

VI. A Balanced Approach

Considering All Users 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.

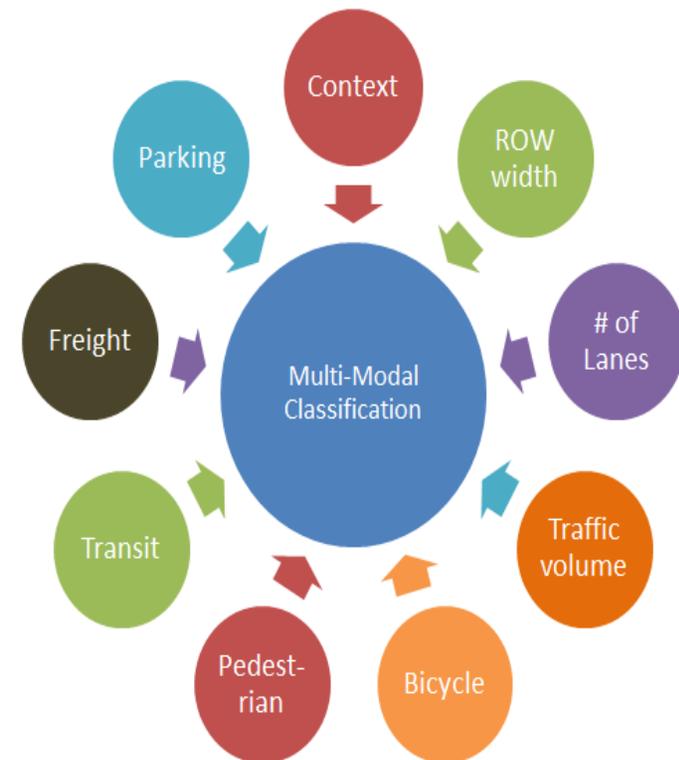


FIGURE 6.1

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 ROW 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 ROW.

Recognizing the need for this balanced approach, the Northwest Mobility Study examined the needs for each mode independently. Then overlaid those needs on one-another to identify gaps within the system, overlapping complementary concepts, and overlapping conflicts given the limited ROW. 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 corridor that is currently classified under the existing MTFP. The table highlights several elements that were examined 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 ROW 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 ROW.

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 LANES	EXIST VOLUME RANGE	2035 VOLUME RANGES	MTFP IMPROVEMENTS	UPDATED FUNCTIONAL CLASS	PROPOSED MMC	BIKE FACILITY	PARKING	TRANSIT	PED REALM
FALLBROOK DR	BELTWAY 8	SH 249	T-4-100	MEDIAN	100'	4	5,000-11,000	12,000-38,000	P-4-100	PRINCIPAL THOROUGHFARE	SUBURBAN BOULEVARD			X- local	X
FALLBROOK DR	SH 249	VETERANS MEMORIAL	T-4-100	MEDIAN	100'	4	11,000-16,000	23,000-29,000	P-4-100	PRINCIPAL THOROUGHFARE	SUBURBAN BOULEVARD			X-Local	X
FALLBROOK DR	VETERANS MEMORIAL	I-45	T-4-100	MEDIAN	100'	4	2,000-12,500	9,000-18,500	P-4-100	PRINCIPAL THOROUGHFARE	SUBURBAN BOULEVARD			X-Local	X
WEST RD	BELTWAY 8	GESSNER	T-4-100	MEDIAN	100'	4	17,000-18,000	24,500-35,500	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X-feeder	X
WEST RD	GESSNER	FAIRBANKS N HOUSTON	MISSING CONNECTION	N/A	N/A	N/A	N/A	N/A	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X-feeder	X
WEST RD	FAIRBANKS N HOUSTON	HOLLISTER ST	T-4-100	MEDIAN	100'	4	200-1,000	500-7,500	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X-feeder	X
WEST RD	HOLLISTER	VETERANS MEMORIAL	T-4-100	N/A	N/A	N/A	N/A	N/A	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X-feeder	X
WEST RD	VETERANS MEMORIAL	I-45	T-4-100	MEDIAN	100'	4	10,500-17,000	24,000-33,000	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X-feeder	X
BREEN DR	FAIRBANKS N HOUSTON	SH 249	T-4-100	UNDIVIDED	60'-100'	2	9,000-18,000	18,000-35,500	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD				X
SH 249	BELTWAY 8	W MOUNT HOUSTON RD	T-6-120-180	CTL	170-180'	6	27,000-43,000	58,500-81,000	P-6-180	PRINCIPAL THOROUGHFARE	SUBURBAN BOULEVARD			X - Express	X
SH249	W MONTGOMERY RD	I-45	T-6-120-180	CTL	120'	6	20,000-32,000	44,500-65,000	P-6-180	PRINCIPAL THOROUGHFARE	SUBURBAN BOULEVARD			X- Local	X
W MOUNT HOUSTON RD	N HOUSTON ROSSLYN	W MONTGOMERY RD	T-4-100	MEDIAN	100'	4	2,000-3,000	6,000-8,500	C-2-100	MAJOR COLLECTOR	SUBURBAN STREET	X			
W GULF BANK RD	BELTWAY 8	WINDFERN RD	T-4-100	MEDIAN	100'	4	17,000-19,000	32,500-37,000	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X-Local	X
W GULF BANK RD	WINDFERN	WOOD BLUFF BLVD	MISSING CONNECTION	N/A	N/A	N/A	N/A	30,000-40,000	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X-Local	X
W GULF BANK RD	WOOD BLUFF BLVD	SHADY VALE LN	T-4-100	MEDIAN	100'	4	18,000	31,000	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X-Local	X
W GULF BANK RD	SHADY VALE LN	HOLLISTER RD	MISSING CONNECTION	N/A	N/A	N/A	N/A	31,000	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X-Local	X
W GULF BANK RD	HOLLISTER	NORTH HOUSTON ROSSLYN	T-4-100	MEDIAN	100'	4	18,000	39,000-39,500	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X-Local	X
W GULF BANK RD	N HOUSTON ROSSLYN	SUMMER LYNN PL	MISSING CONNECTION	N/A	N/A	N/A	N/A	31,000-35,500	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X-Local	X
W GULF BANK RD	SUMMER LYNN PL	W MONTGOMERY	T-4-100	MEDIAN	100'	4	5,500	32,000-48,500	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X-Local	X
W GULF BANK RD	W MONTGOMERY RD	ELLA BLVD	MISSING CONNECTION	N/A	N/A	N/A	N/A	21,000-30,000	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X-Local	X
W GULF BANK RD	ELLA BLVD	I-45	T-4-100	MEDIAN	100'	4	10,000-20,000	35,000-39,500	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X-Local	X
W LITTLE YORK RD	US 290	FAIRBANKS N HOUSTON	T-4-100	UNDIVIDED	100'	4	22,000	22,500-34,000	P-6-100	PRINCIPAL THOROUGHFARE	SUBURBAN BOULEVARD				
W LITTLE YORK RD	FAIRBANKS N HOUSTON	VICTORY DR @ ALABONSON RD	P-6-100	MEDIAN	100'	4	25,000	25,500-45,000	P-6-100	PRINCIPAL THOROUGHFARE	SUBURBAN BOULEVARD				
W LITTLE YORK RD (Collector)	VICTORY DR @ ALABONSON RD	back to Victory DR	C-4-70	UNDIVIDED	60'	4	6,000-11,000	10,000-31,000	C-4-70	MAJOR COLLECTOR	SUBURBAN AVENUE	X- GAP (partial)		X-local	X

X*: THIS INDICATES A CORRIDOR WITH LIMITED RIGHT-OF-WAY, SO THE SUGGESTED BICYCLE FACILITY IS A BIKE ROUTE.
 PARTIAL: THIS INDICATES THAT ONLY A PORTION OF THE CORRIDOR CONTAINS THE FACILITY

*Note: Table arranged geographically by location of street and not alphabetically.
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STREET NAME	FROM	TO	EXISTING FUNCTIONAL CLASS	MEDIAN/ CTL/ UNDIVIDED	MTFP ROW	NUM LANES	EXIST VOLUME RANGE	2035 VOLUME RANGES	MTFP IMPROVEMENTS	UPDATED FUNCTIONAL CLASS	PROPOSED MMC	BIKE FACILITY	PARKING	TRANSIT	PED REALM
VICTORY DR	LITTLE YORK RD @ ALABONSON RD	LITTLE YORK RD	P-6-100	MEDIAN	100'	4	32,000	32,500-48,000	P-6-100	PRINCIPAL THOROUGHFARE	SUBURBAN BOULEVARD				
W LITTLE YORK RD	VICTORY DR	I-45	P-6-100	MEDIAN	130'	6	6,000-11,000	10,000-31,000	P-6-130'	PRINCIPAL THOROUGHFARE	SUBURBAN BOULEVARD				
W TIDWELL RD	US 290	TC JESTER BLVD	T-4-90/100 (Varies)	MEDIAN	100'	4	16,000	16,000-42,000	T-4-90/100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X - Express	X
W TIDWELL RD (ADDED)	TC JESTER BLVD	SHEPHERD DR	T-4-80	MEDIAN	80'	4	16,000	16,000-42,000	T-4-80	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD	X-GAP (partial)		X-Express	X
W TIDWELL RD	SHEPHERD DR	I-45	T-4-80	MEDIAN	80'	4	22,000	28,000-41,500	T-6-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X - Express	X
PINEMONT DR	US 290	TC JESTER BLVD	T-4-80	MEDIAN	80'	4	12,900-19,000	24,000-31,000	T-4-80	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD	X			
PINEMONT DR	TC JESTER BLVD	ELLA BLVD	T-4-80	UNDIVIDED	80'	4	16,700	21,500-27,000	T-4-80	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD	X-GAP			
PINEMONT DR	ELLA BLVD	SHEPHERD DR	T-4-80	UNDIVIDED	80'	2	19,700	22,000	T-4-80	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD	X-GAP			
W 43RD ST	US 290	ELLA BLVD	T-4-varies (80-100)	MEDIAN	80-100'	4	11,800-15,300	18,000-32,000	T-4-90/100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD	X		X - Express	X
W 43RD ST	ELLA BLVD	SHEPHERD DR	T-4-60/70	CTL	60'-70'	4	11,800	17,000-32,000	T-4-70	MAJOR THOROUGHFARE	SUBURBAN AVENUE	X*		X - Express	X
W CROSSTIMBERS ST	SHEPHERD DR	I-45	T-4-80	MEDIAN	80'	4	16,400-18,300	25,000-42,000	T-4-90	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD	X		X - Express	X
W 34TH ST	US 290	SHEPHERD DR	T-4-80	MEDIAN	70-80'	4	13,000-18,000	14,200-33,000	T-4-80	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD	X (partial)		X-Local	X
WINDFERN RD	BELTWAY 8	US 290	LOCAL STREET	UNDIVIDED	60'	2	9,000	10,000-16,000	C-2-60/70	MINOR COLLECTOR	SUBURBAN STREET	X			X
GESSNER RD	BELTWAY 8	US 290	T-4-100	MEDIAN	100'	4	8,500-23,500	18,000-30,500	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD				X
FAIRBANKS N HOUSTON RD	BELTWAY 8	US 290	T-4-100	MEDIAN	100'	4	35,200-37,000	4,000-49,000	P-6-100	PRINCIPAL THOROUGHFARE	SUBURBAN BOULEVARD			X-Local	X
HOLLISTER RD	BELTWAY 8	FALLBROOK DR	T-4-100	MEDIAN	100'	4	31,350	32,000-42,000	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD				
HOLLISTER RD	FALLBROOK DR	WEST RD	MISSING CONNECTION	N/A	N/A	N/A	N/A	N/A	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD				
HOLLISTER RD	WEST RD	W LITTLE YORK RD	T-4-100	UNDIVIDED	100'	2	12,000-15,500	23,000-32,000	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X-Local	X
HOLLISTER RD	W LITTLE YORK RD	US 290	T-6-100	MEDIAN	100'	4	17,000-19,000	33,000-48,000	T-6-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X-Local	X
N HOUSTON ROSSLYN RD	BELTWAY 8	W LITTLE YORK RD	P-6-100	MEDIAN	100'	6	30,000-38,000	32,200-42,000	P-6-100	PRINCIPAL THOROUGHFARE	INDUSTRIAL BOULEVARD				
N HOUSTON ROSSLYN	W LITTLE YORK RD	ANTOINE DR	LOCAL STREET	UNDIVIDED	60'	2	6,000-12,000	9,000-16,000	C-2-60	MINOR COLLECTOR	INDUSTRIAL STREET				
BINGLE RD	W LITTLE YORK RD	US 290	P-6-100	MEDIAN	100'	6	32,400	33,000-58,000	P-6-100	PRINCIPAL THOROUGHFARE	SUBURBAN BOULEVARD			X-Local	X
ANTOINE DR	BELTWAY 8	W GULF BANK	T-4-100	MEDIAN	100'	4	14,000-22,000	28,500-47,000	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD	X		X - Express	X
ANTOINE DR	W GULF BANK	US 290	T-4-120	MEDIAN	100'	4	22,000-26,000	28,500-47,000	T-6-120	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD	X-GAP		X - Express	X
E TC JESTER BLVD	I-610	JUDIWAY ST	T-4-120	MEDIAN	100'	4	9,000-15,000	11,500-27,500	T-4-120	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD	X			

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W TC JESTER BLVD	I-610	JUDIWAY ST	T-4-100/110	MEDIAN	90'-100'	4	10,000-23,500	20,500-54,000	T-4-100/110	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD	X			
TC JESTER BLVD	JUDIWAY ST	BELTWAY 8	T-4-100	MEDIAN	90'-100'	2-4	9,800-23,500	20,500-54,000	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD	X			
MANGUM RD	US 290	WATONGA BLVD	T-4-100	MEDIAN	100'	4	18,600	32,000-44,000	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD	X			X
MANGUM RD	WATONGA BLVD	ANTOINE DR	C-4-60	UNDIVIDED	60'	3	3,000-5,500	13,500-14,500	C-3-60	MINOR COLLECTOR	SUBURBAN STREET	X			X
WATONGA BLVD	MANGUM RD	T C JESTER BLVD	T-4-100	MEDIAN	100'	4	8,000-9,000	31,000	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD				X
ROSSLYN RD	43RD	JUDIWAY ST	C-4-80	UNDIVIDED	80'	2	11,500-17,700	12,000	C-2-80	MAJOR COLLECTOR	SUBURBAN AVENUE	X			X
ROSSLYN RD (PROPOSED)	PINEMONT DR	WEST RD	N/A	N/A	N/A	N/A	N/A	N/A	C-3/4-80	MAJOR COLLECTOR	SUBURBAN AVENUE	X (Partial)			X
ELLA BLVD	I-610	PINEMONT DR	T-4-80	MEDIAN	80'	4	21,400-28,000	27,000-41,500	T-4-80	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X - Express	X
WHEATLEY/ELLA BLVD	PINEMONT DR	W GULF BANK	T-4-80	MEDIAN	Varies	4	15,000-17,500	32,000-37,500	T-4-80 (Varies)	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD	X -GAP (partial)		X - Express (Partial)	X
ELLA BLVD	W GULF BANK	BELTWAY 8	T-4-100	MEDIAN	100'	4	15,000-17,500	32,000-37,500	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD	X (partial)			
N SHEPHERD DR	VETERANS MEMORIAL DR	W MONTGOMERY RD	P-6-200/210	MEDIAN	150'-200'	6	30,000-35,000	47,000-61,500	VETERANS TO LITTLE YORK P-6-210 LITTLE YORK TO MONTGOMERY P-6-200	PRINCIPAL THOROUGHFARE	SUBURBAN BOULEVARD			X - Express	X
N SHEPHERD DR	W MONTGOMERY RD	I-610	P-6-100	MEDIAN/CTL	100'	6	3,000-26,500	35,000-59,000	P-6-120	PRINCIPAL THOROUGHFARE	SUBURBAN BOULEVARD			X - Express	X
YALE ST	I-610	W TIDWELL RD	T-4-70-80	MEDIAN	70-80'	4	12,800-15,500	26,500-35,500	T-4-80	MAJOR THOROUGHFARE	SUBURBAN AVENUE			X-local	X
YALE ST	W TIDWELL RD	I-45	T-4-80	UNDIVIDED	60'-80'	2	6,500-11,000	20,500-27,500	T-4-70/80	MAJOR THOROUGHFARE	SUBURBAN AVENUE			X-local (partial)	X
NORTH MAIN ST	I-610	W CROSSTIMBERS RD	T-4-70	UNDIVIDED	70'	4	5,000-10,500	17,000-26,000	C-2-70	MAJOR COLLECTOR	URBAN AVENUE	X*		X-Express	X
AIRLINE DR	I-610	I-45	T-4-80	MEDIAN	80'	4	15,900-16,700	21,000-37,500	T-4-80	MAJOR THOROUGHFARE	INDUSTRIAL BOULEVARD			X-Local	X
VETERANS MEMORIAL DR	BELTWAY 8	SH 249	T-4-100	CTL	100'	4	18,000-28,000	35,000-49,000	P-6-100	PRINCIPAL THOROUGHFARE	SUBURBAN BOULEVARD			X - Express	X
VETERANS MEMORIAL DR	SH 249	I-45	P-6-100	MEDIAN	100'	4	18,900	29,000-48,500	P-6-100	PRINCIPAL THOROUGHFARE	SUBURBAN BOULEVARD			X - Express	X
W MONTGOMERY RD	W GULF BANK	W TIDWELL RD	T-4-80	MEDIAN	80'	4	13,000-21,000	13,000-44,000	NORTH OF JORENT DR T-4-100 SOUTH OF JORENT DR T-4-80	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X-Express	X
W MONTGOMERY RD	SH 249	W GULF BANK	T-4-80	CTL	90	2	15,900-16,700	21,000-37,500	T-4-80	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X-Express	X
DEER TRAIL/GREENS CROSSING	SH 249	BELTWAY 8	C-4-Varies	N/A	N/A	4	N/A	N/A	C-4-Varies	MAJOR COLLECTOR	SUBURBAN AVENUE	X (partial)			

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Additional Consideration: Minor Collectors

The following chart details existing collector streets within the Northwest area 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 LANES	EXIST VOLUME RANGE	2035 VOLUME RANGES	MTFP IMPROVEMENTS	UPDATED FUNCTIONAL CLASS	PROPOSED MMC	BIKE FACILITY	PARKING	TRANSIT	PED REALM
DERRINGTON	GESSNER	FAIRBANKS N HOUSTON	LOCAL STREET	UNDIVIDED	XX	2	N/A	800-1,500	2 LANES	MINOR COLLECTOR	SUBURBAN STREET				
LANGFIELD	TIDWELL	WHITEOAK TRAIL	LOCAL STREET	UNDIVIDED	50'	2	N/A	8,700	2 LANES	MINOR COLLECTOR	SUBURBAN STREET	X			
BURLINGTON	LANGFIELD	N HOUSTON ROSSLYN	LOCAL STREET	UNDIVIDED	60'	2	N/A	7,000	2 LANES	MINOR COLLECTOR	SUBURBAN STREET				
RODNEY RAY	WINDFERN	FAIRBANKS N HOUSTON	LOCAL STREET	MEDIAN	100'	4	N/A	6,500-8,000	4 LANES	MINOR COLLECTOR	SUBURBAN STREET				
PHILLIPINE	BELTWAY 8	WINDFERN	LOCAL STREET	UNDIVIDED	80'	2	N/A	9,000-11,000	4 LANES	MINOR COLLECTOR	SUBURBAN STREET				
FAIRBANKS WHITE OAK RD	FAIRBANKS N HOUSTON	HOLLISTER	LOCAL STREET	UNDIVIDED	65'	2	N/A	7,500	2 LANES	MINOR COLLECTOR	SUBURBAN STREET				
GUHN RD	FAIRBANKS WHITE OAK RD	US 290	LOCAL STREET	UNDIVIDED	65'	2 TO 4	N/A	4,000-6,500	4 LANES	MINOR COLLECTOR	SUBURBAN STREET				
ANN LOUISE RD	OLD FOLTIN RD	BELTWAY 8	LOCAL STREET	UNDIVIDED	60'	2	N/A	1,000-14,000	2 LANES	MINOR COLLECTOR	SUBURBAN STREET				
OLD FOLTINO RD	ANN LOUISE RD	249	LOCAL STREET	UNDIVIDED		2	N/A	7,000	4 LANES	MINOR COLLECTOR	SUBURBAN STREET				
FRICK RD	ANTOINE	VETERANS MEMORIAL	LOCAL STREET	UNDIVIDED	55'	2	N/A	3,000-9,000	2 LANES	MINOR COLLECTOR	SUBURBAN STREET				
ALDINE WESTERN RD	VETERANS MEMORIAL	ELLA BLVD	LOCAL STREET	UNDIVIDED	65'	2	N/A	11,000-12,000	2 LANES	MINOR COLLECTOR	SUBURBAN STREET				
BLUE BELL RD	VETERANS MEMORIAL	I-45	LOCAL STREET	UNDIVIDED	65'	2	N/A	6,000-13,000	2 LANES	MINOR COLLECTOR	SUBURBAN STREET				
DE WALT ST	MONTGOMERY	IH 45	LOCAL STREET	UNDIVIDED	60'	2	N/A	8,500-11,000	2 LANES	MINOR COLLECTOR	SUBURBAN STREET				
DE PRIEST ST	DE WALT	MONTGOMERY	LOCAL STREET	UNDIVIDED	60'	2	N/A	3,000-7,000	2 LANES	MINOR COLLECTOR	SUBURBAN STREET				
DE SOTO	ANTOINE	ELLA BLVD	LOCAL STREET	UNDIVIDED	60'	2	N/A	3,000-5,500	2 LANES	MINOR COLLECTOR	SUBURBAN STREET	X -GAP			
WAKEFIELD	TC JESTER	YALE	LOCAL STREET	UNDIVIDED	50'	2	N/A	7,000-12,500	2 LANES	MINOR COLLECTOR	SUBURBAN STREET				
ALBA RD	43RD	I-610	LOCAL STREET	UNDIVIDED	60'	2	N/A	9,500-15,500	2 LANES	MINOR COLLECTOR	SUBURBAN STREET	X			
OAK FOREST	34TH	PINEMONT	LOCAL STREET	UNDIVIDED	60'	2	N/A	6,000-15,000	2 LANES	MINOR COLLECTOR	SUBURBAN STREET				
VICTORIA DR	YALE	I-45	LOCAL STREET	UNDIVIDED	60'	2	N/A	3,000	2 LANES	MINOR COLLECTOR	SUBURBAN STREET				

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 below provide the 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 (ROW). 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 final system maps presented in Chapter 7 of this Report.

Priority Elements



Note: Although freight is not identified as a priority element, MMC designations of Industrial Boulevard/Avenue/Street are a part of the potential recommendations for consideration provided for: North Houston Rosslyn Road and Airline Drive.

Regional freight mobility, however, has been considered for the greater Region of Houston and cross referenced for the purpose of this Report. For more information, see H-GAC's Regional Goods Movement Study, Intermodal Connectors Inventory and Assessment, September 2011.

W 34th Street

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	T-4-80
Existing Counts Range	13,000-18,000	Future Volume Range	14,200-33,000
Right-of-Way	70'-80'	Proposed MMC	Suburban Boulevard
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median

Existing Condition

W. 34th Street is a **Major Thoroughfare** traveling east/west from US-290 to Shepherd. The road is currently designed with two different cross sections. From US-290 to Mangum, W. 34th Street is a 4-lane thoroughfare with a median within 70' of ROW. East of Mangum, the road acquires bike lanes on both directions of travel within 80' of ROW. W. 34th Street is a commercial/retail corridor with only a few residences facing the street.

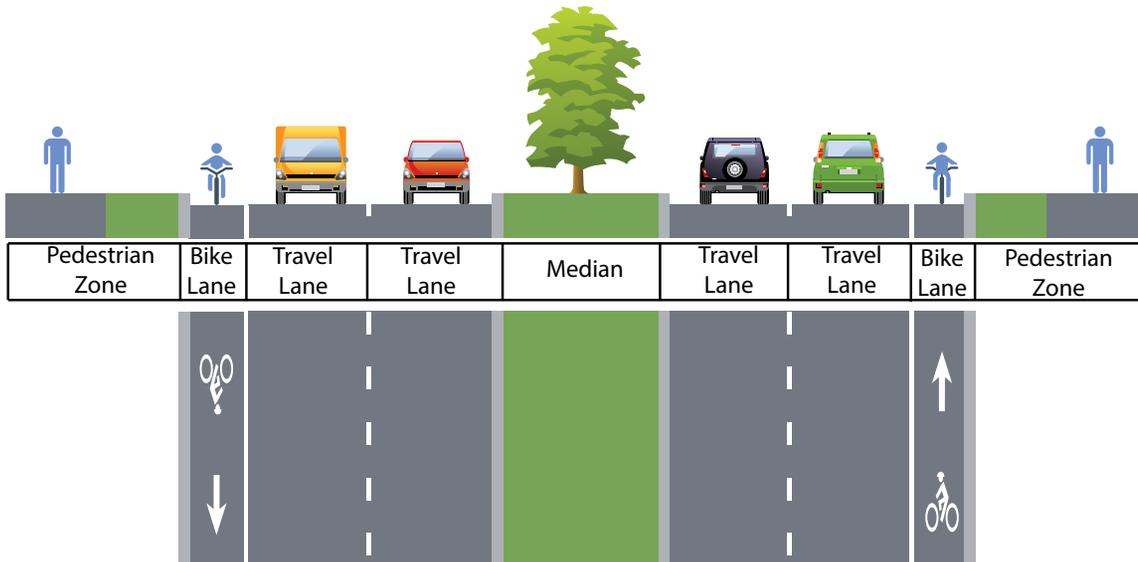
Identified Needs

Comments received from the public identified traffic issues as the main concern. The two schools along the corridor cause major traffic back-up, especially where parents stop to pick up children. Another concern is poor quality and inconsistent sidewalks/crossing for pedestrians, namely students. The bike lane has an opportunity to be utilized by students attending school along this corridor, but safety is considered an issue. The high volumes of traffic decrease the comfort level of adolescents traveling in the narrow bike lane. Intersection mitigation improvements are necessary along the corridor to enhance the flow of traffic.

Future Vision

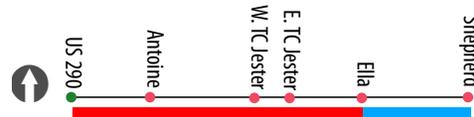
W 34th Street should maintain its current street cross-section, with enhancements made to existing features. The designation of the street will be a **Suburban Boulevard** with 80' of ROW. Expanded bike facilities may be achieved via the responsible reduction of the median where appropriate. Sidewalk improvements will also be necessary and should be a priority near the school. A local bus route is recommended along W. 34th Street.

Possible Option(s):



W 43rd Street

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	T-4-70; T-4-90/100
Existing Counts Range	11,800-15,300	Future Volume Range	17,000-32,000
Right-of-Way	60'-100'	Proposed MMC	Suburban Ave/Blvd
Median/CTL/Undivided	Median/CTL	Median/CTL/Undivided	Median/CTL

Existing Condition

W 43rd Street is a **Major Thoroughfare** that transitions between three road designs, and from 100' to 80' of ROW as it moves east/west. Starting at US-290, 43rd is a 4-lane road with a median and bike lanes on both directions of travel. As it moves past TC Jester, the bike lanes drop off. Past Apollo Street the median drops off. The corridor is primarily residential with small segments of commercial/retail development. From Oak Forest Drive to Ella Boulevard, there is a center turn lane instead of a median.

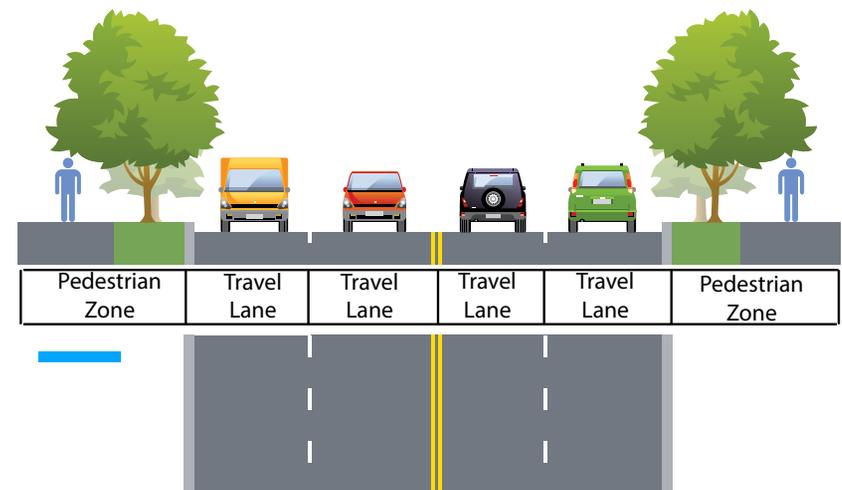
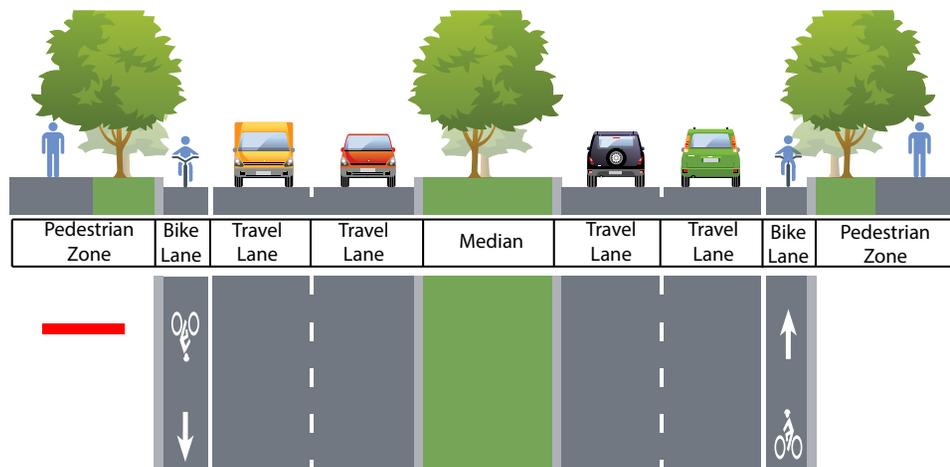
Identified Needs

Comments received during the public input portion of this study identified a desire to slow traffic down, especially in the areas near the school. Residents expressed that they were open to options such as speed bumps, midblock crossings for pedestrians, and even a four-way stop light that would be active during the start and end of school hours. A below-grade crossing at the bridge at TC Jester for the multi-use trail was another idea expressed by residents. Other concerns raised involved intersections that needed improvement for pedestrian crossings- especially at the intersections with Oak Forest Drive and Ella Boulevard.

Future Vision

As W 43rd Street grows and redevelops under the classification of a **Suburban Avenue & Suburban Boulevard**, its different cross sections will adjust accordingly. The road could potentially remain 4-lanes with 80-100' of ROW and add or drop a median based on this allowance. Where medians are present, pedestrian refuges should be installed. These should be implemented near schools as a priority. The bicycle lane should be extended east of TC Jester to the existing bike lane on Crosstimbers. This will accommodate those traveling to the school and the White Oak Bayou Trail. A High Frequency Transit facility is recommended for the corridor.

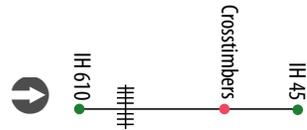
Possible Option(s):



*Recommended High Frequency Transit & Bike Facility. Bike Route may be warranted where ROW is constricted between Ella and Shepherd. However, further evaluation for desired level of safety should be evaluated.

Airline Drive

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTPP Designation	T-4-80
Existing Counts Range	15,900-16,700	Future Volume Range	21,000-37,500
Right-of-Way	80'	Proposed MMC	Industrial Boulevard
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median

Existing Condition

Airline Drive from IH 610 to IH 45 is a 4-lane divided corridor with 80' of ROW. Commercial and industrial uses line the northern section of the corridor which attract larger truck traffic. South of the rail road tracks, the corridor is edged with residences. Although it is only a small segment in the Study Area, Airline Drive is a major corridor for moving traffic north/south from just south of the Outer Loop of Beltway 8 to the Inner Loop area. Currently the road is classified as a **Major Thoroughfare**.

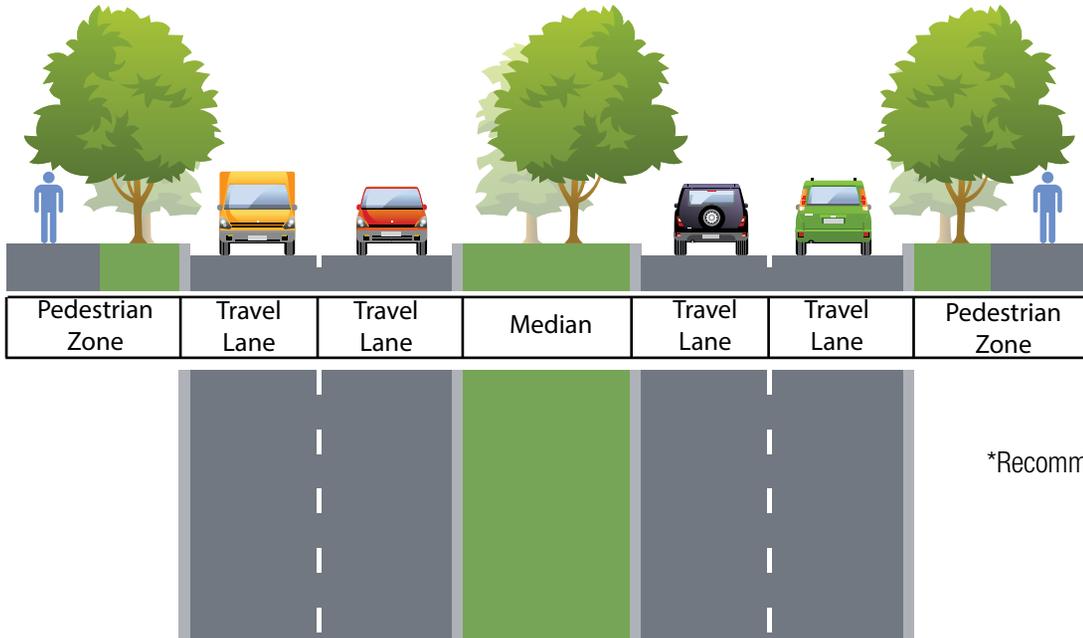
Identified Needs

Due to its industrial nature, public input placed a high priority on providing transit access to the area. Enhancement of pedestrian facilities would be necessary in order to create a way for transit riders to safely travel from bus stops to their final destination. The public indicated a desire to reduce lanes in order to accommodate an on-street bicycle facility.

Future Vision

The majority of Airline Drive within this Study Area has industrial uses, which justifies its multi-modal classification as an **Industrial Boulevard**. The corridor should maintain existing medians and redevelop to add a median in the segments of the corridor where not currently present. Due to the projected volumes for the corridor, reducing lanes to accommodate an on-street bicycle facility is not recommended, thus attention should be focused on enhancing the pedestrian realm. The ROW for Airline Drive is maintained at 80'. Due to the industrial facilities located on the corridor, a local bus facility is recommended for providing access for the public along the local and regional network.

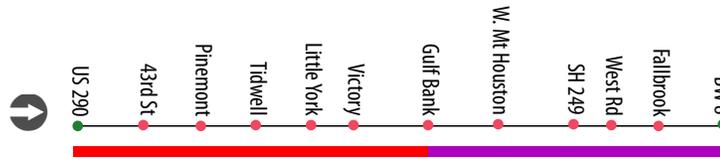
Possible Option(s):



*Recommended Local Bus Route

Antoine Drive

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	T-4-100; T-6-120
Existing Counts Range	14,000-26,000	Future Volume Range	28,500-47,000
Right-of-Way	100'	Proposed MMC	Suburban Boulevard
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median

Existing Condition

Antoine Drive is a **Major Thoroughfare** moving north/south from US-290 to Beltway 8. The corridor is designed as 4-lanes divided from Beltway 8 to Pinemont. A bike lane is then provided for both directions of travel down to US-290. ROW ranges from 100' to 150' (where the corridor contains bike lanes). Due to its length, the corridor transitions between residential and retail/commercial uses several times, especially at major intersections.

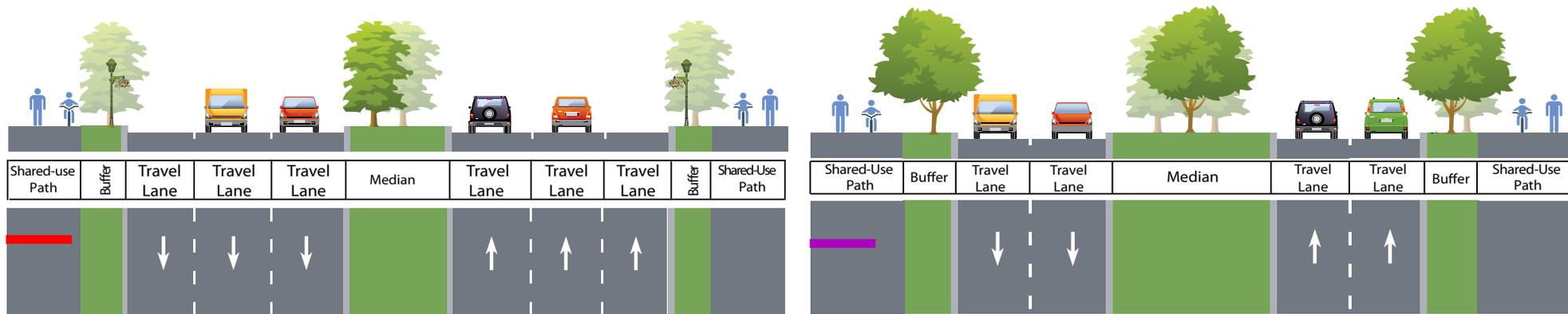
Identified Needs

Several intersections were identified as needing mitigation improvements to enhance the flow of traffic. One in particular is the intersection of SH 249/Antoine Drive and West Road/ Antoine Drive which are about 700' apart from one another. Southbound travelers have a hard time spotting signage to take their correct exit. White Oak Trail crosses Antoine Drive at Victory Drive and many residents indicated that a high priority for the corridor is the enhancement of pedestrian facilities to help move residents to this connection. Sidewalks are non-existent at railroad crossings, leaving pedestrians and persons in wheelchairs with a challenge in connectivity.

Future Vision

Antoine Drive is recommended as a Suburban Boulevard. From Beltway 8 to Gulf Bank, Antoine would benefit by maintaining its 4-lane design, with bike lanes for both north and south bound travel. From Gulf Bank to US-290, the corridor should increase to 6-lanes with bike lanes on both directions of travel extending current bike facilities west of West Mount Houston in a safe design recommendation for motorist and bike riders alike. Improvements to the corridor include completing sidewalk gaps along the length of Antoine Drive, for an enhanced pedestrian realm appropriate for a High Frequency Transit corridor, as recommended.

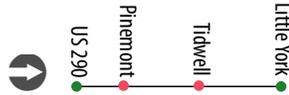
Possible Option(s):



*Recommended High Frequency Transit

Bingle Road

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	6	MTFP Designation	P-6-100
Existing Counts Range	32,400	Future Volume Range	33,000-58,000
Right-of-Way	100'	Proposed MMC	Suburban Boulevard
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median

Existing Condition

Bingle Road travels north/south from US-290 to Little York where it transitions into N. Houston Rosslyn. The current design is 6-lanes divided, with 100' of ROW. Bingle/N. Houston Rosslyn function as one of two complete connections from US-290 to Beltway 8 within the Study Area. This justifies its designation as a **Principal Thoroughfare**. Bingle is defined by commercial and retail uses, promoting more through traffic along the corridor.

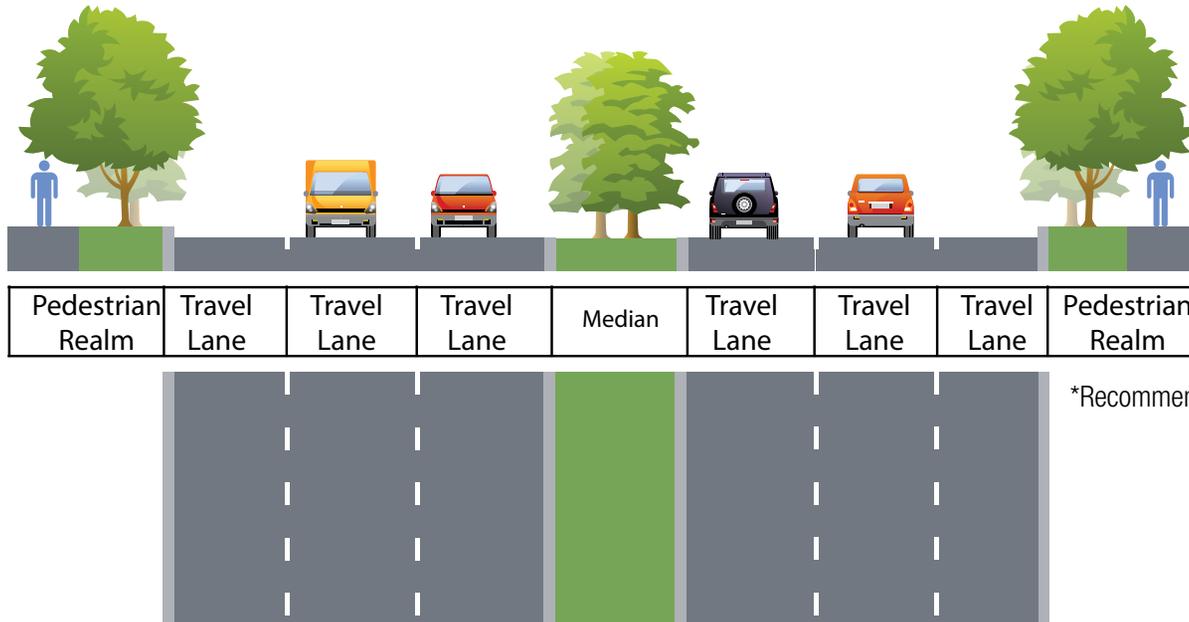
Identified Needs

Public comments indicated that heavy truck traffic is common along this corridor. The intersection of Breen and Bingle as it transitions into N. Houston Rosslyn could potentially use mitigation to enhance the flow at the traffic light. Some portions of Bingle have large gaps in sidewalk connectivity. Similar to other places within the study area, sidewalks at railroad crossings are nonexistent. It was also mentioned that transit is not available along this corridor, which would be useful given its commercial/retail development.

Future Vision

Due to its carrying capacity as a north/south connection, Bingle Rd may maintain its current 6-lanes within 100' of ROW for the future. Its multi-modal classification is recommended as a **Suburban Boulevard**. Improvements to the corridor should focus on filling sidewalk gaps and enhancing existing pedestrian facilities. Given the proximity of this corridor to Antione, it is recommended that local transit be accommodated and incorporated where needed to other High Frequency Routes.

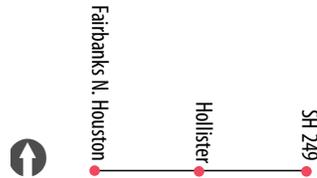
Possible Option(s):



*Recommended Local Bus Route

Breen Drive

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2	MTFP Designation	T-4-100
Existing Counts Range	9,000-18,000	Future Volume Range	18,000-35,500
Right-of-Way	60'-100'	Proposed MMC	Suburban Boulevard
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	Median

Existing Condition

Breen Drive is currently an east/west connection from Fairbanks N. Houston Road to SH 249. The street design favors a rural schematic accommodating 2-lanes and open ditches and is designated as a **Major Thoroughfare**. Portions of Breen with 60'-70' of ROW require acquisition of additional ROW. Extension of Breen west to Windfern Road has designated ROW of 100'.

Identified Needs

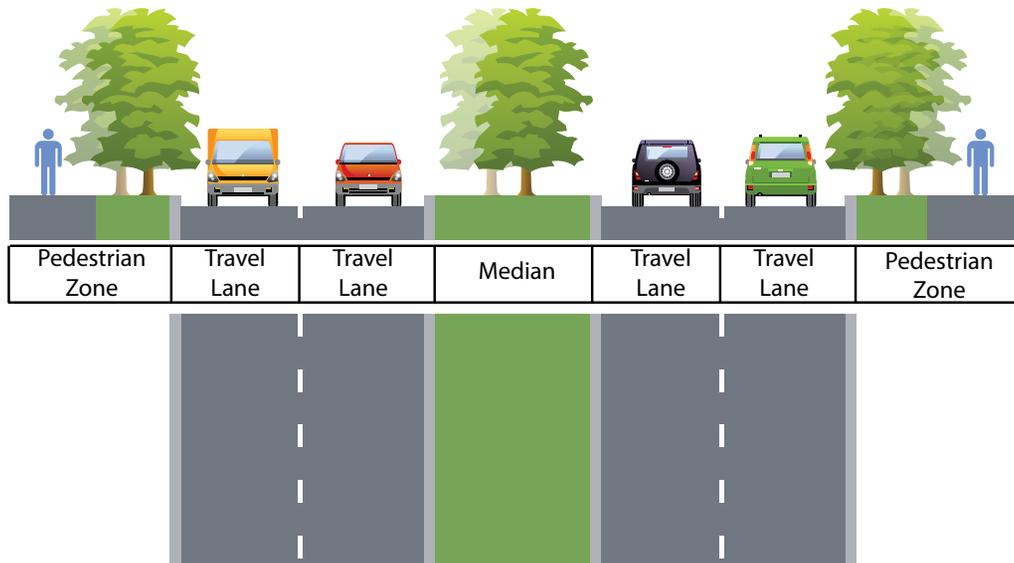
Stakeholders and the public alike noted the absence of sidewalks as a concern for this corridor. The idea of increasing the street to 3- or 4-lanes with sidewalks was indicated as a desirable option.

Another issue identified is the difficult intersection of Breen at Bingle/N. Houston Rosslyn. The intersection of Breen with N. Mount Houston/SH 249 will need to be studied to identify the best option for realignment at the intersection.

Future Vision

Existing and future conditions of the roadway indicate Breen may be best classified as a **Suburban Boulevard** with a consistent 100' ROW. Future traffic demand indicates a need to expand to 4-lanes with a raised median. Construction of sidewalks is recommended as there are presently none. A bicycle facility is currently not recommended for this corridor given the limited ROW and anticipated traffic volumes. The intersection with N. Mount Houston will need to be redesigned. Possible options can be found in the final system maps in Chapter VII. Outcomes section of this Report.

Possible Option(s):



W Crosstimbers Street

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	T-4-90
Existing Counts Range	16,400-18,300	Future Volume Range	25,000-42,000
Right-of-Way	80'	Proposed MMC	Suburban Boulevard
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median

Existing Condition

W Crosstimbers Street is currently a 4-lane divided **Major Thoroughfare**. It is also one of the few existing corridors within the Study Area with a designated bike lane. Crosstimbers provides an east/west continuation of W 43rd Street. Residences are the prominent development type along this small portion of the corridor.

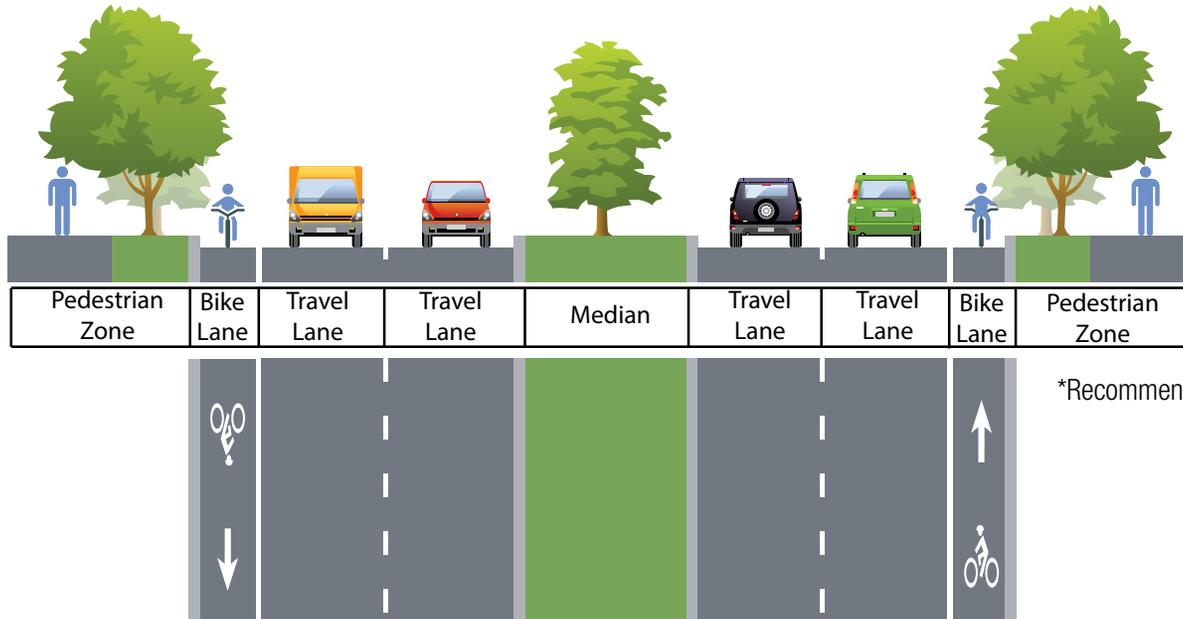
Identified Needs

Resident and stakeholders for this corridor identified the preservation of the bike lane as a priority.

Future Vision

The multi-modal classification of W. Crosstimbers is **Suburban Boulevard**. W. Crosstimbers should retain the existing bike lane to best accommodate local circulation. For increased safety, an additional five feet from both sides of the right-of-way is warranted. As a continuation of W. 43rd Street, a High Frequency Transit route is recommended along the corridor. With this addition, special attention should be given to enhancing the pedestrian realm.

Possible Option(s):



*Recommended High Frequency Transit

Ella Boulevard

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	T-4-80; T-4-100
Existing Counts Range	21,400-28,000	Future Volume Range	27,000-41,500
Right-of-Way	80'	Proposed MMC	Suburban Boulevard
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median

Existing Condition

Ella Boulevard has an interesting connection through the Northwest area. The street currently exists from IH 610 to Pinemont Drive where it becomes Wheatley Street. It then picks back up in the northern region as two small connections – one from Gulf Bank to Mount Houston as well as a small segment from West Road to Point Blank Drive. The MTFP has Ella Blvd identified as a **Major Thoroughfare**.

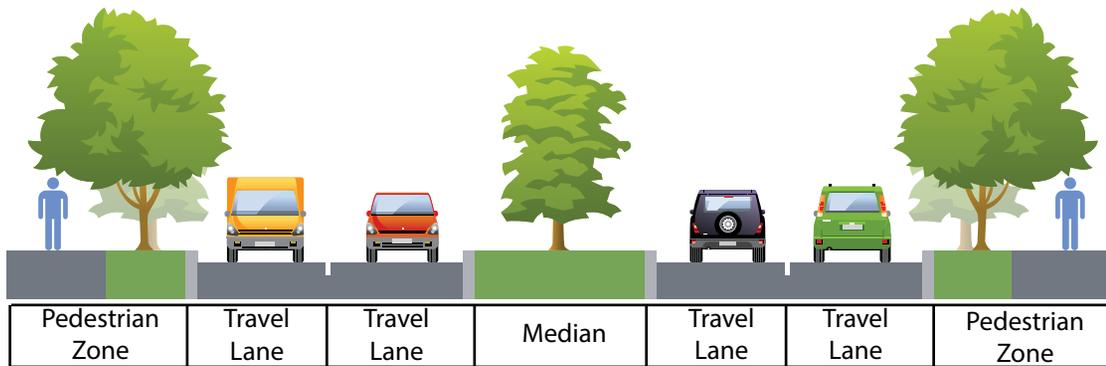
Identified Needs

Intersections are the most prevalent issues along the corridor. Intersections with major thoroughfares and with IH 610, cause heavy traffic, and are regarded as dangerous for both vehicular and non vehicular movement. Improving pedestrian facilities by enhancing sidewalks, adding speed bumps to slow traffic, and focusing on pedestrian access at intersections were points highlighted during the public input process.

Future Vision

Ella Boulevard is recommended as a 4-lane divided corridor with the multi-modal classification of **Suburban Boulevard**. Focus on construction of sidewalks where there presently are none, and the enhancement of existing facilities are priorities for Ella Boulevard. Ella Blvd connects Montgomery down and under IH 610. This, along with other factors, makes it a candidate for a High Frequency Transit facility. The high future volumes are found in the segments of the corridor interacting with the Freeways. The remainder of the corridor predicts volumes closer to the 30,000 mark.

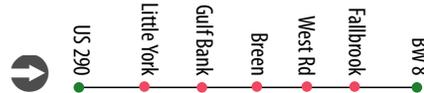
Possible Option(s):



*Recommended High Frequency Transit

Fairbanks N Houston

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	P-6-100
Existing Counts Range	35,200-37,000	Future Volume Range	36,000-49,000
Right-of-Way	100'	Proposed MMC	Suburban Boulevard
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median

Existing Condition

Fairbanks N. Houston is a **Major Thoroughfare** moving traffic north/south through the northwest section of the Study Area. It is one of three corridors that fully extends to connect US-290 to Beltway 8. The current cross section is a 4-lane divided corridor with a 30' median within 100' of ROW. Sidewalks are nonexistent along the length of the corridor. Development that fronts the corridor is mainly commercial/retail. This increases the through traffic movement along the corridor.

Identified Needs

With the heavy traffic on this corridor, a higher priority is placed on automobile traffic. Widening the road to facilitate the movement of traffic is necessary since projected volumes on the corridor are set to increase as population and employment rise within the Study Area rise.

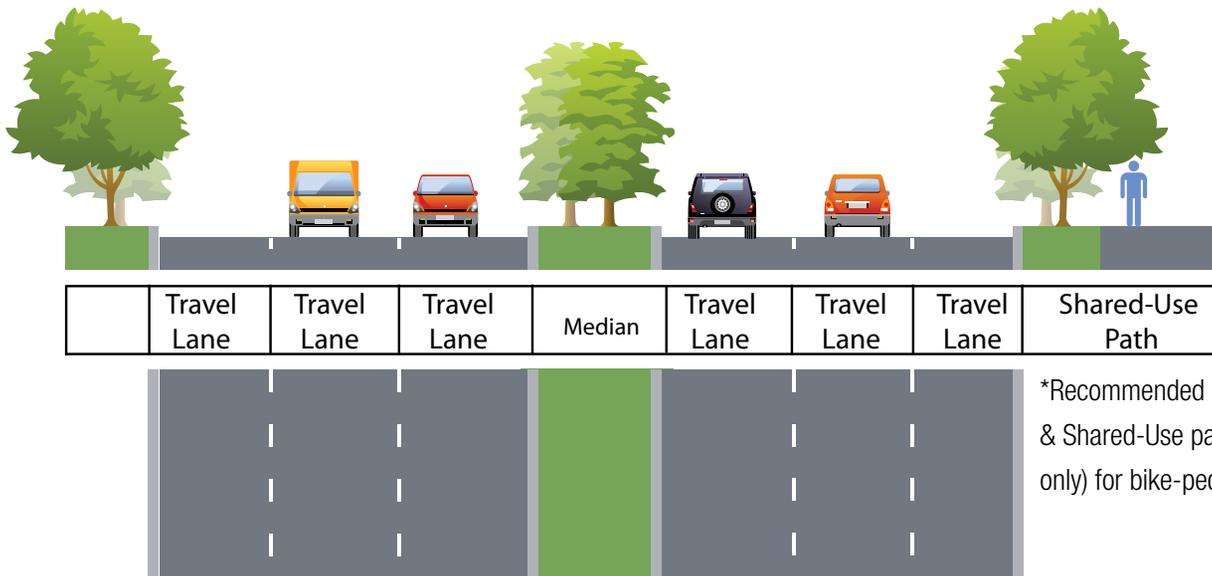
Harris County has previously installed a reliable fiber optic traffic signal communications system along Fairbanks N Houston. This allows the operation of traffic signals along the route to better coordinate with one another. All things being equal, congestion and delay are less here than a similar arterial without signal coordination.

Future Vision

The multi-modal classification recommended for Fairbanks N. Houston is a **Suburban Boulevard**, and given the importance of the corridor to regional mobility, should be designated as a **Principal Thoroughfare** on the City's MTFP. Attention should be given to the enhancement of the pedestrian realm. For instance, sidewalks should be installed along the length of the corridor, especially where currently none exist.

A Shared-Use Path would also be a benefit for the corridor by providing both a pedestrian realm and an off-street bicycle facility. Working with Harris County will be necessary for this corridor improvement, as well as in conjunction with the recommended local bus transit options.

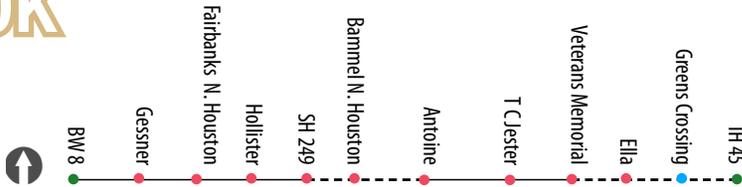
Possible Option(s):



*Recommended Local Bus Route & Shared-Use path (one-side only) for bike-ped movement.

Fallbrook

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	P-4-100
Existing Counts Range	2,000-16,000	Future Volume Range	12,000-38,000
Right-of-Way	100'	Proposed MMC	Suburban Boulevard
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median

Existing Condition

Fallbrook Drive is an east/west **Principal Thoroughfare** that has not been fully built out as provided by the MTFP. Corridor gaps occur in two places: small portion of the corridor from SH 249 to Old Bammel N Houston Rd; a large segment from Sweetbrook Dr. to IH 45. Fallbrook is designed as a 4-lane divided road with 100' of ROW. The corridor serves a primarily residential context. A small pocket of commercial/retail exists in the northwest section near Beltway 8. The portion of the corridor from Old Bammel N. Houston Road to Sweetbrook Drive has sidewalks on both directions of travel, but the remainder of the corridor does not.

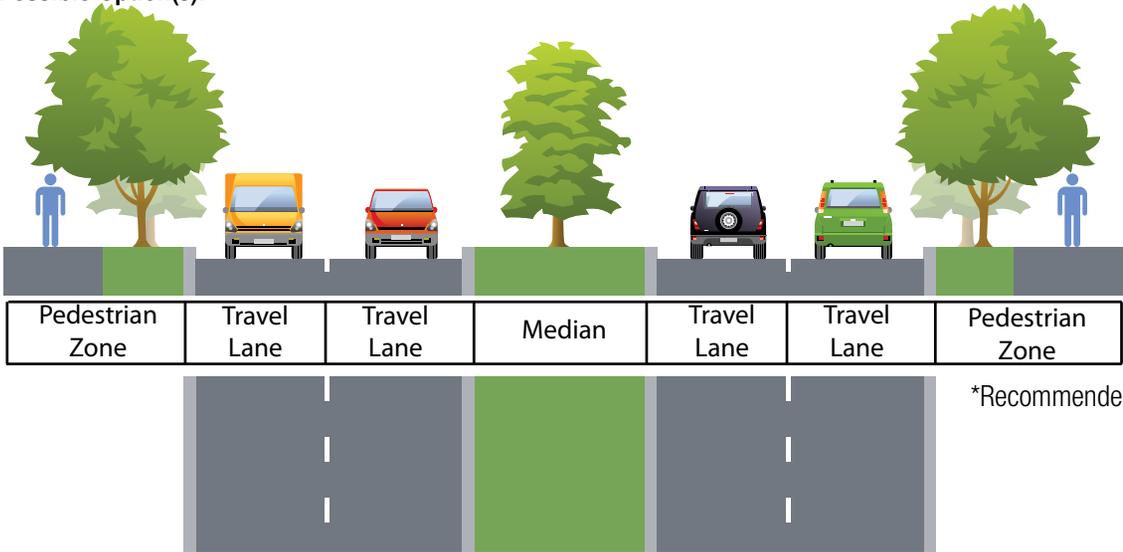
Identified Needs

Public input indicated the main priority for the future of this corridor is to have it fully connected for vehicular and pedestrian traffic from Beltway 8 to IH 45. This connection is projected to gain over 10,000 vehicles on average for daily travel if the corridor connections are built out.

Future Vision

Fallbrook's future design would be most suitable as a **Suburban Boulevard**. Although future model volumes only indicate the need for a 4-lane cross section, the provided corridor example provides an alternative to the Beltway. Given current traffic volumes, the Beltway is only expected to intensify making Fallbrook an attractive parallel alternative for vehicular movement. If the corridor were expanded to 6 lanes, it is anticipated the corridor would reach capacity due to latent demand. However, to make the corridor less attractive to regional traffic movement and more amenable to local traffic circulation via alternative modes, it is recommended the corridor remain 4-lanes of traffic allowing for greater buildout of the pedestrian network.

Possible Option(s):



*Recommended Local Bus Route

It is important to the corridor that significant attention is given to pedestrian accommodations. The City of Houston will need to work with Harris County in developing solutions for pedestrian accommodations to ensure safe and sensible movement along otherwise busy roadways. A local bus facility is recommended for this corridor.

Gessner Road

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	T-4-100
Existing Counts Range	8,500-23,500	Future Volume Range	18,000-30,500
Right-of-Way	100'	Proposed MMC	Suburban Boulevard
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median

Existing Condition

Gessner is a 4-lane divided **Major Thoroughfare** from Beltway 8 to US-290. The designated ROW for Gessner is 100'. North of W Gulf Bank, the corridor primarily serves residential uses; to the south it serves commercial/retail development. The southern portion of the corridor from Little York to US-290 has sidewalks while the rest of Gessner to the north only has sidewalks on the west side. A section of Gessner from West Road to Fallbrook Drive is missing, with portions of the ROW already designated for the completion of this roadway.

Identified Needs

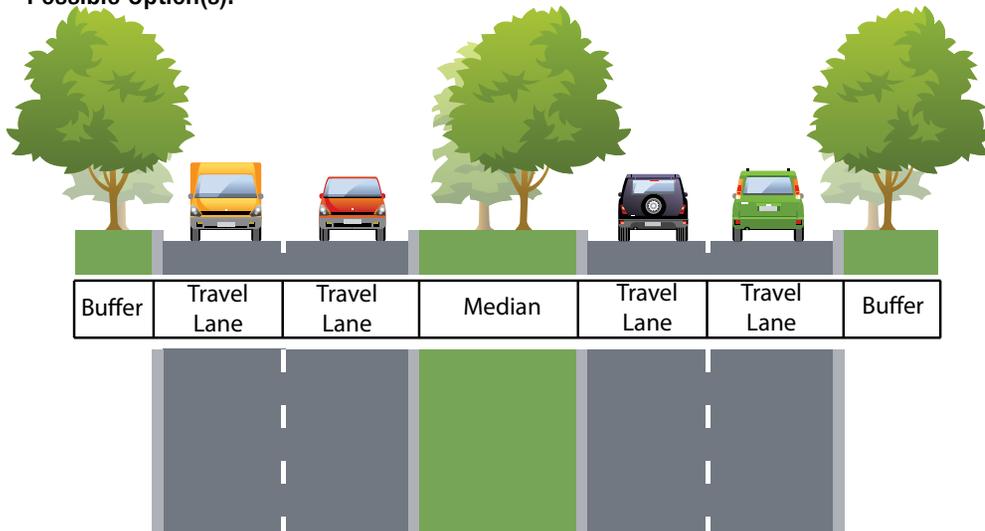
The completion of Gessner was the overall concern for the future of the corridor. Travelers along US-290 and Beltway 8 use Gessner as a cut-through to avoid freeways when traffic is backed up.

Future Vision

The multi-modal classification of Gessner is recommended as a **Suburban Boulevard**. It should maintain its current cross section of 4-lanes divided within 100' of ROW.

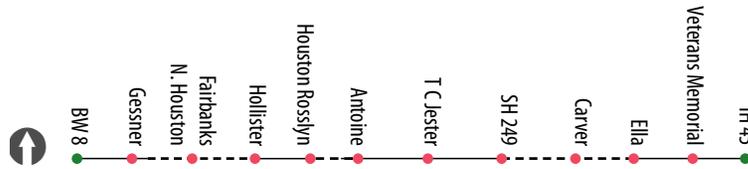
Although a High Frequency Transit facility is not currently recommended for this corridor, future study may be warranted. If properly implemented, mass transit would provide a great asset to the corridor to assist in alleviating congestion, and moving persons to their destinations.

Possible Option(s):



W Gulf Bank Road

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	T-4-100
Existing Counts Range	5,500 -20,000	Future Volume Range	32,000-39,500
Right-of-Way	100'	Proposed MMC	Suburban Boulevard
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median

Existing Condition

W. Gulf Bank Road is an east/west (from Beltway 8 to IH 45) corridor with several missing connections between Gessner and Hollister. W. Gulf Bank is a 4-lane divided corridor with 100' ROW. On the City of Houston's MTFP, W Gulf Bank is classified as a **Major Thoroughfare**.

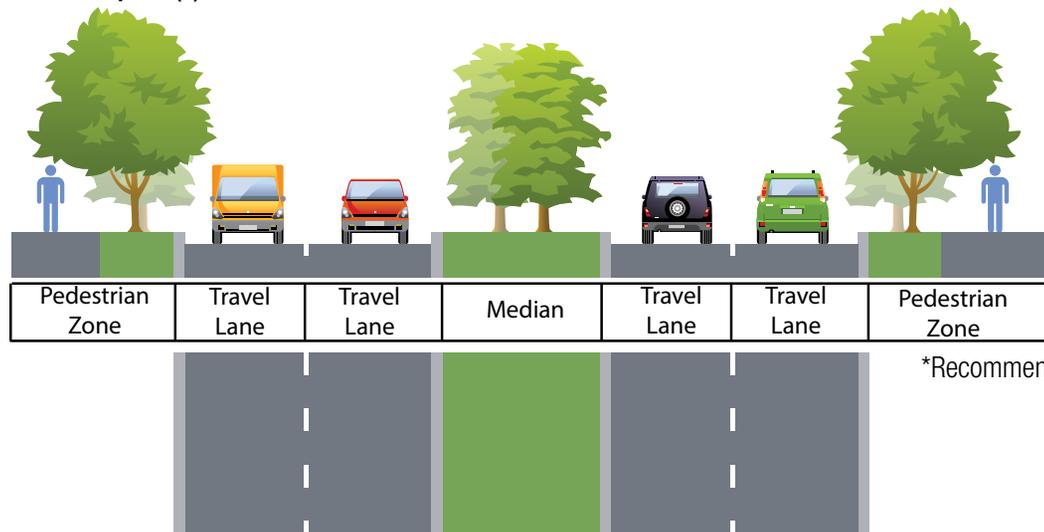
Identified Needs

Although the corridor has some existing facilities for modes other than automobile, improvement to bicycle and pedestrian facilities was suggested by the public. Improvements to crosswalks, sidewalks and signalization for pedestrians, especially near the schools, are a priority. The intersection of W Gulf Bank and Antoine need safer pedestrian crossings. Making transit more available to riders was also desired. The completion of W. Gulf Bank would provide another east/west connection for the Northwest area.

Future Vision

W. Gulf Bank Road is not anticipated to be complete by 2035 due to existing constraints within the ROW. However, based on existing and future traffic conditions the corridor is best suited as a **Suburban Boulevard**, which may accommodate both local bus service and an enhanced pedestrian zone. Where appropriate, crosswalks should be evaluated for safe crossing of the corridor.

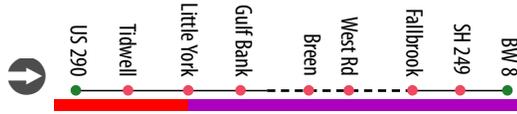
Possible Option(s):



*Recommended Local Bus Route

Hollister Street

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2-4	MTFP Designation	T-4-100; T-6-100
Existing Counts Range	12,000-31,500	Future Volume Range	23,000-48,000
Right-of-Way	100'	Proposed MMC	Suburban Boulevard
Median/CTL/Undivided	Median/Undivided	Median/CTL/Undivided	Median

Existing Condition

Hollister Road is a discontinuous **Major Thoroughfare** moving north/south from Beltway 8 to US-290. North of West Road, Hollister has two significant gaps across undeveloped parcels, but the corridor is also sporadic between subdivisions. The road design changes as it moves through commercial/retail development to residential areas from a 4-lane divided corridor to a 2-lane corridor bounded by open ditches. 100' of ROW is designated for the length of the corridor with the exception of two large gaps across undeveloped parcels.

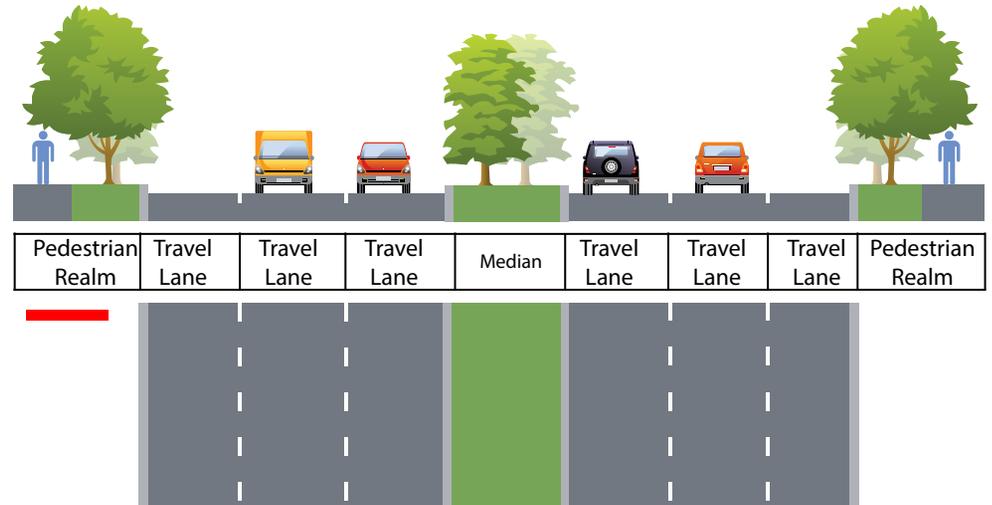
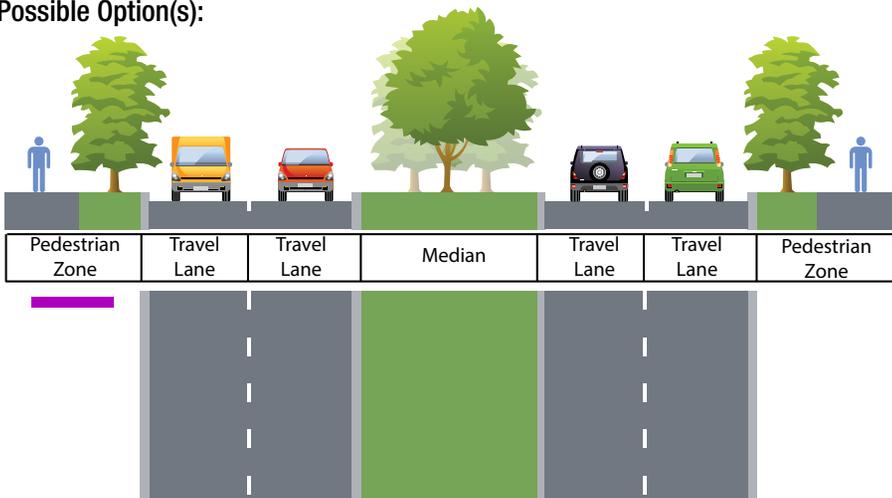
Identified Needs

Public input highlighted the need for Hollister Road to be completed. Residences line the corridor for the most part, so providing through connections was indicated as a priority for future growth. Sidewalks are intermittent along Hollister Road, and do not exist in many of the sections within subdivisions. Pedestrian made paths can be seen along these stretches. Residents also expressed a desire for bicycle connections as a means to travel to the White Oak Bayou Trail.

Future Vision

The multi-modal classification of Hollister Road is proposed as a **Suburban Boulevard**. Completion of Hollister Road is set for 2035, and should be maintained at 4-lanes of traffic (T-4-100) as indicated on the MTFP. However, where provided traffic loads between W Little York and US-290 exceed daily traffic flows of 40,000, the corridor should be expanded to a 6 lane facility (T-6-100). To safely accommodate local access to bus stops and related connectivity, gaps within the sidewalk facilities should also be completed.

Possible Option(s):



*Recommended Local Bus Route

N Houston Rosslyn Road

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2; 6	MTFP Designation	C-2-60; P-6-100
Existing Counts Range	6,000-12,000; 30,000-38,000	Future Volume Range	9,000-16,000; 32,000-42,000
Right-of-Way	100'	Proposed MMC	Industrial Blvd/Street
Median/CTL/Undivided	Median/ Undivided	Median/CTL/Undivided	Median/Undivided

Existing Condition

North Houston Rosslyn Road is a 6-lane divided **Principal Thoroughfare** from Bingle to Beltway 8. The portion of N Houston Rosslyn Road, from Little York Road to Antoine Drive, is currently not on the Major Thoroughfare and Freeway Plan and is best classified as a **Local Street**.

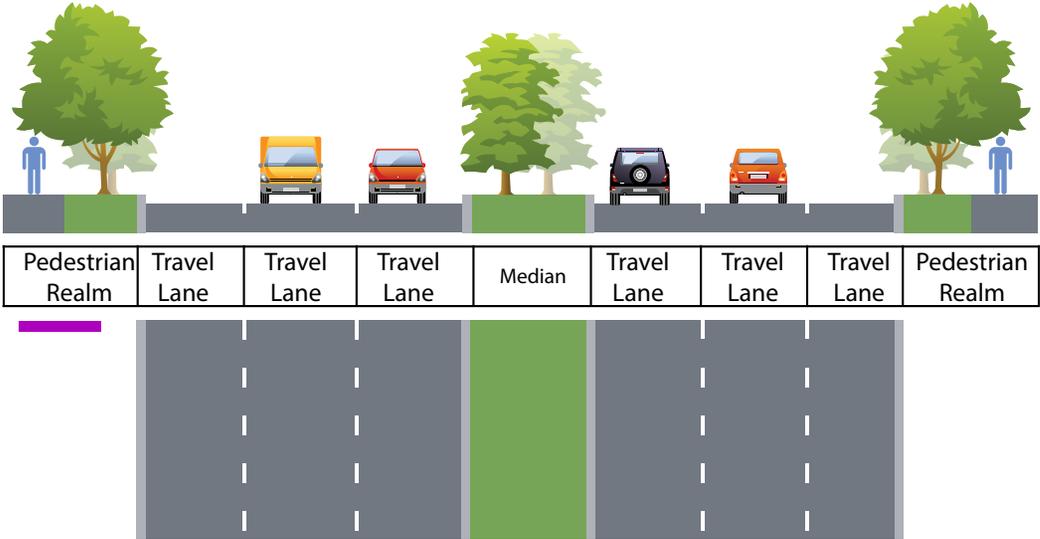
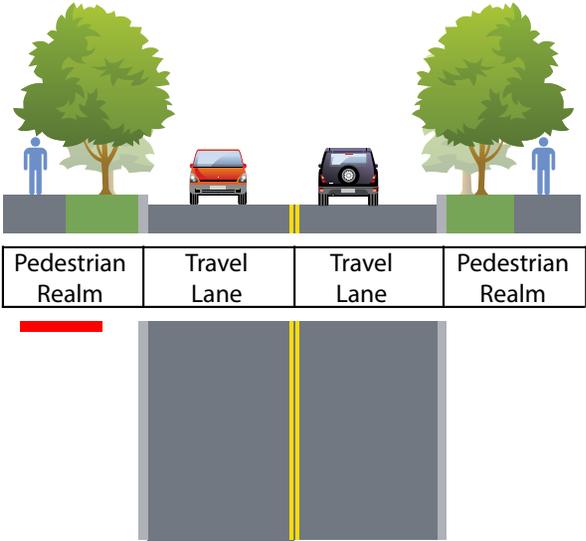
Identified Needs

Public input for this corridor did not highlight any big issues. The general desire for street beautification and continuous sidewalks was mentioned.

Future Vision

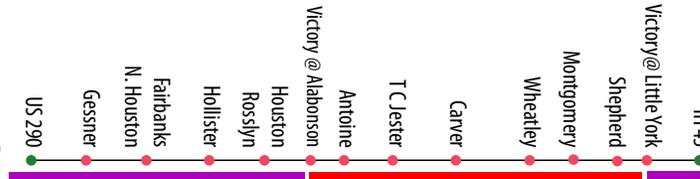
It is recommended that the corridor maintains its current design and function, with the addition of N Houston Rosslyn from Little York to Antoine to the MTFP as a **Minor Collector**. The multi-modal classification of N Houston Rosslyn is recommended as an **Industrial Boulevard** for the 6-lane portion and for the 2-lane segment- **Industrial Street**.

Possible Option(s):



W Little York Road

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	P-6-100; C-4-70; P-6-130
Existing Counts Range	22,000-32,000	Future Volume Range	22,500-48,000
Right-of-Way	60'-100'	Proposed MMC	Suburban Avenue/Blvd
Median/CTL/Undivided	Median/Undivided	Median/CTL/Undivided	Median

Existing Condition

West Little York Road is an unusual corridor as it has two different classifications on the MTFP – **Major Thoroughfare** and **Major Collector**. This transition occurs when West Little York splits at Victory Drive. The corridor also transitions through three existing cross sections: from US-290 to Hollister, the corridor is 4-lanes with a center turn lane in 120' of ROW; Hollister Road to Victory Drive the corridor replaces the center turn lane for a median within 100' of ROW; from Victory Drive to IH 45 loses the median, but maintains 4-lanes in 60' of ROW.

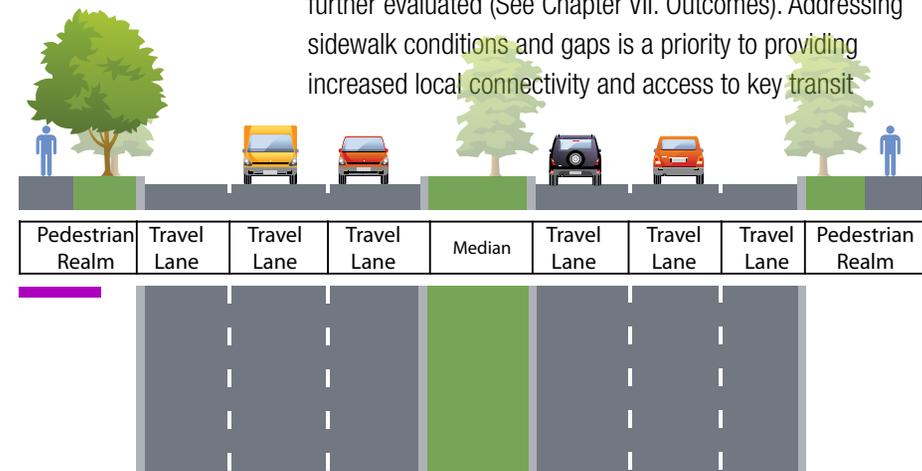
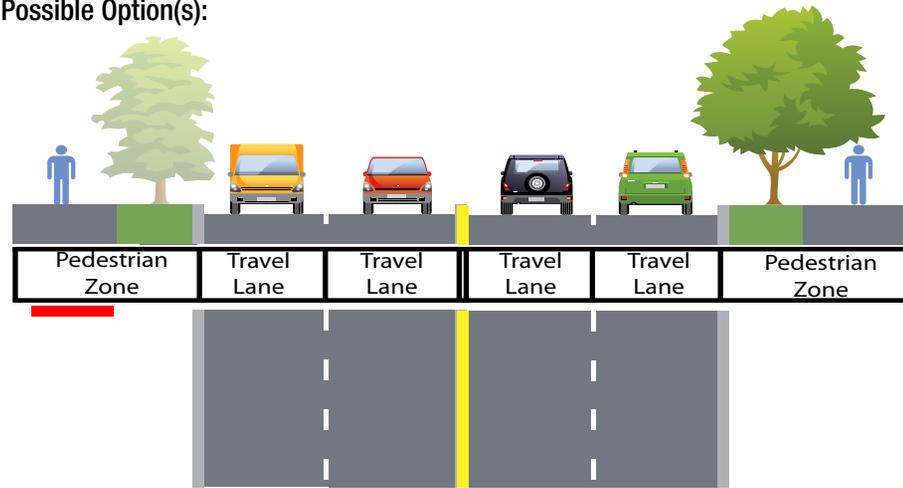
Identified Needs

Public input received for this corridor noted a variety of issues. In regards to different mobility uses, transit is noted as lacking for the corridor and is not provided west of Alabonson Road. However, West Little York Road has a transit center at the intersection of Wheatley/ Montgomery/W Little York. Pedestrian facilities are said to have limited availability and are in need of general enhancement. The public also stated there is heavy truck traffic along the corridor.

Future Vision

The recommended multi-modal classification for West Little York Road (from US-290 to Victory Drive) is designated as a **Suburban Boulevard**. The portion of the W. Little York that is currently a classified as a Major Collector (this less heavily traveled corridor splits southeast at Victory Drive and Alabonson Rd where the more heavily traveled corridor transitions to the name Victory Drive) is proposed as a **Suburban Avenue**. The addition of a bicycle facility along this smaller corridor is not currently proposed due to safety concerns; however, the corridor is recognized as an east/west connector and as such an existing **Gap within the bicycle** network to be further evaluated (See Chapter VII. Outcomes). Addressing sidewalk conditions and gaps is a priority to providing increased local connectivity and access to key transit

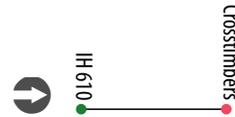
Possible Option(s):



*Recommended Local Bus Route. Bicycle facility gap noted, but not currently recommended (See Chapter VII. Outcomes for more information).

North Main Street

Key Factors



Existing Condition

North Main Street moves from Crosstimbers Streets to IH 610 as a 4-lane undivided road. The corridor maintains 70' of ROW with sidewalks on both directions of travel. North Main Street acts as a **Major Thoroughfare** as it facilitates movement into the Heights and Northside areas. Locally, the corridor is known as "Church Row" and is seen as the community's link to its economic hub. A school is also present on the north end at the Crosstimbers Street intersection.

Identified Needs

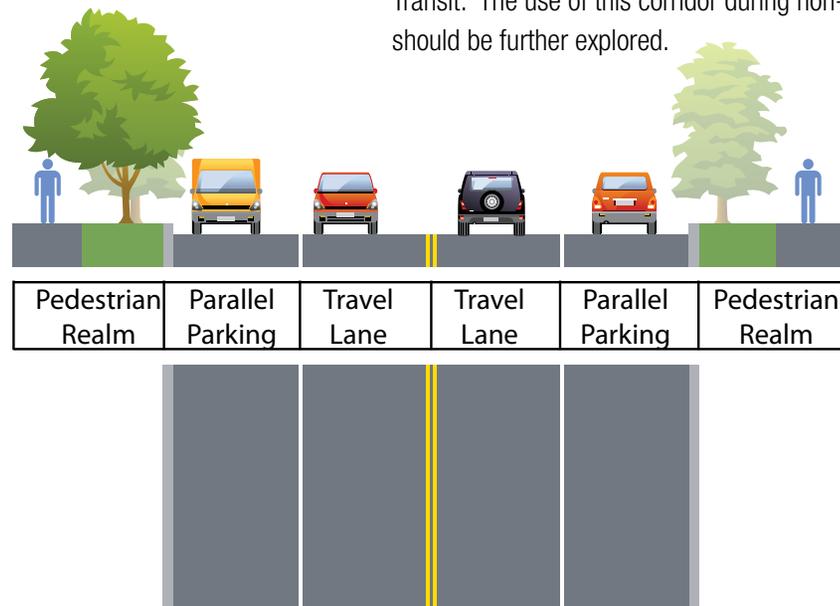
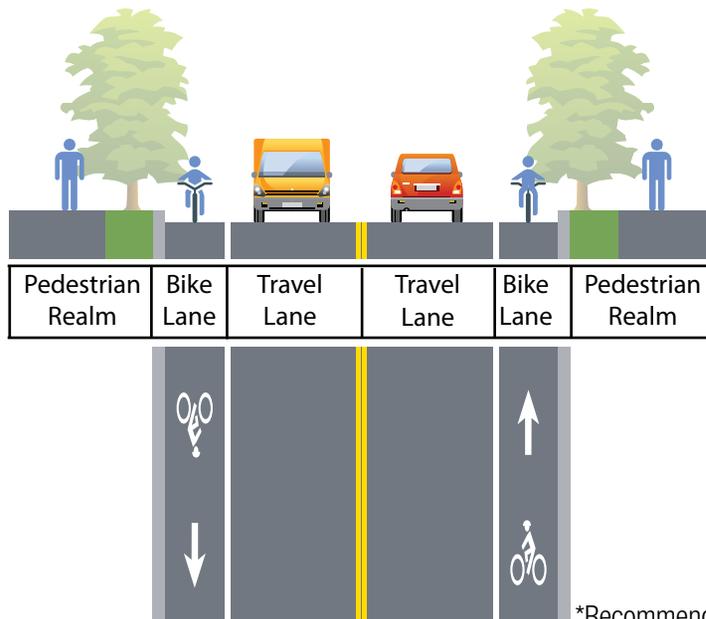
Area residents see this corridor as a gateway into the neighborhood. The intersection of Crosstimbers and North Main is described as the area's current and future economic hub. As such, residents would like to ensure that all users can get to this specific node - pedestrian and bicyclist, alike. Sidewalks are present on both sides of the corridor, but are not in favorable condition. Presently, no bicycle facility exists along the corridor, but the addition of one would provide a link within the areas fragmented bicycle network.

Future Vision

The multi-modal classification suitable to North Main Street is a **Suburban Avenue**. Given the provided volumes expected for the future, the corridor does reserve some flexibility in design. To allow for maximum flexibility it is recommended that the MTFP be downgraded to a **Major Collector**, but maintain 4-lanes of potential through movement. In the interim, the two center lanes may be reserved for automobile traffic; parking and bike facilities may be explored within the remaining pavement. However, this corridor provides direct access to the Heights Transit Center, and as such should be reserved for High Frequency Transit. The use of this corridor during non-peak hours should be further explored.

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	C-4-70
Existing Counts Range	5,000-10,500	Future Volume Range	17,000-26,000
Right-of-Way	70'	Proposed MMC	Suburban Avenue
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	Undivided

Possible Option(s):



Mangum Rd & Watonga Blvd

Key Factors



Existing Condition

Mangum Road and Watonga Boulevard are two small corridors connecting TC Jester to US-290 and further south into the Heights area. The connecting corridors share the same cross section of 4-lanes divided within 100' of ROW. Mangum Road begins as a **Major Thoroughfare**, but then transitions into a **Major Collector** when it spurs off and Watonga Boulevard continues as the **Major Thoroughfare**. Sidewalks are continuous for the most part, but have stretches that are in poor condition. Transit is not available on Mangum Road or Watonga Boulevard.

Identified Needs

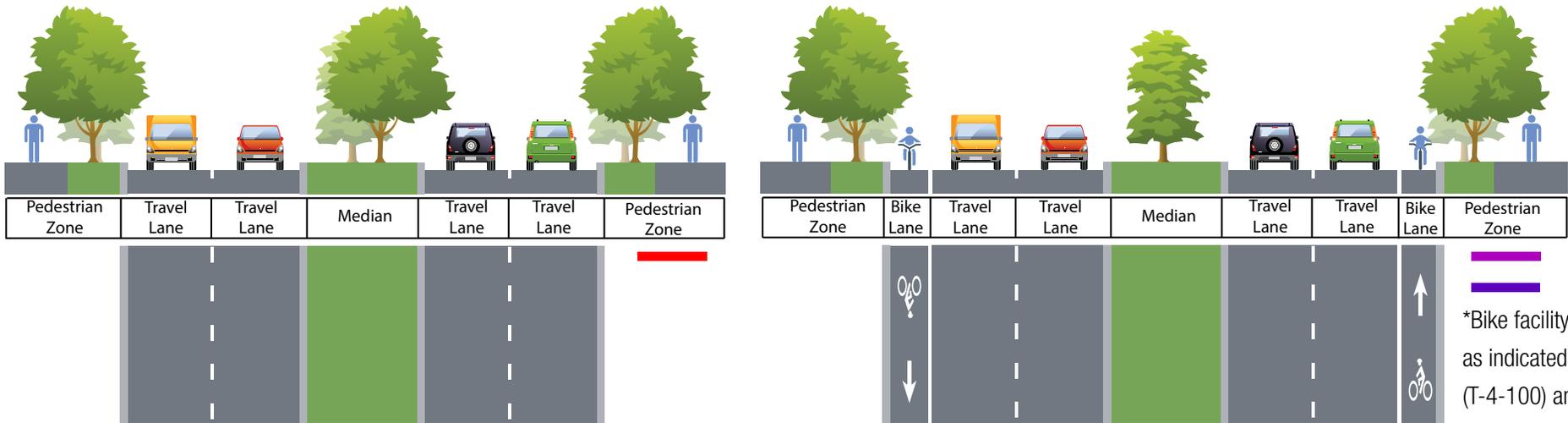
The intersection of W. 43rd and Watonga Boulevard is identified as dangerous, especially with the two-way left turn lane. Mitigation of this intersection is necessary for this corridor. Another need assessed through public input was the general enhancement of pedestrian facilities up to the intersection at TC Jester to provide a connection with the White Oak Bayou Trail.

Future Vision

Where Magnum Road and Watonga Blvd form a continuous corridor, the multi-modal classification of **Suburban Boulevard** is recommended given higher traffic flows. For the section of Mangum Road that splits into a more residential context at Watonga, a **Suburban Street** is more appropriate. Attention given to this corridor should focus on enhancing the pedestrian realm. This includes constructing sidewalks where they are not present, and improving existing sidewalks as redevelopment occurs. A bike facility along Mangum Road is recommended given the more residential nature of the corridor as well as reduced traffic speeds and lower traffic volumes.

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	3-4	MTFP Designation	C-3-60; T-4-100
Existing Counts Range	3,000-18,600	Future Volume Range	31,000-44,000
Right-of-Way	60'-100'	Proposed MMC	Suburban Blvd/Street
Median/CTL/Undivided	Median/Und	Median/CTL/Undivided	Median/Und

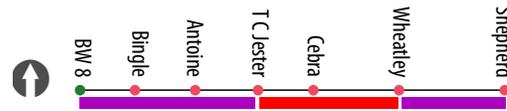
Possible Option(s):



*Bike facility present as indicated by purple (T-4-100) and blue bar. (C-3-60).

Pinemont Drive

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2-4	MTFP Designation	T-4-80
Existing Counts Range	12,900-19,700	Future Volume Range	22,000
Right-of-Way	80'	Proposed MMC	Suburban Boulevard
Median/CTL/Undivided	Med/CTL/Und	Median/CTL/Undivided	Med/CTL/Und

Existing Condition

Pinemont Drive is a **Major Thoroughfare** that connects US-290 to Shepherd Drive within the Northwest area. Pinemont Drive transitions through three cross sections all within 80' of ROW. From US-290 to TC Jester, it is a 4-lane divided corridor with bike lanes on both directions of traffic; from TC Jester to Ella, the corridor exchanges the median for a center turn lane, and loses both bike lanes; from Ella to Shepherd, the corridor changes to a 2-lane undivided road with an open ditch to the north and a sidewalk to the south. Pinemont has a connection to the White Oak Bayou Trail near the intersection with TC Jester.

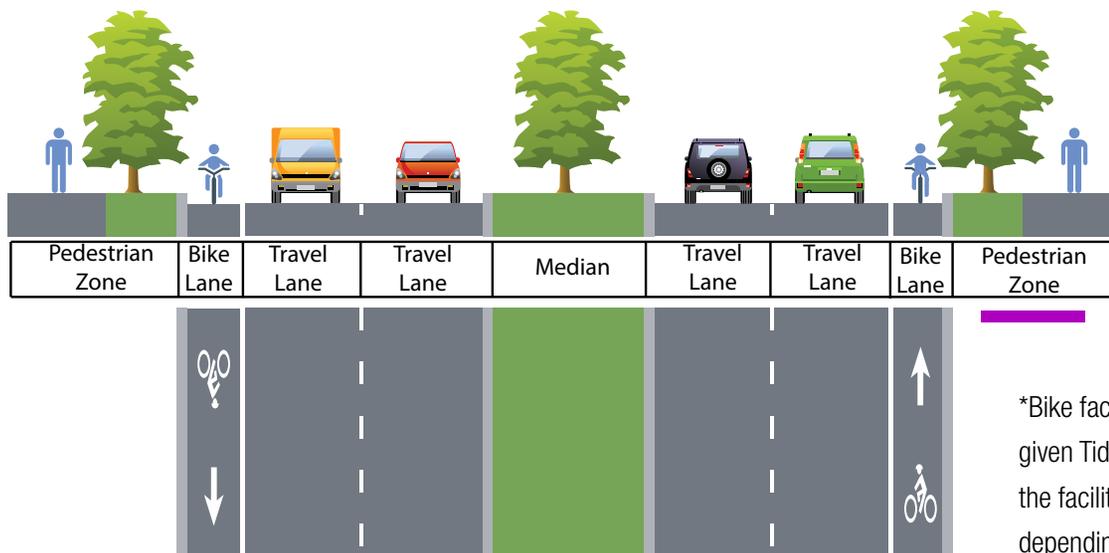
Identified Needs

Sidewalks throughout the corridor are pretty consistent and in good condition except for at the rail crossings where no paved facilities for pedestrians or bicyclists are apparent. Public input also indicated several intersections in the commercial/retail area that cause problems, including the intersections with Antoine, TC Jester, and Ella/Wheatley.

Future Vision

Pinemont Drive is anticipated to remain as a 4-lane Major Thoroughfare appropriate for **Suburban Boulevard** designation. The existing bike lane or a potential Sharrow is recommended as continued key factor providing necessary east/west connection within the future bicycle system. The identified intersections will need to have the mitigated improvements as recommended in another chapter of this Report.

Possible Option(s):



*Bike facility currently exist up to TC Jester, but a noted gap to Shepherd is evident given Tidwell is not recommended in this section for bikeway traffic. However, although the facility example is presented as a bike lane a sharrow may be more appropriate depending on ROW constraints. Speeds should be adjusted where safety concerns are evident.

Rosslyn Road

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2	New MTFP Designation	C-2-80; C-3/4-80
Existing Counts Range	11,500-17,700	Future Volume Range	12,000
Right-of-Way	80'	Proposed MMC	Suburban Avenue
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	Undivided

Existing Condition

Rosslyn Road is currently a 2-lane undivided road without curb and gutter, extending from Judiway Street to 43rd Street. On the western side of the corridor is a sidewalk, but on the east, the corridor is edge by an open ditch and then a sidewalk. The Major Thoroughfare and Freeway Plan designates Rosslyn Road as a **Major Collector**, and is identified as being built to 4-lanes.

Identified Needs

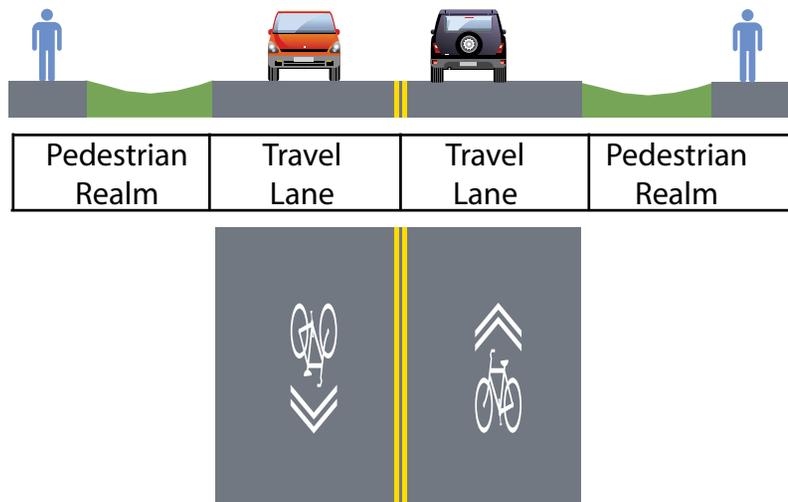
Rosslyn Road is a continuation of E TC Jester Boulevard. It crosses W 34th Street, which affects vehicular travel as the road reduces from a 4-lane boulevard to a 2-lane residential collector. Some pedestrian facilities and amenities are lacking along this road.

Future Vision

Current and projected traffic volumes along with traffic patterns do not show a need for this corridor to be built out to the MTFP C-4-80 designation from 43rd Street to Judiway. However, where Rosslyn Road is currently proposed as a new facility, a C-3-80 or C-4-80 designation on the MTFP should be explored.

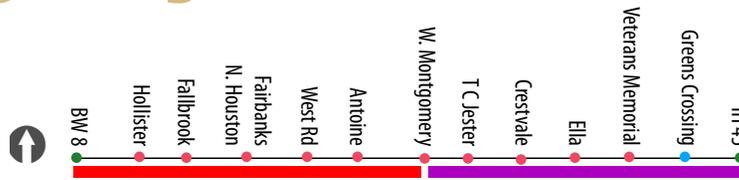
Improvements to the corridor could include creating pedestrian crosswalks connecting residential streets across Rosslyn Road. Some small locations could also benefit by enhancements to the existing sidewalks to improve their condition. A bicycle facility is recommended for this corridor as a way to transition to the White Oak Bayou Trail. The future multi-modal classification for the corridor is a **Suburban Avenue**.

Possible Option(s):



State Highway 249

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	6	MTFP Designation	P-6-180
Existing Counts Range	20,000-43,000	Future Volume Range	44,500-81,000
Right-of-Way	120'-180'	Proposed MMC	Suburban Boulevard
Median/CTL/Undivided	CTL	Median/CTL/Undivided	CTL

Existing Condition

State Highway 249 is a 6-lane corridor with a center turn lane and 120'-180' of ROW. Beltway 8 is the northern limit of SH 249 (also named Tomball Pkwy) within this Study Area. It continues on to the east as SH 249 (also known as W Mt Houston Rd). SH 249 has curb and gutter, but does not have sidewalks on either directions of travel. SH 249 is a **Major Thoroughfare**.

Identified Needs

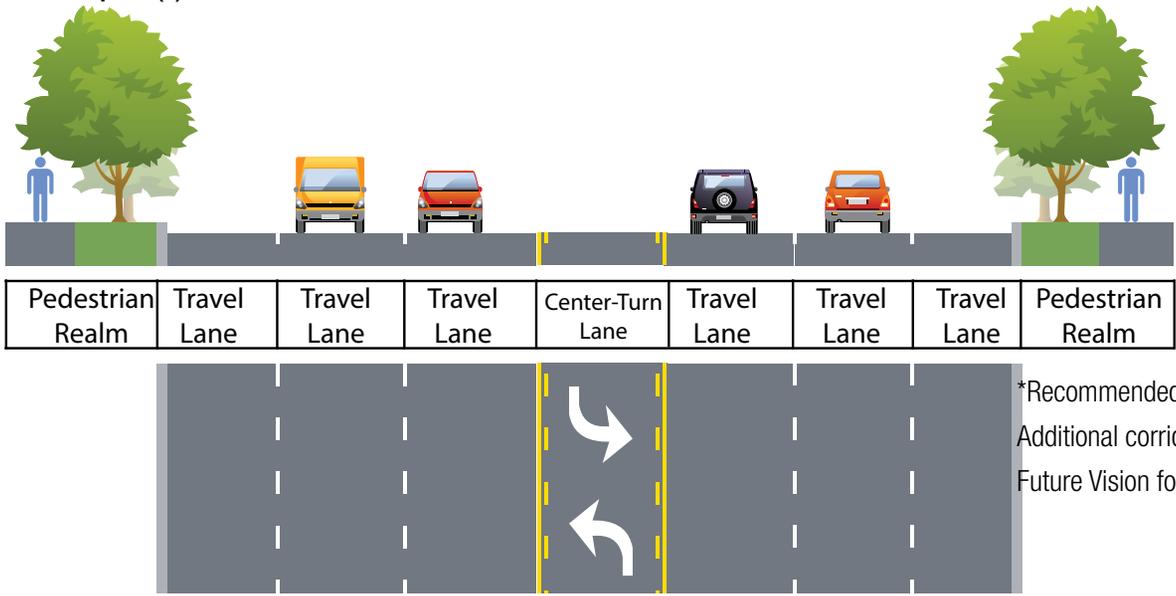
Public comment, along with visual study, showed there is a need for pedestrian facilities along the corridor. There are many man-made paths that have been trampled out by pedestrians moving between residences, businesses, and bus route stops. Crossing SH 249 at intersections is difficult due to traffic issues, coupled with the non-pedestrian friendly design. Several intersections need to have further review if design layout is changed. These are SH 249/West/Antoine and SH 249/Mt Houston.

Future Vision

State Highway 249 focuses on the facilitation of automobiles through the corridor. It should gain the multi-modal classification of a **Suburban Boulevard** and be updated on the MTFP as a **Principal Thoroughfare**. Given expected demands along the corridor, it is recommended that a corridor level analysis, like access management or bus rapid transit studies, be conducted.

Studies such as these assist in the proper determination of certain corridor amenities such as High Frequency Transit and/or a raised median barrier, which may prove a feasible option. With this study, identification of a buffered shared use paths' could also result as an outcome of this type of additional analysis.

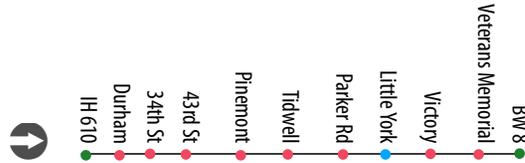
Possible Option(s):



*Recommended High Frequency and Local Transit. Additional corridor level analysis recommended; See Future Vision for more information.

N Shepherd Drive

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	6	MTFP Designation	P-6-120; P-6-200/210
Existing Counts Range	3,000-35,000	Future Volume Range	35,000-61,500
Right-of-Way	100'-200'	Proposed MMC	Suburban Boulevard
Median/CTL/Undivided	Median/CTL	Median/CTL/Undivided	Median/CTL

Existing Condition

Shepherd Drive runs from IH 45 to just north of IH 610, where it splits into the Shepherd Drive/Durham Drive couplet. Development along Shepherd Dr. is mainly retail and commercial. The corridor is 6-lanes divided and transitions between 150'-200' of ROW as the median transitions into a wide esplanade north of Montgomery Road. The remainder of the corridor maintains 100' of ROW. It is designated as a **Major Thoroughfare**. Currently, no bike facility exists along the corridor, but sidewalks are consistent on both sides.

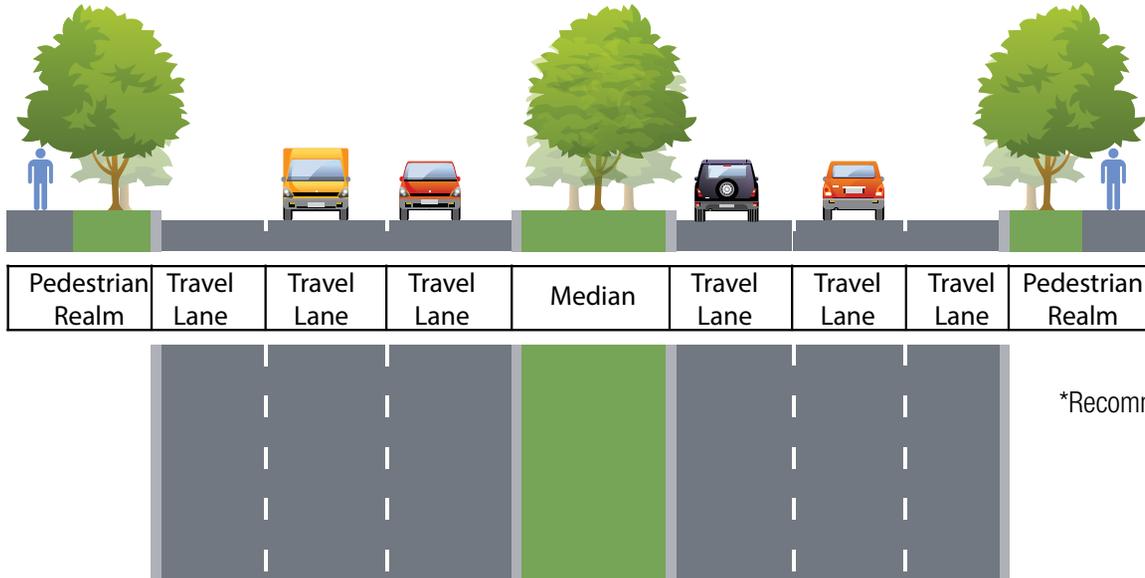
Identified Needs

Traffic back up at intersections is a point of concern for stakeholders traveling the corridor. Shepherd Drive intersections with Tidwell, 43rd and 34th need analysis to determine potential improvements to traffic flow and safety. Shepherd Drive at IH 45 backs up onto the North-bound ramp and causes major congestion issues. Near the intersection with 34th Street, a slip street on the east side of Shepherd Drive - called N Shepherd Trail - confuses drivers going to retail locations.

Future Vision

The multi-modal classification for Shepherd Drive would best be identified as a **Suburban Boulevard**. Changes to the 6-lane corridor with a controlled center turn lane would include repurposing some of the ROW to allow for a shared use path if feasible. If unable to create a shared use path, widening sidewalks would be the alternative. Concentrating a High Frequency Transit facility along this corridor is essential given it's the high demand for transit users. Specifically, the option for Bus Rapid Transit should be further explored for this corridor.

Possible Option(s):



*Recommended Bus Rapid Transit/High Frequency Transit

TC Jester Boulevard

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	T-4-100/120
Existing Counts Range	9,000-23,500	Future Volume Range	11,500-54,000
Right-of-Way	90'-100'	Proposed MMC	Suburban Boulevard
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median

Existing Condition

TC Jester Boulevard enters the Northwest Study Area from IH 610 as two separate corridors: East TC Jester Blvd and West TC Jester Blvd. E TC Jester Blvd turns into Rosslyn Road just north of W 34th Street. W TC Jester Blvd is a 4-lane divided corridor with 100'-120' of ROW. This portion of the corridor continues as TC Jester through the remainder of the Study Area after Judiway Street. The corridor is home to residential development with a few nodes of commercial properties. The MTFP designates the boulevard as a **Major Thoroughfare**. The White Oak Bayou Trail follows on the west side of TC Jester Blvd up to its northern limit at Victory Drive.

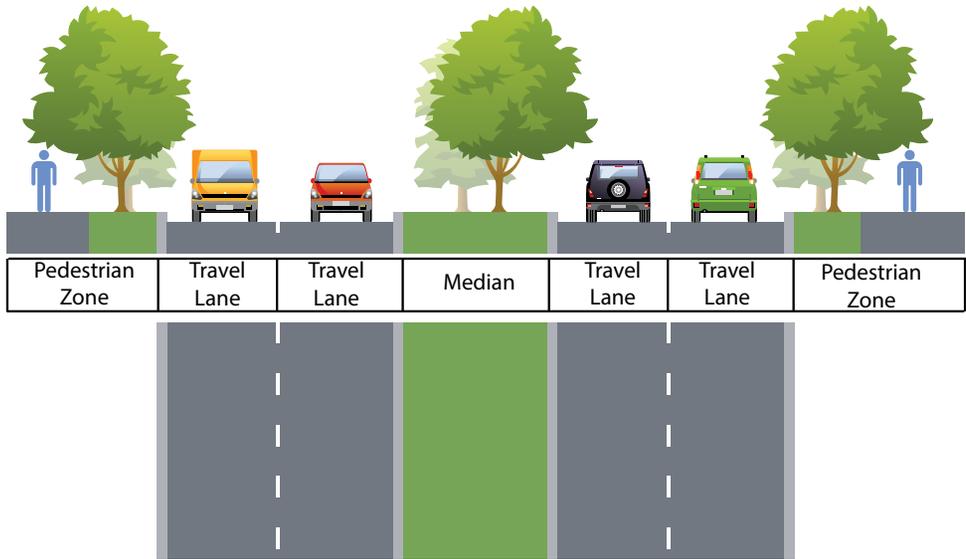
Identified Needs

According to the MTFP, TC Jester has the potential to be built out to connect to Beltway 8 in the north, providing another through north/south connection. Intersections are a topic of concern for the corridor. TC Jester is the closest north/south corridor to the intersection of IH 610 and US-290, and the on-ramps cause major traffic delays. Traffic delays are common along the corridor, especially at the intersections with other Major Thoroughfares. Specific pedestrian amenities, such as a bikeway bridge connector from Highland Park to the White Oak Bayou Trail, were also suggested by the public.

Future Vision

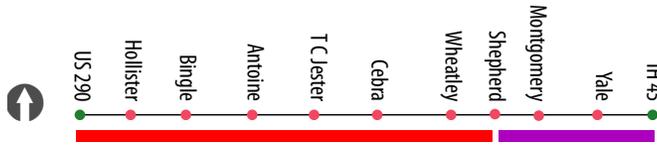
The multi-modal classification for TC Jester Blvd would best be suited as a **Suburban Boulevard**. The 4-lane divided cross section is an efficient use of the 100' of ROW. Connecting a bicycle facility to the White Oak Bayou Trail is important to creating a multi-modal facility with a functional purpose, but the exact design will depend on the vision of Complete Streets adopted by the City of Houston. This will help to facilitate the movement of residents in the adjoining neighborhoods to the trail.

Possible Option(s):



West Tidwell Road

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	T-4-80; T-4-90/100; T-6-100/130
Existing Counts Range	16,000-22,000	Future Volume Range	16,000-42,000
Right-of-Way	80'-100'	Proposed MMC	Suburban Boulevard
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median

Existing Condition

W. Tidwell Road is an east/west corridor connecting US-290 to IH 45. It is designed as 4-lanes divided with 80'-100' of ROW. W. Tidwell moves between residential and commercial development, with most of the retail/commercial properties to the east of Shepherd Drive. Tidwell Road also has heavy multi-family development. The White Oak Bayou Trail crosses W. Tidwell Road just west of TC Jester Blvd. Sidewalks are fairly consistent throughout the corridor, but pedestrian facilities across the bridges are lacking. Presently, no bicycle facility exists along this **Major Thoroughfare**. Transit exists along the corridor except from Wheatley Street to Shepherd Drive where the route jumps down to Pinemont.

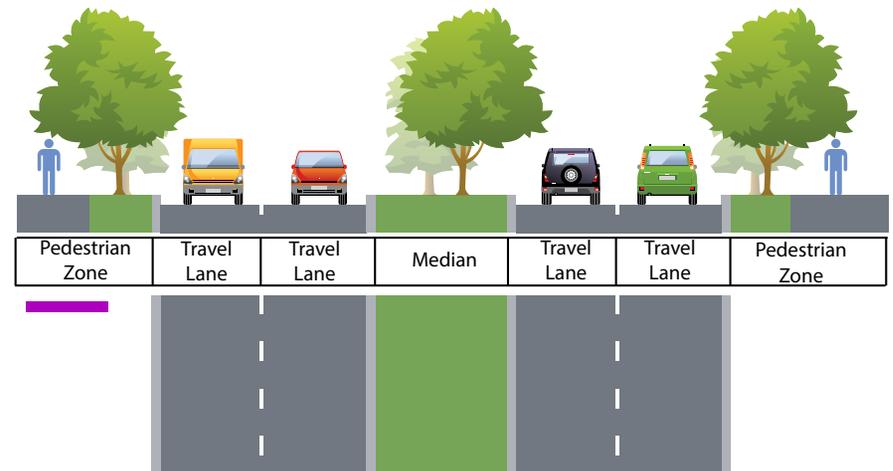
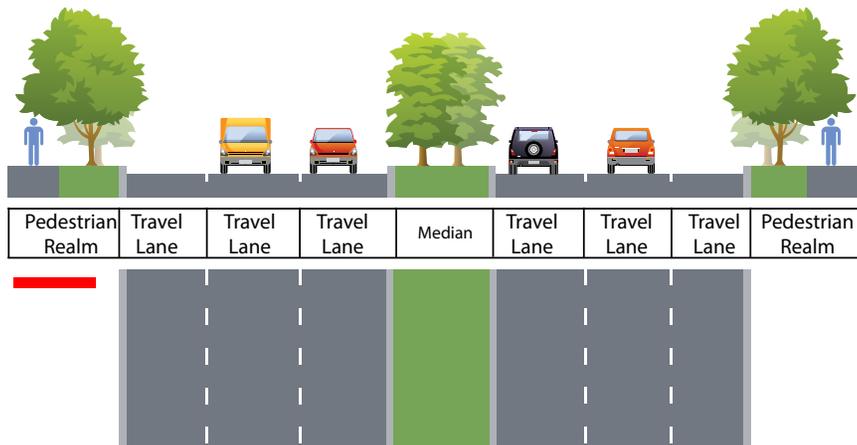
Identified Needs

Comments from the public identified most intersections along the corridor as in need of safety and efficiency improvements. Specific intersections that are in need of mitigation include those with US-290 and with US 249. In addition to these improvements, connecting sidewalk gaps through the undeveloped segments of the corridor is important to residents and stakeholders. This would provide a through, safe connection to the White Oak Bayou Trail for residents along the corridor.

Future Vision

The 4-lane divided design of Tidwell Road is efficient for the current and projected use of the corridor, west of Shepherd. East of Shepherd to IH 45, 6-lanes are needed to meet the future traffic demand. Necessary improvements to the corridor include sidewalks where they are not currently present, and enhancing existing sidewalks. W. Tidwell Road is best assigned the classification of **Suburban Boulevard**. A High Frequency Transit route would be an added benefit to the corridor as well.

Possible Option(s):



*Recommended High Frequency Transit

Veterans Memorial Drive

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	P-6-100
Existing Counts Range	18,000-28,000	Future Volume Range	29,000-49,000
Right-of-Way	100'	Proposed MMC	Suburban Boulevard
Median/CTL/Undivided	Median/CTL	Median/CTL/Undivided	Median/CTL

Existing Condition

Veterans Memorial Drive connects IH 45 to SH 249 as a **Major Thoroughfare**. The portion of the corridor is 4-lanes and transitions at W. Mount Houston Road between a divided corridor with a median, to an undivided corridor with the road widening out at strategic places to allow for a center turn lane. From US 249 to BW 8, the corridor does not have curb and gutter, but rather open ditch on both sides. Veterans Memorial Drive primarily consists of residential development, but provides for regional mobility between IH 45 and BW 8.

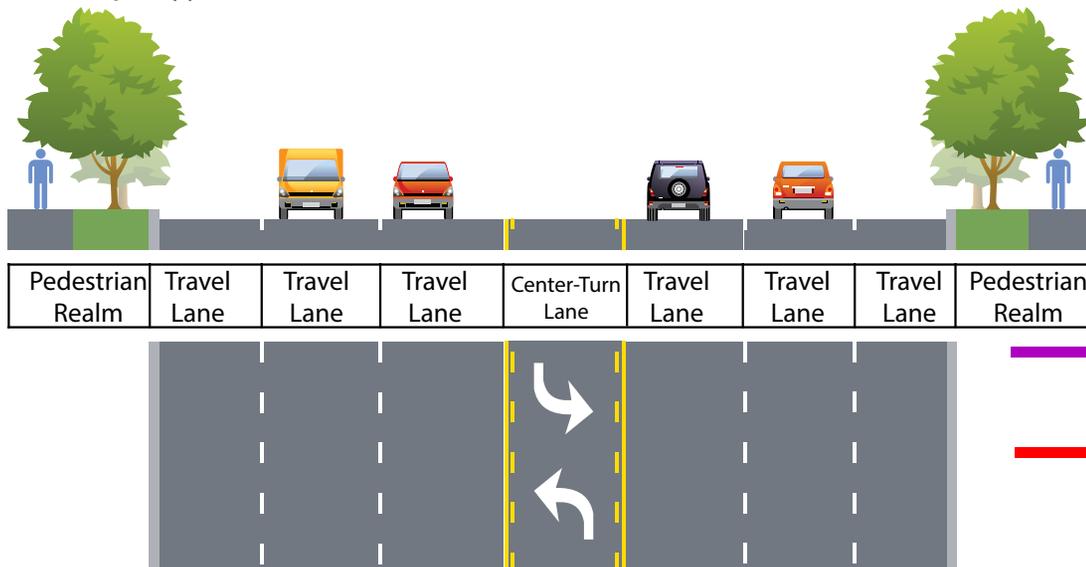
Identified Needs

Traffic issues are present along the corridor and are apparent at certain intersections. The light before IH 45 causes traffic to build up and creates delay. Mitigation to this intersection, as well as the one at W Gulf Bank and Veterans Memorial Drive, would improve traffic flow along the corridor. This is essential to the future of the corridor. Creating a connected pedestrian zone along Veterans Memorial Drive is also important as the corridor continues to develop.

Future Vision

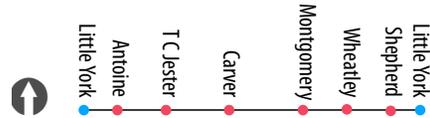
Veterans Memorial Drive would best serve future conditions by widening to 6-lanes for the length of the corridor by 2035 and, given its regional significance, reclassified as a **Principal Thoroughfare** for its entirety. This will increase its carrying capacity to match the projected volumes for the corridor. With the high number of commuters on this thoroughfare, the multi-modal classification for Veterans Memorial Dr. is best described as a **Suburban Boulevard**. Also, specific lane designation to separate traffic heading to IH 45 North from IH 45 South would help alleviate the traffic congestion at this intersection.

Possible Option(s):



Given the importance of the corridor for local movement of the pedestrian user to Transit, special attention should be given to the best use and design of the pedestrian realm.

Victory Drive



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	P-6-100
Existing Counts Range	32,000	Future Volume Range	32,500-48,000
Right-of-Way	100'	Proposed MMC	Suburban Boulevard
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median

Existing Condition

Victory Drive's western limit is at W Little York Road, and it extends eastward until it rejoins Little York Road at Stuebner Airline Road, just before IH 45. This **Major Thoroughfare** acts as an alternative through route to Little York Road. Most of the development that fronts Victory Drive is residential. Its cross section is a 4-lane divided corridor with fairly continuous sidewalks on both directions of travel. Victory Drive crosses an offshoot from the White Oak Bayou, which has the potential to be a trail connection.

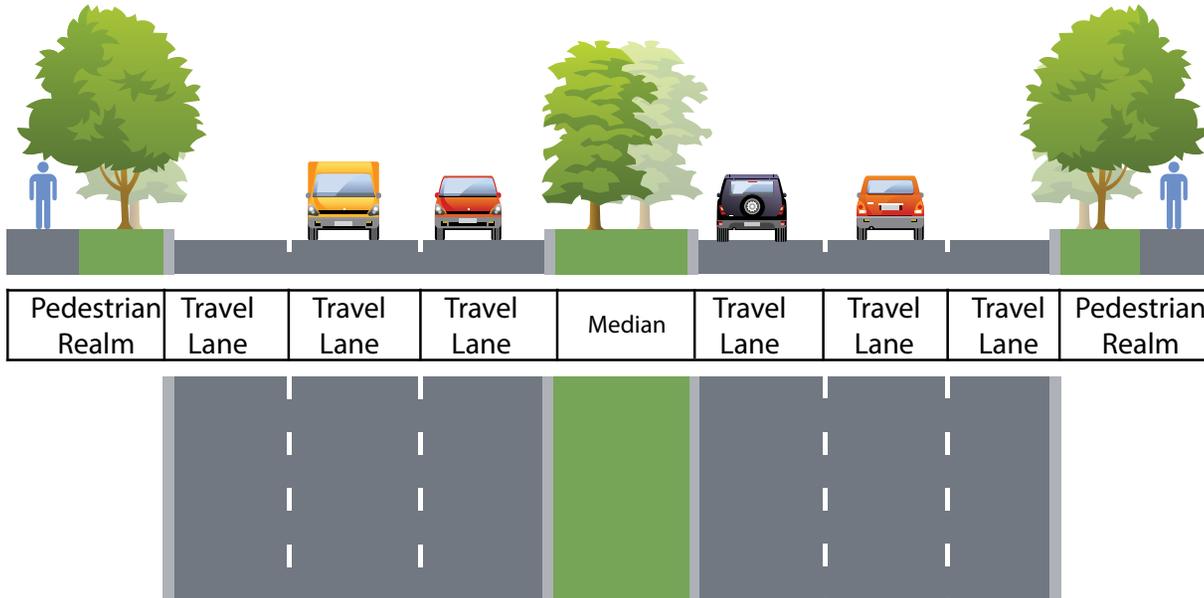
Identified Needs

Public comment identified intersections as the major issue along Victory Drive. These intersections cause traffic back-up and delays. Trucks use the corridor to connect through with Little York Road instead of following Little York as it deviates to the south, and this creates heavy traffic issues. Connections to the White Oak Bayou trail from Victory Drive are needed to facilitate the movement of pedestrians to this trail. Bicycle facilities are not present along the corridor, either.

Future Vision

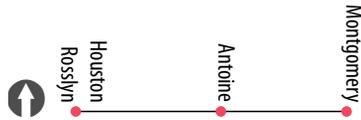
Victory Drive would benefit by increasing from 4- to 6-lanes by 2035. This expansion will encourage through traffic to use this corridor instead of the W Little York Road offshoot, which travels through a residential neighborhood. Victory Drive can be designated as a **Suburban Boulevard** for its multi-modal classification. Intersection mitigation improvements to signal timing is critical for this corridor. The intersections of Victory Drive with the following cross-streets are in need of improvement: Antoine, TC Jester, W. Montgomery, and Shepherd.

Possible Option(s):



West Mount Houston

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	C-2-100
Existing Counts Range	2,000-3,000	Future Volume Range	6,000-8,500
Right-of-Way	100'	Proposed MMC	Suburban Street
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	Undivided

Existing Condition

West Mount Houston Road is a 4-lane divided road with discontinuous sidewalks. It is identified as a **Major Thoroughfare** on the MTFP. ROW along the corridor is 100'. This section of the corridor is heavily under utilized given the re-configuration of Victory as the primary route for traffic flow starting at Alabonson Road. As a result, this portion of West Mount Houston currently carries loads more appropriately seen along residential streets.

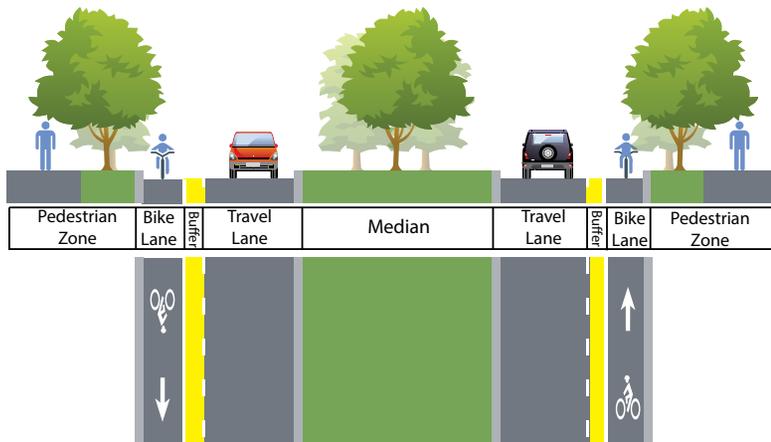
Identified Needs

The intersection of West Mount Houston Road and West Montgomery Road, needs attention if it becomes prudent that the W Mt Houston Rd should connect with SH 249. Consideration of the two schools at this intersection should also be taken into account when planning for the future of the corridor. This is especially true regarding the future construction of sidewalks, which would benefit the schools greatly.

Future Vision

The portion of West Mount Houston to the west of SH 249 should be downgraded on the MTFP from a Major Thoroughfare to a **Major Collector** with just two lanes of operational traffic. If this occurs, this portion of the corridor could re-purpose the outside travel lanes to be buffered bike lanes/sharrows. The multi-modal classification of this portion of the corridor could then be assigned as a **Suburban Street**.

Possible Option(s):



West Montgomery Rd

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2-4	MTFP Designation	T-4-80; T-4-100
Existing Counts Range	13,000-21,000	Future Volume Range	13,000-44,000
Right-of-Way	80'	Proposed MMC	Suburban Boulevard
Median/CTL/Undivided	Median/CTL	Median/CTL/Undivided	Median

Existing Condition

West Montgomery Road offshoots from Breen Road and continues to West Tidwell Road. West Montgomery has two different road cross sections. From SH 249 to Gulf Bank Rd, the **Major Thoroughfare** is 2-lanes undivided with a center turn lane; the remainder of the corridor is 4-lanes divided by a median. The 4-lane portion of the corridor has sidewalks on both directions of travel, but the 2-lane section does not have any sidewalks. ROW is 80' throughout the corridor.

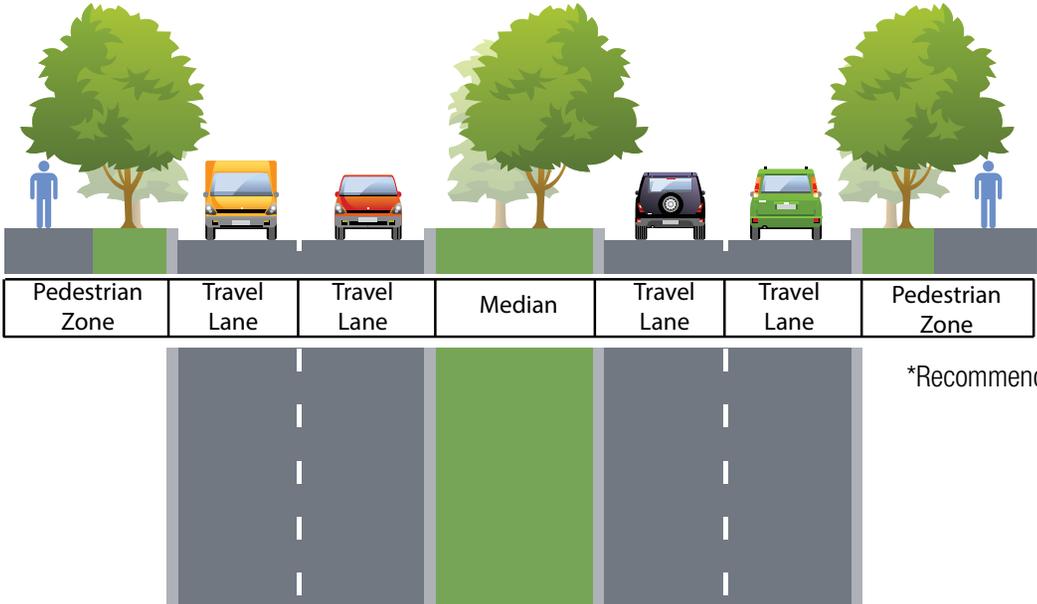
Identified Needs

The intersection of W Montgomery Rd with SH 249 and Mt Houston needs attention should more development occur near this area. Parts of this corridor are already under construction, and future plans should take this into consideration.

Future Vision

West Montgomery Road operates well within the 4-lane divided portion. The 2-lane portion of the corridor from West Mount Houston Road to West Gulf Bank should be expanded to 4-lanes by 2035, given that funding is available. Sidewalk gaps need to be filled in and portions of the corridor with poor quality should be enhanced when able, as this can enhance the viability of this alternative means of transportation. A bicycle facility along this corridor is not warranted. The multi-modal classification best suited for West Montgomery Road is a **Suburban Boulevard**. A High Frequency Transit facility is also recommended for this corridor.

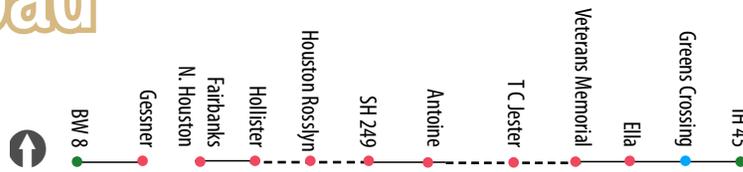
Possible Option(s):



*Recommended High Frequency Transit Route

West Road

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	T-4-100
Existing Counts Range	18,000	Future Volume Range	35,500
Right-of-Way	100'	Proposed MMC	Suburban Boulevard
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median

Existing Condition

West Road is an extremely discontinuous corridor moving from Beltway 8 to IH 45. Currently, there are four segments of West Rd, all with varying lengths, but maintaining the same 4-lane divided street design. Sidewalks are not present along any section of the corridor, neither is a bike facility. Residences line both sides of the existing corridor. The City of Houston's MTFP designates the corridor as a **Major Thoroughfare** with 100' ROW.

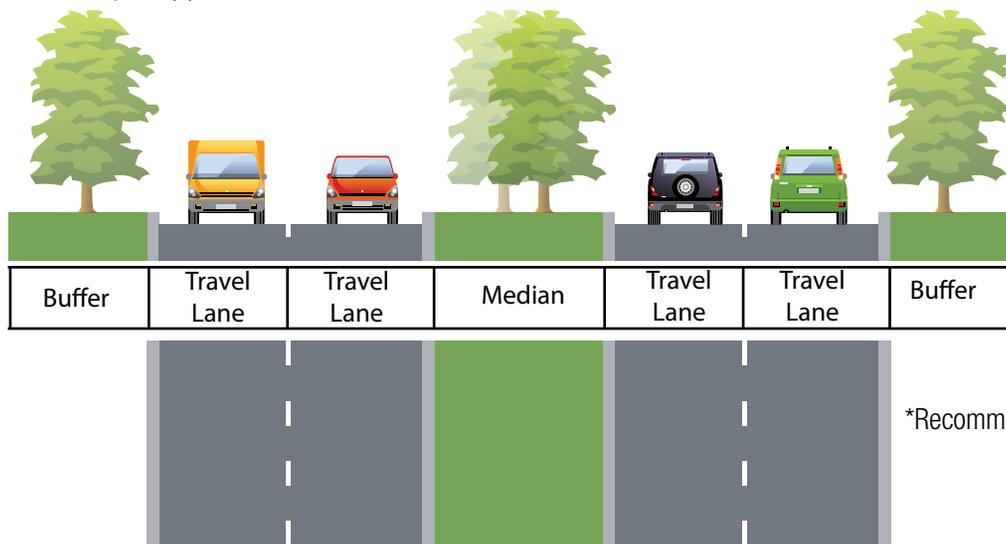
Identified Needs

Connecting West Road was not a priority based on public input. This is due to the separation of existing segments, which diminish the feel that this is a through corridor. The primary concern, however, was increasing the pedestrian realm of the segments that are currently built and in operation today. Existing segments lack sidewalks, but evidence of pedestrian use are evident given the footpaths that can be seen on both sides of the thoroughfare.

Future Vision

Completing missing connections of West Road by 2035 is not recommended. However, given anticipated traffic volumes, the portion of West Road from N Houston Rosslyn Road to Tomball Parkway will likely be expanded to 4-lanes by 2035. Construction of new sidewalks, and replacement of sidewalks in poor condition should be made a priority for this corridor. With the segmented nature of the street, a bicycle facility would not be beneficial to this corridor. Adding dual left turn lanes at Gessner, Fairbanks N Houston, and N. Houston Rosslyn would assist in the movement of traffic along the corridor. With these concepts and designs, the multi-modal classification for West Road could potentially be a **Suburban Boulevard**. A local bus facility, namely a feeder bus route, is recommended for the length of the corridor.

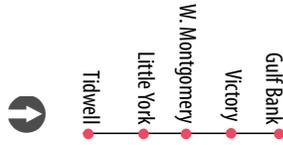
Possible Option(s):



*Recommended Local Bus Route

Wheatley (Ella Blvd)

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	T-4-80
Existing Counts Range	15,000-17,500	Future Volume Range	32,000-37,500
Right-of-Way	100'	Proposed MMC	Suburban Boulevard
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median

Existing Condition

Wheatley is a continuation of Ella Boulevard. Portions of the corridor do not currently exist. From Tidwell to Little York, the corridor is currently 4-lanes with a median. It is classified as a **Major Thoroughfare** on the City of Houston's MTFP.

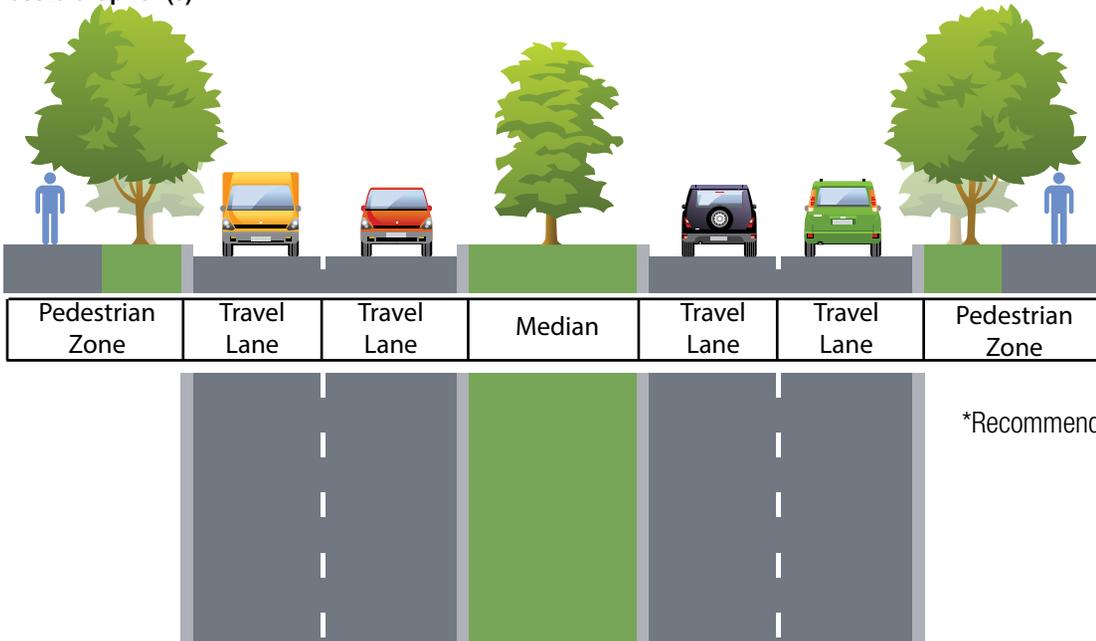
Identified Needs

The extension of the corridor to the north was identified as a potential need for the corridor. This would assist in creating a connected network within the Northwest Study Area.

Future Vision

The corridor will retain the classification of Major Thoroughfare, and can potentially gain the multi-modal classification of **Suburban Boulevard**. As a continuation of Ella Blvd, a High Frequency Transit route is also recommended for Wheatley.

Possible Option(s):



*Recommended High Frequency Transit Route

Windfern Road

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2	MTFP Designation	C-2-60/70
Existing Counts Range	9,000	Future Volume Range	10,000-16,000
Right-of-Way	60'	Proposed MMC	Suburban Street
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	Undivided

Existing Condition

Windfern Road is currently 2-lane **Local Street** with 60' of ROW. Its current configuration meanders BW 8 to US 290 providing a key route for north/south mobility. Volumes along this corridor are relatively low except for where the corridor intersects with one of the major freeways.

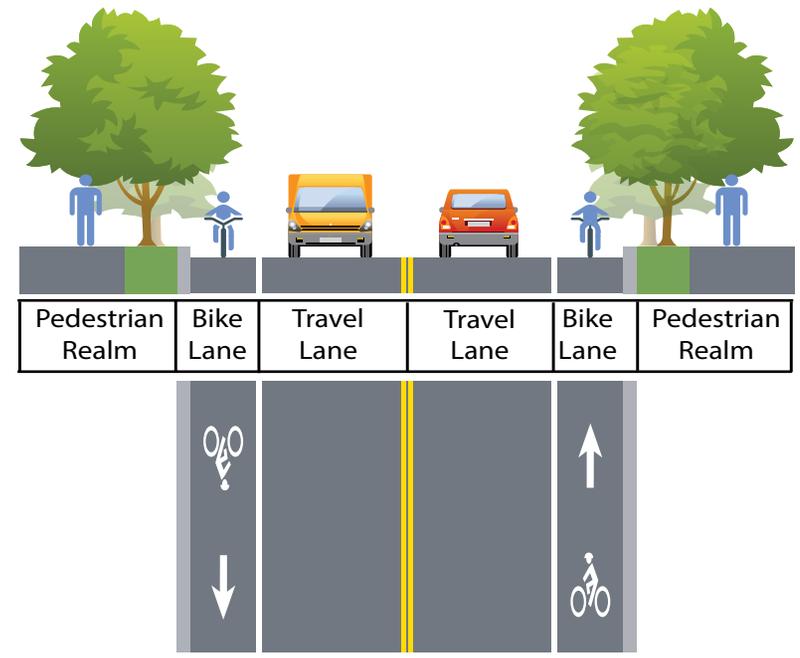
Identified Needs

Local residents and stakeholders indicated that they would like for additional facilities to be available on this corridor. This would include enhanced pedestrian facilities and possibly a bicycle facility.

Future Vision

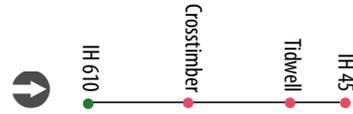
The corridor is recommended to be added to the MTFP as a **Minor Collector**. It could also possibly gain the multi-modal classification of **Suburban Street**. Given the lower traffic volumes anticipated on this corridor, a bicycle facility is recommended providing a key link and the providing the only north-south connection within the Study Area within the greater bicycle network. Special attention should be given to creating a safe and friendly pedestrian realm to enhance internal and more localized mobility.

Possible Option(s):



Yale Street

Key Factors



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2-4	MTFP Designation	T-4-70/80
Existing Counts Range	6,500-15,500	Future Volume Range	20,500-35,500
Right-of-Way	60'-80'	Proposed MMC	Suburban Avenue
Median/CTL/Undivided	Median/Und	Median/CTL/Undivided	Median/Und

Existing Condition

Yale Street limits for this study begin at IH 45 and continue to IH 610 where it extends into the Heights area. Within this Study Area, Yale Street (**Major Thoroughfare**) has two cross section designs. From IH 45 to W Hamilton St, the street is 2-lanes undivided, with open ditch on both sides in 70-80' of ROW. The remaining section from W Hamilton St to IH 610 is a 4-lane divided corridor, with directional turn median openings. This part of the corridor operates within 80'-90' of ROW. Sidewalk gaps are common along the corridor, and sidewalks do not exist north of West Hamilton Street.

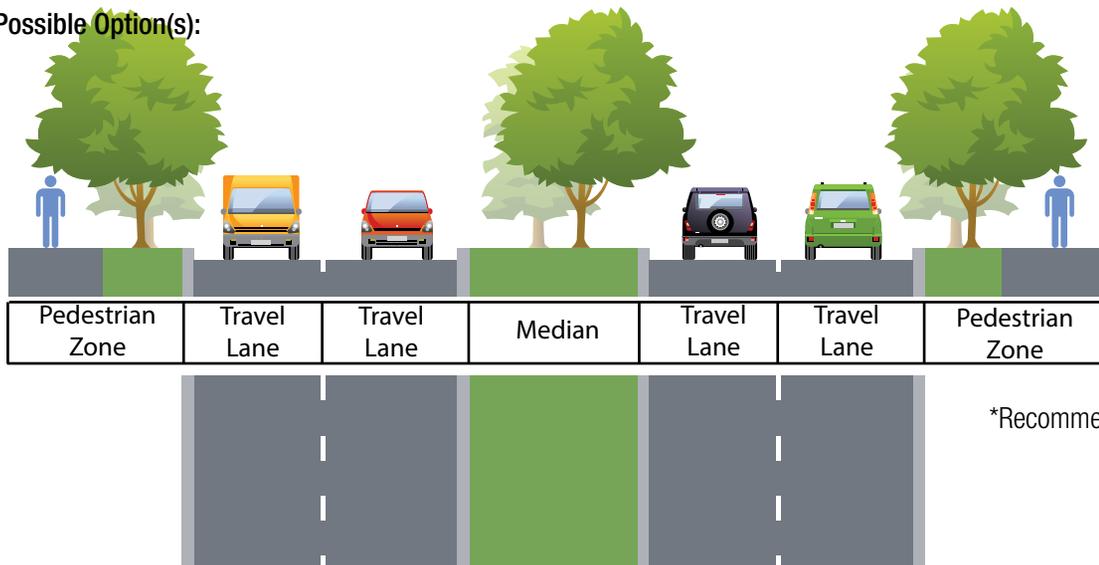
Identified Needs

Residents indicated that they view Yale Street as an auto-oriented corridor and feel unsafe to use or cross as a pedestrian or bicyclist. However, due to the location of the High School, making a safe and friendly pedestrian zone should be a priority of any future redevelopment.

Future Vision

Yale Street will likely be a 4-lane corridor and be identified as a **Suburban Avenue**. Additional focus should be placed on creating a pedestrian realm that is safe and friendly to accommodate local student traffic, and potential retail/commercial traffic.

Possible Option(s):



*Recommended Local Transit Route

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