RS&H

PLANNING & DEVELOPMENT DEPARTMENT

HOUSTON PUBLIC WORKS

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Acres Home Mobility Study
Final Report

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FINAL

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Planning & Development Department

PLANNING & DEVELOPMENT DEPARTMENT

HOUSTON PUBLIC WORKS

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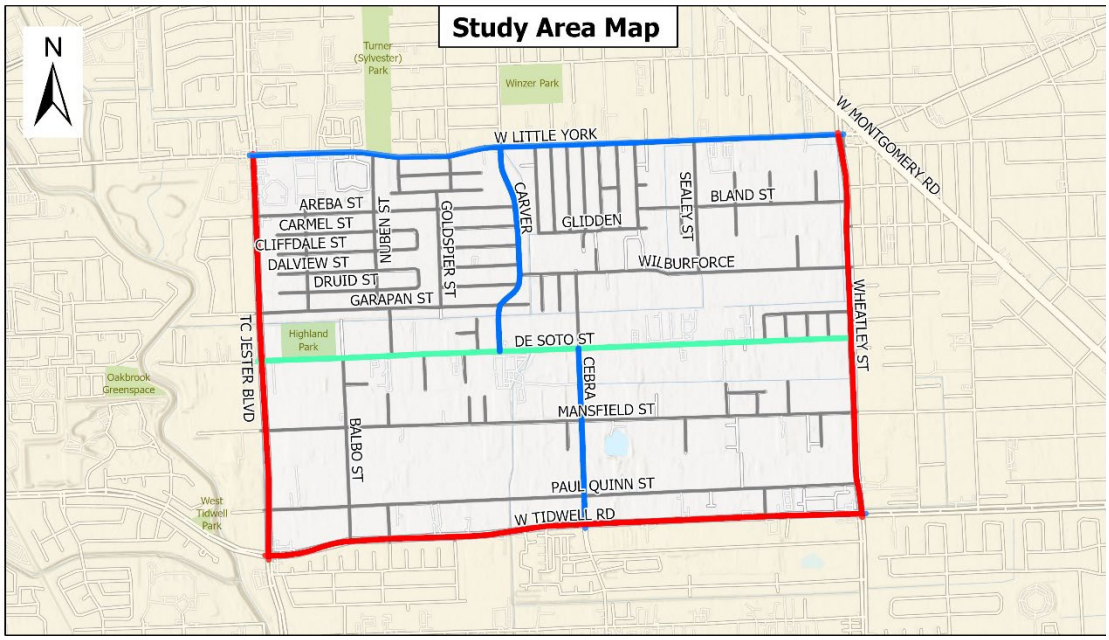
1 Executive Summary

The City of Houston Planning and Development Department, in collaboration with Houston Public Works, commissioned the Acres Home Mobility Study (Study) to evaluate ways to improve circulation in the Acres Home Study Area, which currently features multiple mobility challenges in addition to unprecedented growth.

The Study Area is located in Houston's Acres Home Super Neighborhood, bounded by West Little York Road on the north, West Tidwell Road on the south, Wheatley Street on the east, and TC Jester Boulevard on the west.



The objective of this study was to evaluate connectivity within the area, specifically the lack of north-south street connectivity, and related mobility deficiencies. The Study Area is rapidly densifying and the existing street network is insufficient to provide adequate access and circulation for the new developments. As development continues, there will be fewer opportunities to expand the street network and make transportation improvements, so it is critical to develop a mobility plan to supplement and enhance redevelopment.

The Study is intended to identify transportation-related improvements that meet the community's desire and need for a more complete transportation network and more mobility options. To achieve these goals, this Plan proposes a long-term, comprehensive network of roadway and connectivity improvements, as well as bicycle and pedestrian infrastructure that will connect residents and create a space for all users to safely travel. Key stakeholders were engaged early in the process, including Acres Home residents, City of Houston, developers, and Houston METRO. Three public meetings were held at key Study milestones: Existing Conditions, Gap Analysis, and

Mobility Plan. During these meetings, discussions were held, and input collected to clearly identify the residents' top mobility priorities, which include making safety improvements to existing streets and constructing new sidewalks, bike lanes, and greenways. While the initial intent of the study focused on north/south connectivity, it quickly became apparent the community's main concern and need was for safe, multimodal transportation options.

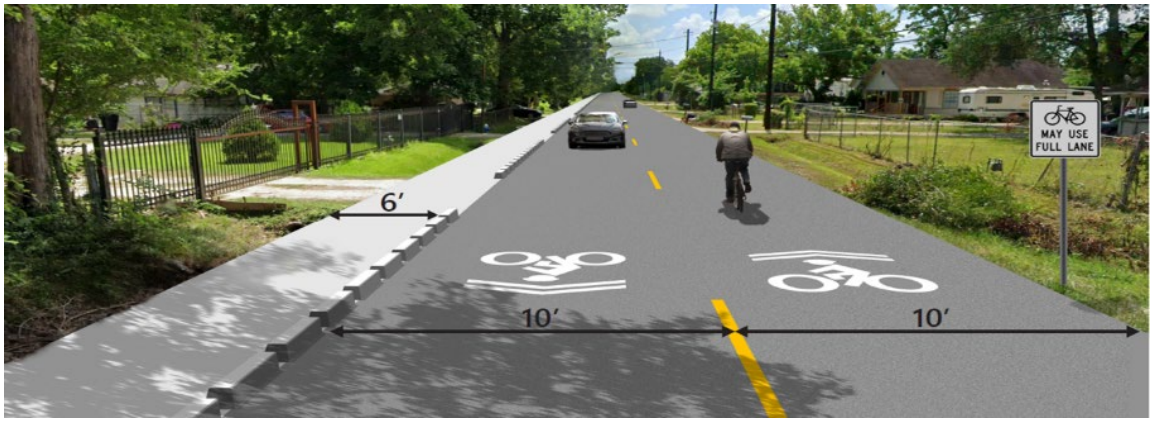
The Study identified several proposed mobility improvement strategies that synthesized information and resident feedback in the following areas:

- Safety
- Sidewalks
- Bicycle Facilities
- Pavement Improvements
- Connectivity

Residents' safety concerns included speeding, the presence of school children, turn signal needs, speed bumps, and other general safety improvements. Proposed safety improvements have been preliminarily identified at several specific locations in the Study Area, and general recommendations include further safety review analyses including but not limited to lighting, traffic calming devices, pedestrian access, and signal timing. Additional potential safety enhancements include dynamic speed display devices, high intensity activity crosswalks, chicanes, channelizing devices, corner extensions, and raised intersections.

Sidewalk connectivity is one of the top transportation related concerns of residents in the Study Area, and while the city's ultimate goal is to add safe pedestrian access to all roadways as they are improved, existing constraints (e.g. limited ROW, open ditches) pose a challenge. The major recommendations to address residents' sidewalk needs include requiring developers to meet current sidewalk requirements on new developments and adding sidewalks to streets that do not have sidewalks on both sides, which include Carver Road, Garapan Street, De Soto Street, Cebra Street, and Wilburforce Street. Several proposed typical street cross sections have been developed to show how these improvements could be incorporated on streets in the Study Area.

Bicycle facilities are another area of concern for Acres Home residents, as there are few bicycle facilities in the area. While several streets in the Study Area are included in the City of Houston's Bike Plan for future improvements, including off-street routes, dedicated and protected on-street bike lanes, and shared on-street facilities, the plan does not provide for funding or implementation. Additional proposed typical street cross sections were developed for this Study, including dedicated and protected on-street facilities on West Tidwell Road, and shared on-street facilities along Wilburforce Street and Balbo Street. The images below demonstrate an improvement that has been proposed on Wilburforce Street.



Pavement condition was another concern of Acres Home residents, and an evaluation of pavement conditions informed recommendations presented in this Study. Significant pavement improvements are needed in the area, and proposed pavement improvements have been prioritized in the Study Area based on severity of pavement conditions

Connectivity is a unique concern in the Study Area given the narrow existing streets, limited existing north-south connectivity, rapidly growing population, and lack of multimodal options. Perhaps most impactful is the unique existing parcel geometry (narrow lots) combined with new street development requirements (50-ft right-of-way [ROW]/street dedication when developing 80-ft wide lots), which has caused multiple variance applications and excessive east-west street spacing in the Study Area. This history of exemption has impacted the ability of the neighborhood to improve mobility and grow sustainably. There are several existing road improvement projects in the Study Area currently identified in the city's Capital Improvement Program (CIP) that would help enhance mobility. This Study has identified a few more, including improvements to Balbo Street, Bethune Drive/Cebra Street, and Sealey Street. Proposed typical roadway cross sections that utilize a slightly narrower ROW (40 ft) have been developed to provide roadway improvement options that may be applicable within the given constraints of the Study Area. Potential street extensions have also been identified to enhance north-south connectivity, including Carver Road and Cebra Street.

Potential funding sources have been identified for all recommended improvements, and include a mix of federal, state, and local resources, as well as developers. In addition, the City of Houston has several options for resources that include CIP funds, such as council district service funds, neighborhood traffic management program funds, sidewalk programs, the Mayor's street rehabilitation program, and the Sidewalk Fund which was approved by city council on January 25, 2023 and will be effective from March 1, 2023.

Using the information presented in this Study report, next steps include exploring the identified funding opportunities to implement the projects identified in this report.

2 Introduction

This report, prepared by RS&H, Inc., documents the proposed mobility solutions and final recommendations resulting from the Acres Home Mobility Study. The Acres Home Mobility Study Area is approximately 2.1 square miles in Houston's Acres Home Super Neighborhood, bounded by West Little York Road on the north, West Tidwell Road on the south, Wheatley Street on the east, and TC Jester Boulevard on the west. Other location references include the 77091 zip code and City Council District "B." **Figure 1** depicts the location of the project study area.

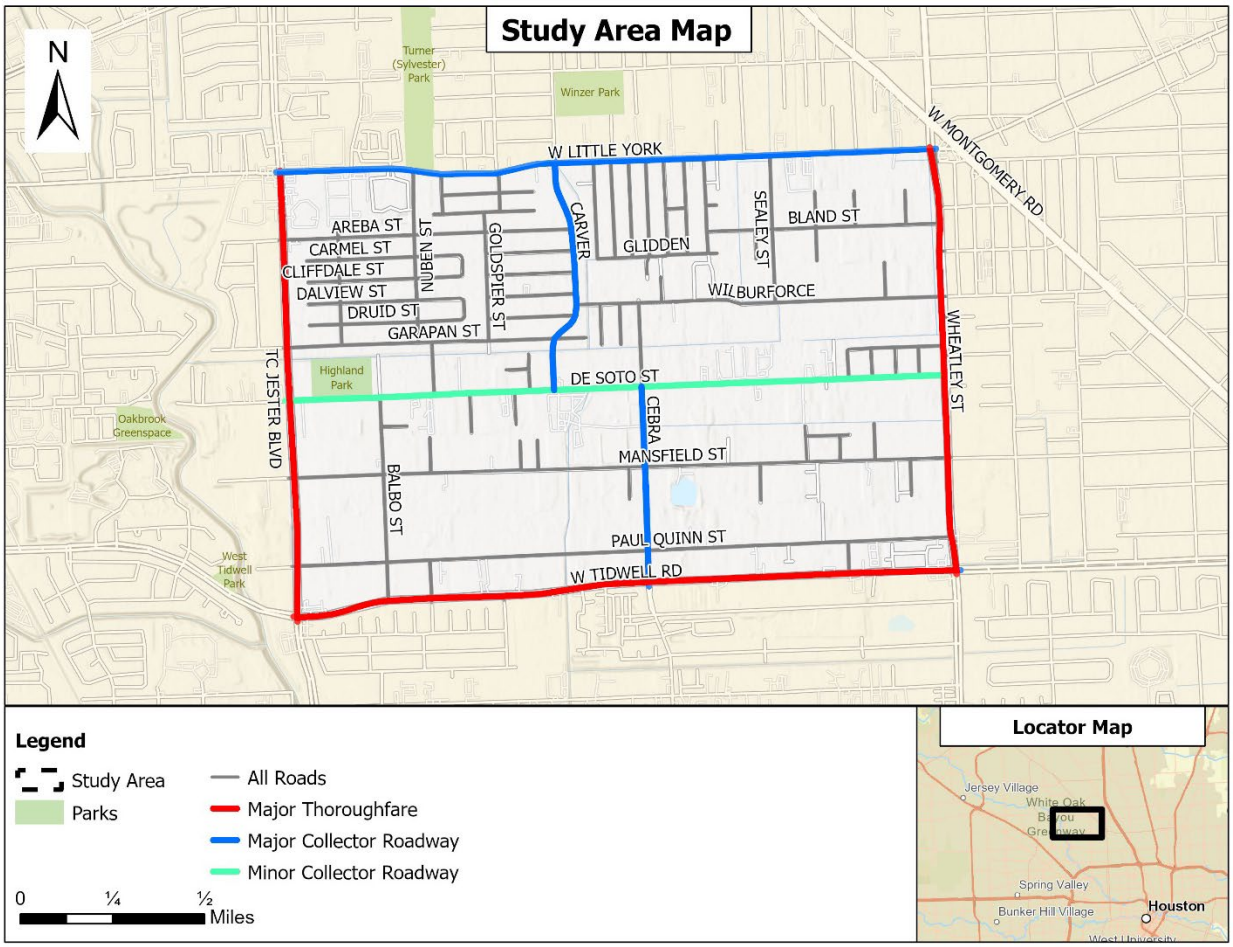


Figure 1: Acres Home Study Area

Acres Home is an historic neighborhood that was once considered the South's largest unincorporated black community (Acres Home Center for Business and Economic Development, Inc., n.d.). It was established during World War I, settled by African Americans mainly from rural areas, with the goal of developing properties large enough to contain small gardens and to raise chickens and other small farm animals. The study area was originally platted in the 1920s. It was established as a low-density rural area with limited north-south street connectivity. Most originally created lots are 80-ft wide, 500-ft long, and one acre in size. Many streets in this area are open ditched streets with narrow pavement. The existing streets were sufficient to move people around

when the neighborhood was originally established. However, since 2016, the area has experienced significant redevelopment growth. 14.5% of the land has been redeveloped in the past six years. Many original lots have been subdivided. On average, each original one-acre lot is subdivided into 19 smaller lots. As a result, more than 2400 new single-family residential lots have been created in this area. The redevelopment trend creates serious mobility and accessibility challenges for the existing and future residents in this neighborhood. It is very important to develop a comprehensive approach to enhance the street network, develop strategies to promote multimodal transportation, and improve transportation safety in the area. Mayor Turner instructed the City of Houston Planning and Development Department (P&D) to conduct a mobility study to address these challenges before it's too late. As a result, in February 2022, P&D, Houston Public Works (HPW), and RS&H initiated a mobility study in this area.

The mobility study included data collection, an existing conditions analysis, and a gap-analysis to develop the final Study Area Mobility Plan, presented in this document.

3 Project Overview

3.1 Purpose and Goals

The purpose of the Acres Home Mobility Study is to identify transportation-related improvements that address multimodal needs and growth-related mobility concerns in the project area, specifically the lack of north-south street connectivity and related transportation deficiencies.

This study builds off the following five goals from the Acres Home Complete Community Action Plan (City of Houston Planning and Development Department, 2018):

1. Creating safe streets
2. Building great streets
3. Improving flood resiliency
4. Expanding mobility options
5. Creating a network of active transportation facilities for hiking, biking, and horseback-riding.

3.2 Stakeholders

Key stakeholders were engaged at all stages of this study. These include:

- Acres Home Residents
- City of Houston Departments (P&D, HPW, Administration & Regulatory Affairs, Mayor's Office for People with Disabilities)
- Developers
- Metropolitan Transit Authority of Harris County (METRO)

3.3 Public Involvement

The Acres Home Mobility Study included three public meetings, one for each of the three project phases: Existing Conditions Analysis; Gap Analysis; and Mobility Plan. All meetings were held at the Acres Home Community Center at 6 pm.

- The Existing Conditions Analysis public meeting was held on June 7, 2022
- The Gap Analysis public meeting was held on August 9, 2022
- The Final Recommendations public meeting was held on October 6, 2022

The community was involved in the process and provided information regarding the neighborhood, history of the Complete Community Action Plan, specific input on needs in the area, and input on the final recommendations presented. Comments from the public were considered by the city and further information, as well as attendees' ideas and prioritization suggestions, is provided in the Public Meeting Notes in **Appendix C**.

Meeting attendees were asked at the first meeting to prioritize the areas in which they would spend money if they were making decisions. The highest priority item is *Encourage less development/growth,* which City staff explained is not possible due to state law and the City of Houston Code of Ordinances. However, this plan was created to help facilitate responsible growth in the area. The highest priority items that the city can address are *Making safety improvements on existing streets* and *Construction of sidewalks, bike lanes, and greenways*. All priorities, and how they were scored by study participants, are listed in **Table 1**.

Where would you spend your money?	Priority Score
Encourage less development/growth	10
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc.)	9
Construction of sidewalks, bike lanes, and greenways	8
Widening existing roadways	7
Maintaining existing roadways, sidewalks, etc.	6
Improvement in street appearance (signage, landscaping, etc.)	5
Building new streets and roadways	4
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	3
Encourage increased carpooling/vanpooling	2
Other	1

Table 1: Public Priorities for the Acres Home Mobility Study Area

The initial goal of this project was to identify new north/south street connectivity. However, the public was clear that their main need is for safe multimodal options. It is important to the

neighborhood to maintain the feel of the area while creating safe routes for pedestrians and bicyclists to get around. It was voiced, and the project team noticed, that there is a significant amount of pedestrian and bicycle activity at night in this area. The existing roadways are straight and there are many concerns of speeding and inadequate lighting, which can lead to unsafe driving conditions, creating safety concerns for pedestrians.

3.4 Action Priorities

After key stakeholders (as defined in **Section 3.2**) were identified, actions were prioritized based on cost and time. For example, sidewalk and bike lane upgrades, and new roadway extensions will take longer time, while improved lighting, adding speed humps, and other minor roadway updates will take shorter time. The cost for the major projects will be much higher than the cost of minor projects. An Action Item Priority Matrix is shown in **Figure 2**.

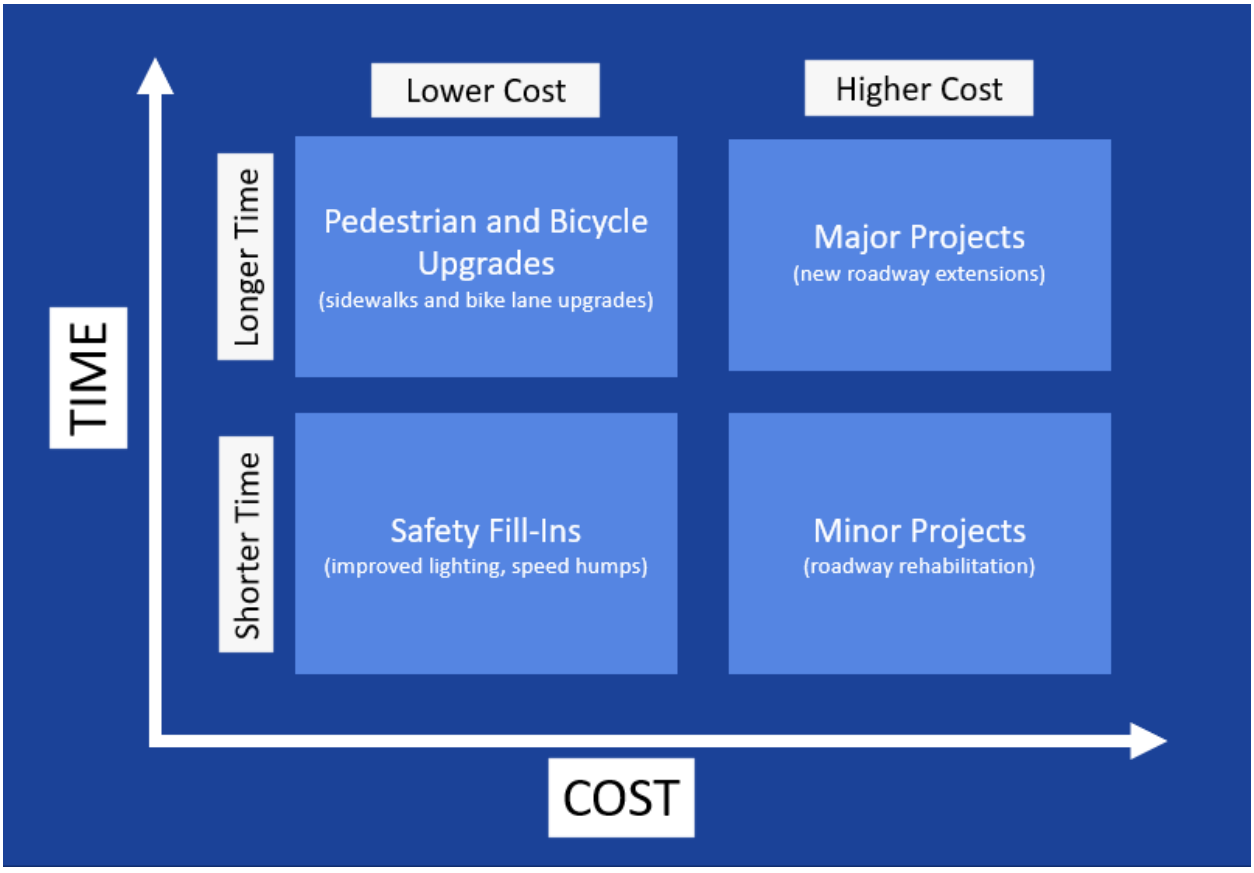


Figure 2: Action Priority Matrix

4 Data Collection

Data Collection was completed on April 27th, 2022. The data collection efforts consisted of collecting previous plans and studies and geospatial data related to socio-economics, environmental constraints, multimodal transportation, land use, safety, and development activity,

as well as traffic turning movement counts and field observations. A list of data collected, including the agency source and published date, is attached in the Data Compendium of **Appendix A**.

5 Existing Conditions

The Existing Conditions Analysis was completed on July 8th, 2022. Existing conditions in the Acres Home study area were assessed based on review of previous studies, desktop review of GIS and other publicly available spatial data, and data collected in the field. The team evaluated the study area based on the following categories:

1. Previous Studies
2. Population Data
3. Socio-Economic Data
4. Environmental Constraints
5. Transportation Network
6. Traffic Trends
7. Land Use Trends
8. Development Activity
9. Crash Analysis

This data was reviewed and summarized in **Appendix B.** Afterwards, a gap analysis was conducted to see where there were missing pieces to each component of the project. At this stage, recommendations were made and taken to the public for input. That input was considered and summarized in subsequent sections.

6 Proposed Mobility Improvement Strategies

6.1 Safety

Safety was the number one concern voiced by the public during public meetings. Speeding issues and a lack of pedestrian facilities result in real and perceived safety concerns in the Acres Home Mobility Study Area.

6.1.1 Resident Feedback on Safety Issues

Comments received from Acres Home residents about safety include:

- Multiple speeding issues along Carver Road and De Soto Street
- West Little York Road should have traffic calming elements because Carver Road at West Little York Road is a major collector for school children
- Left turn signal needed at West Tidwell Road and Rosslyn Road
- Intersection of Carver Road and Wilburforce Street need safety improvements
- General need for speed bumps

6.1.2 Safety Improvement Options

The proposed solution to safety issues and concerns in the study area is three-fold:

- Identify locations with high pedestrian volumes and add safety improvements
- Identify locations with high vehicular crash rates and high-speed traffic and add safety improvements
- Improve pedestrian safety awareness

Without conducting a safety review, it is difficult to pinpoint what exact safety measures are needed in what location. Further evaluations will need to be conducted to identify proposed projects. A few locations that the project team noted safety could be improved based on the criteria above are:

1. The intersection of West Little York Road and Wheatley Street has a high number of crashes (Texas Department of Transportation, 2022). It is suggested to look at the existing lighting and signal timing.
2. Carver Road has a considerable number of safety complaints and was identified as a road where pedestrian facilities should be prioritized. This is because of the high amount of existing pedestrian traffic and the adjacent schools. The existing lighting on Carver Road is also lacking and could be the reason that there are several crashes documented.
3. West Little York Road had multiple speeding complaints where a proposed traffic calming measure could be beneficial, especially considering the amount of pedestrian traffic. The intersection of West Little York Road and Carver Road is not currently up to ADA Standards so updates should be made to that intersection.
4. De Soto Street, Mansfield Street, and Paul Quinn Street all have complaints about speeding that would be consistent with the straight nature of the street. De Soto Street, in particular, was identified as a minor collector in the City of Houston's Major Thoroughfare and Freeway Plan (MTFP). If pedestrian facilities are added to any of these roads, the designer should consider upgrades to pedestrian crossings and traffic calming measures to slow down vehicular traffic.
5. West TC Jester Boulevard has existing sidewalks on either side but no connection to the opposite side of the road between West Little York Road and West Tidwell Road, a 1.2-mile difference. The project team noted people crossing the street near De Soto Street so a pedestrian crossing could be helpful here.
6. Balbo Street is a narrow street that provides access to the park and community center and should be reviewed for intersection improvements.
7. The signal timing should be reviewed at West Tidwell Road and Cebra Street.

Traffic calming is another way to address most of the residents' concerns. It refers to improving street features to reduce the negative effects of speeding and cut-through traffic while enhancing safety for pedestrians and bicyclists. These improvements are dependent on the street

classification: local, collector, and thoroughfare roadways. Local roads generally have fewer than 8,000 vehicles per day and primarily provide access to residential properties. These roads would include most roads within the inside of the study area. A Collector has anywhere from 8,000-10,000 vehicles per day and connects local streets to arterial streets. The streets in the Study Area that are thoroughfares are TC Jester Boulevard, West Tidwell Road, and Wheatley Street. West Little York Road, Carver Road, and Cebra Street are considered major collector roadways, which connects to local highways and has more than 10,000 cars per day. De Soto Street is identified as a minor collector in the MTFP. These distinctions are important because traffic calming measures are typically appropriate on two-lane local residential streets with lower traffic volumes. Certain traffic calming measures may not be used on major collectors or thoroughfare roadways. Other safety improvements will be considered for collector and thoroughfare roadways.

Examples of traffic calming that may be effective include rumble strips, speed cushions, speed bumps, and raised crosswalks. These are relatively short-term solutions that could be implemented in approximately 6 to 12 months if funding is secured and can help to improve multimodal safety. Sometimes additional signage can help support other safety improvements in a cost-effective way to reduce the speed of cars traveling in the area, so adding more signage will help supplement other safety improvements.

There are additional speed control options that would require a traffic study to prove there are adequate pedestrian numbers. These additional measures include:

- Dynamic Speed Display Devices (DSDD)
    - Show a vehicle's speed as the driver approaches the device
    - Can be placed permanently, but they are usually mobile and can be moved to different locations
- High Intensity Activity Crosswalk (HAWK) or Rectangular Rapid Flashing Beacon (RRFB)
    - Special beacons placed at striped and un-signalized crosswalks
    - Activated by a push button and require vehicles to stop when activated

Roadway design plays a crucial role in improving traffic safety. Features such as chicanes, channelizing devices, corner extensions, and raised intersections are all options that could be explored.

- Chicanes add extra turns on roads to slow traffic for safety
- Channelizing devices (e.g. cones, tubular markers, vertical panels, drums, barricades, and temporarily raised islands) provide for smooth and gradual vehicular traffic flow from one lane to another, or into a narrower traveled way
- Corner extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians

- Raised intersections, like speed humps and other vertical speed control elements, reinforce slow speeds and encourage motorists to yield to pedestrians at the crosswalk by creating a safe, slow-speed crossing and public space at minor intersections

6.1.3 Safety Improvement Funding Opportunities

Several funding opportunities as described in **Section 7** may be available to add safety improvements to the study area:

- State/ Federal Grants
- Capital Improvement Project (CIP) Fund
- Council District Service Fund (CDSF)
- Neighborhood Traffic Management Program (NTMP)

6.2 Sidewalks

6.2.1 Resident Feedback on Sidewalk Issues

Sidewalk connectivity was one of the top transportation-related concerns of Acres Home residents. The city's future plans include adding safe pedestrian access to all roadways as they are improved. This is particularly challenging in an area like Acres Home that has limited right-of-way (ROW) and open ditches. The roadways are already narrow and increasing the impervious area by adding sidewalks could require a closed drainage system, which significantly increases the cost. Comments received about sidewalks include:

- All of the streets should have sidewalks
- Add sidewalks on Mansfield, Carver Road, De Soto Street, Paul Quinn Street, and Wilburforce Street
- Housing developers should be required to construct sidewalks
- Some sidewalks on Wheatley Street/Ella Boulevard have mailboxes that are blocking wheelchair users

6.2.2 Sidewalk Improvement Options

The proposed approach to addressing sidewalk concerns in the study area is two-pronged:

- Require new developments to meet current sidewalk requirements (construct sidewalks or pay Sidewalk in Lieu of Fee, once approved)
- Identify locations where sidewalks and/or sidewalk upgrades are needed

The sidewalk improvements should include additional features to create designated crossing locations, such as crosswalk signing and pavement marking. Additional crosswalk safety improvements should be reviewed at high traffic areas. Observations done as part of the Data Collection Phase of this study were made during morning and mid-morning hours, via video

documentation. However, most of the pedestrian traffic viewed by the project team was during additional field visits at night so any future studies need to include late hours.

Several specific sidewalk improvements are proposed (**Figure 3**). The existing conditions were reviewed on each road to see which roads could accommodate one or two sidewalks and where the majority of those sidewalks could be located. The main improvements include:

- Adding sidewalks/walking paths on both sides of Carver Road
- Extending the sidewalks on Garapan Street to Carver Road
- Adding sidewalk improvements along De Soto Street
- Adding sidewalks on Cebra Street between De Soto Street and West Tidwell Road
- Adding sidewalks on Wilburforce Street between Carver Road and Wheatley Street

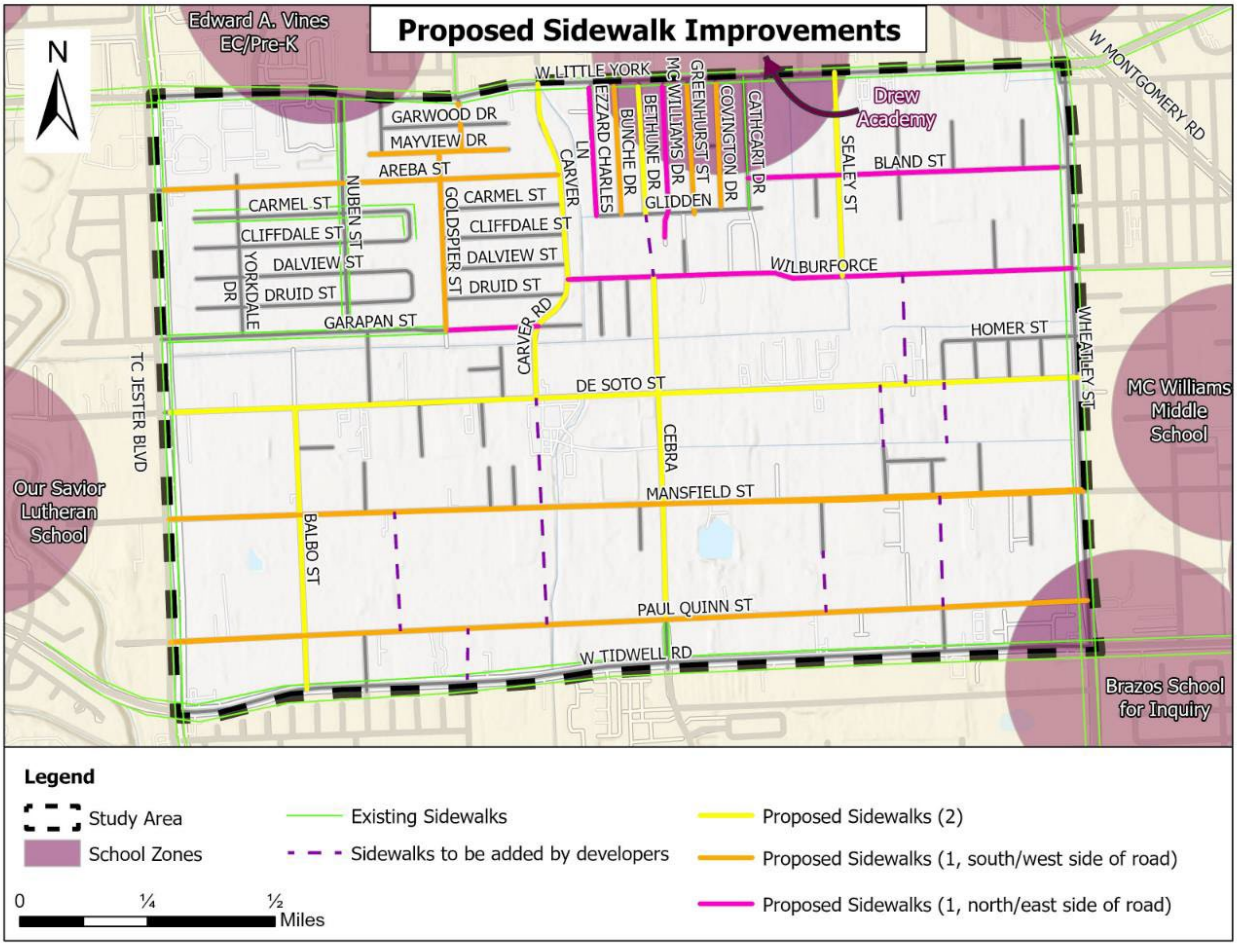


Figure 3: Proposed Sidewalk Improvements

The city's ultimate goal is for every street in the study area to have sidewalks on both sides. To achieve this, the lane configuration of certain roads may have to be modified to incorporate sidewalks. Renderings were developed to show the public both existing and proposed conditions. (**Figures 4, 5**, and **6**).

Figure 4: Existing De Soto Street

Figure 5: Proposed De Soto Street with Two Sidewalks

Figure 6: Proposed De Soto Street with a Shared Use Path

6.2.3 Sidewalk Improvement Funding Opportunities

Several funding opportunities as described in **Section 7** may be available to add sidewalk improvements to the study area:

- State/ Federal Grants
- City Sidewalk Programs
- CDSF
- Developers

6.3 Bicycle Facilities

The Acres Home Mobility Study Area has very few safe facilities for cyclists. Bicycle mobility was an important transportation concern for Acres Home residents and has a large impact on the mobility of the area.

6.3.1 Resident Feedback on Bicycle Facilities

Most public input indicated that residents want more and better bicycle facilities in the area though there were some residents who believe the major streets in the area are too dangerous for any bicycle facilities because of the existing narrow lane widths and high vehicular travel speed. Comments received about bicycle facilities include:

- Add bike lanes to the roads off Glidden, in the Drew Academy school zone
- Bike lanes are a must on West Tidwell Road
- Add bike lanes on TC Jester Boulevard
- Please add off street bike lanes on Wilburforce Street
- Remove proposed bike lanes on major streets and De Soto Street, as it is too dangerous

6.3.2 Bicycle Facility Improvement Options

The most efficient way to realize residents' bicycle facility requests is to identify locations where specific bike lane projects can be added to the City of Houston Bike Plan. Adding to the Bike Plan map is the first step, but it does not implement or fund the projects. The City's Bike Plan Prioritization Methodology will identify the order of bike project funding.

In the study area, there are planned off-street, dedicated on-street, and planned shared on-street bicycle facilities (these routes are part of the Houston Bike Plan). Additional potential dedicated on-street and shared on-street bicycle facilities will be proposed for inclusion in the Houston Bike Plan. Existing, planned, and proposed bicycle facilities are illustrated in **Figure 7**.

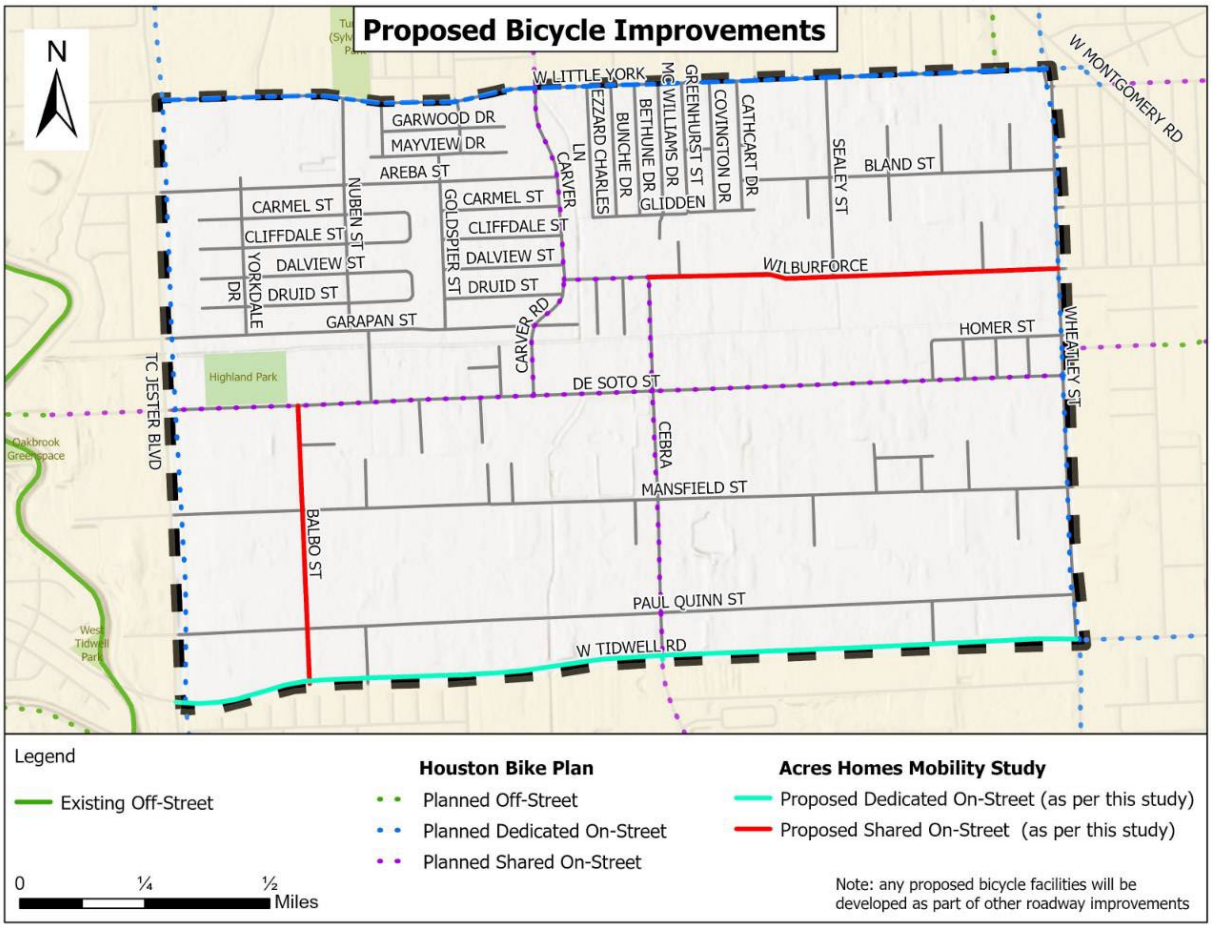


Figure 7: Proposed Bicycle Facilities

Dedicated bike lanes are an option along wider streets, such as West Tidwell Road. Shared on-street bike lanes are an option for streets with lower vehicle volumes and speeds. Many streets in the Acres Home neighborhood, such as Wilburforce Street, will need to utilize this option because of the narrow ROW. Further coordination was done with HPW to ensure that the proposed shared on-street bike lanes are safe on Wilburforce Street and Balbo Street. The city determined that these two streets would be appropriate candidates for a neighborhood bikeway because of the low traffic volume. Public meeting renderings for existing Wilburforce Street and proposed improvements (including shared on-street bike lanes), are shown in **Figures 8** and **9**.

Figure 8: Existing Wilburforce Street

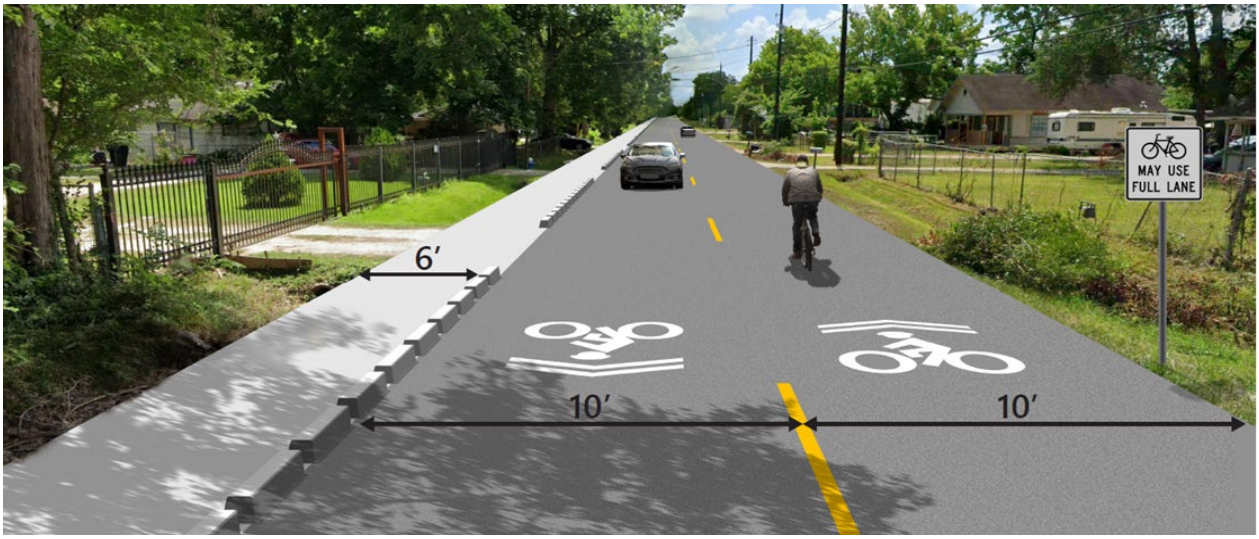


Figure 9: Proposed Sidewalk on Wilburforce Street

Renderings for what the proposed separated bike lane on West Tidwell Road will look like, based on the updated Infrastructure Design Manual (IDM) guidance are included in **Figures 10** and **11**.

Figure 10: Existing West Tidwell Road

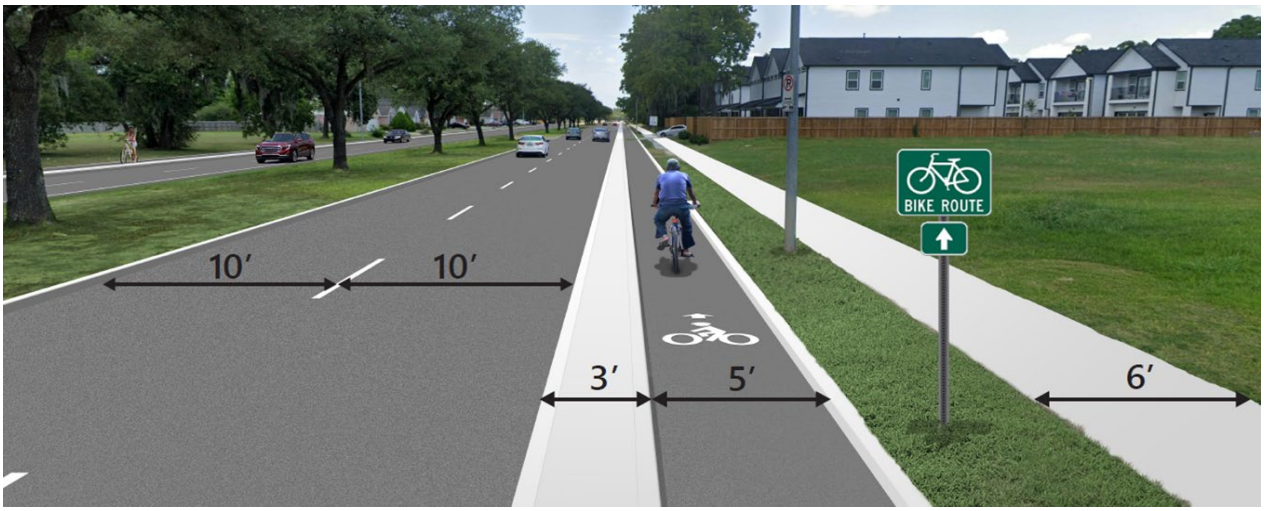


Figure 11: Proposed Separated Bike Lane on West Tidwell Road

6.3.3 Bicycle Facility Funding Opportunities

Several funding opportunities as described in **Section 7** may be available to add bicycle facilities to the study area:

- City of Houston Bicycle Program
- State/ Federal Grants
- CDSF

6.4 Pavement Improvements

The pavement conditions provided by the city were used for this analysis. On many streets in the Acres Home Mobility Study Area, pavement conditions are poor to very poor.

6.4.1 Resident Feedback on Pavement Issues

Comments received about pavement conditions include:

- The end of Greenhurst Street is unpaved
- Widen Rosslyn Street with improvements
- Sealey Street needs improvements

6.4.2 Pavement Improvement Options

The proposed pavement improvements in the study area are shown in **Figure 12**. Pavement improvements were identified from the Pavement Condition Index (PCI) in this area. All the sections identified as "Priority 1" currently have very poor pavement conditions and need overlays to improve ride quality and extend the life of the road. Other pavement issues, such as potholes and low spots that collect water, may also be improved by roadway overlays. There may also be pavement improvements done by developers to ensure minimum pavement criteria are met.

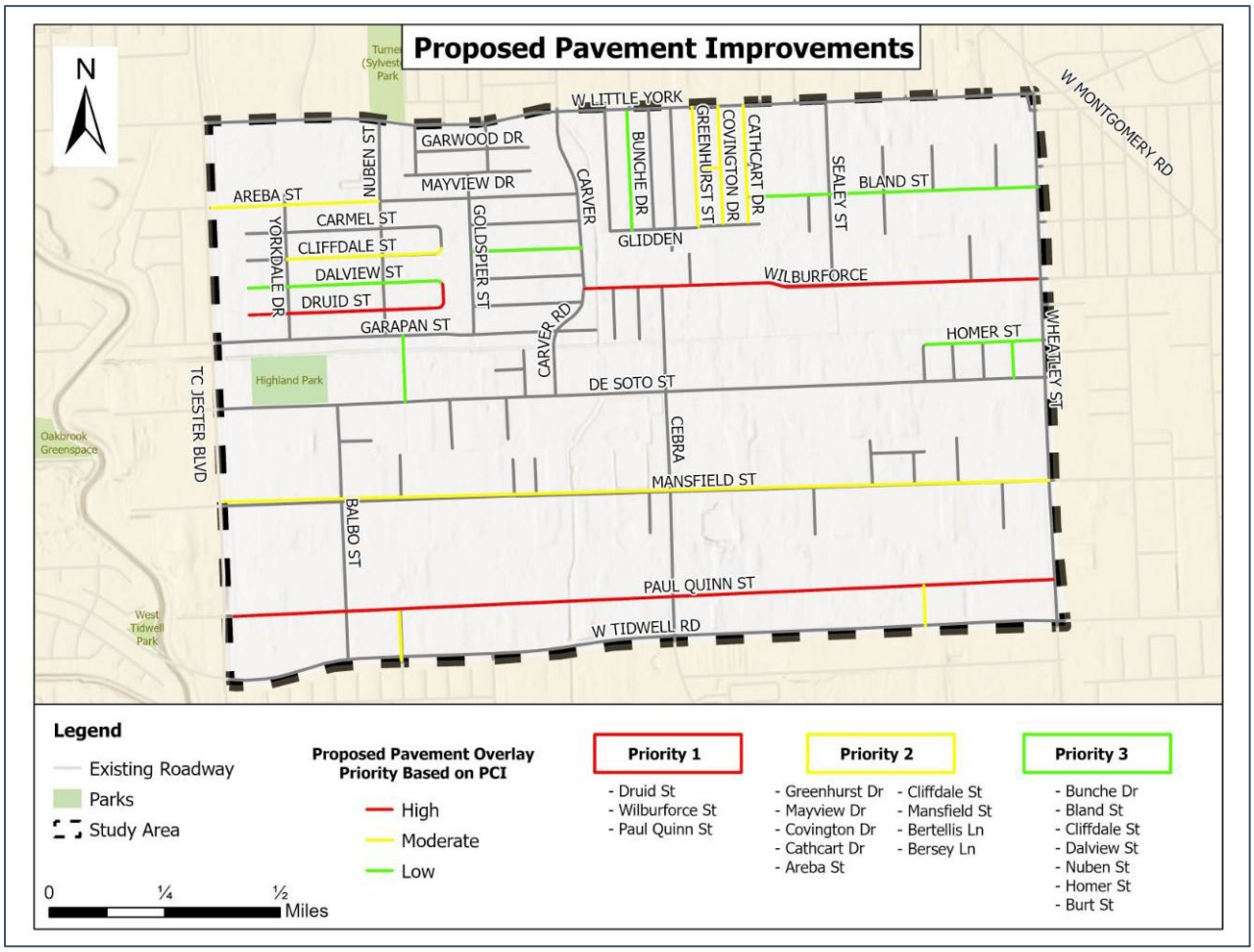


Figure 12: Proposed Pavement Improvements

6.4.3 Pavement Improvement Funding Opportunities

Several funding opportunities as described in **Section 7** may be available for pavement improvements in the study area:

- CIP
- CDSF
- Street Rehabilitation Program

6.5 Connectivity

To improve traffic circulation and promote a safe multimodal transportation network, the City of Houston Code of Ordinances Chapter 42 establishes maximum intersection spacing and minimum ROW width requirements based on street classifications. The study area has limited north-south connectivity and many of its streets are very narrow; the issues caused by both of these items are anticipated to worsen due to the population growth occurring in the area. Depending on the location and existing conditions, redevelopments on some lots are required to dedicate a 50-ft wide north-south public street and provide street widening along existing streets to meet the ordinance requirements. However, strict compliance of the ordinance will require developers dedicate a 50-ft wide ROW out of an 80-ft wide lot, making the lot undevelopable. As a result, multiple applicants submitted variance applications to not provide the required 50-ft wide ROW dedication and allow excessive east-west intersection spacing in this area. The Planning Commission consistently granted this type of variance because strict compliance of the ordinance will create disproportionate development costs by requiring more than half of the land to be dedicated for ROW purpose. However, with the increase of development in the area, an increase in vehicle trips is expected. Exempting north-south street dedication will deny the area the opportunity to improve mobility and accessibility. To help the neighborhood grow sustainably, it's very important and necessary to explore options to improve north-south connectivity in the area.

6.5.1 Resident Feedback on Connectivity Issues

During the Final Recommendations Public Meeting, only one comment was received that was related to connectivity issues. The comment was specific to the proposed Carver Road extension, as one resident stated, "I am excited about the extension of Carver."

6.5.2 Connectivity Improvement Options

Considering the unique existing conditions and the ongoing redevelopment trend in the study area, in concert with HPW, P&D determined it would be feasible to add more smaller streets in single-family residential area which allow walking, biking, and driving, and will help mitigate impacts to local residents. **Figure 13** identifies some feasible locations for new north-south public streets in the study area.

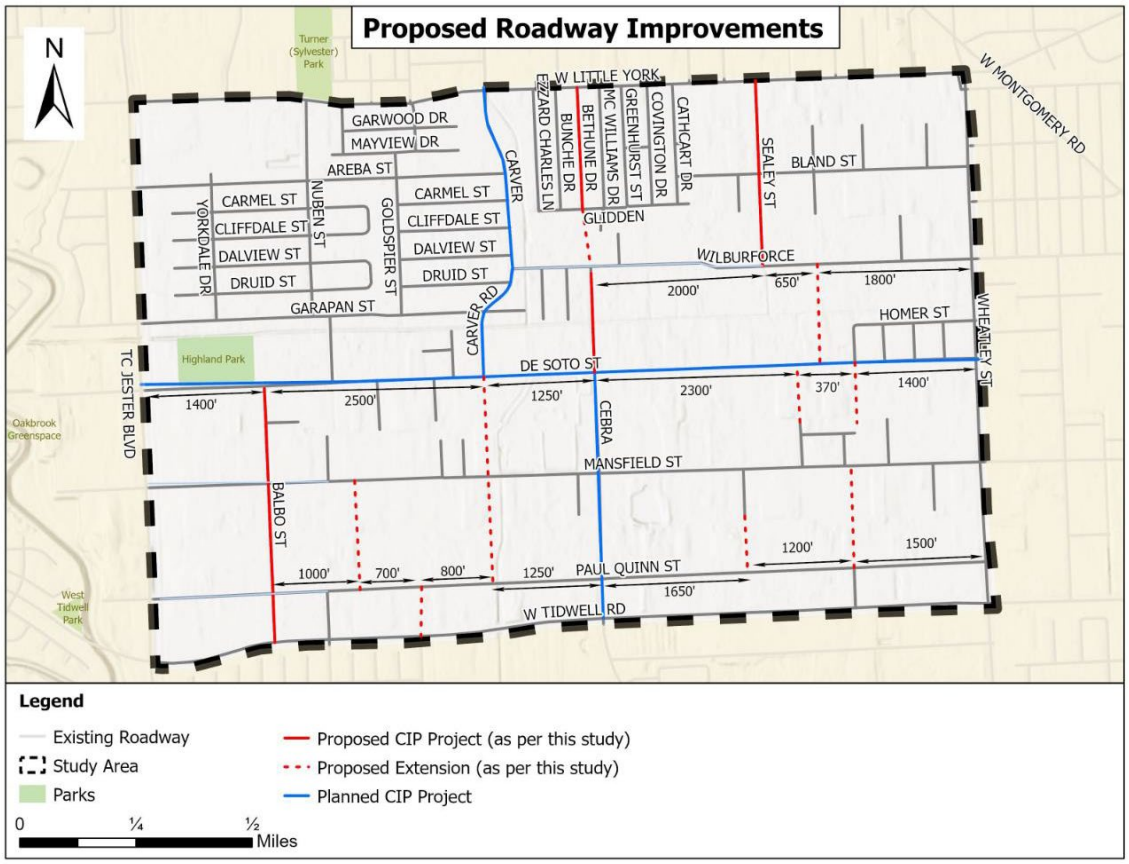


Figure 13: Proposed Roadway Improvements

The Planned CIP projects shown in **Figure 13** are projects that have been previously mentioned in other planning documents but do not currently have any funding, so they are not in the 5-year plan. The Proposed CIP Projects identified in this plan are for Balbo Street, Bethune Drive/Cebra Street, and Sealey Street.

Balbo Street was identified as needing roadway improvements because of the existing roadway conditions. The pavement is in poor condition and the existing nine-foot travel lanes are not up to current IDM requirement of 10-feet. Balbo Street was also identified for a shared on-street bike lane and to accommodate a sidewalk on either side of the road. It was identified that more multimodal options were needed because of its proximity to Highland Park and the Highland Park Community Center. This will also move some bicycle traffic from Cebra Street onto Balbo Street, where there is less vehicular traffic.

Bethune Drive/Cebra Street was identified as needing roadway improvements to tie into the existing Planned CIP Project on Cebra Street and Proposed Extension between Cebra Street and Bethune Drive. This will create a seamless north/south connection through the project area to

move traffic. These updates will allow for sidewalks to be built on either side of Cebra Street and Bethune Drive.

Sealey Street was the last roadway identified as a Proposed CIP Project. Sealey Street is currently the only straight connection between West Little York Road and Wilburforce Street and future improvements will help with the flow of traffic. The existing Sealy Street has a low pavement condition index and needs to be updated. Roadway updates will be critical in ensuring that there is space for two sidewalks without creating drainage issues.

Figure 14 shows the proposed 40-ft wide roadway design for single-family residential developments. This design allows for two vehicle lanes, landscaping, and sidewalks on both sides. The proposed 40-ft wide roadways mainly serve as neighborhood streets which would help residents commute safely within their community. If a site is developed for non-single family residential uses, the developer should construct the new roadway per the ordinance requirements.

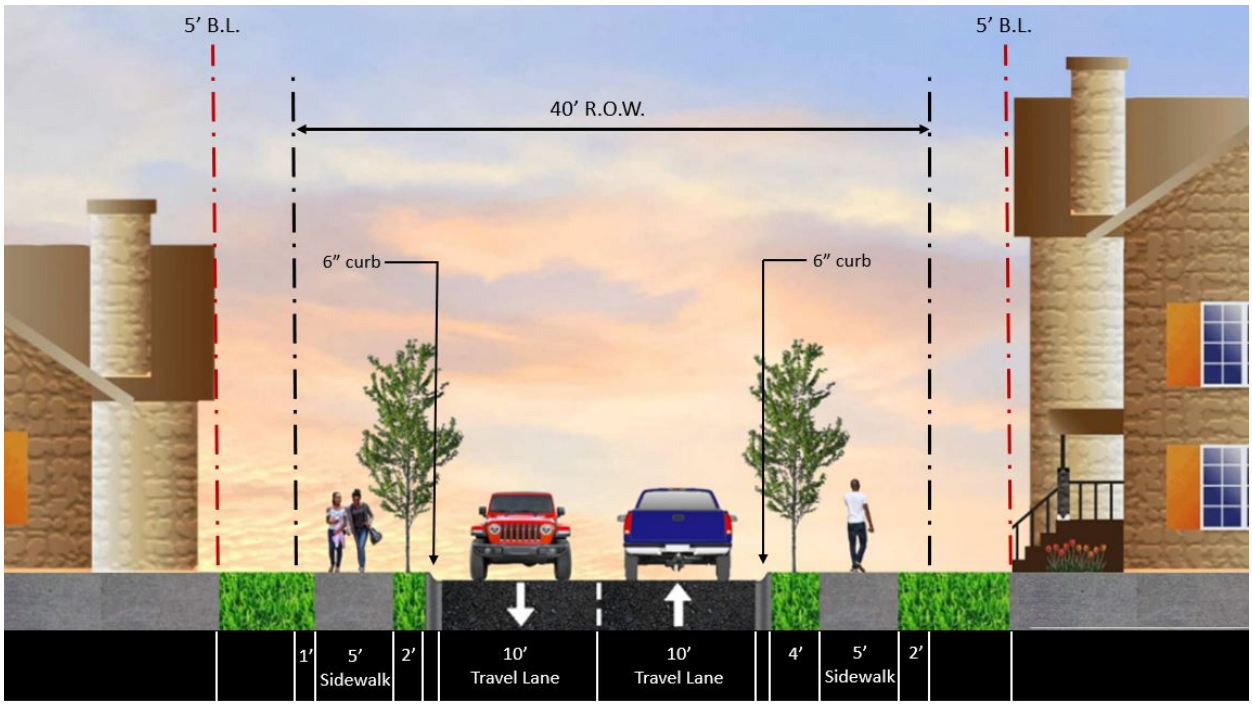


Figure 14: Proposed 40-ft wide Roadway Design

When it's feasible, the 40-ft wide streets will be dedicated from a lot with wide frontage. When there are no wide lots at the locations where a north-south street is needed, P&D and HPW will support partial roadway dedication from two adjacent lots as illustrated in **Figure 15**. When the first lot is developed, 30-ft ROW will be dedicated to accommodate a 21-ft wide curb and gutter roadway and an 8-ft wide pedestrian realm with a 5-ft wide unobstructed sidewalk. No on-street parking will be allowed on this roadway. When the neighboring property develops, they will dedicate an additional 10-ft to complete the 40-ft roadway design.

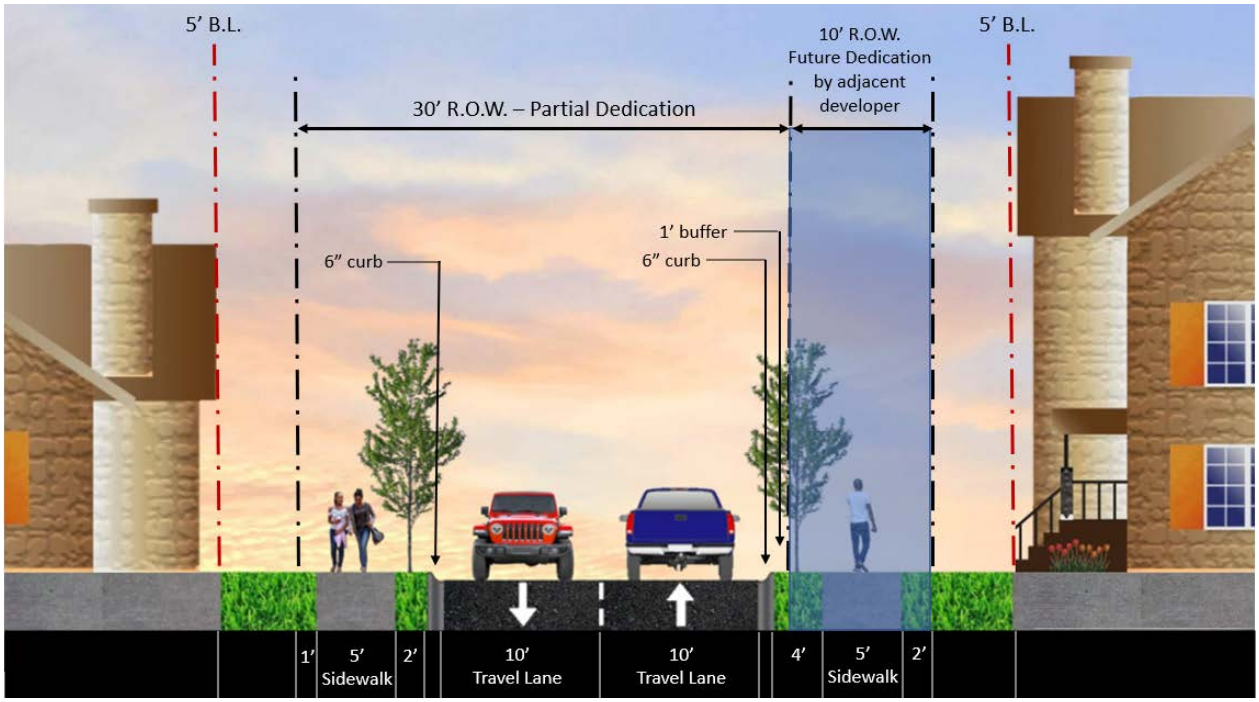


Figure 15: Proposed Roadway Design of the Partial Dedication

The north-south streets proposed in **Figure 13** are determined based on the following factors:

1. Lot frontage and lot size. Most of the original 1-acre lots within the study area are only 80-ft wide. Requiring a standard 50-ft wide north-south ROW dedication out of an 80-ft wide lot will create disproportionate cost and make the narrow lot undevelopable. When other conditions are similar, it's more feasible to require ROW dedication on lots with wider street frontage and larger size.
2. Property ownership. Roadway construction will be hard to implement when multiple property owners are required to make partial dedication to the same ROW at the same time. When a street is not fully dedicated and constructed, partial dedication and construction will not improve the area's mobility and accessibility. Instead, it will create maintenance and safety challenges. The proposed 30/10 split of roadway dedication

illustrated in **Figure 15** will provide the needed connectivity and ensure safe access and circulation in the neighborhood, while preserving sufficient buildable area for the development.

3. Intersection spacing. Chapter 42 of the City of Houston Code of Ordinances requires maximum 1400-ft intersection spacing along a local street. When feasible, the proposed north-south street location should meet the ordinance requirements. Some of the north-south streets identified in **Figure 13** do not meet the maximum 1400-ft intersection spacing ordinance requirements. The main reason is that strict compliance of the intersection spacing requirements will require partial ROW dedication and construction from multiple property owners.

In brief, considering the unique existing conditions and development characteristics in the study area, it is very challenging to find ideal street locations meeting all criteria. The proposed north-south streets identified in **Figure 13** are the most feasible locations. Based on P&D and HPW's evaluation, the proposed 40-ft wide roadway design is sensitive to the local context in this neighborhood and is consistent with the ongoing city initiatives, such as Vision Zero, Resilient Houston, Houston Complete Streets, and Transportation Plan. Therefore, the two departments will support the variance requests to allow 40-ft wide public ROW dedication indicated in **Figure 13** when the corresponding lots are redeveloped. However, this does not mean that the design can be applied city wide. It does not set precedence for other areas. In general, roadway design should meet the Infrastructure Design Manual requirements. HPW may approve substandard roadway design in unique circumstances based on a case-by-case evaluation.

6.5.3 Connectivity Funding Opportunities

Several funding opportunities described in **Section 7** may be available for connectivity improvements in the study area:

- Developers
- CDSF
- Federal Grants
- CIP

7 Funding Opportunities for Proposed Improvements

Several funding opportunities may be available for the proposed improvement strategies discussed in **Section 6**.

While most relevant information on the funding opportunities described in this section is available online, each funding source has a different, specific process within which projects are reviewed and funding awarded. Initial inquiries to the Acres Home community liaison may be the most appropriate starting point for those interested in further discussions on funding.

7.1 State/ Federal Grants

There are twelve categories of TxDOT funding for transportation funding in Texas. Three of them (Categories 10-12) are strategic and discretionary funding categories allocated for specially defined uses by the Texas Transportation Commission or the TxDOT Districts and are not generally used to fund local projects. Categories 1-9 should be considered as potential funding sources for City of Houston roadway improvement projects. Though they are not restricted to projects on the TxDOT state system, most of the decisions about the state sources are made by TxDOT Districts and projects on the state system have a better chance for funding. Four of the TxDOT funding categories (Categories 2, 5, 7, and 9) are distributed within urbanized areas by the MPO, so coordination with the Houston-Galveston Area Council (H-GAC) will be important, as H-GAC coordinates and updates the Transportation Improvement Program (TIP) project list on an annual basis. Projects identified later in this report should be evaluated to determine eligibility for the TIP, which is funded by the Federal Highway Administration (FHWA).

Category 9 is particularly important to the city because it covers the Transportation Alternatives Set-Aside (TA) Program. TA projects must be related to bicycle, pedestrian, and/or micro mobility facilities. For 2023, new project categories expand eligibility to include large-scale active transportation, active transportation network enhancements, and active transportation non-infrastructure. **Figure 16** details TxDOT's TA evaluation requirements. The community can work with the city to apply for the TA Grant to support pedestrian/bicycle improvement projects in the area. More information about the current statewide TIP program can be found on TxDOT's website (Texas Department of Transportation, 2022).

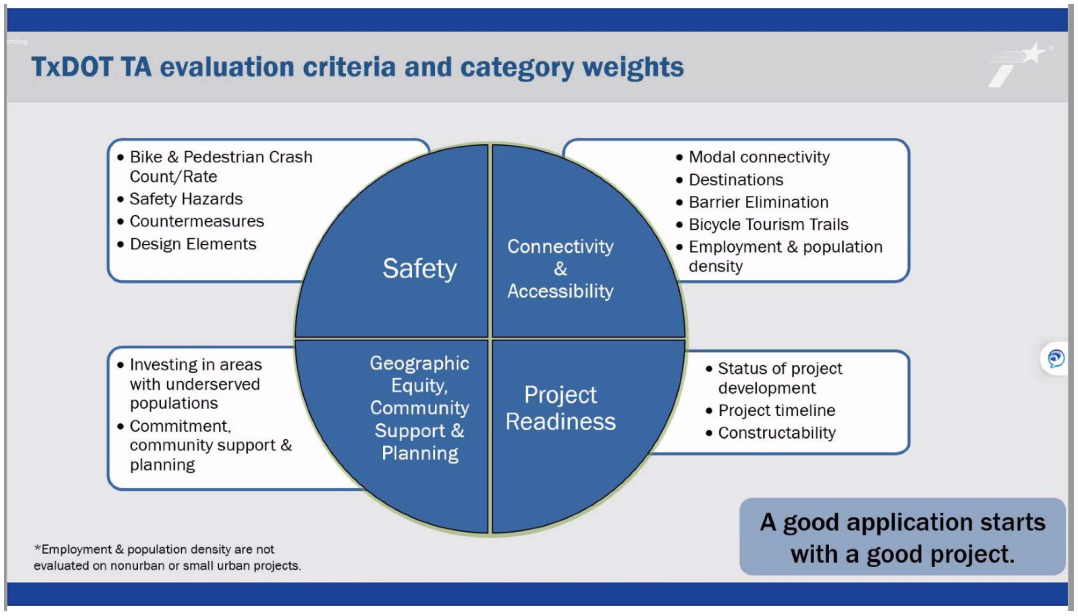


Figure 16: TxDOT's TA Evaluation Requirements

The opportunities for specialized federal funds for unfunded city projects may be somewhat limited outside of the federal funds distributed through H-GAC and TxDOT funding categories. One particular source of grant funding that is part of the Bipartisan Infrastructure Law (BIL) is the Rebuilding American Infrastructure With Sustainability And Equity (RAISE) Grants program (formerly known as BUILD and TIGER), and may be a viable funding option. RAISE grants have awarded over $8.935 billion to projects in all 50 states, the District of Columbia, and Puerto Rico since 2009. Projects for RAISE funding are evaluated based on merit criteria that include safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership. Within these criteria, USDOT gives priority to projects that can demonstrate improvements to racial equity, reduce impacts of climate change, and create good-paying jobs. More information on RAISE grants can be found on the US Department of Transportation's website (US Department of Transportation, 2022).

It should be noted that while funding may be granted from the above-mentioned state and federal resources, this funding does not typically cover 100% of the costs associated with a project, and usually will require a local match or contribution to access the state/federal funding.

7.2 Capital Improvement Project (CIP) Fund

In early November 2022, Houston residents voted to support bond packages totaling approximately $1.7 billion. Approximately $900 million of this money will be used for construction and maintenance of transportation and stormwater drainage infrastructure, including roadways and facilities for pedestrians and cyclists. Currently, there is no funding allocated for any projects in the Study Area. As referenced previously, the projects identified in this report should be reviewed to determine eligibility for the H-GAC TIP. Projects that are on the TIP have a higher likelihood of inclusion as a part of the CIP program, further increasing the potential of being constructed. Similar to state and federal grants, projects in the TIP require a local match to secure funding. Information on the current H-GAC TIP can be found on H-GAC's website (Houston-Galveston Area Council, 2022).

New roadway construction in the study area will be done by developers when they develop their sites. Improvements on existing roadways can be made through the CIP. There are two kinds of CIP projects: planned CIP projects and potential CIP projects. The planned CIP projects will be funded by the city in its projected CIP list while the potential CIP projects are ones that will be proposed to be added to the CIP list. Details about the planned CIP projects are available on the City of Houston's website (City of Houston's Capital Improvement Plan, 2022).

7.3 Council District Service Fund (CDSF)

The Houston CDSF Program establishes a method to address minor neighborhood issues. Funding is allocated to each District Council Member. Council allocates an equal amount to each member, and it is based on neighborhood needs and constituents' input.

The process starts by requesting a project. Once it is approved, HPW has to provide an estimate for the Council Member's approval. When the Council Member approves the estimate, it gets pushed to the finance department to approve and allocate funding. The current CDSF dashboard is available for viewing online (City of Houston, n.d.).

7.4 Neighborhood Traffic Management Program (NTMP)

The Neighborhood Traffic Management Program (NTMP) addresses traffic related problems in residential neighborhoods, including excessive vehicular speed and cut-through traffic. The NTMP implements "traffic calming" measures aimed at enhancing safety for all roadway users, such as speed cushions, traffic circles, median islands, curb extensions, and diversion techniques. The program includes two types of processes: a volume control process and a speed control process.

Residents and neighborhood associations are eligible participants, and the funding goes through HPW. Currently there are no available funds for NTMP projects. However, applications are accepted at all times, and when funds are available, NTMP intervention may be made by one or more residents/property owners and are reviewed by HPW to determine eligibility. Final plans require city council approval. Funding approval for speed control projects (i.e. speed cushions only) takes about 4 months; volume control projects take about 18 months to 2 years. NTMP Application forms and more information can be found online (Houston Public Works, n.d.).

7.5 City Sidewalk Programs

The City of Houston currently has two programs that may be utilized to mitigate sidewalk issues in the study area; a general sidewalk fund is also proposed and outlined in **Section 7.5.1.3**. Information on the programs described in Sections 7.5.1.1 and 7.5.1.2 can be found online (Houston Public Works, n.d.).

7.5.1.1 Pedestrian Accessibility Review Program

The city places the highest priority on sidewalk improvement requests submitted by citizens with disabilities. Under the Pedestrian Accessibility Review Program, up to 1,500 linear feet of improved sidewalk accessibility will be developed so that people with disabilities can safely travel to work, school, and other daily necessities. All of these requests are subject to the Mayor's Office for People with Disabilities' approval. Depending on funding availability, requests are usually acted upon in 6 to 24 months.

7.5.1.2 School Sidewalk Program

The School Sidewalk program provides funding to construct sidewalks up to four blocks from an existing school, not including sidewalks around the perimeter of the school. Applications may be made on the HPW website (Houston Public Works, n.d.). The city will not approve requests under this program if there is an existing sidewalk on either side of the street along the path requested.

7.5.1.3 Sidewalk Fund

Many neighborhood streets in Houston were built without sidewalks. As more and more single-family residential homes along these streets are reconstructed, the city requires developers to construct sidewalks. This results in a piecemeal approach and discontinuous sidewalks, which limits the benefits to pedestrians.

The city has approved an option to pay a fee in lieu of developing sidewalks instead of receiving a variance without penalty. The fee would be calculated based on the sidewalk construction cost per square foot. Fees collected in this manner would allow the city to establish a sidewalk fund to construct sidewalks later.

The fund will ensure a more complete sidewalk network. The city is proposing to create 17 sidewalk sectors in the city. 70% of the collected sidewalk fee will go to the sidewalk fund and be allocated to construct sidewalks in the same sidewalk sector where the fee is collected. The other 30% of the collected fee will be allocated to construct sidewalks city-wide. The intent of 70/30 split is to achieve a complete sidewalk network in the entire city, not just in certain areas. There are areas in the city with less development activity and these areas may receive less money from the sidewalk fund. The 70/30 split would help to balance the sidewalk projects throughout the city. The Chief Transportation Planner will coordinate with other departments and stakeholders to identify sidewalk projects and prioritize the sidewalk projects based on five major factors. The five major factors are pedestrian safety, existing transportation facilities, presence of major trip generators (such as schools, parks, libraries, churches), demographics and equity, and available funding.

This program was approved by Houston City Council on January 25, 2023. It will be effective from March 1, 2023.

7.6 Street Rehabilitation Program

The Mayor's Street Rehabilitation Program is a data-driven initiative that allocates funding for upgrades to local streets and major thoroughfares based on the community's needs. The program is intended to improve 210 lane miles of streets each year, which includes street surfaces, curbs, stormwater inlets, sidewalks, and accessibility ramps. The rehabilitation projects are allocated

based on the proportion of streets in each council district and prioritized based on objective criteria, with council member participation and sharing the schedule for the rehabilitation of every street.

PCI is a rating from 0 to 100 that is used to provide a snapshot of the condition of a road. The International Roughness Index (IRI) is a similar measurement standard that is used by roadway professionals as an international standard to quantify road surface roughness. PCI is a numerical indicator of the condition of the pavement while IRI is an indicator of ride quality ("smoothness" or "bumpy-ness"). The city maintains pavement condition data for the entire pavement network of Houston on a roughly block-by-block basis. These data segments are aggregated into project-sized areas (a major street between 2 major intersections, or combining all local streets in a neighborhood), and their PCI and IRI are averaged. For major thoroughfares, the numerical rank is based off of 60% PCI, 30% IRI, and 10% traffic counts. For local streets, the neighborhood groupings are ranked numerically based on a score of 50% PCI and 50% IRI. The worst-scoring segments are selected for rehabilitation each year (with possible exceptions for conflicting Capital Improvement Projects).

Lane-miles of street improvements are based on the amount of pavement in each Council District, such that the city will rehabilitate approximately 2% of local asphalt streets, 1.3% of local concrete streets, 2% of major roadways (regardless of pavement type), as well as 2 lane-miles of district choice for local streets, and 2 lane-miles of district choice for major roadways. That choice is entirely at the discretion of the district. This allows the community to voice their opinion on what streets need to be updated and in what order. For more information on this program, it is recommended to contact the respective council member for the district in question.

7.7 Developers

Because new developments create demand for infrastructure improvement, developers are currently required by the city to construct sidewalks when they develop the land. Many developers are currently receiving variances because of the challenging conditions with limited ROW and open ditches. The city hopes to address this with the Proposed Sidewalk Fund.

One intent of this document is to identify new north/south connector streets that are needed in the neighborhood. Future developers will be required to donate the necessary ROW to build new streets to connect the neighborhood. This will help alleviate the additional traffic that will be put into the neighborhood because of the development.

8 Conclusion

Given the projected growth in the Study Area and the current state of the existing infrastructure, implementation of the improvements listed above could have a significant positive impact not only on mobility in this community, but also on various socioeconomic issues that hinge on transportation in the area, including access to employment, education, health, and other opportunities and necessities.

The goals of this study are consistent with the Acres Home Complete Communities Action Plan, which identifies the mobility and infrastructure goals as: create safe streets, build great streets, improve flood resiliency, expand mobility, and create a network of hike, bike, and bridle trails. These goals were developed through the Acres Home Complete Community.

This Mobility Study is an important tool for the City of Houston Planning and Development Department and Houston Public Works, in that it provides a detailed list of projects that address community concerns and improve safety and multimodal access in the Study Area. This information will inform future project scoping efforts. Results from this study will also provide helpful guidance to City staff as they are identifying future project funding and partnership opportunities. Additionally, as new developments seek review and permit approvals from the City, there will be opportunities for private development to deliver improvements identified in this Mobility Study. Communication and coordination with stakeholders and the overall community, centering local knowledge, is crucial to achieving the suggested improvements.

9 References

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Appendix A:

Data Collection Memorandum

RS&H

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MEMORANDUM:

Date: April 27, 2022

To: Donald Buaku, AICP, Assoc. AIA
Muxian Fang, AICP

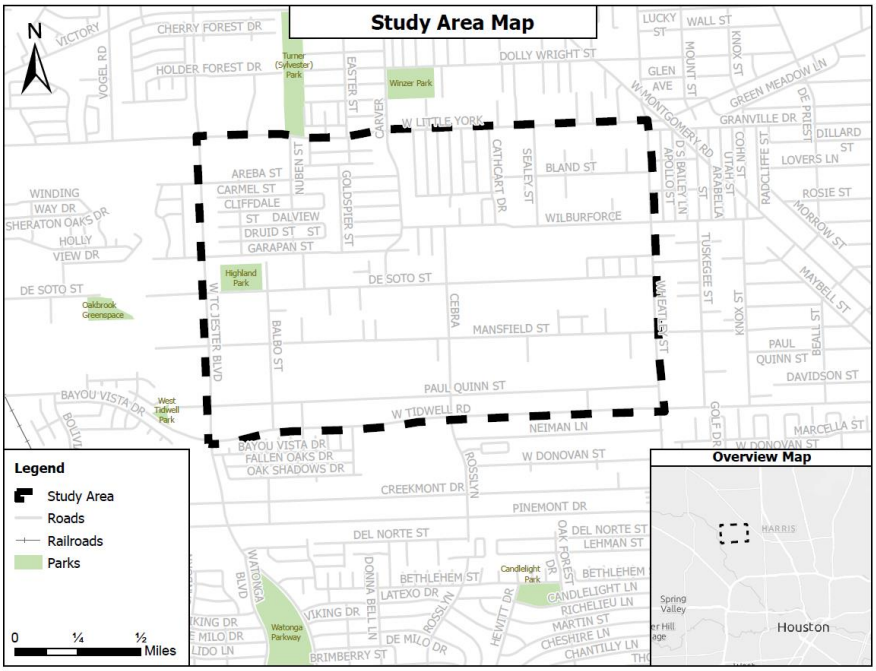
From: Don Glenn, PE

Subject: Acres Homes Mobility Study – Data Collection
Contract No. 4600014324
WBS No. N-320100-0018-3; Work Order No. 4 (WO #4)

This memorandum, prepared by RS&H, Inc. in association with SP Engineering, documents the data collection efforts for the Acres Homes Mobility Study. The purpose of this study is to analyze the existing conditions of the study area, identify multimodal connectivity to and within the area, specifically the lack of north-south street connectivity, and mobility deficiencies, and to provide recommendations for transportation improvements.

The study area, as illustrated in **Figure 1**, is approximately 2.1 square miles and is bounded by West Little York on the north, West Tidwell on the south, Wheatly Street on the east, and TC Jester on the west. It is located in the City of Houston Council District B in the Acres Homes Super Neighborhood.

Figure 1 – Study Area Map



The Acres Homes Mobility Study area is rapidly densifying, and the existing street network is insufficient to provide adequate access and circulation for the new developments. As development continues, there will be less opportunity to expand the street network and make transportation improvements; so it is critical to develop a mobility plan that improves connectivity and access as well as guides redevelopment in the Acres Homes neighborhood.

Data collection is the first task of this Mobility Study, which will be followed by an existing conditions analysis where the study team will assess and evaluate the data collected and provide opportunity for public input. Subsequent tasks of this study include a gap-analysis and Study Area Mobility Plan that will inform final recommendations to be made to enhance transportation connectivity in this area.

The data collection efforts consisted of collecting previous plans and studies and geospatial data related to socio-economics, environmental constraints, multimodal transportation, land use, safety, and development activity, as well as traffic turning movement counts and field observations. A list of data collected, including the agency source and published date, is attached in the Data Compendium.

City of Houston : Acres Homes Mobility Study Data Compendium

Id	Dataset Category	Date Published	Dataset	Agency Source	Notes	Download Source
1	Socio-Economic Data	6/29/2021	2010 Population (tracts)	Census	Data from 2010 Census	https://cohgis-mycity.opendata.arcgis.com/datasets/MyCity::census-block-group-boundaries-2010-2/about
2	Socio-Economic Data	12/10/2020	2015-2019 ACS (tracts)	Census	Data from 2020 Census	City of Houston
3	Socio-Economic Data	11/8/2017	2050 Population	H-GAC	Data from 2018 Regional Growth Forecast	https://www.h-gac.com/regional-growth-forecast
4	Socio-Economic Data	11/8/2017	Employment	H-GAC	Data from 2018 Regional Growth Forecast	https://www.h-gac.com/regional-growth-forecast
5	Socio-Economic Data	4/6/2022	Demographics	Census	Data from 2020 ACS	https://datalab.h-gac.com/Census_ACS/
6	Socio-Economic Data	4/5/2022	Environmental Justice Population (LEP)	EPA		https://ejscreen.epa.gov/mapper/
7	Socio-Economic Data	3/11/2022	HUD Opportunity Zone	City of Houston		https://cohgis-mycity.opendata.arcgis.com/datasets/coh-opportunity-zones/explore?location=29.769200%2C-95.311900%2C11.36
8	Socio-Economic Data	6/29/2021	Super Neighborhoods/Associations	City of Houston		https://cohgis-mycity.opendata.arcgis.com/datasets/MyCity::super-neighborhoods-1/about
9	Socio-Economic Data	2/1/2022	Subdivisions	City of Houston		https://geohub.houstontx.gov/datasets/cohpwe::subdivision-markers
10	Socio-Economic Data	3/11/2022	City Council District(s)	City of Houston		https://cohgis-mycity.opendata.arcgis.com/datasets/MyCity::coh-city-council-districts/about
11	Environmental Constraint Data	6/24/2021	Cultural/Historic Sites	City of Houston	Only found Historic Landmarks	https://cohgis-mycity.opendata.arcgis.com/datasets/MyCity::coh-historic-sites-landmarks/about
12	Environmental Constraint Data	6/24/2021	Environmentally Sensitive Areas - Parks	City of Houston		https://cohgis-mycity.opendata.arcgis.com/datasets/MyCity::coh-parks-city-of-houston/about
13	Environmental Constraint Data	3/23/2016	Environmentally Sensitive Areas - Trails	Harris County		https://www.gis.hctx.net/arcgis/rest/services/repository/PID_Trails_HC/MapServer
14	Environmental Constraint Data	12/1/2021	Environmentally Sensitive Areas - Wetlands	FWS		https://www.fws.gov/node/264847
15	Environmental Constraint Data	3/10/2022	Environmentally Sensitive Areas - Bodies of Water - Rivers	H-GAC		https://gishub-h-gac.hub.arcgis.com/datasets/H-GAC::hgac-major-rivers/explore?location=29.772259%2C-95.727466%2C10.36
16	Environmental Constraint Data	3/10/2022	Environmentally Sensitive Areas - Bodies of Water - Major Lakes and Reservoirs	H-GAC		https://gishub-h-gac.hub.arcgis.com/datasets/H-GAC::hgac-major-lakes-and-reservoirs
17	Environmental Constraint Data	3/17/2022	Environmentally Sensitive Areas - Floodplains	FEMA		https://hazards-fema.maps.arcgis.com/apps/webappviewer
18	Multimodal Transportation Data	3/3/2022	2020 Roadway Inventory	TxDOT		https://gis-txdot.opendata.arcgis.com/datasets
19	Multimodal Transportation Data	3/15/2022	Proposed Roadways	TxDOT		https://gis-txdot.opendata.arcgis.com/datasets/TXDOT::txdot-projects/about
20	Multimodal Transportation Data	11/8/2021	Existing & Programmed Bicycle	City of Houston		https://cohgis-mycity.opendata.arcgis.com/datasets/MyCity::coh-bikeway-existing-programmed-hc/about
21	Multimodal Transportation Data	11/8/2021	Proposed Bicycle	City of Houston		https://cohgis-mycity.opendata.arcgis.com/datasets/MyCity::coh-bikeway-proposed-hc/about
22	Multimodal Transportation Data	6/24/2021	Bicycle Stations	City of Houston		https://cohgis-mycity.opendata.arcgis.com/datasets/MyCity::coh-bicycle-stations/about
23	Multimodal Transportation Data	6/28/2021	Walkable Places Streets	City of Houston		https://cohgis-mycity.opendata.arcgis.com/datasets/MyCity::coh-walkable-places-streets/about
24	Multimodal Transportation Data	11/11/2020	Park and Ride Locations	City of Houston		https://gishub-h-gac.hub.arcgis.com/datasets/H-GAC::metro-park-and-rides/explore?location=29.793153%2C-95.378900%2C10.73
25	Multimodal Transportation Data	2/4/2022	METRO Rail Line	City of Houston		https://gishub-h-gac.hub.arcgis.com/datasets/H-GAC::metro-lrt-lines/explore?location=29.750400%2C-95.352250%2C12.83
26	Multimodal Transportation Data	1/27/2022	METRO Rail Stations	City of Houston		https://gishub-h-gac.hub.arcgis.com/datasets/H-GAC::metro-lrt-stations/explore?location=29.752050%2C-95.352550%2C12.87
27	Multimodal Transportation Data	11/8/2021	METRO Bus Routes	City of Houston		https://cohgis-mycity.opendata.arcgis.com/datasets/MyCity::coh-metro-bus-routes/about
28	Multimodal Transportation Data	2/11/2022	METRO BRT Lines	City of Houston		https://gishub-h-gac.hub.arcgis.com/datasets/H-GAC::metro-brt-lines/explore?location=0.000000%2C0.000000%2C0.00
29	Multimodal Transportation Data	3/12/2022	METRO Park and Ride Locations	City of Houston		https://gishub-h-gac.hub.arcgis.com/datasets/H-GAC::metro-park-and-rides/explore?location=29.793100%2C-95.378900%2C11.16
30	Multimodal Transportation Data	1/27/2022	METRO Transit Centers	City of Houston		https://gishub-h-gac.hub.arcgis.com/datasets/H-GAC::metro-transit-centers-4/explore?location=29.781850%2C-95.446650%2C11.38
31	Multimodal Transportation Data	2/17/2022	METRO Bus Stops	City of Houston		https://gishub-h-gac.hub.arcgis.com/datasets/H-GAC::metro-bus-stops-4/explore?location=29.793100%2C-95.378900%2C11.16
32	Multimodal Transportation Data	12/17/2012	Historic Traffic Counts	TxDOT	Historical data from 2011 Roadway Inventory	https://www.txdot.gov/inside-txdot/division/transportation-planning/roadway-inventory.html
33	Multimodal Transportation Data	4/18/2022	Existing Traffic Counts	RS&H	Collected week of 4/18/2022	
34	Multimodal Transportation Data		Forecast Future Traffic Counts	H-GAC	Pending	
35	Land Use	11/8/2017	Existing Land Use	H-GAC	Data from 2018 Regional Growth Forecast	https://datalab.h-gac.com/RLUIS/
36	Land Use	11/8/2017	Future Land Use	H-GAC	Data from 2018 Regional Growth Forecast	https://datalab.h-gac.com/RLUIS/
37	Land Use	3/8/2022	Plats	City of Houston		https://cohgis-mycity.opendata.arcgis.com/datasets/MyCity::plat-applications-by-type/about
38	Land Use	3/14/2022	Property Lines	City of Houston		https://cohgis-mycity.opendata.arcgis.com/datasets/MyCity::property-lines/about
39	Land Use	2/22/2022	ROW	City of Houston		https://cohgis-mycity.opendata.arcgis.com/datasets/MyCity::row/about
40	Safety	3/12/2022	High Injury Network	City of Houston		https://cohgis-mycity.opendata.arcgis.com/search?tags=&type=feature%20layer
41	Safety	3/16/2022	Crash Data	TxDOT	Data from 2017-2021 CRIS	https://cris.dot.state.tx.us/public/Query/app/welcome
42	Development Activity	1/19/2022	Parcel Data	Harris County Appraisal District		https://hcad.org/pdata/pdata-gis-downloads.html
43	Development Activity	4/11/2022	Redevelopment Application Data	City of Houston		
44	Previous Plans and Studies	9/30/2015	Plan Houston	City of Houston		http://www.houstontx.gov/planhouston/index.html
45	Previous Plans and Studies	11/1/2020	Vision Zero	City of Houston		https://houstontx.gov/visionzero/resources_data.html
46	Previous Plans and Studies	5/2/2017	Complete Streets	City of Houston		https://www.houstontx.gov/planning/transportation/CompleteStreets/HCSTP_May2_2017.pdf
47	Previous Plans and Studies	2/1/2017	Houston Bike Plan	City of Houston		https://secureservercdn.net/198.71.233.226/l6o.b14.myftpupload.com/wp-content/uploads/2017/07/HoustonBikePlan_Full.pdf
48	Previous Plans and Studies	9/22/2021	Major Thoroughfare and Freeway Plan (MTFP)	City of Houston		https://www.houstontx.gov/planning/transportation/MTFP_21/MTFP_2021-Map.pdf
49	Previous Plans and Studies	8/1/1999	Acres Home Revitalization Strategies Plan - 1999	City of Houston		https://www.houstontx.gov/planhouston/sites/default/files/Acres_Home_Revitalization_Strategies_Plan.pdf
50	Previous Plans and Studies	5/3/2018	Acres Home Complete Communities Action Plan - 2018	City of Houston		https://www.houstontx.gov/completecommunities/docs_pdfs/AH/acres-home-cc-action-plan.pdf

Appendix B:

Existing Conditions Analysis

RS&H

July 8, 2022

Acres Home Mobility Study
Existing Conditions Analysis

Acres Home Mobility Study
Existing Conditions Analysis

DRAFT
Volume No. 01
July 8, 2022
Houston, TX
Contract No.: 4600014324
WBS No.: N-320100-0018-3; WO #4
RS&H No.: 112-0008-004

Prepared by RS&H, Inc.

HOUSTON PUBLIC WORKS

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1 Introduction

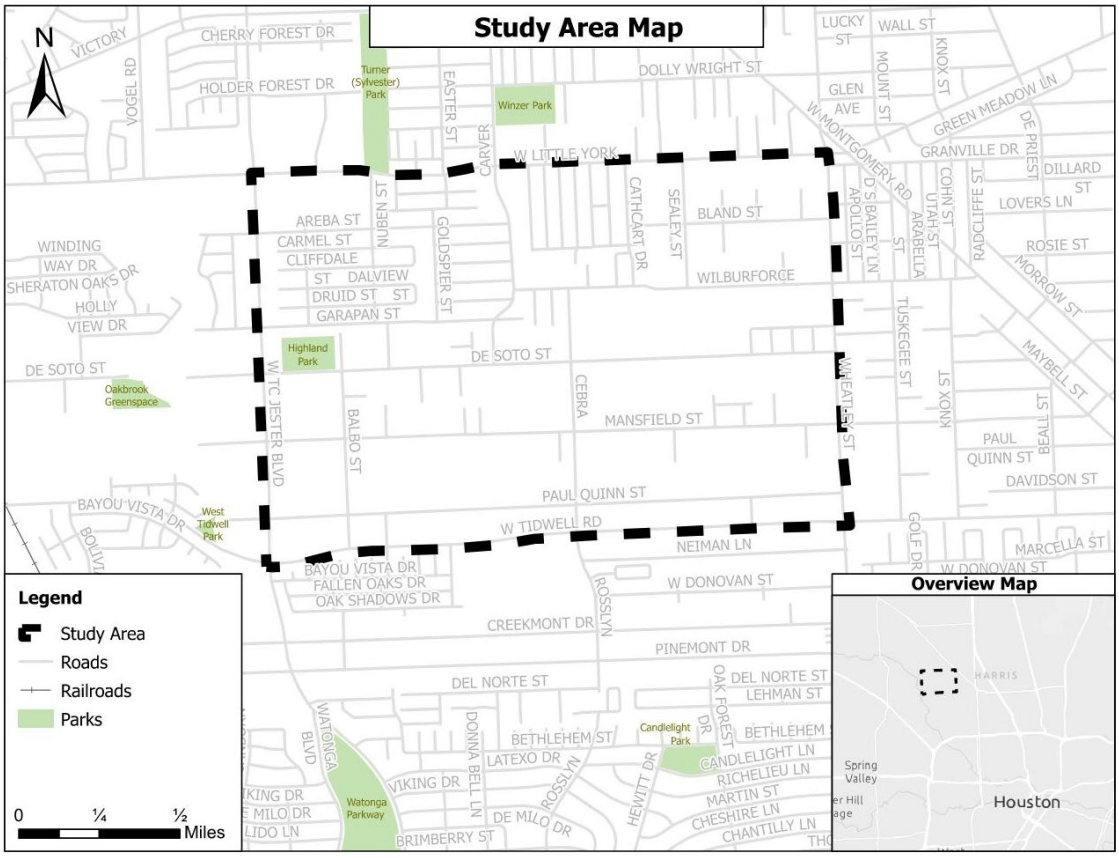
This report, prepared by RS&H, Inc. in association with SP Engineering, Inc., documents the existing conditions of the Acres Home study area, that is bounded by West Little York Road on the north, West Tidwell Road on the south, Wheatly Street on the east, and TC Jester Boulevard on the west. This assignment is being completed under Project No. WBS N320100-0018-3.

The objective of this study is to evaluate mobility in the Acres Home study area, specifically the lack of north-south street connectivity and related transportation deficiencies. This report defines the existing conditions of the study area that should be taken into consideration when developing a mobility improvement plan. A gap analysis will be conducted on the existing conditions outlined in this report and improvements will be proposed.

1.1 Project Location

The Acres Home study area is approximately 2.1 square miles in Houston's Acres Home Super Neighborhood. Other location references include the 77091 zip code and City Council District "B". **Figure 1** depicts the location of the project study area.

Figure 1: Acres Home Study Area



1.2 Area Characteristics

Acres Home is a historic neighborhood that was once considered to be the Southern United States' largest unincorporated African American community. It was established during World War I, with the goal of developing properties large enough to contain small gardens and raise chickens and other small farm animals. The neighborhood was divided mostly into 1-acre narrow lots, hence the name "Acres Home."

2 Corridor Existing Conditions

Existing conditions in the Acres Home study area were assessed based on review of previous studies, desktop review of GIS and other publicly available spatial data, and data collected in the field. The team evaluated the study area based on the following categories:

1. Previous Studies
2. Population Data
3. Socio-Economic Data
4. Environmental Constraints
5. Transportation Network
6. Traffic Trends
7. Land Use Trends
8. Development Activity
9. Crash Analysis

2.1 Previous Studies

Previous plans and studies that could have possibly affected the study area were collected and summarized. Studies that were reviewed include:

- *Acres Home Complete Communities Action Plan* (2018)
- *Plan Houston* (the City of Houston General Plan) (2015)
- *Houston Vision Zero Action Plan* (2020)
- *Houston Complete Streets and Transportation Report* (2020)
- *The Houston Bike Plan* (2017)
- *The City of Houston Major Thoroughfare and Freeway Plan (MTFP)* (2022)

The Acres Home Mobility Study will adopt the mobility and infrastructure goals as well as the safety goals listed in the *Acres Home Complete Communities Action Plan*.

The study team combined goals from all reviewed studies. Combined goals that are applicable to the Acres Home Mobility Study are:

- ***Create Safe Streets*** that improve walkability, pedestrian, and bike safety.
- ***Build Great Streets*** by working in partnership with the City to prioritize projects.

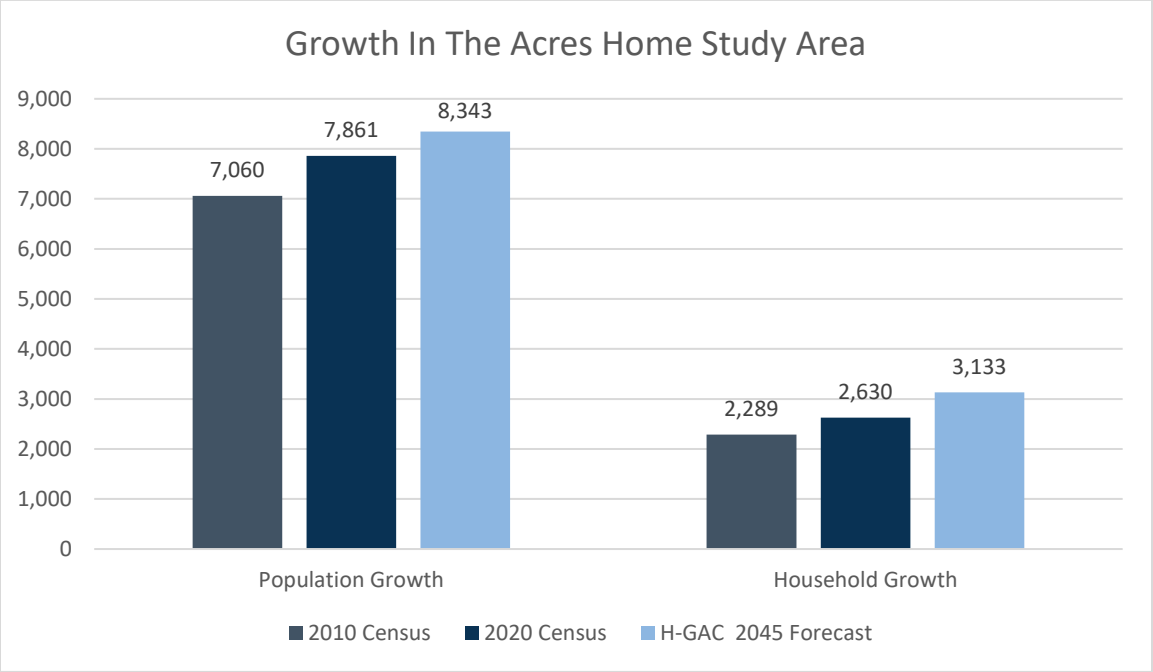
- ***Improve Flood Resilience*** by improving drainage systems, preserving natural areas, and planning for the future.
- ***Expand Mobility*** by improving public transit services and access, including transit amenities.
- ***Create a Network of Hike, Bike, and Bridle Trails*** that meet the needs of pedestrians, cyclists, and horse riders.
- ***Provide Well-Lit Streets*** by creating partnerships to repair broken lights and identify areas in need of additional streetlighting.

More information can be found in the *Review of Previous Studies* in **Appendix A**.

2.2 Population Data

There has been tremendous growth in the Acres Home study area (**Figure 2**) in recent years. The Houston-Galveston Area Council (H-GAC) Regional Growth Forecast was used to estimate growth to 2045. However, the H-GAC forecast model may not reflect the development activities submitted recently so the projected growth may be underestimated. It is imperative to make plans to identify a north-south connection before extensive development and population growth occurs. More details on the development activities are located in Section 2.8.

Figure 2: Growth in The Study Area



2.3 Socio-Economic Data

The Acres Home study area is currently home to just over 7,800 residents. Acres Home is an historically Black / African American neighborhood, although this is changing as more Hispanic / Latino residents move into the community. **Table 1** shows the 2010 Census Data compared to the 2015-2019 American Community Survey (ACS) Estimates. A summary of the US Environmental Protection Agency (EPA) Environmental Justice (EJ) Screening Reports, including more detailed information on socioeconomic indicators, is included in **Appendix B**.

Table 1: 2010 Census Data and 2015-2019 ACS Estimates

Data Source	Black or African American	Hispanic or Latino	White	Asian	Two or More Races
2010 Census	75%	22%	2%	0%	1%
2015-2019 ACS (estimates)	55%	35%	6%	1%	3%

2.4 Constraints

Planning constraints in the study area, such as cultural or historic sites and environmentally sensitive areas, such as parks, trails, wetlands, bodies of water, and floodplains, were identified. Community centers, places of worship, emergency services, schools, libraries, parks, and cemeteries are illustrated on **Figure 3**. Environmental constraints are illustrated on **Figure 4**.

There are 23 places of worship throughout the study area that bring traffic to and from the area. Houston Fire Station 67 on West Little York Road at the northern end of the study area. Highland Park Community Center (De Soto Park) is located on the far west side of the study area.

A Federal Emergency Management Agency (FEMA) 100-yr (AE) flood zone is located in the southwest corner of the study area stemming from the nearby White Oak Bayou. The AE flood zones present a 1% annual chance of flooding and a 26% chance over 30 years. A FEMA Regulated Floodway is located directly outside of the study area. New development that increases water surface elevations are typically not permitted in a Regulated Floodway; therefore, additional review and regulation-awareness are required. Small pockets of freshwater emergent wetlands, forested wetlands and ponds are mapped by the National Wetland Inventory (NWI) within the study area.

Figure 3: Community Services

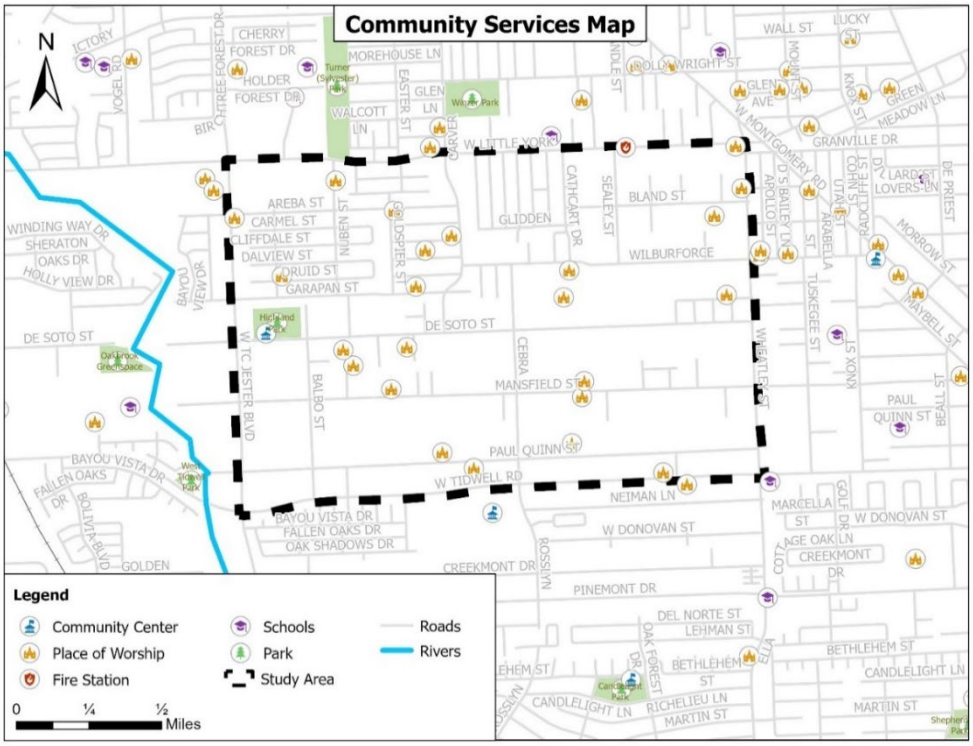
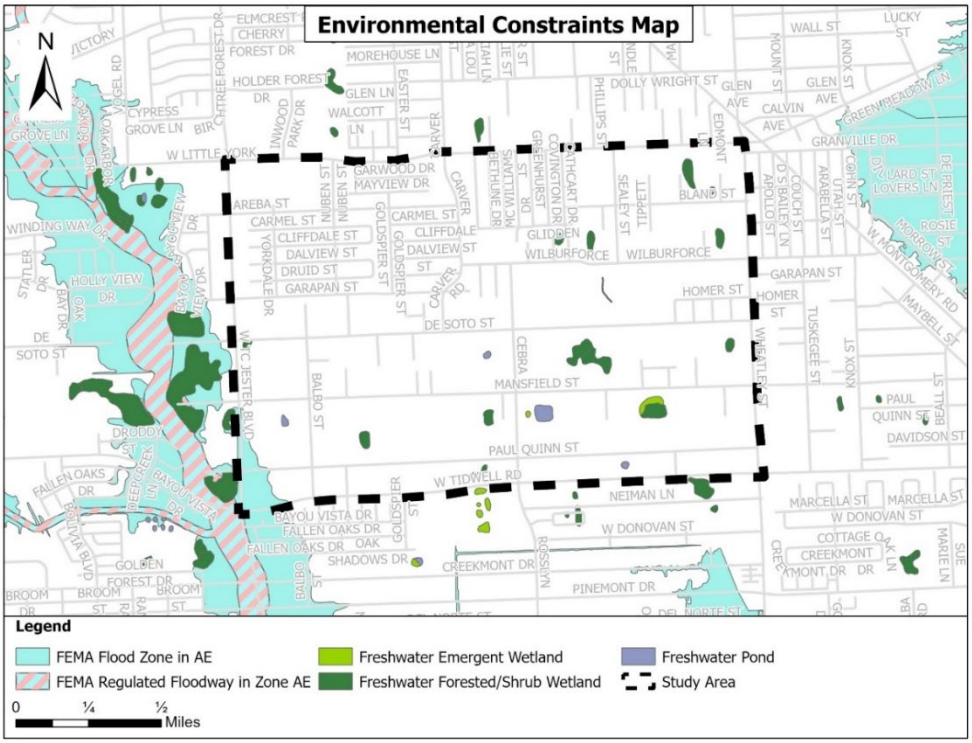


Figure 4: Environmental Constraints



2.5 Transportation Network

The 2022 MTFP indicates that there are no major proposed roadway projects in the near future for the Acres Home study area. The roadway network for the study area is illustrated in **Figure 5**.

There are no existing bike lanes in the study area, but public involvement efforts have shown that there is public support for bike lanes and sidewalks. Existing and proposed bicycle facilities from The Houston Bike Plan are illustrated in **Figure 6**. West Little York Road, TC Jester Boulevard, and Wheatley Street are programed to include on-street dedicated bike lanes within the study area. Cebra Street, Carver Road, and DeSoto Street are programmed for on-street shared bike lanes. The project team will review these closely during the gap analysis as the limited right-of-way (ROW) and open ditches in this area make it difficult to widen the road.

There are few existing sidewalks or pedestrian facilities within the study area, but comments collected during public meetings indicate that there is a large amount of pedestrian traffic. Wheatley Road, TC Jester Boulevard, and West Tidwell Road have continuous 5-ft wide sidewalks located on both sides of the road, while West Little York Road has discontinuous sidewalk segments on the northeastern side of the study area. A map of the sidewalk network is illustrated in **Figure 7**.

Figure 5: Roadway Network

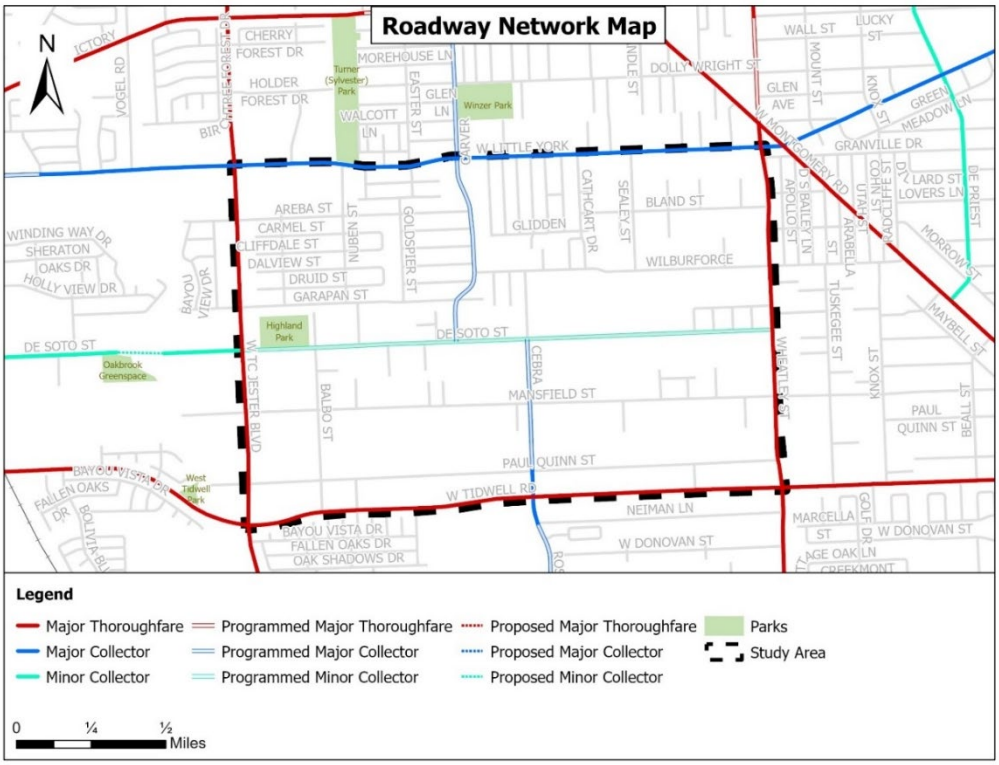


Figure 6: Study Area Bicycle Network

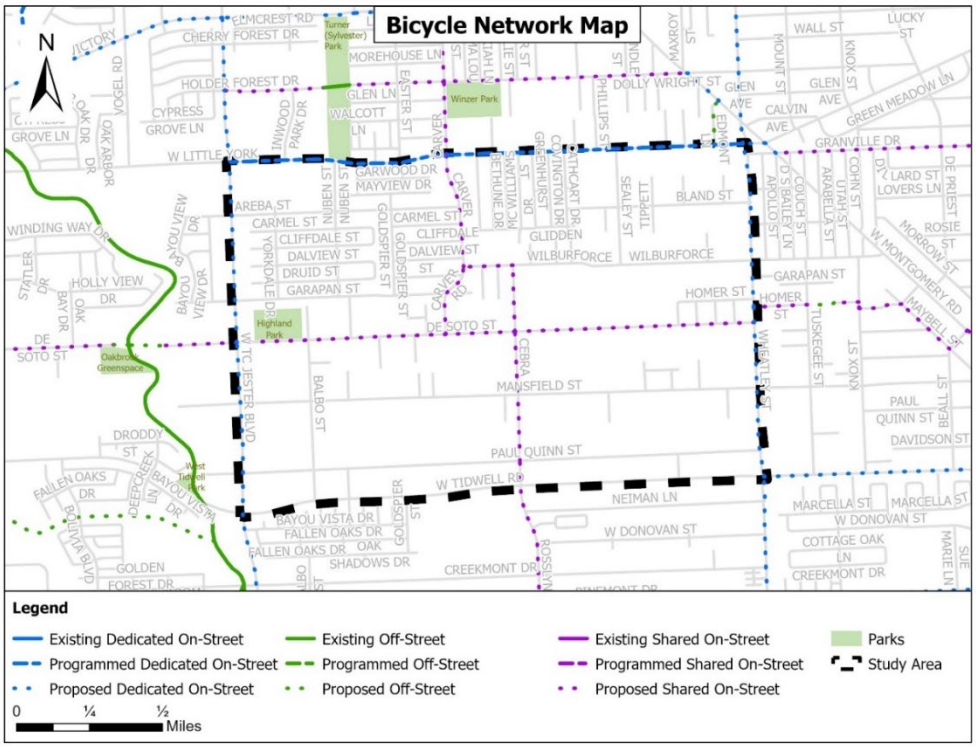
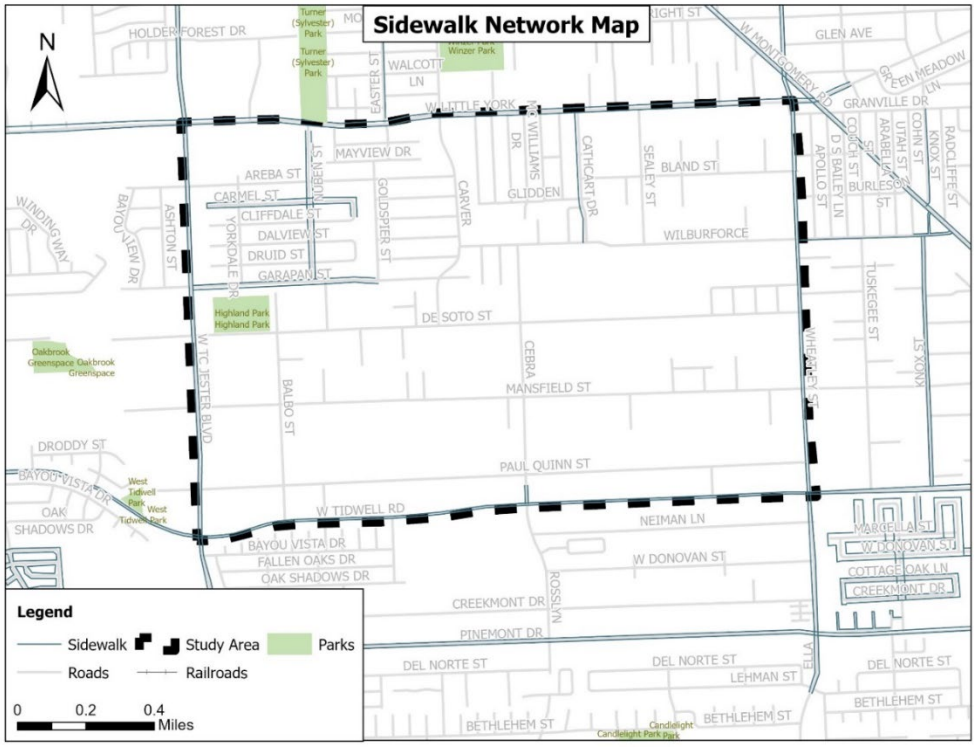


Figure 7: Study Area Sidewalk Network

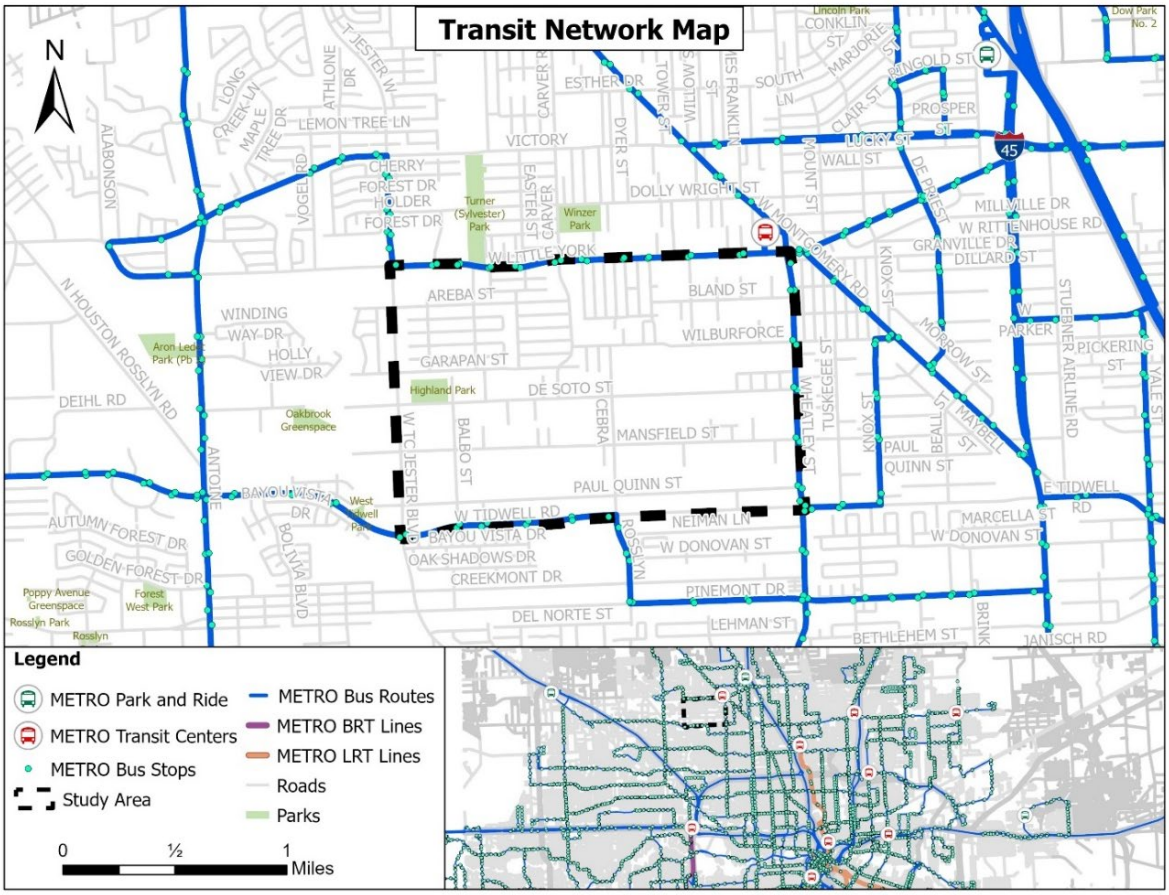


Metropolitan Transit Authority of Harris County (METRO) GIS data indicates that the project corridor has access to four METRO bus routes that run along the border of the study area:

- Route 003 - Langley – Little York
- Route 030 - Clinton / Ella
- Route 064 - Lincoln City
- Route 045 – Tidwell

The bus routes are illustrated in **Figure 8**. There are no bus stops inside of the study area, though there are a total of 45 total bus stops located along these routes. One METRO transit center (Acres Home Transit Center) is located in the northeastern portion of the study area.

Figure 8: Transit Network



2.6 Traffic Trends

On Wednesday, April 20, 2022, 4-hour turning movement counts (TMCs) were collected at the following six intersections:

- West Little York Road at Carver Road
- Wilburforce Street at Wheatley Street
- TC Jester Boulevard at De Soto Street
- Carver Road at De Soto Street
- Balbo Street at West Tidwell Road
- Duoto Street / Rosslyn Road at West Tidwell Road

An analysis of eight roadway segments in the Acres Home neighborhood was conducted. A generalized service volume (GSV) was developed based on the roadway type and using analytical techniques from the Transportation Research Board's Highway Capacity Manual (HCM). A target Level of Service (LOS) of D resulted in the GSVs shown in **Table 2**. Using the most recent historical Annual average daily traffic (AADT) and the adjusted GSV, a volume-to-capacity (V/C) ratio was determined for each segment. The Florida Department of Transportation (FDOT) Quality/Level of Service Handbook was used to develop V/C ratios.

Table 2: V/C Ratios of Segments for Existing Traffic Volumes

Segment	Speed Limit	Lanes	Count Year	AADT	Generalized Service Volume (GSV)	Adjusted GSV	V/C Ratio
W Little York east of TC Jester	35	4-Lane Undivided	2019	14,143	32,400	27,702	0.51
W Tidwell east of TC Jester	40	4-Lane Divided	2016	19,010	39,800	35,820	0.53
TC Jester south of W Tidwell	35	4-Lane Divided	2016	23,310	32,400	29,160	0.80
Wheatley south of De Soto	35	4-Lane Divided	2016	14,755	32,400	29,160	0.51
W Tidwell west of Wheatley	40	4-Lane Divided	2016	20,233	39,800	35,820	0.56
W Little York west of Wheatley	35	4-Lane Undivided	2018	11,834	32,400	27,702	0.43
De Soto east of TC Jester	Assumed <35	2-Lane Undivided	2016	1,657	14,800	10,656	0.16
Carver north of W Little York	Assumed <35	2-Lane Undivided	2016	3,737	14,800	10,656	0.35

The HCM was used to determine a growth rate for the segments. Below are the growth rates used:

- W Little York Rd east of TC Jester Blvd (6%)
- W Tidwell Rd east of TC Jester Blvd (2%)
- TC Jester Blvd south of W Tidwell Rd (2%)
- W Tidwell Rd west of Wheatley St (2%)
- Wheatley St south of De Soto St (6%)
- W Little York Rd west of Wheatley St (6%)
- De Soto St east of TC Jester Blvd (2%)
- Carver Rd north of W Little York Rd (2%)

Applying growth rates to the most recent historical AADT provided appropriate AADTs for year 2050. These AADTs and the GSVs returned the following V/C ratios (**Table 3**).

Table 3: V/C Ratios of Segments for 2050 Projected Traffic Volumes

Segment	Speed Limit	Lanes	2050 Projected AADT	Generalized Service Volume (GSV)	Adjusted GSV	V/C Ratio
W Little York east of TC Jester	35	4-Lane Undivided	40,449	32,400	27,702	1.46
W Tidwell east of TC Jester	40	4-Lane Divided	31,937	39,800	35,820	0.89
TC Jester south of W Tidwell	35	4-Lane Divided	39,161	32,400	29,160	1.34
Wheatley south of De Soto	35	4-Lane Divided	44,855	32,400	29,160	1.54
W Tidwell west of Wheatley	40	4-Lane Divided	33,991	39,800	35,820	0.95
W Little York west of Wheatley	35	4-Lane Undivided	34,555	32,400	27,702	1.25
De Soto east of TC Jester	Assumed <35	2-Lane Undivided	2,784	14,800	10,656	0.26
Carver north of W Little York	Assumed <35	2-Lane Undivided	6,278	14,800	10,656	0.59

The following four of the segments resulted in a V/C ratio greater than 1, meaning they are projected to be over capacity in 2050:

- West Little York Road east of TC Jester Boulevard
- TC Jester Boulevard south of West Tidwell Road
- Wheatley Street south of De Soto Street
- West Little York Road west of Wheatley Street

West Tidwell Road east of TC Jester Boulevard and West Tidwell Road west of Wheatley Street are less than 1 but greater than 0.85, meaning they will be operating near their capacity in 2050.

2.7 Land Use Trends

Figure 9 and **Figure 10** show the existing land use as well as proposed future land use maps provided by the City of Houston. There are few proposed land use changes for this area and the land use looks to remain mainly residential.

Figure 9: 2018 Existing Land Use Map

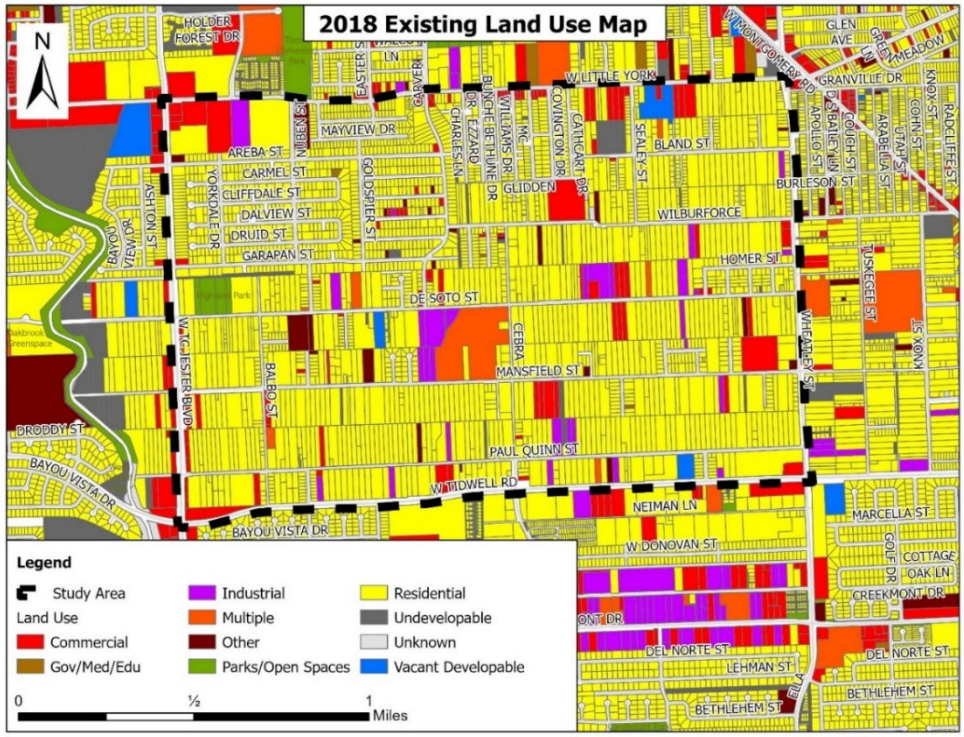
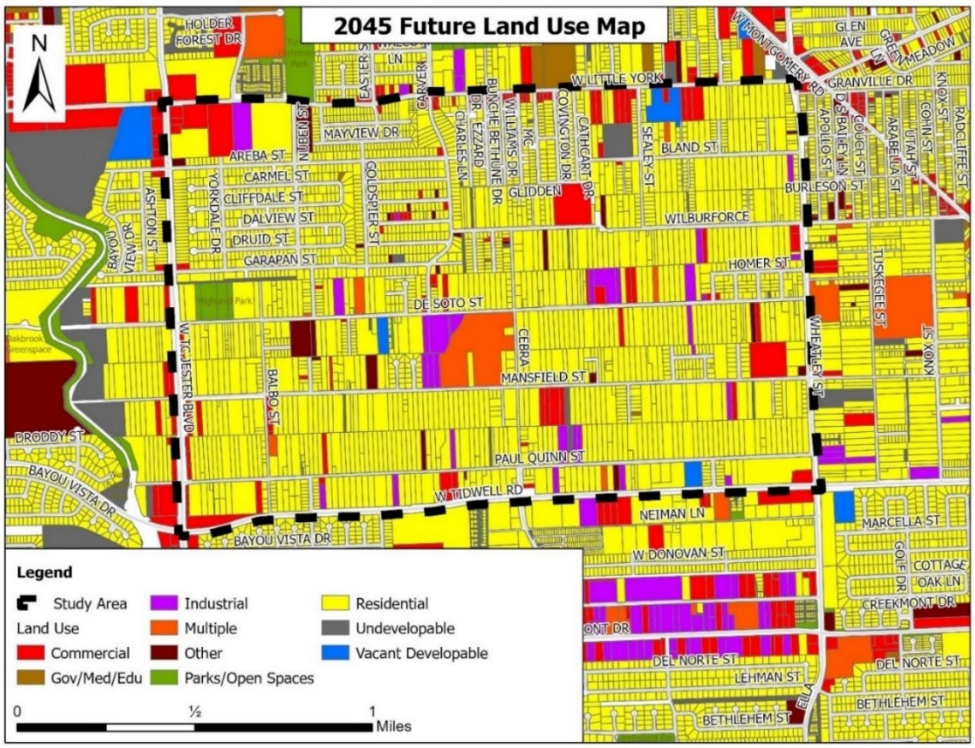


Figure 10: 2045 Future Land Use Map



2.8 Development Activity

Development activity was reviewed using GIS data provided by the City of Houston. From 2014 to May 2022, 114 applications were submitted to redevelop 12.4% of the study area (**Figure 11**). Most of the redevelopment subdivides the narrow one-acre lots for high density town-home development. On average, each original one-acre lot is subdivided into 19 smaller lots. This has created 1,860 single-family residential lots in 8 years. This redevelopment trend has brought with it increased population numbers, creating serious mobility and accessibility challenges. **Figure 12** shows the locations of the plat applications.

The Houston Planning Commission granted variances allowing six developments exemption from the requirement to include dedicated north-south streets. The project team will conduct a gap-analysis to identify where and how to develop north-south connectivity. Vacant parcels were identified to help in this process (**Figure 13**).

Figure 11: Number of Submitted Plats in the Study Area

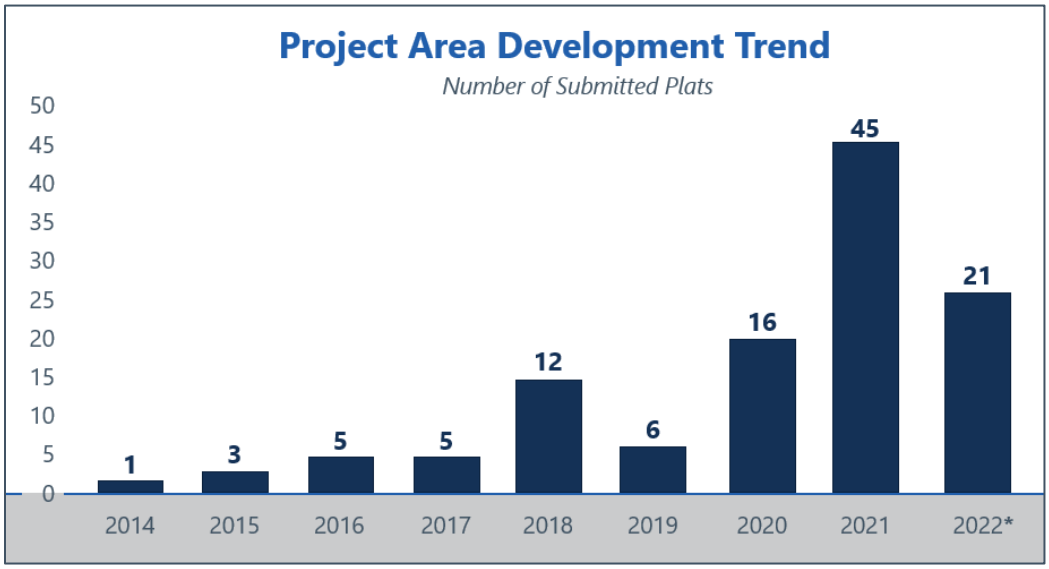
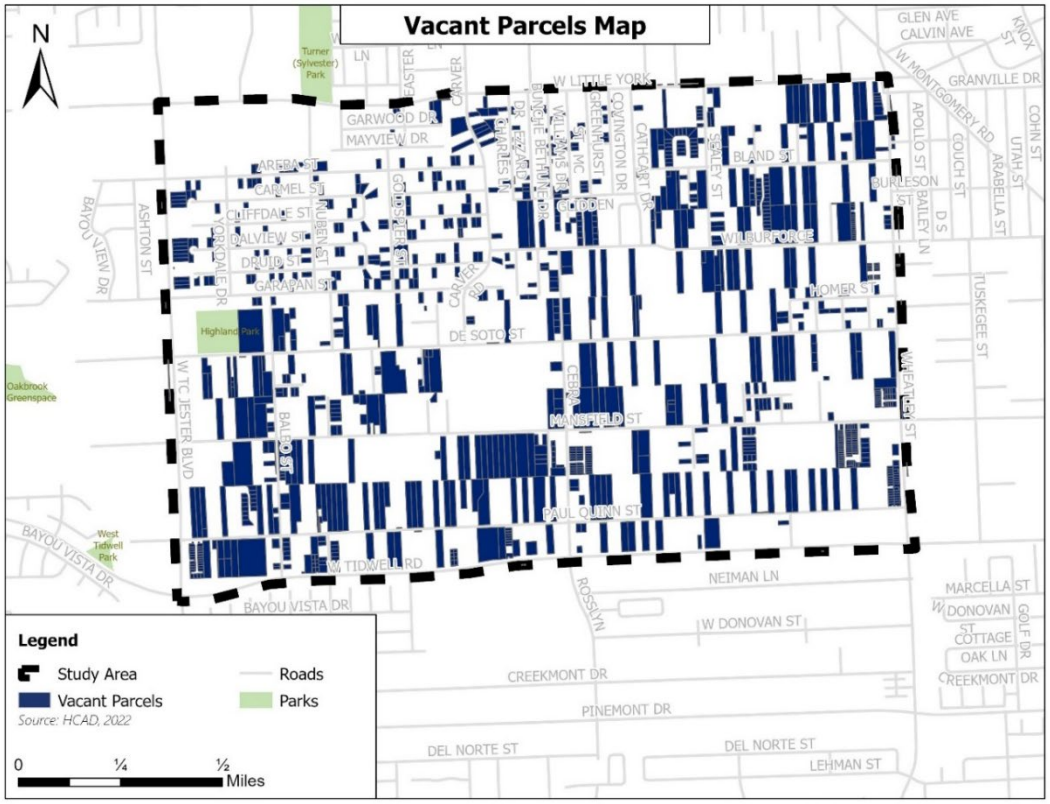


Figure 12: Development Activity Map

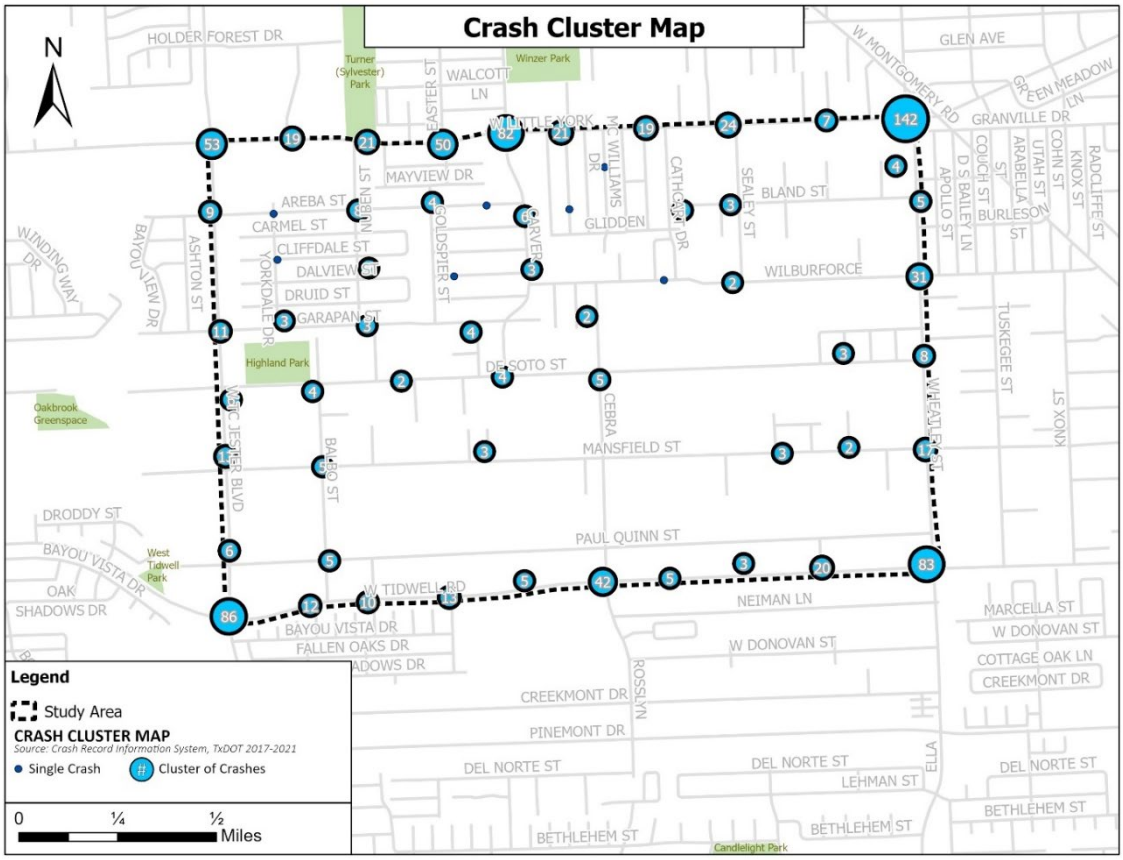
Figure 13: Vacant Parcels Map



2.9 Crash Analysis

Crash data for the study area was retrieved through TxDOT's Crash Record Information System (CRIS) Database for the years 2017 through 2021. During this period there were over 970 vehicular crashes in the study area, five of which resulted in a fatality. This is a primarily residential area and the general speed limits are relatively low; therefore, it makes sense that crash severity and density are associated with the major intersections located on West Little York Road and West Tidwell Road, which direct the highest number of vehicles through the area. **Figure 14** is a crash cluster map of the incidents within the study area.

Figure 14: Crash Cluster Map



3 Public Involvement

The Acres Home Mobility Study will include three public meetings: once in the Existing Conditions Analysis; once during the Gap Analysis phase; and once during the Mobility Plan phase. The first outreach meeting was held at the Acres Home Community Center on June 7, 2022 at 6pm.

Approximately 50 citizens from in and around the area showed up to voice their opinion on the area's mobility issues and needs. A presentation was given to show the existing conditions and then attendees were asked to fill out a survey and to put any comments on table maps.

Nineteen surveys were completed in the meeting. The surveys were included on the *Let's Talk Houston* webpage (https://www.letstalkhouston.org), but no digital responses have been received. The top transportation-related concerns and the top development-related concerns are shown in **Table 4** and **Table 5**. The conversations and survey responses were recorded in the public meeting notes included in **Appendix C**.

Table 4: Top Transportation-Related Concerns from the survey results:

Top Transportation-Related Concerns	Rank
Lack of sidewalks	1
People driving too fast	2
Traffic safety	3
Lack of bicycle facilities	4
Street lanes are too narrow	5
Too much traffic	6
Lack of connectivity	7
Adequacy of transit service	8
Other	9

Table 5: Top concerns related to development from the survey results

Top concerns related to development	Rank
Drainage / flooding	1
Safety	2
Development policies	3
Increased traffic/congestion	4
On-street parking	5
Other	6

The last survey question asked the meeting attendees how they would prioritize spending money in the study area and asked them to rank the following from 1 to 10, with 10 being the highest priority (**Table 6**).

Table 6: Most Desirable Areas of Project Funding from the survey results:

Area of Project Funding	Priority Level Ranking
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	3
Encourage increased carpooling/vanpooling	2
Construction of sidewalks, bike lanes, and greenways	8
Maintaining existing roadways, sidewalks, etc	6
Building new streets and roadways	4
Widening existing roadways	7
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	9
Improvement in street appearance (signage, landscaping, etc.)	5
Encourage less development/growth	10
Other (Please Specify)	1

4 Next Steps

Following the Existing Conditions Analysis, the project team will conduct a gap analysis for the subsequent sections listed above. Once potential gaps have been identified and reviewed with the City and the public, final recommendations will be made.

Appendix A:

Review of Previous Studies

ACRES HOMES MOBILITY STUDY

SUMMARY OF PREVIOUS STUDIES

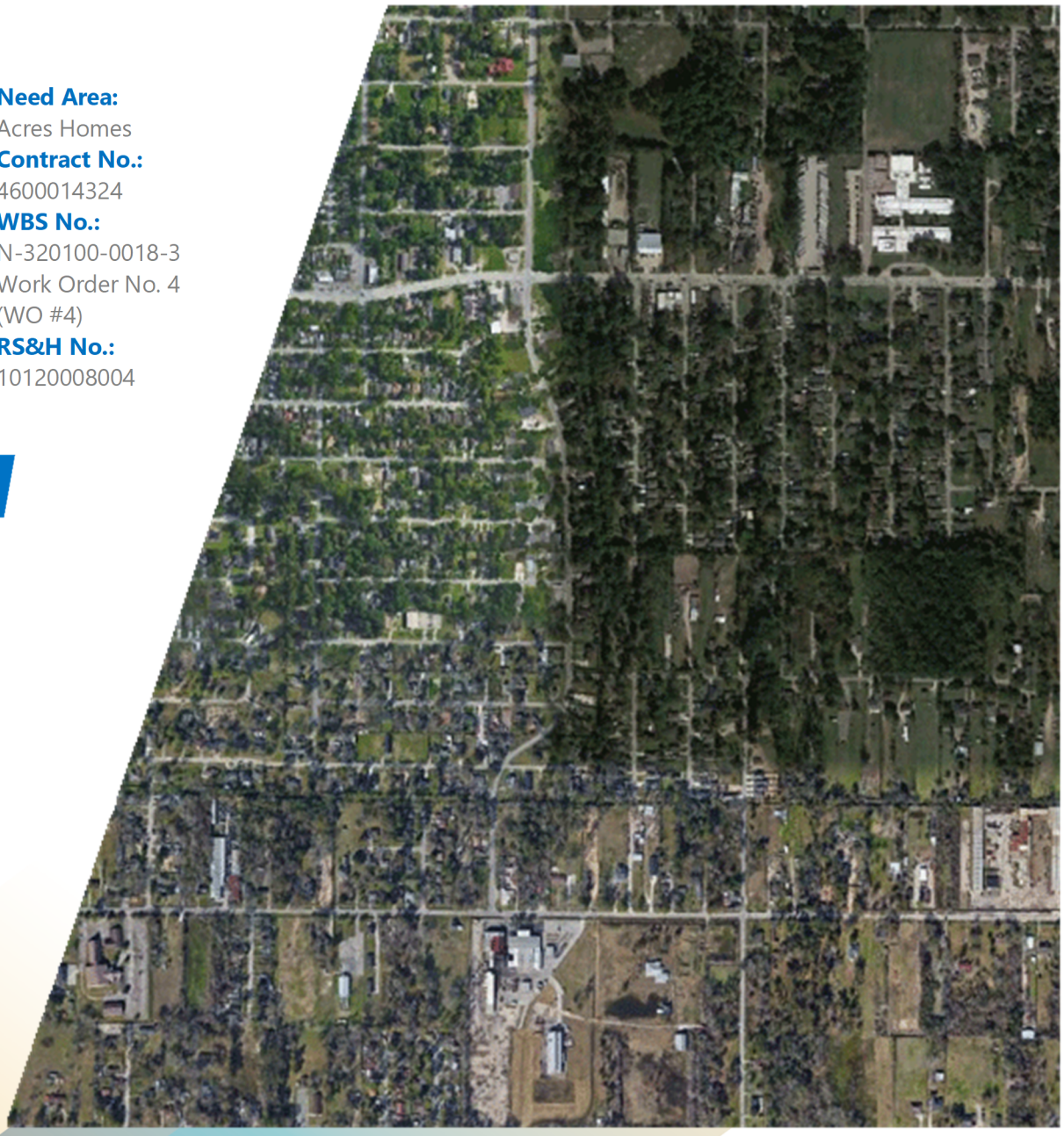
MAY 2022

DRAFT REPORT
Version No. 001
May 16, 2022
Houston, TX

Need Area:
Acres Homes
Contract No.:
4600014324
WBS No.:
N-320100-0018-3
Work Order No. 4
(WO #4)
RS&H No.:
10120008004

Prepared by RS&H, Inc.

RS&H



HOUSTON PUBLIC WORKS

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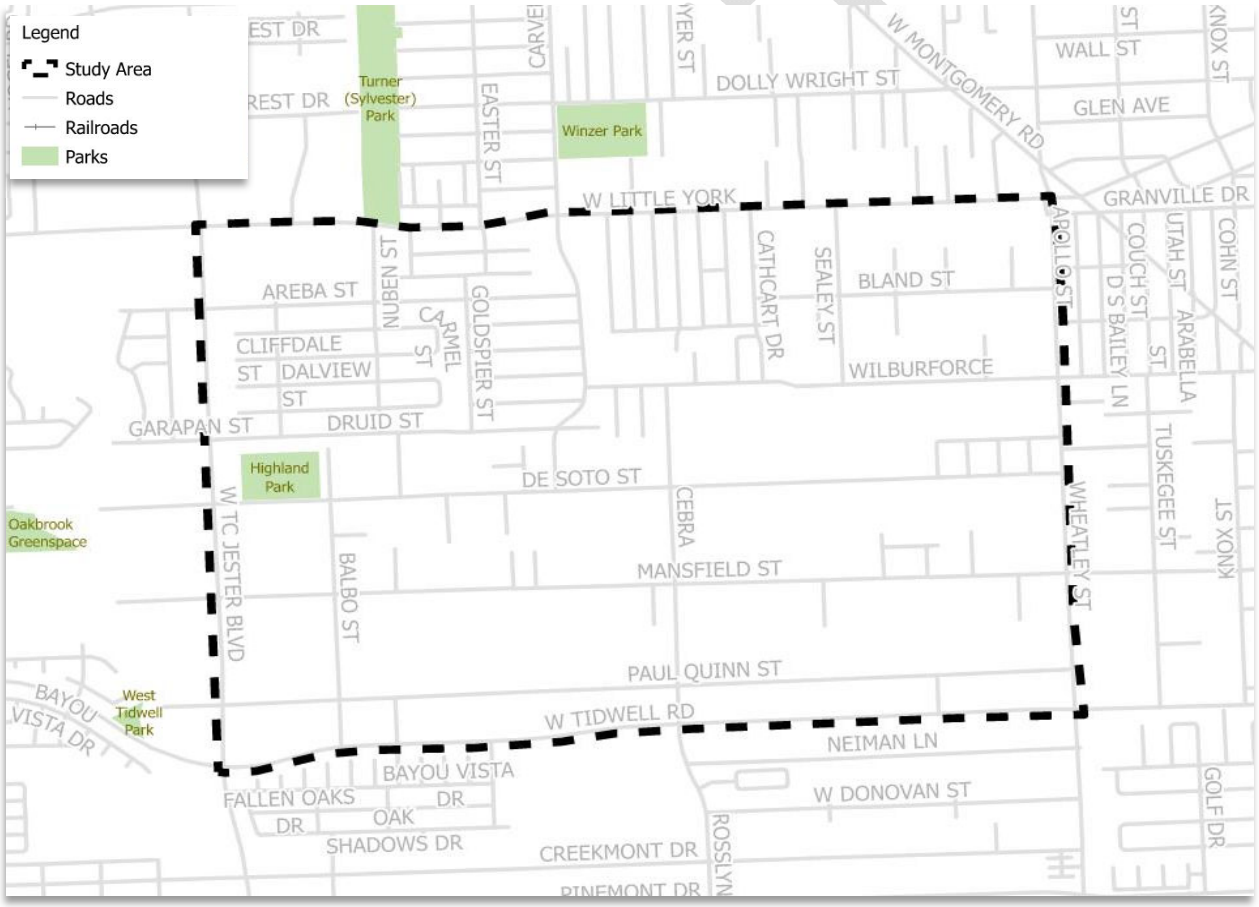
1.0 INTRODUCTION

This Summary of Previous Studies report, prepared by RS&H, Inc., documents previous plans and studies relevant to the City of Houston's Acres Homes Mobility Study. The purpose of this study is to analyze the existing conditions of the study area, identify multimodal connectivity and mobility deficiencies, and provide recommendations for transportation improvements.

The study area is approximately 2.1 square miles and is bounded by West Little York on the north, West Tidwell on the south, Wheatly Street on the east, and TC Jester on the west. It is located in the City of Houston Council District B in the Acres Homes Super Neighborhood. **Figure 1** depicts the project study area.

Figure 1: Acres Homes Mobility Study (Study Area)



This assignment is being completed under Project No. N-320100-0018-3 Work Order No. 4 (WO #4).

2.0 PREVIOUS STUDIES AND REPORTS

2.1 Houston Bike Plan 2017

2.1.1 Background/Summary

The 2017 Houston Bike Plan is a multi-year planning effort developed by the City of Houston in coordination with industry partners and the Houston community. The Bike Plan is a master plan similar to other city master plans, that outlines the City's long-range vision, goals and recommendations for policies, programs, and projects. The Bike Plan sets out a clear Vision on how Houston can be a Gold-level Bicycle Friendly City by 2027. In this plan, one of the initiatives central to implementation efforts is a Bicycle Toolbox that has been developed detailing bikeway project elements, potential policy changes, and programmatic approaches to help make Houston a more bicycle-friendly city. The plan also includes Implementation Strategies to move from plan to action and a Bikeway Network Map has been developed with opportunities for short-term improvements. The bikeways shown in the Bike Plan are recommendations for future facilities, representing corridors that should be considered for bike facility improvements. The Plan provides a framework for agencies who are improving streets to consider as they develop designs for improvement along a particular corridor. Final decisions on the design and location of bicycle facilities on City streets will only happen after additional analysis and public engagement has occurred.

2.1.2 Concerns and Needs

Bicycle Safety is a prevalent issue in many communities within Houston city limits. This plan emphasizes the need for a safer bicycle network for people of all ages and abilities through improved facilities, education, and enforcement. It also shows a need for increased bike access to create a highly accessible, citywide network of comfortable bike facilities that connects neighborhoods to transit, jobs and activities centers. Houston bicyclist ridership initiatives were also addressed in the plan to exceed average ridership levels in peer cities by implementing new policies and programs. The last major concern brought up in the Houston bike plan is the need to develop & maintain facilities. The city has outlined plans to develop and sustain a high-quality bicycle network, including both bikeways and end-of-trip facilities

2.1.3 Ongoing Activities

Since 2018, City of Houston staff have been coordinating efforts to accelerate the building out of the Houston Bike Plan. Initiatives such as the Build 50 Challenge, which galvanized the construction of 50 or more miles of high-comfort bike facilities over a 12-month time, have been instrumental in pushing for bikeway and short term retrofit pavement design improvements. Many of these projects are recently completed with some still in the design phases or expected to be implemented soon.

All proposed projects can be seen in **Figure 2**, as well as a more focused view of our study area in **Figure 3**. A complete list of all projects underway as part of the Houston Bike plan can be found here: [Current Projects – Houston Bikeways (houstonbikeplan.org)]

Figure 2: City of Houston Long Range Bikeway Network Map

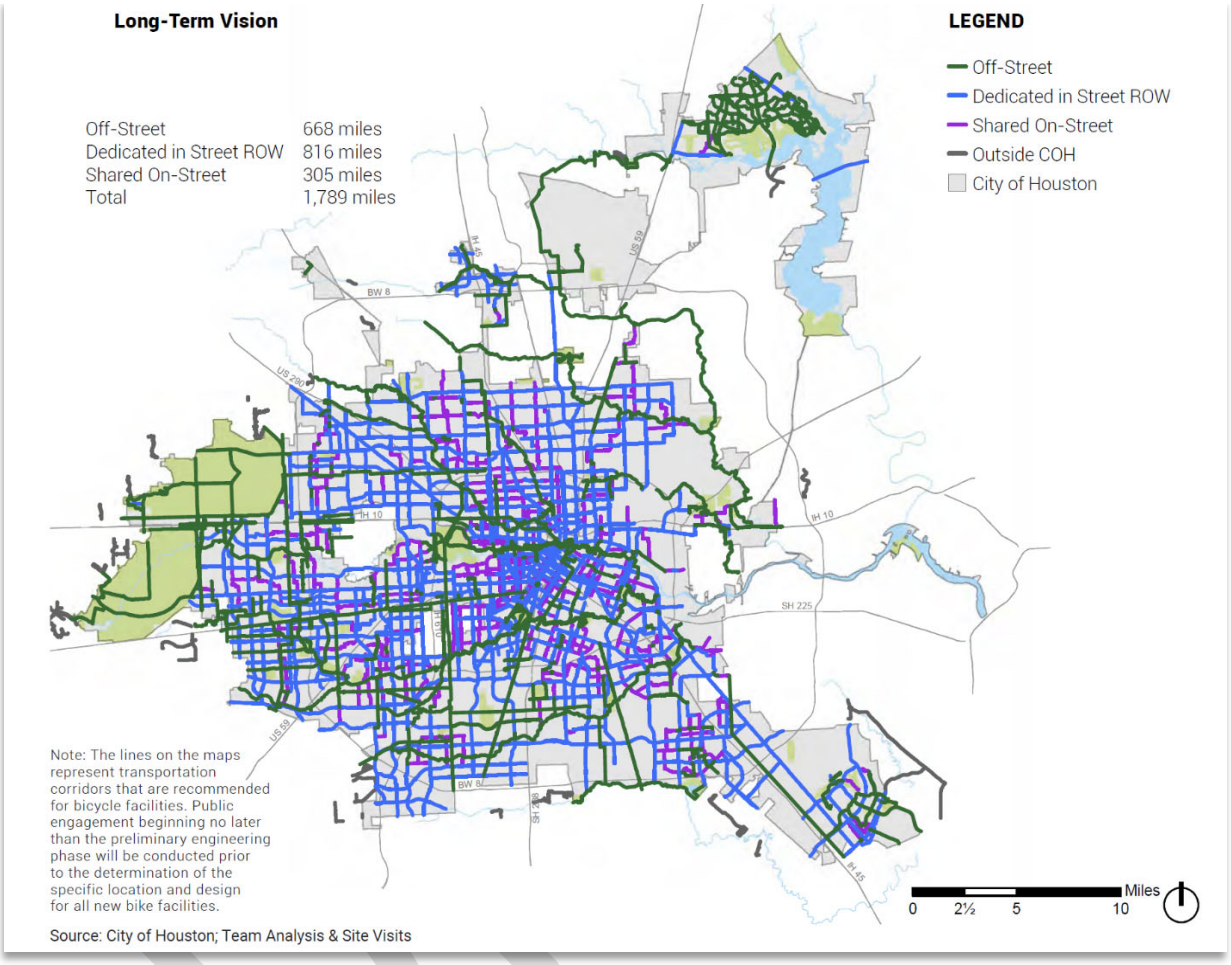
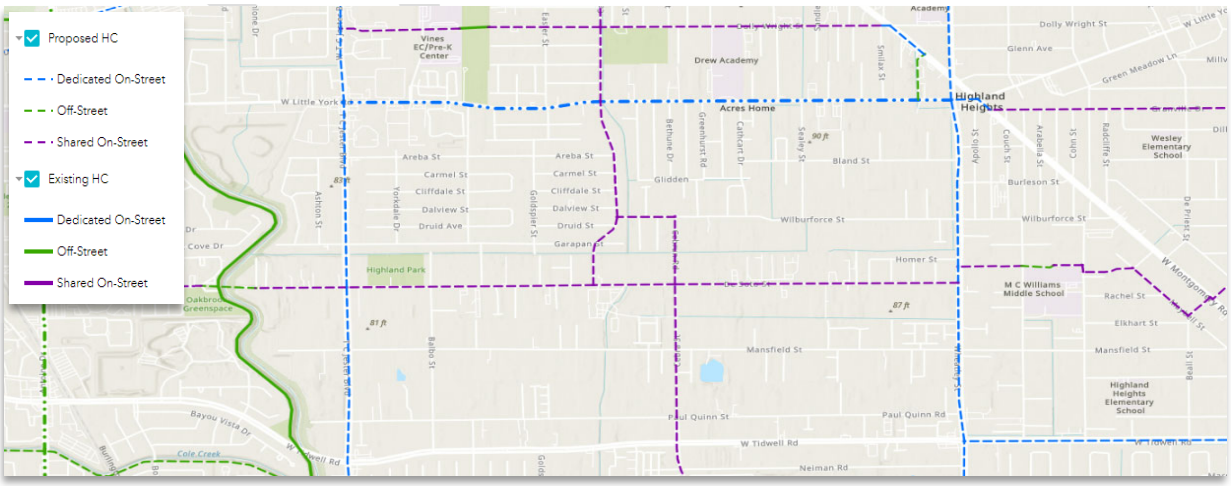


Figure 3: City of Houston Long Range Bikeway Network Map (Acres Homes)



2.1.4 Relationship to Acres Homes Mobility Study

In May 2019, City of Houston staff presented at the Acres Home Action Plan update meeting regarding design recommendations for Carver Road, Dolly Wright, and West Little York. These recommendations included Roadway Design Proposals for West Little York, seen in **Figure 4**, and Proposed Bikeway/Bike-Network Improvements seen in **Figure 5**.

Figure 4: Acres Homes – West Little York Proposed Designs

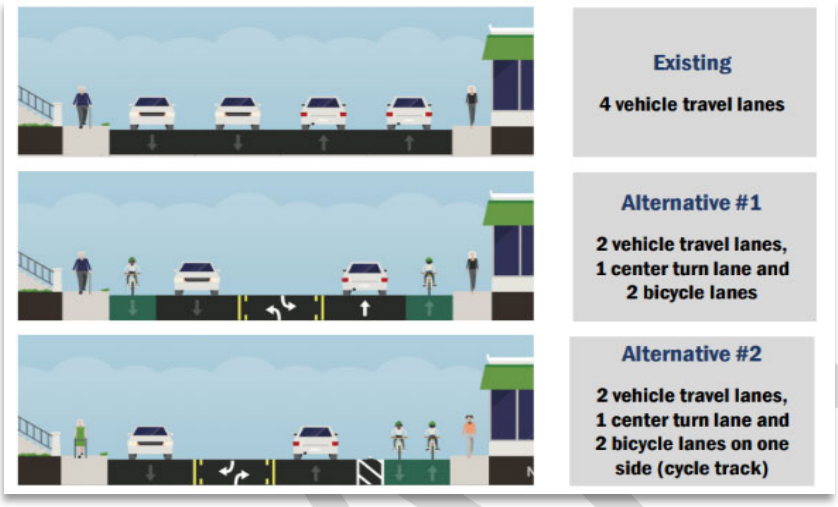
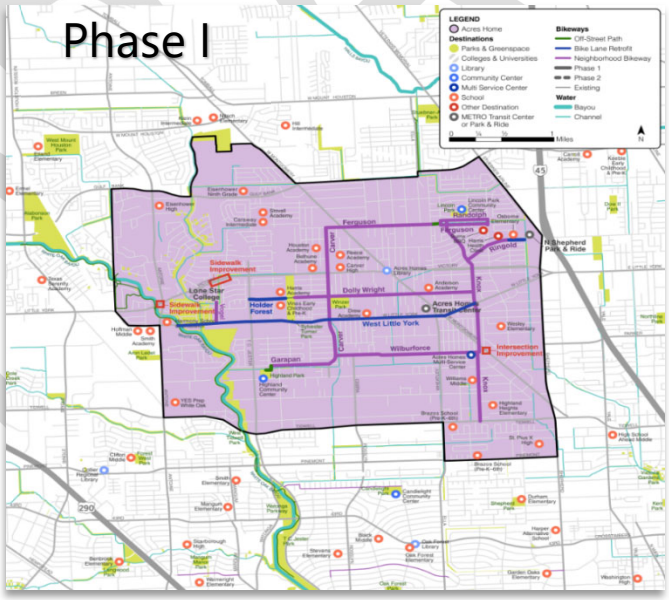


Figure 5: Phase I of Proposed Bikeway Network Improvements (Acres Homes)

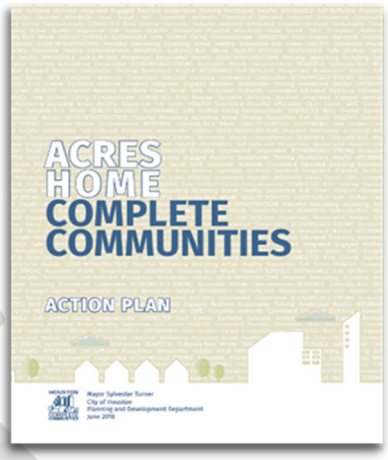


2.1.5 References

https://houstonbikeplan.org/

2.2 Acres Home Completer Communities Action Plan 2018

2.2.1 Background/Summary



The Acres Home Complete Communities Action Plan outlines the vision, policies, goals and projects that have been identified by hundreds of stakeholders over a six-month planning process that included four large public meetings and a community design workshop. Over 800 leaders, stakeholders, and partners attended these five public meetings, and provided valuable input and guidance. Overall, the goals and projects, outlined in this plan, work towards a vision of a healthier, more resilient, prosperous, and equitable future for the community.

2.2.2 Concerns and Needs

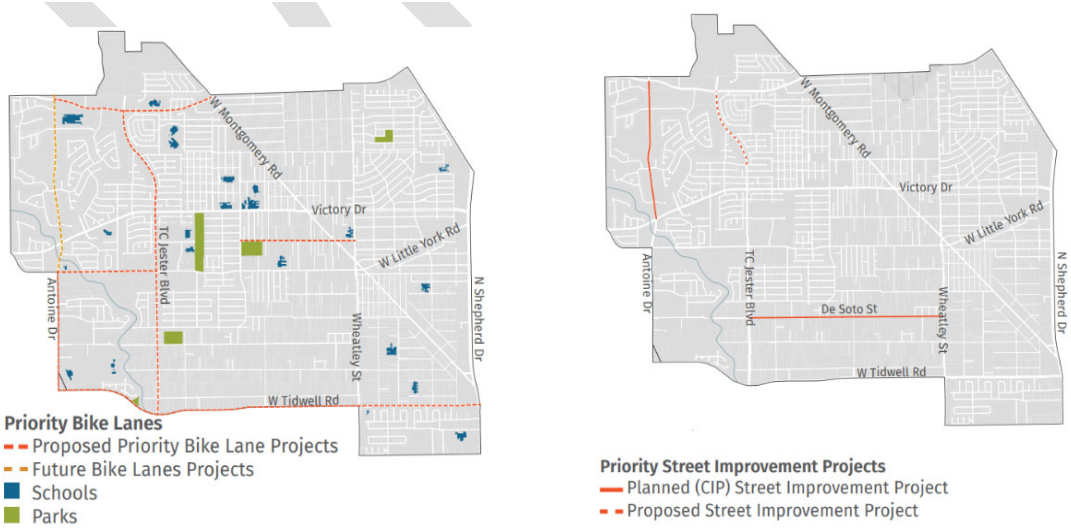
This action plan is all encompassing and addresses many of the needs of the community. Everything from civic engagement, economy and jobs, education, health, housing, mobility and infrastructure, neighborhood character, parks and community amenities, and safety. For the sake of summarizing previous studies related to the Acres Homes Mobility Study, only certain concerns and needs will be summarized further.

In terms of *Mobility and Infrastructure*, this action plan focuses on creating safer streets, improving street quality, improving flood resiliency, expanding mobility, creating a network of hike and bike trails, and spanning the digital divide.

2.2.3 Ongoing Activities

Through this community action plan, a series of Short (0-2 yrs), Medium (2-5 yrs), and Long (5+yrs) term potential programs and projects have been catalogued as upcoming or ongoing. A map of proposed street improvement projects as well as proposed bike lane projects can be seen in **Figure 6**.

Figure 6: Proposed Bike and Street Improvement Projects



2.2.4 Relationship to Acres Homes Mobility Study

This action plan shows specific initiatives that this community is taking to improve its mobility and infrastructure as well as gives a rough timeline of their implementation. The information presented in this plan also provides relevant planning data that will help in evaluating connectivity to the area, specifically the lack of north-south street connectivity, and help identify related mobility deficiencies.

2.2.5 References

https://www.houstontx.gov/completecommunities/docs_pdfs/AH/acres-home-cc-action-plan.pdf
https://www.houstoncc.org/our_communities/acres_home/index.php

2.3 Houston Vision Zero Action Plan 2020

2.3.1 Background/Summary

The Vision Zero Action Plan is the start to implementing the City of Houston's long-term commitment to safe streets for our most vulnerable road users. The Vision Zero Action Plan incorporates input from the Vision Zero Executive Committee, Vision Zero Task Force, Data Subcommittee, Communications Subcommittee, and insight from community members. The Vision Zero Action Plan outlines where the City will make proactive investments, prioritizing safe systems and safe speeds in vulnerable communities who are disproportionately impacted by traffic deaths and serious injuries. This Action Plan identifies 50 actions that the City will take to eliminate traffic deaths and serious injuries by 2030. All 50 are important and contribute to shifting our mobility paradigm.

2.3.2 Concerns and Needs

The Houston Vision Zero Action Plan is primarily focused promoting the city's current Vision Zero initiative and what actions the city needs to take to reach their goal of reaching Vision Zero status. Vision Zero is known as the goal of ending traffic deaths and serious injuries on roads, to create safe, equitable, accessible streets for people walking, rolling, and biking, driving, and connecting to transit.

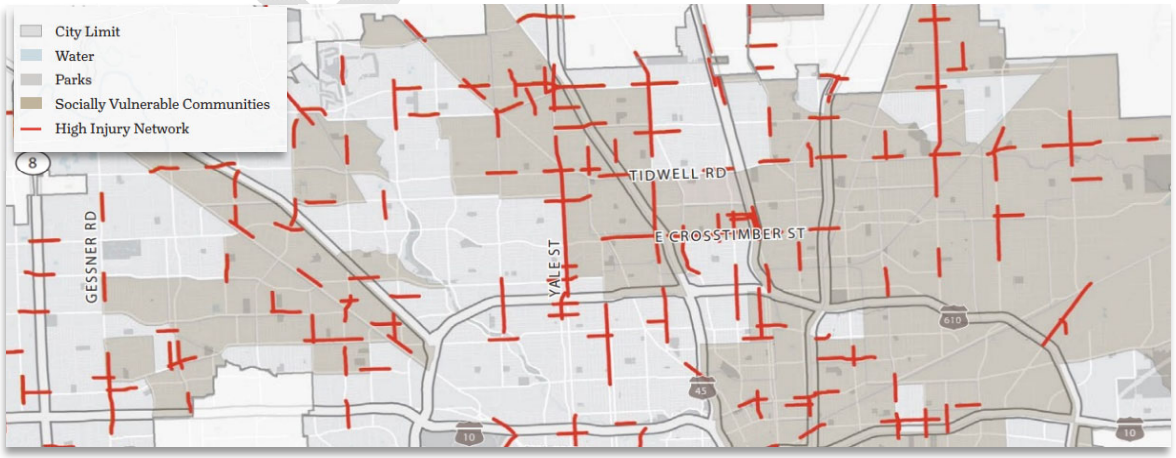
2.3.3 Ongoing Activities

As observed in the Vision Zero Action Plan, the City of Houston is monitoring and targeting areas of high injury and fatality rates in order to determine what projects and programs can be implemented to make certain areas safer.

2.3.4 Relationship to Acres Homes Mobility Study

This action plan highlights areas of High Injury rates located in the City of Houston. **Figure 7** shows the corridors that are located near the study area and may be addressed by speed adjustment or roadway reconfiguration projects in the future.

Figure 7: Houston High injury Map (Acres Homes)

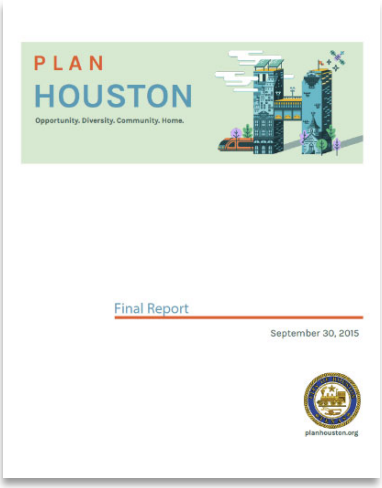


2.3.5 References

https://houstontx.gov/visionzero/pdf/VZAP_Final%20Report.pdf
https://www.letstalkhouston.org/vision-zero#:~:text=Click%20below%20to%20view%20the%20November%202020%20Vision%20Zero%20Action%20Plan.&text=Everyone%20deserves%20safe%2C%20accessible%20streets,from%20dying%20on%20our%20roadways.
https://houstontx.gov/visionzero/

2.4 Plan Houston: Opportunity. Diversity. Community. Home - 2015

2.4.1 Background/Summary



In 2015, the City of Houston prepared a plan that would enable the City to take a fresh look at enhancing services to current residents and would help the City prepare for anticipated growth. This plan is called Plan Houston and is based on existing visions, goals, and strategies already created by the City and organizations representing all aspects of the community. The Plan Houston report supports Houston's continued success by providing consensus around Houston's goals and policies and encouraging coordination between agencies and developing partnerships, thus enabling more effective government. Plan Houston charts a course to a healthy, prosperous future for the City of Houston for decades to come.

2.4.2 Concerns and Needs

Plan Houston is an all-encompassing document that tackles 32 goals for the Houston community, broken down into 9 topics that are derived from the most prevalent needs and concerns. The two topics that are most pertinent to review for the Acres Homes Mobility Study are the Public Services and Transportation topics.

- Public Services includes topics such as infrastructure, growth and redevelopment planning, civic investments, fiscal sustainability and regional cooperation and collaboration.
- Transportation includes topics such as mobility, safety and access to modes of transportation including bicycling, walking and transit.

2.4.3 Ongoing Activities

Plan Houston is a starting point for better governance for the City of Houston. The Plan's findings must be actively used and integrated into the City organization to fully realize the plan's benefits. Plan Houston includes three components to enable implementation: Performance indicators, A planning coordination tool, and An Annual work plan that identifies major planning and policy priorities. While the Plan Houston report doesn't specifically identify specific projects that are ongoing, the practices, policies, and procedures listed out in Plan Houston are sure to be playing an active role in project selection to ensure the needs of the community are being addressed.

2.4.4 Relationship to Acres Homes Mobility Study

Any proposed recommendations, designs, or initiatives brought up through this study must align with the goals, mission statement, and strategies established and promoted by Plan Houston.

2.4.5 References

http://www.houstontx.gov/planning/GeneralPlan/generalplan.html
https://www.houstontx.gov/planhouston/sites/default/files/plans/Final_Plan_Houston.pdf
http://www.houstontx.gov/planhouston/

2.5 MTFP (Major Thoroughfare & Freeway Plan) - 2022

2.5.1 Background/Summary

Every year, the City of Houston produces the Major Thoroughfare and Freeway Plan (MTFP) which is an effective instrument in guiding development, as well as providing mobility and accessibility to a large number of people who reside and work in the greater Houston area. It has undergone many refinements since its first publication in 1942 and is an example of a respected working document that has a daily impact on the growth and development of the City and extraterritorial jurisdiction. In compiling the MTFP, the City listens to developers and neighborhoods about such issues as congestion, mobility, and future development plans. In that plan, the city identifies sections of roadways (either thoroughfares or major collectors) that are in need of expansion, either by lengthening or widening. The MTFP has been generally accepted as the basic guideline for the implementation of major thoroughfare and highway improvements by other governmental agencies within the jurisdiction of the City of Houston, including the district offices of the Federal Highway Administration and Texas Department of Transportation.

2.5.2 Concerns and Needs

In the MTFP, the city identifies sections of roadways (either thoroughfares or major collectors) that are in need of expansion, either by lengthening or widening.

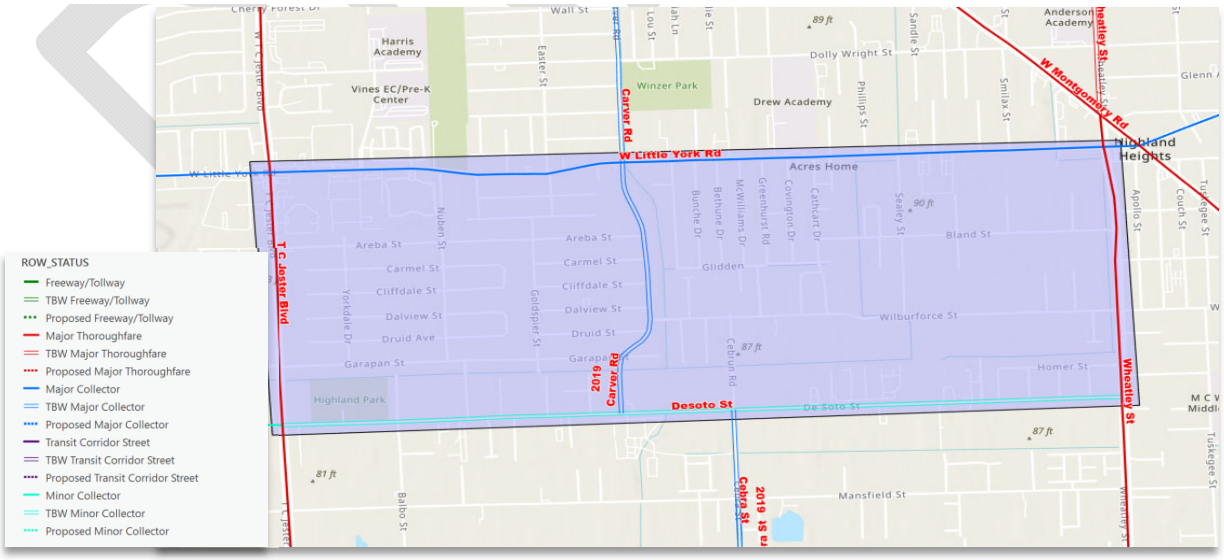
2.5.3 Ongoing Activities

None Identified

2.5.4 Relationship to Acres Homes Mobility Study

In **Figure 8**, a map of the MTFP, where the study area is located, can be observed. Currently there are no specific projects listed for immediate implementation within the study area.

Figure 8: MTFP – Acres Homes Mobility Study Area

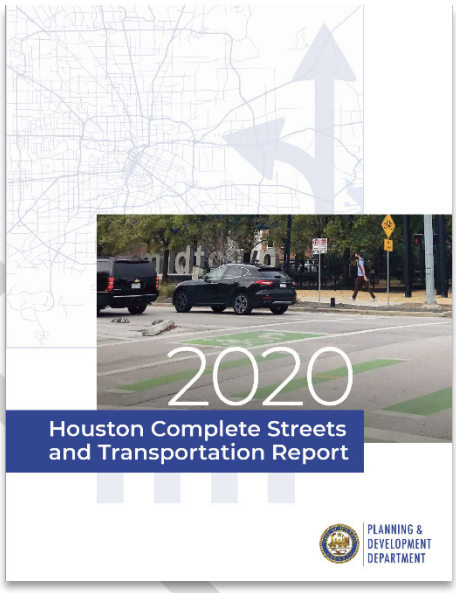


2.5.5 References

https://www.houstontx.gov/planning/transportation/MTFP.html

2.6 Houston Complete Street and Transportation Report - 2020

2.6.1 Background/Summary



The 2020 Houston Complete Streets and Transportation Plan (HCSTP) report documents the past year's accomplishments by the City of Houston and our partners in implementing Executive Order 1-15: Complete Streets. This plan is meant to provide safe, accessible and convenient use by motorists, public transit riders, pedestrians, people of all abilities and bicyclists. The new policy, detailed in the E.O., will be achieved over time as improvements to existing roadways and redevelopment occur. The ultimate goal, where appropriate, is walkable and bike-friendly neighborhoods with amenities such as trees and landscaping, public art and street furniture. However, the HCSTP also recognizes that all streets are different. The function of the road, current and projected adjacent land use and travel demands, availability of right-of-way, community input and the level of vehicular pedestrian and bicycle traffic must all be considered in decisions regarding enhancements.

2.6.2 Concerns and Needs

This report summarizes the accomplishments of the city and its agency partners. The City of Houston continues to hold its commitment to improving mobility for all road users, make programs and processes more transparent, and leverage resources for maximum impact.

2.6.3 Ongoing Activities

Many of the projects that were highlighted in 2020's Houston Complete Streets and Transportation Report are part of larger ongoing programs that will continue to build upon themselves with each iteration. Projects such as Vision Zero Action Plan initiatives, and the Bike Network expansions. One specific project mentioned was the North Houston Highway Improvement Project (NHHIP) Public Outreach. This project consists of reconstruction of I-45 and adjacent freeways from Beltway 8 to Downtown. This potentially transformative project will help chart a new course for transportation in the region, as it is the largest infrastructure project of this generation.

2.6.4 Relationship to Acres Homes Mobility Study

Acres Homes is located in close proximity to I-45, which is anticipated to undergo a reconstruction in the near future. When this project goes under construction, traffic will considerably change for this community, until construction is completed.

2.6.5 References

https://www.houstontx.gov/planning/transportation/CompleteStreets/2020%20Complete%20Streets%20Report_Final.pdf
https://www.houstontx.gov/planning/transportation/CompleteStreets/

Appendix B:

Environmental Justice Screening Reports

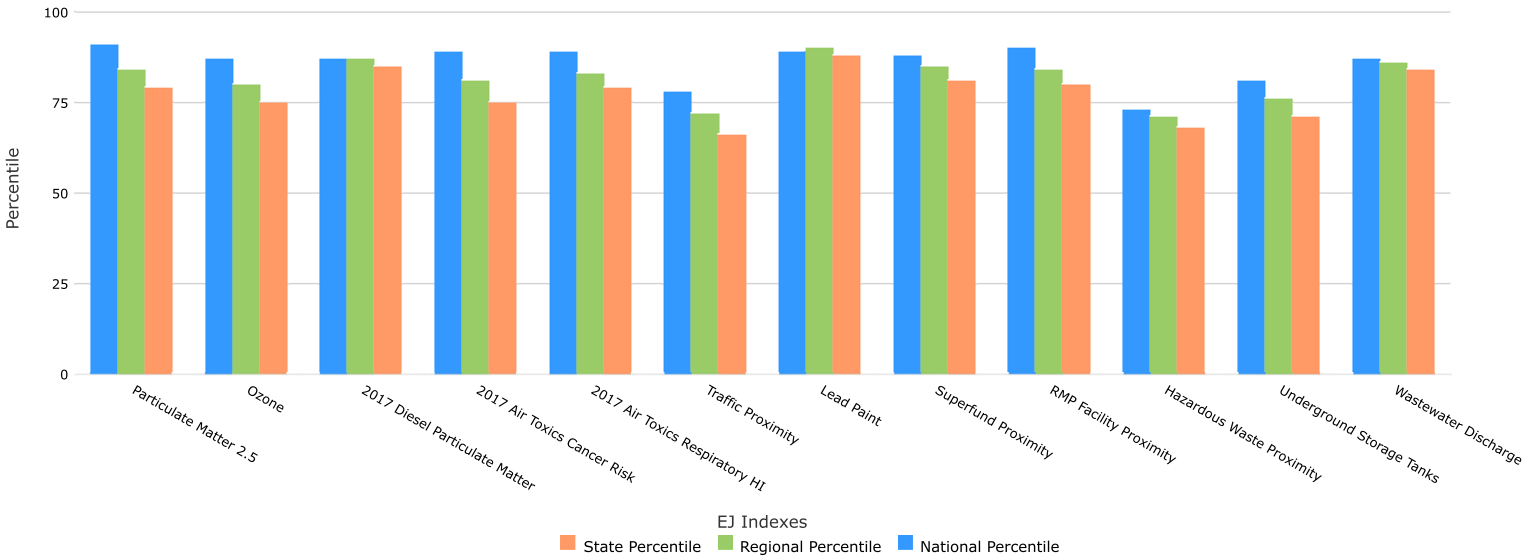
Save as PDF

EJScreen Report (Version 2.0)

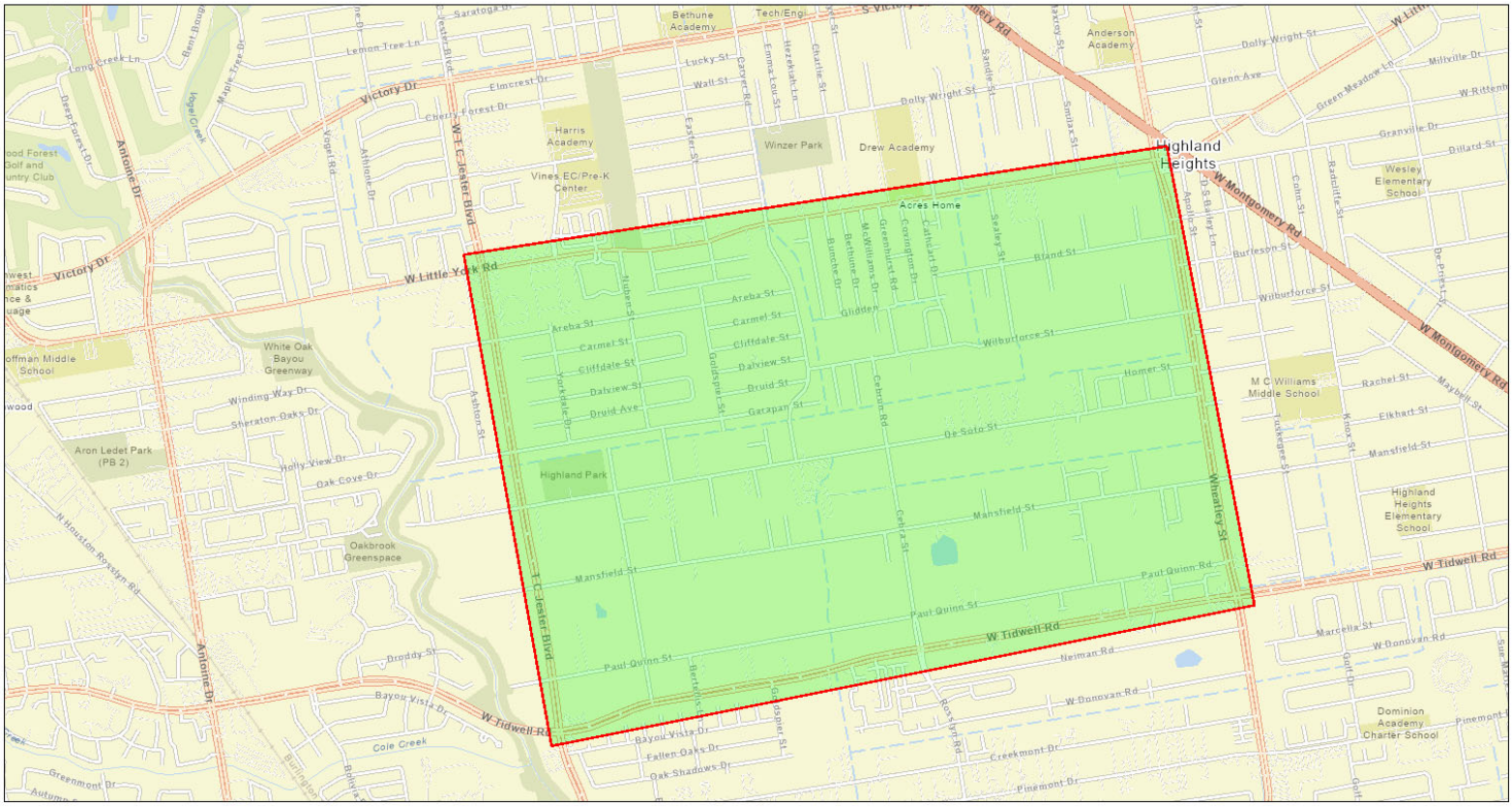
the User Specified Area
TEXAS, EPA Region 6
Approximate Population: 5,013
Input Area (sq. miles): 2.30
Acres Homes Study Area_2022

Selected Variables	Percentile in State	Percentile in EPA Region	Percentile in USA
Environmental Justice Indexes			
EJ Index for Particulate Matter 2.5	79	84	91
EJ Index for Ozone	75	80	87
EJ Index for 2017 Diesel Particulate Matter*	85	87	87
EJ Index for 2017 Air Toxics Cancer Risk*	75	81	89
EJ Index for 2017 Air Toxics Respiratory HI*	79	83	89
EJ Index for Traffic Proximity	66	72	78
EJ Index for Lead Paint	88	90	89
EJ Index for Superfund Proximity	81	85	88
EJ Index for RMP Facility Proximity	80	84	90
EJ Index for Hazardous Waste Proximity	68	71	73
EJ Index for Underground Storage Tanks	71	76	81
EJ Index for Wastewater Discharge	84	86	87

EJ Index for the Selected Area Compared to All People's Blockgroups in the State/Region/US



This report shows the values for environmental and demographic indicators and EJScreen indexes. It shows environmental and demographic raw data (e.g., the estimated concentration of ozone in the air), and also shows what percentile each raw data value represents. These percentiles provide perspective on how the selected block group or buffer area compares to the entire state, EPA region, or nation. For example, if a given location is at the 95th percentile nationwide, this means that only 5 percent of the US population has a higher block group value than the average person in the location being analyzed. The years for which the data are available, and the methods used, vary across these indicators. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJScreen documentation for discussion of these issues before using reports.



May 17, 2022

Acres Homes Study Area_2022

1:18,056

0 0.2 0.4 0.8 mi

0 0.33 0.65 1.3 km

Esri Community Maps Contributors, Baylor University, City of Houston, HPB, Texas Parks & Wildlife, CONANP, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

Sites reporting to EPA	
Superfund NPL	0
Hazardous Waste Treatment, Storage, and Disposal Facilities (TSDF)	0

Selected Variables	Value	State		EPA Region		USA	
		Avg.	%tile	Avg.	%tile	Avg.	%tile
Pollution and Sources							
Particulate Matter 2.5 (µg/m^3)	10.5	9.57	94	9.32	94	8.74	89
Ozone (ppb)	37.4	40	30	41.1	26	42.6	18
2017 Diesel Particulate Matter* (µg/m^3)	0.312	0.214	85	0.219	80-90th	0.295	60-70th
2017 Air Toxics Cancer Risk* (lifetime risk per million)	30	31	83	32	70-80th	29	80-90th
2017 Air Toxics Respiratory HI*	0.4	0.36	95	0.37	80-90th	0.36	80-90th
Traffic Proximity (daily traffic count/distance to road)	180	510	45	470	50	710	46
Lead Paint (% Pre-1960 Housing)	0.29	0.15	81	0.16	80	0.28	63
Superfund Proximity (site count/km distance)	0.094	0.084	75	0.08	77	0.13	64
RMP Facility Proximity (facility count/km distance)	1.1	0.92	74	0.83	77	0.75	79
Hazardous Waste Proximity (facility count/km distance)	0.26	0.72	48	0.8	47	2.2	34
Underground Storage Tanks (count/km^2)	1.4	2.2	51	2	56	3.9	52
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.01	0.33	75	0.5	75	12	69
Socioeconomic Indicators							
Demographic Index	74%	46%	85	44%	87	36%	92
People of Color	94%	58%	87	52%	89	40%	92
Low Income	53%	34%	78	36%	77	31%	83
Unemployment Rate	5%	5%	62	5%	61	5%	61
Linguistically Isolated	7%	8%	63	6%	71	5%	77
Less Than High School Education	23%	16%	71	15%	74	12%	83
Under Age 5	7%	7%	52	7%	55	6%	64
Over Age 64	13%	12%	60	13%	53	16%	42

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's 2017 Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: https://www.epa.gov/haps/air-toxics-data-update. (https://www.epa.gov/haps/air-toxics-data-update)

For additional information, see: www.epa.gov/environmentaljustice (https://www.epa.gov/environmentaljustice)

EJScreen is a screening tool for pre-decisional use only. It can help identify areas that may warrant additional consideration, analysis, or outreach. It does not provide a basis for decision-making, but it may help identify potential areas of EJ concern. Users should keep in mind that screening tools are subject to substantial uncertainty in their demographic and environmental data, particularly when looking at small geographic areas. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJScreen documentation for discussion of these issues before using reports. This screening tool does not provide data on every environmental impact and demographic factor that may be relevant to a particular location. EJScreen outputs should be supplemented with additional information and local knowledge before taking any action to address potential EJ concerns.

EJSCREEN Census 2010 Summary Report

Location: User-specified polygonal location
Ring (buffer): 0-miles radius
Description: Acres Homes Study Area_2022

Summary	Census 2010
Population	5,045
Population Density (per sq. mile)	2,295
People of Color Population	4,960
% People of Color Population	98%
Households	1,674
Housing Units	1,871
Land Area (sq. miles)	2.20
% Land Area	100%
Water Area (sq. miles)	0.01
% Water Area	0%

Population by Race	Number	Percent
Total	5,045	-------
Population Reporting One Race	4,928	98%
White	518	10%
Black	3,816	76%
American Indian	51	1%
Asian	17	0%
Pacific Islander	1	0%
Some Other Race	526	10%
Population Reporting Two or More Races	117	2%
Total Hispanic Population	1,122	22%
Total Non-Hispanic Population	3,923	78%
White Alone	85	2%
Black Alone	3,777	75%
American Indian Alone	8	0%
Non-Hispanic Asian Alone	14	0%
Pacific Islander Alone	0	0%
Other Race Alone	2	0%
Two or More Races Alone	37	1%

Population by Sex	Number	Percent
Male	2,364	47%
Female	2,681	53%

Population by Age	Number	Percent
Age 0-4	407	8%
Age 0-17	1,484	29%
Age 18+	3,561	71%
Age 65+	642	13%

Households by Tenure	Number	Percent
Total	1,674	
Owner Occupied	1,083	65%
Renter Occupied	591	35%

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.
Source: U.S. Census Bureau, Census 2010 Summary File 1.

EJSCREEN ACS Summary Report

Location: User-specified polygonal location
Ring (buffer): 0-miles radius
Description: Acres Homes Study Area_2022

Summary of ACS Estimates	2015 - 2019
Population	5,013
Population Density (per sq. mile)	2,278
People of Color Population	4,731
% People of Color Population	94%
Households	1,747
Housing Units	1,993
Housing Units Built Before 1950	212
Per Capita Income	20,442
Land Area (sq. miles) (Source: SF1)	2.20
% Land Area	100%
Water Area (sq. miles) (Source: SF1)	0.01
% Water Area	0%

	2015 - 2019 ACS Estimates	Percent	MOE (±)
Population by Race			
Total	5,013	100%	486
Population Reporting One Race	4,842	97%	1,139
White	1,609	32%	362
Black	2,925	58%	459
American Indian	0	0%	14
Asian	71	1%	79
Pacific Islander	0	0%	14
Some Other Race	237	5%	211
Population Reporting Two or More Races	171	3%	168
Total Hispanic Population	1,733	35%	392
Total Non-Hispanic Population	3,280		
White Alone	281	6%	198
Black Alone	2,773	55%	459
American Indian Alone	0	0%	14
Non-Hispanic Asian Alone	71	1%	79
Pacific Islander Alone	0	0%	14
Other Race Alone	0	0%	14
Two or More Races Alone	155	3%	161
Population by Sex			
Male	2,431	48%	289
Female	2,582	52%	279
Population by Age			
Age 0-4	354	7%	112
Age 0-17	1,351	27%	186
Age 18+	3,661	73%	316
Age 65+	636	13%	117

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.
N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2015 - 2019 .

EJSCREEN ACS Summary Report

Location: User-specified polygonal location
Ring (buffer): 0-miles radius
Description: Acres Homes Study Area_2022

	2015 - 2019 ACS Estimates	Percent	MOE (±)
Population 25+ by Educational Attainment			
Total	3,227	100%	288
Less than 9th Grade	269	8%	110
9th - 12th Grade, No Diploma	458	14%	102
High School Graduate	1,185	37%	173
Some College, No Degree	624	19%	193
Associate Degree	136	4%	92
Bachelor's Degree or more	555	17%	160
Population Age 5+ Years by Ability to Speak English			
Total	4,659	100%	477
Speak only English	2,971	64%	386
Non-English at Home[1+2+3+4]	1,687	36%	308
[1]Speak English "very well"	1,052	23%	238
[2]Speak English "well"	264	6%	123
[3]Speak English "not well"	196	4%	121
[4]Speak English "not at all"	175	4%	218
[3+4]Speak English "less than well"	371	8%	235
[2+3+4]Speak English "less than very well"	635	14%	262
Linguistically Isolated Households*			
Total	121	100%	105
Speak Spanish	112	92%	98
Speak Other Indo-European Languages	8	6%	14
Speak Asian-Pacific Island Languages	2	1%	34
Speak Other Languages	0	0%	14
Households by Household Income			
Household Income Base	1,747	100%	120
< $15,000	463	27%	97
$15,000 - $25,000	202	12%	97
$25,000 - $50,000	403	23%	110
$50,000 - $75,000	300	17%	85
$75,000 +	378	22%	96
Occupied Housing Units by Tenure			
Total	1,747	100%	120
Owner Occupied	1,232	71%	126
Renter Occupied	514	29%	116
Employed Population Age 16+ Years			
Total	3,823	100%	377
In Labor Force	2,163	57%	258
Civilian Unemployed in Labor Force	117	3%	74
Not In Labor Force	1,660	43%	223

Data Note: Datail may not sum to totals due to rounding. Hispanic population can be of anyrace.
N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS)
*Households in which no one 14 and over speaks English "very well" or speaks English only.

EJSCREEN ACS Summary Report

Location: User-specified polygonal location
Ring (buffer): 0-miles radius
Description: Acres Homes Study Area_2022

	2015 - 2019 ACS Estimates	Percent	MOE (±)
Population by Language Spoken at Home*			
Total (persons age 5 and above)	6,969	100%	536
English	4,428	64%	407
Spanish	2,302	33%	379
French	19	0%	14
French Creole	N/A	N/A	N/A
Italian	N/A	N/A	N/A
Portuguese	N/A	N/A	N/A
German	86	1%	135
Yiddish	N/A	N/A	N/A
Other West Germanic	N/A	N/A	N/A
Scandinavian	N/A	N/A	N/A
Greek	N/A	N/A	N/A
Russian	N/A	N/A	N/A
Polish	N/A	N/A	N/A
Serbo-Croatian	N/A	N/A	N/A
Other Slavic	N/A	N/A	N/A
Armenian	N/A	N/A	N/A
Persian	N/A	N/A	N/A
Gujarathi	N/A	N/A	N/A
Hindi	N/A	N/A	N/A
Urdu	N/A	N/A	N/A
Other Indic	N/A	N/A	N/A
Other Indo-European	50	1%	50
Chinese	61	1%	61
Japanese	N/A	N/A	N/A
Korean	0	0%	14
Mon-Khmer, Cambodian	N/A	N/A	N/A
Hmong	N/A	N/A	N/A
Thai	N/A	N/A	N/A
Laotian	N/A	N/A	N/A
Vietnamese	14	0%	23
Other Asian	0	0%	14
Tagalog	0	0%	14
Other Pacific Island	N/A	N/A	N/A
Navajo	N/A	N/A	N/A
Other Native American	N/A	N/A	N/A
Hungarian	N/A	N/A	N/A
Arabic	0	0%	14
Hebrew	N/A	N/A	N/A
African	N/A	N/A	N/A
Other and non-specified	0	0%	14
Total Non-English	2,541	36%	673

Data Note: Detail may not sum to totals due to rounding. Hispanic popultion can be of any race.
N/A meansnot available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2015 - 2019.
*Population by Language Spoken at Home is available at the census tract summary level and up.

Appendix C:

Public Meeting 1 Notes

MEETING Notes

Location: Acres Homes Multi Service Center
Subject: Public Meeting 1
Project: Acres Homes Mobility Study

Date: June 7, 2022
Time: 6:00 PM

The purpose of the meeting is to present the mobility study to the community surrounding the project area. The project team will present findings of study area data collection efforts and request input from any attendees.

ATTENDEES

Muxian Fang (PD)
Tamara Fou (PD)
Lindsey Williams (PD)
Donald Glenn (RS&H)
Kunal Tanwani (RS&H)
David Fields (PD)
Lynn Henson (PD)
Jennifer Ostlind (PD)
Marcela Aguirre (RS&H)
+ members of the public

A copy of the sign-in sheet is attached.

The purpose of the meeting is to present the mobility study to the community in and around the project area. The project team will present findings of study area data collection efforts and request input from any attendees.

PRESENTATION OF EXISTING CONDITIONS

City staff presented an overview of the project and highlighted some of the previous studies and planning efforts related to Acres Home. RS&H presented a PowerPoint of the existing conditions. A copy of the material presented by the project team is attached.

KEY COMMENTS AND DISCUSSION

During the presentation there was generous dialogue and input from the public. Their input was consistent with the results of the survey.

After the presentation, attendees were asked to visit table maps and the project boards to make comments. Pictures of the working boards are attached along with the table and board instructions.

Meeting attendees were asked to participate in an interactive map activity where they reviewed the map and used the provided colored stickers to mark where they lived, worked, worshiped, and played. Twenty-two pink stickers were placed for living locations, 12 orange stickers for work locations, 11 for worship locations, and 15 for play locations. The placement of the stickers revealed that most participants lived in the surrounding Acres Home Complete Community neighborhood boundary with about 50% living within the Acres Home Mobility Study area. About 67% of participants indicated they worked in areas north of the study area. Similarly, about 80% of participants worshipped and played in areas just north of the study area.

Meeting attendees were also invited to participate in a separate interactive map activity where they were asked to provide feedback regarding important locations, needed improvements, and other general comments about the study area. Large scale map plots were provided at five different stations for attendees to write down their comments. The comments received generally involved issues regarding flooding, lack of sidewalk and pedestrian facilities, safety, and development concerns.

Map 1

- Flooding issues near Little York Rd & Wheatly St intersection; and near Mansfield St & Wheatly St intersection
- Sidewalk need on Mansfield St
- Development concerns near Mansfield St & Wheatly St
- Crash safety issues on Rosslyn Rd & W Tidwell Rd

Map 2

- Speed issues near Ellington & Parkway Dr
- General sidewalk needs
- Bike lane needed on W TC Jester
- Stop control device needed near W Little York Rd & Nuben St
- Crash safety issues on Rosslyn Rd & W Tidwell Rd

Map 3

- Improve METRO bus stops
- General speed issues
- Crash safety issues near Carver Rd and Wilburforce St

Map 4

- Protected green light needed at W Tidwell Rd and Cebra St
- General Park needs

Map 5

- Sidewalk and speed control device needed near W Little York Rd & Glidden area

FOLLOW-UP

RS&H developed a survey for participants to fill out in person at the meeting and to be posted on Let's Talk Houston. There were 19 surveys filled out at the meeting.

The top concerns related to transportation and development are shown respectively below.

Top concerns related to transportation	Rank
Lack of sidewalks	1
People driving too fast	2
Traffic safety	3
Lack of bicycle facilities	4
Street lanes are too narrow	5

Top concerns related to development	Rank
Drainage / flooding	1
Safety	2
Development policies	3
Increased traffic/congestion	4
On-street parking	5

The last survey question asked the meeting attendees how they would prioritize spending money in the study area and asked them to rank the following from 1 to 10, with 10 being the highest priority.

Area of Project Funding	Priority Level Ranking
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	3
Encourage increased carpooling/vanpooling	2
Construction of sidewalks, bike lanes, and greenways	8
Maintaining existing roadways, sidewalks, etc	6
Building new streets and roadways	4
Widening existing roadways	7
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	9
Improvement in street appearance (signage, landscaping, etc.)	5
Encourage less development/growth	10
Other (Please Specify)	1

The results of the full survey are attached to the end of the notes.

HOUSTON PUBLIC WORKS

SIGN-IN SHEET
ACRES HOME MOBILITY STUDY
PUBLIC MEETING #1 | JUNE 7TH, 2022

NO.	FIRST & LAST NAME (PLEASE PRINT)	ZIPCODE	EMAIL
1	Feldon Bonner Jr	77091	feldonbonnerjr@yahoo.com
2	CLARA THOMAS	77088	Clara ULRY 40@SBC Global. net
3	Sharon Lincoln	77091	Lincoln_Sharon@yahoo
4	Regina Daniels	77091	regina.daniels2014@gmail.
5	Letha Martin	77091	yukeejesus@yahoo.com
6	Eileen Egan	77088	eegan@nwmd.org
7	Mary H. Harris	77088	
8	Latisha Grant	77088	latisha@rosiedtygroup.com
9	Geneva D. Staten	77091	
10	Rain Eatmon	77088	
11	DAVE LANDAU		
12	DONALD PRINCE	77088	drayprince@sbcglobal.net
13	Glinder Prince	77088	
14	Dr. Donna Cee	77091	donnaceez@yahoo.com
15	GWEN JONES-FIELDS	77091	Gdjf0863@gmail.com
16	Ethelyn Farmer	77091	ethelyn.farmer29@gmail
17	Jorge Villarreal	77091	JVREAL2014@yahoo.com
18	JOHN Powell	77088	
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HOUSTON PUBLIC WORKS

SIGN-IN SHEET
ACRES HOME MOBILITY STUDY
PUBLIC MEETING #1 | JUNE 7TH, 2022

NO.	FIRST & LAST NAME (PLEASE PRINT)	ADDRESS (ZIP CODE)	EMAIL
44	Michelle MCAllen	1519 Armada	mcallenm@gmail.com
45	Dennis Mclaug	77088	
46	Shaina LaCount	2025 Paul Quinn st	smlaCount@gmail.com
47	Fadi Bunni	2037 Paul Quinn	Fbunni1988@gmail.com
48	Alonzo Mims	5902 Parfaur Dr 77088	Alonzomims@att.net
49	Alexis C. Brown "Queen Mic Goddess"	719 W. Tittlehouse 77091	alexischristion@gmail.com
50	Nate Lacmar	77091	
51	JOHN JOHNSON	6503 COHN	
52	Kasey B. Statia		
53	Katherine Jolivette		Katherine.Jolivette@Memorialhermann.org
54	C. SAMPSON	77091	N/A
55	D. DREAUX	77091	N/A
56	YVONNE GREEN	5235 Sue Meade 91	jy_green@att.net
57	[illegible]		[illegible]@uhd.org
58	Diane Shepard	901 Conklin	Friends of the Shepard legacy. gmail
59			
60	ANN WATKINS	77088	
61	Nancy de la Fuente	77338	nancydelafuente@phs.hctx.net
62	Minitry Brown	77091	minimf.Brown@gmail.com
63	Elijah Fitzgerald	77091	elifitz93@gmail.com
64	EARNESTINE BROWN	77091	
65	GWENDOLYN BROWN	77091	
66	Ushering Jerry	77088	
67	Barbara Camacho	77091	bcamacho2003@yahoo
68	Charlene Johnson	77091	charleneandjohnson@gmail
69	Linda Carper	77090	lindafcarper@sbcglobal.net
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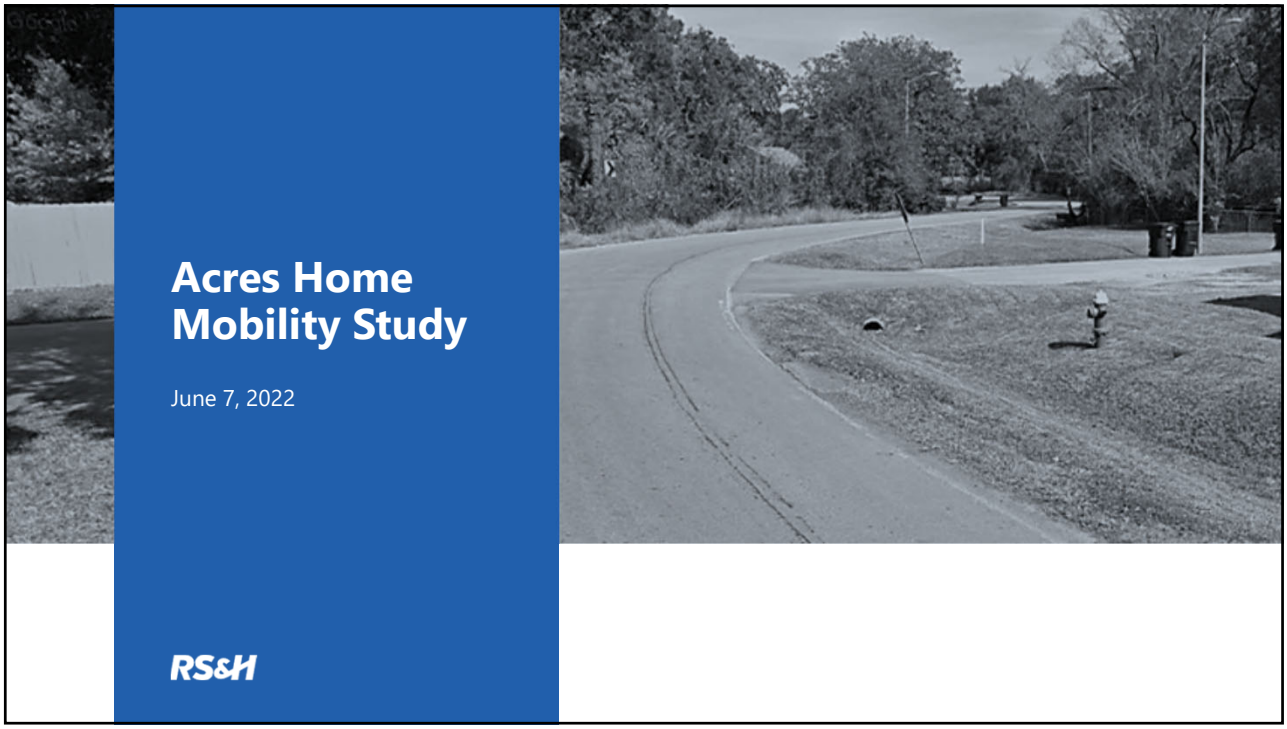


Acres Home Mobility Study

June 7, 2022

RS&H

1

01

Community Engagement Overview

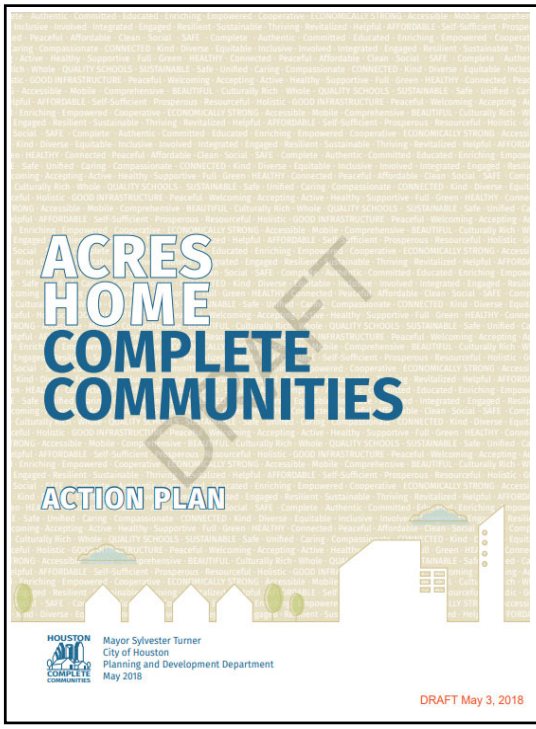
2

Community Engagement Meeting #1

1. Project Overview
2. Area Background
3. Existing Conditions
4. Next Steps

RS&H

3



Acres Home Community Action Plan Goals

- Mobility and Infrastructure Goals:
  - Create Safe Streets
  - Build Great Streets
  - Improve Flood Resiliency
  - Expand Mobility
  - Create a Network of Hike, Bike, and Bridle Trails

4

5

Project Team

- Consultant Group
- Planning & Development
- Public Works
- Residents

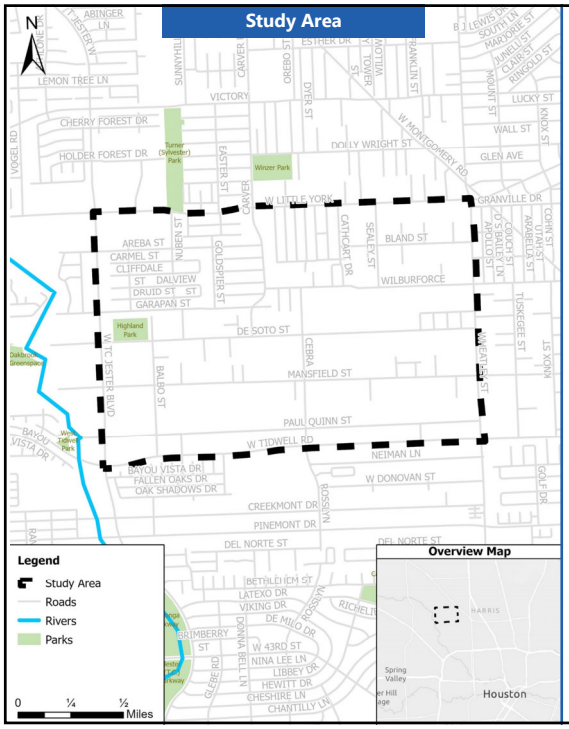
6

Purpose of Study

The purpose of this study is to identify **transportation related improvements** that address multimodal needs and mobility concerns in the project area

Multimodal transportation means all the ways we travel: cars, buses, walking, bikes, etc

7

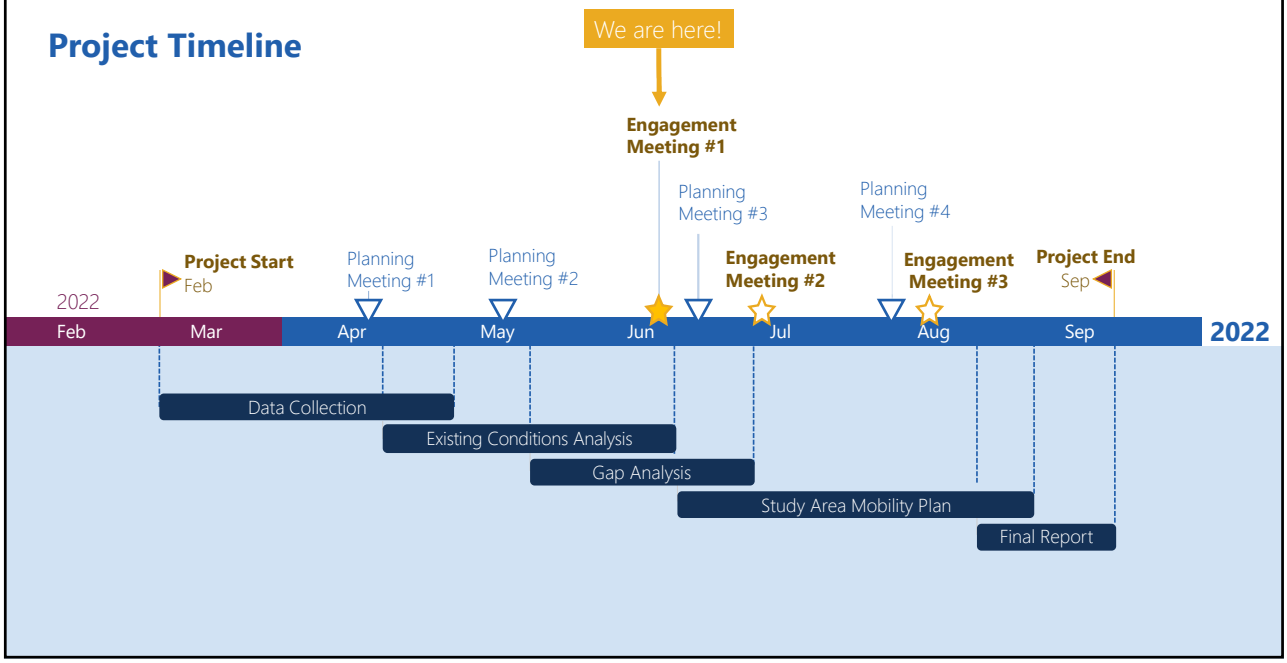


Acres Home Study Area

- Project Area:
  - South of West Little York
  - North of West Tidwell
  - East of TC Jester
  - West of Wheatly Street
- 2.1 sq miles Area Size
- Council District B
- Acres Home Super Neighborhood

8

Project Timeline



9

GOAL OF THIS MEETING

- EXISTING CONDITIONS ANALYSIS
  - Document what the project area is like now in order to make the best recommendations
- Collect input from community:
  - Where do you travel in the Acres Homes area?
  - How do you travel to, from, and in the area?
  - How can mobility be improved?
- Is there something you think we should think about that we haven't considered?

10

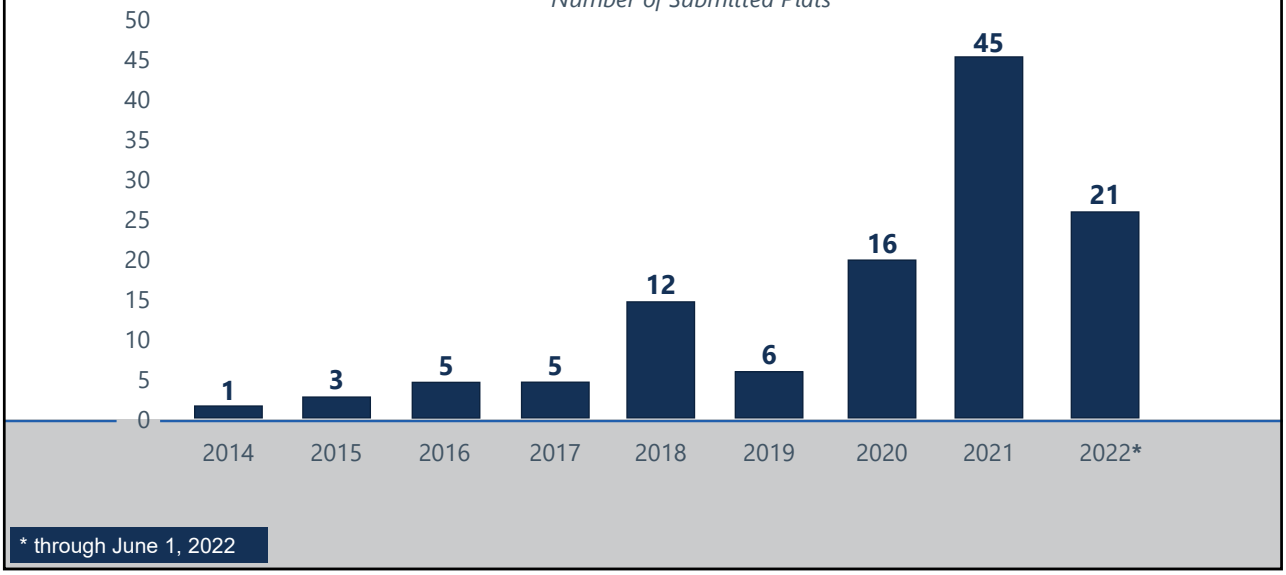
02

Area Background

11

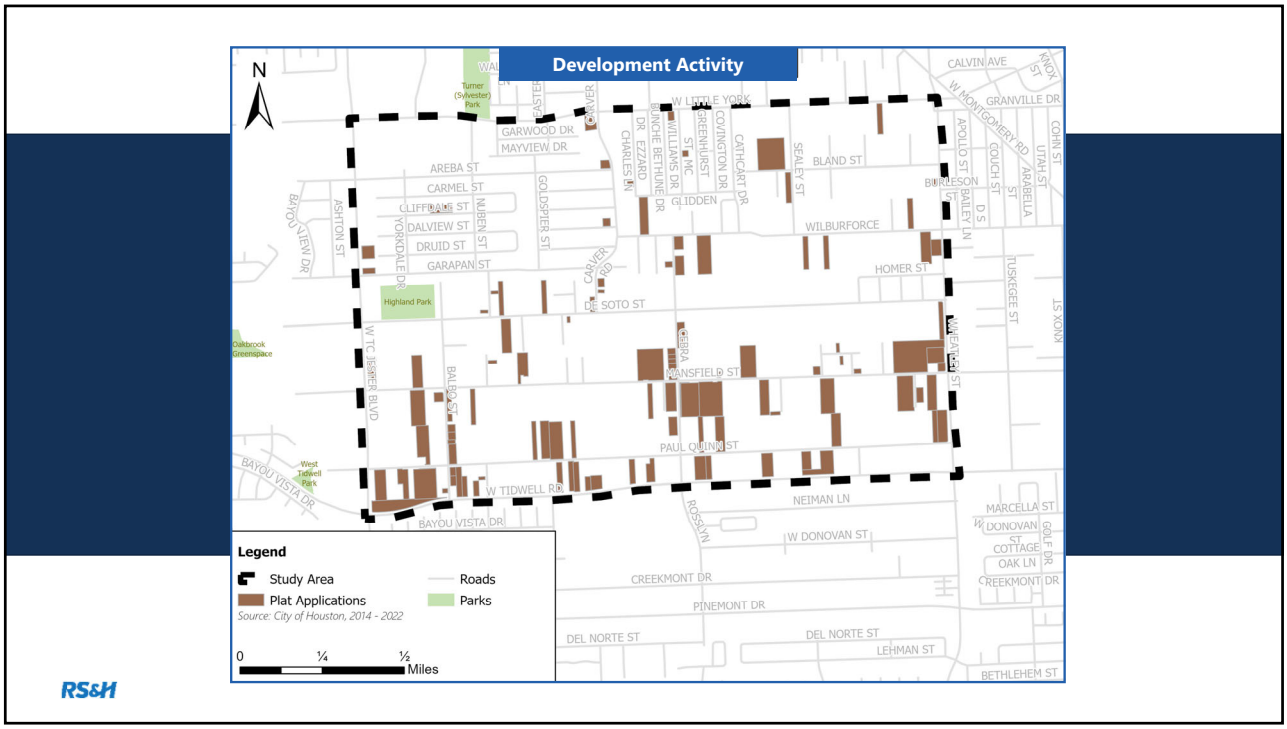
Project Area Development Trend

Number of Submitted Plats

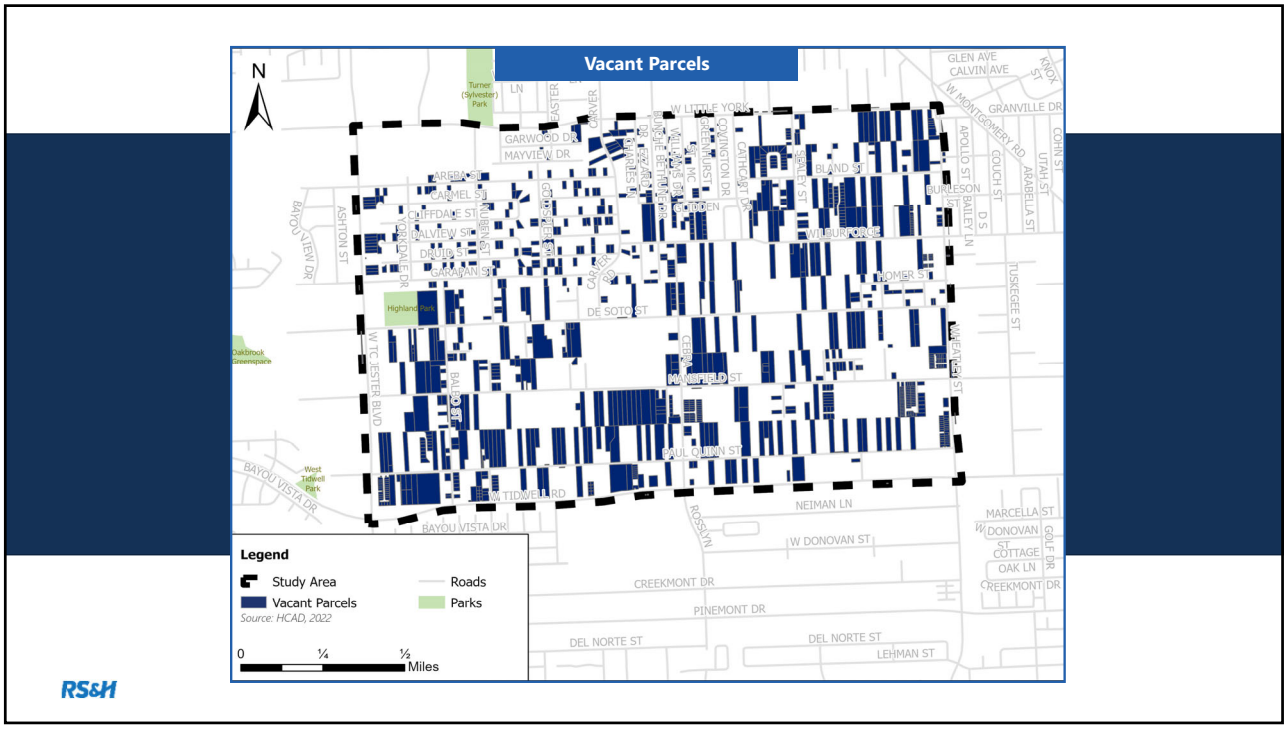


* through June 1, 2022

12


Development Activity
N
Legend
Study Area
Plat Applications
Roads
Parks
Source: City of Houston, 2014 - 2022
0
¼
½
Miles
RS&H

13


Vacant Parcels
N
Legend
Study Area
Vacant Parcels
Roads
Parks
Source: HCAD, 2022
0
¼
½
Miles
RS&H

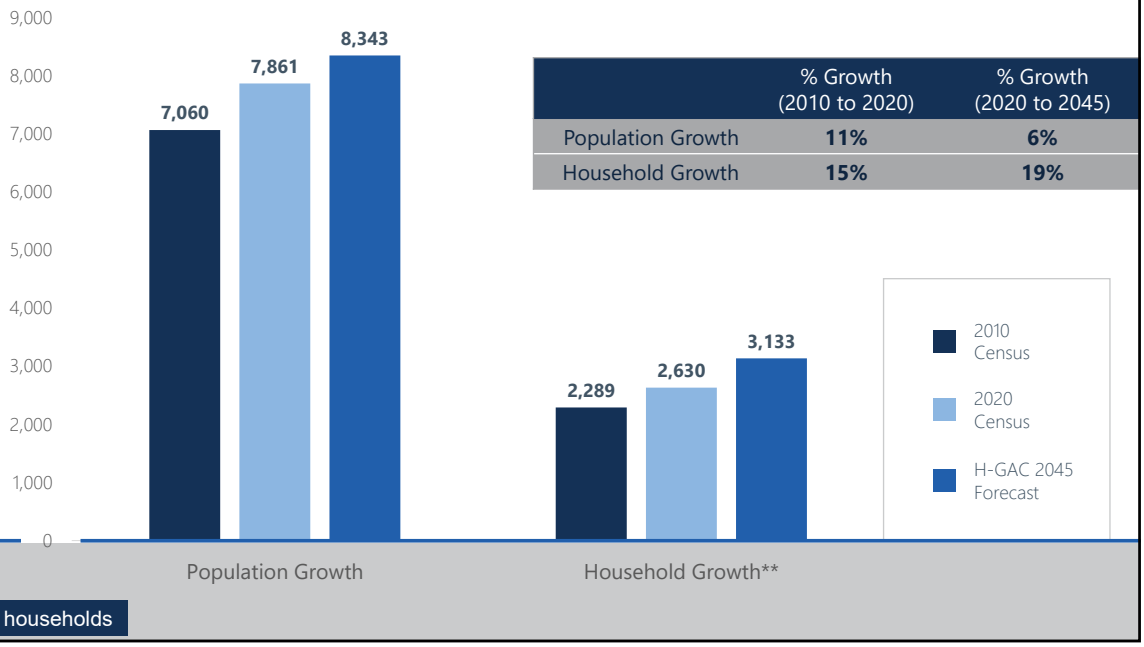
14

03

Existing Conditions

15

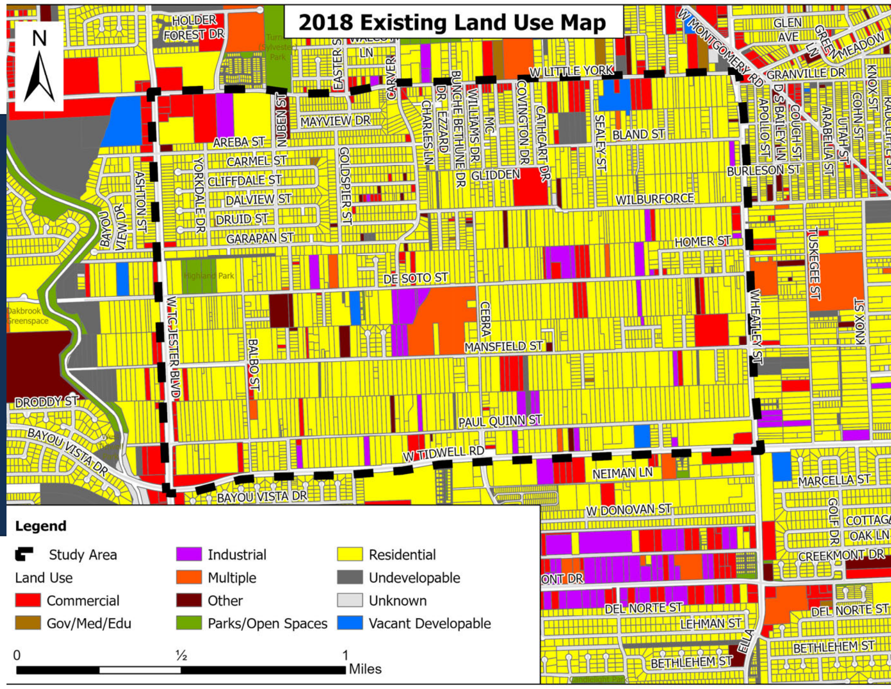
Growth in the Study Area



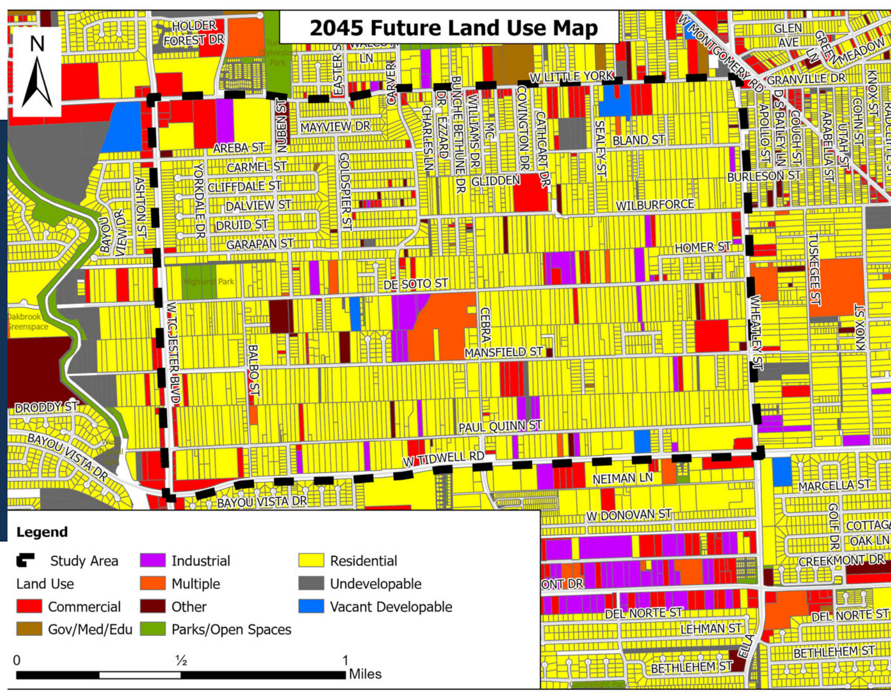
	% Growth (2010 to 2020)	% Growth (2020 to 2045)
Population Growth	**11%**	**6%**
Household Growth	**15%**	**19%**

**Number of households

16


2018 Existing Land Use Map
N
Legend
Study Area
Land Use
Commercial
Gov/Med/Edu
Industrial
Multiple
Other
Parks/Open Spaces
Residential
Undevelopable
Unknown
Vacant Developable
0
½
1
Miles

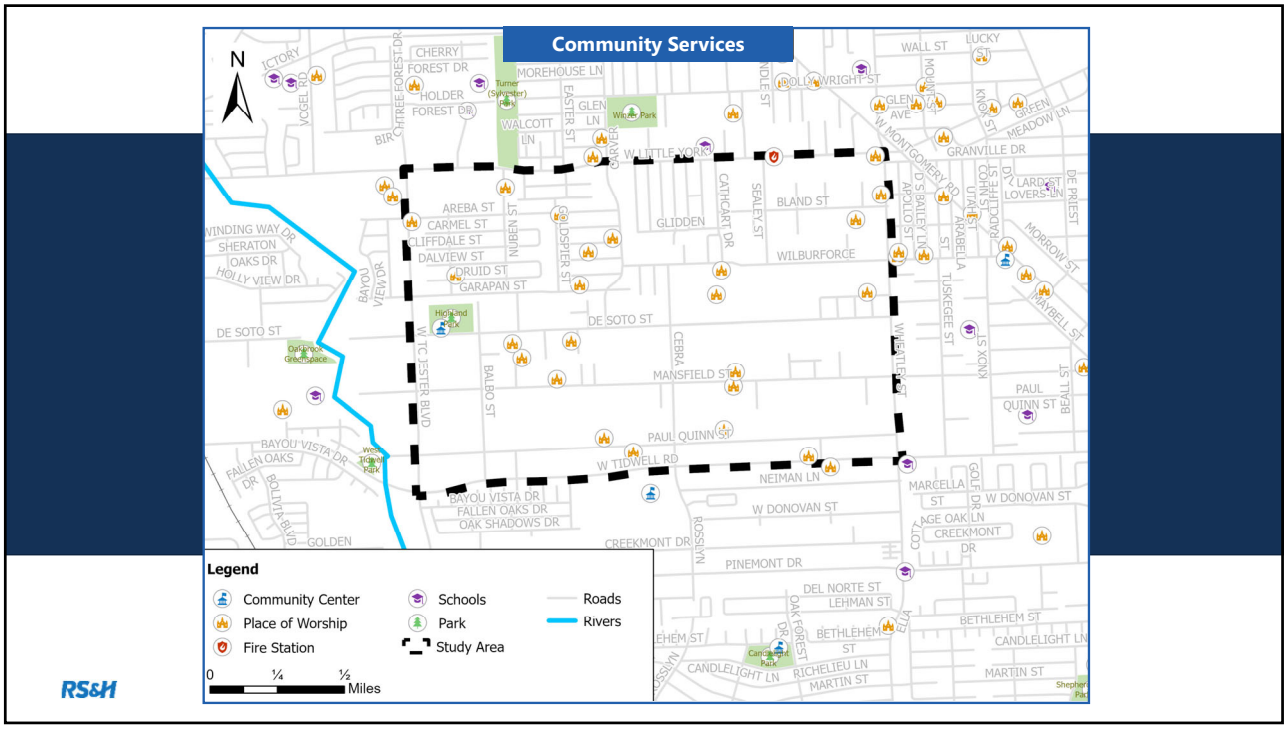
17


2045 Future Land Use Map
N
Legend
Study Area
Land Use
Commercial
Gov/Med/Edu
Industrial
Multiple
Other
Parks/Open Spaces
Residential
Undevelopable
Vacant Developable
0
½
1
Miles

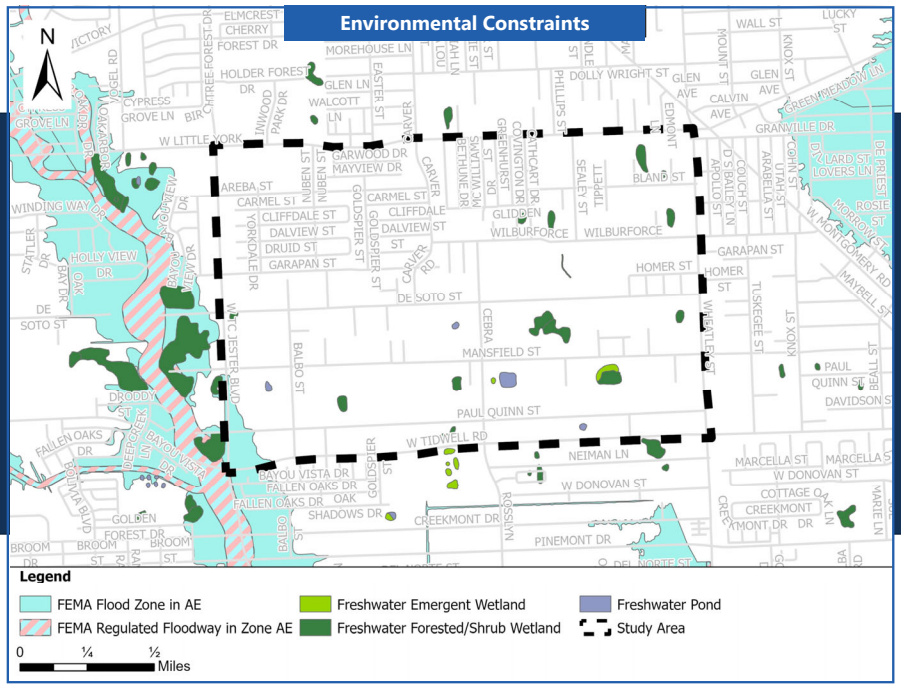
18


IMAGES OF EXISITING CONDITIONS

19

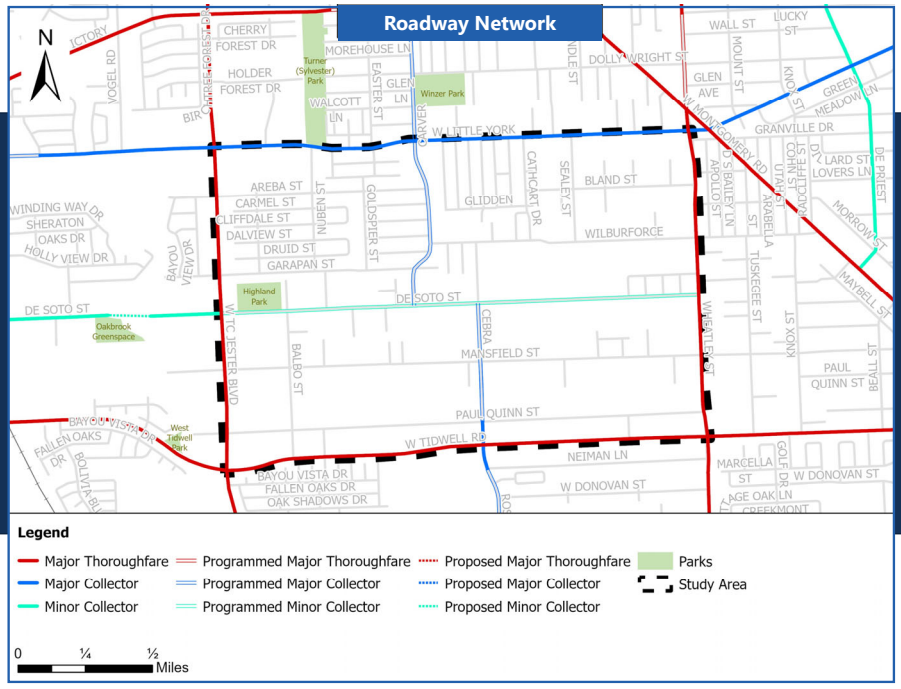

Community Services
N
Legend
Community Center
Place of Worship
Fire Station
Schools
Park
Study Area
Roads
Rivers
0
¼
½
Miles
RS&H

20


Environmental Constraints
N
Legend
FEMA Flood Zone in AE
FEMA Regulated Floodway in Zone AE
Freshwater Emergent Wetland
Freshwater Forested/Shrub Wetland
Freshwater Pond
Study Area
0 ¼ ½ Miles

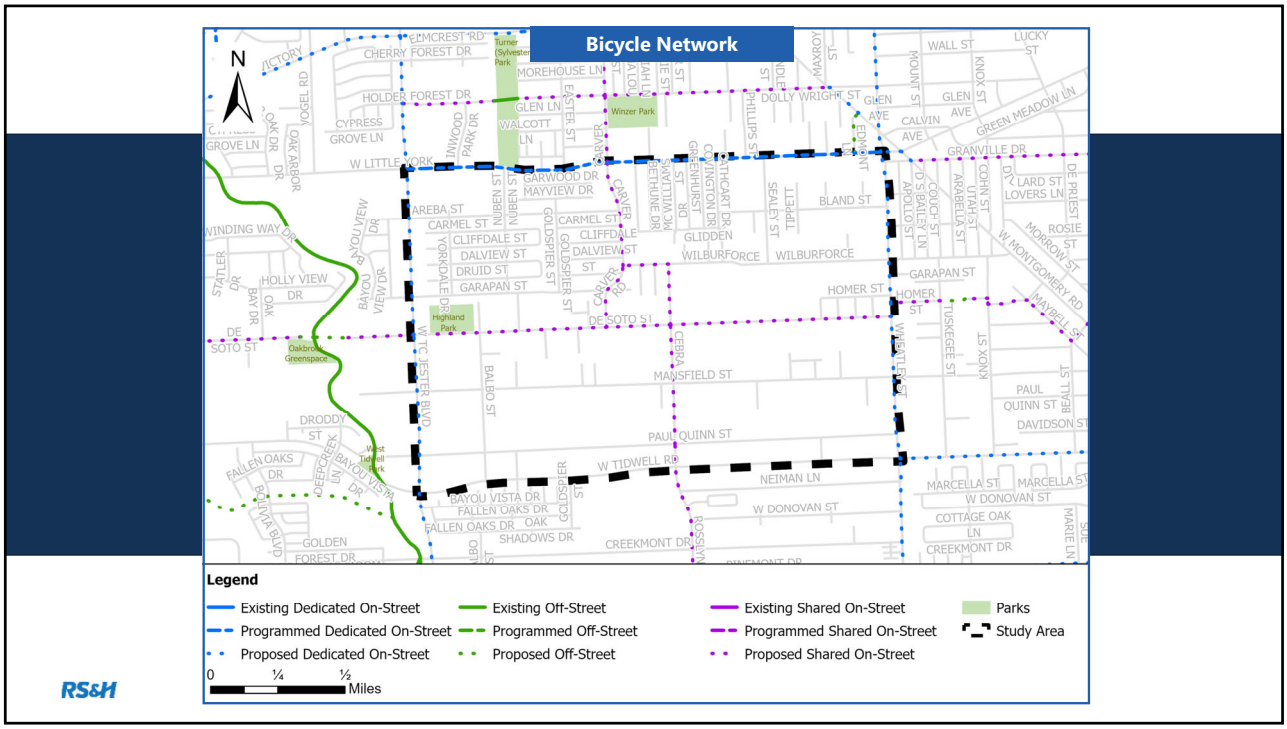
RS&H

21

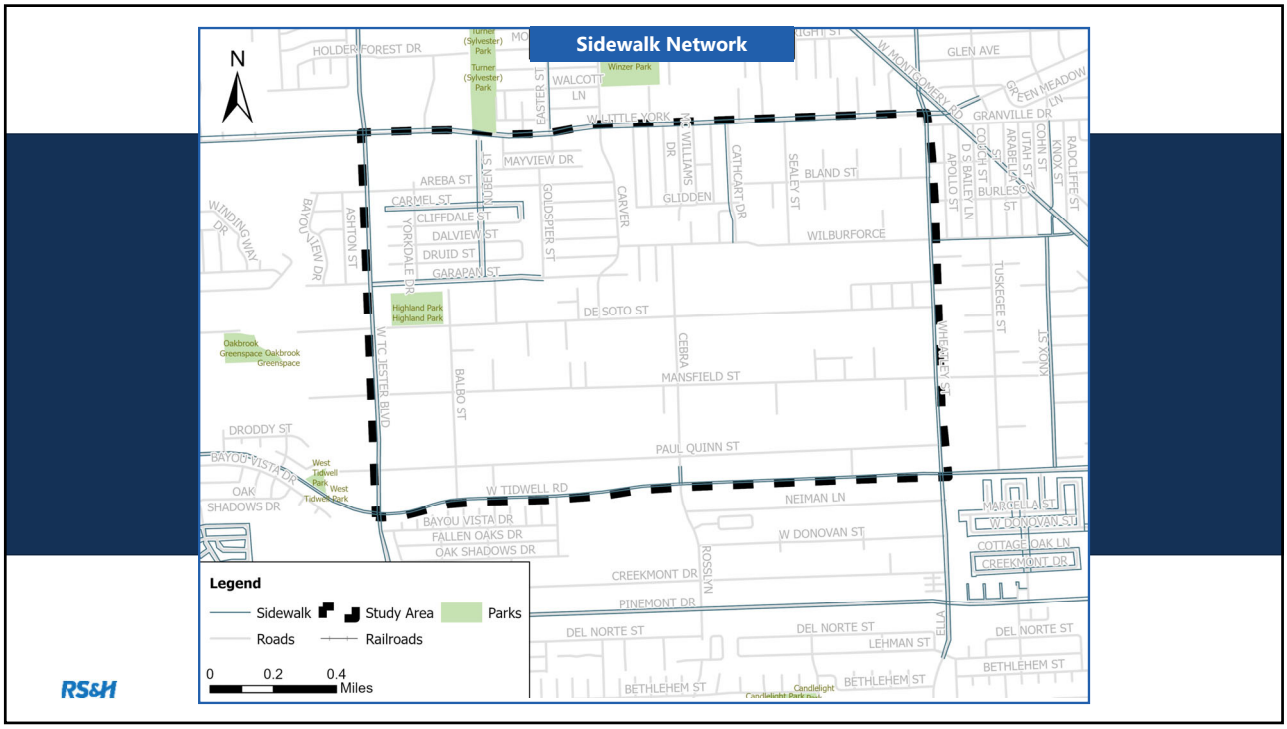

Roadway Network
N
Legend
Major Thoroughfare
Major Collector
Minor Collector
Programmed Major Thoroughfare
Programmed Major Collector
Programmed Minor Collector
Proposed Major Thoroughfare
Proposed Major Collector
Proposed Minor Collector
Parks
Study Area
0 ¼ ½ Miles

RS&H

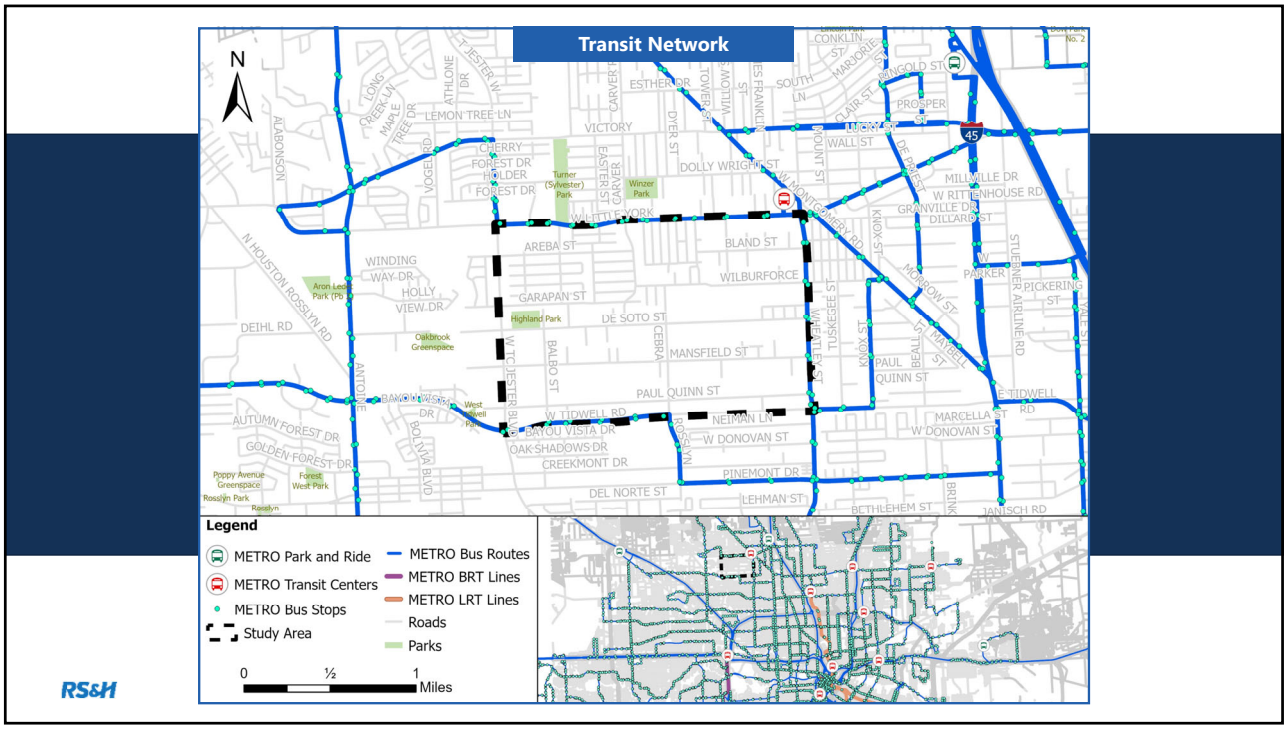
22


Bicycle Network
N
Legend
Existing Dedicated On-Street
Existing Off-Street
Existing Shared On-Street
Parks
Programmed Dedicated On-Street
Programmed Off-Street
Programmed Shared On-Street
Study Area
Proposed Dedicated On-Street
Proposed Off-Street
Proposed Shared On-Street
0 ¼ ½ Miles
RS&H

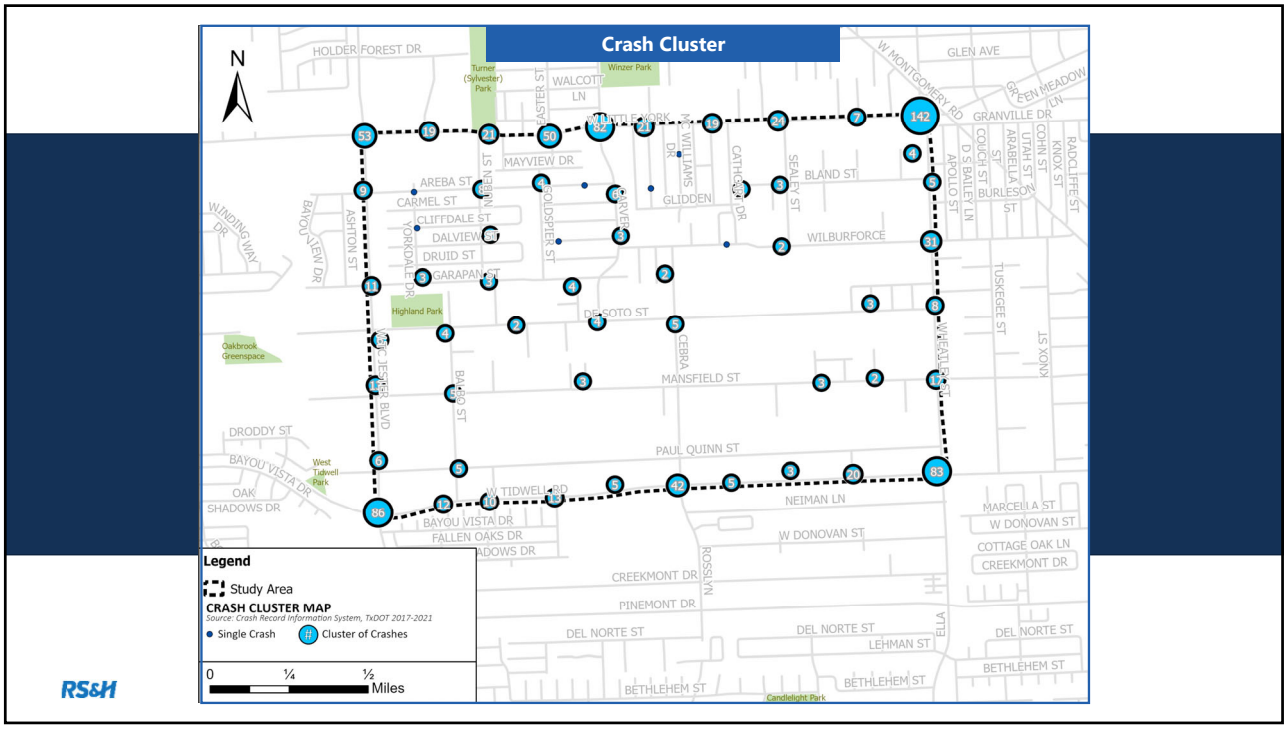
23


Sidewalk Network
N
Legend
Sidewalk
Study Area
Parks
Roads
Railroads
0 0.2 0.4 Miles
RS&H

24


Transit Network
N
Legend
METRO Park and Ride
METRO Transit Centers
METRO Bus Stops
Study Area
METRO Bus Routes
METRO BRT Lines
METRO LRT Lines
Roads
Parks
0
½
1
Miles
RS&H

25


Crash Cluster
N
Legend
Study Area
CRASH CLUSTER MAP
Source: Crash Record Information System, TxDOT 2017-2021
Single Crash
Cluster of Crashes
0
¼
½
Miles
RS&H

26

04

Next Steps

27

Next Steps

Next Phase

★ – Gap Analysis

- Now that we know what's out here, let's figure out where we need to make improvements.
- This allows us to create a **plan based on community needs**

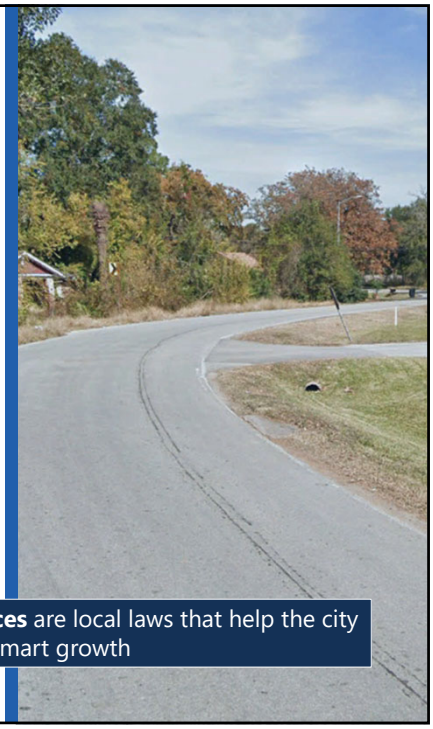
Future Phases

– Mobility Plan for Study Area

- Make recommendations to the mobility and long-range plans
- Make **recommendations to the Code of Ordinances**

– Final Recommendations

- Documentation on findings



Ordinances are local laws that help the city plan for smart growth

RS&H

28

We need your help!

WHAT DID WE GET RIGHT?

WHAT ARE WE MISSING?

WHAT IS IMPORTANT TO YOU?

Map Activity: EXISTING CONDITIONS - What is the project area like now?

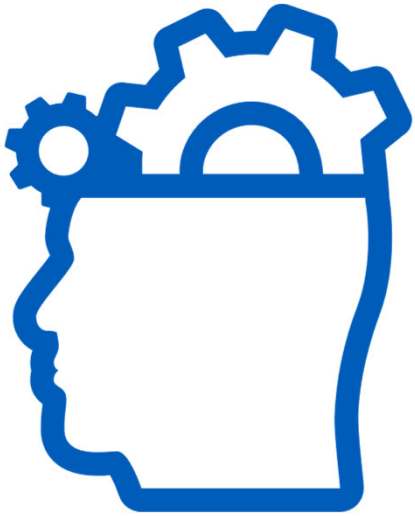
Survey:

- Where do you travel in the Acres Homes area?
- How do you travel to, from, and in the area?
- How can mobility be improved ?
- What do you think the area needs less of?
- Is there something you think we should think about that we haven't considered?

RS&H

29

Questions?



RS&H

30

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - ☐ Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - ☑ Accessing resources (e.g. grocery store, doctor, etc)
   - ☐ Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - ☐ Commuting / Getting to my job or school
   - ☐ Other (please specify)

2. What are the top three following modes that you travel in the Study Area?
   - ☑ Drive
   - ☐ Walk
   - ☑ Bike
   - ☐ Transit (i.e. METRO)
   - ☐ Rideshare (i.e. Uber, Lyft, taxi)
   - ☐ Other (Please Specify) _____

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - ☑ Convenience
   - ☐ Cost
   - ☐ Accessibility
   - ☑ Availability
   - ☐ Reliability
   - ☐ Safety

4. What are your top three transportation-related concerns in the Study Area
   - ☑ People driving too fast
   - ☐ Too much traffic
   - ☑ Lack of sidewalks
   - ☐ Lack of bicycle facilities, like bike lanes or trails
   - ☐ Lack of connectivity
   - ☐ Street lanes are too narrow
   - ☐ Traffic safety (crashes or near misses)
   - ☐ Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?)
   - ☐ Other (please specify)_____

TURN OVER FOR REMAINING QUESTIONS

5. What is your top concern when you see residential and/or commercial development in the Study Area?

- ☒ Increased traffic / congestion
- ☐ Safety (concerns about increase in frequency/severity of crashes)
- ☐ Development policies
- ☐ On street parking
- ☒ Drainage / flooding
- ☐ Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	4
Encourage increased carpooling/vanpooling	7
Construction of sidewalks, bike lanes, and greenways	5
Maintaining existing roadways, sidewalks, etc	6
Building new streets and roadways	8
Widening existing roadways	2
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	3
Improvement in street appearance (signage, landscaping, etc.)	
Encourage less development/growth	1
Other (Please Specify)	

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - ☑ Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - ☑ Accessing resources (e.g. grocery store, doctor, etc)
   - ☑ Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - ☑ Commuting / Getting to my job or school
   - ☐ Other (please specify)

2. What are the top three following modes that you travel in the Study Area?
   - ☑ Drive
   - ☑ Walk
   - ☑ Bike
   - ☐ Transit (i.e. METRO)
   - ☐ Rideshare (i.e. Uber, Lyft, taxi)
   - ☐ Other (Please Specify) _____

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - ☑ Convenience
   - ☑ Cost
   - ☐ Accessibility
   - ☑ Availability
   - ☐ Reliability
   - ☑ Safety

4. What are your top three transportation-related concerns in the Study Area
   - ☐ People driving too fast
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   - ☑ Lack of sidewalks
   - ☑ Lack of bicycle facilities, like bike lanes or trails
   - ☐ Lack of connectivity
   - ☐ Street lanes are too narrow
   - ☐ Traffic safety (crashes or near misses)
   - ☐ Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?)
   - ☐ Other (please specify)_____

TURN OVER FOR REMAINING QUESTIONS

→

5. What is your top concern when you see residential and/or commercial development in the Study Area?

- ☐ Increased traffic / congestion
- ☑ Safety (concerns about increase in frequency/severity of crashes)
- ☐ Development policies
- ☑ On street parking
- ☑ Drainage / flooding
- ☐ Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	#7
Encourage increased carpooling/vanpooling	#
Construction of sidewalks, bike lanes, and greenways	#9
Maintaining existing roadways, sidewalks, etc	
Building new streets and roadways	
Widening existing roadways	
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	#8
Improvement in street appearance (signage, landscaping, etc.)	
Encourage less development/growth	#10
Other (Please Specify)	

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - [x] Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - [x] Accessing resources (e.g. grocery store, doctor, etc)
   - [x] Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - [ ] Commuting / Getting to my job or school
   - [x] Other (please specify) Library

2. What are the top three following modes that you travel in the Study Area?
   - [x] Drive
   - [ ] Walk
   - [ ] Bike
   - [x] Transit (i.e. METRO)
   - [ ] Rideshare (i.e. Uber, Lyft, taxi)
   - [x] Other (Please Specify) Rough streets

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - [ ] Convenience
   - [x] Cost — Taxes for new houses
   - [ ] Accessibility
   - [ ] Availability
   - [ ] Reliability
   - [x] Safety

4. What are your top three transportation-related concerns in the Study Area
   - [ ] People driving too fast
   - [ ] Too much traffic
   - [x] Lack of sidewalks
   - [x] Lack of bicycle facilities, like bike lanes or trails
   - [ ] Lack of connectivity
   - [x] Street lanes are too narrow
   - [ ] Traffic safety (crashes or near misses)
   - [ ] Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?)
   - [x] Other (please specify) rough streets

TURN OVER FOR REMAINING QUESTIONS

5. What is your top concern when you see residential and/or commercial development in the Study Area?
   - ☐ Increased traffic / congestion
   - ☒ Safety (concerns about increase in frequency/severity of crashes)
   - ☒ Development policies
   - ☐ On street parking
   - ☒ Drainage / flooding
   - ☐ Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	
Encourage increased carpooling/vanpooling	
Construction of sidewalks, bike lanes, and greenways	
Maintaining existing roadways, sidewalks, etc	
Building new streets and roadways	1
Widening existing roadways	
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	
Improvement in street appearance (signage, landscaping, etc.)	2
Encourage less development/growth	3
Other (Please Specify) too much - too many houses on 1 acres	

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - ☐ Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - ☒ Accessing resources (e.g. grocery store, doctor, etc)
   - ☐ Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - ☐ Commuting / Getting to my job or school
   - ☐ Other (please specify)

2. What are the top three following modes that you travel in the Study Area?
   - ☒ Drive
   - ☐ Walk
   - ☐ Bike
   - ☐ Transit (i.e. METRO)
   - ☐ Rideshare (i.e. Uber, Lyft, taxi)
   - ☐ Other (Please Specify) _____

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - ☒ Convenience
   - ☐ Cost
   - ☐ Accessibility
   - ☐ Availability
   - ☐ Reliability
   - ☐ Safety

4. What are your top three transportation-related concerns in the Study Area
   - ☒ People driving too fast
   - ☒ Too much traffic
   - ☒ Lack of sidewalks
   - ☒ Lack of bicycle facilities, like bike lanes or trails
   - ☒ Lack of connectivity
   - ☒ Street lanes are too narrow
   - ☒ Traffic safety (crashes or near misses)
   - ☒ Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?)
   - ☐ Other (please specify)_____

TURN OVER FOR REMAINING QUESTIONS

5. What is your top concern when you see residential and/or commercial development in the Study Area?

- [x] Increased traffic / congestion
- [x] Safety (concerns about increase in frequency/severity of crashes)
- [x] Development policies
- [x] On street parking
- [x] Drainage / flooding
- [ ] Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	8
Encourage increased carpooling/vanpooling	9
Construction of sidewalks, bike lanes, and greenways	5
Maintaining existing roadways, sidewalks, etc	4
Building new streets and roadways	7
Widening existing roadways	2
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	3
Improvement in street appearance (signage, landscaping, etc.)	6
Encourage less development/growth	1
Other (Please Specify)	

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - ☐ Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - ☒ Accessing resources (e.g. grocery store, doctor, etc)
   - ☒ Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - ☒ Commuting / Getting to my job or school
   - ☐ Other (please specify)

2. What are the top three following modes that you travel in the Study Area?
   - ☒ Drive
   - ☒ Walk
   - ☒ Bike
   - ☐ Transit (i.e. METRO)
   - ☐ Rideshare (i.e. Uber, Lyft, taxi)
   - ☐ Other (Please Specify) _____

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - ☒ Convenience
   - ☐ Cost
   - ☐ Accessibility
   - ☐ Availability
   - ☐ Reliability
   - ☒ Safety

4. What are your top three transportation-related concerns in the Study Area
   - ☐ People driving too fast
   - ☐ Too much traffic
   - ☒ Lack of sidewalks
   - ☒ Lack of bicycle facilities, like bike lanes or trails
   - ☐ Lack of connectivity
   - ☒ Street lanes are too narrow
   - ☐ Traffic safety (crashes or near misses)
   - ☐ Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?)
   - ☐ Other (please specify)_____

TURN OVER FOR REMAINING QUESTIONS

5. What is your top concern when you see residential and/or commercial development in the Study Area?

- [x] Increased traffic / congestion
- [ ] Safety (concerns about increase in frequency/severity of crashes)
- [x] Development policies
- [x] On street parking
- [x] Drainage / flooding
- [x] Other (please specify) need sidewalks on 2 lane high ditch road ex: Mansfield

pull off ~~turnaround~~ areas on 2 lane roads

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	9
Encourage increased carpooling/vanpooling	8
Construction of sidewalks, bike lanes, and greenways	2
Maintaining existing roadways, sidewalks, etc	6, 7
Building new streets and roadways	
Widening existing roadways	~~4~~ 3
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	5
Improvement in street appearance (signage, landscaping, etc.)	4
Encourage less development/growth	1
Other (Please Specify)	

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - ☑ Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - ☑ Accessing resources (e.g. grocery store, doctor, etc)
   - ☐ Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - ☐ Commuting / Getting to my job or school
   - ☐ Other (please specify)

2. What are the top three following modes that you travel in the Study Area?
   - ☐ Drive
   - ☑ Walk
   - ☐ Bike
   - ☐ Transit (i.e. METRO)
   - ☐ Rideshare (i.e. Uber, Lyft, taxi)
   - ☐ Other (Please Specify) _____

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - ☑ Convenience
   - ☐ Cost
   - ☐ Accessibility
   - ☐ Availability
   - ☐ Reliability
   - ☐ Safety

4. What are your top three transportation-related concerns in the Study Area
   - ☑ People driving too fast
   - ☐ Too much traffic
   - ☐ Lack of sidewalks
   - ☐ Lack of bicycle facilities, like bike lanes or trails
   - ☐ Lack of connectivity
   - ☑ Street lanes are too narrow
   - ☐ Traffic safety (crashes or near misses)
   - ☐ Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?)
   - ☐ Other (please specify)_____

TURN OVER FOR REMAINING QUESTIONS

→

5. What is your top concern when you see residential and/or commercial development in the Study Area?

- ☑ Increased traffic / congestion
- ☑ Safety (concerns about increase in frequency/severity of crashes)
- ☑ Development policies
- ☐ On street parking
- ☑ Drainage / flooding
- ☐ Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	8
Encourage increased carpooling/vanpooling	7
Construction of sidewalks, bike lanes, and greenways	4
Maintaining existing roadways, sidewalks, etc	3
Building new streets and roadways	5
Widening existing roadways	6
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	10
Improvement in street appearance (signage, landscaping, etc.)	2
Encourage less development/growth	1
Other (Please Specify)	

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - [x] Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - [x] Accessing resources (e.g. grocery store, doctor, etc)
   - [x] Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - [x] Commuting / Getting to my job or school
   - [x] Other (please specify) Church, work

2. What are the top three following modes that you travel in the Study Area?
   - [x] Drive
   - [x] Walk
   - [x] Bike
   - [x] Transit (i.e. METRO)
   - [ ] Rideshare (i.e. Uber, Lyft, taxi)
   - [ ] Other (Please Specify) _____

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - [x] Convenience
   - [x] Cost
   - [x] Accessibility
   - [ ] Availability
   - [ ] Reliability
   - [x] Safety

4. What are your top three transportation-related concerns in the Study Area
   - [x] People driving too fast
   - [ ] Too much traffic
   - [x] Lack of sidewalks
   - [ ] Lack of bicycle facilities, like bike lanes or trails
   - [ ] Lack of connectivity
   - [ ] Street lanes are too narrow
   - [x] Traffic safety (crashes or near misses)
   - [ ] Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?)
   - [x] Other (please specify) Speed bumps are needed on Greenhurst. Sidewalks are needed on Greenhurst Dr.

TURN OVER FOR REMAINING QUESTIONS

5. What is your top concern when you see residential and/or commercial development in the Study Area?

- ☐ Increased traffic / congestion
- ☐ Safety (concerns about increase in frequency/severity of crashes)
- ☐ Development policies
- ☐ On street parking
- ☐ Drainage / flooding
- ☐ Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	
Encourage increased carpooling/vanpooling	
Construction of sidewalks, bike lanes, and greenways	
Maintaining existing roadways, sidewalks, etc	
Building new streets and roadways	
Widening existing roadways	
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	
Improvement in street appearance (signage, landscaping, etc.)	
Encourage less development/growth	
Other (Please Specify)	

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - ☒ Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - ☐ Accessing resources (e.g. grocery store, doctor, etc)
   - ☒ Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - ☐ Commuting / Getting to my job or school
   - ☐ Other (please specify)

2. What are the top three following modes that you travel in the Study Area?
   - ☒ Drive
   - ☐ Walk
   - ☐ Bike
   - ☒ Transit (i.e. METRO)
   - ☐ Rideshare (i.e. Uber, Lyft, taxi)
   - ☐ Other (Please Specify) _____

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - ☒ Convenience
   - ☒ Cost
   - ☐ Accessibility
   - ☐ Availability
   - ☐ Reliability
   - ☒ Safety

4. What are your top three transportation-related concerns in the Study Area
   - ☐ People driving too fast
   - ☐ Too much traffic
   - ☒ Lack of sidewalks
   - ☐ Lack of bicycle facilities, like bike lanes or trails
   - ☒ Lack of connectivity
   - ☒ Street lanes are too narrow
   - ☐ Traffic safety (crashes or near misses)
   - ☐ Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?)
   - ☐ Other (please specify)_____

TURN OVER FOR REMAINING QUESTIONS

5. What is your top concern when you see residential and/or commercial development in the Study Area?

- ☒ Increased traffic / congestion
- ☐ Safety (concerns about increase in frequency/severity of crashes)
- ☒ Development policies
- ☐ On street parking
- ☒ Drainage / flooding
- ☐ Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	5
Encourage increased carpooling/vanpooling	2
Construction of sidewalks, bike lanes, and greenways	8
Maintaining existing roadways, sidewalks, etc	7
Building new streets and roadways	3
Widening existing roadways	9
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	4
Improvement in street appearance (signage, landscaping, etc.)	6
Encourage less development/growth	10
Other (Please Specify)	1

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - [x] Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - [x] Accessing resources (e.g. grocery store, doctor, etc)
   - [x] Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - [x] Commuting / Getting to my job or school
   - [x] Other (please specify) church, work

2. What are the top three following modes that you travel in the Study Area?
   - [x] Drive
   - [x] Walk
   - [x] Bike
   - [x] Transit (i.e. METRO)
   - [ ] Rideshare (i.e. Uber, Lyft, taxi)
   - [ ] Other (Please Specify) _____

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - [x] Convenience
   - [x] Cost
   - [x] Accessibility
   - [ ] Availability
   - [x] Reliability
   - [x] Safety

4. What are your top three transportation-related concerns in the Study Area
   - [ ] People driving too fast
   - [ ] Too much traffic
   - [ ] Lack of sidewalks
   - [ ] Lack of bicycle facilities, like bike lanes or trails
   - [ ] Lack of connectivity
   - [ ] Street lanes are too narrow
   - [ ] Traffic safety (crashes or near misses)
   - [ ] Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?)
   - [x] Other (please specify) Speed bumps are needed on Covington Dr. Sidewalks are needed on Covington Dr.

TURN OVER FOR REMAINING QUESTIONS

5. What is your top concern when you see residential and/or commercial development in the Study Area?
   - ☐ Increased traffic / congestion
   - ☐ Safety (concerns about increase in frequency/severity of crashes)
   - ☐ Development policies
   - ☐ On street parking
   - ☐ Drainage / flooding
   - ☐ Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	
Encourage increased carpooling/vanpooling	
Construction of sidewalks, bike lanes, and greenways	
Maintaining existing roadways, sidewalks, etc	
Building new streets and roadways	
Widening existing roadways	
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	
Improvement in street appearance (signage, landscaping, etc.)	
Encourage less development/growth	
Other (Please Specify)	

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - ☑ Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - ☐ Accessing resources (e.g. grocery store, doctor, etc)
   - ☑ Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - ☑ Commuting / Getting to my job or school
   - ☑ Other (please specify)

2. What are the top three following modes that you travel in the Study Area?
   - ☑ Drive
   - ☐ Walk
   - ☑ Bike
   - ☑ Transit (i.e. METRO)
   - ☐ Rideshare (i.e. Uber, Lyft, taxi)
   - ☐ Other (Please Specify) _____

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - ☑ Convenience
   - ☑ Cost
   - ☑ Accessibility
   - ☐ Availability
   - ☐ Reliability
   - ☐ Safety

4. What are your top three transportation-related concerns in the Study Area
   - ☑ People driving too fast
   - ☑ Too much traffic
   - ☐ Lack of sidewalks
   - ☑ Lack of bicycle facilities, like bike lanes or trails
   - ☐ Lack of connectivity
   - ☐ Street lanes are too narrow
   - ☐ Traffic safety (crashes or near misses)
   - ☐ Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?)
   - ☐ Other (please specify)_____

TURN OVER FOR REMAINING QUESTIONS

→

5. What is your top concern when you see residential and/or commercial development in the Study Area?

- ☐ Increased traffic / congestion
- ☐ Safety (concerns about increase in frequency/severity of crashes)
- ☐ Development policies
- ☐ On street parking
- ☐ Drainage / flooding
- ☐ Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	8
Encourage increased carpooling/vanpooling	7
Construction of sidewalks, bike lanes, and greenways	3
Maintaining existing roadways, sidewalks, etc	2
Building new streets and roadways	10
Widening existing roadways	6
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	1
Improvement in street appearance (signage, landscaping, etc.)	4
Encourage less development/growth	5
Other (Please Specify)	10

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - ☑ Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - ☑ Accessing resources (e.g. grocery store, doctor, etc)
   - ☑ Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - ☑ Commuting / Getting to my job or school
   - ☐ Other (please specify)

2. What are the top three following modes that you travel in the Study Area?
   - ☑ Drive
   - ☑ Walk
   - ☑ Bike
   - ☐ Transit (i.e. METRO)
   - ☑ Rideshare (i.e. Uber, Lyft, taxi)
   - ☐ Other (Please Specify) _____

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - ☑ Convenience
   - ☐ Cost
   - ☑ Accessibility
   - ☐ Availability
   - ☑ Reliability
   - ☐ Safety

4. What are your top three transportation-related concerns in the Study Area
   - ☑ People driving too fast
   - ☐ Too much traffic
   - ☑ Lack of sidewalks
   - ☑ Lack of bicycle facilities, like bike lanes or trails
   - ☑ Lack of connectivity
   - ☑ Street lanes are too narrow
   - ☑ Traffic safety (crashes or near misses)
   - ☐ Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?)
   - ☐ Other (please specify)_____

TURN OVER FOR REMAINING QUESTIONS

→

5. What is your top concern when you see residential and/or commercial development in the Study Area?

- ☐ Increased traffic / congestion
- ☐ Safety (concerns about increase in frequency/severity of crashes)
- ☐ Development policies
- ☐ On street parking
- ☑ Drainage / flooding
- ☐ Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	3
Encourage increased carpooling/vanpooling	2
Construction of sidewalks, bike lanes, and greenways	8
Maintaining existing roadways, sidewalks, etc	4
Building new streets and roadways	5
Widening existing roadways	9
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	10 ★
Improvement in street appearance (signage, landscaping, etc.)	7
Encourage less development/growth	6
Other (Please Specify)	

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - ☐ Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - ☐ Accessing resources (e.g. grocery store, doctor, etc)
   - ☒ Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - ☐ Commuting / Getting to my job or school
   - ☒ Other (please specify) access to meetings

2. What are the top three following modes that you travel in the Study Area?
   - ☒ Drive
   - ☐ Walk
   - ☐ Bike
   - ☐ Transit (i.e. METRO)
   - ☐ Rideshare (i.e. Uber, Lyft, taxi)
   - ☐ Other (Please Specify) _____

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - ☒ Convenience
   - ☐ Cost
   - ☐ Accessibility
   - ☐ Availability
   - ☒ Reliability
   - ☒ Safety

4. What are your top three transportation-related concerns in the Study Area
   - ☐ People driving too fast
   - ☐ Too much traffic
   - ☒ Lack of sidewalks
   - ☒ Lack of bicycle facilities, like bike lanes or trails
   - ☒ Lack of connectivity
   - ☐ Street lanes are too narrow
   - ☐ Traffic safety (crashes or near misses)
   - ☐ Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?)
   - ☐ Other (please specify)_____

TURN OVER FOR REMAINING QUESTIONS

5. What is your top concern when you see residential and/or commercial development in the Study Area?

- ☒ Increased traffic / congestion
- ☒ Safety (concerns about increase in frequency/severity of crashes)
- ☒ Development policies
- ☐ On street parking
- ☐ Drainage / flooding
- ☐ Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	6
Encourage increased carpooling/vanpooling	8
Construction of sidewalks, bike lanes, and greenways	3
Maintaining existing roadways, sidewalks, etc	2
Building new streets and roadways	4
Widening existing roadways	5
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	1
Improvement in street appearance (signage, landscaping, etc.)	7
Encourage less development/growth	9
Other (Please Specify)	10

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - ☑ Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - ☑ Accessing resources (e.g. grocery store, doctor, etc)
   - ☐ Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - ☐ Commuting / Getting to my job or school
   - ☐ Other (please specify)

2. What are the top three following modes that you travel in the Study Area?
   - ☑ Drive
   - ☐ Walk
   - ☑ Bike
   - ☐ Transit (i.e. METRO)
   - ☐ Rideshare (i.e. Uber, Lyft, taxi)
   - ☐ Other (Please Specify) _____

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - ☑ Convenience
   - ☐ Cost
   - ☐ Accessibility
   - ☐ Availability
   - ☐ Reliability
   - ☐ Safety

4. What are your top three transportation-related concerns in the Study Area
   - ☑ People driving too fast
   - ☐ Too much traffic
   - ☑ Lack of sidewalks
   - ☐ Lack of bicycle facilities, like bike lanes or trails
   - ☐ Lack of connectivity
   - ☐ Street lanes are too narrow
   - ☑ Traffic safety (crashes or near misses)
   - ☐ Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?)
   - ☐ Other (please specify)_____

TURN OVER FOR REMAINING QUESTIONS

5. What is your top concern when you see residential and/or commercial development in the Study Area?

- ☐ Increased traffic / congestion
- ☒ Safety (concerns about increase in frequency/severity of crashes)
- ☐ Development policies
- ☐ On street parking
- ☐ Drainage / flooding
- ☐ Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	7
Encourage increased carpooling/vanpooling	6
Construction of sidewalks, bike lanes, and greenways	8
Maintaining existing roadways, sidewalks, etc	5
Building new streets and roadways	4
Widening existing roadways	3
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	2
Improvement in street appearance (signage, landscaping, etc.)	8
Encourage less development/growth	9
Other (Please Specify)	1

Schools? Area

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - ☐ Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - ☐ Accessing resources (e.g. grocery store, doctor, etc)
   - ☐ Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - ☐ Commuting / Getting to my job or school
   - ☐ Other (please specify)

2. What are the top three following modes that you travel in the Study Area?
   - ☑ Drive
   - ☐ Walk
   - ☑ Bike
   - ☑ Transit (i.e. METRO)
   - ☐ Rideshare (i.e. Uber, Lyft, taxi)
   - ☐ Other (Please Specify) _____

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - ☑ Convenience
   - ☐ Cost
   - ☑ Accessibility
   - ☐ Availability
   - ☑ Reliability
   - ☑ Safety

4. What are your top three transportation-related concerns in the Study Area
   - ☒ People driving too fast
   - ☒ Too much traffic
   - ☐ Lack of sidewalks
   - ☐ Lack of bicycle facilities, like bike lanes or trails
   - ☐ Lack of connectivity
   - ☐ Street lanes are too narrow
   - ☐ Traffic safety (crashes or near misses)
   - ☒ Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?)
   - ☐ Other (please specify)_____

TURN OVER FOR REMAINING QUESTIONS

5. What is your top concern when you see residential and/or commercial development in the Study Area?
   - ☑ Increased traffic / congestion
   - ☐ Safety (concerns about increase in frequency/severity of crashes)
   - ☑ Development policies
   - ☐ On street parking
   - ☑ Drainage / flooding
   - ☐ Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	10
Encourage increased carpooling/vanpooling	
Construction of sidewalks, bike lanes, and greenways	
Maintaining existing roadways, sidewalks, etc	9
Building new streets and roadways	15
Widening existing roadways	16
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	
Improvement in street appearance (signage, landscaping, etc.)	
Encourage less development/growth	
Other (Please Specify)	

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - ☐ Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - ☐ Accessing resources (e.g. grocery store, doctor, etc)
   - ☐ Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - ☐ Commuting / Getting to my job or school
   - ☐ Other (please specify)

2. What are the top three following modes that you travel in the Study Area?
   - ☑ Drive
   - ☑ Walk
   - ☑ Bike
   - ☐ Transit (i.e. METRO)
   - ☐ Rideshare (i.e. Uber, Lyft, taxi)
   - ☐ Other (Please Specify) _____

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - ☑ Convenience
   - ☑ Cost
   - ☐ Accessibility
   - ☐ Availability
   - ☐ Reliability
   - ☑ Safety

4. What are your top three transportation-related concerns in the Study Area
   - ☐ People driving too fast
   - ☐ Too much traffic
   - ☑ Lack of sidewalks
   - ☐ Lack of bicycle facilities, like bike lanes or trails
   - ☐ Lack of connectivity
   - ☐ Street lanes are too narrow
   - ☑ Traffic safety (crashes or near misses)
   - ☐ Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?)
   - ☐ Other (please specify)_____

TURN OVER FOR REMAINING QUESTIONS

→

5. What is your top concern when you see residential and/or commercial development in the Study Area?
   - ☐ Increased traffic / congestion
   - ☑ Safety (concerns about increase in frequency/severity of crashes)
   - ☐ Development policies
   - ☑ On street parking
   - ☑ Drainage / flooding
   - ☐ Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	7
Encourage increased carpooling/vanpooling	
Construction of sidewalks, bike lanes, and greenways	
Maintaining existing roadways, sidewalks, etc	
Building new streets and roadways	8
Widening existing roadways	
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	6
Improvement in street appearance (signage, landscaping, etc.)	~~10~~ 9
Encourage less development/growth	
Other (Please Specify)	10

*Need bike or foot officers in Sylvester Turner Park

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - ☐ Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - ☐ Accessing resources (e.g. grocery store, doctor, etc)
   - ☐ Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - ☑ Commuting / Getting to my job or school
   - ☐ Other (please specify)

2. What are the top three following modes that you travel in the Study Area?
   - ☑ Drive
   - ☑ Walk
   - ☑ Bike
   - ☐ Transit (i.e. METRO)
   - ☑ Rideshare (i.e. Uber, Lyft, taxi)
   - ☐ Other (Please Specify) _____

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - ☑ Convenience
   - ☐ Cost
   - ☐ Accessibility
   - ☑ Availability
   - ☐ Reliability
   - ☑ Safety

4. What are your top three transportation-related concerns in the Study Area
   - ☑ People driving too fast
   - ☐ Too much traffic
   - ☑ Lack of sidewalks
   - ☐ Lack of bicycle facilities, like bike lanes or trails
   - ☐ Lack of connectivity
   - ☐ Street lanes are too narrow
   - ☑ Traffic safety (crashes or near misses)
   - ☐ Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?)
   - ☐ Other (please specify)_____

TURN OVER FOR REMAINING QUESTIONS

→

5. What is your top concern when you see residential and/or commercial development in the Study Area?

- ☐ Increased traffic / congestion
- ☑ Safety (concerns about increase in frequency/severity of crashes)
- ☑ Development policies
- ☐ On street parking
- ☑ Drainage / flooding
- ☐ Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	9
Encourage increased carpooling/vanpooling	3
Construction of sidewalks, bike lanes, and greenways	8
Maintaining existing roadways, sidewalks, etc	10
Building new streets and roadways	6
Widening existing roadways	6
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	10
Improvement in street appearance (signage, landscaping, etc.)	10
Encourage less development/growth	1
Other (Please Specify)	

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - [x] Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - [x] Accessing resources (e.g. grocery store, doctor, etc)
   - [x] Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - [x] Commuting / Getting to my job or school
   - [x] Other (please specify) LIVE

2. What are the top three following modes that you travel in the Study Area?
   - [x] Drive
   - [x] Walk
   - [ ] Bike
   - [ ] Transit (i.e. METRO)
   - [ ] Rideshare (i.e. Uber, Lyft, taxi)
   - [ ] Other (Please Specify) _____

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - [x] Convenience
   - [ ] Cost
   - [ ] Accessibility
   - [x] Availability
   - [ ] Reliability
   - [ ] Safety

4. What are your top three transportation-related concerns in the Study Area
   - [x] People driving too fast
   - [x] Too much traffic
   - [ ] Lack of sidewalks
   - [ ] Lack of bicycle facilities, like bike lanes or trails
   - [ ] Lack of connectivity
   - [ ] Street lanes are too narrow
   - [x] Traffic safety (crashes or near misses)
   - [x] Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?) NO
   - [ ] Other (please specify)_____

TURN OVER FOR REMAINING QUESTIONS

5. What is your top concern when you see residential and/or commercial development in the Study Area?

- ☑ Increased traffic / congestion
- ☑ Safety (concerns about increase in frequency/severity of crashes)
- ☑ Development policies
- ☐ On street parking
- ☑ Drainage / flooding
- ☐ Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	4
Encourage increased carpooling/vanpooling	10
Construction of sidewalks, ~~bike lanes,~~ and greenways	6
Maintaining existing roadways, sidewalks, etc	2
Building new streets and roadways	1
Widening existing roadways	5
Making safety improvements on existing streets (e.g. crosswalks, ~~protected bike lanes~~, traffic light upgrades, etc)	10
Improvement in street appearance (signage, landscaping, etc.)	7
Encourage less development/growth	~~2~~ 3
Other (Please Specify)	

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - ☑ Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - ☒ Accessing resources (e.g. grocery store, doctor, etc)
   - ☑ Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - ☐ Commuting / Getting to my job or school
   - ☐ Other (please specify)

2. What are the top three following modes that you travel in the Study Area?
   - ☒ Drive
   - ☐ Walk
   - ☐ Bike
   - ☐ Transit (i.e. METRO)
   - ☐ Rideshare (i.e. Uber, Lyft, taxi)
   - ☐ Other (Please Specify) _____

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - ☐ Convenience
   - ☐ Cost
   - ☐ Accessibility
   - ☐ Availability
   - ☐ Reliability
   - ☒ Safety

4. What are your top three transportation-related concerns in the Study Area
   - ☑ People driving too fast
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   - ☐ Lack of connectivity
   - ☐ Street lanes are too narrow
   - ☒ Traffic safety (crashes or near misses)
   - ☐ Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?)
   - ☐ Other (please specify)_____

TURN OVER FOR REMAINING QUESTIONS

5. What is your top concern when you see residential and/or commercial development in the Study Area?

- ☐ Increased traffic / congestion
- ☒ Safety (concerns about increase in frequency/severity of crashes)
- ☐ Development policies
- ☒ On street parking
- ☒ Drainage / flooding
- ☐ Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	1
Encourage increased carpooling/vanpooling	5
Construction of sidewalks, bike lanes, and greenways	1
Maintaining existing roadways, sidewalks, etc	1
Building new streets and roadways	1
Widening existing roadways	1
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	1
Improvement in street appearance (signage, landscaping, etc.)	1
Encourage less development/growth	1
Other (Please Specify)	

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - ☑ Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - ☑ Accessing resources (e.g. grocery store, doctor, etc)
   - ☑ Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - ☑ Commuting / Getting to my job or school
   - ☐ Other (please specify)

2. What are the top three following modes that you travel in the Study Area?
   - ☑ Drive
   - ☑ Walk
   - ☐ Bike
   - ☐ Transit (i.e. METRO)
   - ☐ Rideshare (i.e. Uber, Lyft, taxi)
   - ☑ Other (Please Specify) _____

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - ☑ Convenience
   - ☑ Cost
   - ☑ Accessibility
   - ☑ Availability
   - ☑ Reliability
   - ☑ Safety

4. What are your top three transportation-related concerns in the Study Area
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   - ☑ Too much traffic
   - ☑ Lack of sidewalks
   - ☐ Lack of bicycle facilities, like bike lanes or trails
   - ☐ Lack of connectivity
   - ☐ Street lanes are too narrow
   - ☐ Traffic safety (crashes or near misses)
   - ☐ Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?)
   - ☐ Other (please specify)_____

TURN OVER FOR REMAINING QUESTIONS

→

5. What is your top concern when you see residential and/or commercial development in the Study Area?
   - ☐ Increased traffic / congestion
   - ☐ Safety (concerns about increase in frequency/severity of crashes)
   - ☑ Development policies
   - ☐ On street parking
   - ☐ Drainage / flooding
   - ☐ Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	3
Encourage increased carpooling/vanpooling	1
Construction of sidewalks, bike lanes, and greenways	4
Maintaining existing roadways, sidewalks, etc	6
Building new streets and roadways	7
Widening existing roadways	9
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	8
Improvement in street appearance (signage, landscaping, etc.)	5
Encourage less development/growth	10
Other (Please Specify)	2

Appendix C:

Public Meeting Notes

MEETING Notes

Location: Acres Homes Multi Service Center
Subject: Public Meeting 3
Project: Acres Homes Mobility Study

Date: October 6, 2022
Time: 6:00 PM

The purpose of the meeting is to present the mobility study to the community surrounding the project area. The project team will present findings of the gap analysis, potential recommendations, and request input from any attendees.

ATTENDEES

Muxian Fang (PD)
Devin Crittle (PD)
Donald Glenn (RS&H)
Donald Buaku (HPW)
Lynn Henson (PD)
Lindsey Williams (PD)
Allie Joiner (RS&H)
+ 20 members of the public

A copy of the sign-in sheet is attached. A copy of the prior public meeting notes is also attached.

The purpose of the meeting was to present the mobility study to the community in and around the project area. The project team presented the final recommended improvements and requested input from any attendees.

PRESENTATION OF GAP ANALYSIS AND PROPOSED IMPROVEMENTS

City staff presented an overview of the project and highlighted the final recommended alternatives for five key areas of proposed improvements: safety improvements, bicycle facilities, sidewalks, existing roadway improvements, and roadway extensions.

KEY COMMENTS AND DISCUSSION

During the presentation there was generous dialogue and input from the public. After each section, there was time designated for Questions and Answers and members of the public were able to give their opinions on the topics discussed. Their input will be compiled and reviewed and will be used to improve the Final Mobility Plan.

Lindsey kicked off the meeting to give a general overview of the community involvement in the area.

After the introduction, Muxian presented the final improvements. A copy of the material presented by the project team is attached.

Key Questions from the presentation include:

What is the Project Timeline

- This study will be complete in November 2022

Why was the study area chosen and what was the purpose of the study?

- Planning Department identified significant development in the last 6 years.
- Traffic increased due to dense development that is occurring in the area.

Top 3 Transportation concerns

- Lack of sidewalks
- Traffic safety / speeding
- Lack of bicycle facilities

SAFETY IMPROVEMENTS

Comments:

- Resident commented that he called 311 to request a speed bump several months ago. He was issued a claim number but never got a claim back.
  - There's a wait list that is a couple of years long because there is no funding
- 19th at E. TC Jester needs lighting (outside our study area)
- Another resident Request speed bumps about a year ago. They received a letter indicating they would be installed in July. Discuss also during a call with Mayor Turner.
- The bike advocate felt that it is too easy to ignore devices (like the hawk or speed monitoring), thinks it's better to add street improvements/ roadway changes so that the driver chooses the speed.
  - narrow roadway limits some improvements, limited flexibility
  - Leaves speed cushions, raised crosswalks, etc.. this is what is preferred
- Are there any plans to do underground ditches? Not with this study. Drainage is an expensive upgrade and we do not have funding currently

SIDEWALKS

City sidewalk program's budget is approximately $3.3M per year.

Comments:

- 70/30 split - the 30% will go to underserved areas, could be acres home.
  - Could lose the 30%
  - Community concerned about sidewalk equity of the plan
- New development should have to pay, not residents that are grandfathered in.
  - Only developments that increase the density will be required to pay the sidewalk fee
- Do we plan on changing the ROW?
  - this study has no plans to widen the existing ROW
- How does the developer get out of putting in a sidewalk?
  - Could be before the sidewalk ordinance to limit the exceptions given
- Developers should also fix the streets
- A resident that lives off of TC Jester is concerned about vegetation on sidewalk. They have had to trim trees/branches over the sidewalks. They have major concerns with City using chemicals to kill vegetation. They would prefer that the city use a mowing method.
- Another resident asked what department they should contact regarding property owners/developers that are putting trash on sidewalks (Around Town Properties) and not in trash bins. {2502 Tidwell property}
  - Call 311 to report issues like this

BIKE PLAN/LANES

Comments:

- Will mailboxes be moved if sidewalks are constructed?
    - Mailboxes will be adjusted by the City
- Citizen (76 years old) made a "bike safety" presentation

PAVEMENT IMPROVEMENTS

- No comments

STREET CONNECTIVITY

Comments:

- Will developers be required to build the streets shown?
    - That is the intent. Two cases are coming before Planning Commission on Thursday that are requesting a variance to no construct the streets as public.

Next Steps

We need to work together to identify funding and implement the plan.

The presentation will be uploaded to Let's Talk Houston and the final document will be posted on Let's Talk Houston when it is completed.

Project team to check on West Little York Road diet project being done by Ian Hlavacek.

FOLLOW-UP

RS&H analyzed the comments the members of the public left and the most common comments and will incorporate them into the final report.

Acres Home Mobility Study

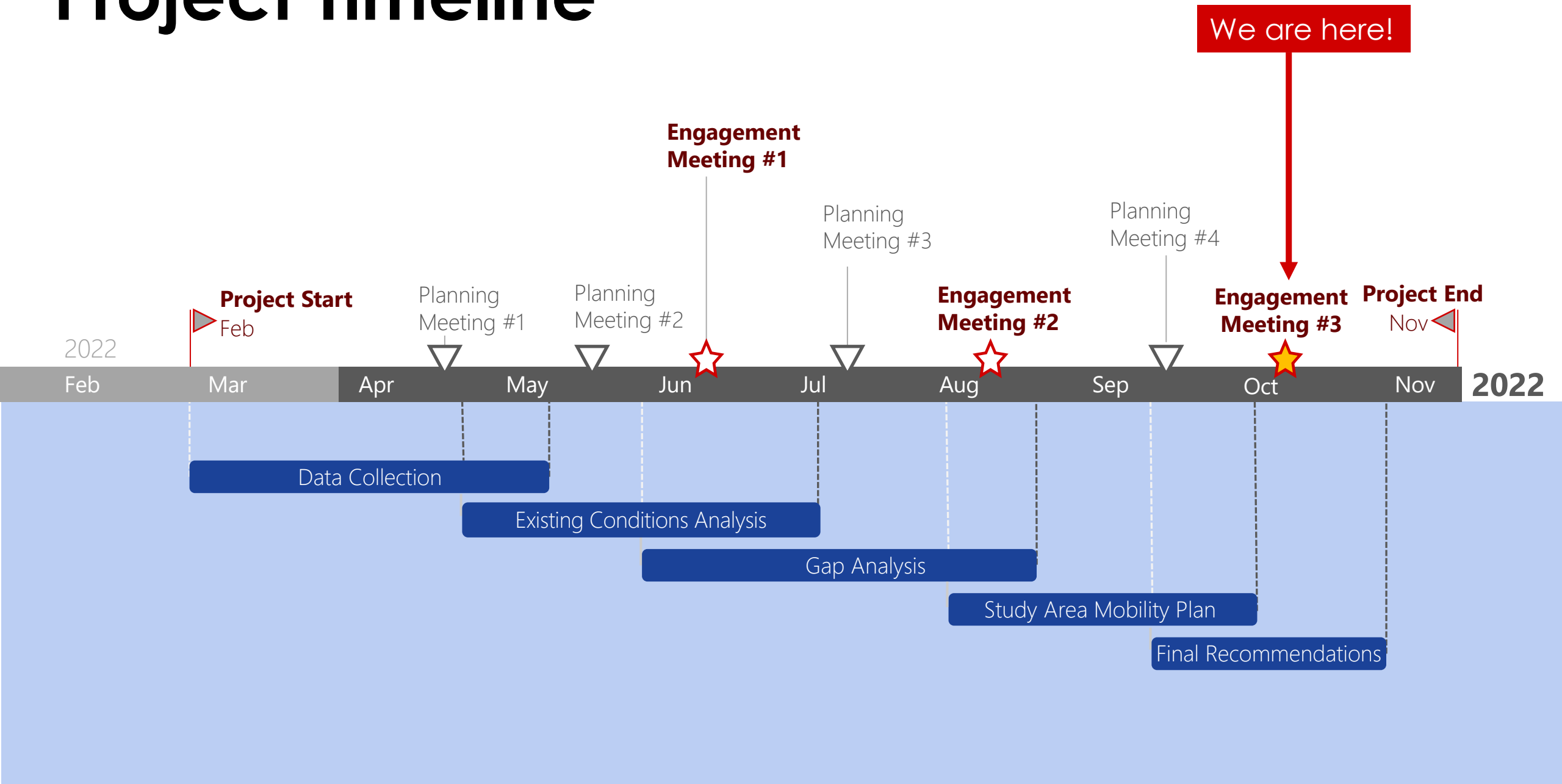
October 12, 2022

HOUSTON PUBLIC WORKS

PLANNING & DEVELOPMENT DEPARTMENT

RS&H

Project Timeline

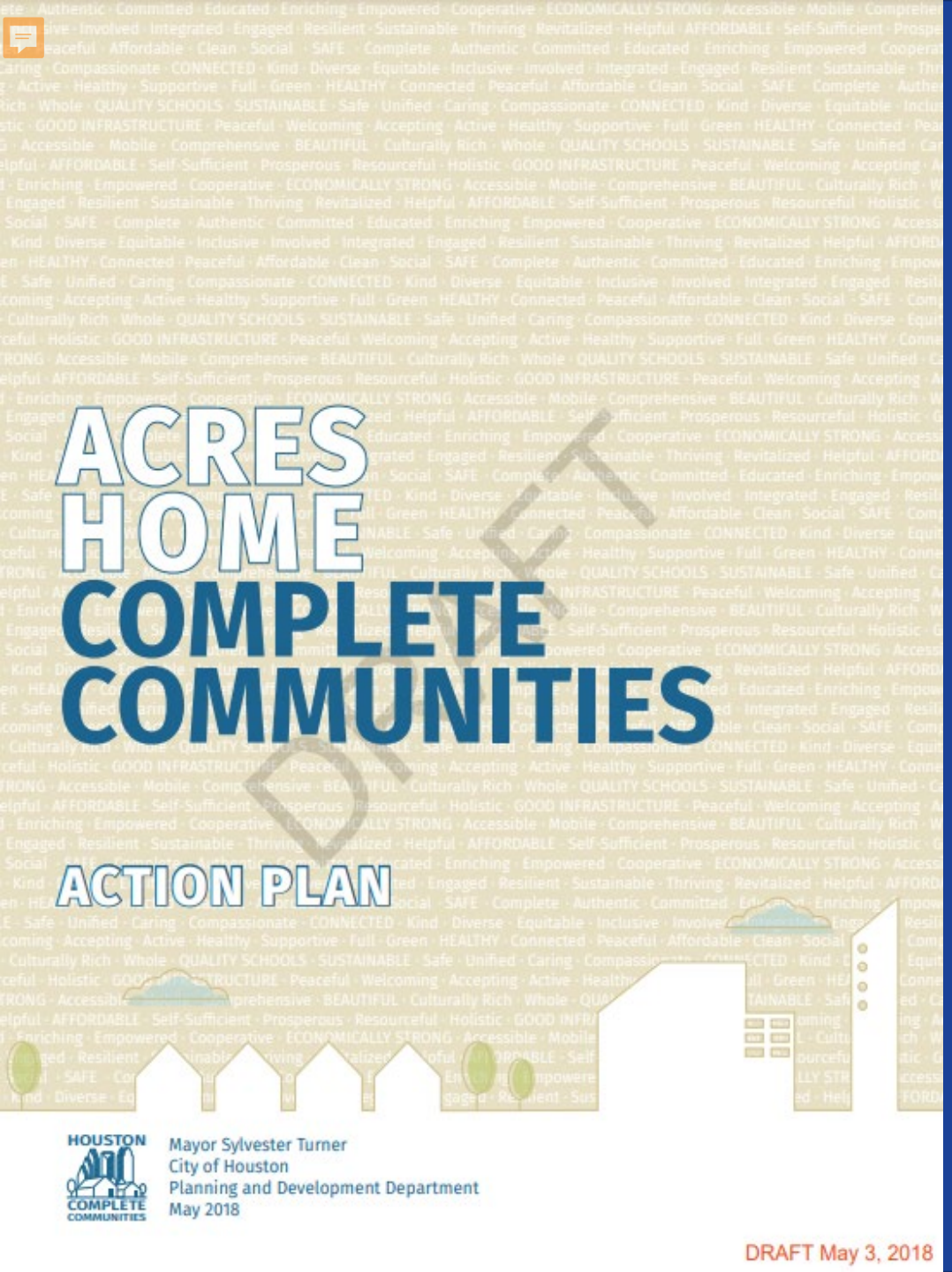


Community Engagement Meeting # 3

1. Project Overview
2. Proposed Mobility Improvement Strategies
3. Next Steps

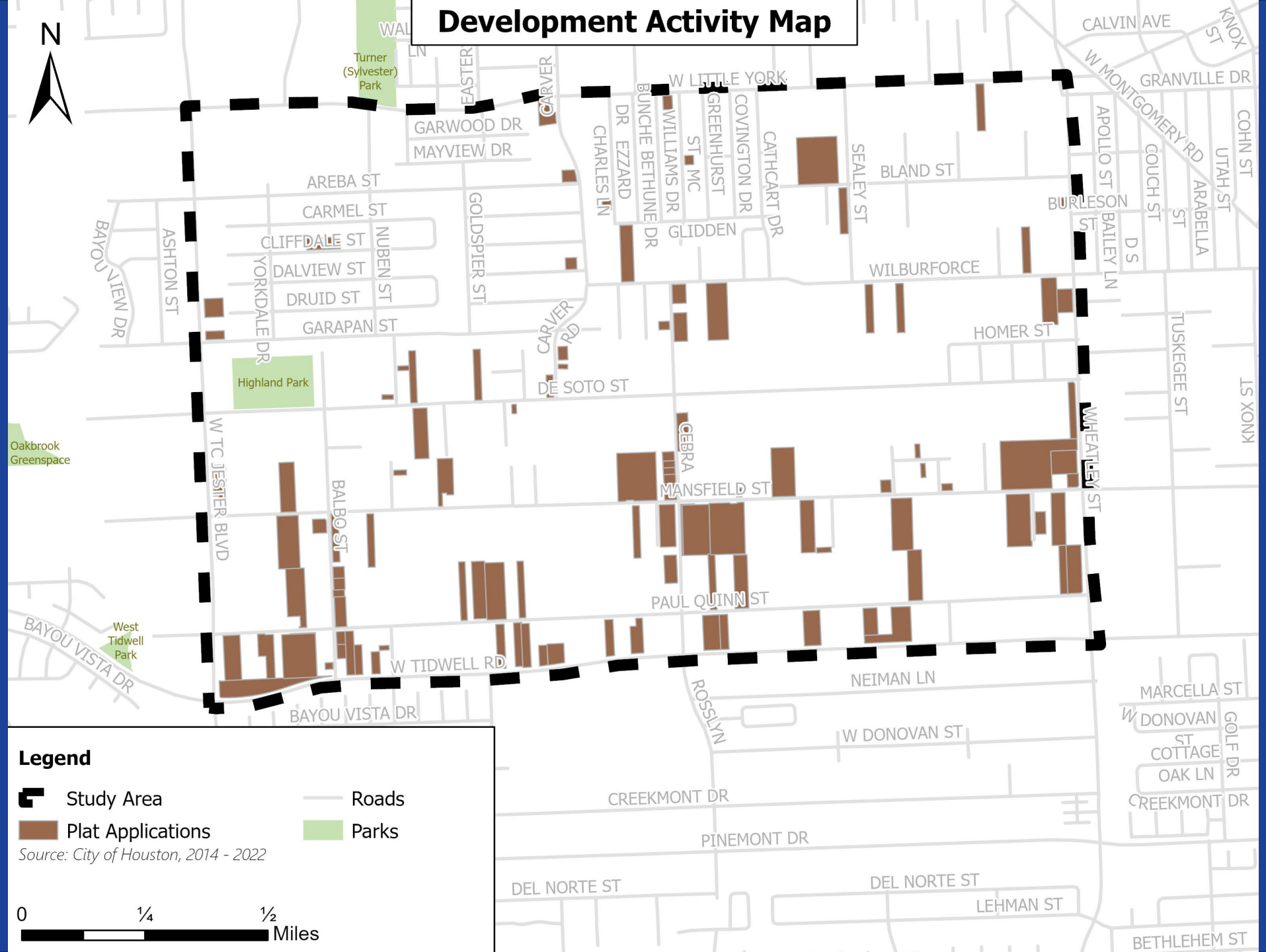
1

Project Overview



Acres Home Community Action Plan Goals

- Mobility and Infrastructure Goals:
  - Create Safe Streets
  - Build Great Streets
  - Improve Flood Resiliency
  - Expand Mobility
  - Create a Network of Hike, Bike, and Bridle Trails

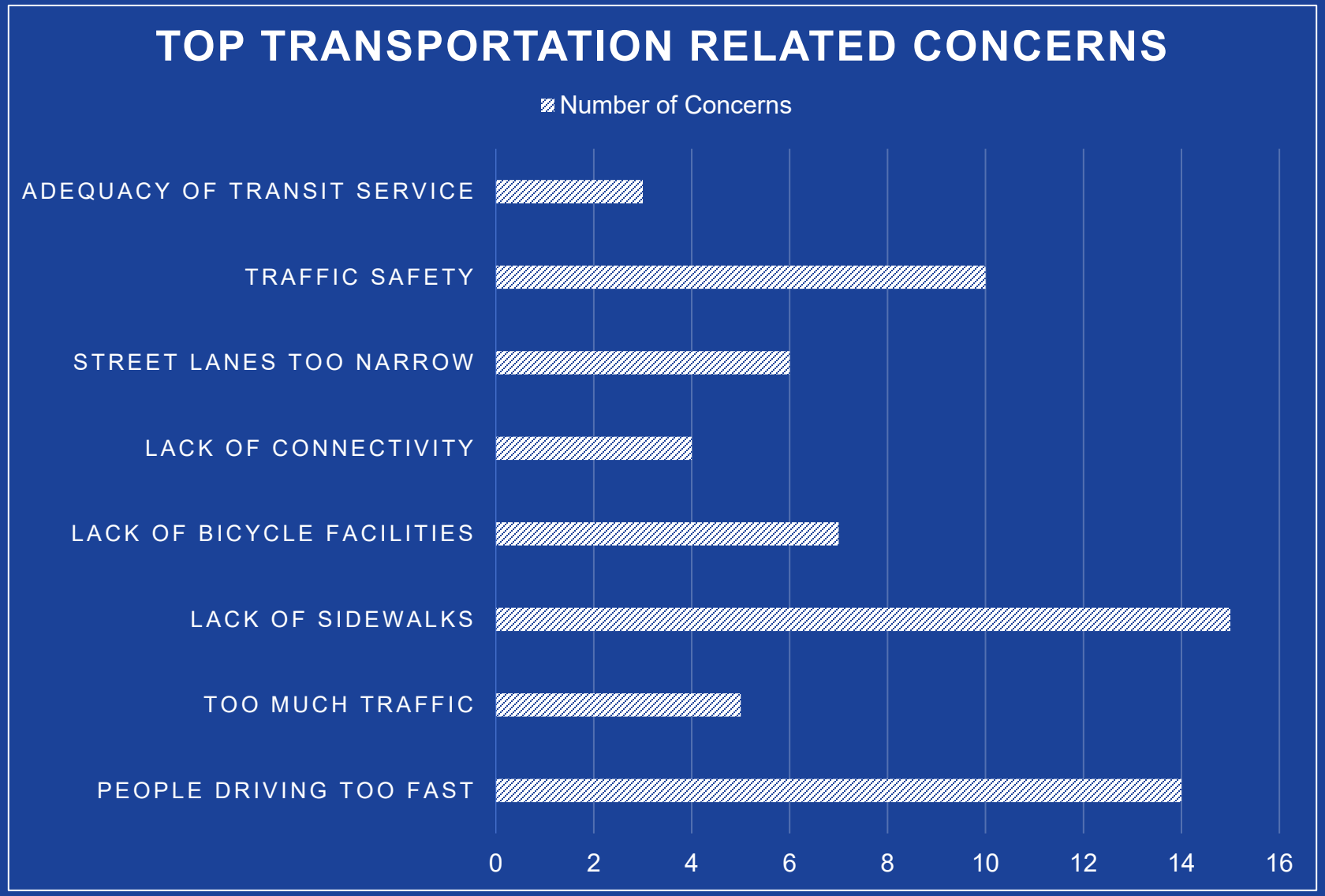

Development Activity Map
N
Turner (Sylvester) Park
Highland Park
Oakbrook Greenspace
West Tidwell Park
CALVIN AVE
KNOX ST
W MONTGOMERY RD
GRANVILLE DR
COHN ST
UTAH ST
ARABELLA ST
W LITTLE YORK
GARWOOD DR
MAYVIEW DR
AREBA ST
CARMEL ST
CLIFFDALE ST
DALVIEW ST
DRUID ST
GARAPAN ST
BAYOU VIEW DR
ASHTON ST
NUBEN ST
YORKDALE DR
GOLDSPIER ST
CARVER RD
CHARLES LN
BUNCHE BETHUNE DR
EZZARD DR
WILLIAMS DR
MC ST
GREENHURST
COVINGTON DR
CATHCART DR
SEALEY ST
BLAND ST
GLIDDEN
BURLESON ST
APOLLO ST
BAILEY LN
GOUCH ST
WILBURFORCE
HOMER ST
TUSKEGEE ST
DE SOTO ST
W TC JESTER BLVD
BALBO ST
CEBRA
MANSFIELD ST
WHEATLEY ST
PAUL QUINN ST
BAYOU VISTA DR
W TIDWELL RD
ROSSLYN
NEIMAN LN
MARCELLA ST
W DONOVAN ST
COTTAGE
OAK LN
GOLF DR
CREEKMONT DR
PINEMONT DR
DEL NORTE ST
LEHMAN ST
BETHLEHEM ST
Legend
Study Area
Plat Applications
Roads
Parks
Source: City of Houston, 2014 - 2022
0
¼
½
Miles

Purpose of Study

Identify **transportation related improvements** that address multimodal needs and mobility concerns in the project area

Multimodal transportation means all the ways we travel: cars, buses, walking, bikes, etc.

Engagement Meeting Survey Results



Engagement Meeting Survey Results

Where would you spend your money?	Priority Score
Encourage less development/growth	10
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	9
Construction of sidewalks, bike lanes, and greenways	8
Widening existing roadways	7
Maintaining existing roadways, sidewalks, etc	6
Improvement in street appearance (signage, landscaping, etc.)	5
Building new streets and roadways	4
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	3
Encourage increased carpooling/vanpooling	2
Other (Please Specify)	1

GOAL OF THIS MEETING

- **WHAT WE DID:**
  - Identified the community's mobility concerns
  - Developed implementation strategies to improve mobility and safety
- **WHAT WE NEED FROM YOU:**
  - Do we capture your concerns accurately?
  - What needed improvements did we miss?

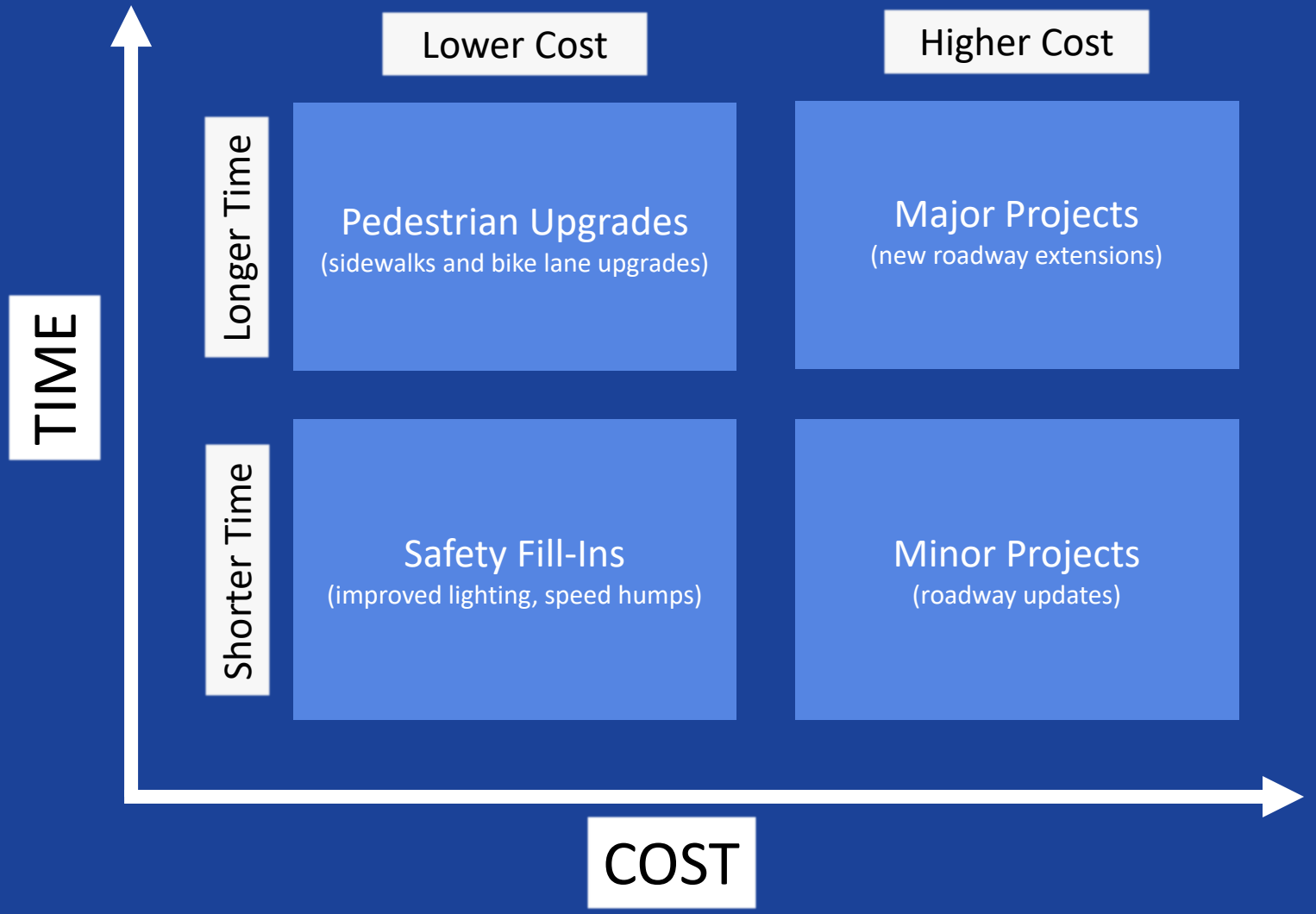
2

Proposed Mobility Improvement Strategies

Key Players

- Acres Home Residents
- City of Houston Departments:
  - Planning & Development
  - Houston Public Works
  - Administration & Regulatory Affairs
  - Mayor's Office for People with Disabilities
- Developers
- METRO
- Other Stakeholders

Action Priority Matrix



Safety Improvement Comments

Multiple speeding issues along Carver and De Soto

"We need a left turn signal at Tidwell and Rosslyn."

"We need Speed Bumps!"

"Carver at Little York is a major collector for school children so West Little York should have traffic calming."

"A buffer is needed at the intersection of Carver and Wilburforce."

Safety Improvements - Elements

Rumble Strips

Speed Humps

Speed Cushions

Raised Crosswalks

Potential Locations

- Carver
- De Soto
- Mansfield
- Wilburforce

Potential Timeframe

- 6-12 months

Safety Improvements – Speed Monitoring & Awareness

DSDD

HAWK

RRFB

Signs

Speed Monitoring Potential Locations

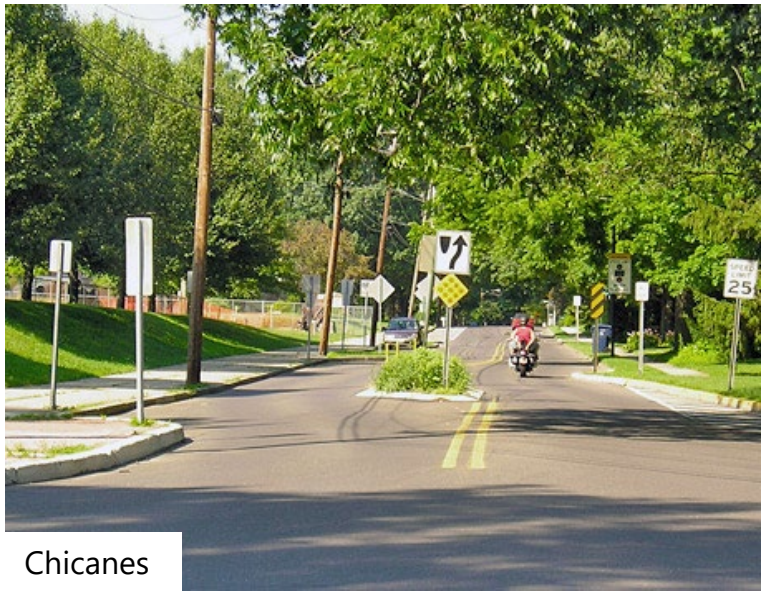
- Carver
- De Soto
- Mansfield

Speed Awareness Potential Locations

- W Little York
- TC Jester
- W Tidwell
- Wheatley

DSDD – Dynamic Speed Display Device
HAWK – High Intensity Activity Crosswalk
RRFB – Rectangular Rapid Flashing Beacon

Safety Improvements – Roadway Design



Chicanes

Channelization Devices

Corner Extensions

Raised Intersection

Safety Improvements

T C Jester

Pedestrian Crossings

Problems:

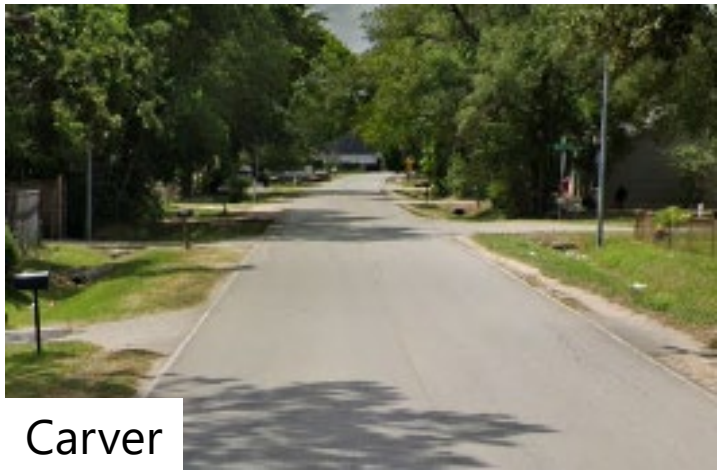
- Speeding
- Lack of pedestrian facilities

Proposed Solutions:

- Identify locations with high pedestrian numbers and add safety improvements
- Identify locations with high vehicular crashes and high-speed traffic
- Improve pedestrian safety awareness

Funding Opportunities:

- State/ Federal Grant Opportunities
- CIP (Capital Improvement Project)
- CDSF (Council District Service Fund)
- NTMP (Neighborhood Traffic Management Program)

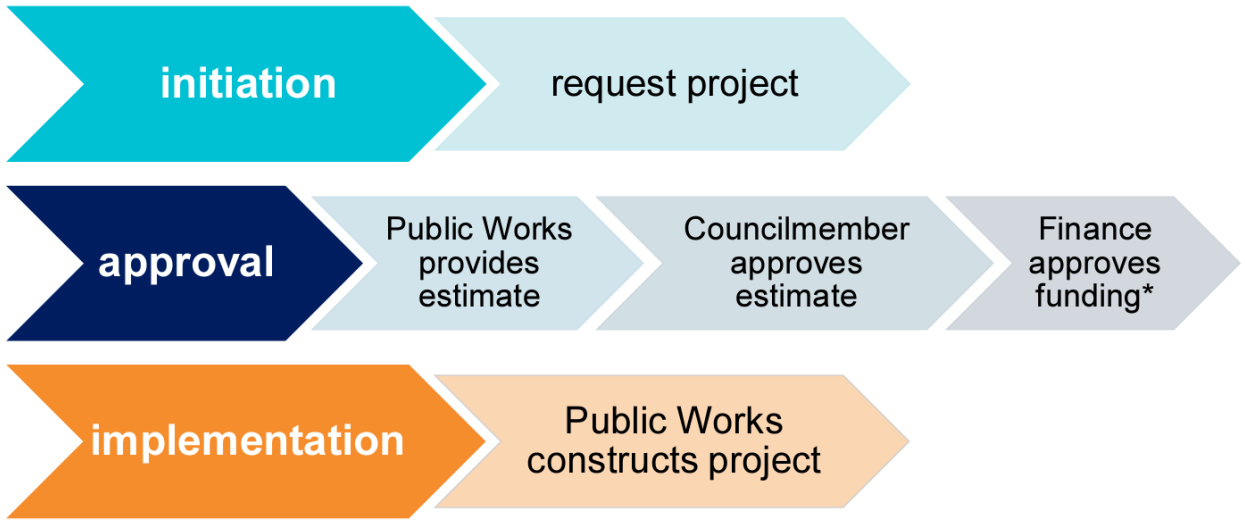


Carver

Speed Bumps

Council District Service Fund

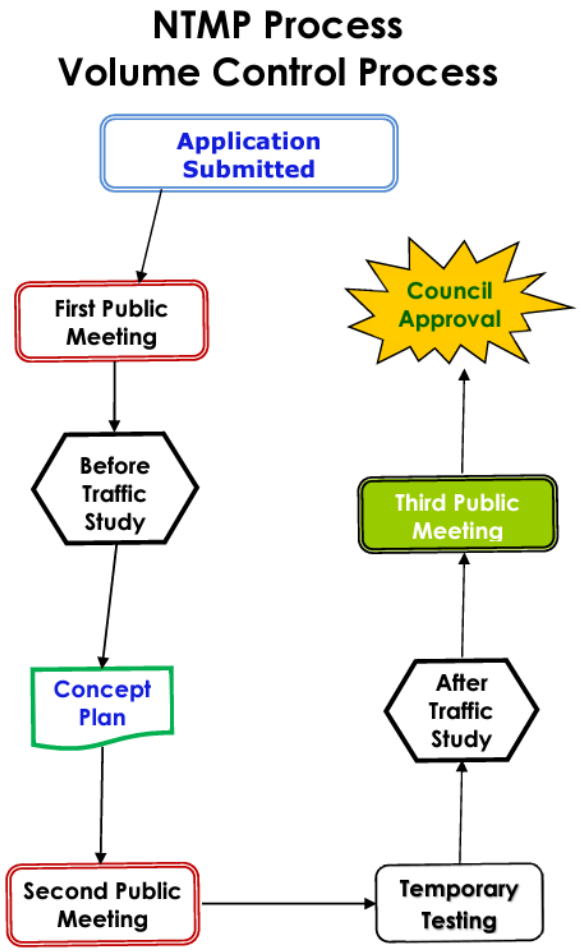
PROCESS

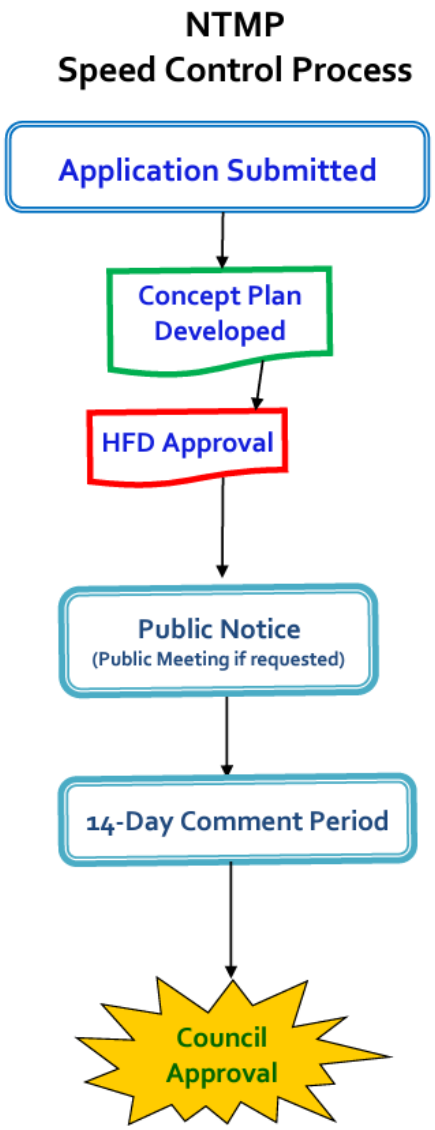


PROJECTS

ELIGIBLE	INELIGIBLE
panel replacements or overlays	outside Houston right-of-way
intersection / median modifications	benefit single property owner
sidewalks / ramps	exceed budget
curbs / gutters	signal / signs unjustified by traffic study
neighborhood traffic management	non-metro funded projects*
signals	routine maintenance projects
pavement markings	mowing / grubbing
traffic diverters	drainage only
street light installations	
sign installation / replacements	* except streetlights

Neighborhood Traffic Management Program (NTMP)





Eligible Applicants

- Residents
- Neighborhood association

Funding

- Privately funded projects
- Publicly funded projects (subject to approval & funding availability)

Department:

- Houston Public Works

Potential Timeframe

- 4-24 months

Safety Improvement Requests

- Call 311 to
  - address traffic safety concerns
  - request a new traffic signal
  - request a new stop sign

- All requests are subject to Houston Public Works approval and funding availability

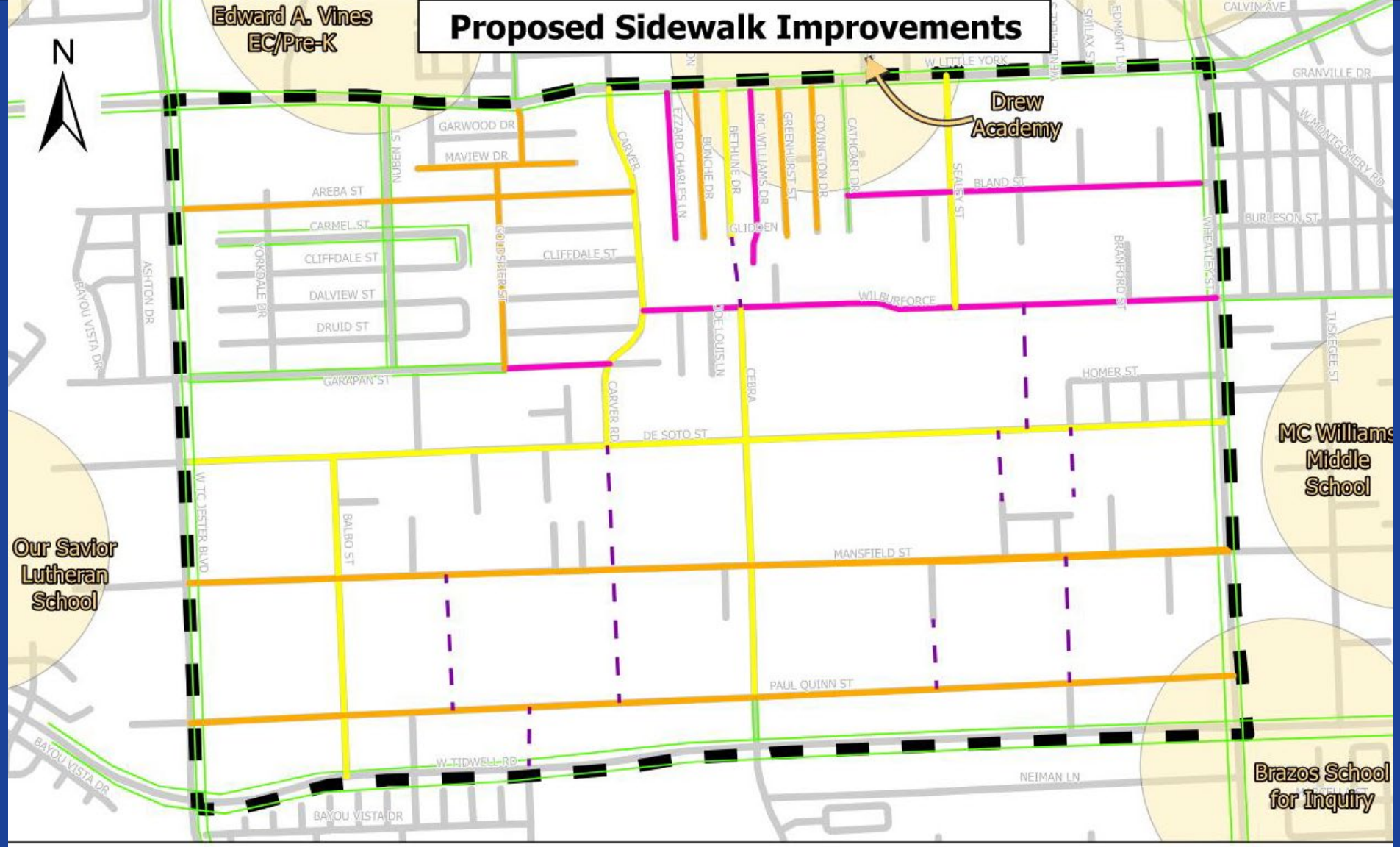
Sidewalk Improvement Comments

"Require sidewalks by developers."

"We want sidewalks on all of the streets."

"Some sidewalks on Wheatley/Ella have mailboxes blocking wheelchair users."

"Add sidewalks on Mansfield, Carver, De Soto, Paul Quinn, and Wilburforce"


Proposed Sidewalk Improvements
N
Edward A. Vines EC/Pre-K
Drew Academy
MC Williams Middle School
Our Savior Lutheran School
Brazos School for Inquiry
GARWOOD DR
MAVIEW DR
AREBA ST
CARMEL ST
CLIFFDALE ST
DALVIEW ST
DRUID ST
GARAPAN ST
CARVER
CARVER RD
BETHUNE DR
MC WILLIAMS DR
GREENHURST ST
COVINGTON DR
CATHCART DR
SEALEY ST
BLAND ST
GLIDDEN
WILBURFORCE
JOE LOUIS LN
CEBRA
HOMER ST
DE SOTO ST
MANSFIELD ST
PAUL QUINN ST
W TIDWELL RD
NEIMAN LN
BAYOU VISTA DR
ASHTON DR
YORKDALE DR
GOLDSBERRY ST
BALBO ST
W TC JESTER BLVD
BRANFORD ST
TUSKEGEE ST
BURLESON ST
GRANVILLE DR
W MONTGOMERY RD
CALVIN AVE
W LITTLE YORK
Legend
Study Area
School Zones
Existing Sidewalks
Sidewalks to be added by developers
Proposed Sidewalks (2)
Proposed Sidewalks (1, south/west side of road)
Proposed Sidewalks (1, north/east side of road)
0
¼
½
Miles

Existing
De Soto Street

Proposed
De Soto Street

Sidewalks


De Soto


Cathcart

Problems:

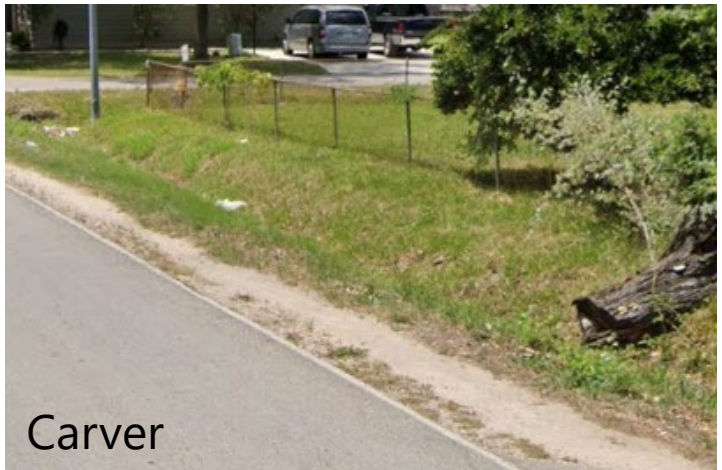
- Lack of sidewalks in the area
- Existing sidewalks not up to current standards

Proposed Solutions:

- Require new developments meet current sidewalk requirements (construct sidewalks or pay Sidewalk in Lieu Fee)
- Identify locations where sidewalks and/or sidewalk upgrades are needed

Funding Opportunities:

- City Sidewalk Programs
- Sidewalk Fund
- CDSF (Council District Service Fund)
- State/ Federal Grant Opportunities


Carver

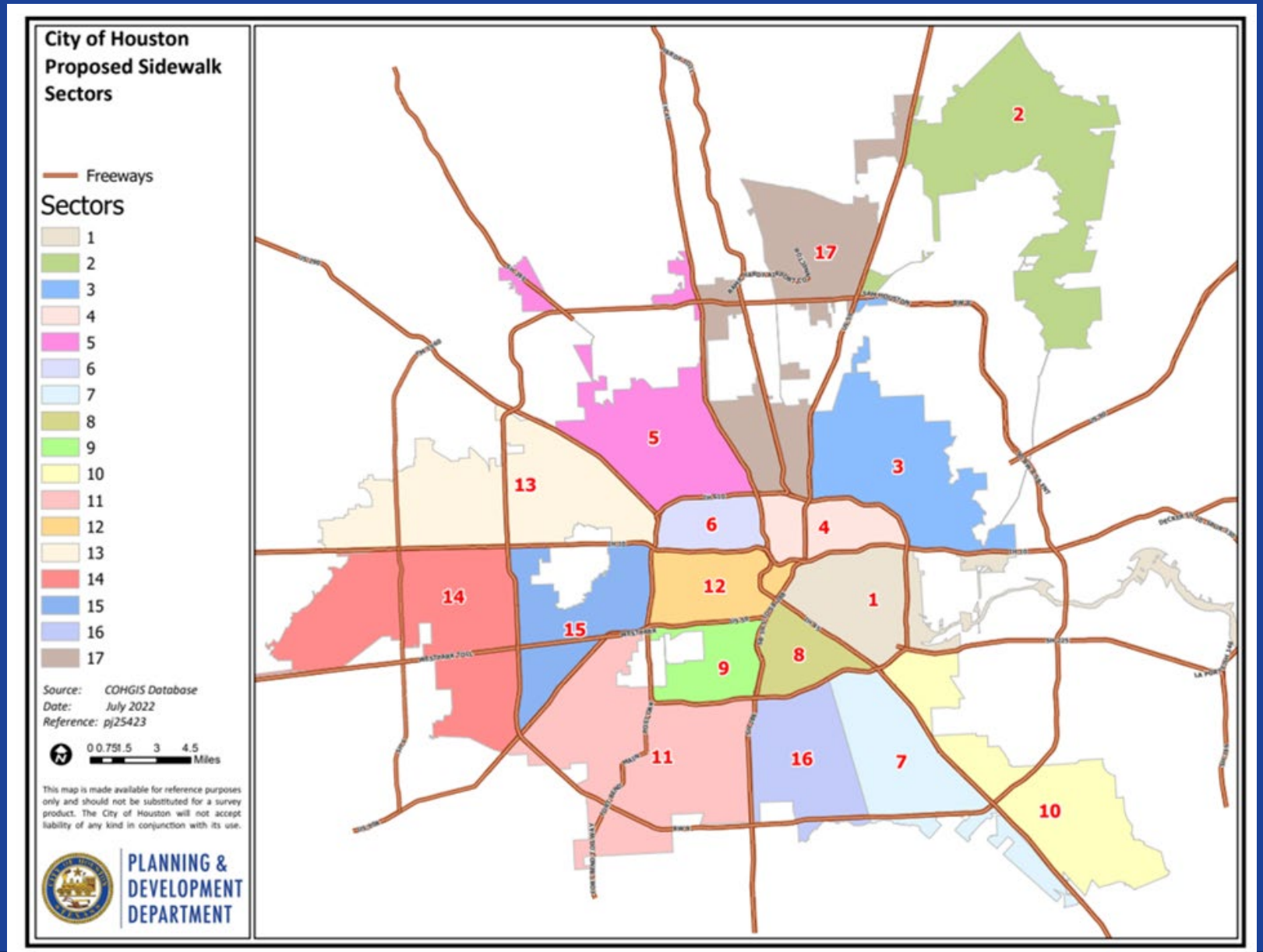

Mansfield

City Sidewalk Programs

- Pedestrian Accessibility Review Program:
  - A request must be submitted by a citizen with a disability
  - Subject to the Mayor's Office for People with Disabilities' approval
  - Time frame: 6 – 24 months (depending on funding availability)

- School Sidewalk Program & Major Thoroughfare Program
  - Constructs sidewalks up to 4 blocks
  - No existing sidewalk on either side of the street
  - Apply online: https://services.publicworks.houstontx.gov/safe-sidewalk-application

Proposed Sidewalk Fund



TxDOT 2023 TA Grant Funding Opportunity

- Projects must be related to pedestrian, bicycle, and/or micromobility
- Call for projects open in October 2022

Potential TA Grant application for a shared ped/bike path along De Soto

Bike Lane Improvement Comments

"Add bike lanes to the roads off Glidden, in the Drew Academy school zone."

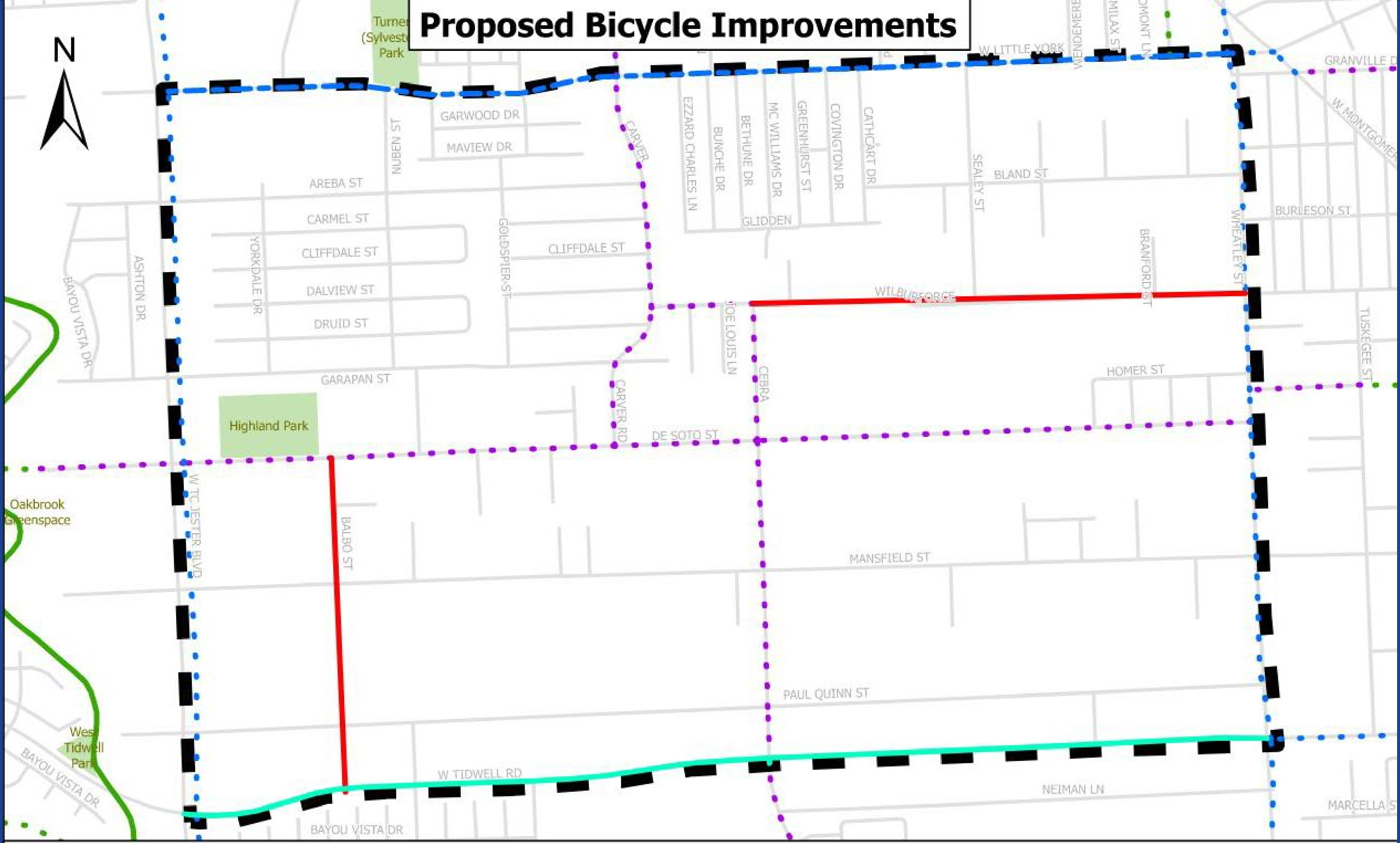
"Please add off street bike lanes on Wilburforce."

"Add bike lanes on TC Jester."

"Remove proposed bike lanes on major streets and De Soto, as it is too dangerous."

"Bike Lanes are a must on Tidwell."

Proposed Bicycle Improvements


N
Turner (Sylvester) Park
W LITTLE YORK
GARWOOD DR
MAVIEW DR
NUBEN ST
AREBA ST
CARMEL ST
CLIFFDALE ST
DALVIEW ST
DRUID ST
GARAPAN ST
YORKDALE DR
ASHTON DR
BAYOU VISTA DR
GOLDSPIER ST
CLIFFDALE ST
CARVER
EZZARD CHARLES LN
BUNCHE DR
BETHUNE DR
MC WILLIAMS DR
GREENHURST ST
COVINGTON DR
CATHCART DR
GLIDDEN
SEALEY ST
BLAND ST
WIENDEMERE
MILAX ST
BRANFORD ST
WHEATLEY ST
GRANVILLE D
W MONTGOMERY
BURLESON ST
TUSKEGEE ST
WILBURFORCE
JOE LOUIS LN
CEBRA
HOMER ST
Highland Park
CARVER RD
DE SOTO ST
Oakbrook Greenspace
W TC JESTER BLVD
BALBO ST
MANSFIELD ST
PAUL QUINN ST
West Tidwell Park
BAYOU VISTA DR
W TIDWELL RD
BAYOU VISTA DR
NEIMAN LN
MARCELLA ST

Legend

Existing Off-Street

0 ¼ ½ Miles

Houston Bike Plan

- Planned Off-Street
- Planned Dedicated On-Street
- Planned Shared On-Street

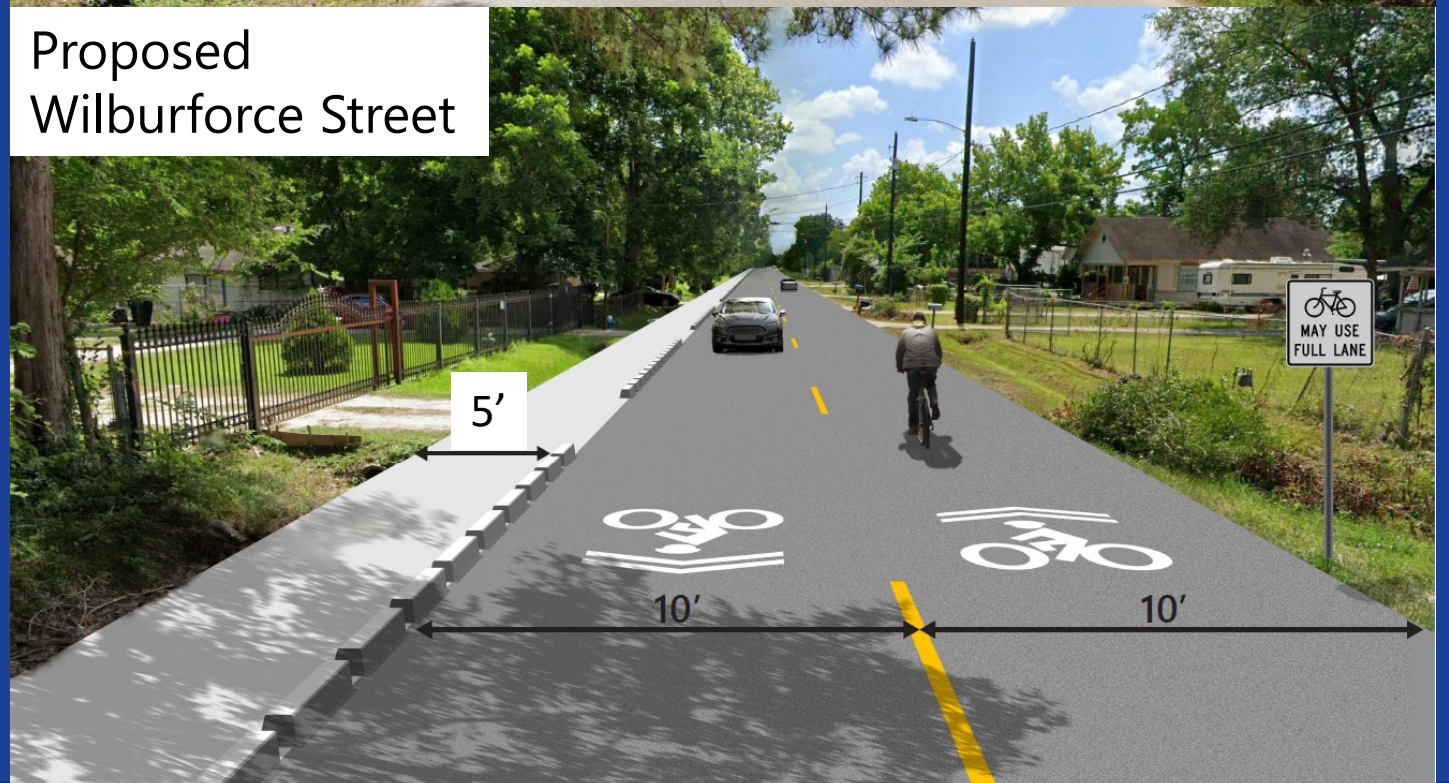
Acres Homes Mobility Study

- Proposed Dedicated On-Street (as per this study)
- Proposed Shared On-Street (as per this study)

Note: any proposed bicycle facilities will be developed as part of other roadway improvements

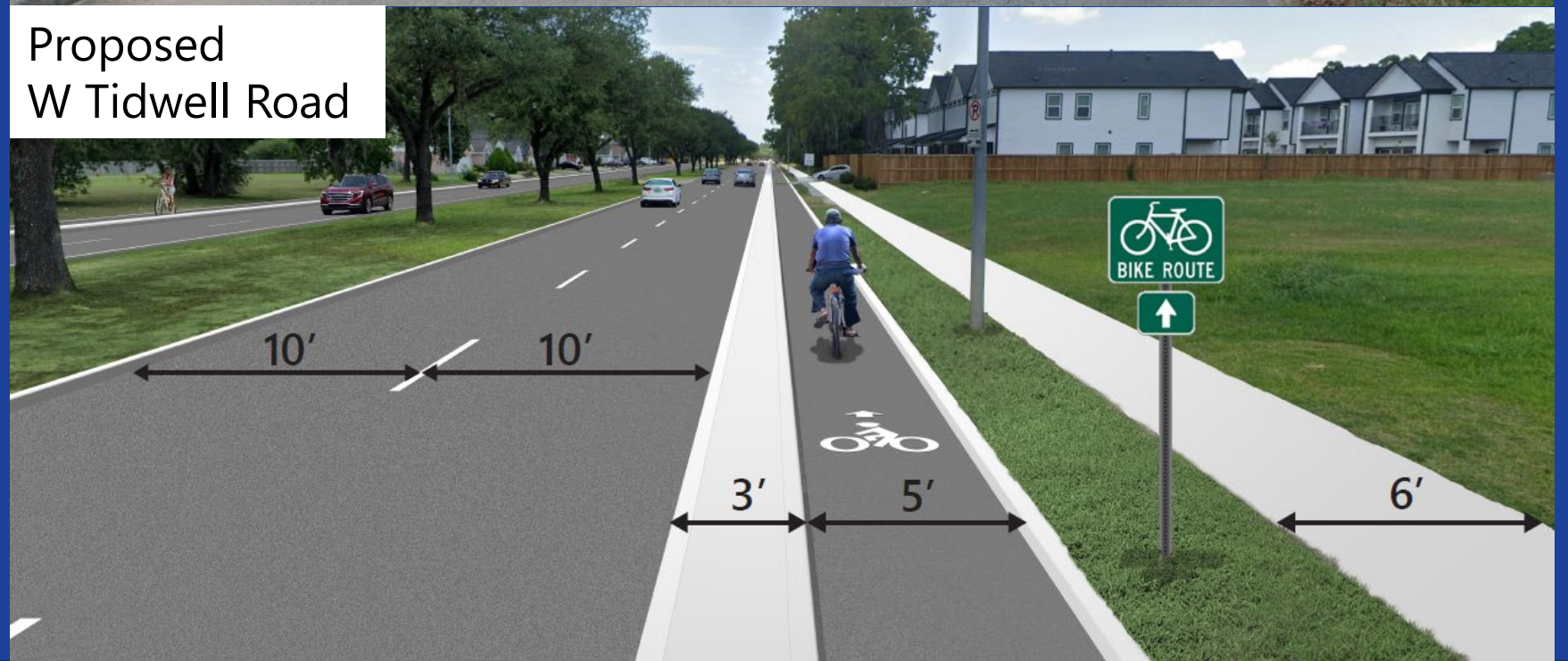
Existing
Wilburforce Street

Proposed
Wilburforce Street



Existing
W Tidwell Road

Proposed
W Tidwell Road



Bike Lanes

Problem:

Lack of bicycle facilities in the area

Proposed Solution:

Identify locations to add bike lanes to the City of Houston Bike Plan

Funding Opportunities:

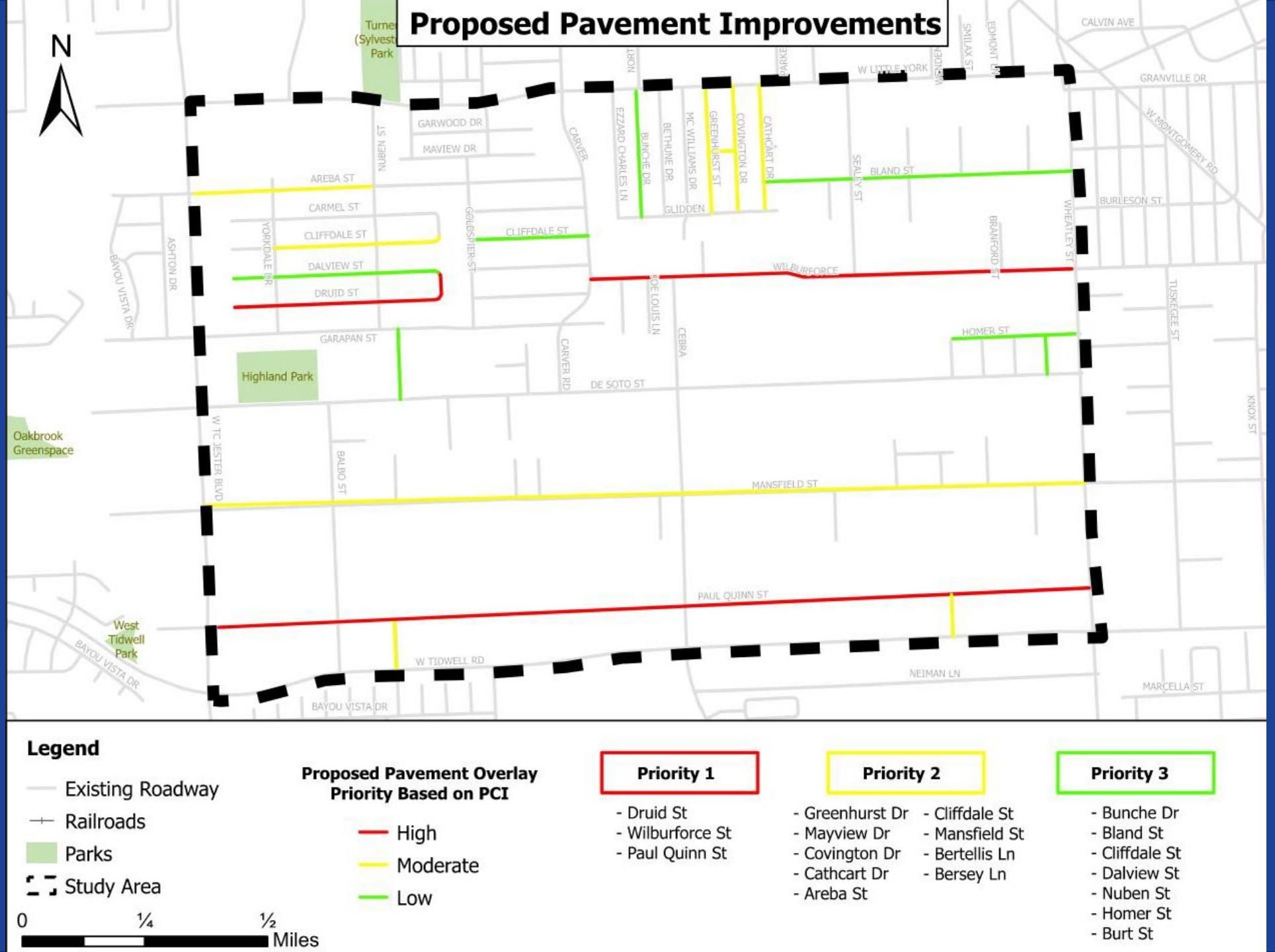
- CIP
- CDSF (Council District Service Fund)
- State/ Federal Grants

Pavement Improvement Comments

"Sealey needs improvements."

"Widen Rosslyn with improvements."

"The end of Greenhurst Street is unpaved."


Proposed Pavement Improvements
N
Turner (Sylvest Park
GARWOOD DR
MAVIEW DR
NUBEN ST
CARVER
EZZARD CHARLES LN
BUNCHE DR
BETHUNE DR
MC WILLIAMS DR
GREENHURST ST
COVINGTON DR
CATHCART DR
W LITTLE YORK
SEALEY ST
BLAND ST
CALVIN AVE
GRANVILLE DR
W MONTGOMERY RD
BURLESON ST
WHEATLEY ST
BRANFORD ST
AREBA ST
CARMEL ST
CLIFFDALE ST
DALVIEW ST
DRUID ST
YORKDALE DR
GOLDSPIER ST
GLIDDEN
WILBURFORCE
BOE LOUIS LN
CEBRA
HOMER ST
TUSKEGEE ST
KNOX ST
BAYOU VISTA DR
ASHTON DR
GARAPAN ST
Highland Park
CARVER RD
DE SOTO ST
Oakbrook Greenspace
W TC JESTER BLVD
BALBO ST
MANSFIELD ST
PAUL QUINN ST
West Tidwell Park
W TIDWELL RD
NEIMAN LN
MARCELLA ST
Legend
Existing Roadway
Railroads
Parks
Study Area
0
¼
½
Miles
Proposed Pavement Overlay
Priority Based on PCI
High
Moderate
Low
Priority 1
- Druid St
- Wilburforce St
- Paul Quinn St
Priority 2
- Greenhurst Dr
- Mayview Dr
- Covington Dr
- Cathcart Dr
- Areba St
- Cliffdale St
- Mansfield St
- Bertellis Ln
- Bersey Ln
Priority 3
- Bunche Dr
- Bland St
- Cliffdale St
- Dalview St
- Nuben St
- Homer St
- Burt St

Pavement Improvement


Mansfield


Greenhurst

Problem:

Pavement Condition is poor to very poor

Proposed Solution:

Identify locations for City's pavement overlay program

Funding Opportunities:

- CIP
- CDSF (Council District Service Fund)
- Street Rehabilitation Program


Areba


Midgeley

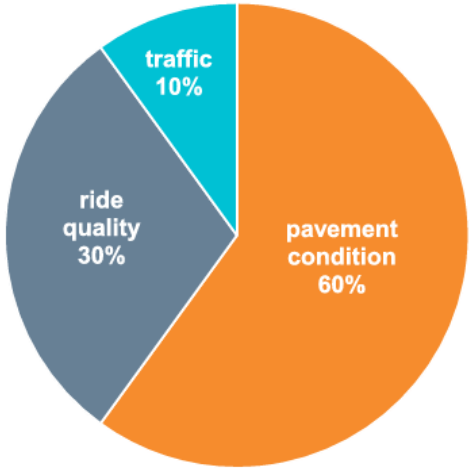
Street Rehabilitation Program

PRIORITIZATION CRITERIA

balance pavement condition with driver experience

consider number of vehicles

major thoroughfares & collectors



local streets

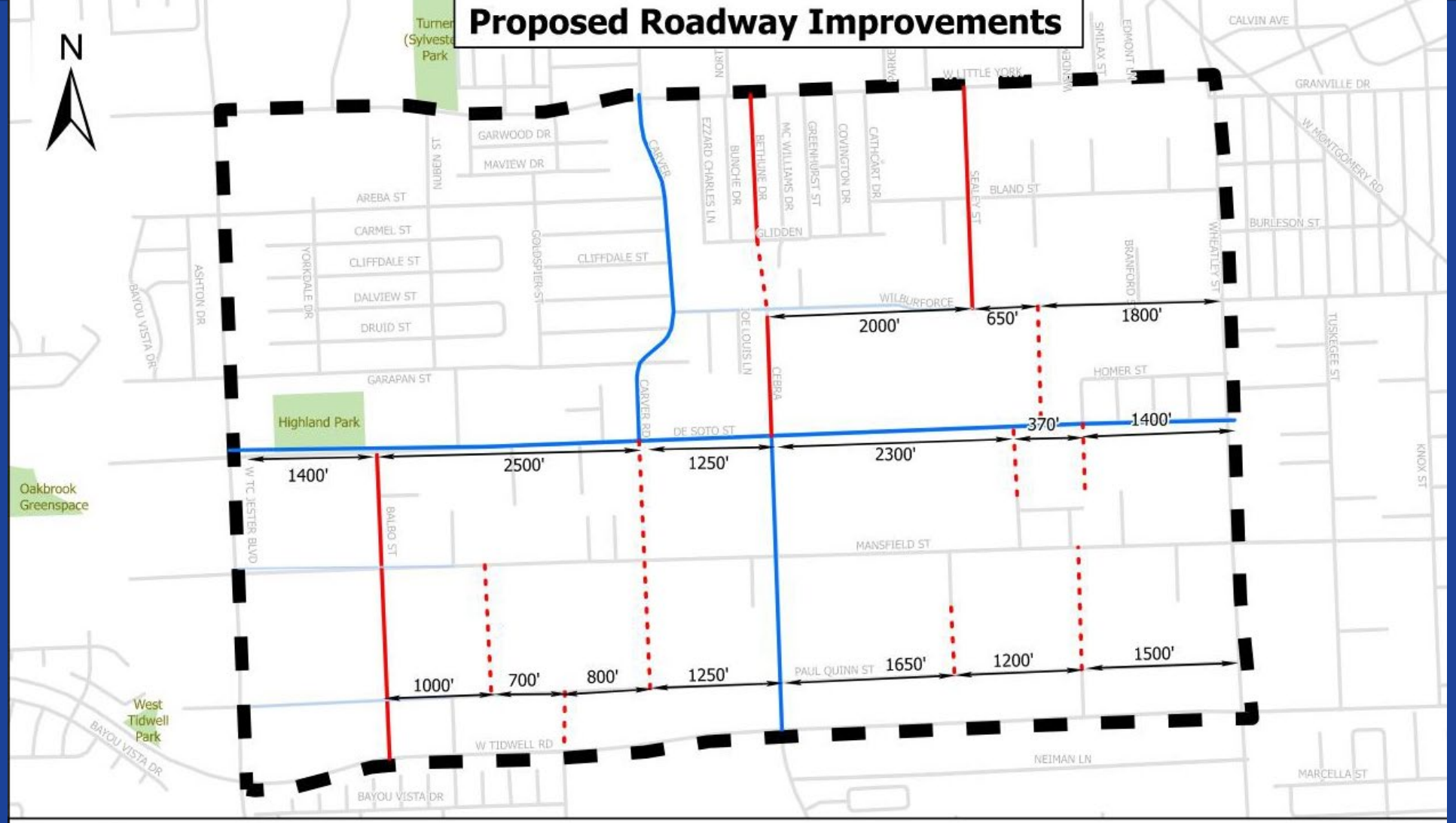
PRIORITIZATION CRITERIA

balance pavement condition with driver experience*

future consideration of heavy truck traffic

* traffic volume on local streets is not relevant criteria

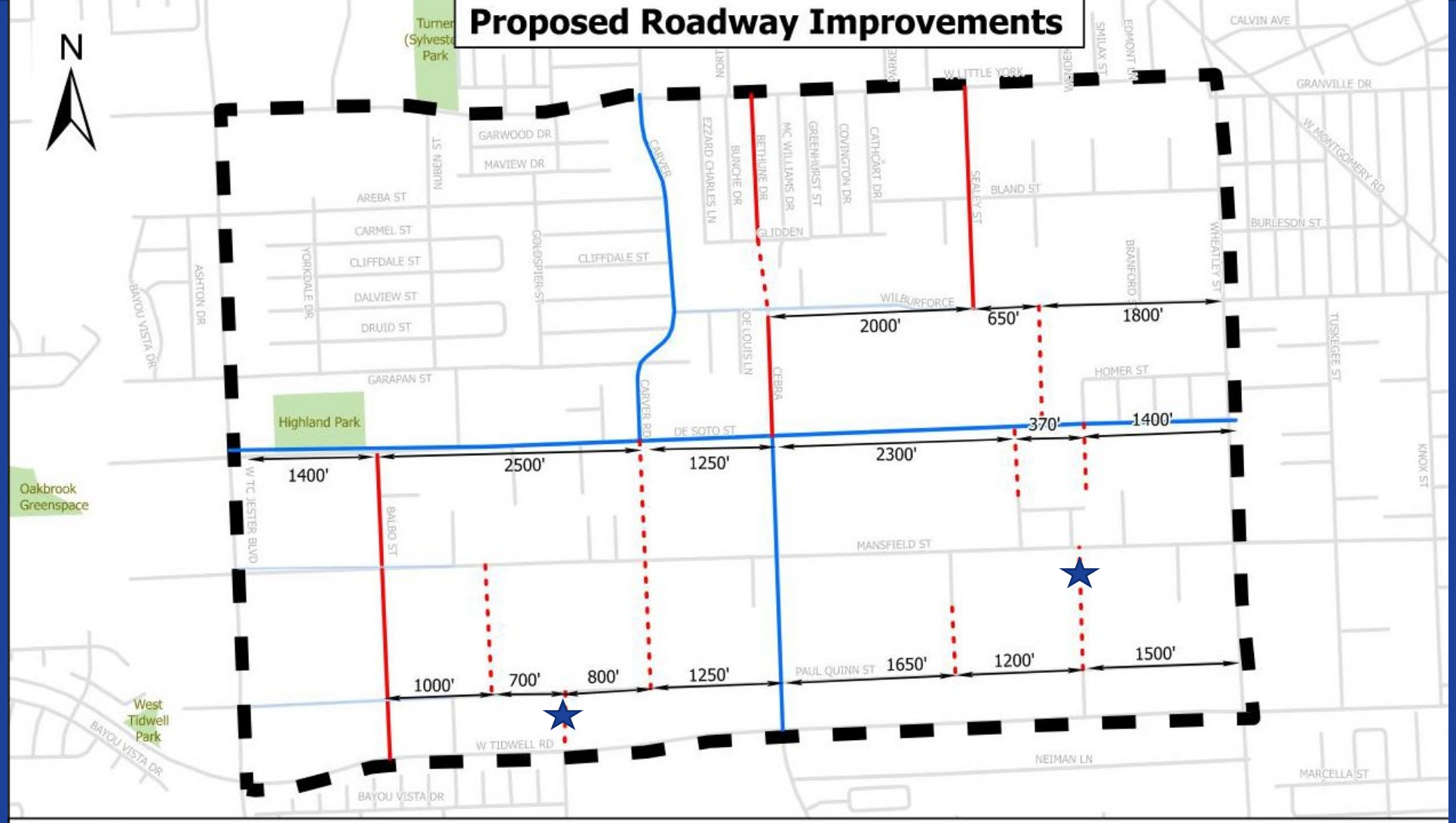
Connectivity Improvement Comments



Legend

- Existing Roadway
- Study Area
- Railroads
- Parks
- Proposed CIP Project (as per this study)
- Proposed Extension (as per this study)
- Planned CIP Project

0 ¼ ½ Miles

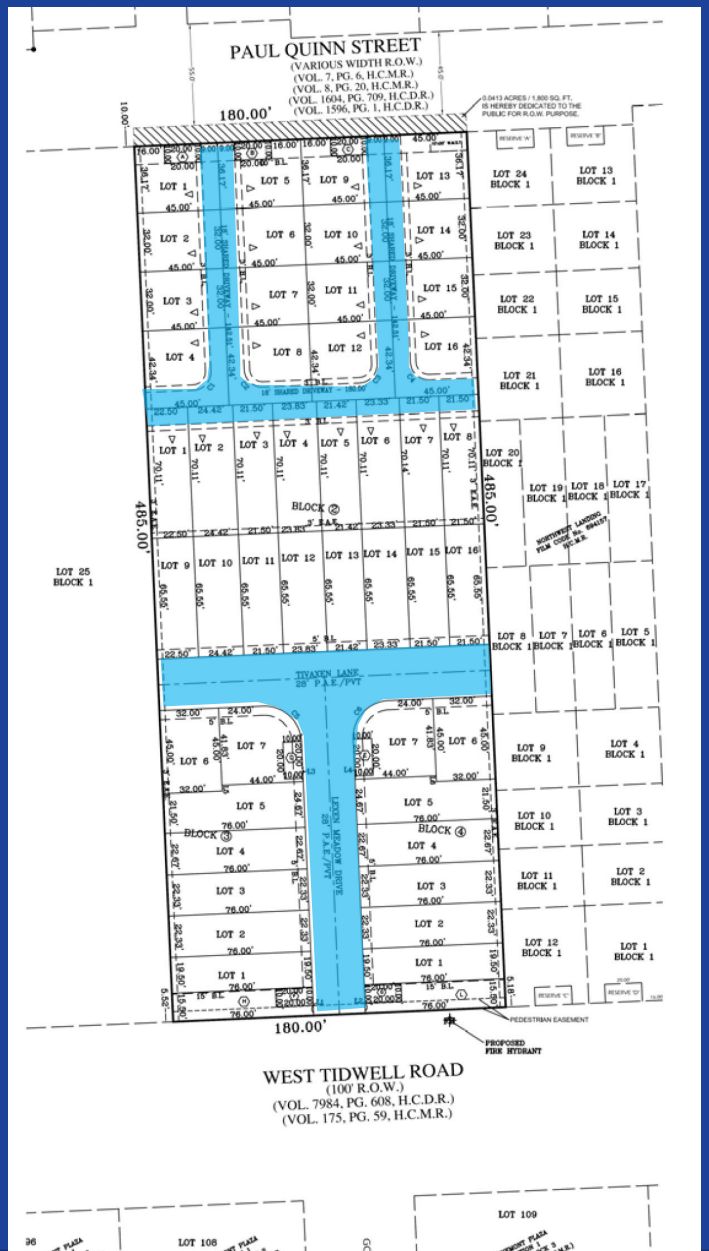


Legend

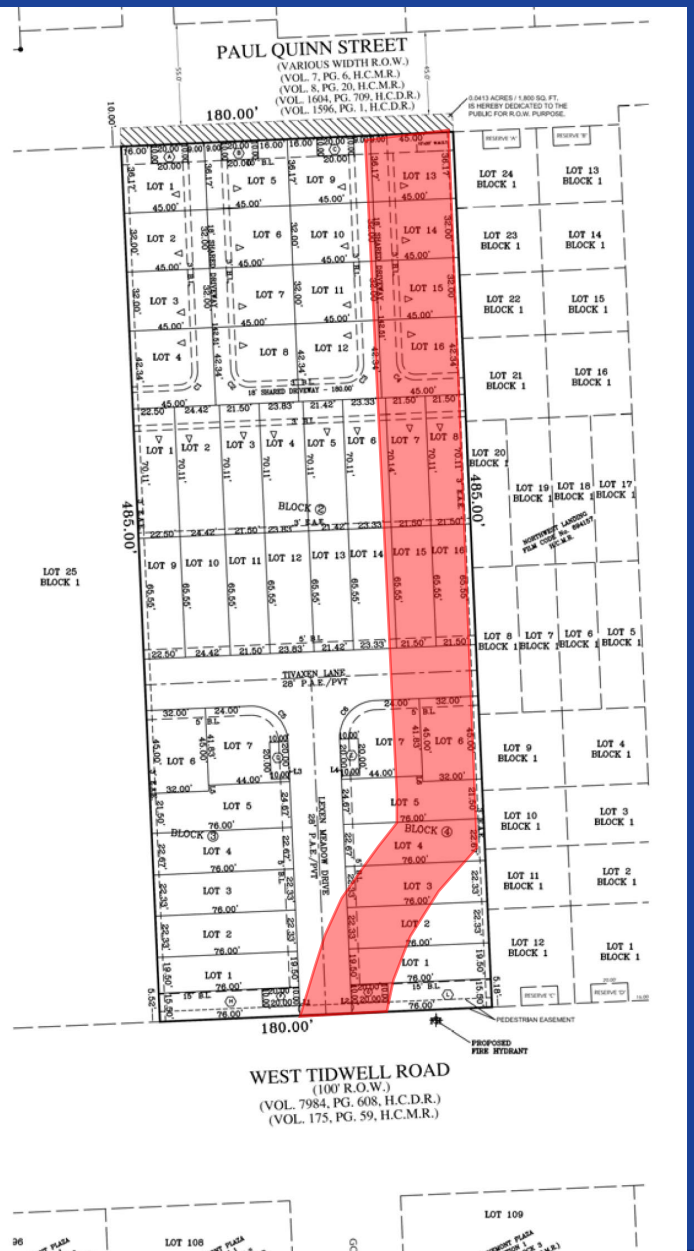
- Existing Roadway
- Study Area
- Railroads
- Parks
- Proposed CIP Project (as per this study)
- Proposed Extension (as per this study)
- Planned CIP Project
- ★ New Single Family Residential Development

0 ¼ ½ Miles

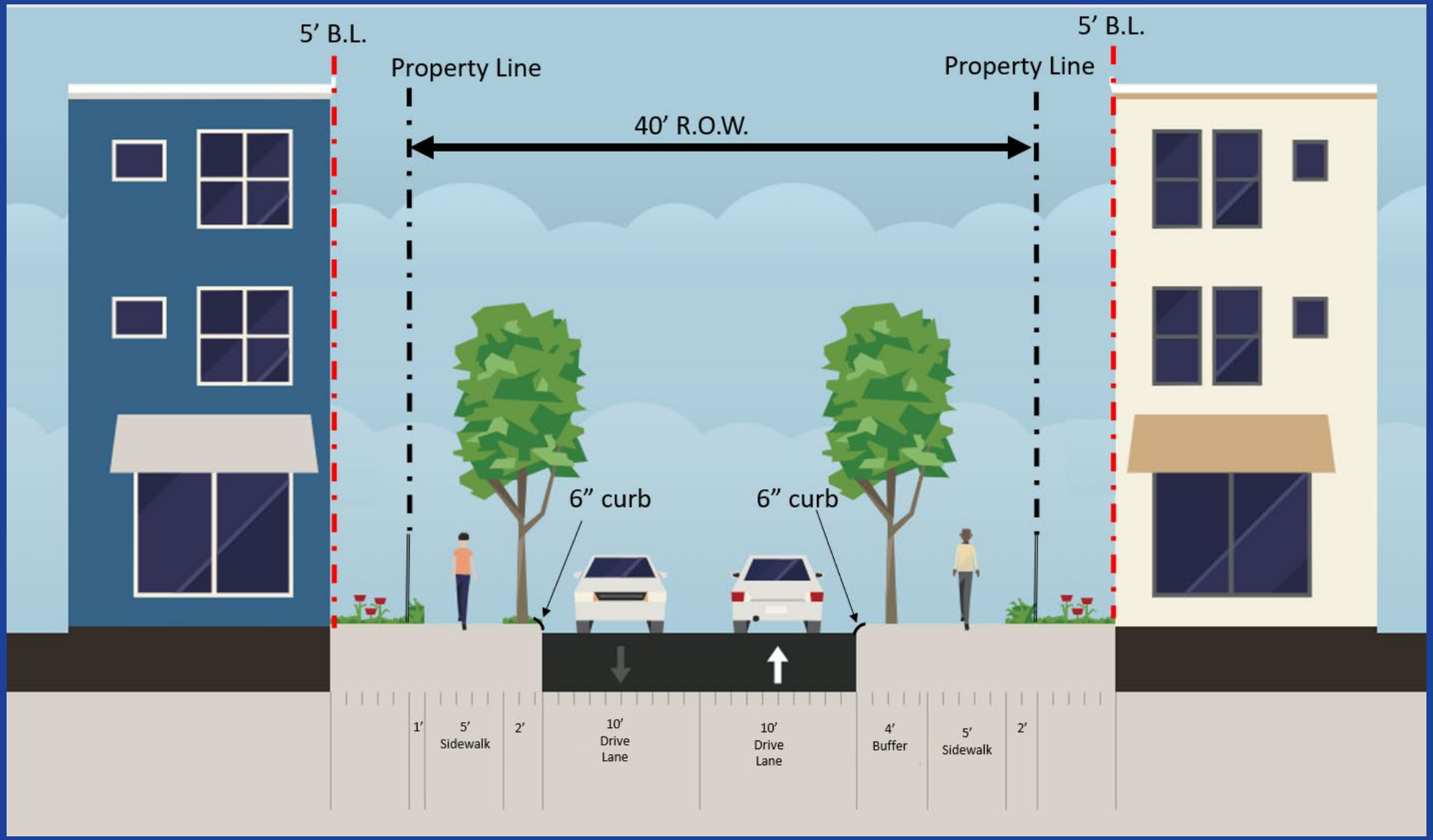
46-Home Private Gated Development Proposed by the Developer



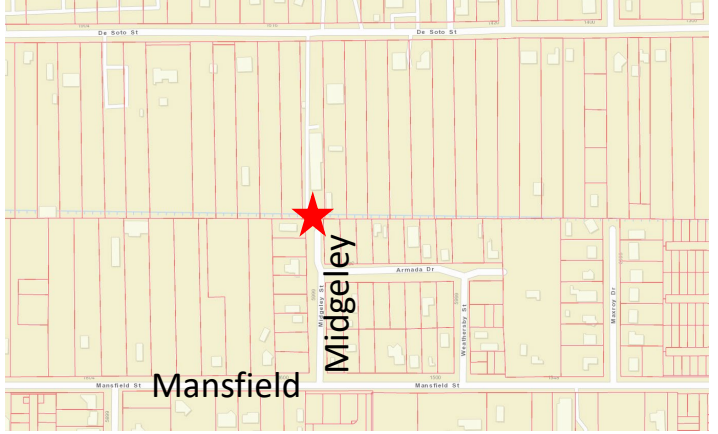
Alternative Design with A 40' Public Street and 5' Sidewalks



Proposed 40’ Roadway Design



Connectivity



Problem:

- Limited North/ South Connectivity
- Narrow roadways

Proposed Solution:

Create more north/south roads to improve mobility

Funding Opportunities:

- Developers
- CDSF (Council District Service Fund)
- Federal Grants

3

Nest Steps

Next Steps

- **Final Recommendations – November 2022**
  - Safety improvements
  - Sidewalk improvements
  - Bike lane improvements
  - Roadway pavement improvements
  - Street connectivity

- **Explore funding opportunities for implementation**

We need your help!

WHAT DID WE GET RIGHT?

WHAT IMPROVEMENTS DID WE MISS?

MEETING Notes

Location: Acres Homes Multi Service Center
Subject: Public Meeting 1
Project: Acres Homes Mobility Study

Date: June 7, 2022
Time: 6:00 PM

The purpose of the meeting is to present the mobility study to the community surrounding the project area. The project team will present findings of study area data collection efforts and request input from any attendees.

ATTENDEES

Muxian Fang (PD)
Tamara Fou (PD)
Lindsey Williams (PD)
Donald Glenn (RS&H)
Kunal Tanwani (RS&H)
David Fields (PD)
Lynn Henson (PD)
Jennifer Ostlind (PD)
Marcela Aguirre (RS&H)
+ members of the public

A copy of the sign-in sheet is attached.

The purpose of the meeting is to present the mobility study to the community in and around the project area. The project team will present findings of study area data collection efforts and request input from any attendees.

PRESENTATION OF EXISTING CONDITIONS

City staff presented an overview of the project and highlighted some of the previous studies and planning efforts related to Acres Home. RS&H presented a PowerPoint of the existing conditions. A copy of the material presented by the project team is attached.

KEY COMMENTS AND DISCUSSION

During the presentation there was generous dialogue and input from the public. Their input was consistent with the results of the survey.

After the presentation, attendees were asked to visit table maps and the project boards to make comments. Pictures of the working boards are attached along with the table and board instructions.

Meeting attendees were asked to participate in an interactive map activity where they reviewed the map and used the provided colored stickers to mark where they lived, worked, worshiped, and played. Twenty-two pink stickers were placed for living locations, 12 orange stickers for work locations, 11 for worship locations, and 15 for play locations. The placement of the stickers revealed that most participants lived in the surrounding Acres Home Complete Community neighborhood boundary with about 50% living within the Acres Home Mobility Study area. About 67% of participants indicated they worked in areas north of the study area. Similarly, about 80% of participants worshipped and played in areas just north of the study area.

Meeting attendees were also invited to participate in a separate interactive map activity where they were asked to provide feedback regarding important locations, needed improvements, and other general comments about the study area. Large scale map plots were provided at five different stations for attendees to write down their comments. The comments received generally involved issues regarding flooding, lack of sidewalk and pedestrian facilities, safety, and development concerns.

Map 1

- Flooding issues near Little York Rd & Wheatly St intersection; and near Mansfield St & Wheatly St intersection
- Sidewalk need on Mansfield St
- Development concerns near Mansfield St & Wheatly St
- Crash safety issues on Rosslyn Rd & W Tidwell Rd

Map 2

- Speed issues near Ellington & Parkway Dr
- General sidewalk needs
- Bike lane needed on W TC Jester
- Stop control device needed near W Little York Rd & Nuben St
- Crash safety issues on Rosslyn Rd & W Tidwell Rd

Map 3

- Improve METRO bus stops
- General speed issues
- Crash safety issues near Carver Rd and Wilburforce St

Map 4

- Protected green light needed at W Tidwell Rd and Cebra St
- General Park needs

Map 5

- Sidewalk and speed control device needed near W Little York Rd & Glidden area

FOLLOW-UP

RS&H developed a survey for participants to fill out in person at the meeting and to be posted on Let's Talk Houston. There were 19 surveys filled out at the meeting.

The top concerns related to transportation and development are shown respectively below.

Top concerns related to transportation	Rank
Lack of sidewalks	1
People driving too fast	2
Traffic safety	3
Lack of bicycle facilities	4
Street lanes are too narrow	5

Top concerns related to development	Rank
Drainage / flooding	1
Safety	2
Development policies	3
Increased traffic/congestion	4
On-street parking	5

The last survey question asked the meeting attendees how they would prioritize spending money in the study area and asked them to rank the following from 1 to 10, with 10 being the highest priority.

Area of Project Funding	Priority Level Ranking
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	3
Encourage increased carpooling/vanpooling	2
Construction of sidewalks, bike lanes, and greenways	8
Maintaining existing roadways, sidewalks, etc	6
Building new streets and roadways	4
Widening existing roadways	7
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	9
Improvement in street appearance (signage, landscaping, etc.)	5
Encourage less development/growth	10
Other (Please Specify)	1

The results of the full survey are attached to the end of the notes.

HOUSTON PUBLIC WORKS

SIGN-IN SHEET
ACRES HOME MOBILITY STUDY
PUBLIC MEETING #1 | JUNE 7TH, 2022

NO.	FIRST & LAST NAME (PLEASE PRINT)	ZIPCODE	EMAIL
1	Feldon Bonner II	77091	feldonbonneriie@yahoo.com
2	CLARA THOMAS	77088	Clara LLRY 40@SBC Global.net
3	Sharon Lincoln	77091	Lincoln_Sharon@yahoo
4	Regina Daniels	77091	regina.daniels2014@gmail.
5	Letha Martin	77091	yukeejesus@yahoo.com
6	Eileen Egan	77088	eegan@nwmd.org
7	Mary H. Harris	77088	
8	LaTisha Grant	77088	latisha@rosiecitygroup.com
9	Geneva D. Staten	77091	
10	Rain Eatmon	77088	
11	DAVE LANDAU		
12	DONALD PRINCE	77088	drayprince@sbcglobal.net
13	Glinder Prince	77088	
14	Dr. Donna Cee	77091	donnaceez@yahoo.com
15	GWEN JONES-FIELDS	77091	Gdjf0863@gmail.com
16	Ethelyn Farmer	77091	ethelyn.farmer29@gmail
17	Jorge Villarreal	77091	JVREAL2014@yahoo.com
18	JOHN Powell	77088	
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HOUSTON PUBLIC WORKS

SIGN-IN SHEET
ACRES HOME MOBILITY STUDY
PUBLIC MEETING #1 | JUNE 7TH, 2022

NO.	FIRST & LAST NAME (PLEASE PRINT)	ADDRESS (ZIP CODE)	EMAIL
44	Michelle MCAllen	1519 Armada	mcallenm@gmail.com
45	Dennis Mclaug	77088	
46	Shaina LaCount	2025 Paul Quinn st	smlaCount@gmail.com
47	Fadi Bunni	2037 Paul Quinn	Fbunni1988@gmail.com
48	Alonzo Mims	5902 Parfaur Dr 77088	Alonzomims@att.net
49	Alexis C. Brown "Queen Mic Goddess"	719 W. Tittlehouse 77091	alexischristion@gmail.com
50	Nate Lacmar	77091	
51	JOHN JOHNSON	6503 COHN	
52	Kasey B. Statia		
53	Katherine Jolivette		Katherine.Jolivette@Memorialhermann.org
54	C. SAMPSON	77091	N/A
55	D. DREAUX	77091	N/A
56	YVONNE GREEN	5235 Sue Meade 91	jy_green@att.net
57	[illegible]		[illegible]@uhd.org
58	Diane Shepard	901 Conklin	Friends of the Shepard legacy. gmail
59			
60	ANN WATKINS	77088	
61	Nancy de la Fuente	77338	nancydelafuente@phs.hctx.net
62	Minitry Brown	77091	minimf.Brown@gmail.com
63	Elijah Fitzgerald	77091	elifitz93@gmail.com
64	EARNESTINE BROWN	77091	
65	GWENDOLYN BROWN	77091	
66	Ushering Jerry	77088	
67	Barbara Camacho	77091	bcamacho2003@yahoo
68	Charlene Johnson	77091	charleneandjohnson@gmail
69	Linda Carper	77090	lindafcarper@sbcglobal.net
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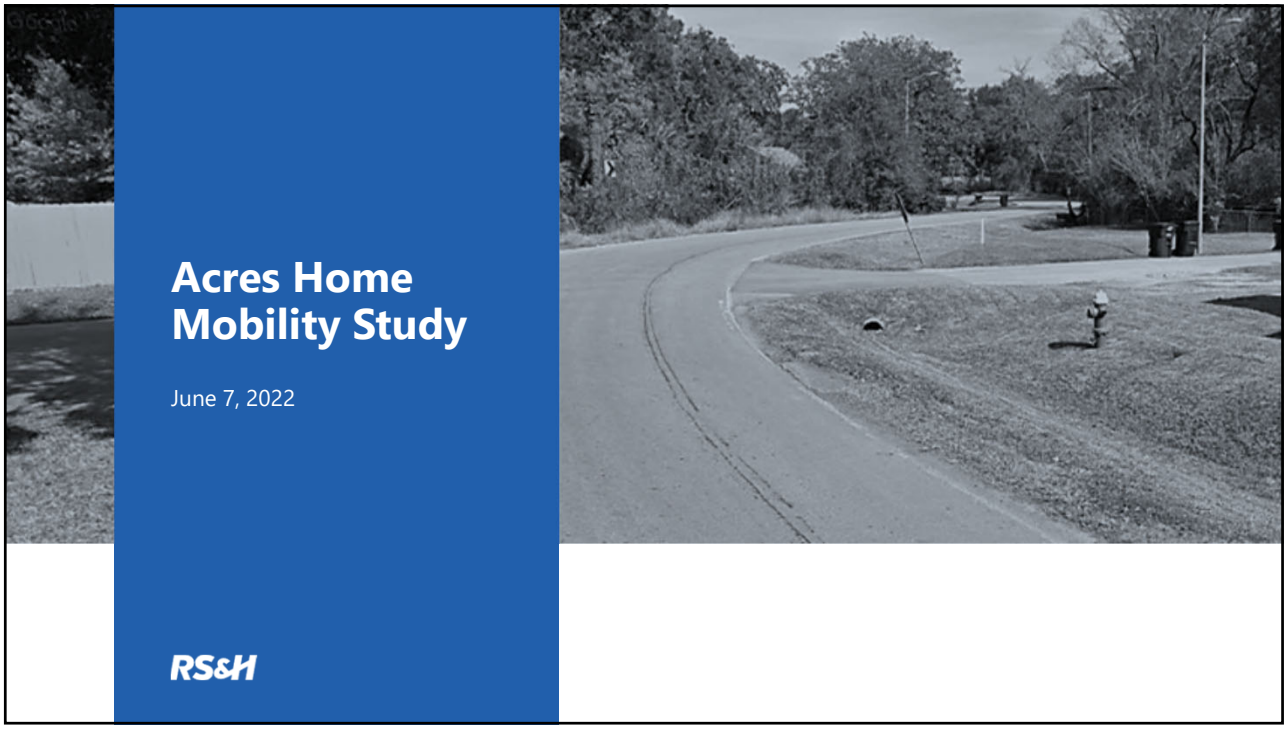


Acres Home Mobility Study

June 7, 2022

RS&H

1

01

Community Engagement Overview

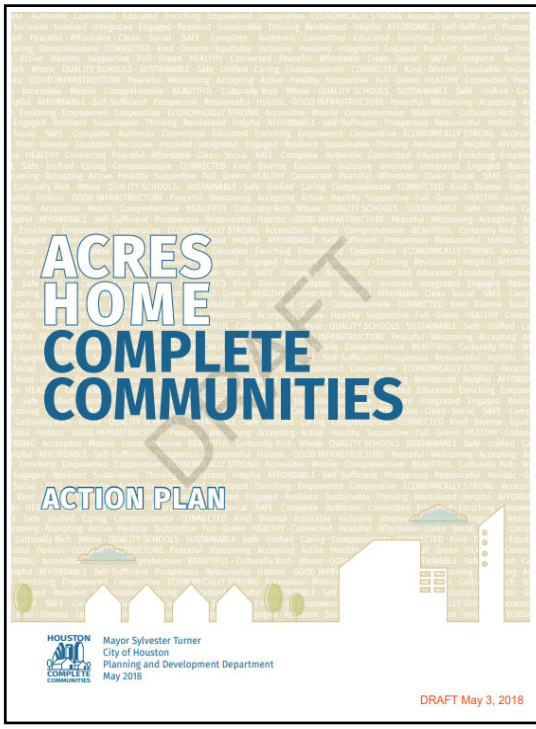
2

Community Engagement Meeting #1

1. Project Overview
2. Area Background
3. Existing Conditions
4. Next Steps

RS&H

3



Acres Home Community Action Plan Goals

- Mobility and Infrastructure Goals:
  - Create Safe Streets
  - Build Great Streets
  - Improve Flood Resiliency
  - Expand Mobility
  - Create a Network of Hike, Bike, and Bridle Trails

4

5

Project Team

- Consultant Group
- Planning & Development
- Public Works
- Residents

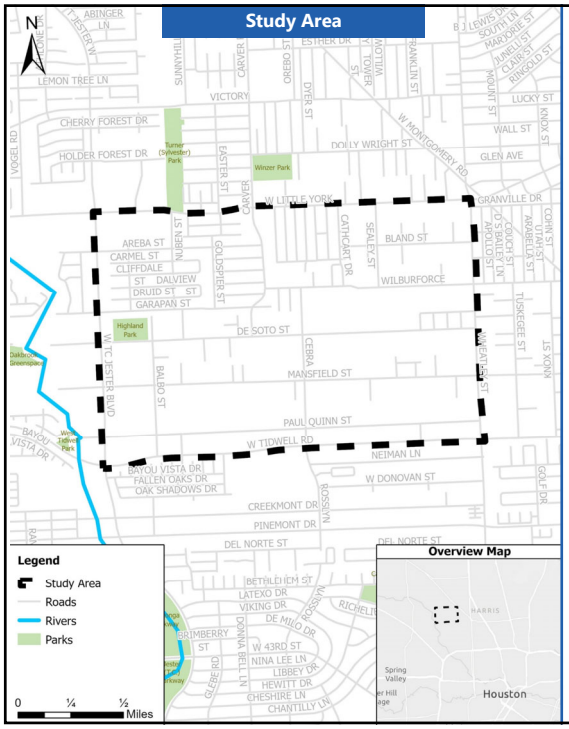
6

Purpose of Study

The purpose of this study is to identify **transportation related improvements** that address multimodal needs and mobility concerns in the project area

Multimodal transportation means all the ways we travel: cars, buses, walking, bikes, etc

7

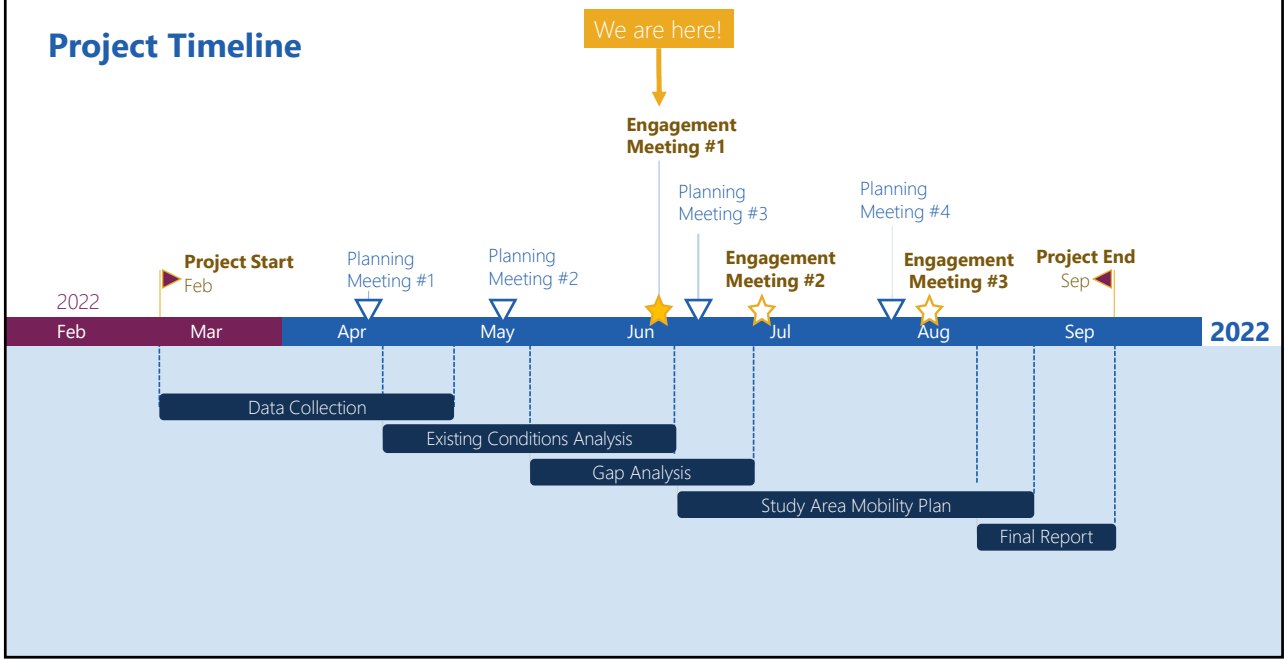


Acres Home Study Area

- Project Area:
  - South of West Little York
  - North of West Tidwell
  - East of TC Jester
  - West of Wheatly Street
- 2.1 sq miles Area Size
- Council District B
- Acres Home Super Neighborhood

8

Project Timeline



9

GOAL OF THIS MEETING

- EXISTING CONDITIONS ANALYSIS
  - Document what the project area is like now in order to make the best recommendations
- Collect input from community:
  - Where do you travel in the Acres Homes area?
  - How do you travel to, from, and in the area?
  - How can mobility be improved?
- Is there something you think we should think about that we haven't considered?

10

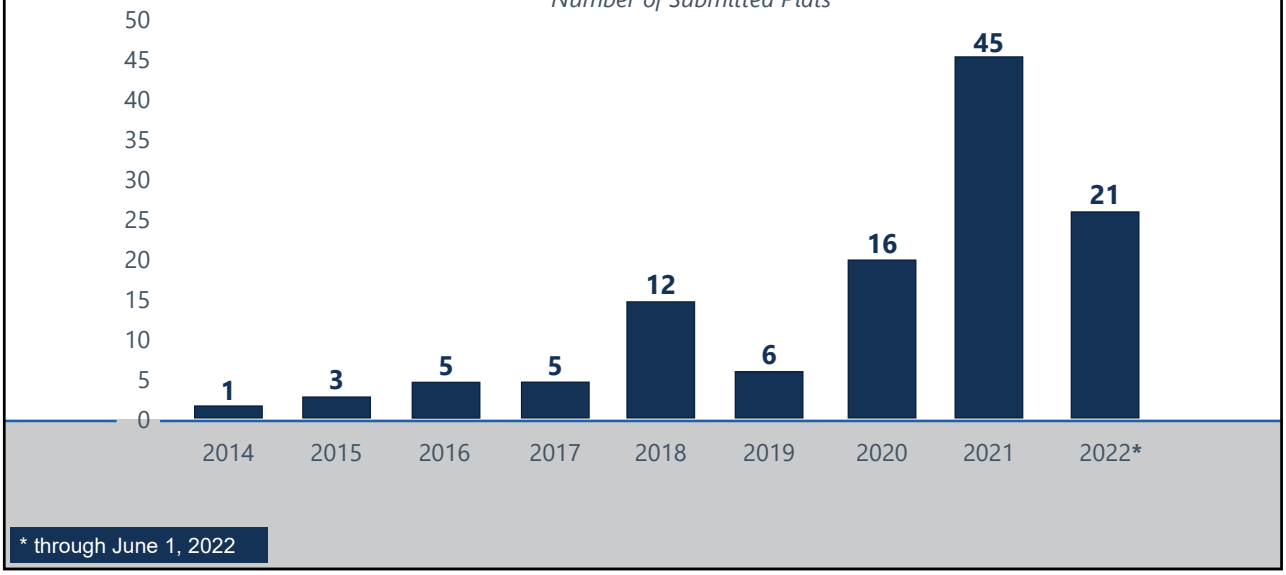
02

Area Background

11

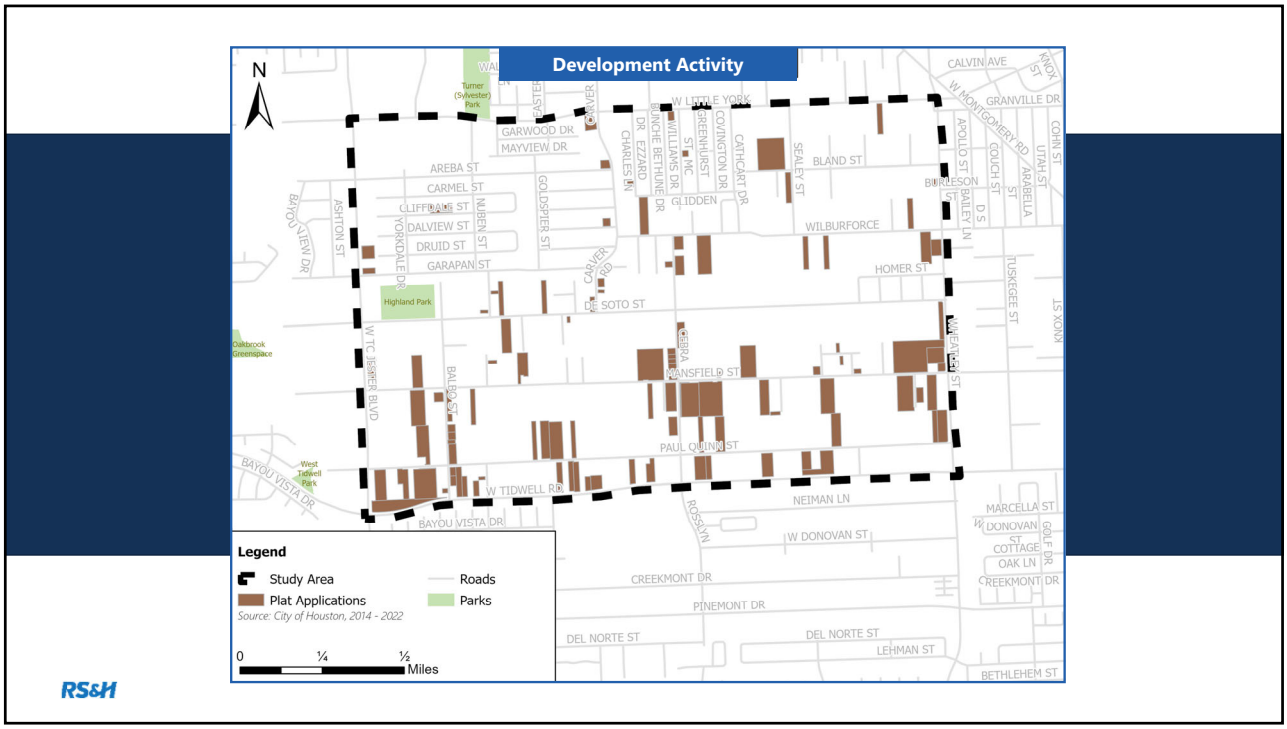
Project Area Development Trend

Number of Submitted Plats

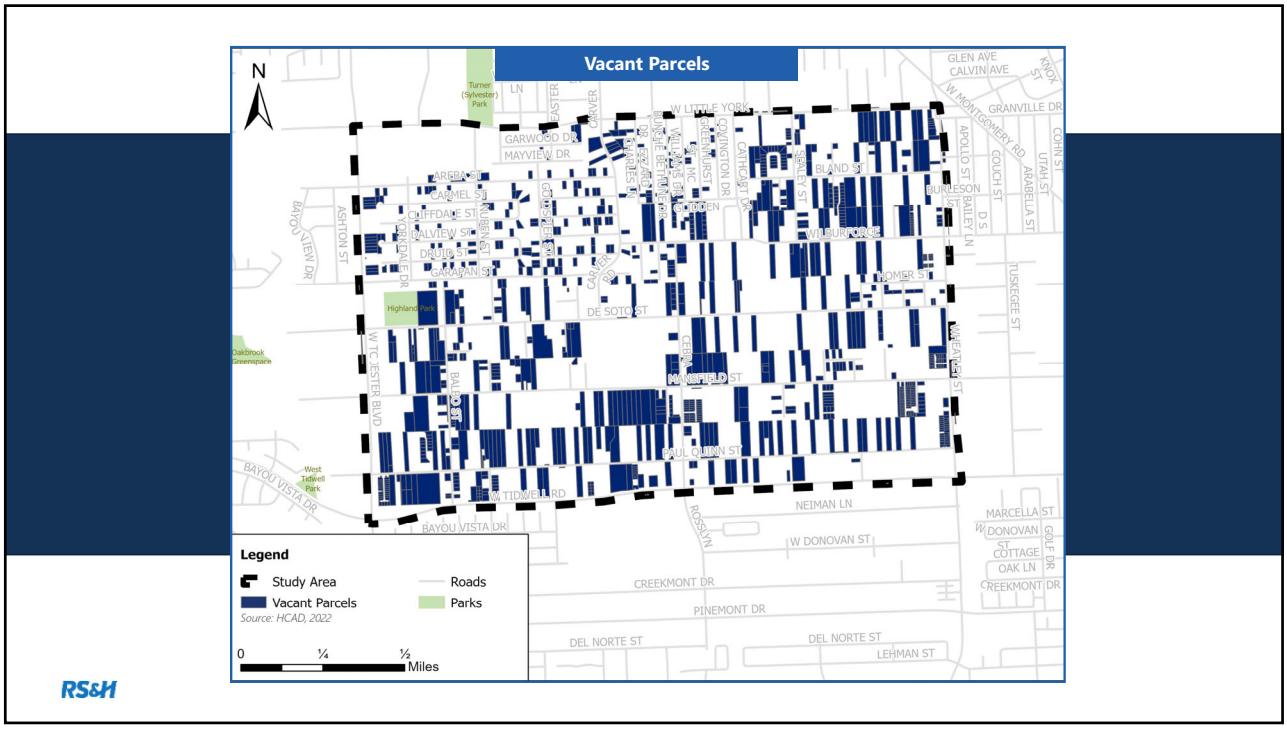


* through June 1, 2022

12


Development Activity
N
Legend
Study Area
Plat Applications
Roads
Parks
Source: City of Houston, 2014 - 2022
0
¼
½
Miles
RS&H

13


Vacant Parcels
N
Legend
Study Area
Vacant Parcels
Roads
Parks
Source: HCAD, 2022
0
¼
½
Miles
RS&H

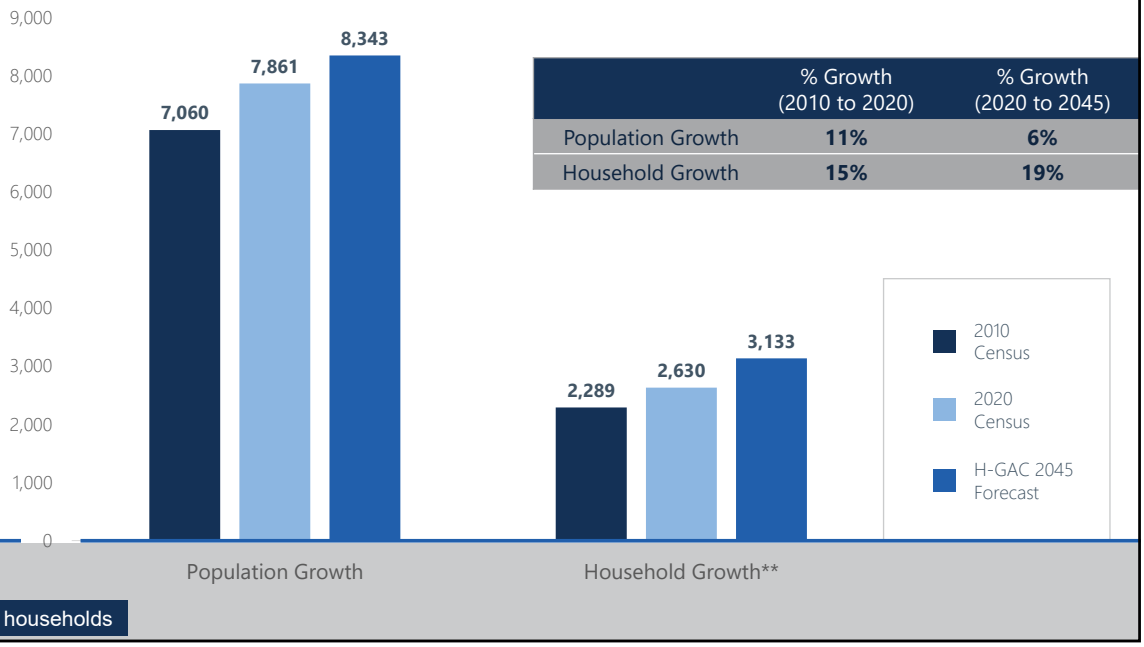
14

03

Existing Conditions

15

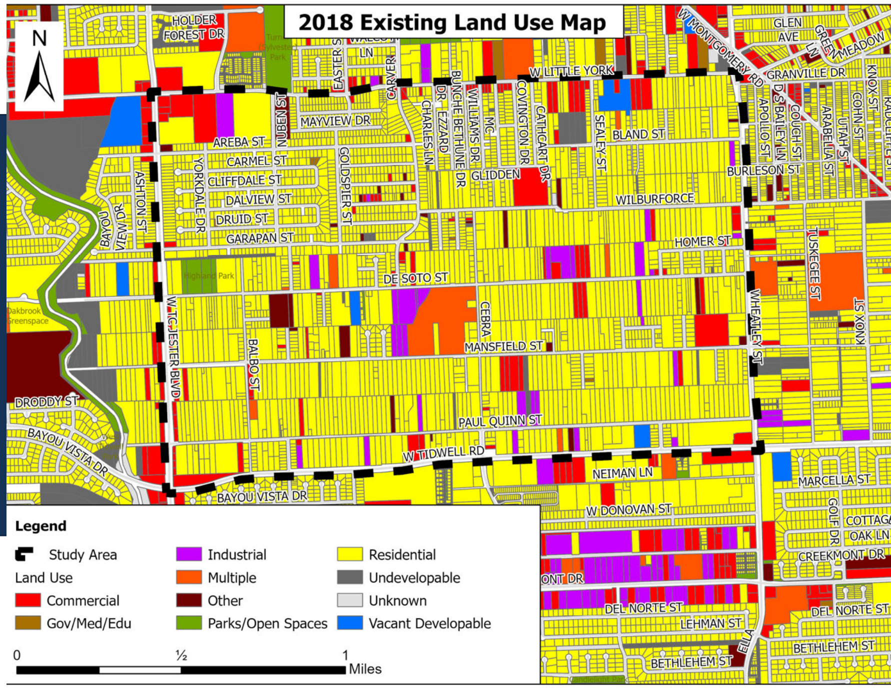
Growth in the Study Area



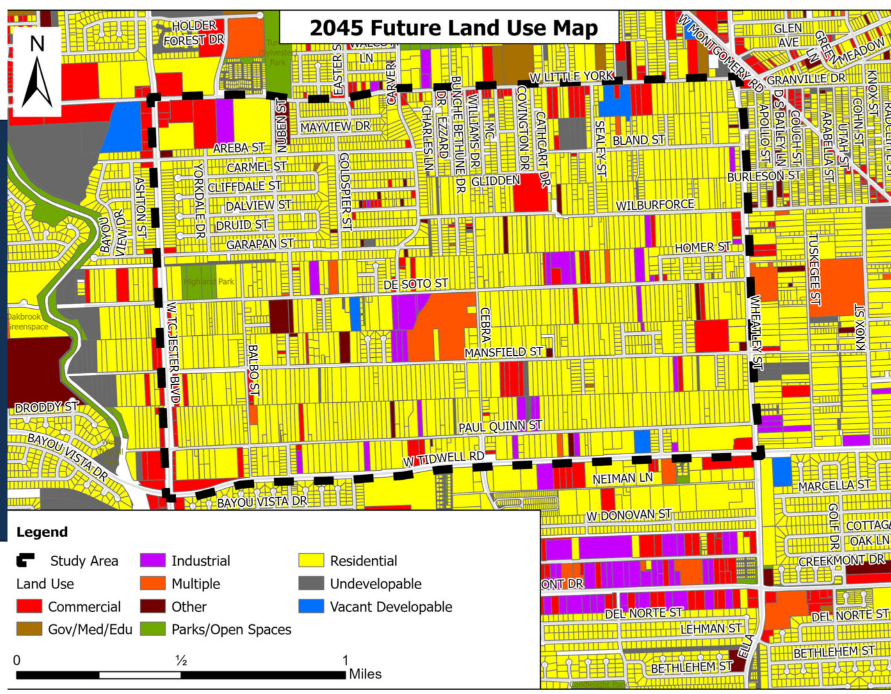
	% Growth (2010 to 2020)	% Growth (2020 to 2045)
Population Growth	**11%**	**6%**
Household Growth	**15%**	**19%**

**Number of households

16


2018 Existing Land Use Map
N
HOLDER FOREST DR
W LITTLE YORK
W MONTGOMERY RD
GLEN AVE
GREEN MEADOW
GRANVILLE DR
MAYVIEW DR
AREBA ST
CARMEL ST
CLIFFDALE ST
DALVIEW ST
DRUID ST
GARAPAN ST
YORKDALE DR
ASHTON ST
GOLDSPIER ST
CARVER
CHARLES LN
DR. EZZARD
BUNCHE BETHUNE DR
WILLIAMS DR
COVINGTON DR
CATHCART DR
SEALEY ST
BLAND ST
GLIDDEN
WILBURFORCE
BURLESON ST
HOMER ST
DE SOTO ST
MANSFIELD ST
CEBRA
W TC JESTER BLVD
BALBO ST
PAUL QUINN ST
W TIDWELL RD
BAYOU VISTA DR
DRODDY ST
NEIMAN LN
W DONOVAN ST
WHEATLEY ST
TUSKEGEE ST
KNOX ST
MARCELLA ST
GOLF DR
COTTAGE OAK LN
CREEKMONT DR
DEL NORTE ST
LEHMAN ST
BETHLEHEM ST
ELLA
Legend
Study Area
Land Use
Commercial
Gov/Med/Edu
Industrial
Multiple
Other
Parks/Open Spaces
Residential
Undevelopable
Unknown
Vacant Developable
0
½
1
Miles

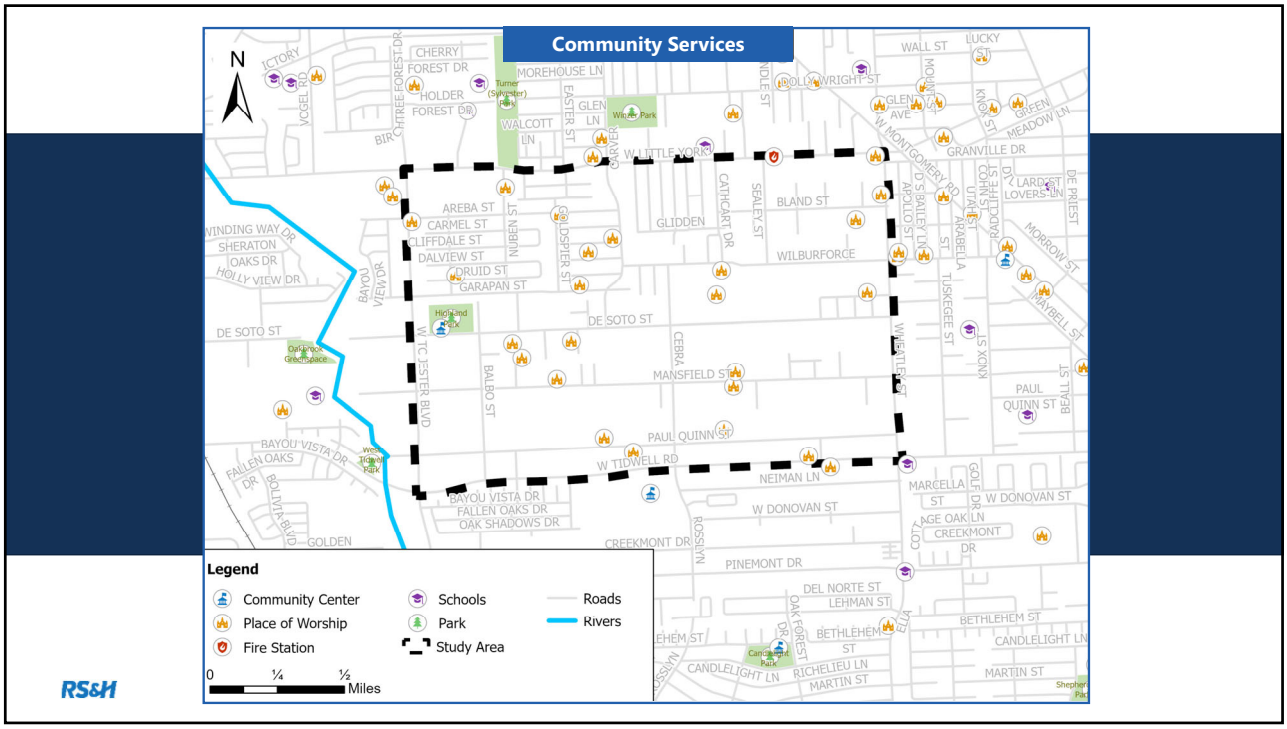
17


2045 Future Land Use Map
N
HOLDER FOREST DR
W LITTLE YORK
W MONTGOMERY RD
GLEN AVE
GREEN MEADOW
GRANVILLE DR
MAYVIEW DR
AREBA ST
CARMEL ST
CLIFFDALE ST
DALVIEW ST
DRUID ST
GARAPAN ST
YORKDALE DR
ASHTON ST
GOLDSPIER ST
CARVER
CHARLES LN
DR. EZZARD
BUNCHE BETHUNE DR
WILLIAMS DR
COVINGTON DR
CATHCART DR
SEALEY ST
BLAND ST
GLIDDEN
WILBURFORCE
BURLESON ST
HOMER ST
DE SOTO ST
MANSFIELD ST
CEBRA
W TC JESTER BLVD
BALBO ST
PAUL QUINN ST
W TIDWELL RD
BAYOU VISTA DR
DRODDY ST
NEIMAN LN
W DONOVAN ST
WHEATLEY ST
TUSKEGEE ST
KNOX ST
MARCELLA ST
GOLF DR
COTTAGE OAK LN
CREEKMONT DR
DEL NORTE ST
LEHMAN ST
BETHLEHEM ST
ELLA
Legend
Study Area
Land Use
Commercial
Gov/Med/Edu
Industrial
Multiple
Other
Parks/Open Spaces
Residential
Undevelopable
Vacant Developable
0
½
1
Miles

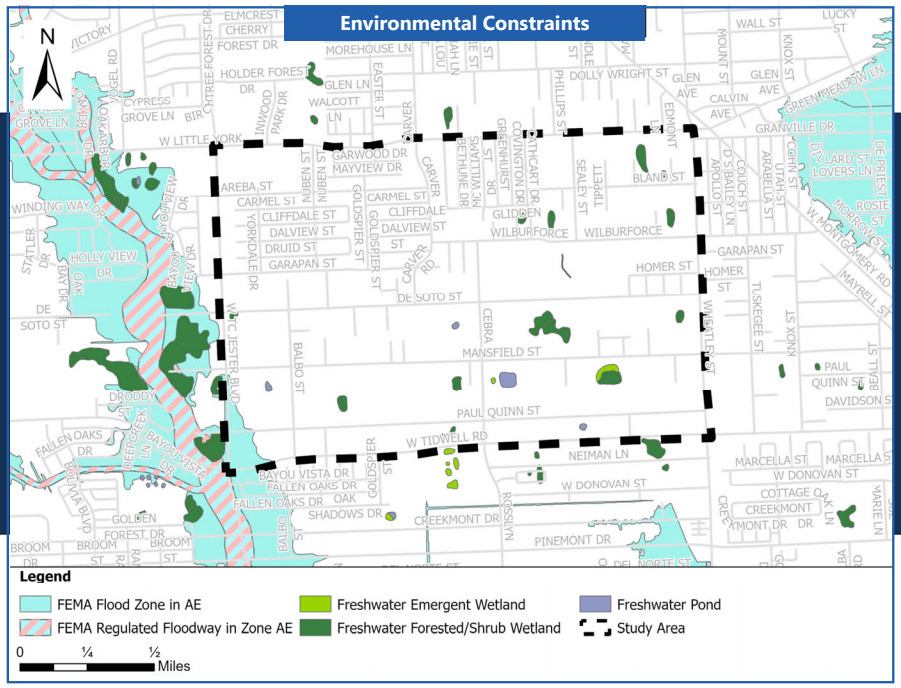
18


IMAGES OF EXISITING CONDITIONS

19

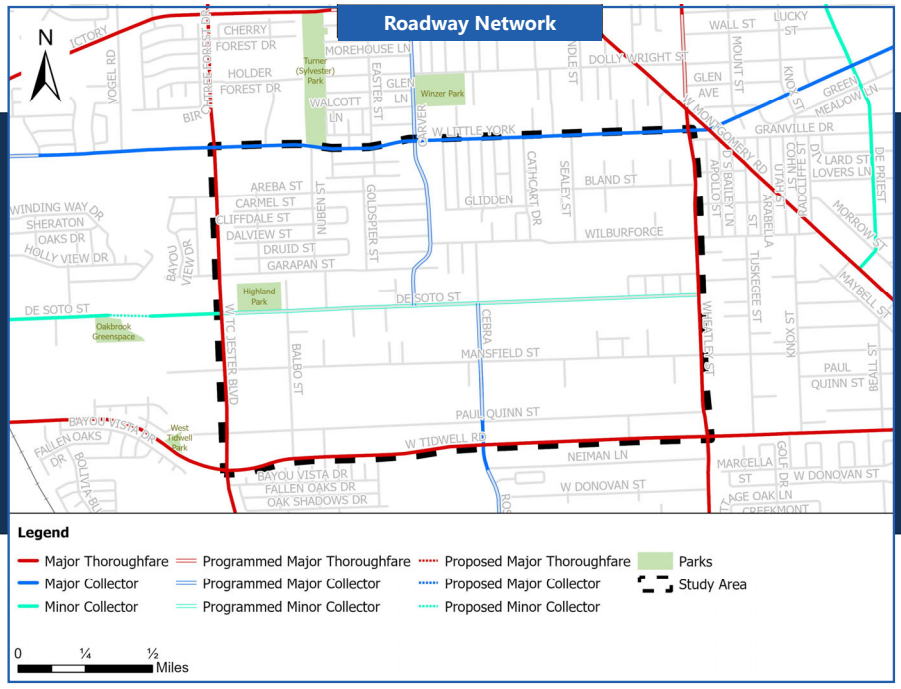

Community Services
N
Legend
Community Center
Place of Worship
Fire Station
Schools
Park
Study Area
Roads
Rivers
0
¼
½
Miles
RS&H

20


Environmental Constraints
N
Legend
FEMA Flood Zone in AE
FEMA Regulated Floodway in Zone AE
Freshwater Emergent Wetland
Freshwater Forested/Shrub Wetland
Freshwater Pond
Study Area
0 ¼ ½ Miles

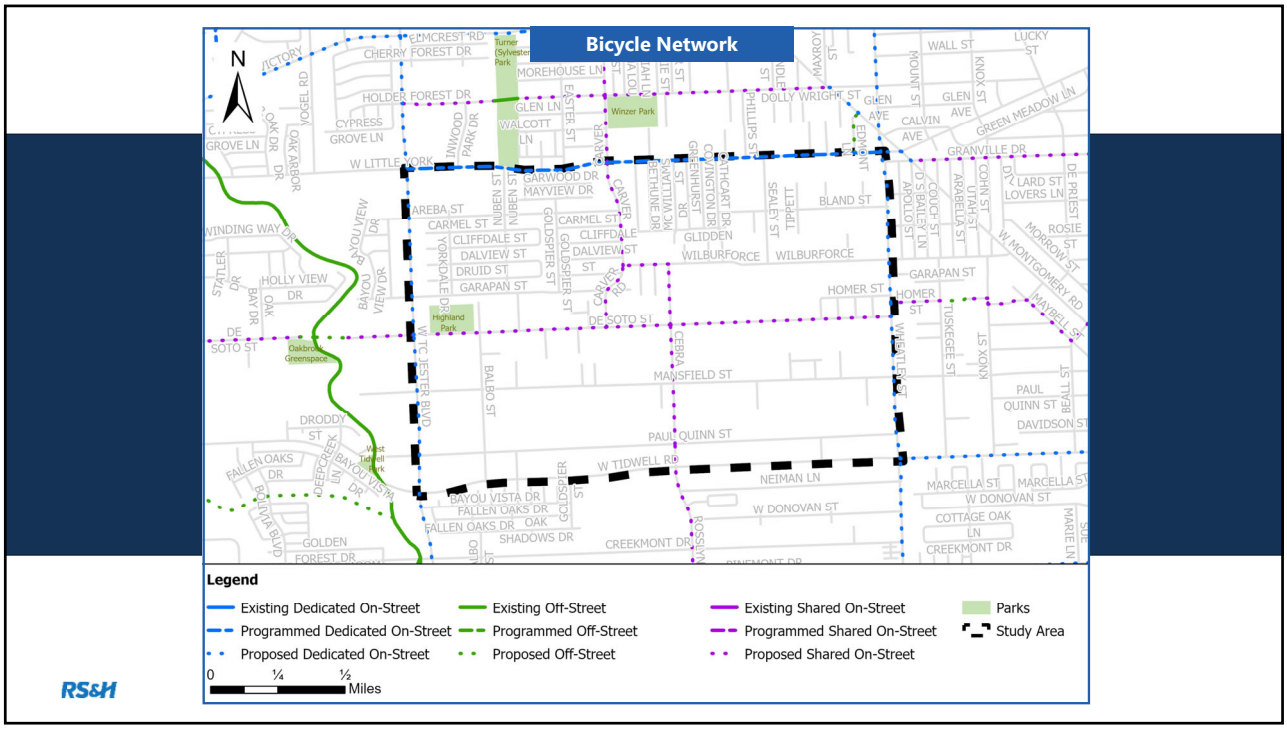
RS&H

21

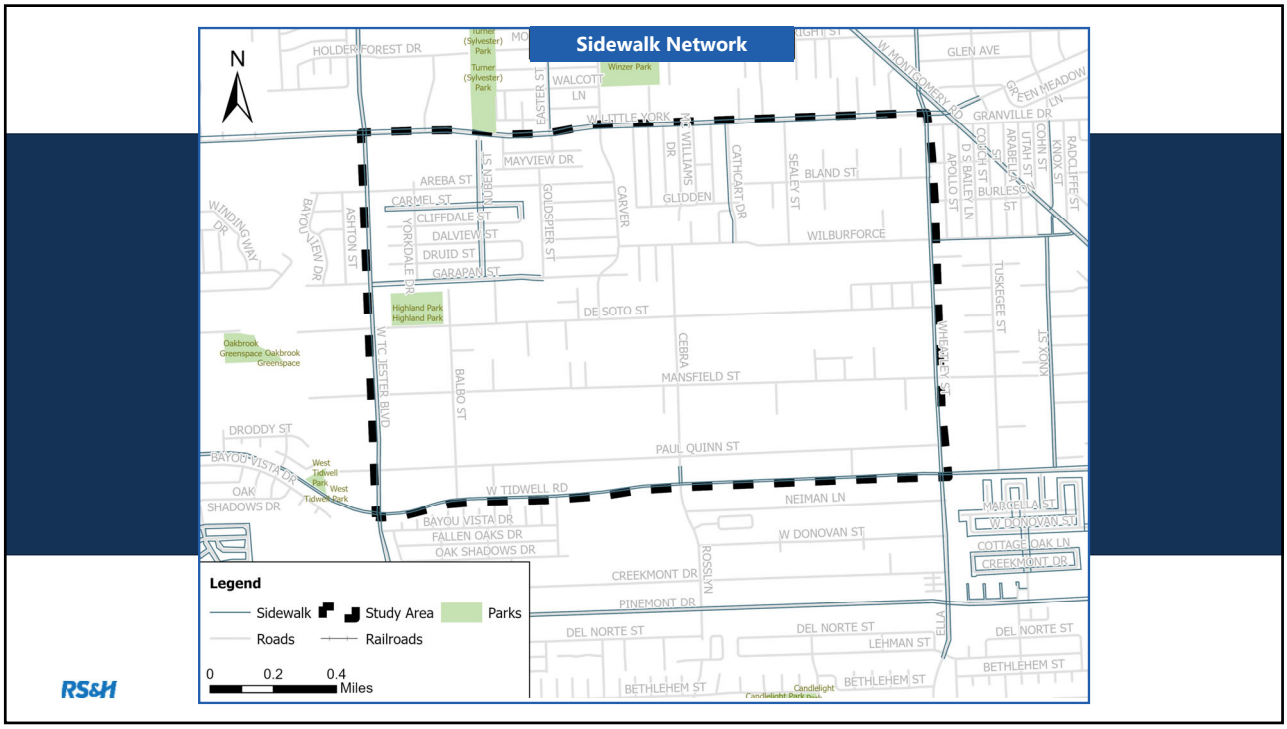

Roadway Network
N
Legend
Major Thoroughfare
Major Collector
Minor Collector
Programmed Major Thoroughfare
Programmed Major Collector
Programmed Minor Collector
Proposed Major Thoroughfare
Proposed Major Collector
Proposed Minor Collector
Parks
Study Area
0 ¼ ½ Miles

RS&H

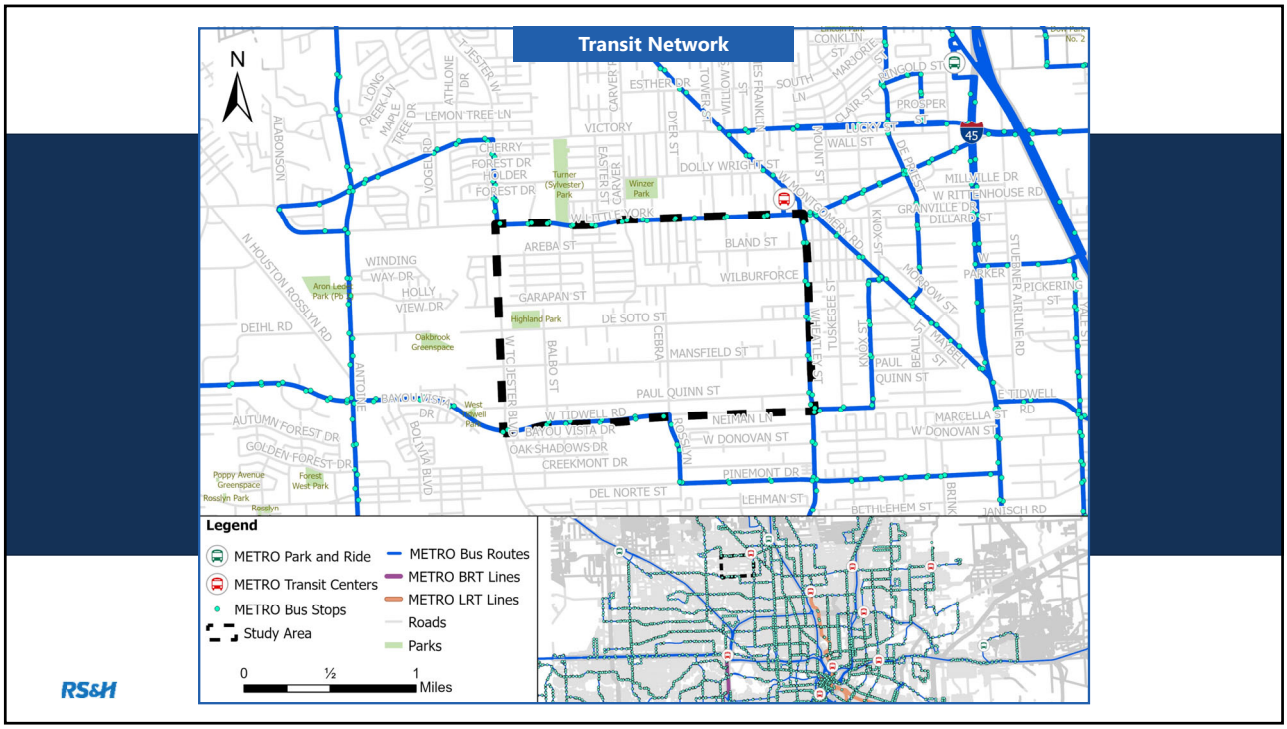
22


Bicycle Network
N
Legend
Existing Dedicated On-Street
Existing Off-Street
Existing Shared On-Street
Parks
Programmed Dedicated On-Street
Programmed Off-Street
Programmed Shared On-Street
Study Area
Proposed Dedicated On-Street
Proposed Off-Street
Proposed Shared On-Street
0 ¼ ½ Miles
RS&H

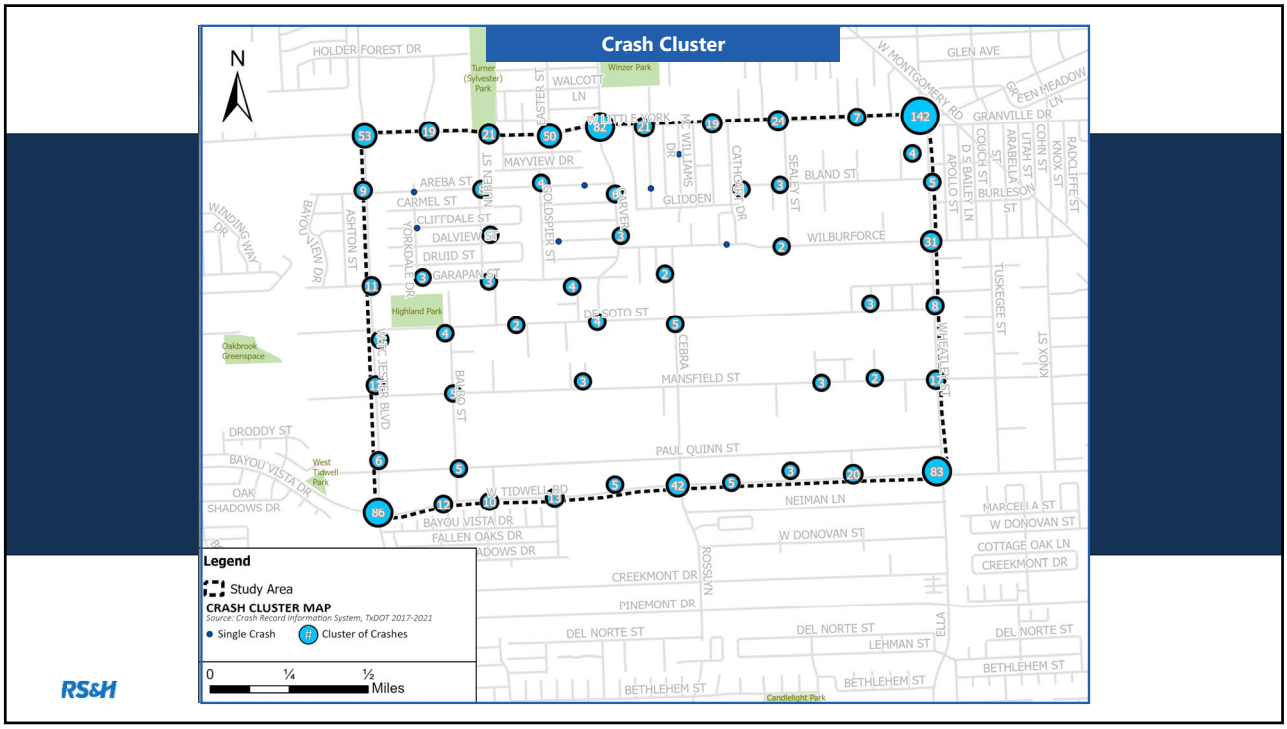
23


Sidewalk Network
N
Legend
Sidewalk
Study Area
Parks
Roads
Railroads
0 0.2 0.4 Miles
RS&H

24


Transit Network
N
Legend
METRO Park and Ride
METRO Transit Centers
METRO Bus Stops
Study Area
METRO Bus Routes
METRO BRT Lines
METRO LRT Lines
Roads
Parks
0
½
1
Miles
RS&H

25


Crash Cluster
N
Legend
Study Area
CRASH CLUSTER MAP
Source: Crash Record Information System, TxDOT 2017-2021
Single Crash
Cluster of Crashes
0
¼
½
Miles
RS&H

26

04

Next Steps

27

Next Steps

Next Phase

★ – Gap Analysis

- Now that we know what's out here, let's figure out where we need to make improvements.
- This allows us to create a **plan based on community needs**

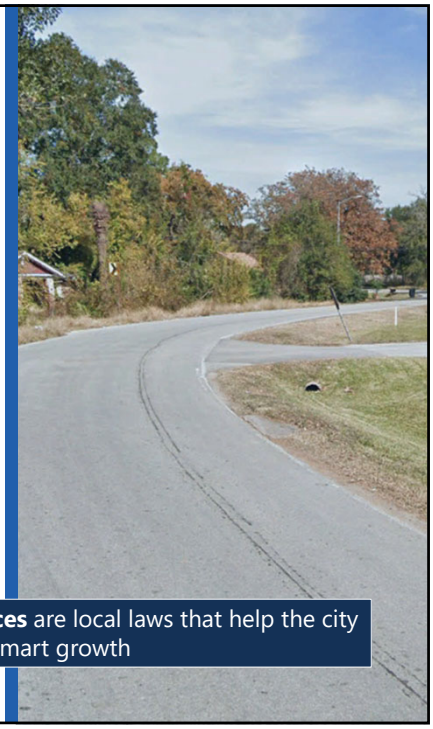
Future Phases

– Mobility Plan for Study Area

- Make recommendations to the mobility and long-range plans
- Make **recommendations to the Code of Ordinances**

– Final Recommendations

- Documentation on findings



Ordinances are local laws that help the city plan for smart growth

RS&H

28

We need your help!

WHAT DID WE GET RIGHT?

WHAT ARE WE MISSING?

WHAT IS IMPORTANT TO YOU?

Map Activity: EXISTING CONDITIONS - What is the project area like now?

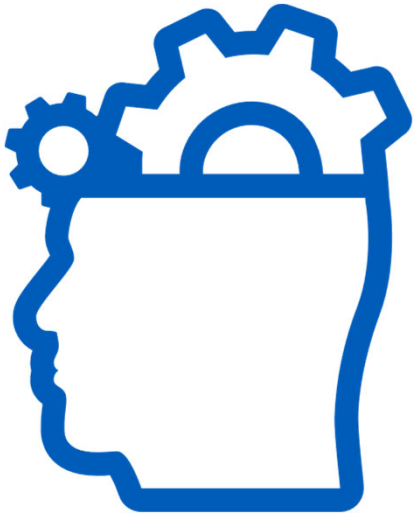
Survey:

- Where do you travel in the Acres Homes area?
- How do you travel to, from, and in the area?
- How can mobility be improved ?
- What do you think the area needs less of?
- Is there something you think we should think about that we haven't considered?

RS&H

29

Questions?



RS&H

30

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - ☐ Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - ☑ Accessing resources (e.g. grocery store, doctor, etc)
   - ☐ Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - ☐ Commuting / Getting to my job or school
   - ☐ Other (please specify)

2. What are the top three following modes that you travel in the Study Area?
   - ☑ Drive
   - ☐ Walk
   - ☑ Bike
   - ☐ Transit (i.e. METRO)
   - ☐ Rideshare (i.e. Uber, Lyft, taxi)
   - ☐ Other (Please Specify) _____

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - ☑ Convenience
   - ☐ Cost
   - ☐ Accessibility
   - ☑ Availability
   - ☐ Reliability
   - ☐ Safety

4. What are your top three transportation-related concerns in the Study Area
   - ☑ People driving too fast
   - ☐ Too much traffic
   - ☑ Lack of sidewalks
   - ☐ Lack of bicycle facilities, like bike lanes or trails
   - ☐ Lack of connectivity
   - ☐ Street lanes are too narrow
   - ☐ Traffic safety (crashes or near misses)
   - ☐ Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?)
   - ☐ Other (please specify)_____

TURN OVER FOR REMAINING QUESTIONS

5. What is your top concern when you see residential and/or commercial development in the Study Area?

- ☒ Increased traffic / congestion
- ☐ Safety (concerns about increase in frequency/severity of crashes)
- ☐ Development policies
- ☐ On street parking
- ☒ Drainage / flooding
- ☐ Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	4
Encourage increased carpooling/vanpooling	7
Construction of sidewalks, bike lanes, and greenways	5
Maintaining existing roadways, sidewalks, etc	6
Building new streets and roadways	8
Widening existing roadways	2
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	3
Improvement in street appearance (signage, landscaping, etc.)	
Encourage less development/growth	1
Other (Please Specify)	

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - ☑ Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - ☑ Accessing resources (e.g. grocery store, doctor, etc)
   - ☑ Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - ☑ Commuting / Getting to my job or school
   - ☐ Other (please specify)

2. What are the top three following modes that you travel in the Study Area?
   - ☑ Drive
   - ☑ Walk
   - ☑ Bike
   - ☐ Transit (i.e. METRO)
   - ☐ Rideshare (i.e. Uber, Lyft, taxi)
   - ☐ Other (Please Specify) _____

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - ☑ Convenience
   - ☑ Cost
   - ☐ Accessibility
   - ☑ Availability
   - ☐ Reliability
   - ☑ Safety

4. What are your top three transportation-related concerns in the Study Area
   - ☐ People driving too fast
   - ☐ Too much traffic
   - ☑ Lack of sidewalks
   - ☑ Lack of bicycle facilities, like bike lanes or trails
   - ☐ Lack of connectivity
   - ☐ Street lanes are too narrow
   - ☐ Traffic safety (crashes or near misses)
   - ☐ Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?)
   - ☐ Other (please specify)_____

TURN OVER FOR REMAINING QUESTIONS

→

5. What is your top concern when you see residential and/or commercial development in the Study Area?

- ☐ Increased traffic / congestion
- ☑ Safety (concerns about increase in frequency/severity of crashes)
- ☐ Development policies
- ☑ On street parking
- ☑ Drainage / flooding
- ☐ Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	#7
Encourage increased carpooling/vanpooling	#
Construction of sidewalks, bike lanes, and greenways	#9
Maintaining existing roadways, sidewalks, etc	
Building new streets and roadways	
Widening existing roadways	
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	#8
Improvement in street appearance (signage, landscaping, etc.)	
Encourage less development/growth	#10
Other (Please Specify)	

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - [x] Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - [x] Accessing resources (e.g. grocery store, doctor, etc)
   - [x] Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - [ ] Commuting / Getting to my job or school
   - [x] Other (please specify) Library

2. What are the top three following modes that you travel in the Study Area?
   - [x] Drive
   - [ ] Walk
   - [ ] Bike
   - [x] Transit (i.e. METRO)
   - [ ] Rideshare (i.e. Uber, Lyft, taxi)
   - [x] Other (Please Specify) Rough streets

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - [ ] Convenience
   - [x] Cost — Taxes for new houses
   - [ ] Accessibility
   - [ ] Availability
   - [ ] Reliability
   - [x] Safety

4. What are your top three transportation-related concerns in the Study Area
   - [ ] People driving too fast
   - [ ] Too much traffic
   - [x] Lack of sidewalks
   - [x] Lack of bicycle facilities, like bike lanes or trails
   - [ ] Lack of connectivity
   - [x] Street lanes are too narrow
   - [ ] Traffic safety (crashes or near misses)
   - [ ] Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?)
   - [x] Other (please specify) rough streets

TURN OVER FOR REMAINING QUESTIONS

5. What is your top concern when you see residential and/or commercial development in the Study Area?
   - ☐ Increased traffic / congestion
   - ☒ Safety (concerns about increase in frequency/severity of crashes)
   - ☒ Development policies
   - ☐ On street parking
   - ☒ Drainage / flooding
   - ☐ Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	
Encourage increased carpooling/vanpooling	
Construction of sidewalks, bike lanes, and greenways	
Maintaining existing roadways, sidewalks, etc	
Building new streets and roadways	1
Widening existing roadways	
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	
Improvement in street appearance (signage, landscaping, etc.)	2
Encourage less development/growth	3
Other (Please Specify) too much - too many houses on 1 acres	

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - ☐ Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - ☒ Accessing resources (e.g. grocery store, doctor, etc)
   - ☐ Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - ☐ Commuting / Getting to my job or school
   - ☐ Other (please specify)

2. What are the top three following modes that you travel in the Study Area?
   - ☒ Drive
   - ☐ Walk
   - ☐ Bike
   - ☐ Transit (i.e. METRO)
   - ☐ Rideshare (i.e. Uber, Lyft, taxi)
   - ☐ Other (Please Specify) _____

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - ☒ Convenience
   - ☐ Cost
   - ☐ Accessibility
   - ☐ Availability
   - ☐ Reliability
   - ☐ Safety

4. What are your top three transportation-related concerns in the Study Area
   - ☒ People driving too fast
   - ☒ Too much traffic
   - ☒ Lack of sidewalks
   - ☒ Lack of bicycle facilities, like bike lanes or trails
   - ☒ Lack of connectivity
   - ☒ Street lanes are too narrow
   - ☒ Traffic safety (crashes or near misses)
   - ☒ Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?)
   - ☐ Other (please specify)_____

TURN OVER FOR REMAINING QUESTIONS

5. What is your top concern when you see residential and/or commercial development in the Study Area?

- [x] Increased traffic / congestion
- [x] Safety (concerns about increase in frequency/severity of crashes)
- [x] Development policies
- [x] On street parking
- [x] Drainage / flooding
- [ ] Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	8
Encourage increased carpooling/vanpooling	9
Construction of sidewalks, bike lanes, and greenways	5
Maintaining existing roadways, sidewalks, etc	4
Building new streets and roadways	7
Widening existing roadways	2
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	3
Improvement in street appearance (signage, landscaping, etc.)	6
Encourage less development/growth	1
Other (Please Specify)	

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - ☐ Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - ☒ Accessing resources (e.g. grocery store, doctor, etc)
   - ☒ Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - ☒ Commuting / Getting to my job or school
   - ☐ Other (please specify)

2. What are the top three following modes that you travel in the Study Area?
   - ☒ Drive
   - ☒ Walk
   - ☒ Bike
   - ☐ Transit (i.e. METRO)
   - ☐ Rideshare (i.e. Uber, Lyft, taxi)
   - ☐ Other (Please Specify) _____

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - ☒ Convenience
   - ☐ Cost
   - ☐ Accessibility
   - ☐ Availability
   - ☐ Reliability
   - ☒ Safety

4. What are your top three transportation-related concerns in the Study Area
   - ☐ People driving too fast
   - ☐ Too much traffic
   - ☒ Lack of sidewalks
   - ☒ Lack of bicycle facilities, like bike lanes or trails
   - ☐ Lack of connectivity
   - ☒ Street lanes are too narrow
   - ☐ Traffic safety (crashes or near misses)
   - ☐ Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?)
   - ☐ Other (please specify)_____

TURN OVER FOR REMAINING QUESTIONS

5. What is your top concern when you see residential and/or commercial development in the Study Area?

- [x] Increased traffic / congestion
- [ ] Safety (concerns about increase in frequency/severity of crashes)
- [x] Development policies
- [x] On street parking
- [x] Drainage / flooding
- [x] Other (please specify) need sidewalks on 2 lane high ditch road ex: Mansfield

pull off ~~turnaround~~ areas on 2 lane roads

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	9
Encourage increased carpooling/vanpooling	8
Construction of sidewalks, bike lanes, and greenways	2
Maintaining existing roadways, sidewalks, etc	6, 7
Building new streets and roadways	
Widening existing roadways	~~4~~ 3
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	5
Improvement in street appearance (signage, landscaping, etc.)	4
Encourage less development/growth	1
Other (Please Specify)	

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - ☑ Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - ☑ Accessing resources (e.g. grocery store, doctor, etc)
   - ☐ Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - ☐ Commuting / Getting to my job or school
   - ☐ Other (please specify)

2. What are the top three following modes that you travel in the Study Area?
   - ☐ Drive
   - ☑ Walk
   - ☐ Bike
   - ☐ Transit (i.e. METRO)
   - ☐ Rideshare (i.e. Uber, Lyft, taxi)
   - ☐ Other (Please Specify) _____

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - ☑ Convenience
   - ☐ Cost
   - ☐ Accessibility
   - ☐ Availability
   - ☐ Reliability
   - ☐ Safety

4. What are your top three transportation-related concerns in the Study Area
   - ☑ People driving too fast
   - ☐ Too much traffic
   - ☐ Lack of sidewalks
   - ☐ Lack of bicycle facilities, like bike lanes or trails
   - ☐ Lack of connectivity
   - ☑ Street lanes are too narrow
   - ☐ Traffic safety (crashes or near misses)
   - ☐ Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?)
   - ☐ Other (please specify)_____

TURN OVER FOR REMAINING QUESTIONS

→

5. What is your top concern when you see residential and/or commercial development in the Study Area?

- ☑ Increased traffic / congestion
- ☑ Safety (concerns about increase in frequency/severity of crashes)
- ☑ Development policies
- ☐ On street parking
- ☑ Drainage / flooding
- ☐ Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	8
Encourage increased carpooling/vanpooling	7
Construction of sidewalks, bike lanes, and greenways	4
Maintaining existing roadways, sidewalks, etc	3
Building new streets and roadways	5
Widening existing roadways	6
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	10
Improvement in street appearance (signage, landscaping, etc.)	2
Encourage less development/growth	1
Other (Please Specify)	

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - [x] Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - [x] Accessing resources (e.g. grocery store, doctor, etc)
   - [x] Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - [x] Commuting / Getting to my job or school
   - [x] Other (please specify) Church, work

2. What are the top three following modes that you travel in the Study Area?
   - [x] Drive
   - [x] Walk
   - [x] Bike
   - [x] Transit (i.e. METRO)
   - [ ] Rideshare (i.e. Uber, Lyft, taxi)
   - [ ] Other (Please Specify) _____

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - [x] Convenience
   - [x] Cost
   - [x] Accessibility
   - [ ] Availability
   - [ ] Reliability
   - [x] Safety

4. What are your top three transportation-related concerns in the Study Area
   - [x] People driving too fast
   - [ ] Too much traffic
   - [x] Lack of sidewalks
   - [ ] Lack of bicycle facilities, like bike lanes or trails
   - [ ] Lack of connectivity
   - [ ] Street lanes are too narrow
   - [x] Traffic safety (crashes or near misses)
   - [ ] Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?)
   - [x] Other (please specify) Speed bumps are needed on Greenhurst. Sidewalks are needed on Greenhurst Dr.

TURN OVER FOR REMAINING QUESTIONS

5. What is your top concern when you see residential and/or commercial development in the Study Area?

- ☐ Increased traffic / congestion
- ☐ Safety (concerns about increase in frequency/severity of crashes)
- ☐ Development policies
- ☐ On street parking
- ☐ Drainage / flooding
- ☐ Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	
Encourage increased carpooling/vanpooling	
Construction of sidewalks, bike lanes, and greenways	
Maintaining existing roadways, sidewalks, etc	
Building new streets and roadways	
Widening existing roadways	
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	
Improvement in street appearance (signage, landscaping, etc.)	
Encourage less development/growth	
Other (Please Specify)	

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - ☒ Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - ☐ Accessing resources (e.g. grocery store, doctor, etc)
   - ☒ Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - ☐ Commuting / Getting to my job or school
   - ☐ Other (please specify)

2. What are the top three following modes that you travel in the Study Area?
   - ☒ Drive
   - ☐ Walk
   - ☐ Bike
   - ☒ Transit (i.e. METRO)
   - ☐ Rideshare (i.e. Uber, Lyft, taxi)
   - ☐ Other (Please Specify) _____

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - ☒ Convenience
   - ☒ Cost
   - ☐ Accessibility
   - ☐ Availability
   - ☐ Reliability
   - ☒ Safety

4. What are your top three transportation-related concerns in the Study Area
   - ☐ People driving too fast
   - ☐ Too much traffic
   - ☒ Lack of sidewalks
   - ☐ Lack of bicycle facilities, like bike lanes or trails
   - ☒ Lack of connectivity
   - ☒ Street lanes are too narrow
   - ☐ Traffic safety (crashes or near misses)
   - ☐ Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?)
   - ☐ Other (please specify)_____

TURN OVER FOR REMAINING QUESTIONS

5. What is your top concern when you see residential and/or commercial development in the Study Area?

- ☒ Increased traffic / congestion
- ☐ Safety (concerns about increase in frequency/severity of crashes)
- ☒ Development policies
- ☐ On street parking
- ☒ Drainage / flooding
- ☐ Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	5
Encourage increased carpooling/vanpooling	2
Construction of sidewalks, bike lanes, and greenways	8
Maintaining existing roadways, sidewalks, etc	7
Building new streets and roadways	3
Widening existing roadways	9
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	4
Improvement in street appearance (signage, landscaping, etc.)	6
Encourage less development/growth	10
Other (Please Specify)	1

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - [x] Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - [x] Accessing resources (e.g. grocery store, doctor, etc)
   - [x] Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - [x] Commuting / Getting to my job or school
   - [x] Other (please specify) church, work

2. What are the top three following modes that you travel in the Study Area?
   - [x] Drive
   - [x] Walk
   - [x] Bike
   - [x] Transit (i.e. METRO)
   - [ ] Rideshare (i.e. Uber, Lyft, taxi)
   - [ ] Other (Please Specify) _____

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - [x] Convenience
   - [x] Cost
   - [x] Accessibility
   - [ ] Availability
   - [x] Reliability
   - [x] Safety

4. What are your top three transportation-related concerns in the Study Area
   - [ ] People driving too fast
   - [ ] Too much traffic
   - [ ] Lack of sidewalks
   - [ ] Lack of bicycle facilities, like bike lanes or trails
   - [ ] Lack of connectivity
   - [ ] Street lanes are too narrow
   - [ ] Traffic safety (crashes or near misses)
   - [ ] Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?)
   - [x] Other (please specify) Speed bumps are needed on Covington Dr. Sidewalks are needed on Covington Dr.

TURN OVER FOR REMAINING QUESTIONS

5. What is your top concern when you see residential and/or commercial development in the Study Area?
   - ☐ Increased traffic / congestion
   - ☐ Safety (concerns about increase in frequency/severity of crashes)
   - ☐ Development policies
   - ☐ On street parking
   - ☐ Drainage / flooding
   - ☐ Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	
Encourage increased carpooling/vanpooling	
Construction of sidewalks, bike lanes, and greenways	
Maintaining existing roadways, sidewalks, etc	
Building new streets and roadways	
Widening existing roadways	
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	
Improvement in street appearance (signage, landscaping, etc.)	
Encourage less development/growth	
Other (Please Specify)	

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - ☑ Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - ☐ Accessing resources (e.g. grocery store, doctor, etc)
   - ☑ Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - ☑ Commuting / Getting to my job or school
   - ☑ Other (please specify)

2. What are the top three following modes that you travel in the Study Area?
   - ☑ Drive
   - ☐ Walk
   - ☑ Bike
   - ☑ Transit (i.e. METRO)
   - ☐ Rideshare (i.e. Uber, Lyft, taxi)
   - ☐ Other (Please Specify) _____

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - ☑ Convenience
   - ☑ Cost
   - ☑ Accessibility
   - ☐ Availability
   - ☐ Reliability
   - ☐ Safety

4. What are your top three transportation-related concerns in the Study Area
   - ☑ People driving too fast
   - ☑ Too much traffic
   - ☐ Lack of sidewalks
   - ☑ Lack of bicycle facilities, like bike lanes or trails
   - ☐ Lack of connectivity
   - ☐ Street lanes are too narrow
   - ☐ Traffic safety (crashes or near misses)
   - ☐ Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?)
   - ☐ Other (please specify)_____

TURN OVER FOR REMAINING QUESTIONS

→

5. What is your top concern when you see residential and/or commercial development in the Study Area?

- ☐ Increased traffic / congestion
- ☐ Safety (concerns about increase in frequency/severity of crashes)
- ☐ Development policies
- ☐ On street parking
- ☐ Drainage / flooding
- ☐ Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	8
Encourage increased carpooling/vanpooling	7
Construction of sidewalks, bike lanes, and greenways	3
Maintaining existing roadways, sidewalks, etc	2
Building new streets and roadways	10
Widening existing roadways	6
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	1
Improvement in street appearance (signage, landscaping, etc.)	4
Encourage less development/growth	5
Other (Please Specify)	10

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - ☑ Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - ☑ Accessing resources (e.g. grocery store, doctor, etc)
   - ☑ Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - ☑ Commuting / Getting to my job or school
   - ☐ Other (please specify)

2. What are the top three following modes that you travel in the Study Area?
   - ☑ Drive
   - ☑ Walk
   - ☑ Bike
   - ☐ Transit (i.e. METRO)
   - ☑ Rideshare (i.e. Uber, Lyft, taxi)
   - ☐ Other (Please Specify) _____

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - ☑ Convenience
   - ☐ Cost
   - ☑ Accessibility
   - ☐ Availability
   - ☑ Reliability
   - ☐ Safety

4. What are your top three transportation-related concerns in the Study Area
   - ☑ People driving too fast
   - ☐ Too much traffic
   - ☑ Lack of sidewalks
   - ☑ Lack of bicycle facilities, like bike lanes or trails
   - ☑ Lack of connectivity
   - ☑ Street lanes are too narrow
   - ☑ Traffic safety (crashes or near misses)
   - ☐ Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?)
   - ☐ Other (please specify)_____

TURN OVER FOR REMAINING QUESTIONS

→

5. What is your top concern when you see residential and/or commercial development in the Study Area?

- ☐ Increased traffic / congestion
- ☐ Safety (concerns about increase in frequency/severity of crashes)
- ☐ Development policies
- ☐ On street parking
- ☑ Drainage / flooding
- ☐ Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	3
Encourage increased carpooling/vanpooling	2
Construction of sidewalks, bike lanes, and greenways	8
Maintaining existing roadways, sidewalks, etc	4
Building new streets and roadways	5
Widening existing roadways	9
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	10 ★
Improvement in street appearance (signage, landscaping, etc.)	7
Encourage less development/growth	6
Other (Please Specify)	

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - ☐ Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - ☐ Accessing resources (e.g. grocery store, doctor, etc)
   - ☒ Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - ☐ Commuting / Getting to my job or school
   - ☒ Other (please specify) access to meetings

2. What are the top three following modes that you travel in the Study Area?
   - ☒ Drive
   - ☐ Walk
   - ☐ Bike
   - ☐ Transit (i.e. METRO)
   - ☐ Rideshare (i.e. Uber, Lyft, taxi)
   - ☐ Other (Please Specify) _____

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - ☒ Convenience
   - ☐ Cost
   - ☐ Accessibility
   - ☐ Availability
   - ☒ Reliability
   - ☒ Safety

4. What are your top three transportation-related concerns in the Study Area
   - ☐ People driving too fast
   - ☐ Too much traffic
   - ☒ Lack of sidewalks
   - ☒ Lack of bicycle facilities, like bike lanes or trails
   - ☒ Lack of connectivity
   - ☐ Street lanes are too narrow
   - ☐ Traffic safety (crashes or near misses)
   - ☐ Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?)
   - ☐ Other (please specify)_____

TURN OVER FOR REMAINING QUESTIONS

5. What is your top concern when you see residential and/or commercial development in the Study Area?

- ☒ Increased traffic / congestion
- ☒ Safety (concerns about increase in frequency/severity of crashes)
- ☒ Development policies
- ☐ On street parking
- ☐ Drainage / flooding
- ☐ Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	6
Encourage increased carpooling/vanpooling	8
Construction of sidewalks, bike lanes, and greenways	3
Maintaining existing roadways, sidewalks, etc	2
Building new streets and roadways	4
Widening existing roadways	5
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	1
Improvement in street appearance (signage, landscaping, etc.)	7
Encourage less development/growth	9
Other (Please Specify)	10

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - ☑ Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - ☑ Accessing resources (e.g. grocery store, doctor, etc)
   - ☐ Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - ☐ Commuting / Getting to my job or school
   - ☐ Other (please specify)

2. What are the top three following modes that you travel in the Study Area?
   - ☑ Drive
   - ☐ Walk
   - ☑ Bike
   - ☐ Transit (i.e. METRO)
   - ☐ Rideshare (i.e. Uber, Lyft, taxi)
   - ☐ Other (Please Specify) _____

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - ☑ Convenience
   - ☐ Cost
   - ☐ Accessibility
   - ☐ Availability
   - ☐ Reliability
   - ☐ Safety

4. What are your top three transportation-related concerns in the Study Area
   - ☑ People driving too fast
   - ☐ Too much traffic
   - ☑ Lack of sidewalks
   - ☐ Lack of bicycle facilities, like bike lanes or trails
   - ☐ Lack of connectivity
   - ☐ Street lanes are too narrow
   - ☑ Traffic safety (crashes or near misses)
   - ☐ Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?)
   - ☐ Other (please specify)_____

TURN OVER FOR REMAINING QUESTIONS

5. What is your top concern when you see residential and/or commercial development in the Study Area?

- ☐ Increased traffic / congestion
- ☒ Safety (concerns about increase in frequency/severity of crashes)
- ☐ Development policies
- ☐ On street parking
- ☐ Drainage / flooding
- ☐ Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	7
Encourage increased carpooling/vanpooling	6
Construction of sidewalks, bike lanes, and greenways	8
Maintaining existing roadways, sidewalks, etc	5
Building new streets and roadways	4
Widening existing roadways	3
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	2
Improvement in street appearance (signage, landscaping, etc.)	8
Encourage less development/growth	9
Other (Please Specify)	1

Schools? Area

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - ☐ Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - ☐ Accessing resources (e.g. grocery store, doctor, etc)
   - ☐ Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - ☐ Commuting / Getting to my job or school
   - ☐ Other (please specify)

2. What are the top three following modes that you travel in the Study Area?
   - ☑ Drive
   - ☐ Walk
   - ☑ Bike
   - ☑ Transit (i.e. METRO)
   - ☐ Rideshare (i.e. Uber, Lyft, taxi)
   - ☐ Other (Please Specify) _____

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - ☑ Convenience
   - ☐ Cost
   - ☑ Accessibility
   - ☐ Availability
   - ☑ Reliability
   - ☑ Safety

4. What are your top three transportation-related concerns in the Study Area
   - ☒ People driving too fast
   - ☒ Too much traffic
   - ☐ Lack of sidewalks
   - ☐ Lack of bicycle facilities, like bike lanes or trails
   - ☐ Lack of connectivity
   - ☐ Street lanes are too narrow
   - ☐ Traffic safety (crashes or near misses)
   - ☒ Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?)
   - ☐ Other (please specify)_____

TURN OVER FOR REMAINING QUESTIONS

5. What is your top concern when you see residential and/or commercial development in the Study Area?
   - ☑ Increased traffic / congestion
   - ☐ Safety (concerns about increase in frequency/severity of crashes)
   - ☑ Development policies
   - ☐ On street parking
   - ☑ Drainage / flooding
   - ☐ Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	10
Encourage increased carpooling/vanpooling	
Construction of sidewalks, bike lanes, and greenways	
Maintaining existing roadways, sidewalks, etc	9
Building new streets and roadways	15
Widening existing roadways	16
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	
Improvement in street appearance (signage, landscaping, etc.)	
Encourage less development/growth	
Other (Please Specify)	

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - ☐ Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - ☐ Accessing resources (e.g. grocery store, doctor, etc)
   - ☐ Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - ☐ Commuting / Getting to my job or school
   - ☐ Other (please specify)

2. What are the top three following modes that you travel in the Study Area?
   - ☑ Drive
   - ☑ Walk
   - ☑ Bike
   - ☐ Transit (i.e. METRO)
   - ☐ Rideshare (i.e. Uber, Lyft, taxi)
   - ☐ Other (Please Specify) _____

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - ☑ Convenience
   - ☑ Cost
   - ☐ Accessibility
   - ☐ Availability
   - ☐ Reliability
   - ☑ Safety

4. What are your top three transportation-related concerns in the Study Area
   - ☐ People driving too fast
   - ☐ Too much traffic
   - ☑ Lack of sidewalks
   - ☐ Lack of bicycle facilities, like bike lanes or trails
   - ☐ Lack of connectivity
   - ☐ Street lanes are too narrow
   - ☑ Traffic safety (crashes or near misses)
   - ☐ Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?)
   - ☐ Other (please specify)_____

TURN OVER FOR REMAINING QUESTIONS

→

5. What is your top concern when you see residential and/or commercial development in the Study Area?
   - ☐ Increased traffic / congestion
   - ☑ Safety (concerns about increase in frequency/severity of crashes)
   - ☐ Development policies
   - ☑ On street parking
   - ☑ Drainage / flooding
   - ☐ Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	7
Encourage increased carpooling/vanpooling	
Construction of sidewalks, bike lanes, and greenways	
Maintaining existing roadways, sidewalks, etc	
Building new streets and roadways	8
Widening existing roadways	
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	6
Improvement in street appearance (signage, landscaping, etc.)	~~10~~ 9
Encourage less development/growth	
Other (Please Specify)	10

*Need bike or foot officers in Sylvester Turner Park

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - ☐ Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - ☐ Accessing resources (e.g. grocery store, doctor, etc)
   - ☐ Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - ☑ Commuting / Getting to my job or school
   - ☐ Other (please specify)

2. What are the top three following modes that you travel in the Study Area?
   - ☑ Drive
   - ☑ Walk
   - ☑ Bike
   - ☐ Transit (i.e. METRO)
   - ☑ Rideshare (i.e. Uber, Lyft, taxi)
   - ☐ Other (Please Specify) _____

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - ☑ Convenience
   - ☐ Cost
   - ☐ Accessibility
   - ☑ Availability
   - ☐ Reliability
   - ☑ Safety

4. What are your top three transportation-related concerns in the Study Area
   - ☑ People driving too fast
   - ☐ Too much traffic
   - ☑ Lack of sidewalks
   - ☐ Lack of bicycle facilities, like bike lanes or trails
   - ☐ Lack of connectivity
   - ☐ Street lanes are too narrow
   - ☑ Traffic safety (crashes or near misses)
   - ☐ Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?)
   - ☐ Other (please specify)_____

TURN OVER FOR REMAINING QUESTIONS

→

5. What is your top concern when you see residential and/or commercial development in the Study Area?

- ☐ Increased traffic / congestion
- ☑ Safety (concerns about increase in frequency/severity of crashes)
- ☑ Development policies
- ☐ On street parking
- ☑ Drainage / flooding
- ☐ Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	9
Encourage increased carpooling/vanpooling	3
Construction of sidewalks, bike lanes, and greenways	8
Maintaining existing roadways, sidewalks, etc	10
Building new streets and roadways	6
Widening existing roadways	6
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	10
Improvement in street appearance (signage, landscaping, etc.)	10
Encourage less development/growth	1
Other (Please Specify)	

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - [x] Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - [x] Accessing resources (e.g. grocery store, doctor, etc)
   - [x] Accessing adjacent roadway (i.e. passing through to get somewhere else)
   - [x] Commuting / Getting to my job or school
   - [x] Other (please specify) LIVE

2. What are the top three following modes that you travel in the Study Area?
   - [x] Drive
   - [x] Walk
   - [ ] Bike
   - [ ] Transit (i.e. METRO)
   - [ ] Rideshare (i.e. Uber, Lyft, taxi)
   - [ ] Other (Please Specify) _____

3. What most determines your mode of transportation (i.e. whether you drive, walk, use METRO, etc)?
   - [x] Convenience
   - [ ] Cost
   - [ ] Accessibility
   - [x] Availability
   - [ ] Reliability
   - [ ] Safety

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   - [x] Too much traffic
   - [ ] Lack of sidewalks
   - [ ] Lack of bicycle facilities, like bike lanes or trails
   - [ ] Lack of connectivity
   - [ ] Street lanes are too narrow
   - [x] Traffic safety (crashes or near misses)
   - [x] Adequacy of transit service (e.g. are there enough METRO stops? Do the buses come frequently enough?) NO
   - [ ] Other (please specify)_____

TURN OVER FOR REMAINING QUESTIONS

5. What is your top concern when you see residential and/or commercial development in the Study Area?

- ☑ Increased traffic / congestion
- ☑ Safety (concerns about increase in frequency/severity of crashes)
- ☑ Development policies
- ☐ On street parking
- ☑ Drainage / flooding
- ☐ Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	4
Encourage increased carpooling/vanpooling	10
Construction of sidewalks, ~~bike lanes,~~ and greenways	6
Maintaining existing roadways, sidewalks, etc	2
Building new streets and roadways	1
Widening existing roadways	5
Making safety improvements on existing streets (e.g. crosswalks, ~~protected bike lanes~~, traffic light upgrades, etc)	10
Improvement in street appearance (signage, landscaping, etc.)	7
Encourage less development/growth	~~2~~ 3
Other (Please Specify)	

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - ☑ Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - ☒ Accessing resources (e.g. grocery store, doctor, etc)
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   - ☐ Commuting / Getting to my job or school
   - ☐ Other (please specify)

2. What are the top three following modes that you travel in the Study Area?
   - ☒ Drive
   - ☐ Walk
   - ☐ Bike
   - ☐ Transit (i.e. METRO)
   - ☐ Rideshare (i.e. Uber, Lyft, taxi)
   - ☐ Other (Please Specify) _____

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   - ☐ Cost
   - ☐ Accessibility
   - ☐ Availability
   - ☐ Reliability
   - ☒ Safety

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TURN OVER FOR REMAINING QUESTIONS

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- ☒ On street parking
- ☒ Drainage / flooding
- ☐ Other (please specify)_____

6. How would you prioritize spending money on projects in the Study Area? Please prioritize the following on a scale of 1 to 10, with 1 as least important and 10 as most important.

Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	1
Encourage increased carpooling/vanpooling	5
Construction of sidewalks, bike lanes, and greenways	1
Maintaining existing roadways, sidewalks, etc	1
Building new streets and roadways	1
Widening existing roadways	1
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	1
Improvement in street appearance (signage, landscaping, etc.)	1
Encourage less development/growth	1
Other (Please Specify)	

SURVEY QUESTIONS

1. I travel in the study area for: (select all that apply)
   - ☑ Accessing recreational opportunities (e.g. restaurants, parks, movie theaters, etc)
   - ☑ Accessing resources (e.g. grocery store, doctor, etc)
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   - ☑ Commuting / Getting to my job or school
   - ☐ Other (please specify)

2. What are the top three following modes that you travel in the Study Area?
   - ☑ Drive
   - ☑ Walk
   - ☐ Bike
   - ☐ Transit (i.e. METRO)
   - ☐ Rideshare (i.e. Uber, Lyft, taxi)
   - ☑ Other (Please Specify) _____

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   - ☐ Street lanes are too narrow
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   - ☐ Other (please specify)_____

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Area of Project Funding	Priority Level
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	3
Encourage increased carpooling/vanpooling	1
Construction of sidewalks, bike lanes, and greenways	4
Maintaining existing roadways, sidewalks, etc	6
Building new streets and roadways	7
Widening existing roadways	9
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	8
Improvement in street appearance (signage, landscaping, etc.)	5
Encourage less development/growth	10
Other (Please Specify)	2

MEETING Notes

Location: Acres Homes Multi Service Center
Subject: Public Meeting 2
Project: Acres Homes Mobility Study

Date: August 9, 2022
Time: 6:00 PM

The purpose of the meeting is to present the mobility study to the community surrounding the project area. The project team will present findings of the gap analysis, potential recommendations, and request input from any attendees.

ATTENDEES

Muxian Fang (PD)
Tamara Fou (PD)
Donald Glenn (RS&H)
Kunal Tanwani (RS&H)
Lynn Henson (PD)
Lindsey Williams (PD)
Allie Joiner (RS&H)
+ 20 members of the public

A copy of the sign-in sheet is attached.

The purpose of the meeting was to present the mobility study to the community in and around the project area. The project team presented findings of study area gap analysis and potential improvements, and also requested input from any attendees.

PRESENTATION OF GAP ANALYSIS AND PROPOSED IMPROVEMENTS

City staff presented an overview of the project and highlighted some of the results of the gap analysis and the four key areas of proposed improvements: bicycle facilities, sidewalks, existing roadway improvements, and roadway extensions. A copy of the material presented by the project team is attached.

KEY COMMENTS AND DISCUSSION

During the presentation there was generous dialogue and input from the public. After each section, there was time designated for Questions and Answers and members of the public were able to give their opinions on the topics discussed. Their input will be compiled and reviewed and will be used to improve the Mobility Plan.

Lynn kicked off the meeting to give a general overview and started the first set of Q&A. These questions mainly revolved around funding and development. The discussion about funding revolved around how the planning department was going to work with the public works department to fund the project. The discussion around development focused on how the city could go about reducing development. The city explained that they could not make development illegal so they highlighted how the residents of Acres Homes could get involved in reducing development in their area by looking at the permit reports and going to planning meetings to express their opinion.

After the introduction, Muxian presented the gap analysis and potential improvements. The questions about sidewalks related to the sidewalk CIP and how the city distributed any funding received through that, the maintenance of sidewalks, mailbox locations on sidewalk, and when the sidewalk funding program will start. There was also discussion on how development would affect the development of new sidewalks. The residents main concern was how the money being put into the sidewalk fund through Acres Homes development would be used in Acres Homes and on things they can do to ensure that the money would be used to further improve the area. The public asked the following questions and comments:

- How does the City ensure equity in distributing funds?
    - Muxian explained that 70% of the fee stays in the sector and 30% goes to the city. Once a certain amount is reached, the City will look at the potential projects based on safety, existing transportation facilities, presence of major trip generators, demographics and equity, and available funding. The public can reach out to their local representatives in order to push for sidewalk specifically in Acres Homes too.
    - A member of the public voiced that they would prefer the developers build the sidewalks at that time to ensure that the money goes back into Acres Home
- Is the sidewalk fund currently active? Who do we talk to when it is active to ensure sidewalks get built in this neighborhood?
    - No, it is not currently active. Muxian encouraged them to talk to a community liaison to advocate for sidewalks in this area.

The discussion about bike lane improvements revolved around crashes, B-cycle stations in the area, whether ditches would pose an issue to cyclists, and how a curbed design would affect bike lanes. The public asked the following questions and comments:

- Was the high traffic injury network reviewed?
    - Allie explained that it was reviewed and the crashes were nothing to be alarmed of.
- Are there any B-cycle stations in the area and how would we get them to come to Acres Homes?
    - B-cycle is currently not in Acres Homes but Lynn and Muxian encouraged residents to reach out to B-cycle in order to advocate for B-cycle stations to be put in the area.
- How would open ditches and a curbed design affect bike lanes and roads?
    - Allie explained that open ditches could pose a hazard to cyclists but there are criteria for the development of bike lanes that the city uses which should mitigate that risk. Muxian also explained how a curbed design for roads was deemed a more popular design in the community.

The discussion about pavement improvements and roadway improvements involved both feedback on new streets but also how potential development will impact roads in the area. New developments may have to widen the street to meet minimum standards and with the high platting activity developers will have to add new streets. Potential sidewalks may also affect roadway layouts based on the limited Right of Way present. The public asked the following questions:

- Would the city consider one-way facilities?
    - Muxian explained that the city would likely be more against one-way facilities but if that is the only way to get sidewalks in then that will be considered
- What are the requirements for developer constructed streets?

    - Muxian explained that the developers are required to add new streets (usually 60' but 50' minimum) but thinks they will allow 40' too.
- There were questions about the high platting activity.
    - Muxian explained the platting activity and how there were 1 acre lots being divided into 19 lots. The city cannot stop development but they can get some benefits out of developers such as sidewalks and improved streets.

After the presentation, attendees were asked to write comments on the potential bicycle, pavement, roadway, and sidewalk improvements and their comments were collected. The comments received generally involved proposed requirements for new developments, safety for residents in the area, and where they would like bike lanes and new sidewalk.

FOLLOW-UP

RS&H analyzed the comments the members of the public left and the most common comments and areas for concern are shown below.

DEVELOPMENT

- Require developers to contribute to infrastructure improvement fund based on projected market value of project. Suggested amount- 2% of market value
- Require developers to prove community engagement and approval or satisfaction with proposed plats in their community
- Require developers to build sidewalks for all new developments

SAFETY

- Need left turn signal installed at Tidwell and Rosslyn
- Excessive speeding at north end of Carver – Allie: high amount of pedestrian volume, even at night
- Need buffer at the intersection of Carver and Wilburforce, cars do not stop
- Speeding around curve on the south side of Carver
- Need speed bumps
- Carver at Little York is a major collector for school children so West Little York should have traffic calming

SIDEWALKS

- Requite sidewalk by developers, no fee as poor neighborhoods will be left out
- Want a sidewalk on all streets (x2)
- Take frontage off ditch
- Mansfield needs a sidewalk
- Carver needs a sidewalk
- Add sidewalks on: Mansfield, Paul Quinn, De Soto, Wilburforce, and Homer
- Some sidewalks on Wheatley/Ella have mailboxes blocking wheelchair users and other pedestrian traffic

BIKE LANES

- Please plan off street bicycle lane on Wilburforce
- Add bike lanes to the roads off Glidden, in the Drew Academy school zone

- Remove proposed bike lanes on major streets and De Soto, as it is too dangerous
- Bike Lanes are a must on Tidwell
- Bike Lanes on TC Jester

NEW ROADWAYS

- Excited about the extension of Carver
- What are the improvements that are planned for implementation?

ROADWAY IMPROVEMENTS

- Sealey needs improvements (x2)
- End of Greenhurst Street is unpaved (x2)
- Sealey needs to be included on this map because it currently has potholes
- Widen Rosslyn (Cebra?)
- “It’s a good start, I guess”

![HOUSTON PUBLIC WORKS]

SIGN-IN SHEET
ACRES HOME MOBILITY STUDY
PUBLIC MEETING #2 | AUGUST 9TH, 2022

NO.	FIRST & LAST NAME (PLEASE PRINT)	ZIPCODE	EMAIL
1	Margarita Kayser	77091	maggieflores10@gmail.com
2	Hernan R. Lozano	77088	whornoy@gmail.com
3	SHARON LINCOLN	77091	LINCOLN_SHARON@yahoo.com
4	Eileen Egan	77088	eegan@nnmd.org
5	Geneva D. Statin	77091	
6	Karry B. Statin	77091	Statinb1@yahoo.com
7	Michelle McAllen	77091	mcallenm@gmail.com
8	Adrean J. Allen	77091	acfirehles@gmail.com
9	Rain Eatmon	77088	info.ahceg@gmail.com
10	Nate Lathan	77091	
11	Jeanette De Los Santos	77002	jdls@ridemetro.org
12	EARNEST M. BUSBY	77091	EARNEST.BUSBY@ATT.NET
13	G. Sampson	77091	
14	D. Donna Cee	77091	donnacee2@yahoo.com
15	Aubrey Davis	77091	aubreydavis0475@ATT.NET
16	Diane Shepard	77088	bshepard3942@aol.com
17	Joel Dempsey	91	CONTACT.WHITEOAKTERRACE@GMAIL
18	Ashley Johnson	77002	ashley.johnson@linkhouston.org
19	Samantha Oliver	77091	Samantha Oliver
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HOUSTON PUBLIC WORKS

SIGN-IN SHEET
ACRES HOME MOBILITY STUDY
PUBLIC MEETING #2 | AUGUST 9TH, 2022

NO.	FIRST & LAST NAME (PLEASE PRINT)	ADDRESS	EMAIL
44	Angelica Sanchez	5918 Fasters t.	angelica.sanchez713@gmail.com
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Acres Home Mobility Study

August 9, 2022

HOUSTON PUBLIC WORKS

PLANNING & DEVELOPMENT DEPARTMENT

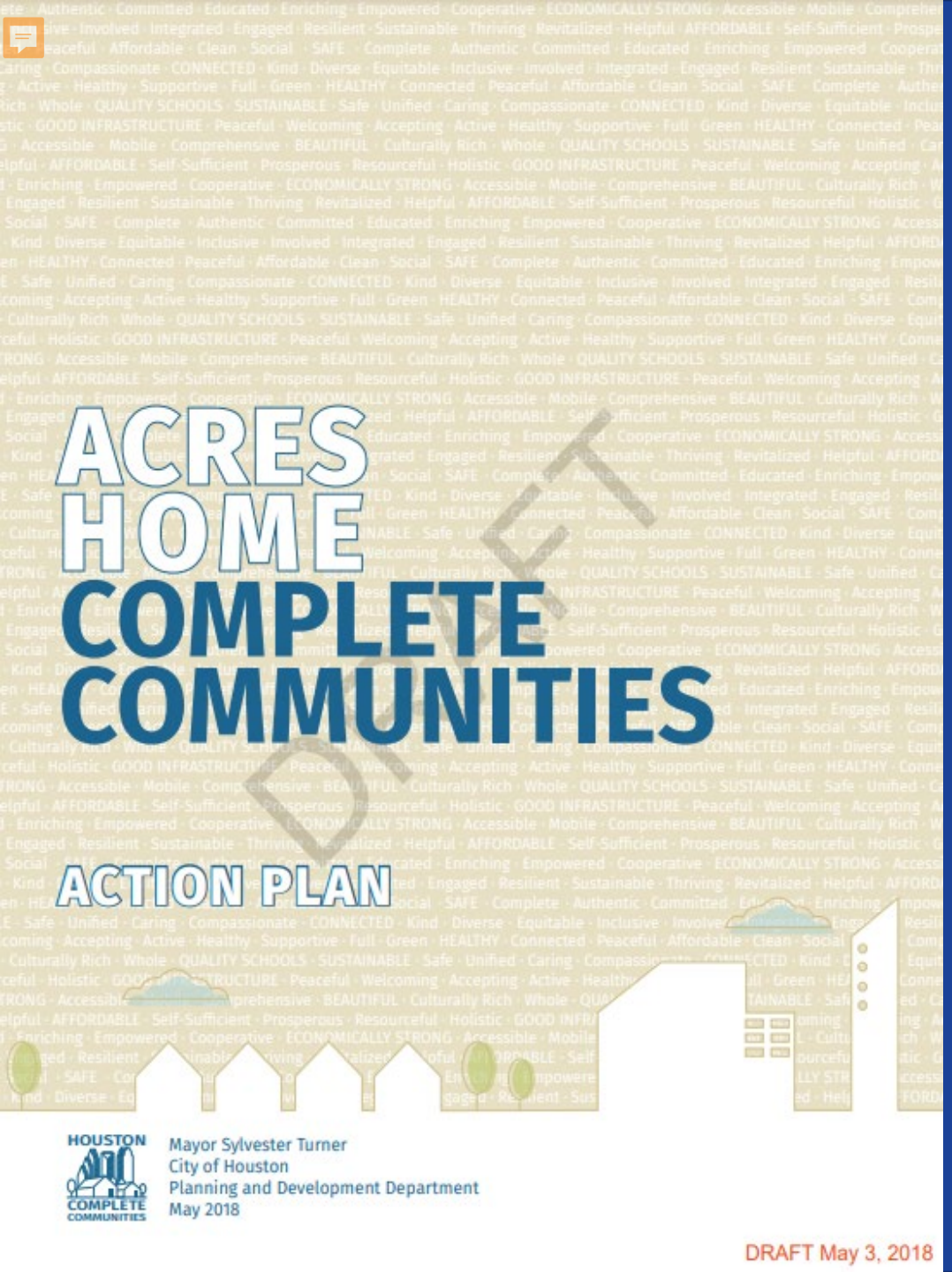
RS&H

1

Community Engagement Overview

Community Engagement Meeting # 2

1. Project Overview
2. Area Background
3. Proposed Improvement Alternatives
4. Next Steps



Acres Home Community Action Plan Goals

- Mobility and Infrastructure Goals:
  - Create Safe Streets
  - Build Great Streets
  - Improve Flood Resiliency
  - Expand Mobility
  - Create a Network of Hike, Bike, and Bridle Trails

PLAN HOUSTON

Opportunity. Diversity. Community. Home.

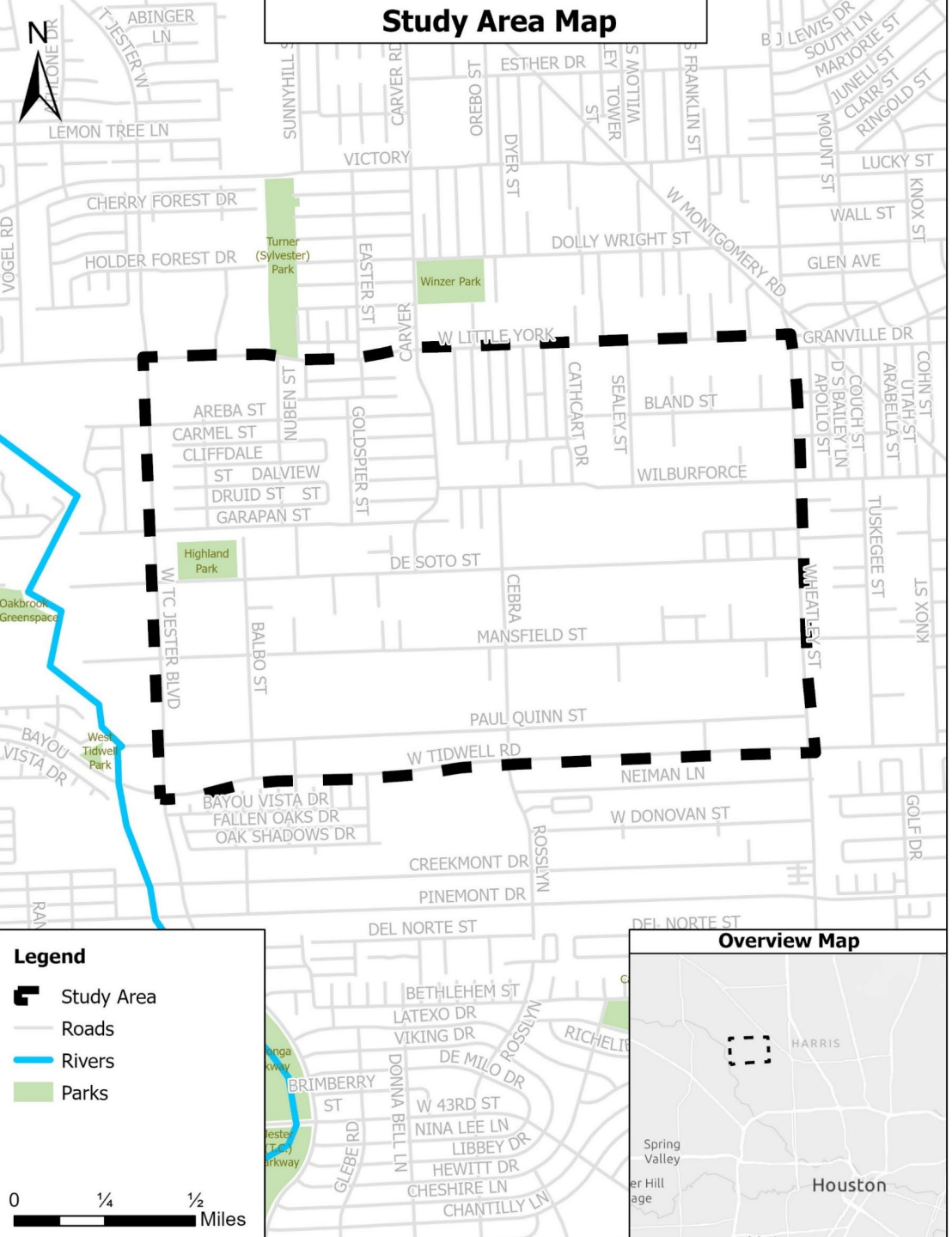
Community Engagement Meeting # 2

- Acres Home Residents
- City of Houston Planning & Development
- City of Houston Public Works
- Consultant Group

Purpose of Study

Identify **transportation related improvements** that address multimodal needs and mobility concerns in the project area

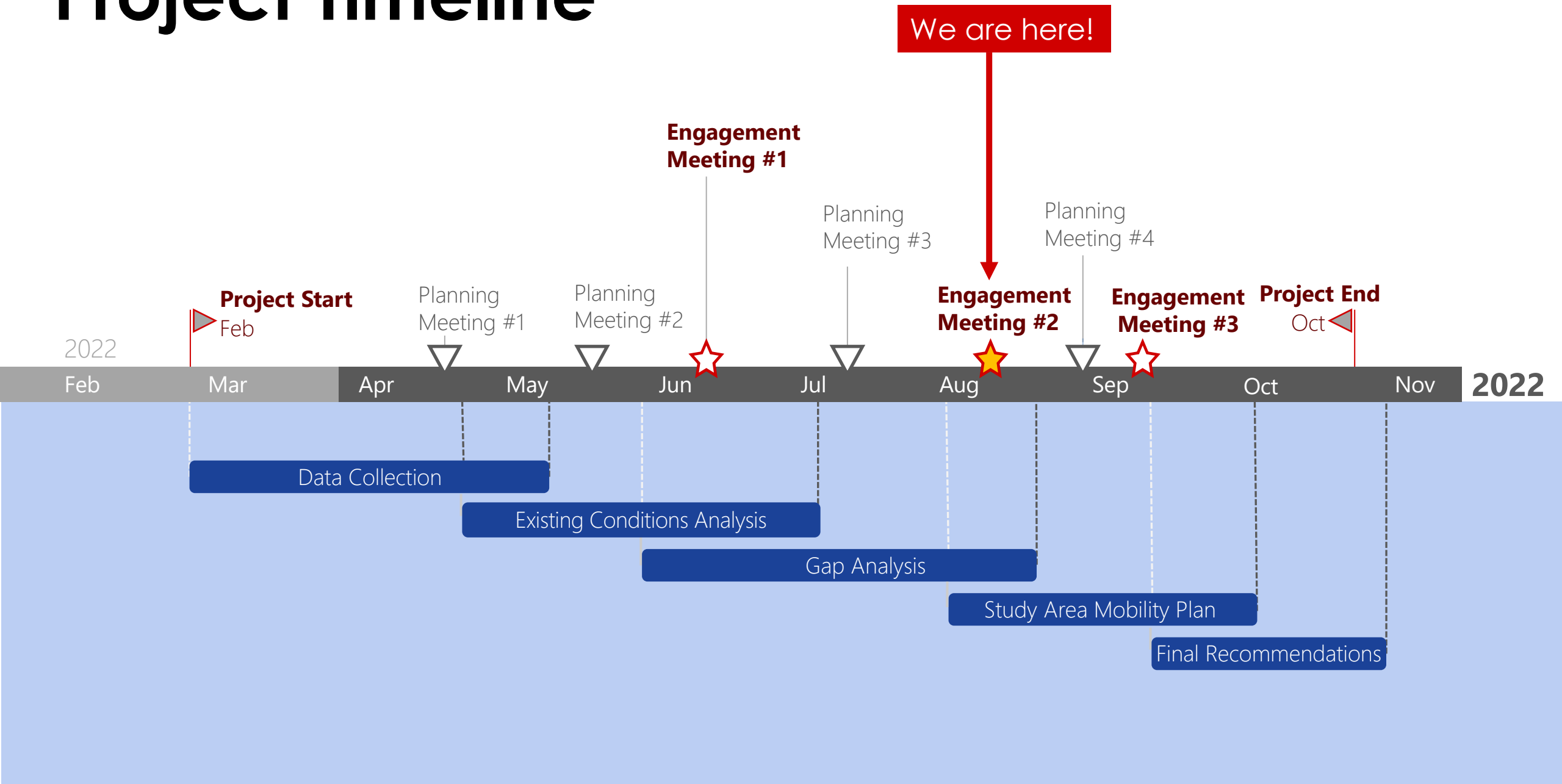
Multimodal transportation means all the ways we travel: cars, buses, walking, bikes, etc.



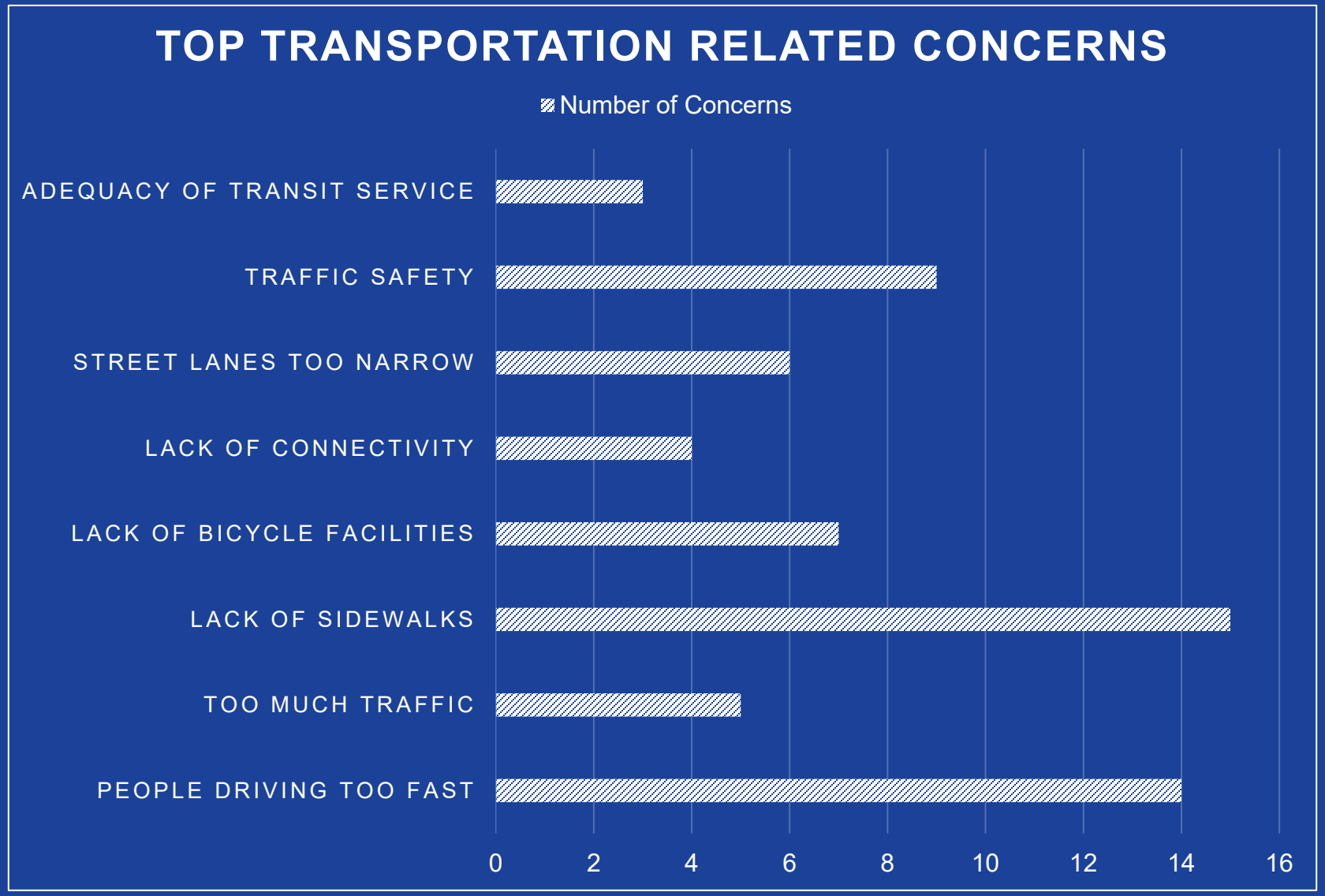
Acres Home Study Area

- Project Area:
  - South of West Little York
  - North of West Tidwell
  - East of TC Jester
  - West of Wheatly Street
- 2.1 sq miles Area Size
- Council District B
- Acres Home Super Neighborhood

Project Timeline



Engagement Meeting # 1 Survey Results



Engagement Meeting # 1 Survey Results

Where would you spend your money?	Priority Score
Encourage less development/growth	10
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	9
Construction of sidewalks, bike lanes, and greenways	8
Widening existing roadways	7
Maintaining existing roadways, sidewalks, etc	6
Improvement in street appearance (signage, landscaping, etc.)	5
Building new streets and roadways	4
Public transportation expansion/enhancement (e.g. more METRO stops, more frequent buses)	3
Encourage increased carpooling/vanpooling	2
Other (Please Specify)	1

GOAL OF THIS MEETING

- WHAT WE DID:
  - Identify where there are gaps in the roads, sidewalks, and bike lanes
- **WHAT WE NEED FROM YOU:**
  - What needed improvements did we miss?
  - What priorities should we place on each improvement?

2

Proposed Improvements

Key Players

- Acres Home Residents
- City of Houston Departments:
  - Planning & Development
  - Houston Public Works
  - Administration & Regulatory Affairs
  - Mayor's Office for People with Disabilities
- Developers
- METRO
- Other Stakeholders

The Role of COH

Where would you spend your money?	Priority Score
Encourage less development/growth	10
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	9
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Encourage increased carpooling/vanpooling	2
Other (Please Specify)	1

The Role of Developers

Where would you spend your money?	Priority Score
Encourage less development/growth	10
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	9
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Encourage increased carpooling/vanpooling	2
Other (Please Specify)	1

New Developments Meeting Current City Standards

The Role of METRO & Other Agencies

Where would you spend your money?	Priority Score
Encourage less development/growth	10
Making safety improvements on existing streets (e.g. crosswalks, protected bike lanes, traffic light upgrades, etc)	9
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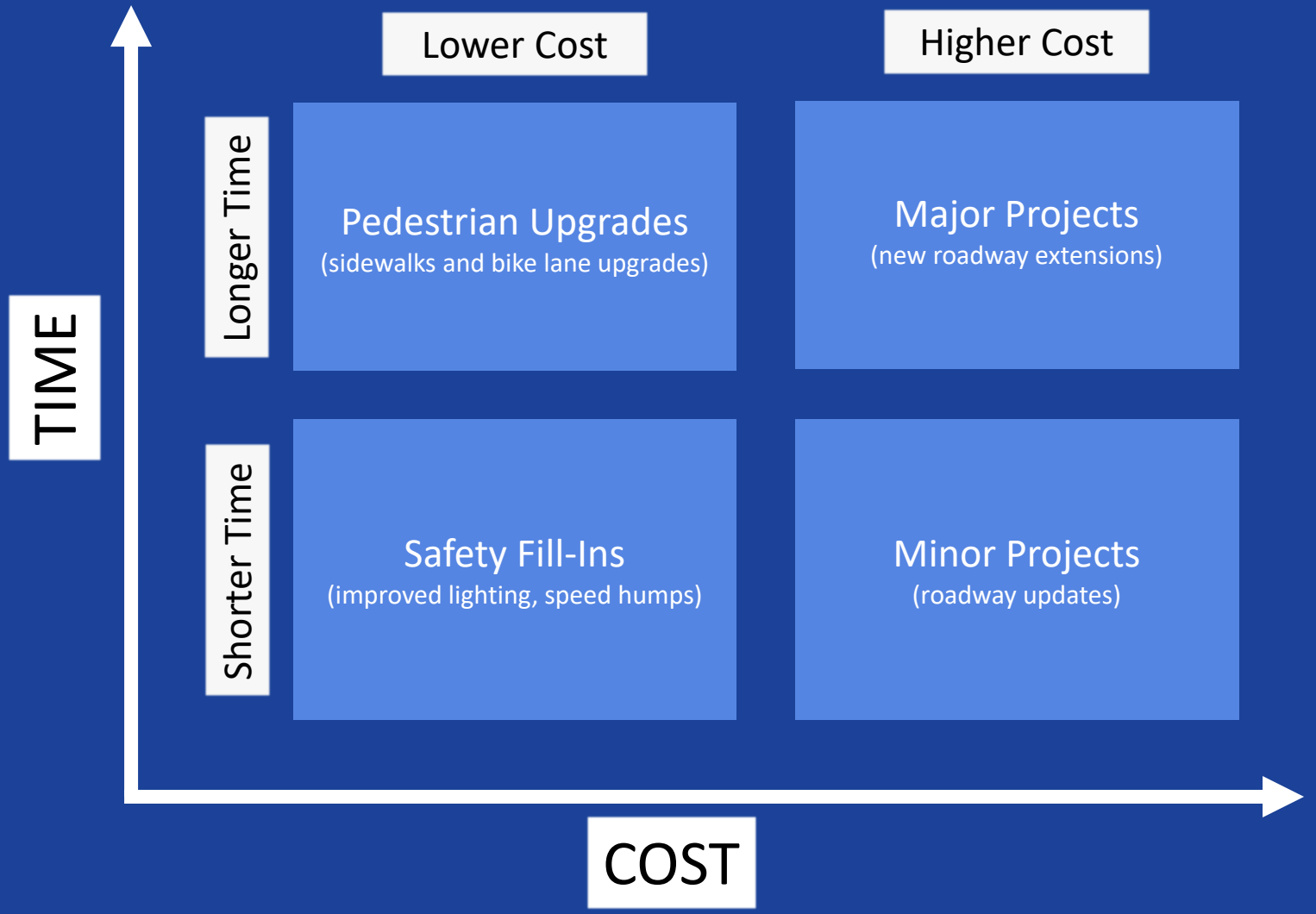
Other (Please Specify)	1

Action Priority Matrix



Sidewalks

Problem:

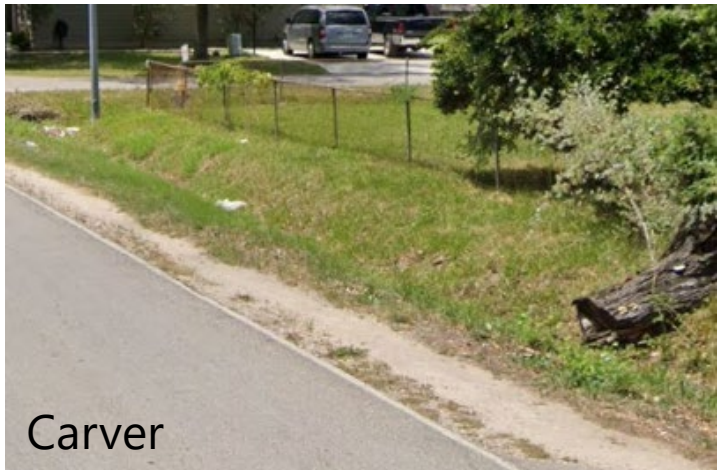
- Lack of sidewalks in the area
- Existing sidewalks not up to current standards

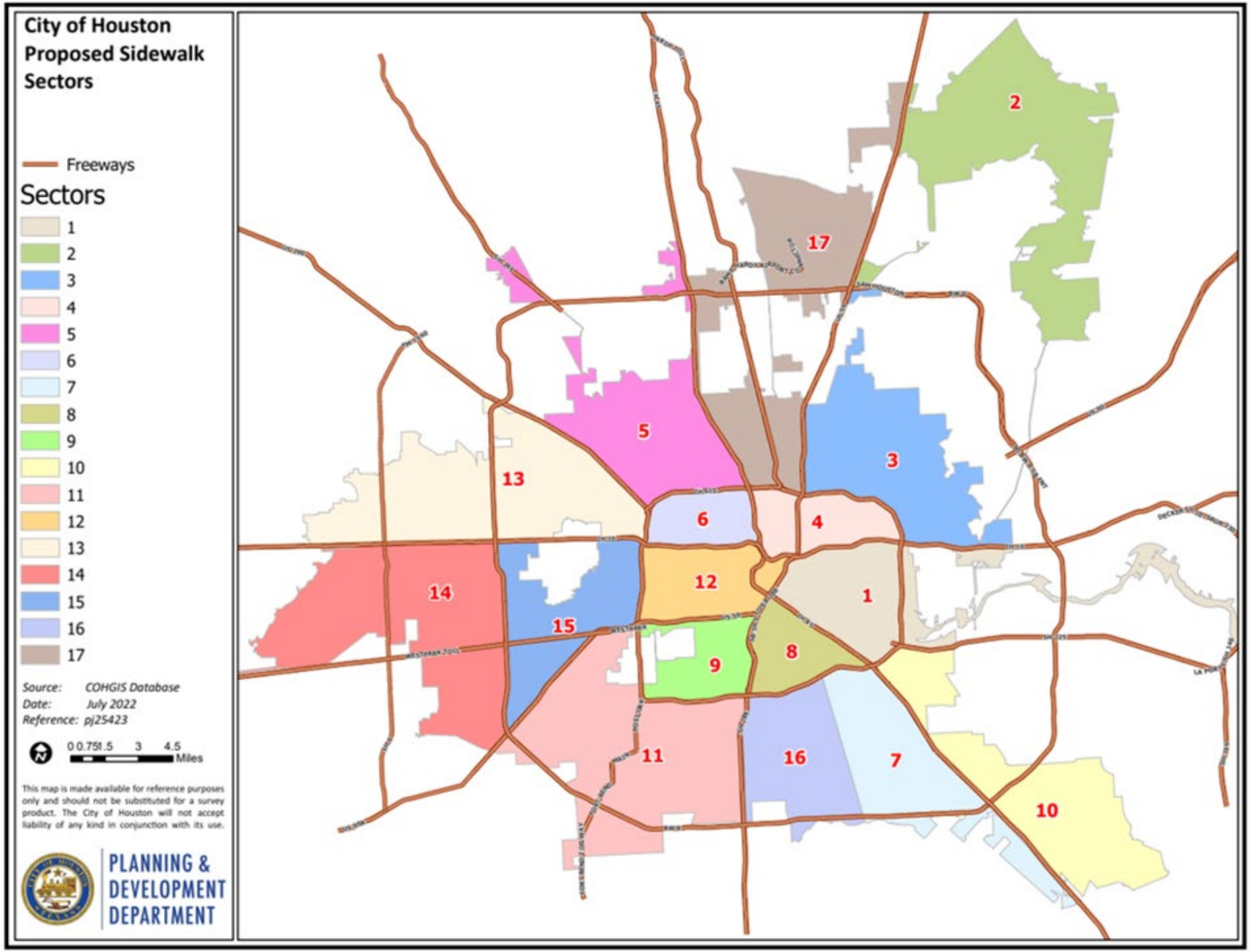
Proposed Solution:

- Require new developments meet current sidewalk requirements (construct sidewalks or pay Sidewalk in Lieu Fee)
- Identify locations where sidewalks and/or sidewalk upgrades are needed

Funding Opportunities:

- Sidewalk Fund
- CIP (Capital Improvement Project)
- CDSF (Council District Service Fund)




City of Houston
Proposed Sidewalk
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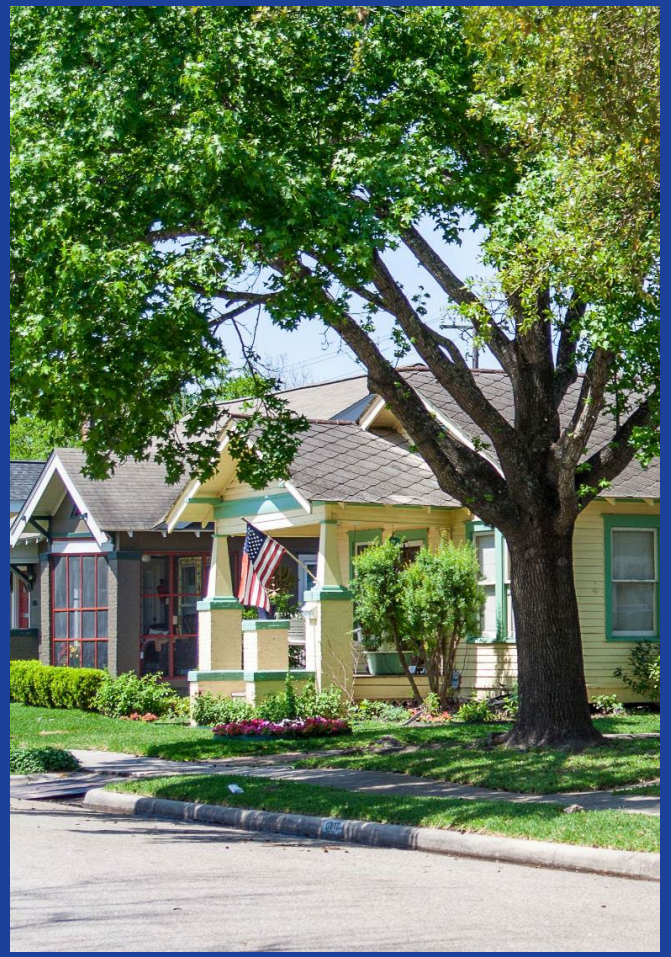
Miles
This map is made available for reference purposes only and should not be substituted for a survey product. The City of Houston will not accept liability of any kind in conjunction with its use.
PLANNING &
DEVELOPMENT
DEPARTMENT

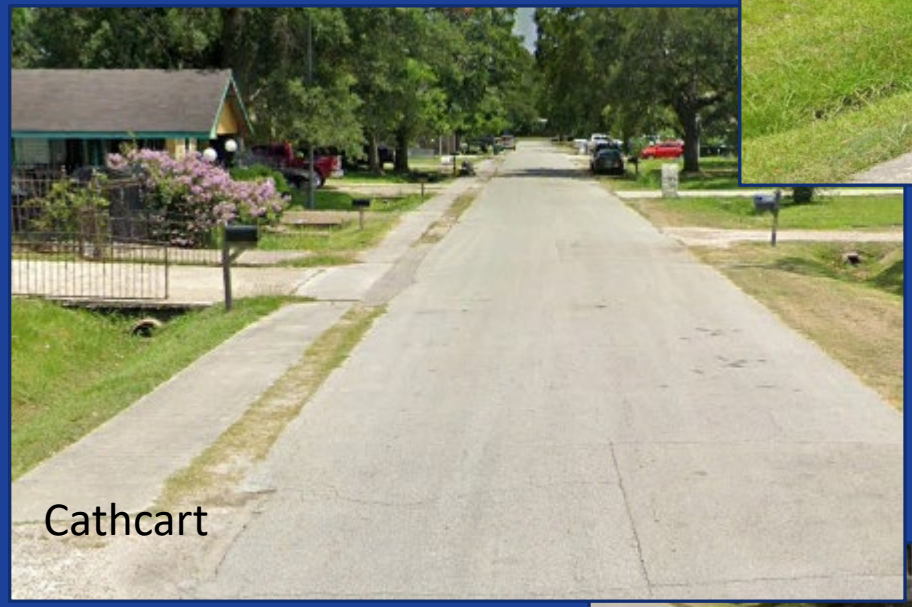
Factors to Prioritize Sidewalk Projects



- Safety
- Existing Transportation Facilities
- Presence of Major Trip Generators
- Demographics and Equity
- Available Funding

Examples of Existing Sidewalks


Wilburforce

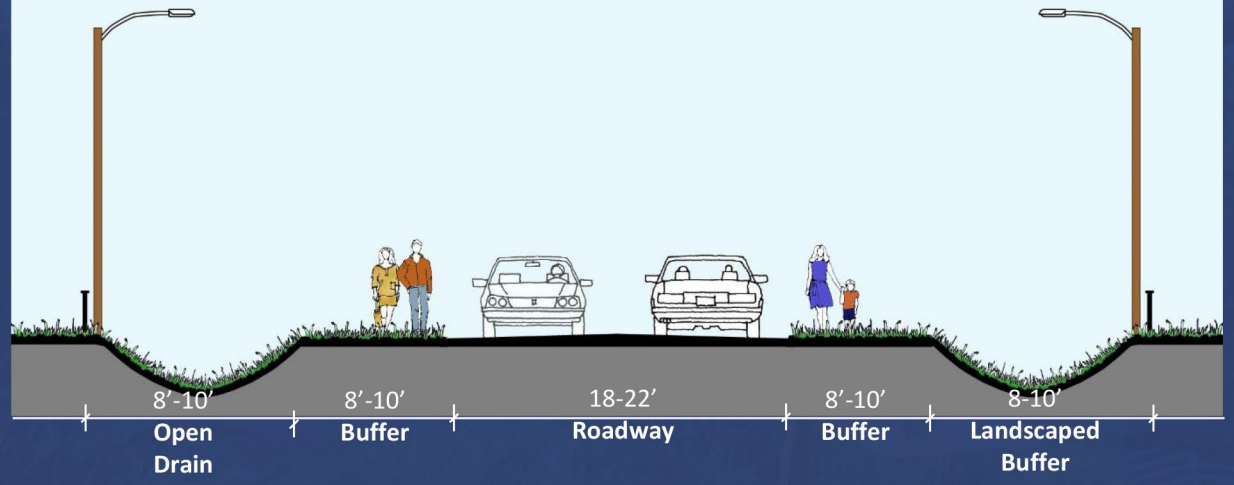

Cathcart

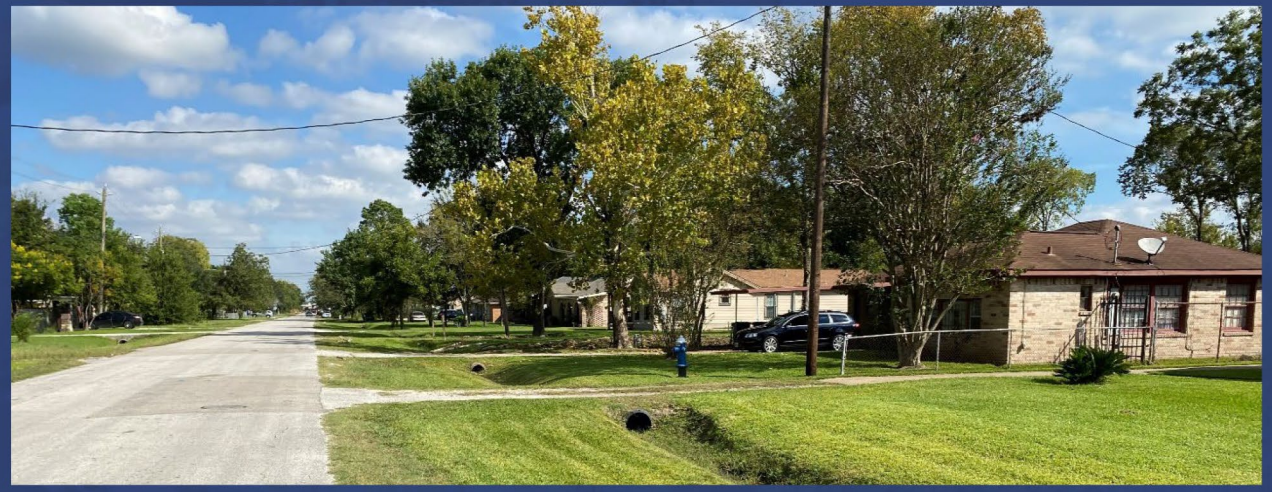

Cebra


Carver

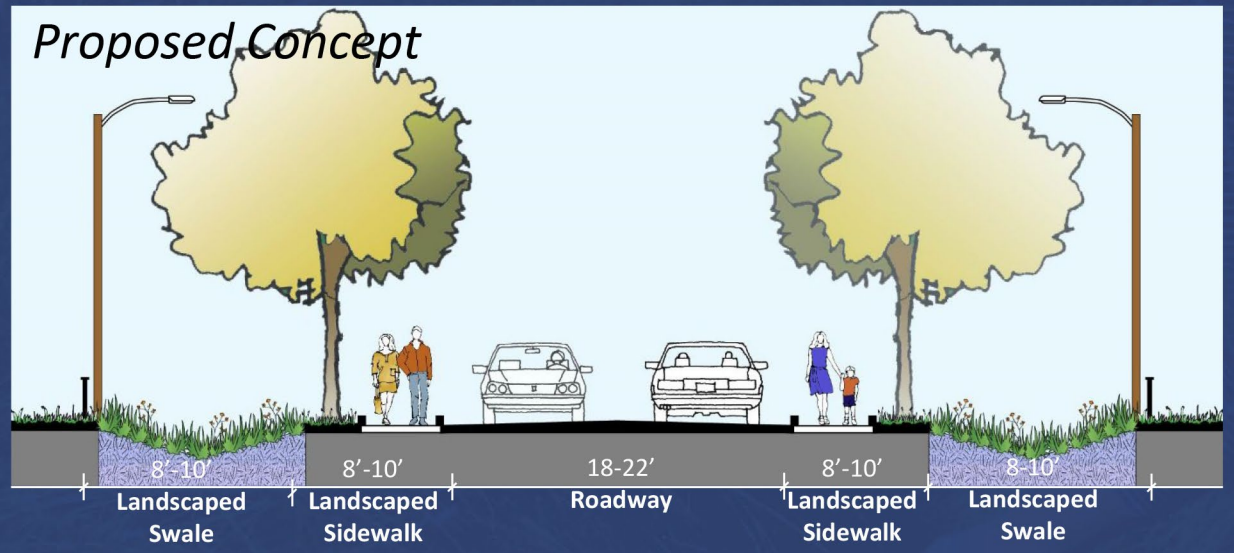
Sidewalk Improvement Examples

Existing Condition

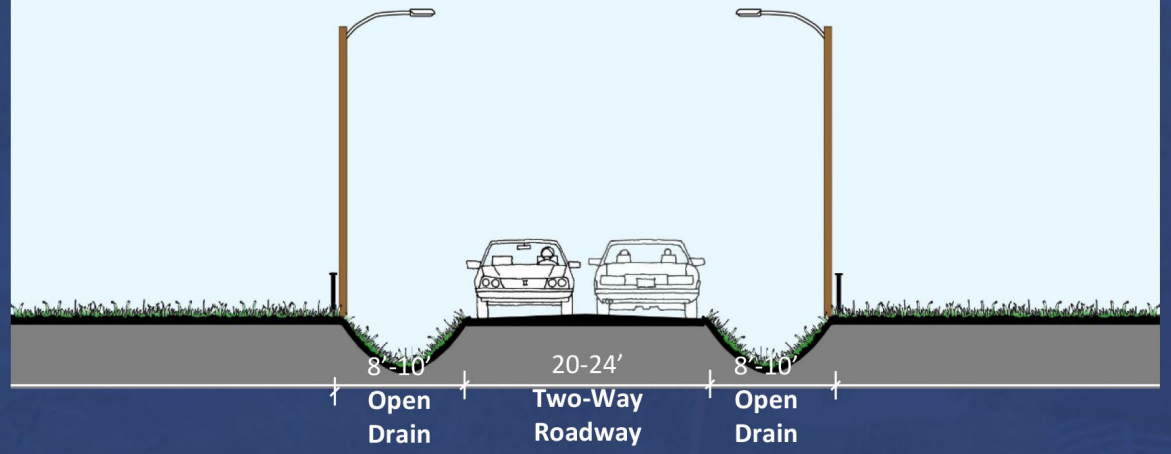




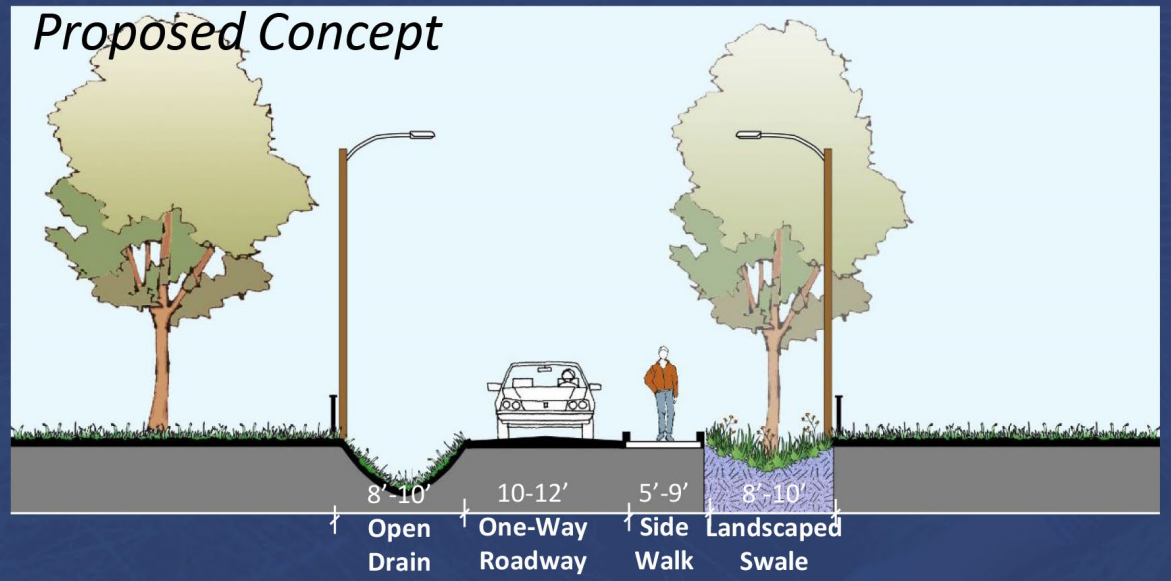
Proposed Concept



Existing Condition



Proposed Concept



Bike Lanes

Problem:

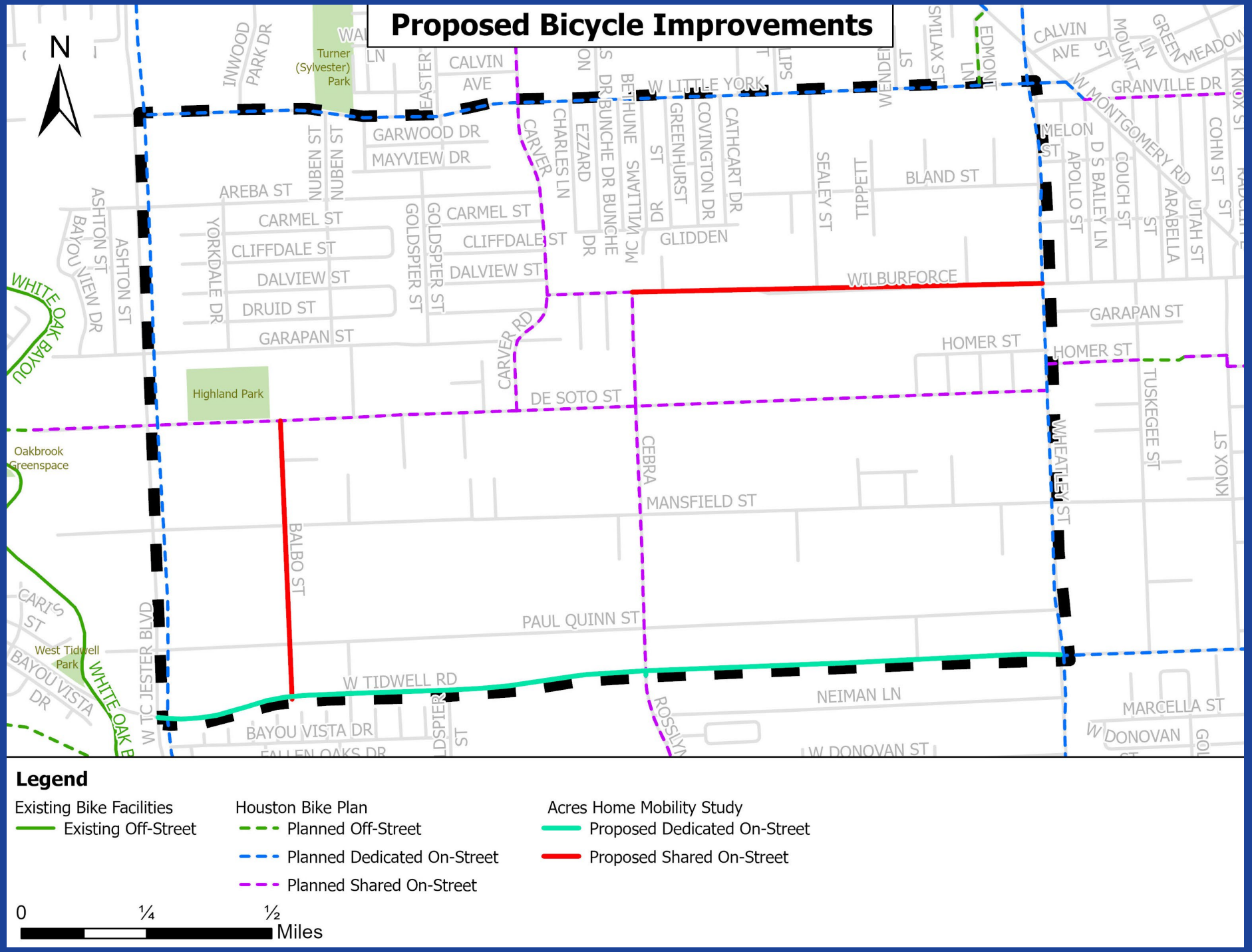
Lack of bicycle facilities in the area

Proposed Solution:

Identify locations to add bike lanes to the City of Houston Bike Plan

Funding Opportunities:

- CIP
- CDSF
- Federal Grants


Proposed Bicycle Improvements
N
Turner (Sylvester) Park
Highland Park
Oakbrook Greenspace
West Tidwell Park
INWOOD PARK DR
CALVIN AVE
GARWOOD DR
MAYVIEW DR
AREBA ST
CARMEL ST
CLIFFDALE ST
DALVIEW ST
DRUID ST
GARAPAN ST
DE SOTO ST
HOMER ST
WILBURFORCE
MANSFIELD ST
PAUL QUINN ST
W TIDWELL RD
NEIMAN LN
BALBO ST
W LITTLE YORK
GRANVILLE DR
BLAND ST
GLIDDEN
WHEATLEY ST
TUSKEGEE ST
MARCELLA ST
W DONOVAN ST
BAYOU VISTA DR
WHITE OAK BAYOU
W TC JESTER BLVD
Legend
Existing Bike Facilities
Existing Off-Street
Houston Bike Plan
Planned Off-Street
Planned Dedicated On-Street
Planned Shared On-Street
Acres Home Mobility Study
Proposed Dedicated On-Street
Proposed Shared On-Street
0
¼
½
Miles

Bicycle Lane Example

Shared On-Street

Dedicated On-Street

Pavement Improvement


Mansfield


Greenhurst

Problem:

Pavement Condition is poor to very poor

Proposed Solution:

Identify locations for City's pavement overlay program

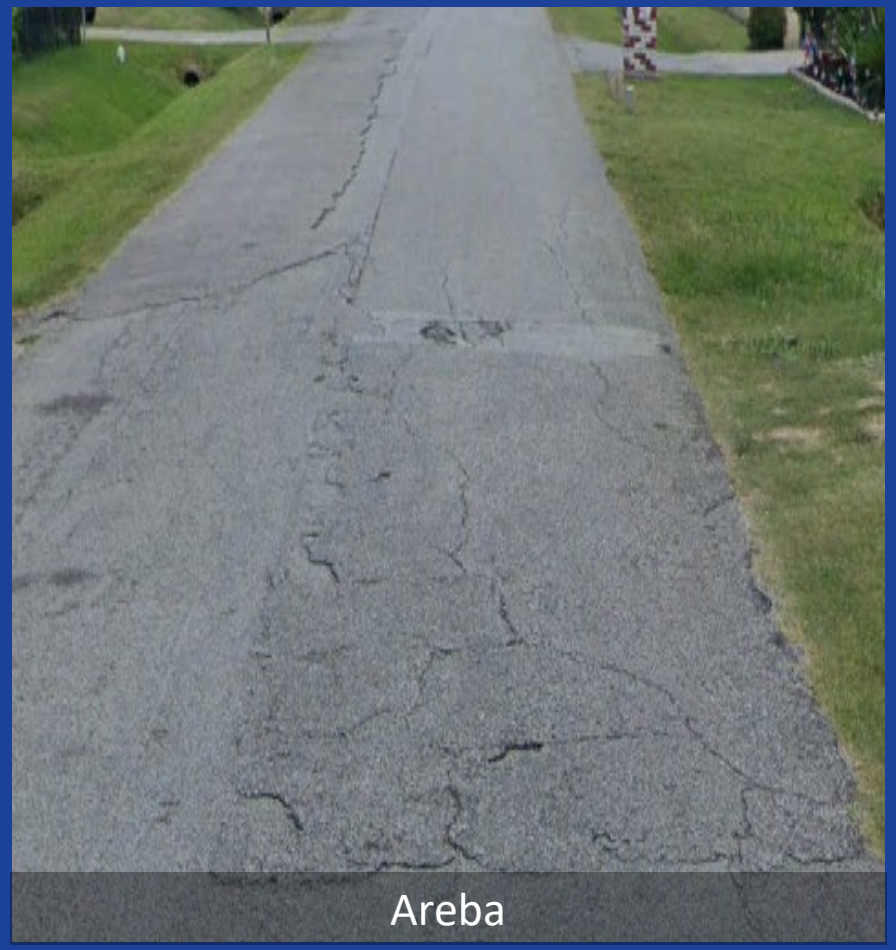
Funding Opportunities:

- CIP
- CDSF
- Mayor's Street Rehabilitation Program


Areba


Midgeley

Examples of Existing Pavement

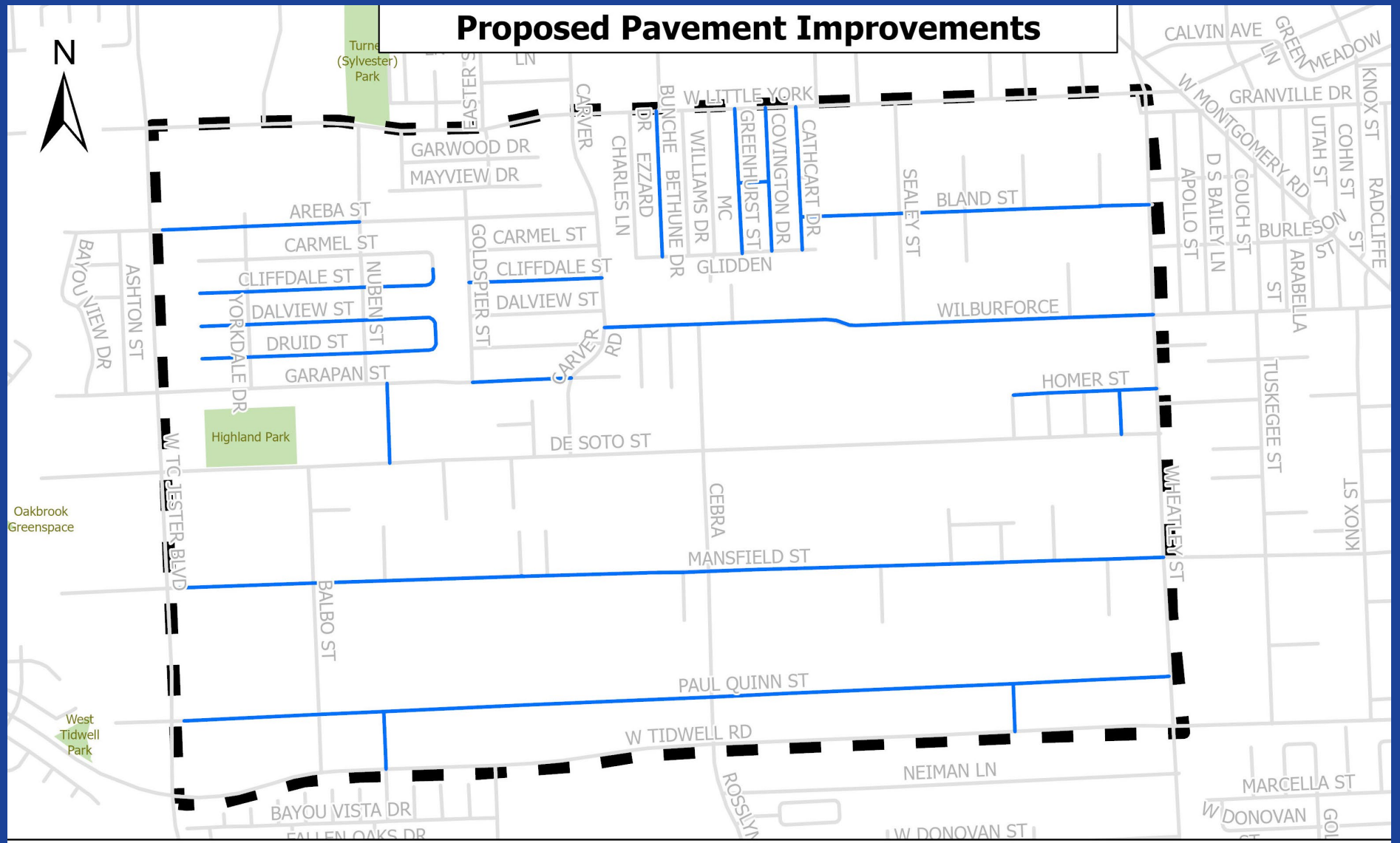


Areba

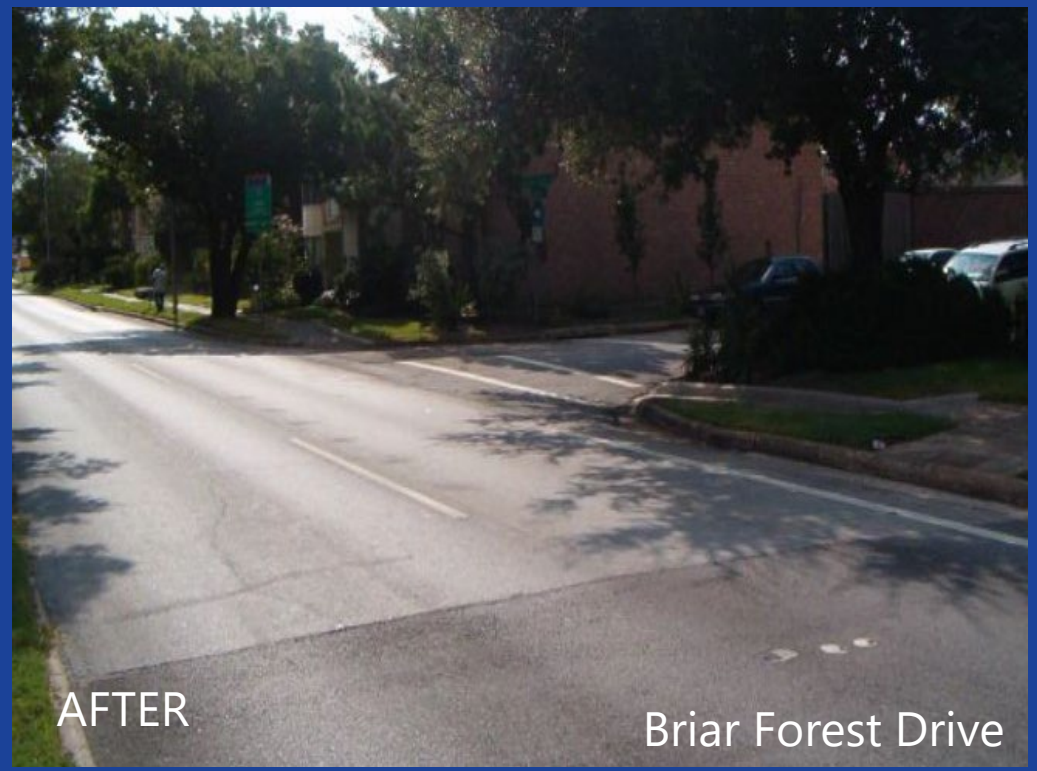
Cebra

Mansfield

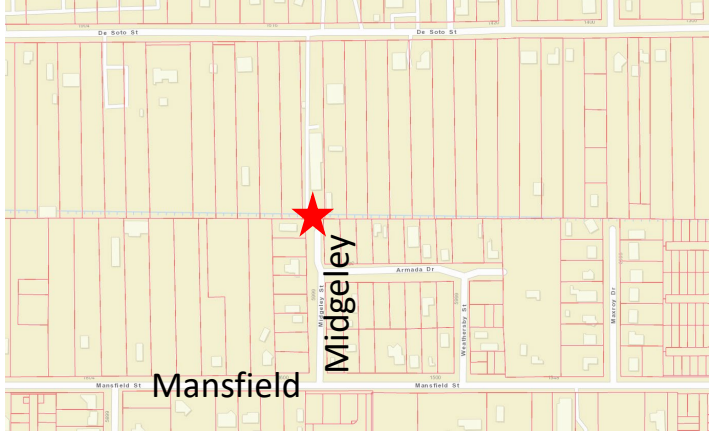
De Soto


Proposed Pavement Improvements
N
Turner (Sylvester) Park
Highland Park
Oakbrook Greenspace
West Tidwell Park
GARWOOD DR
MAYVIEW DR
AREBA ST
CARMEL ST
CLIFFDALE ST
DALVIEW ST
DRUID ST
GARAPAN ST
DE SOTO ST
MANSFIELD ST
PAUL QUINN ST
W TIDWELL RD
BAYOU VISTA DR
NEIMAN LN
W DONOVAN ST
MARCELLA ST
W LITTLE YORK
GLIDDEN
BLAND ST
WILBURFORCE
HOMER ST
CALVIN AVE
GREEN MEADOW LN
GRANVILLE DR
W MONTGOMERY RD
BURLESON ST
ARABELLA ST
TUSKEGEE ST
KNOX ST
RADCLIFFE
COHN ST
UTAH ST
APOLLO ST
D S BAILEY LN
GOUCH ST
SEALEY ST
CATHCART DR
COVINGTON DR
GREENHURST ST
MC
WILLIAMS DR
BUNCHE BETHUNE DR
EZZARD DR
CHARLES LN
CARVER RD
GOLDSPIER ST
NUBEN ST
YORKDALE DR
ASHTON ST
BAYOU VIEW DR
W TC JESTER BLVD
BALBO ST
CEBRA
ROSSLYN
WHEATLEY ST
Legend
Existing Roadway
Proposed Pavement Overlay
Study Area
0
¼
½
Miles

Proposed Pavement Overlay Example



Connectivity



Problem:

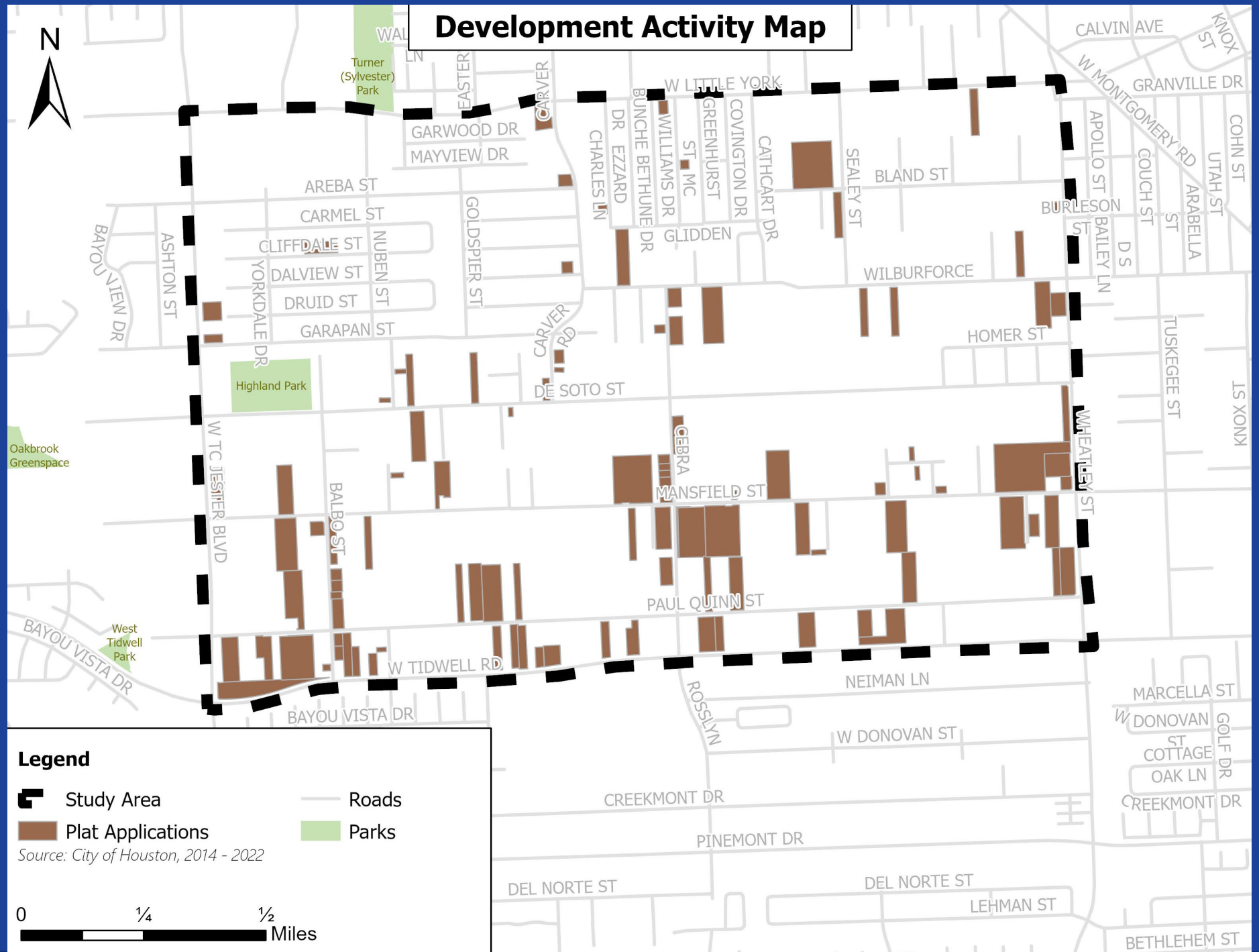
- Limited North/ South Connectivity
- Narrow roadways

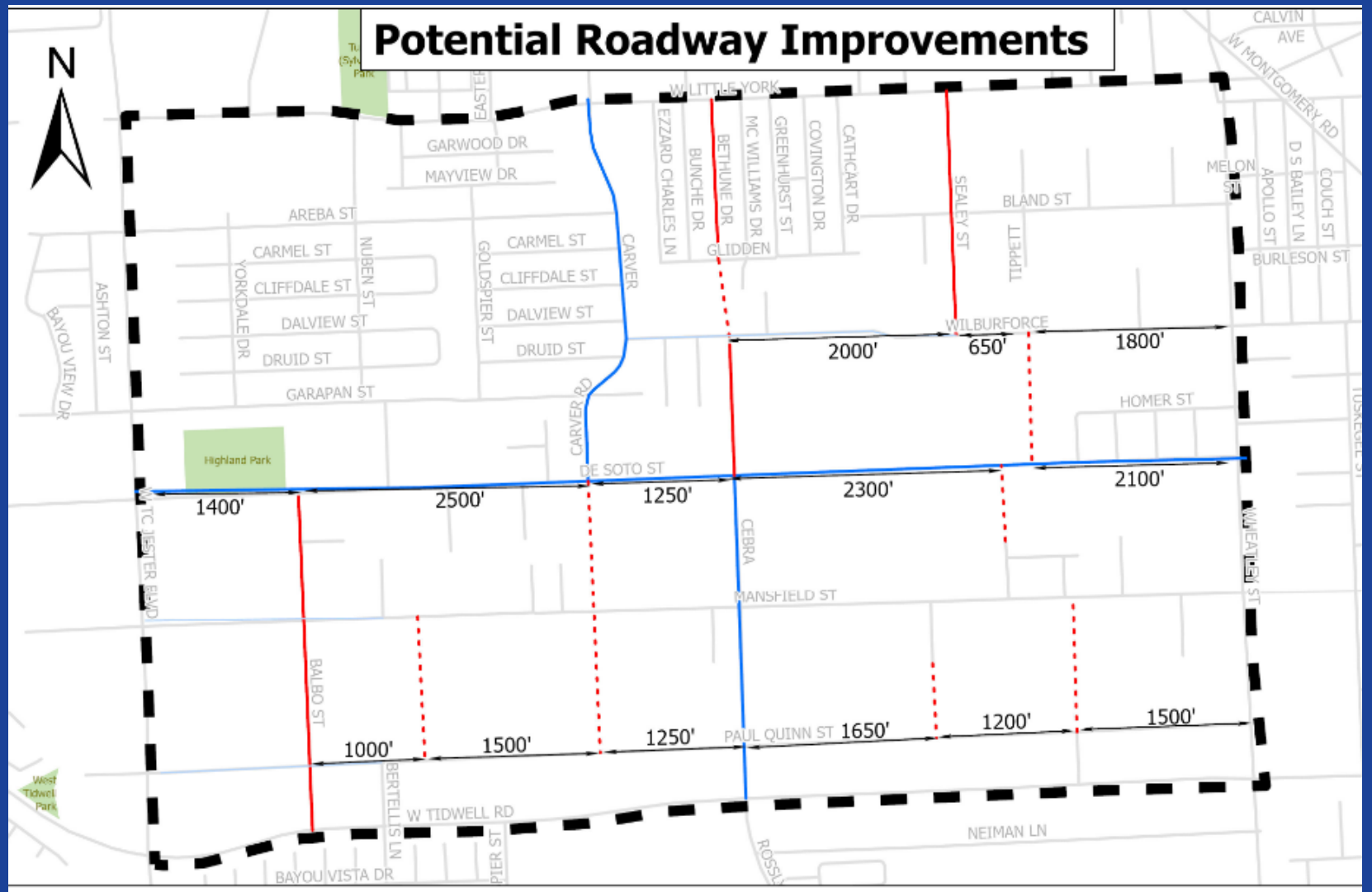
Proposed Solution:

Create more north/south roads to improve mobility

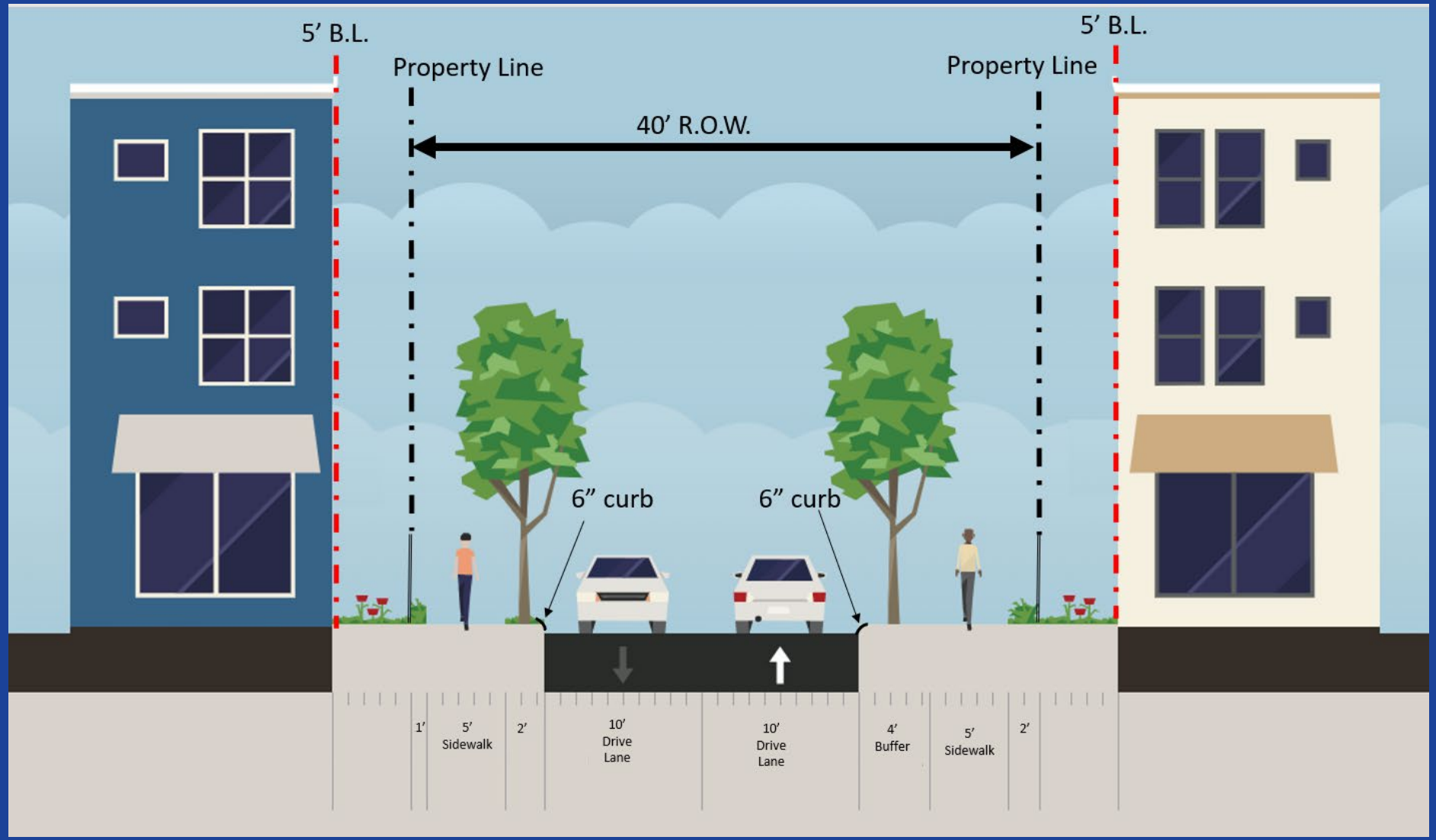
Funding Opportunities:

- Developers
- CDSF (Council District Service Fund)
- Federal Grants


Development Activity Map
N
Turner (Sylvester) Park
Highland Park
Oakbrook Greenspace
West Tidwell Park
CALVIN AVE
KNOX ST
W MONTGOMERY RD
GRANVILLE DR
W LITTLE YORK
GARWOOD DR
MAYVIEW DR
AREBA ST
CARMEL ST
CLIFFDALE ST
DALVIEW ST
DRUID ST
GARAPAN ST
BAYOU VIEW DR
ASHTON ST
YORKDALE DR
NUBEN ST
GOLDSPIER ST
EASTER LN
CARVER
CHARLES LN
DR EZZARD
BUNCHE BETHUNE DR
WILLIAMS DR
MC ST
GREENHURST
COVINGTON DR
CATHCART DR
SEALEY ST
BLAND ST
GLIDDEN
BURLESON ST
APOLLO ST
BAILEY LN
COUCH ST
ARABELLA ST
UTAH ST
COHN ST
WILBURFORCE
HOMER ST
CARVER RD
DE SOTO ST
TUSKEGEE ST
KNOX ST
W TC JESTER BLVD
BALBO ST
CEBRA
MANSFIELD ST
WHEATLEY ST
PAUL QUINN ST
W TIDWELL RD
BAYOU VISTA DR
NEIMAN LN
ROSSLYN
MARCELLA ST
W DONOVAN ST
COTTAGE
OAK LN
GOLF DR
CREEKMONT DR
PINEMONT DR
DEL NORTE ST
LEHMAN ST
BETHLEHEM ST
Legend
Study Area
Plat Applications
Source: City of Houston, 2014 - 2022
Roads
Parks
0
¼
½
Miles


Potential Roadway Improvements
N
W LITTLE YORK
GARWOOD DR
MAYVIEW DR
AREBA ST
CARMEL ST
CLIFFDALE ST
DALVIEW ST
DRUID ST
GARAPAN ST
BLAND ST
GLIDDEN
WILBURFORCE
HOMER ST
DE SOTO ST
MANSFIELD ST
PAUL QUINN ST
W TIDWELL RD
NEIMAN LN
BAYOU VISTA DR
Highland Park
West Tidwell Park
2000'
650'
1800'
1400'
2500'
1250'
2300'
2100'
1000'
1500'
1250'
1650'
1200'
1500'
Legend
Existing Roadway
Planned CIP Project
Potential CIP Project (as per this study)
Potential Extension (as per this study)
Planned CIP Project
Study Area
0
¼
½
Miles

Proposed 40’ Roadway Design



3

Nest Steps

Next Steps

- **Mobility Plan for Study Area**
  - Additional public meeting to show final recommendations
  - Make recommendations to the mobility and long-range plans

- **Final Recommendations**
  - Documentation on findings

We need your help!

WHAT DID WE GET RIGHT?

WHAT IMPROVEMENTS DID WE MISS?

WHAT PRIORITY SHOULD WE LABEL EACH IMPROVEMENT?

Fill Out the Online Survey

Survey Link: https://bit.ly/3zJRL22