Allen Parkway Improvements
Public Meeting
February 5, 2015
2015-2016 Capital Improvement Project
Lost Lake Construction
Project Goals

• Provide vehicular parking for Buffalo Bayou Park

• Improve access to/from neighborhoods south of Allen Parkway

• Improve public safety with adjacent park and parkway uses

• Create a “bayou drive” between Shepherd and Downtown
Roadway Modifications

- Angled parking between Sabine and Montrose adjacent to park
- Frontage road conversion east of Montrose to main lanes
- Safer ramp connections to IH-45 northbound & southbound
- Realignment of Dunlavy intersection at 90-degrees to Allen Parkway
- Create a more urban environment with lower and safer speeds
Proposed Alignment
Realign & Signalize Dunlavy Intersection
Montrose Boulevard to IH-45
Modify Existing Lanes to Proposed Parkway Configuration
Proposed Lanes

BUFFALO BAYOU PARK

CARRIAGE LANE

WESTBOUND

ALLEN PARKWAY

EASTBOUND
Taft Street - Fully Signalized Intersection
New pedestrian crossings & diagonal parking adjacent to park
Taft Street - Parking & Access Lane
Create a more urban environment to encourage lower speeds
West of Taft Street - Existing Median
West of Taft - Proposed Westbound
Taft Street - Proposed Intersection
Gillette Street - Fully Signalized Intersection
New pedestrian crossings & diagonal parking adjacent to park
West of Park Vista Drive
Install pedestrian-activated signal for crosswalk
Park Vista Drive – Existing Frontage Road
The Downtown Reveal
Improve Connections to IH-45 NB & SB
Eastbound Allen Parkway
Westbound Allen Parkway
Traffic Analysis

• Existing peak hour traffic volumes
• Existing lane configurations and signal timings
• Proposed lane configurations with new signal timings
• Redistributed trips to proposed roadway network
• Analyzed various scenarios

Existing vs. Proposed
40 mph vs. 35mph
AM and PM peak hours
# Travel Time Comparison

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<td><strong>% Increase</strong></td>
<td>23%</td>
<td>14%</td>
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Conclusion

• Provide +/- 175 parking spaces adjacent to Buffalo Bayou Park

• Provide improvements for pedestrian access and safety

• Improve vehicular movements with roadway realignment

• Reduce merge maneuvers providing better access to IH-45 and Clay Street

• Overall travel times impacted less than one minute during peak hours
Thank You
Questions & Comments