

## W Alabama Street Reconstruction Project Community Feedback

Below are all the questions received on or before July 7, 2025, from members of the public regarding the W Alabama Street Reconstruction Project public meeting on June 23, 2025. The responses provided are to the best knowledge of the design engineers and consultants at this point in time during the preliminary engineering phase of the project. This document, as well as electronic versions of the presentation boards from the June 23, 2025 meeting will be made available at [montrosehtx.org](http://montrosehtx.org).

### Large Scale Map Comments

- 1)General comment: 12' lanes = endless speeding. (Multiple duplicate comments)

Thank you for your comment. The City of Houston set design guidelines for this project to match the existing lane width, which is 12 feet.

- 2)General comment: The more shade there is, the more people will be outside.

Thank you for your comment. Tree preservation is a project goal, and new trees will be planted where possible. Tree protection plans and new trees will be evaluated during the design phase and will be presented to the community early in the design process.

- 3)General comment: bike lanes instead of wider roads please. A lot of cyclist are in the road right now slowing cars.

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.

- 4)General comment: Please add bike lanes/ shared path narrow the driving lanes.

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.

- 5)General comment: Narrower, but better maintained streets with protected bike lanes.

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.

- 6)General comment: Protect our canopy – preserve mature trees.

Thank you for your comment. Tree preservation is a project goal, and new trees will be planted where possible. Tree protection plans and new trees will be evaluated during the design phase and will be presented to the community early in the design process.

- 7)General comment: Bike lanes would keep bikes out of the way of cars. Make car drivers happy. Give us bike lanes.

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.

- 8)General comment: More visible crosswalks. Improved signage for pedestrian safety.

Thank you for your comment. Crossings and signage will be considered at intersections and added where possible.

- 9)General comment: Think like a neighborhood. Richmond is our thoroughfare. Please go back to the original DESIGN. (Multiple duplicate comments)

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.

- 10)General comment: Crosswalks with signal at every intersection. (Multiple duplicate comments)

Thank you for your comment. Crossings and signage will be considered at intersections and added where possible. However, not every intersection may have a traffic signal as they do not meet the signal warrants.

- 11)General comment: At minimum every crosswalk should be painted. (Multiple duplicate comments)

Thank you for your comment. Crossings and signage will be considered at intersections and added where possible.

- 12)General comment: Get rid of the central turning lane (W Alabama St) and put in a protected Bike lane!! (Multiple duplicate comments)

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.

- 13)General comment: Pedestrian Islands. (Multiple duplicate comments)

Thank you for your comment. The City of Houston no longer accepts any pedestrian islands on this project. Instead, other devices such as HAWK (High-Intensity Activated crossWalk) signal or a Rectangular Rapid Flashing Beacons (RRFB) can be considered.

- 14)General comment: Richmond & Westheimer accommodate car traffic. Let Alabama be made safe for humans!

Thank you for your comment. Safety for humans is a fundamental project goal and will be integrated at every opportunity.

- 15)General comment: 10 FT sidewalks. (Multiple duplicate comments)

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. These project goals do not accommodate 10-ft sidewalks, which would not be approved by the City of Houston based on current design guidelines.

16)STA 53+00: Have Hawk Crossings been considered at intersections like Graustark.

Crossings will be evaluated during the design phase.

17)General comment: I don't see how this is a redesign if everything but 1-2' extra width on sidewalks is the main difference. Reducing lane width = increase safety. (Multiple duplicate comments)

Thank you for your comment. This is a full reconstruction project that will replace deteriorating pavement, improve drainage, add trees where possible, and replace multiple underground utilities.

18)General comment: If the lanes could be narrowed could a bike lane be added? (Multiple duplicate comments)

19)Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.

20)STA 10+50: 10' lanes down the corridor (W. Alabama & McDuffie St.).

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. These project goals do not accommodate 10-ft sidewalks, which would not be approved by the City of Houston based on current design guidelines.

21)General comment: We needed an East / West protected Bike Lane. Why was it removed? (Multiple duplicate comments)

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.

22)STA 17+00: Less Liberal driveway access that hi-jack public space. EX. (STA 17+00)

Thank you for your comment. These driveways match the existing configuration. Many driveways are very wide to accommodate head-in parking. Each driveway will be reviewed in more detail during the design phase to ensure the appropriate access is provided.

23)General comment: 12' vehicle lanes are very excessive for this neighborhood street. (W. Alabama St) (Multiple duplicate comments)

Thank you for your comment. The City of Houston set design guidelines for this project to match the existing lane width, which is 12 feet.

24)General comment: The TIRZ had space for a protected bike lane in 2022. What happened? (Multiple duplicate comments)

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.

25)General comment: Narrower lanes and more careful drivers would reduce road damage.

Thank you for your comment. The City of Houston set design guidelines for this project to match the existing lane width, which is 12 feet.

26)General comment: Glad you are preserving trees while improving sidewalks. Canopy improves air, lessens flooding, reduces deaths from heat. Like Cherryhurst please.

Thank you for your comment. Tree preservation is a project goal, and new trees will be planted where possible.

27)General comment: Wider streets for families taking their kids + baseball equipment to Weber Field.

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees.

28)General comment: Better walkability, bike ability is good for community health.

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way. Walkability will be improved with 6-ft sidewalks.

29)General comment: I'm a physician – Bike lanes and safe sidewalks decrease traffic-related injuries. It would also increase access to 3 major grocery stores along W Alabama. Pedestrians and patients First!

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way. Safe sidewalks are a design priority and mobility will be improved.

30)General comment: Congress Woman Fletcher funded bike lanes – Voting no and taking the Dough is not OK.

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.

31)General comment: Speed is not the priority safety is. Give walkers and bikers at least equal safety to cars.

Thank you for your comment. Safety is a top priority on this project for all users.

32)General comment: Refuge islands and crosswalks with signals! (Multiple duplicate comments)

Crossings will be evaluated during the design phase. Refuge islands are not part of the design, as the City design guidelines are to prioritize preserve lane width and number.

- 33)General comment: RRFB at crossings flashing lights to let drivers know of pedestrians. (Multiple duplicate comments)

Crossings will be evaluated during the design phase.

- 34)General comment: The small box the city put this project is deplorable. Whitmire putting policies over safety.

Thank you for your comment. We are committed to providing the best possible design within the City of Houston's design guidelines, which will be an improvement over the existing conditions.

- 35)General comment: How can the number of curb cuts be reduced?

Thank you for your comment. Curb cuts are part of management access, which will be considered in more detail during the design phase. Should there be any opportunity to provide fewer curb cuts, the design will be modified as appropriate.

- 36)General comment: Make it like 11<sup>th</sup> street- A protected Bike Lane. (Multiple duplicate comments)

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.

- 37)General comment: Keep traffic moving with good signalization.

Thank you for your comment. Traffic signals are an integral part of mobility and safety for all roadway users. Each mode of traffic accommodated in the design will have appropriate measures designed for proper mobility that meets or exceeds the existing conditions.

- 38)General comment: Traffic lanes do not need to be 12' wide traffic lanes should be 11' wide. Tree lanes must be @ least 5' wide! (Multiple duplicate comments)

Thank you for your comment. The City of Houston set design guidelines for this project to match the existing lane width, which is 12 feet. Growth space for trees will be maximized where possible.

- 39)General comment: Keep bikes on less busy side streets. (Multiple duplicate comments)

Thank you for your comment. Lower volume streets are much safer for cyclists.

- 40)General comment: Be sure to set the manhole covers at the new surface grade. (not like the way Richmond was done).

Thank you for your comment. One component of design is matching manhole covers to the proposed roadway grades. Each manhole cover elevation will be defined during the design phase.

- 41)STA 70+00: Consider the old Cruise lot (which is now a parking lot) for storing ground for equipment?

Thank you for your comment. Once the construction phase commences, the contractor will determine what storage is needed and where.

- 42)STA 70+00: The people who live by the old cruise lot do not want it to be used for storage.

Thank you for your comment. Once the construction phase commences, the contractor will determine what storage is needed and where.

- 43)General comment: Left turn arrow should be at every cross streets intersection to prevent use of center lane to pass cars. (Multiple duplicate comments)

Thank you for your comment. The left turn lane design will be reviewed to see whether any safety-focused improvements to the lane lines may be designed.

- 44)General comment: Can we plant trees with roots that grow down?

Thank you for your comment. Tree species and locations will be selected during the design phase by a landscape architect.

45)General comment: Wider Sidewalk.

Thank you for your comment. Sidewalks will be 6-ft wide per City design guidelines.

46)General comment: Shared bike / Pedestrian Path like Shepherd

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.

47)General comment: Is a left turn-turn lane required for the length of the project?

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. The left-turn lane is required by the City of Houston.

48)General comment: No bike lane. Should not encourage speed- dangerous to pedestrians. (Multiple duplicate comments)

Thank you for your comment. Bike lanes are not part of the design.

49)General comment: Take from car lanes & turning lanes to add a bike lane. Thanks!

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.

50)General comment: Will these sidewalks accommodate strollers + Pedestrians? Wheelchairs? Bikes?

Yes, these sidewalks accommodate strollers, pedestrians, and wheelchairs. They are not designed wide enough to also accommodate bikes.

51)General comment: Raised crossings? (Multiple duplicate comments)

Thank you for your comment. This will be evaluated during the design phase.

52)STA 29+00: Cars yield to people.

Thank you for your comment.

53)General comment: This is an inappropriate design for a residential neighborhood.

Thank you for your comment. W Alabama Street is a major collector. This is an appropriate design for a major collector.

54)General comment: 10' lanes + bike lanes. (Multiple duplicate comments)

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Ten-foot-wide lanes and bike lanes would not be approved by the City of Houston.



55)General comment: I would like to see more pedestrian crossing for people coming to local art orgs & museums. (Multiple duplicate comments)

Thank you for your comment. The design team will investigate what crossings may be feasible.

56)General comment: Think big! Bring in exciting new ideas.

Thank you for your comment.

57)General comment: Keep trees necessary to maintain walkability. (Multiple duplicate comments)

Thank you for your comment. One of the design goals is to preserve trees, which will maintain shade on the sidewalks. The sidewalks will have appropriate ADA-compliant slopes.

58)STA 53+00-STA59+00, South Side: Install posted speed signs at this section of roadway. Lots of pedestrian traffic around AOS School and St. Thomas.

Thank you for your comment. Additional speed limit signs are appropriate in higher volume pedestrian areas. Appropriate signage will be determined in the design phase.

59)General comment: Lizzie Fletcher got us the money for this, for bike lanes on W. Alabama.

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.

60)General comment: Pedestrian crossing anywhere between Yoakum + Mandell.

Thank you for your comment. New pedestrian crossings will be investigated during the design phase.

61)General comment: Will there be a protected Left turn lane for vehicles traveling WB on W. Alabama and Shepherd? If not, then change center lane to dedicated straight lane as W. Alabama has two WB lanes after Shepard.

Thank you for your comment. Each signalized intersection, including Shepherd, has a dedicated left-turn lane.

62)STA 60+00: Can you add a priority left turn signal for turns from Montrose to W. Alabama?

Thank you for your comment. Traffic signal design will occur during the design phase when this may be considered.

63)General comment: Add Good lighting.

Thank you for your comment. New streetlights will be designed for good lighting.

64)General comment: Could some of these lights be four way stops?

The traffic volume is too large to convert any of these to four way stops.

65)General comment: Most people on bikes do not follow traffic laws. (Multiple duplicate comments)

Thank you for your comment.

66)STA 29+00, Alabama at Dunlavy: Why are the turning radii being made larger? Wouldn't this make cars turn faster?

Thank you for your comment. The proposed turning radius matches City design requirements and will provide a safer turn.

67)General comment: Will any unused / unnecessary curb cuts be eliminated?

Thank you for your comment. Curb cuts are part of management access, which will be considered in more detail during the design phase. Should there be any opportunity to provide fewer curb cuts, the design will be modified as appropriate.

68)General comment: I am worried more bike lanes will bring bike people on bikes not following the rules.

Thank you for your comment. Bike lanes are not part of the design.

69)General comment: More juice box, less traffic deaths. Safety infrastructure for pedestrians!

Thank you for your comment. Safety is a fundamental project goal and will be integrated at every opportunity.

70)General comment: Improve signage in turning lanes.

Thank you for your comment. Signage will be improved per City of Houston standards.

71)General comment: Improve the streets no Bike lanes.

Thank you for your comment. Bike lanes are not part of the design.

72)General comment: Have the arborist explained how quality tree canopy can be achieved with narrow medians.

Thank you for your comment. Medians are not part of the design.

73)General comment: Appreciate tree preservation, new concrete, and expanded sidewalks. For bike lanes, let's do bigger picture planning to find similarities.

Thank you for your comment.

74)General comment: Do not narrow traffic lanes 12' is safe. Narrow lanes = Sideswipes. (Multiple duplicate comments)

Thank you for your comment. The City of Houston set design guidelines for this project to match the existing lane width, which is 12 feet.

75)STA 93+00: The Spur is a wall that prevents west-to-east movement. How will bikes travel safely between Montrose and Midtown?

Thank you for your comment. There is a wide area underneath the spur that provides ample room for safety to access Midtown.

76)General comment: Drainage inlets should be in the middle of the blocks not at the corners. At the corners there are large puddles and mud at crosswalks where people walk. New Orleans, LA does this, but Houston needs to.

Thank you for your comment. Drainage inlets will be designed at appropriate locations and will be moved away from crosswalks wherever possible.

77)General comment: Do not remove turn lane. Do not remove traffic lanes.

Thank you for your comment. Neither turn lanes nor traffic lanes will be removed.

78)General comment: North to South signal is too long at Stanford + W. Alabama. (Multiple duplicate comments)

Thank you for your comment. The City of Houston manages signal timing. Should a modification in timing be desired, a 311 ticket may be submitted. Traffic signal timing will be determined during the design phase.

79)STA 44+00: Add HAWK signal @ Mulberry for pedestrians and bikes going to Menil.

Thank you for your comment. HAWK signal locations will be considered.

80)STA 44+00, North Side of crossing: Add safe crossings at Mulberry. (Multiple duplicate comments)

Thank you for your comment. A safe crossing will be considered at this location.

81)STA 44+00, South Side of crossing: I'd like to see more pedestrian crossing for people coming to local art orgs & museums.

Thank you for your comment. The design team will investigate what crossings may be feasible.

82)General comment: What features can be added to slow vehicle traffic on this street?

Thank you for your comment. The design team will investigate what may be feasible.



- 83)STA 39+00, Southeast corner of Mandell & W. Alabama: A lot of ponding at Mandell & W Alabama.  
Thank you for your comment. Drainage inlets will be designed to ensure the ponding is reduced as much as possible.
- 84)STA 51+50: Flashing crosswalk, like at Glassell School. Lots of people run from parking lot to Southern Yankee & nearby business.  
Thank you for your comment. Crossings and signage will be considered at intersections and added where possible.
- 85)STA 56+00: Install posted speed limit signs at this section of roadway. Lots of pedestrian traffic around AOS School and St. Thomas.  
Thank you for your comment. Additional speed limit signs are appropriate in higher volume pedestrian areas. Appropriate signage will be determined in the design phase.
- 86)STA 84+00: Where can pedestrians cross between Stanford & the Spur? No safe crossings.  
Thank you for your comment. Crossings and signage will be considered at intersections and added where possible.
- 87)STA 53+00: Protected left turn on Graustark. Need high visibility crossing at parking lot as well as intersection.  
Thank you for your comment. The design team will investigate the possibility of a protected left turn and a high-visibility crosswalk.
- 88)STA 56+00: Install crossing (Mt. Vernon & W. Alabama). Main entrance to St. Thomas University.  
Thank you for your comment. The design team will investigate the possibility of a safe crossing at this location.
- 89)STA 3+00, South Side: Could we add more trees here? Why is there so much driveway. Not a single new tree added?  
Thank you for your comment. New trees will be planted where possible. Tree species and locations will be selected during the design phase by a landscape architect. Driveways match the existing condition.
- 90)STA 4+00, South Side: (Lot 4) Does not match existing curb cut and driveway.  
Thank you for your comment. Driveways will match the existing condition.
- 91)STA 14+00: A crosswalk for pedestrians @ Hazard + W. Alabama would be great lots of students cross here + it's a long stretch between lights.  
Thank you for your comment. A new traffic signal is proposed at Hazard and Alabama.
- 92)STA 71+00: Wider streets for parent pick-up and drop-off at the Arabic School. (Multiple duplicate comments)  
Thank you for your comment.
- 93)STA 14+00: Install crosswalk on all 4 sides of Hazard and W. Alabama ensure traffic light is installed. Cars speed from S. Shepherd.  
Thank you for your comment. Crosswalks will be installed on all four sides of the Hazard / Alabama intersection if possible.
- 94)STA 17+00, north side: Flashing sidewalk (hyper beacon?) assessment recommend due to high pedestrian movement to Sunrise House. (Pedestrian parking)  
Thank you for your comment. Additional crossings will be considered and added where possible.
- 95)STA 16+70, north side: People parking for Sunrise House on Driscoll. They run across through traffic on Friday-Monday, with their children in tow.  
Thank you for your comment. Additional crossings will be considered and added where possible.
- 96)STA 27+00: Raised crosswalks for pedestrians near HEB would reduce conflicts.

Thank you for your comment. Crossings and signage will be considered at intersections and added where possible.

97)STA 82+50: Stop light at Garrott. (Multiple duplicate comments.)

Thank you for your comment. Crosswalks will be reviewed to ensure that they match existing crossings. However, not every intersection may have a traffic signal as they do not meet the signal warrants.

98)STA 89+00: I think a bike lane would be helpful. Also, I would appreciate more tree planting to provide shade and a couple safe crossings. Especially around here, where a lot of people (including me) cross from the neighborhood to the commercial side of the street.

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.

New trees will be planted where possible. Tree species and locations will be selected during the design phase by a landscape architect. Driveways match the existing condition.

Crossings and signage will be considered at intersections and added where possible.

99)STA 44+30: If no signal, at least add crosswalks at this intersection. Access to Menil!

Thank you for your comment. Crosswalks will be reviewed to ensure that they match existing crossings. However, not every intersection may have a traffic signal as they do not meet the signal warrants.

100)STA 33+20, North Side (if applicable): Please don't start over on Canopy. We can't wait a generation.

Thank you for your comment. Tree preservation is a project goal, and new trees will be planted where possible.

101)STA 91+00, North Side: Without other options to cross under the spur, cyclists will hop on the sidewalk here. Will there be room for that?

Thank you for your comment. The only crossing of the Spur is underneath. There are no improvements proposed under the spur.

102)STA 44+00: Add crosswalks with signals at W. Alabama and Mulberry.

Thank you for your comment. Additional crossings will be considered and added where possible.

103)STA 39+00, South Side: Hard to cross Mandell.

Thank you for your comment. The Mandell St intersection has a traffic signal, which will enable people motorists and pedestrians to safely cross.

104)STA 37+50: Hard to cross street.

Thank you for your comment. Additional crossings will be considered and added where possible.

105)STA 88+00, Flora and W. Alabama: Protected Crossing for pedestrians? Dangerous to cross here. We have contacted the city about this.

Thank you for your comment. A protected crossing for pedestrians will be considered.

106)STA 71+50: Standford to W. Alabama light. Can it respond to cyclist waiting to cross?

This will be evaluated during the design phase.

107)STA 82+50: Add crossing on Garrott St. There is no crossing between Standford and 527. (Multiple duplicate comments)

Thank you for your comment. A crossing for pedestrians will be considered.

108)STA 75+00 and 78+00: More cross walks on Jack St and Greely St.

Thank you for your comment. Crossings will be considered at these intersections and added if possible.

109)STA 60+00: Can you add a priority left turn signal for turns from Montrose to W. Alabama?

Thank you for your comment. Traffic signal design will occur during the design phase when this may be considered.

110)STA 14+00: Consider latter crosswalk or moving to other side. Otherwise, will be walking into auto-Bodyshop, obstructed view. Consider flashing yellow pedestrian lights instead of stop light as this will back up traffic on Hazard, blocking residents of Vieu't Carre condos from accessing their parking spots on Hazard. (Multiple duplicate comments)

Crossings will be evaluated during the design phase.

111)STA 78+00 to STA 80+00, Eastern corner of Jack & W Alabama: Lots of grass here. Maybe speak with the Native Plant Society of Texas. Turn this hellstrip into a pocket prairie with native plants/ grasses.

Thank you for your comment. A landscape architect will design all landscaping for the project during the design phase.

112)STA 48+00, North: 1416 W. Alabama – Water main location not where city says it is.

Thank you for the comment.

113)STA 79+00 or 83+00: Traffic signal at Garrot or Audubon. (Multiple duplicate comments)

Thank you for your comment. Crosswalks will be reviewed to ensure that they match existing crossings. However, not every intersection may have a traffic signal as they do not meet the signal warrants.

114)STA 14+50, north side: Can this entrance be closed? (Southern entrance of 1900 W. Alabama)

Thank you for the comment. This will be investigated in more detail during the design phase.

115)STA 50+00 to STA 53+00, North: Pedestrian crosswalk. No crosswalk or light between Madell and Yoakum. There are 4 businesses on the north side of this block.

Thank you for the comment. Crossings will be considered at these intersections and added if possible.

116)STA 30+00 and 44+00: Raised Islands for safety/ speed moderation as on Studemont. Please add mid-block pedestrian crossings near Menil / HEB. These instruments are excellent at maintaining speeds within neighborhood levels. They Benefit drivers and pedestrians alike. (Multiple duplicate comments)

Thank you for the comment. Crossings will be considered at these intersections and added if possible. The City of Houston will not accept any raised islands on this project.

117)STA 38+50 to 64+00: Mid-block crossing opportunities and infrastructure. Between Mandell & Montrose. (Multiple duplicate comments)

Thank you for the comment. Crossings will be considered at these intersections and added if possible.

118)STA 72+00: Suggest eliminating prohibition on right turn on Red from Stanford.

Thank you for your comment. This will be evaluated during the design phase.

119)STA 14+00: This stop light is great.

Thank you for the comment.

120)STA 88+00, South Side: Plant trees and add safe crossing between commercial and residential area.

Thank you for your comment. Tree species and locations will be selected during the design phase by a landscape architect.

121)STA 49+00, W Alabama St & Yaupon St, Southwest Corner: SLOW DOWN DRIVERS! I need to walk here!

Thank you for the comment.

## Comment Card Comments

### **Tree Preservation**

122)I like the tree preservation. Bike lanes would be a bad fit. Bike lanes should be on parallel lanes.

Thank you for your comment. Tree preservation is part of the design.

123)Cutting down existing canopy for more concrete makes no sense – if out of fashion, if you will. In a warming climate.

Thank you for your comment. Tree preservation is a project goal, and new trees will be planted where possible.

124)Save the mature trees. (Multiple duplicate comments)

Thank you for your comment. Tree preservation is a project goal, and new trees will be planted where possible.

125)Please plant new street trees in areas that lack street trees. Please plan for heat mitigation – important issue for future! Wider concrete sidewalks will reflect more heat onto pedestrians white concrete is very reflective. Hence the need for tree shade over sidewalks. West end of Alabama near Shepherd is very devoid of street trees, need more. 6' sidewalks come at expense of street tree space. I prefer 4-5' sidewalks. Please plan with heat mitigation and pedestrian comfort in mind. Please limit curb cuts for parking areas.

Thank you for your comment. Tree preservation is a project goal, and new trees will be planted where possible. Tree species and locations will be selected during the design phase by a landscape architect. Curb cuts are part of management access, which will be considered in more detail during the design phase. Should there be any opportunity to provide fewer curb cuts, the design will be modified as appropriate.

### **Pedestrian Crossings and Safety**

126)I do not feel safe biking on, crossing by foot or bike, or even driving on W Alabama. Please allocate the money you have towards the safety of Houstonians – bikers, pedestrians, and drivers alike.

Thank you for your comment. The design of the project will incorporate safety measures for pedestrians and drivers.

127)There seems to be a lack of clarity about how the investment for roadway would improve congestion during higher traffic time periods, with minimal improvement to mobility/safety for non-roadway users. Flashing sidewalks (hyperbeacon per Halдар) should be considered near Sunrise House + Southern Yankee Crafthouse – lots of pedestrians run across the street there! Consideration of alternative modes of transportation seems absent- can this enable buses to be driven on this road? What about bikes? This does not seem to enable behaviors for a safer, more efficient pathway for most modes of transportation (drive, bike, etc.) Bus capability for St. Thomas + Menil would be Awesome!

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way. Crossings will be considered at these intersections and added if possible.

128)West Alabama needs to be walkable.

Thank you for your comment. Pedestrian crossings and sidewalks are part of the design.

129)I don't see much improvement regarding safety. Maintaining 12' and widths will encourage drivers to speed and in fact with an improved smooth road surface, there may well be more speeding. Every intersection should have a marked crosswalk with signage alerting drivers. This improves safety for pedestrians, and it only impedes vehicular flow when being used. Adding sidewalk width is not necessarily a safety improvement, but it is more an improvement for usability / function. I see not a single improvement in safety for those who bike along W Alabama. This project is primarily a resurfacing as it is presented and will not create a safer environment for all users as written in the project goals, nor will it make the corridor a more vibrant, community-enhancing place.

Thank you for your comment.

130)Crossing W Alabama on foot at intersections that do not have a signal is somewhere between very difficult and impossible. There are long stretches that lack signals (Mandell to Yoakum, Stanford to the Spur). This project must improve upon pedestrian safety, not just maintain the status quo. Safe pedestrian crossings should be added to the design.

Thank you for your comment. Crossings will be considered at these intersections and added if possible.

### **Feedback and Transparency**

131)This design needs to incorporate more input from residents. I need more transparency from the TRIZ. We desperately need safer infrastructure – bike lanes, continuous sidewalks, narrower traffic lanes, and more lights at intersections like Garrott.

Thank you for your comment. The design of the project will incorporate safety measures for pedestrians and drivers. There will be more opportunities for the public to give input on the design.

132)We need more community feedback on the design.

Thank you for your comment. There will be more opportunities for the public to give input on the design.

133)I feel that my input on the project will not be valued.

Thank you for your comment.

### **Bike Lanes**

134)I am disappointed that the bike lanes are not going to be incorporated.

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.

### **Construction Staging and Storage**

135)Consider using the old cruise lot between Rosland and Stanford on the South side of West Alabama as a staging ground for construction. A bike lane is not a good use of space. Keep the two lanes + a turn lane for cars. On that note however – we need more bike lanes on other streets in the area. Improve the signage on the center lane.

Thank you for your comment. Once the construction phase commences, the contractor will determine where the construction staging area will be. The new signage will determine based on the COH design principles.

### **Miscellaneous Design Comments**

136) There is bicycle “share the road” signs along full route. Transitions from streets to sidewalks at corners and crosswalks should be ADA compliant. Transitions from street to driveways should be smooth ramps without a 2” curb at street. The 2” curb at street prevents bicyclist from using driveways for emergency escape routes for hazards in roadways.

Thank you for your comment. Transitions from street to sidewalks and street to driveways will be based on City of Houston design principles.

137) Can you paint lanes now since this project will take some time? Lack of lanes confuses people in terms of where they should be to turn left (middle lane vs right lane) Thanks!

Thank you for your comment. Striping is a maintenance responsibility that the City of Houston carries. Please call 3-1-1.

138) Mandell & W Alabama floods with a little rain will that be fixed? How much notice will residents get when driveways become inaccessible? Why not bring back reversible center lane to provide more lanes at rush hour? If changes will be made to my sidewalk, tree, or fencing, how and when will I be informed?

Thank you for your comment. There will be a new storm sewer along West Alabama to alleviate flooding. The reversible center lane is not up to date with the current City of Houston design principles. Once the construction phase commences, the contractor will be the one to give notice of construction in your area.

## Email Comments

### Email Comments: Tree Preservation

139) I am a resident of Montrose and I understand that certain people are advocating to include bike lanes in a W. Alabama project, which would require removing the trees on W Alabama. I strongly oppose any project that would remove the trees.

Thank you for your comment. Tree preservation is a project goal.

140) I am a resident of Montrose and I understand that certain people are advocating to include bike lanes in a W. Alabama project, which would require removing the trees on W Alabama. I strongly oppose any project that would remove the trees. The trees provide much needed shade and relief from the heat. Removing the trees would make the area unwalkable. The current proposal that does not require removing the trees seems to be a much better proposal. (Multiple duplicate comments)

Thank you for your comment. Tree preservation is a project goal. Tree protection plans and new trees will be evaluated during the design phase and will be presented to the community early in the design process.

141) I am a cyclist and member of BikesforHouston, but I do not want to see any trees removed - especially not our beautiful live oaks. It takes decades to grow these trees and they provide vital, cooling shade. Far better to put bike lanes along alternate routes where trees would not have to be removed to accommodate them.

Thank you for your comment. Tree preservation is a project goal. Tree protection plans and new trees will be evaluated during the design phase and will be presented to the community early in the design process.

142) I’m writing to express my strong support for the current design plan for West Alabama that preserves all of the beautiful, mature live oaks along the street. These trees are an important part of our neighborhood — they provide shade, lower temperatures, and help keep Montrose walkable and welcoming.

Thank you for your comment. Tree preservation is a project goal. Tree protection plans and new trees will be evaluated during the design phase and will be presented to the community early in the design process.



143)I want a West Alabama that is safe, walkable, and fully lined with its historic live oaks. I support the current design, which protects trees and maintains the existing traffic lanes. Do not approve any plans that include removing or damaging the trees. There is always another alternative for bikes, etc.

Thank you for your comment. Tree preservation is a project goal. Tree protection plans and new trees will be evaluated during the design phase and will be presented to the community early in the design process.

144)We urge you to ensure that any plans for West Alabama prioritize the preservation of the historic live oaks that define its landscape. Montrose loves its trees—they are a vital part of our identity and our environment. We will not support revisions that threaten them.

Thank you for your comment. Tree preservation is a project goal. Tree protection plans and new trees will be evaluated during the design phase and will be presented to the community early in the design process.

145)I was pleased with the plan preserving the trees. Houston's heat is harsh and without tree cover dangerous for those of us that walk a lot.

Thank you for your comment. Tree protection plans and new trees will be evaluated during the design phase and will be presented to the community early in the design process.

146)I am in favor of the current plan that does not involve removing trees and keeping the car lane widths as planned.

Thank you for your comment. Tree preservation is a project goal. Tree protection plans and new trees will be evaluated during the design phase and will be presented to the community early in the design process.

147)I am a resident of Montrose and I understand that certain people are advocating to include bike lanes in a W. Alabama project, which would require removing the trees on W Alabama. I strongly oppose any project that would remove the trees. The trees provide much needed shade and relief from the heat. Removing the trees would make the area unwalkable. The current proposal that does not require removing the trees seems to be a much better proposal.

Thank you for your comment. Tree protection plans and new trees will be evaluated during the design phase and will be presented to the community early in the design process.

148)I understand that the Montrose TIRZ is weighing public input into the design for West Alabama Street from Shepherd to the 527 Spur, thus I am writing to register my vote for saving the trees that now line the street. I like the current design, as is.

I do not live in Montrose but use Alabama frequently to access the Houston Center for Photography, the Menil, and other nearby businesses. I have as much right as Kevin Strickland and the bike lobby to be heard. (See note below.)

Pragmatic concerns and good design should be paramount in any project, and especially for fundamentals such as street infrastructure. We need to dream big but be certain of the physical parameters in which work will be done and consider the limitations of what can be built.

My preference is to save as many existing mature trees as possible. It is imperative in Houston to have shade canopy wherever we can get it. Cutting down mature shade trees is irrational. Let's NOT sacrifice West Alabama's heritage oaks for pouring more heat-reflecting concrete for a wider path.

6-ft sidewalks on both sides of the street to the extent that they can be done without disturbing mature trees is a good idea. If the sidewalk needs to be narrowed to go around a tree trunk, that's what should be done.

Keep the center turn lane. It was eliminated on West 11th St, to the dismay of many drivers, emergency vehicles and residents. Make sure you “measure twice and cut once” because sloppiness was the reason a center turn lane was nixed for West 11th Street...the engineers and planners completely missed that there was not enough right-of-way for everything originally planned.

No road diet! Do not narrow the traffic lanes.

I am aware that instead of 6-ft sidewalks, the bike lobby is demanding 10-ft shared use paths. The assumption is that this would mean more concrete and fewer mature trees in the 60 right of way, or elimination of the center turn lane. 10-ft shared use paths are not useful in this location, especially if a good, comprehensive bike plan is implemented. Using alternative, less traveled streets (such as Taft and Stanford) that go to greenways is an excellent and much safer idea. Perhaps new bike paths and greenways can be created within easements where available. Imagination, creativity and a detailed look into the city's geographic space should be applied.

Thank you for your comment.

149)Hello! I recently received a notice from SaveMontroseLiveOaks about the proposal to install bike lanes along West Alabama from Shepherd to the 527 spur. Apparently a pro-biking group has proposed a plan that would remove many of the live oaks that currently line this corridor. I am a cyclist and member of BikesforHouston, but I do not want to see any trees removed - especially not our beautiful live oaks. It takes decades to grow these trees and they provide vital, cooling shade. Far better to put bike lanes along alternate routes where trees would not have to be removed to accommodate them. As our climate gets hotter and hotter, it is ever more important to preserve as much vegetation in the city as possible - especially these trees, which provide a huge amount of shade. I hope that any plans to redesign West Alabama will preserve the trees that are currently there.

Thank you for your comment. Tree protection plans and new trees will be evaluated during the design phase and will be presented to the community early in the design process.

150)I'm a Montrose resident and unfortunately out of town so was unable to attend the session regarding the design for the W Alabama reconstruction. I'm very disappointed and frustrated that the design does not include bike lanes. I understand the mayor thinks people don't bike because he personally doesn't but I'm tired of hearing that "no one" bikes. I regularly bike for errands and commuting and I have to carefully avoid cars. When I'm driving I have to avoid other cyclists because we all lack safe and proper biking infrastructure.

Frankly, every road project in this area is making it worse. I moved here specifically because of the pedestrian and cyclist infrastructure, which is actively getting worse instead of better. Respectfully, this isn't a suburb.

Thank you for your comment.

151)I have lived in Montrose for 4 years and am appalled that anyone would want to cut down the incredible oaks along any of the roads, especially West Alabama.

I don't know a single person in the neighborhood who even remotely supports this.

I want a West Alabama that is safe, walkable, and fully lined with its historic live oaks. I support the current design, which protects trees and maintains the existing traffic lanes.

Do not approve any plans that include removing or damaging the trees. There is always another alternative for bikes,etc.

Thank you for your comment.

152)I am a twenty year resident of Montrose and live between Richmond and West Alabama so this is my neighborhood. I very much support the current West Alabama redesign plan that saves our beautiful

and irreplaceable trees. I won't go into all of the reasons I feel so strongly about this but want to register my strong opposition to a plan that removes any of our trees. There is simply not anywhere near enough (nor do I believe there ever will be) bike traffic to even consider this option let alone justify it.

Thank you for your attention and consideration.

Thank you for your comment.

153)I would like to make note of our support for the current redesign of West Alabama that protects the trees and maintains the existing traffic lanes. In order to maintain a walkable, safe, and beautiful environment it is imperative that we keep the historic live oaks lining West Alabama.

Thank you for your comment.

154)I was pleased with the plan preserving the trees. Houston's heat is harsh and without tree cover dangerous for those of us that walk a lot

Thank you for your comment.

155)I am writing to ask you to preserve the Live Oak trees along West Alabama during the upcoming construction.

Thank you for your comment. Tree protection plans and new trees will be evaluated during the design phase and will be presented to the community early in the design process.

156)Please leave the trees where they are. The bicyclists can ride elsewhere.

Thank you for your comment. Tree protection plans and new trees will be evaluated during the design phase and will be presented to the community early in the design process.

157)We love the area and were drawn to it by the character of a lively neighborhood built up over the last +100 years. The live oaks are a huge part of that +100 year character that can't be replaced in quick time. We moved from a development in Sugar Land that is aching for beautiful trees that this neighborhood is blessed with.

Please protect these trees and the unique character they bring to our neighborhood.

Thank you for your comment. Tree protection plans and new trees will be evaluated during the design phase and will be presented to the community early in the design process.

158)I have lived in Montrose for 30 years. I believe the plan for Alabama improvement is a good one, preserving mature trees and renewing sidewalks which allow for tree preservation. Please continue to use common sense and stick to the plan which makes for safety of people and the environment.

Thank you for your comment. Tree protection plans and new trees will be evaluated during the design phase and will be presented to the community early in the design process.

159)Thank you again for your attention and devotion to saving our beautiful mature oaks along Montrose Blvd. I/we cannot be thankful enough! I know you gave special attention and thought to the redesign. I attended the preliminary 'presentation' proposed on W. Alabama. I arrived late because I'd spent virtually all day 'babysitting' the culvert installation in front of our Sister Post Oak. Anyway, in walking the posters and talking with various people, I did not hear anything that caused me concern. Please - I hope it stays that way!!

The bike riders are relentless!! And so aggressive. Bizarre and way over the top, IMO. Everyone showing up and writing 'Sue' on their name tags to make their (misguided) point about Sue Lovell. Made me very sad... and I'm glad Sue has thicker skin than I do! I will share that when I befriended a couple of these young guys and chided them a bit...they listened ....they love trees... and they removed those misnamed name tags. :)

Anyway, I will be writing the Montrose TIRZ also - just so they know what I think they already know, but maybe not....

Please be prudent with our tax dollars. Please be prudent in the redesign. Please maintain maximum shade and preserve all our healthy mature trees along the stretch. Please be mindful of and honoring of Climate Change. It is here, whether we like it or not!

Thank you for your comment.

160) There are three mature Texas Live Oak trees along the street. Every year I have these trees deep-root fertilized in fall and spring in order to help them bear the trial of cars and trucks rushing along the street. They have born the weight of the traffic quite well

I enjoy riding my bike but I oppose tearing down the trees in order to establish a bike lane. The East-West traffic lanes with a well-marked center lane should not be narrowed. I have no problem with the city expanding the sidewalks, navigating around the trees.

I oppose a separate bike lane for the simple reason that these lanes are not used -- the Waugh St. and Commonwealth bike lanes are unused and are just collecting leaves and debris. I suggest that instead of separated bike lanes, let's try traffic enforcement by the HPD. Pull over those who use the center lane for passing or for skirting around the traffic. People will slow and pass by the bikers. If you try and put a bike lane on both sides of W. Alabama west of Shepherd, you will have chaos.

In summary, I oppose taking down mature trees, especially when many of us expend effort to ensure their life and durability in the face of formidable odds.

Thank you for your comment.

161) I am writing to urge you to save the trees on West Alabama!

Our neighborhood is known for our beautiful mature trees especially our live oaks. Why would anyone want to cut them down?! I'm appalled.

The current plan to improve the street and create six foot sidewalks around the trees is all we need.

The cyclists should not have the dominant voice. Why do they need massive bike lanes on W Alabama?

Can't they ride one street over in the neighborhood? There are so many streets conducive to wide bike lanes. Targeting W Alabama is oddly special interest.

Our beautiful city and especially our Montrose neighborhood are famous for our beautiful old trees!

Without them we are a sad paved over strip mall city. Please don't let that be us.

Please save the W Alabama trees!

Thank you for your comment.

162) Please don't cut down Montrose's Live Oak Trees to add bike lanes down West Alabama!

Thank you for your comment.

163) I've just seen the flyer saying that some cyclists want the mature trees on West Alabama CUT DOWN??? Are they crazy?

Houston is only beautiful because of this trees! If there's a plan to fix the street there why would they want trees cut down? There's no reason.

I say keep the current plan. Six foot sidewalks keeping all the trees is more than enough.

I'm a Montrose resident and I say keep the trees!

Thank you for your comment.

### Email Comments: Pedestrian Crossings and Safety

164) I wish there was room for esplanades periodically down Alabama, there are more pedestrians than bikers, it is so much safer to cross the street on foot, such as we do everyday on Richmond Ave.

Thank you for your comment. Medians are not part of the design, as the City design guidelines are to prioritize preserve lane width and number.

165) Most people drive in Houston, and most people injured and killed on our streets are drivers. Study after study shows that 12 ft travel lanes on city streets increase speeds and increase crashes. These are highway-width lanes, and people drive accordingly. That's why half of W Alabama is on the High Injury Network.

Thank you for your comment. Safety is a fundamental project goal and will be integrated at every opportunity.

166) Please make sure ALL intersections also have 4-way Crosswalk signals! Right now, there are NONE going North-South at Mandell.

Thank you for the comment. Crossings will be further evaluated during the design phase.

167) There are always wrecks on Graustark. Is there a possibility of adding another stop light? That might be too close to the others to the east.

Thank you for your comment. Thank you for your comment. Safety is a fundamental project goal and will be integrated at every opportunity. Crosswalks will be reviewed to ensure that they match existing crossings. However, not every intersection may have a traffic signal as they do not meet the signal warrants.

168) I'm very concerned about cut through traffic from W. Alabama into our neighborhood (FMC). Not extra traffic, but cars speeding through the neighborhood getting to the freeway. Are there any plans to add extra stop signs to prevent the speeding? We already get speeders, I'm just afraid it will get worse on Garrott St. We have lots of walkers and dogs in the morning.

Thank you for your comment. New stop signs will not be feasible on this project.

169) Can mid-block medians, with trees, be added to portions of the street improvement? This would provide additional shade and beautification to W Alabama and would reduce the opportunity to use the middle, turning lane as a high speed turning lane. Improving the safety and beauty with this change to W Alabama would be a wonderful improvement.

Thank you for your comment. Medians are not part of the design, as the City design guidelines are to prioritize preserve lane width and number

#### **Email Comments: Feedback and Transparency**

170) I need more time of notice of the 6/23/2023 public meeting. One week notice is not enough time. I urge the Montrose TRIZ delay the meeting by at least one week to give Montrose residents a genuine opportunity to participate in decisions that will shape our neighborhood's future. (Multiple duplicate comments)

Thank you for your comment.

171) I also haven't received any notification via your email of any such meeting.

Thank you for your comment.

172) In my experience as a planner running many public meetings on behalf of public clients in Harris County and around the country, this is not enough notice for a public meeting. Please reconsider or post additional dates. A minimum of two weeks is customary, with preference for 3-4 weeks notice.

Thank you for your comment.

173) I noticed that the Montrose TIRZ 27 Facebook page and Instagram page currently does not allow public comments on posts. Given that TIRZ 27 is a public entity funded by tax dollars and engaged in decisions that impact residents directly, I'd like to respectfully request that you consider enabling public commenting on these pages. (Multiple duplicate comments)

Thank you for your comment.

#### **Email Comments: Bike Lanes**

174)I'm voicing my support for bike lanes on W Alabama as someone that lives near this street. Houston should be progressing to be more equitable when considering all forms of transportation. (Multiple duplicate comments)

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.

175)I'm very disappointed and frustrated that the design does not include bike lanes. I understand the mayor thinks people don't bike because he personally doesn't but I'm tired of hearing that "no one" bikes. I regularly bike for errands and commuting and I have to carefully avoid cars. When I'm driving I have to avoid other cyclists because we all lack safe and proper biking infrastructure.

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.

176)I attended the June 23 open house and was very sadden to learn bicycle lanes would not be returning to West Alabama.

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.

177)I strongly oppose the construction of a bike lane in West Alabama street. We don't need one. Similar bike lanes have been built in Montrose, like the one in Waugh Street, and they are not used.

Thank you for your comment.

178)I like the plan to move bike lanes to parallel, neighborhood streets rather than trying to incorporate a bike path in the existing roadway or expanding sidewalks to shared use paths. I find shared pedestrian/ bike paths dangerous.

Thank you for your comment.

179)Please reject any proposal that does not improve cyclist safety. 12ft lanes on a 30mph street are ridiculous, and dangerous, according to literally every study. But if crybaby Trumpmire has to have his way, a 60ft roadway with three 12ft lanes of traffic and 6ft sidewalks leaves plenty of room for bike lanes.

Thank you for your comment.

180)I thought what was presented was very disappointing. It's the same thing that's already there with smoother asphalt. Houston needs to get away from all cars all the time. Put in a bike lane like 11th Street or save the money until we get a mayor with a vision.



Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.

181)While I am happy that the road, drainage, sidewalks etc. are being upgraded, I am very unhappy that there will be no bike lanes. I am unhappy that there was no open discussion or comments (other than sticky notes and handwritten notes). (Multiple duplicate comments)

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.

182)As a citizen of Houston and avid cyclist, I must protest the cancelation of cycling infrastructure installation along west Alabama. The center lane is already not currently used by automobile traffic. This space would be more effectively used to allow people who travel via modes other than automobile.

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.

183)Bike lanes show Houston has made a commitment to quality of life -- this attracts young educated, productive citizens., increasing the tax base. Bike lanes improve property values, lower injury rates and, subsequently, increase tax revenues. Tearing out bike lanes and replacing them with parking and fast traffic is both dangerous and destructive of property values. Lower property values, higher crime, more noise, higher mortality and morbidity, more pollution.

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.

184)I am writing to advocate for keeping a bike in the plans for the West Alabama street reconstruction project. As a resident of Montrose (W Polk St) and a regular commuter by bike, I rely on safe bicycle infrastructure in the neighborhood.

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.

185)Please retain the bike lane. This is a critical way to move around Montrose!

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.

186)I strongly oppose the construction of a bike lane in West Alabama street. We don't need one. Similar bike lanes have been built in Montrose, like the one in Waugh Street, and they are not used. We need to protect the trees in Montrose. And we need use our money on infrastructures that people needs and want to use.

Thank you for your comment.

187)Thank you for considering my comment.

Put simply, the proposed design for W Alabama is unacceptable for the community. This plan does very little to enhance safety or mobility of residents. In fact, given that there was a plan in place to increase safety & mobility, this plan actively makes W Alabama a more dangerous street for all road users.

First, for cyclists. W Alabama is not safe for all cyclists. It's not a place a parent can safely bike with their child, despite many destinations on the roadway that could be biked to. However, W Alabama is on the Houston Bike Plan, which is why the previous plan allocated space for protected bike lanes (without removing travel lanes or trees). To not do this is abject denial of the fact that Montrose is a walkable & bikeable neighborhood, and intentionally puts cyclists in harm's way.

Second, for drivers. Most people drive in Houston, and most people injured and killed on our streets are drivers. Study after study shows that 12 ft travel lanes on city streets increase speeds and increase crashes. These are highway-width lanes, and people drive accordingly. That's why half of W Alabama is on the High Injury Network.

The previous plan aimed to reduce lane width to 10' in each direction. This is more than sufficient for all vehicles that use W Alabama, and would produce a substantial increase in safety for those driving on the road. However, hiding behind the mayor's bogus and dangerous "guiding mobility principles", this plan proposes to take a road that has an above-average crash rate, and do nothing. By doing nothing to improve the road's safety, the TIRZ and the City will harm drivers.

In summary, I have two requests of the TIRZ:

- Revert back to the previous cross-section design for W Alabama, with narrowed travel lanes and protected bike lanes
- If the TIRZ is unwilling or unable to change the design at this time, the project must be paused until a new city administration is in office that will support safe street designs

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.

188)keep the mature trees on W Alabama! There are better ways to design bike infrastructure. Don't let the loud extremists outweigh common sense. Put bike lanes on side streets where everyone will be safer and our irreplaceable mature trees will be preserved.

Thank you for your comment.

189)Part of the appeal of my building are the mature live oaks lining both sides of the street. I understand that the TIRZ is being pressured to add a bike lane which would result in the loss of those trees. This

would diminish our shade canopy which would make both the bike lane and the sidewalks quite uncomfortable. The trees are at least 50 to 60 years old. Replacing older trees with nursery grown trees will not replicate the shade canopy for decades. Part of the charm of Montrose are the live oaks. Don't let a vocal minority rob us of that charm.

Kipling would be an attractive alternative; traffic is minimal, and the street is shaded with trees. It would also be simple to tie a Kipling bike lane into the bike lane on Hawthorne.

Please do not destroy my neighborhood. The current design preserves the beauty of the street while making W. Alabama safer. Please stick with the current plan.

Thank you for your comment.

190) Thank you for alerting me to the TIRZ meeting regarding the West Alabama Improvement Project on June 23rd. While I am happy that the road, drainage, sidewalks etc. are being upgraded, I am very unhappy that there will be no bike lanes. I am unhappy that there was no open discussion or comments (other than sticky notes and handwritten notes). I was told that there couldn't be bike lanes because of the category of road it was and for mobility of traffic and emergency vehicles. And I was told that the Mayor's office made the decision to rank West Alabama in this category. Really. I am so sad that I voted for this Mayor. The city of Houston needs to listen to the citizens living in Montrose, not just the ones who want to drive thru in a hurry. The mayor touts mobility over "recreation", forgetting that many people do not have cars, or want to travel in a different method. The mayor talks about safety, but disregards how unsafe walking and biking are in Houston, while intoning that "no one walks, no one rides bikes". If that is true it is because it is unpleasant and impossible to do safely on enough streets to make it a part of daily life. (And the scant amount of improvement are assailed by the Mayor, removing paths at great cost to the city.) Look around. Paris is closing streets to cars, adding pedestrian and bike paths. This is for the people who LIVE there. Barcelona is working on cutting down traffic and encouraging slower speeds. New York City adds congestion pricing, bike paths, bike sharing, all to great success. Do we want to continue to be a backwater, ridiculed, city or somewhere that people love to live and visit?

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.

191) I wholeheartedly support the exclusion of bike lanes on West Alabama. After 12 years of living a few blocks north of W Alabama and using it consistently, seeing someone riding a bicycle is a rarity, and that extends to the bike lanes added on Yoakum and Woodhead plus the bike lanes that Harris County added on Waugh and Commonwealth. Just because a noisy subset whines all the time doesn't mean their concerns are really that warranted when you compare it to all the other traffic. Hawthorne Street, which is a dedicated bike way is four blocks north of Alabama and there is hardly a plethora of bike riders using it.

Thank you for considering my point of view

Thank you for your comment.

192) Keep original plan. It moves traffic efficiently on this major throughfare, and keeps bicyclists safe on side streets. And preserves our trees.

Thank you for your comment.

193) I am totally opposed to the push to add bike lanes to West Alabama. We want our trees to remain there and our middle turn lane to continue. Bikers can safely and easily travel in the neighborhood streets. I

want our neighborhood to stay as it is. Please do not let bike lane advocates change the current design plan for West Alabama.

Thank you for your comment.

194) supportive of good city planning that incorporates bike lanes, but the plan for a bike lane on West Alabama is neither safe nor a good design. I do not support this plan.

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.

195) I regret that I haven't been able to attend and speak at meetings of the Montrose TIRZ recently. Over the past several months, I have visited 9 different countries and multiple cities. I noticed that the countries where the citizens are the happiest, have thriving economies, new industries with low pollution, are clean, and the people are healthiest have one thing in common — extensive bike lanes. Electric bikes, in particular, have transformed the urban landscape and commuting in astounding ways. Visiting these places feels like visiting the future — a good future.

The cities/countries without bike lanes are dirty, with smog-filled, sooty streets, congested roads and ugly (expensive!) parking lots. Mobility is terrible for everyone — unpleasant to drive, difficult to park, unpleasant to walk, and dangerous to bike.

Bike lanes show Houston has made a commitment to quality of life -- this attracts young educated, productive citizens., increasing the tax base. Bike lanes improve property values, lower injury rates and, subsequently, increase tax revenues. Tearing out bike lanes and replacing them with parking and fast traffic is both dangerous and destructive of property values. Lower property values, higher crime, more noise, higher mortality and morbidity, more pollution- THIS IS WHAT HOUSTON STANDS FOR?

From what I can tell, Mayor Whitmire and the Montrose TIRZ have committed themselves to the dirty dystopian past and see no future for Houston.

I am a native Houstonian. I love this city. I pay property taxes on more than \$2M worth of property. I want this city to survive into the future. The current "mobility plans" for Alabama and Montrose, destroying bike lanes on Austin Street and in the Heights, and generally sacrificing quality of life are red flags signaling catastrophic decision-making.

Your current "mobility plans" tell me, and others, that Houston is no place to invest money. Your current plans tell me that you do not see a future for our city. Your plans tell me that I am not welcome here. Your plans tell me to take my money elsewhere. Is this the message you really want to send?

I am asking you all to please return to sanity before it is too late! Stop destroying property values and quality of life!

Please, allow Houston to move into the future with dignity. Thank you.

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.

196)I am writing to advocate for keeping a bike in the plans for the West Alabama street reconstruction project. As a resident of Montrose (W Polk St) and a regular commuter by bike, I rely on safe bicycle infrastructure in the neighborhood. Making it safe to bike in Montrose, allows residents to make commuting choices that are healthy, sustainable, safe, reduce congestion, and reduce greenhouse gas emissions. Car lanes do not need to be 12 ft wide, which encourages speeding and makes roads less safe (and frankly uglier). Houston is falling behind other cities by building out of date and shortsighted infrastructure.

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.

197)We are Montrose residents. We 100% oppose the Mayor's plan to eliminate the planned bike lane on the West Alabama reconstruction project. For what it's worth, we also disagree with the Mayor's rewrite of the Montrose Blvd redesign. We need to build the Houston that will thrive in the next 20-30 years, not the city that the Mayor recalls from his youth.

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.

198)Please prioritize pedestrian and biker infrastructure. Sidewalks, bike lanes, shared use paths, or a mixture of it all. This is such an important artery, it's crucial that we build it for all street users, not just drivers. Thank you.

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.

199)We do NOT need bike lanes everywhere in Montrose. Only place bike lanes where they make best sense. Do not cut trees for bike lanes.

Thank you for your comment.

200)Learned of the meeting through social media, BlueSky and Twitter. What a joke. I wouldn't be so angry if it didn't feel like my intelligence was being insulted and this was the casualty of the administration actually making millions off this in some kind of corrupt kickback. At least greed yields a material gain for \*someone.\* It's spite with no rational basis and contrary to all consensus public policy recommendations and input from majority of residents. Houston's inner city neighborhoods, especially Montrose, owe their rejuvenation and tax base to young people and families continuing to move in, and who want a more urban lifestyle close to their jobs--WITH BETTER AND MORE TRANSIT OPTIONS BESIDES DRIVING OUR CAR AND FINDING/PAYING FOR PARKING EVERY TIME WE LEAVE THE HOUSE. Even if you don't bike, the bike lanes get people off the road and reduces car traffic. I love this city but this leadership is so outdated and backwards. Retire!

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.

201)As a former Houston resident and frequent visitor to the West Alabama section of Montrose, I implore that you protect the trees on West Alabama, and reject the bike lobbyists request to add bike lanes at the cost of the beautiful trees. I am generally in support of more space for bicycles, but not at the expense of these beautiful trees, which help make the neighborhood so special.

Please ensure West Alabama is a safe, walkable, beautiful corridor lined with its iconic oaks, by placing bike lanes where they make best sense - on smaller streets and in neighborhoods - not on every high-traffic, tree-lined corridor in Houston.

Please support the current plan which delivers:

- New curbs, gutters, and pavement, leaving the lane widths as they are today
- Major drainage improvements, reducing ponding and flooding risks
- A continuous well-marked center left-turn lane for safety
- New traffic signals + an additional signal at Hazard
- Expanded 6-foot sidewalks on both sides, navigating around trees

Most people in Montrose, and beyond, support this plan, and do not want to see the trees removed. Please do the right thing, and save the trees. Thank you for taking my comments.

Thank you for your comment.

### Email Comments: Miscellaneous

202)I want to emphasize the importance of preserving where it is logical and expanding our tree canopy as part of this project. Please also remember Congresswoman Lizzie Fletcher formally requested federal funding for this project in 2023, recognizing its importance. Her letter outlines exactly why this matters: improved pavement and drainage, safer and more accessible sidewalks, and a dedicated bikeway. I urge you to move this project forward and prioritize meaningful safety improvements, including traffic calming, protected crossings, wider sidewalks for all, and full accessibility for people with disabilities. I also hope you will engage with the community transparently and consistently, something many of us felt with how the changes came about with the Montrose Boulevard project.

Thank you for your comment.

203)I was very excited to get notifications that the TIRZ is finally re-doing W Alabama as someone who has used this segment as a car driver, as a pedestrian, and as a bicyclist for 6 years. Unfortunately I have a prior engagement on the 23rd, so I'd like to submit the following comment. The primary concerns I'd like to be addressed with the reconstruction are in mitigating speeding drivers and building safer, more reliable sidewalks. I use this road to commute to/from work, and often I have drivers tailgating me (even through the school zone) as they want to drive 35+ mph down the road. I often have to walk out of my way to avoid this road because of the poor condition of sidewalks. Portions of the sidewalk haven't seen care in many years and are perpetually muddy, especially near Mandell St where the road floods severely throughout the year. Along with flooded roads and speeding drivers comes the risk of being splashed by cars going by, so I'd like to see some major work done in drainage so that we don't get splashed so often when cars are driving 30mph+ down the road. I understand the right of way is narrow along this segment, but another large desire would be to make this road into an east-west bikeway, to continue the bikeways that are found on W Alabama further west. Our neighborhood is severely lacking in east-west bike connections.



Thank you for your comment.

204)I understand that the Montrose TIRZ is weighing public input into the design for West Alabama Street from Shepherd to the 527 Spur, thus I am writing to register my vote for saving the trees that now line the street. I like the current design, as is.

Thank you for your comment.

205)On the site, as much as one could call it a site, the West Alabama schematic pdf is difficult to read/view/download. Please rethink how this important document is made accessible. Perhaps in segments.

Thank you for your comment.

206)I would like to hear more elaboration on the drainage improvement component of the project.

Thank you for your comment. The current design of drainage improvements are dual 5-ft x 3-ft storm sewers that drain to Shepherd and a single 8-ft x 4-ft storm sewer that drains to Spur 527.

207)Currently, what is the proposed timeline for the completion of this project? (Multiple duplicate comments)

Thank you for your comment. The proposed timeline for the completion of this project is from winter 2026 to winter 2028.

208)Is this project likely to hit delays in getting approval from the city or in getting started through public works?

Thank you for your comment. No delays are expected.

209)One of my concerns was would all infrastructure be completed at the same time. I have observed one contractor tearing up a street for stormwater, repairing the street and several months later another contractor tears up the street for another project. I was assured by the staff that storm sewers, sanitary sewer and water lines would all be completed at the same time. I also spoke with the urban forester, and he showed how the existing trees will be preserved during construction. Adding six-foot-wide sidewalks where possible is acceptable.

I support the concepts as presented. Alabama street will be safer for drivers and walkers.

Thank you for your comment.

210)I would like to make note of our support for the current redesign of West Alabama that protects the trees and maintains the existing traffic lanes.

Thank you for your comment.

211)I support the mayor's efforts to maintain the current street width. I was pleased to see that the center turn lane would continue the length of the project.

Thank you for your comment.

11) How large are the new storm sewers? As large as on Montrose? Are you going to provide engineering data to support the size?

Thank you for your comment. The current design of drainage improvements are dual 5-ft x 3-ft storm sewers that drain to Shepherd and a single 8-ft x 4-ft storm sewer that drains to Spur 527. There is a drainage report in the Design Concept Report that's supports the current storm sewer design.

212)I ask that the project team seriously consider, and seriously engage the City of Houston, on the proposed lane widths. The proposed 11 and 12 foot lane widths are far too large for a street of this size and usage. A large body of empirical and scientific evidence exists showing that streets with larger lane widths result in more dangerous streets and higher vehicle speeds. Additionally, these freeway sized widths reduce the space available for wider sidewalks, shared-use paths, and bike lanes. I urge you to reduce the widths of all three lanes in the project to 10 feet.

Thank you for your comment. Lane widths are based on COH design principles.

213) These are my personal comments about the proposed West Alabama Street redesign, from Shepherd to Spur 527. I support an alternative that:

Saves street trees and includes planting more trees to reduce heat stroke risk.

Provides for 6-foot sidewalks so that pedestrians are safe.

Installs a traffic signal at Hazard Street.

Has a continuous center two-way turn lane.

Has adequate curbs, gutters, and pavement.

Provides for drainage which will reduce ponding in the street.

Thank you for this opportunity to comment.

Thank you for your comment.

214) I'm writing to express my strong support for the current design plan for West Alabama that preserves all of the beautiful, mature live oaks along the street. These trees are an important part of our neighborhood — they provide shade, lower temperatures, and help keep Montrose walkable and welcoming.

I am very concerned about the push to change the design to add bike lanes, especially if that means cutting down these iconic trees. We can't afford to lose them. Once they're gone, they're gone forever.

The current plan strikes a great balance. It improves safety, upgrades drainage, maintains traffic flow, and most importantly — it keeps every tree in place. That's the kind of thoughtful planning our city needs more of.

Please count my voice in support of keeping the live oaks and moving forward with the current design as it stands. Let's make West Alabama better without losing what makes it special.

Thank you for listening and for protecting the character of our neighborhood.

Thank you for your comment.

215) I'm writing in strong support of the West Alabama Street Multimodal Reconstruction Project. Although I'm unable to attend the upcoming open house on Monday, June 23 in person, I want to ensure my voice is heard and documented. This should not just be about one resident's opinion or control but about listening to the wider community that values safety, accessibility, and thoughtful neighborhood planning for our future.

We all know this project is long overdue. West Alabama is not simply a cut-through between the Galleria and Midtown. It passes through dense residential and commercial areas, including River Oaks and Upper Kirby, where people live, walk, bike, go to school, and rely on transit. We need to stop designing our streets for speed at the expense of safety. If drivers want to go faster, the highway is available. West Alabama should serve the people who live and move along it.

I also want to emphasize the importance of preserving where it is logical and expanding our tree canopy as part of this project. Shade trees are not just aesthetic they're essential for walkability, comfort, and public health, especially during Houston's long, hot summers. A walkable street is a shaded street. As improvements are made to sidewalks and pedestrian infrastructure, it's critical that we maintain existing healthy trees wherever possible and plant new ones to ensure continuous shade and long-term sustainability.

Please also remember Congresswoman Lizzie Fletcher formally requested federal funding for this project in 2023, recognizing its importance. Her letter outlines exactly why this matters: improved pavement and drainage, safer and more accessible sidewalks, and a dedicated bikeway. These improvements will directly benefit residents and visitors in Montrose, Midtown, Upper Kirby, and surrounding areas.

I urge you to move this project forward and prioritize meaningful safety improvements, including traffic calming, protected crossings, wider sidewalks for all, and full accessibility for people with disabilities. I also hope you will engage with the community transparently and consistently, something many of us felt with how the changes came about with the Montrose Boulevard project.

Let's make West Alabama safer, more accessible, and more livable for everyone.

Thank you for your comment.

216)Hello, this is my first open house and I just had a couple of questions I was hoping the organizers could address:

I would like to hear more elaboration on the drainage improvement component of the project.

Currently, what is the proposed timeline for the completion of this project?

Is this project likely to hit delays in getting approval from the city or in getting started through public works?

Thank you for your comment. Large storm sewers (2-5'x3' boxes draining to Shepherd and 1-8'x4' box draining to Spur 527) are being added under the roadway. The project may begin design as soon as this fall and would take approximately a year to design. The engineers are working closely with the City, so no delays are expected.

217)As a Montrose resident, townhouse owner, and board member of the North Montrose Civic Association, I want to extend my sincere gratitude for your support of the current Montrose Boulevard Redevelopment Plan. This revised plan reflects the will of the overwhelming majority of Montrose residents: it preserves the traffic lanes we depend on and, just as importantly, safeguards our beloved trees.

We appreciate your recognition that Montrose Boulevard is a major traffic artery—one not suitable for bicycle lanes. The idea of rerouting cyclists away from such a thoroughfare is not only practical, it's aligned with the reality of how we live and move through our community.

It has been deeply frustrating to witness misleading media coverage from outlets such as the Houston Chronicle and Community Impact. These stories amplify the voices of paid organizers and individuals who do not live in Montrose, while ignoring the perspectives of residents like me and my neighbors on Marconi Street—those who are directly impacted by this project. Why haven't our voices been sought out or heard? Who benefits from these distortions?

Let me be clear: we all want safe, walkable neighborhoods. But the original plan was deeply flawed and fiscally irresponsible. The current plan is a thoughtful, community-driven solution that addresses mobility while respecting the character and history of Montrose. We are grateful to the new board for steering it in a better direction.

Similarly, we urge you to ensure that any plans for West Alabama prioritize the preservation of the historic live oaks that define its landscape. Montrose loves its trees—they are a vital part of our identity and our environment. We will not support revisions that threaten them.

Please don't be swayed by outside interests or media narratives that do not reflect the lived reality of the Montrose community. We trust you to stand with us, to stand with truth, and to stand with the trees.

Thank you for your comment.

218)Please tell these people to leave our goddamn trees alone. Not only are they one of the most beautiful aspects about these neighborhoods, they are massive ecological havens for native birds, pollinators, and various other forms of wildlife, but removing them will make the entire area \*more\* dangerous due to removing their ability to help sink the constantly rising excess heat, \*and\* removing their ability to help contend with flooding and drainage. More concrete in our city and neighborhood in the place of trees that took decades to grow and fulfill vital functions will worsen both heat domes that are making our city uninhabitable, and the flooding that ravages our city on almost a yearly basis. There are other quite functional options that appear to have already been put forward rather than tearing our one of the most valuable and hard to replace protections in the area, as well as the distinctly appealing visual signature of these neighborhoods - these trees are \*why\* so many people like the area. It is corner worth considering how the removal of these trees will damage the property values of the entire neighborhood. The people who live here live these trees. Please protect them tyne way they protect us.

Thank you for your comment.

219)I have reviewed the plan on your website. You should be congratulated for a well thought out and great design. It meets all your objectives.

One of the best comments in the Chronicle's article bears repeating, "For Kevin Blake, a longtime Montrose resident who has walked and biked the neighborhood for decades, the focus of the West Alabama redesign should be long-term livability in a warming city.

"I'm concerned about maintaining and expanding our street tree coverage," Blake said. "We need shade to mitigate heat, especially with wider sidewalks. If you're walking on a hot day with no trees around, that concrete reflects heat right back at your body, it's like a mirror."

Blake acknowledged the physical constraints of the corridor and said that while he sympathizes with cyclists, he doesn't believe West Alabama is suited to bike lanes."

Regarding the point that there are no bike lanes, I am glad you "measured twice and cut once". Unlike 11th street where it was promised to have one lane in each direction and a center turning lane. They found out after construction started that the street was not wide enough for bike lanes and a center turn lane on West 11th, so no center turn lane. Without the center turn lane there is more traffic congestion and there is a problem for emergency vehicles. Also, on 11th Street they did not improve the sidewalks or add any trees but that was the prior Administration.

Thank you for your comment.

220)Houston's Founding Developers, the Allen Brothers were not thoughtful of Houston's street needs in 1836. We are dealing with only so much space to work with. Houston has 250 miles of bike lanes for that healthy leisure activity, now it is time to do long overdue maintenance on the choice of 98% of the people traveling through our City, cars and delivery/freight trucks. You may have noticed that Mayor Whitmire conducts his street work the old fashioned way- fix the pipes, repair leaking water and gas lines, then strip years of old asphalt down to the clay, lay new steel ribar, and finish the road with concrete or black top. Previous mayors have not done this, thus we have horrible streets reminiscent of driving on a rocky road in West Texas.

I wish there was room for esplanades periodically down Alabama, there are more pedestrians than bikers, it is so much safer to cross the street on foot, such as we do everyday on Richmond Ave. Narrow lanes will only increase the opportunity of wrecks, they are totally impractical for a thriving City like ours, with its freight and delivery needs to businesses and residents. Attention does need to be paid to our side walks for pedestrians, but not 6 ft worth, it would cut down the amount of sidewalks that could be installed & kill off historic trees that provide much needed shade. Concrete is the 2nd largest producer of Co2 in our air, why increase that? The City's current code of 4-5 ft. is ample for the few Houstonians who can stand our heat for walking. The Alabama project should be about the reality of who is using the street and decreasing congestion in traffic backups, this will help our air and safety (less angry drivers stalled in traffic!). There are plenty of bike lanes all through Montrose, running through the adjacent neighborhoods and there is ample space there for more bike riders. Alabama needs the 3 lanes of traffic it has and it really needs new concrete after all these years.

Thank you for your comment.

221)Thank you for the opportunity to review the proposal for the west Alabama project at the community open house. I use the street frequently to get to the Menil complex and the University of St Thomas. I support the mayor's efforts to maintain the current street width. I was pleased to see that the center turn lane would continue the length of the project. This will help avoid backing up traffic and the impatient drivers who try to whip around turning cars.

I also support the decision to maintain the majestic trees that line Alabama and the plans to have 6' sidewalks where possible, while protecting the existing trees. Having a shaded sidewalk is vital to pedestrians in Houston's heat.

I like the plan to move bike lanes to parallel, neighborhood streets rather than trying to incorporate a bike path in the existing roadway or expanding sidewalks to shared use paths. I find shared pedestrian/ bike paths dangerous. Bicyclist speed along those paths with little regard for the families and seniors who are not able to move out of their way quickly.

I greatly appreciate the board's approach towards community involvement. Loud voices do not constitute a majority. Please continue to act for the whole community and not just those who have a narrow interest.

Thank you for your comment.

222)To the Montrose TIRZ, Councilperson Kamin and the Mayor,

Thank you for developing a redesign plan that preserves the beautiful mature trees that line West Alabama and does not attempt to insert bike lanes on a heavily trafficked corridor where they would introduce more danger to cyclists, pedestrians and motorists. Please work to design a rational bike plan that utilizes safer side streets and preserves our shade cover.

It is perplexing and discouraging to see the same familiar special interest groups lobbying so fervently in favor of reducing and narrowing traffic lanes and eliminating trees in favor of bike lanes and wide concrete sidewalks. Who could possibly look at the majestic live oaks that line West Alabama and think that we would make the neighborhood better and more pedestrian friendly by getting rid of all those beautiful shade trees?

These road diet advocacy groups may be well-funded, well-organized and loud, but they are not representative of the majority of Houstonians.

Thank you for your comment.

223)I just wrote the mayor and cc'd you. Now I am reading your email - and I appreciate your sending the key points again. Now, I see I need to reply to you more specifically.

I look forward to your reply.

Full concrete roadway reconstruction

New city-compliant 6-ft sidewalks (reduced as needed for existing trees) - thanks!

New street lighting - good!

New larger storm sewers - how large? As large as on Montrose? Are you going to provide engineering data to support the size?

New sanitary sewer and water lines - Seems necessary.

New traffic signals will replace all existing traffic signals - Please make sure ALL intersections also have 4-way Crosswalk signals! Right now, there are NONE going North-South at Mandell.

Preserve as many mature trees as possible and add new trees where possible - This sounds unnecessarily vague. Please give us the stat on each tree along the proposed work.

New pavement markings (lane lines and crosswalks) - honestly, IMO, you could simply do this and it would be enough!

Thank you for your comment. Large storm sewers (2-5'x3' boxes draining to Shepherd and 1-8'x4' box draining to Spur 527) are being added under the roadway.

224)Thank you for the info session. I have a few thoughts.

- It would be wonderful if there could be some type of flashing light at the pedestrian crosswalks. W. Alabama is a major thoroughfare from the Greenway area to 288 area. Drivers are not looking for pedestrians.
- Could there be an additional pedestrian crosswalk across W. Alabama on Mulberry? Montrose neighbors and Menil visitors cross there a lot!
- The water meters on our block are in the back of our properties. They were never moved to the W. Alabama side because the city's waterline is not in the front. CITY DRAWINGS SHOWED it on W. Alabama. Not sure if this makes sense. There was a remodel on 1411 W. Alabama (across the street) a few years back. The digging company had the same issue. Maybe the info will be on their permits. David, I spoke with you about this at the info meeting.
- There is not room for a bike lane on W. Alabama from Shepherd to Brandt St. It would be extremely unsafe for the bikers. I honestly do not think it would be used because of the high volume of vehicular traffic. It is just too tight and there is a lot of traffic. The student pick up lines for AOS and the Arabic School often are lined up on W. Alabama with their hazard lights on. St. Thomas, Menil, AOS, Arabic Emersion School, HCC, HEB, Trader Joe's and the 5pm commuters avoiding 59 use W. Alabama. W. Alabama needs to keep the middle turning lane for cars. Richmond has plenty of space for bike lane.
- MAKE SURE THERE ARE SPEED LIMIT SIGNS POSTED! Drivers fly down this street.
- There are always wrecks on Graustark. Is there a possibility of adding another stop light? That might be too close to the others to the east.

We have been at this location since the mid 80's. Glad to see improvements are on the way!

Thank you for all of your help and listening to everyone's input.

Feel free to give me a call or email to discuss.

Thank you for the comment.

225)I applaud the roadway and drainage improvements planned for W. Alabama and am strongly in favor of maintaining the existing tree canopy and improving it as reflected in the schematics provided.

Thank you for the comment.

226)Thanks for the opportunity to express my concerns about the road constructions.

- I love that it's getting repaired and upgraded-it's past time.
- I'm very concerned about cut through traffic from W. Alabama into our neighborhood (FMC). Not extra traffic, but cars speeding through the neighborhood getting to the freeway. Are there any plans to add extra stop signs to prevent the speeding? We already get speeders, I'm just afraid it will get worse on Garrott St. We have lots of walkers and dogs in the morning.
- Is the flooding being addressed at W. Alabama and Mandell?

Thank you for the comment. There will be one additional traffic signal at Hazard St. However, no additional stop signs are being added. Large storm sewers (2-5'x3' boxes draining to Shepherd and 1-8'x4' box draining to Spur 527) will improve the neighborhood's resiliency to flooding.

227)Short and quick, as I know you've got lots of communications to read

KEEP THE CURRENT PLAN to redevelop W. Alabama !

I, along with the majority of Houston residents, DO NOT WANT ROAD DIETS OR BIKE LANES on thoroughfares

The "bike people" are organized and have full-time paid staff to lobby for their goals.

We regular people are swamped with jobs and school and kids, and cannot attend meetings, nor know where to send our preferences

BUT OUR OPINIONS COUNT.

SURVEYS SHOW THAT MOST HOUSTONIANS DO NOT WANT ROAD DIETS OR BIKE LANES ON THOROUGHFARES.



Major streets are built to move traffic, to work, school, medical center, shopping, etc.

Bikes work best on side streets

Keep the current plan for W. Alabama!!

- Maintain 2 lanes of traffic
- Maintain center turn lane
- Maintain safe 12' width driving lanes to prevent side-swipes or hitting the curbs
- New 6' wide sidewalks
- Sidewalks curve or narrow to accommodate trees, or use other methods (bridging, gravel)
- Preserve as many trees and greenspace as possible
- Maintain 40' right of way
- No expansive concrete wasteland
- No bike lanes
- Bicycles are safer on side streets
- Do not force businesses out of business by making motor vehicle access difficult on W. Alabama (as has happened on 11th St).

Thank you for the comment.

228) We ask that the current design for the renovation be maintained, that preserves every mature tree along this corridor and does not include "bike lanes". Bike lanes are not appropriate for this corridor and we ask that this design not include them. We are longtime property owners and taxpayers into this area and TIRZ and ask you to respect our voice in this matter.

Thank you for the comment.

229) I'm writing in strong support of the West Alabama Street Multimodal Reconstruction Project. Although I'm unable to attend the upcoming open house on Monday, June 23 in person, I want to ensure my voice is heard and documented. This should not just be about one resident's opinion or control but about listening to the wider community that values safety, accessibility, and thoughtful neighborhood planning for our future.

We all know this project is long overdue. West Alabama is not simply a cut-through between the Galleria and Midtown. It passes through dense residential and commercial areas, including River Oaks and Upper Kirby, where people live, walk, bike, go to school, and rely on transit. We need to stop designing our streets for speed at the expense of safety. If drivers want to go faster, the highway is available. West Alabama should serve the people who live and move along it.

I also want to emphasize the importance of preserving where it is logical and expanding our tree canopy as part of this project. Shade trees are not just aesthetic they're essential for walkability, comfort, and public health, especially during Houston's long, hot summers. A walkable street is a shaded street. As improvements are made to sidewalks and pedestrian infrastructure, it's critical that we maintain existing healthy trees wherever possible and plant new ones to ensure continuous shade and long-term sustainability.

Please also remember Congresswoman Lizzie Fletcher formally requested federal funding for this project in 2023, recognizing its importance. Her letter outlines exactly why this matters: improved pavement and drainage, safer and more accessible sidewalks, and a dedicated bikeway. These improvements will directly benefit residents and visitors in Montrose, Midtown, Upper Kirby, and surrounding areas.

I urge you to move this project forward and prioritize meaningful safety improvements, including traffic calming, protected crossings, wider sidewalks for all, and full accessibility for people with disabilities. I also hope you will engage with the community transparently and consistently, something many of us felt with how the changes came about with the Montrose Boulevard project.

Let's make West Alabama safer, more accessible, and more livable for everyone.

Thank you for the comment.

230)I was very excited to get notifications that the TIRZ is finally re-doing W Alabama as someone who has used this segment as a car driver, as a pedestrian, and as a bicyclist for 6 years. Unfortunately, I have a prior engagement on the 23rd, so I'd like to submit the following comment.

The primary concerns I'd like to be addressed with the reconstruction are in mitigating speeding drivers and building safer, more reliable sidewalks. I use this road to commute to/from work, and often I have drivers tailgating me (even through the school zone) as they want to drive 35+ mph down the road. I'd like to see physical measures be taken to reduce speeding down what should be a neighborhood road and not a major thoroughfare. Measures such as narrowing the roadway to make drivers slow down, making corners sharper to force drivers to take turns slowly, and even implementing bulb-outs or speed bumps to encourage slow driving.

Additionally, as someone who walks to the grocery store on this road, I often have to walk out of my way to avoid this road because of the poor condition of sidewalks. Portions of the sidewalk haven't seen care in many years and are perpetually muddy, especially near Mandell St where the road floods severely throughout the year. Along with flooded roads and speeding drivers comes the risk of being splashed by cars going by, so I'd like to see some major work done in drainage so that we don't get splashed so often when cars are driving 30mph+ down the road.

I understand the right of way is narrow along this segment, but another large desire would be to make this road into an east-west bikeway, to continue the bikeways that are found on W Alabama further west. Our neighborhood is severely lacking in east-west bike connections. I think we could possibly remove the confusing "suicide" turn lane (that many drivers don't understand anyways and block main travel lanes to make turns already). Instead we could use the right of way to add bike lanes down the road that would allow a safe connection to HEB, the University of St Thomas, and multiple K-12 schools that are along the route, as well as a route into Midtown. The bike lane would also allow for an additional barrier between pedestrians and cars to make the road feel safer.

I really appreciate that this road is getting the TLC it deserves, and I hope that we can find a design that truly prioritizes community safety over speed for commuters.

Thank you for the comment.

231)I am writing to voice my preference to maintain the established trees along Alabama Street. The planned 6-foot sidewalks are sufficient to accommodate the pedestrian and bicycle traffic. It makes more sense to make bike lanes on the parallel, less-traveled neighborhood streets.

Thank you for the comment.

232)This project as presented fails to prioritize safety. Building oversized lanes contributes to higher speeds which increase severity and frequency of crashes. Given the street is already on the high injury network, and suffered 491 crashes between 18-24, costing victims and public 57m in costs, this is fiscally and socially irrational and anti-social.

The 2022 DCR calls for a bikeway, Fletcher's funding for the project calls for a bikeway, and bikeways reduce crashes of all kinds for all users. They reduce crossing distance, they tighten the road width, and separate bikes from traffic. While a bike can use the sidewalk or the street, your own engineers say there's too much traffic for shared road space paint on the concrete. So I guess bikes and walkers will share the sidewalks,

which will be narrowed to 4 feet in many places. This plan does not reflect the neighborhood's values, objectives, or needs and will jeopardize Alabama's role as a neighborhood main street. Disregarding a decade's input, the wishes of our congressperson, and the widening public opinion on vision zero and traffic safety, is obviously awful and shameful.

Considering the chair's unethical behavior, the failure to notify the public more than a week out and making comments due the Monday after a long holiday weekend, I do not believe y'all value public input or intend to do anything with this input or receive it in good faith. I ask the question: if public engagement fails to inform project design, what option does that leave the public to actually change design?

Thank you for your comment. Public opinion contributes to design choices that have not been set by the City of Houston already.

233)I support the current, tree-preserving plan for the West Alabama project versus bike lanes or 10-foot sidewalks.

Thank you for your comment.

234)As a local resident and advocate for fiscally responsible, people-first infrastructure, I am deeply concerned that the proposed W. Alabama reconstruction plan does not align with Strong Towns principles of safety, financial productivity, and long-term resilience.

Lane Widths & Suicide Lane Persistence:

- The plan maintains dangerously wide vehicle lanes and retains a center turn lane ("suicide lane") design that has long been associated with increased crash severity and driver confusion. Wide lanes encourage higher speeds, while the center lane undermines safety and space efficiency. This layout prioritizes vehicle throughput over human life. Every foot of additional concrete paving is burdening future taxpayers with additional maintenance burden. Additionally each additional foot of width should be evaluated on a Pro-Forma basis, how will this affect the tax revenue collected on this street. Does this improvement create additional tax income that justifies the expense.

Negligible Pedestrian Improvement:

- While the plans suggest a 1-foot sidewalk expansion, this token improvement is consistently negated by frequent curb cuts for parking lot access. This does not create a meaningful or continuous pedestrian realm. A truly walkable corridor requires not just width, but protection, continuity, and priority for those on foot.

Removal of Bike/Multimodal Infrastructure:

- The removal of a designated bike or multimodal lane is a step backwards for safety and mobility. Houston must embrace transportation diversity, not restrict it. Without safe infrastructure for cyclists, and people with disability scooters, we are inviting more car dependency, congestion, and collisions — outcomes that Strong Towns principles explicitly seek to avoid.

This plan seems to reinforce the very mistakes of the development pattern that has financially burdened our city. If we want W. Alabama to be a productive, safe, and resilient corridor, we must narrow lanes, eliminate the center turn lane, expand and protect pedestrian zones, and preserve or enhance multimodal facilities. Only then will we truly be investing in a Strong Town.

Thank you for your comment.

235)I am in favor of the current plan that was outlined at the June 23, 2025 Open House. I request that the mature tree canopy of live oaks be preserved at all costs. The current plan for sidewalks is adequate and will be used as the sidewalks will be shaded during our long, hot summer months. I believe bike lanes would be best when installed on parallel streets to Alabama, as in a combination of W. Main St. and Colquitt St. I am a cyclist, and I would avoid bike lanes on streets that are major thoroughfares or heavily trafficked streets. Tailpipe emissions and pollutants make for an unhealthy ride, plus the many private driveways that intersect with any bike lanes present a safety hazard for cyclists. There are many businesses along Alabama St. where vehicles are coming and going from parking areas; this would

create possible collisions as drivers try to gauge entering traffic lanes on a busy street. The idea of retrofitting a street like Alabama to look like 11th street, as some have wished for, is not practical.

Thank you for your comment.

236)I am writing to respectfully request an urgent review and reconsideration of the dedicated bike lane on West Alabama Street. As a concerned resident, I have observed firsthand the significant challenges and safety concerns associated with this particular infrastructure, and I believe alternative solutions would better serve our community's needs.

West Alabama Street is consistently one of Houston's busiest thoroughfares, experiencing high traffic volumes throughout the day. The current bike lane configuration, in my observation, often exacerbates congestion and contributes to a higher incidence of accidents. The limited space available on such a heavily trafficked street creates a dangerous environment for both cyclists and motorists, leading to frequent near-misses and collisions.

Furthermore, I have noticed that many existing bike lanes across the city, particularly those on less-traveled streets, often go largely unutilized. These underused lanes regrettably transform into de facto trash collection areas, as street sweepers are unable to access them effectively. This creates an unsightly and unsanitary problem, contradicting the very purpose of urban beautification and functionality.

I would like to suggest exploring alternative streets for dedicated bike infrastructure that could offer a safer and more practical solution. Perhaps a parallel street with less vehicular traffic, or a route that connects existing park trails and recreational areas, would be more appropriate and see higher utilization by the cycling community. This would also mitigate the current issues of limited accessibility for city services like street sweeping.

Finally, I feel it is imperative to address the behavior of some cyclists. While I support promoting alternative transportation, many bikers unfortunately do not adhere to traffic laws, frequently disregarding stop signs, red lights, and pedestrian signals. This disregard for rules poses a serious safety risk to themselves, pedestrians, and motorists. Given these persistent issues, I believe it is worth exploring the implementation of a licensing requirement for individuals who commute with bicycles. This could involve basic knowledge of traffic laws and an understanding of safe cycling practices, ultimately fostering a more responsible and accountable cycling community.

Thank you for your time and consideration of these important matters. I am confident that by working together, we can find solutions that prioritize the safety and well-being of all Houstonians while effectively integrating alternative transportation options into our city's infrastructure.

Thank you for your comment.

237)Save the trees. There are other ways to accommodate bike riders. Riding on a major thoroughfare regardless of bike lanes is so dangerous. Take the two wheels to another street. This town needs the shade and needs the beauty. This town can be so ugly without them. It is ugly right now. A little green is a good thing. The 4th largest city in the USA needs to have balance. All we have is decrepit structures and buildings that are not maintained by owners. Illegal dump sites. Concentrate on that. Our waste management system is in shambles.

Work on that.

Thank you for your comment.

238)Thank you for hosting the informative open house in June, and for providing this opportunity to provide feedback and ask questions about the project.

Feedback:

- I ask that the project team seriously consider, and seriously engage the City of Houston, on the proposed lane widths. The proposed 11 and 12 foot lane widths are far too large for a street of this size and usage. A large body of empirical and scientific evidence exists showing that streets with larger lane widths result in more dangerous streets and higher vehicle speeds. Additionally, these freeway sized widths reduce the space available for wider sidewalks, shared-use paths, and bike lanes. I urge you to reduce the widths of all three lanes in the project to 10 feet.
- It was great to see a new traffic signal located at W Alabama and Hazard - please leave this addition in the plan going forward.

Questions:

- Can mid-block medians, with trees, be added to portions of the street improvement? This would provide additional shade and beautification to W Alabama and would reduce the opportunity to use the middle, turning lane as a high speed turning lane. Improving the safety and beauty with this change to W Alabama would be a wonderful improvement.  
**Thank you for your comment. Medians are not part of the design, as the City design guidelines are to prioritize preserve lane width and number.**
- Can dedicated bike infrastructure be added to the project and street, in some manner? There is currently very limited east-west dedicated bike infrastructure in South Montrose and this project presents a great opportunity to add some.  
**Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.**

239)The Mayor's revised plan for W. Alabama that the Montrose TIRZ is forcing through, over considerable objection by the community, puts more people at risk, yet again.

As we discuss at our website at <https://www.walkandrollhouston.com/w-alabama>

- This plan does nothing to address the number of crashes which happen on W. Alabama regularly.
- As the community has pointed out repeatedly, 12 foot car lanes are for freeways, not our neighborhoods. As a former planning director, Marlene Gafrick knows the data exists but refuses to acknowledge it. This is a choice and it's a choice which will continue get people injured and killed.
- When Gauge Engineering said at the townhall that "there is no room for bike lanes" this is demonstrably false. We understand that the vendors must follow Garick's bidding but it is NOT acceptable for them to help spread her misinformation.
- As a former planning director, Gafrick full well knows there are many streets which are too dangerous for bicyclists to use and many streets which either don't have sidewalk or the sidewalks are unuseable. The bad faith from the Montrose TIRZ and Gafrick is reprehensible.
- At no point do you discuss how much more this plan will cost the community, \$81,000, and how it's justified.

This board should represent the community but instead you choose to be micromanaged by someone with no official role, you skirt unethical behavior and you fail your duty to serve the community.

**Thank you for your comment.**

240)I attended the West Alabama open house / workshop and reviewed the design for West Alabama, and I support it.

First, I want to congratulate the TIRZ on its pivot to prioritizing tree preservation. The Cherryhurst design announced recently does an excellent job of meeting goals of walkability and access to public transit while

preserving all mature shade trees other than a few crepe myrtles. I can't wait to see it done in Hyde Park's neighboring civic club, which I jog through daily. I understand that you have carried over that priority to West Alabama, which is excellent news.

The past undesigned proposal for West Alabama attempted to accommodate bike facilities, but apparently understood the wisdom of maintaining a turn lane on this busy thoroughfare. Even with narrowed lanes, that left room for a four foot bike lane. Just one direction. A half solution at best. I support adding bike facilities where they do not endanger trees. But the double bike lanes some are demanding would require cutting down mature shade trees, especially along a particular strip of West Alabama. Instead, I would support a concerted effort to locate the best streets for bike facilities in Montrose and beyond. And that quieter streets running parallel to thoroughfares be considered, as my closest cyclist friends prefer them to the busier thoroughfares.

I am also mindful that only Montrose TIRZ is seeing any substantial opposition to the plan to keep a turning lane and street trees and expand the sidewalk, even though the plan will have to be uniform from Midtown into Upper Kirby, not just Montrose. And Montrose TIRZ could not narrow lanes even if it wanted to under the current City design manual. Given the impossibility of the demands of those opposing the West Alabama plan, it seems to me that their goal is less to actually impact design, and more to attempt to inflict political injury upon Board members. The fact that the same folks arrived at the open house with signs urging TIRZ Chair Matt Brollier to be "impeached" supports my suspicions as well.

I oppose the demands by some who left sticky notes on the graphic during the open house that we install wider sidewalks than 6 feet. Some sticky notes demanded 10 foot shared paths, in fact, which is absurd – it would mean no street trees on West Alabama ever, not just having to replant. Widening sidewalks from four feet to six, plus keeping shade trees, is the best solution for public health (not to mention beauty). Shade trees reduce heat islands, preventing heat wave deaths demonstrably. The data for this is strengthening in recent years. <https://www.sciencenews.org/article/heat-waves-illness-death-cities-fewer-trees> Shade trees also slow traffic for a number of reasons. <https://www.texasblossoms.org/benefits-of-urban-trees> Live oaks and other species are regarded as "super trees" by the City of Houston in part because their air-purifying effect actually improves citywide asthma in children. <https://news.rice.edu/news/2021/super-trees-may-help-save-houston-and-beyond>. Live oaks also are superior agents of reducing carbon and of reducing flooding (Id.)(the latter is due not to their roots, but to the tons of water they hold in their leaves when it rains. Yet Montrose's tree canopy decreased by 36% between 2011 and 2011 – it's one of Houston's hardest hit neighborhoods. <https://kinder.rice.edu/urbanedge/harris-county-losing-more-trees-new-datasets>

So as we expand sidewalks to allow for friendlier pedestrian and wheelchair use, which I applaud, I am grateful that you are preserving (and planting) trees as well. This project will be a great legacy for our neighborhood that the next generation will consider prescient as the weather gets hotter in Houston.

Thank you for your comment.

241)I have lived in Montrose for more than 40 years (25 of those years were in a home on Marshall Street at Graustark near the proposed West Alabama project) and am writing to strongly support the project as presented in a recent informational meeting sponsored by the Montrose TIRZ.

The project will reduce flooding, become more pedestrian friendly with 6-foot sidewalks that navigate around the beautiful trees, and make West Alabama safer and more navigable with new curbs, gutters, traffic signals and a well-marked center left turn lane.



There is a noisy group of people, many who don't live in the area and are led by paid lobbyists, who want to remove nearly every old growth tree along the project to provide bike lanes. Bike lanes are needed in Houston, but West Alabama is not the right place.

If you speak to residents in the area you will find that they want an improved West Alabama that allows for better traffic flow and widened sidewalks for better pedestrian access. This project accomplishes those goals.

Many thanks to the Montrose TIRZ board and staff members for all of your hard work. You are making Montrose better while retaining the things that make the neighborhood special.

Thank you for your comment.

242)I understand this is the last day for west Alabama redesign public comments. I only support a plan that protects the existing trees. Any infrastructure or updates should be done in a way to preserve the trees that are already there. Bike infrastructure can be added in such a way to not destroy our shade infrastructure (the large established trees).

Thank you for your comment.

243)I understand there is an approved plan in place for improvements to West Alabama that would NOT involve removing the live oaks, but now there are thoughts of creating bicycle lanes that would require taking out the trees. Please DO NOT do that. Trees are very important for the livability and health of a city. We need more trees, not fewer trees. Bike lanes can go somewhere else, and I say this despite being a bike rider myself.

Thank you for your comment.

244)I am writing to express concern for proposed changes to the West Alabama Street improvement project proposed by a small group of bicycle lane advocates.

For context, I am a local resident of Montrose living 1 block off West Alabama for close to 40 years. I chose to locate in this neighborhood because it was close to public transportation to Downtown (and at that time also the TMC), an urban neighborhood with activities and shopping within reasonable walking distance, and for the sense of community it maintained. My neighborhood has changed a great deal in 40 years, not all for the better, and it's important to me to express my concerns over plans that serve a small constituency while perhaps overlooking the best interests of the local residents.

I support biking in Houston. In the past, I rode my bike to and from work at the TMC. During the time my work hours and responsibilities permitted it, I thoroughly enjoyed doing it for about 6 years. The most direct route from my house to the TMC is down W. Alabama to Montrose, Montrose to Main or Fannin, then a straight shot to the TMC. But it's a route with heavy auto traffic and I had no desire to fight with cars on the road. Instead, I took the less direct route down Mandell, through the Rice campus, and crossed into the TMC at a safe crossing near Methodist Hospital. Frankly, the most dangerous part of the route was once I was in the TMC. Anyone who works there awhile knows we had 1-2 bike fatalities annually. Bike safety is a real concern and Houston drivers are not always attuned to watching for bikers or pedestrians. I've also watched both bike groups and City government pursue adding bike lanes in the last 10 years. Honestly, I think the concept is good. We have terrible weather here for biking much of the year, but when it's possible it's a wonderful thing to be able to bike along the paths of Buffalo Bayou, White Oak Bayou, Memorial Park, and Hermann Park. And I understand that part of that means ways to access those areas without always driving your bike to them. Nevertheless, I staunchly disagree with the WAY we have implemented bike lanes in Houston and I feel the proposed changes to include 10 foot bike lanes on West

Alabama perpetuates that poor planning. Here is what I think is poorly executed about bike lanes in Houston:

- Too many different bike lane designs — without consistency neither drivers, walkers, or bikers know what to expect (danger to the car tires if you are too close, trip hazards for walkers, and where you can and can't steer in and out for bikers). I drive up Waugh or Montrose and encounter one type. Head into the Heights and they change again. This repeats all through Houston.
- 10 foot wide lanes make already narrow Neartown streets and limited parking that much worse. Cars are getting bigger not smaller. When I drive up Waugh now I'm significantly closer to the car next to me. A driver whose concentration slips for a moment or whose car hits something in the street has very little leeway to avoid an accident.
- Why do we need all these barriers between cars and bikes? I don't believe for a minute they significantly increase safety. I've lived many places. California has lot of bike lanes (and similarly HOV lanes) that have no barriers and citizens adjust and respect the space. New York, Washington DC, Denver — I could name dozens of cities that have "open" bike lanes providing space and safety for the biker without the expense and difficult to reverse changes to the streets if patterns change.
- Random sections of bike lanes that don't connect because it's virtually impossible. For instance, I live near Alabama and Dunlavy. If I wanted to bike up to Buffalo Bayou, I would use side streets until I could join a bike lane on Waugh. I could take that bike lane for about 1.5 miles and then it ends well before Allen Parkway. At that point, I might be able to use sidewalks or continue on Waugh or go over to Montrose and brave a busy street. Another option is to take side streets north until several blocks past Westheimer when the traffic dies down then cut over to Dunlavy. I'd still run into a problem crossing Allen Parkway and have to find a way over to the bridge at Waugh or Montrose to safely do so (though I have run my bike across Allen Parkway once or twice). Any path I'm still going to rely on side streets at major intersections and when the bike paths end abruptly. If you travel these streets it makes perfect sense that the bike paths end — it would be so disruptive to traffic patterns or sidewalks if they did not. But to build sections of bike lanes just to say we have xx miles of bike paths? That makes no sense fiscally or as a way to facilitate biking.

Houston is a terribly hot place, only getting hotter, and we need our trees to give us shade — to homes, to cars, to walkers. These trees are slow to regrow and should not be cut down or radically cut back without good reasons. We also have major drainage problems in this part of town. Finally, it's a desirable place to live; people continue to move into my neighborhood and the traffic increases yearly. We need those center turn lanes on West Alabama, Dunlavy, and other nearby streets. These were closed for awhile as the City planned for rerouted traffic due to the I59/69 construction and the now defunct rail down Richmond. The neighborhoods fought to get those turn lanes back and we don't want to lose them again! The current plan supports better drainage, good traffic flow, and improved sidewalks which will provide benefits for thousands of Houstonians.

Adding 10 foot barrier-rimmed bike lanes to West Alabama will serve only a very small number of Houstonians and even fewer residents of the area.

My most pressing issue today to urge you to squash any attempt to change the current plan for West Alabama to include bike lanes. This is not the place for it. The tiny benefit to the few does not balance with the damage to the neighborhood and the majority of us who use the streets and live nearby. The secondary issue is to urge you to rethink how bike lanes are implemented in Houston overall. They need to exist. They need to provide access to our beautiful recreational areas. But they need to be less intrusive and accommodate the needs of the majority of Houstonians and not a vocal few with a fixed perspective on design.

Thank you for your comment.

245)It's extremely frustrating as a member of this community to see the TIRZ Board seem to completely disregard its community time and time again over the past year. Please represent your community and not outside interests. Our neighborhood is severely lacking in adequate infrastructure for pedestrians and bikes. It's a shame we can't follow the lead of other neighborhoods like the Heights and encourage multiple modes of transportation. It's done wonders for that community and its local businesses, and would be great to do the same in Montrose.

Thank you for your comment.

246)Building this street with three 12-foot wide lanes is guaranteed to increase speeding and crashes. Please don't do it -- I want to feel safe using West Alabama! Please add wide sidewalks, raised crosswalks, and pedestrian refuges, and please right-size the lane configuration to an appropriate design for an urban street: one 10-foot lane in each direction.

Thank you for your comment. The City of Houston set design guidelines for this project to match the existing lane width, which is 12 feet. The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees.

247)After years of working with the TIRZ to make W. Alabama safer AND INCLUDE A PROTECTED BIKE LANE, including calling Rep. Fletcher and telling her how much we support the design, you've gone back on your word and betrayed the community.

Thank you for your comment. The TIRZ, as a local zone designated by the City of Houston, is obligated to adhere to the City design guidelines that were presented to all three TIRZs (Upper Kirby, Montrose and Midtown). The design guidelines are to prioritize safety, preserve lane width and number, provide sidewalks, and preserve trees. W Alabama Street (60-ft right-of-way typically) has enough room for three vehicular lanes, two sidewalks, and a green area with trees. Furthermore, bike lanes cannot be accommodated due to the limited right-of-way.

248)Please note that the sidewalks located at the southwest corner of the intersection of West Alabama Street and Mandell Street frequently pool rainwater. The sidewalks at the corner become completely unusable after a modest rain. Please keep this issue in mind when planning drainage for the West Alabama Reconstruction Project.

Thank you for your comment. The roadway will be designed to ensure proper drainage.