

Safety Improvements For All Road Users

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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

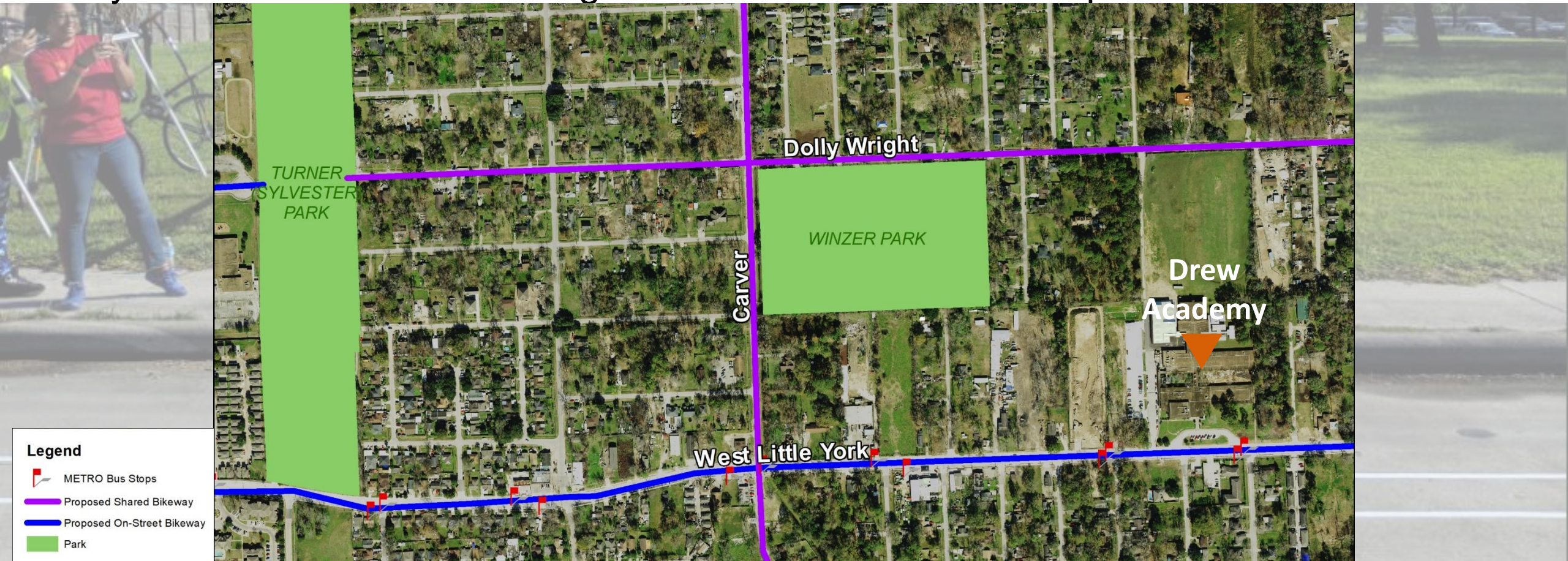
Pop-Up Bike Lane

- 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



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Dolly Wright & Carver Road

Proposal: Shared-use lanes with signage and road markings

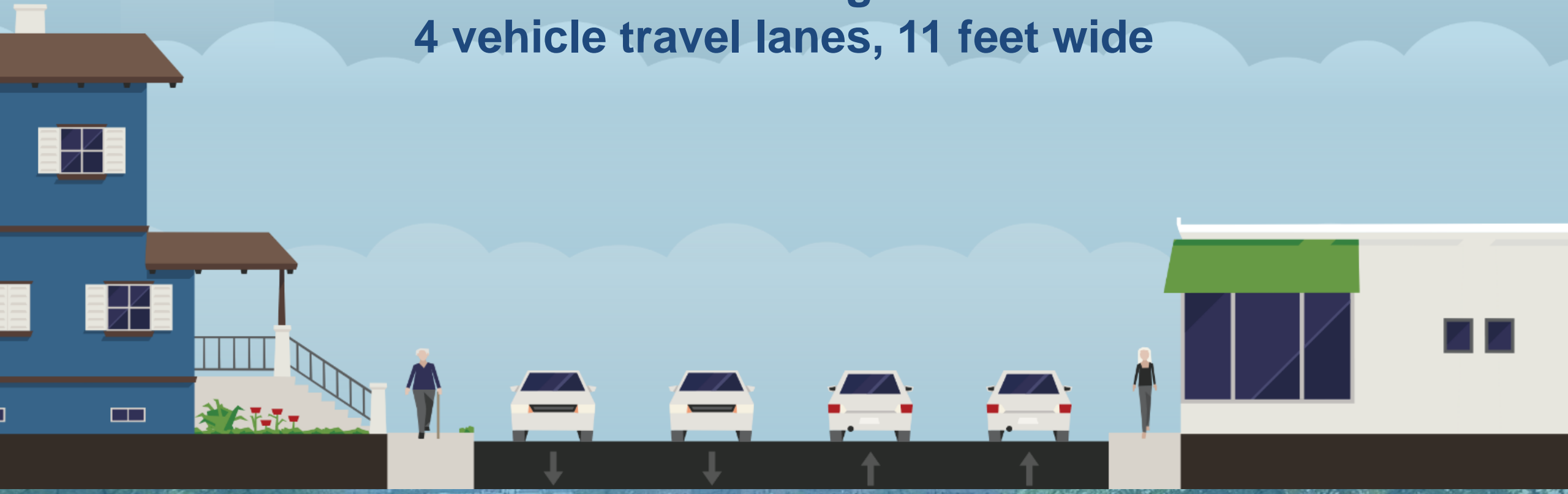


Existing



West Little York

Existing
4 vehicle travel lanes, 11 feet wide



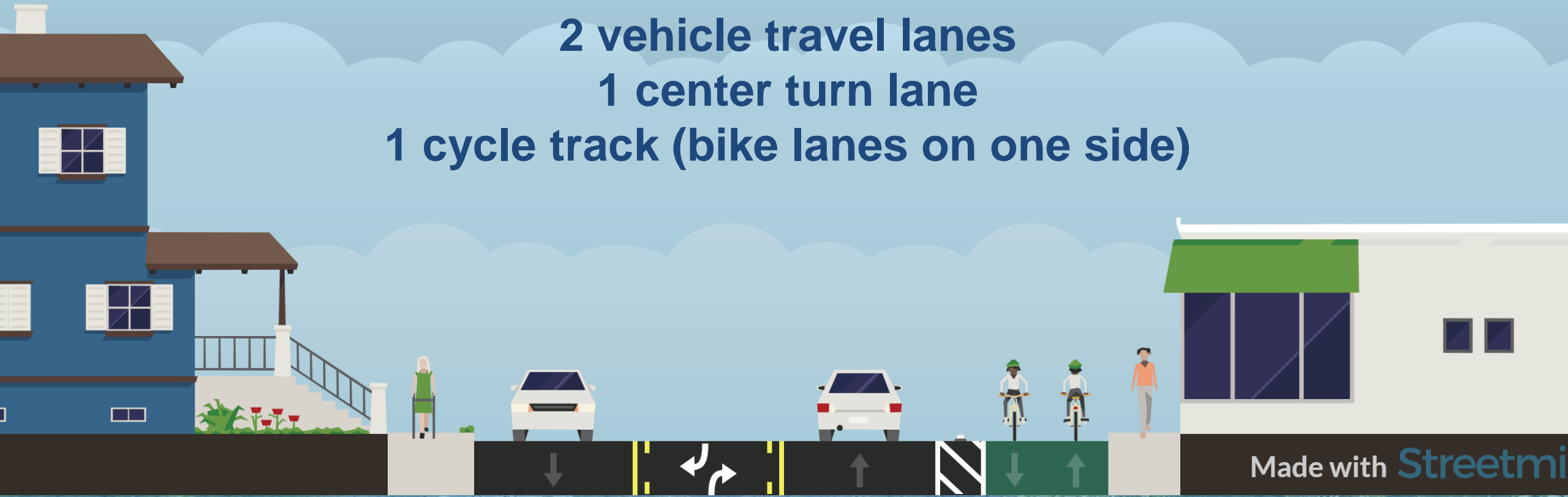
West Little York

Alternative #1
2 vehicle travel lanes
1 center turn lane
2 bicycle lanes with traffic



West Little York

Alternative #2
2 vehicle travel lanes
1 center turn lane
1 cycle track (bike lanes on one side)





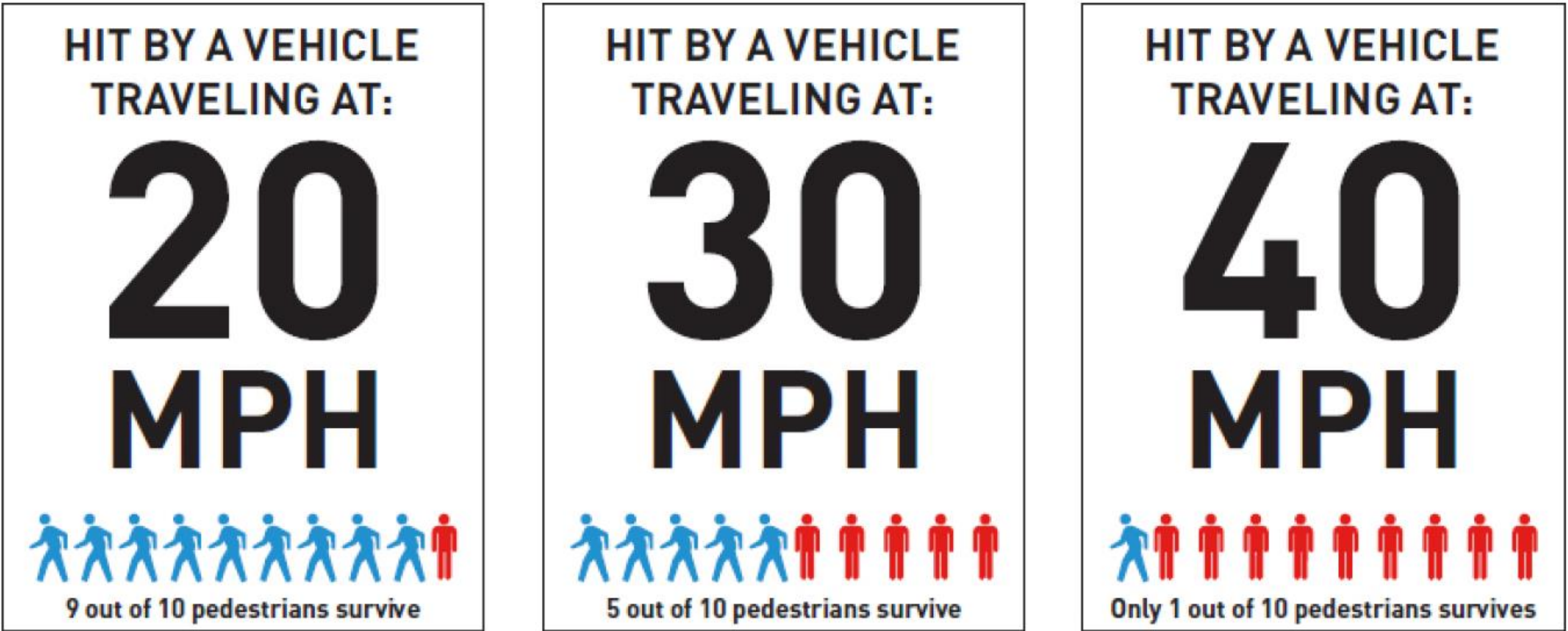


Figure 9: Chance of pedestrian fatality at various impact speeds (Seattle DOT)



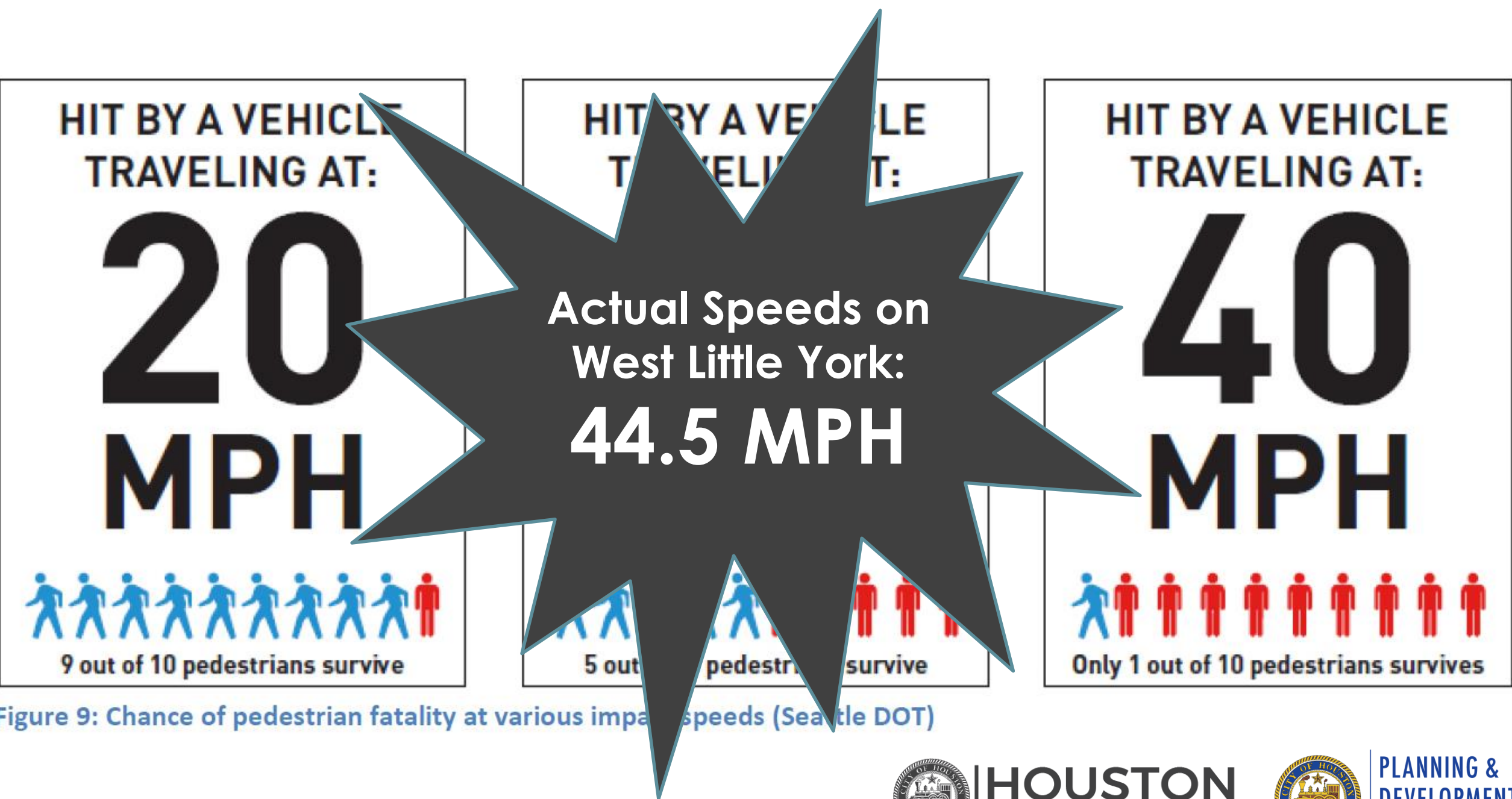


Figure 9: Chance of pedestrian fatality at various impact speeds (Seattle DOT)

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

7 Bicyclist Injuries
5 Pedestrian Injuries
Victims' ages range from 11 to 70



Source: TxDOT CRIS Database, 2014-2018

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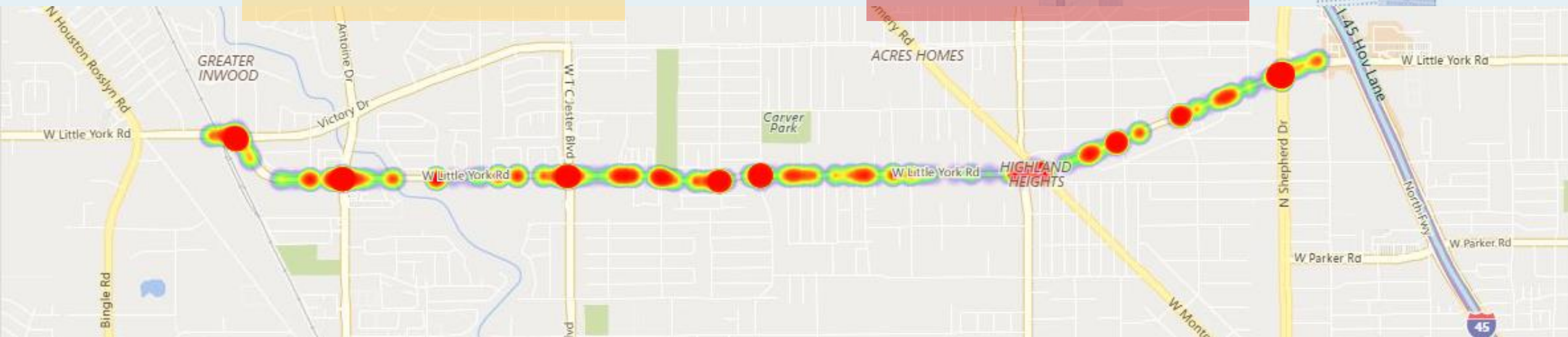
4-3 lane conversions reduce crashes by 19-47%

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

City of Houston, Planning and Development
The information contained herein is subject to change without notice.



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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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