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December 16, 2014

Ms. Amber Caver
President
Oak Forest PTA

RE: Public Comments Northwest Sub-regional Mobility Study

Dear Ms. Amber Caver:

Thank you for your public comment submission on behalf of the Oak Forest PTA for the Northwest Sub-regional Mobility Study. The purpose of this letter is to address comments raised in your public comment submission, and provide better insight of final recommendations resulting from this study. Please note all comments received are processed and saved to our public record to ensure a transparent and collective review of public comments. As highlighted by the Northwest Sub-regional Mobility Report and Mayor Parker's recent Complete Streets Executive Order, study recommendations are intended to strike a balance between the regional mobility needs of the City and local needs of the community. Corridor recommendations highlight those priority elements identified by the project team and community that include pedestrian, bicycle, parking and transit facility considerations.

Please note, below responses are organized in the order in which they were received.

- **Boulevard vs. Avenue Designation:** The designation of a boulevard vs. an avenue does not dictate the number of vehicular lanes associated with a corridor. Instead, projected vehicular traffic demands are used to determine whether or not a corridor maintains a sufficient number of lanes. Please visit Chapter 4.1 Travel Demand Forecasting and Appendix D: Travel Demand Model Results, for more information. Speeds along the corridor are also not determined by an avenue vs. boulevard designation, and is often influenced by the general design or feel of the corridor. However, the project team understands concerns raised by the public regarding existing definitions as previously provided in Appendix B: Thoroughfare Types. Given public concern, associated definitions have been modified to properly reflect the intent of this report.
- **Safe Neighborhood Connections:** Study area schools were considered within the provided review and final recommendations of the corridor and greater system improvements. However, given the number of schools provided within the study area, exact analysis for each intersection and approach from a pedestrian perspective was not within the

purview of this study. However, the Northwest Sub-regional Mobility Study represents the first study of

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its kind to explore Changing Mobility Consideration (Chapter V.) affecting Houston today. The intent of this chapter is to explore Houston's maturing transportation network from one that moves the greatest number of vehicles to one that moves the greatest number of people. Topics include understanding the components of the pedestrian realm, defining bicycle users types and related bicycle facilities, as well as intersection design considerations where all provided modes – including the pedestrian - intersect. Within the suburban context of the Northwest study area, the provided chapter also explores ways in which access to neighborhood amenities – such as schools, libraries, etc. – can be increased through alternative, off-street networks often associated with area bayous.

Thank you again for your comments on behalf of the Oak Forest PTA. We thank you and organization for your cooperation throughout this process as the project team works to finalize recommendations that best serve both regional and local transportation needs. Should you have any questions, please feel free to contact me at 713-837-7950 or via email at Amar.Mohite@houstontx.gov

Sincerely,

Amar Mohite
Division Manager

PW:AM/ah

cc: Mike Kramer, Assistant Director Planning & Development
Khang N, Assistant Director Public Works & Engineering