

University Blvd. Planning

There has been much discussion about plans for University. There has been little consensus as to what the plan should incorporate. In addition, there is pressure from residents on the south side to ensure the status quo by trading the large easement and in essence, reduce the right of way by 24'+. I had proposed, early on, that we address the needs in a rational process, to reach consensus on the needs and goals, then evaluate existing plans or seek to improve existing conditions. To spend the large amount of money without improving conditions is lamentable.

Process

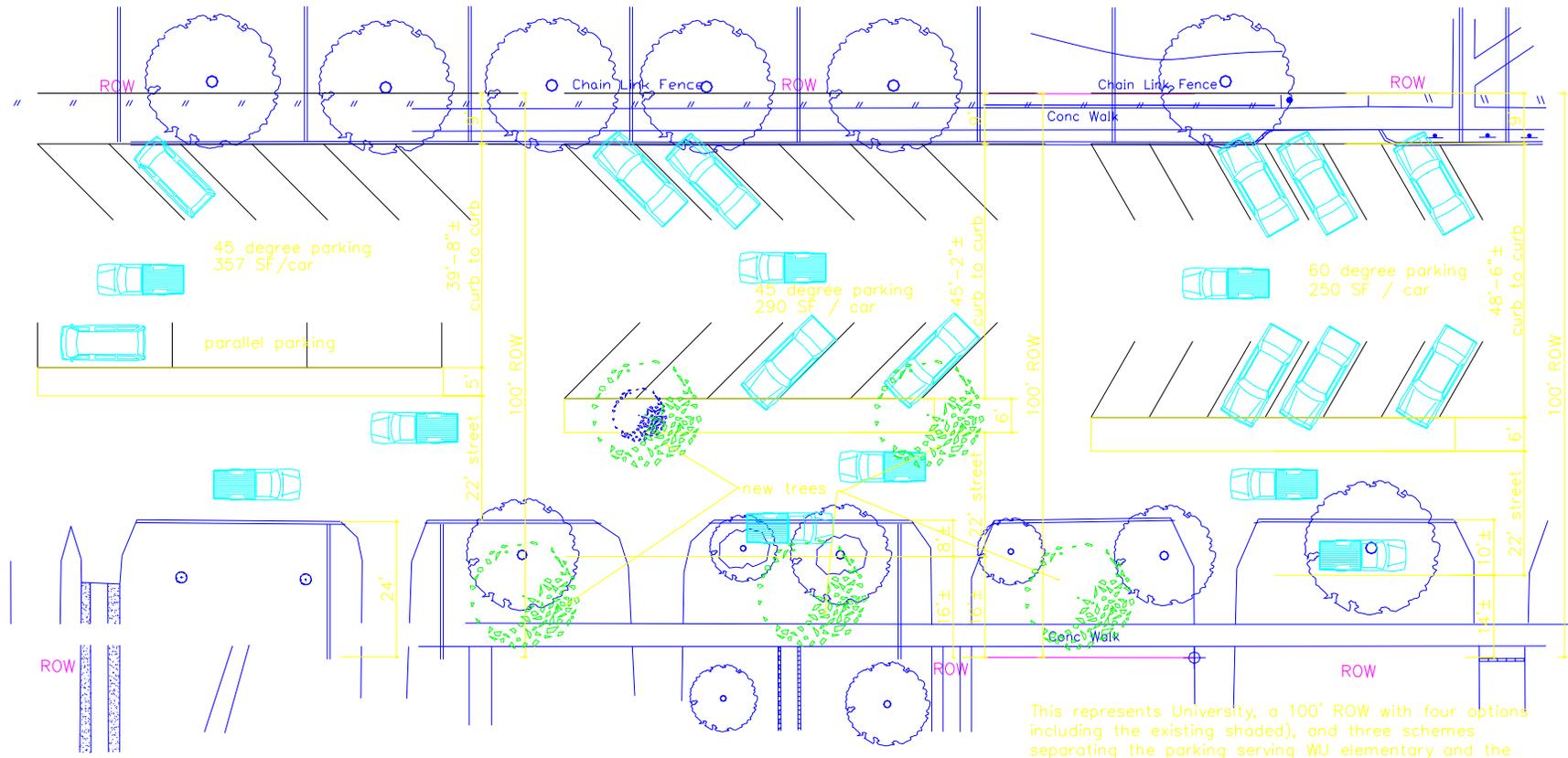
Below is a portion of a planning matrix proposed to evaluate needs vs. solutions. The intent is to identify the parties impacted by the project, their needs and existing problems, and to state possible conceptual solutions. It is intuitive that access, parking, and child safety is important to school and sports activities. SS residents are impacted by both parking and traffic generated by the school and sports events. Vehicular traffic is obviously impacted when school and sports events begin and end. One obvious solution is to separate thru traffic from parking. Previous plans included additional parking in a center median, but maintained westbound thru traffic as the parking aisle. In response to complaints from residents on the south side objecting to diagonal parking, additional parking was eliminated and a more solid median was retained between the westbound and eastbound traffic.

Planning Matrix

street	impacted party	problem	need	concept
University	vehicular traffic	speed and kids/jaywalking, etc		separate parking and traffic
	pedestrian traffic/safety	speed and kids/jaywalking, etc		move parking to north
WU City Hall			parking/access/safety	
WULL/TriSports	drainage/erosion control/		parking/access/child safety	create off street parking
WU Elementary/HISD	drainage/erosion control/		parking/access/child safety	create off street parking/drop off
Spark Park			access/child safety	
Corner Park	drainage/erosion control/		access/child safety	
SS residents	event parking blocks drives		access/parking	

Plans

This section of University demonstrates three variations on a based on separation of parking and traffic. North is to the top.



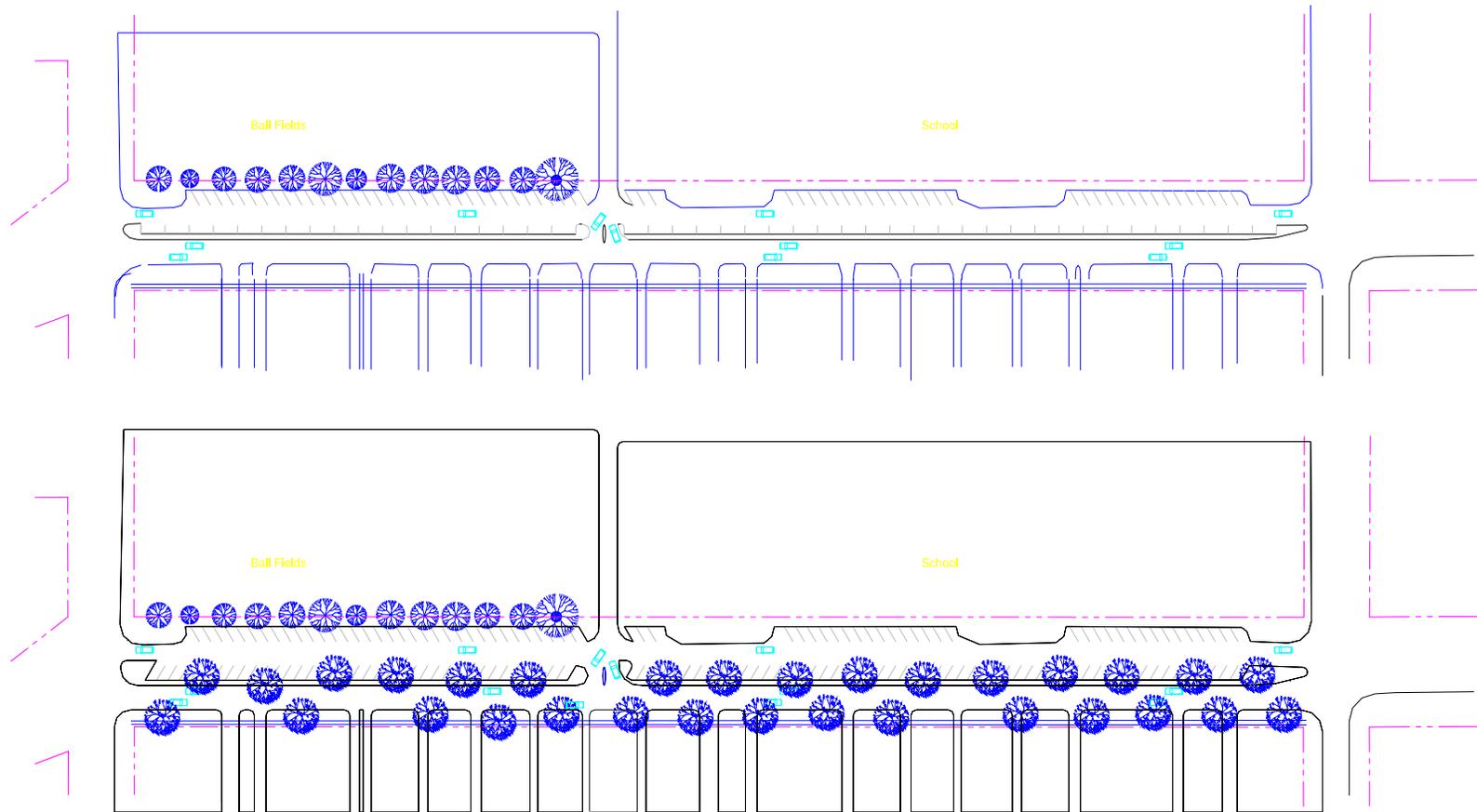
Scheme A: diagonal and parallel parking. Utilizes existing curb line, etc. Requires 357 square feet per car.

Scheme B: 45 degree parking Requires 290 square feet per car and approximately 8 feet of the existing 24 foot easement.

Scheme C: 60 degree parking Requires 250 square feet per car and approximately 10 feet of the existing 24 foot easement.

Overview

Views below illustrate the 3700 block of University. The upper view reflects Scheme A as shown previously. The lower scheme reflects Scheme C. These are diagrammatic and are intended simply to illustrate the effects of separating through traffic and parking. Entrances and exits would need to be developed further.



Alternative

If no effort is made to revise the south curb line to provide a safer environment with greater parking, the excess easement on the north could be used to improve pedestrian access and appearance of the front of the school. Common wisdom would indicate that the extra wide street in front of the school contributes to speeding.

