



Lower Westheimer Corridor Study

Existing Land Use and Transportation Analysis

Boards Presented at 04/20/2017 Public Meeting





Project Objective

Lower Westheimer serves as an urban “main street” that creates an enhanced pedestrian experience. Lower Westheimer should support transit, improve access to local businesses, be aesthetically pleasing, and preserve the local culture and character while managing traffic flow effectively and safely.

Guiding Principles

The project objective for the Lower Westheimer Corridor Study is supported by the following guiding principles:

1. Strongly support use of multiple modes of transportation along the corridor, with pedestrian and transit uses as top priorities.
2. Support local businesses and surrounding neighborhoods by providing convenient and safe access, including parking, for people to destinations using multiple modes of transportation.
3. Improve safety along the corridor for all users, with the goal of eliminating serious crashes along the corridor for all users (Vision Zero).
4. Balance adequate capacity for safe vehicular movement with safe access for people who walk, bike, and ride transit throughout the corridor.
5. Maintain and enhance cultural and historical heritage, improve aesthetics, and contribute to the community’s greater “sense of place”.

What do you LOVE about Westheimer Road?



Describe the character of the Lower Westheimer Corridor



What could make Lower Westheimer BETTER?



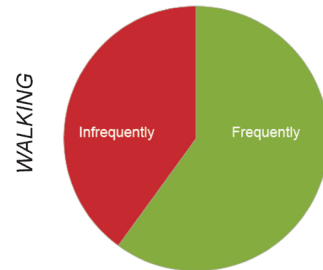
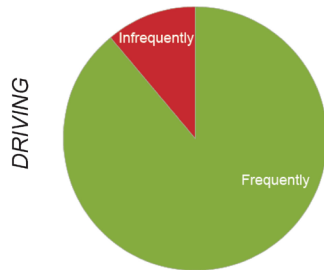
Results from online survey, Summer 2016



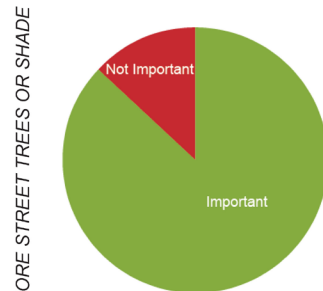
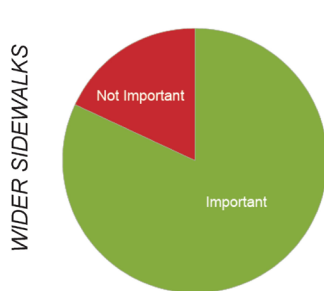
Lower Westheimer Corridor Study

Survey Results

How often do you use Lower Westheimer for the following?

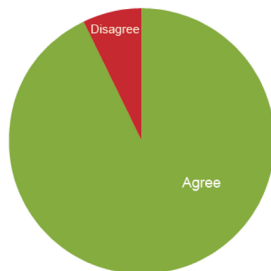


Please rank the following potential improvements in terms of importance.

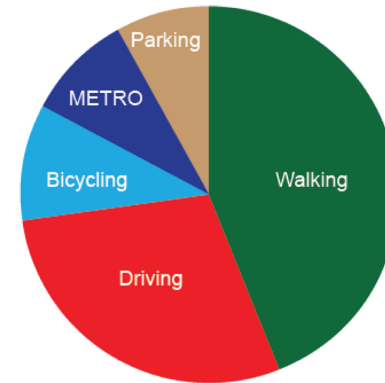


Please agree or disagree with the following statement:

Improving the pedestrian environment should be the highest priority.

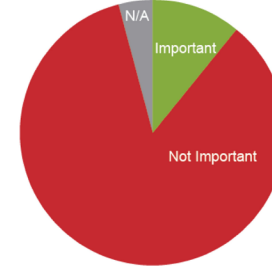


Given the limited right-of-way on Lower Westheimer, please rank in order.

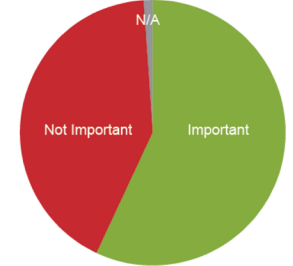


Please rank the following potential improvements in terms of importance.

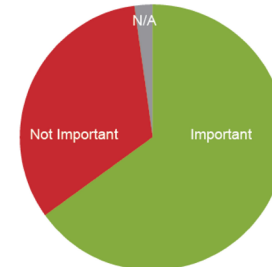
FASTER VEHICLE TRAFFIC SPEEDS



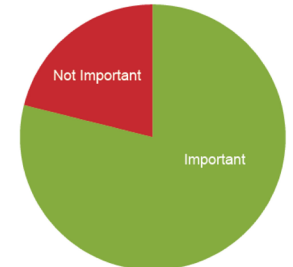
SLOWER VEHICLE TRAFFIC SPEEDS



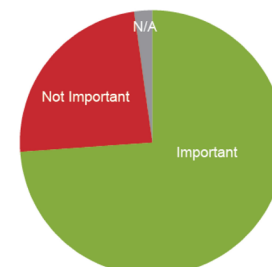
LEFT TURN LANES



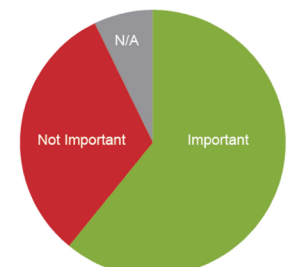
LESS CONGESTION



BETTER FACILITIES FOR BIKING



IMPROVED BUS STOPS

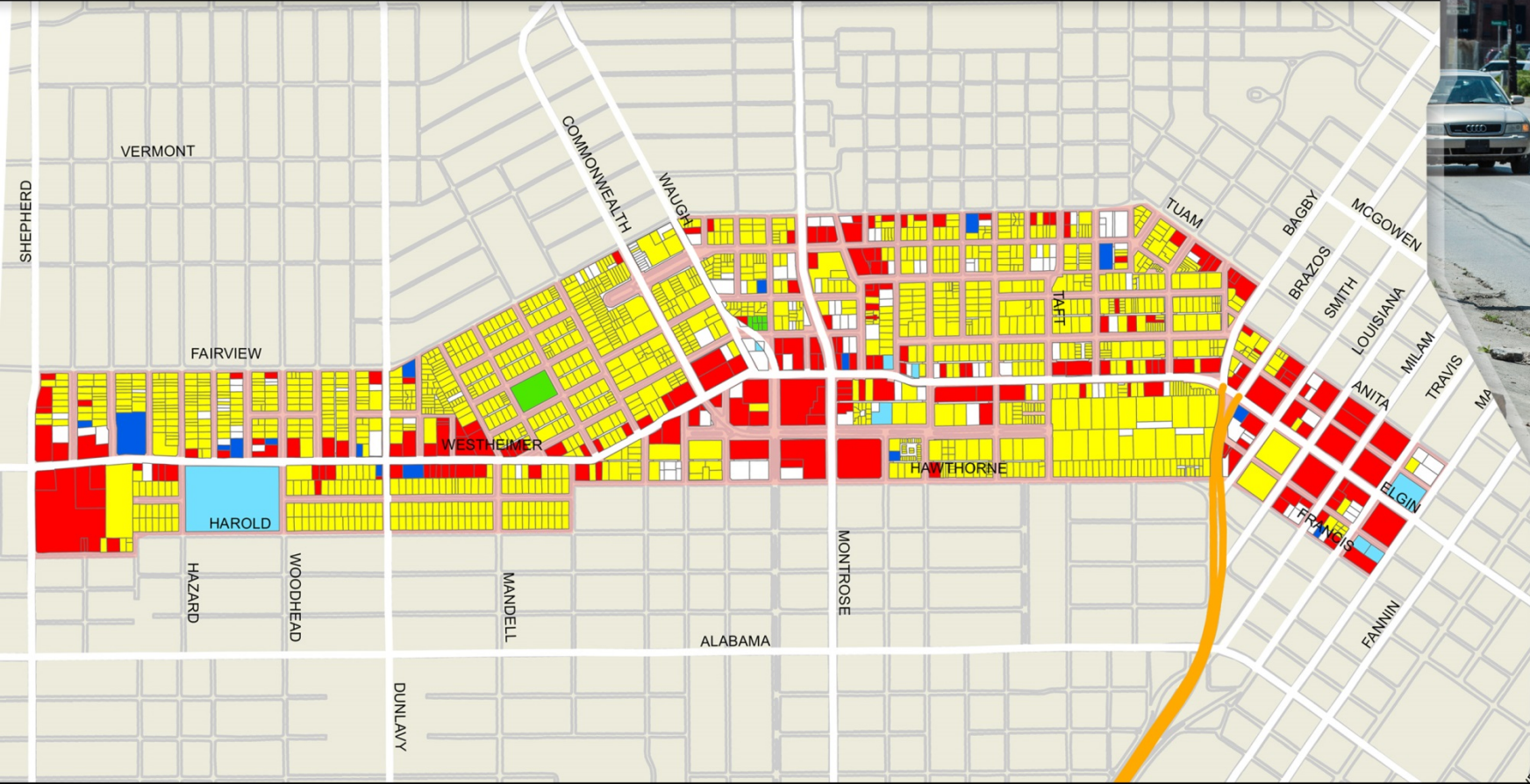


Lower Westheimer Corridor Study

Public Meeting #2 November 16, 2016



Land Use



- Study Area
- Commercial
- Residential
- Government/Medical /Education
- Industrial
- Vacant/Undeveloped
- Parks/Open Spaces

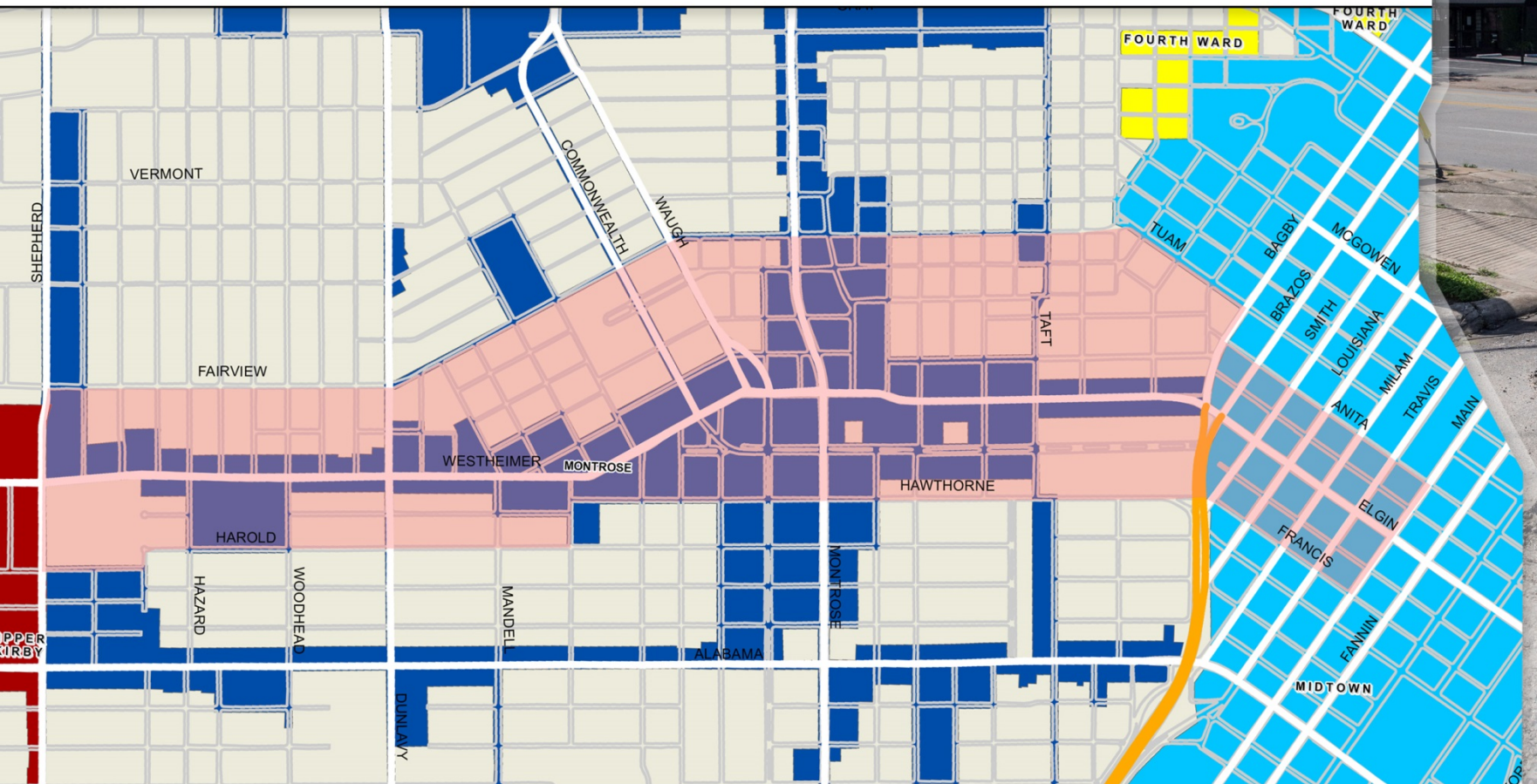







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LOWER WESTHEIMER CORRIDOR STUDY

Districts and TIRZs



-  Study Area
-  Upper Kirby
-  Montrose
-  Fourth Ward
-  Midtown

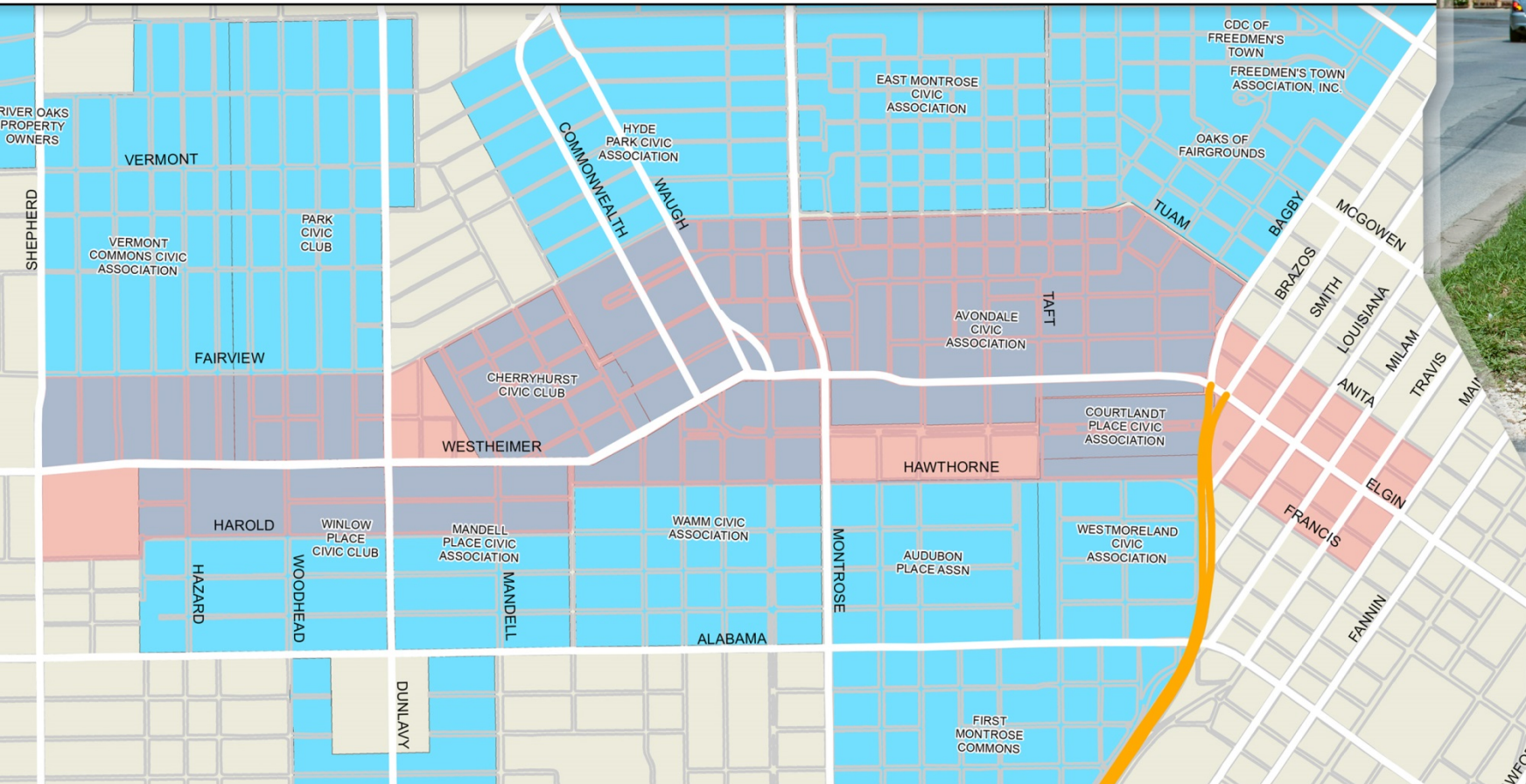


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CORRIDOR STUDY

Neighborhood Associations



- Study Area
- Civic Clubs

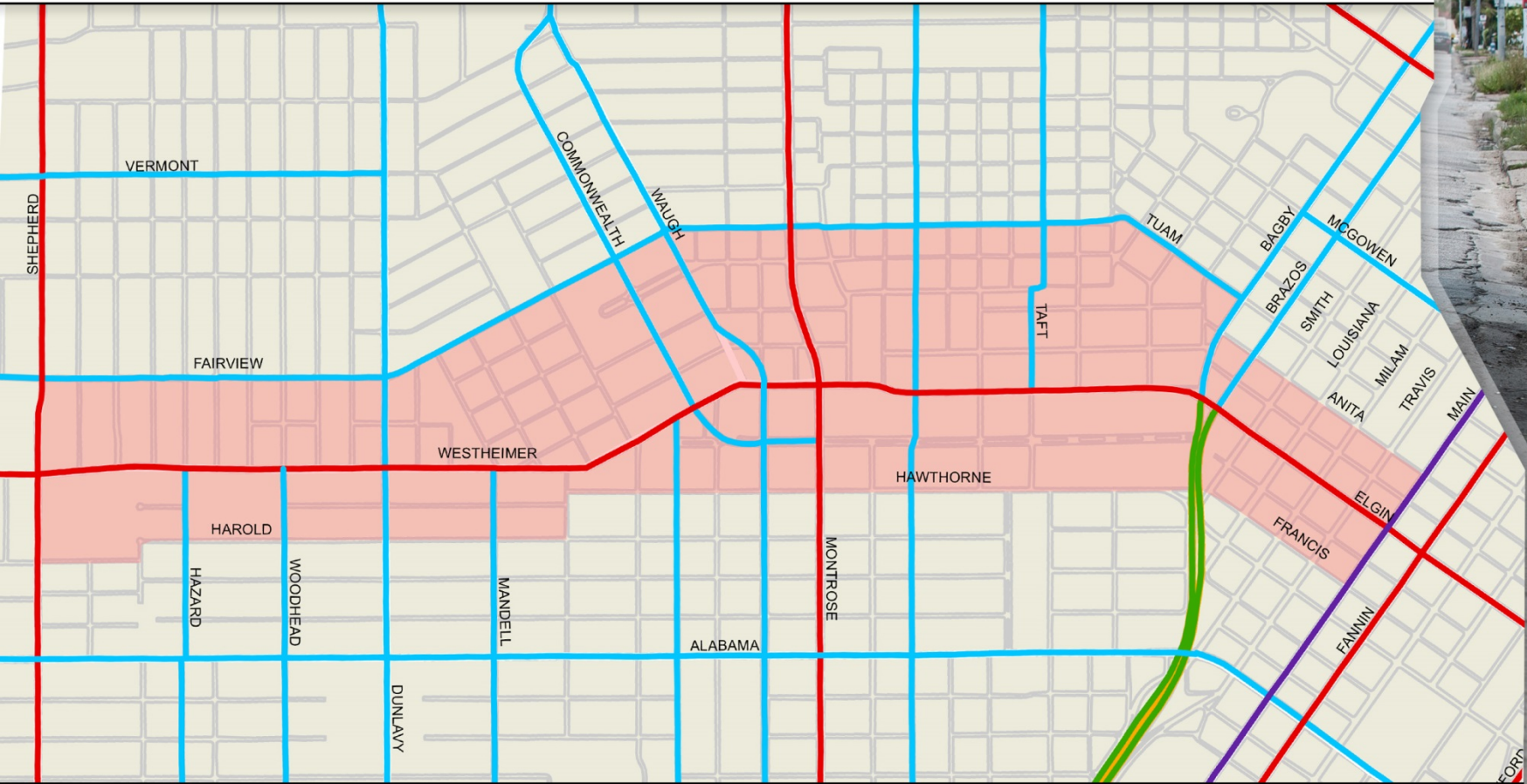


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MTFP



-  Study Area
-  Freeway
-  Thoroughfares
-  Collector
-  Transit Corridor

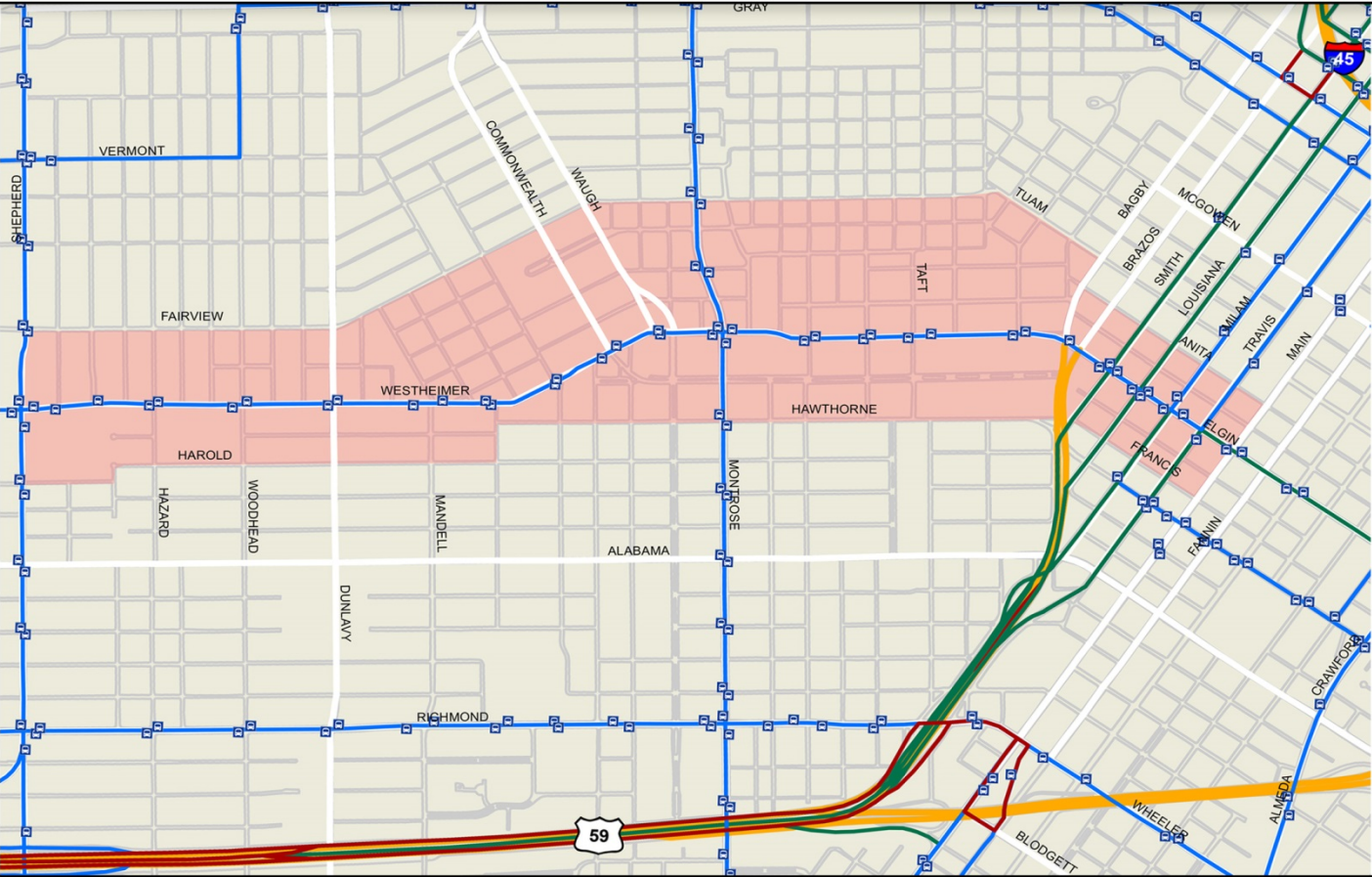


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Metro Routes



 Study Area

 Metro Stops

Metro Routes

 Express

 Park & Ride

 Local

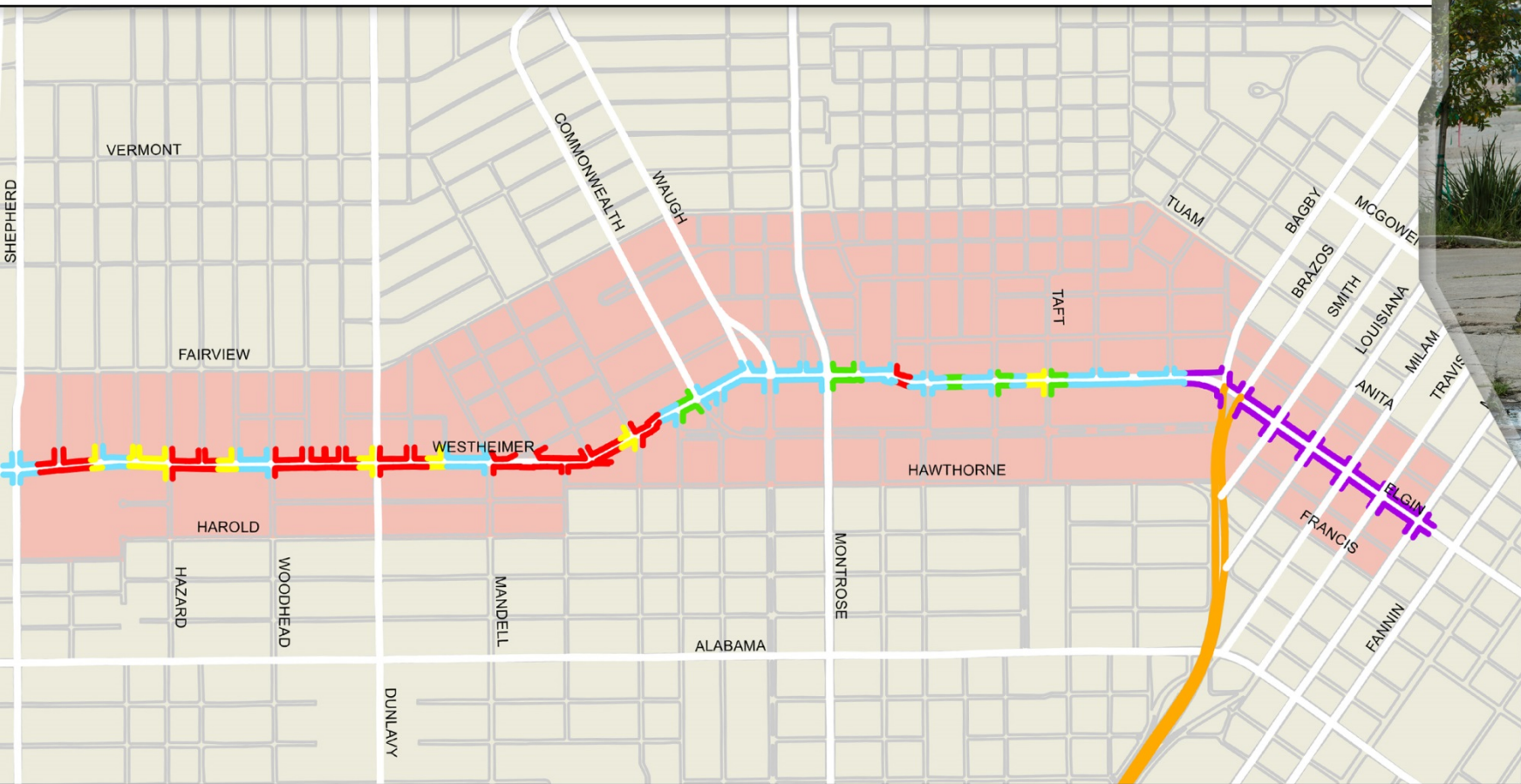


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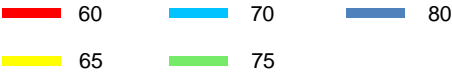
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ROW



Study Area

ROW Width (ft)

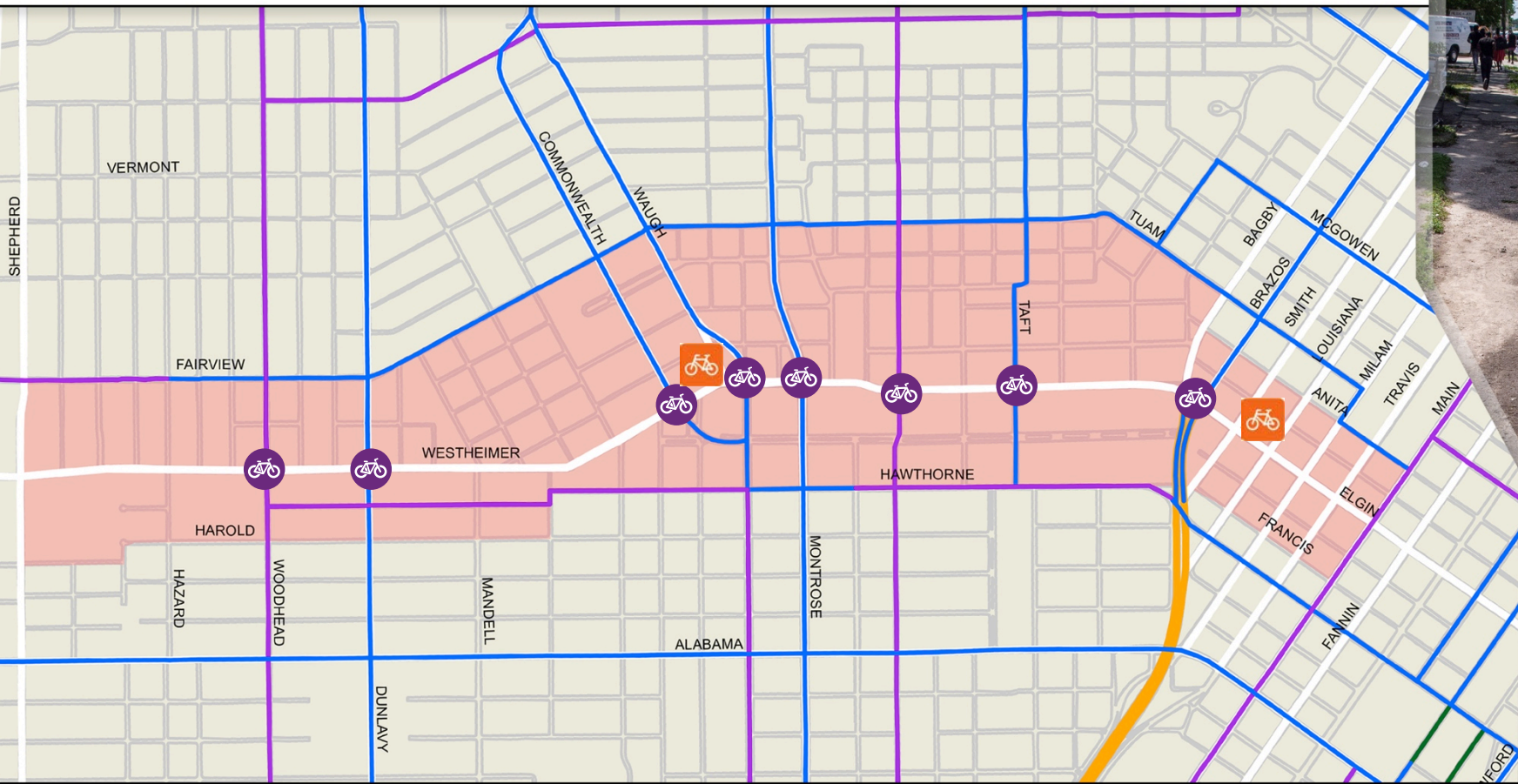


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Bicycle Routes



-  Study Area
-  On-Street Dedicated (Within ROW)
-  Off Street
-  Bike Route Crossing
-  Bike Share Station
-  On-Street Shared

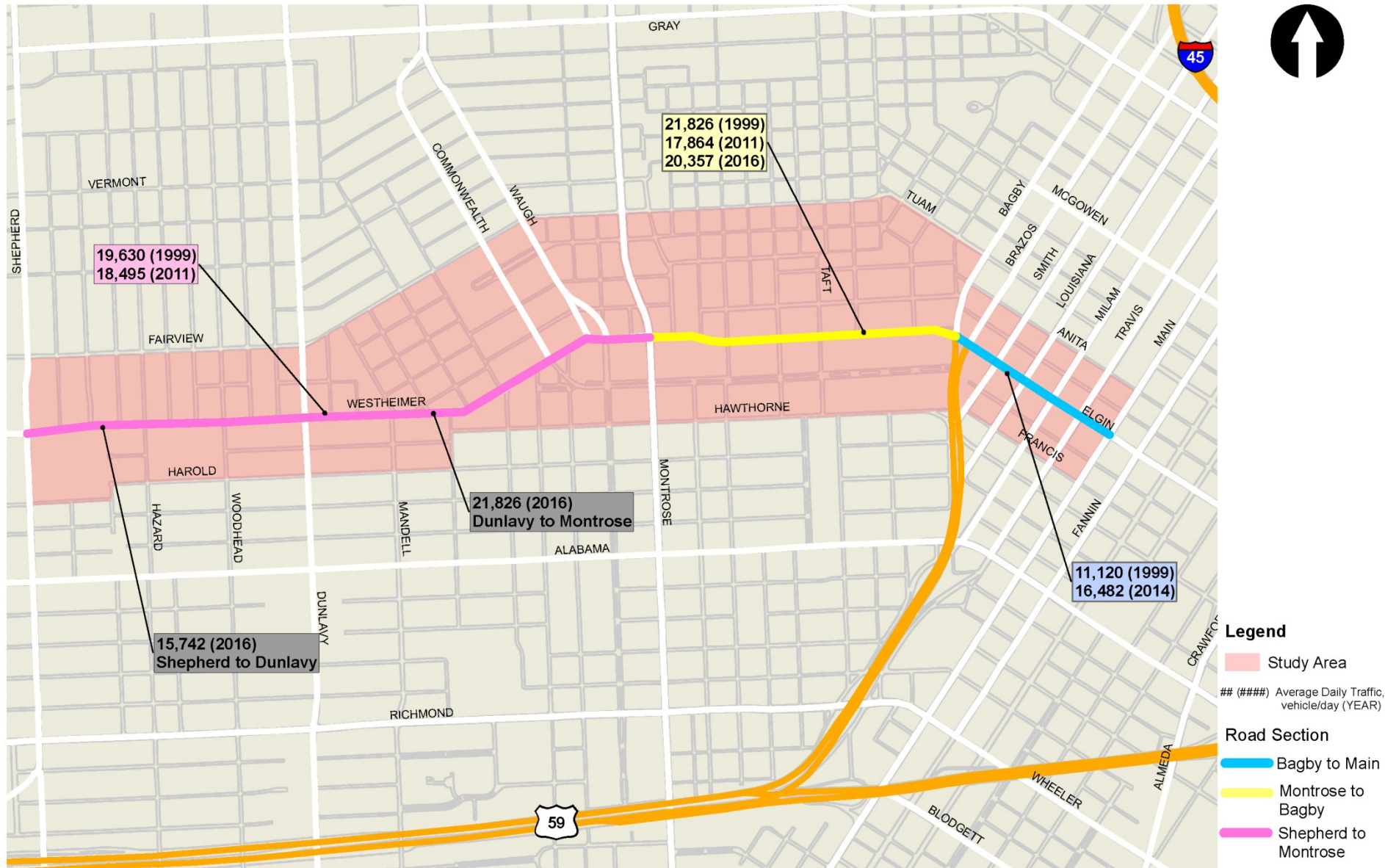


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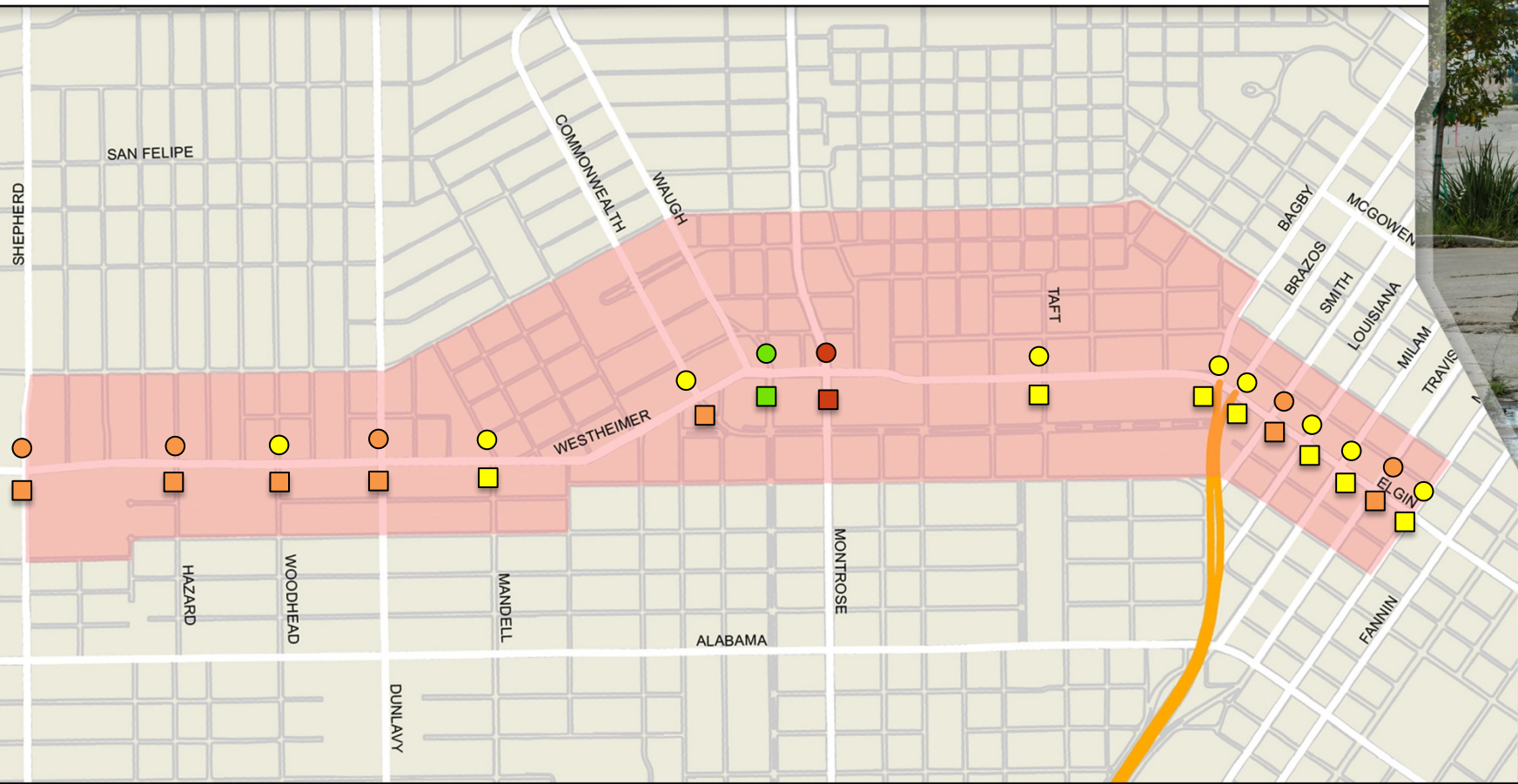


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Daily Traffic Volumes



2040 Morning Peak Intersection LOS



Study Area

No-Build Level of Service (LOS)

- | | |
|-----|-----|
| ● A | ● C |
| ● B | ● D |

Build Level of Service (LOS)

- | | |
|-----|-----|
| ■ A | ■ C |
| ■ B | ■ D |

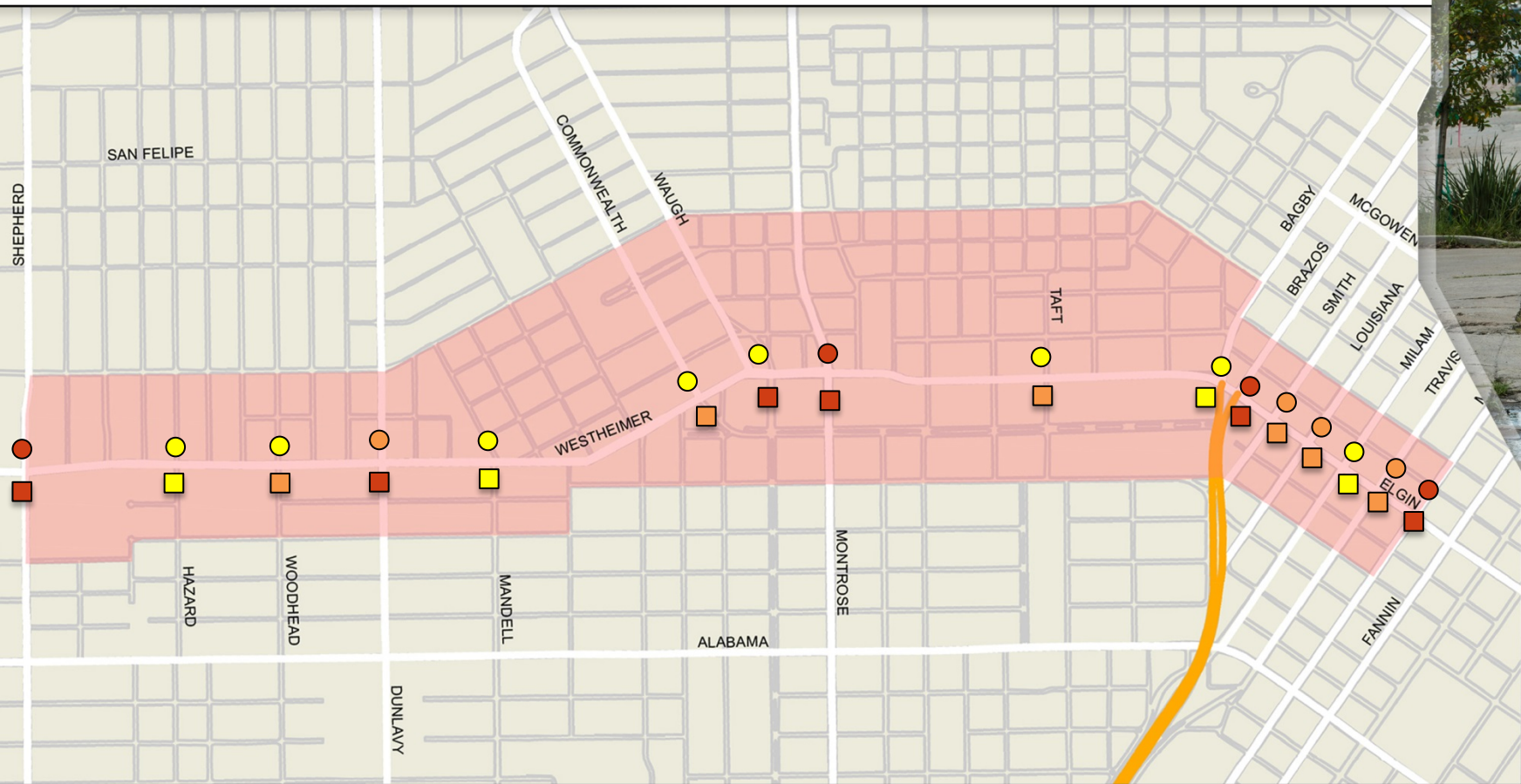


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2040 Afternoon Peak Intersection LOS



 Study Area

No-Build Level of Service (LOS)

- | | |
|---|---|
|  A |  C |
|  B |  D |

Build Level of Service (LOS)

- | | |
|---|---|
|  A |  C |
|  B |  D |

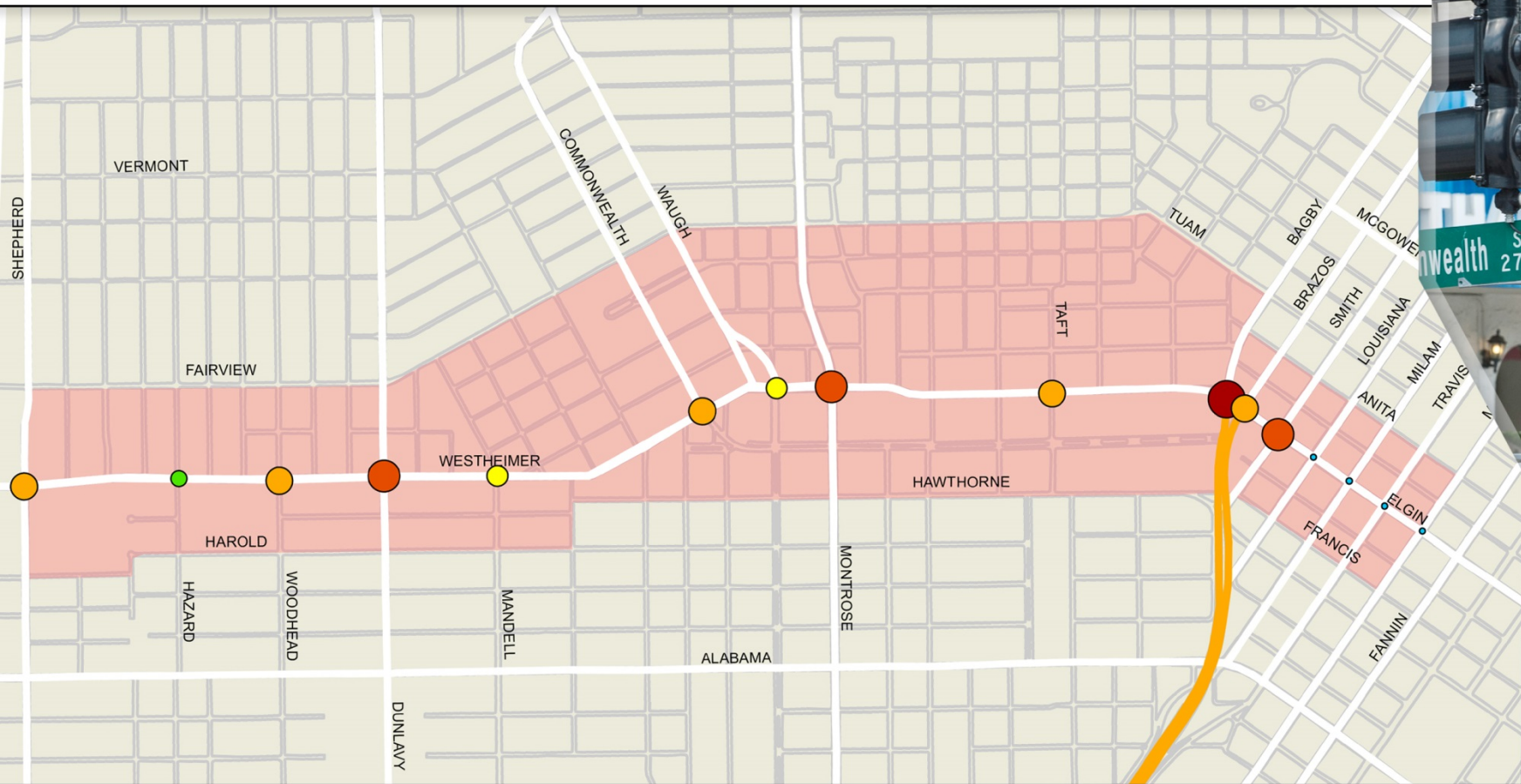



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Intersection Crash Rate



 Study Area

Intersection Crash Rate (1/1/2013 – 12/31/2015) (# of crashes/million persons through the intersection)

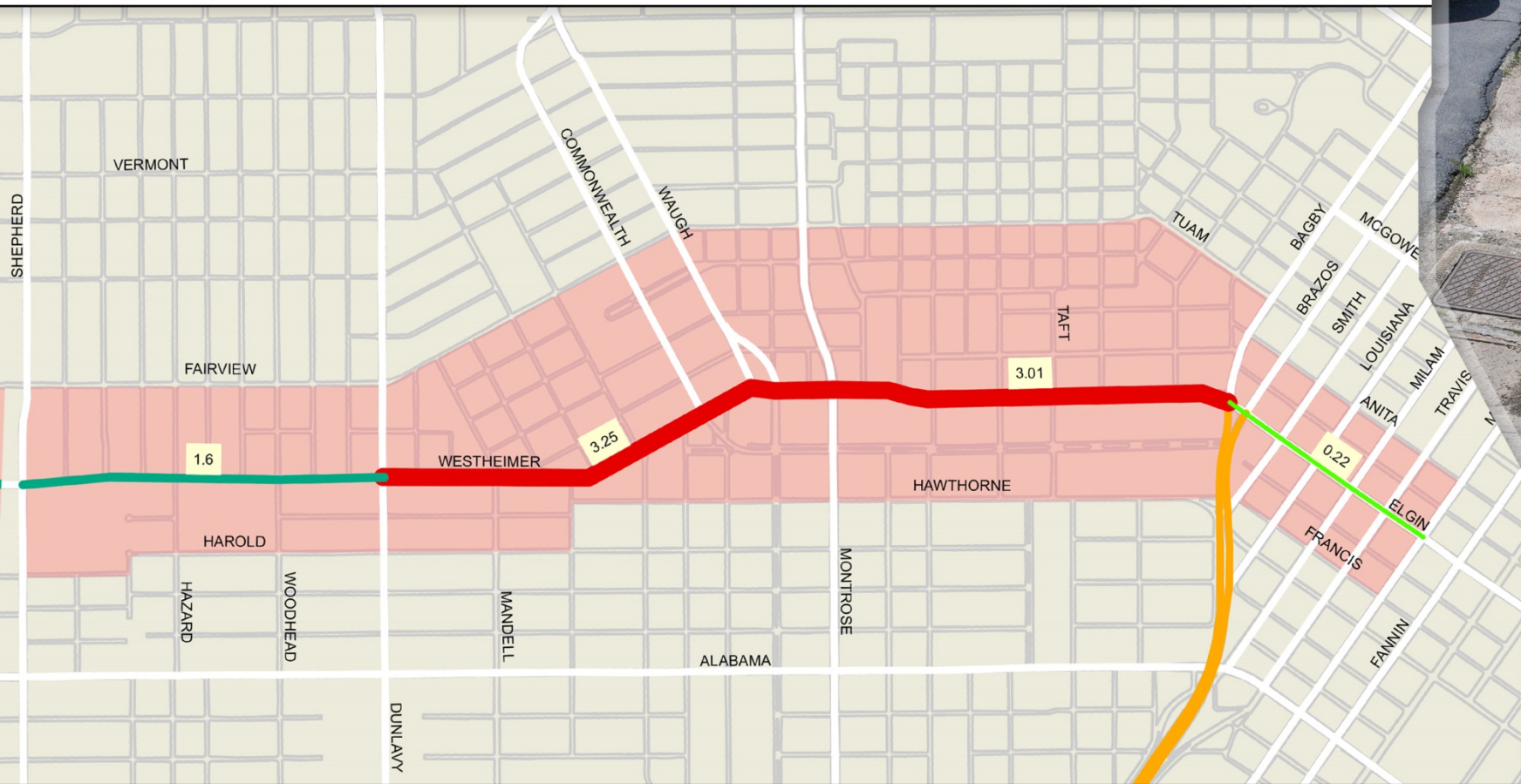



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Segment Crash Rates



 Study Area

Segment Crash Rate (1/1/2013 – 12/31/2015)
(# of crashes / million person miles traveled)

 <1.0  1.51 – 3.00  3.01 – 4.50  >4.50

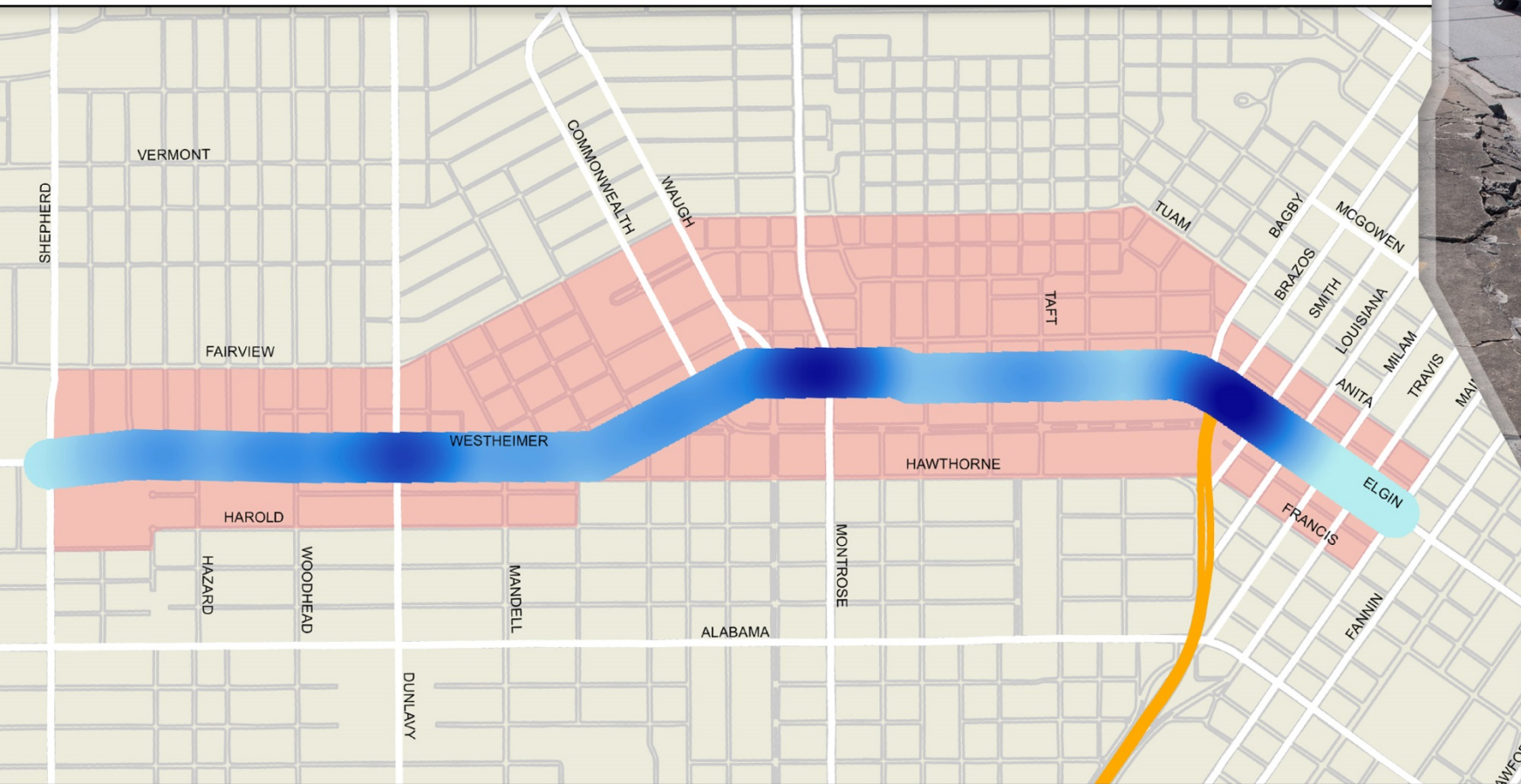


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Crash Distribution



 Study Area

Crash Distribution (1/1/2013 – 12/31/2015)



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