

Resolution of support for pedestrian streetscape on Richmond Avenue

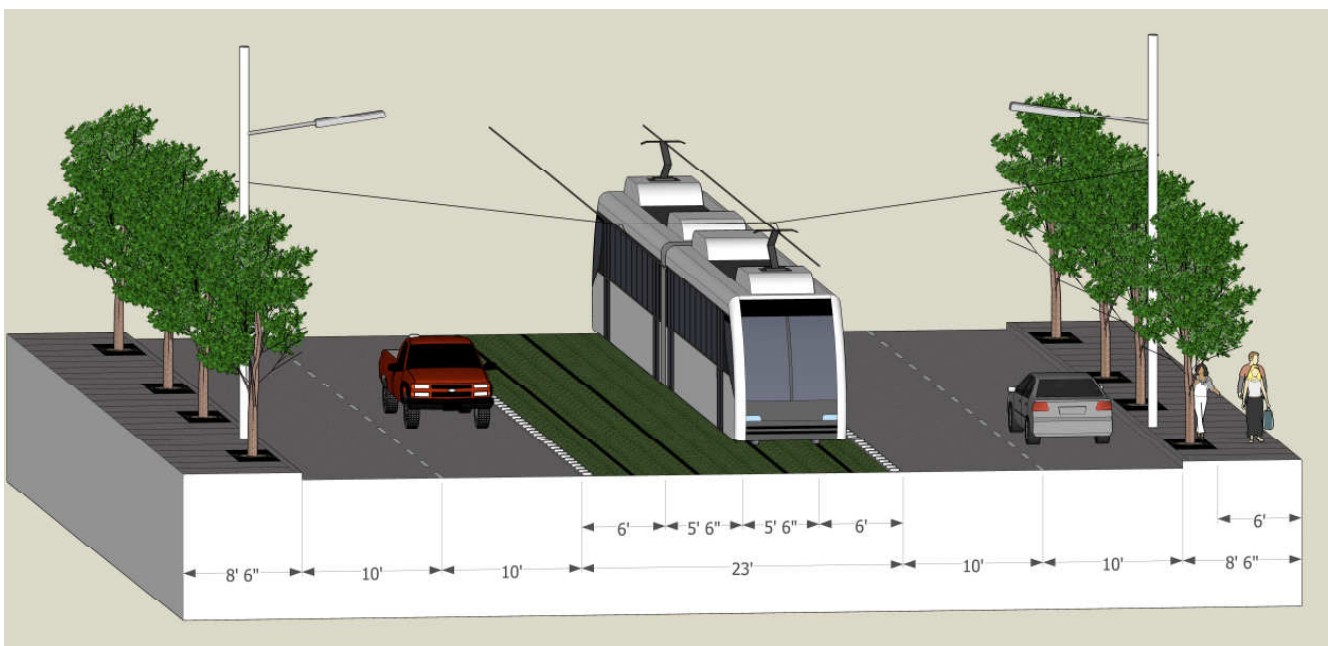
We know that:

- Neartown already has a lot of people making trips on foot, thanks to a relatively high population density, a diverse mix of stores, restaurants, museums, and institutions near residential areas, and a well-connected street grid created when it was a transit-oriented neighborhood.
- More people would walk in Neartown if there were a continuous, adequate, comfortable, and safe sidewalk network.
- The opening of the University Light Rail Line will offer Neartown residents, employees, students, and visitors a convenient and attractive alternative to driving, but to use the line, people will need to be able to walk safely and comfortably to and from stations.
- Neartown is becoming increasingly dense, and a key to accommodating this density is to allow more people to walk and use transit.
- Richmond Avenue is one of Neartown's most important streets, and it must accommodate transit riders, pedestrians, and drivers and serve as an asset to the community.
- Rail construction presents an opportunity to upgrade an aging infrastructure and minimize future disruptions.

The new Richmond streetscape will be an integral part of our community for decades to come. A good design will enhance the community, reduce traffic by allowing people to walk and use transit, and make Neartown more livable. A bad design will harm the community.

We resolve:

We want the following minimum street cross-section on Richmond between Kirby and Spur 527 in the segments between stations. This section is limited to the existing 80-foot right-of-way, avoiding the taking of private property.



Recommended allocation of 80-foot right of way on Richmond Ave.

- **A 8’6” pedestrian realm** (measured face of curb to property line) with a **6-foot pedestrian clear zone** (unobstructed by any utilities, street furniture, or trees) with **trees** located between the clear zone and the curb. To this end, the trees must be centered 2’ from the curb in tree wells covered with grates, and all poles, signs, fire hydrants, etc. must be entirely located within 2’6” of face of the curb (or 2’0” of back of curb for a 6” curb.) Where circumstances allow it, the pedestrian realm should be a full 15’0.”
- **Two 10-foot traffic lanes in each direction.** 10-foot lanes are wide enough for all street-legal vehicles but narrow enough to discourage speeding, improving safety for drivers and pedestrians. Furthermore, 10-foot lanes will maximize the pedestrian realm: wider traffic lanes mean less space for people.
- **A 23-foot wide light rail trackway.** This is wide enough to safely accommodate two light rail trains on straight track with the train’s overhead wires supported off the streetlight poles, not poles in the center of the street.
- **Tracks set in grass** to reduce noise, reduce runoff, and discourage drivers from accidentally driving on the tracks.
- **Pedestrian crossings**, either signalized or unsignalized, of Richmond at **every side street** and at **both ends of each station platform**. This enables pedestrians and bicyclists to directly access the entire corridor.
- **Underground phone, cable, and electric utility wires.** This reduces the number of poles in the sidewalk, protects trees, and increases reliability in hurricanes and other high wind conditions. The most cost-effective time to do this is during street reconstruction.
- **Coordination between METRO, the City of Houston and utility companies** in planning, scheduling and implementing these improvements. We expect the parties to work together to minimize disruption and mitigate the impacts of construction to Neartown businesses, institutions and residents.

We work, live, study, and play in Neartown. This is our community, and we care about it. We resolve that the City of Houston, METRO, and private utilities should follow these recommendations and work with residents, businesses, and other stakeholders to make Richmond the best street it can be.

Adopted by:

Organization _____

Mailing address _____ Zip _____

Number of households /members _____

Officer signature _____ Date _____

Print name _____ Title _____

E-mail _____ Phone _____

For more information, contact RichmondRail.org co-chair Kay Warhol at kay@richmondrail.org