

Comments Received Via Email

Of great concern to me are the dedicated right-hand turn bays proposed for this intersection. Motorists already never stop at red lights for pedestrians. But when dedicated right-turn bays with a large radius are provided, they literally take the curves at full speed, at 25-30 MPH, tires screeching into the turn, and it would be impossible for them to stop for a pedestrian even if they wanted to. I'm all for de-bottlenecking the intersection for right-turners, but there must be implemented traffic calming techniques in those bays which will keep pedestrians from being killed. Techniques like a small turn radius, speed bumps or pavement stippling, contrasting crosswalk paver colors (red, green, etc), very bright and directive signals directed at right-turners and peds, and maybe even low-tech, low-cost magnets like "buckets of red flags" that a pedestrian could pick up from a bucket before crossing, wave in front of the car while crossing, and re-insert back in a bucket. I saw this in Washington State, and thought it was clever and cost-effective. Something has to be done. The default designs I have seen are ineffective and dangerous. The bike lanes on FM529 have to be directed to the left around the right-turn-only lanes far in advance, like 150 ft or so. If they just end in the RTO lanes, the cyclists get trapped, and have to stop and then they have to cross the stream of non-stopping right-turners motor vehicles. The treatment at eastbound Briarforest at BW8 is good; copy it, and it will be OK.

Peter Wang

As you know the Energy Corridor District is implementing a ped/ bike safety grant project with TXDOT on IH-10 for SH-6, Eldridge and Dairy Ashford that will hopefully improve crossing conditions that include reducing radii, more visible crossing zones, pork chop per island removal, etc. Perhaps TxDOT can learn from this lesson as it relates to FM 529. I have been on the stump for sometime to simply enforce the EXISTING regulations we have on the books. As you said, IT'S RIGHT ON RED, NOT ROLL THROUGH RED. I think if the COH/ HPD , County etc would begin sending the message that rolling through red lights in West Houston is not acceptable, things might be tremendously different. It is funny that anyone that grew up in Houston knew from the age of 10, NEVER speed through Bellaire, Hedwig Village or West University and to this day I don't even think about it. If this kind of intimidation could would that way, why not enforce the laws we have rather than modify existing infrastructure at another huge cost to tax payers when the culprits are actually the law breakers. Even modifications without enforcing existing traffic regulations is not going to improve conditions to the point that ped/ bike movements are really safer. The solution may have be a real concerted effort to improve all of these to be successful.

Robert Rayburn