

Allen Parkway Improvements Public Meeting



Mayor Annise D. Parker



Meeting Agenda & Speakers

- **Project Goals**

Dale Rudick, P.E., Director, City of Houston - Public Works & Engineering

- **Proposed Improvements**

Lonnie Hoogeboom, Director, Downtown Redevelopment Authority - Planning & Design

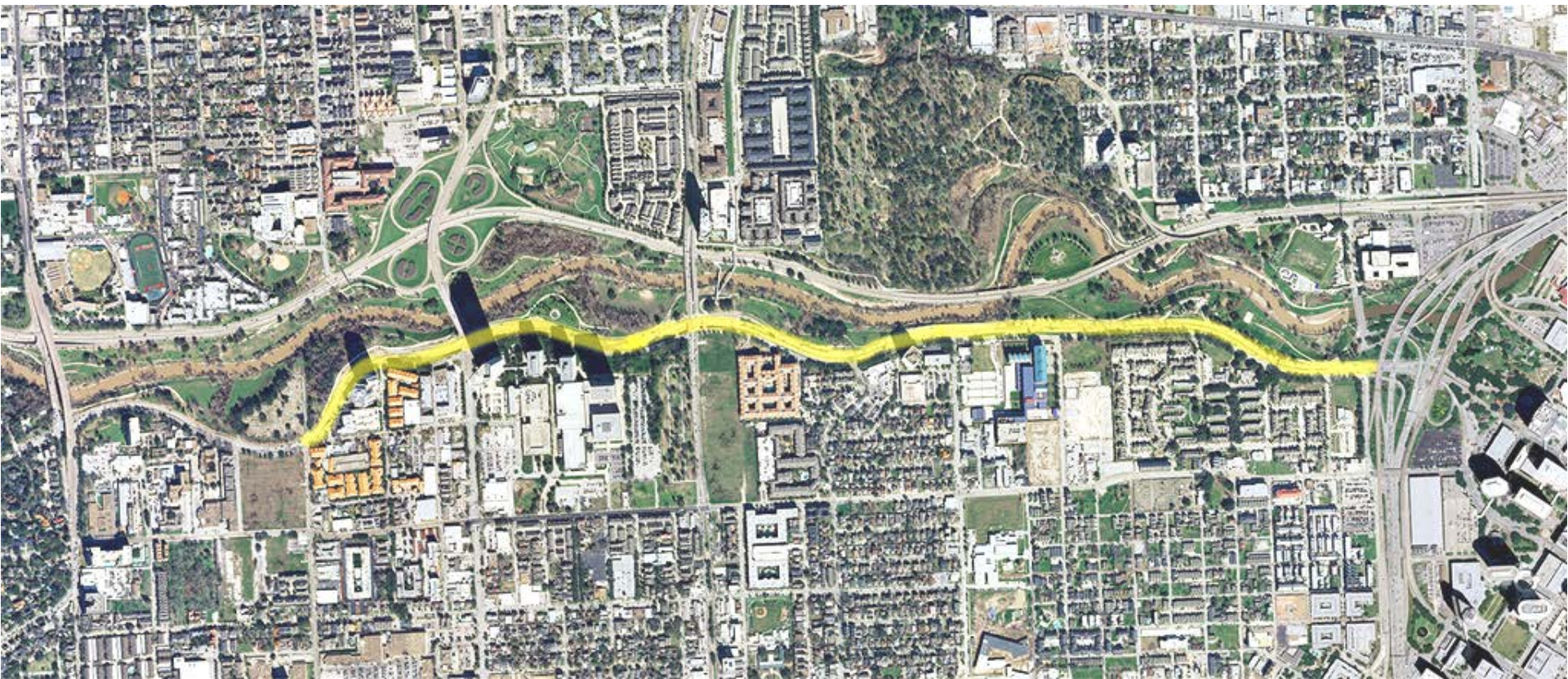
- **Project Schedule & Budget**

Bob Eury, President, Downtown Redevelopment Authority

- **Project Team Members Available for Questions**



Proposed Allen Parkway Improvements



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Buffalo Bayou Park Improvements



Lost Lake



Johnny Steele Dog Park



Eleanor Tinsley Park



Park Funding Partners

Kinder Foundation

Buffalo Bayou Partnership

Harris County Flood Control District

Texas Department of Transportation

City of Houston

Downtown Redevelopment Authority



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Allen Parkway Project Goals

- Improve public safety for park and parkway users
- Improve access to/from neighborhoods south of Allen Parkway
- Provide vehicular parking for Buffalo Bayou Park
- Create a “scenic bayou drive” between Shepherd and Downtown



Project Team

- **City of Houston**

Mayor's Office – Andy Icken, Chief Development Officer

Public Works & Engineering – Dale Rudick, Director; Jeff Weatherford, Deputy Director

Parks & Recreation – Joe Turner, Director

- **Downtown Redevelopment Authority – TIRZ No.3**

Bob Eury, President

Ryan Leach, Executive Director

Algenita Davis, Community & Government Affairs

Lonnie Hoogeboom, Planning & Design

Brett DeBord, Construction

- **Consultants**

Walter P Moore, Civil & Traffic Engineering – Edwin Friedrichs & Jennifer Peek

SWA Group, Urban Design & Landscape – Scott McCready



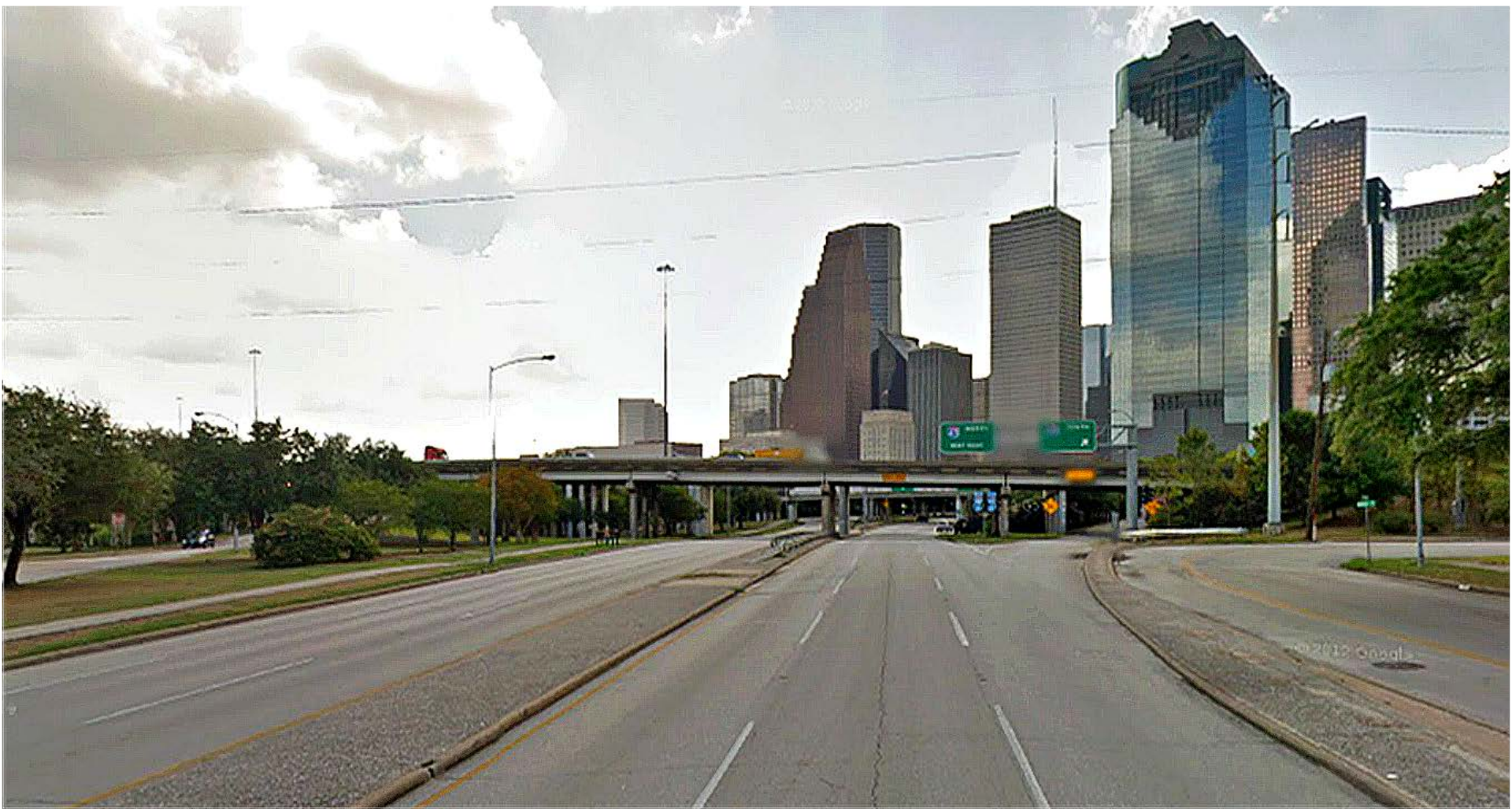
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Roadway Modifications

- **Safety**

- Install traffic signals with pedestrian crossings at Dunlavy, Taft, & Gillette

- Install pedestrian-activated traffic signal west of Park Vista Drive

- Landscape medians to calm traffic

- Reduce speed limit

- **Access**

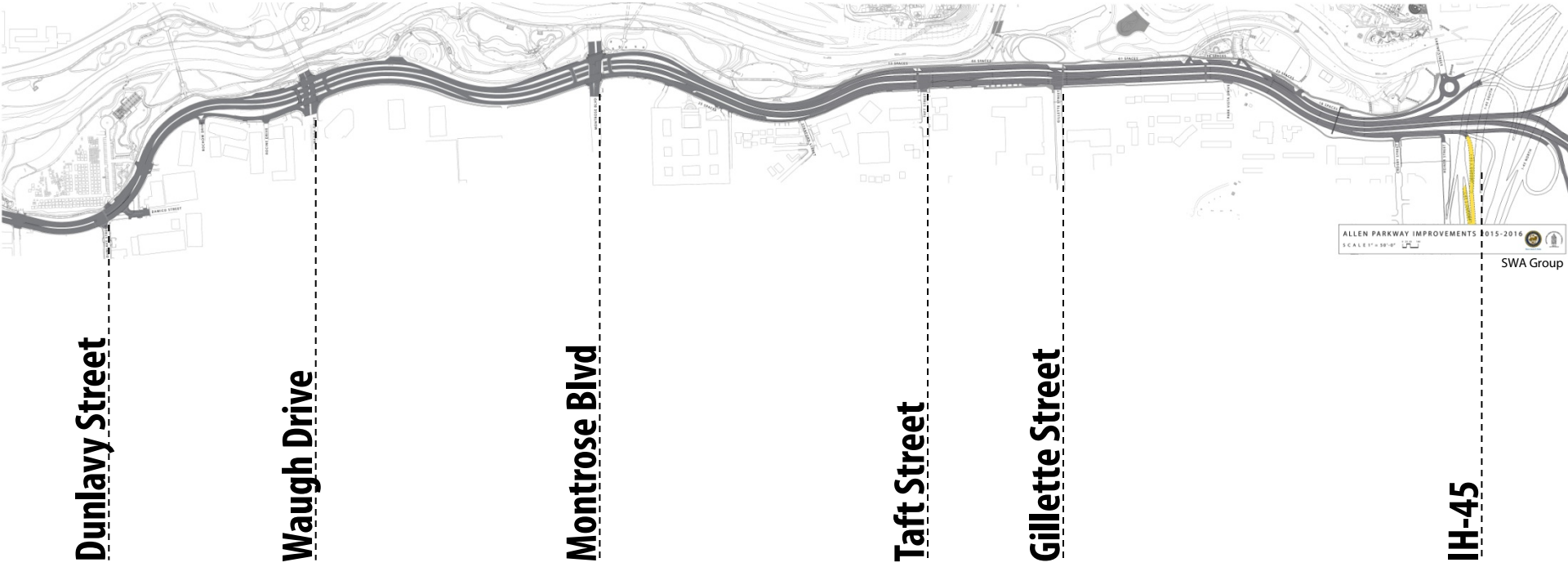
- Provide safer access to IH-45 (TXDOT)

- Provide safe access points to Buffalo Bayou Park for all users

- **Parking**

- Provide approximately 175 spaces along Buffalo Bayou Park

Project Area & Alignment Diagram



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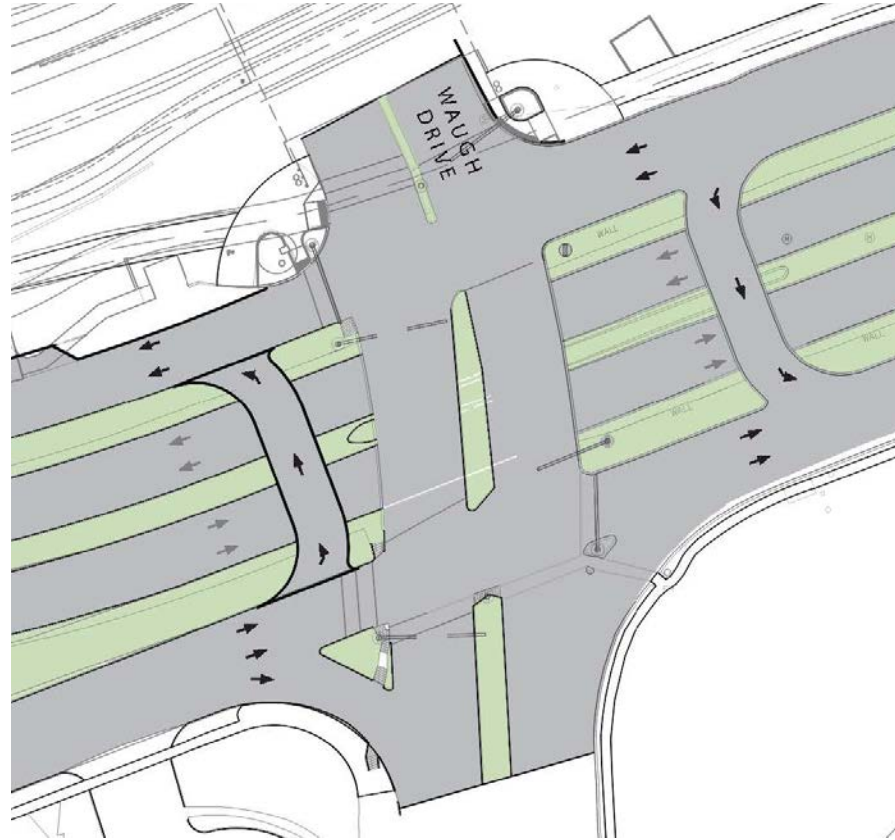
Dunlavy Street

Realign Intersection & Install Traffic Signal



Waugh Drive

U-Turn Bridge

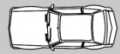


SWA Group

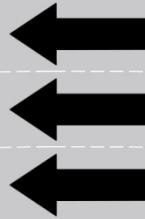


Existing Lanes

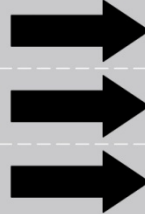
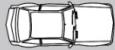
BUFFALO BAYOU PARK



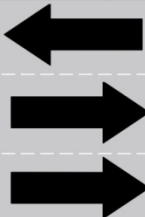
WESTBOUND



ALLEN PARKWAY



EASTBOUND



FRONTAGE



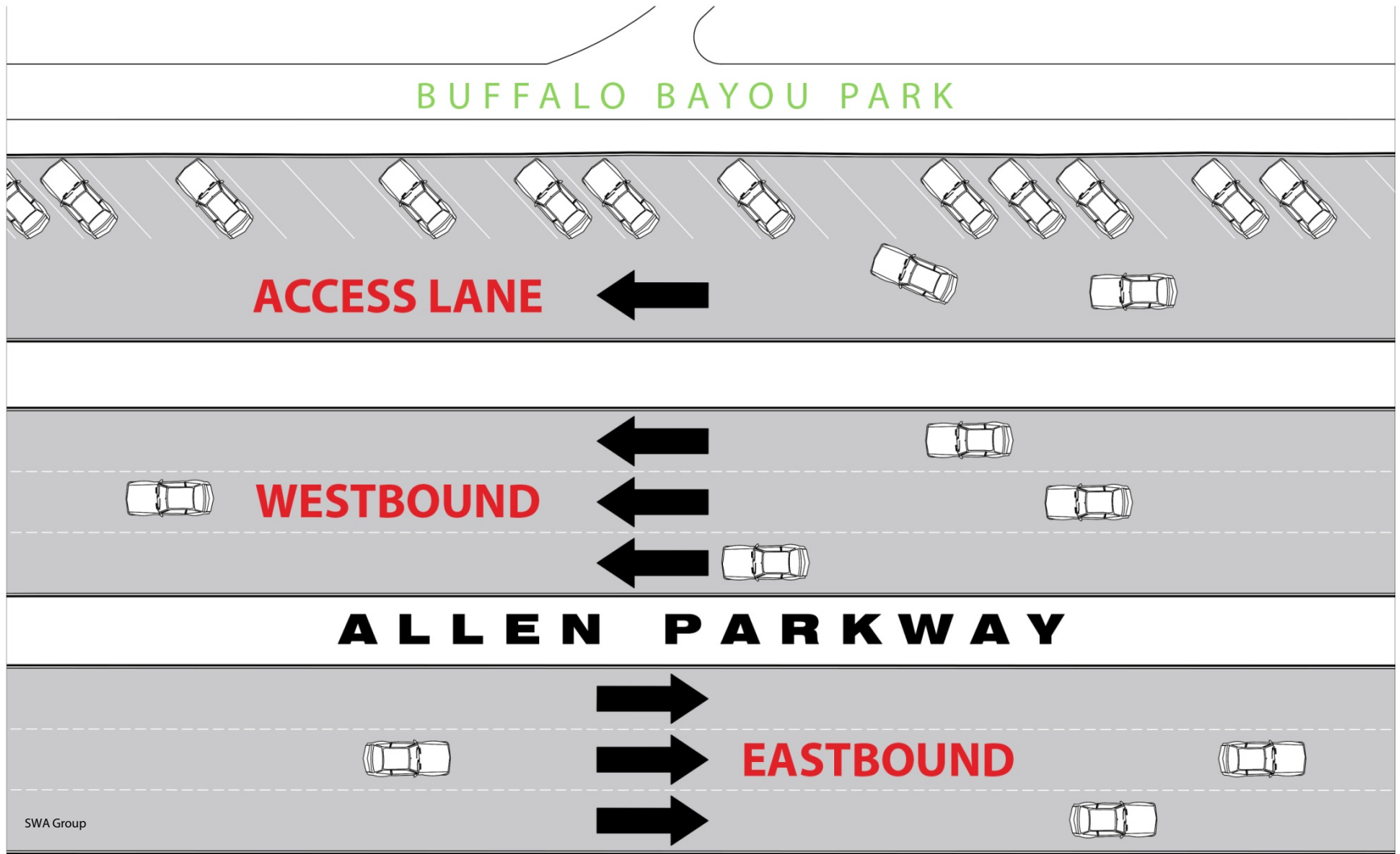
SWA Group



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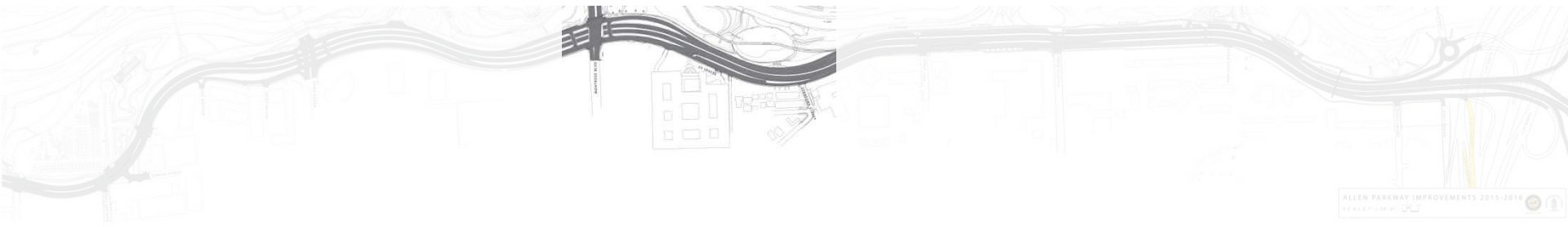
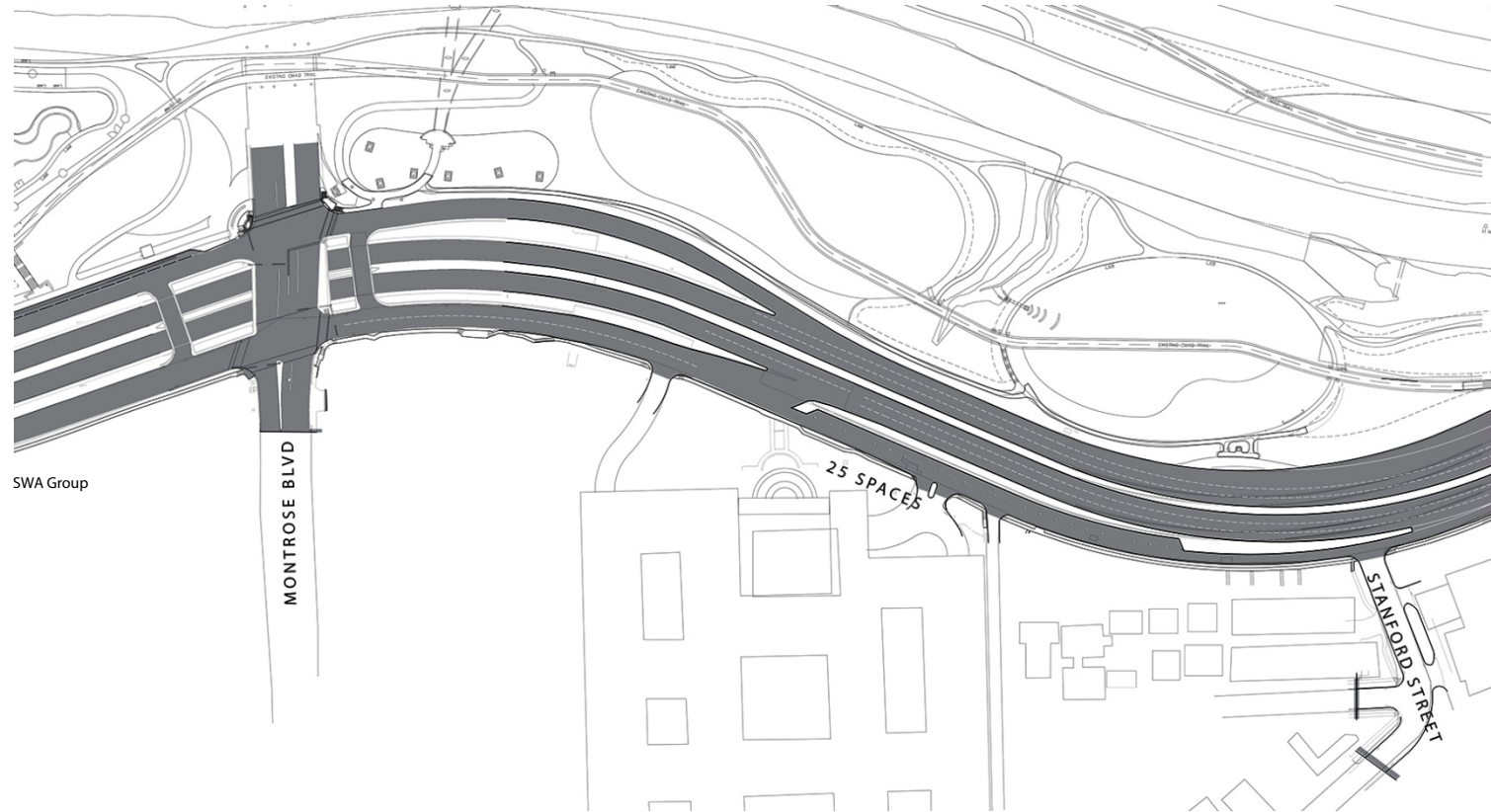


Proposed Lanes



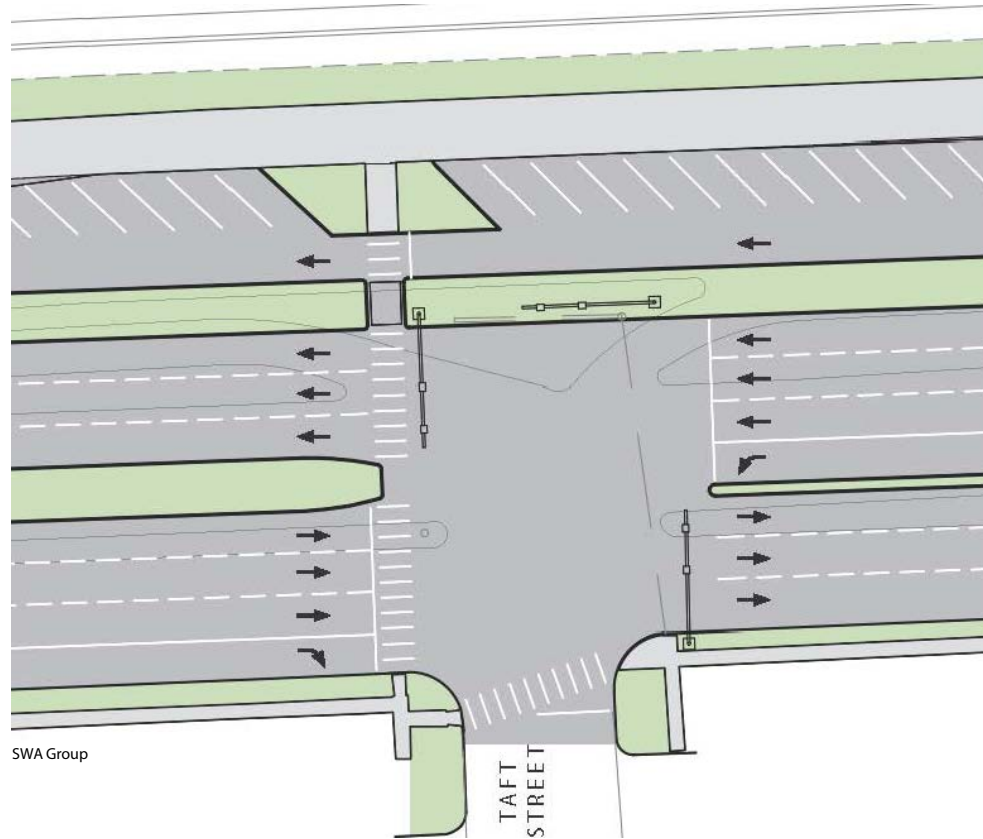
Montrose Boulevard to IH-45

Modify Existing Lanes to Proposed Parkway Configuration



Taft Street - Fully Signalized Intersection

New pedestrian crossings & diagonal parking adjacent to park



Taft Street - Existing Conditions



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Taft Street - Parking & Access Lane

Create a more urban environment to encourage lower speeds



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West of Taft Street - Existing Median

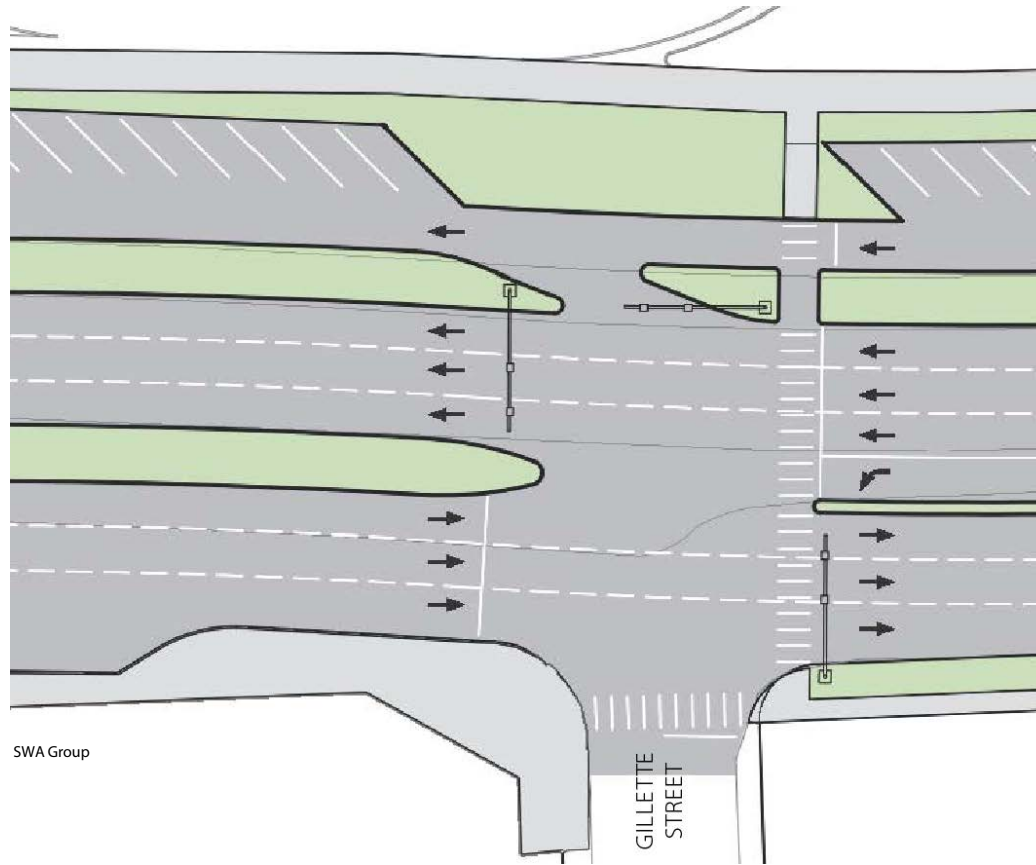


West of Taft Street - Proposed Westbound



Gillette Street - Fully Signalized Intersection

New pedestrian crossings & diagonal parking adjacent to park



West of Park Vista Drive

Install pedestrian-activated signal for crosswalk



East of Park Vista Drive – Existing Frontage



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Skyline View



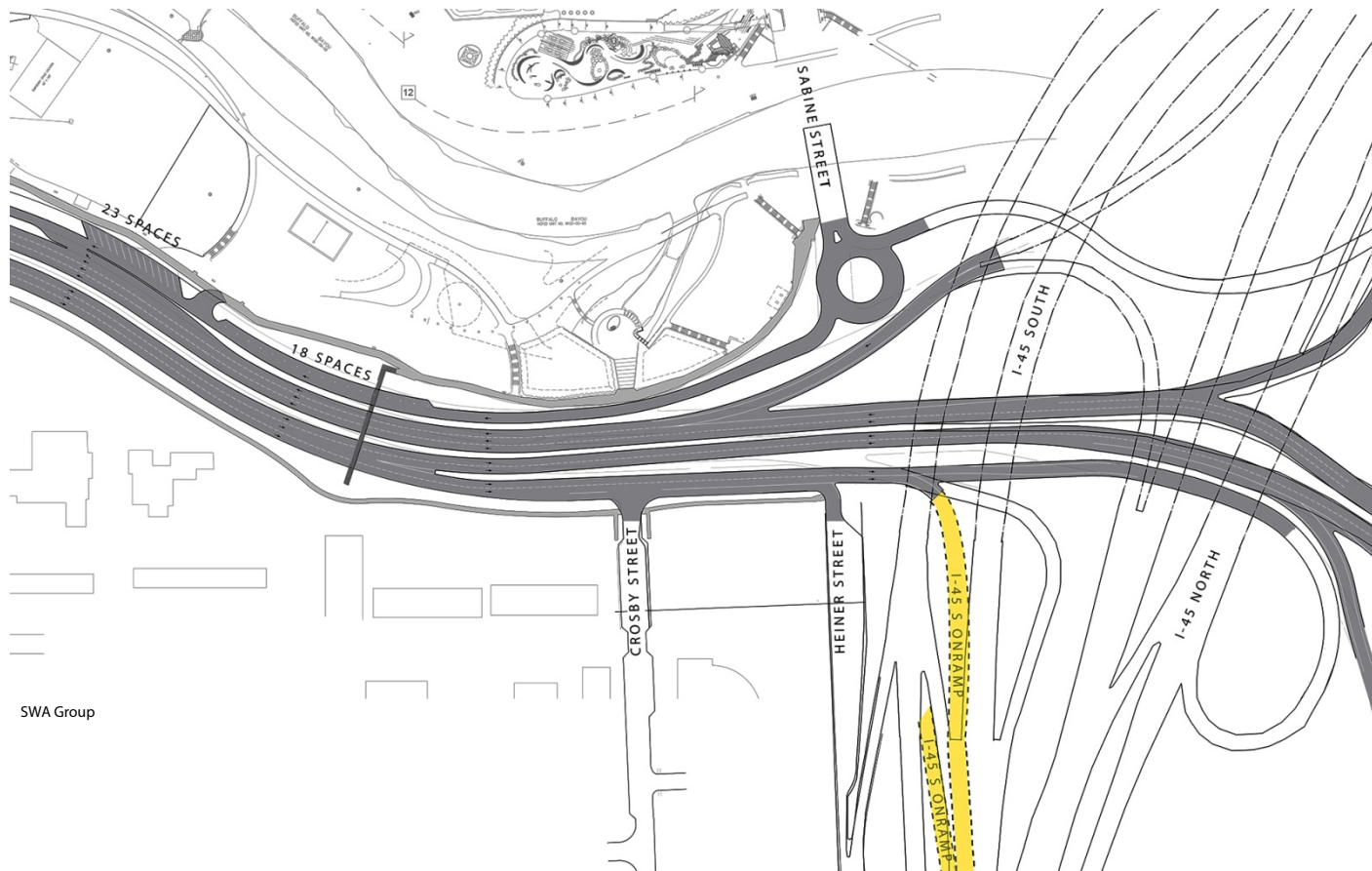
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Improve Connections to IH-45 NB & SB



Traffic Analysis

- Existing peak hour traffic volumes
- Existing lane configurations and signal timings
- Proposed lane configurations with new signal timings
- Analyzed various scenarios

Existing vs. Assumed

40 mph vs. 35mph

AM and PM peak hours



Travel Time Comparison

Allen Parkway	AM Peak Hour Travel Time (min)		PM Peak Hour Travel Time (min)	
	Eastbound	Westbound	Eastbound	Westbound
Existing (40 mph)	4.17	4.81	3.94	4.59



Travel Time Comparison

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Existing (40 mph)	4.17	4.81	3.94	4.59
Assumed (35mph) w/ additional signals	5.15	5.50	4.91	5.53



Travel Time Comparison

Allen Parkway	AM Peak Hour Travel Time (min)		PM Peak Hour Travel Time (min)	
	Eastbound	Westbound	Eastbound	Westbound
Existing (40 mph)	4.17	4.81	3.94	4.59
Assumed (35mph) w/ additional signals	5.15	5.50	4.91	5.53
Difference	.98 = 59 seconds	.69 = 41 seconds	.97 = 59 seconds	.94 = 56 seconds

- Create a context sensitive corridor that benefits all users.



Proposed Project Schedule & Budget

- Design February 2015 – June 2015
- Construction July 2015 – May 2016
- Project Budget \$10 MM



Conclusion

- **Safer access when crossing Allen Parkway**

Addition of three traffic signals with pedestrian crossings

Addition of a pedestrian-activated traffic signal

Reduced speed

- **Auto traffic benefits**

Safer access to IH-45 (TXDOT)

Road alignment is improved

- **Parking for Buffalo Bayou Park**

Approximately 175 spaces

Discussion



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