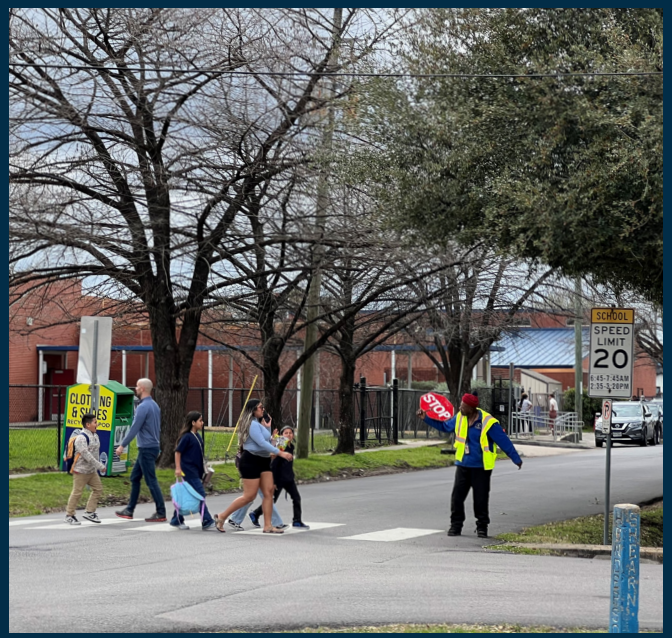
Phase II

Old Sixth Ward/TIRZ 13 Mobility Plan







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Executive Summary

Old Sixth Ward/TIRZ 13 Phase II Mobility Plan

2024

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Introduction

The Old Sixth Ward/TIRZ 13 Phase II Mobility Plan builds upon the "TIRZ 13 Mobility Plan" completed in 2021 by the Old Sixth Ward/TIRZ 13. The Phase II Mobility Plan extends into the historic First Ward neighborhood and identifies strategic key recommendations that will make getting around on foot, using a mobility device, on bike, by bus, or by car, safer, more accessible, and more inviting. All recommendations were identified through an understanding of baseline conditions analysis and through community engagement efforts that aim to achieve three key goals:

1. Safety: Create safe and accessible streets and places

2. Connectivity: Strengthen neighborhood connectivity to key corridors and destinations

3. Livability: Improve the mobility experience

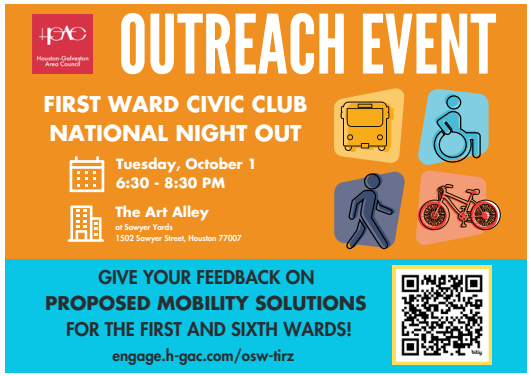
Public Engagement

Throughout the plan process, the project team worked extensively with Houston-Galveston Area Council and TIRZ 13 staff to identify key stakeholders and audiences, develop engagement activities and outreach materials, and facilitate information exchange at community events. The following table summarizes the series of public engagement events that provided forums for feedback for this plan. Discussion forums and interactive activities were also posted on the project website for both phases of public engagement. Appendix D summarizes all engagement for this effort.

Engagement Activity	Date	Location
Steering Committee Meeting 1	February 27, 2024	Houston Permitting Center
Community Pop-Up Tabling and Outreach (event to pass out fliers in advance of the April 20th Pop-up)	April 13, 2024	The Deck at Silver Street Studios
Community Pop-Up	April 20, 2024	The Deck at Silver Street Studios
Steering Committee Meeting 2	May 16, 2024	Virtual - Microsoft Teams
Steering Committee Meeting 3	August 22, 2024	Houston-Galveston Area Council
Public Engagement at National Night Out	October 1, 2024	The Art Alley at Sawyer Yards



"I would like a safe way to cross Houston [Avenue] with my daughter."



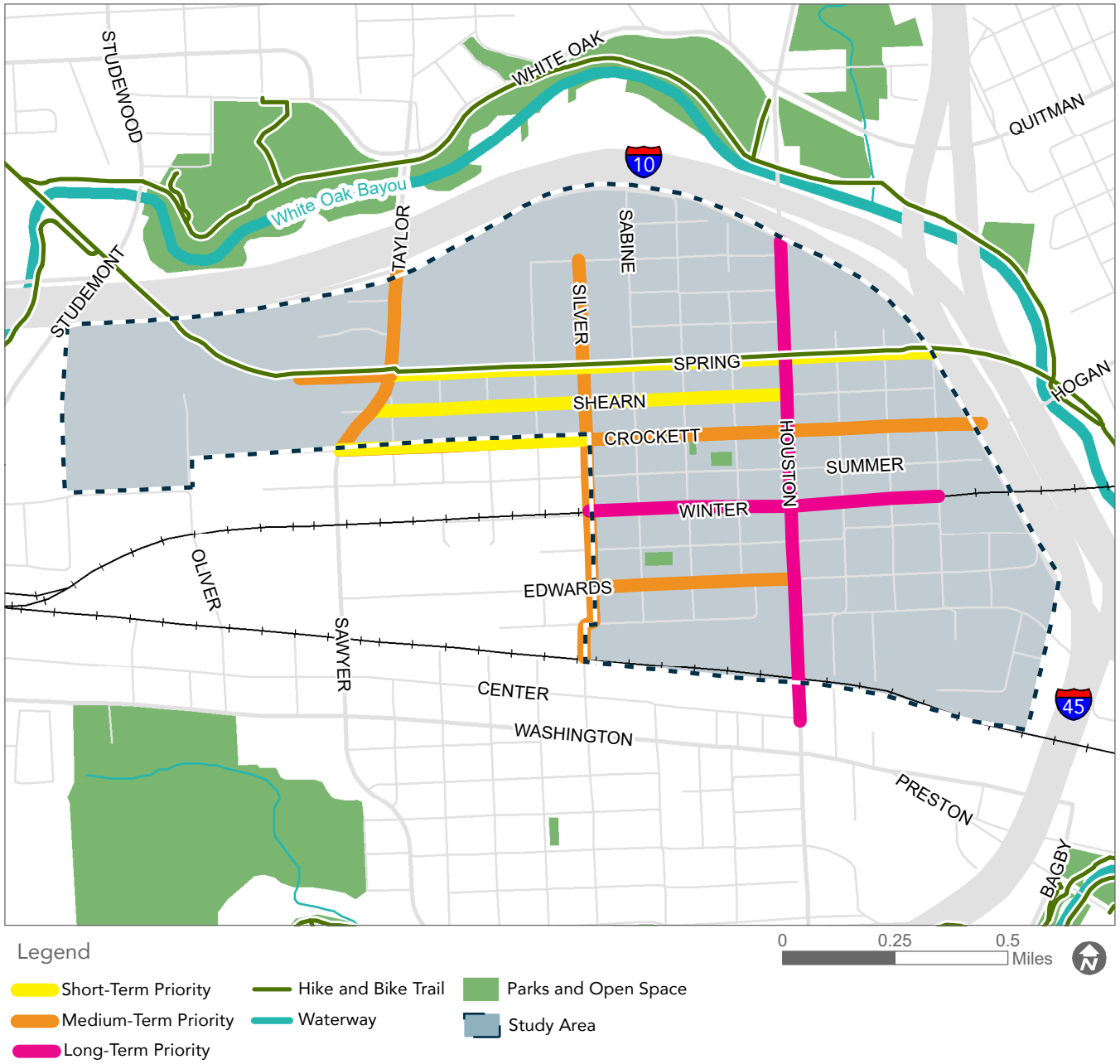


Figure 0.1. Study Area Boundary with Priority Corridors

Priority Corridors

The map in Figure 0.1 illustrates the Old Sixth Ward/TIRZ 13 Phase II Mobility Plan priority corridors where key recommendations are made to support overall mobility in the area. These corridors facilitate most north-south, east-west movements and support access to key destinations.

Houston Avenue is a key north-south corridor connecting the Heights into downtown and a key economic corridor. Today, the street acts as a barrier creating a dividing line between neighborhoods on the east and west sides of Houston Avenue with few safe opportunities to cross east-west. Creating a safe, multimodal vision for Houston Avenue was one of the key recommendations to come out of this mobility planning effort and can be seen on the following page and in Chapter 2.

Through three Steering Committee meetings and ongoing public engagement, the following mobility needs and community priority projects were identified:

Mobility Needs

- Traffic calming and safety
- Accessibility
- Placemaking and landscaping

Community Priorities

- Crockett Street traffic calming
- Silver/Crockett Street traffic circle
- Crockett Street/Houston Avenue signal
- Pedestrian improvements: sidewalks, trail connections, improved crossings
- Houston Avenue railroad underpass, landscaping, mid-block crossing, and sidepath

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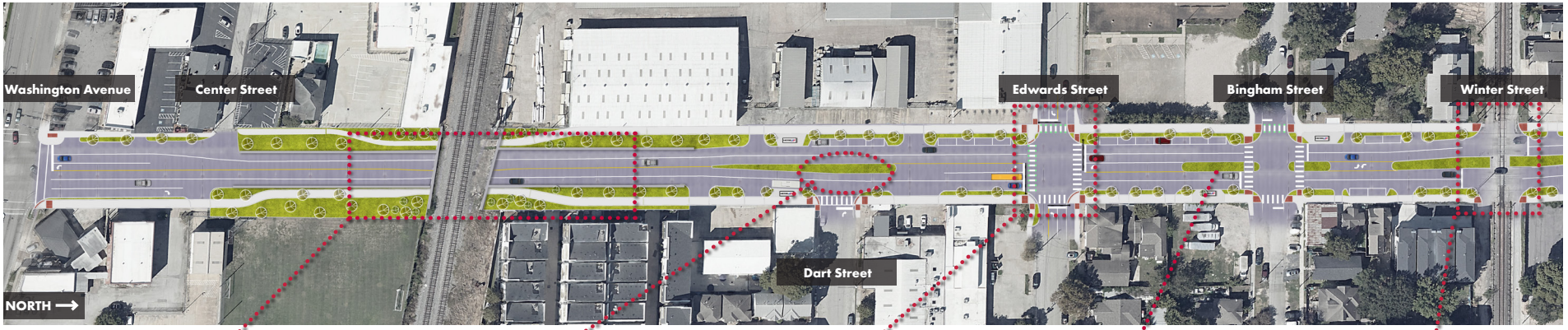
Houston Avenue Vision



Railroad Ramp and Underpass

There are currently two pedestrian railroad underpasses between Center Street and Dart Street with poor lighting and driveway approaches, as well as stairs that prevent bikes, wheelchairs or other mobility devices, and strollers from safely and conveniently using the underpasses. Improving the lighting, landscaping, drainage, and visibility of these underpasses and converting the stairs to ramps could improve access and safety.

Access Management

In areas with high traffic volumes and poor sight lines, turning movements and crossing lanes can be especially dangerous. Adding mountable medians that restrict left-turn movements can help reduce these conflicts and direct turning traffic to a safer location while maintaining business access. For example, possible improvements to Dart Street would direct users to a new traffic signal at Edwards Street to travel south on Houston Avenue.

Signal Improvements

Improving traffic signals at intersections, including adding phases for traffic movements such as protected left turns, can help improve safety and performance along the corridor. A new signal is proposed at Edwards Street, and adding a protected left-turn signal at Crockett Street is recommended.

Landscaping (Medians, Behind Curb)

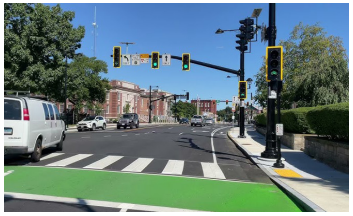
Beyond improving the appearance of Houston Avenue, landscaping and street trees can provide additional shade and wildlife habitat. Landscaping can also be implemented and maintained through partnerships with community groups.

Railroad Safety Crossing at Winter Street

The existing at-grade railroad crossing at Winter Street includes medians and crossing arms for vehicular traffic, but not tor pedestrians. Adding safety features for pedestrians and cyclists will help reduce potential conflicts with train traffic.



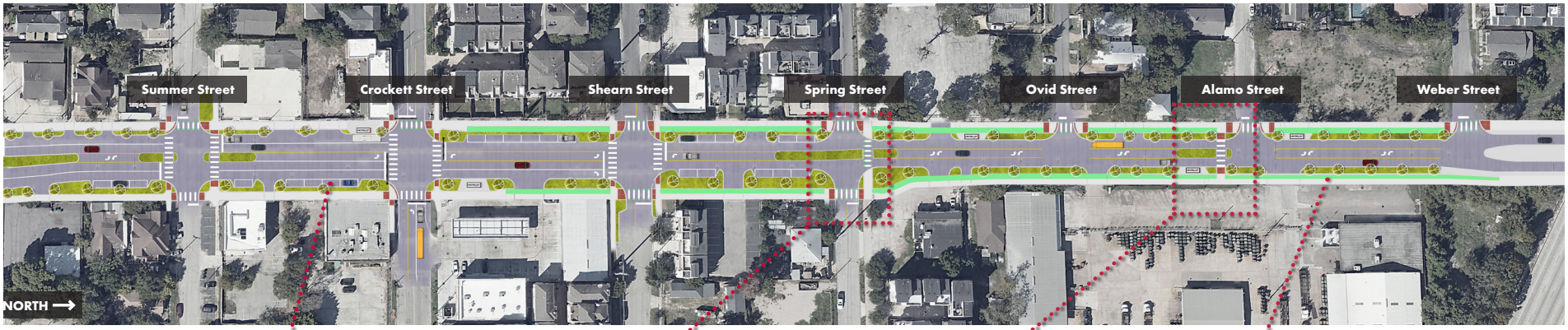






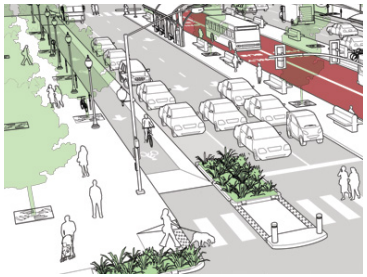


Houston Avenue Vision



Parallel Parking

Businesses along Houston Avenue rely on on-street parking for convenient access for customers. Formalizing parallel parking and reducing head-in parking spaces can make these parking areas safer.



Spring Street Trail Intersection

This important intersection has already been improved with medians that reduce the risk of collisions between drivers making left turns and pedestrians and cyclists. Additional improvements would include safer crossings for cyclists and pedestrians traveling along Houston Avenue, improved landscaping, and rectangular rapid flashing beacons (RRFBs) that signal to drivers that bicycle and pedestrian traffic is crossing Houston Avenue.



Mid-Block Crossings

Mid-block crossing treatments are added along Bingham Street, Summer Street, and Alamo Street. These crossings are not located at a signalized roadway intersection and can create additional safe and direct crossings for pedestrians.



Sidepaths / Back-of-Curb Bike Facility

Where an on-street bike lane might not be desirable, sidepaths or bike facilities located behind the curb can provide a high-comfort route separated from vehicular traffic that also provides enough space to separate bicycle and pedestrian traffic.



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Key Corridor Recommendations and Implementation

The recommendations focus on eight key corridors identified as vital to the mobility network for the neighborhood and important locations for addressing the three key goals for this plan. The following table summarizes the key corridor recommendations, potential timeframe for implementation, cost estimate (high-level), and elements to be implemented. [Note: Crockett Street is split into short-term and medium-term based on length and level of improvements.]

Corridor	Time Frame	Cost Estimate*	Recommendation Elements
Spring Street	Short-term	$$	New sidewalks and ramps, consistent trail/crossing treatments, trail lighting, all-way stops at both White Street and Sabine Street, trail markings across driveways, trail landscaping, and daylighting at intersections
Shearn Street	Short-term	$	New sidewalks and curb ramps, high visibility crosswalks, dedicated school bus parking, enhanced connectivity between Spring Street Trail and Shearn Street via Henderson Street, and a dedicated "School Street" in front of Crockett Elementary
Crockett Street at Crockett Elementary	Short-term	$	New sidewalks and curb ramps, raised intersections at Taylor Street and Henderson Street to create a "gateway" for the school zone, raised crosswalk at Hemphill Street, well-defined and longer school pick-up/drop-off zone, striped 10' lane line from the curb to allow parking
Silver Street	Medium-term	$$	New sidewalks and ramps, new traffic circle (or all-way stop) at Crockett Street, daylighting at Dart Street intersection, designated on-street neighborhood bike facility with signage, pavement markings, and road humps
Taylor/Sawyer Street	Medium-term	$$$	New sidewalks and curb ramps, access management at Shearn Street, prohibited U-turns and right-turn-on-red at Spring Street, and wayfinding signage along the corridor
Crockett Street	Medium-term	$$	New sidewalks and ramps, traffic circle or all-way stop at Silver Street, marked crosswalks at all intersections, painted bulb-outs at all intersections, striped 10' lane line from the curb to showcase parking, raised intersection at Holly Street, and updated signals at Houston Avenue
Edwards Street	Medium-term	$$$	New sidewalks and curb ramps, new traffic signal at Houston Avenue, and crosswalks at major intersections
Houston Avenue	Long-term	$$$$	Entire corridor reconstruction: 10' sidewalks, back of curb bike facility, safe crossings at Summer Street, Spring Street, and Bingham Street, updated signal at Crockett Street, new signal at Edwards Street, and modernized railroad pedestrian tunnels
Winter Street	Long-term	$$	New paved permeable path to replace the existing poor quality asphalt with signs and features to allow shared space between cars, bikes, and pedestrians

*Cost Estimate refers to a very high-level estimate of the scale and cost of the improvements for each corridor. Further feasibility analysis will need to be performed with detailed cost estimates to provide a more accurate design, engineering, and construction level of effort. Assumptions:

- $ assumes $500,000 to $1,000,000
- $$ assumes $1,000,000 to $3,000,000
- $$$ assumes $3,000,000 to $5,000,000
- $$$$ assumes greater than $5,000,000

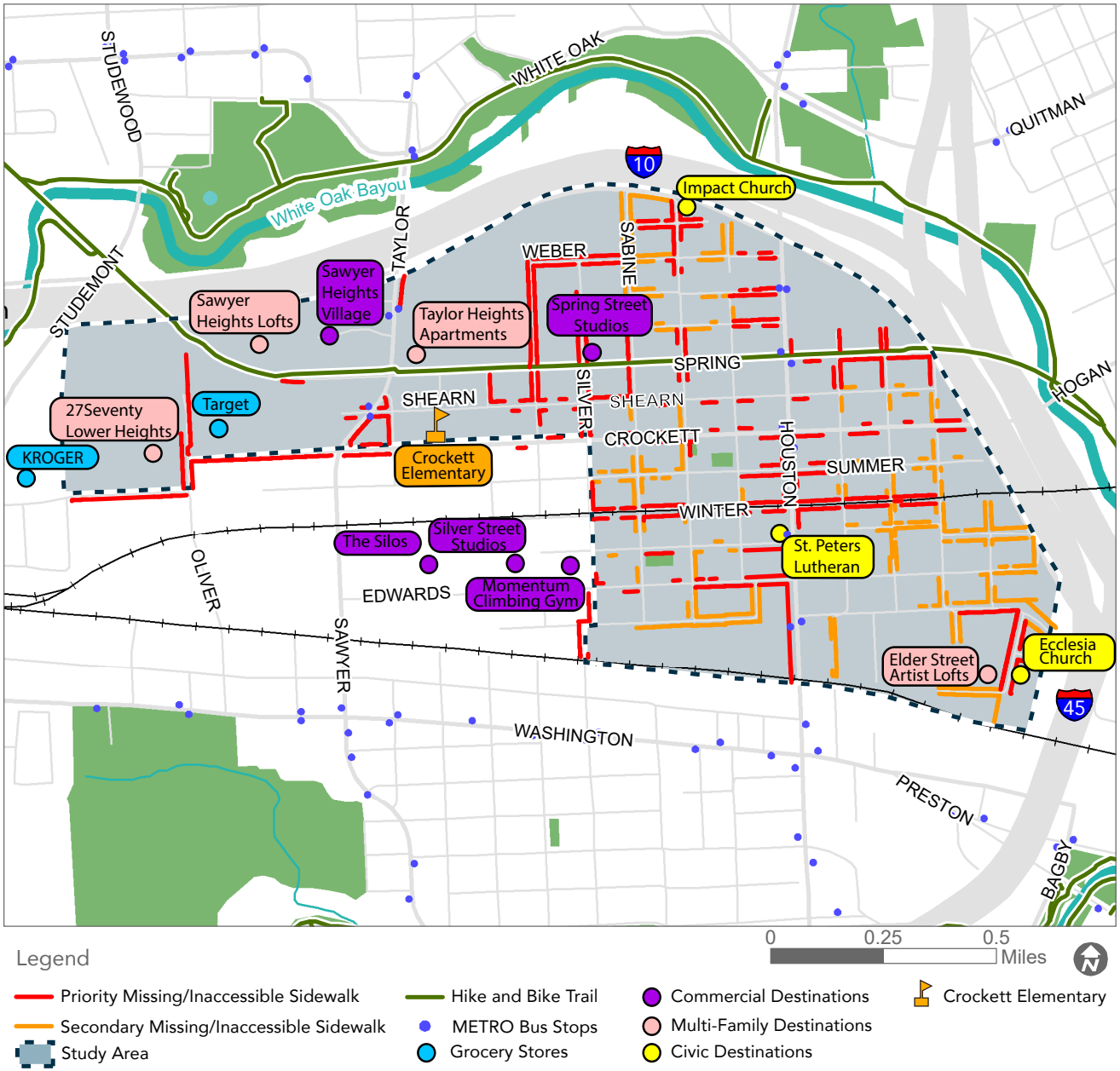

Figure 0.2. Sidewalk Prioritization Locations and Nearby Destinations

Sidewalk Prioritization Plan

The Sidewalk Prioritization Plan is a comprehensive sidewalk program to support an interconnected sidewalk network along each corridor. Every sidewalk block parcel in the study area was assessed to understand the current conditions of each sidewalk segment along each corridor. The assessment found that over half of all sidewalks in the study area, around 54%, were deemed inaccessible (see Appendix A for the detailed sidewalk assessment and accessibility definitions). Sidewalk recommendations include the following locations bulleted below. More details can be found in Chapter 3.

Sidewalk Priority Locations

- Along Priority Corridors
- Adjacent to Crockett Elementary School
- Adjacent to Spring Street Trail and parks
- Adjacent to community destinations
- Adjacent to Houston METRO bus stops
- Along truck routes (Weber Street and White Street)

Sidewalk prioritization locations along key corridors and key neighborhood destinations are shown in the map, with cost estimates provided on the following page.

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Sidewalk Prioritization Cost Estimates

The sidewalk recommendations can be implemented comprehensively as a program to support safe, interconnected sidewalk access to/from key destinations in the neighborhood. The sidewalk recommendations are included in the Key Corridor Recommendations.

Drainage will need to be considered with any sidewalk improvements in this neighborhood, as much of the drainage infrastructure is open ditch that has not seen improvements in decades.

Below are a few examples of the current or missing sidewalks to illustrate a variety of needs along the Study Area corridors.

Corridor Name	Sidewalks + Curb Ramps Cost Estimate	Percent of Corridor that is Inaccessible
Winter Street	$755,000	Sidewalks: 77% Ramps: 80%
Edwards Street	$478,000	Sidewalks: 18% Ramps: 78%
Crockett Street	$834,000	Sidewalks: 27% Ramps: 63%
Shearn Street	$499,000	Sidewalks: 21% Ramps: 75%
Taylor/SawyerStreet	$225,000	Sidewalks: 39% Ramps: 82%
Spring Street	$324,000	Sidewalks: 16% Ramps: 76%
Silver Street	$581,000	Sidewalks: 25% Ramps: 81%
Houston Avenue	$2,022,000	Sidewalks: 7% Ramps: 68%
All other residential corridors	$6,628,000	Sidewalks: 54% Ramps: 90%







Partnerships and Funding

The Study Area is not located within a TIRZ or management district, and therefore project implementation will not necessarily have a clear project lead to take on funding, design, and construction of the projects. As TIRZ 5 and TIRZ 13 are directly adjacent to the Study Area and this effort is the Phase II Mobility Plan building upon the Old Sixth Ward/TIRZ 13 Mobility Plan completed in 2021, there are opportunities to leverage both TIRZ 13 and TIRZ 5. Coordinated project implementation can support the goals of these two TIRZs while supporting safety and mobility for people in the First Ward.

Each project recommendation provides benefits to the local and regional communities. Chapter 4 presents project recommendations with identified potential partners as well as funding opportunities supporting the project benefits.



Strategic Partnerships

Strategic partnerships can support the implementation of the Mobility Plan recommendations and coordination of additional complementary projects, such as neighborhood park improvements, transit improvements, and trail connectivity improvements. Although there is not one definitive project implementation champion in this study area, there are ways to coordinate and leverage resources for improvements with strategic agency partners such as those listed in the table below.



Organization	Project Partnership Opportunity
Houston Parks Board	Brock Park and Summer Street Park: crosswalks, wayfinding, pedestrian-scale lighting
METRO	Crockett Street Route 39 Extension; Curb2Curb Service
TxDOT	White Oak Bayou Trail Connection: Taylor Street and Sabine Street
First Ward Civic Club	Neighborhood colorful crosswalks; Houston Avenue median landscaping
First Ward Arts District	Neighborhood colorful crosswalks; Houston Avenue underpass art

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Chapter 1

About the Plan

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Study Area

The Houston-Galveston Area Council, in partnership with the City of Houston's Old Sixth Ward Redevelopment Authority (or Tax Increment Reinvestment Zone 13), identified the Study Area outlined in blue in Figure 1.1 for Phase II of the area's Mobility Plan. In 2021, the Old Sixth Ward Redevelopment Authority completed the TIRZ 13 Mobility Plan, a Phase I mobility effort encompassing the area displayed in light pink on the map in Figure 1.1. This set the stage for a Phase II effort, which expands upon the original TIRZ 13 boundaries into the City of Houston's First Ward community.

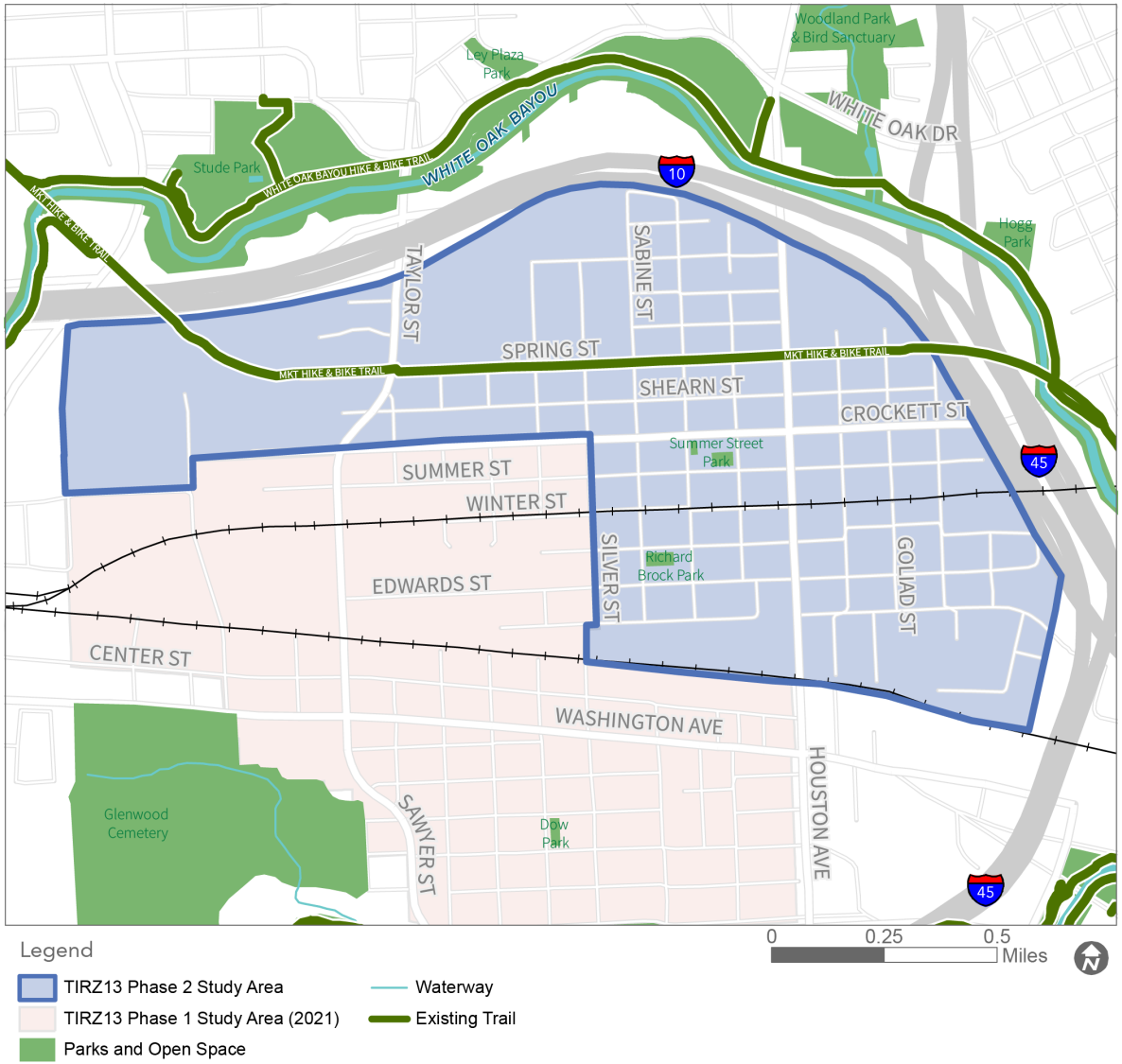

Figure 1.1. Phase I and Phase II Study Area boundaries

A Historic Community

The historic nature of the First Ward and Old Sixth Ward communities created the foundation for a walkable street network grid with short blocks that make getting around without a car very feasible. Today, shopping centers, parks, restaurants, trails, transit, and other amenities build upon the street grid to create an area that combines residential use with a variety of other uses suitable to fulfilling daily needs in a multimodal environment. Strengthening these mobility options throughout the community provides an opportunity to create a safe, attractive, and accessible neighborhood encompassing a plethora of transportation options.

In addition to proximity to destinations, the First Ward's identity as an arts district shapes the neighborhood's sense of place and further strengthens its place as its own destination within the city. Warehouses throughout the Study Area repurposed into studios for artists are mixed with historic bungalows and cottages. Cultural arts events and open studio weekends draw residents from around the neighborhood and the city. The neighborhood's identity as a cultural arts district offers a strong argument for strengthening connections to neighborhoods beyond the Study Area to encourage visitors to support the community of local artists.



A restored historic First Ward home in characteristic bungalow style

Strengthening the Neighborhood's Walkability

Though walkable in its historic street foundation as a grid network, the area is not consistent in terms of its quality of walking infrastructure, like sidewalks and sidewalk ramps. Sidewalks in the neighborhood may vary from block by block and parcel by parcel. Given the mixture of old and historic residential and industrial uses next to new, more modern developments, sidewalks can range from nonexistent or crumbling narrow parcels, to smooth and wide pathways.

The sidewalk and ramp audit conducted during this study (results shown in Figure 1.2) can be used to call attention to gaps in the sidewalk network and inform project priorities. For people walking and rolling, a block is only as good as its worst segment. The sidewalk and ramp audit findings should be considered alongside key corridor recommendations for a comprehensive improvement to the mobility network. The full results and methodology can be found in Appendix A.

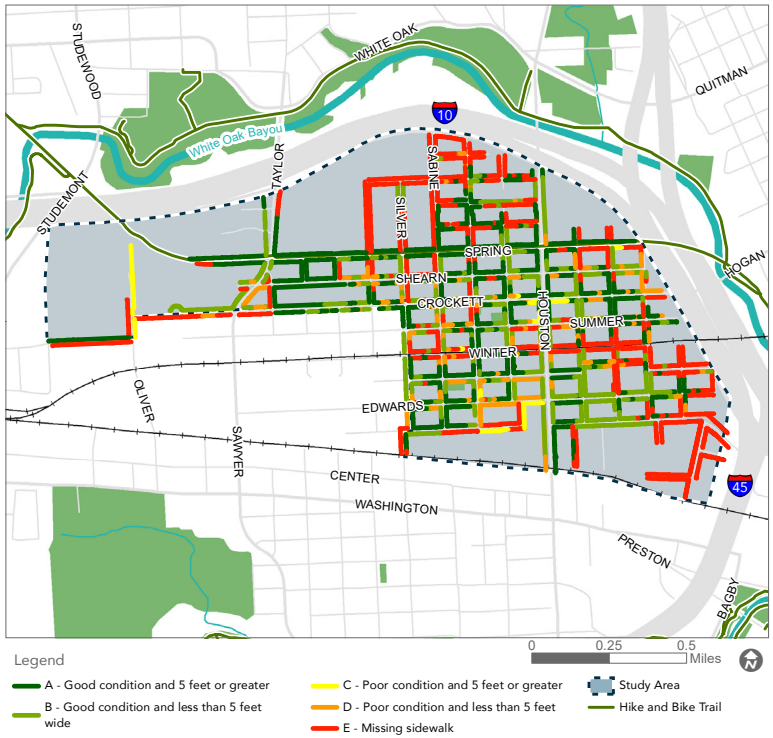

Figure 1.2. Study Area sidewalk conditions

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Future Plans & Projects

There are many planned projects in and around the Study Area that will impact the mobility development of the neighborhood. Freeway projects planned for IH-10 and IH-45, shown in yellow in Figure 1.3, will affect the northern and eastern ends of the Study Area. On the southern end, several multimodal projects on streets like Edwards, Washington, Sawyer, Silver, and south of Houston Avenue, complement the proposals recommended in this plan. This plan also takes into account future bikeways outlined by the Houston Bike Plan, displayed in light green in Figure 1.3.

Each existing project shown in Figure 1.3 has been considered as part of the outlined proposals in this plan. Proposals on key corridors consider how recommended projects might complement or support plans already in place.

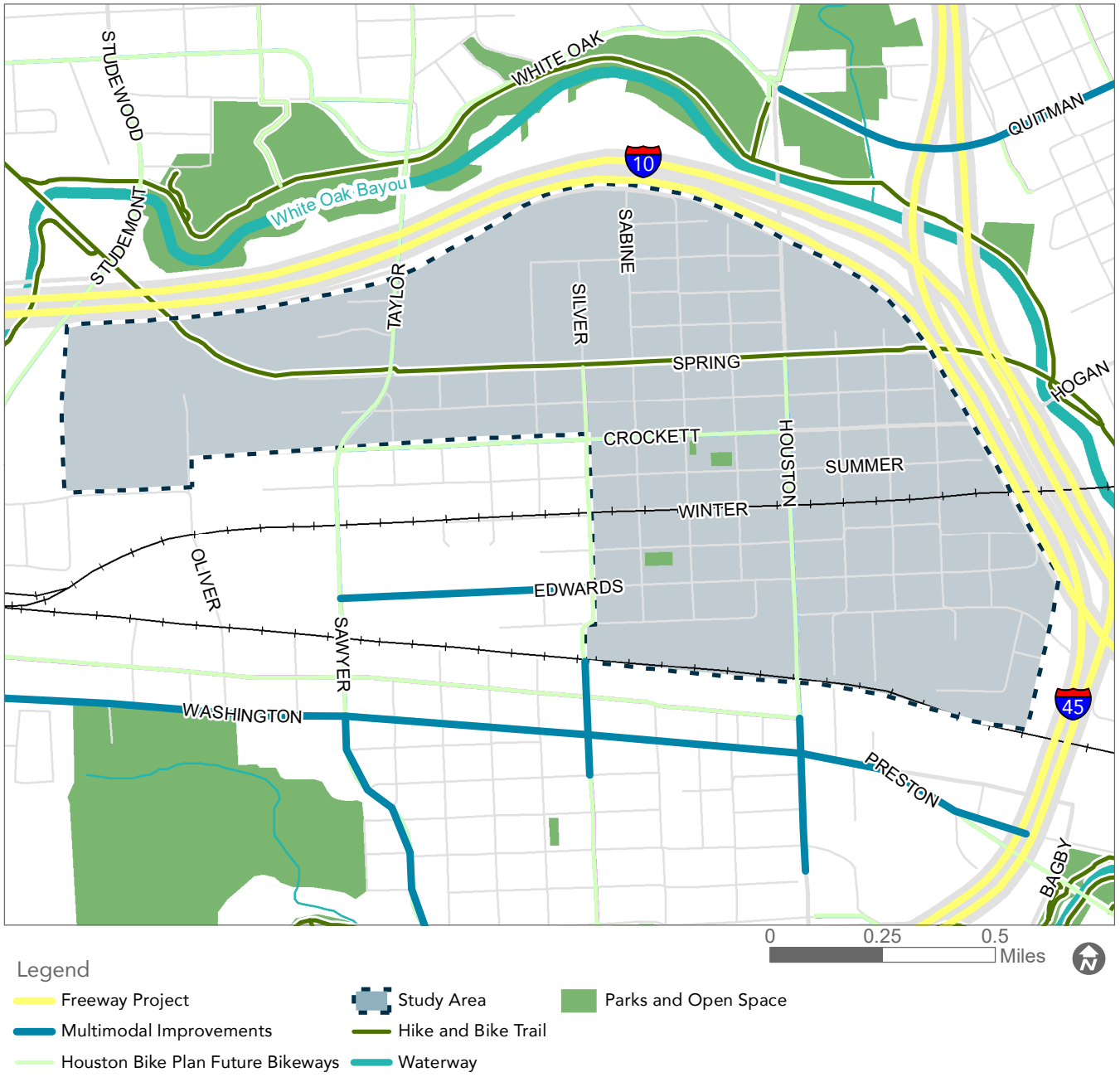

Figure 1.3. Existing and Future Area Projects

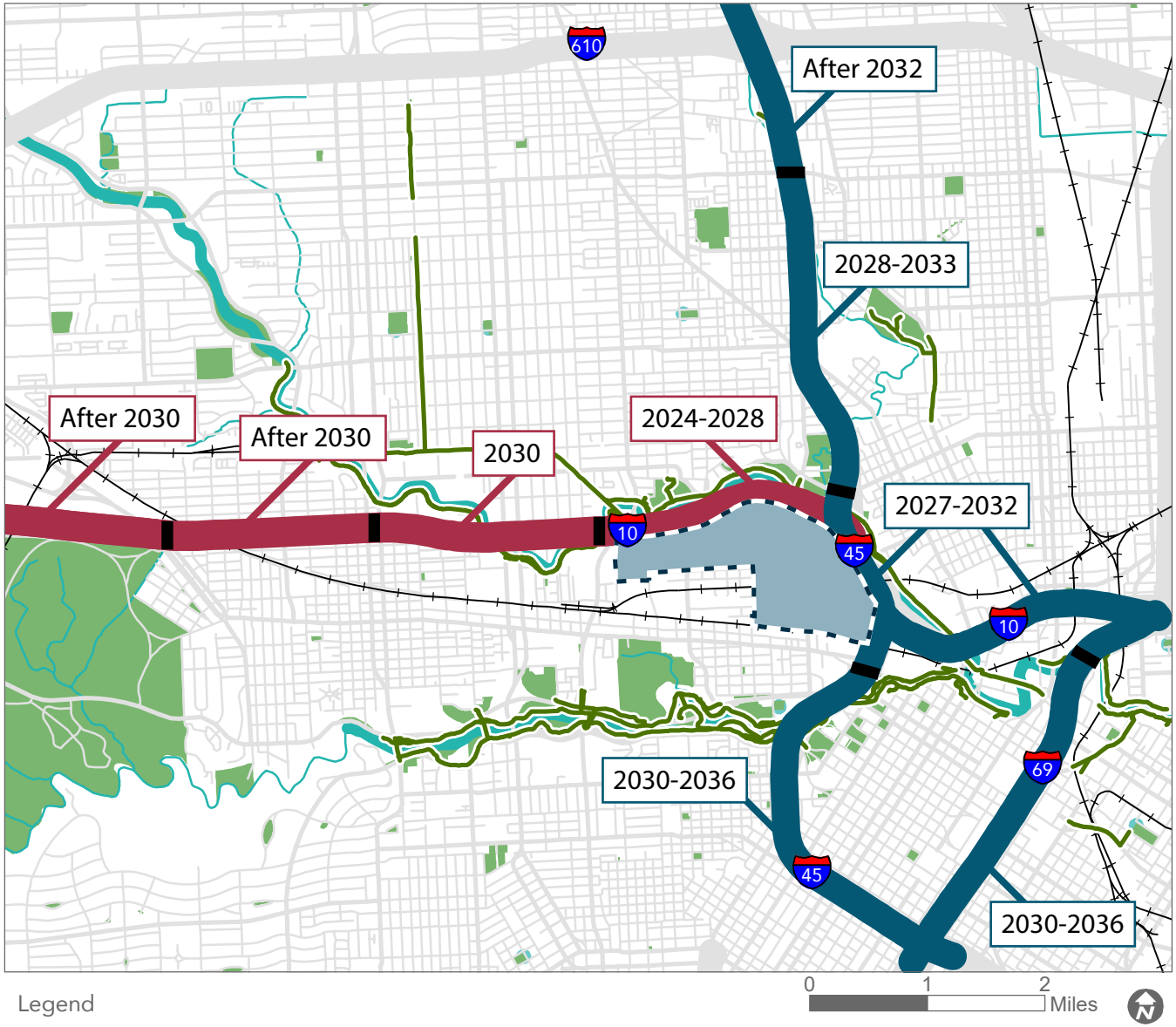

Figure 1.4. Timeline of TxDOT Projects

TxDOT Projects

Figure 1.4 shows planned TxDOT projects in and around the Study Area with a timeline of project construction start times and completion estimates for the various project portions. The Study Area will be impacted by two major TxDOT projects:

Inner Katy Project

The Inner Katy Project, highlighted in red in Figure 1.4, includes:

- A new METRORapid line with exclusive lanes and stations at Studemont Street and IH-10, Franklin Street, and Bagby Street.
- Elevating flood-prone main lanes of IH-10 from Studemont Street to IH-45.

Construction on the portion touching the Study Area to the north is set to begin in 2024 and is estimated to be completed by 2028.

North Houston Highway Improvement Project

Highlighted in blue in Figure 1.4, this project includes:

- Reconstruction of IH-45 North, between downtown Houston and Beltway 8.

Construction on the portion touching the Study Area to the east is set to begin in 2027 and is estimated to be completed by 2032.

This plan considers these projects in relation to the area's key corridors and how existing streets will be impacted during construction. Ongoing coordination with TxDOT will be needed as projects are implemented.

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Case for Action

The Phase II Mobility Plan Study Area contains the First Ward and portions of the Old Sixth Ward, two historic neighborhoods with charming architecture and a strong creative and artistic identity. Located just south of the Heights, southwest of Near Northside, and directly northwest of Downtown, the Study Area is in a prime location for activity, development, and connectivity to several bustling surrounding neighborhoods.

Today, the neighborhood is a mixture of historic Queen Anne cottages and bungalows that hearken back to old times, adjacent to dense, single-family modern townhouses. Warehouses in the neighborhood have been converted to popular activity centers, historic single-family homes sit adjacent to new townhouses, and dense multi-family apartments are mixed with shopping and grocery stores. Two major corridors, Houston and Washington Avenues, provide connections to commercial activity and major city destinations and thoroughfares. The Spring Street Trail, a treasured recreational and transportation trailway for neighborhood residents and visitors, provides additional east/west connections to neighborhoods and trail systems like Buffalo Bayou and White Oak Bayou.

The Study Area's historic street grid paired with the plethora of destinations throughout the neighborhood provides the foundation for a neighborhood that is easy to get around without a car. However, there are physical barriers to mobility that hinder comprehensive, safe, and interconnected access between local and regional destinations. The Case for Action, or reason for this Phase II Mobility Plan, is to realize the opportunities presented in the existing fabric of the community and provide recommendations that can address barriers and challenges while enhancing the safety, connectivity, and livability of the community. The following themes and statements will guide and support thoughtful project recommendations in the Plan:

Safety:

Key corridors and local streets that are barriers to mobility often have characteristics that make driving, taking transit, walking, rolling, and biking unsafe, such as: high-speed traffic, low-visibility along the corridors, and a lack of accessible, defined space dedicated to people walking and rolling. Traffic calming measures, high visibility crosswalks, and accessible sidewalks and ramps are interventions that can make streets safer and more accessible for all road users.

Connectivity:

Barriers to connectivity throughout the Study Area include railroads, highways, unsafe street crossings, and gaps in the sidewalk network. A lack of connectivity makes it difficult to access destinations and mobility options like transit. Furthermore, the Study Area would benefit from improved north/south connections – closing gaps in the sidewalk network, improving intersection crossings, and making safe connections to key corridors and destinations.

Livability:

Many things factor into the experience or choice of how someone gets around a neighborhood or place. For example, shade and landscaping might improve one's walking, rolling, biking, and transit experience, while wayfinding might help one find their way around, familiarize themselves with the neighborhood, or direct them to the best walking or biking path. Additionally, the mere presence of a sidewalk or trail can impact if someone chooses to walk, roll, or bike. These things contribute to a neighborhood's livability and economic vitality, making transportation options like walking, rolling, biking, and taking transit more inviting and accessible.

These three factors, informed by ideas, thoughts, and feedback from the community, will be the central themes in guiding the Study Area recommendations for this Mobility Plan.

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Chapter 2

Key Corridors & Recommendations

Key Corridors

Figure 2.1 shows the proposed key corridors that are recommended for improvements within the Study Area. Key corridors include:

- Houston Avenue
- Silver Street
- Spring Street
- Taylor Street
- Shearn Street
- Crockett Street
- Edwards Street
- Winter Street

These corridors are important for creating a safe and connected street network that can improve the mobility of residents and visitors throughout the Study Area and to surrounding neighborhoods.

The information in this chapter provides details for recommended improvements to each of these corridors. Each recommendation considers the cohesive network of streets throughout the Study Area and how improvements to each key corridor can strengthen the larger network.

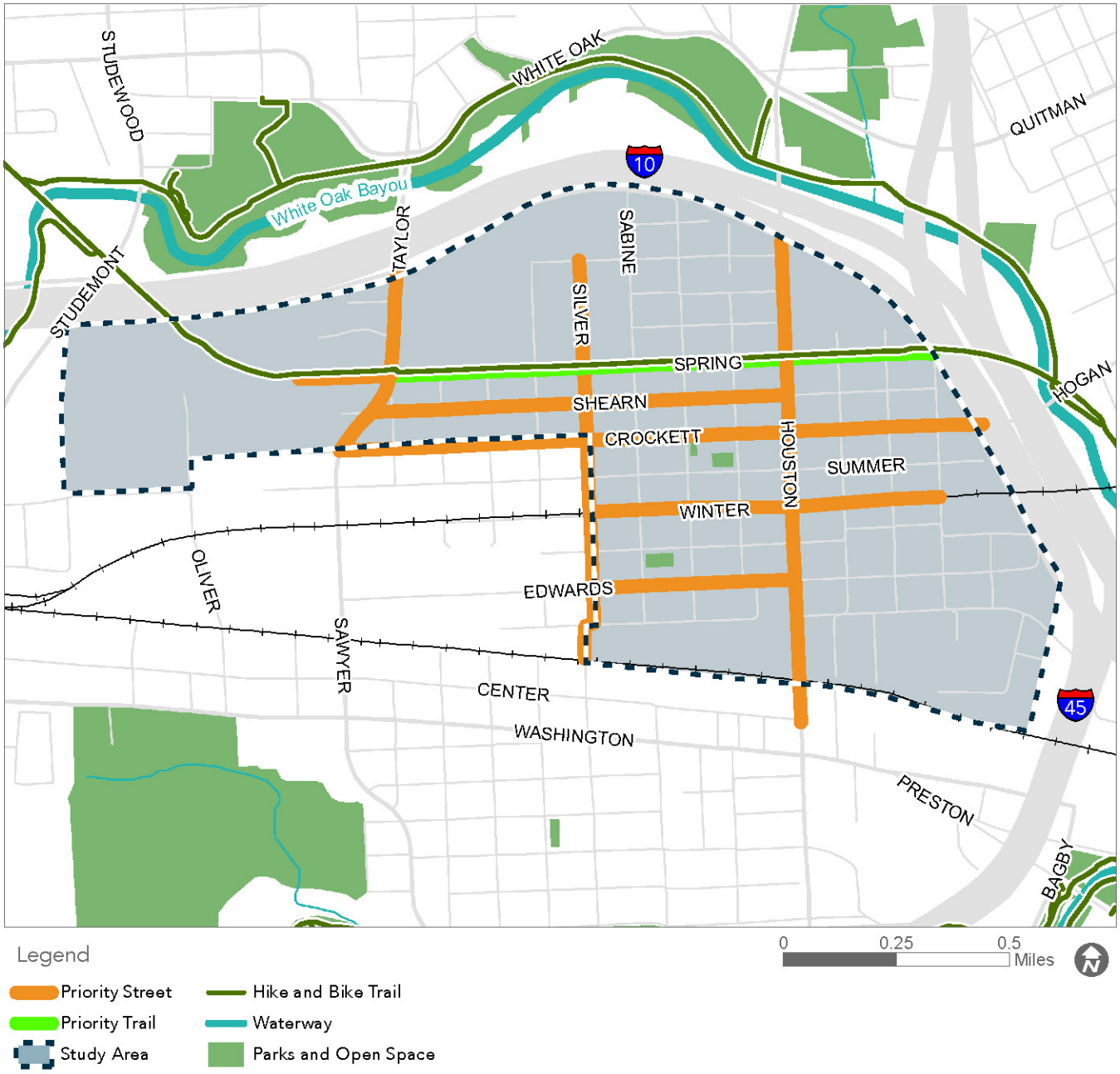

Figure 2.1. Key Corridors

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Houston Avenue	
Corridor Classification	Major Thoroughfare
Typical ROW	North of Spring St: 90’ South of Spring St: 100’
Average Daily Traffic Volume	12,441 (North of Crockett St) 14,602 (South of Crockett St)
Average Daily Volume/ Capacity	32% (North of Crockett St) 19% (South of Crockett St)
85th Percentile Speed	38 mph (North of Crockett St) 33 mph (South of Crockett St)
Posted Speed Limit	30 mph
Serious Injury Crash Locations	Houston Ave & Weber St Houston Ave & Spring St Houston Ave & Crockett St Houston Ave & Center St
Transit Route	44 Acres Homes
Sidewalks	Typically present at 4’
Bicycle Facilities	On-street bike lane north of Spring St
Street Parking	Allowed south of Spring St
Sidewalk & Ramp Condition	6.7% of sidewalks, 68% of ramps assessed are inaccessible

Figure 2.2. Houston Avenue Key Characteristics

Houston Avenue

Houston Avenue is a major north/south corridor that runs through the Study Area and provides access to neighborhoods to the north, like the Heights, and a major job center to the south, Downtown Houston. Home to popular local restaurants and retail and commercial activity, Houston Avenue is also an economic generator that attracts businesses and customers from all over the city. METRO Route 44 traverses the corridor, passing the Spring Street Hike & Bike Trail at the intersection of Spring Street and Houston Avenue, where pedestrians, cyclists, dog-walkers, and families with strollers frequently cross the busy corridor to continue onto the popular shared-use path.



Houston Avenue north of Spring Street



Houston Avenue south of Spring Street

Houston Avenue Corridor Proposals

Figure 2.3 shows a summary of proposals for Houston Avenue, which include the expansion of the sidewalk width on both the east and west sides of the street from 4 feet to 10 feet, along with updated ADA ramps. South of Spring Street, an upgraded traffic signal at Crockett Street and the installation of a traffic signal at Edwards Street with access management strategies are proposed to encourage smoother traffic flow and increase safety for all road users along the corridor and throughout the Study Area. To support existing and future pedestrian activity, shade strategies like trees and pedestrian scale lighting are recommended.

Corridor Proposals	
Houston Avenue North of Spring Street	10' sidewalks
	ADA ramps
	RRFBs at Spring Street Trail crossing, and new mid-block crossing at Alamo Street
	Back-of-curb bike facility
Houston Avenue South of Spring Street	10' sidewalks
	ADA ramps
	New/improved mid-block crossings at Summer Street and Bingham Street
	Upgraded traffic signal at Crockett St
	Traffic signal at Edwards St
	Landscaping
	ADA accessible bridge underpass ramps
	Underpass bridge placemaking and lighting
	Parallel parking
	Dart Street median

Figure 2.3. Houston Avenue Summary of Proposals



Existing Houston Avenue and Spring Street Trail intersection facing east

Note: For vision and concept planning only. Designs subject to change.

Houston Avenue at Spring Street

The intersection of Houston Avenue with the Spring Street Trail has undergone improvements in recent years with the addition of a pedestrian refuge island that reduces the risk of collisions between drivers making left turns and pedestrians and people on bikes. The median also gives people a safe space to wait for passing vehicles before crossing to the other side of the trail. Additional improvements at this location would include landscaping and rectangular rapid flashing beacons (RRFBs) that signal to drivers that people are crossing Houston Avenue. Modifications for first responders could include a mountable median with flex posts that would allow a first responder vehicle to maneuver through the intersection.



Houston Avenue at Spring Street concept includes landscaping and pedestrian crossing signals

Houston Avenue Corridor

A The railroad ramp and underpass entrances will provide improved lighting, landscaping opportunities, drainage, visibility, and accessibility for people walking and rolling down the corridor.

B Intersection safety at locations with obstructed sight lines will include options such as limiting left-turn vehicle movements, which will help reduce turning movement conflicts and direct turning traffic to a safer location while maintaining business access. Other options include signage and mountable medians for emergency vehicle use.

C A traffic signal on Edwards Street will help improve safety along the corridor by adding phases for traffic movements such as protected left turns.

D Landscaping in medians and behind the curb can provide shade and beautification. Adopt-a-median programs should be explored with local community groups.

E Updating the existing at-grade railroad crossing at Winter Street to add safety features for people walking and rolling will help reduce potential conflicts with train traffic and create a safer crossing environment.

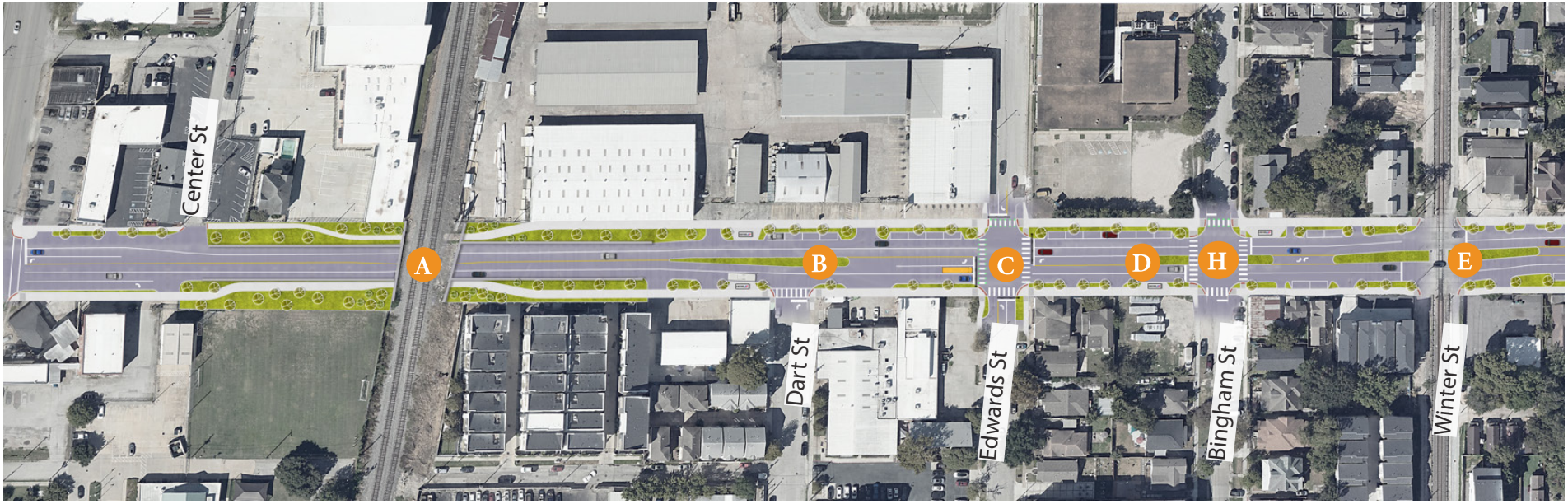


Figure 2.4. Houston Avenue Proposals South of Winter Street

Note: For vision and concept planning only. Designs subject to change.

F Parallel parking along Houston Avenue will allow customers easy access to businesses. Formalizing parallel parking spaces and reducing head-in parking will make the street and parking areas safer.

G Improvements at the Spring/Houston intersection would include landscaping and rectangular rapid flashing beacons (RRFBs) that signal to drivers that people are crossing Houston Avenue.

H Pedestrian crossings at Bingham Street, Summer Street, and Alamo Street create additional safe and direct crossings for people walking and rolling along the corridor to transit stops, residences, and businesses along the corridor.

I New side paths or bike facilities located behind the curb provide a high-comfort route separated from vehicular traffic that also provides enough space to separate cycling and pedestrian traffic. These facilities will connect to TxDOT's planned back-of-curb bike facilities on north Houston Avenue.

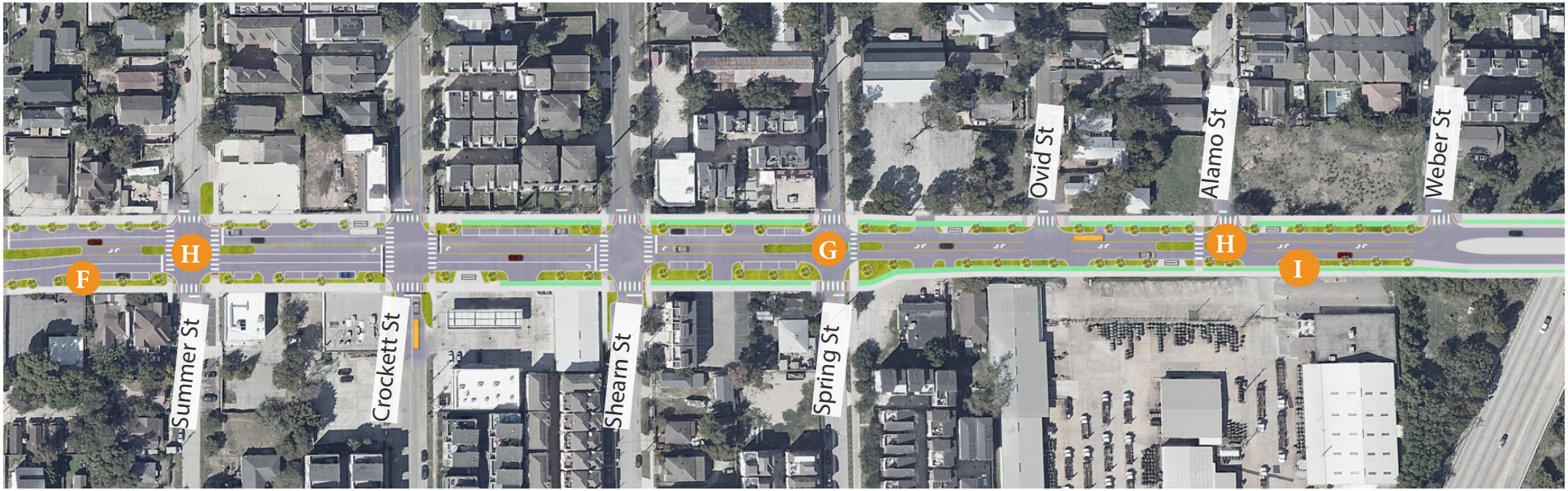


Figure 2.5. Houston Avenue Proposals North of Winter Street

Houston Avenue Underpass

The Houston Avenue train bridge underpass between Dart and Center Streets provides the area with a placemaking opportunity that can add vibrancy, color, and safety elements for pedestrians walking or rolling toward the Washington Avenue Corridor or Downtown. Currently only accessible by stairs, the existing underpass pedestrian tunnels are dark, uninviting, and often filled with trash and debris. In its current state, the bridge is a large detriment and barrier for people walking and rolling along the Houston Avenue corridor.

The images shown below provide inspiration for the development of the underpass tunnels into colorful, inviting spaces. In addition to the transformation of the current stairways into ADA accessible ramps, tunnel walls should provide cutouts and windows to increase visibility and enhance safety. This project provides an opportunity to work with local artists on designs that integrate light and color into the tunnels. The existing mosaic motifs along the walls of the bridge should be integrated into any future artistic designs to maintain the sense of place the mosaics have helped establish along the avenue. These artistic interventions will help transform the tunnel walls from blank, underutilized spaces into pleasing gateways into the creative First Ward Arts District.





Above: The "Judge Alfred Hernandez Tunnel" mural in Houston's Near Northside neighborhood on Main Street provides historical context, bright colors, and a sense of identity and place to those walking and driving through the tunnel.

Below: Three artistic light mural installations in Sydney, Australia show how light and art can be combined to provide an inviting and bright tunnel space.







Note: For vision and concept planning only. Designs subject to change.

Houston Avenue Underpass

Improvements to the underpass could include the addition of murals, artistic lighting installations, landscaping, and increased accessibility by removing the stairs and putting ramps in their place.



Silver Street

Silver Street is a north/south two-lane corridor that connects to the Spring Street Trail to the north and the Washington Avenue Corridor to the south. Silver Street is one of the only streets in the Study Area that is continuous across its two railroad crossings and is therefore a frequently traveled corridor for drivers, pedestrians, and people on bikes. The street is a prime connector to the Old Sixth Ward neighborhood, where people often cross over Washington Avenue to access the First Ward. Silver Street contains a mixture of housing types and is home to a popular destination for both local residents and visitors from around the city - Momentum Climbing Gym.



Silver Street looking north



Silver Street looking south

Silver Street	
Corridor Classification	Local
Typical ROW	North of Dart: 60' South of Dart: 55'
Average Daily Traffic Volume	No data available
24-Hour Capacity	38,400
85th Percentile Speed	No data available
Posted Speed Limit	30 mph
Serious Injury Crash Locations	Silver & Crockett
Transit Route	None
Sidewalks	Varies by block; typically 4' where present
Bicycle Facilities	None
Street Parking	Allowed on most blocks
Sidewalk & Ramp Condition	25% of sidewalks, 81% of ramps assessed are inaccessible

Figure 2.6. Silver Street Key Characteristics

Note: For vision and concept planning only. Designs subject to change.

Silver Street Corridor Proposals

To support Silver Street's multimodal transportation characteristics, proposals for Silver Street focus on creating opportunities for safe connections to the Spring Street Trail to the north and the Old Sixth Ward neighborhood to the south. An all-way stop or neighborhood traffic circle at Silver Street and Crockett Street, shown in Figure 2.8, can promote traffic calming at an intersection that is a crash hot spot and challenging to cross in its current condition. The traffic circle option provides the additional benefit of slowing down vehicles while maintaining traffic flow. The mountable center would allow for emergency vehicles, like fire trucks, to efficiently maneuver through the intersection if needed. As Figure 2.9 shows, all-way stops at Dart Street and at Spring Street can better support pedestrian and cyclist activity throughout the corridor and encourage drivers to be more aware of those walking, rolling, and biking. Lastly, this plan supports the City of Houston's Bike Plan designation of Silver Street as a neighborhood bikeway and proposes signage, speed humps, and pavement markings along the corridor that support this designation. Figure 2.9 provides a visual of what some of the neighborhood bikeway improvements would look like.

Corridor Proposals	
Silver Street North of Washington Avenue	ADA sidewalks
	ADA ramps
	All-way stop or traffic circle at Crockett St
	All-way stop at Dart St
	All-way stop at Spring St
	High visibility crosswalks at Crockett St
	Designated neighborhood bikeway

Figure 2.7. Silver Street Summary of Proposals

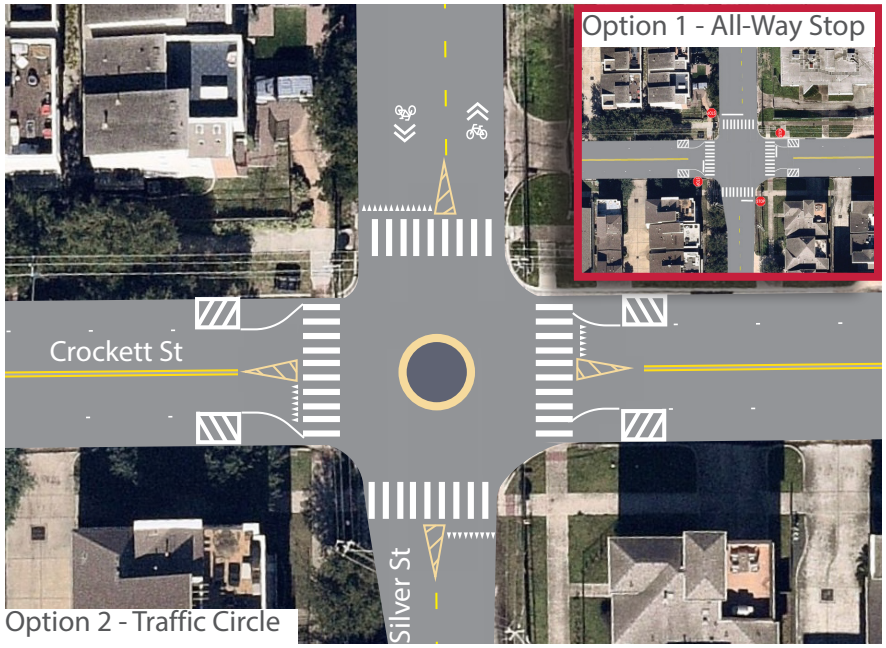


Figure 2.8. Silver Street at Crockett Safety Improvement Options

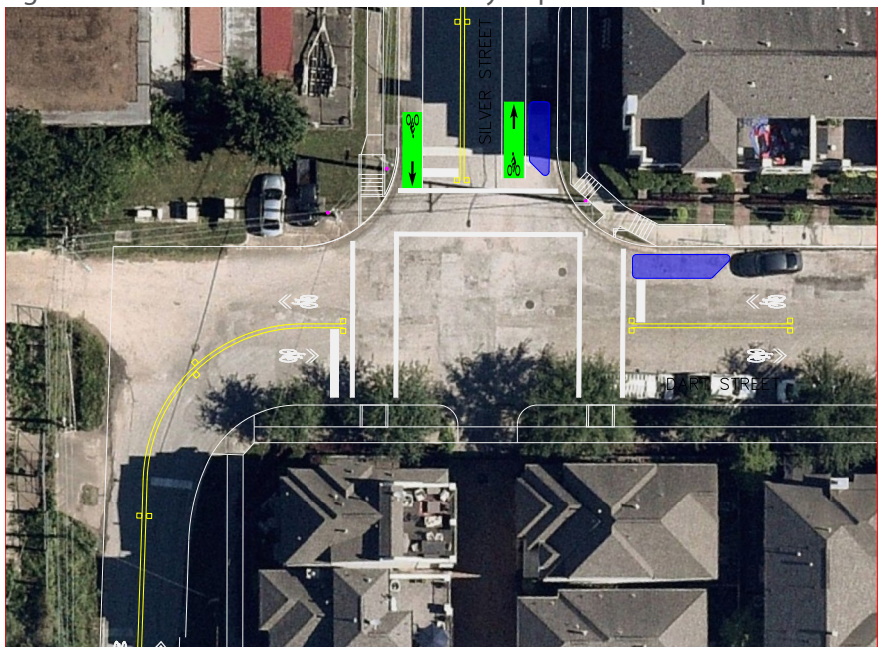


Figure 2.9. Silver Street at Dart Street All-Way Stop

Silver Street at Crockett Street Traffic Circle

Crockett Street is a major east-west corridor in the Study Area, and its intersection with Silver Street includes an important connection for those walking or rolling toward the Old Sixth Ward neighborhood and/or the Spring Street Trail. There are two options to improve safety at Crockett Street and Silver Street: an all-way stop treatment; or a traffic circle. An all-way stop could also be a solution that will require vehicle counts for each approach, whereas a traffic circle does not have the requirement. A second alternative is a neighborhood traffic circle that could achieve all of the goals stated by the community. The traffic circle would have a mountable shelf around the circle to allow larger vehicles, like school buses and firetrucks to still travel through the intersection. A traffic circle would help reduce speeds and improve safety at this intersection, while also creating an opportunity for vehicles to slow down as they get closer to Crockett Elementary School on the west side of Crockett Street. Throughout public engagement, community members reported that the Silver Street and Crockett Street intersection is unsafe and would like a solution to slow down traffic and allow for safe crossings for drivers, cyclists, and pedestrians. This traffic circle recommendation was ranked number two out of the nine concepts presented for mid-to-long term recommendations by the community at the October 1, 2024 pop-up event. Traffic circles are also part of the City of Houston's Neighborhood Traffic Management Program, which is shown in Appendix E.

- A Accessible sidewalks and curb ramps at all approaches
- B Marked crosswalks
- C Marked bike sharrows
- D Curbed traffic circle to allow truck and school bus movements
- E Landscaping



Note: For vision and concept planning only. Designs subject to change.

Spring Street

Spring Street is a two-lane street running east/west through the Study Area. The Spring Street Trail runs along the northern side of the street and is a major recreational and transportation trailway for pedestrians and cyclists connecting to the Bayou Trails to the east and the MKT Trail to the west. On the eastern side of the corridor, the street contains a mixture of single-family, multi-family, and townhome housing. A crash hot spot, the intersection of Houston Avenue and the Spring Street Trail is a challenging crossing for pedestrians, cyclists, and young families as trail users and residents try to cross the busy Houston Avenue corridor from the east to access parks, recreation, shopping, and Crockett Elementary School to the west.

Popular destinations along the street also include the Spring Street Studios, an adapted reuse warehouse development housing art studios and local businesses. There still are active warehouses to the north of Spring Street, which results in moderate freight traffic along the corridor.

Across Taylor Street to the west, the Sawyer Heights Village shopping center draws errand runners and visitors to the many shops, grocery stores, and restaurants located along this portion of the corridor.

Spring Street	
Corridor Classification	Local
Typical ROW	70’
Average Daily Traffic Volume	No data available
24-Hour Capacity	38,400
85th Percentile Speed	No data available
Posted Speed Limit	30 mph
Serious Injury Crash Locations	Spring & Taylor Spring & Houston
Transit Route	None
Sidewalks	North Side: Spring Street Trail South Side: Typically Present at 4’
Bicycle Facilities	Spring Street Trail
Street Parking	Allowed on most blocks, except from 4-6pm
Sidewalk & Ramp Condition	16% of sidewalks, 76% of ramps assessed are inaccessible

Figure 2.10. Spring Street Key Characteristics

Spring Street Corridor Proposals

Due to the high population of people walking and biking on the Spring Street Trail, proposals for the street focus on increasing the safety of trail users. Recommendations include the installation of a Rectangular Rapid Flashing Beacon (RRFB) at the trail crossing on Houston Avenue; consistent, high visibility markings at intersections where the trail meets neighborhood streets and crosses driveway entrances and exits, including driveway markings and stop bars; enhanced landscaping, shade, and trail lighting; and marked crosswalks at busy intersections.

To further improve the safety of intersections and provide safe crossings for those trying to reach the trail from other areas of the neighborhood, all-way stops at White Street and at Sabine Street are recommended, along with daylighting at intersections to improve intersection crossing visibility from cars parked on-street. Lastly, a four-way stop at Sawyer Heights Street around the busy shopping center area is recommended as a traffic calming method to increase driver awareness of trail users and to provide pedestrians with additional safe crossing options from the trail to the shopping center. Additional lane markings and turn lane designations are also recommended for Sawyer Heights Street, which is shown in Figure 2.13.

Corridor Proposals	
Spring Street	ADA sidewalks
	ADA ramps
	Consistent trail/street intersection treatments
	Trail lighting
	Marked crosswalks
	All-way stops at White St and Sabine St
	Driveway markings and stop bars along trail intersections
	All-way stop at Sawyer Heights St and Sawyer Heights Loft Apartments driveway
	RRFB at Spring St and Houston Ave
	Daylighting at intersections
	Trail landscaping and shade

Figure 2.11. Spring Street Summary of Proposals



Spring Street Trail



Sawyer Heights Village shopping center

Note: For vision and concept planning only. Designs subject to change.

Spring Street



Figure 2.12. Spring Street: Silver, Sabine, and Colorado Street Intersections

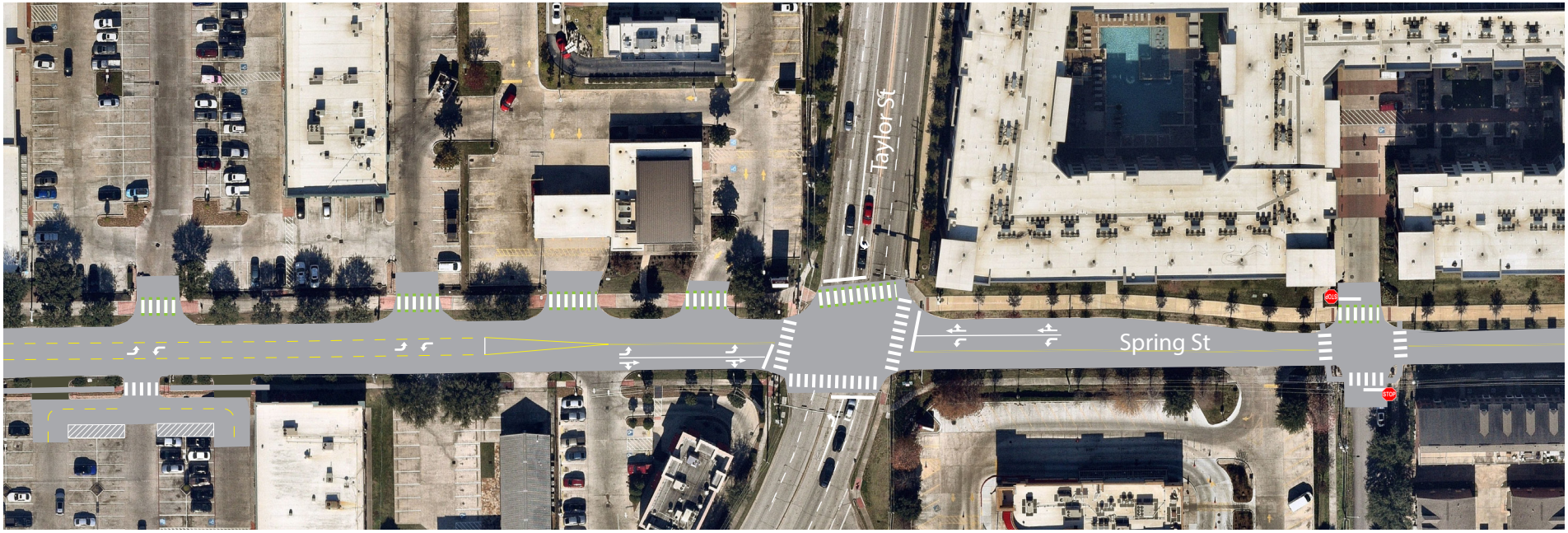


Figure 2.13. Spring Street: Taylor Street and Sawyer Heights Shopping Center

Spring Street Trail

The Spring Street Trail is a valued neighborhood amenity in the Study Area that provides both recreational and transportation opportunities for people walking and rolling. The trail provides connections to the bayou trails to the east and to the MKT trail on the west. Recommendations along the trail include the addition of landscaping and trees to provide shade and beautification, wayfinding signage to highlight trail and neighborhood connections, improved lighting, and crosswalk and intersection enhancements.



An all-way stop and crosswalk enhancements at Spring and Sabine



Improved landscaping and trees along the trail

Note: For vision and concept planning only. Designs subject to change.

Taylor/Sawyer Street

Taylor Street is a north/south street in the Study Area that meets Spring Street at a busy crossroads for vehicles and Spring Street Trail users. South of Spring Street, the street turns into Sawyer Street, a busy corridor commonly used to travel to the Washington Avenue corridor and Old Sixth Ward neighborhood. North of Spring, where the corridor turns into Taylor Street, vehicles use the major collector to access IH-10.



The intersection of Spring Street and Taylor/Sawyer Street

Taylor/Sawyer Street	
Corridor Classification	Major Collector
Typical ROW	North of Spring St: 90' South of Spring St: 110'
Average Daily Traffic Volume	14,027
Average Daily Volume/Capacity	37%
85th Percentile Speed	28 mph
Posted Speed Limit	30 mph
Serious Injury Crash Locations	Taylor St & Spring St Taylor St & Shearn St
Transit Route	30 Clinton/Ella
Sidewalks	Typically present at 4'
Bicycle Facilities	None
Street Parking	None
Sidewalk & Ramp Condition	39% of sidewalks, 82% of ramps assessed are inaccessible

Figure 2.14. Taylor/Sawyer Street Key Characteristics

Taylor and Spring Street Corridor Proposals

Project proposals for this key corridor center around the intersection of Taylor and Spring Street, a major crossing point for trail users on the Spring Street Trail crossing the street to the MKT Trail and Sawyer Heights Village shopping center to the west or vice versa. To provide safer crossing conditions, it is recommended that left turning southbound vehicles be prohibited from making a U-turn at the intersection, where pedestrians and bike riders are often waiting near the curb to cross the street.

Wayfinding signage may help guide drivers toward safer movements out of the Sawyer Heights Village shopping center to avoid the need for U-turn maneuvers. Additionally, prohibiting a right-turn-on-red for northbound vehicles turning onto Taylor from Spring Street can help further eliminate the potential for crashes.

Corridor Proposals	
Taylor Street & Spring Street	ADA sidewalks
	ADA ramps
	Prohibit U-turn for southbound left-turning vehicles at Spring St intersection
	Wayfinding signage
	Prohibit right-turn-on-red at Spring St intersection
Sawyer Street & Shearn Street	Median extension on Sawyer at the intersection of Shearn Street

Figure 2.15. Taylor Street Summary of Proposals

Note: For vision and concept planning only. Designs subject to change.

Taylor Street, Sawyer Street, and Shearn Street Intersection Access Management

The southern portion of Sawyer Street is shaped like a curve that creates blind spots for vehicles traveling north on Sawyer Street and vehicles attempting to turn left onto Sawyer Street from Shearn Street. This area is a crash hot spot location that causes safety issues for all users. An extended median on Sawyer Street could help prevent crashes and manage access at this intersection. Drivers would be able to make their lefts safely at the signal one block down at Crockett Street.

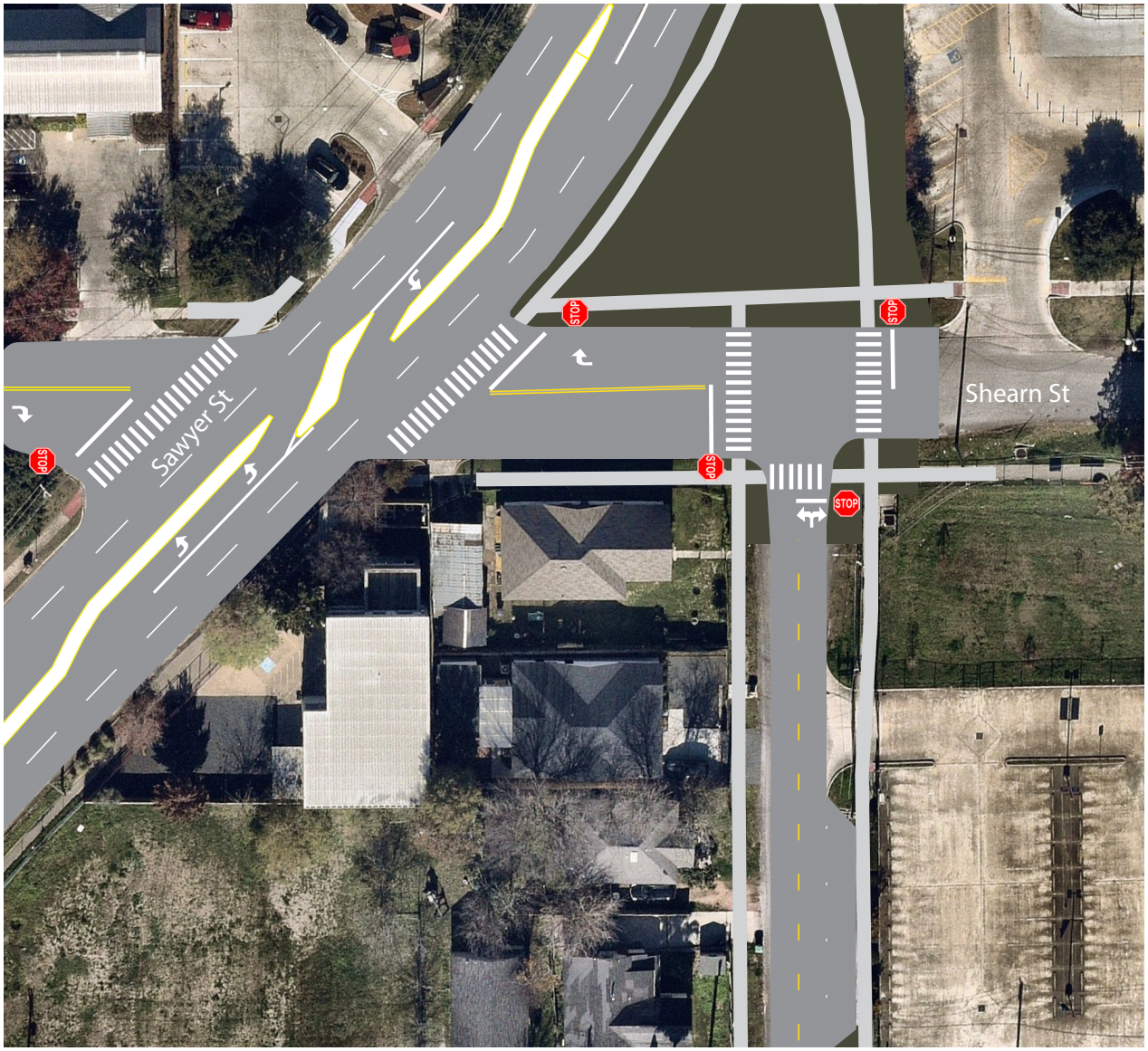


Figure 2.16. Sawyer Street Median Extension

Shearn Street

Shearn Street is a primarily residential two-lane street with open ditches on most portions of the street. An east/west corridor, Shearn Street's western end is home to a primary entrance and exit belonging to Crockett Elementary. The street's eastern end terminates at IH-45.

The west side of Shearn Street is home to a busy crossroad of intersections, containing Taylor, Shearn, and Sawyer Streets. Along this intersection, Crockett Elementary on the south side of the street and Chick-fil-a on the north side of the street draw both vehicular and pedestrian traffic, particularly during peak morning drop-off and breakfast times. This flurry of activity, mixing the rush of morning commutes with the drop-off of elementary-aged children, can create unsafe conditions, evident by the high number of crashes present at this location.

Shearn Street	
Corridor Classification	Local
Typical ROW	West of Houston Ave: 80' East of Houston Ave: 70'
Average Daily Traffic Volume	No data available
24-Hour Capacity	38,400
85th Percentile Speed	No data available
Posted Speed Limit	30 mph
Serious Injury Crash Locations	Shearn St & Taylor St
Transit Route	None
Sidewalks	Typically present at 4'
Bicycle Facilities	None
Street Parking	Allowed on most blocks
Sidewalk & Ramp Condition	21% of sidewalks, 75% of ramps assessed are inaccessible

Figure 2.17. Shearn Street Key Characteristics

Note: For vision and concept planning only. Designs subject to change.

Shearn/Taylor/Sawyer Intersection Proposals

Recommendations for the Shearn/Taylor/Sawyer intersection are summarized in Figure 2.18. Proposals include an all-way stop at Taylor and Shearn, along with marked intersection crosswalks. Additionally, the following page shows project scenario options for the Taylor Street entrance onto Sawyer Street and the adjacent grassy area.



Shearn Street looking east from Sawyer



Shearn Street looking west toward Sawyer

Corridor Proposals	
Shearn/Taylor/Sawyer Street Intersection	ADA sidewalks
	ADA ramps
	All-way stop at Taylor & Shearn St
	Marked crosswalks
	Lane markings on Shearn Street

Figure 2.18. Shearn/Taylor/Sawyer Intersection Summary of Proposals

Existing Intersection Characteristics

In its existing state, the intersection of Taylor Street with Shearn and Sawyer streets is a crash hot spot. Between 2018 and 2022, there were 23 crashes at this intersection, two of these serious injury crashes. This section of both Shearn Street and Taylor Street are part of the City of Houston's High Injury Network. A wide and unmarked intersection and vehicle travel lanes, combined with a lack of pedestrian infrastructure like sidewalks and crosswalks, contribute to the unsafe nature of the intersection.

Although this area of the neighborhood has potential to be walkable and bikeable, and is adjacent to METRO route 30, the existing intersection may discourage this activity and make it unfriendly to those who do rely on these forms of transportation. Sitting adjacent to Crockett Elementary, this intersection has potential to provide a safe route to school for residents living on the west side of the Study Area.



Existing Shearn/Taylor/Sawyer intersection

Scenario One: Angled Parking and Safer Crossing

This scenario considers the need for additional parking for Crockett Elementary and overflow parking for Chick-fil-A in addition to pedestrian infrastructure improvements to improve intersection safety. The addition of angled parking can help slow traffic navigating through Taylor Street. Scenario One includes the following:

- 6-foot sidewalk and curb ramp on the northwest section of Taylor and Shearn
- Crosswalks on each leg of the intersection
- Angled parking on the north section of Taylor Street
- All-way stop
- Lane markings on Shearn Street



Scenario One: Angled Parking and Safer Crossings

Note: For vision and concept planning only. Designs subject to change.

Scenario Two: Public Space and Pocket Park

Scenario Two considers the possibility of closing the north side of Taylor Street to through traffic and transforming the grassy area into a pocket park and the street into a walkable public space. This scenario provides outdoor eating opportunities for surrounding businesses. Crockett Elementary students would benefit from additional public space and a safe and pleasant walk to school. Potential elements include:

- Shade and landscaping
- Picnic tables and benches
- Pedestrian-scale lighting
- Asphalt art



Scenario Two: Public Space and Pocket Park

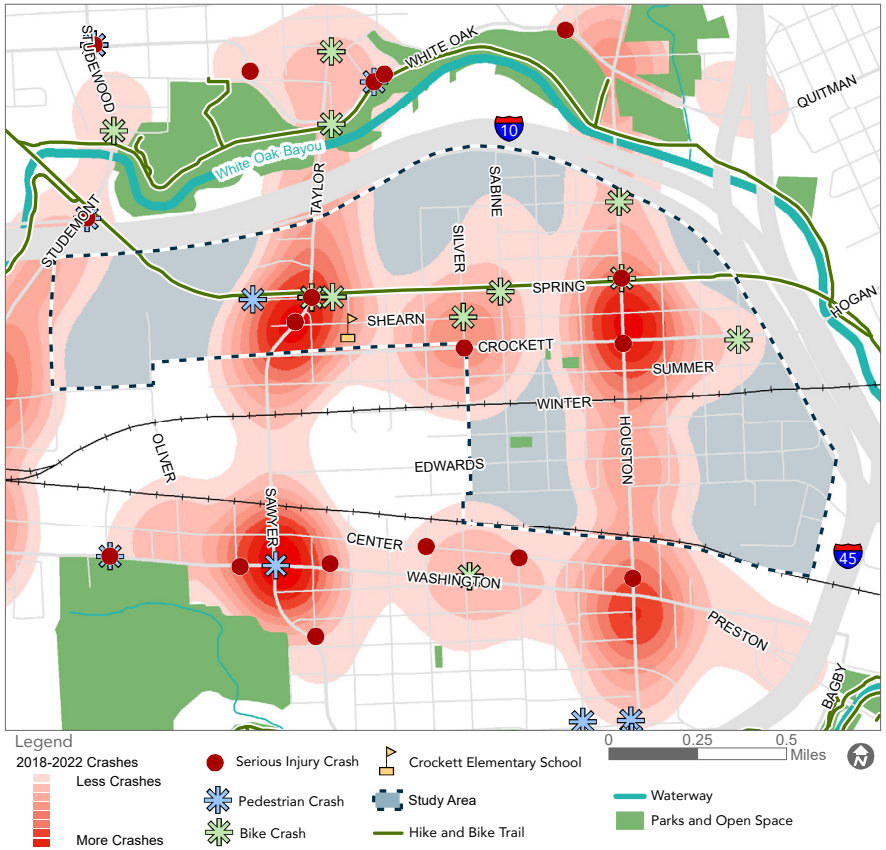
Crockett Elementary School

Crockett Elementary sits between Shearn Street on the north and Crockett Street on the south. On Crockett Street, the school often contends with speeding vehicles that use the street to drive between the busy corridors of Houston Avenue to the east and Sawyer Street to the west. Anecdotally, school staff members report witnessing near misses between drivers and students and their parents, who navigate speeding cars on the street daily during pick-up and drop-off.

To the north and west, the school is surrounded by two streets in the city's High Injury Network - Shearn Street and Sawyer Street. Busy vehicle traffic on Shearn Street around the Chick-fil-A often occurs during peak commute times, when parents and students are navigating busy drop-off periods, resulting in potentially dangerous crashes and vehicle collisions. Figure 2.19 shows the crash hot spot locations directly west of the school. The Crockett Elementary enrollment boundary covers a large area, and students are traveling to school from every part of the Study Area and beyond. Safe travel options to school, whether by car, bus, bike, or by foot or mobility device, are important considerations for project proposals around Crockett Elementary, particularly around areas where frequent serious injury crashes are occurring.



Crockett Elementary student pick-up on Shearn Street



CRIS Crash Data 2018-2022

Figure 2.19. Serious Injury, Bike, and Pedestrian Crashes

Note: For vision and concept planning only. Designs subject to change.

Crockett Elementary School Proposals

Proposals for Crockett and Shearn Streets focus on slowing down speeding drivers, creating safe and pleasant routes to school for all transportation modes, and cultivating a sense of place around the Elementary School. This will help extend the school's identity to the streets surrounding the school to signify its presence to drivers and to the community. Figure 2.20 shows a summary of project proposals for Crockett and Shearn Streets.



Many student drop-off and pick-up locations are located on Shearn Street, including for the school bus

Crockett Elementary School Proposals	
Crockett Street	ADA sidewalks
	ADA ramps
	Raised intersections at Taylor St and Henderson St
	Raised crosswalk at Hemphill St
	High visibility crosswalks
	All-way stop or traffic circle at Silver St
	Well-defined and longer school pick up/ drop off zone
	Striped 10' edge line from the curb
Shearn Street	ADA sidewalks
	ADA ramps
	High visibility crosswalks
	Dedicated school bus parking
	Dedicated 'School Street' between Hemphill St and White St
	Enhanced connectivity between Spring Street Trail and Shearn St

Figure 2.20. Crockett Elementary School Summary of Proposals

Crockett Street at Crockett Elementary

Traffic calming elements like raised crosswalks can call greater attention to pedestrians crossing the street by creating a raised surface similar to a speed bump. Freshly painted, highly visible crosswalks can further create safer crossing conditions. Bulb-outs, also known as curb extensions or bump-outs, at designated intersections can also contribute to traffic calming, increased safety, and additional space for pedestrians.

- A Accessible sidewalks and curb ramps at all approaches
- B Marked crosswalks at all intersections
- C Striped bulb-outs
- D Extended drop off/pick up lane
- E Painted parallel parking spots
- F Raised intersections

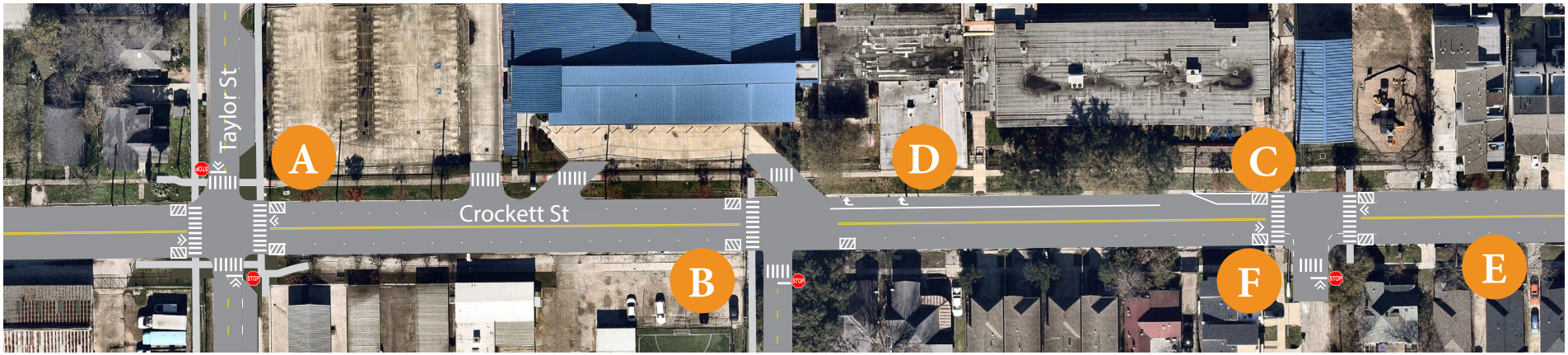
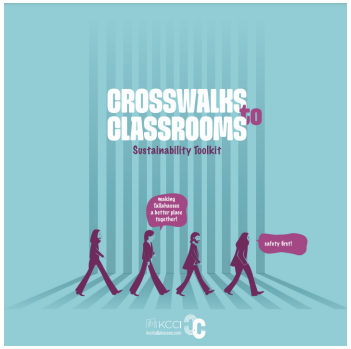


Figure 2.21. Crockett Elementary School - Intersection Curb Extensions and Crosswalks

Crosswalks to Classrooms

In 2023, the Crosswalks to Classrooms project in Tallahassee, FL created asphalt art projects at intersections and crosswalks to improve safety for students and drivers as they travel to and from school. Local artists were paired with students to create visually appealing art to bring attention to drivers to slow down. More than 14 artistic crosswalks were implemented near seven schools, benefiting more than 3,500 school children within 12 months. The corresponding project toolkit for this initiative is a wonderful resource for communities like the First Ward and Crockett Elementary, where a similar project could be successful.



The Crosswalk to Classrooms toolkit can be found online

Note: For vision and concept planning only. Designs subject to change.

Crockett Elementary Artistic Crosswalk

On both Crockett Street and Shearn Street, there are opportunities to add color to the street through asphalt art, whether as part of a decorative crosswalk or to brighten up a bulb-out. Using Crockett Elementary school colors can help signify to drivers that this space is unique and therefore encourage them to slow down in the area. Furthermore, adding artistic colors and imagery to these street changes can strengthen the neighborhood's identity as the First Ward Arts District and be an opportunity for local artists to get involved with these projects.



Colorful crosswalk in front of Crockett Elementary School

Shearn Street School Street

Given its place on the city's High Injury Network and its adjacency to Crockett Elementary School, Shearn Street is a priority corridor for creating a safer mobility network, especially for parents and children during school drop-off and pick-up. Shearn Street, between Hemphill Street and White Street, may be the ideal placement for a neighborhood "School Street" that will prioritize street safety for the children walking and biking to school.

A School Street is a street near a school that is closed to car traffic for certain hours during the school day, particularly during drop-off and pick-up times. School Streets offer many benefits, including: prioritizing street safety for children and encouraging safe and comfortable biking and walking routes; improving the air quality around the school; and creating additional, flexible space for recess or other recreational activities. While a School Street is closed to vehicles during designated hours, it still allows emergency vehicles and residents on the streets the ability to exit and enter. Simple barricades and signage at the start and end of a School Street can be easily adjusted by school staff or volunteers.







There are examples of School Streets from around the nation and world, as schools continue to make efforts to create safe streets and safe routes to school for children. Barricades and signage designating the School Street are some of the only physical tools needed to implement a School Street in a neighborhood.







Note: For vision and concept planning only. Designs subject to change.

Shearn Street School Street

The Shearn Street School Street proposal works in conjunction with other recommended projects for the street and the surrounding area. Students using the School Street need a safe way to arrive and depart. Safe connections to the Spring Street Trail and to neighborhood streets through improved pedestrian and bike infrastructure such as highly visible, raised crosswalks and updated ADA-compliant sidewalks and ramps can strengthen the transportation network around the school. Other improvements, like wayfinding signage and a designated school bus zone, enhance the pedestrian and bike rider experience and contribute to safe infrastructure enhancements.

A safe connection for walkers and bikers between the School Street and the Spring Street Trail includes: high visibility crosswalks on Henderson and Spring and ADA sidewalks and ramps on Henderson Street and both intersecting streets.

Proposed boundaries for the Shearn Street School Street are Hemphill Street on the west to White Street on the east.



Wayfinding signage along Shearn Street can direct students and parents to use Henderson Street to reach the Spring Street Trail.





A designated school bus pick-up and drop-off zone with a curb inset can improve safety and provide additional School Street space by taking the bus off of the street.

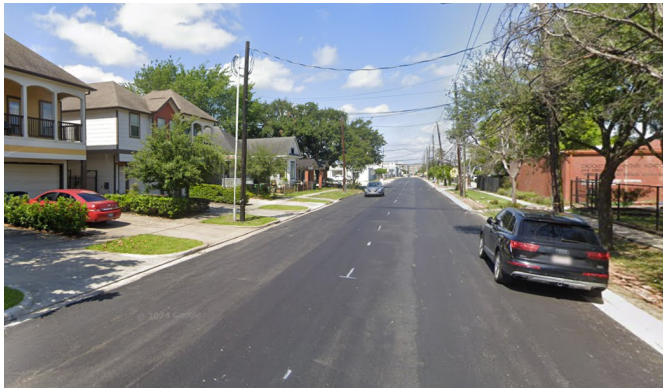
Raised intersection crossings on White Street to the east and Taylor Street to the west can signify to drivers to slow down as they approach the school.

Crockett Street

Crockett Street is a Minor Collector street composed of two lanes on its western end and four lanes to the east across Houston Avenue. Though primarily residential, with single-family and townhome housing on its western end and commercial and residential uses on its eastern end, the street is also home to Crockett Elementary School, which sits between Crockett and Shearn Street directly to the east of Sawyer Street. Crockett Street is often used as a through-way for vehicles to get to Sawyer Street and the Sawyer Heights Village Shops. Consequently, traffic can be heavy for a primarily residential area, especially during peak commute hours. As Figure 2.22 shows, this traffic often exceeds the posted speed limit of 30 miles per hour, which can produce dangerous walking, rolling, and biking conditions, particularly for the elementary-aged students frequenting the area.



Crockett Street looking east



Crockett Street looking west

Crockett Street	
Corridor Classification	Minor Collector
Typical ROW	West of Houston Ave: 80’ East of Houston Ave: 70’
Average Daily Traffic Volume	5,804 (West of Houston Ave) 8,132 (East of Houston Ave)
Average Daily Volume/ Capacity	15% (West of Houston Ave) 11% (East of Houston Ave)
85th Percentile Speed	35 mph (West of Houston Ave) 37 mph (East of Houston Ave)
Posted Speed Limit	30 mph
Serious Injury Crash Locations	Crockett St & Silver St Crockett St & Houston Ave
Transit Route	None
Sidewalks	Typically present at 4’
Bicycle Facilities	None
Street Parking	Allowed on most blocks
Sidewalk & Ramp Condition	27% of sidewalks, 63% of ramps assessed are inaccessible

Figure 2.22. Crockett Street Key Characteristics

Note: For vision and concept planning only. Designs subject to change.

Crockett Street Corridor Proposals

Proposals for Crockett Street consider two parts of the corridor - the area around Crockett Elementary and to the west of Houston Avenue, as seen in the following pages, and the portion to the east of Houston Avenue, detailed later in this report. Figure 2.23 shows recommendations for the portion of the street west of Houston Avenue, which includes the traffic circle or all-way stop at Silver Street and crosswalks and painted curb extensions at all intersection corners.

- A Accessible sidewalks and curb ramps at all approaches
- B Marked crosswalks at all intersections
- C Striped bulb-outs
- D Traffic circle or all-way stop at Silver Street
- E Painted parallel parking spots

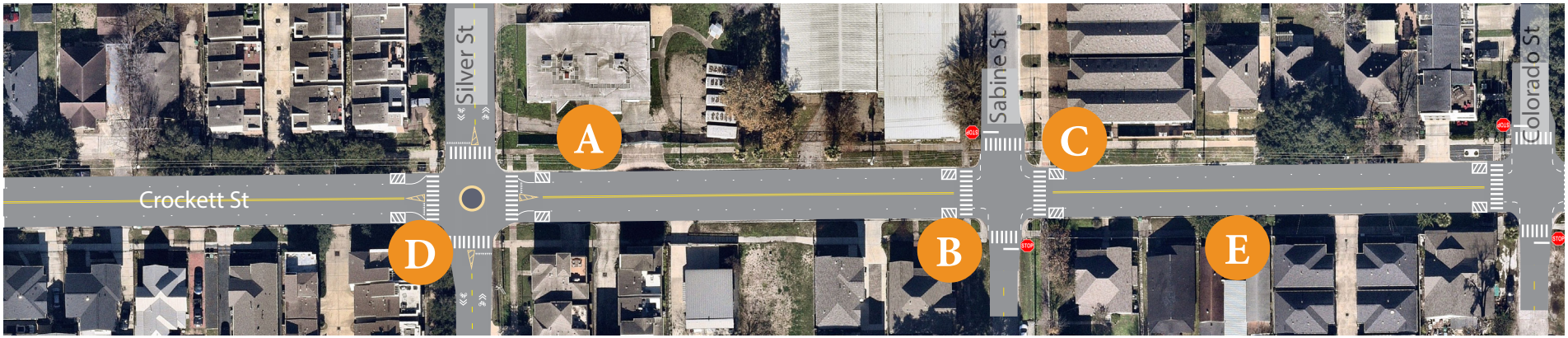
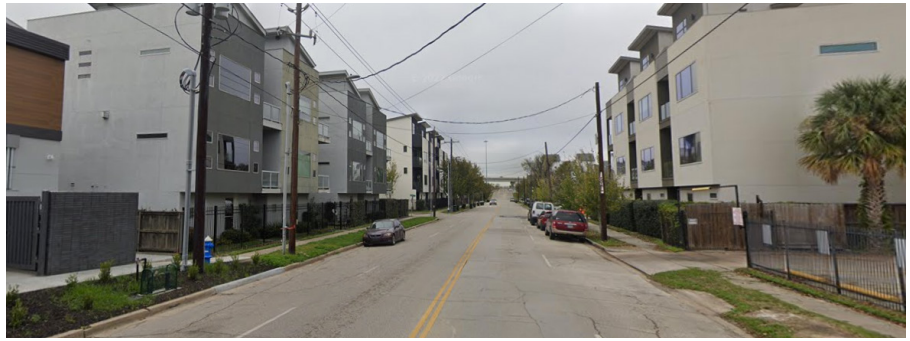


Figure 2.23. Crockett Street Proposed Intersections West of Houston Avenue

Crockett Street (East of Houston Avenue)

Across Houston Avenue to the east, Crockett Street changes from two lanes to four lanes. Although still a primarily residential street to the east of Houston Avenue, the eastern section of Crockett Street is home to several commercial uses, particularly on the corners shared with Houston Avenue. However, this section of the street contains similar challenges as the western section - vehicles traveling above the speed limit - especially as drivers traveling toward Houston Avenue down the Crockett/Hogan bridge over the interstate increase travel speeds. This makes it difficult for those traveling by foot to cross safely over the street from the north to south sections of the neighborhood. Recommendations for the eastern section of Crockett Street include projects that focus on traffic calming and increasing safe crossing opportunities. Figure 2.24 summarizes these proposals.



Crockett Street looking east

Corridor Proposals	
Crockett Street East of Houston Avenue	ADA sidewalks
	ADA ramps
	Bulb-outs at Hickory, Holly and Goliad streets
	Crosswalks at intersections
	Raised intersection at Holly Street
	Marked parallel parking spots

Figure 2.24. Crockett Street East Summary of Proposals

Note: For vision and concept planning only. Designs subject to change.

Crockett Street East of Houston Avenue

East of Houston Avenue, recommendations include crosswalks and striped curb extensions at intersection corners, marked parallel parking spaces, a hashed painted lane east of Holly Street, and a raised intersection at Holly Street and Crockett Street to slow traffic along the corridor and increase safety and mobility for all road users.

A Accessible sidewalks and curb ramps at all approaches

B Marked crosswalks at all intersections

C Striped bulb-outs

D Make on-street parking all day

E Painted parallel parking spots

F Raised intersections

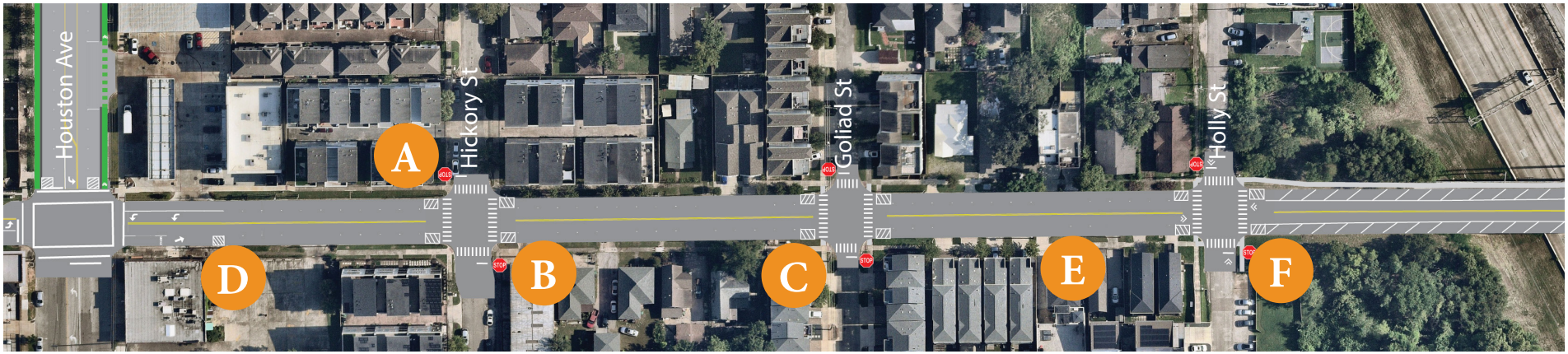


Figure 2.25. Crockett Street East of Houston Avenue

Edwards Street

Edwards Street is a two-lane east/west street containing single-family, multi-family, and townhome housing along with commercial and industrial uses on its western end. Edwards Street is home to popular neighborhood destinations like Momentum Climbing Gym, Sawyer Yards, and a variety of restaurants and retail.

Edwards Street Corridor Proposals

Recommendations for Edwards Street include the installation of a traffic light at the intersection of Edwards Street and Houston Avenue. This addition will provide a signalized crossing for pedestrians across Houston Avenue, where there are currently limited safe crossing options. This will also improve vehicular flow throughout the area by potentially easing the traffic build-up that occurs at Crockett Street during peak hours and re-directing some of that traffic onto Edwards Street.

Corridor Proposals	
Edwards Street	ADA sidewalks
	ADA ramps
	Traffic light at Houston Avenue
	Crosswalks at intersections

Figure 2.26. Edwards Street Summary of Proposals



Edwards Street looking east

Edwards Street	
Corridor Classification	Local
Typical ROW	70’
Average Daily Traffic Volume	No data available
24-Hour Capacity	38,400
85th Percentile Speed	No data available
Posted Speed Limit	30 mph
Serious Injury Crash Locations	N/A
Transit Route	None
Sidewalks	Typically Present at 4’
Bicycle Facilities	None
Street Parking	Allowed on most blocks
Sidewalk and Ramp Condition	18% of sidewalks, 78% of ramps assessed are inaccessible

Figure 2.27. Edwards Street Key Characteristics

Note: For vision and concept planning only. Designs subject to change.

Winter Street

Winter Street is a two-lane east/west street divided by railroad tracks. Along Winter Street, single-family and townhome housing face the railroad with driveways abutting the street. The street provides a connection to Houston Avenue along the railroad.

Winter Street	
Corridor Classification	Local
Typical ROW	70' (includes railroad easement)
Average Daily Traffic Volume	No data available
24-Hour Capacity	N/A
85th Percentile Speed	No data available
Posted Speed Limit	N/A
Serious Injury Crash Locations	None
Transit Route	None
Sidewalks	Varies by block
Bicycle Facilities	None
Street Parking	None
Sidewalk and Ramp Condition	77% of sidewalks, 80% of ramps assessed are inaccessible

Figure 2.28. Winter Street Key Characteristics



Winter Street looking east

Corridor Proposals	
Winter Street	Paved permeable paths along railroad

Figure 2.29. Winter Street Summary of Proposals

Winter Street Permeable Pavement

Proposals for Winter Street focus on creating a more accessible walking, rolling, and biking path alongside the railroad. As it exists today, there are minimal to no sidewalks along Winter Street and anyone walking or rolling down the street is forced into a narrow patch of roadway along the tracks. Space is also limited with the railroad tracks running down the center. It is recommended to install permeable pavement along the entire corridor that can serve residents trying to access their driveways and pedestrians and cyclists wanting a smooth, calm neighborhood street to use. It will look more like an alleyway than a street because there will not be any curbs or sidewalks. The street will be shared among users. There will be signage indicating Winter Street as a shared street and reminding drivers to drive slow and share the road. Adding a smooth paved surface will also provide greater accessibility to vehicles accessing their residential driveways along the street.



The paved surface seen here was installed on the eastern portion of Winter Street, from Houston Avenue to Hickory Street, by Houston Public Works in 2023. This project was installed as part of the city's Green Street Pilot Projects and is a porous, permeable pavement that allows water to seep into the surface, reducing flooding and runoff. It is recommended that this surface treatment be extended to the western section of Winter Street.

Note: For vision and concept planning only. Designs subject to change.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Chapter 3

Strategic Partnership Opportunities

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Strategic Partnership Opportunities

As a Tax Increment Reinvestment Zone, TIRZ 13 cannot solely be responsible for completing recommendations outlined in this report as the Study Area is outside its legal boundaries. However, there are a variety of local, county, and state agencies that can help address mobility related projects and improvements. The following list showcases potential partnership opportunities TIRZ 13 and H-GAC can work with to create long-lasting and impactful recommendations for the community. The following section covers recommendations that would require strategic partnerships to complete.

- City of Houston (Planning & Development and Public Works & Engineering)
- METRO
- Harris County Precinct 1
- Texas Department of Transportation
- Houston Parks Board
- Private Developers

Houston Parks Board

The community has two parks that are important destinations for neighborhood residents: Brock Park and Summer Street Park. Currently, both parks lack safety enhancements for visitors. There are no crosswalks at the park's nearby intersections, no pedestrian-scale lighting, and no wayfinding signage. TIRZ 13 could potentially work together with the Houston Parks Board to help build out the following recommendations supporting local parks.

Crosswalks and Signage

The streets surrounding Brock Park and Summer Street Park can be improved for safer park access. Currently, reaching the parks by foot or by bike is challenging and unsafe. For Summer Street Park, a new all-way stop with crosswalks at Summer Street and Johnson Street would enhance safety for park visitors. Additional yellow pedestrian signage should be placed at Crockett Street before Johnson Street to warn drivers of the increased pedestrian activity walking across the corridor to reach the park. Brock Park is located along Bingham Street, which is a very wide corridor with a few speed humps to help slow drivers down some. Additional yellow pedestrian signs should be installed to inform drivers of upcoming pedestrian activity. Bingham Street at Sabine Street, northwest of the park, should have bulb-outs installed to help narrow turning traffic's turning radius and speed as well as making it safer for pedestrians to cross to the reach the park.

Lighting

Both parks lack adequate pedestrian-scale lighting. TIRZ 13 and Houston Parks Board should identify the best lighting to help make these parks and the sidewalks around the parks brighter. Not only will lighting the parks and the sidewalks make the parks feels safer, it will also bring greater visibility overall.

Wayfinding Signage

The two parks could also serve as destinations beyond just the neighborhood, but the parks can be difficult to discover or find for those who do not reside in the neighborhood. Houston Parks Board and TIRZ 13 should install wayfinding signage between the parks and the Spring Street Trail, which is a main east/west trail in the neighborhood.

Houston METRO

Crockett Street Route 39 Extension

A potential partnership recommendation is to serve Crockett Street with an east/west bus route. The Study Area currently has two north/south bus routes: the 30 Clinton/Ella operating along Taylor Street and Sawyer Street, and 44 Acres Homes operating along Houston Avenue.

This study proposes extending the 39 Katy Freeway route, which currently terminates at Northwest Transit Center (located at IH-10 and IH-610) further east along IH-10 Frontage Road, Summer Street, and Crockett Street into the Near Northside neighborhood terminating at Burnett Transit Center, which is a Red Line Station as well.

This new route would connect residents and workers to the METRORail Red Line, Crockett Elementary School, Target, Kroger, METRO Route 56 Airline/Montrose, Walmart, Northwest TC, and Memorial City.

Memorial City is a large employment center for residents living in the Study Area and the proposed extension of the 39 would provide a one-seat ride to Memorial City. Additionally, it would provide connections to multiple other bus routes at both Northwest TC and Burnett TC increasing the connectivity of the Study Area to METRO's bus route network.

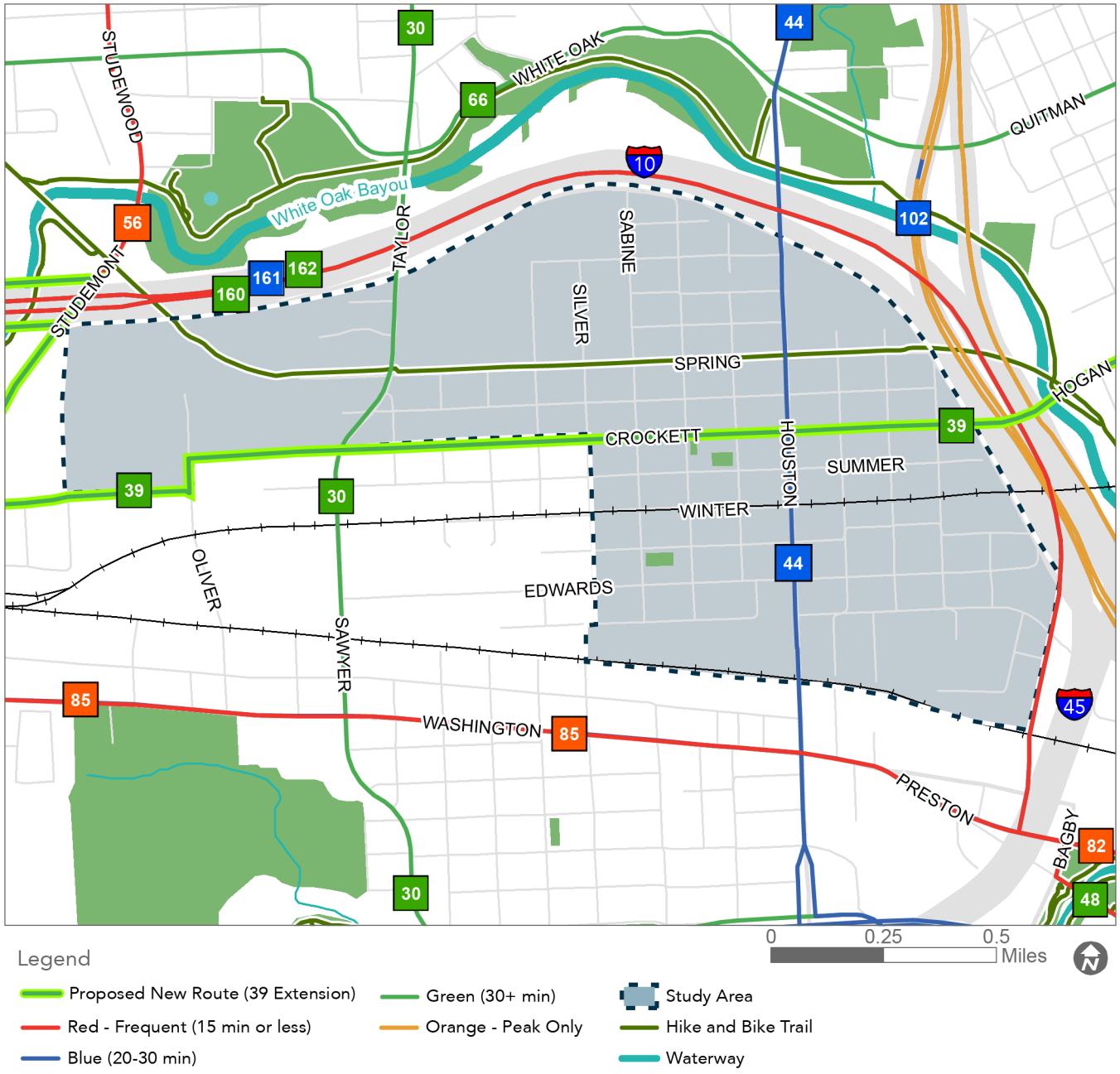


Figure 3.1. METRO Route 39 Proposal

Note: For vision and concept planning only. Designs subject to change.

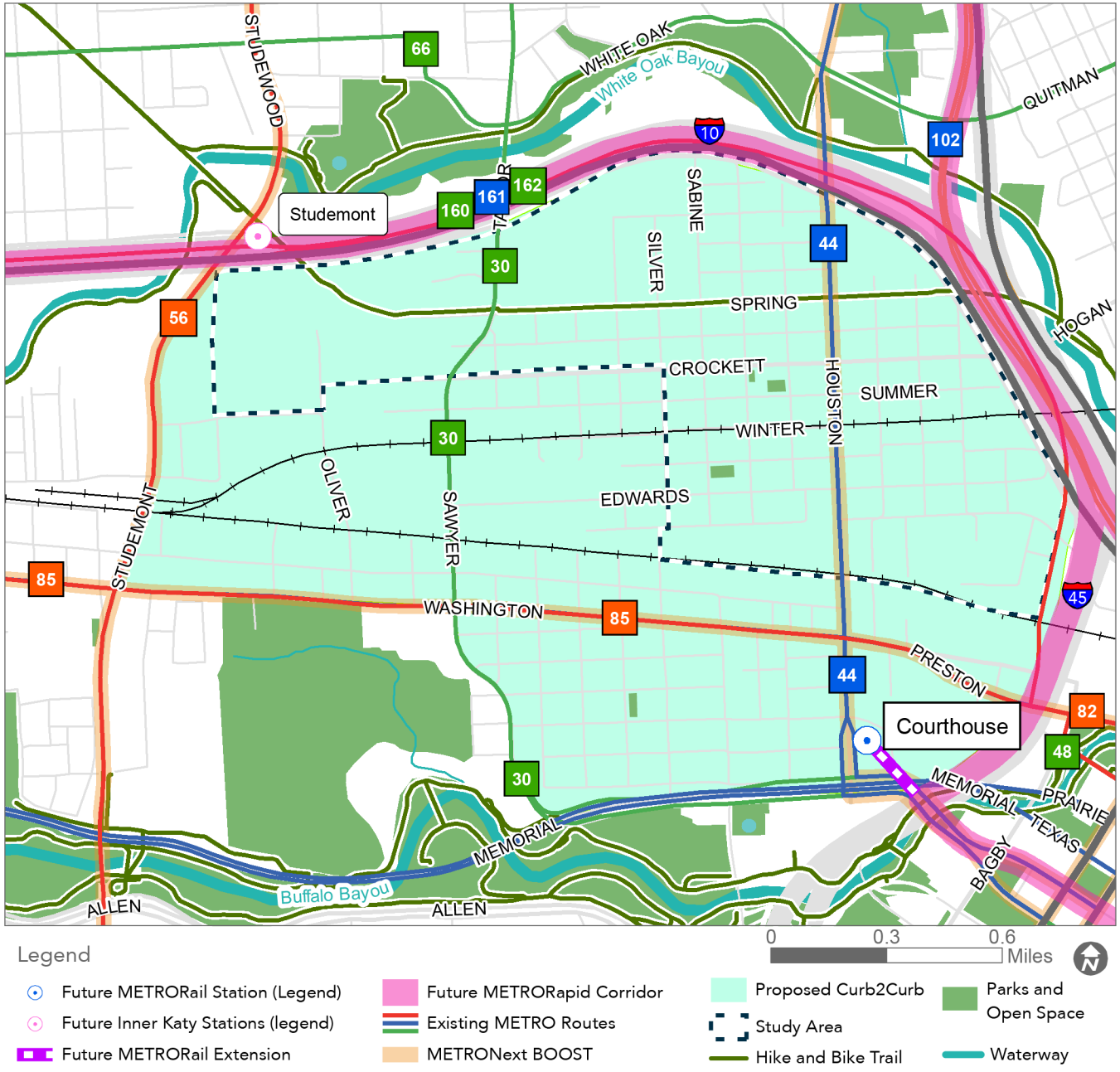


Figure 3.2. METRO Curb2Curb Microtransit Recommendation

Old Sixth Ward Curb2Curb

Another transit recommendation is to partner with METRO to bring a Curb2Curb route to the Study Area. Curb2Curb is Houston METRO's version of microtransit. This form of transit is not a fixed-route bus line, but a zone where riders can request to be picked up at their doorstop and dropped off at their final destination within the zone. The zone is shown in light green on the map.

This proposed zone would connect the community with the proposed Inner Katy BRT Station* at Studemont Street, Buffalo Bayou Hike and Bike Trail, METRO Route 85 Washington, Amtrak Station, and all of the commercial shops and businesses in the Study Area.

Support METRO's Existing Service

The TIRZ and METRO can work together to continue to increase service, especially peak service on both the 30 Clinton/ Ella and 44 Acres Homes, which have not been fully restored to pre-pandemic peak frequency. Additionally, TIRZ 13 can help support METRO with their BOOST enhancements along the 56 Airline/ Montrose and 85 Antoine/Washington routes. BOOST provides a better ride for riders by building new bus stops with shelters and lighting, new sidewalks to the bus stops, and traffic signal improvements to improve bus reliability.

*Although Inner Katy BRT station locations have been determined, recent updates from METRO (FY 2025 Budget) point to possible project changes which might impact station locations. Proposed Curb2Curb anchor point could be changed if station location is changed or elliminated.

TxDOT Trail Connections

As part of the IH-10 Elevation Project, TxDOT is constructing a new hike and bike trail on the south side of White Oak Bayou. This proposed trail currently has two connection points planned at Sabine Street and at Taylor Street. These new connections can provide great access to the new trail from the Study Area. At the moment, there are no plans from TxDOT to build anything off-system, like on Taylor Street or Sabine Street. This can pose a connectivity issue as Taylor Street just has sidewalks and Sabine Street lacks sidewalks. This means that pedestrians and cyclists who want to reach the new trail would have to do so on low-comfort sidewalks or in the road.

This report recommends TxDOT and TIRZ 13 to work together on building out two trail connections on Taylor and Sabine Streets, which are shown in yellow on the map below. This would allow trail users along Spring Street Trail and residents and workers in the Study Area to have a high-comfort safe connection to the new TxDOT trail. Taylor Street does have enough room for an 8-10' shared-use trail, while Sabine Street would be able to accommodate new sidewalks and bikeway wayfinding signage.

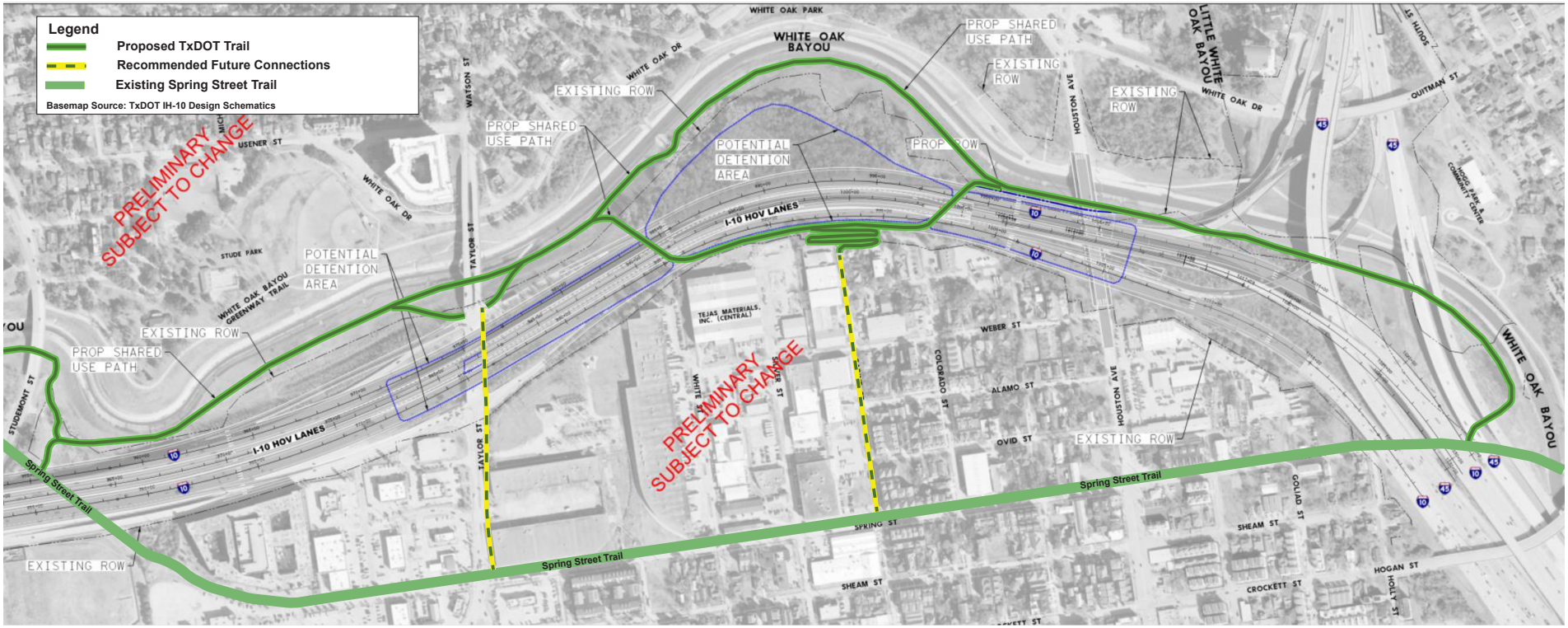


Figure 3.3. TxDOT Trail Connections

Note: For vision and concept planning only. Designs subject to change.

Sidewalk Prioritization Program

Much of the Study Area has a walkable street grid that, paired with recent investments, has created a fairly high level of walkability, primarily around Crockett Street and Spring Street. Unfortunately, reaching these popular pedestrian corridors can be a challenge. The Project Team conducted a sidewalk assessment of every property's sidewalk in the entire Study Area. The assessment results are shown in Figure 3.4. Through this assessment, it was determined that over half of all sidewalks (54%) are inaccessible or completely missing. Sidewalks are also top of mind for residents and business owners as sidewalk connectivity were popular comments during public engagement. The following prioritization is recommended for improving sidewalks in the Study Area.

Priority Corridors - Inaccessible sidewalks along the eight priority corridors should be improved first. Through the assessment, there are around 15,400 feet of sidewalk that needs to be built/rebuilt along these corridors.

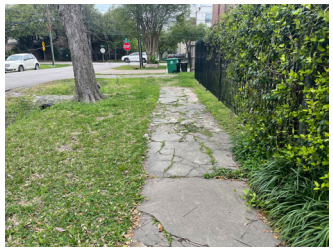
Adjacent to Crockett Elementary - Inaccessible sidewalks should also be high on the sidewalk prioritization program. These corridors include Taylor Street, Hemphill Street, and Henderson Street.

Adjacent to Spring Street Trail and Parks - Inaccessible sidewalks on adjacent streets leading to the trail should also be prioritized. This includes corridors like Sabine Street, Johnson Street, Hickory Street, and Goliad Street. Additionally, streets like Summer Street and Bingham Street, which surround the two neighborhood parks, Summer Street Park and Brock Park, should also be prioritized.

Adjacent to Community Destinations - Inaccessible sidewalks along corridors near community destinations pinned on the map should also be prioritized. This includes Summer Street to the Target, streets around Impact Church, and streets around the artist lofts and Ecclesia Church.

Adjacent to Houston METRO Bus Routes - Inaccessible sidewalks on adjacent streets that connect to corridors with METRO bus routes: Taylor Street/Sawyer Street for the 30 Clinton/Ella, and Houston Avenue for the 44 Acres Homes. Sidewalks along corridors like Ovid Street and Alamo Street would ensure METRO riders have a safe walking route to their stop.

Along Truck Routes - Inaccessible sidewalks along truck routes in the northern section of the Study Area should also be prioritized. Accessible sidewalks along White Street, Silver Street, and Weber Street would help separate pedestrians and heavy truck traffic enhancing safety and mobility in the area.



Inaccessible Sidewalk



Missing Sidewalk



Inaccessible Ramp



Missing Ramp

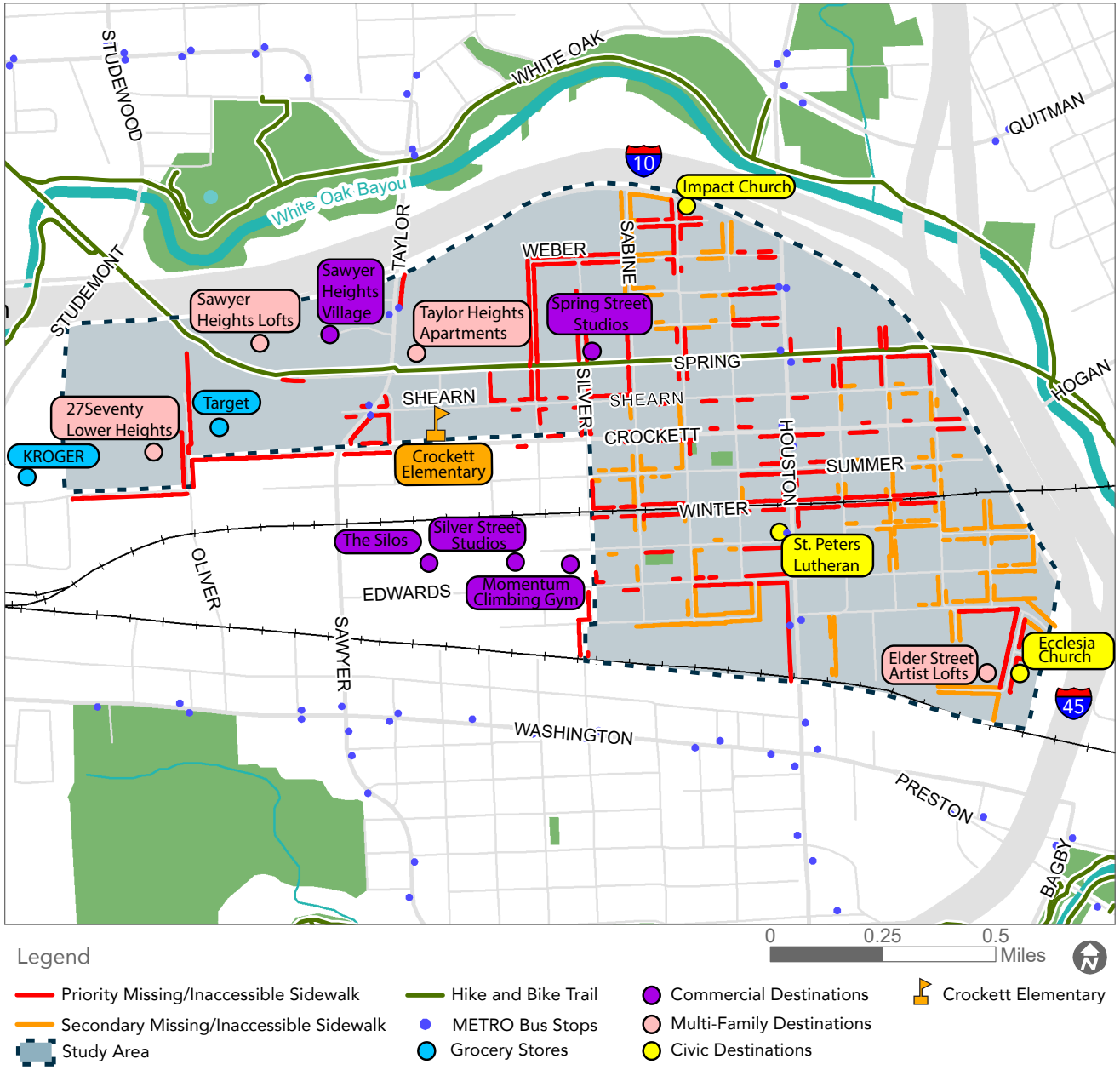


Figure 3.4. Sidewalk Prioritization Program

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Chapter

4

Implementation & Funding Action Plan

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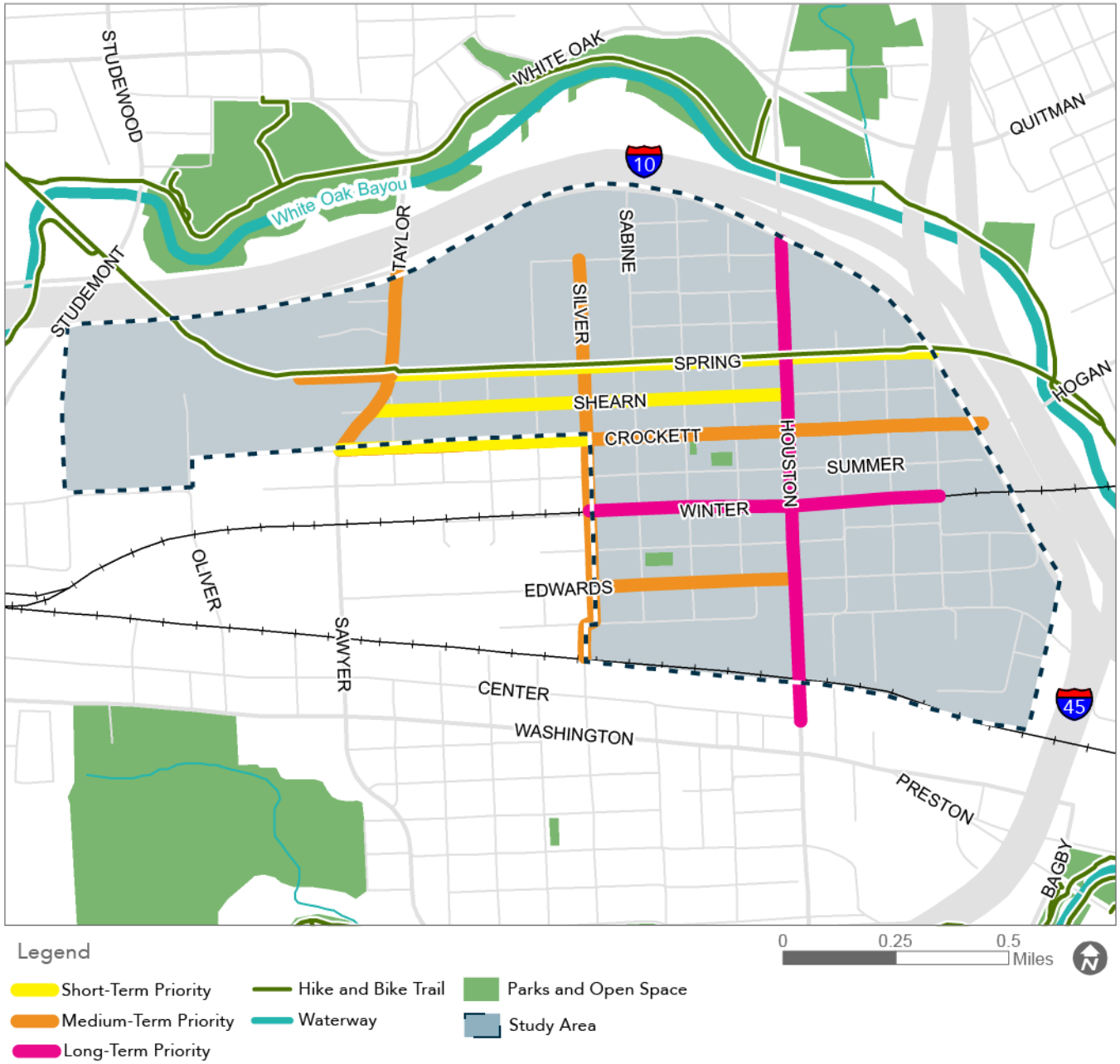

Figure 4.1. Tiered Implementation of Priority Corridors

Introduction

The Study Area is located within Houston's First Ward just outside the Old Sixth Ward/ TIRZ 13 boundaries. As such, the First Ward does not have a special district such as a TIRZ or management district that can lead and implement capital improvement projects. Any project recommendation from this planning effort must be led in coordination with the City of Houston, at minimum, with opportunities for multiple implementation partners. The First Ward Civic Club, Arts District Houston (the local arts district), and people within the Study Area neighborhood are civically engaged with a deep interest in making the neighborhood safer and more walkable, supporting healthy active lifestyles and quality of life.

Through three steering committee meetings and two public meetings with online engagement opportunities, the recommendations from this plan have been presented and vetted by agency professionals and the locals who live, work, and play in the Study Area. Any projects that move forward with implementation must have a lead agency with the understanding that the project has local support and potential community champions.

Approach to Implementation

The implementation approach includes corridor-based project recommendations and some overarching programmatic capital improvements such as sidewalk improvements throughout the Study Area. Implementation will be dependent upon feasibility as it relates to the level of effort and a clear lead implementation entity. The priority corridors in Figure 4.1 on the previous page illustrate the tiered implementation approach with yellow (short-term), orange (medium-term), and pink (long-term). The timing considerations are based on ease of implementation from corridor enhancements like paint, signage, lighting, and sidewalks (short and medium-term) to full corridor reconstruction projects (more long-term).

The tiered projects are presented on the following pages in a table with a reference to the project recommendations in Chapter 2. The implementation tables also include the level of effort, potential implementation partners, community champions, potential funding sources, and project benefits. Project benefits can support validation for a potential funding source (likely leverage local dollars with grant opportunities). Benefits may include, but are not limited to:

- Safety enhancements for all transportation modes
- Safe routes to schools
- Transit safety and transit access improvements
- Landscaping to help reduce urban heat island effect and provide shade
- Access management
- Park/open space activation
- Drainage
- Regional trail access
- Support for healthy, active communities
- ADA compliance
- Reconnecting communities across barriers
- Health
- Economic development



Figure 4.2. First Ward National Night Out Pop-Up Participants October 1, 2024

Note: For vision and concept planning only. Designs subject to change.

Short-Term Implementation

The short-term projects presented below address school and trail safety enhancements including crosswalks (paint), sidewalks (where none exist or will upgrade to current ADA/city standards), lighting, landscaping, and improvements to support safer speeds near the school and trail. Detailed cost estimates were not created for all project recommendations at this planning stage, but an estimate illustrating relative cost is provided with one, two, three, and four dollar signs with one "$" representing the lowest cost efforts and four "$$$$" representing the most costly recommendations (see page 75).

Project	Report Page Reference	Cost Estimate*	Potential Implementation Partners	Potential Community Champions	Potential Funding Sources	Project Benefits
Spring Street Corridor Improvements	pgs 27-30	$$	TIRZ 13, TIRZ 5, City of Houston, Harris County Precinct 1	First Ward Civic Club Arts District Houston Crockett Elementary School Bike Houston	Safe Routes to School; TxDOT Transportation Alternatives Set Aside; CIP (TIRZ, City of Houston, or Harris County); Council District Funds; Transportation Improvement Program (TIP); Trees for Houston	Regional trail access to destinations and walk/bike access across major barriers such as highways and bayous Safety enhancements for vulnerable roadway users Supports healthy, active communities Landscaping to lessen urban heat island effect and provide shade
Shearn Street Corridor and School Street	pgs 34-37	$	TIRZ 13, Harris County Precinct 1, City of Houston, HISD	First Ward Civic Club Arts District Houston Crockett Elementary School	Safe Routes to School; TxDOT Transportation Alternatives Set Aside; CIP (TIRZ or City of Houston); Council District Funds; Transportation Improvement Program (TIP)	Supports safe routes to school Safety enhancements for vulnerable roadway users ADA compliance
Crockett Street at Crockett Elementary	pgs 40-43	$	TIRZ 13, Harris County Precinct 1, City of Houston, HISD	First Ward Civic Club Arts District Houston Crockett Elementary School	Safe Routes to School; TxDOT Transportation Alternatives Set Aside; CIP (TIRZ or City of Houston); Council District Funds; TIP; Private funds or community art-related grants	Supports safe school routes to school Safety enhancements for vulnerable roadway users ADA compliance Dedicated school drop-off/ pick-up zone (lane)

Medium-Term Implementation

The medium-term projects presented below are more complex than the short-term projects with not only sidewalk upgrades, but access management treatments with curb work, signal updates (including a new signal at Edwards Street), parklet creation (Taylor/Sawyer Street), and landscaping.

Project	Report Page Reference	Cost Estimate*	Potential Implementation Partners	Potential Community Champions	Potential Funding Sources	Project Benefits
Silver Street Corridor	pgs 24-26	$$	TIRZ 13, TIRZ 5, City of Houston, Harris County Precinct 1	First Ward Civic Club Arts District Houston Old Sixth Ward Neighborhood Association	CIP, TxDOT Transportation Alternatives Set Aside, Transportation Improvement Program (TIP)	North-South regional active transportation spine connecting Buffalo Bayou and Spring Street Trails Safety enhancements at intersections ADA compliance
Taylor/Sawyer Street	pgs 31-33	$$$	TIRZ 13, TIRZ 5, METRO, TxDOT, City of Houston, Harris County Precinct 1	First Ward Civic Club Arts District Houston Crockett Elementary School	CIP (TIRZ or City of Houston); Texas Parks and Wildlife - Local Parks Grant; Harris County Precinct 1; Council District Funds; Transportation Improvement Program (TIP); Safe Routes to School	Access management Safety for all roadway users Parks and open space creation Landscaping to lessen urban heat island effect and provide shade ADA compliance
Crockett Street Corridor East of Silver Street through East Side of Houston Ave	pgs 38-39	$$	TIRZ 13, METRO, City of Houston, Harris County Precinct 1	First Ward Civic Club Arts District Houston Crockett Elementary School	CIP (TIRZ or City of Houston); Council District Funds; Safe Routes to School; Transportation Improvement Program (TIP)	Safety enhancements Signal updates Formalize parallel parking ADA compliance
Edwards Street Corridor	pg 48	$$$	TIRZ 13, City of Houston, Harris County Precinct 1	First Ward Civic Club Arts District Houston	TxDOT Highway Safety Improvement Program (HSIP) for intersection enhancements, Transportation Improvement Program (TIP)	Safety enhancements New traffic signal ADA compliance

Note: For vision and concept planning only. Designs subject to change.

Long-Term Implementation

The long-term projects include the entire Houston Avenue corridor reconstruction from IH-10 to Center Street, which would entail numerous multimodal enhancements including curb work, potential drainage, and coordination with businesses up and down the corridor. TxDOT will be improving the bridge across IH-10 along Houston Avenue in the next three years including bridge elevation and bikeway and sidewalk improvements. Initiating the Houston Avenue corridor reconstruction during and directly after the TxDOT project would provide an interconnected corridor that supports safe walking, biking, driving, and transit use, supporting the corridor's businesses and economic development. The biggest hurdles will be funding and an implementation agency lead to initiate design and construction. The Winter Street enhancements could be done at any point, but is not as much of a priority project as the other recommendations in the short-term and medium-term horizons.

Project	Report Page Reference	Cost Estimate*	Potential Implementation Partners	Potential Community Champions	Potential Funding Sources	Project Benefits
Houston Avenue Corridor Reconstruction	pgs 17-23	$$$$	TIRZ 13, METRO, City of Houston, Harris County Precinct 1	First Ward Civic Club Arts District Houston Local businesses Bike Houston LINK Houston	Federal grants (supporting major corridor reconstruction, safety enhancements for all roadway users); METRO BOOST corridor; TxDOT Transportation Alternatives Set Aside; CIP (TIRZ or City of Houston); Council District Funds; Transportation Improvement Program (TIP)	Safety for all roadway users Supports healthy, active communities Landscaping to lessen urban heat island effect and provide shade Transit access ADA compliance Key connection into downtown Houston for all modes Drainage
Winter Street Enhancements	pgs 49-50	$$	TIRZ 13, City of Houston, Harris County Precinct 1	First Ward Civic Club Arts District Houston	CIP (TIRZ or City of Houston); Council District Funds; Transportation Improvement Program (TIP)	Permeable path supporting drainage and walkability of shared use narrow corridor

*Cost Estimate refers to a very high-level estimate of the scale and cost of the improvements for each corridor. Further feasibility analysis will need to be performed with detailed cost estimates to provide a more accurate design, engineering, and construction level of effort. Assumptions:

- $ assumes $500,000 to $1,000,000
- $$ assumes $1,000,000 to $3,000,000
- $$$ assumes $3,000,000 to $5,000,000
- $$$$ assumes greater than $5,000,000

Sidewalk Program

Each Priority Corridor identified in the plan have sidewalk improvements plus other capital enhancements. Chapter 3, page 67 introduces the logic behind the sidewalk prioritization program.

The Sidewalk Program recommendation is an approach to improve sidewalks and curb ramps that could be implemented over time, focusing on walkability and completing the sidewalk network based on needs shown in the map in Figure 4.4. The table below presents high-level cost estimates for improvements to the Priority Corridor sidewalks and an estimate for all other residential corridors not defined as a Priority Corridor in the plan. The sidewalk network could be coordinated or led by TIRZ 13, TIRZ 5, or another entity.

Corridor Name	Sidewalks + Curb Ramps Cost Estimate
Winter Street	$755,000
Edwards Street	$478,000
Crockett Street	$834,000
Shearn Street	$499,000
Taylor/SawyerStreet	$225,000
Spring Street	$324,000
Silver Street	$581,000
Houston Avenue	$2,022,000
All other residential corridors	$6,628,000

Figure 4.3. Key Corridor Sidewalk and Curb Ramp Cost Estimates

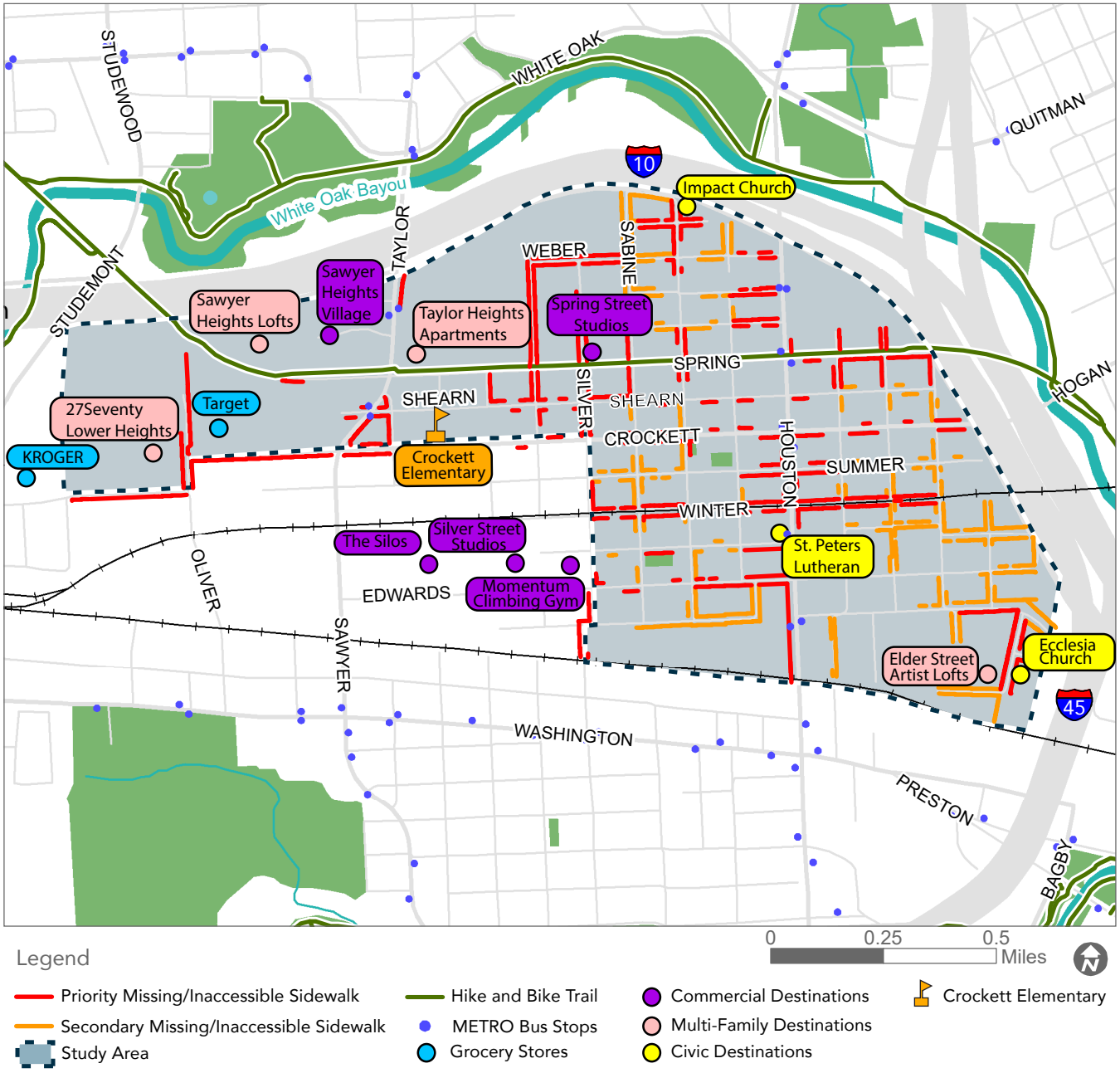

Figure 4.4. Sidewalk Prioritization Program

Note: For vision and concept planning only. Designs subject to change.

Conclusion

The First Ward community proactively participated at both public engagement opportunities during the mobility planning effort. Community members have expressed the desire for corridor improvements that provide safe places for people to walk, roll, bike, take transit, or drive to and from their homes to local destinations. The recommendations created were crafted with the community members front of mind, understanding each person or family have unique mobility challenges yet can all agree that improvements are necessary to support this community's safety and overall quality of life.

The Study Area is not located within a TIRZ or management district, and therefore project implementation will not necessarily have a clear project lead to take on funding, design, and construction of the projects. As TIRZ 13 is directly adjacent to the Study Area and this effort is the Phase II Mobility Plan building upon the Old Sixth Ward/TIRZ 13 Mobility Plan completed in 2021, there are opportunities to leverage the adjacent TIRZs 5 and 13. Coordinated project implementation can support the goals of these two TIRZs while supporting safety and mobility for people in the First Ward.

The Old Sixth Ward|TIRZ 13 Phase II Mobility Plan presents recommendations that can be considered for implementation over short, medium, and long-term planning horizons and will need project leads, community champions, funding, and cross-agency coordination.



Figure 4.5. Public Pop-Up Meeting at Sawyer Yards April 20, 2024

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Note: For vision and concept planning only. Designs subject to change.