

## 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)