

## Overview

- Although my family currently only drives this roadway corridor, we would like to bike this corridor. Please accommodate bikes, but not shared lanes because those are unsafe.
- Please bury all overhead utilities throughout the corridor.
- Need bike lanes!
- If no bike lanes, two lanes and turn lane and wide sidewalks
- Need on-street parking for traffic calming
- Move to 10' lanes from 11' lanes
- Make Westheimer a transit/bike/ped mall from Dunlavy (or Montrose) to Bagby
- Lower Westheimer (east of Montrose) should be a two lane street with space/lane for getting around city buses.
- 11' travel lanes too big, unsafe. No reason to widen any lanes on Westheimer. Would be useful to have existing lane widths.
- No street parking. Have three 11' lanes with a turning lane in the center. As much sidewalk space as possible with added trees and grass.
- I would love to see wider sidewalks and more greenery along Westheimer. Also improvements or removal of the lane that is dangerously steep – westbound. Interesting bus stations.
- There is very little ROW to use here. Consideration should be given to some acquisitions through curves. We must consider all modes and that means it cannot be bikes/peds at all costs to cars and transit, parking should be removed. Consider the whole corridor and peak hours. Bayou to I-69. Consider reduced peak hour capacity planned on Alabama. If capacity is reduced it has to be replaced on adjacent collectors and thoroughfares.

## Station 1

### Pedestrian realm

- Street trees and shade
- Better sidewalks
- Bring attention to crosswalks (make them more obvious)
- Signal priority for pedestrians to cross Westheimer at the Dunlavy and Westheimer intersection

### Parking

- Restrict parking at Dunlavy and Westheimer along the northern Dunlavy portion of the intersection

### Other

- Parking
- Safety (car break-ins/pedestrians)
- Speed limit

- I lived behind Common Bond for over a year – pedestrian and cycle paths need to take priority! As a resident, parking was very difficult – had to park a block or more away/rental property has more tenants than parking. Busted sidewalks everywhere/ major flooding on perpendicular streets to Bayon. Character of Montrose almost lost... this isn't Midtown! Or River Oaks! Bars/Resale/Tattoos/Antiques/Flavor of Westheimer

## Station 2

### Pedestrian realm

- Walkability is a high priority
- Groove in sidewalk for visually impaired
- Pay attention to bikes, pedestrian crossings
- Crosswalks at all intersections
- California – dress up island
- Add infrastructure for pedestrian crossings across Westheimer at Montrose, Yoakum, Commonwealth, Yupon, Mandell, Dunlavy
- Give more time for pedestrians to cross the street at signalized pedestrian crossings
- Add pedestrian crossing at Westheimer and Mulberry
- Make crosswalk more obvious at Westheimer and Mandell

### Vehicular

- Mulbury – shrubs in ROW on east side block, view, sight distance issues at the curve
- Look at roadway curvature
- Slow down vehicles
- Limit vehicles at certain times (i.e., Deep Ellum, Dallas)
- Add Center turn lane
- Dedicated turn lanes at intersections, turn yield signals
- Close Ridgewood St or California St next to Westheimer

### Parking

- Street parking preferred for traffic calming
- Don't have on-street parking, build a parking garage
- Convert Commonwealth/Lovett south of Westheimer to parking
- Add B-Cycle station at Dunlavy and Westheimer

### Transit

- Fewer bus stops, consolidate
- Bus pull outs slow transit down. Look into consolidation of stops or larger buses running less frequently
  - No, smaller buses more frequently

## Bicycling

- Bike boxes for bike lanes crossing Westheimer
- Improve bicycle crossing at Westheimer and Dunlavy

## Access Management

- Driveway consolidation – far too many curb cuts
- Too many driveways and head in parking

## Other

- Use green space for storm water capture/treatment
- At the plaza/park at California and Ridgewood: close California west of Ridgewood and have corner plaza for food truck/bike facilities
- Road geometry at Westheimer and El Real: interior lane traffic encroaches ext and pushes exterior traffic into WKB
- More opportunities for local art: graffiti wall (Biscuit wall, Breakfast Club)

## Station 3

### Pedestrian realm

- Better quality of sidewalks
- Intersection improvements for the visually impaired in ADA compliance
- Lots of walking by residents of the women's home
- Underground utilities
- Need grass strip
- Add more street lighting
- Add lighting for pedestrian crossings at Westheimer and Montrose
- Add signalized crosswalk at Westheimer and Crocker
- Pedestrian crossing at Katz's Deli on Westheimer is "suicide"
- Jaywalking along Westheimer between Montrose to Stanford
- Add lighting for pedestrian crossings at Westheimer and Taft
- Add more crosswalks at Westheimer and Taft, current safety of crossing is a huge concern
- Add crosswalk signal with advanced green for pedestrians and cyclists at Westheimer and Taft
- Currently no sidewalk south and east of Taft
- Add crosswalks at Westheimer and Helena
- Add lighting for pedestrian crossings at Westheimer and Bagby

### Vehicular

- Left turns are important
- "Texans will not like left turn restrictions, but might be appropriate."

- Four lane cross section is too dangerous because the individual lane width is too narrow
- Vehicle travel along Westheimer does not feel safe in the current configuration
- Two lane cross section is preferred, use the extra ROW for pedestrians, buses, and a center turn lane
- Add traffic signal at Westheimer and Stanford?
- Do not place a traffic circle at Westheimer and Montrose

#### Parking

- Do not want parking on street, already accommodated by the businesses on site

#### Transit

- Offset/staggered bus pullouts
- Bus pullouts

#### Bicycling

- Not enough bike parking right now
- Safe bike crossing
- Improve neighborhood bicycle crossing at Westheimer and Stanford

#### Access Management

- Businesses would not like to consolidate driveways

#### Other

- Green infrastructure – rain garden, “landscape sinks”, soil remediation zones
- Convert the right turn only lane and median from southbound Bagby onto westbound Westheimer into a plaza/bus stop
- Convert vacant lot at Westheimer and Whitney into a park
- Westheimer between Bagby and Montrose is a residential collector street named Hathaway – it should not be called a major thoroughfare. It would be safest as three lanes (center left) wide lane collector which could accommodate bus and vehicles together with wide sidewalks. And no on-street parking.

#### **Station 4**

##### Pedestrian realm

- Add trees to help walkers and businesses
- ADA – add grooves to ramp and add a well for the walking stick or cane to help them walk straight
- Pedestrian lighting – where is it? Street lights, but no pedestrian lights on workshop exercise

- Improve pedestrian experience along Elgin between Brazos and Smith

#### Vehicular

- There is no left turn onto Brazos from Westheimer – but cars do it or go up just before Smith and U turn to get onto Brazos
- Removing left turns will cause back up congestion
- Reduce vehicular lanes along Elgin between Brazos and Smith
- Reduce vehicle speeds along all north-south streets

#### Transit

- Smaller buses
- Can we move buses off road?

#### Bicycling

- Why can't we add a bike lane?
  - Walk on one side/bike on the other
  - There are bike rentals along Westheimer. Why not bike lanes?

#### Other

- Neighborhood identification signage?
- Most important:
  - Protected left turn lanes
  - Pedestrian crossings
  - Storm water management (LID)
  - Pedestrian amenities – challenge and important