

VI. A Balanced Approach

Considering All Needs of the System

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

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

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

Each of these elements are considered in the 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 balancing competing considerations throughout the entire transportation system, and does not encourage placing all modes on all roadways. By examining a corridor’s priority elements as defined to the right, each potential user of the system is evaluated and further balanced against the need of other user types. The result is a future vision of the corridor that highlights the needs and associated wants within the existing and future transportation network. For a better understanding of these modes and related considerations, see [Chapter V. Changing Mobility Considerations](#).

Recognizing the benefits of a balanced approach, the Heights-Northside Mobility Study examined the needs for each mode independently. Gaps and potential improvements to each network were identified as defined in [Chapter VII. Outcomes](#). Final outcome maps were then overlaid and compared to ensure a complete and complementary transportation network inclusive of all modes. Resulting priority elements were then evaluated within each corridor’s limited right-of-way and potential design concepts were developed based on defined elements.

The table on the next page provides a summary of each of the corridors that are currently classified under the existing MTFP. The table identifies what elements were prioritized per corridor; related Corridor Sheets depict potential design examples.

Automobiles

The automobile is considered a priority on all Houston streets. As such, an associated icon is not required to identify this element as a priority. Instead, defined priority elements are intended to call attention to other modes that may be incorporated within a corridor in addition to the automobile.

Priority Elements

Bicycle

Bicycle facilities increase the reach of transit services, promote non-motorized transportation options, and can be used for recreation and commuting alternatives. They can be located in the roadway as a shared traffic facility or separated from traffic as an on-street buffered facility. Additionally, facilities may be provided in the pedestrian realm, where appropriate, providing for the complete removal of the facility from vehicular traffic.



Parking

The provision of adequate vehicular capacity continues to be paramount to providing access and mobility within the study area. Where appropriate, parking may serve as a pedestrian buffer or as traffic calming treatment. Permanent parking is appropriate in certain context such as commercial retail areas upon approval of the PWE. Only peak-hour parking is displayed in corridor design examples to best demonstrate the potential use of the corridor at full capacity.



Transit

Increased access to transit will help promote ridership and offset some of the right-of-way constraints while increasing the carrying capacity of the roadway. High-frequency Transit which promotes fewer stops at greater distances, as well as local transit service were evaluated.



Pedestrian Realm

Where transit is a priority, the pedestrian network is considered an essential, complementary component where the sidewalk is encouraged to be greater than the current City standard of five feet. Pedestrians facilities are also prioritized for certain commercial/retail establishments and associated community amenities such as schools, parks or libraries or regional trail networks.



Proposed MMC

Resulting multi-modal classification recommended based the functional classification of the roadway (MTFP) and elements as defined above. Provided classification are in line with facility types

STREET NAME	FROM	TO	EXISTING FUNCTIONAL CLASS	MEDIAN/CTL/UNDIVIDED	MTFP ROW	NUM LANE	EXIST VOLUME RANGE	2035 VOLUME RANGES	MTFP IMPROVEMENT	UPDATED FUNCTIONAL CLASS	PROPOSED MMC	BIKE FACILITY	PARKING	TRANSIT	PED REALM
W 20TH ST	E TC JESTER BLVD	SHEPHERD DR	T-4-70	UNDIVIDED	70'	2	6,600-10,000	10,000-22,000	T-4-70	MAJOR THOROUGHFARE	URBAN AVENUE	X		X-Express	X
W & E 20TH ST	SHEPHERD DR	N. MAIN ST	T-4-70	UNDIVIDED	70'	4	8,700-9,500	10,000-20,000	T-4-70	MAJOR THOROUGHFARE	URBAN AVENUE	X		X-Express	X
W 18TH ST	I-610	E TC JESTER BLVD	T-4-100	MEDIAN	100'	4	11,000-14,500	19,500-29,000	T-4-100	MAJOR THOROUGHFARE	URBAN BOULEVARD	X		X-Express	X
W 19TH ST	20TH ST	SHEPHERD DR	LOCAL 2-70	UNDIVIDED	70'	2	4,000-5,500	10,000-12,500	MN-2-70	MINOR COLLECTOR	URBAN STREET		X	X-Local	X
W 19TH ST	SHEPHERD DR	HEIGHTS BLVD	LOCAL 4-70	UNDIVIDED	70'	4	2,000-4,500	12,500	MN-2-70	MINOR COLLECTOR	URBAN STREET		X	X-Local	X
W CAVALCADE ST	N MAIN ST	AIRLINE	T-4-90	MEDIAN	90'	4	10,900	22,100	T-4-90	MAJOR THOROUGHFARE	URBAN BOULEVARD	X		X-Express	X
W CAVALCADE ST	Airline	I-45	T-4-90	MEDIAN	90'	4	10,900	22,100	T-4-100	MAJOR THOROUGHFARE	URBAN BOULEVARD	X		X-Express	X
W CAVALCADE ST	IH 45	US-59	T-4-100	MEDIAN	100'	4	15,500	24,200	T-4-100	MAJOR THOROUGHFARE	URBAN BOULEVARD	X		X-Express	X
PATTON ST	AIRLINE DR	IRVINGTON BLVD	C-4-60-70	UNDIVIDED	60'	4	3,500-7,300	5,000-9,000	IRVINGTON TO FULTON : MJ-2-60; FULTON TO IH45: MJ-4-70 WEST OF 45: MJ-2-70	MAJOR COLLECTOR	URBAN STREET	X			
W 11TH ST	HEMPSTEAD HWY	SHEPHERD DR	T-4-100	MEDIAN	100'	4	6,800-8,200	7,500-35,500	T-4-100	MAJOR THOROUGHFARE	URBAN BOULEVARD			X-Local	X
E 11TH ST	SHEPHERD DR	STUDEWOOD ST	T-4-70	UNDIVIDED	70'	4	7,700-14,400	7,500-28,000	T-4-70	MAJOR THOROUGHFARE	URBAN AVENUE			X-Local	X
E 11TH ST	STUDEWOOD ST	MICHAUX ST	C-4-70	UNDIVIDED	70'	2	7,700	8,000	MN-2-70	MINOR COLLECTOR	URBAN STREET		X	X-Local	X
PECORE ST	MICHAUX ST	N MAIN ST	C-2-60	UNDIVIDED	60'	2	7,800-8,100	6,500-13,000	MN-2-60	MINOR COLLECTOR	URBAN STREET		X	X-Local	X
W 6TH ST	SHEPHERD DR	YALE	T-2-60	UNDIVIDED	60'	2	50-1,000	1,500	N/A	Remove from MTFP	N/A				
W 6TH ST	YALE	HEIGHTS BLVD	T-2-60	UNDIVIDED	50'-60'	2	50-1,000	1,500	MJ-2-60	MAJOR COLLECTOR	URBAN STREET	X*	X		X
WHITE OAK DR	HEIGHTS BLVD	STUDEWOOD ST	T-2-60	UNDIVIDED	60'	2	5,500-9,000	4,000-13,500	MJ-2-60	MAJOR COLLECTOR	URBAN STREET	X (Partial)	X	X-Local	X
WHITE OAK DR	STUDEWOOD ST	I-45	T-2-70	UNDIVIDED	70'	2	5,500-9,000	4,000-13,500	MJ-2-70	MAJOR COLLECTOR	URBAN STREET	X (Partial)	X	X-Local	X
QUITMAN ST	I-45	Fulton	T-2-60	UNDIVIDED	60'	2	5200-8,000	9,500-13,500	MJ-2-60	MAJOR COLLECTOR	URBAN STREET	X		X-Local	X
QUITMAN ST	Fulton	US-59	T-2-50/60	UNDIVIDED	50'-60'	2	5200-8,000	9,500-13,500	MJ-2-60	MAJOR COLLECTOR	URBAN STREET	X		X-Local	X
HOGAN ST	I-45	LORRAINE ST	C-4-60	UNDIVIDED	60'	4	3,000-8,500	14,000-21,500	MJ-4-70	MAJOR COLLECTOR	URBAN AVENUE	X*		X-Express	X

COUPLET: A COUPLET IS A ONE-WAY PAIRING OF TWO CORRIDORS.

TRANSIT: TRANSIT RECOMMENDATIONS ARE INTENDED TO SUPPORT METRO'S SYSTEM REIMAGINING.

*Note: Table arranged geographically by location of street. For best use, compare to Chapter VII. Outcome System Maps. Corridor Sheets are alphabetized.

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

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

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Additional Consideration: Minor Collectors

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

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 MTFP.

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

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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 (pedestrian, parking, transit, pedestrian, and bicycle facilities) are evaluated at a more detailed level, where individual corridor examples are assessed to determine “what works” within a given scenario. Each of the Major Thoroughfares and Major Collectors are evaluated individually and can be found in alphabetical order in this chapter. Variables of this analysis include existing right-of-way, traffic counts, and current modal uses. Public comment and the traffic demand model results affect the recommendation process. Future conditions, such as the MTFP designations, projected volumes and other factors are also taken into consideration.

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

- Priority Elements identified by associated icon
- Existing Conditions
- Identified Needs
- Future Vision

Corridor sheets are arranged alphabetically and complement information provided in summary tables highlighted in [Section 6.1: Highlighting Priority Elements](#). Summary tables are arranged by a corridor’s geographic location and may be directly compared to the final system maps presented in [Chapter VII. Outcomes](#).

Note: Provided corridor sheets define the proposed vision of the corridor and demonstrate how identified priority elements might be configured within a corridor. Corridor sheets serve as examples only. Final design is determined during the construction phase and deemed appropriate by a licensed Professional Engineer; detailed corridor design of this type is not appropriate at this high level of planning.

Priority Elements



Note: Although freight is not identified as a priority element, MMC designations of Industrial Boulevard/ Avenue/Street recommendation were considered based on area context. Examples for consideration include Jensen Drive.

Regional freight mobility, 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, June 2013.

West 6th Street

Priority Elements



Existing Condition

West 6th Street is a 2-lane undivided **Major Thoroughfare** with open ditches flanking both sides of the corridor expect for a portion of the road between Yale and Heights Blvd. Travel speeds are slow and single family homes are the prominent development type. The portion of the street west of Rutland Street, however, is mainly industrial with heavy truck usage. A detention pond recently constructed by TxDOT separates this section from the rest of the corridor.

Identified Needs

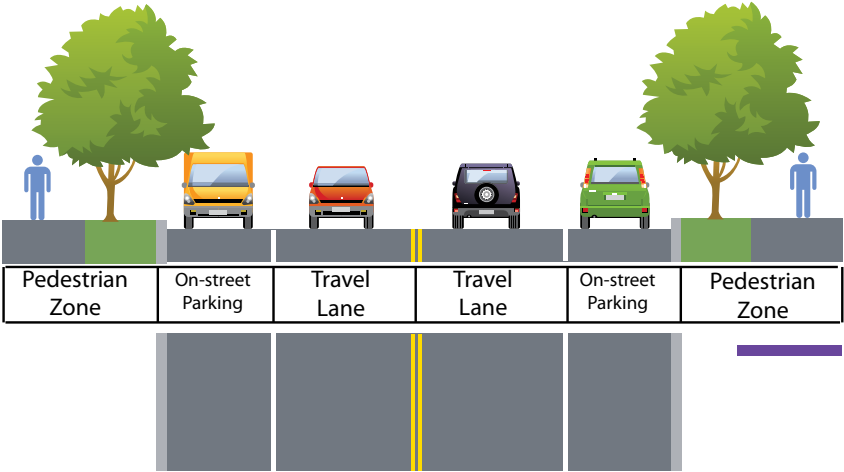
The public noted a lack of sidewalks on 6th Street east of Rutland Street. Of particular concern, is the complete lack of sidewalks along the south side of the corridor. The community expressed a strong desire to make this portion of 6th Street a more walkable neighborhood, especially where the corridor transitions into the White Oak District.

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

Future Vision

The portion of 6th Street west of Yale Street is recommended to be **removed** from the MTFP due the recently constructed detention pond between Rutland Street and Shepherd Drive. The removal of the corridor provides a nominal impact to the greater thoroughfare network as reflected in projected traffic volumes, and more accurately reflects the future condition of the network where the construction of a bridge across the detention pond is not envisioned.

Possible Option(s):

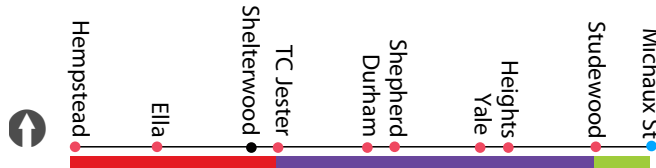


The remaining portion of the corridor between Yale Street and Heights Boulevard is recommended to be reclassified as a **Major Collector** to further emphasis the corridor as a predominately residential connector. Similarly, the corridor is envisioned to accommodate wide sidewalks and encourage on-street parking for increase walkability. Given existing and planned development along the corridor, as well as associated priority elements mentioned, 6th Street is recommended as an **Urban Street**.

NOTE: COLORED BAR(S) INTENDED TO CORRESPOND WITH CORRIDOR KEY AT THE TOP OF THE PAGE.

11th Street

Priority Elements



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

Existing Condition

11th Street is a 4-lane, east-west **Major Thoroughfare** with a right-of-way that ranges from 70' - 100'. The segment between Hempstead Road and N. Shepherd Drive is 100' ROW, and 70' east of N. Shepherd Drive. Land use along the corridor varies, with a mix of residential and retail commercial uses east of Ella Blvd. A neighborhood-retail node is developing at 11th and Studewood Street with local restaurants, bakeries, and some mid-rise residential developments. Sidewalks are consistent throughout the corridor and exist on both sides.

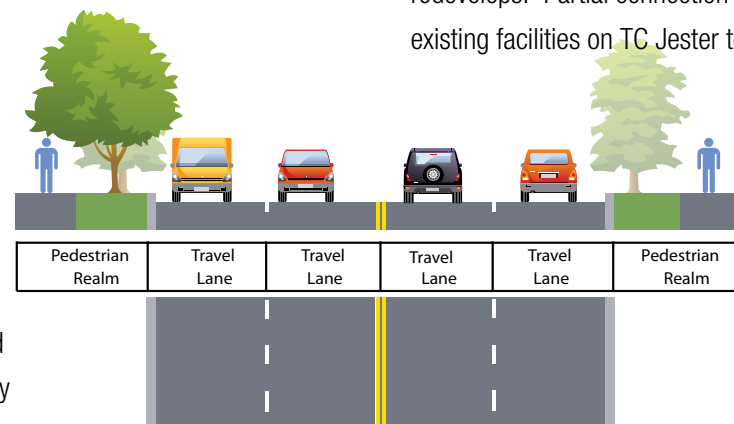
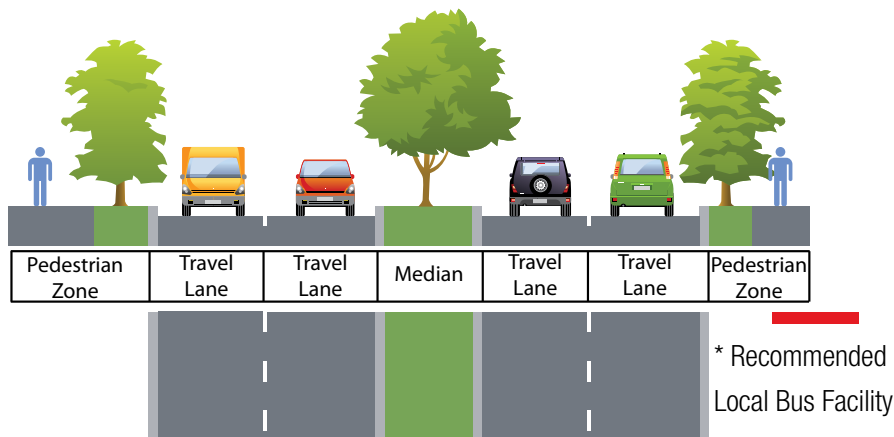
Identified Needs

The character of this corridor is changing as more restaurants and smaller shops move into the area. The result has been an increased number of pedestrian and bicycle along the corridor. As such, bicycle safety was noted as a concern especially at existing bike facilities across 11th Street. Parking was also noted as a concern where future commercial-retail activity similar to 11th and Studewood might develop. Other comments expressed a desire for transit access along 11th Street into the Galleria area. Finally, traffic congestion along 11th Street' intersections at TC Jester Blvd, Durham Drive and Heights Blvd were noted.

Future Vision

The corridor is recommended to remain as a 4-lane **Major Thoroughfare** on the MTFP from Hempstead Highway to Studewood Drive given the length and diverse uses along the corridor ranging from residential to industrial uses. This portion of the corridor is also recommended as an **Urban Blvd** in preservation of the existing median and an **Urban Avenue** within the 70' right-of-way. East of Studewood the corridor is recommended as a **Minor Collector** and **Urban Street** given the corridor's 2-lane configuration and low projected traffic volumes. To better accommodate access to local residential amenities and commercial activity, a local bus service is recommended.

Possible Option(s):

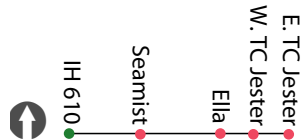


Due to right-of-way limitations, a bike facility is currently not recommended but, should be explored as the area redevelops. Partial connection is provided, however, from existing facilities on TC Jester to Shelterwood Drive.

NOTE: COLORED BAR(S) INTENDED TO CORRESPOND WITH CORRIDOR KEY AT THE TOP OF THE PAGE.

West 18th Street

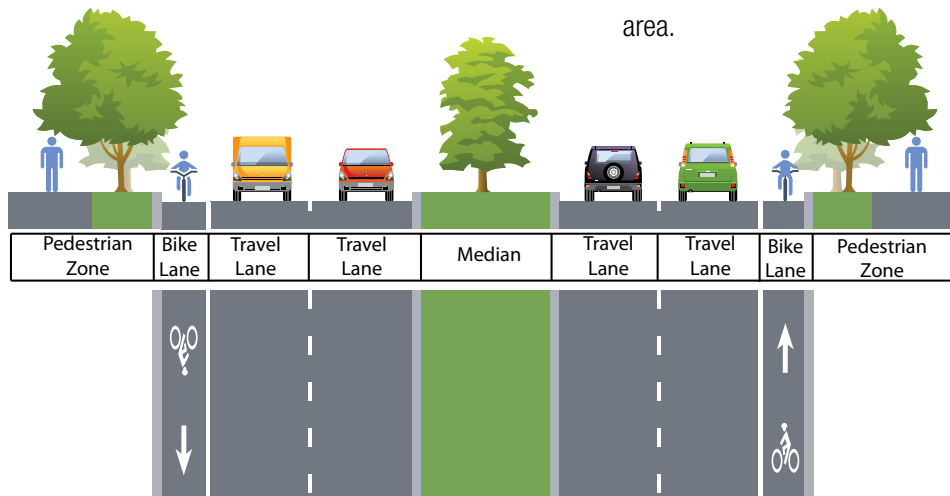
Priority Elements



Existing Condition

West 18th Street, from IH 610 to East TC Jester, is classified as a 4-lane **Major Thoroughfare** with 100' right-of-way (ROW). The corridor transitions into 20th Street east of TC Jester creating a continuous east-west connector through the Heights into the Northside study area. TC Jester Park is located at East TC Jester and West 18th Street and provides access to the off-street White Oak Bayou Trail network. Land use along the corridor consists of single-family residential, multi-family residential and commercial-retail.

Possible Option(s):



Identified Needs

Public input for West 18th Street focused on the intersection of West 18th/20th and East TC Jester. the current intersection design is skewed and makes it difficult for traffic to continue onto 18th Street. Realignment of this intersection could possibly open up through traffic along 18th Street. Further analysis is needed to determine the proper redesign of this intersection.

Additional connections along West 18th Street to the off-street trail network were also expressed as a strong desire by the community. Bike facilities and transit were also noted as a potential connection to light-rail in the Northside area.

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

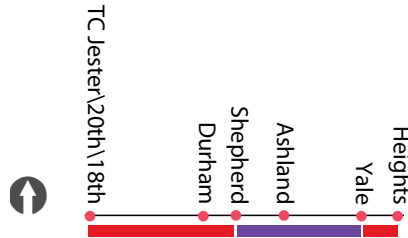
Future Vision

West 18th Street is recommended to remain a 4-lane **Major Thoroughfare** based on projected traffic demands. A bicycle facility is also recommended. This would provide a continuous east-west facility along the 18th/20th/Cavalcade corridors as well as the desired connection to the off-street White Oak Bayou trails. West 18th Street is recommended as an **Urban Boulevard** in preservation of the existing median and access management of vehicular traffic. Given existing connection to IH 610 and IH 45, High Frequency Transit is recommended along this corridor.

* Recommended High Frequency Transit

19th Street

Priority Elements

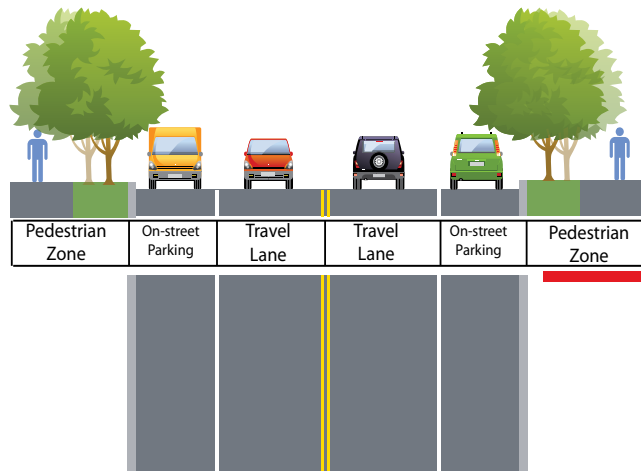


Existing Condition

19th Street is currently classified as a **local street** and therefore, not included in the 2014 MTFP. Existing right-of-way varies between 70' and 90'. Development along the corridor is retail-commercial and is expected to develop as a neighborhood retail corridor. A number of properties east of Shepherd Drive have developed into high density single-family townhouses. The road configuration consist of two cross-sections:

- West 18th/20th/T.C. Jester to Shepherd: 2-lanes with open ditch
- Shepherd to Heights Blvd: 2-lanes with on-street parking in some places inclusive of both head-in and parallel parking facilities.

Possible Option(s):



Identified Needs

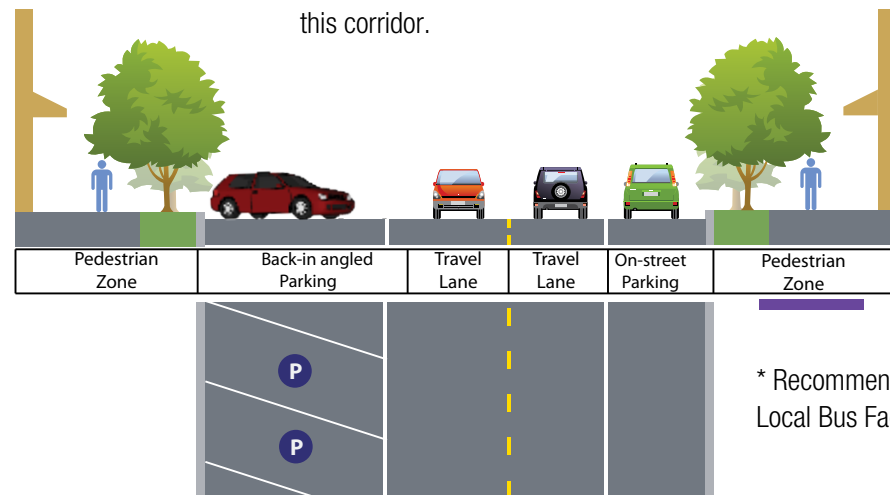
19th Street is parallel to 20th Street which is a Major Thoroughfare. Given the future volumes and associated speeds anticipated on 20th Street by automobile traffic, 19th Street may serve as a neighborhood collector for certain types of pedestrian and bicycle traffic not comfortable with traffic patterns on 20th Street. With the presence of smaller shops and restaurants closer to the street, safe crossing and slower traffic speeds were expressed by public comment as well as an enhanced pedestrian realm for increased walkability.

Future Vision

This corridor is recommended to be added to the MTFP as a **Minor Collector** given the existing land use and connectivity. It is also recommended to be classified as an **Urban Street** with two potential cross-sections which are in line with priority elements highlighted by the community:

- West of Shepherd Drive: 2-lanes of vehicular traffic with parallel parking is recommended for increased access to commercial uses along the corridor. The provided configuration allows ample use of the pedestrian zone while maintaining the movement of two-way traffic.
- Shepherd to Yale: 2-lanes of vehicular traffic with parallel parking as provided within the existing condition. However, possible redesign of existing head-in parking to angled or back-in angled parking needs to be evaluated.

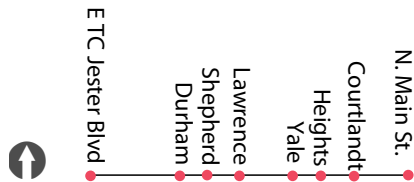
Also, local transit is recommended to facilitate pedestrian traffic along this corridor.



NOTE: COLORED BAR(S) INTENDED TO CORRESPOND WITH CORRIDOR KEY AT THE TOP OF THE PAGE.

20th Street

Priority Elements



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

Existing Condition

20th Street is a **Major Thoroughfare** that travels east-west through the Heights area and into the Northside neighborhood as Cavalcade Street. The corridor is characterized by many commercial uses, which contributes to high pedestrian traffic between E. TC Jester and Shepherd. The corridor also serves as a residential connector to several neighborhood amenities such as the area grocery store, dental office, banks, schools and churches. 20th Street's existing cross section transitions at several points from E. TC Jester to N. Main Street including:

- E. TC Jester: 2-lane undivided corridor with sidewalks flanking both sides of the road. Head-in parking is evident adjacent to several businesses.
- Shepherd: 4-lane undivided section with sidewalks and planting strips.
- Lawrence: 2-lane corridor divided with a center turn lane.
- Rutland: 4-lane undivided and the primary location of big box commercial along the corridor.
- Courtlandt: 2-lane divided with a center turn lane, and a stripped bike lanes.
- Main Street: 4-lane divided esplanade, and continued bike lane.

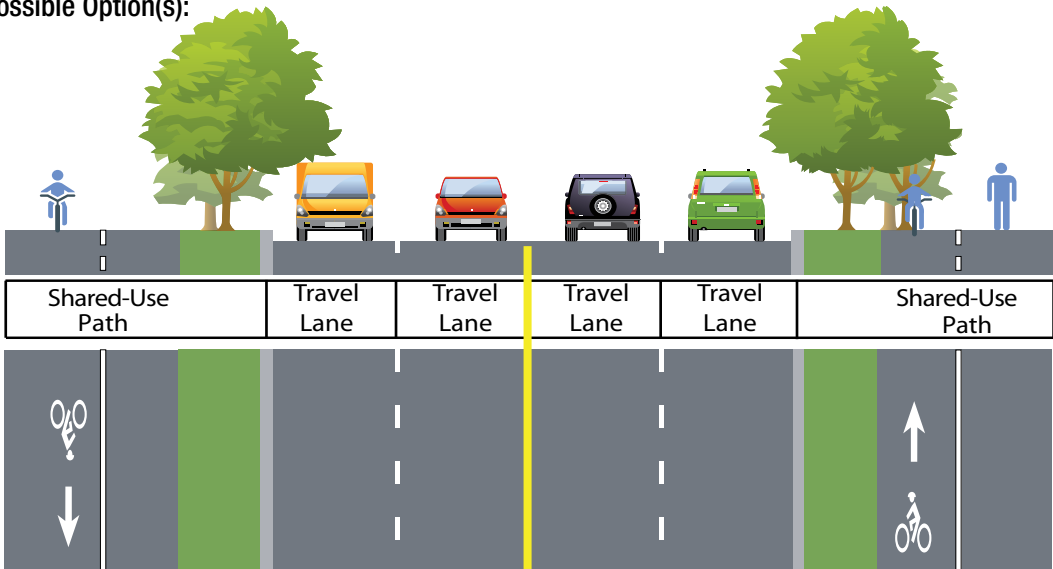
Identified Needs

The corridor is essential for vehicular movement within the study area. The bike lane along 20th Street, which continues onto Cavalcade, is very important to bicyclist and provides one of the only east-west connection for bicyclists between the Heights and Northside neighborhoods. This connection is only expected to increase in popularity for cyclists as the North Line (Red) light-rail begins operations. However, due to the narrow width of existing bike lanes many bicyclists do not feel safe riding on this road. Several intersections noted for congestion include Durham Drive, N. Main Street, and E. TC Jester Blvd.

Future Vision

20th Street is recommended to remain as a 4-lane **Major Thoroughfare** based on projected traffic volumes and function as the primary east-west vehicular corridor within the study area. Given the existing context the corridor is further recommended as an **Urban Avenue**. A bike facility is also recommended. A shared-use path (where the pedestrian and bike share a wider sidewalks) should be explored. A High Frequency Transit facility would greatly benefit the corridor, due to its east-west connection. Additional focus should be given to the pedestrian realm to create a safe and walkable corridor.

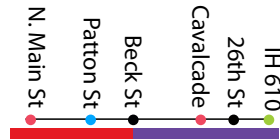
Possible Option(s):



* Recommended High Frequency Transit

Airline Drive

Priority Elements



Existing Condition

Airline Drive is a 4-lane **Major Thoroughfare** with 70' to 80' right-of-way. During the time of this study, reconstruction of the corridor commenced. The provided cross section will be constructed as, a 4-lane corridor. Variations include:

- N. Main Street to Cavalcade: 4-lane undivided corridor. The surrounding landuse is comprised of mainly commercial and industrial uses. The corridor is also home to the a local outdoor farmers market north which is a neighborhood attractor for all mode types.
- Cavalcade to IH 610: 4-lane corridor with center turn lane.

On-street parking is not anticipated, however, sidewalks will be provided on either side of the corridor.

Identified Needs

This corridor has a daily farmers market that brings heavy traffic to the area ranging from 18 wheeler trucks and passenger vehicles mixed in with pedestrians and bicyclists. There is a desire to enhance and increase the connectivity of sidewalks with a particular focus on pedestrian crossings.

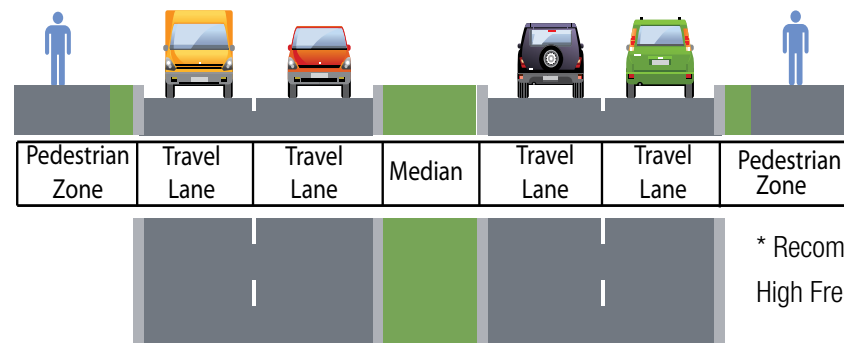
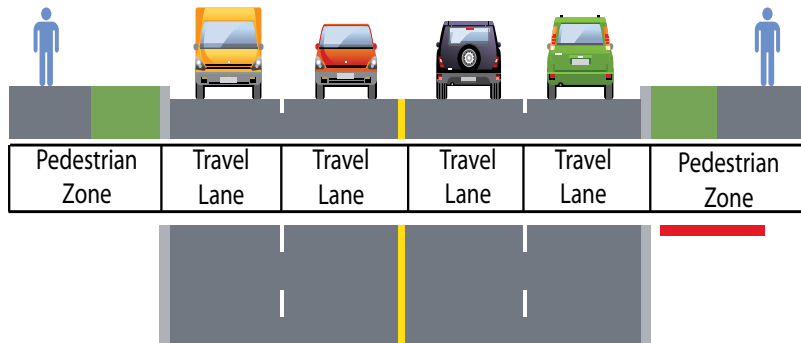
Future Vision

Airline Drive is recommended to remain as 4-lane **Major Thoroughfare** on the MTFP given projected traffic volumes and the diversity of use along the corridor. Given the provided context, the corridor is further recommended to be classified as an **Urban Avenue**. Enhancing the pedestrian realm across Airline Drive will be a huge benefit, especially to pedestrians traveling to and from the farmers market. Two locations where raised crosswalks with special design considerations would be beneficial include: Aurora Street and Sylvester Road.

The activity centers along the corridor indicate a need for High Frequency Transit. Due to constraints within the right-of-way, a bike facility is not recommended.

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

Possible Option(s):

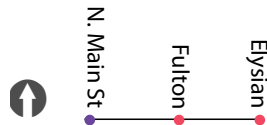


* Recommended
High Frequency Transit

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Burnett Street

Priority Elements



Existing Condition

Burnett Street is a 2-lane undivided **Major Collector** without curb and gutter. It services local residences and a few other development types. The Red Line light rail stop, Burnett Transit Center Casa De Amigos, is also located along the eastern side of the corridor just before Main Street.

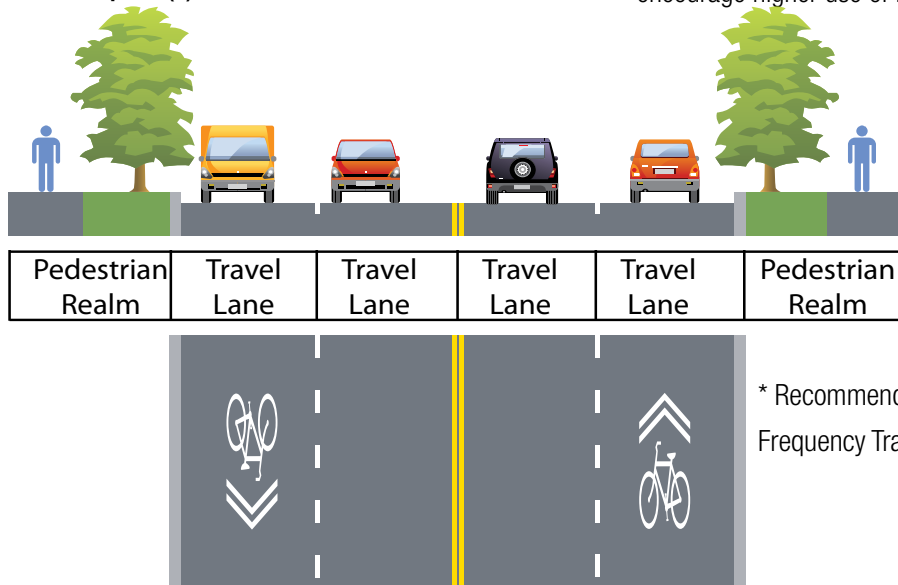
Identified Needs

Hardy Yards is an approximately 50-acre site slated for a major mixed use development on the southern border of Burnett Street. As such, various sidewalk and roadway improvements are expected with this provided development, as well as additional connection into Downtown from the Northside area. As Burnett Street is reconstructed, pedestrian and bicycle facilities with parking consideration will need to be a priority to enhance safety along the corridor. These improvements will also encourage higher use of rail and bus transit.

Future Vision

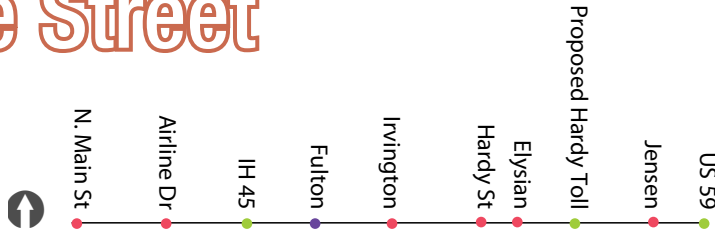
Burnett Street is recommended to remain as **Major Collector**. However, due to anticipated traffic volumes and expected development along the corridor, it is recommended to be increased from a 2-lane to 4-lane Major Collector with 80' right-of-way. Further, it is recommended to be classified as an **Urban Avenue** given anticipated context change associated with the Hardy Yards development. Moving bicyclist and pedestrians to and from the neighborhoods, the White Oak Bayou Trail, the University of Houston Campus and the downtown area will be a key attribute for this small corridor. The corridor has already been designed, and is engineered to be constructed as a 4-lane facility with wider outside lanes to be shared with bicyclists and motorists. The provided design allows for a wider pedestrian realm which is beneficial in a retail-focused environment. Finally, transit will play important role along this corridor with Burnett Transit Center located on Burnett near Main Street. Although an alternative facility is also recommended on Hogan Street just north of this corridor, Burnett Street provides a more direct access to light rail and expected commercial developments. Given the corridors current condition, however, transit turning movements are more appropriately accommodated on Hogan Street today.

Possible Option(s):



Cavalcade Street

Priority Elements



Existing Condition

Cavalcade is an east-west regional connector from the Heights area across IH 45 to the Northside neighborhood continuing westward into Houston's 5th Ward. The corridor is currently designed as a 4-lane divided **Major Thoroughfare** with 90'-100' right-of-way. Uses along the corridor transition between commercial/retail to residential with evidence of high pedestrian activity. Irvington Park is also directly adjacent to the corridor and is heavily used for its athletic facilities and picnic areas. A striped bike lane is also provided east of N. Main Street. METRO's Red Line also maintains the Calvacade light rail stop at Fulton.

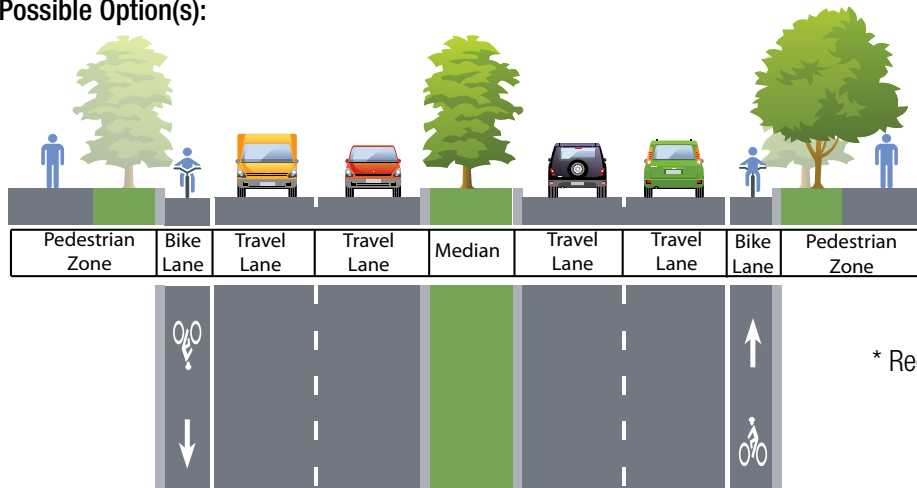
Identified Needs

The public expressed concern regarding the existing bike lane along Cavalcade as being too narrow given the travel speeds and traffic along Cavalcade. The continuation of a wider bike lane into the Heights area was also requested where current facilities were regarded as not clearly visible west of Main Street. Intersection designs with inadequate turning radii for buses were noted as a concern. Traffic delays were identified at the intersection at Fulton Street and the five way intersection at 20th Street/Calvacade Street, N. Main Street and Studewood Street.

Future Vision

Cavalcade Street is recommended to remain as **Major Thoroughfare** on the MTFP and be further classified as an **Urban Boulevard** in preservation of the esplanade. Bike lanes are also recommended to be widened for increased safety. To accommodate a wider facility, the existing median may be narrowed. Given the location of the Cavalcade Red Line Metro Stop, as well as a number of neighborhood amenities, completing sidewalk gaps is also recommended. High Frequency Transit is also recommended for this corridor.

Possible Option(s):



* Recommended High Frequency Transit

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

Collingsworth Street

Priority Elements

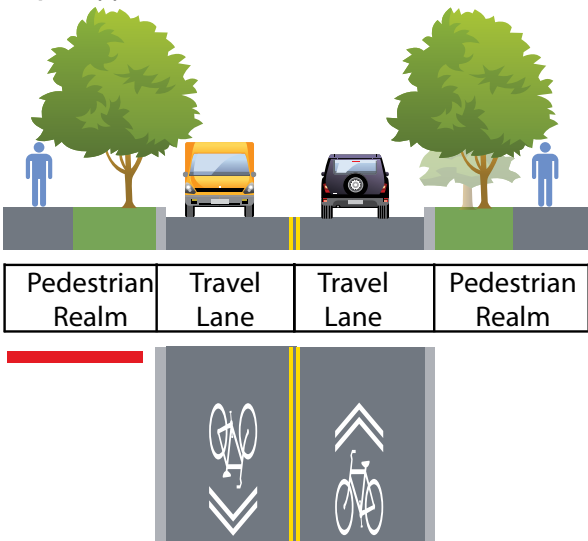


Existing Condition

Collingsworth Street is a **Major Collector** that provides access to US 59 and the METRO rail facilities on Fulton Street. Moody Park is a regional and neighborhood attractor located at the terminus of Collingsworth and Fulton providing such amenities as an outdoor swimming pool, workout facilities, and community meeting rooms. The corridor is currently designed in two different cross sections:

- Fulton to Elysian: 2-lane, undivided with mostly residential development.
- Elysian to US 59: 4-lane corridor with industrial development.

Possible Option(s):



Identified Needs

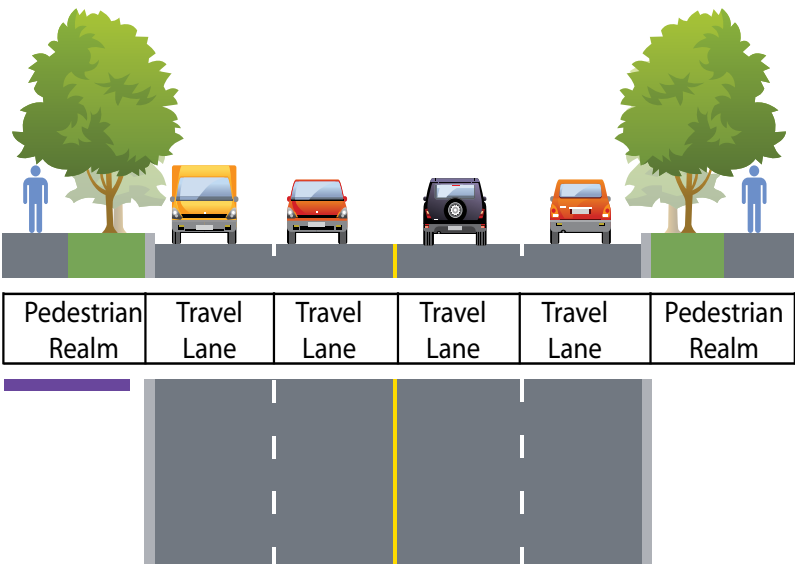
Public input expressed a desire for a bike facility along a portion of the corridor to connect the residents to the light-rail and Moody Park.

Future Vision

The existing 2- and 4-lane **Major Collector** designation are recommended to be maintained for proper accommodation of projected traffic demands. Given the provided context of the corridor, multi-modal classifications are recommended as:

- Fulton to Elysian: **Urban Street**
- Elysian to US 59: **Urban Avenue**.

To better provide multi-modal accessibility to and from Moody Park as well as the light rail, a bike facility is also recommended from Fulton to Elysian.

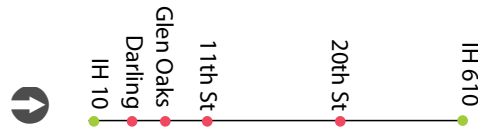


EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2/4	MTFP Designation	C-2/4-60
Existing Counts Range	1,600-5,000	Future Volume Range	2,000-17,000
Right-of-way	55'	Proposed MMC	Urban Ave/St
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	Undivided

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Durham Drive

Priority Elements



Existing Condition

Durham Drive is a southbound, one-way **Principal Thoroughfare** from IH 610 to IH 10 that operates as a **couplet** with Shepherd Drive for northbound traffic. The majority of the corridor is 4-lanes. Local residents referred to this corridor as a “complete commuter street” as the majority of users are regional in nature passing through the Heights to IH 45 or south to the Montrose area. The corridor does maintain sidewalks, but the condition is degraded and not continuous along both sides of the corridor. The corridor maintains a 4-lane bridge across White Oak Bayou. A narrow sidewalk is apparent along one-side of the bridge, but is insufficient.

Identified Needs

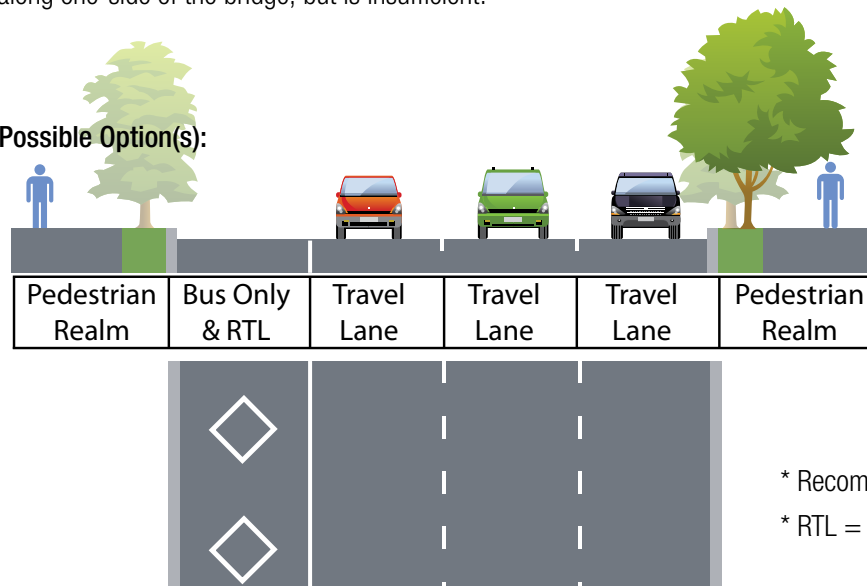
A strong desire for bike lanes and sidewalks along the corridor was expressed by the public. The corridor’s bridge across White Oak Bayou is also seen as a barrier for non-vehicular traffic where existing facilities are too narrow. The public noted the existing sidewalk facility is not safe for a pedestrian, much less a bike. Pedestrian crossings across Durham Drive are also needed. In addition to creating and connecting these pedestrian realms, aesthetic improvements, like the addition of street trees, were mentioned.

Future Vision

Durham Drive is recommended to maintain its current 4-lane **Couplet** design to meet current and future vehicular capacity needs. As such, an on-street bike facility is not recommended. Wider, continuous pedestrian facilities are important for internal community connectivity as well as enhanced access to transit stops. Pedestrian crossings at major intersections and the provided bridge should be further evaluated for proper design.

High Frequency Transit for the Durham/Shepherd Couplet is recommended. Given the importance of this corridor as a regional connector, it is recommended that one travel lane be designated as a bus only lane, and where appropriate, right-turn only lane for increased efficiency. As a designated High Frequency Transit facility, importance of the pedestrian realm is further prioritized for this corridor. Bus shelters, wider sidewalks and properly placed cross walks at intersections near transit stops are recommended for a more safe and pedestrian-friendly area.

Possible Option(s):



* Recommended High Frequency Transit

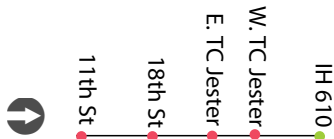
* RTL = Right Turn Lane

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

For more information regarding associated design standards for northbound traffic, see the Shepherd Corridor Sheet.

Ella Blvd

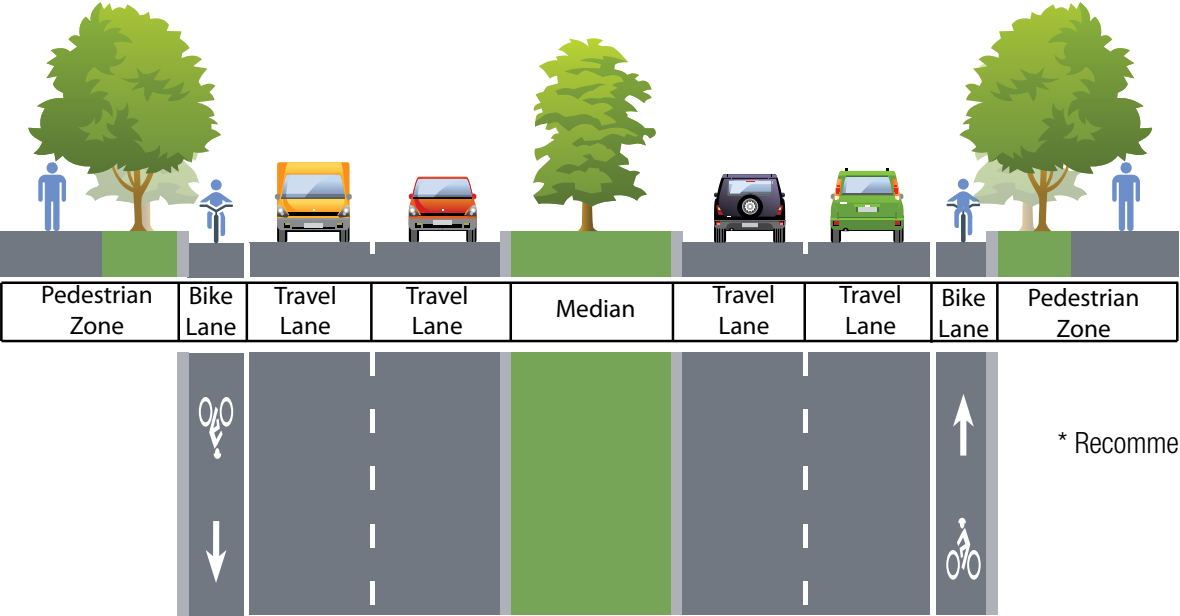
Priority Elements



Existing Condition

Ella Blvd is currently a 4-lane **Major Thoroughfare** with a median and 80' right-of-way. Ella is currently striped for a bike lane, and is the only north-south corridor in the Heights area to provide a bicycle facility to IH 610. Irvington Blvd provides the next potential bicycle facility across IH 610 and is located 4 miles west of Ella Blvd. The corridor also provides access to the White Oak Bayou Trail at East TC Jester.

Possible Option(s):



* Recommended Local Bus Facility

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

Future Vision

It is recommended that Ella Blvd continue to operate as a 4-lane **Major Thoroughfare** for sufficient movement of vehicles. A **Urban Boulevard** designation is recommended for this corridor in preservation of the median. Median breaks should be further evaluated to improve traffic flow while ensuring maximum access management. Similarly, it is recommended that the provided bike facility remain for needed connectivity of the bike network under IH 610 as well as access to the White Oak Bayou off-street trails. Where appropriate, however, it is recommended that the median be reduced slightly to allow for wider bike lanes. A local bus facility is also recommended to ensure a greater number of stop locations along the corridor.

Elysian Street

Priority Elements



Existing Condition

Elysian Street is a one-way, 4-lane undivided **Major Thoroughfare** for northbound traffic traveling from downtown to the Hardy Toll Road. The corridor merges with its southbound couplet, Hardy Road, just south of Lorraine Street. In total, the Elysian-Hardy couplet maintains 8-lanes of vehicular travel lanes. Landuse along the corridor is primarily residential, however, light industrial is evident closer to the Hardy Toll Road entrance ramp.

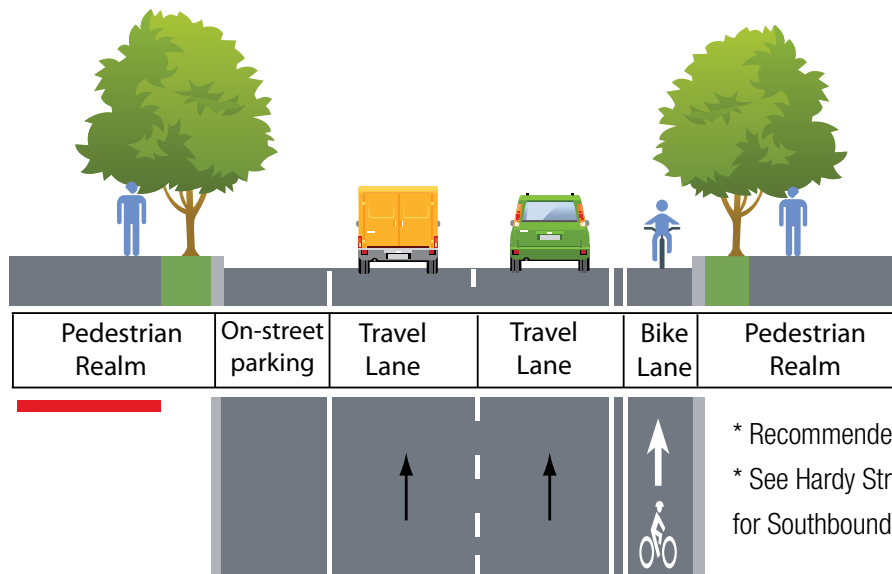
Identified Needs

The posted speed limit along Elysian is 35 mph. However, public comment indicates that traffic travels at speeds much greater than the posted limit due to the corridor's connection to the Hardy Toll Road. The public also noted that on-street parking is a desire. Finally, with the potential introduction of the Hardy Toll Road extension along the western boundary of the study area, residents expressed a need for greater connectivity of local streets into downtown.

Future Vision

Elysian Street, from Harrington Street to IH 610, is recommended to remain as a one-way, northbound **Urban Couplet**. It is also recommended this section of Elysian Street be reclassified as a **Major Collector**. With the proposed extension of the Hardy Toll Road, the carrying capacity required is anticipated to decrease. As such, the number of lanes are also recommended to be reduced from 4- to 2-lanes of vehicular traffic. As a couplet, a potential design solution may include on-street parking along one side of the corridor and a buffered bike lane on the other; Hardy is intended to mirror this design for southbound traffic. Elysian Street, south of Harrington Street, is recommended to remain as a 4-lane **Major Thoroughfare** to sufficiently capture traffic from the Elysian-Hardy Couplet and Hardy Toll Road.

Possible Option(s):



* Recommended High Frequency Transit

* See Hardy Street Corridor Sheet for Southbound Recommendation

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	C-2-60; T-4-60
Existing Counts Range	4,500-8,500	Future Volume Range	9,000-15,000
Right-of-way	60'	Proposed MMC	Couplet
Median/CTL/Undivided	N/A	Median/CTL/Undivided	Undivided

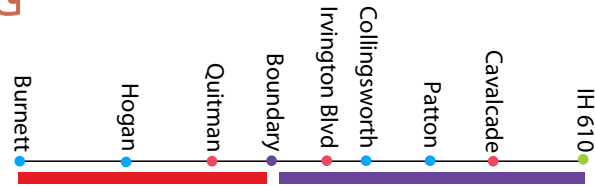
A High Frequency Transit facility is also recommended and is consistent with METRO's System Reimagining Plan.

For more information regarding associated design standards for southbound traffic, see the Hardy Corridor Sheet. Alternative options considered for the Urban Couplet pairing may be viewed in [Appendix D: Hardy-Elysian Option Considerations](#) of the report.

NOTE: COLORED BAR(S) INTENDED TO CORRESPOND WITH CORRIDOR KEY AT THE TOP OF THE PAGE.

Fulton Street

Priority Elements

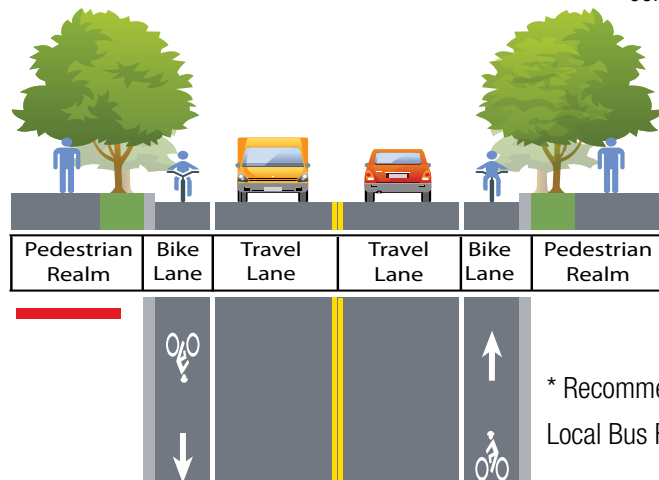


EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2/4	MTFP Designation	TCS-2-varies; C-2-60/70
Existing Counts Range	5,700-11,400	Future Volume Range	4,000-14,000
Right-of-way	55-60+	Proposed MMC	Transit/Urban Avenue
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	N/A

Existing Condition

Fulton Street was redesigned to accommodate light-rail north of Boundary Street and is designated as a **Transit Corridor Street** on the MTFP, including 2-lanes with varying right-of-way widths (80'-100'). Reconstruction of the corridor was completed in December 2013. Fulton, south of Boundary Street, is designated as a 4-lane **Major Thoroughfare**. Although some residential landuse exist, the corridor is also aligned with retail-commercial uses. Moody Park, a city park located directly adjacent to Fulton Street, is a neighborhood and amenity inclusive of a pool, work out facilities, conference rooms and recreational event spaces.

Possible Option(s):



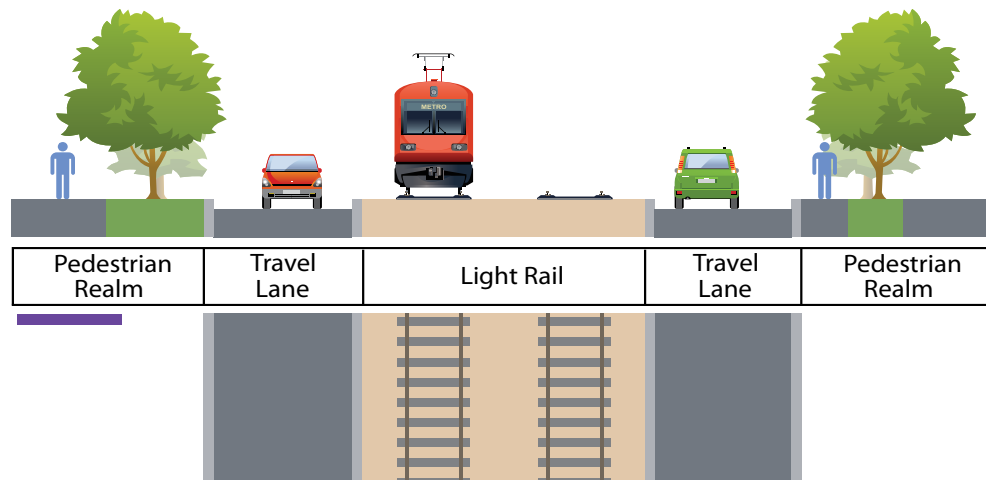
* Recommended
Local Bus Facility

Identified Needs

The light rail was noted as a benefit for the community. However, concerns regarding safe crossing of the corridor to Moody Park as an issue. Similiary, designated crosswalks to light rail stations is also lacking along some portions of the corridor. The portion of the corridor south of Boundary Street currently functions as a 2-lane Collector Street. However, with the onset of a relatively large commercial development - Hardy Yards - south of Burnett Street, traffic is only anticipated to increase. Given the length of the corridor and the relative neighborhood context, current functional classification does not accurately reflect the intended traffic needs of the corridor.

Future Vision

Fulton Street is recommended to remain as a **Transit Avenue** north of Boundary Street. Future volume is anticipated to increase south of Boundary Street, however, indicate that 4-lanes of vehicular traffic are not warranted. As such, the corridor is recommended to be classified as a 2-lane **Major Collector**. To improve access to light rail, as well as provide a multi-modal connection to the anticipated Hardy Yard development and future connection to downtown, designated bike lanes are recommended along this portion of the corridor. Fulton Street is also recommended to be classified as an **Urban Avenue** south of Boundary Street.



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Hardy Street

Priority Elements



Existing Condition

Hardy Street is a one-way, 4-lane undivided **Major Thoroughfare** that moves traffic southbound from IH 610 to IH 10. It runs parallel to Elysian Street, which together, operate as an 8-lane couplet through the study area. Hardy Street fluctuates between 50'-60' of right-of-way along its length. Development along the corridor is residential with a few other uses including schools, and smaller "mom and pop" commercial facilities.

Identified Needs

The Travel speed along Hardy is 35 mph. However, public comment indicates that traffic travels at speeds much greater than the posted limit due to the corridor's connection to the Hardy Toll Road directly north of the study area. The public also noted that on-street parking is a desire. Finally, with the potential introduction of the Hardy Toll Road extension along the western boundary of the study area, residents expressed a need for greater connectivity of local streets into downtown.

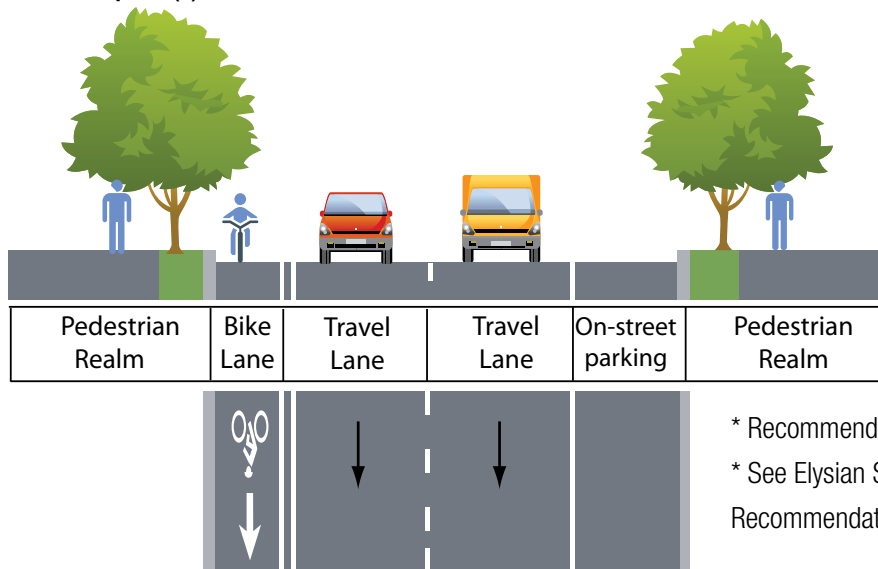
Future Vision

Hardy Street is recommended to remain as a one-way, southbound **Urban Couplet**. It is also recommended Hardy Street be reclassified as a **Major Collector**. With the proposed extension of the Hardy Toll Road, the carrying capacity required of this street is anticipated to decrease. As such, the number of lanes are also recommended to be reduced from 4- to 2-lanes of vehicular traffic. As a couplet, a potential design solution may include on-street parking along one-side of the corridor and a buffered bike lane on the other; Elysian is intended to mirror this design for northbound traffic.

A High Frequency Transit facility is also recommended and mimics METRO's System Reimagining Plan.

For more information regarding associated design standards for northbound traffic, see the Elysian Corridor Sheet. Alternative options considered for the Urban Couplet pairing may be viewed in [Appendix D: Hardy-Elysian Option Considerations](#) of the Report.

Possible Option(s):



* Recommended High Frequency Transit

* See Elysian Street Corridor Sheet for Northbound Recommendation

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

Heights Boulevard

Priority Elements



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

Existing Condition

Heights Boulevard is classified as a 4-lane divided **Major Thoroughfare** with 140'-150' right-of-way. Operationally, however, the corridor only maintains 2-lanes of vehicular traffic between IH 10 and 20th Street. The remaining travel lanes have been restriped to accommodate on-street parking and a bike lane. Parking is removed, however, at intersections to accommodate left-hand turning movements. A jogging trail is also located down the middle of the corridor's wide median. Pedestrian and bicycle activity are high along this corridor and appear to accommodate both the recreational and commute users.

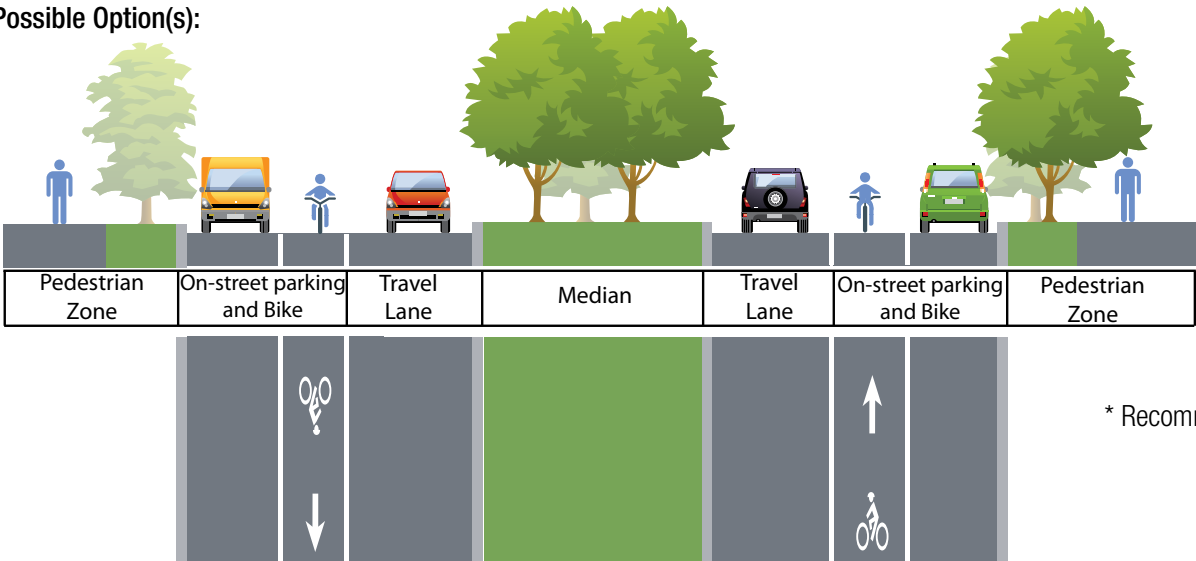
Identified Needs

The public envisions Heights Boulevard as the one "Complete Street" of the Heights' study area. The public expressed a desire to expand bike and pedestrian amenities found on Heights Blvd to other corridors. However, joggers using the trail provided in the existing median, noted that crossing between medians at existing intersections can create confusing and unsafe conditions. Colored paving was suggested as a treatment to better delineate how motorists, bicyclists and pedestrians (including joggers) should interact at these junctions.

Future Vision

Future volume ranges for Heights Blvd north of 6th Street/White Oak Drive indicate a reclassification of the corridor to a 2-lane divided **Major Collector** with 140'-150' right-of-way may be warranted. The corridor is also recommended as an **Urban Boulevard** in preservation of the existing median. The provided recommendation is not intended to change the existing condition of the corridor, but rather preserve it. To improve the functionality of intersections, however, one potential improvement includes the implementation of **Michigan U-turns** which would result in u-turns in lieu of left-hand turning movements at intersections (See Chapter V. Section 5.8 Integration of Modal Types). A local bus facility is also recommended for the corridor.

Possible Option(s):



* Recommended Local Bus Facility

Hempstead Road

Priority Elements



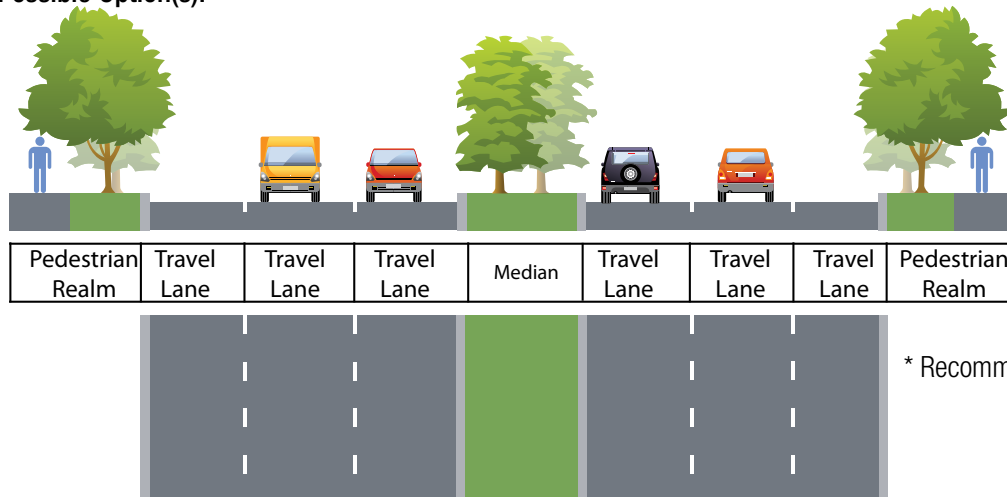
Existing Condition

Hempstead Road is a 6-lane **Principal Thoroughfare**. Current development is restricted to the corridor's northern boundary due to the Union Pacific Railroad tracks which runs in parallel to its south. Existing cross sections include:

- Katy Road to West 11th St: designated and functions as a 6-lane corridor divided by a center-turn lane with a 200' right-of-way.
- West 11th St to Katy Rd/Washington Ave: designated as a 6-lane Principal Thoroughfare, but currently functions as a 4-lane undivided corridor.

Sidewalks are non-existent throughout the corridor, but there is a transit route (70) with frequent bus stops.

Possible Option(s):



* Recommended Local Bus Facility

Identified Needs

Hempstead Road is a regional corridor from Jersey Village/FM 529 to the Inner West Loop study area located within the City of Houston's 610 Loop. This corridor is heavily traveled by vehicular traffic, and transitions into Katy Road and Washington Avenue which are 4- and 6-lane corridors, respectively. Although the corridor does not have a strong pedestrian realm, footpaths are evident along the side of the corridor, especially in locations where METRO bus stops are located. Where bicyclist exist, safety is a concern. Vehicular traffic congestion was expressed as a concern at the southern portion of the corridor within the 610 Loop.

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

Future Vision

Hempstead Road is recommended to remain as a 6-lane **Principal Thoroughfare** for the extent of the corridor. A median is further recommended for consistency along the length of the corridor, access management and increased aesthetic appeal. The corridor is also recommended as an **Urban Boulevard**. To accommodate access to the multiple commercial and industrial properties abutting the northern boundary of the corridor, local bus transit is recommended. Given the importance of the corridor for existing and future transit service, the pedestrian realm should be strengthened to encourage access to bus stop locations. Due to existing safety concerns, a bicycle facility is not recommended along this corridor. Although alternative route options should be explored where appropriate.

Hogan Street

Priority Elements



Existing Condition

Hogan Street is a 4-lane undivided **Collector** with a 60' right-of-way that extends from Taylor/Sawyer Street across IH 45 as Crockett Street. Although the corridor transitions three name changes (Hogan Street, Lorraine Street, Crockett Street), the 4-lane designation on the MTFP is consistent. Sidewalks can be found along the length of Hogan Street, but they are narrow and at times in poor condition. Existing land use consists of commercial properties with limited setbacks, and some residential.

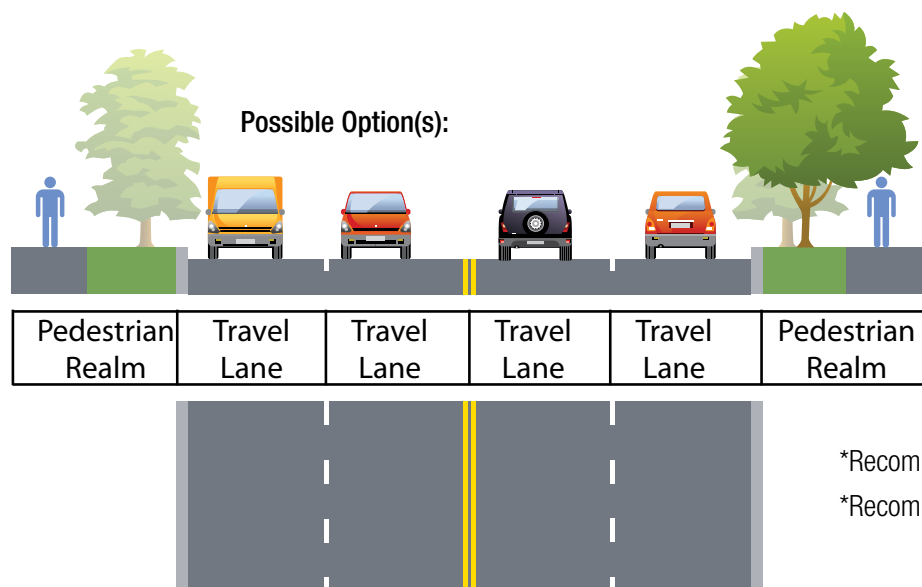
Identified Needs

Hogan Street transitions across IH 45 as an overpass with 4-lanes of traffic and a sidewalk abutting its northern side. As a neighborhood connector between the area known as the Inner West Loop and the Northside study area, the provided bridge is seen as inefficient, and a wider, safer crossing for pedestrian and bicycle traffic across the bridge is desired. Similarly, sidewalks along Hogan exist, but are typically narrow and in poor condition. Finally, Hogan Street provides access to Main Street and METRO's Red Line Rail Station.

Future Vision

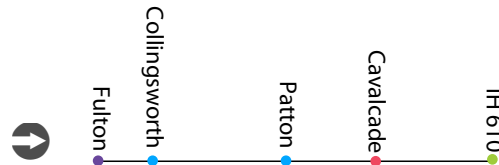
Hogan Street is recommended as a 4-lane **Major Collector** with a 70' right-of-way. Given the existing context, the corridor is further recommended to be classified as an **Urban Avenue**. A bike facility is recommended on Hogan Street given the corridor's neighborhood appeal, direct access to the light rail on Main Street, and access across IH 45 and US 59. However, due to limited right-of-way, the corridor is recommended as a bicycle route where future bicycle options may be explored as right-of-way becomes available. Enhancing sidewalks and crosswalks to transit, however, is recommended as a priority for this corridor.

Based on the project team's transit analysis detailed in [Chapter V. Section 5.6 Transit Corridor Considerations](#), Hogan is recommended as a High Frequency Transit facility from Elysian Street to N. Main Street in line with METRO's System Reimagining. Burnett Street, just south of Hogan Street, may also serve as a potential High Frequency Transit facility providing direct access to the Burnett Transit Center located on Burnett near Main Street. As the area continues to develop, facilities should be reexamined to determine the best facility or joint facility where appropriate.



Irvington Blvd

Priority Elements



Existing Condition

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

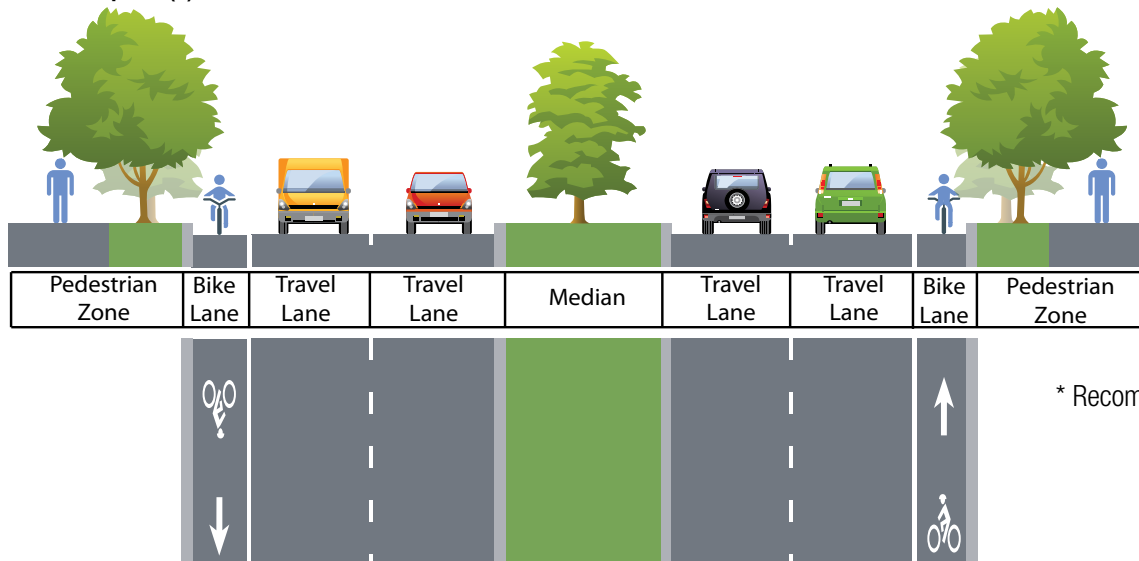
Identified Needs

Public comment indicates bike lanes on Irvington Blvd. are adequate. Similarly, sidewalks along Irvington Blvd. are safe and continuous providing an ideal environment for pedestrians. Additionally, the community indicated satisfaction for the METRO bus service along the corridor. However, around Moody Park, the traffic lights were noted as confusing and often misdirect bicyclist to their designated path. The public also identified a need for a traffic light at the T-intersection at Patton Street.

Future Vision

Irvington Blvd is recommended to remain as a 4-lane **Major Thoroughfare** given the length of the corridor and regional connection across IH 610. Similarly, the corridor provides a parallel route to the Hardy Toll Road providing an alternative route for both local and regional vehicular traffic, alike. It is also recommended that it be classified as an **Urban Boulevard** in preservation of the esplanade. To encourage safer pedestrian crossings, pedestrian refuges should be placed within medians. This is especially true for esplanades located near C. Martinez Elementary School as well as at other prominent crossing along the corridor. Local bus service is recommended along this corridor. Finally, intersections should be designed to urban thoroughfare standards as detailed in Chapter 10 of the Infrastructure Design Manual.

Possible Option(s):

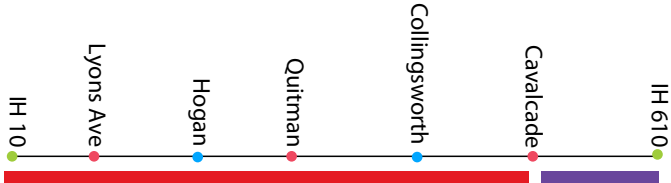


* Recommended Local Bus Facility

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

Jensen Drive

Priority Elements



Existing Condition

Jensen Drive is a 4-lane **Major Thoroughfare** that transitions between an 80' and 60' of right-of-way north and south of Cavalcade Street, respectively. The corridor runs in parallel to US 59 from IH 610 to IH 10. Although classified as a 4-lane corridor, Jensen Drive's existing travel lanes are striped as follows:

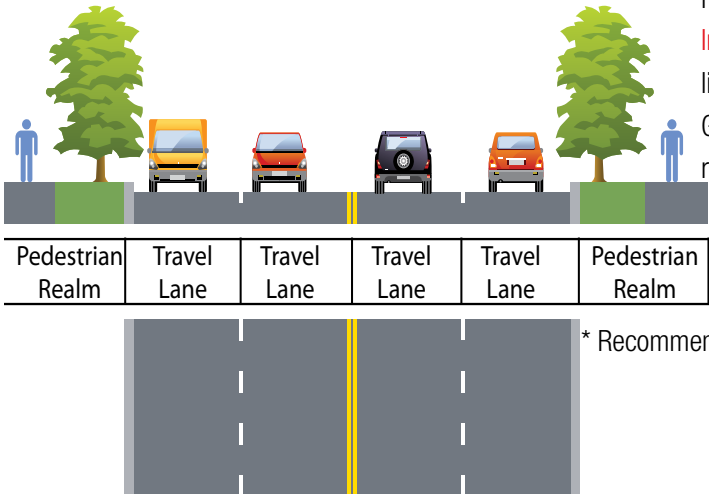
- IH 610 to Cavalcade: 4-lane undivided corridor. This portion of the corridor is largely light industrial with some residential and commercial uses.
- Cavalcade to Lorraine St: 2-lane corridor with a center-turn lane. This portion of the corridor is largely commercial with a more prevalent presence of residential land uses south of Collingsworth.
- Lorraine St to IH 10: 4-lane undivided corridor. Land use is largely undeveloped with some public and institutional facilities north of Lyons Avenue. The corridor transitions into downtown as a 4-lane bridge with sidewalks flanking both sides of the corridor.

Sidewalks are provided for the length of the corridor, but are narrow and in poor condition along several portions of the corridor.

Identified Needs

Five educational centers are currently present on Jensen Drive and the majority are for grade school aged children. Enhancing sidewalks and crossings at and near the schools was set as a priority for the corridor. Similarly, the corridor's connection across IH 10 and US 59 was expressed as a needed and continued connection into downtown. Currently, existing access into downtown from the Northside is limited throughout the study area. The public expressed a desire to maintain and further improve the pedestrian realm across the interstate which is currently minimal. Bicycles were also noted as a use along the corridor, but not emphasized as a priority.

Possible Option(s):



* Recommended High Frequency Transit

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

Future Vision

It is recommended Jensen Drive remain a 4-lane **Major Thoroughfare** due to the corridor's length and regional connection north of IH 610 into Downtown. As parcels of undeveloped land continue to mature south of Lorraine Street, the importance of this corridor and its connection into Downtown is only expected to increase. Although the corridor is recommended for preservation of the 4-lane vehicular movement, the segment from Cavalcade to Lorraine Street is recommended remain as a 2-lane corridor with a center turn lane to be reexamined as development increases along the corridor. The existing and future development of the corridor's context multi-modal designation is characteristic of an **Urban Avenue** with a mix of residential and commercial residential land uses. **Industrial Avenue** is more appropriate for more established light industrial and commercial uses north of Cavalcade. Given the direct connection to Downtown, the corridor is recommended as a High Frequency Transit Facility.

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Lorraine Street

Priority Elements



Existing Condition

Lorraine Street is a 4-lane undivided **Major Collector** with 60' and 70' of right-of-way east and west of Hardy Road, respectively. The corridor is an extension of Crockett and Hogan Street to the west. Although the corridor transitions through three name changes, the 4-lane designation on the MTFP is consistent. The portion of the corridor designated as Lorraine Street, however, is currently striped for 2-lanes, and not 4-lanes of vehicular traffic. Existing lanes are fairly wide providing ample room for on-street parking. Land use along the corridor consists of some single-family residential with light commercial and abandoned property directly abutting the corridor; a number of vacant lots are also apparent.

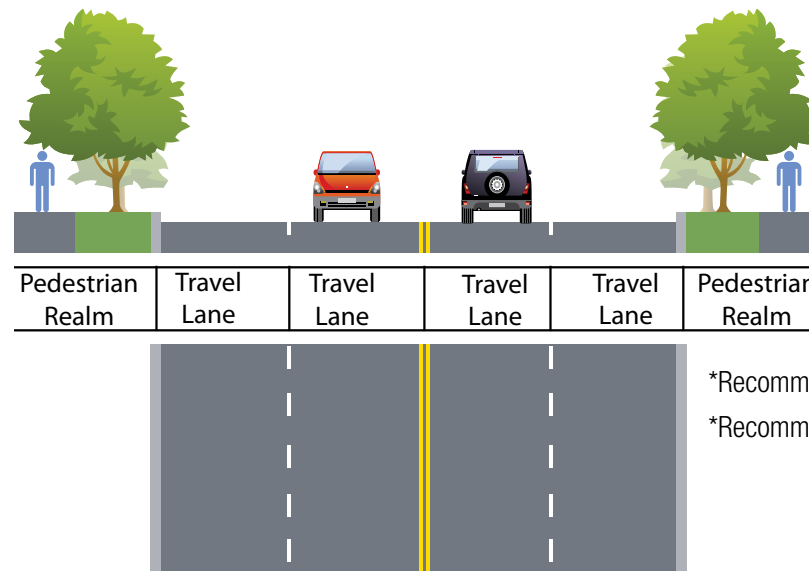
Identified Needs

Comments received from the public regarding Lorraine Street were limited, and centered around the desire for an enhanced pedestrian realm. This is especially true at railroad crossings where existing infrastructure is limited for both bike and pedestrian users, alike. The corridor is identified as a primary east-west corridor north of IH 10 inclusive of all modal types similar to Quitman and Cavalcade streets by the project team.

Future Vision

Given the provided length of the corridor, and to provide continuity with Crockett and Hogan Streets, Lorraine Street is recommended as a **Major Collector** with a 70' ROW. The corridor is further recommended as an **Urban Avenue**. Due to limited right-of-way, the corridor is recommended as a bicycle route, providing an essential connection to the newly developed light-rail. However, as the area continues to develop, improvements to the bicycle facility should be explored. As an extension of Hogan Street recommendations, Lorraine Street is also recommended as High Frequency Transit facility.

Possible Option(s):



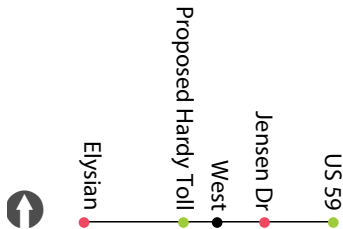
*Recommended High Frequency Transit

*Recommended Bicycle Route

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

Lyons Avenue

Priority Elements

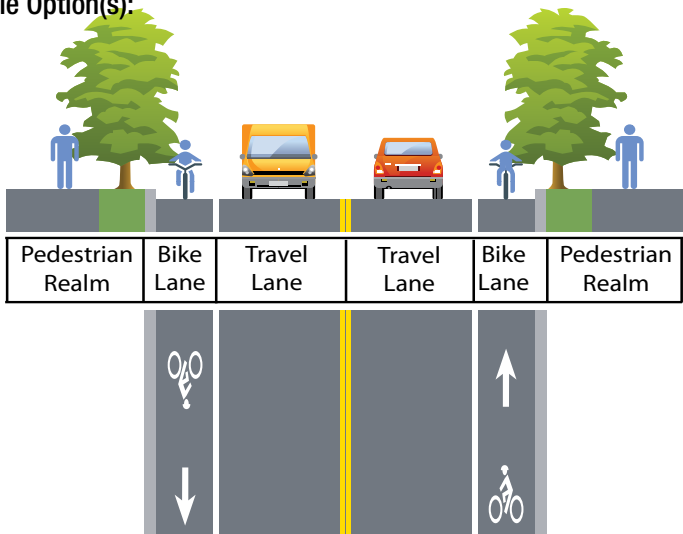


EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2	MTFP Designation	T-2-60; C-2-60
Existing Counts Range	2,000-6,000	Future Volume Range	3,500-7,500
Right-of-way	60'	Proposed MMC	Urban Street
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	Undivided

Existing Condition

Lyons Ave is classified as a 2-lane **Major Thoroughfare** with a 60' right-of-way and provides access from the Elysian Viaduct and to US 59. Sidewalks are present along both sides of the corridor from the Elysian Viaduct to West Street; the remainder of the corridor is open ditch with no pedestrian nor bicycle facilities. The exception can be found at Saint Arnold's Brewery which is one of Houston's oldest and largest microbreweries. The brewery directly abuts Lyons Ave and is considered a major regional attractor for tourist and residents alike. Existing bicycle lanes and pedestrian facilities are present.

Possible Option(s):



Identified Needs

Lyons Ave provides an underpass at US 59 that facilitates existing pedestrian and bicycle movements to the east of the study area even with degraded to non-existent facilities. Given connections across interstates are limited, special attention should focus on creating a safe environment for bicyclist and pedestrians to further enhance and encourage existing non-vehicular use along the corridor. This can be done by enhancing existing sidewalks and reducing gaps within the sidewalk network.

Future Vision

Future traffic volumes along the Lyons Ave are nominal, and as such is recommended as a 2-lane thoroughfare. However, Lyons Ave is recommended to remain a **Major Thoroughfare** east of Elysian Street given its length, direct connection into the 5th Ward, and current function as one of four corridors with access across US 59. Also, McKee Street is one of the local streets within the study area recommended to be added to the network as a Minor Collector. This, in association with the Hardy Yards retail-commercial development just north of Conti Street, is anticipated to increase connectivity of the local network as well as traffic along Lyons Avenue. West of Elysian, however, Lyons avenue is recommended to be reclassified as a **Minor Collector** to allow for the preservation of the right-of-way while promoting a more localized network of neighborhood streets with minimized regional vehicular traffic. Given the area context, the corridor is also recommended as an **Urban Street**. Pedestrian and bicycle facilities are considered a priority given the importance of the street as a residential connector across US 59 as well as the importance of access to and from Saint Arnold's Brewery. Finally, the connection between Lyons Avenue and Conti Street at McKee Street should be realigned to remove the offset intersection. This will potentially provide a connection to the proposed extension of San Jacinto Street.

North Main St

Priority Elements



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

Existing Condition

North Main Street maintains two separate designations on the MTFP:

- IH 10 to Boundary: 2-lanes of vehicular travel and METRO's light rail line within the existing median classified as **Transit Corridor Street**.
- Boundary to IH 610: is 4 lanes undivided and classified as a **Major Thoroughfare**.

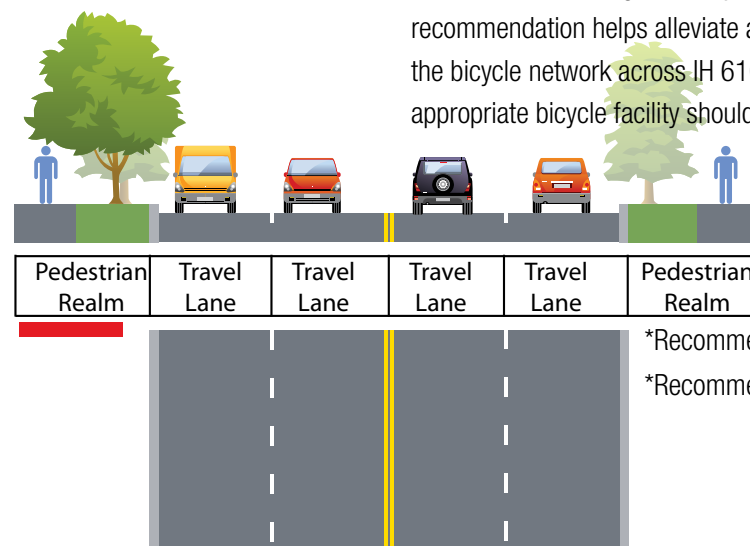
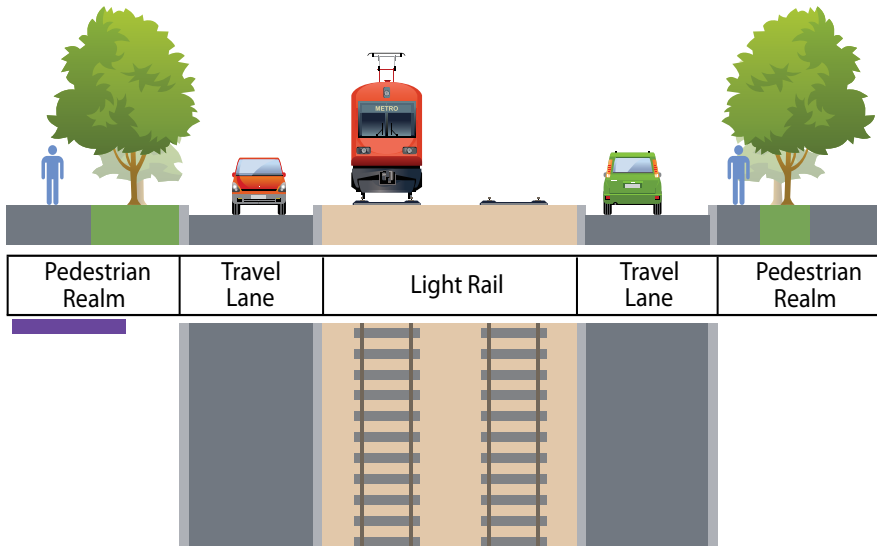
Identified Needs

The provided corridor maintains a high volume of traffic that warrants the full use of the 4-lane corridor as designated on the MTFP. East of Ella Blvd, the Heights study area is challenged with a significant gap within the existing bicycle network across IH 610. Given current right-of-way constraints along N. Main St, a separated bike facility is not feasible. Pedestrian crosswalks at major intersections, such as N. Main Street at E. 20th Street/ W. Calvacade Street and Studewood Street, were noted as a concern by the public.

Future Vision

Main Street from Boundary Street to IH 10 is recommended to maintain its current classification as a **Transit Avenue**. The remainder of the corridor is recommended as a **Major Thoroughfare**. Given the area context, the corridor is further recommended as an **Urban Avenue**. The portion of the corridor without light rail is recommended for High Frequency Transit providing direct access to the Heights Transit Center at North Main and Studewood. A bicycle route should also be considered for the portion of the corridor from 20th/Cavalcade to IH 610 due to limited right-of-way. Although the provided recommendation helps alleviate a substantial gap within the bicycle network across IH 610, a safer and more appropriate bicycle facility should be explored as the

Possible Option(s):

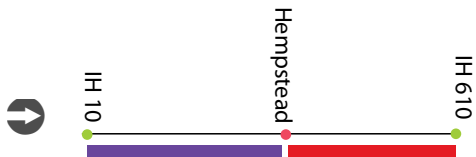


- *Recommended High Frequency Transit
- *Recommended Bicycle Route

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Katy Road/Washington Avenue

Priority Elements



Existing Condition

Katy Road/Washington Ave provide east-west connectivity between the Northwest Transit Center to the Washington Avenue corridor across IH 10. The current MTFP designations include:

- Katy Road: **Major Thoroughfare** with 4-lanes of traffic and 250’ right-of-way. The corridor is currently striped as 4-lanes with a planted median. The corridor also has wide shoulders, but no sidewalks. Shoulders, however, become less prominent as the corridor begins transition to Washington Ave.
- Washington Ave: **Principal Thoroughfare** with 8-lanes of traffic and 120’ right-of-way. Current stripping is provided for 6 lanes. Sidewalks are apparent, and TxDOT has recently provided striped bike lanes.

Identified Needs

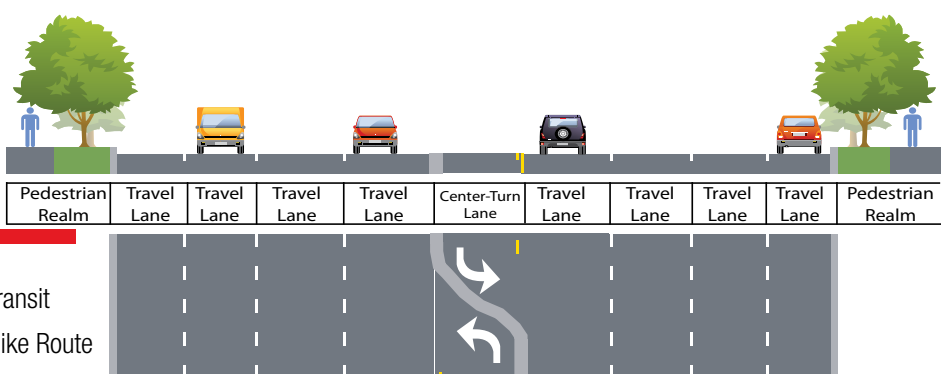
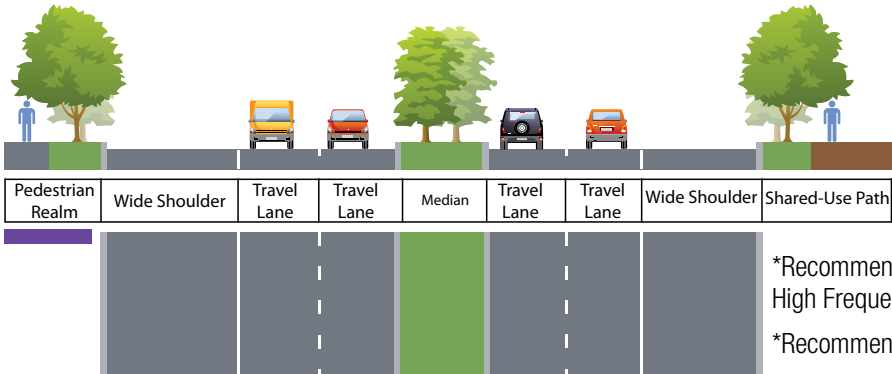
Volumes along the corridor are projected to double by 2035 but are sufficient for a 4-lane corridor. The wide shoulders currently found on Katy Road should be preserved within the right-of-way to accommodate future capacity improvements or transit expansions. Transit connectivity along this corridor is essential in recognition of the proposed Bus Rapid Transit (BRT) facility along Post Oak Boulevard with a tie-in at Northwest Transit Center. Bicyclists along the corridor were expressed as a growing concern. Although wide shoulders are currently used by cyclist, safety is an ongoing concern.

Future Vision

It is recommended that both Katy Road and Washington Avenue maintain their current MTFP designations as a **Major** and **Principal Thoroughfare**, respectively. To manage access and preserve of the median, the corridor is recommended as an **Urban Boulevard**. Enhancements along the corridor are in conjunction with any developments of the transit network. Given proximity to the Northwest Transit Center, the corridor is recommended as a High Frequency Transit facility. A bicycle facility along the corridor is also a priority, but due to safety concerns, may best serve the user as an off-street facility known as a shared-use path. To accommodate multiple modes, the intersection at IH 10 should be redesigned to include better pedestrian and bicycle facilities.

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4 -6	MTFP Designation	T-4-100; P-8-120
Existing Counts Range	7,500-18,000	Future Volume Range	18,000-28,000
Right-of-way	250’	Proposed MMC	Urban Boulevard
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median/CTL

Possible Option(s):



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Patton Street

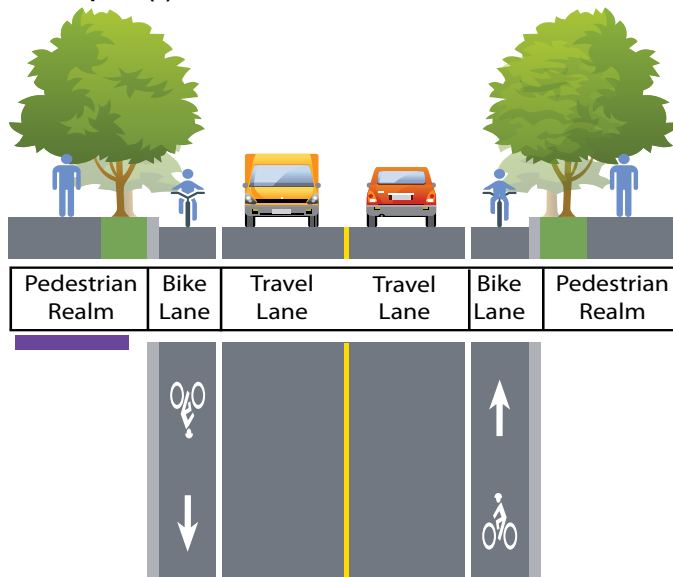
Priority Elements



Existing Condition

Patton Street is an east-west 4-lane **Major Collector** with 60' right-of-way that connects Airline Drive to Irvington Boulevard. The corridor serves as a neighborhood connector providing access under IH 45 and increased connectivity between the Heights and Northside neighborhoods. The corridor consist of largely residential uses except at IH 45 where commercial, including a grocery store, exist. Along noncommercial sections of the corridor, many residents use the outside lanes for on-street parking and bicycling. Patton does not have any transit routes presently.

Possible Option(s):



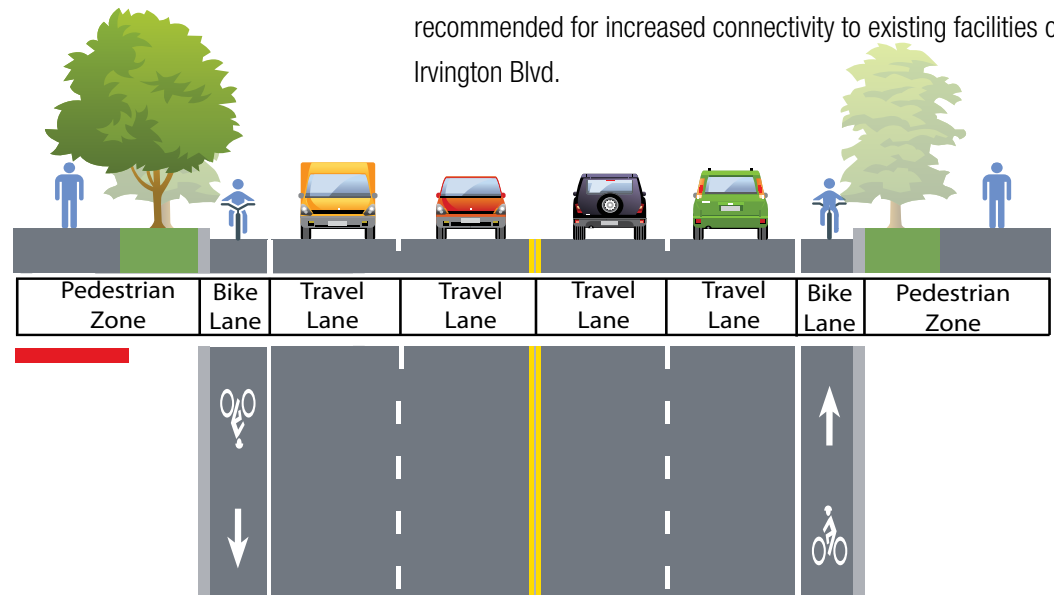
Identified Needs

Sidewalks along the corridor are provided on both sides of the corridor, but are narrow and in poor condition. Patton Street crosses under IH 45 and also intersects the new transit corridor, Fulton Street. The community expressed that Patton Street could benefit from enhanced pedestrian facilities and a bike facility for increased access to the new METRO Red Line. The corridor terminates at Irvington Boulevard where a large multi-family complex is located. To help alleviate congestion, the community expressed need of a traffic signal to assist residents in and out of the complex.

Future Vision

Patton Street is an important multi-modal corridor that connects the Heights to the Northside, and is recommended as an **Urban Street**. Given the lower traffic speeds and projected traffic volumes, the following is recommended:

- Airline to IH 45: 2-lane **Major Collector**; bike lanes recommended for increased connectivity to Montie Beach Park and existing bike facilities on 14th Street.
- IH 45 to Fulton (light-rail): 4-lane **Major Collector** intended to serve heavier commercial traffic and regional traffic accessing IH 45. Safe bike lanes are recommended for continuation along this stretch.
- Fulton to Irvington: 2-lanes **Major Collector**; bike lanes recommended for increased connectivity to existing facilities on Irvington Blvd.



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EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	C-2-60/70; C-4-70
Existing Counts Range	3,500-7,300	Future Volume Range	5,000-9,000
Right-of-way	60'	Proposed MMC	Urban Street

Pecore Street

Priority Elements



Existing Condition

Pecore Street is 2-lane undivided **Major Collector** with 60' right-of-way. Outside lanes are wide enough to accommodate on-street parking where certain parts of the corridor are striped to indicate as such. Sidewalks flank both sides of the road and are separated from traffic by a planting strip. The provided land use is mainly single family residential with short lot faces. Pecore terminates at N. Main Street which connects across IH 45 and Houston Avenue which provides direct access to Downtown. A portion of Pecore is currently on bus route 40, but does not cross IH 45.

Identified Needs

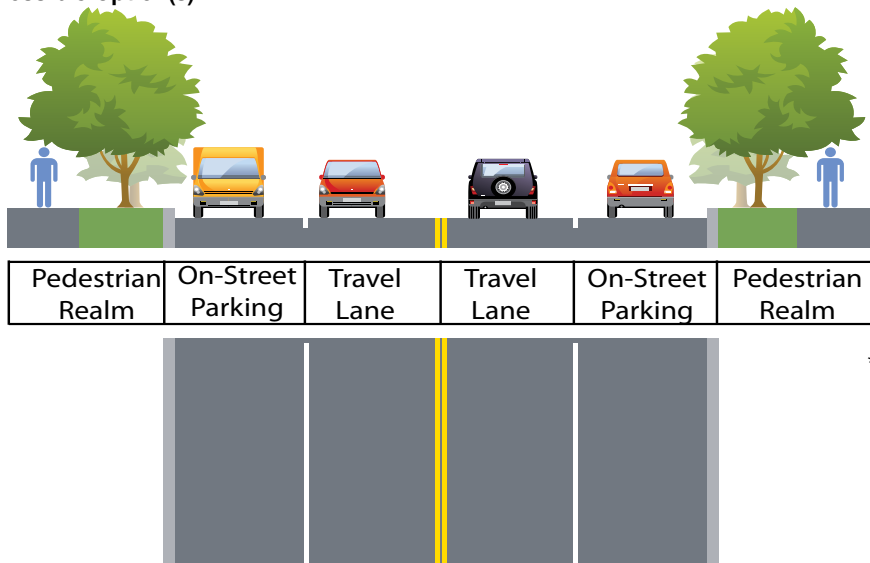
The community expressed a desire to access transit, especially the light rail service provided on the Northside neighborhood. A lack of bicycle facilities and pedestrian amenities across IH 45 and on N. Main Street were noted a barrier to access the light rail. Residents noted the only way to access such service is by automobile which defeats the intended use of the transit system within a more urbanized context.

Future Vision

Given the relative short length of Pecore Street as well as a nominal increase in projected traffic volumes, it is recommended this street be reclassified as a **Minor Collector**. It is also recommended it be classified as an **Urban Street** given the surrounding context and neighborhood locality of the traffic. As expressed by the public, N. Main Street presents several challenges in the accommodation of bicycle traffic. Similarly, due to limited right-of-way 11th Street is also considered unsafe for cyclist. As such, Pecore Street is not recommended as a bicycle facility given the lack of connectivity to greater bicycle network. A local bus facility is recommended along a portion of the corridor.

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

Possible Option(s):



* Recommended Local Bus Facility

Quitman Street

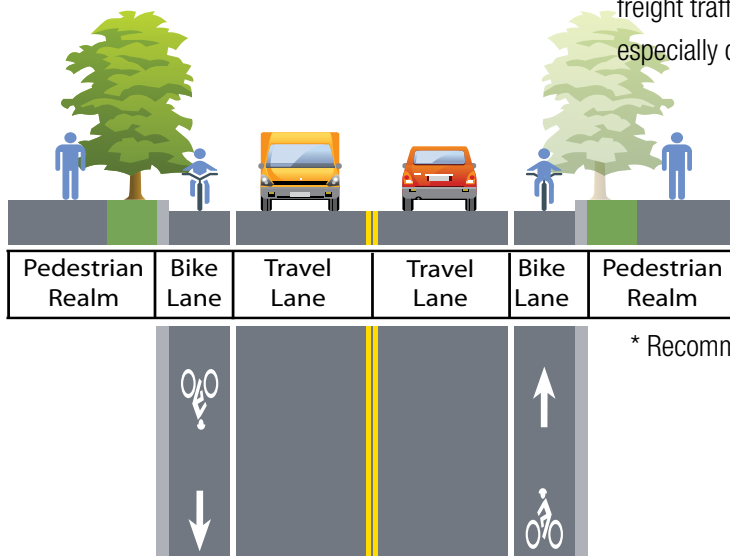
Priority Elements



Existing Condition

Quitman Street is a 2-lane undivided **Major Thoroughfare** with a 50'-60' right-of-way. It is an east-west corridor in the Northside area from IH 45 to US 59; west of IH 45 the corridor is known as White Oak Drive and transitions to Liberty Road east of US 59. Jefferson Davis High School and A. John Castillo Park directly abut the corridor just north of Tackaberry Street. Further south, Ketelsen Elementary is located near N. Main Street. Quitman Station, a METRO rail stop, is located near the N. Main Street intersection where METRO has established a "Kiss and Ride" vehicle drop-off facility.

Possible Option(s):



Identified Needs

Public input regarding Quitman Street was vast and diverse. Most intersections along the corridor were identified as needing improvement, but the intersection at Tackaberry was highlighted given the high foot pedestrian and vehicular traffic associated with Jefferson Davis High School. Marshall Middle school was also noted as a concern where Tackaberry or Cochran Street might serve as potential crosswalk locations if properly signaled. Quitman is seen as one of the most vital streets in Northside, and the community expressed a desire to enrich the pedestrian zone and increased sense of safety by widening sidewalks, providing pedestrian scaled lighting, and cleaning up overgrown foliage. Traffic calming, especially during school day hours, were also expressed as a need. freight traffic was raised as a safety and congestion issue especially during school drop-off and pick-up hours.

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

Future Vision

Quitman is unique given the importance of the corridor to the community as a true neighborhood amenity. Given the area context and projected volumes of the corridor, it is recommended it be reclassified as a **Major Collector** and the multi-modal classification identified as an **Urban Street**. Additionally, it is recommended that special attention be given to improving the safety and accessibility of Quitman Street by widening sidewalks, providing a buffered landscaped strip between the roadway and the sidewalk, and providing pedestrian level lighting where appropriate. A bike lane is recommended to increase neighborhood accessibility to schools, the light rail, surrounding parks, and existing trails. Finally, a local bus facility is also recommended for the corridor.

* Recommended Local Bus Facility

Shepherd Drive

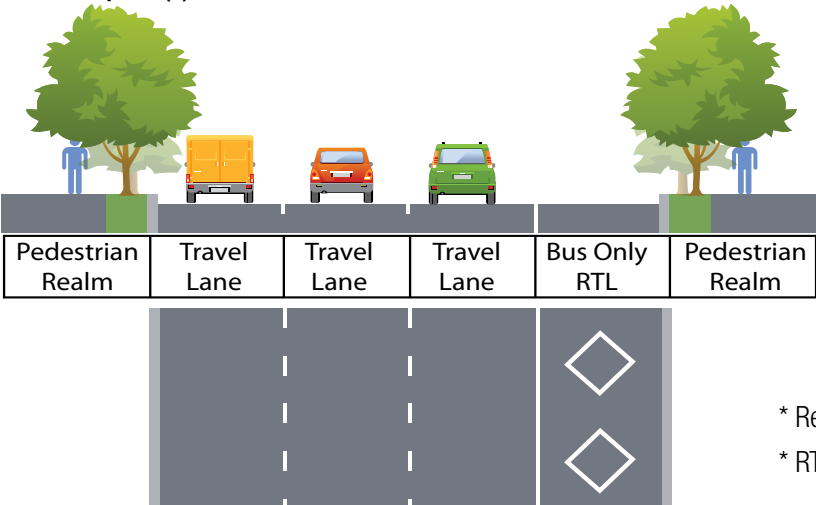
Priority Elements



Existing Condition

Shepherd Drive is a 4-lane undivided **Principal Thoroughfare** with 60'-70' of right-of-way and provides one-way movement of vehicular traffic from IH 10 to IH 610. It acts as a **Couplet** with Durham Drive, which facilitates the southward movement of vehicles. Sidewalks are consistent along the length of the corridor, but are narrow. The corridor is lined with retail and commercial properties, creating many driveways and openings along this stretch of road. The corridor maintains two 4-lane bridges across White Oak Bayou north of Larkin Street and south of 6th. Both bridges have a sidewalk along one-side of the bridge, but is insufficient.

Possible Option(s):



Identified Needs

Comments received from the public identified crossing over Shepherd Drive to be a major concern. Limited sight distance for drivers due to fences was also expressed as a concern. Pedestrians and bicyclist identified the 11th Street intersection and IH 10 bridge as potential locations for enhanced crosswalks. Residents and stakeholders voiced a desire to have a bike facility along Shepherd Drive that would connect to the White Oak Bayou Trail.

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

Future Vision

Shepherd Drive is recommended to maintain its current 4-lane **Couplet** design adequate for future vehicular capacity needs. As such, an on-street bike facility is not recommended. Wider, continuous pedestrian facilities are important for internal community connectivity as well as enhanced access to transit stops. Pedestrian crossings at major intersections as well as across the bridge should be further evaluated for proper design.

High Frequency Transit for the Durham/Shepherd Couplet is recommended. Given the importance of this corridor as a regional connector, it is recommended that one travel lane be designated as bus only, and where appropriate, right-turn only lane for increased efficiency. As a designated High Frequency Transit facility, importance of the pedestrian realm is further prioritized for this corridor. Bus shelters, wider sidewalks and properly placed cross walks at intersections near transit stops are recommended for a more safe and pedestrian-friendly area.

For more information regarding associated design standards for southbound traffic, see the Durham Corridor Sheet.

* Recommended High Frequency Transit
* RTL = Right Turn Lane

Studewood Street

Priority Elements



Existing Condition

Studewood Street is classified as a **Major Thoroughfare** with varying laneage and right-of-way designations:

- N. Main Street to White Oak Dr: 3-lane **Major Thoroughfare** with a center turn lane and an 70'-80' right-of-way. The center lane acts as a contra-flow lane which is a reversible lane that designates the directional flow of traffic depending on the time of day. This segment of the corridor has sidewalks in good condition with wide planting strips both sides of the corridor. Small commercial and retail development as well as some residential with short setbacks are characteristic of uses along the corridor.
- White Oak Dr to IH 10: 4-lane **Major Thoroughfare** with an 80' right-of-way. The existing pedestrian realm is limited with a narrow sidewalk along some portions of the corridor. Just north of IH 10 to Stude Street is a 4-lane bridge over the White Oak Bayou that currently has no pedestrian amenities.

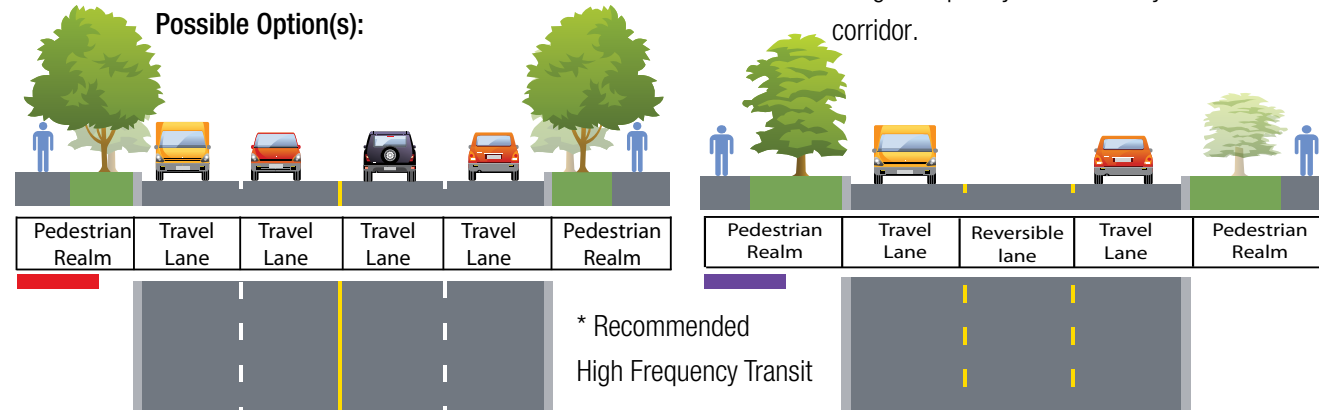
Identified Needs

Pedestrian facilities along Studewood Street are in great condition north of White Oak Drive, but virtually nonexistent along the 4-lane segment of the roadway south of White Oak Drive which includes a 4-lane bridge. However, the use of this segment by pedestrians is evident by foot paths flanking both sides of the corridor. The contra-flow lane confuses drivers who are not familiar with its function, and additional signage could help mitigate this issue. The contra-flow lane also causes problems at major intersection due to the lack of protected lefts. At its northern boundary, the corridor terminates into a 6-legged intersection with E 20th/N Main Street/W Cavalcade Street. The current intersection configuration creates confusion, particularly for the pedestrians and bicyclists to navigate.

Future Vision

It is recommended that Studewood Street remain a 3- and 4-lane **Major Thoroughfare** where currently designated. Given the provided context, it is recommended the corridor also be designated an **Urban Avenue**. The center or contra-flow lane provided along the 3-lane portion of the corridor is recommended to remain based on projected traffic flows. However, additional signage is recommended to better inform unfamiliar drivers when to use the lane. Due to the deterioration of the roadway, reconstruction will be needed at the 6-legged intersection with E 20th/N Main Street/W Cavalcade Street. It is recommended that more adequate pedestrian and bicycle facilities be developed that demarcate proper flow of non-vehicular users through the intersection. It is also recommended that a High Frequency Transit facility be considered for the corridor.

Possible Option(s):

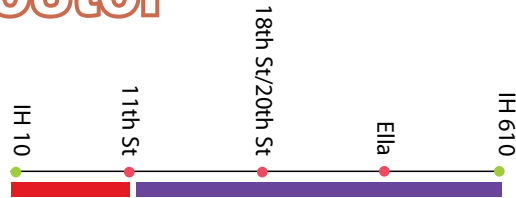


EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	3/4	MTFP Designation	T-3/4-80
Existing Counts Range	9,000-19,600	Future Volume Range	10,500-17,500
Right-of-way	80'	Proposed MMC	Urban Avenue
Median/CTL/Undivided	CTL (RL)	Median/CTL/Undivided	Reversible Lane

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E & W TC Jester

Priority Elements



Existing Condition

TC Jester Blvd, E. TC Jester Blvd and W. TC Jester Boulevard makeup a series of thoroughfares that meander through the study area from IH 610 to IH 10. Designations are as follows:

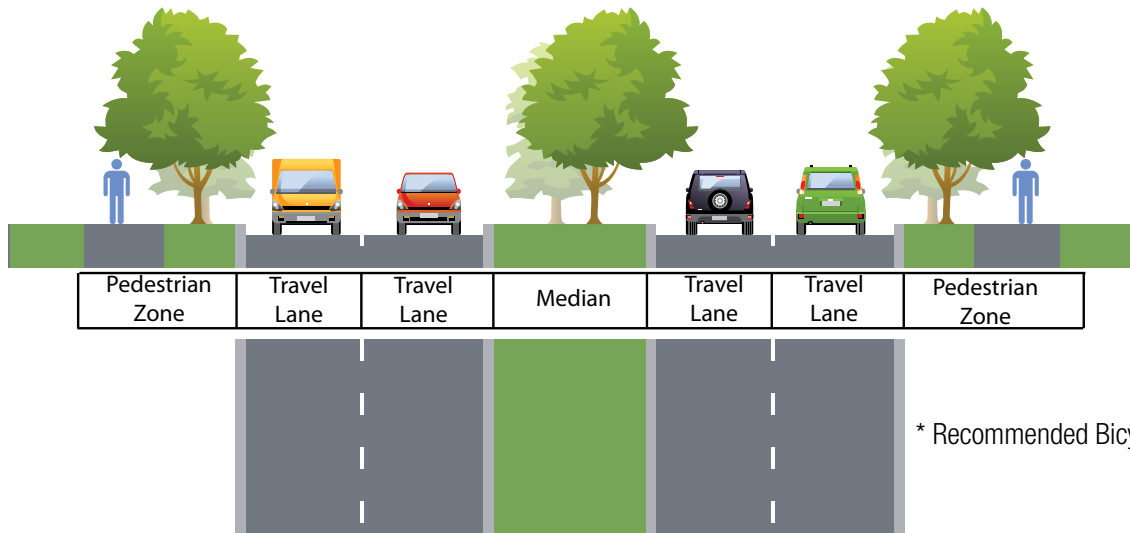
- TC Jester - From IH 10 to 11 St: 4-lane **Major Thoroughfare** with 110' right-of-way. Although designated as 4-lanes, the segment between Union Pacific Railroad and IH 10 is 6-lanes. This segment is designated as a bike route.
- TC Jester - From 11 St to E. and W. TC Jester Split: 4-Lane **Major Thoroughfare** with 80' right-of-way. A shared-use path extends along White Oak Bayou between E. and W. TC Jester.
- E. TC Jester - T.C. Jester to 20th Street: 4-Lane **Major Thoroughfare** with 80' ROW.
- E. TC Jester - 20th Street to IH 610: 4-Lane **Major Thoroughfare** with 120' right-of-way.
- W. TC Jester - T.C. Jester to IH 610: 4-Lane **Major Thoroughfare** with 110' right-of-way.

From IH 10 to W 11th St, TC Jester operates as a single, 2-way facility. However, north of this intersection the roadway splits into East TC Jester and West TC Jester. Although not a couplet, these two corridors offer north/south vehicular circulation on both sides the bayou. Sidewalks are present on both sides, but an on-street bike facility does not exist. However, access to the White Oak Bayou trail is provided at 11th Street and Ella Blvd.

Identified Needs

The White Oak Bayou is located between E. and W. TC Jester. This segment of the Bayou is part of the City's popular off-street trail network attracting both commuting and recreational users. The community expressed concerns regarding safe crossings to the Bayou across both E. and W. TC Jester Boulevard. Additionally, the 18th/20th/TC Jester Boulevard intersection was also noted as a main public concern for safety and congestion. Speeds along the corridor were also expressed as an issue where motorist tend to use the corridor as an internal highway traveling much faster than posted speed limits.

Possible Option(s):



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

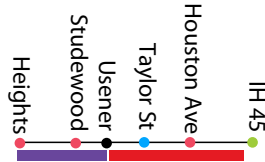
Future Vision

TC Jester, E. TC Jester and W. TC Jester are recommended to remain as **Major Thoroughfares** as currently classified on the MTFP. In preservation of the existing median and provided context, the corridor is further recommended to be classified as a **Suburban Boulevard**. Modifications to TC Jester will be the near-term solution of retiming the intersection with 11th Street. Reconfiguration of the intersection of E. TC Jester Boulevard with 19th and 20th Street should be further evaluated for efficiency. A dedicated bicycle facility is recommended for TC Jester between IH 10 and 11th Street providing increased access to the off-street trail network along the White Oak Bayou.

* Recommended Bicycle Facility

White Oak Drive

Priority Elements



Existing Condition

White Oak Drive is a 2-lane **Major Thoroughfare** that extends from Heights Boulevard to IH 45 and becomes Quitman Street in the Northside study area. Variation in the corridor are as follows:

- Heights Boulevard to Usener Street: 2-lanes undivided with parallel parking on both sides of the street.
- Usener Street to IH 45: 2-lanes undivided with no parking and open ditch on either side.

Identified Needs

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

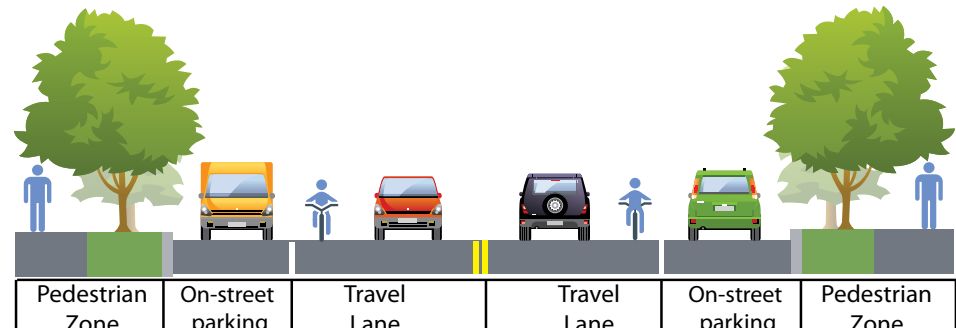
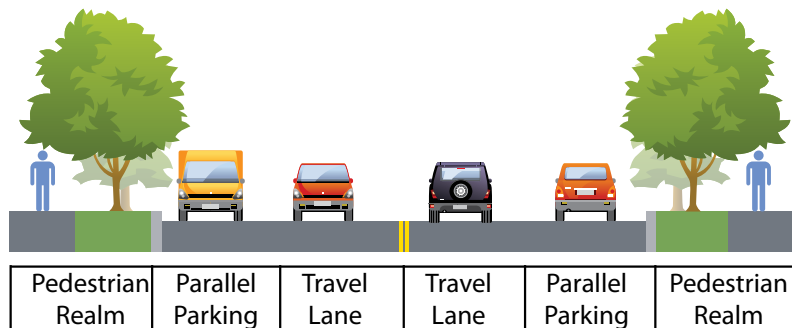
Public input indicated that the intersection of White Oak Drive and Usener Street is difficult to understand. Similarly, the signal timing at Heights Blvd was recommended for adjustment to better accommodate

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

Future Vision

It is recommended that White Oak Drive be reclassified from Major Thoroughfare to a **Major Collector**. Given the existing context, the corridor is further recommended as an **Urban Street**. The existing cross section as a 2-lane undivided facility with parallel on-street parking is recommended to remain. A Sharrow or shared-use bicycle facility between Heights Blvd and Usener Street, is recommended given the limited right-of-way and the close proximity of the buildings to the back of the curb. The intent of this facility is to connect bicycle facilities on Heights Blvd to the White Oak Bayou off-street trail network accessible through Stude Park. Local Bus service is recommended.

Possible Option(s):



* Recommended Local Bus Facility

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Yale Street

Priority Elements



Existing Condition

Yale Street is a 4-lane undivided **Major Thoroughfare** with 70’ right-of-way connecting IH 610 to IH 10. Sidewalks flank both sides of the corridor, and serve a mix of residential and commercial/retail developments. The intersection of W 20th Street and Yale Street is home to a large commercial and retail node.

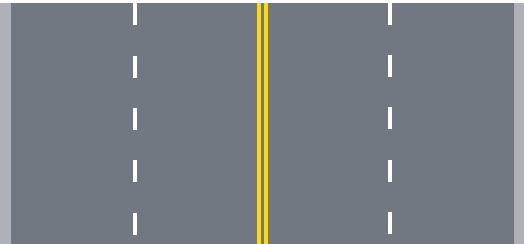
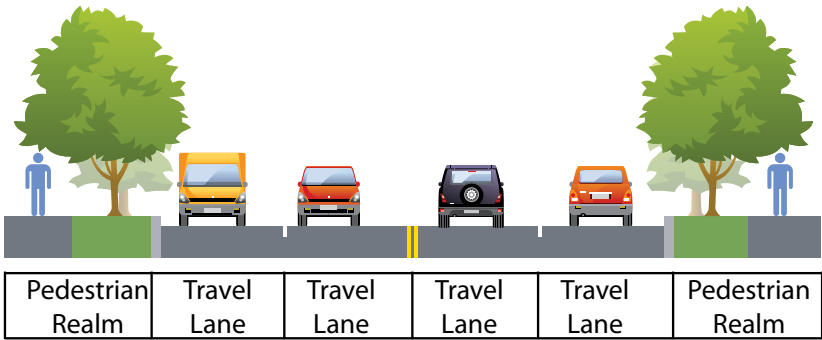
Identified Needs

The public perceives signal timing as the major cause of congestion along the corridor. As a regional vehicular connector, signals are dispersed along the corridor to encourage to encourage traffic movement. As such, the provided spacing is not intended to accommodate multiple, close-knit pedestrian crossing points across the corridor. Public comment indicate a desire for pedestrian beacons along some portions of the corridor as well as safer crosswalks at existing signalized intersections. Stakeholders asked for an increase in signage to encourage people to commute downtown by bike.

Future Vision

Future volumes along Yale Street range between 17,000-31,000 vehicles. These higher volume demands indicate the need to maintain the current **Major Thoroughfare** classification. The multi-modal classification for Yale Street is recommended as an **Urban Avenue**. Priorities for this corridor will focus on enhancing the pedestrian realm; due to projected traffic volumes and associated speed of vehicular traffic, a bicycle facility is not recommended, and instead is encouraged on Heights Boulevard. However, connection of the bicycle network across IH 610 is recognized as a noted barrier, and further analysis is encouraged to determine the proper solution to this provided gap within the bicycle network. A local bus facility is recommended for increased access across IH 610 north of 19th Street.

Possible Option(s):



* Recommended Local Bus Facility

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

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