

City Mobility Planning Inner West Loop Study

First Public Open House Meeting

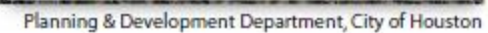
March 29, 2012

Schedule Overview

- Data Collection – January – March
- First Public Meeting – March
- Existing Conditions Analysis – March – April
- Future Conditions Analysis – April – May
- Mitigation Strategies and Potential Project Development – April – June
- Second Public Meeting – June
- Development of Draft and Final Report – June – July

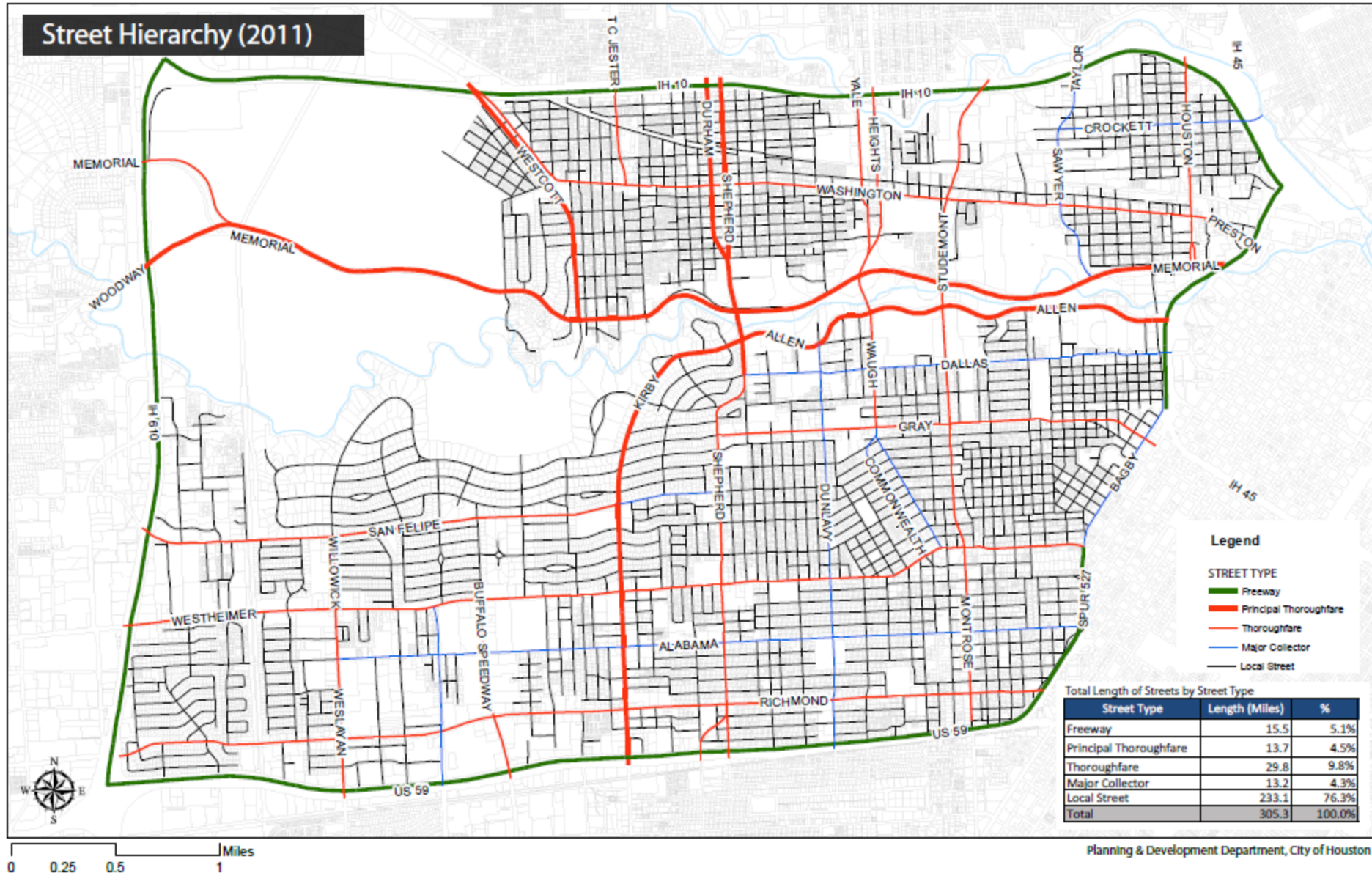
Why are we here?

- What are we studying
- What are we using as a basis from previous plans
 - What have we missed in our summary
- How can we make the overall system more efficient
- How does this relate to and differ from other studies that have been done or are ongoing
- Where does the project lead – RTP, CIP, TIP, etc.
 - What is the project outcome – a report, potential projects, a series of proposed policies/designations?



H O U S T O N

Street Hierarchy (2011)



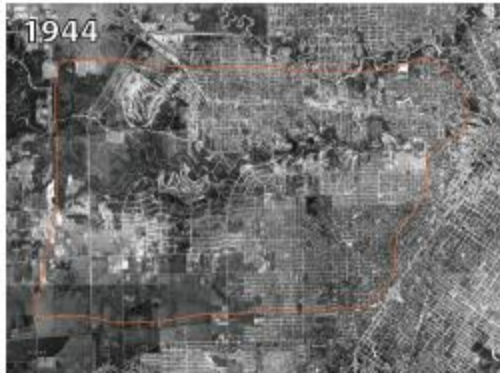
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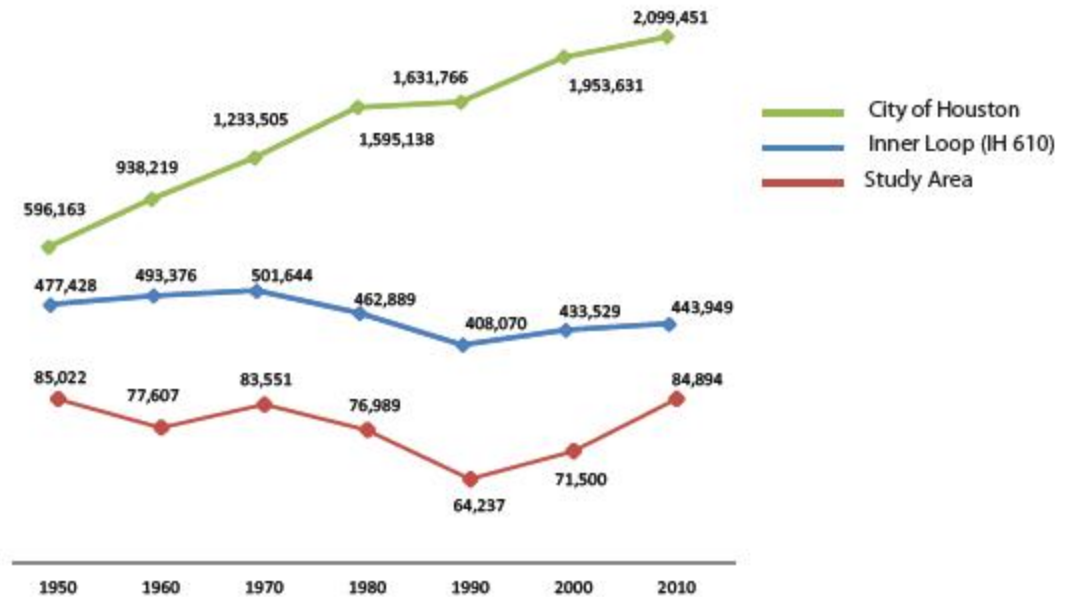
H O U S T O N

What are we studying?

- Roadway and intersection improvements
 - Improve the efficiency of the system we have
- Pedestrian connectivity
- Bicycle connectivity
- Transit connectivity and access
- Multi-Modal street classification



Historical Population Change (1950-2010)

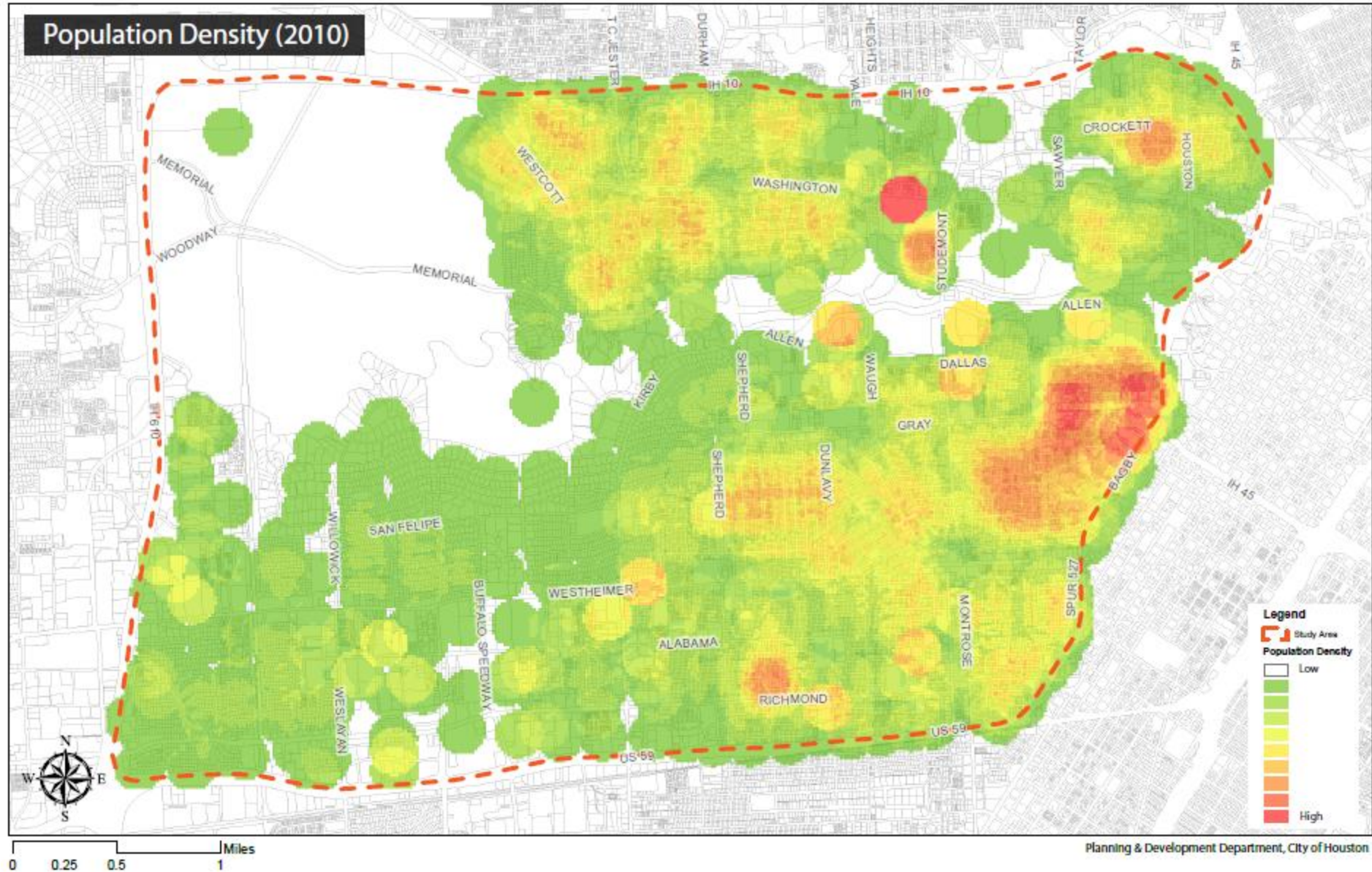


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Population Density (2010)

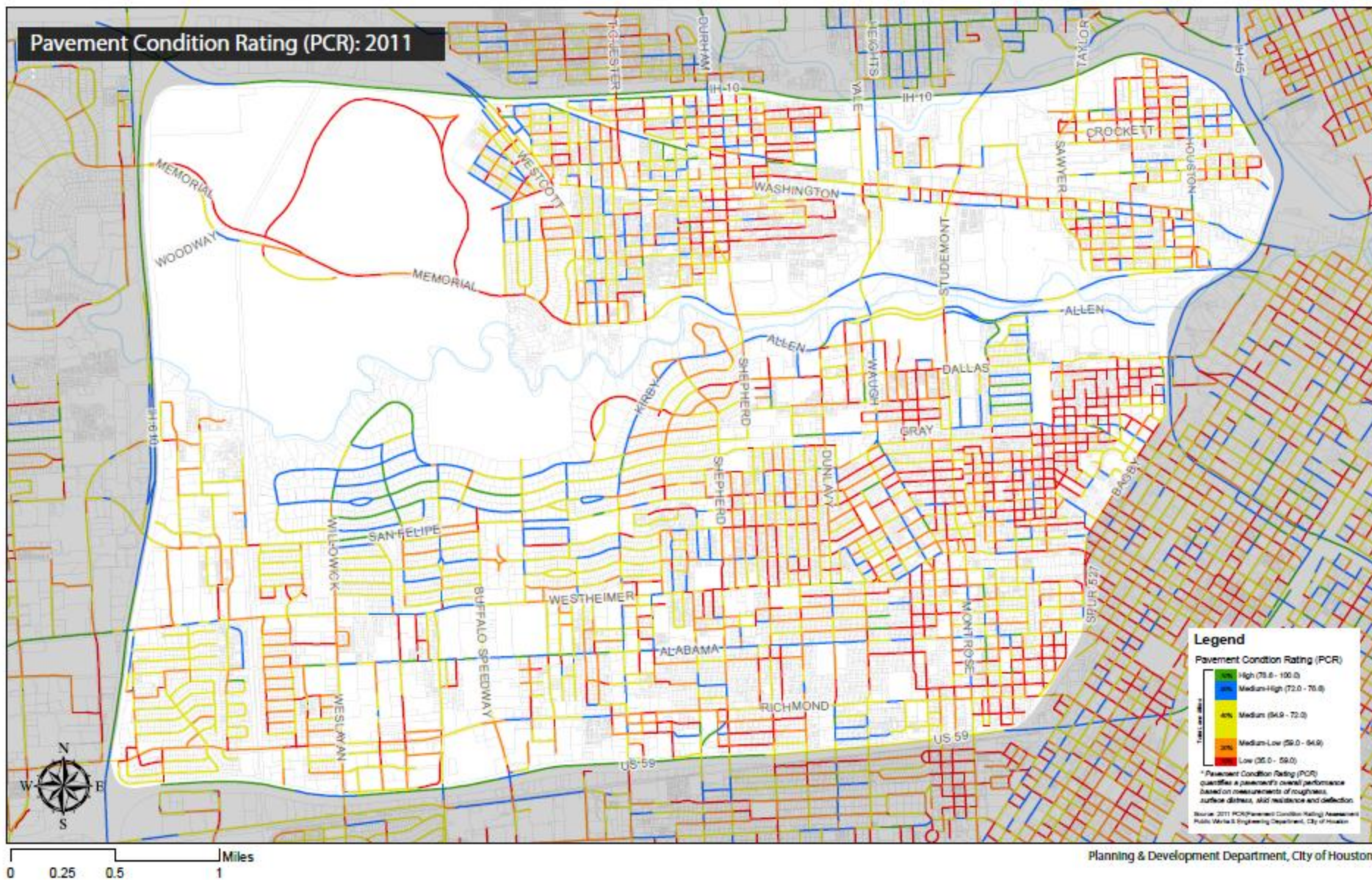


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What are we using as a basis from previous plans?

- Desires to protect and enhance local streets
- Increased availability of walking and biking options
- Better connectivity to existing and proposed transit
- Maximization of existing Right-of-Way footprint
- Identified need for improved facilities



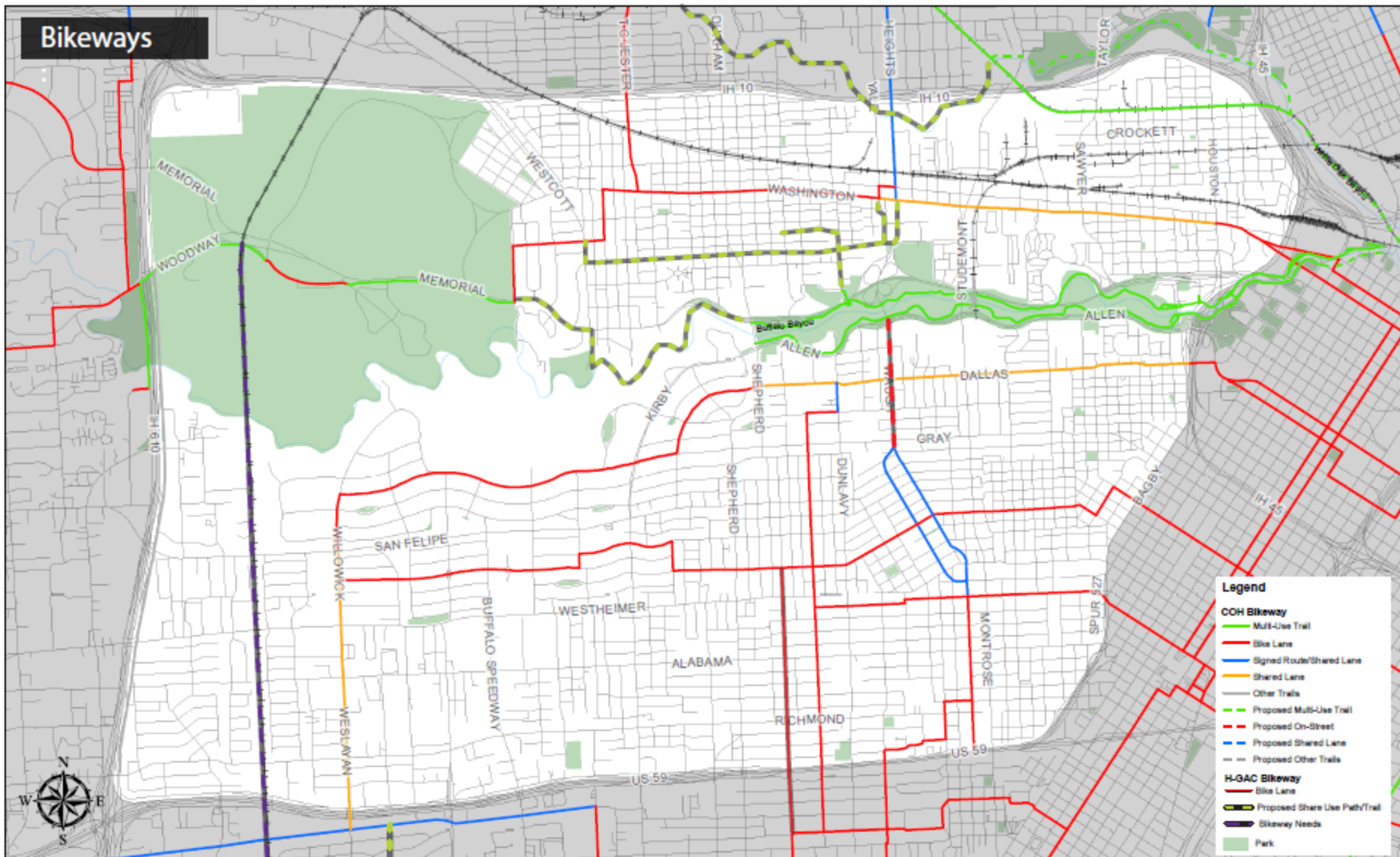
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How does this relate to other studies?

- Informs future strategies for transit
- Develops potential project lists for implementation
- Examines transportation connections identified by district studies
- Prioritizing potential projects based on needs assessment
- Enhanced bicycle and pedestrian amenities to connect to bayous

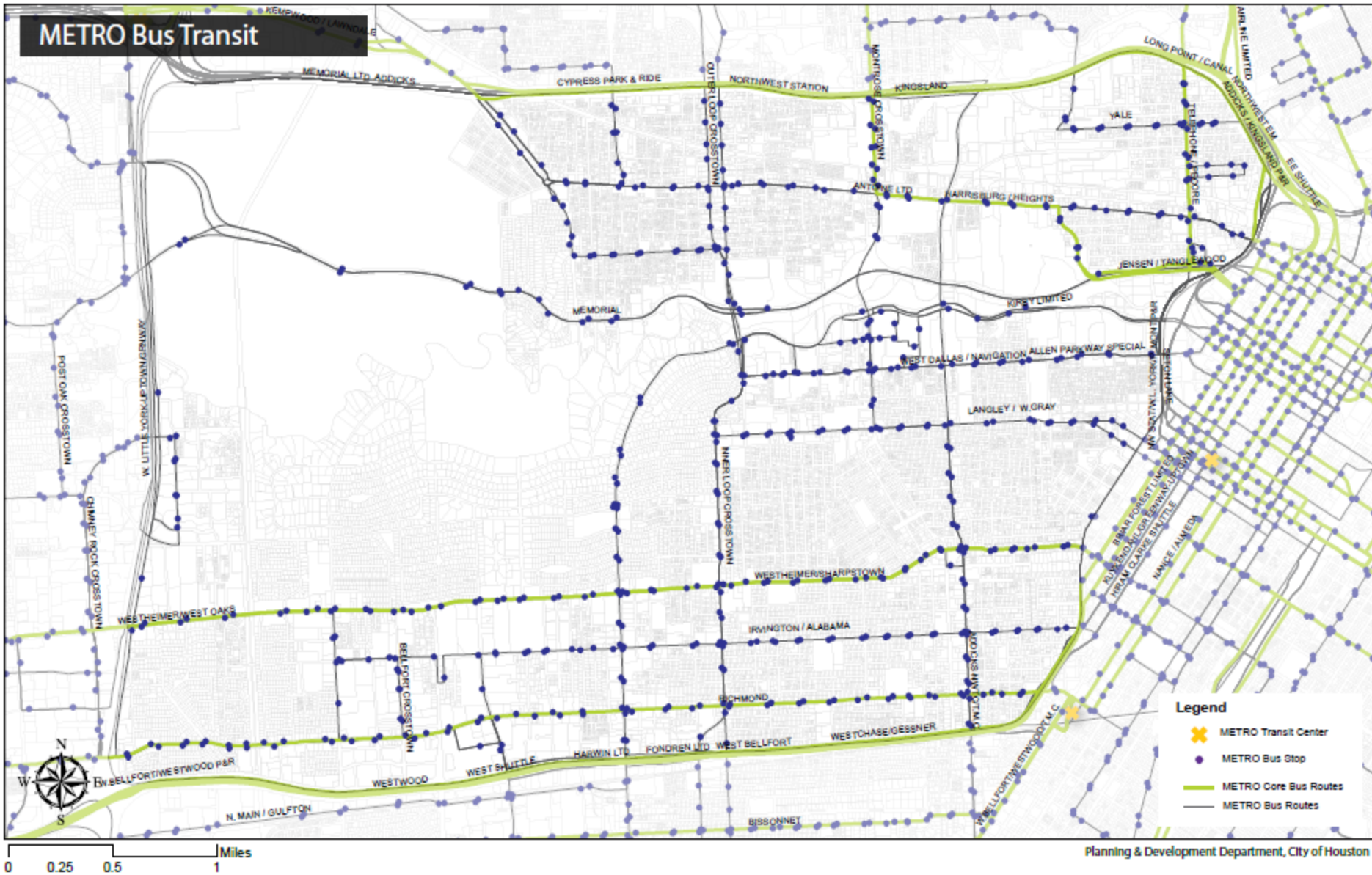
Bikeways



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H O U S T O N



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H O U S T O N

What is the result?

- Report summarizing the results of this study
- Program of potential projects with phased implementation
 - Short, medium, and long-term strategies
 - Grouped into categories
- Policy recommendations



Motorized Tools



Traffic calming slows or reduces automobile traffic, improving safety for pedestrians and cyclists. Techniques include speed humps, textured paving, curb extensions, pedestrian crossing islands, traffic circles, and reduced turning radii.



Intersection design controls traffic movement where two or more streets cross. Improvements include left-turn bays, right-turn slip lanes, flared lanes to increase intersection capacity, reduced turning radii to increase intersection awareness, and protected bicycle turn spaces.



Signal timing is coordinating the sequence and timing of traffic signal phases. Signal timing can increase the efficiency of the street of by allowing for the greatest number of vehicles to cross the intersection in the shortest time.



Access management techniques help increase the mobility and safety of a particular corridor by consolidating driveways and controlling access to adjacent land uses by influencing access location, design, spacing and operation.



Medians are traffic islands installed to prevent or ensure certain turning movements at intersections. They also provide a separation between opposing traffic lanes of traffic. Medians eliminate cut-through traffic, change driving patterns, beautify streets with greenery and increase pedestrian safety for crossing streets.

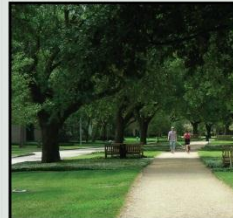
Non-Motorized Tools



Sidewalks are important to the pedestrian traveler. Wider sidewalks in commercial areas facilitate a mix of uses, and the addition of streetscaping can promote pedestrian use.



Bike Lanes are located on the edge of a street or between the travel lanes and parking lanes. Typically, they are 5-6 feet wide and allow cyclist to have a protected space on the street.



Streetscaping refers to the use of planted areas and other beautifying techniques along transit corridors that can attract pedestrians and make pedestrian and bicycle use more pleasant.



Pedestrian Crossings connect neighborhoods and can be at intersections or mid-block. Signal timing and pedestrian "islands" can improve safety for walkers.



Sharrows are special lane markings for roads too narrow to accommodate a separate bike lane. These markings alert drivers to the likelihood of encountering bicyclists.

Alternative Transport Tools



Rapid Transit comes in two forms: Light Rail Transit (LRT) and Bus Rapid Transit (BRT). Bus Rapid Transit has the unique ability to function in either an exclusive right-of-way (ROW) or in mixed traffic, however, the most common application assumes an exclusive ROW for operational efficiency and safety.



Commuter Rail service connects the large master planned communities around the region, the surrounding towns and even nearby cities with the urban core.



Road space rationing or reallocation reserves parking and other road uses for preferred modes such as carpools, vanpools, energy-efficient vehicles, and public transit vehicles.

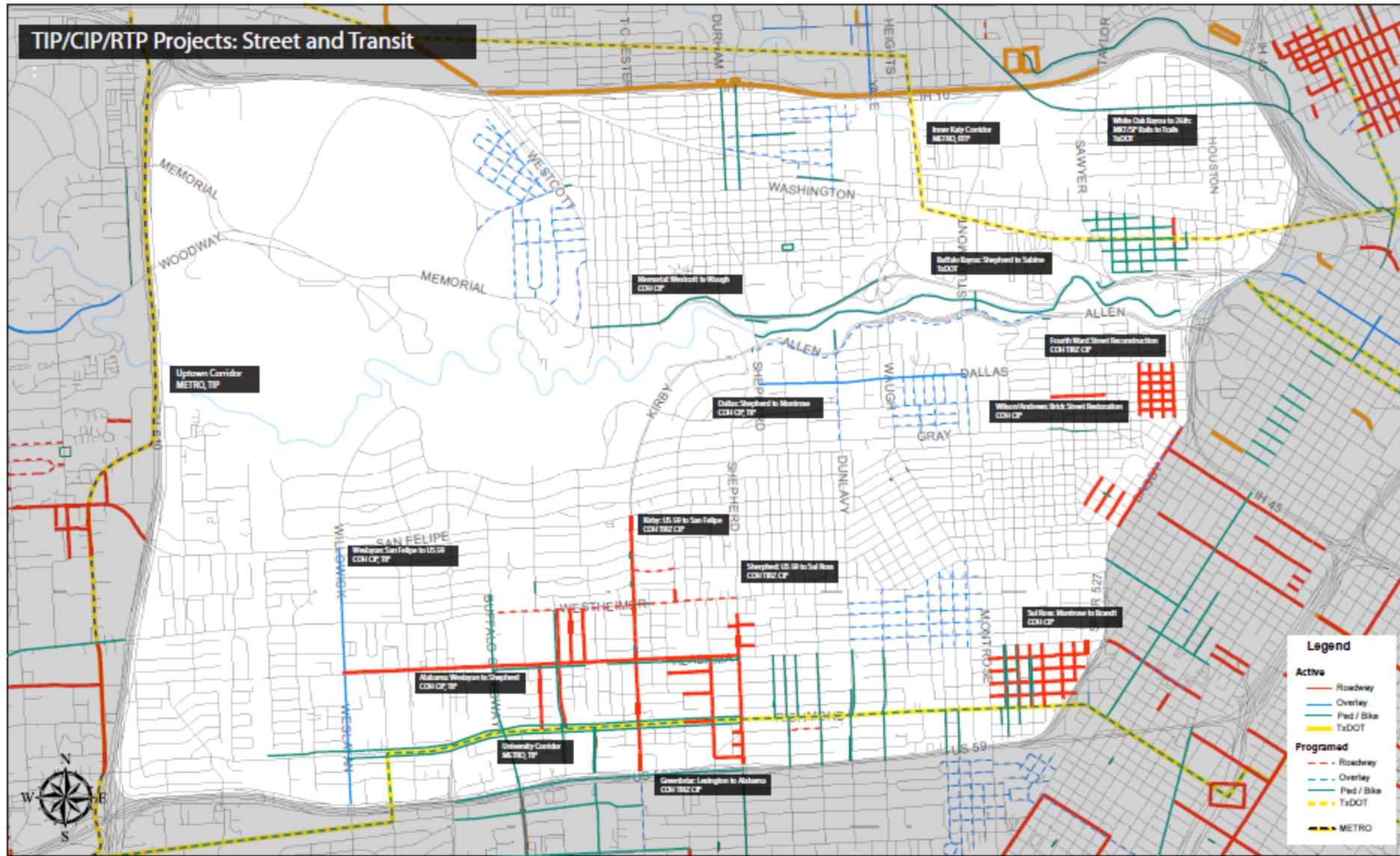


Travel Demand management refers to a set of strategies to reduce the use of city roadways to decrease congestion and the infrastructural burden of intense use, especially by single-occupancy vehicles.



Park and Ride lots encourage transit usage for people who are not within walking distance of a transit station. These lots typically adjoin suburban bus and rail stations to reduce the number of cars in the urban core.

TIP/CIP/RTP Projects: Street and Transit



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H O U S T O N

What we need from you

- Feedback for specific issues
 - What works well?
 - What needs improvement?
 - What is lacking?
- Input into the connections that need to be made
- Questions and Comments in writing
- Discussion about how this fits into the other plans that have been done