

# Public Comments: Public Open House

Property Owner	Business Owner	Resident	Other	Auto	Bicycle	Pedestrian	Transit	What Works Well	What Needs Improvement	What is Lacking	Additional comments
✓		✓				✓		High Speed traffic on Montrose.	Sidewalks - reconstruct without roadway improvements. My neighborhood roads Kyle @ Woodrow	Independent assessment of sidewalk conditions in Montrose	Problems with commercial parking encroachment on sidewalk Timms Wine Bar Oakley & Kyle Cut through traffic from east on Woodrow/& Oakley endanger walkers in neighborhood.
✓		✓		✓		✓		Metro buses	Sidewalks - south side Westheimer between Mid Lane and West Loop	Traffic control - especially in Highland Village	Utility poles - visual pollution Centerpoint boxes impede ped. Traffic on /Mid / Westheimer (south) and Westheimer / Suffolk (north side)
✓	✓	✓		✓				There is no consistency Go to Dallas and observe traffic signals	Traffic signal upgrades - left turn signals needed at Willowick/San Felipe; Shepherd/San Felipe; Shepherd/Westheimer; Shepherd/Alabama; West Gray/Waugh Vermont St from Shepherd to Dunlavy: Three is no need for 90% of the left turn signal to be green on arrow only. Southbound Shepherd @W. Gray is a perfect example of the continuous back-ups. Shepherd Dr. from US 59 to Memorial is a disaster. Left turn banned at Richmond, Alabama, Westheimer & Fairview- these should have allowable left turn in both directions. Traffic lights necessary on Waugh/Commonwealth between Westheimer & W. Gray Traffic Signal not timed on Westheimer between IH 610 & Montrose There is enough ROW to add left turn lanes on Shepherd between W. Dallas & US 59 and Westheimer between Kirby & Buffalo Speedway.	Dedicated left lane turn signals (cut into the esplanades on Richmond, Memorial Dr, Kirby north of San Felipe. Look at memorial at Ashbury near Starbucks in rush hour. Houston is flat - most streets are straight and sightlines are evident.	No U-turns on Richmond - unnecessary at Newcastle
✓		✓				✓		Transit Alabama reverse lane Kirby Drive Alabama Westheimer	San Felipe rail crossing median is ugly. Use Montrose over 59 as a model. Better standards for underground utility street patching	Sidewalks gaps Wheelchair ramps Bus pads in curb lanes or all concrete pavement curb to curb	Put bike lanes on local & collectors not busy thoroughfares Pavement condition map does not ring true TIP map is very hard to read - redo legend

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			Bike Commuter		✓				Critical lack of connectivity across 610 to Uptown District and Tangelwood. Railroad crossings rough. Bridges over Bayou require extreme level biking skill and temperament. Waugh and Shepherd		
			✓			✓	✓		Transit routes have good coverage but need greater frequency. Even if with smaller buses.	Need to do sidewalk assessment and fix and build where needed - separate from street work	
			✓	✓	✓			Bike lane	Bike lane		
✓		✓				✓			Ped access to Buffalo Bayou from south Allen Pkwy is huge barrier. Allen Pkwy Village is fenced off.		
✓									The ability to see everyones comments/input and respond/agree/disagree to them		Use Facebook to gather and post comments and let people like and comment on them
		✓						Sunday morning @ 8:00a traffic flow is outstanding on Westheimer, Richmond & San Felipe - every day should be Sunday morning!!	Richmond Ave Wesleyan to Railroad is in terrible condition. Train crossing on Richmond, Westheimer, San Felipe creates terrible traffic jams (east & west) at all hours of the day		Traffic police @ Highland Village creates traffic jam late in afternoon & one day will cause a train/car accident
		✓			✓	✓	✓	Enjoy small stores, small parking lots, permitting density	Traffic calming & improved sidewalks so people feel SAFE taking advantage of the walkability of this area. Improved flooding management would be good - is my neighborhood an unofficial detention pond?	Speed humps; sidewalks; traffic calming; "NO THRU TRUCKS", SPEED, and parking (NO BLOCKED SIDEWALKS) enforcements	Thanks for your good work -
✓		✓			✓	✓	✓		City's interaction with CenterPoint should be improved to prevent placement of poles in middle of sidewalks and handicap ramps	Bike trail connection from Mkt into Memorial Park. Local transit option on Washington Avenue	I hope the outcome of this study will be to encourage the City to adopt a complete streets policy

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✓								Since mayor Parker is planning on promoting better mobility in the inner loop, I would like to know how much effort / resources will be placed on improving the current awful state of our roads. I believe this is a pivotal point because if you pay attention, many pot holes slow traffic considerable. We all want to go over them as slowly as possible to minimize damage to our cars and tires- thereby creating congestion.			
✓				✓		✓			The sidewalks along Westheimer are too narrow from Kirby west to Drexel. They get better at Highland Village, but then need to be wider from Highland Village west to Loop 610.		
	✓			✓		✓			<p>I live in Midtown and work in Upper Kirby, so I drive some of this area daily, mainly on Richmond and W. Alabama.</p> <p>Except during the afternoon rush hour, traffic going east-west is not much of a problem.</p> <p>North-south traffic on Shepherd and Kirby is often backed up, but it almost never takes more than 10 minutes to get from Richmond to Allen Parkway. Most traffic back-ups seem to result from poorly timed traffic lights.</p> <p>There are HUGE mobility problems throughout the area for cyclists and pedestrians. (I am not much of a cyclist, so I can't really speak to that.)</p> <p>This whole study area is getting to be densely populated enough that the focus of mobility should first be on pedestrians, then cyclists, then transit, and finally automobiles/trucks. It is now the other way around, to the detriment of those of us who live and work in the area.</p>	<p>Pedestrian problems result from terrible sidewalks – including no sidewalks – and almost no crosswalks except at signalized intersections. The newly rebuilt Kirby Drive between Westheimer and US59 is rapidly becoming very dense, but Public Works rules wouldn't allow crosswalks anywhere except at signals. To me, this makes no sense. Not being able to use a designated crosswalk to cross Kirby between Richmond and W. Alabama penalizes the businesses in the area and those of us that like to walk to lunch.</p> <p>Not having crosswalks and a traffic signal at the Kirby-Norfolk intersection is a big mistake.</p>	

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		✓							Alabama and Richmond seem to be approaching levels inappropriate to the design of the streets. Even though the street is marked as “No Thru Trucks”, neighborhood residents witness double-axle trucks traveling down McDuffie from W. Alabama on a regular basis. People in the neighborhood grouse a lot about the condition of the pavement on McDuffie and Colquitt (including a monstrous pothole on McDuffie south of W. Alabama), and the additional heavy truck traffic cannot help. Further, the cut-through traffic—trucks and otherwise—is quite fast, and accidents and near-accidents at the cross streets of McDuffie are frequent, particularly at Colquitt where the visibility is poor due to heavy on-street parking and townhouses sited right up against the city ROW. Neighborhood residents have come together and applied for inclusion into the Neighborhood Traffic Management		
									Program, but given the recent heavy truck traffic and latest accident (at Colquitt and McDuffie 24 April) we are interested in seeing what can be done to accelerate the process so that four-way stops and road humps can be considered. W. Alabama has become a vital east-west corridor for the city's cyclists, particularly west of Kirby. To travel west from Montrose there is in fact no practical alternative. Unfortunately drivers routinely travel on W. Alabama 20mph or greater faster than most cyclists along this route. Earnest bike striping or sharrows (if sharrows, I'd like to propose a reduced speed limit along the roadway) will help preserve this route for cyclists. We all understand that increased walking, transit use, and cycling are good for our city's economic, congestion, air quality, and health challenges—making cycling feel safer and more comfortable along our roadways will help encourage citizens to leave their cars at home.		
✓		✓				✓		During the times of day I travel the area streets, traffic flow along the major streets; e.g., Westheimer, West Alabama & Richmond, West Gray, all flow nicely. Seems like the no turn intersections coupled with well-timed signal lights is great.	I cannot access public transportation in my powerchair. The bus stops are within 2 blocks of my home. While there are ample handicap ramps from sidewalks to the streets, neither the sidewalks can be used nor can one get from the ramp to the street. Over the years, patching to the streets has caused a trough so deep between the sidewalk ramp and the street that no wheeled chair, powered or manual, can get across. Therefore, I must drive everywhere and haul my chair with me whereas, if even a small area were ADA accessible, I could do most of my errands via public transit.		1. Calling 311 doesn't work to report sidewalks. They insist that sidewalks are the owner's responsibility and report it to the HOA. There is no HOA. I live at 408 Avondale St. 77006. 2. You may be able to get handicap demographics by contacting Social Security 3. Making small maps available online and notifying everyone in the West Loop study area how to access them for printing would enable interested parties to print and pass out these proposed maps to pedestrians and bicyclists to mark with problems and return.

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		✓				✓		Dense urban neighborhood with residents who wish to walk to places- and great potential.	Pedestrian infrastructure. This is due to a series of issues: 1. Citizens and businesses do not maintain their sidewalks 2. Development codes have allowed the building of structures that cause people to park on the sidewalk or remove sidewalks and 3. Sidewalks are blocked with cars, AT&T boxes, large garbage dumpsters, etc.	City code enforcement. The planning department does not enforce building codes. The police do not enforce the law about parking on sidewalk. The city does not enforce laws about the removal of sidewalks or shade trees in the city right of way.	Thank for organizing meetings and seeking input from the public. We look forward to hearing the results.
		✓			✓			Bike designed streets on smaller roads.	Streets designated as "bike lanes" without a noticeable shoulder. These routes are typically on some of the busiest routes through the area and are a nightmare to bike on.  Pavement on bike-designated roads. These streets need to be smooth; otherwise cyclists risk being thrown into the paths of cars.	True bike lanes on area roads -- this is the safest way to accommodate both bikes and cars.  Access to Buffalo Bayou that is bike-friendly (specifically down in the Montrose/River Oaks area) -- there are a couple of overpasses, but there are no overpasses that are bike-compatible.	
		✓				✓		Increasing density and creating walkable areas (I live in Montrose, which has sufficient density)	Sidewalks. I am most familiar with those in Montrose/Upper Kirby, and sidewalks (if they exist) are often cracked, or brick, or tree-root-damaged.  In addition, because this is the inner loop, all lots should have sidewalks -- some newer construction encroaches and forces pedestrians into the street.	Pedestrian-friendly connections to Buffalo Bayou -- more overpasses would be extremely useful here, especially those compatible with strollers and other wheeled vehicles.	
✓		✓			✓	✓		for cycling: Dallas St, Bayou trails/bridge for walking: nothing	cycling: more SHARE THE ROAD signs & pavement sharrows. better connectivity to highland village/galleria area. pavement quality. walking: sidewalk quality. enforcement of property setbacks. pedestrian signal at Westheimer bend (given how many bars are in the area on both sides of the street).	a commitment to a whole streets program that includes cyclists and pedestrians (i.e. PEOPLE) as well as cars. general pavement quality of surface streets is also sorely lacking.	
✓		✓		✓		✓	✓	Wide sidewalks shaded by trees in Upper Kirby.	Traffic at Kirby heading towards Shepherd during rush hour. Traffic in Highland Village. Traffic at Westheimer going west at 610. Westheimer between Dunlavy and Montrose is dangerous because of the narrow lanes, sharp turns, and traffic speed. Parking at Buffalo Bayou Park.	Light rail that doesn't block car lanes. Parking district on Washington Ave.	Build an elevated San Filipe from Kirby to the West Loop for express traffic and keeping local traffic on the ground.

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			✓				✓	Really nothing at this point. There is always traffic, not only in this area but everywhere! And the roadways in the entire city are horrible. I am always doing pot holes, uneven surfaces, and detoured roads.	Many of the major roadways in this area are very narrow. My suggestion is that we utilize elevated railways to commute individuals throughout the Houston Metropolitan Area. We do not need nor have the space to continue to expand roadways and build more freeways. The current light rail system adds more congestion because cars and rails have to wait for either transportation means to pass. If the rail is elevated those who choose to drive are not delayed. Moreover this particular area has a booming night life that involves alcohol and late night areas. To keep the public safe railways that are REALLY useful and functional can help decrease DWI and associated accidents.	Please see comments under improvement	I am an inner loop. I live and work inside the 610 and the traffic continues to be a major issue.
		✓		✓		✓	✓	81/82 bus route into downtown runs frequently and is a great amenity to those who live near Westheimer and work downtown.	I live near Westheimer and therefore will limit my comments to this area, specifically the portion of Westheimer from roughly Woodhead to Waugh. The sidewalks in this area are abysmal, both in terms of width and condition, given the amount of pedestrian traffic along this stretch of Westheimer. Pedestrian crossings between Mandell and Commonwealth are extremely dangerous. There is a large distance that contains businesses on both sides of Westheimer and two bus stops on either side, and is without any pedestrian crossings. To make the condition worse, this is where the curve in Westheimer occurs, blocking the view between crossing pedestrians and on-coming traffic. Lastly, the left turn movements from Westheimer onto north-south streets cause significant traffic delays and make for a stressful driving experience; I wonder if any studies have been conducted to determine if traffic may be improved by providing a single drive lane in each direction with a center turning lane.	Adequate pedestrian and bicycle amenities, especially along Westheimer from Shepherd to Montrose, are lacking. Providing more high-frequency bus lines to major employment centers would also encourage more people to use the bus.	
✓		✓		✓	✓	✓		Proximity of destinations (shopping, parks, schools, work, etc) to residential housing. This is evidence that people want to live close to these destinations, but bike/pedestrian infrastructure is not adequate to support the need.	My family lives in the study area and we would like to walk and bike to area destinations (shopping, parks, school, work, etc), but we do not walk or bike to destinations in the area. We feel unsafe biking on the shared bike lanes. The sidewalks are too narrow to bike with other pedestrians. Street crossings are not easy to cross (bike or walk) with a family (children and elderly) due to signal timing, size and access of landings, etc.	A biking system safe for all bike users. Shared lanes are hazardous for your health. The bike lanes are narrow, not marked well, and are full of cracks and potholes. There are bike vs. vehicle accidents every month in the area. A good pedestrian system at roadway intersections. Street crossings are not easy to cross (bike or walk) with a family (children and elderly) due to timing, size and access of landings, etc.	Changing some two-way streets to one-way might help some vehicular traffic issues and provide more opportunity for bike/pedestrian improvements. Improve intersection crossings/landings/etc. Increase sidewalk widths. Change codes to require new developments to install wider sidewalks.

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✓		✓				✓			I live in Rice Military area. Due to the density of houses and demographics, there are a lot of walkers and animal owners. Our streets are very narrow (that is fine) and often one-lane wide but two-way roads.	Please consider doing the following multi-faceted work: Provide one sidewalk on each road (much is in now but not connected). Do this on the side of the road with power lines and bury them which will both visually and actually increase the sense of width. This would require connecting culverts on that side which would lower flooding risk as many culverts have less than 50% capacity due to collapse or fill.	
✓	✓	✓		✓		✓	✓	Kirby Drive reconstruction between Westheimer and 59 looks nice, and someday the trees will actually provide shade onto a decent sidewalk.	School zone drop-offs/pickups, especially along Westheimer at Lamar, St Johns, St Annes, and Lanier schools. Get these cars off Westheimer to drop-off and pickup their kids. The schools should set up one way traffic flow into the property to a drop off area, and one way out. Enforce no parking/stopping on the street to pickup kids. It is dangerous for kids, pedestrians, bikers, and drivers as it currently exists.	Bus stops need electronic signs showing when the next bus will be there.	Change the sidewalk ordinance. It is silly to expect property owners to spontaneously improve the sidewalk adjoining their property. It needs to be part of the right of way and improved by the city to a common high level that is usable for walking.

# AERIAL (2010)

Inner West Loop Mobility Study



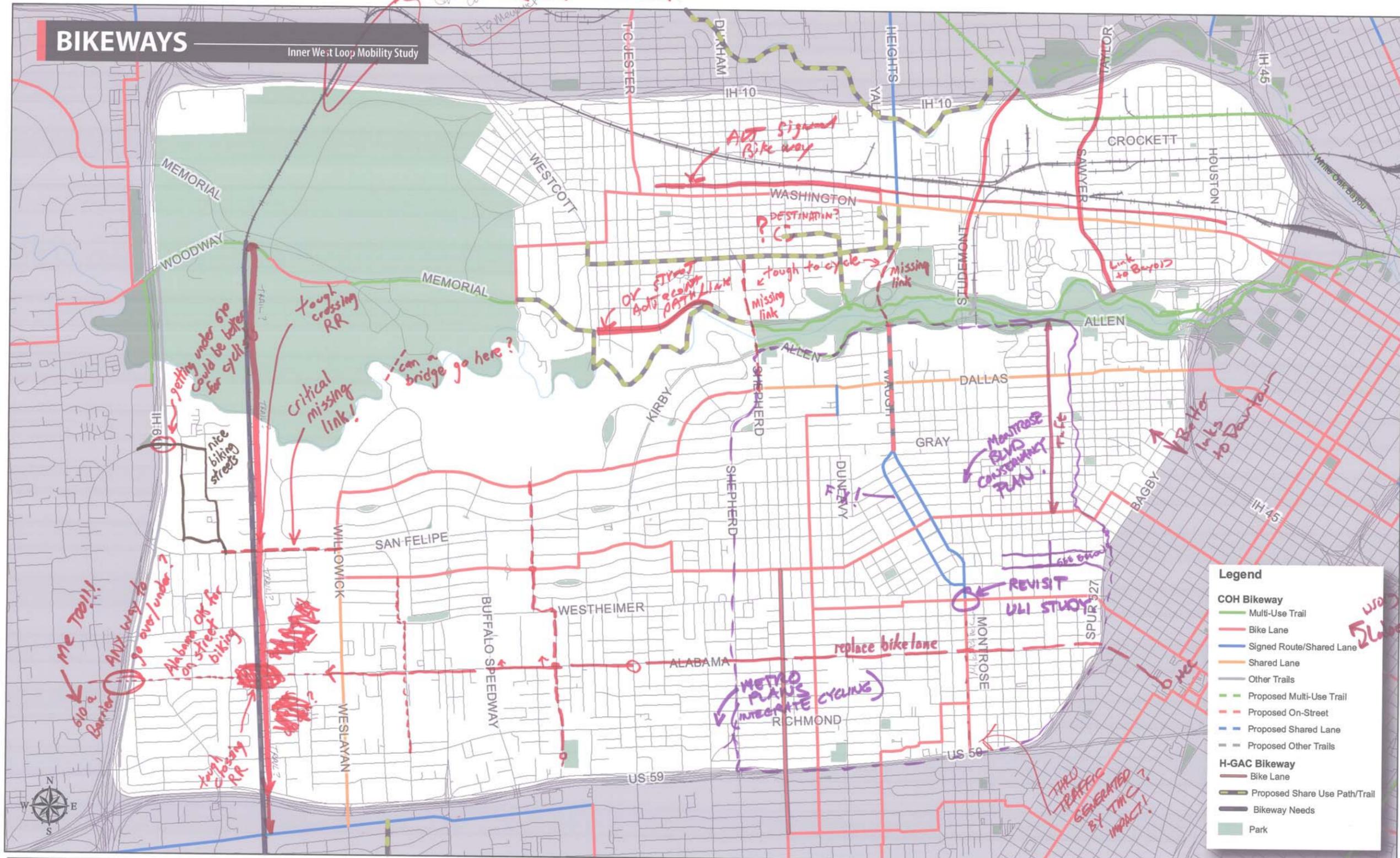
**Legend**  
Study Area Boundary

0 0.25 0.5 1 Miles

Public Open House - March 29, 2012

# BIKEWAYS

Inner West Loop Mobility Study



Legend	
<b>COH Bikeway</b>	
	Multi-Use Trail
	Bike Lane
	Signed Route/Shared Lane
	Shared Lane
	Other Trails
	Proposed Multi-Use Trail
	Proposed On-Street
	Proposed Shared Lane
	Proposed Other Trails
<b>H-GAC Bikeway</b>	
	Bike Lane
	Proposed Share Use Path/Trail
	Bikeway Needs
	Park

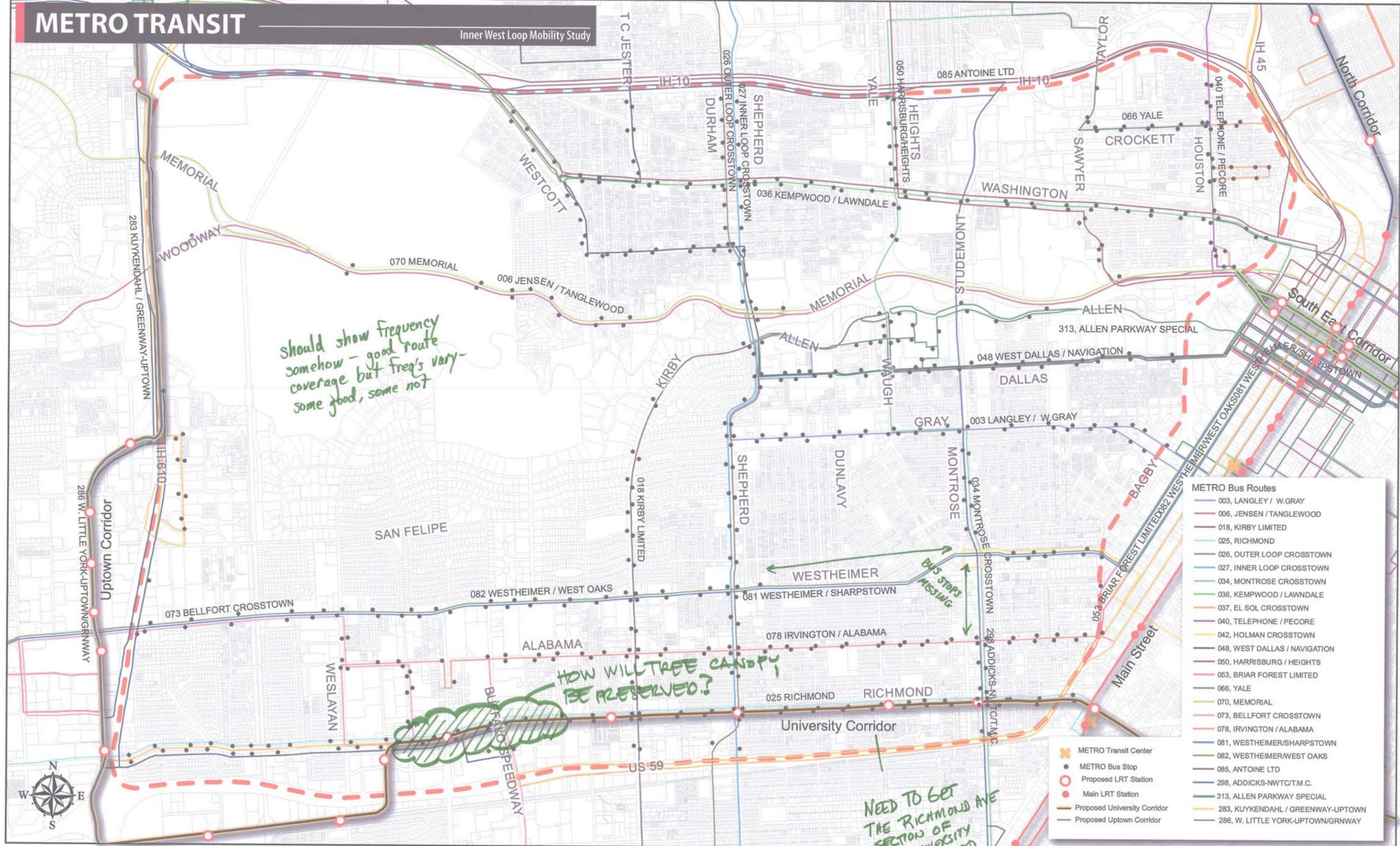
COMPLETE STREETS  
 WORK ON STANDARDS  
 TO PROTECT BICYCLISTS  
 AND PEDESTRIANS.

SIDEWALK/DISABILITY  
 Plenty of handicap ramps -  
 no way to access. Sidewalks  
 a disaster & street & handicap  
 don't allow chairs (prior & street  
 access street sidewalk)

Convert routes to  
 lanes where possible to  
 de route space before  
 traffic volumes grow

# METRO TRANSIT

Inner West Loop Mobility Study

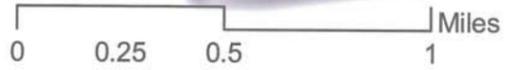


*Should show frequency somehow - good route coverage but freq's vary - some good, some not*

*HOW WILL TREE CANOPY BE PRESERVED?*

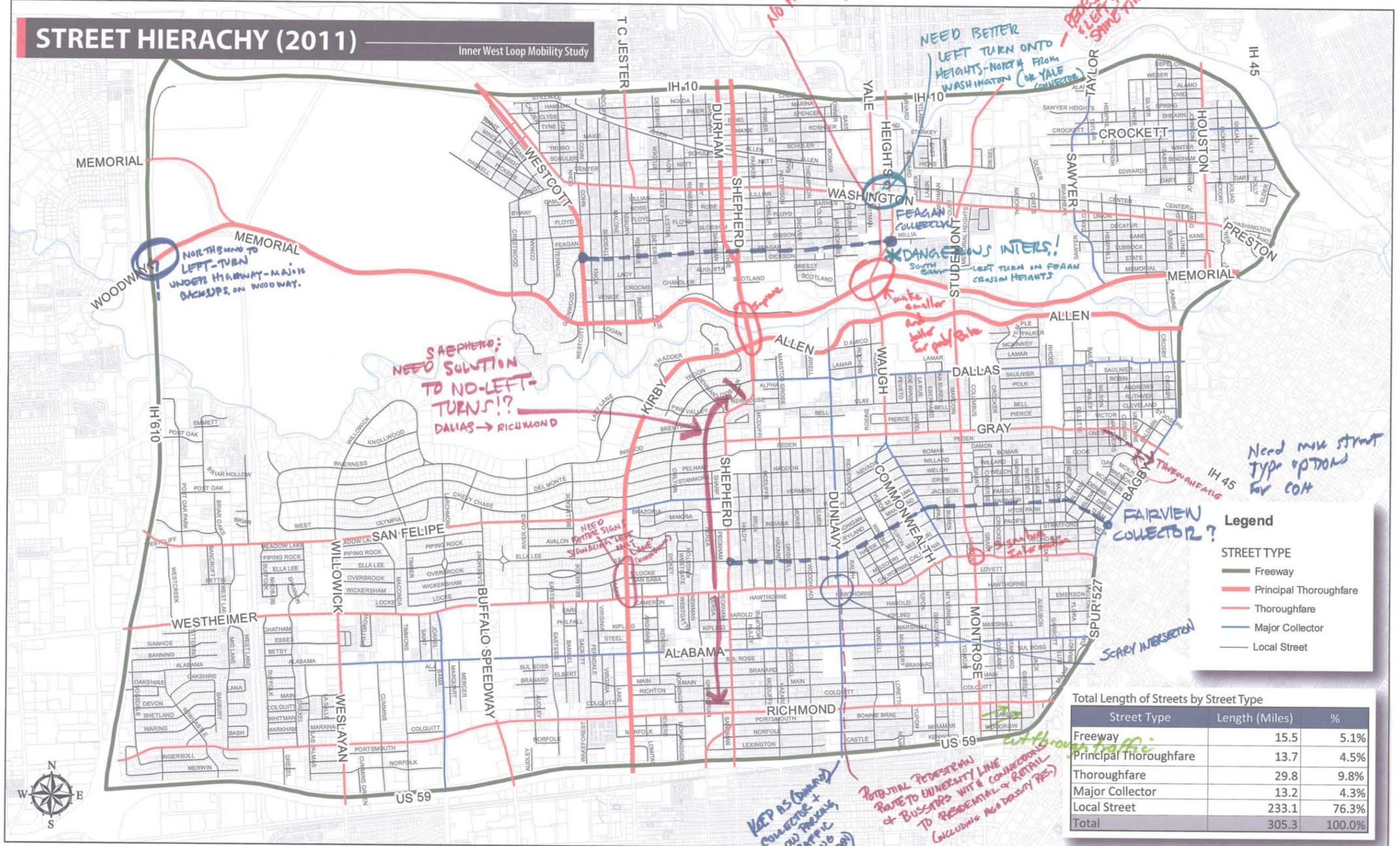
*NEED TO GET THE RICHMOND AVE SECTION OF THE UNIVERSITY LINE DESIGNATED AS A TRANSIT CORE IDOR NOW SO URBAN GROWTH RULES CAN TAKE EFFECT*

- METRO Bus Routes**
- 003, LANGLEY / W.GRAY
  - 006, JENSEN / TANGLEWOOD
  - 018, KIRBY LIMITED
  - 025, RICHMOND
  - 026, OUTER LOOP CROSSTOWN
  - 027, INNER LOOP CROSSTOWN
  - 034, MONTROSE CROSSTOWN
  - 036, KEMPWOOD / LAWDALE
  - 037, EL SOL CROSSTOWN
  - 040, TELEPHONE / PECORE
  - 042, HOLMAN CROSSTOWN
  - 048, WEST DALLAS / NAVIGATION
  - 050, HARRISBURG / HEIGHTS
  - 053, BRIAR FOREST LIMITED
  - 066, YALE
  - 070, MEMORIAL
  - 073, BELLFORT CROSSTOWN
  - 078, IRVINGTON / ALABAMA
  - 081, WESTHEIMER/SHARPSTOWN
  - 082, WESTHEIMER/WEST OAKS
  - 085, ANTOINE LTD
  - 288, ADDICKS-NWTC/T.M.C.
  - 313, ALLEN PARKWAY SPECIAL
  - 283, KUYKENDAHL / GREENWAY-UPTOWN
  - 286, W. LITTLE YORK-UPTOWN/GRNWAY
- Legend:**
- METRO Transit Center
  - METRO Bus Stop
  - Proposed LRT Station
  - Main LRT Station
  - Proposed University Corridor
  - Proposed Uptown Corridor



# STREET HIERARCHY (2011)

Inner West Loop Mobility Study



### Legend

- STREET TYPE**
- Freeway
  - Principal Thoroughfare
  - Thoroughfare
  - Major Collector
  - Local Street

Total Length of Streets by Street Type

Street Type	Length (Miles)	%
Freeway	15.5	5.1%
Principal Thoroughfare	13.7	4.5%
Thoroughfare	29.8	9.8%
Major Collector	13.2	4.3%
Local Street	233.1	76.3%
<b>Total</b>	<b>305.3</b>	<b>100.0%</b>