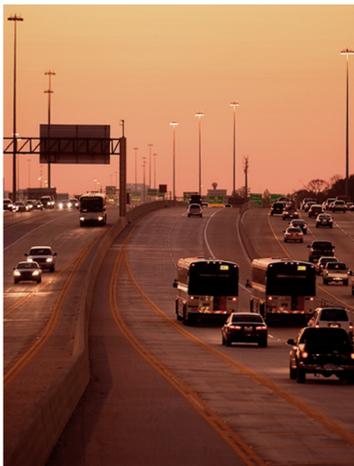


# west houston

MOBILITY PLAN

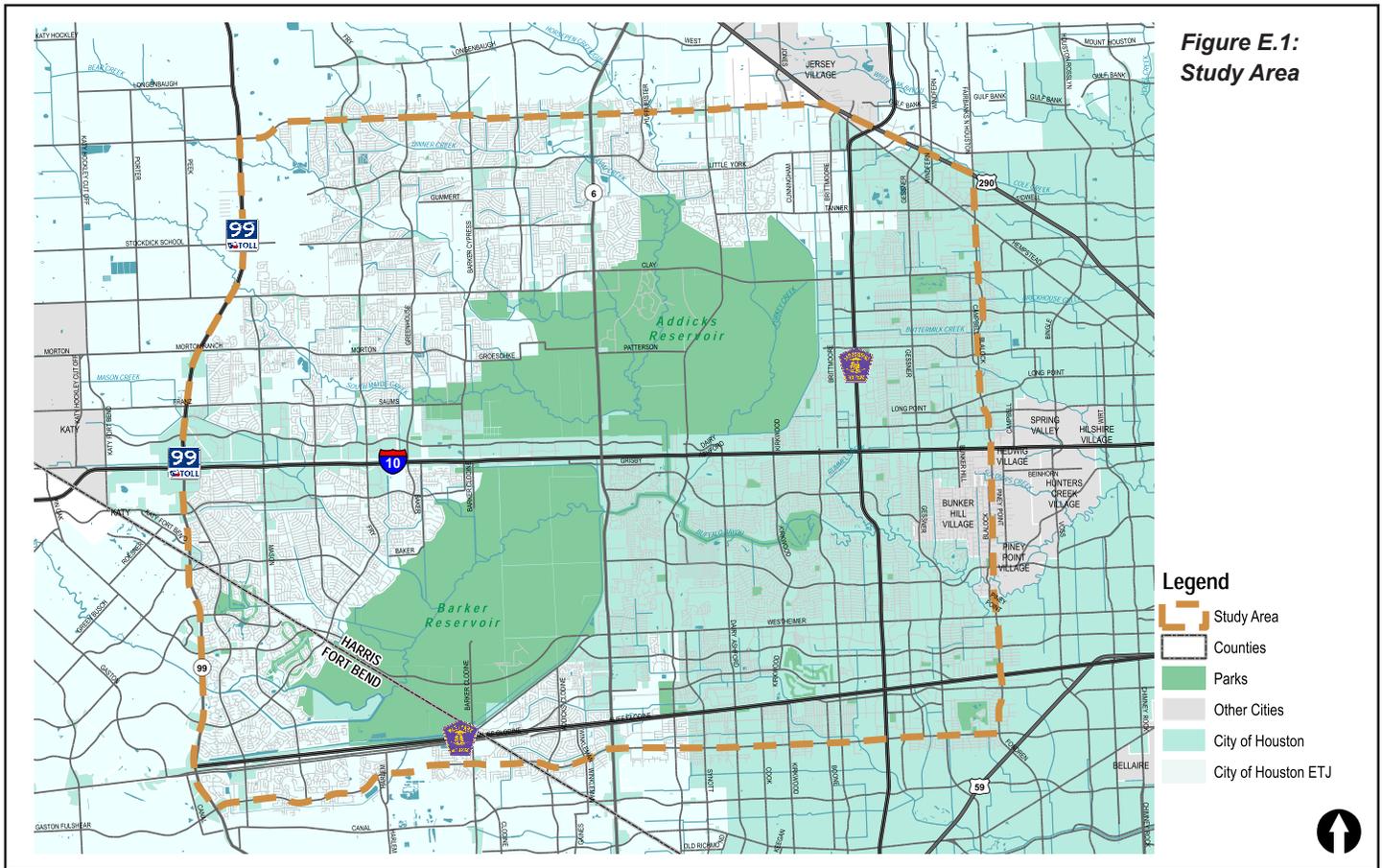


## OCTOBER 2015 EXECUTIVE SUMMARY

### PROJECT PARTNERS:

Houston-Galveston Area Council

City of Houston | The Energy Corridor District | Memorial Management District | Westchase Management District



The Houston–Galveston Area Council in partnership with the City of Houston, the Energy Corridor District, the Westchase Management District and the Memorial Management District commissioned the Greater West Houston Subregional Planning Initiative, also known as the West Houston Mobility Plan. The Plan is intended enhance the quality of life in West Houston by advancing recommendations that encourage the development and expansion of a range of viable transportation modes for work and leisure travel, as well as sustainable land development that complements the area’s transportation infrastructure.

West Houston is one of the most densely populated, economically dynamic, culturally diverse, and ecologically sensitive locations in the Houston–Galveston area. Table E1 summarizes some of West Houston’s major demographic and transportation infrastructure characteristics.

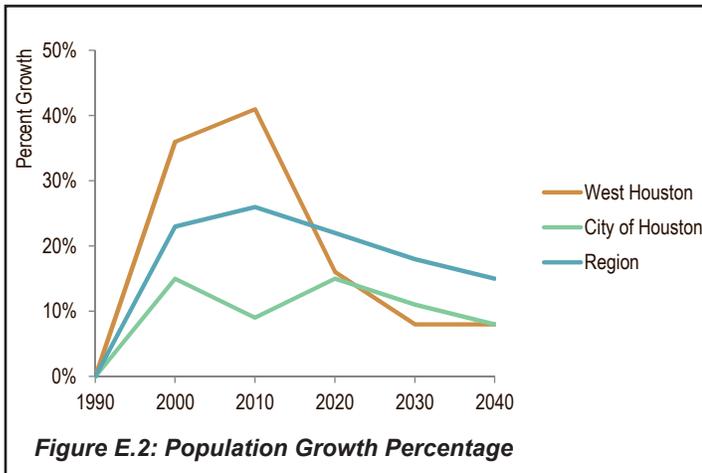
TABLE E.1 - STUDY AREA CHARACTERISTICS	
Total Area (sq. mi.)	181
Population (2010)	618,953
Freeways (miles)	57
Major Thoroughfares (miles)	398
Traffic Signals	375

*Vision without action is merely a dream.  
Action without vision just passes the time.  
Vision with action can change the world.*

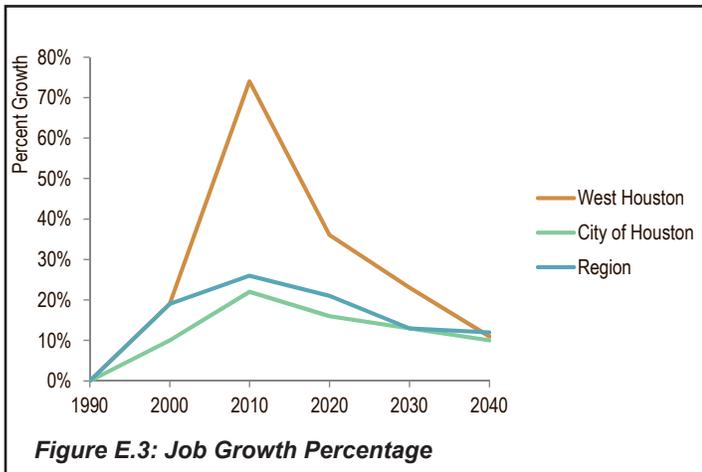
—Joel A. Barker



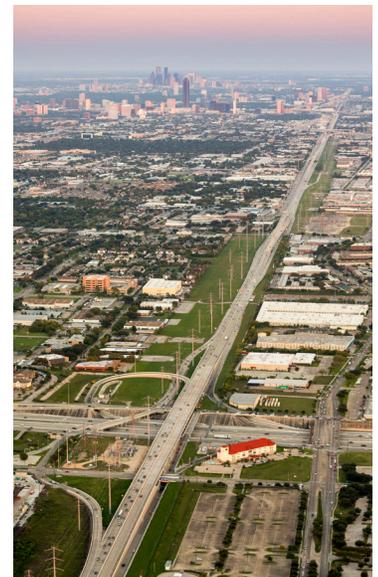
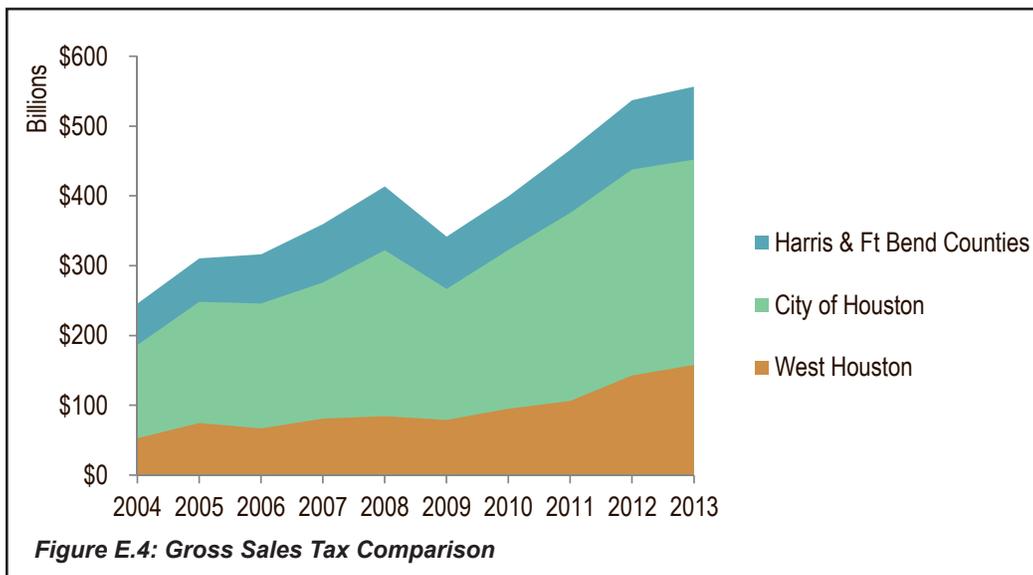
# EXISTING CONDITIONS

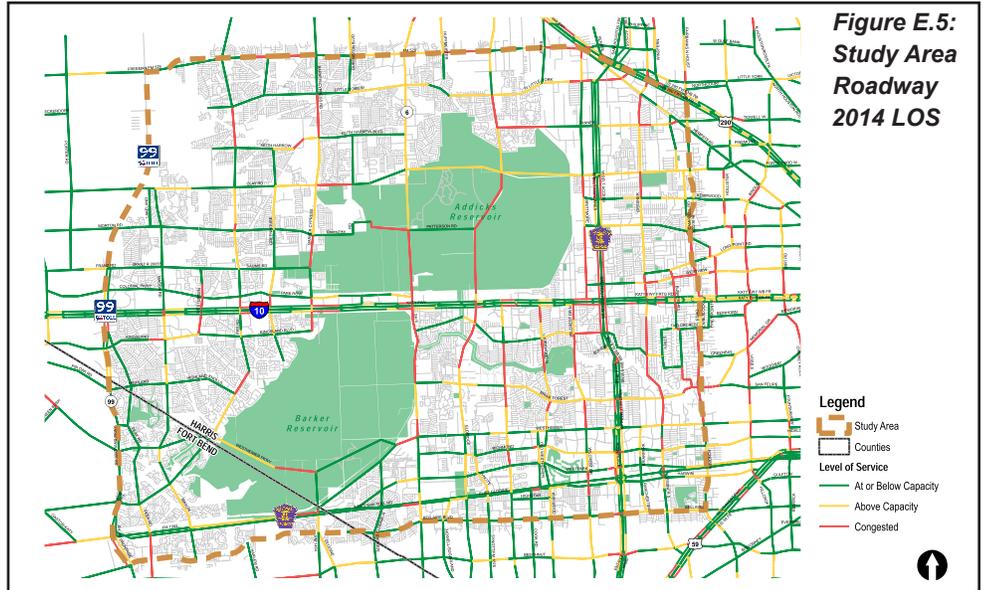


With 12% of the region’s population and 14% of its jobs, West Houston is a major socio-economic engine. West Houston’s size and population place it on par with other major US cities. As shown in Figures E.2 and E.3, West Houston’s population and job growth rates are comparable to these for the City of Houston and the Houston–Galveston region.



Although the Study Area contains only 6 percent of the sale tax generating business outlets in Harris and Fort Bend counties, these businesses generated 28% of the gross sales tax receipts in Fort Bend and Harris counties in 2013.

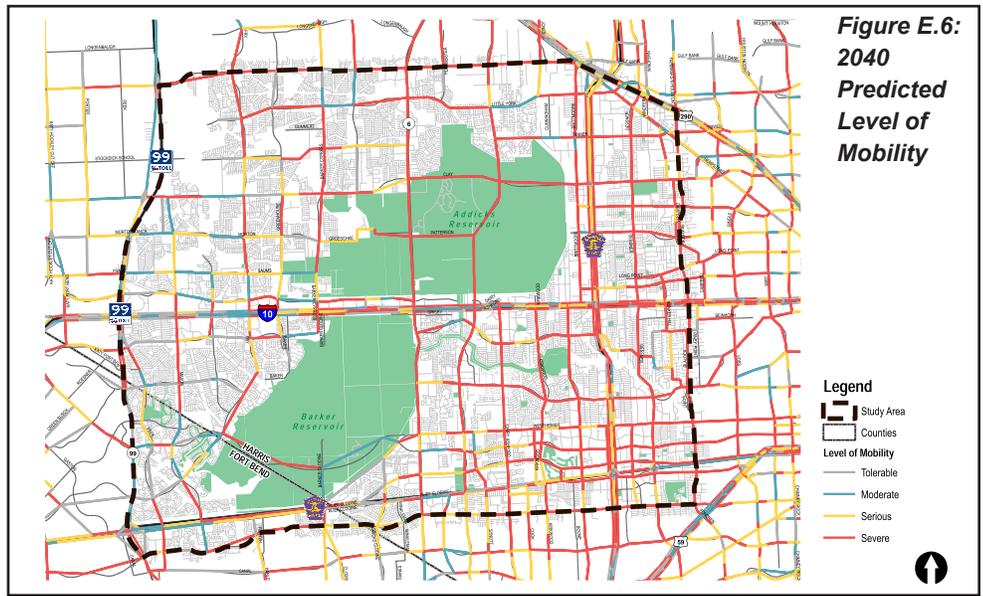




**Figure E.5:  
Study Area  
Roadway  
2014 LOS**

**Legend**

- Study Area
- Counties
- Level of Service**
- At or Below Capacity
- Above Capacity
- Congested



**Figure E.6:  
2040  
Predicted  
Level of  
Mobility**

**Legend**

- Study Area
- Counties
- Level of Mobility**
- Tolerable
- Moderate
- Serious
- Severe

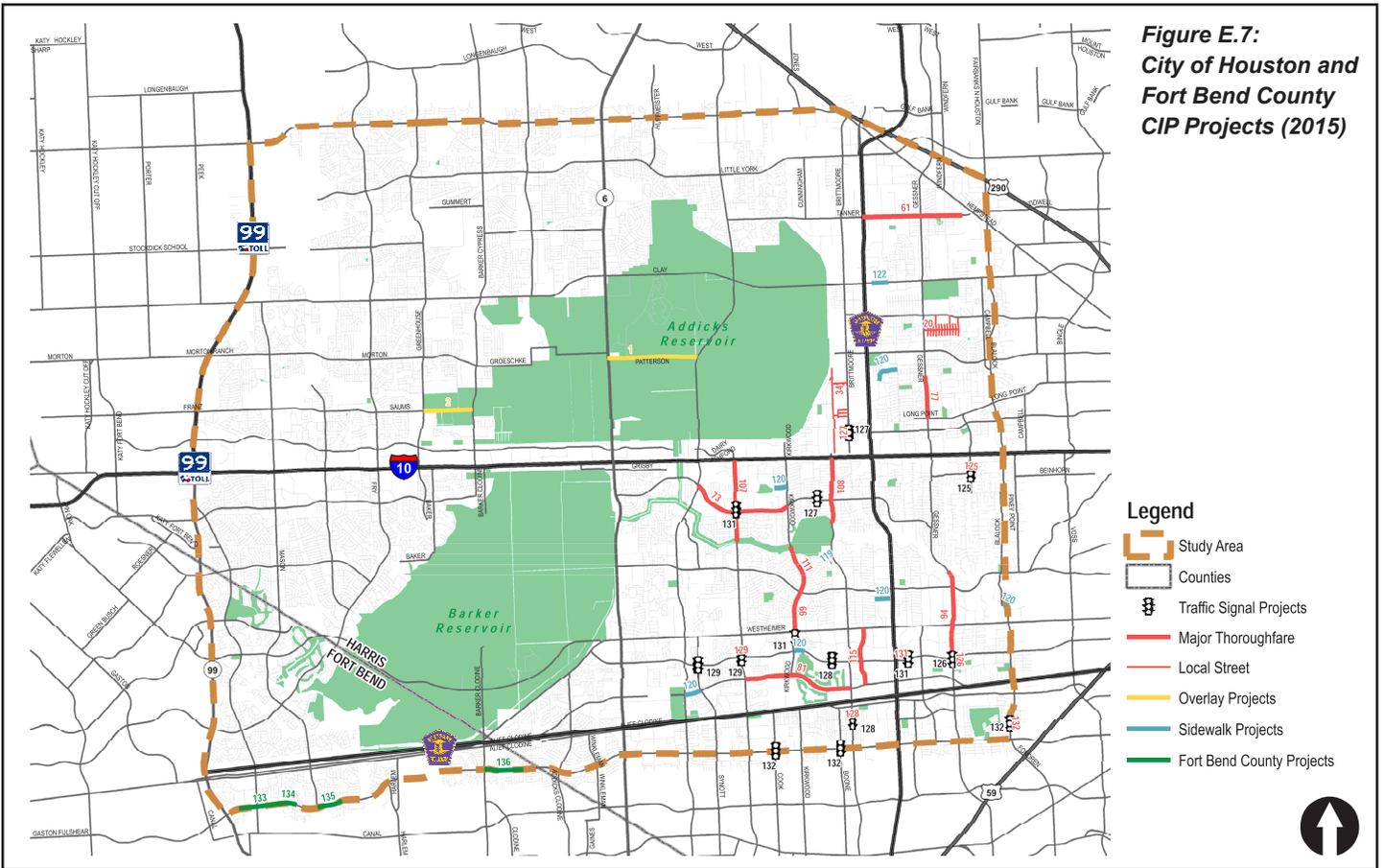
Many of the major thoroughfares in West Houston are currently experiencing moderate to severe congestion. This means that most roadways in West Houston are already near or exceeding their designed capacity. Several roadways in West Houston are listed on the TxDOT 2014 Top 100 Congested Roadway in Texas (See Table E.2). Figures E.5 and E.6 show the current Level of Service (LOS) and project LOS for 2040 respectively, for roadways in West Houston.

**TABLE E.2 - MOST CONGESTED ROADS  
WITHIN STUDY AREA**

Roadways	From	To
Bellaire Blvd	Addicks-Clodine	Beltway 8
IH 10/ US 90	N Eldridge Pkwy	SL 8
Richmond Ave	Beltway 8	IH 610
SH 6	IH 10/ US 90	Westpark Tollway
Beltway 8	IH 10/ US 90	IH 69/ US 59
US 290	SH 6	Beltway 8
Voss Rd & Hillcroft Ave	IH 10/ US 90	IH 69/ US 59
FM 1093 (Westheimer Rd)	SH 6	Beltway 8

Source: TxDOT, 2014 Top 100 Most Congested Roadways in Texas

**Figure E.7:  
City of Houston and  
Fort Bend County  
CIP Projects (2015)**



**Concept Rendering of Eldridge and Westheimer Intersection**

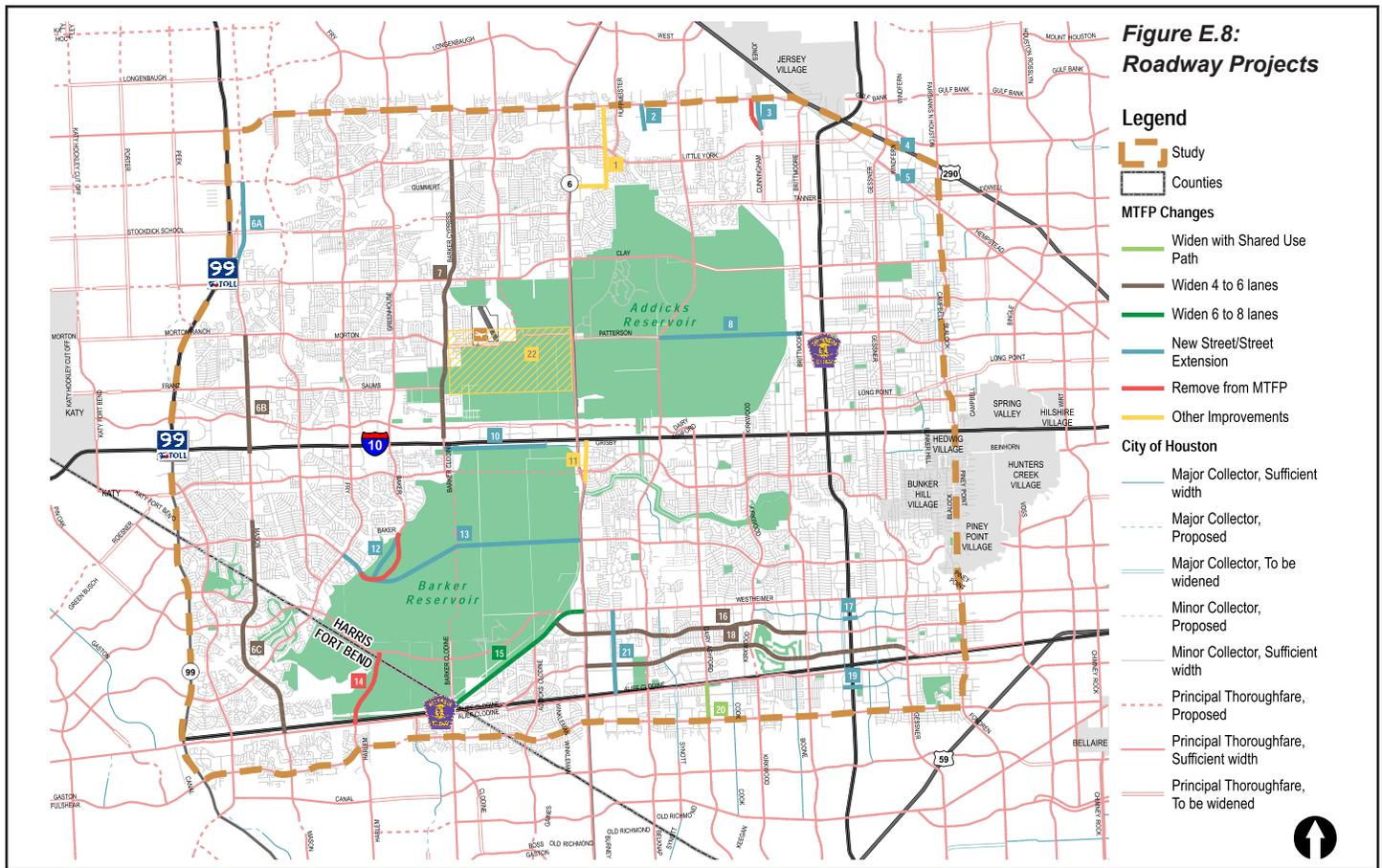


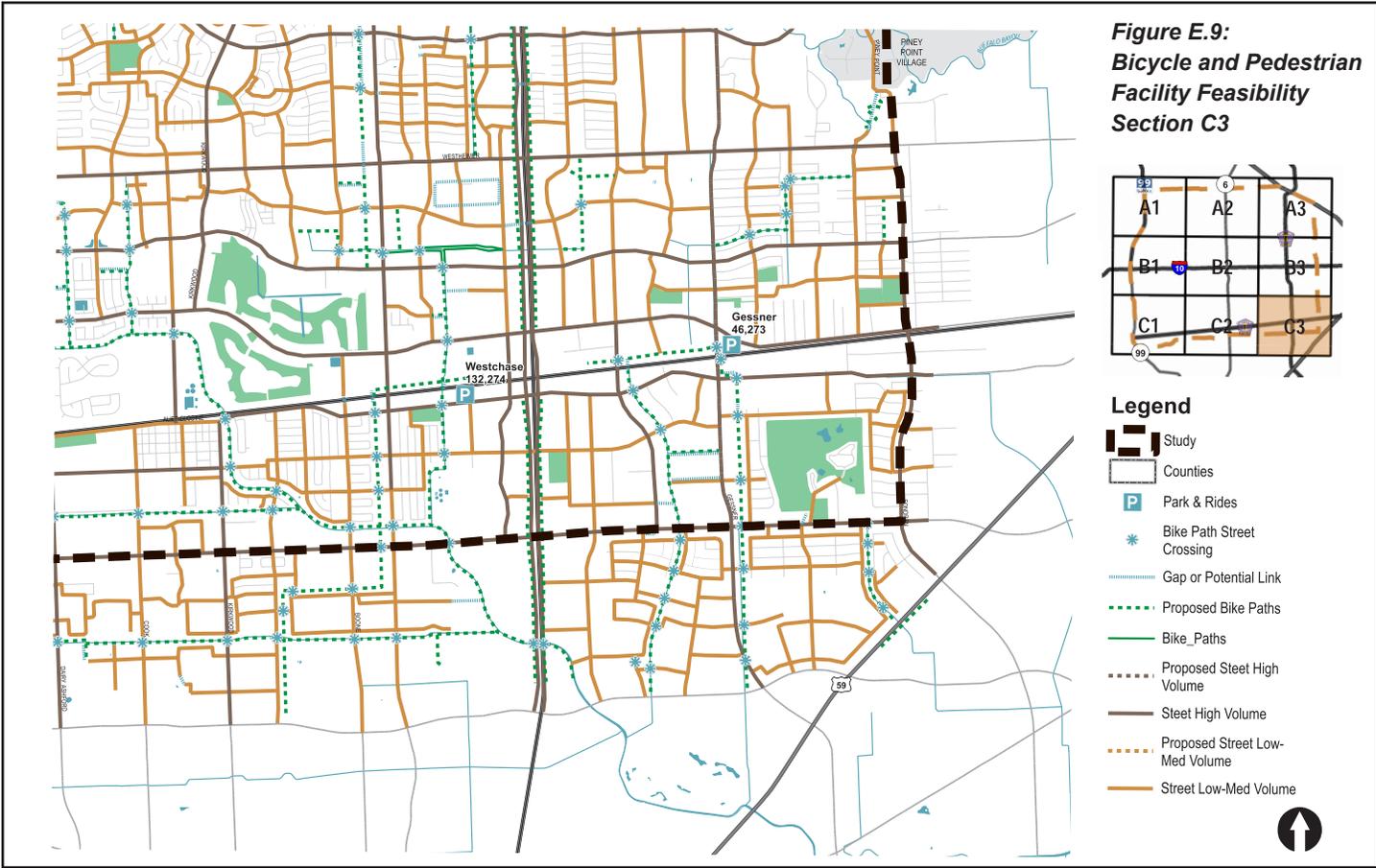
Figure E.8 shows the roadway project recommendations for the West Houston study area in addition to those currently listed in H-GAC’s RTP and TIP, or the City of Houston’s CIP. The proposed projects are only conceptual and each will require independent stakeholder collaboration, advanced planning, preliminary engineering, and final design. The purpose of these projects is to reduce traffic stress on corridors in West Houston are that are already (or will soon be) congested by providing alternate connections within the area.

**TABLE E.3 - INTERSECTION IMPROVEMENTS**

Map Ref#	Location	Map Ref#	Location
1	Clay @ Brittmoore	8	Westheimer @ Wilcrest
2	Memorial @ Elderidge	9	Westheimer @ Beltway 8
3	Briar Forest @ Dairy Ashford	10	Alief Clodine @ Dairy Ashford
4	Briar Forest @ Kirkwood	11	Harwin @ Wilcrest
5	Briar Forest @ Wilcrest	12	Westpark @ Briarpark
6	Westheimer @ SH 6	13	Harwin @ Ranchester
7	Westheimer @ Elderidge		

**TABLE E.4 - ROADWAY PROJECT RECOMMENDATIONS**

Map Ref. #	Roadway	Segment	Recommendation
1	Addicks-Satsuma/Timber Creek	FM 529 to SH 6	Widen
2	Jack Rabbit Road	FM 529 to Little York	Extend
3	Jones Road	FM 529 (Spencer Road) to Little York	Realign
4	Windfern-US 290	US 290	Connect
5	Windfern-Hempstead	Hempstead Rd.	Connect
6A	Mason Road	Clay Rd. to Stockdick School Rd.	Realign
6B	Mason Road	Morton Rd. to I-10	Widen
6C	Mason Road	Rocky Canyon to FM 1093 (Westheimer Rd.)	Widen
7	Baker-Cypress Road	Little York Rd. to I-10	Widen
8	Patterson	Elderidge Pkwy to Hammerly (@ Brittmoore)	Extend
9	Wycliffe/Upland Drive	Hammerly to Katy Freeway	Connect
10	Grisby	SH 6 to Westlake Park Blvd.	Extend
11	Addicks-Howell	SH 6 to Katy Freeway	Widen
12	Baker Road	Baker Road to Highland Knolls	Abandon
13	Briar Forest	SH 6 to Highland Knolls	Extend
14	Grand Mission	Westpark Tollway to Westheimer Parkway	Abandon
15	FM 1093 (Westheimer Rd.)	SH 6 to Westpark Tollway	Widen
16	Richmond Avenue	Wilcrest Dr. to FM 1093 (Westheimer Rd.)	Widen
17	Meadowglen	Cross BW 8	Connect
18	Westpark Drive	Gessner Rd. to SH 6	Widen
19	Town Park Drive	Cross BW 8 and utility ROW	Connect
20	Dairy Ashford Drive	Westpark Tollway to Bellaire Blvd.	Widen
21	Sugarland Howell	Alief Clodine to Richmond	Connect
22	Groeschke	Barker-Cypress Rd to SH 6	Realign



In order to preserve adequate mobility in the Study Area, transit and alternative mode services will play an increasing vital role. Plan recommendations are intended to enhance METRO's New Bus Network. Recommendations include capital projects to enhance ridership and operations, policy changes to test and meet untapped demand, and concepts for future high capacity service.

