

PATTERSON STREET BIKEWAY

STAKEHOLDER MEETING

JUNE 13 2019



PLANNING &
DEVELOPMENT
DEPARTMENT



Agenda

- Project Overview
- Design Proposal
- Community Feedback
- Process & Timeline
- Question & Answer

Project History

- SN22 Transportation Plan (2010)
Identified Patterson as priority connection
- Washington Avenue Livable Centers Study (2013)
- Houston Bike Plan (2017)
Lists Patterson as “short-term retrofit”
- Safer Streets Initiative (2018)
Washington/Patterson intersection studied in recent Road Safety Audit



The Road Safety Audit Team

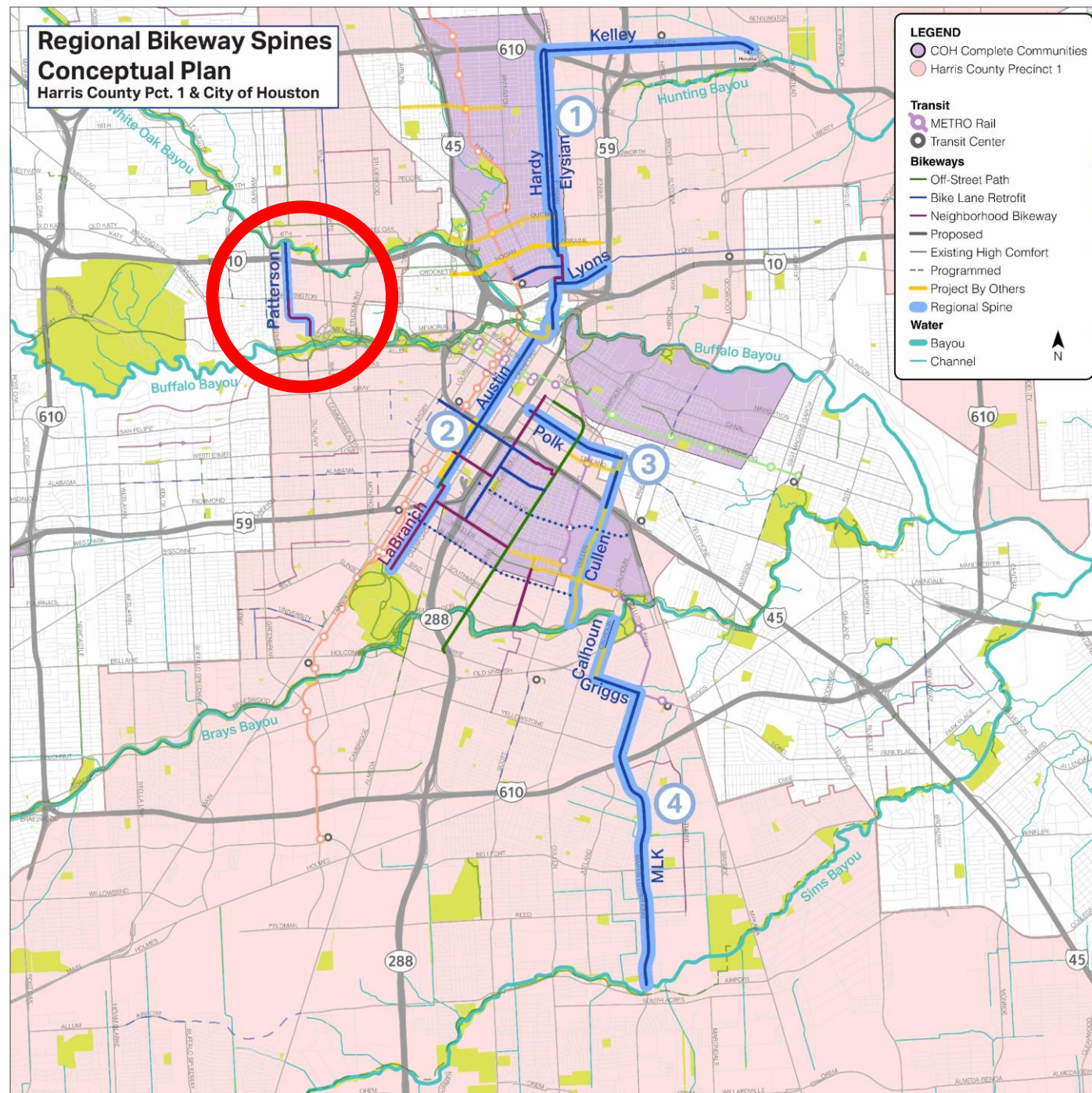


- Federal Highway Administration (FHWA)
- Houston Public Works
- Houston Police Department
- Texas Department of Transportation (TxDOT)
- Houston METRO
- BikeHouston
- LINK Houston





Regional Bikeway Spines
Conceptual Plan
Harris County Pct. 1 & City of Houston



**WHITE OAK BAYOU to IH-10
26' WIDE**

**IH-10 to UP RAILROAD
36' WIDE**

**UP RAILROAD TO WASHINGTON
40' WIDE**

**WASHINGTON TO JACKSON HILL
18-20' WIDE**

**FEAGAN TO BUFFALO BAYOU
36' WIDE**

WHITE OAK BAYOU to IH-10
26' WIDE

IH-10 to UP RAILROAD
36' WIDE

UP RAILROAD TO WASHINGTON
40' WIDE

WASHINGTON TO JACKSON HILL
18-20' WIDE

FEAGAN TO BUFFALO BAYOU
36' WIDE

Jackson Hill, Patterson

>36' wide

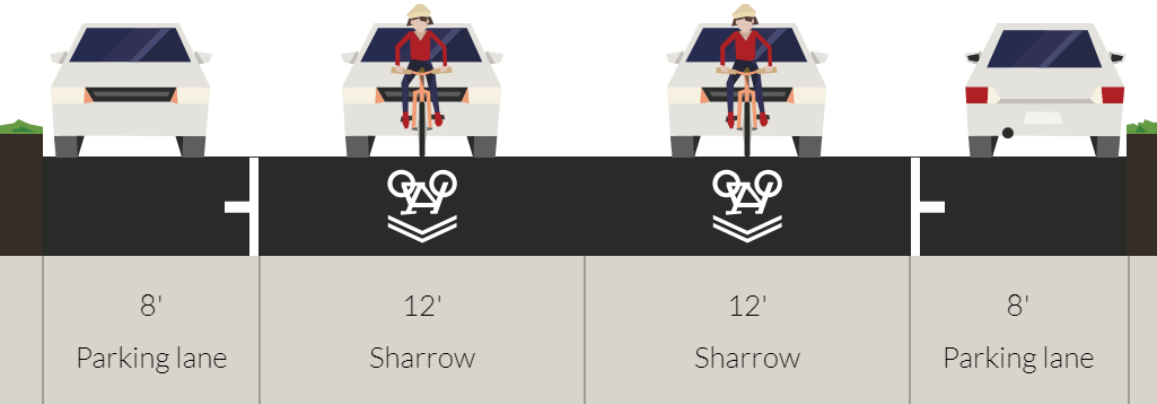
Existing



Option 1:
Buffered Bike Lane



Option 2:
Shared Lane with Parking



WHITE OAK BAYOU to IH-10
26' WIDE

IH-10 to UP RAILROAD
36' WIDE

UP RAILROAD TO WASHINGTON
40' WIDE

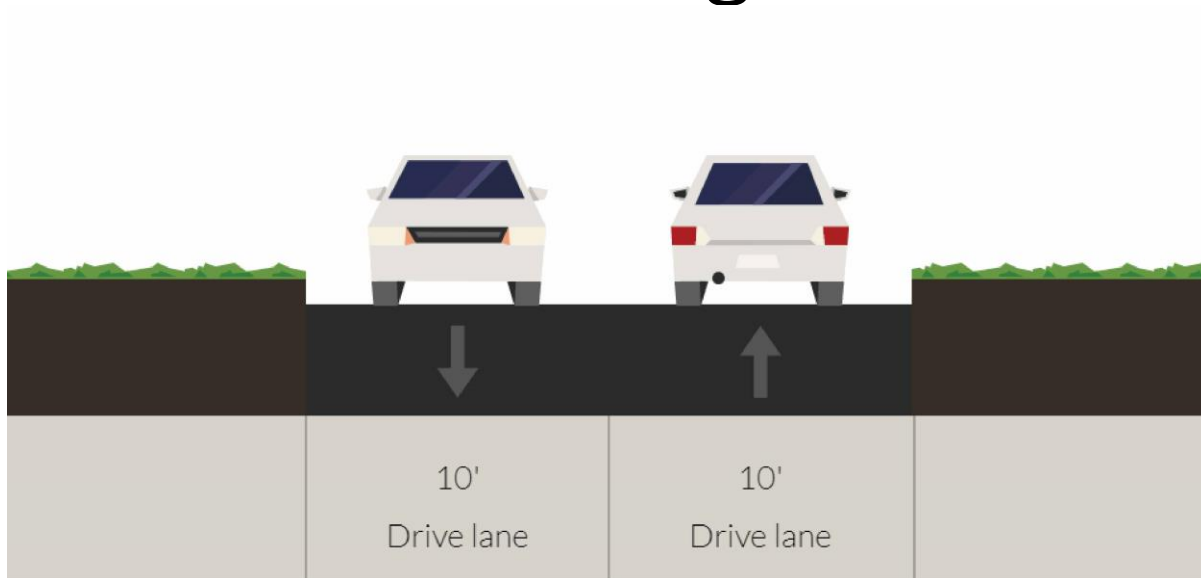
WASHINGTON TO JACKSON HILL
18-20' WIDE

FEAGAN TO BUFFALO BAYOU
36' WIDE

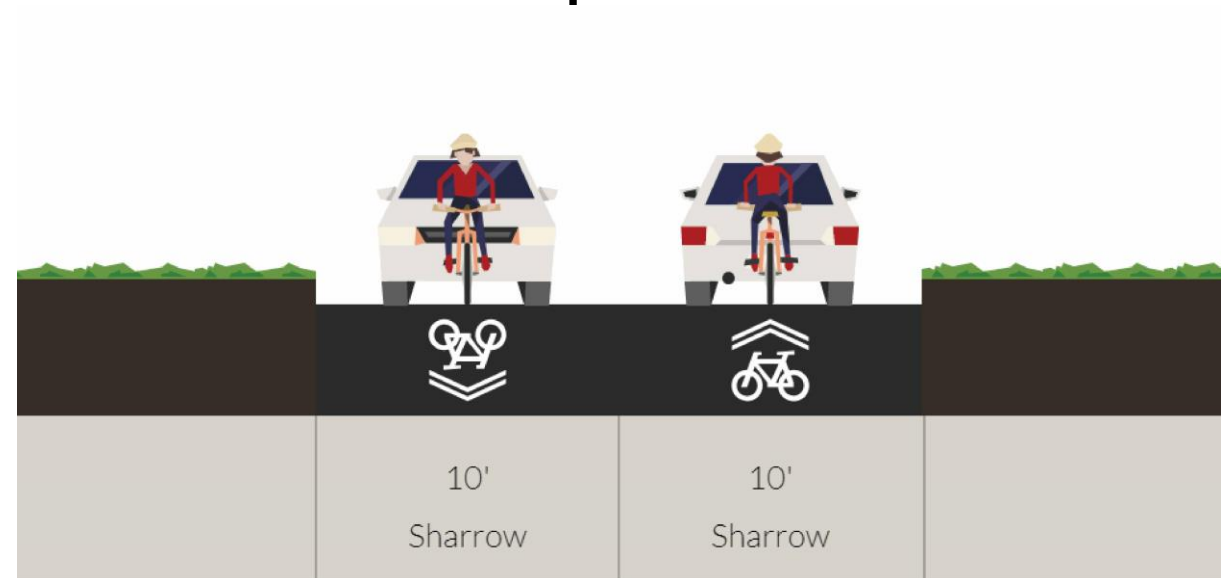
Feagan, Patterson

<36' wide

Existing



Proposed



WHITE OAK BAYOU to IH-10
26' WIDE

IH-10 to UP RAILROAD
36' WIDE

UP RAILROAD TO WASHINGTON
40' WIDE

WASHINGTON TO JACKSON HILL
18-20' WIDE

FEAGAN TO BUFFALO BAYOU
36' WIDE

We asked for your feedback

- Survey Monkey
- April – May 2019
- 448 Respondents
 - 254 West End
 - 78 Magnolia Grove
 - 110 Other

Bikeway Options

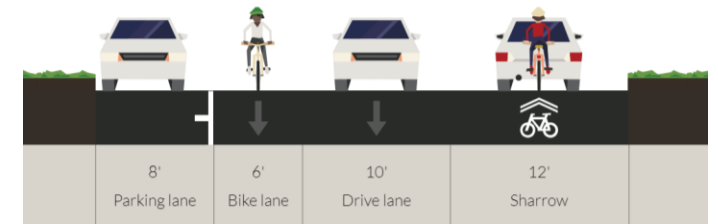
Neighborhood Bikeway



Buffered Bike Lane



One-side Bike Lane



Bikeway Options

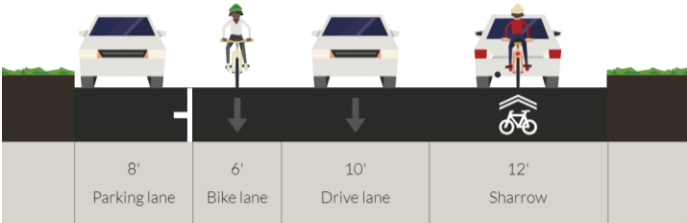
Neighborhood Bikeway



Buffered Bike Lane



One-side Bike Lane



SURVEY

All	40%	42%	18%
West End	48%	31%	21%

WHITE OAK BAYOU to IH-10
26' WIDE

IH-10 to UP RAILROAD
36' WIDE

UP RAILROAD TO WASHINGTON
40' WIDE

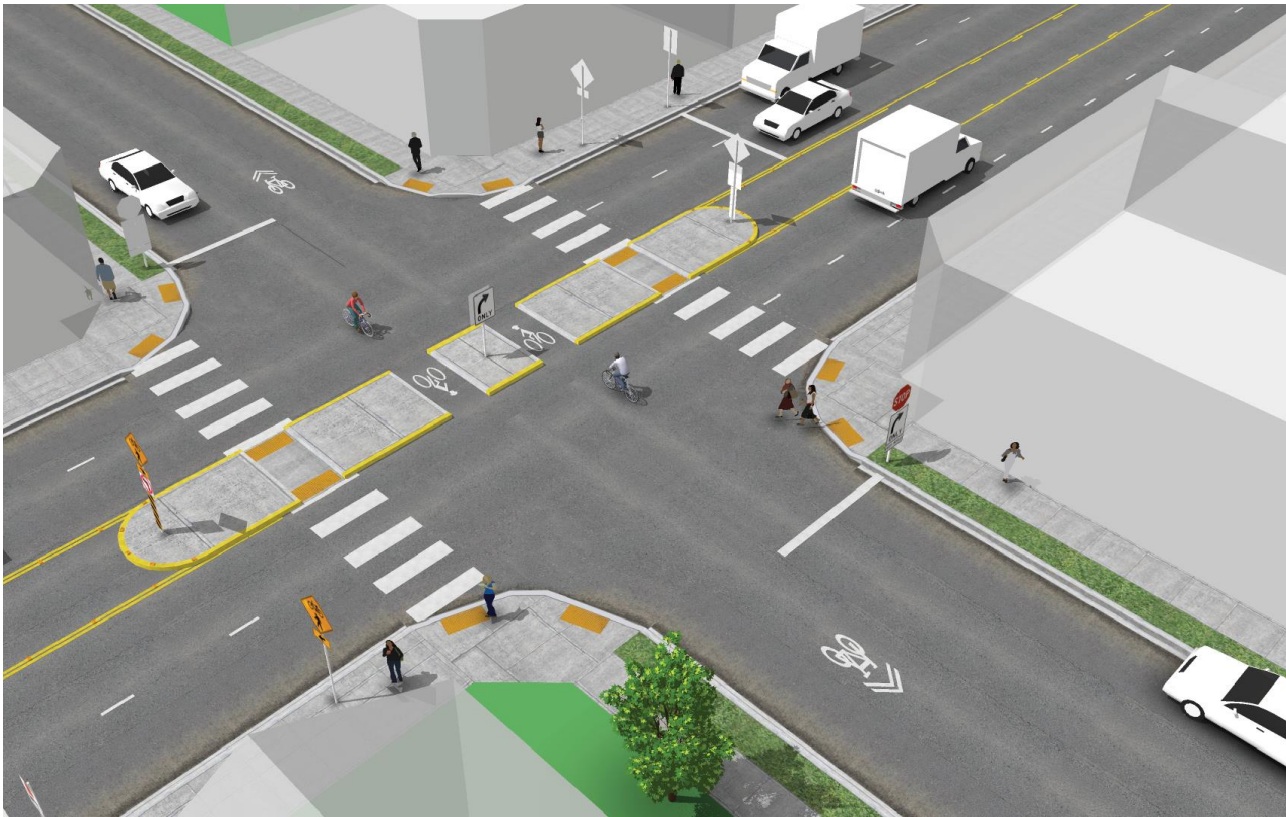
WASHINGTON TO JACKSON HILL
18-20' WIDE

FEAGAN TO BUFFALO BAYOU
36' WIDE

Patterson at Washington

Intersection Treatment

Median Refuge Island



Medians and Pedestrian Crossing Islands in Urban and Suburban Areas



Median and pedestrian crossing islands near a roundabout.

Source: www.pedbikeimages.org / Dan Burden

SAFETY BENEFITS:

Raised Median

46%

Reduction in pedestrian crashes

Pedestrian Crossing Island

56%

Reduction in pedestrian crashes

Source: *Desktop Reference for Crash Reduction Factors, FHWA-SA-08-011, September 2008, Table 11.*

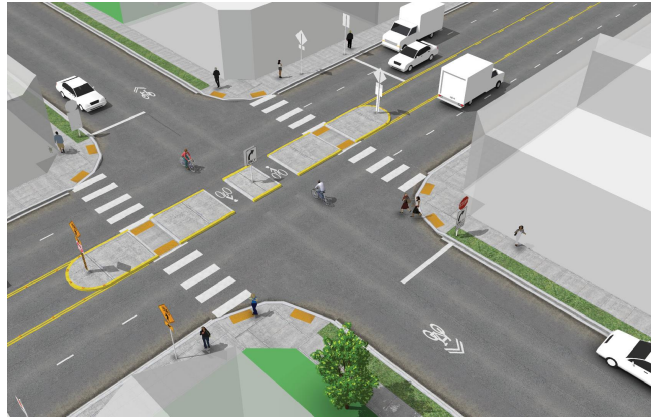
Patterson at Washington

Intersection Treatment

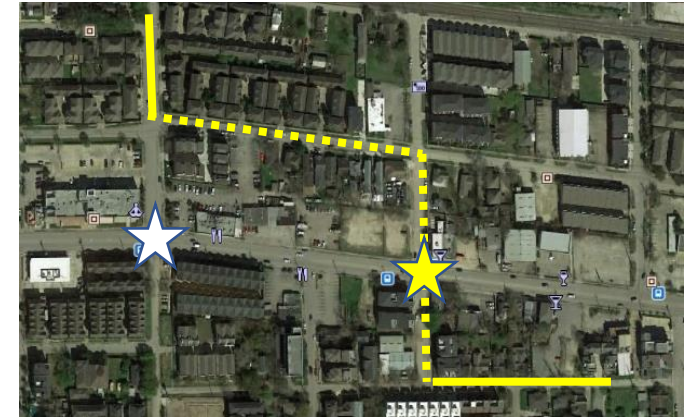
Partial Closure - Patterson



Full Closure - Patterson



Full Closure - Thompson



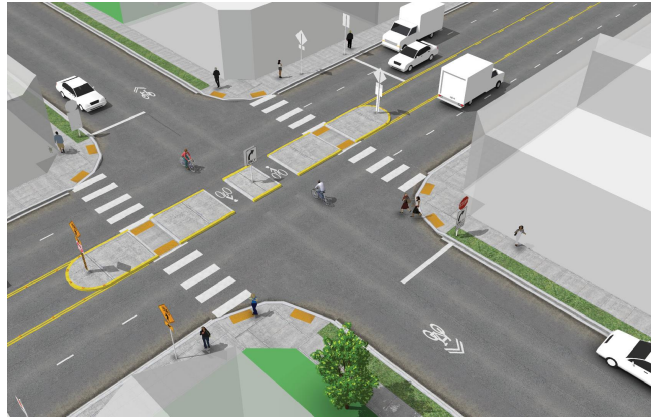
Patterson at Washington

Intersection Treatment

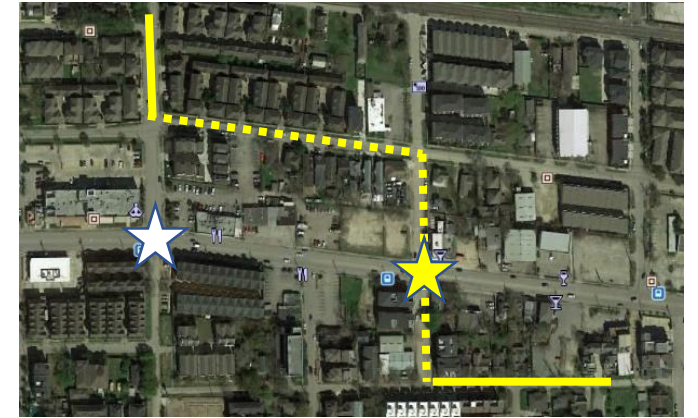
Partial Closure - Patterson



Full Closure - Patterson



Full Closure - Thompson



SURVEY

All	32%	34%	35%
<i>West End</i>	35%	24%	41%

What We Heard

- Strong support for **median refuge** across Washington
- Strong support for **bicycle safety** improvements
- Concerns around **parking loss**
- Concerns around **speeding and volume** on Patterson
- Concerns about **access** at Washington
- Desire for improvements at Koehler & Jackson Hill bridge

FACILITY TYPE DECISION FOR ON-STREET BIKEWAYS

start
IS THE DESIGN SPEED 40 MPH OR HIGHER?

yes

no

Implementations of Level of Comfort 1 and 2 bikeways are preferred. It is recommended that, when implementing a bikeway, the City build the highest comfort facility that is feasible for the corridor. Level of comfort 3 and 4 bikeways are discouraged.

HOW MANY TRAVEL LANES DOES THE STREET HAVE IN EACH DIRECTION?

more than 2

2

2 w/ median

1

IS TRAFFIC VOLUME UNDER 3,000 VEHICLES PER DAY OR CAN TOOLS BE APPLIED TO BRING VOLUME UNDER 3,000?

yes

no

CAN THE STREET BE DESIGNED FOR 30 MPH OR LOWER?

yes

no

ARE THERE FREQUENT DRIVEWAYS OR CROSS STREETS?

yes

no

IS THE DESIGN SPEED 35 MPH OR HIGHER?

yes

no

IS THE DESIGN SPEED 35 MPH OR HIGHER?

yes

no

Approximate Level of Comfort
High

1

2

3

Low

SEPARATED BIKE LANE

SIDE PATH*//
SEPARATED BIKE LANE

BUFFERED BIKE LANE

OFF-STREET BIKEWAY

SEPARATED BIKE LANE

BUFFERED BIKE LANE

SEPARATED BIKE LANE

BUFFERED BIKE LANE

STANDARD BIKE LANE

SEPARATED BIKE LANE

BUFFERED BIKE LANE

STANDARD BIKE LANE

BUFFERED BIKE LANE

STANDARD BIKE LANE

NEIGHBORHOOD BIKEWAY

NEIGHBORHOOD SHARED STREET

NEIGHBORHOOD SHARED STREET

STANDARD BIKE LANE

NEIGHBORHOOD SHARED STREET

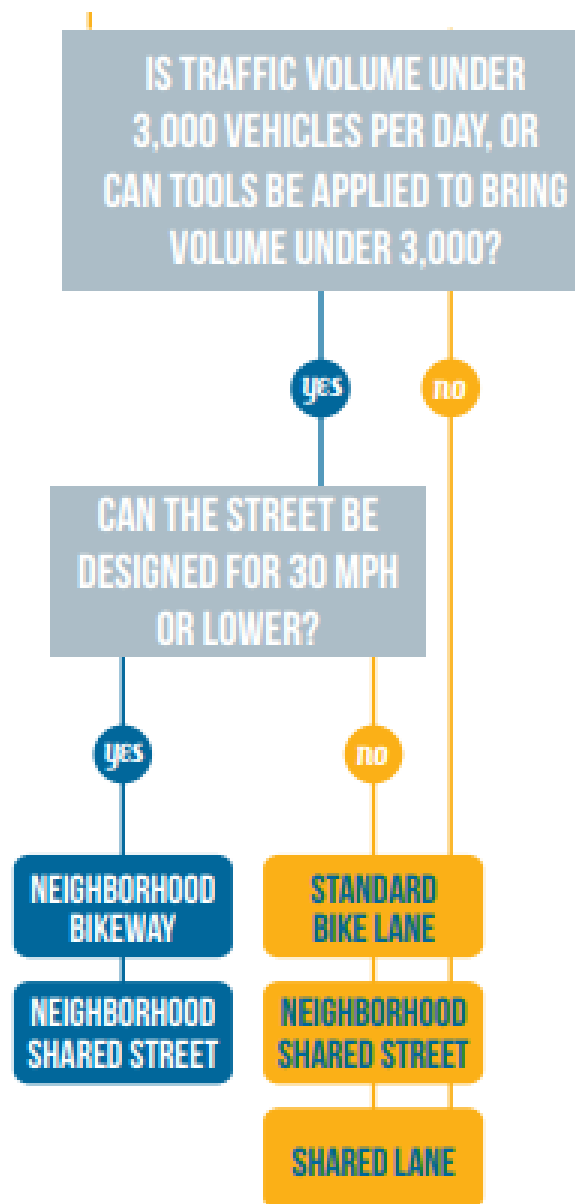
SHARED LANE

OFF-STREET BIKEWAY

SIDE PATH

SEPARATED BIKE LANE

Patterson Speed
30.5 mph
85% Percentile



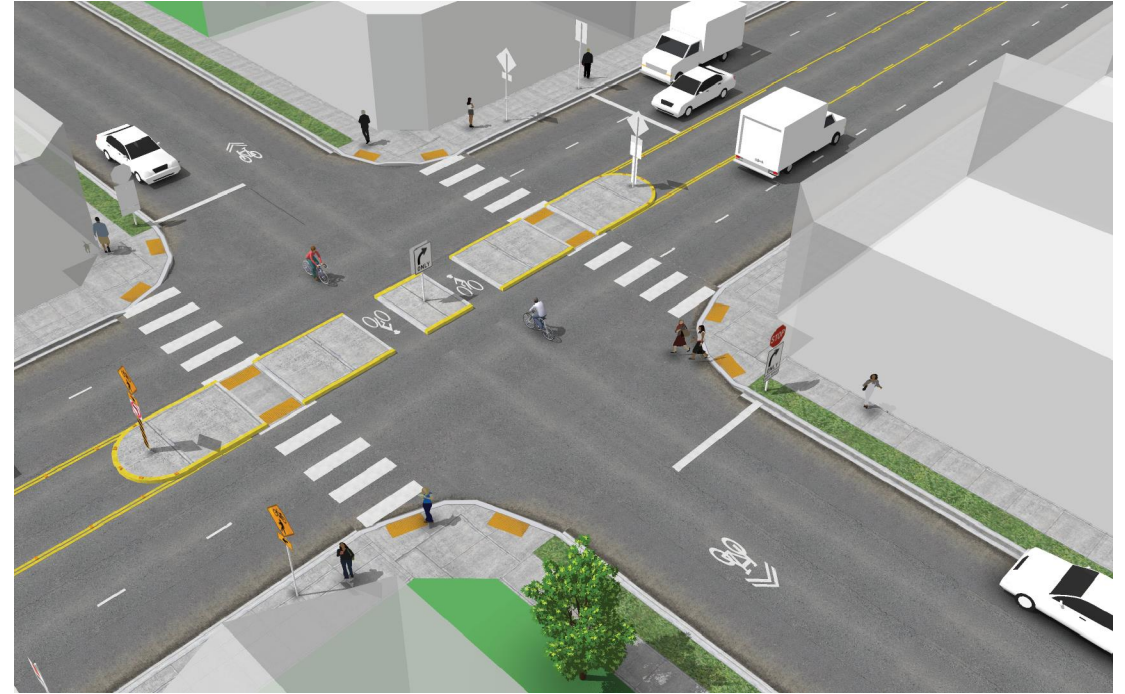
Patterson Traffic Volume
4,356
Vehicles per Day

Proposal

Neighborhood Bikeway



Full Closure - Patterson



What We Heard

- Strong support for **median refuge** across Washington 😊 😊
- Strong support for **bicycle safety** improvements 😊
- Concerns around **parking loss** 😊 😊
- Concerns around **speeding and volume** on Patterson 😊
- Concerns about **access** at Washington 😞
- Desire for improvements at Koehler & Jackson Hill bridge 😊 😊

Process and Timeline

- Stakeholder engagement (*Now*)
- Design (*Fall 2019*)
- Follow-up
- Construction (*2020*)

Thank You!

Peter Eccles

City of Houston Planning & Development Department

Peter.Eccles@houstontx.gov

(832) 393-6591