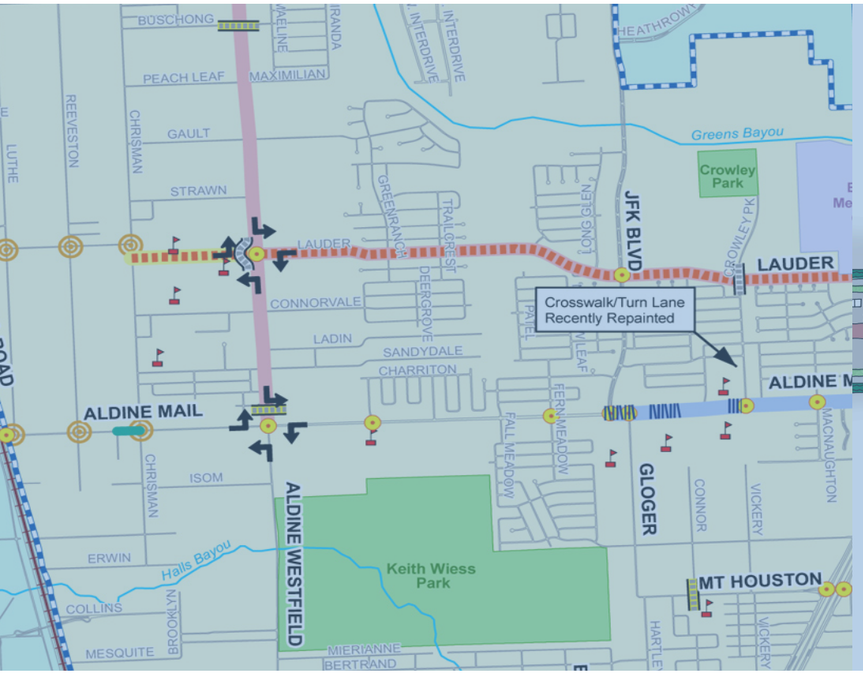
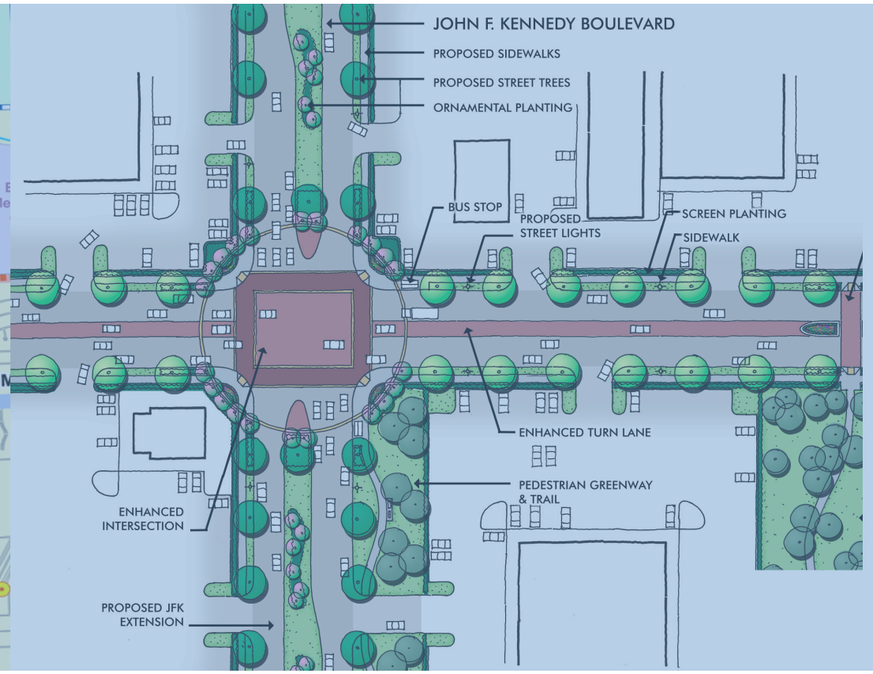
Mobility, Signage, and Landscaping Master Plan





AUGUST 2007

EAST ALDINE MANAGEMENT DISTRICT

Prepared For:

East Aldine Management District

Prepared by:

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Clark Condon Associates
The Douglas Group

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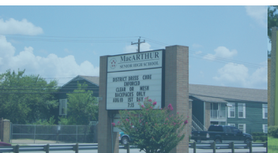


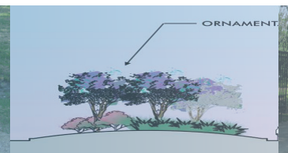




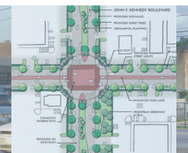

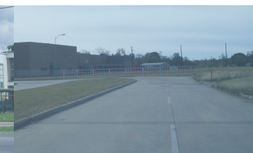

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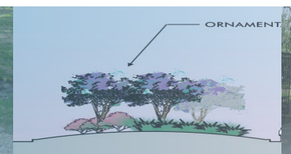







The East Aldine Management District was created in June 2001 by the Texas Legislature to enhance the physical, social, and economic conditions of the District. In August 2001, voters approved a 1-cent sales tax that took effect January 1, 2002, which today generates approximately $2.1 million in annual revenue. The Mobility, Signage, and Landscaping Master Plan was initiated by the District in an effort to address ongoing issues related to traffic congestion, safety, community image, identity, and aesthetics. By analyzing existing conditions and providing both short-and long-term recommendations, the Plan aims to build consensus around workable solutions so that the District and strategic partners can move toward implementation.

Study Background and Purpose

The East Aldine Management District is an area of diversity featuring a dynamic mix of cultures, ethnic backgrounds, and generations. The area is home to many positive features such as a well recognized and respected school system, which is the 10th largest school district in the State of Texas. Within the District there are 13 public schools which are discussed in subsequent sections of this report. There are also three parks in the study area providing many amenities.

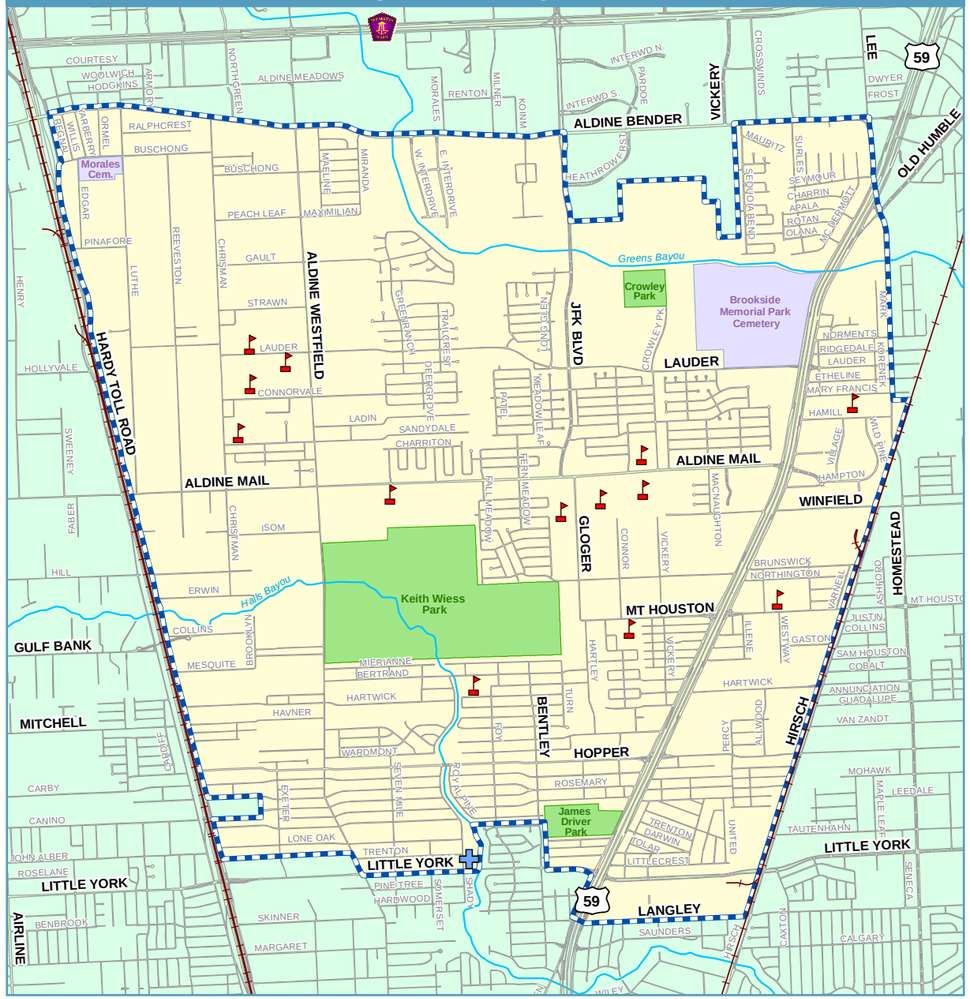
At the same time, certain issues limit the District's potential as a thriving community, including the general lack of a recognizable identity, few sidewalks, traffic and safety concerns, and visual clutter. The purpose of this study is to determine what improvements are needed in relationship to mobility, landscaping, and signage to address these issues. It is also an opportunity to ensure that the area realizes its potential as a community that is an attractive place to live, work, shop, and invest.

Study Area

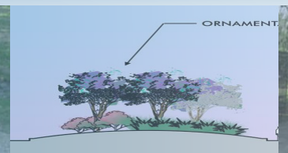
The East Aldine Management District consists of approximately 15 square miles located in northern Harris County. It is bounded approximately by Aldine Bender Road to the north, Hirsch/Homestead Road to the east, Little York Road to the south, and Hardy Toll Road to the west, as shown on **Figure 1-1**. The area surrounding the District has been annexed by the City of Houston thereby leaving the District as an unincorporated area in Harris County. There are a variety of land uses within the District including residential, commercial, public, and parklands.

The District is surrounded by roadway facilities which may potentially provide numerous economic development opportunities. The eastern and western portions of the study area are served by two primary north-south freeways within the Houston metropolitan area. The Hardy Toll Road, as mentioned previously, is the western boundary of the District and is a six-lane access controlled facility. US 59, which is near the eastern terminus of the District, is a ten-lane facility (including one HOV lane), and is also access controlled. The District is located just south of Bush Intercontinental Airport, which is Houston metropolitan area's largest commercial airport. It is also just 10 miles north of downtown Houston and 12 miles from the Port of Houston. The Sam Houston Tollway/Beltway 8 is located just north of Aldine Bender Road and is one of two major circumferential routes around the City of Houston (IH 610 is the inner circumferential facility).

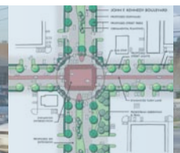
Figure 1 - 1: Study Area

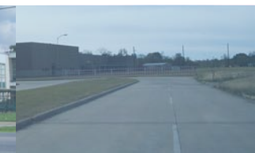










Study Coordination and Methodology

East Aldine Improvement District Board Retreat January 2006

Understanding and listening to the concerns of community members of the East Aldine Management District Board was a critical component of this Plan. A Committee was established for this study and included representatives from the East Aldine Management District, Harris County Engineering/Parks, Harris County Precinct One, representatives for Senator Mario Gallegos and State Representative Kevin Bailey, Aldine Y.O.U.T.H., and Aldine ISD.

A kick-off meeting was conducted on July 12, 2006. At this initial meeting, the scope of the project was reviewed, goals and signage priorities were discussed, and Board members provided input on important issues and concerns within the study area.

The first Committee meeting was conducted on August 18, 2006, and presented the results of data collection and existing conditions within the study area. Existing conditions primarily included roadway characteristics, mobility conditions, and accident data. Another important component of this meeting was the discussion and approval of "priority roadways and areas."

The second Committee meeting was held on October 5, 2006 to present the preliminary concepts for signage, landscaping, and mobility aspects. Exercises at this workshop included entries, gateways, and destinations; safe routes; and green links.

A presentation was made to the Board on October 17, 2006 which described existing and future conditions, findings from the workshop conducted on October 5, 2006, and to receive concurrence for the Tollway sign design and locations.

On January 19, 2007, the mobility, signage, and landscaping recommendations were presented to the District Board at their retreat at Moody Gardens in Galveston, Texas. These recommendations were well received and the study team received concurrence to proceed. Subsequent to this meeting, the Board made a decision on the signage family and components that best achieve the goals of the District.

Review of Existing Studies

A variety of reports and studies have been conducted over the years with the intent of improving conditions in the area of the East Aldine Management District. Several describe existing conditions within the District and strategies to implement various types of improvements. The largest focus was on transportation and marketing strategies to improve the attractiveness of the District.

Reports reviewed included the following:

- Aldine Community Development Plan (2000)
- Aldine Improvement District Service and Action Plan (August 2002)
- Aldine Improvement District Performance Report 2001 - 2003
- Market Analysis and Economic Development Strategy (April 2005)

From review of these studies, the following general themes emerged:

- The District has struggled with many issues that are rooted in the lack of basic municipal services such as water, sewer, drainage, law enforcement, and transportation infrastructure. Aldine has had to rely largely upon higher levels of government and grant funding to provide these basic services. The creation of the East Aldine Management District has allowed the community to have greater control of its destiny by having an organized voice for the area and gaining the authority to raise revenue for local improvements. This has resulted in many successes including the construction of sidewalks along Aldine Mail Route, launch of a clean-up campaign, creation of a water and sewer master plan, and the renovation of the Sheriff's storefront at Aldine Mail Route and US 59.
- As an area surrounded by the City of Houston but not within the City, the District has found it difficult to create a recognizable identity. Signage and landscaping components will be critical to assist in establishing this.
- Several major drainage improvement projects proposed by Harris County provide the opportunity for the District to develop additional park amenities and hike and bike trails. When completed, these areas will be desirable community focal points that also provide needed pedestrian and bicycle routes.
- Plans are underway to link Keith Wiess Park and Crowley Park with hike and bike trails along the drainage way.
- Pedestrian safety is of major importance in the District. Sidewalks along Aldine Mail Route were initiated after four auto-pedestrian fatalities occurred along the roadway between 2002 and 2004. These fatalities gave Aldine Mail Route the designation of one of Harris County's most dangerous roadways for pedestrians. This is largely because the road serves as a major east-west thoroughfare (primarily a four-lane facility with a left turn lane) for the community in addition to serving several schools where children are frequently crossing the road. While the construction of sidewalks and street lights along the road have improved safety, additional measures such as pedestrian crossings and traffic calming measures need to be considered in the mobility study, especially for school zones.
- An area between Lauder Road and Greens Bayou has been acquired by the Harris County Flood Control District from homeowners who had extensive flooding during Tropical Storm Allison. There are tentative plans for park amenities around the proposed detention ponds, though no funding has been allocated toward this project.
- Flood control, roadway, and recreational improvements are planned for Keith Wiess Park. The plan includes the extension of Gulf Bank Road through the park to connect with Mount Houston Road. This will connect the park and associated hike and bike trails to the only designated bike lane within the District (along Mount Houston Road).
- The economic development study noted that the District has a negative image which is hindering economic development and real estate investment in the area. Recommendations from this Plan will focus on economic development aspects since this is a core community need.
- The economic development study noted locations with development potential. Areas along US 59 were highlighted as having short and long-term development potential for retail. The concentration of retail along this facility will likely alter local transportation patterns for residents accessing daily services and shopping.
- The Aldine Service and Action Plan, as well as the Aldine Community Development Plan, identified several objectives and projects related specifically to mobility. The mission statement from Aldine Service and Action Plan for Transportation and Mobility is "To utilize and improve existing resources to create a well planned transportation system which effectively addresses current and future needs in the areas of mobility infrastructure."

New Homes on Seven Mile Road

Commercial Uses along Aldine Mail Route near US 59

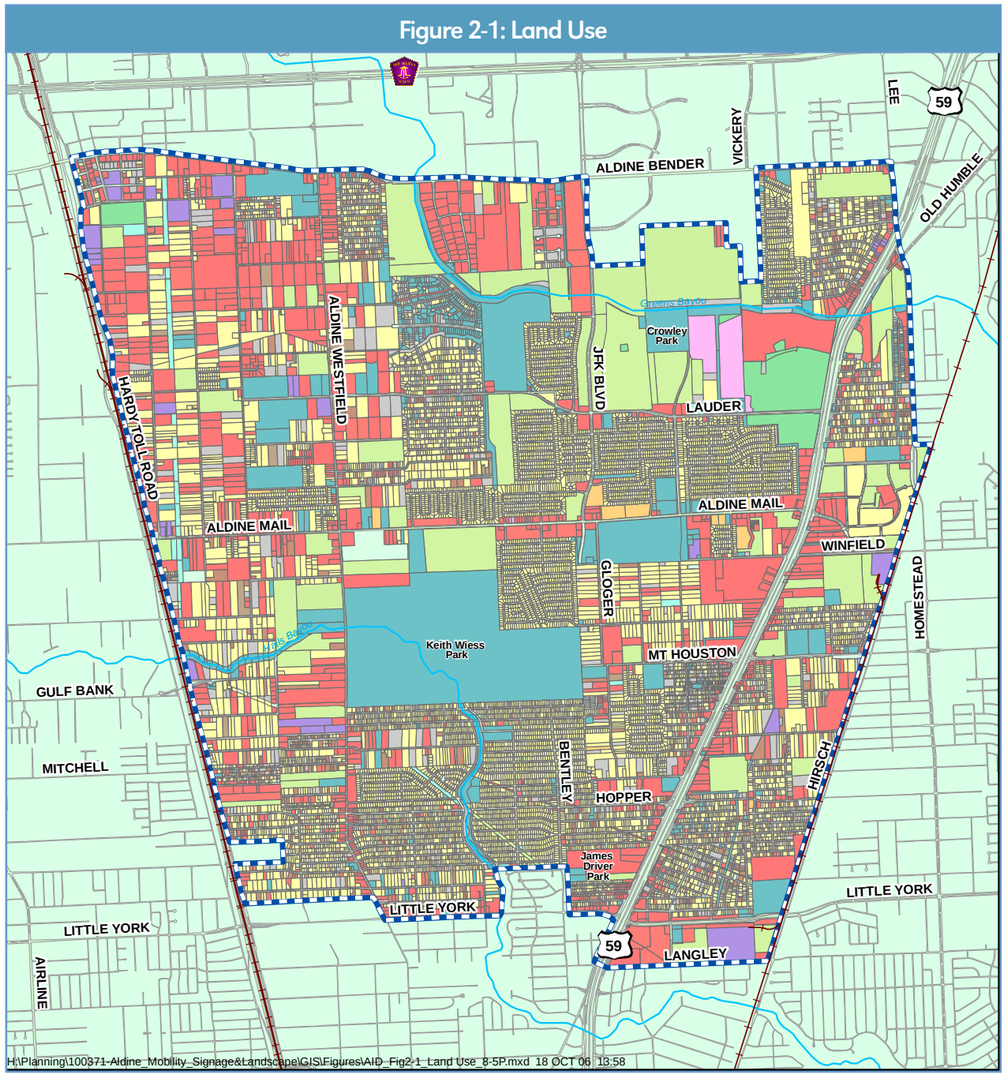
This chapter summarizes existing land use, demographics, transportation system, signage, and landscaping characteristics within the East Aldine Management District. The analysis of existing conditions forms a basis of identifying future needs and the development of recommendations, which are described in Chapter 4 through 6 of this report.

Land Use

Existing land uses in the study area were obtained from Harris County and by conducting field investigations. As shown on **Figure 2-1**, land uses in the District include:

- Residential – includes both single-family and multi-family structures. As shown on this figure, the primary land use within the study area is residential which is located throughout the District.
- Commercial – includes retail trade establishments, offices, and other commercial uses. These uses are located throughout the District with the majority concentrated along the eastern and western sides. Automobile related businesses are located throughout the District.
- Industrial - such uses are mainly along the western side of the District with a few scattered on the eastern side. These are primarily to support construction activities.
- Parks and Recreation – There are three public parks within the study area including Keith Wiess, James Driver, and Crowley Parks. These parks provide an array of amenities.
- Public Use – These include facilities providing a public use such as schools, churches, cemeteries, hospital, and governmental buildings. There are 13 public schools, two cemeteries, a library, and a hospital located within the District.

Figure 2-1: Land Use



District Boundary

Generalized Existing Land Use:

- Agricultural
- Single Family Residential
- Multi-Family Residential
- Manufactured Housing
- Mixed Use
- Commercial
- Industrial
- Public/Institutional
- Utilities
- Open Space
- Miscellaneous
- Vacant

Source: Harris County 2006

Demographics

Estimates for Year 2004 population, income, and employment, and projections for Year 2009 population were obtained from the East Aldine Management District. The estimates and projections were published in a 2005 study titled Pop-Facts: Demographic Snapshot Report, based on U. S. Census data for Year 2000.

The District has grown rapidly in recent decades, more than doubling its population since 1970. Year 2004 population in the District was estimated to be approximately 52,400 persons with approximately 13,000 households. The population for the Year 2009 is projected to be approximately 56,700 persons with 14,800 households. Between the Years 2004-2009, this represents an average annual population growth rate of 1.6 percent. If the projections continue at this annual growth rate, the projected population for the District in the Year 2015 will be approximately 62,400 persons.

Furthermore, the estimates for Year 2004 total population categorize the District as largely composed of minority groups. The largest minority group represented is Hispanic or Latino Whites (39%), followed by Hispanics of other minority races (35%), Non-Hispanic Blacks (10%), and other non-Hispanic minority races (2%). The non-Hispanic White Only group comprises only 14% of the total population, with 40% of the total population "Age Five or Older" categorized as speaking "English Only" at home.

Senior Citizen Center at James Driver

Residential Area in Southeast Aldine

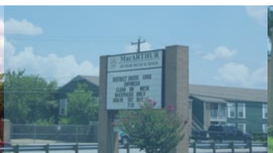
Education and economic indicators in the Year 2004 estimates portray the District population as economically-challenged. Nearly one-third of the estimated population "Age 25 or Older" have less than a 9th grade education and approximately half did not continue their education beyond high school. Of the remainder, about five percent attained a post-secondary degree. Furthermore, the estimated median family household income was $35,212, and an estimated 21% of families had income below the poverty level, which is considerably higher than the Year 2004 statewide average of 13.5%. The estimated unemployment rate for the population "Age 16 or Older" in the labor force was 8.6%, slightly higher than the statewide Year 2004 average of 8.1%. Finally, approximately 90% of all owner-occupied housing had an estimated median value of $63,500, compared to Year 2004 statewide median value of $99,900.

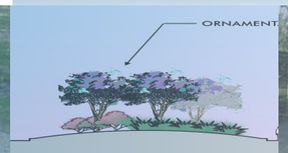
Eighteen percent of residents' mean travel time to work is less than 15 minutes, indicating that this may be the rough percentage of residents that also work in (or near) the District. The largest occupations in the district are:

- Sales and office – 24%
- Construction, extraction, and maintenance – 23%
- Production, transportation, and material moving – 22%

Raymond Academy on Connorvale near Chrisman

Brookside Cemetary on Lauder Road near US 59








Transportation System

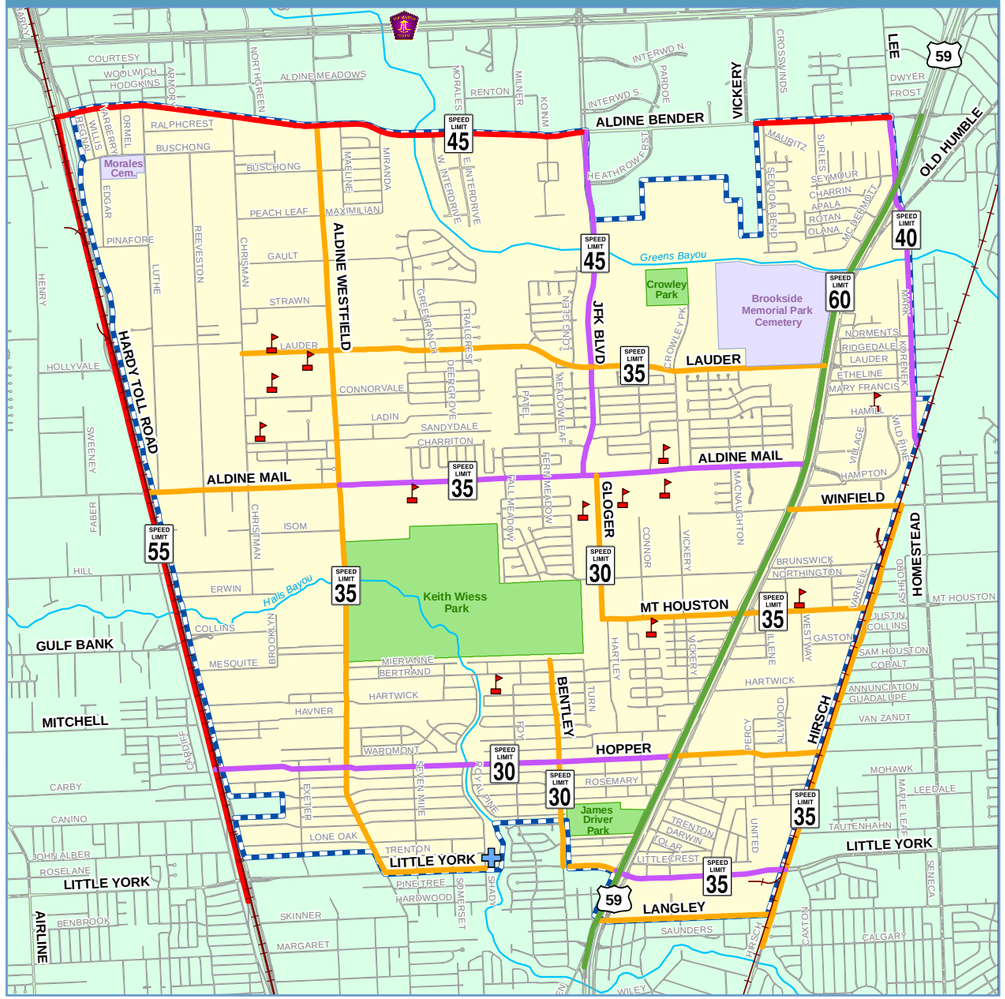
The following sections describe the roadways, major traffic generators, level-of-service, daily traffic volumes, transit facilities, bicycle and pedestrians facilities, accident history, and railroads within the study area.

Roadways

The two major north-south roadway facilities within the study area are the Hardy Toll Road and US 59 freeway. The Hardy Toll Road, which is the western boundary of the District, is a six-lane divided facility with a speed limit of 55 miles per hour (mph). The US 59 freeway, located near the eastern boundary, is a 10-lane facility and has one reversible HOV lane within the center of the roadway. The posted speed limit is 60 mph.

The remaining north-south facilities as well as the east-west roadways within the study area are primarily classified as rural arterials according to the Texas Department of Transportation (TxDOT). The major roadway characteristics are shown on **Figure 2-2**. The majority of the roadways are two-lane facilities with speed limits ranging from 30 mph to 35 mph. The only four-lane facilities are JFK Boulevard and Homestead Road, and portions of Aldine Mail Route, Hopper Road, and Little York Road. Aldine Westfield Road is the only north-south facility that completely traverses the District. These roadways provide access to destinations both inside and outside the District. **Table 2-1** provides a summary of characteristics of the individual roadways.

Figure 2-2: Major Roadway Characteristics



Number of Lanes
- 2
- 4
- 6
- 10 (Plus 1 Reversible HOV Lane)

- Posted Speed Limit (miles per hour)
- District Boundary
- School
- Hospital
- Park
- Cemetery

Source: 2006 WSA Field Observations

Table 2-1: Roadway Characteristics

Roadway Section	Number of Lanes	Speed Limit (mph)	Sidewalks/ Bike Lanes	Turn Lanes or Median*	Approximate Right-of-Way**
East-West Facilities					
Aldine Bender (Hardy Toll Road to Lee Road)	6	45	Intermittent sidewalks	Continuous left turn lane	85' - 100'
Lauder (Chrisman to Aldine Westfield)	2	35	No	No	90'
Lauder (Aldine Westfield to JFK)	2	35	No	No	60' - 90'
Lauder (JFK to Homestead)	2	35	No	No	80' – 100'
Aldine Mail (Hardy Toll Road to Aldine Westfield)	2	35	Narrow sidewalks both sides	No	60' – 85'
Aldine Mail (Aldine Westfield to JFK/Gloger)	4	35	Narrow sidewalks both sides of road (abutting drainage ditch in some places)	Intermittent left turn lane	80' – 95'
Aldine Mail (JFK/Gloger to US 59)	4	35	Narrow sidewalks on both sides of road	Continual left turn lane	80' – 90'
Winfield (East of US 59 to Homestead)	2	35	No	No	75' - 80'
Mount Houston (Gloger to US 59)	2	35	No	No	55' – 90'
Mount Houston (East of US 59)	2	35	Bike lane on southern side	No	Varies significantly (85'- 175')
Hopper	4 2 (East of 59)	30	No	No	60'
Little York (Aldine Westfield to 59)	2	35	Intermittent narrow sidewalk on north side of street	No	70' – 130'
Little York (East of 59)	4	35	No	Median - Level 1	140' - 150'
Langley (East of 59)	2	30	No	No	45' – 50'

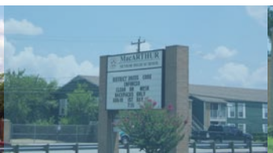
Table 2-1: Roadway Characteristics (continued)

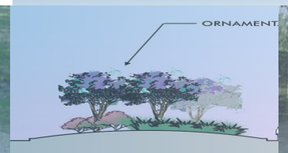
Roadway Section	Number of Lanes	Speed Limit (mph)	Sidewalks/ Bike Lanes	Turn Lanes or Median*	Approximate Right-of-Way**
North-South Facilities					
Luthe	2	35	No	No	50' - 60'
Chrisman	2	35	No	No	40' - 85'
Aldine Westfield	2	35	No	No	60'
Bentley	2	30	Intermittent sidewalks from Hopper to James Driver Park	No	80'
JFK (North of Lauder)	4	45	No	Median – Level 1	100'
JFK (South of Lauder)	4	45	No	Median – Level 2	100'
Gloger (Aldine Mail South to Mt Houston)	2	30	No	No	60'
US 59	10 main lanes	60	No	1 reversible HOV	400'
Hirsch	2	35	Very narrow sidewalk along east side	No	55' – 90'
Homestead (Hirsch to US 59)	4	40	No	Median – Level 1	100' (180' from RR to just south of Lauder)

* Median Ratings:

- 1 – No (concrete) or basic (grass) landscaping on medians
- 2 – Intermittent landscaping on medians
- 3 – Extensive landscaping on medians

** Right-of-Way determined from City of Houston Geographic Information and Management System (GIMS) Website








Traffic Generators

Major traffic generators within the study are primarily the residential subdivisions and schools located within the District. Subdivisions include Aldine Place, Interbelt North, Aldine City, Sequoia Estates, Parkwood Estates, Aldine Forest, Castlewood, Kenwood Place, Fairgreen, Magnolia Gardens, High Meadows, Eastex Parkway Forest, Orange Grove, Northington, Sherwood Place, Oakwilde, and Woodsdale. The 13 public schools within the study area include:

- Elementary Schools: Hinojosa Early Childhood, Raymond Grace, Stephens, Oleson, Orange Grove, Worsham, and Johnson
- Junior High Schools: Reed Academy, Grantham, MacArthur, Hambrick, and Escamilla
- Senior High School: MacArthur

Other traffic generators include commercial facilities primarily on the eastern side of the District, and light industrial facilities located on the western side near Chrisman/Luthe Roads. The Renaissance Hospital is located on Little York Road at its intersection with Royal Pine Road. There is also a public library, High Meadows Branch, on Aldine Mail Route near JFK Boulevard.

Traffic Congestion Along Aldine Mail Route

Renaissance Hospital Located in the Southern Area of the District

Traffic Volumes/Level-of-Service

Existing traffic operations on study area roadways were evaluated by conducting capacity/level-of-service (LOS) analyses. Roadway capacity is defined as the maximum number of vehicles that a roadway facility can accommodate during a particular time period under prevailing roadway and traffic control conditions. An important result of a capacity analysis is the determination of LOS provided on area roadways, which for this study was based on a ratio of traffic volumes to the estimated roadway capacities (or "v/c ratios"). LOS is a qualitative measure of traffic operating conditions on a roadway, which is summarized in general terms in **Table 2-2.**

Table 2-2: Level-of-Service (LOS) Definitions

LOS	Description
A	Highest quality of traffic service, free-flow conditions, motorists drive at desired speed, minor traffic flow disruptions.
B	Good quality of traffic service, reasonable flow conditions, noticeable presence of other vehicles, ability to maneuver is slightly restricted.
C	Stable traffic flow, noticeable increase in platoon formation, ability to maneuver noticeably restricted, minor disruptions could cause traffic service deterioration.
D	Approaching unstable traffic flow, speed and ability to maneuver severely restricted, limit of acceptable operations.
E	Unstable traffic flow, travel demand approaching or at roadway capacity.
F	Heavily congested flow, traffic demand exceeds roadway capacity, forced or breakdown traffic flow.

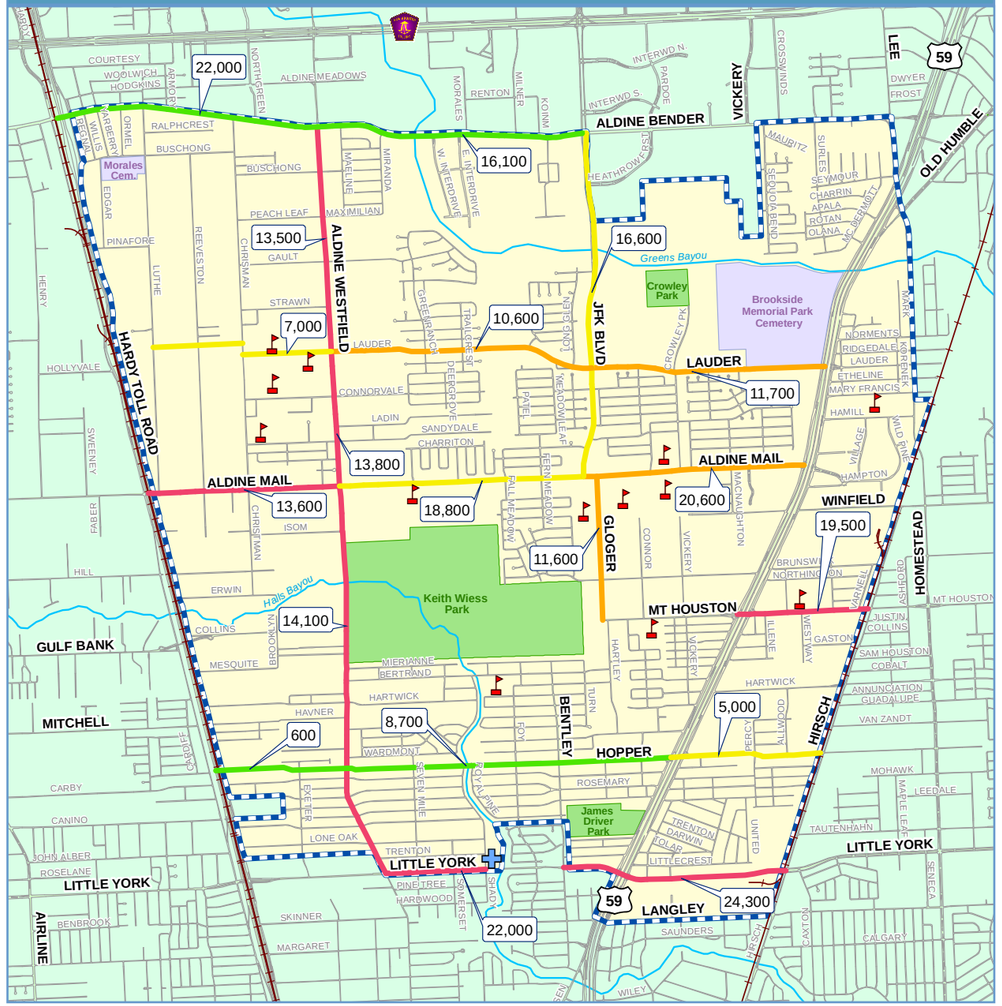
LOS is given a letter designation ranging from A (free flow traffic) to F (heavily congested), with LOS D considered the limit of acceptable traffic operations in most urban areas. Roadway LOS was estimated by utilizing procedures identified in the 2000 Highway Capacity Manual and traffic counts obtained from TxDOT, Harris County, and H-GAC. Existing daily traffic volumes and peak period LOS along the study area roadways are shown in **Figure 2-3.** The LOS was not calculated for the Hardy Toll Road and US 59 South as the LOS for those facilities have little impact on mobility within the District.

Aldine Mail Route currently operates at an unacceptable LOS E and F along most of its facility with traffic volumes ranging from 13,600 vehicles per day (vpd) to 20,600 vpd. It should be noted that the section of Aldine Mail Route west of Aldine Westfield Road is a two-lane facility, while the rest is a four-lane roadway. Aldine Westfield Road operates at LOS F throughout the study area with traffic volumes of approximately 13,700 vpd.

Other roadways that operate at either unacceptable LOS E or F are Lauder Road (between Aldine Westfield Road and US 59), Gloger Street, Mount Houston Road (east of US 59), and Little York Road.

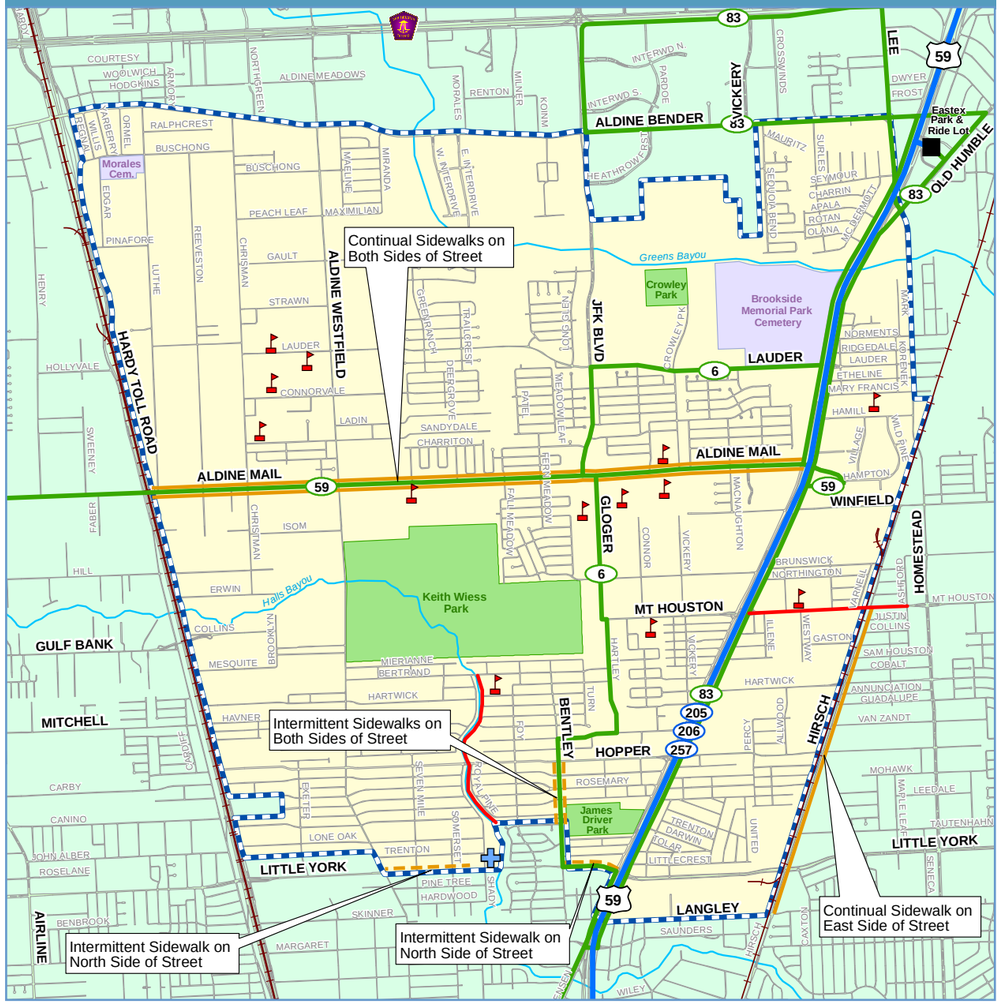
Traffic Congestion Dropping off School Children on Lauder Road

Figure 2-3: Existing Year 2006 Daily Traffic Volumes and Level-of-Service (LOS)



Source: 2006 H-GAC Regional Travel Demand Model; 2001 Harris County Saturation Counts

Figure 2-4: Transit, Bicycle and Pedestrian Facilities



200 Express or Park & Ride Transit Service and Route Number

10 Local Transit Service and Route Number

Bike Lane

Sidewalks

District Boundary

School

Hospital

Park

Cemetery

Source: 2006 METRO's Website; 2006 WSA Field Investigation

Transit Facilities

The District is currently served by three METRO Bus Routes: 83, 6 and 59 in addition to one park and ride facility located at the Eastex Freeway, as shown on **Figure 2-4**. Routes 83 and 6 run north-south and service the eastern side of the community. Route 6 provides access to downtown Houston and Route 83 connects to the Tidwell and Kashmere Transit Centers. Route 59 provides east-west access across the District along Aldine Mail Route servicing several local destinations such as schools, health centers, and retail.

Most bus stops within the District consist of a METRO sign with no benches or shelter. Many of these stops abut drainage ditches, forcing riders to stand immediately adjacent to the roadway uncomfortably close to oncoming traffic. There are some shelters at major intersections and along the US 59 service road (a total of 11) in addition to several uncovered benches. The presence of drainage ditches in the right-of-way is a likely barrier to placing shelters and benches in many areas (particularly along Aldine Mail Route).

Eastex Park & Ride Lot Located between US 59 and Old Humble Road

METRO Bus Along Aldine Mail Route

Bicycle and Pedestrian Facilities

The recent addition of continuous sidewalks on both sides of Aldine Mail Route is a significant enhancement to pedestrian amenities in the District – not only because they improve safety along this corridor, but also because they provide pedestrian access to many community focal points such as schools, the public library, the community health clinic, the Aldine Y.O.U.T.H. center, and transit stops.

Outside of the Aldine Mail Route corridor, there are very few facilities for pedestrians and cyclists. The sidewalks and bike routes that exist are typically intermittent and do not provide connections to other pedestrian routes. Stand-alone pedestrian and bicycle facilities that are not connected to a broader pedestrian network (i.e. east-west sidewalks that don't connect with north-south sidewalks) deters people from safely accessing multiple locations by foot or bike.

There are very few dedicated spaces for cyclists in the District. Currently there are minimal hike and bike trails along Halls Bayou, and only one dedicated bicycle lane along Mount Houston Road (along the southern side of the facility) east of US 59. The roads that provide the most connectivity throughout the District carry steady streams of automobile traffic and are not wide enough to allow cyclists to safely ride alongside cars (due to lack of shoulders). Additionally, most roads in the District have deep drainage ditches immediately adjacent to the pavement posing a hazard for cyclists. Residential streets with low traffic volumes provide an opportunity for safe cycling, however, these routes often have dead-ends or cul-de-sacs offering limited connections to other areas of the community.

Sign for Implementation of Sidewalks Along Aldine Mail Route

Bike Lane Along Mount Houston Road

Pedestrian and cycling facilities that do exist are very basic with no landscaping or amenities. Improved landscaping and streetscaping would significantly enhance the aesthetics and image of the area, especially along key corridors such as Aldine Mail Route. Streetscaping would also provide necessary shade for pedestrians and bus riders (currently most bus stops have no benches or shelters), as well as providing a buffer between cars and pedestrians.

Areas around schools are in dire need of pedestrian enhancements, especially sidewalks that connect schools to surrounding neighborhoods and crosswalks that provide more visibility to pedestrians and drivers alike. The high levels of traffic generated by parents and buses dropping off children create a confusing and problematic environment for children going to and from school.

Bike Trail Along Halls Bayou

Accident History

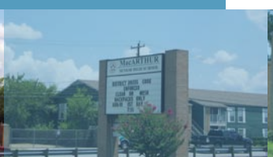
Accident information was obtained from the Harris County Sherriff's Department for the 12 months between July 2005 and July 2006. The accident locations and number of accidents are shown on **Figure 2-5.** The two areas with the highest number of accidents are at Aldine Mail Route and US 59 (a total of 92) and Little York Road and US 59 (a total of 81 accidents). **Table 2-3** shows the location, number of accidents, number of major injuries, and number of pedestrians if any were involved.

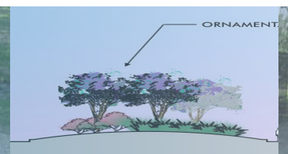
Table 2-3: Accident Locations (nearest intersection)

Location	Number of Accidents	Major Injuries	Pedestrians Involved
US 59 at Aldine Mail Route	92	7	3
US 59 at Little York	81	8	1
US 59 at Mount Houston	58	6	1
Aldine Westfield at Aldine Mail Route	56	2	0
US 59 at Hopper	29	6	0
Aldine Westfield at Aldine Bender	27	5	0
US 59 at Lauder	24	1	9
Hardy Toll at Aldine Mail Route	24	2	0
Aldine Westfield at Hopper	18	2	1

Figure 2-5: Auto Accident Locations (July 2005 to July 2006)

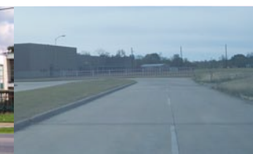
Source: 2006 Harris County Sheriff's Department







Railroads

The Union Pacific Railroad (UPRR) owns tracks parallel on the western side of Hardy Toll Road from Sam Houston Tollway/Beltway 8 south to just north of Aldine Mail Route. At that location they switch over to the median of the Hardy Toll Road and continue south on the median through the rest of the study area. The UPRR also owns tracks paralleling Hirsch Road on the western side of the facility throughout the study area.

Train Along Hardy Toll Road

Union Pacific Railroad Track
at Winfield Road and Hirsch Road

Signage

One of the challenges of inventorying and documenting the existing signage in the East Aldine Management District is that there is virtually no civic signage within the area. With the exception of the street signs (Aldine Bender Road, Aldine Westfield Road, Aldine Mail Route, etc.) there are no signs that identify the District.

There are multiple challenges within the area to installing new signage, particularly at gateway intersections into the District. The District is bounded on three sides by the Hardy Toll Road, Sam Houston Parkway/ Beltway 8, and US 59, and all exits and most gateway intersections are within TxDOT or HCTRA right-of-way. Locating signs on or adjacent to any of these routes will involve negotiation with HCTRA and TxDOT.

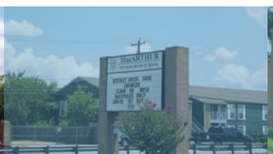
Additionally, commercial development is located at many of these prominent entry points with accompanying signage and merchandising displays. These, in turn, create visual clutter and add to the challenge of locating new gateway signage.

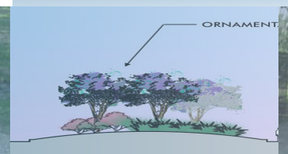
Landscaping

The following describes the existing landscaping conditions within the East Aldine Management District by major category.

US 59 at Major Cross Streets

Streets in the District are at-grade and US 59 traverses over them. Typically, grade-separations (overpasses/ underpasses) are expansive with large amounts of concrete surrounding them. Areas beneath the overpasses are not well lit or pedestrian friendly, and are surrounded by commercial establishments.





US 59 Traversing Over Little York Road

Bayou Corridors

The bayous are typically broad drainage corridors with steep grassed banks. The top of the banks are flat, providing maintenance access for the County. There is a narrow Precinct Two County trail extending north from Little York Road connecting within 1/8th mile of Keith Wiess Park. There are few if any trees along the banks of the bayous. The trails are not lighted and are not recommended for use after dark.

Typical Commercial Streets

Typically, commercial streets in the District do not have curbs and gutters and drainage is provided by open ditches. With the exception of Aldine Mail Route, most commercial streets do not have paved sidewalks for pedestrians. In some places informal paths have been tread in the space between the roadway and drainage ditches where pedestrians frequently walk to access local businesses.

Vickery Street in Northern Portion of the District

Aldine Mail Route Near Aldine Westfield Road

Typical Neighborhood Streets

Neighborhood streets within the district are narrow and typically have open drainage ditches. Sidewalks are rare in residential neighborhoods leaving most pedestrians to share the road with vehicles.

JFK Boulevard

JFK Boulevard is the only major street in the district with an esplanade in the middle. There are some street and ornamental trees planted at various locations along the roadway. There are few sidewalks for pedestrian access. The southern portion of JFK Boulevard currently ends just south of Aldine Mail Route, creating disrupted access to the southern portion of the District. JFK Boulevard is a prominent connection to the northern portion of Harris County including the Sam Houston Parkway/Beltway 8 and Bush Intercontinental Airport.

JFK Boulevard Terminates South of Aldine Mail Route

New Commercial Development at US 59 and Little York Road

Road Striping on Aldine Mail Route

This chapter discusses the projected characteristics for the East Aldine Management District by Year 2015. Items discussed include planned/programmed transportation projects, projected roadway mobility conditions, and planned development activities.

Planned Transportation Projects

There are a number of planned/programmed transportation improvements within the District as shown on **Figure 3-1**. The source for these projects is the Houston-Galveston Area Council's (H-GAC) 2025 Regional Transportation Plan (RTP). The projects are listed in **Table 3-1** with their improvement description and respective time frame. It should be noted that the projects in the TIP time frame (Years 2006 - 2008) have a funding source and a financial commitment or local funding from a project sponsor.

H-GAC has recently released their draft 2035 RTP for public comment. During this process, the status of the projects in the Year 2025 RTP could be modified. The RTP document is updated every three years, and the status of individual projects is continually updated. The time frame for Year 2035 RTP projects will be updated as follows:

- TIP Projects: Years 2008-2011
- Short Range Projects: Years 2012-2017
- Long Range Projects: Years 2018-2035

Figure 3-1: Planned Transportation Improvements

Project Improvements:

- TIP (Years 2006-2008)
- Short Range (Years 2009-2015)
- Long Range (Years 2016-2025)

- (1) Project Identifier
- District Boundary
- School
- Hospital
- Park
- Cemetery

Source: Houston-Galveston Area Council

Table 3-1: H-GAC Regional Transportation Plan Projects

Map Reference Number	Roadway	Section	Description of Improvement	Timeframe*	Estimated Let Date
East-West Corridors					
1	Lauder	Airline to US 59	Construct 4-lane undivided	Short	Sep-2013
2	Aldine Mail Route	Airline to Aldine Westfield	Widen to 4-lane	Short	Jan-2013
3	Aldine Mail Route	Aldine Westfield to US 59	Improve to 4-lane concrete roadway with storm sewers	Short	Jan-2013
4	Aldine Mail Route	US 59 to Homestead	Widen to 4-lane concrete w/ storm sewers	Long	Jan-2023
5	Aldine Mail Route	Overpass at Hardy Toll Road	Expand existing bridge to provide two additional lanes	TIP	Dec-2008**
6	W. Gulf Bank/ Mount Houston	Hardy Toll Road to US 59	Construct 4-lane divided (connect 2 roads through Keith Wiess Park)	TIP	Sept-2007
7	W. Gulf Bank/ Mount Houston	East of US 59	Smart Street	Long	Jan-2023
8	Little York	Hardy Toll Road to US 59	Construct 4-lane divided	TIP	Apr-2006
North-South Corridors					
9	Aldine Westfield	Beltway 8 to Little York	Widen to 4-lanes	Long	Jan-2023
10	JFK Boulevard	Beltway 8 to Aldine Mail Route	Smart Street	Long	Jan-2023
11	Hirsch	Mount Houston to Langley	Reconstruct 2-lane	TIP	Dec-2006

* **Timeframe for RTP projects**

** **Project information updated by H-GAC August 2007**

TIP Projects Years 2006-2008; **Short Range Projects** Years 2009-2015; **Long Range Projects Years** 2016-2025

H-GAC RTP Project Submittal Process

The following is a synopsis of the H-GAC project submittal process. A transportation improvement project from conception to completion can take a considerable length of time. There are four basic steps required as shown below:

- **Conception:** Local governments, including cities, counties, transit authorities, toll road authorities, management districts, etc., and the State identify transportation improvement needs in their respective jurisdictions. Generally, these projects are included in some type of long-range planning document. For example, cities list transportation improvement projects in their Capital Improvement Programs and the State includes its projects in its 10-year Unified Transportation Program. Likewise, counties may have projects in a bond program or in a thoroughfare plan.
- **Submittal to H-GAC:** The RTP contains regionally significant transportation projects and programs. All regionally significant projects must be in the RTP to receive State or Federal funding.

  Every couple of years, H-GAC updates the RTP. As part of the update process, H-GAC contacts local governments to see if there are changes to their project lists. H-GAC gives them an opportunity to remove projects, add new ones, change project descriptions and estimated project costs, etcetera.
- **Selection:** From the information provided by local governments, H-GAC develops the project listing for the RTP. The project sponsor is the agency that submitted the project to H-GAC. Projects are assigned an estimated letting year based upon information from the project sponsor regarding when it is expected to be constructed or implemented.

  Using the estimated letting year (the year the project is expected to be built or implemented), H-GAC divides the RTP projects into long-range and short-range categories. Projects that are ready to be let to contract or construction are considered candidates for inclusion in the Transportation Improvement Program (TIP).
- **Inclusion in the TIP:** The TIP includes transportation projects in the first four years of the RTP. Projects that are selected for federal funding assistance, as well as regionally significant locally funded projects, are included in the TIP. There is a highly competitive project ranking and selection process for projects for which federal funding assistance is requested. With certain exceptions, projects evaluated for federal funding assistance must first have been included in the RTP.

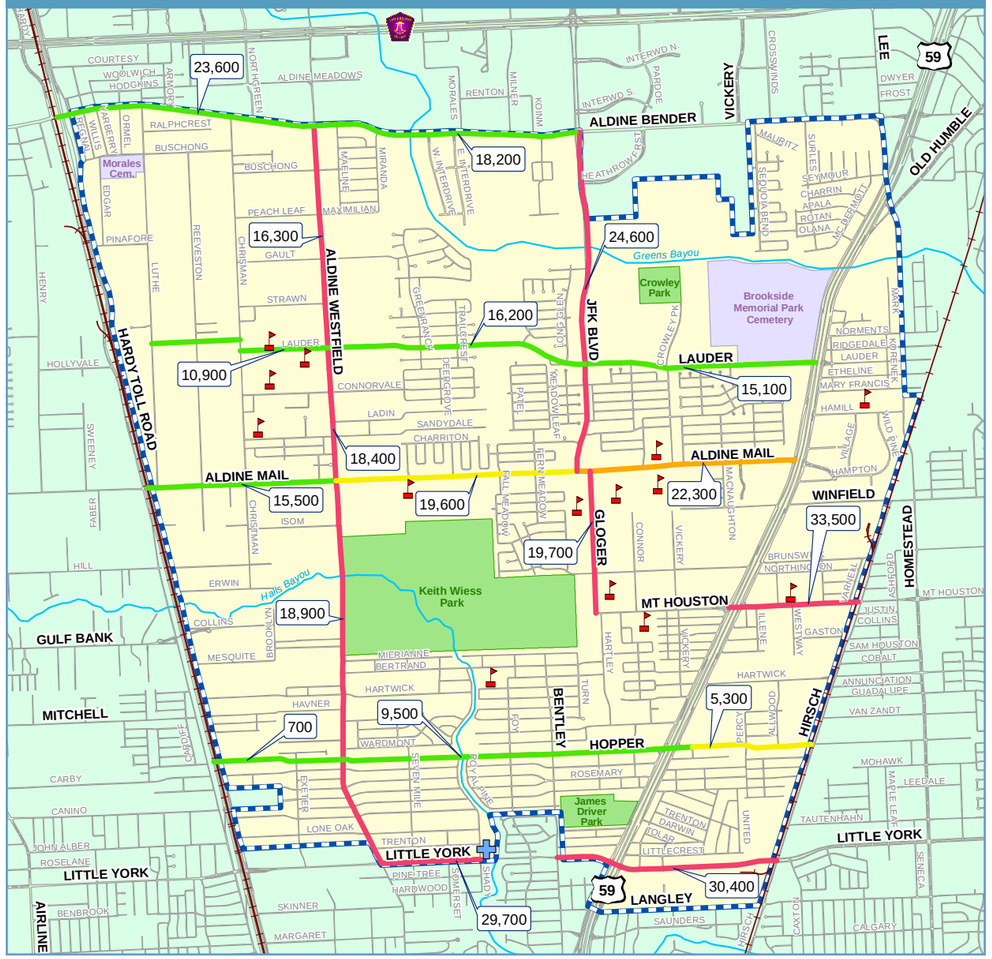
Projected Daily Traffic Volumes and Level-of-Service

Projected daily traffic volumes and level-of-service (LOS) are shown on **Figure 3-2.** The projected LOS within the study area has improved compared to existing year LOS due to the programmed transportation projects that have been implemented as described in Table 3-1. The following is a summary of the projected primary roadways LOS and their respective volumes.

- **Aldine Bender Road:** Projected to operate at an acceptable LOS A-C by Year 2015 with traffic volumes ranging from 18,200 vehicles per day (vpd) to 23,600 vpd.
- **Lauder Road:** Projected to operate at an acceptable LOS A-C by Year 2015 with daily traffic volumes ranging from 10,900 vpd to 16,200 vpd. This is an improved LOS from existing year due to the planned widening of the facility from two to four lanes by Year 2013.
- **Aldine Mail Route:** Projected to operate at an acceptable LOS A-C from Hardy Toll Road to Aldine Westfield Road. This is an improved LOS from existing year due to the planned widening of Aldine Mail Route from two to four lanes within this section. The section from Aldine Westfield Road to JFK Boulevard operates at an acceptable LOS D and the section from JFK Boulevard to US 59 is projected to operate at an unacceptable LOS E.
- **Little York Road:** Projected to operate at an unacceptable LOS F throughout the study corridor with daily traffic volumes of approximately 30,000 vpd.
- **Aldine Westfield Road:** This facility is projected to operate at an unacceptable LOS F throughout the entire study area with daily traffic volumes of roughly 17,900 vpd.
- **JFK Boulevard:** This facility is projected to operate at an unacceptable LOS F throughout the entire study area with daily traffic volumes of 24,600 vpd.
- **Gloger Street:** This facility is projected to operate at an unacceptable LOS F throughout the entire study area with daily traffic volumes of 19,700 vpd.

Unless some capacity improvements are implemented, projected traffic conditions on Aldine Westfield Road, JFK Boulevard, and portions of Aldine Mail Route will be intolerable. With the addition of the vehicular trips generated by the new subdivisions planned in the area, mobility conditions will only continue to deteriorate.

Figure 3-2: Projected Traffic Volumes and Level-of-Service



Source: 2006 H-GAC Regional Travel Demand Model: 2001 Harris County Saturation Counts

Planned Commercial and Residential Developments

Within the last few years, several new commercial establishments have been constructed in the District. These include:

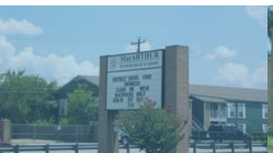
- Walgreen's pharmacy located at Aldine Mail Route and Aldine Westfield Road.
- CVS located on Aldine Mail Route and JFK Boulevard.
- Taco Cabana, Whataburger, Ross Dress for Less, Bank of America, Walgreens, and Home Depot at US 59 and Little York Road.
- New strip center along Aldine Mail Route near Fall Meadow Street.

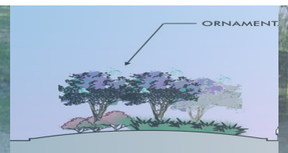
Currently, there are several planned subdivisions within the District that include the following:

- A subdivision is currently being cleared for approximately 400 single-family homes. This subdivision is located just south of Aldine Mail Route and north of Keith Wiess Park, between Fall Meadow Street and Russ Drive. Construction is anticipated to start in one to two years. The developer is Rio Ranch.
- A subdivision is planned with approximately 700 single-family homes bounded to the west by JFK Boulevard, to the north by Aldine Bender Road, to the east by Sequoia Bend, and to the south by Greens Bayou.
- Another subdivision is planned just north of Greens Bayou to the east of JFK Boulevard.
- A subdivision is planned just to the south of Aldine Bender Road and west of US 59.

New Retail at JFK Boulevard and Aldine Mail Route

Residential Construction North of Keith Wiess Park Along Aldine Mail Route









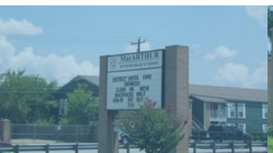

This chapter provides a summary of the improvements recommended to enhance the safety and efficiency of East Aldine's mobility network. The chapter identifies both short-term and long-term projects with preliminary cost estimates. Highway signage and the Safe Routes to School Program are also discussed as additional opportunities for the District to pursue.

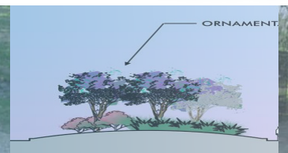
Mobility Recommendations

Several corridors in the East Aldine Management District would benefit from mobility improvements. The study team, in conjunction with Board members, identified five particular corridors in which future mobility improvements could have the greatest and most immediate impact. These corridors include:

- Lauder Road from US 59 to Chrisman Road;
- Aldine Mail Route from Hardy Toll Road to JFK Boulevard;
- Aldine Mail Route from JFK Boulevard to US 59;
- West Mount Houston Road from Hardy Toll Road to US 59; and,
- Aldine Westfield Road from Aldine Bender Road to West Little York Road.

The following sections provide a summary of short-term and long-term mobility improvements recommended for implementation within these and other areas of the District.










Short-Term Mobility Improvements

Short-term improvements at critical locations can serve as interim improvements and have a significant impact on traffic operations and safety. These types of improvements are typically low-cost measures that improve traffic flow by making better use of the existing transportation system.

Transportation improvements that are recommended to be implemented in the immediate or short-term time period are shown in **Figure 4-1.** These improvements are discussed by corridor as follows:

Lauder Road Corridor - US 59 to Chrisman Road

Short-term mobility improvements along Lauder Road include:

1) A three-to four-foot shoulder along both sides of the roadway between Aldine Westfield Road and US 59. The shoulder will enhance safety by improving "pull off" distance for vehicles along the side of the road thereby reducing street "friction" and reducing the likelihood of collision.

2) Truck traffic restriction along Lauder Road from Chrisman Road to US 59. Commercial trucks utilizing this two-lane roadway create congestion and present safety issues. Trucks destined for the western side of the District can utilize other east-west corridors including Aldine Bender Road (a six-lane facility with a continual left turn lane) in the northern part of the District, or Little York Road (currently being converted to a four-lane divided facility) in the southern portion of the District.

3) Eight-foot shoulder and sidewalks along both sides of Lauder Road between Chrisman Road and Aldine Westfield Road. This section of Lauder Road features a number of schools with considerable safety concerns and congestion problems during morning drop-off and afternoon pick-up of school children. An extended shoulder would allow for on-street parking and sidewalks would reduce conflicts between pedestrians and vehicles while traveling to and from school.

Figure 4-1: Recommended Short-Term Transportation Improvements

4) A raised crosswalk to the west of Aldine Westfield Road to warn westbound motorists of the upcoming school sites and allow improved pedestrian safety.

5) Left turn lanes on both roadways at the intersection of Lauder Road and Aldine Westfield Road to enhance travel efficiency.

6) A crosswalk on Lauder Road at Crowley Park to increase motorist awareness and pedestrian safety.

As mentioned in Chapter 3, Lauder Road is proposed for conversion to a four-lane undivided street with an estimated let date of September 2013 according to the H-GAC 2025 Regional Transportation Plan (RTP).

Aldine Mail Route Corridor - Hardy Toll Road to JFK Boulevard

Short term mobility improvements along this section of roadway include:

1) Consolidate commercial driveways between Chrisman Road and Slaters Road. Numerous, uninterrupted driveways create confusion and increase the number of potential conflict points. Consolidation will improve access, safety, and travel efficiency for drivers and pedestrians along this section of the roadway.

2) Construct left turn lanes on both roadways at the intersection of Aldine Mail Route and Aldine Westfield Road to enhance travel efficiency.

According to the H-GAC RTP, two projects along this section of Aldine Mail Route are to be let by January 2013. The section of the roadway between Hardy Toll Road and Aldine Westfield Road is to be widened to a four-lane facility. The section between Aldine Westfield Road and JFK Boulevard is planned to be converted to a four-lane concrete facility with storm sewers.

Aldine Mail Route Corridor - JFK Boulevard to US 59

Short-term mobility improvements recommended for this facility include:

1) Optimize traffic signalization along this section of Aldine Mail Route to improve vehicular movement. Coordination of signals at the five intersections will allow for cars traveling at the optimum speed to see improved efficiency, including reduced congestion and improved travel time.

2) Consolidate commercial driveways in the eastern portion of Aldine Mail Route for strip centers along both the southern and northern sides of the roadway. Discussion of consolidation can be coordinated with property owners immediately, but physical consolidation should take place concurrent with plans to convert this section of Aldine Mail Route into a four-lane concrete facility.

Safety is a Major Concern Along Lauder Road When Dropping Children off at School

Consolidation of Commercial Driveways Along Aldine Mail Route Would Reduce the Number of Conflict Points.

3) Add rumble strips on Aldine Mail Route on the east and west sides of the intersection with Gloger Street. Rumble strips provide a simple, cost effective solution to creating motorist awareness and increasing pedestrian safety and could prove very useful in improving efficiency of the roadway near existing schools.

Aldine Mail Route between JFK Boulevard and US 59 is programmed in H-GAC's 2025 RTP to be a four-lane concrete facility with storm sewers with an estimated let date of January 2013.

Mount Houston Road - Hardy Toll Road to Hirsch Road

Short-term mobility improvements include:

1) Improve the condition of the bike trail on the southern side of Mount Houston Road from US 59 to Hirsch Road. One of few bike trails within the District's boundaries, the trail on Mount Houston Road establishes the foundation for a dynamic, multimodal mobility network.

2) Repaint the existing crosswalk at Connor Road to ensure visible access into Orange Grove Elementary School. This improvement will be particularly useful when the roadway is converted into a four-lane divided facility.

3) Add a crosswalk on Mount Houston Road near Westway Street at Escamilla Intermediate School for improved pedestrian access and safety.

Mount Houston is planned to be widened to a four-lane divided facility that will extend from Hardy Toll Road to US 59. It will connect to West Gulf Bank Road at the Hardy Toll Road and extend through Keith Wiess Park to its current terminus at Mount Houston Road and Gloger Street. This project is in H-GAC's 2025 RTP and has an estimated let date of June 2009. Mount Houston Road east of US 59 is programmed to be a "Smart Street" with a let date anticipated for January 2023.

The concept of "Smart streets" is to improve mobility, transit access, and safety on strategic thoroughfares through tools such as synchronized lights, provisions for turn lanes, driveway consolidations, and intersection improvements.

Existing Crosswalk on Mount Houston Road Adjacent to Orange Grove Elementary School

Adding Left Turn Lanes Would Improve Through Traffic

Aldine Westfield Road - Aldine Bender Road to West Little York Road

Short term mobility improvements for this corridor include:

1) A three-to four-foot shoulder on both sides of Aldine Westfield Road from Aldine Bender Road to Aldine Mail Route. An extended shoulder would would reduce conflicts between traveling vehicles.

2) Construct left turn lanes at the following intersections along Aldine Westfield Road:

   - Aldine Bender Road – construct left turn lanes on Aldine Westfield Road – there are currently left hand turn lanes on Aldine Bender Road at Aldine Westfield Road.
   - Lauder Road – construct left turn lanes on both roadways.
   - Aldine Mail Route – construct left turn lanes on both roadways.

3) Repaint cross walks on Aldine Westfield Road just north of Aldine Mail Route and in the northern section near Buschong Street.

Aldine Westfield Road has been targeted by H-GAC for improvements in the 2025 RTP. The road is proposed to be widened to four lanes throughout the District with an anticipated let date of January 2023. It is recommended that this project be advanced in the RTP to either a short-term or TIP project to provide a major north-south route within the East Aldine Management District.

Intersection Improvements

In addition to previously mentioned short-term improvements along the five initially selected corridors, there are recommended geometric improvements to intersections in the northwest section of the District. This area primarily consists of light industrial and warehousing uses. Recommendations to improve intersections where needed to accommodate existing and future commercial truck traffic include:

- Chrisman Road – at Aldine Mail Route, Lauder Road, and Aldine Bender Road;
- Reeveston Road – at Aldine Mail Route and Lauder Road; and,
- Luthe Road – at Aldine Mail Route, Lauder Road, and Aldine Bender Road.

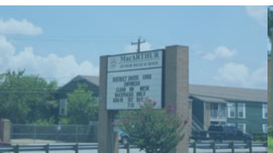
Another short-term recommendation, even though it is just outside the study area, includes widening Aldine Bender Road to six lanes between Lee Road and US 59. The current two-lane roadway is insufficient to meet current or future traffic needs, and also should match the six-lane section immediately to the west.

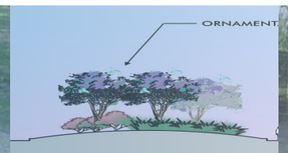
Long-Term Mobility Improvements

Long-term recommendations are designed to accommodate projected daily traffic volumes and future development. These projects add capacity to the transportation network by either widening existing roadways or construction of new roadway facilities. Long-term recommendations are shown on **Figure 4-2** and include the following:

- Extend JFK Boulevard from Aldine Mail Route to Mount Houston Road. The Extension of JFK Boulevard provides another major north-south route within the District. Aldine Westfield Road is the only other north-south corridor in the study area. This facility is proposed to be a four-lane divided section to match the existing typical section of JFK

Figure 4-2: Recommended Long-Term Mobility Improvements





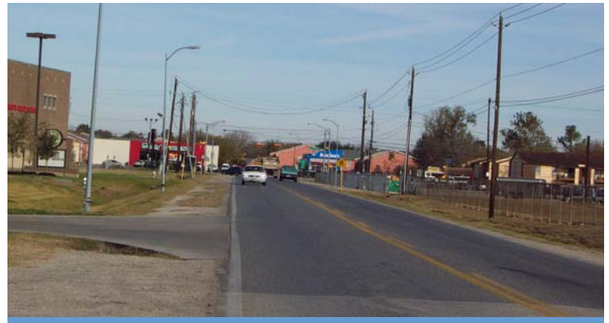





Boulevard at its intersection with Aldine Mail Route. The new facility would continue south of Aldine Mail Route adjacent to the High Meadows subdivision and Keith Wiess Park. This extension of JFK would terminate in a roundabout configuration with Mount Houston Road.

- Construct a roundabout at the proposed JFK Boulevard extension and Mount Houston Road intersection. Mount Houston Road is programmed in H-GAC's 2025 RTP to be upgraded to a four-lane divided facility and extend from US 59 through Keith Wiess Park to the Hardy Toll Road. This proposed intersection improvement would enhance traffic movements and roundabouts are known to have a lower accident rate than typical four-way intersections.
- Connect Gloger Street into Hartley Road. The recommendation proposes to extend Gloger Street south of Mount Houston Road into Hartley Road to form one continuous roadway. The facility would extend from Gloger Street's proposed northern terminus adjacent to MacArthur Ninth Grade School to its southern terminus at Mooney Road.
- Extend Bentley Street from Mierianne Street to connect to Mount Houston Road: This connection would provide neighborhoods south of Keith Weiss Park access into the park. The parcel of the park located southeast of this proposed intersection could be developed into a neighborhood park.
- Terminate Gloger Street south of Aldine Mail Route near MacArthur Ninth Grade School: The closure of Gloger Street in this section would reduce traffic that was destined for Aldine Mail Route. This essentially would convert Gloger Street back into a neighborhood street. The section of Gloger Street from MacArthur Ninth Grade School to Aldine Mail Route would be converted to a pedestrian/bicycle area. The characteristics of this section are depicted in the landscaping improvements section of this chapter.

JFK Boulevard's Southern Terminus at MacArthur Ninth Grade School



Gloger Street is Proposed to be Closed Immediately South of MacArthur Ninth Grade School

Currently Both Gloger Street and Hartley Road Terminate at Mount Houston

Costs

Preliminary costs were developed for recommended short-term and long-term mobility improvements as shown on **Table 4-1**. Proposed improvements are estimates and do not include the cost of right-of-way. Overall cost, however, is measured based upon Year 2006 dollars. The costs of improvements range from a low of $83,500 for Mount Houston Road to a high of $2,930,000 for improvements to JFK Boulevard.

Table 4-1: Preliminary Roadway Improvement Costs

Roadway	Improvement Description	Length (LF) or # approaches/ locations	Unit	Estimated Unit Cost	Estimated Total cost of Improvement
Aldine Westfield					
Aldine Bender to Aldine Mail	Add 3-ft shoulder (both sides)	10600	LF	$45.00	$477,000.00
At Lauder	Add left-turn lanes (both roadways)	4	EA	$45,000.00	$180,000.00
At Aldine Mail	Add left-turn lanes (both roadways)	4	EA	$45,000.00	$180,000.00
At Aldine Bender	Add left-turn lanes (one roadway)	2	EA	$45,000.00	$90,000.00
At Buschong	Add crosswalk	1	EA	$500.00	$500.00
At Aldine Mail	Add crosswalk	1	EA	$500.00	$500.00
TOTAL for Aldine Westfield					**$928,000.00**
Lauder					
Chrisman to Aldine Westfield	Add 8-ft shoulder and sidewalks (both sides)	2600	LF	$150.00	$390,000.00
Aldine Westfield to US 59	Add 3- to 4-ft shoulder (both sides)	14600	LF	$50.00	$730,000.00
At Aldine Westfield	Repair and raise crosswalk	1	EA	$8,000.00	$8,000.00
At Crowley Park	Add crosswalk	1	EA	$500.00	$500.00
TOTAL for Lauder					**$1,128,500.00**
Aldine Mail					
At Gloger	Rumble strips	750	LF	$25.00	$18,750.00
West of Chrisman	Consolidate driveways	1	EA	$8,000.00	$8,000.00
West of US 59	Consolidate driveways	1	EA	$8,000.00	$8,000.00
TOTAL for Aldine Mail					**$34,750.00**

Table 4-1: Preliminary Roadway Improvement Costs (continued)

Roadway	Improvement Description	Length (LF) or # approaches/ locations	Unit	Estimated Unit Cost	Estimated Total cost of Improvement
Mount Houston					
US 59 to Hirsch	Improve bike trail pavement	3300	LF	$25.00	$82,500.00
At Connor	Add crosswalk	1	EA	$500.00	$500.00
At Westway	Add crosswalk	1	EA	$500.00	$500.00
TOTAL for Mount Houston					**$83,500.00**
JFK Boulevard					
Aldine Mail to Mt Houston	New 4-ln divided rdwy	4200	LF	$650.00	$2,730,000.00
At Mt Houston	Roundabout	1	EA	$200,000.00	$200,000.00
TOTAL for JFK					**$2,930,000.00**
Gloger					
At north end	Close roadway	1	EA	$10,000.00	$10,000.00
Gloger to behind MacArthur School	New 2-ln rdwy w/ ditches	150	LF	$500.00	$75,000.00
Mt Houston to Hartley	New 2-ln rdwy w/ ditches	400	LF	$500.00	$200,000.00
TOTAL for Gloger					**$285,000.00**
Bentley					
Mierianne to Mt Houston	New 2-ln rdwy w/ ditches	1200	LF	$500.00	$600,000.00
TOTAL for Bentley					**$600,000.00**

Highway Signage

As a component of this Master Plan, the location of highway signs along the Hardy Toll Road, Sam Houston Parkway/Beltway 8, and US 59 were investigated. The purpose of the signs is to depict the exits along these facilities and invite motorists to access the East Aldine Management District.

Hardy Toll Road:

Coordination was conducted with the Harris County Toll Road Authority (HCTRA) for placement of signs along the Hardy Toll Road. Two locations along HCTRA's facility were considered acceptable and are shown in **Figure 4-3**. The locations are:

- In the northbound direction along the Hardy Toll Road, between Heaney Drive and Tidwell Lane, a sign is proposed that will indicate "East Aldine District – Next 2 Exits".
- In the southbound direction along the Hardy Toll Road, just north of Greens Bayou, a sign is proposed that will indicate "East Aldine District – Next 3 Exits".

Guide sign layouts were reviewed by HCTRA and subsequently approved.

Sam Houston Parkway/Beltway 8

East of Hardy Toll Road, the Sam Houston Tollway ceases functioning as a tollway, and becomes the Sam Houston Parkway/Beltway 8. The Sam Houston Parkway and Beltway 8 are maintained by the Texas Department of Transportation (TxDOT). Discussions are currently underway with TxDOT for their review and approval of signs. The locations for signage, as shown on Figure 4-3, include:

- In the eastbound direction along Sam Houston Parkway/Beltway 8, between Greenspoint Drive and Imperial Valley Drive, a sign for "East Aldine" is proposed.
- In the westbound direction along Sam Houston Parkway/Beltway 8 just east of US 59, a sign is proposed for "East Aldine."

US 59

The proposed signage locations for "East Aldine" along US 59, as shown in Figure 4-3, includes:

- In the northbound direction along US 59, a location is proposed just south of Langley Street.
- In the southbound direction along US 59, a location is proposed just north of the Parkway.

Discussions are also currently underway with TxDOT for their review and approval.

Figure 4-3: Proposed Highway Sign Locations

Safe Routes to School

The Safe Routes to School Program, created by the Federal Highway Asministration (FHWA) as part of SAFETEA-LU in August 2005, was established to improve the ability of primary and middle school students to walk and bicycle to school safely. Fewer than 15 percent of students walk or bike to school, with approximately one-quarter of childring arriving by school bus, and over half arriving by automobile. In comparison, approximately half of U.S. students walked or biked to school in 1969. The decline in walking and bicycling as a daily means of travel has been widely considered a factor in rapidly increasing rates of obesity, type 2 diabetes, and asthma among children. Automobile dependency has also resulted in increased traffic congestion around schools while also having a negative impact on air quality. One of the predominant reasons students and parents choose to drive versus walking or bicycling to school, involves simple concerns for safety.

The Safe Routes to School program aims to address these issues by making funding available for a variety of programs and infrastructure projects. Applicable projects range from crosswalks and bike trails to educational programs that encourage walking or bicycling to school. TxDOT currently administers the grants for this federally-funded program. The District is strongly encouraged to work with Aldine ISD to apply for these grants that can aid in addressing the safety issues experienced by schools along Aldine Mail Route and Lauder Road.

Funding is available for infrastructure projects up to $750,000 and up to $10,000 for non-infrastructure projects. Infrastructure projects include:

- Sidewalk improvements
- Pedestrian and bicycle crossing improvements
- On-street bicycle facilities
- Off-street bicycle and pedestrian facilities
- Secure bicycle parking facilities
- Traffic diversion improvements
- Traffic calming and speed reduction improvements on local roads

Getting Children to School Safely is Not Only a Mobility Issue, but an Important Element of Improving Quality of Life in the District

Non-infrastructure projects include:

- Creation of a Safe Routes to School Plan
- Conducting a bicycle rodeo
- Conducting a bicycle or pedestrian audit
- Developing a crossing guard program
- Implementing a public awareness program
- Developing a walking school bus and/or bicycle training program
- Teaching traffic safety to students and parents

A "toolkit" of Safe Routes to School improvements that could be applied for by the District includes an identifiable system of:

- Street trees to help identify routes
- Materials (i.e. pavers) to help identify routes
- Pedestrian and path lights and signage
- Bus stops and shelters
- Driveways improvements/consolidation
- Pedestrian bridges over drainage ditches
- Stop/yield signs
- Bollards at crosswalks or intersections
- Raised crosswalks/intersections
- Pedestrian islands and refuges
- Bulbouts/neckdowns
- Signalized crosswalks
- Public art to help identify routes
- Rumble strips near crosswalks or schools
- Warning flashers for approaching traffic
- Safety phones

The Landscape Concept Plan is a program of potential improvements that addresses streetscapes, gateways, parks, open space, pedestrian circulation, and other physical assets of the District. The purpose of this plan is to integrate these components into a cohesive framework that will create a distinct identity, promote civic pride, and provide amenities that will enhance the quality of life and marketability of the District.

Landscaping Concept Plan

The Landscaping Concept Plan for the East Aldine Management District has five primary components:

"Downtown" Civic Center

Aldine Mail Route between US 59 and JFK Boulevard is an important community "node" that should be the focus for landscape and urban design enhancements. At this location there is a concentration of public institutions and services including schools, library, health clinic, youth center, and a community center. It is also has a high concentration of retail and commercial businesses that serve the community. This location could be developed as the "downtown" civic center, with emphasis at the intersection of Aldine Mail Route and JFK Boulevard as the heart of the District.

Highway Gateways

Major highways along the perimeter of the District provide a great opportunity to project a positive image to numerous people traveling along these corridors. Large scale landscape features should be developed along the highway corridors as well as signature gateways at major entries into the area. The primary gateway to the District and the "downtown" civic center is at the intersection of Aldine Mail Road and US 59.

Streetscape Improvements

Develop streetscapes along primary roadways in the District to create identity, visual continuity, and a safer environment for vehicles and pedestrians. Streetscape improvements would include enhanced intersections, landscaping, shade trees, furnishings, shelters, sidewalks, crosswalks, signage, parking lot buffers, and lighting.

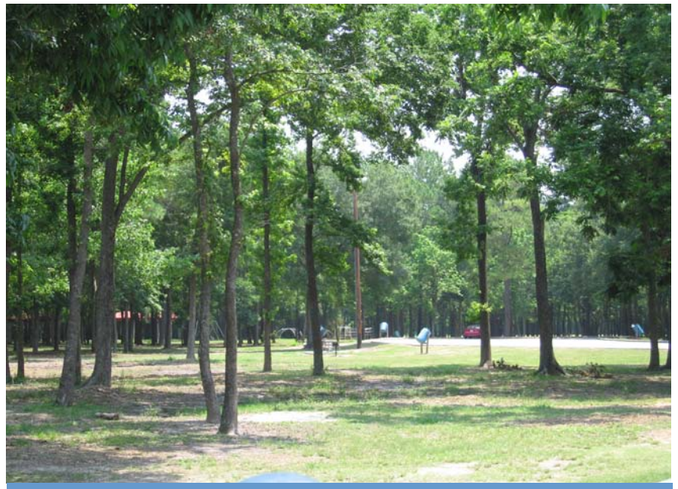
Parks and Open Space

Emphasize parks within the District as major destinations for local residents as well as for people in the surrounding region. The District is fortunate to have important City and County parks as well as two bayou corridors. The parks and bayous offer great potential for not only providing much needed open space and recreation but also as corridors for regional trails linking the District with larger areas of the City of Houston and beyond.

Green Pedestrian Links

Provide a continuous pedestrian trail/walk system that connects the District and provides safe access to many of the important elements within the District including neighborhoods, parks, schools, shopping and work. Utilize existing bayou greenways and develop tree-lined roadways to create a pedestrian network.

Streetscape Improvements (Above) and Improved Pedestrian Links Along Bayous (Below) are Important Elements of the Landscape Concept Plan.



Existing Parks in the District are Important Community Amenities That Should be Emphasized

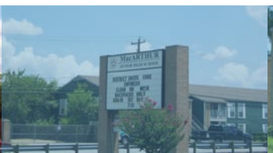
Recommendations

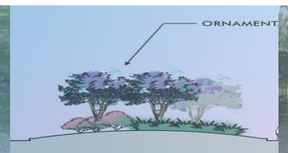
Several priority areas in the District have been identified and illustrated to show how landscape improvements can be implemented. Landscape recommendations would not be limited to the specific areas shown. Although they are priority areas, they should be viewed as representative of improvements that could be implemented throughout the District. A landscape concept plan is shown in **Figure 5-1**. This figure depicts general locations of bayou connections, gateways, pedestrian links, the "Downtown" Civic Center, and streetscape improvements. Illustrations of each of these components are shown in following sections of this chapter.

Figure 5-1: Landscape Concept Plan

Landscape Concept Plan

1. Bayou Connections To District
2. Highway 59 Gateways
3. Highway 59 Primary Gateway
4. Highway Landscaping
5. Green Pedestrian Links
6. Bayou Trail System
7. Enhanced Intersections
8. "Downtown" Civic Center
9. "JFK Blvd/Green Bayou Gateway"
10. Proposed Flood Control Park
11. Hardy Tollway Gateways
12. Gulf Bank "Parkway"
13. Destination Park
14. District Center Intersection
15. Streetscape Improvements










Aldine Mail Route at JFK Boulevard

This intersection represents the heart of the "Downtown" Civic Center. Improvements to the intersection and important cross streets could be completed during proposed reconstruction of the roadway as noted in Chapter 4 that would help to build an identity for the community core. **Figures 5-2 and 5-3** show the landscape improvements recommended for this area. Key features would include:

- Circle at the Intersection – The circle defines the intersection as a space. The special paver ring, curved sign walls, and ornamental trees reinforce the sense of civic space.
- Enhanced Intersection Paving – The entire center of the intersection would be expressed with distinctly colorful pavers. The pavers function as a visual focus and as pedestrian crosswalks.
- Extension of JFK Boulevard – Enhance streetscape elements along the proposed extension of JFK Boulevard south to establish a green pedestrian link between the "Downtown" Civic Center and Keith Wiess Park.
- Enhanced Turn Lane along Aldine Mail Route – The middle turn lane would include colorful pavers to add visual interest, to clearly designate the turn lane, and to provide a traffic calming element. Planting would be incorporated at designated crossings to provide a pedestrian refuge.
- Pedestrian Crossings – Colored and textured pavers along with plantings in the median would increase motorist awareness to be watchful of pedestrians crossing the street.
- District Signs – District signs would be incorporated into the streetscape to provide identity, information, and directions.

Figure 5-2: Recommended Landscape Improvements for the Intersection of JFK Boulevard and Aldine Mail Route (Plan View)

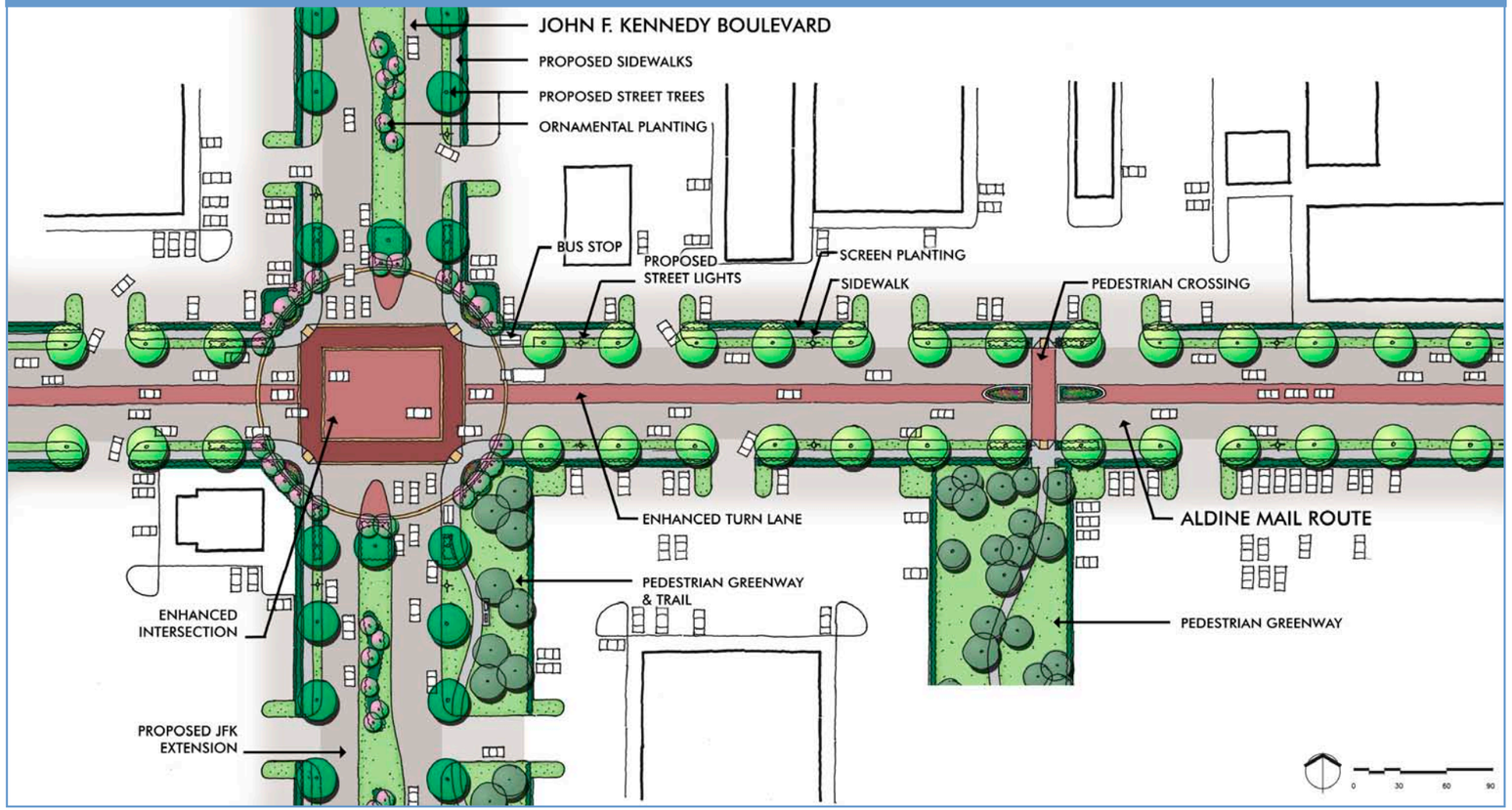
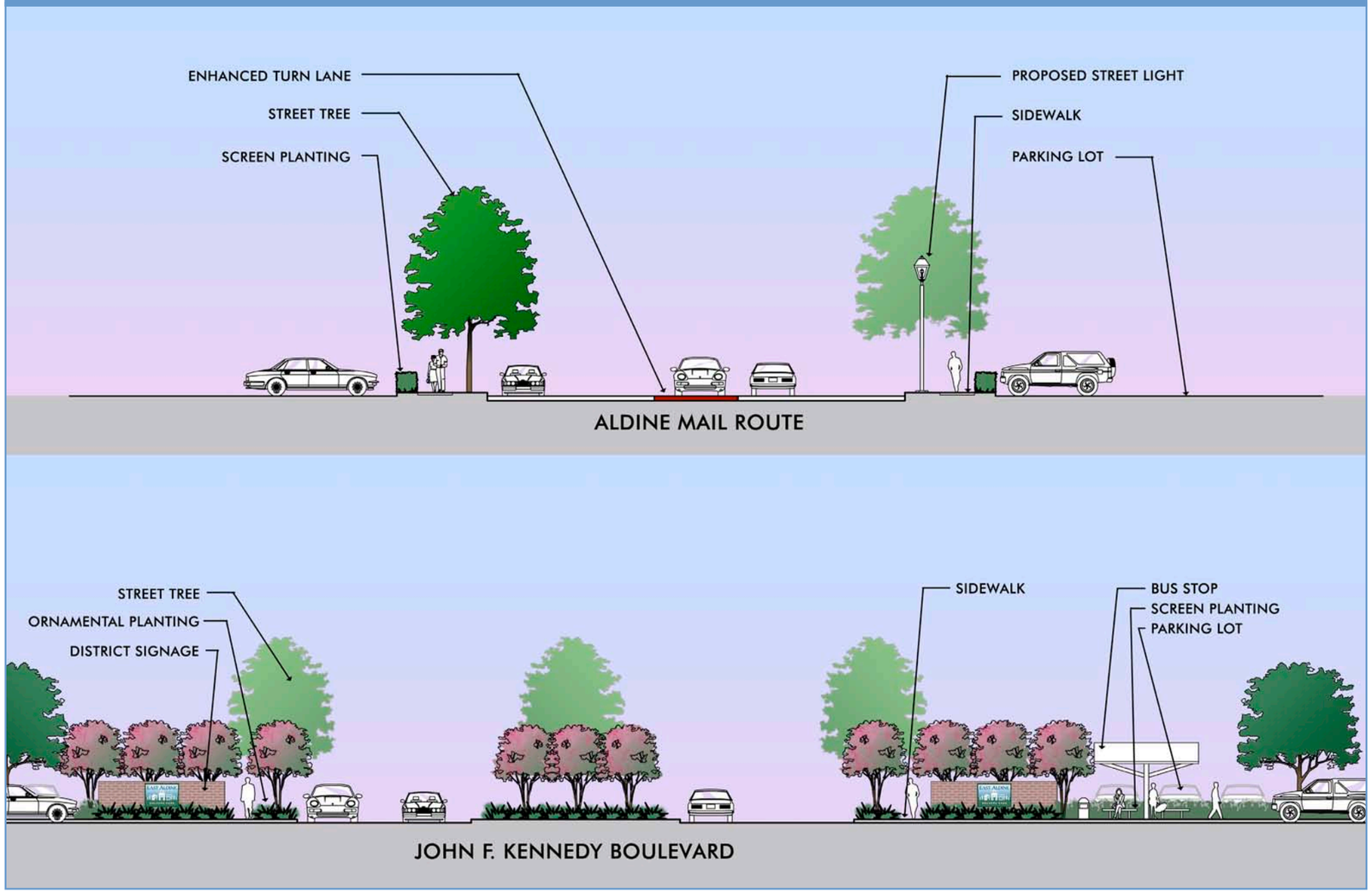
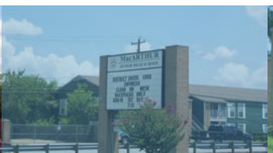
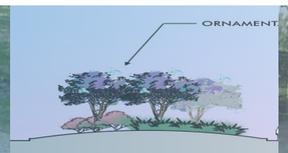


Figure 5-3: Landscape Improvements for JFK Boulevard and Aldine Mail Route (Cross-Section View)



- Sidewalks – Sidewalks would be located on both sides of all major streets to provide safe and efficient pedestrian access throughout the District. Sidewalks represent an integral part of the overall system of Green Pedestrian Links. Future sidewalks would be set back away from the curb to create a greater sense of security.
- Screen Planting at Parking Lots – Screen shrubs would be located between the sidewalks and parking lots to buffer the impact of the automobile on the public environment and to provide a continuous green edge to the street.
- Bus Stops – Upgraded bus stop shelters would add visual character to the area while adding a critical transportation link to other locations in the District or surrounding destinations. Materials and colors would be consistent with the overall District theme.
- Street Trees – Shade trees would provide an attractive edge to the street, shade for pedestrians, and a natural traffic calming device. Street trees would be planted in the green parkway between curbs and sidewalks.
- Street Lights – A single-type streetlight would provide a consistent image for the District during the day and evening.
- Ornamental Planting – Landscaping beds of shrubs and ornamental trees are recommended along all major streets in the District that have an esplanade. All planted areas would be irrigated.










US 59 at Aldine Mail Route

This intersection represents the primary gateway to the district and the "Downtown" Civic Core. Key improvements, as shown in **Figures 5-4 and 5-5**, include:

- Enhanced Overpass Columns – Columns under the highway overpasses provide a great opportunity for incorporating colors, graphics, and materials that promote District identity and civic pride.
- Highway Gateway Art – The intersection as a gateway would be clearly expressed at the highway mainlanes as well as the intersecting cross streets. Tall art elements would be designed to be seen from the highway overpass. The unique features would complement the overall theme of the District.
- Highway Embankment Planting – Opportunities exist for replacing the standard concrete riprap along the highway overpasses with plantings. Plants appropriate for highway environments would be chosen that cascade over and soften the embankment walls.
- Special Crosswalk Paving – Distinct colorful pavers would designate pedestrian access, aid in building motorist awareness through the intersection, and add visual interest.
- District Signs – Distinct signs would be incorporated into the streetscape to provide identity, information, and directions.
- Ornamental Planting – Landscaping beds of shrubs and ornamental trees are recommended along all major streets in the District that have an esplanade. All planted areas would be irrigated.

Figure 5-4: Recommended Landscape Improvements for the Intersection of US 59 and Aldine Mail Route (Plan View)

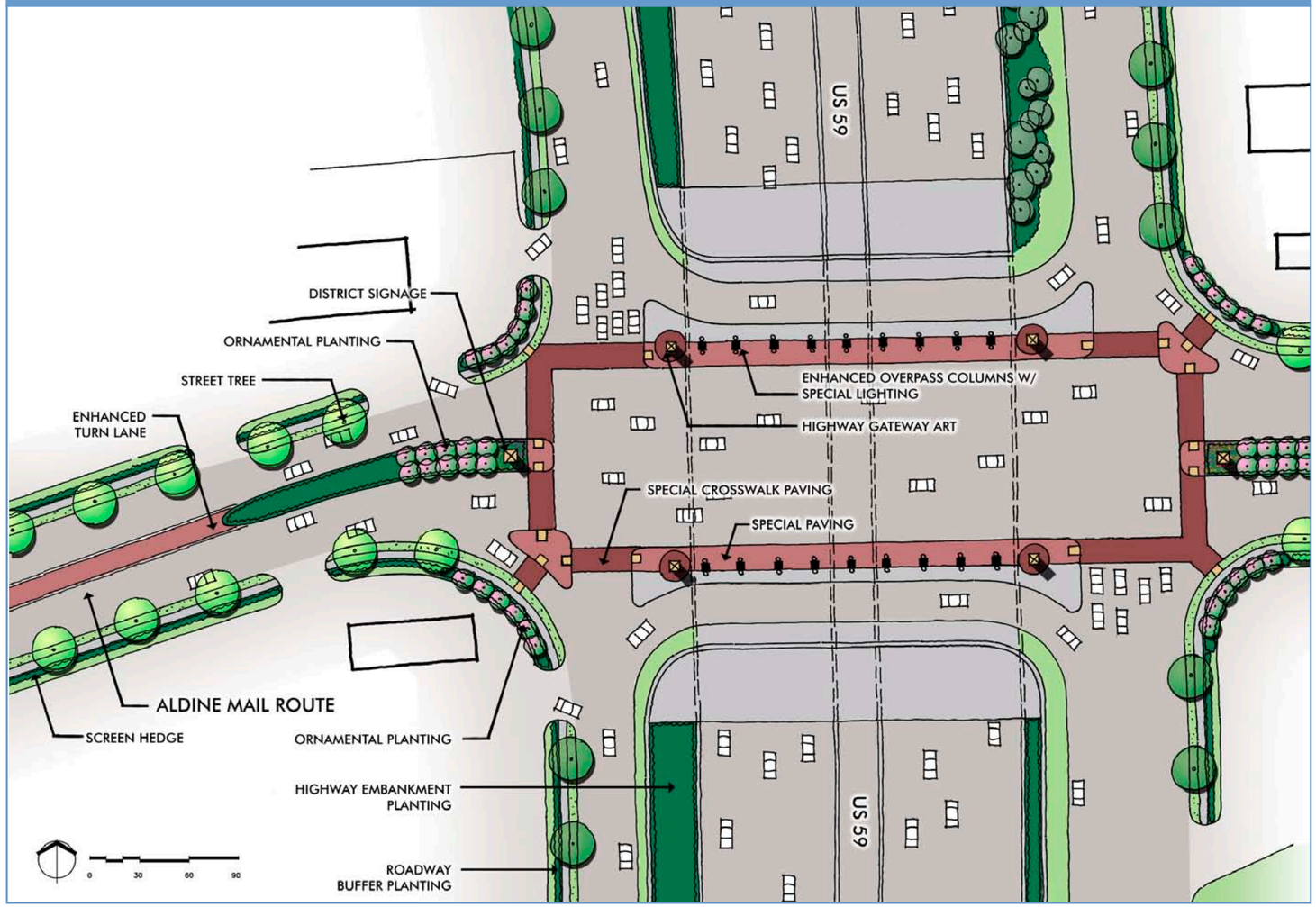
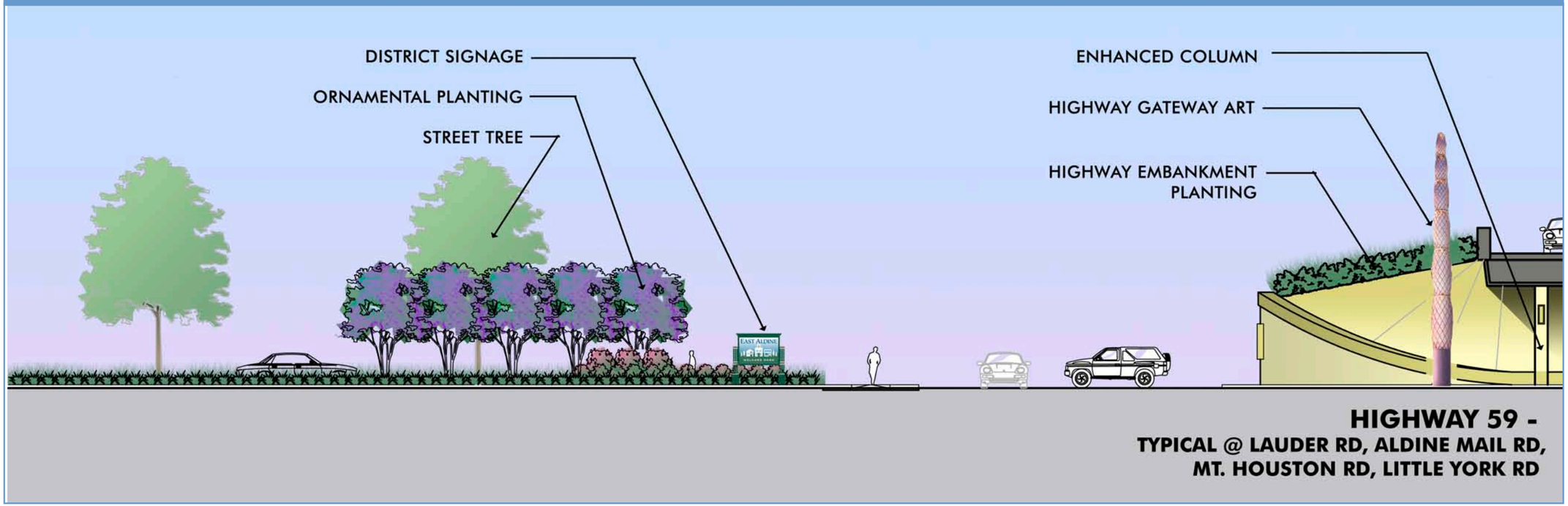


Figure 5-5: Landscape Concept at US 59 Interchanges



- Screen Planting at Parking Lots – Screen shrubs would be located between the sidewalks and parking lots to buffer the impact of the automobile on the public environment and to provide a continuous green edge to the street.
- Street Trees – Shade trees are indicated to provide edge definition to the street, shade for pedestrians, and a traffic calming device.
- Enhanced Turn Lanes – The middle turn lane would include colorful pavers to add visual interest, to clearly designate the turn lane, and to provide a traffic calming element. Ornamental planting would be incorporated within the existing median at the intersection.

Vickery Street at Aldine Mail Route

This location serves as an important pedestrian crossing for schools and to link trails to the north and south of the District. Currently unused right-of-way would provide a section of the pedestrian greenway. Key features, as shown in **Figures 5-6 and 5-7**, include:

- Enhanced Intersection – The entire intersection would include distinctly colorful pavers to function as a visual focus and as pedestrian crosswalks. Ample width would be given to the crosswalk for large numbers of students.
- Bus Stop – Upgraded bus stop shelters are recommended. Materials and colors would be consistent with the overall District theme.
- Pedestrian Greenway – An informal meandering trail along with a natural arrangement of shade trees would provide a casual environment for pedestrian circulation.

Figure 5-6: Landscaping Recommendations for Vickery Street at Aldine Mail Route (Plan View)

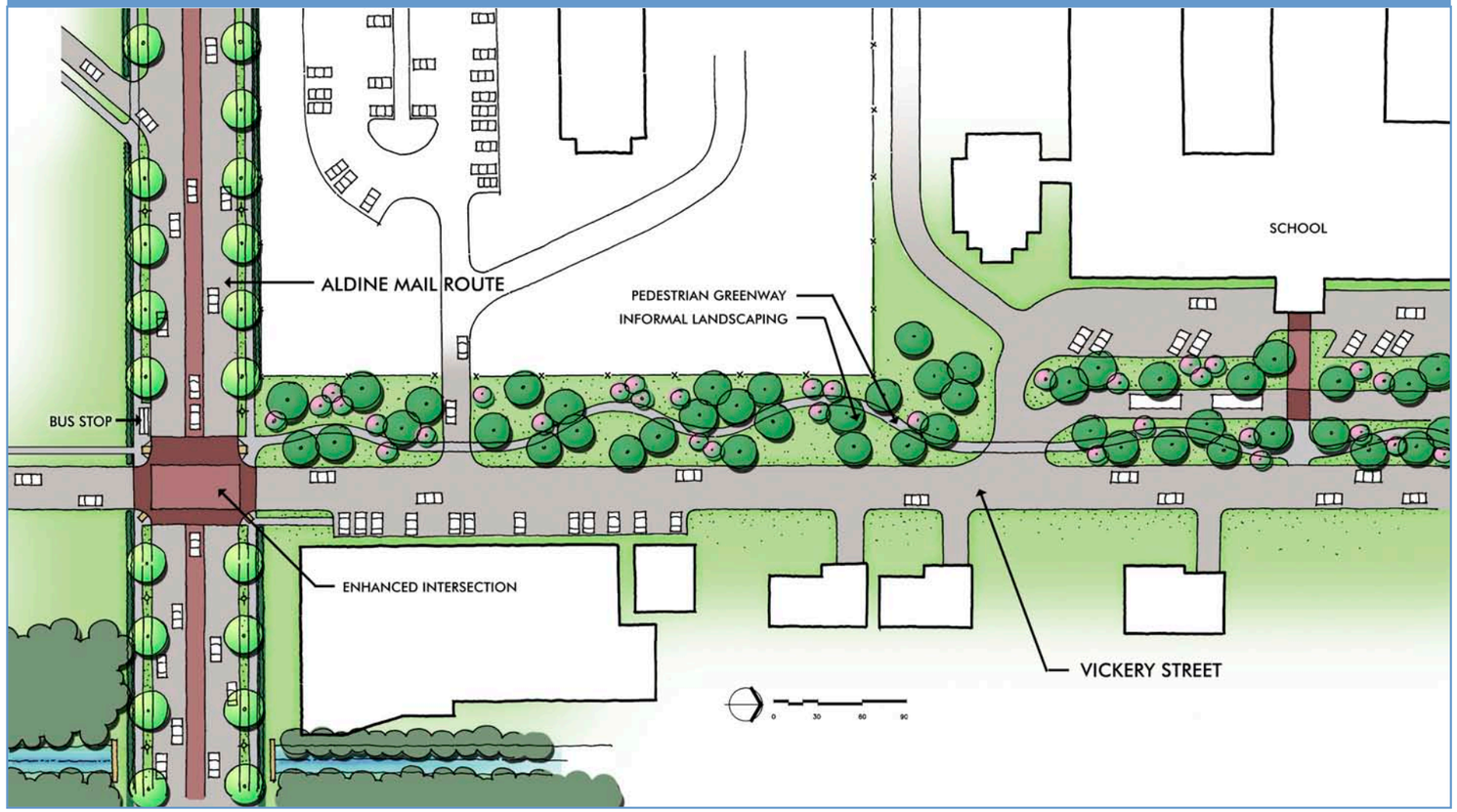
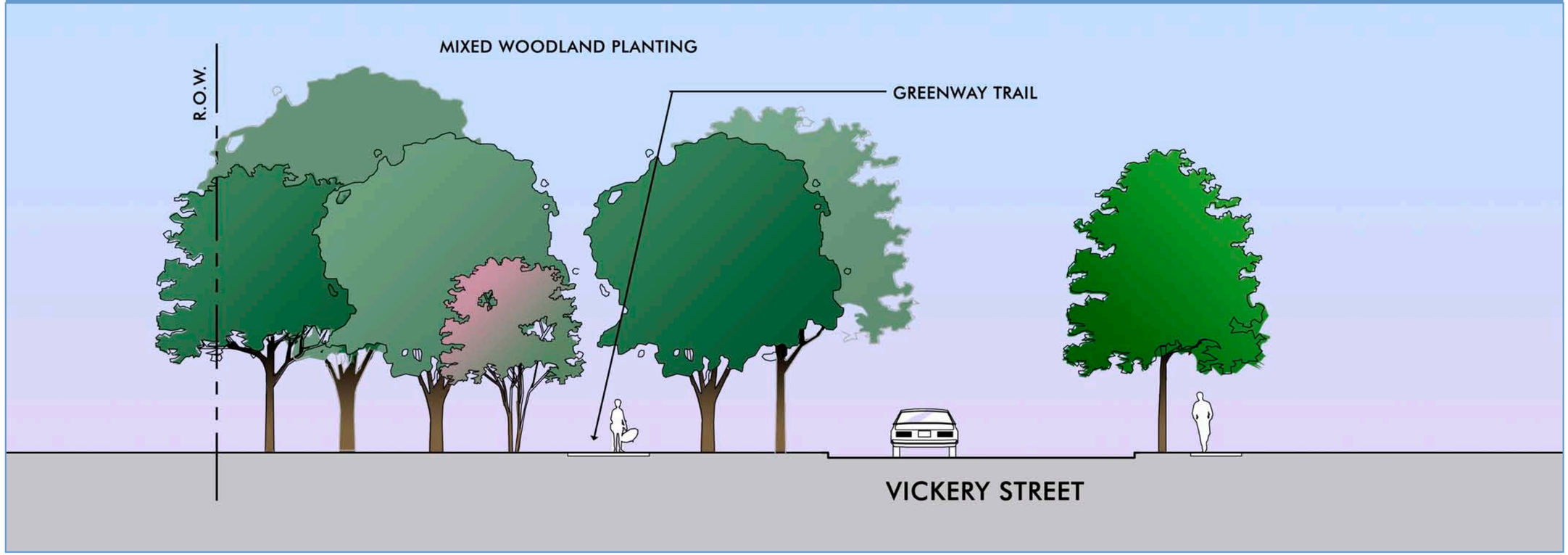
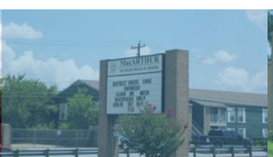
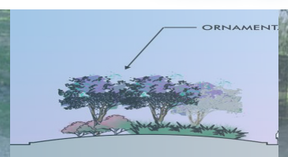
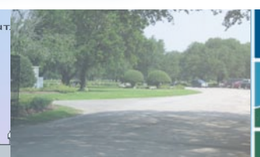


Figure 5-7: Landscaping Recommendations for Vickery Street at Aldine Mail Route (Section View)














JFK Boulevard at Greens Bayou

This location provides a great opportunity as a gateway from the north due to its broad open views at the bridge that set the stage for gateway monuments and provide a visual connection to an important open space amenity. Key improvements, as shown in **Figures 5-8 and 5-9,** include:

- Gateway Monument – Appropriately scaled monuments would be located in the median at each end of the bridges. Materials would be consistent with other District signs and overall theme.
- Enhanced Paving – Distinctly colorful pavers would designate pedestrian access to the street and add visual interest.
- Sidewalks – Sidewalks would be located on both sides of JFK Boulevard to provide continued safe and efficient pedestrian access throughout the District. They would also serve to continue the overall Green Pedestrian Links system.
- Hike and Bike Trail – A hike and bike trail would extend along the banks of the bayou with access under and over the bridges.
- Street Trees - Shade trees would provide edge definition to the street, shade for pedestrians, and a traffic calming measure at the gateway.
- Ornamental Planting – Landscaping beds of shrubs and ornamental trees would be incorporated along all JFK Boulevard as well as other major streets in the District that have an esplanade. All planted areas would be irrigated.

Figure 5-8: Landscaping Recommendations for JFK Boulevard at Greens Bayou (Plan View)

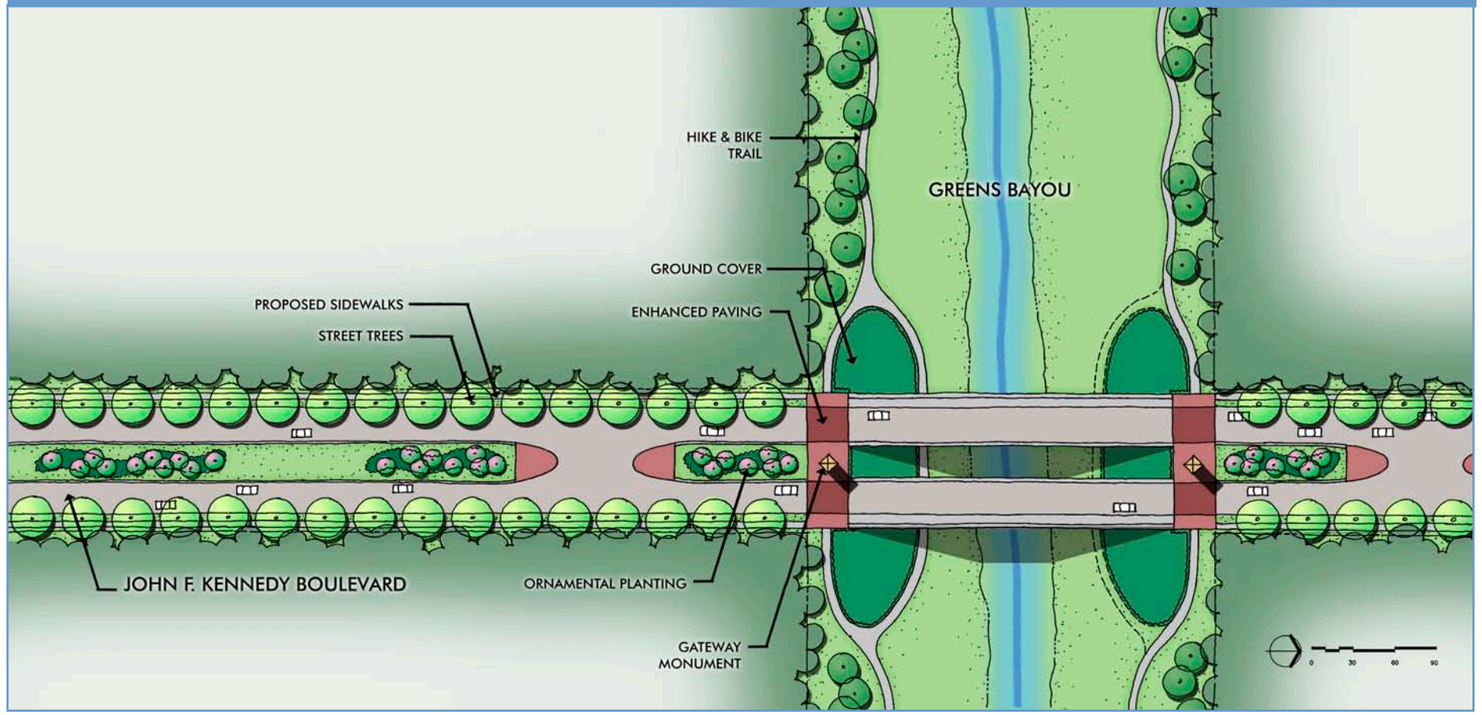
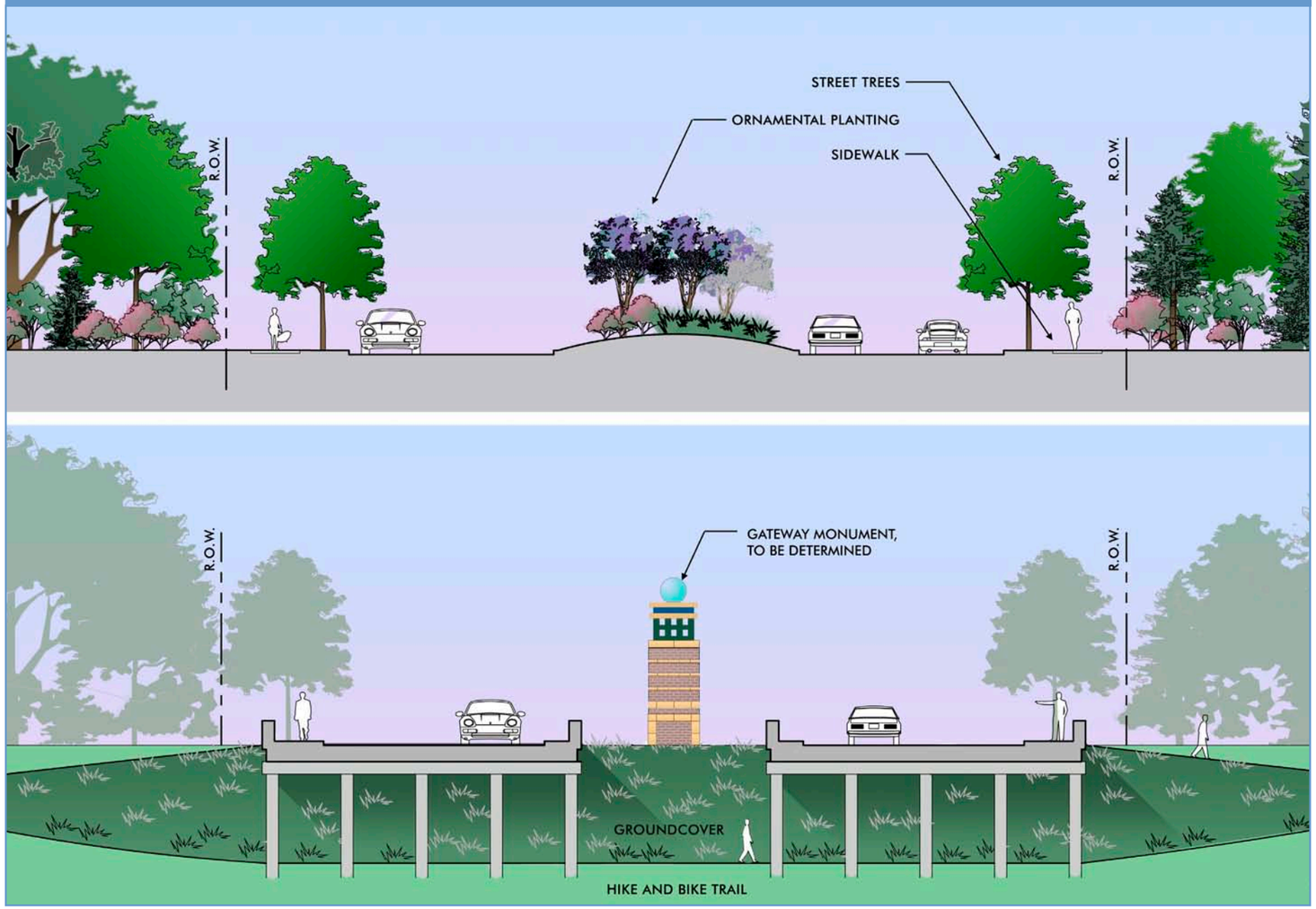


Figure 5-9: Landscaping Recommendations for JFK Boulevard at Greens Bayou (Section View)



Keith Wiess Park Gateway Roundabout

Keith Weiss Park, one of the largest parks owned by the City of Houston, has the potential to be developed as a major destination with unique activities that will appeal to users throughout Harris County. The proximity of the park to the connection of JFK Boulevard and Mount Houston Road provides a great opportunity for civic monumentation. The roundabout not only addresses a transportation issue but also reinforces the significance of this location as a major park gateway. The extension of Gulf Bank Road through the park would be developed as a divided parkway similar to Memorial Park. Key improvements, as shown in **Figures 5-10 and 5-11**, would include:

- Roundabout – The concept of a large scale roundabout would provide a unique driving experience while also creating a space with a strong central focus.
- Keith Wiess Parkway – The extension of Gulf Bank Road through Keith Wiess Park would consist of a divided road with a wide median containing large, existing trees. Traveling through the Park would be a special experience unlike anything else in the District.
- Park Gateway Monument – A large scaled monument located on a raised mound in the middle of the roundabout would be visually prominent from a considerable distance along JFK Boulevard and Mount Houston Road. Materials for the monument would be consistent with other District signs and the overall theme.
- Park Gateway – The actual portal into the park would consist of grand columns or arches that express the significance of the Park in the District. The character and materials could be unique to the Park but would also be compatible the theme of the overall District.
- Pedestrian Greenway and Park Trails – An informal meandering trail along with a natural arrangement of shade trees would provide a casual environment for pedestrian circulation.
- Street Trees – Shade trees would provide edge definition to the street, shade for pedestrians, and a traffic calming device along the parkway.
- Neighborhood Park Amenity – A park road at the southwest corner of the park would provide access for the neighborhood to the south. The residual corner of the park would be ideal for neighborhood scaled amenities such as a playground or picnic area.

Figure 5-10: Landscaping Concept for Keith Wiess Park Gateway (Plan View)

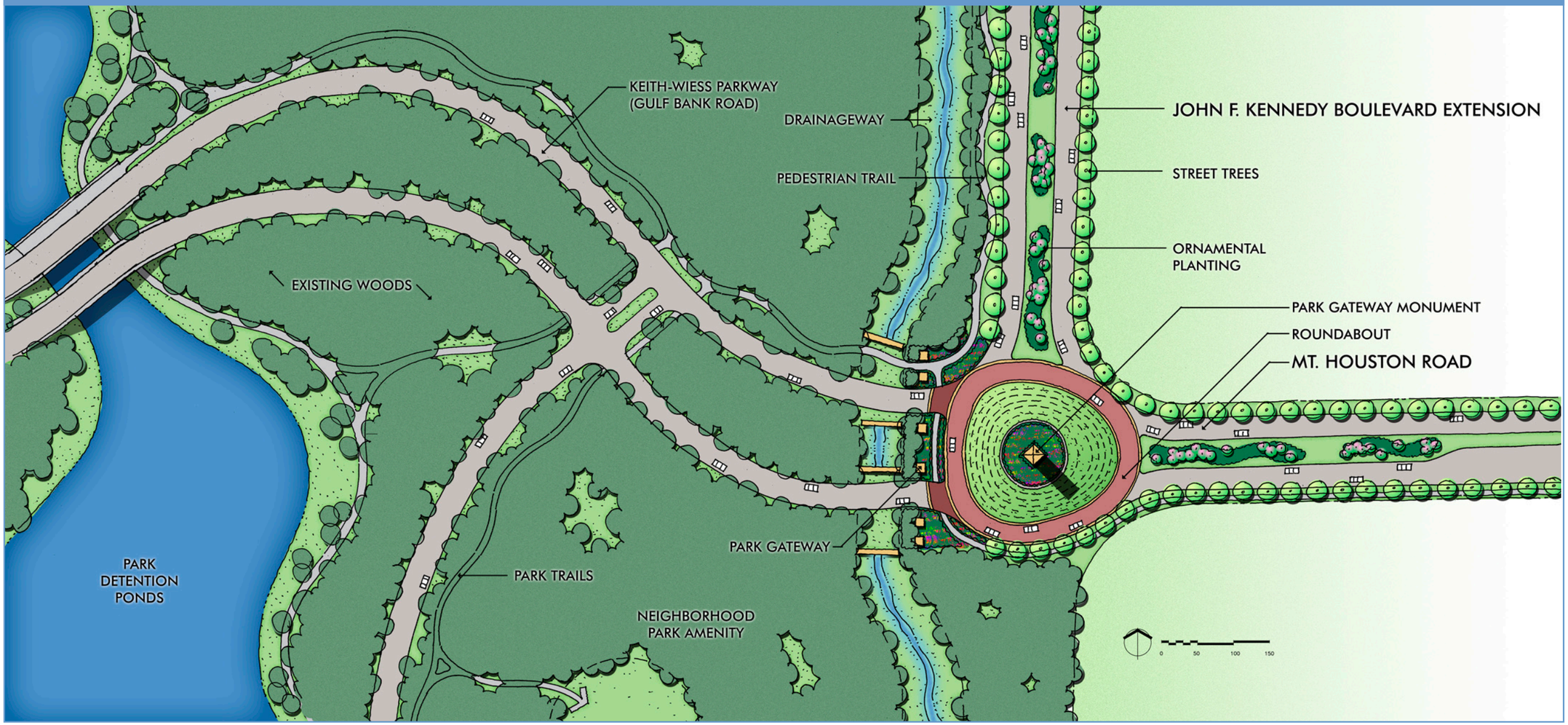
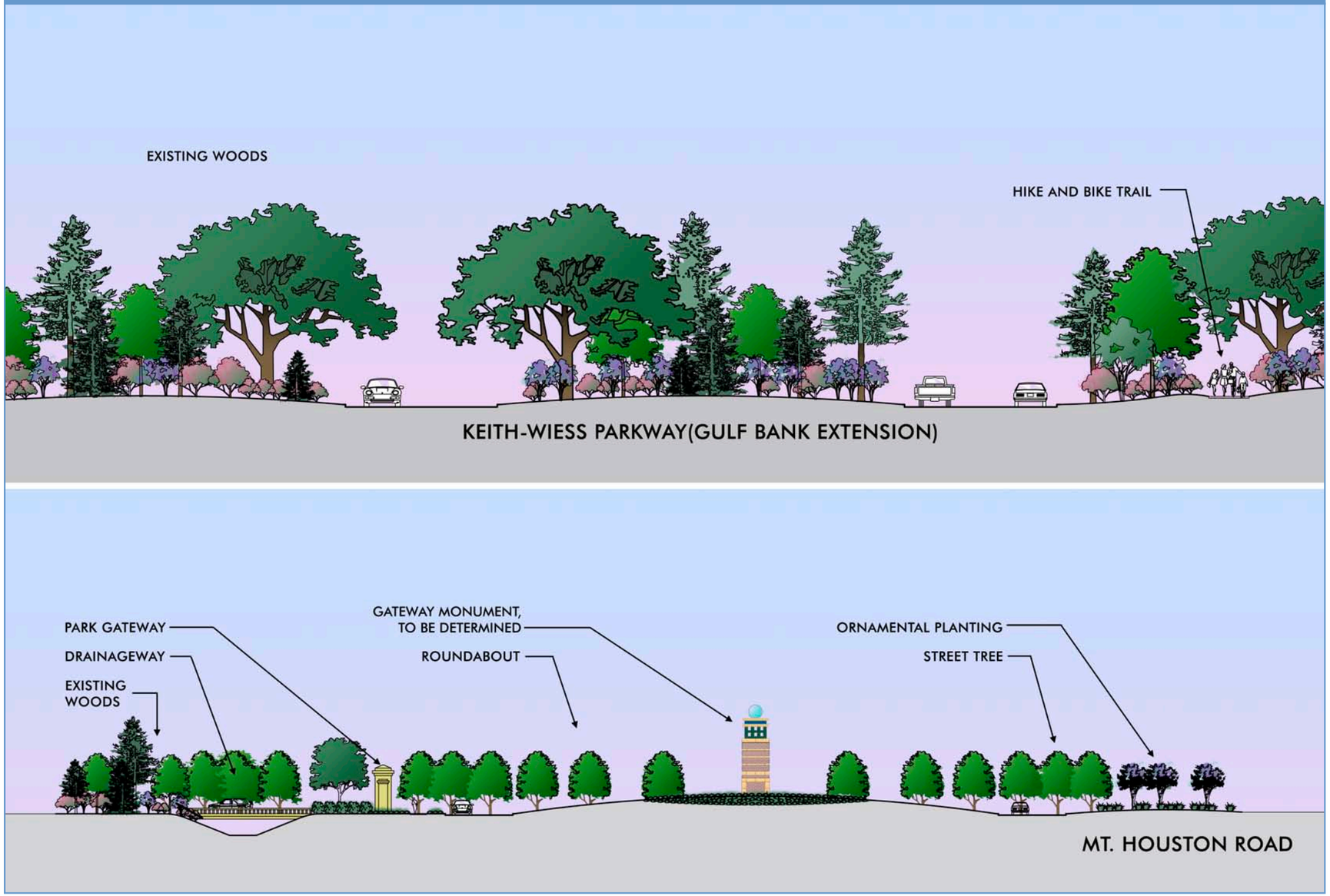


Figure 5-11: Landscaping Concept for Keith Wiess Parkway/Gulf Bank Extension (Section View)



Landscaping

Landscaping would address several needs within the District. Street trees provide scale, special definition, and shade. Shrubs could screen undesirable elements, define edges, and provide visual interest throughout the year. The character of plantings could change throughout the District from formal streetscapes to informal natural environments. The following examples and plant list were selected to illustrate plants and plantings that provide a high level of visual interest and yet require low maintenance and watering.

Recommended Drought Tolerant Plant List

Large Street Trees

Scientific Name	Common Name	Comments
Platanus mexicana	Mexican Sycamore	Deciduous
Quercus accutissima	Sawtooth Oak	Deciduous
Quercus polymorpha	Monterrey Oak	Deciduous
Quercus shumardii	Shumard Oak	Deciduous
Quercus virginiana	Live Oak	Evergreen
Taxodium muconatum	Montezuma Cypress	Semi-Ever.
Ulmus parvifolia var. Emur II	Allee Elm	Deciduous

Small/Medium Street Trees

Scientific Name	Common Name	Comments
Diospyros virginiana	Texas Persimmon	Deciduous
Fraxinus texensis	Texas Ash	Deciduous
Lagerstroemia indica	Crape Myrtle	Deciduous
Pistacia chinensis	Chinese Pistache	Deciduous
Pyrus calleryana	Bradford Pear	Deciduous

Canopy Trees

Scientific Name	Common Name	Comments
Acer barbatum	Texas Sugar Maple	Deciduous
Pinus taeda	Loblolly Pine	Evergreen
Platanus mexicana	Mexican Sycamore	Deciduous
Quercus accutissima	Sawtooth Oak	Deciduous
Quercus polymorpha	Monterrey Oak	Deciduous
Quercus shumardii	Shumard Oak	Deciduous
Quercus virginiana	Live Oak	Evergreen
Toxodium muconatum	Montezuma Cypress	Semi-Ever.
Ulmus parvifolia var. Emur II	Allee Elm	Deciduous

Small Trees

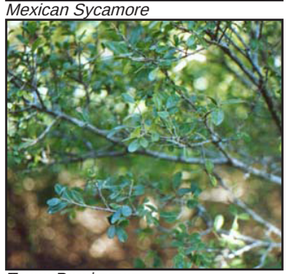
Scientific Name	Common Name	Comments
Acer buergerianum	Trident Maple	Deciduous
Cercis texensis	Texas Redbud	Deciduous
Diospyros virginiana	Texas Persimmon	Deciduous
Lagertroemia Indica	Crape Myrtle	Deciduous
Prunus mexicana	Mexican Plum	Deciduous

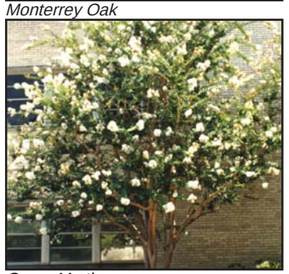

Mexican Sycamore


Monterrey Oak


Red Oak


Live Oak

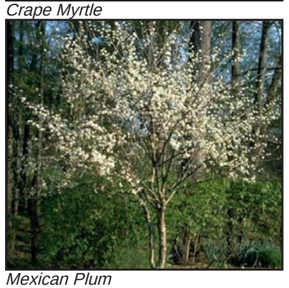

Texas Persimmon


Crape Myrtle


Chinese Pistache


Loblolly Pine

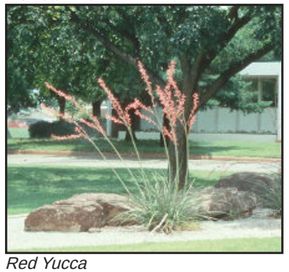

Texas Redbud


Mexican Plum

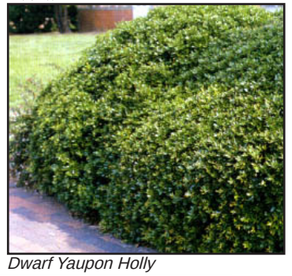

Allee Elm


Abelia


Butterfly Iris


Red Yucca


Burford Holly


Dwarf Yaupon Holly

Recommended Drought Tolerant Plant List (continued)

Shrubs

Scientific Name	Common Name	Comments
Abelia x grandiflora 'dwarf'	Dwarf Abelia	Evergreen
Bouganvillia	Bouganvillia	Evergreen
Dietes iridoides	Butterfly Iris	Evergreen
Hesperaloe parvifolia	Red Yucca	Evergreen
Ilex cornuta 'burfordii'	Dwarf Burford Holly	Evergreen
Ilex vomitoria 'nana'	Dwarf Yaupon Holly	Deciduous
Lagerstroemia Indica xxx	Dwarf Crape Myrtle	Evergreen
Leucophyllum frutescens	Texas Sage	Evergreen
Loropetalum chinensis'nana'	Dwarf Loropetalum	Evergreen
Malpighia glabra 'nana'	Dwf. Barbados Cherry	Evergreen
Myrica pusila	Dwarf Wax Myrtle	Evergreen
Nandina domestica 'Harbor Dwarf'	Harbor Dwarf Nandina	Evergreen
Nerium oleander 'dwarf'	Dwarf Oleander	Evergreen
Viburnum obovatum 'densata'	Dwf. Walter's Viburnum	Evergreen

Ornamental Grasses

Scientific Name	Common Name	Comments
Miscanthus	Maiden Grass	
Muhlenberfia capillaris	Gulf Coast Muhly Grass	Deciduous
Muhlengergia lindheimeri	Lindheimer Muhly Grass	Deciduous
Stipa tenuissima	Mexican Feather Grass	Deciduous

Groundcover

Scientific Name	Common Name	Comments
Ajuga repans	Ajuga	Evergreen
Liriope muscari 'giant'	Giant Liriope	Evergreen
Lantana montevedensis	Purple Trailing Lantana	Evergreen
Trachelospermum asiaticum	Asian Jasmine	Evergreen

Vines

Scientific Name	Common Name	Comments
Ficus pumila	Fig Vine	Evergreen
Trachelospermum jasminoides	Confederate Jasmine	Evergreen
Antigonon loptopus	Coral Vine	Deciduous


Texas Sage


Dwarf Loropetalum


Dwarf Barbados Cherry


Dwarf Wax Myrtle


Dwarf Oleander


Lindheimer Muhly Grass


Miscanthus


Ajuga


Giant Liriope


Purple Trailing Lantana


Asian Jasmine


Fig Vine


Confederate Jasmine


Coral Vine


Mexican Feather Grass


Dwarf Walter's Viburnum

Furnishings

Furnishing would be attractive yet durable, graffiti resistant, and vandal proof. The family of furnishing would include benches, trash receptacles, bollards, bus shelters, and bike racks.

Lighting

One style of light pole and luminaire would be chosen from those available from CenterPoint Energy, the energy provider for the District, that will create a uniform and consistent appearing during the day and night. Light poles would be integrated into the overall streetscape pattern which includes street trees and traffic control poles.

Examples of Furnishings Include Bicycle Racks and Bus Shelters

This chapter presents the sign types recommended for the East Aldine Management District. Each sign type is presented in color, to scale, with a basic overview and descriptive text. The purpose of these drawings is to convey the overall appearance and function of the signs. Specifications and fabrication details are included in the Contract Documents package that is a supplemental addendum to this Master Plan document. The purpose of this addendum is to provide specifications and details to obtain fabrication pricing. The actual construction drawings will be the responsibility of the awarded contractor and will be based on the details of the Contract Documents package.

Short-Term and Long-Term Recommendations

Included in this chapter are designs for several sign types, some of which are intended for immediate implementation. Others require additional street, infrastructure, and landscape improvements in order to be practical and therefore are considered to be part of the long-term plan.

Each page includes an illustration of each sign type and a brief explanation of how the sign type may be implemented in the short-term and/or long-term timeframe.

Short-Term Signage and Graphics:

- Primary and Secondary Gateway Signs (as space permits)
- Banners (mounted to existing utility poles)
- Freeway Column Wraps/Gateways
- Customized Street Signs
- Green Links Park Signs
- Billboards/Banners
- Construction Signs

Long-Term Signage and Graphics:

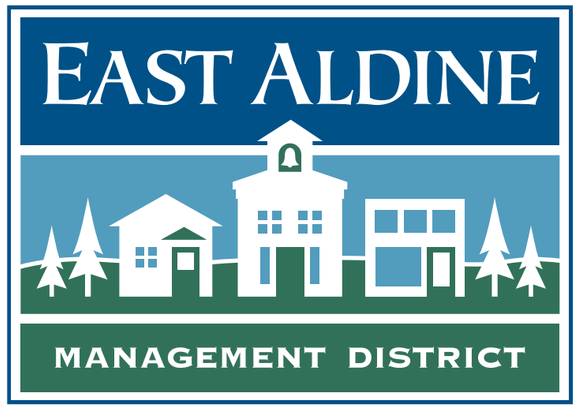
Long-term recommendations include all items listed above plus addition of:

- Custom Banner Poles
- Columns and Bollards
- Safe Routes Trailblazers Signs
- Green Links Trailblazers

East Aldine Management District Logo

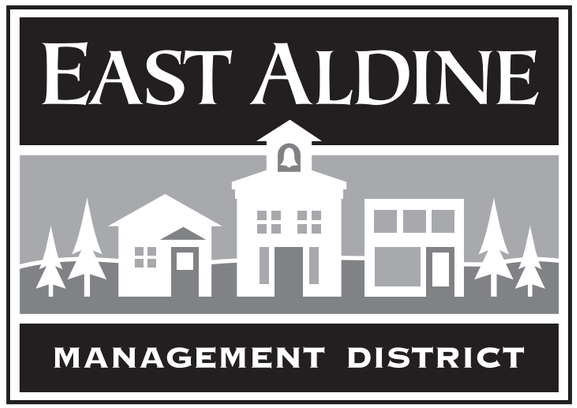
This logo represents the identity of the East Aldine Management District and is intended to represent this entity and not the community of East Aldine.

The signage and graphics for the community of Aldine are informed by the design of this logo; however, the words “Management District” do not appear on any signage in this system with the exception of the temporary construction signs.



PMS 2955 PMS 549 PMS 5545

1 East Aldine Improvement District Logo: Color
Not To Scale



100% Black 40% Black 60% Black

2 East Aldine Improvement District Logo: B/W
Not To Scale

Primary Gateway Signs

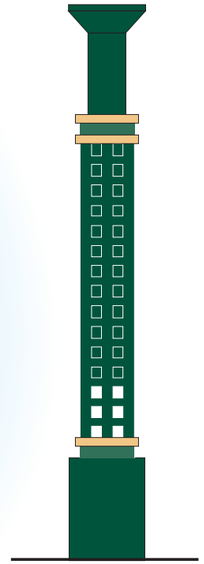
Large gateway signs are to be placed at primary entry intersections to East Aldine as space and applicable codes permit. This sign type identifies the borders of East Aldine and alerts visitors that they are entering its boundaries. If signs are positioned in grass, complimentary landscaping around the base is recommended, though at maturity the height of the plants should not interfere with legibility of the sign.

Alternate color schemes for the panel graphic are presented below as options for the final implementation of the signs. One color scheme should be utilized throughout the area on all gateway signs. It is strongly recommended not to mix and match the color schemes.

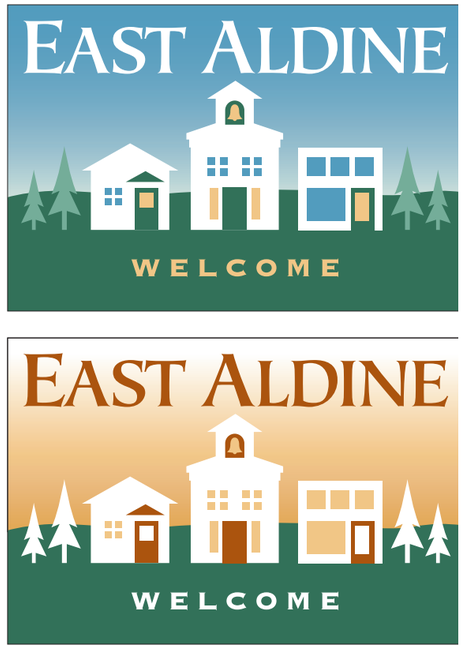
Short-Term/Long-Term Options

These signs may be installed at any time, space permitting. However, if landscape or street improvements are scheduled it would be best to complete those tasks prior to installing the signs to avoid damaging and possibly having to replace the signs.

1 **Large Gateway Sign: Front Elevation**
Scale : 1/2"= 1'-0"



2 **Side View**
Scale : 1/2"= 1'-0"



3 **Alternate Color Schemes**
Scale : 1/2"= 1'-0"

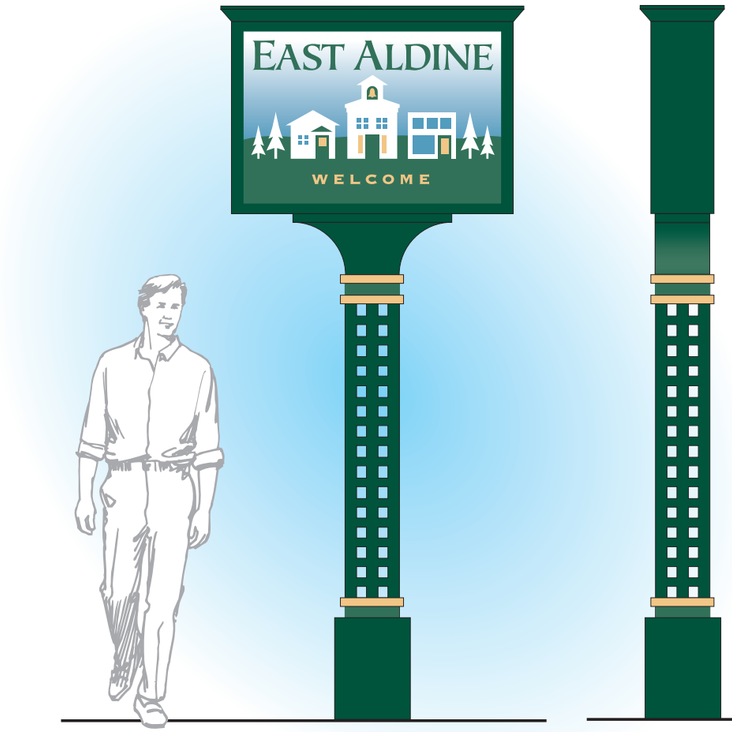
Secondary Gateway Signs

Single-post gateway signs were developed for use at secondary entry intersections to East Aldine or primary entry intersections where space is limited or the height provides better visibility. As with the other gateway signs, complimentary landscaping around the base is recommended when located in a grassy environment.

Alternate color schemes for the panel graphic are presented below as options for the final implementation of the signs. One color scheme should be utilized throughout the area on all gateway signs. It is strongly recommended not to mix and match the color schemes.

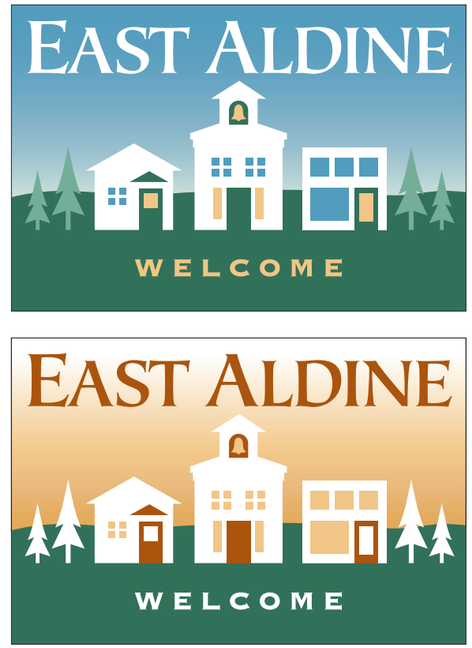
Short-Term/Long-Term Options

As with the primary gateway signs, these signs may be installed at anytime, space permitting. However, if landscape or street improvements are scheduled it would be best to complete those tasks prior to installing the signs to avoid damaging and possibly having to replace the signs.



1 **Small Gateway Sign: Front Elevation**
Scale : 1/2"= 1'-0"

2 **Side View**
Scale : 1/2"= 1'-0"



3 **Alternate Color Schemes**
Scale : Not To Scale

Gateway Signs: Value Alternate

The simpler construction and scale of these gateway signs make them appropriate for placement at secondary entry points to East Aldine, or as a less expensive alternative to the Primary Gateway signs. If positioned in a grassy environment, complimentary landscaping is recommended.

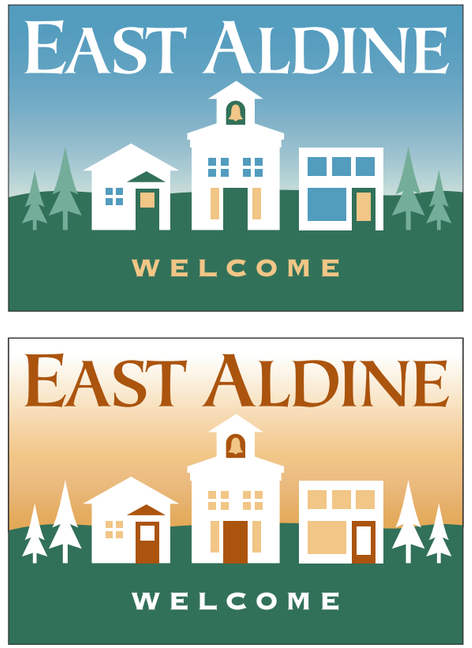
Alternate color schemes for the panel graphic are presented below as options for the final implementation of the signs. One color scheme should be utilized throughout the area on all gateway signs. It is strongly recommended not to mix and match the color schemes.

Short-Term/Long-Term Options

These signs may be installed at any time, space permitting. However, if landscape or street improvements are scheduled it would be best to complete those tasks prior to installing the signs to avoid damaging and possibly having to replace the signs.

1 | Large Gateway Sign: Front Elevation
Scale : 1/2"= 1'-0"

2 | Side View
Scale : 1/2"= 1'-0"



3 | Alternate Color Schemes
Scale : 1/2"= 1'-0"

Custom Columns, Bollards, and Banner Poles

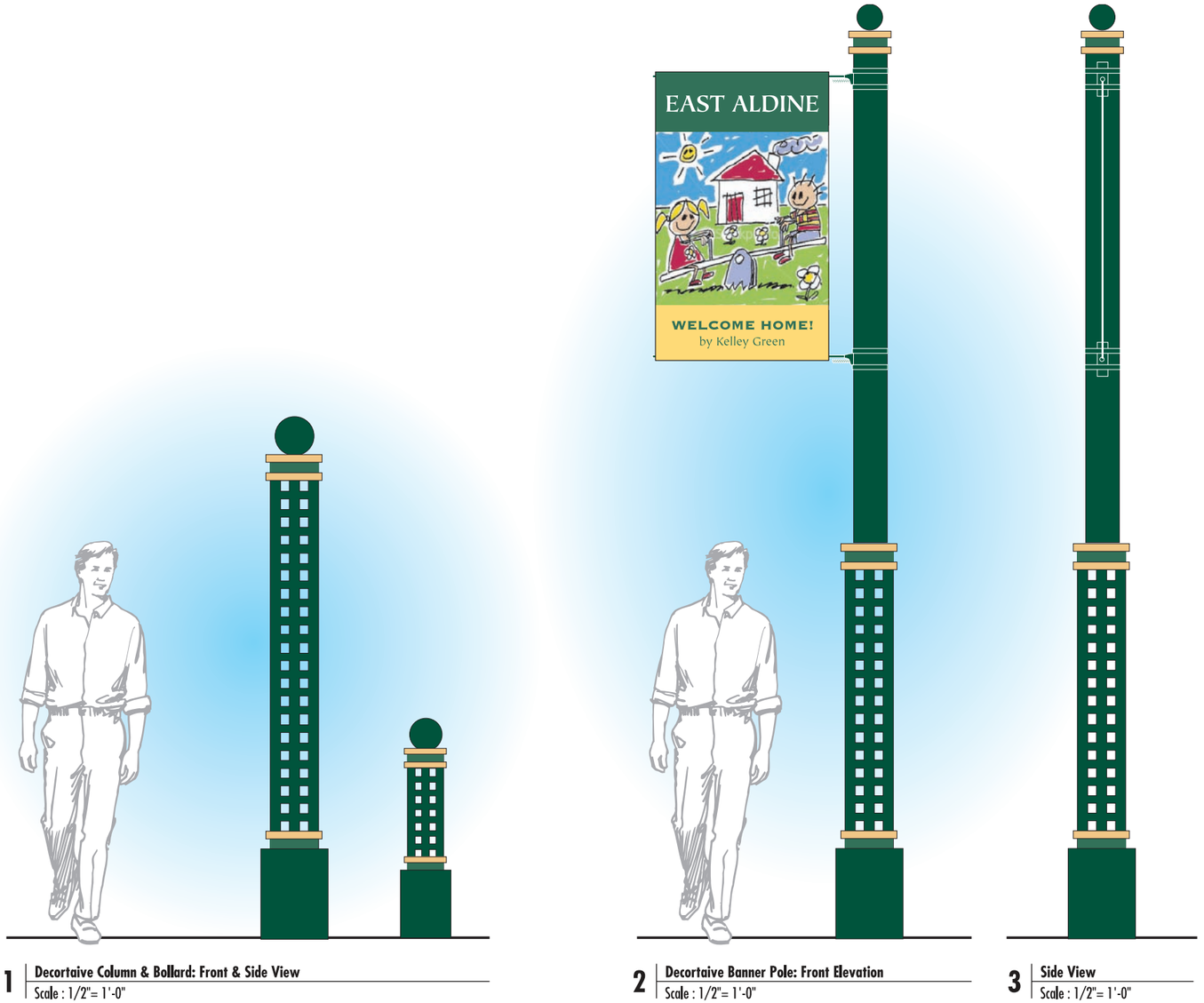
Decorative elements are intended for use along primary roadways to continually reinforce the identity of East Aldine from the gateways throughout the study area.

Columns and bollards at intersections help to define internal gateways and important crossroads. They also assist in calming traffic and the separation of pedestrians from vehicular traffic.

Changeable banner graphics provide seasonal color and keep the community spirit alive and visible. Excluding the initial expense of poles and hardware, banners offer a relatively inexpensive way to freshen the look of the community.

Long-Term Option

Installation of columns, bollards and custom banner poles is recommended as part of the long-term implementation plan, once landscape and roadway improvements have been completed.



1 | Decortative Column & Bollard: Front & Side View
Scale : 1/2"= 1'-0"

2 | Decortative Banner Pole: Front Elevation
Scale : 1/2"= 1'-0"

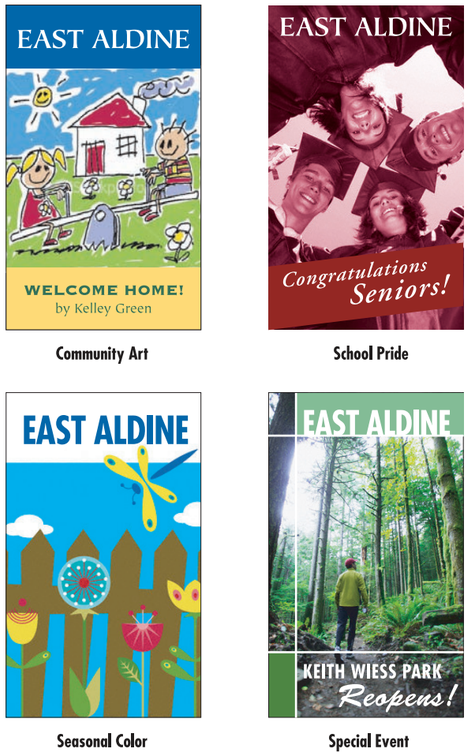
3 | Side View
Scale : 1/2"= 1'-0"

Banner Poles: Value Alternate

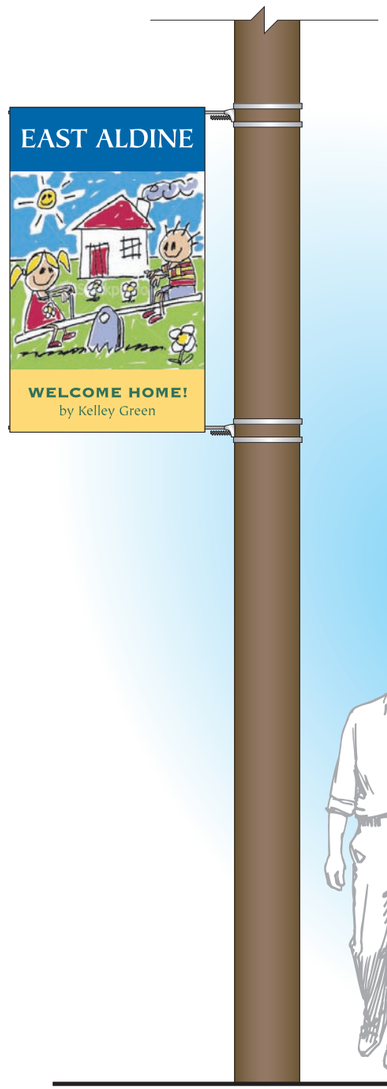
The banner themes suggested on these pages can be installed on any style pole. Digitally produced banners have an anticipated life-expectancy of one year.

Drawing 2 illustrates a more cost-effective short-term alternative to custom banner poles. The initial cost of a banner program can be greatly reduced by mounting banners to existing light and utility poles. However, permission of the pole's owner is necessary prior to installation of the banners. Also, the mounting hardware can be recycled and reinstalled on custom poles at a later date.

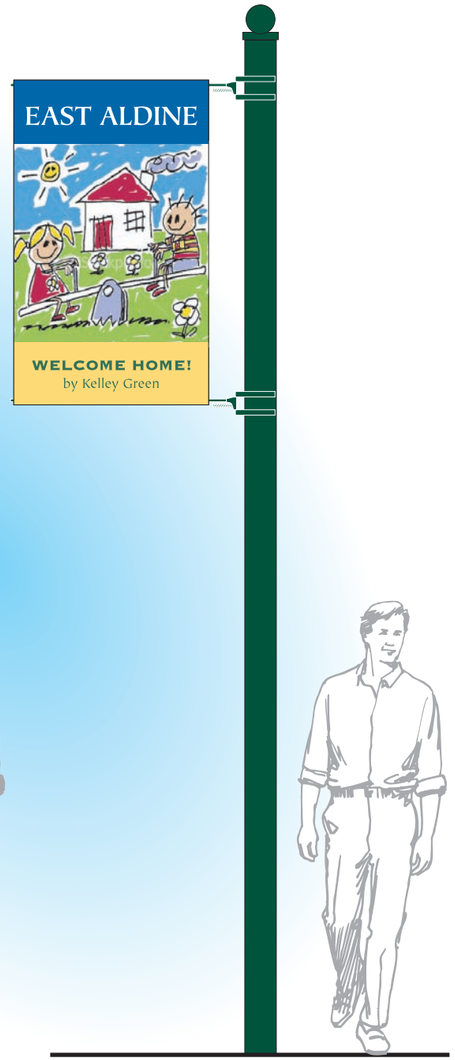
Drawing 3 also suggests a less expensive permanent alternative to the more elaborate custom poles shown on the previous page.



1 | BANNERS Sample Designs
Scale : 3/4"= 1'-0"



2 | BANNERS: Utility Pole-Mounted
Scale : 3/8"= 1'-0"



3 | BANNERS: Custom Pole
Scale : 3/8"= 1'-0"

Short-Term/Long-Term Options

In the short-term, banners may be installed on existing utility poles with the permission of the pole's owner. At a later date, the hardware may be remounted on permanent poles as part of the long-term implementation plan.

Freeway Column Wrap/Gateway

Space for signage and landscaping is an issue at many of the primary gateway intersections into East Aldine at the present time, and may continue to be an issue even as some long-term improvements are implemented.

The columns under freeway overpasses along US 59 and the Hardy Toll Road currently function as physical gateways into the area. Painted or applied graphic embellishments could make them a prominent entry feature.

Digital graphics such as Scotchprint are very durable and can withstand regular wear-and-tear. Applied vinyl graphics may be less expensive to produce and install though they are more susceptible to damage. If used, vinyl should be installed at a height that would discourage vandalism.

Short-Term/Long-Term Options

Embellishment of the columns at freeway overpasses may take place at any time as budget and regulatory permission allow.

1 | Freeway Column Embellishments (Paint & Scotchprint): Front Elevation
Scale : 1/2"= 1'-0"

2 | Freeway Column Embellishments (Paint & Vinyl): Front Elevation
Scale : 1/2"= 1'-0"

Custom Street Sign — Primary Intersection

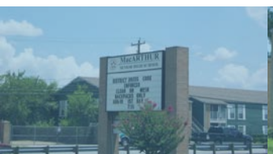
Customized street signs at primary intersections are one way to reinforce the identity of East Aldine at entry points and throughout the study area. Since street signs can mount to existing signal arms and poles, the primary initial expense is the cost of the new panel itself. If new poles are installed at a later time, the sign panels may be reinstalled on the new fixtures.

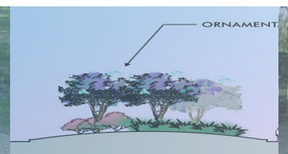
Due to the regulatory requirements for street and other regulatory signs, the fabrication of such panels tends to be expensive as special materials and inks are needed. Also, there are fewer contractors that fabricate these types of signs.

Short-Term/Long-Term Options

Customized street signs can be implemented at any time as budget and regulatory permission allows.

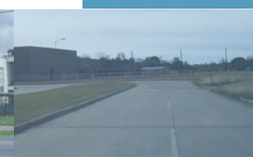
1 **Street Signs at Primary Intersections: Front Elevation**
Scale : 1/2"= 1'-0"





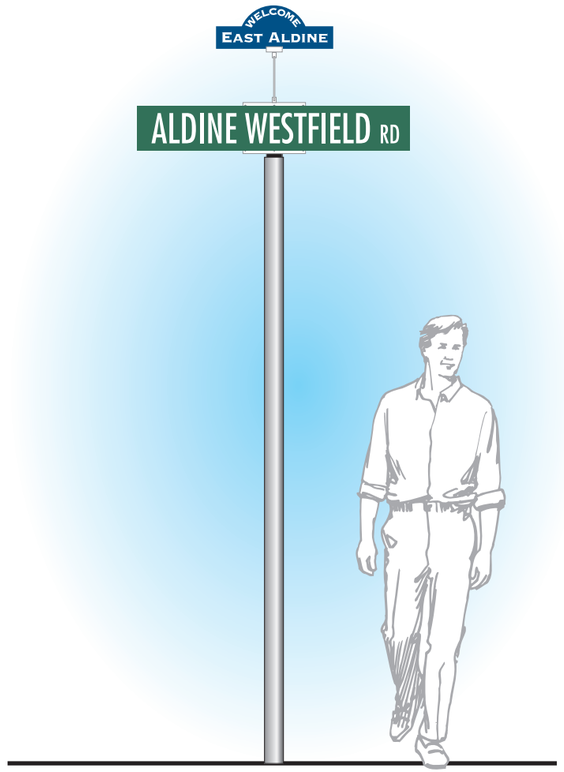




Custom Street Sign Topper – Secondary Intersection

Customized finials at secondary intersections will also help to reinforce the identity of East Aldine. By adding a finial, existing street signs can have a customized appearance with less cost than replacing the sign panels.



1 Option for Topper for Street Signs at Secondary Intersections: Front Elevation
Scale : 1/2"= 1'-0"

Short-Term/Long-Term Options

Customized street signs can be implemented at any time as budget and regulatory permission allows.

Safe Routes Trailblazers

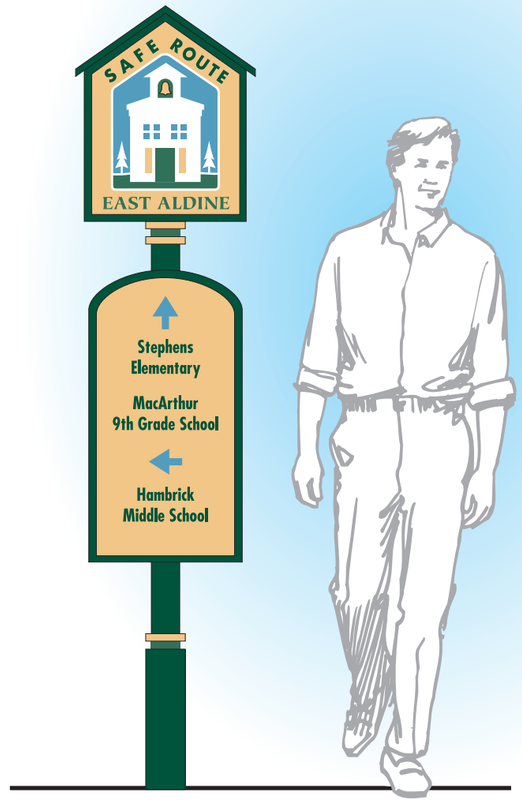
Trailblazer signs are to be located along specified "Safe Routes" when the infrastructure improvements needed to create them are completed.

They direct people to destinations along these safe routes, primarily parks and schools. The intention is to focus pedestrian traffic along key improved pathways to reduce conflict points with vehicles, and to improve overall pedestrian safety.

Additionally, these routes will be enhanced with landscaping to improve the enjoyment of the walking experience.

Long-Term Option

Until infrastructure improvements are completed to create the actual network of Safe Routes, these signs are not appropriate.



1 | Safe Routes Trail Marker: Front Elevation
Scale : 3/4"= 1'-0"

2 | Side View
Scale : 3/4"= 1'-0"

3 | Safe Routes Traffic Calming Signs: Front Elevation
Scale : 3/4"= 1'-0"

Safe Routes Trailblazers: Value Alternate

The simpler construction of these trailblazers makes them a less expensive alternative, suitable for placement along residential streets within specific neighborhoods as opposed to more prominent roadways like Aldine Mail Route. They direct primarily to parks, schools, and other safe routes in the network.

Long-Term Options

Until infrastructure improvements are completed to create the actual network of Safe Routes, these signs are not appropriate.

1 | Safe Routes Trail Marker: Front Elevation
Scale : 3/4"= 1'-0"

2 | Side View
Scale : 3/4"= 1'-0"

3 | Safe Routes Traffic Calming Signs: Front Elevation
Scale : 3/4"= 1'-0"

Green Links Trailblazers

The Green Links concept aims to highlight East Aldine's park amenities and bayous while also connecting community destinations via a system of greenways and trails. Once the landscape and infrastructure improvements to create the Green Links network are completed, these signs will be located along the paths and trails.

Trailblazers direct people to destinations along these routes, primarily parks and schools. They also highlight the Green Link network as a destination for residents and visitors and bring awareness to it.

1 | Small Gateway Sign: Front Elevation
Scale : 3/4"= 1'-0"

2 | Side View
Scale : 3/4"= 1'-0"

Short-Term/Long-Term Options

There may be an opportunity to utilize these signs on existing trails within the area and adding signs as the trail network expands and grows. However, until infrastructure improvements are completed to create the entire network of Green Links, use of these signs may be premature.

Green Links Trailblazers: Value Alternate

The simpler construction of these trailblazers makes them a less expensive alternative, suitable for placement along secondary trails. They provide directions to parks, schools, and other trails in the network.

1 | Small Gateway Sign: Front Elevation
Scale : 3/4"= 1'-0"

2 | Side View
Scale : 3/4"= 1'-0"

Short-Term/Long-Term Options

There may be an opportunity to utilize these signs on existing trails within the area and adding signs as the trail network expands. However, until infrastructure improvements are completed to create the entire network of Green Links, placement of these signs may be premature.

Green Links Park Signs

The Green Link park signs identify parks and community green spaces within East Aldine. They help to reinforce the identity of both the community and the Green Links network. The "Keep East Aldine Green" message encourages residents and visitors alike to take civic pride in these natural places and maintain them litter-free.

1 | Small Gateway Sign: Front Elevation
Scale : 3/4"= 1'-0"

2 | Side View
Scale : 3/4"= 1'-0"

Short-Term/Long-Term Options

These signs may be installed in parks as budget and regulatory permission allow prior to the completion of the Green Links network.

Green Links Map Signs

These signs feature maps that identify parks and community green spaces within East Aldine and highlight the entire network of routes that connects them. A brief description of each destination is listed below the map. These maps also increase awareness of the other destinations and in combination with the trailblazer signs, provide directions to these destinations. Map signs are typically located in prominent locations within parks and public spaces near an access point to the trail network.

Long-Term Option

These signs should be installed after the completion of the Green Links network. However, if the Green Links network is undertaken in phases, these signs could be erected and the panels changed out as each phase is completed.

1 **Green Links Map Sign: Front Elevation**
Scale : 3/4"= 1'-0"

2 **Side View**
Scale : 3/4"= 1'-0"

Green Links Map Sign With Roof

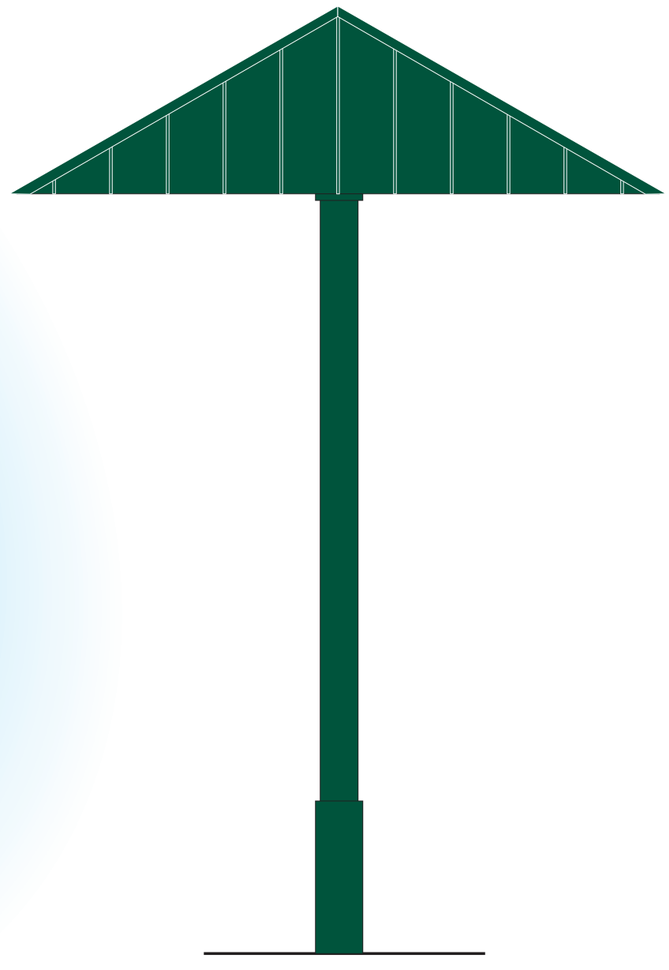
These signs are identical to the Green Links map signs with the added benefit of a roof structure to provide shade and shelter from heat and rain.

These signs are typically located in prominent locations within parks and public spaces, near an access point to the trail network. Because of the roof, they may also double as bus shelters where their location is approximate to a bus stop and where codes and regulations permit.

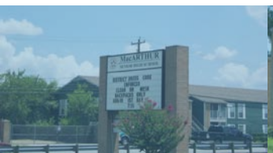
Long-Term Option

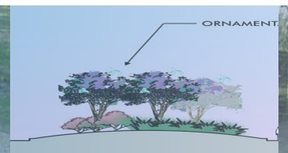
These signs should be installed after the completion of the Green Links network. However, if the Green Links network is undertaken in phases, these signs could be erected and the panels changed out as each phase is completed.

1 **Green Links Map Sign with Roof: Front Elevation**
Scale : 3/4"= 1'-0"



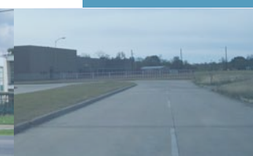
2 **Side View**
Scale : 3/4"= 1'-0"







Green Links Interpretive Sign

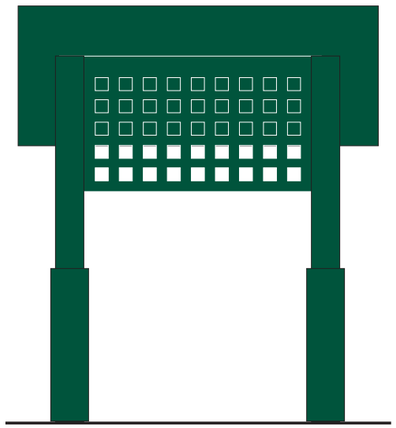
These signs inform visitors about the community by featuring text and photographs of local wildlife, history, and natural features. They are typically installed in parks and green spaces in well-lit and frequently visited locations. This provides an opportunity for people to see and enjoy the signs, while also deterring vandalism.

Short-Term/Long-Term Options

These signs may be installed in completed parks as budget and regulatory permission allow prior to the completion of the Green Links network.

1 | Green Links Interpretive Sign: Front Elevation
Scale : 3/4"= 1'-0"

2 | Side View
Scale : 3/4"= 1'-0"



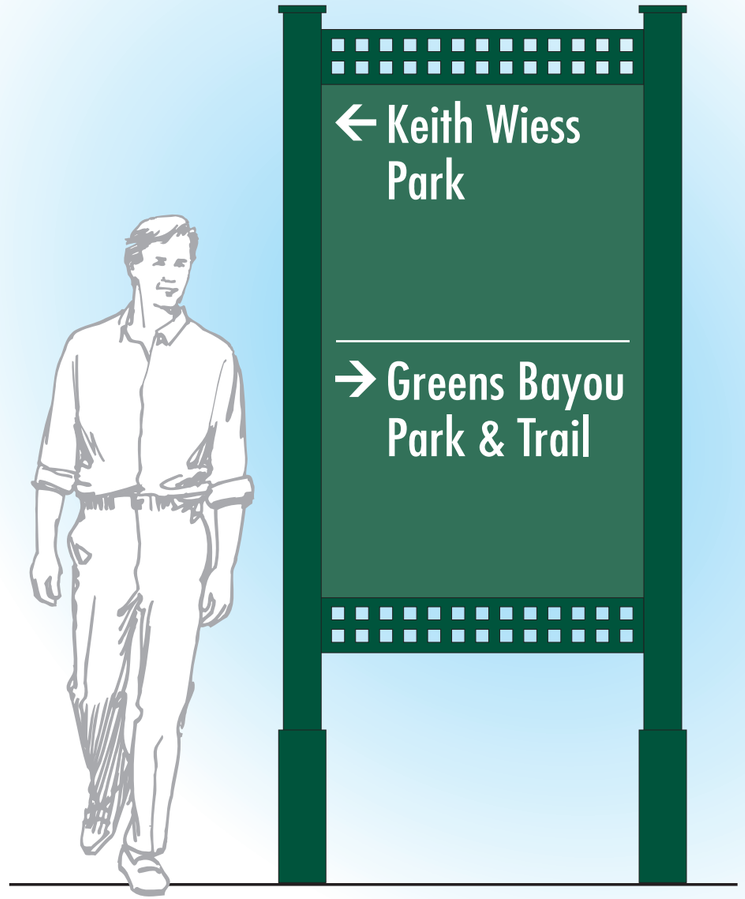
3 | Back Elevation
Scale : 3/4"= 1'-0"

Vehicular Directional Sign

These identify and direct to important destinations within the community. Private businesses should not be featured on such signs with the possible exception of hospitals. Placement of these signs must be coordinated with the relevant agencies which may include (but are not limited to) TxDOT, Harris County, private business owners (if there's an encroachment issue), etcetera.

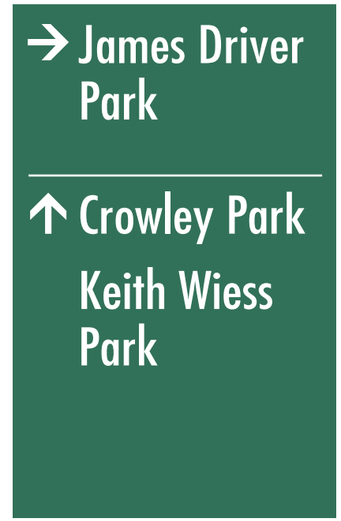
Long-Term Option

At the present time, there are few suitable locations for such signs in East Aldine until the recommended roadway improvements are completed.



1 | Small Gateway Sign: Front Elevation
Scale : 3/4"= 1'-0"

2 | Side View
Scale : 3/4"= 1'-0"

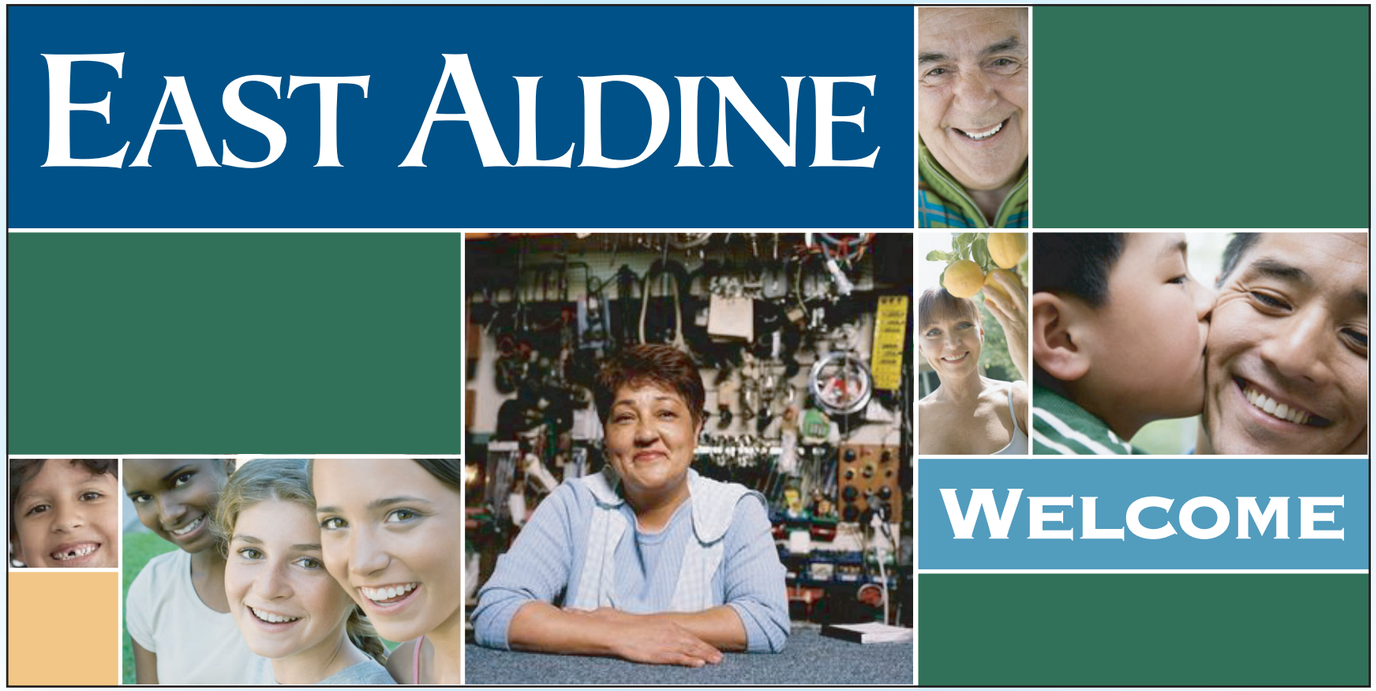


3 | Alternate Panel Layouts
Scale : 3/4"= 1'-0"

Billboard/Event Banner Design

This is a suggested design for a billboard or special event banner to advertise and create awareness of the East Aldine community. It is primarily intended to introduce people outside the community to East Aldine, but it also reinforces the identity of the area for residents. The intention is to help create and grow awareness of East Aldine as a unified community.

This digitally produced graphic can be installed as a billboard, or printed on banner material with grommets in the corners and hung from a building facade if a billboard is not a viable option.



1 | Suggested Billboard/Banner Design: Front Elevation
Scale : 3/4"= 1'-0"

Short-Term/Long-Term Options

As a banner, the graphic is intended for short-term promotional use. A banner graphic may be installed at any time as budget, space, and codes allow. The lifetime of a banner of this type is six months to a year, though code may limit the amount of time it can be installed.

As a billboard design the graphic can be installed at any time that budget permits.

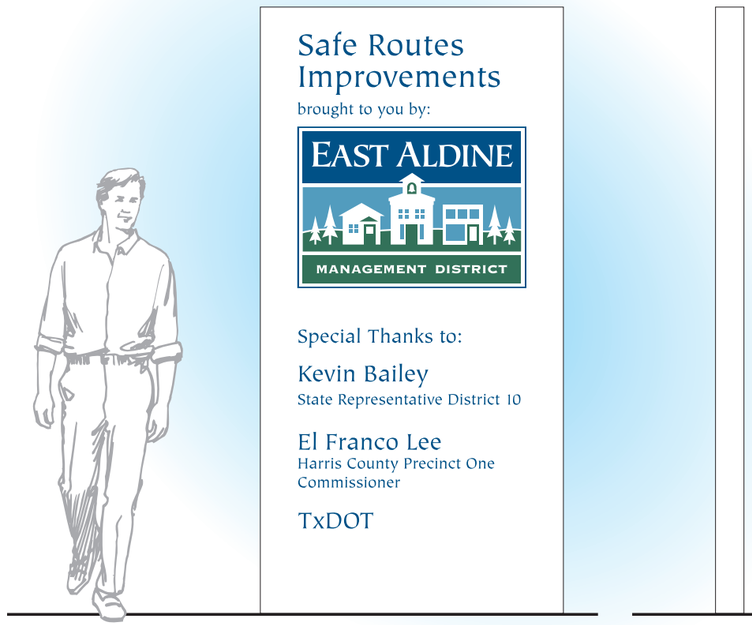
Note: The photographs shown in this design layout are for concept only and are not intended to be reproduced for final artwork. These are stock photos and usage rights must be purchased or other photographs substituted for the final artwork production.

Temporary Construction Signs

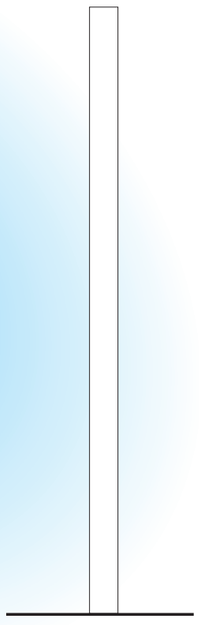
Temporary construction signs are inexpensive signs that help create awareness and excitement about upcoming improvements. Additionally, they reinforce the East Aldine community identity, as well as bring attention to the efforts and visible successes of the Management District.

Short-Term/Long-Term Options

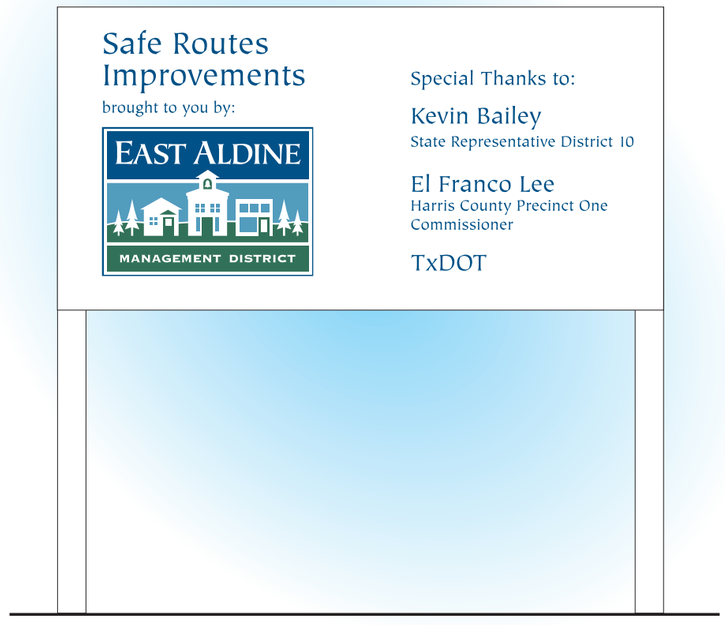
The individual construction signs are intended to be temporary and have an anticipated lifetime of a year and possibly longer. They may be deployed at any time during the overall implementation of the Master Plan.



1 **Construction Sign (Temporary): Front Elevation**
Scale : 1/2"= 1'-0"



2 **Side View**
Scale : 1/2"= 1'-0"



3 **Construction Sign (Temporary): Front Elevation**
Scale : 1/2"= 1'-0"

Keep East Aldine Green Signs

These signs are intended to inspire civic pride and encourage residents and visitors alike to keep East Aldine green and litter-free. The simple construction of these signs makes them affordable and practical for use in large quantities.

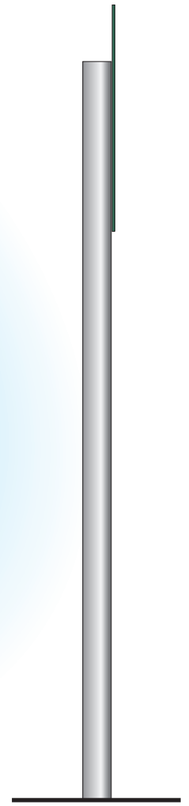
These signs will be most effective in public areas near schools and businesses where they will be most visible and which tend to be “problem areas” for litter. Additionally, they may be placed in parks and playgrounds to remind visitors to dispose of their trash appropriately. Their use in residential areas may also encourage landscaping improvements.

Panels may also be provided to or sold to business owners that want to display them in their shop windows. The design could also be adapted to a banner for a campaign.

Short-Term/Long-Term Options

These signs may be implemented at any time as budget, space, and relevant agency approval permit.

1 | Aldine Green Sign: Front Elevation
Scale : 3/4"= 1'-0"



2 | Side View
Scale : 3/4"= 1'-0"

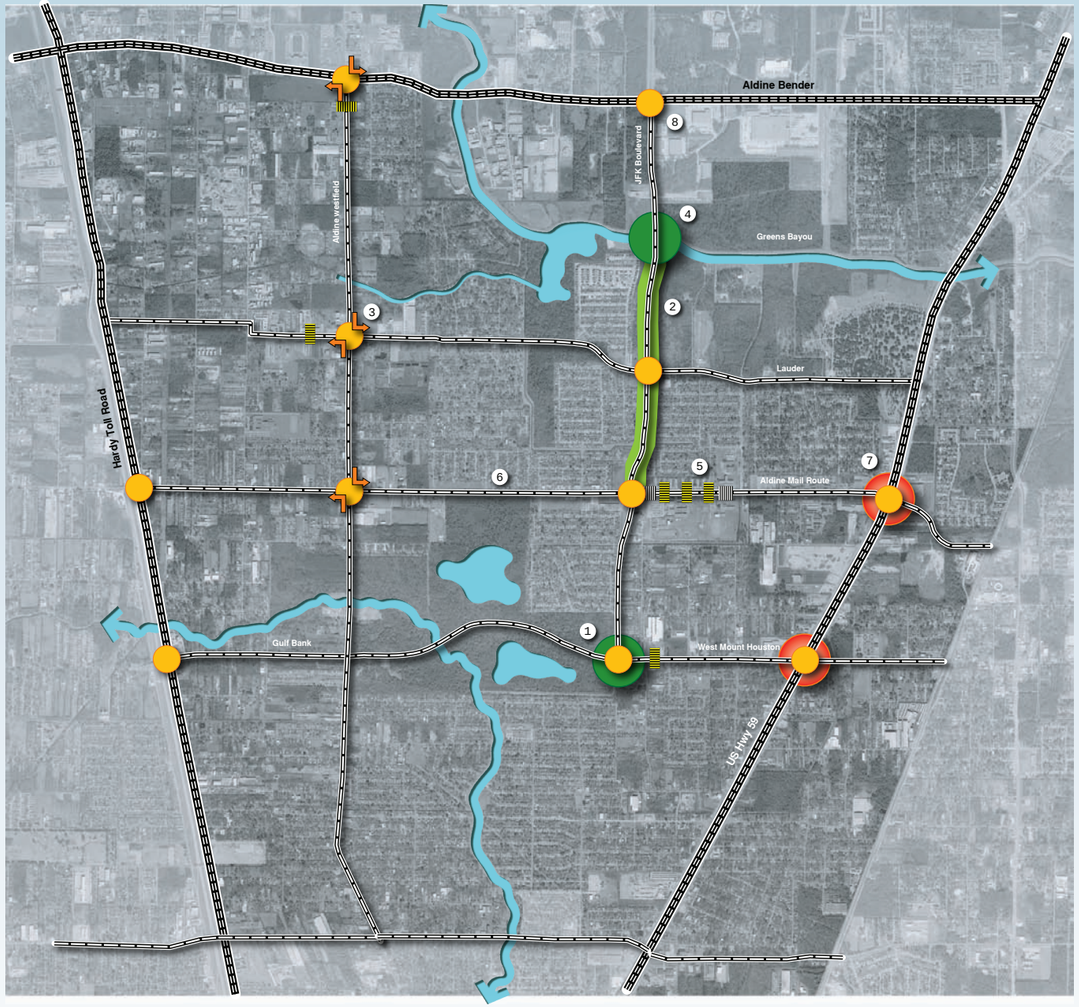
3 | Enlarged for Detail
Scale : 1 1/2"= 1'-0"

Potential Immediate Impact Projects

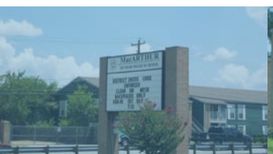
Impact projects represent a list of select transportation, signage and landscaping improvements designed to have an immediate and lasting impact on the community. Projects were recommended based upon the ability to complete approximately $2.5 million in improvements over the near term.

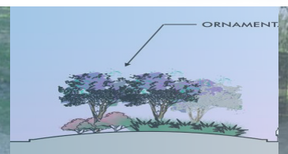
Proposed projects are intended to take advantage of plans and schedules for roadway improvements throughout Aldine, thereby reducing the cost to the District and offering greater influence in design. For this reason, projects along roads such as Aldine Mail Route were initially excluded.

Figure 6-1: Potential Immediate Impact Projects



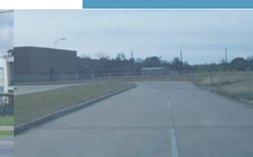
1. Keith Wiess Park Gateway: $950K*
   * ROW costs are only an estimate and may be higher
2. JFK Boulevard "Softscape": $800K*
   * From Greens Bayou to Aldine Mail Route and does NOT include hardscape improvements
3. Aldine Westfield Left Turn Lanes: $270K
4. JFK Blvd/Greens Bayou Gateway: $250K
5. Crosswalks and Rumble Strips: $50K
6. Banners & "Keep Aldine Clean" Signs: $90K
7. Freeway Column Banners & Entry Signs: $65K*
   * Entry signs only along Aldine Mail Route (both feeder lanes of U.S. 59)
8. Street Signs at Primary Intersections: $25K







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