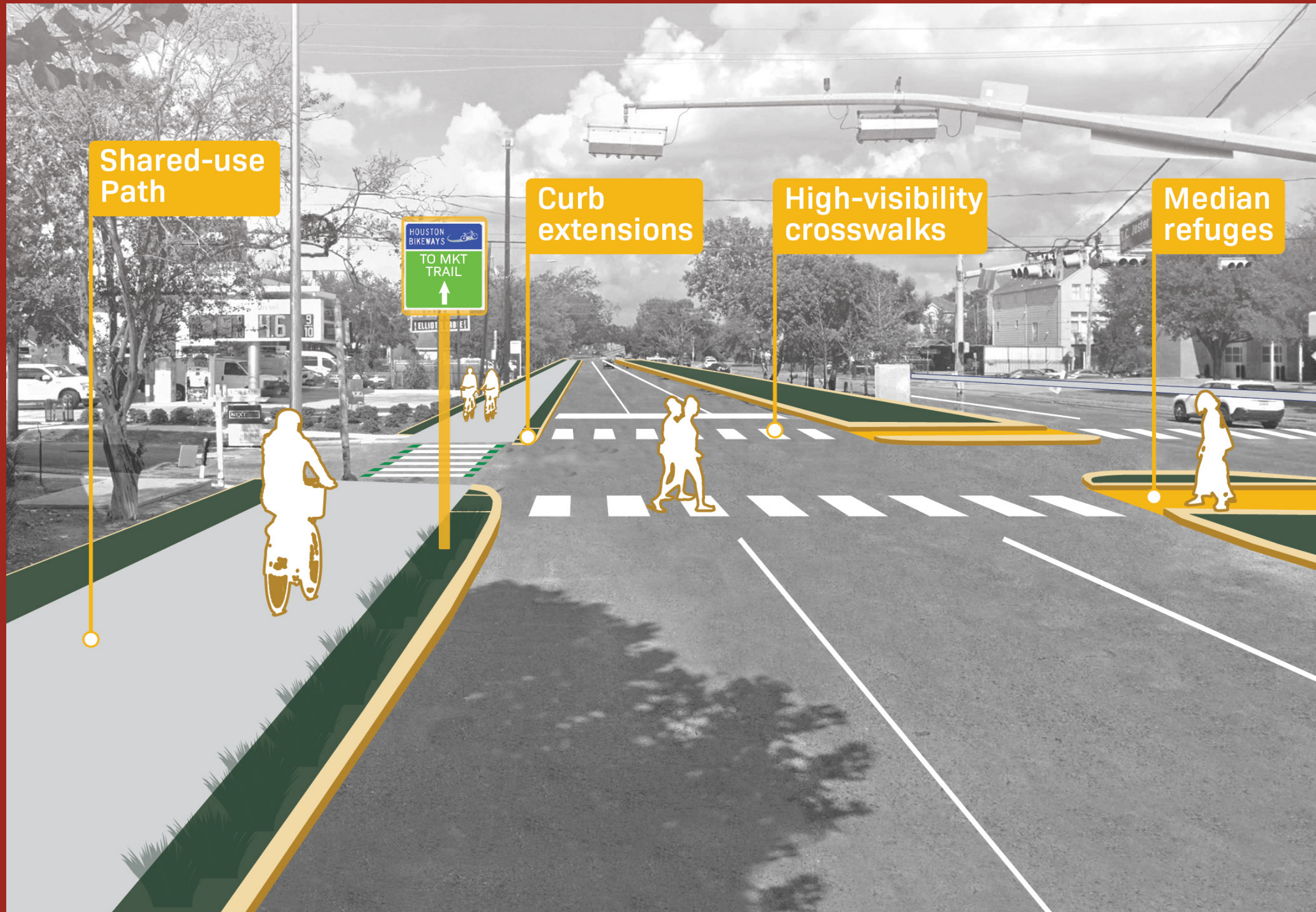


Project Recommendations

Chapter Four

*The Greater
Heights Strategic
Connections Plan*



MEMORIAL HEIGHTS
REDEVELOPMENT AUTHORITY

tei Planning
+ Design

TOOLE
DESIGN

Recommended Projects

Investments for Safer Streets in Greater Heights

This chapter presents more than 50 miles of Project Recommendations along a grid of streets across the Greater Heights. These recommendations build upon the Greater Heights' strong grid of active transportation corridors including the Shepherd–Durham Corridor, Nicholson Trail, 11th Street Bikeway, White Oak Bayou Trail, and the MKT Trail, with the goal of increasing access to “Active Streets and Trails,” as defined in the Existing Conditions. Together, the projects increase the number of residents who can step out from their front door and be on an active street within only two blocks.

Project Recommendations are derived from the Needs Analysis. They expand the *People-First Network* to meet the mobility goals of the Greater Heights community. This chapter showcases nine **Catalyst Projects**, shown in gold on the next page. Catalyst Projects are investments to most critical corridors that address specific safety and accessibility concerns on streets in Greater Heights with the highest need.

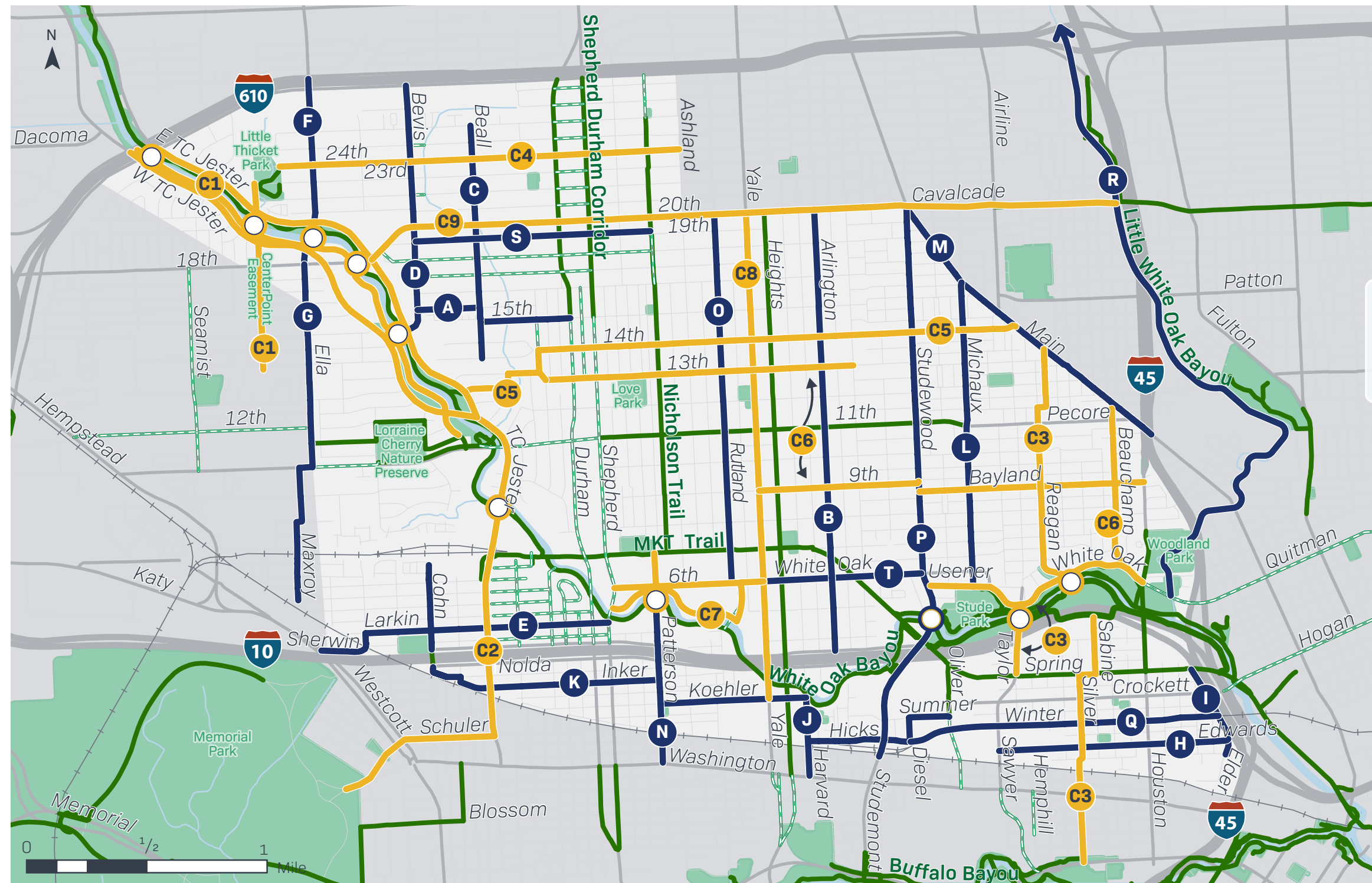
Beyond Catalyst Projects, other projects focus on ensuring that people-first streets are geographically distributed across the Greater Heights and better move people across barriers. For example, Projects tagged as **White Oak Bayou recommendations** address access and safety across and along White Oak Bayou. **Neighborhood Streets** projects address non-thoroughfare corridors that support comfortable walking and biking. Together, all projects strengthen connections between neighborhoods and nearby schools, parks, destinations, and regional amenities such as White Oak Bayou, Memorial Park, Downtown, and adjacent neighborhoods, supporting the *People-First Network*.

The Project Recommendations close network gaps, improve crossings of major barriers, and strengthen east–west and north–south connections. Accomplishing this supports a more complete system for walking and biking that expands access to everyday destinations as well as regional trails, parks, and employment centers.



Together, these projects create *Greater Heights Strategic Connections.*

Recommended Projects



Recommendations

Figure 1 shows the full set of Project Recommendations for the Greater Heights Strategic Connections Plan. Together, these projects help to achieve the Plan's Vision & Goals by creating a safe, connected grid of *People-First Streets* throughout the Study Area.

Table 1 on the following page lists the projects by letter and number corresponding with this map.

LEGEND

- | | | |
|--------------------------------|-------------------------|-----------|
| Catalyst Project | Active Streets & Trails | Water |
| Other Project | Programmed Projects | Parks |
| Key Bayou Crossing Improvement | | Railroads |

Figure 1. Recommended Projects

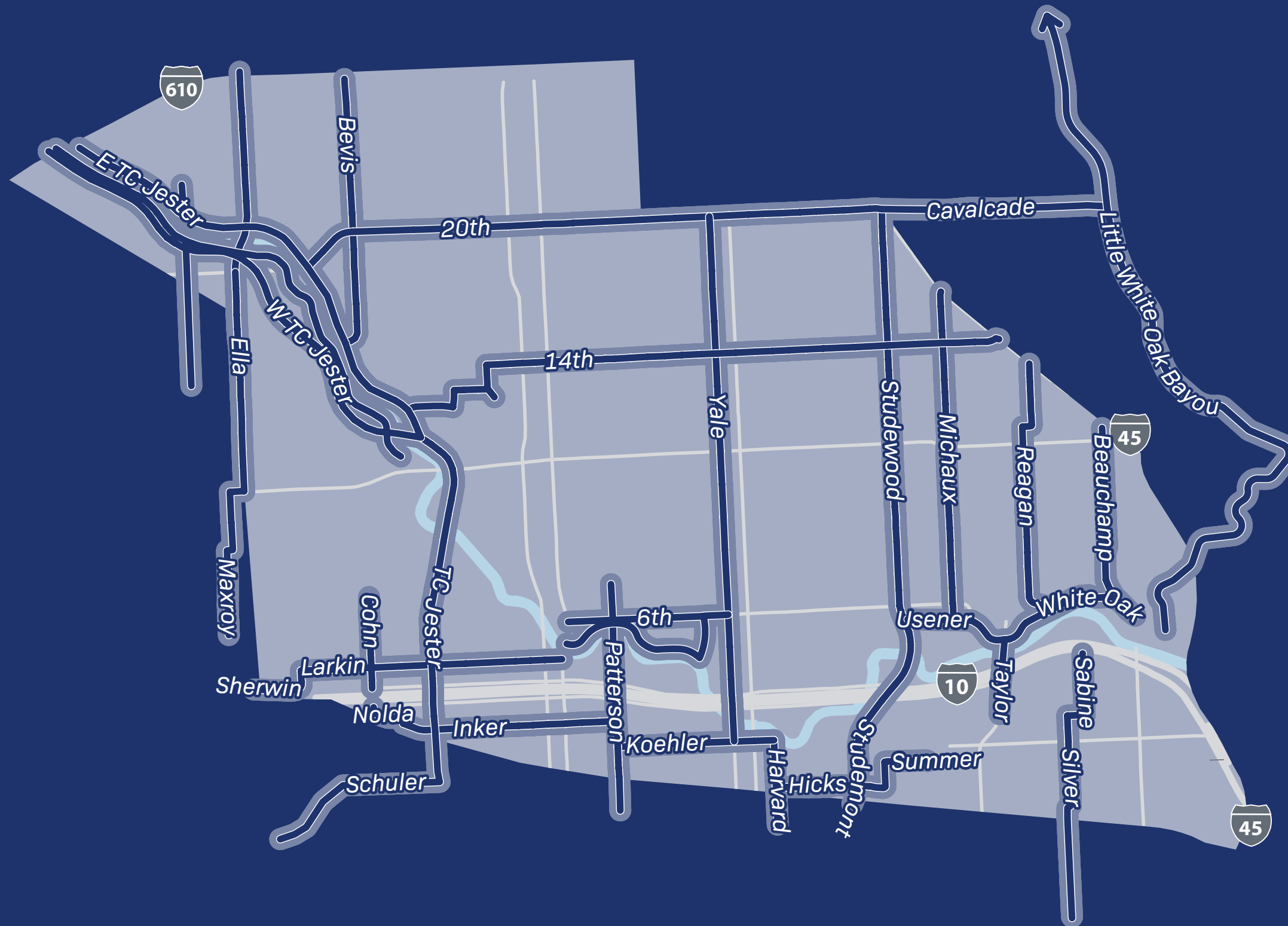
Project Recommendations

Greater Heights Strategic Connections Projects

	ID	Project Name	Pg.	Description	Mi.	White Oak
Catalyst Projects	C1	White Oak Connectivity Vision	60	New trail on Bayou western bank & CPE easements, retrofit & new bridge improvements, and safer crossings of TC Jester Blvd.	6.4	
	C2	White Oak to Memorial Park Connection	63	Retrofit improvements on TC Jester Blvd. & Schuler St. for safe walking/biking link from MKT Trail & WOB to Memorial Park	2.0	
	C3	Heights to Buffalo Bayou Corridor	65	Retrofit Reagan, Silver, Taylor, & White Oak Sts., Rebuild Sabine & Usener Sts., and a new bridge for connection over WOB & I-10	3.8	
	C4	Shady Acres Greenway	67	Reconstruction of W 24th, 23rd, or 22nd Sts with Shared Use Path (SUP) & safety improvements from Little Thicket Park to Nicholson St.	1.7	
	C5	14th Street Reconstruction	69	Reconstruction of 14th, Grovewood, and Wynnwood Sts. to formalize an east-west Heights link from WOB to N Main St.	2.5	
	C6	Heights School Streets	72	Reconstruction/Retrofit Neighborhood Street improvements to 13th, 9th, Bayland, & Beauchamp Sts. for safe school access	3.6	
	C7	MKT Trail/Bird Sanctuary Loop	74	New bayou trails, new bridges, & improved (retrofit) local street connections to MKT Trail & local commercial destinations	1.7	
	C8	Yale Street Improvements	76	Phased retrofit safety improvements to include sidewalk & crossing improvements with long-term reconstruction options	2.0	
	C9	20th Street Reconstruction	80	Reconstruction as two-lane roadway with center turn lane, median, and wider sidewalks with median where ROW allows	3.2	
Projects	A	W 15th/W 15 1/2 Streets	82	Retrofit Neighborhood Street improvements; east-west connections from Bevis St. to the Shepherd-Durham Corridor	0.7	
	B	Arlington Street	83	Retrofit Neighborhood Street improvements; north-south connections from I-10 to W 20th, incl. safe school streets	1.9	
	C	Beall Street	83	Reconstruction Neighborhood Street improvements north of 20th St. & Shared Use Path from 20th St. to 14th St.	1.0	
	D	Bevis Street	84	Reconstruction Neighborhood Street improvements north of 20th St. & Shared Use Path from 20th St. to E TC Jester Blvd.	1.0	
	E	Cohn Street/Larkin/Sherwin	84	Reconstruction Neighborhood Street improvements in Cottage Grove for future connection to Memorial Park	1.7	
	F	Ella Blvd (N)	85	Reconstruction of Ella Blvd. north of 18th St. with safer intersections and curb changes to accommodate SUP on both sides	0.8	
	G	Ella Blvd (S) & Maxroy Street	85	Reconstruct Ella Blvd. south of 18th per TIRZ 12 Mobility Plan recommendations; Redesign Maxroy St. as Neighborhood Street	1.3	
	H	Edwards Street	86	Redesign Edwards St. per TIRZ 13 Mobility Plan west of Houston Ave. and continue improvements east to Elder St.	1.0	
	I	Elder Street Trail	86	Build extension of the Spring St. Trail south to Dart St. as part of TxDOT's NHHIP project for improved north-south connectivity	0.4	
	J	Harvard/Hicks/Diesel/Summer Streets	87	Retrofit as Neighborhood Streets for better access between Bayou and commercial destinations; Reconstruction of Oliver St.	1.0	
	K	Nolda/Inker/Koehler Streets	88	Reconstruction as Neighborhood Streets to provide safer east-west access south of I-10 from	1.7	
	L	Michaux Street	88	Retrofit Neighborhood Street improvements for safer north-south connections from Bayou to N Main St.	1.3	
	M	N Main Street	89	Reconstruction to accommodate vehicle volumes & improve visibility and safety of crossings and turning movements	1.4	
	N	Patterson Street	90	Retrofit as a Neighborhood Street for improved north-south connections from Bayou, over I-10, and toward Washington Ave.	0.6	
	O	Rutland Street	90	Retrofit as Neighborhood Street for improved north-south connections from Bayou to 20th St.	1.6	
	P	Studemont & Studewood Streets	91	Retrofit improvements to add safe crossings & Shared Use Paths behind the curb where feasible	2.4	
	Q	Winter Street Promenade	91	Reconstruction to accommodate a wide Shared Use Path as outlined in TIRZ 13 Mobility Plan	1.3	
	R	Little White Oak Bayou Extension	92	New trail with underpass crossings of major barriers and connection to existing Little White Oak trail at Cavalcade St.	3.0	
	S	W 19th Street	92	Reconstruction to include boulevard between Bevis Street and Nicholson Trail, connecting two commercial corridors	1.1	
	T	White Oak Drive	93	Retrofit improvements to enhance crossing safety, visibility, and turning movements from Arlington St. to Studewood St.	0.4	
		Total Project Mileage			52.5	

Figure 2. Recommended Projects Table

Together, these projects add new ways to access White Oak Bayou.



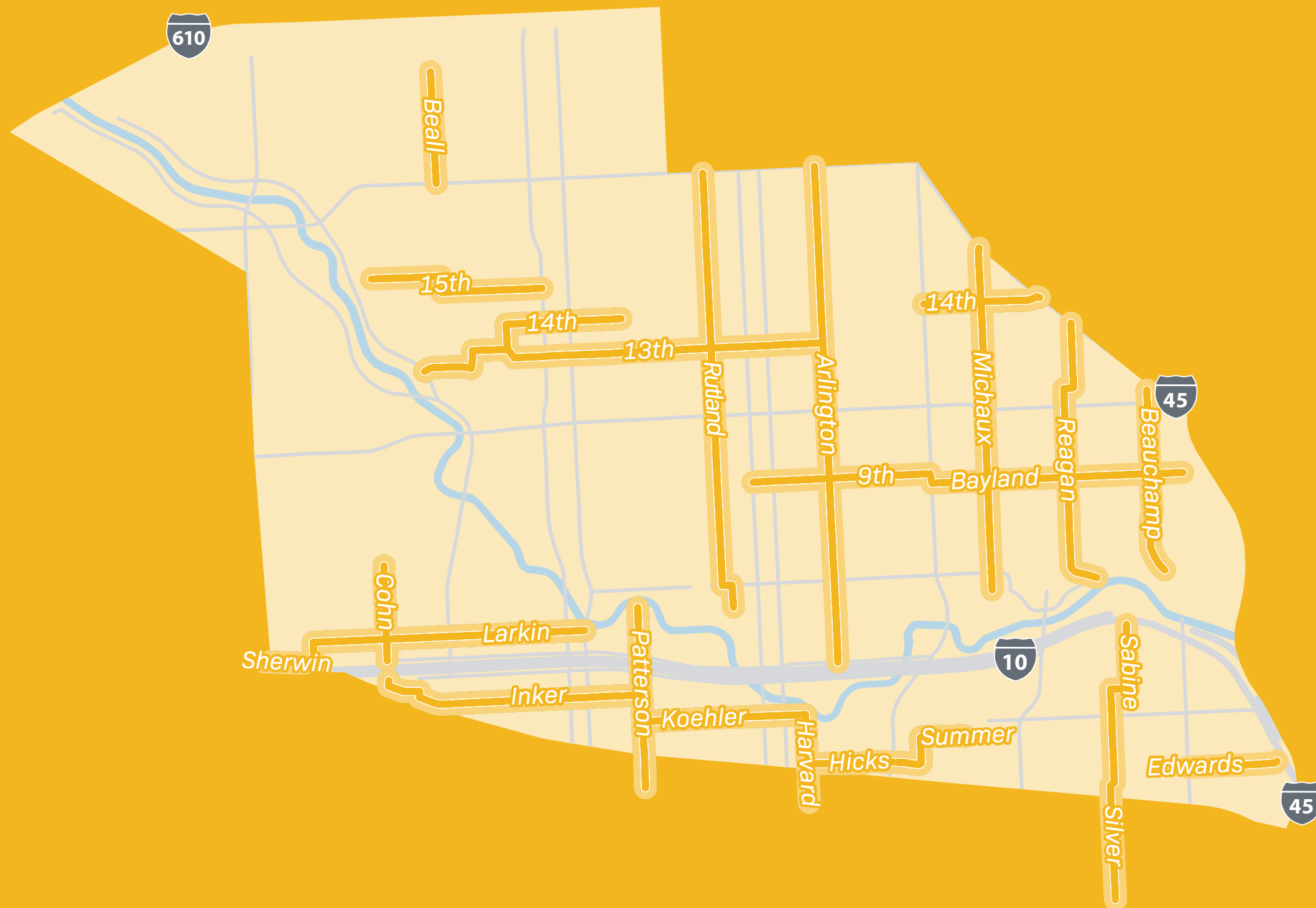
Projects add **more than 36 miles** of stronger neighborhood connections to **White Oak Bayou Greenway**, including 3.2 new miles of Bayou trails.

Together, these projects create new & safer connections across major barriers.



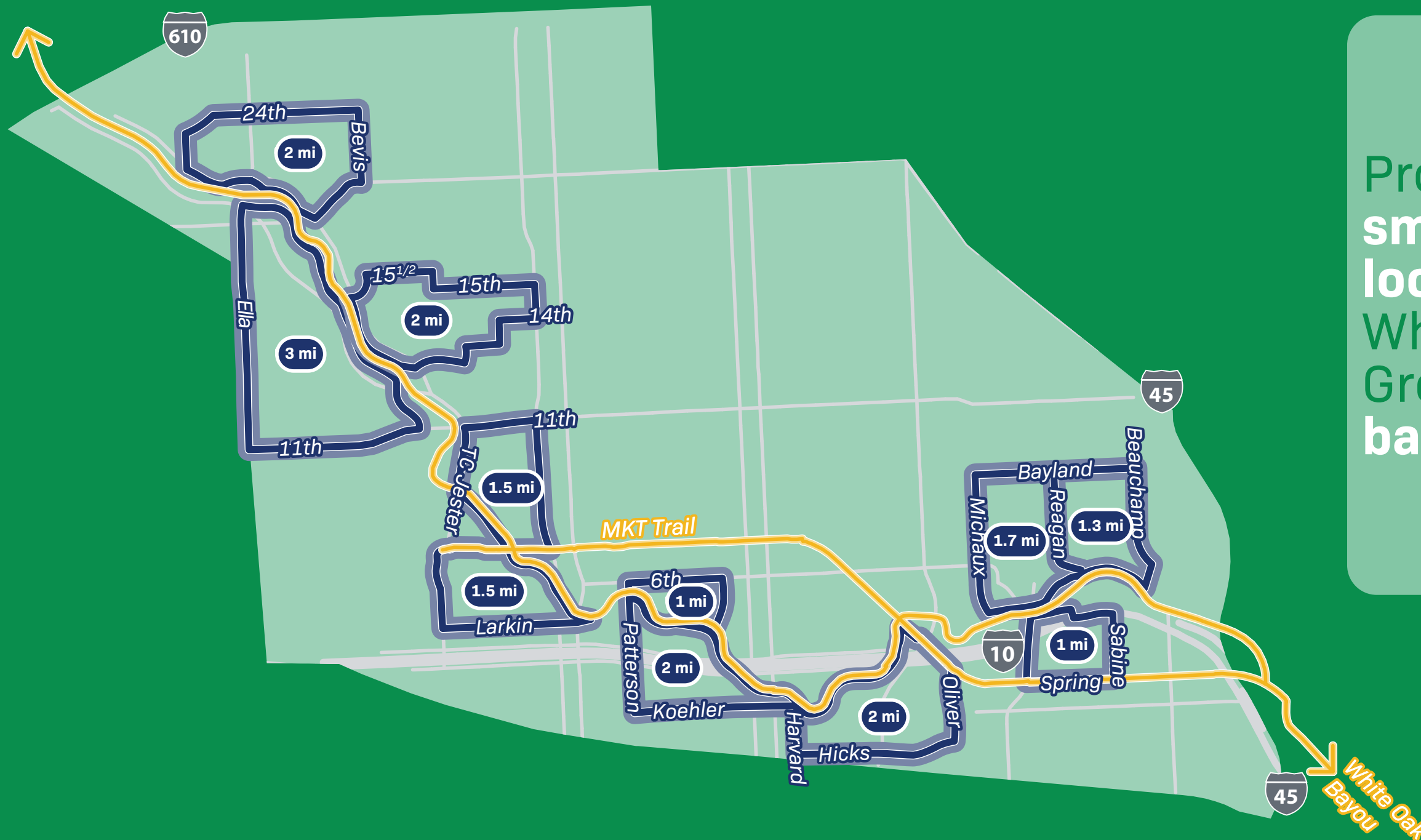
When combined with existing & programmed projects, this plan improves **6 I-10 crossings, 9 Bayou crossings, & adds 5 new Bayou bridges.**

Together, these projects build great local streets to grow up & grow old.



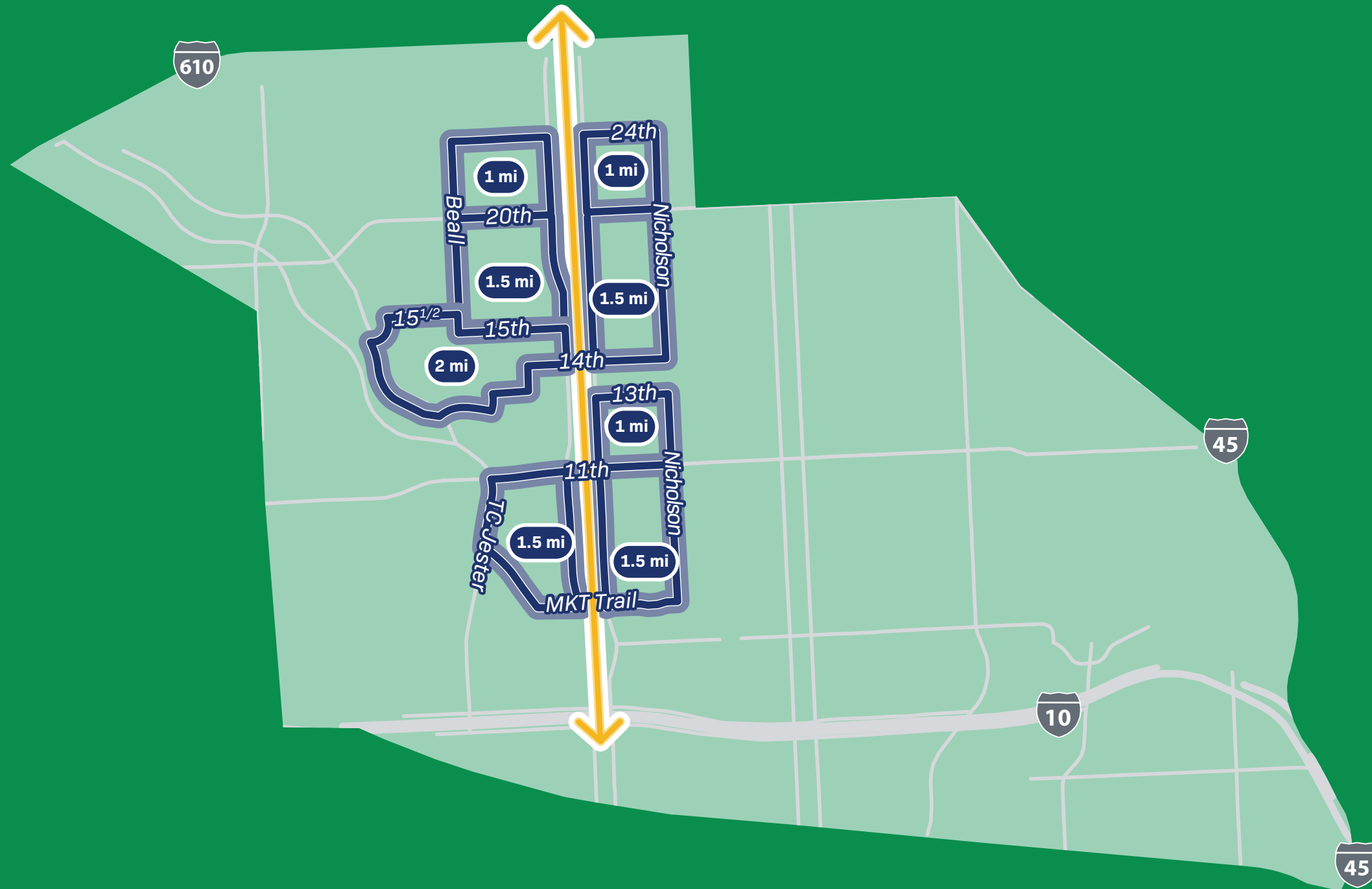
Projects create **more than 18 miles of Neighborhood Streets** where safer local roadways help foster a **sense of place & connection.**

Together, these projects bring the Bayou & local street grid closer together.

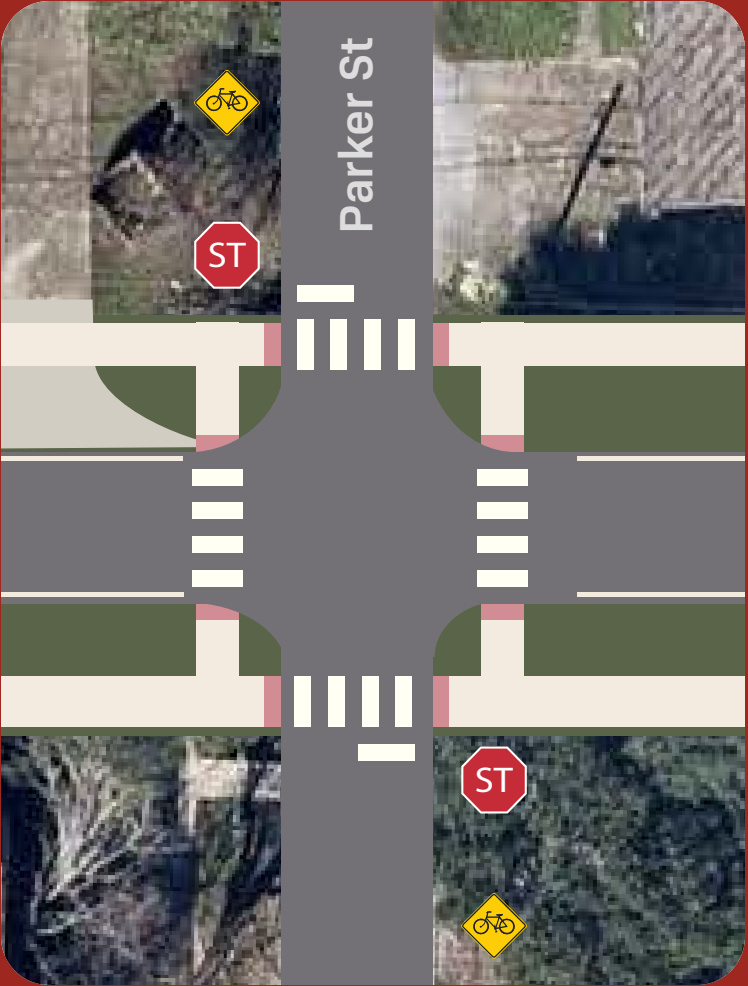
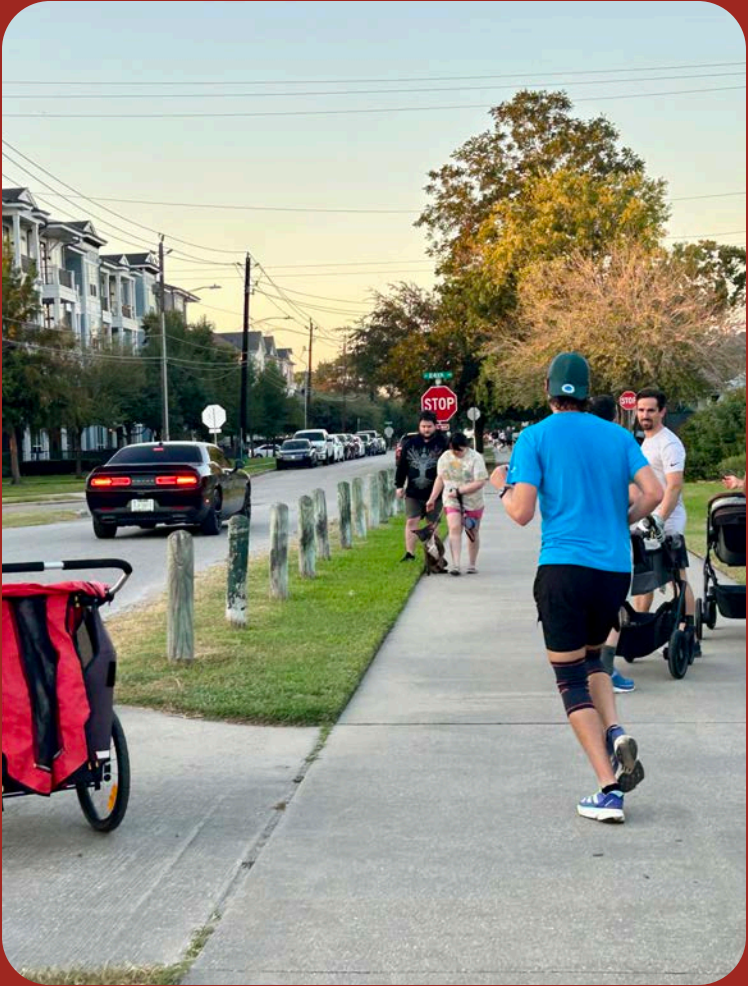
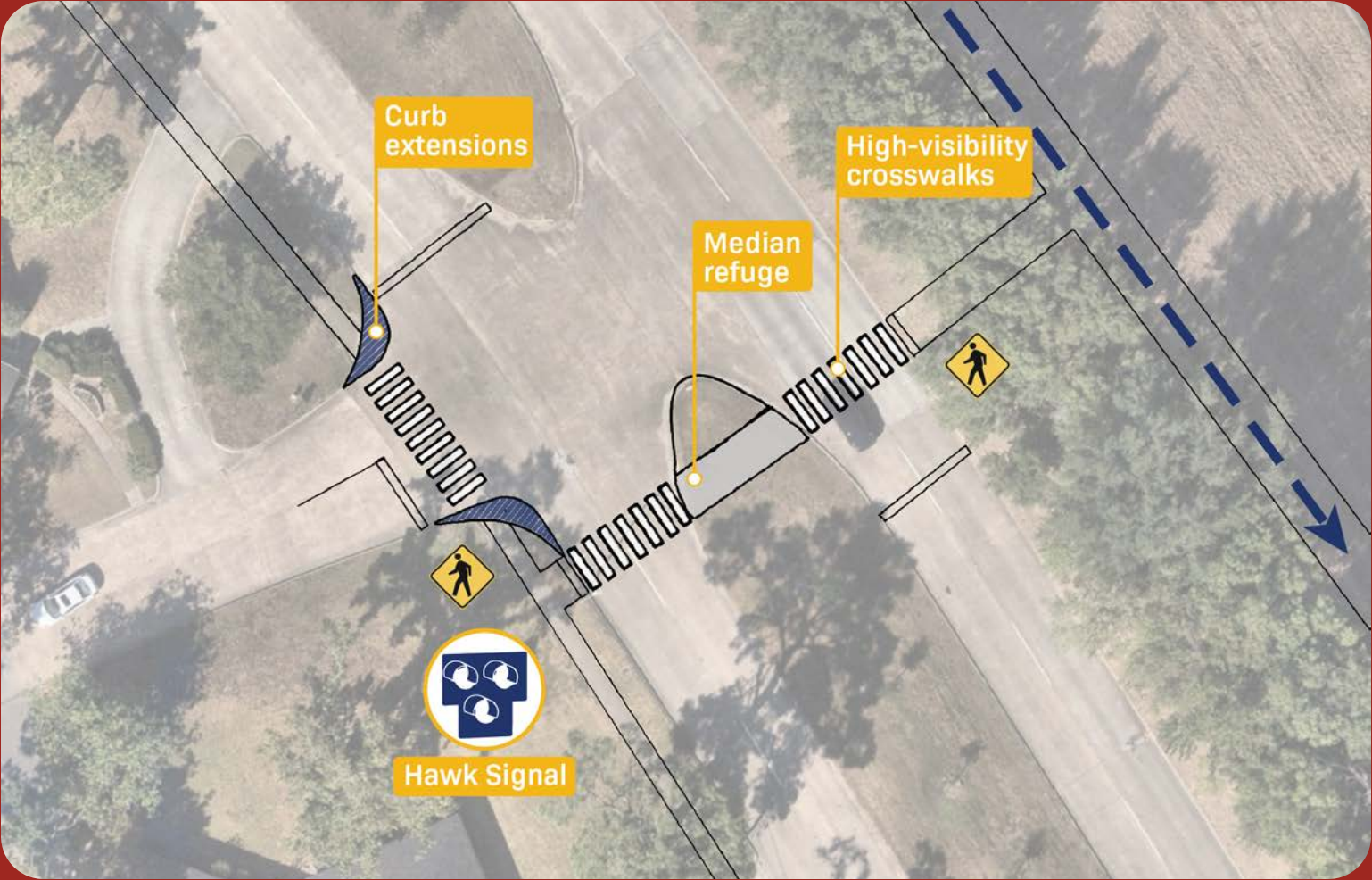


Projects establish small neighborhood loops that make White Oak Bayou Greenway feel like a backyard amenity.

Together, these projects unlock new ways to get to the Shepherd-Durham Corridor.



Projects establish **small neighborhood loops** that redefine how people **stroll & shop** along the Shepherd-Durham Corridor.



Project Profiles



Catalyst Project Profiles

What Is a Catalyst Project?

Catalyst Projects are strategic transportation investments identified for their potential to spur meaningful change and deliver the greatest improvements to community and regional connectivity, particularly for people walking and biking. These projects were selected through a multi-layered evaluation process that integrated public engagement input, discussions with MHRA board members, and quantitative and qualitative analysis conducted by the project team. The resulting Catalyst Projects represent the highest-impact opportunities to advance a cohesive, connected, and accessible active transportation network.

Many catalyst projects represent larger investments and/or are located well outside of TIRZ 5 boundaries. These projects are ideal candidates for collaboration with MHRA's many infrastructure partners, including the City of Houston.

Due to their size, some projects are phased for implementation of quick-win improvements that bring lower cost safety improvements today, with larger transformational investments in the future. For more information about implementation approach and phasing, see the Implementation Strategy Chapter.

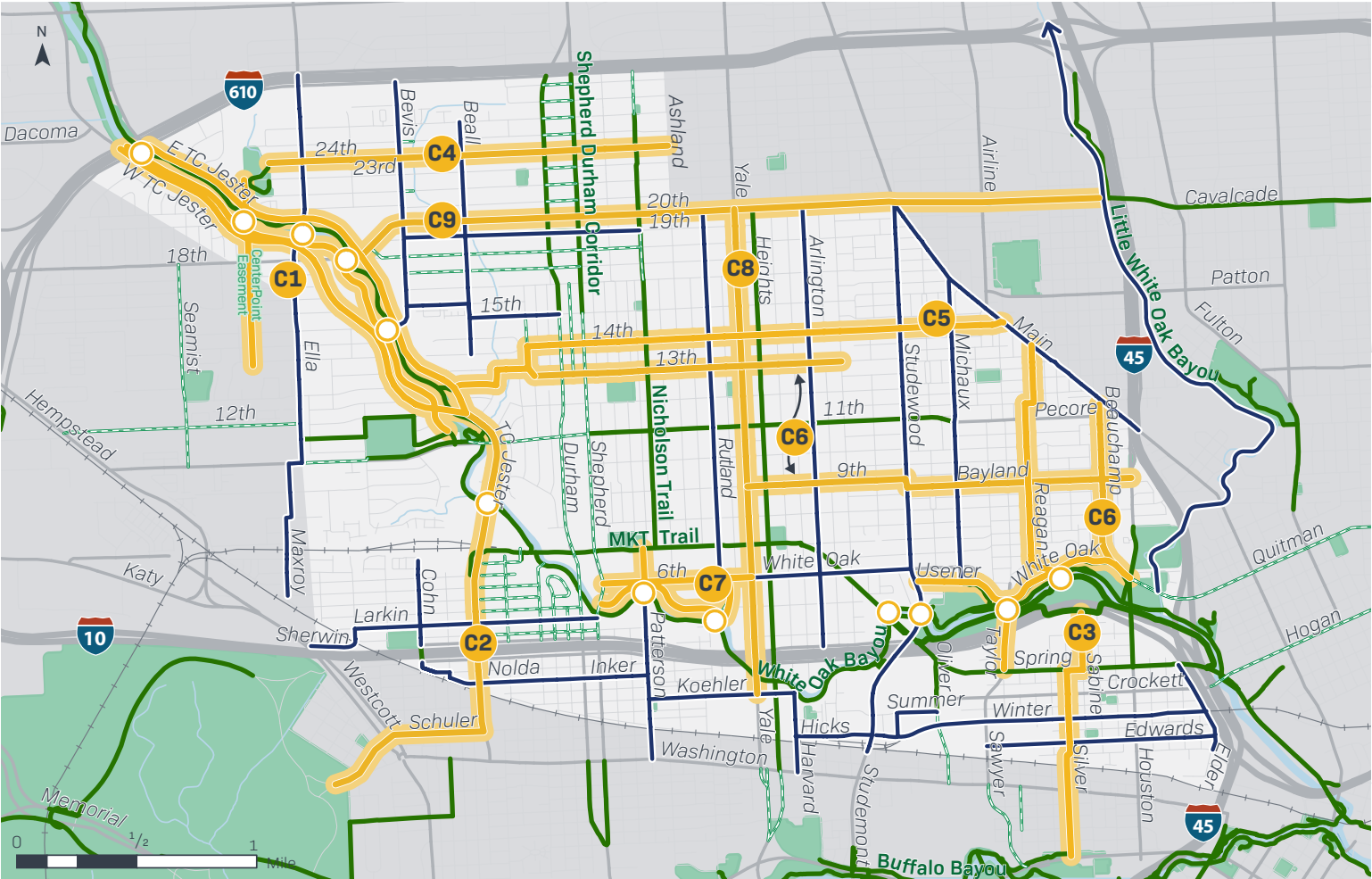


Figure 3. Catalyst Projects

LEGEND

Catalyst Project

Other Project

Key Bayou Crossing Improvement

Active Streets & Trails

Programmed Projects

Water

Parks

Railroads

ID	Project Name	Description
C1	White Oak Connectivity Vision	Redefines how the neighborhoods north of 11th St access White Oak Bayou Greenway
C2	White Oak to Memorial Park Connection	Establishes a safe connection from the White Oak Bayou Greenway and MKT Trail to Memorial Park
C3	Heights to Buffalo Bayou Corridor	Creates stronger connections from Woodland Heights, First Ward, & Old Sixth Ward to Stude Park & the White Oak Bayou Greenway
C4	Shady Acres Greenway	Creates a neighborhood SUP to serve as a key link between Little Thicket Park, the Shepherd-Durham Corridor, & Nicholson St Trail
C5	14th Street Reconstruction	Formalizes an east-west connection from White Oak Bayou Greenway to N Main St through multiple neighborhoods
C6	Heights School Streets	Redesigns key corridors as safe ways for students to walk & bike to school, specifically for Love, Travis, & Harvard Elementaries, Hogg Middle, & Heights High
C7	MKT Trail/Bird Sanctuary Loop	Strengthen the connectivity along the MKT Trail, the Bayou, and local streets to the Houston Heights Bird Sanctuary, the M-K-T & other local businesses
C8	Yale Street Improvements	Imagines a phased approach to improving the design of Yale St to address one of the Study Area's high-crash corridors
C9	20th Street Reconstruction	Imagines the major commercial corridor with safe crossings & improved amenities for people walking to local shops & destinations

C1 White Oak Connectivity Vision

Extents: I-610 - 11th St

Length: 6.4 mi.

MTFP Class: Major Thoroughfare

Project Description

The White Oak Bayou Greenway is one of the Study Area's greatest assets. It is difficult to access because White Oak Bayou, East TC Jester, and West TC Jester Boulevard are all difficult to cross. As a result, bayou-side communities like Shady Acres, Lazybrook, Timbergrove, and Clark Pines can feel distant from the Bayou.

The White Oak Connectivity Vision project proposes a **set of phased investments that redesign unsafe crossings of East and West TC Jester Boulevard, propose new and improved bridge crossings of the Bayou, and add new shared use paths (SUPs)** to better connect nearby communities to the greenspace assets along White Oak. These improvements can happen in three interrelated phases:

Three Project Phases

1: Road Crossings & Bridge Feasibility

- Formalize existing desire lines along White Oak Bayou to improve connectivity from the greenway to the local street network
- Enhance safety at key intersections of E & W TC Jester Blvd with targeted crossing improvements
- Study feasibility of adding cantilevered trail bridges on the existing I-610, Ella Boulevard, and W 18th Street bridges
- Study feasibility of building two new bridges across the Bayou near Little Thicket Park and Bevis Street

2: New Greenways & Improved Bridges

- Add new SUPs along the west bank of White Oak Bayou from Bryce Street to I-610, along the CenterPoint Energy (CPE) easement from W TC Jester Boulevard to Cindy Lane, and along the CPE from E TC Jester Boulevard to Little Thicket Park
- Where feasible, implement cantilevered trail bridges studied in Phase 1

3: New Bridges & Roadway Redesign

- Construct two new trail bridges across the Bayou in line with the Phase 1 feasibility studies
- Redesign E & W TC Jester Boulevard to encourage safe speeds and improve crossing safety at all intersections. This may include a full redesign and reconstruction of the intersections with Ella Boulevard, W 18th Street, and W 20th Street.

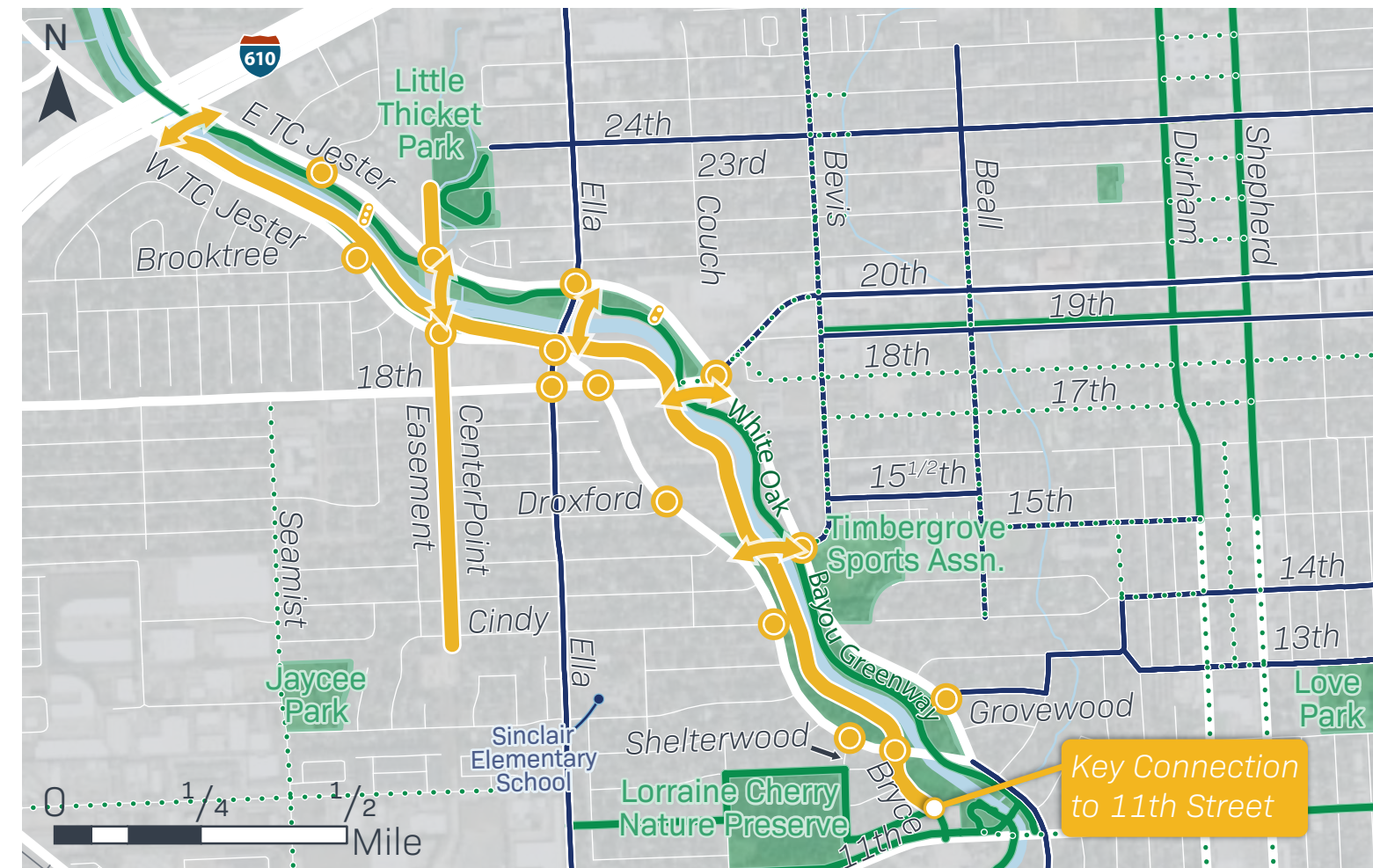


Figure 4. White Oak Connectivity Vision Project

Destinations

- Little Thicket Park
- White Oak Bayou Greenway
- Timbergrove Sports Association
- Lorraine Cherry Nature Preserve
- MKT Trail

Details

- TC Jester Blvd ROW: 120'
- TC Jester Blvd pavement width: 80' - 95'

LEGEND

Recommendation

- Project (Highlighted)
- Intersection/Crossing
- Bridge
- Formalized Desire Line
- Project (Background)

Map

- Programmed Project
- Bikeways and Trails
- Railroads
- Schools
- Water
- Parks and Greenspace

C1 White Oak Connectivity Vision

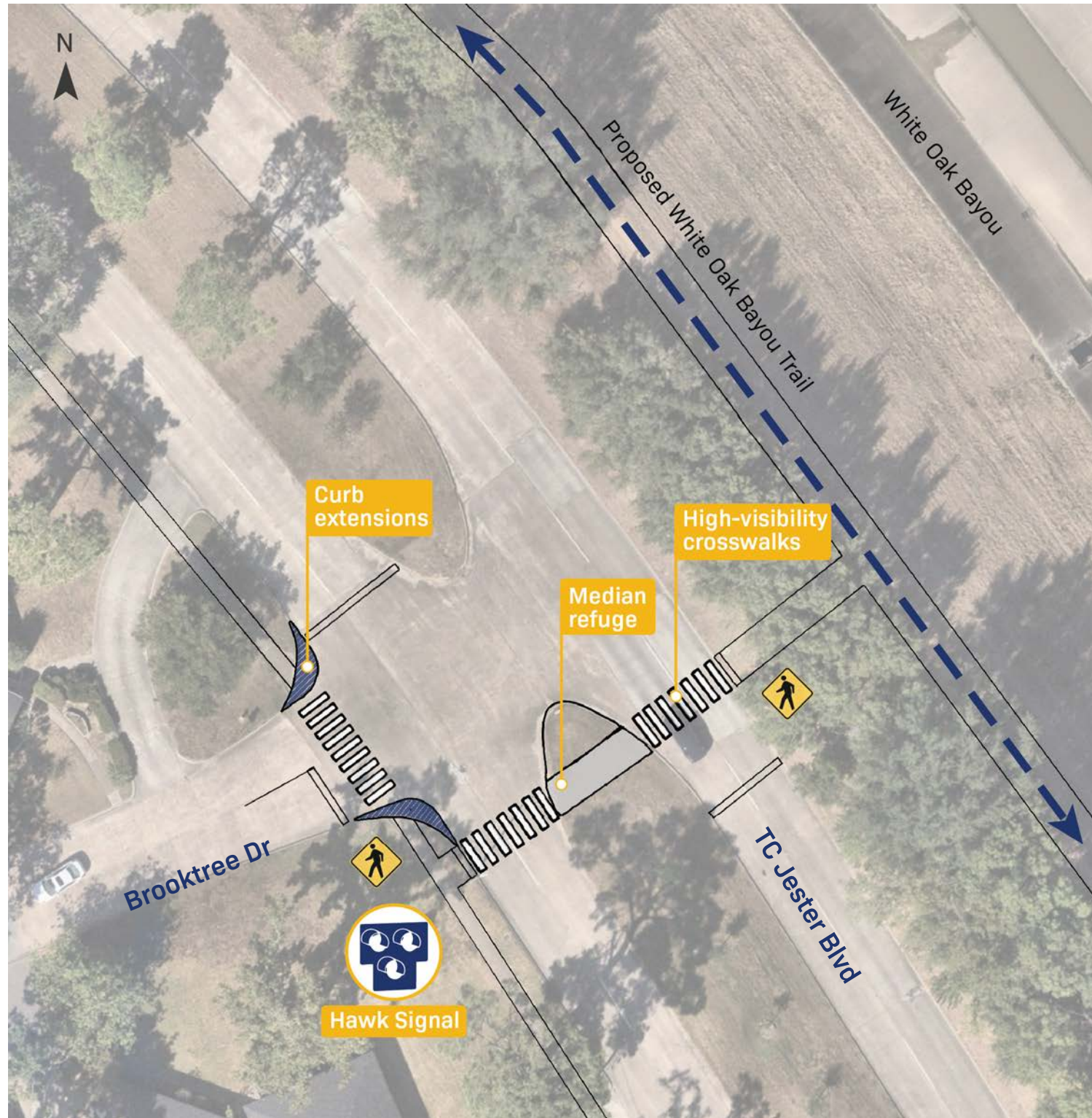


Figure 5. White Oak Connectivity Vision Sample Intersection

E & W TC Jester Blvd Safe Crossings

Speed and volume data for E & W TC Jester Boulevard shows that these corridors have high speeds and relatively low volumes through much of the Study Area, making them uncomfortable and dangerous to cross. Phase 1 of the White Oak Connectivity Vision project includes a **redesign of key local street intersections along both E & W TC Jester Boulevard to improve safety for people walking, biking, and rolling to get across these major roadways to the White Oak Bayou Greenway.**

W TC Jester Blvd Intersections:

- Millwood Drive
- Brooktree Drive (shown in Figure 4)
- Lazybrook Drive
- Crossing east of CPE easement
- Droxford Drive
- Cindy Lane
- Grovewood Lane
- Shelterwood Drive
- Bryce Street

E TC Jester Blvd Intersections:

- Pinegate Drive
- Hackett Drive
- Crossings near CPE easement (for future connection to Little Thicket Park)
- Bevis Street (under design by TIRZ 12)
- Wynnwood Lane
- Grovewood Lane (enhance existing crossing infrastructure)
- Select areas with desire paths

When implemented with improvements to major crossings at Ella Boulevard, W 18th Street, and W 20th Street, MHRA will be able to reduce the distance between safe crossings along E TC Jester Boulevard from 3,290 feet to 759 feet and along W TC Jester Boulevard from 3,343 feet to 771 feet.

Recommended Improvements

Phase 1 crossing improvements should include **high-visibility crosswalks across both the major and local roadway, improved directional curb ramps, repairs to sidewalks near the intersection, reduced turning radii at the median opening and local street to encourage safer turning movements by vehicles, a reconstructed median nose to allow for a pedestrian refuge in the median, painted edge lines along the major roadway, and direct SUP connections to existing or proposed future trail infrastructure along White Oak Bayou.** Improvements should also consider opportunities to improve visibility of people walking and biking through pedestrian-scale lighting, signage, and other strategies.

Figure 4 exemplifies these improvements at the intersection of W TC Jester Boulevard & Brooktree Drive.

Implementation Considerations

Implementation of Phase 1 crossing improvements should pay close attention to reducing turning conflicts and encouraging vehicles to drive at or below the existing speed limit to improve safety for people walking and biking to and across the Bayou.

C1 White Oak Connectivity Vision



Figure 6. Ella Blvd/TC Jester Blvd/W 18th St Intersection Redesign

Roadway Redesign

Phase 3 of the White Oak Connectivity Vision includes a **retrofit of the E & W TC Jester Boulevard corridors and a reconstruction of major intersections that currently have a high rate of crashes**, including the E TC Jester Boulevard intersections with Ella Boulevard and W 20th Street as well as the W TC Jester Boulevard Intersections with Ella Boulevard and W 18th Street. Some of these existing intersections do not include basic safety infrastructure for people walking and biking, such as pedestrian signals.

Figure 6 illustrates recommended improvements at four of these intersections to improve safety and connectivity at a high-traffic commercial location along the Bayou.

Improvements Include:

- New pedestrian signals, curb ramps, and improved sidewalks connecting to all intersections
- If ROW allows, add a 10-foot shared use path on both sides of Ella Boulevard from the bridge to W 18th Street
- Right-size turning radii at all intersections to allow people to make safer turning movements and reduce the potential conflict between people driving, walking, and biking by decreasing the crossing distances at intersections
- Improve visibility of all roadway users through high-visibility crosswalks, improved lighting, and leading pedestrian intervals at intersections
- Addition of a cantilevered trail bridge on the downstream side of the Ella Boulevard and W 18th Street bridges, with direct ties into current and new trail connections on both sides of the Bayou
- Improved transit stops for the 26 Long Point/Cavalcade and 30 Clinton/Ella METRO bus routes, including optimizing stop locations for faster service

Implementation Considerations

Implementation of Phase 3 will require crossing safety analyses and mobility studies to better appropriate right-of-way space to all users in a reconstruction. Coordination with Harris County Flood Control District will be critical to determine appropriate studies and guidelines for new bridges over the floodway.

② White Oak to Memorial Park Connection

Extents: TC Jester - Memorial Park

Length: 2 mi.

MTFP Class: Major Thoroughfare, Local

Project Description

The White Oak to Memorial Park Connection will establish a safer connection for people walking, biking, and rolling from the Heights to Memorial Park, a consistent request by community members throughout community engagement for the plan. The project focuses on improving safe, comfortable north-south travel along TC Jester Boulevard, particularly at crossings of White Oak Bayou and at major intersections such as Larkin Street. While TC Jester Boulevard provides a direct route between key destinations, its current design leads to high vehicle speeds without frequent, safe crossings for people walking and biking.

This project proposes targeted **roadway and intersection improvements to improve crossings of TC Jester Boulevard and add an SUP or wide sidewalk behind the curb** to strengthen access to the White Oak Bayou Greenway. The project includes a **retrofit of Schuler Street to build upon the soon-to-be improved crossings at Westcott Street and Washington Avenue.**

The Shuler Street connection will allow for a safer option to access Memorial Park. The project would also include the potential for a **cantilevered bridge on the downstream side of TC Jester Boulevard** over White Oak Bayou.

Improvements focus on shortening crossing distances, improving visibility, adding pedestrian refuge, and creating continuous, accessible sidewalks and shared use paths. Updated pavement striping helps align vehicle speeds with the street's context and improves safety for people crossing. Bridge crossings over White Oak Bayou and the UPRR freight rail line limit available space and will require special design treatments, such as physical separation between sidewalks and travel lanes.

Together, these changes reinforce TC Jester Boulevard's role as a People-First corridor, improving how neighborhoods connect to the Bayou and nearby parks.

Destinations

- White Oak Bayou Greenway
- MKT Trail and adjacent commercial destinations
- Memorial Park
- Memorial Elementary School
- Lawrence Park, Cottage Grove Park, and Love Park

Details

- TC Jester Blvd ROW: 100' - 120'
- TC Jester Blvd pavement width: 70' - 85'
- Schuler St ROW: 45'
- Schuler St pavement width: 17' - 30'

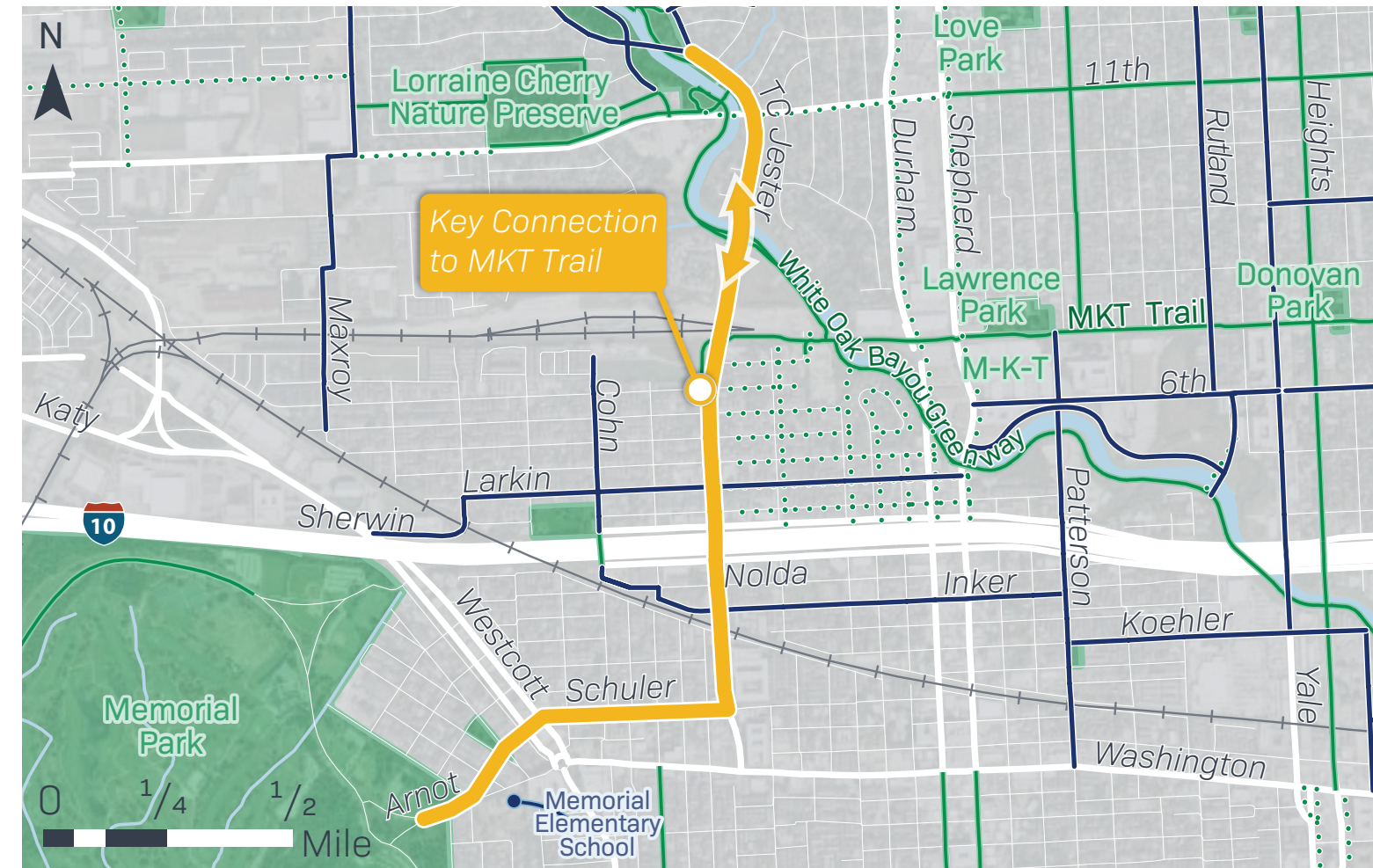


Figure 7. White Oak to Memorial Park Connection Project

LEGEND

Recommendation

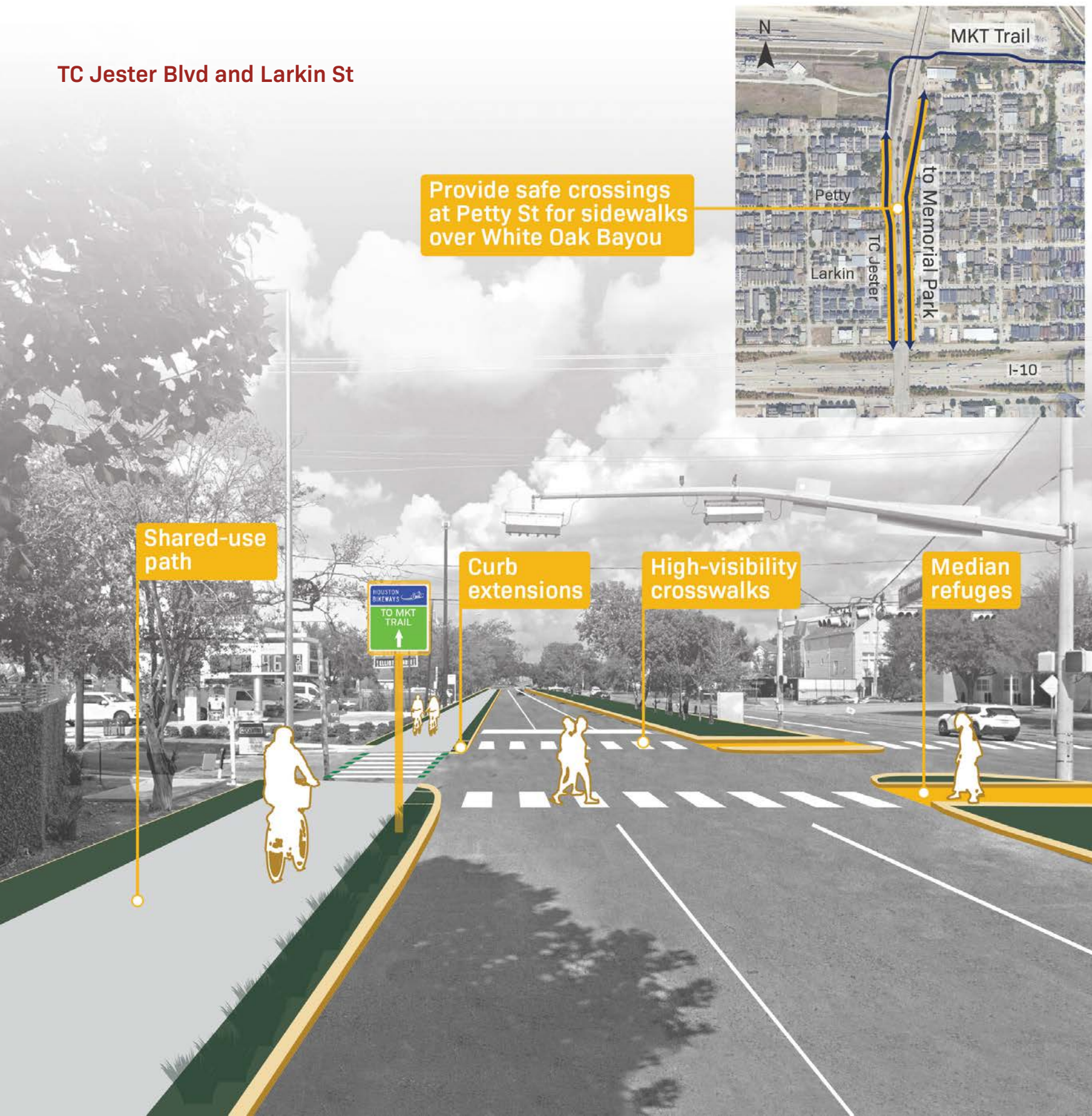
- Project (Highlighted)
- Bridge
- Project (Background)

Map

- Programmed Project
- Bikeways and Trails
- Railroads
- Schools
- Parks and Greenspace
- Water

② White Oak to Memorial Park Connection

TC Jester Blvd and Larkin St



Project Description

Figure 8 illustrates a typical intersection along TC Jester Boulevard, showing how design changes can improve safety and comfort for people walking, biking, and rolling. The illustration also highlights a **redesigned crossing at Larkin Street with high-visibility crosswalks, reduced turning radii to slow vehicle turns, and median refuge islands** that allow people to cross in shorter, safer stages.

The visual also shows **widened sidewalks behind the curb separated from traffic, improved curb ramps aligned with crossings, and clear bicycle crossings through the intersection. These features reduce conflicts between people driving, walking, and biking and improve access to the White Oak Bayou Greenway** on both sides of the street. Improvements near Petty Street strengthen the corridor's role as a gateway between TC Jester Boulevard and the MKT Trail, improving wayfinding and access between neighborhood streets and regional trails.

By clearly defining travel lanes and tightening corners, the design encourages safer vehicle speeds and improves sight lines at intersections. The result is an intersection that feels more comfortable to cross, better supports access to trails and parks, and reflects the plan's goals of improving safety, closing sidewalk gaps, and creating streets that serve as community connectors rather than barriers.

Implementation Considerations

- Bridge crossings and complex intersections along TC Jester Boulevard include space constraints, slip lanes, and wide median openings that will require targeted design treatments to safely connect sidewalks, trails, and bridge approaches.
- Intersection improvements should be coordinated with existing and programmed projects along TC Jester Boulevard and nearby corridors.
- Crossing improvements at Larkin Street should be coordinated with nearby crossings, such as Brooktree Drive, to provide consistent spacing between safe crossing locations.
- Short-term improvements may focus on striping, curb ramp upgrades, and refuge islands, while long-term phases may include sidewalk widening and structural separation at bridge locations.

Figure 8. White Oak to Memorial Park Typical Intersection Redesign

C3 Heights to Buffalo Bayou Corridor

Extents: N Main St - Buffalo Bayou

Length: 3.8 mi.

MTFP Class: Local & Major Collectors

Project Description

Community feedback and the existing conditions analysis underscored a real need for safer, more frequent, and accessible north-south connections across the UPRR freight rail line, I-10, and White Oak Bayou, especially for people walking, biking, and rolling. The Heights to Buffalo Bayou Corridor envisions a **set of corridor, intersection, and bridge projects that would reimagine the way that residents in First Ward, Old Sixth Ward, Woodland Heights, and Houston Heights access White Oak Bayou Greenway and cross the Bayou and I-10**. This project would build upon the existing momentum of TxDOT's White Oak I-10 Project and its new greenway trail on the Bayou's south bank as well as planned improvements to Stude Park and Little White Oak Bayou.

Destinations

- N Main Street Commercial Corridor
- Stude Park
- White Oak Bayou Greenway
- MKT Trail/Spring Street Trail
- Woodland Park
- Crockett Elementary School
- Arts District Houston
- MECA Houston
- Buffalo Bayou Park & Greenway

Details

- Typical ROW: 50' - 60'
- Typical Pavement width: 20' - 40'

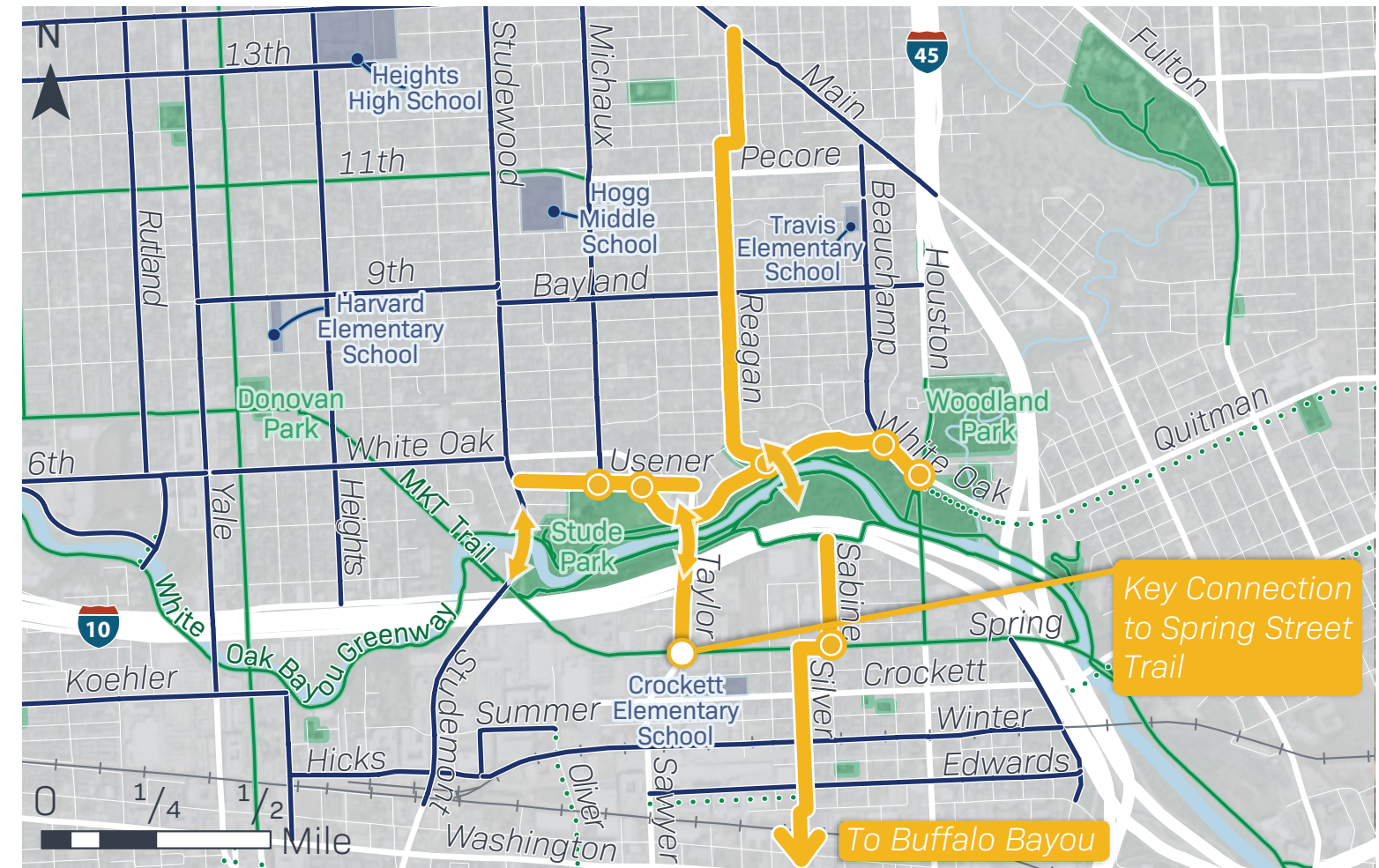


Figure 9. Heights to Buffalo Bayou Corridor Project

LEGEND

Recommendation

- Project (Highlighted)
- Intersection/Crossing
- ↗ Bridge
- Project (Background)

Map

- Programmed Project
- Bikeways and Trails
- ++ Railroads
- Schools
- Water
- Parks and Greenspace

C3 Heights to Buffalo Bayou Corridor

Key Project Components

Silver St & Sabine St Retrofit - New and improved sidewalks and safe crossings along Silver and Sabine Streets from I-10 to the UPRR rail line will reaffirm these corridors as the key north-south active streets in First Ward, connect to the new trail under I-10, and can ultimately provide a safe connection to Buffalo Bayou Park.

Neighborhood Street Treatments on Reagan St - As a north-south link from N Main Street to Ley Plaza Park and the Bayou, Reagan, Gladys, and Moss Streets are great candidates for Neighborhood Street improvements to connect to multiple churches, Travis Elementary Street, and Proctor Plaza Park.

White Oak Dr & Usener St Redesign - Investments in White Oak Drive and Usener Street would align with recent upgrades to the Bayou Greenway and planned improvements to Stude Park. This project would establish safe crossings to the park and Bayou with roadway retrofits that encourage drivers to use the posted speed along White Oak Drive. This includes tightening the turning radii at intersections along White Oak Drive to help drivers better see oncoming traffic at Gladys, Beauchamp, and Sabine Streets. This project would include a safe crossing for people from Stude Park to Michaux Street.

New & Improved Bridge Crossings - Nearly 1.2 miles between the MKT Bridge and Houston Avenue bridge leaves people walking and biking with few and infrequent options to travel safely across I-10 and the Bayou. This project proposes (1) constructing a new trail bridge in Stude Park or White Oak Park for greenway users to cross the Bayou, (2) studying the feasibility of cantilevered trail bridges on the downstream side of the Studewood Street bridge and the Taylor Street bridges, and (3) Constructing a SUP along Taylor Street from I-10 to Spring Street to add options for additional connectivity for the First Ward neighborhood.

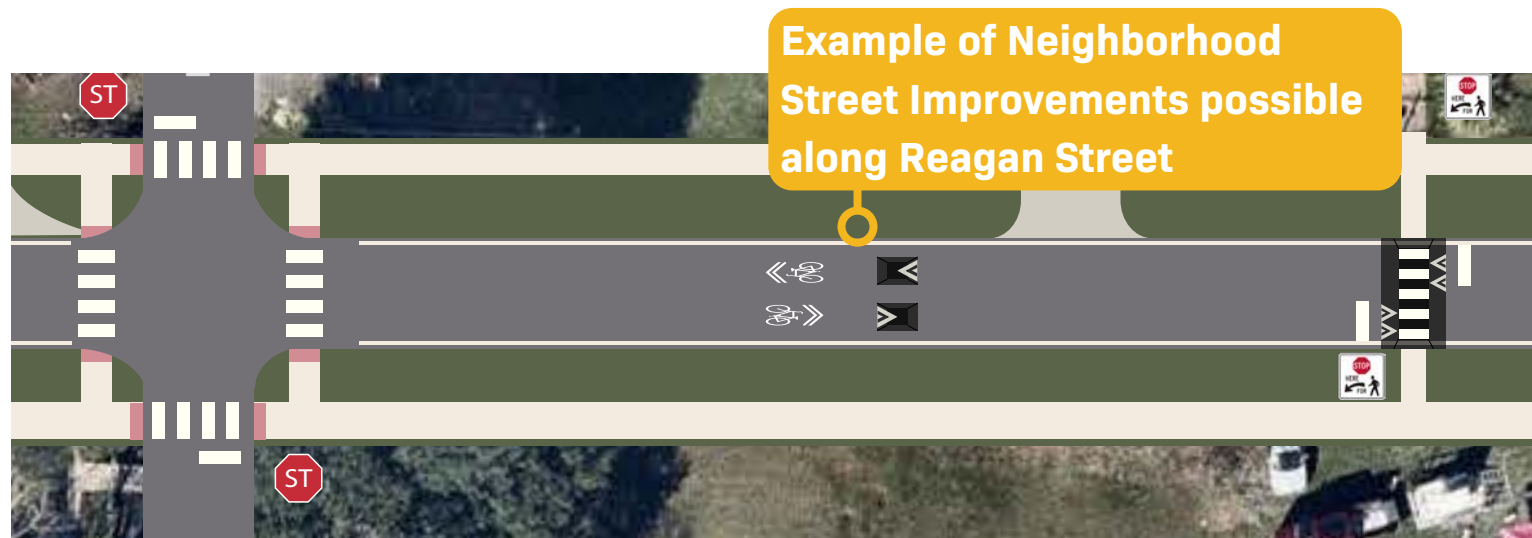


Figure 10. Neighborhood Street Improvements Example

Implementation Considerations

Coordination with TxDOT regarding both the I-10 White Oak Bayou Project and its future shared use paths along White Oak Bayou is critical to implementation of this project. This project intends to leverage the new trails and new connection to White Oak Bayou via Sabine Street in Old Sixth Ward.

Retrofit Neighborhood Street improvements should follow the guidance from the Neighborhood Streets section of this document. Figure 11 below demonstrates potential interventions in a retrofit project on a street with open-ditch drainage.

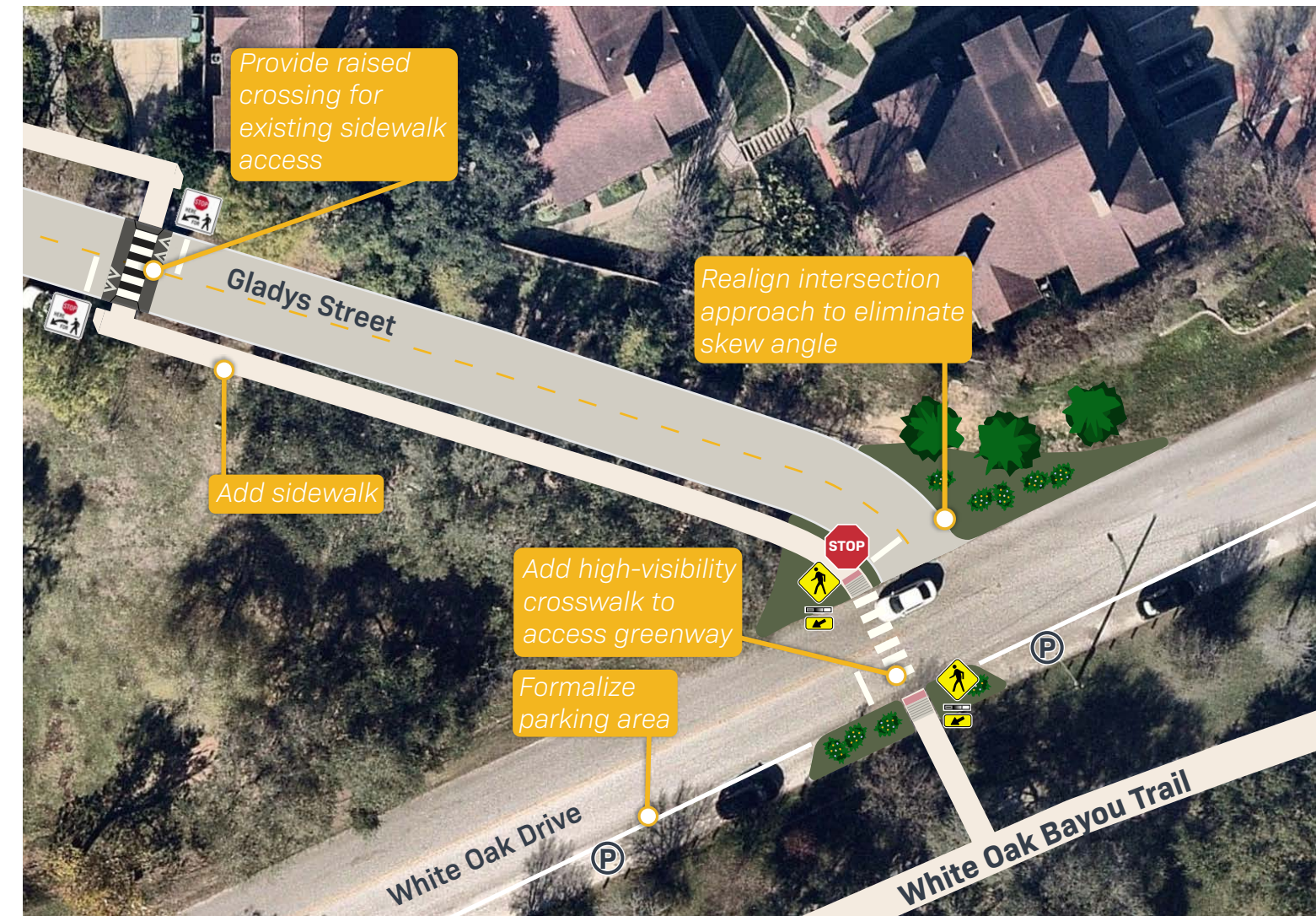


Figure 11. Gladys St at White Oak Dr Intersection Reorientation

c4 Shady Acres Greenway

Extents: Little Thicket Park - Ashland

Length: 1.7 mi.

MTFP Class: Minor Collector

Project Description

W 24th Street serves as a key east-west connection for the Shady Acres neighborhood. Proposed investments will reimagine this corridor as the Shady Acres Greenway, **a comfortable, shaded SUP for families to push a stroller or walk to Ella Boulevard, the Shepherd-Durham Corridor, and Nicholson Street.** The project will enhance corridor safety by improving pedestrian access and reducing conflict points at intersections and driveways. The Shady Acres Greenway will serve as a primary active street with safe and direct connections to Little Thicket Park, Helms Elementary, and key neighborhood destinations. These same recommendations may also apply to W 22nd Street or W 23rd Street if it is determined that these corridors better serve Shady Acres and Little Thicket Park.

Proposed improvements prioritize:

- Conversion of open ditch drainage to curb-and-gutter drainage
- Installation of speed cushions at regular intervals
- Addition of a 10-12' shared use path on one side of the street and a consistent 6' sidewalk on the other side, equaling 1.4 mi. of new sidewalk
- Installation of street trees and pedestrian lighting
- High-visibility crosswalks at all intersections
- Curb extensions at key intersections

Destinations

- Little Thicket Park
- N Shepherd Drive and N Durham Drive
- Nicholson Hike and Bike Trail
- HEB
- Turkey Gully
- Hamilton Middle School

Details

- W 24th St ROW: 70'
- W 24th St pavement width: 15' at park, 26' typical

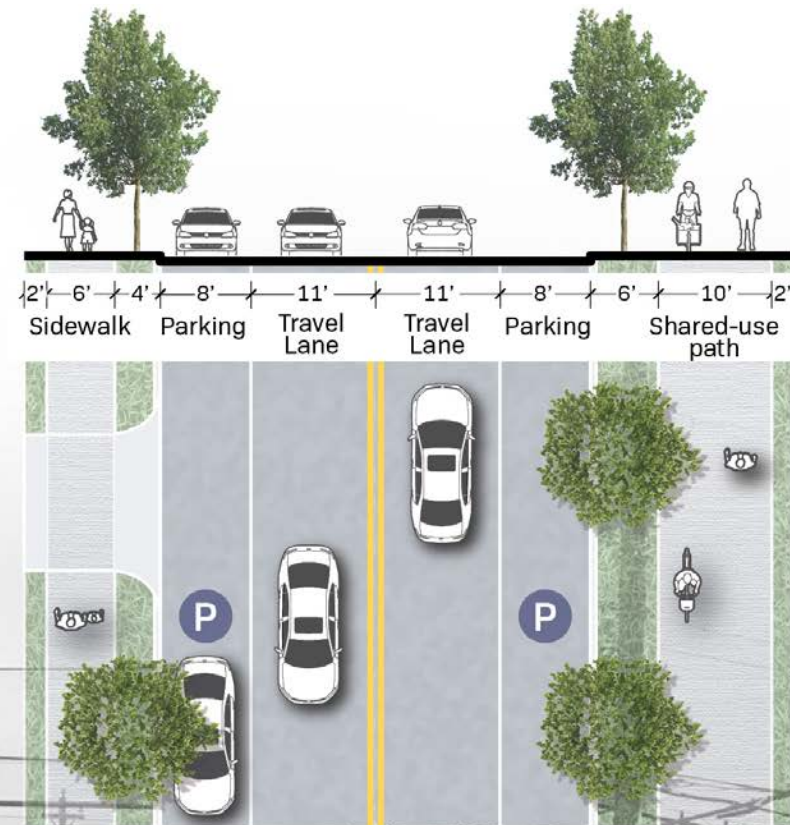


Figure 12. Shady Acres Greenway Project



C4 Shady Acres Greenway

W 24th St and Ella Blvd



Project Description

The project visual illustrates recommended intersection improvements at W 24th Street and Ella Boulevard. The illustration highlights a **redesigned crossing at Ella Boulevard with high-visibility crosswalks, curb extensions to slow vehicle turning movements, and median refuge islands that allow people to cross in shorter, safer stages.** These improvements are representative of typical intersection improvements along the corridor, reflecting how design changes can improve safety and comfort for people walking, biking, and rolling.

The redesigned intersection visualization also shows **widened sidewalks, a shared use path separated from traffic, curb ramps aligned with street crossings, and improvements to pedestrian pathways intersecting with driveways.** These features reduce conflicts between users and modes, improve sight lines at intersections, and improve access to Little Thicket Park – reflecting a new W 24th Street corridor that is reflective of the plan's goals of creating people-first streets that serve the needs of the community. Design of the project should include a signal warrant analysis for W 22nd, W 23rd Street and W 24th Street to determine where a new signal could further solidify safe crossings of Ella Boulevard for neighborhood access to Little Thicket Park.

Implementation Considerations

- Conflict points at commercial and residential driveways, especially at intersections, will need to be addressed to ensure driveways meet City of Houston driveway placement criteria
- Open ditch to curb and gutter conversion will be required to accommodate continuous sidewalks and a shared use path.
- Pavement width reduces significantly west of Ella Boulevard in the last block connecting to Little Thicket Park
- The continuation of the sidewalk and shared use path across this intersection is a priority to provide enhanced and direct connection to Little Thicket Park

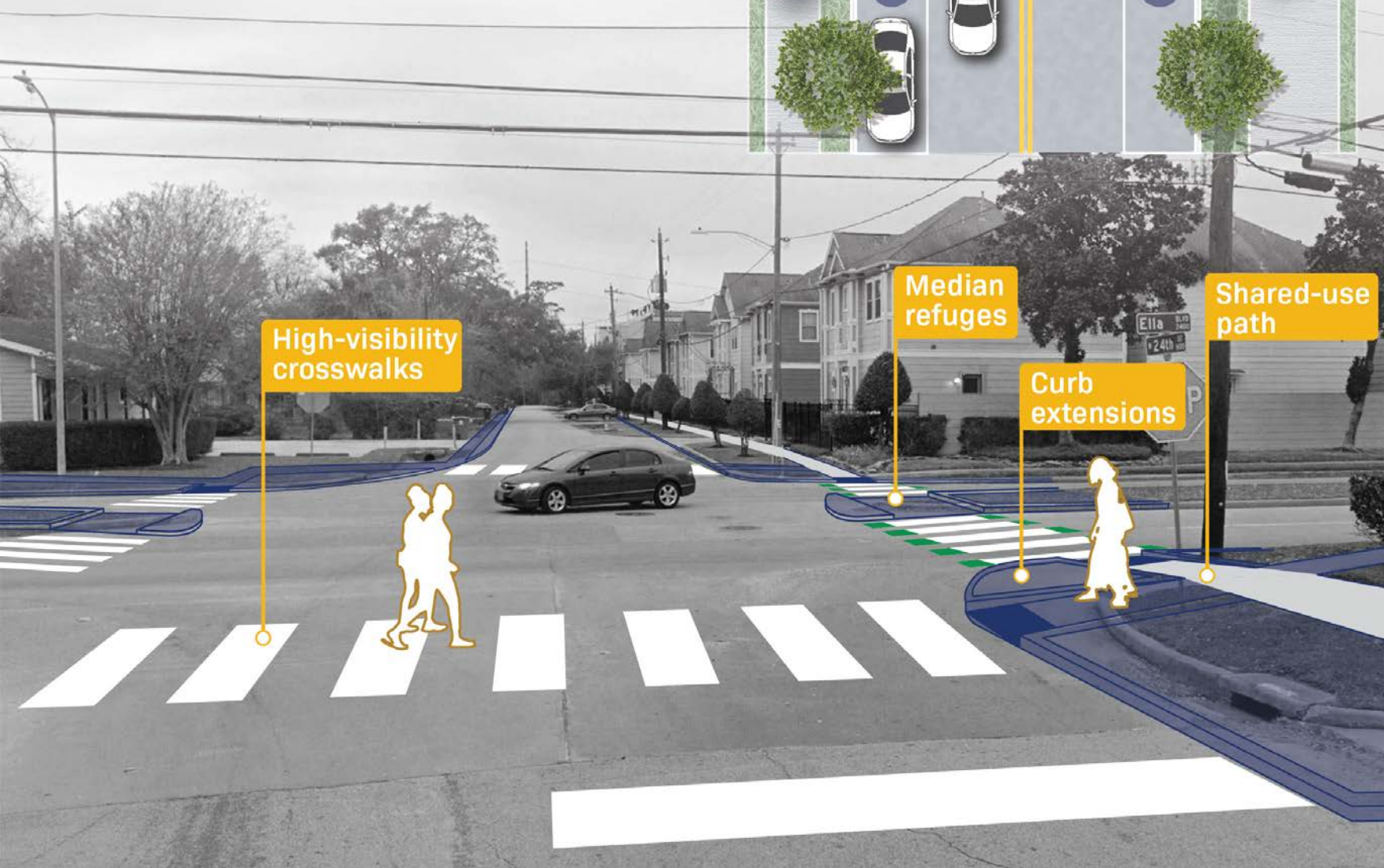


Figure 13. Shady Acres Greenway Intersection Example

C5 14th Street Reconstruction

Extents: E TC Jester - N Main St

Length: 2.5 mi.

MTFP Class: Minor Collector

Project Description

The 14th Street Reconstruction Project is intended to improve safety, accessibility, and comfort along one of the Heights' most important east-west neighborhood corridors with access to the White Oak Bayou Greenway via Wynwood and Grovewood Streets. While 14th Street provides direct access to schools, trails, and nearby destinations, current conditions vary widely along the corridor. Sidewalk gaps, inconsistent widths, open drainage ditches, and the absence of bicycle facilities make walking and biking uncomfortable in many locations. About 1.4 miles of sidewalk are currently missing.

This project proposes an approach that responds to changes in right-of-way and roadway width along the corridor. **Improvements focus on creating continuous sidewalks, improving crossings at key intersections, encouraging responsible vehicle speeds, and introducing bicycle accommodations that better connect to existing trails and nearby corridors.** Depending on available space, bicycle accommodations may include shared lane markings on narrower segments and dedicated bike lanes where roadway width allows, particularly east of Studewood Street. Open ditch to curb and gutter conversion would occur only in limited segments where needed to close sidewalk gaps or improve accessibility.

Destinations

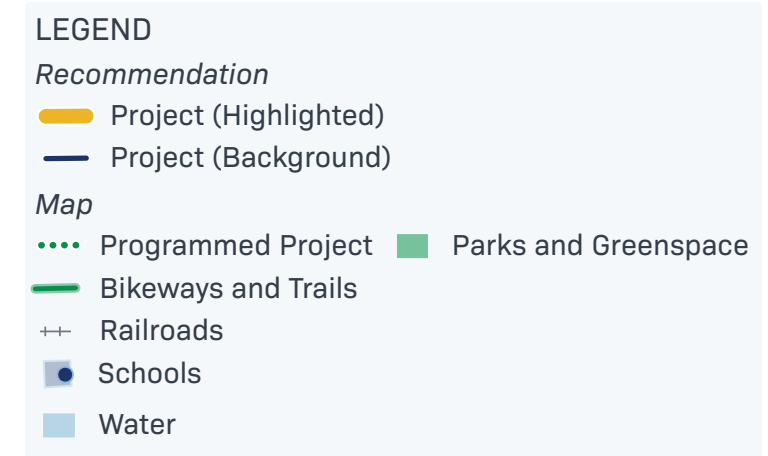
- Heights High School
- Heights Christian School
- Apostles Houston Church
- Nicholson Street Trail to Heights Hike and Bike Trail
- White Oak Bayou Greenway
- Love Elementary School, Browning Elementary School, and the Heights Neighborhood Library

Details

- Wynwood Ln/Grovewood Ln ROW: 60'
- Wynwood Ln/Grovewood Ln pavement width: 25'
- 14th St ROW: 50' - 70'
- 14th St Pavement width: 20' - 30'

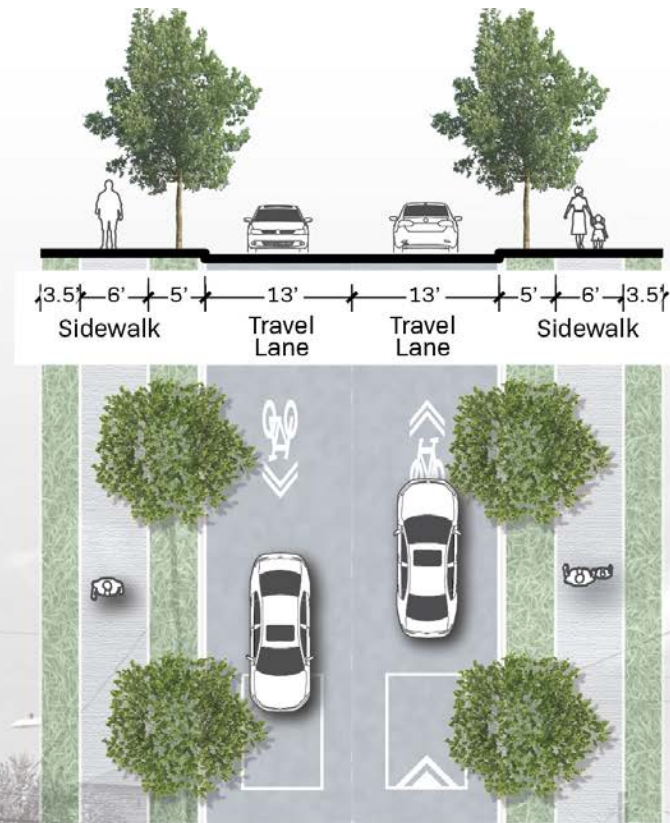


Figure 14. 14th St Reconstruction Project



C5 14th Street Reconstruction

14th St - Dian to Blair



Neighborhood Street: Dian Street to Blair Street

The Dian Street to Blair Street segment shows a **Neighborhood Street design** (see page 96 for more details on Neighborhood Streets) that emphasizes responsible vehicle speeds and a shared roadway for all modes. The visual includes six-foot sidewalks, speed cushions to slow vehicle speeds, and high-visibility crosswalks at intersections. Sharrows are shown in the travel lanes to reinforce that bicyclists are expected and supported on this street.

Curb extensions are highlighted at intersections to reduce crossing distances and reinforce the residential character of the corridor. Wayfinding signage directs people toward key connections such as the White Oak Bayou Greenway, strengthening connections between neighborhood streets and the regional trail system.

Lighting and visibility: Supplemental pedestrian-scale lighting may be needed to improve nighttime visibility along residential blocks and at intersections.

Implementation Considerations

This portion of the corridor functions primarily as a neighborhood street with constrained right-of-way and frequent residential driveways. Implementation should prioritize pedestrian safety and traffic calming while preserving neighborhood access. Key considerations include:

- **Sidewalk continuity:** Sidewalk gaps and narrow segments should be addressed using standard-width sidewalks where space allows, with targeted widening at key pedestrian desire lines.
- **Bicycle accommodations:** Due to limited right-of-way, bicycle accommodations are expected to rely on shared-lane treatments and wayfinding rather than dedicated bike lanes.
- **Driveway management:** Frequent driveways require careful sidewalk design to maintain accessible cross slopes and reduce conflicts between vehicles and pedestrians.

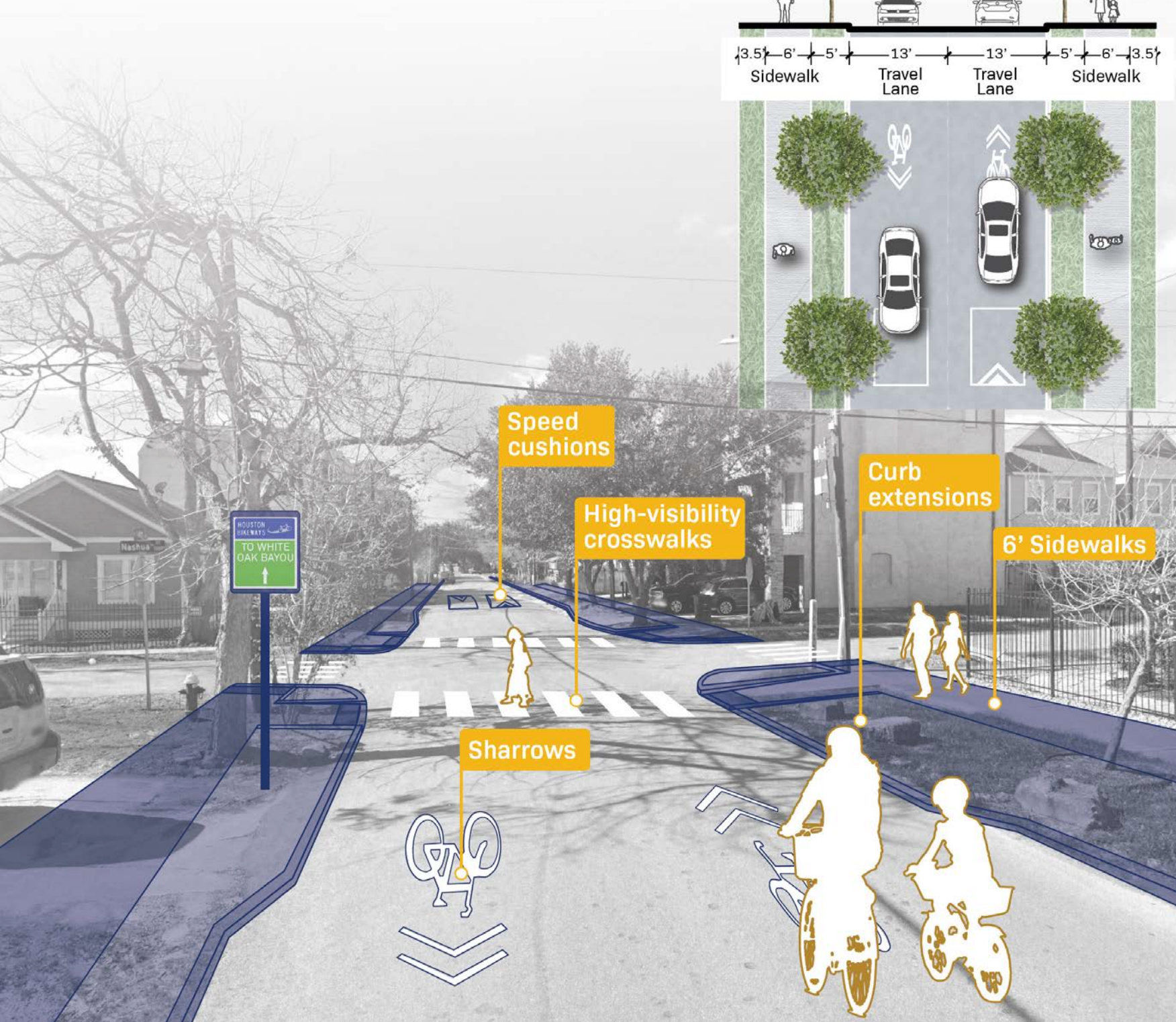


Figure 15. 14th St Reconstruction Project Neighborhood Street Example

C5 14th Street Reconstruction

14th St - Blair to Studewood

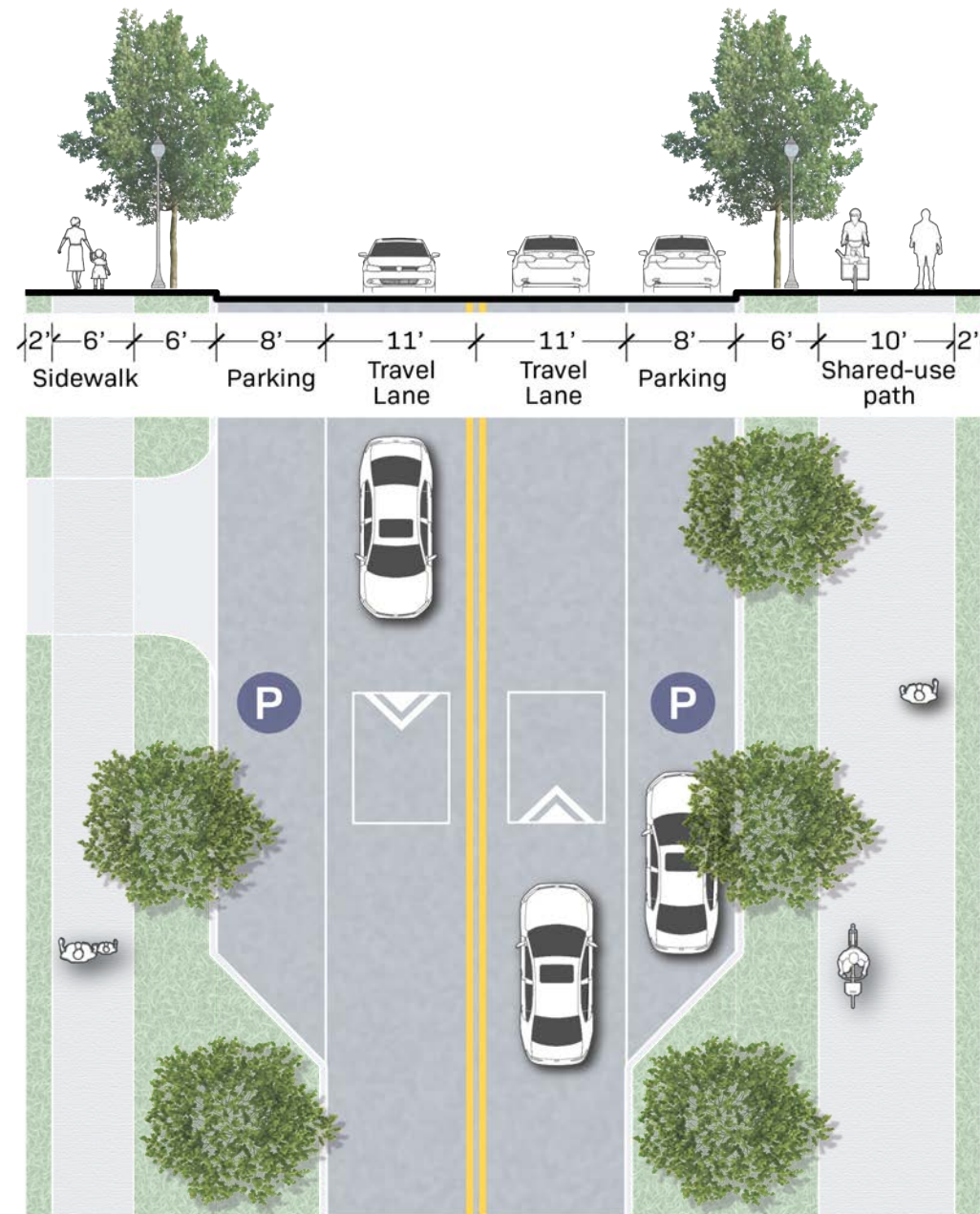


Figure 16. 14th St Reconstruction SUP Example

New Shared Use Path Blair to Studewood

The Blair to Studewood segment illustrates a more constrained portion of the corridor where maintaining neighborhood character is a priority. The visual shows a **two-lane street with on-street parking, continuous sidewalks, and street trees** that provide shade and buffer pedestrians from traffic.

High-visibility crosswalks and curb extensions are shown at intersections to shorten crossing distances and improve visibility for both pedestrians and drivers. These treatments help slow turning vehicles and make crossings safer for students walking to nearby schools and residents accessing neighborhood destinations. Where space allows, improvements may include a shared use path on one side of the street paired with a sidewalk on the opposite side to support both walking and biking in a constrained right-of-way.

This segment emphasizes sidewalk continuity, driveway conflict management, and pedestrian comfort, reinforcing 14th Street's role as a neighborhood street rather than a through route. West of Blair Street, the design intentionally emphasizes traffic calming and shared use rather than dedicated bike lanes.

Implementation Considerations

This portion of the corridor includes wider right-of-way and serves higher pedestrian and bicycle demand, particularly near schools and trail connections. Implementation should emphasize continuous facilities and safer crossings. Key considerations include:

- **Shared use path opportunities:** Where right-of-way permits, a shared use path on one side of the street paired with a sidewalk on the opposite side can support both walking and biking in a constrained but flexible cross-section.
- **Intersection safety:** Crossings at Blair Street, Studewood Street, and other key intersections should include high-visibility crosswalks, curb extensions, and ADA-compliant ramps to shorten crossing distances and improve visibility.
- **School access:** Improvements should account for peak school arrival and dismissal periods, including enhanced crossings, traffic calming, and clear pedestrian routes near schools.
- **Wayfinding and trail connections:** Signage and pavement markings should clearly direct people to the Heights Hike and Bike Trail and White Oak Bayou Greenway, strengthening east-west connectivity.
- **Stormwater and drainage:** Selective conversion of open ditches to curb and gutter may be required to support continuous sidewalks and accessible routes, particularly near trail access points.

Early implementation may focus on crossings, shared use path segments, and sidewalk repairs, with longer-term phases addressing more substantial reconstruction where additional width or drainage improvements are needed.

C6 Heights School Streets

Extents: Prince St - Arlington St

Extents: Yale St - Beauchamp

Extents: Main St - White Oak Dr

Length: 3.6 mi.

MTFP Class: Local

Project Description

Parents provided consistent feedback during the planning process that they want to live in neighborhoods with safe walking and biking access to schools. Schools like Love Elementary, Travis Elementary, and Hogg Middle were regularly mentioned as locations for potential safe street improvements.

The Heights School Streets project reconstructing or retrofitting four key corridors into Neighborhood Streets in the Houston Heights and Woodland Heights neighborhoods: 13th Street (Love ES), E 9th Street (Harvard ES), Bayland Avenue (Travis ES), and Beauchamp Street (Travis ES). All projects would also serve families attending Hogg MS and Heights HS, as well as several nearby private schools.

13th St Improvements (Dian St to Columbia St)

13th Street plays a key role connecting Love Elementary School and Love Park across major corridors in the Heights. This project provides an opportunity to add to MHRA's current investments in safe crossings along 13th Street by improving the intersections at Yale Street and Heights Boulevard. On its western end, a **short connection to Dian Street across an existing utility easement** would formalize a connection of several important green spaces from White Oak Bayou in the west, across the Shepherd-Durham Bikeway and Nicholson Trail to Heights Boulevard in the east. At the eastern end, the project includes a **raised intersection at 13th Street and Columbia Street for better visibility for Heights High School students.**

9th St & Bayland Ave Improvements (Yale St to Houston Ave)

Neighborhood Street improvements across 9th St and Bayland Ave would create a safe and enjoyable east-west corridor serving both Harvard ES and Travis ES. This project would **improve major crossings at Yale Street, Heights Boulevard, Studewood Street with a new mid-block crossing, and Houston Avenue.** This project would also improve access for residents to the Houston Avenue Commercial Corridor.

Beauchamp St Improvements (White Oak Dr to N Main St)

A Neighborhood Street project along Beauchamp Street would create north-south connections for Travis ES and its Spark Park. The project should include **focused improvements to major intersections such as Pecore Street, White Oak Drive, and N Main Street.** The White Oak Drive and N Main Street intersections provide opportunities for reducing the turning radii to shorten the crossing distance for students and people accessing the Bayou.

Details

- 13th St ROW: 50' - 70'
- 9th St ROW: 70'
- 13th St/9th St pavement width: 20' - 30'
- Bayland Ave ROW: 60'
- Beauchamp St ROW: 40' - 60'
- Bayland/Beauchamp St pavement width: 30'

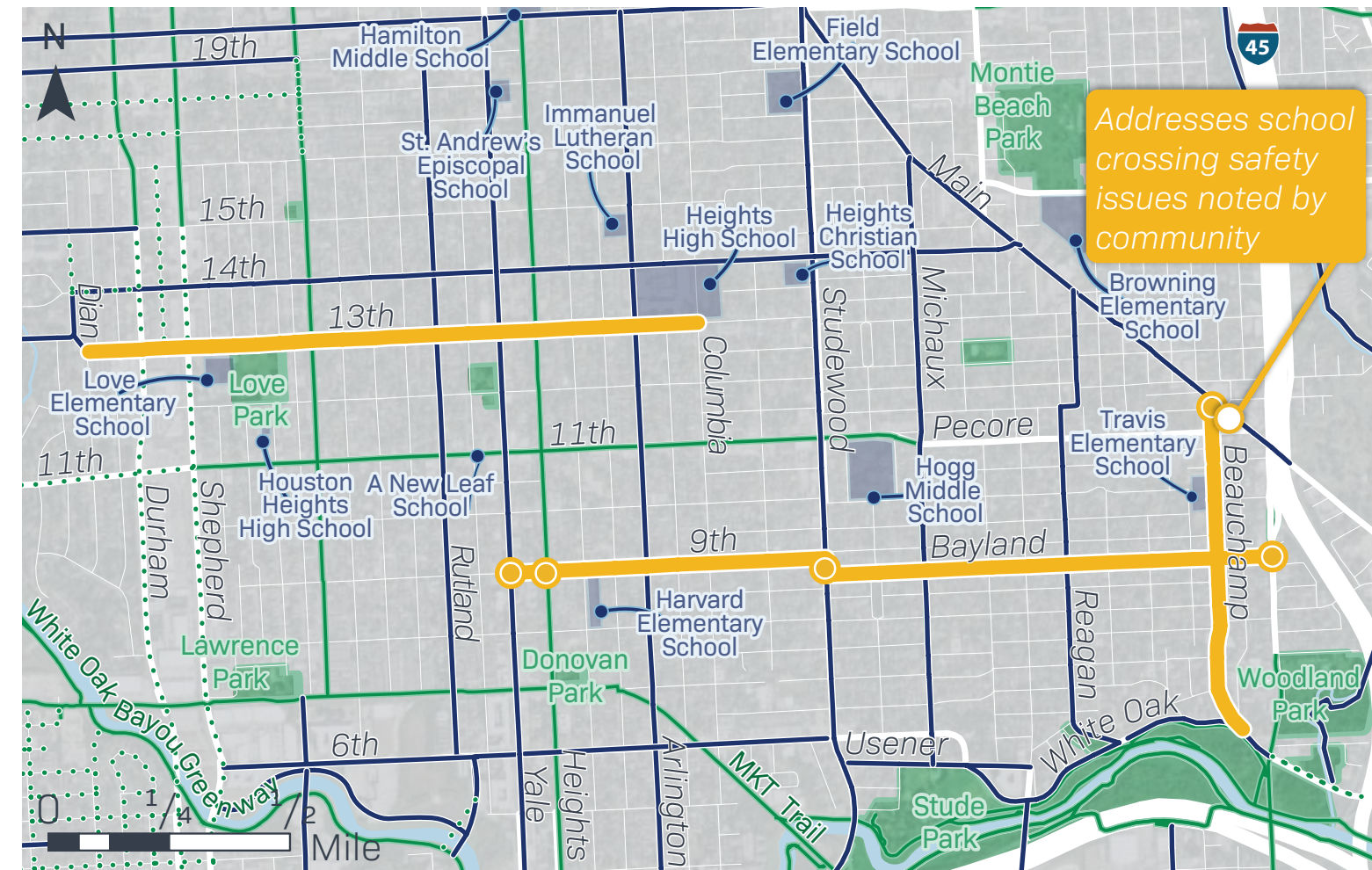


Figure 17. Heights School Streets Project

Destinations

- Love Elementary School & Love Park
- Heights High School
- Hogg Middle School
- Harvard Elementary School
- Travis Elementary School
- Stude Park
- White Oak Bayou Greenway

LEGEND

Recommendation

- Project (Highlighted)
- Intersection/Crossing
- Project (Background)

Map

- Programmed Project
- Bikeways and Trails
- Railroads
- Schools
- Water
- Parks and Greenspace

C6 Heights School Streets

Design Considerations

Design of Heights School Streets should follow guidance from the **Neighborhood Streets section and its suite of recommendations (explained starting Page 96)**. As these streets serve vulnerable populations, their design should meet the highest level of improvements, described in the Gold Star Neighborhood Street guidelines. The figure below demonstrates an example of what potential Gold Star level improvements would look like on W 13th Street next to Love Elementary and Love Park.

Implementation Considerations

Neighborhood Street improvements will also include **installation of speed cushions along Prince Street within one block of 13th Street due to consistent reports of stop sign running and speeding along this section of Prince Street with blind curves.**

Crossings of Yale Street and Heights Boulevard will require extra attention to ensure the highest level of safety is provided for vulnerable populations, namely schoolchildren, crossing these streets. Coordination with future projects for Yale Street and existing safe infrastructure on Heights Boulevard should be considered.

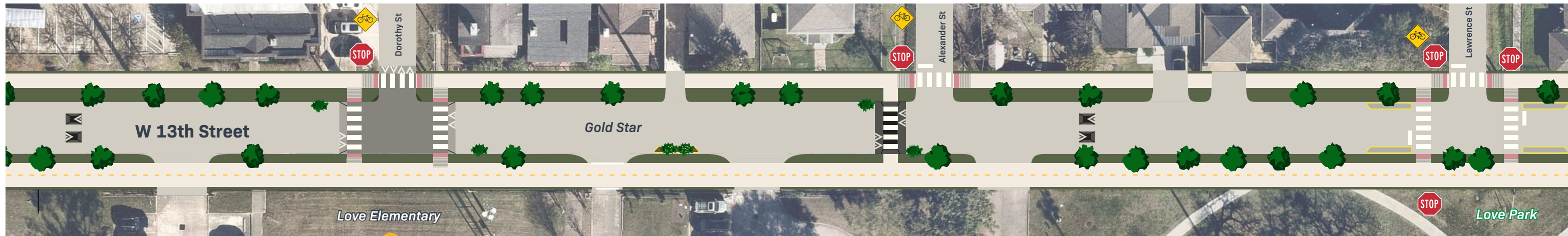


Figure 18. Heights School Streets Example Street

Recommended improvements
along 13th Street near
Love Elementary School

C7 MKT Bird Sanctuary Loop

Extents: MKT Trail - White Oak Bayou, Shepherd Dr - Yale

MTFP Class: Local Streets & New Trails

Length: 1.7 mi.

Project Description

The M-K-T along the MKT Trail is one of Houston’s great economic development success stories in the last decade. The popularity of the local businesses alongside the MKT Trail and nearby green spaces like Lawrence Park and Nicholson Trail have created a virtuous cycle creating a true sense of space in the heart of the Heights.

New projects, including Phase 2 of the Shepherd-Durham Corridor, the Rutland Bridge over the Bayou, Cottage Grove sidewalk and drainage improvements, and the Swift Building promise to add to the growth and success of this area.

The MKT Bird Sanctuary Loop offers a set of projects that will improve connectivity to and within this growing commercial and recreation district.

New Trail Miles

A new trail on the north bank of White Oak Bayou would connect from Shepherd Drive and the programmed bikeway along that corridor to W 5th Street and the programmed Rutland Bridge that will cross White Oak Bayou in the east. This new trail will create new trailside access points for the W 6th Street Commercial Corridor and access points to the Houston Heights Bird Sanctuary. An added trail on the north bank can also include opportunities for public art and placemaking with views of the Downtown Houston skyline.

W 6th Street Bridge & Improvements

W 6th Street is currently disconnected at TxDOT’s detention basin (the Houston Heights Bird Sanctuary). This project envisions closing that gap with a **bridge over the detention basin**

to serve all modes. This bridge should include significant room for pedestrians and bicyclists and a viewing platform to enjoy the scenery of the Bird Sanctuary. Additional improvements along W 6th could include installation of pedestrian-scale lighting and crosswalk improvements at Waverly Street and parking lot entrances.

Bird Sanctuary

Local organizations should work with TxDOT to formally **designate their detention basin as a park and formalize the existing desire paths within the detention basin as official walking trails** with added seating, lighting, and other amenities. TxDOT’s Rutland Bridge project will also provide an SUP connection along the eastern boundary of the detention basin to connect the bridge with W 5th Street, W 6th Street and the MKT Trail.

Patterson Bridge & M-K-T Connection

Patterson Street plays a unique role as a local street that connects across I-10, offering an important north-south link from the Heights south to the Washington Avenue corridor and connecting via local streets to Buffalo Bayou Park and ultimately Montrose. This unique quality makes Patterson Street a great candidate for a **bridge connection across White Oak Bayou to continue that north-south connectivity with links to the MKT and Nicholson Trails.** The Loop proposed a new Patterson Street Bridge over the Bayou with an additional new trail connection between the M-K-T and the Swift Building to tie directly into the MKT Trail.

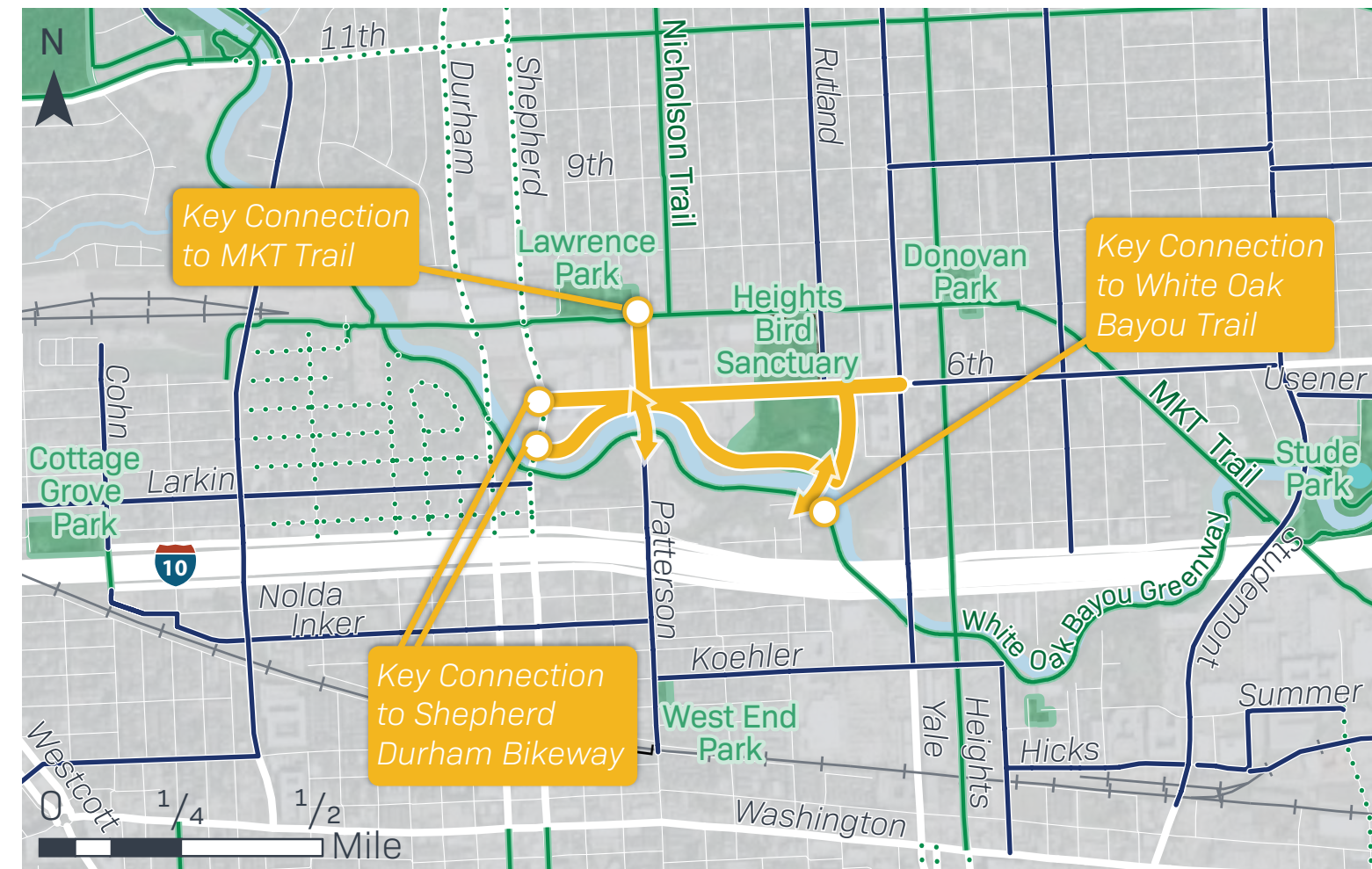


Figure 19. MKT Bird Sanctuary Loop Project

Destinations

- Love Elementary School & Love Park
- Heights High School
- Harvard Elementary School
- Travis Elementary School
- Stude Park
- White Oak Bayou Greenway

Details

- 6th St ROW: 70’
- 6th St pavement width: 20’ - 35’

LEGEND

Recommendation

- Project (Highlighted)
- Bridge
- Project (Background)

Map

- ... Programmed Project
- Bikeways and Trails
- ++ Railroads
- Schools
- Parks and Greenspace
- Water

C7 MKT Bird Sanctuary Loop

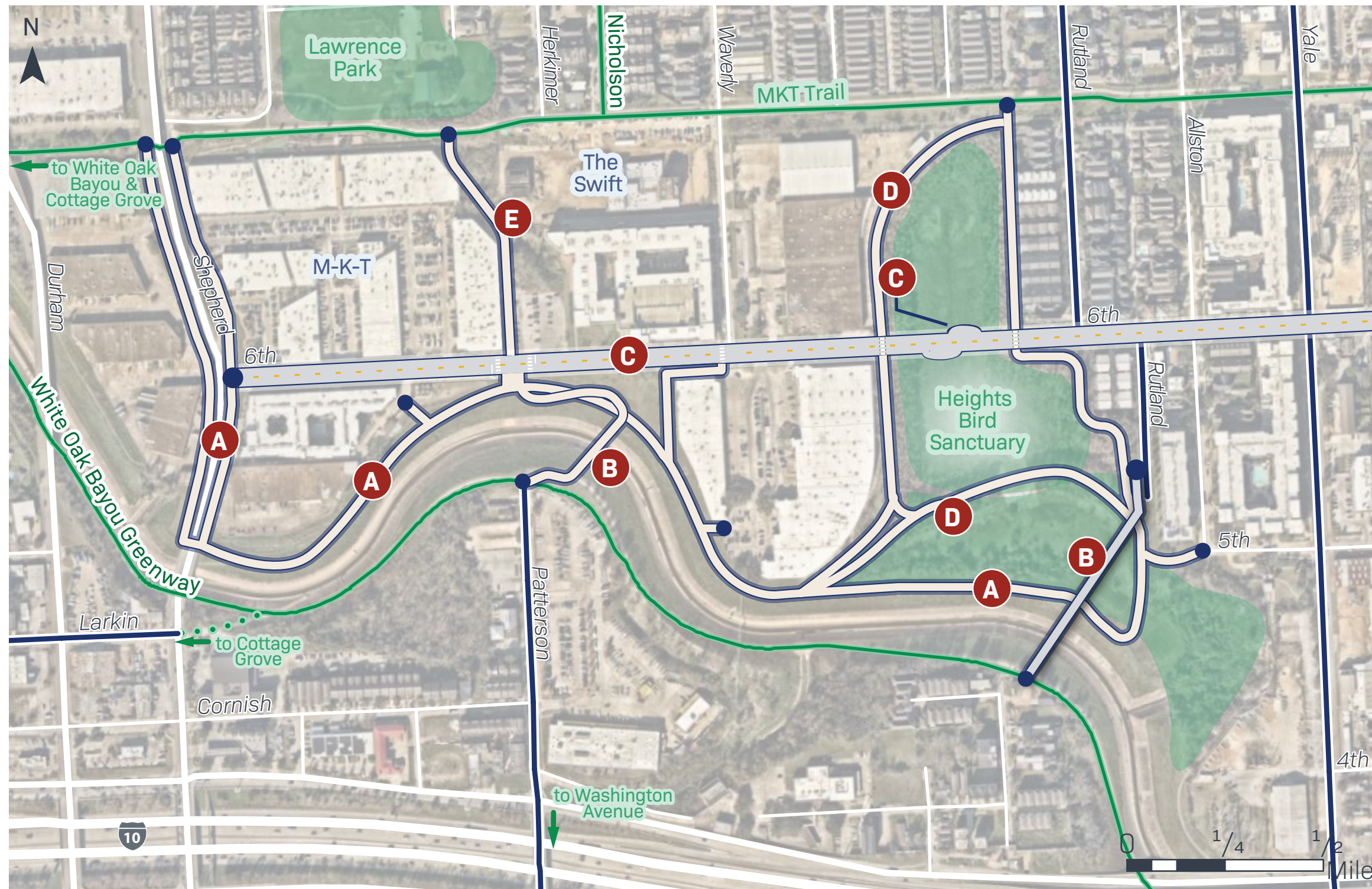


Figure 20. MKT Bird Sanctuary Loop Detail Example

A North Bank Trail & MKT Link

Build a new trail on the north bank of White Oak Bayou between 5th St and Shepherd Dr with additional connections to MKT Trail along Shepherd Dr. These new trails will serve existing buildings, the Heights Bird Sanctuary, and the programmed Phase 2 Shepherd-Durham Project.

B New Bridges

Build new bridges across White Oak Bayou at Patterson St and Rutland St to solidify north-south connections, creating safe ways to explore from the M-K-T and Bird Sanctuary to as far as Montrose.

C W 6th Street Bridge

Improve existing crossings along W 6th St and build a new bridge for all modes to close the existing gap and alleviate congestion along 8th St. The bridge could include pedestrian overlooks of the Bird Sanctuary.

D Bird Sanctuary Walking Trails

Formalize trails within the Bird Sanctuary, with street and trail connections.

E MKT Trail Connection

Extend trail through the M-K-T development to the broader trail network.

F Wayfinding & Placemaking

Install creative wayfinding at several gateways to improve usability of the trail network and M-K-T campus.

C8 Yale Street Improvements

Extents: 20th - Koehler

Length: 2 mi.

MTFP Class: Major Thoroughfare

Project Description

Yale Street is one of the most important north/south corridors in Greater Heights, but its current design creates challenges for people walking, biking, and accessing nearby trails. Long crossing distances, wide turning movements, and limited waiting space at intersections make it uncomfortable to cross, particularly where the White Oak Bayou Trail and neighborhood routes intersect the corridor. Additionally, the corridor is missing around 0.3 miles of sidewalks.

This project proposes a combination of near-term safety improvements and longer-term reconstruction concepts to improve crossings, reduce conflicts, and create a more welcoming public realm along Yale Street. Together, these strategies improve safety while setting a clear vision for future investment along this key corridor.

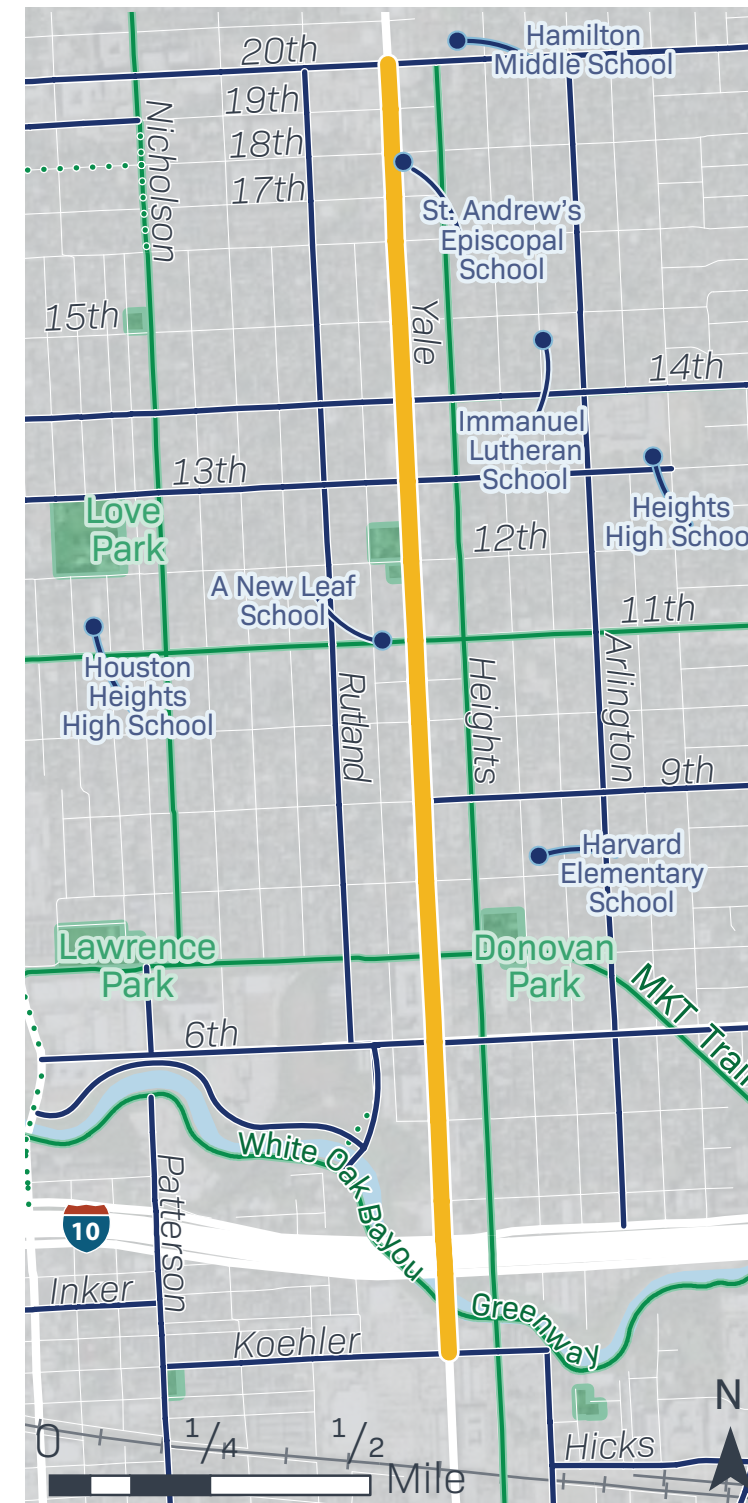


Figure 21. Yale Street Improvements Project

Destinations

- Hamilton Middle School
- Harvard Elementary School
- Milroy Park
- Connection to White Oak Bayou Trail
- Connection to MKT Trail
- Connection to dedicated bike lanes on 11th Street

Details

- Yale St ROW: 20th St - 11th St: 60' - 70'; 11th St - White Oak Dr: 70' - 75'; White Oak Dr - Koehler St: 80'
- Yale St pavement width: 42'

LEGEND

Recommendation

- Project (Highlighted)
- Project (Background)

Map

- Programmed Project
- Bikeways and Trails
- Railroads
- Schools
- Water
- Parks and Greenspace

C8 Yale Street Improvements *Short Term*

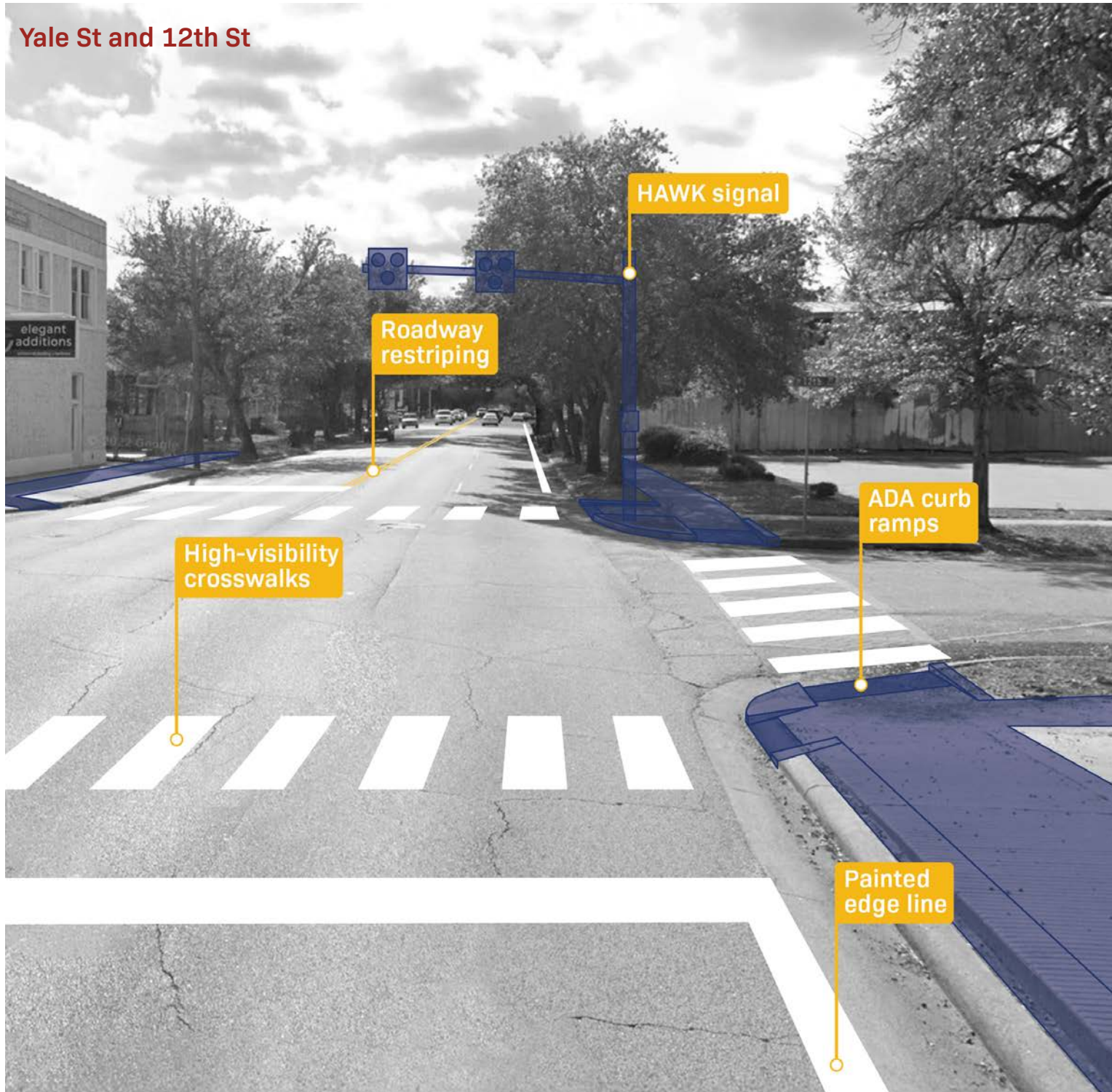


Figure 22. Yale Street Improvements Short Term Example

Project Description

Short-term improvements along the Yale Street corridor focus on improving pedestrian safety. These improvements are focused on **repairing and replacing all sidewalks to ensure continuous sidewalk connectivity with minimum 5 feet widths**, as well as the **addition of pedestrian-scale lighting along the corridor to improve visibility**. Crossings along the corridor will **prioritize pedestrian safety with the addition of high-visibility crosswalks, ADA curb ramps, and pedestrian signalization such as a HAWK signal to require motorists to stop for crossing pedestrians**. At intersections such as Yale Street and 12th Street, these improvements include high-visibility crosswalks, upgraded ADA-compliant curb ramps, and refreshed pavement markings to clarify pedestrian priority. At non-intersection locations with high crossing volumes, formal mid-block crossings with signalization will be installed.

The proposed short-term improvements along Yale are intended to provide relief to the current challenging and often dangerous conditions for pedestrians. These investments will improve safety; however, they do not address the significant challenges with the current design of the roadway, which creates a dangerous environment for all users.

Implementation Considerations

- Short-term improvements can be implemented using striping, signage, and curb ramp upgrades to improve safety relatively quickly.

c8 Yale Street Improvements *Short Term*

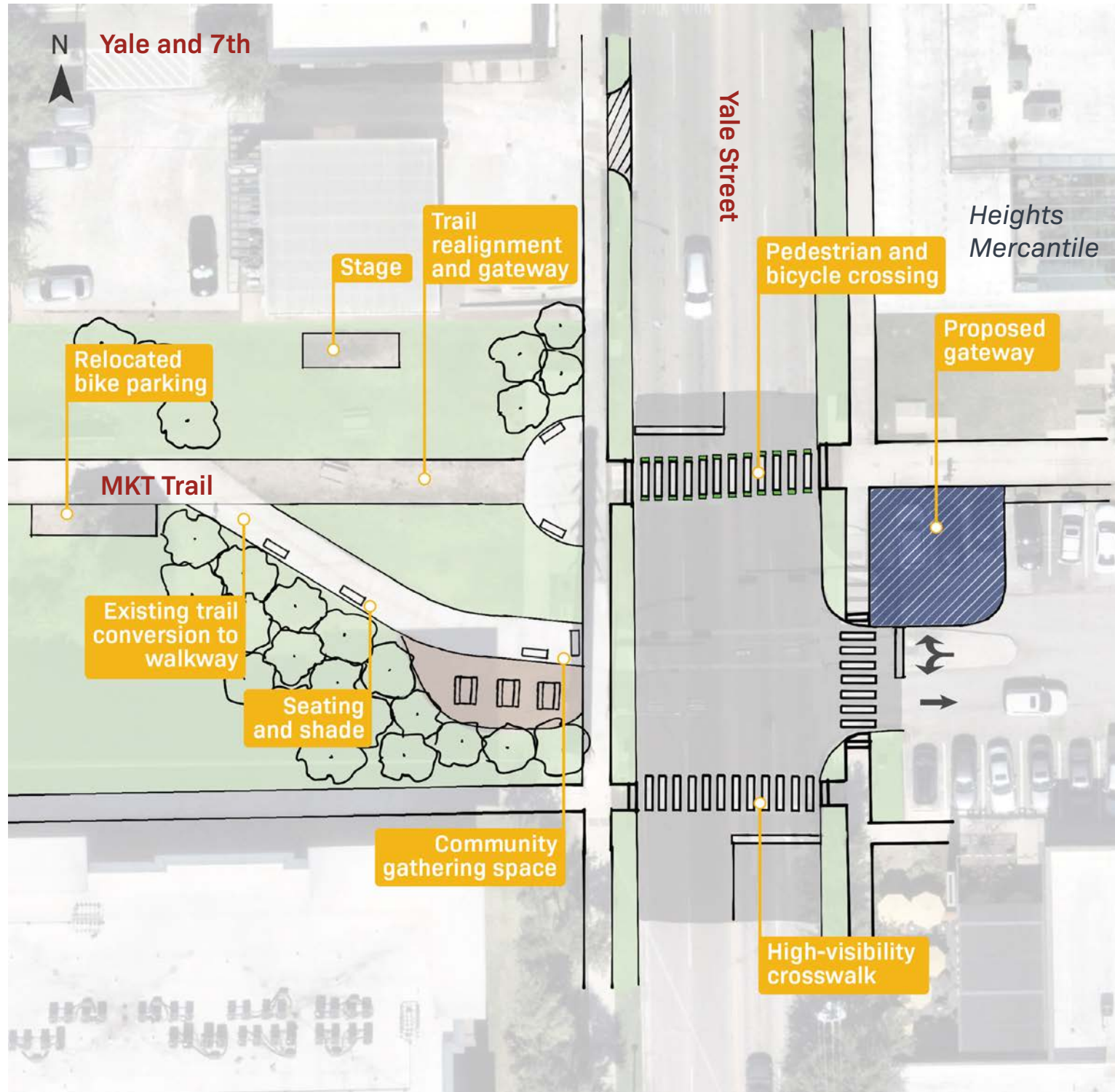


Figure 23. Yale Street at 7th Street Example Redesign

Project Description

The intersection of Yale Street and 7th Street provides a vital connection for the MKT Trail and support many key destinations, including local shops, restaurants, and residences. This project proposes a redesigned crossing that prioritizes safety, comfort, and gathering space.

Proposed intersection recommendations will improve conditions for people walking and riding bicycles along the MKT Trail or accessing local destinations. Currently, as the MKT Trail approaches Yale Street, people walking and riding bicycles are forced to turn onto a narrow sidewalk to cross Yale Street. Proposed crossing solutions include:

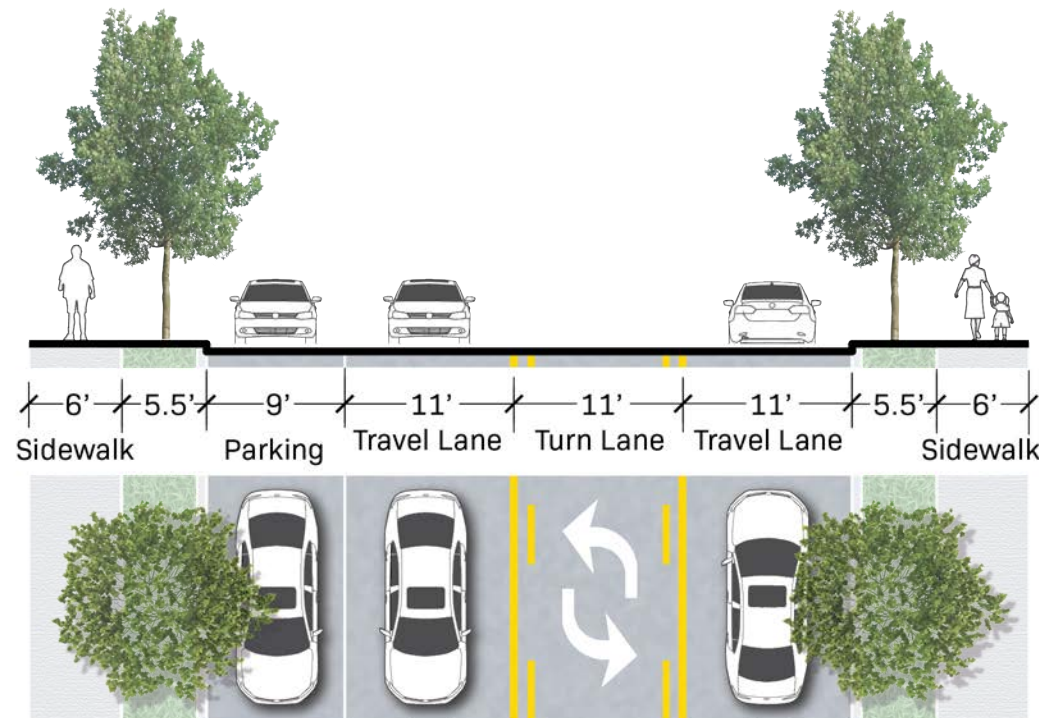
- **Realignment of the trail** to create a perpendicular crossing.
- **Upgrade of existing traffic signal to a full signal, including signalization for vehicles on Yale and 7th Sts**, as well as dedicated trail signal timing for people walking and riding bicycles across Yale Street.
- Removal of approximately 3 parking spaces to accommodate a **new neighborhood gateway and gathering point** to provide adequate space for people waiting to cross Yale St, or those entering 7th St or the MKT Trail after crossing Yale St.
- **Widening of the MKT Trail to 12-14 feet on both approaches of Yale St** to accommodate a transition zone for gathering and placemaking. The additional width also allows users to navigate conflict more comfortably especially during peak periods.
- On the west side of Yale St, the **existing SUP alignment is retained to preserve its familiar, sweeping character**. The path is narrowed to approximately seven to eight feet at the curb to allow space for benches and planters, creating a small plaza area where people can comfortably wait, gather, or orient themselves before crossing. This semi-circular plaza functions as a neighborhood gateway and aligns with guidance from the Parks Board Greenway Design Guidelines.

Implementation Considerations

- Trail crossing treatments at 7th Street should be coordinated with trail operators and city partners to ensure consistent design and operations.
- Public realm elements such as seating and planters should balance comfort, maintenance, and sight line needs at the intersection.

C8 Yale Street Improvements *Long Term*

Retrofit



Reconstruction

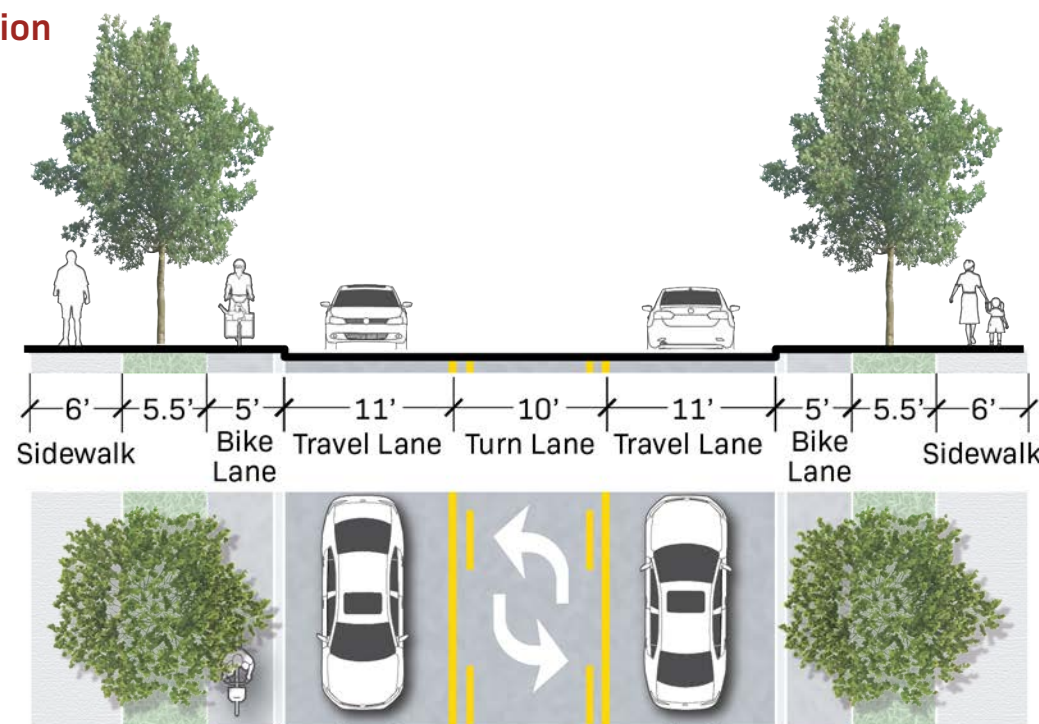


Figure 24. Yale Street Improvements Long-Term Example

Project Description

Long-term improvements illustrate how Yale Street could be reconstructed to better balance vehicle movement with the needs of people walking and biking. The **improvements include tightened curb lines, more clearly defined pedestrian space, and a reconfigured roadway that shortens crossings and improves visibility.** To support feasibility of implementation two options are provided below for long-term implementation for improving mobility on the Yale Street corridor: a retrofit and a full reconstruction of the roadway.

Retrofit: the retrofit solution includes a mill and overlay of the street surface and will maintain the existing pavement width. This solution will allow for re-stripping along the corridor to include:

- 4 lanes to 3 lanes conversion
- Two, 11' vehicular travel lanes with one 11' dedicated center turn lane
- 9' parking lane
 - Parking lane will alternate sides of the street, block by block
- Maintained 5' planting strip and minimum 5' sidewalks on both sides of road
- All intersections will include:
 - High-visibility crosswalks
 - Pedestrian signalization
 - Curb ramps

Reconstruction: the reconstruction solution includes a four-lane to three-lane conversion with a continuous turn lane. The sidewalk on both sides of the street will be widened to 6', buffered by a 5.5' landscaped buffer with street trees. These improvements include a 5' bike path at sidewalk level on both sides of the street, adjacent to the vehicular lane. The separation will allow for a vertical landscape buffer to safely separate people riding bicycles and people walking, while also allowing for the preservation of existing, mature trees along the corridor. This solution also includes pedestrian safety improvements at all crossings, such as high-visibility crosswalks, curb ramps, pedestrian signalization, and pedestrian-scale lighting.

Implementation Considerations

- A conversion from 4 to 3 vehicular lanes with curb relocation provides ample space for wider sidewalks, while providing a dedicated lane for left-turning movements.
- Current AADT suggests that a conversion from 4 to 3 lanes can still accommodate the daily traffic seen on the corridor and could be beneficial in reducing left-turn conflicts.
- Long-term reconstruction will require coordination with drainage, utilities, and future capital projects.

20th Street Reconstruction

Extents: E TC Jester Blvd - I-45

Length: 3.2 mi.

MTFP Class: Major Thoroughfare

Project Description

20th Street is one of the Heights's major commercial corridors, defined by a vibrant bar and restaurant scene west of Durham Drive and popular shopping and food destinations closer to Yale Street. **The roadway intersects major greenways** like White Oak Bayou, the Shepherd-Durham Corridor, Nicholson Street, and Heights Boulevard and is within a few blocks of five schools, including Hamilton Middle School.

The 20th Street Reconstruction project envisions a full reconstruction of the corridor in line with the redesign proposed in the TIRZ 5 Three Study Areas Mobility & Drainage Study, as shown in Figures 25 and 26. From Bevis Street to Harvard Street, reconstruction would provide **two vehicle travel lanes and a center turn lane with 6-8' sidewalks**, supporting transit trips along the corridor and providing necessary space for people walking, biking, and rolling to businesses and the Bayou. **Where ROW allows, reconstruction should also include a 6-8' median, allowing for crossings that include a median-protected pedestrian refuge.**

The full length of the project will include **updated curb ramps, high-visibility crosswalks, safe midblock crossings at select locations, and a full conversion to curb-and-gutter drainage**. Additionally, about 0.6 miles of sidewalk can be added to fill gaps. Where possible, the project will add tree canopy and pedestrian-scale lighting. As of the completion of this report, MHRA is studying the feasibility of these designs, as well as feasible alternatives from Harvard Street to I-45.

Destinations

- White Oak Bayou Greenway, Shepherd-Durham Corridor, Nicholson Street Trail, & Heights Boulevard Trail
- Hamilton MS, Helms ES, Field ES, The Goddard School, and St. Andrew's Episcopal School
- Transit Connections: 26 Long Point/Cavalcade, 27 Shepherd, 40 Telephone/Heights, 44 Acres Homes, 56 Airline/Montrose

Details

- 20th St ROW: 68'
- 20th St pavement width: 22' - 26' W of Shepherd Dr; 42' Shepherd Dr - N Main St; 68' E of N Main St

20th St Recommendations from TIRZ 5 Three Study Areas Mobility & Drainage Study

Figure 25. W of Durham Dr

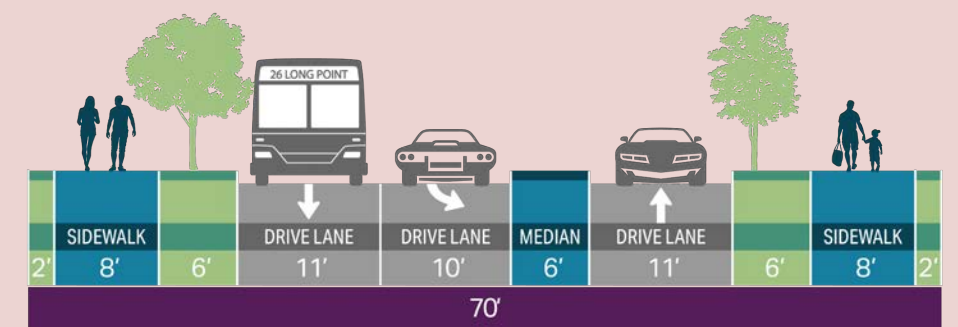


Figure 26. Shepherd Dr to Harvard St

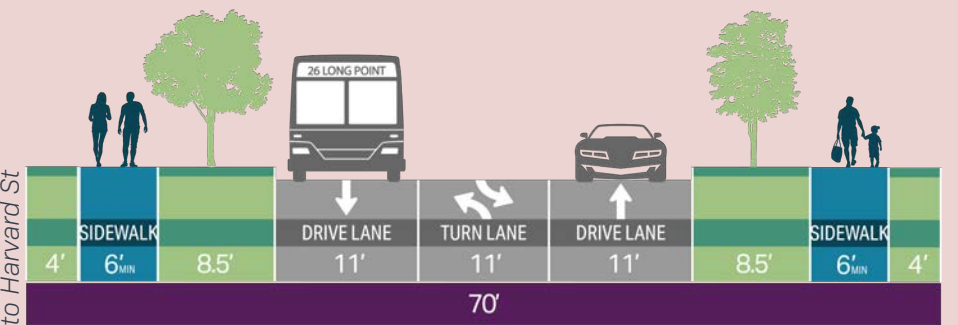
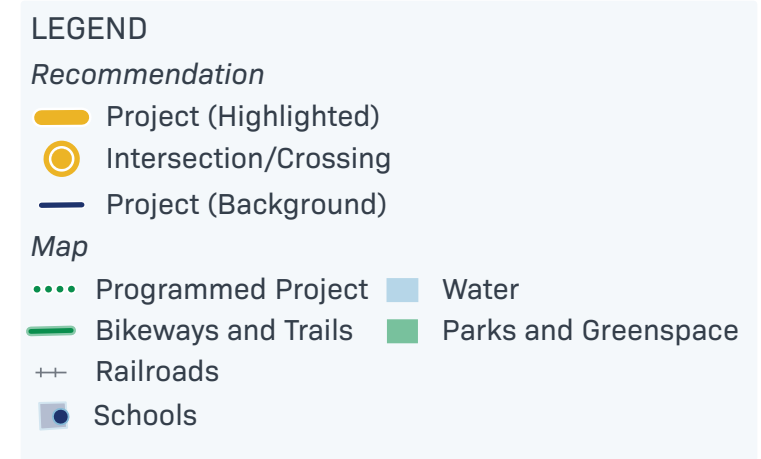
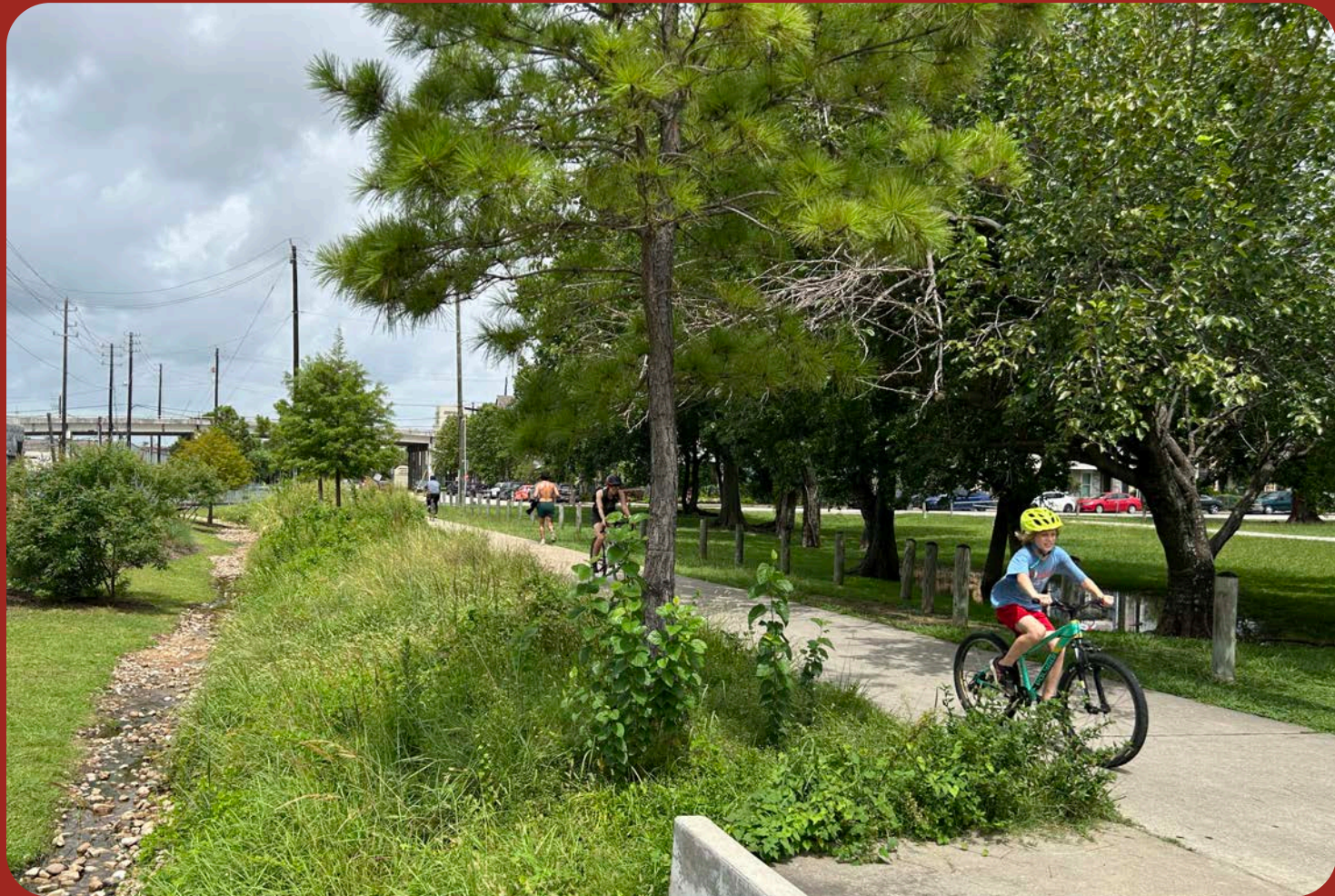


Figure 27. 20th Street Reconstruction Project





Additional Projects

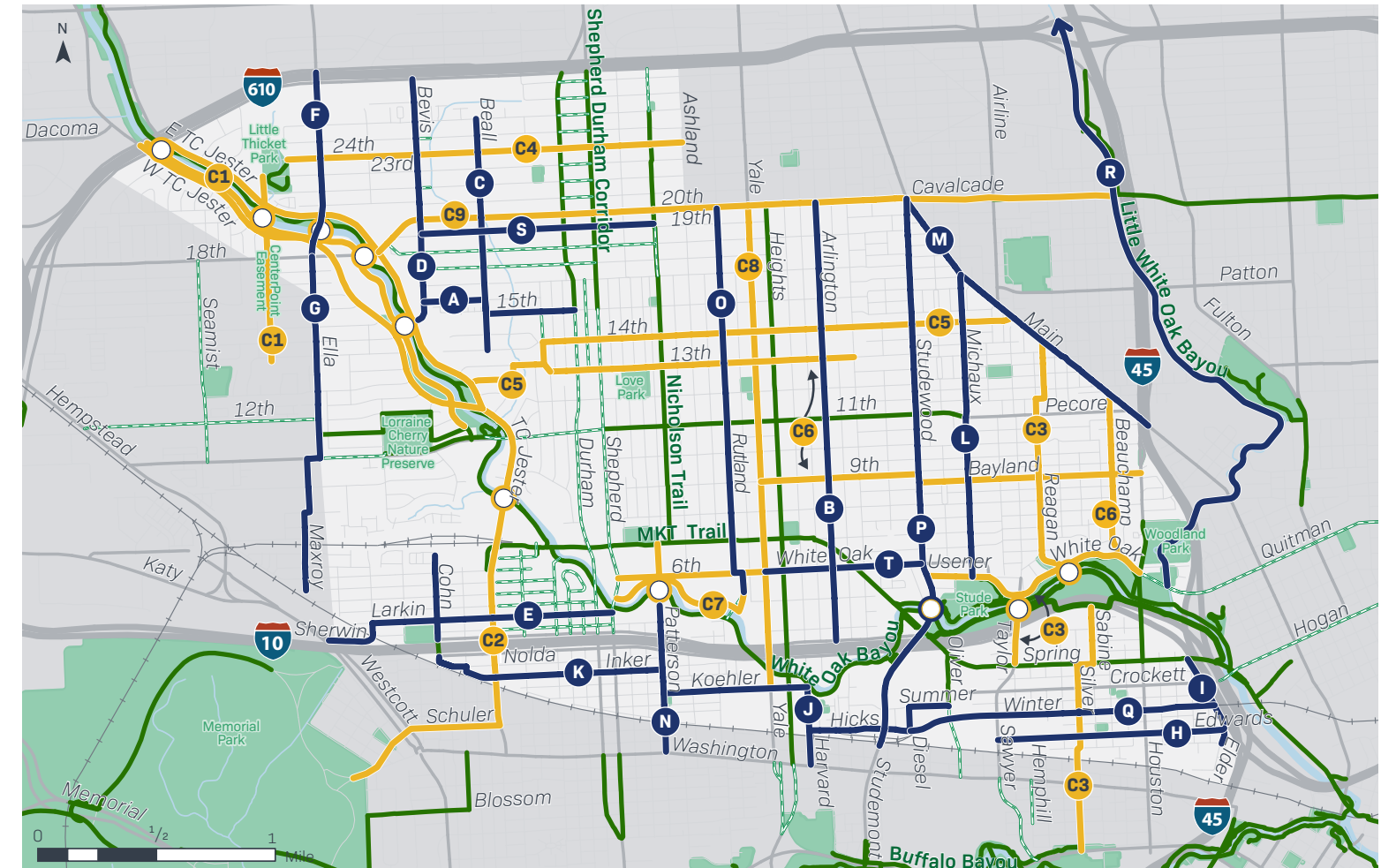


Figure 28. All Project Recommendations

LEGEND			
Catalyst Project	Active Streets & Trails	Water	
Other Project	Programmed Projects	Parks	
Key Bayou Crossing Improvement		Railroads	

Figure 28 shows all Project Recommendations. The Catalyst Projects, featured on prior pages are shown in gold. Additional Projects are shown on the map in blue and represented by letters A through T.

The following pages detail the specific improvements recommended for each project.

Additional Projects

Project ID	Project Name	Pg.
A	W 15th/W 15 1/2 Streets	82
B	Arlington Street	83
C	Beall Street	83
D	Bevis Street	84
E	Cohn Street/Larkin/Sherwin	84
F	Ella Blvd (N)	85
G	Ella Blvd (S) & Maxroy Street	85
H	Edwards Street	86
I	Elder Street Trail	86
J	Harvard/Hicks/Diesel/Summer Streets	87
K	Nolda/Inker/Koehler Streets	88
L	Michaux Street	88
M	N Main Street	89
N	Patterson Street	90
O	Rutland Street	90
P	Studemont & Studewood Streets	91
Q	Winter Street Promenade	91
R	Little White Oak Bayou Extension	92
S	W 19th Street	92
T	White Oak Drive	93

A W 15th/W 15½ Streets

Extents: Bevis St - N Durham Dr

Length: 0.7 mi.

MTFP Class: Local Street

Project Description Retrofit

This project will create an east-west Neighborhood Street from White Oak Bayou (via Bevis Street) to the Shepherd-Durham Corridor to create safe multimodal access for residents living near the SPJST Lodge 88 and Timbergrove Park.

- **Repair broken sidewalks** and install new sidewalks (equaling 0.8 mi.) along 15½ Street (MHRA and Congressional District 7 are currently installing new sidewalks along 15th Street).
- **Paint edge lines** to visibly define the travel lane and **paint curb extensions** to reduce turning radii and encourage safe travel speeds.
- Improve **curb ramps & high-visibility crosswalks** at all intersections.
- Create a safer pedestrian environment across the 15th Street Turkey Gully bridge. To improve safety, a **set of speed cushions** should be installed near the bridge on both sides to encourage slower speeds with a **painted sidewalk across the bridge** indicating the presence of people walking, biking, & rolling.
- Mill and overlay asphalt in locations with poor pavement condition.
- Add new Neighborhood Street **signage with wayfinding** to help people navigate to the Shepherd-Durham Corridor and the Bayou.



Figure 29. Example of a painted advisory sidewalk, an option for the 15th St bridge over Turkey Gully (Source: BBC)

Destinations

- Timbergrove Sports Association Fields
- SPJST Lodge 88 Community Center & Park
- Shepherd-Durham Commercial Corridor
- White Oak Bayou Greenway

Implementation Considerations

- The intersections at Beall Street and Bevis Street are critical connection points in the broader *People-First Network*. The project should direct more investment to safety at those crossings.
- 15 1/2 St ROW is 50' and 15th St ROW is 45'-70'. Pavement width is between 20' and 26' for both streets.

B Arlington Street

Extents: E 20th St - I-10

Length: 1.9 mi.

MTFP Class: Local Street

Project Description **Retrofit**

This project will create a north-south Neighborhood Street from E 20th Street to the I-10 frontage road, a nearly two-mile continuous stretch of roadway across Houston Heights and Sunset Heights. This project will also provide needed sidewalk and crossing improvements near Heights HS.

- **Repair broken sidewalks** & install of new 6' sidewalks where gaps exist & near major destinations like Heights HS & MKT Trail (equaling 0.2 mi. of new sidewalk).
- **Paint edge lines** to visibly define the travel lane.
- Install **physical curb extensions** to reduce turning radii, encourage safe travel speeds, and provide better visibility of all roadway users at intersections.
- Install one **set of speed cushions** per block.
- Improve **curb ramps and paint high-visibility crosswalks** at all intersections.
- Install Neighborhood Street **signage with wayfinding** to help people navigate to the MKT Trail, 11th Street, & White Oak Bayou.
- Install mid-block crossings at key locations, especially for safe access to Heights HS.
- Install a **raised crossing at E 13th Street & Columbia Street** as a main pedestrian entrance to Heights HS.
- Install **direct sidewalk connections to the MKT Trail** to improve local neighborhood connectivity; this location is also ideal for additional **wayfinding, seating, and public art**.

Destinations

- Heights High School
- MKT Trail
- Immanuel Lutheran Church
- Transit Connections (26 Long Point/ Cavalcade, 30 Clinton/Ella, 66 Quitman)
- 11th Street Bikeway
- 11th St, 20th St, & White Oak Dr Commercial Corridors

Implementation Considerations

- The street is lined with mature trees, which should be considered during sidewalk repair, widening, and installation.
- The existing pavement width and drainage type changes along the corridor.
- School drop off/pick up will impact the design between 13th & 15th Sts.
- Consider improvements to alley lighting
- Arlington St ROW is 70' and its pavement width is 20' to 34'

C Beall Street

Extents: W 26th St - W 14th St

Length: 1.0 mi.

MTFP Class: Local Street

Project Description **Reconstruct**

This project will retrofit Beall Street north of 20th Street and reconstruct Beall Street south of 20th Street. Together, these two segments will serve a critical role as one of the few major north-south connections for Shady Acres and the 19th and 20th Street Commercial Corridors.

Retrofit North of 20th Street

- **Repair, replace & add 6' sidewalks** north of 22nd Street, in total 1.2 mi. (Congressional District 7 and MHRA are currently repairing sidewalks south of 22nd Street).
- **Paint edge lines, stop bars & high-visibility crosswalks** to visibly define the travel lane and encourage safe travel speeds.
- Add/repair **curb ramps** at all intersections.
- Mill & overlay of asphalt to improve pavement condition & **add speed cushions** at every block.
- Install **mini traffic circles** at W 23rd & W 25th Sts. (minimum of 45' pavement width at the intersection diagonal).

Destinations

- Timbergrove Sports Association Fields
- SPJST Lodge 88 Community Center & Park
- Wright-Bembry Park
- Transit Connections (26 Long Point/Cavalcade)
- W 20th & W 19th Sts Commercial Corridor

Reconstruct South of 20th Street

- Reconstruct Beall St. in alignment with the TIRZ 5 Three Study Areas Mobility & Drainage Study to include a 6' sidewalk on the east side of the street and a **10' SUP on the west side of the street**.
- Install **mini traffic circles** at W 18th St. & W 15^{1/2} St. (minimum of 45' pavement width at the intersection diagonal).
- Install **curb extensions** at all remaining intersections to reduce crossing distance for people walking and reduce the turning radii.
- **Add speed cushions** at every block.

Implementation Considerations

- Dense housing and narrow setbacks may require creative sidewalk strategies
- Open ditch drainage will need to be replaced with curb & gutter along much of the street
- Beall St ROW is 68' - 70' and its pavement width is 20'

D Bevis Street

Extents: I-610 - E TC Jester Blvd

Length: 1.0 mi.

MTFP Class: Minor Collector

Project Description **Reconstruct**

This project will improve a critical north-south connection for Shady Acres residents to White Oak Bayou and the W 20th Street and W 19th Street commercial corridors. This project would reconstruct Bevis Street from I-610 to W 26th and from W 20th to E TC Jester Boulevard.

South of W 20th St

- Align with recommendations from the Three Study Areas Mobility & Drainage Study to add a **10' SUP on the west side** of Bevis St. & a **6' sidewalk on the east side** of the street.
- Install **curb extensions** at each intersection & **inset parking** along the street, alternating sides to create chicanes that encourage people to drive at the posted speed limit.
- Replace **curb ramps** & add **high-visibility crosswalks** at each intersection to allow safe crossings for people walking.
- Add **pedestrian-scale lighting** matching the standard of the Shepherd-Durham Corridor.
- Install **speed cushions** every 500 feet.

North of W 26th St

- Reconstruct the street to match the City of Houston Turkey Gully project with **curb extensions & inset parking**.
- Add **high-visibility crosswalks**, especially at the intersection with I-610.
- Add **6' sidewalks** along the segment on both sides of the street.
- Install **speed cushions** every 500 feet.

Destinations

- White Oak Bayou Greenway
- Timbergrove Sports Association Fields
- Transit connections (26 Long Point /Cavalcade)
- W 20th & W 19th Sts Commercial Corridor
- Live Oak Friends Meeting

Implementation Considerations

- The City of Houston is implementing the Turkey Gully drainage & roadway reconstruction project along Bevis St from W 26th St to W 20th St.
- Reconstruction should accommodate frequent driveways between W 26th and W 27th Sts.
- Bevis St ROW is 60'. North of 18th, its pavement width is 20'; South of 18th, 40'

E Cohn/Larkin/Sherwin Streets

Larkin/Sherwin Extents: Shepherd Dr - Washington Ave)

Cohn St Extents: Egbert St - I-10)

Length: 1.7 mi.

MTFP Class: Local

Project Description **Retrofit**

This project will establish a grid of safe Neighborhood Streets within Cottage Grove, linking the community to nearby trails and parks and creating safe crossings at TC Jester Boulevard. These recommendations are intended to be conducted in addition to, or in coordination with the City of Houston's Cottage Grove West drainage and sidewalk project, which will convert the streets to curb & gutter drainage and provide 5-foot sidewalks with inset parking.

- Install **high-visibility crosswalks** at every intersection along all three streets.
- Paint edge lines** to visibly define the travel lane and **build curb extensions** that shorten pedestrian crossing distances, reduce turning radii, and establish clear space near intersections to delineate space for on-street parking.
- Install Neighborhood Street **signage with wayfinding** to help people navigate to the Shepherd-Durham Corridor, MKT Trail, and Memorial Park.
- Place **pedestrian-scale lighting** along both corridors and **speed cushions** every 500 feet.
- Coordinate with the owner of the property north of Kansas St between Cohn St & TC Jester Blvd to **establish a trail connection to the western terminus of the MKT Trail**.
- Coordinate with TxDOT for a future **Cohn St pedestrian & bicycle bridge** over I-10 as part of their Inner Katy Project.
- Improve **crossings at Shepherd Dr & Durham Dr** to for people walking & biking to the White Oak Bayou Greenway.
- Establish a safe, dedicated **pedestrian & bicycle facility along Sherwin St** to and across Washington Avenue to add connectivity to Memorial Park.

Destinations

- Cottage Grove Park & Pedestrian Bridge over I-10
- Larkin Street Baptist Park
- White Oak Bayou Greenway
- Transit Connections (66 Quitman)

Implementation Considerations

- The White Oak to Memorial Park Connection recommendation (B) also recommends improvements to the intersection with Larkin St & TC Jester Blvd
- The ROW of these streets is 50' and their pavement is 20'

F Ella Boulevard (North)

Extents: I-610 - W 18th St

Length: 0.8 mi.

MTFP Class: Major Thoroughfare

Project Description **Reconstruct**

Ella Boulevard is a four-lane divided street with an existing turn lane & median along the corridor with four-foot standard bike lanes alongside the vehicle lanes.

- **Move the existing curb** four feet to the current location of the painted bike lanes to **maintain the existing vehicle travel lanes** and create enough space behind the curb for an **8' sidewalk on both sides of the street** with opportunities to plant trees.
- Redesign all intersections to provide **directional curb ramps, high-visibility cross walks, & smaller turning radii** to reduce the distance for pedestrian crossings.
- Where possible, **reconstruct median noses** to allow room for pedestrian refuge islands.
- Study the W 24th St and W 23rd St intersections to see if either warrants a signal & relocate the 30 Clinton/ Ella bus stops to the cross street that meet those warrants.
- Realign the curb ramp curb cuts to provide **directional ramps for the crosswalks** at the I-610 frontage road.
- Close unused driveways to **reduce turning conflicts** for people driving, walking, & biking.
- A **cantilevered trail bridge** along the existing Ella Blvd bridge over the Bayou and the intersections at E & W TC Jester Blvds and W 18th St can be improved as part of this project or the White Oak Connectivity Vision (Project A). See page XX for details on those intersections.

Destinations

- Memorial Hermann Greater Heights Hospital Emergency Center
- Little Thicket Park
- White Oak Bayou Greenway
- Ella Blvd & W 18th St Commercial Corridors
- Transit Connections: 30 Clinton/Ella

Implementation Considerations

- The White Oak Connectivity Vision (Project A) will also offer an opportunity to improve the Ella Blvd intersections with E & W TC Jester Blvds & W 18th St.
- Design should pay close attention to utility relocations & ensure minimal disruption to businesses along the corridor.
- Ella Blvd N ROW is approx. 75' and its pavement width is approx. 60'

G Ella Boulevard (South)

Extents: W 18th St - 11th St

Length: 1.3 mi.

MTFP Class: Major Thoroughfare

Project Description **Reconstruct**

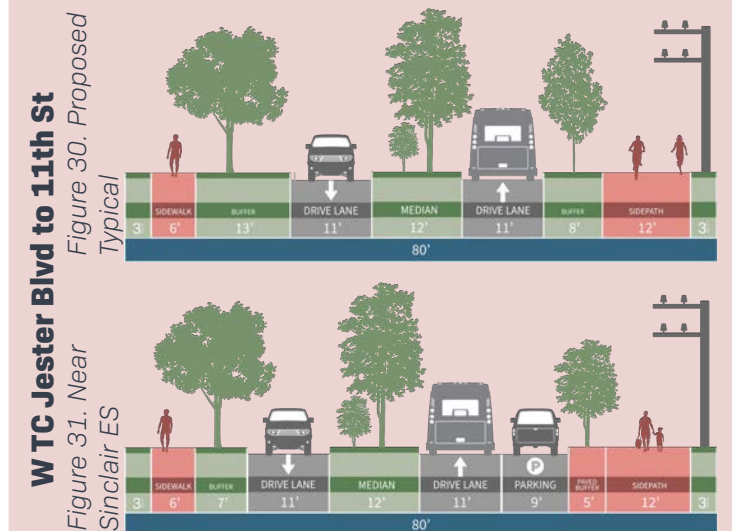
The southern segment of Ella Boulevard is currently a four-lane divided street with a median-divided turn lane and painted four-foot bike lanes. This segment of Ella Blvd. should be reconstructed as recommended in the TIRZ 12 Mobility Plan, which focuses on providing safe access for people walking and biking in Lazybrook & Timbergrove, particularly students of Sinclair Elementary.

- Reconstruct the street to have **two lanes with a median-divided center turn lane** to align with vehicle volumes & encourage drivers to adhere to the posted speed limit.
- Build a **6' sidewalk on the west side and a 12' SUP on the east side** of the street.
- Near Sinclair ES, include an **additional parking lane**, a longer **southbound left-turn lane**, & a **dedicated right-turn lane** onto Grovewood Ln to mitigate congestion during peak school hours.
- Redesign all intersections to provide **directional curb ramps, high-visibility crosswalks, smaller turning radii, & pedestrian refuges across the medians** to allow for safer pedestrian crossings.
- Modify the MTFP designation **from a Major Thoroughfare to a Minor or Major Collector**
- **Extend** improvements through **Maxroy Street** for **access to Memorial Park** via Cottage Grove.

Destinations

- Sinclair ES & Principrin School
- White Oak Bayou Greenway
- Ella Blvd & W 18th St Commercial Corridors
- Transit Connections: 30 Clinton/Ella

Ella Blvd Recommendations from City Park Mobility Plan (TIRZ 12)



Implementation Considerations

- Design should consider utility relocations and trees. There should be plenty of space behind the curb to move utilities and avoid trees for most of the corridor.
- Ella Blvd S ROW is approx. 75'; its pavement is approx. 60'

H Edwards Street

Extents: Sawyer St - Elder St

Length: 1.1 mi.

MTFP Class: Local Street

Project Description Retrofit

This project will establish a safe and walkable east-west Neighborhood Street for First Ward from Sawyer Street to Elder Street, linking key destinations like Sawyer Yards and providing key safe connections across Sawyer Street and Houston Avenue.

- Where tree conflicts allow, widen all **sidewalks to 6'** along the corridor, with construction of 0.6 miles of new sidewalk.
- Formalize on-street parking with painted parking lanes** on both sides of the street.
- Build **concrete curb extensions with vertical delineators** such as planters to shorten pedestrian crossing distances, keep intersections clear of parked vehicles, & reduce turning radii.
- Add a set of **speed cushions** per block and **paint sharrows** to indicate that drivers should expect bicyclists to use the roadway.
- Redesign the intersection of Edwards St & Houston Ave** to include crossings on all four sides, directional curb ramps, leading pedestrian intervals, & tighter turning radii. The redesign should also include a signal warrant for the intersection with signal timing coordinated with the Crockett St signal along Houston Ave.

Destinations

- Edwards St & Houston Ave commercial corridors
- Sawyer Yards
- Brock Park & American Statesmanship Park
- Transit Connections: 44 Acres Homes

Implementation Considerations

- Once the Elder St Trail (Project I) is completed, Edwards St can connect directly into the trail and offer a viable connection to the Spring St Trail and the Bayou.
- Edwards St ROW is 50' E of Holly St, otherwise it is 70'. Pavement width is 35' to 50'

I Elder Street Trail

Extents: Spring St Trail - Dart St

Length: 0.4 mi.

Project Description New Trail

First Ward residents and businesses east of Houston Avenue have no existing north-south connection due to the lack of crossings of the Southern Pacific rail line. The Elder Street Trail project should be proposed as part of TxDOT's North Houston Highway Improvement Project (NHHIP). The project should include the construction of a **12' SUP along TxDOT right-of-way to connect the Spring St Trail to Dart St** with neighborhood connections along the length. The trail would cross under the existing rail bridge and design should consider **future connections into Downtown and along Crockett Street** as part of NHHIP.

This trail extension would provide a **safe connection** for the residents **to the Spring St Trail**, unlocking **additional links to the White Oak Bayou and MKT Trail**.

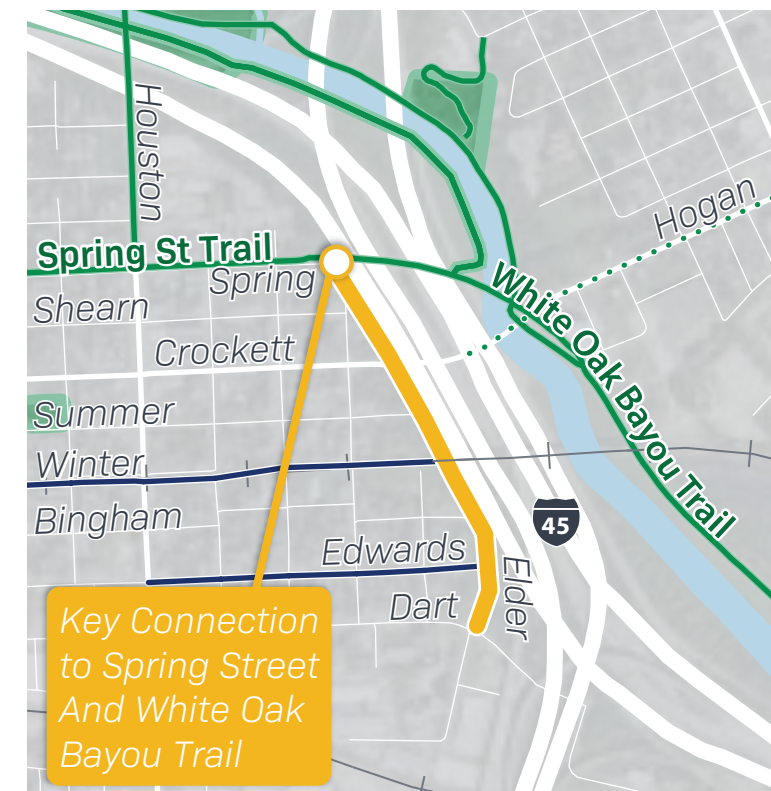


Figure 32. Elder Street Trail Project

Destinations

- Spring St Trail
- American Statesmanship Park
- White Oak Bayou Greenway
- Ecclesia Houston

Implementation Considerations

- Implementation offers an opportunity for new trail connections into Downtown via White Oak Bayou Greenway & the existing I-10 & I-45 alignment. Opportunities for connections outside of the Study Area should be reviewed during design
- The ROW for the proposed Elder St Trail is owned by TxDOT. There is no existing pavement.

1 Harvard/Hicks/Diesel/Summer Streets Corridor

Extents: Heights Blvd - Oliver St

Length: 1.0 mi.

MTFP Class: Local Streets

Project Description

Retrofit

Reconstruct

This project will create an east-west Neighborhood Street corridor by improving a series of streets that connect key commercial and residential destinations from Yale Street to Oliver Street. These streets provide direct connections to both the White Oak Bayou Greenway and Oliver Street Trail (connecting to the Spring Street Trail). Hicks Street also provides a low-traffic, grade separated crossing of Studemont Street as a safer alternative crossing for people walking and biking. Destinations served include multiple grocery stores, high-activity shopping centers, White Oak Bayou Greenway, and a growing number of new residential developments.

This project will:

- Fill **sidewalk gaps & repair existing sidewalks with a 6' minimum** width.
- Paint edge lines** on Harvard, Hicks, and Diesel Sts to visibly define the travel lane.
- Formalize **on-street parking along Summer St** with paint.
- Improve all crossings with **high-visibility crosswalks, curb ramps, & curb extensions** to reduce crossing distances for pedestrians and provide a safer crossing opportunity, including at key intersections with Heights Blvd and Washington Ave.
- Add **midblock crossings at key destinations** along Summer St.
- Install a set of **speed cushions** approximately every 500 feet.
- Add **pedestrian-scale lighting** along the corridor, especially near the Summer St & Oliver St intersection.
- Redesign the **Summer St & Oliver St intersection** to improve visibility for all road users and establish a more logical connection to the Oliver St trail.
- Install Neighborhood Street **signage with wayfinding** to help people navigate to White Oak Bayou & the MKT Trail via Oliver St.

Destinations

- Kroger
- HEB Buffalo Heights
- MKT/Spring Street Trail
- West End Multi-Service Center
- White Oak Bayou Greenway
- Olivewood Cemetery
- Transit Connections: 40 Telephone/Heights, 85 Antoine/Washington, 56 Airline/Montrose

Implementation Considerations

- Excess pavement around Studemont bridge (40 feet whereas adjacent approaches have 26 feet of pavement)
- Where excess ROW allows, consider designing for a wide sidewalk or SUP along segments of the corridor
- Consider crossing improvements at Washington Ave & Harvard St to connect to HEB and Spotts Park
- The ROW for these streets is 50' to 70', and their pavement width is 26' for Harvard & Hicks, 18' for Diesel, and 35' for Summer

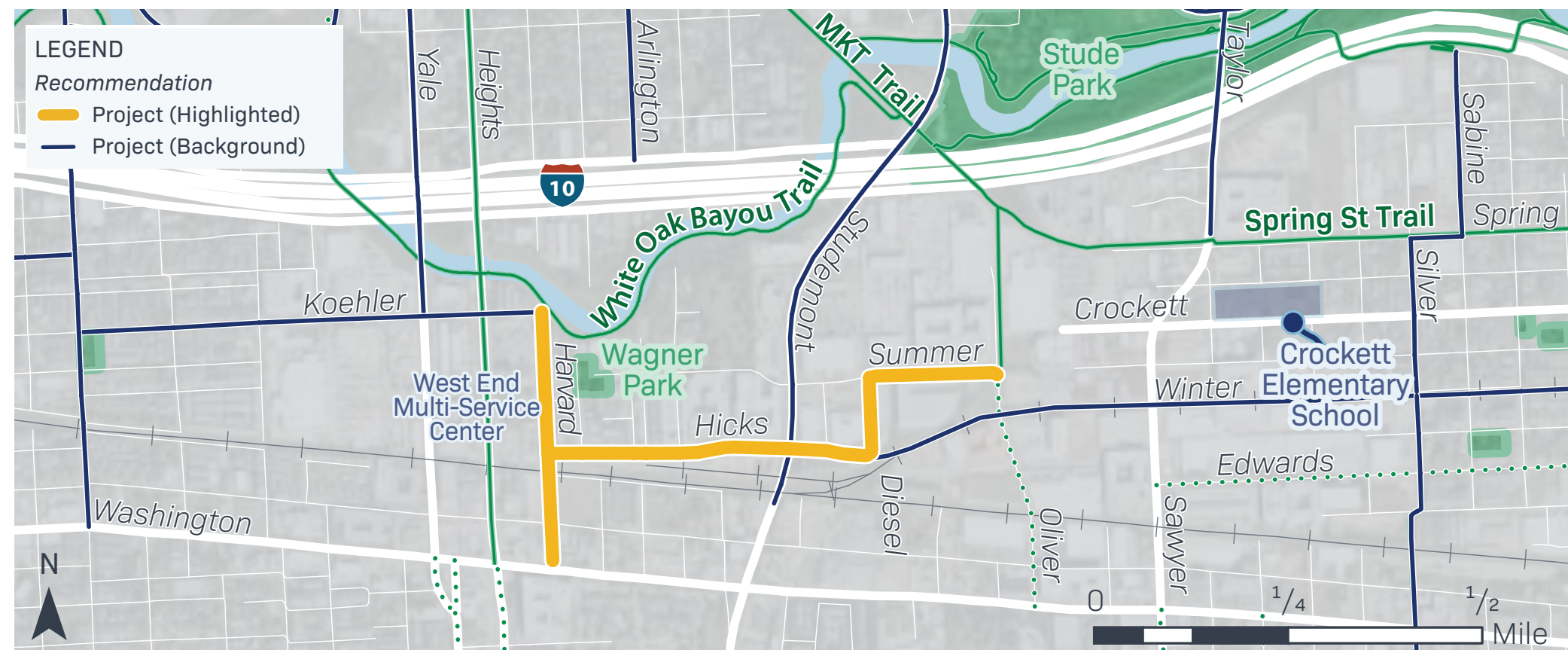


Figure 33. Harvard/Hicks/Diesel/Summer Streets Project

K Nolda/Inker/Koehler Streets

Extents: I-10 - Harvard St

Length: 1.7 mi.

MTFP Class: Local Streets

Project Description Retrofit

This project will improve the local east-west connection between Cottage Grove, the West End, and the Yale St and Heights Blvd commercial corridors south of I-10. The project will link the Cohn Street pedestrian bridge over I-10 to the White Oak Bayou Greenway trail just east of Heights Boulevard. Inker Street and Koehler Street are on the Harris County and City of Houston Vision Zero High-Injury Networks, respectively. These High-Injury Networks identify local roadways with a higher portion of serious and fatal crashes. This reconstruction project will provide a Neighborhood Street with crossing improvements at key major corridors including Shepherd & Durham Drives, Yale Street, and Heights Boulevard.

- Replace and repair all **sidewalks to 6'**, **improve curb ramps, and add high-visibility crosswalks** along both corridors.
- Install concrete curb extensions** that shorten pedestrian crossing distances & establish clear space near intersections.
- Install Neighborhood Street **signage with wayfinding** to help people navigate to the White Oak Bayou Greenway & Cottage Grove.
- Place **pedestrian-scale lighting** along both corridors and **speed cushions** every 500 feet.
- Coordinate with TxDOT to connect to the rebuilt Cohn St pedestrian & bicycle bridge over I-10.
- Redesign the **intersections at Shepherd Dr, Durham Dr, Yale St, & Heights Blvd** with safer, visible crossings for people walking and biking.

Destinations

- Cottage Grove Park
- West End Park
- Shepherd/Durham Commercial Corridor
- White Oak Bayou Greenway
- West End Multi-Service Center

Implementation Considerations

- TxDOT's Inner Katy Project will reconstruct the Cohn Street bridge over I-10
- May require reconstruction of street to replace open ditch drainage and provide appropriate space for facilities
- Design should consider the many driveways along both Inker & Koehler Sts.
- West of Bonner St, the ROW for these streets is 50' and pavement is 20'. East of Bonner St ROW is 60' and pavement is 40'.

L Michaux Street

Extents: N Main St - Usener St

Length: 1.3 mi.

MTFP Class: Minor Collector

Project Description Retrofit

This project will affirm Michaux Street as a north-south Neighborhood Street with added improvements to create a safe and comfortable walking and biking corridor. This project would retrofit most of Michaux Street. This project (alongside Project C3) provides a great opportunity to redesign the intersection of Michaux Street and Usener Street to establish a safe & distinct neighborhood gateway into Stude Park.

- Replace & repair all **sidewalks to 6' width**, equaling 2.3 mi. of new sidewalk.
- Redesign all crossings with **concrete curb extensions, high-visibility crosswalks, & directional curb ramps** to provide safe crossings.
- Give special attention to the **redesign of key intersections** at N Main St (transit connection), 14th St (*People-First Network*), Merrill St (Hogg MS), & Usener St (Stude Park).
- Where open ditch drainage exists, reconstruct to convert drainage to **curb-and-gutter** drainage & provide spot repairs where poor pavement quality exists.
- Formalize on-street parking** with painted parking areas away from intersections.
- Install Neighborhood Street **signage with wayfinding** to help people navigate to Stude Park, the Bayou, and the 11th Street Bikeway.
- Install **pedestrian-scale lighting** along the corridor and **speed cushions** every 500 feet.

Destinations

- N Main St & 11th St Commercial Corridors
- Hogg MS
- Stude Park
- White Oak Bayou Greenway

Implementation Considerations

- Reconstruction to occur only where open ditch drainage exists
- Reconstruction should consider location of utilities & prevent removal of existing trees, where possible
- S of 14th St Michaux St ROW is 60', N of 14th it is 50'. Its pavement width is 26' to 32'

M N Main Street Reconstruction

Extents: W Cavalcade St - I-45 Length: 1.4 mi. MTFP Class: Major Thoroughfare

Project Description Reconstruct

North Main Street is a major corridor serving several neighborhoods including Sunset Heights, Norhill, Brooke Smith, and Woodland Heights. The roadway’s current design within the Study Area makes it a barrier for these neighborhoods—it diagonally bisects the local street grid, creating misaligned and skewed intersections that are difficult for people driving, walking, and biking to navigate safely.

High vehicle speeds on the corridor exacerbate the issue; the 85th percentile speed exceeds 40 mph between I-610 and I-45, including in school zone segments. This project proposes realigning the corridor’s design with its existing vehicle volumes to better serve local residents and embrace its role as a key commercial and transit corridor.

- Convert North Main Street from a four-lane undivided roadway to one with **two vehicle lanes and a center turn lane**, giving people driving time and space to make safer turning movements without disrupting traffic flow.
- Reallocate the remaining space to **widen sidewalks** (8' minimum; preferred 10' width) to create a **safe path for people walking and biking, including students** who cross North Main Street to get to Browning, Field, and Travis Elementary Schools (equaling 0.5 miles of new sidewalks).
- Include **pedestrian-scale lighting, enhanced bus stops, shade trees**, and **designated on-street parking** where right-of-way allows to improve the pedestrian realm and support local businesses.
- Provide **improved curb ramps, high-visibility crosswalks**, and **reconfigured intersections** that shorten the distance needed to walk across North Main Street.
- Conduct **signal warrant analysis** for select intersections along the corridor, including locations near schools and parks such as Beauchamp St, Cottage St, Northwood St, 14th St, Michaux St, and Winston St.

Destinations

- Browning ES, Field ES, & Travis ES
- Montie Beach Park & Proctor Plaza Park
- Transit Connections: 26 Long Point/Cavalcade, 44 Acres Homes, 56 Airline/Montrose

Implementation Considerations

- Design should consider access management challenges along the corridor & identify where closing some diagonal intersections would both improve local traffic operations and reduce the potential for crashes.
- ROW of N Main St is 60'; its pavement width is 44'

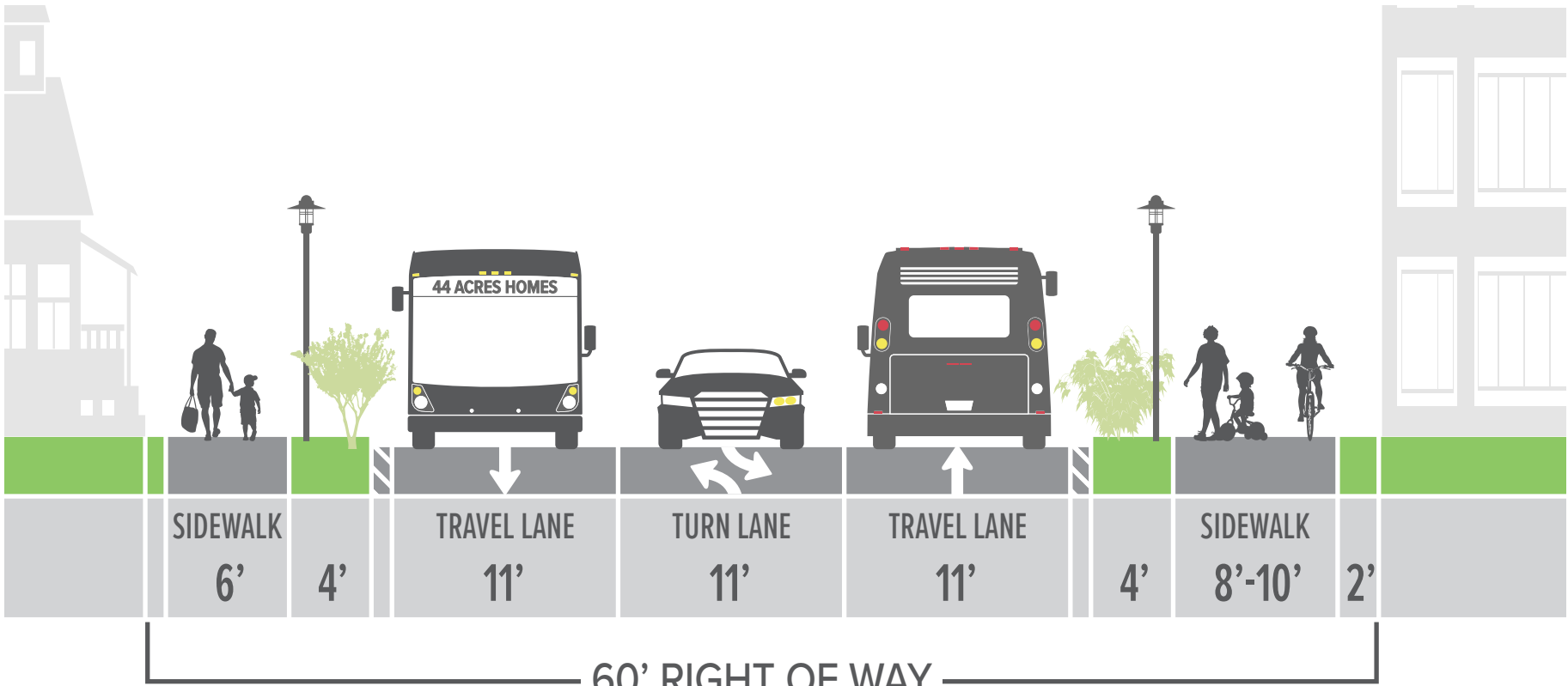


Figure 34. N Main Reconstruction Example Cross-Section

N Patterson Street

Extents: White Oak Bayou Trail - Washington Ave

MTFP Class: Local Street N of I-10,
Major Collector S of I-10

Length: 0.6 mi.

Project Description Retrofit

This project will improve Patterson Street as a safe and walkable Neighborhood Street, therefore fulfilling its unique potential as a north-south corridor that connects the White Oak Bayou Trail and Washington Avenue. North of I-10, Patterson Street can be retrofit to a Neighborhood Street.

- Replace & repair all **sidewalks to 6' width**, equaling 0.6 miles of new sidewalks.
- Redesign all crossings with **concrete curb extensions, high-visibility sidewalks, & directional curb ramps** to provide safe crossings, keep intersections clear of parked vehicles, & reduce turning radii.
- Provide spot repairs where poor pavement quality exists.
- **Formalize on-street parking** with painted parking areas away from intersections.
- Install Neighborhood Street **signage with wayfinding** to help people navigate to West End Park and the Bayou.
- Install **pedestrian-scale lighting** along the corridor and **speed cushions** every 500 feet.
- Study the feasibility of a pedestrian/ bike bridge over White Oak Bayou.

North of the I-10 Highway bridge, improvements would expand to include:

- **Mini traffic circle** at Cornish St to calm traffic coming off of the highway.
- Concrete **chicanes and access management** to protect walkers and bikers accessing the White Oak Bayou Trail.
- **Pedestrian lighting** to promote access to the Trail and improve the entrance.

Destinations

- White Oak Bayou Trail
- West End Park
- Crossing of I-10 and railroad
- Washington Avenue Commercial Corridor

Implementation Considerations

- Coordinate with TxDOT's I-10 Inner Katy Project, which plans to provide a 17-foot pedestrian & bicycle realm on the overpass.
- Implementation in conjunction with Project T will create a more robust local network, as they align for approximately 530 feet.
- The ROW of Patterson St is 50' N of I-10 and 55' S of I-10. Its pavement width is 35'

O Rutland Street

Extents: W 20th St - W 6th St

Length: 1.6 mi.

MTFP Class: Local Street

Project Description Retrofit

This project will create a 1.56-mile north-south Neighborhood Street along Rutland Street from W 20th Street to the MKT Trail and W 6th Street, serving the Houston Heights neighborhood.

- **Repair broken sidewalks** and install new 6'-wide sidewalks where gaps exist (equaling 1.9 miles of new sidewalks).
- South of 11th St, **paint edge lines** to visibly define the travel lane.
- North of 11th St, **paint parking rows** to visibly define the travel lane. Install **curb extensions** to reduce turning radii, encourage safe travel speeds, & provide better visibility of all roadway users at intersections.
- Improve & install **curb ramps, stop bars, & high-visibility crosswalks** at all intersections.
- Install a **set of speed cushions** every block.
- Add Neighborhood Street **signage with wayfinding** to help people navigate to the MKT Trail, 11th Street, and White Oak Bayou.

Destinations

- White Oak Bayou Greenway & MKT Trail
- Houston Heights Bird Sanctuary
- Milroy Park
- W 20th St & W 19th St, W 29th St, W 11th St, and M-K-T Commercial Corridors
- Future: Rutland Street bridge over White Oak Bayou

Implementation Considerations

- The street is lined with mature trees, which should be considered during sidewalk repair, widening, and installation.
- Coordination with TxDOT and its plans for the Rutland Street bridge over White Oak Bayou for a seamless transition within the multimodal network.
- Rutland St ROW is 70' and its pavement width is 35' N of 11th, 20' S of 11th

P Studewood/Studemont Street | Q Winter Street Promenade

Extents: N Main St - UPRR

Length: 2.4 mi.

MTFP Class: Major Thoroughfare

Project Description **Retrofit**

North of I-10, Studewood Street is a critical commercial corridor with recent crossing improvements for safe transit and school connectivity. South of I-10, Studemont Street connects to large commercial and residential developments. This project focuses on a retrofit of existing crossings with wider sidewalks or shared use paths behind the curb.

- **Add a 10' SUP behind the curb on one or both sides** of the street north of I-10.
- South of I-10, **widen existing sidewalks to 6'** preferred, in total equaling 0.4 mi. of new sidewalks.
- Add **mid-block crossings at key locations** to match the existing mid-block crossings to improve school crossing safety & support transit connectivity at 7th St, 8th St, Bayland Ave, Highland St, Cottage St, 14th St, between Le Green St & Peddie St, 18th St, and 19th St.
- **Upgrade curb ramps & crosswalks at all intersections**, especially at White Oak Dr, 11th St, & 14th St.
- Study options for redesigning the intersection of E 20th St, N Main St, & Studewood St as part of MHRA's current 20th Street project.
- **Access management** to consolidate driveways and remove sidewalk conflicts where feasible.

Destinations

- Field ES, Hogg MS
- Stude Park & White Oak Bayou Greenway
- Studewood St, Studemont St, N Main St, 14th St, 11th St, & White Oak Dr Commercial Corridors

Implementation Considerations

- Recent improvements by METRO BOOST project created improved bus stops, better sidewalks/curb ramps, & new midblock crossings.
- Parked vehicles often block the sidewalks along Studewood St; wider sidewalks or a new SUP should consider placement to reduce the possibility of these conflicts.
- Studewood and Studemont St ROW is 50' with the exception of one block of 70'; its pavement width is 35'

Extents: Diesel St - Elder St

Length: 1.3 mi.

MTFP Class: Local Street

Project Description **Reconstruct**

The UPRR line along Winter Street is a major north-south barrier for the First Ward neighborhood. Prior studies recommend a **trail along one side of the rail line or an alley-like shared street** to improve local access for residents. This plan reinforces these recommendations as short term investment to create a safer, more accessible local street.

Long term, this plan recommends "triple tracking" the freight rail line. Triple tracking would relocate all freight traffic from Winter Street to the main sub line running north of Center Street. This would allow for several new opportunities:

- **Reconnect the disrupted local street grid**, including at Sabine, Colorado, Johnson, Hickory, Goliad, and Holly Streets.
- **Remove at-grade rail crossing conflicts** at existing crossing locations like Houston Ave, Silver, Henderson, Oliver, and Sawyer Streets.
- Create **space for the Winter Street Promenade: a new trail & local street connection from Hicks St to Holly St** in the east, similar to the existing design along Spring Street.
- When combined with other recommendations in this plan, including the Elder Street Trail, **establish a premier neighborhood loop of trails** to benefit local residents and businesses.

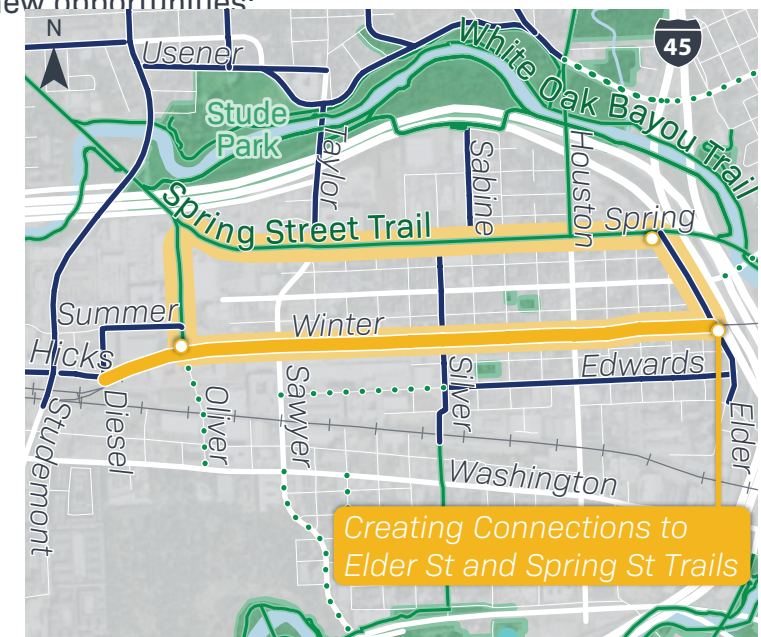


Figure 35. Winter Street Trail Loop Potential

Destinations

- Brock Park, Summer Street Park
- Sawyer St, Studemont St, Edwards St, and Houston Ave Commercial Corridors
- Transit Connections: 30 Clinton/ Ella, 44 Acres Homes

Implementation Considerations

- Implementation would require coordination with UPRR & could be part of a larger grade separation project along the corridor.
- Winter St ROW is 70', and its pavement is variable from 0 - 11'

R Little White Oak Bayou Trail

Extents: White Oak Dr - Moody Park

Length: 1.3 mi.

Project Description New Trail

Little White Oak Bayou, also known as Hollywood Bayou, is a north-south branch of White Oak Bayou that runs for over 6 miles from Yale Street at W Tidwell Road in north Houston to Freed Art & Nature Park. Near Greater Heights, Little White Oak runs along important community destinations, including Moody Park, White Oak Music Hall, and Woodland Park. This project proposes an expansion of the Bayou Greenways by incorporating Little White Oak Bayou into the regional trail network and providing safe walking and biking access to the North Main Street commercial corridor.

- **Add a 12’ Shared Use Path on the bank** of Little White Oak Bayou.
 - Build **underpasses**, where feasible, to provide continuous, uninterrupted trail access beneath major corridors.
 - Add **mid-block crossings at key locations** to support access to community destinations from either side of the trail.
- **Upgrade or build sidewalks** connecting to trail access points.
 - Study the feasibility of extending the Little White Oak Bayou Greenway north beyond Moody Park.

Destinations

- Woodland Park, Freed Art & Nature Park
- Moody Park & Community Center
- White Oak Music Hall
- North Main/White Oak Commercial District
- METRORail Red Line (via Moody Park station)

Implementation Considerations

- Coordination with TxDOT and plans for NHHIP are critical as the Bayou is currently channelized beneath the North Freeway
- Coordination with North Main Street project to create safe mobility at junction with Little White Oak Bayou
- Little White Oak Bayou is not well-maintained; partnerships to clean and enhance the Bayou should be considered
- HCFCD owns the ROW for this area

S W 19th Street Reconstruction

Extents: W 20th St - Nicholson St

Length: 1.1 mi.

MTFP Class: Minor Collector

Project Description Reconstruct

W 19th Street is a critical commercial corridor for the Shady Acres neighborhood, home to popular restaurants and bars that serve the greater Houston area. This project supports the recommendations of the TIRZ 5 Three Study Areas Mobility & Drainage Study to reconstruct W 19th Street as a signature link from White Oak Bayou to the walkable “Main Street” storefronts east of Nicholson Street.

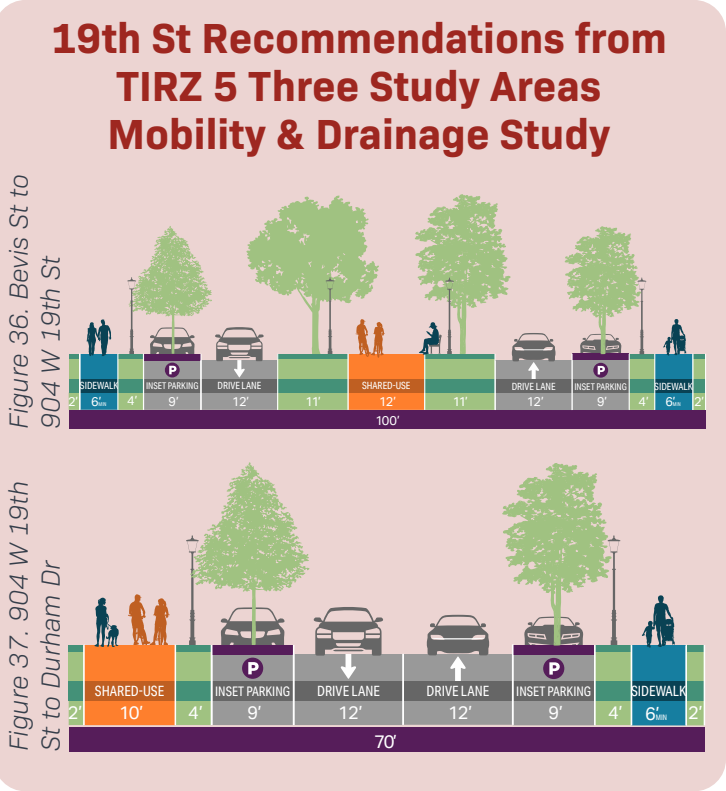
- Where ROW is wide, construct a **median-running, tree-lined 12’ SUP**, similar to Heights Blvd. Where ROW narrows, the **SUP should narrow to 10’ & move behind the curb** on one side.
- Along both segments, **provide two vehicle lanes in each direction with inset parking, upgraded curb ramps & shortened pedestrian crossings** to improve pedestrian visibility.
- Use **enhanced pavement markings** to communicate shared spaces between people driving & people outside of cars.
- Add **mid-block crossings** to increase access to local businesses (ex: Beall St to Durham Dr).
- **Upgrade or add sidewalks** (1.2 mi.) & improve connections to local bikeways and active streets, including through **wayfinding** that directs people to Nicholson Street, Heights Boulevard, and the White Oak Bayou Greenway.

Destinations

- Nicholson Street Trail
- 19th Street Commercial Corridor
- Heights Boulevard active street

Implementation Considerations

- Consider projects for Yale Street and West 20th Street to coordinate safe access and mobility for all users
- 19th St ROW is 70’ or more; pavement width is 22’ west of Durham Dr, 38’ east of Shepherd Dr.



T White Oak Drive

Extents: Yale St - Studewood St Length: 0.7 mi.

MTFP Class: Minor Collector

Project Description Retrofit

White Oak Drive is one of the major commercial corridors in the Heights’s southern neighborhoods and home to many local businesses. Despite the street’s connections to the MKT Trail and Heights Boulevard, the four-lane undivided street does not often feel comfortable to walk along or cross on foot. A retrofit that focuses on crossing improvements and placemaking would support local businesses could affirm this corridor as a destination within the Study Area.

- Upgrade all sidewalks (6’ width preferred) & replace missing or poor-condition curb ramps, equaling 0.4 miles of new sidewalks in total.
- Improve the existing mid-block crossing at the MKT Trail by converting the existing painted curb extensions to concrete.
- Improve the existing crosswalks at Threlkeld St & Granberry St to raised crossings to improve access to local businesses.
- Install curb extensions & high-visibility crosswalks, particularly at key intersections such as Yale St, Heights Blvd, Arlington St, Harvard St, and Oxford St.
- Invest in placemaking such as seating, pedestrian-scale lighting, & shade where feasible to add to the sense of place.

Destinations

- Heights Blvd Trail & MKT Trail
- White Oak Drive Commercial Corridor
- Transit Connections: 40 Telephone/ Heights, 56 Airline/Montrose

Implementation Considerations

- Consider ways to use placemaking elements to improve the existing crossing at the MKT Trail to encourage trail users to use the improved crossing
- The ROW of White Oak Dr is 70', E of Granberry St it is 60'. Its pavement width is 44'

P1 Greenway Placemaking & Wayfinding Program

Program Description

The goal of this project is to create a more accessible walking and biking experience for residents and visitors of the White Oak Bayou Greenway. This project clarifies the locations and connections along the growing trail network on White Oak Bayou, the MKT Trail, the Shepherd-Durham Corridor, the Spring Street Trail, Heights Boulevard, and Nicholson Street.

- Focus signage on MKT Trail/Cottage Grove area.
- Create visual cues and wayfinding posts to define directions at the MKT Trail/ White Oak Bayou Greenway junction.
- Identify future areas of implementation to assist trail users.



Figure 38. Wayfinding Example Locations

Destinations

- Lawrence Park, Stude Park, Woodland Park, Donovan Park
- MKT Trail, White Oak Bayou Greenway, Spring Street Trail

Implementation Considerations

- Consideration of Stude Park Master Plan and TxDOT Interstate 10 Project to understand changing shared use path access and corridors

P2 Safe Routes to School Program

Program Description

Community members consistently highlighted **safe streets near schools as a major priority**, reflected in the plan's School Streets Goal. That goal is to "Create an environment in which students feel safe walking or biking to school by implementing safe street infrastructure initially within a 1/4-mile radius of all schools."

The roster of Project Recommendations takes this goal seriously, recommending projects within 1/4 mile of every school in the study area. Some projects, such as C6 Heights School Streets, G Ella Boulevard (S), M N Main Street, and P Studemont and Studewood Streets were selected in part for specific opportunities to improve safety for students at nearby schools.

Figure 39 lists each project within 1/4 mile of every public school in the study area. At a minimum, each school has two projects that provide direct impacts for students. Some schools, such as Heights High School, have four or more nearby projects. As school-focused funding opportunities arise, the TIRZ has several options available to improve safety near all schools in the Greater Heights.

Each project offers multiple opportunities to create safer crossing conditions, wider sidewalks, better lighting and shade, and other design options that encourage drivers to drive at or below the posted speed limit. Figure 40 shows an example of what some of these projects could look like along 13th Street near Love Elementary School.

Public School	Recommended Projects within ~1350 Feet
Browning Elementary	C3 - Heights to Buffalo Bayou Corridor, C6 - Heights School Streets, L - Michaux St, M - N Main St
Crockett Elementary	C3 - Heights to Buffalo Bayou Corridor, H - Edwards St, Q - Winter St Promenade
Field Elementary	C9 - 20th St Improvements, M - N Main St, P - Studemont and Studewood Sts
Hamilton Middle	C8 - Yale St Improvements, C9 - 20th St Improvements, B - Arlington St, O - Rutland St
Harvard Elementary	C6 - Heights School Streets, C8 - Yale St Improvements, B - Arlington St, T - White Oak D
Heights High	C5 - 14th St Reconstruction, C6 - Heights School Streets, C8 - Yale St Improvements, B - Arlington St, P - Studemont and Studewood Sts
Helms Elementary	C4 - Shady Acres Greenway, C9 - 20th St Improvements, O - Rutland St, S - W 19th St
Hogg Middle	C6 - Heights School Streets, L - Michaux St, P - Studemont and Studewood Sts
Love Elementary	C5 - 14th St Reconstruction, C6 - Heights School Streets
Sinclair Elementary	G - Ella Blvd (S) and Maxroy St, C1 - White Oak Connectivity Vision
Travis Elementary	C3 - Heights to Buffalo Bayou Corridor, C6 - Heights School Streets, M - N Main St

Figure 39. Projects Within 1/4 mile of a School



Figure 40. Example School Street Design Elements Example

P3 Safe Routes to Transit Program

Program Description

An important feature of the Greater Heights area is access to reliable and safe transit. Figure 41 and Figure 42 showcase the various bus routes that run through Greater Heights and the miles of roadway within a quarter mile of the bus routes. Figure 41 includes data on the miles of **existing sidewalks withing ½ mile of the various bus routes and the miles of sidewalks needed to make the sidewalk network complete** within ½ mile of the bus routes. Understanding the proximity and condition of sidewalks to bus routes allows for the opportunity to implement sidewalk repair and construction alongside METRO improvements to transt lines.

Bus Route Name	Miles of Roadway Within 1/2 Mile of Route	Miles of Existing Sidewalks Within 1/2 Mile of Route	Needed sidewalks for Complete Network Within 1/2 Mile of Route
44 Acres Home	40	52	28
56 Airline/Montrose	44	65	23
30 Ella Clinton	101	139	63
26 Long Point Cavalcade	49	62	36
66 Quitman	76	100	52
27 Shepherd	63	72	54
40 Telephone Heights	50	78	22
Greater Heights Total	182	241	123

Figure 41. Transit Lines in Study Area

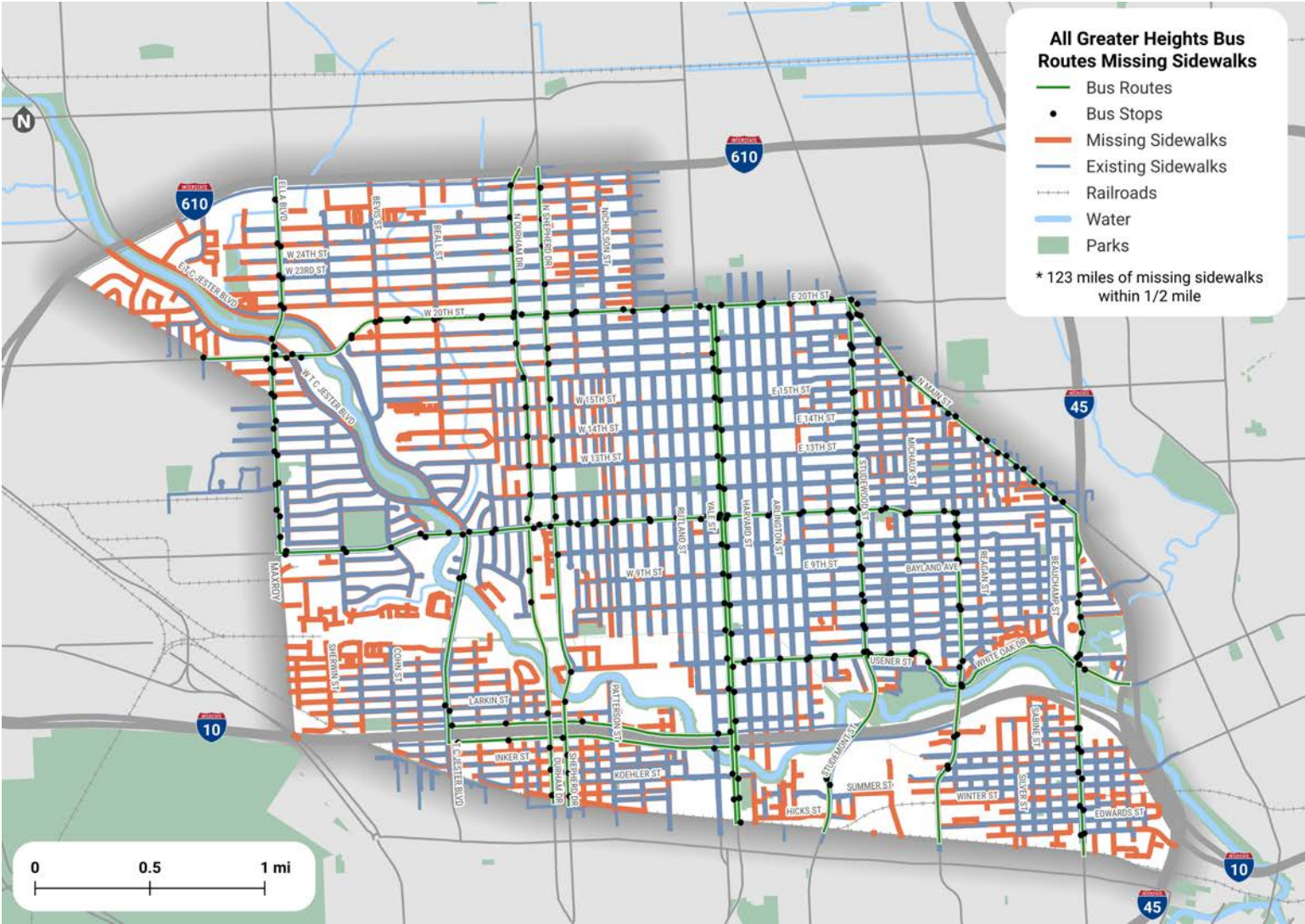


Figure 42. Transit Routes and Sidewalks Map

Neighborhood Streets Framework

Street Typology

Neighborhood Streets are lower vehicle-volume streets designed so that people using all modes can share the street comfortably and safely. These streets are the basis of a neighborhood: they are the transitory stage between a front door and a shared community space. They are the stages on which neighbors greet each other, kids make friends and play in yards, and families and friends stroll together. Due to their comfort and safety, Neighborhood Streets are a place, not just a throughway for travel.

The *Neighborhood Streets Framework* is a tool for determining the appropriate projects an agency can implement to create Neighborhood Streets. The Framework identifies the big ideas of what Neighborhood Streets should be, taken from community conversations and goals. Then, the Framework filters big ideas through three ingredients and their on-street tools with a proven record of achieving those goals. Finally, all tools are sorted into three levels of investment to ensure that, even with constrained budgets, any agency can create a safe street for all.

Neighborhood Streets should...

- Be natural
- Be accessible
- Be a destination
- Be welcoming
- Be intentional
- Put people first

Ingredients of a Neighborhood Street

Designing a shared street involves being clear, intentional, and safe. Neighborhood streets are places where vehicle traffic is slow, people walking and biking are visible, and the design of both the street and landscaping makes residents proud to live on their block.

Make it Safe

Designing for appropriate vehicle speeds creates conditions for all road users to feel safe and comfortable on their Neighborhood Street. Preventing unpredictable and unexpected movements on the road allows kids, families, and all residents to enjoy their space together. Safety strategies for Neighborhood Streets should consider including:

- Speed cushions
- Raised crossings & intersections
- Chicanes
- Access Management
- Curb extensions

Make it a Place

Neighborhood streets are an important community gathering space. Whether used for after-school family walks, a game of pick-up basketball, or a stroll to see Lights in the Heights with neighbors, the street is the stage for the show that is living in the Heights. Creating a sense of place on the street lends space for expression, care, and stewardship. The following features facilitate this strategy:

- Planters in curb extensions & chicanes
- Places to sit or gather
- Native vegetation plantings
- Mini-medians
- Public art

Make it Clear & Visible

Community feedback indicates a willingness to change the look and feel of streetscapes for the better, so long as the changes are easy to understand. Letting all users, especially those driving a car, know where to maneuver safely and where to yield increases safety and security for everyone in the neighborhood. To achieve this, Neighborhood Streets should include:

- Marked crosswalks
- Themed wayfinding
- Pedestrian level lighting
- Pavement markings
- Visible curb paint



Rue Berri, Montréal, QC



St. Paul, MN via streets.mn



Wyandotte Street, Kansas City, MO via KCUR

Make it Safe Toolbox

Safe Streets Tools

When considering a Neighborhood Street, a wide variety of street interventions can be made to improve that street's safety by encouraging drivers to not go over the speed limit. Appropriate speeds give drivers time to see people walking, biking, and rolling and reduce the consequences of any potential conflict. The following are the key tools to use to achieve this condition.

This toolbox presents countermeasures allowable in the City of Houston's Infrastructure Design Manual (IDM). Each corridor will need further assessment for the best allowable and appropriate tool/countermeasure based on context and traffic. Corridors must go through the Neighborhood Traffic Management Program (NTMP) process before implementation (per IDM Section 15.2.11.B.2).

Chicanes

Mid-block deviations in the curb or travel lane (chicanes) narrow the street to encourage careful driving. The reclaimed space behind the curb returns street space for community use, such as for trees or gardens.



Bloomington, IN via Google Earth

Curb Extensions

Paint, bollards, posts, or concrete curbs extending into the roadway shorten crossing distances for people walking at intersections or at midblock crossings, increasing visibility in areas where on-street parking is already prohibited.



Cincinnati, OH via WVXU

Raised Crossings

Similar to a speed cushion, raised crossings create a vertical obstacle to caution drivers of people crossing the street.



Houston Heights, TX via Heights MKT

Access Management

Access limits encourage safe speeds and direct through vehicle traffic to collectors and thoroughfares instead of speeding through local streets. Access to people walking and biking can be maintained with selectively permeable designs.



Québec City, QC via Google Earth

Speed Cushions

Speed cushions calm general traffic speeds and raise driver awareness. These can be designed with openings that allow the wheelbases of emergency vehicles and bicycles to pass uninterrupted.



Houston, TX via Houston Chronicle

Raised Intersections

The same idea of a raised crossing can be applied to an entire stop-controlled intersection in areas of high crossing volumes, such as near schools.



Woodhead Street, Houston, TX

Mini Traffic Circles

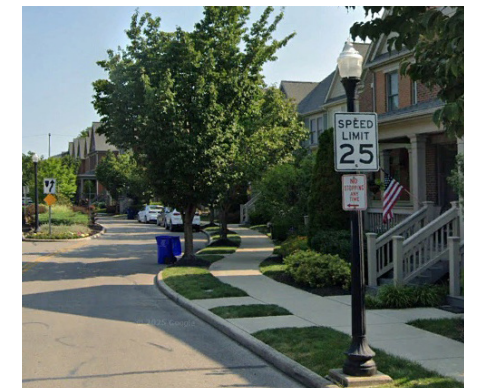
Mini traffic circles encourage vehicles to approach and cross intersections at appropriate speeds. They also create a space for community gardens, plantings, or monuments.



Vancouver, BC via PBIC

Speed Limits

Modifying local residential street speed limits is a well-understood manner to indicate calmer streets for drivers. Speeds below 30 mph can help reduce the chance of severe or fatal injury in cases of a crash.



Columbus, OH via Google Earth

Make it a Place Toolbox

Placemaking Tools

Pavement designs and patterns to either delineate driving space or just encourage careful driving give the community opportunities to take ownership and feel pride on its own street. With higher levels of investment, streets can go beyond paint to plantings and features that make the street a destination instead of just the path to a destination.

Pavement markings are represented in the City of Houston IDM and standards are outlined in that document.

Community Art

In all streetscape adjustments, the opportunity for neighbors to contribute to the aesthetic improvements of the space just beyond their front yard should be considered.



S Troy St, Chicago, IL via ANF Chicago

Planters

Plants enhance the appearance of the street in areas dominated by concrete or asphalt. New trees, shrubs, and garden beds with native plantings beautify the neighborhood while encouraging people to move slowly and deliberately.

Any design including box planters would need to be approved on a case-by-case basis as no existing standards exist in the City of Houston IDM for those planter types.



E 18th St, Kansas City, MO

Medians

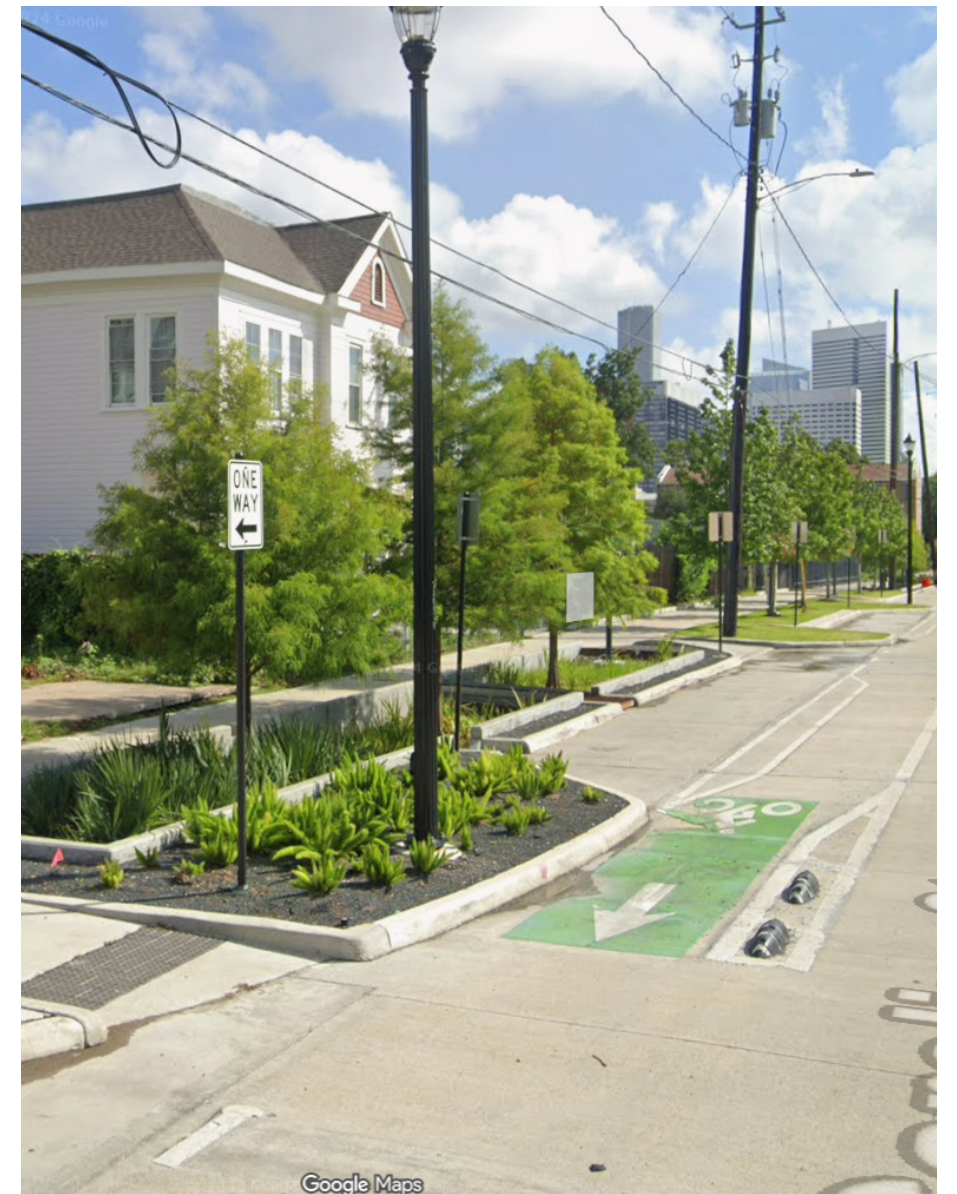
At entrances to the street from thoroughfares or collectors, small medians can channel vehicles from fast to appropriate speeds. Medians can serve as a gateway that add to a sense of place, announcing the community to its surroundings.



Salford St, Houston via Google Earth

Drainage Swales

Investment to upgrade and maintain open ditch drainage channels can create natural greenspaces that more efficiently collect runoff and improve the street's appearance year-round.



Google Maps

Caroline St, Houston via Google Earth

Make it Clear & Visible Toolbox

Safe Streets are Clear & Visible

When modifying streetscapes, it's important for all users to know what those changes are and what they mean for daily mobility. Clearly marking uses, potential conflicts, and rules of the road help remind everyone that these are shared spaces for everyone to enjoy. Community feedback has directly shown appreciation for clearly marked and painted upgrades.

On-Street Parking Boundaries

Delineating parking spaces helps to set expectations of all road users where to anticipate parked vehicles or people.



Oak Park, IL via Google Earth

Themed Wayfinding

Signs that orient people outside of cars to the active street network help assure them that they are on an improved street. Where permissible, alternate street signs can help designate these streets as improved spaces for all users.



Portland, OR via Bike Portland

Sharrows

Permissive pavement markings indicate to all road users that people on bikes will be present. These markings assure people on bikes that they are on an appropriate bike route.



Salford Street, Houston via Google Earth

Marked Crosswalks

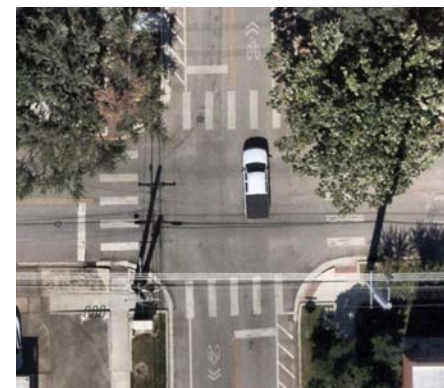
Continental crosswalks with appropriately distanced stop bars are the most visible, the best practice, and the only recommendation for all pedestrian crossings.



Harvard St, Houston via Nearmap

Pavement Markings

High-visibility pavement markings that ascertain street use (such as sharrows) and permitted movements (such as on-street parking delineation and stop bars) encourage people to travel on the street responsibly.



Woodhead St, Houston via Nearmap

Pedestrian Lighting

Human-scale lighting increases visibility and the perception of safety for people walking and biking on active streets.



Rutland Street, Houston via Google Earth

Investment Levels

While budget priorities and timelines may not make every street a candidate to receive every improvement, there is a minimum set of upgrades that should be made for a local street to truly become a Neighborhood Street. Three Levels of Investment are proposed, where Benchmark streets contain the bare minimum to truly be considered Neighborhood Streets, while higher stages provide more safety and community benefits at higher investment levels.

★ Benchmark Neighborhood Streets

- A** Sidewalks on both sides (5' min. width, 6' preferred)
- B** Curb ramp improvements
- C** Speed cushions
- D** Shared lane pavement markings
- E** Neighborhood Street signage
- F** Active street-specific signs (R4-11, W11-1)
- G** High-visibility crosswalk markings along the entire corridor
 - Median refuge islands (not shown)
- I** Painted curb extensions, parking delineation, and chicanes
- J** Street trees where missing
 - Street lighting evaluation and improvement (not shown)

★★ Enhanced Neighborhood Streets

- All of *Benchmark* features, plus:
- Raised crosswalks (mid-block) at key locations
 - Concrete curb extensions
 - Stop sign optimization
 - Potted or box planters
 - Medians at neighborhood entrances
 - Open-ditch drainage improvements or conversion to vegetated swales

★★★ Gold Star Neighborhood Streets

- All of *Benchmark and Enhanced* features, plus:
- Median optimization for safer turning movements and to avoid turning conflicts
 - Access management
 - Mini traffic circles
 - Raised intersections
 - Concrete chicanes
 - Pedestrian-scale lighting

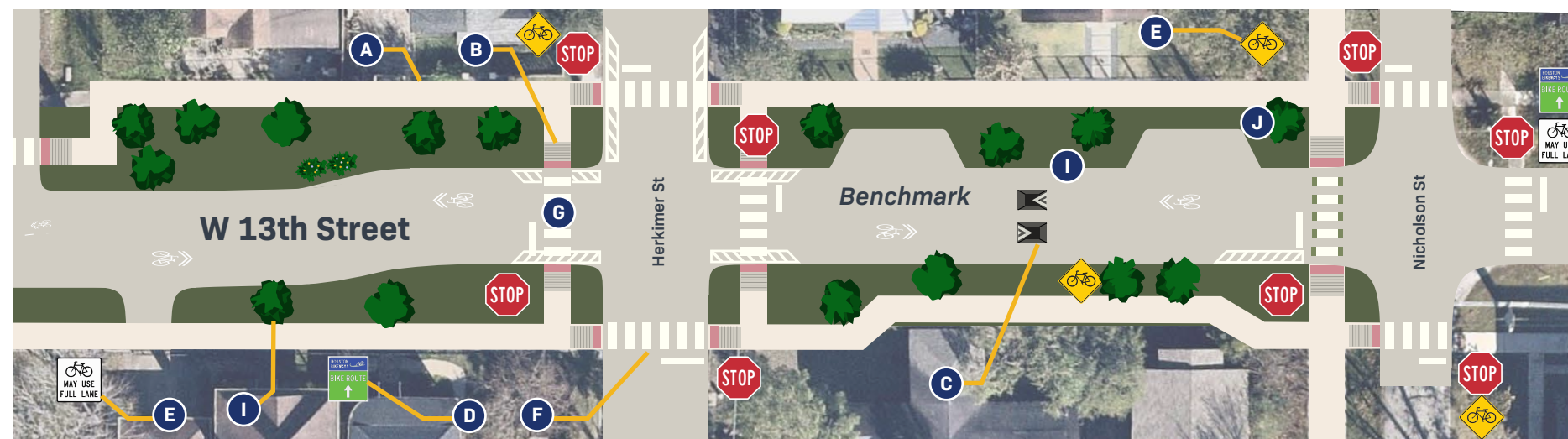


Figure 43. Example Benchmark Neighborhood Street - Blair Street to Nicholson Street

Investment Levels

While budget priorities and timelines may not make every street a candidate to receive every improvement, there is a minimum set of upgrades that should be made for a local street to truly become a Neighborhood Street. Three Levels of Investment are proposed, where Benchmark streets contain the bare minimum to truly be considered Neighborhood Streets, while higher stages provide more safety and community benefits at higher investment levels.

★ Benchmark Neighborhood Streets

- Sidewalks on both sides (5' min. width, 6' preferred)
- Curb ramp improvements
- Speed cushions
- Shared lane pavement markings
- Neighborhood Street signage
- Active street-specific signs (R4-11, W11-1)
- High-visibility crosswalk markings along the entire corridor
- Median refuge islands
- Painted curb extensions, parking delineation, and chicanes
- Street trees where missing
- Street lighting evaluation and improvement

★★ Enhanced Neighborhood Streets

All of *Benchmark* features, plus:

- Ⓛ Raised crosswalks (mid-block) at key locations
- Ⓜ Concrete curb extensions
- Ⓝ Stop sign optimization
- Ⓞ Potted or box planters
 - Medians at neighborhood entrances (not shown)
- Ⓚ Open-ditch drainage improvements or conversion to vegetated swales

★★★ Gold Star Neighborhood Streets

All of *Benchmark and Enhanced* features, plus:

- Median optimization for safer turning movements and to avoid turning conflicts
- Access management
- Mini traffic circles
- Raised intersections
- Concrete chicanes
- Pedestrian-scale lighting

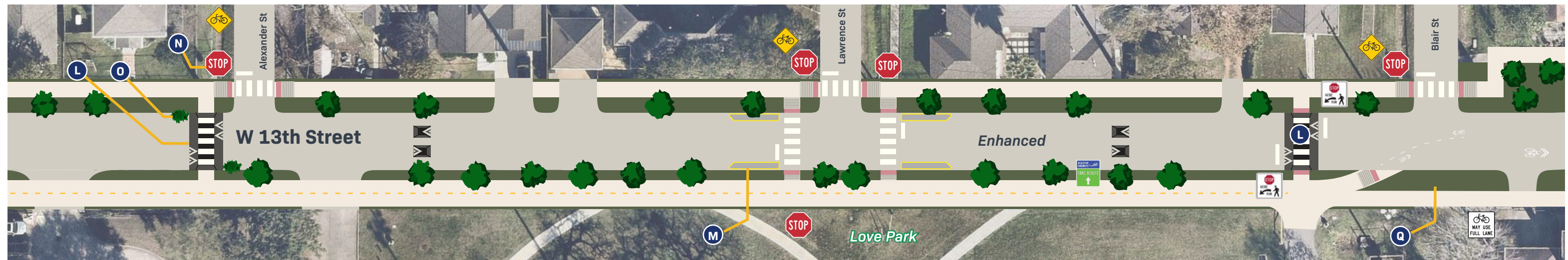


Figure 44. Example Enhanced Neighborhood Street - Alexander Street to Blair Street

Investment Levels

While budget priorities and timelines may not make every street a candidate to receive every improvement, there is a minimum set of upgrades that should be made for a local street to truly become a Neighborhood Street. Three Levels of Investment are proposed, where Benchmark streets contain the bare minimum to truly be considered Neighborhood Streets, while higher stages provide more safety and community benefits at higher investment levels.

★ Benchmark Neighborhood Streets

- Sidewalks on both sides (5’ min. width, 6’ preferred)
- Curb ramp improvements
- Speed cushions
- Shared lane pavement markings
- Neighborhood Street signage
- Active street-specific signs (R4-11, W11-1)
- High-visibility crosswalk markings along the entire corridor
- Median refuge islands
- Painted curb extensions, parking delineation, and chicanes
- Street trees where missing
- Street lighting evaluation and improvement

★★ Enhanced Neighborhood Streets

- All of *Benchmark* features, plus:
- Raised crosswalks (mid-block) at key locations
 - Concrete curb extensions
 - Stop sign optimization
 - Potted or box planters
 - Medians at neighborhood entrances
 - Open-ditch drainage improvements or conversion to vegetated swales

★★★ Gold Star Neighborhood Streets

- All of *Benchmark and Enhanced* features, plus:
- Median optimization for safer turning movements and to avoid turning conflicts (not shown)
 - Access management (not shown)
 - Ⓣ Mini traffic circles
 - Raised intersections (not shown)
 - Ⓥ Concrete chicanes
 - Pedestrian-scale lighting (not shown)

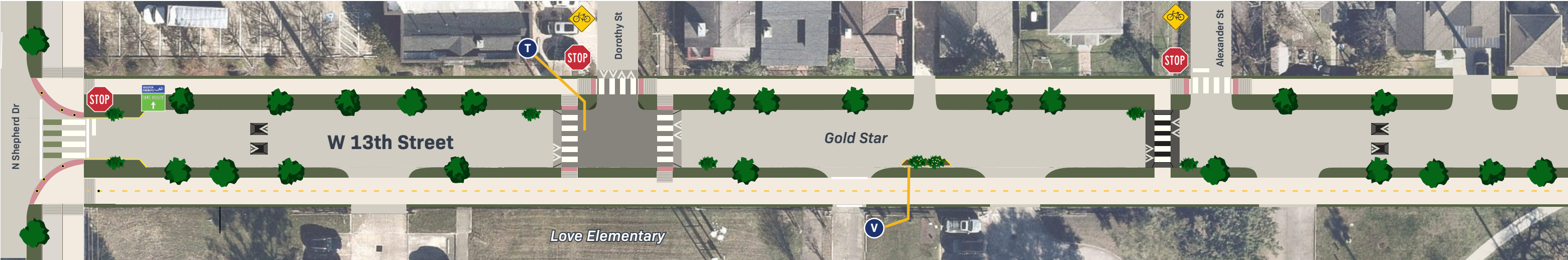


Figure 45. Example Gold Star Neighborhood Street - N Shepherd Drive to Alexander Street