

# Parker Road Public Meeting

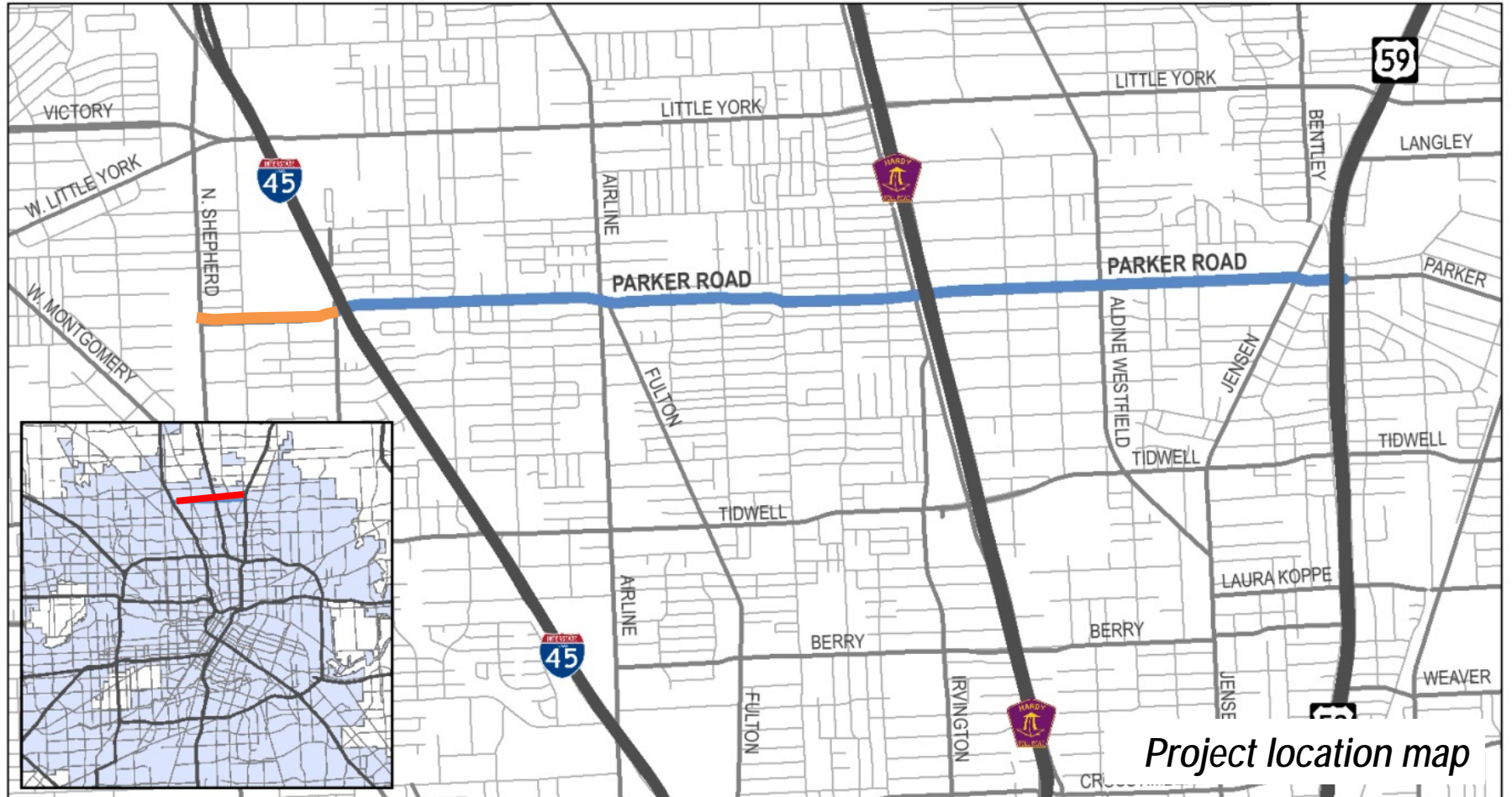
## Wednesday, February 8, 2017

District H  
Council Member Karla Cisneros

More information:  
<http://bit.ly/ParkerRoad>



# Purpose of Meeting



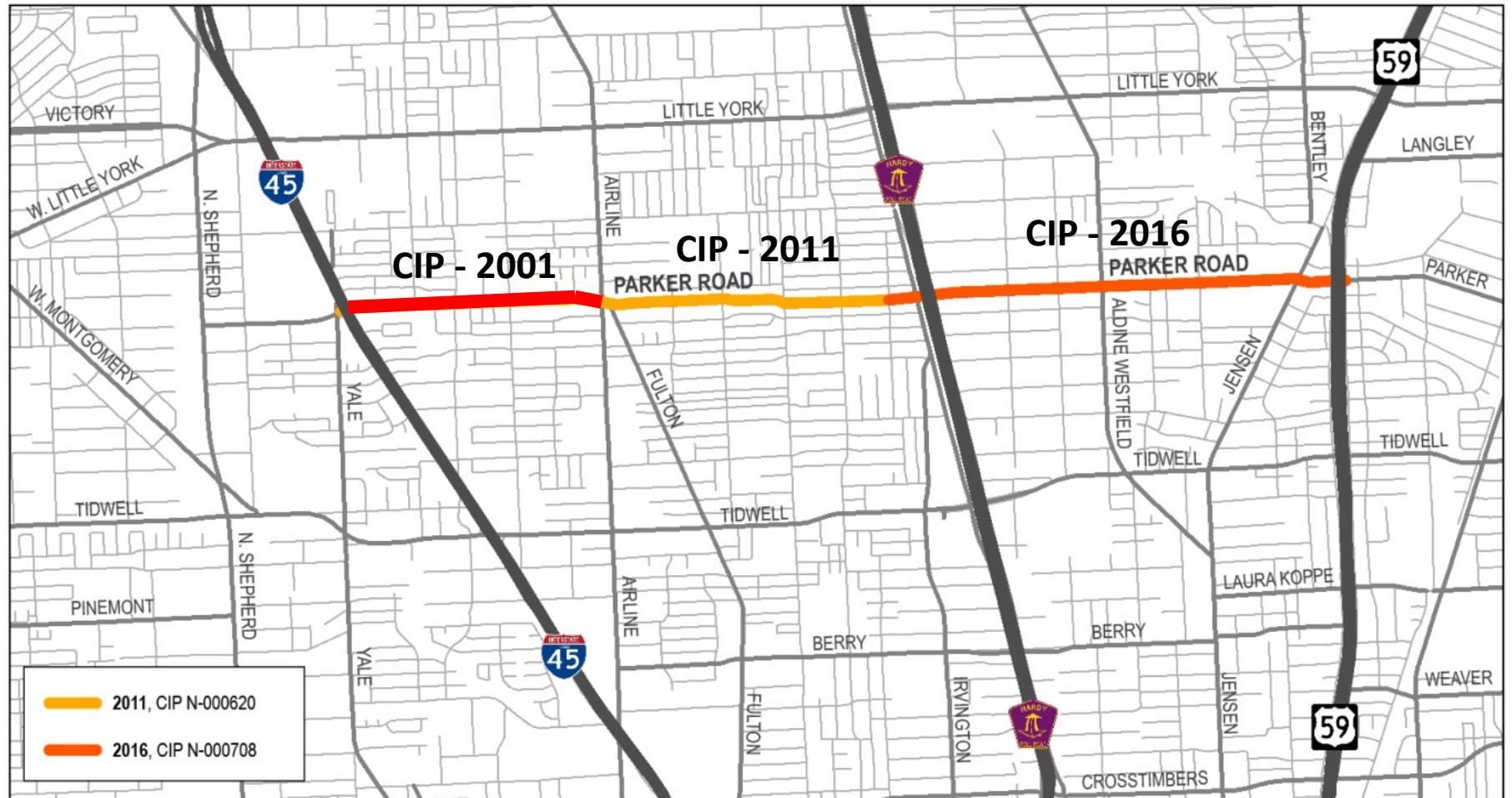
# Parker Road

## Background & Current Issues

Jeff Weatherford, P.E.  
Public Works & Engineering Department



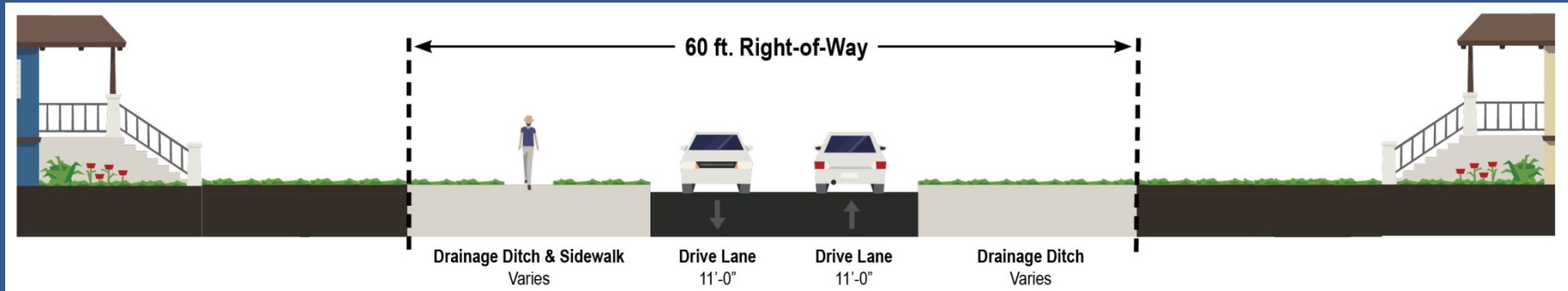
# Background: Reconstruction



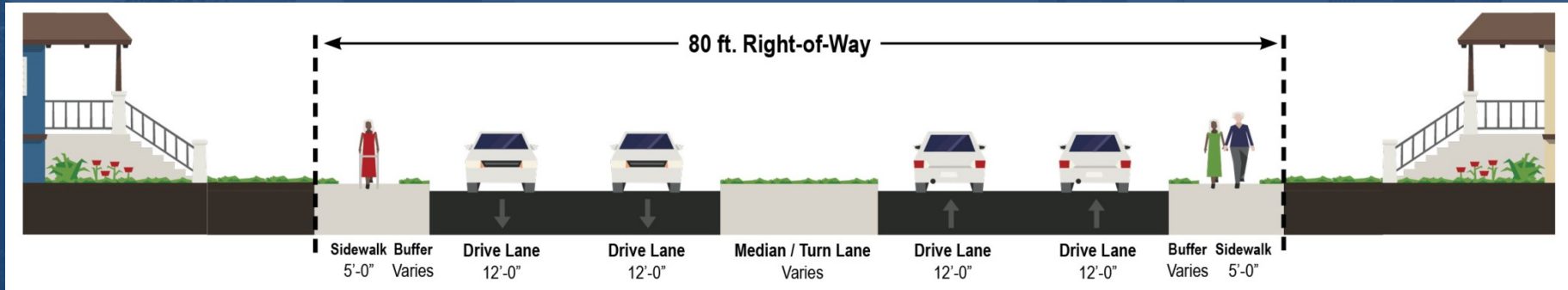


# Background: Reconstruction

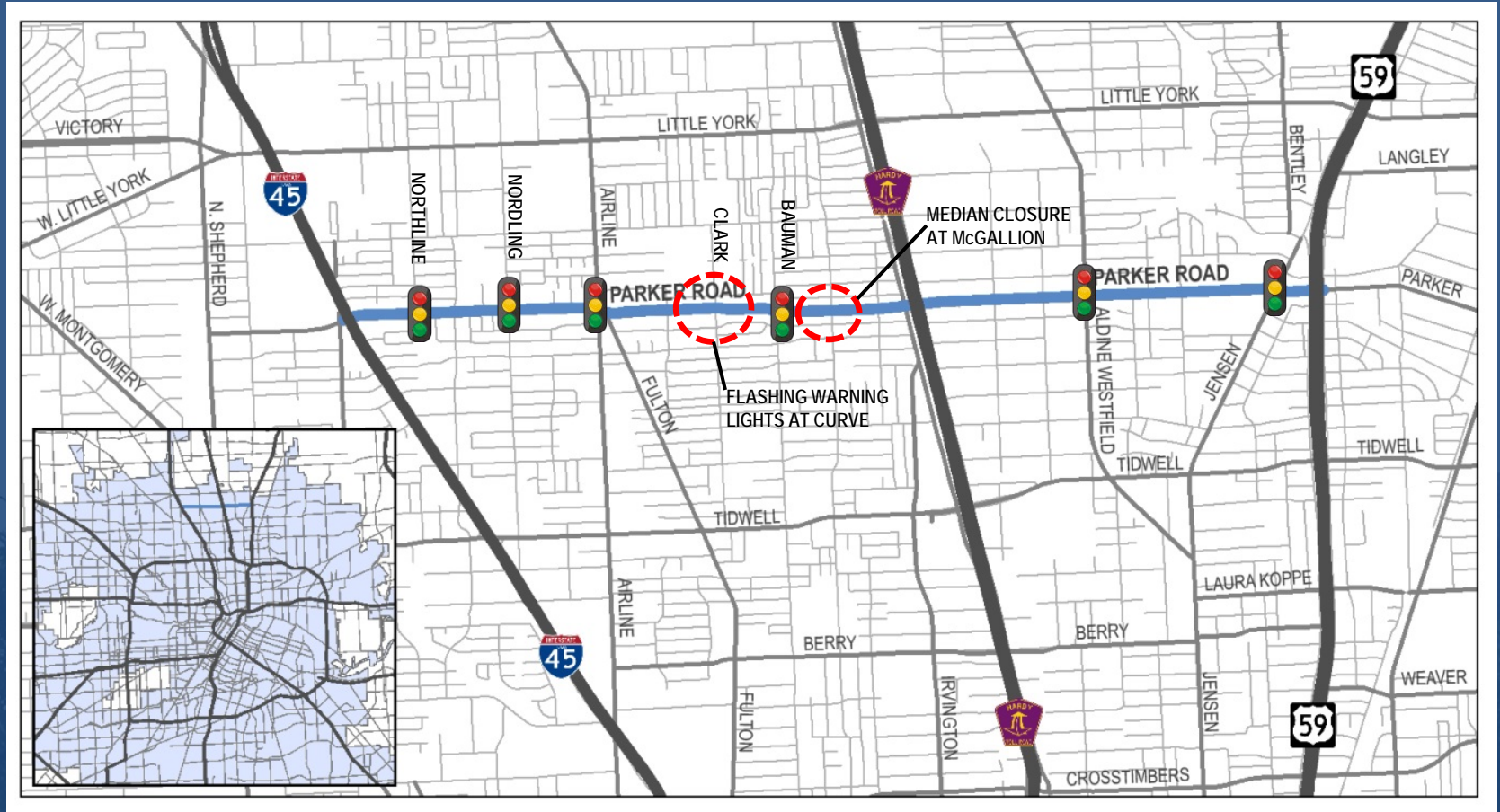
## Before reconstruction



## After reconstruction



# Corridor treatments



# City's Proposed Solution

## Solution Process

Phase I

Research &  
community  
outreach

Phase II

Project Design &  
Implementation

Phase III

Project  
evaluation

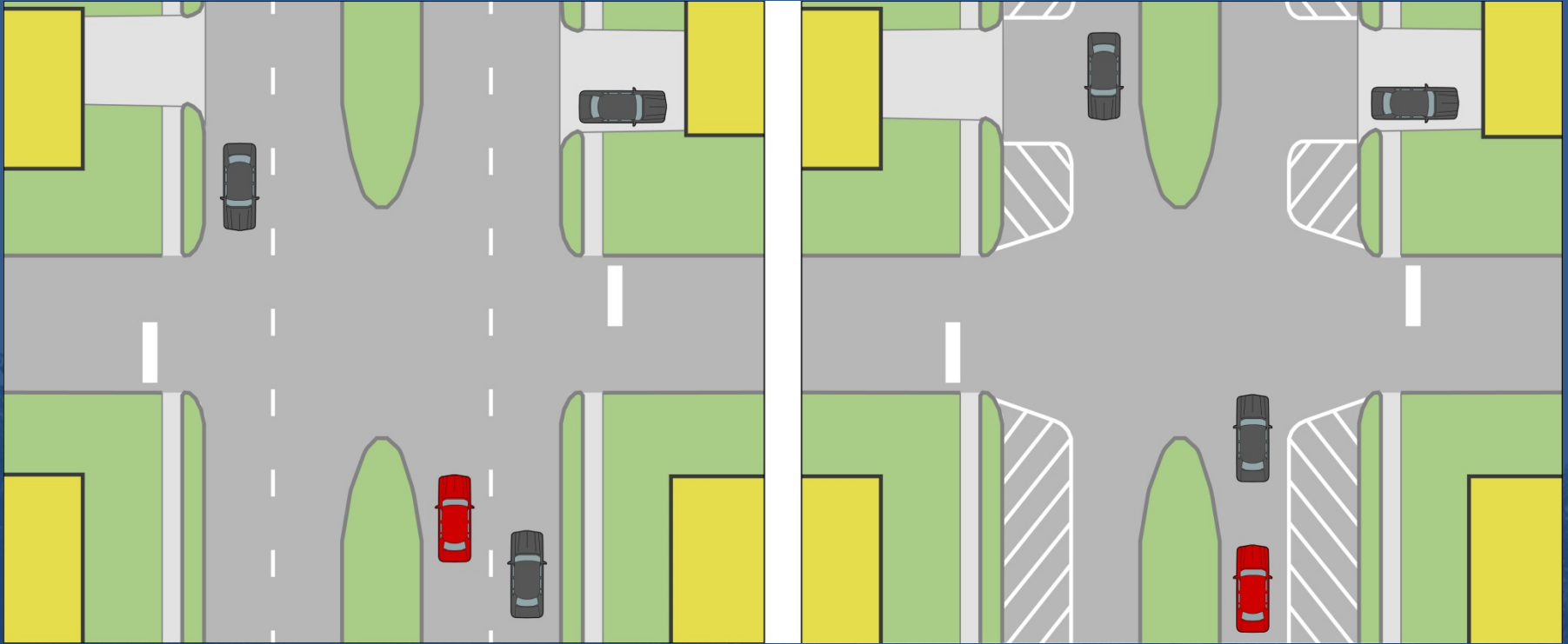
Phase IV

Additional  
analysis



# Restripe from 4 lanes to 2 lanes

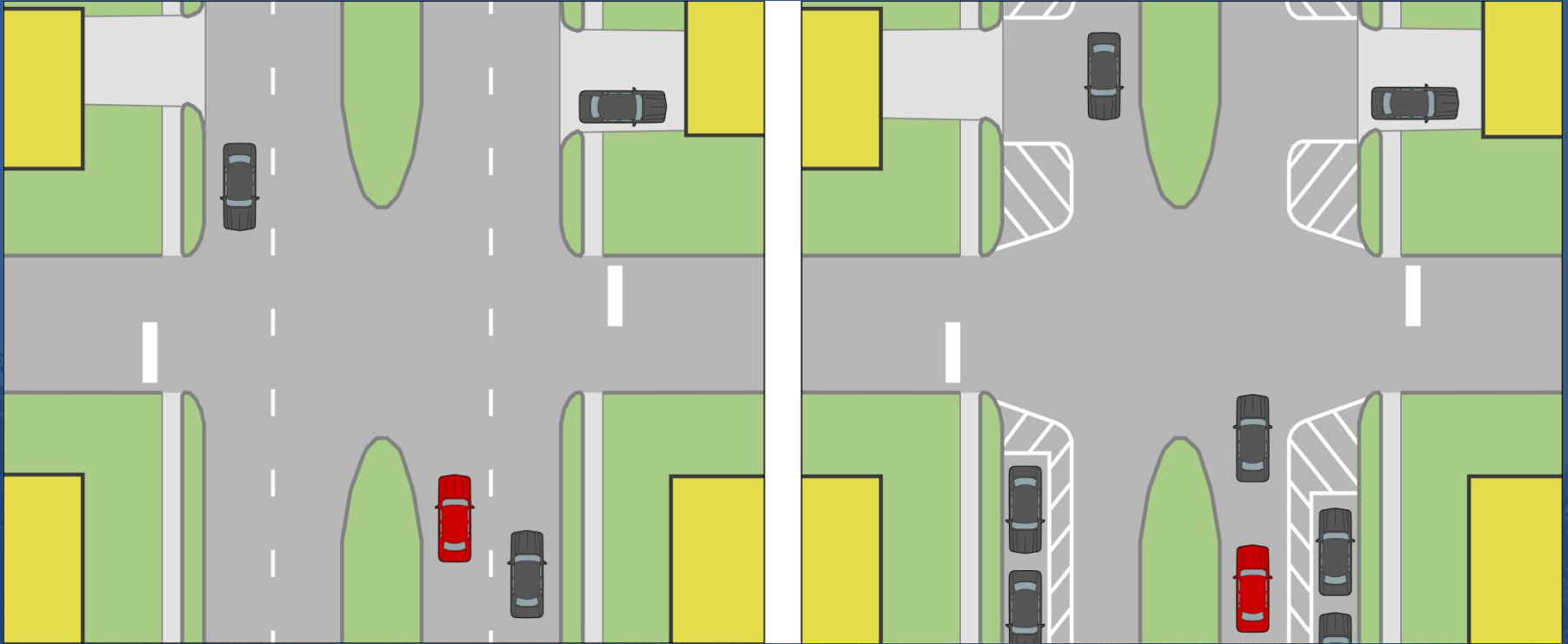
## Option 1: Restriped buffer





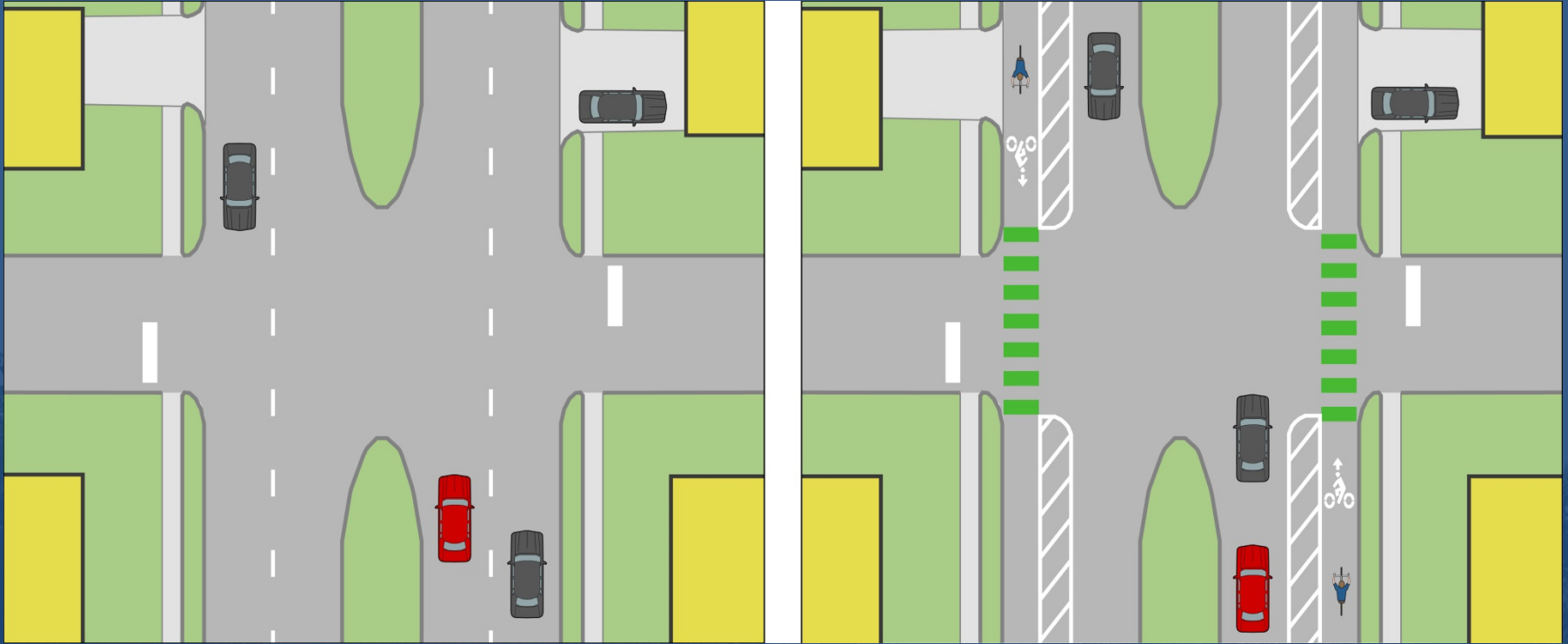
# Restripe from 4 lanes to 2 lanes

## Option 2: On-street parking



# Restripe from 4 lanes to 2 lanes

## Option 3: Buffered bike lane



# Parker Road

Successful re-stripping examples  
from other cities in Texas



# Successful examples from other cities

## Austin: Cameron Road

- Previously 4 lanes
- 35 mph speed limit
- Similar residential context along major thoroughfare
- Right-sizing project initiated after high frequency of crashes



Source: *Redesigning the Street: A Report on Right-Sizing Projects*  
Austin Transportation Department [\[Link\]](#)





# Successful examples from other cities

## Austin: Cameron Road

- Converted to 3 lanes:
  - 2 thru lanes
  - Center turn lane
  - Bike lanes



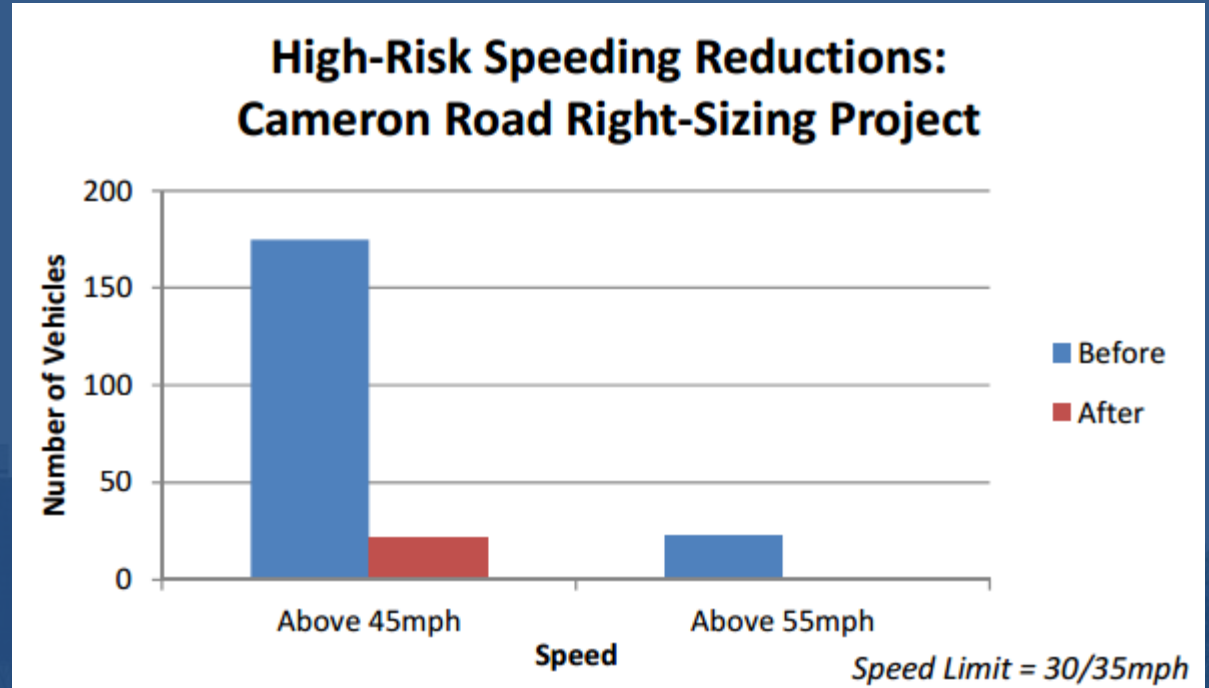
Source: Redesigning the Street: A Report on Right-Sizing Projects  
Austin Transportation Department [\[Link\]](#)



# Successful examples from other cities

## Austin: Cameron Road

- High-risk speeding significantly reduced
- Traffic still travels at or close to speed limit, with no major delays



Source: *Redesigning the Street: A Report on Right-Sizing Projects*  
Austin Transportation Department [\[Link\]](#)



# Successful examples from other cities

## Austin: Cameron Road

- Crashes analyzed 26 months before and 26 months after design changes
- Crashes were reduced by 29% after the roadway reconfiguration

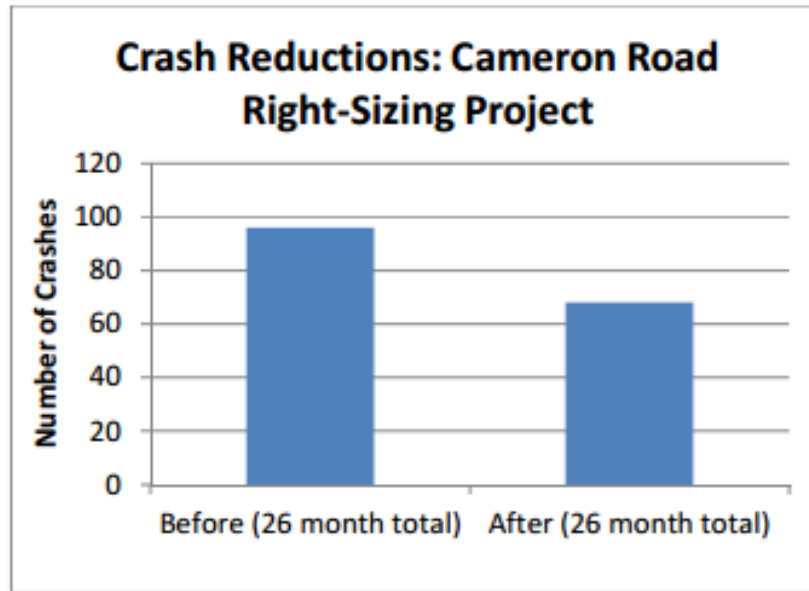


Figure 22: Cameron (53rd to 290) Before and After Crash Data

Source: *Redesigning the Street: A Report on Right-Sizing Projects*  
Austin Transportation Department [\[Link\]](#)





# Successful examples from other cities

## Austin: E. 51<sup>st</sup> Street

- Previously 4 lanes
- 35 mph speed limit
- Similar residential context along major thoroughfare
- Right-sizing project initiated after high frequency of crashes



Source: Redesigning the Street: A Report on Right-Sizing Projects  
Austin Transportation Department [\[Link\]](#)





# Successful examples from other cities

## Austin: E. 51<sup>st</sup> Street

- Converted to 3 lanes:
  - 2 thru lanes
  - Center turn lane
  - Bike lanes



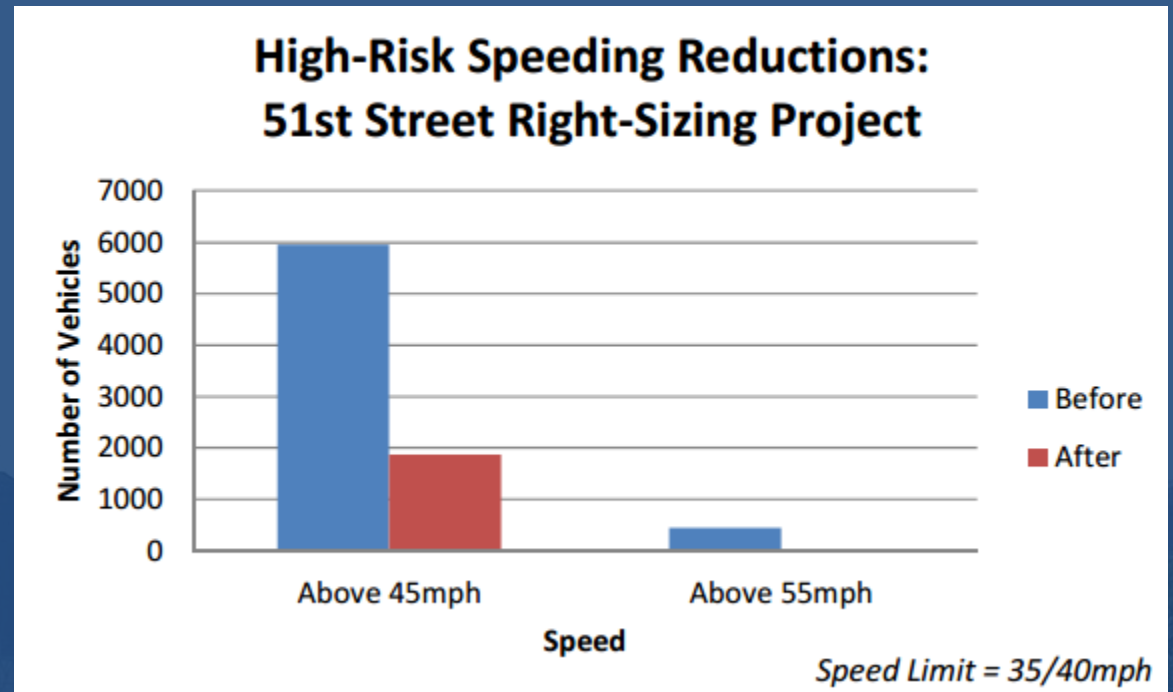
Source: Redesigning the Street: A Report on Right-Sizing Projects  
Austin Transportation Department [\[Link\]](#)



# Successful examples from other cities

## Austin: E. 51<sup>st</sup> Street

- High-risk speeding significantly reduced
- Avg. motor vehicle speeds reduced by 4.5 mph



Source: *Redesigning the Street: A Report on Right-Sizing Projects*  
Austin Transportation Department [\[Link\]](#)



# Successful examples from other cities

## Dallas: N. Bishop Street

- Previously 4 lanes
- 35 mph speed limit
- Similar residential context along major thoroughfare





# Successful examples from other cities

## Dallas: N. Bishop Street

- Converted to 3 lanes:
  - 2 thru lanes
  - Center turn lane
  - Parking lanes
  - Bike lanes





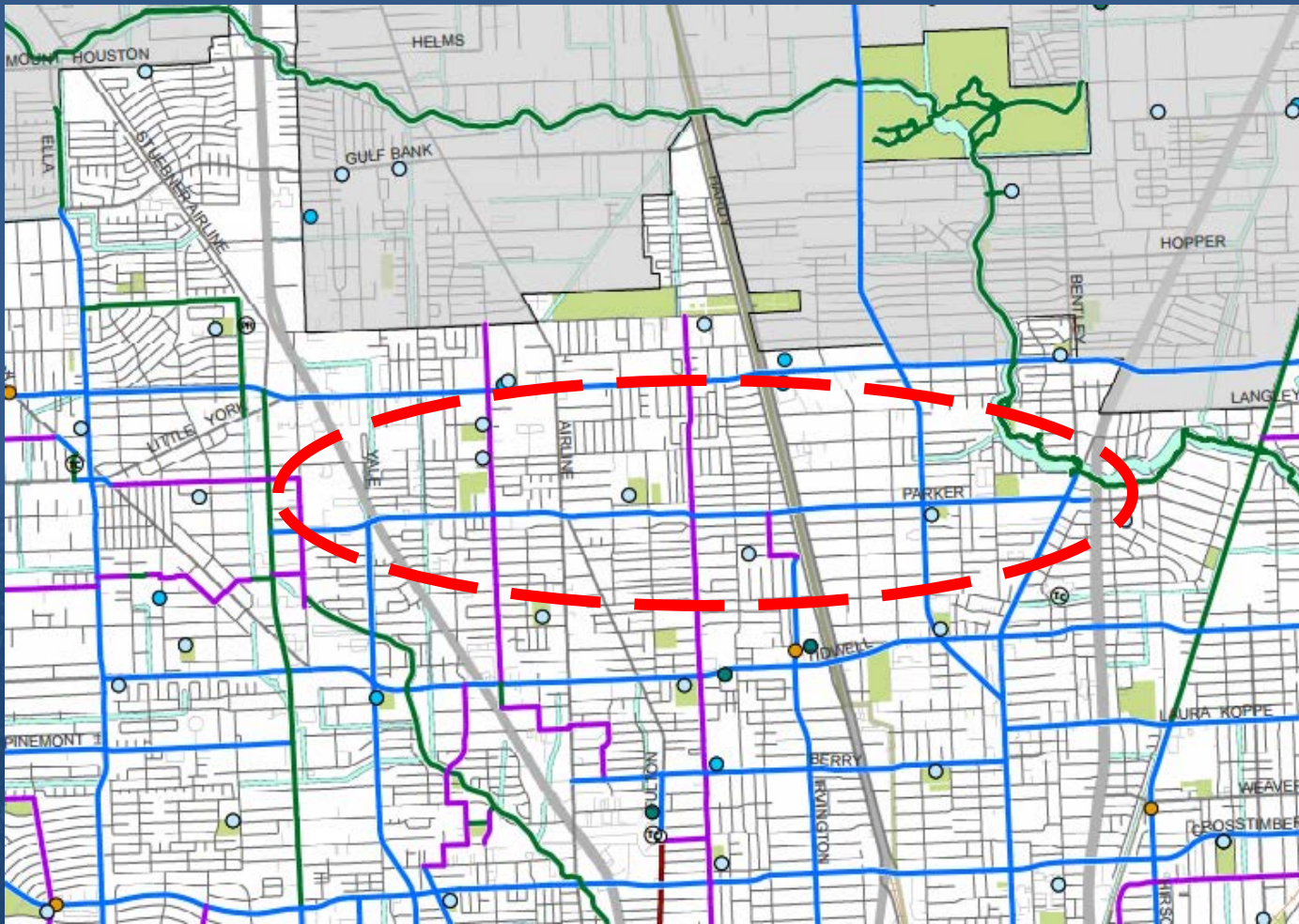
# Parker Road

## Buffered Bike Lane Option

Amar Mohite  
Planning & Development Department



# Houston Bike Plan



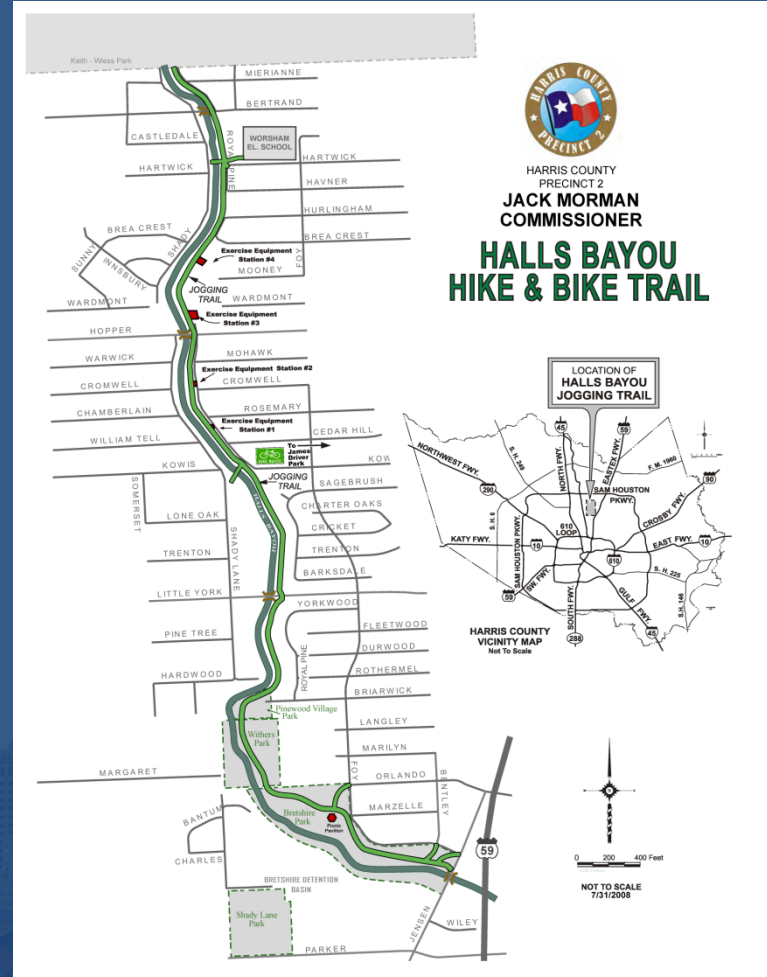
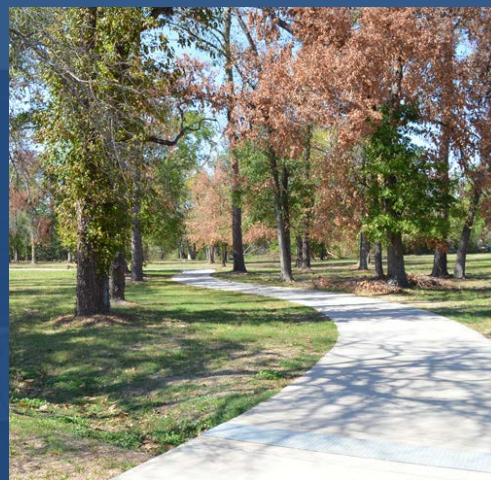
# Community Connections

## Parks and Halls Bayou Greenway Trail





# Halls Bayou - Existing Trail & Amenities



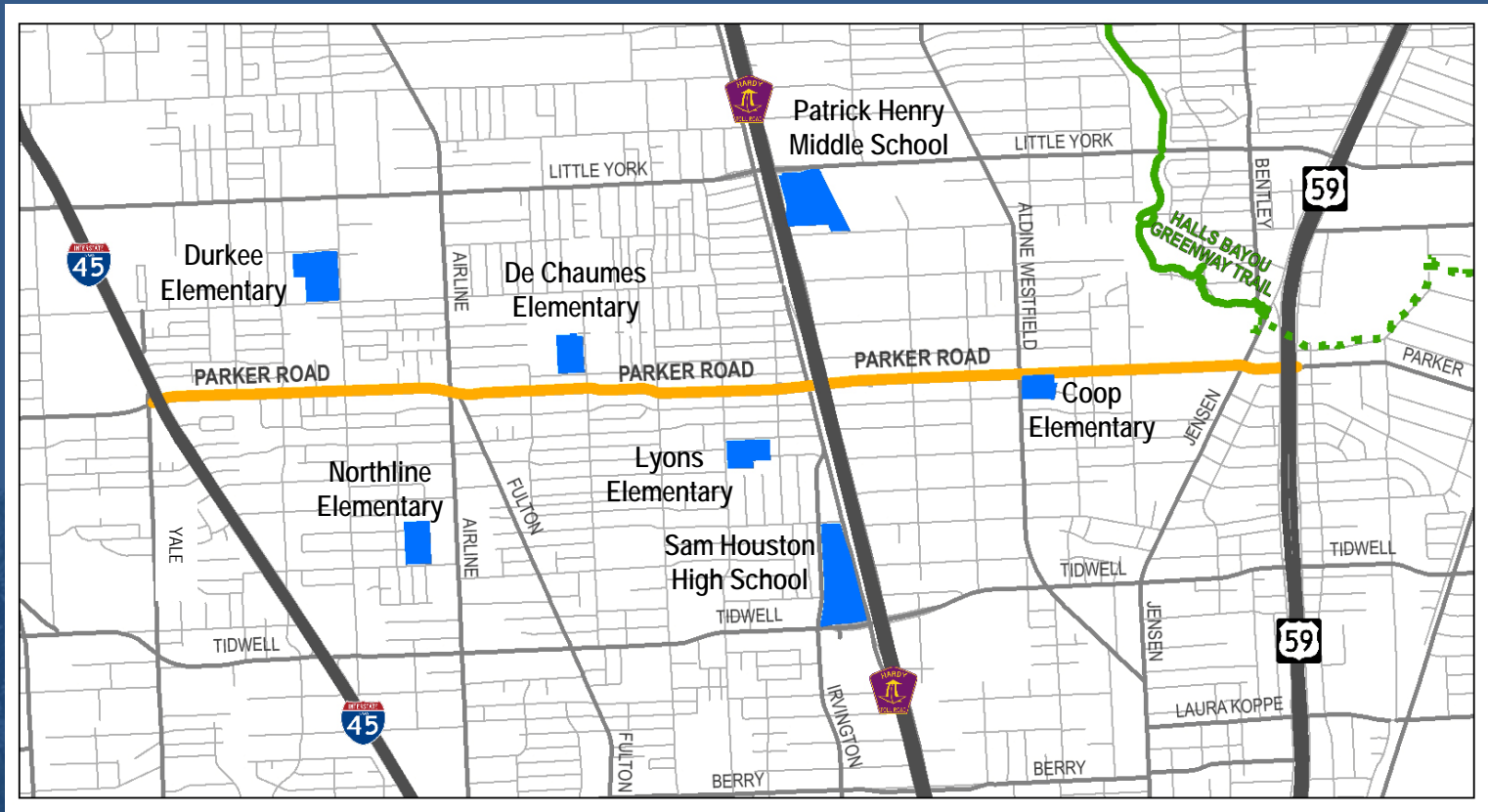


# Halls Bayou – Proposed Trail & Amenities



# Community Connections

## Schools





# Restripe from 4 lanes to 2 lanes

Before & After: Parker Road at curve





# Restripe from 4 lanes to 2 lanes

Before & After: Parker Road at curve





# Restripe from 4 lanes to 2 lanes

## Before & After: Parker Road at Clark Road



# Restripe from 4 lanes to 2 lanes

## Before & After: Parker Road at Clark Road



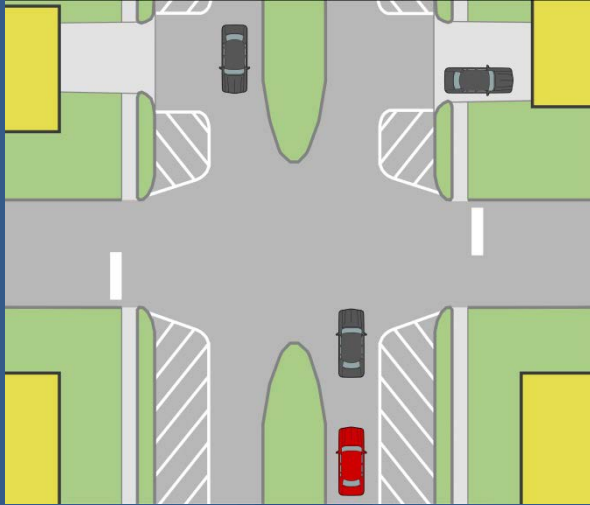


# Restripe from 4 lanes to 2 lanes

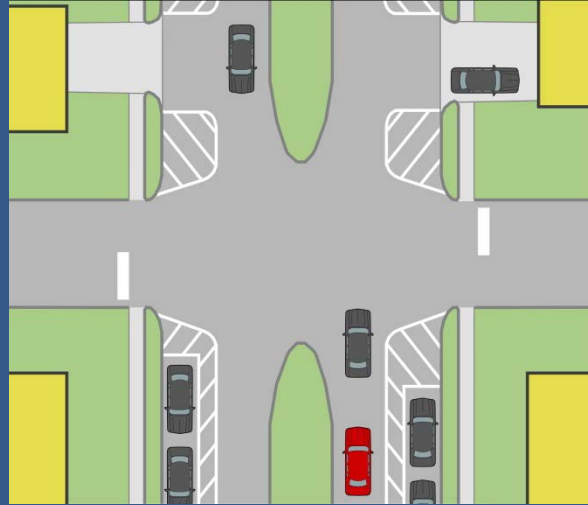
## Before & After: Parker Road at Clark Road



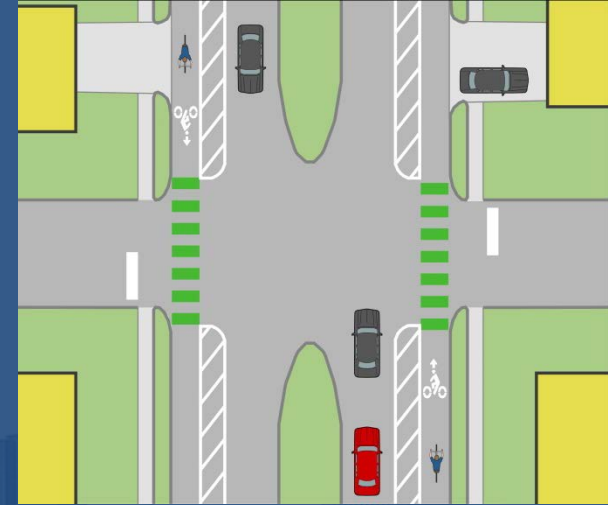
# Next Steps



**Option 1:**  
Restriped buffer



**Option 2:**  
On-street parking



**Option 3:**  
Buffered bike lane

**Provide your comments by February 24<sup>th</sup>**

- Online comment form:  
<http://www.houstontx.gov/planning/transportation/ParkerPublicMeeting.html>





# Questions?

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