

THE WASHINGTON AVENUE COALITION/MEMORIAL PARK  
SUPERNEIGHBORHOOD 22 (SN22)

**NEIGHBORHOOD GREENWAY COMMITTEE**  
**COMPLETE STREETS and BAYOU GREENWAY CONNECTIVITY**

APRIL 2015

## Committee Members

Tom Dornbusch - President SN22; Woodcrest

Dexter Handy, Advisor - Citizen's Transportation Coalition (CTC)

Joe Hood, Advisor - Bike Houston

Greg Hunt - Cottage Grove

Mark Kusey – Woodcrest

Ross Mattern - West End

Joe McKee - Rice Military

Peggy Moore - Rice Military

Dennis Obukowicz – Magnolia Grove

Karen Power - West End

Bill Records - Camp Logan

Monica Savino – Washington on Westcott Roundabout (WOW)

## Committee Goals

- **To address the problem of increasing traffic on our smaller neighborhood streets and the increased danger risk to all users; and**
- **To utilize Complete Streets strategies while reviewing roadway alternatives for a more appropriate and safer pedestrian and bike route.**

The proposed pilot project is intended to safely and adequately connect the Buffalo and White Oak Bayou Greenways from Magnolia Grove at Memorial Drive through the West End neighborhoods primarily along Patterson Street for pedestrians and cyclists.

We have recently offered this neighborhood pilot project to the city of Houston for consideration in City of Houston's Bike Master Plan and the City of Houston's Complete Streets Project. Our proposal meets the criteria for both programs.

This objective complements Super Neighborhood 22's 2009-2010 Transportation Plan vision by expanding Hike and Bike trail connectivity from the Buffalo Bayou Trails to the MKT trail and the three parks in between.

## What is a Complete Street?

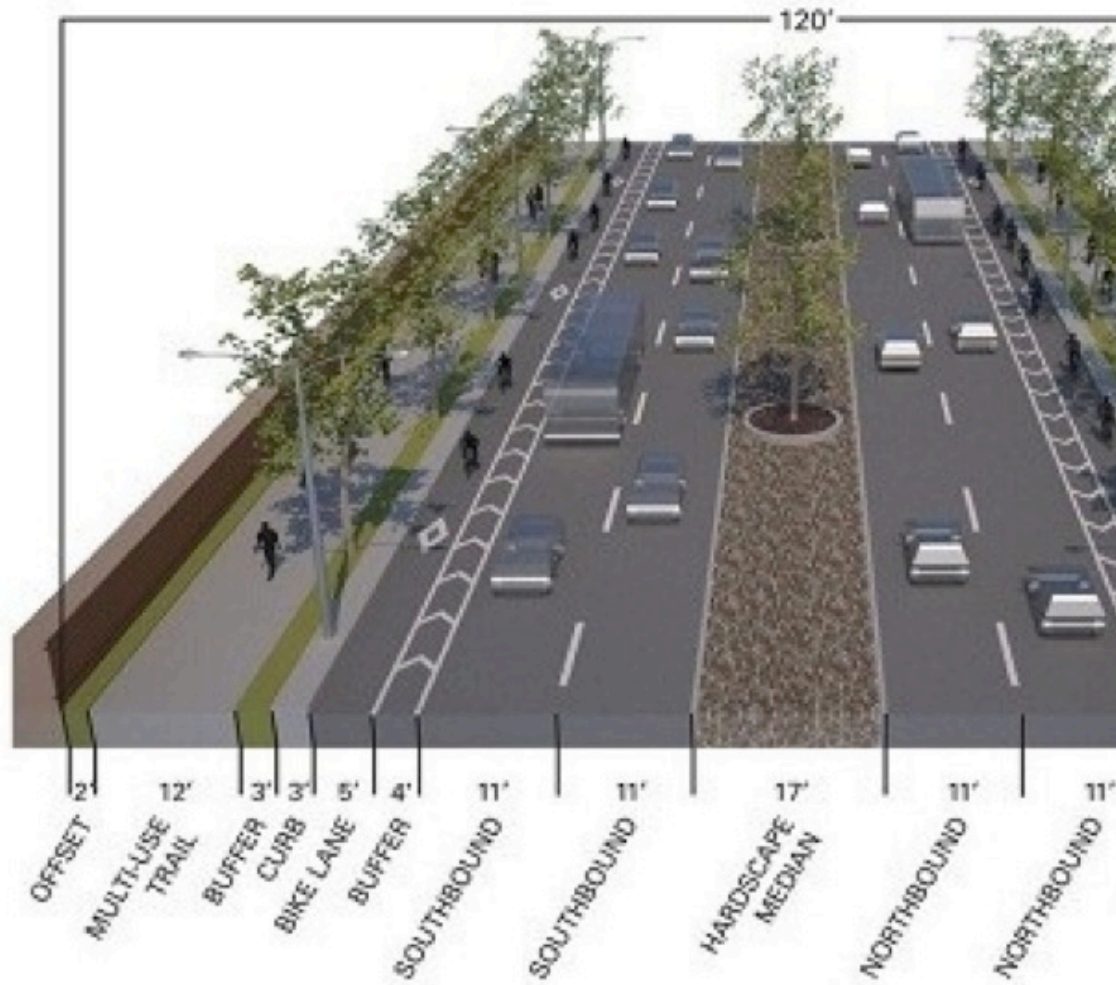
In 2013, Mayor Parker issued an executive order requiring that Houston streets when reconstructed be designed in accordance with Complete Streets guidelines.

A complete street is a low vehicular volume, low speed street that has been optimized by treatments or modifications that:

- Reduce and calm vehicular traffic;
- Promote safe and comfortable crossing for all users at intersections;
- Increase customer access to commercial businesses;
- Increase visibility through signage and street markings that promote logical and continuous routes; and
- Provide convenient access to other bike and pedestrian networks, including:
  - Bicycle paths – physically separated from cars;
  - Bicycle lanes – signed and marked on roadway; and
  - Shared roadways- cycle in paved shoulder.



# Complete Street Example



# Complete Street Example



Austin, Texas

## THE PROBLEM:

### Why a north-south connector Complete Street through SN22?

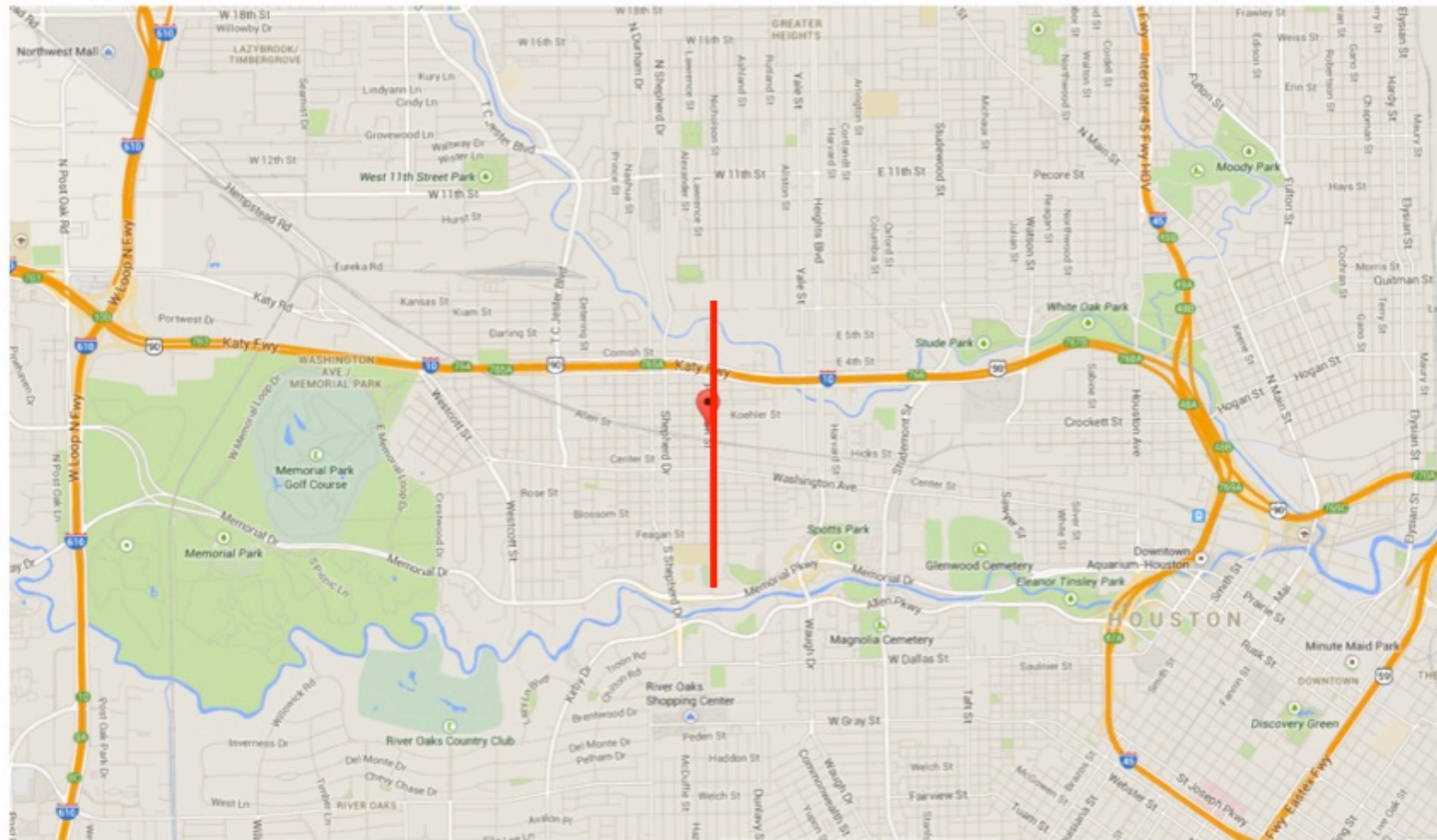
- Current redevelopment has significantly increased population density and demand for safe passage through the neighborhoods. Mobility needs are expected to continue to increase due to ongoing single- and multi-family construction as well as commercial development.
- Centrally located north-south routes between downtown and 610 are required to create true connectivity with the several east-west routes. A desirable route would be continuous for several miles and would include geographically separate areas currently not connected.
- A lower-speed route parallel to a major arterial roadway can complement the higher speeds of Shepherd, Durham, Heights, Yale, TC Jester or Studemont.
- Access from the neighborhoods to parks, trails and other area amenities is necessary.

## Why Patterson Street for review?

- Addresses the defined problem of north-south mobility in SN22;
- Addresses the critical mobility intersections or transitions that are currently underperforming or are dangerous:
  - Memorial Drive on/off ramp at Jackson Hill
  - Intersection of Washington Avenue + Patterson
  - Continuous access from IH10 area to the Heights
- Complements existing mobility of Shepherd/Durham on the west and Heights/Waugh on the east;
- Adjacent to 3 neighborhood parks;
- The variety of existing right of way widths between Memorial Drive and IH10 can provide a number of low-tech to more defined modifications;
- Relatively low traffic speeds and traffic volume south of Washington Avenue along with high residential density throughout, makes Patterson an appropriate “slower speed” route;



# Location Map – Patterson Street 77007



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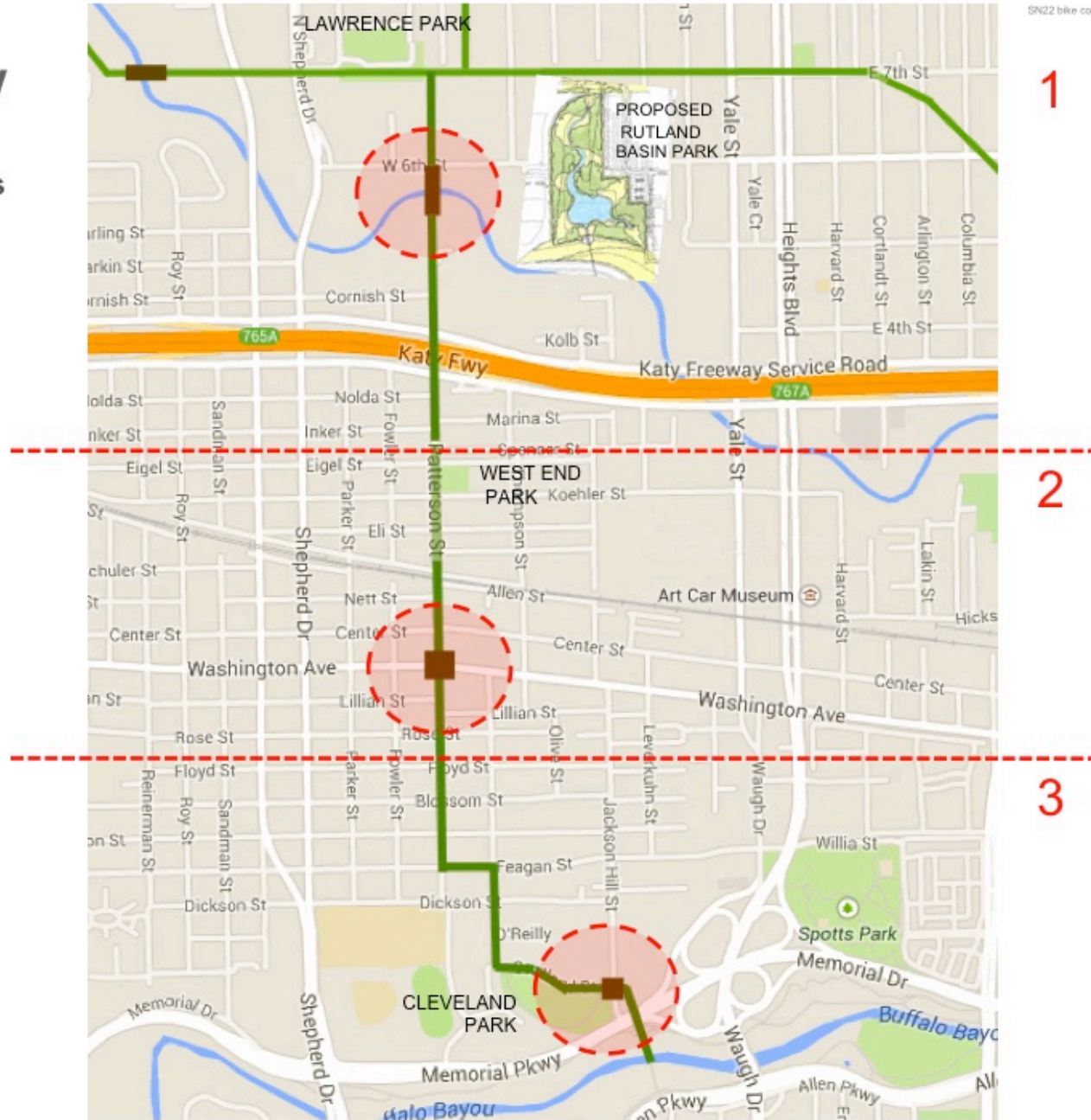
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## How a Patterson Street Bike/Pedestrian Route enhances other investments?

- Reinforces the Bayou Greenway Initiative by connecting the MKT Bike Trail/White Oak Bayou with the Buffalo Bayou Trail's north and south banks, and the Rutland Street Basin.
- Provides multi-modal connection to Cleveland, West End and Lawrence Parks, whereby increasing the Bayou Greenways Initiative reach to existing parks;
- Provides improved access to several transit stops and mobility routes;
- Provides safer access to schools, churches and businesses along the Washington Avenue corridor for pedestrians and cyclists;
- Leverages existing infrastructure including the low traffic Patterson Bridge at IH10 and the bike/pedestrian bridges from Cleveland Park to Buffalo Bayou; and
- Creates traffic calming actions necessary in thickly settled areas for constituent safety.

# Overview

## Segments + Modifications



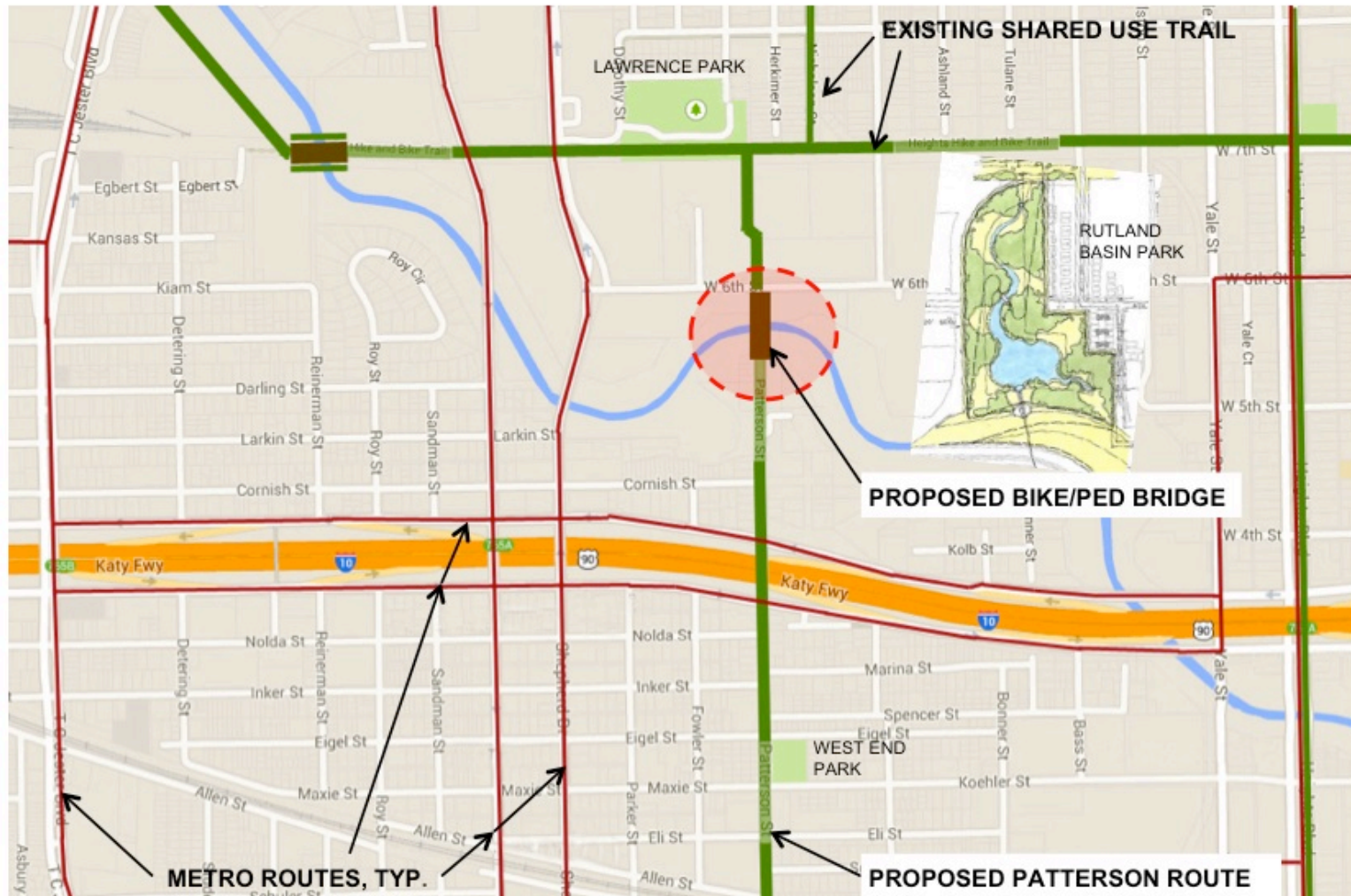
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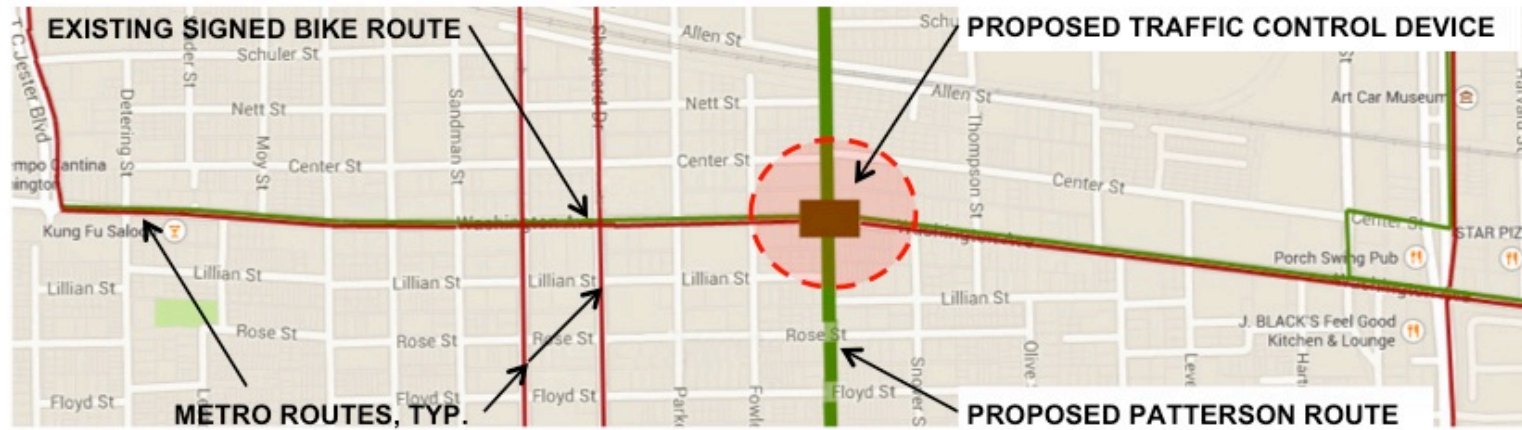
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# 1 – Heights to IH10 to UPRR



## 2 - Washington Avenue Corridor



### 3-Floyd to Memorial Drive to Bayou Greenway Trails



## Recommended Changes from Memorial Drive to 6<sup>th</sup> Street Include:

- Create traffic calming modifications at Jackson Hill and Scotland Street intersection
  - Raised platform
  - Safety island / roundabout with planting features
  - Signalization for bike/pedestrian crossing
- Identify and change street signage to route bike and pedestrian traffic onto Patterson. Feagan or Gibson Streets are viable options;
- Revise street parking to single side only along various segments;
- Designate protected bike lane with signage and pavement markings along entire route;
- Adjust the Speed limit to 20mph for the entire route;
- Modify street crossing at Washington Avenue with traffic lane alterations; traffic signal, high-intensity activated crosswalk beacon or other operating device;
- Divide the segment of Patterson north of Washington to I10 into a two-way dedicated bike lane, while preserving two ten foot wide vehicle lanes and a parking lane.
- Construct a new bike/pedestrian bayou-crossing bridge at White Oak Bayou with connections to planned Bayou Greenway trails;
- Continue bike lane designation to 6<sup>th</sup> Street and the Heights (MKT) Bike Trail.

# Bike/Pedestrian Roadway Modification Tools 1



Separate two-way bike lane with bollard indicators.



Separate one-way bike lane with paint designation.



Separate two-way bike lane with paint designation.



Expanded bike/pedestrian buffer at intersections.



## Bike/Pedestrian Roadway Modifications Tools 2



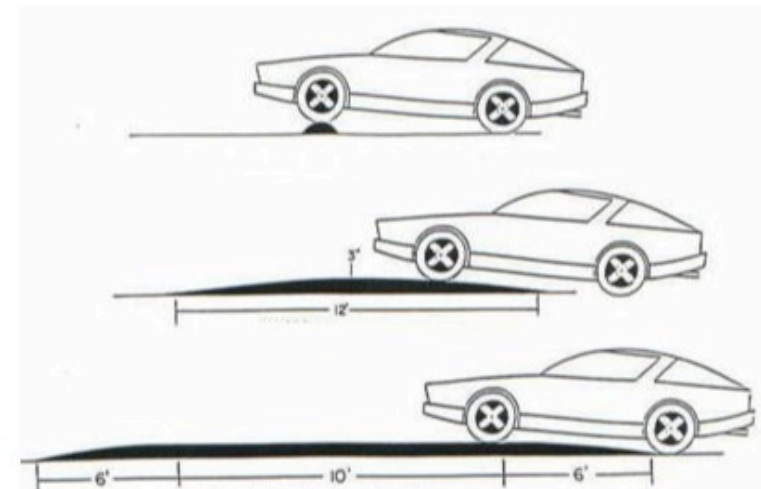
High intensity activated cross-walk.



Raised table or cross-walk.



Modern roundabout.



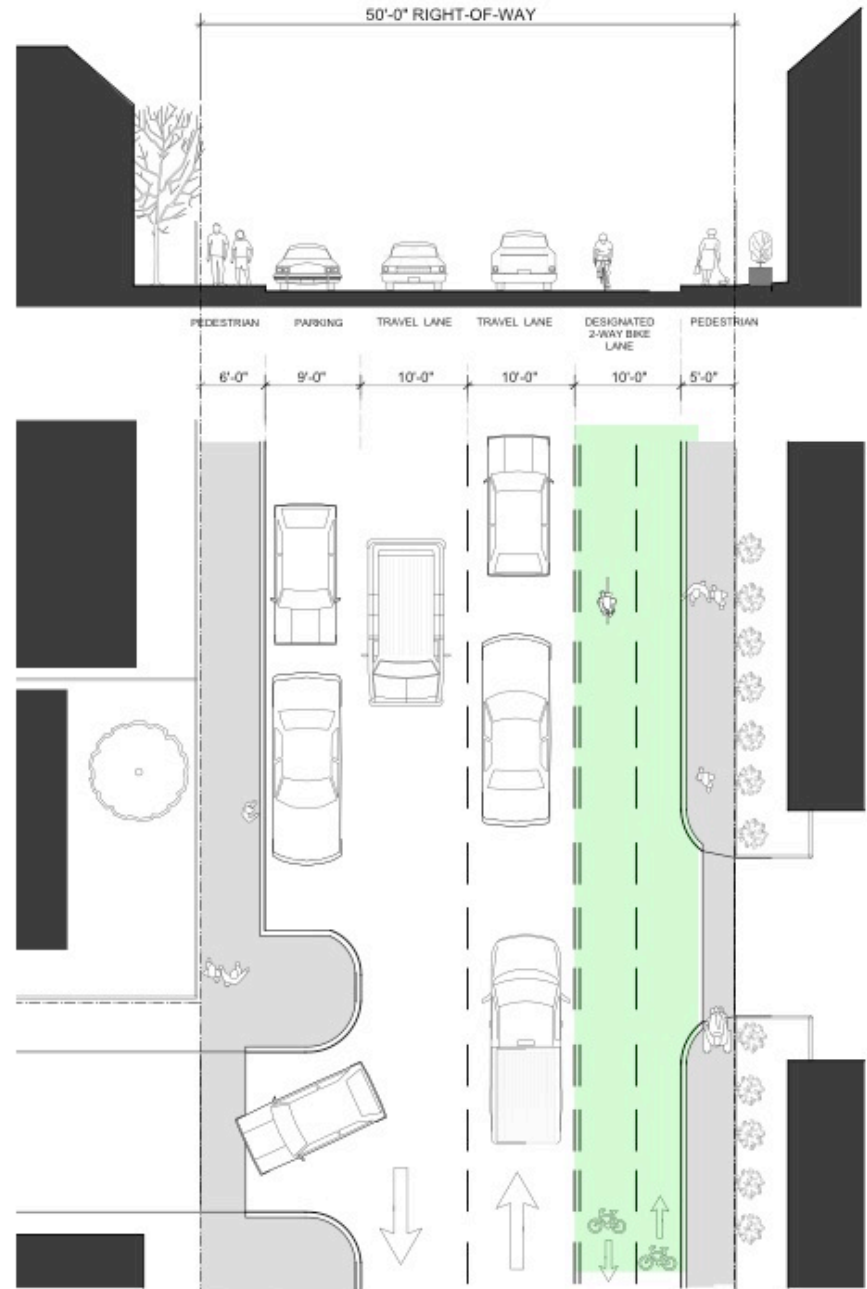
Raised table, cross-walk and speed bump.

# 50' RIGHT OF WAY Bike/Pedestrian Roadway #1

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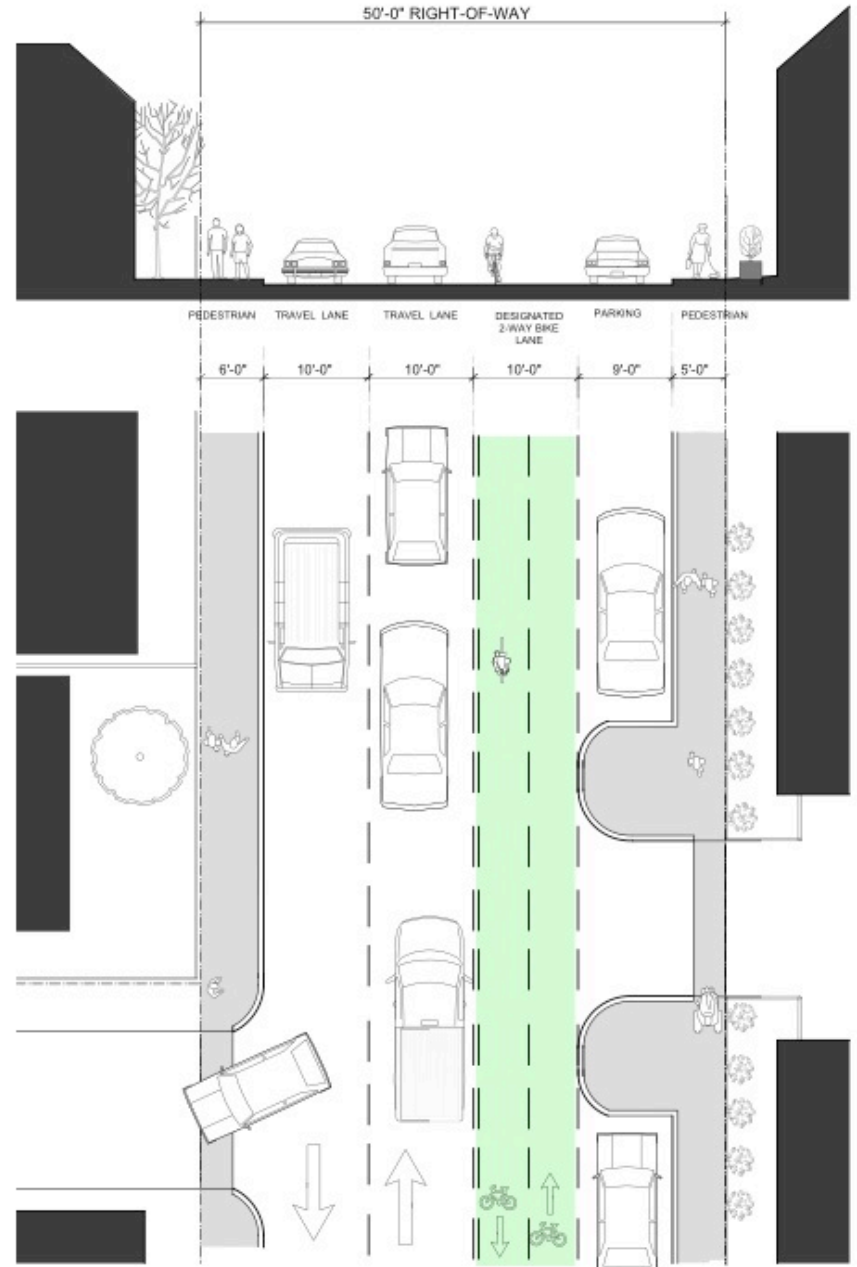
# 50' RIGHT OF WAY

## Bike/Pedestrian Roadway #2

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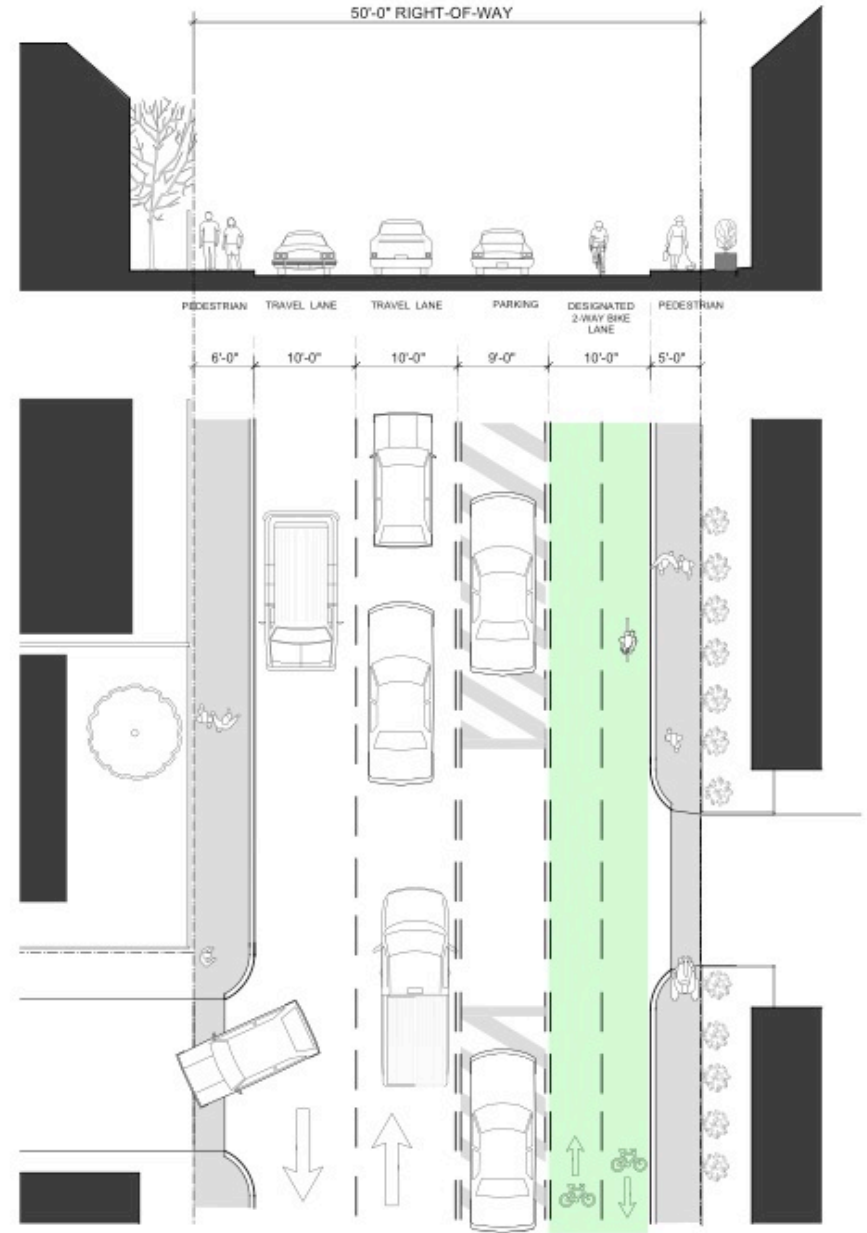


# 50' RIGHT OF WAY Bike/Pedestrian Roadway #3

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## Rolling Forward

- SN22 wants to expand the effectiveness of the Bayou Greenway Initiative and the range of the Washington Avenue corridor by connecting the MKT Bike Trail/White Oak Bayou with the Buffalo Bayou Trail's north and south banks, and the Rutland Street Basin. A multi-modal connection to Cleveland, West End and Lawrence Parks will achieve this;
- SN22 wants improved access to transit stops and mobility routes;
- SN22 wants safer access to schools, churches and businesses along the Washington Avenue corridor for pedestrians and cyclists; and
- SN22 wants and needs the traffic calming actions necessary in thickly settled areas for all constituent safety.

[www.sn22.org](http://www.sn22.org)

