

Allen Parkway Improvements

Public Meeting

February 5, 2015



Mayor Annise D. Parker





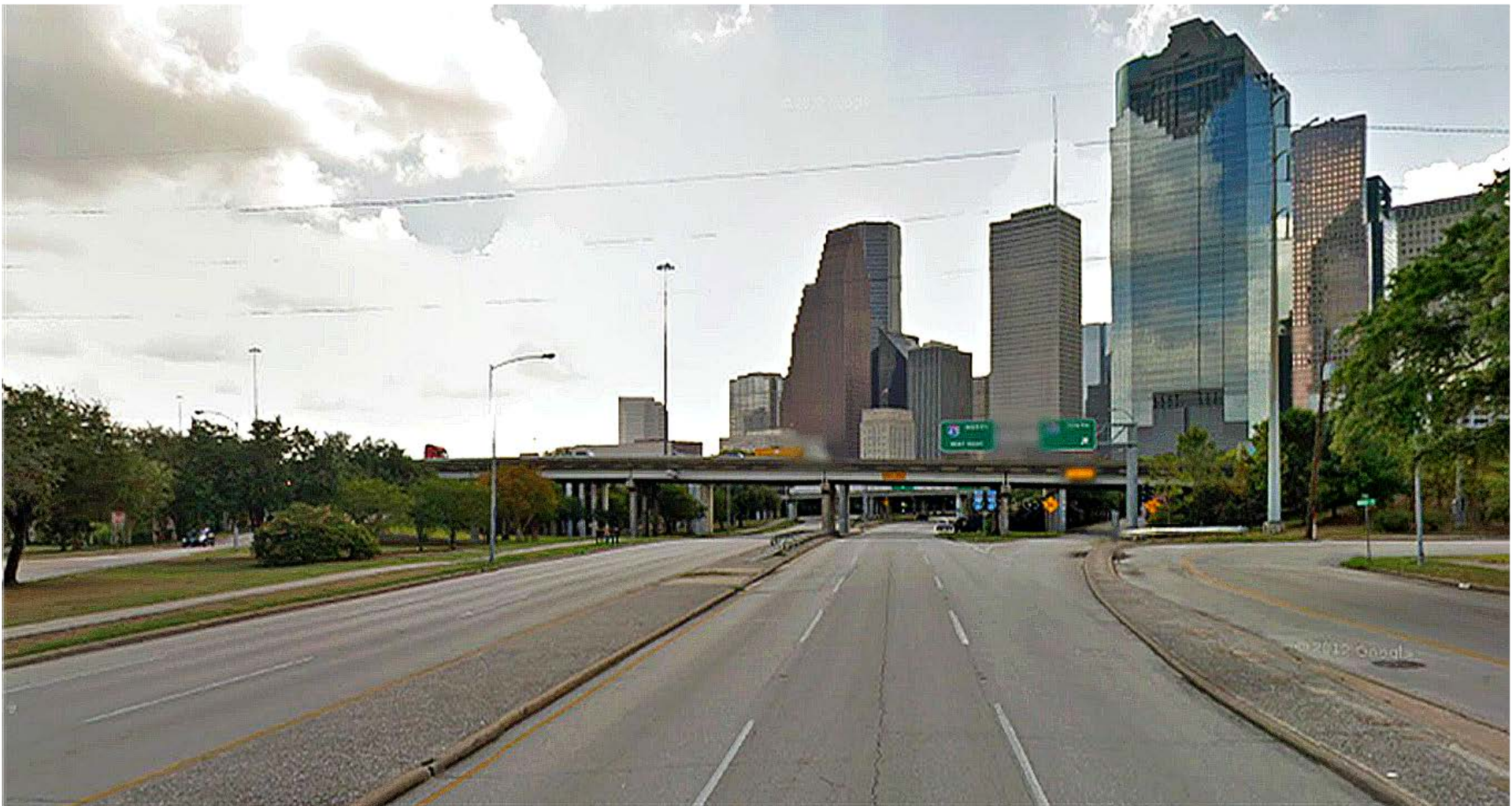
Mayor Annise D. Parker





Mayor Annise D. Parker



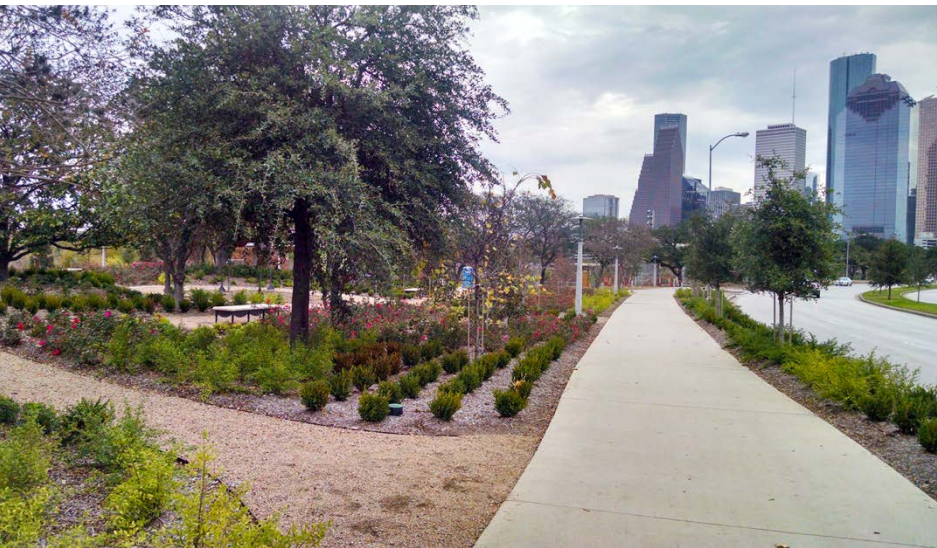


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2015-2016 Capital Improvement Project





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Lost Lake Construction



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Project Goals

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

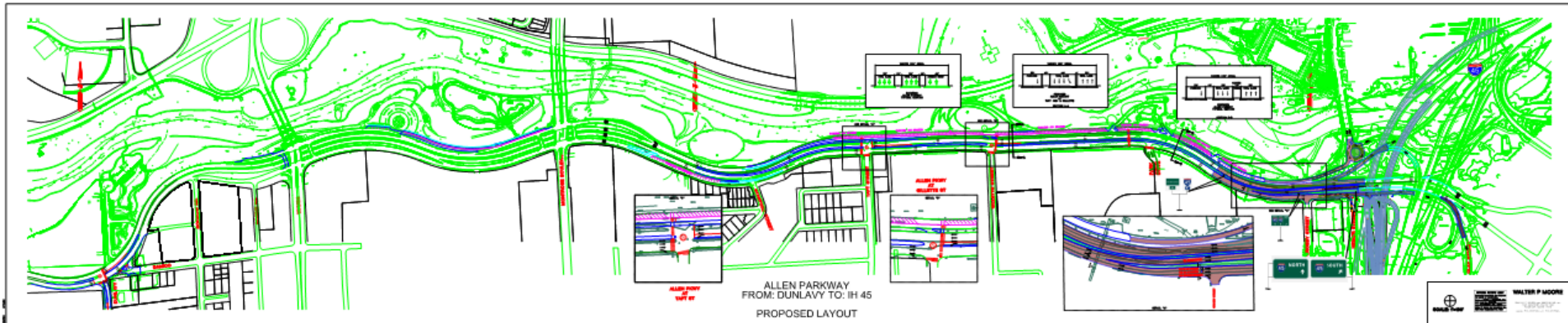


Roadway Modifications

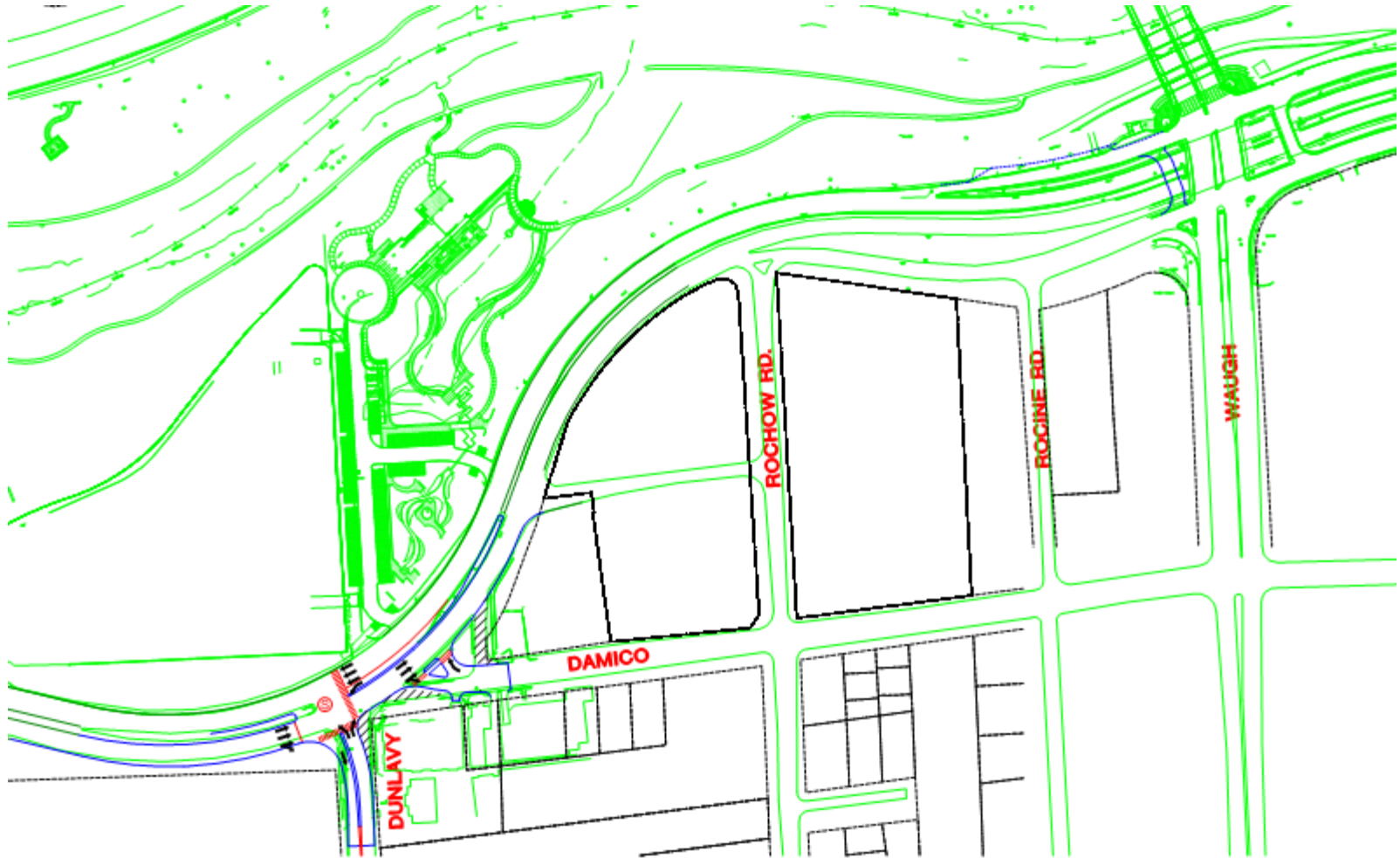
- Angled parking between Sabine and Montrose adjacent to park
- Frontage road conversion east of Montrose to main lanes
- Safer ramp connections to IH-45 northbound & southbound
- Realignment of Dunlavy intersection at 90-degrees to Allen Parkway
- Create a more urban environment with lower and safer speeds



Proposed Alignment

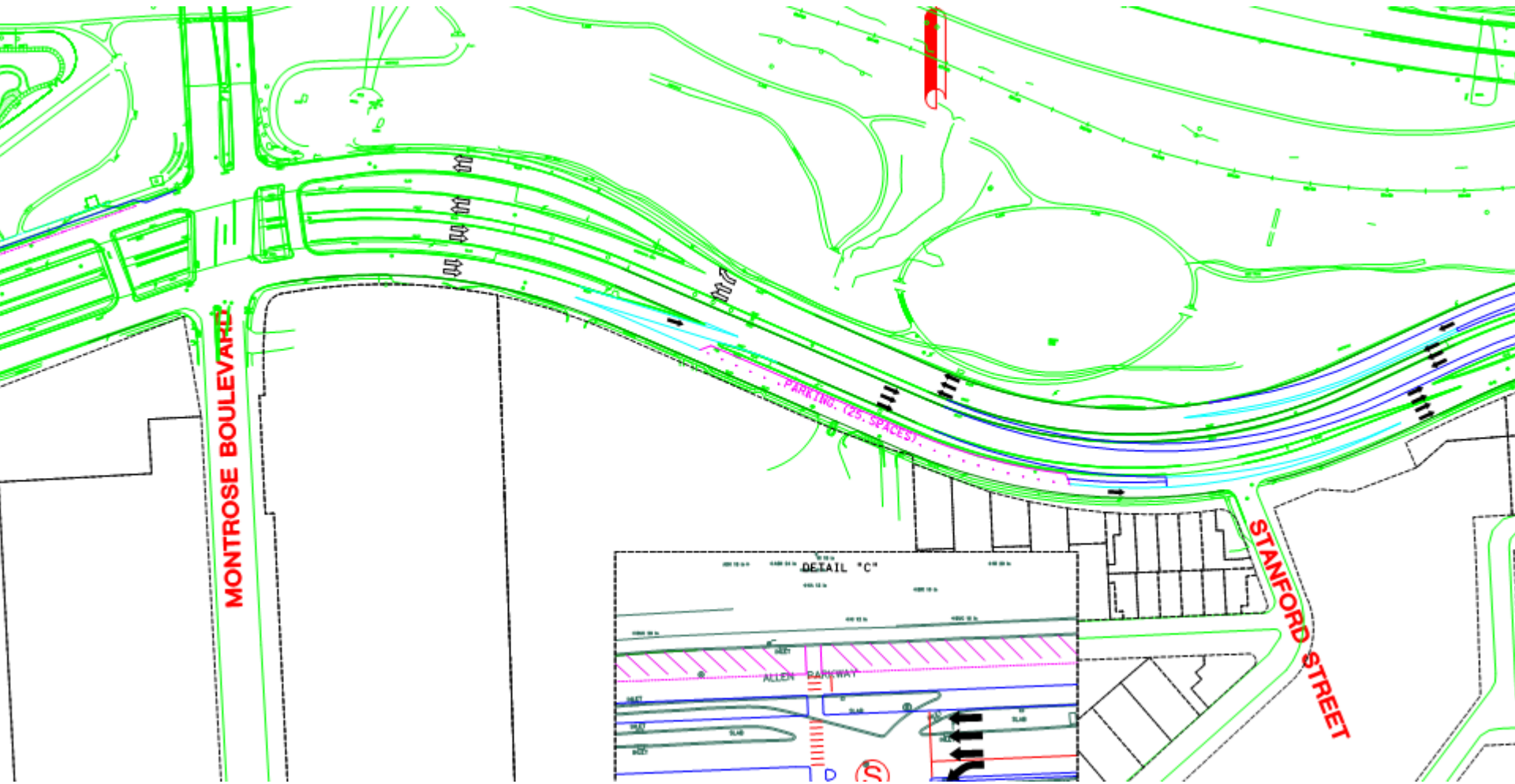


Realign & Signalize Dunlavy Intersection



Montrose Boulevard to IH-45

Modify Existing Lanes to Proposed Parkway Configuration



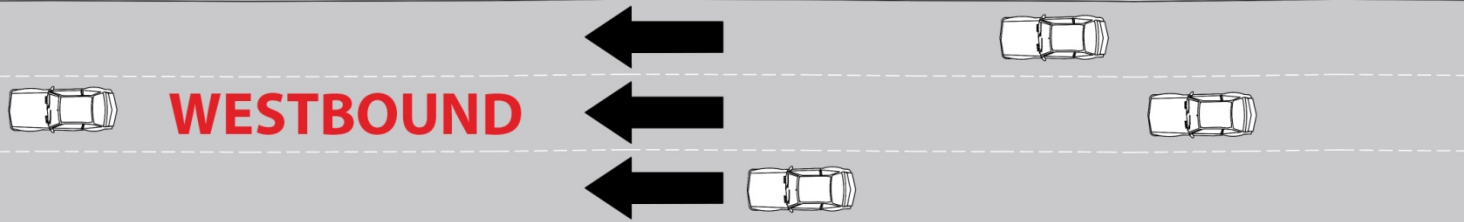
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THE NO. 1
DOWNTOWN HOUSTON

Existing Lanes

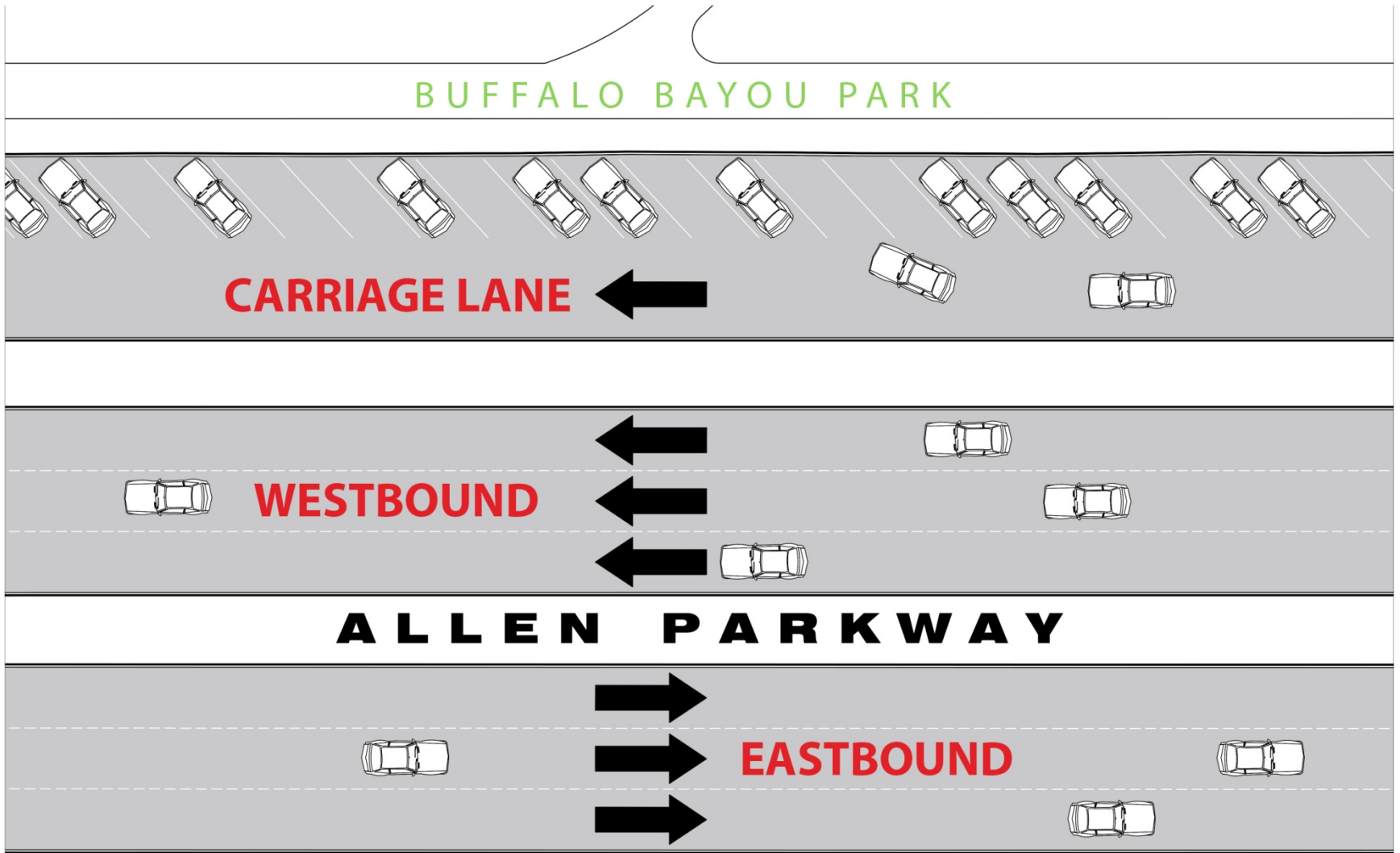
BUFFALO BAYOU PARK



ALLEN PARKWAY

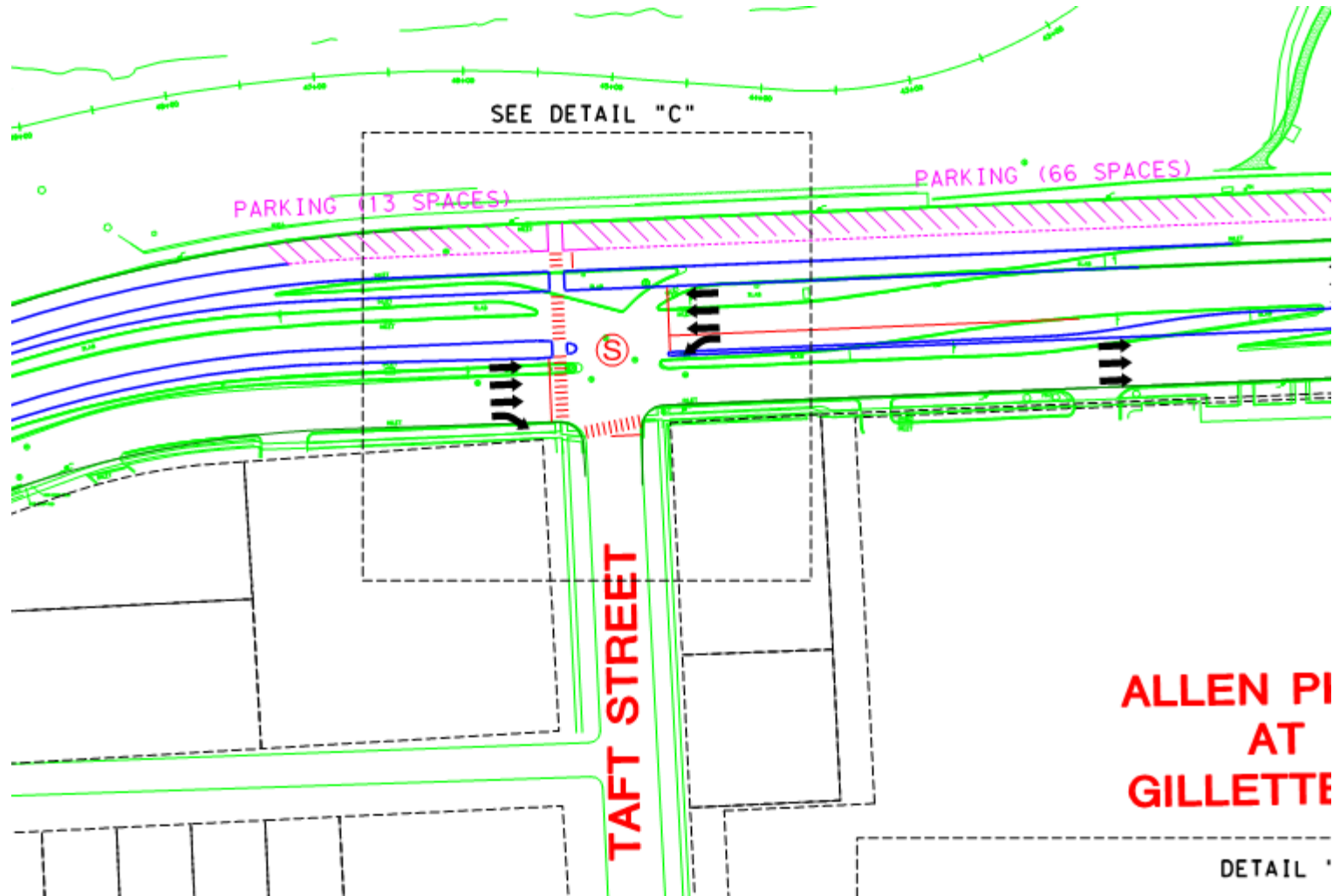


Proposed Lanes



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 - Proposed Westbound

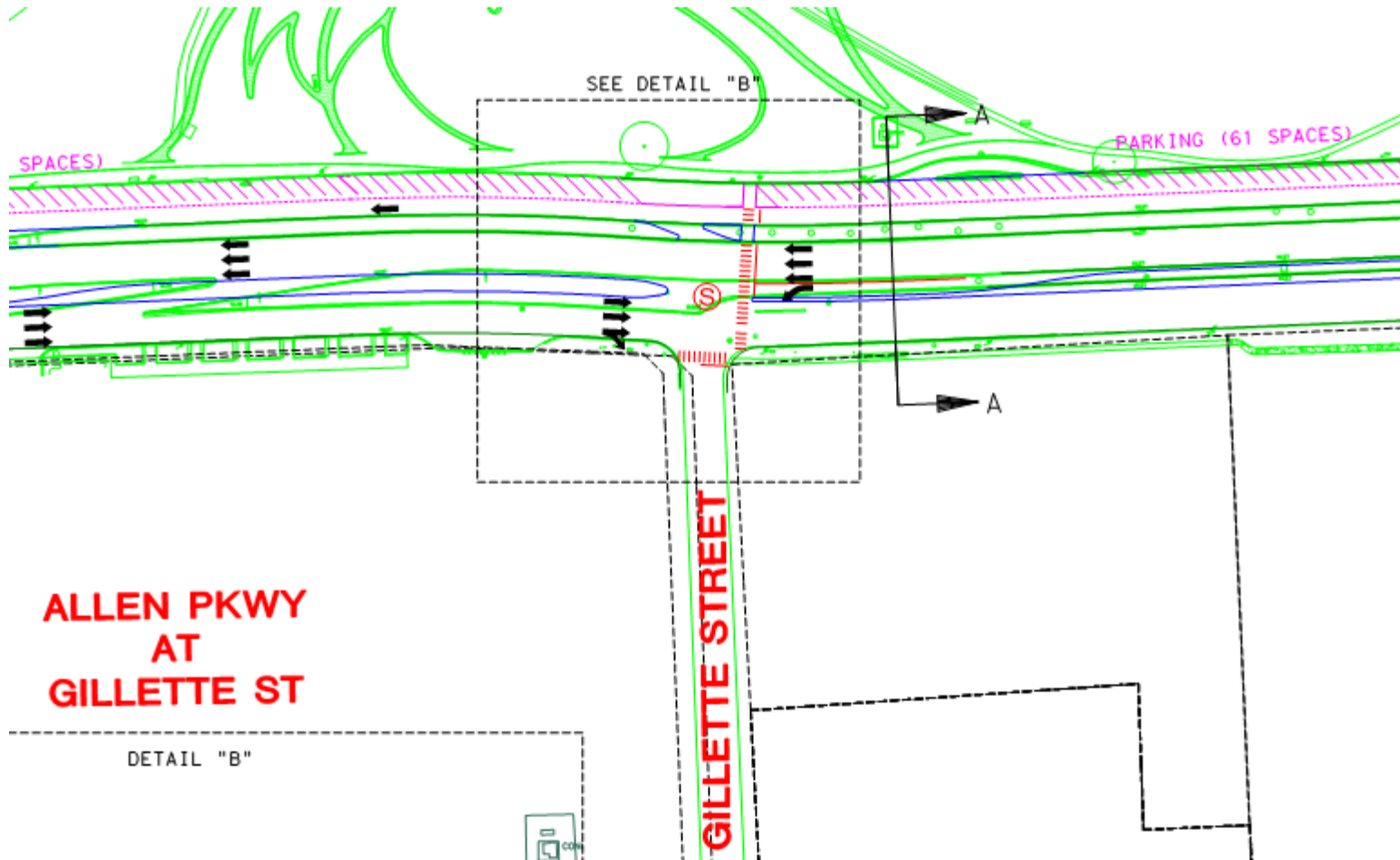


Taft Street - Proposed Intersection



Gillette Street - Fully Signalized Intersection

New pedestrian crossings & diagonal parking adjacent to park



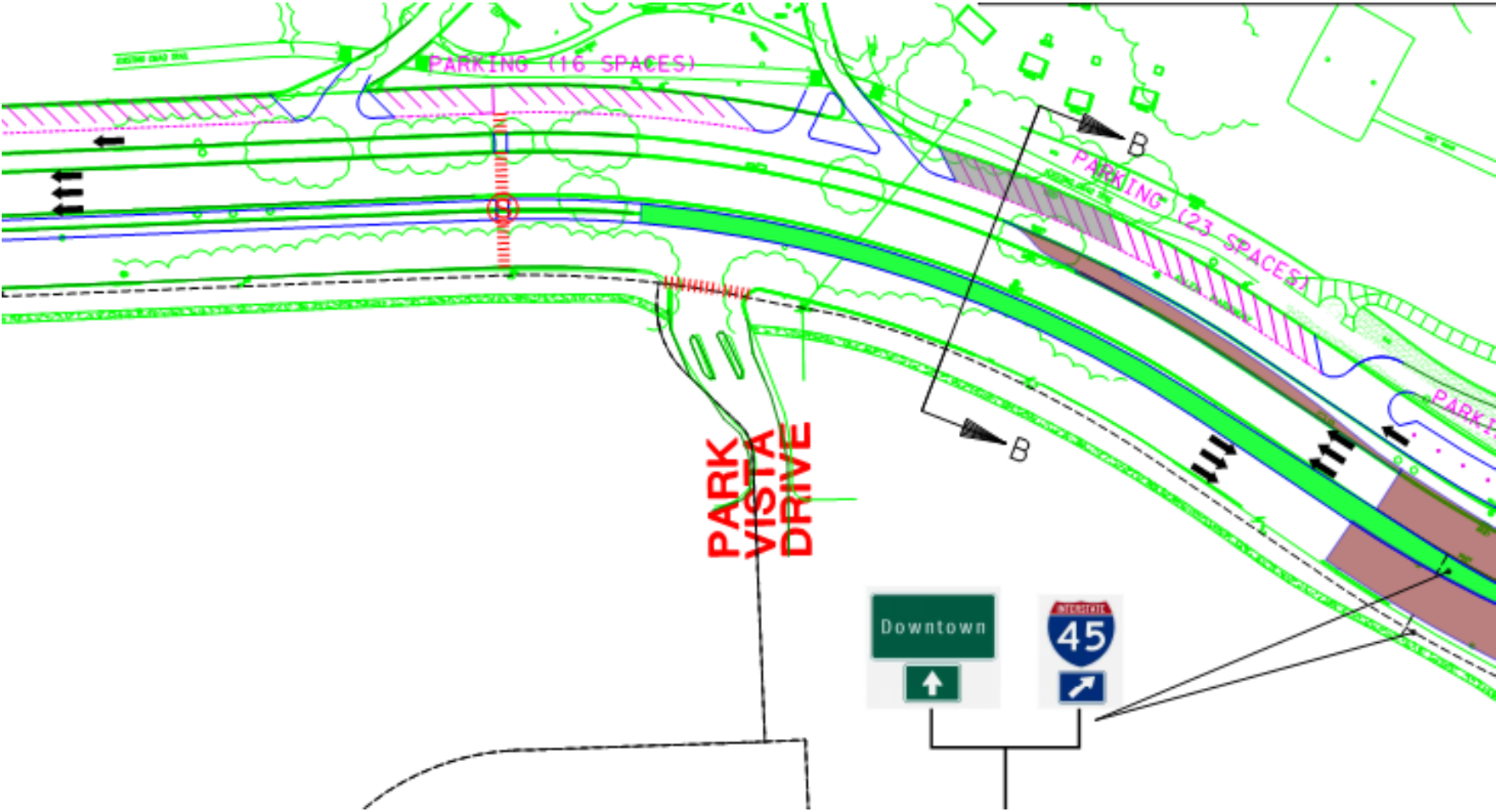
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West of Park Vista Drive

Install pedestrian-activated signal for crosswalk



Park Vista Drive – Existing Frontage Road



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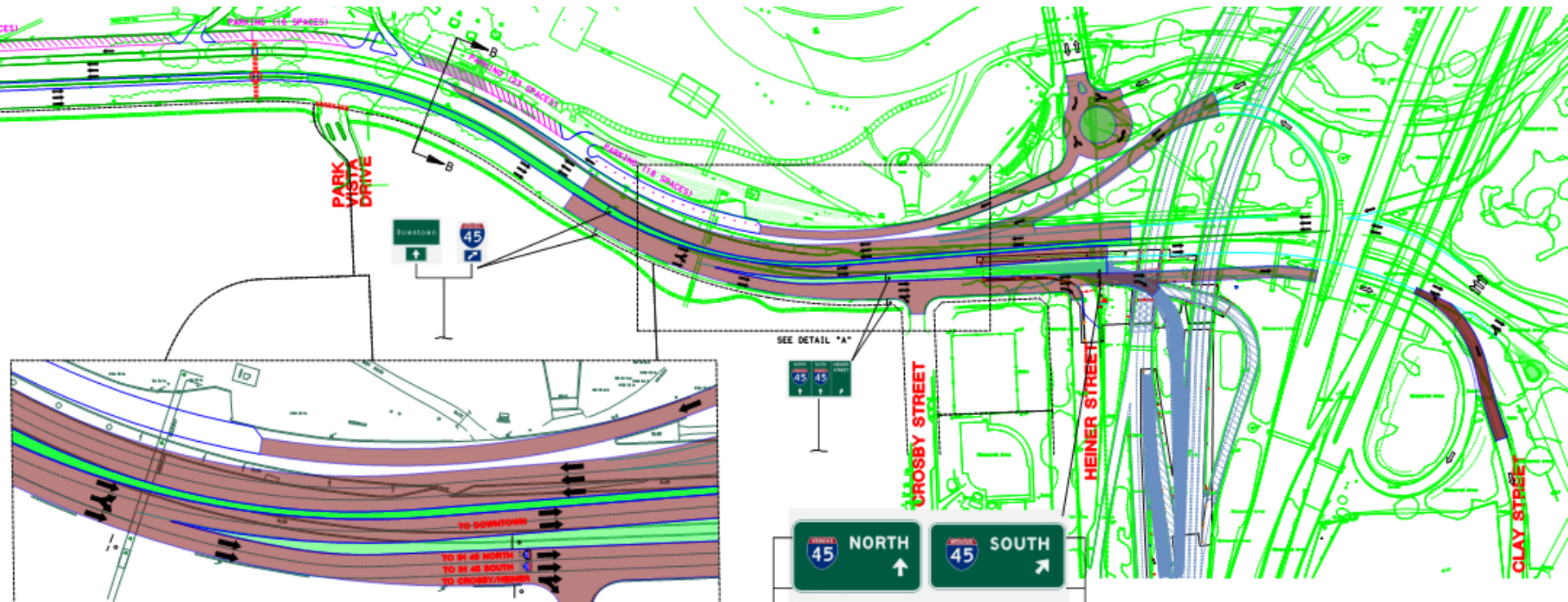
The Downtown Reveal



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Improve Connections to IH-45 NB & SB



Eastbound Allen Parkway



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Westbound Allen Parkway



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Traffic Analysis

- Existing peak hour traffic volumes
- Existing lane configurations and signal timings
- Proposed lane configurations with new signal timings
- Redistributed trips to proposed roadway network
- Analyzed various scenarios

Existing vs. Proposed

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



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



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Existing (40 mph)	4.17	4.81	3.94	4.59
Proposed (35mph) w/ additional signals	5.15	5.50	4.91	5.53
Difference	.98 = 58.8 (sec)	.69 = 40.8 (sec)	.97 = 58.8 (sec)	.94 = 56.4 (sec)



Travel Time Comparison

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Existing (40 mph)	4.17	4.81	3.94	4.59
Proposed (35mph) w/ additional signals	5.15	5.50	4.91	5.53
Difference	58.8(sec)	40.8(sec)	58.8(sec)	56.4(sec)
% Increase	23%	14%	25%	21%



Conclusion

- Provide +/- 175 parking spaces adjacent to Buffalo Bayou Park
- Provide improvements for pedestrian access and safety
- Improve vehicular movements with roadway realignment
- Reduce merge maneuvers providing better access to IH-45 and Clay Street
- Overall travel times impacted less than one minute during peak hours



Thank You

Questions & Comments



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