

## VI. A Balanced Approach

### Considering All Users of the System

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

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

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

Each of these elements are considered the in corridor vision design provided in subsequent pages of the report based on the MTFP functional classification of the roadway and associated priority elements as defined in Section 6.1. It is important to note, however, that the provided potential cross-sections are examples of what roadways might look like when the provided elements like bike, pedestrian, etc., are considered in addition to the automobile. Provided examples represent proposed future visions 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.

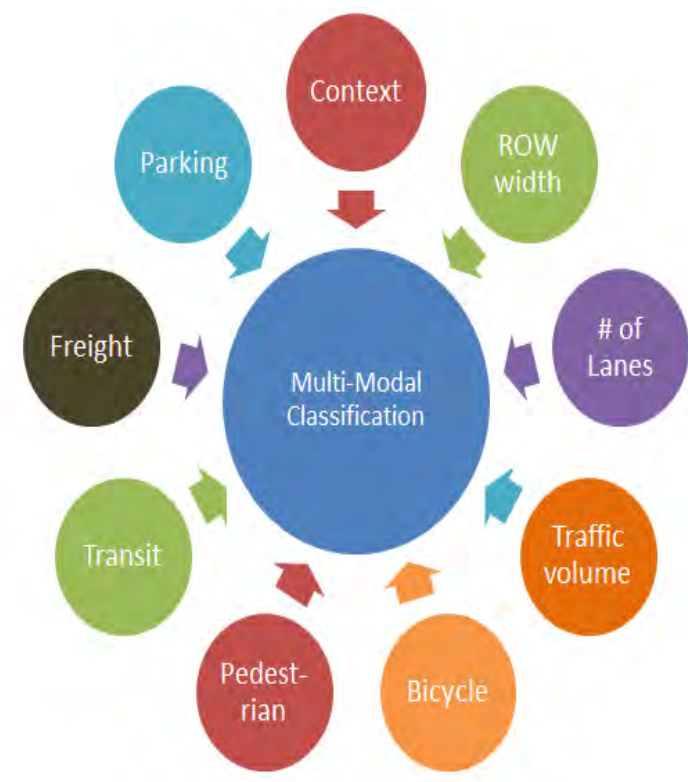


FIGURE 6.1

## 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 Northwest 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 off-set 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 defined in Phase 1 of the CMP Process.

STREET NAME	FROM	TO	EXISTING FUNCTIONAL CLASS	MEDIAN/ CTL/ UNDIVIDED	MTFP ROW	NUM LANES	EXIST VOLUME RANGE	2035 VOLUME RANGES	MTFP IMPROVEMENTS	UPDATED FUNCTIONAL CLASS	PROPOSED MMC	BIKE FACILITY	PARKING	TRANSIT	PED REALM
FALLBROOK DR	BELTWAY 8	SH 249	T-4-100	MEDIAN	100'	4	5,000-11,000	12,000-38,000	P-4-100	PRINCIPAL THOROUGHFARE	SUBURBAN BOULEVARD			X- local	X
FALLBROOK DR	SH 249	VETERANS MEMORIAL	T-4-100	MEDIAN	100'	4	11,000-16,000	23,000-29,000	P-4-100	PRINCIPAL THOROUGHFARE	SUBURBAN BOULEVARD			X-Local	X
FALLBROOK DR	VETERANS MEMORIAL	I-45	T-4-100	MEDIAN	100'	4	2,000-12,500	9,000-18,500	P-4-100	PRINCIPAL THOROUGHFARE	SUBURBAN BOULEVARD			X-Local	X
WEST RD	BELTWAY 8	GESSNER	T-4-100	MEDIAN	100'	4	17,000-18,000	24,500-35,500	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X-feeder	
WEST RD	GESSNER	FAIRBANKS N HOUSTON	MISSING CONNECTION	N/A	N/A	N/A	N/A	N/A	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X-feeder	
WEST RD	FAIRBANKS N HOUSTON	HOLLISTER ST	T-4-100	MEDIAN	100'	4	200-1,000	500-7,500	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X-feeder	
WEST RD	HOLLISTER	VETERANS MEMORIAL	T-4-100	N/A	N/A	N/A	N/A	N/A	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X-feeder	
WEST RD	VETERANS MEMORIAL	I-45	T-4-100	MEDIAN	100'	4	10,500-17,000	24,000-33,000	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X-feeder	
BREEN DR	FAIRBANKS N HOUSTON	N. HOUSTON ROSSLYN	T-4-100	UNDIVIDED	60'-100'	2	9,000-16,000	18,000-35,500	T-4-100	MAJOR THOROUGHFARE	INDUSTRIAL BOULEVARD				X
BREEN DR	N. HOUSTON ROSSLYN	SH 249	LOCAL STREET	UNDIVIDED	N/A	2	12,000-18,000	18,000-35,000	T-4-100	MAJOR THOROUGHFARE	INDUSTRIAL BOULEVARD				X
SH 249	BELTWAY 8	W MOUNT HOUSTON RD	T-6-120-180	CTL	170-180'	6	27,000-43,000	58,500-81,000	P-6-180	PRINCIPAL THOROUGHFARE	SUBURBAN BOULEVARD	X		X - Express	X
SH249	W MONTGOMERY RD	I-45	T-6-120-180	CTL	120'	6	20,000-32,000	44,500-65,000	P-6-180	PRINCIPAL THOROUGHFARE	SUBURBAN BOULEVARD	X		X- Local	X
W MOUNT HOUSTON RD	N HOUSTON ROSSLYN	W MONTGOMERY RD	T-4-100	MEDIAN	100'	4	2,000-3,000	6,000-8,500	MJ-2-100	MAJOR COLLECTOR	SUBURBAN STREET	X			
W GULF BANK RD	BELTWAY 8	WINDFERN RD	T-4-100	MEDIAN	100'	4	17,000-19,000	32,500-37,000	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X-Local	X
W GULF BANK RD	WINDFERN	WOOD BLUFF BLVD	MISSING CONNECTION	N/A	N/A	N/A	N/A	30,000-40,000	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X-Local	X
W GULF BANK RD	WOOD BLUFF BLVD	SHADY VALE LN	T-4-100	MEDIAN	100'	4	18,000	31,000	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X-Local	X
W GULF BANK RD	SHADY VALE LN	HOLLISTER RD	MISSING CONNECTION	N/A	N/A	N/A	N/A	31,000	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X-Local	X
W GULF BANK RD	HOLLISTER	NORTH HOUSTON ROSSLYN	T-4-100	MEDIAN	100'	4	18,000	39,000-39,500	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X-Local	X
W GULF BANK RD	N HOUSTON ROSSLYN	SUMMER LYNN PL	MISSING CONNECTION	N/A	N/A	N/A	N/A	31,000-35,500	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X-Local	X
W GULF BANK RD	SUMMER LYNN PL	SH 249/ W MONTGOMERY	T-4-100	MEDIAN	100'	4	5,500	32,000-48,500	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X-Local	X
W GULF BANK RD	SH 249/W MONTGOMER	ELLA BLVD	MISSING CONNECTION	N/A	N/A	N/A	N/A	21,000-30,000	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X-Local	X
W GULF BANK RD	ELLA BLVD	I-45	T-4-100	MEDIAN	100'	4	10,000-20,000	35,000-39,500	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X-Local	X
W LITTLE YORK RD	US 290	FAIRBANKS N HOUSTON	T-4-100	UNDIVIDED	100'	4	22,000	22,500-34,000	P-6-100	PRINCIPAL THOROUGHFARE	SUBURBAN BOULEVARD			X-Local	X
W LITTLE YORK RD	FAIRBANKS N HOUSTON	VICTORY DR @ ALABONSON RD	P-6-100	MEDIAN	100'	4	25,000	25,500-45,000	P-6-100	PRINCIPAL THOROUGHFARE	SUBURBAN BOULEVARD			X-Local	X
W LITTLE YORK RD (Collector)	VICTORY DR @ ALABONSON RD	back to Victory DR	C-4-70	UNDIVIDED	60'	4	6,000-11,000	10,000-31,000	MJ-4-70	MAJOR COLLECTOR	SUBURBAN AVENUE			X-local	X
VICTORY DR	LITTLE YORK RD @ ALABONSON RD	LITTLE YORK RD	P-6-100	MEDIAN	100'	4	32,000	32,500-48,000	P-4-100	PRINCIPAL THOROUGHFARE	SUBURBAN BOULEVARD	X			X
W LITTLE YORK RD	VICTORY DR	I-45	P-6-100	MEDIAN	130'	6	6,000-11,000	10,000-31,000	P-6-130'	PRINCIPAL THOROUGHFARE	SUBURBAN BOULEVARD	X (partial)			
W TIDWELL RD	US 290	TC JESTER BLVD	T-4-90/100 (Varies)	MEDIAN	100'	4	16,000	16,000-42,000	T-4-90/100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X - Express	X

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

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

STREET NAME	FROM	TO	EXISTING FUNCTIONAL CLASS	MEDIAN/ CTL/ UNDIVIDED	MTFP ROW	NUM LANES	EXIST VOLUME RANGE	2035 VOLUME RANGES	MTFP IMPROVEMENTS	UPDATED FUNCTIONAL CLASS	PROPOSED MMC	BIKE FACILITY	PARKING	TRANSIT	PED REALM
W TIDWELL RD (ADDED)	TC JESTER BLVD	SHEPHERD DR	T-4-80	MEDIAN	80'	4	16,000	16,000-42,000	T-4-80	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD	X -GAP (partial)		X-Express	X
W TIDWELL RD	SHEPHERD DR	I-45	T-4-80	MEDIAN	80'	4	22,000	28,000-41,500	T-6-100/130	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD	X		X - Express	X
PINEMONT DR	US 290	TC JESTER BLVD	T-4-80	MEDIAN	80'	4	12,900-19,000	24,000-31,000	T-4-80	MAJOR THOROUGHFARE	URBAN BOULEVARD	X			
PINEMONT DR	TC JESTER BLVD	ELLA BLVD	T-4-80	CTL	80'	4	16,700	21,500-27,000	T-4-80	MAJOR THOROUGHFARE	URBAN BOULEVARD	X-GAP			
PINEMONT DR	ELLA BLVD	SHEPHERD DR	T-4-80	UNDIVIDED	80'	2	19,700	22,000	T-4-80	MAJOR THOROUGHFARE	URBAN BOULEVARD	X -GAP			
W 43RD ST	US 290	ELLA BLVD	T-4-varies (80-100)	MEDIAN	80-100'	4	11,800-15,300	18,000-32,000	T-4-90/100	MAJOR THOROUGHFARE	URBAN BOULEVARD	X		X - Express	X
W 43RD ST	ELLA BLVD	SHEPHERD DR	T-4-60/70	CTL	60'-70'	4	11,800	17,000-32,000	T-4-70	MAJOR THOROUGHFARE	URBAN BOULEVARD	X*		X - Express	X
W CROSSTIMBERS ST	SHEPHERD DR	I-45	T-4-80	MEDIAN	80'	4	16,400-18,300	25,000-42,000	T-4-90	MAJOR THOROUGHFARE	URBAN BOULEVARD	X		X - Express	X
W 34TH ST	US 290	SHEPHERD DR	T-4-80	MEDIAN	70-80'	4	13,000-18,000	14,200-33,000	T-4-80	MAJOR THOROUGHFARE	URBAN BOULEVARD	X (partial)		X-Local	X
WINDFERN RD	BELTWAY 8	US 290	LOCAL STREET	UNDIVIDED	60'	2	9,000	10,000-16,000	MN-2-60/70	MINOR COLLECTOR	SUBURBAN STREET	X			X
GESSNER RD	BELTWAY 8	US 290	T-4-100	MEDIAN	100'	4	8,500-23,500	18,000-30,500	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD				X
FAIRBANKS N HOUSTON RD	BELTWAY 8	US 290	T-4-100	MEDIAN	100'	4	35,200-37,000	36,000-49,000	P-6-100	PRINCIPAL THOROUGHFARE	SUBURBAN BOULEVARD	X		X-Local	X
HOLLISTER RD	BELTWAY 8	FALLBROOK DR	T-4-100	MEDIAN	100'	4	31,350	32,000-42,000	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD				
HOLLISTER RD	FALLBROOK DR	WEST RD	MISSING CONNECTION	N/A	N/A	N/A	N/A	N/A	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD				
HOLLISTER RD	WEST RD	W LITTLE YORK RD	T-4-100	UNDIVIDED	100'	2	12,000-15,500	23,000-32,000	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X-Local	X
HOLLISTER RD	W LITTLE YORK RD	US 290	T-6-100	MEDIAN	100'	4	17,000-19,000	33,000-48,000	T-6-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD			X-Local	X
N HOUSTON ROSSLYN RD	BELTWAY 8	W LITTLE YORK RD	P-6-100	MEDIAN	100'	6	30,000-38,000	32,200-42,000	P-6-100	PRINCIPAL THOROUGHFARE	INDUSTRIAL BOULEVARD				X
N HOUSTON ROSSLYN	W LITTLE YORK RD	ANTOINE DR	LOCAL STREET	UNDIVIDED	60'	2	6,000-12,000	9,000-16,000	MN-2-60	MINOR COLLECTOR	INDUSTRIAL STREET				X
BINGLE RD	W LITTLE YORK RD	US 290	P-6-100	MEDIAN	100'	6	32,400	33,000-58,000	P-6-100	PRINCIPAL THOROUGHFARE	SUBURBAN BOULEVARD			X-Local	X
ANTOINE DR	BELTWAY 8	SH 249	T-4-100	MEDIAN	100'	4	14,000-22,000	28,500-47,000	T-6-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD	X		X - Express	X
ANTOINE DR	SH 249	W GULF BANK	T-4-100	MEDIAN	100'	4	14,000-22,000	28,500-47,000	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD	X		X - Express	X
ANTOINE DR	W GULF BANK	N. HOUSTON ROSSLYN	T-4-120	MEDIAN	100'	4	22,000-26,000	28,500-47,000	T-4-120	MAJOR THOROUGHFARE	URBAN BOULEVARD	X		X - Express	X
ANTOINE DR	N. HOUSTON ROSSLYN	US 290	T-4-120	MEDIAN	100'	4	22,000-26,000	28,500-47,000	T-6-120	MAJOR THOROUGHFARE	URBAN BOULEVARD	X		X - Express	X
E TC JESTER BLVD	I-610	JUDIWAY ST	T-4-120	MEDIAN	100'	4	9,000-15,000	11,500-27,500	T-4-120	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD	X			
W TC JESTER BLVD	I-610	JUDIWAY ST	T-4-100/110	MEDIAN	90-100'	4	10,000-23,500	20,500-40,000	T-4-100/110	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD	X			
TC JESTER BLVD	JUDIWAY ST	BELTWAY 8	T-4-100	MEDIAN	90-100'	2-4	9,800-23,500	20,500-40,000	T-4-100	MAJOR THOROUGHFARE	SUBURBAN BOULEVARD	X			
MANGUM RD	US 290	WATONGA BLVD	T-4-100	MEDIAN	100'	4	18,600	32,000-44,000	T-4-100	MAJOR THOROUGHFARE	URBAN BOULEVARD	X			X
MANGUM RD	WATONGA BLVD	ANTOINE DR	C-4-60	UNDIVIDED	60'	3	3,000-5,500	13,500-14,500	MN-2-60	MINOR COLLECTOR	URBAN STREET	X			X
WATONGA BLVD	MANGUM RD	T C JESTER BLVD	T-4-100	MEDIAN	100'	4	8,000-9,000	31,000	T-4-100	MAJOR THOROUGHFARE	URBAN BOULEVARD				X

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

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### Additional Consideration: Minor Collectors

The following chart details existing collector streets within the Northwest area that are not currently designated on the Major Thoroughfare and Freeway Plan (MTFP) 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.

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

## 6.2 Corridor Sheets

The purpose of this study is to recommend a network of modal facilities to efficiently move people within the Study Area. As such, the network is first evaluated at a system level to best understand where congestion might occur and why. Priority elements (pedestrian, parking, transit, pedestrian, and bicycle facilities) are evaluated at a more intimate level, where individual corridor examples are assessed to determine “what works” within a given scenario. Variables analyzed include existing right-of-way, traffic counts, and current modal uses as well as future projected volumes and anticipated development patterns. Public comment and associated interests such as area context were considered and balanced within each recommendation. .

The corridor sheets that follow below provide the 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

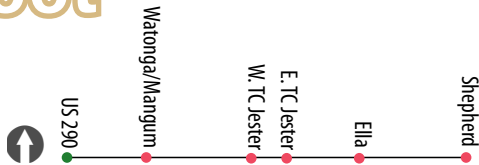


Note: Although freight is not identified as a priority element, MMC designations of Industrial Boulevard/Avenue/Street recommendation were considered based on area context. Examples for consideration include North Houston Rosslyn Road and Airline Drive.

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.

# W 34th Street

## Priority Elements



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

## Existing Condition

W. 34th Street is a 4-lane, divided **Major Thoroughfare** that provides east-west connectivity from US-290 to Shepherd. Currently, two different cross sections define the built corridor:

- US-290 to Mangum Road: 4-lane thoroughfare with a median and 70' of right-of-way.
- Mangum Road to Shepherd Drive: 4-lane thoroughfare with a median and an 80' right-of-way; bike lanes flank both sides of the roadway.

Commercial and office uses are the most prominent land use from US 290 to Mangum Road. From Mangum Road to TC Jester there is an increase in multi-family use. East of TC Jester, land use is primarily single-family residential.

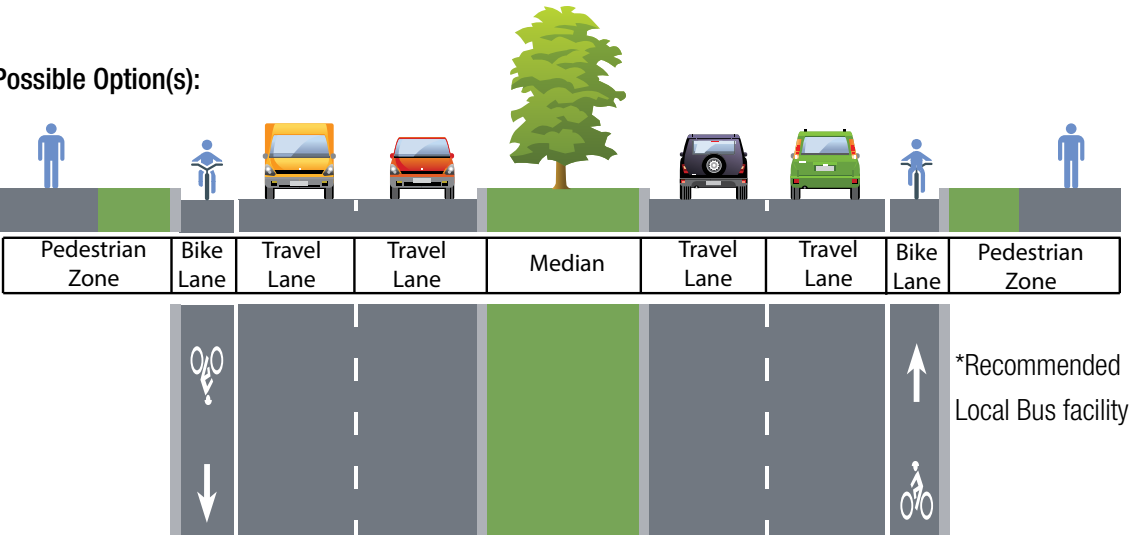
## Identified Needs

System modeling results indicate traffic along W. 34th Street will remain significant into 2035 (see **Chapter IV. Defining Future Mobility Conditions**). Waltrip High School is located near the intersection of Ella Blvd and W. 34 Street, and attributes to morning and afternoon traffic during the beginning and close of school-day hours. Bicycle facilities along the corridor are narrow, and according to public comment feel unsafe given the speed at which traffic travels along the roadway. Sidewalks are evident along the corridor, but are inconsistent. Designated crosswalks along the corridor are located at intersections, but are not user friendly.

## Future Vision

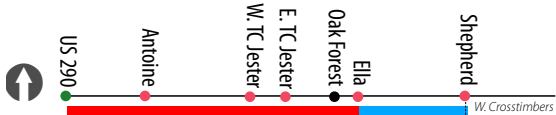
W. 34th Street traffic congestion is affected by the existing network's limited north-south connectivity. As provided in Chapter IV of this Report certain connections, such as the extension of Ella Blvd north of Little York Road, are anticipated to alleviate some congestion along the corridor. However, projected volumes still indicate a vehicular capacity need along the corridor. As such, it is recommended that W. 34th Street remain classified as a 4-lane **Major Thoroughfare**. Similarly, given the system's provided grid, land use and associated context, the corridor is further recommended to be classified as an **Urban Boulevard** in preservation of the median for access management. Wider bike lanes are also recommended for increased connectivity and safe access to destinations such as the local high school and off-street bike facilities near the intersection of TC Jester. Where appropriate, it is recommended the median be reduced to provide a safe biking facility. Sidewalk improvements will also be necessary and should be a priority near the school and METRO bus stops. A local bus facility is recommended along W. 34th Street to accommodate large multi-family and commercial properties along the corridor.

## Possible Option(s):



# W 43rd Street

Priority Elements

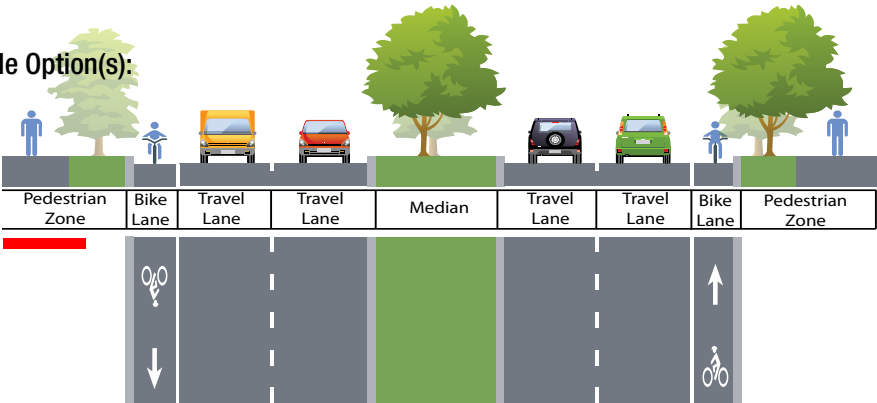


Existing Condition

W 43rd Street is a **Major Thoroughfare** that provides the first continuous east-west corridor north of IH 610 with access across US 290 and IH 45. Its existing cross sections include:

- US-290 to TJ Jester: 4-lane 100' right-of-way road with a median and bike lanes and sidewalks separated by a small planting strip flanking both sides of the corridor in 100' right-of-way. Land use is predominately single-family residential with short lot faces.
- TC Jester to Ella Blvd: 4-lane 80'-90' right-of-way road with a median but no bike lanes. From Oak Forest Drive to Ella Blvd, a center turn lane functions in place of the raised median. The land uses along the corridor also transition to a mix of retail-commercial properties with short-faced parking lots, institutional facilities and multi-family housing.
- Ella Blvd to Shepherd: 4-lane 60' right-of-way road with no median and sidewalks flanking both sides of the road; land use is single-family residential properties with lot faces fronting the street.

Possible Option(s):



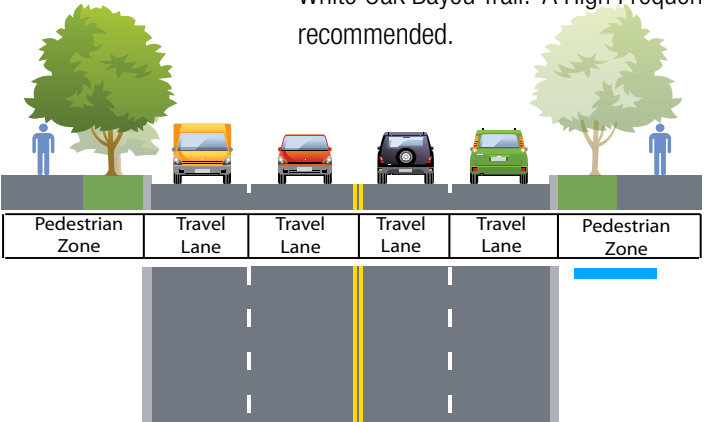
Identified Needs

Two elementary schools and one junior high directly abut W. 43rd Street between E. TC. Jester Blvd and Main Street, just west of Ella Blvd. Traffic speeds along the corridor, especially near school facilities, was expressed as a concern by the public. Residents expressed a desire for traffic calming treatments such as speed bumps, raised-midblock crossings for pedestrians, and pedestrian beacons during peak pickup and drop-off hours. A below-grade crossing at the TC Jester bridge for the multi-use trail was another idea expressed by residents. Intersections in need of improved pedestrian crossings included Oak Forest Drive and Ella Boulevard.

Future Vision

Due to projected traffic volumes, length and provided east-west connectivity provided by the corridor, it is recommended W. 43rd Street remain a 4-lane **Major Thoroughfare**. As the corridor develops, it is recommended to develop as an **Urban Blvd** characteristic of short block faces and median for continued access management of vehicular traffic. Multi-modal considerations are restricted by a limited right-of-way:

- US 290 to Ella: 90 - 100' right-of-way is recommended allowing for a more robust pedestrian realm and expanded on-street bicycle facility appropriate for a high-speed corridor. Where medians are present, pedestrian refuges should be installed especially near schools.
- Ella to Shepherd: 70' right-of-way with a bike facility extended east of TC Jester for increased connectivity to bike facilities on Crosstimbers. The provided facility is intended to connect bicycle traffic to neighborhood amenities, schools and the White Oak Bayou Trail. A High Frequency Transit facility is also recommended.

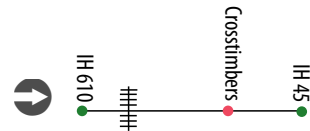


EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	T-4-70; T-4-90/100
Existing Counts Range	11,800-15,300	Future Volume Range	17,000-32,000
Right-of-Way	60'-100'	Proposed MMC	Urban Blvd
Median/CTL/Undivided	Median/CTL	Median/CTL/Undivided	Median/CTL

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

# Airline Drive

## Priority Elements



## Existing Condition

Airline Drive is a 4-lane divided **Major Thoroughfare** with an 80' right-of-way from IH 610 to IH 45. Commercial and industrial uses line the northern section of the corridor which attracts larger truck traffic. South of the railroad tracks, the corridor is abutted by residential use. Although it is only a small segment in the study area, Airline Drive is a major corridor for moving traffic north-south from just south of the Outer Loop of Beltway 8 to the Inner Loop area.

## Possible Option(s):

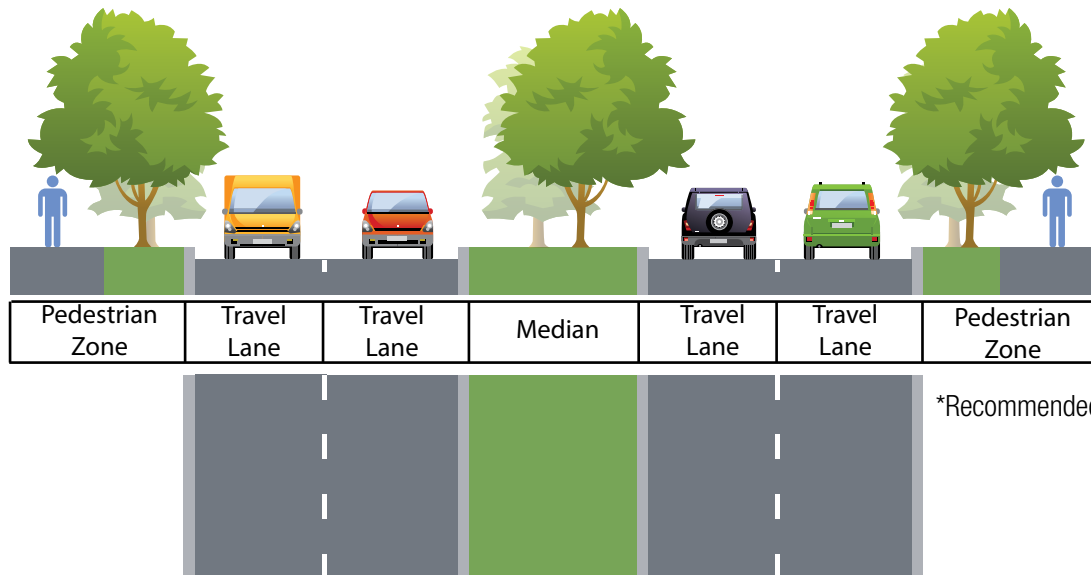
## Identified Needs

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

## Future Vision

The majority of Airline Drive within the study area are industrial. As such, it is recommended the corridor be classified as an **Industrial Boulevard**. The corridor should maintain existing medians and redevelop to add a median in the segments of the corridor where not currently present. Due to the projected volumes for the corridor, reducing lanes to accommodate an on-street bicycle facility is not recommended, thus attention should be focused on enhancing the pedestrian realm. The corridor is recommended to remain a **Major Thoroughfare** with an 80' right-of-way. Due to the industrial facilities located on the corridor, a High Frequency Transit facility is recommended for providing access for the public along the local and regional network.

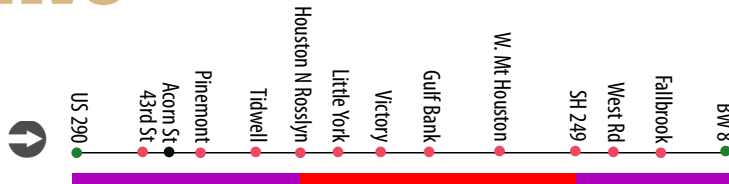
EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	T-4-80
Existing Counts Range	15,900-16,700	Future Volume Range	21,000-37,500
Right-of-Way	80'	Proposed MMC	Industrial Boulevard
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median



\*Recommended High Frequency Transit

# Antoine Drive

Priority Elements



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

Existing Condition

Antoine Drive provides north-south connectivity from US 290 to Beltway 8 as a divided, 4-lane **Major Thoroughfare**. Variations in the existing cross section include:

- US 290 to Houston N. Rosslyn: 4-lane thoroughfare with 120' right-of-way and bike lanes flanking both sides of the corridor. Along Scarborough High School segment, the corridor has on-street parking; a stripped bike lane is provided directly adjacent to parking. Commercial use is much more prevalent North of Acron Street to Pinemont.
- Houston N. Rosslyn to Little York: 4-lane thoroughfare with 100' right-of-way and buffered pedestrian realm. Share-the-road signage, or Sharrows, are evident from Pinemont to Little York.
- Little York to Breen: 4-lane thoroughfare with 100' right-of-way and buffered pedestrian realm. The provided context is largely single-family residential and no bike lanes.
- Breen to BW 8: Industrial with some commercial and residential with relatively wide setbacks from the corridor.

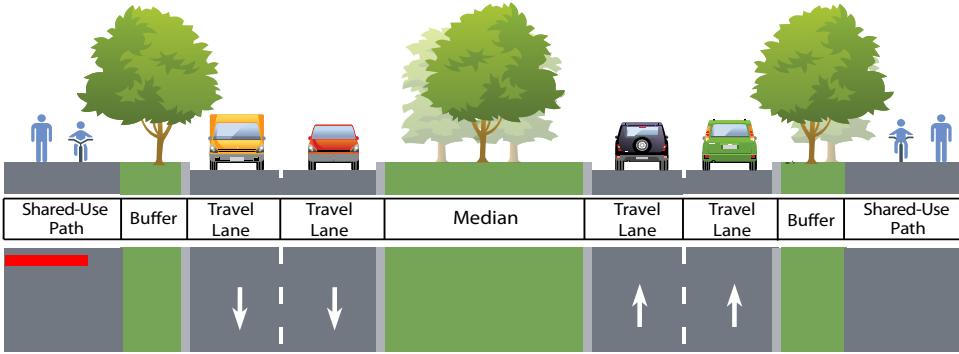
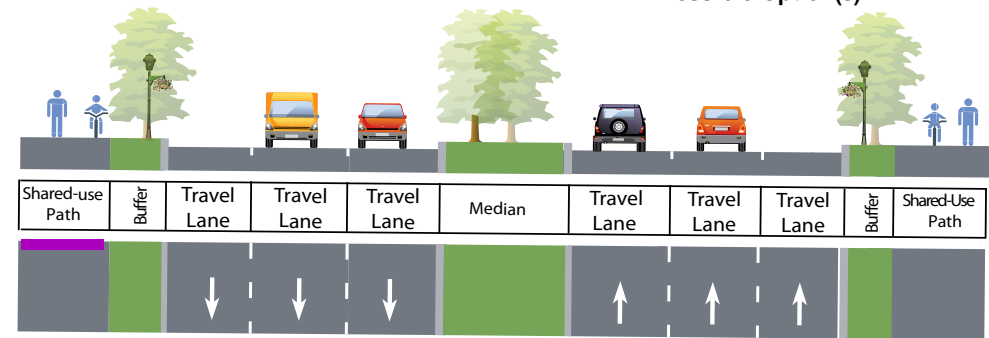
Identified Needs

Travel demand results indicate a need to maintain if not expand the current 4-lane designation of the corridor to 6-lanes. However, in line with the Near Northwest Livable Centers Study and associated Antoine Corridor Concept Plan, expansion of the roadway does not adhere to the greater vision of the corridor for some portions of the roadway. Moreover, as demonstrated through recent capital investments, as supported by area plans, a 4-lane corridor is more sensitive to the area context. Several intersections were identified as needing mitigation improvements to enhance the flow of traffic. SH 249/ Antoine Drive and West Road/ Antoine Drive were identified as problem intersections, and increased signage may be needed to better accommodate traffic movement through these intersections. Better access to White Oak Bayou at Antoine Drive was also identified. Finally, sidewalks are non-existent at railroad crossings.

Future Vision

While there is a future demand for increased capacity along the corridor, the study recommends that Antoine north of N. Houston Rosslyn to SH 249 be classified as a 4-lane **Major Thoroughfare**. To accommodate projected traffic volumes and increased access to regional highways, 6-lanes are recommended from US 290 to Houston N. Rosslyn and north of SH 249 to BW 8. Similarly, given the density of land use and relative grid-connection of the local street network, Antoine Drive is recommended an **Urban Boulevard** south of Gulf Bank in preservation of the median and desired context. North of Gulf Bank, the corridor is recommended as a **Suburban Boulevard**. A **shared-use path**, which is a separated off-street bicycle facility, is recommended along Antoine given provided traffic volumes. As a regional connector, High Frequency Transit, is also recommended.

Possible Option(s):

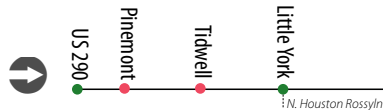


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\*Recommended High Frequency Transit

# Bingle Road

## Priority Elements



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

## Existing Condition

Bingle Road is a 6-lane, divided **Principal Thoroughfare** with an 100' right of way. The corridor provides north-south connection from US-290 to Little York. At Little York, the corridor transitions into N. Houston Rosslyn. The Bingle-N. Houston Rosslyn pairing provides one of only two completely built north-south corridors within the study area, and is considered a vital regional connector for vehicular traffic. Bingle Road is defined by commercial and retail uses, promoting both regional and localized traffic movement.

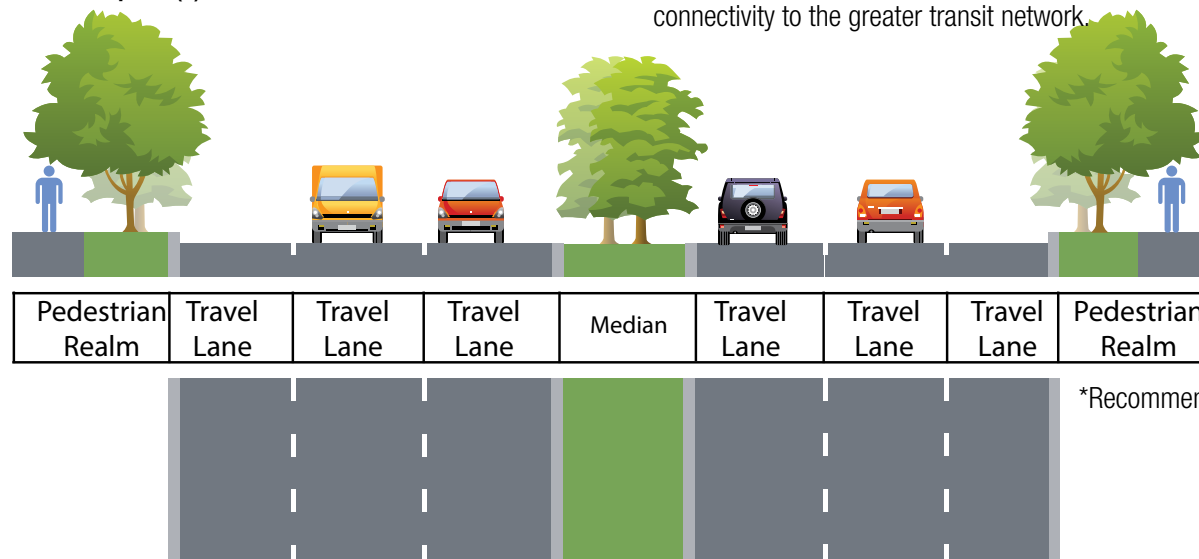
## Identified Needs

Public comments indicated that heavy truck traffic is common along this corridor. The intersection of Breen Drive and Bingle Road, as it transitions into N. Houston Rosslyn, could potentially use mitigation to enhance turning movements at the traffic light. Some portions of Bingle Road have large gaps within the existing sidewalk network. Similar to other places within the study area, sidewalks at railroad crossings are nonexistent. Transit is also not accommodated on the existing facility, which is considered a significant gap given the existing retail-commercial use along the corridor. Similarly, as a regional connector, transit would greatly benefit the corridor in terms of increased capacity of the corridor, and increased connectivity to the greater transit network.

## Future Vision

Due to existing and projected vehicular traffic volumes anticipated along the corridor, it is recommended that Bingle Road remain a 6-Lane **Principal Thoroughfare** with 100' of right-of-way. Given the area context with longer commercial and residential setbacks, the corridor is also recommended as a **Suburban Boulevard** in preservation of the median and continued access management of vehicular turning movements. Prioritized modal improvements include completing sidewalk gaps and enhancing existing pedestrian facilities. Given the proximity of this corridor to Antoine Drive, it is recommended that local transit be accommodated and incorporated where needed to access other High Frequency Routes.

## Possible Option(s):



\*Recommended Local Bus Facility

# Breen Drive

## Priority Elements



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

## Existing Condition

Breen Drive is currently built as a 2-lane road with open ditches and no pedestrian amenities. Breen Drive is classified on the MTFP as a 4-lane **Major Thoroughfare** to be widened from Fairbanks N. Houston Road to N. Houston Rosslyn Road within a 100' right-of-way. West of Fairbanks N. Houston the MTFP designation is proposed to be extended to what is today West Road which maintains the same MTFP designation. For portions of the corridor currently classified on the MTFP, use is largely industrial. East of N. Houston Rosslyn Road, however, the corridor is not designated on the MTFP and currently operates as a 2-lane street that is more suburban to rural in nature with a provided mix of land uses.

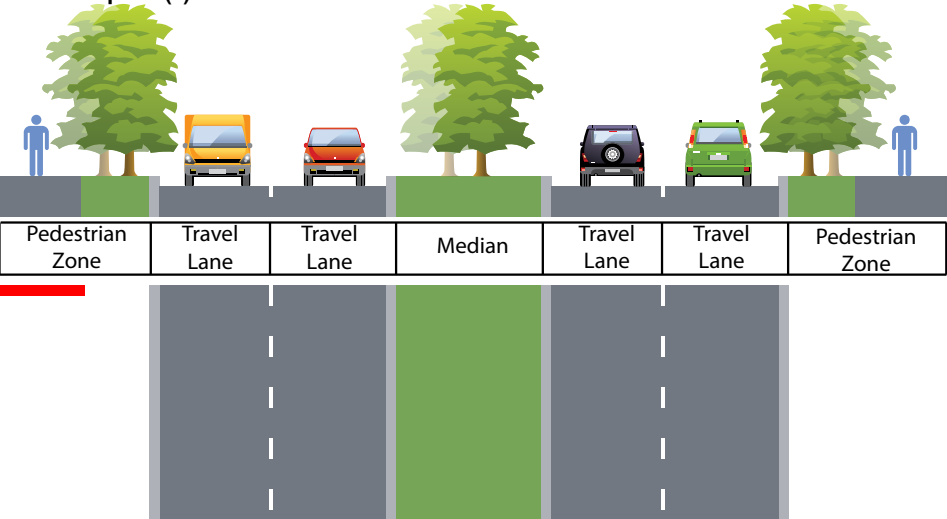
## Identified Needs

Stakeholders and the public alike noted the absence of sidewalks as a concern. The project team introduced the concept of a 3-lane or 4-lane cross section with sidewalks which was well received by the public.

## Future Vision

Given the existing industrial use along the corridor, and anticipated traffic volumes, it is recommended Breen be built as a 4-lane **Major Thoroughfare** as currently designated on the MTFP. For continued system efficiency, the portion of the corridor currently classified as a local road, is also recommended to 4-lane **Major Thoroughfare** to SH 249. An esplanade, or raised median is also recommended for the portion of the corridor currently on the MTFP for increased access management of larger industrial vehicles. Given the existing and anticipated context, the length of the corridor is recommended to be classified an **Industrial Blvd** in preservation of the proposed median. Construction of sidewalks is recommended as there are presently none. A bicycle facility is currently not recommended for this corridor given anticipated heavy traffic volumes. Finally, the intersection of Breen Drive and SH 249 can benefit a redesign to streamline traffic movements.

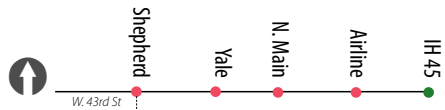
## Possible Option(s):



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# W. Crosstimbers Street

## Priority Elements



## Existing Condition

W. Crosstimbers Street is currently a 4-lane divided **Major Thoroughfare** with an 80' right-of-way. It is also one of the few existing corridors within the study area with a designated bike lane. Crosstimbers is an east-west continuation of 43rd Street. Residences are the prominent development type along this small portion of the corridor.

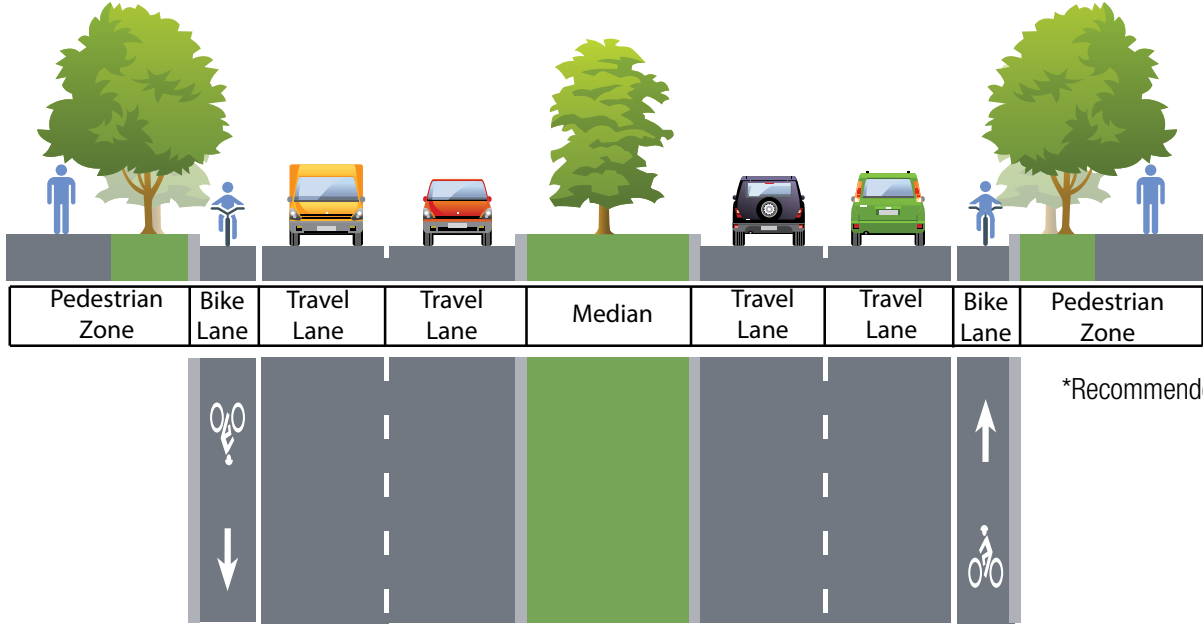
## Identified Needs

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

## Future Vision

For consistency of the corridor and the continuation of 43rd Street as a primary east-west connector, it is recommended that W. Crosstimbers Street remain a **Major Thoroughfare** on the MTFP with an **Urban Boulevard** multi-modal classification. Similarly, the corridor is recommended to be expanded from an 80' to a 90' right-of-way providing additional space for a more robust bicycle lane and pedestrian zone. As a continuation of W. 43rd Street, a High Frequency Transit route is recommended along the corridor. With this addition, special attention should be given to enhancing the pedestrian realm.

## Possible Option(s):



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

\*Recommended High Frequency Transit

# Ella Boulevard

## Priority Elements



## Existing Condition

Ella Boulevard is a north-south corridor that extends from IH 610 to Beltway 8 as a 4-lane, divided **Major Thoroughfare**. The corridor transitions a name change to Wheatley from Tidwell to Gulf Bank. Variations include:

- Ella to W. Little York: This portion of the corridor is currently built as a 4-lane Major Thoroughfare with an 80' right-of-way as classified. Use along the corridor is primarily residential. Undeveloped parcels are also evident with commercial use located primarily at major intersections.
- W Little York to Veterans Memorial: Portions between W. Little York to W. Montgomery Road, and Dewalt Street to W. Gulf Bank are presently not built; however, the classification remains consistent with the above. Segments between W. Little York and Gulf Bank are currently on the City's CIP for consideration in 2014-2015.
- W. Montgomery Road to Beltway 8: This portion of the corridor is also classified as a 4-lane divided Major Thoroughfare, but is expanded to maintain a 100' right-of-way. North of SH 249 the corridor is largely proposed, and hence not built. Current land use is characterized as agricultural with a residential subdivision near W. Montgomery Road.

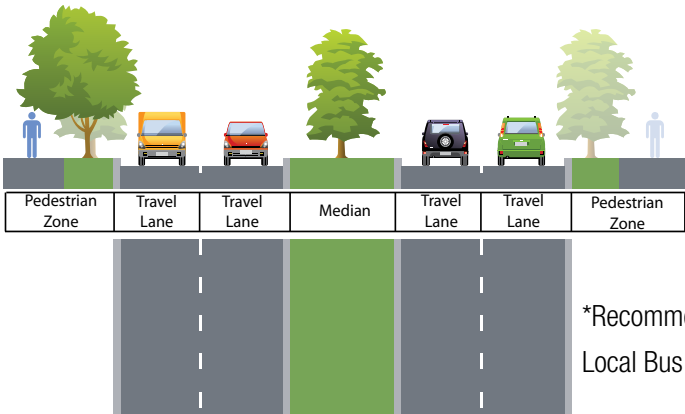
## Identified Needs

Intersection congestion is was noted by the public as the most prevalent issues along the corridor including those intersecting Major Thoroughfares and IH 610. Improving pedestrian facilities by enhancing sidewalks, adding speed bumps to slow traffic, and focusing on pedestrian access at intersections were points highlighted during the public input process.

## Future Vision

Ella Boulevard is recommended to remain as a 4-lane **Major Thoroughfare** with an 80' and 100' right-of-way where currently designated. Although projected traffic provide some volumes greater than 40,000 vehicular trips, affected segments about IH 610 and Beltway 8, and do not reflect the nature of traffic along the extended corridor. In preservation of the median and increased access management, the corridor is recommended as boulevard section: south of W Little York Ella is recommended as an **Urban Blvd** and north of W Little York Ella is recommended as a **Suburban Blvd**. Ella is a regional connector and not appropriate for on-street bicycle facilities along some portions of the roadway. However, on-street facilities are recommended along the more urbanized section of the corridor, and an off-street bike path may be accommodated north of Dewalt Street to Mount Houston providing added amenities to a more residential context. Should Ella Boulevard be extended north of SH 249, connections to the off-street trail network along Halls Bayou, including continuous access across the bayou for both on-street and off-street users, should be prioritized. As a regional connector the corridor is also recommended as a High Frequency Transit facility, and sidewalks should be expanded and designed as such.

## Possible Option(s):



\*Recommended  
Local Bus Facility

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

# Fairbanks N Houston

## Priority Elements



## Existing Condition

Fairbanks N. Houston is a 4-lane divided **Major Thoroughfare**, and is one of the only existing corridor that provides existing connections built from US 290 to Beltway 8. Sidewalks are nonexistent along the length of the corridor, and bicycle facilities do not exist. Between Beltway 8 and Fallbrook the corridor provides access to a relatively large commercial land use. North of Breen, the corridor is mainly flanked by industrial, agricultural and undeveloped parcels. A more residential land use is evident south of Breen to Gulf Bank.

## Identified Needs

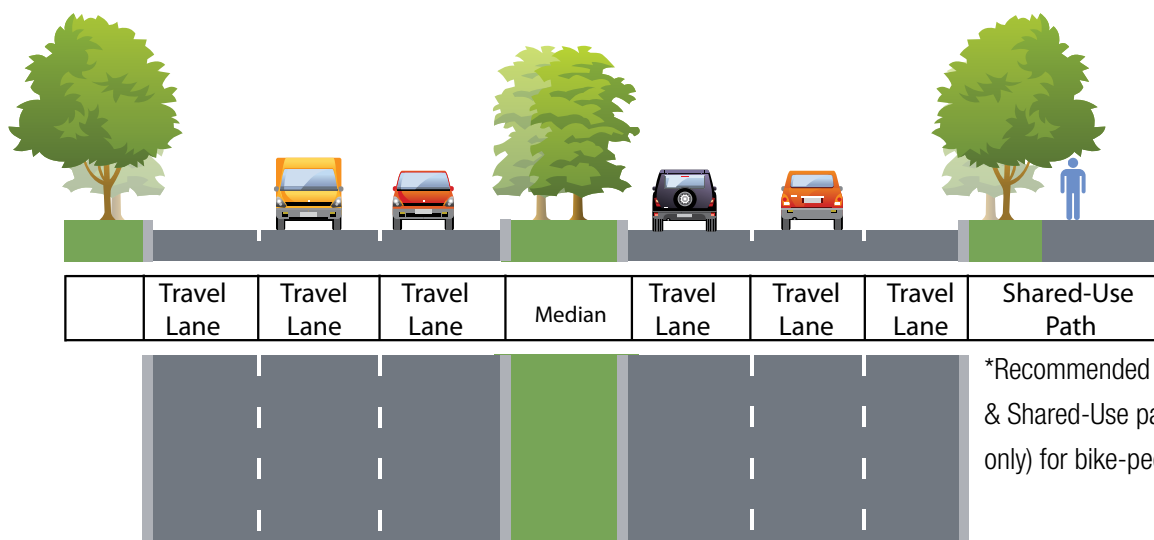
In the near-term, north-south vehicular traffic will continue to depend heavily on Fairbanks N. Houston given the segment of Hollister Road, south of Fallbrook Drive, is pending development and not yet built. As provided by future traffic volume results, even with the build out of certain segments of Hollister, vehicular traffic along this corridor is still anticipated to increase. To alleviate congestions, Harris County has installed a fiber optic traffic signal communication system along the corridor providing for more efficient coordination of signal timings between intersections. As a result, traffic flows have improved for near-term congestion concerns.

## Future Vision

Provided traffic volumes indicate Fairbanks N. Houston will continue to grow in importance for the movement of vehicular traffic north-south through the study area. As result, it is recommended the corridor be reclassified as 6-lane **Principal Arterial** within the currently designated 100' right-of-way. For continued access management and preservation of the median, the corridor is further recommended as a **Suburban Blvd**.

Finally, it is recommended that special attention be given to developing a viable pedestrian realm along the corridor to help improve and provide a higher range of mobility options for users within the local transportation network. Given the limited right-of-way, it is recommended that a **shared-use path**, which is a separated off-street bicycle facility, be designed along one side of the corridor to ensure a safe and robust facility for all users. Working with Harris County will be necessary for this corridor improvement, as well in conjunction with METRO to ensure a viable local bus facility options.

## Possible Option(s):

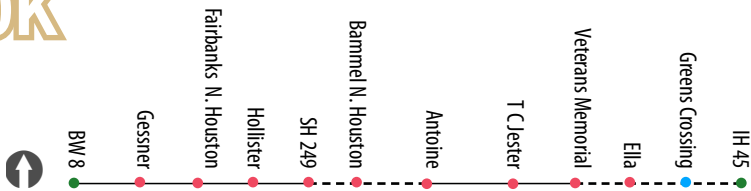


\*Recommended Local Bus Facility & Shared-Use path (one-side only) for bike-ped movement.

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

# Fallbrook

Priority Elements



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

Existing Condition

Fallbrook Drive is an 4-lane east-west **Major Thoroughfare** with an existing median in a 100' right-of-way. Segments are currently not built and include: SH 249 to Old Bammel N Houston Rd, and Sweetbrook Dr. to IH 45.

The corridor serves a primarily single-family residential homes which directly abut the corridor. A small pocket of commercial-retail exists along the corridor's northwest segment near Beltway 8, and multi-family developments along the segment between SH 249 and Houston Rosslyn. The portion of the corridor from Bammel N. Houston Road to Sweetbrook Drive has sidewalks on both directions of travel, but the remainder of the corridor does not.

Identified Needs

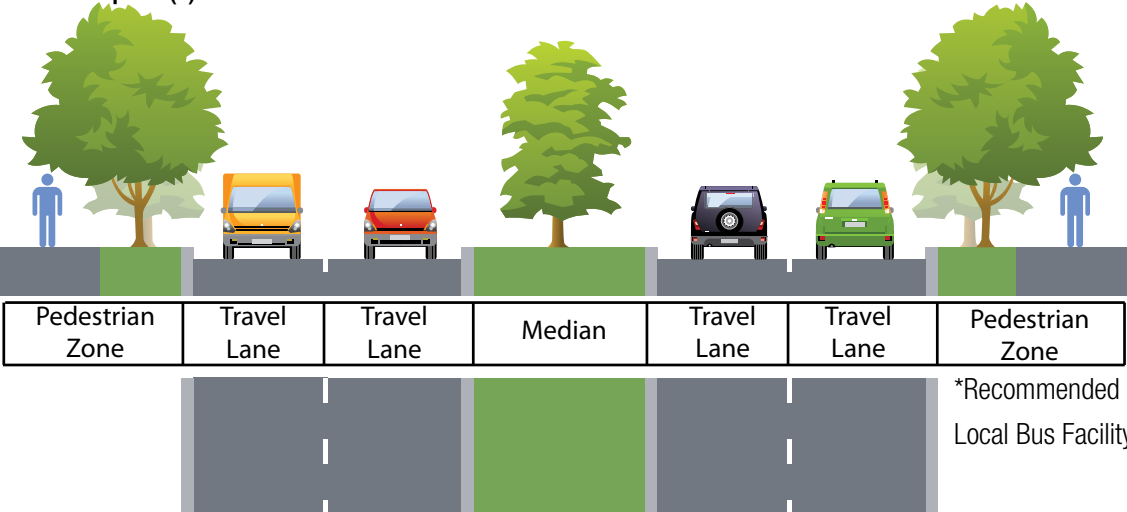
This corridor is seen as a priority corridor to be completed for both vehicular and pedestrian traffic from Beltway 8 to IH 45 by 2035. This connection is projected to gain over 10,000 vehicles on average for daily travel.

Future Vision

Based on projected traffic volumes, it is recommended Fallbrook Drive be reclassified as a 4-lane **Principal Thoroughfare** given the importance of the corridor for regional vehicular movement. Although future model volumes only indicate the need for a 4-lane cross section, the corridor provides an alternative to the Beltway and may warranted a 6-lane expansion depending on the inventory of development. Given current traffic volumes, the Beltway is only expected to increase making Fallbrook an attractive parallel alternative for vehicular movement. If the corridor were expanded to 6 lanes, it is anticipated the corridor would reach capacity due to latent demand.

Similarly, in preservation of the right-of-way Fallbrook's future design would be most suitable as a **Suburban Boulevard**. It is important to the corridor that pedestrian accommodations be provided to ensure safe movement along an otherwise busy roadway. A local bus facility is recommended for this corridor.

Possible Option(s):



\*Recommended Local Bus Facility

# Gessner Road

## Priority Elements



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

## Existing Condition

Gessner Road is a 4-lane divided **Major Thoroughfare** from Beltway 8 to US-290. Variations include:

- US-290 to Gulf Bank: the corridor maintains 100' right-of-way with sidewalks while the rest of Gessner to the north only has sidewalks on the west side.
- Gulf Bank to West Road/Breen: the corridor maintains a 100' right-of-way and primarily serves residential uses and some retail-commercial.
- West Road/Breen to Beltway 8: This segment of corridor has not been constructed.

## Identified Needs

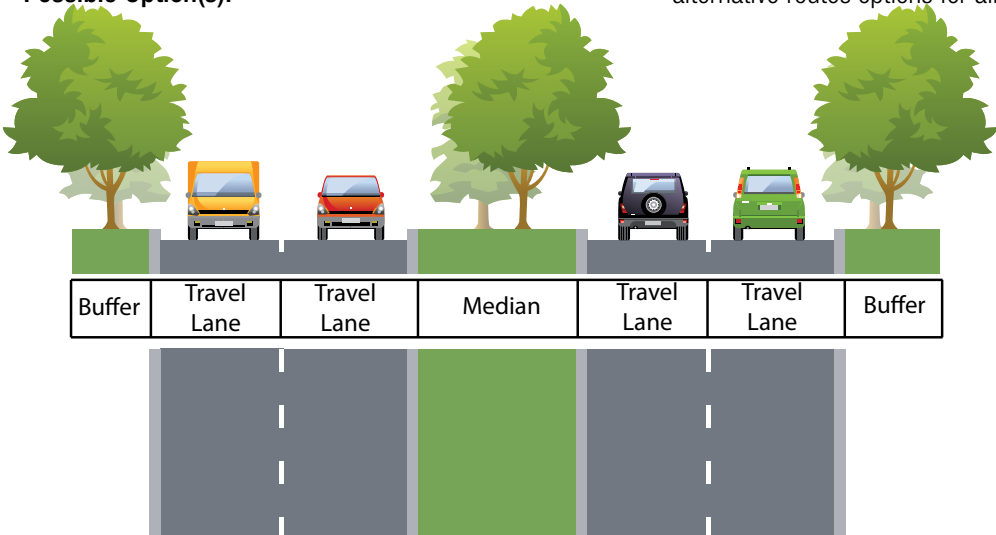
Based on provided modeling results, the completion of Gessner Road is an essential connection needed to accommodate projected traffic volumes within the greater study area. The corridor runs in parallel with Fairbanks N. Houston Road which is recommended to be expanded as a 6-lane Principal Arterial and anticipated to carry primary loads of regional vehicular traffic as is Beltway 8. However, as indicated within the existing conditions of the report, the study area is greatly limited by the gaps within an incomplete network. Although right-of-way has been reserved on the MTFP, north-south completion of this corridor is essential to alleviate more localized traffic movement providing alternative routes options for all users.

## Future Vision

Based on projected traffic volumes, it is recommended Gessner Road maintain its current classification as a 4-lane **Major Thoroughfare** with 100' of right-of-way. It is further recommended the completion of Gessner Road to Beltway 8 be prioritized as an essential connection for the community. In preservation of the median, and increased access management, it is further recommended the corridor be designated a **Suburban Boulevard**.

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

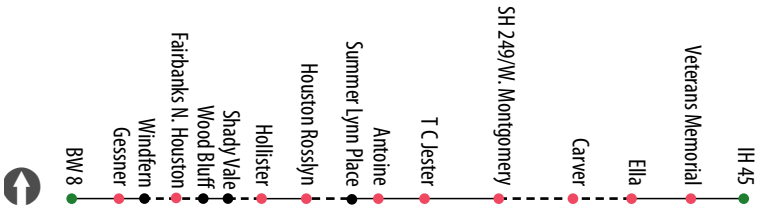
## Possible Option(s):



# W Gulf Bank Road

Priority Elements





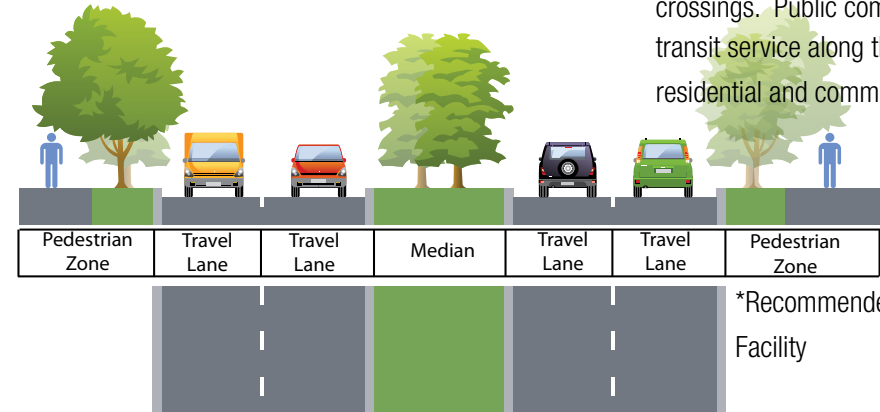
EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	T-4-100
Existing Counts Range	5,500 -20,000	Future Volume Range	32,000-39,500
Right-of-Way	100'	Proposed MMC	Suburban Boulevard
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median

Existing Condition

W. Gulf Bank Road is 4-lane **Major Thoroughfare** with 100' right of way and is designated east-west corridor from Beltway 8 to IH 45 on the MTFP. Although ample right-of-way has been preserved along the length of the corridor, several segment have not been built and include: local road Windfern to Wood Bluff Blvd, Shady Vale to Hollister and SH 249 to Ella Blvd. Where segments are built, sidewalks or other pedestrian amenities are not apparent., except for portion of the corridor with residential land uses.

Landuse from Beltway 8 to SH 249/W. Montgomery consist of largely undeveloped parcels with a mix of single and multi-family residential uses east of Antoine Drive. East of SH 249/W. Montgomery consists single-family.

Possible Option(s):



Identified Needs

Given the limited east-west connectivity within the study area, the completion of W. Gulf Bank in its entirety is essential for improved vehicular circulation of the greater network. As the corridor is developed, a need for a more robust pedestrian realm is also desired for increased safety of the user to other potential modes, such as transit. Challenges, however, are significant and include parcels owned by the Harris County Flood Control District, as well as cost associated with construction of bridge(s) across the White Oak Bayou.

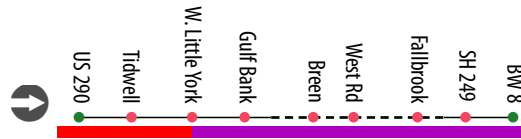
Where current segments exist north of Antoine Drive, public comment indicates a need for improved crosswalks, and enhanced signalization for pedestrians, especially near the schools. The intersection of W Gulf Bank and Antoine Drive was identified for improved pedestrian crossings. Public comment also indicated a lack of public transit service along the corridor especially in more dense residential and commercial use areas.

Future Vision

It is recommended that W. Gulf Bank Road maintain its current classification as 4-lane **Major Thoroughfare** and 100' right-of-way. Many of the segments pending development are inhibited by flooding, often resulting in additional cost associated with corridor development. As such, complete build-out of the network is not anticipated by 2035. Instead, it is recommended that those connections needed to expanded local connectivity be prioritized creating more alternative route options for the immediate user. Similarly, as the corridor develops, the median is recommended to remain providing access management and preservation of the esplanade. Given the context of existing segments built, the corridor is anticipated to maintain its current low density character. As such is recommended to be classified as a **Suburban Boulevard**. As provided in the project team's transit analysis detailed in **Chapter 5.7 Changing Transit Considerations**, a local bus service is also recommended and should be incorporated for the length of the corridor. All segments of the corridor, at a minimum, should maintain a wide sidewalk within the pedestrian realm to accommodate all users, especially those associated with transit. .

# Hollister Street

## Priority Elements



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

## Existing Condition

Hollister Street is a north-south corridor classified on the MTFP as a 4-lane **Major Thoroughfare** with 100' right-of-way from Beltway 8 to US-290. Much of the corridor between Gulf Bank and Fallbrook Drive is not built.

Variations in the portions existing include:

- US 290 to W. Little York: 4-lane divided street with a sidewalk and buffered planting strip flanking both sides of the corridor. Smaller commercial developments, such as gas stations, are located at intersections. Aside from a few multi-family developments, the corridor along this section resembles a business park, with long setbacks, large lots and a significantly wide median.
- Little York to Beltway 8: The majority of the corridor is not built. Where currently segments do exist, the roadway is narrow with no sidewalk, and open ditches flank both sides of the road.

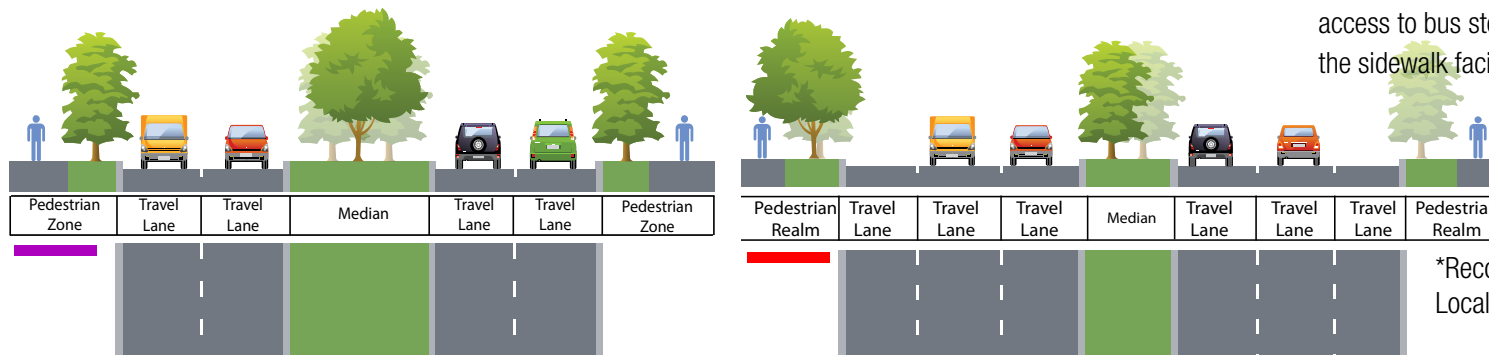
## Identified Needs

There is strong public support for the completion of Hollister Street north of W. Little York to the corridor's full carrying capacity. However, the majority of Hollister Street is located in the City's ETJ and coordination with Harris County will be needed to ensure timely implementation. Additionally, the physical construction of the corridor is also challenged by needed bridge crossings at White Oak Bayou as well as the railroad and sand pits between West Road and Fallbrook Drive. Sidewalks are intermittent along existing section of Hollister Street, and within certain subdivisions, are nonexistent. However, demand for such facilities is evident from footpaths seen along these stretches of corridor directly adjacent to the road. Residents also expressed a desire for bicycle connections to the White Oak Bayou Trail.

## Future Vision

Hollister Street is recommended to remain classified as a **Major Thoroughfare**. Based on the understanding of the project team, completion of Hollister Street is set for 2035 as a 4-lane corridor with 100' right-of-way. However, where provided traffic loads between W Little York and US-290 exceed daily traffic flows of 40,000, the corridor is recommended to be expanded to a 6-lane facility (T-6-100). Given the provided barriers associated with constructing a bridge across the railroad, the segment of Hollister north of West Road to Fallbrook Drive, is not anticipated to be built by 2035. However, the connection of this corridor is vital for the longevity of the greater transportation system, and as such is not recommended for removal. Once built, Hollister may serve in conjunction with, or an alternative to, bicycle facilities on Fair Banks N. Houston. As such, it is recommended that any future bridge construction be designed to accommodate safe pedestrian and bicycle traffic. To safely accommodate local access to bus stops and related connectivity, gaps within the sidewalk facilities should also be completed.

## Possible Option(s):




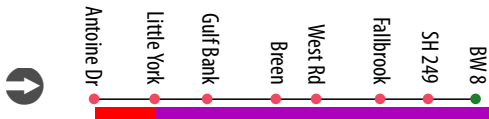
\*Recommended  
Local Bus Facility

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# N Houston Rosslyn Road

Priority Elements





## Existing Condition

N. Houston Rosslyn Road is a 6-lane divided **Principal Thoroughfare** that operates in conjunction with Bingle Road from W. Little York to Beltway 8. The portion of N. Houston Rosslyn Road from W. Little York Road to Antoine Drive is currently not on the MTFP and is best classified as a **Local Street**. Land use along the corridor is primarily industrial with undeveloped and agricultural parcels directly abutting the corridor.

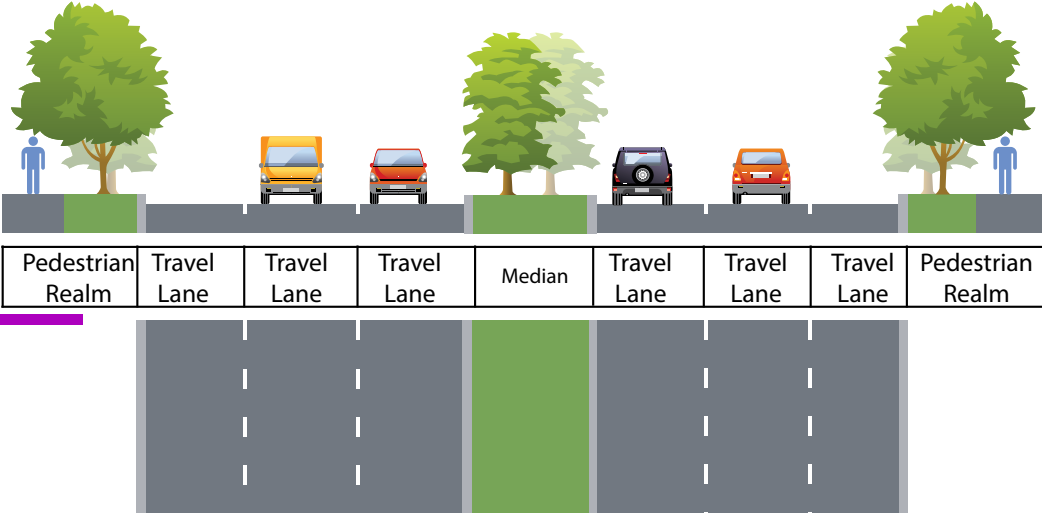
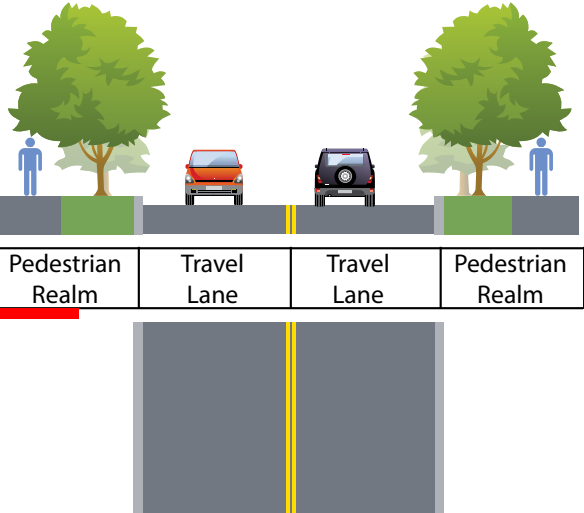
## Identified Needs

The portion of N. Houston Rosslyn Road from Antoine Drive to W. Little York is not on the MTFP, but maintains the same land use type as the portion currently classified. As a predominately industrial corridor, larger lane widths and turning radii are needed to accommodate larger freight-trucking movements. Public comment for this corridor reinforced the need of the corridor to maintain a well-developed sidewalk network. Although transit is considered a priority for the corridor, the public expressed a desire for future use and development of the pedestrian realm.

## Future Vision

It is recommended Houston N. Rosslyn Road maintain its current 6-lane **Principal Thoroughfare** designation from W. Little York to Beltway 8 given anticipated traffic loads of 30,000 or more in consistent functionality with Bingle Road. Similarly, based on network analysis, the small segment of corridor connecting to Antoine Drive demonstrates a significant load of existing and projected traffic volumes. As such, it is recommended that this segment be added to the MTFP as a **Minor Collector**. In preservation of the median, it is further recommended to be classified as an **Industrial Boulevard** north of W. Little York. For consistency in relation to the corridor’s land use south of W. Little York, the corridor is recommended as an **Industrial Street**.

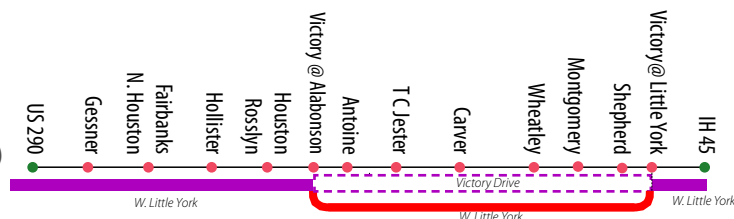
### Possible Option(s):



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# W Little York Road

## Priority Elements



## Existing Condition

W. Little York Road operates in conjunction with Victory Drive providing east-west connectivity from US 290 to IH 45. Where the corridor transitions to Victory Drive for enhanced regional traffic movement, W. Little York Drive provides an offset transition in parallel to the larger corridor for more localized traffic accessibility to various neighborhood amenities. Existing classifications include:

- US 290 to Fairbanks N. Houston: 4-lane **Major Thoroughfare** within a 100' right-of-way and a center turn lane from Gessner to Fairbanks N. Houston. Existing land use is a mix of industrial, commercial and undeveloped uses.

- Fairbanks N. Houston to IH 45: 6-lane **Principal Thoroughfare** divided by a median and operating in conjunction with Victory Drive. Existing land use is a mix of industrial, commercial and undeveloped parcels.

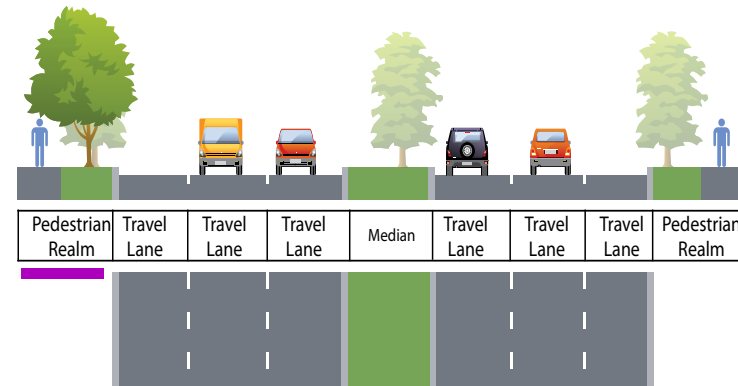
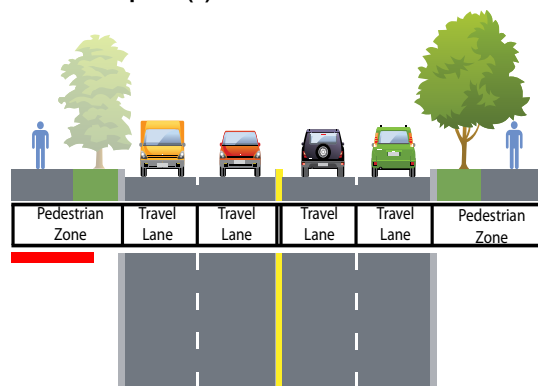
- Victory at Alabonson Road to Victory Drive at W. Little York: 4-lane undivided **Major Collector** with a 70' right-of-way. Land use along this portion of the corridor is mainly single-family residential and some multi-family parcel development. Five schools directly abut or are within the near vicinity of this portion of the corridor.

## Identified Needs

The W. Little York and N. Shepherd Park and Rides are located west of US 290 and N. Shepherd Drive, respectively along the regional portions of W. Little York Road. The Acres Home Transit Center is located at the intersection of Wheatley/Montgomery/W Little York. Given the regional transit capacity filtering to these locations, a more localized service allows for increased access to area amenities.

Public comment indicated that pedestrian facilities are limited and are in need of general enhancement. Heavy truck traffic was also noted as a concern along the corridor, and considered a safety concern.

## Possible Option(s):



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

## Future Vision

Due to project traffic volumes, W. Little York Road, in conjunction with Victory Drive, is recommended to be classified as a 6-lane **Principal Thoroughfare** for the entirety of the corridor not currently classified as a Major Collector. For increased access management and preservation of the median where it currently exists, the provided segments are also recommended to be designated as a **Suburban Boulevard**. The portion classified as a **Major Collector** is recommended to remain as 4-lanes, and proposed as a **Suburban Avenue** given size of lots and setbacks associated with land use directly abutting the roadway. The addition of a bicycle facility along the segment designated as Major Collector is not proposed due to constrained right-of-way; however, the corridor east of Victory is proposed as bike facility in conjunction with Victory Drive recommendations.

\*Recommended Local Bus Facility. A bicycle facility is recommended on Victory Drive, however, a gap along the corridor is noted from Victory at W. Little York Drive to IH 45. (See Chapter VII. Outcomes for more information).

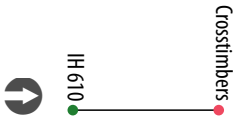
# N Main Street

Priority Elements



## Existing Condition

N. Main Street is a 4-lane undivided **Major Thoroughfare** with 70' of right-of-way from Crosstimbers Street to IH 610. Sidewalks flank both sides of the corridor and a pedestrian buffer is evident along some portion of the roadway. Locally, the corridor is known as “Church Row” and is seen as the community’s entrance to its economic hub.



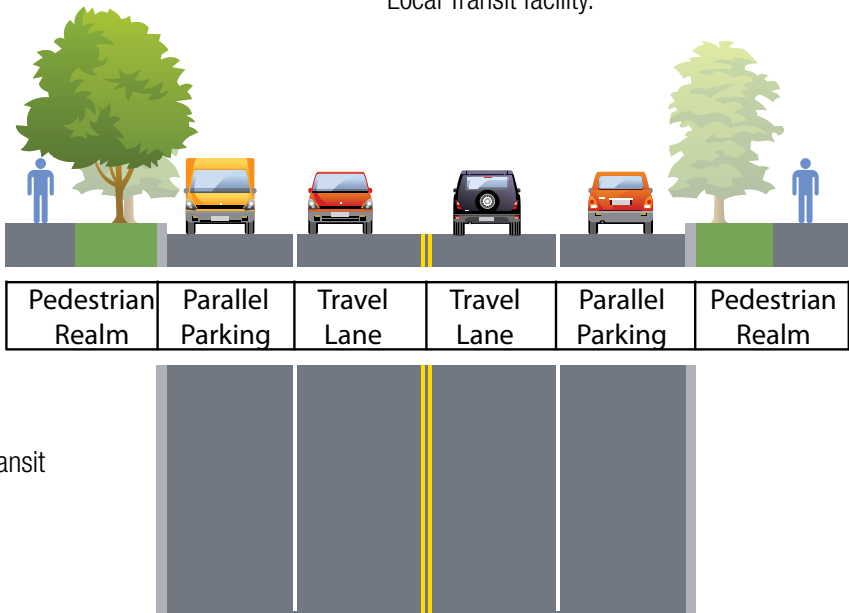
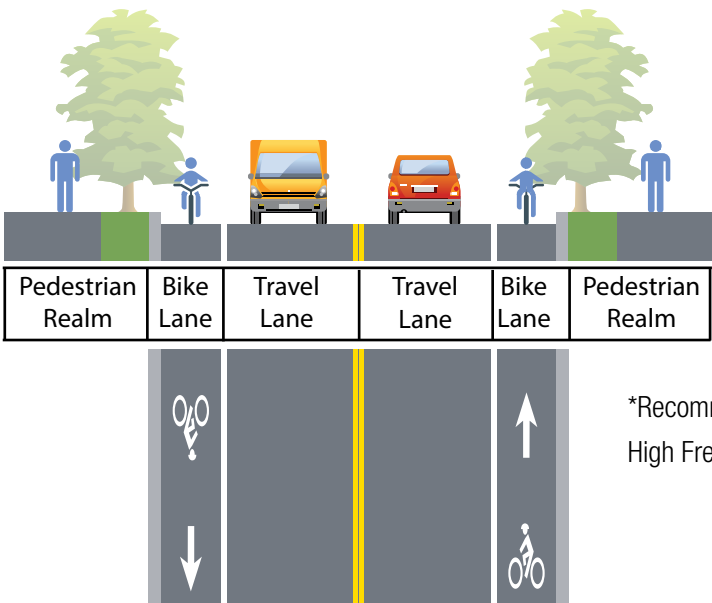
## Identified Needs

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

## Future Vision

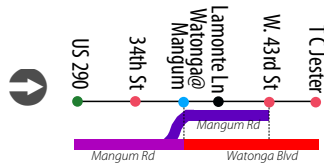
The multi-modal classification suitable to North Main Street is a **Urban Avenue**. Given the provided volumes expected for the future, the corridor does reserve some flexibility in design. To allow for maximum flexibility it is recommended that the MTFP be downgraded to a **Major Collector**, but maintain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

### Possible Option(s):



# Mangum Rd & Watonga Blvd

## Priority Elements



## Existing Condition

Mangum Road and Watonga Boulevard are contiguous corridors that together form a continuous 4-lane, divided **Major Thoroughfare** with a 100' right-of-way from US 290 to TC Jester. At the Mangum-Watonga junction, regionally traffic utilizes Watonga Blvd north to TC Jester. Similarly, Mangum Road transitions to a 4-lane **Major Collector** with a 60' right-of-way. Although classified as 4-lanes, a portion of the collector from the Watonga-Mangum junction to Lamonte Lane is currently built as a 2-lane corridor with a continuous center-turn lane. Sidewalks are provide along both segments of corridor variation. Transit is not available on Mangum Road or Watonga Boulevard.

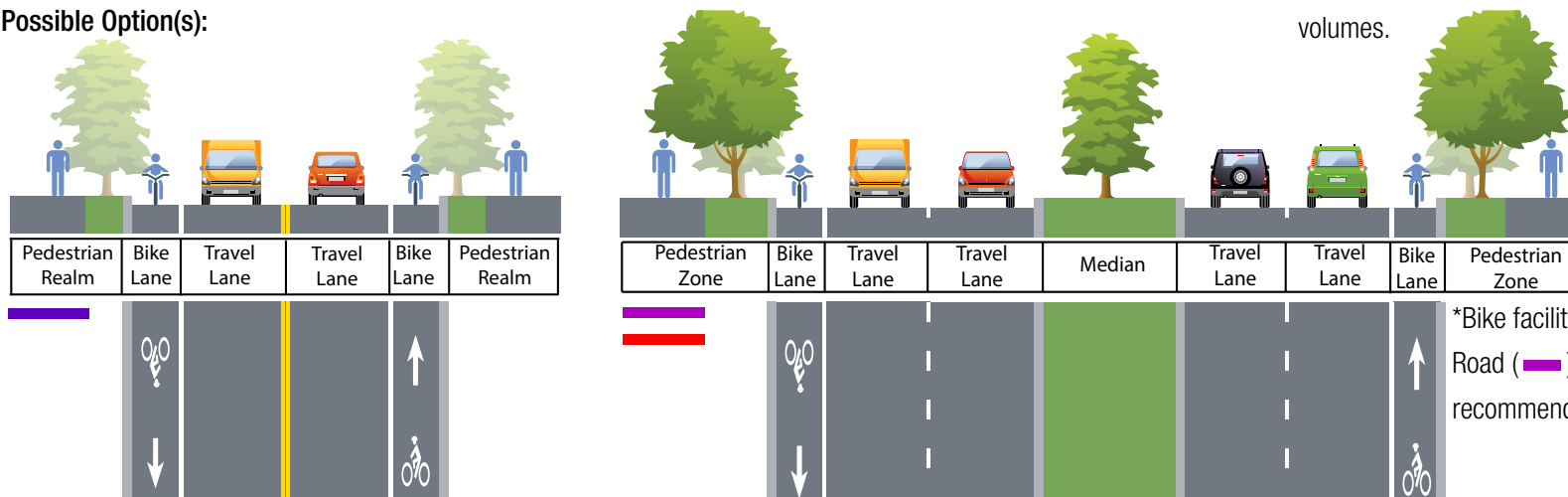
## Identified Needs

The intersection of W. 43rd and Watonga Boulevard was noted by the public as a dangerous intersection and where a safer design of the left turn lane was requested. Another need assessed through public input was the general enhancement of pedestrian facilities up to the intersection at TC Jester for enhanced accessibility of the White Oak Bayou Trail connection.

## Future Vision

Where Mangum Road and Watonga Blvd form a continuous corridor, projected traffic volumes justify the current **Major Thoroughfare** designation on the MTFP. The multi-modal classification of **Urban Boulevard** is recommended for this same strip of corridor in preservation of the median and increased access management. For the more localized section of Mangum Road to W. 43rd Street, the corridor is recommended as a **Minor Collector** and as an **Urban Street** given the lower traffic volumes associated with a more dense, residential street. Given the residential nature of both segments of corridor, an enhanced pedestrian realm should be prioritized for the corridor. A bike facility along Mangum Road is recommended given the more residential nature of the corridor as well as reduced traffic speeds and lower traffic volumes.

## Possible Option(s):



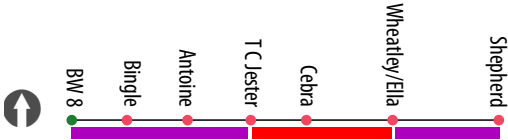
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EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	3-4	MTFP Designation	C-2-60; T-4-100
Existing Counts Range	3,000-18,600	Future Volume Range	31,000-44,000
Right-of-Way	60'-100'	Proposed MMC	Urban Blvd/Street
Median/CTL/Undivided	Median/Und	Median/CTL/Undivided	Median/Und

\*Bike facility recommended along Mangum Road ( ■ ); a bike facility is not currently recommended along Watonga Blvd ( ■ ).

# Pinemont Drive

## Priority Elements



## Existing Condition

Pinemont Drive is a **Major Thoroughfare** with an 80' right-of-way that connects US 290 to Shepherd Drive within the Northwest area. Although the right-of-way remains consistent, the corridor transitions between three different cross sections and are currently built as:

- US 290 to TC Jester: 4-lane corridor divided by a raised median with bike lanes flanking both sides of the corridor. Land use is developed along the portion west of Antoine consisting of multi-family, commercial and some public-institutional parcels. The remainder of the corridor up to TC Jester is primarily single family residential.
- TC Jester to Ella: 4-lane corridor with a continuous center turn lane; bike lanes are not provided. Land use along this corridor maintains some single-family residential.
- Ella to Shepherd: 2-lane undivided corridor with an open ditch flanking the northern edge of the corridor and a sidewalk along the southern edge. Land use is a mix of undeveloped and single-family residential.

Pinemont has a connection to the White Oak Bayou Trail near its intersection with TC Jester.

## Identified Needs

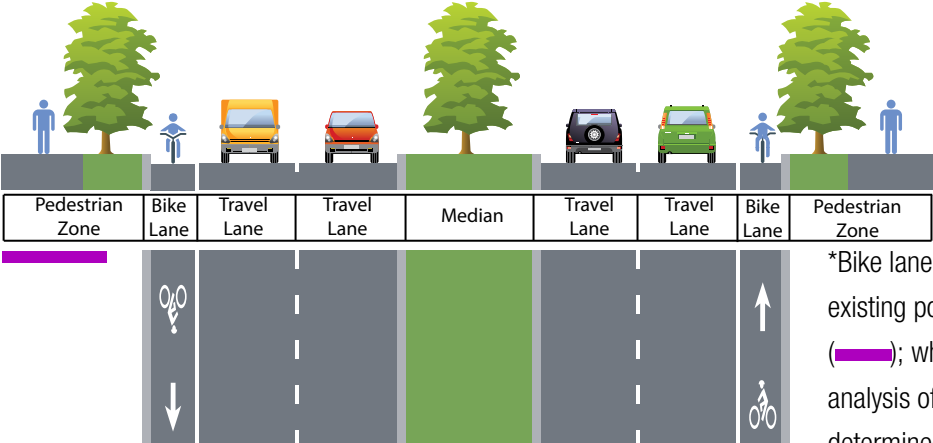
Projected traffic volumes indicate a 4-lane configuration of the corridor for all segments of vehicular travel. Provided projections represent the lower range of vehicular traffic and as such increased flexibility of design should be considered for multi-modal improvements. An existing bicycle lane is apparent from US 290 to TC Jester; however, due to proximity of the highway, safe facilities across US 290 corridor should be coordinated. Due to limited right-of-way, a separated bike lane may not be possible for segments of the corridor east of TC Jester, however is considered essential as the area continues to attract residential-focused developments.

Public input also indicated several congested intersections at Antoine, TC Jester, and Ella/Wheatley.

## Future Vision

Pinemont Drive is recommended to remain a 4-lane **Major Thoroughfare** as indicated by projected modeling results. Given the diversity and density of development west of TC Jester, the corridor is further recommended as an **Urban Boulevard** in preservation of the median for increased access management as undeveloped parcels continue to mature east of TC Jester. The existing bike lane is recommended to remain on segments west of TC Jester. A bike facility is recommended east of TC Jester but right-of-way is limited between TC Jester and Wheatly/Ella Blvd. Intersection improvements are detailed in **Chapter VII. Outcomes.**

## Possible Option(s):

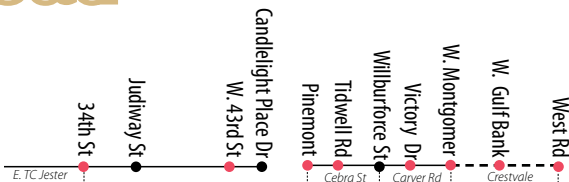


\*Bike lane recommended to remain along existing portions where right-of-way is available (purple); where right-of-way is limited, further analysis of the most proper facility type should be determined during pre-engineering (red).

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# Rosslyn Road

## Priority Elements



## Existing Condition

Rosslyn Rd is classified on the MTFP as a 4-lane undivided **Major Collector** with an 80' right-of-way from Judiway Street to W. 43rd Street. Currently the corridor is built as a 2-lane undivided road flanked on either side by open ditch. A sidewalk directly abuts the corridor along the western edge of the corridor, but the eastern edge is separated from traffic by the existing ditch. North of W. 43rd Street, the corridor is not classified on the MTFP and terminates into a residential neighborhood north of Candlelight Place Drive.

North of Pinemont Dr., Rosslyn Road is classified as a **Major Thoroughfare**. Land use along the corridor is low-density residential with a number of undeveloped parcels. North of SH 249, the corridor is proposed to extend across Halls Bayou and intersect the proposed extension of West Road. Undeveloped parcels appear more evident, as do industrial uses and multi-family developments.

## Possible Option(s):

## Identified Needs

Rosslyn Road is a continuation of E. TC Jester Boulevard. North of W. 34th Street, vehicular capacity is reduced as the corridor transitions from a 4-lane boulevard to a 2-lane residential collector. Special attention should be provided to accommodate left and right-hand turns at W. 34th and 43rd Street.

North of 43rd Street, the corridor is classified as a **Local Road**, and terminates north of Candlelight Place Drive where an approximate 100' length of corridor was abandoned. North of Pinemont Drive, the MTFP alignment is in tact and classified as a 2-lane **Major Thoroughfare** with a 70' right-of-way way and a 4-lane **Major Thoroughfare** 100' right-of-way south and north of W. Gulf Bank Road, respectively. Constant name changes along the corridor cause unnecessary confusion, and is more approximately identifiable as a single corridor within the greater network given much of the corridor is pending development.

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

## Future Vision

Projected traffic volumes indicate that some portions of the corridor may not warrant 4-lanes of traffic while others segments do. Given the provided corridor serves mainly low-density residential land uses, it is recommended to be classified as a **Suburban Avenue**. Similarly, for increased flexibility and added multi-modal capacity of vehicular lanes, the following variations along the corridor are recommended including:

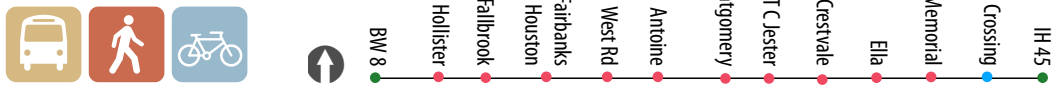
- Judiway to 43rd St: 2-lane **Major Collector** with an 80' right of way. Bike facilities should be maintained for increased residential access. Appropriate facility type should be explored where right-of-way is available.
- 43rd St to Candle Light Place: 2-lane **Minor Collector** given lack of continued vehicular connectivity. Potential easement consideration for bike and pedestrian traffic should be considered for the 100' length of abandoned roadway.

North of Pinemont Dr., the corridor provides an alternative north-south connection between Ella and T.C. Jester which are both projected to carry significant future traffic volumes. To accommodate such traffic, recommendation includes:

- Pinemont to W. Gulf Bank: 4-Lane **Major Collector** with a 80' right-of-way as currently designated.
- W. Gulf Bank to West Rd: 4-lane **Major Collector** with 80' right-of-way

# State Highway 249

### Priority Elements



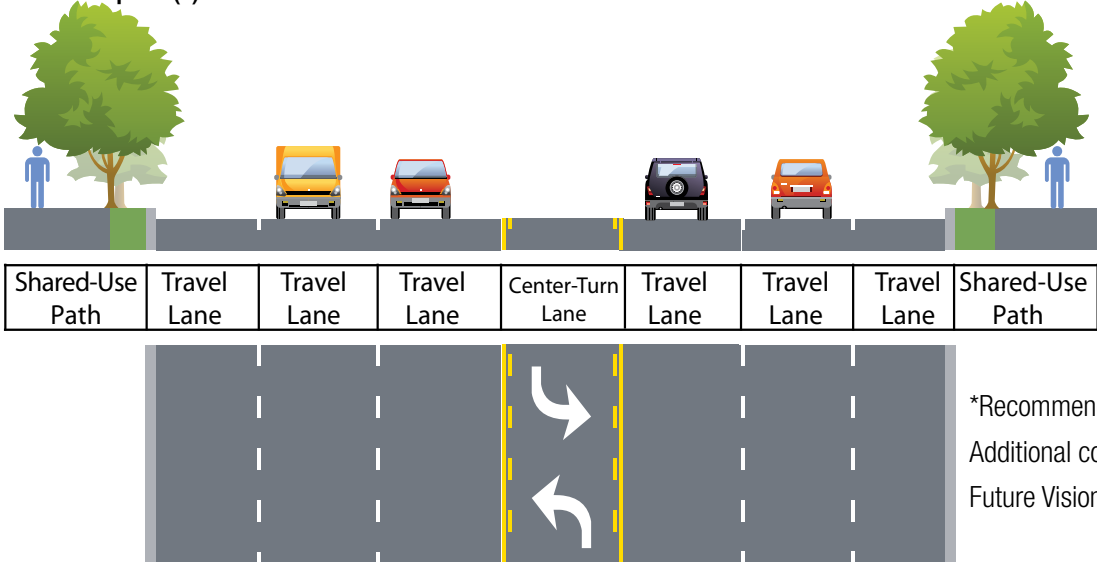
EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	6	MFTP Designation	P-6-180
Existing Counts Range	20,000-43,000	Future Volume Range	44,500-81,000
Right-of-Way	120'-180'	Proposed MMC	Suburban Boulevard
Median/CTL/Undivided	CTL	Median/CTL/Undivided	CTL

### Existing Condition

State Highway 249 is a 6-lane **Principal Thoroughfare** with a center turn lane and 120'-180' of right-of-way connecting Beltway 8/Tomball Pkwy to SH 249/W Mt Houston Rd. The corridor acts as a vehicular highway and provides a connection to Breen Drive and Montgomery Drive for regional east-west and north-south connectivity, respectively.

Land use consists of commercial, industrial and some multi-family residential, as well as some undeveloped parcels.

### Possible Option(s):



### Identified Needs

Public comment, along with visual surveys conducted by the project team, showed there is a need for pedestrian facilities along the corridor. There are many man-made paths identifying a need for pedestrians and bicycle access between residences, businesses, and bus stops. Crossing SH 249 at intersections is difficult due to heavy through traffic, coupled with the non-pedestrian friendly design. Several intersections need to have further review of possible pedestrian enhancements including intersections with West Road, Antoine Drive and W. Mt Houston.

### Future Vision

State Highway 249 focuses on the movement of automobiles through the study area, and as such is recommended to remain a 6-Lane **Principal Thoroughfare**. The corridor is further recommended to be classified as a **Suburban Blvd.**

Given the exponential traffic demands anticipated along the corridor, it is recommended that a corridor level analysis, such as an access management or bus rapid transit study, be conducted. The intent of such analysis is to determine if certain corridor amenities such as High Frequency Transit and/or a raised median barrier with calculated access points, could potentially manage traffic flow in a way that would reduce congestion along the roadway.

It is recommended that a shared-use path or other separated bike facility, be explored with any other additional studies conducted along this corridor.

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

# N Shepherd Drive

## Priority Elements



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

## Existing Condition

N. Shepherd Drive is 6-lanes divided **Principal Thoroughfare**. Shepherd Drive functions as a two-way corridor from IH 45 to just north of IH 610, where it splits into the Shepherd Drive/Durham Drive couplet. Variations along the two-way portion transition north and south of Montgomery Road and include:

North of Montgomery Road: 200' to 210' right-of-way with a wide, planted esplanade. Sidewalks and retail-commercial development with relatively wide setbacks flank both sides of the roadway.

South of Montgomery: 100' right-of-way with a raised, narrow concrete median; sidewalks flank both sides of the roadway.

## Identified Needs

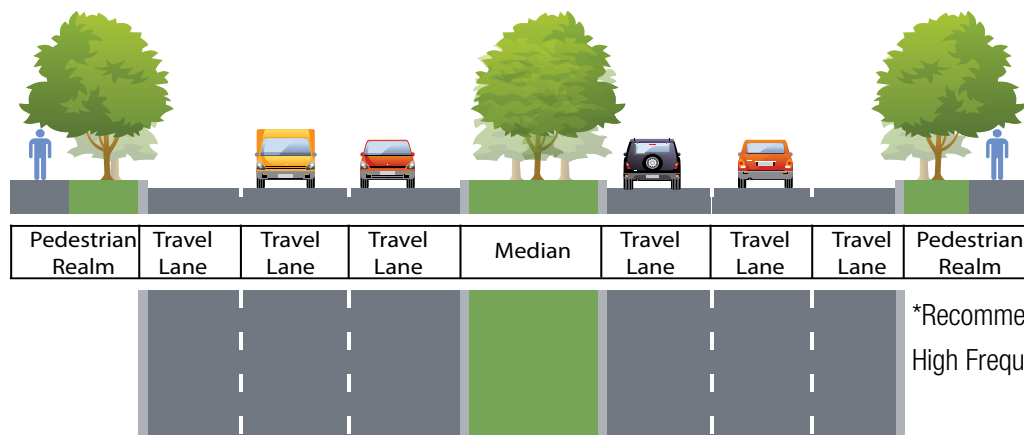
Model projections indicate traffic volumes greater than 35,000 vehicles with projections near 50,000 vehicles along some portions of the corridor characteristic of a 6-lane facility.

Wait time and related congestion at intersections was a concern expressed by the public. Specific intersections at Shepherd Drive include Tidwell Road, 43rd Street and 34th Street. Additionally, the IH 45 northbound access ramp was noted as a primary congestion point. Finally, the N. Shepherd Trail, which is a slip street near the 34th Street intersection was identified as confusing for retail shoppers.

## Future Vision

Given existing and future vehicular traffic volumes anticipated on this corridor, it is recommended the corridor remain a 6-lane **Principal Thoroughfare**. Although traffic volumes warrant the potential expansion of the corridor to 8-lanes, the added capacity is anticipated to only attract more cars - or latent demand - to the corridor and is not the preferred approach of the project team given the surrounding context and opportunity to develop a neighborhood activity center. For continued access management appropriate for the provided context, the corridor is recommended as an **Urban Boulevard** south of Montgomery Road and **Suburban Boulevard** to its north. A controlled center turn lane is also recommended for some portions of the roadway. Where repurposing of the roadway is needed, the widening of the pedestrian realm as a shared, or more robust sidewalk, should be explored given the number of smaller commercial-retail that would benefit from a more localized multi-modal centric network. Concentrating a High Frequency Transit facility along this corridor is essential given it's the high demand for transit users. Specifically, the option for Bus Rapid Transit should be further explored for this corridor.

## Possible Option(s):



\*Recommended  
High Frequency Transit

# TC Jester Boulevard

## Priority Elements



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	T-4-100/110/120
Existing Counts Range	9,000-23,500	Future Volume Range	19,000-40,000
Right-of-Way	90'-100'	Proposed MMC	Suburban Boulevard
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median

## Existing Condition

TC Jester Boulevard transitions into the Northwest study area south of IH 610 as two separate corridors and is currently built to Victory Drive. Variation along designated portions of the corridor as classified by the MTFP include:

- East TC Jester Blvd: 4-lane **Major Thoroughfare** with 120' right of way. E TC Jester Blvd turns into Rosslyn Road just north of W 34th Street.
- West TC Jester Blvd: 4-lane divided **Major Thoroughfare** with 100'-120' of ROW. This portion of the corridor continues as TC Jester through the remainder of the study area after Judiway Street.
- TC Jester: 4-lane **Major Thoroughfare** that maintains 90', 100', 110', 120' right-of-way intermittently along portions of the corridor.

The corridor is home to residential development with a few nodes of commercial properties. The White Oak Bayou Trail follows on the west side of TC Jester Blvd up to its northern limit at Victory Drive.

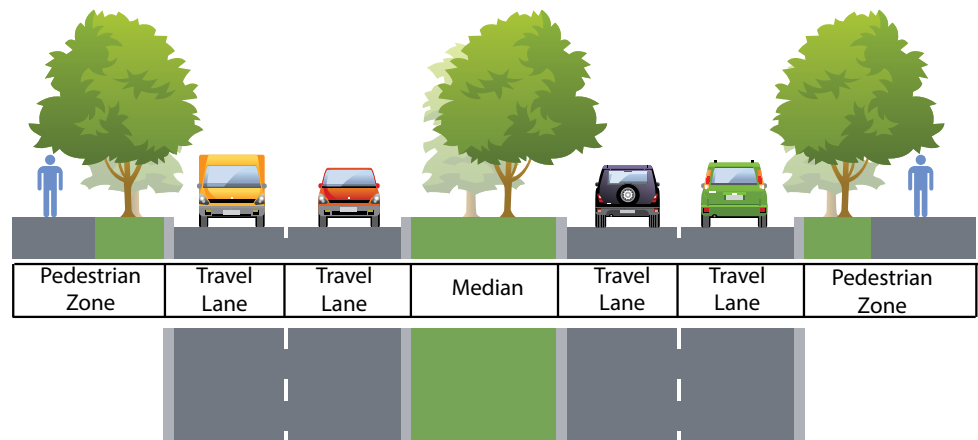
## Identified Needs

TC Jester is identified as a proposed corridor to Beltway 8 which, when constructed, would provide an essential north-south connection within the study area. Additionally, TC Jester represents the closest north-south corridor to IH 610 and US-290. Specific pedestrian amenities, such as a bikeway bridge connector from Highland Park to the White Oak Bayou Trail, were also suggested by the public.

## Future Vision

TC Jester is recommended to remain a 4-lane **Major Thoroughfare** with current right-of-way designations as previously listed. The multi-modal classification for TC Jester Blvd would best be suited as a **Suburban Boulevard** in preservation of the median and park-like context. A bicycle facility is recommended for portions of the corridor located inside the City of Houston's Corporate limits. Although a buffered bike or shared-use facility would greatly improve multi-modal access within the study area, further evaluation is required to determine the most appropriate that promotes the highest degree of safety for users of the system.

## Possible Option(s):



# W Tidwell Road

## Priority Elements



## Existing Condition

W. Tidwell Road is a 4-lane divided **Major Thoroughfare** with 80'-100' of right-of-way that provides east-west connectivity from US 290 to IH 45. The White Oak Bayou Trail crosses W. Tidwell Road directly west of TC Jester Blvd. Sidewalks are fairly consistent throughout the corridor, but pedestrian facilities across bridges are lacking. Presently, no bicycle facility exists along the corridor. Transit exists along the corridor with the exception of Wheatley Street to Shepherd Drive where existing transit is routed to Pinemont.

Land use along the corridor is mainly residential and commercial with most of the commercial-retail properties east of Shepherd Drive. Heavy multi-family use is evident west of Antoine Drive to Bingle Road.

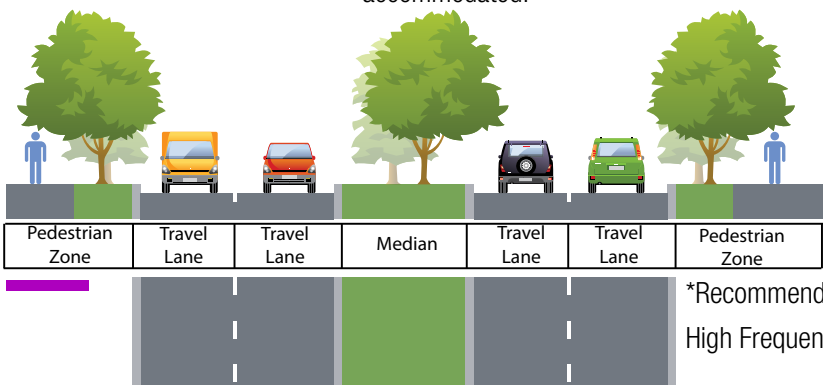
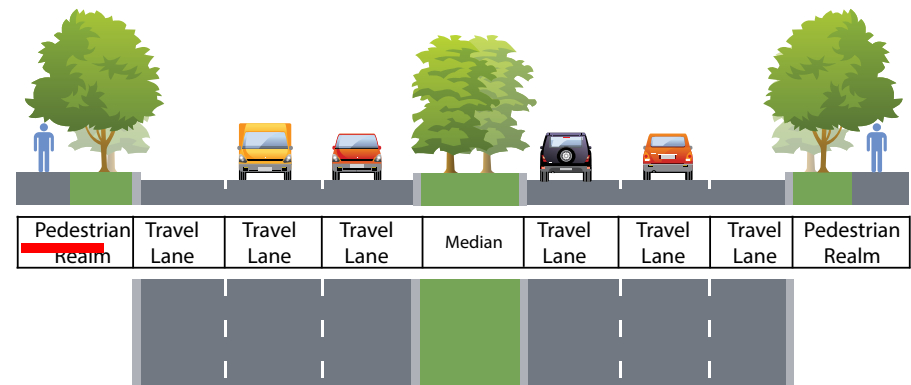
## Identified Needs

Portions of W. Tidwell Road are projected to maintain volumes over 40,000 trips. However, these segments directly abut and provide access to regional highways, and are not characteristic along the length of the corridor. Comments from the public identified most intersections along the corridor as in need of safety and efficiency improvements. Specific intersections of concern those directly adjacent to US 290. In addition to these improvements, connecting sidewalk gaps through the undeveloped segments of the corridor is important to residents and stakeholders. The project team also noted the need for safe connections to the White Oak Bayou Trail and sidewalks across area bridges.

## Future Vision

The 4-lane divided **Major Thoroughfare** designation of Tidwell Road is efficient for the current and projected use of the corridor, west of Shepherd. East of Shepherd to IH 45, 6-lanes are needed to meet the future traffic demands. In preservation of the median for continued access management, the corridor is recommended **Suburban Boulevard**. A High Frequency Transit route, given the continuous east-west connection through the study area and access to the Northline Station along METRO's Redline Light Rail, is recommended. As demonstrated on the final system maps provided in the next chapter, bike facilities are also recommended for a portion of the corridor providing needed connections to Ella/Wheatley facilities. Due to right-of-way constraints safe bike facilities between TC Jester and Ella/Wheatley may prove challenging, and should be explored for the best design option should bikes be accommodated.

## Possible Option(s):

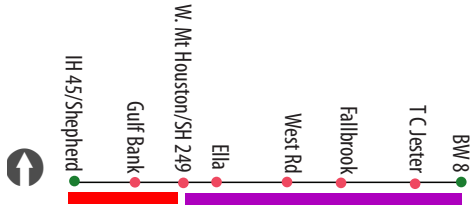


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# Veterans Memorial Drive

Priority Elements





## Existing Condition

Veterans Memorial Drive is classified on the MTFP as a 6-lane **Principle Thoroughfare** from IH 45 to SH 249 and a 4-Lane **Major Thoroughfare** SH 249/W. Mount Houston to Beltway 8. The corridor, however, is currently built as 4-lanes for its entirety from IH 45 to Beltway 8. South of SH 249, the corridor is divided by a median. North of SH 249 the corridor is undivided left turn lanes for added turning capacity where appropriate. From US 249 to BW 8, the corridor has open ditches flanking both sides of the roadway. Veterans Memorial Drive primarily consists of residential development and in many ways is a residential connector. Regional mobility is evident between IH 45 and BW 8.

Possible Option(s):

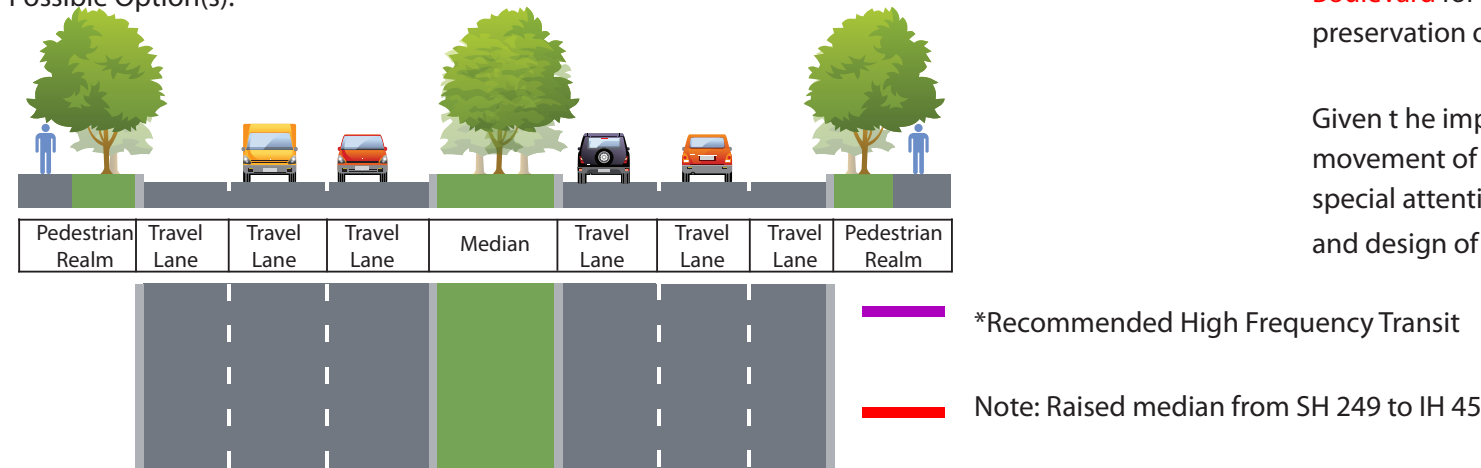
## Identified Needs

Traffic issues are present along the corridor and are apparent at certain intersections including IH 45, W Gulf Bank and SH 249. Specific mitigation tactics include a reassessment of signal timings as well as potential widening of problem intersections for added turning lane capacity where appropriate. The N. Shepherd Park and Ride is located at the terminus of Veterans Memorial and N. Shepherd Drive providing regional transit access to area residents which should be accommodated within the greater network. Creating a connected pedestrian zone along Veterans Memorial Drive is necessary as the corridor continues to develop.

## Future Vision

Veterans Memorial serves commuting traffic traveling to and from downtown, other destinations and other neighborhoods. Future traffic projections indicate multiple segments along the corridor from IH 45 to Beltway 8 greatly surpass anticipated traffic volumes of 33,000 or more. As such, Veterans Memorial Drive is recommended to be reclassified and widened to a 6-lane **Principal Thoroughfare** for its entirety. The provided recommendation is intended to increase the corridor’s overall carrying capacity characteristic of projected volumes for the corridor. With the high number of commuters it is further recommended as a **Suburban Boulevard** for increased access management and preservation of the median.

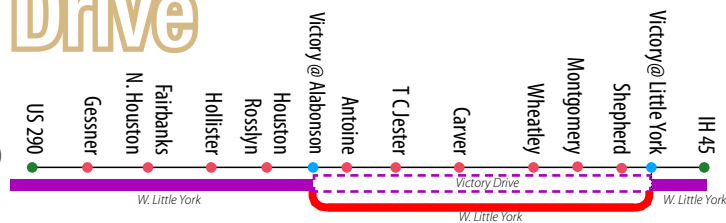
Given the importance of the corridor for local movement of the pedestrian user to Transit, special attention should be given to the best use and design of the pedestrian realm.



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# Victory Drive

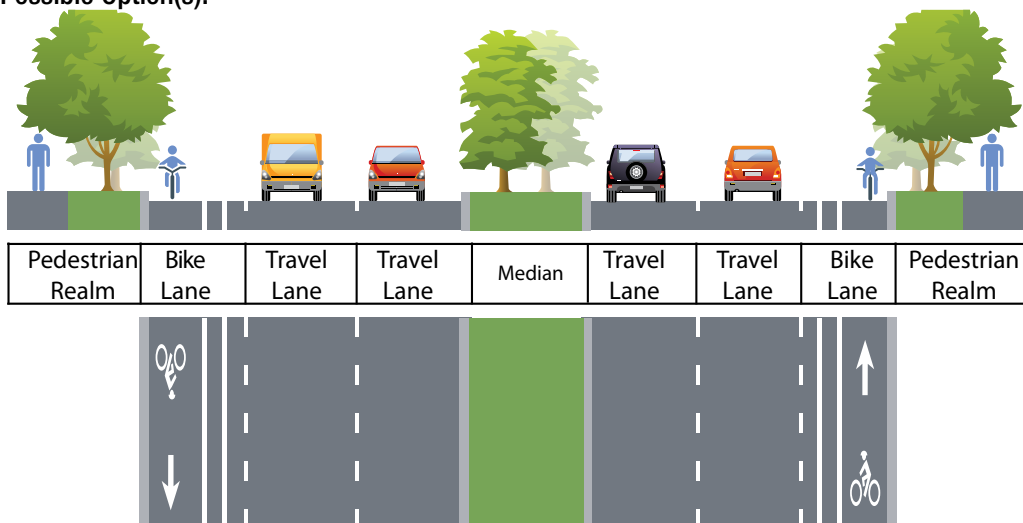
## Priority Elements



## Existing Condition

Victory Drive is classified as a divided 6-lane **Principal Thoroughfare** with 100' right-of-way on the MTFP. The corridor provides east-west connectivity in conjunction with W. Little York Road as a continuous 6-lane Principal Thoroughfare classification from US 290 to IH 45. Currently, Victory Drive is built as 4-lanes with a divided median, sidewalks and a planting strip along most portions of the roadway. Land use that fronts Victory Drive is predominately low-density residential with undeveloped parcels. Victory Drive crosses White Oak Bayou, and has the potential for a trail connection with future improvements proposed with the Bayou Greenways. Bicycle facilities are not present along the corridor.

## Possible Option(s):



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

## Identified Needs

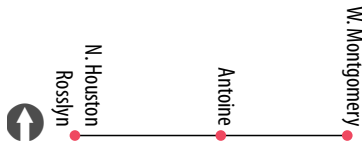
Intersection delays and associated congestion were identified as a major issue along the corridor. Truck traffic as the primary concern where community residents noted the corridor as more residential in use and not appropriate for larger freight movements. Connections to the White Oak Bayou trail from Victory Drive are needed to facilitate the movement of pedestrians to this trail.

## Future Vision

Victory Drive and W. Little York Road - between Victory at Alabonson and Victory at W. Little York - currently maintain four existing lanes of traffic, and as such provide eight lanes of combined east-west vehicular capacity. Based on this understanding, it is recommended Victory Drive be classified as a 4-lane **Major Thoroughfare** within this provided segment. To assist with continued access management, it is recommended the provided esplanade be preserved and corridor classified as a **Suburban Boulevard**. The provided boulevard classification is also intended to reflect the residential nature of the corridor with building setbacks located further from the road. A bike facility is also recommended along this segment and is intended to provide needed connections to the White Oak Bayou trail system as well as access across IH 45. To ensure ample safety of the user, the proper bicycle facility type is best determined during the design and engineering phase of corridor improvements. Given the associated context, special attention should be provided at intersections for increased capacity of turning movements as

# W. Mount Houston

## Priority Elements



## Existing Condition

W. Mount Houston Road is a 4-lane divided **Major Thoroughfare** with a 100’ right-of-way. The provided segment is relatively short providing connectivity between N. Houston Rosslyn and W. Montgomery Road. Historically seen as a major east-west connector, the functionality of the corridor is no longer accurate; Breen Drive, in conjunction with SH 249 is seen as the primary regional connector just north of W. Mount Houston. As a result, this portion of West Mount Houston currently carries loads more appropriately seen along residential streets.

## Identified Needs

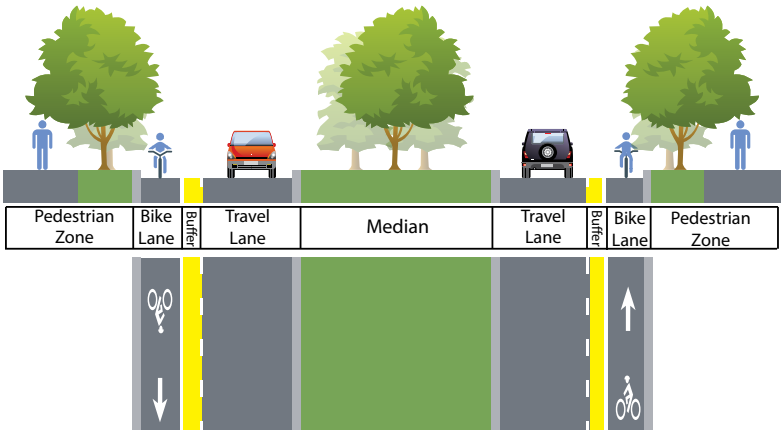
The corridor has the potential to accommodate safe and effective movement of bicycles along the corridor given the refocus of regional vehicular traffic from W. Mount Houston to Breen Road. The placement of the facility is intended to serve as a connector to local schools near the intersection of W. Mount Houston and W. Montgomery Road. Similarly, the provided corridor enhances access to Vogel Creek and Antoine Street, both of which are identified as essential gap connectors as depicted in **Chapter VII. Outcomes**. Sidewalks are also in need of repair.

## Future Vision

Projected traffic volumes indicate 4-lanes of traffic are not warranted. As such, it is recommended W. Mount Houston west of SH 249 be downgraded on the MTFP from a Major Thoroughfare to a **Major Collector** with just 2-lanes for vehicular traffic. The remaining outside travel lanes are further recommended to be repurpose to accommodate buffered bike lanes. The multi-modal classification of this portion of the corridor could then be assigned as a **Suburban Street** with a historical median for the length of the corridor.

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

## Possible Option(s):



# W. Montgomery Rd

### Priority Elements



### Existing Condition

West Montgomery Road is classified as a 4-lane **Major Thoroughfare** with 80' and 100' right-of-way north and south of TC Jester, respectively. The corridor functions in conjunction with SH 249 and Tidwell Road for continued northwest- southeast connectivity through the study area. Currently, the corridor is built out as follows:

- SH 249 to Breen Road: 2-lanes undivided with a turn lane; sidewalks are not currently built along this segment of the corridor.
- Breen Road to Shepherd/Tidwell: 4-lanes divided by a median; sidewalks exist along portions of the corridor.

A mix of uses including some commercial, industrial, Public-institutional and undeveloped parcels are evident along the corridor. The corridor traverses through the Acres Home Subdivision.

### Identified Needs

West Montgomery Road serves as a primary transit corridor with connections to:

- Seton Lake Park and Ride north of W. Montgomery Road near SH 249 and Fallbrook Drive.
- Acres Homes Transit Center near the intersection of W. Montgomery Road and W. Little York Road
- Northline Light Rail Station Stop just south of Tidwell Road.

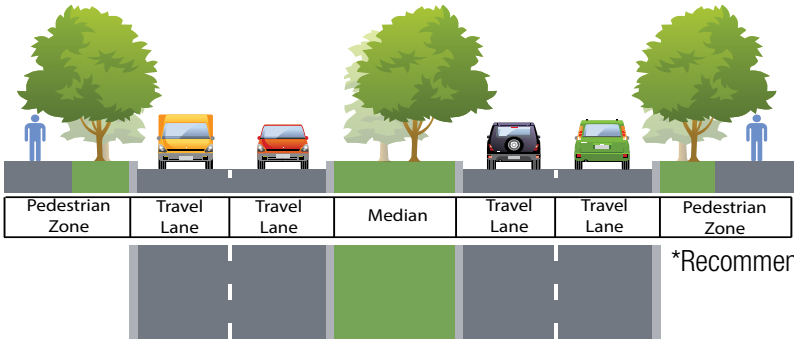
To accommodate future traffic volumes, the transition between W. Montgomery Road and SH 249 should be revisited as development matures within the study area. The intent is to alleviate confusion between a vehicular users attempting to travel east-west on SH 249 or northwest-southeast to Montgomery Road.

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

### Future Vision

Given future vehicular traffic demands, it is recommended that W. Montgomery Road be built out in its entirety as a 4-lane divided **Major Thoroughfare** as reflected in recent construction projects along some parts of the corridor. The corridor is recommended as **Suburban Boulevard**, given provided context and in preservation of the median for continued and increased access management of vehicular traffic. Finally, the corridor is recommended as a High Frequency Transit facility. As such, sidewalks should be designed with a wider pedestrian realm appropriate for increased transit access. Due to safety concerns, a bicycle facility along this corridor is not recommended due to limited right-of-way and high projected vehicular traffic volumes.


### Possible Option(s):

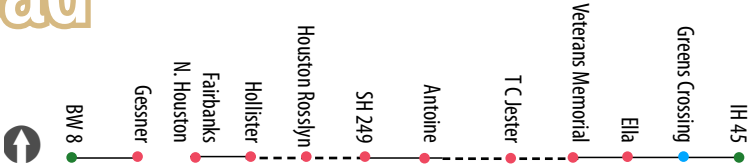


\*Recommended High Frequency Transit Route

# West Road

Priority Elements





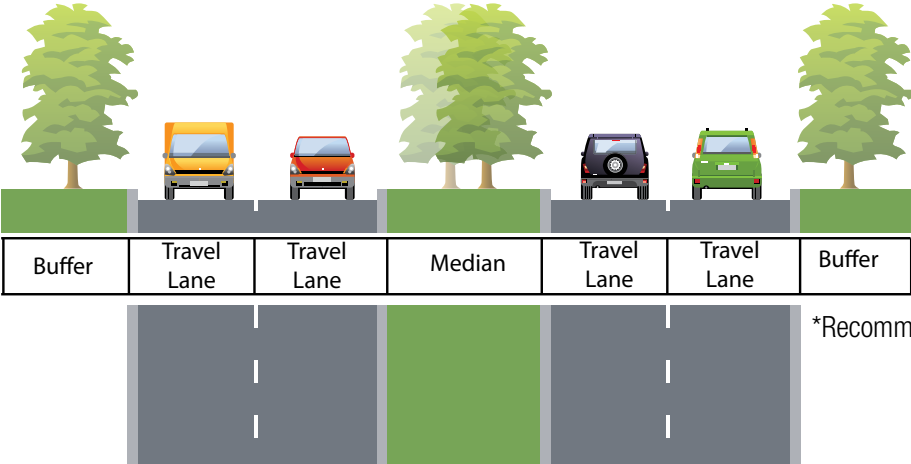
EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	T-4-100
Existing Counts Range	18,000	Future Volume Range	33,000
Right-of-Way	100'	Proposed MMC	Suburban Boulevard
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median

**Existing Condition**

West Road is classified as a 4-lane **Major Thoroughfare** with 100' right-of-way on the MTFP. Although the right-of-way is sufficient in width, many portions of the corridor have yet to be built resulting in an extremely discontinuous corridor from Beltway 8 to IH 45. Currently, four segments of West Rd are operational today, the longest of which is from IH 45 to Veterans Memorial. Sidewalks are not present along any section of the corridor, and bike facilities are not accommodated.

Land use along existing portions of the corridor include commercial parcels closest to IH 45, and some undeveloped and a few residential parcels as the corridor transitions to Veterans Memorial.

**Possible Option(s):**



**Identified Needs**

The public voiced concern regarding the completion of West Road in preservation of the more suburban to rural nature of some of the parcels along the corridor. Although the preservation of the right-of-way is seen as a need by the project team, the near-term completion of the corridor is challenged by railroads, Halls Bayou and right-of-way acquisitions through existing developments.

The expansion of the pedestrian realm is seen as a more near-term solution for proper accommodation of all users of the corridor. Although existing corridor segments lack sidewalks, evidence of pedestrian use are evident given the footpaths that can be seen on both sides of the thoroughfare.

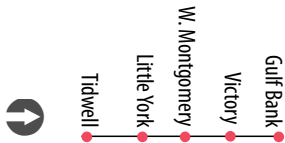
**Future Vision**

Completing all missing connections of West Road by 2035 is not recommended. However, given anticipated traffic volumes, the portion of West Road from N Houston Rosslyn Road to Tomball Parkway will likely be expanded to 4-lanes by 2035. With the segmented nature of the street, a bicycle facility would not be beneficial to this corridor. Adding dual left turn lanes at Gessner, Fairbanks N Houston, and N. Houston Rosslyn would assist in the movement of traffic along the corridor. With these concepts and designs, the multi-modal classification for West Road could potentially be a **Suburban Boulevard**. A local bus facility, namely a feeder bus facility which is intended to transition passengers to a more regional service, is recommended for the length of the corridor. Given the provided facility is in the county, justification for additional sidewalks is not currently warranted. However, as populations continue to increase along the corridor, the potential option for sidewalks should be further explored at the discretion of Harris County.

\*Recommended Local Bus Facility

# Wheatley (Ella Blvd)

Priority Elements



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

Existing Condition

Wheatley is a continuation of Ella Boulevard. Portions of the corridor do not currently exist. Portions of Wheatley from Tidwell to Gulf Bank, the corridor is proposed to be improved as a 4-lane roadway with a median. It is classified as a **Major Thoroughfare** on the City of Houston's MTFP.

Identified Needs

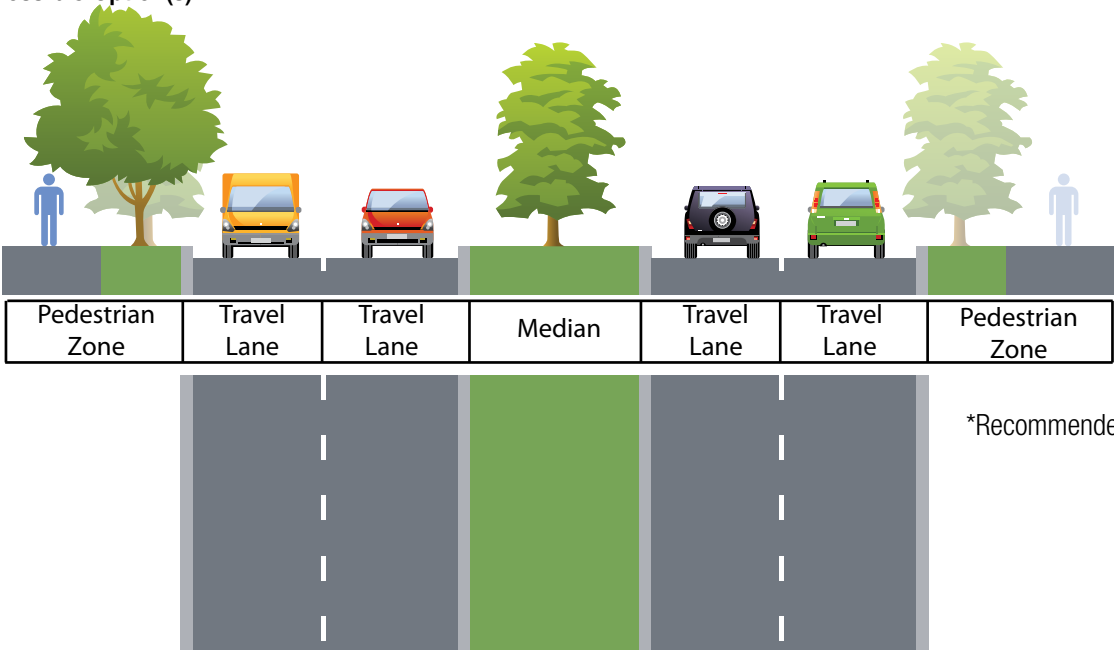
The extension of the corridor to the north of SH 249 to Beltway 8 was identified as a potential need for the corridor. This would assist in creating a connected network within the Northwest Study Area.

Future Vision

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

See Ella Boulevard project page for more information.

Possible Option(s):



\*Recommended Local Bus Route

# Windfern Road



Existing Condition

Windfern Road is currently 2-lane **Local Street** with a 60' right-of-way. Windfern is a north-south corridor that meanders from Beltway 8 and US 290. Volumes along this corridor are relatively low except for where the corridor intersects with US 290.

South of Gulf Bank Road, land use is a mix of undeveloped, industrial, and agricultural uses. Multi-family and single family residential uses are prominent north of Gulf Bank Road.

Identified Needs

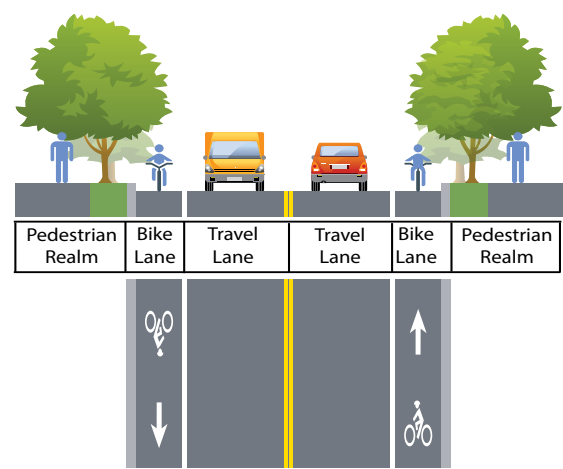
Fairbanks N. Houston and Gessner Road are recommended as primary north-south facilities. As such, Windfern Road provides an alternative for local traffic connectivity and circulation in the study area. As a slower-speed corridor, the facility offers a safe and alternative route for bicycle users not accustomed to interacting with high volumes of vehicular traffic as seen on Fairbanks N. Houston.

Future Vision

Windfern Road is recommended to be added to the MTFP as a **Minor Collector** in preservation of a 60' right-of-way characteristic of lower traffic volumes and increased alternative for local multi-modal route options. It is further recommended as a **Suburban Street** characteristic of larger lots with ample setbacks and relatively low densities. Given the lower traffic projected along the length of the corridor, a bicycle lane is recommended for increased north-south connectivity within the study area and greater bicycle network. Special attention should be given to creating a safe and friendly pedestrian realm to enhance internal and localized multi-modal use along the corridor.

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

## Possible Option(s):



# Yale Street

Priority Elements



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

Existing Condition

Yale Street is classified as a 4-lane **Major Thoroughfare** with an 80’ and 70’ right-of-way north and south of W. Crosstimbers Street, respectively. The corridor provides north-south connectivity through the study area from IH 45 and continue to IH 610 providing continued connection into the Height neighborhood. Existing corridor sections include:

- IH 45 to W. Hamilton St: 2-lanes undivided with sidewalk along some portions of the corridor and open ditches along certain vacant parcels. Land use is relatively undeveloped.
- W. Hamilton St to IH 610 is a 4-lane divided corridor, with medians and turn lanes. Sidewalk gaps are common along the corridor.

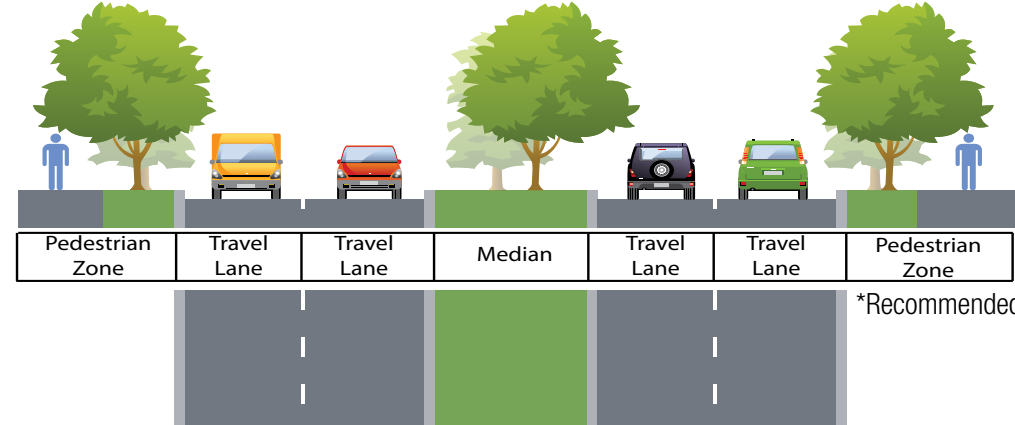
Identified Needs

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

Future Vision

Yale Street is recommended to remain a 4-lane **Major Thoroughfare** on the MTFP classified as an **Urban Avenue** given the relative density and uses along the corridor. Additional focus should be placed on creating a pedestrian realm that is safe and friendly to accommodate local student traffic, and potential retail/commercial traffic.

Possible Option(s):



\*Recommended Local Transit Route

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