



**Corridor
Conditions and
Recommendations**



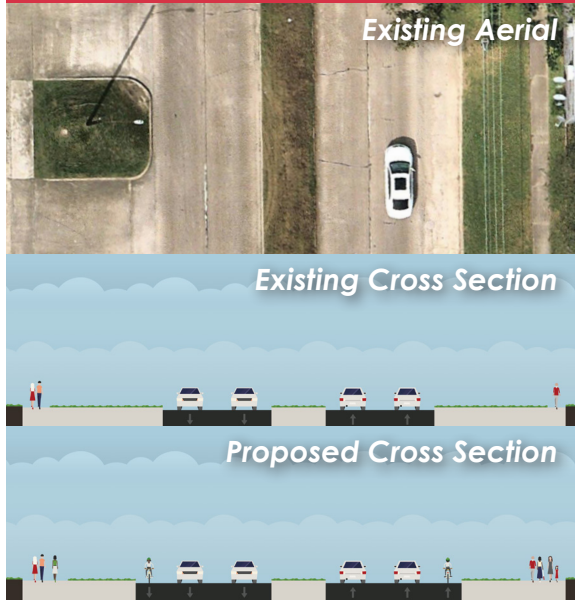
Corridor Summary Sheets

SE Harris Sub-Regional Study, Corridor Summary Sheets

BROADWAY STREET FROM IH-610 TO IH-45

Corridor Segment ID: 1.1

Cross Sections



Recommended Improvements

- Median** None
- Pavement** None
- Lighting** - Install and upgrade lighting near bus stops
- Signs and Signals** - Optimize and coordinate signals along the segment
- Active Modes** - Install shared use path on at least one side of the roadway
- Access** None
- Other** None

Previously Proposed Projects

City of Houston CIP, RTP 2045 - Reconstruction with left-turn bays, intersection improvements, railroad safety medians, widened sidewalks, a buffered bicycle facility and improved parking

Segment Key Map



Crash Data (2016-2020)

Total Crashes	536
Severe Crashes (Fatal, Severe Injury)	8, 2
Crashes with Another Vehicle	485
Crashes with a Bicyclist	1
Crashes with a Pedestrian	6
Crashes with a Fixed Object	32
Most Common Object Struck	HIT MEDIAN BARRIER
Most Common Manner of Collision	SD BOTH GOING STRAIGHT-REAR END (133)
Most Common Factor of Collision	VEHICLE CHANGING LANES (50)

Capacity Data

2021 Average Daily Traffic (ADT)	13065
2021 Volume-to-Capacity Ratio (V/C)	0.36
2045 Average Daily Traffic (ADT)	18750
2045 Volume-to-Capacity Ratio (V/C)	0.52

Segment Characteristics

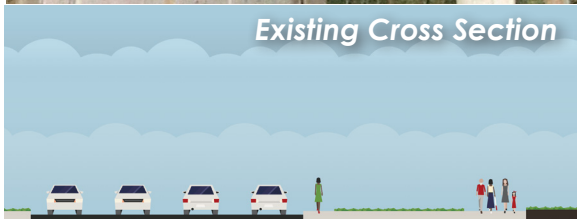
Segment Length (mi)	1.26 mi	Center Width (ft)	12 ft
Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides
ROW Width (ft)	100 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	73.71%
Number of Lanes	4	Buffer Width (ft)	30 ft
Center Type	Raised Median		

Cross Sections

Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

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

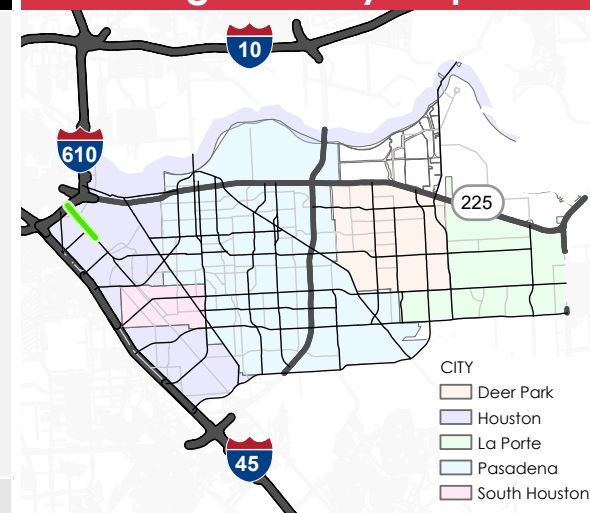
Access None

Other None

Previously Proposed Projects

RTP 2045, TIP 2021-2024 - Construct ped/bike bridge with railings and signage across Greens Bayou

Segment Key Map



Crash Data (2016-2020)

Total Crashes	150
Severe Crashes (Fatal, Severe Injury)	9, 0
Crashes with Another Vehicle	118
Crashes with a Bicyclist	0
Crashes with a Pedestrian	1
Crashes with a Fixed Object	25
Most Common Object Struck	HIT LUMINAIRE POLE
Most Common Manner of Collision	OD ONE STRAIGHT-ONE LEFT TURN (26)
Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (9)

Capacity Data

2021 Average Daily Traffic (ADT)	11831
2021 Volume-to-Capacity Ratio (V/C)	0.32
2045 Average Daily Traffic (ADT)	20885
2045 Volume-to-Capacity Ratio (V/C)	0.57

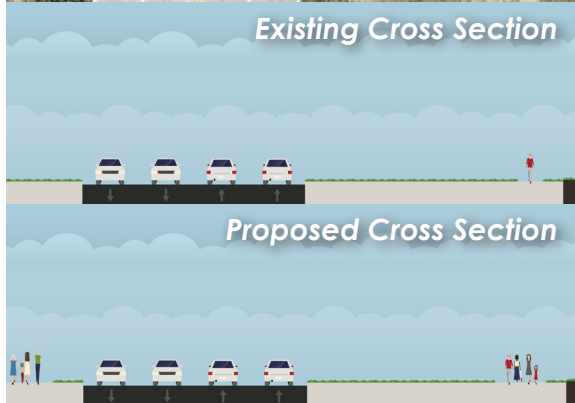
Segment Characteristics

Segment Length (mi)	1.27 mi	Center Width (ft)	0 ft
Posted Speed (mph)	40 mph	Sidewalk Location	One Side
ROW Width (ft)	71 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	44 ft	Sidewalk coverage (%)	42.94%
Number of Lanes	4	Buffer Width (ft)	14 ft
Center Type	Undivided		

Cross Sections



Existing Cross Section



Proposed Cross Section

Recommended Improvements

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 roadway

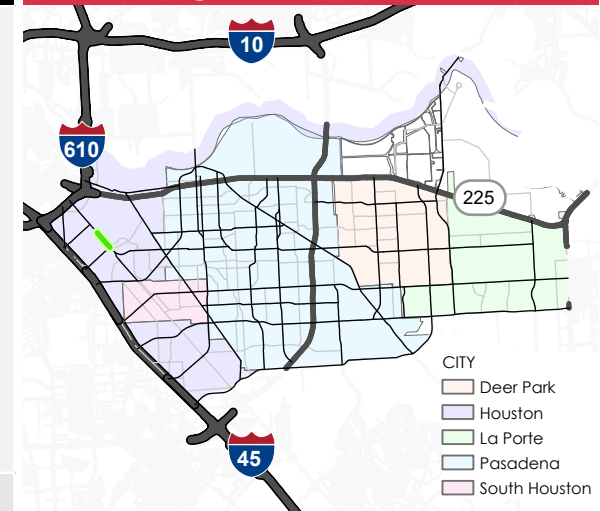
Access None

Other - Install southbound through lane (1,000 feet from intersection 22.1.3)

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	30
Severe Crashes (Fatal, Severe Injury)	0, 0
Crashes with Another Vehicle	22
Crashes with a Bicyclist	0
Crashes with a Pedestrian	1
Crashes with a Fixed Object	6
Most Common Object Struck	DITCH
Most Common Manner of Collision	OMV VEHICLE GOING STRAIGHT (8)
Most Common Factor of Collision	ONE VEHICLE LEAVING DRIVEWAY (4)

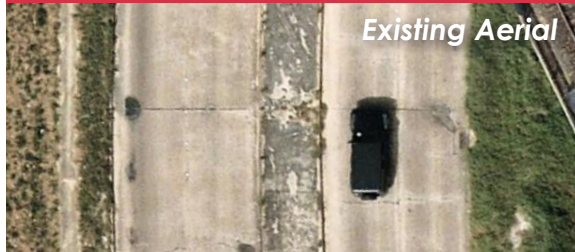
Capacity Data

2021 Average Daily Traffic (ADT)	11831
2021 Volume-to-Capacity Ratio (V/C)	0.32
2045 Average Daily Traffic (ADT)	20885
2045 Volume-to-Capacity Ratio (V/C)	0.57

Segment Characteristics

Segment Length (mi)	0.56 mi	Center Width (ft)	0 ft
Posted Speed (mph)	40 mph	Sidewalk Location	One Side
ROW Width (ft)	70 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	44 ft	Sidewalk coverage (%)	18.79%
Number of Lanes	4	Buffer Width (ft)	14 ft
Center Type	Undivided		

Cross Sections



Recommended Improvements

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 roadway

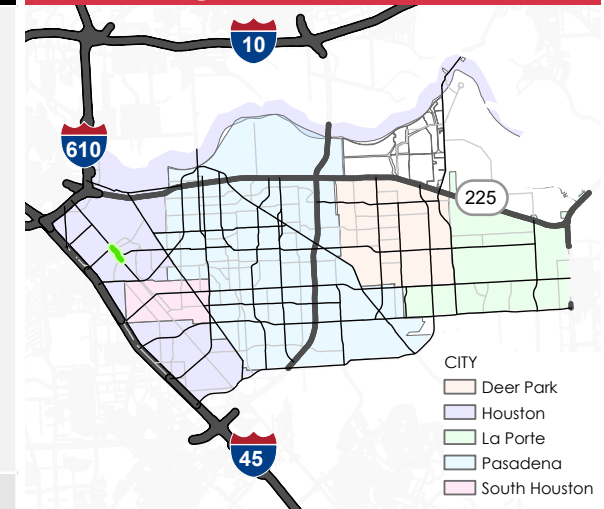
Access None

Other - Install southbound through lane (1,000 feet from intersection 22.1.3)

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	21
Severe Crashes (Fatal, Severe Injury)	1, 0
Crashes with Another Vehicle	19
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	2
Most Common Object Struck	HIT FENCE
Most Common Manner of Collision	SD BOTH GOING STRAIGHT-REAR END (7)
Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (2)

Capacity Data

2021 Average Daily Traffic (ADT)	11831
2021 Volume-to-Capacity Ratio (V/C)	0.32
2045 Average Daily Traffic (ADT)	20885
2045 Volume-to-Capacity Ratio (V/C)	0.57

Segment Characteristics

Segment Length (mi)	0.48 mi	Center Width (ft)	16 ft
Posted Speed (mph)	40 mph	Sidewalk Location	One Side
ROW Width (ft)	71 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	44 ft	Sidewalk coverage (%)	58.8%
Number of Lanes	4	Buffer Width (ft)	14 ft
Center Type	Raised Median		

GALVESTON ROAD FROM BROOKGLEN DRIVE TO RICHEY STREET

Corridor Segment ID: 2.4

Cross Sections

Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

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 roadway

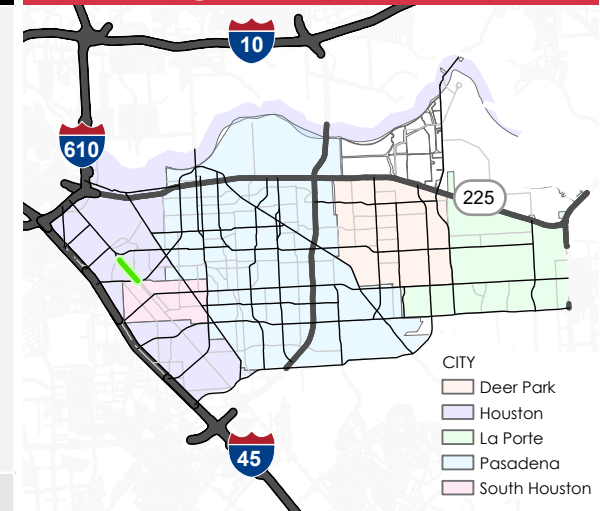
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	59
Severe Crashes (Fatal, Severe Injury)	0, 0
Crashes with Another Vehicle	47
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	10
Most Common Object Struck	HIT HIGHWAY SIGN
Most Common Manner of Collision	OMV VEHICLE GOING STRAIGHT (12)
Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (8)

Capacity Data

2021 Average Daily Traffic (ADT)	9910
2021 Volume-to-Capacity Ratio (V/C)	0.27
2045 Average Daily Traffic (ADT)	16614
2045 Volume-to-Capacity Ratio (V/C)	0.46

Segment Characteristics

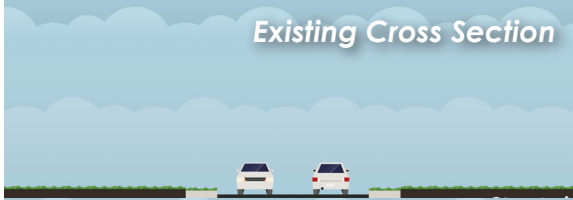
Segment Length (mi)	0.82 mi	Center Width (ft)	0 ft
Posted Speed (mph)	40 mph	Sidewalk Location	One Side
ROW Width (ft)	71 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	44 ft	Sidewalk coverage (%)	44.67%
Number of Lanes	4	Buffer Width (ft)	14 ft
Center Type	Undivided		

SE Harris Sub-Regional Study, Corridor Summary Sheets

ALLEN GENOA ROAD FROM LAWNDALE STREET TO SH 225

Corridor Segment ID: 3.1

Cross Sections



Recommended Improvements

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 roadway

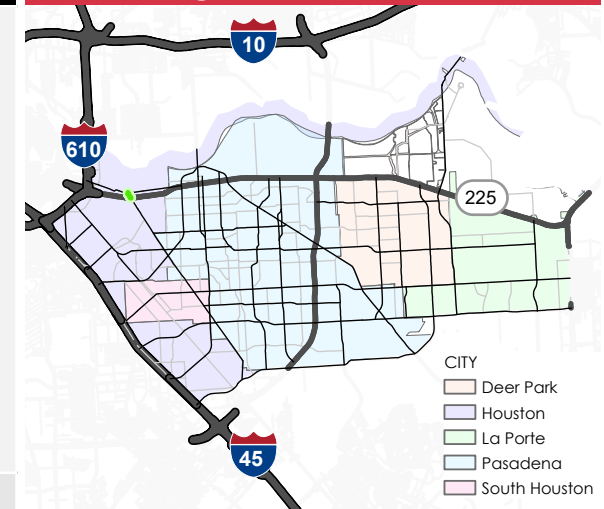
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	14
Severe Crashes (Fatal, Severe Injury)	0, 0
Crashes with Another Vehicle	10
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	3
Most Common Object Struck	HIT LUMINAIRE POLE
Most Common Manner of Collision	SD BOTH GOING STRAIGHT-REAR END (5)
Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (2)

Capacity Data

2021 Average Daily Traffic (ADT)	3395
2021 Volume-to-Capacity Ratio (V/C)	0.19
2045 Average Daily Traffic (ADT)	4312
2045 Volume-to-Capacity Ratio (V/C)	0.24

Segment Characteristics

Segment Length (mi)	0.19 mi	Center Width (ft)	0 ft
Posted Speed (mph)	45 mph	Sidewalk Location	None
ROW Width (ft)	100 ft	Sidewalk Width (ft)	0
Roadway Width (ft)	24 ft	Sidewalk coverage (%)	0%
Number of Lanes	2	Buffer Width (ft)	56 ft
Center Type	Undivided		

SE Harris Sub-Regional Study, Corridor Summary Sheets

ALLEN GENOA ROAD FROM SH 225 TO GOBER STREET

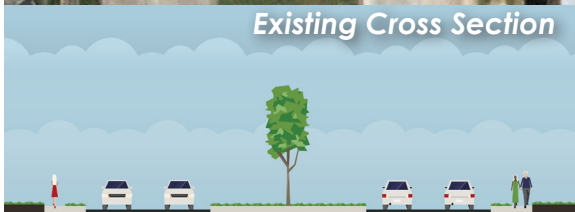
Corridor Segment ID: 3.2

Cross Sections

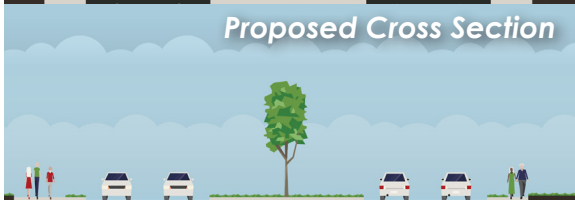
Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

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 roadway

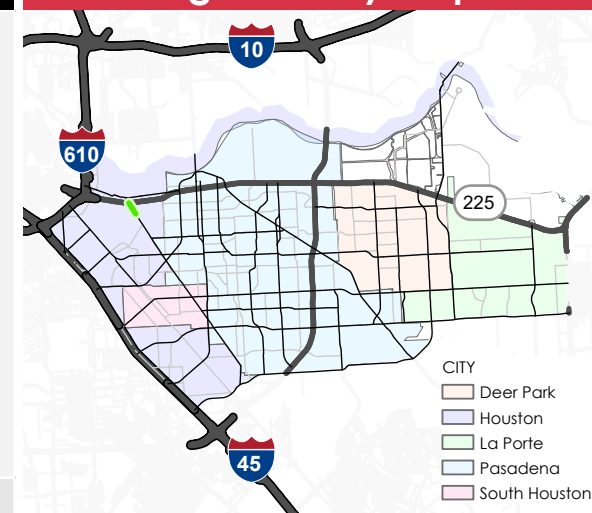
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	85
Severe Crashes (Fatal, Severe Injury)	2, 0
Crashes with Another Vehicle	75
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	10
Most Common Object Struck	HIT CONCRETE TRAFFIC BARRIER
Most Common Manner of Collision	SD BOTH GOING STRAIGHT-REAR END (21)
Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (8)

Capacity Data

2021 Average Daily Traffic (ADT)	23674
2021 Volume-to-Capacity Ratio (V/C)	0.64
2045 Average Daily Traffic (ADT)	30066
2045 Volume-to-Capacity Ratio (V/C)	0.82

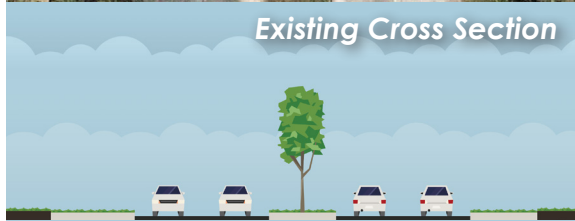
Segment Characteristics

Segment Length (mi)	0.39 mi	Center Width (ft)	24 ft
Posted Speed (mph)	45 mph	Sidewalk Location	One Side
ROW Width (ft)	100 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	40.49%
Number of Lanes	4	Buffer Width (ft)	23 ft
Center Type	Raised Median		

ALLEN GENOA ROAD FROM GOBER STREET TO DORENE STREET

Corridor Segment ID: 3.3

Cross Sections



Recommended Improvements

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 roadway

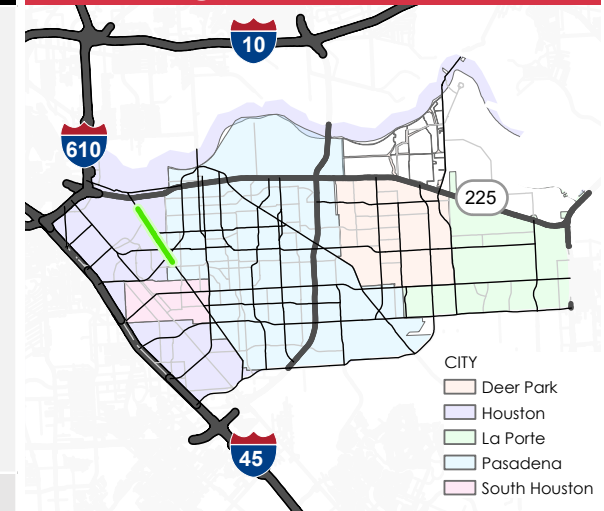
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	275
Severe Crashes (Fatal, Severe Injury)	6, 2
Crashes with Another Vehicle	252
Crashes with a Bicyclist	0
Crashes with a Pedestrian	6
Crashes with a Fixed Object	13
Most Common Object Struck	HIT LUMINAIRE POLE
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)

Capacity Data

2021 Average Daily Traffic (ADT)	23674
2021 Volume-to-Capacity Ratio (V/C)	0.64
2045 Average Daily Traffic (ADT)	30066
2045 Volume-to-Capacity Ratio (V/C)	0.82

Segment Characteristics

Segment Length (mi)	1.88 mi	Center Width (ft)	12 ft
Posted Speed (mph)	45 mph	Sidewalk Location	None
ROW Width (ft)	101 ft	Sidewalk Width (ft)	0
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	28.58%
Number of Lanes	4	Buffer Width (ft)	23 ft
Center Type	Raised Median		

ALLEN GENOA ROAD FROM DORENE STREET TO AMMONS STREET

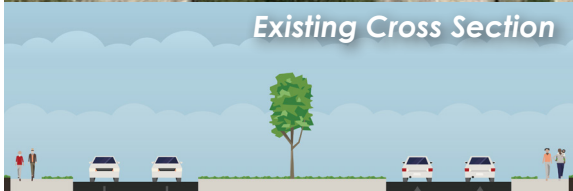
Corridor Segment ID: 3.4

Cross Sections

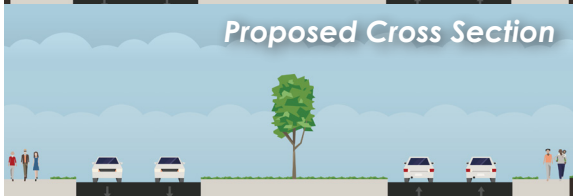
Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

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 - Install shared use path on at least one side of the roadway

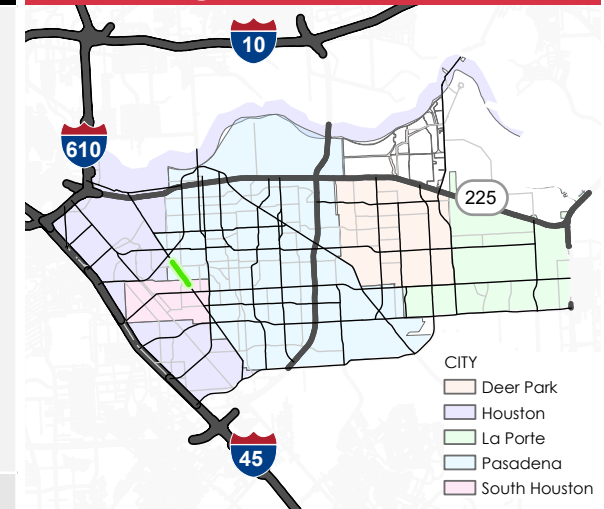
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes 81

Severe Crashes (Fatal, Severe Injury) 2, 0

Crashes with Another Vehicle 73

Crashes with a Bicyclist 1

Crashes with a Pedestrian 1

Crashes with a Fixed Object 5

Most Common Object Struck HIT FENCE

Most Common Manner of Collision ANGLE - BOTH GOING STRAIGHT (19)

Most Common Factor of Collision SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (15)

Capacity Data

2021 Average Daily Traffic (ADT) 16155

2021 Volume-to-Capacity Ratio (V/C) 0.45

2045 Average Daily Traffic (ADT) 22979

2045 Volume-to-Capacity Ratio (V/C) 0.64

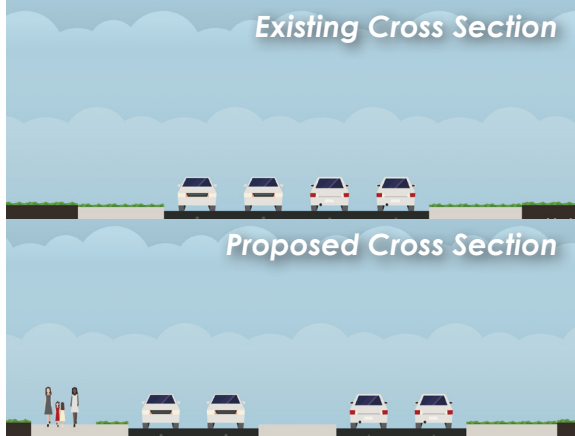
Segment Characteristics

Segment Length (mi)	0.82 mi	Center Width (ft)	36 ft
Posted Speed (mph)	35 mph	Sidewalk Location	One Side
ROW Width (ft)	81 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	40 ft	Sidewalk coverage (%)	40.35%
Number of Lanes	4	Buffer Width (ft)	23 ft
Center Type	Raised Median		

ALLEN GENOA ROAD FROM AMMONS STREET TO FAIRMONT PARKWAY

Corridor Segment ID: 3.5

Cross Sections



Recommended Improvements

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

Active Modes - Install shared use path on at least one side of the roadway

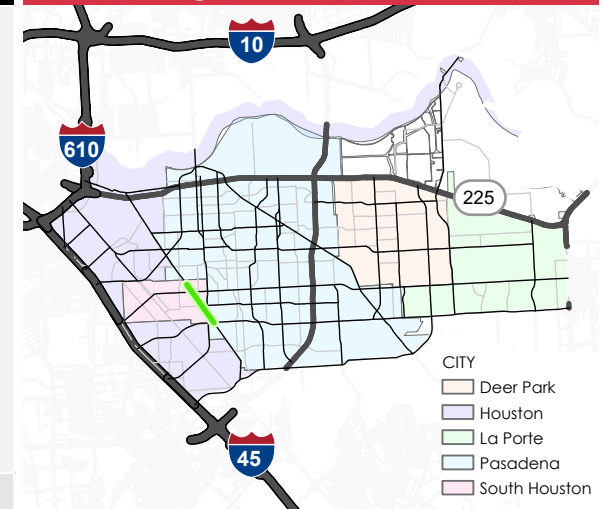
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	322
Severe Crashes (Fatal, Severe Injury)	6, 2
Crashes with Another Vehicle	300
Crashes with a Bicyclist	0
Crashes with a Pedestrian	7
Crashes with a Fixed Object	9
Most Common Object Struck	HIT UTILITY POLE
Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (94)
Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (59)

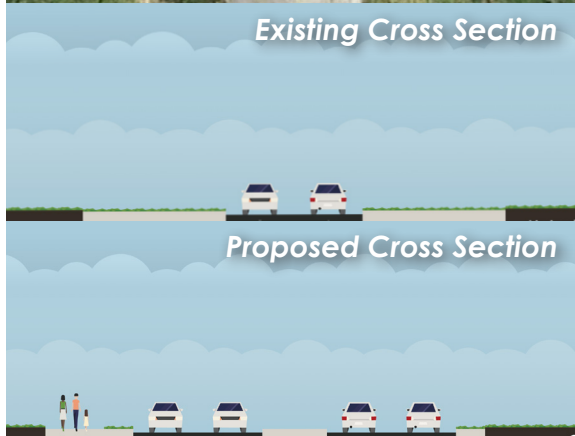
Capacity Data

2021 Average Daily Traffic (ADT)	16155
2021 Volume-to-Capacity Ratio (V/C)	0.45
2045 Average Daily Traffic (ADT)	22979
2045 Volume-to-Capacity Ratio (V/C)	0.64

Segment Characteristics

Segment Length (mi)	1.39 mi	Center Width (ft)	0 ft
Posted Speed (mph)	30 mph	Sidewalk Location	None
ROW Width (ft)	60 ft	Sidewalk Width (ft)	0
Roadway Width (ft)	40 ft	Sidewalk coverage (%)	9%
Number of Lanes	4	Buffer Width (ft)	23 ft
Center Type	Undivided		

Cross Sections



Recommended Improvements

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

Active Modes - Install shared use path on at least one side of the roadway

Access None

Other None

Previously Proposed Projects

<BOL>RTP 2045</BOL> - Design, acquire ROW & widen to 4-lane divided roadway including drainage and signals at Fairmont Parkway

Segment Key Map



Crash Data (2016-2020)

Total Crashes	90
Severe Crashes (Fatal, Severe Injury)	4, 1
Crashes with Another Vehicle	52
Crashes with a Bicyclist	0
Crashes with a Pedestrian	1
Crashes with a Fixed Object	34
Most Common Object Struck	DITCH
Most Common Manner of Collision	OMV VEHICLE GOING STRAIGHT (32)
Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (7)

Capacity Data

2021 Average Daily Traffic (ADT)	7317
2021 Volume-to-Capacity Ratio (V/C)	0.41
2045 Average Daily Traffic (ADT)	9293
2045 Volume-to-Capacity Ratio (V/C)	0.52

Segment Characteristics

Segment Length (mi)	1.94 mi	Center Width (ft)	0 ft
Posted Speed (mph)	35 mph	Sidewalk Location	None
ROW Width (ft)	80 ft	Sidewalk Width (ft)	0
Roadway Width (ft)	22 ft	Sidewalk coverage (%)	2.31%
Number of Lanes	2	Buffer Width (ft)	51 ft
Center Type	Undivided		

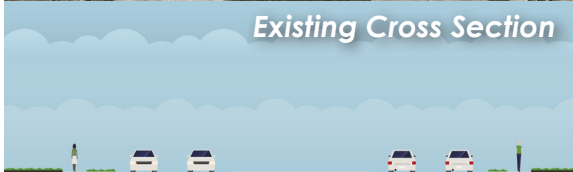
SE Harris Sub-Regional Study, Corridor Summary Sheets **WINKLER DRIVE/SH 3 FROM IH-45 TO MAIN STREET** Corridor Segment ID: 4.1

Cross Sections

Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

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 roadway

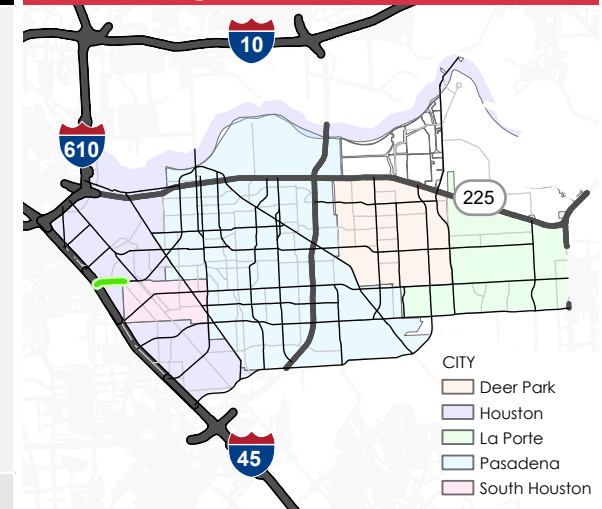
Access None

Other None

Previously Proposed Projects

TxDOT Project Tracker - Surfacing/roadway restoration; SH 3 Access Management Study - add intersection pavement markings, add illumination, add/modify raised medians, add/extend left-turn lanes, add/replace signage, add sidewalks, add ADA accessible curb ramps/pads, improve stormwater drainage, synchronize traffic signals

Segment Key Map



Crash Data (2016-2020)

Total Crashes	432
Severe Crashes (Fatal, Severe Injury)	7, 2
Crashes with Another Vehicle	384
Crashes with a Bicyclist	1
Crashes with a Pedestrian	4
Crashes with a Fixed Object	41
Most Common Object Struck	HIT LUMINAIRE POLE
Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (117)
Most Common Factor of Collision	VEHICLE CHANGING LANES (38)

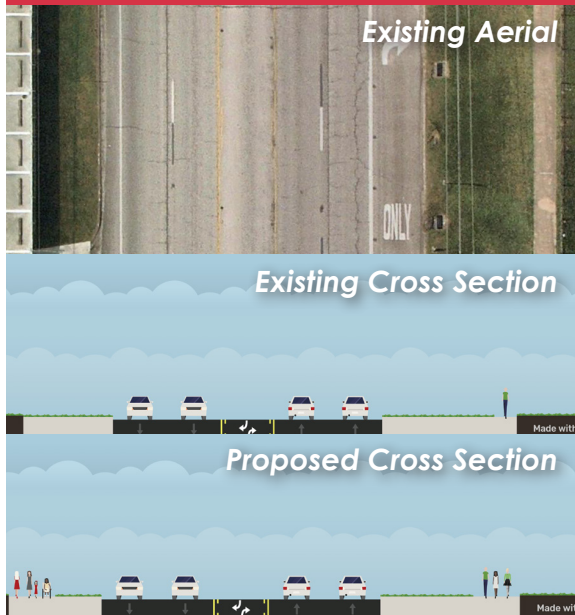
Capacity Data

2021 Average Daily Traffic (ADT)	20159
2021 Volume-to-Capacity Ratio (V/C)	0.56
2045 Average Daily Traffic (ADT)	31236
2045 Volume-to-Capacity Ratio (V/C)	0.86

Segment Characteristics

Segment Length (mi)	0.86 mi	Center Width (ft)	30 ft
Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides
ROW Width (ft)	100 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	92.97%
Number of Lanes	4	Buffer Width (ft)	5 ft
Center Type	Raised Median		

Cross Sections



Recommended Improvements

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 roadway

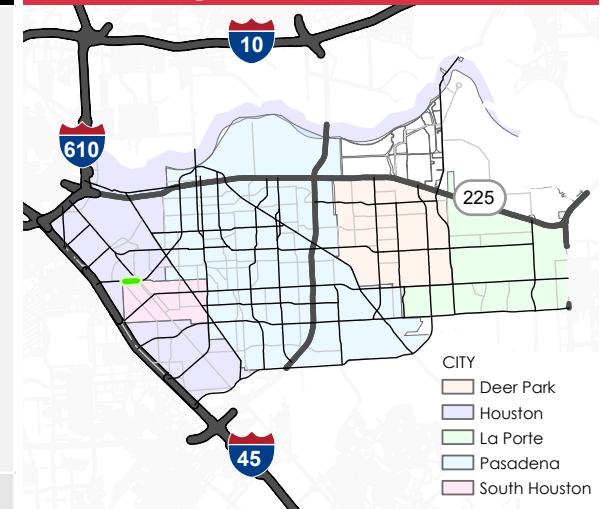
Access None

Other None

Previously Proposed Projects

TxDOT Project Tracker - Surfacing/roadway restoration; SH 3 Access Management Study - add intersection pavement markings, add illumination, add/modify raised medians, add/extend left-turn lanes, add/replace signage, add sidewalks, add ADA accessible curb ramps/pads, improve stormwater drainage, synchronize traffic signals, add dowel-in continuous curb, add dowel-in slotted curb, add required

Segment Key Map



Crash Data (2016-2020)

Total Crashes	25
Severe Crashes (Fatal, Severe Injury)	1, 0
Crashes with Another Vehicle	17
Crashes with a Bicyclist	1
Crashes with a Pedestrian	0
Crashes with a Fixed Object	6
Most Common Object Struck	DITCH
Most Common Manner of Collision	OMV VEHICLE GOING STRAIGHT (7)
Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (6)

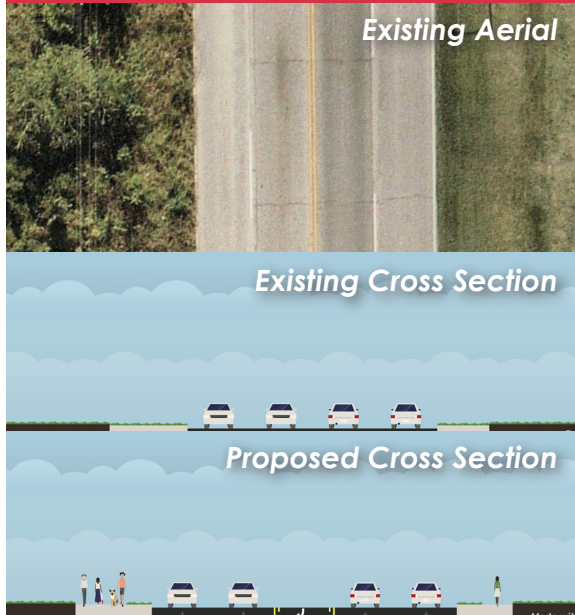
Capacity Data

2021 Average Daily Traffic (ADT)	20159
2021 Volume-to-Capacity Ratio (V/C)	0.56
2045 Average Daily Traffic (ADT)	31236
2045 Volume-to-Capacity Ratio (V/C)	0.86

Segment Characteristics

Segment Length (mi)	0.38 mi	Center Width (ft)	12 ft
Posted Speed (mph)	35 mph	Sidewalk Location	One Side
ROW Width (ft)	100 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	42.11%
Number of Lanes	4	Buffer Width (ft)	5 ft
Center Type	TWLTL		

Cross Sections



Recommended Improvements

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

- 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 None

Other None

Previously Proposed Projects

City of Pasadena CIP - Five lane roadway reconstruction from S Houston Rd. to Allen Genoa with drainage, sidewalks, sanitary sewer rehab and waterline adjustments.

Segment Key Map



Crash Data (2016-2020)

Total Crashes	267
Severe Crashes (Fatal, Severe Injury)	4, 0
Crashes with Another Vehicle	244
Crashes with a Bicyclist	3
Crashes with a Pedestrian	3
Crashes with a Fixed Object	11
Most Common Object Struck	HIT LUMINAIRE POLE
Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (55)
Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (33)

Capacity Data

2021 Average Daily Traffic (ADT)	13799
2021 Volume-to-Capacity Ratio (V/C)	0.38
2045 Average Daily Traffic (ADT)	18927
2045 Volume-to-Capacity Ratio (V/C)	0.52

Segment Characteristics

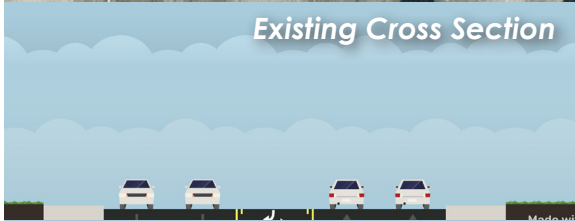
Segment Length (mi)	1.72 mi	Center Width (ft)	0 ft
Posted Speed (mph)	35 mph	Sidewalk Location	One Side
ROW Width (ft)	88 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	10.59%
Number of Lanes	4	Buffer Width (ft)	5 ft
Center Type	Undivided		

Cross Sections

Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

Median None

Pavement None

Lighting - Install and upgrade lighting along segment and at signalized intersections

Signs and Signals - 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

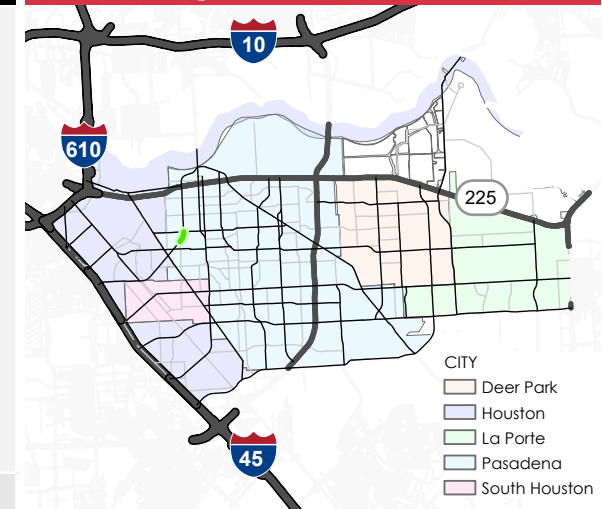
Access - Driveway access management (further study required)

Other None

Previously Proposed Projects

City of Pasadena CIP - Rehabilitation of Richey St. from Southmore Ave. ROW to South Houston to improve safety and security; motorized and nonmotorized circulation and create walkable connections to the adjacent neighborhoods

Segment Key Map



Crash Data (2016-2020)

Total Crashes	16
Severe Crashes (Fatal, Severe Injury)	0, 0
Crashes with Another Vehicle	15
Crashes with a Bicyclist	0
Crashes with a Pedestrian	1
Crashes with a Fixed Object	0
Most Common Object Struck	NOT APPLICABLE
Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (4)
Most Common Factor of Collision	ONE VEHICLE LEAVING DRIVEWAY (7)

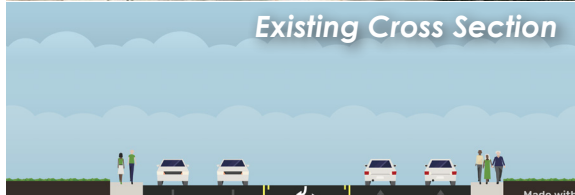
Capacity Data

2021 Average Daily Traffic (ADT)	13799
2021 Volume-to-Capacity Ratio (V/C)	0.38
2045 Average Daily Traffic (ADT)	18927
2045 Volume-to-Capacity Ratio (V/C)	0.52

Segment Characteristics

Segment Length (mi)	0.31 mi	Center Width (ft)	13 ft
Posted Speed (mph)	35 mph	Sidewalk Location	None
ROW Width (ft)	100 ft	Sidewalk Width (ft)	0
Roadway Width (ft)	44 ft	Sidewalk coverage (%)	0%
Number of Lanes	4	Buffer Width (ft)	5 ft
Center Type	TWLTL		

Cross Sections



Recommended Improvements

Median None

Pavement None

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 roadway

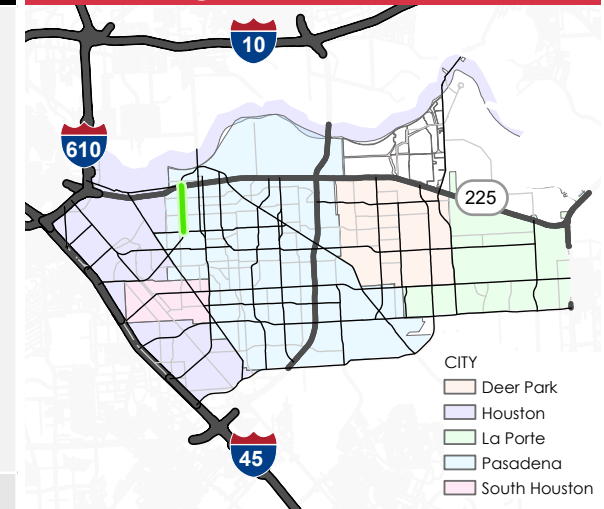
Access None

Other None

Previously Proposed Projects

City of Pasadena CIP - Reconstruction of Richey St. from SH 225 to Southmore Ave. to include removal and replacement of concrete pavement, sidewalks, storm sewers, utility adjustments and replacement and relocation of wooden CPE poles to concrete poles

Segment Key Map



Crash Data (2016-2020)

Total Crashes	330
Severe Crashes (Fatal, Severe Injury)	9, 0
Crashes with Another Vehicle	290
Crashes with a Bicyclist	1
Crashes with a Pedestrian	7
Crashes with a Fixed Object	27
Most Common Object Struck	HIT GUARDRAIL
Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (62)
Most Common Factor of Collision	ONE VEHICLE LEAVING DRIVEWAY (39)

Capacity Data

2021 Average Daily Traffic (ADT)	13799
2021 Volume-to-Capacity Ratio (V/C)	0.38
2045 Average Daily Traffic (ADT)	18927
2045 Volume-to-Capacity Ratio (V/C)	0.52

Segment Characteristics

Segment Length (mi)	1.37 mi	Center Width (ft)	16 ft
Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides
ROW Width (ft)	100 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	44 ft	Sidewalk coverage (%)	92.09%
Number of Lanes	4	Buffer Width (ft)	5 ft
Center Type	TWLT		

Cross Sections



Recommended Improvements

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 roadway

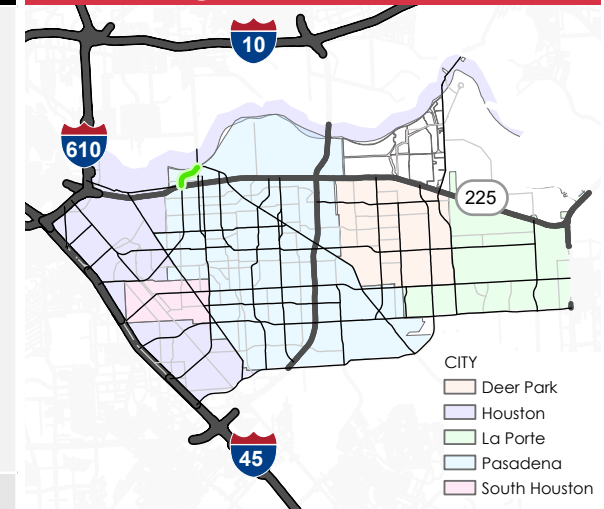
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	36
Severe Crashes (Fatal, Severe Injury)	0, 0
Crashes with Another Vehicle	32
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	4
Most Common Object Struck	FIRE HYDRANT
Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (13)
Most Common Factor of Collision	VEHICLE CHANGING LANES (5)

Capacity Data

2021 Average Daily Traffic (ADT)	13799
2021 Volume-to-Capacity Ratio (V/C)	0.38
2045 Average Daily Traffic (ADT)	18927
2045 Volume-to-Capacity Ratio (V/C)	0.52

Segment Characteristics

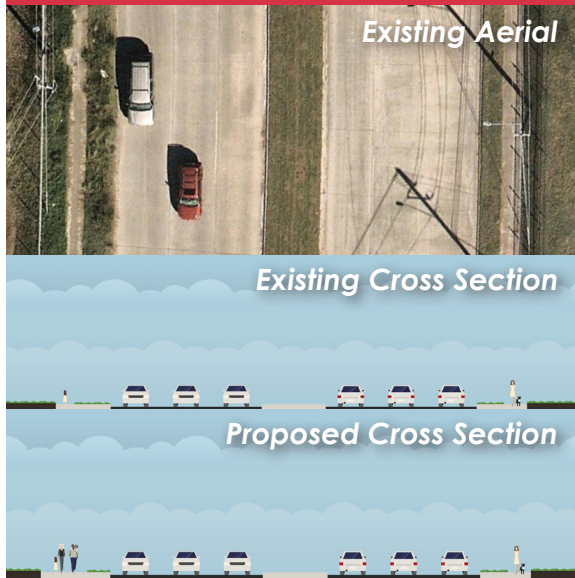
Segment Length (mi)	0.8 mi	Center Width (ft)	0 ft
Posted Speed (mph)	35 mph	Sidewalk Location	None
ROW Width (ft)	80 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	44 ft	Sidewalk coverage (%)	24.72%
Number of Lanes	4	Buffer Width (ft)	5 ft
Center Type	Undivided		

SE Harris Sub-Regional Study, Corridor Summary Sheets

SHAVER STREET FROM IH-45 TO GALVESTON ROAD/SH 3

Corridor Segment ID: 5.1

Cross Sections



Recommended Improvements

Median None

Pavement None

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 roadway
- Improve existing sidewalks and ADA curb ramps

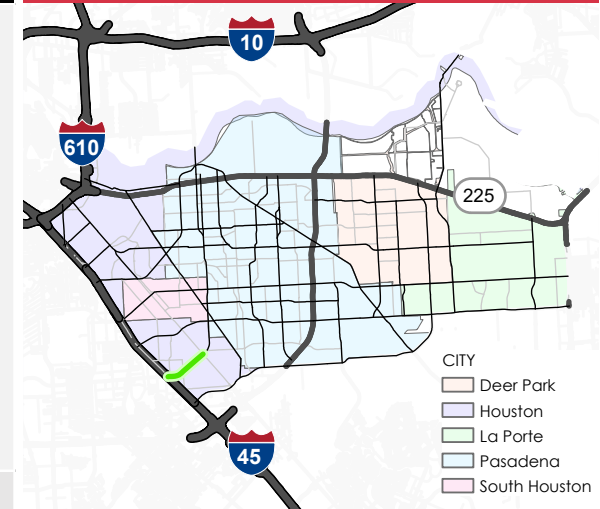
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	279
Severe Crashes (Fatal, Severe Injury)	6, 1
Crashes with Another Vehicle	254
Crashes with a Bicyclist	1
Crashes with a Pedestrian	1
Crashes with a Fixed Object	21
Most Common Object Struck	HIT MEDIAN BARRIER
Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (69)
Most Common Factor of Collision	VEHICLE CHANGING LANES (22)

Capacity Data

2021 Average Daily Traffic (ADT)	22316
2021 Volume-to-Capacity Ratio (V/C)	0.4
2045 Average Daily Traffic (ADT)	28341
2045 Volume-to-Capacity Ratio (V/C)	0.51

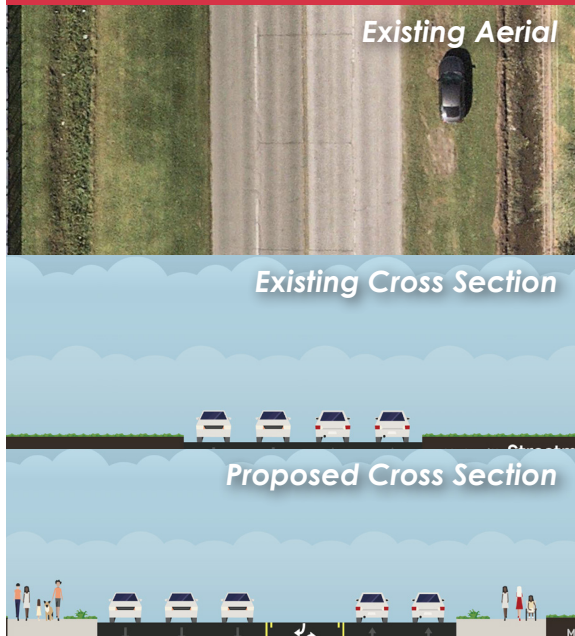
Segment Characteristics

Segment Length (mi)	1.28 mi	Center Width (ft)	14 ft
Posted Speed (mph)	45 mph	Sidewalk Location	Both Sides
ROW Width (ft)	60 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	66 ft	Sidewalk coverage (%)	91.33%
Number of Lanes	6	Buffer Width (ft)	30 ft
Center Type	Raised Median		

SHAVER STREET FROM GALVESTON ROAD/SH 3 TO SPENCER HIGHWAY

Corridor Segment ID: 5.2

Cross Sections



Recommended Improvements

Median - Install center two-way left-turn lane

Pavement - Resurface and restripe pavement

Lighting - Install lighting at signalized intersections and along sidewalks in the vicinity of South Houston High School

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

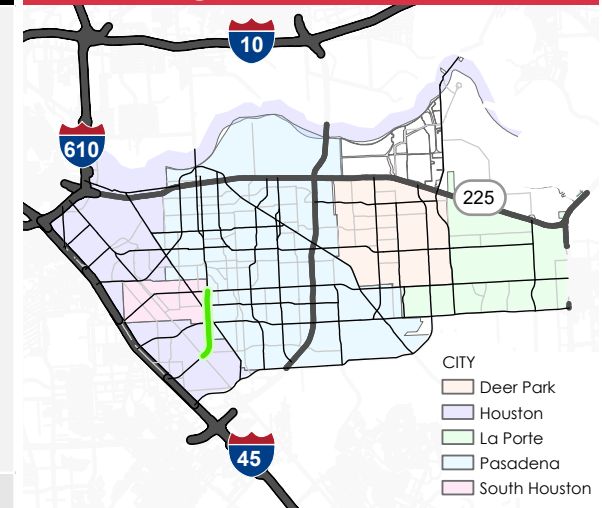
Access - Driveway access management (further study required)

Other - Remove head-in parking and provide parking elsewhere (further study required); install southbound through lane

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	652
Severe Crashes (Fatal, Severe Injury)	15, 1
Crashes with Another Vehicle	588
Crashes with a Bicyclist	3
Crashes with a Pedestrian	16
Crashes with a Fixed Object	30
Most Common Object Struck	DITCH
Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (168)
Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (80)

Capacity Data

2021 Average Daily Traffic (ADT)	22316
2021 Volume-to-Capacity Ratio (V/C)	0.61
2045 Average Daily Traffic (ADT)	28341
2045 Volume-to-Capacity Ratio (V/C)	0.77

Segment Characteristics

Segment Length (mi)	1.99 mi	Center Width (ft)	0 ft
Posted Speed (mph)	45 mph	Sidewalk Location	None
ROW Width (ft)	54 ft	Sidewalk Width (ft)	0
Roadway Width (ft)	40 ft	Sidewalk coverage (%)	7.62%
Number of Lanes	4	Buffer Width (ft)	14 ft
Center Type	Undivided		

SHAVER STREET FROM SPENCER HIGHWAY TO GARNER ROAD

Corridor Segment ID: 5.3

Cross Sections

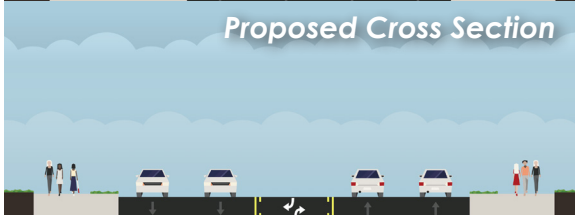
Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

Median - Install center two-way left-turn lane

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 - Install shared use path on at least one side of the roadway

- Improve existing sidewalks and ADA curb ramps

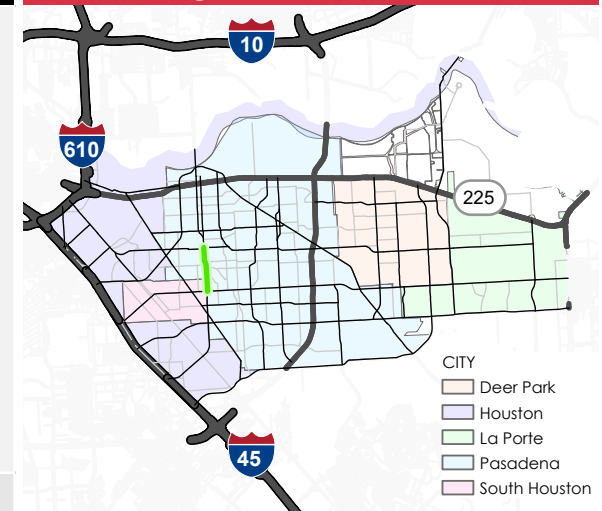
Access None

Other - Remove head-in parking and provide parking elsewhere (further study required)

Previously Proposed Projects

City of Pasadena CIP - Five lane roadway reconstruction from Allendale Rd. to Westside Dr. with drainage, sidewalks, sanitary sewer rehab and waterline adjustments

Segment Key Map



Crash Data (2016-2020)

Total Crashes	450
Severe Crashes (Fatal, Severe Injury)	9, 2
Crashes with Another Vehicle	426
Crashes with a Bicyclist	1
Crashes with a Pedestrian	6
Crashes with a Fixed Object	15
Most Common Object Struck	HIT FENCE
Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (137)
Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (72)

Capacity Data

2021 Average Daily Traffic (ADT)	21616
2021 Volume-to-Capacity Ratio (V/C)	0.6
2045 Average Daily Traffic (ADT)	30474
2045 Volume-to-Capacity Ratio (V/C)	0.84

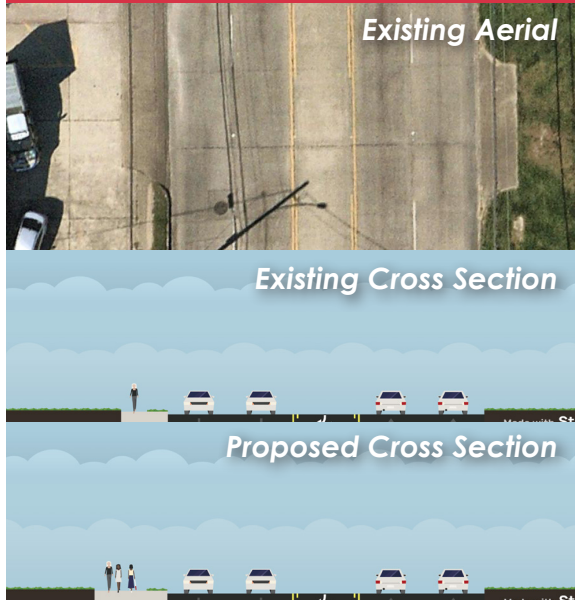
Segment Characteristics

Segment Length (mi)	1.3 mi	Center Width (ft)	0 ft
Posted Speed (mph)	35 mph	Sidewalk Location	One Side
ROW Width (ft)	80 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	40.24%
Number of Lanes	4	Buffer Width (ft)	14 ft
Center Type	Undivided		

SHAVER STREET FROM GARNER ROAD TO HOUSTON AVENUE

Corridor Segment ID: 5.4

Cross Sections



Recommended Improvements

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 - Install shared use path on at least one side of the roadway

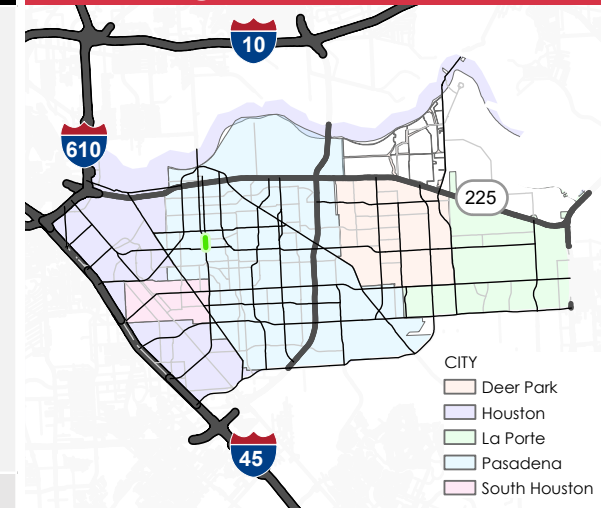
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	72
Severe Crashes (Fatal, Severe Injury)	1, 0
Crashes with Another Vehicle	67
Crashes with a Bicyclist	1
Crashes with a Pedestrian	1
Crashes with a Fixed Object	3
Most Common Object Struck	HIT HIGHWAY SIGN
Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (22)
Most Common Factor of Collision	SLOWING/STOPPING-FOR TRAFFIC (9)

Capacity Data

2021 Average Daily Traffic (ADT)	21616
2021 Volume-to- Capacity Ratio (V/C)	0.6
2045 Average Daily Traffic (ADT)	30474
2045 Volume-to- Capacity Ratio (V/C)	0.84

Segment Characteristics

Segment Length (mi)	0.3 mi	Center Width (ft)	13 ft
Posted Speed (mph)	35 mph	Sidewalk Location	One Side
ROW Width (ft)	81 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	35.21%
Number of Lanes	4	Buffer Width (ft)	14 ft
Center Type	TWTLT		

SHAVER STREET FROM HOUSTON AVENUE TO HARRIS AVENUE

Corridor Segment ID: 5.5

Cross Sections

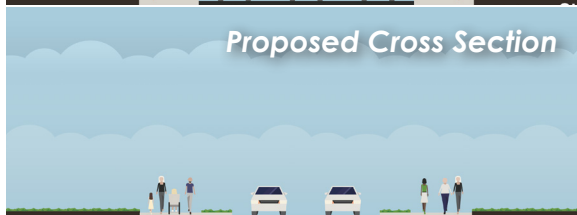
Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

Median - Conduct a Road Diet (remove one travel lane)

Pavement - Resurface and restripe pavement

Lighting None

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

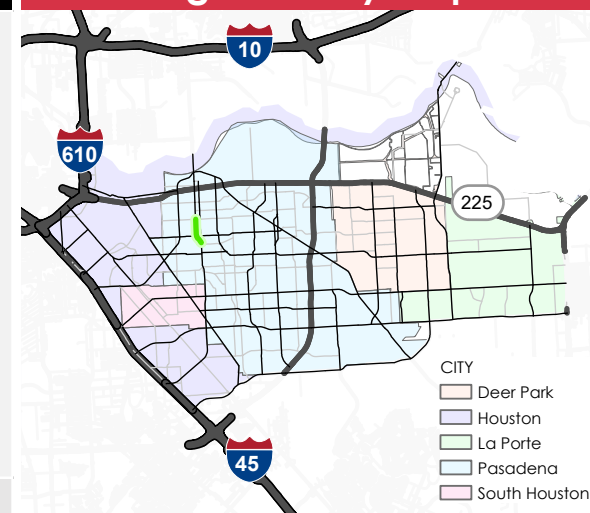
Access - Driveway access management (further study required)

Other None

Previously Proposed Projects

Pasadena Livable Centers Study - Redesign street from one-way to two way

Segment Key Map



Crash Data (2016-2020)

Total Crashes	83
Severe Crashes (Fatal, Severe Injury)	2, 0
Crashes with Another Vehicle	73
Crashes with a Bicyclist	1
Crashes with a Pedestrian	1
Crashes with a Fixed Object	4
Most Common Object Struck	FIRE HYDRANT
Most Common Manner of Collision	SD ONE STRAIGHT-ONE LEFT TURN (28)
Most Common Factor of Collision	VEHICLE CHANGING LANES (25)

Capacity Data

2021 Average Daily Traffic (ADT)	10742
2021 Volume-to-Capacity Ratio (V/C)	0.4
2045 Average Daily Traffic (ADT)	14051
2045 Volume-to-Capacity Ratio (V/C)	0.52

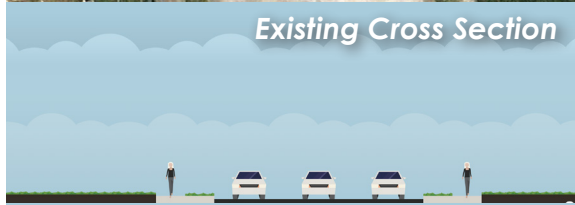
Segment Characteristics

Segment Length (mi)	0.74 mi	Center Width (ft)	0 ft
Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides
ROW Width (ft)	60 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	36 ft	Sidewalk coverage (%)	83.4%
Number of Lanes	3	Buffer Width (ft)	14 ft
Center Type	Undivided		

SHAVER STREET FROM HARRIS AVENUE TO JACKSON AVENUE

Corridor Segment ID: 5.6

Cross Sections



Recommended Improvements

Median - Conduct a Road Diet (remove one travel lane)

Pavement - Resurface and restripe pavement

Lighting None

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

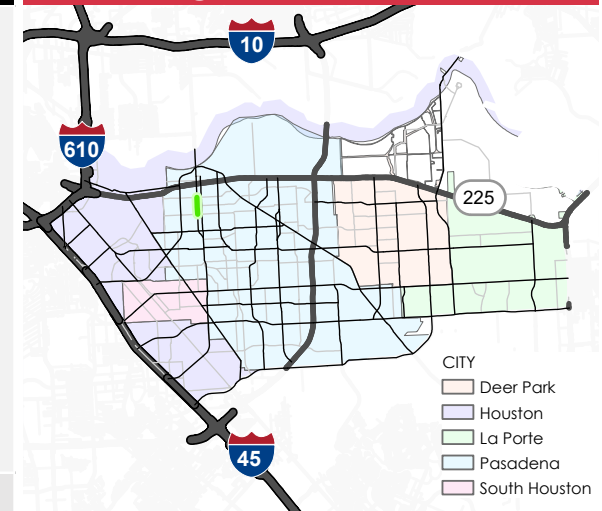
Access - Driveway access management (further study required)

Other None

Previously Proposed Projects

Pasadena Livable Centers Study - Redesign street from one-way to two way

Segment Key Map



Crash Data (2016-2020)

Total Crashes	113
Severe Crashes (Fatal, Severe Injury)	1, 1
Crashes with Another Vehicle	101
Crashes with a Bicyclist	2
Crashes with a Pedestrian	1
Crashes with a Fixed Object	5
Most Common Object Struck	HIT TREE, SHRUB, LANDSCAPING
Most Common Manner of Collision	SD BOTH GOING STRAIGHT- SIDESWIPE (26)
Most Common Factor of Collision	VEHICLE CHANGING LANES (23)

Capacity Data

2021 Average Daily Traffic (ADT)	9496
2021 Volume-to- Capacity Ratio (V/C)	0.35
2045 Average Daily Traffic (ADT)	12060
2045 Volume-to- Capacity Ratio (V/C)	0.45

Segment Characteristics

Segment Length (mi)	0.5 mi	Center Width (ft)	0 ft
Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides
ROW Width (ft)	60 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	36 ft	Sidewalk coverage (%)	91.3%
Number of Lanes	3	Buffer Width (ft)	14 ft
Center Type	Undivided		

SE Harris Sub-Regional Study, Corridor Summary Sheets

SHAVER STREET FROM JACKSON AVENUE TO PITTS AVENUE

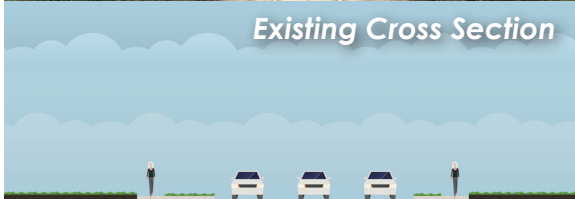
Corridor Segment ID: 5.7

Cross Sections

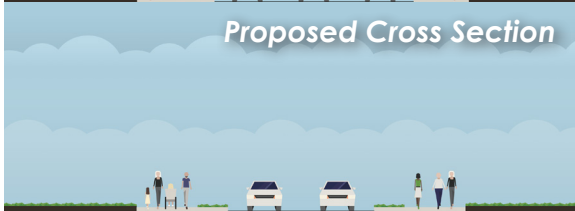
Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

Median - Conduct a Road Diet (remove one travel lane)

Pavement - Resurface and restripe pavement

Lighting None

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

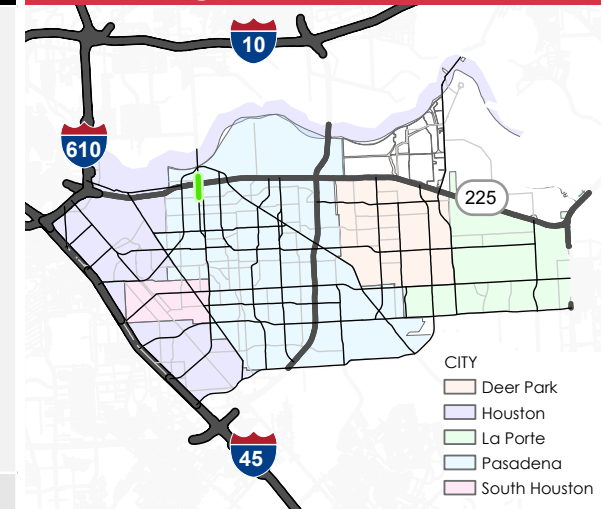
Access - Driveway access management (further study required)

Other None

Previously Proposed Projects

Pasadena Livable Centers Study - Redesign street from one-way to two way

Segment Key Map



Crash Data (2016-2020)

Total Crashes	133
Severe Crashes (Fatal, Severe Injury)	3, 0
Crashes with Another Vehicle	129
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	4
Most Common Object Struck	HIT FENCE
Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (76)
Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (10)

Capacity Data

2021 Average Daily Traffic (ADT)	10742
2021 Volume-to- Capacity Ratio (V/C)	0.4
2045 Average Daily Traffic (ADT)	14051
2045 Volume-to- Capacity Ratio (V/C)	0.52

Segment Characteristics

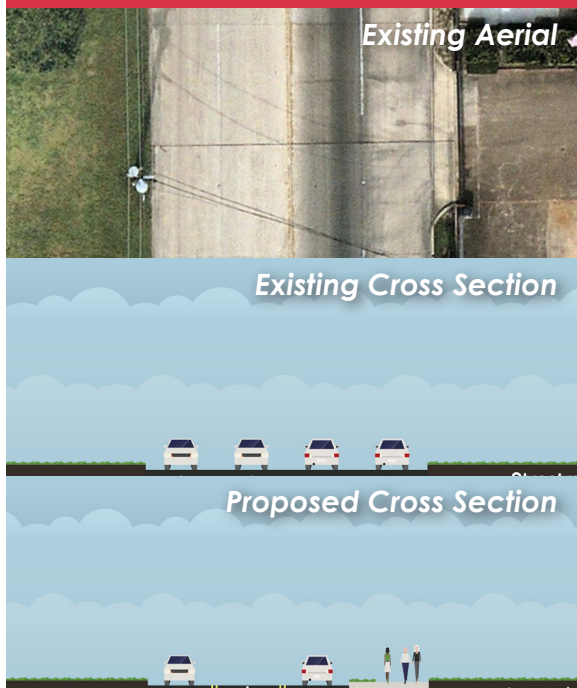
Segment Length (mi)	0.62 mi	Center Width (ft)	0 ft
Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides
ROW Width (ft)	60 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	36 ft	Sidewalk coverage (%)	73.64%
Number of Lanes	3	Buffer Width (ft)	14 ft
Center Type	Undivided		

SE Harris Sub-Regional Study, Corridor Summary Sheets

SHAVER STREET FROM PITTS AVENUE TO WASHBURN TUNNEL

Corridor Segment ID: 5.8

Cross Sections



Recommended Improvements

Median - Conduct a Road Diet (one lane in each direction) with center two-way left-turn lane

Pavement - Resurface and restripe pavement

Lighting None

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 (path leading to Santa Anna Capture Site)

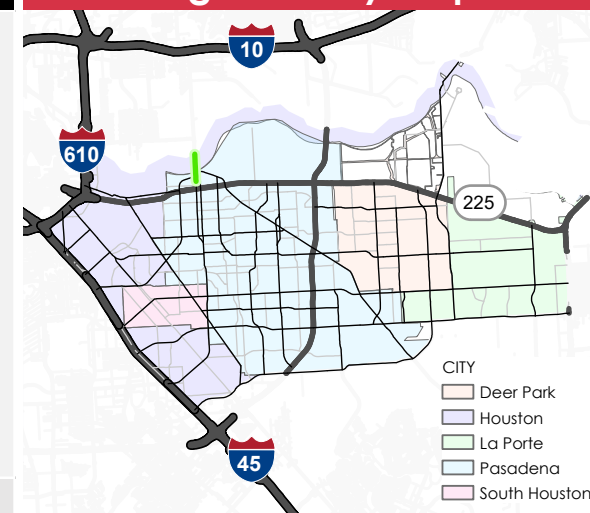
Access - Driveway access management (further study required)

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	81
Severe Crashes (Fatal, Severe Injury)	1, 1
Crashes with Another Vehicle	72
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	8
Most Common Object Struck	HIT FENCE
Most Common Manner of Collision	SD BOTH GOING STRAIGHT-SIDESWIPE (26)
Most Common Factor of Collision	VEHICLE CHANGING LANES (17)

Capacity Data

2021 Average Daily Traffic (ADT)	3860
2021 Volume-to-Capacity Ratio (V/C)	0.11
2045 Average Daily Traffic (ADT)	6521
2045 Volume-to-Capacity Ratio (V/C)	0.18

Segment Characteristics

Segment Length (mi)	0.8 mi	Center Width (ft)	0 ft
Posted Speed (mph)	35 mph	Sidewalk Location	None
ROW Width (ft)	60 ft	Sidewalk Width (ft)	0
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	0%
Number of Lanes	4	Buffer Width (ft)	12 ft
Center Type	Undivided		

SE Harris Sub-Regional Study, Corridor Summary Sheets

MAIN STREET FROM PITTS AVENUE TO JACKSON AVENUE

Corridor Segment ID: 6.1

Cross Sections

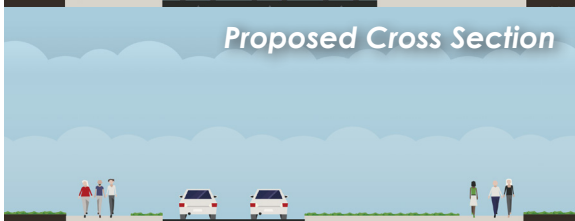
Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

Median - Conduct a Road Diet (remove one travel lane)

Pavement - Resurface and restripe pavement

Lighting None

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

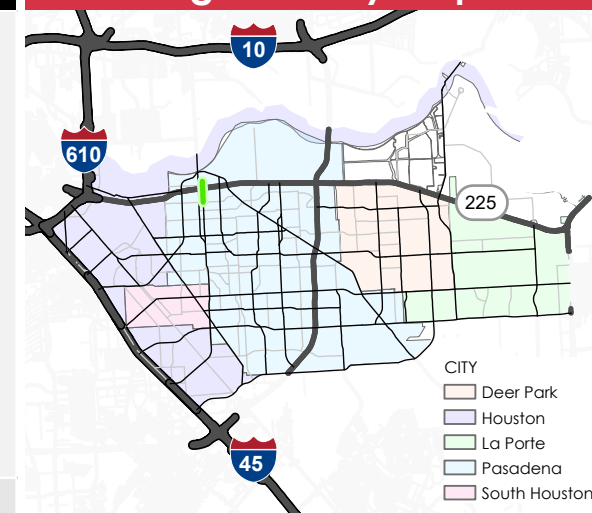
Access - Driveway access management (further study required)

Other None

Previously Proposed Projects

Pasadena Livable Centers Study - Redesign street from one-way to two way

Segment Key Map



Crash Data (2016-2020)

Total Crashes	156
Severe Crashes (Fatal, Severe Injury)	0, 0
Crashes with Another Vehicle	138
Crashes with a Bicyclist	0
Crashes with a Pedestrian	1
Crashes with a Fixed Object	17
Most Common Object Struck	HIT OTHER FIXED OBJECT
Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (60)
Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (14)

Capacity Data

2021 Average Daily Traffic (ADT)	9496
2021 Volume-to-Capacity Ratio (V/C)	0.35
2045 Average Daily Traffic (ADT)	12060
2045 Volume-to-Capacity Ratio (V/C)	0.45

Segment Characteristics

Segment Length (mi)	0.62 mi	Center Width (ft)	0 ft
Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides
ROW Width (ft)	60 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	33 ft	Sidewalk coverage (%)	80.5%
Number of Lanes	3	Buffer Width (ft)	17 ft
Center Type	Undivided		

SE Harris Sub-Regional Study, Corridor Summary Sheets

MAIN STREET FROM JACKSON AVENUE TO HARRIS AVENUE

Corridor Segment ID: 6.2

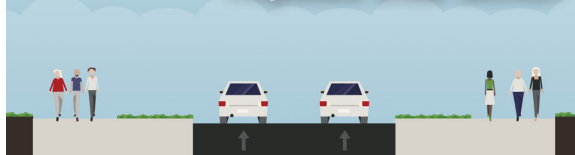
Cross Sections



Existing Cross Section



Proposed Cross Section



Recommended Improvements

Median - Conduct a Road Diet (remove one travel lane)

Pavement - Resurface and restripe pavement

Lighting None

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

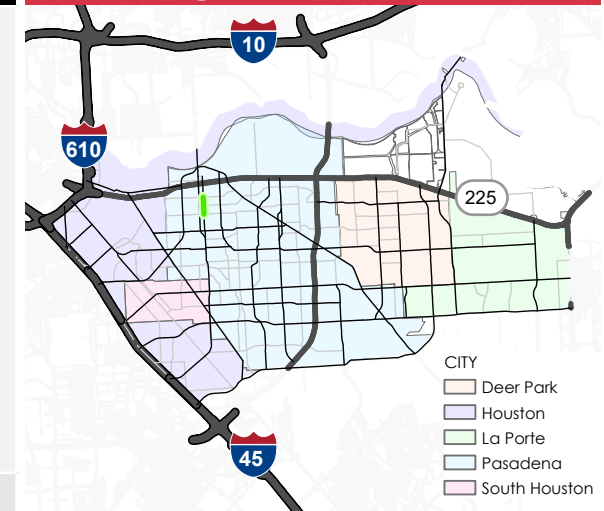
Access - Driveway access management (further study required)

Other None

Previously Proposed Projects

Pasadena Livable Centers Study - Redesign street from one-way to two way

Segment Key Map



Crash Data (2016-2020)

Total Crashes	47
Severe Crashes (Fatal, Severe Injury)	2, 0
Crashes with Another Vehicle	43
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	2
Most Common Object Struck	OVERTURNED
Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (18)
Most Common Factor of Collision	VEHICLE CHANGING LANES (10)

Capacity Data

2021 Average Daily Traffic (ADT)	9496
2021 Volume-to-Capacity Ratio (V/C)	0.35
2045 Average Daily Traffic (ADT)	12060
2045 Volume-to-Capacity Ratio (V/C)	0.45

Segment Characteristics

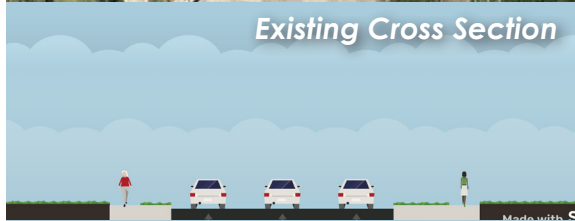
Segment Length (mi)	0.51 mi	Center Width (ft)	0 ft
Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides
ROW Width (ft)	60 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	33 ft	Sidewalk coverage (%)	68.79%
Number of Lanes	3	Buffer Width (ft)	17 ft
Center Type	Undivided		

SE Harris Sub-Regional Study, Corridor Summary Sheets

MAIN STREET FROM HARRIS AVENUE TO SHAVER STREET

Corridor Segment ID: 6.3

Cross Sections



Recommended Improvements

Median - Conduct a Road Diet (remove one travel lane)

Pavement - Resurface and restripe pavement

Lighting None

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

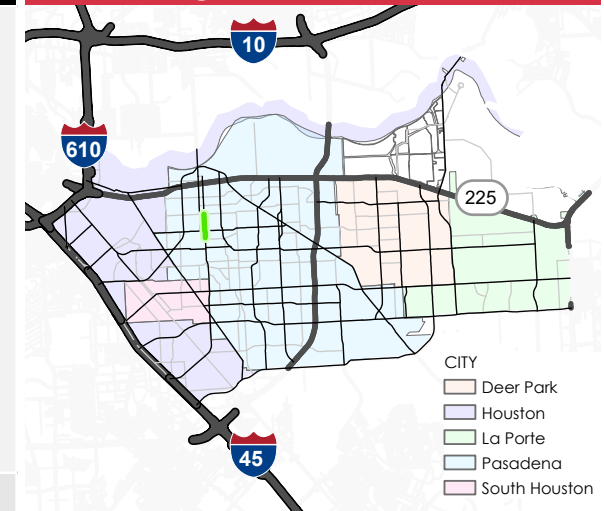
Access - Driveway access management (further study required)

Other None

Previously Proposed Projects

Pasadena Livable Centers Study - Redesign street from one-way to two way

Segment Key Map



Crash Data (2016-2020)

Total Crashes	123
Severe Crashes (Fatal, Severe Injury)	1, 0
Crashes with Another Vehicle	118
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	3
Most Common Object Struck	OVERTURNED
Most Common Manner of Collision	SD BOTH GOING STRAIGHT- SIDESWIPE (38)
Most Common Factor of Collision	VEHICLE CHANGING LANES (36)

Capacity Data

2021 Average Daily Traffic (ADT)	9496
2021 Volume-to- Capacity Ratio (V/C)	0.35
2045 Average Daily Traffic (ADT)	12060
2045 Volume-to- Capacity Ratio (V/C)	0.45

Segment Characteristics

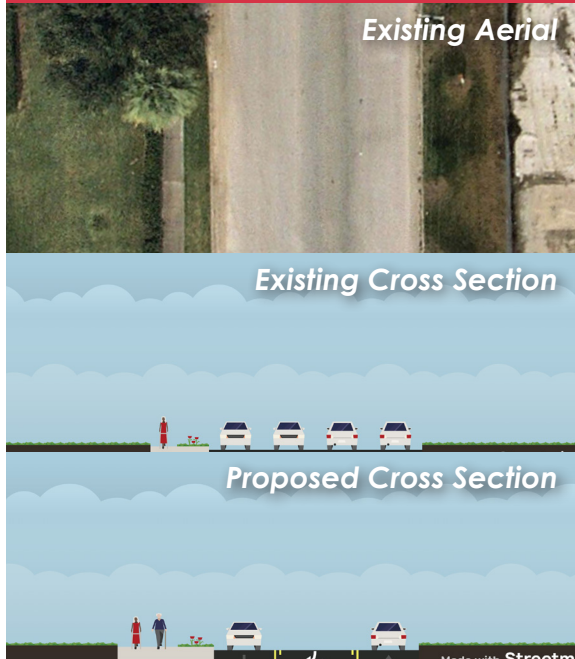
Segment Length (mi)	0.7 mi	Center Width (ft)	0 ft
Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides
ROW Width (ft)	60 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	33 ft	Sidewalk coverage (%)	85.28%
Number of Lanes	3	Buffer Width (ft)	17 ft
Center Type	Undivided		

SE Harris Sub-Regional Study, Corridor Summary Sheets

PASADENA BOULEVARD FROM RED BLUFF ROAD TO SH 225

Corridor Segment ID: 7.1

Cross Sections



Recommended Improvements

- Median** - Conduct a Road Diet (one lane in each direction) with center two-way left-turn lane
- Pavement** None
- 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 roadway
- Access** - Consolidate driveways along the segment (further study required)
- Other** None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	12
Severe Crashes (Fatal, Severe Injury)	0, 0
Crashes with Another Vehicle	10
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	2
Most Common Object Struck	DITCH
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)

Capacity Data

2021 Average Daily Traffic (ADT)	14661
2021 Volume-to-Capacity Ratio (V/C)	0.54
2045 Average Daily Traffic (ADT)	24580
2045 Volume-to-Capacity Ratio (V/C)	0.91

Segment Characteristics

Segment Length (mi)	0.28 mi	Center Width (ft)	0 ft
Posted Speed (mph)	35 mph	Sidewalk Location	None
ROW Width (ft)	34 ft	Sidewalk Width (ft)	0
Roadway Width (ft)	40 ft	Sidewalk coverage (%)	35.34%
Number of Lanes	4	Buffer Width (ft)	11 ft
Center Type	Undivided		

SE Harris Sub-Regional Study, Corridor Summary Sheets

PASADENA BOULEVARD FROM SH 225 TO HOUSTON AVENUE

Corridor Segment ID: 7.2

Cross Sections



Existing Cross Section



Proposed Cross Section



Recommended Improvements

Median - Conduct a Road Diet (one lane in each direction) with center two-way left-turn lane

Pavement - Resurface and restripe pavement

Lighting - Install lighting at signalized intersections and along sidewalks in the vicinity of Jackson Intermediate School

Signs and Signals - 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

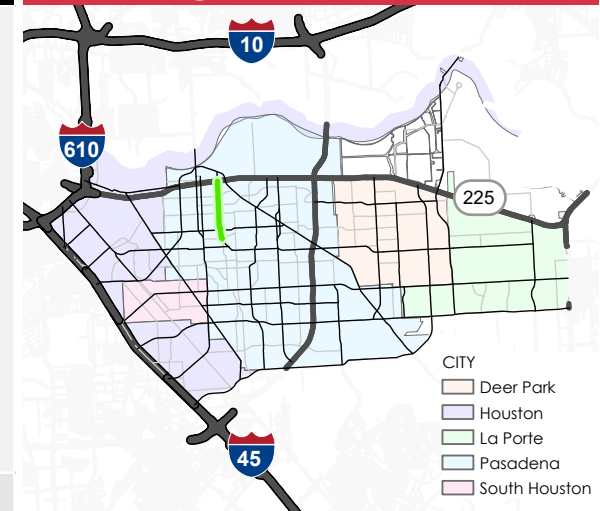
Access - Driveway access management (further study required)

Other None

Previously Proposed Projects

Harris County Website, City of Pasadena CIP - Widen Pasadena Blvd. 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 pole relocations are also a part

Segment Key Map



Crash Data (2016-2020)

Total Crashes	328
Severe Crashes (Fatal, Severe Injury)	5, 0
Crashes with Another Vehicle	300
Crashes with a Bicyclist	3
Crashes with a Pedestrian	1
Crashes with a Fixed Object	22
Most Common Object Struck	HIT OTHER FIXED OBJECT
Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (81)
Most Common Factor of Collision	ONE VEHICLE LEAVING DRIVEWAY (48)

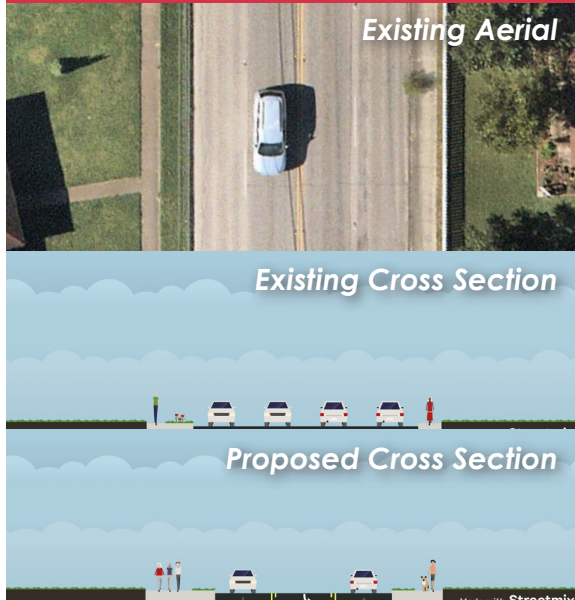
Capacity Data

2021 Average Daily Traffic (ADT)	14661
2021 Volume-to-Capacity Ratio (V/C)	0.41
2045 Average Daily Traffic (ADT)	24580
2045 Volume-to-Capacity Ratio (V/C)	0.68

Segment Characteristics

Segment Length (mi)	1.73 mi	Center Width (ft)	0 ft
Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides
ROW Width (ft)	44 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	44 ft	Sidewalk coverage (%)	76.9%
Number of Lanes	4	Buffer Width (ft)	0 ft
Center Type	Undivided		

Cross Sections



Recommended Improvements

Median - Conduct a Road Diet (one lane in each direction) with center two-way left-turn lane

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 - Install shared use path on at least one side of the roadway

- Improve existing sidewalks and ADA curb ramps

Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	123
Severe Crashes (Fatal, Severe Injury)	1, 2
Crashes with Another Vehicle	109
Crashes with a Bicyclist	3
Crashes with a Pedestrian	1
Crashes with a Fixed Object	4
Most Common Object Struck	HIT LUMINAIRE POLE
Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (25)
Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (12)

Capacity Data

2021 Average Daily Traffic (ADT)	14661
2021 Volume-to-Capacity Ratio (V/C)	0.41
2045 Average Daily Traffic (ADT)	24580
2045 Volume-to-Capacity Ratio (V/C)	0.68

Segment Characteristics

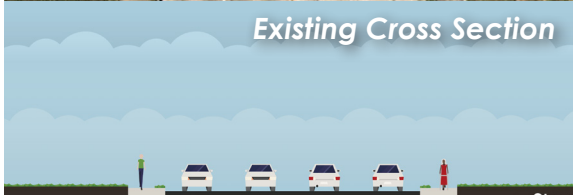
Segment Length (mi)	1.82 mi	Center Width (ft)	0 ft
Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides
ROW Width (ft)	44 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	90.23%
Number of Lanes	4	Buffer Width (ft)	0 ft
Center Type	Undivided		

Cross Sections

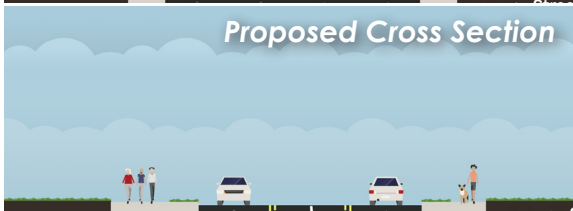
Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

Median - Conduct a Road Diet (one lane in each direction) with center two-way left-turn lane

Pavement None

Lighting - Install and upgrade lighting along segment and at signalized intersections

Signs and Signals - Optimize and coordinate signals along the segment

Active Modes - Install shared use path on at least one side of the roadway

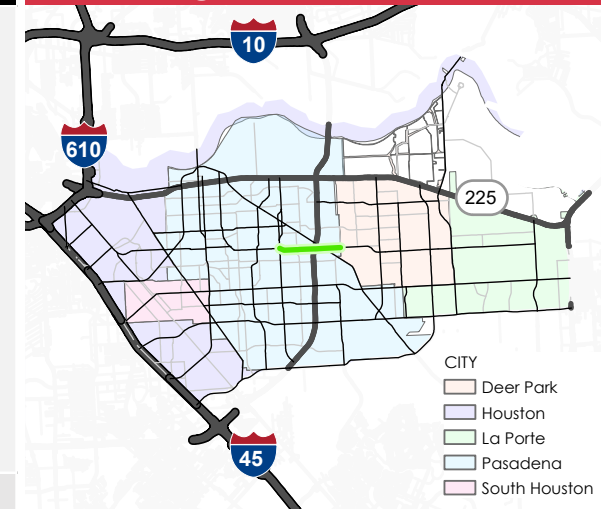
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	170
Severe Crashes (Fatal, Severe Injury)	1, 0
Crashes with Another Vehicle	158
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	12
Most Common Object Struck	HIT CURB
Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (42)
Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (27)

Capacity Data

2021 Average Daily Traffic (ADT)	14661
2021 Volume-to-Capacity Ratio (V/C)	0.4
2045 Average Daily Traffic (ADT)	24580
2045 Volume-to-Capacity Ratio (V/C)	0.67

Segment Characteristics

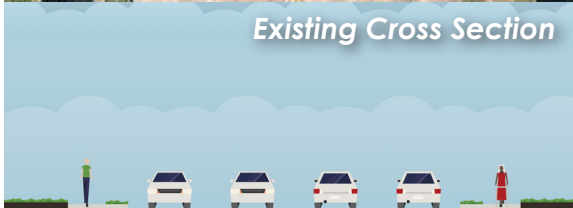
Segment Length (mi)	1.82 mi	Center Width (ft)	0 ft
Posted Speed (mph)	40 mph	Sidewalk Location	Both Sides
ROW Width (ft)	44 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	92.71%
Number of Lanes	4	Buffer Width (ft)	0 ft
Center Type	Undivided		

Cross Sections

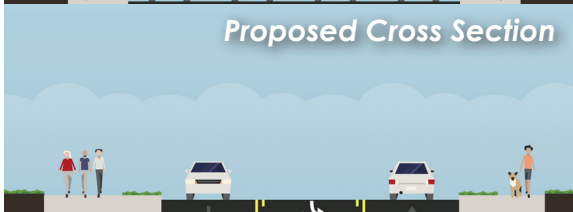
Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

Median - Conduct a Road Diet (one lane in each direction) with center two-way left-turn lane

Pavement None

Lighting - Install and upgrade lighting along segment and at signalized intersections

Signs and Signals - 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

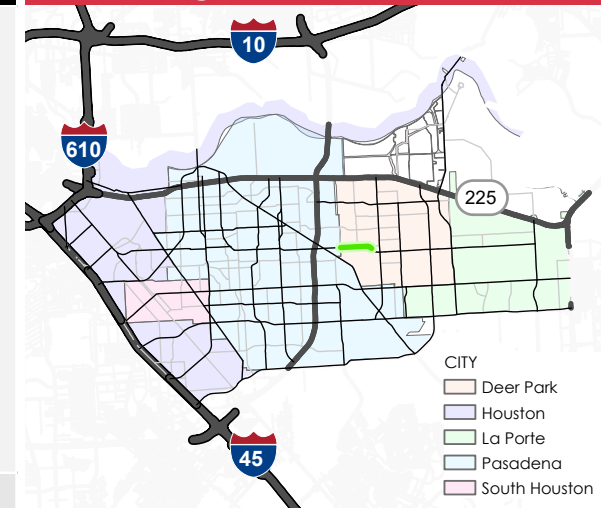
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes 98

Severe Crashes (Fatal, Severe Injury) 1, 0

Crashes with Another Vehicle 94

Crashes with a Bicyclist 1

Crashes with a Pedestrian 1

Crashes with a Fixed Object 0

Most Common Object Struck OVERTURNED

Most Common Manner of Collision SD ONE STRAIGHT-ONE STOPPED (25)

Most Common Factor of Collision ONE VEHICLE LEAVING DRIVEWAY (13)

Capacity Data

2021 Average Daily Traffic (ADT) 13220

2021 Volume-to-Capacity Ratio (V/C) 0.36

2045 Average Daily Traffic (ADT) 17629

2045 Volume-to-Capacity Ratio (V/C) 0.48

Segment Characteristics

Segment Length (mi) 0.94 mi Center Width (ft) 0 ft

Posted Speed (mph) 40 mph Sidewalk Location Both Sides

ROW Width (ft) 54 ft Sidewalk Width (ft) 5

Roadway Width (ft) 44 ft Sidewalk coverage (%) 78.33%

Number of Lanes 4 Buffer Width (ft) 0 ft

Center Type Undivided

Cross Sections

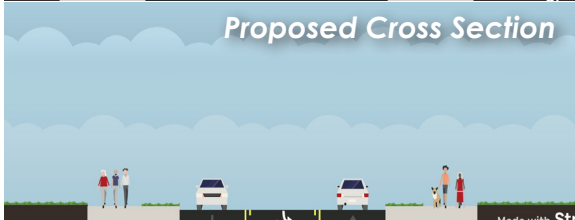
Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

Median - Conduct a Road Diet (one lane in each direction) with center two-way left-turn lane

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 roadway

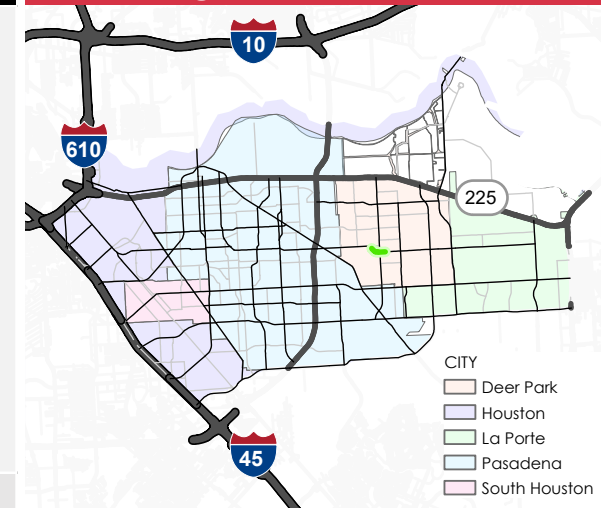
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes 38

Severe Crashes (Fatal, Severe Injury) 3, 0

Crashes with Another Vehicle 33

Crashes with a Bicyclist 0

Crashes with a Pedestrian 1

Crashes with a Fixed Object 3

Most Common Object Struck HIT LUMINAIRE POLE

Most Common Manner of Collision ANGLE - BOTH GOING STRAIGHT (9)

Most Common Factor of Collision ONE VEHICLE LEAVING DRIVEWAY (19)

Capacity Data

2021 Average Daily Traffic (ADT) 13220

2021 Volume-to-Capacity Ratio (V/C) 0.37

2045 Average Daily Traffic (ADT) 17629

2045 Volume-to-Capacity Ratio (V/C) 0.49

Segment Characteristics

Segment Length (mi)	0.44 mi	Center Width (ft)	0 ft
Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides
ROW Width (ft)	48 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	96.4%
Number of Lanes	4	Buffer Width (ft)	0 ft
Center Type	Undivided		

SE Harris Sub-Regional Study, Corridor Summary Sheets

PASADENA BOULEVARD FROM ASH LANE TO CLOVER LANE

Corridor Segment ID: 7.7

Cross Sections



Existing Cross Section



Proposed Cross Section

Recommended Improvements

Median - Conduct a Road Diet (one lane in each direction) with center two-way left-turn lane

Pavement None

Lighting - Install and upgrade lighting along segment and at signalized intersections

Signs and Signals - 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

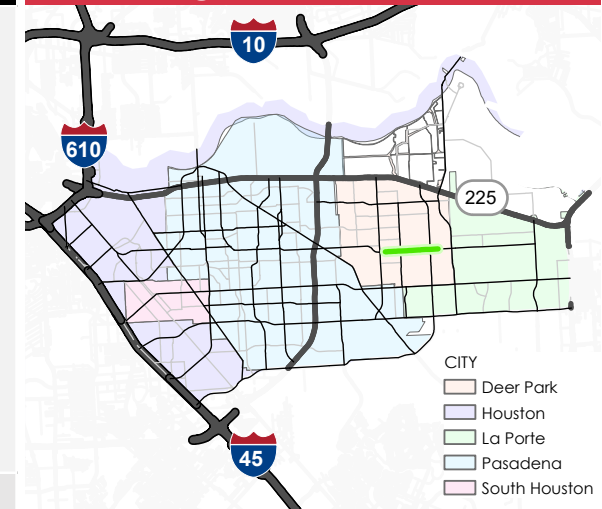
Access None

Other - Install westbound through lane (1,000 from intersection 7.7.2)

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	90
Severe Crashes (Fatal, Severe Injury)	2, 0
Crashes with Another Vehicle	77
Crashes with a Bicyclist	2
Crashes with a Pedestrian	0
Crashes with a Fixed Object	7
Most Common Object Struck	HIT FENCE
Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (21)
Most Common Factor of Collision	SLOWING/STOPPING-TO MAKE LEFT TURN (11)

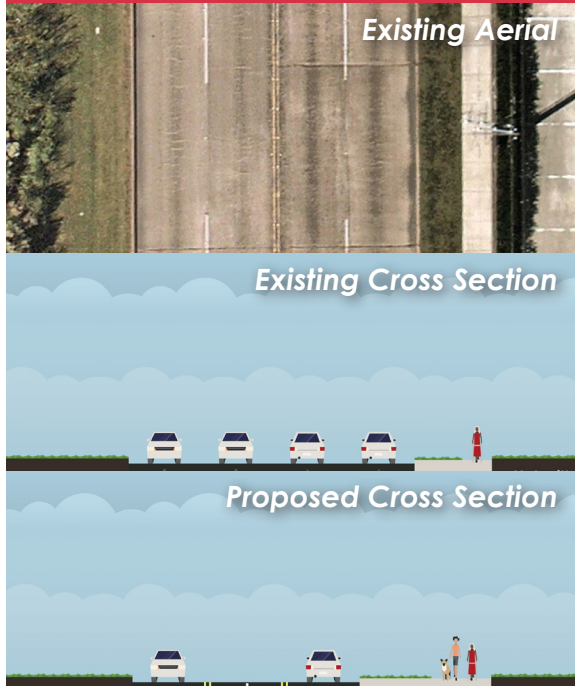
Capacity Data

2021 Average Daily Traffic (ADT)	13220
2021 Volume-to-Capacity Ratio (V/C)	0.36
2045 Average Daily Traffic (ADT)	17629
2045 Volume-to-Capacity Ratio (V/C)	0.48

Segment Characteristics

Segment Length (mi)	1.57 mi	Center Width (ft)	0 ft
Posted Speed (mph)	40 mph	Sidewalk Location	Both Sides
ROW Width (ft)	48 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	73.15%
Number of Lanes	4	Buffer Width (ft)	0 ft
Center Type	Undivided		

Cross Sections



Recommended Improvements

Median - Conduct a Road Diet (one lane in each direction) with center two-way left-turn lane

Pavement None

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 roadway

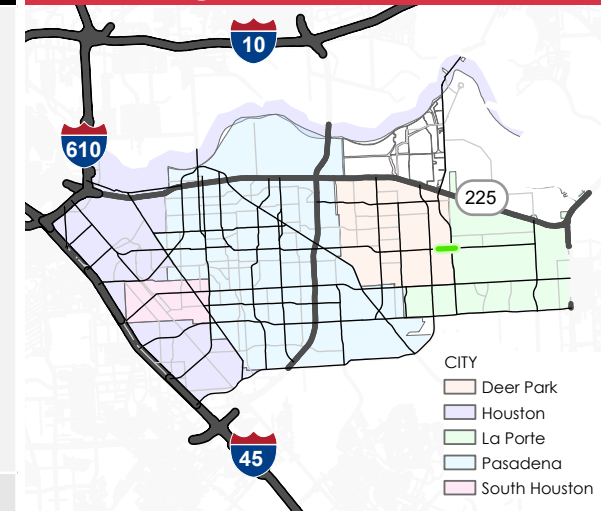
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	48
Severe Crashes (Fatal, Severe Injury)	0, 0
Crashes with Another Vehicle	43
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	3
Most Common Object Struck	HIT CURB
Most Common Manner of Collision	ANGLE - ONE STRAIGHT-ONE LEFT TURN (10)
Most Common Factor of Collision	ONE VEHICLE LEAVING DRIVEWAY (20)

Capacity Data

2021 Average Daily Traffic (ADT)	13220
2021 Volume-to-Capacity Ratio (V/C)	0.36
2045 Average Daily Traffic (ADT)	17629
2045 Volume-to-Capacity Ratio (V/C)	0.48

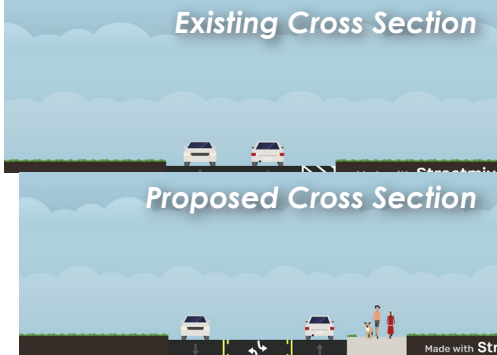
Segment Characteristics

Segment Length (mi)	0.51 mi	Center Width (ft)	0 ft
Posted Speed (mph)	40 mph	Sidewalk Location	None
ROW Width (ft)	48 ft	Sidewalk Width (ft)	0
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	15.37%
Number of Lanes	4	Buffer Width (ft)	0 ft
Center Type	Undivided		

Cross Sections



Existing Cross Section



Proposed Cross Section

Recommended Improvements

Median - Conduct a Road Diet (one lane in each direction) with center two-way left-turn lane

Pavement None

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 roadway

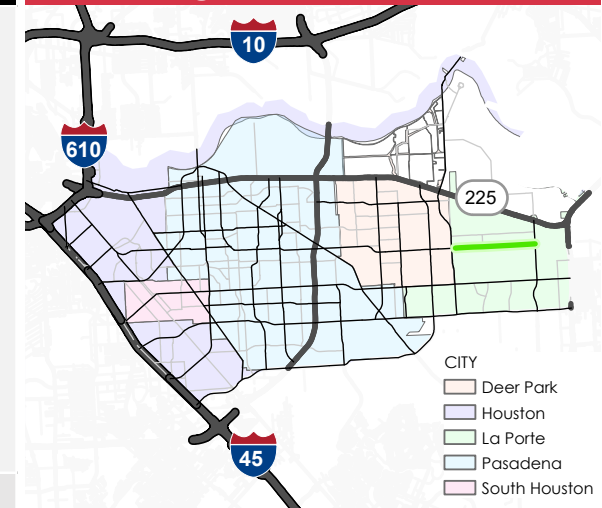
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	33
Severe Crashes (Fatal, Severe Injury)	1, 0
Crashes with Another Vehicle	22
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	8
Most Common Object Struck	DITCH
Most Common Manner of Collision	OMV VEHICLE GOING STRAIGHT (8)
Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (7)

Capacity Data

2021 Average Daily Traffic (ADT)	4956
2021 Volume-to-Capacity Ratio (V/C)	0.27
2045 Average Daily Traffic (ADT)	6294
2045 Volume-to-Capacity Ratio (V/C)	0.35

Segment Characteristics

Segment Length (mi)	2.37 mi	Center Width (ft)	0 ft
Posted Speed (mph)	40 mph	Sidewalk Location	None
ROW Width (ft)	44 ft	Sidewalk Width (ft)	0
Roadway Width (ft)	24 ft	Sidewalk coverage (%)	0%
Number of Lanes	2	Buffer Width (ft)	20 ft
Center Type	Undivided		

SE Harris Sub-Regional Study, Corridor Summary Sheets **BURKE ROAD FROM SH 225 TO RED BLUFF ROAD** Corridor Segment ID: 8.1

Cross Sections



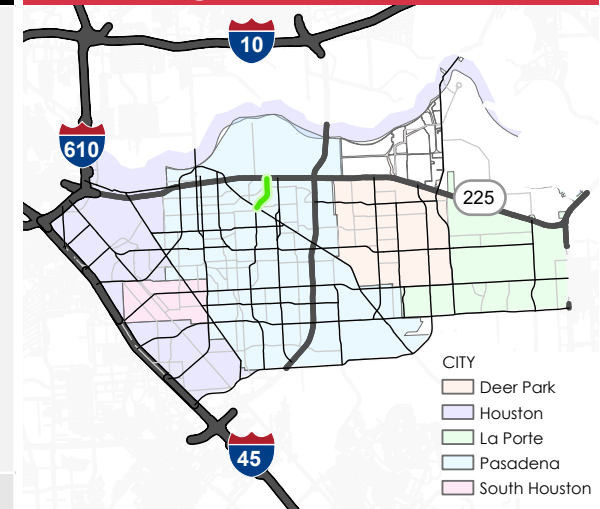
Recommended Improvements

- Median** - Conduct a Road Diet (one lane in each direction) with center two-way left-turn lane
- Pavement** None
- 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 roadway
- Access** None
- Other** None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	31
Severe Crashes (Fatal, Severe Injury)	0, 0
Crashes with Another Vehicle	17
Crashes with a Bicyclist	0
Crashes with a Pedestrian	1
Crashes with a Fixed Object	3
Most Common Object Struck	HIT HIGHWAY SIGN
Most Common Manner of Collision	OMV VEHICLE GOING STRAIGHT (9)
Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (6)

Capacity Data

2021 Average Daily Traffic (ADT)	11585
2021 Volume-to-Capacity Ratio (V/C)	0.65
2045 Average Daily Traffic (ADT)	14713
2045 Volume-to-Capacity Ratio (V/C)	0.83

Segment Characteristics

Segment Length (mi)	0.97 mi	Center Width (ft)	0 ft
Posted Speed (mph)	30 mph	Sidewalk Location	Both Sides
ROW Width (ft)	60 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	30 ft	Sidewalk coverage (%)	89.67%
Number of Lanes	2	Buffer Width (ft)	20 ft
Center Type	Undivided		

BURKE ROAD FROM RED BLUFF ROAD TO SOUTHMORE AVENUE

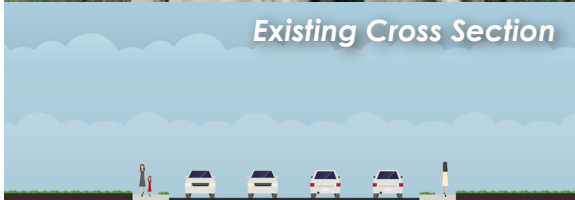
Corridor Segment ID: 8.2

Cross Sections

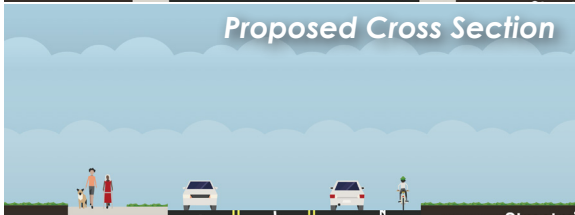
Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

Median - Conduct a Road Diet (one lane in each direction) with center two-way left-turn lane

Pavement None

Lighting None

Signs and Signals - Optimize and coordinate signals along the segment

Active Modes - Install dedicated bike lane on at least one side of the roadway

- Improve existing sidewalks and ADA curb ramps

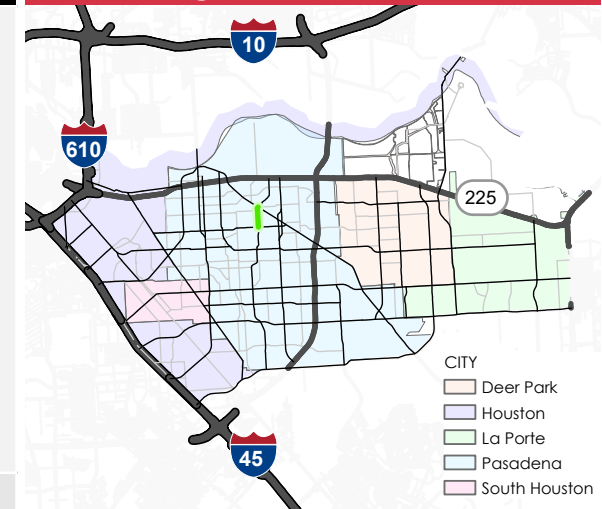
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes 151

Severe Crashes (Fatal, Severe Injury) 2, 0

Crashes with Another Vehicle 138

Crashes with a Bicyclist 2

Crashes with a Pedestrian 4

Crashes with a Fixed Object 7

Most Common Object Struck HIT TRAFFIC SIGNAL POLE OR POST

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)

Capacity Data

2021 Average Daily Traffic (ADT) 11585

2021 Volume-to-Capacity Ratio (V/C) 0.32

2045 Average Daily Traffic (ADT) 14713

2045 Volume-to-Capacity Ratio (V/C) 0.41

Segment Characteristics

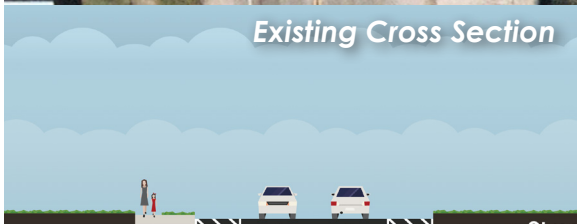
Segment Length (mi)	0.6 mi	Center Width (ft)	0 ft
Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides
ROW Width (ft)	61 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	90.73%
Number of Lanes	4	Buffer Width (ft)	3 ft
Center Type	Undivided		

Cross Sections

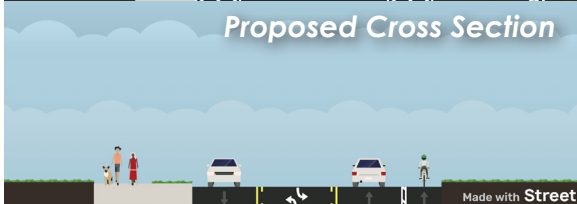
Existing Aerial



Existing Cross Section



Proposed Cross Section



Made with Street

Recommended Improvements

Median - Conduct a Road Diet (one lane in each direction) with center two-way left-turn lane

Pavement - Resurface and restripe pavement

Lighting None

Signs and Signals - Optimize and coordinate signals along the segment

Active Modes - Install dedicated bike lane on at least one side of the roadway

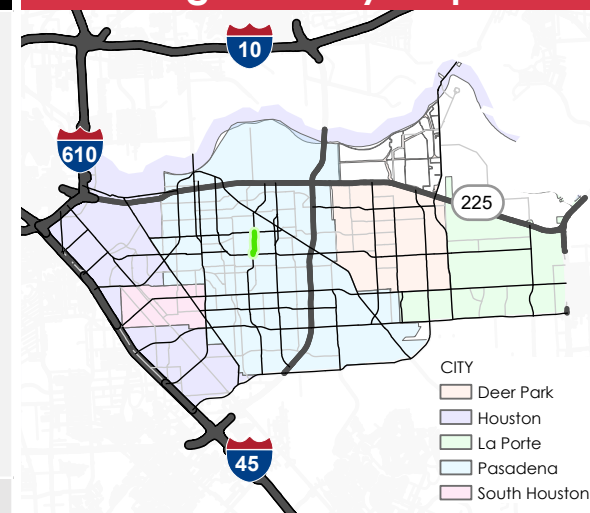
Access None

Other None

Previously Proposed Projects

City of Pasadena CIP - Reconstruction of Burke Rd. from Cherrybrook to Southmore Ave. to include removal of existing street and installation of new concrete paving and suitable size storm water inlets at appropriate locations to drain street

Segment Key Map



Crash Data (2016-2020)

Total Crashes 66

Severe Crashes (Fatal, Severe Injury) 1, 0

Crashes with Another Vehicle 59

Crashes with a Bicyclist 0

Crashes with a Pedestrian 0

Crashes with a Fixed Object 5

Most Common Object Struck HIT FENCE

Most Common Manner of Collision ANGLE - BOTH GOING STRAIGHT (19)

Most Common Factor of Collision SLOWING/STOPPING-FOR TRAFFIC (11)

Capacity Data

2021 Average Daily Traffic (ADT) 11585

2021 Volume-to-Capacity Ratio (V/C) 0.65

2045 Average Daily Traffic (ADT) 14713

2045 Volume-to-Capacity Ratio (V/C) 0.83

Segment Characteristics

Segment Length (mi)	0.68 mi	Center Width (ft)	0 ft
Posted Speed (mph)	30 mph	Sidewalk Location	One Side
ROW Width (ft)	61 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	22 ft	Sidewalk coverage (%)	65.95%
Number of Lanes	2	Buffer Width (ft)	34 ft
Center Type	Undivided		

Cross Sections

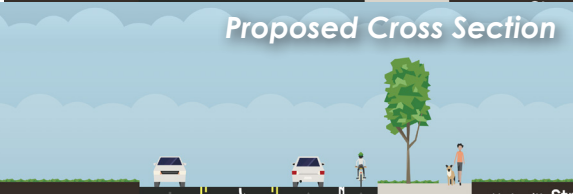
Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

Median - Conduct a Road Diet (one lane in each direction) with center two-way left-turn lane

Pavement None

Lighting None

Signs and Signals - Optimize and coordinate signals along the segment

Active Modes - Install dedicated bike lane on at least one side of the roadway

- Improve existing sidewalks and ADA curb ramps

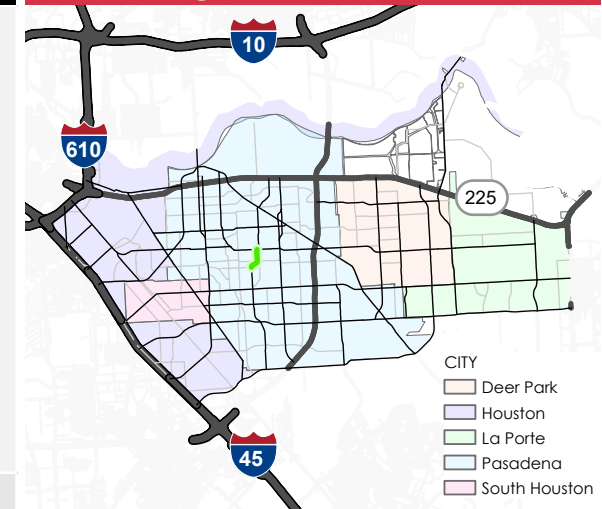
Access None

Other None

Previously Proposed Projects

City of Pasadena CIP - Reconstruction of Burke Rd. from Cherrybrook to Southmore Ave. to include removal of existing street and installation of new concrete paving and suitable size storm water inlets at appropriate locations to drain street

Segment Key Map



Crash Data (2016-2020)

Total Crashes	78
Severe Crashes (Fatal, Severe Injury)	1, 0
Crashes with Another Vehicle	70
Crashes with a Bicyclist	0
Crashes with a Pedestrian	2
Crashes with a Fixed Object	5
Most Common Object Struck	HIT CURB
Most Common Manner of Collision	OD ONE STRAIGHT-ONE LEFT TURN (22)
Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (10)

Capacity Data

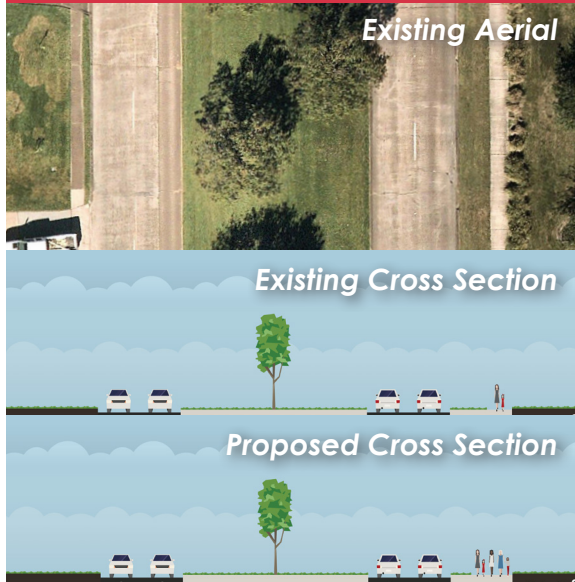
2021 Average Daily Traffic (ADT)	11585
2021 Volume-to-Capacity Ratio (V/C)	0.32
2045 Average Daily Traffic (ADT)	14713
2045 Volume-to-Capacity Ratio (V/C)	0.41

Segment Characteristics

Segment Length (mi)	0.62 mi	Center Width (ft)	0 ft
Posted Speed (mph)	30 mph	Sidewalk Location	One Side
ROW Width (ft)	61 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	40 ft	Sidewalk coverage (%)	54.46%
Number of Lanes	4	Buffer Width (ft)	16 ft
Center Type	Undivided		

SE Harris Sub-Regional Study, Corridor Summary Sheets **BURKE ROAD FROM FRESA ROAD TO DABNEY DRIVE** Corridor Segment ID: 8.5

Cross Sections



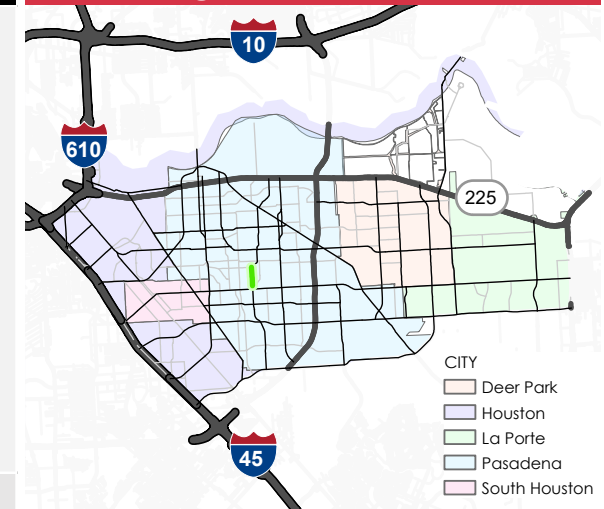
Recommended Improvements

Median None
Pavement - Resurface and restripe pavement
Lighting None
Signs and Signals - Optimize and coordinate signals along the segment
Active Modes - Install dedicated bike lane or shared-use path on at least one side of the roadway
 - Improve existing sidewalks and ADA curb ramps
Access None
Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	64
Severe Crashes (Fatal, Severe Injury)	1, 0
Crashes with Another Vehicle	54
Crashes with a Bicyclist	0
Crashes with a Pedestrian	2
Crashes with a Fixed Object	7
Most Common Object Struck	HIT TREE, SHRUB, LANDSCAPING
Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (30)
Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (4)

Capacity Data

2021 Average Daily Traffic (ADT)	11585
2021 Volume-to-Capacity Ratio (V/C)	0.32
2045 Average Daily Traffic (ADT)	14713
2045 Volume-to-Capacity Ratio (V/C)	0.41

Segment Characteristics

Segment Length (mi)	0.55 mi	Center Width (ft)	45 ft
Posted Speed (mph)	30 mph	Sidewalk Location	Both Sides
ROW Width (ft)	60 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	40 ft	Sidewalk coverage (%)	74.22%
Number of Lanes	4	Buffer Width (ft)	16 ft
Center Type	Raised Median		

SE Harris Sub-Regional Study, Corridor Summary Sheets BURKE ROAD FROM DABNEY DRIVE TO CHILE DRIVE Corridor Segment ID: 8.6

Cross Sections



Recommended Improvements

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 - Install shared use path on at least one side of the roadway

- Improve existing sidewalks and ADA curb ramps

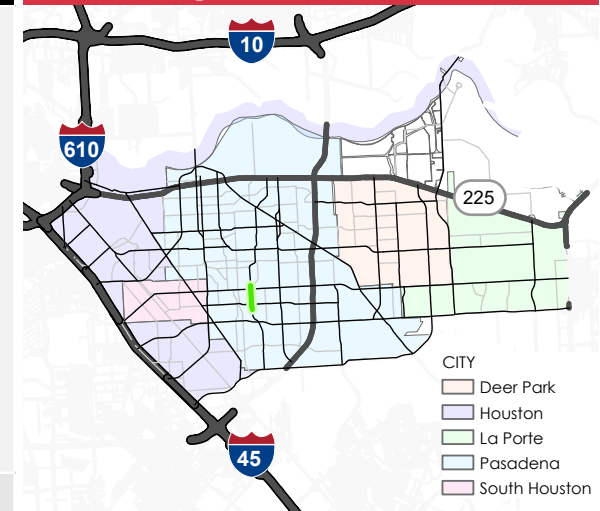
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	62
Severe Crashes (Fatal, Severe Injury)	1, 0
Crashes with Another Vehicle	57
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	5
Most Common Object Struck	HIT OTHER FIXED OBJECT
Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (17)
Most Common Factor of Collision	ONE VEHICLE LEAVING DRIVEWAY (20)

Capacity Data

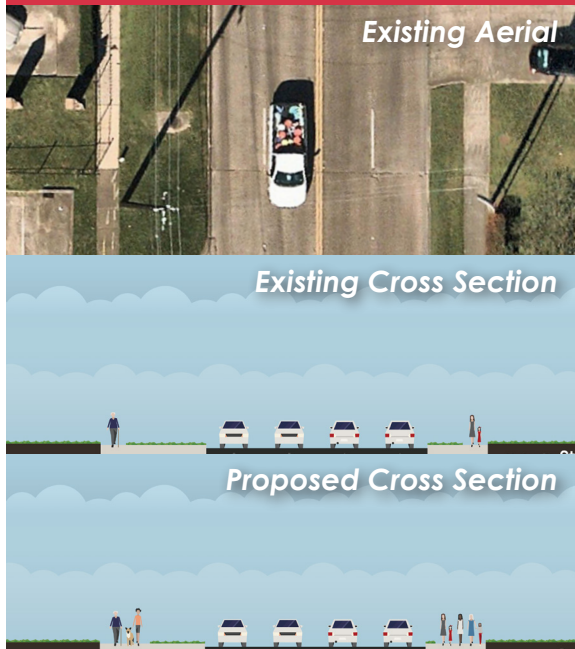
2021 Average Daily Traffic (ADT)	13870
2021 Volume-to- Capacity Ratio (V/C)	0.39
2045 Average Daily Traffic (ADT)	17615
2045 Volume-to- Capacity Ratio (V/C)	0.49

Segment Characteristics

Segment Length (mi)	0.7 mi	Center Width (ft)	55 ft
Posted Speed (mph)	30 mph	Sidewalk Location	Both Sides
ROW Width (ft)	120 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	44 ft	Sidewalk coverage (%)	78.19%
Number of Lanes	4	Buffer Width (ft)	16 ft
Center Type	Raised Median		

SE Harris Sub-Regional Study, Corridor Summary Sheets **BURKE ROAD FROM CHILE DRIVE TO FAIRMONT PARKWAY** Corridor Segment ID: 8.7

Cross Sections



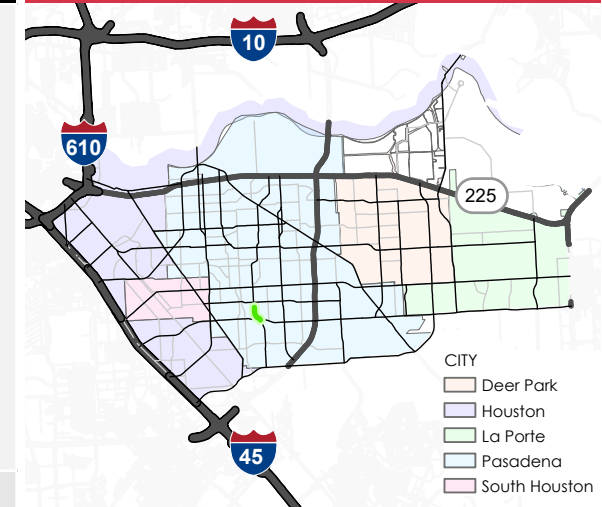
Recommended Improvements

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 roadway
 - Improve existing sidewalks and ADA curb ramps
Access None
Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	95
Severe Crashes (Fatal, Severe Injury)	3, 0
Crashes with Another Vehicle	85
Crashes with a Bicyclist	0
Crashes with a Pedestrian	1
Crashes with a Fixed Object	9
Most Common Object Struck	HIT MEDIAN BARRIER
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)

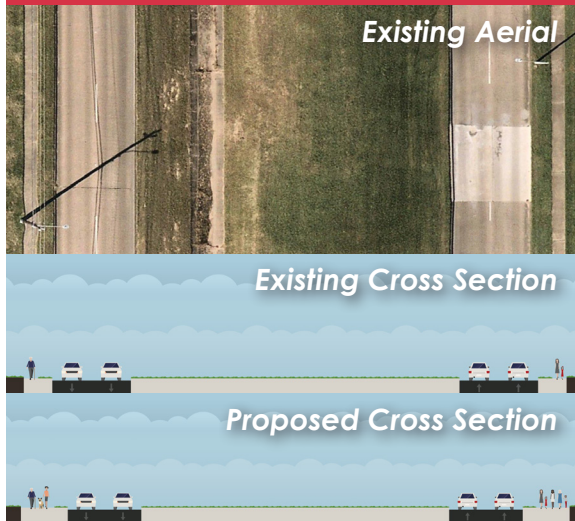
Capacity Data

2021 Average Daily Traffic (ADT)	13870
2021 Volume-to-Capacity Ratio (V/C)	0.38
2045 Average Daily Traffic (ADT)	17615
2045 Volume-to-Capacity Ratio (V/C)	0.49

Segment Characteristics

Segment Length (mi)	0.44 mi	Center Width (ft)	0 ft
Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides
ROW Width (ft)	120 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	44 ft	Sidewalk coverage (%)	59.11%
Number of Lanes	4	Buffer Width (ft)	16 ft
Center Type	Undivided		

Cross Sections



Recommended Improvements

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 roadway
- Improve existing sidewalks and ADA curb ramps

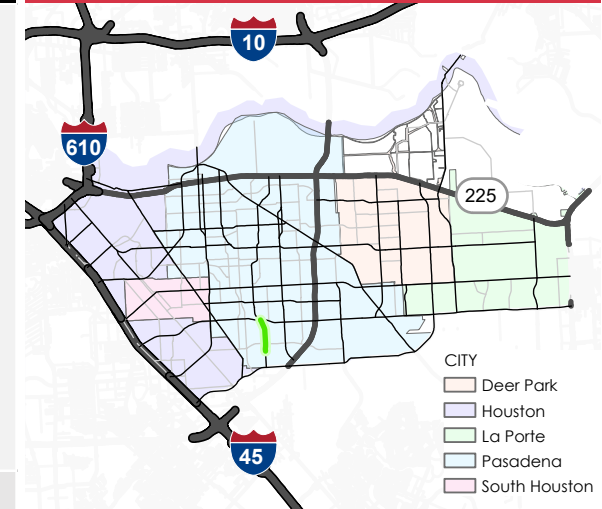
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	112
Severe Crashes (Fatal, Severe Injury)	0, 0
Crashes with Another Vehicle	101
Crashes with a Bicyclist	1
Crashes with a Pedestrian	1
Crashes with a Fixed Object	9
Most Common Object Struck	HIT HIGHWAY SIGN
Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (45)
Most Common Factor of Collision	ONE VEHICLE LEAVING DRIVEWAY (21)

Capacity Data

2021 Average Daily Traffic (ADT)	13870
2021 Volume-to- Capacity Ratio (V/C)	0.38
2045 Average Daily Traffic (ADT)	17615
2045 Volume-to- Capacity Ratio (V/C)	0.48

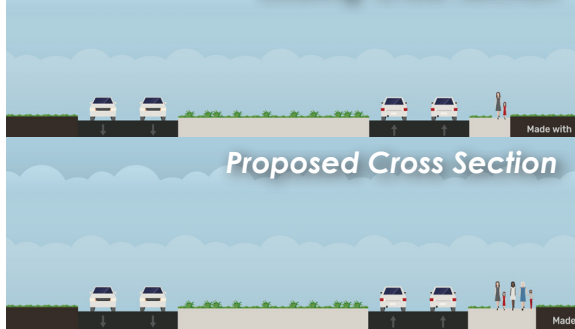
Segment Characteristics

Segment Length (mi)	0.96 mi	Center Width (ft)	92 ft
Posted Speed (mph)	40 mph	Sidewalk Location	Both Sides
ROW Width (ft)	120 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	44 ft	Sidewalk coverage (%)	68.78%
Number of Lanes	4	Buffer Width (ft)	16 ft
Center Type	Raised Median		

Cross Sections



Existing Cross Section



Recommended Improvements

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 roadway

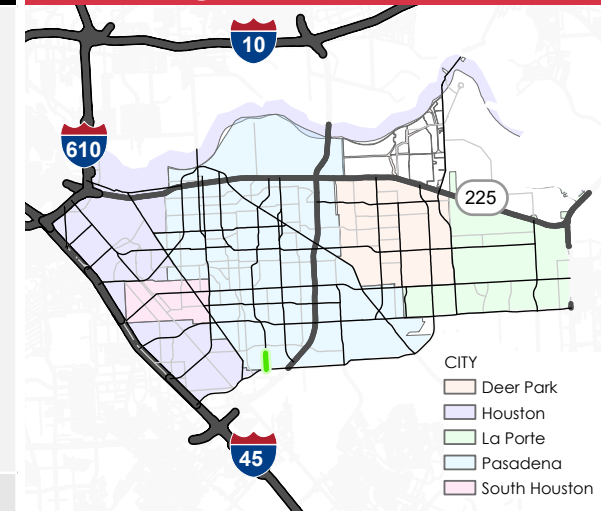
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	20
Severe Crashes (Fatal, Severe Injury)	0, 0
Crashes with Another Vehicle	15
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	4
Most Common Object Struck	HIT MEDIAN BARRIER
Most Common Manner of Collision	SD BOTH GOING STRAIGHT- SIDESWIPE (5)
Most Common Factor of Collision	VEHICLE CHANGING LANES (4)

Capacity Data

2021 Average Daily Traffic (ADT)	13870
2021 Volume-to- Capacity Ratio (V/C)	0.38
2045 Average Daily Traffic (ADT)	17615
2045 Volume-to- Capacity Ratio (V/C)	0.48

Segment Characteristics

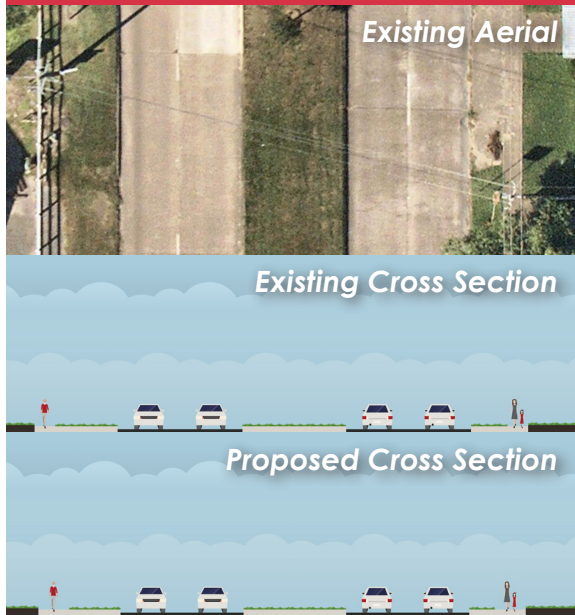
Segment Length (mi)	0.48 mi	Center Width (ft)	42 ft
Posted Speed (mph)	45 mph	Sidewalk Location	Both Sides
ROW Width (ft)	120 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	44 ft	Sidewalk coverage (%)	52.67%
Number of Lanes	4	Buffer Width (ft)	16 ft
Center Type	Raised Median		

SE Harris Sub-Regional Study, Corridor Summary Sheets

PRESTON ROAD FROM SH 225 TO BRIAR DRIVE

Corridor Segment ID: 9.1

Cross Sections



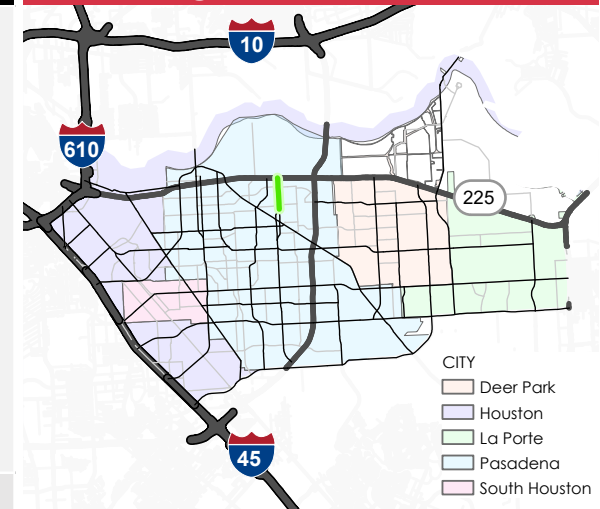
Recommended Improvements

- 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

Previously Proposed Projects

City of Pasadena CIP - Four lane roadway reconstruction from SH 225 to south of Briar Dr. with esplanades

Segment Key Map



Crash Data (2016-2020)

Total Crashes	256
Severe Crashes (Fatal, Severe Injury)	4, 0
Crashes with Another Vehicle	235
Crashes with a Bicyclist	0
Crashes with a Pedestrian	1
Crashes with a Fixed Object	12
Most Common Object Struck	HIT LUMINAIRE POLE
Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (41)
Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (27)

Capacity Data

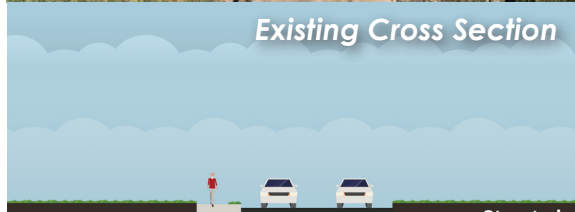
2021 Average Daily Traffic (ADT)	14057
2021 Volume-to-Capacity Ratio (V/C)	0.39
2045 Average Daily Traffic (ADT)	17852
2045 Volume-to-Capacity Ratio (V/C)	0.49

Segment Characteristics

Segment Length (mi)	0.93 mi	Center Width (ft)	20 ft
Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides
ROW Width (ft)	80 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	57.26%
Number of Lanes	4	Buffer Width (ft)	2 ft
Center Type	Raised Median		

SE Harris Sub-Regional Study, Corridor Summary Sheets **PRESTON ROAD FROM BRIAR DRIVE TO AUSTIN AVENUE** Corridor Segment ID: 9.2

Cross Sections



Recommended Improvements

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 None

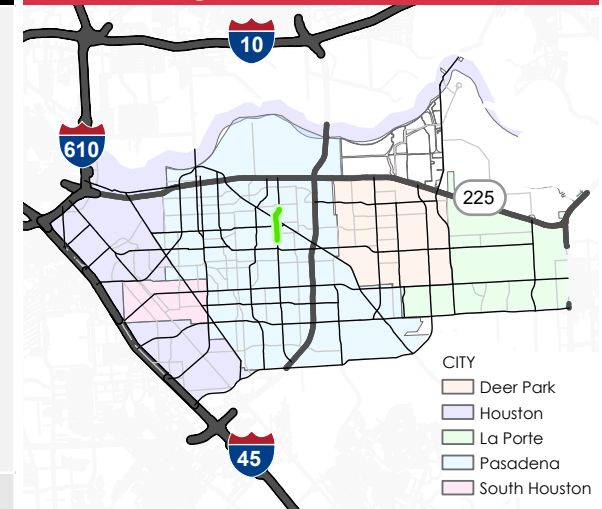
Access None

Other - Install southbound through lane (1,000 feet from intersection 9.2.1)

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	60
Severe Crashes (Fatal, Severe Injury)	0, 0
Crashes with Another Vehicle	53
Crashes with a Bicyclist	1
Crashes with a Pedestrian	1
Crashes with a Fixed Object	2
Most Common Object Struck	HIT FENCE
Most Common Manner of Collision	SD ONE STRAIGHT-ONE LEFT TURN (17)
Most Common Factor of Collision	VEHICLE CHANGING LANES (13)

Capacity Data

2021 Average Daily Traffic (ADT)	9947
2021 Volume-to-Capacity Ratio (V/C)	0.55
2045 Average Daily Traffic (ADT)	12633
2045 Volume-to-Capacity Ratio (V/C)	0.7

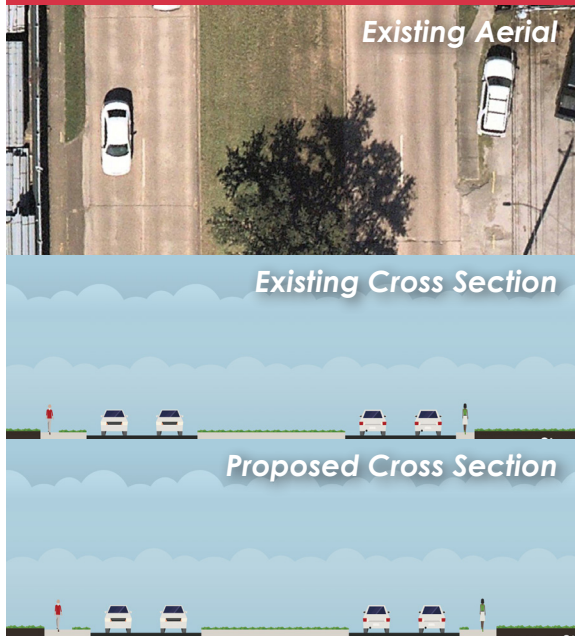
Segment Characteristics

Segment Length (mi)	0.95 mi	Center Width (ft)	0 ft
Posted Speed (mph)	35 mph	Sidewalk Location	One Side
ROW Width (ft)	61 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	24 ft	Sidewalk coverage (%)	36.77%
Number of Lanes	2	Buffer Width (ft)	32 ft
Center Type	Undivided		

PRESTON ROAD FROM AUSTIN AVENUE TO PASADENA BOULEVARD

Corridor Segment ID: 9.3

Cross Sections



Recommended Improvements

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 None

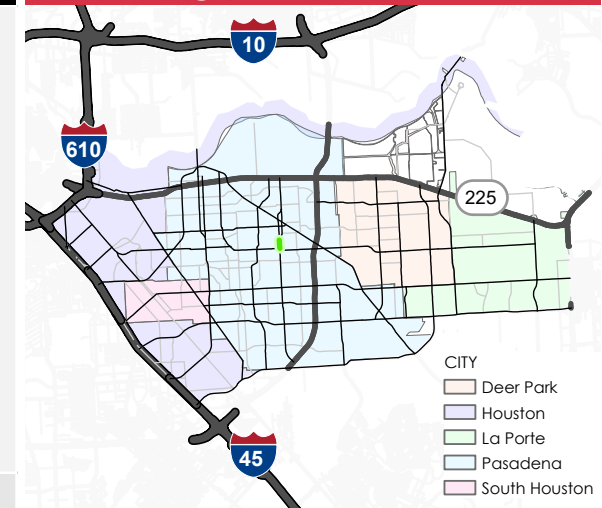
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	22
Severe Crashes (Fatal, Severe Injury)	0, 0
Crashes with Another Vehicle	20
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	2
Most Common Object Struck	HIT HIGHWAY SIGN
Most Common Manner of Collision	OD ONE STRAIGHT-ONE LEFT TURN (3)
Most Common Factor of Collision	ONE VEHICLE LEAVING DRIVEWAY (4)

Capacity Data

2021 Average Daily Traffic (ADT)	20970
2021 Volume-to-Capacity Ratio (V/C)	0.58
2045 Average Daily Traffic (ADT)	33820
2045 Volume-to-Capacity Ratio (V/C)	0.94

Segment Characteristics

Segment Length (mi)	0.25 mi	Center Width (ft)	32 ft
Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides
ROW Width (ft)	61 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	90.9%
Number of Lanes	4	Buffer Width (ft)	12 ft
Center Type	Raised Median		

PRESTON ROAD FROM PASADENA BOULEVARD TO SPENCER HIGHWAY

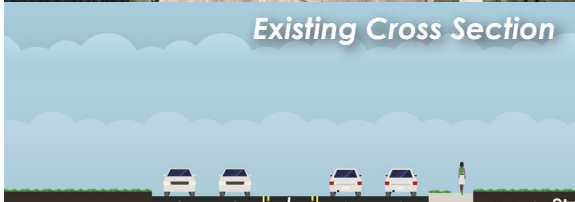
Corridor Segment ID: 9.4

Cross Sections

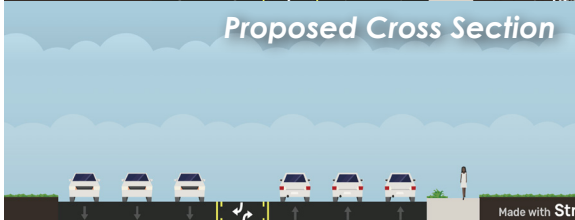
Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

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

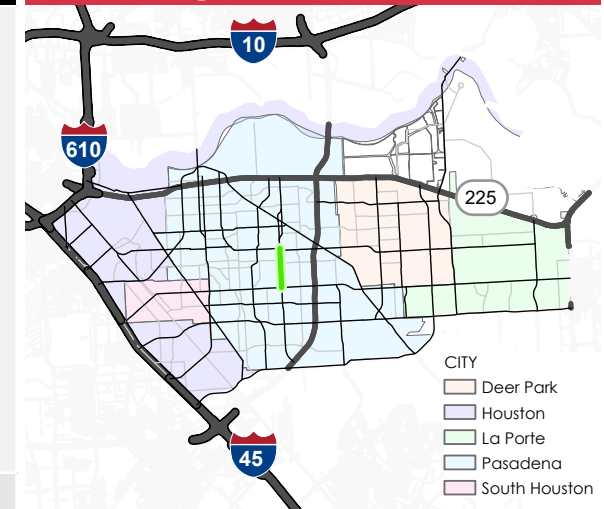
Access None

Other - Install northbound and southbound through lanes

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes 124

Severe Crashes (Fatal, Severe Injury) 2, 0

Crashes with Another Vehicle 110

Crashes with a Bicyclist 2

Crashes with a Pedestrian 7

Crashes with a Fixed Object 5

Most Common Object Struck HIT OTHER FIXED OBJECT

Most Common Manner of Collision OD ONE STRAIGHT-ONE LEFT TURN (22)

Most Common Factor of Collision ONE VEHICLE LEAVING DRIVEWAY (18)

Capacity Data

2021 Average Daily Traffic (ADT) 20970

2021 Volume-to-Capacity Ratio (V/C) 0.58

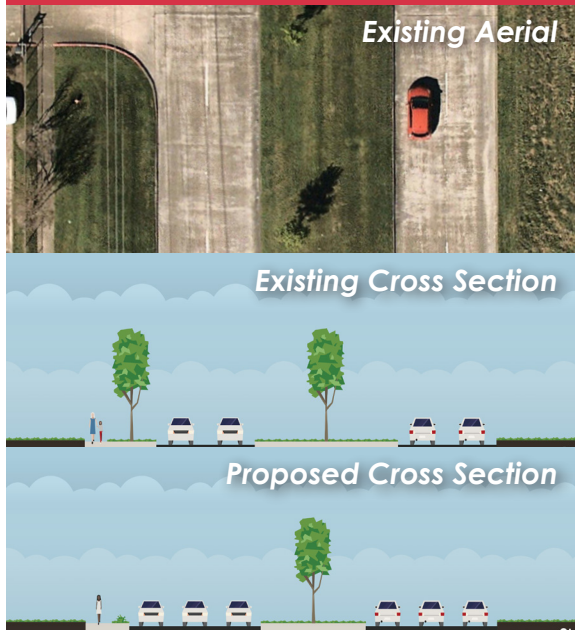
2045 Average Daily Traffic (ADT) 33820

2045 Volume-to-Capacity Ratio (V/C) 0.94

Segment Characteristics

Segment Length (mi)	1.16 mi	Center Width (ft)	10 ft
Posted Speed (mph)	35 mph	Sidewalk Location	One Side
ROW Width (ft)	61 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	40 ft	Sidewalk coverage (%)	47.76%
Number of Lanes	4	Buffer Width (ft)	12 ft
Center Type	TWLTL		

Cross Sections



Recommended Improvements

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

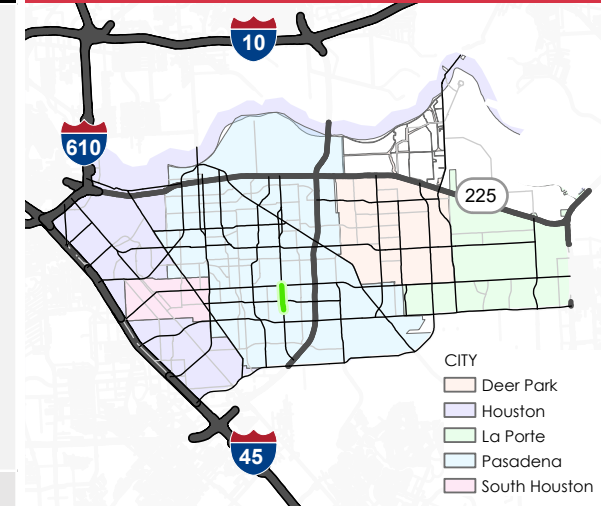
Access None

Other - Install northbound and southbound through lanes

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	34
Severe Crashes (Fatal, Severe Injury)	0, 0
Crashes with Another Vehicle	29
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	5
Most Common Object Struck	HIT LUMINAIRE POLE
Most Common Manner of Collision	SD BOTH GOING STRAIGHT-REAR END (7)
Most Common Factor of Collision	SLOWING/STOPPING-FOR TRAFFIC (5)

Capacity Data

2021 Average Daily Traffic (ADT)	20970
2021 Volume-to- Capacity Ratio (V/C)	0.58
2045 Average Daily Traffic (ADT)	33820
2045 Volume-to- Capacity Ratio (V/C)	0.93

Segment Characteristics

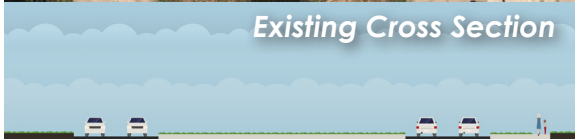
Segment Length (mi)	0.73 mi	Center Width (ft)	32 ft
Posted Speed (mph)	40 mph	Sidewalk Location	One Side
ROW Width (ft)	60 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	44 ft	Sidewalk coverage (%)	25.49%
Number of Lanes	4	Buffer Width (ft)	12 ft
Center Type	Raised Median		

Cross Sections

Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

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

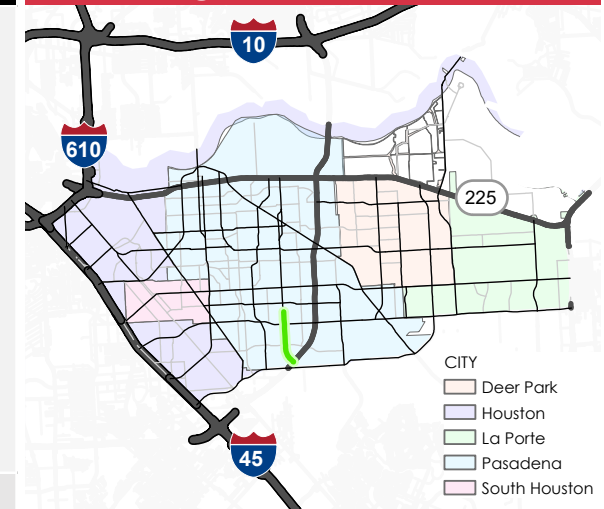
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes 259

Severe Crashes (Fatal, Severe Injury) 8, 0

Crashes with Another Vehicle 237

Crashes with a Bicyclist 1

Crashes with a Pedestrian 0

Crashes with a Fixed Object 17

Most Common Object Struck HIT MEDIAN BARRIER

Most Common Manner of Collision ANGLE - BOTH GOING STRAIGHT (81)

Most Common Factor of Collision SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (26)

Capacity Data

2021 Average Daily Traffic (ADT)	20970
2021 Volume-to-Capacity Ratio (V/C)	0.58
2045 Average Daily Traffic (ADT)	33823
2045 Volume-to-Capacity Ratio (V/C)	0.93

Segment Characteristics

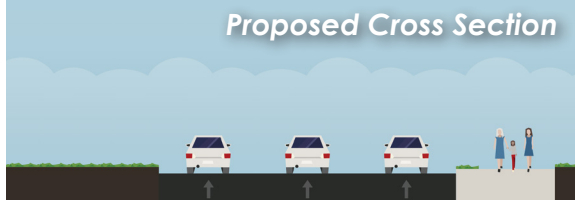
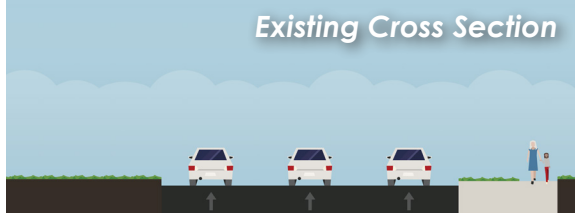
Segment Length (mi)	1.56 mi	Center Width (ft)	75 ft
Posted Speed (mph)	40 mph	Sidewalk Location	Both Sides
ROW Width (ft)	69 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	46.99%
Number of Lanes	4	Buffer Width (ft)	12 ft
Center Type	Raised Median		

SE Harris Sub-Regional Study, Corridor Summary Sheets

SOUTH ROAD FROM BRIAR DRIVE TO SOUTHMORE AVENUE

Corridor Segment ID: 10.1

Cross Sections



Recommended Improvements

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 - Install shared use path on at least one side of the roadway

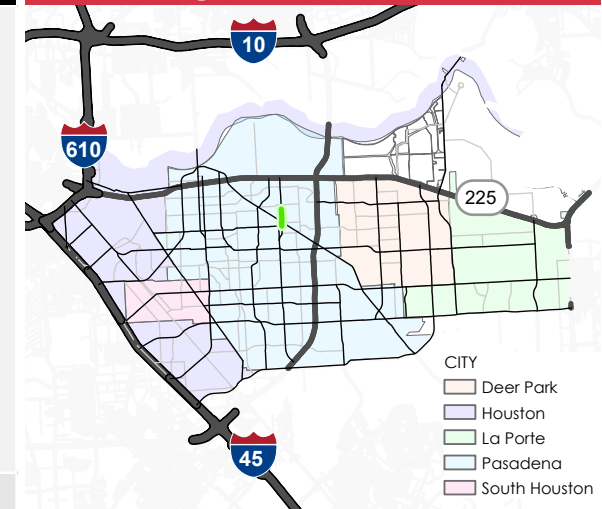
Access None

Other - Realign northbound and southbound approaches to intersection 10.1.1

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	100
Severe Crashes (Fatal, Severe Injury)	3, 0
Crashes with Another Vehicle	96
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	2
Most Common Object Struck	FIRE HYDRANT
Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (38)
Most Common Factor of Collision	VEHICLE CHANGING LANES (14)

Capacity Data

2021 Average Daily Traffic (ADT)	8987
2021 Volume-to-Capacity Ratio (V/C)	0.33
2045 Average Daily Traffic (ADT)	11413
2045 Volume-to-Capacity Ratio (V/C)	0.42

Segment Characteristics

Segment Length (mi)	0.5 mi	Center Width (ft)	0 ft
Posted Speed (mph)	35 mph	Sidewalk Location	One Side
ROW Width (ft)	80 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	39 ft	Sidewalk coverage (%)	29.04%
Number of Lanes	3	Buffer Width (ft)	36 ft
Center Type	Undivided		

SOUTH ROAD FROM SOUTHMORE AVENUE TO AUSTIN AVENUE

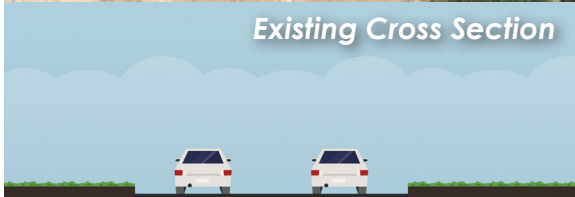
Corridor Segment ID: 10.2

Cross Sections

Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

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 - Install shared use path on at least one side of the roadway

- Improve existing sidewalks and ADA curb ramps

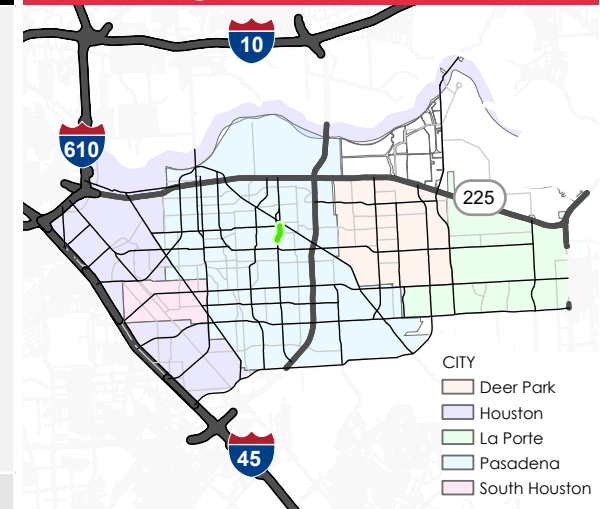
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes 25

Severe Crashes (Fatal, Severe Injury) 1, 0

Crashes with Another Vehicle 20

Crashes with a Bicyclist 1

Crashes with a Pedestrian 1

Crashes with a Fixed Object 2

Most Common Object Struck HIT HOUSE, BLDG. OR BLDG. FIXTURE

Most Common Manner of Collision ANGLE - BOTH GOING STRAIGHT (8)

Most Common Factor of Collision SLOWING/STOPPING-FOR TRAFFIC (4)

Capacity Data

2021 Average Daily Traffic (ADT) 8987

2021 Volume-to-Capacity Ratio (V/C) 0.5

2045 Average Daily Traffic (ADT) 11413

2045 Volume-to-Capacity Ratio (V/C) 0.64

Segment Characteristics

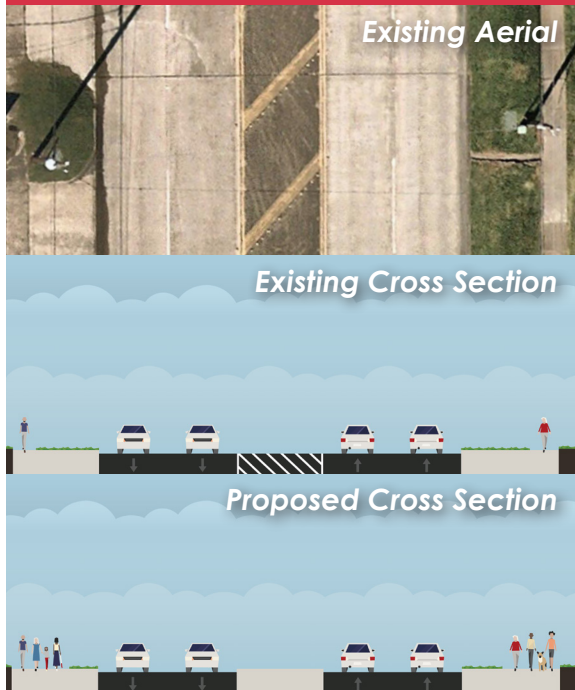
Segment Length (mi)	0.44 mi	Center Width (ft)	0 ft
Posted Speed (mph)	35 mph	Sidewalk Location	One Side
ROW Width (ft)	60 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	24 ft	Sidewalk coverage (%)	29.69%
Number of Lanes	2	Buffer Width (ft)	36 ft
Center Type	Undivided		

SE Harris Sub-Regional Study, Corridor Summary Sheets

CENTER STREET FROM SH 225 TO W HELGERA ROAD

Corridor Segment ID: 11.1

Cross Sections



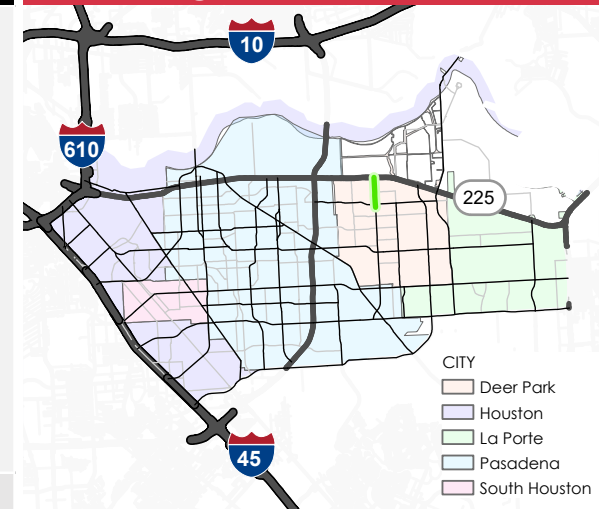
Recommended Improvements

- Median** - Install raised median
- Pavement** - Replace concrete roadway
- Lighting** - Install and upgrade lighting along segment and at signalized intersections
- Signs and Signals** - Optimize and coordinate signals along the segment
- Active Modes** - Install shared use path on at least one side of the roadway
- Access** - Driveway access management (further study required)
- Other** None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	128
Severe Crashes (Fatal, Severe Injury)	1, 0
Crashes with Another Vehicle	106
Crashes with a Bicyclist	1
Crashes with a Pedestrian	3
Crashes with a Fixed Object	14
Most Common Object Struck	HIT HIGHWAY SIGN
Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (31)
Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (19)

Capacity Data

2021 Average Daily Traffic (ADT)	19429
2021 Volume-to-Capacity Ratio (V/C)	0.53
2045 Average Daily Traffic (ADT)	32078
2045 Volume-to-Capacity Ratio (V/C)	0.88

Segment Characteristics

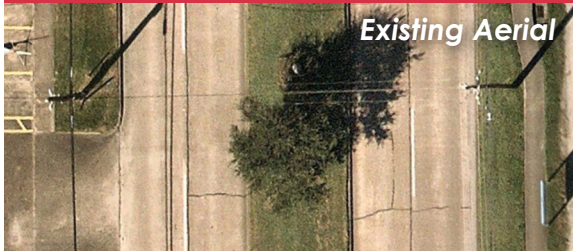
Segment Length (mi)	0.88 mi	Center Width (ft)	15 ft
Posted Speed (mph)	40 mph	Sidewalk Location	Both Sides
ROW Width (ft)	90 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	44 ft	Sidewalk coverage (%)	63.06%
Number of Lanes	4	Buffer Width (ft)	21 ft
Center Type	Painted Median		

CENTER STREET FROM W HELGERA ROAD TO SPENCER HIGHWAY

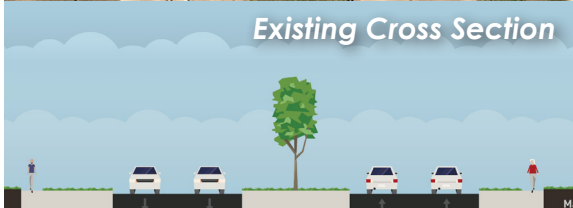
Corridor Segment ID: 11.2

Cross Sections

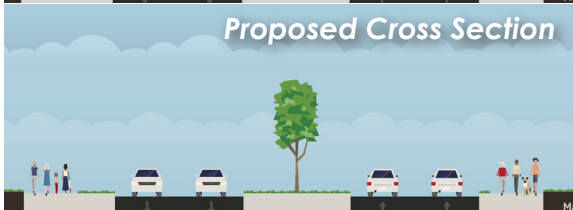
Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

Median - Lengthen median cuts / turn bays

Pavement - Replace concrete roadway

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 roadway
- Improve existing sidewalks and ADA curb ramps

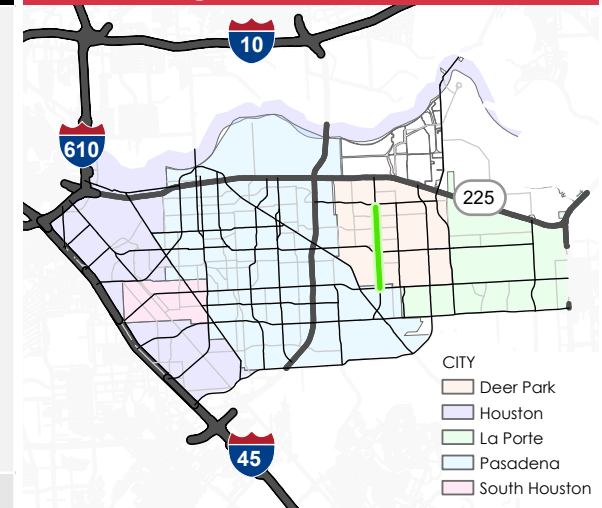
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes 567

Severe Crashes (Fatal, Severe Injury) 11, 0

Crashes with Another Vehicle 544

Crashes with a Bicyclist 2

Crashes with a Pedestrian 3

Crashes with a Fixed Object 12

Most Common Object Struck HIT MEDIAN BARRIER

Most Common Manner of Collision SD ONE STRAIGHT-ONE STOPPED (142)

Most Common Factor of Collision SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (67)

Capacity Data

2021 Average Daily Traffic (ADT)	19429
2021 Volume-to-Capacity Ratio (V/C)	0.53
2045 Average Daily Traffic (ADT)	32078
2045 Volume-to-Capacity Ratio (V/C)	0.88

Segment Characteristics

Segment Length (mi)	2.4 mi	Center Width (ft)	20 ft
Posted Speed (mph)	40 mph	Sidewalk Location	Both Sides
ROW Width (ft)	90 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	87.88%
Number of Lanes	4	Buffer Width (ft)	21 ft
Center Type	Raised Median		

CENTER STREET FROM SPENCER HIGHWAY TO FAIRMONT PARKWAY

Corridor Segment ID: 11.3

Cross Sections



Existing Cross Section



Proposed Cross Section

Recommended Improvements

Median None

Pavement - Replace concrete roadway

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 roadway
- Improve existing sidewalks and ADA curb ramps

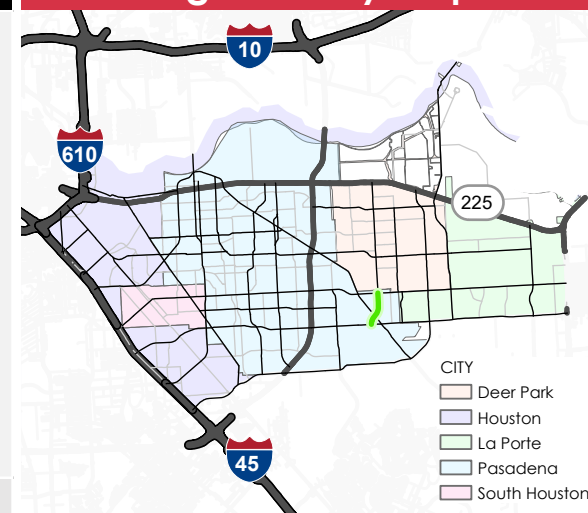
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes 147

Severe Crashes (Fatal, Severe Injury) 3, 0

Crashes with Another Vehicle 142

Crashes with a Bicyclist 0

Crashes with a Pedestrian 1

Crashes with a Fixed Object 4

Most Common Object Struck HIT CURB

Most Common Manner of Collision SD ONE STRAIGHT-ONE STOPPED (46)

Most Common Factor of Collision SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (36)

Capacity Data

2021 Average Daily Traffic (ADT)	19429
2021 Volume-to-Capacity Ratio (V/C)	0.53
2045 Average Daily Traffic (ADT)	32078
2045 Volume-to-Capacity Ratio (V/C)	0.87

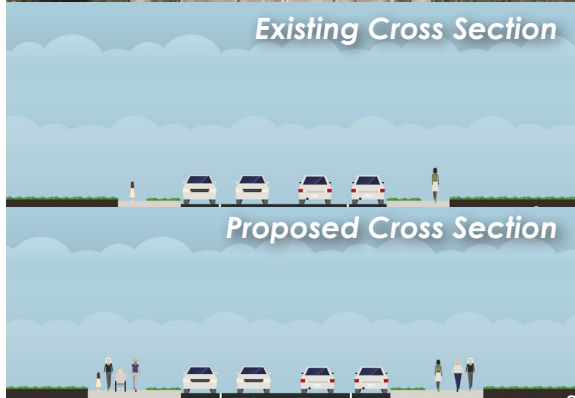
Segment Characteristics

Segment Length (mi)	0.98 mi	Center Width (ft)	12 ft
Posted Speed (mph)	45 mph	Sidewalk Location	None
ROW Width (ft)	68 ft	Sidewalk Width (ft)	0
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	35.87%
Number of Lanes	4	Buffer Width (ft)	21 ft
Center Type	TWLT		

Cross Sections



Existing Aerial



Existing Cross Section

Proposed Cross Section

Recommended Improvements

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

Active Modes - Install shared use path on at least one side of the roadway

- Improve existing sidewalks and ADA curb ramps

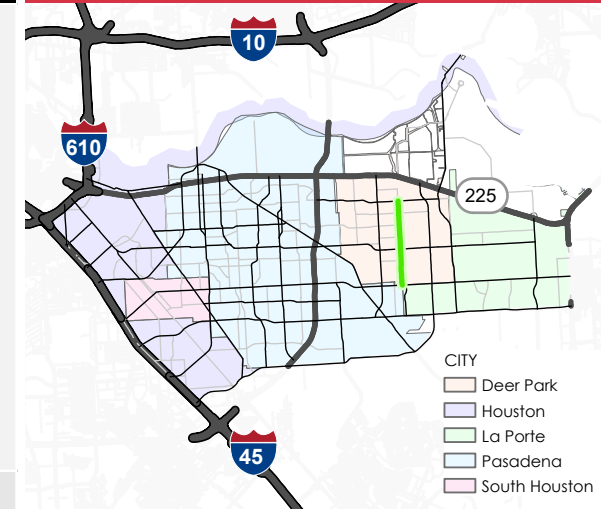
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	61
Severe Crashes (Fatal, Severe Injury)	1, 0
Crashes with Another Vehicle	47
Crashes with a Bicyclist	1
Crashes with a Pedestrian	1
Crashes with a Fixed Object	3
Most Common Object Struck	HIT HIGHWAY SIGN
Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (23)
Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (11)

Capacity Data

2021 Average Daily Traffic (ADT)	5689
2021 Volume-to- Capacity Ratio (V/C)	0.32
2045 Average Daily Traffic (ADT)	8815
2045 Volume-to- Capacity Ratio (V/C)	0.5

Segment Characteristics

Segment Length (mi)	2.5 mi	Center Width (ft)	0 ft
Posted Speed (mph)	30 mph	Sidewalk Location	Both Sides
ROW Width (ft)	60 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	44 ft	Sidewalk coverage (%)	79.67%
Number of Lanes	4	Buffer Width (ft)	6 ft
Center Type	Undivided		

Cross Sections



Recommended Improvements

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 - Install shared use path on at least one side of the roadway

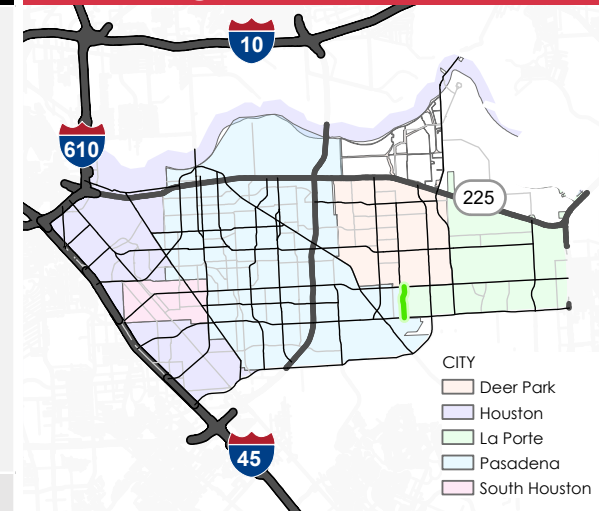
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	19
Severe Crashes (Fatal, Severe Injury)	0, 0
Crashes with Another Vehicle	14
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	4
Most Common Object Struck	HIT OTHER FIXED OBJECT
Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (5)
Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (3)

Capacity Data

2021 Average Daily Traffic (ADT)	4053
2021 Volume-to-Capacity Ratio (V/C)	0.11
2045 Average Daily Traffic (ADT)	7104
2045 Volume-to-Capacity Ratio (V/C)	0.2

Segment Characteristics

Segment Length (mi)	0.93 mi	Center Width (ft)	14 ft
Posted Speed (mph)	30 mph	Sidewalk Location	One Side
ROW Width (ft)	54 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	40 ft	Sidewalk coverage (%)	37.26%
Number of Lanes	4	Buffer Width (ft)	16 ft
Center Type	Raised Median		

SE Harris Sub-Regional Study, Corridor Summary Sheets

EAST BOULEVARD FROM SH 225 TO SPENCER HIGHWAY

Corridor Segment ID: 13.1

Cross Sections



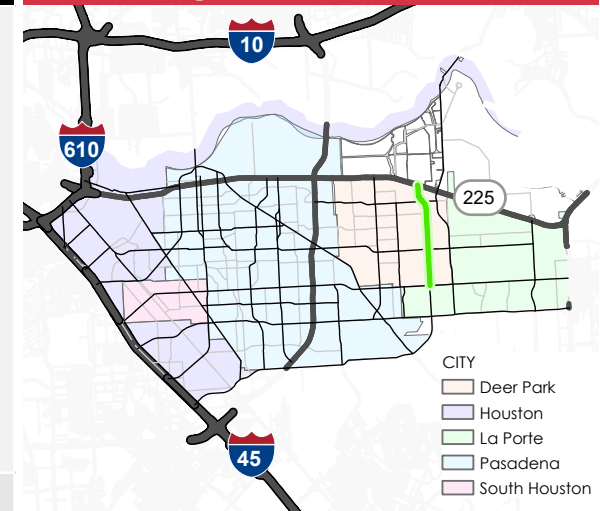
Recommended Improvements

- Median** None
- Pavement** None
- 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 roadway
- Improve existing sidewalks and ADA curb ramps
- Access** None
- Other** - Install northbound and southbound through lanes (1,000 from intersection 7.7.2)

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	318
Severe Crashes (Fatal, Severe Injury)	2, 1
Crashes with Another Vehicle	292
Crashes with a Bicyclist	3
Crashes with a Pedestrian	0
Crashes with a Fixed Object	19
Most Common Object Struck	HIT MEDIAN BARRIER
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)

Capacity Data

2021 Average Daily Traffic (ADT)	11761
2021 Volume-to-Capacity Ratio (V/C)	0.32
2045 Average Daily Traffic (ADT)	16132
2045 Volume-to-Capacity Ratio (V/C)	0.43

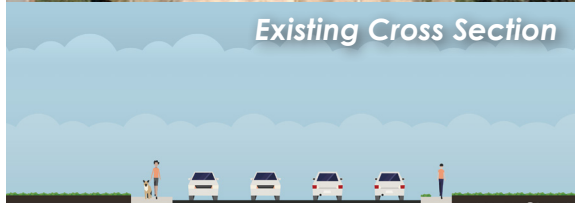
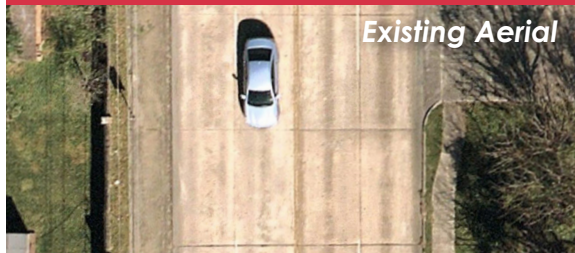
Segment Characteristics

Segment Length (mi)	3.04 mi	Center Width (ft)	45 ft
Posted Speed (mph)	50 mph	Sidewalk Location	Both Sides
ROW Width (ft)	68 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	47.13%
Number of Lanes	4	Buffer Width (ft)	42 ft
Center Type	Raised Median		

EAST BOULEVARD FROM SPENCER HIGHWAY TO CARLOW LANE

Corridor Segment ID: 13.2

Cross Sections



Recommended Improvements

Median None

Pavement None

Lighting None

Signs and Signals - Optimize and coordinate signals along the segment

Active Modes - Improve existing sidewalks and ADA curb ramps

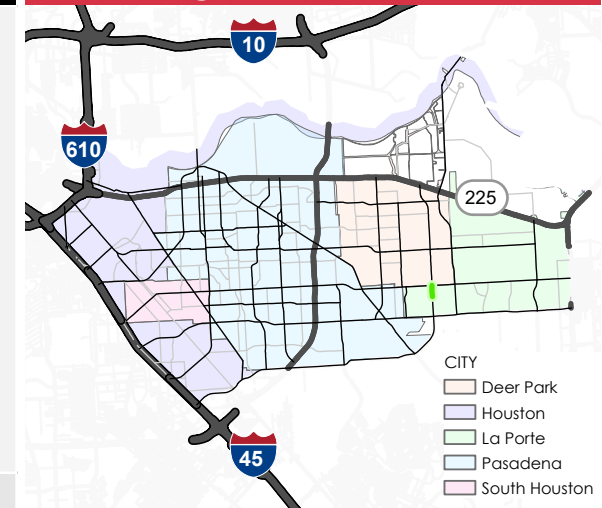
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	7
Severe Crashes (Fatal, Severe Injury)	0, 0
Crashes with Another Vehicle	4
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	3
Most Common Object Struck	HIT FENCE
Most Common Manner of Collision	OMV VEHICLE GOING STRAIGHT (3)
Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (1)

Capacity Data

2021 Average Daily Traffic (ADT)	11761
2021 Volume-to- Capacity Ratio (V/C)	0.32
2045 Average Daily Traffic (ADT)	16132
2045 Volume-to- Capacity Ratio (V/C)	0.43

Segment Characteristics

Segment Length (mi)	0.33 mi	Center Width (ft)	0 ft
Posted Speed (mph)	50 mph	Sidewalk Location	Both Sides
ROW Width (ft)	60 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	94.69%
Number of Lanes	4	Buffer Width (ft)	42 ft
Center Type	Undivided		

Cross Sections



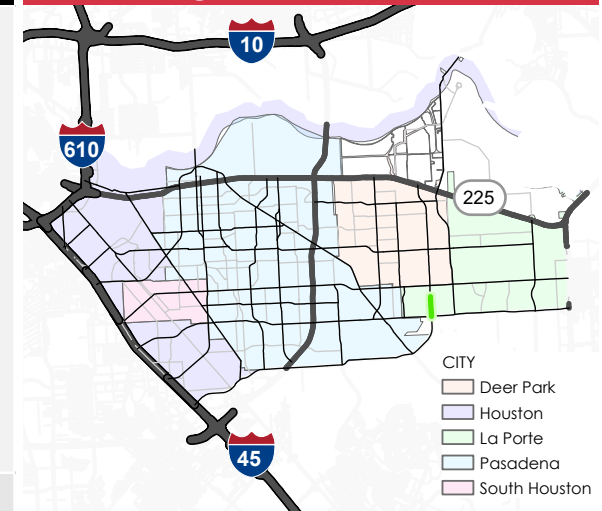
Recommended Improvements

- Median** None
- Pavement** None
- Lighting** None
- Signs and Signals** - Optimize and coordinate signals along the segment
- Active Modes** None
- Access** None
- Other** None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	22
Severe Crashes (Fatal, Severe Injury)	0, 0
Crashes with Another Vehicle	19
Crashes with a Bicyclist	1
Crashes with a Pedestrian	0
Crashes with a Fixed Object	1
Most Common Object Struck	HIT CONCRETE TRAFFIC BARRIER
Most Common Manner of Collision	OD ONE STRAIGHT-ONE LEFT TURN (7)
Most Common Factor of Collision	SLOWING/STOPPING-TO MAKE LEFT TURN (3)

Capacity Data

2021 Average Daily Traffic (ADT)	11761
2021 Volume-to-Capacity Ratio (V/C)	0.32
2045 Average Daily Traffic (ADT)	16132
2045 Volume-to-Capacity Ratio (V/C)	0.44

Segment Characteristics

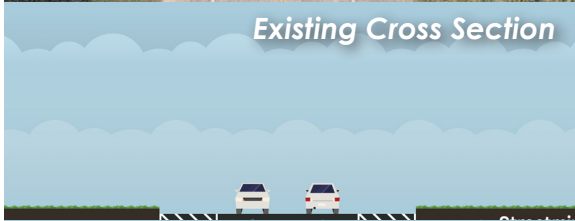
Segment Length (mi)	0.58 mi	Center Width (ft)	24 ft
Posted Speed (mph)	45 mph	Sidewalk Location	One Side
ROW Width (ft)	60 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	59.66%
Number of Lanes	4	Buffer Width (ft)	42 ft
Center Type	Raised Median		

Cross Sections

Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

Median - Conduct a Road Diet (one lane in each direction) with center two-way left-turn lane

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 - Install shared use path on at least one side of the roadway

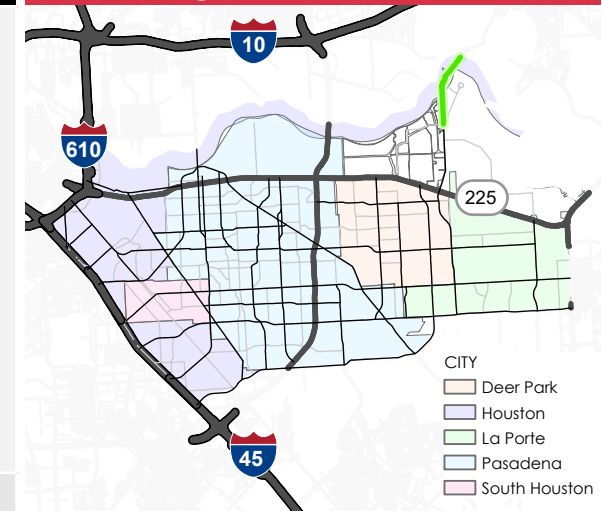
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	10
Severe Crashes (Fatal, Severe Injury)	0, 0
Crashes with Another Vehicle	5
Crashes with a Bicyclist	0
Crashes with a Pedestrian	1
Crashes with a Fixed Object	3
Most Common Object Struck	DITCH
Most Common Manner of Collision	OMV VEHICLE GOING STRAIGHT (5)
Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (1)

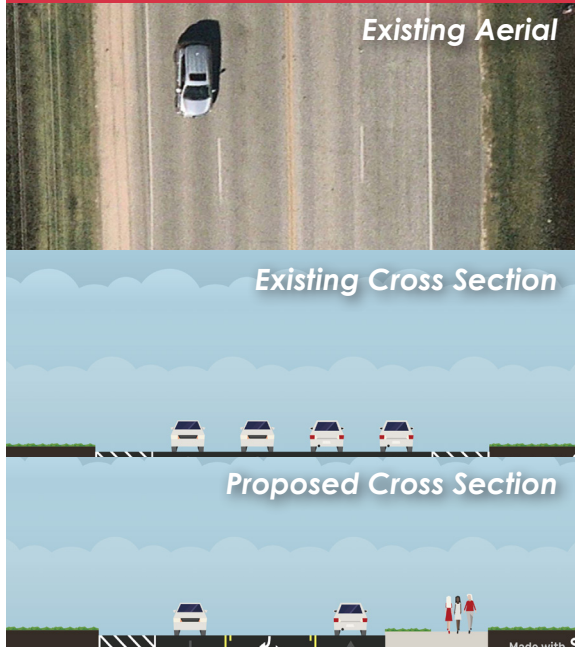
Capacity Data

2021 Average Daily Traffic (ADT)	1578
2021 Volume-to-Capacity Ratio (V/C)	0.09
2045 Average Daily Traffic (ADT)	2247
2045 Volume-to-Capacity Ratio (V/C)	0.12

Segment Characteristics

Segment Length (mi)	2.17 mi	Center Width (ft)	0 ft
Posted Speed (mph)	40 mph	Sidewalk Location	None
ROW Width (ft)	40 ft	Sidewalk Width (ft)	0
Roadway Width (ft)	24 ft	Sidewalk coverage (%)	2.65%
Number of Lanes	2	Buffer Width (ft)	16 ft
Center Type	Undivided		

Cross Sections



Recommended Improvements

Median - Conduct a Road Diet (one lane in each direction) with center two-way left-turn lane

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 roadway

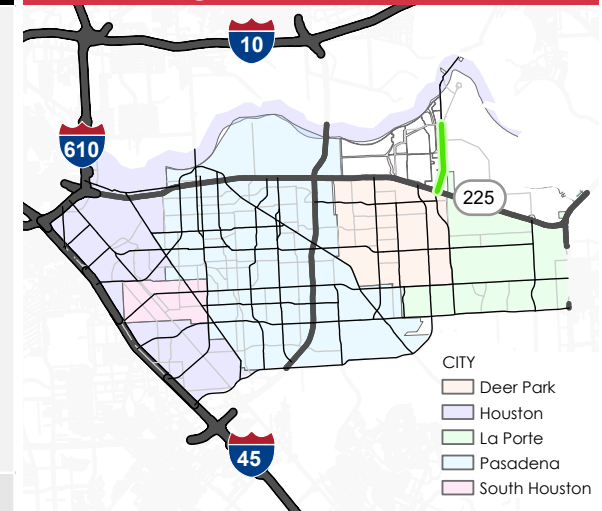
Access None

Other - Construct grade-separated railroad crossings

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	119
Severe Crashes (Fatal, Severe Injury)	3, 0
Crashes with Another Vehicle	101
Crashes with a Bicyclist	0
Crashes with a Pedestrian	2
Crashes with a Fixed Object	13
Most Common Object Struck	DITCH
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)

Capacity Data

2021 Average Daily Traffic (ADT)	19902
2021 Volume-to-Capacity Ratio (V/C)	0.53
2045 Average Daily Traffic (ADT)	25781
2045 Volume-to-Capacity Ratio (V/C)	0.69

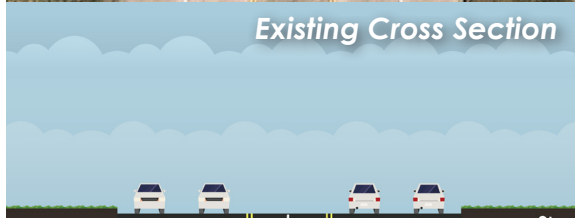
Segment Characteristics

Segment Length (mi)	2.01 mi	Center Width (ft)	0 ft
Posted Speed (mph)	55 mph	Sidewalk Location	None
ROW Width (ft)	54 ft	Sidewalk Width (ft)	0
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	0%
Number of Lanes	4	Buffer Width (ft)	6 ft
Center Type	Undivided		

Cross Sections



Existing Aerial



Existing Cross Section



Proposed Cross Section

Recommended Improvements

Median None

Pavement - Replace concrete roadway

Lighting - Install and upgrade lighting along segment and at signalized intersections

Signs and Signals - 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 None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	118
Severe Crashes (Fatal, Severe Injury)	2, 0
Crashes with Another Vehicle	110
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	7
Most Common Object Struck	HIT CURB
Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (26)
Most Common Factor of Collision	ONE VEHICLE LEAVING DRIVEWAY (22)

Capacity Data

2021 Average Daily Traffic (ADT)	16318
2021 Volume-to- Capacity Ratio (V/C)	0.44
2045 Average Daily Traffic (ADT)	25077
2045 Volume-to- Capacity Ratio (V/C)	0.68

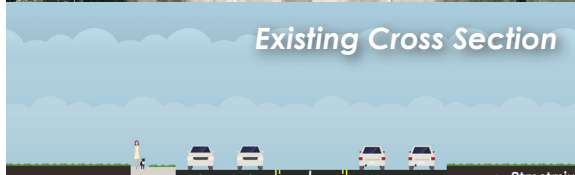
Segment Characteristics

Segment Length (mi)	2.88 mi	Center Width (ft)	16 ft
Posted Speed (mph)	50 mph	Sidewalk Location	Both Sides
ROW Width (ft)	62 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	33.25%
Number of Lanes	4	Buffer Width (ft)	6 ft
Center Type	TWTLT		

Cross Sections



Existing Aerial



Existing Cross Section



Proposed Cross Section

Recommended Improvements

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 - Install shared use path on at least one side of the roadway

- Improve existing sidewalks and ADA curb ramps

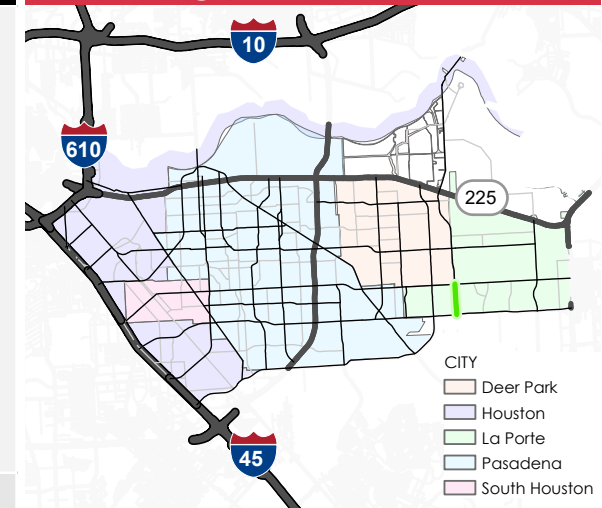
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	35
Severe Crashes (Fatal, Severe Injury)	2, 0
Crashes with Another Vehicle	31
Crashes with a Bicyclist	1
Crashes with a Pedestrian	0
Crashes with a Fixed Object	3
Most Common Object Struck	HIT FENCE
Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (9)
Most Common Factor of Collision	ONE VEHICLE LEAVING DRIVEWAY (9)

Capacity Data

2021 Average Daily Traffic (ADT)	16318
2021 Volume-to-Capacity Ratio (V/C)	0.44
2045 Average Daily Traffic (ADT)	25077
2045 Volume-to-Capacity Ratio (V/C)	0.68

Segment Characteristics

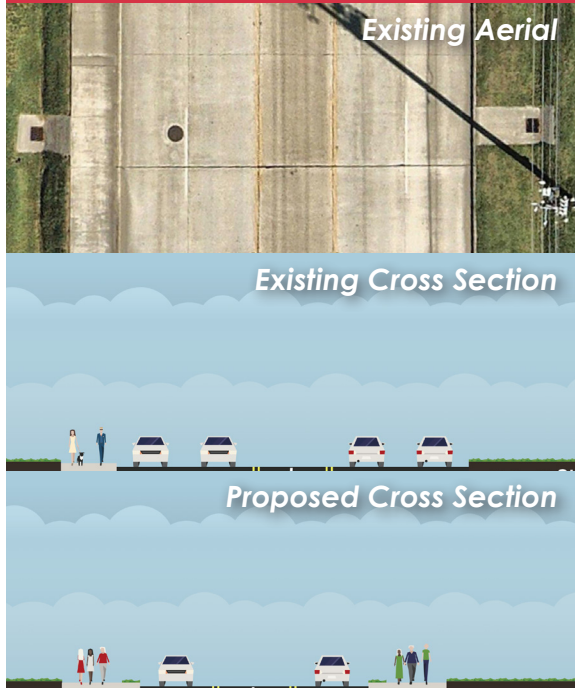
Segment Length (mi)	0.9 mi	Center Width (ft)	16 ft
Posted Speed (mph)	45 mph	Sidewalk Location	Both Sides
ROW Width (ft)	61 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	44 ft	Sidewalk coverage (%)	49.23%
Number of Lanes	4	Buffer Width (ft)	6 ft
Center Type	TWTLT		

SE Harris Sub-Regional Study, Corridor Summary Sheets

SENS ROAD FROM SH 225 TO SPENCER HIGHWAY

Corridor Segment ID: 15.1

Cross Sections



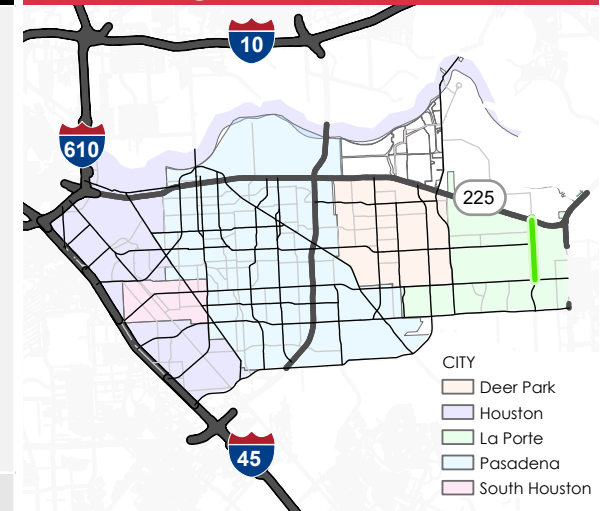
Recommended Improvements

- Median** - Conduct a Road Diet (one lane in each direction) with center two-way left-turn lane
- Pavement** None
- Lighting** - Install and upgrade lighting along segment and at signalized intersections
- Signs and Signals** - Optimize and coordinate signals along the segment
- Active Modes** - Install shared use path on east side of the roadway
- Access** None
- Other** None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	144
Severe Crashes (Fatal, Severe Injury)	5, 1
Crashes with Another Vehicle	117
Crashes with a Bicyclist	0
Crashes with a Pedestrian	2
Crashes with a Fixed Object	19
Most Common Object Struck	HIT MEDIAN BARRIER
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)

Capacity Data

2021 Average Daily Traffic (ADT)	11508
2021 Volume-to-Capacity Ratio (V/C)	0.32
2045 Average Daily Traffic (ADT)	14615
2045 Volume-to-Capacity Ratio (V/C)	0.4

Segment Characteristics

Segment Length (mi)	1.77 mi	Center Width (ft)	14 ft
Posted Speed (mph)	40 mph	Sidewalk Location	One Side
ROW Width (ft)	60 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	44 ft	Sidewalk coverage (%)	32.91%
Number of Lanes	4	Buffer Width (ft)	32 ft
Center Type	TWLTL		

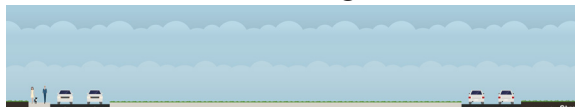
SENS ROAD FROM SPENCER HIGHWAY TO FAIRMONT PARKWAY

Corridor Segment ID: 15.2

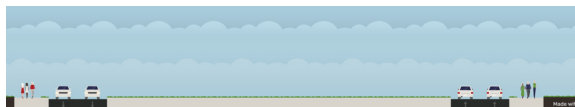
Cross Sections



Existing Cross Section



Proposed Cross Section



Recommended Improvements

Median None

Pavement None

Lighting None

Signs and Signals - Optimize and coordinate signals along the segment

Active Modes - Install shared use path on east side of the roadway
- Improve existing sidewalks and ADA curb ramps

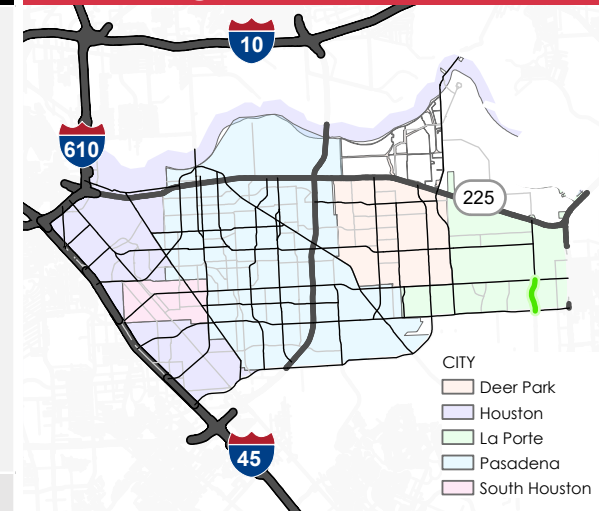
Access None

Other - Install northbound through lane (1,000 feet from intersection 15.2.2)

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	10
Severe Crashes (Fatal, Severe Injury)	0, 0
Crashes with Another Vehicle	8
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	2
Most Common Object Struck	HIT TREE, SHRUB, LANDSCAPING
Most Common Manner of Collision	SD BOTH GOING STRAIGHT-REAR END (3)
Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (2)

Capacity Data

2021 Average Daily Traffic (ADT)	11761
2021 Volume-to-Capacity Ratio (V/C)	0.32
2045 Average Daily Traffic (ADT)	16132
2045 Volume-to-Capacity Ratio (V/C)	0.44

Segment Characteristics

Segment Length (mi)	0.96 mi	Center Width (ft)	130 ft
Posted Speed (mph)	45 mph	Sidewalk Location	One Side
ROW Width (ft)	54 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	44 ft	Sidewalk coverage (%)	52.27%
Number of Lanes	4	Buffer Width (ft)	32 ft
Center Type	Raised Median		

SE Harris Sub-Regional Study, Corridor Summary Sheets

LAWNDALE STREET FROM IH-610 TO CENTRAL STREET

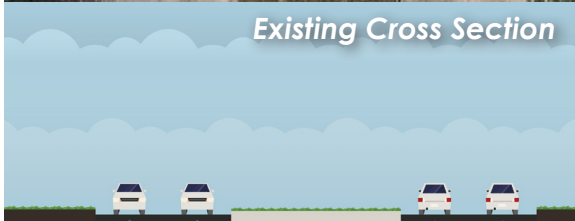
Corridor Segment ID: 16.1

Cross Sections

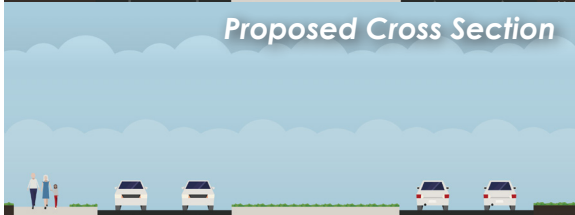
Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

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 roadway
- Improve existing sidewalks and ADA curb ramps

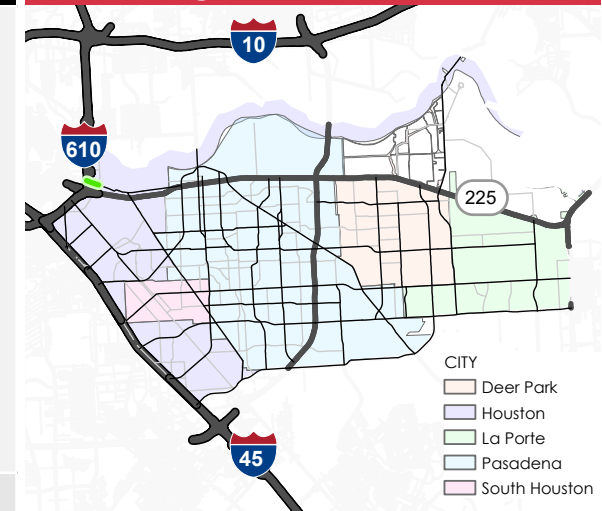
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes 36

Severe Crashes (Fatal, Severe Injury) 0, 0

Crashes with Another Vehicle 27

Crashes with a Bicyclist 0

Crashes with a Pedestrian 0

Crashes with a Fixed Object 9

Most Common Object Struck HIT CONCRETE TRAFFIC BARRIER

Most Common Manner of Collision SD BOTH GOING STRAIGHT-REAR END (10)

Most Common Factor of Collision SLOWING/STOPPING-FOR TRAFFIC (4)

Capacity Data

2021 Average Daily Traffic (ADT)	2760
2021 Volume-to-Capacity Ratio (V/C)	0.08
2045 Average Daily Traffic (ADT)	4980
2045 Volume-to-Capacity Ratio (V/C)	0.14

Segment Characteristics

Segment Length (mi)	0.37 mi	Center Width (ft)	30 ft
Posted Speed (mph)	40 mph	Sidewalk Location	One Side
ROW Width (ft)	100 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	17.65%
Number of Lanes	4	Buffer Width (ft)	17 ft
Center Type	Raised Median		

LAWNDALE STREET FROM CENTRAL STREET TO INDUSTRIAL DRIVEWAY 1

Corridor Segment ID: 16.2

Cross Sections



Existing Aerial



Existing Cross Section



Proposed Cross Section

Made with Streetmix

Recommended Improvements

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 roadway

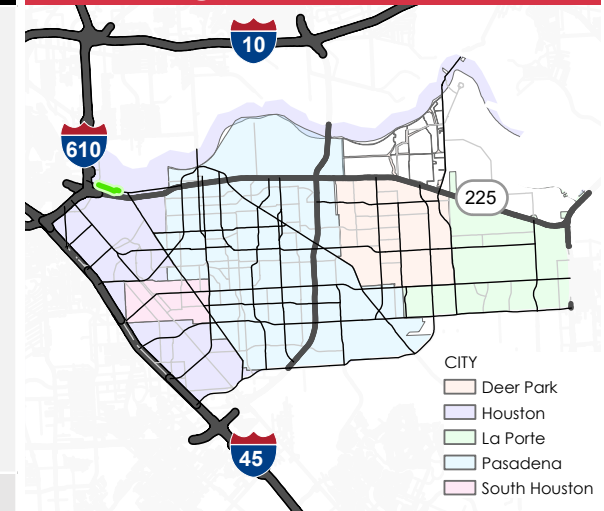
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	26
Severe Crashes (Fatal, Severe Injury)	0, 0
Crashes with Another Vehicle	4
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	19
Most Common Object Struck	HIT TOP OF UNDERPASS OR TUNNEL
Most Common Manner of Collision	OMV VEHICLE GOING STRAIGHT (22)
Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (1)

Capacity Data

2021 Average Daily Traffic (ADT)	2760
2021 Volume-to-Capacity Ratio (V/C)	0.08
2045 Average Daily Traffic (ADT)	4980
2045 Volume-to-Capacity Ratio (V/C)	0.14

Segment Characteristics

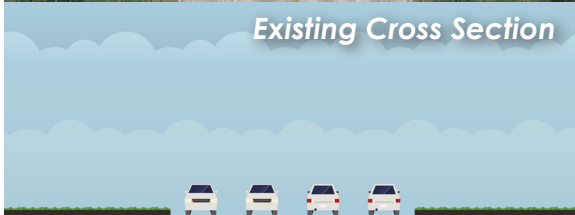
Segment Length (mi)	0.65 mi	Center Width (ft)	6 ft
Posted Speed (mph)	40 mph	Sidewalk Location	None
ROW Width (ft)	100 ft	Sidewalk Width (ft)	0
Roadway Width (ft)	44 ft	Sidewalk coverage (%)	0%
Number of Lanes	4	Buffer Width (ft)	17 ft
Center Type	Raised Median		

Cross Sections

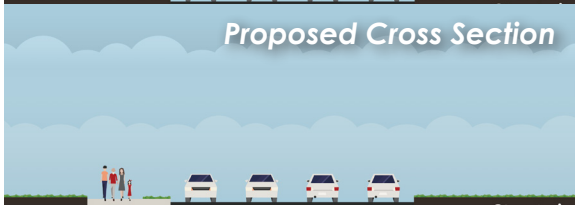
Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

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 roadway

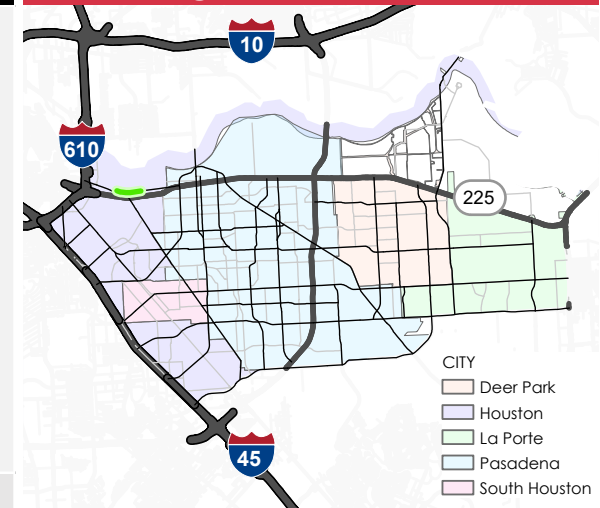
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	24
Severe Crashes (Fatal, Severe Injury)	0, 0
Crashes with Another Vehicle	17
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	6
Most Common Object Struck	HIT TOP OF UNDERPASS OR TUNNEL
Most Common Manner of Collision	OMV VEHICLE GOING STRAIGHT (6)
Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (2)

Capacity Data

2021 Average Daily Traffic (ADT)	2760
2021 Volume-to-Capacity Ratio (V/C)	0.08
2045 Average Daily Traffic (ADT)	4980
2045 Volume-to-Capacity Ratio (V/C)	0.14

Segment Characteristics

Segment Length (mi)	0.72 mi	Center Width (ft)	0 ft
Posted Speed (mph)	40 mph	Sidewalk Location	None
ROW Width (ft)	101 ft	Sidewalk Width (ft)	0
Roadway Width (ft)	44 ft	Sidewalk coverage (%)	0%
Number of Lanes	4	Buffer Width (ft)	17 ft
Center Type	Undivided		

LAWNDALE STREET FROM INDUSTRIAL DRIVEWAY 2 TO GLASGOW STREET

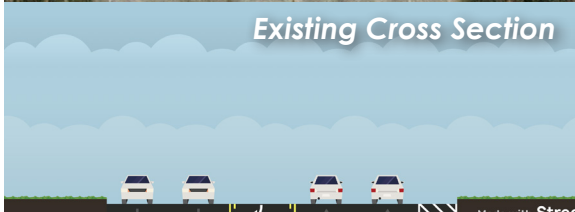
Corridor Segment ID: 16.4

Cross Sections

Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

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 roadway

Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes 18

Severe Crashes (Fatal, Severe Injury) 0, 0

Crashes with Another Vehicle 14

Crashes with a Bicyclist 0

Crashes with a Pedestrian 0

Crashes with a Fixed Object 2

Most Common Object Struck HIT FENCE

Most Common Manner of Collision ANGLE - BOTH GOING STRAIGHT (5)

Most Common Factor of Collision VEHICLE PASSING OR ATTEMPTING TO PASS ON LEFT (3)

Capacity Data

2021 Average Daily Traffic (ADT) 2760

2021 Volume-to-Capacity Ratio (V/C) 0.08

2045 Average Daily Traffic (ADT) 4980

2045 Volume-to-Capacity Ratio (V/C) 0.14

Segment Characteristics

Segment Length (mi) 0.84 mi

Center Width (ft) 12 ft

Posted Speed (mph) 40 mph

Sidewalk Location None

ROW Width (ft) 101 ft

Sidewalk Width (ft) 0

Roadway Width (ft) 44 ft

Sidewalk coverage (%) 0%

Number of Lanes 4

Buffer Width (ft) 17 ft

Center Type TWLTL

LAWNDALE STREET FROM GLASGOW STREET TO RICHEY STREET

Corridor Segment ID: 16.5

Cross Sections



Recommended Improvements

Median None

Pavement None

Lighting None

Signs and Signals - Optimize and coordinate signals along the segment

Active Modes None

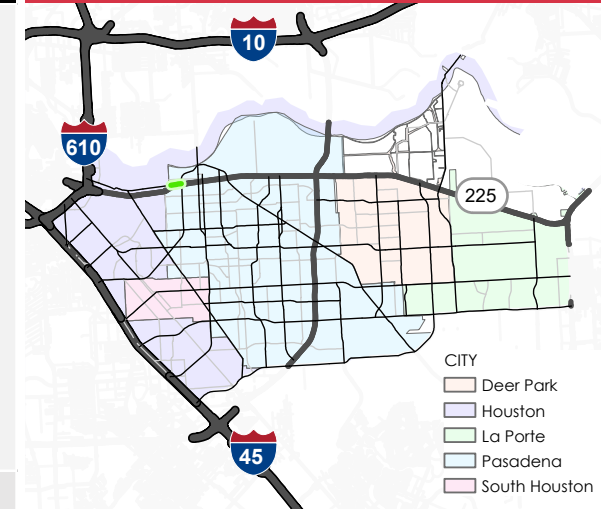
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	3
Severe Crashes (Fatal, Severe Injury)	0, 0
Crashes with Another Vehicle	3
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	0
Most Common Object Struck	HIT PREVIOUSLY WRECKED VEHICLE
Most Common Manner of Collision	SD BOTH GOING STRAIGHT-REAR END (1)
Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (1)

Capacity Data

2021 Average Daily Traffic (ADT)	2760
2021 Volume-to- Capacity Ratio (V/C)	0.15
2045 Average Daily Traffic (ADT)	4980
2045 Volume-to- Capacity Ratio (V/C)	0.27

Segment Characteristics

Segment Length (mi)	0.31 mi	Center Width (ft)	0 ft
Posted Speed (mph)	40 mph	Sidewalk Location	None
ROW Width (ft)	80 ft	Sidewalk Width (ft)	0
Roadway Width (ft)	33 ft	Sidewalk coverage (%)	0%
Number of Lanes	3	Buffer Width (ft)	56 ft
Center Type	Undivided		

Cross Sections



Existing Aerial



Existing Cross Section



Proposed Cross Section

Recommended Improvements

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

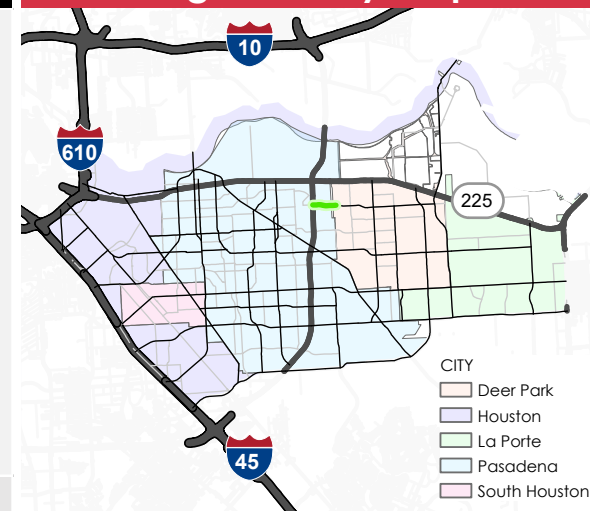
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	19
Severe Crashes (Fatal, Severe Injury)	0, 1
Crashes with Another Vehicle	17
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	2
Most Common Object Struck	HIT CONCRETE TRAFFIC BARRIER
Most Common Manner of Collision	SD BOTH GOING STRAIGHT-REAR END (7)
Most Common Factor of Collision	SLOWING/STOPPING-FOR TRAFFIC (8)

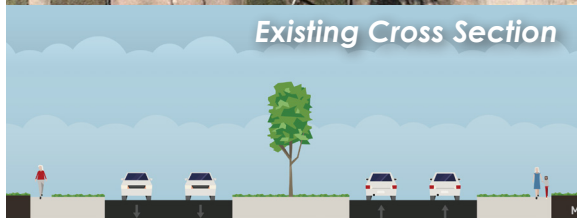
Capacity Data

2021 Average Daily Traffic (ADT)	6119
2021 Volume-to- Capacity Ratio (V/C)	0.17
2045 Average Daily Traffic (ADT)	10569
2045 Volume-to- Capacity Ratio (V/C)	0.29

Segment Characteristics

Segment Length (mi)	0.69 mi	Center Width (ft)	0 ft
Posted Speed (mph)	45 mph	Sidewalk Location	None
ROW Width (ft)	44 ft	Sidewalk Width (ft)	0
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	12.63%
Number of Lanes	4	Buffer Width (ft)	34 ft
Center Type	Undivided		

Cross Sections



Recommended Improvements

Median None

Pavement - Replace concrete roadway

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 roadway

- Improve existing sidewalks and ADA curb ramps

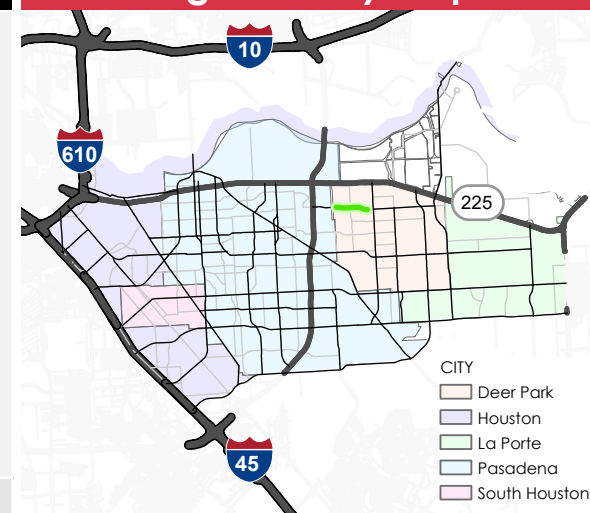
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes 18

Severe Crashes (Fatal, Severe Injury) 1, 0

Crashes with Another Vehicle 17

Crashes with a Bicyclist 0

Crashes with a Pedestrian 0

Crashes with a Fixed Object 0

Most Common Object Struck OTHER

Most Common Manner of Collision ANGLE - BOTH GOING STRAIGHT (5)

Most Common Factor of Collision VEHICLE CHANGING LANES (4)

Capacity Data

2021 Average Daily Traffic (ADT)	6119
2021 Volume-to-Capacity Ratio (V/C)	0.17
2045 Average Daily Traffic (ADT)	10569
2045 Volume-to-Capacity Ratio (V/C)	0.29

Segment Characteristics

Segment Length (mi)	0.94 mi	Center Width (ft)	22 ft
Posted Speed (mph)	40 mph	Sidewalk Location	Both Sides
ROW Width (ft)	110 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	61.57%
Number of Lanes	4	Buffer Width (ft)	34 ft
Center Type	Raised Median		

SE Harris Sub-Regional Study, Corridor Summary Sheets

13TH STREET FROM BOSTON STREET TO LUELLA AVENUE

Corridor Segment ID: 17.3

Cross Sections



Recommended Improvements

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 roadway
- Improve existing sidewalks and ADA curb ramps

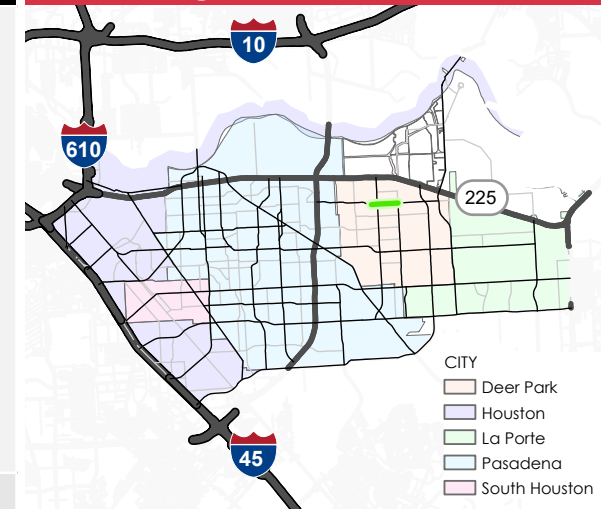
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	11
Severe Crashes (Fatal, Severe Injury)	0, 0
Crashes with Another Vehicle	8
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	2
Most Common Object Struck	HIT LUMINAIRE POLE
Most Common Manner of Collision	OMV VEHICLE GOING STRAIGHT (3)
Most Common Factor of Collision	VEHICLE CHANGING LANES (3)

Capacity Data

2021 Average Daily Traffic (ADT)	6119
2021 Volume-to-Capacity Ratio (V/C)	0.17
2045 Average Daily Traffic (ADT)	10569
2045 Volume-to-Capacity Ratio (V/C)	0.3

Segment Characteristics

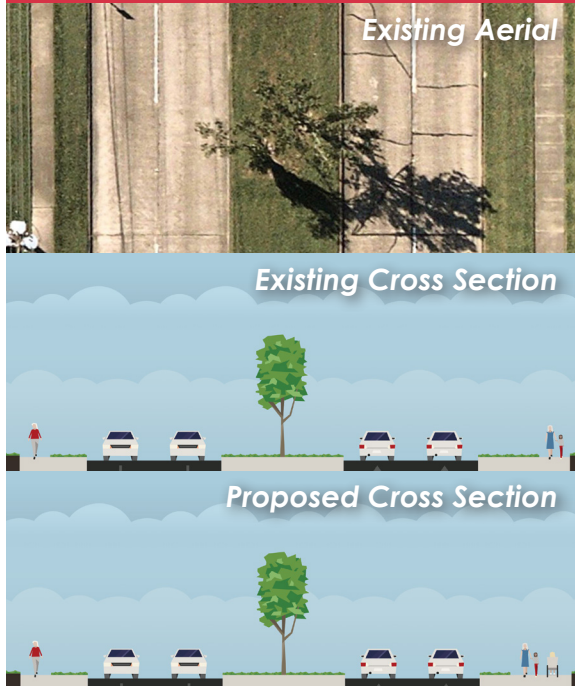
Segment Length (mi)	0.79 mi	Center Width (ft)	0 ft
Posted Speed (mph)	30 mph	Sidewalk Location	Both Sides
ROW Width (ft)	110 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	88.33%
Number of Lanes	4	Buffer Width (ft)	34 ft
Center Type	Undivided		

SE Harris Sub-Regional Study, Corridor Summary Sheets

13TH STREET FROM LUELLA AVENUE TO EAST BOULEVARD

Corridor Segment ID: 17.4

Cross Sections



Recommended Improvements

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 roadway

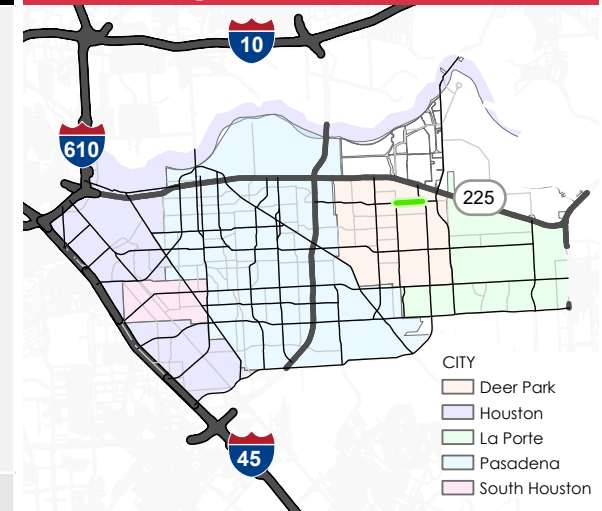
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	15
Severe Crashes (Fatal, Severe Injury)	1, 0
Crashes with Another Vehicle	12
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	1
Most Common Object Struck	HIT LUMINAIRE POLE
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)

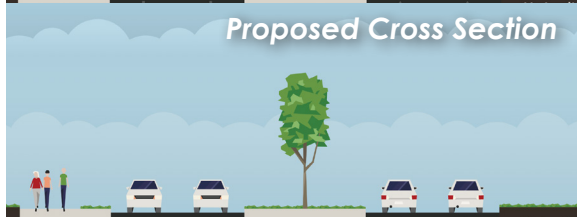
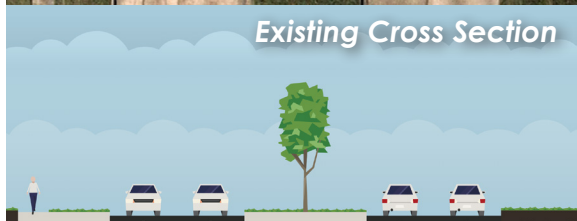
Capacity Data

2021 Average Daily Traffic (ADT)	6119
2021 Volume-to-Capacity Ratio (V/C)	0.17
2045 Average Daily Traffic (ADT)	10569
2045 Volume-to-Capacity Ratio (V/C)	0.3

Segment Characteristics

Segment Length (mi)	0.79 mi	Center Width (ft)	20 ft
Posted Speed (mph)	30 mph	Sidewalk Location	Both Sides
ROW Width (ft)	60 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	44 ft	Sidewalk coverage (%)	92.09%
Number of Lanes	4	Buffer Width (ft)	34 ft
Center Type	Raised Median		

Cross Sections



Recommended Improvements

Median None

Pavement - Replace concrete roadway

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 roadway

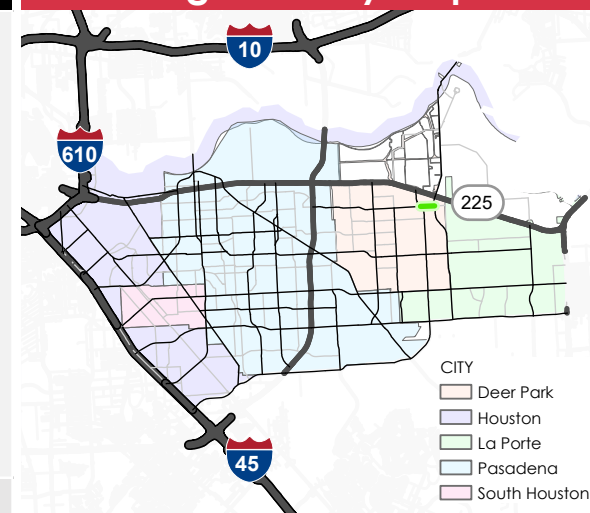
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	14
Severe Crashes (Fatal, Severe Injury)	1, 0
Crashes with Another Vehicle	14
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	0
Most Common Object Struck	OVERTURNED
Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (4)
Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (3)

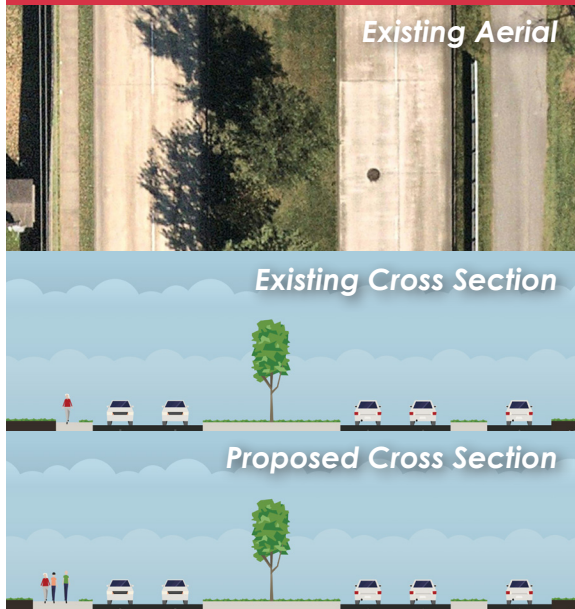
Capacity Data

2021 Average Daily Traffic (ADT)	6119
2021 Volume-to-Capacity Ratio (V/C)	0.17
2045 Average Daily Traffic (ADT)	10569
2045 Volume-to-Capacity Ratio (V/C)	0.29

Segment Characteristics

Segment Length (mi)	0.42 mi	Center Width (ft)	20 ft
Posted Speed (mph)	45 mph	Sidewalk Location	None
ROW Width (ft)	60 ft	Sidewalk Width (ft)	0
Roadway Width (ft)	44 ft	Sidewalk coverage (%)	27.62%
Number of Lanes	4	Buffer Width (ft)	34 ft
Center Type	Raised Median		

Cross Sections



Recommended Improvements

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 roadway
- Improve existing sidewalks and ADA curb ramps

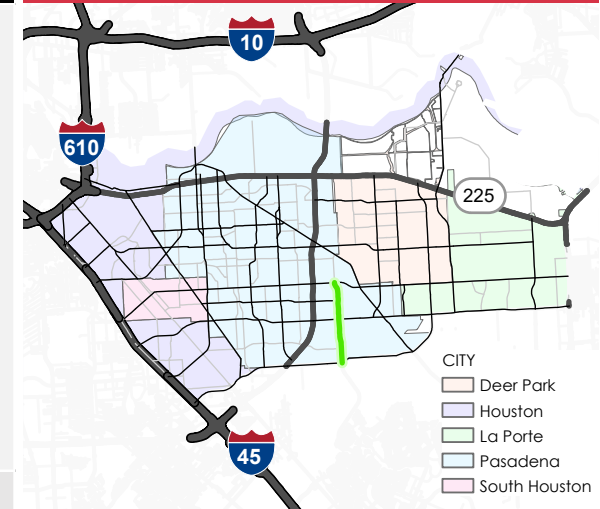
Access None

Other - Install northbound and southbound through lanes (1,000 feet from intersection 18.1.4)

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	438
Severe Crashes (Fatal, Severe Injury)	8, 1
Crashes with Another Vehicle	394
Crashes with a Bicyclist	0
Crashes with a Pedestrian	1
Crashes with a Fixed Object	41
Most Common Object Struck	HIT TREE, SHRUB, LANDSCAPING
Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (121)
Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (44)

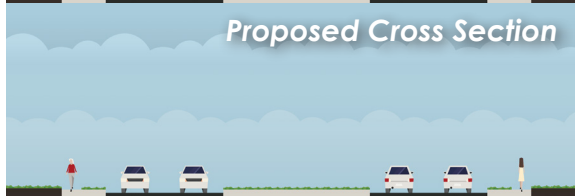
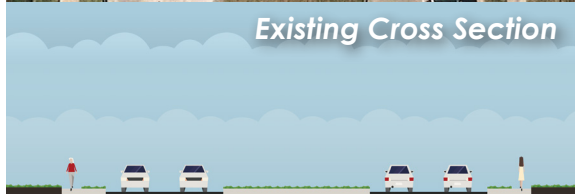
Capacity Data

2021 Average Daily Traffic (ADT)	13777
2021 Volume-to-Capacity Ratio (V/C)	0.37
2045 Average Daily Traffic (ADT)	22922
2045 Volume-to-Capacity Ratio (V/C)	0.62

Segment Characteristics

Segment Length (mi)	2.41 mi	Center Width (ft)	30 ft
Posted Speed (mph)	45 mph	Sidewalk Location	Both Sides
ROW Width (ft)	100 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	60.83%
Number of Lanes	4	Buffer Width (ft)	12 ft
Center Type	Raised Median		

Cross Sections



Recommended Improvements

Median None

Pavement - Resurface and restripe pavement

Lighting None

Signs and Signals - Optimize and coordinate signals along the segment

Active Modes None

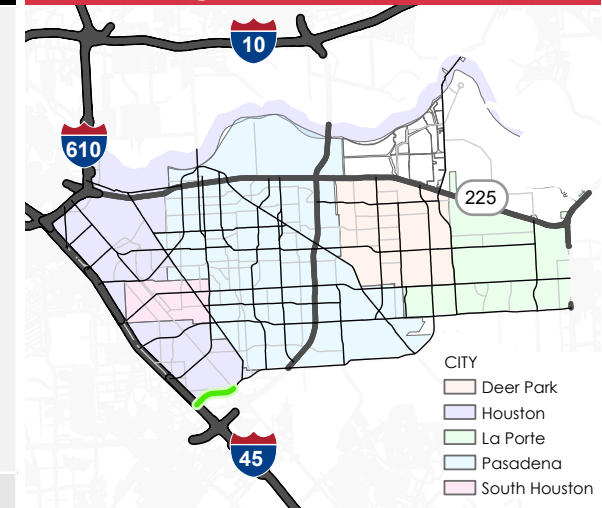
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	262
Severe Crashes (Fatal, Severe Injury)	3, 1
Crashes with Another Vehicle	230
Crashes with a Bicyclist	0
Crashes with a Pedestrian	3
Crashes with a Fixed Object	22
Most Common Object Struck	OVERTURNED
Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (49)
Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (27)

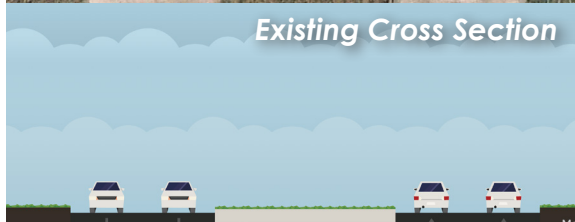
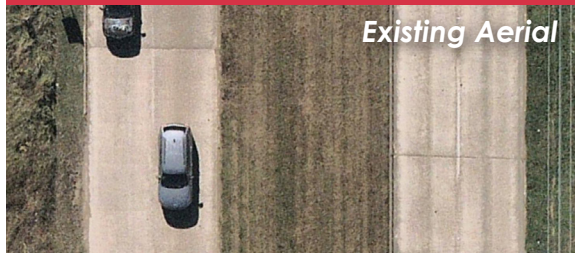
Capacity Data

2021 Average Daily Traffic (ADT)	15589
2021 Volume-to- Capacity Ratio (V/C)	0.43
2045 Average Daily Traffic (ADT)	23362
2045 Volume-to- Capacity Ratio (V/C)	0.64

Segment Characteristics

Segment Length (mi)	1.25 mi	Center Width (ft)	30 ft
Posted Speed (mph)	40 mph	Sidewalk Location	Both Sides
ROW Width (ft)	68 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	84.36%
Number of Lanes	4	Buffer Width (ft)	12 ft
Center Type	Raised Median		

Cross Sections



Recommended Improvements

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

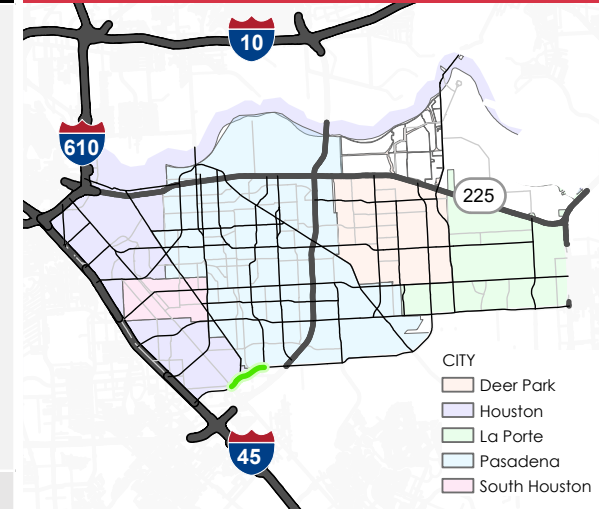
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	135
Severe Crashes (Fatal, Severe Injury)	5, 0
Crashes with Another Vehicle	112
Crashes with a Bicyclist	1
Crashes with a Pedestrian	1
Crashes with a Fixed Object	19
Most Common Object Struck	HIT FENCE
Most Common Manner of Collision	OD ONE STRAIGHT-ONE LEFT TURN (65)
Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (8)

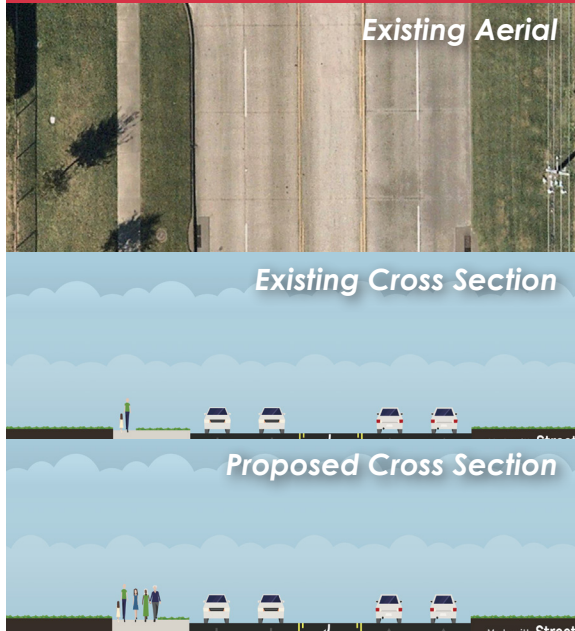
Capacity Data

2021 Average Daily Traffic (ADT)	15589
2021 Volume-to-Capacity Ratio (V/C)	0.43
2045 Average Daily Traffic (ADT)	23362
2045 Volume-to-Capacity Ratio (V/C)	0.64

Segment Characteristics

Segment Length (mi)	1.17 mi	Center Width (ft)	30 ft
Posted Speed (mph)	40 mph	Sidewalk Location	None
ROW Width (ft)	54 ft	Sidewalk Width (ft)	0
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	16.48%
Number of Lanes	4	Buffer Width (ft)	12 ft
Center Type	Raised Median		

Cross Sections



Recommended Improvements

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

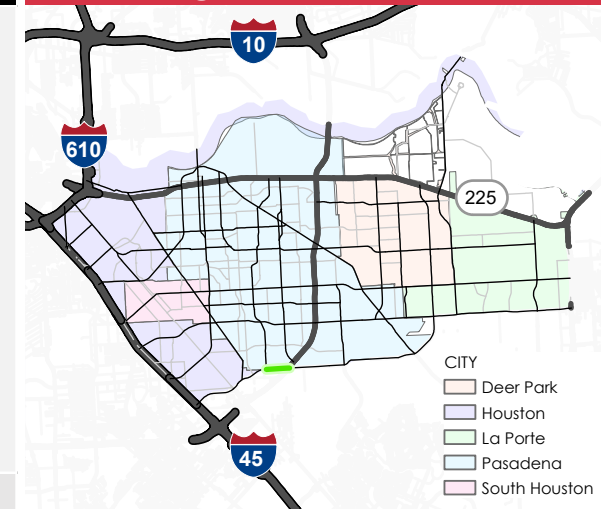
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	181
Severe Crashes (Fatal, Severe Injury)	5, 1
Crashes with Another Vehicle	168
Crashes with a Bicyclist	0
Crashes with a Pedestrian	1
Crashes with a Fixed Object	11
Most Common Object Struck	HIT MEDIAN BARRIER
Most Common Manner of Collision	SD BOTH GOING STRAIGHT-REAR END (41)
Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (20)

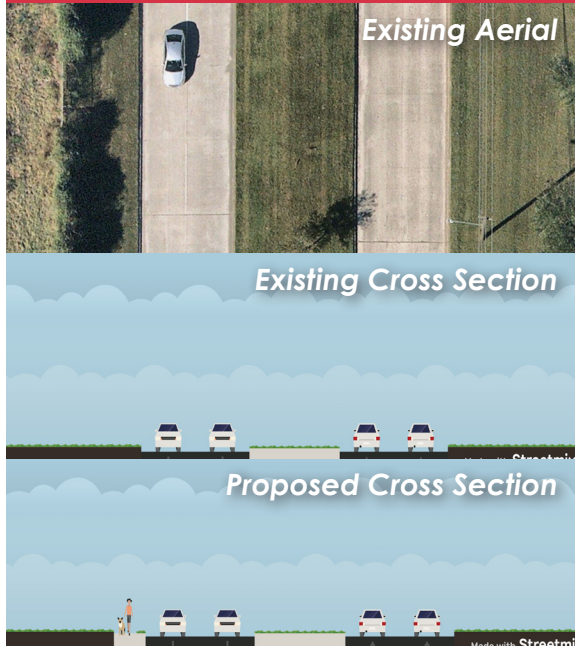
Capacity Data

2021 Average Daily Traffic (ADT)	15589
2021 Volume-to-Capacity Ratio (V/C)	0.42
2045 Average Daily Traffic (ADT)	23362
2045 Volume-to-Capacity Ratio (V/C)	0.63

Segment Characteristics

Segment Length (mi)	0.69 mi	Center Width (ft)	14 ft
Posted Speed (mph)	45 mph	Sidewalk Location	None
ROW Width (ft)	54 ft	Sidewalk Width (ft)	0
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	25.34%
Number of Lanes	4	Buffer Width (ft)	12 ft
Center Type	TWTLT		

Cross Sections



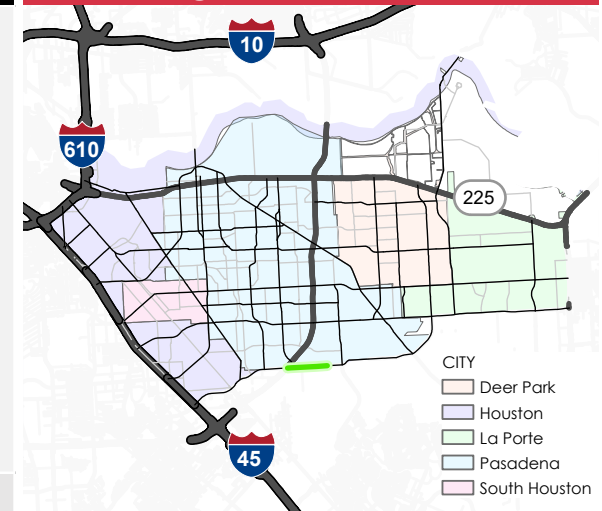
Recommended Improvements

Median None
Pavement None
Lighting None
Signs and Signals - Optimize and coordinate signals along the segment
Active Modes - Improve existing sidewalks and ADA curb ramps
Access None
Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	63
Severe Crashes (Fatal, Severe Injury)	3, 0
Crashes with Another Vehicle	48
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	9
Most Common Object Struck	OVERTURNED
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)

Capacity Data

2021 Average Daily Traffic (ADT)	15439
2021 Volume-to-Capacity Ratio (V/C)	0.42
2045 Average Daily Traffic (ADT)	22353
2045 Volume-to-Capacity Ratio (V/C)	0.61

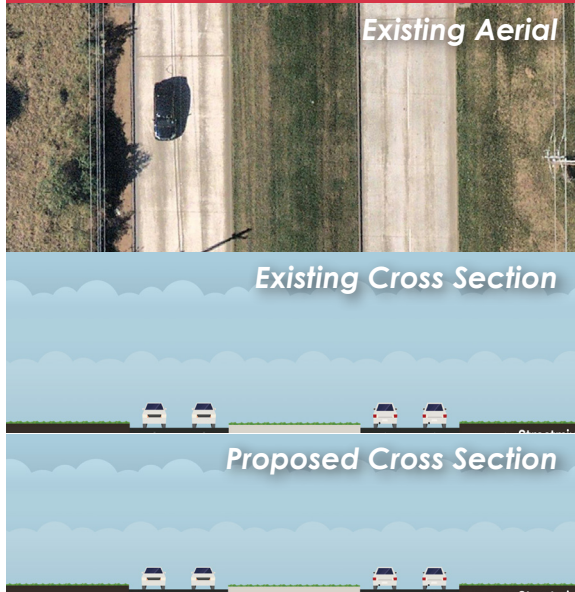
Segment Characteristics

Segment Length (mi)	1.18 mi	Center Width (ft)	20 ft
Posted Speed (mph)	45 mph	Sidewalk Location	None
ROW Width (ft)	54 ft	Sidewalk Width (ft)	0
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	0%
Number of Lanes	4	Buffer Width (ft)	12 ft
Center Type	Raised Median		

GENOA RED BLUFF ROAD FROM ANTHONY LANE TO RED BLUFF ROAD

Corridor Segment ID: 19.5

Cross Sections



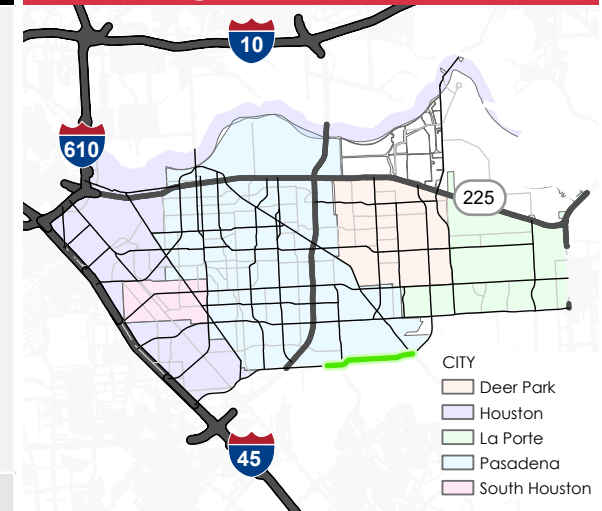
Recommended Improvements

Median None
Pavement None
Lighting None
Signs and Signals - Optimize and coordinate signals along the segment
Active Modes None
Access None
Other - Install eastbound and westbound through lanes (1,000 feet from intersection 18.1.4 and 19.6.1)

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	74
Severe Crashes (Fatal, Severe Injury)	2, 1
Crashes with Another Vehicle	62
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	8
Most Common Object Struck	HIT CURB
Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (16)
Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (8)

Capacity Data

2021 Average Daily Traffic (ADT)	15439
2021 Volume-to-Capacity Ratio (V/C)	0.42
2045 Average Daily Traffic (ADT)	22353
2045 Volume-to-Capacity Ratio (V/C)	0.61

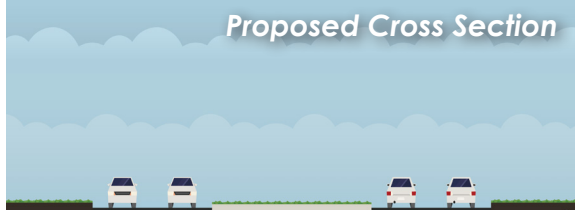
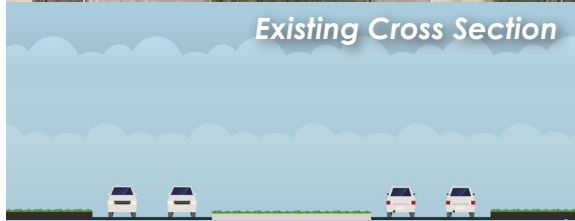
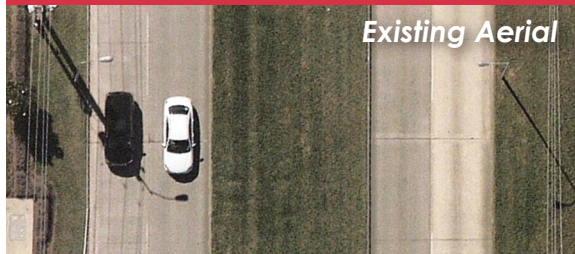
Segment Characteristics

Segment Length (mi)	2.59 mi	Center Width (ft)	32 ft
Posted Speed (mph)	45 mph	Sidewalk Location	None
ROW Width (ft)	45 ft	Sidewalk Width (ft)	0
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	0%
Number of Lanes	4	Buffer Width (ft)	12 ft
Center Type	Raised Median		

GENOA RED BLUFF ROAD FROM RED BLUFF ROAD TO FAIRMONT PARKWAY

Corridor Segment ID: 19.6

Cross Sections



Recommended Improvements

Median None

Pavement None

Lighting None

Signs and Signals - Optimize and coordinate signals along the segment

Active Modes None

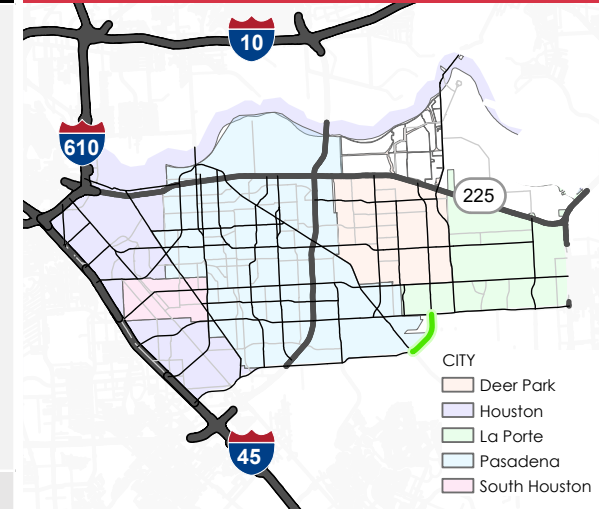
Access None

Other - Install eastbound through lane (1,000 feet from intersection 19.6.1)

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

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)

Capacity Data

2021 Average Daily Traffic (ADT)	15439
2021 Volume-to-Capacity Ratio (V/C)	0.42
2045 Average Daily Traffic (ADT)	22353
2045 Volume-to-Capacity Ratio (V/C)	0.61

Segment Characteristics

Segment Length (mi)	1.34 mi	Center Width (ft)	32 ft
Posted Speed (mph)	45 mph	Sidewalk Location	None
ROW Width (ft)	60 ft	Sidewalk Width (ft)	0
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	0%
Number of Lanes	4	Buffer Width (ft)	12 ft
Center Type	Raised Median		

RED BLUFF ROAD FROM RICHEY STREET/SHAVER STREET TO BROADWAY BOULEVARD

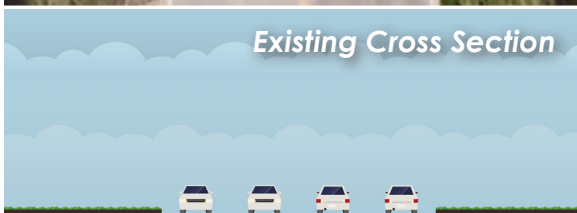
Corridor Segment ID: 20.1

Cross Sections

Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

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

Active Modes - Install shared use path on at least one side of the roadway

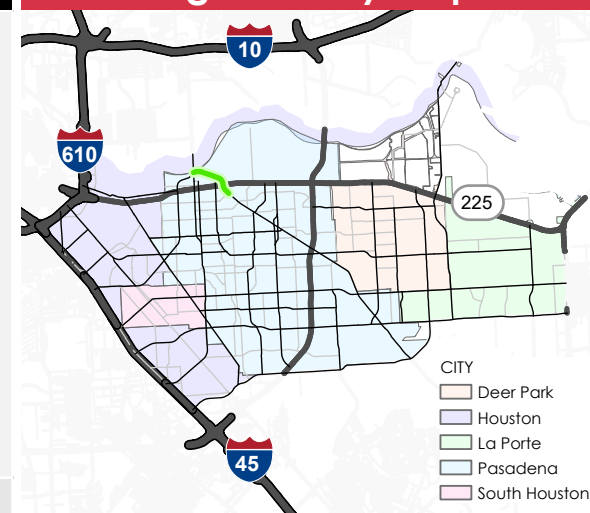
Access None

Other None

Previously Proposed Projects

RTP 2045 and TIP 2021-2024 - Design and reconstruct 4-lane divided roadway incl drainage and signals at SH 225, Bearle and Thomas

Segment Key Map



Crash Data (2016-2020)

Total Crashes	290
Severe Crashes (Fatal, Severe Injury)	6, 0
Crashes with Another Vehicle	264
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	21
Most Common Object Struck	HIT MEDIAN BARRIER
Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (63)
Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (38)

Capacity Data

2021 Average Daily Traffic (ADT)	14249
2021 Volume-to-Capacity Ratio (V/C)	0.39
2045 Average Daily Traffic (ADT)	24792
2045 Volume-to-Capacity Ratio (V/C)	0.68

Segment Characteristics

Segment Length (mi)	1.35 mi	Center Width (ft)	0 ft
Posted Speed (mph)	40 mph	Sidewalk Location	None
ROW Width (ft)	101 ft	Sidewalk Width (ft)	0
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	0%
Number of Lanes	4	Buffer Width (ft)	53 ft
Center Type	Undivided		

RED BLUFF ROAD FROM BROADWAY BOULEVARD TO NORTH AVENUE/HARRIS ROAD

Corridor Segment ID: 20.2

Cross Sections

Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

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 roadway
- Improve existing sidewalks and ADA curb ramps

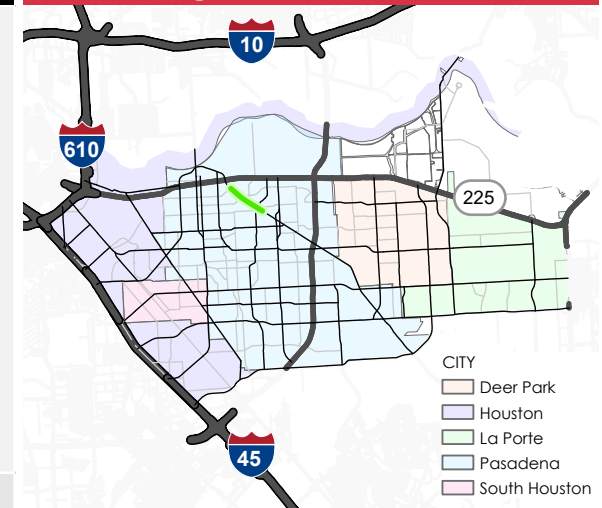
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes 154

Severe Crashes (Fatal, Severe Injury) 3, 0

Crashes with Another Vehicle 149

Crashes with a Bicyclist 1

Crashes with a Pedestrian 1

Crashes with a Fixed Object 1

Most Common Object Struck HIT OTHER FIXED OBJECT

Most Common Manner of Collision ANGLE - BOTH GOING STRAIGHT (31)

Most Common Factor of Collision SLOWING/STOPPING-TO MAKE LEFT TURN (18)

Capacity Data

2021 Average Daily Traffic (ADT) 14249

2021 Volume-to-Capacity Ratio (V/C) 0.39

2045 Average Daily Traffic (ADT) 24792

2045 Volume-to-Capacity Ratio (V/C) 0.68

Segment Characteristics

Segment Length (mi)	1.16 mi	Center Width (ft)	0 ft
Posted Speed (mph)	40 mph	Sidewalk Location	Both Sides
ROW Width (ft)	101 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	35.35%
Number of Lanes	4	Buffer Width (ft)	53 ft
Center Type	Undivided		

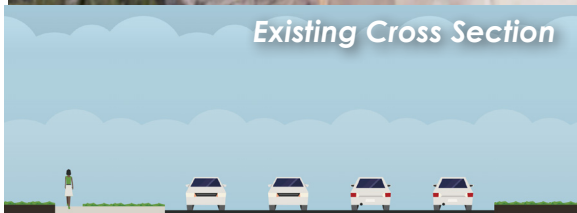
RED BLUFF ROAD FROM NORTH AVENUE/HARRIS ROAD TO SOUTHMORE AVENUE

Corridor Segment ID: 20.3

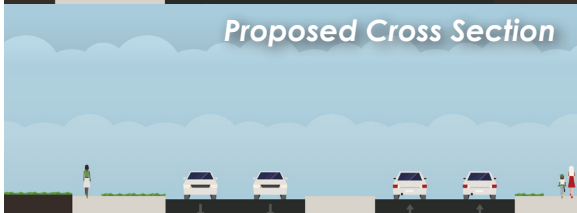
Cross Sections



Existing Aerial



Existing Cross Section



Proposed Cross Section

Recommended Improvements

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 roadway

- Improve existing sidewalks and ADA curb ramps

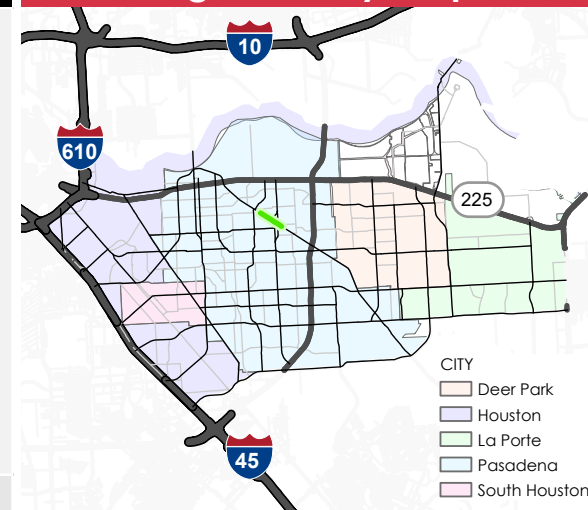
Access None

Other None

Previously Proposed Projects

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

Segment Key Map



Crash Data (2016-2020)

Total Crashes	231
Severe Crashes (Fatal, Severe Injury)	6, 1
Crashes with Another Vehicle	216
Crashes with a Bicyclist	0
Crashes with a Pedestrian	1
Crashes with a Fixed Object	9
Most Common Object Struck	OVERTURNED
Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (52)
Most Common Factor of Collision	ONE VEHICLE LEAVING DRIVEWAY (33)

Capacity Data

2021 Average Daily Traffic (ADT)	14249
2021 Volume-to-Capacity Ratio (V/C)	0.39
2045 Average Daily Traffic (ADT)	24792
2045 Volume-to-Capacity Ratio (V/C)	0.68

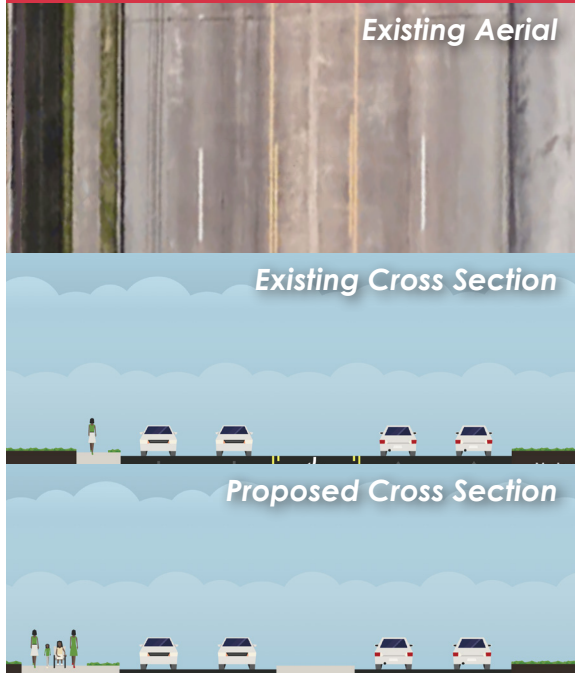
Segment Characteristics

Segment Length (mi)	0.74 mi	Center Width (ft)	0 ft
Posted Speed (mph)	40 mph	Sidewalk Location	One Side
ROW Width (ft)	101 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	36.81%
Number of Lanes	4	Buffer Width (ft)	53 ft
Center Type	Undivided		

RED BLUFF ROAD FROM SOUTHMORE AVENUE TO SAN AUGUSTINE AVENUE

Corridor Segment ID: 20.4

Cross Sections



Recommended Improvements

- 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 roadway
 - Improve existing sidewalks and ADA curb ramps
- Access** - Driveway access management (further study required)
- Other** None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	12
Severe Crashes (Fatal, Severe Injury)	1, 0
Crashes with Another Vehicle	12
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	0
Most Common Object Struck	NOT APPLICABLE
Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (4)
Most Common Factor of Collision	ONE VEHICLE LEAVING DRIVEWAY (3)

Capacity Data

2021 Average Daily Traffic (ADT)	14249
2021 Volume-to-Capacity Ratio (V/C)	0.39
2045 Average Daily Traffic (ADT)	24792
2045 Volume-to-Capacity Ratio (V/C)	0.68

Segment Characteristics

Segment Length (mi)	0.41 mi	Center Width (ft)	14 ft
Posted Speed (mph)	40 mph	Sidewalk Location	Both Sides
ROW Width (ft)	101 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	90.58%
Number of Lanes	4	Buffer Width (ft)	53 ft
Center Type	TWLTL		

RED BLUFF ROAD FROM SAN AUGUSTINE AVENUE TO SPENCER HIGHWAY

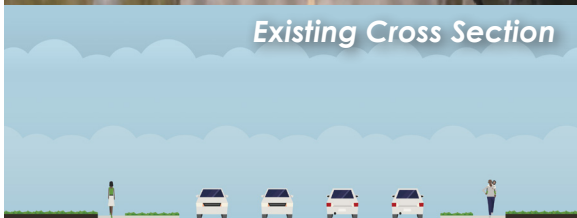
Corridor Segment ID: 20.5

Cross Sections

Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

Median - Install raised median

Pavement - Resurface and restripe pavement (install centerline rumble strips)

Lighting None

Signs and Signals - Install signalized mid-block crossing (requires further study)

- 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

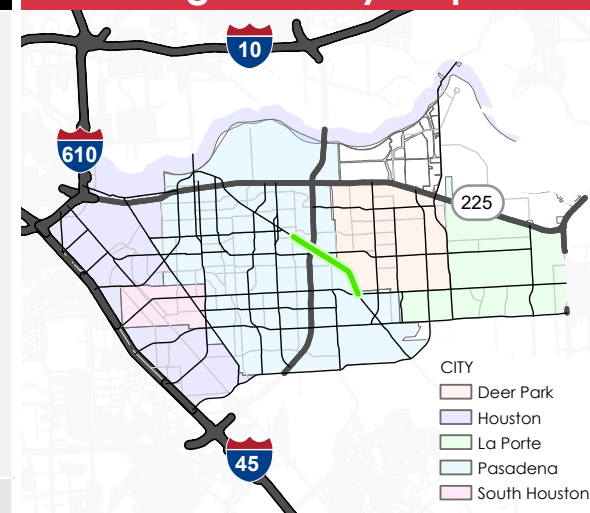
Access - Driveway access management (further study required)

Other - Enhance school zone signage and pavement markings

Previously Proposed Projects

RTP 2045 and TIP 2021-2024 - Design and reconstruct 4-lane divided roadway to include drainage and signals at San Augustine/Orrrel and BW 8

Segment Key Map



Crash Data (2016-2020)

Total Crashes	822
Severe Crashes (Fatal, Severe Injury)	20, 1
Crashes with Another Vehicle	787
Crashes with a Bicyclist	2
Crashes with a Pedestrian	3
Crashes with a Fixed Object	23
Most Common Object Struck	OVERTURNED
Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (225)
Most Common Factor of Collision	ONE VEHICLE LEAVING DRIVEWAY (92)

Capacity Data

2021 Average Daily Traffic (ADT)	18992
2021 Volume-to-Capacity Ratio (V/C)	0.52
2045 Average Daily Traffic (ADT)	25328
2045 Volume-to-Capacity Ratio (V/C)	0.69

Segment Characteristics

Segment Length (mi)	2.65 mi	Center Width (ft)	0 ft
Posted Speed (mph)	40 mph	Sidewalk Location	Both Sides
ROW Width (ft)	101 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	54.65%
Number of Lanes	4	Buffer Width (ft)	53 ft
Center Type	Undivided		

RED BLUFF ROAD FROM SPENCER HIGHWAY TO CENTER STREET

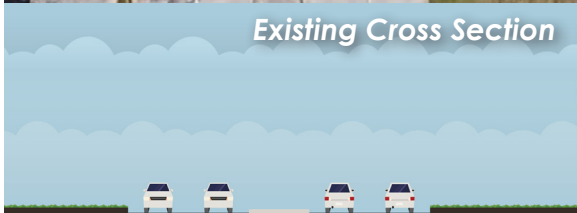
Corridor Segment ID: 20.6

Cross Sections

Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

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

Active Modes - Improve existing sidewalks and ADA curb ramps

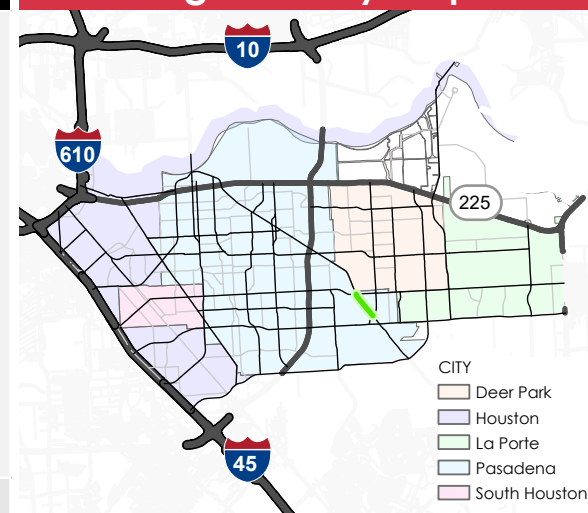
Access None

Other None

Previously Proposed Projects

Harris County Website - New sidewalks along both sides of Red Bluff Rd. between Spencer Hwy and Fairmont Pkwy

Segment Key Map



Crash Data (2016-2020)

Total Crashes	35
Severe Crashes (Fatal, Severe Injury)	3, 1
Crashes with Another Vehicle	30
Crashes with a Bicyclist	0
Crashes with a Pedestrian	1
Crashes with a Fixed Object	4
Most Common Object Struck	HIT FENCE
Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (7)
Most Common Factor of Collision	ONE VEHICLE LEAVING DRIVEWAY (7)

Capacity Data

2021 Average Daily Traffic (ADT)	14142
2021 Volume-to-Capacity Ratio (V/C)	0.39
2045 Average Daily Traffic (ADT)	18858
2045 Volume-to-Capacity Ratio (V/C)	0.52

Segment Characteristics

Segment Length (mi)	0.82 mi	Center Width (ft)	12 ft
Posted Speed (mph)	40 mph	Sidewalk Location	None
ROW Width (ft)	81 ft	Sidewalk Width (ft)	0
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	5.23%
Number of Lanes	4	Buffer Width (ft)	53 ft
Center Type	Raised Median		

RED BLUFF ROAD FROM CENTER STREET TO 1ST BAPTIST DRIVE

Corridor Segment ID: 20.7

Cross Sections

Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

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

Active Modes None

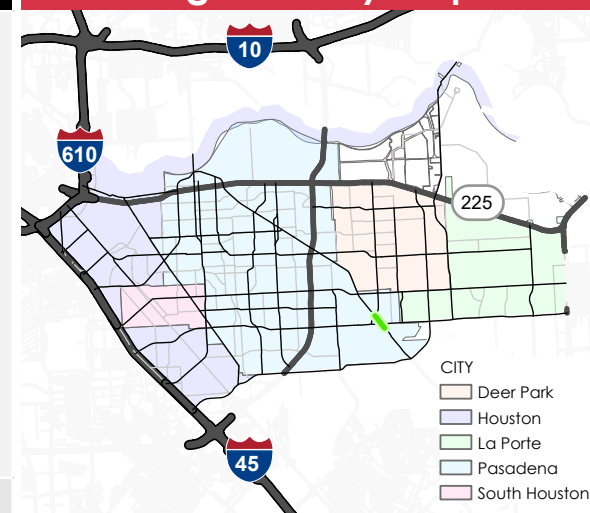
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes 96

Severe Crashes
(Fatal, Severe Injury)

Crashes with
Another Vehicle

Crashes with
a Bicyclist

Crashes with
a Pedestrian

Crashes with
a Fixed Object

Most Common
Object Struck

Most Common
Manner of Collision

Most Common
Factor of Collision

96

1

0

0

0

0

NONE

NONE (1)

NONE (0)

Capacity Data

2021 Average Daily
Traffic (ADT) 14142

2021 Volume-to-
Capacity Ratio (V/C) 0.39

2045 Average Daily
Traffic (ADT) 18858

2045 Volume-to-
Capacity Ratio (V/C) 0.52

Segment Characteristics

Segment Length (mi) 0.46 mi Center Width (ft) 220 ft

Posted Speed (mph) 40 mph Sidewalk Location None

ROW Width (ft) 300 ft Sidewalk Width (ft) 0

Roadway Width (ft) 48 ft Sidewalk coverage (%) 0%

Number of Lanes 4 Buffer Width (ft) 53 ft

Center Type Raised Median

Cross Sections



Existing Cross Section



Proposed Cross Section



Recommended Improvements

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

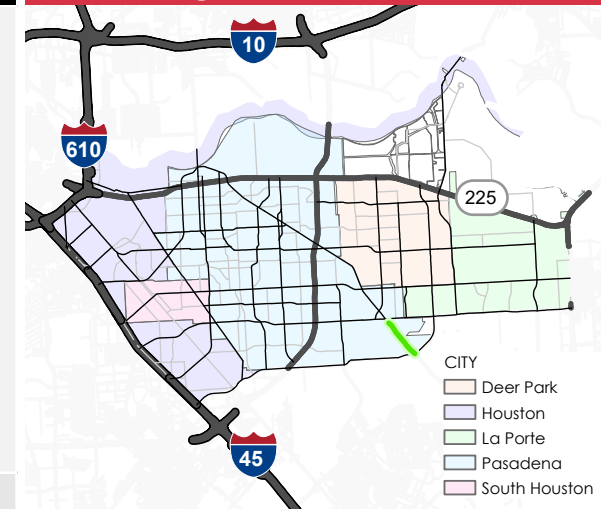
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	1
Severe Crashes (Fatal, Severe Injury)	0, 0
Crashes with Another Vehicle	1
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	0
Most Common Object Struck	NOT APPLICABLE
Most Common Manner of Collision	SD BOTH GOING STRAIGHT-REAR END (1)
Most Common Factor of Collision	NONE (0)

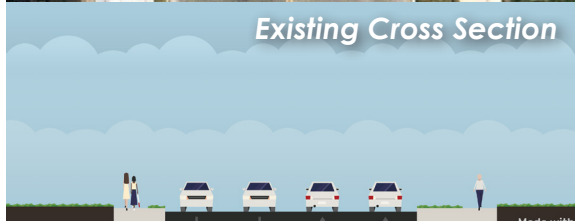
Capacity Data

2021 Average Daily Traffic (ADT)	14142
2021 Volume-to- Capacity Ratio (V/C)	0.25
2045 Average Daily Traffic (ADT)	18858
2045 Volume-to- Capacity Ratio (V/C)	0.34

Segment Characteristics

Segment Length (mi)	1.2 mi	Center Width (ft)	200 ft
Posted Speed (mph)	55 mph	Sidewalk Location	None
ROW Width (ft)	300 ft	Sidewalk Width (ft)	0
Roadway Width (ft)	66 ft	Sidewalk coverage (%)	9.5%
Number of Lanes	6	Buffer Width (ft)	34 ft
Center Type	Raised Median		

Cross Sections



Recommended Improvements

Median - Conduct a Road Diet (one lane in each direction) with center two-way left-turn lane

Pavement None

Lighting - Install and upgrade lighting near bus stops

Signs and Signals - Optimize and coordinate signals along the segment

Active Modes None

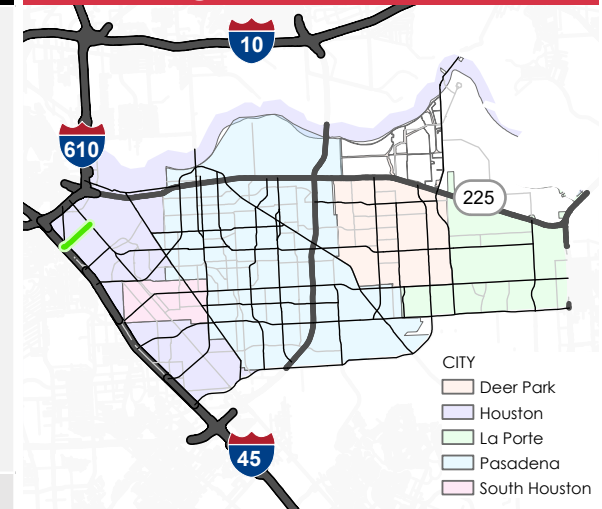
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	317
Severe Crashes (Fatal, Severe Injury)	2, 0
Crashes with Another Vehicle	291
Crashes with a Bicyclist	0
Crashes with a Pedestrian	1
Crashes with a Fixed Object	19
Most Common Object Struck	HIT CONCRETE TRAFFIC BARRIER
Most Common Manner of Collision	SD BOTH GOING STRAIGHT-REAR END (85)
Most Common Factor of Collision	VEHICLE CHANGING LANES (42)

Capacity Data

2021 Average Daily Traffic (ADT)	4847
2021 Volume-to-Capacity Ratio (V/C)	0.13
2045 Average Daily Traffic (ADT)	7080
2045 Volume-to-Capacity Ratio (V/C)	0.2

Segment Characteristics

Segment Length (mi)	1.04 mi	Center Width (ft)	0 ft
Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides
ROW Width (ft)	44 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	44 ft	Sidewalk coverage (%)	83.85%
Number of Lanes	4	Buffer Width (ft)	16 ft
Center Type	Undivided		

SE Harris Sub-Regional Study, Corridor Summary Sheets

HOWARD DRIVE FROM IH-45 TO GALVESTON ROAD/SH 3

Corridor Segment ID: 22.1

Cross Sections



Recommended Improvements

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 both sides of the roadway
- Improve existing sidewalks and ADA curb ramps

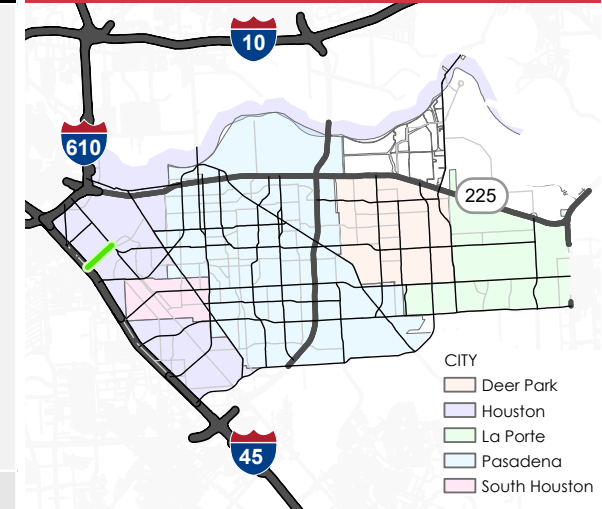
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	227
Severe Crashes (Fatal, Severe Injury)	3, 1
Crashes with Another Vehicle	204
Crashes with a Bicyclist	2
Crashes with a Pedestrian	4
Crashes with a Fixed Object	12
Most Common Object Struck	HIT OTHER FIXED OBJECT
Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (65)
Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (20)

Capacity Data

2021 Average Daily Traffic (ADT)	12416
2021 Volume-to-Capacity Ratio (V/C)	0.34
2045 Average Daily Traffic (ADT)	20972
2045 Volume-to-Capacity Ratio (V/C)	0.58

Segment Characteristics

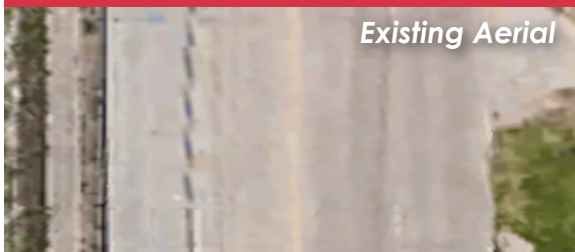
Segment Length (mi)	0.97 mi	Center Width (ft)	12 ft
Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides
ROW Width (ft)	80 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	91.17%
Number of Lanes	4	Buffer Width (ft)	10 ft
Center Type	Raised Median		

SOUTHMORE AVENUE FROM ALLEN GENOA ROAD TO RICHEY STREET

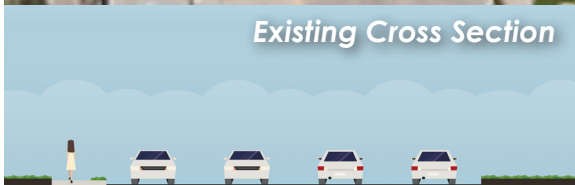
Corridor Segment ID: 23.1

Cross Sections

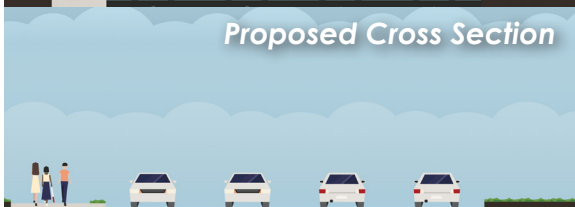
Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

Median None

Pavement None

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 roadway

- Improve existing sidewalks and ADA curb ramps

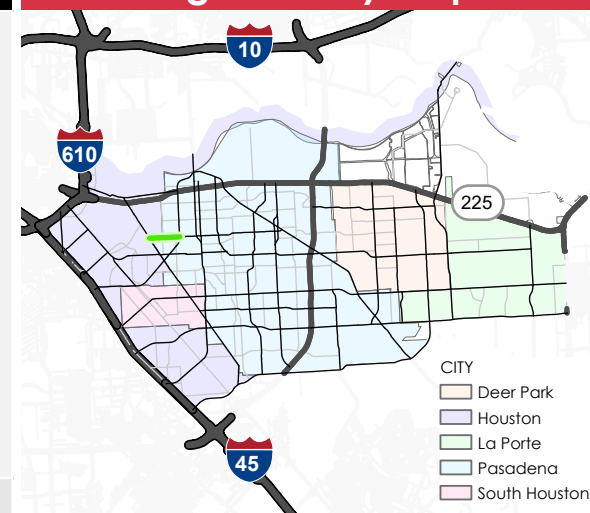
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes 98

Severe Crashes (Fatal, Severe Injury) 2, 0

Crashes with Another Vehicle 88

Crashes with a Bicyclist 1

Crashes with a Pedestrian 3

Crashes with a Fixed Object 4

Most Common Object Struck HIT FENCE

Most Common Manner of Collision ANGLE - BOTH GOING STRAIGHT (27)

Most Common Factor of Collision SLOWING/STOPPING-TO MAKE LEFT TURN (10)

Capacity Data

2021 Average Daily Traffic (ADT) 12172

2021 Volume-to-Capacity Ratio (V/C) 0.33

2045 Average Daily Traffic (ADT) 17779

2045 Volume-to-Capacity Ratio (V/C) 0.49

Segment Characteristics

Segment Length (mi)	0.9 mi	Center Width (ft)	0 ft
Posted Speed (mph)	40 mph	Sidewalk Location	One Side
ROW Width (ft)	80 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	48.98%
Number of Lanes	4	Buffer Width (ft)	27 ft
Center Type	Undivided		

SOUTHMORE AVENUE FROM RICHEY STREET TO STRAWBERRY ROAD

Corridor Segment ID: 23.2

Cross Sections

Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

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

Active Modes - Install shared use path on at least one side of the roadway

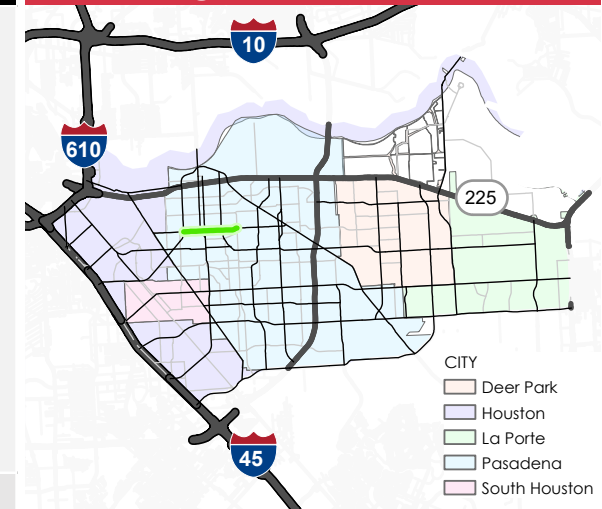
Access - Driveway access management (further study required)

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	523
Severe Crashes (Fatal, Severe Injury)	3, 1
Crashes with Another Vehicle	493
Crashes with a Bicyclist	8
Crashes with a Pedestrian	5
Crashes with a Fixed Object	13
Most Common Object Struck	HIT CURB
Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (106)
Most Common Factor of Collision	ONE VEHICLE LEAVING DRIVEWAY (72)

Capacity Data

2021 Average Daily Traffic (ADT)	12172
2021 Volume-to- Capacity Ratio (V/C)	0.34
2045 Average Daily Traffic (ADT)	17779
2045 Volume-to- Capacity Ratio (V/C)	0.49

Segment Characteristics

Segment Length (mi)	1.6 mi	Center Width (ft)	12 ft
Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides
ROW Width (ft)	81 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	88.23%
Number of Lanes	4	Buffer Width (ft)	27 ft
Center Type	TWTLT		

SOUTHMORE AVENUE FROM STRAWBERRY ROAD TO RED BLUFF ROAD

Corridor Segment ID: 23.3

Cross Sections

Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

Median - Install raised median

Pavement - Resurface and restripe pavement

Lighting - Install and upgrade lighting along segment and at signalized intersections

Signs and Signals - Install signalized mid-block crossing (requires further study)

- Optimize and coordinate signals along the segment

Active Modes - Install shared use path on at least one side of the roadway

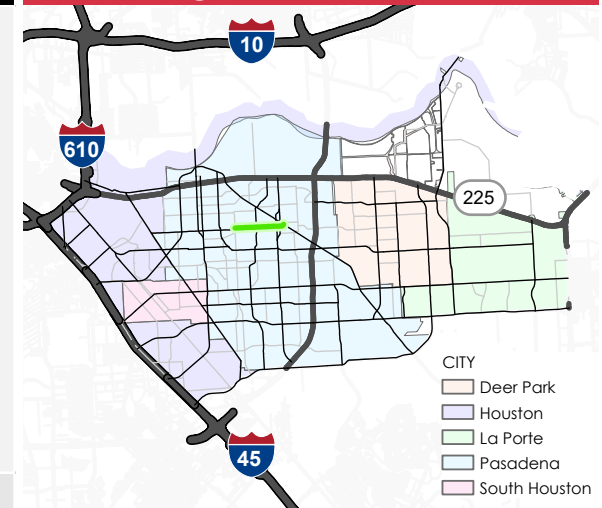
Access - Driveway access management (further study required)

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes 155

Severe Crashes (Fatal, Severe Injury) 3, 0

Crashes with Another Vehicle 140

Crashes with a Bicyclist 2

Crashes with a Pedestrian 2

Crashes with a Fixed Object 10

Most Common Object Struck HIT HIGHWAY SIGN

Most Common Manner of Collision ANGLE - BOTH GOING STRAIGHT (48)

Most Common Factor of Collision VEHICLE CHANGING LANES (16)

Capacity Data

2021 Average Daily Traffic (ADT) 15388

2021 Volume-to-Capacity Ratio (V/C) 0.43

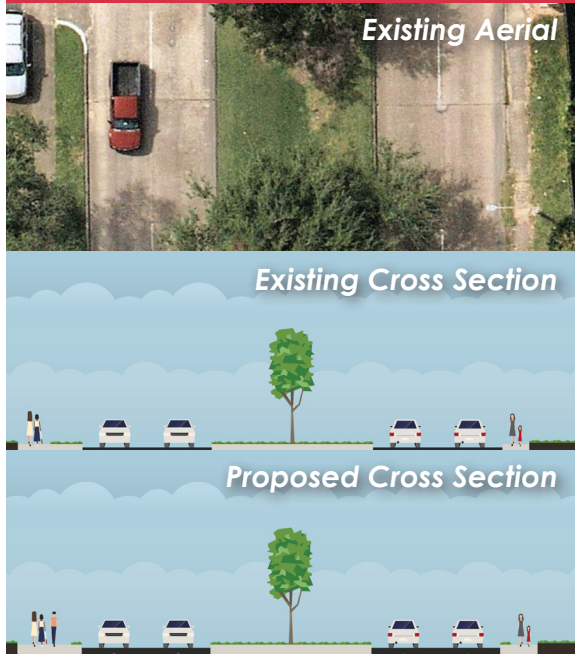
2045 Average Daily Traffic (ADT) 25601

2045 Volume-to-Capacity Ratio (V/C) 0.71

Segment Characteristics

Segment Length (mi)	1.46 mi	Center Width (ft)	0 ft
Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides
ROW Width (ft)	80 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	40 ft	Sidewalk coverage (%)	88.28%
Number of Lanes	4	Buffer Width (ft)	27 ft
Center Type	Undivided		

Cross Sections



Recommended Improvements

Median None

Pavement None

Lighting - Install and upgrade lighting near bus stops

Signs and Signals - Optimize and coordinate signals along the segment

Active Modes - Install shared use path on at least one side of the roadway

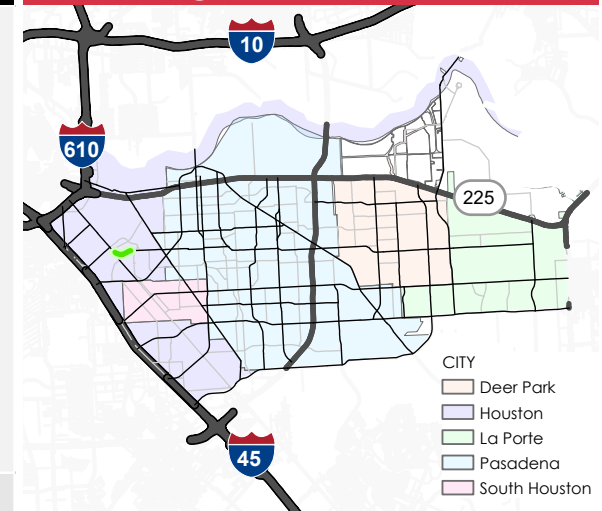
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	17
Severe Crashes (Fatal, Severe Injury)	0, 0
Crashes with Another Vehicle	12
Crashes with a Bicyclist	0
Crashes with a Pedestrian	2
Crashes with a Fixed Object	2
Most Common Object Struck	DITCH
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)

Capacity Data

2021 Average Daily Traffic (ADT)	2927
2021 Volume-to-Capacity Ratio (V/C)	0.08
2045 Average Daily Traffic (ADT)	5169
2045 Volume-to-Capacity Ratio (V/C)	0.14

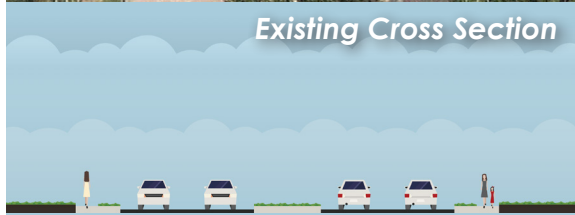
Segment Characteristics

Segment Length (mi)	0.5 mi	Center Width (ft)	30 ft
Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides
ROW Width (ft)	80 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	91.18%
Number of Lanes	4	Buffer Width (ft)	12 ft
Center Type	Raised Median		

ALLENDALE ROAD FROM MESA CREEK COURT TO ALLEN GENOA ROAD

Corridor Segment ID: 24.2

Cross Sections



Recommended Improvements

Median None

Pavement None

Lighting - Install and upgrade lighting near bus stops

Signs and Signals - Optimize and coordinate signals along the segment

Active Modes - Install shared use path on at least one side of the roadway

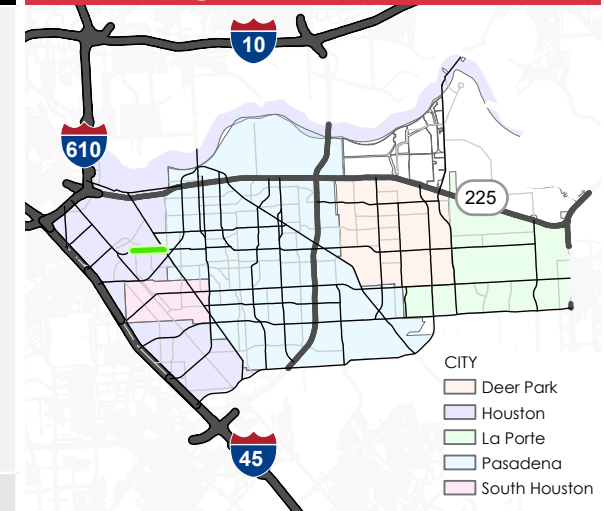
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	33
Severe Crashes (Fatal, Severe Injury)	0, 0
Crashes with Another Vehicle	29
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	2
Most Common Object Struck	DITCH
Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (16)
Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (2)

Capacity Data

2021 Average Daily Traffic (ADT)	2927
2021 Volume-to-Capacity Ratio (V/C)	0.08
2045 Average Daily Traffic (ADT)	5169
2045 Volume-to-Capacity Ratio (V/C)	0.14

Segment Characteristics

Segment Length (mi)	0.93 mi	Center Width (ft)	12 ft
Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides
ROW Width (ft)	80 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	93.11%
Number of Lanes	4	Buffer Width (ft)	12 ft
Center Type	Raised Median		

ALLENDALE ROAD FROM ALLEN GENOA ROAD TO OAKS DRIVE

Corridor Segment ID: 24.3

Cross Sections

Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

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 roadway
- Improve existing sidewalks and ADA curb ramps

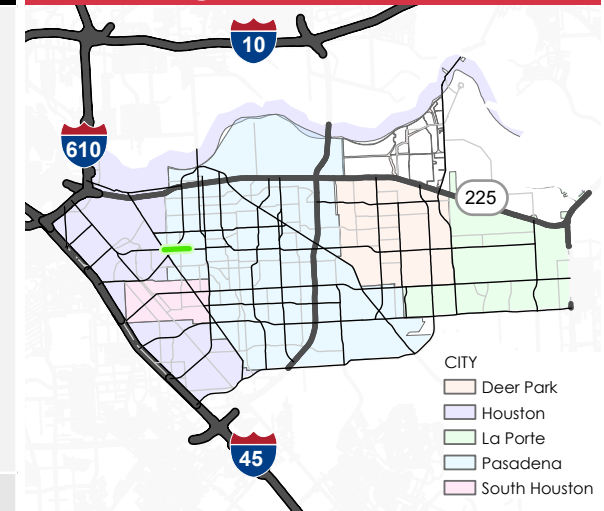
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	49
Severe Crashes (Fatal, Severe Injury)	1, 0
Crashes with Another Vehicle	43
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	3
Most Common Object Struck	HIT TRAFFIC SIGNAL POLE OR POST
Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (23)
Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (9)

Capacity Data

2021 Average Daily Traffic (ADT)	2927
2021 Volume-to- Capacity Ratio (V/C)	0.08
2045 Average Daily Traffic (ADT)	5169
2045 Volume-to- Capacity Ratio (V/C)	0.14

Segment Characteristics

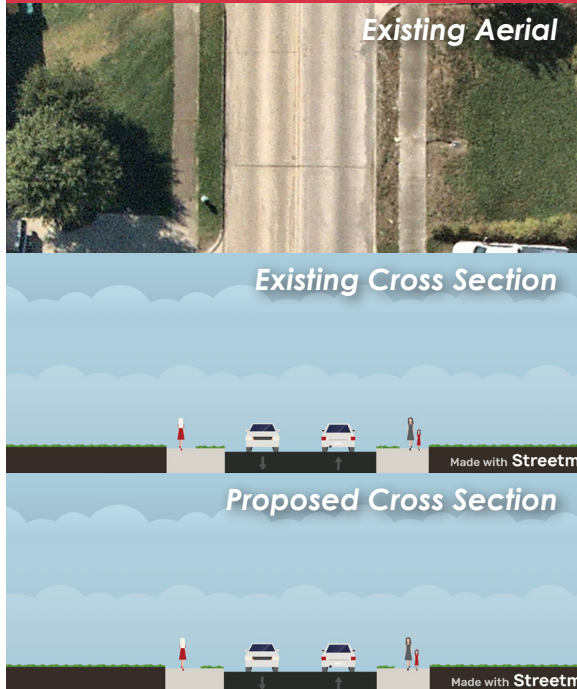
Segment Length (mi)	0.75 mi	Center Width (ft)	0 ft
Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides
ROW Width (ft)	61 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	40 ft	Sidewalk coverage (%)	70.1%
Number of Lanes	4	Buffer Width (ft)	12 ft
Center Type	Undivided		

SE Harris Sub-Regional Study, Corridor Summary Sheets

ALLENDALE ROAD FROM OAKS DRIVE TO SHAVER STREET

Corridor Segment ID: 24.4

Cross Sections



Recommended Improvements

Median None

Pavement None

Lighting None

Signs and Signals - Optimize and coordinate signals along the segment

Active Modes - Improve existing sidewalks and ADA curb ramps

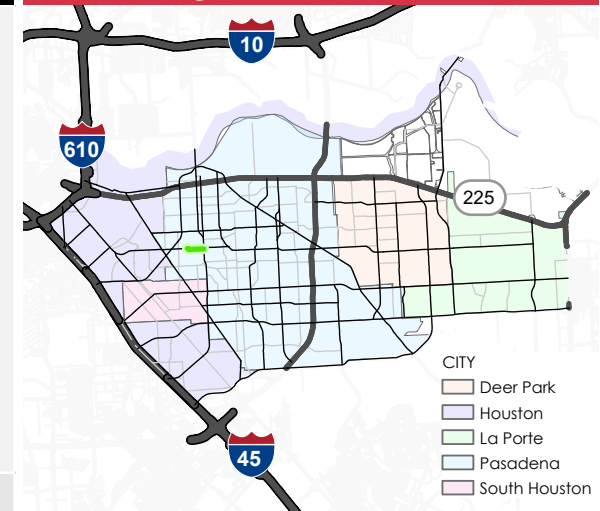
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	12
Severe Crashes (Fatal, Severe Injury)	0, 0
Crashes with Another Vehicle	9
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	1
Most Common Object Struck	HIT TREE, SHRUB, LANDSCAPING
Most Common Manner of Collision	OMV VEHICLE GOING STRAIGHT (3)
Most Common Factor of Collision	NOT APPLICABLE (3)

Capacity Data

2021 Average Daily Traffic (ADT)	2927
2021 Volume-to-Capacity Ratio (V/C)	0.16
2045 Average Daily Traffic (ADT)	5169
2045 Volume-to-Capacity Ratio (V/C)	0.29

Segment Characteristics

Segment Length (mi)	0.5 mi	Center Width (ft)	0 ft
Posted Speed (mph)	30 mph	Sidewalk Location	Both Sides
ROW Width (ft)	61 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	26 ft	Sidewalk coverage (%)	84.97%
Number of Lanes	2	Buffer Width (ft)	21 ft
Center Type	Undivided		

GARNER ROAD FROM SHAVER STREET TO PASADENA BOULEVARD

Corridor Segment ID: 25.1

Cross Sections



Existing Cross Section



Proposed Cross Section

Recommended Improvements

Median None

Pavement None

Lighting - Install and upgrade lighting along segment and at signalized intersections

Signs and Signals - Optimize and coordinate signals along the segment

Active Modes - Install shared use path on at least one side of the roadway

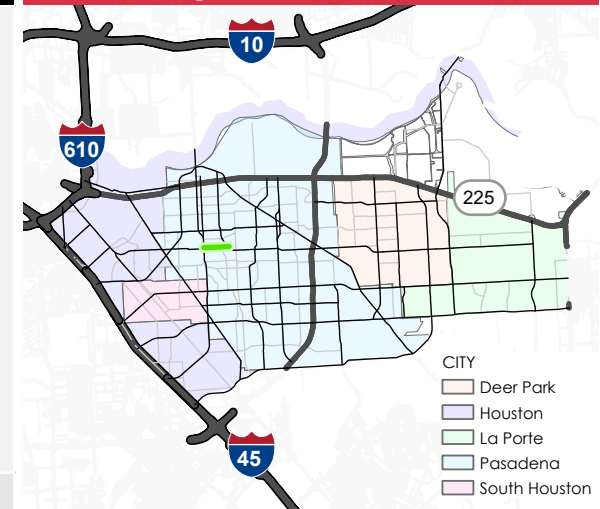
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes 29

Severe Crashes (Fatal, Severe Injury) 0, 0

Crashes with Another Vehicle 20

Crashes with a Bicyclist 0

Crashes with a Pedestrian 0

Crashes with a Fixed Object 3

Most Common Object Struck HIT TREE, SHRUB, LANDSCAPING

Most Common Manner of Collision ANGLE - BOTH GOING STRAIGHT (9)

Most Common Factor of Collision ONE VEHICLE ENTERING DRIVEWAY (4)

Capacity Data

2021 Average Daily Traffic (ADT)	2927
2021 Volume-to-Capacity Ratio (V/C)	0.16
2045 Average Daily Traffic (ADT)	5169
2045 Volume-to-Capacity Ratio (V/C)	0.29

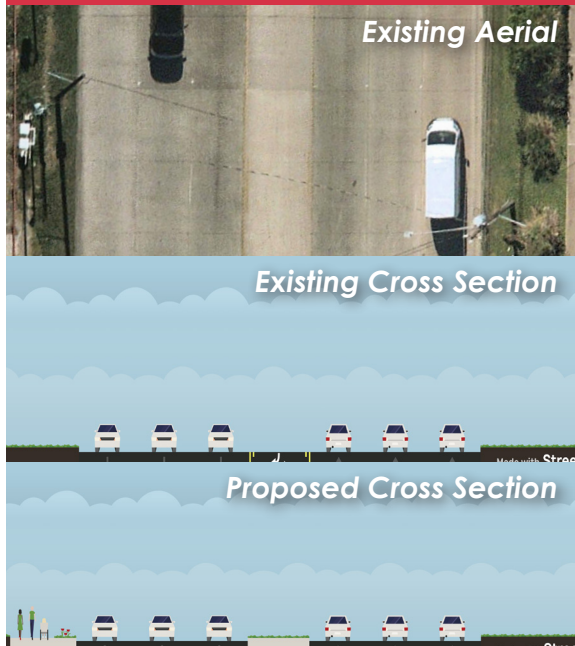
Segment Characteristics

Segment Length (mi)	0.72 mi	Center Width (ft)	16 ft
Posted Speed (mph)	35 mph	Sidewalk Location	One Side
ROW Width (ft)	60 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	34 ft	Sidewalk coverage (%)	43.76%
Number of Lanes	2	Buffer Width (ft)	5 ft
Center Type	TWLT		

SPENCER HIGHWAY FROM EASTHAVEN BOULEVARD TO AUSTIN STREET

Corridor Segment ID: 26.1

Cross Sections



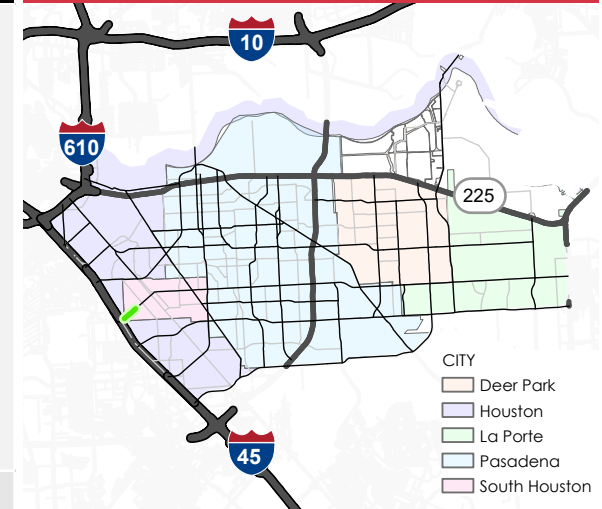
Recommended Improvements

- 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 roadway
- Access** - Driveway access management (further study required)
- Other** None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	189
Severe Crashes (Fatal, Severe Injury)	6, 1
Crashes with Another Vehicle	174
Crashes with a Bicyclist	1
Crashes with a Pedestrian	3
Crashes with a Fixed Object	6
Most Common Object Struck	HIT CURB
Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (49)
Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (28)

Capacity Data

2021 Average Daily Traffic (ADT)	24930
2021 Volume-to-Capacity Ratio (V/C)	0.46
2045 Average Daily Traffic (ADT)	35461
2045 Volume-to-Capacity Ratio (V/C)	0.65

Segment Characteristics

Segment Length (mi)	0.45 mi	Center Width (ft)	14 ft
Posted Speed (mph)	35 mph	Sidewalk Location	None
ROW Width (ft)	121 ft	Sidewalk Width (ft)	0
Roadway Width (ft)	78 ft	Sidewalk coverage (%)	0%
Number of Lanes	6	Buffer Width (ft)	13 ft
Center Type	TWLT		

SPENCER HIGHWAY FROM AUSTIN STREET TO SHAVER STREET

Corridor Segment ID: 26.2

Cross Sections

Existing Aerial

Existing Cross Section

Proposed Cross Section

Recommended Improvements

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 roadway
- Improve existing sidewalks and ADA curb ramps

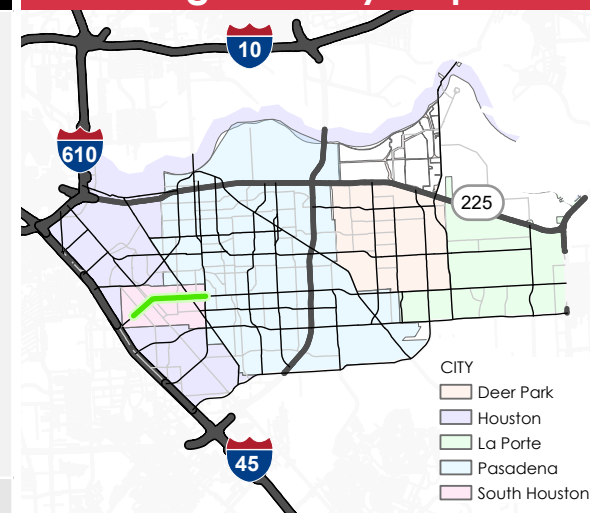
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes 489

Severe Crashes
(Fatal, Severe Injury) 11, 4

Crashes with
Another Vehicle 462

Crashes with
a Bicyclist 1

Crashes with
a Pedestrian 1

Crashes with
a Fixed Object 19

Most Common
Object Struck HIT CURB

Most Common
Manner of Collision ANGLE - BOTH GOING STRAIGHT
(103)

Most Common
Factor of Collision ATTENTION DIVERTED FROM
DRIVING (91)

Capacity Data

2021 Average Daily
Traffic (ADT) 24930

2021 Volume-to-
Capacity Ratio (V/C) 0.46

2045 Average Daily
Traffic (ADT) 35461

2045 Volume-to-
Capacity Ratio (V/C) 0.65

Segment Characteristics

Segment Length (mi)	2.32 mi	Center Width (ft)	14 ft
Posted Speed (mph)	35 mph	Sidewalk Location	One Side
ROW Width (ft)	121 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	78 ft	Sidewalk coverage (%)	49.54%
Number of Lanes	6	Buffer Width (ft)	13 ft
Center Type	TWLT		

SPENCER HIGHWAY FROM SHAVER STREET TO LUELLA BOULEVARD

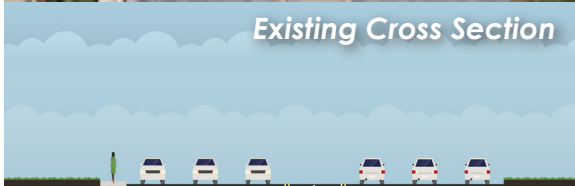
Corridor Segment ID: 26.3

Cross Sections

Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

Median - Install raised median

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 - Install shared use path on at least one side of the roadway

- Improve existing sidewalks and ADA curb ramps

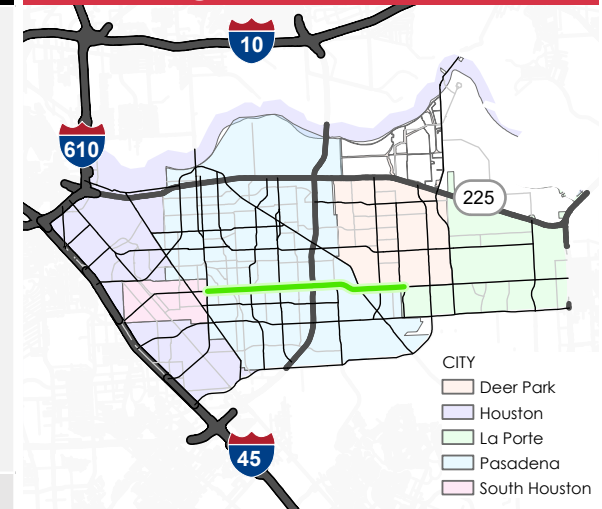
Access - Driveway access management (further study required)

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes 2059

Severe Crashes (Fatal, Severe Injury) 37, 3

Crashes with Another Vehicle 1960

Crashes with a Bicyclist 9

Crashes with a Pedestrian 17

Crashes with a Fixed Object 63

Most Common Object Struck HIT OTHER FIXED OBJECT

Most Common Manner of Collision SD ONE STRAIGHT-ONE STOPPED (397)

Most Common Factor of Collision ONE VEHICLE LEAVING DRIVEWAY (314)

Capacity Data

2021 Average Daily Traffic (ADT) 30175

2021 Volume-to-Capacity Ratio (V/C) 0.55

2045 Average Daily Traffic (ADT) 39473

2045 Volume-to-Capacity Ratio (V/C) 0.72

Segment Characteristics

Segment Length (mi) 5.87 mi **Center Width (ft)** 14 ft

Posted Speed (mph) 40 mph **Sidewalk Location** Both Sides

ROW Width (ft) 80 ft **Sidewalk Width (ft)** 5

Roadway Width (ft) 72 ft **Sidewalk coverage (%)** 32.63%

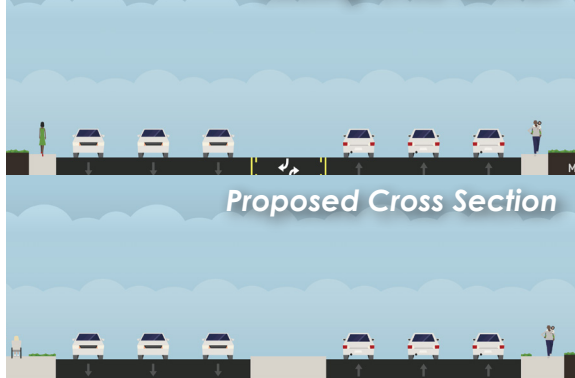
Number of Lanes 6 **Buffer Width (ft)** 13 ft

Center Type TWLTL

Cross Sections



Existing Cross Section



Proposed Cross Section

Recommended Improvements

Median - Install raised median

Pavement - Resurface and restripe pavement

Lighting - Install and upgrade lighting near bus stops

Signs and Signals - 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

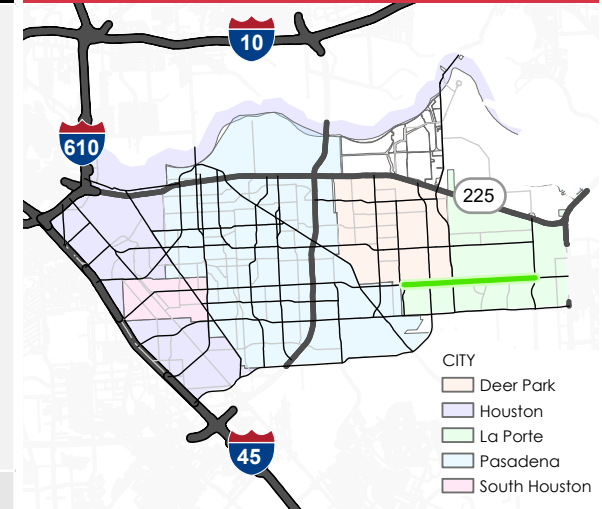
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes 405

Severe Crashes (Fatal, Severe Injury) 7, 1

Crashes with Another Vehicle 378

Crashes with a Bicyclist 3

Crashes with a Pedestrian 4

Crashes with a Fixed Object 14

Most Common Object Struck HIT TREE, SHRUB, LANDSCAPING

Most Common Manner of Collision SD ONE STRAIGHT-ONE STOPPED (93)

Most Common Factor of Collision ONE VEHICLE LEAVING DRIVEWAY (90)

Capacity Data

2021 Average Daily Traffic (ADT)	20405
2021 Volume-to-Capacity Ratio (V/C)	0.37
2045 Average Daily Traffic (ADT)	28246
2045 Volume-to-Capacity Ratio (V/C)	0.51

Segment Characteristics

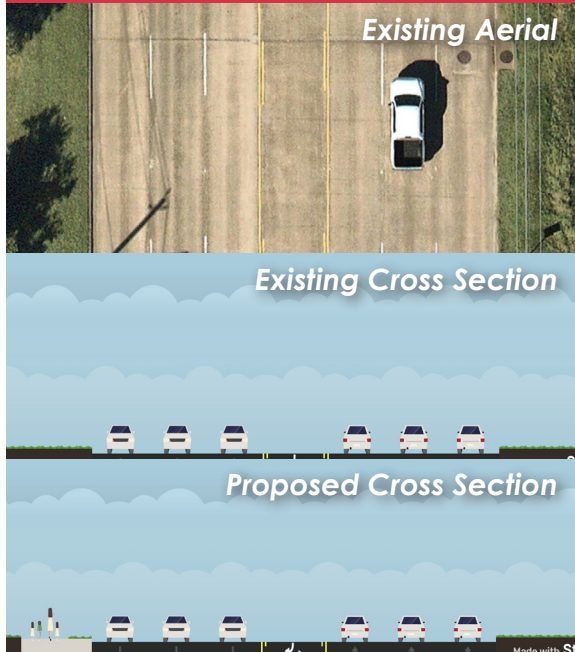
Segment Length (mi)	3.88 mi	Center Width (ft)	14 ft
Posted Speed (mph)	45 mph	Sidewalk Location	Both Sides
ROW Width (ft)	84 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	72 ft	Sidewalk coverage (%)	25.82%
Number of Lanes	6	Buffer Width (ft)	13 ft
Center Type	TWLT		

SE Harris Sub-Regional Study, Corridor Summary Sheets

SPENCER HIGHWAY FROM BAY AREA BOULEVARD TO SH 146

Corridor Segment ID: 26.5

Cross Sections



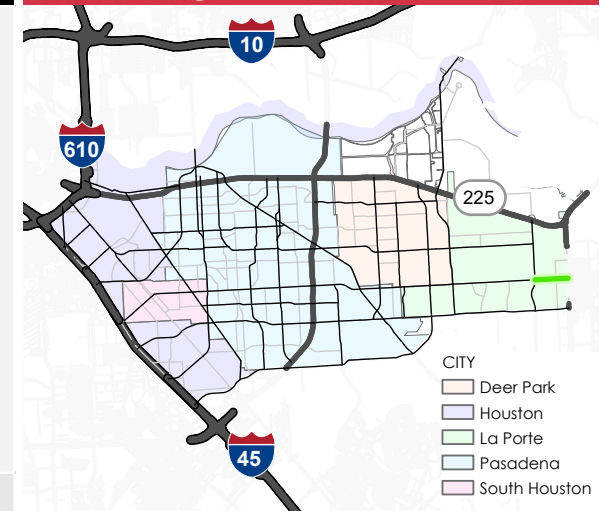
Recommended Improvements

- Median** None
- Pavement** - Resurface and restripe pavement
- Lighting** - Install and upgrade lighting near bus stops
- Signs and Signals** - Optimize and coordinate signals along the segment
- Active Modes** - Install shared use path on at least one side of the roadway
- Access** None
- Other** - Widen bridge to 8 lanes to accommodate freight growth

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	52
Severe Crashes (Fatal, Severe Injury)	0, 0
Crashes with Another Vehicle	49
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	1
Most Common Object Struck	HIT LUMINAIRE POLE
Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (11)
Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (10)

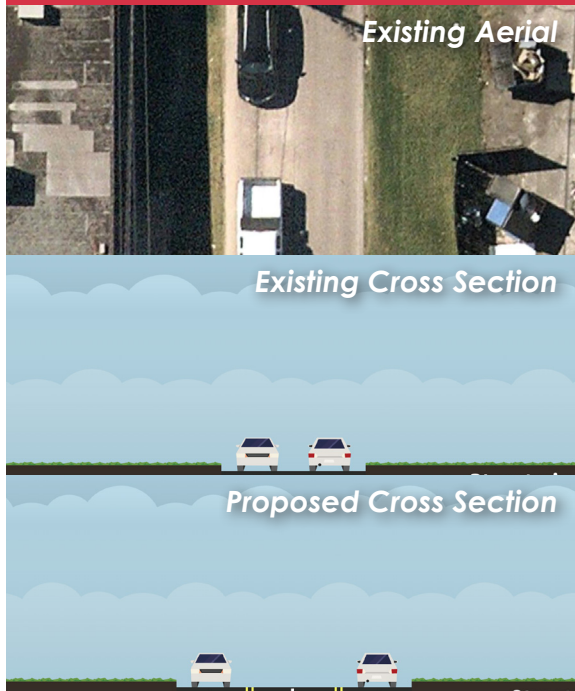
Capacity Data

2021 Average Daily Traffic (ADT)	20405
2021 Volume-to-Capacity Ratio (V/C)	0.37
2045 Average Daily Traffic (ADT)	28246
2045 Volume-to-Capacity Ratio (V/C)	0.51

Segment Characteristics

Segment Length (mi)	0.98 mi	Center Width (ft)	14 ft
Posted Speed (mph)	45 mph	Sidewalk Location	None
ROW Width (ft)	84 ft	Sidewalk Width (ft)	0
Roadway Width (ft)	72 ft	Sidewalk coverage (%)	0%
Number of Lanes	6	Buffer Width (ft)	13 ft
Center Type	TWLT		

Cross Sections



Recommended Improvements

Median - Conduct a Road Diet (one lane in each direction) with center two-way left-turn lane

Pavement None

Lighting None

Signs and Signals - Optimize and coordinate signals along the segment

Active Modes - Improve existing sidewalks and ADA curb ramps

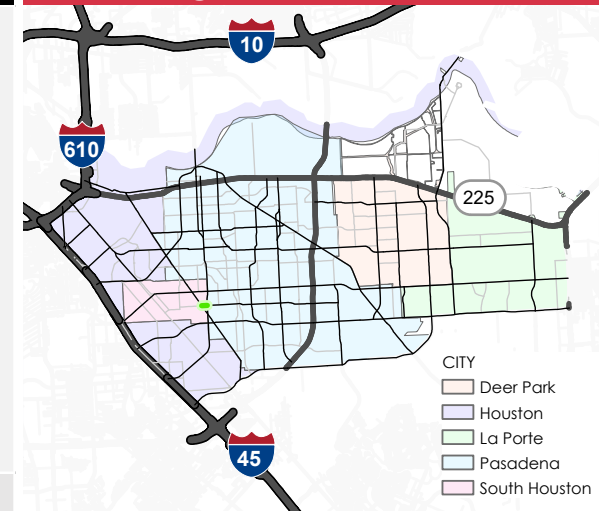
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	2
Severe Crashes (Fatal, Severe Injury)	0, 0
Crashes with Another Vehicle	2
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	0
Most Common Object Struck	NOT APPLICABLE
Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (1)
Most Common Factor of Collision	ONE VEHICLE LEAVING DRIVEWAY (1)

Capacity Data

2021 Average Daily Traffic (ADT)	11015
2021 Volume-to-Capacity Ratio (V/C)	0.61
2045 Average Daily Traffic (ADT)	15714
2045 Volume-to-Capacity Ratio (V/C)	0.87

Segment Characteristics

Segment Length (mi)	0.16 mi	Center Width (ft)	0 ft
Posted Speed (mph)	40 mph	Sidewalk Location	None
ROW Width (ft)	60 ft	Sidewalk Width (ft)	0
Roadway Width (ft)	20 ft	Sidewalk coverage (%)	0%
Number of Lanes	2	Buffer Width (ft)	31 ft
Center Type	Undivided		

SE Harris Sub-Regional Study, Corridor Summary Sheets

VISTA ROAD FROM SHAVER STREET TO STRAWBERRY ROAD

Corridor Segment ID: 27.2

Cross Sections



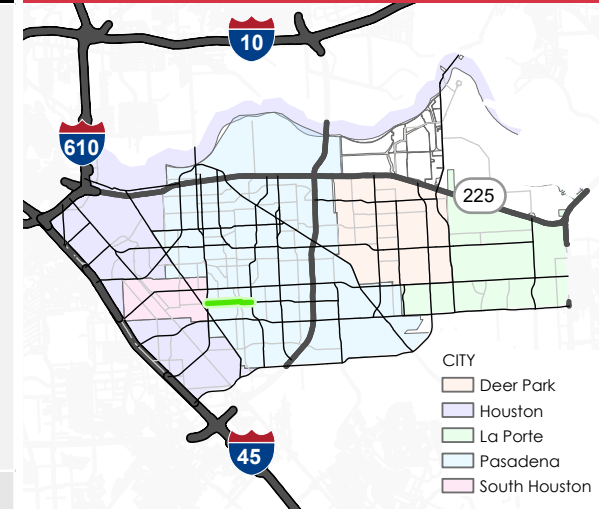
Recommended Improvements

- Median** None
- Pavement** None
- Lighting** - Install and upgrade lighting along segment and at signalized intersections
- Signs and Signals** - Optimize and coordinate signals along the segment
- Active Modes** None
- Access** None
- Other** None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	112
Severe Crashes (Fatal, Severe Injury)	5, 0
Crashes with Another Vehicle	102
Crashes with a Bicyclist	1
Crashes with a Pedestrian	0
Crashes with a Fixed Object	8
Most Common Object Struck	HIT TREE, SHRUB, LANDSCAPING
Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (32)
Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (9)

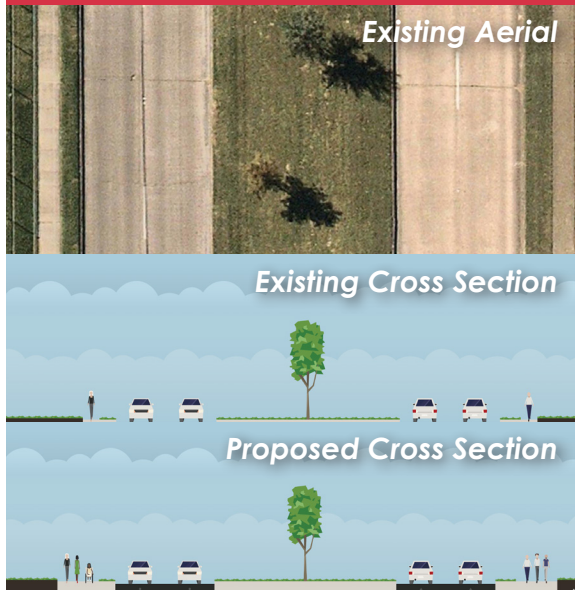
Capacity Data

2021 Average Daily Traffic (ADT)	11015
2021 Volume-to-Capacity Ratio (V/C)	0.3
2045 Average Daily Traffic (ADT)	15714
2045 Volume-to-Capacity Ratio (V/C)	0.43

Segment Characteristics

Segment Length (mi)	1.32 mi	Center Width (ft)	0 ft
Posted Speed (mph)	40 mph	Sidewalk Location	One Side
ROW Width (ft)	60 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	40 ft	Sidewalk coverage (%)	47.97%
Number of Lanes	4	Buffer Width (ft)	15 ft
Center Type	Undivided		

Cross Sections



Recommended Improvements

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

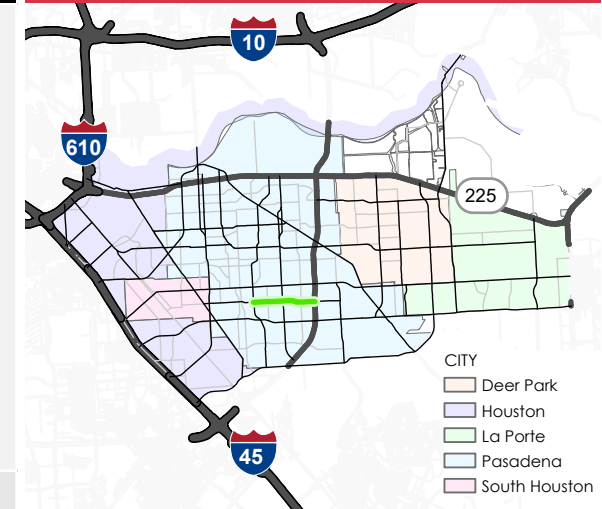
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	401
Severe Crashes (Fatal, Severe Injury)	8, 1
Crashes with Another Vehicle	382
Crashes with a Bicyclist	0
Crashes with a Pedestrian	1
Crashes with a Fixed Object	17
Most Common Object Struck	HIT MEDIAN BARRIER
Most Common Manner of Collision	OD ONE STRAIGHT-ONE LEFT TURN (104)
Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (55)

Capacity Data

2021 Average Daily Traffic (ADT)	11015
2021 Volume-to-Capacity Ratio (V/C)	0.3
2045 Average Daily Traffic (ADT)	15714
2045 Volume-to-Capacity Ratio (V/C)	0.43

Segment Characteristics

Segment Length (mi)	1.83 mi	Center Width (ft)	44 ft
Posted Speed (mph)	40 mph	Sidewalk Location	Both Sides
ROW Width (ft)	120 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	39.56%
Number of Lanes	4	Buffer Width (ft)	15 ft
Center Type	Raised Median		

Cross Sections



Existing Aerial



Existing Cross Section



Proposed Cross Section

Recommended Improvements

Median None

Pavement None

Lighting None

Signs and Signals - Optimize and coordinate signals along the segment

Active Modes - Improve existing sidewalks and ADA curb ramps

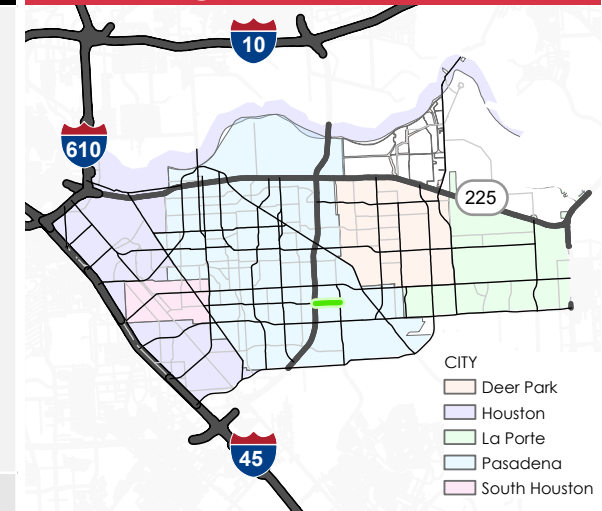
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes 16

Severe Crashes (Fatal, Severe Injury) 0, 0

Crashes with Another Vehicle 14

Crashes with a Bicyclist 1

Crashes with a Pedestrian 0

Crashes with a Fixed Object 0

Most Common Object Struck HIT RETAINING WALL

Most Common Manner of Collision ANGLE - BOTH GOING STRAIGHT (5)

Most Common Factor of Collision ATTENTION DIVERTED FROM DRIVING (3)

Capacity Data

2021 Average Daily Traffic (ADT)	11015
2021 Volume-to-Capacity Ratio (V/C)	0.3
2045 Average Daily Traffic (ADT)	15714
2045 Volume-to-Capacity Ratio (V/C)	0.43

Segment Characteristics

Segment Length (mi)	0.73 mi	Center Width (ft)	15 ft
Posted Speed (mph)	40 mph	Sidewalk Location	One Side
ROW Width (ft)	60 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	40 ft	Sidewalk coverage (%)	56.69%
Number of Lanes	4	Buffer Width (ft)	15 ft
Center Type	Raised Median		

SE Harris Sub-Regional Study, Corridor Summary Sheets

FAIRMONT PARKWAY FROM IH-45 TO SHAVER STREET

Corridor Segment ID: 28.1

Cross Sections

Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

Median None

Pavement None

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 roadway
- Improve existing sidewalks and ADA curb ramps

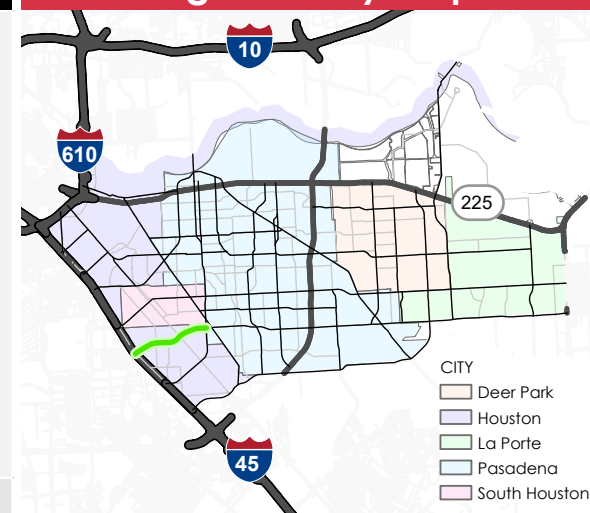
Access - Driveway access management (further study required)

Other - Install eastbound and westbound through lanes (1,000 feet from intersection 28.1.1)

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes 648

Severe Crashes (Fatal, Severe Injury) 12, 4

Crashes with Another Vehicle 573

Crashes with a Bicyclist 5

Crashes with a Pedestrian 9

Crashes with a Fixed Object 47

Most Common Object Struck HIT MEDIAN BARRIER

Most Common Manner of Collision ANGLE - BOTH GOING STRAIGHT (163)

Most Common Factor of Collision ONE VEHICLE LEAVING DRIVEWAY (69)

Capacity Data

2021 Average Daily Traffic (ADT)	19243
2021 Volume-to-Capacity Ratio (V/C)	0.53
2045 Average Daily Traffic (ADT)	25660
2045 Volume-to-Capacity Ratio (V/C)	0.71

Segment Characteristics

Segment Length (mi)	2.31 mi	Center Width (ft)	30 ft
Posted Speed (mph)	35 mph	Sidewalk Location	Both Sides
ROW Width (ft)	140 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	92.05%
Number of Lanes	4	Buffer Width (ft)	22 ft
Center Type	Raised Median		

FAIRMONT PARKWAY FROM SHAVER STREET TO PRESTON AVENUE

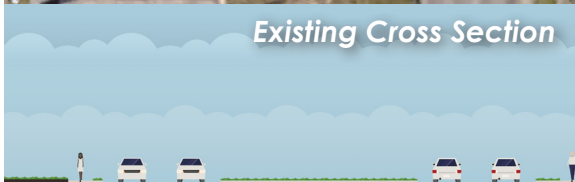
Corridor Segment ID: 28.2

Cross Sections

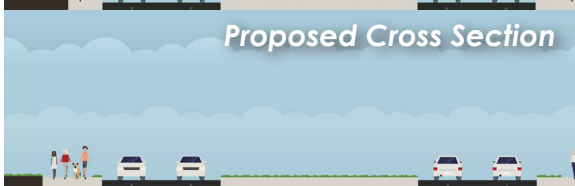
Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

Median None

Pavement None

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 roadway

- Improve existing sidewalks and ADA curb ramps

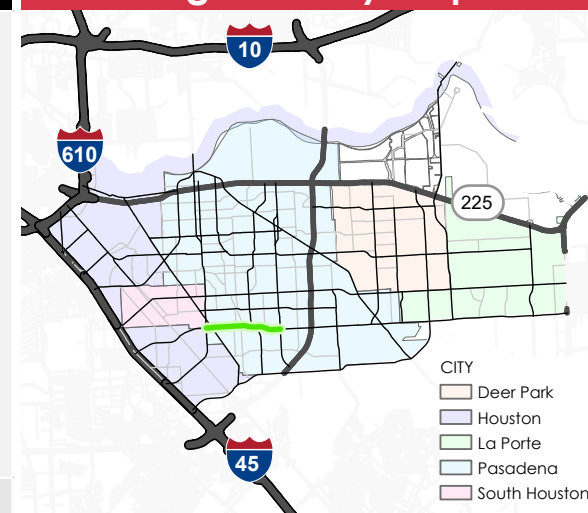
Access None

Other - Install eastbound and westbound through lanes (1,000 feet from intersection 28.2.2)

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes 418

Severe Crashes (Fatal, Severe Injury) 10, 1

Crashes with Another Vehicle 384

Crashes with a Bicyclist 2

Crashes with a Pedestrian 1

Crashes with a Fixed Object 29

Most Common Object Struck DITCH

Most Common Manner of Collision SD ONE STRAIGHT-ONE STOPPED (95)

Most Common Factor of Collision SLOWING/STOPPING-FOR TRAFFIC (49)

Capacity Data

2021 Average Daily Traffic (ADT)	19243
2021 Volume-to-Capacity Ratio (V/C)	0.53
2045 Average Daily Traffic (ADT)	25660
2045 Volume-to-Capacity Ratio (V/C)	0.7

Segment Characteristics

Segment Length (mi)	2.22 mi	Center Width (ft)	52 ft
Posted Speed (mph)	40 mph	Sidewalk Location	Both Sides
ROW Width (ft)	120 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	61.29%
Number of Lanes	4	Buffer Width (ft)	22 ft
Center Type	Raised Median		

FAIRMONT PARKWAY FROM PRESTON AVENUE TO SAM HOUSTON PARKWAY/

Corridor Segment ID: 28.3

Cross Sections

Existing Aerial

Existing Cross Section

Proposed Cross Section

Recommended Improvements

Median None

Pavement None

Lighting - Install and upgrade lighting along segment and at signalized intersections

Signs and Signals - 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

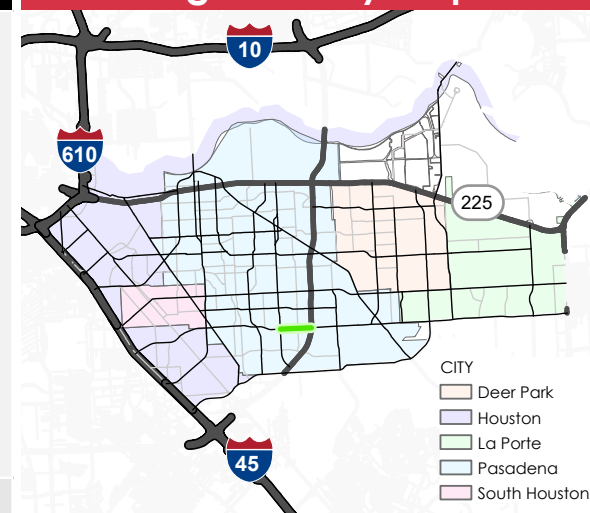
Access - Driveway access management (further study required)

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes 702

Severe Crashes (Fatal, Severe Injury) 6, 0

Crashes with Another Vehicle 676

Crashes with a Bicyclist 2

Crashes with a Pedestrian 0

Crashes with a Fixed Object 20

Most Common Object Struck HIT TREE, SHRUB, LANDSCAPING

Most Common Manner of Collision SD BOTH GOING STRAIGHT-SIDESWIPE (138)

Most Common Factor of Collision VEHICLE CHANGING LANES (112)

Capacity Data

2021 Average Daily Traffic (ADT) 19243

2021 Volume-to-Capacity Ratio (V/C) 0.35

2045 Average Daily Traffic (ADT) 25660

2045 Volume-to-Capacity Ratio (V/C) 0.46

Segment Characteristics

Segment Length (mi)	0.92 mi	Center Width (ft)	52 ft
Posted Speed (mph)	45 mph	Sidewalk Location	Both Sides
ROW Width (ft)	121 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	72 ft	Sidewalk coverage (%)	83.79%
Number of Lanes	6	Buffer Width (ft)	9 ft
Center Type	Raised Median		

FAIRMONT PARKWAY FROM SAM HOUSTON PARKWAY/BELTWAY 8 TO MANORDAL

Corridor Segment ID: 28.4

Cross Sections

Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

Median None

Pavement None

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 roadway

- Improve existing sidewalks and ADA curb ramps

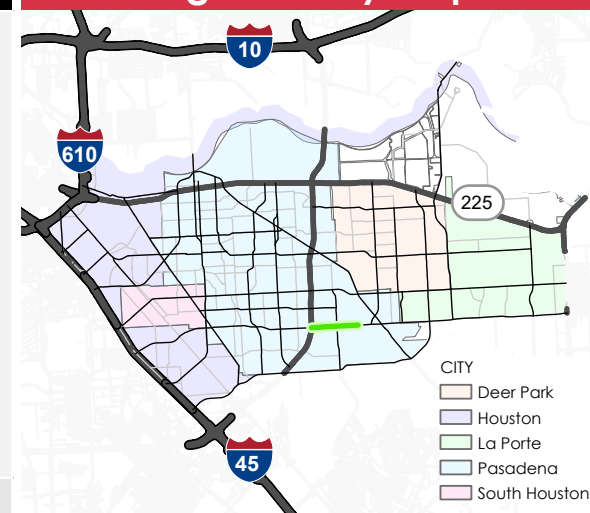
Access None

Other None

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes 132

Severe Crashes (Fatal, Severe Injury) 2, 0

Crashes with Another Vehicle 127

Crashes with a Bicyclist 0

Crashes with a Pedestrian 0

Crashes with a Fixed Object 4

Most Common Object Struck HIT MEDIAN BARRIER

Most Common Manner of Collision ANGLE - BOTH GOING STRAIGHT (37)

Most Common Factor of Collision ATTENTION DIVERTED FROM DRIVING (17)

Capacity Data

2021 Average Daily Traffic (ADT)	23583
2021 Volume-to-Capacity Ratio (V/C)	0.28
2045 Average Daily Traffic (ADT)	34967
2045 Volume-to-Capacity Ratio (V/C)	0.42

Segment Characteristics

Segment Length (mi)	1.39 mi	Center Width (ft)	175 ft
Posted Speed (mph)	45 mph	Sidewalk Location	Both Sides
ROW Width (ft)	300 ft	Sidewalk Width (ft)	5
Roadway Width (ft)	96 ft	Sidewalk coverage (%)	55.3%
Number of Lanes	8	Buffer Width (ft)	19 ft
Center Type	Raised Median		

FAIRMONT PARKWAY FROM MANORDALE DRIVE TO RED BLUFF ROAD

Corridor Segment ID: 28.5

Cross Sections

Existing Aerial



Existing Cross Section



Proposed Cross Section



Recommended Improvements

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 roadway
- Improve existing sidewalks and ADA curb ramps

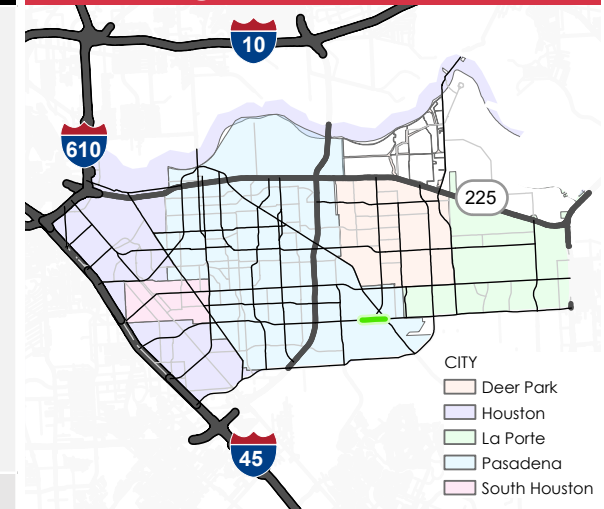
Access None

Other None

Previously Proposed Projects

RTP 2045 - Construct geometric improvements and its/traffic signal improvements (vehicle detection, real time traffic monitoring, battery backup and interconnect) at 14 intersections

Segment Key Map



Crash Data (2016-2020)

Total Crashes	88
Severe Crashes (Fatal, Severe Injury)	3, 0
Crashes with Another Vehicle	80
Crashes with a Bicyclist	0
Crashes with a Pedestrian	0
Crashes with a Fixed Object	6
Most Common Object Struck	HIT GUARDRAIL
Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (26)
Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (13)

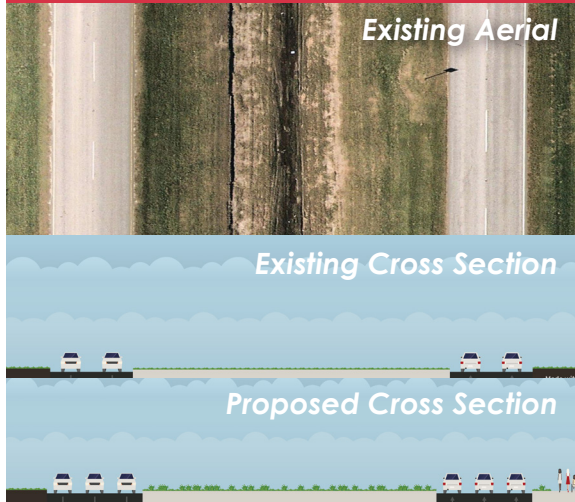
Capacity Data

2021 Average Daily Traffic (ADT)	23583
2021 Volume-to-Capacity Ratio (V/C)	0.43
2045 Average Daily Traffic (ADT)	34967
2045 Volume-to-Capacity Ratio (V/C)	0.63

Segment Characteristics

Segment Length (mi)	0.69 mi	Center Width (ft)	54 ft
Posted Speed (mph)	45 mph	Sidewalk Location	None
ROW Width (ft)	300 ft	Sidewalk Width (ft)	0
Roadway Width (ft)	72 ft	Sidewalk coverage (%)	0%
Number of Lanes	6	Buffer Width (ft)	154 ft
Center Type/Wide Grass Median			

Cross Sections



Recommended Improvements

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 roadway

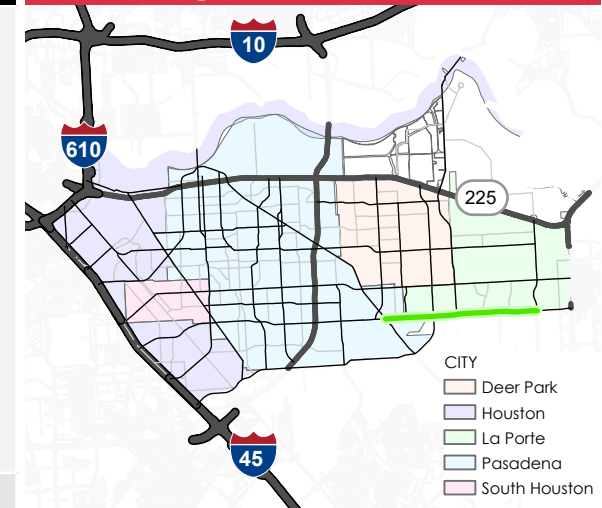
Access None

Other - Install eastbound and westbound through lanes

Previously Proposed Projects

RTP 2045 - Construct geometric improvements and its/traffic signal improvements (vehicle detection, real time traffic monitoring, battery backup and interconnect) at 14 intersections

Segment Key Map



Crash Data (2016-2020)

Total Crashes	553
Severe Crashes (Fatal, Severe Injury)	5, 5
Crashes with Another Vehicle	490
Crashes with a Bicyclist	3
Crashes with a Pedestrian	1
Crashes with a Fixed Object	45
Most Common Object Struck	OVERTURNED
Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (184)
Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (160)

Capacity Data

2021 Average Daily Traffic (ADT)	23583
2021 Volume-to-Capacity Ratio (V/C)	0.64
2045 Average Daily Traffic (ADT)	34967
2045 Volume-to-Capacity Ratio (V/C)	0.95

Segment Characteristics

Segment Length (mi)	4.51 mi	Center Width (ft)	92 ft
Posted Speed (mph)	45 mph	Sidewalk Location	None
ROW Width (ft)	250 ft	Sidewalk Width (ft)	0
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	9.24%
Number of Lanes	4	Buffer Width (ft)	110 ft
Center Type/Wide Grass Median			

FAIRMONT PARKWAY FROM BAY AREA BOULEVARD TO 16TH STREET

Corridor Segment ID: 28.7

Cross Sections



Recommended Improvements

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 connect existing shared use paths; install barrier between vehicle travel lanes and shared use path along bridge section

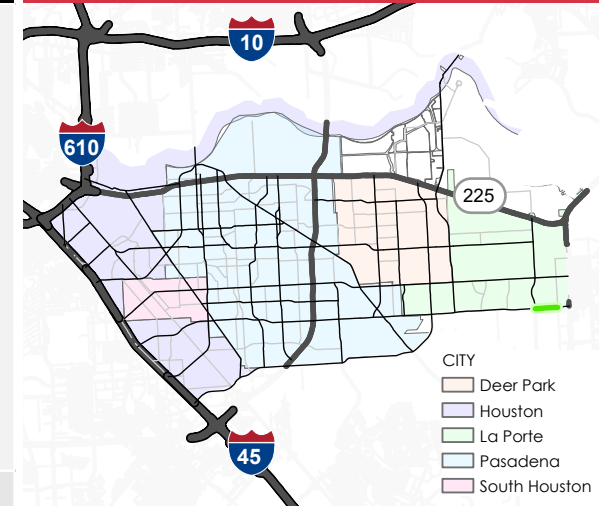
Access None

Other - Install eastbound and westbound through lanes

Previously Proposed Projects

None

Segment Key Map



Crash Data (2016-2020)

Total Crashes	54
Severe Crashes (Fatal, Severe Injury)	2, 1
Crashes with Another Vehicle	43
Crashes with a Bicyclist	0
Crashes with a Pedestrian	1
Crashes with a Fixed Object	6
Most Common Object Struck	HIT GUARDRAIL
Most Common Manner of Collision	SD ONE STRAIGHT-ONE STOPPED (17)
Most Common Factor of Collision	SLOWING/STOPPING - FOR OFF., FLAGMAN, OR TRF. CTRL. (11)

Capacity Data

2021 Average Daily Traffic (ADT)	24316
2021 Volume-to-Capacity Ratio (V/C)	0.66
2045 Average Daily Traffic (ADT)	30881
2045 Volume-to-Capacity Ratio (V/C)	0.84

Segment Characteristics

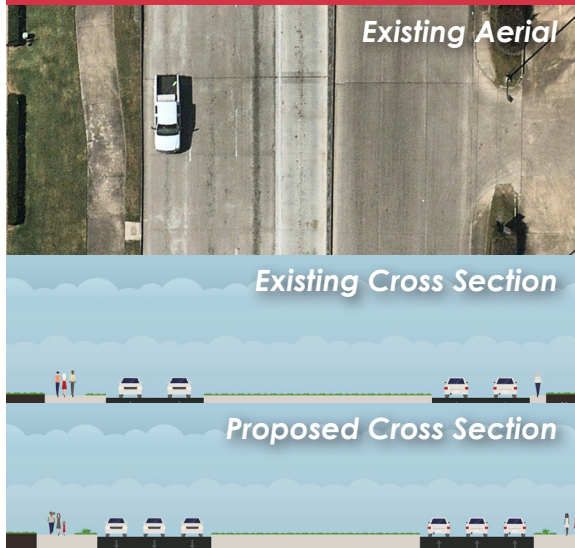
Segment Length (mi)	0.67 mi	Center Width (ft)	75 ft
Posted Speed (mph)	45 mph	Sidewalk Location	None
ROW Width (ft)	170 ft	Sidewalk Width (ft)	0
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	57.09%
Number of Lanes	4	Buffer Width (ft)	110 ft
Center Type	Elevated Corridor		

SE Harris Sub-Regional Study, Corridor Summary Sheets

FAIRMONT PARKWAY FROM 16TH STREET TO SH 146

Corridor Segment ID: 28.8

Cross Sections



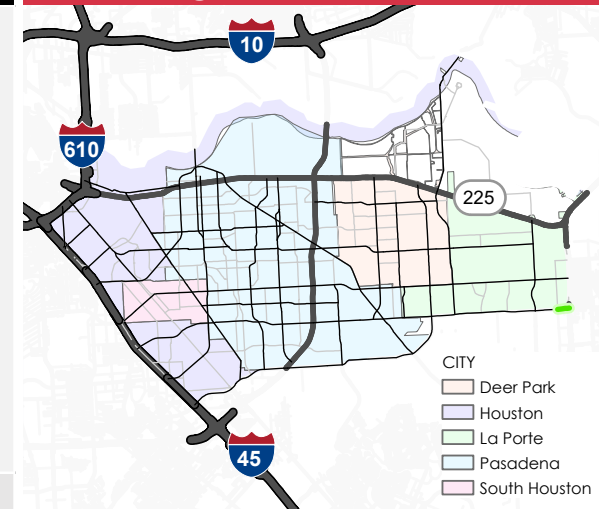
Recommended Improvements

- Median** None
- Pavement** None
- 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 roadway
- Access** None
- Other** - Install eastbound and westbound through lanes

Previously Proposed Projects

RTP 2045 - Construct geometric improvements and its/traffic signal improvements (vehicle detection, real time traffic monitoring, battery backup and interconnect) at 14 intersections

Segment Key Map



Crash Data (2016-2020)

Total Crashes	239
Severe Crashes (Fatal, Severe Injury)	1, 0
Crashes with Another Vehicle	226
Crashes with a Bicyclist	1
Crashes with a Pedestrian	1
Crashes with a Fixed Object	7
Most Common Object Struck	HIT OTHER FIXED OBJECT
Most Common Manner of Collision	ANGLE - BOTH GOING STRAIGHT (56)
Most Common Factor of Collision	ATTENTION DIVERTED FROM DRIVING (29)

Capacity Data

2021 Average Daily Traffic (ADT)	24316
2021 Volume-to-Capacity Ratio (V/C)	0.66
2045 Average Daily Traffic (ADT)	30881
2045 Volume-to-Capacity Ratio (V/C)	0.84

Segment Characteristics

Segment Length (mi)	0.34 mi	Center Width (ft)	56 ft
Posted Speed (mph)	45 mph	Sidewalk Location	None
ROW Width (ft)	80 ft	Sidewalk Width (ft)	0
Roadway Width (ft)	48 ft	Sidewalk coverage (%)	27.31%
Number of Lanes	4	Buffer Width (ft)	110 ft
Center Type	Raised Median		

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 right-of-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
7. 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

Other

Light Rail
accommodations (if
applicable)

Old Galveston County Road/State Highway 3
City of Houston

	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
Potential Character	Maintain Existing Patterns	Maintain Existing Patterns
Unique Circumstances	None	None
Potential Inducements		
Pedestrian Paths	Expansion of Shared Use Path to Broadway	
Navigation & wayfinding signage		
Landscaping (in right-of-way)		
Intersection improvements		Hardscape at Howard
Pedestrian crosswalks & enhancements		
Traffic calming measures		
Access management		

Medians

Other

Old Galveston County Road/State Highway 3
City of Houston

	Segment 2.3	Segment 2.4
Predominant Uses	Suburban/Auto-Dominant Garden Apartments Industrial & Heavy Commercial Open Space Park & Natural Areas	Suburban/Auto-Dominant Residential Suburb Institution Garden Apartments
Potential Character	Maintain Existing Patterns	Maintain Existing Patterns
Unique Circumstances	None	None
Potential Inducements	None Recommended	None Recommended
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

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 Circumstances	None	None
Potential Inducements	None Recommended	
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		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
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)	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
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)	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	Bike/Ped Crossings over Drainage Channels	
Traffic calming measures		
Access management		
Public art		

Gateways

Lighting

Medians

Landscape and
Street Trees

Other

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 management		Managed Entries
Public art		
Gateways		

Lighting

Medians	Hardscape, Landscape and Street Trees
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Other

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	Protected hardscape crossing at Vince Bayou	
Traffic calming measures		
Access management	Managed Entries	Managed Entries
Public art		
Gateways		
Lighting		

Medians

Other

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

Other

Shaver Street

Cities of Houston, South Houston & Pasadena

	Segment 5.7	Segment 5.8
Predominant Uses	Suburban/Auto-Dominant Institutional Commercial Strip Residential Suburban	Suburban/Auto-Dominant Industrial & Heavy Commercial Open Space Vacant
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 and Street Trees
Intersection improvements	Hardscape and enhancements at Shaw	

Pedestrian crosswalks & enhancements	Urban trail amenities as per designation and plan	Bike/Ped Crossings over Little Vince Bayou
Traffic calming 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 6.1	Segment 6.2
Predominant Uses	Suburban/Auto-Dominant Residential Suburban Institutional Industrial & Heavy Commercial	Suburban/Auto-Dominant Residential Suburban Institutional
Potential Character	Enhanced Auto-Dominant Near-Urban	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 and enhancements at Shaw	Hardscape at 6.2.1
Pedestrian crosswalks & enhancements	Urban trail amenities as per designation and plan	
Traffic calming 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 signage	
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	
Other	

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	Little Vince Bayou Trail Connection	Little Vince Bayou Trail Connection
Potential Inducements		
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	Urban trail amenities as per designation and plan	Urban trail amenities as per designation and plan
Traffic calming 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

	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
Other

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

Other

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		

Other

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

Other

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

Other

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		

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

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
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	In Median	
Medians	Landscape and Street Trees	Landscape and Street Trees
Other		

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 (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	
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

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		

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

Center Cities of Deer Park & Pasadena

Segment 11.3

Predominant Uses	Suburban/Auto-Dominant Commercial Strip Residential Suburban Open Space Vacant Land
Potential Character	Maintain Existing Patterns Enhanced Auto-Dominant
Unique Circumstances	Deer Park Gateway Sign
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

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		

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

East/Canada

Cities of Deer Park & La Porte

Segment 13.3

Predominant Uses	Suburban/Auto-Dominant Garden Apartments Parks & Natural Areas Open Space Vacant Land
Potential Character	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	

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 Parks & Natural Areas Vacant Land	Suburban/Auto- Dominant Industrial & Heavy Commercial Commercial Strip Open Space Parks & Natural Areas
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		
Access management		
Public art		
Gateways		
Lighting		
Medians		

Other

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

	Segment 14.3	Segment 14.4
Predominant Uses	Suburban/Auto-Dominant Industrial & Heavy Commercial Commercial Strip	Suburban/Auto-Dominant Residential Suburban Commercial Strip Open Space Vacant Land
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		
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		
Traffic calming measures		
Access management		
Public art		
Gateways		
Lighting		
Medians		Landscape and Street Trees
Other		

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 measures		
Access management		
Public art		
Gateways		
Lighting		
Medians		

Other

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

Other

Lawndale
Cities of Houston & Pasadena

Segment 16.5

Predominant Uses	Suburban/Auto-Dominant Commercial Strip Open Space Vacant Land
Potential Character	Maintain Existing Patterns Enhanced Auto-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
Trees

Other

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

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	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
Potential Character	Maintain Existing Patterns Enhanced Auto-Dominant	Maintain Existing Patterns 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	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
Potential Character	Maintain Existing Patterns Enhanced Auto-Dominant	Maintain Existing Patterns 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 & enhancements		
Traffic calming measures		
Access management		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
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	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 Convention Center destination	Public Art & Gateways associated with Convention Center destination

Park Place
City of Houston

Segment 21.1

Predominant Uses	Suburban/Auto-Dominant Garden Apartments Commercial Strip Institution
Potential Character	Maintain Existing Patterns
Unique Circumstances	Improvements recently completed by City of Houston & TIRZ No. 8
Potential Inducements	
Pedestrian Paths	Improvements Complete
Navigation & wayfinding signage	
Landscaping (in right-of-way)	Improvements Complete
Intersection improvements	
Pedestrian crosswalks & enhancements	
Traffic calming measures	
Access management	

Public art

Gateways

Lighting

Medians

Other

Howard
City of Houston

Segment 22.1

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

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-Dominant Commercial Strip Industrial & Heavy Commercial Open Space Vacant Land
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	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

	Segment 27.3	Segment 27.4
Predominant Uses	Suburban/Auto-Dominant Commercial Strip Residential Suburban Garden Apartments	Suburban/Auto-Dominant Commercial Strip Residential Suburban Open Space Vacant Land
Potential Character	Enhanced Auto-Dominant Near-Urban	Maintain Existing Patterns Enhanced Auto-Dominant
Unique Circumstances	Bayshore Medical	
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	Hardscape, Landscape & Street Trees	Landscape & Street 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 & 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

	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

	Segment 28.5	Segment 28.6
Predominant Uses	Suburban/Auto-Dominant Commercial Strip Open Space Parks & Natural Areas	Suburban/Auto-Dominant Residential Suburban Commercial Strip Industrial & Heavy Commercial
Potential Character	Maintain Existing Patterns Enhanced Auto-Dominant	Maintain Existing Patterns Enhanced Auto-Dominant
Unique Circumstances		Convention Center Campus & La Porte Trails
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		Convention Center Entry Enhancements
Pedestrian crosswalks & enhancements		Trails & Trail Crossings
Traffic calming measures		
Access management		
Public art		
Gateways		Convention Center
Lighting		

Medians	Landscape & Street Trees	Hardscape, Landscape & Street Trees
Other		Public Art & Gateways associated with 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 Trees	Landscape & Street 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.