



NOTICE OF A MEETING

(In compliance with Sec. 551.041, Et. Seq., Tex. Gov't. Code)

Notice is hereby given of a Regular Meeting of the Comprehensive Plan Update Committee of the City of Jersey Village to be held on Tuesday, February 11, 2025, at 6:00 p.m. in the Municipal Meeting Room, 16327 Lakeview Drive, Jersey Village, TX 77040. All agenda items are subject to action. The Committee reserves the right to meet in closed session on any agenda item should the need arise and if applicable pursuant to authorization by Title 5, Chapter 551, of the Texas Government Code.

A quorum of the City of Jersey Village City Council may be in attendance at this meeting.

ITEM(S) to be discussed/acted upon by the Committee are listed on the attached agenda.

AGENDA

A. Open Meeting. Call the meeting to order and declare a quorum present. *Austin Bleess, City Manager*

B. Designate alternate members to serve in place of any absent Committee Members. *Austin Bleess, City Manager*

C. CITIZENS' COMMENTS

Any person who desires to address this Committee regarding an item on the agenda will be heard at this time. In compliance with the Texas Open Meetings Act, unless the subject matter of the comment is on the agenda, the City staff and Committee Members are not allowed to discuss the subject. Each person is limited to five (5) minutes for comments.

D. Discuss and take appropriate action on the minutes from the November 18, 2024 Comprehensive Plan Update Committee Meeting. *Austin Bleess, City Manager*

E. Discuss and take appropriate action regarding the creation of a City Comprehensive Plan in order to recommend changes to the planning and zoning commission in accordance with Section 14-23(d)(4) of the Code of Ordinances. *Austin Bleess, City Manager*

F. Set Date/Time for Future Meetings. *Austin Bleess, City Manager*

G. Adjourn.

CERTIFICATION

I, the undersigned authority, do hereby certify in accordance with the Texas Open Meeting Act, the Agenda is posted for public information, at all times, for at least 72 hours preceding the scheduled time of the meeting on the bulletin board located at City Hall, 16327 Lakeview, Jersey Village, TX 77040, a place convenient and readily accessible to the general public at all times, and said Notice was posted on the following date and time: February 5, 2025 at 5:00 p.m. and remained so posted until said meeting was convened.



Austin Bleess
City Manager

In compliance with the Americans with Disabilities Act, the City of Jersey Village will provide for reasonable accommodations for persons attending City Council meetings. Request for accommodations must be made to the City Secretary by calling 713 466-2102 forty-eight (48) hours prior to the meetings. Agendas are posted on the Internet Website at www.jerseyvillagetx.com

"Pursuant to Section 30.06, Penal Code (trespass by license holder with a concealed handgun), a person licensed under Subchapter H, Chapter 411, Government Code (handgun licensing law), may not enter this property with a concealed handgun."

"Pursuant to Section 30.07, Penal Code (trespass by license holder with an openly carried handgun), a person licensed under Subchapter H, Chapter 411, Government Code (handgun licensing law), may not enter this property with a handgun that is carried openly." posted on the Internet Website at <http://www.jerseyvillagetx.com/>



Comprehensive Plan Update Committee Meeting Minutes

Minutes of the Regular Meeting of the Comprehensive Plan Update Committee of the City of Jersey Village held on Monday, November 18, 2024, at 6:00 p.m. in the Municipal Meeting Room, 16327 Lakeview Drive, Jersey Village, TX 77040.

- A. Call the meeting to order and the roll of appointed officers will be taken. The following members were present:

Geoff Butler	Regular Member, Place 1
Tom Eustace	Regular Member, Place 2
Lynne Singleton	Regular Member, Place 3
Joseph J. Paul	Regular Member, Place 4
Nestor Mena	Regular Member, Place 5
Eric Henao, Chair	Regular Member, Place 6

Gregory J. Nash	Alternate Member 1
Steven Gill	Alternate Member 2

The following members were absent:

David L. Lock	Regular Member, Place 7
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Mr. Gill was seated as a regular member for this meeting.

- B. Designate alternate members to serve in place of any absent Committee Members. Steven Gill was seated.

C. CITIZENS' COMMENTS

Any person who desires to address this Committee regarding an item on the agenda will be heard at this time. In compliance with the Texas Open Meetings Act, unless the subject matter of the comment is on the agenda, the City staff and Committee Members are not allowed to discuss the subject. Each person is limited to five (5) minutes for comments.

No citizens made comments.

D. Approval of Minutes

The minutes of the September 30, 2024 meeting were approved on a motion by Lynne Singleton and a second by Nestor Mena. The motion was unanimously approved.

- E. Discussion was held about the creation of the comprehensive plan. Topics discussed include the future meeting schedule, stakeholder outreach update with data received so far, and the community history and priorities. The committee also did interactive exercises regarding developable land and land use.

F. Set Date/Time for Future Meetings.

Consensus was to have the next meeting on February 10th, 2025 at 6pm.

Geoff Butler moved to approve the meeting date, Tom Eustace Seconded. The motion was passed unanimously.

G. Adjourn. Motion by Lynne Singleton, seconded by Geoff Butler. The motion passed unanimously. Meeting adjourned at 8:17pm

CERTIFICATION



/s/Miesha Johnson
Community Development Manager

**COMPREHENSIVE PLANNING UPDATE COMMITTEE
CITY OF JERSEY VILLAGE, TEXAS
AGENDA REQUEST**

AGENDA DATE: February 11, 2025

AGENDA ITEM: D

AGENDA SUBJECT: Discuss and take appropriate action regarding the creation of a City Comprehensive Plan in order to recommend changes to the planning and zoning commission in accordance with Section 14-23(d)(4) of the Code of Ordinances.

Department/Prepared By: Austin Bleess, City Manager **Date Submitted:** February 4, 2025

EXHIBITS: Draft Economic Development Opportunities Memorandum
Survey Summary
Draft Comprehensive Plan Outline

BACKGROUND INFORMATION:

Under this item we will discuss the following items with the committee and the consultant.

- **Project Status Review (5 minutes)**
 - Overview of project timeline, deliverables, and status
- **Draft Comprehensive Plan Outline and Economic Development Opportunities (15 minutes)**
 - Review and discuss Draft Comprehensive Plan Outline
 - Draft Economic Development Opportunities Memorandum
- **Stakeholder Outreach (10 minutes)**
 - Confirm identified stakeholders
 - Stakeholder outreach strategy
 - Discussion on stakeholder strategy and the stakeholder workshop
- **Data Collection Review (10 minutes)**
 - Survey summary
 - Discuss data needs and priorities
- **Interactive Exercises Goal Setting and Visioning (45 minutes)**
 - Visioning exercises, discussions, and developing consensus on a shared vision
 - Draft goals, objectives, and policies exercise and discussion
- **Public Meeting #1 (5 minutes)**
 - Discuss goals for Public Meeting #1 – Existing Conditions & Visioning and Goals Workshop
- **Next Steps (5 minutes)**
 - Schedule the first public meeting with the community (outline objectives and priorities)
 - Confirm stakeholders and implement engagement strategy
 - Develop Existing Conditions Analysis report

RECOMMENDED ACTION:

There is no action required on this item.

MOTION: There is no action required on this item.

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DRAFT

Jersey Village Comprehensive Plan Outline

Chapter 1: Introduction

Purpose

- An overview of what a comprehensive plan is, how it will impact Jersey Village, and why a comprehensive plan is necessary planning for the future.
- Detailing why Jersey Village is updating its comprehensive Plan – Post Covid data, Ongoing planning efforts, Hazard Mitigation
- Summary of the GLO's Community Block Grant-Mitigation Resilient Communities Program

Historical Context

- Provide a brief historical context of Jersey Village to establish a baseline of understandings to build on for planning and economic development.

Planning Context

- Overview of existing Plans
- Regional planning context (Harris County regional efforts)
- Hazard mitigation Context - Primary challenges
- How this plan will consider previous planning along with regional planning

Planning Process

- Share a timeline of activities for the Comprehensive Plan, Economic Development Plan.
- Describes each phase of the planning process including community engagement opportunities and intended outcomes.

Community Engagement Strategy

- Provide an overview with details on how the plan will incorporate community input.

Role of Committees, elected officials, and Municipal Staff

- Describe the roles for public serving committees, officials, and staff.
- Describe how this plan will be championed to facilitate implementation.

Public Involvement

- Clearly identify opportunities for public input and the ongoing nature of community engagement throughout the planning process.

Document Structure

- Walk through the structure of the document to clearly identify sections of the document, community engagement, recommendations and where the visioning process impacts the Plan

Chapter 2: Envisioning Jersey Village

Introducing the Visioning Process

- Describe what the Visioning Process is detailing the vision statement, Goals, and Objectives and how they impact the comprehensive plan.

Vision Statement

- Clearly detail the vision statement and how this vision was consensus lead through an iterative process.

Goals & Objectives

- Clearly detail the Goals and objectives (For each section of the plan; ie. Land use, economic development)

Chapter 3: Jersey Village Today

Existing Challenges

- Highlight the priority challenges identified through the existing conditions analysis

Current Identity

- Detail current demographic & population data; Identifying trends, challenges and opportunities.
- Detail wayfinding and branding efforts

Current Zoning

- Detail the existing zoning map and ordinance and how it impacts the built environment, economic development, community character and future development

Existing Housing

- Describe the composition of the existing housing stock and the ongoing challenges of housing within Jersey Village

Current Mobility Network

- Detail and describe the current transportation network, safety concerns, traffic flow issues, and potential opportunities to improve flow, safety and access.

Current Natural Hazards

- Describe the threat of natural hazards within the region and how they impact Jersey Village and what can be done about it.

Existing Green Infrastructure & Parks

- Detail the existing green infrastructure and composition of parks and green space within Jersey Village

Existing Economic Mix

- Detail the current industry mix within commercial and industrial areas of Jersey Village.
- Identify opportunities to foster economic growth, support existing business and promote workforce development.

Chapter 4: Jersey Village 2035

Community Character & Identity

- Identify opportunities to create new landmarks or support places community members see as integral to Jersey Village
- Emphasize where people come together to gather and celebrate and historical places

Growth Management & Future Land Use

- Identify a growth strategy; explain how this strategy will support Jersey Village into the future
- Develop a Future Land Use Strategy

Livable Neighborhoods & Housing

- Identify opportunities to diversify the housing mix and create neighborhoods where people want to live

Hazard Mitigation & Risk Reduction

- Identify Opportunities to reduce risk against natural hazards

Access to Recreation and Green Space

- Develop a plan to promote access to recreation opportunities and green space
- Describe coordination efforts to develop new green spaces within the community

Mobility and Safety

- Promote opportunities to enhance mobility for all transportation types
- Develop opportunities to improve safety within the road network

Doing Business in Jersey Village 2035

- Develop a plan to leverage growth and economic opportunities to support existing businesses and new industries.

Municipal Facilities & Utilities

- Develop a plan to improve municipal facilities and prioritize infrastructure projects that modernize existing utilities and expand capacity where necessary.

Chapter 5: Journey to 2035

Plan ownership

- Detail the owners of the plan and how the plan will be carried out through the municipality.

Prioritization

- Determine a prioritization method for projects and recommendations

Implementation Matrix

- Develop an implementation matrix reflecting the prioritization of projects and a phasing approach towards implementation. (Short, medium and long term)

DRAFT

For a city of its size, Jersey Village (“City”) boasts an unusual variety of economic opportunities which could be leveraged. With an appropriate strategy, the community could support a wider variety of businesses, ranging from small-scale new entrepreneurs to large, tax- and job-generating employers. This memorandum is intended to begin identifying how commercial districts can be best leveraged to offer opportunities to enhance the City’s fiscal sustainability, support business development on all scales, and improve citizens’ quality of life.

These initial findings represent *current* impressions, based on exploration of the City and conversations with stakeholders; it will be modified based on additional information, feedback, and on-site observations. As this information is honed, our team will conduct more detailed assessments and interviews in order to recommend both broad policies and site-specific recommendations.

Traditional economic development strategies are often compared to hunting; the goal is to recruit large companies from the outside, often with little regard for existing business culture, local small business owners, and overall quality of life. This assessment is intended to be the first step in a tailored, balanced economic development strategy, which could be compared to a hunting/ farming/ gathering approach. The recommendations will acknowledge the need to attract industrial employers or large “big box” retail companies where appropriate. Although they will also support small to medium-sized businesses, and the overall quality of life which will keep people and businesses in Jersey Village.

Broad Current Conditions

Jersey Village boasts several commercial districts, with a variety of amenities which benefit both city residents and those from neighboring communities. Jersey Village’s location within the Houston Metropolitan area offers access to employment, educational, and entertainment opportunities. Peak-hour park-and-ride transit service to Downtown Houston enables easy access one of the nation’s fastest growing cities. In the heart of Jersey Village is the well-regarded 18-hole Jersey Meadow Golf Course, which also includes a Convention Center Auditorium (capacity 200), a Greenside Patio (capacity 45), and a Virtual Meadow.

The City has also made many investments in local quality of life. Examples can be seen in Jersey Village’s many parks and trails, ranging from numerous well-apportioned micro parks to larger ones such as the 41-acre Jersey Meadow Trail and Dog Park. There has also been significant focus on other forms of “placemaking,” including gateway monuments and signage. Overall, the City has developed a unique identity which significantly enhances its reputation and appeal.

District-Specific Opportunities

To create plans that will support the next level of excellence, it is helpful to divide Jersey Village into multiple commercial and civic areas and begin to assess the potential for each. At present, the City has neither a downtown nor any other clear “center.” Rather, it has various smaller hubs, each with its own characteristics and opportunities. Based on our initial research, we believe each one is worthy of separate consideration. Once this is established, it can be integrated into a broader economic development strategy. Our team has impressions of several areas:

Senate Avenue at 290

While the commercial uses on Senate are currently limited, they include some of the most beloved businesses in town, including Senate Avenue Brewing Company, Mr. Donut and Kolache, and Little Kitchen HTX. Furthermore, multiple citizens informed our team that they regularly walk to these establishments from nearby residential neighborhoods.

Vacant parcels and buildings in the area offer opportunities for new development. For example, the former gas station at US-290 has been vacant and in disrepair for approximately 10 years and was determined to be a dangerous structure. The current property owner is fixing it and hopes to lease it out in the near future. Other large parcels are currently vacant and reflect prime opportunities for redevelopment.

In our team’s view, this pocket represents the best opportunity area for a community commercial hub to serve the single-family area of the City. In addition to these redevelopment opportunities, current office uses may also offer opportunities for neighborhood-oriented businesses. This offers potential for a variety of entertainment uses and “Third Places” (*note: a Third Place is a common location, such as a coffeehouse or pub, which serves as a “home away from home” and supports socialization and lingering*). It may be desirable to ensure that some of the uses are family friendly (e.g. skating rinks) to avoid the development of a bar and nightlife cluster.

Civic Core (Current City Hall/Church at Jersey Village area)

The current City Hall includes a Civic Center, including a 500-capacity auditorium, and is widely used by the public. Combined with the police and fire departments, this area constitutes a Civic core for the community.

This core will be expanded to the west based on current plans. The City is planning to move operations to the current Church at Jersey Village - six buildings totaling approximately 54,000 square feet. The current and future City Hall are massive opportunities for both civic and commercial uses. Several citizens, for example, expressed strong support for a library at that location. While the City has hired a consultant to do space planning for the area, our team will also make supplementary recommendations based on our outreach and overall findings. It should be noted that the Civic Core area includes the half-acre DeLozier Park, which would benefit from development and enhance the overall importance of this district.

Northwest Village Shopping Center

Currently, the Northwest Village Shopping Center is the main commercial area of Jersey Village. While it is mostly developed, site-specific strategies would help address existing vacancies and bring activities to parts of the parking lots. Depending on further discussions, our team may apply case studies from other suburban strip shopping centers in Texas, which may include creative reuse of vacant storefronts, reprogramming of parking areas as gathering spaces, or temporary “pop-up” use of commercial spaces.

Previous Village Center

The previously planned village center is a 45-acre planned development site which was envisioned to serve as the “mixed-use core.” However, the property is now slated to be sold and is being rezoned. It is likely to become industrial. Gaining an understanding of the likely capacity as well as the relationship with adjacent industrial uses in the ETJ (see notes below), will be key to assessing opportunities and likely development impacts of this area.

Jones Road Corridor

The Jones Road Corridor includes some of the City’s most popular businesses, including the TWO90 Food Court and the Cuppo Coffee & Tea. It also includes multiple vacant parcels, and re-developable sites such as the Former BreWingZ (8125 Jones). Filling in this corridor with active uses could reinforce it as the primary gateway to the City. In addition, it can help to provide amenities for the multi-family housing residents (*note*: 48% of Jersey Village residents are renters).

Big Box Retail Area (NW of town)

The Northwestern part of town along the I-290 Corridor includes a Sam’s Club and other large-scale retail. In addition, it is also dominated by auto retail, which does little to improve the quality of life while also providing relatively limited economic value directly to the City, compared to other retail uses (based on our current understanding of the tax code and the City budget). Some vacant lots may offer strong opportunities for sales and property tax.

One specific opportunity is to build on one of the Park and Ride lots, which are both underutilized and well-located. Developments may range from mixed-use projects which would help to support transit use to other large footprint retailers which could benefit from the proximity to Sams Club and US 290. Specific recommendations can be made through this planning process, depending on stakeholder priorities.

However, the Joint Development Project Manager for METRO (who is in charge of developing on station sites) informed our team that current METRO policy may make it difficult to develop on the site and could require a focused strategy.

Industrial Area (southeast)

There is a small industrial area (45 acres) in the southeast corner of the City. Further assessments, which may include interviews with manufacturing firms, will be needed to understand vacancies, challenges, and economic opportunities.

Office Clusters

There are two office clusters, one west of the Civic Core and one west of Senate near 290. While office uses are currently particularly challenged, the small scale may help to mitigate risks. A vacancy assessment will help to determine opportunities, which may include creative uses such as coworking or other shared office spaces.

Extra-Territorial Jurisdiction (ETJ)

The ETJ is an area outside of the City's boundaries, for which the City only has very limited jurisdiction. In the case of Jersey Village, most of the surrounding area is associated with different cities. However, there is a 704-acre area southwest of I-290. Jersey Village may consider pursuing annexation to add it to the City.

At 704 acres, it would constitute nearly one-quarter of the City if annexed. Overall, the character is markedly different from the rest of Jersey Village and is dominated by light industrial and retail uses with a large number of vacant lots. With a creative approach, it could be a strong economic and cultural asset for the City. By looking at potential strategies and the barrier to annexing this land, the City may assess whether pursuing annexation might be in its best interests.

Conclusion

This assessment provides an informed initial overview of the current conditions and broad opportunities, based on our current knowledge. However, we will need local perspectives to ensure that these impressions are on the right track, as well as specific data related to vacancy, rental costs, etc. Additionally, our team will need to work with stakeholders to establish goals and objectives. Once this is done, our team will get into more detail and recommend specific policies, including partnerships, funding sources, action steps, and timelines.



Journey to 2035 Community Input Survey

As a part of the initial stages of the Journey to 2035 Comprehensive Plan, an online survey was utilized to gather public input regarding the development of Jersey Village. This opportunity to submit feedback is critical in understanding the vision that residents have for Jersey Village and in structuring the goals for the Journey to 2035 Comprehensive Plan.

Survey Period

- October 29, 2024, through December 16, 2024

Number of Questions

- 35

Number of Responses

- Total responses: 375
- Complete responses: 259

Collection Methods

All survey responses in this summary were collected through the Project Website.

Summary and Key Findings

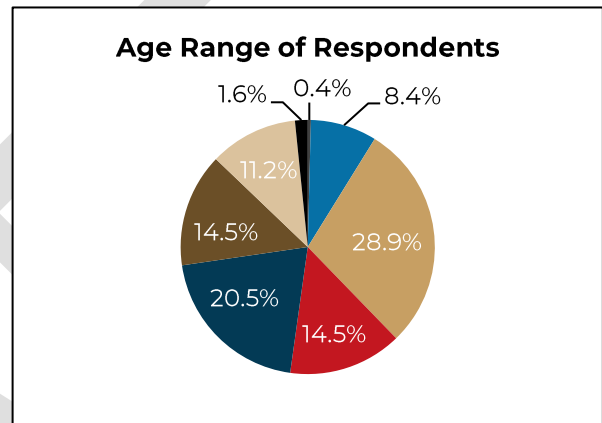
Before taking the survey, respondents were required to provide their name, address, and zip code to ensure that the feedback analyzed portrayed the sentiment of residents within the community itself. All 259 complete survey responses were from individuals who indicated that indeed lived in Jersey Village.

Demographic Information

Survey responses were provided from a wide range of age groups, though the largest concentration of respondents is middle aged (34 – 64). Most respondents identify as female (63%).

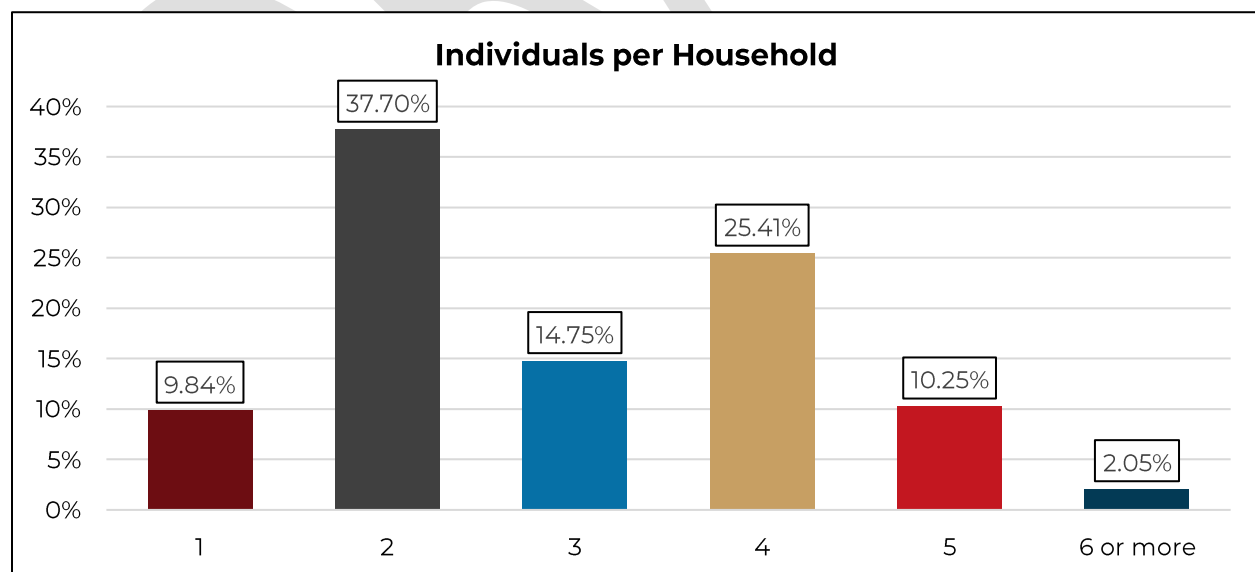
Age Range of Respondents:

- **Under 18 (0%)**
- **18 – 24 (0.4%)**
- **25 – 34 (8.4%)**
- **35 – 44 (28.9%)**
- **45 – 54 (14.5%)**
- **55 – 64 (20.5%)**
- **65 – 74 (14.5%)**
- **75 or older (11.2%)**
- **Prefer not to say (1.6%)**



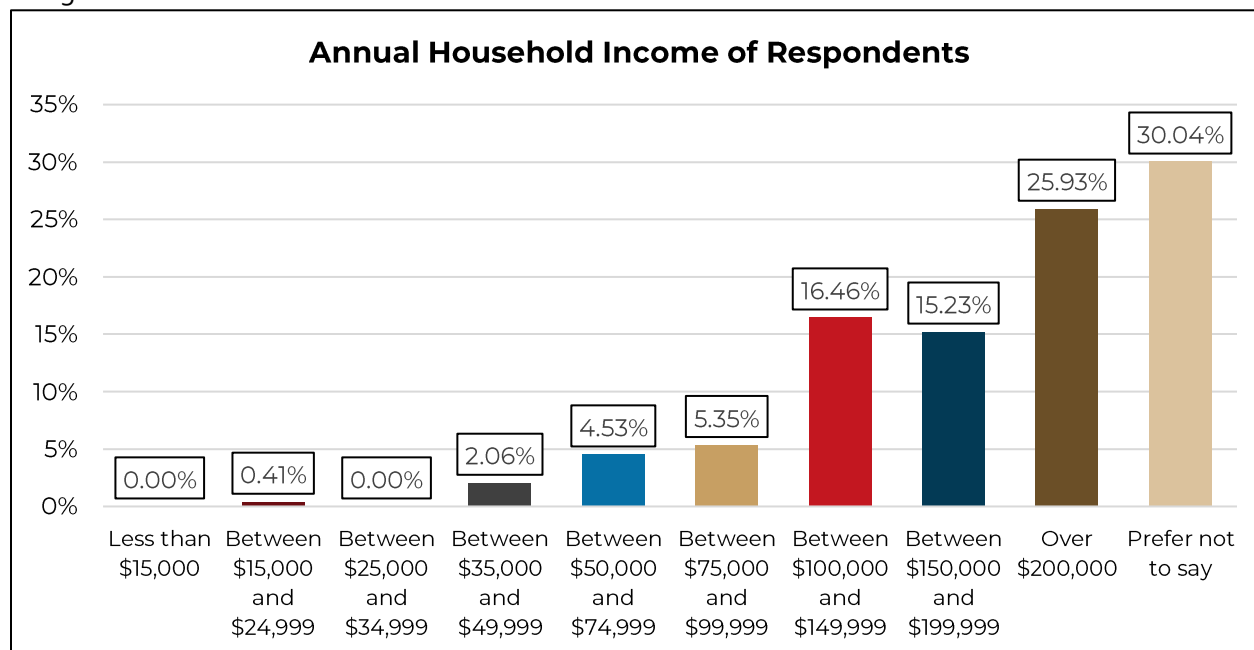
Household Characteristics

Most survey respondents described their household as a couple with children (47.6%). 6.5% of respondents are single, 20.3% are couples with no children, 2.9% are single parents with children, and 18.3% of respondents are retired. Of those who opted to specify the description of their household, 72.8% of respondents were couples with older children who no longer live at home or deemed to be “empty nesters.” Households represented in the survey largely consisted of 2 – 5 individuals.



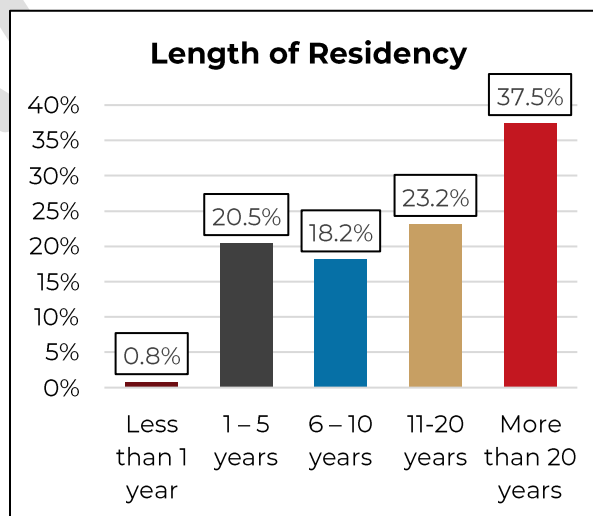
Household Income

Annual household incomes of respondents predominantly range from \$100,000 to over \$200,000 (57.62%), with the largest group earning over \$200,000. These responses reflect greater concentrations of earnings in the upper-income brackets. There are no responses from residents who identified a household income of less than \$15,000. However, almost a third of all respondents chose to not disclose their earnings (30.04%) which may distort an accurate profile of the annual incomes of households in Jersey Village.



Length of Residency

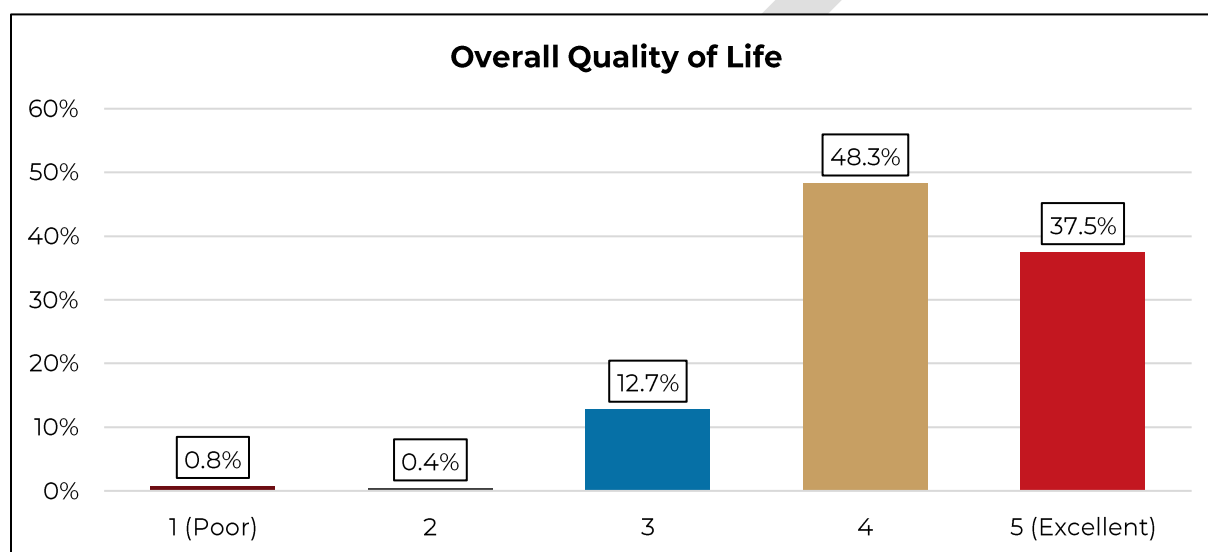
The largest group of respondents have lived in Jersey Village for more than 20 years (37.5%), followed by 23.2% of respondents having lived in the city between 11 – 20 years. Well over a majority of respondents have called Jersey Village their home for at least a decade, highlighting their commitment to the city and speaking to the strength of Jersey Village's community.



Community Perceptions

Quality of Life

Overall, responses suggest a generally positive perception of the quality of life in Jersey Village. When asked to rate the overall quality of life between 1 and 5, with 1 indicating “poor” and 5 indicating “excellent”, responses concluded a weighted average rating of 4.22. A further breakdown of responses highlights that 0.8% of respondents valued the quality of life as 1 or “poor,” 0.4% valued it at 2, 12.7% valued it at 3, 48.3% valued it at 4, and 37.5% valued it at 5 or “excellent”. An overwhelming majority of responses are concentrated within a 4 or 5 rating, suggesting that respondents find the overall quality of life in Jersey Village satisfactory.



Positive Features of Jersey Village

An open-ended survey question allowed participants to comment on what they valued or liked most about Jersey Village. The emerging themes from these responses are as follows:

- **Safety and Security (dominant theme).** Jersey Village residents express great satisfaction with the responsiveness and dedication of Jersey Village’s emergency services, particularly that of the police and fire departments. Respondents also appreciated the responsiveness of the city government and attentiveness towards issues throughout the city. Feeling comfortable at night, on the nature trails, and in the neighborhoods, respondents emphasized that the safety of Jersey Village makes it a desirable place to reside.
- **Community-Oriented Culture.** From community events to connections with neighbors, respondents praised the strong community ties that are built in Jersey Village. Great rapport and support among residents have created a friendly atmosphere that many respondents highlight.
- **Small-Town Feel.** Jersey Village has been able to maintain a small-town feel despite being near a major urban area. The small-town characterization is appealing to many respondents and built through the many community events, active participation from city staff, friendliness of neighbors, and sense of belonging.
- **Location and Proximity.** Located in the Houston–Sugar Land–Baytown metropolitan area, major transportation corridors such as US Highway 290, Beltway, and FM 529, make Jersey Village an ideal

location to live, offering access to larger urban areas, such as Houston, while maintaining the city's small-town charm.

- **City Services and Amenities.** Beyond safety, residents value the city services provided, including parks, the pool, and other recreational facilities.

Challenges and Issues of Jersey Village

Respondents were also free to express issues they felt should take priority in Jersey Village. The survey allowed participants to select up to three priority items and specify their own if an issue was not listed.

Flooding and stormwater management, safety and crime prevention, and traffic and road conditions were the most important issues that respondents felt should be focused upon. Housing affordability, on the other hand, was the least selected issue within the city.

The "Other" responses provide valuable qualitative insights into specific concerns not captured by the main categories. Recurring themes include:

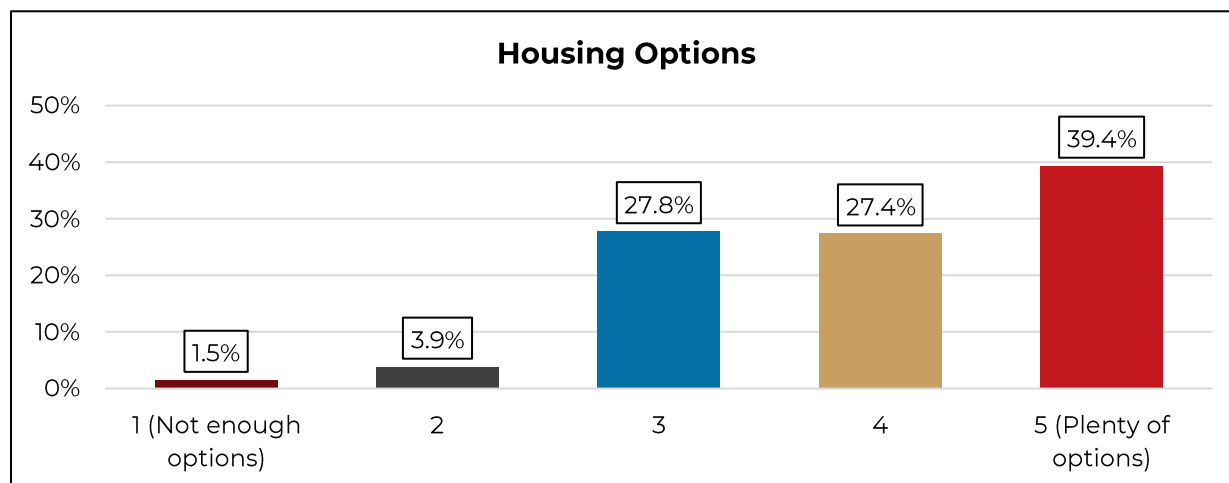
- **Community Pool.** A significant number of respondents mention the desire for a new or improved community swimming pool. While "Parks and Recreation" was selected by a substantial number of respondents, the pool is a particularly salient issue.
- **Infrastructure and Development.** Several responses mention infrastructure needs beyond water/wastewater, including transportation corridors and better roadway connectivity—especially across the golf course—and the expansion of grocery, entertainment, and dining options. There are also comments about the aesthetics of the neighborhoods and desire for more dining and entertainment options, which relate to development.
- **Fiscal Responsibility and Taxes.** Concerns about taxes and the city's fiscal responsibility are present in several responses.
- **Schools.** The quality of local schools is mentioned by a few respondents, although education is not a direct responsibility of the city.

Housing

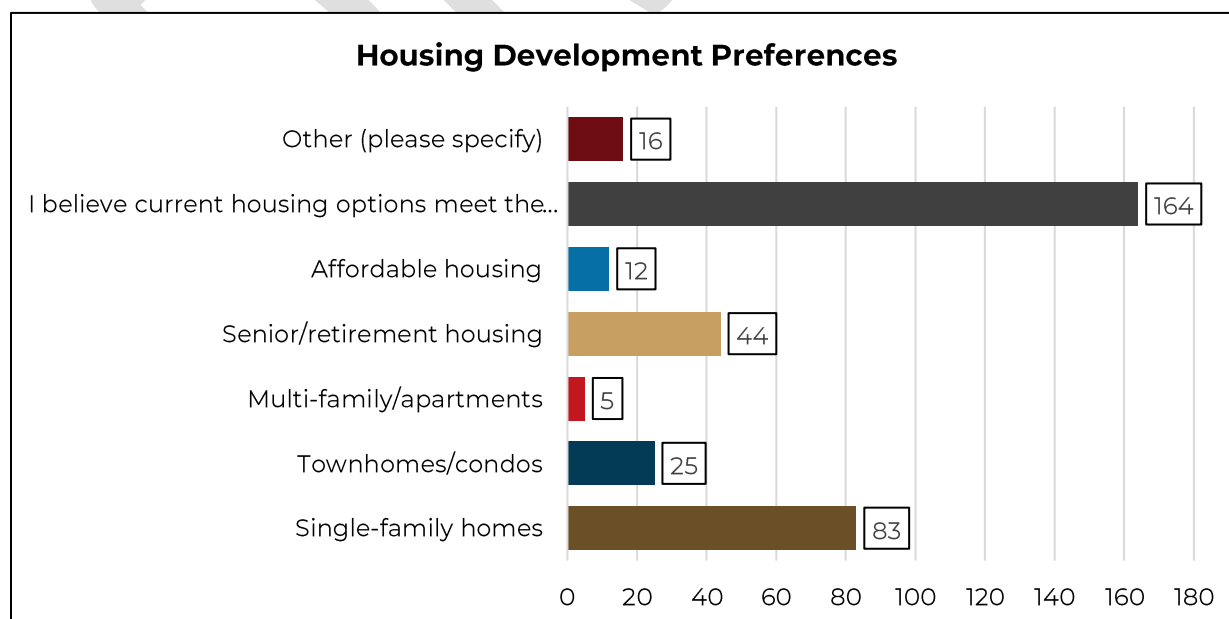
Survey respondents were asked to evaluate current housing options in Jersey Village and assess what development of future housing stock could look like. Responses suggested that many feel that Jersey Village's current housing options adequately fulfill the needs of the city.

Housing Options

When asked to rate the housing options in Jersey Village on a scale of 1 to 5, with 1 equating to “not enough options” and 5 equating to “plenty of options,” a weighted average score of 3.99 suggests that respondents generally believe that there is enough housing inventory in Jersey Village, though some expansions may be desired. When looking further into the responses, most participants selected a rating of 3 or higher (94.6%), while 5.4% of respondents felt that the current housing options are not enough to serve Jersey Village.



Many indicated that future housing developments were seen as unnecessary as current housing options meet the city's needs. Those who did select a housing option, given a variety of selections, felt that single-family housing stock should be increased in the city, followed by senior/retirement housing, townhomes, affordable housing, and multi-family housing or apartments. Those who provided additional comments provided a mix of opinions with some expressing concern over multifamily housing jeopardize the unique character is the city, others in favor of accessory dwelling units and walkable amenities, and those who feel that housing should not be a primary concern of the city.



Transportation

From a scale of 1 to 6, respondents were asked to rank various modes of transportation based on the importance of the transportation type to the participant. The most important mode of transportation for Jersey Village residents, who took the survey, is driving, followed by walking or biking, and golf cart. These results suggest Jersey Village is heavily reliant on personal vehicles, but that walking and biking are highly valued, suggesting that residents appreciate opportunities for active transportation. The transportation modes are ranked as follows based on the average score for each option:

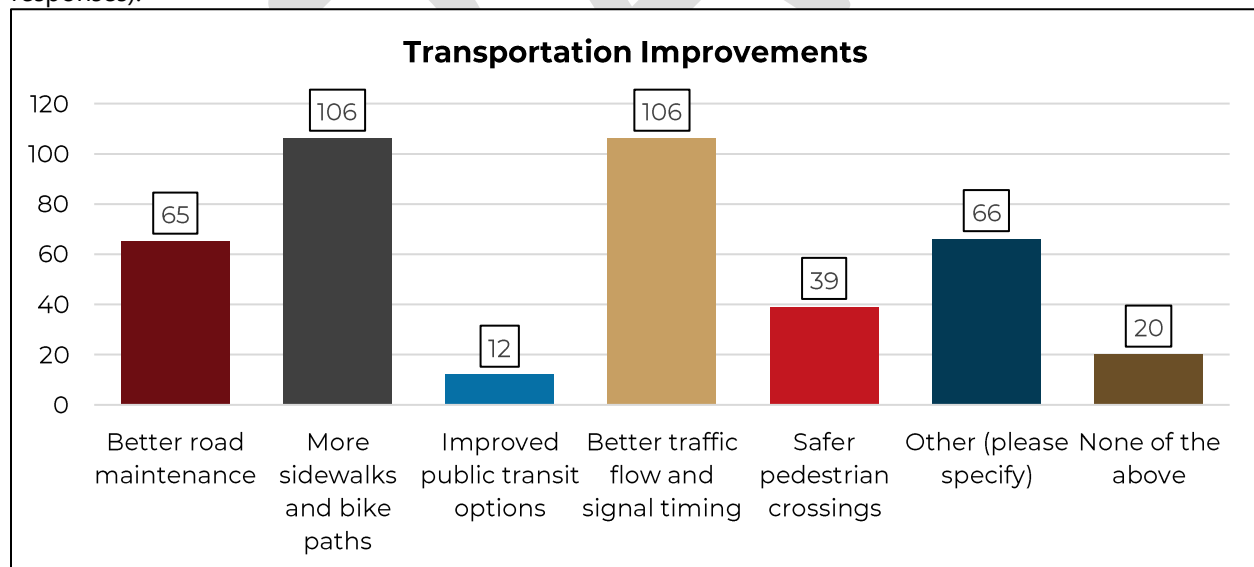
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|-----------------------------|--------------------------|
| 1) Driving (5.64) | 4) Rideshare (2.75) |
| 2) Walking or Biking (4.73) | 5) Public Transit (2.53) |
| 3) Golf Cart (3.34) | 6) Other (2.01) |

Quality of Transportation Infrastructure

The conditions of roads, streets, and sidewalks were inquired to gain an understanding of how residents perceive existing quality transportation infrastructure. Respondents offered a weighted average rating of 3.57 out of 5, where 5 is equivalent of “excellent” quality and 1 is equivalent to “poor” quality, suggesting that while infrastructure quality is generally positive, improvements can and should be made.

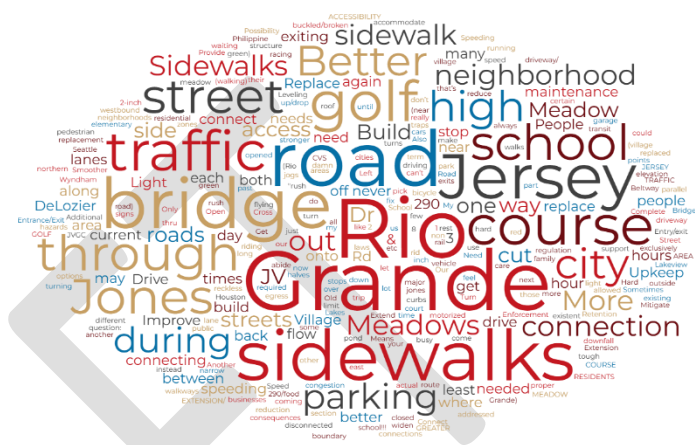
Transportation Improvements

Respondents were allowed to select up to two transportation improvements. The most popular improvements are that of more sidewalks and bike paths for pedestrians and cyclists (106 responses) and better traffic flow and signal timings (106 responses). This is followed by better road maintenance (65 responses).



Common themes were noted within respondents who chose to specify their desired improvements. The most popular responses suggested improvements to Rio Grande Street, namely an extension or connection between the Jersey Meadow Golf Course to Rio Grande Street, via a bridge. Sidewalk improvements were also listed, focusing on increasing the number of sidewalks—especially in high pedestrian traffic areas—and enhancing the quality of existing sidewalks, desiring smoothness and leveling of existing and new sidewalks.

Traffic congestion related to school drop-off and pick-up times is a significant concern among respondents, with mentions of speeding and the potential need for dedicated school access roads. As it relates to traffic congestion, respondents mention concerns about traffic flow beyond signal timing—particularly at intersections like DeLozier & Rio Grande and Village Green onto Jones. Suggested solutions include turn lanes and additional access points to major roads (Beltway 8, 290, and Jones Road).



Natural Disasters and Emergency Response

Natural Disasters

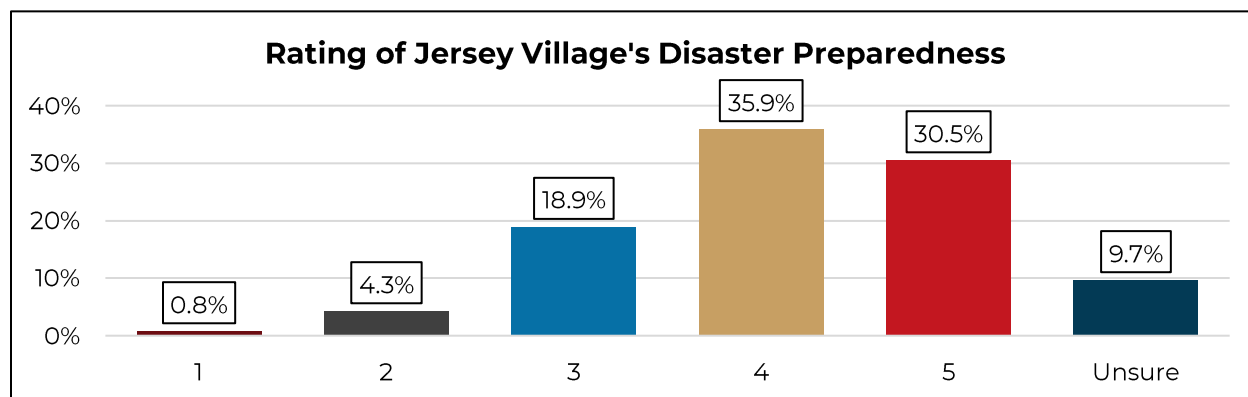
Given the geographic location of Jersey Village, the most common natural disaster hazards to Jersey Village tend to be that of flooding (75.3%) and hurricanes or coastal storms (61.78%), which is reflected in survey respondents' opinions of disaster threats to the city. Wind/tornado (30.9%), drought (29.3%), extreme heat (22.4%), winter storms (20.9%), and hail/lightning (13.5%) follow respectively. Wildfire and earthquake concerns acquired zero responses, indicating that these hazards do not concern residents. On average, respondents are moderately concerned about natural disasters impacting Jersey Village (3.54 weighted score between 1 and 5, with 1 being "not concerned at all" and 5 being "extremely concerned").

Disaster Damages

Within the past five years, 58.3% of respondents revealed that their home or business has been affected by a natural disaster, with 41.7% respondents not being affected. The monetary value of damages ranges between \$600 to \$100,000. Primarily, respondents reported damages from hail, extreme winds, freezing temperatures, and flooding, resulting in roof damage, uprooted and fallen trees, pipe bursts, power outages, leaks, fence replacements, and general foundation or property damage.

Emergency Preparedness

Many respondents share an overwhelmingly positive feedback of Jersey Village's communication and education for disaster preparedness.



Emergency Preparedness Improvements

Respondents feel that expanding the avenues of communication, when disseminating information about disasters and emergencies, would greatly improve the way that Jersey Village prepares for emergencies. Many suggested city-wide text emergency alerts, emails, or phone calls are methods of communication to consider beyond updates to the city website or social media, in the event of flooding, tornadoes, or derechos. Increasing the volume of warning sirens and greater distribution of sirens across the city is another recommendation made by respondents. More minor recommendations include improving electrical infrastructure and better flood mitigation techniques.

Parks and Recreation

Parks and Recreation Facilities Visitor Frequency

Visitation rates of parks and recreational facilities in Jersey Village vary, ranging from frequently used to never. A significant portion of respondents frequently (28.2%) and somewhat often (36.7%) utilize the city's facilities. 30.5% of survey responses note that these facilities are not used very often and 4.6% of respondents never use the city's recreational facilities. Given these results, a weighted average score of 3.97 out of 5, with 1 being "poor" and 5 being "excellent", regard favorable opinions about the availability of the city's parks and recreational opportunities, though the score leaves room to improve the availability of these facilities.

Barriers to Parks and Recreation Usage

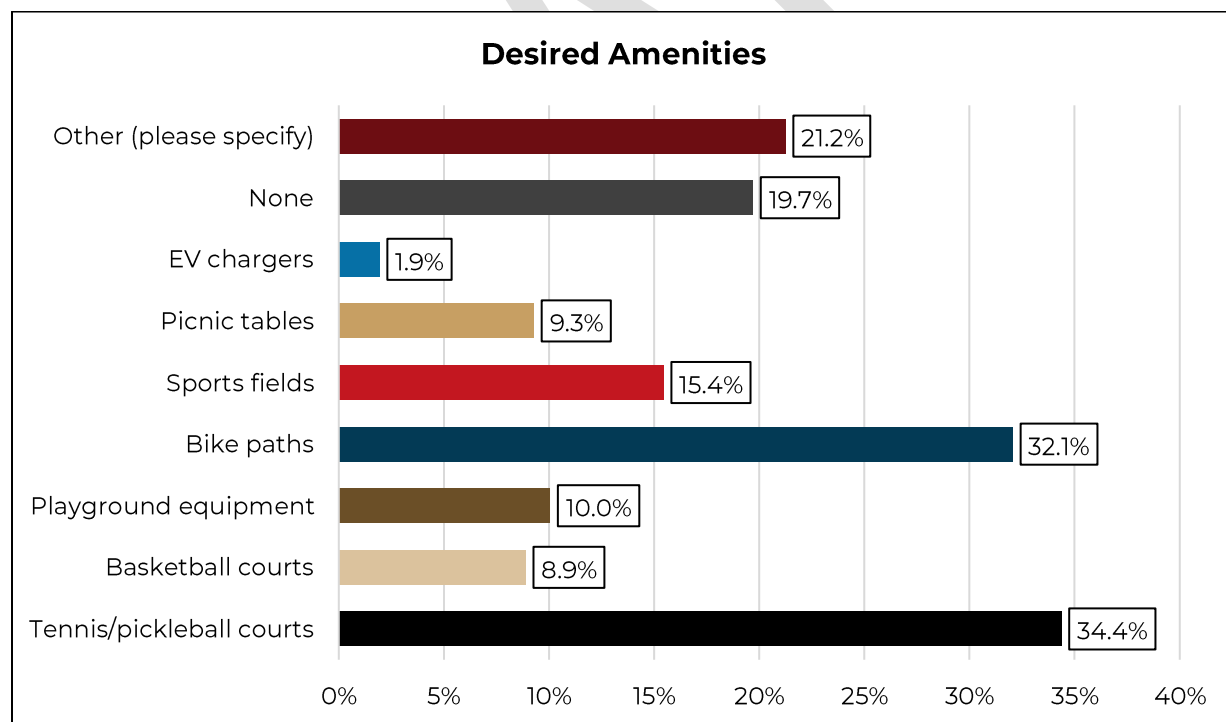
The following barriers were presented as options that may prevent survey respondents from parks and recreational facility usage:

- | | |
|---------------------------------------|----------------------------------|
| 1) None | 5) Trail Sustainability |
| 2) Limited Amenities – Weather (tied) | 6) Distance – Maintenance (tied) |
| 3) Other | 7) Crowding |
| 4) Lack of Interest | 8) Accessibility |

In analyzing the "Other" responses, valuable insights can be gleaned, including:

- **Pool Issues.** The lack of a good community pool is a major recurring complaint. Some mention the age of the existing pool and the limited time it's open.
- **Safety Concerns.** Several respondents mention safety concerns, including loose dogs, suspicious people on trails, and lack of lighting.
- **Accessibility and Connectivity.** Issues with sidewalks (especially along Jersey Meadows Dr.), the closure of the golf course bridge, and parking are mentioned as barriers to access.
- **Maintenance and Cleanliness.** Concerns about the condition of park equipment (Carol Fox Park), dirty bathrooms, and muddy grounds are raised.
- **Time Constraints.** Several residents cite time constraints due to work schedules or other commitments.
- **Teen-Specific Amenities.** A lack of amenities geared towards teenagers, such as a skate park, is mentioned.
- **Crowding.** While "Crowding" was an option in the multiple-choice section, some "Other" responses elaborate on this, mentioning that they avoid the parks when they are busy.
- **User Demographics.** Some residents mention that they no longer have children at home or that their age limits their ability to use the parks.

Desired Amenities



An additional open-ended answer option was provided to respondents who chose to specify what amenities they would like to see in Jersey Village. By far the most popular answer was a new, improved, or reopened community pool. This echoes concerns and suggestions made in previous questions. Respondents were also interested in a community gym, walking paths and wider trails, better shading mechanisms, and improved sports fields.



When asked about potential commercial and business opportunities for Jersey Village, respondents provided an array of answers. Conclusively, restaurants and cafes are the most desired in the city (83.0%). Small, local businesses follow (57.9%), trailing by retail stores and shops (47.9%), entertainment and recreational venues (42.5%), professional services (23.9%), and fast food (15.4%). Respondents seem less interested in the development of industrial or manufacturing businesses, garnering just 3.9% of all selections. Those who opted to specify boldly indicated that a larger and newer grocery store should be a priority item of the city, such as HEB, Trader Joe's, or Sprouts.

Respondents offered a range of responses when asked in an open-ended question what the city should focus on to attract new businesses. The themes of these responses are as follows:

Many survey respondents listed tax incentives as a primary strategy that the city should focus on to attract new businesses. Tax incentives would work to bring in more businesses, be it retail, dining or shopping, allowing benefits for residents as well. Respondents also suggest that the lower property tax in Jersey Village, when compared to other cities in the metropolitan area, would work as a significant advantage in garnering business.

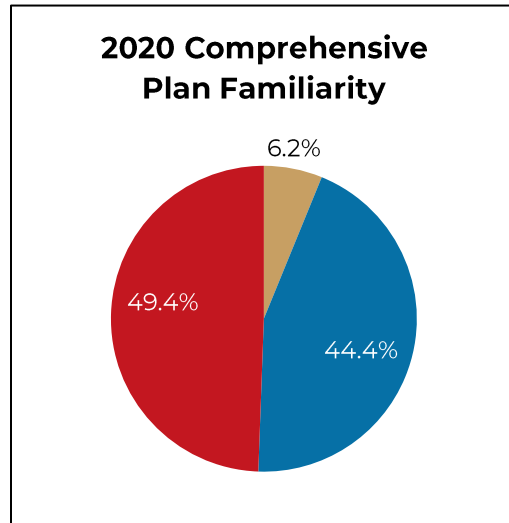
Respondents also highlight that Jersey Village's unique charm and character would be particularly appealing to businesses, and thus the city should work to play up the city's identity and character. The focus should remain on preserving and sticking to the values of Jersey Village.

The strengths of Jersey Village's safety, location, and proximity, namely three characteristics that respondents have previously deemed appealing about the city, are listed as focus areas that businesses may find desirable.

- **Quality of Life Developments**

Respondents also took the time to specify the types of businesses they would like to see in the area. Many expressed a distaste for more smoke shops in the city. Rather, “quality of life” developments, such as entertainment, dining, and shopping, are among the more popular options for residents.

2020 Comprehensive Plan



When asked about survey participants’ familiarity with the 2020 Comprehensive Plan, nearly half of all respondents expressed that they are not familiar with the plan at all.

Plan Familiarity

- **Not familiar at all (49.5%)**
- **Somewhat familiar (44.4%)**
- **Very familiar (6.2%)**

Regardless of this unfamiliarity, many indicated a belief that the city of Jersey Village has made moderate progress towards goals set in the last Comprehensive Plan, with results displaying a weighted average of 3.24 (between 1 and 5).

According to survey respondents, areas from the 2020 Comprehensive Plan that need further progress or attention include:

- **Community Pool.** Respondents show strong support for the development and upgrade of a community pool, emphasizing the desires for a new community space.
- **Parks and Recreation Facilities and Spaces.** Parks and recreational facilities are mentioned many times in respondents’ responses, expressing the need to update and expand such spaces. Some responses also show an appreciation of the use of smaller parks for community events and hope to see this continue in the future.
- **Community Aesthetics.** Complaints about signage and building vacancies and deterioration highlight a desire from the community to prioritize upkeep and general aesthetics of Jersey Village neighborhoods.
- **Infrastructure Upgrades.** Improvements to wastewater management systems, sidewalk conditions, road connectivity, and lighting were talking points among respondents. Survey participants wish to see better care and work to infrastructure in Jersey Village.
- **Flood Mitigation.** Continuing flood mitigation efforts is mentioned, with one resident raising concerns about the accuracy of FEMA maps.

Only 30.9% of survey participants opted to provide feedback for the above questions, which indicates that the mentioned areas of attention represent the opinions of less than half of all respondents.

Looking Forward

When asked about the future of Jersey Village and what respondents hoped to see, a variety of answers—representing the unique needs of residents—drew some similar themes.

- **Pool, Parks, and Recreation.** Respondents are passionate and supportive of a new or updated community pool. This was by far the most popular answer among participants. They were also interested in more amenities and activity spaces for families, park and green spaces, and a community recreation center.
- **Commercial and Retail.** Increased access to shops and improved retail spaces is also a common response from respondents, emphasizing a need for dining, entertainment, and shopping options that residents want to see in Jersey Village. A few respondents go on to say that these businesses should appeal to young families and younger individuals of the community.
- **Infrastructure.** As mentioned previously, many survey respondents wish to see continued improvements to Jersey Village's infrastructure. Especially when it comes to road and sidewalk maintenance and water or sewer management, respondents show a strong desire to improve current infrastructure conditions before starting anything new.
- **Greater Road Connectivity.** Many respondents hope to see better connectivity throughout Jersey Village. The disconnect experienced between Jones Road and the rest of the Jersey Village community, due to the golf course, has participants asking for a bridge connection between the two sides of the city or simply some other form of roadway connectivity.

Overall, respondents hope to see a future that balances growth and improvement with the preservation of the city's unique character. This is a common theme across many communities. Respondents prioritize a new pool, better connectivity, improved infrastructure, and attracting desirable businesses. They also want to see a continued focus on safety, beautification, and community engagement.

Next Steps

This data will serve as a guide throughout the planning process with additional opportunities provided for residents and stakeholders to further refine our understanding and ensure community input is fully integrated.



TECHNICAL MEMORANDUM

This technical memorandum summarizes the results of the Current Conditions Analysis for the City of Jersey Village ("City"). This analysis can be a critical tool to help guide the transportation element of the Jersey Village Comprehensive Plan. By systematically identifying and assessing the inconsistencies between current transportation services and community needs, this analysis will highlight areas requiring improvement. It provides decision-makers with a clear picture of where investments are most needed, whether in infrastructure upgrades, enhancements, or connectivity improvements—to ensure that the transportation network effectively supports the growth and vitality of Jersey Village.

SUMMARY

TJKM analyzed several key aspects of the City's transportation network, including pedestrian and bicycle infrastructure, transit options, and roadway stress levels. The study also conducted a collision analysis to identify high-risk areas and defined two potential locations that could serve as walksheds for future improvements. These efforts aim to enhance the City's transportation system by addressing accessibility, safety, and efficiency for all users.

The study revealed gaps in accessibility to key locations, notably the City's park-and-ride facility and local schools. It also found that while many intersections perform well in terms of safety and connectivity, a considerable number of local road segments do not meet the acceptable Level of Traffic Stress (LTS). This discrepancy underscores the urgent need for targeted improvements in pedestrian and bicycle infrastructure along these local roads, ensuring safer and more efficient access for all users throughout the City.

The comprehensive collision analysis for the City of Jersey Village examined crash data from 2019 to 2023. The study identified a total of 3,278 collisions over the five-year period, with an overall 8% decline in crashes between 2019 and 2023.

1.0 LEVEL OF TRAFFIC STRESS ANALYSIS

LTS is an approach that quantifies the amount of discomfort that people feel when bicycling close to traffic. It assigns a numeric stress level to roadway segments, trails and intersections based on attributes such as traffic speed, volume, number of lanes, lane blockage, on-street parking and ease of intersection crossing. The higher the level of stress, the higher the discomfort, which might imply that the bicycle infrastructure is in need of being made comfortable for all types of users. Bikeways are considered low stress when the network provides a safe and comfortable transportation experience for the bicyclists, without being extremely confident rider.

The following categories reflect the amount of stress that different types of cyclists will tolerate:

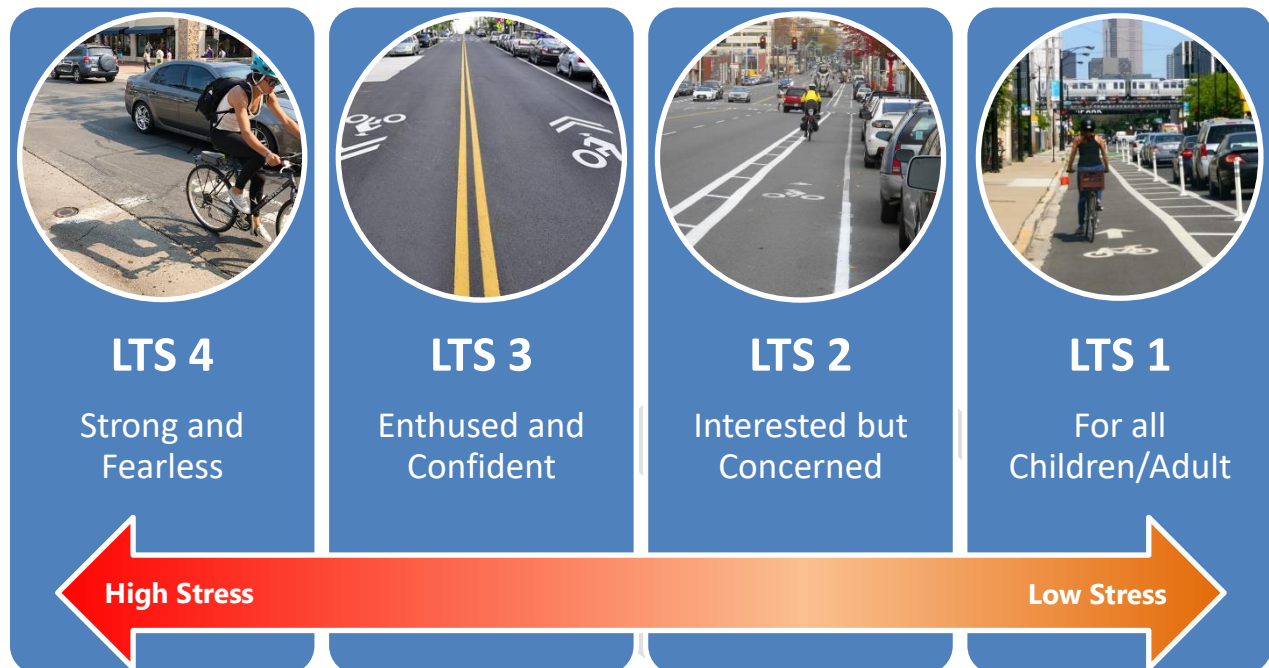
- LTS 1 – Very low traffic stress. Most children feel comfortable bicycling.
- LTS 2 – Low traffic stress. The mainstream adult population feels comfortable bicycling.

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- LTS 3 – Moderate traffic stress. Bicyclists who are considered “enthused and confident” but still prefer having their own dedicated space feel comfortable while bicycling.
- LTS 4 – High traffic stress. Only “strong and fearless” bicyclists feel comfortable while bicycling. These routes have high speed limits, multiple travel lanes, limited or non-existent bicycle lanes and signage, and large distances to cross at intersection.



LTS Methodology and Input

For this project, analysis is performed at the following levels:

- Major Roadway Segments
- Major Intersections

The LTS methodology includes the following criteria for evaluating traffic stress on roadway segments and intersections (signalized and unsignalized):

Segments:

- Speed limit or prevailing speed
- Traffic volume/Average Daily Traffic
- Presence of on-street parking
- Number of lanes per direction
- Blockage on lane

Signalized Intersections:

- Turn lane configuration
- Presence of Right-turn Lane

Unsignalized Intersections:

- Width of cross street
- Presence of median refuge

Tables 1 to 4 describes the criteria for evaluating the LTS score for Class III Bikeways (Shared Bike Route) and Class II Bike Lanes.

Table 1: Criteria for Class II Bike Lanes alongside a Parking Lane

# of Lanes	Effective Width of Travel Lane	Prevailing Speed		
		≤ 25 mph	30 mph	35 mph
1 lane per direction	15+ ft	LTS 1	LTS 2	LTS 2
	12 - 14 ft	LTS 2	LTS 2	LTS 3
2 lanes per direction	15 + ft	LTS 3	LTS 3	LTS 3
Other multi-lane roadways		LTS 3	LTS 3	LTS 3

*Source: Northeastern University, Level of Traffic Stress Criteria for Road Segments, version 2.0, June, 2017

Table 2: Criteria for Speed and Volume for Class III Bikeway Segment

# of Lanes	Effective ADT	Prevailing Speed						
		≤ 20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	≥ 50 mph
1 through lane per direction with centerline	0 - 750	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3
	751 – 1,500	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3	LTS 4
	1,501 – 3,000	LTS 2	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
	3,000 +	LTS 3	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4

*Source: Northeastern University, Level of Traffic Stress Criteria for Road Segments, version 2.0, June, 2017

Table 3: Criteria for Class III Bikeways at Intersection Approaches in the Presence of a Right Turn lane

Configuration	LTS Score
Single RT lane up to 150 ft long, starting abruptly while the bike lane continues straight; intersection angle such that turning speed is < 15 mph.	LTS ≥ 2
Single RT lane longer than 150 ft, starting abruptly while the bike lane continues straight; intersection angle such that turning speed is < 20 mph.	LTS ≥ 3
Single RT lane in which the bike lane shifts to the left, but intersection angle and curb radius are such that turning speed is < 15 mph.	LTS ≥ 3
Single RT lane with any other configuration; dual RT lanes; or RT lane plus option (thru-right) lane	LTS = 4

*Source: Transportation Research Record 2587, pp. 41 – 49

Table 4: Criteria for Unsignalized Crossings (with no median refuge)

Prevailing Speed	Width of Street Being Crossed		
	1-3 lanes	4-5 lanes	6+ lanes
Up to 25 mph	LTS 1	LTS 2	LTS 4
30 mph	LTS 1	LTS 2	LTS 4
35 mph	LTS 2	LTS 3	LTS 4
40+ mph	LTS 3	LTS 4	LTS 4

*Source: Transportation Research Record 2587, pp. 41 – 49

2.0 BICYCLE AND PEDESTRIAN GAP ANALYSIS

This analysis is a high-level study aimed at identifying gaps in the walking, cycling, and public transportation infrastructure within the City of Jersey Village. The goal of the gap analysis is to develop a safer, more interconnected, and efficient system for pedestrians, cyclists, and transit users. This process aims to promote sustainable mobility and enhance accessibility for all users by identifying gaps in the transportation system.

Gap analysis for pedestrians and cyclists includes identification of gaps within the infrastructure based upon perspective of all vulnerable roadway users which includes but not limited to pedestrians, bicyclists, children, disabled, and the elderly. The intent of a transit gap is to evaluate the existing public transportation services and identify where gaps exist in frequency, coverage, and connectivity. Because Jersey Village does not have a local transit system, the Transit Gap Analysis looked at the local Metropolitan Transit Authority of Harris County (Metro) Park and Ride locations that serve as connectors to regional destinations.

While the gap analysis highlights key locations based upon selected study segments, a more detailed study of the City is necessary to determine specific improvements or projects based on the preliminary study. The goal of gap identification is to compare the current state to the desired future state and determine areas where infrastructure or services are lacking or insufficient, in order to improve accessibility, safety, and connectivity for pedestrians, cyclists, and transit users. This helps to inform targeted improvements and enhancements to create a more efficient, inclusive, and sustainable transportation network.

For this study, key roadways were assessed, and roadway segments were shortlisted for on the Level of Traffic Stress (LTS) analysis.

2.1 LTS Findings

The City of Jersey Village currently lacks bike lanes or designated bike routes, and there are no plans identified by the City or County for bike connectivity in the area. For this preliminary LTS analysis, LTS scores were calculated for various roadway segments. Please refer to Appendix A for detailed LTS scores for each segment.

The LTS for each roadway segment is determined by factors such as prevailing speed, average daily traffic, type of bike lanes, number of roadway lanes, on-street parking, lane blockages, and roadway classification. Based on these factors, most roadway segments were rated as LTS 4, the most stressful, due to the absence of on-street bike lanes. However, the ROW is sufficiently wide to accommodate bike lanes, either buffered or shared, depending on neighborhood requirements. See Figure below for ROW widths throughout the City.

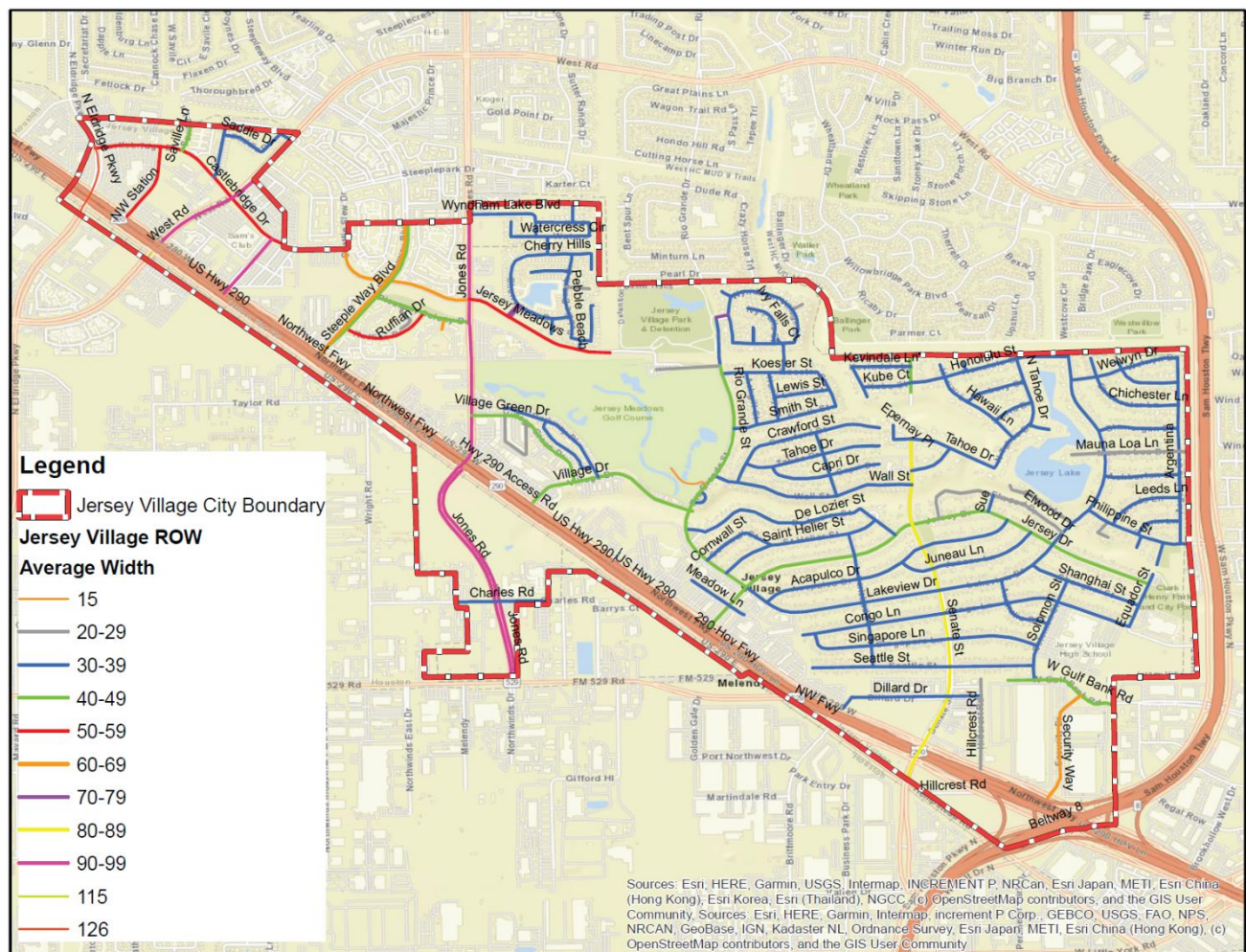


Figure 1 City of Jersey Village Right of Way Map

Although LTS 4 was assigned to all the City streets due to the lack of bike lanes or routes, the City of Jersey Village has opportunities to tie into existing trails and can plan for bike lanes with connectivity to these trails. This would improve overall biking connectivity throughout the City. It is recommended that the City develop an Active Transportation Plan (ATP) to guide the development of bicycle infrastructure. In the preliminary stage, it is feasible to implement buffered bike lanes on major roadways, as the right-of-way is adequate for such improvements.

The LTS for most intersections (both signalized and unsignalized) ranges from 1 to 2. Four intersections were ranked as an LTS 2 (See Figure 2):

- Jones Rd. & Pleasant Colony Drive,
- Senate Ave and Dillard Drive,
- Seattle Slew Dr & Steepleway Boulevard,
- Jersey Meadows Drive and Sawgrass Lane.

One intersection was ranked as an LTS 3:

- Seattle Slew & West Rd.

Please refer to **Appendix A** for details on each intersection. The LTS for intersections is based on factors such as prevailing speed, cross street width (number of lanes), presence of a median refuge, and signal control. These components were used to evaluate the LTS scores for intersections, with input from traffic

engineering experts. Since prevailing speed data was not available, the posted speed limits for both roadway segments and intersections were used for the analysis purposes.

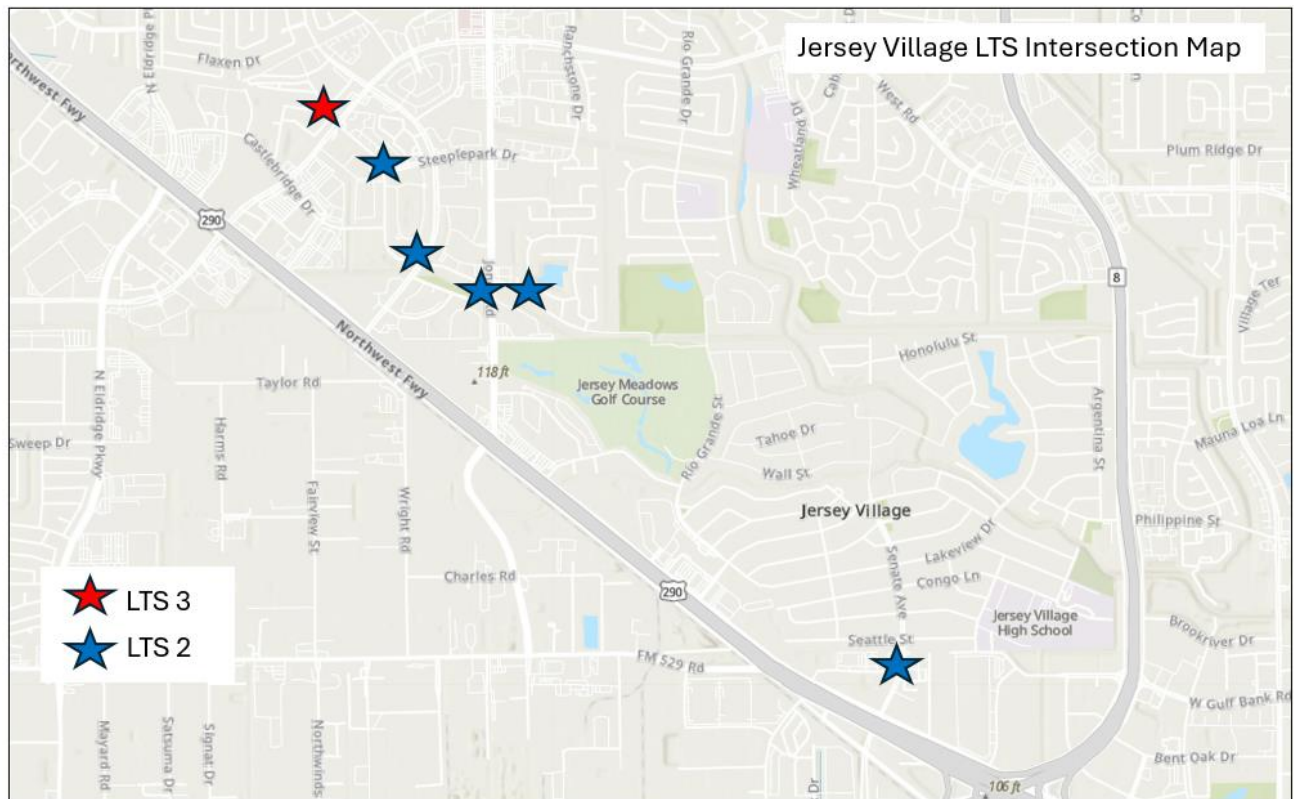


Figure 2 LTS Intersection Map

2.2 Pedestrian Gaps

The primary objective of this analysis is to identify the gaps within pedestrian connectivity. It examines issues such as missing sidewalks, poorly designed crosswalks, inadequate lighting, and long walking distances to destinations.

Few examples of pedestrian gaps include issues with physical infrastructure, traffic control devices, street design, and lighting. Ensuring safety and connectivity for all roadway users is a priority, and these components are essential to achieving this goal. There are several areas where sidewalks are either completely missing or absent over long stretches of roadway. The following roadways have been identified with missing sidewalks:

Missing Sidewalks:

- Portions of Eldridge Parkway, Northwest Station, West Road, NW Station PR 1, Steeple Way Boulevard, Jones Road, Village Dr, Jersey Dr, Dillard Dr, Hillcrest Road, West Gulf Bank Drive, and Rio Grande Street

While sidewalks exist in some sections, they are often only present on one side of the road. It is recommended that sidewalks be added to both sides of these roadways for better pedestrian safety.

However, sidewalks on residential roads are generally in better condition, with repairs being carried out using previously allocated funds. The other significant issue identified was the lack of tactile ramps at intersections. High-visibility crosswalks are also missing at several locations, including major intersections. For example, the intersection of Solomon Street and West Gulf Bank Dr, near a school, would benefit greatly from high-visibility crosswalks for safety.

While residential areas tend to have good sidewalks and tactical ramps at crosswalks, the meandering sidewalks in these zones should be standardized across all roadways. In addition, all the sidewalks and crosswalks curb ramps are recommended to be ADA compliant.

A detailed inspection of sidewalks, crosswalks, signage and streetlights should be conducted to be able to prepare inventory and that will help the City to identify specific locations and exact numbers of the missing elements for improvement in pedestrian connectivity.

It is recommended to incorporate urban features such as benches, small planters, and trees to encourage walking and reduce vehicle trips. Some roadways that connect to trails are missing sidewalks, trees, or signage that would assist with wayfinding. Adding these features would improve navigation and create a more inviting environment, encouraging people to walk and explore the City.

2.3 Bicycle Gaps

Bicycle gap analysis identifies the absence of bike lanes, unsafe intersections for cyclists, lack of bike parking facilities, and poor design, maintenance of existing bike lanes, and overall bike infrastructure. As part of the complete streets policy, a key component includes safe bicycle lanes and crosswalks. In the case of Jersey Village, there are currently no bike lanes on the streets or roadways, although off-street bike trails exist. The purpose of the gap analysis is to assess the missing bike facilities and connectivity within the traffic roadways.

The biggest gap in bicycle infrastructure is the absence of bike lanes on streets, despite having sufficient ROW on major roadways to accommodate shared bike lanes or separated/buffered bike lanes. Implementing such bike path would not only bring the City closer to its 15-minute city goal but also enhance sustainability. In addition to the missing bike lanes, there is a need to develop bike infrastructure such as bike stations, shared facilities, and bike parking stations, as well as bike paths near schools.

Streets in Jersey Village were rated with a Level of Traffic Stress (LTS) of 4, due to the lack of bike lanes. However, this rating could be reduced on certain roadways where there is sufficient space to implement bike lanes, and the average daily traffic is low. The trails can be effectively connected to bike routes, creating a well-integrated bike network throughout the City.

2.4 Transit Gap Analysis

Transit gap analysis identifies the absence or insufficiency of transit services. Jersey Village benefits from the proximity to two key transit stations that connect residents to the greater Houston metropolitan area. The Northwest Park & Ride, located within Jersey Village's city limits, serves as a major transit hub for commuters heading downtown. Additionally, the West Little York Park & Ride, situated near the southeastern edge of Jersey Village, provides another option for residents, enhancing regional connectivity. Despite these advantages, the Northwest Station Park & Ride faces service, capacity, and accessibility challenges that limit its overall effectiveness.

2.4.1 Service Gaps

One significant gap is the limited-service frequency outside of peak hours. The 216 West Little York/Northwest Park and Ride route operates primarily during weekday morning and evening rush hours, with little to no service during midday, late evenings, and weekends. This restricts access for individuals with non-traditional work schedules or those traveling during off-peak times. Additionally, the focus on downtown Houston as the primary destination creates a gap in connectivity to other employment centers or metropolitan areas, necessitating additional transfers and extending travel times for many commuters.

2.4.2 Parking Constraints

Although the current parking availability meets existing needs, it may become a concern over time as demand increases. The Houston Next Moving Forward Plan, which outlines strategies to accommodate the region's projected growth to over 10 million people by 2040, highlights a proposed Bus Rapid Transit (BRT) route at the W. Little York Park and Ride that will provide a connection to Missouri City. Additionally, the Houston Mobility: Northwest Study, conducted in 2015, noted that demand at this Park and Ride location was expected to rise due to the closure of other facilities. Lastly on January 20, 2025, an executive order was passed directing all federal employees to return to in-person work at their designated duty stations on a full-time basis. The order mandates that heads of executive branch departments and agencies take necessary steps to terminate remote work arrangements.

The executive order requiring all federal employees to return to in-person work has set a precedent that many businesses nationwide are beginning to follow. As companies reassess their remote work policies, an increasing number are implementing return-to-office mandates, further influencing commuting patterns and parking demand. This shift could contribute to higher utilization of Park and Ride facilities as more employees opt for transit options. However, since these changes are still in the early stages, their long-term impact on parking capacity remains uncertain and will require ongoing evaluation.

Lastly, the stations' connectivity to surrounding neighborhoods is limited, particularly for those without access to personal vehicles. Feeder bus routes are sparse, and the pedestrian and cycling infrastructure around the station is insufficient, creating significant first-mile/last-mile barriers. These gaps hinder equitable access to the facility for residents who rely on alternative modes of transportation.

2.4.3 Connectivity and Accessibility

Additional operational gaps include limited amenities, such as shaded waiting areas, real-time bus arrival displays, and secure bicycle storage, which could improve the overall user experience. Furthermore, the reliance on personal vehicles and the cost of Park & Ride fares may exclude lower-income residents, highlighting equity concerns that need to be addressed.

2.4.4 User Experience and Equity

Additional operational gaps include limited amenities, such as shaded waiting areas, real-time bus arrival displays, and secure bicycle storage, which could improve the overall user experience. Furthermore, the reliance on personal vehicles and the cost of Park & Ride fares may exclude lower-income residents, highlighting equity concerns that need to be addressed.

2.5 Collision Analysis

TJKM conducted a comprehensive collision analysis for the City of Jersey Village, examining crash data from 2019 to 2023. The study identified a total of 3,278 collisions over the five-year period, with an overall 8% decline in crashes between 2019 and 2023. During this time, there were six fatal crashes and 140 collisions resulting in suspected serious injuries. The analysis also revealed a high concentration of collisions along major roadways, particularly Jones Road and West Road, highlighting key areas for potential safety improvements. Data was compiled from the Texas Department of Transportation’s Crash Records Information System Database.

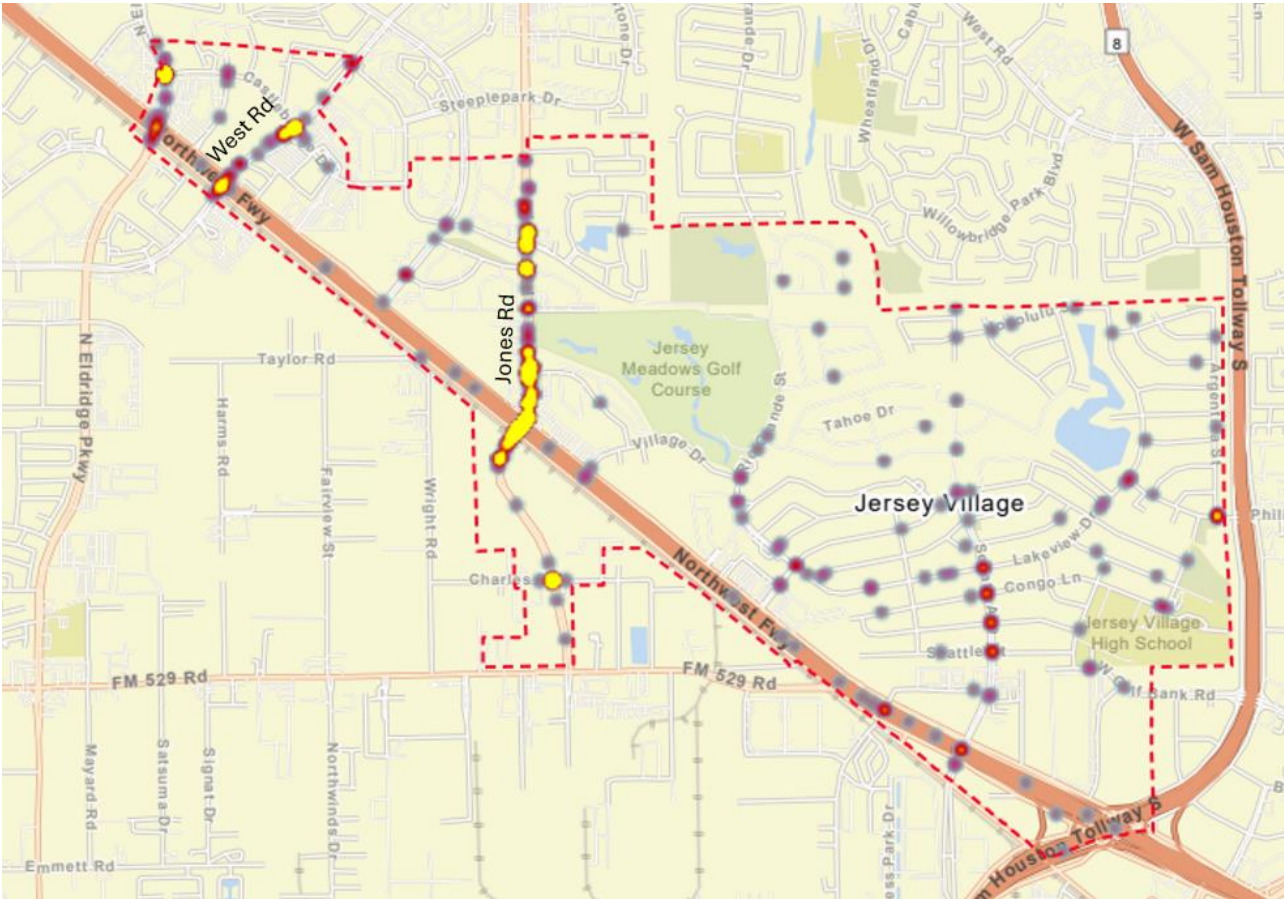


Figure 4 Jersey Village Collision Heatmap

Crash Severity (Severe & Fatal)						
Total	2019	2020	2021	2022	2023	Total
Serious Injury	28	20	36	32	33	149
Fatal Injury	0	0	4	2	0	6
Total	28	20	40	34	33	155

CONCLUSION

The Current Conditions Analysis for the City of Jersey Village provides a detailed assessment of the transportation network, identifying key areas for improvement to enhance accessibility, safety, and mobility. The study highlights critical gaps in pedestrian and bicycle infrastructure, emphasizing the need for improved connectivity, particularly around major destinations such as schools and transit hubs. The Level of Traffic Stress (LTS) analysis underscores the challenges posed by the absence of dedicated bike lanes and the need for safer pedestrian pathways.

Furthermore, the transit gap analysis reveals service limitations and accessibility issues associated with the Northwest Station Park & Ride facility, pointing to opportunities for enhancing multimodal connections. The collision analysis identifies high-risk areas requiring targeted safety measures, while the watershed analysis underscores the importance of prioritizing pedestrian-friendly improvements around key community assets.

By addressing these challenges, Jersey Village has the opportunity to develop a more resilient and inclusive transportation network. Implementing strategic infrastructure enhancements, incorporating Complete Streets principles, and prioritizing active transportation investments will help create a safer, more efficient, and sustainable environment for all residents. These findings will serve as a foundation for guiding transportation-related policies and investments in the City's Comprehensive Plan.

APPENDIX A

LTS Roadway Segments

Roadway Full Name	Roadway Classification	Posted Speed Limit	ADT	No of Lanes	On street parking	Blockage on Lane	LTS
Jones Road between							
Minor Thoroughfare							
Wyndham Lake Blvd to Seattle Slew Dr/ Jersey Meadows Dr		SB- 45 NB- 45	41564	6 No	No		LTS 4
Seattle Slew Dr/ Jersey Meadows Dr to Pleasant Colony Dr		SB- 35 NB- 35	41564	6 No	No		LTS 4
Pleasant Colony Dr to Village Green Dr		35	41564	6 No	No		LTS 4
Village Green Dr to Northwest Fwy/ US 290		35	42744	6 No	No		LTS 4
Northwest Fwy to Charles Road		35	42744	4 No	No		LTS 4
Charles Rd to Spencer Road		35	42744	4 No	No		LTS 4
Senate Avenue between							
Tahoe Dr to Wall St	Minor Collector	35	1998	2 No	No		LTS 4
Wall St to Jersey Dr	Minor Collector	35	1998	2 No	No		LTS 4
Jersey Dr to Lakeview Dr	Minor Collector	35	4402	4 No	No		LTS 4
Lakeview Dr to Seattle St	Major Collector	35	4402	4 No	No		LTS 4
Seattle St to Northwest Fwy	Major Collector	35	4402	4 No	No		LTS 4
Northwest Fwy to Hempstead Hwy (Overpass)	Major Collector	50	7393	6 No	No		LTS 4
Jersey Dr between							
1662							
US 290 Frontage Road to Lakeview Dr	Major Collector	30		2 No	No		LTS 4
Lakeview Dr to Senate Ave (East)		30		2 No	No		LTS 4
Senate Avenue to Lakeview Dr (west)		30		2 No	No		LTS 4
Lakeview Dr to Equador St		30		2 No	No		LTS 4
Castlebridge Dr between							
Major Collector							
N Eldridge Pkwy to Northwest Sta		30		4 No	No		LTS 4
Northwest Sta too West Road		30		4 No	No		LTS 4
West Road to NW Station Pr 1 Dr		30		3 No	No		LTS 4
Seattle Slew Dr to Seattle Slew Dr		30		2 No	No		LTS 4
Lakeview Dr between							
Minor Collector							
Jersey Dr to Senate Ave		25	1621	2 No	No		LTS 4
Senate Ave to Philippine St		25	4476	2 No	No		LTS 4
Philippine St to Honolulu St		25	4476	2 No	No		LTS 4
West Rd between							
Minor Thoroughfare							
17808							
Seattle Slew Dr to Castlebridge Dr		35		2 No	No		LTS 4
Castlebridge Dr to overpass of Northwest Fwy		35		2 No	No		LTS 4
Segment stretch under the Northwest Fwy upto City Limits		35		8 No	No		LTS 4
NW Station between							
Castlebridge Dr to Northwest Fwy		25 or 35		2 No	No		LTS 4
NW Station Pr 1 Dr between							
Castlebridge Dr to Northwest Fwy		10		2 to 3	No	No	LTS 4
Seattle Slew Dr between							
Minor Collector							
Castlebridge Dr to Steeple Way Blvd		30		2 No	No		LTS 4
Steeple Way Blvd to Jones Rd		30		2 No	No		LTS 4
Philippine St between							
Minor Collector							
Argentina St to Lakeview Dr		20- 25	4824	2 No	No		LTS 4
Rio Grande St and Rio Grande Dr between							
Minor Collector							
3163							
Wyndham Village Dr to Koester St		25		2 No	No		LTS 4
Koester St to Wall St		25		2 No	No		LTS 4
Wall St to Jersey Dr		25		2 No	No		LTS 4
W Gulf Bank Rd between							
Minor Collector							
3073							
Solomon St to City Limits		30		3 No	No		LTS 4
Jersey Meadows Dr							
Minor Collector							
Jones Road (One way upto the parking lot)		30		2 No	No		LTS 4
Steeple Way Blvd between							
Major Thoroughfare							
4251							
Seattle Slew Dr to US 290		30		4 No	No		LTS 4
Village Green Dr between							
Minor Collector							
3049							
Jones Rd to Village Dr		30		2 No	No		LTS 4
Security Way between							
Minor Collector							
W Gulf Bank Rd to Northwest Fwy		30		2 No	No		LTS 4
N Eldridge Pkwy							
Minor Thoroughfare							
US 290 to City Limits		40		4 No	No		LTS 4
Dillard Dr							
Minor Collector							
US 290 to Senate Ave		30		4 No	Yes		LTS 4

LTS Intersections

Roadways	Intersection	Signal Control	Posted Speed Limit of Street Being Crossed	Cross Street Width (No of lanes)	Presence of Median Refuge	LT #
Jones Road	Jones Road and Charles Road	Two-Way Stop	30	3	No	LTS 1
	Jones Road and Pleasant Colony Drive	Two-Way Stop	30	4	Yes	LTS 2
	Jones Road and Wyndham Lake Boulevard	Two-Way Stop	30	3	No	LTS 1
Senate Avenue	Senate Avenue and Dillard Drive	Two-Way Stop	30	4	No	LTS 2
	Senate Avenue and Seattle Street	All-Way Stop	25	2	No	LTS 1
	Senate Avenue and Singapore Lane	Two-Way Stop	25	2	No	LTS 1
	Senate Avenue and Congo Lane	Two-Way Stop	25	2	No	LTS 1
	Senate Avenue and Lakeview Drive	All-Way Stop	25	2	No	LTS 1
	Senate Avenue and Juneau Lane	Two-Way Stop	25	2	No	LTS 1
	Senate Avenue and Acapulco Drive	All-Way Stop	25	2	No	LTS 1
	Senate Avenue and Jersey Drive	All-Way Stop	30	2	No	LTS 1
	Senate Avenue and Wall Street	One-Way Stop	25	2	No	LTS 1
	Senate Avenue and Capri Drive	Two-Way Stop	25	2	No	LTS 1
Jersey drive	Senate Avenue and Tahoe Drive	All-Way Stop	25	2	No	LTS 1
	Jersey drive and Rio Grande Street/Lakeview Drive	All-Way Stop	25	2	No	LTS 1
	Jersey drive and Carlsbad Street	Two-Way Stop	25	2	No	LTS 1
	Jersey drive and De Lozier Street	One-Way Stop	25	2	No	LTS 1
	Jersey drive and Elwood Drive	One-Way Stop	25	2	No	LTS 1
	Jersey drive and Acapulco Drive	One-Way Stop	25	2	No	LTS 1
	Jersey drive and Juneau Drive	One-Way Stop	25	2	No	LTS 1
	Jersey drive and Lakeview Drive	All-Way Stop	25	2	No	LTS 1
Castlebridge Drive	Jersey drive and Equador Street	One-Way Stop	25	2	No	LTS 1
	Castlebridge Drive and Northwest STA	Two-Way Stop	30	2	No	LTS 1
	Castlebridge Drive and Seattle Slew Drive	One-Way Stop	30	2	No	LTS 1
Lakeview Drive	Lakeview Drive and Acapulco Drive	One-Way Stop	25	2	No	LTS 1
	Lakeview Drive and Carlsbad Street	All-Way Stop	25	2	No	LTS 1
	Lakeview Drive and Australia Street	One-Way Stop	25	2	No	LTS 1
	Lakeview Drive and Shanghai Street	One-Way Stop	25	2	No	LTS 1
	Lakeview Drive and Elwood Drive	One-Way Stop	25	2	No	LTS 1
	Lakeview Drive and Philippine Street	One-Way Stop	25	2	No	LTS 1
	Lakeview Drive and Ashburton Drive	One-Way Stop	25	2	No	LTS 1
	Lakeview Drive and Mauna Loa Lane	Two-Way Stop	25	2	No	LTS 1
	Lakeview Drive and Glamorgan Drive	One-Way Stop	25	2	No	LTS 1
	Lakeview Drive and Welwyn Drive	One-Way Stop	25	2	No	LTS 1
Carlsbad Street	Carlsbad Street and Seattle Street	One-Way Stop	25	2	No	LTS 1
	Carlsbad Street and Singapore Lane	Two-Way Stop	25	2	No	LTS 1
	Carlsbad Street and Congo Lane	Two-Way Stop	25	2	No	LTS 1
	Carlsbad Street and Acapulco Drive	Two-Way Stop	25	2	No	LTS 1
	Carlsbad Street and St Helier Street	One-Way Stop	25	2	No	LTS 1
	Carlsbad Street and Wall Street	All-Way Stop	25	2	No	LTS 1
	Carlsbad Street and Capri Drive	Two-Way Stop	25	2	No	LTS 1
	Carlsbad Street and Tahoe Drive	Two-Way Stop	25	2	No	LTS 1
	Carlsbad Street and Crawford Street	One-Way Stop	25	2	No	LTS 1
	Carlsbad Street and St Helier Street	One-Way Stop	25	2	No	LTS 1
Rio Grande Street	Rio Grande Street and St Helier Street	One-Way Stop	25	2	No	LTS 1
	Rio Grande Street and Cornwall Street	One-Way Stop	25	2	No	LTS 1
	Rio Grande Street and De Lozier Street	One-Way Stop	25	2	No	LTS 1
	Rio Grande Street and Village Drive	All-Way Stop	25	2	No	LTS 1
	Rio Grande Street and Wall Street	All-Way Stop	25	2	No	LTS 1
	Rio Grande Street and Smith Street	All-Way Stop	25	2	No	LTS 1
Solomon Street	Rio Grande Street and Koeber Street	One-Way Stop	25	2	No	LTS 1
	Solomon Street and W Gulf Bank Drive	All-Way Stop	25	2	No	LTS 1
	Solomon Street and Seattle Street	One-Way Stop	25	2	No	LTS 1
	Solomon Street and Singapore Lane	One-Way Stop	25	2	No	LTS 1
	Solomon Street and Australia Street	One-Way Stop	25	2	No	LTS 1
	Solomon Street and Congo Lane	All-Way Stop	25	2	No	LTS 1
Congo Lane	Solomon Street and Shanghai Street	One-Way Stop	25	2	No	LTS 1
	Congo Lane and Singapore Lane	One-Way Stop	25	2	No	LTS 1
	Congo Lane and Australia Street	All-Way Stop	25	2	No	LTS 1
Crawford Street	Congo Lane and Equador Street	Yield	25	2	No	LTS 1
	Crawford Street and Wall Street	One-Way Stop	25	2	No	LTS 1
	Crawford Street and Tahoe Drive	One-Way Stop	25	2	No	LTS 1
Welwyn Drive	Welwyn Drive and Chichester Lane	Two-Way Stop	25	2	No	LTS 1
	Welwyn Drive and Clevedon Lane	Two-Way Stop	25	2	No	LTS 1
Argentina Street	Argentina Street and Welwyn Drive	One-Way Stop	25	2	No	LTS 1
	Argentina Street and Clevedon Lane	One-Way Stop	25	2	No	LTS 1
	Argentina Street and Chichester Lane	One-Way Stop	25	2	No	LTS 1
	Argentina Street and Mauna Loa Lane	One-Way Stop	25	2	No	LTS 1
	Argentina Street and Glamorgan Drive	One-Way Stop	25	2	No	LTS 1
	Argentina Street and Ashburton Drive	One-Way Stop	25	2	No	LTS 1
	Argentina Street and Leeds Lane	One-Way Stop	25	2	No	LTS 1
Philippine Street	Philippine Street and Leeds Lane	One-Way Stop	25	2	No	LTS 1
	Philippine Street and Colwyn Lane	One-Way Stop	25	2	No	LTS 1
Seattle Slew Drive	Seattle Slew Drive and Steeple Way Boulevard	All-Way Stop	30	5	Yes	LTS 2
	Seattle Slew Drive and Steeple Park Drive	One-Way Stop	30	4	Yes	LTS 2
	Seattle Slew Drive and West Road	One-Way Stop	35	5	Yes	LTS 3
Jersey Meadows Drive	Jersey Meadows Drive and Sawgrass Lane	One-Way Stop	30	4	Yes	LTS 2
	Jersey Meadows Drive and Crystal Downs	One-Way Stop	25	2	No	LTS 1
Village Drive	Village Drive and Village Green Dr	All-Way Stop	25	2	No	LTS 1
	Village Drive and Parkway Pl	One-Way Stop	25	2	No	LTS 1