

Note: ARTS critique of TPD's Justification for the road diet is given in yellow highlighted text boxes

11th Street Safety Improvements

Heights Association Land Use Committee
Meeting

Monday, February 7, 2022

**A project built on cherry-picked data, out of date data and incomplete analysis
Key issues not addressed or dismissed by the City**



**11th Street Project is NOT about safety of the residents, commuters or bicyclists.
It's about Federal Funds & Climate Change and driven by BikeHouston**

Goals

The real goal is to reduce traffic and reliance on fossil fuels. This goal is achieved by reducing mobility for the overwhelming majority of Houstonians so that vehicle transportation becomes so burdensome that people will be forced to ride bikes to get to work, buy groceries, take kids to ballet lessons, etc. – i.e. “Social Engineering”

The City of Houston is committed to improving street safety, increasing access to multimodal transportation, and connecting residents to essential destinations. We are prioritizing moving people safely over moving vehicles efficiently.

We are guided by these goals:

Vision Zero:

To eliminate traffic deaths and serious injuries on Houston streets by 2030.

Resilient Houston:

To make our streets 100% safe for all Houstonians.

Houston Bike Plan:

To make Houston a safer, more accessible, Gold Level Bike-Friendly City by 2027.



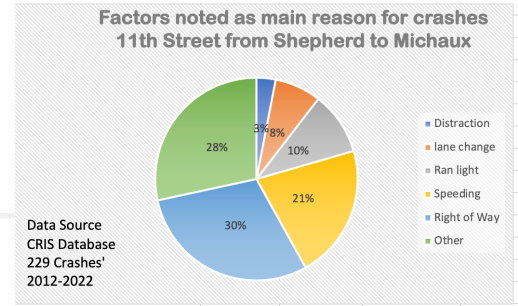
11th Street currently meets Vision Zero Goals – ZERO FATALITIES – ZERO SERIOUS INJURIES SINCE at least 2010



What happened to the “Climate Change” goal of reducing VMT by 20%? (Vehicle Miles Travelled)

Posted Speed Limit was 35 mph at the time of the survey (1/8/2019) per speed survey

An analysis of CRIS data for 11th St shows that speeding was listed as a factor for crashes only 21% of the time. This was never mentioned by TPD.



We are here to address dangerous speeds.

Ave Speed was 2 mph BELOW speed limit

15% of cars had speeds 3.5 mph over speed limit (not typical)

Typical speeds on 11th:
~~38.5 MPH~~
33 mph

— PEDESTRIAN FATALITY & SERIOUS INJURY RISK +



CONE OF VISION

As motor vehicle speeds increase, the risk of serious injury or fatality for a pedestrian also increases (AARP Impact Speed and a Pedestrian's Risk of Severe Injury or Death 2011, p. 1). Also, motorist visual field and peripheral vision is reduced at higher speeds.

Graphic: Achieving Multimodal Networks, FHWA 2016

Speed Surveys on 11th Street

date	location	near	50%-tile * (average)	85%-tile	Posted Speed Limit **	Avg. over Speed Limit
1/7/19	619 W 11th	Nicholson and 11th	34.0	38.5	35	-1.0
12/8/20	619 W 11th	Nicholson and 11th	33.5	38.5	35	-1.5
12/8/20	509 E 11th	Columbia and 11th	34.5	39.0	30	4.5
12/8/20	1111 E 11th st	Michaux and 11th	29.0	33.0	30	-1.0

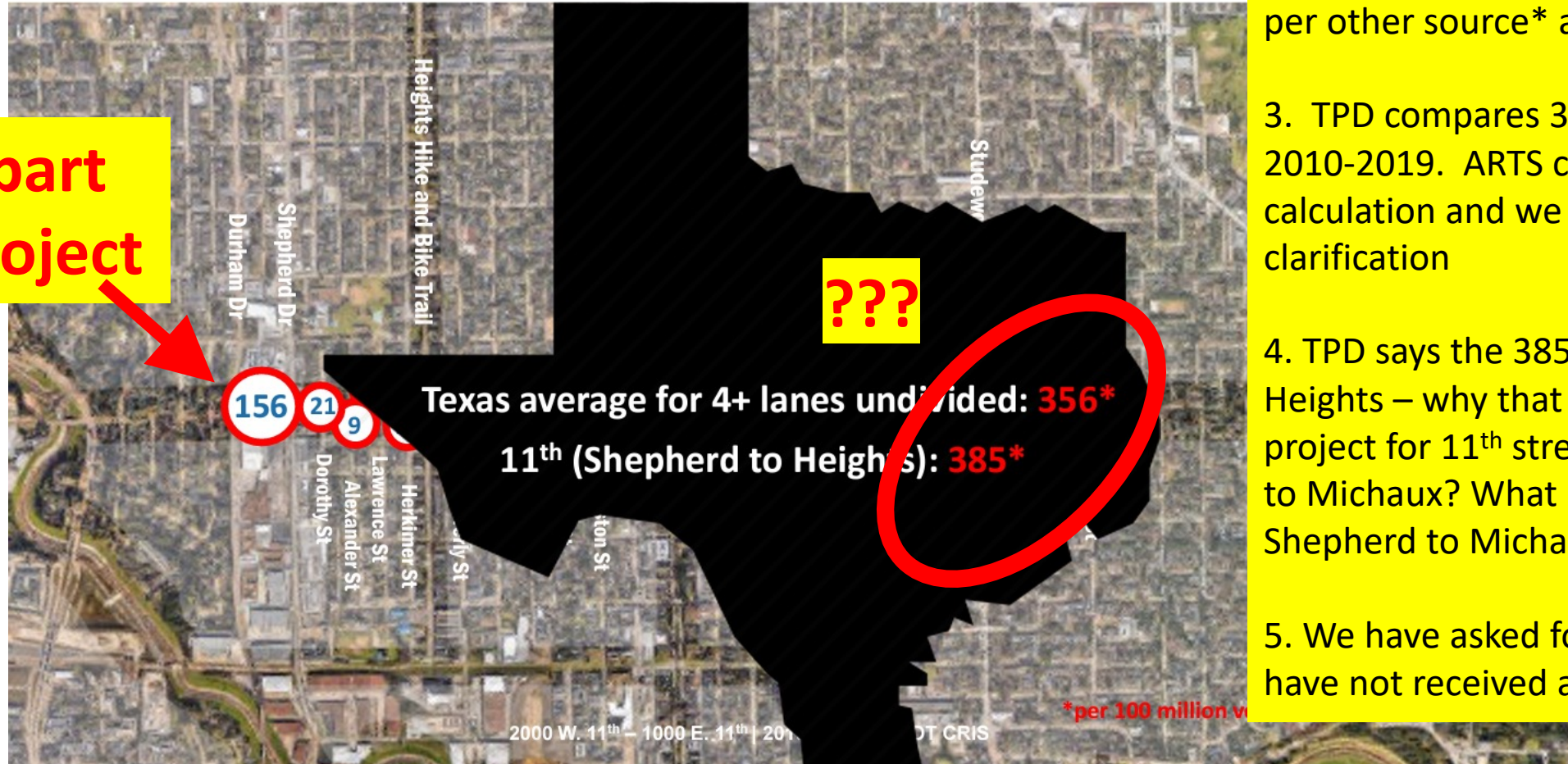
Average 32.8 37.3 0.3

Speeds Surveyed at 154 E 11th Street but not included in averages because the location of the survey is only 1/2 block from stop light and skews average

1/7/19	154 E 11th	Heights Blvd and 11th	24.0	34.0	30	-6.0
12/8/20	154 E 11th	Heights Blvd and 11th	24.5	31.0	30	-5.5

* Note: mean and average treated as the same for this data set
** Posted speeds as recorded on the speed survey taken at the time

We are here to address crashes.



1. Crashes shown is for 2010-2019 see next slide.

2. 356 is the Tx average for 2011-2015 per other source* and NOT 2010-2019 !!

3. TPD compares 385 metric which is for 2010-2019. ARTS cannot verify TPD's calculation and we have asked for this clarification

4. TPD says the 385 is for Shepherd to Heights – why that segment? - the entire project for 11th street portion is Shepherd to Michaux? What is the metric for Shepherd to Michaux?

5. We have asked for clarification and have not received any.

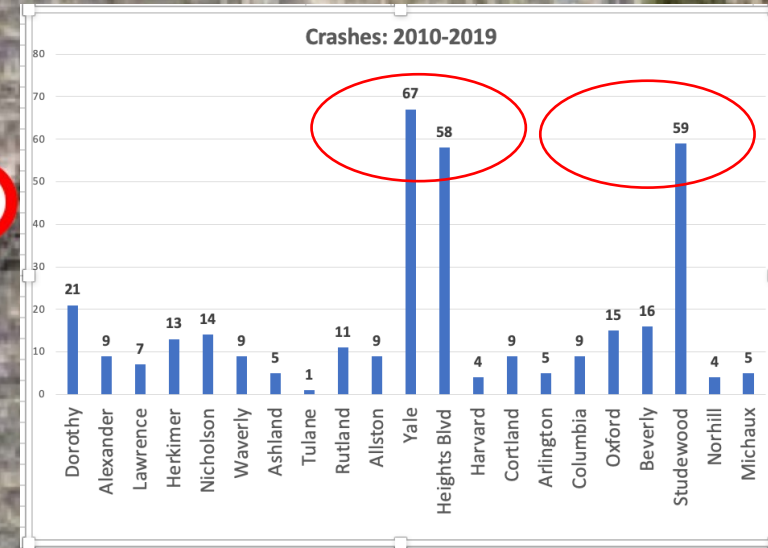
*Found the Tx average of 356 is for 2011-2015 in a March 2019 traffic study of Boerne, Tx !!

<https://ftp.txdot.gov/pub/txdot/get-involved/sat/kendall-gateway-study/032919-appendix-a.pdf>

We are here to address crashes.

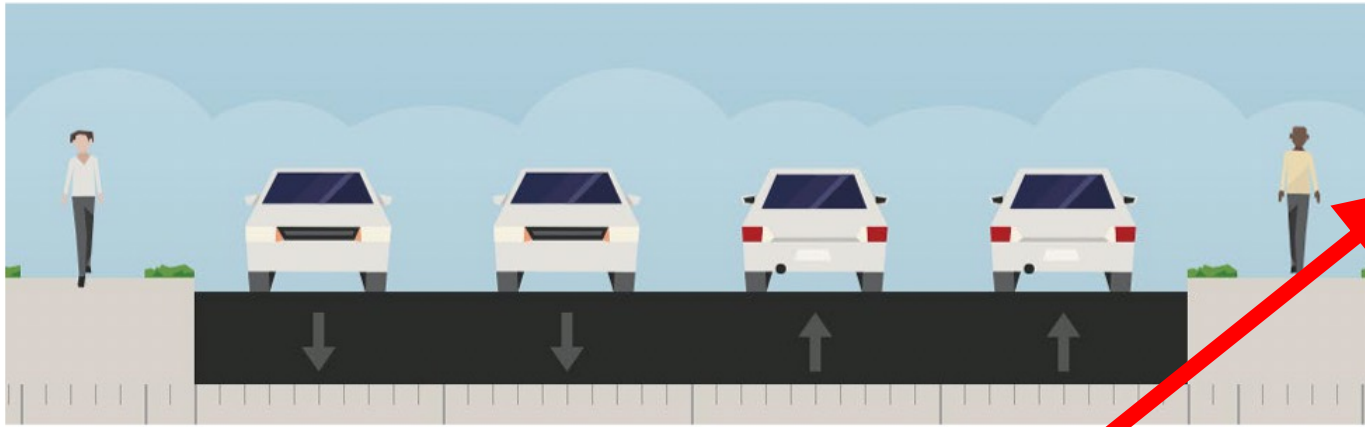
TPD says crashes are a corridor problem.
But data shows crashes are an intersection problem
– **NOT** a corridor problem

350 crashes over 10 yrs for segment considered - 53% of these are at 3 intersections - **Safety focus should be at intersections**



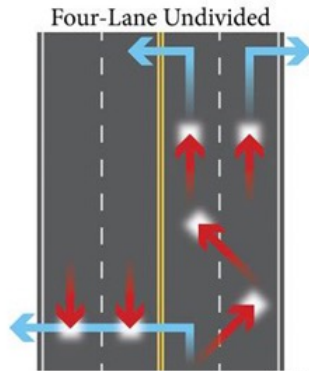
Not part of project

We are here to address street design

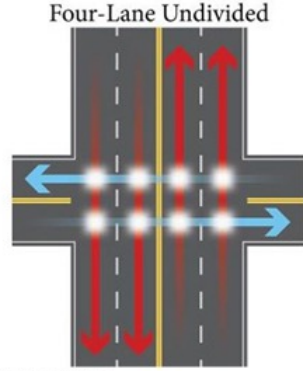


Existing conditions on 11th : 4-lane undivided roadway

Conflict Points Along Corridor



Conflict Points At Intersections



Mass.gov/info-details/what-are-road-diets

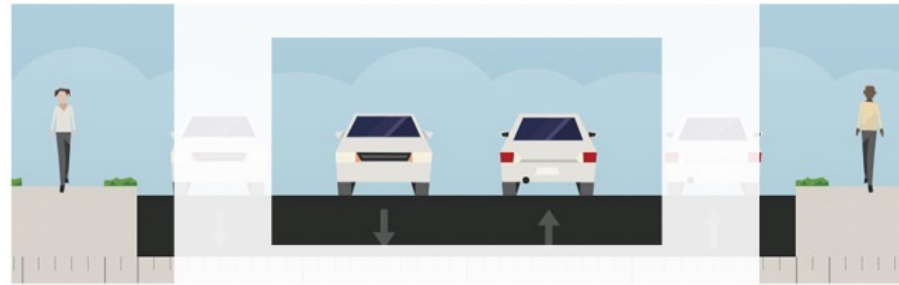
Fewer lanes will reduce speed because of increased congestion. Traffic will overflow into quiet neighborhood streets.

More congestion means more pollution.

Multimodal needs should be addressed by putting bike lanes on selected streets with less traffic.

2015 City Mobility Plan says "the creation of a multi-modal street network requires balancing competing considerations throughout the entire transportation system and does not encourage placing all modes on all roadways."

Fewer lanes can reduce speeds and decrease fatal and injury crash rates. The space can be repurposed to meet multimodal needs.



11th street ADT ~15,000 + Major Thoroughfare meant to provide mobility for vehicles – not bicycles

ADT: average daily traffic

NOT

Two lanes are enough.

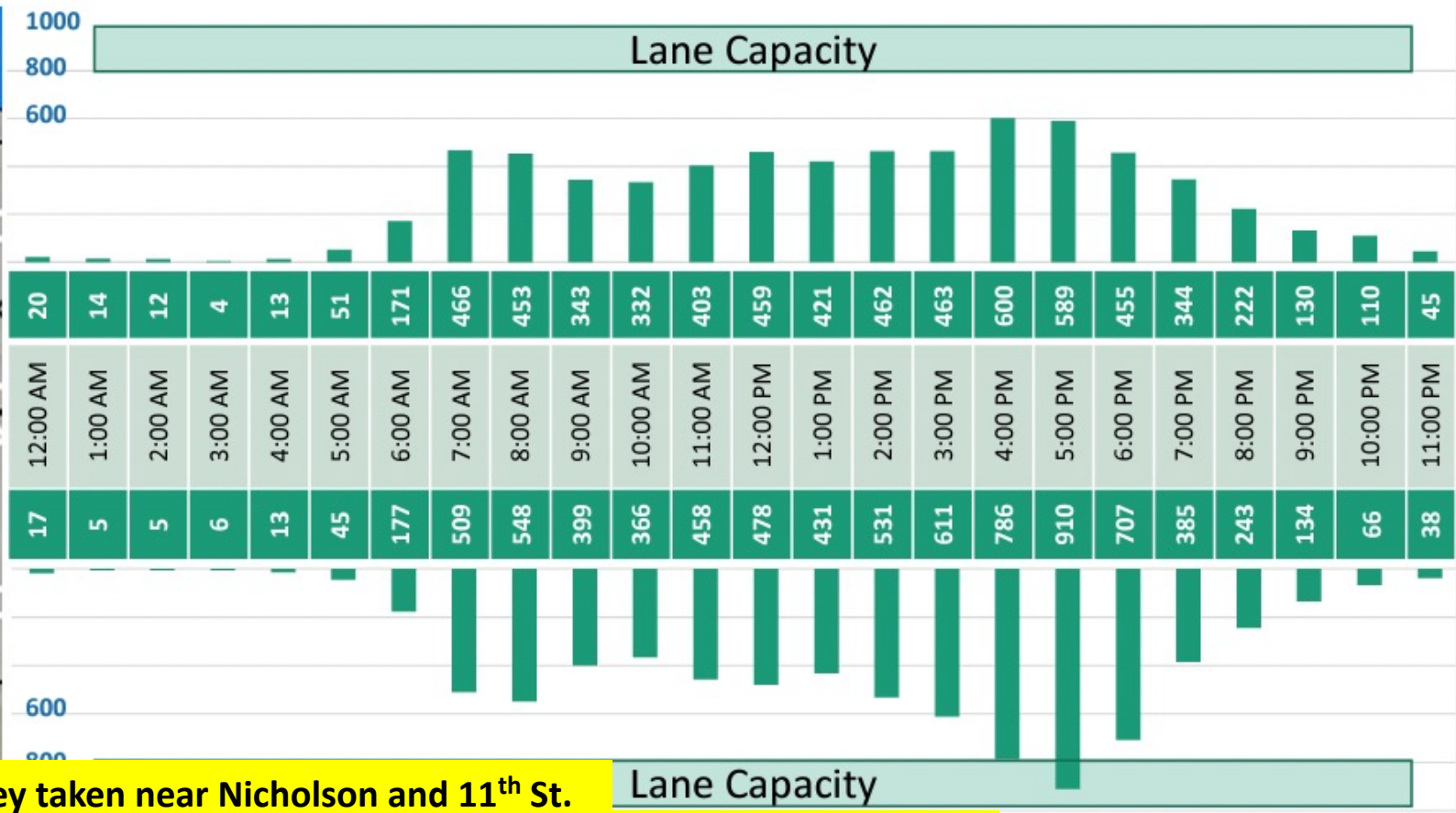
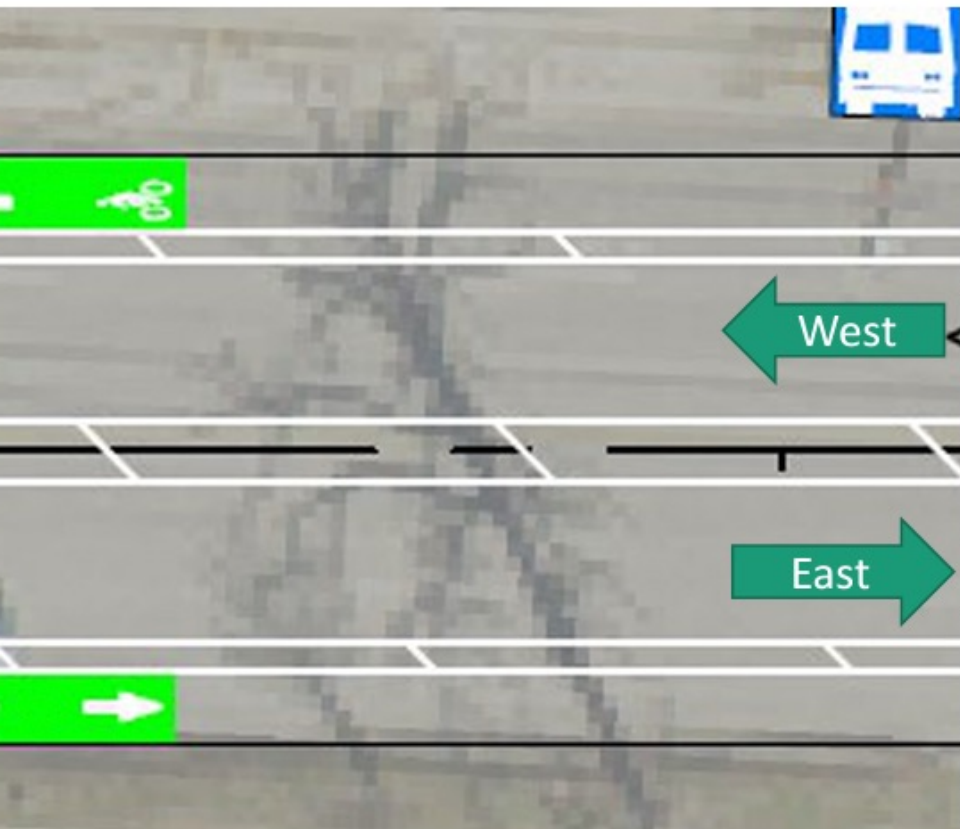
TPD says 2 lanes enough because only 1 hour over 800 vpdph

Traffic Volume on 11th:
14,500 (2019)

Typical lane capacity:
800-1000 vehicles/hour

Average on 11th (EB):
328 vehicles/hour

At most on 11th: 910 vehicles eastbound from 5-6pm



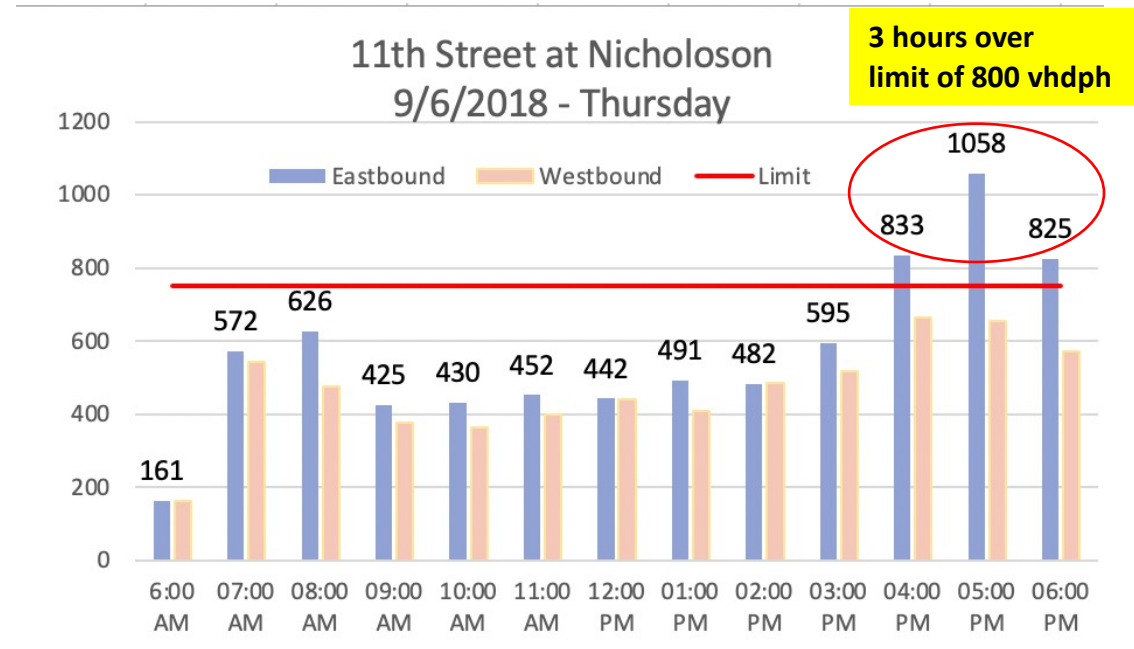
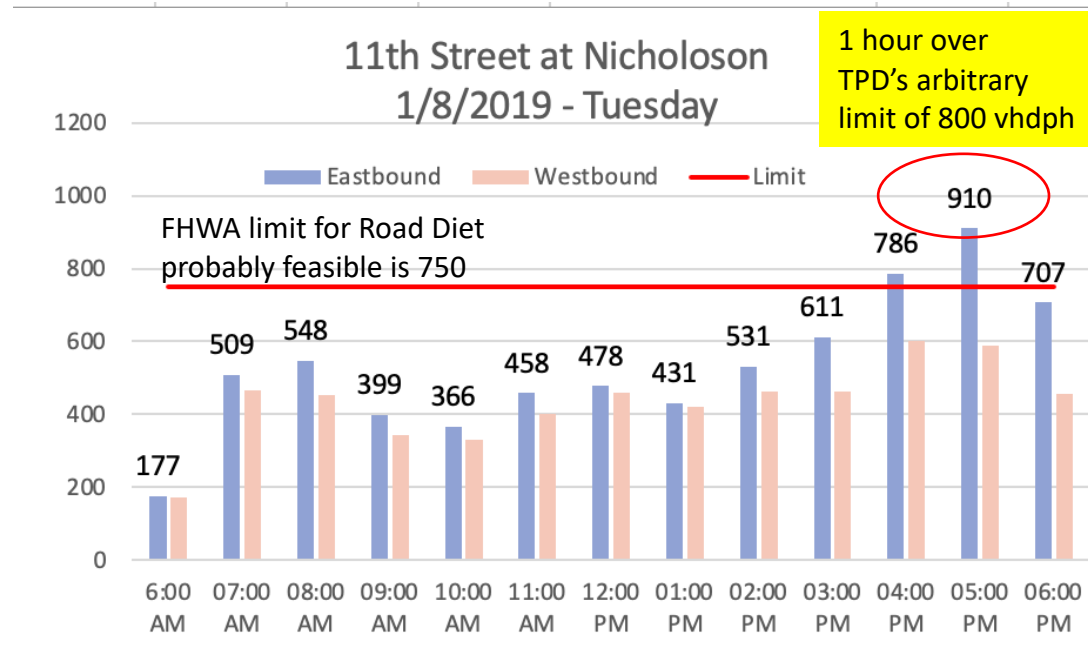
Data for this graph was taken from 1/8/2019 survey taken near Nicholson and 11th St.

But a survey taken 4 months earlier shows 3 hours over 800 vpdvh !!

Traffic Count Surveys – not included TPD’s presentation

TPD used on 2/7/2022 Presentation to justify “Two Lanes are Enough”

TPD Ignored this data taken just 4 months earlier because it did not support their narrative



Survey taken right after major holiday & may not be representative

TPD says only 1 hour over 800 vpdph (FHWA limit is 750 vpdph)

TPD concludes that only “2 lanes” are needed

Survey ignored by TPD taken 4 months earlier

3 hours over limit for Road Diets

3 hours of congestion therefore 4 lanes are needed

11th Street Project Overview

- Decrease the number of vehicle lanes = slow vehicle speeds
- Decrease crashes at high-crash locations
- Add physically-protected bike lanes
- Add safer crossings for people walking and biking
- Increase safe, multimodal connectivity

**= congestion = increased air pollution
= overflow
= residential streets at risk and bad for business**

High crash locations are at main intersection – not all along corridor

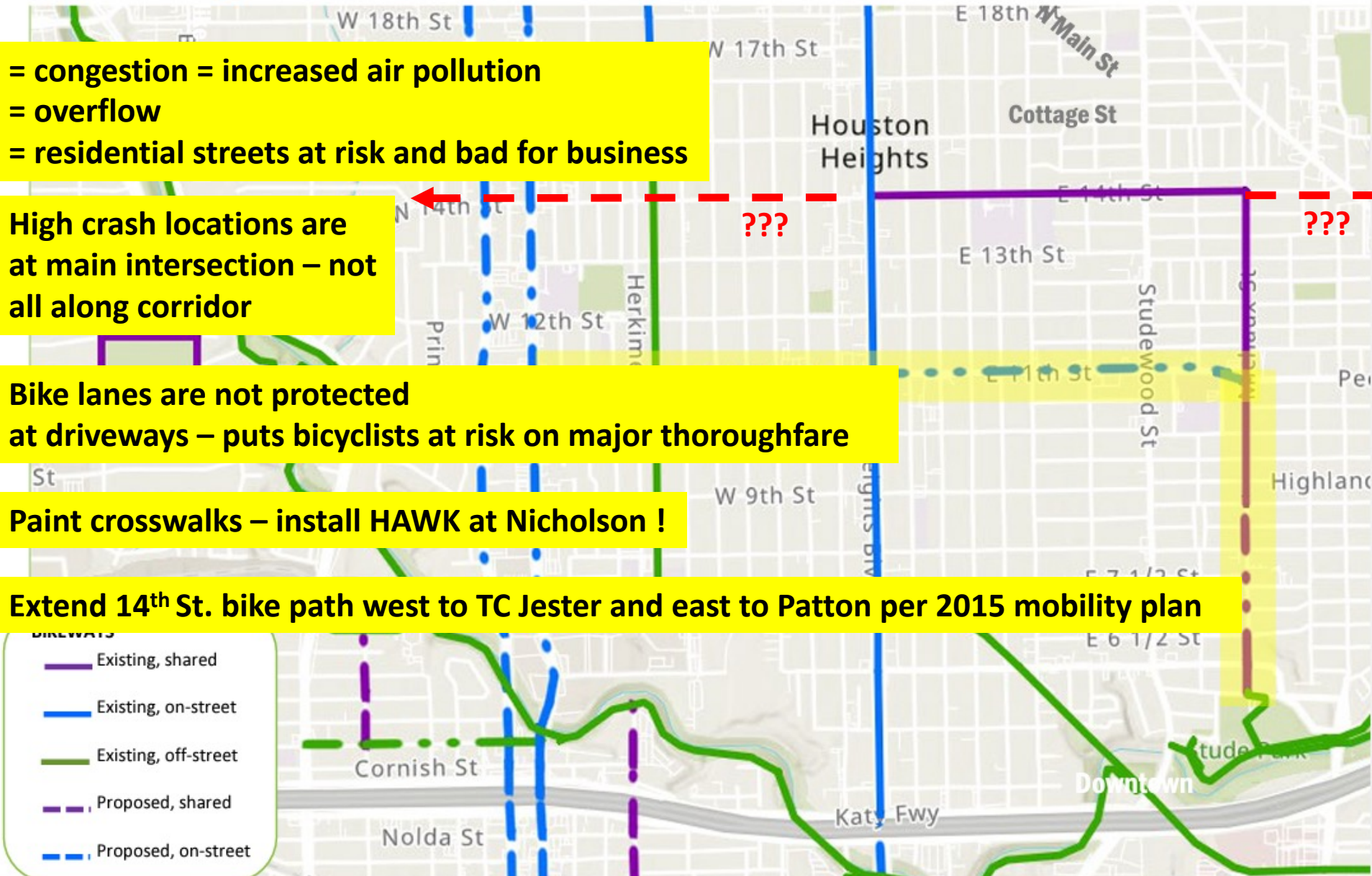
Bike lanes are not protected at driveways – puts bicyclists at risk on major thoroughfare

Paint crosswalks – install HAWK at Nicholson !

Extend 14th St. bike path west to TC Jester and east to Patton per 2015 mobility plan

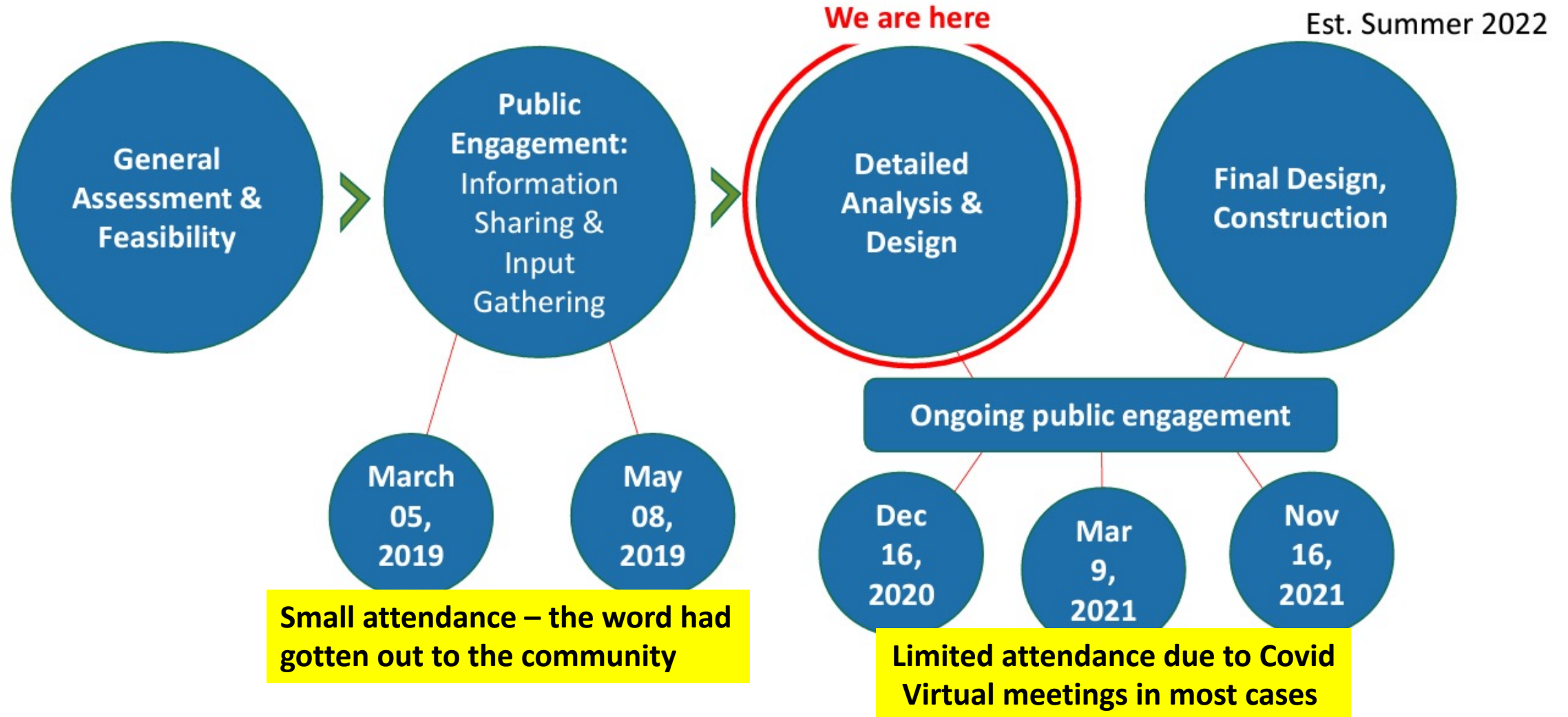
BIKELANES

- Existing, shared
- Existing, on-street
- Existing, off-street
- Proposed, shared
- Proposed, on-street



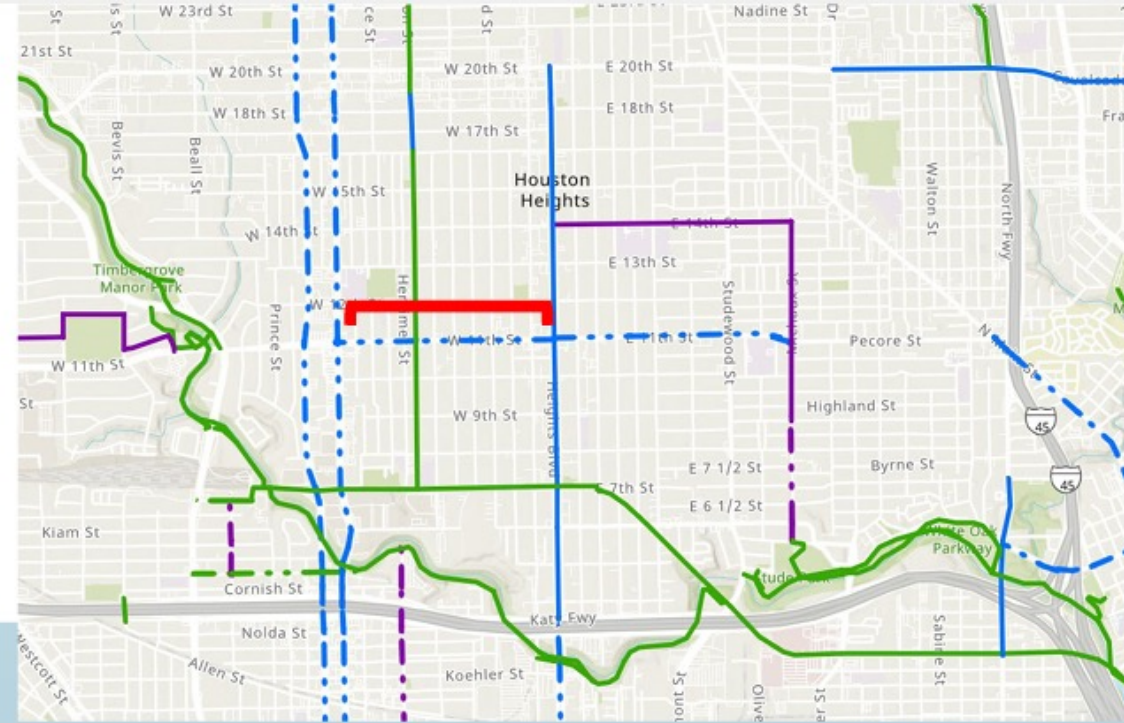
Timeline of Engagement

Most questions after Feb 7th 2022 were ignored
Have actively pointed out numerous flaws in plan to
no avail – no feedback or acknowledgement of concerns



New Proposal for 11th: Shepherd to Yale

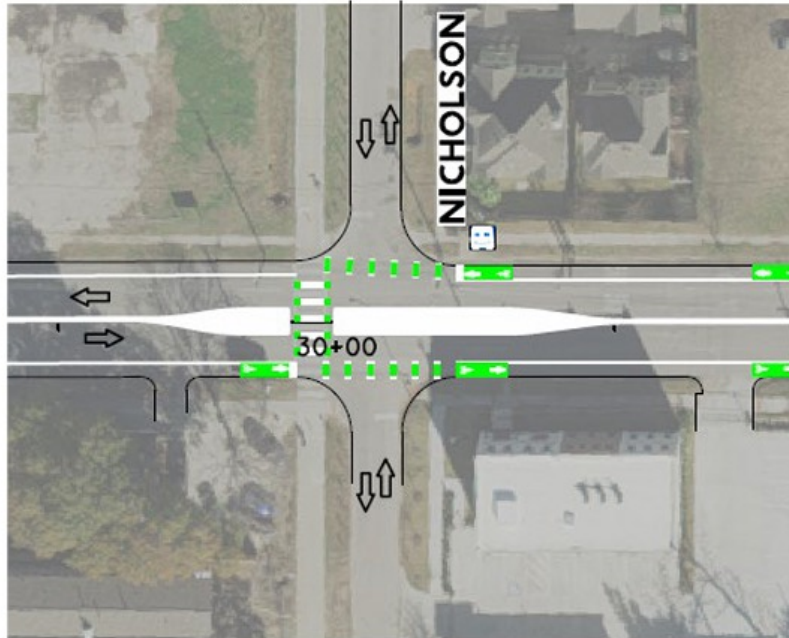
Protected bikeway, left-turn restrictions at Dorothy, Nicholson, and Allston



No Center Turn Lane? Recipe for Congestion and Overflow into neighborhood
No sidewalk improvements in plan
Bad for businesses - bike lanes not protected at driveways (est. 150 along 11th)

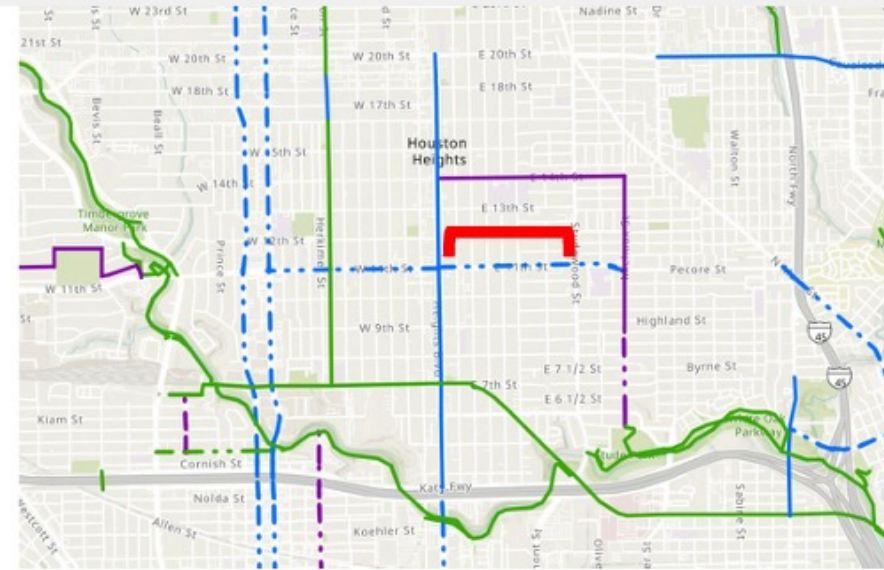


11th Street @ Nicholson

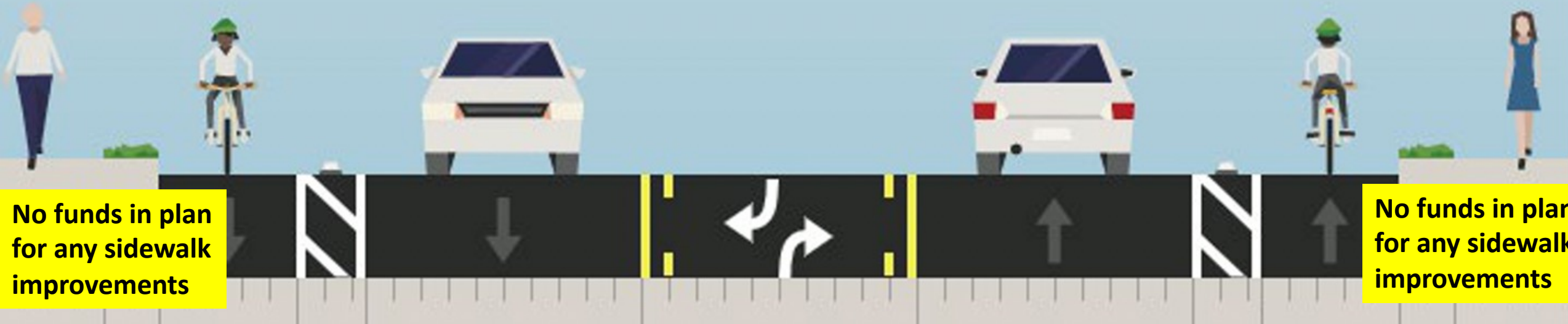


- We believe a HAWK pedestrian crossing should be engineered and installed at Nicholson
- TPD says this is illegal yet it is being used elsewhere in Houston.
- If it can be engineered and placed correctly it will be legal

Proposal for 11th: Heights to Studewood



Lane reduction is a recipe for Congestion and Overflow into neighborhood
No sidewalk improvements in plan
Bad for businesses - bike lanes not protected at driveways (est. 150 along 11th)



No funds in plan for any sidewalk improvements

No funds in plan for any sidewalk improvements