CITY OF HOUSTON

Technical Memorandum for Broadway Paving and Drainage: Galveston Rd to IH-45

Final Pre-Engineering Technical Memorandum
WBS No: N-100013-0001-3

STATE OF TEXAS
COSTAS K. GEORGHIOU
58255
REGISTERED
PROFESSIONAL ENGINEER

August 2015

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TO: Juan Antonio Rendon, PE, Managing Engineer
FROM: Costas Georghiou, PE
Subject: Broadway Street, WBS No. N-100013, Need Area No. N-2012T-0004 Technical Memo
Date: August 12, 2015

Background

A community meeting was held on July 14, 2015 at Golfcrest Elementary from 6:00pm to 7:30pm to discuss and receive input for the City of Houston's planned reconstruction of Broadway Street from Interstate Highway 45 to Galveston Road. The purpose of this memorandum is to summarize the comments received from the community and to describe possible changes to the recommended alternative in order to mitigate public concerns.

The following comments were received from the meeting attendees:

1. Loss of parking spaces
2. Capacity issues at school drop-off zones
3. Median openings
4. Capacity issues at local intersecting streets
5. Buildings inside the City right-of-way
6. Pedestrian facilities
7. Safety concerns along local intersecting streets
8. Trees
9. Miscellaneous issues outside of the study limits

Discussion

1. Loss of parking spaces and parking lot access

Public Comments

The Servants of Christ Methodist Church has 24 head-in parking spaces that are frequently used during services and as a starting point for funeral processions. Duckworth Insurance also has head-in parking along Broadway. Both of these parking facilities appear to be altered or eliminated by the recommended alternative. Cars are able to access the Broadway Shopping Center and Craft Car Care parking lots along their entire length.

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Engineer Response

According to the Infrastructure Design Manual, head-in parking needs to be approved by the City Traffic Engineer and can be allowed on a case by case basis. Due to the proximity of the church and Duckworth head-in parking facilities to Interstate Highway 45 along a major thoroughfare, it is recommended that these facilities be removed. The uncontrolled access along the Broadway Shopping Center will be replaced by a number of commercial driveways. The driveways at Craft Car Care will be replaced by commercial driveways that comply with the city's most recent Infrastructure Design Manual.

2. Capacity issues at school drop-off zones

Public Comments

There is a drop-off lane along Broadway at Deady Middle School that slows down traffic, and the recommended alternative could make it worse. The same is true for Milby High School and the Raul Izaguirre School for Success, but to a lesser extent.

Engineer Response

Once the final design of the project is initiated, the design engineer will need to coordinate with the Deady Middle School and Milby High School administrations to relocate the schools' drop-off zones. Raul Izaguirre currently presents no major issues and will not be affected by the recommended alternative.

3. Median Openings

Public Comments

The Compean Funeral Home has funeral processions that travel both north and south on Broadway. The recommended alternative does not allow for a left turn out of the funeral home parking lot.

Engineer Response

Funeral processions will have access to northbound travel via the opening at Brumbley Street.

4. Capacity issues at intersections

Public Comments

The southbound traffic along Broadway backs up before getting to Interstate Highway 45. The Park Terrace intersection is too congested and has major traffic issues when trying to turn. Keller Street is a narrow street with ditches that receives a lot of traffic from Woodridge that creates a bottle neck of cars at Broadway. Kimble Street should be widened and signalized.

Engineer Response
Traffic backing up along the southbound lanes of Broadway approaching Interstate 45 will not be completely remediated until TxDOT reconfigures its Broadway and Interstate 45 intersection.
The design consultant should consider the addition of a southbound left-turn bay at Park Terrace and should conduct a signal warrant study.
Keller and Kimble are outside of the project limits and a service request should be submitted to 311.

5. Buildings inside the City right-of-way

Public Comments
There are various properties long Broadway that have buildings that were built immediately adjacent to the existing sidewalks

Engineer Response
Any structures encroaching in City right-of-way will be subject to removal based on instruction from the COH Real Estate Branch.

6. Pedestrian facilities

Public Comments
A walking path should be added along medians so that kids do not have to walk on dirt.

Engineer Response
A continuous sidewalk is recommended for the entire project length.

7. Safety concerns along local intersecting streets

Public Comments
Residents and elderly people have complained that the streets are unsafe. People have fallen into the open ditches.

Engineer Response
Safety concerns and incidents should be reported to 311.

8. Trees

Public Comments
About two years ago Trees for Houston installed many trees in this 1.7 mile section that appear to be located in places where new paving is now planned. What is the plan for landscaping and replacing trees that may be removed or cut down in the process? There are also numerous older large oak trees between I45 and 610 that are in the path of proposed

concrete. In the distant past, this was a boulevard of stately Oak Trees and large homes behind them.

Engineer Response
The arborist on the Final Design Engineering team will evaluate all trees in the project area and develop recommendations for the protection and or the replacement of affected trees that are covered by ordinance.

9. Miscellaneous issues outside of the study limits

Public Comments
The following were made:

- Cone samples were pulled from streets in the Garden Villa area.
- What is the status of the Spur 5 project?
- The concrete panels at the 8700 block of Airport are splitting apart.
- Golfway Street has continued illegal dumping.
- There are overgrown trees and grass growing on pavement on Fairway Street.

Engineer Response
Any inquiries regarding the Spur 5 project should be directed to TxDOT. A service request should be submitted to 3-1-1 to resolve the other comments.

Engineer Recommendations

1. The Servants of Christ Methodist Church and Duckworth Insurance head-in parking lots should be removed.
2. Compliant commercial driveways should be proposed at the Broadway Shopping Center and Craft Car Care.
3. The design consultant will need to coordinate new drop-off zones for Deady Middle School and Milby High School.
4. The addition of a left-turn bay and a warrant study at Park Terrace should be considered.
5. Design Consultant to coordinate with Real Estate Branch on proposed action on encroaching structures.

Attachments

Public Meeting Exhibits

BROADWAY RECONSTRUCTION

FROM I-45 TO HARTFORD

LEGEND

- PAVEMENT
- SIDEWALK
- MEDIAN
- SIGNALS

FEATURES

- -WIDER MEDIANS AND NEW SIDEWALK
- -NEW LEFT-TURN LANES AT HARTFORD
- -NEW SIGNALS AT HARTFORD
- -WHEELCHAIR RAMPS AT EVERY INTERSECTION

thumbs up for progress

REBUILD HOUSTON

BROADWAY RECONSTRUCTION

FROM HARTFORD TO I-610

LEGEND

- PAVEMENT
- SIDEWALK
- MEDIAN
- SIGNALS

FEATURES

- -WIDER MEDIANS
- -LEFT-TURN LANES AT MEDIANS
- -NEW, WIDER SIDEWALK
- -WHEELCHAIR RAMPS AT EVERY INTERSECTION

thumbs up for progress

REBUILD HOUSTON

BROADWAY RECONSTRUCTION

FROM I-610 TO GALVESTON

LEGEND

- PAVEMENT
- SIDEWALK
- MEDIAN
- SIGNALS

FEATURES

- -NEW MEDIANS AND SIDEWALK
- -NEW SIGNALS AT GALVESTON
- -NEW RAILROAD PEDESTRIAN/BIKE CROSSING

thumbs up for progress

REBUILD HOUSTON

CITY OF HOUSTON TEXAS