STAKEHOLDER MEETING

THURSDAY, JANUARY 10, 2019
Agenda

- Project History, Overview, and Purpose
- Recommended Design
- Timeline and Next Steps
- Q&A
Project History

Austin and LaBranch have been identified as priority bikeway corridors by...

- Comprehensive Bikeway Plan (1993)
- Houston Bike Plan (2017)
- Museum Park Livable Centers Study (2018)
- Midtown Strategic Plan (2018)
“High-Comfort” Bikeways

One of the key elements to improve bicycling in Houston is the expansion of safe, connected bikeways that minimize people’s interaction with high volume, high speed traffic.

—Houston Bike Plan
City-County Bikeway Partnership

• In April 2018, Commissioner Rodney Ellis of Harris County Precinct 1 pledged $10 million to expand Houston’s “high-comfort” bikeway network

• City leads planning, public engagement; provides additional funding
Regional Spines

• Using bayou trails as anchors, connects many underserved communities with the region’s jobs, parks, and other major destinations

• Rapid implementation

• Will expand Houston’s “high-comfort” bikeway network from ~8 to nearly 30 miles
Austin Corridor

- North/South bikeway anchored by Buffalo and Brays Bayous
- Links Downtown to Midtown, Museum District, Hermann Park, TMC
- Cornerstone of regional network
- Aligned on Austin, LaBranch, and Crawford
Two-way Cycle Track

*Austin Street*

Lamar Street, *Houston, TX*

Calgary, AB

Washington, DC
Neighborhood Bikeway
LaBranch, Calumet/Prospect, Crawford

Portland, OR

Minneapolis, MN
Why Austin?

- Low traffic volumes
- Not directly connected to freeway access ramps
- Directly connected to HCC at South end, Buffalo Bayou trail extension at North end
- Previous proposal: Caroline/Austin one-way pair
  - Midtown section of Caroline to be under construction for 24 months
  - Two-way design allows for quick implementation of regional network
  - Can be revisited in future
Why LaBranch?

- Traffic Signal
- All-way Stop
- Cross-street Does Not Stop
Why Crawford?

• Aligns with Centennial Gardens entrance to Hermann Park
• All-way stop and crossing enhancements proposed at Hermann Drive
Austin Downtown to McGowen
52’ wide

Existing

Proposed
Austin McGowen to Holman
35’ wide

Existing

PREVIOUS PROPOSAL

IH-45
McGOWEN
HOLMAN
Austin McGowen to Holman
35’ wide
Austin McGowen to Holman
35’ wide

Proposed
(Minor Intersections)

Proposed
(Major Intersections)
LaBranch HCC to Prospect/Calumet
35’ wide
Crawford Prospect/Calumet to Hermann
22’ wide each way
Timeline and Next Steps

• Stakeholder Engagement
  Now and ongoing

• 50% Design
  Mid January 2019

• 90% Design
  Late February 2019

• 100% Design
  Mid March 2019

• Construction Begins
  Late March 2019