

## MEETING NOTES

### Stakeholder Advisory Committee Meeting #2 Notes

August 30, 2016, 5:00 PM

The Lighthouse of Houston, 3602 W. Dallas

#### Stakeholder attendees

Bobby Heugel (Anvil), Dan Fergus (Brazil Café), Macy Bodenhamer (Hyde Park Civic Association), Greg LeGrande (Neartown Association), Phillip Morgan (ULI Houston), Caroline Garry (Winlow Place Civic Club), Michael Shirl (The Women's Home), Clint Harbert (METRO), Kurt Luhrsen (METRO), Tony Allender (Montrose Management District), Travis Younkin (Upper Kirby TIRZ), Brooke Boyett (MPT Cohen), Mark Loethen (PWE), Jeff Weatherford (PWE), Pat Walsh (PDD).

#### Other attendees

CM David Robinson (Houston City Council)  
City staff and consultant team

#### 1. Welcome and opening remarks

Director Walsh (PDD) welcomed attendees and thanked them for their participation in the study. He provided a brief overview of the project, its relationship to the CIP, and its timeline. Stakeholders introduced themselves.

#### 2. Public input and survey summary

Matthew Seubert (PDD) provided a summary of the results of the online survey and other public input. Stakeholders noted that more bicycle infrastructure will likely result in more bicycle use.

#### 3. Draft Objective, Principles

Mr. Seubert reviewed the draft project objective and principles. The Committee discussed and noted the challenge of fulfilling all draft principles with limited right of way. Stakeholders also suggested that design should consider the context of the multiple and distinct segments of the corridor. Safety should include not only traffic safety but safety from crime concerns as well.

#### 4. Modal Priorities, Constraints, Strategies

Mark Loethen, P.E. (PWE) reviewed draft modal priorities and constraints. Regarding modal priorities, stakeholders mentioned that provision for on-street parking would only

allow a limited number of cars. Regarding strategies, attendees noted that a right-of-way (ROW) survey would be helpful in determining the actual ROW. There may be encroachments into ROW with head-in parking (especially in the curve) and with certain buildings, such as on the south side of the 1400 block. (PDD will gather available recorded plat information to assist with this determination.)

Mr. Loethen reviewed draft strategies to address the identified modal priorities. Stakeholders asked if lighting and landscaping could be added to strategies to promote safety. The Committee discussed the space and easement requirements of utilities and the possibility of utility undergrounding. Several members asked to see examples of streets with narrower ROW than the provided examples of Kirby Drive, even if outside Houston. There was discussion of how bus traffic could be accommodated with the inclusion of auxiliary lanes. Members asked to consider the relationship of Westheimer to parallel routes of W. Alabama and Richmond.

#### 5. Cross section options group activity

The Committee divided into two groups to develop cross section options for different ROW widths, 60', 70', and 80'.

- Group 1 explored the two-lane with auxiliary lane option for the 60 and 70' cross sections, and considered narrowing the 14' center turn lane. For the 70 and 80' ROW this group considered a four lane option. On-street parking was not a priority and an enhanced pedestrian realm was preferred. The group was interested in reducing bus traffic where possible, especially in the 60' ROW section.
- Group 2 also explored a two-lane with auxiliary lane option for the 60 and 70' cross sections, and wanted to explore narrowing the center turn lane to 11'. Vehicles striking the curb at pinch points in the curve was identified as an issue. On-street parking was identified as important, perhaps restricted by time of day, as some businesses have no other provided parking. The group discussed parking on the side streets, the possibility of a dedicated parking area(s), the impact of on-street parking on safety, the impact of ridesharing on future needs, and how many parking spaces could be gained by providing on-street parking. This group was interested in an enhanced pedestrian realm of 8-10', with on-street parking providing a buffer if possible, and improved by utility undergrounding if possible.

#### 6. Closing Statements and Next Steps

Rob Lazaro (PWE) asked attendees to provide comments on the draft objective and principles by September 16. Details regarding the second public meeting will be posted on the project website and emailed to Stakeholders.

*Website: [lowerwestheimerstudy.org](http://lowerwestheimerstudy.org)*

*Email: [mobility.planning@houstontx.gov](mailto:mobility.planning@houstontx.gov)*

*Notes prepared by Matthew Seubert*