REBUILD HOUSTON

LOWER WESTHEIMER

CORRIDOR STUDY

Presentation to
Stakeholder Advisory Committee
August 30, 2016

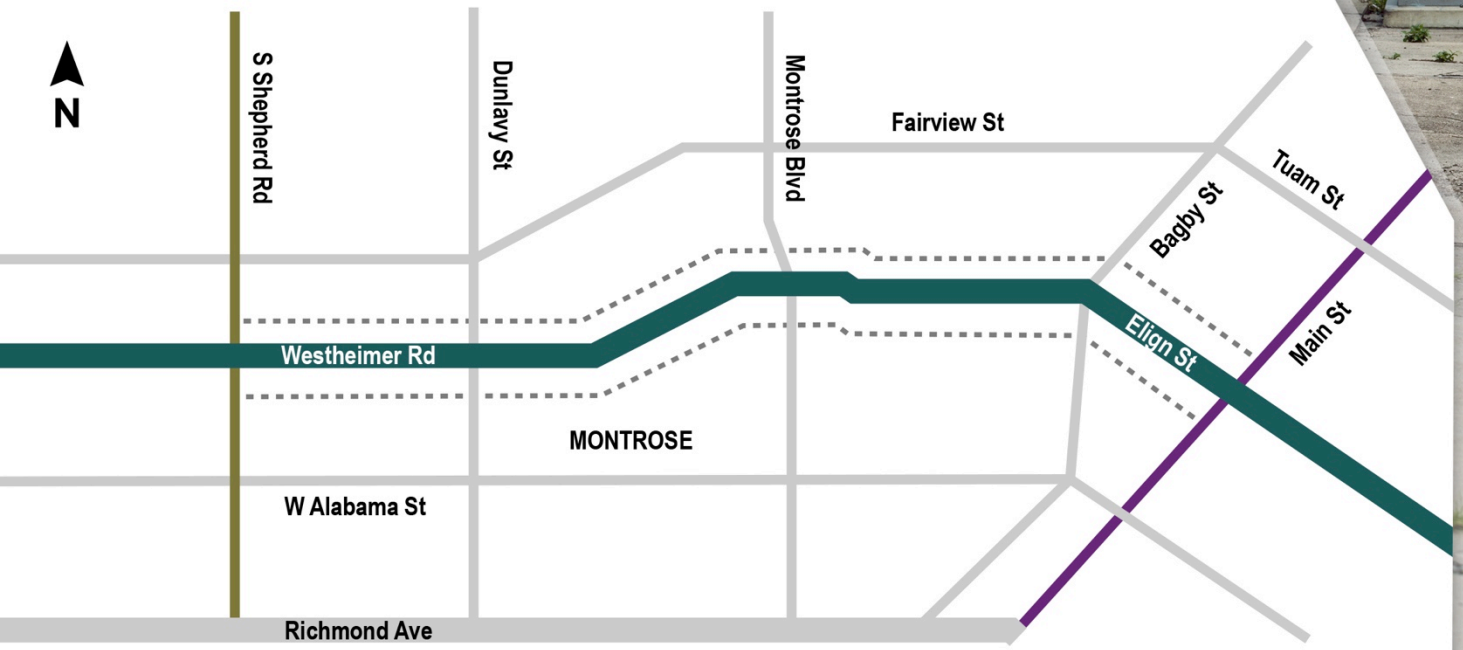
Project Overview

Enhanced Pre-Engineering Study:

Shepherd to Main Street

CIP #N-100034:

Montrose to Main



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Project Schedule

Jun. 2016	1	Public meeting to review existing conditions, identify community values and vision
Fall 2016*	2	Public workshop to confirm vision and goals, review conceptual options
Late 2016*	3	Public open house meeting to present preferred alternative(s)

Stakeholder Advisory Committee meetings prior to each public meeting

* Future schedule dependent upon funding agreement

Lower Westheimer Corridor Study

Public Input and Survey Results Summary

August 2016

LOWER WESTHEIMER CORRIDOR STUDY

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Survey & Public Input Summary

Input at meetings

- Stakeholder Advisory Committee - May 3
- ≈150 people attended public meeting - June 6
- Sticky note exercise

Survey

- Opened on June 6; closed June 21
- Circulated at June 6 meeting, on website, email, via social media, other avenues
- Over 440 responses
- Results posted on - lowerwestheimerstudy.org

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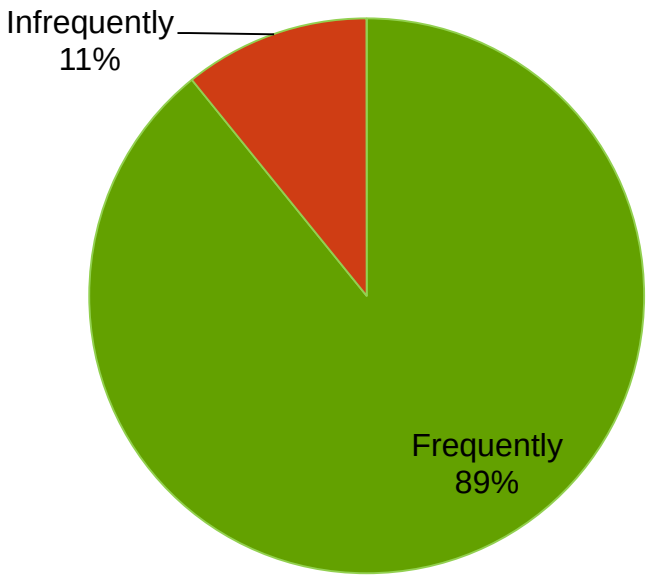
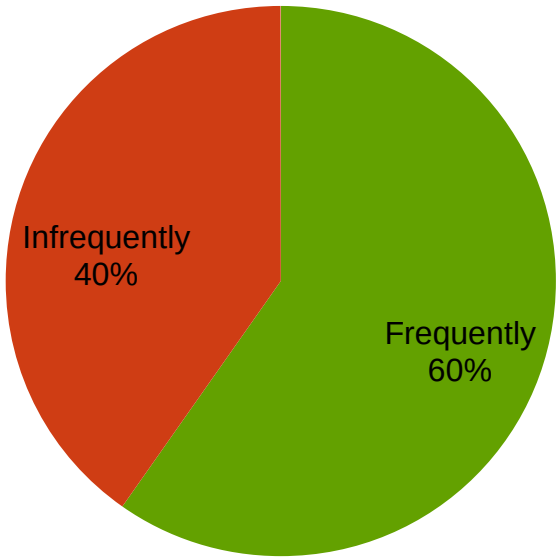
Lower Westheimer Corridor - Survey results

How often do you use Lower Westheimer for the following*?

Driving



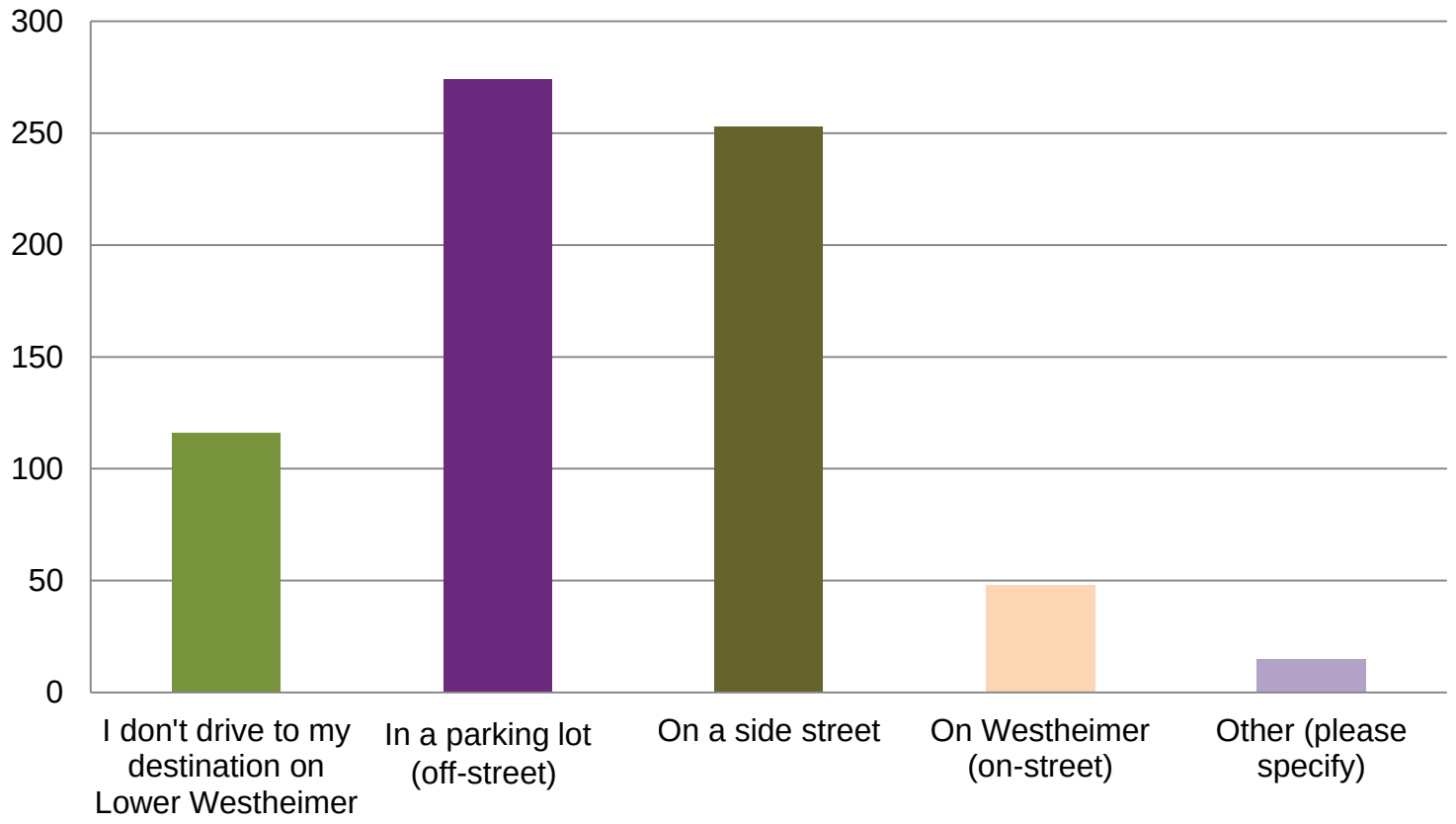
Walking



*Note: Frequently includes more than once a day, daily, and at least weekly. Infrequently includes infrequently and never.

Lower Westheimer Corridor - Survey results

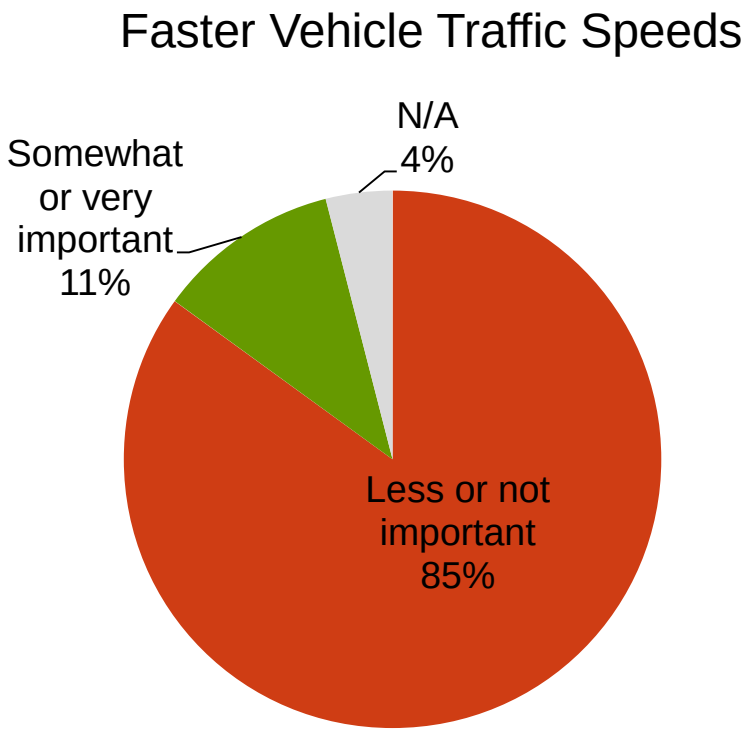
If you drive to your destination on Lower Westheimer, where do you park*?

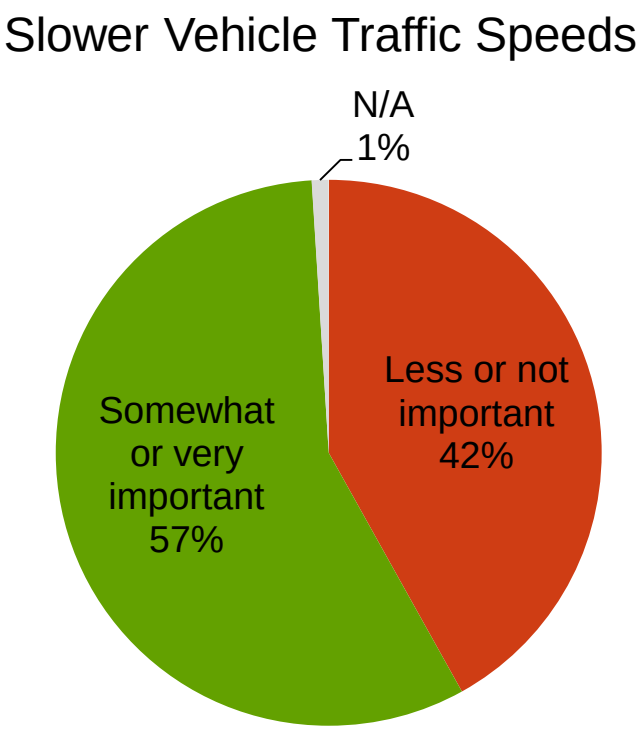


*Note: Multiple responses were allowed

Lower Westheimer Corridor - Survey results

Please rank the following potential improvements in terms of importance.





Lower Westheimer Corridor - Survey results

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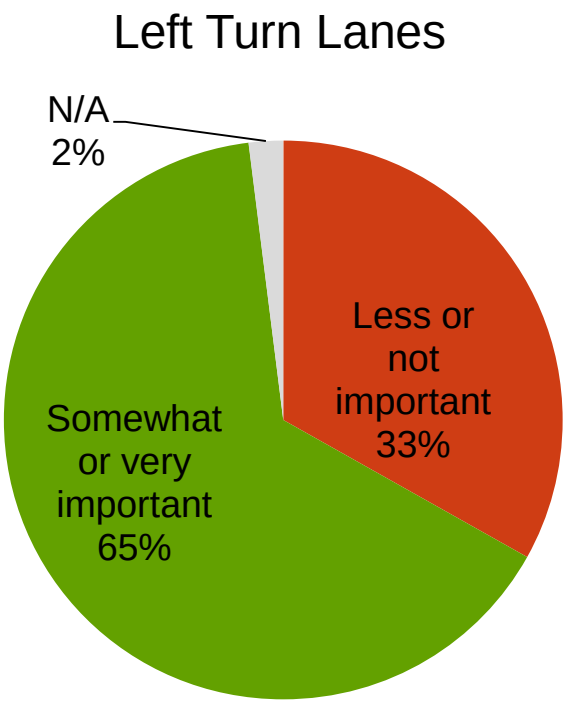
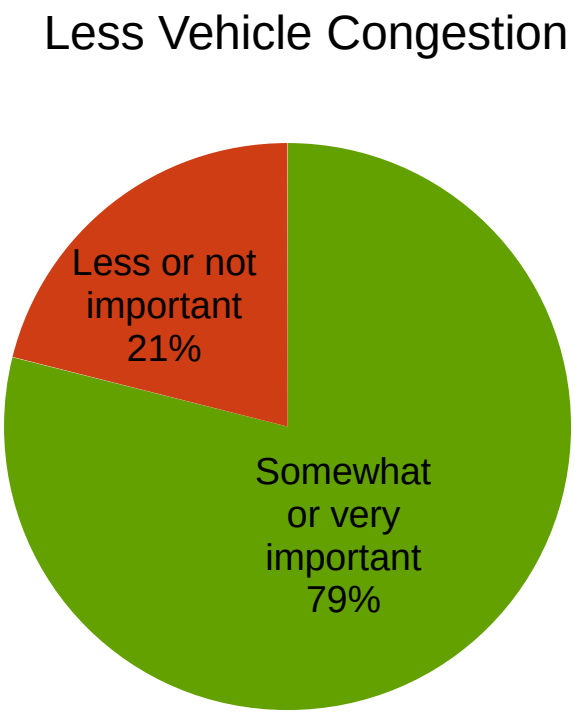
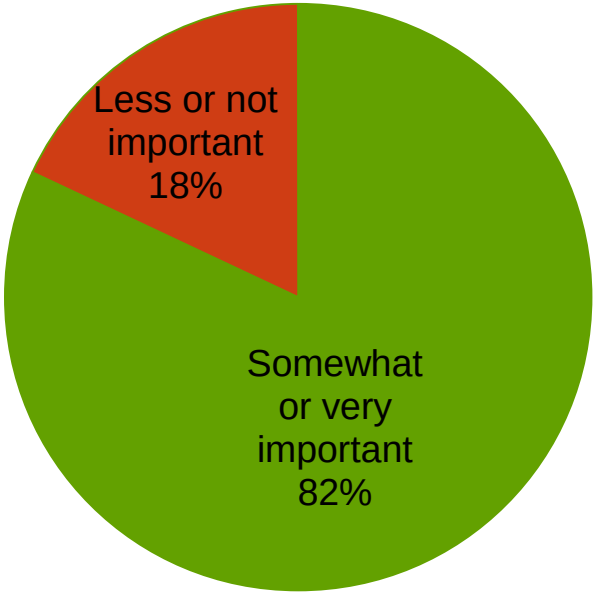




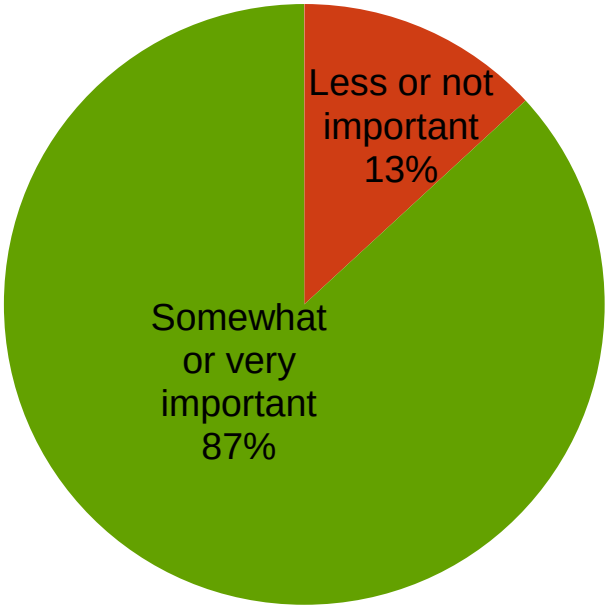
Lower Westheimer Corridor - Survey results

Please rank the following potential improvements in terms of importance.

Wider Sidewalks



More Street Trees or Shade



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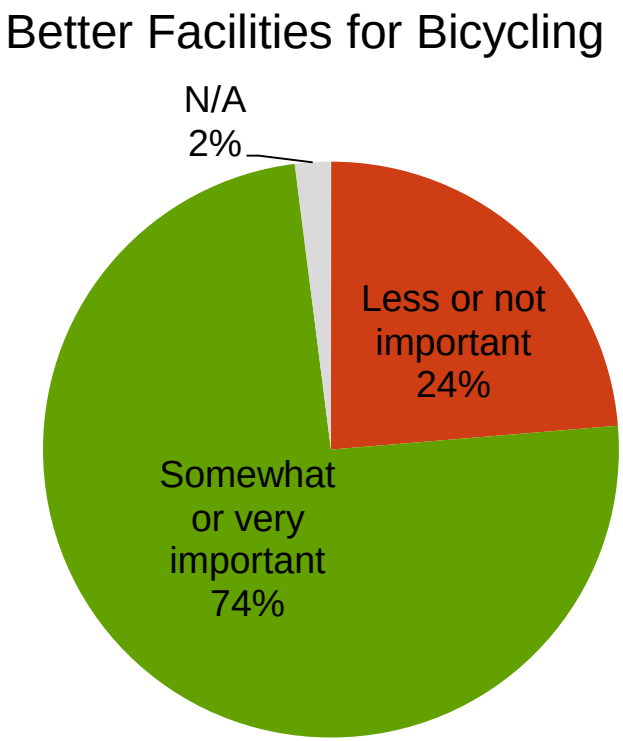
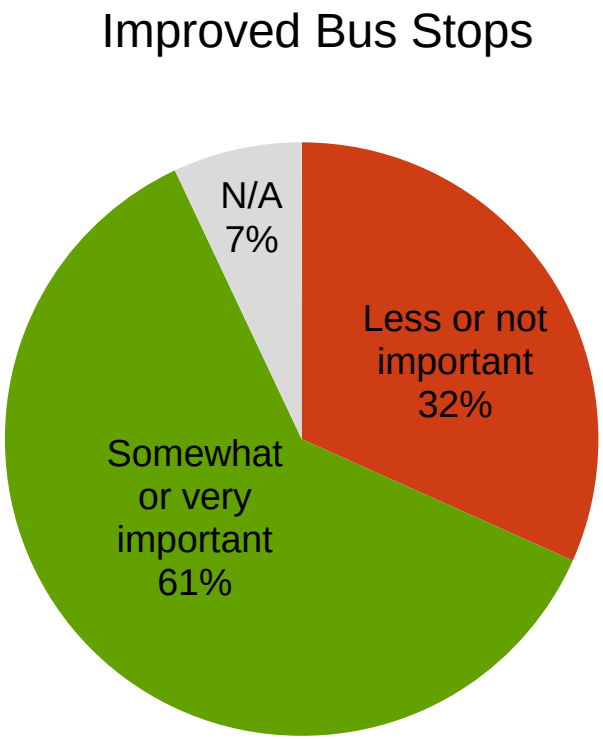
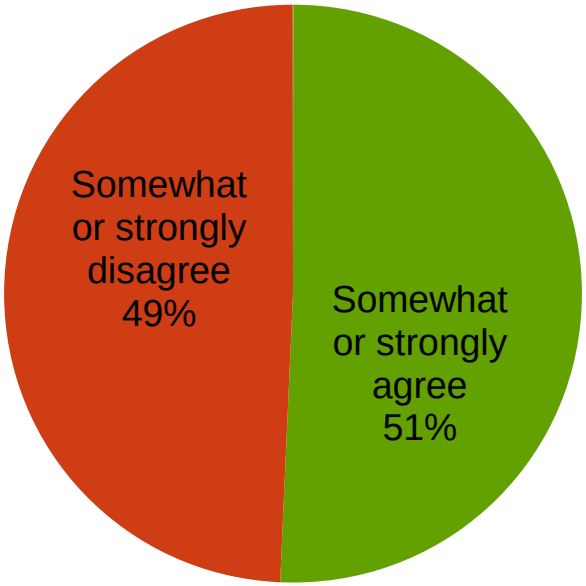




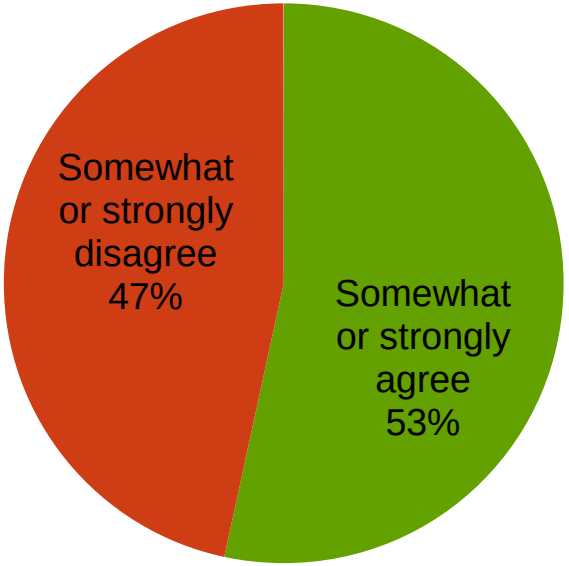
Lower Westheimer Corridor - Survey results

Please agree or disagree with the following statements.

Improving the Flow of Automobile Traffic Highest Priority



Reduced Parking on Lower Westheimer



Lower Westheimer Corridor - Survey results

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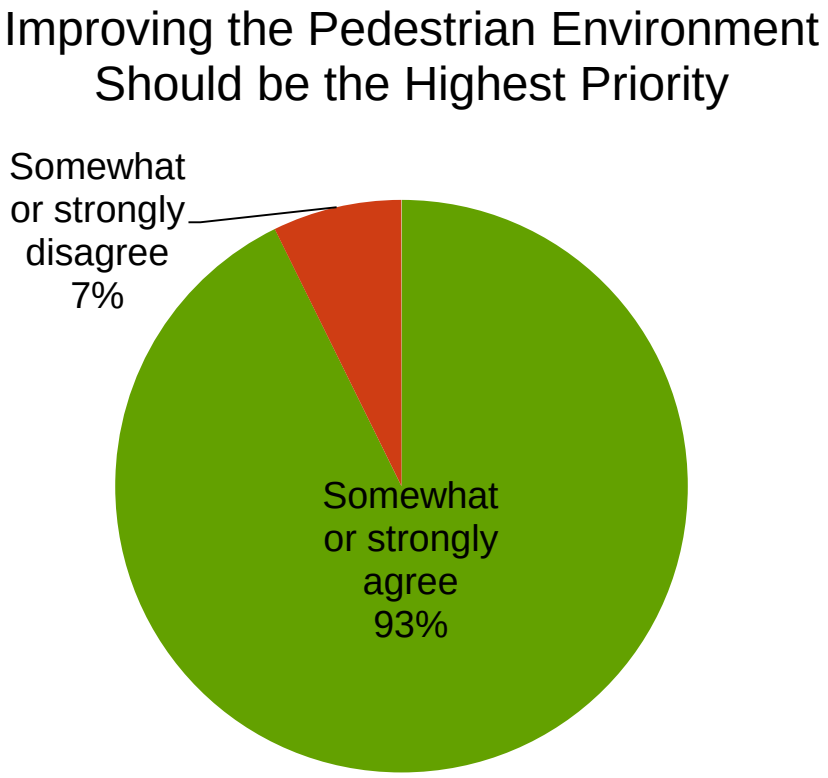
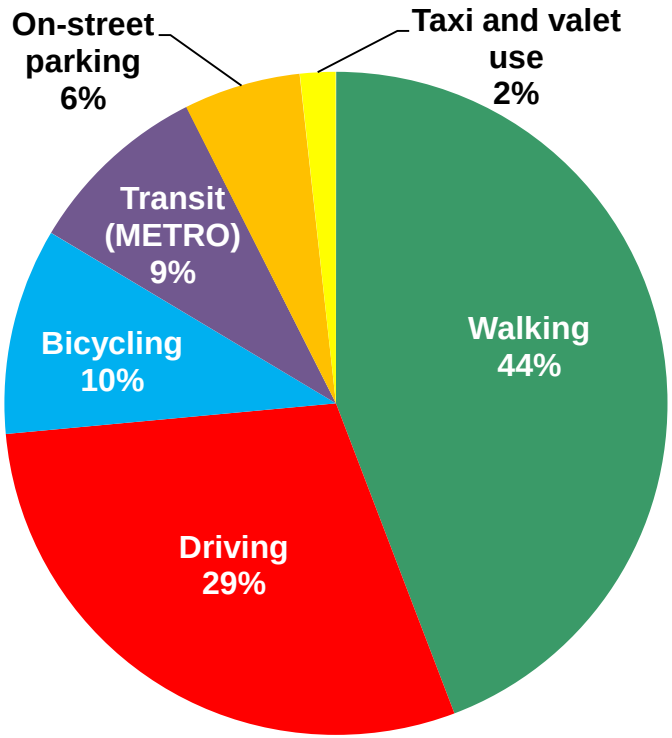


Survey results

Given the limited right-of-way on Lower Westheimer, please rank in order.*



* Chart shows % ranking each mode as #1

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Survey & Public Input Summary

- Multi-use corridor - modes, land uses, activities
- Walkability - greatest asset and need

- Driving top mode used; Walking second
- Bicycling and METRO less frequently used by respondents, but 82 bus is METRO's #1 line

- Mode priority:
  - 1st Walking; 2nd Driving
  - Transit and Bicycling
  - Parking and Taxi/valet last

- Parking: few people park on Westheimer; split responses on removing existing parking
- Traffic: do not favor faster traffic; split on improving traffic flow; values left turn lanes
- Transit and Bike facilities highly valued
- Pedestrian improvements most highly valued

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Project Objective

Lower Westheimer serves as an “urban main street” that creates an enhanced pedestrian experience. Lower Westheimer should support transit, improve access to local businesses, be aesthetically pleasing, and preserve the local culture and character while managing traffic flow effectively and safely.

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Guiding Principles:

1. Support use of multiple modes of transportation along the corridor, with pedestrian and transit uses as top priorities.
2. Support local businesses and surrounding neighborhoods by providing convenient and safe access, including parking, for people to destinations using multiple modes of transportation.
3. Improve safety along the corridor for all users.
4. Provide adequate capacity for safe vehicular movement throughout the corridor.
5. Maintain and enhance cultural and historical heritage, improve aesthetics, and contribute to the community's greater "sense of place".
   Are there others?

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Modal Priorities and Constraints

Modal Priorities

1. Pedestrians
2. Vehicles
3. Transit
4. Parking (where possible)
5. Bicycles (connection to corridor destinations)

Constraints

- Right-of-Way
- Lack of accessible/usable pedestrian facility
- Utility conflict (effective walking width)
- Major intersections operation
- Parking (head-in and on-street)
- Driveways
- Relatively high roadway segment crash rates

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Strategies

To Address the 5 Identified Modal Priorities:

1. Pedestrians
2. Vehicles
3. Transit
4. Parking (where possible)
5. Bicycles (connection to corridor destinations)

Note: The implementation of certain strategies will require creative funding mechanisms such as Management District funding participation.

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Strategies

Pedestrian Realm

Preferred >= 10’ sidewalks

Accessibility

Current Sidewalks and Accessibility Obstructions

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Strategies

Example – Kirby Drive – Pedestrian Realm

Kirby - Before

Kirby - After

Strategies

Pedestrian Realm

- Increase usability by reducing conflicts
  - Driveways and objects
  - Utilities and landscaping
  - Shorter pedestrian crossings
- Pedestrian oriented redevelopments
- Street trees where space allows

Need Context Appropriate Vegetation and
Allow Enough Room for Pedestrians

Strategies

Example – Kirby Drive – Overhead Utility Undergrounding*

Before - Kirby @ Alabama

After - Kirby @ Alabama

*Subject to funding.

Strategies

Example – Kirby Drive – Improved Pedestrian Crossing

Before – Kirby @ Alabama

After – Kirby @ Alabama

Strategies

Vehicular Lanes - Mobility

- Major intersections capacity
- 11 feet travel lanes - COH standard
- Travel lane(s) in each direction with auxiliary lane(s)
- Emergency vehicles

Emergency Veh. Access

Major Utility Corridor

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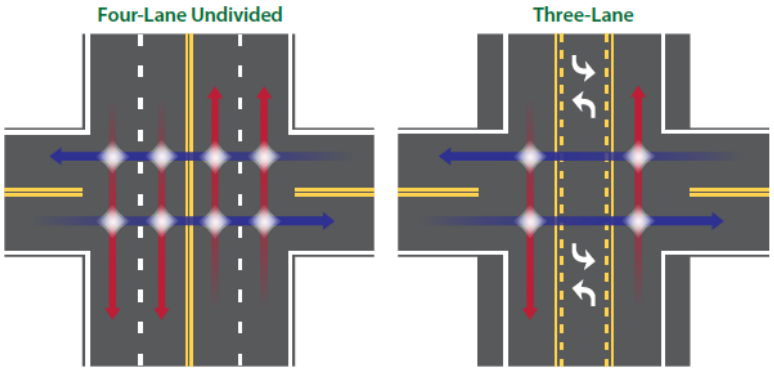
Strategies

Example – conversion from 4-lane to 2-lane with auxiliary lanes



- Wider pedestrian realm
- Smoother traffic flow
- Improves safety – fewer conflicts
- Use where ROW is limited
- On-street parking trade-offs

Strategies

Vehicular lanes - Safety

- Auxiliary lanes - Defined turn lanes
- Access management – Reducing driveways
- Clear driveway definitions
- Remove head-in parking
- Access consolidation

Lack of Definition along Current Driveway Access Points

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Strategies

Example – Kirby Drive – Accessibility and Visual Improvement

Before – Kirby @ 59

After – Kirby @ 59

Strategies

Example – Kirby Drive – Access Management

Before – Kirby, north of Alabama

After – Kirby, north of Alabama

Consider raised median
in limited locations.

Strategies

Transit

- Coordination with METRO
- Consider ¼ mile stop spacing/consolidation
- Far-side or near-side stops
- Bus stop crossings to minimize intersection conflict

Current Intersection Crossing

Current Bus Stops

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Strategies

Parking where possible

- Balance on-street parking & Pedestrian realm
- Parking restrictions at major intersections
  (including on side streets)
- Create additional parking where possible

Current On-Street Parking

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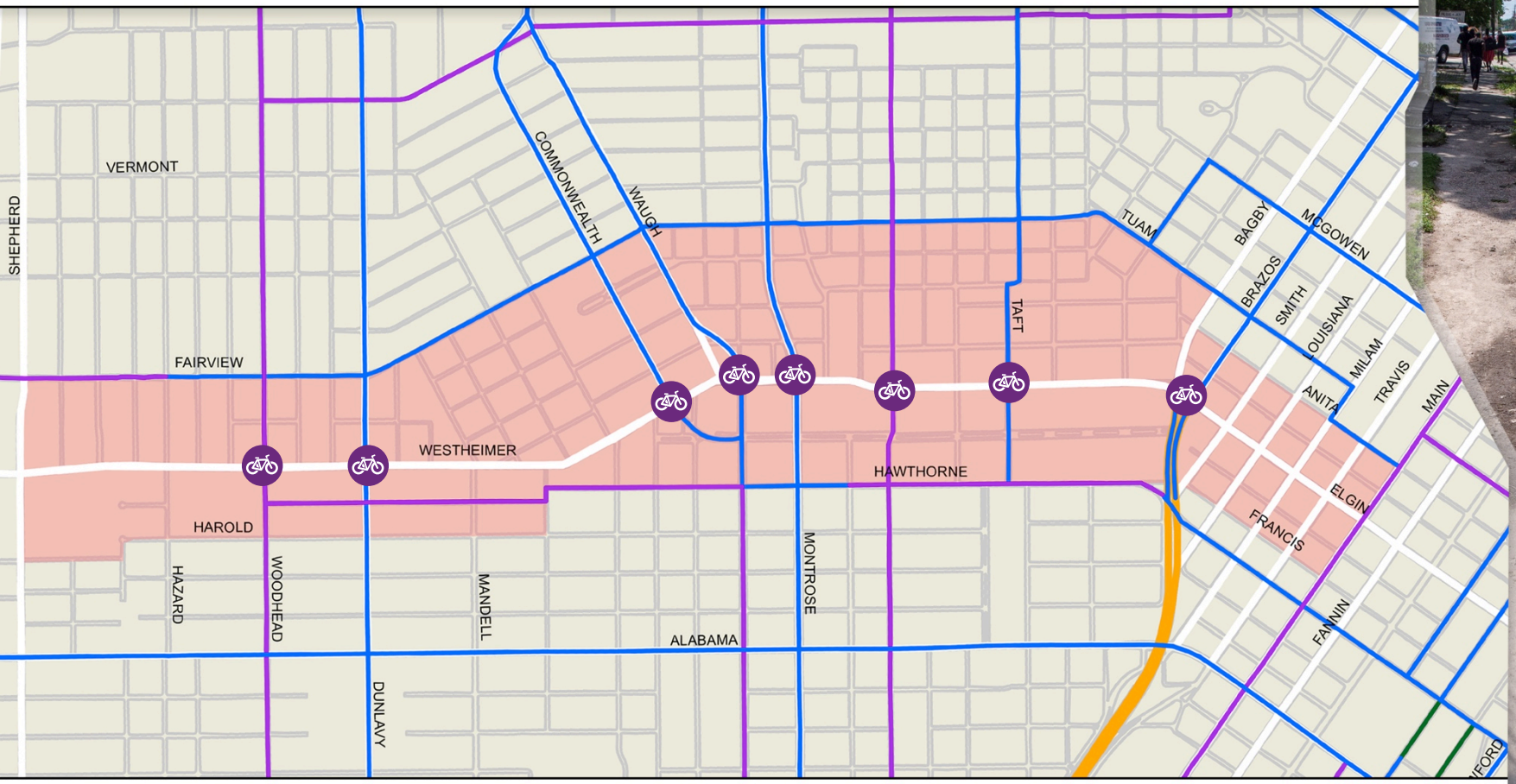
Strategies

Bicycle Crossings

N



Study Area

On-Street Dedicated (Within ROW)

On-Street Shared

Off Street

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Strategies

Consider Significant Existing Features

- Historical and Cultural
- Urban streetscape – Street trees
- Character – Built form

Examples of Current Features

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Group Activity

Guidance

1. At least one 11’ vehicular lane in each direction
2. Provide at least 6 feet of unobstructed sidewalk width in each direction
3. Consider a cross section with a transit stop
4. Examine locations with different contexts:
   - ROW width
   - Adjacent built form

Regroup and Summarize:

What was most challenging?
What was most important?

Next Steps

- Finalize Project Objectives, Principles and Strategies document by September 16, 2016.
- Join us at the second public meeting – details to be posted on the website

CIP # N-100034: Westheimer - Montrose to Main
Project Timeline

2016 Planning (Ongoing) → **2017 Design** → **2020 Scheduled Construction** → **2022 Anticipated Completion**

Pre-engineering Study/Planning:
Westheimer - Shepherd to Montrose*

*Design and construction schedule to be determined
Based on future funding availability.

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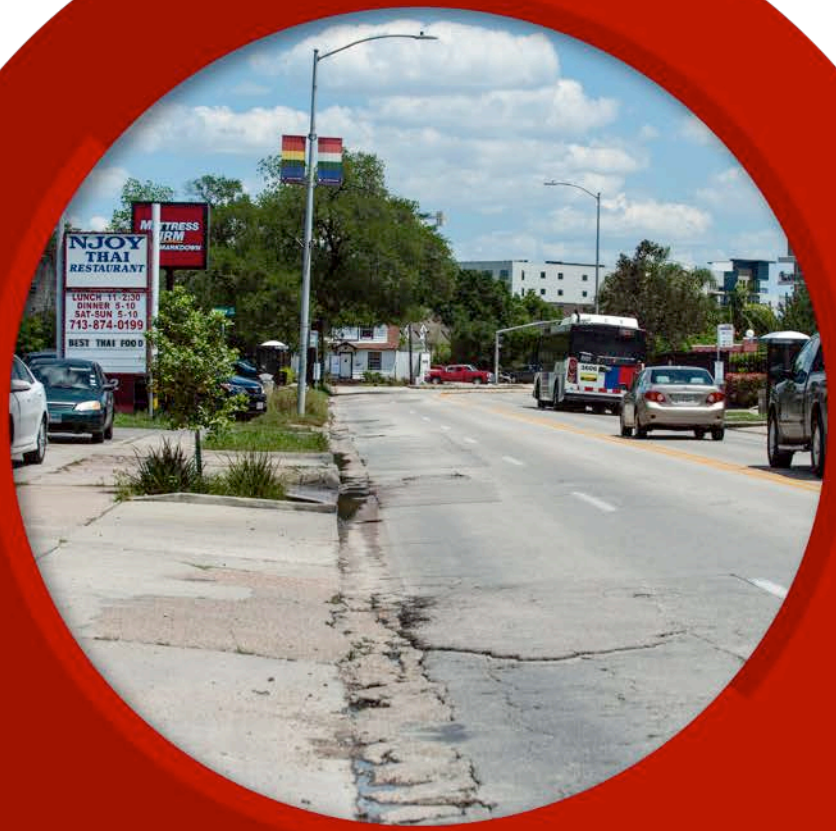

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THANK YOU