



STAKEHOLDER MEETING

THURSDAY, JANUARY 10, 2019



MIDTOWN SN #62
Building Together

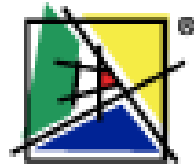
Agenda

- 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)



midtown
HOUSTON



“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

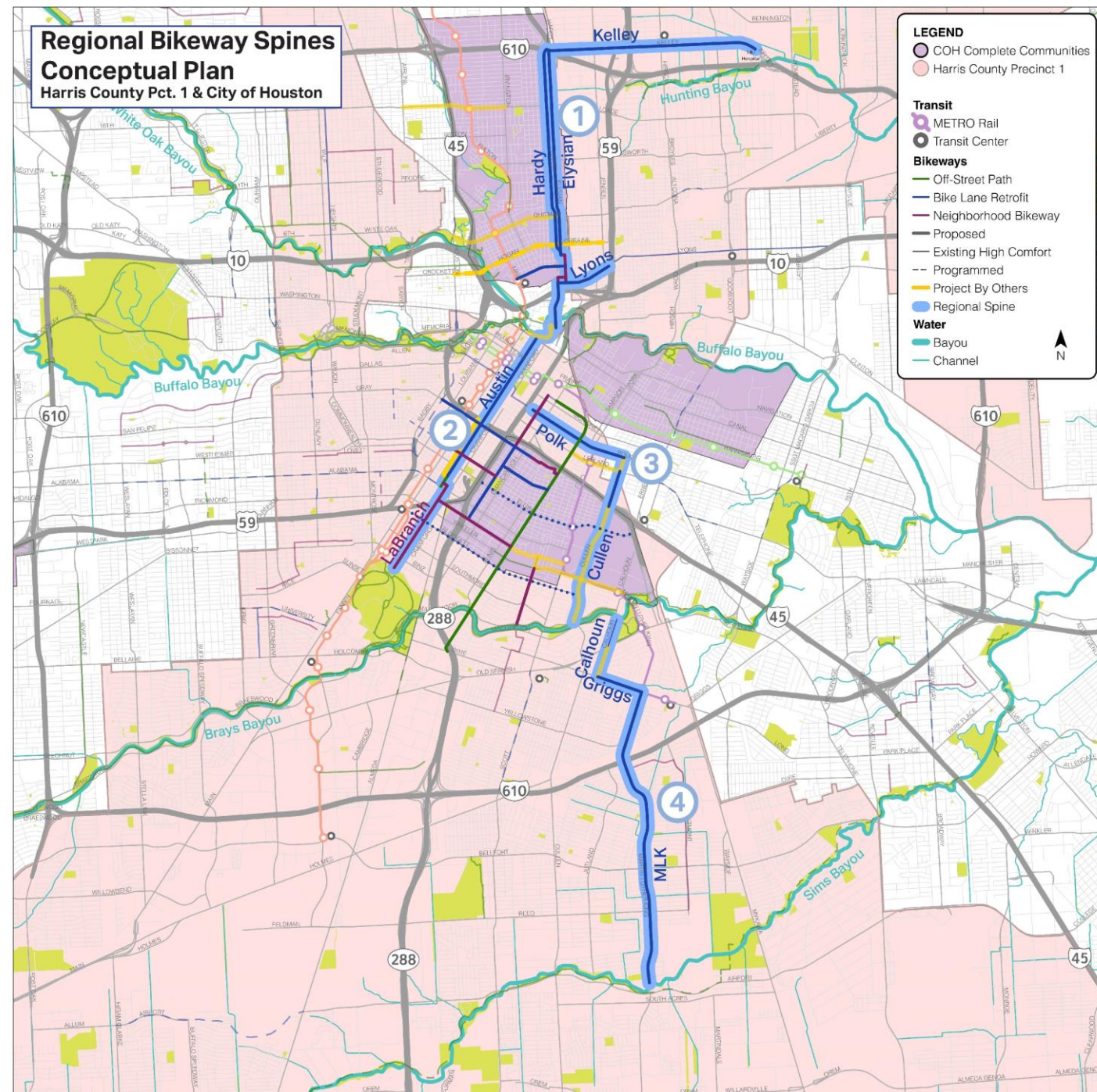
City-County Bikeway Partnership

- 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



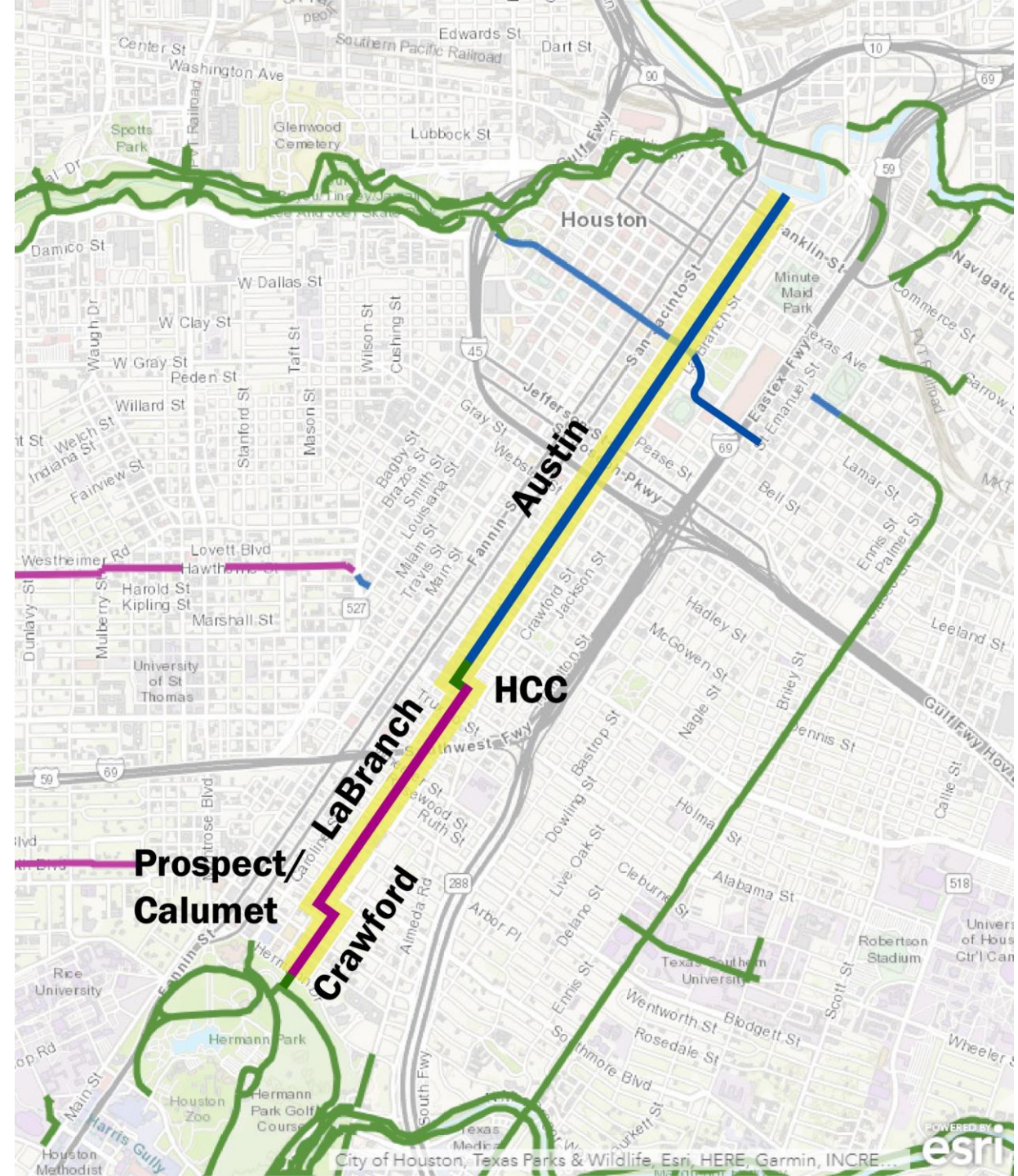
Regional Spines

- 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



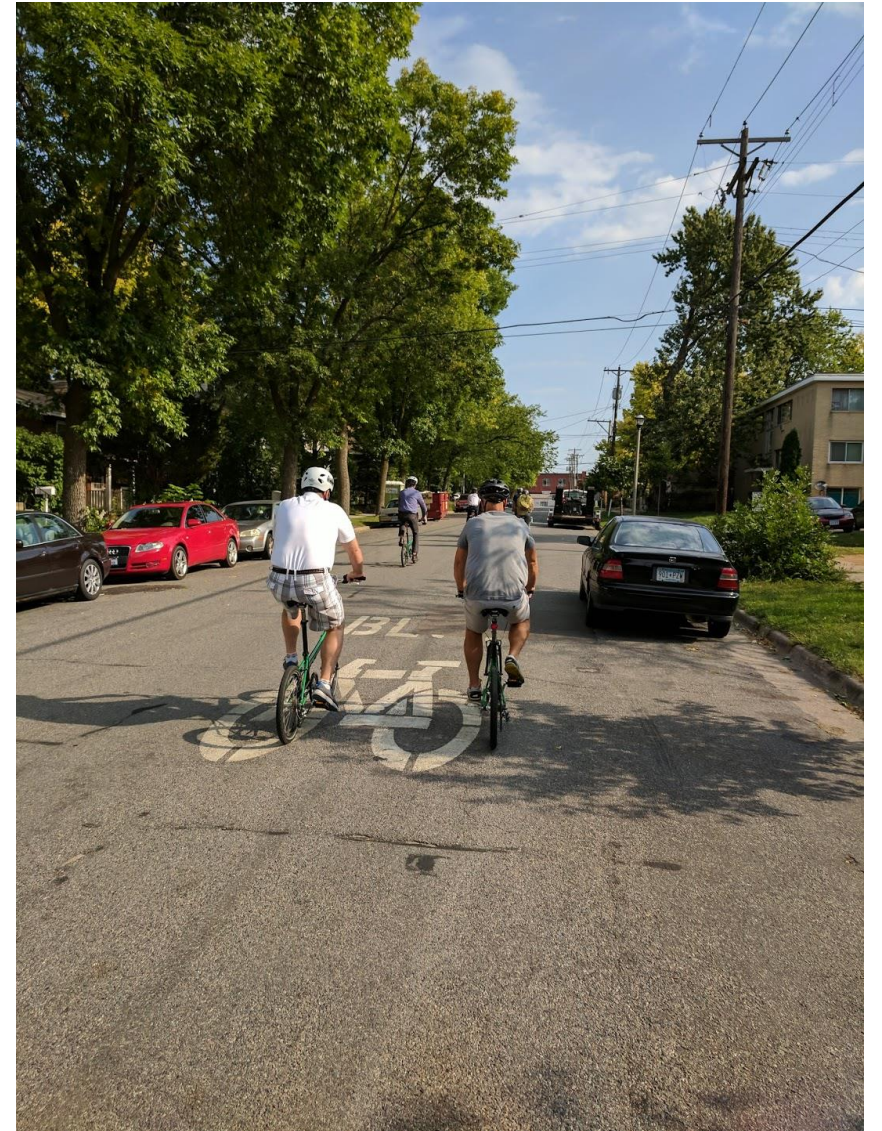
Washington, DC

Neighborhood Bikeway

LaBranch, Calumet/Prospect, Crawford



Portland, OR



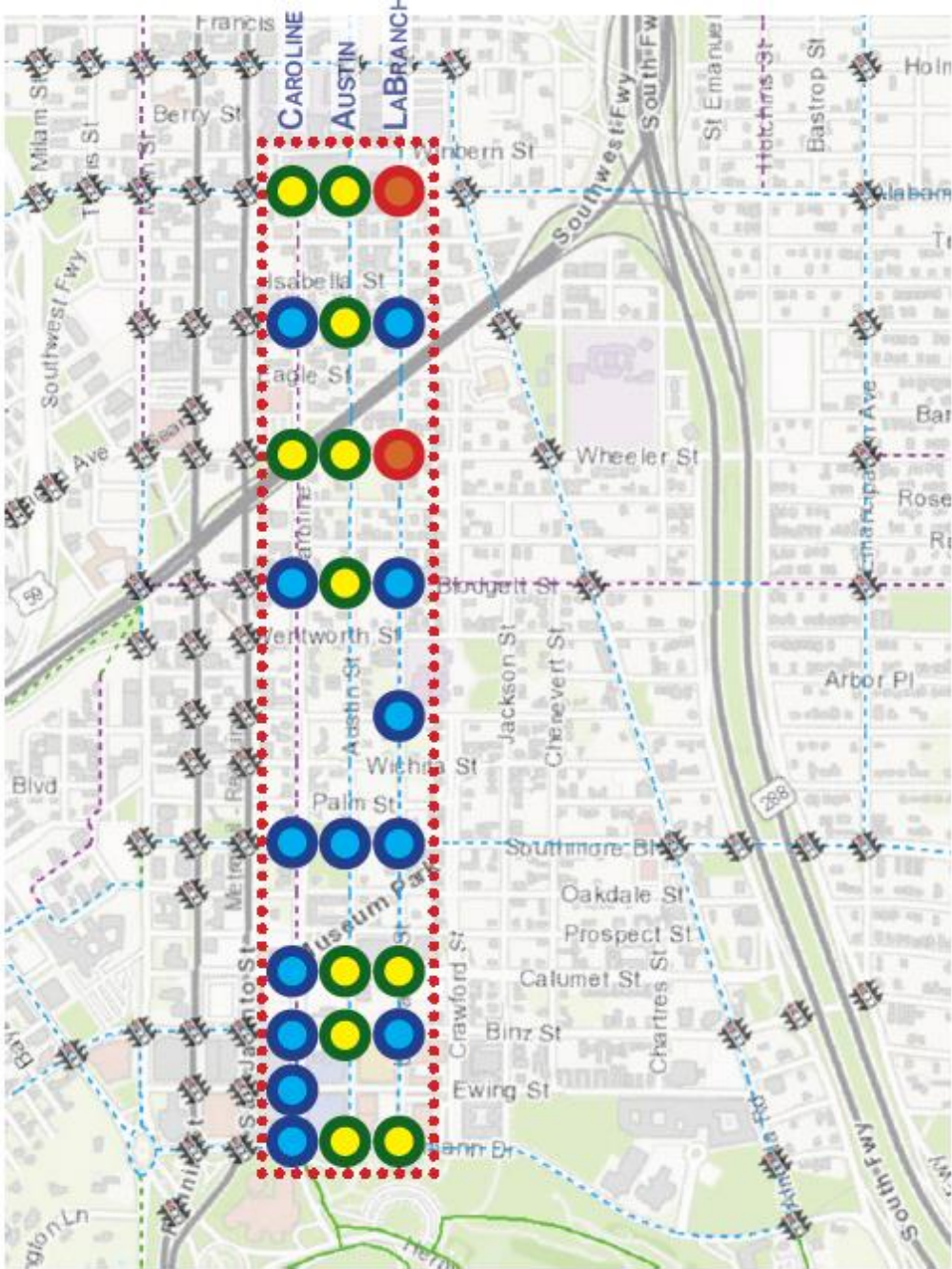
Minneapolis, MN

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



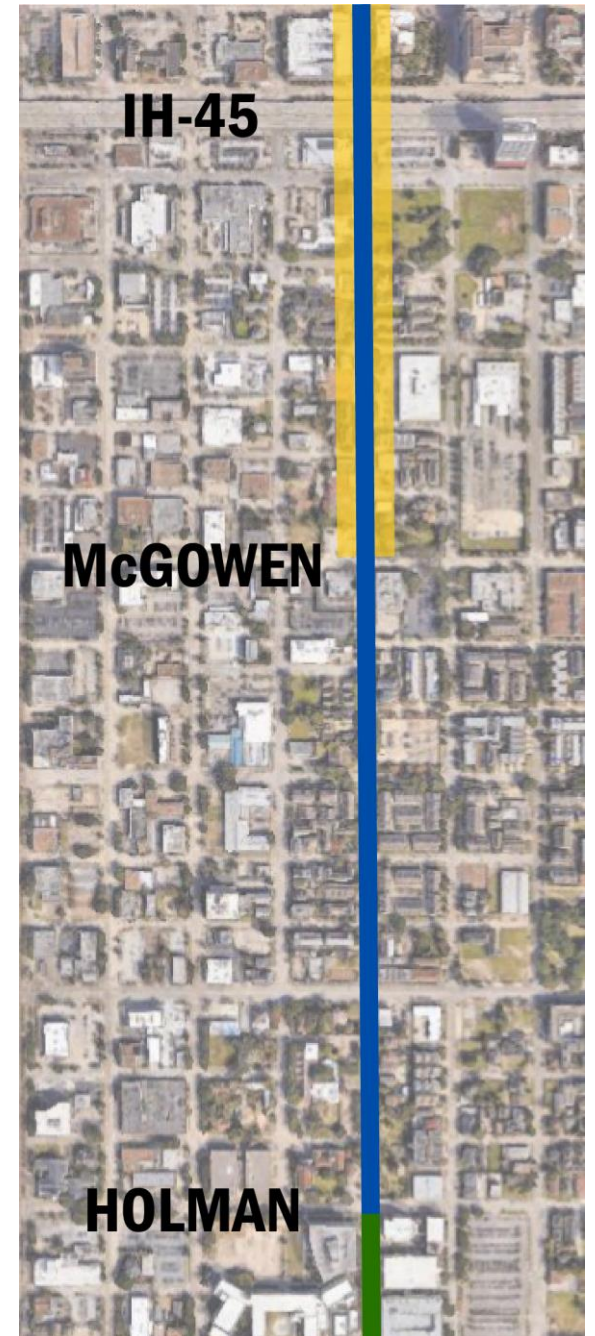
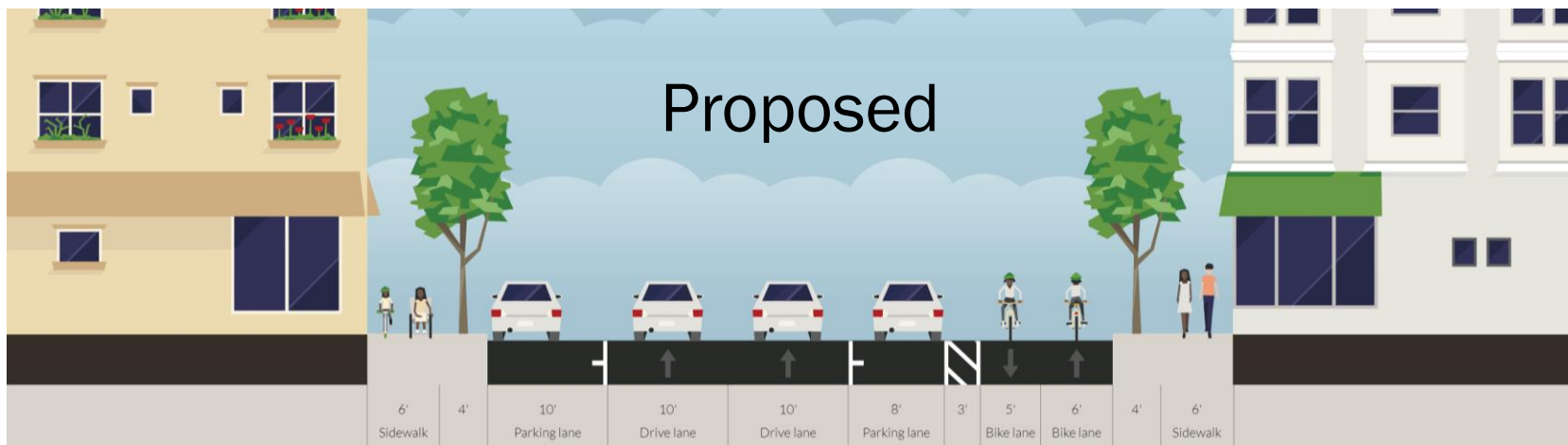
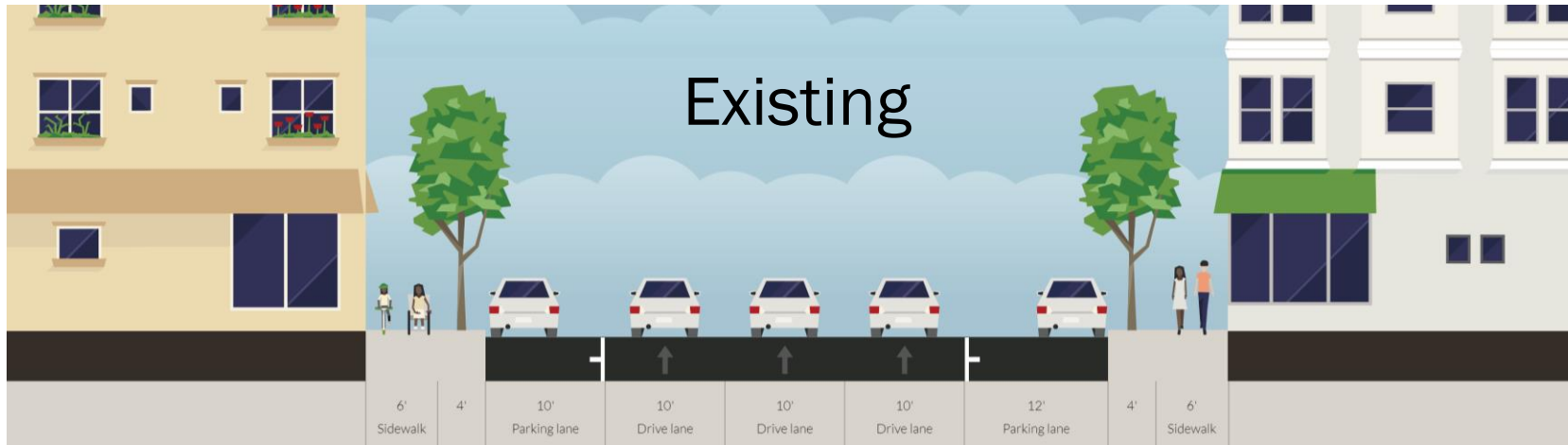
Why Crawford?

- Aligns with Centennial Gardens entrance to Hermann Park
- All-way stop and crossing enhancements proposed at Hermann Drive



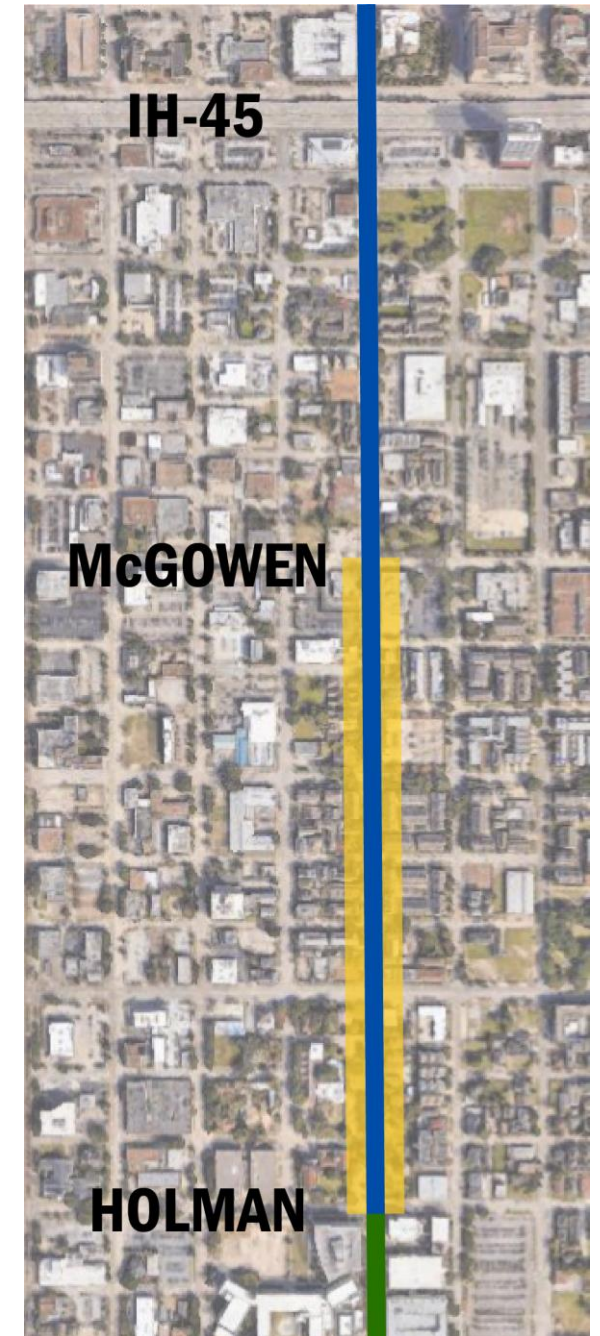
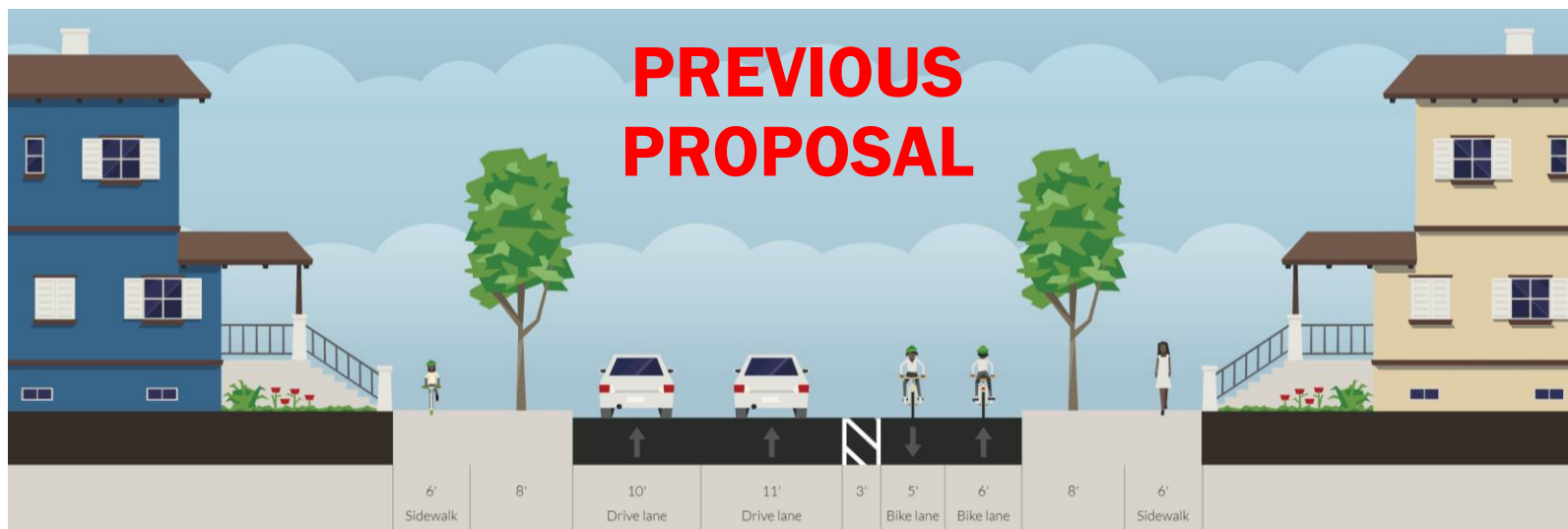
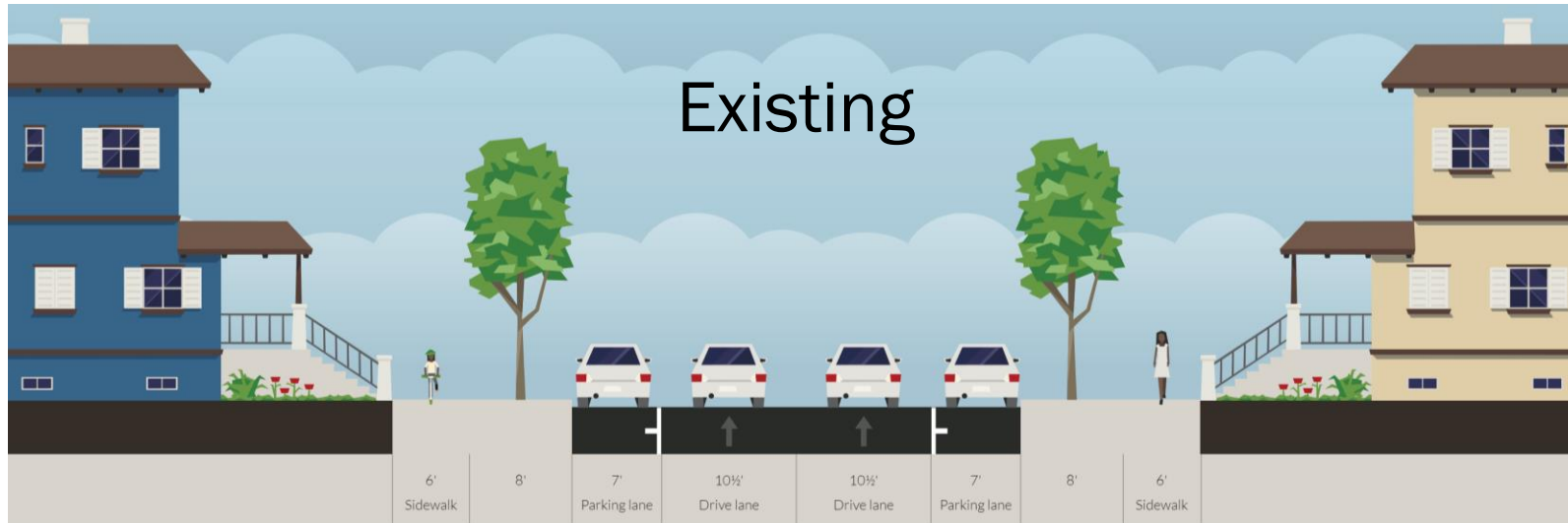
Austin Downtown to McGowen

52' wide



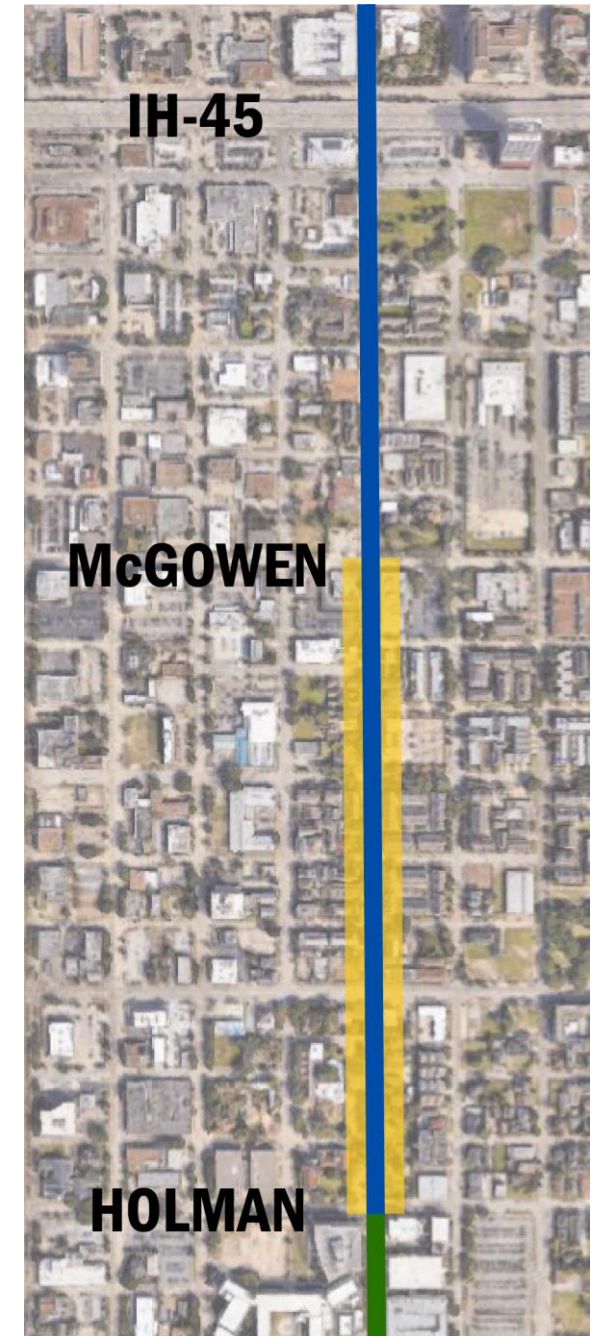
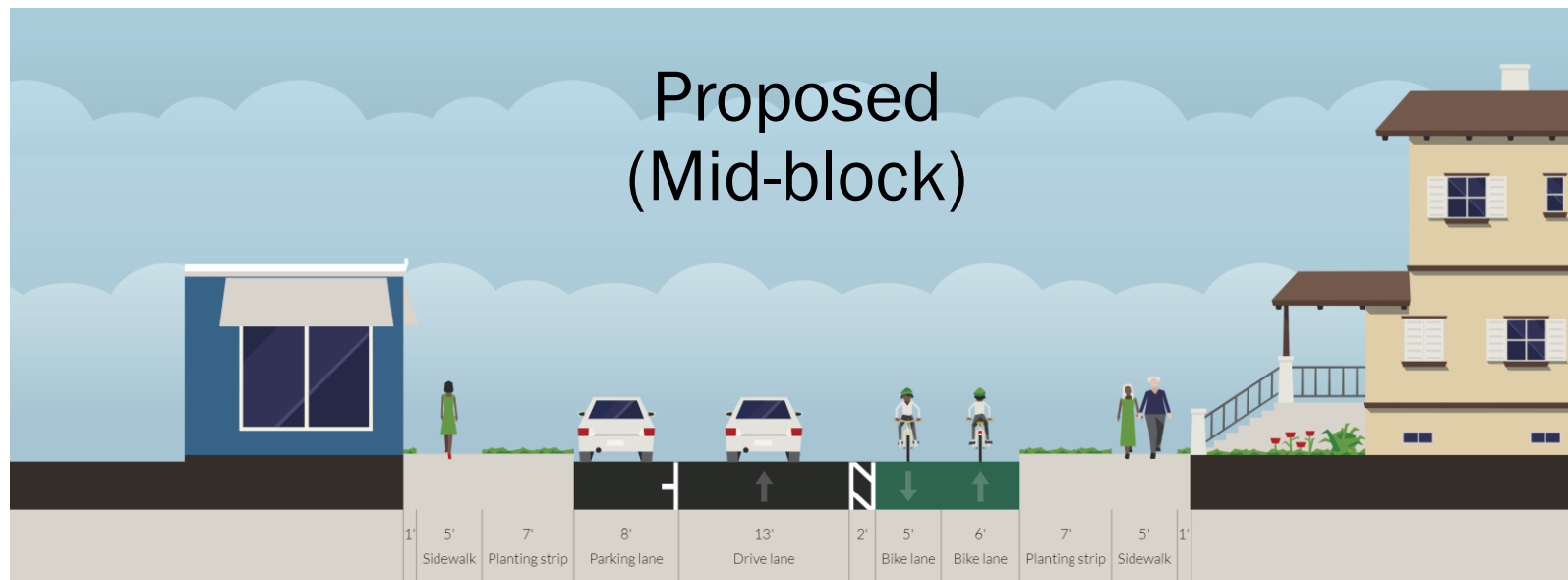
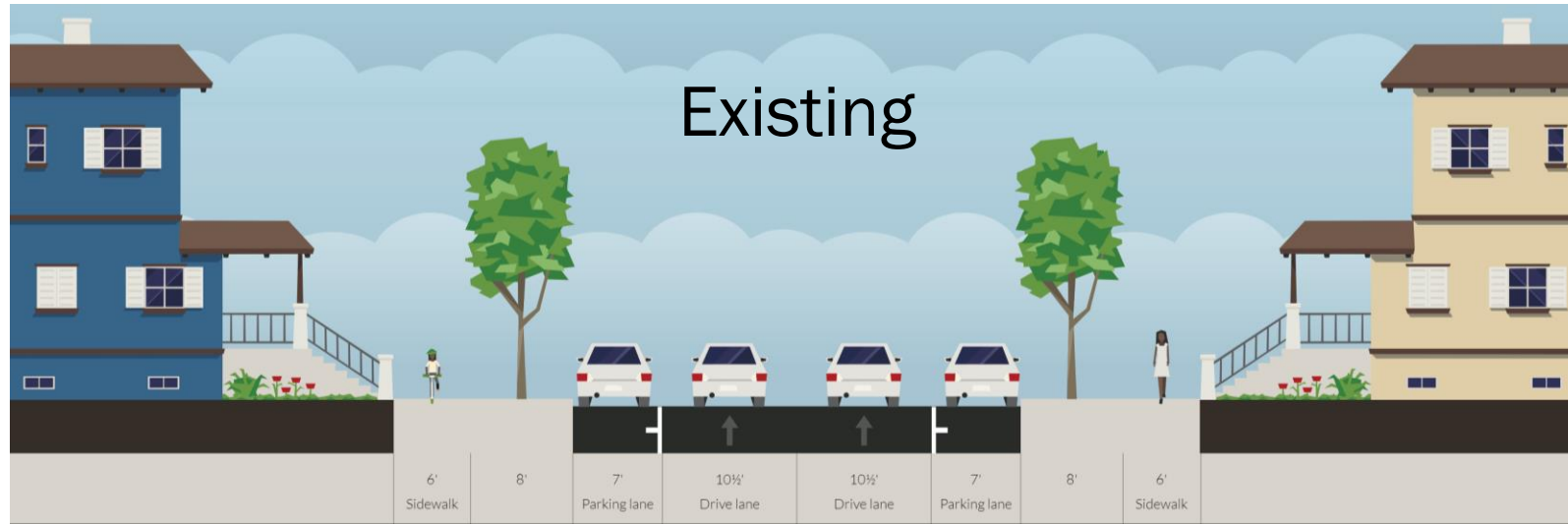
Austin McGowen to Holman

35' wide



Austin McGowen to Holman

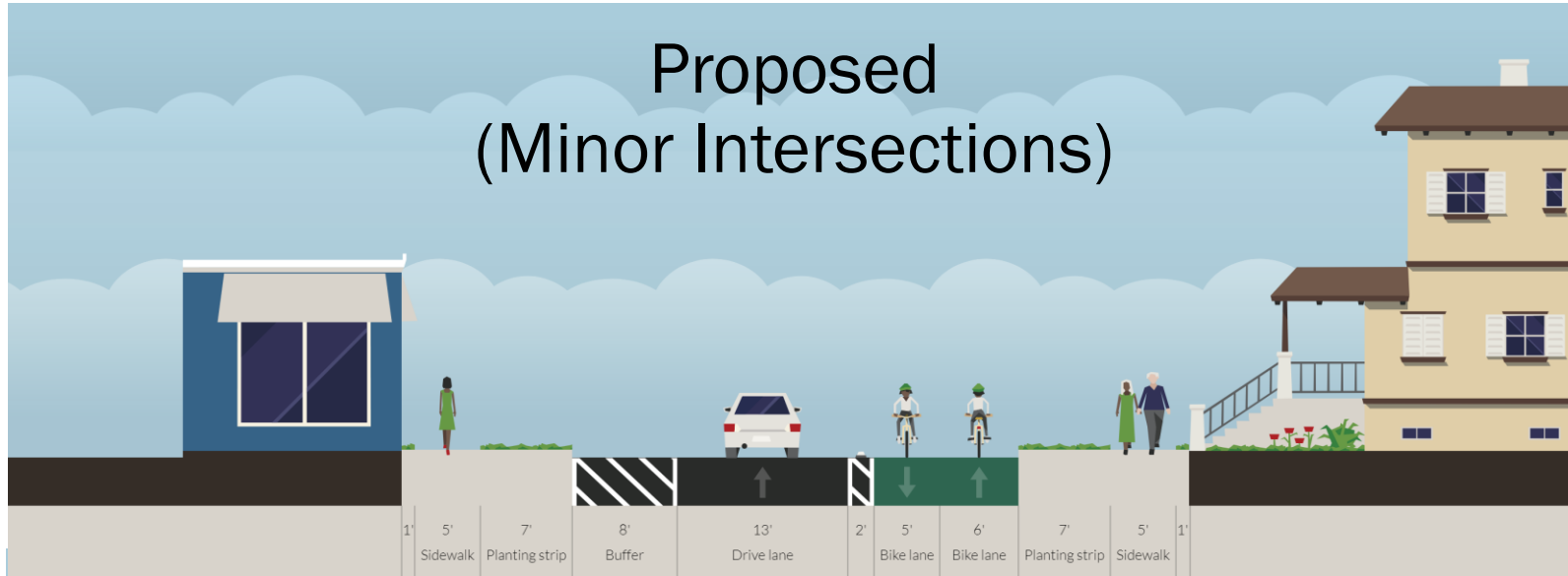
35' wide



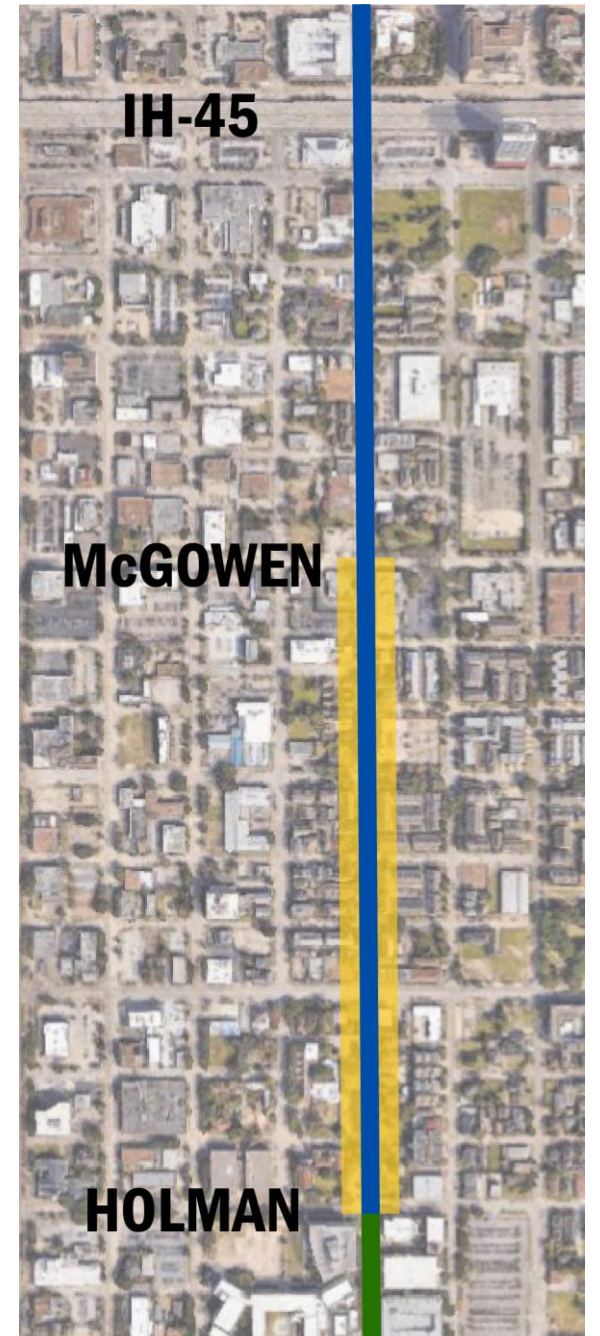
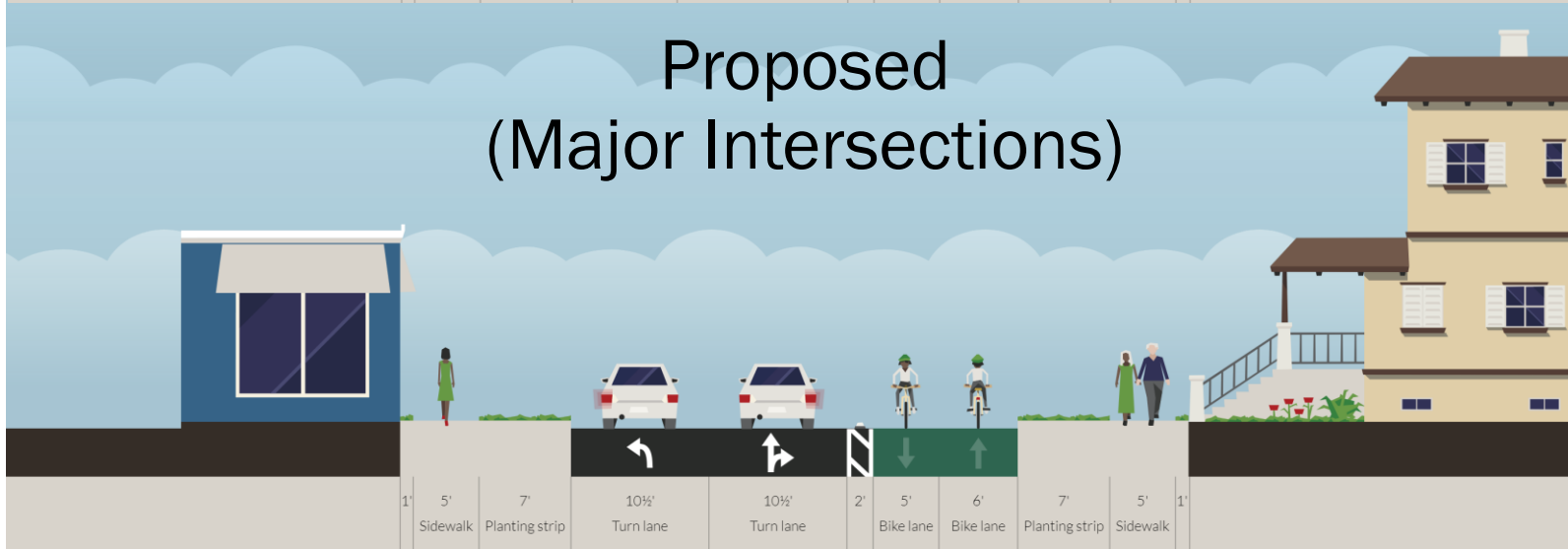
Austin McGowen to Holman

35' wide

Proposed
(Minor Intersections)

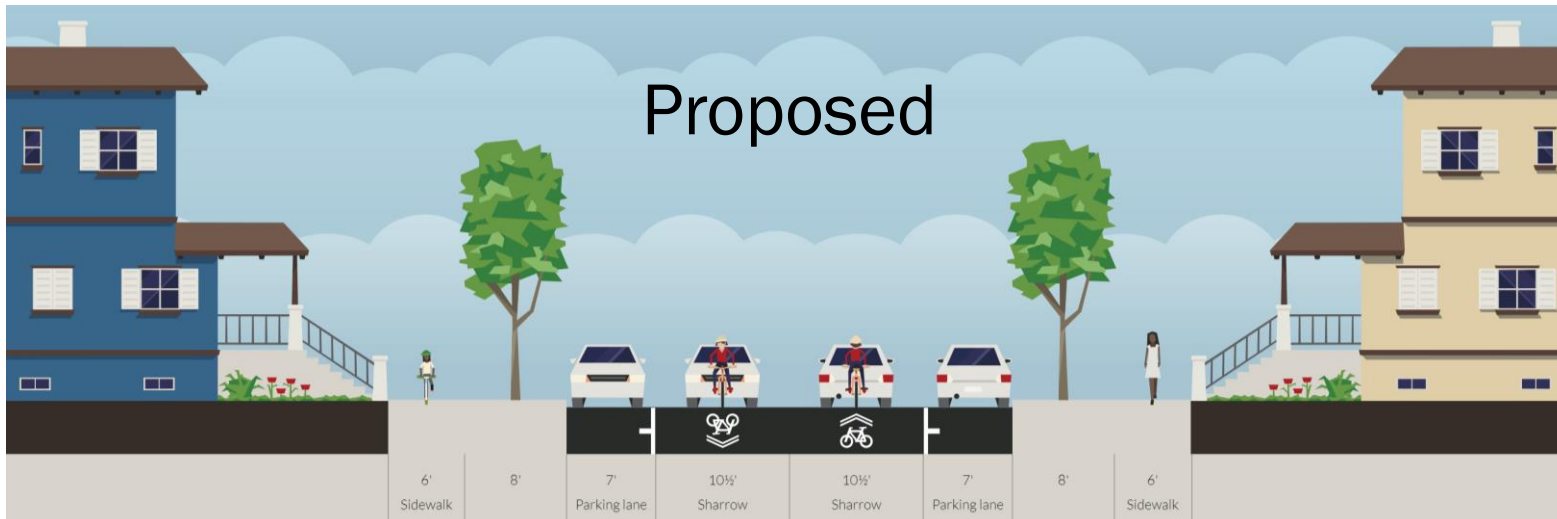
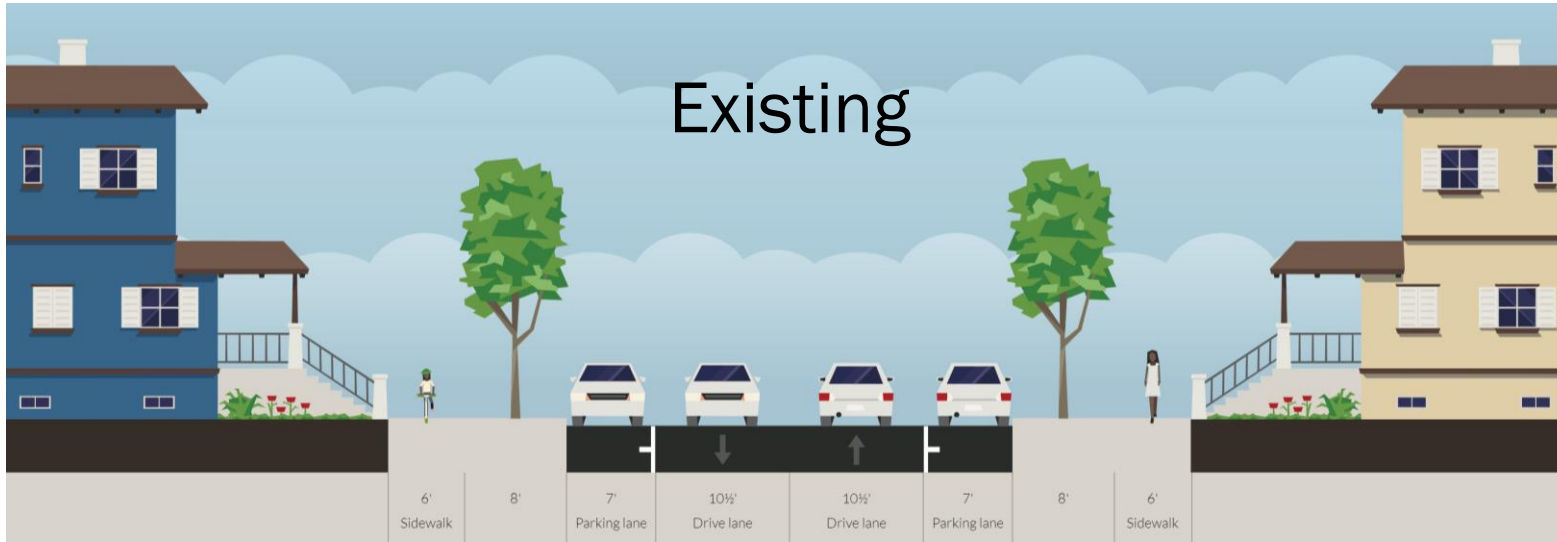


Proposed
(Major Intersections)



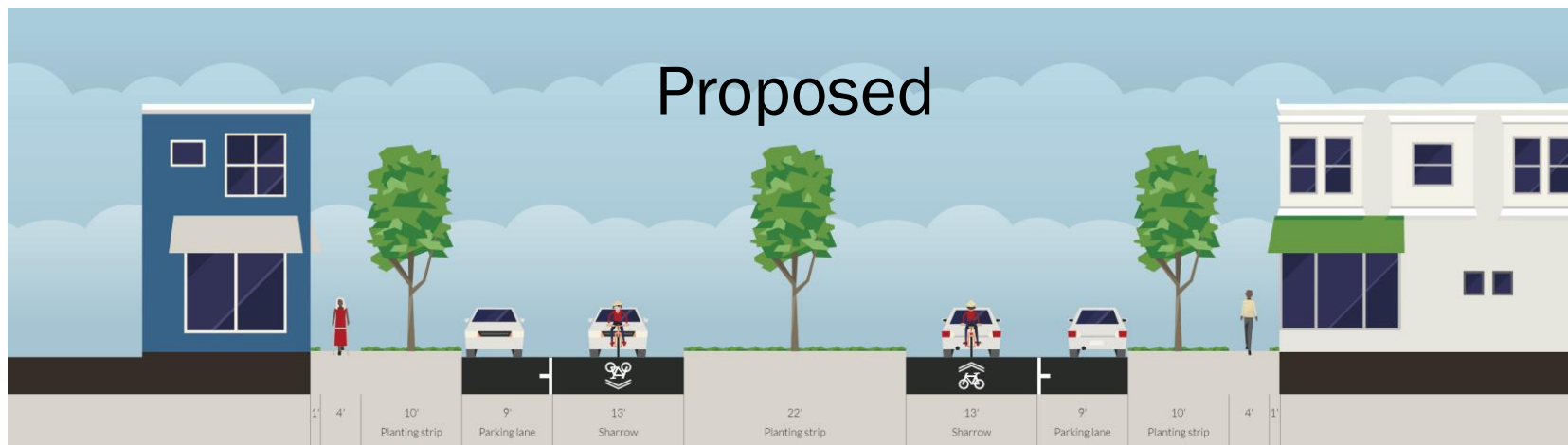
LaBranch HCC to Prospect/Calumet

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