



REBUILD HOUSTON



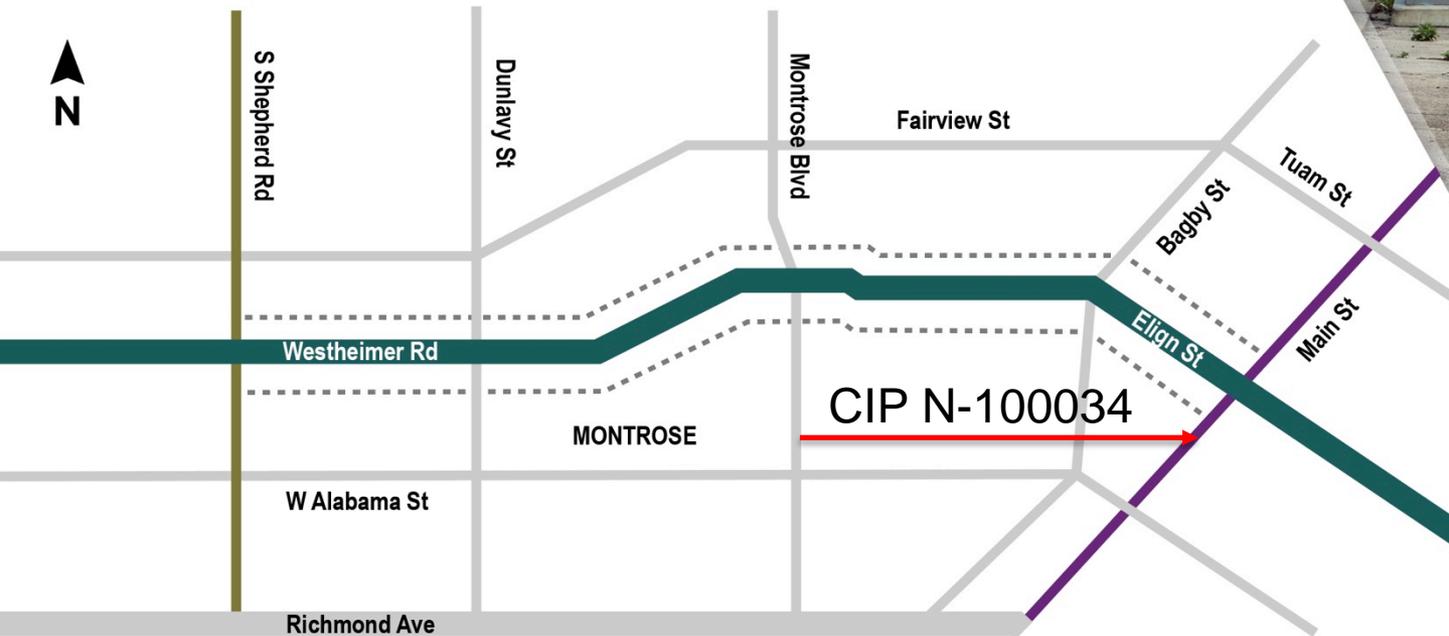
LOWER WESTHEIMER

CORRIDOR STUDY

**Public Meeting #2
November 16, 2016**

Project Overview

Enhanced Pre-Engineering Study: Shepherd to Main Street



Project Schedule

- June 6
2016
- 1** Public meeting to review existing conditions, identify objective and principles
- Nov. 16
- 2** Public workshop to confirm objective and principles, review conceptual options
- Early
2017
- 3** Public open house meeting to present project concepts

Stakeholder Advisory Committee (SAC) meetings prior to each public meeting.
SAC met May 3 and August 16, 2016.



Public Input & Survey Summary

- May 3 – Stakeholder Advisory Committee
- June 6 – public meeting (≈150 people)
- Sticky note exercise:

What do you
love about
Westheimer?

What would
make
Westheimer
better?

Survey

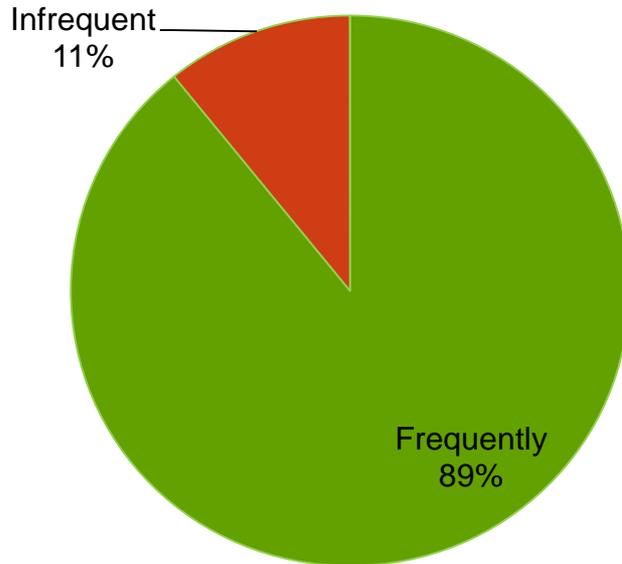
- Opened June 6; closed June 21
- Circulated at June 6 meeting, on website, and via email, social media, and other avenues
- >440 responses
- Results posted online



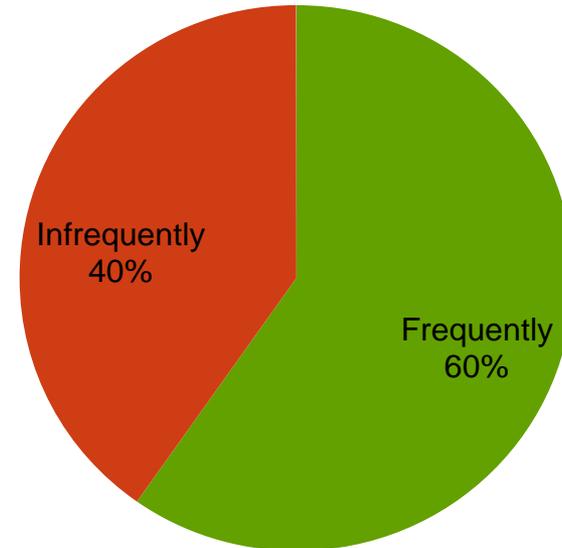
Lower Westheimer Corridor - Survey results

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

Driving



Walking

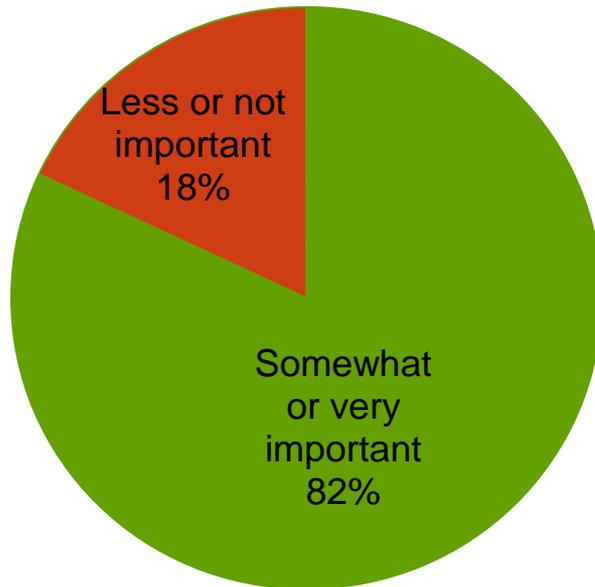


*Note: Frequently includes more than once a day, daily, and at least weekly. Infrequently includes infrequently and never.

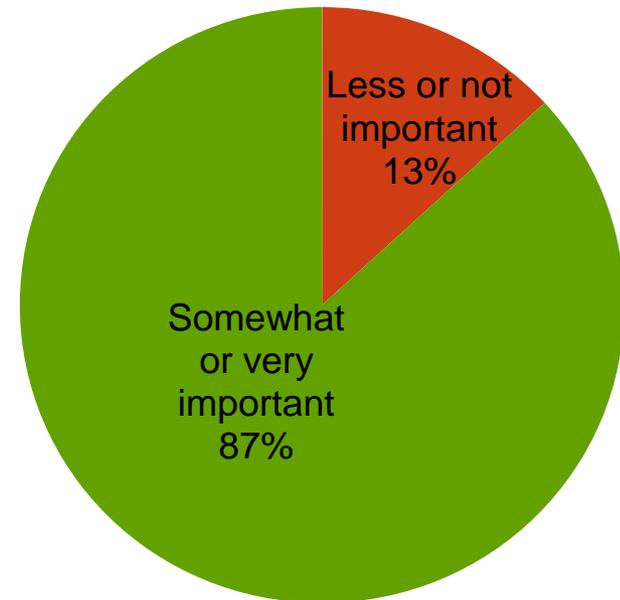
Lower Westheimer Corridor - Survey results

Please rank the following potential improvements in terms of importance.

Wider Sidewalks



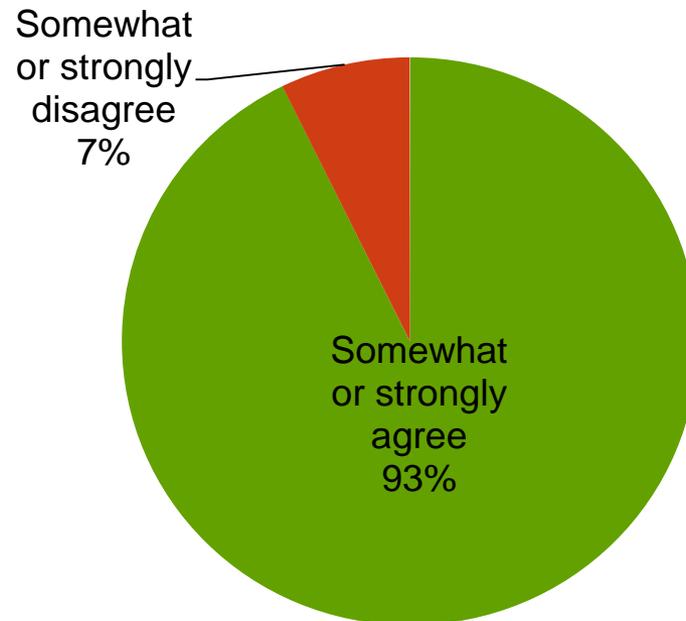
More Street Trees or Shade



Lower Westheimer Corridor - Survey results

Please agree or disagree with the following statements.

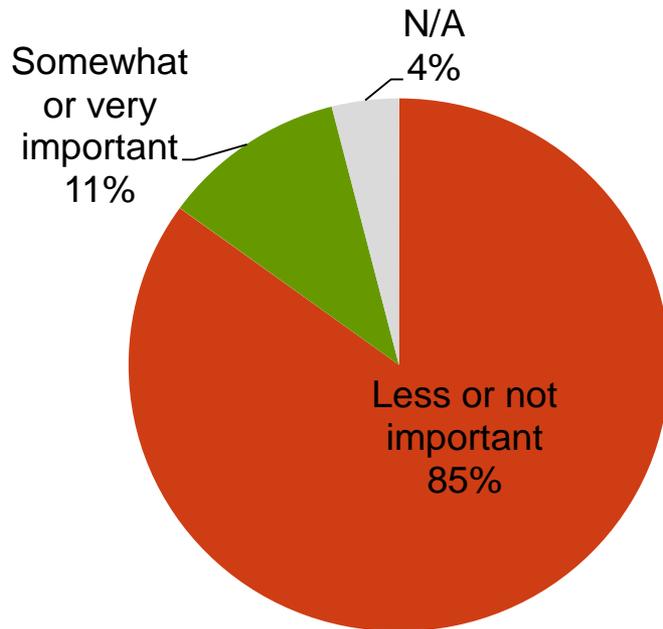
Improving the Pedestrian Environment
Should be the Highest Priority



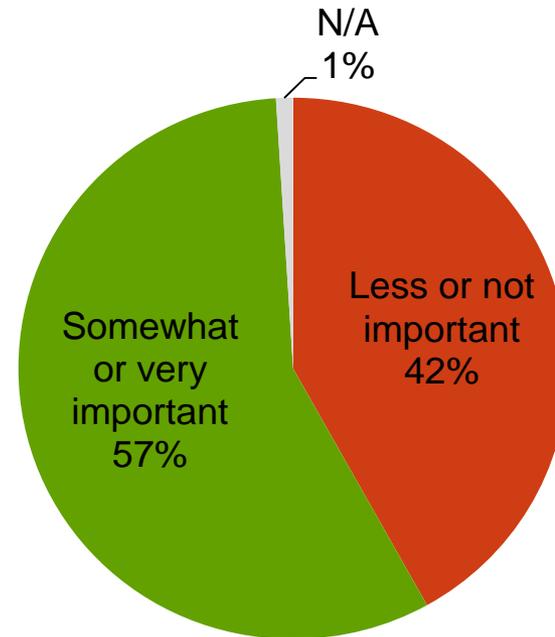
Lower Westheimer Corridor - Survey results

Please rank the following potential improvements in terms of importance.

Faster Vehicle Traffic Speeds



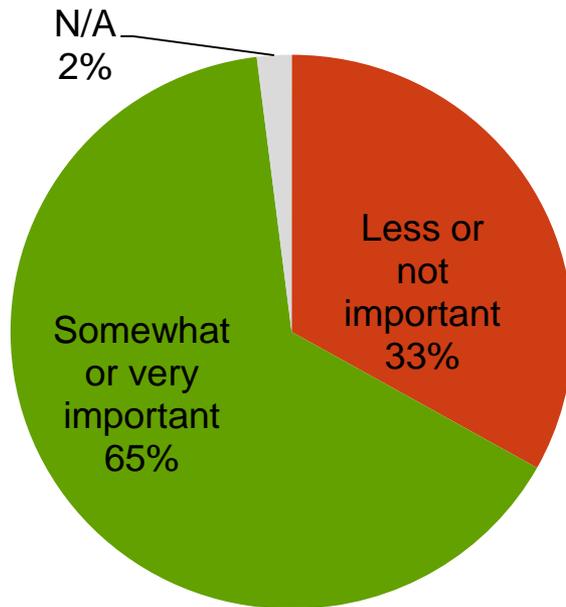
Slower Vehicle Traffic Speeds



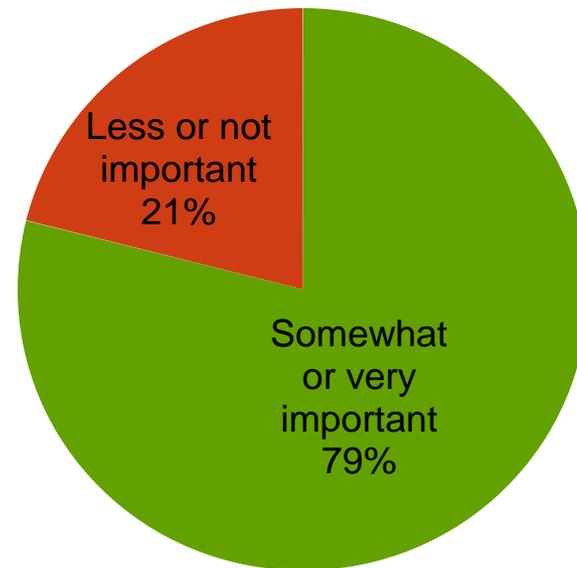
Lower Westheimer Corridor - Survey results

Please rank the following potential improvements in terms of importance.

Left Turn Lanes



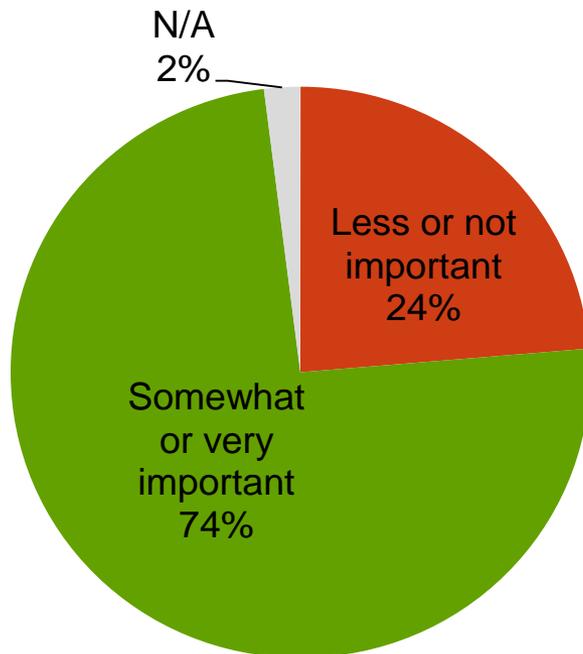
Less Vehicle Congestion



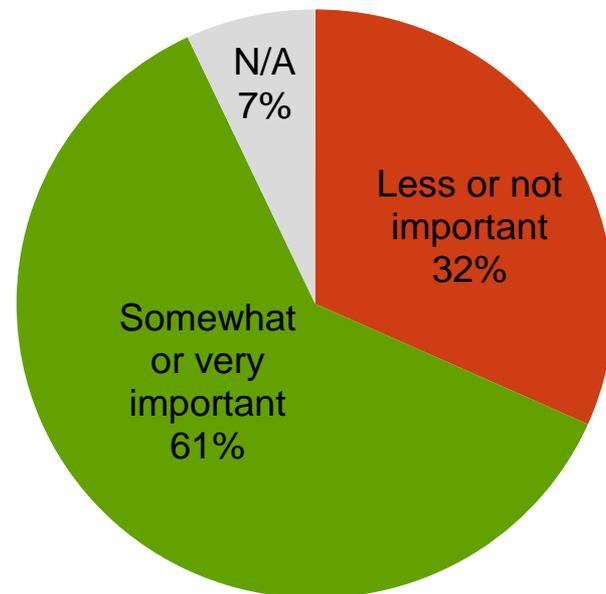
Lower Westheimer Corridor - Survey results

Please rank the following potential improvements in terms of importance.

Better Facilities for Bicycling

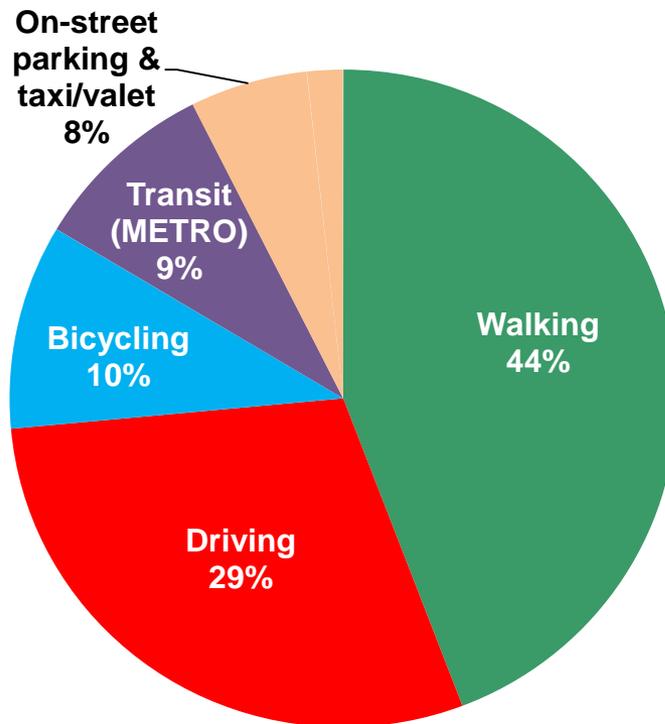


Improved Bus Stops



Survey results

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



* Chart shows % ranking each mode as #1

Survey & Public Input Summary

- Multi-use corridor
- Walkability = greatest asset and need

MODE PRIORITY:



1. Walking



2. Driving



=



=



3. Transit, parking, bicycling

- Pedestrian improvements most highly valued
- Transit and bike facilities highly valued
- Traffic: value left turn lanes; do not favor faster traffic
- Parking: minimally used; split responses on removing existing parking



Project Objective

Lower Westheimer is an “urban main street,” with an enhanced pedestrian experience.

It should:

- ✓ Support transit
- ✓ Improve access to local businesses
- ✓ Be aesthetically pleasing
- ✓ Preserve local culture and character
- ✓ Manage traffic safely and effectively



Guiding Principles *(full text on web)*:

1. Support multiple modes of transportation, prioritizing pedestrian and transit use.
2. Support local businesses and surrounding neighborhoods by providing convenient & safe access, including parking.
3. Improve safety for all users, with the goal of eliminating serious crashes (Vision Zero).
4. Balance adequate capacity for safe vehicular movement with safe access for people who walk, bike, and ride transit.
5. Maintain and enhance cultural and historical heritage, improve aesthetics, and contribute to the community's greater "sense of place."



Factors to Consider

- 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

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



Modal Priorities



Pedestrians



Vehicles



Transit



Parking (where possible)



Bicycles (connection to corridor destinations)

Context Sensitive Design

- Historical, Cultural & Existing Built Forms



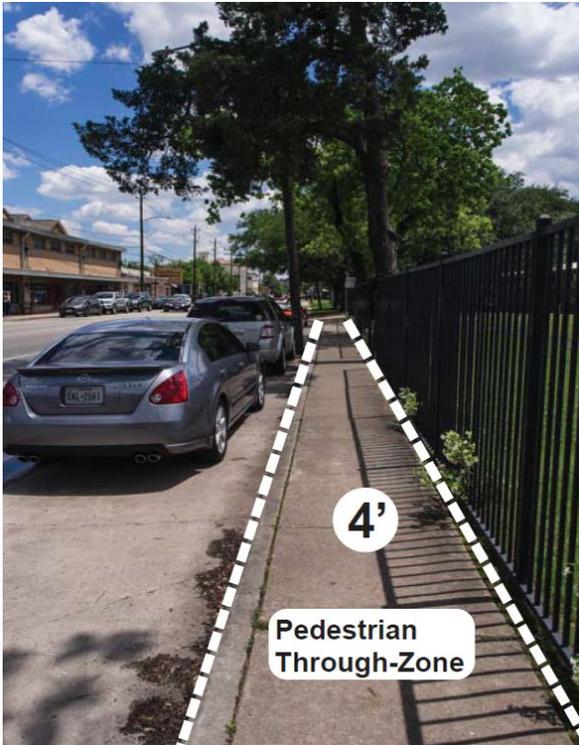
Strategies



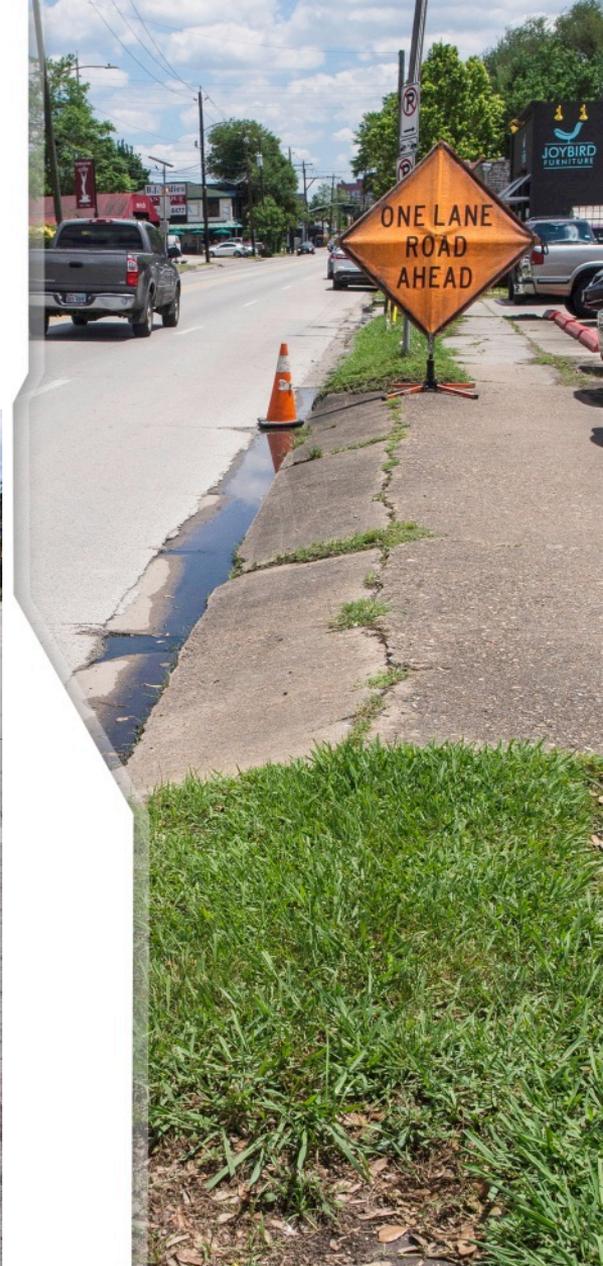
Pedestrian Realm

Desired $\geq 10'$ Pedestrian Realm

Accessibility



Current Sidewalks and Accessibility Obstructions



Strategies



Desired Pedestrian Realm



Castro Street
Mountain View, CA

Cafe Seating

Pedestrian
Through-Flow

Strategies

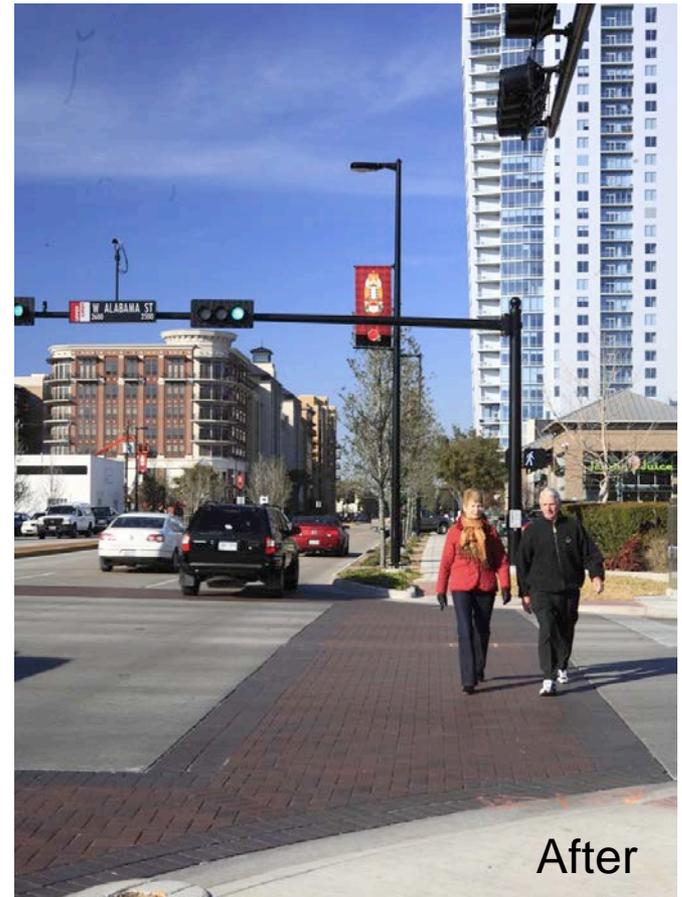


Pedestrian Realm Related

Example: Improved Pedestrian Crossing at Intersections



Before



After

Strategies



Vehicular lanes – Mobility, Safety and Access

- Intersection function
- Access management
- Clear driveway definitions (Access consolidation if needed)
- Remove head-in parking



Lack of Definition along Existing Driveway Access Points

Example of Definition along Driveway Access Points



Strategies



Transit

- Coordination with METRO
- Consider ¼ mile stop spacing/consolidation
- Bus stop crossings to minimize intersection conflict



Current Intersection Crossing



Current Bus Stops

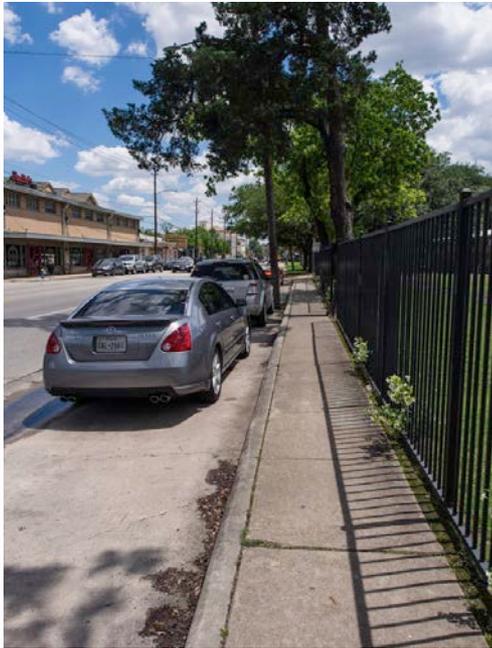


Strategies

P

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



Strategies



Parking Example

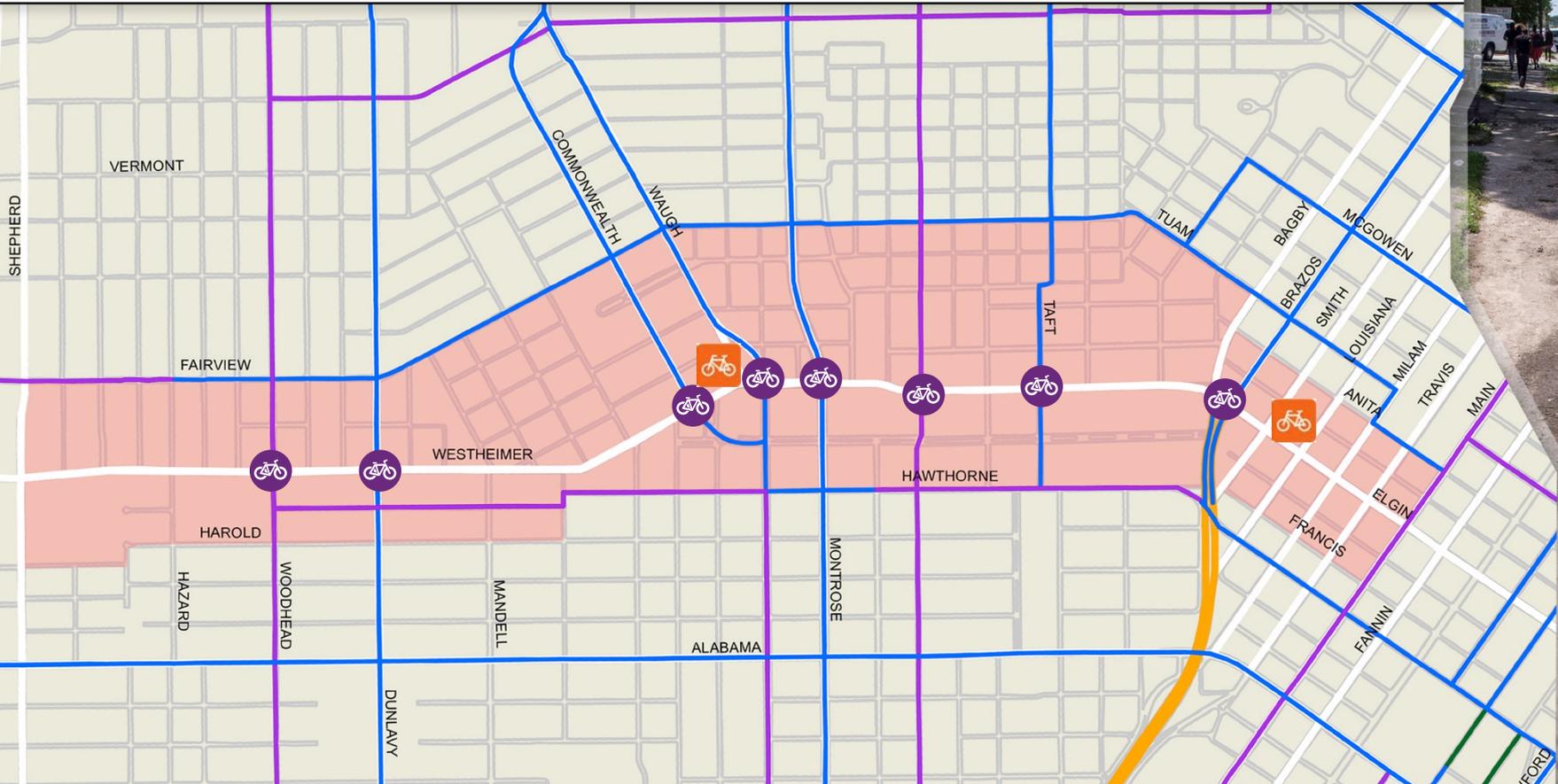


On-street Parking Buffers



Strategies

Bicycle Routes



Study Area

On-Street Dedicated (Within ROW)

Off Street

On-Street Shared



Bike Route Crossing



Bike Share Station



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LOWER WESTHEIMER CORRIDOR STUDY

Strategies

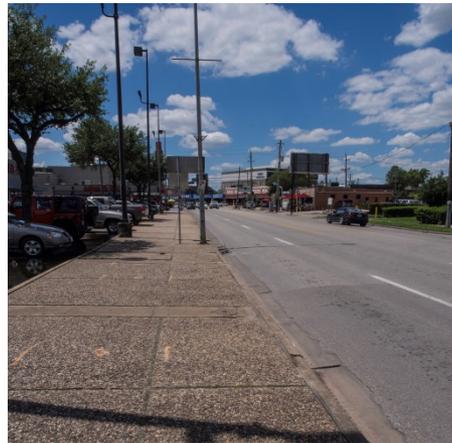
Context Sensitive Designs

- Consider Significant Existing Features

Historical and Cultural

Urban streetscape – Street trees

Character – Built form



Examples of Current Features

Group Activity – Explore Street Layouts

Guidance

1. At least one 11' vehicular lane in each direction
(13' travel lanes optional)
2. Parking lane minimum 8' (optional)
3. Provide at least 6' of unobstructed sidewalk width in each direction
4. Minimum 2.5' width required for light poles

Variations to address:

1. Intersection turning requirements
2. Transit accommodation including stops
3. Limited/narrow ROW
4. Encroachments or adjacent structures

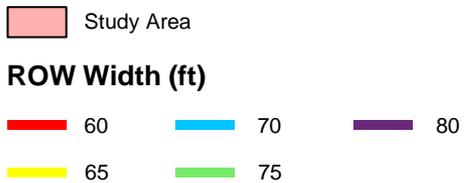
Regroup and Summarize:

What was most challenging?

What was most important?



Group Activity – ROW Constraints



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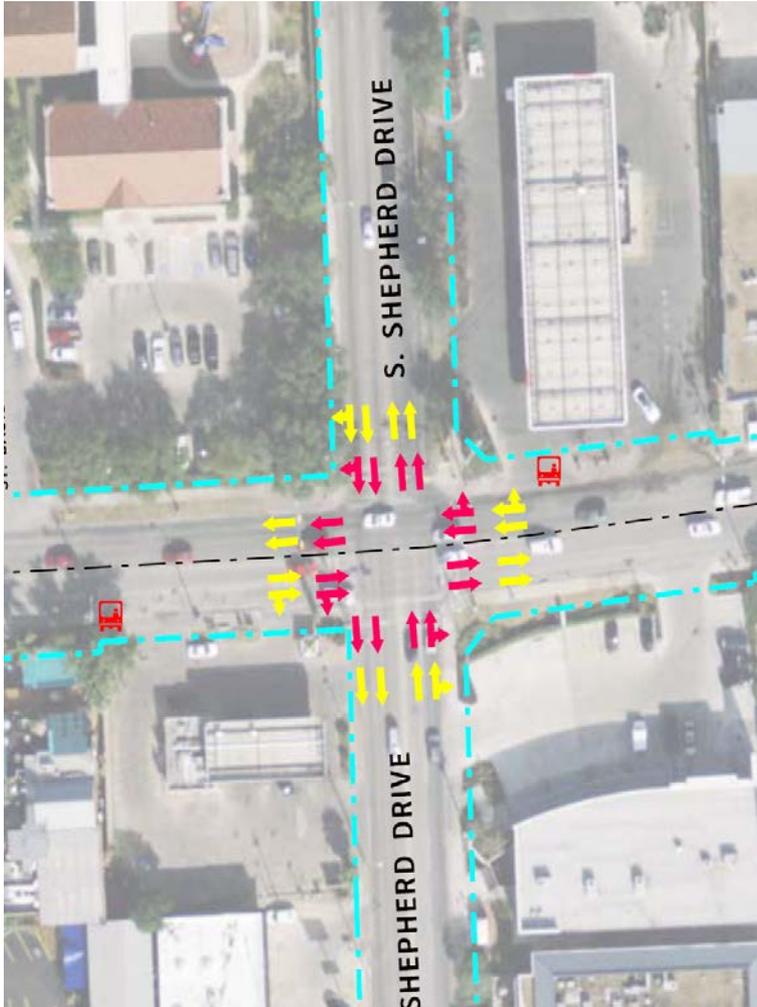


LOWER WESTHEIMER CORRIDOR STUDY



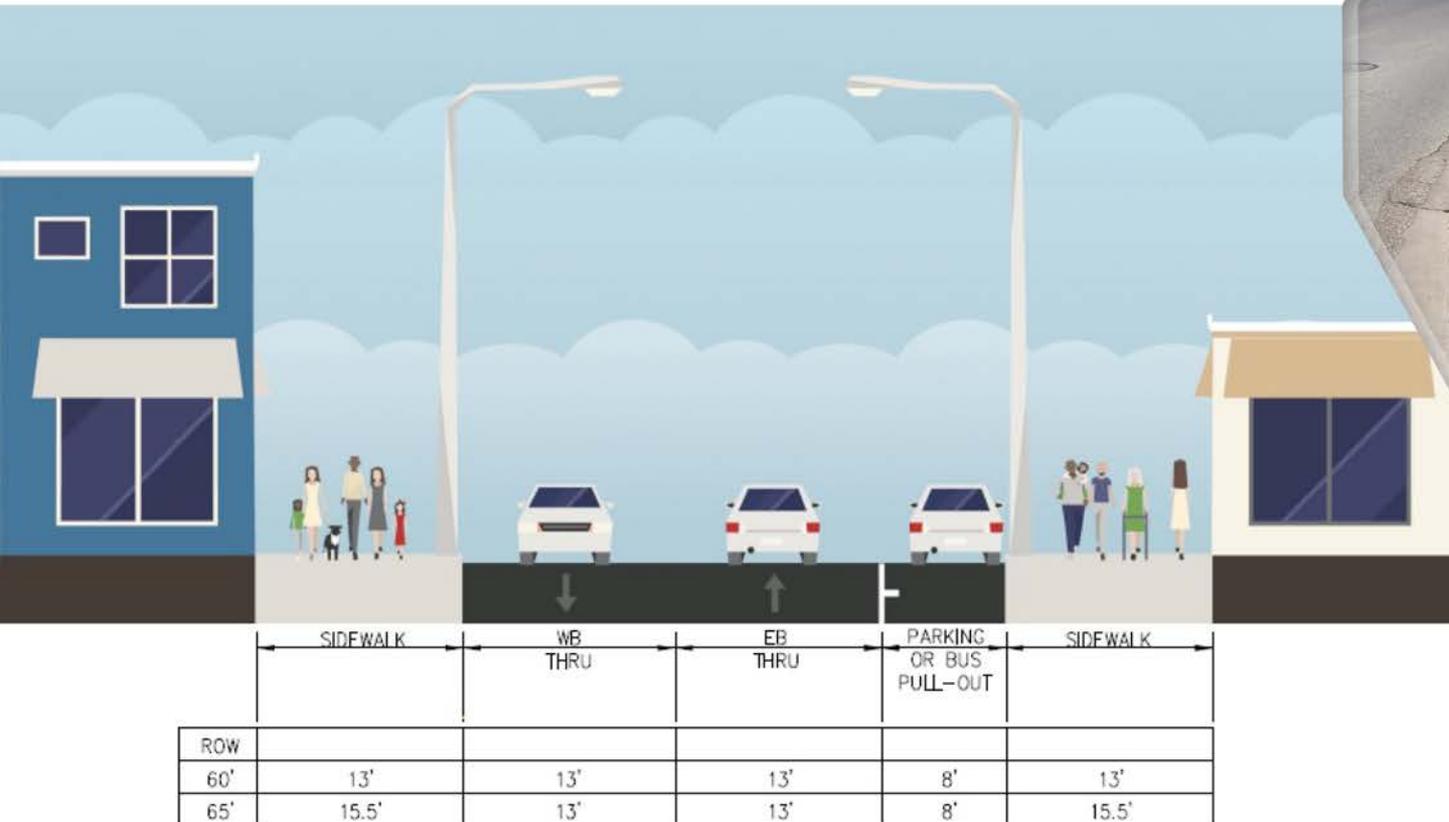
Group Activity

– Intersection @ Shepherd



Group Activity

– Typical Section Options (60', 65')



Next Steps

- Public comments due Dec. 12, 2016*
**Please submit via the project website or email (see next slide)*
- Join us at the next and last public meeting – details to be posted on the website

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

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

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



Project Contacts

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*Feel free to Tweet us your photos from the workshop:
@HoustonPlanning #lowerwestheimer*





REBUILD HOUSTON

THANK YOU

