



## Report of Public Comments

MEETING DETAILS	
Project Name	Greenbriar Street Paving & Drainage: Rice Boulevard to West Holcombe Boulevard
CIP NO.	N-100004
Meeting date/time	May 7, 2015 from 6:00pm-7:30pm
Meeting location	Roberts Elementary School Cafeteria 6000 Greenbriar Drive. Houston, TX 77030
Presenter	Carol Haddock, P.E. Director of Infrastructure Planning Branch Department of Public Works & Engineering (PWE)
Attendance	75
Meeting info	<a href="#">Design Meeting Presentation</a> <a href="#">Design Meeting Handout</a>
Contact info	For questions or to request the full public comments technical memo, email: <a href="mailto:pweplanning@houstontx.gov">pweplanning@houstontx.gov</a>

### DETAILS ABOUT PROJECT

The Greenbriar Street Paving & Drainage project will improve 0.7 miles of Greenbriar between Rice Boulevard and West Holcombe Boulevard. During the project's planning phase in 2012, PWE conducted an engineering study that found that Greenbriar does not meet current City of Houston design standards due to poor pavement conditions, increasing traffic volume, inadequate storm drainage systems, aging water and sewer lines, and sidewalks that do not meet current Americans with Disabilities Act (ADA) requirements. The project was selected for inclusion in the Capital Improvement Plan (CIP) in 2013 and it is currently in its design phase. The project is scheduled to begin construction in 2017 with construction anticipated to be completed in 2018.

### SUMMARY OF PUBLIC COMMENTS

In order to involve the public in the design process, the preliminary engineering findings and recommendations for the project were presented at a public meeting on May 7, 2015 from 6:00pm-7:30pm at Roberts Elementary School Cafeteria (6000 Greenbriar Drive, Houston, TX 77030). PWE received comments submitted by residents and other stakeholders at this meeting and during the public comment period from May 7, 2015 through June 5, 2015. The following is a summary of the comments received and the prepared responses.

#### **Top Concerns: Lane Width/Roadway Configuration, Pedestrian Safety, and Tree Protection**

- 1) The majority of public comments pertained to lane width and roadway configuration with the majority of the attendees opposed to the widening of lanes or increases in the number of lanes in the corridor.
- 2) Pedestrian safety was the second key concern voiced by many meeting attendees – specifically for students and pedestrians crossing Greenbriar to get to and from Roberts Elementary School.
- 3) A third key concern shared by many meeting attendees involved the preservation/protection of the existing trees throughout the corridor.

*PWE Comment: During the planning phase, the City re-evaluated the engineering study for the Greenbriar project in conjunction with the recommendations from the community. Based on this*



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*re-evaluation and community feedback, PWE changed the proposed 4-lane cross-section roadway configuration in favor of keeping the current 3-lane cross-section from West Holcombe Boulevard to University Boulevard, which will then transition to a 4-lane cross-section roadway configuration from University Blvd. to Rice Boulevard.*

*During the design phase, the City will address pedestrian safety and tree protection concerns. Regarding pedestrian safety, intersection improvements at Greenbriar/W. Holcombe, at Greenbriar/Swift, Greenbriar/University, and Greenbriar/Rice will both enhance pedestrian safety and accommodate for current and future traffic demands. At Roberts Elementary School, the High-Intensity Activated crossWalk (or HAWK) signal will be reconstructed at its current location as part of these safety improvements. With respect to protection of the existing trees on Greenbriar, it is the intent of PWE in coordination with the project arborist to make efforts to minimize impacts to the existing trees along the corridor. If adjustments to sidewalk placement, such as placing sidewalks adjacent to the curb, can be reasonably made to save a tree, then those adjustments will be made during the design phase of the project.*

### Additional Public Concerns

Additional concerns regarding speed limits, traffic flow, METRO bus access, sidewalks and trails, and specific roadway configurations were also recorded. These comments may be addressed in the following manner:

- The posted speed limit along Greenbriar Drive between W. Holcombe Boulevard and Rice Boulevard will remain 35 mph.
- Exclusive northbound turn-lanes and restricted left-turn restrictions during peak periods will be implemented at key intersections to facilitate traffic flow and access management along the corridor.
- At the intersection of Greenbriar/Rice, the northbound right-turn curb return radius will be improved to accommodate the high number of METRO buses turning right.
- On the north leg of the Greenbriar/Rice intersection, a sidewalk on the east side will be added to fill-in the missing gap up to Bolsover Street.
- The existing trail on the east side of Greenbriar Drive between University Boulevard and Rice Boulevard will remain and will be protected during the construction of the project.
- There is a video showing the design and roadway configuration of Greenbriar Drive between W. Holcombe Boulevard. and Rice Boulevard. The video is available at:  
<https://www.youtube.com/watch?v=8wEYIXoVhHs>

### About Complete Streets

Houston Complete Streets and Transportation Plan (Executive Order 1-15) guides the development of mobility planning and design of City of Houston street and drainage projects. This Executive Order identifies goals and steps to move the city toward the achievement of Complete Streets through the planning, designing, budgeting, constructing, and reconstructing of all transportation improvements. The Executive Order recognizes that all streets are not the same and that reconstruction of the public right-of-way should strongly utilize context sensitive design, incorporating local development context, and also take into account the role a particular corridor plays in the region's multimodal transportation networks. The advent of these programs, as well as other initiatives such as Goal Zero to address multimodal safety on the region's roadways, requires rethinking existing planning and design approaches to ensure that the projects developed and constructed by the City of Houston meet these objectives.



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### About ReBuild Houston

The reconstruction of the City's street and drainage infrastructure following the guidelines of the Complete Street and Transportation Plan is made possible through resources provided by the ReBuild Houston Program. ReBuild Houston is a voter-initiated and voter-approved, Pay-As-You-Go program to address the City of Houston's street and drainage infrastructure needs in a systematic, prioritized and objective manner. ReBuild Houston is a part of the City's Capital Improvements Program (CIP) and the 10-Year plan for Streets & Drainage. Street & Drainage improvement projects are separated into three phases of planning, design, and construction which allows for a much more detailed and objective planning process that complements the City's established Capital Improvement Plan. To learn more about ReBuild Houston and Street & Drainage infrastructure improvement process visit [www.rebuildhouston.org](http://www.rebuildhouston.org). To obtain a full copy of the technical memo detailing all the public comments received at the public meeting email: [pweplanning@houstontx.gov](mailto:pweplanning@houstontx.gov).

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