



# CITY OF HOUSTON

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December 16, 2014

Ms. Nancy Wilcox  
President  
Shady Acres Civic Club

RE: Public Comments Height-Northside Sub-regional Mobility Study

Dear Ms. Wilcox:

Thank you for your public comment submission on behalf of the Shady Acres Civic Club for the Height-Northside 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 Height-Northside 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.

- **20<sup>th</sup> Street Expansion:** 20th Street is a primary east-west Major Thoroughfare that transcends the entire study area at alignment with 18th Street west of TC Jester and Cavalcade east of North Main Street. High frequency transit is recommended for this corridor and considered a primary priority element given the location of METRO's Red Line light rail stop located at Fulton Street. This recommendation is consistent with METRO's System Reimagining initiative, and supported by the City. Additionally, future traffic volume on 20th is projected to exceed 20,000 vehicles per day, which justify the recommended 4-lanes of traffic. Appropriately, the City's MTFP has identified 20<sup>th</sup> Street as a Major Thoroughfare since its inception in 1942. In 1995 it was further modified as a 4-lane Major Thoroughfare with a proposed 70' right-of-way. Given projected traffic demands, transit needs, and growth in the general study area, the study recommends retaining the current MTFP designation.

- **Shared-Use Paths (20<sup>th</sup> & 19<sup>th</sup> Streets):** The project team and the public agree on the importance of 20<sup>th</sup> Street as a key multi-modal connector between the Heights and Northside communities. Based on the public comment received, the revised

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recommendation includes a shared-use pedestrian and bicycle facility. This alternative design allows for an extended sidewalk that is typically separated from vehicular traffic by a physical barrier. Exact dimensions and design will be determined during engineering when the street is considered for reconstruction.

- **Trail Head Construction (East T.C Jester & West 18<sup>th</sup> Streets):** For increased accessibility and connectivity, the project team agrees trail connections at East T.C. Jester and West 18<sup>th</sup> Street provide essential access to the greater off-street trail network located along White Oak Bayou. This update is provided within Chapter VII. Outcomes of the report. It is consistent with the City's effort to increase both accessibility and connectivity to the existing trail network.
- **18<sup>th</sup> Street Bridge:** A bicycle facility has been identified as a priority element for both 18<sup>th</sup> Street, west of East T.C. Jester, and 20<sup>th</sup> Street. As such, when the 18<sup>th</sup> Street Bridge is programmed for improvement, it is recommended that bicycle facilities be further evaluated during design and engineering considerations of the corridor.
- **Intersection Improvements (multi-modal):** Intersection design consideration is a new component of the Sub-regional Mobility Studies added in 2013. Intersections are evaluated in Chapter 7.5 Intersection Design Considerations, and detail system for the near- and long-term (i.e. 2035) design considerations. Provided recommendations take corridor right-of-way constraints into consideration, but are not limited by the length of the corridor. Instead, where appropriate, certain intersection may be expanded to include additional width and/or lanes to better incorporate left and right hand vehicular turning movements. Similarly, intersections may also be expanded for safer accommodation of non-motorized users of the corridor such as the bicycle rider or pedestrian. Additionally, Chapter V. Changing Mobility Considerations explores alternative intersection design solutions such as a sample "Michigan" U-Turn and potential roundabout. Intersection design considerations are also discussed as they pertain to pedestrians, transit, and the bicycle.

Thank you again for your comments on behalf of Shady Acres Civic Club. We thank you and organization for your cooperation throughout this process as the project team works 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](mailto:Amar.Mohite@houstontx.gov)

Sincerely,

Amar Mohite  
Division Manager

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cc: Michael Kramer, Assistant Director Planning & Development

Khang N, Assistant Director Public Works & Engineering