

W Alabama Street Reconstruction Project Community Feedback

This document includes all public questions received by August 17, 2026, regarding the W Alabama Street Reconstruction Project virtual open house held on August 3, 2026. The responses reflect the design engineers' and consultants' understanding at this stage of the design. This document, along with electronic versions of the August 3, 2026, presentation boards, is available at montrosehtx.org.

Questions and Answers

- 1) The drawings are marked for draft. Can you confirm there is any scope for changes based upon suggestions or has that window now closed?

Thank you for the comment. Large scope changes are not being considered; this window was closed when the City accepted the Design Concept Report. Location-specific or small changes may be feasible.

- 2) Will the board advocate for the desire of the overwhelming majority of residents and businesses? if not why are you asking for community input?

Thank you for the comment. This public meeting was intended to provide information about the design, detail changes since the last public meeting, and address your questions.

- 3) Why are board members not present for this meeting?

Thank you for the comment. The chair of the board was present, and others attended online.

- 4) The current offset intersection of Hazard Street with West Alabama Street is a significant traffic hazard. The project proposes a new signal at that intersection. In addition, obtain additional right-of-way on Hazard Street at the northwestern and southeastern corners of that intersection and realign Hazard Street to eliminate the offset at the intersection with West Alabama. Doing so will improve safety and reduce the complexity, and delay, of the signal at that intersection

Thank you for the comment. There is insufficient roadway width to add dedicated left turn lanes on the northbound/southbound approaches of Hazard and Mandell. Traffic modeling shows this does not create significant vehicle delays.

- 5) Long stretches of W Alabama are lined with driveway after driveway, with several locations having multiple driveways. These oceans of concrete are unpleasant to walk on, and they increase the number of places where crashes can happen. Please work to consolidate driveways along the corridor as much as possible.

Thank you for the comment. We are narrowing some driveways throughout the project. Narrower driveways promote safer pedestrian crossings.

- 6) It isn't uncommon for cars to be parked far closer to intersections than is legal or safe. This project must provide curb extensions/bulb outs at all intersections to make it impossible for cars to park too close to W Alabama. Further, this decreases pedestrian walking distances and slows turning speeds, increasing safety for pedestrians and drivers.

Thank you for the comment. Curb extensions are not a part of this project. Any parking restrictions along side streets will be maintained with new signage and clear pavement markings.

- 7) I often drive home on Alabama during rush hour, so I am excited to see these changes being made. That being said, I am a little concerned that the smoothing and improvement of the road will lead to an increased amount of speeding down the corridor, as I suspect that the only thing currently keeping the traffic speeds in check are the potholes. Can the TIRZ commit to including design features that will help keep the speeds down? Traffic light timing would be a great start, but I'd love to see more than that as well.

Thank you for the comment. The design encourages safe speeds through 11-ft lane widths, a three-lane section, and speed limit signs. There are high-visibility crosswalk pavement markings that bring greater awareness to the presence of a pedestrian crossing. The number of crossings were improved to the typical 500- to 700-foot spacing, three of which have a rectangular rapid flashing beacon.

Also, the more continuous street tree "coverage could improve traffic safety by affecting a driver's perceived sense of safety and crash risk and, consequently, could play a key role in slowing down driving speed and make the street safer." (A National Investigation on the Impacts of Lane Width and Traffic Safety, 13)

The traffic signal engineer will discuss light timing with the City; regardless, it will be designed appropriately for a 30-mph roadway.

- 8) I would like to see a protected, raised crossing at Dunlavy since there is a high volume of pedestrians crossing there to go to HEB. A raised crossing would cause drivers to slow down, be aware of the high traffic intersection and allow pedestrians to safely cross.

Thank you for the comment. Raised pedestrian crossings are not a part of this project. This project includes safe crossings approximately every 500 to 700 feet per City requirements. There will be an RRFB at three locations throughout the project. The RRFBs are designed to bring greater driver awareness to the crossing and do contribute to a safer roadway. There will also be high-visibility crosswalks at every approach at every signalized intersection, such as Dunlavy.

- 9) Why are you not considering West Alabama from the 59 over/under pass to Montrose because the road conditions are dangerous and in need of repair? There are severe dips and uneven road surfaces that are destroying our vehicles not to mention completely unsafe as many drivers ride around these areas which take them into oncoming traffic...dangerous! Look forward to hearing from you...thank you..

Thank you for the comments. The project does include the portion of roadway from Montrose Blvd to Spur 527, though it stops short of the underpass.

- 10) Please prioritize curb extensions (bulb outs) near St. Stephen's, Lanier, and AOS, where kids are present daily. This would shorten the crossing distance for kids and parents, slow down turning drivers, and improve visibility by preventing cars from parking right up to the corner.

Thank you for the comment. Curb extensions (bulb outs) cannot be installed due to the need to keep three lanes per the City's Guiding Mobility Principles.

- 11) Given that drivers currently slow down due to the many potholes on the street, how is the TIRZ designing the road to ensure drivers maintain the speed limit after the street is repaved? A smooth new roadway with wide lines will invite faster driving than the potholed street does today. Please pair the road design with traffic signal timing that encourages driving at or near the posted speed by timing the lights so that a driver going the speed limit hits greens, and a speeding driver does not.

Thank you for the comment. The design encourages safe speeds through 11-ft lane widths, a three-lane section, and speed limit signs. There are high-visibility crosswalk pavement markings that bring greater awareness to the presence of a pedestrian crossing. The number of crossings were improved to the typical 500- to 700-foot spacing, three of which have a rectangular rapid flashing beacon.

Also, the more continuous street tree "coverage could improve traffic safety by affecting a driver's perceived sense of safety and crash risk and, consequently, could play a key role in slowing down driving speed and make the street safer." (A National Investigation on the Impacts of Lane Width and Traffic Safety, 13)

- 12) Will any of the existing curb cuts on W. Alabama be narrowed (standard width) or eliminated (to close to an intersection, redundant or unnecessary) to be compliant with the City of Houston traffic design standards?

Thank you for the comment. Curb cuts are being evaluated individually and will be brought into compliance with the City design standards where feasible.

- 13) What are the plans for pedestrian (sidewalk) and street lighting improvements along the West Alabama Project?

Thank you for the comment. There are 6-ft sidewalks on both sides of the street with new streetlighting throughout.

- 14) From your schematic, I see that there are many driveway cutouts along the street. Those cutouts can be dangerous to pedestrians and motorists alike, and also detract from the beauty of the street that is being created. That said, I wonder if some property owners could be persuaded to share a driveway so that more trees could be planted and more green space preserved or created. Could there be some consolidation or concentration of parking behind the ROW so that there are fewer driveways to conflict with street and sidewalk usage? Another alternative might be to convince property owners with corner lots to move driveway access to the side street, as some lots are now configured, creating additional green space along W Alabama. I recognize that property owners want what they want. I also recognize that while looking at your schematic, there may be physical limitations that I am not seeing, and that an on site visit would possibly rule out my suggestion.

Thank you for the comments. Consolidating driveways and concentrating on parking behind the ROW are not feasible in this project.

- 15) Winlow Place Civic Club supports the Friends of the Boulevard letter and requests a safer, more neighborhood-focused design for West Alabama. Our residents live directly along this corridor and experience its traffic, unsafe crossings, and limited pedestrian access every day. West Alabama is also part of Houston's High Injury Network—6.81% of city streets that account for 52.67% of traffic deaths and serious injuries.

The final plan should include:

- Pedestrian refuge islands
- Safe crossings every 500–600 feet
- Raised crosswalks at Dunlavy near H-E-B
- Eight-foot minimum sidewalks
- Pedestrian signal head starts and no right turn on red where appropriate
- A 10-foot center turn lane, with added space for sidewalks and trees
- A specific, funded parallel bike route

This is a once-in-a-generation project. Safety, walkability, and neighborhood livability must be central to the final design.

Thank you for the comment. This project includes safe crossings approximately every 500 to 700 feet per City requirement. Raised pedestrian islands and crossings are not part of the project. The City prefers the RRFBs to refuge islands. The RRFBs are designed to bring greater driver awareness to the crossing and do contribute to a safer roadway. No right-turn on red is being designed at the traffic signals.

- 16) What purpose does it serve to widen sidewalks to 6' and then narrow back to 4' to accommodate existing trees? This sidewalk "hour glassing" was recently done on Kipling Street (during the water project) and the aesthetics are absolutely horrible. It is a danger for any person's, disabled person's or child's mobility to have the sidewalks continually widen and narrow, widen and narrow, over and over and over. This concept needs to be rethought and discussed at length with the homeowners and renters of the community. We realize COH requests new sidewalks to be 6'; this makes sense in downtown Houston, not throughout a community neighborhood pedestrian walkway.

PLEASE KEEP ALL NEW ALABAMA SIDEWALKS AT 4' WIDTH to preserve the visual integrity of the neighborhood, and the safety of all residents and their children.

Thank you for the comment. The design is intended to maintain a consistent and cohesive streetscape while responding to existing site constraints. The roadway will utilize slightly narrowed 11-foot lanes, and sidewalks are being widened from the 4-foot minimum to 6 feet wherever feasible. In areas where large, mature trees are present, localized variations in sidewalk alignment or width may be necessary to preserve these existing trees, resulting in minor variations.

- 17) I've noticed that the current bad state of Alabama Street causes motorists to drive slower and more carefully so as not to destroy their car, so how is the TIRZ designing the road to ensure drivers maintain the speed limit after the street is repaved? Almost all people see a nice smooth new roadway with wide lines and have the desire to drive fast, but that's really dangerous in one of the most pedestrian- and cyclist-heavy neighborhoods in the city.

Please pair the road design with traffic signal timing that encourages driving at or near the posted speed by timing the lights so that a driver going the speed limit hits greens, and a speeding driver does not.

When I attended one of the TIRZ meetings regarding the reconstruction, I learned sidewalks are planned at 6 feet but will narrow in places for trees. Where a full-width path can't be maintained, please show exactly where and how narrow, and pursue every option (routing around trees, easements) to keep a continuous, accessible walkway. Because sidewalks are usually in disrepair, disconnected or just plain nonexistent, in Houston, I've seen walkers, cyclists, runners, mothers with strollers, and people in wheelchairs use either the protected bike lanes or the road itself to get around.

Please be sure to prioritize preserving the mature trees, and pair that with the widest sidewalks the right-of-way allows. Shade and walkability go together.

I have always felt safe using the protected bike lanes in this city whether in Montrose or other neighborhoods, however, given that a bike lane was removed from West Alabama's redesign, please ensure the Montrose Greenways study commits to a specific, funded parallel bike route, with safe crossings of West Alabama where that route intersects it, rather than leaving cyclists without a connection.

Finally, please prioritize curb extensions (bulb outs) near St. Stephen's, Lanier, and AOS, where kids are present daily. This would shorten the crossing distance for kids and parents, slow down turning drivers, and improve visibility by preventing cars from parking right up to the corner.

Thank you for the comment. The design encourages safe speeds through 11-ft lane widths, a three-lane section, and speed limit signs. There are high-visibility crosswalk pavement markings that bring greater awareness to the presence of a pedestrian crossing. The number of crossings were improved to the typical 500- to 700-foot spacing, three of which have a rectangular rapid flashing beacon.



Also, the more continuous street tree "coverage could improve traffic safety by affecting a driver's perceived sense of safety and crash risk and, consequently, could play a key role in slowing down driving speed and make the street safer." (A National Investigation on the Impacts of Lane Width and Traffic Safety, 13)

18) At the March TIRZ board meeting, the chair said that a parallel bike way to Alabama Street would be built. I would like to know what that corridor will be.

- Does the board have a crash reduction goal or keep performance indicator for this project. 500 car crashes have occurred on this section of Alabama Street in the past six years.
- What is being done to physically prevent cars from parking illegally on perpendicular streets? Is physical daylighting something we can implement?
- This board has identified several crossings to be enhanced. But they lack physical protection, leaving behind those who are slow at crossing the street. Physical protection is essential when will the board commit to building pedestrian refuge Islands, like exists in the heights right now?
- What speed is traffic going on Alabama Street right now, what is the target speed of the redesign project. What is being done to make sure traffic goes that speed. Currently the potholes help Slow traffic down.

Thank you for the comment. The goal is to eliminate traffic deaths on W Alabama St. No changes to parking restrictions are being designed. The City prefers the RRFBs, which improves motorist yield rates. The existing 85th percentile speeds range from 26.6 mph to 30.7 mph. The design speed is 30 mph.

19) Given that a bike lane was removed from West Alabama's redesign, please ensure the Montrose Greenways study commits to a specific, funded parallel bike route, with safe crossings of West Alabama where that route intersects it, rather than leaving cyclists without a connection. Please prioritize preserving the mature trees, and pair that with the widest sidewalks the right-of-way allows. Shade and walkability go together. Please publish, before the design is finalized, a corridor-wide map of every planned crossing, signal, and refuge location, so the community can see the whole pedestrian network, not evaluate it intersection by intersection after the fact. In past comment periods, the TIRZ accepted project feedback by email. This project routes comments only through a single form linked on one webpage. Please restore an email option and confirm how comments submitted outside the form will be counted.

Thank you for the comment. The project will provide a minimum 4-foot buffer between the roadway and sidewalk, with sidewalks widened to 6 feet wherever feasible while preserving existing trees. Raised pedestrian islands cannot be incorporated at this time in accordance with the City's Guiding Mobility Principles; however, RRFBs and accessible ramps are FHWA-proven safety countermeasures that provide a safe and convenient crossing treatment.

Email comments are still welcome, and all comments received by email or through the comment form will be counted.

20) Given how tight many of the signaled intersections along this corridor can get, as well as the increasing need of pedestrian safety, does the city plan to ban turns on red at the traffic lights along Alabama, as was previously done at certain Upper Kirby intersections along the same corridor?

It seems like the center turning lane was mainly kept in place to allow for access to nearby businesses. But on certain residential sections of Alabama where adjacent businesses depend more on curbside activity than on driveway access, could it be feasible to replace the turning lane with one lane of on-street parking? To my knowledge, this would not violate any MTFP guidelines since Alabama is not a major thoroughfare. Speaking of which, the center turning lane should typically be at least 9 inches narrower than the general purpose lanes. I highly doubt a slightly narrower turn lane would restrict emergency vehicle mobility on the through lanes.

If pedestrians are expected to cross more than one lane of traffic at a time (as the city's refusal to install Studewood-style crossing islands would necessitate) then something more than just a painted crosswalk becomes necessary to ensure safe crossings. Will the city install signals or raised crossings to make up for the lack of refuge islands?

Without a protected bike lane, Alabama will have to meet the standards of a sharrow, which includes (among many other design requirements) a lower speed limit to eliminate unsafe speed differentials between traveling cars and bikes. Will this project be paired with a reduction in speed to 25 or 20 mph on Alabama and other residential streets in Montrose?

If the city does not plan to allow, and dedicate a signal phase for, left turns onto south shepherd from westbound Alabama, then I would encourage the city to instead install a median where the left-turn approach lane would have otherwise been.

Thank you for the comment. No right-turn on red signs are being designed at all signalized intersections to improve safety. The Montrose Redevelopment Authority recently did this on the Montrose Blvd project.

The two-way left-turn lane is being kept to allow left turns to businesses without impeding the flow of traffic. Replacing the turning lane with on-street parking is not being designed since it would cause a traffic flow impediment.

The center turn lane is 11-ft wide per City Guiding Mobility Principles and serves an operational and safety function. Center turn lanes accommodate vehicles entering from both directions, provide vehicular refuge space, and reduce the risk of head-on conflicts.

Raised pedestrian islands and crossings are not part of the project. There will be an RRFB at three locations throughout the project. The RRFBs are designed to bring greater driver awareness to the crossing and do contribute to a safer roadway. There will also be high-visibility crosswalks at every approach at every signalized intersection. Raised pedestrian islands are not able to be installed at this time per the City's Guiding Mobility Principles. RRFBs and ramps are a suitable FHWA proven safety countermeasure and will provide a safe and convenient crossing treatment in lieu of median islands.

The volume of traffic on W Alabama St is too high for a sharrow. W Main Street and Hawthorne Street are designated as additional east/west bike routes.

- 21) Left turns are not allowed on Shepherd Drive from West Alabama St. There is a sign indicating so. Maps indicates that there is a left turn planned, correction is needed.

Thank you for the comment. The design is being modified to match the lane configuration at Shepherd Drive, which does not include a left-turn lane.

- 22) The community input is overwhelming in support of removing the turning lane and bringing bike lanes back to West Alabama removed during the 529 spur reconstruction. Why is the city continuing to refuse to consider bike lanes

Thank you for the comment. This project is the middle segment of three projects being led by the City of Houston. The lane configurations of all three projects are consistent in that they do not have bicycle lanes.

- 23) Please ensure that a parallel bikeway is included since an on street option has been pulled from the design. This would be useful for me to access Midtown and other points east of Montrose

Thank you for the comment. This project is the middle segment of three projects being led by the City of Houston. The lane configurations of all three projects are consistent in that they do not have bicycle lanes.

- 24) Please add a 10 foot wide center ten lane to this project. This will allow for more room for pedestrian realm improvements such as planting new street trees.

Thank you for the comment. The center turn lane is 11-ft wide per City Guiding Mobility Principles and serves an operational and safety function. Center turn lanes accommodate vehicles entering from both directions, provide vehicular refuge space, and reduce the risk of head-on conflicts.

- 25) Why was an 11 ft center lane chosen? The city's IDM (10.3.03 Corridor Design) states center turn lanes should be 10 ft wide. Please fix this for the final design. It will encourage slower, safer driving and provide more space for sidewalks and trees

Thank you for the comment. The center turn lane is 11-ft wide per City Guiding Mobility Principles and serves an operational and safety function. Center turn lanes accommodate vehicles entering from both directions, provide vehicular refuge space, and reduce the risk of head-on conflicts.

- 26) We were told over and over at the 2025 open house that it was not possible to reduce the 12' lane widths due to "design principles." Now the proposal appears to feature standard 11' lane widths. Do what the neighborhood has been requesting all along, and produce a design with 10' lanes. Wider lanes encourage speeding, which will become even more problematic when the road has been resurfaced. The notion that it will impede emergency vehicles is nonsense, they fit comfortably in a 10' lane and they have the center lane if they need to avoid an obstacle. If the city can resurface and restripe Westheimer at 9' lanes, surely it can produce a design for Alabama that includes 10' lanes.

Thank you for the comment. This project is proceeding with 11 ft lanes.

- 27) I want wider sidewalks and walkability. I want cyclist safety over vehicle access.

Thank you for the comment. This project will have a minimum 4 ft buffer between the roadway and sidewalk, promoting pedestrian safety. All sidewalks are being widened to 6 ft with the exception of the occasional narrowing to protect a large tree. This project is the middle segment of three projects being led by the City of Houston. The lane configurations of all three projects are consistent in that they do not have bicycle lanes.

- 28) I regularly drive, bike, and walk along and around West Alabama. While doing this I regularly see vehicles use the center lane as a passing lane, at high speeds. Given this reality I am asking that the center lane specifically be built at 10-feet wide, the standard width for turning lanes. Additionally, please add islands and pedestrian islands where the turning lane is not required, to limit the use of the center lane as a passing lane.

Thank you for the comment. All existing signage and pavement markings along side streets such as bike lanes will be restored, ensuring City design specifications are met.

- 29) I regularly bike with my 2-year old daughter in the neighborhood. Given that a bike lane was removed from West Alabama's redesign, please ensure the Montrose Greenways study commits to a specific, funded parallel bike route, with safe crossings of West Alabama where that route intersects it, rather than leaving cyclists without a connection.

Thank you for the comment. All existing signage and pavement markings along side streets such as bike lanes will be restored, ensuring City design specifications are met.

- 30) Add a left turn from the north and south ends of Hazard at West Alabama and from the north and south ends of Mandell at West Alabama.

Thank you for the comment. There is insufficient roadway width to add dedicated left turn lanes on the northbound/southbound approaches of Hazard and Mandell. Traffic modeling shows this does not create significant vehicle delays.

- 31) The center turn lane on West Alabama is dangerous. Some cars use it as a through lane or a passing lane. I have personally almost been involved in head on crashes more than once while waiting to make a left turn into a business. In the long stretches of West Alabama where no left turns are possible it would enhance safety to have pedestrian islands.

Thank you for your comment. The center lane used to be a lane that switched directions depending on the time of day with a signal. With the signals being removed, it is currently a poorly marked and unsafe lane. This project will include clear signage and pavement markings indicating the intended use of the lane.

- 32) I'm asking for the center turn lane to specifically be built at 10 feet, the standard width for turn lanes, with the recovered space going to wider sidewalks and tree planting.

Thank you for the comment. The center turn lane is 11-ft wide per City Guiding Mobility Principles and serves an operational and safety function. Center turn lanes accommodate vehicles entering from both directions, provide vehicular refuge space, and reduce the risk of head-on conflicts.

- 33) Please narrow the lane width to allow for sidewalk widening beyond the 6 feet minimum. The current lane width is extreme, and this will free up valuable space for pedestrians. Areas of Houston that have seen reduction in lane widths are much more comfortable to cross as a pedestrian and have reduced crashes.

Thank you for your comment. This project is proceeding with the slightly narrowed 11 ft lanes. 4 ft is the minimum sidewalk width, but we are widening all sidewalks to 6 ft. In many areas, we are restrained by the locations of very large mature trees.

- 34) I am glad that W Alabama Street is getting a much-needed reconstruction and that steps will be taken to improve the drainage (especially on the intersection with Mandell). I live on the corner of W Alabama and Dunlavy, and I walk up and down the street every weekend. I also drive on W Alabama when I am headed to/from the neighborhood. I will certainly not miss the potholes! However, one concern I have about the redesign is that once those potholes go away, drivers will speed more often along this street, making the area less safe for pedestrians. Please consider adding the following two design features to make W Alabama a street that naturally discourages speeding: First, please add features, such as pedestrian islands, to prevent the center turn lane being continuous along the entire length of the street. Having a continuous third lane in the center of the street makes W Alabama feel wider while driving and makes it more comfortable to drive dangerously fast. Second, please consider reducing the redesigned center turn lane to 10 feet wherever possible and use the recovered width to widen the sidewalks and/or landscaping.

Thank you for the comment. The roadway environment is being designed to encourage safe driving with safety components designed into every aspect of design. Raised pedestrian islands are not able to be installed at this time per the City's Guiding Mobility Principles. RRFBs and ramps are a suitable FHWA proven safety countermeasure and will provide a safe and convenient crossing treatment in lieu of median islands.

The center turn lane is 11-ft wide per City Guiding Mobility Principles and serves an operational and safety function. Center turn lanes accommodate vehicles entering from both directions, provide vehicular refuge space, and reduce the risk of head-on conflicts.

- 35) I am a Lanier MS parent in the area and worry deeply about the danger of cars and kids interacting along West Alabama. While my son would be able to ride his bike to school distance-wise, we opted for bus transport this year because of the unsafe conditions on the roads surrounding the school. Please prioritize smaller lane widths, wider sidewalks, wider grassy easements between sidewalks and cars, and protected crosswalks (bulb-puts, raised surfaces, paint, and lights) at regular intervals, and protected bike lanes that make it safer for all of us to access multimodal mobility.

Thank you for the comment. Safety is incorporated throughout the design through 11-foot lane widths, a three-lane roadway configuration, speed limit signage, and high-visibility crosswalk markings to improve pedestrian awareness. Pedestrian crossings have also been improved to provide typical spacing of approximately 500 to 700 feet, with three crossings incorporating rectangular rapid flashing beacons.

As the middle segment of three City of Houston-led projects, this project maintains a consistent lane configuration with the adjacent segments, which do not include dedicated bicycle lanes.

- 36) For context in considering acceptability of the proposed 11-foot lane widths, please identify nearby public streets that have 10-, 11-, or 12-foot wide lanes that the public can observe in operation.

Thank you for the comment. Examples of roadways in the area with these characteristics:

10-ft | W 11th Street from Shepherd Drive to Michaux Street

11-ft | W Dallas Street from Waugh Drive to Montrose Boulevard

12-ft | Most major thoroughfares rebuilt in the past 10 years, including Montrose Boulevard from W Clay Street to Allen Parkway

Note that many factors contribute to how a roadway operates, with lane widths being only part of the operational impact.

- 37) I'm asking for the center turn lane to specifically be built at 10 feet, the standard width for turn lanes, with the recovered space going to wider sidewalks and tree planting. A turn lane doesn't need to be as wide as a travel lane. Narrowing the center turn lane frees up space that can go to wider sidewalks and tree planting.

Thank you for the comment. The center turn lane is 11-ft wide per City Guiding Mobility Principles and serves an operational and safety function. Center turn lanes accommodate vehicles entering from both directions, provide vehicular refuge space, and reduce the risk of head-on conflicts.

- 38) Please ensure that the Montrose Greenways study commits to a specific, funded parallel bike route, with safe crossings of West Alabama where that route intersects it, rather than leaving cyclists without a connection. In doing so - I recommend the curb lanes be free from seams or drainage grates where people on bikes will legally ride, so that cyclists using the general lanes are not forced over hazards.

Thank you for the comment.

- 39) Given that a bike lane was removed from West Alabama's redesign, please ensure the Montrose Greenways study commits to a specific, funded parallel bike route, with safe crossings of West Alabama where that route intersects it, rather than leaving cyclists without a connection.

Thank you for the comment.

- 40) One of my favorite ways to get around Houston is on my skates. Houston has a strong street skating culture that dates back to the 70s, and this culture continues today with groups like the Space City Skaters, who I skate with regularly. With this group, we rely on use bike routes to connect our way to Montrose's many sites and stops. Especially since a bike lane was removed from West Alabama's redesign, it's important to me the Montrose Greenways study commits to a specific, funded parallel bike route, with safe crossings at West Alabama. This will make for a safer way for both bikers and skaters like me to navigate and engage with the many great businesses along this corridor.

Thank you for the comment.

- 41) Describe the areas, methods, and stages of construction in which admixtures such as cement, fly ash, and lime, will be mixed with pavement subgrade, and measures that will be implemented to control fugitive dust during placement and mixing, such as use of slurry admixtures.

Thank you for the comment. Means and methods will be chosen by the contractor during the construction phase.

- 42) In addition to a protected green left turn signal at signalized intersections on West Alabama, include a subsequent blinking yellow left turn signal during the through-traffic green light, and likewise for left turn signals for Montrose, Yoakum, Mandell, Dunlavy, and Hazard.

Thank you for the comment. Left turn traffic signal phasing will be determined per the City Infrastructure Design Manual and national best practices for signal timing. Car turning volumes, crash history, expected safety performance, and roadway geometry will be used to determine the most suitable left turn phasing operations.

- 43) Steel poles were constructed at places behind the curb along West Alabama to support reversible lane signal lights during the reconstruction of the Southwest Freeway several years ago. The signal lights were removed several years ago, but many of the steel poles remain. Remove those steel poles to facilitate the new construction.

Thank you for the comment. The steel poles are being removed.

- 44) Add electronic vehicle detectors to each direction at each signalized intersection to identify presence, or absence, of vehicles stopped at or approaching each intersection. Use the information to override the part of the red light cycle if there are no vehicles approaching on the intersecting street (including West Alabama), thereby shortening idle wait times, with the signal cycle returning to the normal cycle after passage of all vehicles on the intersecting street or completion of the corresponding signal cycle.

Thank you for the comment. Vehicle and bicycle detection systems will be added per the City Infrastructure Design Manual.

- 45) Please add a Hawk, a raised crosswalk, or both to Graustark.

Thank you for the comment. This project includes safe crossings approximately every 500 to 700 feet per City requirements. Raised pedestrian islands and crossings are not part of the project. There will be an RRFB at three locations throughout the project, one of which being at the western side of the Graustark/W Alabama intersection. The RRFBs are designed to bring greater driver awareness to the crossing and do contribute to a safer roadway.

- 46) What will be the finish of the traffic signal poles, mast arms, etc.? Galvanized or powder coated black?

Thank you for the comment. The traffic signal poles, mast arms, and associated components will be galvanized.

- 47) Please ensure that there is a small interval between the lights turning red and the pedestrians getting cross, and consider restricting the ability for cars to turn on red to prevent collisions with pedestrians.

Thank you for the comment. Leading pedestrian intervals are being recommended to the City of Houston for this project.

- 48) The stretch of Alabama between Stanford and the Spur currently has no safe pedestrian crossings. The decision to include a yellow blinker at Garrott and Alabama is a step in the right direction but I believe that it is inadequate. Given the heavy volume of traffic on Alabama, at a minimum a HAWK signal should be installed. Preferably a full traffic signal should be considered. This intersection is not only dangerous for pedestrians: there are frequent collisions between cars turning from Garrott street and cross traffic on Alabama, which a traffic signal could also address.

Thank you for the comment. Traffic signals and pedestrian crossings were evaluated for all intersections along the whole corridor with the intent of providing safe vehicle and ped/bike crossings approximately every 700 feet. New traffic signals did not meet any of the technical volume, crash history, or roadway network requirements between Mandell and Yoakum. Pedestrian delay and comfort analysis resulted in the recommendation to use RRFBs over HAWKs as HAWKs are more than four times as expensive with not much greater benefit. RRFBs are a suitable pedestrian crossing type for the roadway width and volumes/speeds of vehicles.

- 49) I was unable to attend the meeting, but I reviewed the presentation on the website. I would like some clarification on the pedestrian crossing plan at Graustark and West Alabama. I can see that no additional traffic light is planned, but will there be a flashing light crosswalk similar to that on Westheimer, east of Montrose Blvd?

Thank you for your comment. Yes, there will be flashing yellow lights at the rectangular rapid flashing beacon, similar to Westheimer east of Montrose. The difference is that there are only three lanes to cross.

- 50) Why is there a gap in protected crossings between Mandell and Yoakum? This is one of the busiest pedestrian sections of the corridor — the University of St. Thomas and the Menil Collection sit on the south side, businesses on the north — yet the current design proposes only a single rapid-flashing beacon across roughly three blocks. What is the basis for that spacing, and was a traffic signal or HAWK signal evaluated for this stretch? Please provide a detailed technical response

Thank you for the comment. Traffic signals and pedestrian crossings were evaluated for all intersections along the whole corridor with the intent of providing safe vehicle and ped/bike crossings approximately every 700 feet. New traffic signals did not meet any of the technical volume, crash history, or roadway network requirements between Mandell and Yoakum. Pedestrian delay and comfort analysis resulted in the recommendation to use RRFBs over HAWKs as HAWKs are more than four times as expensive with not much greater benefit. RRFBs are a suitable pedestrian crossing type for the roadway width and volumes/speeds of vehicles. New RRFBs at Mt. Vernon and Graustark were chosen to help with the pedestrian crossing desire lines for UST and the nearby restaurants and parking. The crossings at Mulberry and Yupon were not found to be that desirable as they dead end at W Main/Colquitt. Pedestrians instead are encouraged to cross at Mandell or Graustark which will catch all peds coming from the south and directly catch most of the peds coming from the north.

- 51) The plans indicate a new left turn lane for westbound traffic on W. Alabama for vehicles turning south onto Shepard. This left turn is not permitted today. Will a protected left turn (green arrow) traffic light signal be installed? Will any of the left turn lanes on W. Alabama at the signalized intersections be a protected left?

Thank you for the comment. The design is being modified to match the lane configuration at Shepherd Drive, which does not include a left-turn lane.

- 52) Thank you for all of your work on this project and all of the great information. Sorry if I missed it here but can you let me know what is the timeline for Alabama Street reconstruction?

Thank you for the comment. Construction will begin in early 2027 and last approximately 2 years.

- 53) Was a traffic signal or HAWK signal evaluated for the stretch between Mandell and Yoakum? on What basis was RRFB selected and not a traffic signal? Dedicated traffic signal crossing would be safer for both pedestrians and drivers

Thank you for the comment. Traffic signals and pedestrian crossings were evaluated for all intersections along the whole corridor with the intent of providing safe vehicle and ped/bike crossings approximately every 700 feet. New traffic signals did not meet any of the technical volume, crash history, or roadway network requirements between Mandell and Yoakum. Pedestrian delay and comfort analysis resulted in the recommendation to use RRFBs over HAWKs as HAWKs are more than four times as expensive with not much greater benefit. RRFBs are a suitable pedestrian crossing type for the roadway width and volumes/speeds of vehicles. New RRFBs at Mt. Vernon and Graustark were chosen to help with the pedestrian crossing desire lines for UST and the nearby restaurants and parking. The crossings at Mulberry and Yupon were not found to be that desirable as they dead end at W Main/Colquitt. Pedestrians instead are encouraged to cross at Mandell or Graustark which will catch all peds coming from the south and directly catch most of the peds coming from the north.

- 54) Please pair the road design with traffic signal timing that encourages driving at or near the posted speed by timing the lights so that a driver going the speed limit hits greens, and a speeding driver does not. Please commit to adding raised, protected crossings near the HEB at Dunlavy, where large numbers of people cross on foot every day. This is one of the busiest pedestrian locations on the entire street.

Thank you for the comment. The traffic signal timing is being designed appropriately for a 30-mph street.

- 55) Describe locations on West Alabama, intersecting streets, and nearby streets that will be used to stage operating and idle construction equipment and haul trucks, plus material stockpiles. Describe measures that will be implemented to control exhaust emissions and noise from operating and staged construction equipment and haul trucks.

Thank you for the comment. Means and methods will be chosen by the contractor during the construction phase.

- 56) Require that the contractor to maintain a 24/7 project contact telephone and internet message center for reports of problems from the public; maintain a public log of those reports and response; and implement a prompt response to problems, such as absent temporary barriers and warning signs, blocked drainage, debris on the roadway, etc., especially during non-working hours.

Thank you for the comment. Contact information is typically provided by the contractor. The other requests will be considered.

- 57) Describe working hours, especially night work, for each day of the week, including each area, construction stage, and seasonal variation.

Thank you for the comment. The contractor may perform work at the site 24 hours per day. Any night work required will comply with City noise ordinances. However, lane closures will typically be from 9:00 a.m. to 4:00 p.m.

- 58) Please commit to adding raised, protected crossings near the HEB at Dunlavy, where large numbers of people cross on foot every day. This is one of the busiest pedestrian locations on the entire street.

Thank you for the comment. Raised pedestrian islands are not able to be installed at this time per the City's Guiding Mobility Principles. RRFBs and ramps are a suitable FHWA proven safety countermeasure and will provide a safe and convenient crossing treatment in lieu of median islands.

- 59) Please pair the road design with traffic signal timing that encourages driving at or near the posted speed by timing the lights so that a driver going the speed limit hits greens, and a speeding driver does not.

Please commit to adding raised, protected crossings near the HEB at Dunlavy, where large numbers of people cross on foot every day. This is one of the busiest pedestrian locations on the entire street.

Thank you for the comment. The traffic signal timing is being designed appropriately for a 30-mph street. Raised pedestrian crossings are not a part of this project. This project includes safe crossings approximately every 500 to 700 feet per City requirements. There will be an RRFB at three locations throughout the project. The RRFBs are designed to bring greater driver awareness to the crossing and do contribute to a safer roadway. There will also be high-visibility crosswalks at every approach at every signalized intersection, such as Dunlavy.

- 60) I'm worried that the planned RRFBs (push-button for flashing lights planned for Graustark, Mt. Vernon, and Garrott streets) are insufficient to get drivers to stop. We've seen the new one on Westheimer outside Katz's doesn't work to the point that someone with a safety vest is needed to help pedestrians cross.

I'm asking for protected crossings at regular intervals, every 2 blocks: not just painted lines, but crossings with features that actually get drivers to stop, like refuge islands, raised crossings, or signals. Paint alone doesn't slow traffic. I'd like to see a protected crossing roughly every other block, so people aren't forced to dash across or walk far out of their way.

Thank you for the comment. Traffic signals and pedestrian crossings were evaluated for all intersections along the whole corridor with the intent of providing safe vehicle and ped/bike crossings approximately every 700 feet. Pedestrian delay and comfort analysis resulted in the recommendation to use RRFBs over HAWKS as HAWKS are more than four times as expensive with not much greater benefit. RRFBs are a suitable pedestrian crossing type for the roadway width and volumes/speeds of vehicles.

The number of crossings were improved to the typical 500- to 700-foot spacing, three of which have a rectangular rapid flashing beacon.

- 61) I understand the center turn lane is being retained. Where there isn't a turning movement, could that space include pedestrian refuge islands, so someone crossing has a safe place to pause while crossing W. Alabama St? The updated schematic (from July 2026) already includes pedestrian ramps, which suggests refuge islands could be built in.

Thank you for the comment. Raised pedestrian islands are not able to be installed at this time per the City's Guiding Mobility Principles. RRFBs and ramps are a suitable FHWA proven safety countermeasure and will provide a safe and convenient crossing treatment in lieu of median islands.

- 62) This is a once-in-a-generation reconstruction of a street on Houston's High Injury Network. Please commit, in the design drawings, to a specific number and spacing of protected crossings (for example, a safe crossing every 500–600 feet) rather than leaving it to be "evaluated later."

Thank you for the comment. This project includes safe crossings approximately every 500 to 700 feet per City requirements.

- 63) So happy to learn Alabama is receiving a safe redesign. This comment refers basically to all the crossings including Montrose, Yoakum, Graustark, Yupon, Mandell, Hazard, Shepherd, Kirby, but crossing Dunlavy feels especially dangerous as a driver, a bike rider, and especially when walking. I would hope to see something in the design that forces drivers to slow their speeds at intersections and creates more space and safety for those walking. A 10-foot sidewalk would be great! A pedestrian refuge in the center of the roadway would also be helpful.

Thank you for the comment. Safety is being incorporated into the design wherever possible. There is not enough room for 10-ft sidewalks within the right-of-way. Raised pedestrian islands are not able to be installed at this time per the City's Guiding Mobility Principles. RRFBs and ramps are a suitable FHWA proven safety countermeasure and will provide a safe and convenient crossing treatment in lieu of median islands.

64) Thank you for including a pedestrian crossing at W Alabama and Mt Vernon! There is A LOT of foot traffic across this intersection, probably more than at any of the nearby traffic lights. Personally I make this cross multiple times a day. There are a lot of students and neighborhood residents that do so too. My question: Would it be possible to move the proposed pedestrian crossing to the West side of the intersection, since the side walk along the west side of Mt Vernon experiences significantly more use? The East side walk really only runs behind the school with no entry ways feeding into it.

Thank you for your support. The crossing location was coordinated with UST.

65) Please put a crosswalk from the west side of Mt. Vernon between the North and South of West Alabama. This will allow me and other students of the University of St. Thomas to safely walk from school to our house.

Thank you for the comment. A single crossing at Mt. Vernon contributes to a safer intersection since there is one less point where a pedestrian could be hit by a car in a crosswalk.

66) Pedestrian refuge islands are needed to make unsignalized crossing safer. The project originally considered pedestrian refuge Islands which are now not part of the plan. It is very difficult to cross at intersections like Brandt, Jack, Graustark, Mt. Vernon and others. Refuge islands also help slow traffic making the street safer.

Thank you for the comment. Raised pedestrian islands are not able to be installed at this time per the City's Guiding Mobility Principles. RRFBs and ramps are a suitable FHWA proven safety countermeasure and will provide a safe and convenient crossing treatment in lieu of median islands.

67) I see so many people walking to get their groceries at the HEB who don't have adequate crossing protection and W Alabama and Dunlavy. I have concern for the safety of these members of my community

Thank you for the comment. The design is incorporating safety at signalized intersections to the maximum extent feasible. At signalized intersections this includes pedestrian signals, audible pedestrian signals, no right-turn on red signage, and leading pedestrian intervals.

68) Keep the street slow and shaded. It takes a lifetime to grow a mature tree, and they are basically irreplaceable. I drive and walk along W. Alabama everyday, and I would take narrower lanes and wider pedestrian realm to ensure that it stays safe for pedestrians. Where possible it would be great to take advantage of the center turn lane for refuge islands.

Thank you for the comment. Existing trees are being preserved to the maximum extent feasible. The lane configuration and sidewalk widths are being designed to widths that contribute to the overall safety on the roadway. Raised pedestrian islands are not able to be installed at this time per the City's Guiding Mobility Principles. RRFBs and ramps are a suitable FHWA proven safety countermeasure and will provide a safe and convenient crossing treatment in lieu of median islands.

69) I am asking to bring back the critical traffic safety elements that are no longer included in the currently proposed design of the West Alabama St project. I live a few blocks away from West Alabama Street, and I am confronted daily with the unsafe design of West Alabama. I walk with my 12-years old son every day to school at St. Stephens Montessori, and I frequently cross West Alabama on my bicycle to reach my destinations.

- I'm asking for protected crossings at regular intervals; not just painted lines, but crossings with features that actually get drivers to stop, like refuge islands, raised crossings, or signals. Paint alone doesn't slow traffic. I'd like to see a protected crossing roughly every other block, so people aren't forced to dash across or walk far out of their way.
- Please add raised, protected crossings near the HEB at Dunlavy, where large numbers of people cross on foot every day. This is one of the busiest pedestrian locations on the entire street.

- I would like to see leading pedestrian intervals at signalized intersections to give people on foot a few seconds' head start before cars get a green light. It's a low-cost, proven way to reduce pedestrian crashes.
- Please prohibit right turns on red along the corridor. Right-on-red is a common cause of pedestrian conflicts, and banning it costs almost nothing.
- Also, please note that push-button for flashing lights are insufficient to get drivers to stop. They don't work on Westheimer outside Katz's, and they don't work on Montrose Blvd across from Glassell School of Art, despite parents with children crossing there precariously all the time to reach summer day camps.

Thank you for the comment. Raised pedestrian islands are not able to be installed at this time per the City's Guiding Mobility Principles. RRFBs and ramps are a suitable FHWA proven safety countermeasure and will provide a safe and convenient crossing treatment in lieu of median islands.

- 70) When I am walking, cars do not seem to wait while walkers have a signal to walk. I'd like to see leading pedestrian intervals at signalized intersections to give people on foot a few seconds' head start before cars get a green light. It's a low-cost, proven way to reduce pedestrian crashes.

Thank you for the comment. Leading pedestrian intervals are being recommended to the City of Houston for this project.

- 71) Many places that I walk are not wide enough for 2 people to pass oncoming groups of people, dog walkers, strollers without someone going out into the street. This is unsafe and is a deterrent to walking that is easily solved by making wider sidewalks.

Thank you for the comment. All sidewalks are being widened to 6 ft with the exception of the occasional narrowing to protect a large tree

- 72) As a resident who lives directly on W. Alabama I want to see a plan that prioritizes pedestrians and local residents over car throughput. I walk along W. Alabama regularly and the constant road construction, poorly maintained sidewalks, lack of safety infrastructure like protected crossings at regular intervals, refuge islands, and raised crosswalks make it a terrible experience. W. Alabama should a road designed to support local traffic and pedestrians, not just be major thoroughfare connecting Midtown to the Galleria; that's what Richmond and 59 is for. Design the street with elements that have been proven to slow traffic down, like narrower lanes, medians, bollards, and speed bumps, not just signs or lights that are easily ignored.

The TIRZ has long hidden behind the city's outdated and frankly ludicrous design principles for too long and needs to show some actual leadership in representing this community. Following the city's guiding mobility principle mandates just makes the street more dangerous, induces more people to drive on it which necessitates further repairs and continues the downward spiral into making this area of Montrose another car riddled shithole like the rest of the city. Montrose is the part of the city where people actually want to move to because it's the only place where walking can be safe, interesting, comfortable, and useful, the 4 necessary factors needed to encourage regular walking. Trees don't matter when the street design does nothing to encourage people walking underneath them, street lights don't matter when there is nothing worth walking to, and the newly paved potholes will be right back in 6 months after more people are induced to start driving on the street because the potholes were filled. The city's guiding mobility principles are nothing but the same 1950's car centric rhetoric that has turned most of this city into a an ugly concrete hellscape with objectively some of the most dangerous roads in the country. Montrose is special because it's not that. Fight back against the city's mandates that focus on commuters tearing through our neighborhood as fast as possible and design the street for the residents who live here.

Thank you for the comment. Safety is incorporated throughout the design through 11-foot lane widths, a three-lane roadway configuration, speed limit signage, and high-visibility crosswalk markings to improve pedestrian awareness. Pedestrian crossings have also been improved to provide typical spacing of approximately 500 to 700 feet, with three crossings incorporating rectangular rapid flashing beacons.

- 73) Crossing here to walk to the Menil feels scary! Can we have a pedestrian light, stop sign, speed bumps or partial median at a few places to cross easier?

Thank you for the comment. The nearest marked crossing is one block to the west at Mandell St. Use that for a more enhanced level of safety.

- 74) I live on West Alabama and am everyday reminded of the dangers of this street and it being on Houston's High Injury Network. Please commit to a specific number and spacing of protected crossings rather than leaving it to be "evaluated later." The time is now to consider the future of our neighbors.

Thank you for the comment. Safe crossings are being provided approximately every 500- to 700-feet. Safety is being incorporated into every aspect of design.

- 75) Please include safe places to cross West Alabama every 500 feet. These should include crossing lights and median refuge islands. This is a really difficult street to cross. Please make this a safe street for everyone.

Thank you for the comment. Safe crossings are being provided approximately every 500- to 700-feet. Safety is being incorporated into every aspect of design.

- 76) There is a high volume of pedestrian traffic at W. Alabama and Dunlavy and they deserve safe and protected crossings, which would include raised crossings. I and many of my neighbors frequent this HEB location multiple times a week, not to mention utilize the Dunlavy crossing to venture south of 59 - please protect pedestrians and cyclists here!

Thank you for the comment. Safe crossings are being provided approximately every 500 to 700 feet. Safety is being incorporated into every aspect of design. Dunlavy is a signalized intersection. Pedestrians should cross with the pedestrian signal.

- 77) I am glad to see this redesign being planned. It is greatly needed, and it's important that we get it right. I live in Montrose just a few blocks north of Alabama, and I regularly patronize businesses and cultural institutions on both sides of the street. Crossing the street is often difficult. While I appreciate the planned Rectangular Rapid Flashing Beacon (RRFB) on Graustark, I think this is not enough to make this intersection safe for pedestrians. Consider the fact that community member has taken it upon himself to volunteer as a fluorescent vest wearing crossing guard to help pedestrians get across Westheimer near Katz's restaurant—a location where another RRFB has been installed. I think additional measures, such as a raised crosswalk, are needed to make this intersection safe for pedestrians. Ensuring the safety of this intersection is important because the University of St. Thomas is building a new dorm nearby. Moreover, there are two businesses near this intersection, Southern Yankee Crafthouse and Lightyears Wine Bar, that serve alcohol, and so there are often people crossing the street there who are tipsy and less aware of their surroundings.

Thank you for the comment. Safety is being incorporated into every aspect of design. Raised pedestrian islands are not able to be installed at this time per the City's Guiding Mobility Principles.

Traffic signals and pedestrian crossings were evaluated for all intersections along the whole corridor with the intent of providing safe vehicle and ped/bike crossings approximately every 700 feet. Pedestrian delay and comfort analysis resulted in the recommendation to use RRFBs over HAWKs as HAWKs are more than four times as expensive with not much greater benefit. RRFBs are a suitable pedestrian crossing type for the roadway width and volumes/speeds of vehicles.

78) Hello, I am a Montrose resident and an emergency physician working here in the Houston area. While I am highly supportive of local development and the much-needed repaving of West Alabama Street, I am concerned that the current redesign plan prioritizes vehicle speed over pedestrian safety and walkability.

As a medical professional who routinely treats the victims of traffic-related trauma, including accidents from this exact street, I urge the committee to adopt the following modifications to ensure the safety and livability of our neighborhood.

First, please standardize the center turn lane to 10 feet. Turning vehicles don't require the same span as moving traffic, and narrowing this lane to standard dimensions will free up crucial space to expand pedestrian sidewalks and plant protective shade trees.

Please design for speed control. Right now, the potholes and unpaved areas on West Alabama naturally keep traffic moving slowly. Once the corridor is repaved, a repaved wide open surface will invite speeding unless the physical street design is intentionally built to prevent it.

Finally, please pair the road design with traffic signal timing that encourages driving at or near the posted speed by timing the lights so that a driver going the speed limit hits greens, and a speeding driver does not.

Thank you for your time, your work on this project, and for prioritizing the safety of Montrose residents.

Thank you for the comment. The center turn lane is 11-ft wide per City Guiding Mobility Principles and serves an operational and safety function. Center turn lanes accommodate vehicles entering from both directions, provide vehicular refuge space, and reduce the risk of head-on conflicts.

The design encourages safe speeds through 11-ft lane widths, a three-lane section, and speed limit signs. There are high-visibility crosswalk pavement markings that bring greater awareness to the presence of a pedestrian crossing. The number of crossings were improved to the typical 500- to 700-foot spacing, three of which have a rectangular rapid flashing beacon.

Also, the more continuous street tree "coverage could improve traffic safety by affecting a driver's perceived sense of safety and crash risk and, consequently, could play a key role in slowing down driving speed and make the street safer." (A National Investigation on the Impacts of Lane Width and Traffic Safety, 13)

The traffic signals will be timed for the design speed of 30 mph to improve speed compliance.

79) I cross W Alabama twice a day. So does my 11-year-old son, who is a student at Lanier Middle School. We bike across in the morning, usually crossing at Yupon. In the afternoon, he walks home with his friends along Woodhead. Lots of kids cross Alabama at Woodhead. Many drivers are used to this -- they're parents of Lanier kids too -- and they're pretty cautious. But many drivers are not. And our kids are at their mercy. There's a lot of extra space on W Alabama that would allow for safer crossings at all of these intersections -- those with signals as well as those without. Nobody in Montrose wants W Alabama to become a speedway, but that's exactly what will happen if you simply upgrade the surface and re-stripe it. Your consultants no doubt have the expertise to make crossing W Alabama safer for everybody. Let them do their work and don't let politics get in the way.

Thank you for your comment. This project includes safe crossings approximately every 500 to 700 feet per City requirements. There will be an RRFB at three locations throughout the project. The RRFBs are designed to bring greater driver awareness to the crossing and do contribute to a safer roadway. All signalized intersections will have painted high-visibility crosswalks.

- 80) I want an street I can bike freely without worrying about if cars will hit me. The HEB by my house is less than a 15 minute bike, but seeing how the cars drive i don't feel safe. There needs to be more person-centric amenities on west alabama, like bike lanes and increased visibility.

Thank you for the comment. We are not proceeding with the bike lanes in our final design. We are, however, including safe crossings approximately every 500 to 700 feet per City requirements. We are also designing three RRFBs throughout the project as well as providing high-visibility crosswalks at every signalized intersection.

- 81) This area has very heavy pedestrian traffic and I've noticed that cars are not very aware of pedestrian when driving. Please commit to adding raised, protected crossings near the HEB at Dunlavy, where large numbers of people cross on foot every day. This is one of the busiest pedestrian locations on the entire street and will ensure that folks feel safe when going to the grocery store.

Thank you for the comment. This project includes safe crossings approximately every 500 to 700 feet per City requirements. Raised pedestrian islands and crossings are not part of the project. Dunlavy is signalized, so painted high-visibility crosswalks will be installed at all four approaches of the intersection to promote safe crossing.

- 82) I don't feel safe crossing that intersection; cars frequently run the light even when the pedestrian signal is on or they turn left without checking to see if a pedestrian is crossing. I take that route frequently as I live nearby and work often from the Switchyards right there and go to Trader Joe's. I am asking for a raised crosswalk at that section so that cars slow down and are more aware of pedestrians crossing there, as well as allowing the pedestrian signal to turn on for several seconds before the traffic signal turns green and allows cars to start turning. This will help give pedestrians a head start on crossing.

Thank you for the comment. Raised pedestrian islands and crossings are not part of the project. Our project limits begin just East of the Shepherd Dr./W Alabama intersection. Modifying this intersection is not within our scope as it was recently reconstructed.

- 83) I am a frequent patron of Southern Yankee Crafthouse on W Alabama. Their parking is across the street, and I am always afraid crossing the street there and worried that cars will not see me or that they may be driving too fast to take notice of a pedestrian. I am asking for more a protected pedestrian crossings not only at this location but also at more frequent intervals along the W Alabama corridor to encourage pedestrian safety and help drivers slow down and be more aware of pedestrians. I'm requesting more than just painted lines; I would like to see crossings with with features that actually get drivers to stop, such as refuge islands, raised crossings, or signals. The paint alone isn't sufficient to stop them. Ideally, there would be a protected crossing not only here but also roughly every other block so that people like myself aren't forced to run across the street or walk far out of the way to find a safe crossing.

Thank you for the comment. This project includes safe crossings approximately every 500 to 700 feet per City requirements. Raised pedestrian islands and crossings are not part of the project. There will be an RRFB at three locations throughout the project, one of which being at the Western side of the Graustark/W Alabama intersection. The RRFBs are designed to bring greater driver awareness to the crossing and do contribute to a safer roadway.

- 84) I'd like to see leading pedestrian intervals at signalized intersections to give people on foot a few seconds' head start before cars get a green light. It's a low-cost, proven way to reduce pedestrian crashes and slow drivers down.

Thank you for the comment. Leading pedestrian intervals are being recommended to the City of Houston for this project.

- 85) I love going to Menil park with my baby but parking can be so difficult! The sidewalks should be amply big (with room for bikes on at least one side) so that people feel safe and comfortable walking. I want to walk with a stroller, but sometimes people bike on the sidewalk when the road feels unsafe (and who can blame them? I've had to ride on sidewalks before), what happens then? People focus on bikes, but what about the parents with strollers? There should be room for everyone. And if the car lanes are too wide, it steals space from the people who live in the area and just want to get around without dealing with the headache of finding parking at their destination. It's especially important to leave space for a buffer between the sidewalk and the road. Walking too close to the road is so scary!

Thank you for the comment. This project will have a minimum 4 ft buffer between the roadway and sidewalk, promoting pedestrian safety. All sidewalks are being widened to 6 ft with the exception of the occasional narrowing to protect a large tree.

- 86) I walk almost everywhere from my house — HEB, Westheimer, etc. However, I always feel unsafe crossing Dunlavy on W Alabama, or just crossing W Alabama in general. Investing in raised pedestrian crosswalks, refuge islands, and wider sidewalks would significantly improve my safety and walking experience in my neighborhood. It feels like Houston is decades behind in good street design — please prove that wrong!

Thank you for the comment. This project includes safe crossings approximately every 500 to 700 feet per City requirements. Raised pedestrian islands and crossings are not part of the project. There will be an RRFB at three locations throughout the project. The RRFBs are designed to bring greater driver awareness to the crossing and do contribute to a safer roadway. There will also be high-visibility crosswalks at every approach at every signalized intersection, such as Dunlavy.

- 87) It's not always safe to cross all 3 lanes of W Alabama at once. As is, that leaves folks feeling especially vulnerable out on the asphalt while cars drive by. Especially when walking with kids. Providing a protected space with concrete makes crossing simpler and feels much safer. Plus, they increase driver awareness to pedestrians and increase yielding to pedestrians. Studewood St in the Heights has several of these and they are fantastic to use. Montrose residents deserve these as well.

Please add concrete pedestrian refuge islands to all non-signalized crossings to increase pedestrian safety. And where turn-lane conflicts exist, move the refuge island away from an intersection so there's still a safer place to cross (moving to the opposite side of T-intersections like McDuffie, Mt Vernon, Audubon Pl, or Flora to avoid the left-turn conflict would work well)

Thank you for the comment. This project includes safe crossings approximately every 500 to 700 feet per City requirements. Raised pedestrian islands and crossings are not part of the project. There will be an RRFB at three locations throughout the project. The RRFBs are designed to bring greater driver awareness to the crossing and do contribute to a safer roadway. There will also be high-visibility crosswalks at every approach at every signalized intersection.

- 88) On behalf of the Neartown–Montrose Super Neighborhood, I am writing to formally confirm that our organization voted to support and sign the Friends of the Boulevard letter regarding the redesign of West Alabama Street.

West Alabama is more than a roadway. It is an important civic corridor connecting our neighborhoods, schools, parks, businesses, libraries, cultural institutions, and public spaces. The current reconstruction is a rare opportunity to build a safer, more accessible, and more neighborhood-focused street that will serve Montrose for generations.



For nearly a decade, residents and community stakeholders have participated in the planning process and consistently expressed support for pedestrian safety, improved drainage, calmer traffic, wider sidewalks, safe bicycle access, and a public realm designed for people—not only for vehicles. That work helped shape the comprehensive, community-supported plan approved in 2022.

We were therefore concerned to learn that the revised design presented at the June 23 Montrose TIRZ open house departed significantly from that earlier vision. While we appreciate that important drainage and sidewalk improvements remain part of the project, the removal of the dedicated bikeway, wider vehicle lanes, limited pedestrian crossings, absence of pedestrian refuge islands, and continued use of a center turn lane throughout much of the corridor move the project toward a more vehicle-focused design.

This concern is particularly important because West Alabama is part of Houston’s High Injury Network. The High Injury Network represents only 6.81% of Houston’s streets, yet those streets account for 52.67% of all traffic deaths and serious injuries. A corridor already identified as carrying a disproportionate share of severe crashes should be designed first and foremost around preventing those crashes—not in ways that may encourage higher speeds or increase conflicts among drivers, pedestrians, and cyclists. These are the lives of our family members, kids, spouses, neighbors and friends that are at risk.

The community has been consistent and clear about what it wants: safer crossings, slower traffic, accessible sidewalks, meaningful bicycle connectivity, and a corridor that reflects the character and livability of Montrose.

We recognize that major infrastructure projects are complex, and we appreciate the work of the Montrose TIRZ board, staff, consultants, and partner agencies to move this project forward. Our goal is not to stop or unnecessarily delay the reconstruction. Our goal is to ensure that this once-in-a-generation investment delivers the safest and strongest possible result for the community.

The Neartown–Montrose Super Neighborhood looks forward to a final plan that includes:

Pedestrian refuge islands within the center turn lane, giving people a safe place to wait while crossing.
A 10-foot center turn lane, rather than the currently proposed 11-foot lane, with the additional space used for sidewalks, trees, and the pedestrian environment.

Safe pedestrian crossings approximately every 500 to 600 feet, so people are not forced to choose between an unsafe crossing and a long detour.

Raised crosswalks at Dunlavy Street and West Alabama near H-E-B, where families and pedestrians cross throughout the day.

Traffic signals designed to prioritize safety, including leading pedestrian intervals and restrictions on right turns on red where appropriate.

Sidewalks that are at least eight feet wide, consistent with City standards, and wider where space and existing trees allow.

A specific, safe, and funded bicycle route on a parallel corridor if dedicated bicycle facilities cannot be provided on West Alabama.

These are practical and achievable improvements that would better balance mobility, safety, neighborhood access, and the operational needs of the corridor.

West Alabama should function not only as a route for vehicles, but as a public space that safely serves residents, families, businesses, pedestrians, cyclists, transit users, and visitors. Given its designation as part of the High Injury Network, we have a responsibility to make safety central to every design decision.

With continued collaboration and meaningful community engagement, we believe that vision is still within reach.

Thank you for the comment. The design encourages safe speeds through 11-ft lane widths, a three-lane section, and speed limit signs. There are high-visibility crosswalk pavement markings that bring greater awareness to the presence of a pedestrian crossing. The number of crossings were improved to the typical 500- to 700-foot spacing, three of which have a rectangular rapid flashing beacon.

Also, the more continuous street tree "coverage could improve traffic safety by affecting a driver's perceived sense of safety and crash risk and, consequently, could play a key role in slowing down driving speed and make the street safer." (A National Investigation on the Impacts of Lane Width and Traffic Safety, 13)

- 89) I cross Alabama and Woodhead to get to H-E-B many times a week. I am concerned about my safety and crossing the street. Many times cars do not slow down or will run red lights at intersections near the H-E-B. Options like speed bumps and refuge Islands can help ensure that drivers are safe in these areas with high foot traffic. In addition to this, the stretch between Woodhead until the lobby has some of the least shading on Alabama. During these hot summer months, the shade really helps to keep temperatures down and prevent heat exhaustion for pedestrians. I believe an investment in a better West Alabama is an investment in our community. Thank you for your consideration.

Thank you for the comment. Safety is being integrated into every aspect of design. Raised pedestrian islands are not able to be installed at this time per the City's Guiding Mobility Principles. RRFBs and ramps are a suitable FHWA proven safety countermeasure and will provide a safe and convenient crossing treatment in lieu of median islands. Safety is being incorporated into every aspect of design. All pedestrian facilities are designed to be ADA-compliant.

- 90) Hello, my comment concerns the crossings on West Alabama between Dunlavy and S Shepherd Drive. Walking is the primary way I navigate West Alabama, especially to visit friends, attend volunteer activities, and shop at HEB or Trader Joes. I appreciate that the TIRZ is increasing the number of pedestrian crossings in this area, specifically at Hazard street. I would love to see protected crossings at regular intervals all across West Alabama, with clear signage and signals to get drivers to stop and slow down driving speed. The current plan only has paint and standard crosswalk signals, which do not inherently create a safe crosswalk, especially for deaf/hard of hearing and blind folks. I ask that the TIRZ to implement elements such as raised crossings, pedestrian refuge islands, and ADA (American Disabilities Act) approved accommodations across West Alabama to allow everyone in Montrose to benefit from its infrastructure. Thank you.

Thank you for the comment. Safety is being integrated into every aspect of design. Raised pedestrian islands are not able to be installed at this time per the City's Guiding Mobility Principles. RRFBs and ramps are a suitable FHWA proven safety countermeasure and will provide a safe and convenient crossing treatment in lieu of median islands. Safety is being incorporated into every aspect of design. All pedestrian facilities are designed to be ADA-compliant.

- 91) I have lived, walked and biked in the area around Dearborn Place, just south of Alabama for 42 years. In the renovations of Alabama, I would like to see a safer pedestrian crossing at Alabama and Shepherd; perhaps no right on red or special extra time for pedestrians to cross. Safer pedestrian crossing (crosswalks) at Argonne and Alabama would also be nice for people crossing over from retail to retail.

Thank you for the comment. This project is including safe crossings approximately every 500 to 700 feet per City requirements. This project begins just to the East of Shepherd Dr., so the signal at Shepherd Dr. and W Alabama St will remain as-is. Argonne is not within the project limits. Please reach out to the Upper Kirby TIRZ for their segment of W Alabama St; Argonne is in that segment.

- 92) I like taking my kids to Menil Park and then walking over to restaurants on W. Alabama like Lua, which is on the northeast corner of W. Alabama and Mandell St. I would love to see wider sidewalks in this area so families with strollers don't have to walk single file. A raised crosswalk and/or curb extension at that intersection would also make a big difference. We are very excited for these changes and hope it means we can spend more time in the heart of Montrose without safety and accessibility concerns.

Thank you for the comment. Raised pedestrian islands are not able to be installed at this time per the City's Guiding Mobility Principles. RRFBs and ramps are a suitable FHWA proven safety countermeasure and will provide a safe and convenient crossing treatment in lieu of median islands.

Safety is being incorporated into every aspect of design. This project will, however, widen all sidewalks to 6 ft with the occasional narrowing to avoid trees.

- 93) We need far more protected crossings and more curb extensions to slow down cars. Pedestrian safety must be a priority. Please listen to the many businesses along the street.

Thank you for your comment. Curb extensions are not a part of this project. This project includes safe crossings approximately every 500 to 700 feet per City requirements. There will be an RRFB at three locations throughout the project. The RRFBs are designed to bring greater driver awareness to the crossing and do contribute to a safer roadway. All signalized intersections will have painted high-visibility crosswalks.

- 94) This street needs more crosswalks and signals if it is going to be repaved. The repairs to the road are badly needed and I am glad they are happening. The drainage being a part of that is a huge bonus. This CAN be a great thing for the neighborhood. W Alabama is not Westheimer or Richmond. It's not built to move cars like they do. There are too many blind corners to enter the roadway. If people didn't have to drive slow to avoid damage to their cars (from the poor roadway), then the already high number of accidents would increase. I write this as I sit on the patio at Southern Yankee with a fire truck helping another family out who was just hit making a turn onto W Alabama from Graustark. Add crosswalks, add traffic signals, add things that slow the pace of traffic. Obviously, the existing traffic accident stats are not good. With a smooth roadway allowing for a faster flow of traffic, they WILL get worse if signals and crosswalks are not added.

Thank you for the comment. This project includes safe crossings approximately every 500 to 700 feet per City requirements. There will be an RRFB at three locations throughout the project, one of which being at the western side of the Graustark/W Alabama intersection. The RRFBs are designed to bring greater driver awareness to the crossing and do contribute to a safer roadway. All signalized intersections will have painted high-visibility crosswalks. This project will also ensure adequate sight distance is met at all signalized intersections to ensure safe vehicular turning.

- 95) I cross frequently at Flora Street. A crosswalk is badly needed here; there is no indication that drivers should slow down for pedestrians. The distance to the only other crosswalks at Garrott Street and near Spur 527 are extreme for pedestrians; crossing midblock is the only reasonable option, but it feel dangerous. Please add a crosswalk at or near Flora street.

Thank you for the comment. This project includes safe crossings approximately every 500 to 700 feet per City requirements. There will be an RRFB at three locations throughout the project, one of which being at the western edge of the Garrott/W Alabama intersection.

- 96) Please make this street safer and easier to cross! This does involve slowing down cars on average, but frankly, there is no reason why cars need to be able to go 30+ mph down a neighborhood street like W Alabama. Cars could be limited to 20 or 25 mph down this road and it would not affect traffic throughput. If everyone slowed down a bit, we could all get to where we're going more safely. Please be the representatives of our Montrose community and not puppets to our incompetent, short-sighted mayor.
Thank you for the comment. The proposed roadway is approximately 2-ft narrower than the existing roadway, which will contribute to an enhanced level of safety on the roadway.
- 97) Please prioritize pedestrians. why rebuild the road for cars? potholes now act as defacto "speedbumps". repairing the road with only drivers in mind makes my city unsafe. please create more safe spaces for me to walk, and cross the street. have you ever tried crossing on dunlavy? consider using turn lane space, that encourages vehicle speed, to create pedestrian islands along alabama. i shouldnt have to walk extra distance in the heat simply to cross safely. drivers have AC, they can slow down a little.
Thank you for the comment. This project includes safe crossings approximately every 500 to 700 feet per City requirements. Raised pedestrian islands and crossings are not part of the project. There will be an RRFB at three locations throughout the project. The RRFBs are designed to bring greater driver awareness to the crossing and do contribute to a safer roadway. There will also be high-visibility crosswalks at every approach of every signalized intersection.
- 98) W Alabama is difficult to cross on foot. There are long distances between safe, marked crossings. The city's IDM (17.3.03.B.3.b) states that safe, convenient crossings shall be spaced every 500-720 ft. The current plan falls short of this in almost interval between crossings. Please go back and add mid-block crossings with refuge islands to shrink the gaps between safe crossings of W Alabama.
Thank you for the comment. This project includes safe crossings approximately every 500 to 700 feet per City requirements. There will be an RRFB at three locations throughout the project. The RRFBs are designed to bring greater driver awareness to the crossing and do contribute to a safer roadway. There will also be high-visibility crosswalks at every approach at every signalized intersection.
- 99) Thank you for implementing several pedestrian friendly features for this road and giving it a slight diet. I cross Alabama on foot or bike almost every day. I wish the city would allow for raised crosswalks and a narrower street to allow for bike infrastructure. I think we will continue to see deadly accidents on this street with the current configuration.
Thank you for the comment. Safety is incorporated throughout the design through 11-foot lane widths, a three-lane roadway configuration, speed limit signage, and high-visibility crosswalk markings to improve pedestrian awareness. Pedestrian crossings have also been improved to provide typical spacing of approximately 500 to 700 feet, with three crossings incorporating rectangular rapid flashing beacons.
- 100) Show the planned construction staging, including each blocked lane(s), detour and temporary pavement, and the planned duration of each stage.
Thank you for the comment. This will be included in the design plans.
- 101) I urge TIRZ 27 to include real pedestrian safety improvements and traffic calming design in the W Alabama redesign. I acknowledge that repaving the roadway will greatly improve the experience for drivers (I've personally driven down bumpy W Alabama at least a hundred times). However, the current bumpiness helps to deter drivers from speeding, so I worry that the repaved roadway will lead to faster, more dangerous vehicle traffic. Flat painted crosswalks are not sufficient for pedestrian safety, and even the flashing RRFBs are largely ineffective at getting drivers to stop. Therefore, I strongly encourage TIRZ 27 to incorporate raised crosswalks and pedestrian islands in the redesign. Additional design features such as curb extensions (aka bulb outs) could further help drivers stay within the speed limit. The W Alabama redesign is a huge opportunity, so I hope TIRZ 27 moves forward with a thoughtful design that is safe for all modes of transportation.

Thank you for the comment. through 11-ft lane widths, a three-lane section, and speed limit signs. There are high-visibility crosswalk pavement markings that bring greater awareness to the presence of a pedestrian crossing. The number of crossings were improved to the typical 500- to 700-foot spacing, three of which have a rectangular rapid flashing beacon.

Safe crossings are being provided approximately every 500- to 700-feet. Safety is being incorporated into every aspect of design.

- 102) I'm failing to see where the corridor is truly improving safety other than improved crosswalks. This can be achieved with paint rather than a reconstruction. There is an opportunity to redesign the street to be safe for all users and it's being wasted by keeping the same configuration that it has today.

I often cross W Alabama near West Alabama Ice House or near St Thomas while walking and it is difficult to find the right window of time to cross because cars travel so fast. Safety must come first, cars need to be slowed down. That is done through good design.

One additional comment- At the crosswalk ramps most corners are fully at street level. A curb in the middle of the area however small adds a lot to the feeling of safety. An example of where they are kept is at Mulberry St.

Thank you for the comment. This project is the middle segment of three projects being led by the City of Houston. The lane configurations of all three projects are consistent in that they do not have bicycle lanes. The pavement condition is also deteriorated and has truly inadequate storm sewers and generally aging infrastructure.

The 85th percentile speeds are approximately 30 mph, which indicates the speeds are safe in the existing conditions. The addition of trees along the corridor where they currently do not exist will also provide a physical obstacle between pedestrians and motorists.

- 103) In addition to crosswalk marking shown on the preliminary plans at through streets that intersect West Alabama, add crosswalk marking across West Alabama that will connect to sidewalks on the east and west sides of Graustark, Yupon, Mulberry, and Roseland.

Thank you for the comment. Graustark has an enhanced pedestrian crossing. At Yupon, Mulberry, and Roseland crosswalks are not marked, which complies with City of Houston standard marked crosswalk spacing requirements of 500 to 700 feet.

- 104) Hi, I'm a student at the University of St. Thomas and I constantly cross over West Alabama for the west side of Mt Vernon St. I have had a few close calls crossing the street and sometimes takes around 2 minutes to cross during busy hours, I believe adding a cross walk on the west side on Mt Vernon st would be very beneficial to me and students of UST

Thank you for your support.

- 105) The continuous left turn lane in West Alabama that is shown on the preliminary plans is needed for efficient traffic flow. However, the lane marking shown on the schematics is not consistent with the Texas Manual on Uniform Traffic Control Devices at intersecting streets. Revise lane marking to be consistent with the Texas MUTCD at each intersecting street.

Thank you for the comment. The lane markings will be finalized per City of Houston standard details and TMUTCD prior to completion.

- 106) Current lane marking was made in accordance with the Texas Manual on Uniform Traffic Control Devices to allow reversible lanes needed during closure and reconstruction of the Southwest Freeway many years ago. The direction of travel in the middle lane was controlled by signal lights suspended from steel supports extended over the roadway. After the Southwest Freeway construction was complete the signal lights were removed. However, although the middle lane was assumed by most motorists to be a continuous left turn lane, the pavement marking was not corrected from that for a reversible lane. While the project will correct the left turn lane marking to be consistent with the Texas MUTCD, West Alabama will remain in service as is, with the confusing lane markers, for at least one year, and parts may remain as is for nearly three years. Immediately correct the continuous left turn lane marking to be consistent with the Texas MUTCD to reduce traffic hazard during the interim design and staged construction periods.

Thank you for the comment. The lane markings will be finalized per City of Houston standard details and TMUTCD prior to completion.

- 107) This segment is part of the 2025 high-injury network. Please use more than just paint and left-turn signals. You can harden the centerline with a concrete curb. You can add pedestrian islands. And you _should_ paint all 4 crosswalks at each intersection! Please! You know people will walk across W Alabama at all these intersections so why are you not painting them??

I understand that you've given up on replacing the center turn lane with bike lanes. I'm disappointed to hear it because I would like to be able to bike this route without being hit by a car. Thank you for your efforts.

Thank you for the comment. Raised obstructions such as hardened centerlines and pedestrian islands are not part of this project. Intersection crosswalks are marked according to City standards, which are spaced at approximately 700 feet apart.

- 108) Draft schematic shows sidewalk ramp access but no crosswalk. At a minimum, a painted crosswalk should be since there will be a legal crosswalk at that location (Texas Transportation Code 541.302) but that is not known to most motorists. Some pedestrian crossing in the 0.2 mile segment east of Garrott is called for in this pedestrian-dense corridor.

Thank you for the comment. Marked crosswalks are spaced every 500- to 700-feet, approximately per City of Houston design requirements; this spacing encourages pedestrians to use safer crossing locations where marked. Though every intersection is a legal crossing, marked crosswalks are not required at all intersections. Raised pedestrian medians will not be a part of this project.

- 109) Draft schematic shows sidewalk ramp access but no crosswalk. At a minimum, a painted crosswalk should be since there will be a legal crosswalk at that location (Texas Transportation Code 541.302) but that is not known to most motorists.

Thank you for the comment. Marked crosswalks are spaced every 500- to 700-feet, approximately per City of Houston design requirements; this spacing encourages pedestrians to use safer crossing locations where marked. Though every intersection is a legal crossing, marked crosswalks are not required at all intersections.

- 110) What will be the posted speed limit be for this segment on W. Alabama? Will there be school zone signage / lights or other traffic calming devices installed adjacent to the St. Stephens Episcopal School, Annunciation Orthodox School, and the University of St. Thomas?

Thank you for the comment. 30 mph is the design speed for this segment of W Alabama St. All existing signage will be replaced and enhanced to ensure compliance with City specifications.

- 111) Draft schematic shows sidewalk ramp access just west of Jack but no crosswalk. At a minimum, a painted crosswalk should be since there will be a legal crosswalk at that location (Texas Transportation Code 541.302) but that is not known to most motorists. A raised median huddle would be better. Some pedestrian crossing in the 0.2 mile segment between Stanford and Garrott is called for in this pedestrian-dense corridor.

Thank you for the comment. Marked crosswalks are spaced every 500- to 700-feet, approximately per City of Houston design requirements; this spacing encourages pedestrians to use safer crossing locations where marked. Though every intersection is a legal crossing, marked crosswalks are not required at all intersections. Raised pedestrian medians will not be a part of this project.

- 112) We need more trees rather than fewer in this city, particularly mature trees so every effort should be made to save the existing trees and add new ones should be added as well. There is not enough room in the ROW to keep two vehicular lanes, a designated left turn lane and add bicycle lanes. No bike lanes should be added. There are better places for bike lanes to be installed, with less traffic which are safer for cyclists, pedestrians and vehicles.

Thank you for the comment. Bike lanes are not included in the design. Existing trees are being preserved to the maximum extent feasible.

- 113) Please prioritize preserving the mature trees, and paired with a walkable, shaded and spacey sidewalk.

Thank you for your comment. Every effort is being made to preserve mature trees to the maximum extent possible while also following city design standards.

- 114) I feel it is our duty as members of the Community to protect our trees, especially the Live Oaks. They are not only crucial to helping the environment but they enhance the beauty and integrity of this city. So many out of town guests marvel at the trees and go away associating them with the Houston Landscape.

Thank you for the comment. Trees are being preserved to the maximum extent feasible.

- 115) Comment I am a Montrose resident and I want to urge you as strongly as possible to find ways to make needed improvements to W. Alabama Street while maintaining all of the mature and beautiful shade trees.

It is much more than an aesthetic consideration today when we need every single tree and all of the shade possible in the face of ever increasing temperatures.

Thank you for your consideration!

Thank you for the comment. Existing trees are being preserved to the maximum extent feasible.

- 116) I want the trees protected at all costs. Sidewalks need the shade from trees for folks to walk. It is essential to save them as they mitigate the heat and air quality in this quickly warming climate.

Thank you for the comment. Trees are being preserved to the maximum extent feasible.

- 117) When will protection plans be available for individual trees along the route? How many trees are expected to be at risk with the project. Also, what are the tree planting plans for the areas east of Shepard where there are no current trees? Hopeful that good shade trees will be planted. The lack of shade on the new sidewalks will make it hard on pedestrians.

Thank you for the comment. Tree protection plans and planting plans will be available once the plans are approved by the City of Houston.

- 118) In the final design for the reconstruction of West Alabama, please preserve the mature live oak trees that line both sides of the street. The trees are priceless, both because of their beauty and because of the shade they provide. Please do not place any other design goal above that of preserving the trees.

Thank you for considering my views.

Response Thank you for the comment. Trees are being preserved to the maximum extent feasible while accommodating the proposed improvements. The design has been developed to minimize impacts to existing trees where practical and feasible.

- 119) There is a magnificent tree canopy on many blocks within the boundaries of this project. All healthy trees should be preserved to provide shade for pedestrians and to mitigate pollution. The tree leaves also absorb raindrops and help with flood control.

Thank you for the comment. The existing trees are being preserved to the maximum extent feasible.

- 120) I am writing to urge you to confirm the current West Alabama design that protects the beautiful mature trees lining both sides of the street.

It is honestly frustrating that we continue to revisit this same issue. Over the past years, countless hours of public meetings, engineering work, and community discussion have gone into finding a solution that balances mobility, safety, and preservation of one of Montrose's most defining features—its mature tree canopy. Many residents believed that process had finally reached a resolution when the Montrose trees were preserved. Even some of the most vocal advocates who were fighting for the Montrose trees to come down, have now testified before City Hall that they were wrong and that the Montrose design works well for cyclists, strollers and pedestrians to share the sidewalks which are shaded by the lovely mature trees that the revised design preserved.

As I understand the current design for West Alabama, it does not widen the travel lanes or encourage faster vehicle speeds. In fact, my understanding is that the existing travel lanes are slightly narrowed while preserving the existing center turn lane. It also improves pedestrian vehicular, and cyclist safety by adding a lighted crosswalk and improving the existing crosswalks. Most importantly, the design protects the mature trees that make West Alabama such a special corridor.

Unfortunately, some of the current advocacy for wider sidewalks and additional bicycle facilities appears to be based on the inaccurate claim that the current design widens the roadway and will increase traffic speeds. That simply does not reflect my understanding of the plan under consideration.

I also believe many Montrose residents are unaware that this issue has resurfaced. When the design was revised to protect the trees, many of us breathed a sigh of relief and assumed the matter had finally been settled. As a result, there may not be many residents speaking up now—not because they don't care, but because they don't realize that changes are again being considered that could place these irreplaceable trees at risk.

Once these mature trees are gone, they cannot realistically be replaced within our lifetimes. They provide shade, reduce urban heat, improve air quality, calm traffic, and contribute enormously to the unique character that makes Montrose one of Houston's most beloved neighborhoods.

I respectfully ask that the TIRZ reaffirm its commitment to protecting these trees by supporting the current design and resisting changes that could jeopardize them.

Thank you for your consideration and for your service to the City of Houston.

Thank you for the comment. The existing trees are being preserved to the maximum extent feasible.

- 121) PS i wanted to add that central houston near Rice university is known for its oaks which shelter and nourish over five species of heron, several species of owls, and also raptors(while once a home for several families of crows and Ravens they mysteriously died) this area near Hermann Park is known as boulevard oaks and is perhaps one of Houston's greatest treasures. Aside from its natural beauty and powerful ecosystem which brings an immediate sense of otherworldly ness to the place, it is a part of Houston's oldest historical legacy and holds tremendous potential as a space of cultural and natural tourism should one decide to take up this vision.

I would be happy to explain further and know there are multiple local civic and national organizations who would be delighted to participate as I once campaigned heavily with city council to preserve and enhance this area with various environmental, educational, cultural and artistic, and commercial initiatives toward this end. I am hopeful one day they will take root.

Houston has a beautiful historic, cultural, and natural history and it should be shared with world and known for it and it can.

Thank you for the comment. The existing trees are being preserved to the maximum extent feasible.

- 122) I understand sidewalks are planned for a width of six feet but will narrow in places for trees. In places where a full width path can't be maintained, please show exactly where and how narrow the sidewalk will become and pursue every option (for example, routing around trees, easements, et cetera) to keep a continuous, accessible walkway. Please prioritize preserving the mature trees, and pair that with the widest sidewalks the right-of-way allows. Shade is crucial for walkability.

Thank you for the comment. Existing trees are being preserved to the maximum extent feasible.

- 123) I support this project's goal of increased safety with narrowed lane widths, better signage, and new pedestrian cross signals. I also support 6 foot sidewalks when possible and less if needed to save trees. The Montrose project has demonstrated that safety and trees do work together. Montrose is safer and the street is appealing because it has mature trees. These trees are providing stormwater storage during heavy rains and provide shade to protect walkers during hot summer days. The stormwater storage will hopefully provide relief during floods.

Thank you for your support.

- 124) In the Virtual Open House Presentation PDF, there is a page where Cedar Elms are listed as a possible tree for planting in areas that need new trees. It might have been in error, but those trees – now removed – in Phase One on the east side of Montrose Blvd. were identified as Cedar Elms. They were not the most aesthetically pleasing trees. Perhaps they didn't get the care they needed. What are the benefits of the Cedar Elm for this project?

Thank you for the comment. Cedar elms are a drought-tolerant species with a relatively smaller root system, thus good for planting adjacent to sidewalks. It is relatively disease-free and provides color in Fall (yellow leaves). Out of other elm species, the Cedar Elm is well adapted to local conditions.

- 125) Gutters now running along the north and south sides of West Alabama cross several intersecting streets, including at Huldry, McDuffie, Hazard, Driscoll, and likely many other intersecting streets. Those gutters now slow and/or cause bouncing travel for vehicles crossing, turning from, or turning into West Alabama at those intersections. The gutters increase vehicle traffic hazard on both West Alabama and the intersecting street. Revise West Alabama and intersecting street profile grades and slopes, extend storm sewers, and add new storm drain inlets to eliminate the current gutters along West Alabama that cross intersecting streets.

Thank you for the comment. Gutters through intersecting streets are not being designed. All roadway slopes are being designed with storm inlets located for improved drainage.

- 126) I have a hard time crossing Mandell and West Alabama. The sidewalk floods completely any time it rains and the silt taken off the landscaping dries up into a mud making it impassible. I hope your new plan includes adequate drainage for the sidewalks lining the intersection.
- Thank you for the comment. The storm sewers are being upgraded to a larger size to help get water off the roadway. This will increase ease of crossing during rain.
- Trees are being planted throughout the roadway wherever possible.
- Each driveway is designed to balance the safety of pedestrians with access to the businesses.
- 127) I'm glad drainage is being addressed. Please design the drainage and the pedestrian realm together, so that curb ramps and crossings don't become the ponding points that make this street impassable on foot after rain.
- Thank you for the comment. Curb inlets are being designed to reduce water on crosswalks wherever feasible.
- 128) Hello- I see in the presentation notes on the next phase that you are again planning to work on drainage during the project. I live on Kipling at Montrose. This was also supposedly done in the Kipling phase. Instead the drainage on our street got much much worse post construction. A street that did not flood during Harvey, now ponds and floods dangerously in just moderate rain endangering cars as well as the real possibility of our homes. It is noted that the projected improvements will prevent this on Alabama and even increase home values. On Kipling, post-construction, there are those on my street who are considering moving. All this being the case, I would seriously question the projected drainage plans for this project.
- Thank you for the comment. The storm sewers are being designed to improve the drainage on the street.
- 129) I'm glad drainage is being addressed as part of the West Alabama redesign. Parts of the street, especially the intersection of Alabama and Mandell, have serious problems draining rainwater. Please design the drainage and the pedestrian realm together, so that curb ramps and crossings don't become the ponding points that make this street impassable on foot after rain. This is important for cyclists as well. I cross Alabama on a bike on my daily commute to work and when running errands and HEB. It's a lot less safe after it's been raining.
- Thank you for the comment. Curb inlets are being designed to reduce water on crosswalks wherever feasible.
- 130) I like the current plan! Maintains safe width driving lanes, without tire-busting islands or encumberments, and allows access to driveways of local businesses. Provides smooth, wider sidewalks and additional safe street crossings for pedestrians. Allows for bicyclists to safely travel on quieter side streets. AND saves our majestic, beneficial, and beautiful mature trees. THANK YOU TIRZ !! Note: many businesses and residents along or near the street are still not aware of the coming construction. Note: I don't believe that "64 businesses" are in favor of the original plan, as, for starters, they are probably unaware that it would make driving the street and turning into their driveways difficult for their patrons and delivery trucks.
- Thank you for the comment.
- 131) How do we plan on reconciling these supposed goals of pedestrian safety and safety of all users if the city is actively holding back the design from meeting those goals? And if these goals aren't accomplishable because the city doesn't want to meet them can we please remove them from the project?
- Thank you for the comment. The design encourages safe speeds through 11-ft lane widths, a three-lane section, and speed limit signs. There are high-visibility crosswalk pavement markings that bring greater awareness to the presence of a pedestrian crossing. The number of crossings were improved to the typical 500- to 700-foot spacing, three of which have a rectangular rapid flashing beacon.

132) Will this work include or make room for the unnecessary digital kiosks as seen on other roads in the area? They block pedestrian traffic, pedestrian visibility, and are incredibly wasteful.

Thank you for the comment. Digital kiosks are not part of the project.

133) As an experienced urban planner. What would you like to see included, that city Houston has blocked? (There must be something, even if CoH is paying you)

Thank you for the comment. This project is the middle segment of three projects being led by the City of Houston.

134) Could you please speak to how federal funds have been secured? It is my understanding that the federal funding was tied to a bike lane which the current version of the plan does not include. As a homeowner, I am greatly concerned that my taxes will increase to make up for the gap in funding left by losing the bike lane funding.

Thank you for the comment. The federal funds were acquired through a joint application between Upper Kirby, Montrose, and Midtown TIRZs. The funding is not tied to a bike lane, so no funds have been lost.

135) An observation: In July 2026, Houston recorded 27 days above 90 degrees. 14 days were above 95 degrees, and one topped out at 102 degrees. According to KHOU news – and corroborated by other local stations’ news – with an air temperature of 91 degrees, concrete sidewalks measure 125 degrees in the sun. At 97 degrees, concrete tops out at 145 degrees. These temps are dangerous for dogs walking on sidewalks, as well as a totally unpleasant experience for humans walking. This is the biggest argument for maintaining the lush tree canopy on West Alabama.

Thank you for the comment.

136) Thank you for working so hard on this project.

Thank you for your support.

137) What best in class solutions have you implemented for safety?

Thank you for the comment. The design encourages safe speeds through 11-ft lane widths, a three-lane section, and speed limit signs. There are high-visibility crosswalk pavement markings that bring greater awareness to the presence of a pedestrian crossing. The number of crossings were improved to the typical 500- to 700-foot spacing, three of which have a rectangular rapid flashing beacon. The traffic signals are being replaced and timed for 30 mph.

Also, the more continuous street tree "coverage could improve traffic safety by affecting a driver's perceived sense of safety and crash risk and, consequently, could play a key role in slowing down driving speed and make the street safer." (A National Investigation on the Impacts of Lane Width and Traffic Safety, 13)

In general, the environment is being designed holistically for safety.

138) Why do you keep saying safety of all users is top priority when cyclist safety is being ignored?

Thank you for the comment. Safety is being integrated to the maximum extent feasible given the City's guiding mobility principles, which led to the 11-ft lane widths.

139) It feels wasteful that a future TIRZ is going to have to implement additional safety features in a future project, do we know why the city doesn't want to save money and improve more safety now while it's cheaper?

Thank you for the comment. The design encourages safe speeds through 11-ft lane widths, a three-lane section, and speed limit signs. There are high-visibility crosswalk pavement markings that bring greater awareness to the presence of a pedestrian crossing. The number of crossings were improved to the typical 500- to 700-foot spacing, three of which have a rectangular rapid flashing beacon. The traffic signals are being replaced and timed for 30 mph.

Also, the more continuous street tree "coverage could improve traffic safety by affecting a driver's perceived sense of safety and crash risk and, consequently, could play a key role in slowing down driving speed and make the street safer." (A National Investigation on the Impacts of Lane Width and Traffic Safety, 13)

In general, the environment is being designed holistically for safety.

140) I'm not going to sit back and watch the Montrose TIRZ just nod their heads to whatever the mayor wants. I walked the recently completed portion of Montrose Blvd and it's a far cry from what I took time out of my job to comment on a couple of years back. This new plan from the mayor and Gafrick is not what we asked for. And I'm sick and tired of a bunch of coward yes men on the Montrose TIRZ board who don't have the courage and spine to stand up for what the people of our community want. I want wide sidewalks, bike lanes, and a street design that forces drivers to pay attention. These rebuilds are a once in a lifetime opportunity to fix mistakes we've made in the past catering to cars and not people. I don't want the ridiculous redesign the city wants, I want what the vast majority of us gave comment on for the original design.

Thank you for the comment.

141) Your answer regarding the consecutive signalized intersections at Mt Vernon and Graustark indicates that you are prioritizing St Thomas and two bars over all the residents between Graustark and Mandell. Why is this the case?

Thank you for the comment. This project includes safe crossings approximately every 500 to 700 feet per City requirement. RRFBs were provided at UST due to the destination. Other locations have crossings within approximately 700 feet.

142) Who is the contractor? Please tell us that it is NOT Mc2.

The project has not been advertised, so no contractor has been selected as of the time of this writing.

143) I have friends all around the country and they consider Houston to be an embarrassing city. None of them want to move here because the streets are unsafe and rundown, with zero transportation options if you don't have a car. I can't blame them. Houston is a world class city that deserves world class streets that are accessible and used by all. If we want to stay a city of the future we need to attract young people with more walk-able neighborhoods.

Thank you for the comment.

144) We really need safer streets for everyone! Not just cars but pedestrians and cyclists.

Thank you for the comment.

145) Why is the Shepherd Left turn being restored? As a resident, I know I can't turn there and have figured out how to get around without issues. There are so many collisions at that intersections now without that turn being allowed and I'm concerned that allowing left turns will make the situation worse.

Thank you for the comment. The design is being modified to match the lane configuration at Shepherd Drive, which does not include a left turn.

146) The proposal has four consecutive traffic and pedestrian signalized intersections at Montrose, Yoakum, Mt Vernon, and Graustark, and then nothing between Graustark and Mandell. This is inequitable for the residents in this area. What prompted the design of so many signals so close together?

Thank you for the comment. Safe pedestrian crossings are being designed to promote safety on the roadway and make it easier for pedestrians to cross at an approximate 500 to 700 ft spacing.

147) Are we not concerned that curb side trees will obstruct driver sight lines on a higher speed W. Alabama and lead to additional traffic collisions?

Thank you for the comment. The design implements a balanced design approach. Generally, the design keeps corners at roadways open for visibility.

148) Will the intersection lights be smart enough to not change if there is no one waiting?

Thank you for the comment. There will be detector cameras.

149) Thank you so much for hosting this presentation. A concern that has consistently been brought up by stakeholders is the high number of traffic collisions that occur on W Alabama. While we greatly appreciate the added traffic light at Hazard and the beacon lights for pedestrian crossings, how will this plan effectively slow down vehicular traffic to safe speeds since the lanes widths are not being reduced?

Thank you for the comment. Lanes are being reduced to 11-ft. The design focuses on reducing the roadway as a barrier by increasing safe crossing locations and providing an environment that improves safety compared to the existing conditions.

150) Within reason, Can the pedestrian button have priority? When waiting a long time for lights to change a pedestrian will inevitably cross against the light.

Thank you for the comment. Signal timing is up to City, will pass this along as a priority.

151) Was there a traffic study performed to verify that the dedicated left turn lane is necessary throughout the corridor? I often never see many people using it and wonder if the lane could be better utilized

Thank you for the comment. A traffic study was performed during the preliminary engineering phase of the project. This confirmed the need for a dedicated left turn lane at each signal, and the City requires them at signals.

152) I totally agree with the inclusion of No turn on red signs but unfortunately 95% of drivers ignore them

Thank you for the comment. Hopefully making the dense parts of Houston increasingly a no Right Turn on Red will promote a culture of safety and compliance as they become more common

153) Will signals automatically give pedestrians a walk sign or will pedestrians be required to press the button to trigger the walk signal?

Thank you for the comment. Typically, the City does not use automatic pedestrian phases outside downtown. We can investigate the feasibility of adding pedestrian recall.

154) Please define leading pedestrian signals

Thank you for the comment. When a pedestrian pushes the button, they are given a few seconds head start before the vehicles get a green. This puts pedestrians in a more visible location for drivers before the cars start to move.

155) The contraflow lane was supposed to temporary. Bike lanes were supposed to be restriped after the 527 Spur reconstruction. We don't need the turning lane.

Thank you for the comment. The City's GMP do not allow new bike lanes to be installed nor vehicle lanes to be removed as part of City roadway projects.

156) What happens to the overhead signal holders from TXDOT

Thank you for the comment. The overhead poles and arms that used to hold the time of day blank out signs to change the direction of the center lane will be removed as part of this project.

157) Where will the drains be located?

Thank you for the comment. The drains will be located on each block throughout the project.

158) We had a drainage study for Montrose. To what extent is drainage being improved?

Thank you for the comment. Large rectangular boxes are being installed that provide over 5 acre-feet of detention, which will contribute to street ponding reduction and neighborhood resiliency.

- 159) Will storm drains be located at intersections where they will flood pedestrian crossings or will they be in the middle of the block as in NOLA?
Thank you for the comment. Storm drains are located away from pedestrian crossings wherever possible.
- 160) Will the sewer and other lines under the street be done while concreting the road? How much will all of this cost? Does this mean our taxes will rise a lot more to pay for this work?
Thank you for the comment. Storm sewers, sanitary sewers, and water lines are being installed throughout the project. A bond is being issued by the Montrose Redevelopment Authority to fund part of the project.
- 161) Street lighting is noted in the project scope but there no details in the presentation. Will there be dedicated light poles on both sides of W. Alabama in addition to street lighting at the signalized intersections? Will the traffic light poles also include pedestrian lighting - similar to what was recently installed on the Montrose Blvd project?
Thank you for the comment. This project will add and/or replace street lighting on both sides of W Alabama St to ensure adequate street lighting spacing requirements are met. There will also be street lighting at every crosswalk.
- 162) What are the plans for pedestrian (sidewalk) and street lightning along the West Alabama Project?
Thank you for the comment. This project will add and/or replace street lighting on both sides of W Alabama St to ensure adequate street lighting spacing requirements are met. There will also be street lighting at every crosswalk.
- 163) Will the tree preservation plan include pruning the existing live oak trees?
Thank you for the comment. Some pruning of existing live oak trees will be required.
- 164) Who is going to maintain the trees by trimming, pruning, and keeping them out of electrical wires?
Thank you for the comment. The City of Houston maintains trees. CenterPoint also trims trees to preserve the electrical grid.
- 165) When will individual tree preservation plans be available for review by the public?
Thank you for the comment. They will be available when finalized.
- 166) How can you say there are 'almost no trees'??? I counted - there are 75! How ca you show virtually none in the farthest west block? There are in fact 6 on the north side of the last block. And the block west of Woodhead (St Stephens) there are 10 on the north and 1 on the south. That is not none!!! When you say things like this you lose all credibility. How many business owners along W. Alabama are present in this chat? Please publish this. It is kind of cuckoo to want a bunch of pedestrian traffic along this portion of W. Alabama....most pedestrian is more north-south.
Thank you for the comment.
- 167) I support this project; I've measured it and confirmed from others that the original design was only going to accommodate one direction of bike lane, even if lanes were narrowed to 9 feet each and the City is requiring 11 feet (narrowed from 12). Sidewalks will be expanded to 6 feet – that's good. The recent proposal by some to expand to eight feet would require removing all street trees on both sides because there is only so much public property. Questions re tree preservation: (1) Can we get a full inventory of current trees and their preservation or not? (2) how would ensuring sufficient drainage impact tree preservation choice, if at all? When would those decisions be made? Have they been made yet? (3) who is the hired forester or arborist for the project? Is this person our liaison for issues that arise during construction? (4) you say new trees will be planted where possible. That's great – what can you tell us about where that might be?

Thank you for the comment. A full inventory of trees and tree protection plans will be made available when finalized. The drainage design is done to preserve trees to the maximum extent feasible. These decisions are in progress still. CN Koehl Urban Forestry is designing the tree protection plans.

During construction, the contractor will provide contact information. People can also email info@montrosehtx.org at any time.

168) When you are working on the driveway part at a person's house, where is the person supposed to park?
Thank you for the comment. The contractor will coordinate parking with the homeowner.

169) Where is the homeowner supposed to park when their driveway is closed off from their own use?
Thank you for the comment. The contractor will coordinate parking with the homeowner.

170) Which end will be the start point east or west
Thank you for the comment. The contractor will determine the limits at the time of construction.

171) would we have specific dates where construction will be happening in front of our property and for how long?
Thank you for the comment. The contractor will communicate with stakeholders throughout construction to ensure people know the duration of work on any given block.

172) how can we not interrupt business for retailers? what is the plan? we depend on walk ins and visits to live.
Thank you for the comment. The sidewalk on one side of the street will be open with opportunities to cross at the end of the construction zone.

173) What direction is the construction project moving? In short, is construction starting at the spur and moving west, or starting at Shepherd and moving east? thanks!
Thank you for the comment. The contractor will determine the starting point.

174) How much advance warning will be given to business owners as to closures.
Thank you for the comment. The contractor will work with businesses the week prior to driveway closures.

175) What will the permitted construction hours be?
Thank you for the comment. The contractor may perform work at the site 24 hours per day. Any night work required will comply with City noise ordinances. However, lane closures will typically be from 9:00 a.m. to 4:00 p.m.

176) Does it take 2 years to fix 1.6 miles of road? That seems lengthy but I'm no expert. It just seems like the Montrose stretches were done faster than that by comparison, if I'm recalling that right but keep me honest.
Thank you for the comment. Construction will begin in early 2027 and last approximately 2 years. This project is much longer with a more constrained work zone than the Montrose Blvd project.

177) What is the city's recommended route for safely commuting from Montrose to the Galleria via bicycle?
The original designs for West Alabama were going to make this possible, but it looks like it is going to remain extremely dangerous.
Thank you for the comment. The east/west bicycle network in the TIRZ will continue to prioritize neighborhood bikeways on W Main and Hawthorne St. Connections at the east/west edges of TIRZ 27 are not within the control of the TIRZ.

178) Will there be calming on-street infrastructure for pedestrians like raised crosswalks? thanks!
Thank you for the comment. Raised crosswalks are not proposed to be a part of this project. A dense signalized corridor and RRFBs will be used to promote driver yielding

179) Is this like one by Katz Deli where drivers are not stopping? (referring to RRFBs)

Thank you for the comment. Yes, this is similar to the crossing at Katz. However, there are only three lanes to cross. RRFBs are very effective for three-lane crossings. RRFBs improves motorist yield rates.

180) Will the TIRZ be collecting data to verify that the RRFB are working as advertised, for example doing a study to see if drivers actually yield to pedestrians at the crossings. And if it's found that safety hasn't improved will the TIRZ commit to implementing additional improvements such as pedestrian refuge islands?

Thank you for the comment. No decision has been made regarding whether a post-project study will be done.

181) Will the TIRZ be tracking pedestrian counts to determine if the new design leads to more walkers along the roadway and if pedestrian counts don't increase will the TIRZ commit to additional work to add additional walkability improvements

Thank you for the comment. No decision has been made regarding whether a post-project study will be done.

182) Will "ADA compliant wheel chair ramps" mean that the ramp ends at street level or the current design where the ramps end in the gutter and seem functionally useless?

Thank you for the comment. The wheelchair ramps end at the street level to provide a fully functional, ADA-compliant wheelchair ramp.

183) Does "all roadway users" not include cyclists? I see zero features to improve safety for cyclists?

Thank you for the comment. Cyclists will be encouraged to continue to use W Main and Hawthorne as primary east/west routes

184) How does the design make the roadway safer for cyclists?

Thank you for the comment. Cyclists will be encouraged to continue to use W Main and Hawthorne as primary east/west routes

185) I didn't see anything for bikes.?

Thank you for the comment. Cyclists will be encouraged to continue to use W Main and Hawthorne as primary east/west routes

186) so I see the attempt to provide a safe crossing at Garrot and W Alabama - BUT you only provide the grossly inferior 3/4 crosswalk design at an intersection where drivers have had 20+ years conditioning to speed up to 40 mph. You will save lives if you treat this like any other intersection (4/4 crosswalk).

Thank you for the comment.

187) Does the TRIZ have justification for why some intersections only include painting 3 out of 4 crosswalks?

Thank you for the comment. Traffic signals and pedestrian crossings were evaluated for all intersections along the whole corridor with the intent to provide safe vehicle and ped/bike crossings approximately every 700 feet. New traffic signals did not meet any of the technical volume, crash history, or roadway network requirements between Mandell and Yoakum. Pedestrian delay and comfort analysis resulted in the recommendation to use RRFBs over HAWKS as HAWKS are more than four times as expensive with not much greater benefit. RRFBs are a suitable pedestrian crossing type for the roadway width and volumes/speeds of vehicles.

- 188) How do we know that RRFBs will provide equivalent safety to pedestrian islands? Are we conducting a study to verify that claim or are we abandoning safety concerns immediately after project conclusion?
Thank you for the comment. Pedestrian crossings were evaluated for all intersections along the whole corridor with the intent of providing safe vehicle and ped/bike crossings approximately every 700 feet. RRFBs are nationally accepted treatment for pedestrian crossings for similar three-lane roads. Safety is being integrated in every aspect of the project.
- 189) We claim to want more walkability out of this project but at Dunlavey/Alabama we don't seem to be wanting to make it easier to pull groceries back from HEB, would it be possible to get a raised crosswalk /raised intersection here to improve walkability?
Thank you for the comment. This project includes safe crossings approximately every 500 to 700 feet per City requirements. Raised pedestrian islands and crossings are not part of the project. Dunlavy is signalized, so painted high-visibility crosswalks will be installed at all four approaches of the intersection to promote safe crossing.
- 190) How many additional flashing beacon crossings are to be added
Thank you for your comment. This project includes safe crossings approximately every 500 to 700 feet per City requirements. There will be an RRFB at three locations throughout the project. The RRFBs are designed to bring greater driver awareness to the crossing and contribute to a safer roadway.
- 191) 500 feet is a long way to walk for a crosswalk in Houston heat. Is meeting bare minimum requirements the best possible design or cost cutting hiding behind minimum requirements?
Thank you for the comment. 500 to 700 feet is an appropriate crossing distance and is not influenced by cost.
- 192) Whereas you mentioned that bicycle routes exist on West Main and Hawthorne —will there be any indicators on West Alabama to indicate this in the redesign?
Thank you for the comment. Bicycle signage will not be added for parallel bike routes.
- 193) Has the team actually walked the street at different times of the day to understand the pedestrian exp?
They
Thank you for the comment. Yes, the project team has walked the street at various times.
- 194) How wide are the lanes?
Thank you for the comment. This project is proceeding with 11 ft lanes.
- 195) Six feet wide sidewalks is beyond ADA compliance requirements. That's unnecessarily too wide.
Thank you for the comment. Sidewalks are being widened from the 4-foot minimum to 6 feet wherever feasible. In areas where large, mature trees are present, localized variations in sidewalk alignment or width may be necessary to preserve these existing trees, resulting in minor variations.
- 196) Are you taking land from businesses to make the six feet wide sidewalks?
Thank you for the comment. The proposed 6-ft sidewalks will remain within the existing City right-of-way.
- 197) It seems like this plan focuses more on tree preservation than it does roadway safety, why are there two goals associated with safety when it seems like safety was a deemphasized part of the project?
Thank you for the comment. Safety is incorporated throughout the design through 11-foot lane widths, a three-lane roadway configuration, speed limit signage, and high-visibility crosswalk markings to improve pedestrian awareness.

- 198) Would it be possible to have two properties share a driveway so that there are not so many driveways for pedestrians to cross?

Thank you for the comments. Consolidating driveways is not part of the design.

What is the point of making a sidewalk 6' when it is narrowed to 4' for trees? This now occurs on Kipling and it looks absolutely horrendous. PLEASE leave the sidewalks 4' wide.

Thank you for the comment. Sidewalks are being widened from the 4-foot minimum to 6 feet wherever feasible. In areas where large, mature trees are present, localized variations in sidewalk alignment or width may be necessary to preserve these existing trees, resulting in minor variations while maintaining the overall visual integrity of the corridor.

- 199) Does the city have plans to execute any concurrent projects to improve the intersecting roadways and/or infrastructure (sidewalks, stormwater, potable water, sewer, etc.) during the timeframe of the W. Alabama reconstruction?

Thank you for the comment. The Montrose Redevelopment Authority's Mandell St project will overlap towards the beginning of the construction phase.

- 200) I see that you're planning to install St. Augustine grass everywhere. Have you considered using native plants instead? If not, why not? They're used to our climate and require little to no maintenance.

Thank you for the comment. We did consider native plants during the design process. However, we're currently limited to City of Houston standards, and there isn't a maintenance partner in place for this area who could support the specific care native plantings often require. We're also aiming for a cohesive, uniform look throughout the corridor, which factored into our decision

- 201) Half the trees you planted on Montrose are dead or severely stressed. What will be different this time?

Thank you for the comment. We are planning to use enhanced soil mixes to help with the long-term health for the trees.

- 202) Who's going to keep the trees trimmed? Why are six feet sidewalks necessary? It's Houston. It's too hot to be outside most of the time in Houston.

Thank you for the comment. The City of Houston will be responsible for maintaining the landscape. Six-foot-wide sidewalks are the city standard.

- 203) How many new trees will be added?

Thank you for the comment. We are planning to maximize tree planting along the corridor to help provide shade for pedestrians.

- 204) Structural soil is just rocks, not soil, so it retains very little water. Maybe that's why so many trees on Montrose are dead or dying.

Thank you for the comment. The structural soil will be used to help prevent damage to sidewalks and road.

- 205) Is fiber optic going to be installed at the time of construction

Thank you for the comment. Yes, they will be installed during construction.

- 206) Will you be ripping up any fiber optics that are already in the parkway (tree area) you're redoing.

Thank you for the comment. Any conflicts will be relocated as part of the private utility coordination process.

- 207) Taft is a cycle route crossing w Alabama. What is done to improve cycle priority at this intersection

Thank you for the comment. Taft St does not intersect W Alabama St.

- 208) There's a funeral home on W. Alabama. What is going to be done to not obstruct funerals during this construction time?
Thank you for the comment. The Contractor will coordinate with the funeral home at the time of construction.
- 209) We did a new big pipe on our new construction passing through all the side walk 2 years ago, will that take in consideration, all new we paid for that from 2016 w Alabama until Huldry corner.
Thank you for the comment.
- 210) 100% Kipling now floods when it did not before the drainage project.
Thank you for the comment. Although gutters are not being designed along the intersecting streets, the roadway slopes along W. Alabama are being designed to direct drainage toward storm inlets, providing improved drainage for the adjacent streets.
- 211) A 6' sidewalk hour glassing to a 4' and then back to 6' over and over does not serve a purpose. After they did this to Kipling, the other nearby streets went back to 4' sidewalks throughout keeping the aesthetic of the neighborhood.
Thank you for the comment. Sidewalks are being widened from the 4-foot minimum to 6 feet wherever feasible. In areas where large, mature trees are present, localized variations in sidewalk alignment or width may be necessary to preserve these existing trees, resulting in minor variations while maintaining the overall visual integrity of the corridor.
- 212) 30 million and no bike lanes is investing in the past, not the future
Thank you for the comment.
- 213) Why are we limiting the design to city / state standards when better (safer) options (islands) are widely used internationally.
Thank you for the comments. Raised pedestrian islands and crossings are not part of the project. There will be an RRFB at three locations throughout the project. The RRFBs are designed to bring greater driver awareness to the crossing and do contribute to a safer roadway. There will also be high-visibility crosswalks at every approach at every signalized intersection. Raised pedestrian islands are not able to be installed at this time per the City's Guiding Mobility Principles. RRFBs and ramps are a suitable FHWA proven safety countermeasure and will provide a safe and convenient crossing treatment in lieu of median islands.
- 214) Provide rationale why things are not being including in the project. Simply saying they are not included is not helpful.
Thank you for the comment.
- 215) What is the actual point of giving comment when you clearly don't care or implement anything requested? If all you want to do is pave everything so cars can go as fast as possible, why even pretend you care about pedestrian safety? Signs and paint won't stop the Nissan from smashing into the person walking across the street when the physical environment tells them to go as fast as possible. Way to waste 30 million dollars.
Thank you for the comment.
- 216) Thank you for left turn at Shepherd
Thank you for the comment. The design is being modified to match the lane configuration at Shepherd Drive, which does not include a left-turn lane.
- 217) I submitted some questions beforehand, and I had to exit the zoom before it was over, but stayed for most of the questions and did not seem mine were addressed. Plus, I have another one.

1. The speaker lost credibility right out of the gate when he said there weren't many trees. B.S. There are 75 trees, mostly mature live oaks, b/t the 59 spur and Shepherd. Only the farthest west block has less trees due to development.
2. Total vaguery re "preserve 'most' of them". That, in essence, means nothing.!. Please be very specific. Block by block, tree by tree. Thank you.
3. Craig Koehl is NOT a certified arborist. Please enlist the certified arborist you used for consult and continuous oversight on the Montrose project. He is very smart, is a certified arborist, knows what he is doing and advocates for the trees.
4. How many W. Alabama business owners were on the zoom? How many business owners are there in total in those blocks? I was shocked my cat caretakers knew nothing about it when I asked. Did you notify all the businesses along those blocks?
5. The speaker mentioned a landscape architect, but I never heard one named. Who is it?

My only other commentary is that it seems rather ridiculous to make Alabama a pedtreian-oriented street. It isn't now, nor has it been - ever?? The businesses along these blocks are not pedestrian-oriented shops, except perhaps HEB and the tavern farther east. Pedestrian flow is more north-south, that east-west. It is a poor waste of scarce city money and resources. On top of the super negative impact this 2yr project will have on the traffic flow for these businesses.

Thank you for the comments. Data was not collected as to the number of business owners in attendance or in total in those blocks. The landscape architect is Asakura Robinson.

- 218) Why wasn't there a representative from the city in attendance at the public meeting to explain design constraints given to the engineers?

Thank you for the comment. Detailed design constraints were not part of the presentation.

- 219) Dear TIRZ folks:

I like the new / current plan! I like maintaining the turn lane and safe width driving lanes. I like bike lanes redirected to safer residential streets, additional stop lights, blinking lights for pedestrians, easier to see crosswalks. And we definitely need new, 6' sidewalks!

And thank you for preserving as many trees as possible! Mature trees provide shade and habitat for wildlife, absorb heat and flood water, beautify the neighborhood while enhancing business climate, protect pedestrians from wayward cars,,,, and are irreplaceable. Would like to see a preservation plan for each tree, and assurance of protection.

Please, no pedestrian islands or narrow lanes, both of which obstruct turns and cause accidents. No bike lanes, which hinder traffic and put cyclists perilously close to motor vehicles.

Want to remind you that a very loud and calculated group of contrary folks is systematically trying to stir up fear, by spreading an untruth that the lanes will be widened and will encourage speeding. Note that, despite claims, and supposed 'signatures of 64 businesses,' this group does NOT represent the majority of people who live / work here or travel W Alabama. Fact is, many people with homes and businesses here still have not heard of this project, or how it will impact their businesses, so have not been able to attend meetings or voice their opinions.

“Stuffing the ballot box” by a massive showing at City Council and TIRZ events is not a true representation of the people who actually live here and use W. Alabama.

New Councilmember Panzarella is deceiving people, IMO, by promising new pavement and bike lanes, but leaving out that his plan would snarl traffic and would chop down hundreds of mature trees. No!

I am a bike rider. And I am safer on side streets. Plus I love trees and all their benefits!

Please keep the current plan. And definitely preserve the trees!

Thank you for the comment. The existing trees are being preserved to the maximum extent feasible.

- 220) I encourage TxDOT to keep the Alabama Underpass artwork up and to find ways to include areas of public art in the project. Midtown Houston has a cultural arts district. This area will now become more walkable than ever! Public art creates a sense of a safe place and is traffic calming. I live in Montrose so thank you for your work so far. It looks good. Very thoughtful.

Thank you for the comment. The project does not include the Alabama Underpass. The artwork will remain. Including public art is not part of this project.

- 221) I live at W. Alabama and Audley behind Lamar High School. I own a car and a bike. We don't need another street just for cars, we have too many of them already. I would like to safely bike along W. Alabama to go to the grocery store or out to eat, visit the Menil or over to Austin/Caroline and then ride downtown or to the Art Museum. I support reducing the width of travel lanes and adding a protected bike lane all along W. Alabama.

Thank you for the comment. This project is the middle segment of three projects being led by the City of Houston. The lane configurations of all three projects are consistent in that they do not have bicycle lanes.

- 222) Why are bike lanes not finally being reinstalled on West Alabama? They were removed to temporarily install a reversible lane during the reconstruction of spur 529. That was over 20 years ago. This is the perfect to give us our bike lanes back.

Thank you for the comment. Existing trees are being preserved to the maximum extent feasible.

Email comments are still welcome. All comments whether by email or the form are being counted.

- 223) Sorry, but the roadway layout map that you have shared is a bit of a joke! It tells me almost nothing. Specifically, how many corridor oaks are you removing? Please list each one, which block, and circumference/approx age. Who is the arborist working on this with you?

Thank you for the comment. The existing trees are being preserved to the maximum extent feasible. The design is still in progress.

- 224) I am writing to express my support for the re-pavement of Alabama Street, BUT - I am not at all in favor of losing any street trees, nor am I in favor of bike lanes.

Let me say this again, in the strongest possible terms: I am absolutely opposed to the removal of mature trees for this project and opposed to the insertion of bike lanes.

Bike lanes belong elsewhere. This is not a city that bikes to work. We have spent ruinous amounts of money on bike lanes that do not get used, other than by a very small number of the population for recreational use only. Meanwhile, my streets in Montrose are falling apart and my drainage is terrible. In addition, we have no money for the upkeep of bike lanes. The existing bike lane in Montrose that takes up a much-needed traffic lane is usually littered with trash and is clumped with weeds.

At a time of rising temperatures, we desperately need to maintain our tree canopy. This is common sense. Trees provide natural beauty and lower the temperature. More concrete and less trees provide the opposite.

Thank you for the comment. Existing trees are being preserved to the maximum extent feasible and bike lanes are not included on this project. Woodhead is the only exception where they are being maintained at the traffic signal.

- 225) I like the current project design preserving the mature trees and maintaining a center turn lane as well as improving pedestrian safety. I am glad you realized that the road was too narrow for a center turning lane and bike lanes prior to construction, unlike on west 11th St.

Thank you for the comment.

- 226) Can we compare to best in class NOT existing conditions?

Thank you for the comment. The design is implementing the best practices given all the physical constraints, including the City's Guiding Mobility Principles, tree preservation, and all design goals.

- 227) The issue with Alabama street is not the lack of 6 foot sidewalks or vegetation. It is inadequate vehicle carrying capacity and flooding due to compromised storm water drainage. The mature oak trees along this corridor are doing just fine and will be irreparably harmed by this construction. Alabama does not need additional signal lights to interrupt the already ridiculous amount of traffic in the morning and afternoon rushes. Narrowing the lanes as proposed will have the effect that most of TIRZ 27 projects, increase traffic and make this area less navigable.

Thank you for the comment.

- 228) 1) The drainage issue at the corner of W. Alabama and Mandel

On the side by the Watercolor Art Society building, after a hard rain, water puddles for yards on W. Alabama and Mandel. It is a low area where the water jumps the curb. Other drains, in the neighbor take hours to funnel the water, not days. The drain is on the Mandel side, but it is affecting W. Alabama's right lanes and crosswalks.

- 2) Another concern is the parking at Sunrise House, 1830 W. Alabama.

The restaurant provides 'Valet Parking Only' on a very small lot. The cars line up on W. Alabama waiting to get into the lot for a valet. This is a slow process and cars block traffic on W. Alabama. The restaurant recently expanded the seating area, which is restricting parking even more.

I can think of several options. Don't have valet parking, when the lot is full, you find other parking. Perhaps pay another business to use their parking space on Saturday and Sunday. Or the restaurant could provide a discount to those arriving through a car share program.

The restaurant needs to be part of the community or move to a larger location.

- 3) Maintaining Walkable Neighborhoods.

The crosswalks across W. Alabama at Woodhead, Dunlavy and Mandel are vital to our walkable neighborhood status. People walk to stores, from school, to restaurants and museums all day and night. It would be great if those areas were brightly lit and marked, anything to warn drivers of crossing pedestrians.

4) Middle lane

The middle lane will be for turning left only. This doesn't happen much throughout the days. But it is important to have a turn left lane. Also, bike riders are using the sidewalk on W. Alabama to go down the street. It sounds dangerous, but could you make changes to the middle lane to allow for bikes, along with a turn lane. Use double lines for the middle lane clearly and paint the turn signal and bike riders emblems at every intersection. The bike will have to stop when the cars come into the turn lane to turn. But if they are stopped, the rider could squeeze by. Also, it would remind impatient drivers that the middle lane is not for passing or just speeding down the road. It could be seen as dangerous or a viable option. Let's face it, walking and bike riding is dangerous on all streets that don't have a designated lane (or sidewalk for pedestrians). Try it out before you blow it off. It will have a double purpose and educate drivers to not use the middle lane for speeding. I will happily be the bike rider for any experiment.

Good luck.

I appreciate the chance to voice my opinion.

Thank you for the comments.

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