

North Main Street Safety Improvements

Business Engagement Virtual Public Meeting
Tuesday, May 18, 2021

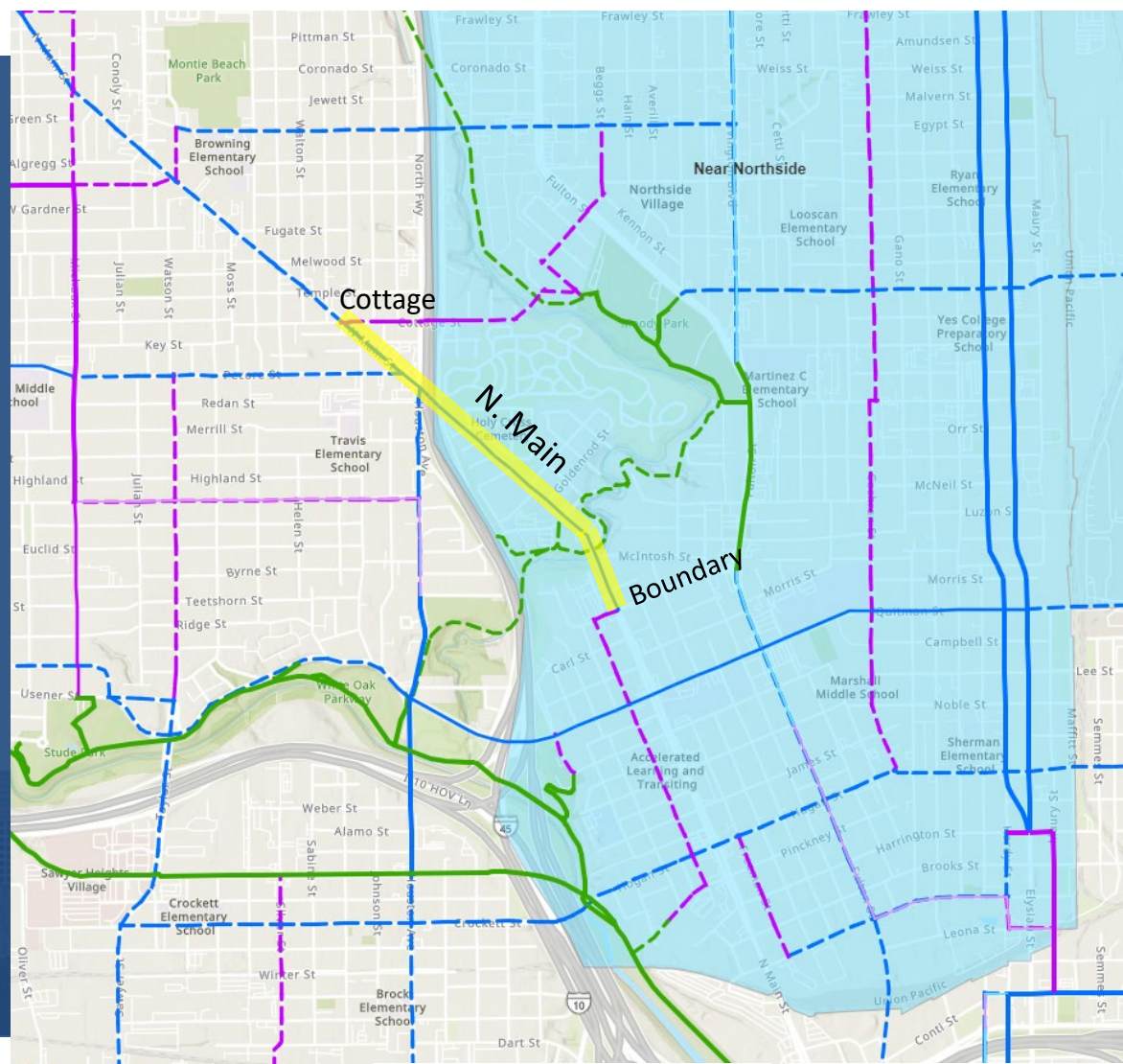


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2020-2021: NORTH MAIN STREET IMPROVEMENTS

- Boundary Street to Cottage Street
- Reduce number of lanes
 - reduce vehicle speed
 - safe crossings for pedestrians
- Protected, on-street bikeway



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	Existing, Dedicated On-Street		Programmed, Dedicated On-Street -		Proposed, Dedicated On-Street
	Existing, Off-Street		Programmed, Off-Street		Proposed, Off-Street
	Existing, Shared On-Street - H		Programmed, Shared On-Street - HC		Proposed, Shared On-Street



Potential Bike Facilities 2018 | Near Northside



Comments

Heights

SAFE STREETS TOOLBOX



Neighborhood Bikeway



Bike Lane



Separated Bike Lane



Shared Lane



Rough Bike Lane & Turn Lane



Median Refuge Island

with speed humps

THIS IS "NO GOOD"

I AGREE

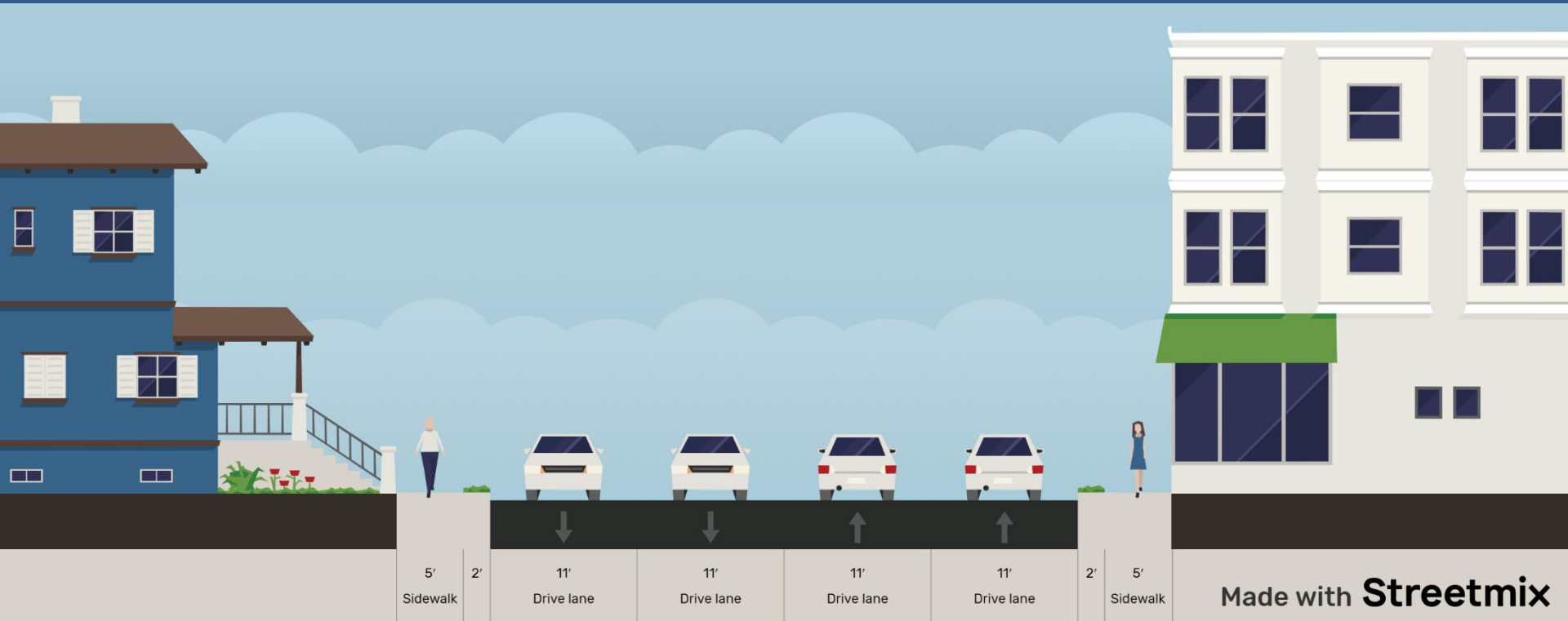
Prefer for SAFETY!

How many times have you seen a car hit a bike? It's not just a matter of "if" but "when". We need to make sure that our streets are safe for everyone. Please don't drink and drive.

This sounds dangerous.

NORTH MAIN STREET

Existing Street Section

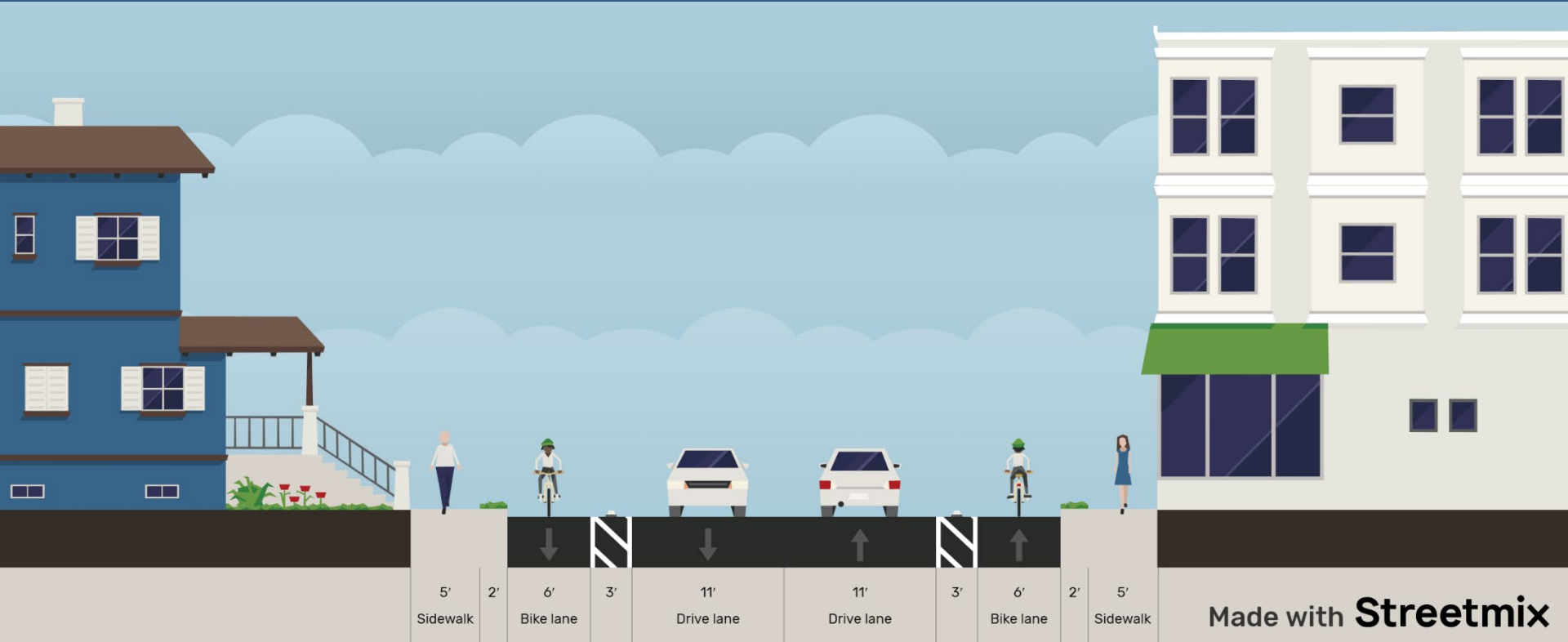


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NORTH MAIN STREET

Proposed Street Section: Boundary to IH 45

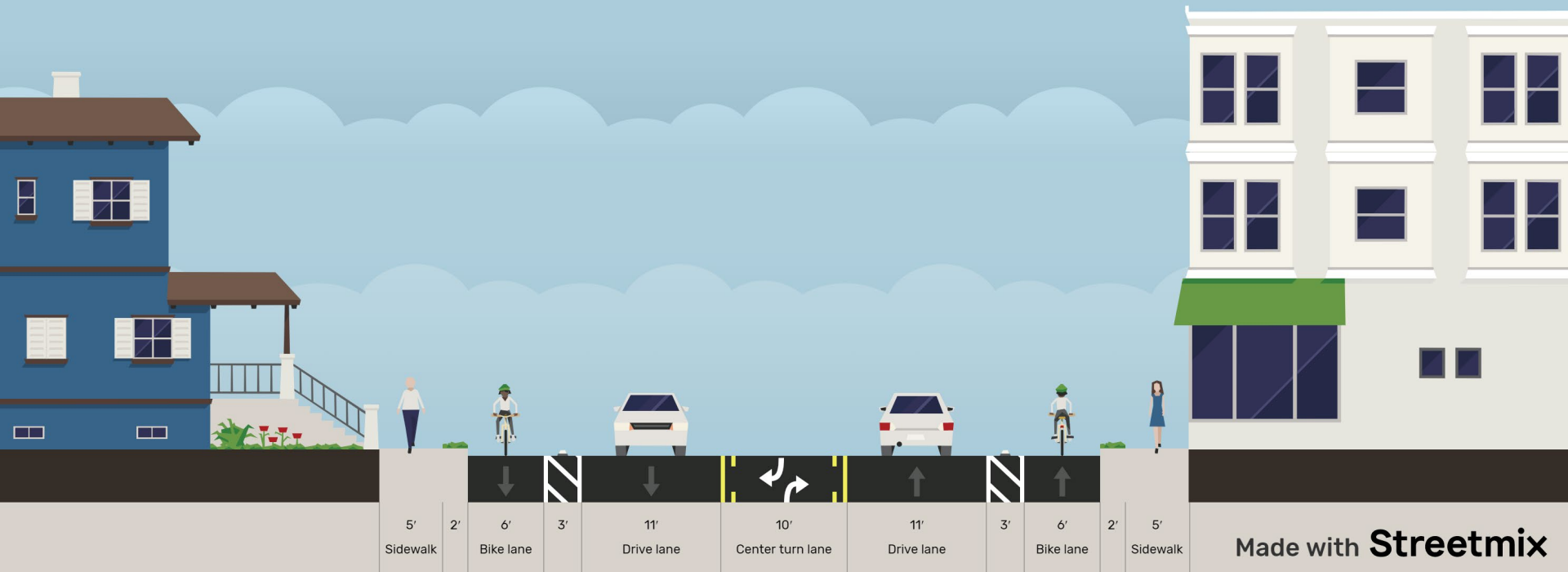


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Proposed Street Section: IH 45 – Cottage St



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NORTH MAIN STREET

What we've heard...

- Speeding concerns and traffic crashes
- New development → more cars on the road
- Sharp curve on North Main → dangerous driving
- White Oak Music Hall Events, loading/unloading, parking

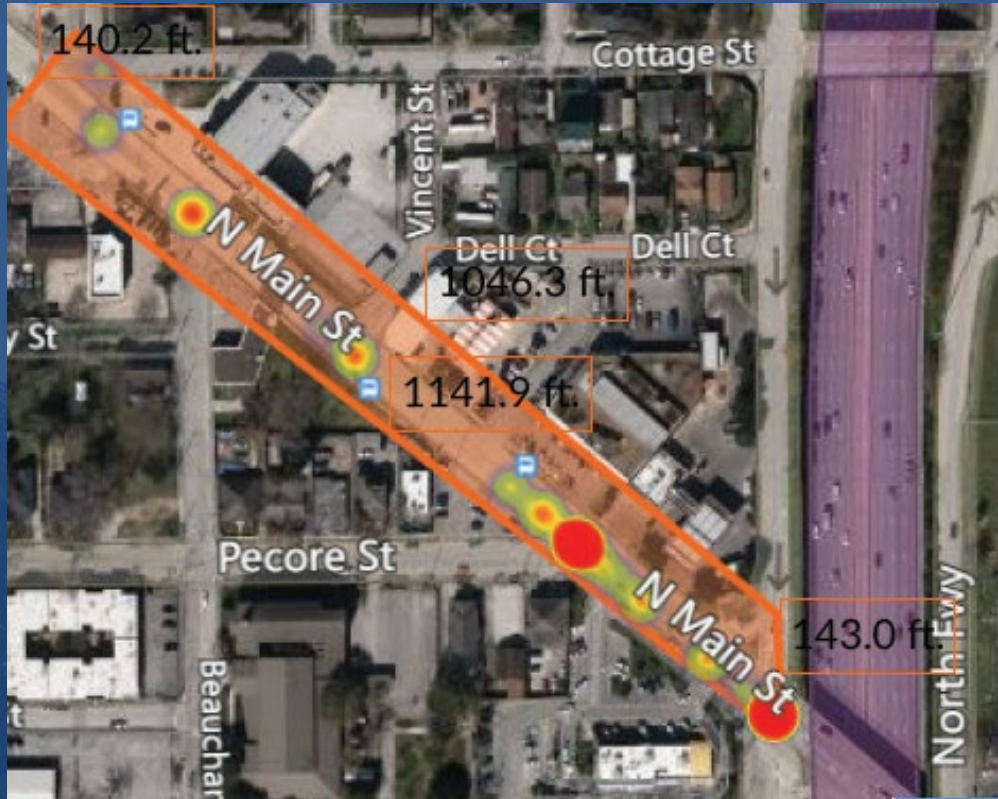


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Crash Heat Map – 05/17/2016 to 05/16/2021

N Main – Cottage to I-45



Traffic

Volume (24 hrs): 13,172

Speeds: 39.5

Crash Rate

State average: 366

N Main: 549

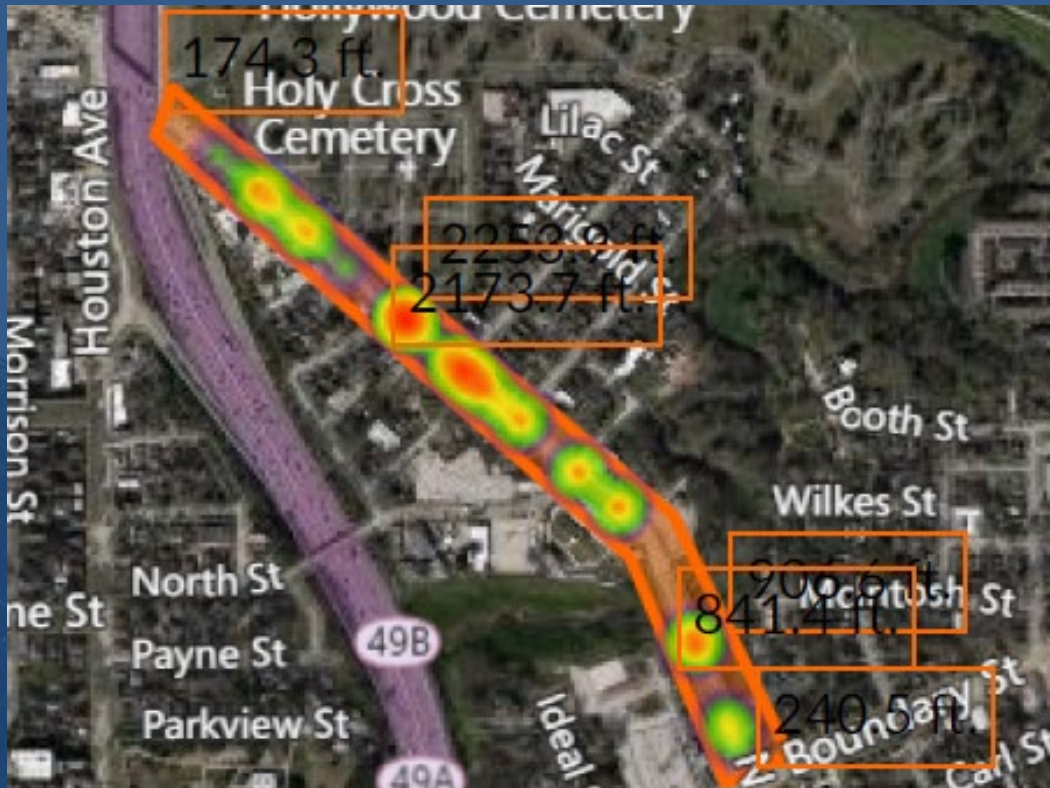


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Crash Heat Map – 05/17/2016 to 05/16/2021

N Main – I-45 to Boundary



Traffic

Volume (24 hrs): 9,565

Speeds: 41 mph

Crash Rate

State average: 366

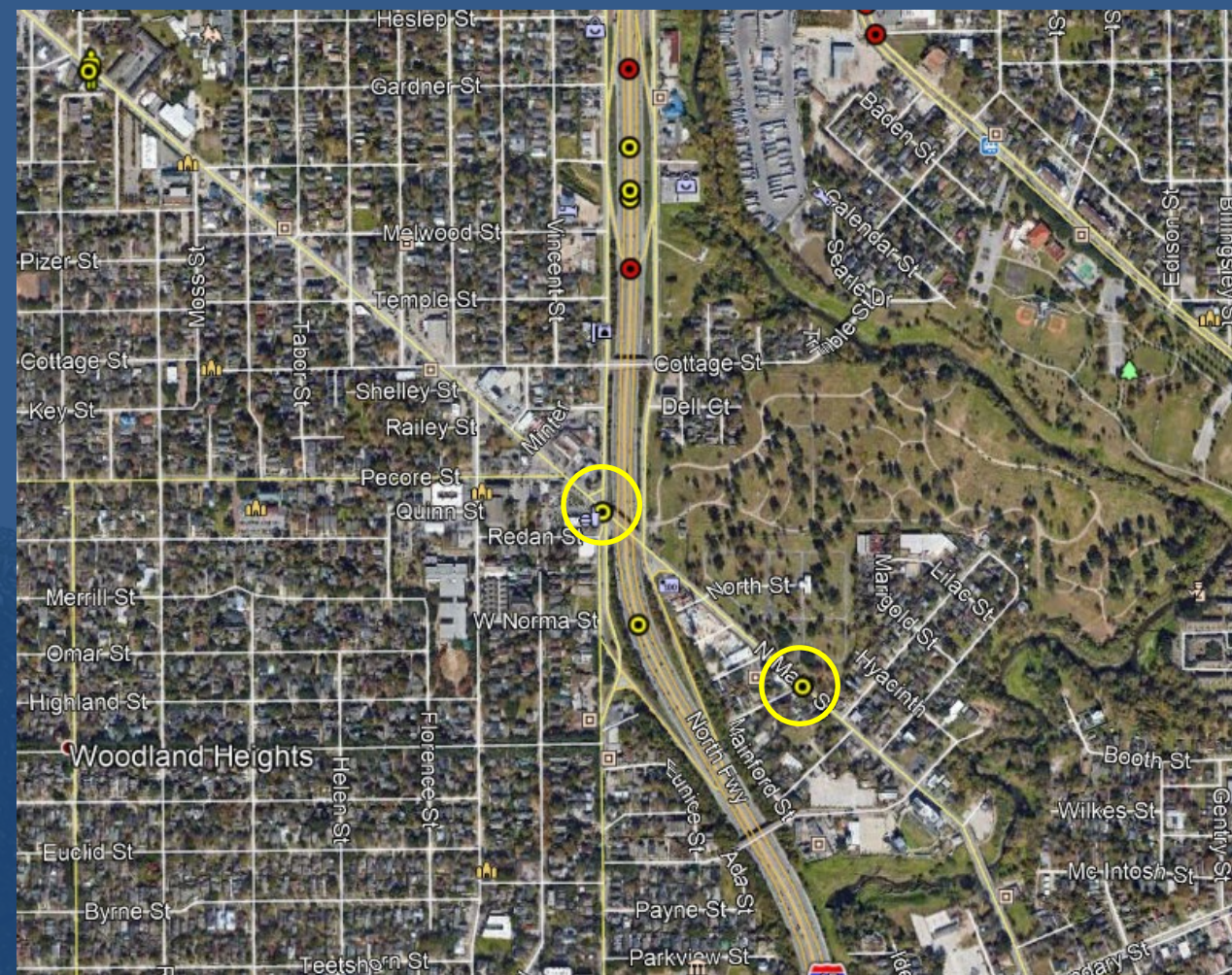
N Main: **1,072**



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Serious Injuries/Fatalities 2017-2019



Serious injuries



Fatalities

2 serious injuries

State estimate of
cost to society:

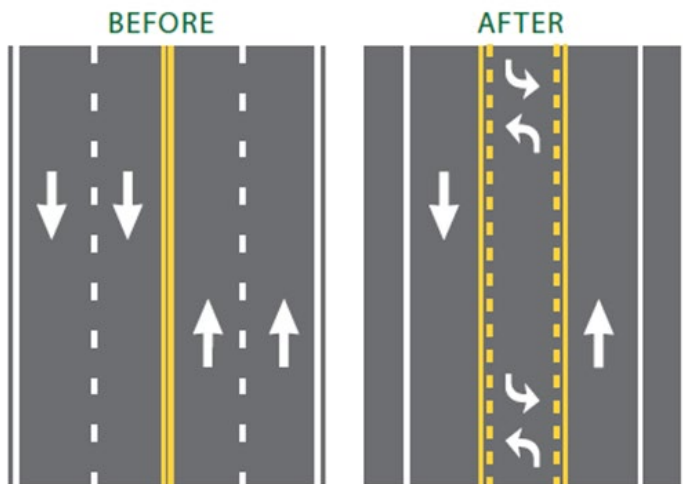
\$7,200,000



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Street Safety Improvements



Road Diets
(Roadway Reconfiguration)

SAFETY BENEFIT:

4-Lane → 3-Lane

Road Diet Conversions

19-47%

Reduction in total crashes

Source: Evaluation of Lane Reduction "Road Diet" Measures on Crashes, FHWA-HRT-10-053.



Pedestrian refuge islands
can reduce
pedestrian
crashes by

32%



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Street Safety Improvements



Safe space for people biking
Decrease in fatal crash rates

- 60.6% Seattle
- 49.3% San Francisco
- 40.3% Denver
- 38.2% Chicago



Toronto

Bike lanes help business!

- Increase in monthly spending
- Increase in the number of customers
- Increase in frequency of visits
- Vacancies held steady

<https://medium.com/sidewalk-talk/the-latest-evidence-that-bike-lanes-are-good-for-business-f3a99cda9b80>



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NORTH MAIN STREET – BIKE LANE

Future Traffic Demand

- North Main is built – we can't widen the road
- Use existing Right of Way to provide multimodal options
- People are already cycling in the area
 - Some are by choice and others don't have options
 - This community has been divided by the freeway
- We are ensuring safe mobility options for the future



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NEXT STEPS

- Continued Public Engagement
- 100% Design Completion
- Timeline
 - Contractor on board
 - 3-5 months to complete construction



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PROJECT TWEAKS?

Houston Bikeways wants to hear from you!

- Phone: 832-395-2700
- Email: bikeways@houstontx.gov
- <https://houstonbikeplan.org/north-main/>



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QUESTIONS?



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