CITY OF HOUSTON

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Parker Road Public Meeting – February 8, 2017

Meeting summary and notes

A PDF of the presentation can be found online at: http://bit.ly/ParkerRoadPresentation

Speakers: Council Member Karla Cisneros (District H)
City Traffic Engineer Jeffery Weatherford, P.E.

- District H Council Member Karla Cisneros opened the meeting discussing the concern community members and City of Houston staff have about speeding and safety along Parker Road
- Many community members expressed that there is a need for increased traffic control along Parker, such as all-way stop signs or traffic lights at the intersections of Parker with Clark and McGallion
- Mr. Jeffery Weatherford, City Traffic Engineer for the City of Houston Public Works and Engineering (PWE) Department, presented the history of Parker Road reconstruction and the various treatments PWE has installed along the corridor to improve safety. This includes:
    - Installation of the traffic light at Parker Road and Bauman Road intersection
    - Temporary installation of median closure at Parker Road and McGallion Road intersection
- Mr. Weatherford described the reasoning used that allowed for the installation of a traffic signal at Bauman Road.
    - Mr. Weatherford noted that PWE's decision to install a traffic signal at Bauman considered traffic diversion from Clark and McGallion, allowing the intersection to meet the state traffic requirements for adding a traffic signal. (see Section 4C of the Texas MUTCD [1])
- Mr. Weatherford communicated that current traffic counts do not meet the state requirements to warrant all-way stop signs or traffic lights at either Clark or McGallion (see Section 2B.07 [2] and Section 4C [1] of the Texas MUTCD).
    - PWE is concerned that providing all-way stop-control at Clark or McGallion would create a more dangerous roadway condition, due to potential failure of Parker Rd traffic to stop at the stop signs which will result in more serious crashes and fatalities.
- Mr. Weatherford presented three proposed options for reconfiguring Parker Road to reduce speeding and improve safety for motorists and pedestrians:
    - **Option 1:** Restripe from four lanes to two lanes
    - **Option 2:** Restripe from four lanes to two lanes, with on-street parking
    - **Option 3:** Restripe from four lanes to two lanes, with high-comfort buffered bike lane

- Mr. Weatherford noted that the three proposed options will improve safety for motorists and pedestrians by:
    - Limiting the opportunity for speeding (motorists cannot speed past other vehicles)
    - Providing more room for stray vehicles to recover (significantly decreasing the likelihood of damage to private property)
    - Providing room for residents to exit driveways safely
    - Providing a wider buffer space between the sidewalk and vehicular traffic lane
- Community members communicated that the restriping could cause congestion at major intersections and key community destinations (such as schools).
    - Decisions on which sections should be restriped for two lanes and which sections should remain four lanes would be decided during the design phase of the project.
    - Mr. Weatherford mentioned that restriping to two lanes could be applied while maintaining turn lanes at key intersections in order to minimize the impact of congestion.
- Mr. Weatherford mentioned that the state traffic manual (MUTCD) allows the installation of all-way stop-control at an intersection of two streets of similar design (see Section 2B.07 of the Texas MUTCD [2]). Because of this, it may be more feasible to add traffic control devices at the Parker/McGallion and Parker/Clark intersections if all the roadways have two lanes, with the understanding that the intersections would still need to meet all traffic requirements for adding stop signs.

Additional portions of the presentation that were not presented due to time constraints:

- Restriping examples from other cities in Texas
    - Austin, TX – Cameron Road (view on pages 12-15 of the presentation PDF)
        - Restriped from 4 lanes to 3 lanes (2 thru lanes, turn lane, and bike lanes)
        - High risk speeding significantly reduced
        - Crashes reduced by 29 percent
    - Austin, TX – E. 51st Street (view on pages 16-18 of the presentation PDF)
        - Restriped from 4 lanes to 3 lanes (2 thru lanes, turn lane, and bike lanes)
        - High-risk speeding significantly reduced

- Connections to Halls Bayou trails and community destinations
    - Safer connections for pedestrians and bicyclists to community schools and parks, along and adjacent to Parker Road (pages 23-26 of the presentation PDF)
    - Improved connection to Halls Bayou trails (pages 24-25 of the presentation PDF)
        - The existing trails starting at Jensen Drive currently extend north to Keith Weiss Park
        - Additional 5.5 miles of trails to the east of US 59 will begin construction soon
    - Total Halls Bayou trail length following construction will be 11.5 miles

[1] MUTCD Section 4C: http://ftp.dot.state.tx.us/pub/txdot-info/trf/tmutcd/2011-rev-2/4.pdf
[2] MUTCD Section 2B.07: http://ftp.dot.state.tx.us/pub/txdot-info/trf/tmutcd/2011-rev-2/2b.pdf
[3] Parker Road presentation PDF: http://bit.ly/ParkerRoadPresentation