VI. A Balanced Approach

Considering All Needs of the System

The following pages highlight a shift in the manner in which transportation can be viewed by promoting alternative transportation options, prioritizing improvements for specific corridors and locations, and examining the opportunities for connections to transportation options outside of the City's current right-of-way.

There are multiple components to planning for infrastructure needs within the Study Area. Those include but are not limited to:

- Understanding the needs of the community,
- Developing a plan that responds to development trends,
- Examining the travel demand model results,
- Prioritizing corridors for specific users,
- Correcting gaps within the transportation network, and
- Creating/Revising policies as appropriate.

Each of these elements are considered in corridor designs provided in subsequent pages of the Report. It is important to note however, that the provided potential cross sections are examples of what roadways might look like when the provided elements (bike, pedestrian, etc) are considered in addition to the automobile. Provided examples are not final designs for implementation given there has not been an examination of the engineering specifics for each of these solutions.

The ideas presented, therefore, will be refined through further analysis at the intersection, corridor, and the system-wide level before moving into final design and construction. The process for developing those more detailed plans is discussed within this document and will follow the City of Houston's Capital Improvement Plan Process for Infrastructure Programs.

FIGURE 6.1

6.1 Defining the Priority Elements

The creation of a Multi-Modal Street network requires a balance of competing considerations throughout the entire network, rather than focusing on implementing all modes within a single corridor. Oftentimes, those streets that serve a heavy vehicular focus are not the best candidate for high-quality bicycle facilities given the limited Right-of-way and higher vehicle volumes/speeds. Similarly, transit vehicles are often desired in context with bicycle facilities; however, providing complementary and intersecting routes often increases the reach of transit. Quality and continuous sidewalk facilities are critical throughout this densely developed area. It is important that the allocation of space needs is in balance with the needs of the cycling community given the limited Right-of-way.

Recognizing the need for this balanced approach, the Heights-Northside Mobility Study examined the needs for each mode independently. It then overlaid those needs on one-another to identify gaps within the system, overlapping complementary concepts, and overlapping conflicts given the limited Right-of-way. These concepts were then examined within the design concepts currently available within the Infrastructure Design Manual to arrive at the proposed Multi-Modal Street Classifications highlighted on the pages that follow.

The priority elements defined for each corridor provide a guideline for the design of the corridors. The element that has priority on the corridor will be included in the design, and other elements will be included based on available right-of-way and funding opportunities.

The table on the next page provides a summary of each of the corridors that are currently classified under the existing MTFP. The table highlights several elements that were examined to from the recommendations. A summary of those elements and how they were examined follows.

Priority Elements

Parking

The continued provision of adequate vehicular capacity continues to be paramount to providing access and mobility within the study area. Permanent parking is ideal only in cases where currently exist. Non-peak hour parking is not displayed.

Transit

Promoting transit use will help to off-set some of the right-of-way constraints by increasing the person carrying capacity of the corridor.

Pedestrian

Promoting park-once areas, access to transit, and local trip options through pedestrian facilities helps to curb peak-hour traffic and provides connectivity within the transportation network.

Bicycle

Increases the reach of transit services, promotes non-motorized transportation options, can be used for recreation and commuting alternatives.

ADA Access

Highlights corridors where additional attention to ramps and street crossings that are in compliance with the American with Disabilities Act.

Automobiles

Are a priority on every corridor in Houston. The priority elements call attention to additional modes that should be promoted on a particular corridor.

Existing MTFP Classification - examines the current functional use designation and the Right-of-way.

Proposed MMC - resulting proposed sub-classification based on all of the above inputs, and the facility types that were defined in Phase 1 of the City Mobility Planning Process.

STREET NAME	FROM	TO	EXISTING FUNCTIONAL CLASS	MEDIAN/CTL/ UNDIVIDED	MTFP ROW	NUM LANE	EXIST VOLUME RANGE	2035 VOLUME RANGES	MTFP IMPROVEMENT	UPDATED FUNCTIONAL CLASS	PROPOSED MMC	BIKE FACILITY	PARKING	TRANSIT	PED REALM
W 20TH ST	E TC JESTER BLVD	SHEPHERD DR	T-4-70	UNDIVIDED	70'	2	6,600-10,000	10,000-22,000	T-4-70	MAJOR THOROUGHFARE	URBAN AVENUE	X		X-Express	X
W & E 20TH ST	SHEPHERD DR	N. MAIN ST	T-4-70	UNDIVIDED	70'	4	8,700-9,500	10,000-20,000	T-4-70	MAJOR THOROUGHFARE	URBAN AVENUE	X		X-Express	X
W 18TH ST	I-610	E TC JESTER BLVD	T-4-100	MEDIAN	100'	4	11,000-14,500	19,500-29,000	T-4-100	MAJOR THOROUGHFARE	URBAN BOULEVARD	X		X-Express	X
W 19TH ST	20TH ST	SHEPHERD DR	LOCAL 2-70	UNDIVIDED	70'	2	4,000-5,500	10,000-12,500	C-2-70	MINOR COLLECTOR	URBAN STREET		X	X-Local	X
W 19TH ST	SHEPHERD DR	HEIGHTS BLVD	LOCAL 4-70	UNDIVIDED	70'	4	2,000-4,500	12,500	C-2-70	MINOR COLLECTOR	URBAN STREET			X-Local	X
W CAVALCADE ST	N MAIN ST	Airline	T-4-90	MEDIAN	90'	4	10,900	22,100	T-4-90	MAJOR THOROUGHFARE	URBAN BOULEVARD	X		X-Express	X
W CAVALCADE ST	Airline	I-45	T-4-100	MEDIAN	90'	4	10,900	22,100	T-4-100	MAJOR THOROUGHFARE	URBAN BOULEVARD	X		X-Express	X
W CAVALCADE ST	IH 45	US-59	T-4-100	MEDIAN	100'	4	15,500	24,200	T-4-90; IRVINGTON TO I-45: T-4-100	MAJOR THOROUGHFARE	URBAN BOULEVARD	X		X-Express	X
PATTON ST	AIRLINE DR	IRVINGTON BLVD	C-4-60-70	UNDIVIDED	60'	4	3,500-7,300	5,000-9,000	IRVINGTON TO FULTON : C-3-60; FULTON TO IH45: C-4-70 WEST OF 45: C-3-70	MAJOR COLLECTOR	URBAN STREET	X			
W 11TH ST	HEMPSTEAD HWY	SHEPHERD DR	T-4-100	MEDIAN	100'	4	6,800-8,200	7,500-35,500	T-4-100	MAJOR THOROUGHFARE	URBAN AVENUE	X (Partial)		X-Express	X
E 11TH ST	SHEPHERD DR	STUDEWOOD ST	T-4-70	UNDIVIDED	70'	4	7,700-14,400	7,500-28,000	T-4-70	MAJOR THOROUGHFARE	URBAN AVENUE			X-Express	X
E 11TH ST	STUDEWOOD ST	MICHAUX ST	C-4-70	UNDIVIDED	70'	2	7,700	8,000	C-2-70	MINOR COLLECTOR	URBAN STREET		X	X-Express	X
PECORE ST	STUDEWOOD ST	N MAIN ST	C-2-60	UNDIVIDED	60'	2	7,800-8,100	6,500-13,000	C-2-60	MINOR COLLECTOR	URBAN STREET		X	X-Local	X
W 6TH ST	SHEPHERD DR	YALE	T-2-60	UNDIVIDED	60'	2	50-1,000	1,500	N/A	REMOVE STREET from plan	N/A				
W 6TH ST	YALE	HEIGHTS BLVD	T-2-60	UNDIVIDED	50'-60'	2	50-1,000	1,500	C-2-60	MAJOR COLLECTOR	URBAN STREET	X*	X		X
WHITE OAK DR	HEIGHTS BLVD	STUDEWOOD ST	T-2-60	UNDIVIDED	60'	2	5,500-9,000	4,000-13,500	C-2-60	MAJOR COLLECTOR	URBAN STREET	X (Partial)	X		
WHITE OAK DR	STUDEWOOD ST	I-45	T-2-70	UNDIVIDED	70'	2	5,500-9,000	4,000-13,500	C-2-70	MAJOR COLLECTOR	URBAN STREET	X (Partial)	X		
QUITMAN ST	I-45	Fulton	T-2-60	UNDIVIDED	60	2	5200-8,000	9,500-13,500	C-2-60	MAJOR COLLECTOR	URBAN STREET	X		X-Local	X

X: THIS INDICATES A CORRIDOR WITH LIMITED RIGHT-OF-WAY, SO THE SUGGESTED BICYCLE FACILITY IS A BIKE ROUTE.*
COUPLET: A COUPLET IS A ONE-WAY PAIRING OF TWO CORRIDORS.

*Note: Table arranged geographically by location of street and not alphabetically.
For best use, compare to to Chapter 7 System Maps. Corridor Sheets are alphabetical

STREET NAME	FROM	TO	EXISTING FUNCTIONAL CLASS	MEDIAN/CTL/ UNDIVIDED	MTFP ROW	NUM LANE	EXIST VOLUME RANGE	2035 VOLUME RANGES	MTFP IMPROVEMENT	UPDATED FUNCTIONAL CLASS	PROPOSED MMC	BIKE FACILITY	PARKING	TRANSIT	PED REALM
QUITMAN ST	Fulton	US-59	T-2-50	UNDIVIDED	50'	2	5200-8,000	9,500-13,500	C-2-50	MAJOR COLLECTOR	URBAN STREET	X		X-Local	X
HOGAN ST	I-45	LORRAINE ST	C-4-60	UNDIVIDED	60'	4	3,000-8,500	14,000-21,500	C-4-70	MAJOR COLLECTOR	URBAN AVENUE	X*			
LORRAINE ST	HOGAN ST	HARDY	C-4-60	UNDIVIDED	60'	2	1,800-4,500	10,500-14,000	C-4-70	MAJOR COLLECTOR	URBAN AVENUE	X*			
LORRAINE ST	HARDY	US-59	C-4-70	UNDIVIDED	60'	2	1,800-4,500	10,500-14,000	C-4-70	MAJOR COLLECTOR	URBAN AVENUE	X*			
LYONS AVE	ELYSIAN ST	US-59	T-2-60	UNDIVIDED	60'	2	2,000-6,000	3,500-7,500	T-2-60	MAJOR THOROUGHFARE	URBAN STREET	X			
HEMPSTEAD RD	I-610	11TH ST	P-6-100	CTL	200'	6	15,500-16,500	35,500-36,000	P-6-100	PRINCIPAL THOROUGHFARE	URBAN BOULEVARD				
HEMPSTEAD RD	11TH ST	KATY RD	P-6-100 (Varies)	MEDIAN	100-200'	4	15,500-16,500	35,500-36,000	P-6-100 (Varies)	PRINCIPAL THOROUGHFARE	URBAN BOULEVARD				
TC JESTER BLVD	I-10	11TH ST	T-4-110	MEDIAN	120'	4	15,300	10,500-33,000	T-4-110	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD	X			
E TC JESTER BLVD	11TH ST	I-610	T-4-80/120 (Varies)	MEDIAN	80-120'	4	9,000	10,500-33,000	T-4-110 (Varies)	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD				
W TC JESTER BLVD	11TH ST	I-610	T-4-110	MEDIAN	110'	4	8,600	10,500-33,000	T-4-110	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD				
DURHAM DR	I-10	I-610	P-4-60-70 (Couplet)	N/A	60'-70'	4	20,000-22,100	21,500-33,000	P-4-70	PRINCIPAL THOROUGHFARE	Couplet			X-Express	X
SHEPHERD DR	I-10	I-610	P-4-60-70 (Couplet)	N/A	70'	4	17,000-29,000	20,000-37,000	P-4-70	PRINCIPAL THOROUGHFARE	Couplet			X-Express	X
YALE ST	I-610	I-10	T-4-70	UNDIVIDED	70'	4	12,000-16,000	17,000-31,000	T-4-70	MAJOR THOROUGHFARE	URBAN AVENUE			X - Local I-610 to 20th	X
HEIGHTS BLVD	20TH	I-10	T-4-140-150	MEDIAN	140'-150'	4	9,500	8,000-20,000	C-2-140-150	MAJOR COLLECTOR	URBAN BOULEVARD	X	X	X-Local	X
STUDEWOOD ST	N MAIN ST	WHITE OAK DR	T-3-70/80	CTL (RL)	80'	3	9,000-19,600	10,500-17,500	T-3-80	MAJOR THOROUGHFARE	URBAN AVENUE			X-Express	X
STUDEWOOD ST	WHITE OAK DR	I-10	T-4-86	CTL (RL)	80'	4	9,000-19,600	10,500-17,500	T-4-86	MAJOR THOROUGHFARE	URBAN AVENUE			X-Express	X
AIRLINE DR	I-610	N MAIN ST	T-4-70/80	UNDIVIDED	70-80'	4	5,000-8,800	3,000-17,500	T-4-80	MAJOR THOROUGHFARE	URBAN AVENUE			X-Local	X
FULTON ST	I-610	BOUNDARY ST	TCS-2-75/95 (Varies)	LIGHT/RAIL	60+	4	7,700-11,400	4,000-14,000	VARIES	TRANSIT CORRIDOR STREET	TRANSIT AVENUE			X- Lightrail	X
FULTON ST	BOUNDARY ST	BURNETT ST	T-4-60/70	UNDIVIDED	60+	2	5,700	11,000-13,000	C-2-60/70	MAJOR COLLECTOR	URBAN AVENUE	X		X-Local	X
SAN JACINTO (FULTON ST)	BURNETT ST	I-10	T-4-Varies	N/A	N/A	N/A	N/A	9,000	T-4-80	MAJOR THOROUGHFARE	URBAN AVENUE	X		X-Local	X

X: THIS INDICATES A CORRIDOR WITH LIMITED RIGHT-OF-WAY, SO THE SUGGESTED BICYCLE FACILITY IS A BIKE ROUTE.*
COUPLET: A COUPLET IS A ONE-WAY PAIRING OF TWO CORRIDORS.

*Note: Table arranged geographically by location of street and not alphabetically.
For best use, compare to Chapter 7 System Maps. Corridor Sheets are alphabetical

STREET NAME	FROM	TO	EXISTING FUNCTIONAL CLASS	MEDIAN/CTL/ UNDIVIDED	MTFP ROW	NUM LANE	EXIST VOLUME RANGE	2035 VOLUME RANGES	MTFP IMPROVEMENT	UPDATED FUNCTIONAL CLASS	PROPOSED MMC	BIKE FACILITY	PARKING	TRANSIT	PED REALM
IRVINGTON BLVD	I-610	FULTON ST	T-4-80	MEDIAN	80'	4	6,300-12,300	7,000-21,000	T-4-80	MAJOR THOROUGHFARE	URBAN BOULEVARD	X		X-Local	X
HARDY ST	MOP	I-610	T-4-50/60 (Couplet)	X	50-60'	4	3,000-6,000	5,500-12,500	C-2-60	MINOR COLLECTOR (2WAY)	URBAN AVENUE	X	X		X
ELYSIAN ST	I-10	I-610	T-4-60	X	60'	4	4,500-8,500	9,000-15,000	T-4-60	MAJOR THOROUGHFARE (2WAY)	URBAN AVENUE			X-Express	X
JENSEN DR	I-10	LORRAINE ST	T-4-60	UNDIVIDED	60'	4	5,000-7,500	10,000-12,000	T-4-60	MAJOR THOROUGHFARE	URBAN AVENUE			X-Express	X
JENSEN DR	LORRAINE ST	CAVALCADE ST	T-4-60	CTL	60'	2	4,000	6,500-7,500	T-4-60	MAJOR THOROUGHFARE	INDUSTRIAL AVENUE			X-Express	X
JENSEN DR	CAVALCADE ST	I-610	T-4-80	UNDIVIDED	80'	4	4,500-8,000	9,000-22,000	T-4-80	MAJOR THOROUGHFARE	INDUSTRIAL AVENUE			X-Express	X
N MAIN ST	I-610	CAVALCADE ST	T-4-70	UNDIVIDED	65'	4	4,500-10,000	18,000-23,000	T-4-70	MAJOR THOROUGHFARE	URBAN AVENUE	X*		X-Express	X
N MAIN ST	CAVALCADE ST	I-45	T-4-70	UNDIVIDED	65'	4	4,500-11,000	11,500-28,000	T-4-70	MAJOR THOROUGHFARE	URBAN AVENUE			X-Express	X
N MAIN ST	I-45	BOUNDARY ST	T-4-80	UNDIVIDED		4	4,500-11,000	11,500-28,000	T-4-80	MAJOR THOROUGHFARE	URBAN AVENUE			X-Express	X
N MAIN ST	BOUNDARY ST	I-10	TCS-2-varies (70-90)	N/A	70'	2	10,000-16,000	11,500-20,500	T-2-70-90	MAJOR THOROUGHFARE	TRANSIT AVENUE			X- Lightrail	X
KATY RD	I-610	HEMPSTEAD RD	T-4-100	MEDIAN	255'	4	7,500-18,000	18,000-28,000	T-4-100	MAJOR THOROUGHFARE	URBAN BOULEVARD	X			
WASHINGTON AVE	HEMPSTEAD RD	I-10	T-8-120	MEDIAN	255'	4	7,500-18,000	18,000-28,000	T-8-120 (Varies)	MAJOR THOROUGHFARE	URBAN BOULEVARD	X			
ELLA BLVD	I-610	11TH	T-4-80	MEDIAN	80'	4	1,000-24,500	5,500-45,000	T-4-80	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD	X		X-Express	X
BURNETT ST	N MAIN ST	ELYSIAN VIADUCT	C-4-80	UNDIVIDED	60'	2	5,400	7,400	C-4-80	MAJOR COLLECTOR	URBAN AVENUE	X		X-Express	X
COLLINGSWORTH ST	FULTON	ELYSIAN ST	C-2-60	UNDIVIDED	55'	2	1,600	2,000-12,500	C-2-60	MAJOR COLLECTOR	URBAN STREET	X			
COLLINGSWORTH ST	ELYSIAN ST	US-59	C-4-60	UNDIVIDED		4	5,000	12,000-17,000	C-4-60	MAJOR COLLECTOR	URBAN AVENUE				
BOUNDARY ST	N MAIN ST	FULTON	TCS-2-60	UNDIVIDED	60	2	1,130	NA	TCS-2-60	TRANSIT CORRIDOR STREET	TRANSIT AVENUE			X- Lightrail	
HOUSTON AVE	N MAIN ST	I-10	T-4-60	UNDIVIDED	60	2	5,800	18,000	T-4-60	MAJOR THOROUGHFARE	URBAN AVENUE	X		X-Local	

X: THIS INDICATES A CORRIDOR WITH LIMITED RIGHT-OF-WAY, SO THE SUGGESTED BICYCLE FACILITY IS A BIKE ROUTE.*
COUPLET: A COUPLET IS A ONE-WAY PAIRING OF TWO CORRIDORS.

*Note: Table arranged geographically by location of street and not alphabetically.
For best use, compare to Chapter 7 System Maps. Corridor Sheets are alphabetical

Additional Consideration: Minor Collectors

The following table details existing Collector Streets within the Heights-Northside that are not currently designated on the Major Thoroughfare and Freeway Plan for the City of Houston.

Collector streets act as connections to and between arterials to help facilitate the movement of automobiles. These streets are more accommodating of other modes of transportation such as bicycles. In order to develop a more connected network, the streets in the following table have been proposed for an adjustment in the Major Thoroughfare and Freeway Plan.

STREET NAME	FROM	TO	EXISTING FUNCTIONAL CLASS	MEDIAN/CTL/ UNDIVIDED	MTFP ROW	NUM LANE	EXIST VOLUME RANGE	2035 VOLUME RANGES	MTFP IMPROVEMENT	UPDATED FUNCTIONAL CLASS	PROPOSED MMC	BIKE FACILITY	PARKING	TRANSIT	PED REALM
SEAMIST	18TH	11TH	LOCAL STREET	UNDIVIDED	60'	2		3,000-17,000	2	MINOR COLLECTOR	URBAN STREET	X			X
BEVIS	I-610	20TH	LOCAL STREET	UNDIVIDED	60'	2		2,000	2	MINOR COLLECTOR	URBAN STREET				X
BEVIS	20TH	TC JESTER	LOCAL STREET	UNDIVIDED	60'	2		6,000-8,000	2	MINOR COLLECTOR	URBAN STREET				X
BEALL	14TH	24TH	LOCAL STREET	UNDIVIDED	60'	2		3,000	2	MINOR COLLECTOR	URBAN STREET	X			
HARDY ROAD	I-10	LYONS	LOCAL STREET	UNDIVIDED	60'	2		NA	2	MINOR COLLECTOR	URBAN STREET	X			
MCKEE	I-10	LYONS	LOCAL STREET	UNDIVIDED	60'	2		NA	2	MINOR COLLECTOR	URBAN STREET	X			
KANSAS	HEMPSTEAD	TC JESTER	LOCAL STREET	UNDIVIDED	50'	2		3,000	2	MINOR COLLECTOR	URBAN STREET		X		X
LYONS AVE/CONTI ST	WLYSIAN	SAN JACINTO	LOCAL STREET	UNDIVIDED	60'	2		NA	2	MINOR COLLECTOR	URBAN STREET	X			
14TH	DURHAM	MAIN	LOCAL STREET	UNDIVIDED	65'	2 (Wide)		3,500-5,500	2	MINOR COLLECTOR	URBAN STREET	X	X		
LINK	I-610	FULTON	LOCAL STREET	UNDIVIDED	50'	2		4,000-12,000	2	MINOR COLLECTOR	URBAN STREET	X			
TAYLOR/SAWYER	WATSON	I-10	LOCAL STREET	MEDIAN		4		30,000	4	MINOR COLLECTOR	URBAN STREET	X			
WATSON	PECORE	WATSON	LOCAL STREET	UNDIVIDED	60'	2		6,000-13,000	2	MINOR COLLECTOR	URBAN STREET	X			
24TH	ELLA	YALE	LOCAL STREET	UNDIVIDED	70'	2		1,200	2	MINOR COLLECTOR	URBAN STREET				

PARTIAL: THIS INDICATES THAT ONLY A PORTION OF THE CORRIDOR NEEDS A BICYCLE FACILITY.

*Note: Table arranged geographically by location of street and not alphabetically.
For best use, compare to to Chapter 7 System Maps. Corridor Sheets are alphabetical

6.2 Corridor Sheets

The purpose of this study is to recommend a network of modal facilities to efficiently move people within the Study Area. As such, the network is first evaluated at a system level to best understand where congestion might occur and why. Priority elements (parking, transit, pedestrian, bicycle facilities) are evaluated at a more intimate level, where individual corridor examples are assessed to determine "what works" within a given scenario. Each of the Major Thoroughfares and Major Collectors are evaluated individually and can be found in alphabetical order in this chapter. Variables of this analysis include existing right-of-way, traffic counts, and current modal uses. Public comment and the traffic demand model results affect the recommendation process. Future conditions, such as the MTFP designations, projected volumes and other factors are also taken into consideration.

The corridor sheets that follow provide the following information for each corridor:

- Existing Conditions
- Identified Needs
- Future Vision
- Key Factors

Full network considerations as it relates to all modes of transportation (vehicular, transit, and bicycle) are provided in the Outcomes Chapter, or Chapter 7, of this Report.

*Note: Provided corridor sheets serve only as example treatments for potential accommodation of Priority Elements within the prescribed right-of-way. Final design will be determined upon actual construction of the roadway when and if facility improvements are warranted as deemed appropriate by a Certified Engineer; evaluation of this type is not appropriate at this high level of planning.

Corridor sheets are arranged alphabetically and compliment information provided in summary tables highlighted in Section 6.1: Highlighting Priority Elements. Summary Tables are arranged by a corridors geographic location and may be directly compared to the final system maps presented in Chapter 7 of this Report.

Priority Elements

West 6th Street

Key Factors

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2	MTFP Designation	C-2-60
Existing Counts Range	50-1,000	Future Volume Range	1,500
Right-of-way	50'-60'	Proposed MMC	Urban Street
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	Undivided

Existing Condition

6th street is currently a 2-lane undivided road with open ditches flanking both sides. A portion of the road between Yale and Heights Blvd has curb and gutter. Residences are the prominent development type along this street. Travel speeds are typically slow. To the east, West 6th Street transitions into White Oak Drive. The portion of the street west of Rutland Street is mainly industrial with heavy truck usage, and is separated by a detention pond. The MTFP has 6th Street designated as a Major Thoroughfare.

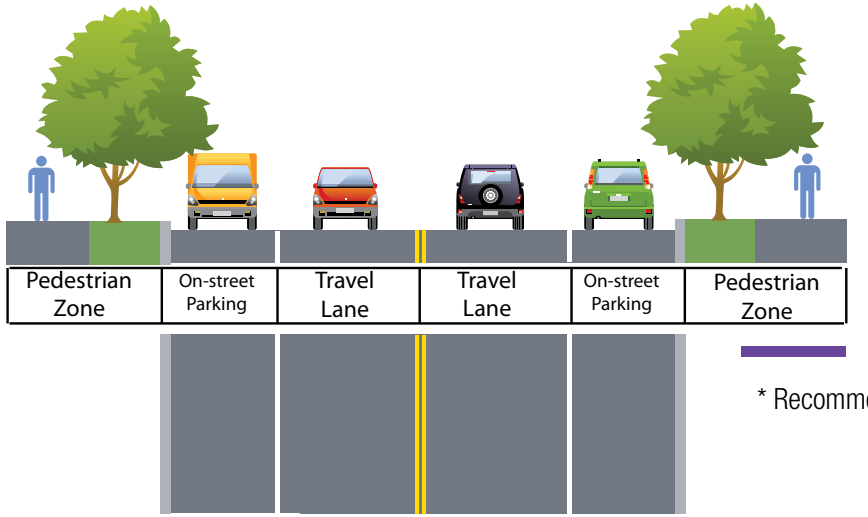
Identified Needs

During the public and stakeholder input process, suggestions for 6th Street focused on the section of road east of Rutland Street. Residents and local stakeholders would like to see enhanced pedestrian facilities along the corridor. Currently, there are no sidewalks on the south side of the street. There is a strong desire to make this a walkable neighborhood, especially as it continues into the White Oak District. There is also concern with the bicycle and jogging traffic crossing at the intersection of 6th/White Oak Drive and Heights Boulevard.

Future Vision

The portion of 6th west of Yale will be removed from the MTFP due to a recently constructed detention pond facility funded by TxDOT. Future redevelopment of 6th street should build off of the current cross section from the portion between Yale and Rutland. This would entail widening the portion of the street that is currently bounded by open ditches to be 2-lanes with on-street parking, curb and gutter, and sidewalks. It is recommended that this part of the corridor be designated as a bicycle route as it is an extension of White Oak Bayou Drive. The future Multi-Modal Classification for this corridor is designated as an Urban Street.

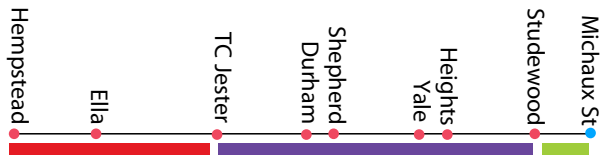
Possible Option(s):



* Recommended Bicycle Route

11th Street

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2-4	MTFP Designation	T-4-70/100; C-2-70
Existing Counts Range	6,800-14,400	Future Volume Range	7,500-35,500
Right-of-way	70'-100'	Proposed MMC	Urban Avenue/Street
Median/CTL/Undivided	Median/Undivided	Median/CTL/Undivided	Median/Undivided

Existing Condition

11th Street is an east/west connection from Hempstead to Studewood. The design of the corridor is 4-lanes, but is split between two different cross sections. From Hempstead to Durham, the corridor is divided by a median, while the remainder of the corridor is 4-lanes undivided. Right-of-way ranges from 70-100', with the 100' section containing the median. This 100' section contains more industrial development than the 60' section. Residences border the corridor except for the portion of 11th Street west of Ella. However, the intersection of 11th and Studewood Street is slowly changing the feel of the corridor with local restaurants and bars developing in the area. Sidewalks are consistent throughout the corridor and exist on both sides. 11th is currently classified as a Major Thoroughfare.

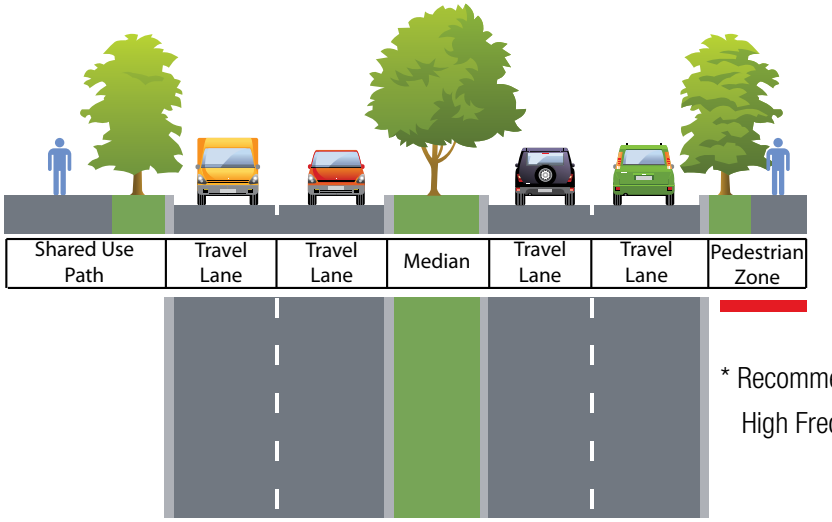
Identified Needs

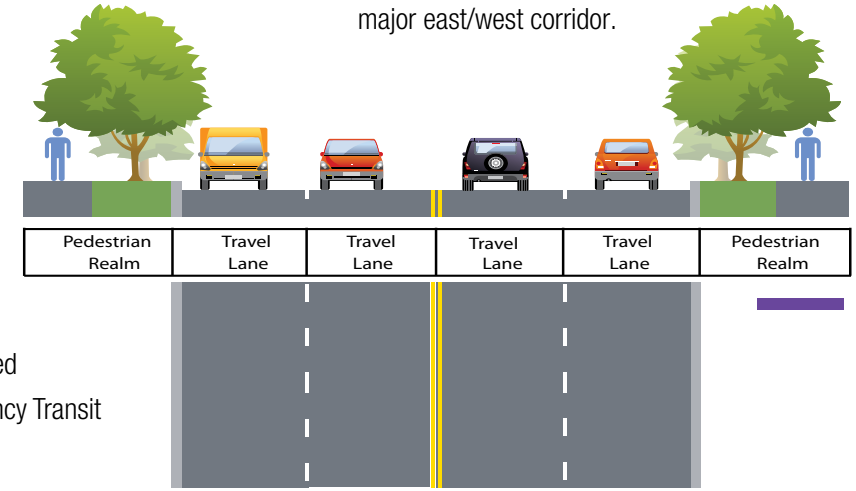
As mentioned, the atmosphere of this corridor is changing as more restaurants and bars move into the area. This is increasing the pedestrian and bicycle usage along this section of the corridor. Parking will be an issue in the future if this type of development persists. Suggestions from the public during the input process included enhancing the bicycle and pedestrian crossings to make them safer. Other comments showed a desire for a bus rapid transit or light-rail extension along 11th into the Galleria area. Corridor intersections with TC Jester, Durham and Heights Blvd were noted for perceived congestion by the public.

Future Vision

Projected volumes for this corridor create unsafe conditions for an on-street bicycle facility. Creating a shared-use path on one side of the corridor is a possible option. It would potentially provide a connection from the activity centers along 11th to the White Oak Bayou Trail. However, Right-of-way is limited, so all alternative bike facilities should be considered. The corridor should maintain its current design of 4-lanes undivided east of Shepherd and 4-lanes with a median west of Shepherd. Between Michaux and Pecore, the corridor design is in transition from 4- to 2-lanes. The recommendation is to maintain the 2-lane cross-section for this segment of the corridor. 11th Streets multi-modal classification is recommended as Urban Avenue. Evaluation of this corridor shows that a High Frequency Transit facility is warranted. This is due to the activity centers along this major east/west corridor.

Possible Option(s):

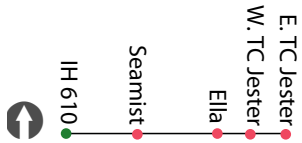




* Recommended High Frequency Transit

18th Street

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	T-4-100
Existing Counts Range	11,000-14,500	Future Volume Range	19,500-29,000
Right-of-way	100’	Proposed MMC	Urban Boulevard
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median

Existing Condition

18th Street connects IH 610 to E TC Jester, before it transitions into 20th Street. Together these corridors create a major east/west connection for the Heights. 18th is a 4-lane corridor with a median and sidewalks within 100’ of Right-of-way. 18th Street provides a connection to the TC Jester Trail. West of Seamist Dr. this Major Thoroughfare is mostly residential, but the east side is characterized by commercial properties.

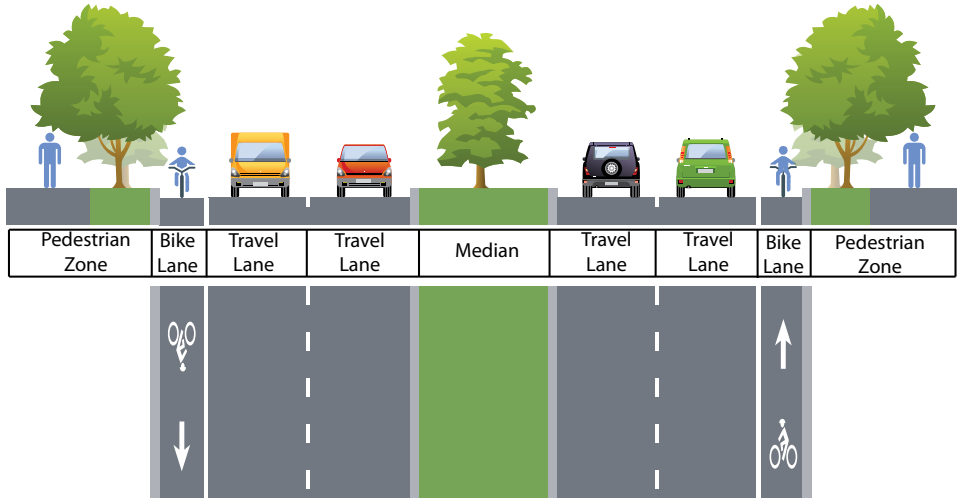
Identified Needs

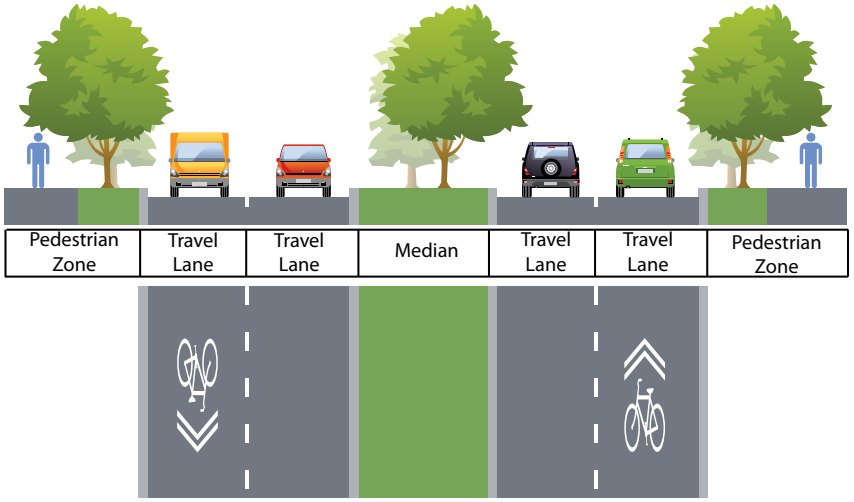
Public input for 18th focused on the intersection of 18th/20th and E TC Jester. This intersection is skewed and makes it difficult for traffic to continue onto 18th Street. Realignment of this intersection could possibly open up through traffic along 18th. Further analysis would need to be conducted to see how this would impact the community. The extension of a bike facility along 18th would be an important addition to the east/west bicycle connectivity for the Heights.

Future Vision

18th Street should maintain its current design with the addition of a bike lane facility. This will be useful in creating a full bicycle connection along the 18th/20th/Cavalcade corridors. A bike facility also provides a way to connect residences to the White Oak Bayou Trail. The future designation of the corridor is an Urban Boulevard. This design is 4-lanes divided with 100’ of Right-of-way. A High Frequency Transit Route to complete the east/west connection would also benefit the corridor.

Possible Option(s):





* Recommended High Frequency Transit

19th Street

Key Factors

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2-4	MTFP Designation	C-2-70
Existing Counts Range	2,000-5,500	Future Volume Range	10,000-12,500
Right-of-way	70'	Proposed MMC	Urban Street
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	CTL

Existing Condition

19th Street is not identified on the MTFP given it's current classification of local street. Development along the corridor is commercial/retail and is expected to develop as a business corridor. Current road design has two cross-sections. From 18th to Shepherd it is a 2-lane corridor without curb and gutter. East of Shepherd, the corridor is 4-lanes with on-street parking in some places.

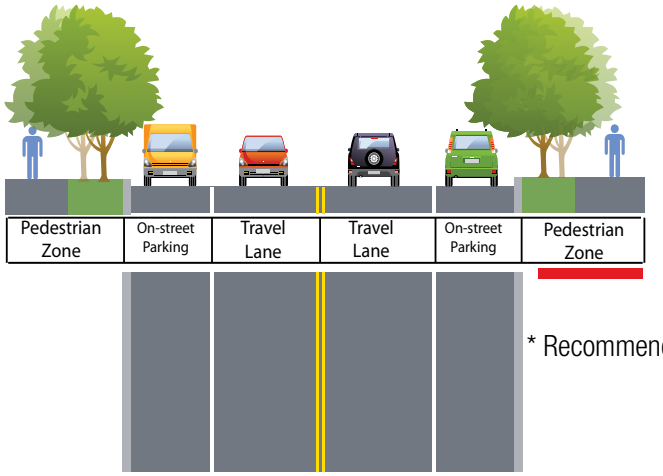
Identified Needs

19th Street is parallel to 20th Street, which is a Major Thoroughfare. 20th offers one of the few east/west connections between the Heights and Northwest communities. Given the future volumes and associated speeds anticipated on 20th Street by automobile traffic, 19th Street provides a more safe alternative for pedestrian and bicycle traffic. This is a way to enhance the pedestrian realm and walkability of the two corridors without heavily impacting the flow of automobiles.

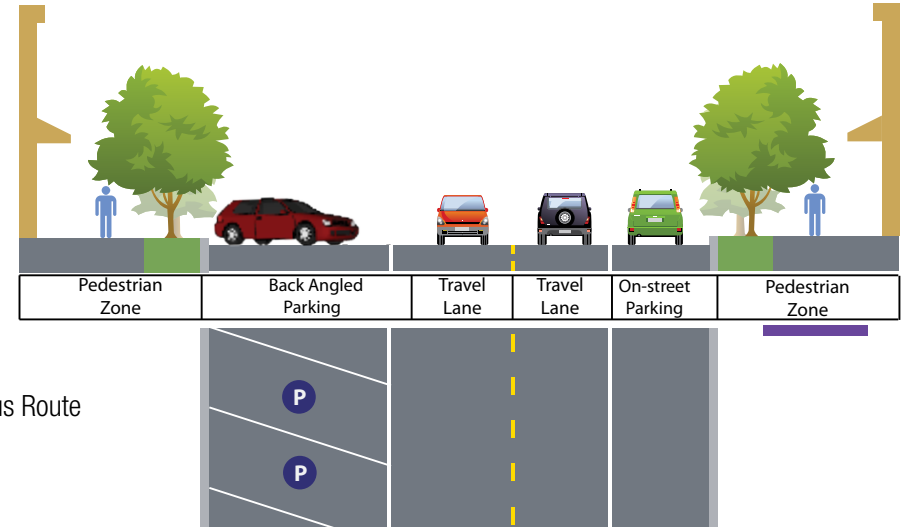
Future Vision

The future design of this Urban Street is broken into two cross-sections. These two design examples are in line with key factor considerations as seen today. The first design is 3 lanes (2 travel lanes with a center-turn lane). The provided configuration allows ample use of the pedestrian zone while maintaining the movement of two-way traffic free from the inhibition of left-hand turning movements. The section of the corridor with existing on-street parking will maintain this attribute. However, possible redesign from head-in parking to parallel parking needs to be evaluated. A bicycle route would be beneficial to the corridor. Also, a local transit route to facilitate pedestrian traffic along this corridor.

Possible Option(s):



* Recommended Local Bus Route



20th Street

Key Factors

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2-4	MTFP Designation	T-4-70
Existing Counts Range	6,600-10,000	Future Volume Range	10,000-22,000
Right-of-way	70’	Proposed MMC	Urban Avenue
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	Undivided

Existing Condition

20th Street is currently a Major Thoroughfare that travels east/west through the Heights area. The corridor is characterized by many commercial uses, which contributes to high pedestrian use between 18th and Shepherd. Surrounding uses, such as Wright-Bembry or Halbert Park, increase the desire for the corridor to the walkable. 20th begins on the west as a 4-lane undivided cross section and transitions at Cortlandt Street. Here it becomes a two lane cross section with a center turn lane and 4 foot bike lanes on both directions of travel. The 4-lane cross section is designated as a bike route. Right-of-way along the corridor is 70’.

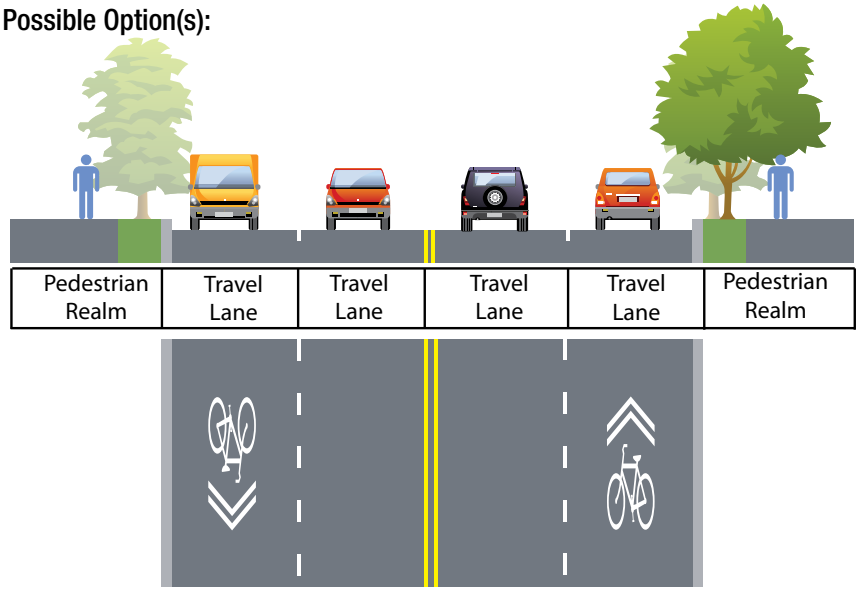
Identified Needs

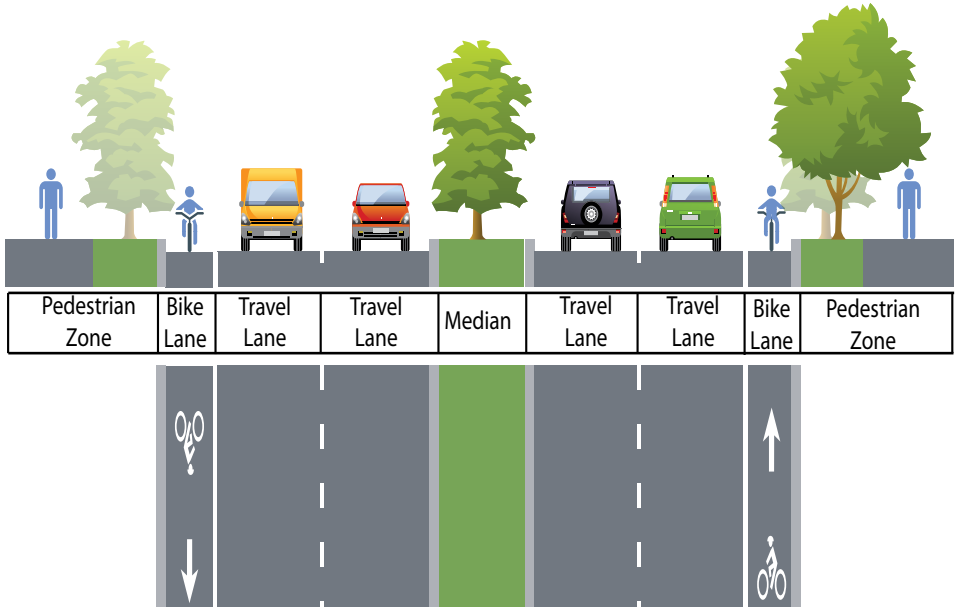
The bike lane along 20th, which continues onto Cavalcade, is very important to bicyclist within this area as it offers one of the only east/west connections between the Heights and Northside Neighborhoods. This connection is only expected to increase in popularity for cyclist as the light-rail starts operations. However, due to the narrow lanes many bicyclist do not feel safe riding on this road. Several intersections were mentioned as congested along the corridor including those at Durham, Cavalcade and E TC Jester.

Future Vision

The future design of this Urban Avenue is 4-lane corridor. An on-street bike facility is recommended. Due to the limited Right-of-way, a Sharrow is identified, but a shared-use path (where the pedestrian and bike share a wider sidewalks) should be explored. An express High Frequency Transit route would greatly benefit the corridor, due to its east/west connection. Additional focus should be given to the pedestrian realm to create a safe and walkable corridor.

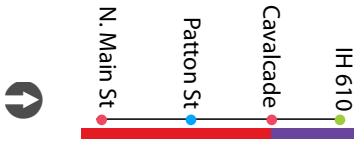
Possible Option(s):





Airline Drive

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	T-4-80
Existing Counts Range	5,000-8,800	Future Volume Range	3,000-17,500
Right-of-way	70'/80'	Proposed MMC	Urban Avenue
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	Undivided

Existing Condition

Airline Drive is a Major Thoroughfare that is designated as on the Major Thoroughfare and Freeway Plan. It is currently a 4-lane road that transitions between two cross-sections over 70'/80' of designated Right-of-way. From IH 610 to Cavalcade, Airline is a 4-lane undivided thoroughfare. From Cavalcade to North Main, it is a 4-lane road with a center turn lane.

Identified Needs

This corridor has an interesting attraction by way of the Daily Farmers Market. This market brings heavy traffic to the area, but was not designed to accommodate vehicles, pedestrians, or bicyclist traveling to and from the market. There is a desire to enhance and increase the connectivity of sidewalks through the area, as well as focus on pedestrian crossings. Repaving the road and implementing complete street concepts would enhance the feel of Airline Drive as pedestrian friendly without inhibiting the flow of vehicular traffic.

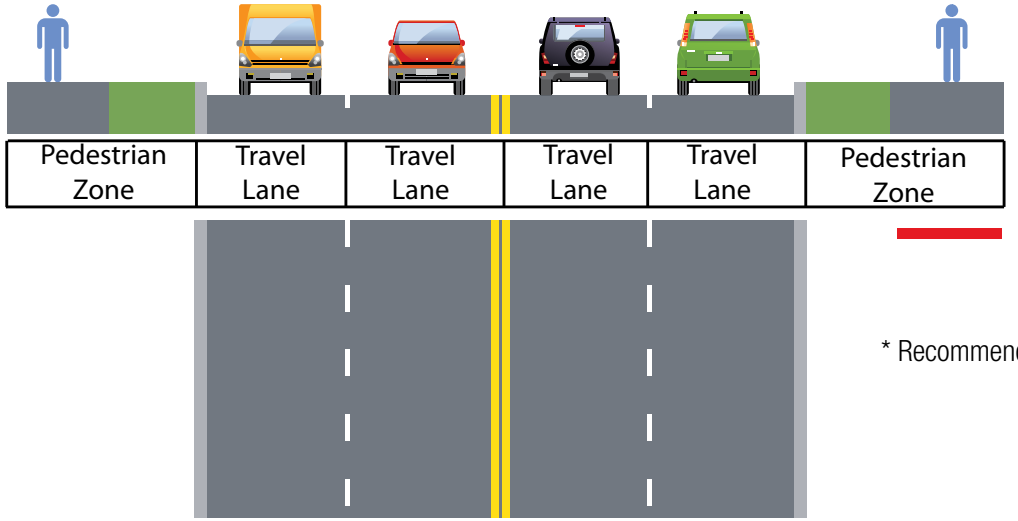
Future Vision

The future multi-modal classification of Airline Dr. is best identified as an Urban Avenue. Enhancing existing sidewalks and constructing the sidewalk gaps will be a huge benefit, especially to pedestrians traveling to and from the Farmers Market. The corridor is currently undergoing reconstruction to a 4-lane corridor.

However, the section of the corridor between IH 610 and Cavalvade is currently in design by the city's Department of Public Works with a continuous center turn lane. The activity centers along the corridor indicate that it has a need for local bus service.

A major point of concern is the need for pedestrian crosswalks. There are two locations where these special crossings would be beneficial: Aurora Street and Sylvester Road.

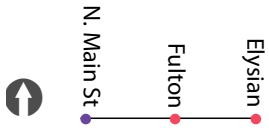
Possible Option(s):



* Recommended Local Bus Route

Burnett Street

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2	MTFP Designation	C-4-80
Existing Counts Range	5,400	Future Volume Range	7,400
Right-of-way	60'	Proposed MMC	Urban Avenue
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	Undivided

Existing Condition

Burnett Street currently operates as a 2-lane, undivided corridor without curb and gutter. It services local residences and a few other development types. The corridor is a connection between Hardy Street and N Main Street (which contains the light-rail extension). Burnett Street is identified as a Major Collector on the Major Thoroughfare and Freeway Plan.

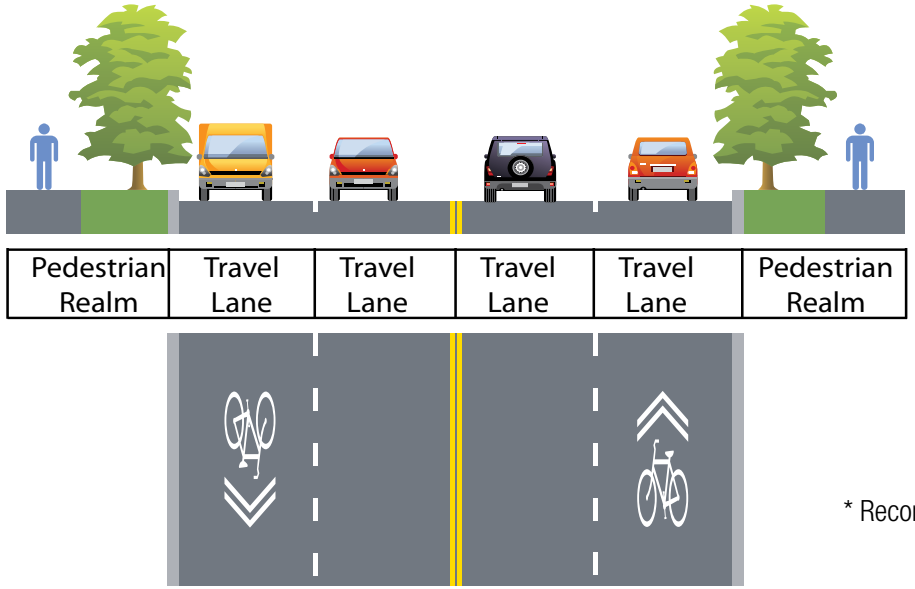
Identified Needs

As the corridor is reconstructed, pedestrian and bicycle facilities will need to be a priority. Since Burnett Street is a Major Collector, it can focus on modal uses other than the automobile.

Future Vision

The future Multi-Modal Classification for this corridor is an Urban Avenue. Moving bicyclist and pedestrians to and from the neighborhoods, the White Oak Bayou Trail, the University of Houston Campus and the downtown area will be a key attribute for this small corridor. The corridor has already undergone the pre-engineering stage and will be constructed as a 4-lane facility with a sharrow which will allow for a wider pedestrian realm. Finally, transit will play important role along this corridor with the addition of the Burnett Transit Center located on Burnett near Main Street. A High Frequency Transit Route for is also recommended for the corridor, due in part to its proximity to the light-rail line and local university campus.

Possible Option(s):



* Recommended High Frequency Transit

Cavalcade Street

Key Factors

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	T-4-90/100
Existing Counts Range	10,900-15,500	Future Volume Range	22,100-24,200
Right-of-way	90/100'	Proposed MMC	Urban Boulevard
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median

Existing Condition

Cavalcade is an east/west connection from the Heights area under IH 45 to the Northside neighborhood. The corridor is currently designed as 4-lanes divided within 100' of Right-of-way. Uses along the corridor transition between commercial/retail to residential. This indicates that the corridor has high pedestrian and bicycle traffic. Cavalcade has a bike lane on both directions of travel east of N. Main Street, and a signed bike route west of N. Main Street. The 18th/20th/Cavalcade corridor is the only east/west corridor within the Heights-Northside area that fully connects SH 290 with US 59. For this reason, it is classified as a Major Thoroughfare.

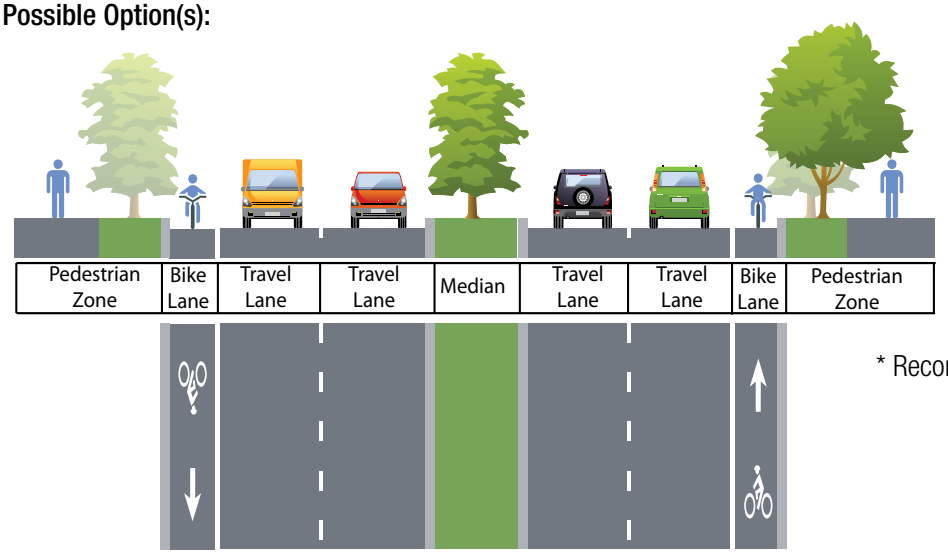
Identified Needs

The bike lane along Cavalcade was a major topic of concern from the public. Many indicated that it felt unsafe to travel along due to the bike lane width and traffic along the corridor. Future design of the corridor to make it more appealing to bicycle traffic would provide a full east/west connection for the Heights-Northside area. Intersections were also identified as issues, especially for METRO buses that have difficulty turning. Cavalcade at Fulton and the 20th/Cavalcade at N. Main/Studewood were specified as intersections causing traffic back-up, and mitigation tools should be used to evaluate them.

Future Vision

Cavalcade's multi-modal classification is a Urban Boulevard with 4-lanes, divided, within 100' of Right-of-way. Bike lanes need to be widened for increased comfort of riding and added safety. To better accommodate the existing bike facility, the existing median may be narrowed providing additional Right-of-way. In order to create a constant east/west flow, this change is seen as a priority by the project team. Filling in missing sidewalk segments is also important to the future of the Cavalcade. Since the corridor is a part of a larger east/west connection (which also crosses the light-rail) a High Frequency Transit is recommended for the corridor.

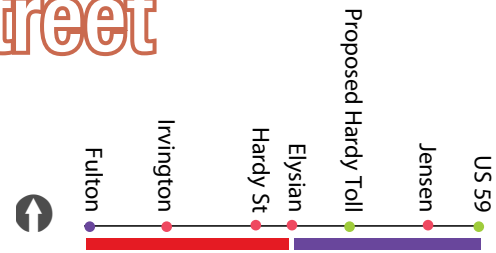
Possible Option(s):



* Recommended High Frequency Transit

Collingsworth Street

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2/4	MTFP Designation	C-2/4-60
Existing Counts Range	1,600-5,000	Future Volume Range	2,000-17,000
Right-of-way	55'	Proposed MMC	Urban Ave/St
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	Undivided

Existing Condition

Collingsworth Street is an east/west connection from the Fulton transit corridor to US 59. The corridor is currently designed in two different cross sections. From Fulton to Elysian, the corridor is 2-lane with mostly residential development. From Elysian to US 59, it is a 4-lane corridor with industrial development. Collingsworth is currently designated as a Major Collector.

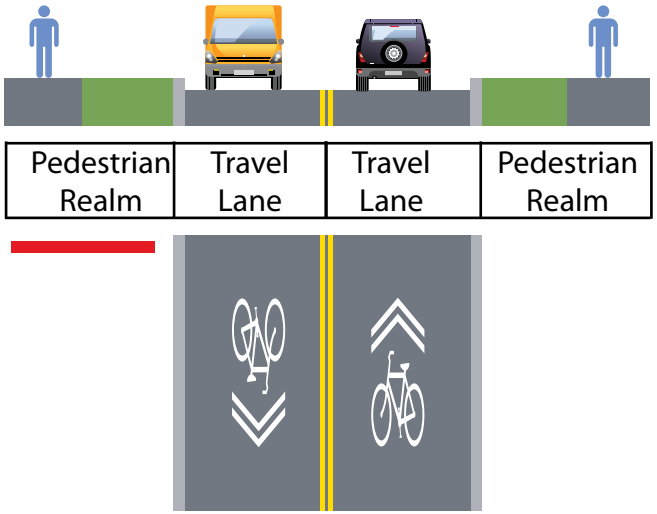
Identified Needs

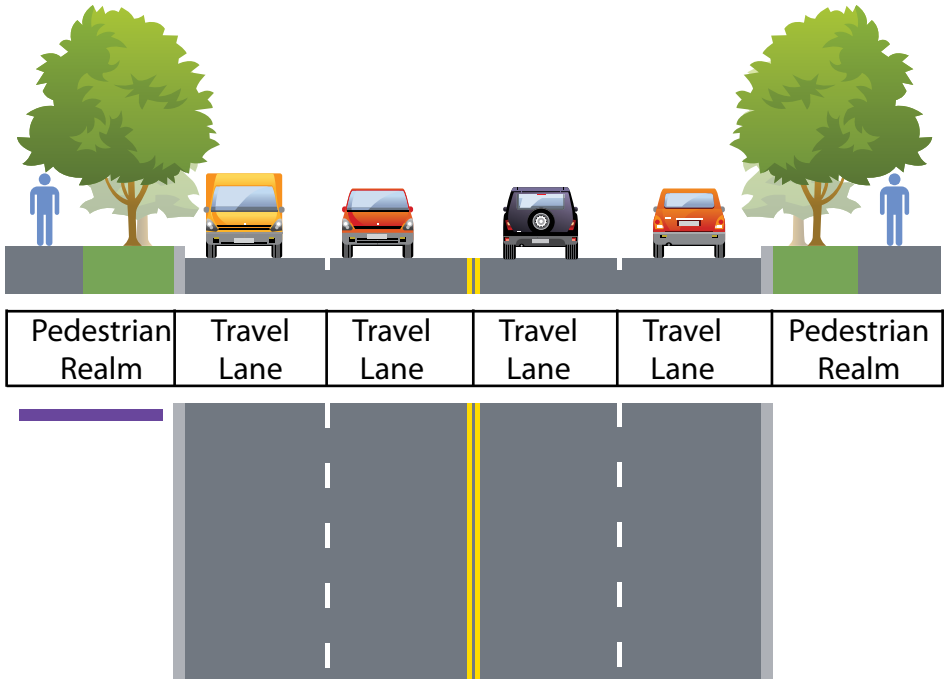
Public input revealed a desire for a bike facility along a portion of the corridor to move people out of the residential area and towards the light-rail and Moody Park.

Future Vision

It is recommended that the corridor maintains the existing 2- and 4-lane structure. Since the corridor is split, it can potentially gain the following Multi-Modal Classifications: from Fulton to Elysian, Urban Street; Elysian to US 59, Urban Avenue. From Fulton to Elysian, a bike facility is recommended.

Possible Option(s):





Durham Drive

Key Factors

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	P-4-70
Existing Counts Range	20,000-22,100	Future Volume Range	21,500-33,000
Right-of-way	60’/70’	Proposed MMC	Couplet
Median/CTL/Undivided	N/A	Median/CTL/Undivided	N/A

Existing Condition

Durham Dr. is a Major Thoroughfare traveling south from IH 610 to IH 10, and acts as a couplet with Shepherd Drive. The majority of the corridor is 4-lanes, but reduces to 3-lanes as it crosses the bridge and exits south out of the Study Area. Local residents indicated that this corridor could be referenced as a “complete commuter street” as the majority of users are commuting through the Heights area. Vehicles move from the Northwest area into the Inner Loop/Downtown area. Right-of-way along the corridor ranges 70’ at the north down to 60’ at the southern end.

Identified Needs

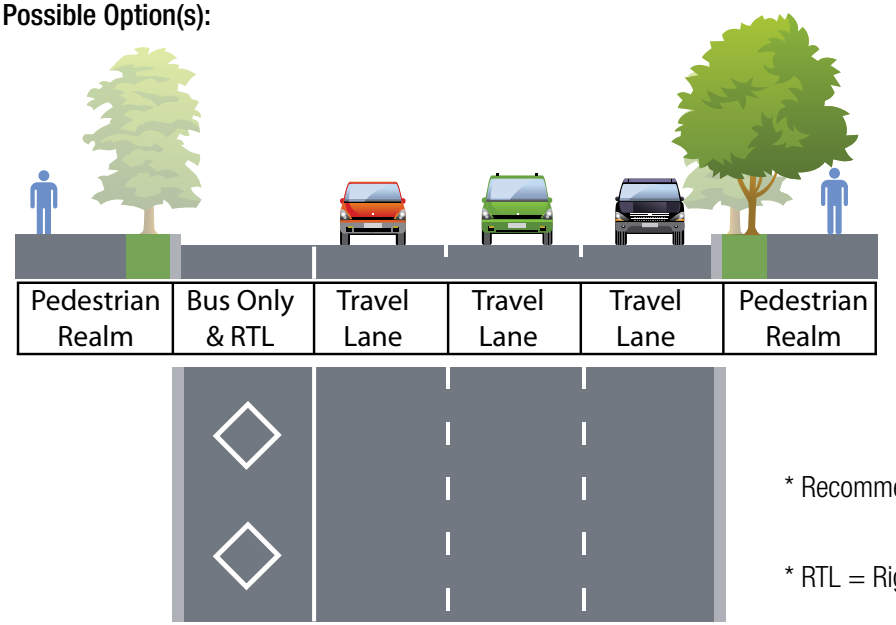
A strong desire for bike lanes and sidewalks along the corridor was expressed by the public. South of Glean Oaks Street to Darling Street there is currently no bike or pedestrian access across the bridge. Pedestrian crossings at Durham Drive are also needed. In addition to creating and connecting these pedestrian realms, aesthetic improvements, like the addition of street trees, were mentioned.

Future Vision

Durham Dr. will need to maintain its current 4-lane Couplet design to meet the capacity needs of the corridor in the future. As such, an on-street bike facility is not prudent. Focusing attention on continuous pedestrian facilities, however, is important for internal community connectivity as well as enhanced access to transit stops. Pedestrian crossings at major intersections will need attention as well.

METRO High Frequency Transit for the Durham/Shepherd Couplet is recommended. If this occurs, designating one travel lane as a bus only/right-turn lane could increase the efficiency of traffic flow along the corridor. This facility type will require that more attention is given to the pedestrian realm. Bus shelters and wider sidewalks can help create a safe and friendly area.

Possible Option(s):

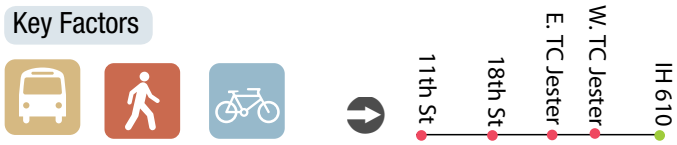


* Recommended High Frequency Transit

* RTL = Right Hand Turn Lane

Ella Blvd

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	T-4-80
Existing Counts Range	1,000-24,500	Future Volume Range	5,000-45,000
Right-of-way	80’	Proposed MMC	Suburban Boulevard
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median

Existing Condition

Ella Boulevard is currently a 4-lane road with a median and bike lanes. The southern limit of the corridor is 11th Street, and the northern is IH 610. The corridor crosses E TC Jester right at the White Oak Bayou Trail. Ella is designated as a Major Thoroughfare on the MTFP.

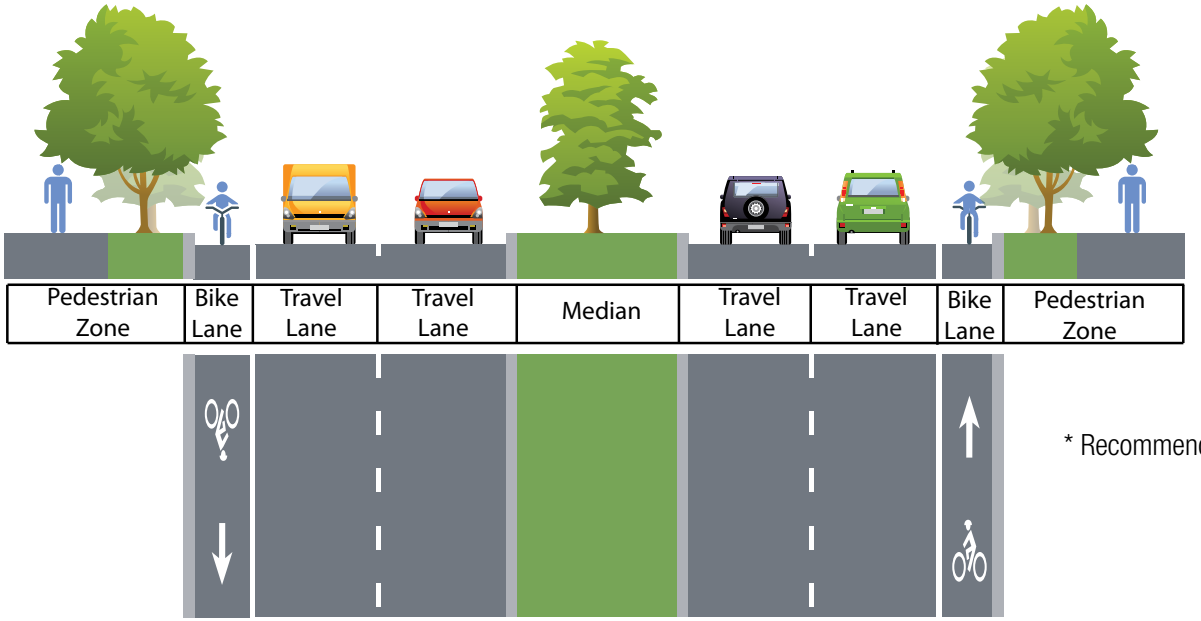
Identified Needs

Existing and projected traffic volumes are characteristic of a high-capacity facility, however operable under the current MTFP designation. Failure along the corridor does exist, however, this is in part to Ella Boulevard crossings at IH 610 as well as TC Jester. Intended intersection improvements were noted.

Future Vision

The project team recommends that Ella Boulevard maintain its current corridor design. 4-lanes may be sufficient to move vehicles through the area. This corridor also provides opportunity to alleviate the provided north/south gap within the greater bicycle network. As a north/south corridor connecting under IH 610, along with other variables, it is recommended a High Frequency Transit facility be considered for Ella. Suburban Boulevard is the recommended multi-modal classification for Ella Boulevard.

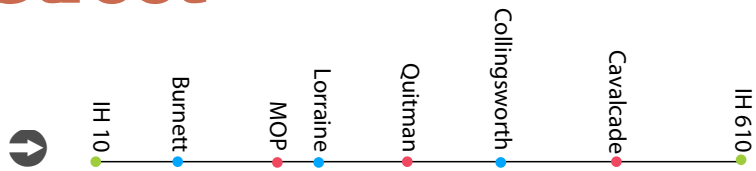
Possible Option(s):



* Recommended High Frequency Transit

Elysian Street

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	T-4-60
Existing Counts Range	4,500-8,500	Future Volume Range	9,000-15,000
Right-of-way	60’	Proposed MMC	Urban Avenue
Median/CTL/Undivided	N/A	Median/CTL/Undivided	Undivided

Existing Condition

Elysian is a one-way street that provides north-bound traffic direct access from downtown to the Hardy Toll Way just north of the Study Area. It maintains 4-lanes of undivided traffic and merges with its south-bound couplet - Hardy Toll - becoming the Elysian Viaduct. The corridor is currently classified as a Major Thoroughfare.

Identified Needs

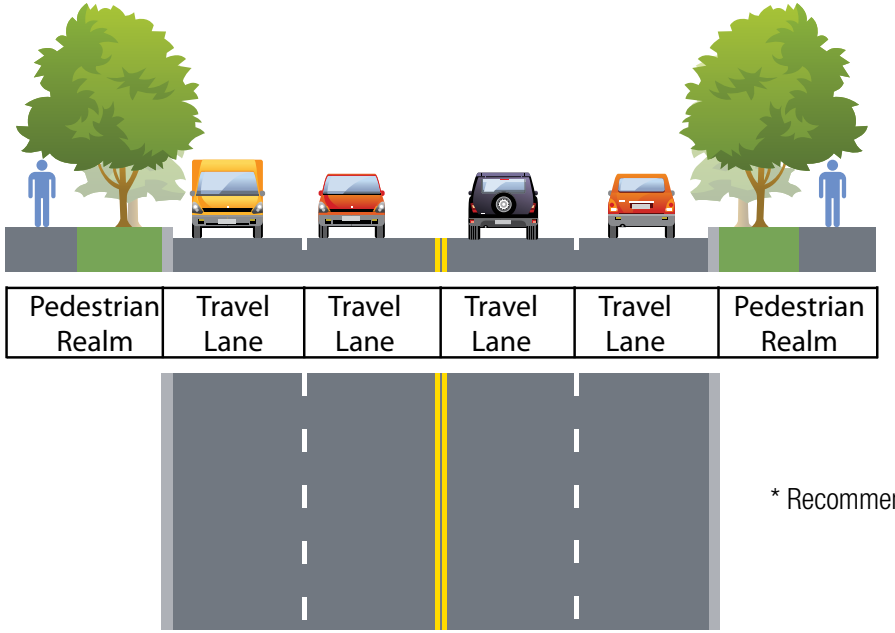
Due to the lower volumes on this road, local residents and stakeholder expressed a desire to reduce the number of travel lanes. Additionally, if the Hardy Toll Road is extended, the use of this corridor as a high-capacity thoroughfare will become even less relevant.

Future Vision

Elysian Street is recommended to change from a one-way couplet to a two-way Urban Avenue with 2-lanes of travel in both directions. This road design may permit on-street parking during off-peak hours. However, a High Frequency Transit route may be more beneficial to the corridor if allowed.

The conversion of this corridor into a 2-way facility also provides additional opportunity on Hardy, which given provided traffic flows, is considered an underutilized corridor.

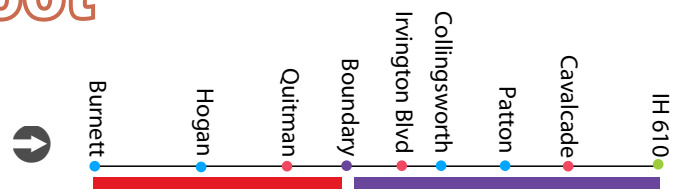
Possible Option(s):



* Recommended High Frequency Transit

Fulton Street

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2/4	MTFP Designation	varies; C-2-60/70
Existing Counts Range	5,700-11,400	Future Volume Range	4,000-14,000
Right-of-way	55-60+	Proposed MMC	Transit/Urban Avenue
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	N/A

Existing Condition

Fulton Street has been recently redesigned to accommodate light-rail. It is now designed as the light-rail corridor for the Northside area. Reconstruction of the corridor will be completed as of December 2013. It is currently identified on the City of Houston's MTFP as a Transit Corridor.

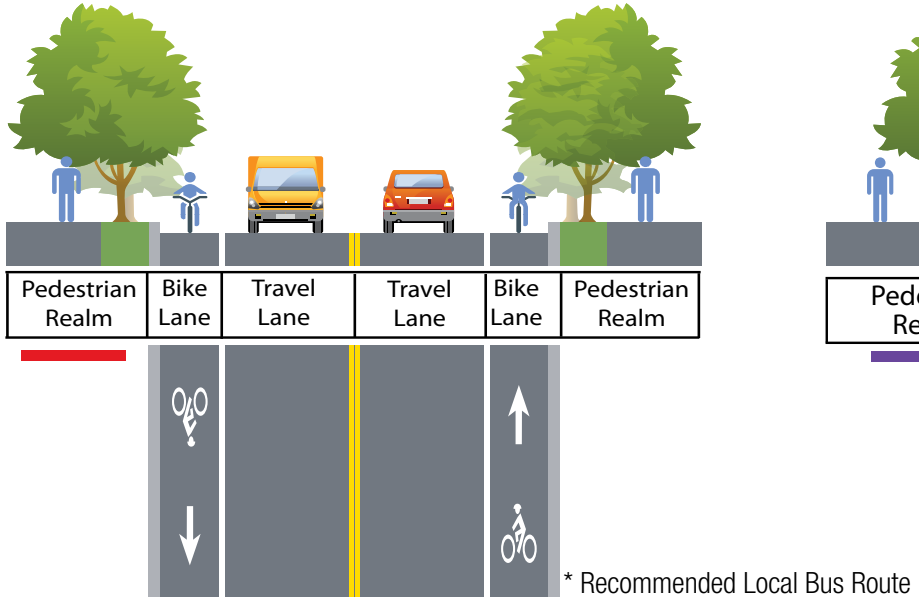
Identified Needs

The needs identified for Fulton regard the small portion of Fulton to the south that does not contain light-rail track. It is important to the residents that this portion of the corridor be designed to assist in the movement of pedestrians to the light-rail line.

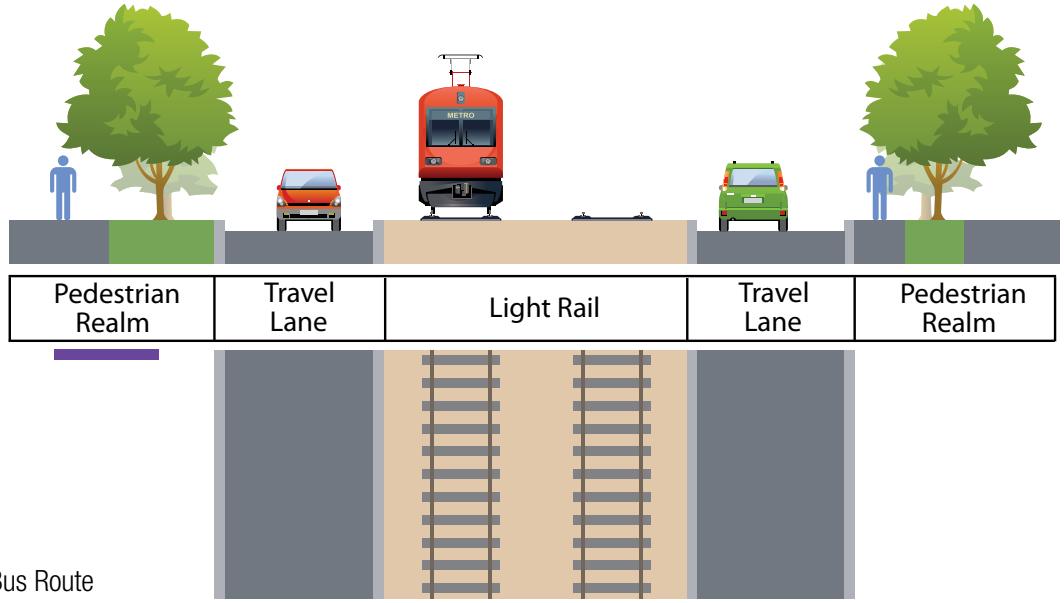
Future Vision

The design of Fulton will remain as a Transit Avenue. It will function with 2-lanes of traffic, with two-directional light-rail lines down the center of the corridor. The light-rail stops are indicated on the overall transit map. Any bus routes along this corridor should be removed to move traffic more efficiently. The southern section of Fulton (without the light-rail facility) is recommended as a 2-lane Major Collector with on-street bicycle facilities and a local bus route. It is designated as an Urban Avenue.

Possible Option(s):

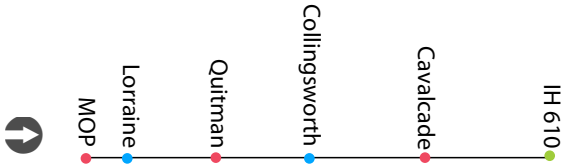


* Recommended Local Bus Route



Hardy Street

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	C-2-60
Existing Counts Range	3,000-6,000	Future Volume Range	5,500-12,500
Right-of-way	50'/60'	Proposed MMC	Urban Avenue
Median/CTL/Undivided	N/A	Median/CTL/Undivided	Undivided

Existing Condition

Hardy is a one-way street that moves traffic south-bound from IH 610 to IH 10 on a 4-lane corridor. It is a Major Thoroughfare that runs parallel is Elysian St, which together, operate as an 8-lane couplet through the Study Area. Hardy Street fluctuates between 50'-60' of Right-of-way along its length. Development along the corridor is essentially residential with a few other uses such as schools, and of smaller "mom and pop" commercial facilities populating the corridor.

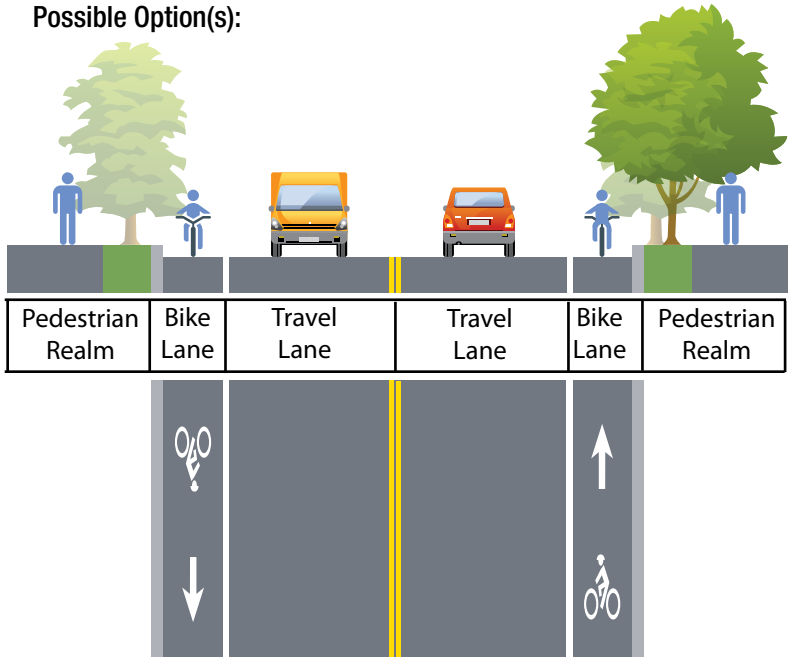
Identified Needs

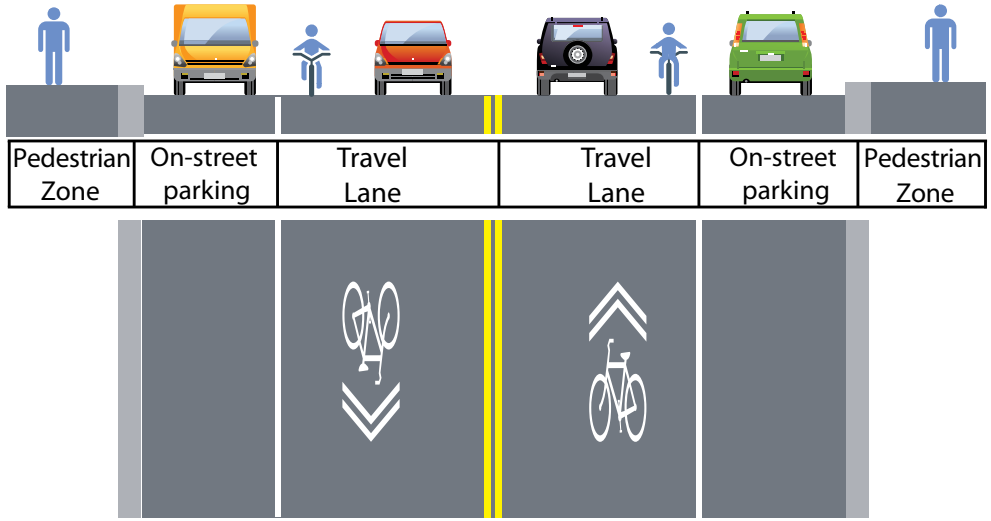
Hardy Toll Road may be extended southward in the future, and will run parallel to the current Elysian/Hardy couplet. This expansion may change the usage of the Hardy/Elysian couplet, opening it up to different options and more focus on other mobility uses. Because of the many residences and the schools found along this corridor, bike and pedestrian facilities were indicated as being a priority.

Future Vision

Given provided traffic volumes expected on the currently existing Hardy/Elysian couplet, Hardy may be repurposed and reclassified as a Collector which is more appropriate for the movement of more residential and localized traffic. Given Hardy currently maintains 4 active lanes, the use of the outside lanes may be explored as possible parking or bicycle facilities - both of which are deemed appropriate for this corridor. Given these provided attributes, Hardy is recommended as an Urban Avenue.

Possible Option(s):





Heights Boulevard

Key Factors

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4 (2-Operational)	MTFP Designation	C-2-140'-150'
Existing Counts Range	9,500	Future Volume Range	8,000-20,000
Right-of-way	140'-150'	Proposed MMC	Urban Boulevard
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median

Existing Condition

Heights Boulevard is the "Complete Street" of the Heights Study Area. The corridor connects IH 10 to 20th Street. The street cross section is very different from any other Major Thoroughfare throughout the Study Area. Currently, Heights Blvd is a 2-lane divided road with on-street parking and a bike lane within 140'-150' of Right-of-way. This unique corridor also has a jogging trail down the middle of the median. Heights Blvd connects to multiple trail heads, making it a heavily used pedestrian and cyclist corridor. Currently, the corridor is designated as 4-lanes although the corridor currently operates with only 2-lanes of traffic.

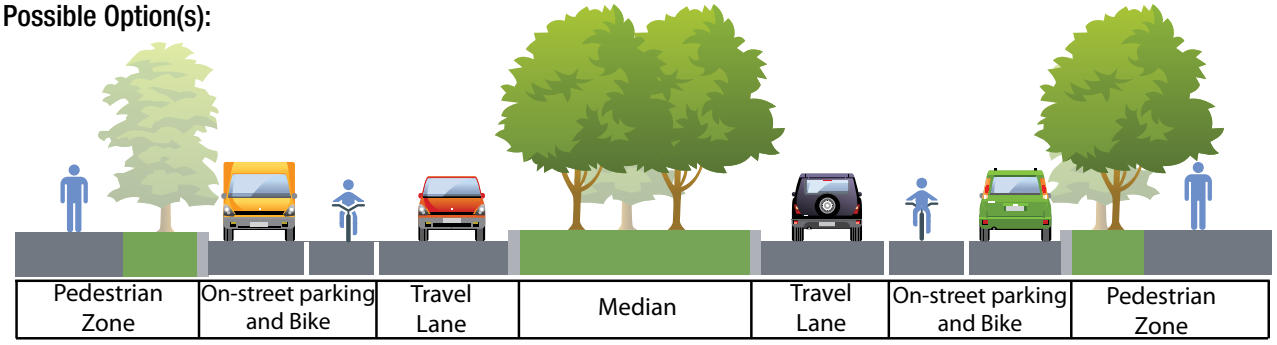
Identified Needs

Concerns provided by the public indicate residents and stakeholders desire to the enhanced bike and pedestrian amenities unique to this corridor. However, joggers using the trail stated crossing at intersections can be tricky due to the unfamiliar interaction of drivers with the unusual design of a trail down the middle of a median.

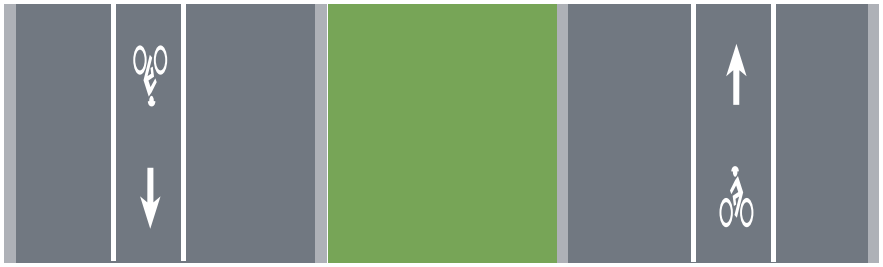
Future Vision

Maintaining the Heights Boulevard as an example of a "Complete Street" is important for the Study Area. The corridor should be reduced to 2-lane divided Major Collector, with a wide, pedestrian oriented median. Right-of-way may stay at its current 140'-150'. One improvement to the corridor would be the implementation of Michigan U-turns, which would help to reduce automobile queuing at major intersections along the corridor. A local bus route is also recommended for the corridor. The applicable multi-modal classification for Heights Boulevard is a Urban Boulevard.

Possible Option(s):



* For more information regarding Michigan U-Turns, see the section on intersections.



* Recommended Local Bus Route

Hempstead Road

Key Factors

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4/6	MTFP Designation	P-6-100
Existing Counts Range	15,500-16,500	Future Volume Range	35,500-36,000
Right-of-way	100'-200'	Proposed MMC	Urban Boulevard
Median/CTL/Undivided	Median/CTL	Median/CTL/Undivided	Median/CTL

Existing Condition

Hempstead Road is a Major Thoroughfare constructed with two street cross sections. From Katy Road to West 11th Street, Hempstead Road is a 6-lane corridor with a center-turn lane within 200' of Right-of-way. As it crosses 11th and continues to Katy Rd/Washington Avenue, the corridor drops a lane on either side to become a 4-lane undivided corridor. Hempstead Road is bounded on the south by railroad tracks. The north side is home to commercial and retail development for the most part. Sidewalks are non-existent throughout the corridor, but there is a transit route (70) with frequent bus stops.

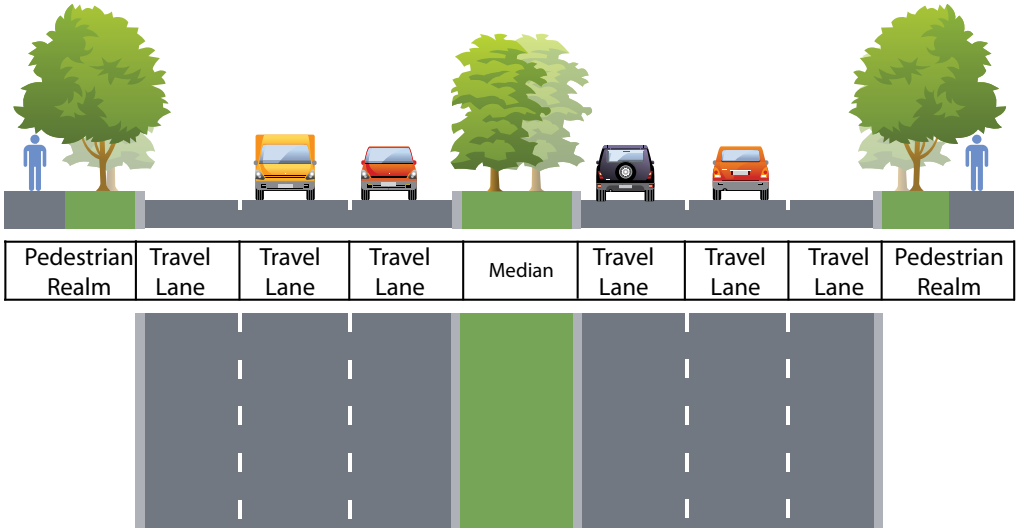
Identified Needs

Hempstead Road moves regionally from the northwest to the southeast and parallels the railroad line. This corridor is heavily traveled with through traffic. It connects with Katy Road and Washington Avenue which are 4- and 6-lane corridors, respectively. Merging Hempstead Road traffic onto these corridors would most likely benefit if the southern portion of the corridor were to widen as it connects with these roads, in order to ease the transition onto these major thoroughfares with additional traffic.

Future Vision

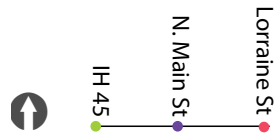
Hempstead Road should expand to 6-lanes to accommodate future vehicular traffic. Its design will include a median. The priority of the corridor will be to facilitate the movement of traffic, thus distinguishing it as a Urban Boulevard.

Possible Option(s):



Hogan Street

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	C-4-70
Existing Counts Range	3,000-8,500	Future Volume Range	14,000-21,500
Right-of-way	60’	Proposed MMC	Urban Avenue
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	Undivided

Existing Condition

Hogan Street connects to Crockett Street which provides access to the Inner West Loop subregional Study Area. It maintains the same street design of 4-lanes undivided from its western limit of IH 45 to its east limit of Lorraine Street. Hogan St has 60’ of Right-of-way. Along the corridor is a mix of uses from residential to retail and commercial. Sidewalks can be found along the length of Hogan Street, though they are narrow. In some cases they also act as the entrance to commercial properties built with minimal setbacks. Hogan is an important Major Collector because it connects with N Main Street, where the light-rail has been constructed.

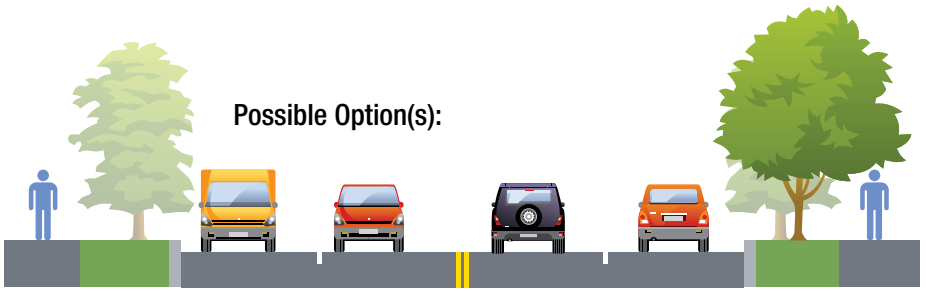
Identified Needs

Acting as a collector to move pedestrians and bicycles to the light-rail highlights the importance of enhancing these facilities with any future renovation to the corridor. Sidewalk exist, but are typically narrow and in poor condition.

Future Vision

Due to its intersection with the light-rail line, attention to the future design and use of Hogan Street is essential to creating a safe and efficient corridor. Due to limited Right-of-way, the corridor should be designated as a bicycle route. Enhancing sidewalks and crosswalks to create a safe and comfortable path to this transit line is also very important. Developing the bike network within Northside is important. In addition to the light-rail line, the University of Houston campus and the White Oak Bayou trail are major activity generators for the area. This 4-lane undivided corridor’s multi-modal classification is an Urban Avenue.

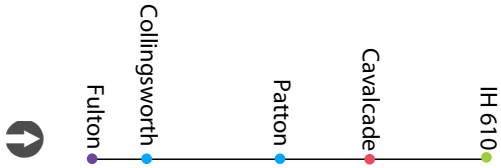
Possible Option(s):



* Recommended Bicycle Route

Irvington Blvd

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	T-4-80
Existing Counts Range	6,300-12,300	Future Volume Range	7,000-21,000
Right-of-way	80'	Proposed MMC	Urban Boulevard
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median

Existing Condition

Irvington is a 4-lane divided Major Thoroughfare. It operates within 80' of Right-of-way. The corridor provides access from under IH 610 and terminates at the Fulton intersection located adjacent to Moody Park. Residential is the primary land use located along the corridor consisting of both single and multi-family developments. Currently, a striped bike lane exists for north- and south-bound travel lanes.

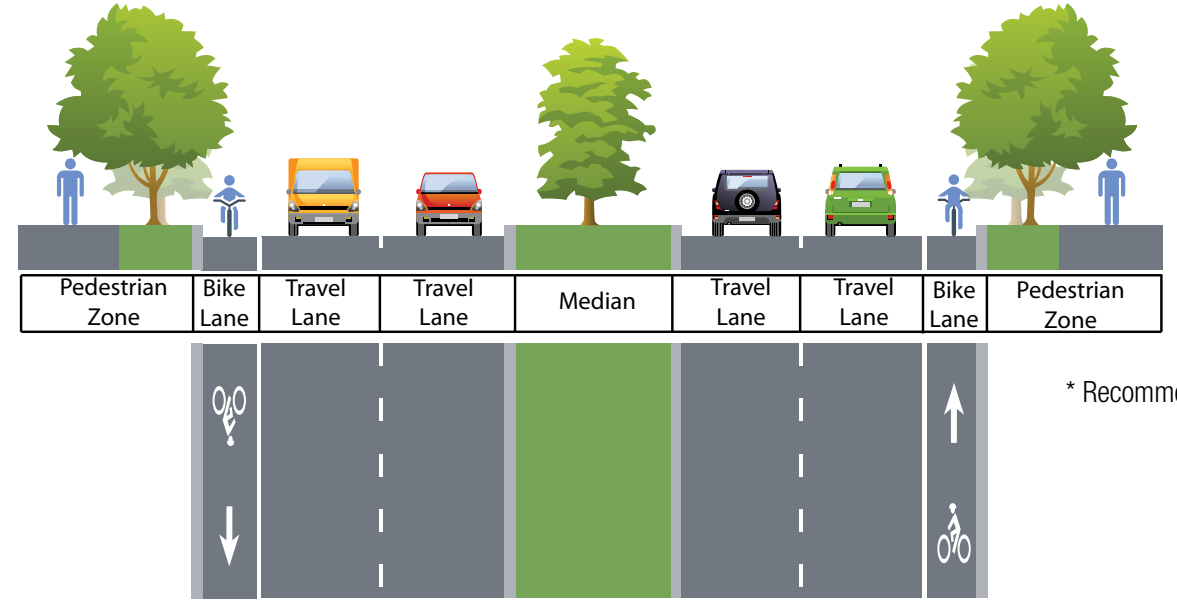
Identified Needs

The public indicated that the bike lanes on Irvington function very well. The continuous sidewalks along the corridor create a useful environment for pedestrians. However, around Moody Park, the traffic lights are confusing and misdirect bicyclist to their designated path. The METRO service along Irvington was also said to work well. The intersection with Patton, currently a T-intersection is in need of a traffic light.

Future Vision

Irvington should continue to operate within its current design. Attention should be given to the area around C. Martinez Elementary School to make sure traffic is slowed during school hours. To enhance the pedestrian realm further, pedestrian refuges with the median should be implemented. The future Multi-Modal Classification for this corridor is an Urban Boulevard. Irvington connects down to light-rail on Fulton. This along with other factors recommends that a local bus facility be a priority along the corridor.

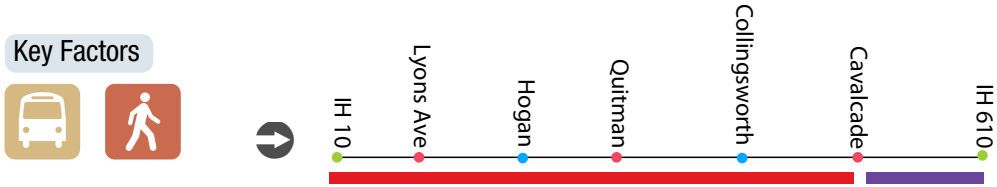
Possible Option(s):



* Recommended Local Bus Route

Jensen Drive

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2/4	MTFP Designation	T-4-60; T-4-80
Existing Counts Range	4,000-8,000	Future Volume Range	6,500-22,000
Right-of-way	60'/80'	Proposed MMC	Industrial/Urban Avenue
Median/CTL/Undivided	Undivided/CTL	Median/CTL/Undivided	Undivided

Existing Condition

Jensen Drive parallels US 59 as it moves from IH 610 to IH 10. From IH 10 to Lorraine Street, Jensen Dr. is a 4-lane road. From Lorraine to IH 610, it is a 2-lane corridor with a center turn lane. This portion of the corridor sees more commercial development than the southern segment where residences are more common. Sidewalks along the corridor are narrow and in poor condition. The MTFP classifies Jensen as a Major Thoroughfare.

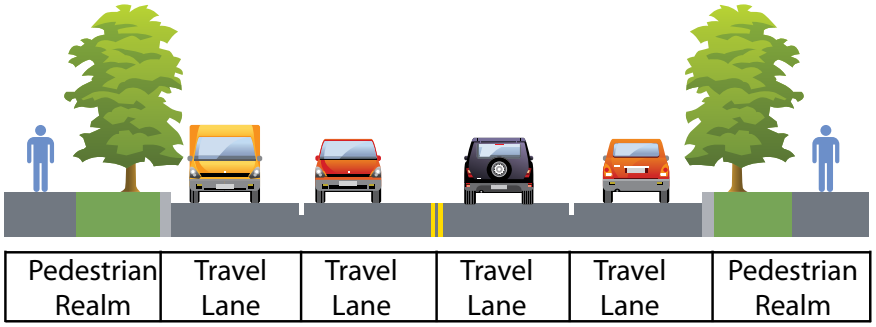
Identified Needs

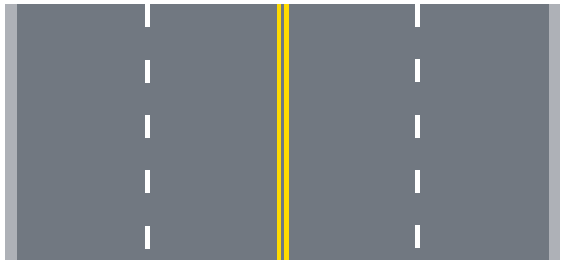
Five schools are currently present on Jensen Dr. Enhancing the sidewalks and crossings at and near the schools was set as a priority for the corridor. The remainder of the corridor is also in need of improvement to pedestrian facilities as sidewalks are sporadic and in poor condition.

Future Vision

Because of the current and future development that occurs along the corridor, the multi-modal classification best suited for Jensen Drive is an Industrial Avenue and Urban Avenue for the northern portion. The current street designs of a 4-lane undivided and a 3-lane with a center turn lane are efficient for the current and projected corridor use. Pedestrian facilities should be a priority as redevelopment occurs along the corridor. A High Frequency Transit route would be beneficial for this corridor.

Possible Option(s):

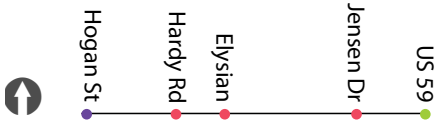




* Recommended High Frequency Transit

Lorraine Street

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2	MTFP Designation	C-4-70
Existing Counts Range	1,800-4,500	Future Volume Range	10,500-14,000
Right-of-way	60'/70'	Proposed MMC	Urban Avenue
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	Undivided

Existing Condition

Lorraine Street is a small corridor which transitions from Hogan St. At this transition, to US 59, Lorraine Street is classified on the City of Houston's MTFP as a Major Collector. Its cross section is a 2-lane corridor with curb and gutter. The lanes are 16' wide, which allows for on-street parking currently utilized by local area residents. This is wide enough for on-street parking in front of residences. Right-of-way for Lorraine Street ranges from 60'-70'.

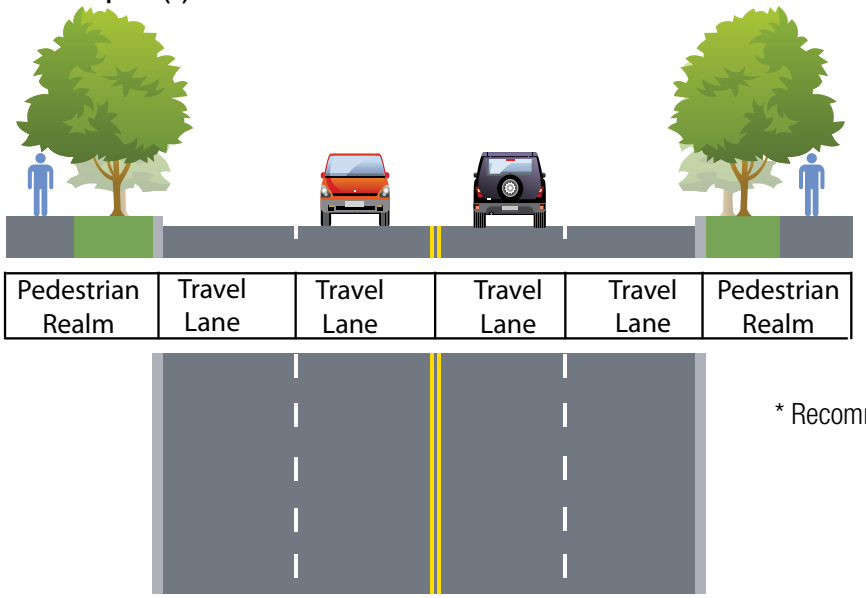
Identified Needs

Comments received from the public regarding Lorraine St were limited, and centered around the desire for an enhanced pedestrian way via local sidewalks. This is especially true as Lorraine Street crosses the railroad where existing infrastructure is limited for both bike and pedestrian users, alike.

Future Vision

The most applicable multi-modal classification for Lorraine St is an Urban Avenue. Given provided ADTs, it is recommended the MTFP designation be a C-4-70 providing a more uniformed roadway with Hogan Street which, together, forms a continuous corridor from just west of IH 10 and east of US 59. Due to limited Right-of-way, the corridor should be designated as a bicycle route, providing an essential connection to the newly developed light-rail.

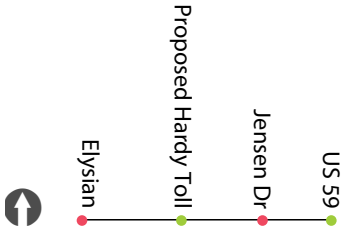
Possible Option(s):



* Recommended Bicycle Route

Lyons Avenue

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2	MTFP Designation	T-2-60
Existing Counts Range	2,000-6,000	Future Volume Range	3,500-7,500
Right-of-way	60’	Proposed MMC	Urban Street
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	Undivided

Existing Condition

Lyons Ave is a short corridor within the study area. It begins from the Elysian Viaduct and crosses under US 59. This Major Thoroughfare is a 2-lane road with bike lanes on both directions of travel. From Elysian Viaduct to West Street, Lyons Avenue has curb and gutter, and intermittent sidewalks. Continuing on past West Street, the corridor loses its sidewalks and becomes open ditch on either side. Right-of-way is 60’.

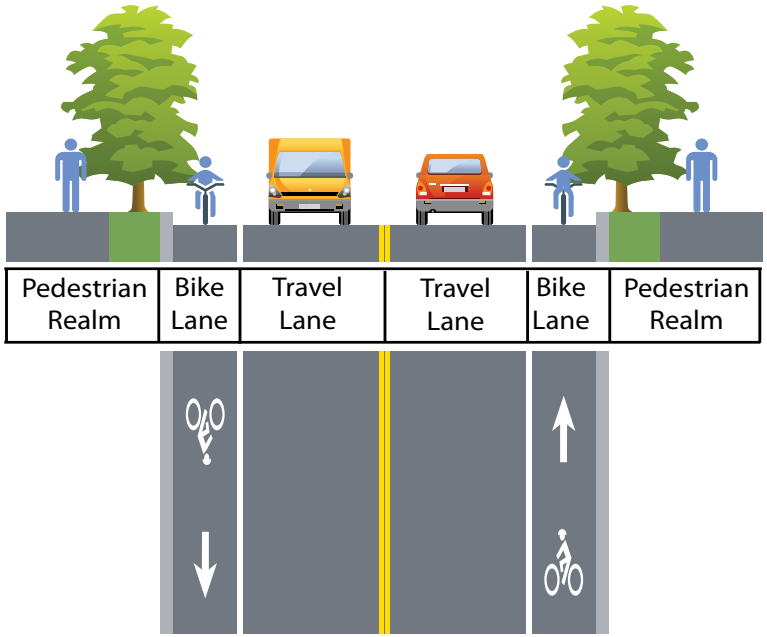
Identified Needs

Lyons Ave provides an underpass of US 59 and facilitates pedestrian and bicycle movements to the east of this study area. Due to the fact that this type of connection is limited, special attention should focus on creating a safe and friendly environment for bicyclist and pedestrians. This can be done by enhancing existing sidewalks and completing gaps within the sidewalk network.

Future Vision

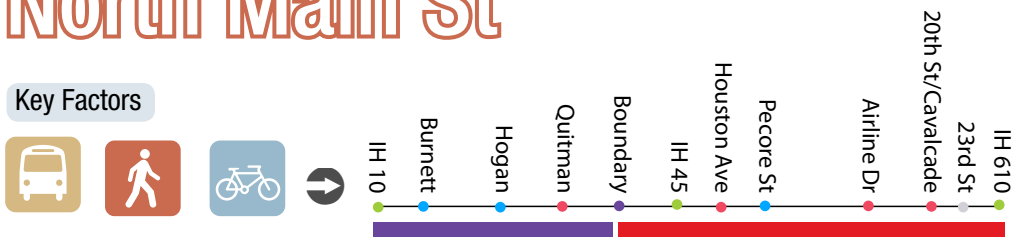
Lyons is an important corridor as it is one of four roads that pass under US 59. This Urban Street should maintain its 2-lane, undivided cross section. Improvements should be made to the existing bicycle facilities, as well as extending them to the US 59 underpass. The connection between Lyons Avenue and Conti Street should be realigned to provide a smooth transition and flow for traffic. This will potentially provide a connection to just east of N Main Street where the light-rail line is present.

Possible Option(s):



North Main St

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2/4	MTFP Designation	T-4-70/80; T-2-70-90
Existing Counts Range	4,500-16,000	Future Volume Range	11,500-28,000
Right-of-way	65'/70'	Proposed MMC	Urban /Transit Avenue
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	Undivided

Existing Condition

North main St can be sectioned into 2 segments: IH 610 to Boundary; Boundary to IH 10. The segment from Boundary to IH 10 is part of the light-rail line. It is comprised of 2 travel lanes with 2 rail lines down the center. The remainder of the corridor is 4 lanes undivided. The current designation of North Main St on the MTFP is Major Thoroughfare.

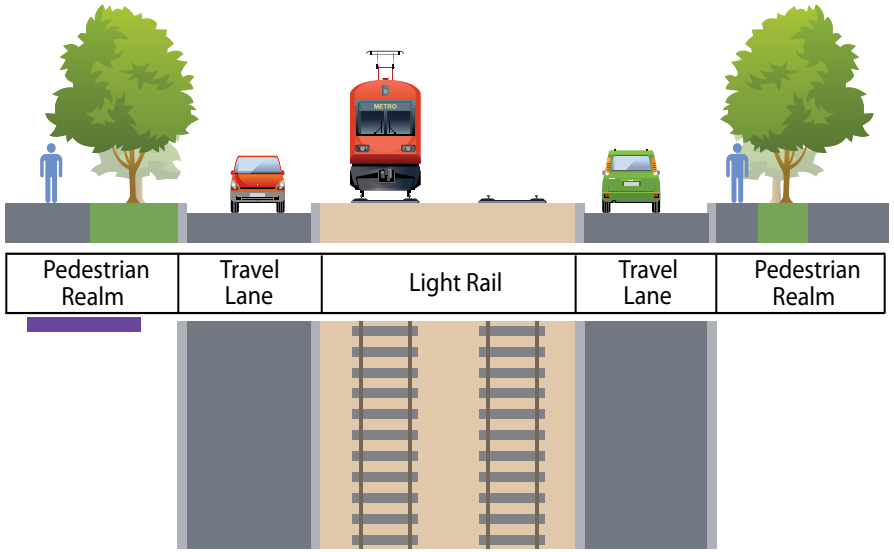
Identified Needs

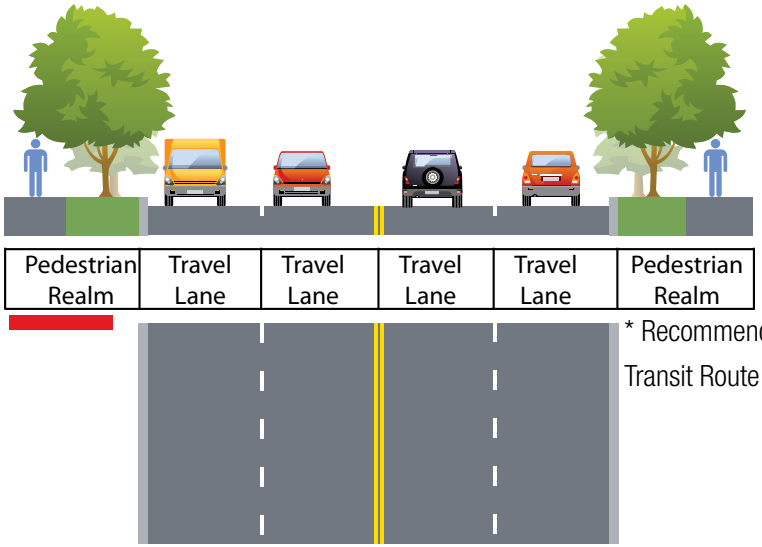
Another study conducted prior to this one contains recommendations for North Main Street from IH 10 to Boundary. The Northside - Livable Centers Study (2010), conducted by Wan Meter Willians Pollack, identified the challenges of North Main Street and the costs of recommended improvements. They recommended North main Street be redesigned to accommodate the light rail line, and 1 travel lane on each side.

Future Vision

As with Fulton, the portion of Main Street from Boundary to IH 10 will retain its classification as a Transit Avenue. The remainder of the corridor is recommended to maintain its 4-lane design and function and Urban Avenue designation. The portion of the corridor without light rail is recommended to have a High Frequency Transit Route. A bicycle route should also be considered for the portion of the corridor from 20th/Cavalcade to IH 610 due to the limited Right-of-way.

Possible Option(s):





* Recommended High Frequency Transit Route and Bicycle Route

Katy Road/Washington Avenue

Key Factors

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	T-4-255; T-8-120
Existing Counts Range	7,500-18,000	Future Volume Range	18,000-28,000
Right-of-way	255’	Proposed MMC	Urban Boulevard
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median/CTL

Existing Condition

Katy Road transitions into Washington Avenue at Hempstead Road. Washington’s limits are from Hempstead Road to IH 10. This corridor has a large amount of designated Right-of-way - 255’. However, current pavement-to-pavement width is only 100’. This Major Thoroughfare is constructed as 4-lanes with a median and wide shoulders on both sides.

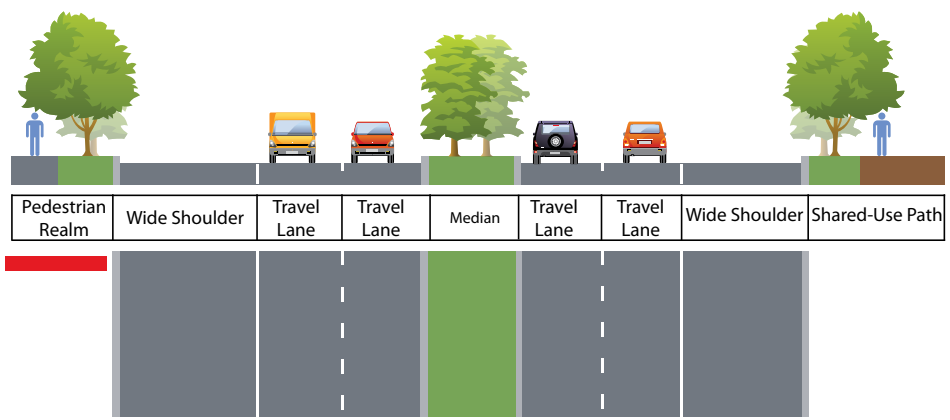
Identified Needs

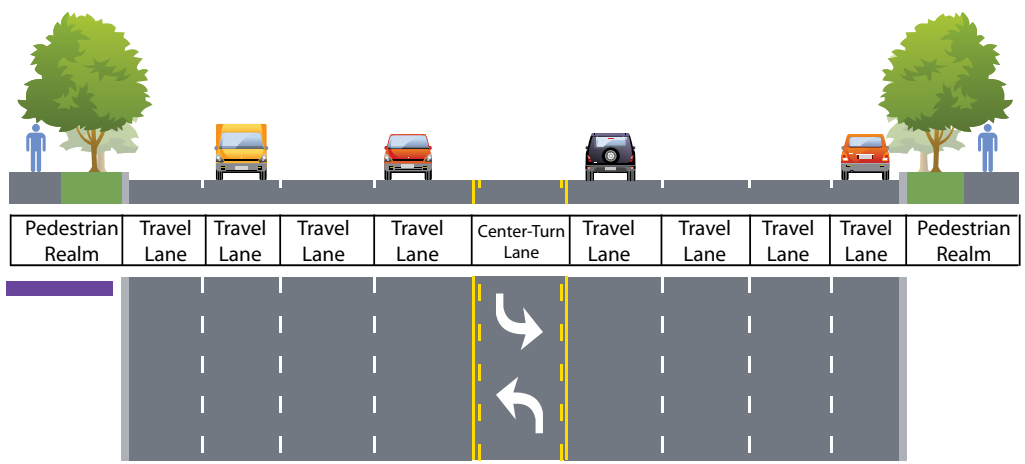
Volumes along the corridor are projected to double by 2035. However, the current 4-lane design can efficiently serve the needs placed on Katy Road. The wide shoulders currently found on Katy Road should be preserved within the Right-of-way for future lane expansion or transit accommodation as future volumes right-of-way.

Future Vision

The recommendation for the corridor is to maintain its current 4-lane divided design. Enhancements along the corridor will be in conjunction with any developments of the transit network. The multi-modal classification is Urban Boulevard. A bicycle facility along the corridor is a priority, but may be more appropriate as an off-street facility. Special attention will need to be given to the design of the underpass at IH 10.

Possible Option(s):





Patton Street

Key Factors

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	C-3-70; C-4-60
Existing Counts Range	3,500-7,300	Future Volume Range	5,000-9,000
Right-of-way	60’	Proposed MMC	Urban Street
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	Undivided

Existing Condition

Patton Street is an east/west Major Collector connecting Airline Drive with Irvington Boulevard. Patton Street is a 4-lane undivided corridor with 60’ of designated Right-of-way. Due to its low volumes, many residents along this corridor also park on the street. Patton does not have any transit routes presently.

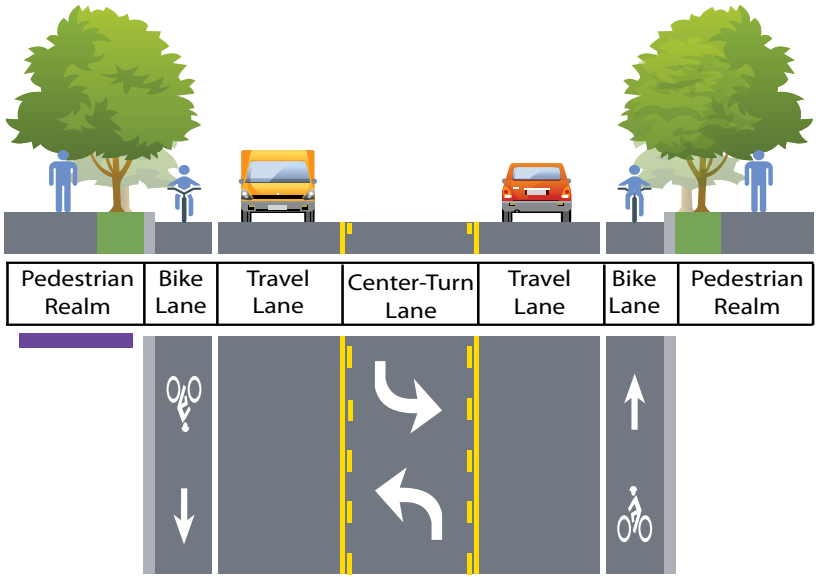
Identified Needs

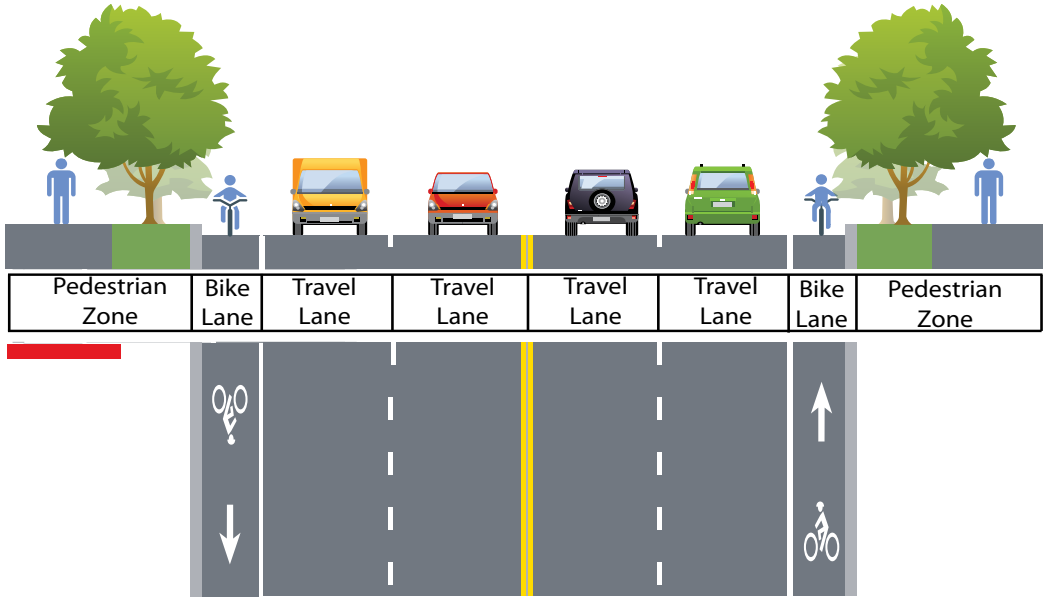
Sidewalks along the corridor, like most in the study area, are scarce and in poor condition. Patton Street crosses under IH 45 and crosses the new transit corridor, Fulton Street. Because of this, Patton Street could benefit from enhanced pedestrian facilities as well as a bike facility to provide access to this light-rail corridor. The intersection with Irvington Boulevard needs a light as Patton Street (a 4-lane road) crosses over Irvington Boulevard (a 4-lane divided road) into an apartment complex. On-street parking also exists along this corridor, although not specifically permitted.

Future Vision

Patton Street is currently underutilized for the number of existing lanes. It is recommended that it is reconfigured to two different cross-sections. From IH 45 to the light-rail, the corridor should maintain its 4-lane undivided cross-section. The remaining sections of the corridor are recommended to be reduced to 3-lanes with a bicycle facility. Reducing the lanes from 4 to 3 and using this additional Right-of-way to create a friendly multi-modal corridor would be beneficial to stakeholders. The multi-modal classification assigned to this corridor is an Urban Street.

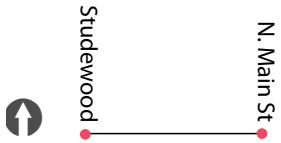
Possible Option(s):





Pecore Street

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2	MTFP Designation	C-2-60
Existing Counts Range	7,800-8,100	Future Volume Range	6,500-13,000
Right-of-way	60’	Proposed MMC	Urban Street
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	Undivided

Existing Condition

Pecore Street is a small corridor that connects to 11th Street at Michaux Street. It is a 2-lane, undivided corridor with on-street parking on both sides. Sidewalks are also on both sides within the 60’ of designated Right-of-way. Pecore Street is classified as a Major Collector on the City of Houston’s MTFP. A portion of Pecore is currently on bus route 40, but this route does not provide access to the light-rail.

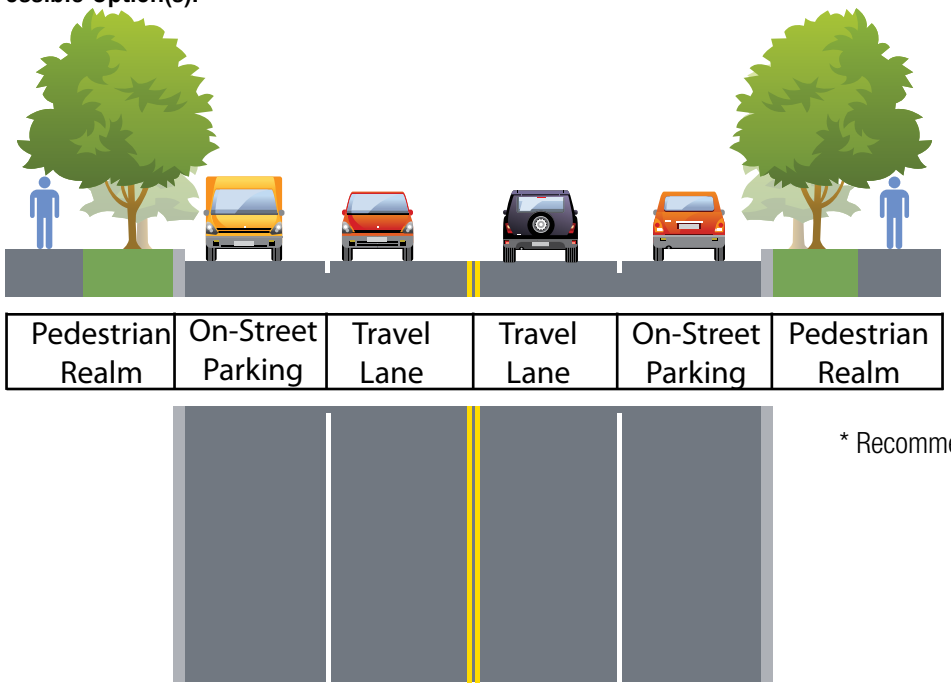
Identified Needs

Comments received from the public regarding Pecore Street reference the lack of pedestrian and bicycle facilities along the corridor. Residents are unable to use a transit route or a path to connect to the light-rail without having to travel in their automobile.

Future Vision

Urban Street is the multi-modal classification best suited for Pecore Street. The corridors current operation on a 2-lane road works efficiently, and does not require expansion. Due to this, Pecore Street should be downgraded on the MTFP from a Major Collector to a Minor Collector. The corridor is recommended to have a local bus facility on it.

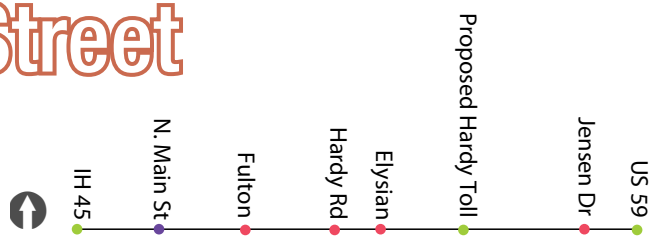
Possible Option(s):



* Recommended Local Bus Route

Quitman Street

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2	MTFP Designation	C-2-50/60
Existing Counts Range	5,200-8,000	Future Volume Range	9,500-13,500
Right-of-way	50'/60'	Proposed MMC	Urban Street
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	Undivided

Existing Condition

Quitman Street runs east/west in the Northside area as a 2-lane undivided corridor. It operates within 50'-60' of Right-of-way with 16' wide lanes. It is identified on the MTFP as Major Thoroughfare. Quitman Street intersects with North Main, where METRO has established a "Kiss and Ride" drop-off facility for the newly constructed light-rail. The corridor also provides an underpass to US 59 and T's into Liberty Road just outside of the Study Area.

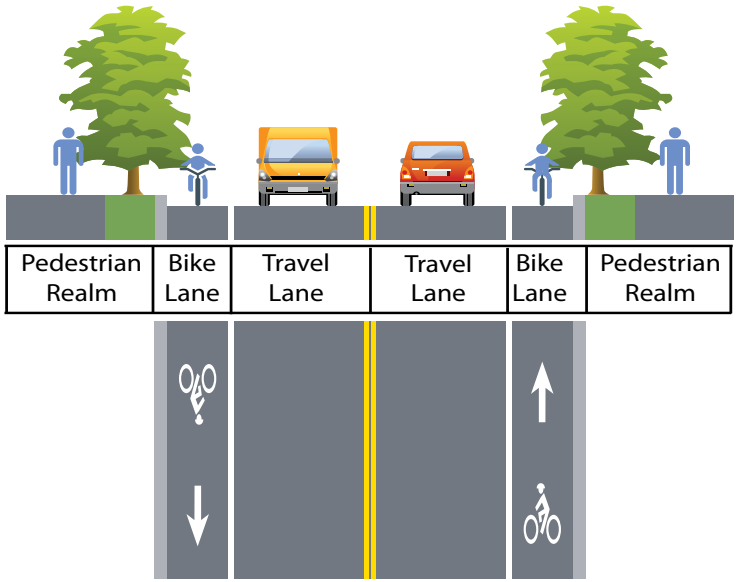
Identified Needs

Public input regarding Quitman Street was vast and diverse. Most intersections along the corridor need improvement, especially at Tackleberry. This intersection needs enhanced crosswalk features in front of Jeff Davis High School and Marshall Middle School. Other comments referred to a need to enhance pedestrian facilities along the corridor. This can de done by widening sidewalks and enriching the zone with pedestrian scaled lighting, and cleaning up overgrown foliage. Creating better means for pedestrians (and potentially bicyclist) to travel to the schools and connect to the light-rail at North Main Street is essential to the future development of the corridor. Traffic calming devices and truck regulations along the corridor would have an impact on the flow and safety of the corridor.

Future Vision

Given the future volume ranges it is recommended that this corridor be reclassified on the MTFP as a Major Collector. Additionally, focus on improving Quitman Street will revolve around pedestrian facilities. Improving and widening sidewalks to create a safe and comfortable environment for pedestrians is key along this corridor. Landscaping should be added to help slow speeding traffic along the corridor. A bike lane facility is recommended given related traffic calming affects and surrounding context. The provided bike facility will benefit residents and stakeholders of this corridor traveling to local schools, businesses and the light-rail line. The multi-modal classification for Quitman Street is an Urban Street. A local bus facility is recommended for the corridor.

Possible Option(s):

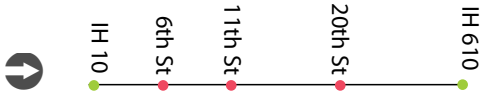


* Recommended Local Bus Route

Shepherd Drive

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	P-4-70
Existing Counts Range	17,000-29,000	Future Volume Range	20,000-37,000
Right-of-way	70’	Proposed MMC	Couplet
Median/CTL/Undivided	N/A	Median/CTL/Undivided	N/A

Key Factors



Existing Condition

Shepherd Drive is a northbound corridor moving from IH 10 to IH 610. It acts as a Couplet with Durham Drive, which facilitates the southward movement of vehicles. The current street is designed as 4-lanes undivided in 70’ of Right-of-way. Sidewalks are consistent along the length of the corridor, but are fair to poor in quality. The corridor is lined with retail and commercial properties, creating many driveways and openings along this stretch of road. Shepherd Drive is a Major Thoroughfare.

Identified Needs

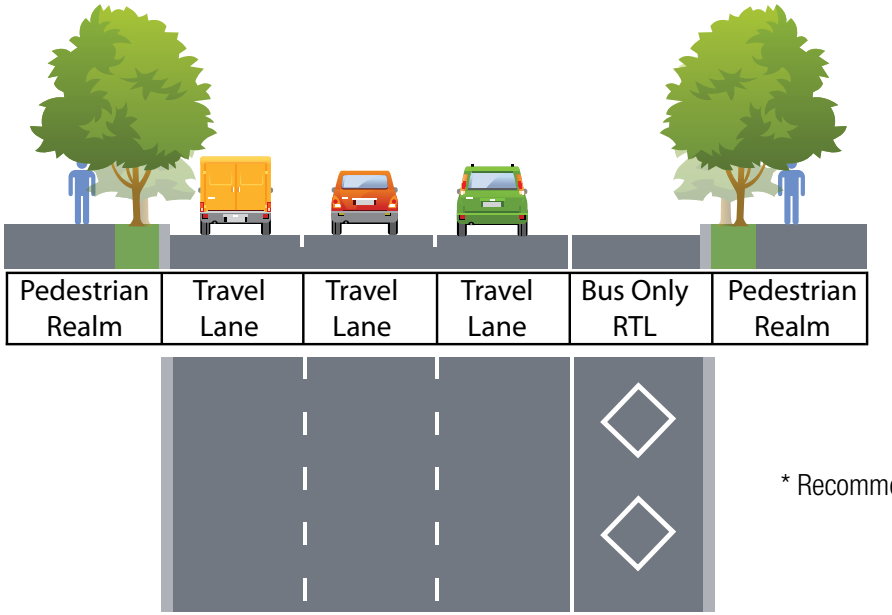
Comments received from the public identified crossings to be a major concern. Vehicles have difficulty crossing due to limited sight-distance by fences. Pedestrians and bicyclist have trouble crossing at 11th Street and across the IH 10 bridge. Residents and stakeholders voiced a desire to have a bike facility along Shepherd Drive that would connect to the White Oak Bayou Trail.

Future Vision

Shepherd Drive will need to maintain its current 4-lane design to meet the capacity needs of the corridor in the future. This indicates that an on-street bike facility is not prudent. Focusing attention on continuous pedestrian facilities is important to provide another mobility option for the corridor. This should be done by enhancing sidewalks and promoting their connectivity. Pedestrian crossings at major intersections will need attention as well.

Including a METRO High Frequency Transit for the Durham/Shepherd Couplet is recommended. If this occurs, designating one travel lane as a bus only/right-turn lane could increase the efficiency of traffic flow along the corridor. This will assist in creating a pedestrian friendly corridor. A BRT will require that more attention is given to the pedestrian realm. Bus shelters and wider sidewalks can help create a safe and friendly area.

Possible Option(s):



* Recommended High Frequency Transit

Studewood Street

Key Factors

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	3/4	MTFP Designation	T-3/4-80
Existing Counts Range	9,000-19,600	Future Volume Range	10,500-17,500
Right-of-way	80’	Proposed MMC	Urban Avenue
Median/CTL/Undivided	CTL (RL)	Median/CTL/Undivided	Reversible Lane

Existing Condition

Studewood Street is a north/south continuation of Studemont St from IH 10 to the 6-leg intersection with E 20th, N Main Street, and W Cavalcade Street. Both corridors are identified as Major Thoroughfares on the MTFP. The Studemont Street segment of the corridor is a 4-lane corridor without pedestrian or bicycle facilities. North of White Oak Drive, Studewood Street is a 3-lane corridor, with the center lane acting as a contra-flow lane. This reversible lane designates the use of the center lane depending on traffic pattern needs. The corridor has sidewalks in good condition on both sides of the corridor behind wide buffers.

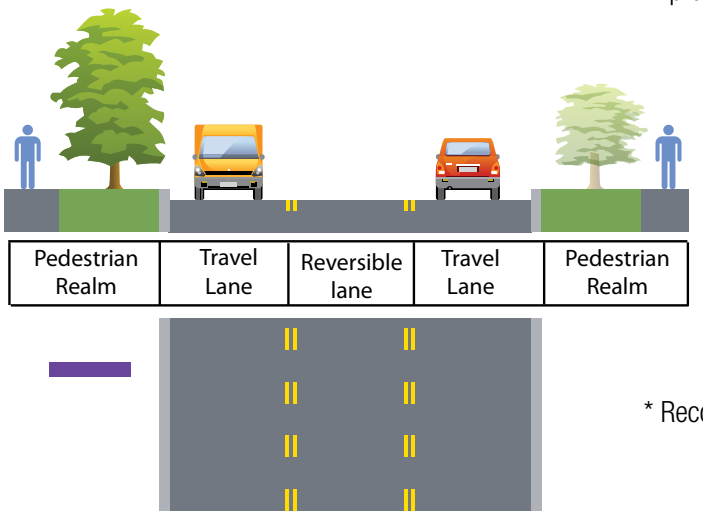
Identified Needs

Pedestrian facilities along Studewood Street are in great condition, but currently bicycle facilities do not exist. To the south, Studemont Street is in need of pedestrian facilities. This is evident by the foot paths seen on either side, created by numerous pedestrians traversing the corridor. A portion of the corridor is a bridge, and lacks any form of pedestrian amenities, including sidewalks. The contra-flow lane confuses drivers who are not use to its function, and additional signage could help mitigate this issue. The contra-flow lane also causes problems at major intersection due to the lack of protected lefts. Public transportation (one route currently runs the length of Studewood Street) along the corridor is said to need improvement.

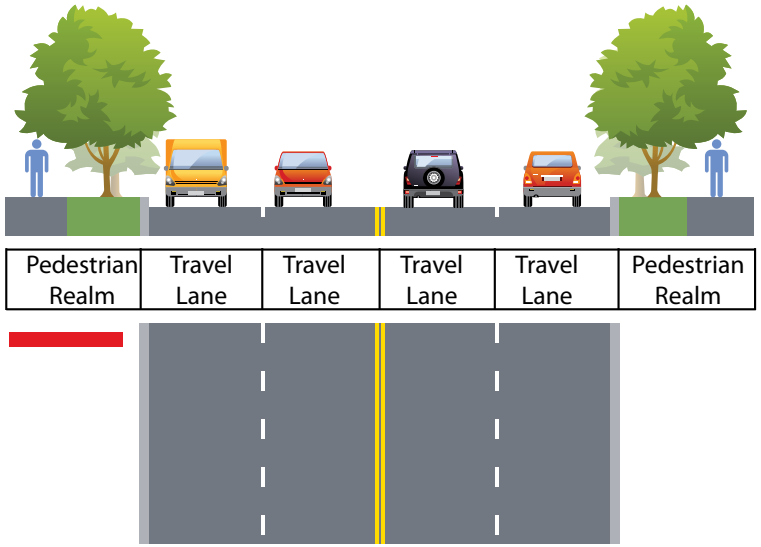
Future Vision

Maintaining the current structure of Studewood Street is an acceptable recommendation for the corridor. The reversible lane can continue to function as a contra-flow lane, but additional signage should be installed to assist unfamiliar drivers with rules for using said lane. Reconstruction will need to take place at the 6-legged intersection with E 20th/N Main Street/W Cavalcade Street. Studewood Street identifies with the Urban Avenue multi-modal classification. It is also recommended that a High Frequency Transit route be considered for the corridor.

Possible Option(s):



* Recommended High Frequency Transit



E & W T C Jester

Key Factors

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	New MTFP Designation	T-4-110
Existing Counts Range	8,600-15,300	Future Volume Range	10,500-33,000
Right-of-way	80'-120'	Proposed MMC	Suburban Boulevard
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median

Existing Condition

TC Jester Blvd runs from IH 610 to IH 10 as a 4- to 6- lane divided corridor. From IH 10 to W 11th St, TC Jester operates as a single, 2-way facility. However, north of this intersection the roadway splits into East TC Jester and West TC Jester. Although not a couplet, these two corridors offer north/south directional flow in lieu of the bayou which the roads transcend. TC Jester Blvd is designated as a Major Thoroughfare for all segments with 120' of Right-of-way. Sidewalks are present on both sides, but a bike facility is not available for the corridor. However, a trailhead to the White Oak Bayou Trail occurs at the intersection with W 11th Street, with other entrances to the Trail occurring along the corridor.

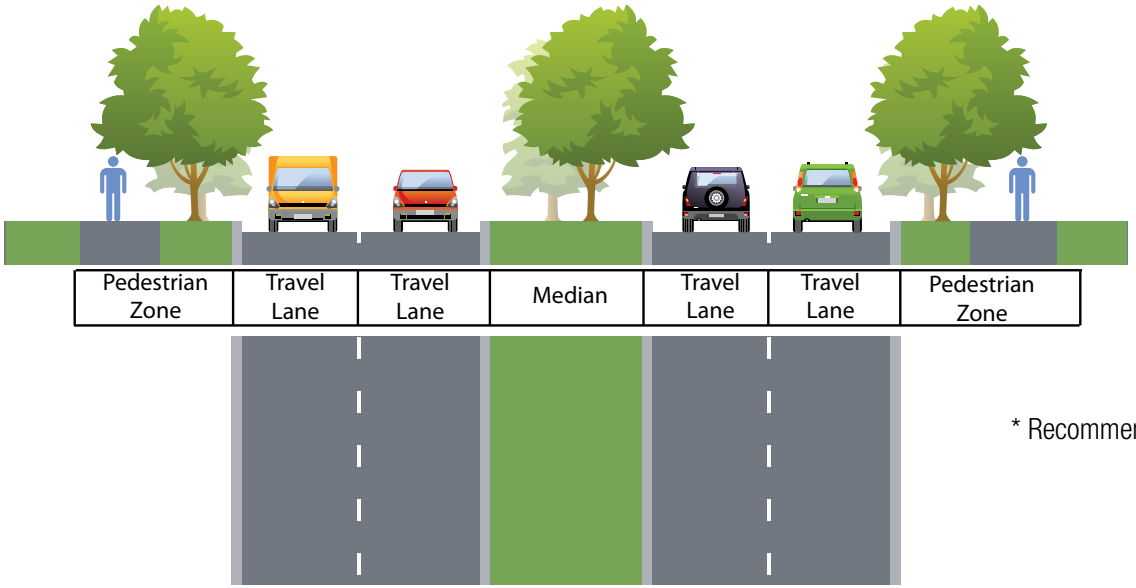
Identified Needs

Traffic issues were identified via public input regarding several intersections along the corridor. The 18th/20th/ TC Jester Blvd intersections are positioned relatively close to one another, and further analysis of their overall design should occur to enhance the flow and safety of traffic.

Future Vision

TC Jester will continue to function according to its current design of a 4-ane divided corridor. The multi-modal classification that most adequately describes this corridor is a Suburban Boulevard. Modifications to TC Jester will be the near-term solution of retiming the intersection with 11th Street. Reconfiguration of the intersection of ETC Jester Boulevard with 19th and 20th Street should be further evaluated for efficiency. A bicycle facility is recommended for TC Jester between IH 10 and 11th Street.

Possible Option(s):



* Recommended Bicycle Facility

White Oak Drive

Key Factors

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2	MTFP Designation	C-2-60/70
Existing Counts Range	5,500-9,000	Future Volume Range	4,000-13,500
Right-of-way	60'/70'	Proposed MMC	Urban Street
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	Undivided

Existing Condition

White Oak Drive is a Major Thoroughfare that extends from Heights Boulevard to IH 45. The corridor transitions from W 6th Street, to Quitman Street at IH 45. Between Heights Boulevard and Usener Street, the corridor is 2-lanes undivided with parallel parking occurring on both sides of the street. From Usener Street to IH 45, the corridor loses the side parking and becomes just 2-lanes with the majority of the corridor being open ditch on either side.

Identified Needs

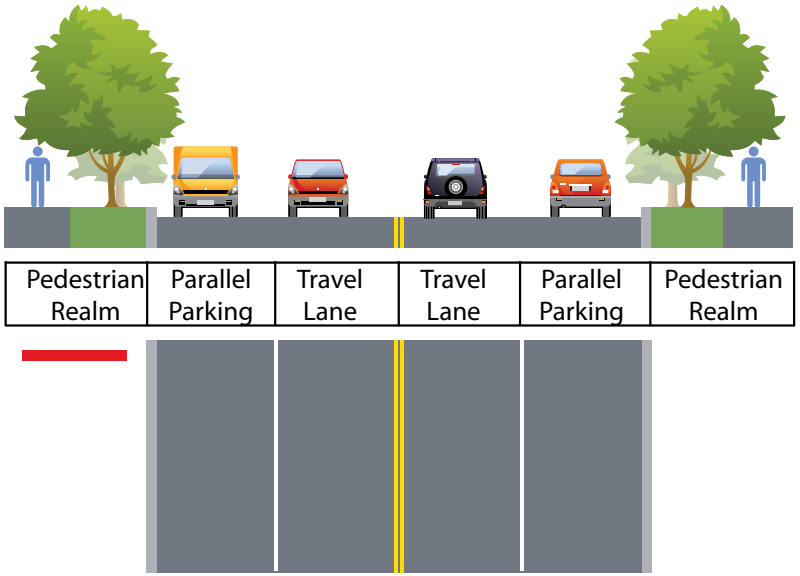
White Oak Drive is turning into a destination corridor with local restaurants developing at key intersections. Parking along the sides of the street will continue to be needed in the future, along with an on-street bicycle facility.

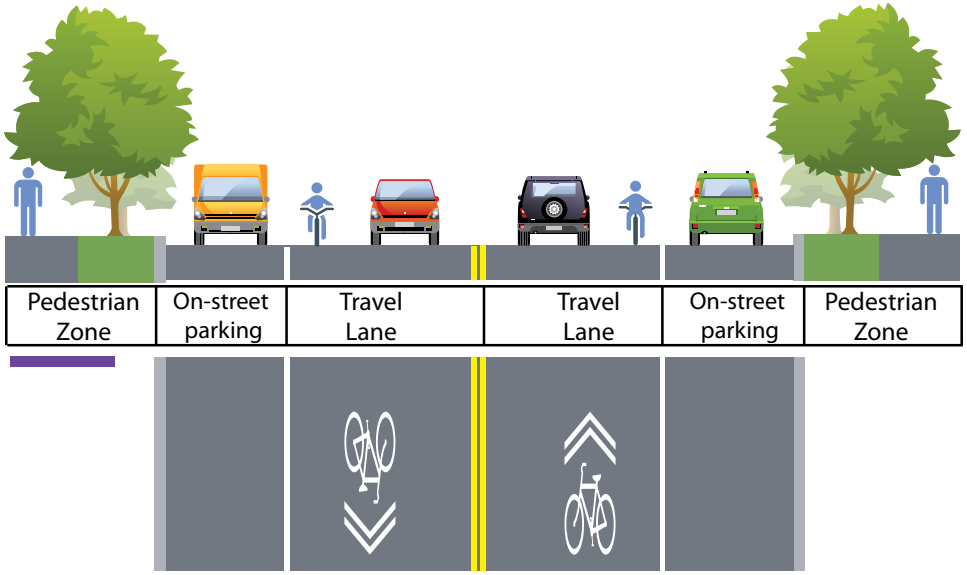
Public input indicated that the intersection with Usener is difficult to understand. The intersection with Heights could potentially use signal timing adjustments to assist in bike crossings.

Future Vision

It is suggested that the corridor is downgraded from Major Thoroughfare on the MTFP to a Major Collector. White Oak Drive should maintain its 2-lane, undivided set up with on-street parking. Along the portion of the corridor from to Michaux Street, striping to accommodate on-street parking and a bike lane should be instituted. Striping similar to that of Heights Boulevard would be effective for this highly traversed portion of the corridor. With this, the multi-modal classification of White Oak Drive is an Urban Street. The remainder of the corridor from Michaux to Quitman does not require striping for on-street parking. The bike lane can transition to the White Oak Bayou Trail via the entrance to Stude Park.

Possible Option(s):





Yale Street

Key Factors

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	T-4-70
Existing Counts Range	12,000-16,000	Future Volume Range	17,000-31,000
Right-of-way	70’	Proposed MMC	Urban Avenue
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	Undivided

Existing Condition

Yale Street is a north/south Major Thoroughfare connecting IH 610 with IH 10. Currently, it is a 4-lane undivided corridor. Sidewalks flank both sides of the corridor, which has both residential and commercial/retail development. The intersection of W 20th Street and Yale Street is home to a large commercial and retail node. Right-of-way for Yale Street is 70’.

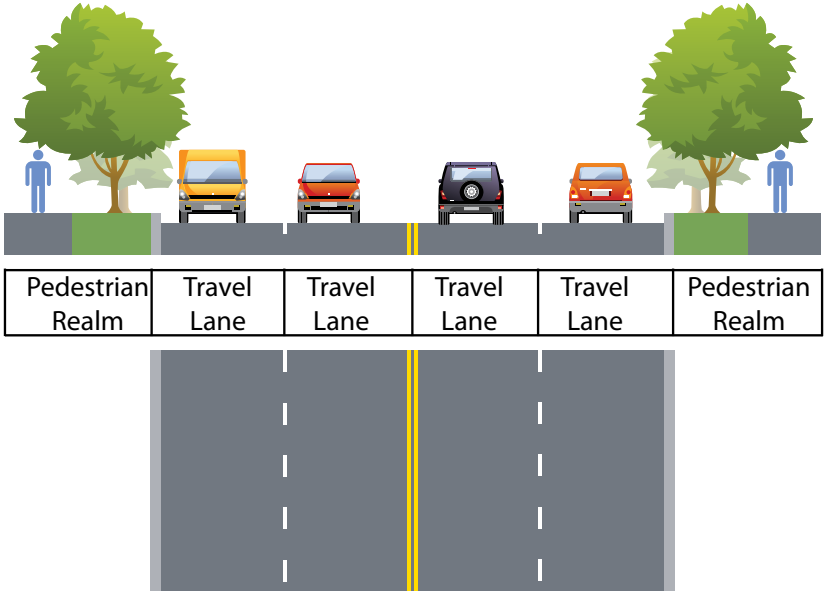
Identified Needs

The connection at Yale and IH 10 is difficult for drivers due to signal timing, and this causes major back-up along the corridor. Another factor contributing to traffic issues is the striping at Yale Street/Heights Boulevard. Travelers going eastbound on W 11th St are confused where to go. Residents are concerned with bicycle and pedestrian safety. Moving from residential to commercial properties is difficult due to the poor condition of sidewalks and poor crosswalks. Stakeholders asked for an increase in signage to encourage people to commute downtown via bike.

Future Vision

Future volumes along Yale range between 17,000-31,000 vehicles. These higher volume demands indicate the need to maintain a high level of mobility for automobiles. The Multi-Modal Classification for Yale is Urban Avenue. Priorities for this corridor will focus on enhancing the pedestrian realm.

Possible Option(s):



This Page Intentionally Left Blank

This Page Intentionally Left Blank