expand, Transit Rail, Bikeway-Dedicated In Street ROW, Sidewalk Improvement
Telephone Rd	Reveille St.	Bellfort St.	P-6-120	Undivided	6	Yes	Local - 40	42,600	51,200	Commercial/Mixed Use Boulevard	Expand, Transit Rail, Bikeway-Dedicated In Street ROW, Sidewalk Improvement
Telephone Rd	Bellfort St.	Airport Blvd.	P-6-120	Undivided	6	Yes	Local - 40	33,700 - 41,800	44,200 - 49,200	Commercial/Mixed Use Boulevard	Expand, Bikeway-Dedicated In Street ROW, Sidewalk Improvement
Telephone Rd	Airport Blvd.	E Orem Dr.	P-6-120	Undivided	6	Yes		31,700 - 40,400	43,200 - 53,100	Industrial Boulevard	Expand, Bikeway-Dedicated In Street ROW, Sidewalk Improvement
Telephone Rd	E Orem Dr.	Fuqua St.	P-6-120	Undivided	6	Yes		36,600 - 37,000	48,400 - 51,700	Commercial/Mixed Use Boulevard	Expand, Bikeway-Dedicated In Street ROW, Sidewalk Improvement
Telephone Rd	Fuqua St.	Beltway 8	P-6-120	Undivided	6	Yes		35,100 - 39,900	47,900 - 58,000	Commercial/Mixed Use Boulevard	Expand, Bikeway-Dedicated In Street ROW, Sidewalk Improvement

Expand · New Road · Access Management · Road Diet · Roadway · Class Change- · Bikeway-Dedicated In Street ROW · Bikeway-Off Street · Bikeway-Shared On Street · Sidewalk Improvement · Transit Rail · Transit Bus

LOCAL CORRIDOR TABLE

STREET NAME	FROM	TO	FUNCTIONAL CLASS	MEDIAN/CTL/ UNDIVIDED	MTFP ROW	LANES	PROPOSED MULTIMODAL STREET CLASSIFICATION	IMPROVEMENT TYPE
Allison Rd	Almeda Genoa Rd.	Mykawa Rd.	Minor Collector	Undivided	60'	2	Residential Avenue	MTFP, Sidewalk Improvement
Blackhawk Ridge Ln	Monroe Blvd.	Fuqua St.	Minor Collector	Undivided	65'	2	Residential Avenue	MTFP, Bikeway-Off Street
Calhoun Rd	IH 610	Cullen Blvd.	Minor Collector	Undivided	70' - 80'	2	Residential Avenue	MTFP, Bikeway-Dedicated In Street ROW, Sidewalk Improvement
Dover St	Rockhill St.	Airport Blvd.	Minor Collector	Undivided	65'	2	Residential Avenue	MTFP
Dover St	Bellfort Ave.	IH 45	Minor Collector	Undivided	65'	2	Residential Avenue	MTFP
Glen Hollow	Selinsky Rd.	South Acres Dr.	Minor Collector	Undivided	65'	2	Residential Avenue	MTFP
Glen Valley Dr	Santa Elena St.	Bellfort Ave.	Minor Collector	Undivided	65'	2	Residential Avenue	MTFP
Glen Valley Dr	Bellfort Ave.	Morley St.	Minor Collector	Undivided	65'	2	Residential Avenue	MTFP
Glencrest St	Morley St.	Airport Blvd.	Minor Collector	Undivided	65'	2	Residential Avenue	MTFP
Hansen Rd	Cannif St.	Scranton Ave.	Minor Collector	Undivided	50' - 60'	2	Commercial/Mixed Use Avenue	MTFP, Bikeway-Dedicated In Street ROW
Hycohen Rd	Almeda Genoa Rd.	Fellows Rd.	Minor Collector	Undivided	60'	2	Commercial/Mixed Use Avenue	New Road, Sidewalk Improvement
Kopman Dr	Santa Fe Dr.	Airport Blvd.	Minor Collector	Undivided	80'	2	Residential Avenue	MTFP, Bikeway-Dedicated In Street ROW, Sidewalk Improvement
Land Rd	Almeda Genoa Rd.	Fuqua St.	Minor Collector	Undivided	50'	2	Residential Avenue	New Road
Mary Kay Ln	Schurmier Rd.	Beltway 8	Minor Collector	Undivided	60'	2	Residential Avenue	MTFP, Sidewalk Improvement
Mary Kay Ln	Allison Rd.	Schurmier Rd.	Minor Collector	Undivided	60'	2	Residential Avenue	MTFP, Sidewalk Improvement
Meldrum Ln	End of Roadway	Dexter Rd.	Minor Collector	Undivided	60' - 80'	2	Residential Avenue	MTFP, Bikeway-Shared On Street
Meldrum Ln	Dexter Rd.	Clearwood St.	Minor Collector	Undivided	60' - 80'	2	Residential Avenue	New Road, Bikeway-Shared On Street
Meldrum Ln	Monroe Rd.	End of Roadway	Minor Collector	Undivided	60' - 80'	2	Residential Avenue	MTFP, Bikeway-Shared On Street
Morley St	Broadway St.	Glencrest St.	Minor Collector	Undivided	60'	2	Residential Avenue	MTFP
Morley St	Telephone Rd.	Broadway St.	Minor Collector	Undivided	60'	2	Residential Avenue	MTFP
Mosley Rd	IH 45	Scranton Ave.	Minor Collector	Undivided	55'	2	Commercial/Mixed Use Avenue	MTFP
Northdale St	Dixie Dr.	Bellfort Ave.	Minor Collector	Undivided	80'	2	Residential Avenue	MTFP, Bikeway-Dedicated In Street ROW, Sidewalk Improvement
Nunn St	Dixie Dr.	Bellfort Ave.	Minor Collector	Undivided	70'	2	Residential Avenue	MTFP, Bikeway-Dedicated In Street ROW, Sidewalk Improvement
Old Chocolate Bayou Rd	Allison Rd.	Schurmier Rd.	Minor Collector	Undivided	80'	2	Residential Avenue	MTFP
Old Chocolate Bayou Rd	Schurmier Rd.	Beltway 8	Minor Collector	Undivided	80'	2	Residential Avenue	MTFP

Expand Capacity · New Road · Access Management · Road Diet · Roadway Rehab · MTFP Class Change-Addition

Bikeway-Dedicated In Street ROW · Bikeway-Off Street · Bikeway-Shared On Street · Sidewalk Improvement · Transit Rail · Transit Bus

LOCAL CORRIDOR TABLE

STREET NAME	FROM	TO	FUNCTIONAL CLASS	MEDIAN/CTL/ UNDIVIDED	MTFP ROW	LANES	PROPOSED MULTIMODAL STREET CLASSIFICATION	IMPROVEMENT TYPE
Panair St	W Monroe Rd.	Airport Blvd.	Minor Collector	Undivided	80'	2	Commercial/Mixed Use Avenue	MTFP
Pershing St	Calhoun Rd.	Crestmont St.	Minor Collector	Undivided	60'	2	Residential Avenue	MTFP, Sidewalk Improvement
Radio Rd	Meldrum Ln.	Wayfarer Ln.	Minor Collector	Undivided	60'	2	Residential Avenue	New Road
Rockhill St	Broadway St.	Monroe Rd.	Minor Collector	Undivided	60' - 70'	2	Residential Avenue	MTFP, Bikeway-Shared On Street
Rockhill St	Tiperary Ln.	Broadway St.	Minor Collector	Undivided	60'	2	Residential Avenue	MTFP, Bikeway-Shared On Street
Rosehaven Dr	Reed Rd.	Airport Blvd.	Minor Collector	Undivided	60'	2	Residential Avenue	MTFP, Bikeway-Shared On Street, Sidewalk Improvement
S Acres Dr	Cullen Blvd.	Mykawa Rd.	Major Collector	Undivided	60'	2	Commercial/Mixed Use Avenue	MTFP, Sidewalk Improvement
Scranton Ave	W Monroe Rd.	IH 45	Minor Collector	Undivided	60'	2	Commercial/Mixed Use Avenue	MTFP, Bikeway-Shared On Street
Seaford Dr	Kingspoint Rd.	Fuqua St.	Major Collector	Undivided	60' - 70'	2	Residential Avenue	MTFP, Bikeway-Shared On Street, Sidewalk Improvement
Selinsky Rd	Jutland Rd.	Martindale Rd.	Minor Collector	Undivided-Median	70' - 140'	2	Residential Avenue	MTFP, Bikeway-Dedicated In Street ROW
Stone St	Bellfort Ave.	Geln Vista St.	Minor Collector	Undivided	80'	2	Residential Avenue	MTFP, Bikeway-Dedicated In Street ROW
Sunbeam St	Cullen Blvd.	Martin Luther King Blvd.	Minor Collector	Undivided	60'	2	Residential Avenue	MTFP, Sidewalk Improvement
Swallow St	Bellfort Ave.	Santa Fe Dr.	Minor Collector	Undivided	70'	2	Residential Avenue	MTFP, Bikeway-Shared On Street, Sidewalk Improvement
Swingle Rd	Furman Rd.	Almeda Genoa Rd.	Minor Collector	Undivided	60'	2	Residential Avenue	MTFP, Sidewalk Improvement
Tavenor Ln	Monroe Rd.	Minnesota St.	Minor Collector	Undivided	50' - 60'	2	Residential Avenue	MTFP, Bikeway-Shared On Street
Vasser Rd	Crestmont St.	Mykawa Rd.	Minor Collector	Undivided	70'	2	Residential Avenue	MTFP, Sidewalk Improvement
W Monroe Rd	Panair St.	Monroe Rd.	Minor Collector	Undivided	80' - 90'	2	Commercial/Mixed Use Avenue	MTFP
Waltrip St	Dixie Dr.	Bellfort Ave.	Minor Collector	Undivided	70'	2	Residential Avenue	MTFP, Sidewalk Improvement
Webercrest Rd	Selinsky Rd.	Almeda Genoa Rd.	Minor Collector	Undivided	65'	2	Residential Avenue	MTFP
Winkler Dr	IH 45	Monroe Rd.	Major Collector	Undivided	100'	2	Commercial/Mixed Used Avenue	MTFP, Bikeway-Off Street, Sidewalk Improvement

Expand Capacity · New Road · Access Management · Road Diet · Roadway Rehab · Class Change-Addition

Bikeway-Dedicated In Street ROW · Bikeway-Off Street · Bikeway-Shared On Street · Sidewalk Improvement · Transit Rail · Transit Bus

AIRPORT BOULEVARD

Existing Conditions		Future Conditions	
Lanes	4 - 6	MTFP Designation	P-6-100/110
Existing Counts Range	10,200 - 35,500	Future Volume Range	14,400 - 37,300
Right-of-Way	100' - 110'	Multimodal Class	Commercial Mixed-Use Blvd
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median

Existing Conditions

Airport Blvd. is a 4-6 lane median divided Principal Thoroughfare with 100'-110' right-of-way that provides continuous east-west movement from SH-288 to IH-45 across the study area. Commercial, industrial, transportation and utility uses are the most prominent land uses along the corridor. Single family residential land use is primarily located west of Mykawa Rd. Although there is no existing bicycle facility along the corridor, Airport Blvd. runs adjacent to the shared off-street trail system along Sims Bayou. According to the Houston Bike Plan, long term off-street bicycle facilities are proposed for segments along the corridor. There are several local METRO bus routes that operate on portions of Airport Blvd., primarily providing access to the Hobby Airport.

Improvement Needs

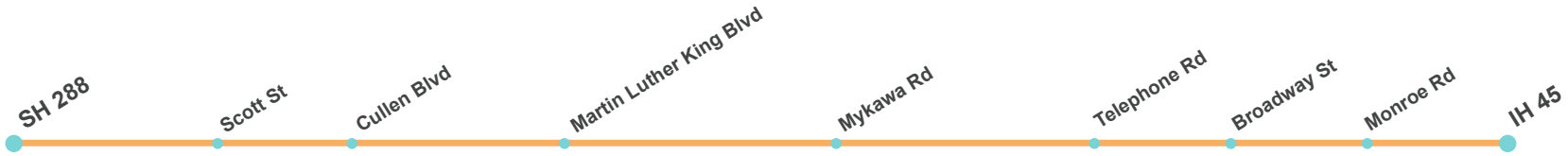
Through our analysis, the following intersections represented high crash locations: Scott St., Cullen Blvd., Telephone Rd., and Monroe Rd. The intersections at Mykawa Rd., Telephone Rd., Broadway St., Monroe Rd. and IH-45 Frontage road also represent high stress locations for pedestrian crossings. Although there are sidewalks located along the corridor, enhancements to the pedestrian facilities are important to increase walkability and accessibility.

Recommendations

While there is a future demand for increased capacity along the corridor, the study recommends Airport Blvd. to remain a 4-lane Principal Thoroughfare from Scott St. to Telephone Rd. To accommodate projected traffic volumes and increased access to major highways, 6 lanes are recommended from SH 288 to Scott St. and Telephone Rd. to Monroe.

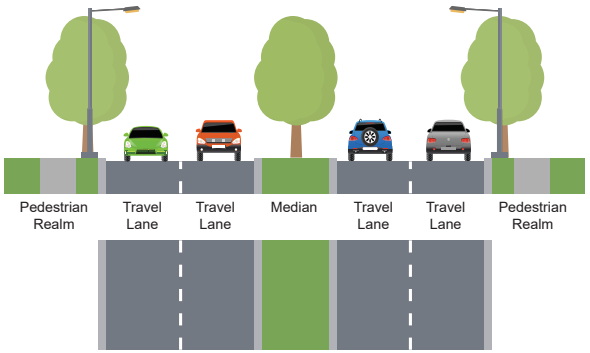
The proposed multi-modal street classification for Airport Blvd. is a Commercial/Mixed-Use Boulevard. Due to the airport and proximity to neighborhoods, local transit should be prioritized along this corridor. Attention should be focused to enhancing the pedestrian realm and provide access to the off-street shared-use path along Sims Bayou. Connection opportunities should be located at Martin Luther King Blvd, Cullen Blvd. and Scott St.

COST: $4.3M
planning level cost estimate

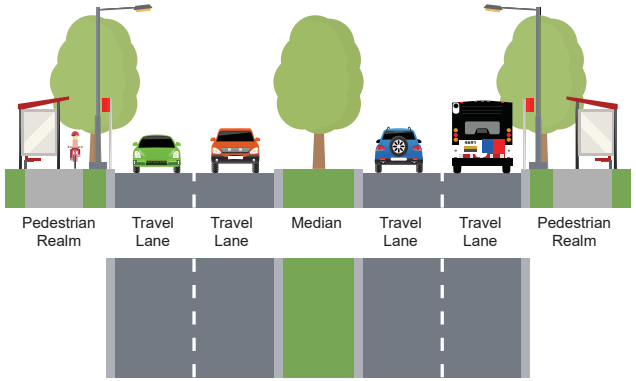


AIRPORT BOULEVARD

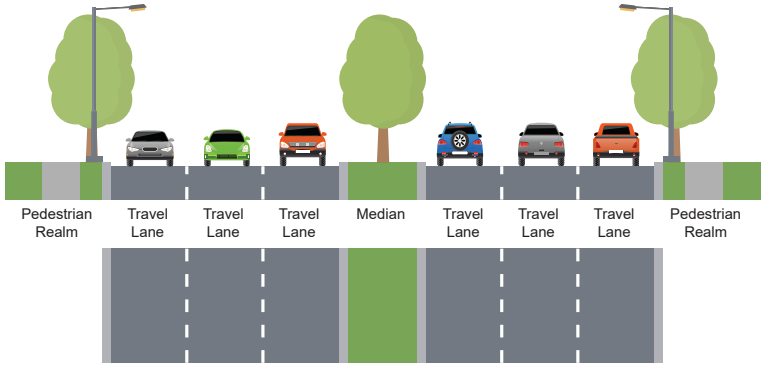
Existing

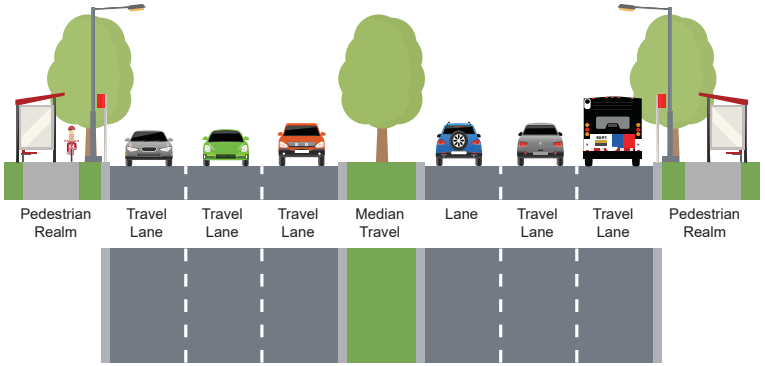


Proposed



Scott St. to Telephone Rd.





SH 288 to Scott St./Telephone Rd. to I-45

AIRPORT BOULEVARD

These exhibits illustrate a before and after of the proposed recommendations for Airport Blvd. at Cullen St. The visual rendering for Airport Blvd. includes 12' ft. shared-use paths, trailhead activation, low-impact development on the median, and a shared-use path bridge on Cullen St. over Sims Bayou.

Existing

Image Credit: Asakura Robinson

Proposed

ALMEDA-GENOA ROAD

Existing Conditions		Future Conditions	
Lanes	4	MTFP Designation	T-4-100
Existing Counts Range	11,400	Future Volume Range	5,500 - 24,300
Right-of-Way	100'	Multimodal Class	Commercial Mixed-Use Ave/Blvd
Median/CTL/Undivided	Median	Median/CTL	Median

Existing Conditions

Almeda Genoa Rd. provides east-west connectivity from SH-288 to IH 45. Variations in the existing cross section include:

- SH 288 to Telephone Rd.: 2 lane undivided Major Collector with 70' right-of-way and open ditch along each side of the roadway. Residential and developable land is prominent along this segment.
- Telephone Rd. to Monroe Blvd.: 4 lane median divided Thoroughfare with 100' right-of-way and wide pedestrian realm. Commercial and residential land uses are prominent along this segment.
- Monroe Blvd. to IH-45: 4 lane median divided Principal Thoroughfare with 120' right-of-way and buffered pedestrian realm. Commercial land use is prevalent along this segment. METRO operates the Local 88 along this segment proving access to San Jacinto College.

Improvement Needs

The intersections at Mykawa Rd. and Kleckley Dr. were identified as high stress intersections for pedestrians. The intersections at Furman Rd., Kleckley Dr., and IH 45 represented high crash locations along the corridor. As the area west of Telephone Rd. is developed, pedestrian enhancements as well as roadway improvements are desired. There are two elementary schools that abut the corridor. Improved crosswalks, reduced speeds, sidewalks and enhanced signalization for pedestrians are important at these locations.

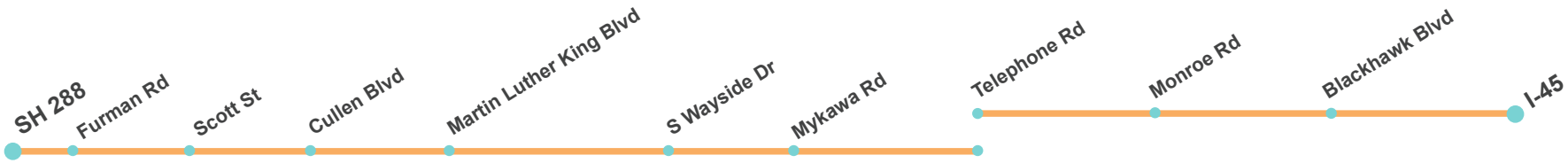
Recommendations

Due to projected traffic volumes and east-west connectivity along the corridor, the following recommendations should be considered:

- SH 288 to Scott St.: increase capacity to 4 lane Major Collector with a sub-classification of Commercial/Mixed-Use Ave.
- Scott St. to Telephone Rd.: remain a 2-lane Major Collector with a sub-classification of Commercial/Mixed-Use Ave.
- Telephone Rd. to IH-45: remain a 4-lane Thoroughfare with a sub-classification of Commercial/Mixed-Use Blvd.

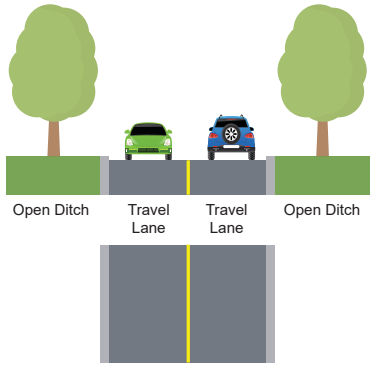
At minimum, 5' sidewalks should be built along both sides for the length of corridor to increase accessibility. Where right-of-way is available, sidewalks should be increased to provide opportunity for off-street bicycle facility.

COST: $10.2 M
planning level cost estimate

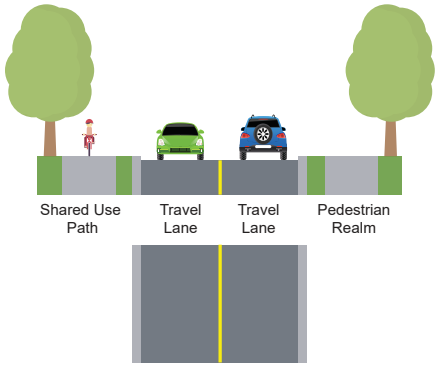


ALMEDA-GENOA ROAD

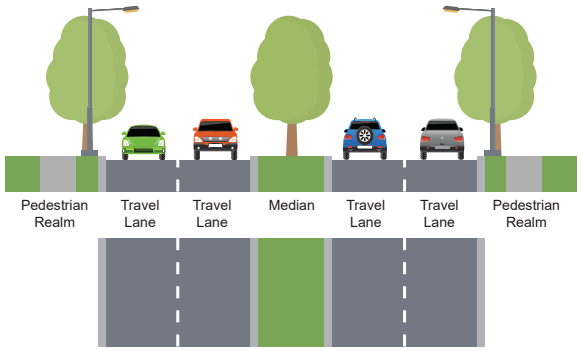
Existing

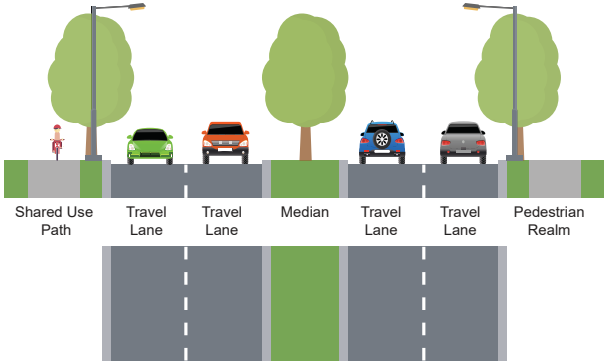


Proposed



SH 288 to Telephone Rd.





Telephone Rd. to IH 45

BEAMER ROAD

Existing Conditions		Future Conditions	
Lanes	4	MTFP Designation	T-4-100
Existing Counts Range	11,400	Future Volume Range	5,500 - 24,300
Right-of-Way	100’	Multimodal Class	Residential Blvd
Median/CTL/Undivided	Median	Median/CTL	Median

Existing Conditions

Beamer Rd. is a 4-lane median divided Thoroughfare with 100’ right-of-way and buffered pedestrian realm on both sides of the roadway. Single family and multi-family residential is the primary land use along the corridor. Beverly Hills Intermediate School is located along the corridor. According to the Houston Bike Plan, a long-term dedicated on-street facility is proposed for this corridor. METRO also operates the Local 88 Route along this corridor.

Improvement Needs

Based on the population density adjacent to this corridor as well as the location of an intermediate school, improved pedestrian amenities including high-visibility crosswalks and median refuges should be considered. The continuation of Beamer Rd., known as Seaford Dr. north of Fuqua St., provides access to two other elementary schools. Continuation of pedestrian improvements north of Fuqua St. to these schools and the residential area would also help improve access and mobility.

Recommendations

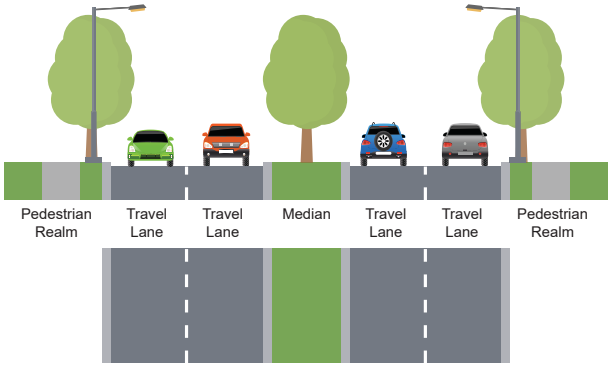
Based on projected traffic volumes, it is recommended that Beamer Rd. remain classified as a 4-lane Major Thoroughfare with 100’ right-of-way. For continued access management and preservation of the median, the corridor is further recommended as a Residential Blvd.

It is further recommended that Seaford Dr., the continuation of Beamer Rd. north of Fuqua St., be classified as a 2-lane Major Collector with 60’-70’ right-of-way.

Special attention should be given to the pedestrian realm along the corridor to help improve walkability and provide mobility options along the local transportation network. A 10’ shared-use path is recommended to be designed along one side of the corridor, working in conjunction with METRO to provide viable local bus facility options. High visibility crosswalks and enhanced signage should be implemented near schools.

COST: $160K
planning level cost estimate

Existing



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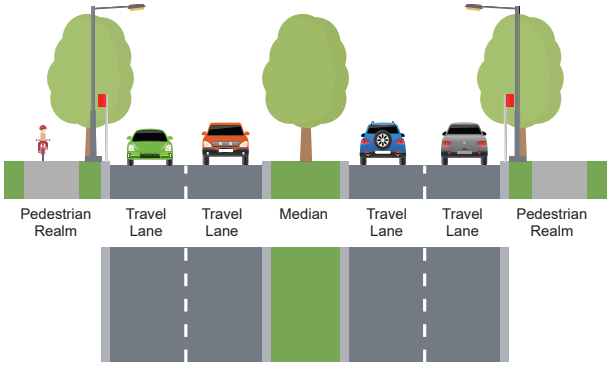


BLACKHAWK BOULEVARD - CLEARWOOD STREET

Existing Conditions		Future Conditions	
Lanes	4	MTFP Designation	T-4-100
Existing Counts Range	14,200 - 21,500	Future Volume Range	14,100 - 48,600
Right-of-Way	100’	Multimodal Class	Commercial Mixed-Use Blvd - Residential Blvd
Median/CTL/Undivided	Median	Median/CTL	Median

Existing Conditions

Blackhawk Blvd., from Almeda Genoa Rd. to Beltway 8, and Clearwood St., from IH-45 to Almeda Genoa Rd., is a 4-lane median divided Thoroughfare with 100’ right-of-way and buffered pedestrian realm. Single family residential use is prominent along the corridor with more commercial use located adjacent to IH-45 and Beltway 8. METRO operates the Local 88 along the Clearwood St. segment before turning east along Almeda Genoa Rd. A long-term dedicated on-street bicycle facility is proposed along this corridor.

Recommendations

Based on future traffic volumes along this corridor, it is recommended to remain classified as a 4-lane Thoroughfare with an increase to 6 lanes as Clearwood St nears IH 45. In preservation of the median, it is recommended the corridor be designated as a Commercial/Mixed-Use Blvd and a Residential Blvd between Kingspoint Rd. to Fuqua St. An on-street bicycle facility is recommended for this corridor given the residential density and access to parks and schools.

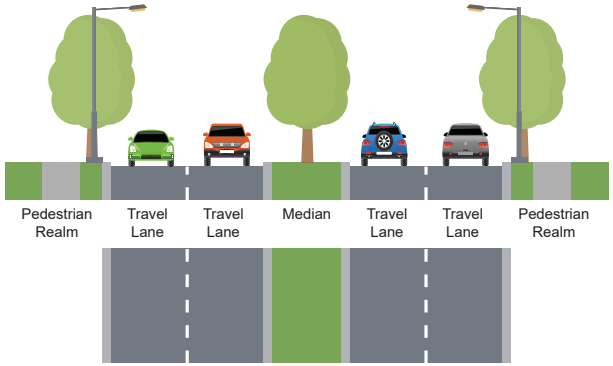
COST: $885K

planning level cost estimate

Improvement Needs

Due to increased vehicle activity and commercial businesses, a high crash location was identified between Edgebrook St. and Ledge St. along Clearwood St. The intersection at IH-45 was indicated as a high stress location for pedestrians. Blackhawk Park and Laura Bush Elementary are located near one another along this corridor. Improved pedestrian connections to these locations are important.

Existing



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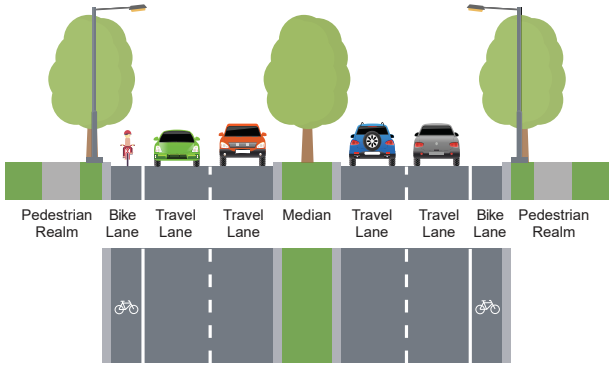


BELLFORT STREET

Existing Conditions		Future Conditions	
Lanes	4	MTFP Designation	T-4-100
Existing Counts Range	14,200 - 21,500	Future Volume Range	14,100 - 48,600
Right-of-Way	100'	Multimodal Class	Transit Blvd
Median/CTL/Undivided	Median	Median/CTL	Median

Existing Conditions

Bellfort St. is a 4-lane median divided Thoroughfare with 80'-130' right-of-way that provides continuous east-west movement from SH-288 to IH-45 across the study area. Single family residential is the primary land use along the corridor with sporadic commercial uses located near major intersections. While sidewalks are located along the corridor, they are in poor condition. METRO operates two high-frequency local routes along this corridor. There are many neighborhood destinations located along this corridor including schools, parks, community centers, and library. A long-term dedicated on-street bicycle facility is proposed for this corridor with access to the planned Sims Bayou Greenway extension. This roadway, identified as Howard Dr., continues east across IH-45 to Galveston Rd.

Improvement Needs

There are several intersections along this corridor that represent high crash locations: Cullen Blvd., Martin Luther King Blvd., Telephone Rd. (highest) and Broadway St. This corridor has the top eight transit ridership locations throughout the study area. Pedestrian intersection stress levels were highest at Telephone Rd. and IH-45.

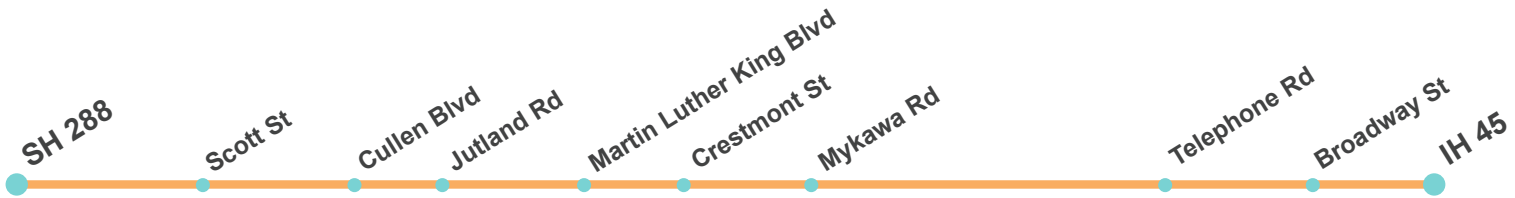
Public comment indicated that roadway improvements were necessary west of Cullen Blvd. along with safety enhancements along the wide medians from SH 288 to Mykawa Rd. Public comment also indicated improved signal timing east of Mykawa Rd. Pedestrian improvements along the corridor, specifically near Hartman Middle School and Stuart Park were also indicated as high concerns.

Recommendations

Given existing and future traffic volumes along the corridor, it is recommended that the corridor remain a 4-lane Thoroughfare. The corridor is recommended as a Transit Blvd. to preserve the median for access management and continued improvement of transit. Short term improvements include increased local bus frequencies with transit shelter improvements and a wider pedestrian realm. Long term improvements include the continuation of the Light Rail Red Line accessing Hobby Airport and Fannin South Transit Center. Further study is recommended for light rail transit feasibility along this corridor.

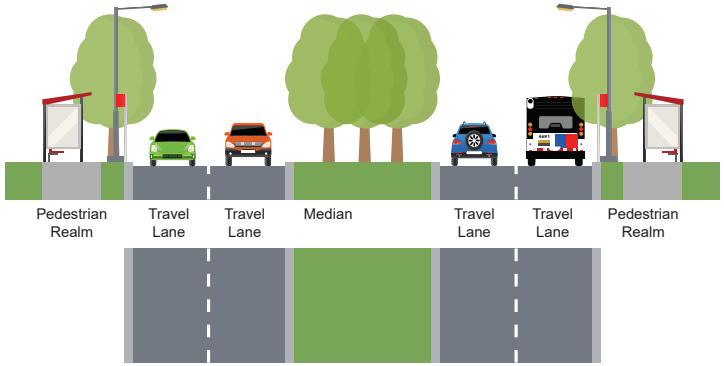
COST: $4.5M

planning level cost estimate
does not include light rail transit cost estimate



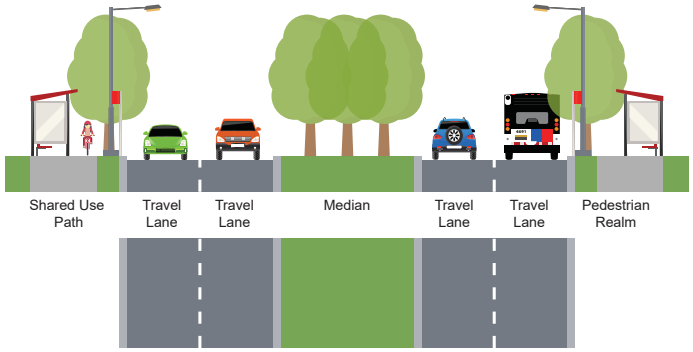
BELLFORT STREET

Existing

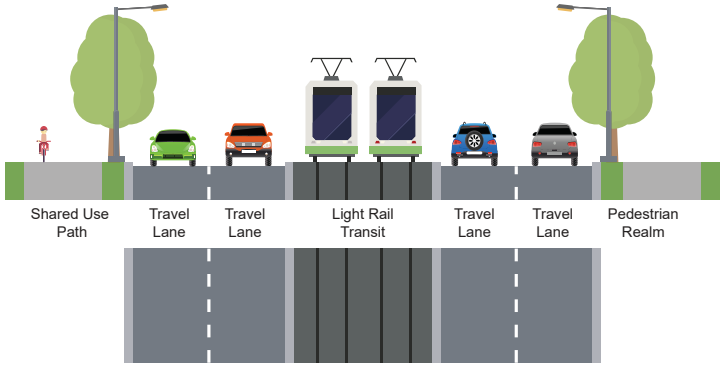


Proposed

Short Term Improvements



Long Term Improvements



*Location of shared use path along north or south side of street will be determined in design and engineering phase.

BROADWAY STREET

Existing Conditions		Future Conditions	
Lanes	4	MTFP Designation	P-6-120
Existing Counts Range	16,700 - 25,900	Future Volume Range	22,100 - 29,800
Right-of-Way	120'	Multimodal Class	Transit Blvd
Median/CTL/Undivided	Median	Median/CTL	Median

Existing Conditions

Broadway St. is a 4-lane median divided Principal Thoroughfare with 120' right-of-way and buffered pedestrian realm. The Broadway St. corridor, from Airport Blvd. to IH-45, was recently completed in 2017 with enhancements including landscaped gateway, high visibility pedestrian crosswalks, and improved roadway conditions. North of IH-45, land use is primarily single family residential; south of IH-45, land use is primarily multi-family residential. METRO operates several bus routes along this corridor providing access to major destinations. Broadway St. is proposed to have a long-term off-street bicycle facility located from IH-45 to Airport. It also provides a connection to the Sims Bayou Greenway.

Improvement Needs

Broadway St., from IH-45 to Airport Blvd. has the highest population density in the study area. Although this segment of the corridor was recently improved, further enhancements should occur to transit amenities and sidewalk infrastructure. The intersections at IH-45, IH-610 and Airport Blvd. were high pedestrian stress level intersections due to crossing distance and vehicular volume.

Public comment indicated that the intersection of IH-45 and Broadway St. is a dangerous intersection for both vehicles and pedestrians. This intersection is being studied by TxDOT for improvements.

Recommendations

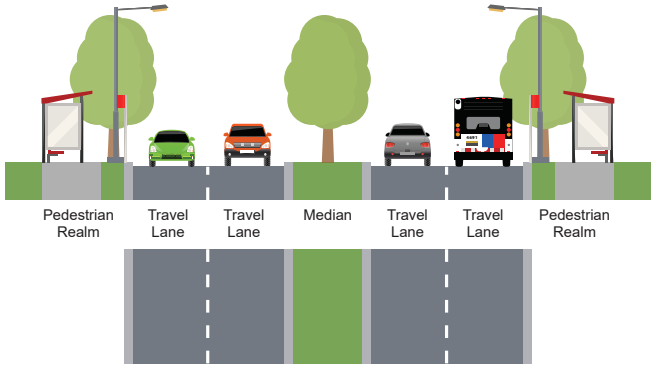
Based on projected traffic volumes, it is recommended Broadway St. remain classified as a 4-lane Principal Thoroughfare with a Transit Boulevard designation. Short term improvements include a 10' shared use path along one side of the corridor, between IH 45 and Airport Blvd. and 6' sidewalks along both sides of the corridor from IH 610 to IH 45. Long term improvements include the continuation of the Light Rail Green Line/Purple Line accessing Hobby Airport. Further study is recommended for light rail transit feasibility along this corridor. Off-street trail connections should be prioritized near Sims Bayou to increase mobility options.

COST: $1.1M

planning level cost estimate
does not include light rail transit cost estimate

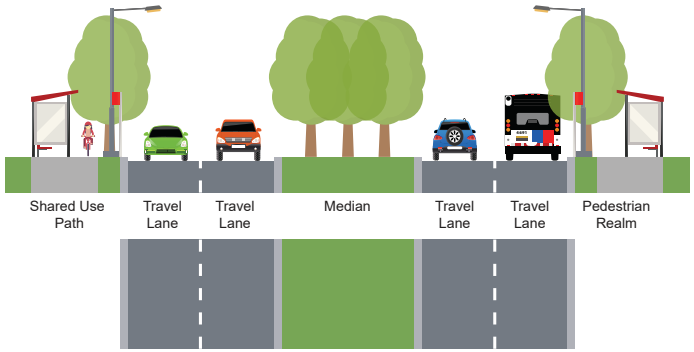
BROADWAY STREET

Existing

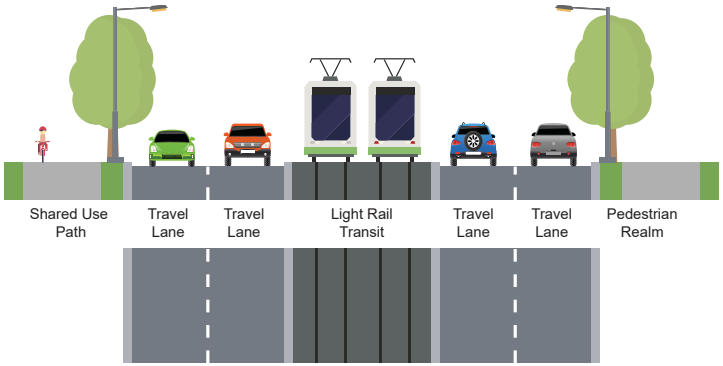


Proposed

Short Term Improvements



Long Term Improvements



CRESTMONT STREET

Existing Conditions		Future Conditions	
Lanes	2	MTFP Designation	MJ-2-60
Existing Counts Range	2,900 - 5,400	Future Volume Range	3,300 - 8,400
Right-of-Way	60’	Multimodal Class	Residential Ave
Median/CTL/Undivided	Undivided	Median/CTL	Undivided

Existing Conditions

Crestmont St. is a 2-lane undivided Major Collector with 60' right-of-way. There is sidewalk infrastructure located on both sides of the roadway, except along the eastern side between Southridge St. and Van Fleet St. Single family residential is the primary land use along the corridor. There is an existing high-comfort shared on-street bicycle facility along this corridor. METRO also operates a local bus route along this corridor.

Improvement Needs

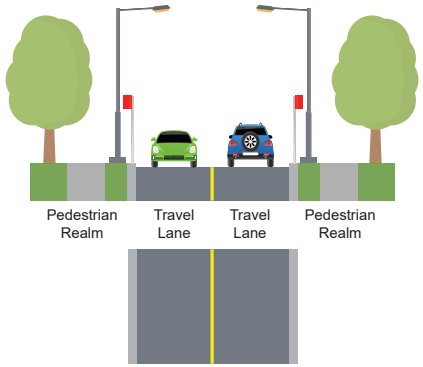
Based on the surrounding residential population and existing transit and bicycle facilities, improved sidewalk infrastructure is important along this corridor. This corridor has the potential to accommodate all modes of transportation given the wide vehicular lanes and pedestrian oriented neighborhood feel. The extension of the bicycle network south past Reed Rd. to Sims Bayou would provide enhanced connectivity to neighborhood amenities.

Recommendations

This corridor should remain classified as a 2-lane Major Collector with a Residential Avenue sub-classification. Providing a complete bicycle and pedestrian network along Crestmont St. should be prioritized along this corridor to provide an alternate route within the transportation network. Completing the sidewalk gaps in the network and extending the bicycle network to Sims Bayou are important mobility improvements along this corridor. High visibility crosswalks and enhanced signage should be implemented near schools.

COST: $730K
planning level cost estimate

Existing



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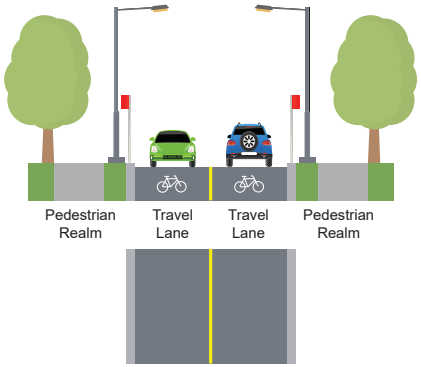


DIXIE DRIVE

Existing Conditions		Future Conditions	
Lanes	4	MTFP Designation	MJ-4-70
Existing Counts Range	5,900	Future Volume Range	2,700 - 9,600
Right-of-Way	70'	Multimodal Class	Commercial Mixed-Use Ave
Median/CTL/Undivided	Undivided	Median/CTL	Undivided

Existing Conditions

Dixie Dr. is a 4-lane undivided Major Collector with 70' right-of-way and a pedestrian realm on both sides of the roadway. Commercial and industrial land uses are located west of Chaffin St. with more single family residential east of Chaffin St. Although there is a marked bicycle facility (sign post indicating Bike Route), this facility is in poor condition and is not high comfort. A short term dedicated on-street facility is proposed for this corridor. Transit does not exist along this corridor.

Improvement Needs

The intersection at Dixie Dr. and Telephone Rd. was one of the highest pedestrian stress intersections in the study area. Similar to other locations within the study area, sidewalks adjacent and leading up to the railroad crossings are either nonexistent or in need of major repair.

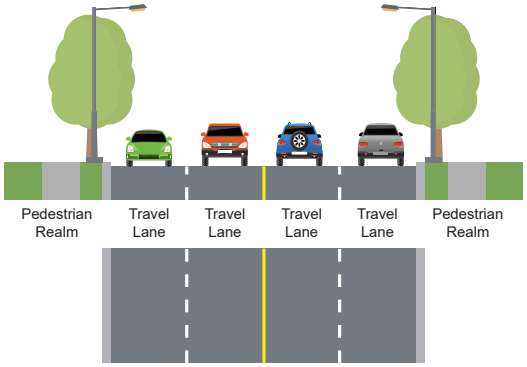
Recommendations

Given the existing industrial and residential use along the corridor and projected traffic volumes, it is recommended Dixie Dr. remain a 4-lane Major Collector with a sub-classification as a Commercial/Mixed-Use Avenue. Given the context of the roadway and anticipated SH 35 garnering additional traffic volume, an off-street bike path is recommended along the corridor as well as intersection improvements at Telephone Rd. to provide better connectivity to the residential neighborhood. Sidewalk and ADA compliant ramps should also be implemented along the corridor.

COST: $1.2M

planning level cost estimate

Existing



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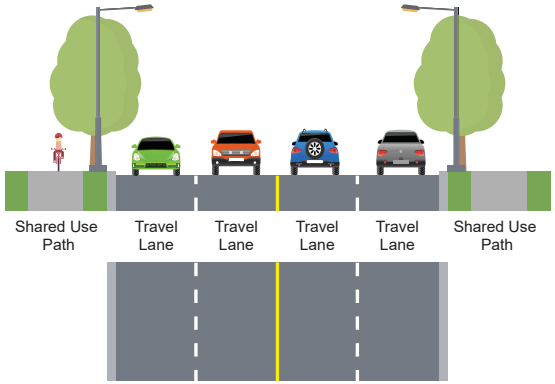


CULLEN BOULEVARD

Existing Conditions		Future Conditions	
Lanes	4	MTFP Designation	T-4-80/100/140
Existing Counts Range	14,000 - 25,300	Future Volume Range	14,500 - 46,800
Right-of-Way	80' - 140'	Multimodal Class	Commercial Mixed-Use Blvd
Median/CTL/Undivided	Median	Median/CTL	Median

Existing Conditions

Cullen Blvd. is a 4-lane median divided Thoroughfare with 80' – 140' right-of-way that provides continuous north-south movement from IH-610 to Beltway 8 through the study area. Single family residential is the primary land use along the corridor, especially in the north and south segments, with commercial use located near major intersections and undeveloped land south of E Orem Dr. METRO operates a local bus along Cullen Blvd. until E Orem Dr., providing access to the Southeast Transit Center. There is a proposed long term dedicated on street bicycle facility from IH-610 to E Orem Dr. Cullen Blvd. also provides access to the Sims Bayou Greenway network at Airport Blvd.

COST: $4.9M

planning level cost estimate

Improvement Needs

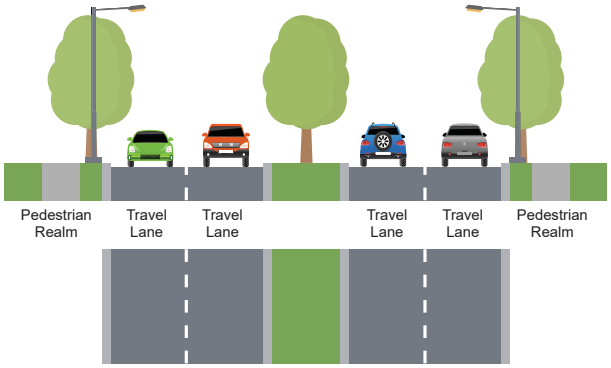
The intersections at Bellfort St. and Reed Rd. represented high crash locations along the corridor and Reed Rd. was designated as a stressful intersection for pedestrians. Although there is a continuous sidewalk along Cullen Blvd., maintenance is needed along segments to improve walkability to neighborhood destinations. South of Almeda Genoa Rd., Cullen Blvd. was recently widened to a four-lane section with a shared use path on the west side of the roadway and a sidewalk on the east.

Recommendations

While there is a future demand for increased capacity north of Airport Blvd, the study recommends Cullen Blvd. to remain classified as a 4-lane Thoroughfare. To accommodate future traffic volumes, longer left turn queue lanes and dedicated right turn lanes should be implemented at the IH 610 intersection. The continuation of the 10' shared use path along the west side of the roadway with a 5' sidewalk on the opposite should be prioritized to increase mobility and accessibility. Connection to the off-street trail network along Sims Bayou should be prioritized near Airport Blvd. The local bus route should be extended to Tom Bass Regional Park.

CULLEN BOULEVARD

Existing



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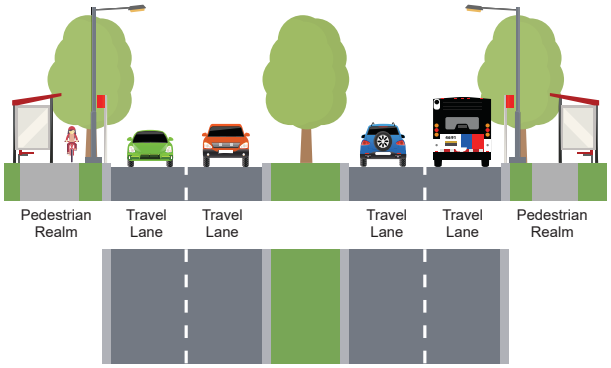


EAST OREM DRIVE

Existing Conditions		Future Conditions	
Lanes	4	MTFP Designation	T-4-100
Existing Counts Range	7,300 - 14,400	Future Volume Range	10,400 - 14,600
Right-of-Way	100’	Multimodal Class	Commercial Mixed-Use Blvd - Residential Blvd
Median/CTL/Undivided	Median	Median/CTL	Median

Existing Conditions

East Orem Dr. is the continuation of Almeda Genoa Rd. west of Telephone Rd. East Orem Dr. is a 4-lane median divided roadway with 100’ right-of-way. Variations in the roadway include:

- Inconsistent sidewalk network between Mykawa Rd. and Telephone Rd. with sidewalks located next to new development. Land use is primarily industrial.
- There are sidewalks located along the north side of the roadway from Martin Luther King Blvd. to Mykawa Rd.
- There are sidewalks located along both sides of the roadway between Cullen Blvd. and Martin Luther King Blvd.
- From Cullen Blvd. to Mykawa Rd., single family residential, developable and commercial land uses are present.

West of Cullen Blvd. the MTFP designation is proposed to be extended to SH 288. METRO operates between Cullen Blvd. and Martin Luther King Blvd.

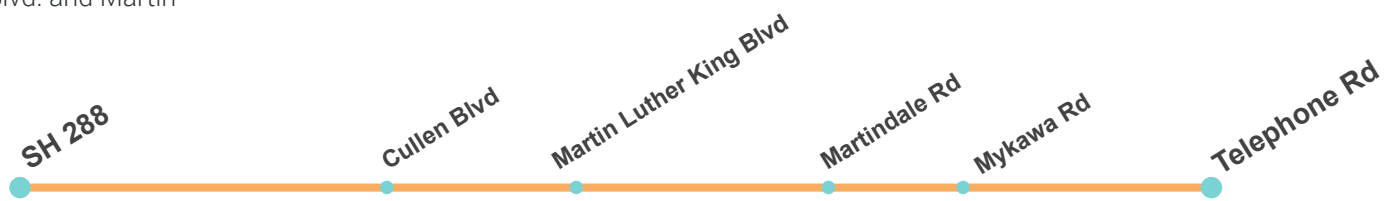
Improvement Needs

East Orem Dr. is proposed to be built out west towards SH 288 and has the potential to be a significant east-west corridor within the study area. There is an overpass at Mykawa Rd., over the BNSF railroad facility that provides both vehicular and pedestrian mobility. The intersection of Telephone Rd. and Almeda Genoa Rd./East Orem Dr. was not only a high pedestrian stress intersection but also a high crash location along the corridor. As the area west of Mykawa Rd. is developed, improvements to sidewalk infrastructure and pedestrian crossings should be prioritized.

Recommendations

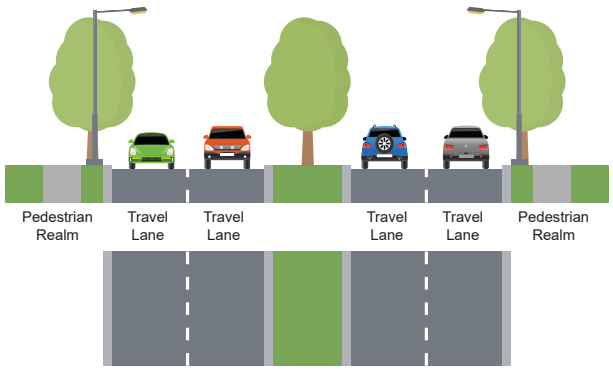
East Orem Dr. is recommended to remain a 4-lane Thoroughfare with 100’ right-of-way. As the corridor develops west of Cullen Blvd, the median is recommended to remain. West of Martin Luther King, East Orem Dr. is recommended to be classified as a Residential Blvd; East of Martin Luther King, the corridor is recommended as a Commercial/Mixed Use Blvd. Sidewalks should be improved to 5’ and built where necessary to complete gaps in the network and provide mobility options to transit. Local bus service is also recommended and should be incorporated for the length of the corridor.

COST: $12.6M
planning level cost estimate



EAST OREM DRIVE

Existing



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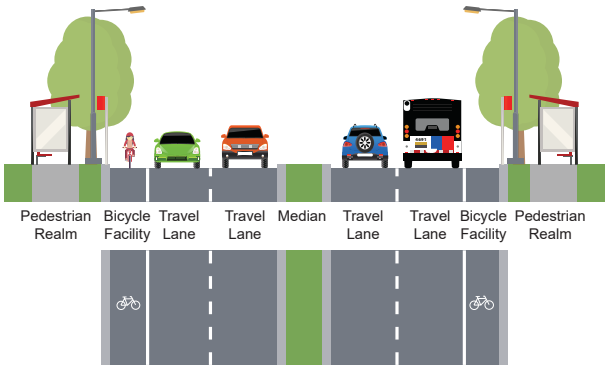


FUQUA STREET

Existing Conditions		Future Conditions	
Lanes	2-4	MTFP Designation	MJ-4-70/T-4-100
Existing Counts Range	100 - 24,500	Future Volume Range	1,700 - 37,400
Right-of-Way	70' - 100'	Multimodal Class	Commercial Mixed-Use Blvd - Residential Blvd
Median/CTL/Undivided	Median/Undivided	Median/CTL	Median-CTL

Existing Conditions

Fuqua St. is an east-west corridor that is characterized as:

- 2-lane open ditch, undivided Thoroughfare with 100' right-of-way from Furman Rd. to Cullen Blvd. and S Wayside Dr. to Mykawa Rd.
- 2-lane open ditch undivided Major Collector with 70' right-of-way from Cullen Blvd. to Kier Rd.
- 4-lane median divided Thoroughfare with 100' right-of-way and sidewalks along both sides of the roadway from Telephone Rd. to IH-45.

Land use west of Mykawa Rd. is primarily developable land. East of Mykawa Rd., land use is a mix of single family residential commercial and public and institutional.

Improvement Needs

The intersection of Fuqua St. and Telephone Rd. represent a high pedestrian stress location. Fuqua St. is proposed to be widened and extended from Telephone Rd. to Mykawa Rd. as well as from S Wayside to Cottingham St. The extension of this roadway would provide an important east-west continuous corridor in the south part of the study area. When the roadway is built out, pedestrian amenities should be prioritized, especially near the two schools that abut Fuqua St.

Recommendations

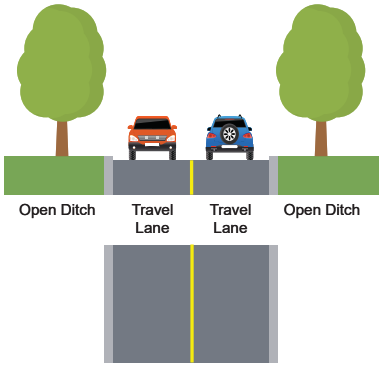
Based on projected traffic volumes, Fuqua St., west of Telephone Rd., is recommended to be classified as a 2-lane Major Collector with a center turn lane and a sub-classification of Residential Avenue. East of Telephone Rd., Fuqua St. should remain a 4-lane Thoroughfare with a sub-classification of Commercial/Mixed-Use Blvd.

Given the existing right-of-way, wide pedestrian realm should be implemented along the length of the corridor as well as local bus service and an off-street bicycle facility providing mobility options for all users. Intersection improvements including ADA ramps and high-visibility crosswalks should be implemented at Cullen Blvd., and Beamer Rd./Seaford Dr. to provide increased vehicular and pedestrian awareness adjacent to schools.

COST: $13.8M
planning level cost estimate

FUQUA STREET

Existing



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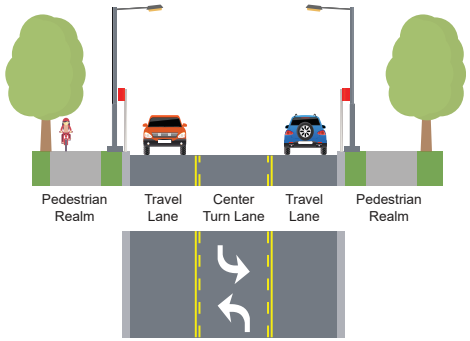
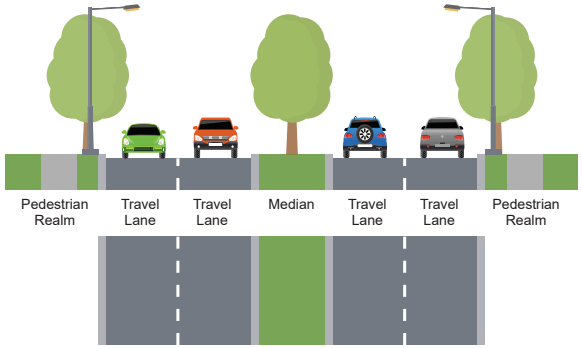
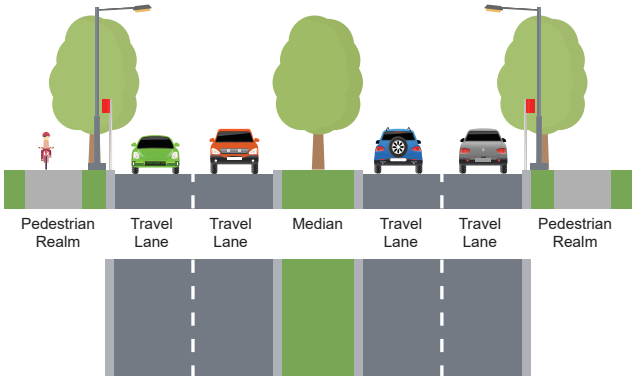


Furman Rd. to Mykawa Rd.





Telephone Rd. to IH 45

FURMAN ROAD

Existing Conditions		Future Conditions	
Lanes	2	MTFP Designation	MC-4-70
Existing Counts Range	2,500	Future Volume Range	9,800
Right-of-Way	70’	Multimodal Class	Commercial Mixed-Use Ave - Residential Ave
Median/CTL/Undivided	Undivided	Median/CTL	CTL

Existing Conditions

Furman Rd. is a 2-lane undivided Major Collector with 70’ right-of-way and open ditches on either side of the roadway. North of Almeda Genoa Rd. is not designated on the MTFP. Land use along the corridor is primarily single family residential and developable land.

Improvement Needs

This corridor is proposed to be widened to accommodate future traffic and development in the area. As this roadway is built, pedestrian amenities should be prioritized as this roadway extends to the future Sims Bayou Greenway network. Providing connectivity to this neighborhood amenity is important.

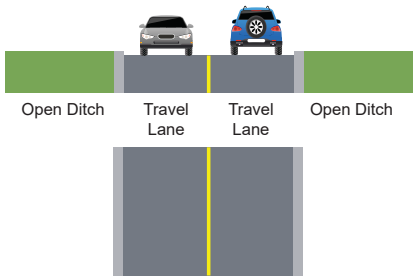
Recommendations

Based on projected traffic volumes and roadway extent, Furman Rd should be reclassified as a 2-lane Minor Collector with a center turn lane and 5’ sidewalk on either side of the roadway. Based on surrounding land use, the corridor south of Almeda Genoa should be classified as a Commercial/Mixed-Use Avenue; north of Almeda Genoa Rd. should be classified as a Residential Avenue. An on-street buffered bicycle facility should be built along roadway providing access to the Sims Bayou Greenway.

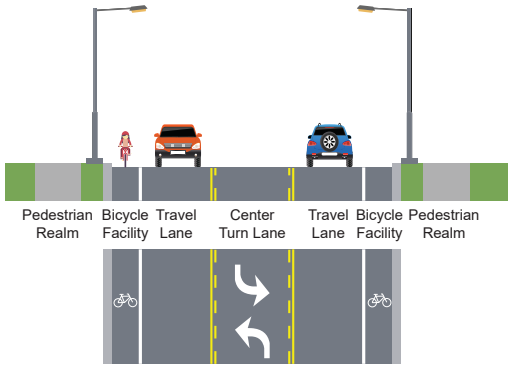
COST: $1.0M

planning level cost estimate

Existing



Proposed



GALVESTON ROAD

Existing Conditions		Future Conditions	
Lanes	4	MTFP Designation	P-6-100
Existing Counts Range	13,900 - 16,500	Future Volume Range	11,000 - 13,200
Right-of-Way	100’	Multimodal Class	Commercial Mixed-Use Blvd
Median/CTL/Undivided	Undivided	Median/CTL	Undivided

Existing Conditions

Galveston Rd. is a 4-lane undivided Principal Thoroughfare with 100’ right-of-way. The Union Pacific railroad runs parallel to Galveston Rd. along this segment, providing an open space along the western side of the roadway. Sidewalks are provided adjacent to Chavez High School but do not extend passed Sims Bayou. METRO operates a local bus route between Park Place Blvd. and Howard Dr. There is a proposed long-term dedicated on-street facility proposed for this corridor. This corridor provides connection to the Sims Bayou Greenway system.

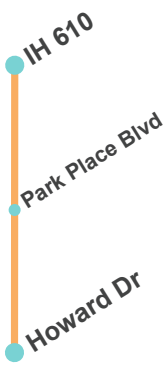
Improvement Needs

According to the MTFP, this roadway is proposed to be widened. Both intersections at Park Place Blvd. and Howard Dr. are identified as high stress locations for pedestrian crossings. Pedestrian improvements at these intersections, as well as along the corridor with widened sidewalks, ADA complaint ramps and bicycle facilities will help increase mobility and safety.

Public comment indicated that a hike/bike trail should be extended to Chavez High School as many students have a hard time walking Galveston Rd. and are often seen walking adjacent to the Union pacific Railroad.

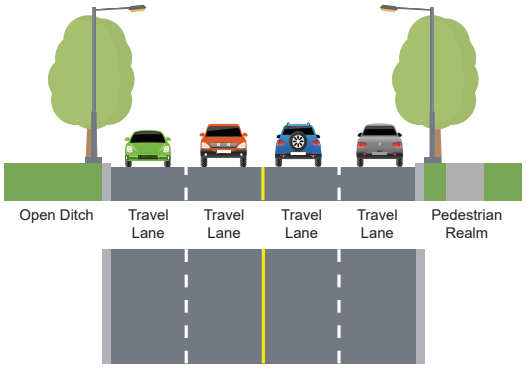
Recommendations

Based on projected traffic volumes, Galveston Rd should remain a 4-lane Principal Thoroughfare. In conjunction with the ongoing SH 3 Access Management Study being conducted by TxDOT, an off-street shared use path should be provided for the extent of the corridor. A wide pedestrian realm should be constructed on the north side of the corridor, as right-of-way is limited adjacent to railroad facility. An off-street trail connection should be provided to Sims Bayou. Intersection improvements including ADA ramps and enhanced crosswalks and signage should be implemented at Park Place Blvd., Howard Dr., and Park Terrace.



COST: $1.0M
planning level cost estimate

Existing



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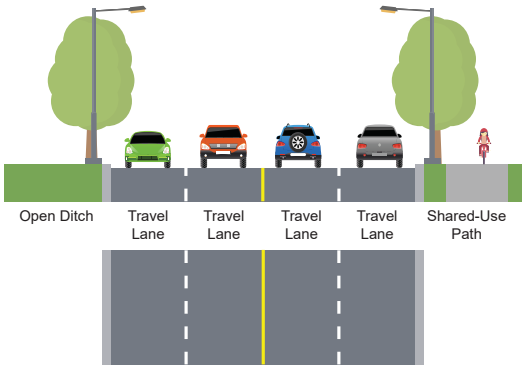


HOLMES ROAD

Existing Conditions		Future Conditions	
Lanes	4	MTFP Designation	T-4-100
Existing Counts Range	4,800 - 6,900	Future Volume Range	5,200 - 25,700
Right-of-Way	100'	Multimodal Class	Commercial Mixed-Use Blvd
Median/CTL/Undivided	Median	Median/CTL	Median

Existing Conditions

Holmes Rd. is a 4-lane median divided Thoroughfare with 100' right-of-way. There is a sidewalk located along the southern portion of the roadway with open space located adjacent to the railroad to the north. Land use is primarily single family residential with a few commercial and industrial properties to the south and industrial land use to the north.

Improvement Needs

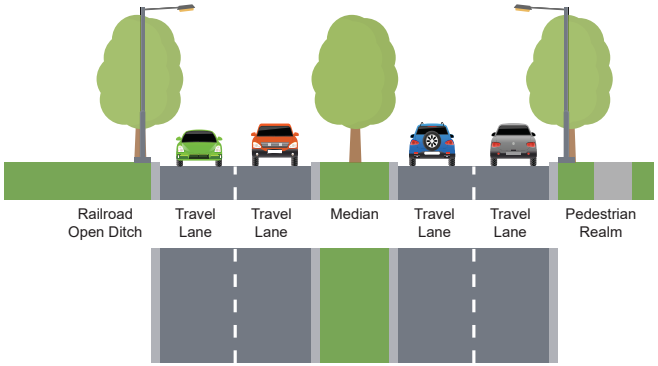
According to the traffic model, traffic volume along this corridor is expected to increase significantly. Pedestrian improvements at major intersections and along the corridor should be prioritized.

Recommendations

Based on projected traffic volumes, Holmes Rd. should remain classified as a 4-lane Thoroughfare. Given the existing and proposed surrounding land uses, the multi-modal classification suitable for this corridor is a Commercial/Mixed-Use Blvd. While there is an existing sidewalk along the south side of the corridor, a 10' off-street side path should be built to improve mobility options.

COST: $860K
planning level cost estimate

Existing



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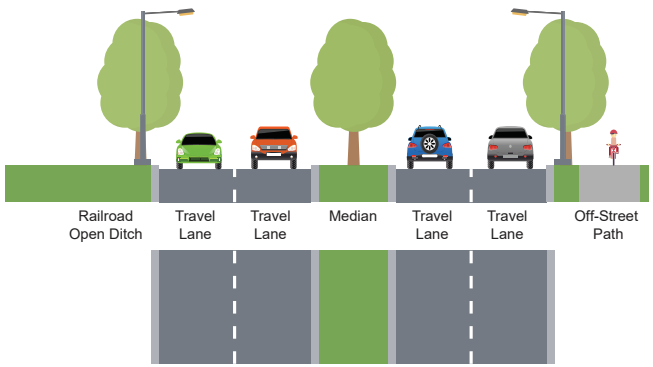


HOWARD DRIVE

Existing Conditions		Future Conditions	
Lanes	4	MTFP Designation	T-4-75
Existing Counts Range	16,900	Future Volume Range	20,300 - 22,700
Right-of-Way	75'	Multimodal Class	Commercial Mixed-Use Blvd
Median/CTL/Undivided	Median	Median/CTL	Median

Existing Conditions

Howard Dr. is the continuation of Bellfort St. east of IH-45. It is a 4-lane median divided Thoroughfare with 75' right-of-way and a sidewalk along both sides of the roadway. Single family residential is the predominant land use along the corridor with commercial use near IH-45.

Improvement Needs

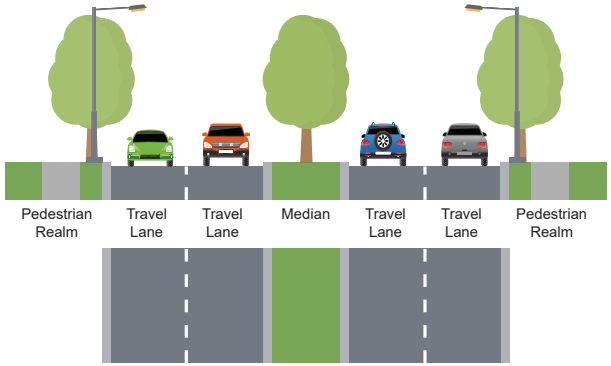
Although there is a sidewalk located along both sides of the roadway, it is in bad condition and overgrown and should be maintained or rebuilt to accommodate the residents in the community. The intersection at Galveston Rd. was indicated as a high stress location for pedestrians. This intersection should be prioritized for improvement as it provides direct access to Chavez High School.

Recommendations

Howard Dr. is recommended to remain classified as a Thoroughfare with a sub-classification as a Commercial/Mixed-Use Blvd. Improvements in the sidewalk network along both sides of the roadway are recommended to serve local transit access and mobility. One side of the roadway should be built as a shared-use path to accommodate both bicycles and pedestrians. Intersection improvements including ADA ramps and crosswalk enhancements should be implemented at Galveston Rd., Neal St., Arizona St., Bliss St. and Winkler Dr.

COST: $600K
planning level cost estimate

Existing



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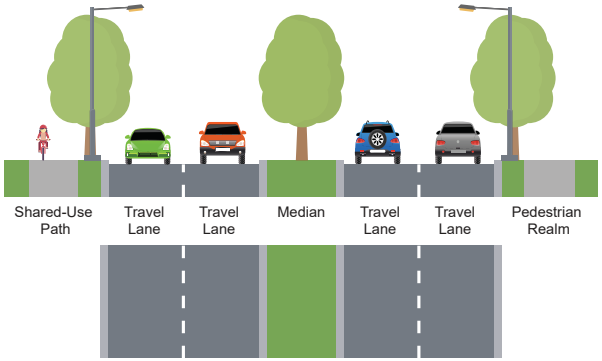


JUTLAND ROAD

Existing Conditions		Future Conditions	
Lanes	2	MTFP Designation	MJ-2-60/70
Existing Counts Range	1,700 - 3,200	Future Volume Range	2,300 - 10,000
Right-of-Way	60' - 70'	Multimodal Class	Residential Ave
Median/CTL/Undivided	Undivided	Median/CTL	Undivided

Existing Conditions

Jutland Rd. is a 2-lane undivided Major Collector with 60' – 70' right-of-way. Sidewalk infrastructure is provided throughout the corridor; however, gaps exist along portions of the roadway. There are several churches and schools that abut this corridor, with single family residential as the predominant land use. METRO operates the 360 Peerless Shuttle that provides access to the Southeast Transit Center and area schools. A proposed long-term dedicated on-street bicycle facility is proposed for this corridor.

Improvement Needs

Completing the sidewalk gaps is recommended to improve neighborhood connectivity and accessibility. The continuation of sidewalks as well as a bicycle facility would help provide access to the Sims Bayou Greenway to the south.

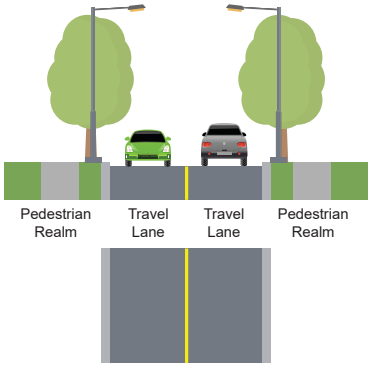
Public comment indicated that this roadway, from Bellfort St. to Reed Rd. is dangerous and needs improvement.

COST: $1.5M
planning level cost estimate

Recommendations

Based on projected traffic volumes, Jutland Rd. should remain classified as a 2-lane Major Collector. Although not classified on the MTFP, Jutland Rd., from Reed Rd. to Sunbeam, should be classified as a 2-lane Major Collector. The multi-modal classification suitable for Jutland Rd. is a Residential Avenue. Given the residential land use along the corridor, an enhanced pedestrian realm should be prioritized with an emphasis to complete gaps in the network. An on-street bicycle facility is recommended along the corridor with an off-street shared use-path connection to the Sims Bayou Greenway.

Existing



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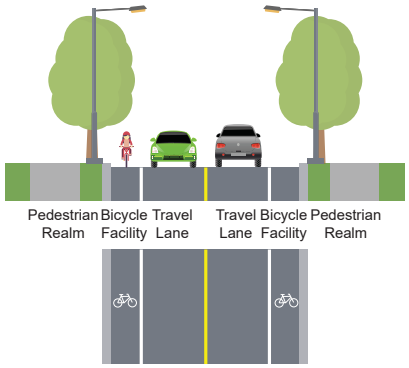


MONROE BOULEVARD

Existing Conditions		Future Conditions	
Lanes	4	MTFP Designation	T-4-100/130
Existing Counts Range	7,700 - 26,300	Future Volume Range	17,600 - 42,700
Right-of-Way	100' - 130'	Multimodal Class	Commercial Mixed-Use Blvd - Industrial Blvd
Median/CTL/Undivided	Median	Median/CTL	Median

Winkler Dr
IH 45
Airport Blvd
Almeda Genoa Rd
Fuqua St
BW 8

Existing Conditions

Monroe Blvd. is a 4-lane median divided Thoroughfare with 130' right-of-way between IH 45 and Airport Blvd. and 100' right-of-way between Airport Blvd. Beltway 8. There are sidewalks located along both sides of the corridor. Land use is predominantly industrial use, especially near the Hobby Airport area. Single family residential use is also located along the west side of the corridor. There is a proposed long term dedicated on-street bicycle facility for this corridor.

Improvement Needs

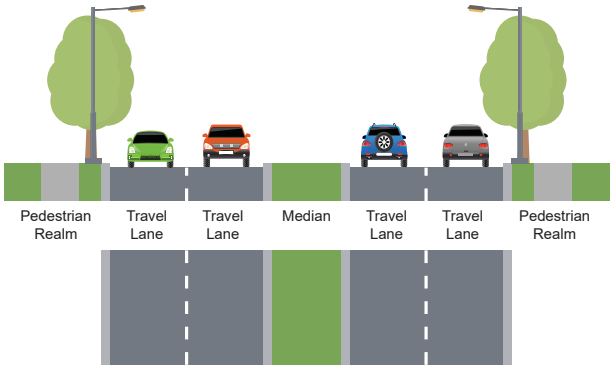
The intersection at Airport was identified as a high crash location and a high stress location for pedestrian crossings. Pedestrian improvements such as high visibility crosswalks and pedestrian signs should be prioritized adjacent to Dobie 9th Grade Campus (Fuqua St. Intersection). As a predominantly industrial corridor north of Almeda Genoa Rd., increased turning radii should be accommodated

Recommendations

Based on projected traffic volumes, Monroe Rd. should remain a 4-lane Thoroughfare with a sub-classification as a Commercial/ Mixed-Use Blvd and an Industrial Blvd between Airport and Almeda Genoa. Given the right-of-way and projected traffic volumes, an off-street bicycle facility should be implemented along the corridor. Completing the sidewalk network should be prioritized to increase mobility.

COST: $3.1M
planning level cost estimate

Existing



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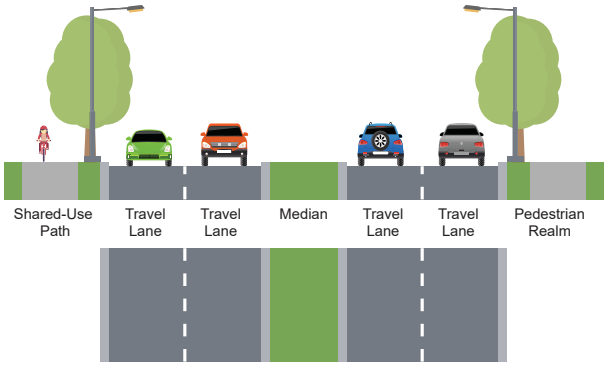


KINGSPOINT ROAD - KLECKLEY DRIVE

Existing Conditions		Future Conditions	
Lanes	2-4	MTFP Designation	MJ-2-60/100
Existing Counts Range	2,300 - 5,000	Future Volume Range	12,700 - 36,700
Right-of-Way	60' - 100'	Multimodal Class	Residential Ave
Median/CTL/Undivided	Undivided	Median/CTL	Undivided

Existing Conditions

Kingspoint Rd. is characterized as the following:

- 2-lane undivided Major Collector with 60' – 100' right-of-way from Beltway 8 to Sabo Rd. Land use is predominantly single family residential with a few commercial, public and institutional uses.
- After Sabo Rd., Kingspoint Rd. transitions to Kleckley Dr. as a 4-lane undivided Major Collector with 60' right-of-way. Land use is predominantly commercial as it abuts Almeda Mall.

Sidewalk infrastructure is provided throughout the corridor along both sides of the roadway except along the north side of Kingspoint Rd. between Buena Park Dr. and Fuqua St. METRO operates a local bus route along Kleckley Dr. A proposed short-term shared on-street bicycle facility is proposed for the segment between Sabo Rd. and Fuqua St.

Improvement Needs

Pedestrian improvements including completing the sidewalk gaps and intersection improvements at the following intersections should be prioritized: Kingspoint Rd., Sabo Rd., Fuqua St. and Buena Park Dr. Pedestrian crossings should be enhanced adjacent to Atkinson Elementary School and Beverly Hills Park.

COST: $1.5M

planning level cost estimate

Recommendations

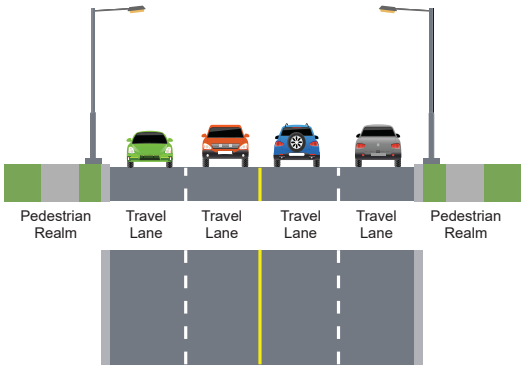
Based on projected traffic volumes and adjacent land use, the following classification is recommended for Kingspoint Rd.:

- Kingspoint Rd. from Beltway 8 to Sabo Rd.: remain a 2-lane Major Collector with a sub-classification as a Residential Avenue.
- Kleckley Dr. from Sabo Rd. to Fuqua St: remain 4-lane Major Collector with a sub classification as a Commercial/Mixed-Use Avenue.

Improved pedestrian realm should be implemented along both sides of corridor with an off-street shared used path along the north side of the corridor between Buena Park and Fuqua St. Access management techniques including driveway consolidation should occur along the corridor near Almeda Mall. Enhanced crosswalk marking and signage should be implemented near Atkinson Elementary School to increase safety and awareness of vehicles and pedestrians.

KINGSPOINT ROAD - KLECKLEY DRIVE

Existing



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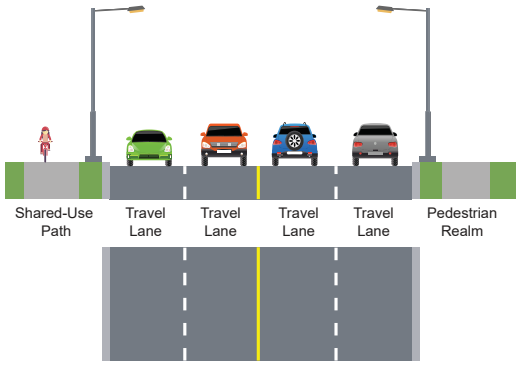
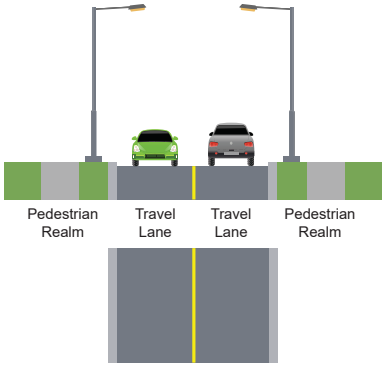
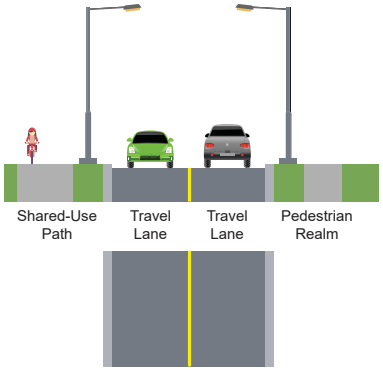


Almeda Genoa Rd. to Sabo Rd.





Sabo Rd. to Beltway 8

LONG DRIVE - PARK PLACE BOULEVARD

Existing Conditions		Future Conditions	
Lanes	4	MTFP Designation	T-4-80/MJ-4-70
Existing Counts Range	9,600 - 22,100	Future Volume Range	5,000 - 23,900
Right-of-Way	70' - 80'	Multimodal Class	Industrial Ave - Commercial Mixed-Use Ave - Residential Ave
Median/CTL/Undivided	Median/Undivided	Median/CTL	Median/Undivided

Existing Conditions

Long Dr., from IH-610 to Telephone Rd., is a 4-lane median divided Thoroughfare with 80' right-of-way. Land use is predominantly industrial with commercial properties located near Telephone Rd.

East of Telephone Rd., Long Dr. transitions to Park Place Blvd. Park Place Blvd., from Telephone Rd. to IH-45, is a 4-lane undivided Thoroughfare with 80' right-of-way. From IH-45 to Galveston Rd., Park Place is a 4-lane undivided Major Collector with 70' right-of-way. Land use is a mix of commercial, single family and multi-family residential, and public and institutional uses.

Sidewalk infrastructure is provided along the entire length of both Long Dr. and Park Place Blvd. METRO operates a local bus route along this corridor.

Improvement Needs

Improving pedestrian connectivity to Cullinan Park, Charlton Park and Park Place Elementary should be prioritized with high visibility crosswalks and pedestrian signage. Although there are sidewalks along both sides of the corridor, some areas need improvements or to be rebuilt to current standards. ADA compliant ramps and high-visibility crosswalks should be provided at the intersections of S Wayside Dr., Telephone Rd., Reveille St., and Galveston Rd.

Public comment indicated that the Park Place Blvd./Broadway St. at IH-45 intersection was a dangerous intersection. This intersection is being studied by TxDOT for improvements.

Recommendations

Based on projected traffic volumes and surrounding land use, Long Dr. should remain a 4-lane Thoroughfare with a sub-classification as a Transit Blvd.

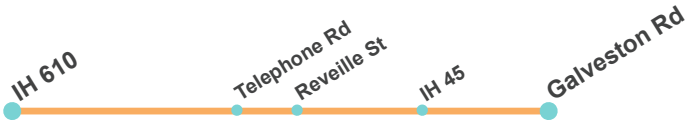
As Long Dr. transitions to Park Place Blvd., the corridor should remain a 4-lane Thoroughfare with a sub-classification as a Commercial/ Mixed-Use Avenue.

Park Place Blvd., east of IH 45 should remain a 4 -lane Major Collector with a sub-classification as Residential Avenue.

Sidewalk improvements should be made along the corridor to provide access to METRO bus stops and improve mobility. An off-street bicycle facility should be implemented to increase mobility options along the corridor. Long Term improvements include the continuation of the Light Rail Purple Line accessing Hobby Airport and Palm Center. Further study is recommended for light rail transit feasibility along this corridor.

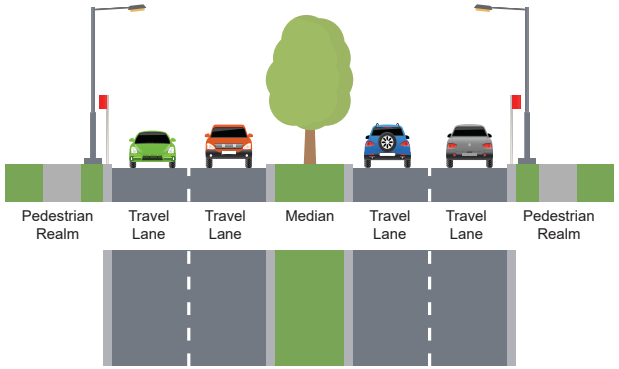
COST: $1.8M

planning level cost estimate
does not include light rail transit cost estimate

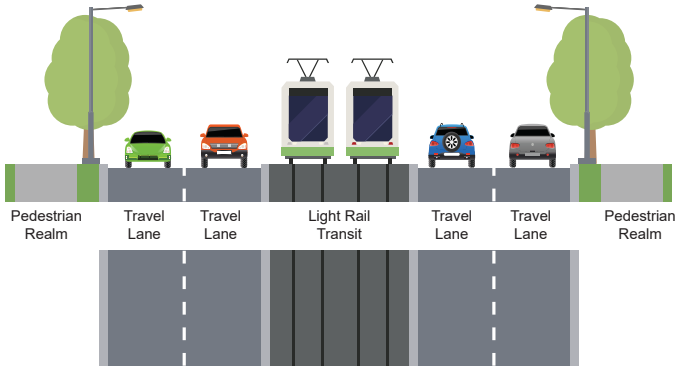


LONG DRIVE - PARK PLACE BOULEVARD

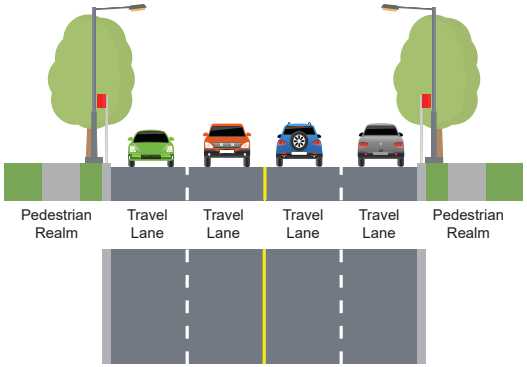
Existing

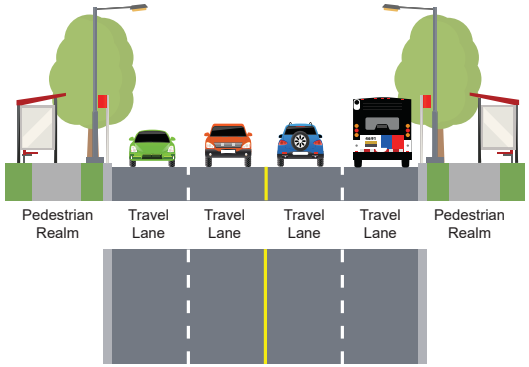


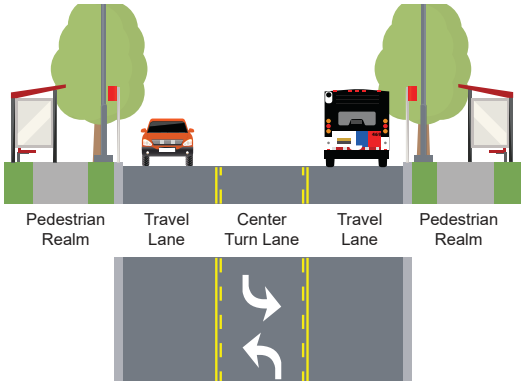
Proposed



IH 610 to Telephone Rd.







Telephone Rd. to Galveston Rd.

LONG DRIVE - PARK PLACE BOULEVARD

These exhibits illustrate the existing condition and proposed improvement for Park Place Blvd. facing northbound at Broadway and the Gulf Freeway. The visual rendering includes a 12' ft. shared-use path on the north side, a 4-lane thoroughfare, enhanced crosswalks, lighting, landscaping, and demarcated refuge islands, public art, bikeshare, bike parking, in addition to the Green Light Rail Line extension on Broadway.

Existing

Image Credit: Asakura Robinson

Proposed

MLK BOULEVARD - COTTINGHAM ROAD

Existing Conditions		Future Conditions	
Lanes	2-6	MTFP Designation	P-4-100/120/150
Existing Counts Range	800 - 20,500	Future Volume Range	900 - 32,400
Right-of-Way	100' - 150'	Multimodal Class	Commercial Mixed-Use Blvd - Residential Blvd
Median/CTL/Undivided	Median/Undivided	Median/CTL	Median/Undivided

Existing Conditions

Martin Luther King Blvd. is a Principal Thoroughfare with variations in the existing cross section:

- IH 610 to Bellfort St.: 6-lane median divided roadway with 120' right-of-way and sidewalks along both sides. This segment was recently reconstructed with improved pavement and sidewalk infrastructure.
- Bellfort St. to Almeda Genoa Rd.: 4-lane median divided roadway with 110' – 150' right-of-way and sidewalks along both sides. This segment is currently in the design phase.

Martin Luther King Blvd. transitions to Cottingham south of Almeda Genoa Rd. with the following cross section:

- Almeda Genoa Rd. to Schurmier Rd.: 2-lane undivided, open ditch roadway with 100' right-of-way.
- Schurmier Rd. to Beltway 8: 2-lane undivided roadway with a sidewalk along the east side.

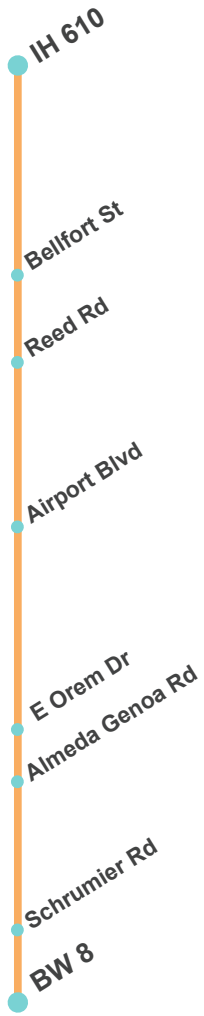
Land use is primarily single family residential with a mix of developable and industrial land south of Almeda Genoa Rd. and commercial uses adjacent to major intersections.

Improvement Needs

Two local bus routes serve this corridor with a top ridership bus stop at Bellfort St. The intersection at Bellfort St. is identified as a high crash location. Therefore, pedestrian improvements and driveway consolidation would help improve safety at this intersection. As Cottingham Rd. is built out, pedestrian improvements should be prioritized. This street would provide a continuous north-south corridor through the study area. Public comment supported better sidewalks along the corridor.

Recommendations

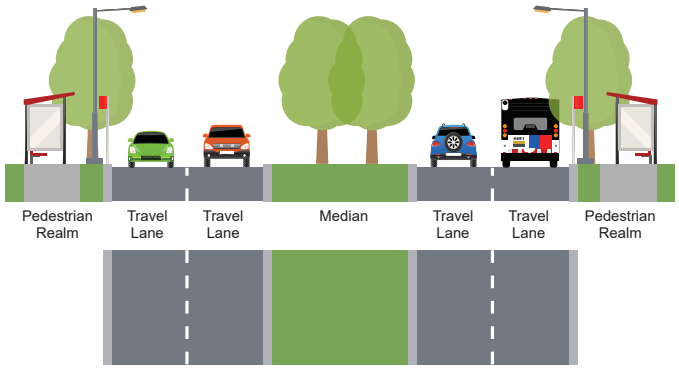
Based on projected traffic volumes, MLK Blvd. should remain a 4-lane Principal Thoroughfare with a reduction from 6 to 4 travel lanes between IH 610 and Bellfort. In order to preserve the median for access management, the corridor is recommended to be classified as a Residential Blvd. and Commercial/Mixed-Use Blvd, dependent on adjacent land use context. Sidewalk improvements as well as an off-street bicycle facility should be implemented along the corridor. Local bus service should be extended to the new VA Center under construction along Cottingham Rd. Future build out of Cottingham Rd as a 4-lane Principal Thoroughfare is important to north-south connectivity and provides alternative route options.



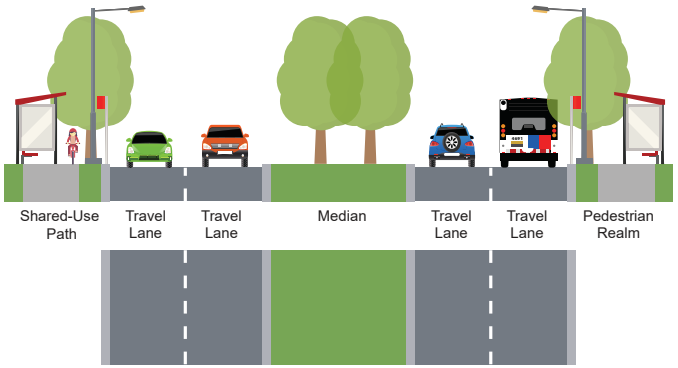
COST: $7.2M
planning level cost estimate

MLK BOULEVARD - COTTINGHAM ROAD

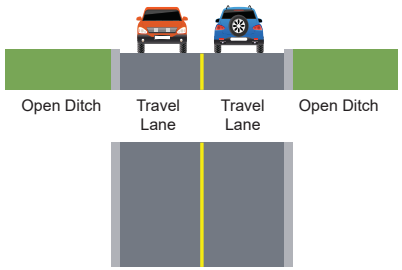
Existing

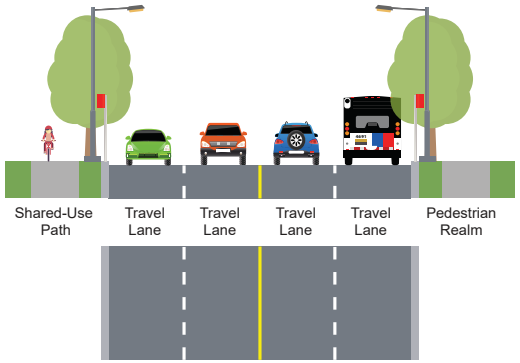


Proposed



IH 610 to Almeda Genoa Rd.





Almeda Genoa Rd. to Schurmier Rd.

MYKAWA ROAD

Existing Conditions		Future Conditions	
Lanes	2-4	MTFP Designation	T-4-80/100
Existing Counts Range	9,000 - 18,800	Future Volume Range	12,100 - 26,800
Right-of-Way	80' - 100'	Multimodal Class	Industrial Blvd
Median/CTL/Undivided	Median/ Undivided	Median/CTL	Median/Undivided

Existing Conditions

Mykawa Rd. is a north-south corridor that provides continuous movement from IH-610 to Beltway 8 in the study area. Variations in the cross section include:

- IH 610 to Airport Blvd.: 4-lane median divided Thoroughfare with 80' – 100' right-of-way. Sidewalk infrastructure along this segment is located on the western side of the roadway.
- Land use is predominantly industrial until S Wayside Dr. and then primarily single family residential.
- Airport Blvd. to Beltway 8: 2-lane undivided, open ditch Thoroughfare with 100' right-of-way with no sidewalks. Land use along this segment is predominately industrial and developable land.

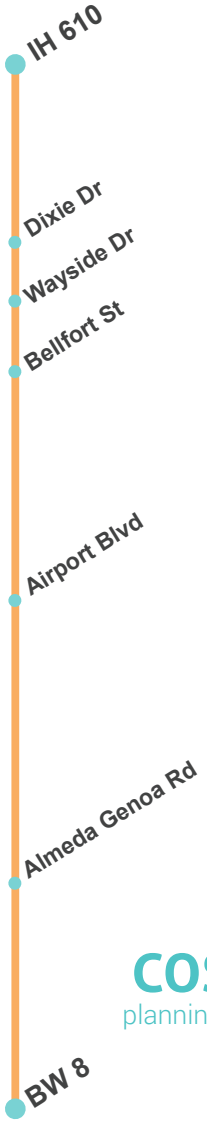
The BNSF Railroad runs parallel the length of the corridor. A long term off-street path is proposed for this corridor. Mykawa Rd. also provides access to Law Park, the largest in the study area.

Improvement Needs

South of Airport Blvd., Mykawa Rd. is classified as a 4-lane thoroughfare. As this roadway is built out, improved sidewalk facilities and intersection crossings should be prioritized. The intersections of Airport Blvd. and IH-610 frontage road were both high stress pedestrian crossing locations. Sidewalks adjacent to the railroad facility are either nonexistent or in need of serious repair. This presents a significant barrier to connectivity and mobility between communities along the railroad tracks.

Recommendations

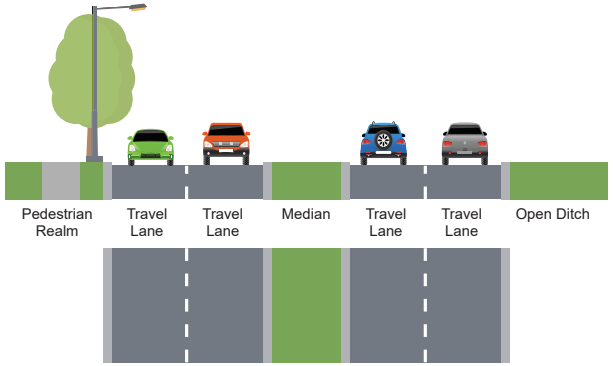
Based on projected traffic volumes and surrounding land use, Mykawa Rd should remain classified as a 4-lane Thoroughfare with a sub-classification as an Industrial Blvd. The corridor should be built out to 4 lanes south of Airport Blvd. Coordination should occur with the alignment of SH 35 adjacent to the corridor.



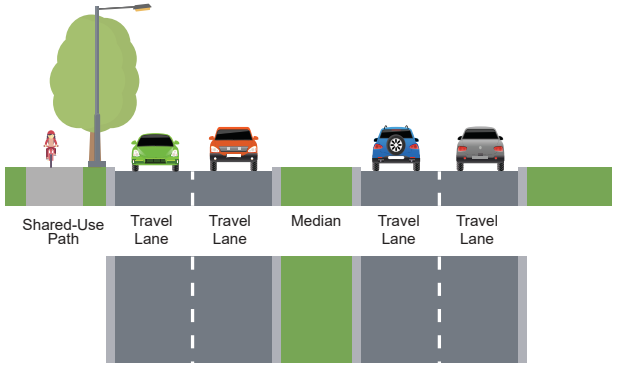
COST: $8.7M
planning level cost estimate

MYKAWA ROAD

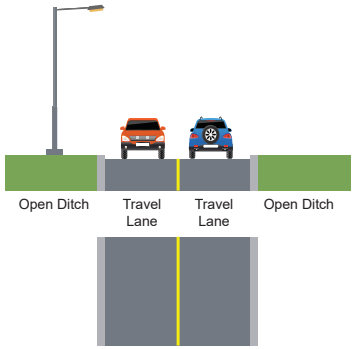
Existing

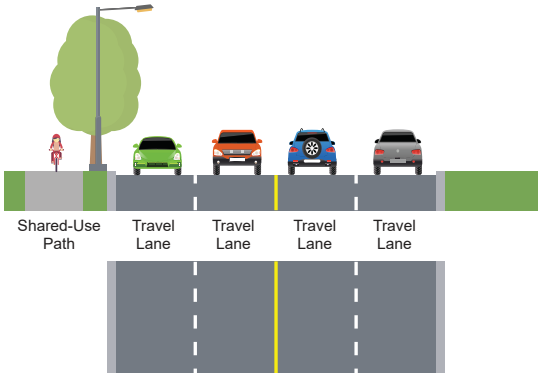


Proposed



IH 610 to Airport Blvd.





Airport Blvd. to Beltway 8

MYKAWA ROAD

These exhibits illustrate the existing conditions and recommendations for Mykawa Rd. looking southbound at East Orem. The visual rendering includes a 12' ft. shared-use path on the west side, a 4-lane thoroughfare to serve adjacent industrial and commercial land uses, and low-impact development on the east side of the street as a natural buffer to the railroad tracks.

Existing

Image Credit: Asakura Robinson.

Proposed

REED ROAD

Existing Conditions		Future Conditions	
Lanes	4	MTFP Designation	T-4-80/100
Existing Counts Range	8,400 - 15,000	Future Volume Range	5,800 - 14,100
Right-of-Way	80' - 100'	Multimodal Class	Commercial Mixed-Use Ave - Residential Ave
Median/CTL/Undivided	Median/Undivided	Median/CTL	Median/Undivided

Existing Conditions

Reed Rd. is a 4-lane median divided Thoroughfare with 80' – 100' right-of-way between SH 288 and Martin Luther King Blvd. It continues as a 4-lane undivided roadway with 100' right-of-way from Martin Luther King Blvd. to Crestmont St. Land use is predominantly single family residential with commercial use adjacent to SH 288 and major intersections. Reed Rd. provides access to several schools and parks that abut the roadway. METRO operates a local bus route along this corridor. A short-term dedicated on-street bicycle facility is proposed between Sunnyside Park and Crestmont St.

Reed Road, between Stewart Park (Mt. Caramel Street) and Stuart Park (Hemingway Drive) will receive a "new ride facility" (dedicated lane closest to the bayou for bicycles) with improvements to the intersection at Swallow Street. In addition, an off-street trail will be built along the top bank of Sims Bayou for walkers/runners to parallel this section of Reed Road as part of the Sims Bayou Greenway project.

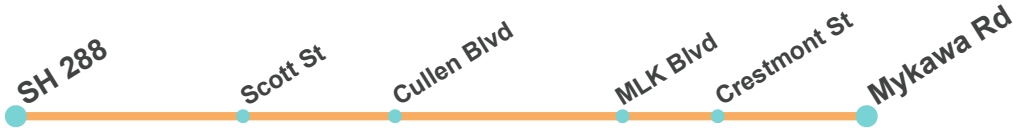
Improvement Needs

Reed Rd. is proposed to be built out as a Thoroughfare from Crestmont St. to Mykawa Rd. Pedestrian and bicycle facilities should be prioritized along this roadway as it provides connections to several schools and parks. A new intersection should be constructed at Mykawa Rd. across the BNSF railroad facility to provide access to the neighborhood to the east. The intersection at Cullen Blvd. was identified as a high stress location for pedestrian crossings. Although there are sidewalks along both sides for the length of the corridor, many need repair or maintenance.

Recommendations

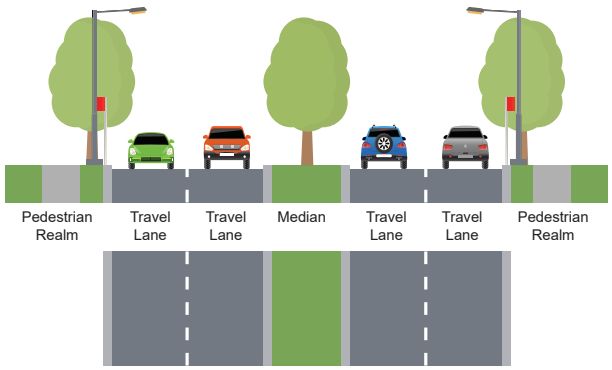
Reed Rd. is recommended to remain a 4-lane Thoroughfare from SH-288 to Martin Luther King with a sub-classification as a Commercial/Mixed-Use Blvd to maintain median and access management. Improved pedestrian realm and an on-street bike facility is recommended along this section of the corridor. As land use context changes east of Martin Luther King to more residential, Reed Rd should be reclassified as a 2-lane Thoroughfare with on-street parking and on-street bicycle facility. Reed Rd. should continue with this same cross section to Mykawa Rd. providing east/west connection and access to the park. This section should be classified as a Residential Avenue.

COST: $5.1M
planning level cost estimate

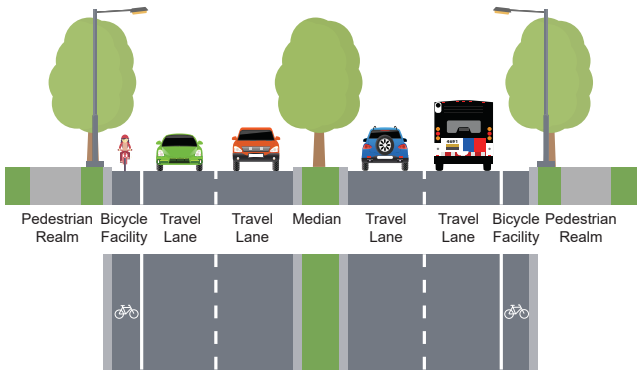


REED ROAD

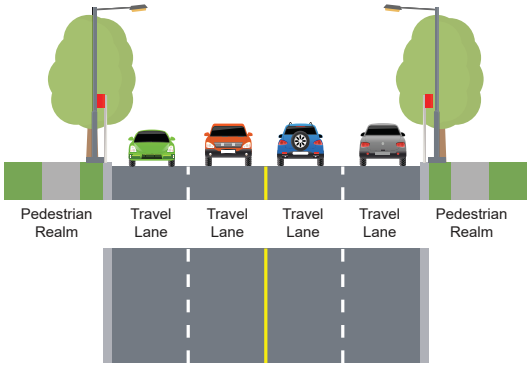
Existing

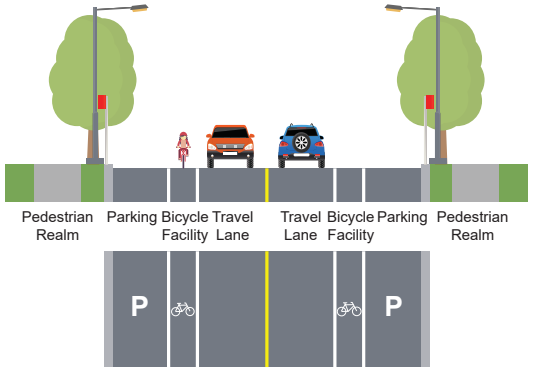


Proposed



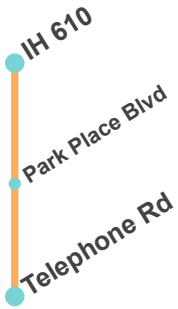
SH 288 to Martin Luther King Blvd.





Martin Luther King Blvd. to Mykawa Rd.

REVEILLE STREET



Existing Conditions		Future Conditions	
Lanes	6	MTFP Designation	P-6-100
Existing Counts Range	27,100 - 33,800	Future Volume Range	33,300 - 40,000
Right-of-Way	100’	Multimodal Class	Commercial Mixed-Use Blvd
Median/CTL/Undivided	Median	Median/CTL	Median

Existing Conditions

Reveille St. is a 6-lane median divided Principal Thoroughfare with 100’ right-of-way and sidewalks along both sides of the roadway. There are sidewalk gaps along the western side of the roadway north of Armin St. and between Dixie Dr. and Westover St. METRO operates a local bus route along this corridor. Land use is predominantly single family residential with commercial use near IH 610, Park Place Blvd. and Telephone Rd./Bellfort St.

Reveille St. is also classified as State Highway 35 and provides a direct connector ramp to and from IH 45. Reveille St. transitions into Telephone Rd. at the Bellfort St. intersection.

Improvement Needs

The intersections at Park Place Blvd. and Telephone Rd./Bellfort St. were identified as high stress pedestrian crossing locations as well as high crash locations. Based on modeling results, this corridor will experience increased traffic volume into 2040. High visibility pedestrian crossings and improved pedestrian realms will increase safety of all users along the roadway. Connection to the off-street trail network along Sims Bayou Greenway should be prioritized.

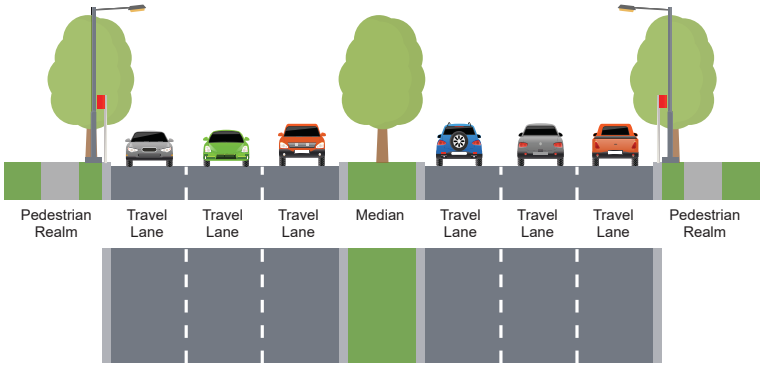
A Special Area Study is currently underway by the Hobby Area Management District in part to reconfigure the Reveille St./Telephone Rd. intersection.

Recommendations

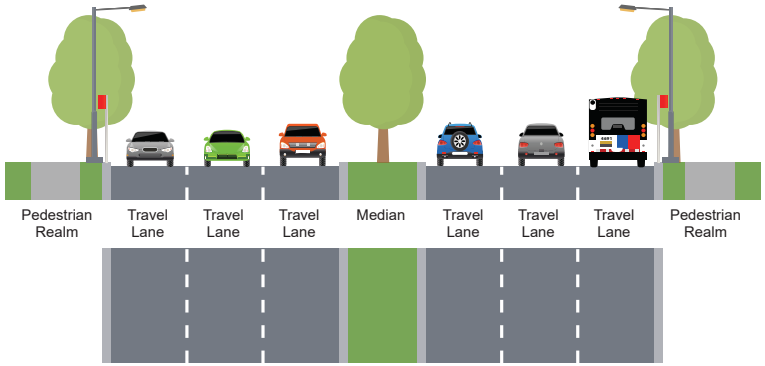
Based on projected traffic volumes and direct connector ramps to IH-45, Reveille St. should remain a 6-lane Principal Thoroughfare. Designating Reveille St. as a Commercial/ Mixed-Use Blvd is appropriate given the land use context and travel patterns. Sidewalk infrastructure should be improved along corridor to enhance accessibility to local bus service. Intersection improvements at Telephone Rd., Bellfort St., and Park Place Blvd. should include access management, ADA ramps and enhanced crosswalk markings.

COST: $470K
planning level cost estimate

Existing



Proposed



SCHURMIER ROAD

Existing Conditions		Future Conditions	
Lanes	2	MTFP Designation	MJ-4-100
Existing Counts Range	700 - 1,100	Future Volume Range	10,200 - 28,000
Right-of-Way	70' - 100'	Multimodal Class	Residential Ave
Median/CTL/Undivided	Undivided	Median/CTL	Undivided

Existing Conditions

Schurmier Rd. is a 2-lane undivided, open ditch roadway with the following cross section variations:

- Cullen to Mary Kay Lane: Major Collector with 70' right-of-way.
- Mary Kay Lane to 1,500' east of Journey Rd.: Thoroughfare with 100' right-of-way.
- 1,500' east of Journey Rd. to Mykawa Rd.: Major Collector with 70' right-of-way.

There is no pedestrian facility located along this corridor. Land use is a mix of industrial, developable and single family residential uses.

Improvement Needs

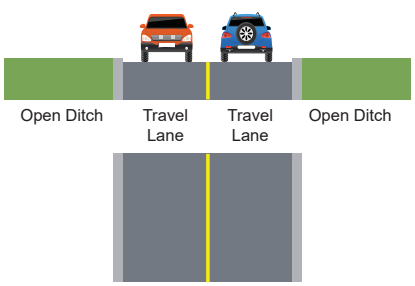
Although the corridor from Scott St. to Cullen Blvd. is currently not identified on the MTFP, it should be extended as a Major Collector with a pedestrian realm.

Recommendations

Schurmier Rd. should be developed as a 2-lane Major Collector with a Residential Avenue multi-modal classification. As the corridor develops, right-of-way should be acquired to provide an enhanced pedestrian realm. Once built, Schurmier may function as an alternative to vehicular traffic along Fuqua St. Intersection improvements at Scott St., Cullen Blvd., S Wayside Dr. and Telephone Rd. should be prioritized to provide safe mobility options for all users.

COST: $2.4M
planning level cost estimate

Existing



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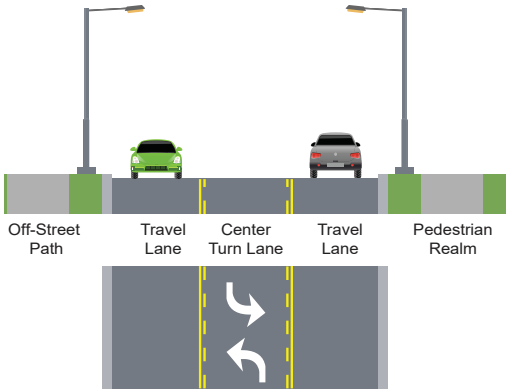


SOUTH WAYSIDE DRIVE

Existing Conditions		Future Conditions	
Lanes	2-4	MTFP Designation	T-4-100/250
Existing Counts Range	2,200 - 10,200	Future Volume Range	6,100 - 23,500
Right-of-Way	100' - 250'	Multimodal Class	Commercial Mixed-Use Blvd - Residential Ave/Blvd
Median/CTL/Undivided	Median/Undivided	Median/CTL	Median/Undivided

Existing Conditions

S Wayside is classified as a Thoroughfare with the following cross section variations:

- IH 610 to Dixie Dr.: 4-lane median divided roadway with 100' right-of-way and sidewalks along both sides.
- Mykawa Rd. to Vasser Rd.: 4-lane median divided roadway with 250' right-of-way and sidewalks along both sides.
- Almeda Genoa Rd. to Beltway 8: 2-lane open ditch, undivided roadway with no sidewalks.

Land use is predominantly single family and industrial use with more developable parcels south of Almeda Genoa Rd. There is an existing on-street bike route north of Dixie Dr. This facility is identified as low comfort and should be reconstructed to provide increased safety and comfort for all users. A long term dedicated on-street facility is proposed for the length of the corridor.

Improvement Needs

As identified on the MTFP, S Wayside is proposed to be constructed between Dixie Dr. and Mykawa Rd., and Vasser Rd. and Almeda Genoa Rd., utilizing a portion of Martindale Rd. This connection would provide another continuous north-south corridor through the study area. Pedestrian amenities and bicycle facilities should be prioritized with a wider pedestrian realm and ADA compliant ramps at all intersections.

Recommendations

Based on projected traffic volumes, S Wayside Dr. should remain as the following designations:

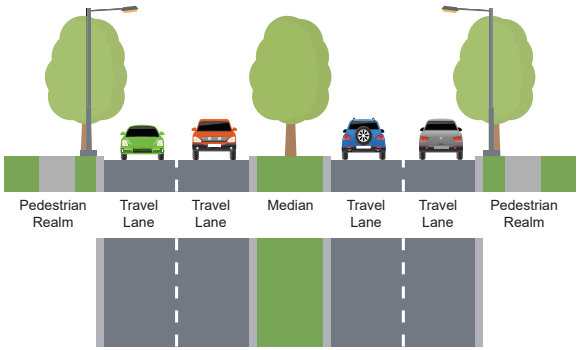
- IH 610 to Dixie Dr.: a 4-lane Thoroughfare with a sub-classification as a Commercial/Mixed-Use Blvd.
- Mykawa Rd. to Vasser: 4-lane Thoroughfare with a sub-classification as Residential Boulevard.
- Vasser Rd. to Beltway 8: utilizing Martindale Rd, S Wayside should be built as a 2-lane Thoroughfare with a sub-classification as Residential Ave. This alignment is represented on the MTFP map and utilizes a portion of Martindale Rd.

When S Wayside is developed, based on available right-of-way, enhanced sidewalks as well as an on-street bicycle facility should be provided the length of the corridor. Connections to Sims Bayou Greenway as well as Law Park should be prioritized.

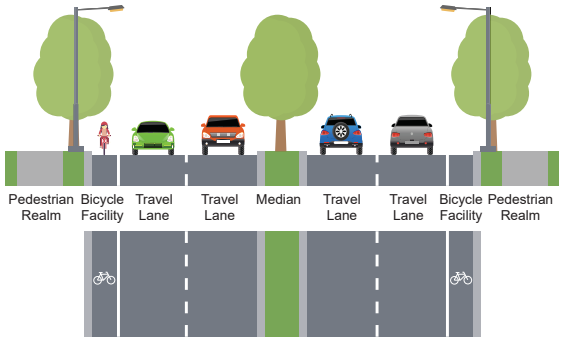
COST: $8.2M
planning level cost estimate

SOUTH WAYSIDE DRIVE

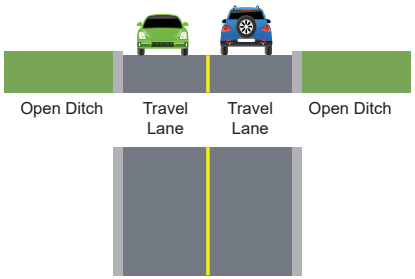
Existing

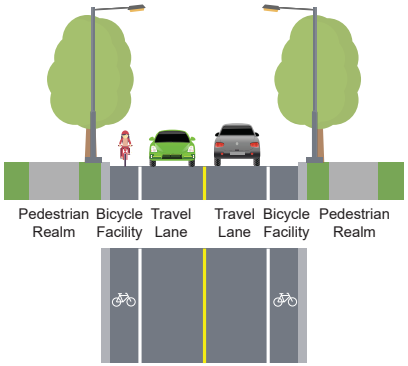


Proposed



IH 610 to Vasser Rd.





Vasser Rd. to Beltway 8

SABO ROAD

Existing Conditions		Future Conditions	
Lanes	4	MTFP Designation	MJ-4-80/T-4-100
Existing Counts Range	12,600	Future Volume Range	10,200 - 28,000
Right-of-Way	80' - 100'	Multimodal Class	Residential Ave/Blvd
Median/CTL/Undivided	Median/ Undivided	Median/CTL	Median/Undivided

Existing Conditions

Sabo Rd. is a north-south 4-lane roadway identified with the following cross section variations:

- Kingspoint Rd. to Fuqua St.: undivided Major Collector with 80' right-of-way and sidewalks along both sides.
- Fuqua St. to Beltway 8: median divided Thoroughfare with 100' right-of-way and sidewalks along both sides.

METRO operates both a local bus route as well as a park and ride bus route along this corridor. There is a proposed long-term dedicated on-street bicycle facility along this corridor. Land use is primarily single-family use west of the roadway and commercial and multifamily residential uses along the east side and near the intersections.

Improvement Needs

High visibility crosswalks and pedestrian crossing signs should be implemented near Meador Elementary and nearby neighborhoods to increase walkability and accessibility. Based on modelling results, this corridor will experience increased traffic volumes into 2040.

Recommendations

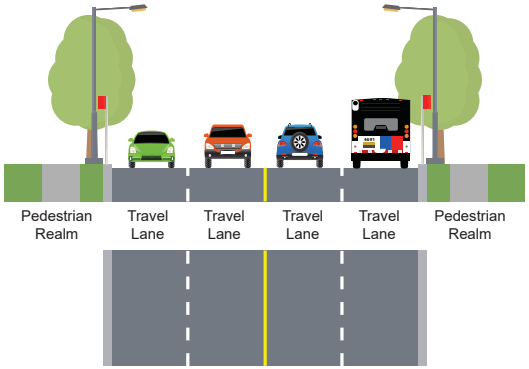
It is recommended Sabo Rd. maintain its 4-lane Major Collector designation between Kingspoint and Fuqua and its 4-lane Thoroughfare designation between Fuqua and Beltway 8. In preservation of the median south of Fuqua St., it is recommended to be classified as a Residential Blvd. For consistency in relation to land use, north of Fuqua is recommended as a Residential Avenue. An on-street bicycle facility is recommended along the corridor given the adjacent residential uses. Intersection and crosswalk improvements should be prioritized near Meador Elementary School.

COST: $207K

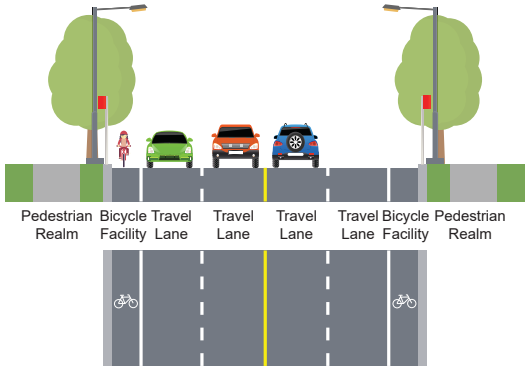
planning level cost estimate

SABO ROAD

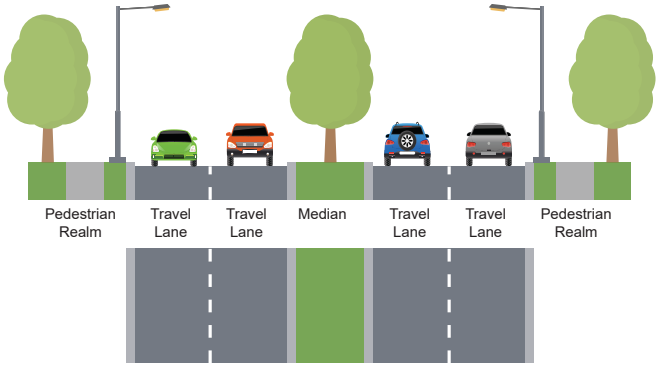
Existing

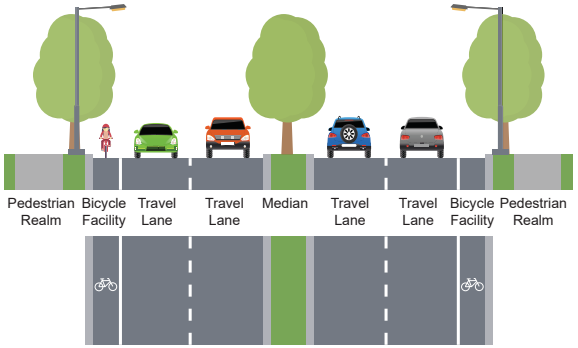


Proposed



Kingspoint Rd. to Fuqua St.





Fuqua St. to Beltway 8

SCOTT STREET

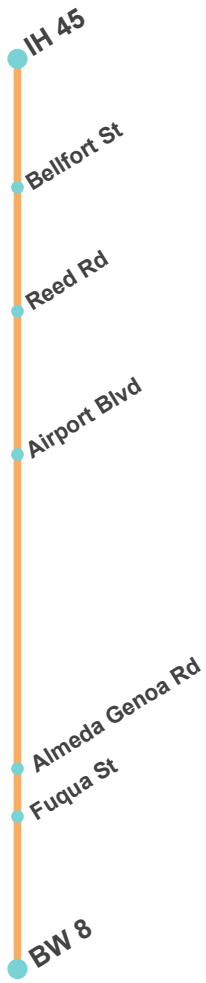
Existing Conditions		Future Conditions	
Lanes	2-4	MTFP Designation	T-4-100/120
Existing Counts Range	1,300 - 16,300	Future Volume Range	6,400 - 41,000
Right-of-Way	100' - 120'	Multimodal Class	Residential Blvd
Median/CTL/Undivided	Median	Median/CTL	Median

Existing Conditions

Scott St. is a 4-lane median divided Thoroughfare with 100' – 120' right-of-way that provides continuous north-south movement from IH 610 to Beltway 8 through the study area. There are continuous sidewalks along both sides of the roadway, except between Fuqua St. and Beltway 8. Land use along the corridor is predominantly single family residential with sporadic commercial and developable land. While there is no existing or planned bike route along Scott St., this corridor does provide access to the off-street trail network along Sims Bayou and to many other on-street or shared on-street bicycle facilities. METRO operates a local bus route along this corridor.

Improvement Needs

The following intersections along Scott St. were identified as high crash locations: Holmes Rd., Bellfort St., Reed Rd., and Airport Blvd. Based on the surrounding land use, pedestrian improvements at intersections and crosswalks should be prioritized. Modeling results indicate traffic along Scott St. will continue to be significant into 2040. Public comment indicated that there is an increased amount of traffic along Scott St. from the SH 288 expansion.



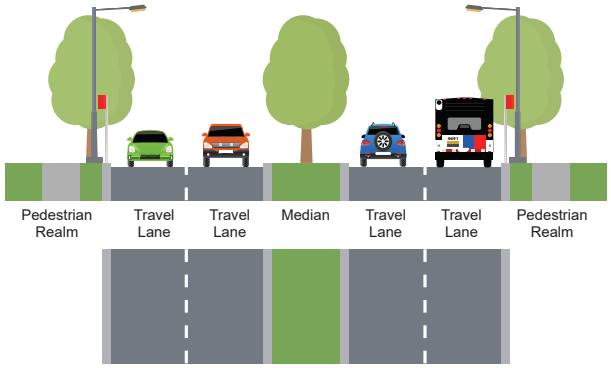
Recommendations

Based on projected traffic volumes, Scott St. should remain a 4-lane Thoroughfare with a Residential Blvd multi-modal classification to preserve the median. The local bus route along this corridor should be extended south towards Tom Bass Regional Park. A wide pedestrian realm should be provided along both sides of the roadway to ensure safe movement along this busy roadway and provide access to local bus facility. Connection opportunities should be provided at Sims Bayou Greenway.

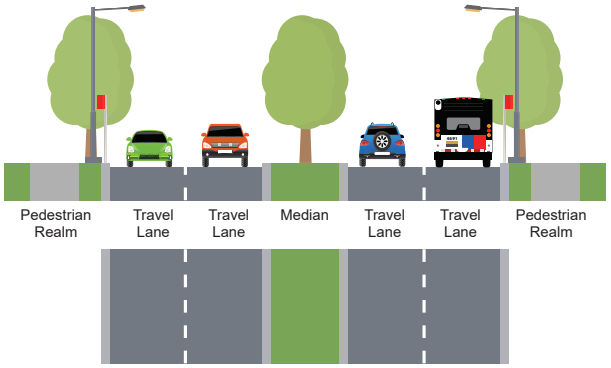
COST: $735K
planning level cost estimate

SCOTT STREET

Existing



Proposed



TELEPHONE ROAD

Existing Conditions		Future Conditions	
Lanes	4-6	MTFP Designation	T-4-100/P-6-120
Existing Counts Range	25,000 - 39,900	Future Volume Range	6,600 - 58,000
Right-of-Way	100' - 120'	Multimodal Class	Commercial Mixed-Use Blvd - Industrial Blvd
Median/CTL/Undivided	Median/CTL	Median/CTL	Median/CTL

Existing Conditions

Telephone Rd. provides north-south connectivity from IH-45 to Beltway 8. Variations in the existing cross section include:

- IH 610 to Park Place Blvd.: 4-lane Thoroughfare with 100' right-of-way and center turn lane.
- Park Place Blvd. to E Orem Dr.: 6-lane median divided Principal Thoroughfare with 120' right-of-way.
- E Orem Dr. to Beltway 8: 6-lane Principal Thoroughfare with 120' right-of-way and center turn lane.

Sidewalks are either nonexistent or in need of repair north of Park Place Blvd. METRO operates a local bus route along the corridor until Airport Blvd., accessing Hobby Airport Transit Center. There is an on-street bikeway proposed for this corridor. Land use is a mix of commercial, industrial, and public and institutional uses abutting the corridor.

Improvement Needs

The intersection of Telephone Rd./Reveille St. at Bellfort St. was identified as the highest crash location throughout the study area. Based on modeling, traffic volume along this corridor is expected to be significant into 2040. Improving pedestrian amenities with wide sidewalks, ADA compliant ramps, and bicycle infrastructure will enhance pedestrian connectivity and safety.

Completing the sidewalk gaps between Airport Blvd. and Almeda Genoa Rd. would enhance pedestrian connectivity in this area. Improved sidewalk infrastructure is also needed north of Park Place Blvd.

Public comment indicated pavement failure due to truck traffic near the intersection of Telephone Rd./Reveille St. at Bellfort St. Other comments indicated safety concerns due to congestion around Ortiz Middle School.

Recommendations

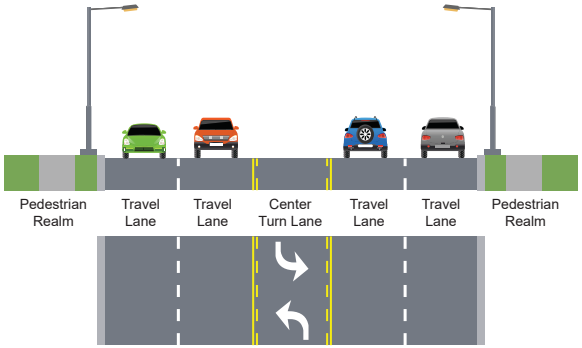
Based on projected traffic volumes, Telephone Rd. should remain a 4-lane Thoroughfare from IH 610 to Park Place Blvd., and a 6-lane Principal Thoroughfare from Park Place Blvd. to Beltway 8. A median with left turn bays is recommended north of Park Place Blvd. and south of Braniff St. to improve access management. A shared-use path should be provided along the west side with a 5' sidewalk along the east side for the length of the corridor. Connection to Sims Bayou Greenway should be prioritized. Long Term improvements include the continuation of the Light Rail Purple Line accessing Hobby Airport from Long Dr. to Bellfort St. Further study is recommended for light rail transit feasibility along this corridor.

COST: $3.0M

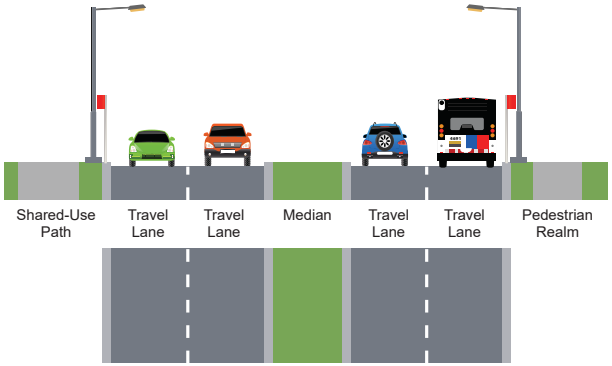
planning level cost estimate

TELEPHONE ROAD

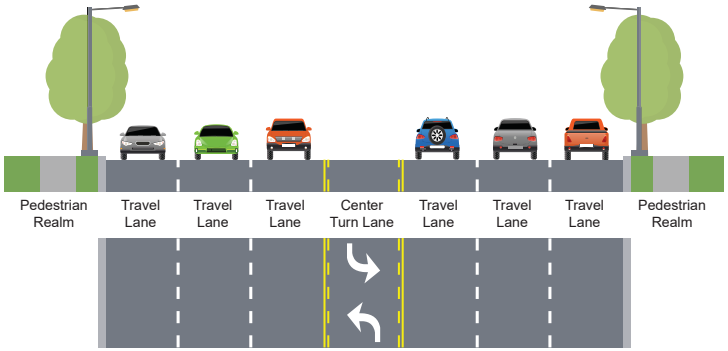
Existing

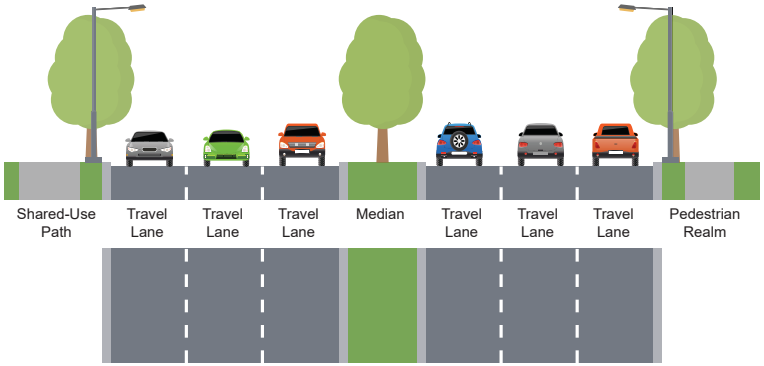


Proposed



IH 610 to Park Place Blvd





Park Place Blvd to Beltway 8

5

NEXT STEPS

SOUTHEAST HOUSTON MOBILITY PLAN
Transit Vision
Holcombe Blvd
Main St
Griggs Rd
Yellowstone Blvd
Kirby Dr
Fannin St
Holmes Rd
Reed Rd
Martin Luther King Blvd
Airport Blvd
Telephone Rd
William P. Hobby Airport

"It is through partnership and collaboration that we are able to assist the greatest number of people and keep Houston moving properly."

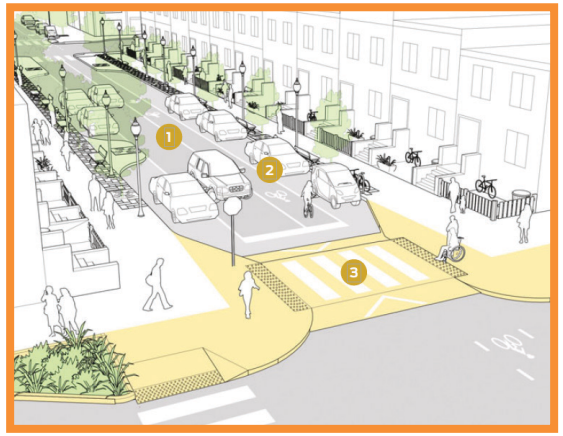
POLICY UPDATE

Neighborhood Street Connection

During the planning process, discussions with the public and stakeholders identified neighborhood connections and walkability as one of the top priorities.

As seen in the Pedestrian Connectivity Map, potential pedestrian improvement areas were identified as areas that would benefit from increased local street neighborhood connections. Local streets in neighborhoods are often underutilized and exhibit low volumes of traffic. These streets should also be welcoming places for leisure and spaces for play. Design elements that could encourage walkability along local streets includes stormwater management features, curb extensions, vertical speed control elements, and bicycle facilities.

A Neighborhood Local Street Policy should be implemented by the City of Houston to allow neighborhood districts and residents along a continuous local street to apply for traffic calming and pedestrian enhancements. This would require an update to the City Neighborhood Traffic Management Program (Article XV of Chapter 45 Code of Ordinances).



Source: NACTO Urban Street Design Guide

Source: NACTO Urban Street Design Guide

MTFP Update

The Major Thoroughfare and Freeway Plan (MTFP) is another document that is updated regularly and used by many City of Houston departments to align transportation recommendations and development recommendations.

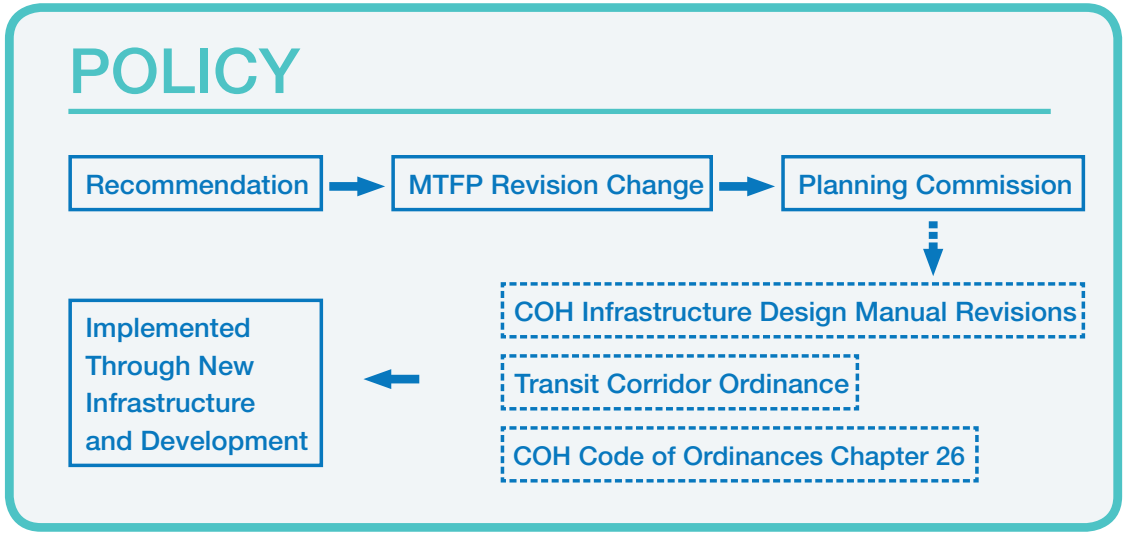
Streets that are designated on the MTFP allow the City to secure Right-of-Way, coordinate projects with other entities, and provide connections to neighborhood destinations.

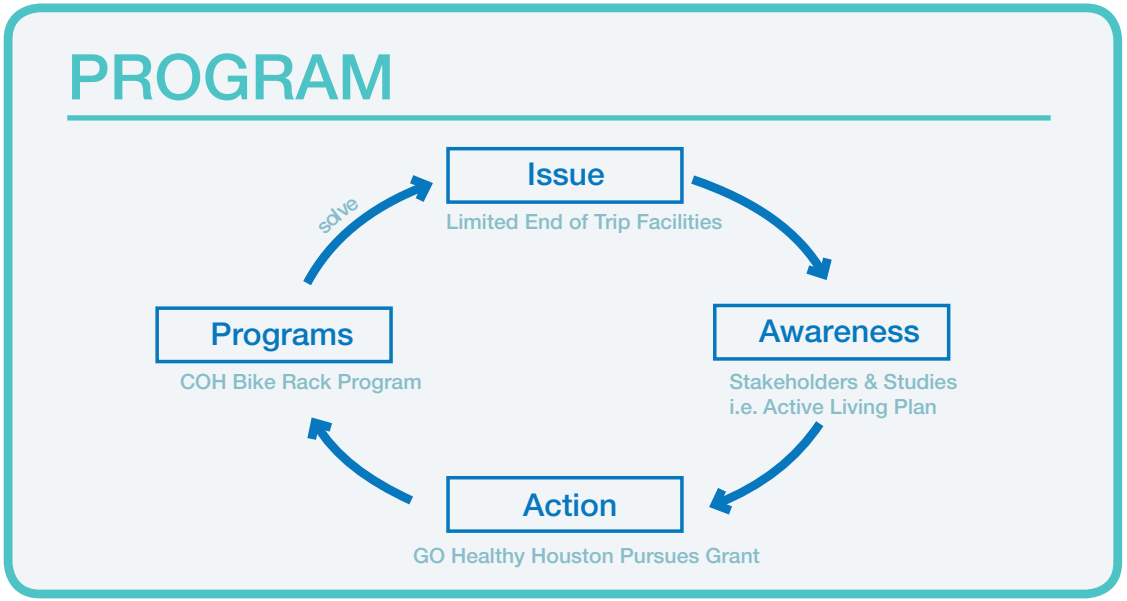
It is recommended that the roadways identified through this plan be added to the MTFP through the Amendment Process. The identification of roadways using the multimodal sub-classification system should also be utilized to prioritize roadways and adjacent land use.

Bicycle Facility

Throughout the analysis of existing and proposed bicycle facilities designated through the Houston Bike Plan process, it became apparent that the Side Path designation needed further clarification. As identified in the Houston Bike Plan, the Side Path designation could either be classified as an Off-Street facility or Dedicated in Street Right-of-Way facility.

While ultimate design of this type of facility is dependent upon further engineering and analysis, it is recommended that the Side Path be designated as an Off-Street facility. This type of policy update would only be pertinent to how it is represented. The Side Path should still have the same design elements referenced in the City of Houston Bike Plan.





PHASING/IMPLEMENTATION

The City of Houston initiated this planning study to determine improvement needs and help guide the City's short, mid, and long-term planning efforts that could be implemented to help improve mobility and accessibility throughout the Southeast Houston study area.

Through a coordinated effort between stakeholder committees, public, and various organizations, this study sets a vision for future multimodal transportation facilities that have local and regional impacts.

This study identified several projects that can be implemented through various organizations, including:

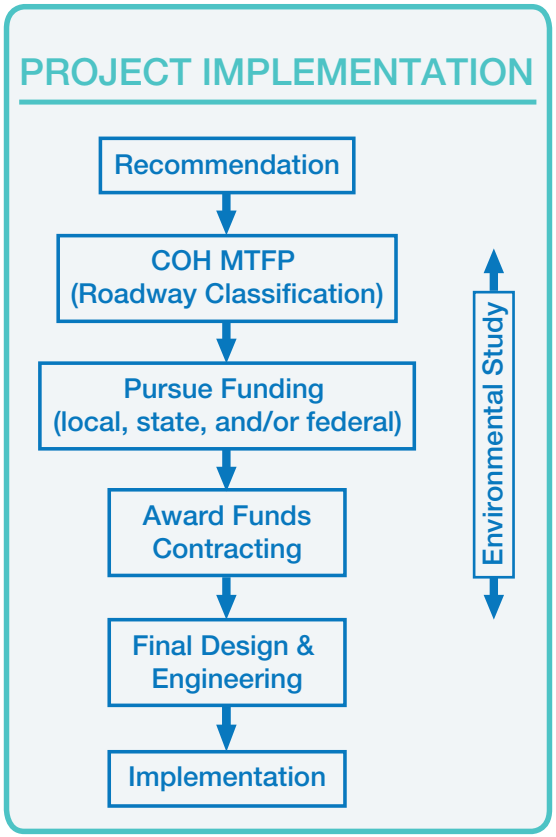
- Planning and Development Department
- Houston Public Works
- METRO Houston
- Houston Parks Board
- Harris County
- Texas Department of Transportation

Through coordinated efforts between various agencies, many of these improvements can be implemented together, such as sidewalk and roadway improvements; crosswalks and intersection improvements; and METRO bus stop enhancements.

The recommendations from this study are not intended to be static. These recommendations are intended to be built upon to meet the community and stakeholder needs.

Although short, mid and long-term projects are identified in this plan, processes exist for implementation. The following graphics provide an overview of how they work related to Project, Policy, and Program Guidance.

A project will go through the following steps indicated in the graphic before implementation depending on project complexity, identified funds and scheduling.



COST ESTIMATES

Based on goals established by the committee members and public involvement, short, mid, and long term projects have been identified throughout the study area. Each project was provided a planning level cost estimate.

Although these cost estimates are represented as independent of one another, many of the improvements can be accomplished together. (i.e. If roadway is being redeveloped, improved pedestrian and bicycle facilities as well as intersections would also be enhanced).

SHORT-TERM IMPROVEMENTS

The short-term projects identified below contain improvements that can be implemented without the need for property acquisition and can generally be completed within a five-year timeframe. While the City of Houston has the responsibility of leading this planning effort, H-GAC, METRO, Gulfgate TIRZ, Sunnyside TIRZ, Houston Parks Board, TxDOT, HCID#9 &10, and Harris County all play a vital role in implementation.

MEDIUM-TERM IMPROVEMENTS

The medium-term projects identified below contain improvements that can be implemented within a ten-year timeframe. While the City of Houston has the responsibility of leading this planning effort, H-GAC, METRO, Gulfgate TIRZ, Sunnyside TIRZ, Houston Parks Board, TxDOT, HCID#9 &10, and Harris County all play a vital role in implementation. Several projects indicated below will require additional detail to estimate costs.

LONG-TERM IMPROVEMENTS

The long-term projects below represent the entire corridors within the study area. Refer to the corridor sheets contained in the document for additional guidance for each corridor. In effort to create complete corridors most of the corridor recommendations involve travel lane, Intersection, bicycle, pedestrian and transit improvements. As funding is allocated, each improvement can advanced individually or as a complete corridor.

$72 M
ROADWAY IMPROVEMENTS

$20 M
INTERSECTION IMPROVEMENTS

$18 M
PEDESTRIAN IMPROVEMENTS

$37 M
BICYCLE IMPROVEMENTS

SHORT-TERM IMPROVEMENTS

Project	Limits	Description	Quantity	Unit	Unit Cost	TOTAL COST	City of Houston	METRO	Gulfgate TIRZ	Sunnyside TIRZ	Houston Park Board	TXDOT	HCID #9	HCID #10	HCID #16	Harris County
TRANSIT IMPROVEMENTS																
Bus Stop Enhancements	Route 87	Shelter imporvements with benches, trash bin and signage.	6	Each	$6,000	$36,000		$36,000								
SUBTOTAL COST						**$36,000**	**$0**	**$36,000**	**$0**	**$0**	**$0**					**$0**
BICYCLE IMPROVEMENTS																
Trailhead Connections	Simms Bayou @ Scott, Cullen, MLK, Mykawa, Telephone, Belfort, Broadway	Opportunity for eleven (11) trailhead connections including wayfinding, bike racks, and monuments	11	Each	$19,000	$209,000	$209,000									
Sims Bayou Off-Street Trail	SH288 to Scott, MLK to Law Park, Law Park to Telephone	Buildout of 7 miles of off-street trail along Sims Bayou	7	Mile	$725,000	$5,075,000					$5,075,000					
MLK Bikeway Improvements	IH 610 to Sims Bayou	In coordination with Harris County Precinct One, off-street bike facility along MLK	2.97	Mile	$370,000	$1,098,900										$1,098,900
Broadway Off-Street Path	IH 610 to IH 45	Programmed CIP Project along Broadway	1.15	MIle	$370,000	$425,500	$425,500									
Jutland Road	IH 610 to Sunbeam	Dedciated in Street Bicycle Facility for length of corridor, provide connection to Sims Bayou	2.19	Mile	$48,000	$105,120	$105,120									
SUBTOTAL COST						**$6,913,520**	**$739,620**				**$5,075,000**					**$1,098,900**
INTERSECTION IMPROVEMENTS																
Fuqua St at Telephone Rd	Fuqua St at Telephone Rd	Span Wire to Mast Arm, ADA ramps, and enhanced crosswalk	1	LS	$250,000	$250,000	$250,000									
Dixie Dr at Telephone Rd	Dixie Dr at Telephone Rd	ADA ramps and enhanced crosswalk	1	LS	$9,560	$9,560	$9,560									
Woodridge at Telephone Rd	Woodridge at Telephone Rd	ADA ramps and enhanced crosswalk	1	LS	$9,560	$9,560	$9,560									
Galveston Rd at Park Place Blvd	Galveston Rd at Park Place Blvd	Span Wire to Mast Arm, ADA ramps, and enhanced crosswalk	1	LS	$250,000	$250,000	$250,000									
Galveston Rd at Howard Dr	Galveston Rd at Howard Dr	ADA ramps and enhanced crosswalk	1	LS	$9,560	$9,560	$9,560									
Airport Blvd at Monroe Rd	Airport Blvd at Monroe Rd	ADA ramps and enhanced crosswalk	1	LS	$9,560	$9,560	$9,560									
Airport Blvd at MLK	Airport Blvd at MLK	Enhanced crosswalk, gateway improvements, and landscaping	1	LS	$999,486	$999,486	$999,486									
SUBTOTAL COST						**$1,537,726**	**$1,537,726**									
PEDESTRIAN IMPROVEMENTS																
Telephone Rd, Airport Blvd, and Long Dr	Refer to maps	Sidewalk Gaps	22300	LF	$32	$713,600	$713,600	X								
Bellfort Road	SH288 to IH45	Rebuild sidewalks 6' on both sides of roadway with ADA compliant ramps and crosswalk enhancements	38,130	LF	$32	$5,200,000	$5,200,000	X	X	X						
Jutland Road	IH 610 to Sunbeam	Rebuild sidewalks to 5' on both sides of roadway with ADA compliant ramps	11,570	LF	$32	$740,480	$740,480									
Crestmont Street	IH 160 to Reed Rd	Rebuild sidewalks to 5' on both sides of roadway with ADA compliant ramps	11,280	LF	$32	$721,920	$721,920		X							
Reed Road	SH288 to Mykawa	Rebuild sidewalks to 5' on both sides of roadway with ADA compliant ramps	18,750	LF	$32	$1,200,000	$1,200,000		X	X						
SUBTOTAL COST						**$8,576,000**	**$8,576,000**									
TOTAL SHORT-TERM COST						**$17,063,246**	**$10,853,346**	**$36,000**	**$ -**	**$ -**	**$5,075,000**	**$ -**				**$1,098,900**

MEDIUM-TERM IMPROVEMENTS

Project	Limits	Description	Quantity	Unit	Unit Cost	TOTAL COST	City of Houston	METRO	Gulfgate TIRZ	Sunnyside TIRZ	Houston Park Board	TXDOT	HCID #9	HCID #10	HCID #16	Harris County
TRANSIT IMPROVEMENTS																
Community Connector	Telephone to Kingspoint, Orem to Beltway 8.	Community Connector route in the southeast portion of the study area providing residents access to multiple destinations	1	Each	$500,000	$500,000	$500,000	X								
New Local Bus Service	E Orem/Almeda Genoa Rd, Airport Blvd, Monroe Blvd, and Fuqua St	New local bus routes				$$	X	X								
Existing Bus Service Enhancements	Continuation of #29, #54, and # 80 local bus routes	Existing Bus Service Enhancements				$$	X	X								
SUBTOTAL COST						**$500,000**	**$500,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
BICYCLE IMPROVEMENTS																
Off-Street Trail Connections		Connections to Sims Bayou trail network through utility corridors and ditch connections				$$$	X		X		X					
Stuart Park Gateway	Connection opportunity between Hartman Middle School, Stuart Park and Sims Bayou	Connection opportunity between Hartman Middle School, Stuart Park and Sims Bayou				$$$	X	X	X		X					
SUBTOTAL COST						**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
INTERSECTION IMPROVEMENTS																
Botanic Garden Intersection		New intersection at Botanic Garden and park place Elementary School	1	LS	$250,000	$250,000	$250,000									
SUBTOTAL COST						**$250,000**	**$250,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
MTFP CHANGES																
Blackhawk Ridge Ln	Monroe Blvd to Fuqua St	Upgrade Design Standard				$700,000	$700,000									
Calhoun Rd	IH 610 to Cullen Blvd	Upgrade Design Standard				$840,000	$840,000							X		
Dover St	Bellfort Ave to IH 45	Upgrade Design Standard				$800,000	$800,000						X			
Dover St	Rockhill St to Airport Blvd	Upgrade Design Standard				$500,000	$500,000						X			
Furman Rd	Beltway 8 to Almeda Genoa	Maintain 2 lanes				$1,100,000	$1,100,000			X						
Furman Rd	Almeda Genoa to Proposed E Orem	Maintain 2 lanes				$930,000	$930,000			X						
Glen Valley Dr	Bellfort Ave to Morley St	Upgrade Design Standard				$300,000	$300,000						X			
Glen Valley Dr	Santa Elena St to Bellfort Ave	Upgrade Design Standard				$300,000	$300,000						X			
Glencrest St	Morley St to Airport Blvd	Upgrade Design Standard				$300,000	$300,000						X			
Kopman Dr	Santa Fe Dr to Airport Dr	Upgrade Design Standard				$300,000	$300,000						X			
Morley St	Telephone to Broadway St	Upgrade Design Standard				$300,000	$300,000						X			
Morley St	Broadway St to Glencrest St	Upgrade Design Standard				$300,000	$300,000						X			
Northdale St	Dixie Dr to Bellfort Ave	Upgrade Design Standard				$500,000	$500,000						X			
Nunn St	Dixie Dr to Bellfort Ave	Upgrade Design Standard				$500,000	$500,000						X			
Pershing St	Calhoun Rd to Crestmont St	Upgrade Design Standard				$360,000	$360,000							X		
Rockhill St	Tiperary Ln to Broadway St	Upgrade Design Standard				$400,000	$400,000						X			
Rockhill St	Broadway to Monroe	Upgrade Design Standard				$400,000	$400,000						X			
Seaford Dr	Kingspoint Rd to Fuqua St	Remain 2 lanes				$300,000	$300,000								X	
Stone St	Bellfort Ave to Glenvista St	Upgrade Design Standard				$300,000	$300,000						X			
Swallow St	Bellfort Ave to Santa Fe Dr	Remain 2 lanes				$300,000	$300,000						X			
Vasser Rd	Crestmont St to Mykawa Rd	Remain 2 lanes				$300,000	$300,000		X							
Waltrip St	Dixie Dr to Bellfort Ave	Remain 2 lanes				$300,000	$300,000						X			
SUBTOTAL COST						**$10,330,000**	**$10,330,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
TOTAL SHORT-TERM COST						**$11,080,000**	**$11,080,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

LONG-TERM IMPROVEMENTS

Corridor	Bicycle	Pedestrian	Roadway	Total Cost
Airport Blvd	$1,913,000		$2,401,000	$4,314,000
Allison Rd		$1,014,000	$1,373,000	$2,387,000
Almeda Genoa Rd	$2,475,000	$3,266,000	$4,469,000	$10,210,000
Beamer Rd	$35,000	$248,000	$0	$283,000
Bellfort St	$2,674,000	$2,440,000	$640,000	$5,754,000
Blackhawk Blvd	$91,000	$0	$105,000	$196,000
Blackhawk Ridge Ln	$259,000	$0	$0	$259,000
Broadway St	$424,000	$1,020,000	$143,000	$1,587,000
Calhoun Rd	$40,000	$284,000	$0	$324,000
Clearwood St	$388,000	$354,000	$124,000	$866,000
Cottingham Rd	$5,000	$486,000	$4,000,000	$4,491,000
Crestmont St	$7,000	$722,000	$363,000	$1,092,000
Cullen Blvd	$2,084,000	$1,902,000	$1,840,000	$5,826,000
Dixie Dr	$630,000	$576,000	$306,000	$1,512,000
E Orem Dr	$301,000	$2,116,000	$11,211,000	$13,628,000
Fuqua St	$3,702,000	$3,382,000	$8,444,000	$15,528,000
Furman Rd	$750,000	$684,000	$0	$1,434,000
Galveston Rd	$668,000	$610,000	$76,000	$1,354,000
Glen Hollow		$0	$137,000	$137,000
Hansen Rd	$14,000	$0	$137,000	$151,000
Holmes Rd	$452,000	$428,000	$191,000	$1,071,000
Howard Dr	$361,000	$330,000	$76,000	$767,000
Hycohen Rd		$0	$2,000,000	$2,000,000
Jutland Rd	$105,000	$740,000	$1,002,000	$1,847,000
Kingspoint	$852,000	$778,000	$219,000	$1,849,000
Kopman Dr		$102,000	$0	$102,000
Land Rd		$102,000	$2,000,000	$2,102,000
Long Dr	$83,000	$586,000	$124,000	$793,000
Martin Luther King Blvd	$1,700,000	$1,552,000	$476,000	$3,728,000
Martindale Rd	$17,000	$118,000	$38,000	$173,000
Mary Kay Ln		$236,000	$2,159,000	$2,395,000
Meldrum Ln	$3,000	$156,000	$2,318,000	$2,477,000

Corridor	Bicycle	Pedestrian	Roadway	Total Cost
Monroe Rd	$1,828,000	$1,670,000	$439,000	$3,937,000
Mosley Rd		$0	$137,000	$137,000
Mykawa Rd	$2,408,000	$2,200,000	$5,181,000	$9,789,000
Northdale St	$24,000	$168,000	$0	$192,000
Nunn St	$24,000	$168,000	$0	$192,000
Old Chocolate Bayou Rd		$336,000	$3,229,000	$3,565,000
Panair St		$168,000	$229,000	$397,000
Park Place Blvd	$787,000	$720,000	$181,000	$1,688,000
Radio Rd	$1,000	$0	$164,000	$165,000
Reed Rd	$1,181,000	$1,360,000	$3,222,000	$5,763,000
Reveille St		$554,000	$191,000	$745,000
Rockhill St	$2,000	$0	$0	$2,000
Rosehaven Dr	$1,000	$136,000	$183,000	$320,000
S Acres Dr		$136,000	$183,000	$319,000
S Wayside Dr	$215,000	$1,528,000	$7,168,000	$8,911,000
Sabo Rd	$73,000	$0	$134,000	$207,000
Schurmier Rd		$1,322,000	$1,789,000	$3,111,000
Scott St		$322,000	$573,000	$895,000
Scranton Ave	$1,000	$322,000	$139,000	$462,000
Seaford Dr	$1,000	$102,000	$0	$103,000
Selinsky Rd	$15,000	$102,000	$38,000	$155,000
Stone St	$15,000	$0	$0	$15,000
Sunbeam St		$102,000	$139,000	$241,000
Swallow St	$1,000	$102,000	$0	$103,000
Swingle Rd		$102,000	$139,000	$241,000
Tavenor Ln	$1,000	$0	$139,000	$140,000
Telephone Rd	$327,000	$990,000	$2,155,000	$3,472,000
Vasser Rd		$102,000	$0	$102,000
W Monroe Rd		$102,000	$137,000	$239,000
Waltrip St		$102,000	$0	$102,000
Webercrest Rd		$102,000	$137,000	$239,000
Winkler Dr	$111,000	$102,000	$137,000	$350,000

Improvement	Total Cost
Bicycle	$27,049,000
Pedestrian	$37,352,000
Roadway	$72,535,000
Total Cost	$136,936,000

FUNDING OPPORTUNITIES

Community Development Block Grants (CDBG) are administered by the U. S. Department of Housing and Urban Development (HUD), and are used for various projects that "benefit low- and moderate-income persons." While the program is primarily aimed at affordable housing, it is possible to use funding for infrastructure projects in low- and moderate-income neighborhoods, "slums," or "blighted areas."

For example, the City of Arlington has used CDBG funding to improve sidewalks connecting low-income neighborhoods to nearby commercial areas. Annual CDBG appropriations are made based on formulas which assess community need, including "extent of poverty, population, housing overcrowding, age of housing, and population growth lag." In 2018, the City of Houston received approximately $24,000,000 in CDBG funding. (All quotes refer to HUD descriptions.)

The **Surface Transportation Program (STP)** provides flexible funding that may be used by States and localities for bicycle and pedestrian projects. Bicycle and pedestrian improvements may be incorporated into the design of any federal-aid highway, including those on the National Highway System (NHS), bridge projects on any public road, transit capital projects, and intra-city and inter-city bus terminals and facilities. STP funds may be used for carpool projects, fringe and corridor parking facilities and programs, bicycle transportation and pedestrian walkways, and the modification of public sidewalks to comply with ADA.

A state agency or local government typically must contribute 20% of the capital cost for highway and transit projects. Generally, STP funds may not be used for roads functionally classified as local or rural minor collectors, but there is an exception for bicycle transportation and pedestrian walkways. The project sponsor must demonstrate the transportation benefits associated with proposed bicycle and pedestrian improvements to be considered for federal funding.

The **Highway Safety Improvement Program (HSIP)** is a core federal program to achieve significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure related highway safety improvements. Funds may be used for projects on any public road or publicly owned bicycle and pedestrian pathway or trail.

Congestion Mitigation and Air Quality (CMAQ) funds are sub-allocated to air quality nonattainment and maintenance areas within a state. Since 1991, bicycle and pedestrian activities have been eligible for CMAQ funding consideration. Specifically, eligible activities include constructing bicycle and pedestrian facilities (paths, bike racks, support facilities, etc.) that are not exclusively recreational and that reduce vehicle trips; non-construction outreach related to bicycle safety; and establishing and funding state bicycle/pedestrian coordinator positions for promoting and facilitating non-motorized transportation modes through public education, safety programs, etc.

The **State and Community Highway Safety Grant Program**, commonly referred to as Section 402, provides grants to assist states and communities in the development and implementation of highway safety programs designed to reduce traffic crashes, deaths, injuries and property damage. Funds are distributed to all states according to a formula, based 75 percent on road miles and 25 percent on population. A minimum of 40 percent of a state's 402 funds must be expended by local governments or be used for the benefit of local governments. For fiscal years 2006 through 2011, Texas received authorization of $15 to $17 million annually for the Section 402 program.

H-GAC RTP/TIP: In order to program Federal transportation funding for a project, it generally must be included on the Regional Transportation Plan (RTP) for the local Metropolitan Planning Organization, in this case the Houston-Galveston Area Council.

The Transportation Improvement Plan (TIP) is a fiscally-constrained plan of projects approved for Federal funding and expected to be completed in the next four years. As of early 2019, H-GAC has recently completed a

Call for Projects to be included in the TIP and is in the process of soliciting public comments and selecting projects for funding. The Call for Projects takes place approximately every three years.

Harris County Bond Referendum: Although the City has moved to an alternative mode of street-work funding (see "Rebuild Houston" below), Harris County continues to use the most common method of funding projects, bond referenda where projects are funded by borrowing against future tax revenues. The County, particularly Precinct 1, which covers the study area and has extensive overlap with City of Houston jurisdiction, has been recently prioritizing bicycle infrastructure projects, and should be considered a likely source of funding these projects in the near future. County representatives have participated in this planning study.

The **Recreational Trails Program (RTP)** provides funds to states to develop and maintain recreational trails and trail-related facilities for both non- motorized and motorized recreational trail uses. Projects funded by the RTP are not necessarily ineligible for other federal-aid highway funds (for example for a second or subsequent phase of a project) and other federal-aid highway funds may be used to make up the matching fund requirements for RTP projects. States may make grants to private organizations or to any government entity.

The Texas Parks and Wildlife (TPWD) administers the National Recreational Trails Fund in Texas under the approval of the Federal Highway Administration (FHWA). The grants can be up to 80% of project cost with a maximum of $200,000 for non-motorized trail grants and currently there is not a maximum amount for motorized trail grants. Funds can be spent on both motorized and non-motorized recreational trail projects such as the construction of new recreational trails, to improve existing trails, to develop trailheads or trailside facilities, and to acquire trail corridors.

The **City's Sidewalk Major Thoroughfare Program** provides up to four blocks of new sidewalks along major thoroughfares for access to transit and commercial areas. The **School Sidewalk Program** constructs up to four blocks leading to a school (not along its perimeter). For both of these programs, right-of-way must already exist and an application request must be made to the Public Works department and approved by Planning Commission. The related Pedestrian Accessibility Review is conducted by the Mayor's Office for People with Disabilities (MOPD) and identifies the highest-priority projects of up to 1,500 feet each, of sidewalks per project. Funding is dependent on availability within the budget of the Department of Public Works ($1.8 billion in 2018, for all activities). The MOPD estimates project review and completion to take between 6 and 24 months for Accessibility Review projects. No time estimate is given for the other two programs.

The **Safe Routes to School (SRTS)** program is funded with Federal money from nationwide transportation authorizations (most recently SAFETEA-LU). In this region, it is administered by TxDOT, and is restricted to "political subdivisions of the state," meaning cities, counties, and school districts. Management Districts, TIRZs, and similar entities are not eligible. The program was established to enable and encourage primary and middle school children to walk or bicycle to school.

The objective is to improve the quality of children's lives and support national health objectives by reducing traffic, fuel consumption and air pollution in the vicinity of schools. SRTS projects must be part of a continuous route and be within 2 miles of a K-8 school (not a high school), and eligible project types include bicycle infrastructure, shared-use paths, sidewalks, and projects to improve safety for non-motorized transportation. Projects previously submitted to an MPO Call for Projects (also Federal funding) are not eligible, per TxDOT.

At the time of this writing, TxDOT is conducting a call for SRTS applications, but with only limited funding available ($8,700,000 statewide). Pre-applications are due April 12, 2019, and final applications due August 15, 2019.

Build Houston Forward is the City's initiative to repair and reconstruct street and drainage infrastructure. It was approved by the voters in November 2010 and created a dedicated pay-as-you-go fund, rather than continuing to fund these projects with debt instruments such as bonds, as well as laying out a process for retiring existing infrastructure debt. Projects are prioritized for funding on the basis of need, with a goal of reducing street flooding and improving mobility.

Projects come from the **City's Capital Improvement Plan (CIP)**, a five-year plan updated annually. Public meetings on the CIP update are typically scheduled for February and March of each year; these took place in the study area on Thursday, February 28, 2019 (District D) and Wednesday, March 6, 2019 (District I). Build Houston Forward projects are to comply with former Mayor Annise Parker's 2013 Executive Order on Complete Streets, where context-sensitive designs of street projects are to ensure transportation improvements serve "motorists, public transit riders, pedestrians, people of all abilities and bicyclists."

Tax Increment Reinvestment Zones (TIRZs) are formed by the City or County with State approval, and dedicate property tax revenues over some defined base amount (the increment) to infrastructure projects specifically within the defined zone. Currently, two TIRZs operate in the study area, Gulfgate (City of Houston TIRZ #8, established 1997, enlarged 1999 and 2014), and Sunnyside (City of Houston TIRZ #26, established 2015); in both cases, the TIRZ is defined by ordinance to exist for 30 years.

Like the City, the TIRZs have a Capital Improvement Plan (CIP) of infrastructure projects funded by their tax revenues; for example, the Gulfgate TIRZ's 2018 budget listed approximately $93,000,000 for capital projects. The TIRZs, should their boards choose, may fund sidewalk, roadway, trail, and other projects identified in this plan. Expected funding availability for the TIRZs for 2019 is $10,000,000 for Gulfgate and $100,000 for Sunnyside.

Similar to TIRZs, **Management Districts** are formed by the City or County and fund improvements within a specific area. The difference is that Management Districts typically are funded through an additional tax levy or membership fees. They also have a Capital Improvement Plan and may choose to fund sidewalk, roadway, trail, and other projects identified in this plan. Currently, three Management Districts operate in the study area, Harris County Improvement Districts #9 (Hobby Area District), #10A (5 Corners District), and #16 (portions of the Almeda Mall property).

The **Houston Parks Board's Bayou Greenways 2020 (BG2020)** project is a public-private partnership between non-profit Houston Parks Board, City of Houston and Houston Parks and Recreation Department in coordination with the Harris County Flood Control District, which manages the bayous. BG2020 includes completing a 150-mile network of connected parks and trails and 3,000 acres of greenspace access. Houston Parks Board is committed to $120,000,000 in fundraising for the project, over $110,500,000 of which has been raised, and the City has approved $100,000,000 in public funding. Sims Bayou in the study area has existing trails roughly between Scott St. and MLK Blvd., from Reveille Park to I-45, and from east of I-45 to Milby Park. As of January 2019, a trail along Sims Bayou from Stuart Park to Reveille Street is under construction. The segment from Reveille Street to Reveille Park is under design, as is the segment from MLK Blvd. to Stuart Park. The segment from Scott St. to Buffalo Speedway is in final permitting. These projects, when construction in finished (estimated 2020) will result in a continuous off-street trail throughout the study area and as far west as Hillcroft Avenue.

Finally, several private foundations provide funding to support the planning and construction of pedestrian and bicycle facilities:

The **American Hiking Society:** National Trails Fund offers grants ($500 to $5,000) to member organizations for projects that improve hiking trails.

The **PeopleForBikes:** Community Grant Program provides grants to help construct bicycle infrastructure and support large-scale bicycle advocacy initiatives.

Advocacy Advance: Rapid Response Grants provide funding to organizations that are part of the League of American Bicyclists and the Alliance for Biking & Walking to support campaigns aimed at increasing or preserving funding for active transportation infrastructure.

The **Houston Endowment and the Kinder Foundation** have provided funding to support land acquisition and trail development in our region including projects that support the Bayou Greenways Initiative.