

Public Comments: Reports, Studies and Meetings

Report / Study / Meeting	Streets/Traffic/Infrastructure	Transit	Ped-Bike	Streetscape	Parking	Other
<p>Nearatown Development Reports - General Comments (2008/2010) Source: www.nearatown.org</p>	<p>10' wide lanes along Richmond Infrastructure Needs Flooding & Drainage Neighborhood as "Small Town" Implement art at rail stations Roundabout at Westheimer & Montrose Restore Alley Montrose Boulevard Conservancy New Bridge on Montrose across Buffalo Bayou Westheimer -3 lane cross section (i.e. 2 lanes with center turn lane) with wide sidewalks and real pedestrian realm Improve Fairview Wider streets are not better Bury utility lines The importance of the Westheimer, Montrose and other corridors in the Nearatown area and the conflict between carrying capacity and walkability and how to resolve that conflict;</p>		<p>Hike & Bike trails along Buffalo Bayou Safe Access to park space across Allen Parkway Sidewalk/Pedestrian Realm improvements along Fairview, Westheimer Lack of walkability along Richmond/Sidewalk "a mess" nearly nonexistent (Richmond) Sidewalk improvement in the neighborhood with rail Walkable Urbanism along Westheimer Pedestrian connection to Midtown along Alabama ADA accessibility Rebuild sidewalks in the neighborhood Bike Corridor along Alabama Bike lane development along Alabama, Westheimer & Dunlavy Bicycle access along Montrose Wider sidewalks along Richmond Preserve trees along Richmond Reinforce cross-walks along Montrose</p>		<p>Parking along Richmond Shared Parking Public Parking (Westheimer@Montrose) Parking Needs along Westheimer COH Satalite Parking Lot Pakring issues with Bars near Fairview & Taft Manage Parking Parking issues in residential neighborhoods</p>	<p>Parks with historically or culturally significant displays. The development of the corners of Montrose and Westheimer and whether they should be developed as a Park or recreation facility, a mixed use development, a transit station or at some other level of intensity;</p>
<p>A Walkable Montrose - Montrose Boulevard Conservancy (2007) www.montroseblvd.org Source: Nearatown Development Report (2008)</p>			<p>Replace narrow, rundown sidewalks with continuous 6' wide concrete sidewalks along both sides of Montrose Boulevard, providing adequate room for 2-way pedestrian traffic. Place walk 6' to 8' behind curb to separate pedestrians from traffic and allow consistent planting zone. Improve accessibility with concrete curb ramps at every street corner. Accommodate special needs with owner-provided wider walks and enhanced paving at special locations. Provide safe, visible durable crosswalks at every pedestrian street crossing. Utilize 'zebra' stripe pattern for highest degree of visibility and safety Install 12' wide crosswalks and 'stop bar' at each major side street and across Montrose at existing locations and 8' wide crosswalks and 'stop bar' at each minor street crossing. Install the proper City signage for crosswalks Bury utility lines along the Boulevard and at minimum, eliminate sidewalk impediments such as utility poles anchored in the center of the sidewalk. Improve light levels along the roadway and pedestrian walkways to comply with established safe-lighting standards. Enhance pedestrian safety at driveways and parking lots. Enable path connection from Montrose sidewalks to Buffalo Bayou trails. Encourage sidewalk connections to neighborhoods and institutions adjoining Montrose. Encourage enhanced pedestrian connections to future METRO rail station on Richmond Avenue.</p>	<p>Achieve visual consistency by converting wood pole-mounted lights to attractive metal poles. Ensure adequate signage for traffic control, wayfinding and neighborhood identification. Ensure existing signage in ROW is consistent with City of Houston standards, is visually consistent and erect and is well maintained. Encourage mounting of COH signs on signal arms where available to reduce visual clutter. Enhance esplanades by increasing canopy growth through maintenance of existing trees and re-plantings. Encourage property owner upgrades to esplanades and road side landscapes. Create new tree planting zones from current paved areas between driveways. Reduce visual blight by screening parking lots with evergreen hedges. Create a special landmark streetscape at the Montrose /Westheimer intersection to celebrate the important location and to revitalize an area with aesthetic, safety and security problems. Encourage future development of the Allen Parkway/Montrose intersection as a north gateway landmark to Montrose Blvd.</p>		
<p>Light Rail on Richmond Avenue (2006) www.richmondrail.org Source: Nearatown Development Report (2008)</p>	<p>Enable cars to turn either way at minor cross streets; Wireless access at stations - make rail corridor the starting place for City wireless initiative; Improvements now that will enable additional improvements in future (e.g., when digging up the street, think about water lines and other utilities that will need upgrading);</p>	<p>Stations closer together, so people will walk; Station at Woodhead? Montrose station west of Montrose; Public bathrooms at/near stations;</p>	<p>Continuous sidewalks along Richmond -Trouble spots: Richmond at Yupon in front of post office, in front of El Pueblito. -Issue: Trees in middle of sidewalk. Accessible sidewalks; Ensure there are safe pedestrian crossings at Yoakum, Mount Vernon, Graustark, Yupon, Stanford, and Dunlavy. Sidewalks that are softer on the feet - e.g., shredded tires (also porous cover);</p>	<p>Don't limit pedestrian enhancements to areas around station - include street between stations, streets into neighborhood. Places for people to rest periodically, especially people who are disabled or move slowly;</p>	<p>Parking facilities along the route for folks who want to use rail but live too far to walk; e.g. maybe garage just west of Main St. - share with Midtown? Restricted parking on neighborhood streets - one side only, make sure emergency vehicles can get through;</p>	<p>Commitment from City to security to support more people using the rail line, especially at night (e.g., woman walking from Main St. line to home in Nearatown at 9 p.m. will encounter guys hanging out under the Spur - panhandlers, drug dealers, etc.). Think about solar lighting, back-up power. Get competition going among universities to come up with designs;</p>

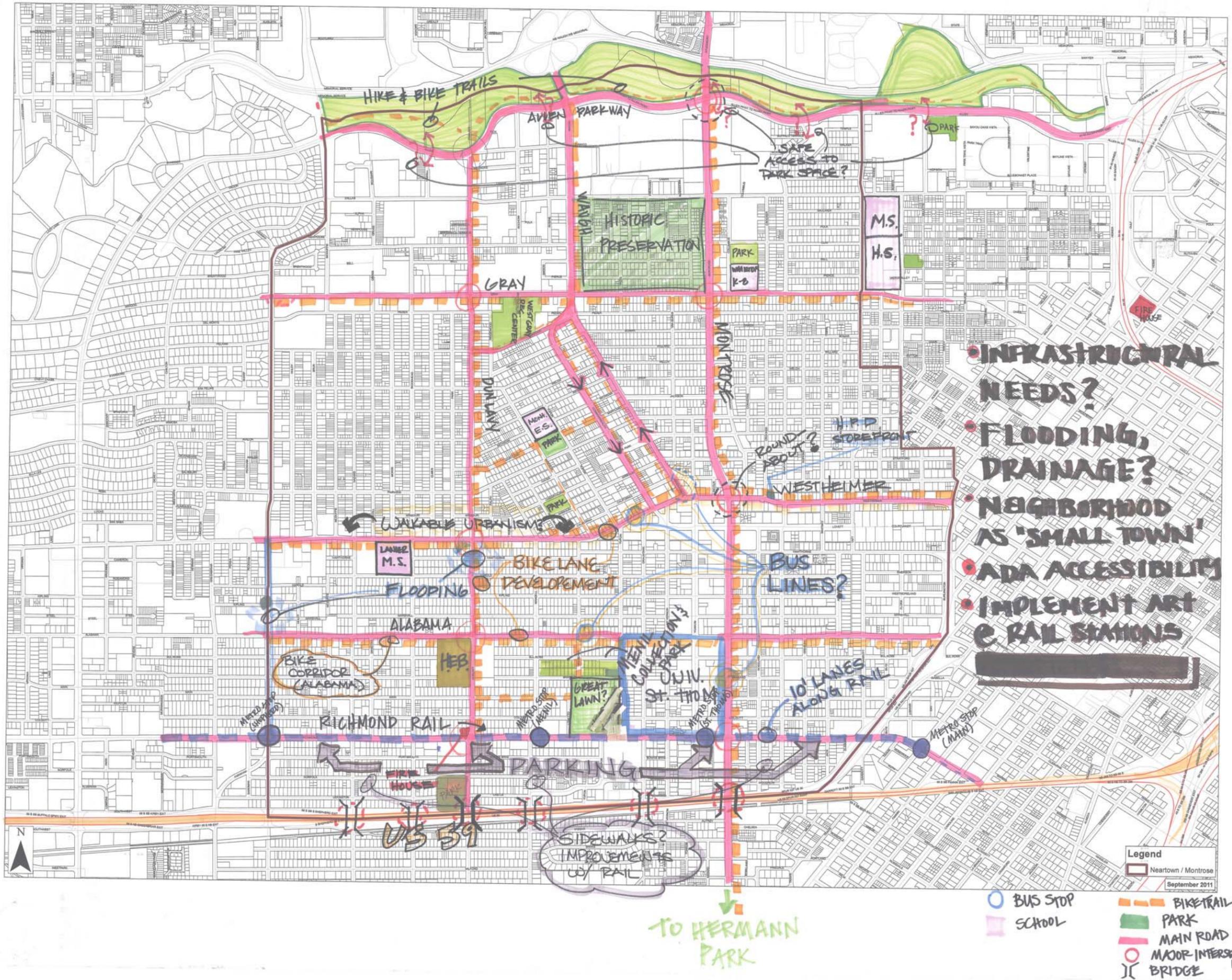
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<p>Neartown Development Reports - Traffic and Parking Comments Source: Neartown Development Report (2008)</p>	<p>Install cul de sac on McDuffie at Richmond. Concern is about traffic diversion into neighborhood due to future METRO University Line. Improve pavement conditions on neighborhood streets that are poor. Public Works & Engineering Department has a pavement management system to rehabilitate City streets. Retime traffic signals along Richmond when University Line is in operation. City will operate and maintain the traffic signals along University with mobility as a top priority. Minimize traffic impacts in neighborhoods during construction of University Line. Contractor will provide construction detour plans to minimize neighborhood traffic impacts. Protect the First Montrose Commons neighborhood from cut through traffic. Public Works & Engineering Department has Neighborhood Traffic Projects Program that offers protection from intrusive traffic. Restore traffic signal on West Alabama at Garrett that was removed during Spur 527 construction. A traffic signal warrants analysis is required to justify installation for a new traffic signal.</p>		<p>Install wider sidewalks along Richmond. Urban Corridor Planning will promote better conditions for walkability.</p>			<p>Create sustainability to protect neighborhoods in Neartown. Urban Corridor Planning provides an opportunity to develop a high quality urban environment along METRO Light Rail Transit lines. Encourage Transit Oriented Developments along Richmond. Houston- Galveston Area Council has an initiative to create Livable Centers.</p>
<p>Pedestrian streetscape on Richmond Avenue - (2009) Source: www.richmondrail.org</p>	<p>Two 10-foot traffic lanes in each direction. 10-foot lanes are wide enough for all streetlegal vehicles but narrow enough to discourage speeding, improving safety for drivers and pedestrians. Furthermore, 10-foot lanes will maximize the pedestrian realm: wider traffic lanes mean less space for people. Underground phone, cable, and electric utility wires. This reduces the number of poles in the sidewalk, protects trees, and increases reliability in hurricanes and other high wind conditions. The most cost-effective time to do this is during street reconstruction.</p>	<p>A 23-foot wide light rail trackway. This is wide enough to safely accommodate two light rail trains on straight track with the train's overhead wires supported off the streetlight poles, not poles in the center of the street. Tracks set in grass to reduce noise, reduce runoff, and discourage drivers from accidentally driving on the tracks. Pedestrian crossings, either signalized or unsignalized, of Richmond at every side street and at both ends of each station platform. This enables pedestrians and bicyclists to directly access the entire corridor. Coordination between METRO, the City of Houston and utility companies in planning, scheduling and implementing these improvements. We expect the parties to work together to minimize disruption and mitigate the impacts of construction to Neartown businesses, institutions and residents.</p>	<p>A 8'6" pedestrian realm (measured face of curb to property line) with a 6-foot pedestrian clear zone (unobstructed by any utilities, street furniture, or trees) with trees located between the clear zone and the curb. To this end, the trees must be centered 2' from the curb in tree wells covered with grates, and all poles, signs, fire hydrants, etc. must be entirely located within 2'6" of face of the curb (or 2'0" of back of curb for a 6" curb.) Where circumstances allow it, the pedestrian realm should be a full 15'0."</p>			
<p>SN22 Masterplan (2010) Source: www.sn22.org</p>	<p>In wider eastern section, maintain two traffic lanes in each direction (one shared by streetcar) one lane for parking In narrower western section maintain two traffic lanes in each direction (one shared by streetcar); no parking Make it pedestrian friendly; not a thoroughfare Move bike lane to Center Street (with bumps to separate from traffic); parking on one side; one lane of traffic in each direction</p>	<p>When rail is expanded, SN22 prefers 4 tracks in the trench: freight rail, light rail, and light commuter express rail along Terminal Subdivision SN22 wants a streetcar and upgrade of Washington Avenue as soon as practical Build Washington Avenue streetcar (not light rail!) Possible north/south streetcars to Heights and Montrose/Museum District Connects in downtown to light rail for trips to Medical Center and U of H Connects at Northwest Transit Center for trips to Uptown</p>	<p>SN22 wants livable, pedestrian friendly urban neighborhoods SN22 wants an expanded hike and bike trail grid; especially extension of MKT trail to Memorial Park Highest priority: completion of MKT trail from Shepherd westward and especially into Memorial Park One bridge and a short extension would connect MKT to Cottage Grove, Crestwood, etc. Connection to Memorial Park requires permission from UPRR or Centerpoint Improvement to freight rail in the trench is a bargaining chip Connection under rail lines on the north end of Memorial Park at I-10 is needed Upgrade link from Memorial Park to Shepherd along Memorial Drive Continuous route on Center and Schuler to Memorial Park requires short off-street sections Feagan St. to Spotts Park and Buffalo Bayou Extension of White Oak Bayou Trail North/south routes on Sherwin, Cohn/Knox, Patterson, near Studemont, Sawyer and Silver</p>	<p>Widen sidewalks to 8' to 12' depending on width of right-of-way Locate signs and poles to be less obstructive Extensive tree planting; some benches Add multiple crosswalks to promote public safety, better pedestrian experience Preferred option is to bury utility lines Make it a prime destination: walkable shopping, dining, and entertainment</p>	<p>Create a Washington Avenue parking and development district; participation by businesses in the cost of parking and possibly a portion of the cost of the streetcar Implement market based pricing for metered parking on Washington (so some spaces are available most of the time) Provide incentives to build parking structures Encourage and streamline parking permit program in residential neighborhoods Retain all city land in area (including Heights Recycling Center) for parking structures or dual use</p>	<p>Washington Avenue Livable Center Study</p>
<p>Upper Kirby Livable Centers Study (Stakeholder Comments - 2010) Source: www.upperkirbydistrict.org</p>	<p>East-West corridors are currently pretty congested. Design issue on Frontage road, people won't really feel safe walking there. Civic Center could use kiss and ride stop off of Richmond Avenue to allow traffic flow and drop offs. Audley and Norfolk Streets could be connected without taking out the clubhouse. Freeway roars, how do we deal with that on the south side of Civic Center? Kirby and Westheimer is a major destination.</p>	<p>The MetroRail stop and plazas should be the first priority for the TIRZ. We need to incorporate maps and public artwork throughout the District. Transit plaza at Upper Kirby Station; probably on the Northside. Station needs to stay pretty close to Kirby because of existing buses.</p>	<p>We need to deal with bikes, especially around schools. Reduced lane width for autos could help to make bike lanes a reality. Herman Park is a good example of a "people place" Even after improvements, Kirby Drive still has conflicts between autos and pedestrians. Improvements on Eastside would make it safer for Lamar students. Neighbors need to be able to walk safely and easily to Civic Center and Transit Station area.</p>	<p>Create landscaped rail corridor. Removing power lines improves overall visual character of the neighborhood. Consider trees that currently camouflage power lines and are going to be taken out. We need to work together (Management District, Metro and City) to come up with a plan/solution. There is a tree replacement program planned for the transit corridor. Incorporate aspects of Memorial Park at street edge as "trail". Rice University is another good example. Probably center pole power along transit corridor. Richmond Avenue should have urban streetscape. Signage is important within the District. Eastside could incorporate lights that have been installed on Kirby Drive.</p>	<p>How do we change the rules to allow parking districts? The Texas Medical Center and Greenway Plaza districts both have parking districts. Midtown is currently looking at the possibility of a parking district. Parallel parking is needed along side streets, especially in Civic Center neighborhood; creates a buffer and convenient parking solution. Consider parallel parking on Richmond. It may slow down and cause more congestion. How do we replace capacity on major thoroughfare if we take a lane for parking? It needs to be looked at with a more regional approach. Parallel parking on side streets will accommodate a lot of the Levy park users. The creation of a Parking Management District should be the #1 priority. A Parking District could free up space for new urban plazas which could in turn lead to better pedestrian connections. We don't necessarily want to encourage a park and ride situation at the Civic Center proposed parking garage.</p>	

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METRO Long Range Plan Meetings (2011) Source: METRO	Wheeler/Richmond and Main Street crossing	Washington Ave street car, circulators Downtown & other population hubs, light rail expansion, strategy to reduce number of transfers on long journeys. What's good about Metro's rail decisions thus far is that you have kept the service area condensed in dense areas and meeting the needs of those in the city. Circulator Service: Texas Medical Center, Rice, Museum District, Herman Park. Think local as well as regional. Streetcars, circulator buses, bike lanes support more local patterns of living and working in close proximity. Higher gas prices, density, and more traffic will encourage more people to stay local. so use some of the street improvement money for better sidewalks, benches, and trees to encourage walking - especially inside the loop.Review smaller scale solutions using trolley-type of services Continue with University line Continue & complete light rail loop The 2040 population chart shows high density outside loop in all directions and the 2040 job/employment chart shows inside loop density. We need suburb to inner city, not inside 610 to UH down Richmond! Ride rail to airports Commuter rail to Intercontinental Airport Cross town bus routes - Est. Elgin/Westheimer, U H to Uptown & beyond Wheeler/Richmond and Main Street crossing	Pedestrian realm			Develop local/neighborhood circulators to encourage living within contained areas, decreases need to travel regionally.
Washington Avenue Livable Center Study (2012) Source: www.washave.org	I want buried power lines at Washington Ave. It would also be nice to have cross walks at least at each intersection with a light. I've tried walking my son in his stroller and would feel a lot more comfortable with a crosswalk at Sawyer. Drivers in Houston tend to forget there might be pedestrians they need to watch out for. The roundabout need not have a center line that confuses drivers.. in France they do not have lines...also the bricks are pretty but not a good idea...they seem to need reappear constantly. Paving it would be a better idea I think. I Love roundabouts there have been studies done that they save gas...time and energy. I wish there were more in this city.	I want a streetcar from downtown to Memorial Park at Washington Ave I want an improved Amtrak station at the end of Washington Avenue, and increased Amtrak Service at Washington Avenue.	Adding sidewalks would incourage people to walk more and turn this part of our city into the walking city it used to be long ago. I want a bike path that connects the Buffalo and White Oak Bayous at Washington Ave. I want dedicated bike lanes at Washington Ave. want safe, walkable sidewalks for the whole neighborhood at W.A. I want Center Street to be a bikeway at Washington Ave. I want sidewalks to extend from storefront to curb at Washington Ave.	I want a tree-lined street with wide sidewalks and parking at Washington Ave. I would like to see a trash can every 2 or more blocks and dog stations I want more trees at Washington Ave. I want a wide, treelined entry into H-town's West Side at Washington Ave. I want at least 3 continuous blocks of walkable urbanism at Washington Ave.	I want more parking garages (and less surface lots) at Washington Ave. I want angled parking at Washington Ave	I want more local, independently owned businesses at Washington Ave. I want development that respects historical neighborhoods at Washington Ave. I want a food truck court at Washington Ave I want a farmers market on the weekends at Washington Ave. I want more and better single-stream recycling at Washington Ave. I want to keep the recycling facility at Center and Harvard at Washington Ave. I want urban, mixed-use -- not car-centric, concrete surrounded big box and strip mall suburban development at Washington Ave. I want incentives for creative, local retail businesses at Washington Ave. I want the 'WOW' roundabout to be a gateway at Washington Ave. I want a growing arts district w/ more places to celebrate and learn about art at W.A. I want a cleaner corridor at Washington Ave. I want W.A. to temp. be open to pedestrians and cyclists for a car-free event at W.A. I want no SOBs (sexually oriented businessese) at Washington Ave. I want an area where businesses that are loud at night can thrive without bothering the neighbors at Washington Ave. I want Houston's first approved SPUD (Special Purpose Urban District) at W.A. I want access to best in class schools or other environments for learning at W. Ave. I want businesses to be close to the street with parking in back at Washington Ave. I want a non-chain convenience store at Washington Ave. I want extended block parties with art, performance and shops at Washington Ave

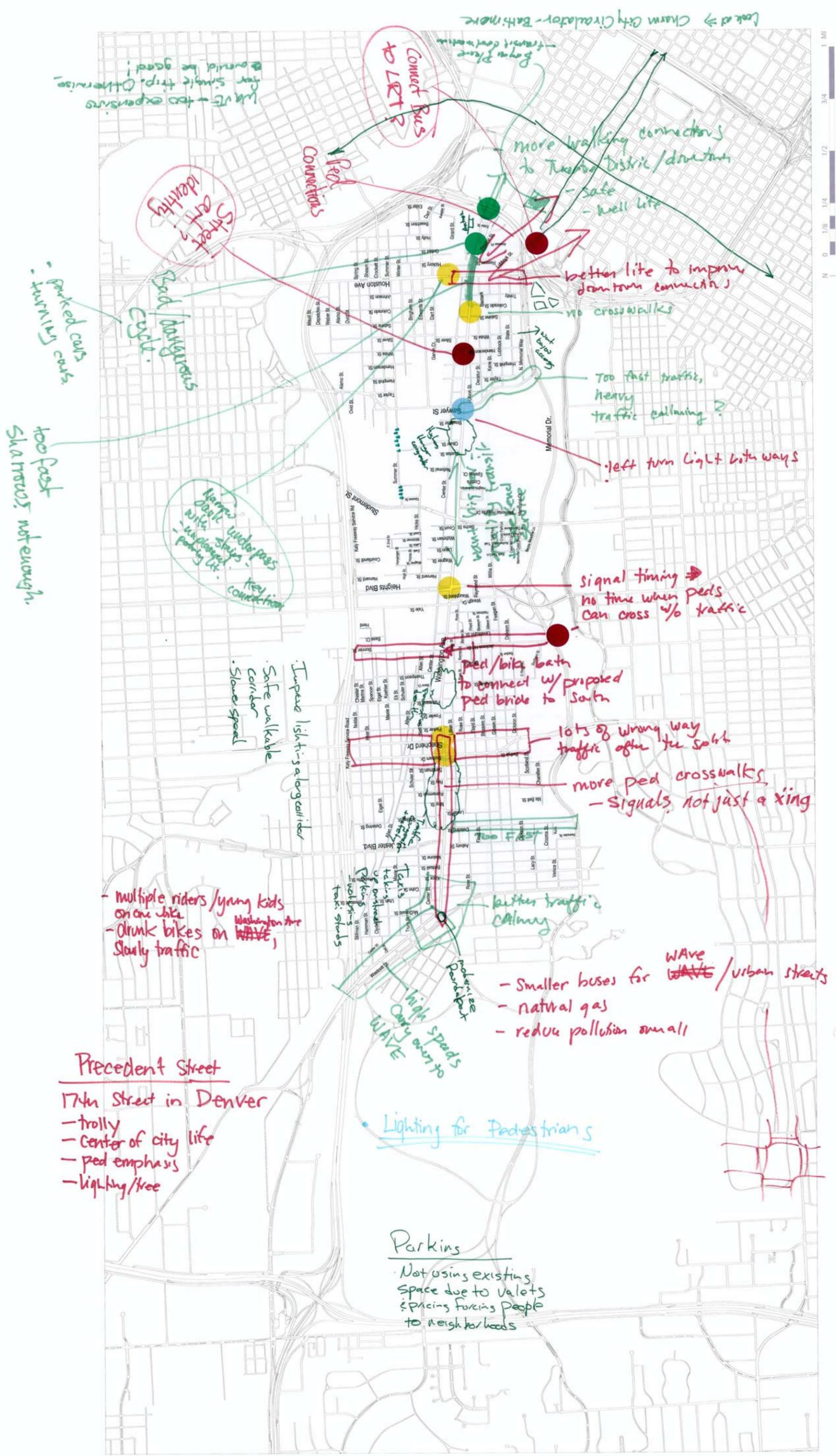
SN24 - Neartown / Montrose



Legend

- Neartown / Montrose
- BUS STOP
- SCHOOL
- BIKE TRAIL
- PARK
- MAIN ROAD
- MAJOR INTERSECT
- BRIDGE

September 2011



Look at → Charm City Circulator - Baltimore
 - transit downtown
 - transit downtown
 - transit downtown

Connect Buses to LRTs

Street art identity

parked cars - turning in cars

Good housing energy cycle

too fast
 sidewalks not enough

Harper underpass
 - bike stairs -
 - ramped parking lot
 - red connection

better life to improve downtown connection
 - safe
 - well life

no crosswalks

Too fast traffic, heavy traffic calming?

left turn light both ways

signal timing
 no time when peds can cross w/ traffic

ped/bike bath to connect w/ proposed ped bike to south

lots of wrong way traffic after the south

more ped crosswalks - signals, not just a xing

Improve lighting along corridor
 Safe walkable corridor
 slower speed

multiple riders / young kids on one bike
 - drunk bikes on ~~Washington Ave~~,
 slowly traffic

Smaller buses for ~~WAVE~~ / urban streets
 - natural gas
 - reduce pollution small

Precedent Street
 17th Street in Denver
 - trolley
 - center of city life
 - ped emphasis
 - lighting/tree

Lighting for Pedestrians

Parking
 Not using existing space due to valets pricing forcing people to neighborhoods



Richmond rail.org: Richmond Corridor

