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Allen Parkway Improvements Responses to Frequently Asked Questions Following Public Meeting on February 5, 2015

Parking:

Will the new parking spaces adjacent to Buffalo Bayou Park be metered? Will there be time limits for the new parking spaces, and if so, how will it be enforced?

The current understanding is that the City will not install meters but there will be time limits so the parking can be used for short term parking, by visitors spending a few hours in the park, versus someone taking advantage and parking all day. The City will regulate parking through enforcement methods that are currently in existence in Downtown and other areas of the City. Exact time limit and details have yet to be determined.

Will there be speed bumps or some other means of keeping the speeds in the parking access lane slow to ensure pedestrian safety?

The preliminary design does not include speed bumps. The parking access lane will have stop signs at the pedestrian crosswalks for Taft, Gillette and Park Vista Drive. The City will make the final determination as to the speed limit for this lane, but the Downtown Redevelopment Authority and its consultants have recommended a speed limit of 15 MPH or slower.

Will parking in front of the AMLI 2121 Apartments cause congestion at the entry/exit driveway?

The proposed parallel parking will allow for a 20'-wide eastbound-only vehicle lane adjacent to it, providing ample area for turning movements in and out of the driveway.

Auto/traffic safety:

How will traffic speeds be addressed?

While the City has not yet made a decision as to the future speed limit that will be posted on Allen Parkway, the Downtown Redevelopment Authority and its consultants anticipate that it will be reduced. The provision of new traffic signals, pedestrian facilities, and proximity of landscaping will calm traffic along Allen Parkway. Traffic signals will also be synchronized per the posted speed limit. A reduced speed limit of 35 miles per hour was modeled; the findings are included in the Allen Parkway Public Meeting presentation.

Will all intersections with lights have a U-turn option?

The improvement plans call for the addition of an eastbound-to-westbound U-turn bridge at Waugh. An existing U-turn bridge for westbound to eastbound currently exists at Waugh. Existing U-turn bridges in both directions currently exist at Montrose. The City and the Downtown Redevelopment Authority and its consultants are currently evaluating the traffic signal phasing and synchronization, including whether U-turn movements can be incorporated at Dunlavy, Taft and Gillette.

What preventable measures will be taken to prevent people from jumping across and turning left at Dunlavy from the Lost Lake exit?

The Lost Lake driveway nearest the Dunlavy intersection is an entry only drive in the final configuration. Further east on Allen Parkway is the exit drive from Lost Lake; vehicles in this lane will be able to access westbound Allen Parkway including turn movements to Dunlavy.

At Taft intersection for eastbound traffic, is a right-turn-only lane necessary?

The dedicated right turn lane allows for better movement through the intersection and reduces weaving maneuvers for eastbound traffic.

How will the light at Dunlavy/D'Amico affect The Royalton? Will it cause backup into and out of the building?

The proposed roadway modifications further separate the turning movements between Dunlavy and D'Amico as they intersect Allen Parkway. The Dunlavy traffic signal will provide gaps in traffic that should improve the ingress and egress to The Royalton driveway.

How will residents of the The Royalton access Lost Lake?

By vehicle, residents of The Royalton will access Lost Lake by turning right (eastbound) on Allen Parkway and U-turning at Waugh (westbound) to Lost Lake entry drive. The Downtown Redevelopment Authority and its consultants are evaluating improved pedestrian connections to the Dunlavy intersection in order to access the proposed pedestrian crosswalks.

Are there plans to improve outbound pedestrian and bicycle safety from Sam Houston Park to Buffalo Bayou Park?

New roadway crossings and trail connections are currently under evaluation at the Allen Parkway and Walker merging lane, then northward across the Sabine access lane.

Will the improvements reduce the total number of inbound and outbound lanes on Allen Parkway?

No. There are currently three inbound lanes and three outbound lanes. That will not change. What will change is a portion of the existing frontage road east of

Stanford will go away to allow the shifting of lanes and the creation of the new parking access lane adjacent to Buffalo Bayou Park.

Will Allen Parkway be closed at any time during construction of the improvements?

No. The main lanes, inbound and outbound, will remain open during construction.

Bicycle:

Will the Dunlavy and Lamar bike lanes be connected to the park?

The existing signed bike route on Dunlavy will connect to the Buffalo Bayou Park trails via the proposed signalized crosswalk. The Lamar Cycle Track terminates at Sam Houston Park. New pedestrian and bicycle connections are currently under evaluation to connect the Sam Houston Park and Buffalo Bayou Park.

How will cyclists be able to safely reach the park?

Cyclists coming from south of Allen Parkway can safely reach the park just as pedestrians would – via crossings at fully-signalized intersections at Dunlavy, Taft and Gillette and at a pedestrian-activated signal at Park Vista Drive. Cyclists can also walk their bikes across the existing pedestrian bridge located to the east of Park Vista Drive.

Are you planning a bike lane for Allen Parkway for commuter/training cyclists?

No we are not. Buffalo Bayou Park offers bike paths stretching the length of the park.

Pedestrian:

Will the plan include pedestrian crossovers? (Dunlavy? Waugh? Rochow?)

The plan calls for the addition of three fully-signalized crosswalks at Dunlavy, Taft and Gillette, plus a pedestrian-activated crosswalk at Park Vista Drive. No pedestrian bridges will be added over Allen Parkway. The existing pedestrian bridge east of Park Vista Drive will remain.

Will there be precautionary measures in place to prevent pedestrians from being hit by right-turn-on-red (RTOR) cars going east bound?

It is state law and the driver's responsibility to yield to pedestrians at all intersections. Eastbound vehicles on Allen Parkway turning right at Dunlavy, Taft or Gillette must yield to pedestrians.

Is there a possibility of closing Allen Parkway on select Sundays to allow pedestrians to move freely from the neighborhoods to the bayou?

The current Sunday Streets HTX program is a collaboration between the Mayor's Office of Sustainability and Go Healthy Houston. The Mayor's Office of Special

Events coordinates all street closures associated with this event and others:
www.houstontx.gov/specialevents/

General:

Will the asphalt and slope conditions of Allen Parkway be addressed?

Where the roadway is being reconstructed and sloped for drainage, Allen Parkway will be resurfaced with asphalt.

Will the crosswalk markings be regularly maintained?

All roadway markings, including crosswalks, are a City maintenance obligation.

How will construction impact the Art Car parade?

The Downtown Redevelopment Authority and its consultants have met with the Mayor's Office of Special Events and discussed project coordination for the Art Car Parade. The intention is minimal interruption for City-wide events that utilize the Allen Parkway corridor.