Acres Home Action Plan: What We Heard

Mobility Workshop
• Identified key destinations, design preference and priority routes
• Connect to transit centers, businesses, schools and parks

Pop-Up Bike Lane
• Demonstrated a protected bike lane on West Little York
Rapid Bikeway Implementation

Short-term improvements (completed in less than 6 months) to improve safety to key destinations and encourage more active forms of transportation.
Dolly Wright & Carver Road
Proposal: Shared-use lanes with signage and road markings
West Little York

Existing
4 vehicle travel lanes, 11 feet wide
Alternative #1
2 vehicle travel lanes
1 center turn lane
2 bicycle lanes with traffic
Alternative #2
2 vehicle travel lanes
1 center turn lane
1 cycle track (bike lanes on one side)
Figure 9: Chance of pedestrian fatality at various impact speeds (Seattle DOT)
Actual Speeds on West Little York: 44.5 MPH

Figure 9: Chance of pedestrian fatality at various impact speeds (Seattle DOT)
Crashes exist throughout the corridor, not only at intersections. 4-3 lane conversions reduce crashes by 19-47%

- 449 crashes (about 90 per year)
- Clustering at almost every intersection, even minor
- Most crashes at Wheatley/W Montgomery intersections, followed by Carver and TC Jester, although crashes can be found at almost every intersection along the corridor
- Crash types:
  - Sideswipes, rear end collisions, left-turn crashes, speeding off road and crashing into object

Source: TxDOT CRIS Database, 2014-2018
Crashes exist throughout the corridor, not only at intersections.

4-3 lane conversions reduce crashes by 19-47%

Statewide Crash Rate for a 4-lane undivided road:

364 /100 million VMT

West Little York Crash Rate from Antoine to Shepherd:

909 /100 million VMT

Source: TxDOT CRIS Database, 2014-2018
Traffic Simulation

The busiest traffic hour was modeled (weekday from 5-6pm). The 4-3 lane conversion would not impact roadway congestion at minor streets.

Benefits:

☑ Reduce Speeding
☑ Reduce Blind spots
☑ Eliminate Weaving
☑ Eliminate In-Traffic Stopping
☑ Maintain Traffic Flow
4-3 Lane Conversion Provides Space for Pedestrian Refuge & Bike Lanes
We Need Your Feedback!

Thank you! Join us at our table or contact us to learn more and provide your feedback.

- Where would a median refuge make sense?
- Where are special areas of concern?
- Which bikeway configuration would you prefer on West Little York?

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