

# Heights-Northside Mobility Study Public Comments

## COMMENT CARDS:

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**Relation to study:**Property owner and resident

**Primary area of focus:**Automobile, bicycle, pedestrian and transit

**What works well?** Freeways

**What needs improvement?** Reduce cut through traffic on all north-south roads

**What is lacking?**

**Additional Comments:**

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**Relation to study:**Property owner and resident

**Primary area of focus:**Bicycle and pedestrian

**What works well?** Many of the streets are conducive to slow traffic, Heights bike lane is great. Minimum thoroughfares. Heights still has a great small neighborhood feel.

**What needs improvement?** Need more bike lanes and a better connected system; need more sidewalks on the neighborhood streets. Design all streets for all users. Shepard and Durham are a nightmare to cross over.

**What is lacking?** Sidewalks and connected bike lanes or bike/pedestrian grid system.

Transit connections that is actually convenient

Crosswalks and signals on the major and principal thoroughfares

**Additional Comments:** Consider using health principles when making decisions.

Convenient pedestrian/bike access to the near rail line- all communities within ¼ mile of transit stop should be walkable, but greater distances also need safe access.

Make Airline more walkable “complete streets’ when it gets redone. There are many community assets on that street that will suffer if streets are just widened instead of designated for all users.

Do streets have to be so wide? Can the study make a recommendation for narrower streets?

Heights is full of small businesses – prioritizing people instead of cars would be helpful to longevity of community.

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**Relation to study:**Resident

**Primary area of focus:**Automobile and bicycle

**What works well?** Bike paths and the MKT trail to downtown

**What needs improvement?** Pedestrian environment along major thoroughfares. Crossing I-10 from the northside is terrible at most times of the day.

**What is lacking?** Bike lanes on some major thoroughfares

**Additional Comments:** Narrow neighborhood streets without curbs present problems for on-street parking

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**Relation to study:** Resident

**Primary area of focus:** Bicycle

**What works well?** There is a direct pathway to downtown

**What needs improvement?** Access under I-10; especially at Shepherd and Studemont

Bike lane along Cavalcade – it might as well be a sharrow situation

TXDOT traffic timing

**What is lacking?** An access to the Heights Bike Trail at Studemont

There is limited access to the trail between White Oak and Sawyer

An access on Studemont could connect to the future trail along the White Oak Bayou (Can help residents access the Kroger on Studemont)

**Additional Comments:** Including traffic counts from intersections along I-10

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**Relation to study:** Resident

**Primary area of focus:** Bicycle

**What works well?** Bike trails/lanes for north-south and east-west give major routes in north and south of Heights. Bayous provide good bike infrastructure

**What needs improvement?** There are bike lanes in Heights that need resurfacing, e.g. 20th

**What is lacking?** Lanes/bridges out of Heights on east (Watson) and West (T.C. Jester) would be better

**Additional Comments:** Mentioned that right-of-way has been maximized – is the patch of grass between the street and sidewalk necessary? Wider bike lanes and barrier would be better on 11<sup>th</sup> for example and 20<sup>th</sup>. Could also create north-south bike lane on Studewood with this move

The MKT and Spring St. trails are great for getting Downtown. A few signs at Yale, Heights, and White Oak that tell drivers to commute to downtown on their bike would help mobility.

In a car-centric City, building a bike trail does not mean transportation to most people. Bike trails are recreation to most people and building trails should promote use as transportation and health.

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**Relation to study:**Resident

**Primary area of focus:**Automobile

**What works well?**

**What needs improvement?**

**What is lacking?** Street heads straight into curb at sidewalk – need lighting/reflectors

**Additional Comments:** Fulton and English is one of the main thoroughfares in Lindale Park. English needs sidewalks for the safety of residents.

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**Relation to study:**Resident

**Primary area of focus:** Pedestrian and transit

**What works well?**Keep the lights (east/west) on Cavalcade at Fulton and both sides of I-45 in sync – as they are now

**What needs improvement?** In the 200 block of Link Rd (between I-45 feeder and Fulton) on the south side the raised barrier to prevent parking/driving in the sidewalk needs to be heightened – currently the box trucks/pick-ups using the pallet co

**What is lacking?** Enforcement – on above; people running stop signs within - Lindale park (see additional comments)

**Additional Comments:** Will METRO new light rail line have crosswalks across Fulton between Cavalcade and 610 beside English?

Park on the sidewalk and street driving over the raised barrier; maybe some steel rods could be added. Also, the t-shirt stop at Link and Fulton should have parallel parking signs installed - the pick-ups park over the sidewalk with the bumper/trailer hitch into the street

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**Relation to study:**Property owner

**Primary area of focus:**Automobile, bicycle

**What works well?** Bike trail growth is excellent

**What needs improvement?** Need to revisit Studewood contra-flow lane. The lack of protected lefts at major intersections and people seemingly feeling unsafe turning left from contra-flow lane (when active) is a problem

**What is lacking?** Easy crossing of 11<sup>th</sup>St. between Studewood and Shepherd by cyclist and pedestrians

**Additional Comments:**

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**Relation to study:**Property owner and resident

**Primary area of focus:**Bicycle and transit

**What works well?** Better road maintenance

**What needs improvement?** Bike facilities (i.e. lockers, racks); trail connections across 45 to future north line rail; building and development codes that reward less vehicle parking to promote alternative transportation utilization sidewalk maintenance and continuous sidewalks installed along Watson on both sides of street; complete streets concept for Heights, Studewood, and Airline; better access and utilization of Heights transit center through bike/ped access and traffic management/its/etc. at 5 corners intersection. Also, I know the new Kroger at Studemont is outside the study area, but traffic along Studemont is horribly affected by this store.

**What is lacking?**

**Additional Comments:**

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**Relation to study:** Resident

**Primary area of focus:**Bicycle

**What works well?** The street grid in the Heights is easy to navigate. The MKT trail is great (but there are safety issues). Heights bike lanes are also great.

**What needs improvement?** Sidewalks and crossings for bikes and pedestrians – including street conflicts/crossings at the MKT trail and 11<sup>th</sup>St., Yale St. and White Oak; The sidewalks are so inconsistent that you are better off walking/running in the street.

**What is lacking?** A comprehensive look at sidewalks is lacking. No one is clear on who builds or maintains sidewalks, especially as they crumble and break. Also, it would be good to look at how sidewalks connect to transit stops.

**Additional Comments:** This study should look at connections under the I-10 at the new intersections especially at Yale and Heights. The timing is horrible at those lights, and there are concerns about the weight load capacity just south of I-10 on Yale. Traffic backs up pretty bad at these locations and it never used to.

Signal timing really needs to be looked into – traffic backs up more than it used to.

The fences from property owners along Durham and Shepherd make it unsafe and difficult to cross traffic or even turn into traffic. For example at 15<sup>th</sup> and Durham, the fence is so far out, that you have to stick your car nose into oncoming traffic.

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**Relation to study:**Property owner

**Primary area of focus:**Automobile

**What works well?** Bike paths and roadways are excellent

**What needs improvement?** Not too much

**What is lacking?**

**Additional Comments:**

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**Relation to study:**Property owner and resident

**Primary area of focus:**

**What works well?**

**What needs improvement?** Street maintenance needs improving. Too many pot holes

**What is lacking?** Speed bumps on Salford between 18<sup>th</sup> and Minimax

**Additional Comments:**

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**Relation to study:**Property owner

**Primary area of focus:**Bicycle, pedestrian

**What works well?**

**What needs improvement?** Traffic flow from M. Main to Elysian on Quitman; Bike lanes are almost nonexistent in the north side, we like to ride bicycles also.

**What is lacking?** Traffic calming devices on Quitman beginning at N. Main and continuing to Elysian; Traffic has already increased due to the light rail. Three schools along Quitman and a fourth school is scheduled to open in Sept 2013. This school will bring additional traffic to Quitman since the school is replacing two schools.

**Additional Comments:** Too many school children and pedestrians at risk due to existing traffic and increased traffic once rail is operational.

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**Relation to study:**Resident

**Primary area of focus:**Pedestrian and transit

**What works well?** Impressed with bike paths (MKT trail, bayou trail, lanes on Heights blvd)

**What needs improvement?** Certain bike lanes are not wide enough. Sidewalks poor to nonexistent making it very difficult to safely walk with a stroller (and what about the elderly?)

**What is lacking?** Trees along major thoroughfares (Shepherd/Durham); adequate sidewalks; culture of car aggression toward pedestrians

**Additional Comments:**Thank you for this forum! I'm impressed.

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**Relation to study:**Property owner and resident

**Primary area of focus:**Automobile, bicycle, pedestrian and transit

**What works well?** New Heights bike trail but needs to completely connect to downtown business district so people can safely connect to work.

**What needs improvement?** We need better and safer biking trails and lanes that connect the area and city. Need better public transportation Studewood/Studemont corridor to traffic. Need walkability!

**What is lacking?** Rail and bus that easily connect to business district like downtown and energy corridor. Walkable grocery store! Stop lights on Heights and White oak for bike trail. Pedestrian using Studewood

**Additional Comments:** Exit south out of the heights – Studewood/Heights/Yale all becoming bogged due to poorly planned development. This needs serious improvement.

Need better signage and movement of Studewood contra-flow lane.

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**Relation to study:**Property owner

**Primary area of focus:**Automobile

**What works well?**

**What needs improvement?** Drainage

**What is lacking?** Sidewalks

**Additional Comments:** People need to live where they work!

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**Relation to study:**Property owner and resident

**Primary area of focus:**

**What works well?**

**What needs improvement?**

**What is lacking?**

**Additional Comments:** Any future fixed guide way transit or commuter rail line must include station(s) in the Heights.

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**Relation to study:**Property owner, Business owner and resident

**Primary area of focus:**Automobile, bicycle

**What works well?**

**What needs improvement?** Shopping centers and major businesses need racks for bicycles. There are no bicycle-friendly business areas in the Heights.

**What is lacking?**

**Additional Comments:**

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**Relation to study:**Property owner and resident

**Primary area of focus:**Bicycle, pedestrian

**What works well?** New bike path downtown is good, but need a way to get there at night safely

**What needs improvement?** Need safe direct ways for bicycles to cross I-10 and to access shopping areas (grocery stores, new commercial development on Yale) (San Jacinto Stone, Target etc.) and then need safe parking areas for bikes – looking for function not recreation

**What is lacking?** Trees on easements to provide shade for walkers

**Additional Comments:** For COH PWE – please take a look @ putting a light or caution blinker at 11<sup>th</sup> and Nicholson where bike path crosses 11<sup>th</sup> street. Very difficult to cross 11<sup>th</sup> during morning and evening rush hours and very dangerous

TxDOT should be represented at all public meetings regarding mobility

Bike lanes need maintenance – they become littered with potholes, broken glass, and debris

We need Complete Streets and a more holistic approach to mobility

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**Relation to study:**Property owner, business owner and resident

**Primary area of focus:**Bicycle

**What works well?** Local neighborhood streets

**What needs improvement?** Connectivity to shopping/activity centers for bikes and walking. The north/south access needs work

**What is lacking?** Bike paths separated from cars; we need to have safe access for a 10 min ride without using a car and contributing to more traffic

**Additional Comments:**Comprehensive integrated Complete Streets!!

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## ***11x17 MAP HANDOUTS***

- Quitman from Main to Hardy (four schools along Quitman): Traffic calming devices needed
- Not sure of the through connections on 6<sup>th</sup> from Yale to Shepherd
- Really like the shown extension of the White Oak Trail to the MKT Trail

- Bad Traffic at
  - Yale/Heights and I-10
  - Studemont and I-10
- Buses have difficulty turning at certain intersections – too tight for bus turn radius
- No crosswalks at
  - Yale from I-610 to 20<sup>th</sup>
  - Main from I-610 to 20<sup>th</sup>
  - 20<sup>th</sup> from Yale to Main
    - This essentially cuts off Sunset Heights from other areas for foot traffic
- White Oak and Vesner- awkward stop sign intersection
- College St. and Main: It would be nice to have a cross walk here – make it easier for bicyclist to cross I-45 (They must cross main first)
- Bike lane along 20<sup>th</sup>/Cavalcade is a shame. It's almost as wide as my bicycle handlebars. It's a deathtrap.
- Need bike lane and parking on 19<sup>th</sup> between Yale and Shepherd
- Airline needs to be repaved. Also needs bike lanes and bike parking
- Nicholson and 11<sup>th</sup> need traffic light at 11<sup>th</sup> St. crossing for bike pathway
- Need bike parking on White Oak in front of commercial properties
- South of I-10 at Yale and Heights intersections: back-up A.M. and P.M.
- Need sidewalk on south side of 14<sup>th</sup> next to Reagan High School. Also need 3 way stop sign at 14<sup>th</sup> and Oxford St. in front of Regan H.S. entrance or speed bumps on south between Studewood and Heights Blvd.
- Need bike storage options at University St HDT light rail station
- More protection for Bike and pedestrian crossing at Ella and I-610
- Unprotected bikeway crossing of major thoroughfare – need user – activated signal
  - Nicholson and 11<sup>th</sup>
  - Heights and 11<sup>th</sup>
  - Yale and White Oak
- Unprotected bikeway crossing of Major Thoroughfare – need more pavement markings for motorists
  - Nicholson and 20<sup>th</sup>
  - White Oak and 6<sup>th</sup>
  - Studemont and White Oak
- 11<sup>th</sup> and Heights – study pedestrian and vehicle usage
- Irvington and road just south of Park in the Near Northside neighborhood Street heads straight into curb/sidewalk. Maybe need reflectors and better lighting
- Fulton and English is one of the main thoroughfares in Lindale Park (English needs sidewalks for safety for our residents!!!)
- Yale and White Oak crossing could use more attention-grabbing signage
- Need bike path access from Studemont to access Kroger
- Sharrows along Houston could help
- Along 20<sup>th</sup> from Heights to Airline- this bike lane is far too small for comfort.
- Missing Label for Brooke Smith Neighborhood

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***AERIAL MAP DISCUSSIONS***

## Map 1

- Better transit routes to Galleria area would be great. Most transit routes go downtown; access to Galleria area would improve access to Heights residents
- Bike extension along creek from 11<sup>th</sup> to rail line north of 6<sup>th</sup> street would be great
- Need signalization or traffic calming (traffic circle) at intersection of T C Jester on East side and 20<sup>th</sup>
- Lots of traffic at Yale/Heights and I-10 – signal lights at both intersections
- White Oak has experienced significant growth. What about setting up a “Complete Street” policy for this area? A local management district or TIRZ may be viable for this area.
- Need bicycle facility on White oak from Heights to Studemont
- Bicycle access under I-10 on Studemont over the bayou is difficult; also, there would be a great opportunity to connect the existing trail to Studemont- to access Kroger
- At Studemont and I-10, very few Turn Left southbound (off of Studemont, onto I-10) 150 cars same light time as turn lane
- Continuous trees along Yale
- Heights as a scenic boulevard
- Heights and 11<sup>th</sup>:
  - Intersection pile up
  - Jogging trail missing on 3 sides of intersection
- Speed enforcement on Studewood south of Pecore
- Bike lane somewhere in the area just north of White Oak leading in the neighborhood bounded by Studewood, Pecore, Houston and White Oak.
- Better pedestrian and transit on White Oak/Quitman from Taylor to Main
- Improve bike infrastructure on Houston
- Please connect bike trails to areas in Heights with downtown. This will make commuting by bike a viable option for folks in this area. Please work with downtown management district too
- Intersection along Irvington at the southern end of Moody Park: right lane must get into left lane across intersection or go onto sidewalk
- What are the long term plans for rebuilding Fulton?
- For the study area, please focus on an “all of the above” strategy that includes all options, not simply moving as many cars through the region as fast as possible
- Bike lane on north/south Irvington/Cavalcade does not feel safe
- Please provide local bus connector service to feed into light rail stops; (i.e. connect Heights to light rail via excellent, frequent bus service)
- Airline from 610 to Main “Fresh Food Corridor”; better sidewalks; high pedestrian area; crosswalks, benches, etc.; There’s a lot of pedestrian traffic
  - Bad truck traffic
  - Pavement condition is poor
- Main: rehab needed (with adequate bike infrastructure)
- Bicycle rental facility at Heights and transit center (Studewood and 20<sup>th</sup>)
- Main/Cavalcade/Studewood intersection:
  - Buses have difficulty turning
  - Possible roundabout
  - Protected right for buses exiting from Heights transit center
- Along Cavalcade and at intersection of Fulton and Cavalcade: traffic from lights back up. Readjust signal timing

## Map 2

- TxDOT Representative should be at all public meetings
- 18<sup>th</sup>/20<sup>th</sup>/TC Jester NB: traffic circle? ; great entrance to White Oak Bayou
- Striping is confusing Yale/Heights Boulevard eastbound
- Many areas within neighborhoods note flood sidewalks and ditches that need restoration
- What happens to the intersection of Studewood and 11<sup>th</sup> when condos are populated?
- Currently a wide easement along 19th street – make it a “complete street”
- Bike lane resurfacing needed all along 20<sup>th</sup>
- Durham from 610 to 20<sup>th</sup>: complete street commuter
- Shady Acres is dead/dying; there are a lot of people who walk and bike. An expansion of 20<sup>th</sup> threatens the walkability of the area and divides the neighborhood and may depress walkability
- Main and Aurora: red light slow traffic
- Adele St. enclose open drainage and widen please
- All north south streets are an issue since Wal-Mart and shopping centers have moved in and only getting worse!
- Intersection of I-10 and Studemont: backs up from I-10 to Washington; retime the signal
- Proposed bike route on Main should go east to Cochran
- Stop light along Quitman between Fulton and Main: traffic entering doubles
- Pedestrian light for D High School at Tackaberry and Quitman
- Need traffic calming on Robertson for L--- Elementary
- Along Fulton: crossings needed for Jefferson Elementary

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## ***EMAIL COMMENTS***

My recommendation would be to nozzle Shepard and Durham similar to what has been done to Bagby. There would be limited value south of 11th, but from 11th to 27th you could spurn commercial and residential growth by reducing it down to 2 lanes and making it presentable.

I do not believe the road needs close to 8 lanes now for these parts, but increased light timing would be simple with no steady lighted east west roads to worry about except 11th.

Finally, there is a school off this road at 13th.

There are several large areas of land that could be converted to parks before the area is overdeveloped.

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We need right turn only southbound Taylor at I-10 ramp. Traffic backs up b/c of longer lights b/c Sawyer Heights shops.

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Along White Oak, there is poor connectivity for bikes to get to Houston north-south road from the park.

Along N Main St. from I-45 to southbound there is poor lighting and overgrown foliage on the way to the Fulton or Quitman light rail stops

Area (north of Hollywood Cemetery) is not walkable from west of I-45 to closest light rail stop for Pecore and South N. Main.

In general, there are few north-south pathways for bikes to get across I-10 with only Heights Blvd/Yale or Houston Ave being options. Studemont and Taylor/Watson have poor visibility and small sidewalks on the over/underpasses and bridges.