



University Boulevard Paving & Drainage

CIP No. N-100006-0001-3

PROJECT INFORMATION

Updated August 16, 2017



About the Project Area

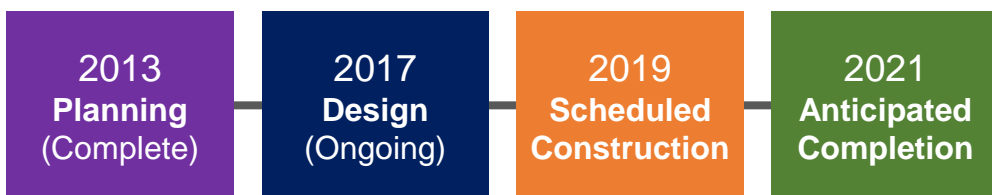
The proposed Capital Improvement Plan project provides for new concrete pavement, streamlined traffic flow, and improved pedestrian and bicycle movements. In addition, the project will result in improved drainage and new sanitary sewer along the roadway.

The pavement reconstruction include approximately 1,800 feet section of University Boulevard from Kirby Drive to Greenbriar Drive, and restriping and sidewalk repair of approximately a 4,000 feet section from Greenbriar Drive to Main Street.

The University Boulevard Project is at 30% in the design stage.

The project is funded and programmed for construction in late 2018 or early 2019.

PROJECT TIMELINE



**Timeline subject to change.*

Public Input Meetings held:

March 21, 2017

Meeting Locations:

Roberts Elementary School
6000 Greenbriar Dr.
Houston, TX 77030

Presenter:

Carol Haddock, P.E.
Deputy Director
Engineering and
Construction
Division

Department of
Public Works &
Engineering (PWE)

Total # of Attendees:

50+

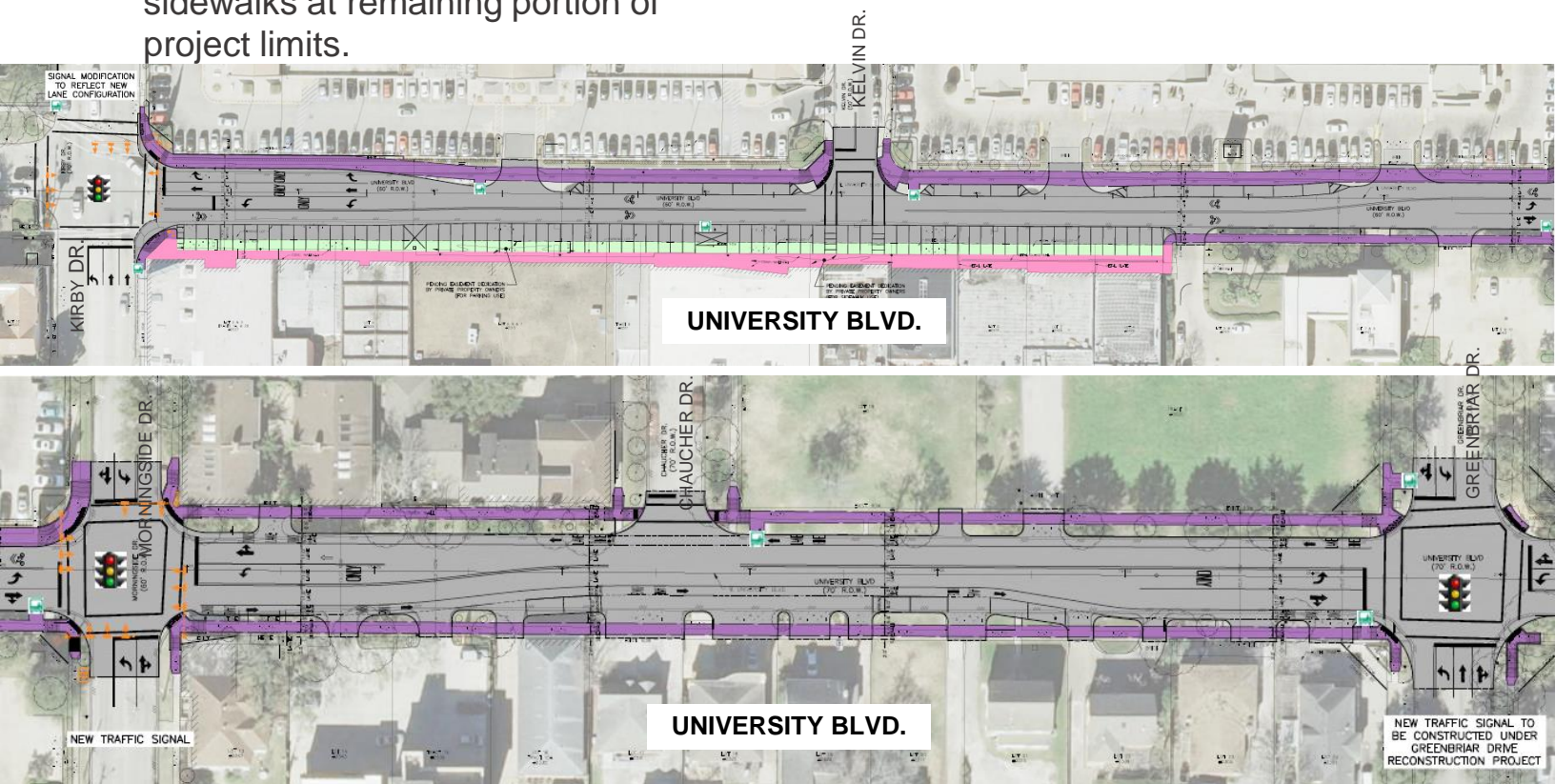
Project Details

Proposed Improvements between Kirby Drive and Greenbriar Drive include:

- Reconstruction of roadway with Concrete curb and gutter pavement.
- 11-foot wide travel lanes designated as shared bike lanes.
- Head-in parking on south side of University Blvd. provided 100% easement dedication by private property owners. (Otherwise, the alternate design for parallel parking will be implemented.)
- Parallel parking on north side of University Blvd.
- 10-foot wide sidewalks on north side of University Blvd. from Kirby Dr. to Morningside Dr. and 6-foot wide sidewalks at remaining portion of project limits.

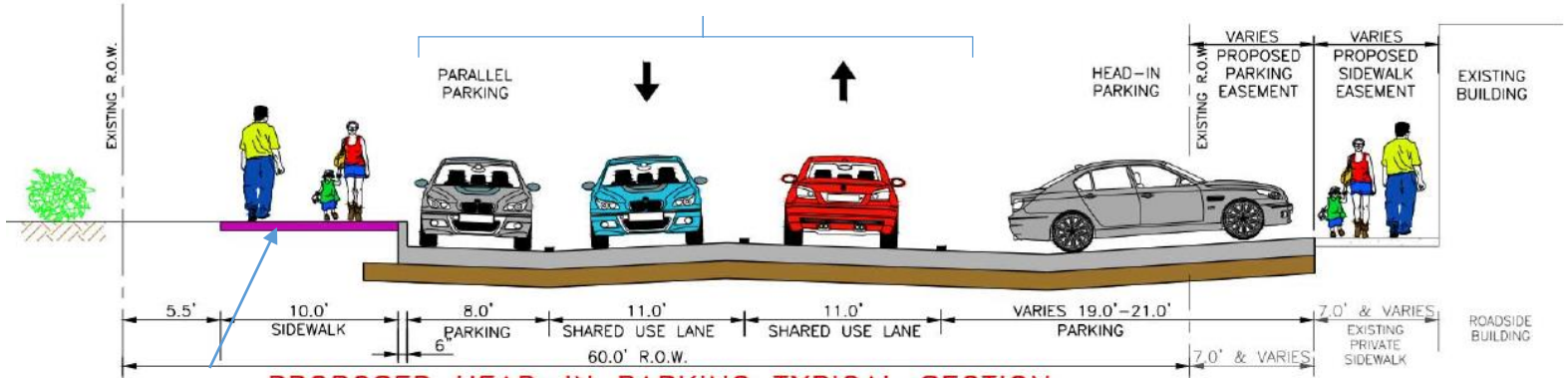
Proposed Improvements between Greenbriar Drive and Main Street include:

- Restriping of lanes to include 6-foot on-street bike lanes and 11-foot travel lanes.
- Repairing and limited reconstruction of existing sidewalks where necessary.



Project Details

shared on-street bicycle facility for fast, commuting bike traffic

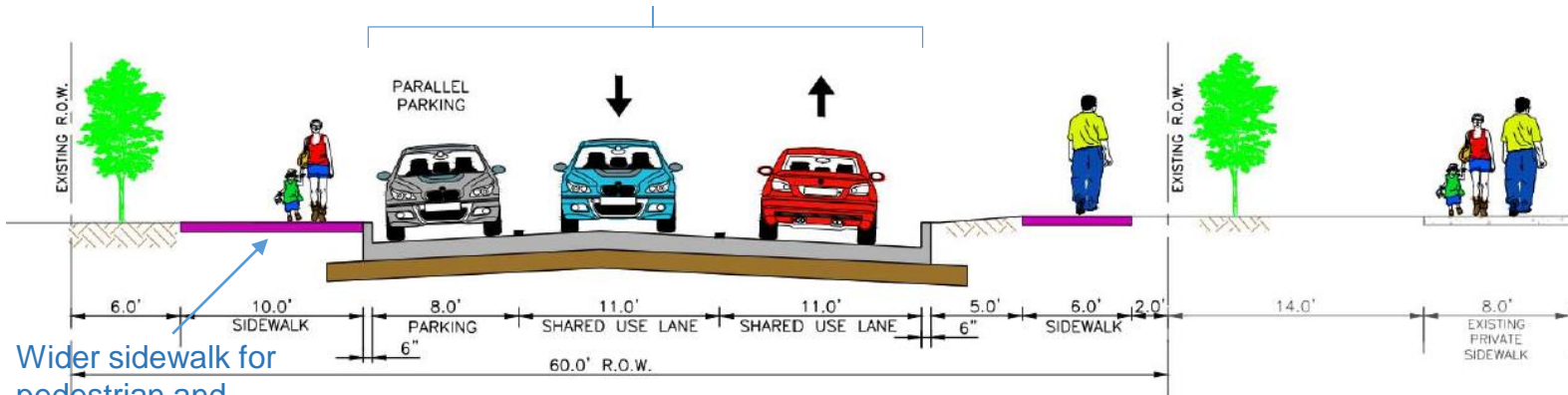


PROPOSED HEAD-IN PARKING TYPICAL SECTION

UNIVERSITY BLVD
FROM EAST OF KIRBY DRIVE TO EAST OF KELVIN DRIVE

traffic

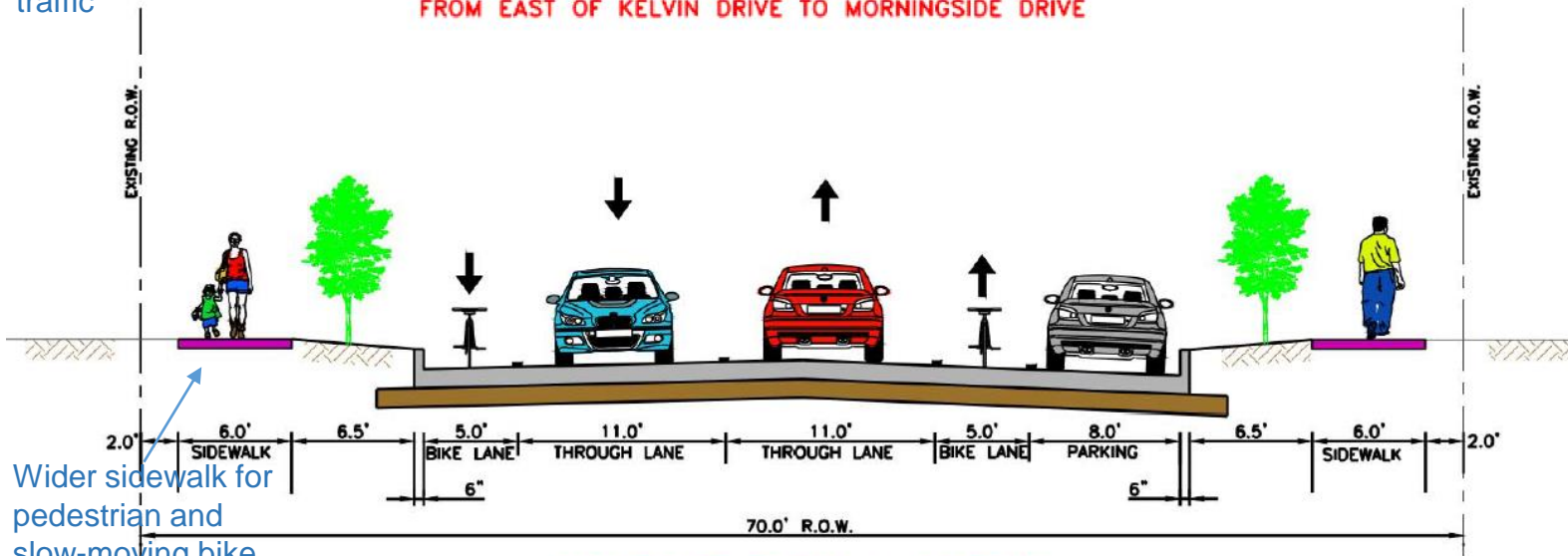
shared on-street bicycle facility for fast, commuting bike traffic



Wider sidewalk for pedestrian and slow-moving bike traffic

PROPOSED TYPICAL SECTION

UNIVERSITY BLVD
FROM EAST OF KELVIN DRIVE TO MORNINGSIDE DRIVE



Wider sidewalk for pedestrian and slow-moving bike traffic

PROPOSED TYPICAL SECTION

UNIVERSITY BLVD
FROM MORNINGSIDE DRIVE TO GREENBRIAR DRIVE

Summary of Public Comments

Traffic Comments

Public Comment or Concern

1. A dedicated right turn lane on westbound University Blvd. to Kirby Dr. is not recommended.

PWE Response:

*After review from COH Traffic Transportation & Drainage Operations, it was determined that we can safely **remove** the westbound right turn lane at the intersection of University at Kirby. Based on the review of the traffic studies, there will **not** be dedicated right turn lane at this time for the project. (Subject to change).*

Public Comment or Concern

2. There are existing four metro bus-stops in University Blvd between Kirby Dr. and Morningside Dr. Will they be effected due to proposed design?

PWE Response:

the existing metro bus stop will be relocated to the beginning of the proposed right turn lane which will alleviate obstructions for thru traffic movement. Other existing bus-stops are not affected with proposed design and shall remain in place.

Public Comment or Concern

3. Parallel parking width to reduce from 11' to 8' width.

PWE Response:

Parallel Parking width changed to 8' width.

Major Categories or Areas of Concern Are:

Traffic

Sidewalks

Bike Lanes

Drainage

Comment Period:

March 21 thru
April 30, 2017

of Comments Received:

121

Summary of Public Comments

Sidewalks Comments

Public Comment or Concern

Between Kirby Dr. to Greenbriar Dr., maintain sidewalk as wide as possible along north side of University Blvd. so that people will feel safer to ride a bike on sidewalk.

PWE Response:

Northside of University Blvd.:

A sidewalk width of 10-foot is proposed between Kirby Dr. and Kelvin Dr. The proposed 10-foot sidewalk was extended from Kelvin Dr. to Morningside Dr. The 6-foot wide sidewalk proposed between Morningside Dr. and Greenbriar Dr. will remain as designed due to inadequate room.

Southside of University Blvd.:

The sidewalk will be improved and widened adjacent to private businesses where Head-in parking is proposed subject to 100% easement dedication by private property owners. The 6-foot wide sidewalk in the rest of the project limits will remain as designed.

Major Categories or Areas of Concern Are:

Traffic

Sidewalks

Bike Lanes

Drainage

Comment Period:

March 21 thru
April 30, 2017

of Comments Received:

121

Summary of Public Comments

Bike lane Comments(Pgs. 1 of 2)

Public Comment or Concern

1. Most of the Citizens support bike lanes on University Boulevard.

PWE Response:

Bike lanes are proposed for this project.

Public Comment or Concern

2. Between Greenbriar Dr. and Main St., some citizens recommended to provide protected bike lanes with a physical barrier between bike lane and travel lane so that it can be safer and comfortable, especially as the area experience heavier and fast moving vehicular traffic.

PWE Response:

Dedicated bike lanes are proposed for this segment of the project. Additional features such as a physical barrier between vehicular and bike lanes is being evaluated.



Major Categories or Areas of Concern Are:

Traffic

Sidewalks

Bike Lanes

Drainage



Comment Period:

March 21 thru
April 30, 2017

of Comments Received:

121

Summary of Public Comments

Bike lane Comments(Pgs. 2 of 2)

Public Comment or Concern

3. At intersection of Greenbriar Dr., Stockton Dr., and Main St., some citizens are concerned for not having bike lanes through intersections due to addition of turn lanes. They suggest providing bike lanes, uninterrupted and safe for cyclists and pedestrians, through all intersections.

PWE Response:

Possibility of providing bike lanes or bike to path through intersections without affecting orderly traffic flow, mature trees, and other constraints such as right-of-way, will be evaluated.

Public Comment or Concern

4. Between Kirby Dr. and Greenbriar Dr., if the shared lanes are unavoidable, they must be clearly striped and add signs such as “Bikes May Use Full Lane” signs, so that the people riding and driving can share the space.

PWE Response:

This comment will be evaluated and proper marking and signage will be provided.

Major Categories or Areas of Concern Are:

Traffic

Sidewalks

Bike Lanes

Drainage



Comment Period:

March 21 thru
April 30, 2017

of Comments Received:

121

Summary of Public Comments

Drainage Comments

Public Comment or Concern

Frequent and significant flooding on University Blvd leaves up to 2-foot on the north side of the street between Greenbriar Dr. and Main St., constantly blocked by sediment, mud, and debris. Deep puddles extend 6-7 feet into the roadway for upto a few days.

PWE Response:

Drainage improvements in the area(s) between Greenbriar and Main Street have been recommended and are being evaluated to improve the entire system on the street and the surrounding areas.

Major Categories or Areas of Concern Are:

Traffic
Sidewalks
Bike Lanes
Drainage

Comment Period:

March 21 thru
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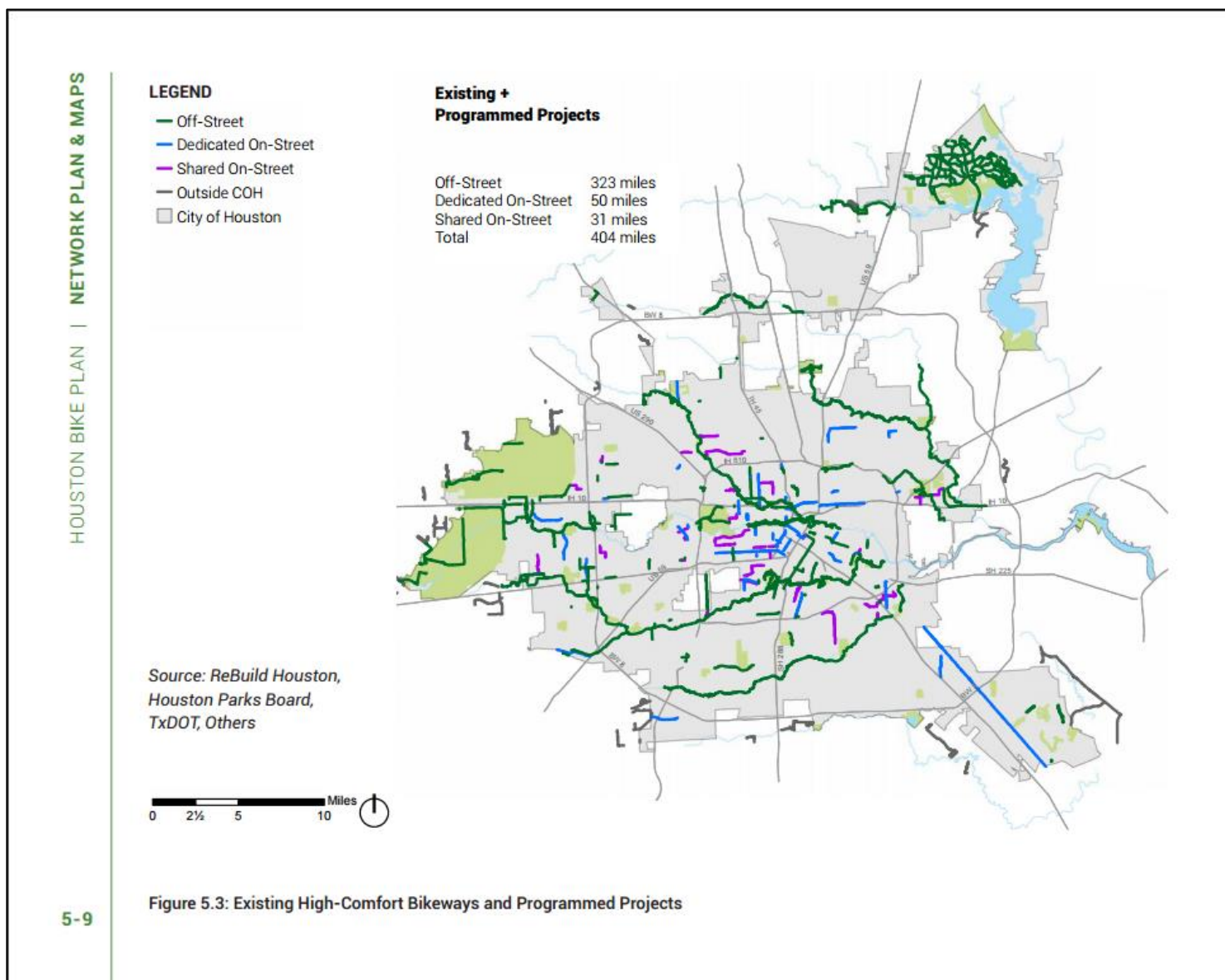


About the Houston Bike Plan

The City of Houston developed the Houston Bike Plan through a 12-month planning effort to update the City's Comprehensive Bikeway Plan originally adopted in 1993. The City and the Houston region have made great strides in improving people's ability to bike to more destinations, earning a Bronze-level Bicycle Friendly Community award from the League of American Bicyclist in 2013. New trails are being built along our bayous, new protected bikeways have been installed, and more people are riding all over the city.

For more information, please visit:

<http://houstonbikeplan.org/about-the-houston-bike-plan>



About Complete Streets and Rebuild Houston

ABOUT COMPLETE STREETS

Houston Complete Streets and Transportation Plan (Executive Order 1-15) guides the development of mobility planning and design of the 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 (ROW) 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 introduction of these programs, as well as other initiatives that address multimodal safety on the region's roadways, requires rethinking existing planning and design. Evaluating existing approaches ensures that projects developed and constructed by the City of Houston meet these objectives.

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 the ReBuild Houston and Street & Drainage infrastructure improvement process visit www.rebuildhouston.org.

