



Kirkwood Paving and Drainage

CIP No. N-100029-0001

CIP No. N-100029-0002

Project Design Update

August 2017



About the Project Area

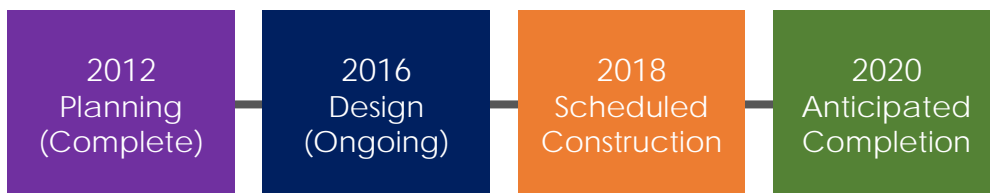
Capital Improvement Plan projects N-100029-0001 and N-100029-0002 have been programmed to improve driving conditions, provide multimodal transportation facilities, and mitigate drainage deficiencies along Kirkwood Drive between Westheimer and Buffalo Bayou.

Final design for the 0.9-mile segment between Briar Forest and Buffalo Bayou (N-100029-0001) began in 2016 and has a projected construction start in 2018. The 0.7-mile segment between Westheimer and Briar Forest (N-100029-0002) will begin its final design phase in 2017 and is projected to begin construction in 2020.

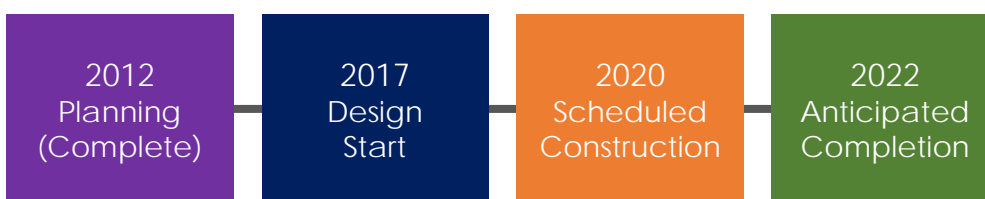
The project area features single- and multi-family residential properties, with commercial development near Westheimer.

PROJECT TIMELINES

N-100029-0001



N-100029-0002



Meeting Held:

September 29, 2016

Meeting Location:

Paul Revere
Middle School
10502 Briar Forest
Dr. Houston, TX
77042

Presenter:

Mark Loethen, P.E.
Deputy Director
Planning and
Development
Services Division

Department of
Public Works &
Engineering (PWE)

Total # of
Attendees:

150

Design Updates

Previously proposed improvements that will remain the same:

- Enhanced pedestrian elements - such as sidewalks and wheelchair ramps.
- Right-of-way acquisition will be necessary at the Briar Forest intersection in order to provide an exclusive right-turn lane.
- Replace and upgrade traffic signal at Briar Forest intersection.
- Improve drainage system conveyance and storage.



PREVIOUSLY PROPOSED TYPICAL SECTION

Previous design (as presented at public meeting):

Reconstruct the existing roadway with two 11-ft lanes, a 5-ft bike lane with 2-ft buffer and a 17-ft OR 25-ft median

Design Updates



Public Works analyzed various median widths at the request City Council and resident feedback. To minimize median impacts and also maintain driveway slopes, Pubic Works has recommended the following alternative:

Reconstruct the existing roadway with two 11-ft lanes, a 6-ft sidewalk on the west side, and minimum 10-ft share-used path on the east-side of Kirkwood. This would maintain a minimum 26-ft median width, with limited tree impacts.

Summary of Public Comments

Trees

1. The majority of comments pertaining to the project's impact on trees advocate for the prioritization of the preservation of trees and support the alternative option to provide a 25-ft median. Preserving the existing trees would allow the area to maintain its charm, character, and aesthetics that attracted many of its residents, in addition to providing environmental benefits. Other residents feel that too much emphasis is being placed on the preservation of trees, and feel that the alternative option that provides a 25-ft median would limit the placement of utilities and mailboxes and could be hazardous to pedestrians. These residents also fear that too many trees would lead to pavement cracking.

2. Left-turn bays are not necessary at every median opening and should be avoided at locations with a low volume of traffic, such as the cul-de-sacs. Too many trees would be lost due to the proposal to add left-turn bays at every opening. At a minimum, the length of the turning lanes should be reduced.

Major
Categories or
Areas of
Concern Are:
Trees

Medians

Bike Lanes

Roadway
Designation

Comment
Period:
September 29
thru October

31, 2016

of Comments
Received:

50

Summary of Public Comments

Medians

Residents oppose the closure of the median opening at Carriage Hill. Many residents use this opening to access northbound Kirkwood and to turn left into the neighborhood. Without this opening, northbound drivers would have to make a dangerous U-turn at the opening near the Buffalo Bayou bridge and deal with southbound vehicles driving quickly as they come off the bridge. It would also force residents that are attempting to access northbound Kirkwood from the neighborhood to make a U-turn at Riverside, which would be unsafe during rush hour traffic.

Major Categories
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For more
information on
the City of
Houston
Tree Ordinance,
Please visit:

<http://www.houstontx.gov/parks/forestry/treeordinance.html>

Summary of Public Comments

Bike Lanes

1. Comments pertaining to bike lanes generally support the enhanced incorporation of bike lanes, but some residents believe that there is minimal bike usage and unproven demand along Kirkwood, therefore the bike lanes should remain the existing width or should be removed.
2. It would be safer to have a single shared-use pathway in the pedestrian realm. It would also allow for a wider median.
3. The addition of a physical barrier between the proposed bike lanes and vehicular travel lanes should be considered. It would increase property values, safety, and ridership. The concern expressed during the public meeting that a physical barrier would hinder maintenance, should not be a reason to limit the implementation of a barrier, especially for a long-term project. Many cities have figured out how to maintain protected bike lanes and this is something that can be resolved within 5 years. A local biking advocacy organization is willing to commit to provide maintenance for protected bike lanes.
4. Connectivity to Terry Hershey Park's trails and others destinations should be considered along with this project.

Major Categories or Areas of Concern Are:
Trees

Medians

Bike Lanes

Roadway Designation



Design has been modified to accommodate a 10-ft shared use path on the east side of Kirkwood



Summary of Public Comments

Roadway Designation and Characteristics

Resident Concern:

Kirkwood is a residential road with direct driveway access to single-family lots, therefore its designation should be Residential Thoroughfare and not Major Thoroughfare. The speed should also be reduced and the lane width should be 10-ft wide.

Major Thoroughfares are divided into two classifications; Principal Thoroughfare and Thoroughfare. Major Thoroughfares are those streets designed for fast, heavy traffic, and are intended to serve as traffic arteries of considerable length and continuity throughout the community. The location of these streets is based on a grid system covering the area within the City's jurisdiction, which provides a theoretical spacing of Major Thoroughfares at one mile intervals.

1) **Principal Thoroughfares** are public streets that accumulate traffic from collector streets and other Major Thoroughfares for distribution to the freeway system. They may be a highway and typically provide a high degree of mobility for long distance trips. Principal Thoroughfares generally serve high-volume travel corridors that connect major generators of traffic such as: the central business district, other large employment centers, suburban commercial centers, large industrial centers, major residential communities, and other major activity centers within the urban area.

Major Categories or Areas of Concern Are:

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Bike Lanes

Roadway Designation

Summary of Public Comments

Roadway Designation and Characteristics

2) **Thoroughfares** are public streets that accumulate traffic from Collector streets and local streets for distribution through the thoroughfare and freeway system. These streets distribute medium to high volume traffic and provide access to commercial, mixed use and residential areas.

Transit Corridor Streets are a rights-of-way or easements that METRO has proposed as a route for a guided rapid transit or fixed guideway transit system and that is included on the City's MTFP.

Collector Streets are public streets that accumulate traffic from local streets for distribution to the Major Thoroughfare streets. A Collector Street may be a Minor Collector or a Major Collector. Collectors Streets are designed to provide a greater balance between mobility and land access within residential, commercial, and industrial areas.

Local Street are public streets that provide access to individual single-family residential lots, provide entry and exit to the neighborhood, and provide connectivity to collectors and thoroughfares. In short, all other streets not previously listed are considered local streets that function to provide access from individual properties to the thoroughfare network.

For more information about the MTFP or Street Hierarchy, please contact the Transportation Planning Division at 832-393-6564 or amar.mohite@houstontx.gov

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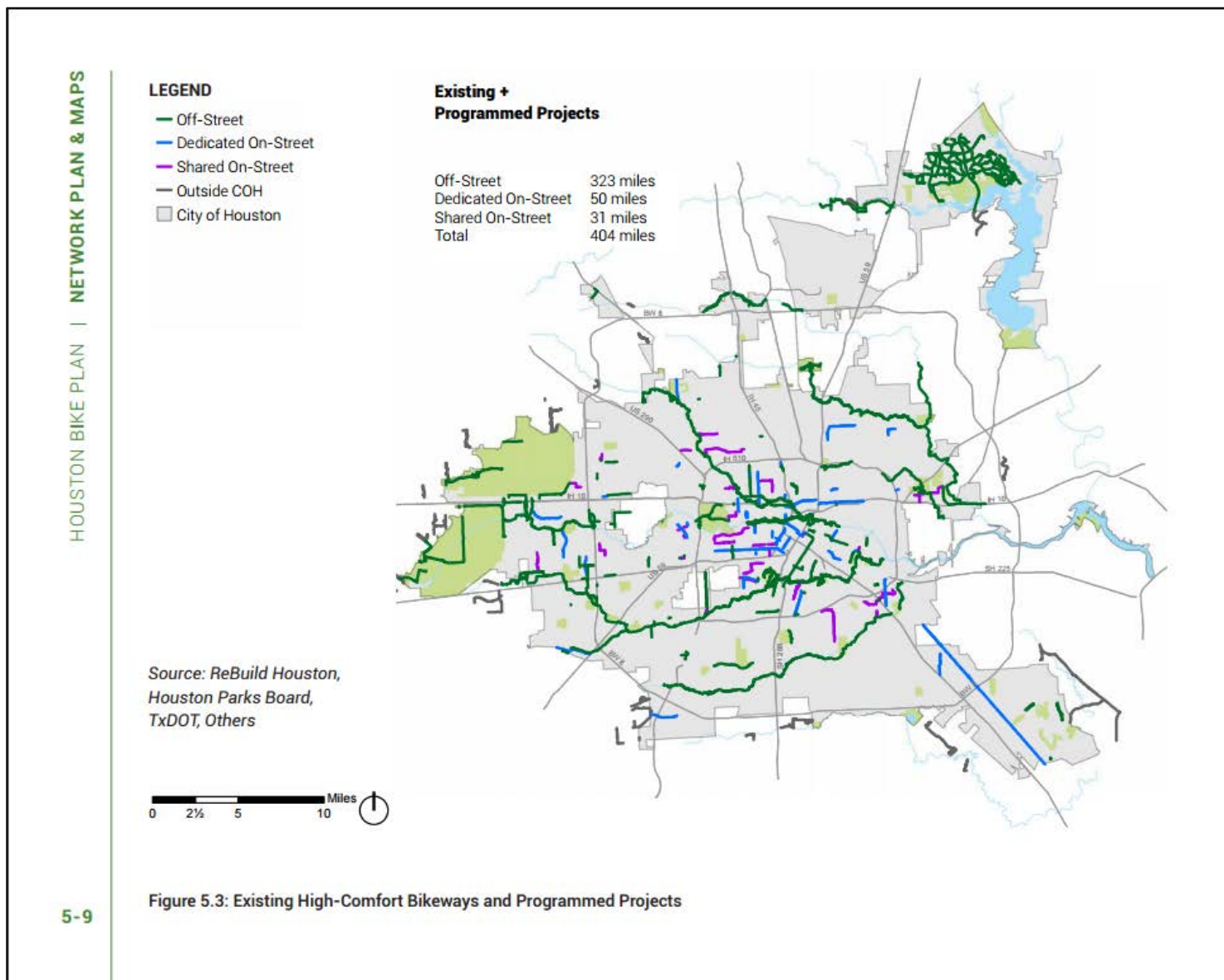
Roadway Designation

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

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.

