





Corridor Summary Sheets



SE Harris Sub-Regional Study, Corridor Summary Sheets BROADWAY STREET FROM IH-610 TO IH-45

Corridor Segment ID: 1.1

Cross Se	ctions	Reco	mmended	Improvemer	nts	Segment	Key Map
	Existing Aerial	Median None				10-4	
		Pavement None					
	3	Lighting - Install and	upgrade lighting	610			
		Signs and Signals - (Optimize and coo	X	225		
Existi	ing Cross Section	Active Modes - Insta roadway	all shared use path	h on at least one side o			
		Access None			KAT	СІТҮ	
<u>e.e</u>	. <u>e e</u> t	Other None				Deer Park	
Propos	ed Cross Section					45	La Porte Pasadena
			Previously Prop	oosed Projects		Creach Data	
	 W.	City of Houston CIP , intersection improve a buffered bicycle f	ements, railroad so	Crash Data (Total Crashes	536		
						Severe Crashes (Fatal, Severe Injury)	8, 2
						Crashes with Another Vehicle	485
Capacity	/ Data	Se		aracteristics		Crashes with a Bicyclist	1
2021 Average Daily Traffic (ADT)	13065	Segment Length (mi)	1.26 mi	Center Width (ft)	12 ft	Crashes with	6
2021 Volume-to-		Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides	a Pedestrian	0
Capacity Ratio (V/C)	0.36	ROW Width (ft)	100 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	32
2045 Average Daily Traffic (ADT)	18750	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	73.71%	Most Common Object Struck	HIT MEDIAN BARRIER
2045 Volume-to-	0.52	Number of Lanes	4	Buffer Width (ft)	30 ft	Most Common Manner of Collision	SD BOTH GOING STRAIGHT-REAR END (133)
Capacity Ratio (V/C)	0.02	Center Type	Raised Median			Most Common	VEHICLE CHANGING LANES (50)

Factor of Collision



SE Harris Sub-Regional Study, Corridor Summary Sheets GALVESTON ROAD FROM IH-610 TO ROCKLEIGH PLACE/WYNE STREET

Corridor Segment ID: 2.1

Cross Se		Reco	mmendeo	d Improvemen	its	Segment	Key Map
····	Existing Aerial	Median None				10	
2		Pavement - Resurfac	e and restripe p	avement			
		Lighting None				610	
	HALL IST	Signs and Signals - C	ptimize and coo	ordinate signals along t	he segment	X	225
Exist	ing Cross Section	Active Modes - Impro	ove existing side	walks and ADA curb ra	mps		
		Access None				KAT	
		Other None					CITY
<u></u>						45	La Porte
Propos	ed Cross Section		Previously Prop	oosed Projects			
		RTP 2045, TIP 2021-20 signage across Gree		ed/bike bridge with rai	lings and	Crash Data	
		0.0	,			Total Crashes	150
) †\$\$ <u>\$</u>					Severe Crashes (Fatal, Severe Injury)	9, 0
						Crashes with Another Vehicle	118
Capacity	/ Data	Se	gment Ch	naracteristics		Crashes with a Bicyclist	0
2021 Average Daily Traffic (ADT)	11831	Segment Length (mi)	1.27 mi	Center Width (ft)	0 ft	Crashes with	1
2021 Volume-to-		Posted Speed (mph)	40 mph	Sidewalk Location	One Side	a Pedestrian	
Capacity Ratio (V/C)	0.32	ROW Width (ft)	71 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	25
2045 Average Daily Traffic (ADT)	20885	Roadway Width (ft)	44 ft	Sidewalk coverage (%)	42.94%	Most Common Object Struck	HIT LUMINAIRE POLE
2045 Volume-to- Capacity Ratio (V/C)	0.57	Number of Lanes Center Type	4 Undivided	Buffer Width (ft)	14 ft	Most Common Manner of Collision	OD ONE STRAIGHT-ONE LEFT TURN (26)
	r Cograciat O 1					Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (9)

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SE Harris Sub-Regional Study, Corridor Summary Sheets GALVESTON ROAD FROM ROCKLEIGH PLACE/WYNE STREET TO HOWARD DRIVE Corridor Segment ID: 2.2

Cross Sections Recommended Improvements Segment Key Map **Existing Aerial** Median None Pavement - Resurface and restripe pavement Lighting None Signs and Signals - Optimize and coordinate signals along the segment Active Modes - Install shared use path on at least one side of the Existing Cross Section roadway Access None CITY 🔲 Deer Park Other - Install southbound thorugh lane (1,000 feet from intersection Houston 22.1.3🔲 La Porte 🗌 Pasadena **Proposed Cross Section** South Houston **Previously Proposed Projects** Crash Data (2016-2020) None **Total Crashes** 30 **† Severe Crashes** 0,0 (Fatal, Severe Injury) Crashes with 22 **Another Vehicle** Capacity Data **Segment Characteristics** Crashes with 0 a Bicyclist 2021 Average Daily 0 ft Segment Length (mi) 0.56 mi Center Width (ft) 11831 **Crashes with** Traffic (ADT) 1 a Pedestrian One Side Posted Speed (mph) 40 mph **Sidewalk Location** 2021 Volume-to-0.32 Crashes with 6 70 ft 5 Capacity Ratio (V/C) ROW Width (ft) Sidewalk Width (ft) a Fixed Object 2045 Average Daily Most Common Roadway Width (ft) 44 ft Sidewalk coverage (%) 18.79% 20885 DITCH **Object Struck** Traffic (ADT) Number of Lanes Buffer Width (ft) 4 14 ft Most Common OMV VEHICLE GOING STRAIGHT (8) 2045 Volume-to-0.57 Manner of Collision Center Type Undivided Capacity Ratio (V/C)

Most Common ONE VEHICLE LEAVING DRIVEWAY

Factor of Collision

(4)



SE Harris Sub-Regional Study, Corridor Summary Sheets GALVESTON ROAD FROM HOWARD DRIVE TO BROOKGLEN DRIVE

Cross Se	ctions	Reco	mmended	Improvemer	nts	Segment	Key Map
	Existing Aerial	Median None				10-4	r
紧制.————————————————————————————————————		Pavement - Resurfac	ce and restripe po	avement			
		Lighting None				610	
		Signs and Signals - (Optimize and coo	rdinate signals along t		225	
Exist	ing Cross Section	Active Modes - Insta roadway	III shared use path	n on at least one side (of the		
		Access None			KAT/	СІТҮ	
<u></u>	<u>a a</u>	Other - Install southb 22.1.3)	oound thorugh lar	ne (1,000 feet from inte	ersection	45	Deer Park Houston La Porte Pasadena
Propos	ed Cross Section		Previously Prop	oosed Projects		Crash Data (
		None				Total Crashes	2010-2020)
<u> </u>						Severe Crashes (Fatal, Severe Injury)	1,0
						Crashes with Another Vehicle	19
Capacity	y Data	Se	egment Ch	aracteristics		Crashes with a Bicyclist	0
2021 Average Daily Traffic (ADT)	11831	Segment Length (mi)	0.48 mi	Center Width (ft)	16 ft	Crashes with	0
2021 Volume-to-		Posted Speed (mph)	40 mph	Sidewalk Location	One Side	a Pedestrian	0
Capacity Ratio (V/C)	0.32	ROW Width (ft)	71 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	2
2045 Average Daily Traffic (ADT)	20885	Roadway Width (ft)	44 ft	Sidewalk coverage (%)	58.8%	Most Common Object Struck	HIT FENCE
2045 Volume-to- Capacity Ratio (V/C)	0.57	Number of Lanes Center Type	4 Raised Median	Buffer Width (ft)	14 ft	Most Common Manner of Collision	SD BOTH GOING STRAIGHT-REAR END (7)
						Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (2)



SE Harris Sub-Regional Study, Corridor Summary Sheets GALVESTON ROAD FROM BROOKGLEN DRIVE TO RICHEY STREET

Corridor Segment ID: 2.4

Cross Se	ctions	Reco	mmended	d Improvemen	its	Segment	Key Map
8-1 2	Existing Aerial	Median None				10-4	
		Pavement - Resurfac	e and restripe p				
		Lighting None				610	
		Signs and Signals - O	ptimize and coo	ordinate signals along t	he segment		225
, Exist	ing Cross Section	Active Modes - Instal roadway	l shared use pat	h on at least one side o			
Access None						KAV	CITY
		Other None				45	Deer Park Houston La Porte
Propos	sed Cross Section		Previously Prop	oosed Projects			Pasadena
		None				Crash Data (2016-2020)
						Total Crashes	59
<u></u>	<u>a a "th</u>					Severe Crashes (Fatal, Severe Injury)	0, 0
						Crashes with Another Vehicle	47
Capacity	y Data	Se	gment Ch	naracteristics		Crashes with a Bicyclist	0
2021 Average Daily Traffic (ADT)	9910	Segment Length (mi)	0.82 mi	Center Width (ft)	0 ft	Crashes with	0
2021 Volume-to-		Posted Speed (mph)	40 mph	Sidewalk Location	One Side	a Pedestrian	0
Capacity Ratio (V/C)	0.27	ROW Width (ff)	71 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	10
2045 Average Daily Traffic (ADT)	16614	Roadway Width (ft)	44 ft	Sidewalk coverage (%)	44.67%	Most Common Object Struck	HIT HIGHWAY SIGN
2045 Volume-to- Capacity Ratio (V/C)	0.46	Number of Lanes Center Type	4 Undivided	Buffer Width (ff)	14 ft	Most Common Manner of Collision	OMV VEHICLE GOING STRAIGHT (12)
						Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (8)

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SE Harris Sub-Regional Study, Corridor Summary Sheets ALLEN GENOA ROAD FROM LAWNDALE STREET TO SH 225

Cross Se		Reco	mmendec	d Improvemen	ts	Segment	Key Map
	Existing Aerial	Median None				10	L'
		Pavement - Resurfac	e and restripe p	avement			
		Lighting None			610		
				ordinate signals along th		(225)	
Exist	ing Cross Section	roadway	li snarea use pat	h on at least one side c			
		Access None				KAV	CITY
-	.	Other None					Deer Park
Propos	sed Cross Section		Duardanah - Duar			45	La Porte Pasadena South Houston
		None	Previously Prop	Crash Data ((2016-2020)		
						Total Crashes	14
······································						Severe Crashes (Fatal, Severe Injury)	0, 0
						Crashes with Another Vehicle	10
Capacit	y Data	Se	gment Ch	naracteristics		Crashes with a Bicyclist	0
2021 Average Daily Traffic (ADT)	3395	Segment Length (mi)	0.19 mi	Center Width (ft)	0 ft	Crashes with	0
2021 Volume-to-	0.10	Posted Speed (mph)	45 mph	Sidewalk Location	None	a Pedestrian	0
Capacity Ratio (V/C)	0.19	ROW Width (ft)	100 ft	Sidewalk Width (ft)	0	Crashes with a Fixed Object	3
2045 Average Daily Traffic (ADT)	4312	Roadway Width (ft)	24 ft	Sidewalk coverage (%)	0%	Most Common Object Struck	HIT LUMINAIRE POLE
2045 Volume-to-	0.24	Number of Lanes Center Type	2 Undivided	Buffer Width (ft)	56 ft	Most Common Manner of Collision	SD BOTH GOING STRAIGHT-REAR END (5)
Capacity Ratio (V/C)		Center type	UNUMBER			Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (2)



SE Harris Sub-Regional Study, Corridor Summary Sheets ALLEN GENOA ROAD FROM SH 225 TO GOBER STREET

Corridor Segment ID: 3.2

Cross Se		Reco	mmended	l Improvemen	nts	Segment	Key Map
	Existing Aerial	Median None				10-4	
		Pavement - Resurfac	ce and restripe p	avement			
	Mar ne	Lighting None			610		
				ordinate signals along t	-		(225)
Exis	ting Cross Section	Active Modes - Insta roadway	Ill shared use pat	h on at least one side o			
		Access None				KAV	CITY
		Other None					Deer Park
Propo	sed Cross Section					45	La Porte Pasadena South Houston
		None	Previously Prop	oosed Projects		Crash Data (
		NONE				Total Crashes	85
. <u>#t_a a</u> ľ	<u> </u>					Severe Crashes	2, 0
						(Fatal, Severe Injury)	2,0
						Crashes with Another Vehicle	75
Capaci	y Data	Se	egment Ch	aracteristics		Crashes with a Bicyclist	0
2021 Average Daily Traffic (ADT)	23674	Segment Length (mi)	0.39 mi	Center Width (ft)	24 ft	Crashes with	0
2021 Volume-to-		Posted Speed (mph)	45 mph	Sidewalk Location	One Side	a Pedestrian	0
Capacity Ratio (V/C)	0.64	ROW Width (ff)	100 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	10
2045 Average Daily Traffic (ADT)	30066	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	40.49%	Most Common Object Struck	HIT CONCRETE TRAFFIC BARRIER
2045 Volume-to-	0.00	Number of Lanes	4	Buffer Width (ft)	23 ft	Most Common	SD BOTH GOING STRAIGHT-REAR END (21)
Capacity Ratio (V/C)	0.82	Center Type	Raised Median			Manner of Collision Most Common	SLOWING/STOPPING - FOR OFF.,
						Factor of Collision	FLAGMAN, OR TRF. CTRL. (8)

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SE Harris Sub-Regional Study, Corridor Summary Sheets ALLEN GENOA ROAD FROM GOBER STREET TO DORENE STREET

Cross Se		Reco	mmendec	d Improvemen	ts	Segment	Key Map
	Existing Aerial	Median None					
		Pavement - Resurfac	ce and restripe p	avement			
			Optimize and coc	ordinate signals along t	he seament	610	225
Exis	ting Cross Section			h on at least one side o	-		
		Access None				KAI!	СІТҮ
<u> </u>	<u> </u>	Other None				45	Deer Park Houston La Porte Pasadena
Propo	sed Cross Section		Previously Prop	oosed Projects		Crash Data	South Houston
		None				Total Crashes	275
<u> </u>	<u> </u>					Severe Crashes (Fatal, Severe Injury)	6, 2
						Crashes with Another Vehicle	252
Capacit	y Data	Se	egment Ch	aracteristics		Crashes with	0
2021 Average Daily Traffic (ADT)	23674	Segment Length (mi)	1.88 mi	Center Width (ft)	12 ft	a Bicyclist Crashes with	6
2021 Volume-to-	0.44	Posted Speed (mph)	45 mph	Sidewalk Location	None	a Pedestrian	0
Capacity Ratio (V/C)	0.64	ROW Width (ft)	101 ft	Sidewalk Width (ft)	0	Crashes with a Fixed Object	13
2045 Average Daily Traffic (ADT)	30066	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	28.58%	Most Common Object Struck	HIT LUMINAIRE POLE
2045 Volume-to- Capacity Ratio (V/C)	0.82	Number of Lanes Center Type	4 Raised Median	Buffer Width (ft)	23 ft	Most Common Manner of Collision	OD ONE STRAIGHT-ONE LEFT TURN (56)
						Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (26)



SE Harris Sub-Regional Study, Corridor Summary Sheets ALLEN GENOA ROAD FROM DORENE STREET TO AMMONS STREET

Corridor Segment ID: 3.4

Cross Se	ctions	Reco	mmended	Improvemen	nts	Segment	Key Map
	Existing Aerial	Median None					P
		Pavement - Resurfa	ce and restripe po	avement			
		Lighting - Install and intersections	upgrade lighting	along segment and a	t signalized	GID	225
	DR	Signs and Signals - (Optimize and coo				
Exist	ing Cross Section						
		Access None					CITY
	sed Cross Section	Other None				45	Houston La Porte Pasadena
Поро.			Previously Prop	oosed Projects		Greech Derter	South Houston
		None				Crash Data (2016-2020)
tii <u></u>	<u>-</u> M-					Total Crashes	81
						Severe Crashes (Fatal, Severe Injury)	2, 0
						Crashes with Another Vehicle	73
Capacit	y Data	Se	egment Ch	aracteristics		Crashes with a Bicyclist	1
2021 Average Daily Traffic (ADT)	16155	Segment Length (mi)	0.82 mi	Center Width (ft)	36 ft	Crashes with	
2021 Volume-to-		Posted Speed (mph)	35 mph	Sidewalk Location	One Side	a Pedestrian	I.
Capacity Ratio (V/C)	0.45	ROW Width (ft)	81 ft	Sidewalk Width (ff)	5	Crashes with a Fixed Object	5
2045 Average Daily Traffic (ADT)	22979	Roadway Width (ft)	40 ft	Sidewalk coverage (%)	40.35%	Most Common Object Struck	HIT FENCE
2045 Volume-to- Capacity Ratio (V/C)	0.64	Number of Lanes	4 Raised Median	Buffer Width (ft)	23 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (19)
		Center type				Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (15)

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SE Harris Sub-Regional Study, Corridor Summary Sheets ALLEN GENOA ROAD FROM AMMONS STREET TO FAIRMONT PARKWAY

Cross Se		Reco	mmendeo	d Improvemen	ts	Segment	Кеу Мар
	Existing Aerial	Median - Install raised	d median			10-	P
	the state	Pavement None					
	ija.	Lighting - Install and intersections	upgrade lighting	g along segment and a	610	225	
		Signs and Signals - \bigcirc	ptimize and coo	ordinate signals along th	ne segment		
Exis	ting Cross Section	Active Modes - Instal roadway	l shared use pat	th on at least one side c	of the		
		Access None					CITY
= =	<u> </u>	Other None				45	Houston La Porte Pasadena
Propo	sed Cross Section		Previously Prop	posed Projects		Crash Data (South Houston
		None				Total Crashes	322
<u> </u>	<u> </u>					Severe Crashes (Fatal, Severe Injury)	6, 2
						Crashes with Another Vehicle	300
Capacit	y Data	Se	gment Ch	naracteristics		Crashes with	0
2021 Average Daily Traffic (ADT)	16155	Segment Length (mi)	1.39 mi	Center Width (ft)	0 ft	a Bicyclist Crashes with	7
2021 Volume-to-		Posted Speed (mph)	30 mph	Sidewalk Location	None	a Pedestrian	/
Capacity Ratio (V/C)	0.45	ROW Width (ff)	60 ft	Sidewalk Width (ft)	0	Crashes with a Fixed Object	9
2045 Average Daily Traffic (ADT)	22979	Roadway Width (ft)	40 ft	Sidewalk coverage (%)	9%	Most Common Object Struck	HIT UTILITY POLE
2045 Volume-to- Capacity Ratio (V/C)	0.64	Number of Lanes Center Type	4 Undivided	Buffer Width (ft)	23 ft	Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (94)
	a.					Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (59)



SE Harris Sub-Regional Study, Corridor Summary Sheets ALLEN GENOA ROAD FROM FAIRMONT PARKWAY TO GENOA RED BLUFF ROAD Corridor Segment ID: 3.6

Cross Sections Recommended Improvements Segment Key Map **Existing Aerial** Median - Install raised median Pavement None Lighting - Install and upgrade lighting along segment and at signalized intersections Signs and Signals - Optimize and coordinate signals along the segment Existing Cross Section Active Modes - Install shared use path on at least one side of the roadway CITY Access None 🔲 Deer Park Houston Other None La Porte 🗌 Pasadena South Houston Proposed Cross Section **Previously Proposed Projects** Crash Data (2016-2020) <BOL>RTP 2045</BOL> - Design, acquire ROW & widen to 4-lane divided roadway including drainage and signals at Fairmont Parkway **Total Crashes** 90 **Severe Crashes** 4, 1 (Fatal, Severe Injury) Crashes with 52 **Another Vehicle** Capacity Data **Segment Characteristics** Crashes with 0 a Bicyclist 2021 Average Daily 0 ft Segment Length (mi) 1.94 mi Center Width (ft) 7317 Crashes with Traffic (ADT) 1 a Pedestrian Posted Speed (mph) 35 mph **Sidewalk Location** None 2021 Volume-to-Crashes with 0.41 34 80 ft Capacity Ratio (V/C) ROW Width (ft) Sidewalk Width (ft) 0 a Fixed Object 2045 Average Daily Most Common Roadway Width (ft) 22 ft Sidewalk coverage (%) 2.31% 9293 DITCH **Object Struck** Traffic (ADT) Number of Lanes 2 Buffer Width (ft) 51 ft OMV VEHICLE GOING STRAIGHT Most Common 2045 Volume-to-

(32)

ATTENTION DIVERTED FROM DRIVING (7)

Manner of Collision

Factor of Collision

Most Common

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Capacity Ratio (V/C)

0.52

Center Type

Undivided



SE Harris Sub-Regional Study, Corridor Summary Sheets WINKLER DRIVE/SH 3 FROM IH-45 TO MAIN STREET

Corridor Segment ID: 4.1

	1.					^	
<u></u>	Existing Aerial	Median None Pavement - Resurfa Lighting None Signs and Signals - (ce and restripe po Optimize and coo	I Improvemen avement ordinate signals along t h on at least one side o	he segment	Segment	Key Map
Propos	sed Cross Section		Previously Prop		Crash Data (Pasadena South Hous 2014 - 2020)	
<u>_%_aa_</u>	<u> </u>	TxDOT Project Track Management Study illumination, add/m	 add intersectio odify raised media 	Total Crashes	432		
		add/replace signag pads, improve stom		Severe Crashes (Fatal, Severe Injury)	7, 2		
						Crashes with Another Vehicle	384
Capacit 2021 Average Daily	y Data	N		aracteristics	00.5	Crashes with a Bicyclist	1
Traffic (ADT)	20159	Segment Length (mi) Posted Speed (mph)	0.86 mi 35 mph	Center Width (ft) Sidewalk Location	30 ft Both Sides	Crashes with a Pedestrian	4
2021 Volume-to- Capacity Ratio (V/C)	0.56	ROW Width (ff)	100 ft	Sidewalk Width (ff)	5	Crashes with a Fixed Object	41
2045 Average Daily Traffic (ADT)	31236	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	92.97%	Most Common Object Struck	HIT LUMINAIRE POLE
2045 Volume-to- Capacity Ratio (V/C)	0.86	Number of Lanes	4 Raised Median	Buffer Width (ft)	5 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIG (117)
						Most Common Factor of Collision	VEHICLE CHANGING LANES (

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SE Harris Sub-Regional Study, Corridor Summary Sheets WINKLER DRIVE/SH 3 FROM MAIN STREET TO GALVESTON ROAD/SH 3

Corridor Segment ID: 4.2

Cross Se	ections	Reco	mmendeo	l Improvemen	its	Segment K	еу Мар
i · ·	Existing Aerial	Median None					
		Pavement - Resurfac	ce and restripe p				
		Lighting None		610			
		Signs and Signals - C	Optimize and coo	ordinate signals along t	he segment		225
Exis	sting Cross Section	Active Modes - Insta roadway	ll shared use pat	h on at least one side c	of the		
		Access None				KAV	CITY
e e	. <u></u>	Other None					Deer Park
Propo	osed Cross Section					45	La Porte
			Previously Pro	oosed Projects			South Hous
				adway restoration; SH 3		Crash Data (2	016-2020)
	Made with	illumination, add/mo	odify raised med	n apvement markings, ans, add/extend left-tu ;, add ADA accessible	urn lanes,	Total Crashes	25
		pads, improve stomy	water drainage,	synchronize traffic signer el-in slotted curb, add re	als, add	Severe Crashes (Fatal, Severe Injury)	1,0
						Crashes with Another Vehicle	17
Capaci	ty Data	Se		aracteristics		Crashes with a Bicyclist	1
2021 Average Daily Traffic (ADT)	20159	Segment Length (mi)	0.38 mi	Center Width (ft)	12 ft	Crashes with	

2021 Average Daily Traffic (ADT)	20159	Segment Length (mi)	0.38 mi	Center Width (ft)	12 ft	
		Posted Speed (mph)	35 mph	Sidewalk Location	One Side	
2021 Volume-to- Capacity Ratio (V/C)	0.56	ROW Width (ff)	100 ft	Sidewalk Width (ft)	5	
2045 Average Daily Traffic (ADT)	31236	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	42.11%	
2045 Volume-to-		Number of Lanes	4	Buffer Width (ft)	5 ft	
Capacity Ratio (V/C)	0.86	Center Type	TWLTL			

na ouston 0 a Pedestrian Crashes with 6 a Fixed Object Most Common DITCH **Object Struck**

Most Common OMV VEHICLE GOING STRAIGHT (7) Manner of Collision

Most Common ATTENTION DIVERTED FROM DRIVING (6) Factor of Collision

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SE Harris Sub-Regional Study, Corridor Summary Sheets WINKLER DRIVE/RICHEY STREET FROM GALVESTON ROAD/SH 3 TO S HOUSTON ROA Corridor Segment ID: 4.3

Cross Sections Recommended Improvements Segment Key Map Existing Aerial Median - Install center two-way left-turn lane Pavement None Lighting - Install and upgrade lighting along segment and at signalized intersections Signs and Signals - Install pedestrian signals at all signalized intersections along this segment Existing Cross Section - Optimize and coordinate signals along the segment Active Modes - Install shared use path on at least one side of the roadway CITY - Improve existing sidewalks and ADA curb ramps Deer Park Access None Houston La Porte Other None Proposed Cross Section Pasadena South Houston **Previously Proposed Projects** Crash Data (2016-2020) City of Pasadena CIP - Five lane roadway reconstruction from S Houston Rd. to Allen Genoa with drainage, sidewalks, sanitary sewer rehab and **Total Crashes** 267 waterline adjustments. **Severe Crashes** 4,0 (Fatal, Severe Injury) Crashes with 244 **Another Vehicle** Capacity Data **Segment Characteristics** Crashes with 3 a Bicyclist 2021 Average Daily 1.72 mi 0 ft Segment Length (mi) Center Width (ft) 13799 **Crashes with** Traffic (ADT) 3 a Pedestrian One Side Posted Speed (mph) 35 mph **Sidewalk Location** 2021 Volume-to-Crashes with 0.38 11 88 ft 5 Capacity Ratio (V/C) ROW Width (ft) Sidewalk Width (ft) a Fixed Object 2045 Average Daily Most Common Roadway Width (ft) 48 ft Sidewalk coverage (%) 10.59% 18927 HIT LUMINAIRE POLE **Object Struck** Traffic (ADT) Number of Lanes Buffer Width (ft) 5 ft 4 SD ONE STRAIGHT-ONE STOPPED Most Common 2045 Volume-to-(55) 0.52 Manner of Collision Center Type Undivided Capacity Ratio (V/C) Most Common SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (33)

Factor of Collision



SE Harris Sub-Regional Study, Corridor Summary Sheets WINKLER DRIVE/RICHEY STREET FROM S HOUSTON ROAD TO SOUTHMORE AVENUE Corridor Segment ID: 4.4

Cross Se	ections	Reco	mmendeo	d Improvemen	s	Segment	Key Map
	Existing Aerial	Median None				10	
	-	Pavement None					
		Lighting - Install and u intersections	upgrade lighting	g along segment and at	signalized	610	225
		Signs and Signals - O	ptimize and co	ordinate signals along th	e segment		223
	ting Cross Section	roadway - Improve existing side	ewalks and AD/	th on at least one side o A curb ramps ment (further study requi		45	CITY Deer Park Houston La Porte Pasadena
Propo	sed Cross Section	I	Previously Pro	posed Projects			
		ROW to South Housto	n to improve so ition and create	n of Richey St. from South afety and security; motor e walkable connections	ized and	Crash Data Total Crashes	16
						Severe Crashes (Fatal, Severe Injury)	0, 0
						Crashes with Another Vehicle	15
Capacit	y Data	Se	gment Cl	naracteristics		Crashes with a Bicyclist	0
2021 Average Daily Traffic (ADT)	13799	Segment Length (mi)	0.31 mi	Center Width (ft)	13 ft	Crashes with	1
2021 Volume-to-	0.38	Posted Speed (mph)	35 mph	Sidewalk Location	None	a Pedestrian Crashes with	
Capacity Ratio (V/C)	0.56	ROW Width (ft)	100 ft	Sidewalk Width (ft)	0	a Fixed Object	0
2045 Average Daily Traffic (ADT)	18927	Roadway Width (ft)	44 ft	Sidewalk coverage (%)	0%	Most Common Object Struck	NOT APPLICABLE
2045 Volume-to-	0.52	Number of Lanes	4	Buffer Width (ft)	5 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (4
Capacity Ratio (V/C)		Center Type	TWLTL				

Most Common ONE VEHICLE LEAVING DRIVEWAY

Factor of Collision

(7)



SE Harris Sub-Regional Study, Corridor Summary Sheets WINKLER DRIVE/RICHEY STREET FROM SOUTHMORE AVENUE TO SH 225 Corridor Segment ID: 4.5

Cross Se	ections	Reco	mmendeo	d Improvemen	its	Segment	Key Map
	Existing Aerial	Median None Pavement None Lighting None Signs and Signals - O	ptimize and cod	ordinate signals along t th on at least one side o	he segment		CITY Deer Park Houston La Porte
Propo	osed Cross Section		Previously Pro	posed Projects		Pasadena	
				on of Richey St. from SH and replacement of co	Crash Data ((2016-2020)	
# a	a a .		, storm sewers, i	utility adjustments and r	Total Crashes	330	
	Mada with S				Severe Crashes (Fatal, Severe Injury)	9, 0	
						Crashes with Another Vehicle	290
Capaci	ly Data	Se	gment Cl	naracteristics		Crashes with	1
2021 Average Daily Traffic (ADT)	13799	Segment Length (mi)	1.37 mi	Center Width (ft)	16 ft	a Bicyclist Crashes with	_
2021 Volume-to-		Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides	a Pedestrian	7
Capacity Ratio (V/C)	0.38	Crashes with a Fixed Object	27				
2045 Average Daily Traffic (ADT)	Traffic (ADT)					Most Common Object Struck	HIT GUARDRAIL
2045 Volume-to- Capacity Ratio (V/C)	0.52	Number of Lanes Center Type	4 TWLTL	Buffer Width (ft)	5 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (62)
		Center Type	IVVLIL			Most Common Factor of Collision	ONE VEHICLE LEAVING DRIVEWAY (39)



SE Harris Sub-Regional Study, Corridor Summary Sheets WINKLER DRIVE/RICHEY STREET FROM SH 225 TO SHAVER STREET/RED BLUFF ROAD Corridor Segment ID: 4.6

Cross Se	ections	Reco	mmendec	l Improvemen	ts	Segment	Key Map
Existing Aerial Nedian None Pavement - Resurface and restripe pavement Lighting None Signs and Signals - Optimize and coordinate signals along the Active Modes - Install shared use path on at least one side of troadway Access None Other None							CITY Deer Park Houston
Propo	osed Cross Section	None	Previously Prop	oosed Projects		Crash Data Total Crashes	La Porte Pasadena South Houston (2016-2020) 36
<u> </u>	<u>a e e _ M</u> _					Severe Crashes (Fatal, Severe Injury)	0, 0
						Crashes with Another Vehicle	32
Capaci	y Data	Se	gment Ch	aracteristics		Crashes with a Bicyclist	0
2021 Average Daily Traffic (ADT)	13799	Segment Length (mi)	0.8 mi	Center Width (ft)	0 ft	Crashes with	0
2021 Volume-to- Capacity Ratio (V/C)	0.38	Posted Speed (mph) ROW Width (ff)	35 mph 80 ft	Sidewalk Location Sidewalk Width (ft)	None 5	a Pedestrian Crashes with a Fixed Object	4
2045 Average Daily Traffic (ADT)	18927	Roadway Width (ft)	44 ft	Sidewalk coverage (%)	24.72%	Most Common Object Struck	FIRE HYDRANT
2045 Volume-to- Capacity Ratio (V/C)	0.52	Number of Lanes Center Type	4 Undivided	Buffer Width (ft)	5 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (13)
						Most Common Factor of Collision	VEHICLE CHANGING LANES (5)

Page 17 of 120 | Corridor Segment 4.6



SE Harris Sub-Regional Study, Corridor Summary Sheets SHAVER STREET FROM IH-45 TO GALVESTON ROAD/SH 3

Cross Se	Existing Aerial	Median None Pavement None Lighting None		d Improvemen		Segment I	Key Map
<u> </u>	ting Cross Section	Active Modes - Insta roadway - Improve existing sid Access None Other None		h on at least one side o	45	CITY Deer Park Houston La Porte Pasadena	
			Previously Prop	oosed Projects			South Houston
<u>. M. a a a</u>		None			Crash Data (
					Total Crashes	279	
					Severe Crashes (Fatal, Severe Injury)	6, 1	
						Crashes with Another Vehicle	254
Capaci	y Data	Se	egment Ch	aracteristics		Crashes with	1
2021 Average Daily	22316	Segment Length (mi)	1.28 mi	Center Width (ft)	14 ft	a Bicyclist Crashes with	
Traffic (ADT) 2021 Volume-to-		Posted Speed (mph)	45 mph	Sidewalk Location	Both Sides	a Pedestrian	1
Capacity Ratio (V/C)	0.4	ROW Width (ft)	60 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	21
2045 Average Daily Traffic (ADT)	28341	Roadway Width (ft)	66 ft	Sidewalk coverage (%)	91.33%	Most Common Object Struck	HIT MEDIAN BARRIER
2045 Volume-to-	0.51	Number of Lanes	6 Reised Median	Buffer Width (ft)	30 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (69)
Capacity Ratio (V/C) Page 18 of 120 Corrid	dor Segment 5.1	Center type	Raised Median			Most Common Factor of Collision	VEHICLE CHANGING LANES (22)



SE Harris Sub-Regional Study, Corridor Summary Sheets SHAVER STREET FROM GALVESTON ROAD/SH 3 TO SPENCER HIGHWAY

Priority Corridor

Cross Se	ections	Reco	mmendeo	d Improvemen	ts	Segment	Кеу Мар
	Existing Aerial	Median - Install cente	er two-way left-t	rurn lane			
		Pavement - Resurfac	e and restripe p	avement			
		Lighting - Install lightin the vicinity of South H		intersections and along hool	sidewalks in	CTO CTO	225
Exis	sting Cross Section	roadway - Improve existing sid	linate signals all shared use pat ewalks and ADA	ong the segment th on at least one side o		CITY Deer Park	
Propo	sed Cross Section	Other - Remove head study required); insta		d provide parking elsewl nrough lane	45	La Porte	
Previously Proposed Projects						Creek Data	
•. •		None				Crash Data (
					Total Crashes	652	
						Severe Crashes (Fatal, Severe Injury)	15, 1
						Crashes with Another Vehicle	588
Capaci	ty Data	Se	gment Ch	naracteristics		Crashes with a Bicyclist	3
2021 Average Daily Traffic (ADT)	22316	Segment Length (mi)	1.99 mi	Center Width (ft)	0 ft	Crashes with	17
2021 Volume-to-		Posted Speed (mph)	45 mph	Sidewalk Location	None	a Pedestrian	16
Capacity Ratio (V/C)	0.61	ROW Width (ft)	54 ft	Sidewalk Width (ft)	0	Crashes with a Fixed Object	30
2045 Average Daily Traffic (ADT)	28341	Roadway Width (ft)	40 ft	Sidewalk coverage (%)	7.62%	Most Common Object Struck	DITCH
2045 Volume-to-	0.77	Number of Lanes	4	Buffer Width (ff)	14 ft	Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (168)
Capacity Ratio (V/C) Page 19 of 120 Corrio	dor Segment 5.2	Center Type	Undivided			Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (80)



SE Harris Sub-Regional Study, Corridor Summary Sheets SHAVER STREET FROM SPENCER HIGHWAY TO GARNER ROAD

Priority Corridor

Existing Action Median - Install center two-way left-tum lane Existing Cross Section Bigs and Signals - Optimize and coordinate signals along the segment and at signalized Existing Cross Section Bigs and Signals - Optimize and coordinate signals along the segment and at signalized Proposed Cross Section Differ Semore head-in parting and provide parking elsewhere (turther study required) Proposed Cross Section Differ Semore head-in parking and provide parking elsewhere (turther study required) Differ Semore head-in parking and provide parking sizeware rehad and signalized but with an indinange, sizewark wath (to 1) Crash Data (2016-Cozo) Segment CharacCetristics 450 2021 Average Daily 21616 Segment Length (th) 1.3 ml Center Work (th) Virtid Seed (ten) 35 mph steewark wath (th) Virtid Seed (ten) 35 mph steewark wath (th) Virtid Seed (ten) 30 ft) steewark wath (th) Virtid Seed (ten) 30 ft) steewark wath (th) 14 ft) Statis Volume-to- Capacity Ratio (V/c) 0.84 to exter with (th) 14 ft) Statis Volume-to- Capacity Ratio (V/c) 0.84 to exter with (th) 14 ft) Statis Volume-to- Capacity Ratio (V/c) 0.84	Cross Se	ections	Reco	mmendeo	d Improvemen	ts	Segment	Key Map
Existing Cross Section Signs and Signals - Optimize and coordinate signals along the segment. Review Proposed Cross Section Signs and Signals - Optimize and coordinate signals along the segment. Proposed Cross Section Cher - Remove head-in parking and provide parking elsewhere (turther study required). Proposed Cross Section Cher - Remove head-in parking and provide parking elsewhere (turther study required). Proposed Cross Section Cher - Remove head-in parking and provide parking elsewhere (turther study required). Proposed Cross Section Cher - Remove head-in parking and provide parking seworrehab and waterline adjustments. Segment Length (m) 1.3 mil Capacity Data Segment Characteristics 2021 Volume-to- Capacity Ratio (V/C) 0.6 2045 Volume-to- Capacity Ratio (V/C) 0.64 Number al lates 4 Number		Existing Aerial	Median - Install cent	er two-way left-t	urn lane			
Firstections Signs and Signals - Optimize and coordinate signals along the segment Active Modes - Install shared use path on at least one side of the codway. -Improve existing sidewalks and ADA curb ramps Codway Proposed Cross Section Proposed Cross Section City of Pascedne CIP - Five lone randowy reconstruction from Allendale Fid. to Westade Dr. with drainage, sidewalks, sanitary sever rehab and waterine acjustments Copacity Data Segment Characteristics 2021 Average Daily 21616 Segment Length (m) 1.3 mi Copacity Ratio (V/c) 0.6 New with (m) 80 ft Solds Volume-to-Copacity Ratio (V/c) 0.84 Cobad Volume-to-Copacity Ratio (V/c) 0.84 Copacity Ratio (V/c) 0.84			Pavement - Resurfac	e and restripe p	avement			
Existing Cross Section Proposed Cross Section Active Modes - Install shared use path on at least one side of the roadway. - Differ - Remove head-in parking and provide parking elsewhere (further study required) - Differ - Remove head-in parking and provide parking elsewhere (further study required) Proposed Cross Section - Deviously Proposed Projects - Deviously Proposed Projects Chy of Pasadene CIP - Fwe lone roadway reconstruction from Allender Rd, lo Westide Dr, with drainage, sidewalk, sanitary sewer rehab and waterline adjustments - Deviously Proposed Projects 2021 Average Daily Traffic (ADI) 21616 Segment Length (m) 1.3 mi Center Width (f) 0 ff 2021 Volume-to- Copacity Ratio (V/C) 0.6 Row Width (f) 80 ff sidewalk caction One Side Crashes with Bicyclist 1 2045 Volume-to- Copacity Ratio (V/C) 0.84 Roodway Width (f) 48 ff sidewalk width (f) 5 Bicyclist 15 2045 Volume-to- Copacity Ratio (V/C) 0.84 Roodway Width (f) 48 ff sidewalk width (f) 14 fft 2045 Volume-to- Copacity Ratio (V/C) 0.84 Center type Wood Common (137) Storest Ration (f) Storest Ration (f) 14 fft 2045 Volume-to- Copacity Ratio (V/C) 0.84 Exect Vind Vidied Storest Ration (f) <td< td=""><td></td><td></td><td></td><td>upgrade lighting</td><td>g along segment and a</td><td>t signalized</td><td>610</td><td>225</td></td<>				upgrade lighting	g along segment and a	t signalized	610	225
Proposed Cross Section Other - Remove head-in parking and provide parking elsewhere (further study required) Proposed Cross Section Previously Proposed Projects Chy of Proceed Cross Section Chy of Proceed Cross Section Proposed Cross Section Previously Proposed Projects Chy of Proceed Cross Section Chy of Proceed Cross Section Proposed Cross Section Previously Proposed Projects Chy of Proceed Cross Section Chy of Proceed Cross Section Proposed Cross Section Previously Proposed Projects Chy of Proceed Cross Section Chy of Proceed Section Proposed Cross Section Segment Length (m) Section Cross Section Segment Length (m) Proteid Section (m) 35 mph Section Corpacity Ratio (V/c) 0.6 Root width (n) 48 ft Section (Chy Cross Section) Section (Cross Section) Capacity Ratio (V/c) 0.84 Capacity Ratio (V			Signs and Signals - C	ptimize and coo	ordinate signals along th	he segment		A A
Other - Remove head-in parking and provide parking elsewhere (further study required) Image: Study required (further study required) Image: Study required (further study required) Proposed Cross Section Previously Proposed Projects City of Pasadena CIP - Five lane roadway reconstruction from Allendale Rs. to Westide Dr. with drainage, sidewalks, sanitary sewer rehab and waterline adjustments Crash Data (2016-2020) Kit of Westide Dr. with drainage, sidewalks, sanitary sewer rehab and waterline adjustments Severe Crashes 450 Severe Crashes 9, 2 Crashe with 426 Savet Record City Data Segment Characteristics Crashes with 426 2021 Average Daily 21616 Segment Length (m) 1,3 mi Center With (m) 0 ft Crashes with a Bicyclist 1 2022 Volume-to- 0.6 Row with (m) 80 ft Sidewalk location One Side Crashes with a Bicyclist 6 2045 Volume-to- 0.6 Row with (m) 48 ft Sidewalk location One Side Crashes with a Bicyclist 15 2045 Volume-to- 0.84 Center type Undivided Wast Common So ONE STRACHT.ONE STOPPED 2045 Volume-to- 0.84 Center type Undivided 14 ft Most Common So ONE STRACHT.ONE STOPPED 2045	Exis	ting Cross Section	roadway - Improve existing sid			of the		
Previously Proposed Projects Crash Data (2016-2020) Crash Data (2016-2020) It we define a CIP - Five lane roadway reconstruction from Allendale Rd. to Westside Dr. with drainage, sidewalks, sanitary sewer rehab and waterline adjustments Crash Data (2016-2020) Colspan="4">Crashes with adjustments Capacity Data Segment Characteristics Crashes with Another Vehicle 2021 Average Daily Traffic (AD1) Segment Lengih (m) 1.3 mi Center Widh (tr) Off Crashes with Another Vehicle 2021 Volume-to- Capacity Ratio (V/C) O.6 Reweik Location One Side Crashes with a Bicyclist 1 2045 Average Daily Traffic (AD1) 30474 Readway Widh (tr) 4 Buffer Widh (tr) 14 ft Most Common Object Struck Supremation of table of t	<u> </u> e_e	<u> </u>		d-in parking and	d provide parking elsew	here (further	45	Houston La Porte Pasadena
Rd. to Westside Dr, with drainage, sidewalks, sanitary sewer rehab and waterline adjustments Rd. to Westside Dr, with drainage, sidewalks, sanitary sewer rehab and waterline adjustments Total Crashes 450 Severe Crashes, (Fadal, Severe Injury) Severe Crashes, (Fadal, Severe Injury) 9, 2 Capacity Data Segment Characteristics Crashes with a Bicyclist 426 2021 Average Daily Traffic (ADT) 21616 Segment Length (m) 1.3 mi Center Wath (t) 0 ft 2021 Volume-to- Capacity Ratio (V/C) 0.6 Segment Length (m) 1.3 mi Center Wath (t) 0 ft Crashes with a Bicyclist 1 2045 Average Daily Traffic (ADT) 30474 Roadway Width (t) 48 ft Sidewalk coverage (%) 40.24% Most Common Object Struck HIT FENCE 2045 Volume-to- Capacity Ratio (V/C) 0.84 Roadway Width (t) 48 ft Sidewalk coverage (%) 40.24% Most Common Object Struck HIT FENCE 2045 Volume-to- Capacity Ratio (V/C) 0.84 Undivided Undivided So ONE STRUCH-ONE STOPPED So ONE STRUCH-ONE STOPPED Xootway Width (th) 48 ft Sidewalk coverage (%) 40.24% Most Common Manner of Collision HIT FENCE 2045 Volume-to- Capacity	Propo	sed Cross Section		Previously Prop	posed Projects		Creek Date	
Capacity Data Segment Characteristics (Fatal, Severe Injury) 7.2 2021 Average Daily Traffic (ADT) 21616 Segment Length (m) 1.3 mi Center Width (ff) 0 ft Crashes with a Bicyclist 1 2021 Volume-to- Capacity Ratio (V/C) 0.6 Row Width (ff) 35 mph Sidewalk Location One Side Crashes with a Bicyclist 6 2045 Average Daily Traffic (ADT) 30474 Roadway Width (ff) 48 ft Sidewalk coverage (%) 40.24% Most Common Object Struck HIT FENCE 2045 Volume-to- Capacity Ratio (V/C) 0.84 Center Type Undivided 14 ft Most Common Maanner of Collision Sidewalk OR FF, CTRL [72]			Rd. to Westside Dr. w	vith drainage, sic				
Capacity Data Segment Length (mi) 1.3 mi Center Width (ff) 0 ft Crashes with a Bicyclist 1 2021 Average Daily Traffic (ADT) 21616 Segment Length (mi) 1.3 mi Center Width (ff) 0 ft Crashes with a Bicyclist 1 2021 Volume-to- Capacity Ratio (V/C) 0.6 Row Width (ff) 35 mph Sidewalk Location One Side Crashes with a Fixed Object 6 2045 Average Daily Traffic (ADT) 30474 Roadway Width (ff) 48 ft Sidewalk coverage (%) 40.24% Most Common Object Struck Hit Fence 2045 Volume-to- Capacity Ratio (V/C) 0.84 Center Type Undivided 14 ft Most Common Manner of Collision Struckorto Conter, Factor of Collision Stowinkorter, CTRL (72)		. 2 2 - 1						9, 2
2021 Average Daily Traffic (ADT) 21616 Segment Length (mi) 1.3 mi Center Width (ff) 0 ft a Bicyclist I 2021 Volume-to- Capacity Ratio (V/C) 0.6 Row width (ff) 35 mph Sidewalk Location One Side Crashes with a Pedestrian 6 2045 Average Daily Traffic (ADT) 0.6 Row width (ff) 80 ft Sidewalk coverage (%) 40.24% Most Common Object Struck 15 2045 Average Daily Traffic (ADT) 30474 Roadway Width (ff) 48 ft Sidewalk coverage (%) 40.24% Most Common Object Struck HIT FENCE 2045 Volume-to- Capacity Ratio (V/C) 0.84 Center Type Undivided Undivided Store Type Most Common Manner of Collision Store Strakight-one Store OFF								426
2021 Average Daily Traffic (ADT)21616segment Length (mi)1.3 miCenter Width (ff)0 ffCrashes with a Pedestrian62021 Volume-to- Capacity Ratio (V/C)0.6Row Width (ff)35 mphSidewalk LocationOne SideCrashes with a Pedestrian62045 Average Daily Traffic (ADT)30474Roadway Width (ff)48 ftSidewalk coverage (%)40.24%Most Common Object StruckHIT FENCE2045 Volume-to- Capacity Ratio (V/C)0.84Center TypeUndividedEMost Common Manner of CollisionSD ONE STRAIGHT-ONE STOPPED (137)	Capacit	y Data	Se	gment Ch	naracteristics			1
2021 Volume-to- Capacity Ratio (V/C)0.6Posted Speed (mph)35 mphSidewalk LocationOne Sidea PedestrianO2021 Volume-to- Capacity Ratio (V/C)0.6Row Width (ff)80 ftSidewalk Width (ff)5Crashes with a Fixed Object152045 Average Daily Traffic (ADT)30474Roadway Width (ff)48 ftSidewalk coverage (%)40.24%Most Common Object StruckHIT FENCE2045 Volume-to- Capacity Ratio (V/C)0.84Number of Lanes4Buffer Width (ff)14 ftMost Common Manner of CollisionSD ONE STRAIGHT-ONE STOPPED (137)2045 Volume-to- Capacity Ratio (V/C)0.84UndividedVundividedSD ONE STRAIGHT-ONE STOPPED (137)SD ONE STRAIGHT-ONE STOPPED (137)SD ONE STRAIGHT-ONE STOPPED (137)SD ONE STRAIGHT-ONE OFF FLAGMAN, OR TRF. CTRL (72)		21616	Segment Length (mi)	1.3 mi	Center Width (ft)	0 ft	-	,
Capacity Ratio (V/C)0.6ROW Width (ff)80 ftSidewalk Width (ff)5Crashes with a Fixed Object152045 Average Daily Traffic (ADT)30474Roadway Width (ff)48 ftSidewalk coverage (%)40.24%Most Common Object StruckHIT FENCE2045 Volume-to- Capacity Ratio (V/C)0.84Number of Lanes4Buffer Width (ff)14 ftMost Common Manner of CollisionHIT FENCE2045 Volume-to- Capacity Ratio (V/C)0.84Center TypeUndividedFMost Common Factor of CollisionSI OWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL (72)			Posted Speed (mph)	35 mph	Sidewalk Location	One Side	a Pedestrian	6
Traffic (ADT)30474Art of the fieldArt of the field <td></td> <td>0.6</td> <td>ROW Width (ft)</td> <td>80 ft</td> <td>Sidewalk Width (ft)</td> <td>5</td> <td></td> <td>15</td>		0.6	ROW Width (ft)	80 ft	Sidewalk Width (ft)	5		15
2045 Volume-to- Capacity Ratio (V/C) 0.84 Center Type Undivided Most Common Most Common Factor of Collision SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (72)	• /	30474						HIT FENCE
Most Common Factor of Collision		0.84				14 ft		
			Center type	Unaividea				



SE Harris Sub-Regional Study, Corridor Summary Sheets SHAVER STREET FROM GARNER ROAD TO HOUSTON AVENUE

Priority Corridor

Cross Se	ections	Reco	mmendeo	d Improvemen	ts	Segment	Key Map
	Existing Aerial	Median None				10	
		Pavement - Resurfac	e and restripe p	avement			
		Lighting - Install and u intersections	upgrade lighting	g along segment and a	610		
7		Signs and Signals - \bigcirc	ptimize and co	ordinate signals along th		225	
Exis	ting Cross Section	Active Modes - Instal roadway	II shared use pa	th on at least one side c			
		Access None					CITY
Propo	sed Cross Section	Other None				45	Houston La Porte Pasadena
			Previously Pro	posed Projects		Crach Data	
	<u></u>	None			Crash Data		
						Total Crashes	72
						Severe Crashes (Fatal, Severe Injury)	1,0
						Crashes with Another Vehicle	67
Capaci	y Data	Se	gment Ch	naracteristics		Crashes with	1
2021 Average Daily Traffic (ADT)	21616	Segment Length (mi)	0.3 mi	Center Width (ft)	13 ft	a Bicyclist Crashes with	
2021 Volume-to-		Posted Speed (mph)	35 mph	Sidewalk Location	One Side	a Pedestrian	I
Capacity Ratio (V/C)	0.6	ROW Width (ff)	81 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	3
2045 Average Daily Traffic (ADT)	30474	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	35.21%	Most Common Object Struck	HIT HIGHWAY SIGN
2045 Volume-to- Capacity Ratio (V/C)	0.84	Number of Lanes Center Type	4 TWLTL	Buffer Width (ft)	14 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (22)
		Contra 1996	ITTLL			Most Common Factor of Collision	SLOWING/STOPPING-FOR TRAFFIC (9)
Page 21 of 120 Corric	lorsegment 5.4						



SE Harris Sub-Regional Study, Corridor Summary Sheets SHAVER STREET FROM HOUSTON AVENUE TO HARRIS AVENUE

Cross Se		Reco	mmendeo	d Improvemen	its	Segment	Key Map
7	- Existing Aerial	Median - Conduct a	Road Diet (rem	ove one travel lane)		10-	
		Pavement - Resurfac	e and restripe p	avement			A A A A A A A A A A A A A A A A A A A
	52.5	Lighting None		610			
Exis	ting Cross Section	roadway - Improve existing sid	dinate signals all I shared use pat ewalks and ADA	ong the segment 'h on at least one side o			CITY Deer Park Houston La Porte
- Bronc	osed Cross Section					45	Pasadena South Houston
riope				posed Projects	Crash Data (
		Pasadena Livable Ce way	enters Study - Re	design street from one-	Total Crashes	83	
dat 😑	a						
						Severe Crashes (Fatal, Severe Injury)	2, 0
						Crashes with Another Vehicle	73
Capaci	y Data	Se	gment Ch	naracteristics		Crashes with	1
2021 Average Daily Traffic (ADT)	10742	Segment Length (mi)	0.74 mi	Center Width (ft)	0 ft	a Bicyclist Crashes with	
2021 Volume-to-		Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides	a Pedestrian	1
Capacity Ratio (V/C)	0.4	ROW Width (ft)	60 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	4
2045 Average Daily Traffic (ADT)	14051	Roadway Width (ft)	36 ft	Sidewalk coverage (%)	83.4%	Most Common Object Struck	FIRE HYDRANT
2045 Volume-to-	0.52	Number of Lanes 3 Buffer Width (ft) 1 4 ft			Most Common Manner of Collision	SD ONE STRAIGHT-ONE LEFT TURN (28)	
Capacity Ratio (V/C) Page 22 of 120 Corrid	dor Segment 5.5	Center Type	Undivided			Most Common Factor of Collision	VEHICLE CHANGING LANES (25)



SE Harris Sub-Regional Study, Corridor Summary Sheets SHAVER STREET FROM HARRIS AVENUE TO JACKSON AVENUE

Corridor Segment ID: 5.6

Cross Se	ctions	Reco	mmendeo	d Improvemen	ts	Segment	Key Map
	Existing Aerial	Median - Conduct a	Road Diet (rem	ove one travel lane)		10-	
		Pavement - Resurfac	e and restripe p		A A A A A A A A A A A A A A A A A A A		
		Lighting None		610			
Exist	ing Cross Section	Signs and Signals - In - Optimize and coord Active Modes - Instal roadway	dinate signals al		225		
		Access - Driveway a	ccess managen	nent (further study requ	ired)		СІТҮ
1 (C (C)	ed Cross Section	Other None			45	Deer Park Houston La Porte Pasadena	
Пороз				posed Projects		Crash Data (2016_2020
	- 1.1	Pasadena Livable Ce way	enters Study - Re	Total Crashes	113		
JH	<u> </u>					Severe Crashes (Fatal, Severe Injury)	1, 1
						Crashes with Another Vehicle	101
Capacity	y Data	Segment Characteristics				Crashes with	2
2021 Average Daily Traffic (ADT)	9496	Segment Length (mi)	0.5 mi	Center Width (ft)	0 ft	a Bicyclist Crashes with	
2021 Volume-to-		Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides	a Pedestrian	1
Capacity Ratio (V/C)	0.35	Crashes with a Fixed Object	5				
2045 Average Daily Traffic (ADT)	12060	Roadway Width (ft)	36 ft	Sidewalk coverage (%)	91.3%	Most Common Object Struck	HIT TREE, SHRUB, LANDSCAPING
2045 Volume-to- Capacity Ratio (V/C)	0.45	Number of Lanes Center Type	3 Undivided	Buffer Width (ft)	14 ft	Most Common Manner of Collision	SD BOTH GOING STRAIGHT- SIDESWIPE (26)
						Most Common Factor of Collision	VEHICLE CHANGING LANES (23)

Page 23 of 120 | Corridor Segment 5.6



SE Harris Sub-Regional Study, Corridor Summary Sheets SHAVER STREET FROM JACKSON AVENUE TO PITTS AVENUE

Cross Se	ections	Reco	mmendeo	d Improvemen	ts	Segment	Key Map
	Existing Aerial	Median - Conduct a	Road Diet (rem	ove one travel lane)			P
	and a large	Pavement - Resurfac	e and restripe p	avement			
	the start	Lighting None			610		
Exis	sting Cross Section	roadway - Improve existing sid Access - Driveway a	dinate signals ald I shared use pat ewalks and ADA	ong the segment h on at least one side c		CITY Deer Park	
<u> </u>	<u>a a 1</u>	Other None					Houston La Porte
Propo	osed Cross Section		Previously Prop	oosed Projects	40	Pasadena South Houston	
		Pasadena Livable Ce way	enters Study - Re	design street from one-	Crash Data (
itat 😑	A 18	,				Total Crashes	133
					Severe Crashes (Fatal, Severe Injury)	3, 0	
						Crashes with Another Vehicle	129
Capaci	ty Data	Se	gment Ch	aracteristics		Crashes with	0
2021 Average Daily Traffic (ADT)	10742	Segment Length (mi)	0.62 mi	Center Width (ft)	0 ft	a Bicyclist Crashes with	0
2021 Volume-to-		Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides	a Pedestrian	0
Capacity Ratio (V/C)	0.4	ROW Width (ff)	60 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	4
2045 Average Daily Traffic (ADT)	14051	Roadway Width (ft)	36 ft	Sidewalk coverage (%)	73.64%	Most Common Object Struck	HIT FENCE
2045 Volume-to-	0.52	Number of Lanes	3	Buffer Width (ft)	14 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (76)
Capacity Ratio (V/C)	0.02	Center Type	Undivided			Monner of Collision Most Common	ATTENTION DIVERTED FROM
Page 24 of 120 Corric	dor Segment 5.7					Factor of Collision	DRIVING (10)



SE Harris Sub-Regional Study, Corridor Summary Sheets SHAVER STREET FROM PITTS AVENUE TO WASHBURN TUNNEL

Cross Se	ctions	Reco	mmendeo	d Improvemen	s	Segment	Key Map
	Existing Aerial	Median - Conduct a two-way left-turn lan Pavement - Resurfac Lighting None Signs and Signals - In	e e and restripe p		with center		225
Exis	ting Cross Section	- Optimize and coord Active Modes - Instal roadway (path leadi	dinate signals al I shared use painng to Santa Anr	ong the segment th on at least one side o		CITY Deer Park	
<u> </u>	a a	Other None				45	Houston La Porte Pasadena South Houston
Propo	sed Cross Section		Previously Pro	posed Projects	Crash Data (
		None				Total Crashes	81
	Streetnin					Severe Crashes (Fatal, Severe Injury)	1, 1
						Crashes with Another Vehicle	72
Capacit	y Data	Se	gment Cl	naracteristics		Crashes with	0
2021 Average Daily Traffic (ADT)	3860	Segment Length (mi)	0.8 mi	Center Width (ft)	O ft	a Bicyclist Crashes with	0
2021 Volume-to-		Posted Speed (mph)	35 mph	Sidewalk Location	None	a Pedestrian	0
Capacity Ratio (V/C)	0.11	ROW Width (ft)	60 ft	Sidewalk Width (ft)	0	Crashes with a Fixed Object	8
2045 Average Daily Traffic (ADT)	6521	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	0%	Most Common Object Struck	HIT FENCE
2045 Volume-to-	0.18	Number of Lanes Center Type	4 Undivided	Buffer Width (ft)	12 ft	Most Common Manner of Collision	SD BOTH GOING STRAIGHT- SIDESWIPE (26)
Capacity Ratio (V/C) Page 25 of 120 Corrid	or Segment 5.8	Center type	UNUVICED			Most Common Factor of Collision	VEHICLE CHANGING LANES (17)



SE Harris Sub-Regional Study, Corridor Summary Sheets MAIN STREET FROM PITTS AVENUE TO JACKSON AVENUE

Corridor Segment ID: 6.1

Cross Se	ections	Reco	mmendeo	d Improvemen	ts	Segment	Кеу Мар
	Existing Aerial	Median - Conduct a	Road Diet (rem	ove one travel lane)		10-4	P
		Pavement - Resurfac	e and restripe p	avement			
		Lighting None			610		
Signs and Signals - Install and upgrade curve signage • Optimize and coordinate signals along the segment Active Modes - Install shared use path on at least one side of the roadway • Improve existing sidewalks and ADA curb ramps Access - Driveway access management (further study required) Other None							CITY Deer Park Houston
<u> </u>	<u> </u>				45	La Porte	
Propo	sed Cross Section		Previously Prop	oosed Projects	Creek Date		
		Pasadena Livable Ce way	enters Study - Re	design street from one-	Crash Data (
						Total Crashes	156
<u>11</u> ===	() (, , , , , , , , , , , , , , , , , ,				Severe Crashes (Fatal, Severe Injury)	0, 0	
						Crashes with Another Vehicle	138
Capaci	y Data	Se	gment Ch	naracteristics		Crashes with a Bicyclist	0
2021 Average Daily Traffic (ADT)	9496	Segment Length (mi)	0.62 mi	Center Width (ft)	0 ft	Crashes with	
2021 Volume-to-		Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides	a Pedestrian	1
Capacity Ratio (V/C)	0.35	ROW Width (ft)	60 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	17
2045 Average Daily Traffic (ADT)	12060	Roadway Width (ft)	33 ft	Sidewalk coverage (%)	80.5%	Most Common Object Struck	HIT OTHER FIXED OBJECT
2045 Volume-to-	() 45						ANGLE - BOTH GOING STRAIGHT (60)
Capacity Ratio (V/C) Page 26 of 120 Corric		Center Type	Undivided			Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (14)

Priority Corridor



SE Harris Sub-Regional Study, Corridor Summary Sheets MAIN STREET FROM JACKSON AVENUE TO HARRIS AVENUE

Corridor Segment ID: 6.2

Cross Se	TRANSPORT OF THE PROPERTY AND ADDRESS OF THE PROPERTY OF THE P	Reco	mmended	d Improvemen	ts	Segment	Key Map	
	Existing Aerial	Median - Conduct a	Road Diet (rem	ove one travel lane)				
		Pavement - Resurfac	e and restripe p	avement				
		Lighting None				610		
Exis	ting Cross Section	roadway - Improve existing sid	dinate signals ald I shared use pat ewalks and ADA	ong the segment h on at least one side c		CITY CITY Deer Park Houston		
	sed Cross Section					45	La Porte	
Поро	sed closs section		Previously Prop	Crash Data (
	😑 t it	Pasadena Livable Ce way	enters Study - Re	design street from one-	Total Crashes	47		
					Severe Crashes (Fatal, Severe Injury)	2, 0		
					Crashes with Another Vehicle	43		
Capacit	y Data	Se	gment Ch	aracteristics	Crashes with	0		
2021 Average Daily Traffic (ADT)	9496	Segment Length (mi)	0.51 mi	Center Width (ft)	0 ft	a Bicyclist Crashes with		
2021 Volume-to-		Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides	a Pedestrian	0	
Capacity Ratio (V/C)	0.35	ROW Width (ft)	60 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	2	
2045 Average Daily Traffic (ADT)	12060	Roadway Width (ft)	33 ft	Sidewalk coverage (%)	68.79%	Most Common Object Struck	OVERTURNED	
2045 Volume-to- Capacity Ratio (V/C)	0.45	Number of Lanes Center Type	3 Undivided	Buffer Width (ft)	17 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (18)	
Capacity Kallo (V/C)		Center type	STUMUEU			Most Common Factor of Collision	VEHICLE CHANGING LANES (10)	

Page 27 of 120 | Corridor Segment 6.2



SE Harris Sub-Regional Study, Corridor Summary Sheets MAIN STREET FROM HARRIS AVENUE TO SHAVER STREET

Cross Se	ections	Reco	mmended	l Improvemen	Segment	Кеу Мар	
	Existing Aerial	Median - Conduct a Pavement - Resurface Lighting None Signs and Signals - In - Optimize and coord Active Modes - Insta roadway - Improve existing sid	Road Diet (rem e and restripe p stall and upgrad dinate signals ald I shared use pat ewalks and ADA	ove one travel lane) avement de curve signage ong the segment h on at least one side c	Segment 610	CITY	
<u>t_ a a</u>		Other None			45	Deer Park Houston La Porte Pasadena South Houston	
Propo	osed Cross Section			oosed Projects	Crash Data (
		Pasadena Livable Ce way	enters Study - Re	design street from one-	Total Crashes	123	
	Andowith St				Severe Crashes (Fatal, Severe Injury)	1, 0	
						Crashes with Another Vehicle	118
Capaci	y Data	Se	gment Ch	aracteristics	Crashes with	0	
2021 Average Daily Traffic (ADT)	9496	Segment Length (mi)	0.7 mi	Center Width (ft)	0 ft	a Bicyclist Crashes with	0
2021 Volume-to- Capacity Ratio (V/C)	0.35	Posted Speed (mph) ROW Width (ff)	35 mph 60 ft	Sidewalk Location Sidewalk Width (ff)	Both Sides 5	a Pedestrian Crashes with a Fixed Object	3
2045 Average Daily Traffic (ADT)	12060	Roadway Width (ft)	33 ft	Sidewalk coverage (%)	85.28%	Most Common Object Struck	OVERTURNED
2045 Volume-to-	0.45	Number of Lanes Center Type	3 Undivided	Buffer Width (ft)	17 ft	Most Common Manner of Collision	SD BOTH GOING STRAIGHT- SIDESWIPE (38)
Capacity Ratio (V/C) Page 28 of 120 Corrio	dor Segment 6.3	Center type	Unuivided			Most Common Factor of Collision	VEHICLE CHANGING LANES (36)



SE Harris Sub-Regional Study, Corridor Summary Sheets PASADENA BOULEVARD FROM RED BLUFF ROAD TO SH 225

Cross Se	ections	Reco	mmendeo	d Improvemen	ts	Segment	Key Map	
	Existing Aericl	Median - Conduct a two-way left-turn land	•	lane in each direction)				
		Pavement None						
		Lighting None					225	
		Signs and Signals - \bigcirc	ptimize and coo	ordinate signals along t	he segment			
Exis	ting Cross Section	Active Modes - Instal roadway	l shared use pat	th on at least one side c	of the			
		Access - Consolidate required)	e driveways alor	ng the segment (further	study		CITY	
Propo	sed Cross Section	Other None				45	La Porte Pasadena South Houston	
			Previously Prop	posed Projects	Crash Data (
		None				Total Crashes	12	
	J Strootmi					Severe Crashes (Fatal, Severe Injury)	0, 0	
						Crashes with Another Vehicle	10	
Capaci	y Data	Se	gment Ch	naracteristics	Crashes with	0		
2021 Average Daily Traffic (ADT)	14661	Segment Length (mi)	0.28 mi	Center Width (ft)	0 ft	a Bicyclist Crashes with	0	
2021 Volume-to-		Posted Speed (mph)	35 mph	Sidewalk Location	None	a Pedestrian	0	
Capacity Ratio (V/C)	0.54	ROW Width (ft)	34 ft	Sidewalk Width (ft)	0	Crashes with a Fixed Object	2	
2045 Average Daily Traffic (ADT)	24580	Roadway Width (ft)	40 ft	Sidewalk coverage (%)	35.34%	Most Common Object Struck	DITCH	
2045 Volume-to- Capacity Ratio (V/C)	0.91	Number of Lanes Center Type	4 Undivided	Buffer Width (ft)	11 ft	Most Common Manner of Collision	ANGLE - ONE STRAIGHT-ONE LEFT TURN (4)	
						Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (2)	



SE Harris Sub-Regional Study, Corridor Summary Sheets PASADENA BOULEVARD FROM SH 225 TO HOUSTON AVENUE

Corridor Segment ID: 7.2

Cross Se	ections	Reco	Recommended Improvements Segment Key Map							
	Existing Aerial		Road Diet (one	lane in each direction)	10-					
		Pavement - Resurfac	e and restripe p	avement		610				
* *		Lighting - Install lighting the vicinity of Jackso		intersections and along School	sidewalks in					
Exis	ting Cross Section	Signs and Signals - \bigcirc	ptimize and coo	ordinate signals along t	he segment					
		roadway - Improve existing sid	ewalks and AD/	th on at least one side o A curb ramps nent (further study requ	CITY Deer Park					
	a a 	Other None				45 Houston				
Propo	osed Cross Section		Previously Pro	posed Projects		South Houston				
		Crash Data	(2016-2020)							
from W Harris Ave. to Hwy 225 to 4 lane concrete roadway with continuous turn lanes. Reconstruction of Pasadena Blvd. to include sidewalks, drainage, and utility work. ROW acquisition and CenterPoint						Total Crashes	328			
	Stree	pole relocations are		. KOW acquisition and C	Severe Crashes (Fatal, Severe Injury)	5, 0				
					Crashes with Another Vehicle	300				
Capaci	y Data	Segment Characteristics				Crashes with a Bicyclist	3			
2021 Average Daily Traffic (ADT)	14661	Segment Length (mi)	1.73 mi	Center Width (ft)	0 ft	Crashes with				
2021 Volume-to-		Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides	a Pedestrian	I			
Capacity Ratio (V/C)	0.41	ROW Width (ff)	44 ft	Sidewalk Width (ft)	Crashes with a Fixed Object	22				
2045 Average Daily Traffic (ADT)	24580	Roadway Width (ft)	44 ft	Sidewalk coverage (%)	76.9%	Most Common Object Struck	HIT OTHER FIXED OBJECT			
2045 Volume-to- Capacity Ratio (V/C)	0.68	Number of Lanes Center Type	4 Undivided	Buffer Width (ft)	0 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (81)			
		, F				Most Common Factor of Collision	ONE VEHICLE LEAVING DRIVEWAY (48)			

Factor of Collision



SE Harris Sub-Regional Study, Corridor Summary Sheets PASADENA BOULEVARD FROM HOUSTON AVENUE TO PRESTON AVENUE

Cross Se	ctions	Reco	mmendeo	d Improvemen	nts	Segment	Кеу Мар	
	Existing Aerial	Median - Conduct a two-way left-turn lan	•	lane in each direction	10-	to a		
		Pavement - Resurfac	e and restripe p	avement				
				g along segment and a	It signalized	2 AN	225	
Exist	ing Cross Section	Signs and Signals - C	ptimize and coo	ordinate signals along t	he segment			
		Active Modes - Insta roadway - Improve existing sid Access None			CITY Deer Park			
Propos	ed Cross Section	Other None		45	Houston La Porte Pasadena			
			Previously Pro	posed Projects		South Houston		
**1 -		None				Crash Data (2016-2020)	
	ter i en il en Straatmin					Total Crashes	123	
						Severe Crashes (Fatal, Severe Injury)	1, 2	
						Crashes with Another Vehicle	109	
Capacity	/ Data	Se		naracteristics		Crashes with a Bicyclist	3	
2021 Average Daily Traffic (ADT)	14661	Segment Length (mi)	1.82 mi	Center Width (ft)	0 ft	Crashes with	1	
2021 Volume-to-		Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides	a Pedestrian	1	
Capacity Ratio (V/C)	0.41	ROW Width (ff)	44 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	4	
2045 Average Daily Traffic (ADT)	24580	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	90.23%	Most Common Object Struck	HIT LUMINAIRE POLE	
2045 Volume-to-	0.68	Number of Lanes	4	Buffer Width (ft)	0 ft	Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (25)	
Capacity Ratio (V/C) Page 31 of 120 Corrido	or Segment 7.3	Center Type	Undivided			Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (12)	



SE Harris Sub-Regional Study, Corridor Summary Sheets PASADENA BOULEVARD FROM PRESTON AVENUE TO LOUISIANA AVENUE

Cross Se		Reco	mmendeo	d Improvemen	ts	Segment	Кеу Мар
	Existing Aerial	Median - Conduct a two-way left-turn lan	•	lane in each direction	10-4		
		Pavement None					
		Lighting - Install and u intersections	upgrade lighting	g along segment and a	t signalized	2 AS	225
Exist	ting Cross Section	Signs and Signals - \bigcirc	ptimize and co	ordinate signals along t	he segment	K X Y	
		Active Modes - Instal roadway	l shared use pa	th on at least one side o	of the		СІТУ
		Access None					Deer Park
Propo	sed Cross Section	Other None		45	La Porte		
			Previously Pro	Crash Data (2014-2020)		
		None					
						Total Crashes	170
		3				Severe Crashes (Fatal, Severe Injury)	1,0
						Crashes with Another Vehicle	158
Capacit	y Data	Se	gment Ch	naracteristics		Crashes with	0
2021 Average Daily Traffic (ADT)	14661	Segment Length (mi)	1.82 mi	Center Width (ft)	0 ft	a Bicyclist Crashes with	
2021 Volume-to-		Posted Speed (mph)	40 mph	Sidewalk Location	Both Sides	a Pedestrian	0
Capacity Ratio (V/C)	0.4	ROW Width (ff)	44 ft	Sidewalk Width (ff)	5	Crashes with a Fixed Object	12
2045 Average Daily Traffic (ADT)	24580	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	92.71%	Most Common Object Struck	HIT CURB
2045 Volume-to- Capacity Ratio (V/C)	0.67	Number of Lanes Center Type	4 Undivided	Buffer Width (ft)	0 ft	Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (42)
	or Segment 7.4	a				Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (27)



SE Harris Sub-Regional Study, Corridor Summary Sheets PASADENA BOULEVARD FROM LOUISIANA AVENUE TO PARKTOWN DRIVE

Cross Se	ctions	Reco	mmendeo	d Improvemen	ts	Segment	Key Map
Cross Se Exist	Median - Conduct a two-way left-turn lan Pavement None Lighting - Install and t intersections Signs and Signals - C Active Modes - Instal roadway - Improve existing sid Access None Other None	Road Diet (one e upgrade lighting ptimize and cod I shared use par ewalks and AD/	g along segment and a ordinate signals along th on at least one side o	Segment Key Map			
	<u> </u>					Total Crashes	98
					Severe Crashes (Fatal, Severe Injury)	1,0	
					Crashes with Another Vehicle	94	
Capacit	y Data	Se	gment Cl	naracteristics	Crashes with	1	
2021 Average Daily Traffic (ADT)	13220	Segment Length (mi)	0.94 mi	Center Width (ft)	0 ft	a Bicyclist Crashes with	_
2021 Volume-to-		Posted Speed (mph)	40 mph	Sidewalk Location	Both Sides	a Pedestrian	1
Capacity Ratio (V/C)	0.36	ROW Width (ft)	54 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	0
2045 Average Daily Traffic (ADT)	17629	Roadway Width (ft)	44 ft	Sidewalk coverage (%)	78.33%	Most Common Object Struck	OVERTURNED
2045 Volume-to- Capacity Ratio (V/C)	0.48	Number of Lanes Center Type	4 Undivided	Buffer Width (ft)	0 ft	Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (25)
Page 33 of 120 Corrid	or Segment 7.5		onandod			Most Common Factor of Collision	ONE VEHICLE LEAVING DRIVEWAY (13)



SE Harris Sub-Regional Study, Corridor Summary Sheets PASADENA BOULEVARD FROM PARKTOWN DRIVE TO ASH LANE

Cross Se	ections	Reco	mmendeo	d Improvemen	nts	Segment	Кеу Мар
	Median - Conduct a two-way left-turn lan		lane in each direction	10-			
		Pavement - Resurfac	e and restripe p	avement			
		Lighting None				610	225
		Signs and Signals - C	ptimize and coo	ordinate signals along t	he segment		
Existing Cross Section Active Modes - Install shared use path on at least one side of the roadway							
		Access None					CITY
<u> </u>	<u> </u>				45	Houston La Porte Pasadena	
Propo	sed Cross Section		Previously Prop	posed Projects	Crash Data	(2014-2020)	
		None			Total Crashes	38	
tti =							30
	Vadamith Str					Severe Crashes (Fatal, Severe Injury)	3, 0
						Crashes with Another Vehicle	33
Capacit	y Data	Se	gment Ch	naracteristics	Crashes with	0	
2021 Average Daily Traffic (ADT)	13220	Segment Length (mi)	0.44 mi	Center Width (ft)	0 ft	a Bicyclist Crashes with	
2021 Volume-to-		Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides	a Pedestrian	1
Capacity Ratio (V/C)	0.37	ROW Width (ft)	48 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	3
2045 Average Daily Traffic (ADT)	17629	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	96.4%	Most Common Object Struck	HIT LUMINAIRE POLE
2045 Volume-to- Capacity Ratio (V/C)	0.49	Number of Lanes Center Type	4 Undivided	Buffer Width (ft)	0 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (9)
Daga 24 of 100 L Carrie						Most Common Factor of Collision	ONE VEHICLE LEAVING DRIVEWAY (19)



SE Harris Sub-Regional Study, Corridor Summary Sheets PASADENA BOULEVARD FROM ASH LANE TO CLOVER LANE

Corridor Segment ID: 7.7

Cross Sections	Reco	mmendeo	d Improvemen	its	Segment	Key Map
Existing Aerial	Median - Conduct a two-way left-turn lan Pavement None		lane in each direction)	with center		
Existing Cross Section	intersections Signs and Signals - C	ptimize and coo	g along segment and a ordinate signals along th h on at least one side o	225		
	roadway - Improve existing sid Access None				CITY CITY Deer Park Houston La Porte	
			ne (1,000 from intersecti	on 7.7.2)	45	Pasadena South Houston
Proposed Cross Section		Previously Prop	oosed Projects	Crash Data (2016-2020)		
	None			Total Crashes	90	
<u>tt</u> tt				Severe Crashes (Fatal, Severe Injury)	2, 0	
					Crashes with Another Vehicle	77
Capacity Data	Se	gment Ch	aracteristics		Crashes with	2
2021 Average Daily Traffic (ADT)	Segment Length (mi) Posted Speed (mph)	1.57 mi 40 mph	Center Width (ft) Sidewalk Location	0 ft Both Sides	a Bicyclist Crashes with a Pedestrian	0
2021 Volume-to- Capacity Ratio (V/C)	ROW Width (ff)	40 mpn 48 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	7
2045 Average Daily Traffic (ADT) 17629	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	73.15%	Most Common Object Struck	
2045 Volume-to- Capacity Ratio (V/C)	Number of Lanes 4 Buffer Width (ff) 0 ft Center Type Undivided				Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (21)
Page 35 of 120 Corridor Segment 7.7					Most Common Factor of Collision	SLOWING/STOPPING-TO MAKE LEFT TURN (11)



Page 36 of 120 | Corridor Segment 7.8

SE Harris Sub-Regional Study, Corridor Summary Sheets PASADENA BOULEVARD FROM CLOVER LANE TO FOXGLOVE DRIVE

Corridor Segment ID: 7.8

Cross Se	ections	Reco	mmendeo	d Improvemen	ts	Segment	Key Map
	Existing Aerial	Median - Conduct a two-way left-turn lan		lane in each direction)	10		
		Pavement None			610		
		Lighting None				225	
		Signs and Signals - \bigcirc	ptimize and coo	ordinate signals along tl			
Exis	ting Cross Section	Active Modes - Instal roadway	l shared use pat	th on at least one side c			
		Access None					CITY
<u> </u>	<u> </u>	Other None			45	La Porte Pasadena	
Propo	sed Cross Section		Previously Pro	posed Projects		Crash Data	$\square South Houston$
		None					
						Total Crashes	48
<u>=</u> ;	<u> </u>				Severe Crashes (Fatal, Severe Injury)	0, 0	
						Crashes with Another Vehicle	43
Capacit	y Data	Se	gment Cł	naracteristics		Crashes with	0
2021 Average Daily	13220	Segment Length (mi)	0.51 mi	Center Width (ft)	0 ft	a Bicyclist Crashes with	
Traffic (ADT) 2021 Volume-to-		Posted Speed (mph)	40 mph	Sidewalk Location	None	a Pedestrian	0
Capacity Ratio (V/C)	0.36	ROW Width (ft)	48 ft	Sidewalk Width (ft)	0	Crashes with a Fixed Object	3
2045 Average Daily Traffic (ADT)	17629	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	15.37%	Most Common Object Struck	HIT CURB
2045 Volume-to- Capacity Ratio (V/C)	0.48	Number of Lanes Center Type	4 Undivided	Buffer Width (ft)	0 ft	Most Common Manner of Collision	ANGLE - ONE STRAIGHT-ONE LEFT TURN (10)
		Center type				Most Common Factor of Collision	ONE VEHICLE LEAVING DRIVEWAY (20)



SE Harris Sub-Regional Study, Corridor Summary Sheets PASADENA BOULEVARD/N L STREET FROM FOXGLOVE DRIVE TO SENS ROAD

Corridor Segment ID: 7.9

Cross Se	ections Existing Aerial	Median - Conduct a two-way left-turn land Pavement None Lighting None	Road Diet (one e	Improvemen	Segment	Key Map	
	g Cross Section d Cross Section	Active Modes - Instal roadway Access None Other None	l shared use pat	45	CITY Deer Park Houston La Porte Pasadena		
	Made with Stre	None	Previously Prop	oosed Projects	Crash Data Total Crashes	South Houston (2016-2020) 33	
						Severe Crashes (Fatal, Severe Injury) Crashes with Another Vehicle	1, 0 22
Capacit	y Data	Se	gment Ch	aracteristics		Crashes with	0
2021 Average Daily Traffic (ADT)	4956	Segment Length (mi) Posted Speed (mph)	2.37 mi 40 mph	Center Width (ft) Sidewalk Location	0 ft None	a Bicyclist Crashes with a Pedestrian	0
2021 Volume-to- Capacity Ratio (V/C)	0.27	ROW Width (ft)	40 mpn 44 ft	Sidewalk Width (ft)	0	Crashes with a Fixed Object	8
2045 Average Daily Traffic (ADT)	6294	Roadway Width (ft)	24 ft	Sidewalk coverage (%)	0%	Most Common Object Struck	DITCH
2045 Volume-to- Capacity Ratio (V/C)	0.35	Number of Lanes Center Type	2 Undivided	Buffer Width (ft)	20 ft	Most Common Manner of Collision	OMV VEHICLE GOING STRAIGHT (8)
						Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (7)

Page 37 of 120 | Corridor Segment 7.9



SE Harris Sub-Regional Study, Corridor Summary Sheets **BURKE ROAD FROM SH 225 TO RED BLUFF ROAD**

Corridor Segment ID: 8.1

Cross Se	ections	Reco	mmendec	d Improvemen	its	Segment	Кеу Мар
	Existing Aerial	Median - Conduct a two-way left-turn lan	•	lane in each direction)	with center		
	3	Pavement None					
Attended		Lighting None			610		
		Signs and Signals - C	ptimize and coo	ordinate signals along t			
Exis	ting Cross Section	Active Modes - Instal roadway	ll shared use pat	th on at least one side o			
		Access None					CITY
<u> </u>	sed Cross Section	Other None			45	Houston La Porte Pasadena	
			Previously Prop	posed Projects	Creek Date		
		None			Crash Data ((2016-2020)	
<u></u>					Total Crashes	31	
	Made with Streetmix				Severe Crashes (Fatal, Severe Injury)	0, 0	
					Crashes with Another Vehicle	17	
Capaci	y Data	Se	gment Ch	naracteristics		Crashes with a Bicyclist	0
2021 Average Daily Traffic (ADT)	11585	Segment Length (mi)	0.97 mi	Center Width (ft)	0 ft	Crashes with	
2021 Volume-to-		Posted Speed (mph)	30 mph	Sidewalk Location	Both Sides	a Pedestrian	I
Capacity Ratio (V/C)	0.65	ROW Width (ff)	60 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	3
2045 Average Daily Traffic (ADT)	14713	Roadway Width (ft)	30 ft	Sidewalk coverage (%)	89.67%	Most Common Object Struck	HIT HIGHWAY SIGN
2045 Volume-to-	0.83	Number of Lanes	2	Buffer Width (ft)	20 ft	Most Common Manner of Collision	OMV VEHICLE GOING STRAIGHT (9)
Capacity Ratio (V/C)		Center Type	Undivided			Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (6)
Page 38 of 120 Corric	dor Segment 8.1						



SE Harris Sub-Regional Study, Corridor Summary Sheets BURKE ROAD FROM RED BLUFF ROAD TO SOUTHMORE AVENUE

Corridor Segment ID: 8.2

Cross Se		Reco	mmended	d Improvemen	nts	Segment	Кеу Мар
	Existing Aerial	Median - Conduct a two-way left-turn lan		lane in each direction	10-		
		Pavement None					
		Lighting None		610	225		
		Signs and Signals - C	ptimize and coo				
Exis	ting Cross Section	Active Modes - Instal roadway - Improve existing sid Access None					
	sed Cross Section	Other None		45	Houston La Porte Pasadena South Houston		
			Previously Prop	Crash Data			
		None		Total Crashes	151		
······································						Severe Crashes (Fatal, Severe Injury)	2, 0
						Crashes with Another Vehicle	138
Capaci	y Data	Se	gment Ch	naracteristics		Crashes with	2
2021 Average Daily Traffic (ADT)	11585	Segment Length (mi)	0.6 mi	Center Width (ft)	0 ft	a Bicyclist Crashes with	4
2021 Volume-to-		Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides	a Pedestrian	4
Capacity Ratio (V/C)	0.32	ROW Width (ff)	61 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	7
2045 Average Daily Traffic (ADT)	14713	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	90.73%	Most Common Object Struck	HIT TRAFFIC SIGNAL POLE OR POST
2045 Volume-to- Capacity Ratio (V/C)	0.41	Number of Lanes Center Type	4 Undivided	Buffer Width (ff)	3 ft	Most Common Manner of Collision	OD ONE STRAIGHT-ONE LEFT TURN (27)
						Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (19)

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SE Harris Sub-Regional Study, Corridor Summary Sheets BURKE ROAD FROM SOUTHMORE AVENUE TO PASADENA BOULEVARD

Corridor Segment ID: 8.3

Cross Se	ections	Reco	mmended	d Improvemen	ıts	Segment	Key Map
	Existing Aerial	Median - Conduct a two-way left-turn lan	•	lane in each direction	10-	to a	
		Pavement - Resurfac	e and restripe p	avement			
		Lighting None				225	
		Signs and Signals - C	ptimize and coo	ordinate signals along t	he segment		
Exis	ting Cross Section	Active Modes - Instal roadway	l dedicated bike	e lane on at least one s	ide of the		
		Access None					CITY
		Other None				45	Houston La Porte Pasadena South Houston
гюро	sed Cross Section			n of Burke Rd. from Che	Crash Data ((2016-2020)	
		Southmore Ave. to in	clude removal o g and suitable si	of existing street and insize storm water inlets at	Total Crashes	66	
	Made with Street				Severe Crashes (Fatal, Severe Injury)	1, 0	
					Crashes with Another Vehicle	59	
Capacit	y Data	Se	gment Ch	naracteristics		Crashes with a Bicyclist	0
2021 Average Daily Traffic (ADT)	11585	Segment Length (mi)	0.68 mi	Center Width (ft)	0 ft	Crashes with	0
2021 Volume-to-		Posted Speed (mph)	30 mph	Sidewalk Location	One Side	a Pedestrian	0
Capacity Ratio (V/C)	0.65	ROW Width (ff)	61 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	5
2045 Average Daily Traffic (ADT)	14713	Roadway Width (ft)	22 ft	Sidewalk coverage (%)	65.95%	Most Common Object Struck	HIT FENCE
2045 Volume-to- Capacity Ratio (V/C)	0.83	Number of Lanes Center Type	2 Undivided	Buffer Width (ft)	34 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (19)
						Most Common Factor of Collision	SLOWING/STOPPING-FOR TRAFFIC (11)



SE Harris Sub-Regional Study, Corridor Summary Sheets BURKE ROAD FROM PASADENA BOULEVARD TO FRESA ROAD

Corridor Segment ID: 8.4

Cross Se	ections	Reco	mmende	d Improvemer	nts	Segment K	ley Map
	Existing Aerial	Median - Conduct a two-way left-turn land		10-4	to a		
		Pavement None				510	
		Lighting None			3 AVI	225	
		Signs and Signals - \bigcirc	ptimize and co	ordinate signals along t			
Exis	ting Cross Section	Active Modes - Install roadway - Improve existing side Access None		e lane on at least one s A curb ramps		СПУ	
<u>A A A</u>	<u>= 11</u>	Other None		45	Deer Park Houston La Porte Pasadena		
Propo	sed Cross Section		Previously Pro		South House		
		City of Pasadena CIP Southmore Ave. to in new concrete paving locations to drain stre	clude removal g and suitable s	Crash Data (2 Total Crashes	2016-2020) 78		
	Charles III and the Charles Charles III and the Charles Charle			Severe Crashes (Fatal, Severe Injury)	1,0		
						Crashes with Another Vehicle	70
Capaci	y Data	Se	gment Cl	naracteristics		Crashes with	0
2021 Average Daily Traffic (ADT)	11585	Segment Length (mi)	0.62 mi	Center Width (ft)	0 ft	a Bicyclist Crashes with	2
2021 Volume-to-		Posted Speed (mph)	30 mph	Sidewalk Location	One Side	a Pedestrian	Z
Capacity Ratio (V/C)	0.32	ROW Width (ft)	61 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	5
2045 Average Daily Traffic (ADT)	14713	Roadway Width (ft)	40 ft	Sidewalk coverage (%)	54.46%	Most Common Object Struck	HIT CURB
		Number of Lance	4	Ruffor Width (#)	1 / 11		

Number of Lanes

Center Type

4

Undivided

Buffer Width (ft)

16 ft

Most Common OD ONE STRAIGHT-ONE LEFT TURN

Manner of Collision

Factor of Collision

Most Common

(22)

ATTENTION DIVERTED FROM DRIVING (10)

0.41

2045 Volume-to-

Capacity Ratio (V/C)



SE Harris Sub-Regional Study, Corridor Summary Sheets BURKE ROAD FROM FRESA ROAD TO DABNEY DRIVE

Corridor Segment ID: 8.5

Cross Se		Reco	mmended	l Improvemen	nts	Segment	Key Map
	Existing Aerial	Median None					
		Pavement - Resurfac	ce and restripe p	avement			
		Lighting None			610		
		Signs and Signals - (Optimize and coo	ordinate signals along t		225	
Exis	ting Cross Section	Active Modes - Insta one side of the road		e lane or shared-use po	ath on at least		
		- Improve existing sid Access None	dewalks and ADA	A curb ramps			
= =	e e h	Other None				K	CITY
Propo	sed Cross Section					45	La Porte
			Previously Prop	oosed Projects		South Houston	
<u> </u>	<u></u>	None			Crash Data ((2016-2020)	
						Total Crashes	64
						Severe Crashes (Fatal, Severe Injury)	1, 0
					Crashes with Another Vehicle	54	
Capaci	y Data	Se	egment Ch	aracteristics		Crashes with	0
2021 Average Daily Traffic (ADT)	11585	Segment Length (mi)	0.55 mi	Center Width (ft)	45 ft	a Bicyclist Crashes with	
2021 Volume-to-		Posted Speed (mph)	30 mph	Sidewalk Location	Both Sides	a Pedestrian	2
Capacity Ratio (V/C)	0.32	ROW Width (ff)	60 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	7
2045 Average Daily Traffic (ADT)	14713	Roadway Width (ft)	40 ft	Sidewalk coverage (%)	74.22% 16 ft	Most Common Object Struck	HIT TREE, SHRUB, LANDSCAPING
2045 Volume-to- Capacity Ratio (V/C)	0.41	Number of Lanes Center Type	4 Raised Median	Buffer Width (ft)	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (30)	
						Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (4)



SE Harris Sub-Regional Study, Corridor Summary Sheets BURKE ROAD FROM DABNEY DRIVE TO CHILE DRIVE

Corridor Segment ID: 8.6

Cross Se	ctions	Reco	mmended	Improvemer	nts	Segment	Key Map
	Existing Aerial	Median None				10	
		Pavement - Resurfac	ce and restripe po	avement			
		Lighting - Install and intersections	upgrade lighting	610	225		
		Signs and Signals - (Optimize and coc				
Exist	ing Cross Section	Active Modes - Insta roadway	all shared use patl	h on at least one side	of the		
*		- Improve existing sid Access None	dewalks and ADA	curb ramps			CITY
Propo.	sed Cross Section	Other None		45	Houston La Porte Pasadena		
****			Previously Prop	oosed Projects	Grach Data		
_ M_ <u>a a</u>	<u>a a J</u>	None			Crash Data		
				Total Crashes	62		
						Severe Crashes (Fatal, Severe Injury)	1,0
					Crashes with Another Vehicle	57	
Capacit	y Data	Se	egment Ch	aracteristics		Crashes with a Bicyclist	0
2021 Average Daily Traffic (ADT)	13870	Segment Length (mi)	0.7 mi	Center Width (ft)	55 ft	Crashes with	0
2021 Volume-to-		Posted Speed (mph)	30 mph	Sidewalk Location	Both Sides	a Pedestrian	U
Capacity Ratio (V/C)	0.39	ROW Width (ft)	120 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	5
2045 Average Daily Traffic (ADT)	17615	Roadway Width (ft)	44 ft	Sidewalk coverage (%)	78.19%	Most Common Object Struck	HIT OTHER FIXED OBJECT
2045 Volume-to- Capacity Ratio (V/C)	0.49	Number of Lanes Center Type	4 Raised Median	Buffer Width (ft)	16 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (17)
						Most Common Factor of Collision	ONE VEHICLE LEAVING DRIVEWAY (20)

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SE Harris Sub-Regional Study, Corridor Summary Sheets BURKE ROAD FROM CHILE DRIVE TO FAIRMONT PARKWAY

Corridor Segment ID: 8.7

Cross Se	ctions	Reco	mmendeo	l Improvemen	ıts	Segment	Key Map
	Existing Aerial	Median None				10-4	
		Pavement - Resurfac	e and restripe p	avement			
	- Mine	Lighting None			610		
	1	Signs and Signals - \bigcirc	ptimize and coo		225		
Exist	ing Cross Section	roadway		h on at least one side o	of the		
		- Improve existing sid Access None	ewalks and ADA	a curb ramps		KAT	
		Other None					CITY
<u> </u>					45	La Porte	
Propos	sed Cross Section		Previously Prop	oosed Projects	Crash Data		
		None			Crash Data (
<u> </u>	<u>e e Mi</u>			Total Crashes	95		
					Severe Crashes (Fatal, Severe Injury)	3, 0	
						Crashes with Another Vehicle	85
Capacit	y Data	Se	gment Ch	aracteristics		Crashes with	0
2021 Average Daily Traffic (ADT)	13870	Segment Length (mi)	0.44 mi	Center Width (ft)	0 ft	a Bicyclist Crashes with	
2021 Volume-to-		Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides	a Pedestrian	I
Capacity Ratio (V/C)	0.38	ROW Width (ff)	120 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	9
2045 Average Daily Traffic (ADT)	17615	Roadway Width (ft)	44 ft	Sidewalk coverage (%)	59.11%	Most Common Object Struck	HIT MEDIAN BARRIER
2045 Volume-to- Capacity Ratio (V/C)	0.49	Number of Lanes Center Type	4 Undivided	Buffer Width (ft)	16 ft	Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (23)
						Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (19)



SE Harris Sub-Regional Study, Corridor Summary Sheets BURKE ROAD FROM FAIRMONT PARKWAY TO BURKE CRENSHAW PARK/TEGELER Corridor Segment ID: 8.8

Cross Sections Recommended Improvements Segment Key Map Existing Aerial Median None Pavement - Resurface and restripe pavement Lighting None Signs and Signals - Optimize and coordinate signals along the segment Active Modes - Install shared use path on at least one side of the **Existing Cross Section** roadway - Improve existing sidewalks and ADA curb ramps Access None CITY 🔲 Deer Park Other None **Proposed Cross Section** Houston 🔲 La Porte 🗌 Pasadena South Houston **Previously Proposed Projects** Crash Data (2016-2020) None **Total Crashes** 112 **Severe Crashes** 0,0 (Fatal, Severe Injury) Crashes with 101 **Another Vehicle** Capacity Data **Segment Characteristics** Crashes with 1 a Bicyclist 2021 Average Daily 0.96 mi 92 ft Segment Length (mi) Center Width (ft) 13870 **Crashes with** Traffic (ADT) 1 a Pedestrian **Both Sides** Posted Speed (mph) 40 mph **Sidewalk Location** 2021 Volume-to-0.38 Crashes with 9 5 120 ft Capacity Ratio (V/C) ROW Width (ft) Sidewalk Width (ft) a Fixed Object 2045 Average Daily Most Common Roadway Width (ft) 44 ft Sidewalk coverage (%) 68.78% 17615 HIT HIGHWAY SIGN **Object Struck** Traffic (ADT) Number of Lanes 4 Buffer Width (ft) 16 ft ANGLE - BOTH GOING STRAIGHT Most Common 2045 Volume-to-(45) 0.48 Manner of Collision Center Type Raised Median Capacity Ratio (V/C) Most Common ONE VEHICLE LEAVING DRIVEWAY

(21)

Factor of Collision



SE Harris Sub-Regional Study, Corridor Summary Sheets BURKE ROAD FROM BURKE CRENSHAW PARK/TEGELER CAREER CENTER DRIVEWAYS Corridor Segment ID: 8.9

Cross Se		Reco	mmended	Improvemen	its	Segment	Key Map
	Existing Aeriol ting Cross Section		Optimize and coo	avement ordinate signals along t h on at least one side o		CITY Deer Park Houston La Porte	
Propo	sed Cross Section		Previously Prop	oosed Projects	Crash Data (Pasadena South Houston	
<u> </u>	····· ⊖ ⊖ _\(1)) Made v	None			Total Crashes	2018-2020)	
					Severe Crashes (Fatal, Severe Injury)	0, 0	
					Crashes with Another Vehicle	15	
Capaci	y Data	Se	egment Ch	aracteristics		Crashes with a Bicyclist	0
2021 Average Daily Traffic (ADT)	13870	Segment Length (mi)	0.48 mi	Center Width (ft)	42 ft	Crashes with	0
2021 Volume-to-		Posted Speed (mph)	45 mph	Sidewalk Location	Both Sides	a Pedestrian	0
Capacity Ratio (V/C)	0.38	ROW Width (ft)	120 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	4
2045 Average Daily Traffic (ADT)	17615	Roadway Width (ft)	44 ft	Sidewalk coverage (%)	52.67%	Most Common Object Struck	HIT MEDIAN BARRIER
2045 Volume-to- Capacity Ratio (V/C)	0.48	Number of Lanes	4 Raised Median	Buffer Width (ft)	16 ft	Most Common Manner of Collision	SD BOTH GOING STRAIGHT- SIDESWIPE (5)
		Center Type				Most Common Factor of Collision	VEHICLE CHANGING LANES (4)

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SE Harris Sub-Regional Study, Corridor Summary Sheets PRESTON ROAD FROM SH 225 TO BRIAR DRIVE

Corridor Segment ID: 9.1

Cross Sec	ctions	Reco	ommended	Improvemer	nts	Segment	Кеу Мар
	Existing Aerial	Median None				10-	
		Pavement - Resurfa	ce and restripe po		A A A		
		Lighting - Install and intersections	l upgrade lighting	610	225		
		Signs and Signals - (Optimize and coc				
Existi	ng Cross Section	Active Modes - Imp	rove existing sidev	walks and ADA curb rc	imps		
			KAIZ	СІТҮ			
<u>ta.a.</u>	<u></u>	Other None					Deer Park
Propos	ed Cross Section					45	La Porte Pasadena South Houston
			Previously Prop	oosed Projects	Currele Durley		
				dway reconstruction fro	Crash Data (2016-2020)	
<u> t </u>	<u> </u>	south of Briar Dr. wit	h esplanades		Total Crashes	256	
						Severe Crashes (Fatal, Severe Injury)	4, 0
						Crashes with Another Vehicle	235
Capacity	^y Data	Se	egment Ch	aracteristics		Crashes with	0
2021 Average Daily Traffic (ADT)	14057	Segment Length (mi)	0.93 mi	Center Width (ft)	20 ft	a Bicyclist Crashes with	
2021 Volume-to-		Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides	a Pedestrian	1
Capacity Ratio (V/C)	0.39	ROW Width (ft)	80 ft	Sidewalk Width (ff)	5	Crashes with a Fixed Object	12
2045 Average Daily Traffic (ADT)	17852	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	57.26%	Most Common Object Struck	HIT LUMINAIRE POLE
2045 Volume-to-	0.49	Number of Lanes	4	Buffer Width (ft)	2 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (41)
Capacity Ratio (V/C)	0.47	Center Type	Raised Median				ATTENTION DIVERTED FROM
						Most Common Factor of Collision	DRIVING (27)

Factor of Collision



SE Harris Sub-Regional Study, Corridor Summary Sheets PRESTON ROAD FROM BRIAR DRIVE TO AUSTIN AVENUE

Corridor Segment ID: 9.2

Cross Se	ections	Reco	mmendeo	l Improvemen	its	Segment	Key Map
	Existing Aerial ting Cross Section	Median None Pavement - Resurfact Lighting - Install and a intersections Signs and Signals - O Active Modes None Access None Other - Install southbo	e and restripe p upgrade lighting ptimize and coo	10 (1) (22) (1) (22) (1) (22) (1) (22) (1) (2) (1) (2) (1) (2) (1) (2) (1) (2) (1) (2) (2) (1) (2) (2) (2) (2) (2) (2) (2) (2			
Ргоро	sed Cross Section		Previously Prop	oosed Projects		Crash Data (Pasadena South Houston
		None				Total Crashes	60
						Severe Crashes (Fatal, Severe Injury)	0, 0
						Crashes with Another Vehicle	53
Capacit	y Data	Se		aracteristics		Crashes with a Bicyclist	1
2021 Average Daily Traffic (ADT)	9947	Segment Length (mi) Posted Speed (mph)	0.95 mi 35 mph	Center Width (ft) Sidewalk Location	0 ft One Side	Crashes with a Pedestrian	1
2021 Volume-to- Capacity Ratio (V/C)	0.55	ROW Width (ft)	61 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	2
2045 Average Daily Traffic (ADT)	12633	Roadway Width (ft)	24 ft	Sidewalk coverage (%)	36.77%	Most Common Object Struck	HIT FENCE
2045 Volume-to- Capacity Ratio (V/C)	0.7	Number of Lanes Center Type	2 Undivided	Buffer Width (ft)	32 ft	Most Common Manner of Collision	SD ONE STRAIGHT-ONE LEFT TURN (17)
		Center Type	UNUMBER			Most Common	VEHICLE CHANGING LANES (13)

Factor of Collision



SE Harris Sub-Regional Study, Corridor Summary Sheets PRESTON ROAD FROM AUSTIN AVENUE TO PASADENA BOULEVARD

Corridor Segment ID: 9.3

Cross Sec		Reco	mmended	d Improvemer	nts	Segment	Key Map	
	Existing Aerial	Median None				10-4		
8		Pavement - Resurfac	ce and restripe p					
	A ST	Lighting - Install and intersections	upgrade lighting	610				
	1-7	Signs and Signals - (Optimize and coc		225			
Existin	ng Cross Section	Active Modes None						
		Access None					СІТҮ	
<u>. a a</u>	<u>. a a l</u>	Se.	Deer Park Houston La Porte					
Propose	ed Cross Section		Providualy Prov	and Projects		45	Pasadena South Houston	
	Previously Proposed Projects None							
	_ o o /				Total Crashes	22		
						Severe Crashes (Fatal, Severe Injury)	0, 0	
						Crashes with Another Vehicle	20	
Capacity	Data	Se	egment Ch	aracteristics		Crashes with	0	
2021 Average Daily Traffic (ADT)	20970	Segment Length (mi)	0.25 mi	Center Width (ft)	32 ft	a Bicyclist Crashes with	0	
2021 Volume-to-		Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides	a Pedestrian	0	
Capacity Ratio (V/C)	0.58	ROW Width (ft)	61 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	2	
2045 Average Daily Traffic (ADT)	33820	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	90.9%	Most Common Object Struck	HIT HIGHWAY SIGN	
2045 Volume-to- Capacity Ratio (V/C)	0.94	Number of Lanes	4 Raised Median	Buffer Width (ft)	12 ft	Most Common Manner of Collision	OD ONE STRAIGHT-ONE LEFT TURN (3)	
		Center type				Most Common Factor of Collision	ONE VEHICLE LEAVING DRIVEWAY (4)	



SE Harris Sub-Regional Study, Corridor Summary Sheets **PRESTON ROAD FROM PASADENA BOULEVARD TO SPENCER HIGHWAY** Corridor Segment ID: 9.4

Cross Sections Recommended Improvements Segment Key Map Existing Aerial Median None Pavement - Resurface and restripe pavement Lighting - Install and upgrade lighting along segment and at signalized intersections Signs and Signals - Optimize and coordinate signals along the segment **Existing Cross Section** Active Modes - Improve existing sidewalks and ADA curb ramps Access None CITY Deer Park Other - Install northbound and southbound through lanes Houston 🔲 La Porte 🗌 Pasadena Proposed Cross Section South Houston **Previously Proposed Projects** Crash Data (2016-2020) None **Total Crashes** 124 **Severe Crashes** with St 2.0 (Fatal, Severe Injury) Crashes with 110 **Another Vehicle Capacity Data Segment Characteristics** Crashes with 2 a Bicyclist 2021 Average Daily 10 ft Segment Length (mi) 1.16 mi Center Width (ft) 20970 **Crashes with** Traffic (ADT) 7 a Pedestrian One Side Posted Speed (mph) 35 mph **Sidewalk Location** 2021 Volume-to-0.58 Crashes with 5 5 61 ft Capacity Ratio (V/C) ROW Width (ft) Sidewalk Width (ft) a Fixed Object 2045 Average Daily Most Common Roadway Width (ft) 40 ft Sidewalk coverage (%) 47.76% 33820 HIT OTHER FIXED OBJECT **Object Struck** Traffic (ADT) Number of Lanes 4 Buffer Width (ft) 12 ft OD ONE STRAIGHT-ONE LEFT TURN Most Common 2045 Volume-to-(22)0.94 Manner of Collision Center Type TWLTL Capacity Ratio (V/C)

Most Common ONE VEHICLE LEAVING DRIVEWAY

Factor of Collision

(18)



SE Harris Sub-Regional Study, Corridor Summary Sheets PRESTON ROAD FROM SPENCER HIGHWAY TO SAO PAULO STREET

Corridor Segment ID: 9.5

Cross Se		Reco	mmendec	l Improvemen	its	Segment	Key Map
	Existing Aerial	Median None Pavement - Resurfac	ce and restripe p	avement	10		
		Lighting None			610		
				ordinate signals along t		225	
Exist	ting Cross Section	Active Modes - Impr	rove existing side	walks and ADA curb ra			
			ound and south	oound through lanes		KAT	CITY
<u> </u>			45	Deer Park Houston La Porte Pasadena			
Propo	sed Cross Section			South Houston			
		None				Crash Data	
<u> </u>						Total Crashes	34
						Severe Crashes (Fatal, Severe Injury)	0, 0
						Crashes with Another Vehicle	29
Capacit	y Data	Se	egment Ch	aracteristics		Crashes with	0
2021 Average Daily Traffic (ADT)	20970	Segment Length (mi)	0.73 mi	Center Width (ft)	32 ft	a Bicyclist Crashes with	0
2021 Volume-to-		Posted Speed (mph)	40 mph	Sidewalk Location	One Side	a Pedestrian	0
Capacity Ratio (V/C)	0.58	ROW Width (ft)	60 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	5
2045 Average Daily Traffic (ADT)	33820	Roadway Width (ft)	44 ft	Sidewalk coverage (%)	25.49%	Most Common Object Struck	HIT LUMINAIRE POLE
2045 Volume-to- Capacity Ratio (V/C)	0.93	Number of Lanes Center Type	4 Raised Median	Buffer Width (ft)	12 ft	Most Common Manner of Collision	SD BOTH GOING STRAIGHT-REAR END (7)
						Most Common Factor of Collision	SLOWING/STOPPING-FOR TRAFFIC (5)

Page 51 of 120 | Corridor Segment 9.5



SE Harris Sub-Regional Study, Corridor Summary Sheets **PRESTON ROAD FROM SAO PAULO STREET TO SAM HOUSTON PARKWAY/BELTWAY** Corridor Segment ID: 9.6

Cross Sections Recommended Improvements Segment Key Map Existing Aerial Median None Pavement - Resurface and restripe pavement Lighting None Signs and Signals - Optimize and coordinate signals along the segment Active Modes - Improve existing sidewalks and ADA curb ramps **Existing Cross Section** Access None CITY Other None 🔲 Deer Park **Proposed Cross Section** Houston 🔲 La Porte 🗌 Pasadena South Houston **Previously Proposed Projects** - -Crash Data (2016-2020) None **Total Crashes** 259 **Severe Crashes** 8,0 (Fatal, Severe Injury) Crashes with 237 **Another Vehicle** Capacity Data **Segment Characteristics** Crashes with 1 a Bicyclist 2021 Average Daily Segment Length (mi) 1.56 mi Center Width (ft) 75 ft 20970 Crashes with Traffic (ADT) 0 a Pedestrian Posted Speed (mph) **Both Sides** 40 mph **Sidewalk Location** 2021 Volume-to-0.58 Crashes with 17 69 ft 5 Capacity Ratio (V/C) ROW Width (ft) Sidewalk Width (ft) a Fixed Object 2045 Average Daily Most Common Roadway Width (ft) 48 ft Sidewalk coverage (%) 46.99% 33823 HIT MEDIAN BARRIER **Object Struck** Traffic (ADT) Number of Lanes 4 Buffer Width (ft) 12 ft ANGLE - BOTH GOING STRAIGHT Most Common 2045 Volume-to-(81) 0.93 Manner of Collision Center Type Raised Median Capacity Ratio (V/C) Most Common SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (26) Factor of Collision



SE Harris Sub-Regional Study, Corridor Summary Sheets SOUTH ROAD FROM BRIAR DRIVE TO SOUTHMORE AVENUE

Corridor Segment ID: 10.1

Cross Se		Reco	mmended	l Improvemen	ts	Segment	Key Map
	Existing Aerial	Median None					P
		Pavement - Resurface	e and restripe p	avement			
		Lighting - Install and u intersections	upgrade lighting	along segment and a	610	225	
		Signs and Signals - \bigcirc	ptimize and coo	ordinate signals along th	he segment		
Exis	ting Cross Section	Active Modes - Instal roadway	l shared use pat	h on at least one side c	of the		
		Access None					CITY
		Other - Realign north 10.1.1	bound and sout	hbound approaches to	o intersection	45	Houston La Porte Pasadena
Propo	osed Cross Section	1	Previously Prop	oosed Projects		Crash Data (2016-2020)
		None					
	<u> ; ; , , , , , , , , , , , , , , , , , </u>					Total Crashes	100
Î.	† †					Severe Crashes (Fatal, Severe Injury)	3, 0
						Crashes with Another Vehicle	96
Capaci	y Data	Se	gment Ch	aracteristics		Crashes with	0
2021 Average Daily	8987	Segment Length (mi)	0.5 mi	Center Width (ft)	0 ft	a Bicyclist Crashes with	
Traffic (ADT) 2021 Volume-to-		Posted Speed (mph)	35 mph	Sidewalk Location	One Side	a Pedestrian	0
Capacity Ratio (V/C)	0.33	ROW Width (ft)	80 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	2
2045 Average Daily Traffic (ADT)	11413	Roadway Width (ft)	39 ft	Sidewalk coverage (%)	29.04%	Most Common Object Struck	FIRE HYDRANT
2045 Volume-to- Capacity Ratio (V/C)	0.42	Number of Lanes Center Type	3 Undivided	Buffer Width (ft)	36 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (38)
						Most Common Factor of Collision	VEHICLE CHANGING LANES (14)



SE Harris Sub-Regional Study, Corridor Summary Sheets SOUTH ROAD FROM SOUTHMORE AVENUE TO AUSTIN AVENUE

Corridor Segment ID: 10.2

Cross Se	ections	Reco	mmended	l Improvemen	its	Segment	Key Map
	Existing Aerial	Median None				10	P
		Pavement - Resurfac	e and restripe p	avement			
120		Lighting - Install and intersections	upgrade lighting	along segment and a	t signalized	610	225
		Signs and Signals - C	ptimize and coo	ordinate signals along t	he segment		
Exis	ting Cross Section	Active Modes - Insta roadway - Improve existing sid Access None		h on at least one side o A curb ramps	of the		CITY Deer Park
Propo	sed Cross Section	Other None				45	Houston La Porte Pasadena
			Previously Prop	oosed Projects		Crash Data	South Houston
		None				Total Crashes	25
						Severe Crashes (Fatal, Severe Injury)	1,0
						Crashes with Another Vehicle	20
Capaci	y Data	Se	gment Ch	aracteristics		Crashes with	1
2021 Average Daily Traffic (ADT)	8987	Segment Length (mi)	0.44 mi	Center Width (ft)	0 ft	a Bicyclist Crashes with	1
2021 Volume-to-		Posted Speed (mph)	35 mph	Sidewalk Location	One Side	a Pedestrian	
Capacity Ratio (V/C)	0.5	ROW Width (ft)	60 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	2
2045 Average Daily Traffic (ADT)	11413	Roadway Width (ft)	24 ft	Sidewalk coverage (%)	29.69%	Most Common Object Struck	HIT HOUSE, BLDG. OR BLDG. FIXTURE
2045 Volume-to- Capacity Ratio (V/C)	0.64	Number of Lanes Center Type	2 Undivided	Buffer Width (ft)	36 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (8)
						Most Common Factor of Collision	SLOWING/STOPPING-FOR TRAFFIC (4)



thik.

SE Harris Sub-Regional Study, Corridor Summary Sheets **CENTER STREET FROM SH 225 TO W HELGERA ROAD**

Corridor Segment ID: 11.1

Cross Sections Existing Aeria	Median - Install raise	ed median	l Improvemen	Segment 1	Key Map		
	Pavement - Replace Lighting - Install and intersections		vay along segment and a	ıt signalized	STD A	225	
Existing Cross Section	Active Modes - Insta roadway	all shared use patl	ordinate signals along t h on at least one side o		CITY		
	Other None	-	ccess management (further study required)				
Proposed Cross Section	None	Previously Prop	oosed Projects	Crash Data (South Houston		
				Total Crashes	128		
	•				Severe Crashes (Fatal, Severe Injury)	1, 0	
					Crashes with Another Vehicle	106	
Capacity Data	Se		aracteristics		Crashes with a Bicyclist	1	
2021 Average Daily Traffic (ADT)	Segment Length (mi) Posted Speed (mph)	0.88 mi 40 mph	Center Width (ft) Sidewalk Location	15 ft Both Sides	Crashes with a Pedestrian	3	
2021 Volume-to- Capacity Ratio (V/C)	ROW Width (ff)	40 mpn 90 ft	Sidewalk Width (ff)	5	Crashes with a Fixed Object	14	
2045 Average Daily Traffic (ADT) 32078	Roadway Width (ft)	44 ft	Sidewalk coverage (%)	63.06%	Most Common Object Struck	hit highway sign	
2045 Volume-to- Capacity Ratio (V/C)	Number of Lanes Center Type	4 Painted Median	Buffer Width (ft)	21 ft	Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (31)	
Page 55 of 120 Corridor Segment 11.1					Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (19)	

Priority Corridor



SE Harris Sub-Regional Study, Corridor Summary Sheets CENTER STREET FROM W HELGERA ROAD TO SPENCER HIGHWAY

Priority Corridor

Corridor Segment ID: 11.2

Prevenent - Replace concrete roadway Lighting None Biss and Signals - Optimize and coordinate signals along the segment Active Modes - Install shared use path on at least one side of the nordway Diver None Previously Proposed Projects None Capacity Data Segment Length (m) 2.4 mi Segment Length (m) 2.4 mi Carashes with 3 sidewak location bioles 2021 Average Daily Traffic (ADT) 19429 2021 Volume-to- Capacity Ratio (V/c) 0.53 2021 Volume-to- Capacity Ratio (V/c) 0.53 20245 Volume-to- Capacity Ratio (V/c) 0.53 2045 Volume-to- Capacity Ratio (V/c) 0.88	Cross Se		Reco	mmende	d Improvemen	nts	Segment	Key Map	
Lighting NoneExisting Cross SectionExisting Cross SectionProposed Cross SectionPreviously Proposed ProjectsCroshe with rough models and ADA curb ramps Croshe with rough modelsCroshe with rough modelsCroshe with rough modelsProposed Cross SectionPreviously Proposed ProjectsCroshe with rough modelsCroshe with rough modelsCroshe with rough modelsSection Previously Proposed ProjectsCroshe with rough modelsCroshe with rough modelsCroshe with rough modelsSection Previously Proposed ProjectsCroshe with rough modelsCroshe with rough modelsSection Previously Proposed ProjectsCroshe with rough modelsCroshe with rough modelsSection Previously Proposed ProjectsCroshe with rough modelsCroshe with rough modelsSection Previously Proposed ProjectsCroshe with rough modelsCroshe with rough models <th col<="" th=""><th></th><th>Existing Aerial</th><th>Median - Lengthen</th><th>median cuts / tu</th><th>rn bays</th><th></th><th></th><th>r</th></th>	<th></th> <th>Existing Aerial</th> <th>Median - Lengthen</th> <th>median cuts / tu</th> <th>rn bays</th> <th></th> <th></th> <th>r</th>		Existing Aerial	Median - Lengthen	median cuts / tu	rn bays			r
Signs and Signels - Optimize and coordinate signals along the segment Active Modes - Install shared use path on at least one side of the nadway. Improve existing sidewalks and ADA curb ramps Proposed Cross Section Proposed Cross Section Proposed Cross Section Provide Signals and Signals - Optimize and ADA curb ramps Come Image: Section Signal Signa			Pavement - Replace	e concrete road	way				
Kising Cross Section Kising Cross Section Proposed Cross Section Previously Proposed Projects None Cross Section Proposed Cross Section Previously Proposed Projects None Cross Section Previously Proposed Projects None Cross Section Other None Cross Section Previously Proposed Projects None Cross Section Other None Cross Section Previously Proposed Projects None Cross Section Other None Cross Section Other None Cross Section Other None Cross Section Cross Section Cross Section Cross Section Cross Section <tr< th=""><th></th><td></td><td>Lighting None</td><td></td><td></td><td>610</td><td></td></tr<>			Lighting None			610			
Existing Cross Section roadway Improve existing sidewalks and ADA curb romps Access None Other Nane Other Nane Proposed Cross Section Previously Proposed Projects None None Capacity Data Segment Length (m) 2.4 mi Z021 Average Daily Traffic (AD1) 19429 Segment Length (m) 2.4 mi Center Width (t) 2021 Volume-to- Capacity Ratio (V/C) 0.53 Z024 Sverage Daily Traffic (AD1) 32078 Readway Width (t) 48 ft Sidewalk coverage (t5) Number of Lanes 4 Number of Lanes 4 Number of Lanes 4			Signs and Signals - (Optimize and coo	ordinate signals along t		225		
Access None Other None Proposed Cross Section Previously Proposed Projects None Severe Crosses Cross Data Severe Crosses 2021 Average Daily Traffic (AD1) 19429 Segment Length (m) 2.4 mi Center Width (th) 2021 Average Daily Traffic (AD1) 19429 Segment Length (m) 2.4 mi Center Width (th) 2021 Average Daily Traffic (AD1) 19429 Segment Length (m) 2.4 mi Center Width (th) 2021 Average Daily Traffic (AD1) 19429 Segment Length (m) 2.4 mi Center Width (th) 2021 Average Daily Traffic (AD1) 19429 Segment Length (m) 2.4 mi Genter Width (th) 2045 Average Daily Traffic (AD1) 32078 Xecadway Width (th) 48 ft Sidewalk coverage (th) Number of Lanes 4 Buffer Width (th) 21 ft Most Common Object Struck Most Common Object Struck SO ONE Struck	Exis	sting Cross Section		all shared use pat	h on at least one side o	of the			
Other None Previously Proposed Projects Crash Data (2016-2020) None None None Severe Crashes 567 None Severe Crashes 11,0 Crash Data (2016-2020) 11,0 Capacity Data Segment Characteristics Crashes with object shue 11,0 2021 Average Daily Traffic (ADT) 19429 Segment Length (m) 2.4 mi Center Width (th) 20 ft 2021 Volume-to- Capacity Ratio (V/c) 0.53 Row Width (th) 90 ft Sidewalk Location Both Sides 2045 Average Daily Traffic (ADT) 32078 Roodway Width (th) 48 ft Sidewalk width (th) 51 Grashes with a Fixed Object Shuek 12 2045 Volume-to- Capacity Ratio (V/c) 0.88 Number of Lanes 4 Buffer Width (th) 21 ft Most Common Object Shuek	-	h in the second s		dewalks and ADA	A curb ramps		KAN		
Proposed Cross Section Previously Proposed Projects None Crash Data (2016-2020) Total Crashes 567 Severe Crashes 11, 0 Capacity Data Segment Characteristics Crashe with 544 Segment Length (m) 2,4 mi Center Wath (th) 20 ft Crashes with 2 2021 Volume-to- Capacity Ratio (V/C) 0.53 Row Width (th) 90 ft Sidewalk location Both Sides Row Width (th) 90 ft Sidewalk coverage (th) 87.88% Most Common Object Struck Method Marker 2045 Volume-to- Capacity Ratio (V/C) 0.88 Number of Lanes 4 Butter Width (th) 21 ft			Other None					Deer Park	
None Crash Data (2016-2020) None Crash Data (2016-2020) None Crash Data (2016-2020) None Crash Data (2016-2020) Severe Crashes 567 Severe Crashes 11,0 Crashes with Another Vehicle 544 2021 Average Daily Traffic (ADT) Segment Length (m) 2.4 mi Center Width (th) 20 ft 2021 Volume-to- Capacity Ratio (V/C) 0.53 Row width (th) 20 ft Crashes with a Fixed Object Crashes with a Bicyclistic 2 2045 Average Daily Traffic (ADT) 32078 Row width (th) 21 ft Most Common Object Struck Most Common Object Struck Most Common (1/22) 2045 Volume-to- Capacity Ratio (V/C) 0.88 Row width (th) 21 ft Most Common Morage of Collision 2045 Volume-to- O 0.88		Ma				45			
Note: Total Crashes 567 Severe Crashes 11,0 Capacity Data Segment Characteristics Crashes with Another Vehicle 567 Segment Characteristics Crashes with Another Vehicle 567 Capacity Data Segment Length (mi) 2.4 mi Center Width (ff) Crashes with Another Vehicle 567 2021 Average Daily Traffic (ADT) 19429 Segment Length (mi) 2.4 mi Center Width (ff) 20 ft Segment Length (mi) 2.4 mi Center Width (ff) 20 ft Segment Length (mi) 2.4 mi Center Width (ff) 20 ft 2021 Volume-to- Conster width (ff) 20 ft Capacity Ratio (V/C) 0.53 ReadWord Width (ff) 20 ft Crashes with a Fixed Object Crashes with a Fixed Object 12 2045 Volume-to- <th co<="" th=""><th>Propo</th><th>osed Cross Section</th><th>Crash Data</th><th></th></th>	<th>Propo</th> <th>osed Cross Section</th> <th>Crash Data</th> <th></th>	Propo	osed Cross Section	Crash Data					
Image: Control of Capacity Data Segment Length (m) 2.4 mi Center Width (ff) 20 ft Crashes with a Bidewalk Location Crashes with a Bidewalk Income of Capacity Ratio (V/C) 19.429 Segment Length (m) 2.4 mi Center Width (ff) 20 ft Crashes with a Bidewalk Location Both Sides 2021 Volume-to- Capacity Ratio (V/C) 0.53 Row Width (ff) 90 ft Sidewalk Location Both Sides Crashes with a Fixed Object 12 2045 Average Daily Traffic (ADT) 32078 Roodway Width (ff) 48 ft Sidewalk coverage (%) 87.88% Most Common Object Struck HIT MEDIAN BARRER 2045 Volume-to- Capacity Colume-to- Capacity Ratio (V/C) 0.88 Number of Lanes 4 Buffer Width (ff) 21 ft Most Common Object Struck HIT MEDIAN BARRER			None						
(Fatal, Severe Injury) (Fital, Severe Injury) (Fatal, Severe Injury) (Fatal, Severe Injury) Capacity Data Crashes with Another Vehicle Segment Length (mi) 2.4 mi Center Width (ff) 201f 2021 Average Daily Traffic (ADT) 19429 Segment Length (mi) 2.4 mi Center Width (ff) 20 ft Crashes with a Bicycilist 2 2021 Volume-to- Capacity Ratio (V/C) O.53 Row Width (ff) 90 ft Sidewalk Location Both Sides 2045 Average Daily Traffic (ADT) 32078 Roadway Width (ff) 90 ft Sidewalk coverage (%) 87.88% Most Common Object Struc HT MEDIAN BARRER 2045 Volume-to- Capacity Ratio (V/C) O.88 Most Common (142)		/ 🚍 🚔 _ tivl					567		
Segment Characteristics544Capacity DataSegment Length (m)2.4 miCenter Width (ff)20 ffCrashes with a Bicyclist22021 Average Daily Traffic (ADT)19429Segment Length (m)2.4 miCenter Width (ff)20 ffCrashes with a Bicyclist22021 Volume-to- Capacity Ratio (V/C)0.53Row Width (ff)90 ffSidewalk LocationBoth SidesCrashes with a Fixed Object32045 Average Daily Traffic (ADT)32078Roadway Width (ff)48 ffSidewalk coverage (%)87.88%Most Common Object StruckHIT MEDIAN BARRER2045 Volume-to- Capacity Ratio (V/C)0.88Number of Lanes4Buffer Width (ff)21 ftMost Common (142)Sto ONE STRAIGHT-ONE STOR (142)	+ +	Mar					11,0		
2021 Average Daily Traffic (ADT)19429Segment Length (m)2.4 miCenter Width (ff)20 fta Bicyclist22021 Volume-to- Capacity Ratio (V/C)0.53Posted Speed (mph)40 mphSidewalk LocationBoth Sidesa Pedestrian32045 Average Daily Traffic (ADT)32078Roadway Width (ff)90 ftSidewalk coverage (%)87.88%Most Common Object StruckHIT MEDIAN BARRER2045 Volume-to- (142)0.880.88It median barrerSidewalk (ff)21 ftMost Common Object StruckSidewalk coverage (%)							544		
Z021 Average Daily Traffic (ADT)19429194292.4 miCenter Width (ff)20 ftCrashes with a Pedestrian32021 Volume-to- Capacity Ratio (V/C)0.53Row Width (ff)90 ftSidewalk LocationBoth SidesCrashes with a Fixed Object32045 Average Daily Traffic (ADT)32078Roadway Width (ff)48 ftSidewalk coverage (%)87.88%Most Common Object StruckHIT MEDIAN BARRIER2045 Volume-to- Capacity Ratio (V/C)0.88Number of Lanes4Buffer Width (ff)21 ftMost Common Manner of CallisionHIT MEDIAN BARRIER	-	ty Data	Se	egment Ch	naracteristics			2	
2021 Volume-to- Capacity Ratio (V/C)0.53Posted Speed (mph)40 mphSidewalk LocationBoth Sidesa Pedestrian02045 Average Daily Traffic (ADT)32078Roadway Width (ff)90 ftSidewalk coverage (%)87.88%Most Common Object Struck122045 Volume-to-0.88Number of Lanes4Buffer Width (ff)21 ftMost Common Manner of CollisionSD ONE STRAIGHT-ONE STOF (142)		19429	Segment Length (mi)	2.4 mi	Center Width (ft)	20 ft		2	
Capacity Ratio (V/C) 0.050 ROW Width (ff) 90 ff Sidewalk Width (ff) 5 a Fixed Object 12 2045 Average Daily Traffic (ADT) 32078 Roadway Width (ff) 48 ff Sidewalk coverage (%) 87.88% Most Common Object Struck HIT MEDIAN BARRIER 2045 Volume-to- 0.88 Number of Lanes 4 Buffer Width (ff) 21 ff Most Common Object Struck SD ONE STRAIGHT-ONE STOF (142)			Posted Speed (mph)	40 mph	Sidewalk Location	Both Sides		5	
Traffic (ADT) 320/8 Number of Lanes 4 Buffer Width (ft) 21 ft Object Struck HIT MEDIAN BARRIER 2045 Volume-to- 0.88	Capacity Ratio (V/C)	0.53	ROW Width (ft)	90 ft	Sidewalk Width (ft)	5		12	
2045 Volume-to-		32078						HIT MEDIAN BARRIER	
Canacity Batia (V/C)		0.88				21 ft		SD ONE STRAIGHT-ONE STOPPED (142)	
Most Common SLOWING/STOPPING - FOR C	Capacity Ratio (V/C)		Center Type	Kaised Median				SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (67)	



SE Harris Sub-Regional Study, Corridor Summary Sheets CENTER STREET FROM SPENCER HIGHWAY TO FAIRMONT PARKWAY

Priority Corridor

Corridor Segment ID: 11.3

Cross Se	ections	Reco	mmendeo	d Improvemen	ts	Segment	Key Map
	Existing Aerial	Median None				10	
		Pavement - Replace	concrete road	way		A A	
		Lighting None			610		
	THE .	Signs and Signals - O	ptimize and coo	ordinate signals along tl	A AN	225	
Fxis	ting Cross Section	Active Modes - Instal	l shared use pat	XXX			
	ing cross section	- Improve existing sid	ewalks and ADA	A curb ramps			
		Access None Other None					CITY Deer Park
<u> </u>	. 🚍 🚔)	Ollier None				X_	Houston La Porte
Propo	osed Cross Section		Previously Pro	posed Projects		45	Pasadena South Houston
		None	,,		Crash Data ((2016-2020)	
<u>Wies</u>					Total Crashes	147	
						Severe Crashes (Fatal, Severe Injury)	3, 0
						Crashes with Another Vehicle	142
Capaci	y Data	Se	gment Ch	naracteristics		Crashes with	0
2021 Average Daily Traffic (ADT)	19429	Segment Length (mi)	0.98 mi	Center Width (ft)	12 ft	a Bicyclist Crashes with	_
2021 Volume-to-		Posted Speed (mph)	45 mph	Sidewalk Location	None	a Pedestrian	I
Capacity Ratio (V/C)	0.53	ROW Width (ft)	68 ft	Sidewalk Width (ft)	0	Crashes with a Fixed Object	4
2045 Average Daily Traffic (ADT)	32078	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	35.87%	Most Common Object Struck	HIT CURB
2045 Volume-to-	0.87	Number of Lanes	4	Buffer Width (ft)	21 ft	Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (46)
Capacity Ratio (V/C)	0.07	Center Type	TWLTL			Monner of Collision Most Common	SLOWING/STOPPING - FOR OFF.,
Page 57 of 120 Corrid	or Segment 11.3					Factor of Collision	FLAGMAN, OR TRF. CTRL. (36)



SE Harris Sub-Regional Study, Corridor Summary Sheets LUELLA BOULEVARD/AVENUE FROM THIRTEENTH STREET TO SPENCER HIGHWAY Corridor Segment ID: 12.1

Cross Sections Recommended Improvements Segment Key Map Existing Aerial Median None Pavement - Resurface and restripe pavement Lighting None Signs and Signals - Intersection-specific improvements near schools (i.e. pedestrian signals) - Optimize and coordinate signals along the segment Existing Cross Section Active Modes - Install shared use path on at least one side of the roadway - Improve existing sidewalks and ADA curb ramps CITY Access None 🔲 Deer Park Houston Other None La Porte Pasadena Proposed Cross Section South Houston **Previously Proposed Projects** Crash Data (2016-2020) None **Total Crashes** 61 **Severe Crashes** 1,0 (Fatal, Severe Injury) Crashes with 47 **Another Vehicle** Capacity Data **Segment Characteristics** Crashes with 1 a Bicyclist 2021 Average Daily 0 ft Segment Length (mi) 2.5 mi Center Width (ft) 5689 Crashes with Traffic (ADT) 1 a Pedestrian **Both Sides** Posted Speed (mph) 30 mph **Sidewalk Location** 2021 Volume-to-0.32 Crashes with 3 5 60 ft Capacity Ratio (V/C) ROW Width (ft) Sidewalk Width (ft) a Fixed Object 2045 Average Daily Most Common Roadway Width (ft) 44 ft Sidewalk coverage (%) 79.67% 8815 HIT HIGHWAY SIGN **Object Struck** Traffic (ADT) Number of Lanes 4 Buffer Width (ft) 6 ft ANGLE - BOTH GOING STRAIGHT Most Common 2045 Volume-to-(23) 0.5 Manner of Collision Center Type Undivided Capacity Ratio (V/C) Most Common ATTENTION DIVERTED FROM DRIVING (11) Factor of Collision



SE Harris Sub-Regional Study, Corridor Summary Sheets LUELLA BOULEVARD/AVENUE FROM SPENCER HIGHWAY TO FAIRMONT PARKWAY Corridor Segment ID: 12.2

Cross Sec	ctions	Reco	mmended	Improvemen	its	Segment	Key Map
	Existing Aerial	Median None				10-	
		Pavement - Resurfac	ce and restripe po	avement			
		Lighting - Install and intersections	upgrade lighting	along segment and a	t signalized	610	225
		Signs and Signals - (Optimize and coo				
Existin	ng Cross Section	Active Modes - Insta roadway	all shared use path				
		Access None					CITY
<u> </u>		Other None				45	Houston La Porte Pasadena
Propose	ed Cross Section		Previously Prop	oosed Projects			
		None				Crash Data	(2016-2020)
						Total Crashes	19
<u></u>						Severe Crashes (Fatal, Severe Injury)	0, 0
						Crashes with Another Vehicle	14
Capacity	Data	Se	egment Ch	aracteristics		Crashes with	0
2021 Average Daily	4053	Segment Length (mi)	0.93 mi	Center Width (ft)	14 ft	a Bicyclist Crashes with	
Traffic (ADT) 2021 Volume-to-		Posted Speed (mph)	30 mph	Sidewalk Location	One Side	a Pedestrian	0
Capacity Ratio (V/C)	0.11	ROW Width (ff)	54 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	4
2045 Average Daily Traffic (ADT)	7104	Roadway Width (ft)	40 ft	Sidewalk coverage (%)	37.26%	Most Common Object Struck	HIT OTHER FIXED OBJECT
2045 Volume-to- Capacity Ratio (V/C)	0.2	Number of Lanes Center Type	4 Raised Median	Buffer Width (ft)	16 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (5)
	Co					Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (3)



SE Harris Sub-Regional Study, Corridor Summary Sheets EAST BOULEVARD FROM SH 225 TO SPENCER HIGHWAY

Corridor Segment ID: 13.1

Cross Se		Reco	mmended	Improvemen	nts	Segment	Key Map
	Existing Aerial	Median None				10-4	
		Pavement None					
		Lighting None		610			
		Signs and Signals - (Optimize and coc	ordinate signals along t	he segment		225
Exis	ting Cross Section	Active Modes - Insta roadway - Improve existing si Access None		h on at least one side o curb ramps	of the		
-xi=_= Propo	sed Cross Section	Other - Install northb intersection 7.7.2)		oound through lanes (1	45	CITY CITY CITY CITY Deer Park Houston La Porte Pasadena South Houston	
∎ ^{xÎ} Ÿ <u>₽</u> _₽Ì			Previously Prop	oosed Projects		Crash Data (
		None				Total Crashes	318
						Severe Crashes (Fatal, Severe Injury)	2, 1
						Crashes with Another Vehicle	292
Capaci	y Data	Se	egment Ch	aracteristics		Crashes with	3
2021 Average Daily Traffic (ADT)	11761	Segment Length (mi)	3.04 mi	Center Width (ft)	45 ft	a Bicyclist Crashes with	0
2021 Volume-to-		Posted Speed (mph)	50 mph	Sidewalk Location	Both Sides	a Pedestrian	0
Capacity Ratio (V/C)	0.32	ROW Width (ft)	68 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	19
2045 Average Daily Traffic (ADT)	16132	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	47.13%	Most Common Object Struck	HIT MEDIAN BARRIER
2045 Volume-to- Capacity Ratio (V/C)	0.43	Number of Lanes Center Type	4 Raised Median	Buffer Width (ft)	42 ft	Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (78)
						Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (50)

Page 60 of 120 | Corridor Segment 13.1



SE Harris Sub-Regional Study, Corridor Summary Sheets EAST BOULEVARD FROM SPENCER HIGHWAY TO CARLOW LANE

Corridor Segment ID: 13.2

Cross Se	NAMES OF A DESCRIPTION OF A	Reco	mmendec	d Improvemen	ts	Segment	Кеу Мар
	Existing Aerial	Median None			10		
		Pavement None					
		Lighting None			610		
				ordinate signals along th	-		(225)
Exis	ting Cross Section		ove existing side	walks and ADA curb ra			
		Access None Other None				KAV	СІТҮ
		Omer None					Deer Park
<u>X A A</u>	sed Cross Section			oosed Projects		45	La Porte Pasadena South Houston
		Crash Data					
		None			Total Crashes	7	
<u> </u>	<u>a a l</u>				Severe Crashes	0, 0	
						(Fatal, Severe Injury)	0, 0
						Crashes with Another Vehicle	4
Capacit	y Data	Se		naracteristics		Crashes with a Bicyclist	0
2021 Average Daily Traffic (ADT)	11761	Segment Length (mi)	0.33 mi	Center Width (ft)	0 ft	Crashes with	0
2021 Volume-to-		Posted Speed (mph)	50 mph	Sidewalk Location	Both Sides	a Pedestrian Crashes with	0
Capacity Ratio (V/C)	0.32	ROW Width (ft)	60 ft	Sidewalk Width (ft)	5	a Fixed Object	3
2045 Average Daily Traffic (ADT)	16132	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	94.69%	Most Common Object Struck	HIT FENCE
2045 Volume-to- Capacity Ratio (V/C)	0.43	Number of Lanes Center Type	4 Undivided	Buffer Width (ft)	42 ft	Most Common Manner of Collision	OMV VEHICLE GOING STRAIGHT (3)
Page 61 of 120 Corrid						Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (1)



SE Harris Sub-Regional Study, Corridor Summary Sheets EAST BOULEVARD FROM CARLOW LANE TO FAIRMONT PARKWAY

Corridor Segment ID: 13.3

	ections Existing Aerial sting Cross Section	Median None Pavement None Lighting None	Optimize and coc	I Improvemen ordinate signals along the signals along the signals along the signal sector to be set of the sector to be set of	Segment	CITY Deer Park Houston La Porte Pasadena South Houston	
		None			Crash Data Total Crashes	2016-2020) 22	
<u>, a a </u>						Severe Crashes (Fatal, Severe Injury)	0, 0
						Crashes with Another Vehicle	19
Capaci	y Data	Se	egment Ch	aracteristics		Crashes with	1
2021 Average Daily	11761	Segment Length (mi)	0.58 mi	Center Width (ft)	24 ft	a Bicyclist Crashes with	
Traffic (ADT)		Posted Speed (mph)	45 mph	Sidewalk Location	One Side	a Pedestrian	0
2021 Volume-to- Capacity Ratio (V/C)	0.32	ROW Width (ft)	60 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	1
2045 Average Daily Traffic (ADT)	16132	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	59.66%	Most Common Object Struck	HIT CONCRETE TRAFFIC BARRIER
2045 Volume-to-	0.44	Number of Lanes	4	Buffer Width (ft)	42 ft	Most Common Manner of Collision	OD ONE STRAIGHT-ONE LEFT TURN (7)
Capacity Ratio (V/C) Page 62 of 120 Corric		Center Type	Raised Median				SLOWING/STOPPING-TO MAKE LEFT TURN (3)



SE Harris Sub-Regional Study, Corridor Summary Sheets INDEPENDENCE PARKWAY/UNDERWOOD ROAD/BATTLEGROUND ROAD FROM JUA

Corridor Segment ID: 14.1

Cross Se	ections	Reco	mmendeo	d Improvemen	ts	Segment	Key Map
Exis	Median - Conduct a two-way left-turn lan Pavement - Resurfac Lighting - Install and a intersections Signs and Signals - O	Road Diet (one e e and restripe p upgrade lighting ptimize and coo	lane in each direction)				
Propo	sed Cross Section	roadway Access None Other None		posed Projects	45	CITY Deer Park Houston La Porte Pasadena South Houston	
		None	, ,		Crash Data Total Crashes	(2016-2020) 10	
=	🚊 🏥				Severe Crashes (Fatal, Severe Injury)	0, 0	
					Crashes with Another Vehicle	5	
Capaci	y Data	Se	gment Cł	naracteristics	Crashes with a Bicyclist	0	
2021 Average Daily Traffic (ADT)	1578	Segment Length (mi) Posted Speed (mph)	2.17 mi 40 mph	Center Width (ft) Sidewalk Location	0 ft None	Crashes with a Pedestrian	1
2021 Volume-to- Capacity Ratio (V/C)	0.09	ROW Width (ft)	40 mpn 40 ft	Sidewalk Width (ff)	0	Crashes with a Fixed Object	3
2045 Average Daily Traffic (ADT)	2247	Roadway Width (ft)	24 ft	Sidewalk coverage (%)	2.65%	Most Common Object Struck	DITCH
2045 Volume-to- Capacity Ratio (V/C)	0.12	Number of Lanes Center Type	2 Undivided	Buffer Width (ft)	16 ft	Most Common Manner of Collision	OMV VEHICLE GOING STRAIGHT (5)
						Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (1)



SE Harris Sub-Regional Study, Corridor Summary Sheets INDEPENDENCE PARKWAY/UNDERWOOD ROAD/BATTLEGROUND ROAD FROM TID/

Corridor Segment ID: 14.2

Cross Se	ections	Reco	mmendeo	d Improvemen	ts	Segment	Key Map
	Existing Aerial	Median - Conduct a two-way left-turn land		lane in each direction)	10-4		
		Pavement - Resurfac	e and restripe p	avement			
		Lighting None				610	225
		Signs and Signals - \bigcirc	ptimize and coo	ordinate signals along th	ne segment		
Exis	ting Cross Section	Active Modes - Instal roadway	shared use pat	h on at least one side c	of the		
		Access None					CITY
<u> </u>		Other - Construct gro	de-separated r	ailroad crossings		45	La Porte
Propo	sed Cross Section		Previously Prop	oosed Projects			South Houston
		None			Crash Data (2016-2020)	
	😑 🕅				Total Crashes	119	
	' Madawith S					Severe Crashes (Fatal, Severe Injury)	3, 0
						Crashes with Another Vehicle	101
Capacit	y Data	Se	gment Ch	naracteristics	Crashes with	0	
2021 Average Daily Traffic (ADT)	19902	Segment Length (mi)	2.01 mi	Center Width (ft)	0 ft	a Bicyclist Crashes with	0
2021 Volume-to-		Posted Speed (mph)	55 mph	Sidewalk Location	None	a Pedestrian	2
Capacity Ratio (V/C)	0.53	ROW Width (ft)	54 ft	Sidewalk Width (ft)	0	Crashes with a Fixed Object	13
2045 Average Daily Traffic (ADT)	25781	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	0%	Most Common Object Struck	DITCH
2045 Volume-to- Capacity Ratio (V/C)	0.69	Number of Lanes Center Type	4 Undivided	Buffer Width (ft)	6 ft	Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (28)
		, , , -				Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (24)

Page 64 of 120 | Corridor Segment 14.2



SE Harris Sub-Regional Study, Corridor Summary Sheets INDEPENDENCE PARKWAY/UNDERWOOD ROAD/BATTLEGROUND ROAD FROM SH 2

Corridor Segment ID: 14.3

Cross Se	ctions	Recor	nmendeo	d Improvemen	ts	Segment	Кеу Мар
Exis	Median None Pavement - Replace Lighting - Install and u intersections Signs and Signals - Op Active Modes - Install roadway - Improve existing side Access None Other None	concrete roads upgrade lighting otimize and coo shared use pa	610	CITY Deer Park Houston			
Propo	sed Cross Section		Previously Pro	posed Projects		45	La Porte Pasadena South Houston
		None			Crash Data	(2016-2020)	
					Total Crashes	118	
	<u></u>	r		Severe Crashes (Fatal, Severe Injury)	2, 0		
						Crashes with Another Vehicle	110
Capacit	y Data	Segment Characteristics				Crashes with	0
2021 Average Daily Traffic (ADT)	16318	Segment Length (mi)	2.88 mi	Center Width (ft)	16 ft	a Bicyclist Crashes with	0
2021 Volume-to-		Posted Speed (mph)	50 mph	Sidewalk Location	Both Sides	a Pedestrian	0
Capacity Ratio (V/C)	0.44	ROW Width (ft)	62 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	7
2045 Average Daily Traffic (ADT)	25077	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	33.25%	Most Common Object Struck	HIT CURB
2045 Volume-to- Capacity Ratio (V/C)	0.68	Number of Lanes Center Type	4 TWLTL	Buffer Width (ft)	6 ft	Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (26)
Page 65 of 120 Corrido	or Segment 14 3					Most Common Factor of Collision	ONE VEHICLE LEAVING DRIVEWAY (22)



SE Harris Sub-Regional Study, Corridor Summary Sheets INDEPENDENCE PARKWAY/UNDERWOOD ROAD/BATTLEGROUND ROAD FROM

Corridor Segment ID: 14.4

Cross Se	ections	Reco	mmendeo	d Improvemer	nts	Segment	Кеу Мар	
	Existing Aerial	Median None			10			
		Pavement - Resurface	e and restripe p	avement				
	Lighting - Install and u intersections	upgrade lighting	g along segment and c	at signalized	610			
Acres 1		Signs and Signals - \bigcirc	ptimize and coo	ordinate signals along t	he segment		225	
Exis	ting Cross Section	Active Modes - Instal roadway - Improve existing side Access None		th on at least one side o	of the		CITY Deer Park	
Propo	sed Cross Section	Other None				45	Houston La Porte	
		1	Previously Pro	posed Projects		Greek Darks		
#t =		None			Crash Data			
11	d Streetmin					Total Crashes	35	
						Severe Crashes (Fatal, Severe Injury)	2, 0	
						Crashes with Another Vehicle	31	
Capaci	y Data	Segment Characteristics				Crashes with a Bicyclist	1	
2021 Average Daily Traffic (ADT)	16318	Segment Length (mi)	0.9 mi	Center Width (ft)	16 ft	Crashes with	0	
2021 Volume-to-		Posted Speed (mph)	45 mph	Sidewalk Location	Both Sides	a Pedestrian	0	
Capacity Ratio (V/C)	0.44	ROW Width (ff)	61 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	3	
2045 Average Daily Traffic (ADT)	25077	Roadway Width (ft)	44 ft	Sidewalk coverage (%)	49.23%	Most Common Object Struck	HIT FENCE	
2045 Volume-to- Capacity Ratio (V/C)	0.68	Number of Lanes Center Type	4 TWLTL	Buffer Width (ft)	6 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (9)	
		- , , ,				Most Common Factor of Collision	ONE VEHICLE LEAVING DRIVEWAY (9)	

Page 66 of 120 | Corridor Segment 14.4



SE Harris Sub-Regional Study, Corridor Summary Sheets SENS ROAD FROM SH 225 TO SPENCER HIGHWAY

Corridor Segment ID: 15.1

Cross Se	ections Existing Aerial	Reco	mmendeo	d Improvemen	ts	Segment	Key Map
	Median - Conduct a two-way left-turn land		lane in each direction)	10			
1		Lighting - Install and u intersections	upgrade lighting	g along segment and a	t signalized		225
Evic	ting Cross Section	Signs and Signals - \bigcirc	ptimize and coo	ordinate signals along t	he segment		
LAIS	ing cross section	Active Modes - Instal	shared use pat	h on east side of the ro	adway		
		Access None					CITY
<u>ltee</u>	<u> </u>	Other None				45	Houston La Porte Pasadena
Propo	sed Cross Section		Previously Prop	oosed Projects		South Houston	
		None			Crash Data (2016-2020)	
					Total Crashes	144	
	<u> = 111</u>				Severe Crashes (Fatal, Severe Injury)	5, 1	
					Crashes with Another Vehicle	117	
Capacit	y Data	Se	gment Ch	naracteristics	Crashes with	0	
2021 Average Daily Traffic (ADT)	11508	Segment Length (mi)	1.77 mi	Center Width (ft)	14 ft	a Bicyclist Crashes with	
2021 Volume-to-		Posted Speed (mph)	40 mph	Sidewalk Location	One Side	a Pedestrian	2
Capacity Ratio (V/C)	0.32	ROW Width (ff)	60 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	19
2045 Average Daily Traffic (ADT)	14615	Roadway Width (ft)	44 ft	Sidewalk coverage (%)	32.91%	Most Common Object Struck	HIT MEDIAN BARRIER
2045 Volume-to- Capacity Ratio (V/C)	0.4	Number of Lanes Center Type	4 TWLTL	Buffer Width (ft)	32 ft	Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (37)
						Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (32)



SE Harris Sub-Regional Study, Corridor Summary Sheets SENS ROAD FROM SPENCER HIGHWAY TO FAIRMONT PARKWAY

Corridor Segment ID: 15.2

Cross Se	ections	Reco	mmended	Improvemen	its	Segment	Key Map
	Existing Aerial	Median None			10		
						610	
		Signs and Signals - (Optimize and coo	rdinate signals along t	he segment	X AL	225
Exis	ting Cross Section	- Improve existing si Access None	dewalks and ADA			CITY	
		15.2.2)	oona moogniar	e (1,000 feet from inte	ISECTION		Deer Park
Propo	Proposed Cross Section					45	La Porte
			Previously Prop	oosed Projects		Crash Data (
a ⁶⁰ - 7 - 7	<u>a a</u> .m.	None					
						Total Crashes	10
					Severe Crashes (Fatal, Severe Injury)	0, 0	
						Crashes with Another Vehicle	8
Capaci	y Data	Segment Characteristics				Crashes with	0
2021 Average Daily Traffic (ADT)	11761	Segment Length (mi)	0.96 mi	Center Width (ft)	130 ft	a Bicyclist Crashes with	¹
2021 Volume-to-		Posted Speed (mph)	45 mph	Sidewalk Location	One Side	a Pedestrian	0
Capacity Ratio (V/C)	0.32	ROW Width (ft)	54 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	2
2045 Average Daily Traffic (ADT)	16132	Roadway Width (ft)	44 ft	Sidewalk coverage (%)	52.27%	Most Common Object Struck	hit tree, shrub, landscaping
2045 Volume-to-	0.44	Number of Lanes	4	Buffer Width (ft)	32 ft	Most Common Manner of Collision	SD BOTH GOING STRAIGHT-REAR END (3)
Capacity Ratio (V/C) Page 68 of 120 Corrid		Center Type	Raised Median			Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (2)



SE Harris Sub-Regional Study, Corridor Summary Sheets LAWNDALE STREET FROM IH-610 TO CENTRAL STREET

Corridor Segment ID: 16.1

Cross Se	ections	Reco	mmendec	Improvemer	nts	Segment	Key Map	
	Existing Aerial	Median None			10-4	r		
		Pavement - Resurfac	ce and restripe po	avement		610		
		Lighting None						
				ordinate signals along t	-		225	
Exis	ting Cross Section	Active Modes - Insta roadway - Improve existing sid Access None		CITY				
a a		Other None				45	Deer Park Houston La Porte Pasadena	
Propo	sed Cross Section		Previously Prop	oosed Projects		South Houston		
		None			Crash Data (2016-2020)		
						Total Crashes	36	
<u>. #</u>						Severe Crashes (Fatal, Severe Injury)	0, 0	
						Crashes with Another Vehicle	27	
Capacit	y Data	Se		aracteristics	Crashes with a Bicyclist	0		
2021 Average Daily Traffic (ADT)	2760	Segment Length (mi)	0.37 mi	Center Width (ft)	30 ft	Crashes with	0	
2021 Volume-to-	0.00	Posted Speed (mph)	40 mph	Sidewalk Location	One Side	a Pedestrian	0	
Capacity Ratio (V/C)	0.08	ROW Width (ft)	100 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	9	
2045 Average Daily Traffic (ADT)	4980	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	17.65%	Most Common Object Struck	HIT CONCRETE TRAFFIC BARRIER	
2045 Volume-to- Capacity Ratio (V/C)	0.14	Number of Lanes Center Type	4 Raised Median	Buffer Width (ft)	17 ft	Most Common Manner of Collision	SD BOTH GOING STRAIGHT-REAR END (10)	
						Most Common Factor of Collision	SLOWING/STOPPING-FOR TRAFFIC (4)	



SE Harris Sub-Regional Study, Corridor Summary Sheets LAWNDALE STREET FROM CENTRAL STREET TO INDUSTRIAL DRIVEWAY 1

Corridor Segment ID: 16.2

Cross Se		Reco	mmended	Improvemen	its	Segment	Кеу Мар
	Existing Aerial	Median None					
		Pavement - Resurfac	ce and restripe po	avement			Hope M
	11.21	Lighting None				610	
	1	Signs and Signals - (Optimize and coc	ordinate signals along t	he segment		225
Exis	ting Cross Section	Active Modes - Insta roadway	Ill shared use patl	h on at least one side o	of the		
		Access None					CITY
		Other None					Deer Park
= _						45	La Porte Pasadena South Houston
Propo	osed Cross Section		Previously Prop	oosed Projects	Crash Data (2016-2020)		
		None			Total Crashes	26	
					Severe Crashes		
	Made with Streetmix					(Fatal, Severe Injury)	0, 0
						Crashes with Another Vehicle	4
Capaci	y Data	Segment Characteristics				Crashes with a Bicyclist	0
2021 Average Daily Traffic (ADT)	2760	Segment Length (mi)	0.65 mi	Center Width (ft)	6 ft	Crashes with	0
2021 Volume-to-		Posted Speed (mph)	40 mph	Sidewalk Location	None	a Pedestrian	0
Capacity Ratio (V/C)	0.08	ROW Width (ff)	100 ft	Sidewalk Width (ft)	0	Crashes with a Fixed Object	19
2045 Average Daily Traffic (ADT)	4980	Roadway Width (ft)	44 ft	Sidewalk coverage (%)	0%	Most Common Object Struck	HIT TOP OF UNDERPASS OR TUNNEL
2045 Volume-to- Capacity Ratio (V/C)	0.14	Number of Lanes Center Type	4 Raised Median	Buffer Width (ft)	17 ft	Most Common Manner of Collision	OMV VEHICLE GOING STRAIGHT (22)
						Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (1)

Page 70 of 120 | Corridor Segment 16.2



SE Harris Sub-Regional Study, Corridor Summary Sheets LAWNDALE STREET FROM INDUSTRIAL DRIVEWAY 1 TO INDUSTRIAL DRIVEWAY 2 Corridor Segment ID: 16.3

Segment Key Map **Cross Sections Recommended Improvements** Existing Aerial Median None **Pavement** - Resurface and restripe pavement Lighting None Signs and Signals - Optimize and coordinate signals along the segment Active Modes - Install shared use path on at least one side of the **Existing Cross Section** roadway Access None CITY 🔲 Deer Park Other None Houston 🔲 La Porte 🗌 Pasadena South Houston Proposed Cross Section **Previously Proposed Projects** Crash Data (2016-2020) None **Total Crashes** 24 111 **Severe Crashes** 0,0 (Fatal, Severe Injury) Crashes with 17 **Another Vehicle Capacity Data Segment Characteristics** Crashes with 0 a Bicyclist 2021 Average Daily 0.72 mi 0 ft Segment Length (mi) Center Width (ft) 2760 **Crashes with** Traffic (ADT) 0 a Pedestrian Posted Speed (mph) 40 mph **Sidewalk Location** None 2021 Volume-to-Crashes with 0.08 6 101 ft Capacity Ratio (V/C) ROW Width (ft) Sidewalk Width (ft) 0 a Fixed Object 2045 Average Daily Most Common Roadway Width (ft) 44 ft Sidewalk coverage (%) 0% 4980 HIT TOP OF UNDERPASS OR TUNNE **Object Struck** Traffic (ADT) Number of Lanes Buffer Width (ft) 17 ft 4 Most Common OMV VEHICLE GOING STRAIGHT (6) 2045 Volume-to-0.14 Manner of Collision Center Type Undivided Capacity Ratio (V/C)

Most Common

Factor of Collision

ATTENTION DIVERTED FROM DRIVING (2)



SE Harris Sub-Regional Study, Corridor Summary Sheets LAWNDALE STREET FROM INDUSTRIAL DRIVEWAY 2 TO GLASGOW STREET

Corridor Segment ID: 16.4

Cross Se	ections	Reco	mmendeo	d Improvemen	its	Segment	Key Map
	Existing Aerial	Median None				10	
		Pavement - Resurfac	e and restripe p	avement			
		Lighting None				610	
		Signs and Signals - O	ptimize and coo	ordinate signals along t		225	
Exis	ting Cross Section	Active Modes - Instal roadway	l shared use pat				
		Access None					СІТҮ
<u>. a a</u>		Other None				45	Deer Park Houston La Porte Pasadena
Propo	sed Cross Section		Previously Prop	posed Projects		South Houston	
		None				Crash Data	(2016-2020)
						Total Crashes	18
_ <u> </u>						Severe Crashes (Fatal, Severe Injury)	0, 0
					Crashes with Another Vehicle	14	
Capacit	y Data	Se	gment Ch	naracteristics		Crashes with a Bicyclist	0
2021 Average Daily Traffic (ADT)	2760	Segment Length (mi)	0.84 mi	Center Width (ft)	12 ft	Crashes with	0
2021 Volume-to-		Posted Speed (mph)	40 mph	Sidewalk Location	None	a Pedestrian	0
Capacity Ratio (V/C)	0.08	ROW Width (ff)	101 ft	Sidewalk Width (ft)	0	Crashes with a Fixed Object	2
2045 Average Daily Traffic (ADT)	4980	Roadway Width (ft)	44 ft	Sidewalk coverage (%)	0%	Most Common Object Struck	HIT FENCE
2045 Volume-to- Capacity Ratio (V/C)	0.14	Number of Lanes Center Type	4 TWLTL	Buffer Width (ft)	17 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (5)
						Most Common Factor of Collision	VEHICLE PASSING OR ATTEMPTING TO PASS ON LEFT (3)



SE Harris Sub-Regional Study, Corridor Summary Sheets LAWNDALE STREET FROM GLASGOW STREET TO RICHEY STREET

Corridor Segment ID: 16.5

Cross Se	ections	Reco	mmendeo	l Improvement	S	Segment	Key Map
	Existing Aerial	Median None			10-		
		Pavement None					
inga t	N MAD	Lighting None				610	
	1	Signs and Signals - \bigcirc	ptimize and coo	ordinate signals along the	e segment		225
Exis	ting Cross Section	Active Modes None					
		Access None					
		Other None					CITY Deer Park
· · · · ·	· 🛋 🕴					Š.	Houston La Porte
Propo	sed Cross Section		Previously Pro	oosed Projects		45	Pasadena
		None			Crash Data	(2016-2020)	
					Total Crashes	3	
	· · · · · · · · · · · · · · · · · · ·				Severe Crashes (Fatal, Severe Injury)	0, 0	
						Crashes with Another Vehicle	3
Capaci	y Data	Se	gment Ch	aracteristics		Crashes with	0
2021 Average Daily Traffic (ADT)	2760	Segment Length (mi)	0.31 mi	Center Width (ft)	0 ft	a Bicyclist Crashes with	
2021 Volume-to-		Posted Speed (mph)	40 mph	Sidewalk Location	None	a Pedestrian	0
Capacity Ratio (V/C)	0.15	ROW Width (ft)	80 ft	Sidewalk Width (ft)	0	Crashes with a Fixed Object	0
2045 Average Daily Traffic (ADT)	4980	Roadway Width (ft)	33 ft	Sidewalk coverage (%)	0%	Most Common Object Struck	HIT PREVIOUSLY WRECKED VEHICLE
2045 Volume-to-	0.07	Number of Lanes	3	Buffer Width (ft)	56 ft	Most Common	SD BOTH GOING STRAIGHT-REAR END (1)
Capacity Ratio (V/C)	0.27	Center Type	Undivided			Manner of Collision Most Common	ATTENTION DIVERTED FROM
Page 73 of 120 Corrid	or Segment 16.5					Factor of Collision	DRIVING (1)



SE Harris Sub-Regional Study, Corridor Summary Sheets **13TH STREET FROM SAM HOUSTON PARKWAY/BELTWAY 8 TO DEERWOOD GLEN DRI** Corridor Segment ID: 17.1

Cross Se		Reco	mmended	d Improvemen	ts	Segment	Кеу Мар
	Existing Aerial	Median None				10	
		Pavement - Resurfac	e and restripe p	avement			
12		Lighting None				610	
				ordinate signals along tl	-		225
Exis	ting Cross Section		ove existing side	walks and ADA curb ra	mps		
		Access None Other None				KAN	СІТҮ
		Oner None					Deer Park
<u> </u>	a a					45	La Porte
Propo	sed Cross Section		Previously Pro	posed Projects		Crash Data	South Houston
		None				Total Crashes	19
	<u>.</u>					Severe Crashes	
					(Fatal, Severe Injury)	0, 1	
						Crashes with Another Vehicle	17
Capacit	y Data	Se	gment Ch	naracteristics		Crashes with	0
2021 Average Daily Traffic (ADT)	6119	Segment Length (mi)	0.69 mi	Center Width (ft)	0 ft	a Bicyclist Crashes with	0
2021 Volume-to-		Posted Speed (mph)	45 mph	Sidewalk Location	None	a Pedestrian	0
Capacity Ratio (V/C)	0.17	ROW Width (ft)	44 ft	Sidewalk Width (ft)	0	Crashes with a Fixed Object	2
2045 Average Daily Traffic (ADT)	10569	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	12.63%	Most Common Object Struck	HIT CONCRETE TRAFFIC BARRIER
2045 Volume-to- Capacity Ratio (V/C)	0.29	Number of Lanes Center Type	4 Undivided	Buffer Width (ft)	34 ft	Most Common Manner of Collision	SD BOTH GOING STRAIGHT-REAR END (7)
Bago 74 of 120 L Corrid						Most Common Factor of Collision	SLOWING/STOPPING-FOR TRAFFIC (8)



SE Harris Sub-Regional Study, Corridor Summary Sheets 13TH STREET FROM DEERWOOD GLEN DRIVE TO BOSTON STREET

Corridor Segment ID: 17.2

Cross Se		Reco	mmendec	Improvemen	nts	Segment	Key Map
	Existing Aerial	Median None				10	
		Pavement - Replace	e concrete rodav	/dy		610	
			Optimize and coc	rdinate signals along t	he segment	* AV	225
Exis	ting Cross Section	Active Modes - Insta roadway - Improve existing sid Access None Other None		n on at least one side o curb ramps		CITY Deer Park Houston	
Propo	sed Cross Section		Previously Prop	oosed Proiects		45	La Porte Pasadena South Houston
		None			Crash Data	(2016-2020)	
					Total Crashes	18	
						Severe Crashes (Fatal, Severe Injury)	1,0
						Crashes with Another Vehicle	17
Capaci	y Data	Se	egment Ch	aracteristics		Crashes with a Bicyclist	0
2021 Average Daily Traffic (ADT)	6119	Segment Length (mi)	0.94 mi	Center Width (ft)	22 ft	Crashes with	0
2021 Volume-to-	0.17	Posted Speed (mph)	40 mph	Sidewalk Location	Both Sides	a Pedestrian Crashes with	
Capacity Ratio (V/C)	0.17	ROW Width (ft)	110 ft	Sidewalk Width (ft)	5	a Fixed Object	0
2045 Average Daily Traffic (ADT)	10569	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	61.57%	Most Common Object Struck	OTHER
2045 Volume-to- Capacity Ratio (V/C)	0.29	Number of Lanes Center Type	4 Raised Median	Buffer Width (ft)	34 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (5)
	or Cogradat 17.0					Most Common Factor of Collision	VEHICLE CHANGING LANES (4)



SE Harris Sub-Regional Study, Corridor Summary Sheets 13TH STREET FROM BOSTON STREET TO LUELLA AVENUE

Corridor Segment ID: 17.3

Cross Se	ections	Reco	mmendec	l Improvemen	ts	Segment	Key Map
	Existing Aerial	Median None				10	r
		Pavement - Resurfac	e and restripe p	avement			
		Lighting None				610	
	X	Signs and Signals - C	ptimize and coo	ordinate signals along t	he segment		225
Exis	ting Cross Section	roadway		h on at least one side o	of the		
		- Improve existing sid Access None	ewalks and ADA	A curb ramps		KAT	СІТҮ
		Other None					Deer Park
<u> </u>	<u>a a It</u>					45	La Porte Pasadena South Houston
Propo	sed Cross Section		Previously Prop	oosed Projects		Crash Data	
		None				Total Crashes	11
<u> </u>	<u>a a M</u>					Severe Crashes (Fatal, Severe Injury)	0, 0
						Crashes with Another Vehicle	8
Capaci	y Data	Se	gment Ch	aracteristics		Crashes with	0
2021 Average Daily Traffic (ADT)	6119	Segment Length (mi)	0.79 mi	Center Width (ft)	0 ft	a Bicyclist Crashes with	
2021 Volume-to-		Posted Speed (mph)	30 mph	Sidewalk Location	Both Sides	a Pedestrian	0
Capacity Ratio (V/C)	0.17	ROW Width (ff)	110 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	2
2045 Average Daily Traffic (ADT)	10569	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	88.33%	Most Common Object Struck	HIT LUMINAIRE POLE
2045 Volume-to- Capacity Ratio (V/C)	0.3	Number of Lanes Center Type	4 Undivided	Buffer Width (ft)	34 ft	Most Common Manner of Collision	OMV VEHICLE GOING STRAIGHT (3)
		, , , , , , , , , , , , , , , , , , , 				Most Common Factor of Collision	VEHICLE CHANGING LANES (3)

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SE Harris Sub-Regional Study, Corridor Summary Sheets 13TH STREET FROM LUELLA AVENUE TO EAST BOULEVARD

Corridor Segment ID: 17.4

Cross Se		Reco	mmended	Improvemen	its	Segment	Key Map
	Existing Aerial	Median None				10	
		Pavement - Resurfa	ce and restripe po	avement			
		Lighting None		610			
		Signs and Signals - (225		
Exis	ting Cross Section	Active Modes - Insta roadway	all shared use path	n on at least one side o	of the		
		Access None				KAT	CITY
			Deer Park				
<u>, a a</u>	_ <u></u> %	45	La Porte Pasadena South Houston				
Propo	sed Cross Section		Previously Prop	oosed Projects		Crash Data	
		None				Total Crashes	15
<u>, † </u>					Severe Crashes (Fatal, Severe Injury)	1,0	
						Crashes with Another Vehicle	12
Capaci	y Data	Se	egment Ch	aracteristics		Crashes with	0
2021 Average Daily Traffic (ADT)	6119	Segment Length (mi)	0.79 mi	Center Width (ft)	20 ft	a Bicyclist Crashes with	0
2021 Volume-to-		Posted Speed (mph)	30 mph	Sidewalk Location	Both Sides	a Pedestrian	0
Capacity Ratio (V/C)	0.17	ROW Width (ft)	60 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	1
2045 Average Daily Traffic (ADT)	10569	Roadway Width (ft)	44 ft	Sidewalk coverage (%)	92.09%	Most Common Object Struck	HIT LUMINAIRE POLE
2045 Volume-to- Capacity Ratio (V/C)	0.3	Number of Lanes Center Type	4 Raised Median	Buffer Width (ft)	34 ft	Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (6)
						Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (5)

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SE Harris Sub-Regional Study, Corridor Summary Sheets **13TH STREET FROM EAST BOULEVARD TO INDEPENDENCE PARKWAY/UNDERWOOD** Corridor Segment ID: 17.5

Cross Sec		Reco	mmendeo	d Improvemen	ts	Segment	Key Map
	Existing Aerial	Median None					
		Pavement - Replace	e concrete roadv	way			
		Lighting None				610	
				ordinate signals along t	-		(225)
Existing	g Cross Section	roadway	ill shared use pat	th on at least one side o	of the		
A		Access None				KAT	CITY
		Other None					Deer Park
<u>, a a</u>						45	La Porte Pasadena South Houston
Proposed	d Cross Section	None	Previously Proj	posed Projects		Crash Data	
· · · · · · · · · · · · · · · · · · ·		None			Total Crashes	14	
<u>. 11. a. a</u>	<u> </u>					Severe Crashes (Fatal, Severe Injury)	1,0
					Crashes with Another Vehicle	14	
Capacity	Data	Se	egment Ch	naracteristics		Crashes with	0
2021 Average Daily Traffic (ADT)	6119	Segment Length (mi)	0.42 mi	Center Width (ft)	20 ft	a Bicyclist Crashes with	0
2021 Volume-to-		Posted Speed (mph)	45 mph	Sidewalk Location	None	a Pedestrian	0
Capacity Ratio (V/C)	0.17	ROW Width (ff)	60 ft	Sidewalk Width (ft)	0	Crashes with a Fixed Object	0
2045 Average Daily Traffic (ADT)	10569	Roadway Width (ft)	44 ft	Sidewalk coverage (%)	27.62%	Most Common Object Struck	OVERTURNED
2045 Volume-to- Capacity Ratio (V/C)	0.29	Number of Lanes Center Type	4 Raised Median	Buffer Width (ft)	34 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (4)
	· · · · · · · · · · · · · · · · · · ·					Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (3)

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SE Harris Sub-Regional Study, Corridor Summary Sheets SPACE CENTER BOULEVARD FROM SPENCER HIGHWAY TO GENOA RED BLUFF ROA Corridor Segment ID: 18.1

Recommended Improvements Cross Sections Segment Key Map ti 🚍 2021 Avera

Exis	Existing Aerial		Dptimize and cool	rdinate signals along tl n on at least one side c			
Other - Install northbound and southbound through lanes (1,000 feet from intersection 18.1.4)						45	Deer Park Houston La Porte Pasadena South Houston
2			Previously Prop	osed Projects		Crash Data (
*** * *		None				Crash Data (
aa // [Total Crashes	438
						Severe Crashes (Fatal, Severe Injury)	8, 1
						Crashes with Another Vehicle	394
Capacit	y Data	S€	egment Ch	aracteristics		Crashes with	0
2021 Average Daily	13777	Segment Length (mi)	2.41 mi	Center Width (ft)	30 ft	a Bicyclist Crashes with	
Traffic (ADT)		Posted Speed (mph)	45 mph	Sidewalk Location	Both Sides	a Pedestrian	1
2021 Volume-to- Capacity Ratio (V/C)	0.37	ROW Width (ff)	100 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	41
2045 Average Daily Traffic (ADT)	22922	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	60.83%	Most Common Object Struck	HIT TREE, SHRUB, LANDSCAPING
2045 Volume-to-		Number of Lanes	4	Buffer Width (ft)	12 ft	Most Common	ANGLE - BOTH GOING STRAIGHT (121)
Capacity Ratio (V/C)	0.62	Center Type	Raised Median			Manner of Collision	· · ·
						Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (44)
Page 79 of 120 Corrid	or Segment 18.1						



SE Harris Sub-Regional Study, Corridor Summary Sheets GENOA RED BLUFF ROAD FROM IH-45 TO GALVESTON ROAD/SH 3

Corridor Segment ID: 19.1

Cross Se	ections	Reco	mmendec	Improvemen	nts	Segment	Кеу Мар
	Existing Aerial	Median None					
		Pavement - Resurfa	ce and restripe po	avement			
A CONTRACTOR		Lighting None				610	
		Signs and Signals - (Optimize and coc	ordinate signals along t		225	
Exis	ting Cross Section	Active Modes None	;				
		Access None					
		Other None					CITY Deer Park
<u> t_ </u>	<u> </u>						Houston La Porte Pasadena
Propo	sed Cross Section		Previously Prop	oosed Projects			South Houston
		None			Crash Data ((2016-2020)	
<u>t a a</u>	<u> </u>				Total Crashes	262	
					Severe Crashes (Fatal, Severe Injury)	3, 1	
						Crashes with Another Vehicle	230
Capacit	y Data	S	egment Ch	aracteristics		Crashes with a Bicyclist	0
2021 Average Daily Traffic (ADT)	15589	Segment Length (mi)	1.25 mi	Center Width (ft)	30 ft	Crashes with	2
2021 Volume-to-		Posted Speed (mph)	40 mph	Sidewalk Location	Both Sides	a Pedestrian	3
Capacity Ratio (V/C)	0.43	ROW Width (ft)	68 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	22
2045 Average Daily Traffic (ADT)	23362	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	84.36%	Most Common Object Struck	OVERTURNED
2045 Volume-to-	0.64	Number of Lanes	4	Buffer Width (ft)	12 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (49)
Capacity Ratio (V/C)	0.01	Center Type	Raised Median			Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (27)
Page 80 of 120 Corrido	or Segment 19.1						



SE Harris Sub-Regional Study, Corridor Summary Sheets GENOA RED BLUFF ROAD FROM GALVESTON ROAD/SH 3 TO BURKE ROAD

Corridor Segment ID: 19.2

Cross Se		Reco	mmended	Improvemen	ts	Segment	Key Map
	Existing Aerial	Median None				10-	
		Pavement - Resurfac	ce and restripe po	avement			
		Lighting - Install and intersections	upgrade lighting	610	225		
		Signs and Signals - (Optimize and coo	ne segment			
Exis	ting Cross Section	Active Modes - Imp	rove existing sidev	valks and ADA curb ra	mps		
			KAY	CITY			
		Other None				Se .	Deer Park Houston La Porte
Propo	sed Cross Section		Previously Prop	osad Projects		45	Pasadena South Houston
Поре		None				Crash Data	(2016-2020)
					Total Crashes	135	
				Severe Crashes (Fatal, Severe Injury)	5, 0		
						Crashes with Another Vehicle	112
Capaci	y Data	Se	egment Ch	aracteristics		Crashes with	1
2021 Average Daily Traffic (ADT)	15589	Segment Length (mi)	1.17 mi	Center Width (ft)	30 ft	a Bicyclist Crashes with	
2021 Volume-to-		Posted Speed (mph)	40 mph	Sidewalk Location	None	a Pedestrian	I
Capacity Ratio (V/C)	0.43	ROW Width (ft)	54 ft	Sidewalk Width (ft)	0	Crashes with a Fixed Object	19
2045 Average Daily Traffic (ADT)	23362	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	16.48%	Most Common Object Struck	HIT FENCE
2045 Volume-to- Capacity Ratio (V/C)	0.64	Number of Lanes	4 Raised Median	Buffer Width (ft)	12 ft	Most Common Manner of Collision	OD ONE STRAIGHT-ONE LEFT TURN (65)
		Center type				Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (8)

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SE Harris Sub-Regional Study, Corridor Summary Sheets GENOA RED BLUFF ROAD FROM BURKE ROAD TO SAM HOUSTON PARKWAY/BELTW Corridor Segment ID: 19.3

 Cross Sections
 Recommended Improvements

 Existing Aerial
 Median None

 Pavement - Resurface and restripe pavement
 Lighting - Install and upgrade lighting along segment and at signalized intersections

 Signs and Signals - Optimize and coordinate signals along the segment
 Active Modes - Improve existing sidewalks and ADA curb ramps

 Access None
 Other None

 Other None
 None

Segment Key Map CITY 📃 Deer Park Houston La Porte Pasadena South Houston Crash Data (2016-2020) **Total Crashes** 181 **Severe Crashes** 5, 1 (Fatal, Severe Injury) Crashes with 168 **Another Vehicle** Crashes with 0 a Bicyclist **Crashes with** 1 a Pedestrian Crashes with 11 a Fixed Object Most Common HIT MEDIAN BARRIER **Object Struck** SD BOTH GOING STRAIGHT-REAR Most Common END (41) Manner of Collision Most Common SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (20) Factor of Collision

Capaci	ty Data	Segment Characteristics						
2021 Average Daily	15589	Segment Length (mi)	0.69 mi	Center Width (ft)	14 ft			
Traffic (ADT)		Posted Speed (mph)	45 mph	Sidewalk Location	None			
2021 Volume-to- Capacity Ratio (V/C)	0.42	ROW Width (ft)	54 ft	Sidewalk Width (ft)	0			
2045 Average Daily Traffic (ADT)	23362	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	25.34%			
2045 Volume-to-		Number of Lanes	4	Buffer Width (ft)	12 ft			
Capacity Ratio (V/C)	0.63	Center Type	TWLTL					



SE Harris Sub-Regional Study, Corridor Summary Sheets GENOA RED BLUFF ROAD FROM SAM HOUSTON PARKWAY/BELTWAY 8 TO ANTHON Corridor Segment ID: 19.4

Cross Se		Reco	mmended	d Improvemen	ts	Segment	Key Map
Den la companya de la com	Existing Aerial			ordinate signals along tl walks and ADA curb ra		CITY Deer Park Houston La Porte	
Propo	sed Cross Section	None	Previously Prop	posed Projects		Crash Data (Pasadena South Houston
						Total Crashes	63
	Variantita Streatmix					Severe Crashes (Fatal, Severe Injury)	3, 0
						Crashes with Another Vehicle	48
Capacit	y Data	Se	egment Ch	naracteristics		Crashes with a Bicyclist	0
2021 Average Daily Traffic (ADT)	15439	Segment Length (mi)	1.18 mi	Center Width (ft)	20 ft	Crashes with	0
2021 Volume-to- Capacity Ratio (V/C)	0.42	Posted Speed (mph) ROW Width (ft)	45 mph 54 ft	Sidewalk Location Sidewalk Width (ff)	None 0	a Pedestrian Crashes with a Fixed Object	9
2045 Average Daily Traffic (ADT)	22353	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	0%	Most Common Object Struck	OVERTURNED
2045 Volume-to- Capacity Ratio (V/C)	0.61	Number of Lanes Center Type	4 Raised Median	Buffer Width (ff)	12 ft	Most Common Manner of Collision	OMV VEHICLE GOING STRAIGHT (15)
						Most Common Factor of Collision	LOST CONTROL OR SKIDDED (ICY OR SLICK ROAD, ETC.) (5)



SE Harris Sub-Regional Study, Corridor Summary Sheets GENOA RED BLUFF ROAD FROM ANTHONY LANE TO RED BLUFF ROAD

Corridor Segment ID: 19.5

Cross Se			mmended	Improvemen	ts	Segment	Key Map
Exis	Existing Aerial ting Cross Section	Median None Pavement None Lighting None Signs and Signals - (Active Modes None Access None Other - Install eastbac intersection 18.1.4 a	bund and westbo		CITY Deer Park		
Propo	sed Cross Section	None	Previously Prop	45 Crash Data Total Crashes	Houston La Porte Pasadena South Houston		
						Severe Crashes (Fatal, Severe Injury)	2, 1
						Crashes with Another Vehicle	62
2021 Average Daily	y Data			aracteristics	00.5	Crashes with a Bicyclist	0
Traffic (ADT)	15439	Segment Length (mi) Posted Speed (mph)	2.59 mi 45 mph	Center Width (ft) Sidewalk Location	32 ft None	Crashes with a Pedestrian	0
2021 Volume-to- Capacity Ratio (V/C)	0.42	ROW Width (ff)	45 ft	Sidewalk Width (ft)	0	Crashes with a Fixed Object	8
2045 Average Daily Traffic (ADT)	22353	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	0%	Most Common Object Struck	HIT CURB
2045 Volume-to- Capacity Ratio (V/C)	0.61	Number of Lanes Center Type	4 Raised Median	Buffer Width (ft)	12 ft	Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (16)
	- С					Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (8)

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SE Harris Sub-Regional Study, Corridor Summary Sheets GENOA RED BLUFF ROAD FROM RED BLUFF ROAD TO FAIRMONT PARKWAY Corridor Segment ID: 19.6

Cross Sections Recommended Improvements Segment Key Map Existing Aerial Median None Pavement None Lighting None Signs and Signals - Optimize and coordinate signals along the segment Active Modes None **Existing Cross Section** Access None CITY **Other** - Install eastbound through lane (1,000 feet from intersection 19.6.1) 📃 Deer Park Houston La Porte Pasadena South Houston Proposed Cross Section **Previously Proposed Projects** Crash Data (2016-2020) None

Capaci	ty Data	Segment Characteristics					
2021 Average Daily Traffic (ADT)	15439	Segment Length (mi)	1.34 mi	Center Width (ft)	32 ft		
		Posted Speed (mph)	45 mph	Sidewalk Location	None		
2021 Volume-to- Capacity Ratio (V/C)	0.42	ROW Width (ff)	60 ft	Sidewalk Width (ft)	0		
2045 Average Daily Traffic (ADT)	22353	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	0%		
2045 Volume-to-		Number of Lanes	4	Buffer Width (ft)	12 ft		
Capacity Ratio (V/C)	0.61	Center Type	Raised Median				

	Total Crashes	112	
(Severe Crashes (Fatal, Severe Injury)	5, 1	
	Crashes with Another Vehicle	102	
	Crashes with a Bicyclist	1	
	Crashes with a Pedestrian	0	
	Crashes with a Fixed Object	7	
	Most Common Object Struck	HIT OTHER FIXED OBJECT	
	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (46)	
	Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (18)	



SE Harris Sub-Regional Study, Corridor Summary Sheets **RED BLUFF ROAD FROM RICHEY STREET/SHAVER STREET TO BROADWAY BOULEVARI** Corridor Segment ID: 20.1

Cross Sections Recommended Improvements Segment Key Map Existing Aerial Median None Pavement - Resurface and restripe pavement (install centerline rumble strips) Lighting - Install and upgrade lighting along segment and at signalized intersections Signs and Signals - Install and upgrade signage - Optimize and coordinate signals along the segment Existing Cross Section Active Modes - Install shared use path on at least one side of the roadway CITY 🔲 Deer Park Access None Houston La Porte Other None Pasadena South Houston Proposed Cross Section **Previously Proposed Projects** Crash Data (2016-2020) RTP 2045 and TIP 2021-2024 - Design and reconstruct 4-lane divided roadway incl drainage and signals at SH 225, Bearle and Thomas **Total Crashes** 290 **Severe Crashes** 6,0 (Fatal, Severe Injury) Crashes with 264 **Another Vehicle** Capacity Data **Segment Characteristics** Crashes with 0 a Bicyclist 2021 Average Daily 1.35 mi 0 ft Segment Length (mi) Center Width (ft) 14249 **Crashes with** Traffic (ADT) 0 a Pedestrian Posted Speed (mph) 40 mph **Sidewalk Location** None 2021 Volume-to-Crashes with 0.39 21 101 ft Capacity Ratio (V/C) ROW Width (ft) Sidewalk Width (ft) 0 a Fixed Object 2045 Average Daily Most Common Roadway Width (ft) 48 ft Sidewalk coverage (%) 0% 24792 HIT MEDIAN BARRIER **Object Struck** Traffic (ADT) Number of Lanes Buffer Width (ft) 4 53 ft SD ONE STRAIGHT-ONE STOPPED Most Common 2045 Volume-to-(63) 0.68 Manner of Collision Center Type Undivided Capacity Ratio (V/C) Most Common SLOWING/STOPPING - FOR OFF.

FLAGMAN, OR TRF. CTRL. (38)

Factor of Collision



SE Harris Sub-Regional Study, Corridor Summary Sheets RED BLUFF ROAD FROM BROADWAY BOULEVARD TO NORTH AVENUE/HARRIS ROA

Corridor Segment ID: 20.2

Cross Se	ections	Reco	mmended	d Improvemen	ts	Segment	Key Map
	Existing Aerial	Median - Install raised	d median			10	
A liber		Pavement - Resurfac	e and restripe p	avement			
	it is	Lighting None		610			
		Signs and Signals - C	ptimize and cod	ordinate signals along t	XAV	225	
Exis	ting Cross Section	Active Modes - Instal roadway - Improve existing sid Access None Other None			CITY Deer Park Houston		
	<u> </u>					45	La Porte
Propo	sed Cross Section		Previously Prop	oosed Projects	Create Darks		
		None			Crash Data	(2016-2020)	
						Total Crashes	154
<u>_ </u>						Severe Crashes (Fatal, Severe Injury)	3, 0
						Crashes with Another Vehicle	149
Capaci	y Data	Se	gment Ch	aracteristics		Crashes with	1
2021 Average Daily Traffic (ADT)	14249	Segment Length (mi)	1.16 mi	Center Width (ft)	0 ft	a Bicyclist Crashes with	
2021 Volume-to-		Posted Speed (mph)	40 mph	Sidewalk Location	Both Sides	a Pedestrian	I
Capacity Ratio (V/C)	0.39	ROW Width (ft)	101 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	1
2045 Average Daily Traffic (ADT)	24792	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	35.35%	Most Common Object Struck	HIT OTHER FIXED OBJECT
2045 Volume-to- Capacity Ratio (V/C)	0.68	Number of Lanes Center Type	4 Undivided	Buffer Width (ft)	53 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (31)
Page 87 of 120 Corrid		Center type	UNUMUEU			Most Common Factor of Collision	SLOWING/STOPPING-TO MAKE LEFT TURN (18)



SE Harris Sub-Regional Study, Corridor Summary Sheets RED BLUFF ROAD FROM NORTH AVENUE/HARRIS ROAD TO SOUTHMORE AVENUE

Corridor Segment ID: 20.3

Cross Se	ctions	Reco	mmended	d Improvemen	ts	Segment	Key Map
NUMBER FR	Existing Aerial	Median - Install raised	d median			10	
		Pavement - Resurfac	e and restripe p				
		Lighting None				610	
		Signs and Signals '- C	ptimize and co	ordinate signals along t	he segment		225
Exist	ling Cross Section	Active Modes - Instal roadway - Improve existing sid Access None			СПУ		
	sed Cross Section	Other None				45	Deer Park Houston La Porte Pasadena South Houston
горо	sed Closs Section			posed Projects	Crash Data		
		RTP 2045 and TIP 2021-2024 - Design and reconstruct 4-lane divided roadway incl drainage and signals at Burke/Grand, Harris/North, Preston and South				Total Crashes	231
						Severe Crashes (Fatal, Severe Injury)	6, 1
					Crashes with Another Vehicle	216	
Capacit	y Data	Segment Characteristics			Crashes with a Bicyclist	0	
2021 Average Daily Traffic (ADT)	14249	Segment Length (mi)	0.74 mi	Center Width (ft)	0 ft	Crashes with	1
2021 Volume-to-	0.00	Posted Speed (mph)	40 mph	Sidewalk Location	One Side	a Pedestrian Crashes with	·
Capacity Ratio (V/C)	0.39	ROW Width (ft)	101 ft	Sidewalk Width (ft)	5	a Fixed Object	9
2045 Average Daily Traffic (ADT)	24792	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	36.81%	Most Common Object Struck	OVERTURNED
2045 Volume-to- Capacity Ratio (V/C)	0.68	Number of Lanes Center Type	4 Undivided	Buffer Width (ft)	53 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (52)
						Most Common Factor of Collision	ONE VEHICLE LEAVING DRIVEWAY (33)



SE Harris Sub-Regional Study, Corridor Summary Sheets **RED BLUFF ROAD FROM SOUTHMORE AVENUE TO SAN AUGUSTINE AVENUE** Corridor Segment ID: 20.4

Cross Sections Recommended Improvements Segment Key Map Existing Aerial Median - Install raised median Pavement - Resurface and restripe pavement Lighting None Signs and Signals - Optimize and coordinate signals along the segment Active Modes - Install shared use path on at least one side of the **Existing Cross Section** roadway - Improve existing sidewalks and ADA curb ramps Access - Driveway access management (further study required) CITY 🔲 Deer Park Other None Houston 🔲 La Porte 🗌 Pasadena Proposed Cross Section South Houston **Previously Proposed Projects** Crash Data (2016-2020) None **Total Crashes** 12 **Severe Crashes** 1,0 (Fatal, Severe Injury) Crashes with 12 **Another Vehicle** Capacity Data **Segment Characteristics** Crashes with 0 a Bicyclist 2021 Average Daily 14 ft Segment Length (mi) 0.41 mi Center Width (ft) 14249 **Crashes with** Traffic (ADT) 0 a Pedestrian **Both Sides** Posted Speed (mph) 40 mph **Sidewalk Location** 2021 Volume-to-0.39 Crashes with 0 101 ft 5 Capacity Ratio (V/C) ROW Width (ft) Sidewalk Width (ft) a Fixed Object 2045 Average Daily Most Common Roadway Width (ft) 48 ft Sidewalk coverage (%) 90.58% 24792 NOT APPLICABLE **Object Struck** Traffic (ADT) Number of Lanes Buffer Width (ft) 4 53 ft Most Common SD ONE STRAIGHT-ONE STOPPED (4) 2045 Volume-to-0.68 Manner of Collision Center Type TWLTL Capacity Ratio (V/C) Most Common ONE VEHICLE LEAVING DRIVEWAY

Factor of Collision



Priority Corridor SE Harris Sub-Regional Study, Corridor Summary Sheets **RED BLUFF ROAD FROM SAN AUGUSTINE AVENUE TO SPENCER HIGHWAY**

Corridor Segment ID: 20.5

Cross Se	ctions	Reco	nmende	d Improvemen	ts	Segment	Key Map
	Existing Aerial	Median - Install raised	l median			10-4	P
		Pavement - Resurface strips)	e and restripe p	pavement (install center	rline rumble		
	202161	Lighting None				610	225
		Signs and Signals - In: study)	stall signalized r	nid-block crossing (requ	uires further		
Exist	ting Cross Section	of the ired)		CITY Deer Park			
<u> </u>	<u>a a 1</u>	ngs	45	La Porte			
Propos	sed Cross Section		Previously Pro	posed Projects		South Houstor	
	RTP 2045 and TIP 2021-2024 - Design and reconstruct 4-lane divided roadway to include drainage and signals at San Augustine/Orrel and BW					Crash Data	(2016-2020)
		8	arainage ana si	gnais at san Augustine,	Total Crashes	822	
	<u>a a í</u>				Severe Crashes (Fatal, Severe Injury)	20, 1	
					Crashes with Another Vehicle	787	
Capacit	y Data	Se	gment Cl	naracteristics		Crashes with a Bicyclist	2
2021 Average Daily Traffic (ADT)	18992	Segment Length (mi)	2.65 mi	Center Width (ft)	0 ft	Crashes with	2
2021 Volume-to-		Posted Speed (mph)	40 mph	Sidewalk Location	Both Sides	a Pedestrian	3
Capacity Ratio (V/C)	0.52	ROW Width (ff)	101 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	23
2045 Average Daily Traffic (ADT)	25328	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	54.65%	Most Common Object Struck	OVERTURNED
2045 Volume to		Number of Lanes	4	Buffer Width (ft)	53 ft	Most Common	ANGLE - BOTH GOING STRAIGHT

(225)

(92)

Most Common ONE VEHICLE LEAVING DRIVEWAY

Manner of Collision

Factor of Collision

0.69

Center Type

Undivided

2045 Volume-to-

Capacity Ratio (V/C)



SE Harris Sub-Regional Study, Corridor Summary Sheets RED BLUFF ROAD FROM SPENCER HIGHWAY TO CENTER STREET

Corridor Segment ID: 20.6

Cross Se	ections	Reco	mmended	Improvemen	its	Segment	Кеу Мар
	Existing Aerial	Median None				10	
TRUE A		Pavement - Resurfact strips)	ce and restripe po				
		Lighting - Install and intersections	upgrade lighting	STATISTICS IN THE REAL PROPERTY INTERNAL PROPERTY I	225		
Exis	ting Cross Section	Signs and Signals - Ir - Optimize and coor Active Modes - Impr	dinate signals alo	mps			
		Access None					CITY
<u> </u>	<u></u>	Other None				45	Houston La Porte Pasadena
Propo	sed Cross Section		Previously Prop	osed Projects	Crash Data		
		Harris County Websi between Spencer H		s along both sides of R Pkwy			
	ů – –			Total Crashes	35		
<u>i </u>				Severe Crashes (Fatal, Severe Injury)	3, 1		
					Crashes with Another Vehicle	30	
Capaci	y Data	Se	egment Ch	Crashes with	0		
2021 Average Daily Traffic (ADT)	14142	Segment Length (mi)	0.82 mi	Center Width (ft)	12 ft	a Bicyclist Crashes with	
2021 Volume-to-		Posted Speed (mph)	40 mph	Sidewalk Location	None	a Pedestrian	1
Capacity Ratio (V/C)	0.39	ROW Width (ft)	81 ft	Sidewalk Width (ft)	0	Crashes with a Fixed Object	4
2045 Average Daily Traffic (ADT)	18858	Roadway Width (ff)	48 ft	Sidewalk coverage (%)	5.23%	Most Common Object Struck	HIT FENCE
2045 Volume-to-	0.52	Number of Lanes	4 Raised Median	Buffer Width (ft)	53 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (7)
Capacity Ratio (V/C)		Center type	Ruisea Meaidh			Most Common Factor of Collision	ONE VEHICLE LEAVING DRIVEWAY (7)

Page 91 of 120 | Corridor Segment 20.6



SE Harris Sub-Regional Study, Corridor Summary Sheets RED BLUFF ROAD FROM CENTER STREET TO 1ST BAPTIST DRIVE

Priority Corridor

Corridor Segment ID: 20.7

Cross Sections	Reco	ommended	Improvemen	its	Segment I	(ey Map	
Existing	Aerial Median None				10-5	P	
	Pavement - Resurfa strips)	ce and restripe po	avement (install center				
	Lighting - Install and intersections	l upgrade lighting	along segment and a	t signalized	2 A	225	
Existing Cross Se	Signs and Signals - I - Optimize and coo Active Modes None	rdinate signals alc					
Dran and Crass C	Access None					CITY	
Proposed Cross Se	Other None						
- ¹ - 7		Previously Prop	oosed Projects	Crash Data (
	None						
					Total Crashes	96	
					Severe Crashes (Fatal, Severe Injury)	,	
					Crashes with Another Vehicle		
Capacity Data	S		aracteristics		Crashes with a Bicyclist		
2021 Average Daily Traffic (ADT)	Segment Length (mi)	0.46 mi	Center Width (ft)	220 ft	Crashes with		
2021 Volume-to-	Posted Speed (mph)	40 mph	Sidewalk Location	None	a Pedestrian		
Capacity Ratio (V/C)	ROW Width (ff)	300 ft	Sidewalk Width (ft)	0	Crashes with a Fixed Object		
2045 Average Daily Traffic (ADT)		48 ft	Sidewalk coverage (%)	0%	Most Common Object Struck	NONE	
2045 Volume-to- O.52	Number of Lanes	4 Raised Median	Buffer Width (ft)	53 ft	Most Common Manner of Collision	NONE ()	
Capacity Ratio (V/C) 0.02 Page 92 of 120 Corridor Segment 20.		Kuisea Mealan			Most Common Factor of Collision	NONE (0)	



Page 93 of 120 | Corridor Segment 20.8

SE Harris Sub-Regional Study, Corridor Summary Sheets **RED BLUFF ROAD FROM 1ST BAPTIST DRIVE TO GENOA RED BLUFF ROAD** Corridor Segment ID: 20.8

Cross Se	ctions	Reco	mmended	Improvemen	ts	Segment	Key Man
	ctions Existing Aerial ing Cross Section sed Cross Section	Recc Median None Pavement - Resurfa Lighting - Install and intersections Signs and Signals - O Active Modes - Imp Access None Other None	upgrade lighting Optimize and coo	500 CIY Deer Park Houston La Porte			
1 <u>.5.5.5</u>	<u></u>	None	Previously Prop	Crash Data (Total Crashes	Pasadena South Houston 2016-2020)		
						Severe Crashes (Fatal, Severe Injury)	0, 0
						Crashes with Another Vehicle	1
Capacity	/ Data	Segment Characteristics				Crashes with a Bicyclist	0
2021 Average Daily Traffic (ADT)	14142	Segment Length (mi)	1.2 mi	Center Width (ft)	200 ft	Crashes with	0
2021 Volume-to- Capacity Ratio (V/C)	0.25	Posted Speed (mph) ROW Width (ft)	55 mph 300 ft	Sidewalk Location Sidewalk Width (ft)	None 0	a Pedestrian Crashes with a Fixed Object	0
2045 Average Daily Traffic (ADT)	18858	Roadway Width (ft)	66 ft	Sidewalk coverage (%)	9.5%	Most Common Object Struck	NOT APPLICABLE
2045 Volume-to- Capacity Ratio (V/C)	0.34	Number of Lanes	6 Raised Median	Buffer Width (ft)	34 ft	Most Common Manner of Collision	SD BOTH GOING STRAIGHT-REAR END (1)
						Most Common Factor of Collision	NONE (0)



SE Harris Sub-Regional Study, Corridor Summary Sheets PARK PLACE BOULEVARD FROM IH-45 TO GALVESTON ROAD/SH 3

Corridor Segment ID: 21.1

Cross Se	ections	Reco	mmendeo	l Improvemen	its	Segment	Кеу Мар
	Existing Aerial Existing Aerial Control of the section	Median - Conduct a two-way left-turn lan Pavement None Lighting - Install and t	Road Diet (one e upgrade lighting	lane in each direction	Segment	CITY Deer Park	
<u> </u>	<u>a a i</u>					45	La Porte
Propo	sed Cross Section		Previously Prop	oosed Projects	Creach Darks		
		None				Crash Data (2016-2020)
					Total Crashes	317	
					Severe Crashes (Fatal, Severe Injury)	2, 0	
						Crashes with Another Vehicle	291
Capacit	y Data	Se	gment Ch	aracteristics		Crashes with	0
2021 Average Daily	4847	Segment Length (mi)	1.04 mi	Center Width (ft)	0 ft	a Bicyclist Crashes with	
Traffic (ADT)		Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides	a Pedestrian	1
2021 Volume-to- Capacity Ratio (V/C)	0.13	ROW Width (ft)	44 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	19
2045 Average Daily Traffic (ADT)	7080	Roadway Width (ft)	44 ft	Sidewalk coverage (%)	83.85%	Most Common Object Struck	HIT CONCRETE TRAFFIC BARRIER
2045 Volume-to- Capacity Ratio (V/C)	0.2	Number of Lanes Center Type	4 Undivided	Buffer Width (ft)	16 ft	Most Common Manner of Collision	SD BOTH GOING STRAIGHT-REAR END (85)
Page 94 of 120 Corrido	or Segment 21.1		Shamada			Most Common Factor of Collision	VEHICLE CHANGING LANES (42)



SE Harris Sub-Regional Study, Corridor Summary Sheets HOWARD DRIVE FROM IH-45 TO GALVESTON ROAD/SH 3

Corridor Segment ID: 22.1

Cross Se	ections	Reco	mmended	Improvemen	ts	Segment	Key Map
	Existing Aerial	Median None					
		Pavement - Resurfa	ce and restripe po	avement			
		Lighting None			610		
2		Signs and Signals - (Optimize and coo	rdinate signals along t	XXX	225	
Exis	ting Cross Section	Active Modes - Inste - Improve existing si Access None		n on both sides of the r curb ramps			
		Other None					CITY Deer Park
	<u> </u>					45	Houston La Porte Pasadena
Propo	sed Cross Section		Previously Prop	osed Projects			South Houston
		None				Crash Data (2016-2020)
						Total Crashes	227
						Severe Crashes (Fatal, Severe Injury)	3, 1
						Crashes with Another Vehicle	204
Capacit	y Data	Segment Characteristics				Crashes with a Bicyclist	2
2021 Average Daily Traffic (ADT)	12416	Segment Length (mi)	0.97 mi	Center Width (ft)	12 ft	Crashes with	4
2021 Volume-to-	/	Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides	a Pedestrian	4
Capacity Ratio (V/C)	0.34	ROW Width (ft)	80 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	12
2045 Average Daily Traffic (ADT)	20972	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	91.17%	Most Common Object Struck	HIT OTHER FIXED OBJECT
2045 Volume-to- Capacity Ratio (V/C)	0.58	Number of Lanes Center Type	4 Raised Median	Buffer Width (ft)	10 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (65)
						Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (20)

Page 95 of 120 | Corridor Segment 22.1



SE Harris Sub-Regional Study, Corridor Summary Sheets SOUTHMORE AVENUE FROM ALLEN GENOA ROAD TO RICHEY STREET

Priority Corridor

Corridor Segment ID: 23.1

Cross Se	ections	Reco	mmendeo	d Improvemen	its	Segment	Кеу Мар
	Existing Aerial	Median None					
		Pavement None					No A
		Lighting None				610	
		Signs and Signals - C	ptimize and coo	ordinate signals along t		225	
Fxis	ting Cross Section	Active Modes - Insta roadway	II shared use pat	th on at least one side o	of the	XXXX	
		- Improve existing sid	ewalks and ADA	A curb ramps			
		Other None					CITY
		Oner None				X_	Houston
Propo	sed Cross Section		Previously Pro	posed Projects		45	Pasadena South Houston
		None			Crash Data	(2016-2020)	
M.a.a	-					Total Crashes	98
					Severe Crashes (Fatal, Severe Injury)	2, 0	
						Crashes with Another Vehicle	88
Capaci	y Data	Se	gment Ch	naracteristics		Crashes with	1
2021 Average Daily Traffic (ADT)	12172	Segment Length (mi)	0.9 mi	Center Width (ft)	0 ft	a Bicyclist Crashes with	
2021 Volume-to-		Posted Speed (mph)	40 mph	Sidewalk Location	One Side	a Pedestrian	3
Capacity Ratio (V/C)	0.33	ROW Width (ft)	80 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	4
2045 Average Daily Traffic (ADT)	17779	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	48.98%	Most Common Object Struck	HIT FENCE
2045 Volume-to-	0.49	Number of Lanes	4	Buffer Width (ft)	27 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (27)
Capacity Ratio (V/C)		Center Type	Undivided				SLOWING/STOPPING-TO MAKE LEFT TURN (10)
Page 96 of 120 Corrid	or Segment 23.1						



SE Harris Sub-Regional Study, Corridor Summary Sheets SOUTHMORE AVENUE FROM RICHEY STREET TO STRAWBERRY ROAD

Priority Corridor

Corridor Segment ID: 23.2

Cross Se	ections	Reco	mmendeo	d Improvemer	nts	Segment	Key Map
	Existing Aerial	Median - Install raised	d median			10	
-		Lighting - Install and u intersections	upgrade lighting	g along segment and c	at signalized	610	225
A Martin I-	THE REAL	Signs and Signals - \bigcirc	ptimize and co	ordinate signals along t	he segment		
Exis	ting Cross Section	Active Modes - Instal roadway	l shared use pa	th on at least one side			
	·	Access - Driveway ad	ccess manager	ment (further study requ		CITY	
Propo	sed Cross Section	Other None				45	Houston La Porte Pasadena
			Previously Pro	posed Projects		South Houston	
	· · · · · · · · · · · · · · · · · · ·	None				Crash Data	(2016-2020)
						Total Crashes	523
						Severe Crashes (Fatal, Severe Injury)	3, 1
						Crashes with Another Vehicle	493
Capacity Data		Segment Characteristics			Crashes with a Bicyclist	8	
2021 Average Daily Traffic (ADT)	12172	Segment Length (mi)	1.6 mi	Center Width (ft)	12 ft	Crashes with	5
2021 Volume-to-		Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides	a Pedestrian	5
Capacity Ratio (V/C)	0.34	ROW Width (ff)	81 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	13
2045 Average Daily Traffic (ADT)	17779	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	88.23%	Most Common Object Struck	HIT CURB
2045 Volume-to- Capacity Ratio (V/C)	0.49	Number of Lanes Center Type	4 TWLTL	Buffer Width (ff)	27 ft	Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (106)
		• , 				Most Common Factor of Collision	ONE VEHICLE LEAVING DRIVEWAY (72)

Page 97 of 120 | Corridor Segment 23.2



SE Harris Sub-Regional Study, Corridor Summary Sheets SOUTHMORE AVENUE FROM STRAWBERRY ROAD TO RED BLUFF ROAD

Priority Corridor

Corridor Segment ID: 23.3

Cross Se	ections	Reco	mmendeo	d Improvemen	ts	Segment	Кеу Мар
	Existing Aerial	Median - Install raised	d median			10-	
	(分類)	Pavement - Resurfac	e and restripe p	avement			
and some		Lighting - Install and u intersections	upgrade lighting	g along segment and a	610	225	
		Signs and Signals - In study)	stall signalized n	nid-block crossing (requ			
Exis	ting Cross Section	- Optimize and coord	-	ong the segment h on at least one side c			
		Access - Driveway a	ccess managen	nent (further study requ	ired)		Deer Park
Propo	sed Cross Section	Other None				45	La Porte
			Previously Prop	oosed Projects	Crash Data (
	📻 📻 (Total Crashes	155
						Severe Crashes (Fatal, Severe Injury)	3, 0
						Crashes with Another Vehicle	140
Capaci	y Data	Segment Characteristics				Crashes with a Bicyclist	2
2021 Average Daily Traffic (ADT)	15388	Segment Length (mi)	1.46 mi	Center Width (ft)	0 ft	Crashes with	
2021 Volume-to-		Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides	a Pedestrian	2
Capacity Ratio (V/C)	0.43	ROW Width (ft)	80 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	10
2045 Average Daily Traffic (ADT)	25601	Roadway Width (ft)	40 ft	Sidewalk coverage (%)	88.28%	Most Common Object Struck	HIT HIGHWAY SIGN
2045 Volume-to-	0.71	Number of Lanes	4	Buffer Width (ft)	27 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (48)
Capacity Ratio (V/C) Page 98 of 120 Corrid		Center Type	Undivided			Most Common Factor of Collision	VEHICLE CHANGING LANES (16)



SE Harris Sub-Regional Study, Corridor Summary Sheets ALLENDALE ROAD FROM GALVESTON ROAD/SH 3 TO MESA CREEK COURT Corridor Segment ID: 24.1

Cross Se		Reco	mmended	Improvemen	nts	Segment	Кеу Мар
	Existing Aerial	Median None		10			
		Pavement None					
		Lighting - Install and	upgrade lighting	610			
		Signs and Signals - (Optimize and coo	rdinate signals along t		225	
Exis	ting Cross Section	Active Modes - Insta roadway	all shared use path	n on at least one side (of the		
		Access None			СІТҮ		
		Other None				45	Deer Park Houston La Porte Pasadena
гюро	sed Cross Section		Previously Prop	oosed Projects	Creek Date		
· · · · · · · · · · · · · · · · · · ·		None				Crash Data	
	 				Total Crashes	17	
						Severe Crashes (Fatal, Severe Injury)	0, 0
						Crashes with Another Vehicle	12
Capacit	y Data	Se	egment Ch	aracteristics	Crashes with	0	
2021 Average Daily Traffic (ADT)	2927	Segment Length (mi)	0.5 mi	Center Width (ft)	30 ft	a Bicyclist Crashes with	0
2021 Volume-to-		Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides	a Pedestrian	2
Capacity Ratio (V/C)	0.08	ROW Width (ft)	80 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	2
2045 Average Daily Traffic (ADT)	5169	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	91.18%	Most Common Object Struck	DITCH
2045 Volume-to- Capacity Ratio (V/C)	0.14	Number of Lanes Center Type	4 Raised Median	Buffer Width (ft)	12 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (7)
						Most Common Factor of Collision	LOST CONTROL OR SKIDDED (ICY OR SLICK ROAD, ETC.) (1)

Page 99 of 120 | Corridor Segment 24.1



SE Harris Sub-Regional Study, Corridor Summary Sheets ALLENDALE ROAD FROM MESA CREEK COURT TO ALLEN GENOA ROAD

Corridor Segment ID: 24.2

Cross Se	ections	Reco	mmended	Improvemen	ıts	Segment	Key Map
	Existing Aerial	Median None			10-4		
		Pavement None					
	· 103	Lighting - Install and	upgrade lighting	610			
		Signs and Signals - (Optimize and coo	ordinate signals along t	he segment		225
Exis	sting Cross Section	Active Modes - Insta roadway	all shared use path	h on at least one side o			
		Access None					
		Other None					CITY
<u> </u>	<u> </u>					45	La Porte
Propo	osed Cross Section		Previously Prop	oosed Projects		South Houston	
		None				Crash Data (
	W					Total Crashes	33
						Severe Crashes (Fatal, Severe Injury)	0, 0
						Crashes with Another Vehicle	29
	Capacity Data		Segment Characteristics			Crashes with a Bicyclist	0
2021 Average Daily Traffic (ADT)	2927	Segment Length (mi)	0.93 mi	Center Width (ft)	12 ft	Crashes with	
2021 Volume-to-		Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides	a Pedestrian	0
Capacity Ratio (V/C)	0.08	ROW Width (ft)	80 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	2
2045 Average Daily Traffic (ADT)	5169	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	93.11%	Most Common Object Struck	DITCH
2045 Volume-to-	0.14	Number of Lanes	4	Buffer Width (ft)	12 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (16)
Capacity Ratio (V/C)	0.14	Center Type	Raised Median			Most Common	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (2)
Page 100 of 120 Corrie	dor Segment 24.2					Factor of Collision	



SE Harris Sub-Regional Study, Corridor Summary Sheets ALLENDALE ROAD FROM ALLEN GENOA ROAD TO OAKS DRIVE

Corridor Segment ID: 24.3

Cross Se	AND A REAL PROPERTY AND A	Reco	mmended	d Improvemen	its	Segment	Key Map
	Existing Aerial	Median - Install raised	d median	10-4			
		Pavement - Resurfac	e and restripe p				
	LA	Lighting None		610			
2		Signs and Signals - O			225		
Exis	ting Cross Section	Active Modes - Instal roadway - Improve existing sid Access None			СПУ		
A A	<u>a a li </u>	Other None		45	Deer Park Houston La Porte Pasadena		
Propo	sed Cross Section		Previously Prop	Creek Data	South Houston		
		None				Crash Data (
						Total Crashes	49
<u> </u>	<u>a a Mt</u>			Severe Crashes (Fatal, Severe Injury)	1,0		
						Crashes with Another Vehicle	43
Capacity Data		Segment Characteristics			Crashes with a Bicyclist	0	
2021 Average Daily Traffic (ADT)	2927	Segment Length (mi)	0.75 mi	Center Width (ft)	0 ft	Crashes with	0
2021 Volume-to-	0.00	Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides	a Pedestrian Crashes with	0
Capacity Ratio (V/C)	0.08	ROW Width (ft)	61 ft	Sidewalk Width (ft)	5	a Fixed Object	3
2045 Average Daily Traffic (ADT)	5169	Roadway Width (ft)	40 ft	Sidewalk coverage (%)	70.1%	Most Common Object Struck	HIT TRAFFIC SIGNAL POLE OR POST
2045 Volume-to- Capacity Ratio (V/C)	0.14	Number of Lanes Center Type	4 Undivided	Buffer Width (ft)	12 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (23)
						Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (9)



SE Harris Sub-Regional Study, Corridor Summary Sheets ALLENDALE ROAD FROM OAKS DRIVE TO SHAVER STREET

Corridor Segment ID: 24.4

Cross Se	ections	Reco	mmendeo	d Improvemen	its	Segment	Key Map
1 201	Existing Aerial	Median None			10		
Same 2000		Pavement None					
		Lighting None			610		
		Signs and Signals - C	ptimize and cod	ordinate signals along t	he segment	XAN	225
		Active Modes - Impre	ove existing side	walks and ADA curb ra	Imps		
EXIS	ting Cross Section	Access None					
		Other None					CITY Deer Park
1 =	. 					×.	Houston
	Made with Streetmi		D			45	Pasadena South Houston
Ргоро	sed Cross Section	None	Previously Proj	posed Projects	Crash Data ((2016-2020)	
		NONE				Total Crashes	12
					Severe Crashes		
	Made with Streetm					(Fatal, Severe Injury)	0, 0
						Crashes with Another Vehicle	9
Capacit	Capacity Data		Segment Characteristics				0
2021 Average Daily	2927	Segment Length (mi)	0.5 mi	Center Width (ft)	0 ft	a Bicyclist Crashes with	Ŭ
Traffic (ADT)		Posted Speed (mph)	30 mph	Sidewalk Location	Both Sides	a Pedestrian	0
2021 Volume-to- Capacity Ratio (V/C)	0.16	ROW Width (ff)	61 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	1
2045 Average Daily Traffic (ADT)	5169	Roadway Width (ft)	26 ft	Sidewalk coverage (%)	84.97%	Most Common Object Struck	HIT TREE, SHRUB, LANDSCAPING
2045 Volume-to-	0.00	Number of Lanes	2	Buffer Width (ft)	21 ft	Most Common	OMV VEHICLE GOING STRAIGHT (3)
Capacity Ratio (V/C)	0.29	Center Type	Undivided			Manner of Collision Most Common	NOT APPLICABLE (3)
Page 102 of 120 Corric	lor Sogmont 21.1					Factor of Collision	



SE Harris Sub-Regional Study, Corridor Summary Sheets GARNER ROAD FROM SHAVER STREET TO PASADENA BOULEVARD

Corridor Segment ID: 25.1

Cross Se	ections	Reco	nmendeo	d Improvemen	ts	Segment	Key Map
	Existing Aerial	Median None				10	
		Pavement None					
		Lighting - Install and u intersections	ipgrade lighting	610	225		
		Signs and Signals - \bigcirc	otimize and co				
Exis	ting Cross Section	Active Modes - Install roadway	shared use pa	th on at least one side o			
		Access None					CITY
<u>L 3</u>	<u></u>	Other None		45	Houston La Porte Pasadena South Houston		
Propo	sed Cross Section		Previously Pro	posed Projects		Crash Data	
		None				Total Crashes	29
						Severe Crashes (Fatal, Severe Injury)	0, 0
						Crashes with Another Vehicle	20
Capacity Data		Segment Characteristics				Crashes with	0
2021 Average Daily Traffic (ADT)	2927	Segment Length (mi)	0.72 mi	Center Width (ft)	16 ft	a Bicyclist Crashes with	2
2021 Volume-to-		Posted Speed (mph)	35 mph	Sidewalk Location	One Side	a Pedestrian	0
Capacity Ratio (V/C)	0.16	ROW Width (ff)	60 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	3
2045 Average Daily Traffic (ADT)	5169	Roadway Width (ft)	34 ft	Sidewalk coverage (%)	43.76%	Most Common Object Struck	HIT TREE, SHRUB, LANDSCAPING
2045 Volume-to-	0.29	Number of Lanes Center Type	2 TWLTL	Buffer Width (ft)	5 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (9)
Capacity Ratio (V/C)		Center Type	IVVLIL			Most Common Factor of Collision	ONE VEHICLE ENTERING DRIVEWAY (4)

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SE Harris Sub-Regional Study, Corridor Summary Sheets SPENCER HIGHWAY FROM EASTHAVEN BOULEVARD TO AUSTIN STREET

Corridor Segment ID: 26.1

Cross Se	ections	Reco	mmendeo	d Improvemen	ts	Segment	Key Map
	Existing Aerial	Median - Install raised	d median				
1		Pavement - Resurface	e and restripe p	pavement			
		Lighting None		610			
		Signs and Signals - \bigcirc	ptimize and co	ordinate signals along tl		225	
Exis	ting Cross Section	Active Modes - Install roadway	shared use pa	th on at least one side c			
		Access - Driveway ad	ccess manager	nent (further study requ	СПУ		
		Other None					Deer Park
	osed Cross Section		La Porte				
Поро	sed Closs Section		Previously Pro	posed Projects	Crash Data (2016-2020)	
		None				Total Crashes	189
<u> × 8 8 8</u>						Severe Crashes	
						(Fatal, Severe Injury)	6, 1
						Crashes with Another Vehicle	174
Capaci	y Data	Se	gment Cł	naracteristics		Crashes with a Bicyclist	1
2021 Average Daily Traffic (ADT)	24930	Segment Length (mi)	0.45 mi	Center Width (ft)	14 ft	Crashes with	3
2021 Volume-to-	2.44	Posted Speed (mph)	35 mph	Sidewalk Location	None	a Pedestrian	5
Capacity Ratio (V/C)	0.46	ROW Width (ft)	121 ft	Sidewalk Width (ft)	0	Crashes with a Fixed Object	6
2045 Average Daily Traffic (ADT)	35461	Roadway Width (ft)	78 ft	Sidewalk coverage (%)	0%	Most Common Object Struck	HIT CURB
2045 Volume-to-	0.65	Number of Lanes	6	Buffer Width (ft)	13 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (49)
Capacity Ratio (V/C)		Center Type	TWLTL			Most Common	ATTENTION DIVERTED FROM

DRIVING (28)

Factor of Collision



SE Harris Sub-Regional Study, Corridor Summary Sheets SPENCER HIGHWAY FROM AUSTIN STREET TO SHAVER STREET

Priority Corridor

Corridor Segment ID: 26.2

Proposed Cross Section	Cross Se	ections	Reco	mmendeo	d Improvemen	its	Segment	Кеу Мар
Image: Construction of the length (m) 2.32 mi Center Width (ff) 14 ft Construction of the length (m) 2.32 mi Center Width (ff) 14 ft Treffic (AD1) 24930 Segment Length (m) 2.32 mi Center Width (ff) 14 ft Construction of the length (m) 3.5 mph Sidewalk location One Side Crashes with 1		Existing Aerial	Median - Install raised	d median		10-4		
Signs and Signals - Optimize and coordinate signals along the segment Existing Cross Section Proposed Cross Section Proposed Cross Section Previously Proposed Projects None Image: Section Capacity Data Segment Length (mt) 2021 Average Daily 24930 Segment Length (mt) 2021 Volume-to- Concretive Date 0.46		1-2	Pavement - Resurfac	e and restripe p	avement			
Existing Cross Section Active Modes - Install shared use path on at least one side of the nadway. - Improve existing sidewalks and ADA curb ramps Cess None Proposed Cross Section Previously Proposed Projects None Crash Data (2016-2020) Total Crashes with 489 Severe Crashes (Fada, Severe Injury) 11,4 Copy City Data Segment Length (m) 2.32 mi Center Width (th) 14 ft Pooles Dolly Segment Length (m) 35 mph Sidewalk Location One Side Cashes with a Bicyclist 1 Crashes with a Bicyclist 1 Segment Length (m) 2.32 mi Center Width (th) 14 ft Crashes with a Bicyclist 1 Copy Width (th) 2.14 ft Steamel Width (th) 14 ft Crashes with a Bicyclist 1			Lighting None		610			
Existing Cross Section roadway Improve existing sidewalks and ADA curb ramps Access None Other None Proposed Cross Section Previously Proposed Projects None None Capacity Data Segment Length (m) 2.32 mi Center Width (n) 14 ft Crashes with a Federation Price Projects Crashes with another Vehicle 462 Crashes with a Federation Price Projects Crashes with another Vehicle 462 Crashes with a Bicyclist 1 2021 Average Daily Traffic (AD1) 24930 Segment Length (m) 35 mph Sidewalk Location 2021 Volume-to- Corrective the Mid With 0 14 ft Crashes with a Federation 1 2021 Volume-to- Corrective the Mid With 5 Crashes with 18			Signs and Signals - C	ptimize and co		225		
Access None Other None Proposed Cross Section Previously Proposed Projects None Crash Data (2016-2020) None Total Crashes Machine Severe Crashes Capacity Data Segment Characteristics 2021 Average Daily Traffic (ADT) 24930 Segment Length (m) 2.32 mi Center Width (ff) 14 ft Prosed Speed (mph) 35 mph Sidewalk Location One Side Crashes with 1 2021 Volume-to- 0.46	Exis	ting Cross Section		ll shared use pa	th on at least one side o	of the		
Other None Proposed Cross Section Proposed Cross Section Previously Proposed Projects None Crash Data (2016-2020) Severe Crashes 489 Severe Crashes 11, 4 Capacity Data Segment Length (m) 2.32 mi Center Width (ff) 14 ff Posted Speed (mph) 35 mph Sidewalk Location South Crashes with 1 2021 Volume-to- 0.46 Power (ff) 121 ft Severe Crashes with 1 1 Posted Speed (mph) 35 mph Sidewalk Location One Side				lewalks and AD/	KAD	CITY CITY		
Proposed Cross Section Previously Proposed Projects None Crash Data (2016-2020) Total Crashes 489 Severe Crashes 11, 4 Severe Crashes 11, 4 Crash Data Corashes with Another Vehicle 462 Crashes with 1 Segment Length (m) 2,32 mi Center Width (th) 14 ft Crashes with 1 Source Crashes with 1 Crashes with 1 1 Posted Speed (mph) 35 mph Sidewalk Location One Side Posted Speed (mph) 101 ft Sidewalk Width (th) 5 Crashes with 1 Posted Speed (mph) 35 mph Sidewalk Location One Side Crashes with 1 Posted Speed (mph) 101 ft Sidewalk Location One Side Crashes with 1			Other None				K	Deer Park
Previously Proposed Projects None Crash Data (2016-2020) Image: Severe Crashes 489 Severe Crashes 11, 4 Capacity Data Segment Characteristics Crashes with Another Vehicle 462 Construction of the Data Segment Length (mi) 2.32 mi Center Width (ff) 14 ft Crashes with a Bicyclist 1 2021 Volume-to- 0.46 Posted Speed (mph) 35 mph Sidewalk Location One Side Crashes with a Pedestrian 1 2021 Volume-to- 0.46 Posted Speed (mph) 121 ft Sidewalk Midth (ff) 5 Crashes with 19		sed Cross Section					45	La Porte
Interview Total Crashes 489 Interview Severe Crashes 11, 4 Severe Crashes 11, 4 Crashes with Accesses Crashes with Access	Поре			Previously Pro	Crash Data			
Image: Construction of the second of the			None					
(Fatal, Severe Injury) 11, 4 (Fatal, Severe Injury) 11, 4 Crashes with Another Vehicle Crashes with Another Vehicle 462 2021 Average Daily Traffic (ADT) 24930 Segment Length (mi) 2.32 mi Center Width (ff) 14 ft Crashes with a Bicyclist 1 2021 Volume-to- Crashes badis (V/C) 0.46 Posted Speed (mph) 35 mph Sidewalk Location One Side Crashes with a Pedestrian 1 Crashes with 19	<u>lli a a a</u>	a a a					Total Crashes	489
Another Vehicle462Capacity DataSegment CharacteristicsCrashes with a Bicyclist12021 Average Daily Traffic (ADT)24930Segment Length (mi)2.32 miCenter Width (ff)14 ft a Bicyclist12021 Volume-to- Comparity Partie (V/C)0.46Posted Speed (mph)35 mphSidewalk LocationOne SideCrashes with a Pedestrian1								11, 4
2021 Average Daily Traffic (ADT) 24930 Segment Length (mi) 2.32 mi Center Width (ff) 14 ft a Bicyclist 2021 Volume-to- Comparity Date (V/C) 0.46 Posted Speed (mph) 35 mph Sidewalk Location One Side a Pedestrian 1								462
Zo21 Average Daily Traffic (ADT) 24930 Segment Length (mi) 2.32 mi Center Width (ff) 14 ff 2021 Volume-to- Composite Date (V(C)) 0.46 Posted Speed (mph) 35 mph Sidewalk Location One Side a Pedestrian 1	Capacity Data		Segment Characteristics					1
2021 Volume-to- 0.46 Posted Speed (mph) 35 mph Sidewalk Location One Side a Pedestrian Crashes with 121 ft 121 ft Sidewalk Width (ft) 5 Crashes with 19		24930	Segment Length (mi)	2.32 mi	Center Width (ft)	14 ft		1
Crashes with 0.46 POW width (#) 121 ft Sidewalk Width (#) 5 Crashes with 19			Posted Speed (mph)	35 mph	Sidewalk Location	One Side		I
		0.46	ROW Width (ft)	121 ft	Sidewalk Width (ft)	5		19
2045 Average Daily Traffic (ADT) 35461 Roadway Width (ff) 78 ft Sidewalk coverage (%) 49.54% Most Common Object Struck		35461						HIT CURB
2045 Volume-to- 0.65 Number of Lanes 6 Buffer Width (ff) 13 ft Most Common ANGLE - BOTH GOING STR Capacity Ratio (V/C) 0.65 Center Type TWLTL TWLTL ANGLE - BOTH GOING STR		0.65			Buffer Width (ft)	13 ft		ANGLE - BOTH GOING STRAIGHT (103)
			Senier , pe					ATTENTION DIVERTED FROM DRIVING (91)



SE Harris Sub-Regional Study, Corridor Summary Sheets SPENCER HIGHWAY FROM SHAVER STREET TO LUELLA BOULEVARD

Corridor Segment ID: 26.3

Cross Se	ctions	Reco	mmendeo	d Improvemen	its	Segment	Key Map
	Existing Aerial	Median - Install raised	d median			10	
		Pavement - Resurfac	e and restripe p				
		Lighting - Install and u intersections	upgrade lighting	610 225			
		Signs and Signals - \bigcirc	ptimize and coo				
Exist	ing Cross Section	Active Modes - Instal roadway - Improve existing sid Access - Driveway ad	ewalks and ADA		CITY Deer Park		
<u> </u>	sed Cross Section –	Other None			45	Houston La Porte Pasadena	
			Previously Prop	posed Projects	Crash Data		
<u>II. e e e</u>				Total Crashes	2059		
						Severe Crashes (Fatal, Severe Injury)	37, 3
						Crashes with Another Vehicle	1960
Capacity	Capacity Data		gment Ch	Crashes with	9		
2021 Average Daily Traffic (ADT)	30175	Segment Length (mi)	5.87 mi	Center Width (ft)	14 ft	a Bicyclist Crashes with	17
2021 Volume-to-		Posted Speed (mph)	40 mph	Sidewalk Location	Both Sides	a Pedestrian	17
Capacity Ratio (V/C)	0.55	ROW Width (ft)	80 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	63
2045 Average Daily Traffic (ADT)	39473	Roadway Width (ft)	72 ft	Sidewalk coverage (%)	32.63%	Most Common Object Struck	HIT OTHER FIXED OBJECT
2045 Volume-to- Capacity Ratio (V/C)	0.72	Number of Lanes Center Type	6 TWLTL	Buffer Width (ft)	13 ft	Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (397)
						Most Common Factor of Collision	ONE VEHICLE LEAVING DRIVEWAY (314)

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SE Harris Sub-Regional Study, Corridor Summary Sheets **SPENCER HIGHWAY FROM LUELLA BOULEVARD TO BAY AREA BOULEVARD** Corridor Segment ID: 26.4

Cross Se	ections	Recor	mmendeo	d Improvemen	ts	Segment	Key Map
Exis	Existing Aerial	Median - Install raised Pavement - Resurface Lighting - Install and u Signs and Signals - Of Active Modes - Install roadway - Improve existing side Access None Other None	l median e and restripe p upgrade lighting ptimize and coo shared use pa		CITY Deer Park Houston La Porte		
Propo	sed Cross Section	I None	Previously Pro	posed Projects		Crash Data	□ Pasadena □ South Houston (2016-2020)
		NULLE				Total Crashes	405
						Severe Crashes (Fatal, Severe Injury)	7, 1
						Crashes with Another Vehicle	378
Capacit	y Data	Se	gment Cl	naracteristics		Crashes with a Bicyclist	3
2021 Average Daily Traffic (ADT)	20405	Segment Length (mi)	3.88 mi	Center Width (ft)	14 ft Both Sides	Crashes with a Pedestrian	4
2021 Volume-to- Capacity Ratio (V/C)	0.37	Posted Speed (mph) ROW Width (ft)	45 mph 84 ft	Sidewalk Location	5 5	Crashes with a Fixed Object	14
2045 Average Daily Traffic (ADT)	28246	Roadway Width (ft)	72 ft	Sidewalk coverage (%)	25.82%	Most Common Object Struck	hit tree, shrub, landscaping
2045 Volume-to- Capacity Ratio (V/C)	0.51	Number of Lanes Center Type	6 TWLTL	Buffer Width (ft)	13 ft	Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (93)
		Center Type	IVVLIL			Most Common Factor of Collision	ONE VEHICLE LEAVING DRIVEWAY (90)

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SE Harris Sub-Regional Study, Corridor Summary Sheets SPENCER HIGHWAY FROM BAY AREA BOULEVARD TO SH 146

Corridor Segment ID: 26.5

Cross Se		Reco	mmendeo	d Improvemen	ts	Segment	Key Map
Exis	Existing Aerial B sting Cross Section sed Cross Section	Median None Pavement - Resurface Lighting - Install and u Signs and Signals - O Active Modes - Install roadway Access None Other - Widen bridge	e and restripe p upgrade lighting ptimize and coo shared use pat	pavement	ne segment If the	GIU GIU GIU GIU GIU GIU GIU GIU Crash Data Total Crashes	CITY Deer Park Houston La Porte Pasadena South Houston
	Madamitta					Severe Crashes (Fatal, Severe Injury)	0, 0
						Crashes with Another Vehicle	49
Capaci	y Data	Se		naracteristics		Crashes with a Bicyclist	0
2021 Average Daily Traffic (ADT)	20405	Segment Length (mi) Posted Speed (mph)	0.98 mi 45 mph	Center Width (ft) Sidewalk Location	14 ft None	Crashes with a Pedestrian	0
2021 Volume-to- Capacity Ratio (V/C)	0.37	ROW Width (ft)	84 ft	Sidewalk Width (ft)	0	Crashes with a Fixed Object	1
2045 Average Daily Traffic (ADT)	28246	Roadway Width (ft)	72 ft	Sidewalk coverage (%)	0%	Most Common Object Struck	HIT LUMINAIRE POLE
2045 Volume-to- Capacity Ratio (V/C)	0.51	Number of Lanes Center Type	6 TWLTL	Buffer Width (ft)	13 ft	Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (11)
						Most Common	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF, CTRL, (10)

FLAGMAN, OR TRF. CTRL. (10)

Factor of Collision



SE Harris Sub-Regional Study, Corridor Summary Sheets VISTA ROAD FROM ALLEN GENOA ROAD TO SHAVER STREET

Corridor Segment ID: 27.1

Cross Se	ections	Reco	mmendec	d Improvemen	s	Segment	Кеу Мар
	Existing Aerial	Median - Conduct a two-way left-turn lan		lane in each direction)	10	E C	
		Pavement None					
		Lighting None			610	225	
				ordinate signals along th			
Exis	ting Cross Section		ove existing side [,]	walks and ADA curb rar	nps		
		Access None Other None					CITY Deer Park
	_						Houston La Porte Pasadena
Propo	sed Cross Section		Previously Prop	posed Projects			South Houston
		None			Crash Data	(2016-2020)	
						Total Crashes	2
						Severe Crashes (Fatal, Severe Injury)	0, 0
						Crashes with Another Vehicle	2
Capacit	y Data	Se	gment Ch	naracteristics		Crashes with	0
2021 Average Daily Traffic (ADT)	11015	Segment Length (mi)	0.16 mi	Center Width (ft)	0 ft	a Bicyclist Crashes with	0
2021 Volume-to-	0.41	Posted Speed (mph)	40 mph	Sidewalk Location	None	a Pedestrian Crashes with	Ŭ
Capacity Ratio (V/C)	0.61	ROW Width (ft)	60 ft	Sidewalk Width (ft)	0	a Fixed Object	0
2045 Average Daily Traffic (ADT)	15714	Roadway Width (ft)	20 ft	Sidewalk coverage (%)	0%	Most Common Object Struck	NOT APPLICABLE
2045 Volume-to- Capacity Ratio (V/C)	0.87	Number of Lanes Center Type	2 Undivided	Buffer Width (ft)	31 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (1)
						Most Common Factor of Collision	ONE VEHICLE LEAVING DRIVEWAY (1)

Page 109 of 120 | Corridor Segment 27.1



SE Harris Sub-Regional Study, Corridor Summary Sheets VISTA ROAD FROM SHAVER STREET TO STRAWBERRY ROAD

Corridor Segment ID: 27.2

Cross Se	ections	Reco	mmendeo	d Improvemen	its	Segment	Key Map
	Existing Aerial	Median None					
	-	Pavement None					
		Lighting - Install and intersections	upgrade lighting	610	225		
		Signs and Signals - O	ptimize and coo				
Exis	ting Cross Section	Active Modes None					
		Access None				KAV	CITY
		Other None					Deer Park
<u> 1 </u>	<u>a a ii</u>					45	La Porte Pasadena South Houston
Propo	sed Cross Section		Previously Prop	Crash Data (
		None				Total Crashes	112
<u> t_ </u>	a a ii					Severe Crashes (Fatal, Severe Injury)	5, 0
						Crashes with Another Vehicle	102
Capacit	y Data	Se	gment Ch	naracteristics		Crashes with	1
2021 Average Daily Traffic (ADT)	11015	Segment Length (mi)	1.32 mi	Center Width (ft)	0 ft	a Bicyclist Crashes with	0
2021 Volume-to-		Posted Speed (mph)	40 mph	Sidewalk Location	One Side	a Pedestrian	0
Capacity Ratio (V/C)	0.3	ROW Width (ff)	60 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	8
2045 Average Daily Traffic (ADT)	15714	Roadway Width (ft)	40 ft	Sidewalk coverage (%)	47.97%	Most Common Object Struck	HIT TREE, SHRUB, LANDSCAPING
2045 Volume-to- Capacity Ratio (V/C)	0.43	Number of Lanes Center Type	4 Undivided	Buffer Width (ft)	15 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (32)
						Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (9)

Page 110 of 120 | Corridor Segment 27.2



SE Harris Sub-Regional Study, Corridor Summary Sheets VISTA ROAD FROM STRAWBERRY ROAD TO SAM HOUSTON PARKWAY/BELTWAY 8 Corridor Segment ID: 27.3

Cross Se		Reco	mmended	Improvemen	ts	Segment	Кеу Мар
	Existing Aerial	Median None					
	21116	Pavement - Resurfac	ce and restripe po				
		Lighting - Install and intersections	upgrade lighting	610	225		
		Signs and Signals - (Optimize and coo	rdinate signals along t	he segment		
Exis	ting Cross Section	Active Modes - Imp	rove existing sidev	walks and ADA curb ra	mps		
		Access None				KATZ	СІТҮ
1_ = = Propo	sed Cross Section	Other None				45	Deer Park Houston La Porte Pasadena
			Previously Prop		South Houston		
	° = =11	None			Crash Data ((2016-2020)	
						Total Crashes	401
						Severe Crashes (Fatal, Severe Injury)	8, 1
						Crashes with Another Vehicle	382
Capacit	y Data	Se	egment Ch	aracteristics		Crashes with a Bicyclist	0
2021 Average Daily Traffic (ADT)	11015	Segment Length (mi)	1.83 mi	Center Width (ft)	44 ft	Crashes with	,
2021 Volume-to-		Posted Speed (mph)	40 mph	Sidewalk Location	Both Sides	a Pedestrian	I
Capacity Ratio (V/C)	0.3	ROW Width (ft)	120 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	17
2045 Average Daily Traffic (ADT)	15714	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	39.56%	Most Common Object Struck	HIT MEDIAN BARRIER
2045 Volume-to- Capacity Ratio (V/C)	0.43	Number of Lanes Center Type	4 Raised Median	Buffer Width (ft)	15 ft	Most Common Manner of Collision	OD ONE STRAIGHT-ONE LEFT TURN (104)
	lar Saamaat 07.2					Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (55)

Page 111 of 120 | Corridor Segment 27.3



SE Harris Sub-Regional Study, Corridor Summary Sheets VISTA ROAD FROM SAM HOUSTON PARKWAY/BELTWAY 8 TO SPACE CENTER Corridor Segment ID: 27.4

<u> </u>	Existing Aerial Existing Aerial Sting Cross Section Seed Cross Section	Median None Pavement None Lighting None Signs and Signals - C	Optimize and coc	d Improvemen ordinate signals along the walks and ADA curb ra	he segment	Segment 10 10 10 10 10 10 10 10 10 10	CITY Deer Park Houston La Porte Pasadena South Houston
Capaci	ty Data	Se	egment Ch	aracteristics		Another Vehicle Crashes with	
2021 Average Daily	11015	Segment Length (mi)	0.73 mi	Center Width (ft)	15 ft	a Bicyclist	I
Traffic (ADT)	11015	Posted Speed (mph)	40 mph	Sidewalk Location	One Side	Crashes with a Pedestrian	0
2021 Volume-to- Capacity Ratio (V/C)	0.3	ROW Width (ff)	60 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	0
2045 Average Daily Traffic (ADT)	15714	Roadway Width (ft)	40 ft	Sidewalk coverage (%)	56.69%	Most Common Object Struck	HIT RETAINING WALL
2045 Volume-to- Capacity Ratio (V/C)	0.43	Number of Lanes Center Type	4 Raised Median	Buffer Width (ft)	15 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (5)
Page 112 of 120 Corrie	dor Segment 27.4	Contertype	NGBEG MEDIUN			Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (3)



SE Harris Sub-Regional Study, Corridor Summary Sheets FAIRMONT PARKWAY FROM IH-45 TO SHAVER STREET

Corridor Segment ID: 28.1

Existing Arera Median None Existing Cross Section Spis and Spinis - Optimize and coordinate signals along the segment. Existing Cross Section Cross Section Proposed Cross Section Previously Proposed Projects Proposed Cross Section Previously Proposed Projects None Cross Provide Cross Section Proposed Cross Section Previously Proposed Projects None Cross Provide Cross Section Segment Length (m) 23.1 mi Capacity Data Segment Characteristics Segment Length (m) 2.31 mi Traditic (ADI) Segment Length (m) 2021 Average Dathy 19243 Segment Length (m) 2.31 mi Traditic (ADI) 140 ft Traditic (ADI) 256600	Cross Se	ections	Reco	mmended	Improvemen	its	Segment	Кеу Мар
Liphing NoneLiphing NoneLiphing Loops to Alloy and Signals - Optimize and coordinate signals along the segmentNoneCross SectionProposed Cross SectionProposed ProjectsProposed ProjectsProposed ProjectsProposed Cross SectionNoneCroshe SectionSegment length (m) 2.31 miCenter Wath (tr) 30 ftProposed (math) 35 mphSegment length (m) 2.31 miCenter Wath (tr) 30 ftProtocolspan="2">Croshes with a Bicyclit 5Croshes with a Bicyclit 5Croshes with (to (V/c)0.53Segment length (m) 2.31 miCenter Wath (to data a data with (to data a data a data with (to data a data a data with (to data a data a data a data a		Existing Aerial	Median None			10		
Signs and Signels - Optimize and coordinate signals along the segment. Like Modes - Install shared use path on at least one side of the codway. - Improve existing sidewaks and ADA curb ramps. Proposed Cross Section Capacity Data Segment Length (mg) 2.31 mi Center Weak (mg) 35 mph Sidewak coverage Crists Sidewak coverage (%) 2021 Volume-to- Capacity Ratio (V/c) 0.53 Segment Length (mg) 35 mph Sidewak coverage (%) Valds Sveirage Daily Troffic (ADT) 256600 Number of Lanes Souds Volume-to- Capacity Ratio (V/c) 0.71 Center type Capacity Ratio (V/c) 0.71 Center type Robed Median			Pavement None					
Existing Cross Section Active Modes - Install shared use path on at least one side of the nackway. Proposed Cross Section Previously Proposed Projects Proposed Cross Section Previously Proposed Projects None Crash Data (2016-2020) Total Crashes with 573 648 Segment Length (m) 2.31 mi Center With (n) 30 ft 2021 Volume-to- Capacity Ratio (V/C) 0.53 Segment Length (m) 35 mph sidewalk corting (5) Crashes with a Bidevalk corting (5) 73 2025 Volume-to- Capacity Ratio (V/C) 0.53 Receiver with (n) 35 mph sidewalk corting (5) 92.05% Most Cormono Object Struck 2045 Volume-to- Capacity Ratio (V/C) 0.71 Ecodeway With (n) 48 ft sidewalk corting (5) 92.05% Most Cormono Object Struck Most Cormono Object Struck 2045 Volume-to- Capacity Ratio (V/C) 0.71 Ecodeway With (n) 48 ft sidewalk corting (5) 92.05% Most Cormono Object Struck Most Cormono Object Struck 2045 Volume-to- Capacity Ratio (V/C) 0.71 Ecodeway With (n) 48 ft sidewalk corting (5) 92.05% Most Cormono Object Struck Most Cormono Object Struck Most Cormono Object Struck			Lighting None			610		
Existing Cross Section Proposed Cross Section Proposed Cross Section Indexes Cross Section Previously Proposed Projects Proposed Cross Section Previously Proposed Projects Capacity Data Segment Characteristics (Fatal Severe Crashes with Another Vehicle 2021 Average Daily 2021 Average Daily 2021 Volume-to- Capacity Ratio (V/C) 0.53 Segment Length (m) 140 ft Stewards coverage (k) 92.05% Number ot Lanee 4 Stever (k) Most Common Ott Section (k) Number ot Lanee 4 Stever (k) 0.71 Center type< Raised Median			Signs and Signals - (Optimize and coo	rdinate signals along tl	he segment		225
- Improve existing sidewalks and ADA curb ramps Access - Driveway access management (further study required) Other - Install ecosion and westbound and westbound through lanes (1,000 feet from Intersection 28.1.1) Proposed Cross Section Previously Proposed Projects None None Capacity Data 2021 Average Daily Traffic (ADI) 19243 2021 Volume-to- Capacity Ratio (V/c) 0.53 2045 Average Daily Traffic (ADI) 25660 Traffic (ADI) 25660 Nome Capacity Ratio (V/c) 0.71 Center type Raised Median Nome Segment Length (m) 2.31 mi Center type Raised Median Nome Segment Length (m) Segment Length (Exis	ting Cross Section		Ill shared use path				
Other-Install eastbound and westbound through lanes (1.000 feet from intersection 28.1.1) Other-Install eastbound and westbound through lanes (1.000 feet from intersection 28.1.1) Other-Install eastbound and westbound through lanes (1.000 feet from intersection 28.1.1) Proposed Cross Section Previously Proposed Projects Crash Data (2016-2020) None Total Crashes 648 Severe Crosses 12,4 Capacity Data Segment Characteristics Crashes with easter 2021 Average Daily Traffic (ADT) 19243 Segment Length (m) 2.31 mi Center Width (m) 30 ft Crashes with easter 5 2021 Volume-to- Capacity Ratio (V/C) 0.53 Row Width (m) 140 ft Sidewalk koodin Both Sides Crashes with e Fok 9 2045 Volume-to- Capacity Ratio (V/C) 0.71 Row Width (m) 48 ft Sidewalk koodin Both Sides Crashes with e Fok 9 2045 Volume-to- Capacity Ratio (V/C) 0.71 Readewalk (m) 48 ft Sidewalk (m) 9 Crashes with e Fok 9 2045 Volume-to- Capacity Ratio (V/C) 0.71 Center type Raised Median Proved Calised Median Proved Calised Median Proved Calised Median						ired)		
intersection 28.1.1) Proposed Cross Section Previously Proposed Projects None Cash Data (2016-2020) Total Crashes difference Orash Data (2016-2020) Total Crashes difference Capacity Data Segment Characteristics Crashes with 53 2021 Average Daily Traffic (ADT) 19243 Segment Length (m) 2.31 mi center Widh (f) 30 ff 2021 Average Daily Traffic (ADT) 19243 Segment Length (m) 2.31 mi center Widh (f) 30 ff 2021 Volume-to- Capacity Ratio (V/C) 0.53 Recodering Midth (f) 2.31 mi center Widh (f) 30 ff 2045 Average Daily Traffic (ADT) 1926560 Most Common Most Common Most Common 2045 Volume-to- Capacity Ratio (V/C) 0.71 Center type Raised Median 2045 Volume-to- Capacity Ratio (V/C) <th< td=""><td></td><td></td><td></td><td>-</td><td></td><td></td><td></td><td>Deer Park</td></th<>				-				Deer Park
Proposed Cross Section Previously Proposed Projects Cash Data (2016-2020) None Cash Data (2016-2020) Total Croshes 648 Severe Croshes 12, 4 Capacity Data Segment Length (m) 2.31 mi Center Width (ff) Software Points 2021 Volume-to- Capacity Ratio (V/C) 0.53 Segment Length (m) 2.31 mi Center Width (ff) 30 ft Croshes with a Pointed Speed (mph) 5 2021 Volume-to- Capacity Ratio (V/C) 0.53 Readway Width (ff) 140 ft Sidewalk coverage (73) 92.05% Most Common Manner of Collision HIT MEDIAN BARBERE 2045 Volume-to- Capacity Ratio (V/C) 0.71 Center Type Rised Median 22 ft Most Common Manner of Collision ANGE-BOH COMC STRAGET (169)	<u> </u>	<u>-</u>	intersection 28.1.1)				45	La Porte
Capacity Data Segment Characteristics Total Crashes 648 2021 Average Daily Traffic (ADT) 19243 Segment Characteristics Crashes with a Bicyclist 573 2021 Volume-to- Capacity Ratio (V/C) 0.53 Segment Length (m) 2.31 mi Center Width (th) 30 ft 2045 Average Daily Traffic (ADT) 19243 Roodway Width (th) 48 ft Sidewalk Location Both Sides Crashes with a Bicyclist 5 2045 Average Daily Traffic (ADT) 25660 Roodway Width (th) 48 ft Sidewalk coverage (ts) 92.05% Most Common Object Struck HITMEDIAN BARRER 2045 Volume-to- Capacity Ratio (V/C) 0.71 Center Type Raised Median 22 ft Most Common Manner of Collision HITMEDIAN BARRER	Propo	sed Cross Section		Previously Prop	osed Projects			South Houston
Capacity Data Segment Length (m) 2.31 mi Center Width (th) 30 ft Crashes with Another Vehicle 573 2021 Average Daily Traffic (ADT) 19243 Segment Length (mi) 2.31 mi Center Width (th) 30 ft Crashes with a Bicyclist 5 2021 Volume-to- Capacity Ratio (V/C) 0.53 Row Width (th) 140 ft Sidewalk Location Both Sides Crashes with a Fixed Object 47 2045 Average Daily Traffic (ADT) 25660 Roodway Width (th) 48 ft Sidewalk coverage (%) 92.05% Most Common Object Struck HIT MEDIAN BARRIER 2045 Volume-to- Capacity Ratio (V/C) 0.71 Center Type Raised Median Buffer Width (th) 22 ft Most Common Manner of Collision HIT MEDIAN BARRIER (163)			None			Crash Data ((2016-2020)	
(Fatal, Severe Injury) 12, 4 (Fatal, Severe Injury) 12, 4 (Fatal, Severe Injury) (Fatal, Severe Injury) <td></td> <td></td> <td></td> <td></td> <td></td> <td>Total Crashes</td> <td>648</td>						Total Crashes	648	
Capacity Data Segment Length (m) 2.31 mi Center Width (th) 30 ft Crashes with a Bicyclist 5 2021 Average Daily Traffic (ADT) 19243 Segment Length (m) 2.31 mi Center Width (th) 30 ft Crashes with a Bicyclist 5 2021 Volume-to- Capacity Ratio (V/C) 0.53 Row Width (th) 140 ft Sidewalk Location Both Sides Crashes with a Fixed Object 9 2045 Average Daily Traffic (ADT) 25660 Roadway Width (th) 48 ft Sidewalk coverage (th) 92.05% Most Common Object Struck HIT MEDIAN BARRIER 2045 Volume-to- Capacity Ratio (V/C) 0.71 Center Type Raised Median Sidewalk coverage (th) 92.05% Most Common Manner of Collision Angle-Both Golivg STRAIGHT (163)	+ +	t t						12, 4
2021 Average Daily Traffic (ADT)19243Segment Length (mi)2.31 miCenter Width (th)30 fta Bicyclist52021 Volume-to- Capacity Ratio (V/C)0.53Posted Speed (mph)35 mphSidewalk LocationBoth Sidesa Pedestrian92045 Average Daily Traffic (ADT)25660Row Width (th)140 ftSidewalk coverage (the)92.05%Most Common Object StruckHIT MEDIAN BARRIER2045 Volume-to- Capacity Ratio (V/C)0.71Number of Lanes4Buffer Width (th)22 ftMost Common Manner of Collision2045 Volume-to- Capacity Ratio (V/C)0.71Center Type Raised MedianFixed MedianMost Common Manner of CollisionANGLE-BOTH GOING STRAIGHT (163)								573
2021 Average Daily Traffic (ADT) 19243 Segment Lengin (m) 2.31 mil Center Widm (m) 30 ff Crashes with a Pedestrian 9 2021 Volume-to- Capacity Ratio (V/C) 0.53 Posted Speed (mph) 35 mph Sidewalk Location Both Sides Crashes with a Pedestrian 9 2045 Average Daily Traffic (ADT) 25660 Roadway Width (ff) 140 ft Sidewalk coverage (%) 92.05% Most Common Object Struck 47 2045 Volume-to- Capacity Ratio (V/C) 0.71 Center Type Raised Median Buffer Width (ff) 22 ft Most Common Manner of Collision ANGLE - BOTH GOING STRAIGHT (163)		y Data	Se	egment Ch	aracteristics			5
2021 Volume-to- Capacity Ratio (V/C)0.53Posted Speed (mph)35 mphSidewalk LocationBoth Sidesa Pedestrian//2045 Average Daily Traffic (ADT)25660Roadway Width (ff)140 ftSidewalk coverage (%)92.05%Most Common Object Struck472045 Volume-to- Capacity Ratio (V/C)0.71Mumber of Lanes4Buffer Width (ff)22 ftMost Common Manner of CollisionAngle - Both Going StraigHT (163)2045 Volume-to- Capacity Ratio (V/C)0.71Center Type Raised MedianRoadwad MedianCenter Type Raised MedianMost Common Factor of CollisionAngle - Both Going StraigHT (163)		19243	Segment Length (mi)	2.31 mi	Center Width (ft)	30 ft		0
Capacity Ratio (V/C)0.53ROW Width (ff)140 ftSidewalk Width (ff)5Crashes with a Fixed Object472045 Average Daily Traffic (ADT)25660Roadway Width (ff)48 ftSidewalk coverage (%)92.05%Most Common Object StruckHIT MEDIAN BARRIER2045 Volume-to- Capacity Ratio (V/C)0.71Number of Lanes4Buffer Width (ff)22 ftMost Common Manner of CollisionANGLE- BOTH GOING STRAIGHT (163)2045 Volume-to- Capacity Ratio (V/C)0.71Center Type Raised MedianFactor of CollisionMost Common Manner of CollisionONE VEHICLE LEAVING DRIVEWAY (69)			Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides		9
Traffic (ADT) 25660 Number of Lanes A Buffer Width (ff) 22 ft Most Common Manner of Collision ANGLE - BOTH GOING STRAIGHT (163) 2045 Volume-to- Capacity Ratio (V/C) 0.71 Center Type Raised Median Most Common Factor of Collision ANGLE - BOTH GOING STRAIGHT (163)		0.53	ROW Width (ff)	140 ft	Sidewalk Width (ft)	5		47
2045 Volume-to- Capacity Ratio (V/C) 0.71 Center Type Raised Median Most Common Median ANGLE P Soft Control (163) Most Common (163) ONE VEHICLE LEAVING DRIVEWAY (69) ONE VEHICLE LEAVING DRIVEWAY (69)		25660		-				HIT MEDIAN BARRIER
Most Common ONE VEHICLE LEAVING DRIVEWAY [69] [69]		0.71			Buffer Width (ft)	22 ft		
			Center Type	kaisea Median				

Priority Corridor



SE Harris Sub-Regional Study, Corridor Summary Sheets FAIRMONT PARKWAY FROM SHAVER STREET TO PRESTON AVENUE

Priority Corridor

Corridor Segment ID: 28.2

Existing Acrial Median None Noreent None Lighting None Sigs and Signals - Optimize and coordinate signals along the segment Active Modes: - Install sneed use path on at least one side of the children of the set one side of the set one side set one side of the children of the set on	Cross Se	ections	Reco	mmendeo	d Improvemen	ts	Segment	Key Map
Existing Cross Section Lighting None Existing Cross Section Cross Section Proposed Cross Section Other - Install stored use path on all least one side of the instead stored use path on all least one side of	A" Rings	Existing Aerial	Median None				10-	
First and Signals - Optimize and coordinate signals along the segment Active Accies - Install shared use path on at least one side of the codword Proposed Cross Section Cogna City Data Segment Length (m) 2.22 mi Cogna City Data Segment Length (m) Section Minit(h) 48 ft Section Width (h) 48 ft Sectin Width (h) 48 ft <td< th=""><th></th><th></th><th>Pavement None</th><th></th><th></th><th></th></td<>			Pavement None					
EXISTING Cross Section Active Modes - install shared use path on alleast one side of the codway. Proposed Cross Section Deter - install eastbound and westbound through lanes (1,000 feet from intersection 28.2.2) Proposed Cross Section Previously Proposed Projects None Crash Eastbound and westbound through lanes (1,000 feet from intersection 28.2.2) None None Capacity Data Segment Characteristics 2021 Average Daily 19243 Segment Length (m) 2.22 mi Proteed Speed (mph) 40 mph Salewalk toxeting (XOT) 0.53 Row with (t) 120 ft Salewalk toxeting (XOT) 0.53 Row with (t) 120 ft Salewalk toxeting (XOT) 0.53 Row with (t) 120 ft Salewalk toxeting (XOT) 0.53 Row with (t) 48 ft Salewalk toxeting (X) 0.51.29% Number of Lanes 4 Salewalk toxeting (X) 0.50.5 Row Wath (t) 28 ft Salewalk toxeting (X) 0.51.29% Mode Common Collision 0.50.51 Row Wath (t) 28 ft			Lighting None				610	
Existing Cross Section Proposed Cross Section roadway minore existing sidewalks and ADA curb ramps Access None Improve existing sidewalks and ADA curb ramps Access None Proposed Cross Section Ther-Install existion and westbound and westbound through lanes (1,000 feet from intersection 28.2.2) Char-Install existion and westbound and westbound through lanes (1,000 feet from intersection 28.2.2) Reviously Proposed Projects Crash Data (2016-2020) None Total Crashes (fradi, severe injury) 10.1 Segment Characteristics 10.1 2021 Average Daily 19243 Segment length (m) 2.22 mi center West Minth (t) 52 ff 2021 Volume-to- Capacity Ratio (V/C) 0.53 Row Width (t) 120 ff Sidewalk location Both Sides 2045 Volume-to- Capacity Ratio (V/C) 0.7 Executive Raised Median Sidewalk width (t) 21.2 ff Most Common Storestraterestrat			Signs and Signals - (Optimize and coo	ordinate signals along t		225	
 Improve existing sidewalks and ADA curb ramps Access None Proposed Cross Section Previously Proposed Projects None Traffic (ADT) 2021 Volume-to- Capacity Ratio (V/C) 0.53 Readway With (th) 48 ft sidewalk coverage (5) 61.29% Most Common South States (5) South States (5)	Exis	tina Cross Section		all shared use pat	th on at least one side o			
Capacity Data Segment Characteristics Crashe with a Bicyclist Crashe with a Bicyclist 384 2021 Average Daily Traffic (ADT) 19243 Segment Characteristics Crashes with a Bicyclist 2,22 mi Center Wath (th) 52 ft a Bicyclist Crashes with a Bicyclist 2 2021 Average Daily Traffic (ADT) 19243 Segment Characteristics Crashes with a Bicyclist 2 2021 Average Daily Traffic (ADT) 19243 Segment Characteristics Crashes with a Bicyclist 2 2021 Average Daily Traffic (ADT) 19243 Segment Length (m) 2,22 mi Center Wath (th) 52 ft a Bicyclist Crashes with a Bicyclist 2 2045 Average Daily Traffic (ADT) 25660 Roodword With (th) 120 ft Sidewalk Koeverage (th) 61.29% Most Common Object Stuck DICH 2045 Volume-to- Capacity Ratio (V/C) 0.7 Center type Roidewalk with (th) 22 ft Most Common Mast Common DICH			- Improve existing sid	dewalks and ADA	A curb ramps		CITY	
Previously Proposed Projects Crosh Data (2016-2020) None Crosh Data (2016-2020) Total Croshes 418 Severe Injury 10, 1 Croshes with Another Vehicle 384 Croshes with Another Vehicle 384 Segment Length (m) 2.22 mi Center Width (th) 52 ft Croshes with a Bidewalk Location Both Sides Croshes with a Bidewalk Location 2021 Volume-to- Croshes with in a Bicyclist 2 Row Width (th) 120 ft Sidewalk Viacht (th) S2 ft Croshes with a Bidewalk Location Both Sides Croshes with a Bidewalk Cooline 2021 Volume-to- Co.53 Row Width (th) 120 ft Sidewalk Viadh (th) S2 ft Croshes with a Sidewalk Viacation Both Sides Croshes with a Bidewalk Location South Width (th) 120 ft Sidewalk Viath (th) <th></th> <th>sed Cross Section</th> <th></th> <th>ound and westbo</th> <th>ound through lanes (1,0</th> <th>00 feet from</th> <th>45</th> <th>Houston La Porte</th>		sed Cross Section		ound and westbo	ound through lanes (1,0	00 feet from	45	Houston La Porte
Initial	Поре			Previously Prop	posed Projects			South Houston
Capacity Data Segment Length (m) 2.22 mi Center Width (ff) 52 ft Crashes with a Bicyclist 384 2021 Average Daily Traffic (ADT) 19243 Segment Length (m) 2.22 mi Center Width (ff) 52 ft Crashes with a Bicyclist 2 2021 Volume-to- Capacity Ratio (V/C) 0.53 Row Width (ff) 120 ft Sidewalk Location Both Sides Crashes with a Fixed Object 29 2045 Average Daily Traffic (ADT) 25660 Roodway Width (ff) 48 ft Sidewalk coverage (%) 61.29% Most Common Object Struck DIICH 2045 Volume-to- Capacity Ratio (V/C) 0.7 0.7 Rosed Median Sidewalk median 22 ft Most Common Manner of Collision Sidewalk-Coverage (%) 61.29%			None				Crash Data (2016-2020)
(Fatal, Severe Injury) 10, 1 (Fatal, Severe Injury) 10, 1 Capacity Data Segment Length (m) 2.22 mi Center Width (ff) Segment Length (m) 2.22 mi Crashes with Another Vehicle 384 2021 Average Daily Traffic (ADT) 19243 Segment Length (m) 2.22 mi Center Width (ff) 52 ft Crashes with a Bidevalik Location Crashes with a Bidevalik 1 2021 Volume-to- Capacity Ratio (V/C) 0.53 Row Width (ff) 120 ft Sidewalk Koverage (%) 61.29% Most Common Object Struck 29 2045 Volume-to- Capacity Ratio (V/C) 0.7 0.7 Row Width (ff) 48 ft Sidewalk Coverage (%) 61.29% Most Common Object Struck Differ 2045 Volume-to- Capacity Ratio (V/C) 0.7 0.7 Center Type Roised Mediant Euter Width (ff) 22 ft Most Common Manner of Collision Summors for Rtraffic (PDI)		<u></u>					Total Crashes	418
Capacity DataSegment CharacteristicsAnother Vehicle3842021 Average Daily Traffic (ADT)19243Segment Length (mi)2.22 miCenter Width (tt)52 ftCrashes with a Bicyclist22021 Volume-to- Capacity Ratio (V/C)0.53Row Width (tt)40 mphSidewalk LocationBoth SidesCrashes with a Pedestrian12045 Average Daily Traffic (ADT)25660Roo Width (tt)120 ftSidewalk coverage (%)61.29%Most Common Object StruckDITCH2045 Volume-to- Capacity Ratio (V/C)0.70.7Another of Lanes4Buffer Width (tt)22 ftMost Common Manner of CollisionSto Ownord, Sto Open 12045 Volume-to- Capacity Ratio (V/C)0.70.7Raised MedianEventSto Ownord, Sto Open 1Sto Ownord, Sto Open 12045 Volume-to- Capacity Ratio (V/C)0.70.7Raised MedianEventSto Ownord, Sto Open 1Sto Ownord, Sto Open 12045 Volume-to- Capacity Ratio (V/C)0.70.7Raised MedianEventSto Ownord, Sto Open 1Sto Ownord, Sto Open 12045 Volume-to- Capacity Ratio (V/C)0.70.7Raised MedianSto Ownord, Sto Open 1Sto Ownord, Sto Open 12045 Volume-to- Capacity Ratio (V/C)0.70.7Sto Ownord, Sto Open 2Sto Ownord, Sto Open 22045 Colume-to- Capacity Ratio (V/C)0.70.7Sto Ownord, Sto								10, 1
2021 Average Daily Traffic (ADT)19243Segment Length (mi)2.22 miCenter Width (ff)52 fta Bicyclist22021 Volume-to- Capacity Ratio (V/C)0.53Posted Speed (mph)40 mphSidewalk LocationBoth Sidesa Pedestrian12024 S Average Daily Traffic (ADT)0.53Row Width (ff)120 ftSidewalk width (ff)5Crashes with a Fixed Object292045 Average Daily Traffic (ADT)25660Roodway Width (ff)48 ftSidewalk coverage (%)61.29%Most Common Object StruckDITCH2045 Volume-to- Capacity Ratio (V/C)0.70.7Center TypeRaised MedianEVENt EVENtMost Common Manner of CollisionSLOWING/STOPPING-FOR TRAFFIC(49)48 ftSidewalk Midth (ff)22 ftMost Common Manner of CollisionSLOWING/STOPPING-FOR TRAFFIC(49)0.70.7Center TypeRaised MedianEVENt EVENtMost Common Manner of CollisionSLOWING/STOPPING-FOR TRAFFIC							••••••	384
Z021 AVerage Daily Traffic (ADT)19243Segment Lengin (mi)2.22 miCenter Width (ff)52 frCrashes with a Pedestrian12021 Volume-to- Capacity Ratio (V/C)0.53Posted Speed (mph)40 mphSidewalk LocationBoth SidesCrashes with a Pedestrian12021 Volume-to- Capacity Ratio (V/C)0.53Row Width (ff)120 ftSidewalk Width (ff)5Crashes with a Fixed Object292045 Average Daily Traffic (ADT)25660Roadway Width (ff)48 ftSidewalk coverage (%)61.29%Most Common Object StruckDITCH2045 Volume-to- Capacity Ratio (V/C)0.70.7Center TypeRised MedianEMost Common Manner of CollisionSD ONE STRAIGHT-ONE STOPPED (PS)2045 Volume-to- (PS)0.70.7ERised MedianEMost Common Manner of CollisionSD ONE STRAIGHT-ONE STOPPED (PS)		y Data	Se	egment Ch	naracteristics			2
2021 Volume-to- Capacity Ratio (V/C)0.53Posted Speed (mph)40 mphSidewalk LocationBoth Sidesa Pedestrian2021 Volume-to- Capacity Ratio (V/C)0.53Row Width (ff)120 ftSidewalk Width (ff)5Crashes with a Fixed Object292045 Average Daily Traffic (ADT)25660Roadway Width (ff)48 ftSidewalk coverage (%)61.29%Most Common Object StruckDITCH2045 Volume-to- Capacity Ratio (V/C)0.70.7ABuffer Width (ff)22 ftMost Common Manner of CollisionDITCH2045 Volume-to- Capacity Ratio (V/C)0.7Center Type (49)Raised MedianEEMost Common (49)SLOWING/STOPPING-FOR TRAFFIC (49)		19243	Segment Length (mi)	2.22 mi	Center Width (ft)	52 ft		
Capacity Ratio (V/C)0.53Row Width (ff)120 ftSidewalk Width (ff)5Crashes with a Fixed Object292045 Average Daily Traffic (ADT)25660Roadway Width (ff)48 ftSidewalk coverage (%)61.29%Most Common Object StruckDITCH2045 Volume-to- Capacity Ratio (V/C)0.70.7Center Type Raised MedianABuffer Width (ff)22 ftMost Common Manner of CollisionSD ONE STRAIGHT-ONE STOPPED (95)1000000000000000000000000000000000000			Posted Speed (mph)	40 mph	Sidewalk Location	Both Sides		I
Traffic (ADT)25660Number of LanesABuffer Width (ff)22 ftObject StruckDITCH2045 Volume-to- Capacity Ratio (V/C)0.70.7Center TypeRaised MedianEVENUEMost Common Manner of CollisionSD ONE STRAIGHT-ONE STOPPED (95)Capacity Ratio (V/C)0.7Center TypeRaised MedianVenueMost Common Manner of CollisionSLOWING/STOPPING-FOR TRAFFIC (49)		0.53	ROW Width (ft)	120 ft	Sidewalk Width (ff)	5		29
2045 Volume-to- Capacity Ratio (V/C) 0.7 Center Type Raised Median Most Common Most Common Most Common Most Common SLOWING/STOPPING-FOR TRAFFIC		25660						DITCH
Capacity Ratio (V/C) Center Type Raised Median Most Common SLOWING/STOPPING-FOR TRAFFIC		0.7				22 ft		
Page 114 of 120 Corridor Segment 28.2			Center Type	Raised Median				



SE Harris Sub-Regional Study, Corridor Summary Sheets FAIRMONT PARKWAY FROM PRESTON AVENUE TO SAM HOUSTON PARKWAY/ Corridor Segment ID: 28.3

Cross Se	ctions	Reco	mmended	Improvemen	nts	Segment	Key Map
	Existing Aerial	Median None		10-4			
		Pavement None					
		Lighting - Install and intersections	upgrade lighting	610	225		
		Signs and Signals - (Optimize and coo				
Exis	ting Cross Section	Active Modes - Insta roadway	all shared use path				
		- Improve existing sid Access - Driveway of	. curb ramps ient (further study requ	uired)		CITY	
Propo	Proposed Cross Section Other None						Houston La Porte
<u>. a a a</u>	<u></u>		Previously Prop	oosed Projects		Creek Dete	South Houston
		None				Crash Data (
						Total Crashes	702
						Severe Crashes (Fatal, Severe Injury)	6, 0
						Crashes with Another Vehicle	676
Capacit	y Data	Se	egment Ch	aracteristics		Crashes with a Bicyclist	2
2021 Average Daily Traffic (ADT)	19243	Segment Length (mi)	0.92 mi	Center Width (ft)	52 ft	Crashes with	0
2021 Volume-to-		Posted Speed (mph)	45 mph	Sidewalk Location	Both Sides	a Pedestrian	0
Capacity Ratio (V/C)	0.35	ROW Width (ft)	121 ft	Sidewalk Width (ft)	5	Crashes with a Fixed Object	20
2045 Average Daily Traffic (ADT)	25660	Roadway Width (ft)	72 ft	Sidewalk coverage (%)	83.79%	Most Common Object Struck	HIT TREE, SHRUB, LANDSCAPING
2045 Volume-to- Capacity Ratio (V/C)	0.46	Number of Lanes Center Type	6 Raised Median	Buffer Width (ft)	9 ft	Most Common Manner of Collision	SD BOTH GOING STRAIGHT- SIDESWIPE (138)
						Most Common Factor of Collision	VEHICLE CHANGING LANES (112)



SE Harris Sub-Regional Study, Corridor Summary Sheets FAIRMONT PARKWAY FROM SAM HOUSTON PARKWAY/BELTWAY 8 TO MANORDAL Corridor Segment (D: 20.4)

Corridor Segment ID: 28.4

Cross Sec	ctions	Reco	mmended	Improvemen	nts	Segment	Key Map
	Existing Aerial	Median None Pavement None Lighting None Signs and Signals - 0 Active Modes - Insta	Optimize and coo	he segment	Segment		
	ed Cross Section	roadway - Improve existing si Access None Other None	dewalks and ADA		45	CITY Deer Park Houston La Porte Pasadena	
	<u></u>		Previously Prop		Creach Darler (
		None			Crash Data (Total Crashes	132	
						Severe Crashes (Fatal, Severe Injury)	2, 0
						Crashes with Another Vehicle	127
Capacity	⁷ Data	Se	egment Ch	aracteristics		Crashes with	0
2021 Average Daily Traffic (ADT)	23583	Segment Length (mi)	1.39 mi	Center Width (ft)	175 ft	a Bicyclist Crashes with	0
2021 Volume-to-	0.28	Posted Speed (mph)	45 mph	Sidewalk Location	Both Sides	a Pedestrian Crashes with	
Capacity Ratio (V/C)	0.20	ROW Width (ft)	300 ft	Sidewalk Width (ft)	5	a Fixed Object	4
2045 Average Daily Traffic (ADT)			96 ft	Sidewalk coverage (%)	55.3%	Most Common Object Struck	HIT MEDIAN BARRIER
2045 Volume-to-	0.42	Number of Lanes	8 Raised Median	Buffer Width (ft)	19 ft	Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (37)
Capacity Ratio (V/C)		center type	Kuisea Meaidh			Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (17)



SE Harris Sub-Regional Study, Corridor Summary Sheets FAIRMONT PARKWAY FROM MANORDALE DRIVE TO RED BLUFF ROAD Corridor Segment ID: 28.5

Priority Corridor

DRIVING (13)

Factor of Collision

Cross Sections Recommended Improvements Segment Key Map Existing Aerial Median None Pavement - Resurface and restripe pavement Lighting None Signs and Signals - Optimize and coordinate signals along the segment Active Modes - Install shared use path on at least one side of the **Existing Cross Section** roadway - Improve existing sidewalks and ADA curb ramps Access None CITY 🔲 Deer Park Other None **Proposed Cross Section** Houston La Porte Pasadena South Houston **Previously Proposed Projects** Crash Data (2016-2020) RTP 2045 - Construct geometric improvements and its/traffic signal improvements (vehicle detection, real time traffic monitoring, battery **Total Crashes** 88 backup and interconnect) at 14 intersections **Severe Crashes** 3,0 (Fatal, Severe Injury) Crashes with 80 **Another Vehicle** Capacity Data **Segment Characteristics** Crashes with 0 a Bicyclist 2021 Average Daily 0.69 mi Segment Length (mi) Center Width (ft) 54 ft 23583 Crashes with Traffic (ADT) 0 a Pedestrian Posted Speed (mph) 45 mph **Sidewalk Location** None 2021 Volume-to-Crashes with 0.43 6 300 ft Capacity Ratio (V/C) ROW Width (ft) Sidewalk Width (ft) 0 a Fixed Object 2045 Average Daily Most Common Roadway Width (ft) 72 ft Sidewalk coverage (%) 0% 34967 HIT GUARDRAII **Object Struck** Traffic (ADT) Number of Lanes Buffer Width (ft) 6 154 ft ANGLE - BOTH GOING STRAIGHT Most Common 2045 Volume-to-(26) 0.63 Manner of Collision Center TypeWide Grass Median Capacity Ratio (V/C) Most Common ATTENTION DIVERTED FROM



SE Harris Sub-Regional Study, Corridor Summary Sheets **FAIRMONT PARKWAY FROM RED BLUFF ROAD TO BAY AREA BOULEVARD** Corridor Segment ID: 28.6

Cross Sec	ctions	Reco	mmende	d Improvement	S	Segment	Key Map
	Existing Aerial	Median None		10-4			
		Pavement - Resurfac	e and restripe p				
		Lighting None				610	
		Signs and Signals - O	ptimize and co	ordinate signals along th	e segment	A A A	225
Existi	ng Cross Section	Active Modes - Instal roadway	l shared use pa	th on at least one side of	f the		
= =		Access None				KAV	СПУ
Propose	ed Cross Section	Other - Install eastbo	und and westbo	ound through lanes		45	Deer Park Houston La Porte
	<mark></mark>	A	posed Projects			South Houst	
				ovements and its/traffic al time traffic monitoring	Crash Data (2016-2020)	
		backup and intercor			Total Crashes	553	
						Severe Crashes (Fatal, Severe Injury)	5, 5
						Crashes with Another Vehicle	490
Capacity	Data	Se	gment Cl	naracteristics		Crashes with a Bicyclist	3
2021 Average Daily Traffic (ADT)	23583	Segment Length (mi) Posted Speed (mph)	4.51 mi	Center Width (ft) Sidewalk Location	92 ft None	Crashes with a Pedestrian	1
2021 Volume-to-	0.64		45 mph			Crashes with	45
Capacity Ratio (V/C)	0.04	ROW Width (ft)	250 ft	Sidewalk Width (ft)	0	a Fixed Object	45
2045 Average Daily Traffic (ADT)	34967	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	9.24%	Most Common Object Struck	OVERTURNED
2045 Volume-to- Capacity Ratio (V/C)	0.95	Number of Lanes	4 de Grass Medi	Buffer Width (ft)	110 ft	Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPEI (184)
						Most Common	SLOWING/STOPPING - FOR OFF FLAGMAN, OR TRF. CTRL. (160)

Factor of Collision



SE Harris Sub-Regional Study, Corridor Summary Sheets FAIRMONT PARKWAY FROM BAY AREA BOULEVARD TO 16TH STREET Corridor Segment ID: 28.7

Cross Sections Recommended Improvements Segment Key Map Existing Aerial Median None Pavement None Lighting None Signs and Signals - Optimize and coordinate signals along the segment Active Modes - Provide enhanced pedestrian and bicycle crossing to Existina Cross Section connect existing shared use paths; install barrier between vehicle travel lanes and shared use path along bridge section CITY Access None 🔲 Deer Park Proposed Cross Section Houston Other - Install eastbound and westbound through lanes La Porte 🔲 Pasadena South Houston - - -**Previously Proposed Projects** Crash Data (2016-2020) None **Total Crashes** 54 **Severe Crashes** 2.1 (Fatal, Severe Injury) Crashes with 43 **Another Vehicle** Capacity Data **Segment Characteristics** Crashes with 0 a Bicyclist 2021 Average Daily Segment Length (mi) 0.67 mi Center Width (ft) 75 ft 24316 Crashes with Traffic (ADT) 1 a Pedestrian Posted Speed (mph) 45 mph **Sidewalk Location** None 2021 Volume-to-Crashes with 0.66 6 170 ft Capacity Ratio (V/C) ROW Width (ft) Sidewalk Width (ft) 0 a Fixed Object 2045 Average Daily Most Common Roadway Width (ft) 48 ft Sidewalk coverage (%) 57.09% 30881 HIT GUARDRAIL **Object Struck**

Buffer Width (ft)

110 ft

SD ONE STRAIGHT-ONE STOPPED

(17)

SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL, (11)

Most Common

Most Common

Manner of Collision

Factor of Collision

Number of Lanes

4

Center Type Elevated Corridor

Traffic (ADT)00002045 Volume-to-
Capacity Ratio (V/C)0.84

Page 119 of 120 | Corridor Segment 28.7



SE Harris Sub-Regional Study, Corridor Summary Sheets FAIRMONT PARKWAY FROM 16TH STREET TO SH 146

Corridor Segment ID: 28.8

					•		
Cross Sec		Reco	ommended	Improvemen	ts	Segment	Кеу Мар
	Existing Aerial	Median None				10-	P
		Pavement None					
3		Lighting None				610	
		Signs and Signals - (Optimize and coo	ordinate signals along t	ne segment	XIX	225
Existin	ng Cross Section	Active Modes - Insta roadway	all shared use path	h on at least one side o	of the		
		Access None				KAV	CITY
<u>Ii a a</u> Propose	ed Cross Section	Other - Install eastb	ound and westbo	und through lanes		45	Deer Park
il			Previously Prop	oosed Projects			South Houston
171				ovements and its/traffic		Crash Data (2016-2020)
		backup and interco		al time traffic monitorin rsections	Total Crashes	239	
						Severe Crashes (Fatal, Severe Injury)	1, 0
						Crashes with Another Vehicle	226
Capacity	^r Data	S	egment Ch	aracteristics		Crashes with	1
2021 Average Daily	24316	Segment Length (mi)	0.34 mi	Center Width (ft)	56 ft	a Bicyclist Crashes with	
Traffic (ADT)		Posted Speed (mph)	45 mph	Sidewalk Location	None	a Pedestrian	1
2021 Volume-to- Capacity Ratio (V/C)	0.66	ROW Width (ff)	80 ft	Sidewalk Width (ft)	0	Crashes with a Fixed Object	7
2045 Average Daily Traffic (ADT)	30881	Roadway Width (ft)	48 ft	Sidewalk coverage (%)	27.31%	Most Common Object Struck	HIT OTHER FIXED OBJECT
2045 Volume-to-	0.94	Number of Lanes	4	Buffer Width (ft)	110 ft	Most Common	ANGLE - BOTH GOING STRAIGHT (56)
Capacity Ratio (V/C)	0.84	Center Type	Raised Median			Manner of Collision Most Common	ATTENTION DIVERTED FROM
· · · · · · · · · · · · · · · · · · ·						Factor of Collision	DRIVING (29)

Factor of Collision

Corridor Economic Enhancements

Enhancements to Increase Economic Potential

Introduction

Kimley-Horn has been assigned the task of completing the Southeast Harris County Regional Mobility Plan on behalf of the Houston-Galveston Area Council. Hawes Hill has been charged with following up mobility recommendations throughout the major roadway network with an analysis of enhancements to similarly spur local economic activity, thereby improving both the means of increasing area economic prosperity and the movements of goods and people.

Southeast Harris County is the primary location of much of the Greater Houston area industrial base, as well as the various commercial areas, neighborhoods, parks and other areas that blend together to make up the communities of Deer Park, southeastern areas of Houston, LaPorte, and South Houston. Each of these communities has a unique vision for their future identity and economic potential. Some have established concepts for the future performance of activities along roadway segments that are a part of this study. That information is captured and interpreted in this section. In those instances where neither the communities nor the county have established expectations for specific street segments, the consultant team has made recommendations intended to improve conditions needed to spur private investors into action in a manner that is logical for the corridor.

The Case for Economic Enhancements

Mobility considerations, by nature, address the larger scale economic interests of the Southeast Harris County region - more specifically the ability to move goods and people successfully throughout the area, including conditions that involve interaction between passenger vehicles and commercial trucks and equipment. Often less considered is the ability of improvements within the rightof-way to also directly impact the local economy occurring along a corridor or in a community. Whether new development on previously vacant property or activity to upgrade or evolve existing development, every new investment (or reinvestment) along a roadway has the potential to increase the economic performance of the corridor that may result in new business opportunities, capture of a new or expanded audience, new local jobs, increased customers or production volume, or another means of expansion. For local communities that investment can result in increased ad valorem tax, sales tax or other revenue streams. Those investments allow for an area to become or remain competitive in comparison to other places and communities and, in turn, create wealth along the corridor and in the community.

"Economic enhancements" are adjustments within the right-of-way that spur desired investment and changes in character. In most cases, the intent of economic enhancements is not to foster immediate, large-scale changes along a corridor unless previously planned by a community or if spurred on by unique circumstances or obvious changes in development trends. Rather, the intent is to incorporate improvements designed to "nudge" or support private investment over time toward a more desired or economically productive, yet realistic development pattern.

Method of Analysis

Economic potential and the enhancements recommended to spur the private investment needed to meet that potential was determined using a combination of:

- Professional Observation. The team conducted visual observation of the various corridors coupled with review of aerial imagery that allowed for first-hand examination of development patterns, corridor activities and their association with the design and functionality of the right-of-way. It also provided an opportunity to view the evolution of the physical environment along each corridor and gain understanding of the likelihood of each segment to be impacted by local development trends.
- Plans and Projects. The team reviewed plans for areas along various corridors through corridor studies, regional plans, communitywide plans and various other planning documents. Consideration was also given to plans and specific projects that could spur development or indicate a desire for specific types of activities along a corridor, including trails and parks plans or capital improvement projects.
- Staff Discussion. When possible, staff from various communities and Harris County were interviewed to add another level of understanding of anticipated performance of specific corridors or larger scale economic visions for the community that could be supported by corridor reinvestment.

Classification of Corridor Character

For purposes of this study, economic performance is associated with corridor character. "Character" represents a variety of variables including:

- Location. Proximity of specific corridor segments to growing development pressure, major amenities such as destination parks and green spaces, a highly performing intersection or roadway such as SH 225, or a major activity center such as the Port of Houston plays a direct role in the current and anticipated character of an area.
- Land use. Easily the most commonly considered variable when analyzing places, land use is comprised of common categories such as residential, commercial, industrial or parks. Use is valuable from understanding

information such as the possibility of sales tax or hotel tax production, but on its own does not provide sufficient detail and is therefore often further broken down into categories such as single-family homes, apartments, retail, and office.

- Development pattern. Development patterns put land use into physical context. Patterns offer a better understanding of the how people will interact with and think of a specific use. As an example, a commercial retail strip focuses on convenience and daily service capture. In comparison, a major commercial center is larger with greater variety. Similarly an industrial park provides a different aesthetic and the benefit of shared resources that may not be available to freestanding industrial sites.
- Density. The overall density of activity plays directly into the economic performance of a corridor in a variety of ways. Density typically results in higher values and an increase in overall activity that also translates into increased sales revenues for commercial activities. Areas with sufficient density can also become local or regional destinations, particularly when coupled with an easily accessible mix of uses and amenities.
- Modal Focus. Almost every character type in the Greater Houston area is dependent upon the automobile as the primary mode of travel. However, there is a direct correlation between the level of walkability of an area and character. Areas with higher walkability will typically offer more distinctive commercial areas and/or amenities worth that warrant a longer stay. Walkability also requires proximity between places that reduces the amount of time required to walk. Walkable areas will also typically place greater focus on aesthetics, including more interesting architecture, green space, street trees and other interesting amenities.

For purposes of this study, categories of character utilized for analysis of corridors includes:

- Open Space. This character type ranges from parks and recreation areas to vacant, undeveloped green spaces. Open spaces can add value to a corridor or can constitute an opportunity for new development.
- Suburban/Auto-Dominant. By definition, areas of corridors that meet this classification are overwhelmingly dependent upon and designed to cater to the automobile. Focus is on placement of parking lots, garages and other methods of making automobile travel and use convenient and easy. "Enhanced" auto-dominant areas still place strong emphasis on automobile convenience but they also incorporate increased emphasis on walkability and improving aesthetics from both the roadway and from pedestrian areas.

- Near-Urban. A recent adaptation in character is the rise of "near urban" activities. From small scale to large, near-urban areas have become an increasingly successful means of injecting urban qualities into Auto-dominant areas. Near-urban character places strong focus on walkability and "experience" rather than convenience. Near-urban spaces are typically mixed use and include specialty shops, restaurants and entertainment that are as interesting in the evening hours as during the day.
- Urban. Urban character places much more extensive focus on walkability and maximization of use of land. Development is most often multi-story and commonly features an array of uses. Transit service is a higher priority for travel, particularly in large scale urban areas. There are no urban areas along the corridors under examination in the study area.

Corridor Enhancements Considered

Economic enhancements are intended to build upon mobility focused recommendations using the following features:

- 1. Pedestrian paths such as expanded sidewalks, shared paths and urban trails
- 2. Navigation/wayfinding signage associated with the area, community/place branding, an urban trail or other
- 3. Landscaping in the right-of-way such as the areas between the curb and sidewalk or property line and sidewalk, including green space, intentional landscaping and/or street trees
- 4. Intersection improvements consisting of hardscape features such as pavers, asphalt imprinting, bulbouts, bollards, or other
- 5. Pedestrian crosswalks/enhancements such as midpoint crosswalks, protective signals, lighting, landscaping, neckdowns, or other treatments as appropriate
- 6. Traffic calming measures intended to adjust driver behavior and awareness that could include psychoperceptive devices such as street trees, reduced lane widths, and "rumble strips" but may also include vertical and/or horizontal deflection if warranted
- Access management that expands upon mobility recommendations, most often associated with managing ingress/egress from adjacent activities
- 8. Medians ranging from raised concrete to well branded hardscaping and landscaping; however, medians can also include larger, open green spaces with more informal landscape treatments

9. Other includes special features such as light rail/bus stops, public art installations, gateway monumentation, branded lighting or other amenity unique to the corridor

Broadway Street City of Houston

Segment 1.1

Predominant Uses	Auto-Dominant Commercial Strip Garden Apartments
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant Near-Urban
Unique Circumstances	Proposed Light Rail Line
Potential Inducements	
Pedestrian Paths	Enhanced sidewalks
Navigation & wayfinding signage	
Landscaping (in right-of-way)	Green space, street trees and landscaping
Intersection improvements	Hardscape
Pedestrian crosswalks & enhancements	Strategic midpoint crosswalks
Traffic calming measures	Psychoperceptive
Access	
management	Managed entries
Medians	Hardscape, landscaping & street trees

Light Rail Other accommodations (if applicable)

Old Galveston County Road/State Highway 3 City of Houston

5	Segment 2.1	Segment 2.2
Predominant Uses	Suburban/Auto- Dominant Industrial & Heavy Commercial Commercial Strip Open Space Park & Natural Areas	Suburban/Auto- Dominant Residential Suburb Institution Garden Apartments
	Maintain Existing	Maintain Existing
Potential Character	Patterns	Patterns
Unique		None
Circumstances	None	
Potential Inducements		
Pedestrian Paths	Expansion of Shared Use Path to Broadway	
Navigation & wayfinding signage		
Landscaping (in right-of-way)		
Intersection improvements Pedestrian		Hardscape at Howard
crosswalks & enhancements		
Traffic calming measures		
Access management		

Medians

Other

Old Galveston County Road/State Highway 3 City of Houston

Suburban/Auto- Dominant Garden Apartments	Suburban/Auto- Dominant Residential Suburb
Industrial & Heavy Commercial Open Space Park & Natural Areas	Institution Garden Apartments
Maintain Existing Patterns	Maintain Existing Patterns
None	None
None Recommended	
	Commercial Open Space Park & Natural Areas Maintain Existing Patterns None

Lighting Medians

Other

Allen Genoa Road Cities of Houston, South Houston & Pasadena

	Segment 3.1	Segment 3.2
Predominant Uses	Suburban/Auto- Dominant Industrial & Heavy Commercial	Suburban/Auto- Dominant Commercial Strip Residential Suburban
Potential Character	Maintain Existing Patterns	Maintain Existing Patterns
Unique		None
Circumstances	None	
Potential Inducements Pedestrian Paths	None Recommended	
Navigation & wayfinding signage		
Landscaping (in right-of-way)		
Intersection improvements Pedestrian crosswalks & enhancements		
Traffic calming		
measures		
Access		
<u> </u>		
Gateways		
Lighting		
Medians		Landscape and Street Trees

Other

Allen Genoa Road Cities of Houston, South Houston & Pasadena

	Segment 3.3	Segment 3.4
Predominant Uses	Suburban/Auto- Dominant Residential Suburban Commercial Strip Open Space Vacant	Suburban/Auto- Dominant Commercial Strip Institution Residential Suburban
	Maintain Existing Patterns Enhanced Auto-	Maintain Existing Patterns Enhanced Auto-
Potential Character	Dominant	Dominant
Unique Circumstances		
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalk (if not shared path)	Enhanced Sidewalk (if not shared path)
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space and Street Trees	Green Space and Street Trees
Intersection improvements	Hardscape at 3.3.1 to 3.3.3	Hardscape at 3.4.1
Pedestrian crosswalks & enhancements		
Traffic calming measures		
Access management		
Public art		
Gateways		

Lighting		
Medians	Landscape and Street Trees	Landscape and Street Trees

Other

Allen Genoa Road

Cities of Houston, South Houston & Pasadena

	Segment 3.5	Segment 3.6
Predominant Uses	Suburban/Auto- Dominant Commercial Strip Residential Suburban Garden Apartments	Suburban/Auto- Dominant Residential Suburban Industrial & Heavy Commercial
	Maintain Existing Patterns Enhanced Auto-	Maintain Existing Patterns Enhanced Auto-
Potential Character	Dominant	Dominant
Unique Circumstances		
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalk (if not shared path)	Enhanced Sidewalk (if not shared path)
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space and Street Trees	Green Space and Street Trees
Intersection improvements	Hardscape at 3.5.1 to 3.5.3	
Pedestrian crosswalks & enhancements		

 Traffic calming
 measures
Access
 management
Public art
 Gateways
 Lighting
 Medians

Other

Winkler Drive/Richey Street Cities of Houston, Pasadena & South Houston

	Segment 4.1	Segment 4.2
Predominant Uses	Suburban/Auto- Dominant Commercial Strip Residential Suburban	Suburban/Auto- Dominant Commercial Strip Institution
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant	Maintain Existing Patterns Enhanced Auto- Dominant
Unique Circumstances		
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalk (if not shared path)	
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space and Street Trees	Green Space and Street Trees
Intersection improvements		
Pedestrian crosswalks & enhancements	Bike/Ped Crossings over Drainage Channels	
Traffic calming measures Access		
management		
Public art Gateways		
Lighting		

Medians	Landscape and
·······································	Street Trees

Other

Winkler Drive/Richey Street Cities of Houston, Pasadena & South Houston

	Segment 4.3	Segment 4.4
Predominant Uses	Suburban/Auto- Dominant Commercial Strip Commercial Center	Suburban/Auto- Dominant Commercial Strip
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant	Maintain Existing Patterns Enhanced Auto- Dominant Near-Urban
Unique Circumstances		
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalk (if not shared path)	Unique hardscape shared paths along both sides
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space and Street Trees	Landscaping and Street Trees
Intersection improvements		Enhanced for pedestrian movement
Pedestrian crosswalks & enhancements	Bike/Ped Crossings over Drainage Channels	Protected hardscape midpoint crosswalk
Traffic calming measures		Psychoperceptive
Access management		Managed entries
Public art		Highly Recommended
Gateways		

Lighting		Pedestrian Scale
Medians	Landscape and Street Trees	Hardscape, Landscape and Street Trees
Other		Should be a uniquely branded local destination

Winkler Drive/Richey Street Cities of Houston, Pasadena & South Houston

	Segment 4.5	Segment 4.6
Predominant Uses	Suburban/Auto- Dominant Garden Apartments Residential Suburban Commercial Strip	Suburban/Auto- Dominant Industrial & Heavy Commercial Commercial Strip
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant	Maintain Existing Patterns Enhanced Auto- Dominant
Unique Circumstances	Vince Bayou Trail Connection	Vince Bayou Trail Connection
Potential Inducements		
Pedestrian Paths	Vince Bayou Trail/Shared Path along one side (portion)	Vince Bayou Trail/Shared Path along one side, enhanced sidewalk other
Navigation & wayfinding signage	Trail related	Trail related
Landscaping (in right-of-way)	Green Space and Street Trees	Green Space and Street Trees
Intersection improvements Pedestrian crosswalks & enhancements Traffic calming measures Access	Bike/Ped Crossings over Drainage Channels	
management Public art		

Gateways	
Lighting	
Medians	Landscape and Street Trees

Shaver Street Cities of Houston, Pasadena & South Houston

	Segment 5.1	Segment 5.2
Predominant Uses	Suburban/Auto- Dominant Industrial/Heavy Commercial Garden Apartments	Suburban/Auto- Dominant Commercial Strip Garden Apartments Institution
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant	Maintain Existing Patterns Enhanced Auto- Dominant
Unique Circumstances		
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks (if not shared path)	Enhanced Sidewalks (if not shared path)
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space and Street Trees	Green Space and Street Trees
Intersection improvements		Hardscape at 5.2.2 to 5.2.4
Pedestrian crosswalks & enhancements Traffic calming		
measures Access		Managed Entries
management		
Public art		
Gateways		

Lighting	
Medians	Hardscape, Landscape and Street Trees

Shaver Street Cities of Houston, Pasadena & South Houston

	Segment 5.3	Segment 5.4
Predominant Uses	Suburban/Auto- Dominant Commercial Strip Garden Apartments	Suburban/Auto- Dominant Commercial Strip Open Space Vacant
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant	Maintain Existing Patterns Enhanced Auto- Dominant
Unique Circumstances	Vince Bayou Trail Connection	
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks (if not shared path)	Enhanced Sidewalks (if not shared path)
Navigation & wayfinding signage	Trail related	
Landscaping (in right-of-way)	Green Space and Street Trees	Green Space and Street Trees
Intersection improvements	Hardscape at 5.3.1 & 5.3.3	
Pedestrian crosswalks & enhancements Traffic calming measures	Protected hardscape crossing at Vince Bayou	
Access management	Managed Entries	Managed Entries
Public art		
Gateways		
Lighting		

Medians

Shaver Street Cities of Houston, Pasadena & South Houston

	Segment 5.5	Segment 5.6
Predominant Uses	Suburban/Auto- Dominant Commercial Strip Commercial Center Residential Suburban	Suburban/Auto- Dominant Residential Suburban Garden Apartments Commercial Strip
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant	Maintain Existing Patterns Enhanced Auto- Dominant
Unique Circumstances		
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks (if not shared path)	Enhanced Sidewalks (if not shared path)
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space, Street Trees and Landscaping	Green Space, Street Trees and Landscaping
Intersection improvements	Hardscape at 5.5.1	Hardscape at 5.5.3 & 5.6.1
Pedestrian crosswalks & enhancements		
Traffic calming measures		
Access management	Managed Entries	Managed Entries
Public art		
Gateways		

Lighting	
Medians	

Shaver Street Cities of Houston, South Houston & Pasadena

	Segment 5.7	Segment 5.8
Predominant Uses	Suburban/Auto- Dominant Institutional Commercial Strip Residential	Suburban/Auto- Dominant Industrial & Heavy Commercial Open Space Vacant
Potential Character	Suburban Maintain Existing Patterns Enhanced Auto- Dominant	Maintain Existing Patterns Enhanced Auto- Dominant
Unique Circumstances		
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks (if not shared path)	Enhanced Sidewalks (if not shared path)
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space, Street Trees and Landscaping	Green Space and Street Trees
Intersection improvements	Hardscape and enhancements at Shaw	

Pedestrian crosswalks & enhancements Traffic calming measures	Urban trail amenities as per designation and plan	Bike/Ped Crossings over Little Vince Bayou
Access		
management		
Public art	On urban trail	
Gateways	On urban trail	
Lighting	On urban trail	
Medians		
Other	Public art and lighting on urban trail	
Main Street City of Pasadena		
	Segment 6.1	Segment 6.2
Predominant Uses	Suburban/Auto- Dominant Residential Suburban Institutional Industrial & Heavy Commercial	Suburban/Auto- Dominant Residential Suburban Institutional
	E 1 4 1	Maintain Existing
	Enhanced Auto- Dominant	Patterns Enhanced Auto-
Potential Character	Near-Urban	Dominant
Unique Circumstances		
Potential Inducements		

Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space, Street Trees and Landscaping	Green Space, Street Trees and Landscaping
Intersection improvements	Hardscape and enhancements at Shaw	Hardscape at 6.2.1
Pedestrian crosswalks & enhancements Traffic calming	Urban trail amenities as per designation and plan	
measures		
Access management		
Public art	On urban trail	
Gateways	On urban trail	
Lighting	On urban trail	
Medians		
Other	Public art and lighting on urban trail	
Main Street City of Pasadena		
	Segment 6.3	
Predominant Uses	Suburban/Auto- Dominant Commercial Strip Residential Suburban Commercial Center	_
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant	_

Unique Circumstances

Potential	
Inducements	
Pedestrian Paths	Enhanced Sidewalks (if not shared path)
Navigation & wayfinding	
Landscaping (in right-of-way)	Green Space, Street Trees and Landscaping
Intersection improvements	Hardscape at 6.3.1
Pedestrian crosswalks & enhancements	Urban trail amenities as per designation and plan
Traffic calming measures	
Access management	Managed entries
Public art	
Gateways	
Lighting	
Medians	

Pasadena Cities of Deer Park, LaPorte & Pasadena

	Segment 7.1	Segment 7.2
Predominant Uses	Suburban/Auto- Dominant Commercial Strip	Suburban/Auto- Dominant Commercial Strip Residential Suburban Commercial Center
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant Near-Urban	Maintain Existing Patterns Enhanced Auto- Dominant Near-Urban
Unique Circumstances Potential Inducements	Little Vince Bayou Trail Connection	Little Vince Bayou Trail Connection
Pedestrian Paths	Enhanced Sidewalks (if not shared path)	Enhanced Sidewalks and shared path to Southmore (minimum)
Navigation & wayfinding signage	Trail related	Trail related
Landscaping (in right-of-way)	Green Space, Street Trees and Landscaping	Green Space, Street Trees and Landscaping
Intersection improvements	Hardscape and enhancements at Shaw	Hardscape at 7.2.1, 7.2.2 & as appropriate
Pedestrian crosswalks & enhancements Traffic calming	Urban trail amenities as per designation and plan	Urban trail amenities as per designation and plan
measures Access management		
Public art	On urban trail	On urban trail
Gateways	On urban trail	On urban trail
Lighting	On urban trail	On urban trail

Medians		
Other	Public art and lighting on urban trail	Public art and lighting on urban trail
Pasadena Cities of Deer Park,	LaPorte & Pasadena	a
	Segment 7.3	Segment 7.4
Predominant Uses	Suburban/Auto- Dominant Residential Suburban Commercial Strip Institutional	Suburban/Auto- Dominant Commercial Strip Garden Apartments
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant	Maintain Existing Patterns Enhanced Auto- Dominant
Unique Circumstances	Little Vince Bayou Trail Connection	
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks (if not shared path)	Enhanced Sidewalks (if not shared path)
Navigation & wayfinding signage	Trail related	
Landscaping (in right-of-way)	Green Space & Street Trees	Green Space & Street Trees
Intersection improvements	Hardscape at 7.3.1	
Pedestrian crosswalks & enhancements	Trailhead & Protected Crossings at Schools	Added Protection at Major Intersection
Traffic calming measures		

Access	
management	
Public art	
Gateways	
Lighting	
Medians	
Gateways Lighting Medians	

Pasadena

Cities of Deer Park, LaPorte & Pasadena

	Segment 7.5	Segment 7.6
Predominant Uses	Suburban/Auto- Dominant Residential Suburban Institutional Garden Apartments	Suburban/Auto- Dominant Commercial Strip Garden Apartments Residential Suburban
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant	Maintain Existing Patterns Enhanced Auto- Dominant
Unique Circumstances		
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks (if not shared path)	Enhanced Sidewalks (if not shared path)
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space & Street Trees	Green Space & Street Trees
Intersection improvements		

Pedestrian	
crosswalks &	
enhancements	
Traffic calming	
measures	
Access	
management	
Public art	
Gateways	
Lighting	
Medians	

Pasadena Cities of Deer Park, LaPorte & Pasadena

	Segment 7.7	Segment 7.8
Predominant Uses	Suburban/Auto- Dominant Residential Suburban Commercial Strip	Suburban/Auto- Dominant Industrial & Heavy Commercial
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant	Maintain Existing Patterns Enhanced Auto- Dominant
Unique		
Circumstances		
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks (if not shared path)	Enhanced Sidewalks (if not shared path)
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space & Street Trees	Green Space & Street Trees
Intersection improvements		
Pedestrian crosswalks & enhancements		
Traffic calming measures		
Access		
management		
Public art		
Gateways		
Lighting		
Medians		

Pasadena Cities of Deer Park, LaPorte & Pasadena

Segment 7.9

Predominant Uses	Suburban/Auto- Dominant Residential Suburban Institutional
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant
Unique	
Circumstances	
Potential	
Inducements	
Pedestrian Paths	Enhanced Sidewalks (if not shared path)
Navigation &	
wayfinding	
signage	
Landscaping	Green Space &
(in right-of-way)	Street Trees
Intersection	
improvements	
Pedestrian	
crosswalks &	
enhancements	
Traffic calming	
Access	
management	
Public art	
Gateways	
Lighting	
Medians	

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Burke City of Pasadena

	Segment 8.1	Segment 8.2
Predominant Uses	Suburban/Auto- Dominant Residential Suburban Open Space Parks & Natural Areas	Suburban/Auto- Dominant Commercial Strip Institutional
Potential Character	Maintain Existing Patterns	Maintain Existing Patterns Enhanced Auto- Dominant
Unique Circumstances		
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks (if not shared path)	Enhanced Sidewalks (if not shared path)
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space & Street Trees	Green Space & Street Trees
Intersection improvements		
Pedestrian crosswalks & enhancements		
Traffic calming measures	Near Red Bluff Park	
Access management	Near Red Bluff Park	
Public art		
Gateways		

Lighting Medians

Burke City of Pasadena

	Segment 8.3	Segment 8.4
Predominant Uses	Suburban/Auto- Dominant Residential Suburban Commercial Strip	Suburban/Auto- Dominant Institutional Residential Suburban Garden Apartments
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant	Maintain Existing Patterns Enhanced Auto- Dominant
Unique Circumstances		
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks (if not shared path)	Enhanced Sidewalks (if not shared path)
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space & Street Trees	Green Space & Street Trees
Intersection improvements	Hardscape at 8.3.1	Hardscape at 8.4.1
Pedestrian crosswalks & enhancements Traffic calming measures		
Access management		
Public art		
Gateways		
Lighting		

Medians		Hardscape Median Entry at Fresa
Other	Future connection to Little Vince Bayou Trail	

Burke City of Pasadena

	Segment 8.5	Segment 8.6
Predominant Uses	Suburban/Auto- Dominant Residential Suburban Institutional	Suburban/Auto- Dominant Commercial Strip Garden Apartments Open Space Vacant
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant	Maintain Existing Patterns Enhanced Auto- Dominant
Unique Circumstances		Gateway to health care destinations
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks (if not shared path)	Enhanced Sidewalks (if not shared path)
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space & Street Trees	Green Space & Street Trees
Intersection improvements		Hardscape at 8.6.1 & 8.6.2
Pedestrian crosswalks & enhancements		
Traffic calming measures		
Access management		
Public art		Within Median
Gateways Lighting		

	Hardscape,	Hardscape, Landscape
Medians	Landscape and	and Street Trees
	Street Trees	

Burke City of Pasadena

	Segment 8.7	Segment 8.8
Predominant Uses	Suburban/Auto- Dominant Residential Suburban Garden Apartments Commercial Strip	Suburban/Auto- Dominant Commercial Strip Residential Suburban Garden Apartments
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant	Maintain Existing Patterns Enhanced Auto- Dominant
Unique Circumstances		
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks (if not shared path)	Enhanced Sidewalks (if not shared path)
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space & Street Trees	Green Space & Street Trees
Intersection improvements Pedestrian crosswalks &		
enhancements Traffic calming		
measures Access management		
Public art		

Gateways		
Lighting		
Medians	Hardscape, Landscape and Street Trees	Landscape and Street Trees
Other		
Burke City of Pasadena		
	Segment 8.9	
Predominant Uses	Suburban/Auto- Dominant Residential Suburban Commercial Strip Open Space Parks & Natural Spaces	_
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant	-
Unique Circumstances		-
Potential Inducements		_
Pedestrian Paths	Enhanced Sidewalks (if not shared path)	
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space & Street Trees	
Intersection improvements		

Pedestrian crosswalks &		
enhancements		
Traffic calming		
measures		
Access		
management		
Public art		
Gateways		
Lighting		
Medians	Landscape and Street Trees	
Other		
Preston City of Pasadena		
	Segment 9.1	Segment 9.2
Predominant Uses	Suburban/Auto- Dominant Residential Suburban Commercial Strip Industrial & Heavy Commercial	Suburban/Auto- Dominant Commercial Strip Commercial Center Industrial & Heavy Commercial
	Maintain Existing Patterns Enhanced Auto-	Maintain Existing Patterns Enhanced Auto-
Potential Character	Dominant	Dominant
Unique Circumstances		
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks	Enhanced Sidewalks

Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space & Street Trees	Green Space & Street Trees
Intersection improvements		
Pedestrian		
crosswalks &		
enhancements		
Traffic calming		
measures		
Access		
management		
Public art		
Gateways		
Lighting	In Median	
Medians	Landscape and Street Trees	Landscape and Street Trees

Preston City of Pasadena

	Segment 9.3	Segment 9.4
Predominant Uses	Suburban/Auto- Dominant Industrial & Heavy Commercial Commercial Strip	Suburban/Auto- Dominant Residential Suburban Commercial Strip
Potential Character	Enhanced Auto- Dominant	Maintain Existing Patterns Enhanced Auto- Dominant

Unique Circumstances

Potential		
Inducements		
Pedestrian Paths	Enhanced Sidewalks	Enhanced Sidewalks
Navigation &		
wayfinding		
signage		
Landscaping	Green Space &	Green Space & Street
(in right-of-way)	Street Trees	Trees
Intersection		
improvements		
Pedestrian		
crosswalks &		
enhancements		
Traffic calming		
measures		
Access		
management		
Public art		
Gateways		
Lighting		
Medians	Landscape and	
	Street Trees	

Other

Preston City of Pasadena

	Segment 9.5	Segment 9.6
Predominant Uses	Suburban/Auto- Dominant Commercial Strip Garden Apartments	Suburban/Auto- Dominant Residential Suburban Commercial Strip

	Industrial & Heavy Commercial	
	Maintain Existing Patterns	Maintain Existing Patterns
	Enhanced Auto-	Enhanced Auto-
Potential Character	Dominant	Dominant
Unique		
Circumstances		
Potential		
Inducements		
Pedestrian Paths	Enhanced Sidewalks	Enhanced Sidewalks
Navigation &		
wayfinding		
signage		
Landscaping (in right-of-way)	Green Space & Street Trees	Green Space & Street Trees
Intersection	311001 11005	
improvements		
Pedestrian		
crosswalks &		
enhancements		
Traffic calming		
measures		
Access		
management		
Public art		
Gateways		
Lighting		
Medians	Landscape and Street Trees	Landscape and Street Trees

South City of Pasadena

	Segment 10.1	Segment 10.2
Predominant Uses	Suburban/Auto- Dominant Residential Suburban Commercial Strip Open Space Parks & Natural Areas	Suburban/Auto- Dominant Residential Suburban Industrial & Heavy Commercial
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant	Maintain Existing Patterns Enhanced Auto- Dominant
Unique Circumstances		
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks (if not shared path)	Enhanced Sidewalks (if not shared path)
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space & Street Trees	Green Space & Street Trees
Intersection improvements		
Pedestrian crosswalks & enhancements		
Traffic calming measures		
Access management		
Public art		
Gateways		
Lighting		

Medians

Other

Center

Cities of Deer Park & Pasadena

	Segment 11.1	Segment 11.2
Predominant Uses	Suburban/Auto- Dominant Commercial Strip	Suburban/Auto- Dominant Residential Suburban Commercial Strip
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant	Maintain Existing Patterns Enhanced Auto- Dominant
Unique Circumstances	Deer Park Gateway Sign	
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks (if not shared path)	Enhanced Sidewalks (if not shared path)
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space & Street Trees	Green Space & Street Trees
Intersection improvements		
Pedestrian crosswalks & enhancements		
Traffic calming measures		
Access management	Managed Entries	Managed Entries
Public art		

Gateways		
Lighting		
	Hardscape,	Landscape and Street
Medians	Landscape and	Trees
	Street Trees	

Center Cities of Deer Park & Pasadena

Segment 11.3

	Suburban/Auto-
Predominant Uses	Dominant
	Commercial Strip
	Residential
	Suburban
	Open Space
	Vacant Land
	Maintain Existing
	Patterns
	Enhanced Auto-
Potential Character	Dominant
Unique	Deer Park Gateway
Circumstances	Sign
Potential	
Inducements	
Pedestrian Paths	Enhanced Sidewalks
	(if not shared path)
Navigation &	
wayfinding	
signage	
Landscaping	
Lanuscaping	Green Space &
(in right-of-way)	Green Space & Street Trees
	-
(in right-of-way)	-

Pedestrian	
crosswalks &	
enhancements	
Traffic calming	
measures	
Access	
management	
Public art	
Gateways	
Lighting	
Medians	Landscape and Street Trees

Luella Cities of Deer Park & La Porte

	Segment 12.1	Segment 12.2
Predominant Uses	Suburban/Auto- Dominant Residential Suburban Institutional Commercial Strip	Suburban/Auto- Dominant Institutional Garden Apartments
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant	Maintain Existing Patterns Enhanced Auto- Dominant
Unique Circumstances		
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks (if not shared path)	Enhanced Sidewalks (if not shared path)
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space & Street Trees	Green Space & Street Trees
Intersection improvements	Pedestrian enhancements at E P Street	
Pedestrian crosswalks & enhancements	Adjacent to school	
Traffic calming measures	Psychoperceptive	
Access management		
Public art		

Gateways		
Lighting		
Medians		Landscape and Street Trees
Other		
East/Canada Cities of Deer Park	& La Porte	
	Segment 13.1	Segment 13.2
Predominant Uses	Suburban/Auto- Dominant Residential Suburban Parks & Natural Spaces Commercial Strip	Suburban/Auto- Dominant Residential Suburban Commercial Strip
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant	Maintain Existing Patterns Enhanced Auto- Dominant
Unique Circumstances		
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks (if not shared path)	Enhanced Sidewalks (if not shared path)
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space & Street Trees	Green Space & Street Trees
Intersection improvements Pedestrian crosswalks & enhancements		

Landscape and Street Trees

East/Canada

Cities of Deer Park & La Porte

Segment 13.3

	Suburban/Auto-
Predominant Uses	Dominant
	Garden
	Apartments
	Parks & Natural
	Areas
	Open Space
	VacantLand
	Vacant Land
	Enhanced Auto-
Potential Character	Dominant
Unique	
Circumstances	
Potential	
Inducements	
Dodoctrian Daths	Enhanced Sidewalks
Pedestrian Paths	(if not shared path)
Navigation &	
wayfinding	
signage	
<u> </u>	

Landscaping (in right-of-way)	Green Space & Street Trees
Intersection	
improvements	
Pedestrian	
crosswalks &	
enhancements	
Traffic calming	
measures	
Access	
management	
Public art	
Gateways	
Lighting	
Medians	Landscape and Street Trees

Independence Pkwy/S Battleground Rd/Underwood Unincorporated Harris County, Cities of Deer Park & La Porte

	Segment 14.1	Segment 14.2
Predominant Uses	Open Space	Suburban/Auto- Dominant
	Parks & Natural	Industrial & Heavy
	Areas	Commercial
	Vacant Land	Commercial Strip
		Open Space
		Parks & Natural Areas
		Maintain Existing
		Patterns
	Maintain Existing	Enhanced Auto-
Potential Character	Patterns	Dominant
Unique Circumstances		

Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks (if not shared path)	Enhanced Sidewalks (if not shared path)
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space & Street Trees	Green Space & Street Trees
Intersection improvements		
Pedestrian crosswalks &		
enhancements		
Traffic calming measures		
Access management		
Public art		
Gateways		
Lighting		
Medians		

Independence Pkwy/S Battleground Rd/Underwood Unincorporated Harris County, Cities of Deer Park & La Porte

	Segment 14.3	Segment 14.4
	Suburban/Auto-	Suburban/Auto-
Predominant Uses	Dominant	Dominant
	Industrial & Heavy	Residential Suburban
	Commercial	Commercial Strip
	Commercial Strip	Open Space
		Vacant Land
		Maintain Existing
		Patterns
	Maintain Existing	Enhanced Auto-
Potential Character	Patterns	Dominant

Unique Circumstances

Potential		
Inducements		
Pedestrian Paths	Enhanced Sidewalks (if not shared path)	Enhanced Sidewalks (if not shared path)
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space & Street Trees	Green Space & Street Trees
Intersection		
improvements		
Pedestrian		
crosswalks &		
enhancements		
Traffic calming		
measures		
Access		
management		
Public art		
Gateways		
Lighting		
Medians		
Other		

Sens City of La Porte

	Segment 15.1	Segment 15.2
Predominant Uses	Suburban/Auto- Dominant Commercial Strip	Suburban/Auto- Dominant Residential Suburban Garden Apartments

	Industrial and Heavy Commercial Residential Suburban	Open Space Vacant Land
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant	Enhanced Auto- Dominant
Unique Circumstances	Bay Area Trail Connection	Bay Area Trail Connection
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks (if not shared path)	Enhanced Sidewalks (if not shared path)
Navigation & wayfinding signage	Trail Related	Trail Related
Landscaping (in right-of-way)	Green Space & Street Trees	Green Space & Street Trees
Intersection improvements	Pedestrian/Trail Crosswalks at Spencer	Pedestrian/Trail Crosswalks at Fairmont Pkwy
Pedestrian crosswalks &		~
enhancements		
enhancements Traffic calming measures		
Traffic calming		
Traffic calming measures Access		
Traffic calming measures Access management		
Traffic calming measures Access management Public art		
Traffic calming measures Access management Public art Gateways		Landscape and Street Trees

Lawndale Cities of Houston & Pasadena

	Segment 16.1	Segment 16.2
Predominant Uses	Suburban/Auto- Dominant Industrial and Heavy Commercial Commercial Strip	Suburban/Auto- Dominant Industrial & Heavy Commercial Open Space Vacant Land
Potential Character	Maintain Existing Patterns	Maintain Existing Patterns
Unique Circumstances		
Potential		
Inducements		
Pedestrian Paths		
Navigation &		
wayfinding		
signage		
Landscaping		
(in right-of-way)		
Intersection		
improvements		
Pedestrian		
crosswalks &		
enhancements		
Traffic calming		
Access management		
Public art		
Gateways		
Lighting		
Medians		

Lawndale Cities of Houston & Pasadena

	Segment 16.3	Segment 16.4
Predominant Uses	Suburban/Auto- Dominant Industrial and Heavy Commercial Commercial Strip	Suburban/Auto- Dominant Industrial & Heavy Commercial Open Space Vacant Land
Potential Character	Maintain Existing Patterns	Maintain Existing Patterns
Unique Circumstances		
Potential		
Inducements		
Pedestrian Paths		
Navigation &		
wayfinding		
signage		
Landscaping		
(in right-of-way)		
Intersection		
improvements		
Pedestrian		
crosswalks &		
Traffic calming		
Access		
management		
Public art		
Gateways		
Lighting		
Medians		

Lawndale Cities of Houston & Pasadena

Segment 16.5

Predominant Uses	Suburban/Auto- Dominant
Tredefinitiant 0303	Commercial Strip
	Open Space
	Vacant Land
	Maintain Existing
	Patterns
	Enhanced Auto-
Potential Character	Dominant
Unique	
Circumstances	
Potential	
Inducements	
Pedestrian Paths	
Navigation &	
wayfinding	
signage	
Landscaping	
(in right-of-way)	
Intersection	
improvements	
Pedestrian	
crosswalks &	
enhancements	
Traffic calming	
measures	
Access	
management	
Public art	
Gateways	
Lighting	
Medians	
Other	

13th Street Cities of Deer Park & Pasadena

	Segment 17.1	Segment 17.2
Predominant Uses	Suburban/Auto- Dominant Industrial and Heavy Commercial Open Space Vacant Land	Suburban/Auto- Dominant Industrial & Heavy Commercial Open Space Parks & Natural Areas
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant	Maintain Existing Patterns Enhanced Auto- Dominant
Unique Circumstances		
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks (if not shared path)	Enhanced Sidewalks (if not shared path)
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space & Street Trees	Green Space & Street Trees
Intersection improvements		Pedestrian Crosswalks to park at Boston
Pedestrian crosswalks & enhancements		
Traffic calming measures		
Access management		
Public art		
Gateways		

Lighting	
Medians	Landscape and Street Trees
Other	

13th Street Cities of Deer Park & Pasadena

	Segment 17.3	Segment 17.4
Predominant Uses	Suburban/Auto- Dominant Residential Suburban Commercial Strip Institutional	Suburban/Auto- Dominant Residential Suburban Commercial Strip Institutional
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant	Maintain Existing Patterns Enhanced Auto- Dominant
Unique Circumstances		Northeast Hike & Bike Trail Connection
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks (if not shared path)	Enhanced Sidewalks (if not shared path)
Navigation & wayfinding signage		Trail Related
Landscaping (in right-of-way)	Green Space & Street Trees	Green Space & Street Trees
Intersection improvements		
Pedestrian crosswalks & enhancements		Protected Trail Crossing
Traffic calming measures		Psycho perceptive
Access management		
Public art		
Gateways		
Lighting		

Medians	Landscape and Street
incoloris	Irees

13th Street Cities of Deer Park & Pasadena

Segment 17.5

Predominant Uses	Suburban/Auto- Dominant Industrial & Heavy Commercial Open Space Parks & Natural Areas
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant
Unique Circumstances	
Potential Inducements	
Pedestrian Paths	Enhanced Sidewalks (if not shared path)
Navigation & wayfinding signage	
Landscaping (in right-of-way)	Green Space & Street Trees
Intersection improvements	
Pedestrian crosswalks & enhancements	
Traffic calming measures	
Access management	
Public art	
Gateways	

Lighting	
Medians	Landscape and Street Trees
Other	

Space Center City of Pasadena

Segment 18.1

Decide as the set the set	Suburban/Auto-
Predominant Uses	Dominant
	Residential
	Suburban
	Garden
	Apartments
	Commercial Strip
	Maintain Existing
	Patterns
	Enhanced Auto-
Potential Character	Dominant
Unique	
Circumstances	
Potential	
Inducements	
Pedestrian Paths	Enhanced Sidewalks
	(if not shared path)
Navigation &	
wayfinding	
signage	
Landscaping	Green Space &
(in right-of-way)	Street Trees
Intersection	
improvements	
Pedestrian	
crosswalks &	
enhancements	
Traffic calming	
measures	
Access	
management	
Public art	
Gateways	
Guicways	

Lighting	
Medians	Landscape and Street Trees
Other	

Genoa Red Bluff/Fuqua Cities of Houston & Pasadena

	Segment 19.1	Segment 19.2
Predominant Uses	Suburban/Auto- Dominant Commercial Strip Industrial & Heavy Commercial Garden Apartments	Suburban/Auto- Dominant Industrial & Heavy Commercial Residential Suburban Commercial Strip
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant	Maintain Existing Patterns Enhanced Auto- Dominant
Unique Circumstances		
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks	Enhanced Sidewalks
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space & Street Trees	Green Space & Street Trees
Intersection improvements		
Pedestrian crosswalks & enhancements		
Traffic calming measures		

Access management		
Public art		
Gateways		
Lighting		
Medians	Landscape and Street Trees	Landscape and Street Trees
Other		

Genoa Red Bluff/Fuqua Cities of Houston & Pasadena

	Segment 19.3	Segment 19.4
Predominant Uses	Suburban/Auto- Dominant Industrial & Heavy Commercial Institutional Open Space Parks & Natural Spaces	Suburban/Auto- Dominant Industrial & Heavy Commercial Commercial Strip Open Space Vacant Land
	Maintain Existing Patterns Enhanced Auto-	Maintain Existing Patterns Enhanced Auto-
Potential Character	Dominant	Dominant
Unique Circumstances		
Potential		
Inducements Pedestrian Paths		
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space & Street Trees	Green Space & Street Trees
Intersection		
improvements Pedestrian		
crosswalks &		
enhancements		
Traffic calming		
Access		
<u>management</u> Public art		
Gateways		

Lighting		
Medians	Hardscape Median	Landscape and Street Trees
Other		

Genoa Red Bluff/Fuqua Cities of Houston & Pasadena

	Segment 19.5	Segment 19.6
Predominant Uses	Suburban/Auto- Dominant Residential Suburban Commercial Strip Open Space Parks & Natural Spaces	Suburban/Auto- Dominant Industrial & Heavy Commercial Open Space Vacant Land
	Maintain Existing Patterns	Maintain Existing Patterns
Potential Character	Enhanced Auto- Dominant	Enhanced Auto- Dominant
Unique		
Circumstances		
Potential Inducements		
Pedestrian Paths		
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space & Street Trees	Green Space & Street Trees
Intersection improvements		
Pedestrian crosswalks & enhancements		

Traffic calming		
measures		
Access		
management		
Public art		
Gateways		
Lighting		
Medians	Landscape and Street Trees	Landscape and Street Trees
Other		

Red Bluff Cities of Deer Park & Pasadena

	Segment 20.1	Segment 20.2
Predominant Uses	Suburban/Auto- Dominant Industrial & Heavy Commercial Open Space Vacant Land	Suburban/Auto- Dominant Industrial & Heavy Commercial Open Space Vacant Land
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant	Maintain Existing Patterns Enhanced Auto- Dominant
Unique Circumstances		
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks (if not shared path)	Enhanced Sidewalks (if not shared path)
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space & Street Trees	Green Space & Street Trees
Intersection improvements		Decorative & Pedestrian Safety Treatments
Pedestrian crosswalks & <u>enhancements</u> Traffic calming		
Access		Managed Entries
Public art		_
Gateways	At SH 225	
Lighting		

Medians	Hardscape	Hardscape
Other		

Red Bluff Cities of Deer Park & Pasadena

	Segment 20.3	Segment 20.4
Predominant Uses	Suburban/Auto- Dominant Commercial Strip Industrial & Heavy Commercial	Suburban/Auto- Dominant Commercial Strip Garden Apartments Open Space Parks & Natural Areas
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant	Maintain Existing Patterns Enhanced Auto- Dominant
Unique Circumstances	Southmore & Red Bluff Visual Gateway	Southmore & Red Bluff Visual Gateway
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks (if not shared path)	Enhanced Sidewalks (if not shared path)
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space & Street Trees	Green Space & Street Trees
Intersection improvements	Decorative & Pedestrian Safety Treatments	Decorative & Pedestrian Safety Treatments
Pedestrian crosswalks & enhancements		
Traffic calming measures		
Access management	Managed Entries	Managed Entries
Public art		
Gateways		

Lighting		
Medians	Hardscape	Hardscape
Other		
Red Bluff Cities of Deer Park	& Pasadena	
	Segment 20.5	Segment 20.6
Predominant Uses	Suburban/Auto- Dominant Industrial & Heavy Commercial Commercial Strip Residential Suburban	Suburban/Auto- Dominant Industrial & Heavy Commercial Residential Suburban
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant	Maintain Existing Patterns Enhanced Auto- Dominant
Unique Circumstances		
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks (if not shared path)	Enhanced Sidewalks (if not shared path)
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space & Street Trees	Green Space & Street Trees
Intersection improvements	Decorative & Pedestrian Safety Treatments	Decorative & Pedestrian Safety Treatments
Pedestrian crosswalks & enhancements		

Traffic calming measures		
Access management	Managed Entries	Managed Entries
Public art		
Gateways		
Lighting		
Medians	Hardscape	Hardscape
Other		

Red Bluff Cities of Deer Park & Pasadena

	Segment 20.7	Segment 20.8
Predominant Uses	Suburban/Auto- Dominant Residential Suburban Institution Open Space Vacant Land	Suburban/Auto- Dominant Residential Suburban Industrial & Heavy Commercial Open Space Vacant Land
	Maintain Existing Patterns Enhanced Auto-	Maintain Existing Patterns Enhanced Auto-
Potential Character	Dominant	Dominant
Unique Circumstances		
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks (if not shared path)	Enhanced Sidewalks (if not shared path)
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space & Street Trees	Green Space & Street Trees
Intersection improvements	Fairmont & Red Bluff Enhancements	
Pedestrian crosswalks & enhancements		
Traffic calming measures		
Access management		
Public art	At Convention Center campus	At Convention Center campus
Gateways	At Fairmont	
Lighting		

Medians	Landscape and Street Trees	Landscape and Street Trees
Other	Public Art & Gateways associated with	Public Art & Gateways associated with
	Convention Center destination	Convention Center destination
Park Place		
City of Houston		
	Segment 21.1	
Predominant Uses	Suburban/Auto-Domina	ant
	Garden Apartments	
	Commercial Strip	
	Institution	
Potential Character	Maintain Existing Patter	
	Improvements recently	,
Unique Circumstances	completed by City of Houston & TIRZ No. 8	
Circumstances	HOUSION & NKZ NO. O	
Potential		
Inducements		
Pedestrian Paths	Improvements Comple	te
Navigation &		
wayfinding signage		
Landscaping		
(in right-of-way)	Improvements Comple	te
Intersection		
improvements		
Pedestrian		
crosswalks &		
enhancements		
Traffic calming		
measures		
Access		
management		

F	Public art
(Gateways
	ighting
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Howard City of Houston

Segment 22.1 Suburban/Auto-Dominant **Predominant Uses** Residential Suburban **Commercial Strip** Potential Character Maintain Existing Patterns Unique Circumstances Potential Inducements Convert sidewalks to shared **Pedestrian Paths** use paths Navigation & wayfinding signage Landscaping (in right-of-way) Green Space & Street Trees Intersection Hardscape improvements Pedestrian crosswalks & enhancements Traffic calming **Psycho Perceptive** measures Access management Public art Gateways Lighting Hardscape, Landscape and Medians Street Trees

Other

Southmore Cities of Houston & Pasadena

	Segment 23.1	Segment 23.2
Predominant Uses	Suburban/Auto- Dominant Residential Suburban Commercial Strip Open Space Vacant Land	Suburban/Auto- Dominant Commercial Strip Commercial Center Residential Suburban
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant Near-Urban	Enhanced Auto- Dominant Near-Urban
Unique Circumstances		Downtown Corridor & Trail
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks (if not shared path)	Enhanced Sidewalks/Shared Paths
Navigation & wayfinding signage		Trail and Wayfinding
Landscaping (in right-of-way)	Green Space & Street Trees	Green Space & Street Trees
Intersection improvements		
Pedestrian crosswalks & enhancements		Trailhead Protected Crossing
Traffic calming measures		Psycho Perceptive
Access management	Managed Entries	Managed Entries
Public art		
Gateways		

Lighting		
Medians	Hardscape	Hardscape, Landscape and Street Trees
Other		
Southmore		
Cities of Houston &	Pasadena	
	Segment 23.3	
Predominant Uses	Suburban/Auto-Domina Residential Suburban Commercial Strip	int
Potential Character	Maintain Existing Patterr Enhanced Auto-Domina	
Unique Circumstances	Little Vince Bayou Trail	
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks (if not shared path)	
Navigation & wayfinding signage	Trail Related	
Landscaping (in right-of-way)	Green Space & Street Trees	
Intersection improvements		
Pedestrian crosswalks & enhancements	Trailhead/Protected Crossing	
Traffic calming measures		
Access management	Managed Entries	

Public art	
Gateways	
Lighting	
Medians	Hardscape, Landscape and Street Trees
Other	

Allendale Cities of Houston & Pasadena

	Segment 24.1	Segment 24.2
Predominant Uses	Suburban/Auto- Dominant Garden Apartments Residential Suburban	Suburban/Auto- Dominant Residential Suburban Institution Commercial Strip
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant	Maintain Existing Patterns Enhanced Auto- Dominant
Circumstances		
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks (if not shared path)	Enhanced Sidewalks (if not shared path)
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space & Street Trees	Green Space & Street Trees
Intersection improvements		
Pedestrian crosswalks & enhancements		
Traffic calming measures		
Access management		
Public art		
Gateways		
Lighting		

Medians	Landscape and Street Trees	Landscape and Street Trees
Other		

Allendale Cities of Houston & Pasadena

	Segment 24.3	Segment 24.4
Predominant Uses	Suburban/Auto- Dominant Residential Suburban Industrial & Heavy Commercial	Suburban/Auto- Dominant Residential Suburban Commercial Strip
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant	Maintain Existing Patterns Enhanced Auto- Dominant
Unique Circumstances		
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks (if not shared path)	Enhanced Sidewalks
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space & Street Trees	Green Space & Street Trees
Intersection improvements		
Pedestrian crosswalks & enhancements		
Traffic calming measures		
Access management	Managed Entries	Managed Entries
Public art		
Gateways		
Lighting		

Medians	Hardscape
Other	

Garner City of Pasadena

Segment 25.1

	5
Predominant Uses	Suburban/Auto-Dominant Residential Suburban Garden Apartments Commercial Strip
Potential Character	Maintain Existing Patterns Enhanced Auto-Dominant
Unique Circumstances	
Potential Inducements	
Pedestrian Paths	Enhanced Sidewalks (if not shared path)
Navigation & wayfinding signage	
Landscaping (in right-of-way)	Green Space & Street Trees
Intersection improvements	
Pedestrian crosswalks &	
enhancements Traffic calming measures	
Access management	
Public art	
Gateways	
Lighting	
Medians	
Other	

Spencer/College Cities of Deer Park, Houston, La Porte, & Pasadena

	Segment 26.1	Segment 26.2
Predominant Uses	Suburban/Auto- Dominant Garden Apartments Commercial Strip	Suburban/Auto- Dominant Commercial Strip Commercial Center
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant	Maintain Existing Patterns Enhanced Auto- Dominant
Unique Circumstances	South Houston Gateway Opportunity	
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks (if not shared path)	Enhanced Sidewalks (if not shared path)
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space & Street Trees	Green Space & Street Trees
Intersection improvements		
Pedestrian crosswalks & enhancements		
Traffic calming measures		
Access management		Managed Entries
Public art		
Gateways		

Lighting			
Medians	Hardscape	Hardscape	
Other			

Spencer/College Cities of Deer Park, Houston, La Porte, & Pasadena

	Segment 26.3	Segment 26.4
Predominant Uses	Suburban/Auto- Dominant Commercial Strip Industrial & Heavy Commercial	Suburban/Auto- Dominant Commercial Strip Residential Suburban Open Space Parks & Natural Areas
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant	Maintain Existing Patterns Enhanced Auto- Dominant
Unique Circumstances	Vince Bayou Trail & Bayshore	La Porte Trail – four points of connection
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks (if not shared path)	Enhanced Sidewalks, Shared Path/Trail
Navigation & wayfinding signage		Trail Related
Landscaping (in right-of-way)	Green Space & Street Trees	Green Space & Street Trees
Intersection improvements		
Pedestrian crosswalks & enhancements	Trailhead Protected Crossing	Trails & Trail Crossings
Traffic calming measures		
Access management	Managed Entries	
Public art		
Gateways		
Lighting		

Medians	Hardscape, Landscape & Street Trees	Hardscape, Landscape & Street Trees
Other		
Spencer/College Cities of Deer Park,	Houston, La Porte, &	Pasadena
	Segment 26.5	
Predominant Uses	Suburban/Auto-Domina Commercial Strip Industrial & Heavy Co Open Space Vacant Land	
Potential Character	Maintain Existing Patter Enhanced Auto-Domin	
Unique Circumstances		
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks (if path)	not shared
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space & Street 1	Trees
Intersection improvements		
Pedestrian crosswalks & enhancements		
Traffic calming measures		
Access management	Managed Entries	
Public art		

Gateways	
Lighting	
Medians	
Other	

Vista/Avenue I Cities of Pasadena & South Houston

	Segment 27.1	Segment 27.2
Predominant Uses	Suburban/Auto- Dominant Garden Apartments Commercial Strip Open Space Vacant Land	Suburban/Auto- Dominant Commercial Strip Residential Suburban Industrial & Heavy Commercial
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant	Maintain Existing Patterns Enhanced Auto- Dominant
Unique Circumstances		
Potential Inducements		
Pedestrian Paths	Sidewalks	Enhanced sidewalks
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space	Green Space & Street Trees
Intersection improvements		
Pedestrian crosswalks & enhancements	Trailhead Protected Crossing	Trails & Trail Crossings
Traffic calming measures		
Access management	Managed Entries	
Public art		
Gateways		
Lighting		

Medians	
Other	

Vista/Avenue I Cities of Pasadena & South Houston

Suburban/Auto-Suburban/Auto-Predominant UsesDominantDominantDominant	
Commercial Strip Commercial Strip Residential Residential Suburb Suburban Open Space Garden Vacant Land Apartments	oan
Maintain ExistingEnhanced Auto-PatternsDominantEnhanced Auto-Potential CharacterNear-UrbanDominant	
Unique Circumstances Bayshore Medical	
Potential Inducements	
Pedestrian Paths Enhanced Sidewalks Enhanced sidewalk	٢S
Navigation & wayfinding signage	
Landscaping Green Space & Green Space & Stre (in right-of-way) Street Trees Trees	eet
Intersection	
improvements De de striege	
Pedestrian crosswalks &	
enhancements	
Traffic calming	
measures	
Access	
management	
Public art	
Gateways	
Lighting	

	Hardscape,	
Medians	Landscape & Street	Landscape & Street
	Trees	Trees
Other		

Fairmont Cities of La Porte, Pasadena & South Houston

	Segment 28.1	Segment 28.2
Predominant Uses	Suburban/Auto- Dominant Commercial Strip Residential Suburban Institutional	Suburban/Auto- Dominant Commercial Strip Residential Suburban Garden Apartments
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant	Maintain Existing Patterns Enhanced Auto- Dominant
Unique Circumstances		
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks (if not shared path)	Enhanced Sidewalks (if not shared path)
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space & Street Trees	Green Space & Street Trees
Intersection improvements		
Pedestrian crosswalks & <u>enhancements</u> Traffic calming		
measures		
Access management		
Public art		
Gateways		
Lighting		

Medians	Landscape & Street Trees	Landscape & Street Trees
Other		

Fairmont Cities of La Porte, Pasadena & South Houston

	Segment 28.3	Segment 28.4
Predominant Uses	Suburban/Auto- Dominant Commercial Strip Open Space Vacant Land	Suburban/Auto- Dominant Commercial Strip Garden Apartments Residential Suburban
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant	Maintain Existing Patterns Enhanced Auto- Dominant
Unique Circumstances		
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks (if not shared path)	Enhanced Sidewalks (if not shared path)
Navigation & wayfinding signage		
Landscaping (in right-of-way)	Green Space & Street Trees	Green Space & Street Trees
Intersection improvements		
Pedestrian crosswalks & enhancements		
Traffic calming measures		
Access management		
Public art		
Gateways		
Lighting		

Medians	Landscape & Street Trees	Landscape & Street Trees
Other		

Fairmont Cities of La Porte, Pasadena & South Houston

Predominant UsesSuburban/Auto- DominantSuburban/Auto- DominantPredominant UsesDominantDominantCommercial Strip Open SpaceResidential Suburban Commercial StripOpen Space Parks & Natural AreasIndustrial & Heavy CommercialPotential CharacterMaintain Existing Patterns Enhanced Auto- DominantPotential CharacterMaintain Existing Dominant
Patterns Patterns Enhanced Auto-
UniqueConvention CenterCircumstancesCampus & La PorteTrailsTrails
Potential Inducements
Pedestrian Paths Enhanced Sidewalks Enhanced Sidewalks, (if not shared path) shared path/trail
Navigation & wayfinding Trail Related signage
Landscaping (in right-of-way)Green Space & Street TreesGreen Space & Street Trees
IntersectionConvention CenterimprovementsEntry EnhancementsPedestrianEntry Enhancements
crosswalks & Trails & Trails & Trail Crossings enhancements
Traffic calming measures
Access management
Public art
Gateways Convention Center
Lighting

Medians	Landscape & Street	Hardscape, Landscape & Street Trees
	lrees	
		Public Art & Gateways
Other		associated with
Other		Convention Center
		destination

Fairmont

Cities of South Houston, Pasadena and La Porte

	Segment 28.7	Segment 28.8
Predominant Uses	Suburban/Auto- Dominant Industrial & Heavy Commercial	Suburban/Auto- Dominant Commercial Strip Open Space Vacant Land
Potential Character	Maintain Existing Patterns Enhanced Auto- Dominant	Maintain Existing Patterns Enhanced Auto- Dominant
Unique Circumstances	LaPorte Trails	La Porte Trails
Potential Inducements		
Pedestrian Paths	Enhanced Sidewalks, shared path/trail	Enhanced Sidewalks, shared path/trail
Navigation & wayfinding signage	Trail Related	Trail Related
Landscaping (in right-of-way)	Green Space & Street Trees	Green Space & Street Trees
Intersection improvements		
Pedestrian crosswalks & enhancements	Trails & Trail Crossings	Trails & Trail Crossings

Traffic calming		
measures		
Access		
management		
Public art		
Gateways		
Lighting		
Medians	Landscape & Street	Landscape & Street
IVIEUIALIS	Trees	Trees
Other		

Local Funding for Improvements

The cost of constructing and maintaining mobility improvements can be significant, particularly for communities that are also responsible for a myriad of other roadways and services. Following are four different methods for financing construction and maintenance of improvements in order to local control.

Local funds. No revenue stream is more local and locally controlled than those directly available to the community or county as a result of local taxes and fees. Three methods most commonly used for funding local mobility improvements include:

- General fund includes revenues available through the annual collection of taxes and fees, including ad valorem taxes,
- Bonds or Certificates of Obligation allow communities to issue debt for purposes of public works, including recommendations made by this study. Bonds typically require voter approval whereas Certificates of Obligation may be issued without a vote of the general public.
- Cities may issue a special sales tax for purposes of economic development, including right-of-way improvements. The tax is typically monitored by an Economic Development Corporation and traditionally does not exceed ½ cent. The types of eligible projects can differ by community based upon ballot language.

Traditionally, local funds are only used on roads and rights-of-way where the local government is charged with maintenance, unless the city's interests are furthered by providing a matching portion of funding. For that reason, it would be more likely that the responsibility for acquiring the majority of funding for improvements along a roadway maintained by Harris County would be borne by Harris County.

Special Finance Districts. Special finance districts are permitted through the Texas State Legislature for purposes of making or maintaining improvements that spur private development or maintain the quality of an area. The most common finance districts in use throughout the area include tax increment reinvestment zones and municipal management districts (Municipal Utility Districts – MUDs – are developer driven and therefore not included).

 Tax Increment Reinvestment Zone. A tax increment reinvestment zone, more commonly known as TIRZ, is a creation of a municipality or county and may be created either by the government entity or by petition. A TIRZ begins by establishing a "base value". The taxes gained by an increase in value above the base value is the "increment" that is available annually to a reinvestment zone for purposes of making capital improvements. Capital improvements can include mobility improvements such as those recommended in this study. A TIRZ can use both annual allotment and bonds as methods for financing improvements. A TIRZ expires by a set date at which time both the base value and increment are collected by the municipality. Other government entities such as counties and emergency districts can participate in a TIRZ. Each entity can determine percentage of "participation" in which case only a percentage of increment is available for use by the TIRZ. Figure XX depicts the various TIRZs that exist within the study area including two in Houston (TIRZ Nos. 6 & 8) and one in LaPorte (TIRZ No. 1).

Municipal Management District. A municipal management district is a
government entity created by the State of Texas either through specific
legislation or through the Texas Commission for Environmental Quality. A
management district is funded through an annual assessment (in the
same manner as a homeowners association), a property tax or a sales tax.
While created by the state, a management district is only funded through
petition of property owners (in the case of an assessment) or by vote (in
the case of a sales or property tax). A management district can pay for
the cost of construction of improvements in the right-of-way; however, the
amount of available revenue typically limits the scale of construction
allowed. On the other hand, a management district is an excellent tool for
ongoing maintenance of improvements beyond major road
reconstruction. There are currently no municipal management districts
within the study area. The East End District and Hobby Area District are
adjacent and located in the City of Houston.

Community Development Block Grant funds. Community Development Block Grant funds are available through the US Department of Housing and Urban Development for purposes of meeting three national objectives including benefit to low and moderate income persons, preventing or eliminating slums or blight, and meeting urgent needs. While it is unlikely that projects associated with this study meet the latter two criteria, several would be eligible for funding in an effort to benefit low and moderate income persons. *Figure XX* indicates portions of the study area in which 51% or more of persons are considered low and moderate income.

Within the study area, the cities of Houston and Pasadena are classified as "entitlement communities" that are assigned an annual allotment of CDBG funds to use on a variety of projects. Harris County also receives funding as an entitlement county. The cities of Deer Park, LaPorte and South Houston are a part of the Harris County CDBG program through a cooperative agreement with each city. CDBG annual allotments issued in FY21 included almost \$25,029,000 for Houston, \$1,681,000 in Pasadena, and \$14,463,000 for Harris County. Given substantial community need, demand for funding from each entity traditionally strongly exceeds available resources.

Other resources are often available through the CDBG program to address major events, including CDBG-DR funds (disaster recovery) for Hurricane Harvey. However, those funds serve a very specific purpose and are managed through the State of Texas.

Transportation Improvement Program and other Federal Resources. The Transportation Improvement Program (commonly referred to as the TIP) is the tool utilized by the Houston-Galveston Area Council to finance transportation improvement projects financed using US Department of Transportation funds over a period of four years. The Southeast Harris County Regional Mobility Study is intended to inform the TIP. Communities and the county can submit projects for funding through the TIP as part of the competitive process. Projects require matching funds and are selected based upon a variety of criteria. Communities and the county can also utilize local funds, including those available through special finance districts, as leverage to pursue federal funding for projects, both within the TIP and through other grants that may become available from time to time.