

**Spring Valley Village City Council
Agenda Item Data Sheet**

MEETING DATE: July 27, 2021

TOPIC: Feedback Received During Virtual Public Meeting Concerning Bingle Road Road Diet Held on June 29, 2021 and Implementation of a Proposed Road Diet for Bingle Road through the City Limits

BACKGROUND: During the May 25, 2021 Regular Meeting, the City Council discussed a possible road diet for Bingle Road within the City Limits that would connect to the road diet that is being considered by the City of Houston for Bingle Road from just south of Long Point Road and south to the Spring Branch bridge. The project will be re-striping only and not re-construction. Following the discussion, it was the direction of the Council for City staff to hold a public meeting to obtain resident input.

A virtual public meeting was held on June 29, 2021, and a total of 19 people attended the public meeting. 16 residents (including the Mayor) attended the meeting and provided feedback concerning the proposed road diet. Several people expressed support for the project because of safety concerns, namely pedestrian safety and being able to walk/bike places. However, potential traffic congestion was the greatest concern expressed by the majority of the participants.

Since the public meeting, I have received five emails from residents who attended the public meeting expressing opposition to the proposed road diet. A copy of the emails are provided with this agenda item.

RECOMMENDATION: Staff requests direction from Council on whether and how it wishes to proceed with the possible road diet for Bingle Road.

ATTACHMENTS:

- Copy of PowerPoint Presentation on Proposed Bingle Road Traffic Improvements (Road Diet) from Virtual Public Meeting Held on June 29, 2021
- Notice of Virtual Public Meeting
- Emails Received in Opposition to the Proposed Bingle Road Road Diet

FUNDING ISSUES:

Not applicable – no dollars are being spent or received.

Full amount already budgeted in Acct/Project# _____

Not budgeted, if approved, the following will be included in the next Budget Amendment:

\$ _____ from Acct/Project# _____ will be transferred to Acct/Project# _____

\$ _____ from unassigned fund balance will be used and added to Acct/Project# _____

\$ _____ will be added to Revenue Acct# ____-____ and \$ _____ added to Expenditure Acct/Project# _____

FINANCE VERIFICATION OF FUNDING:

Pat Riley

SUBMITTING STAFF MEMBER:
Pat Riley, Director of Public Works

CITY ADMINISTRATOR APPROVAL:

William Robert

DIVIDER PAGE

Proposed Bingle Road Traffic Improvements

Virtual Public Meeting

Tuesday, June 29, 2021

6 pm



EST. 1955

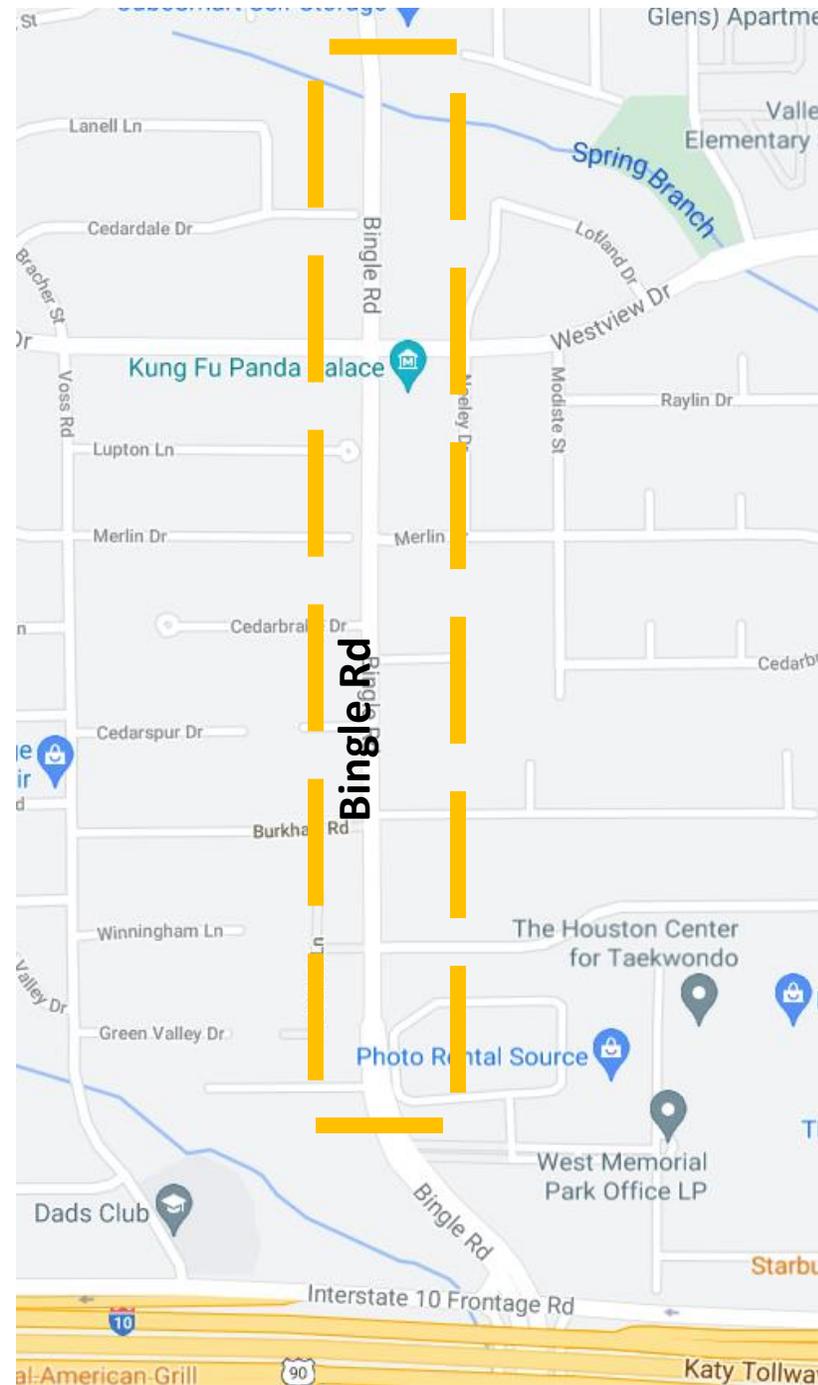
SPRING VALLEY

V I L L A G E

Slides and Graphics are from City of Houston Presentation

Project Overview

- Bingle Road – Spring Branch Creek to West Memorial Park Drive.
- Project goal is to reconfigure existing lane striping from 4 lanes to 3 lanes “Road Diet”
- Provide continuous center turn lane

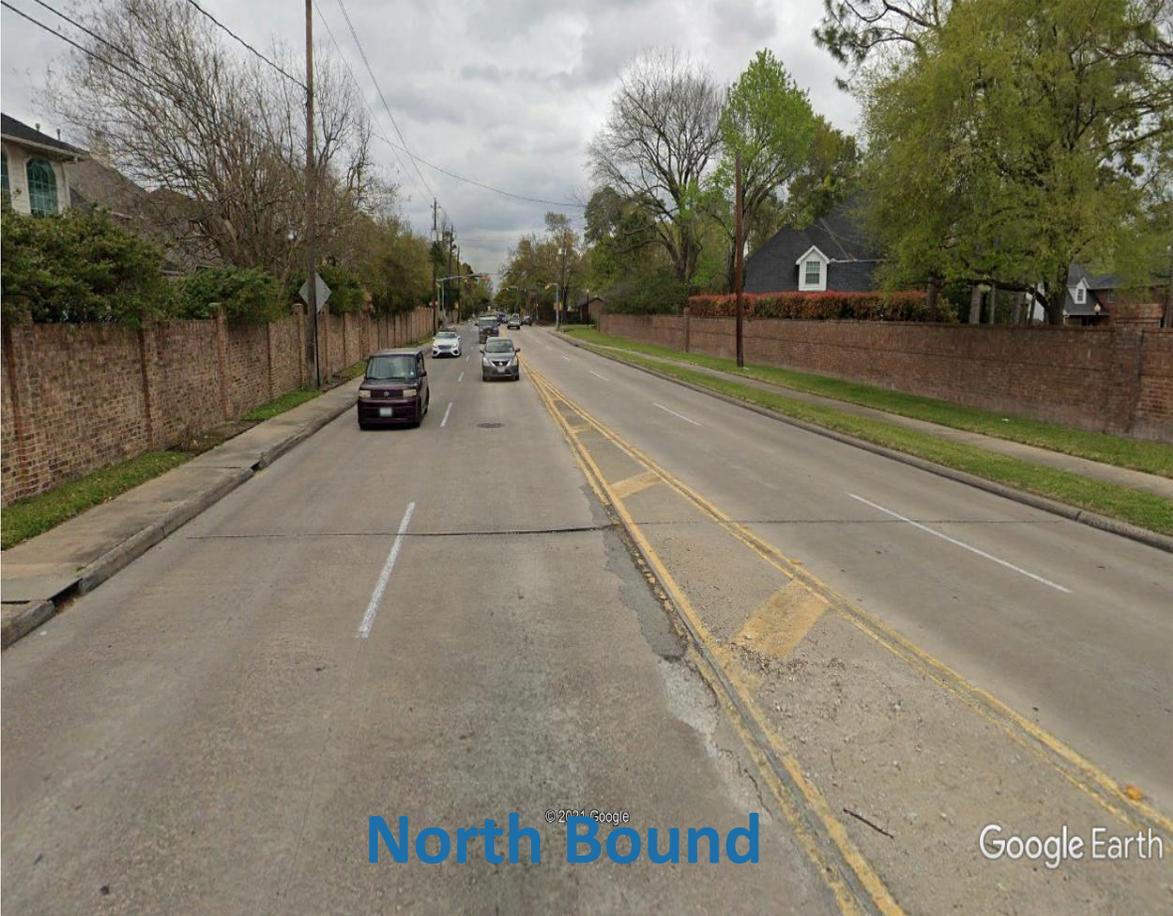


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VILLAGE

Project History

- May 2020 – Safety and Mobility Study for the Bingle Road corridor begins in the City of Spring Valley Village.
- April 2021 – Safety and Mobility Study for the Bingle Road corridor is completed - Bingle Road Road Diet Scenario was analyzed and recommended to improve safety along the corridor.
- April 2021 - City of Houston contacts City of Spring Valley Village with proposed “Road Diet” from Spring Branch Creek to Long Point. The City of Houston project is totally separate and was not coordinated.
- May 25, 2021 – Spring Valley Village City Council discusses City of Houston’s proposed Road Diet Project and the possible implementation of the recommended Bingle Road Diet through the City limits.

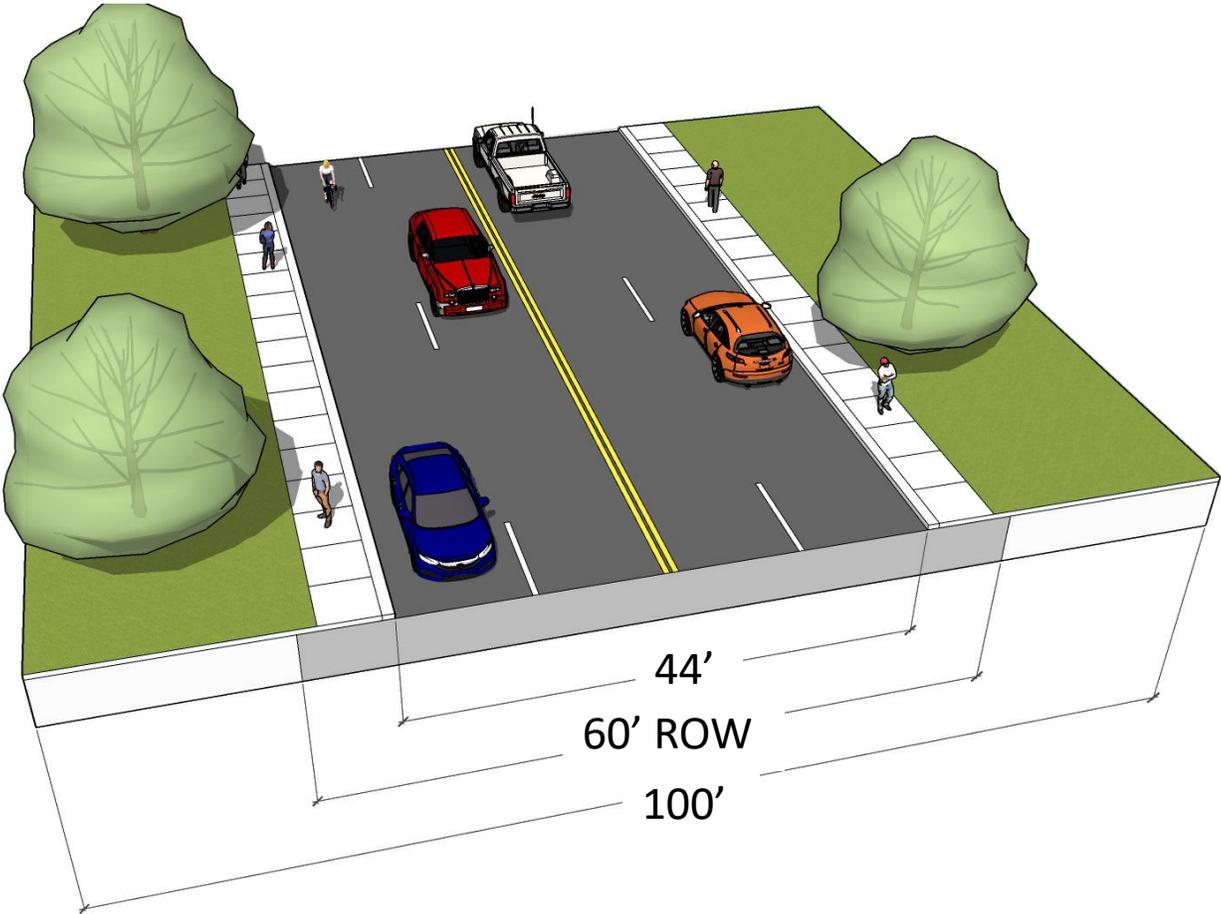
Existing Street Section



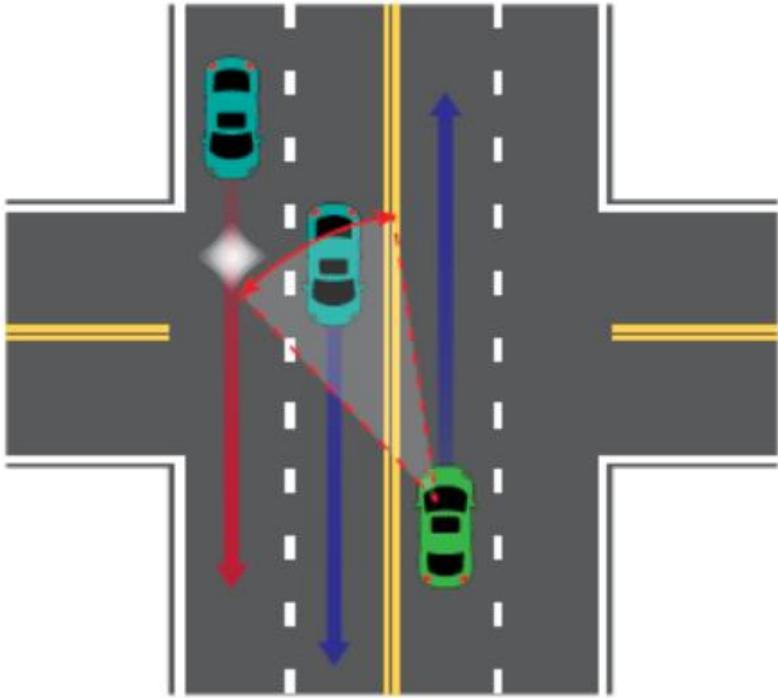
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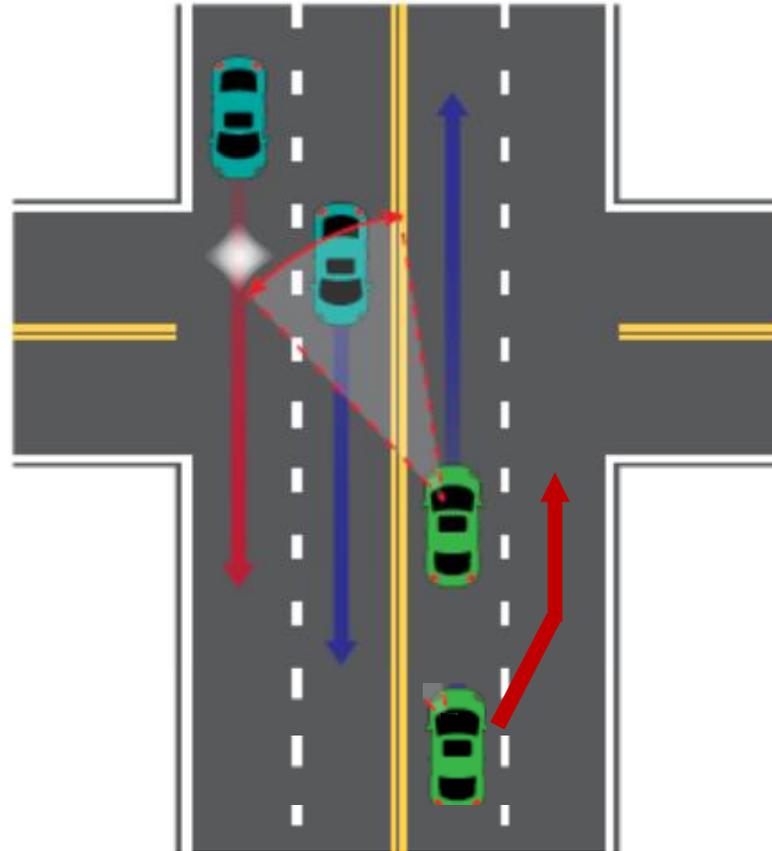
Existing Street Cross Section



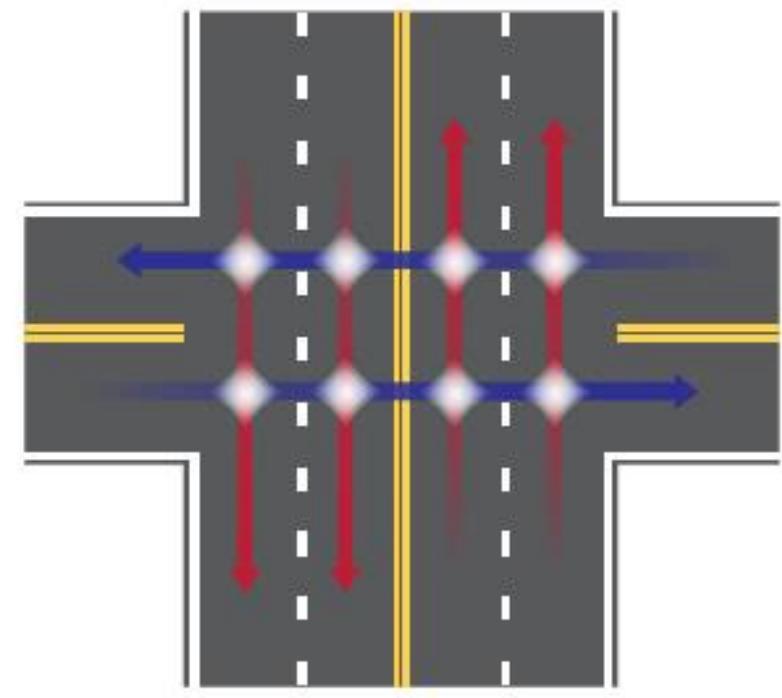
Existing Traffic Conditions



Left (inside) lane shared by higher-speed through traffic and left-turning vehicles.



Right (outside) lane used by right-turning vehicles and to avoid left-turning vehicles.



Side street traffic must navigate four lanes or multiple conflict points for making left turns.

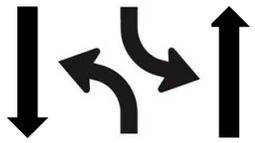
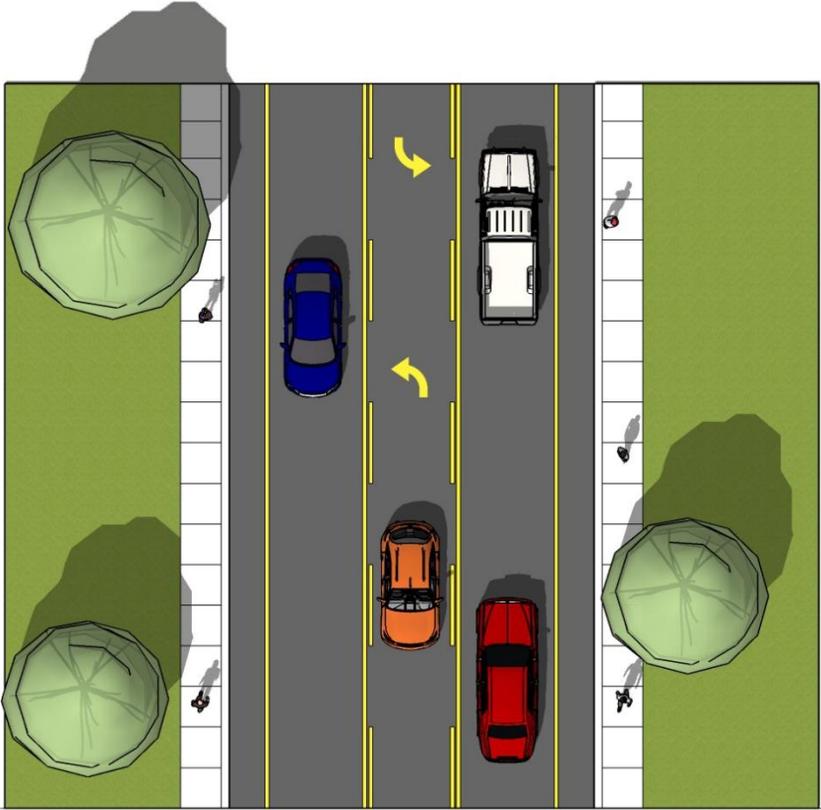
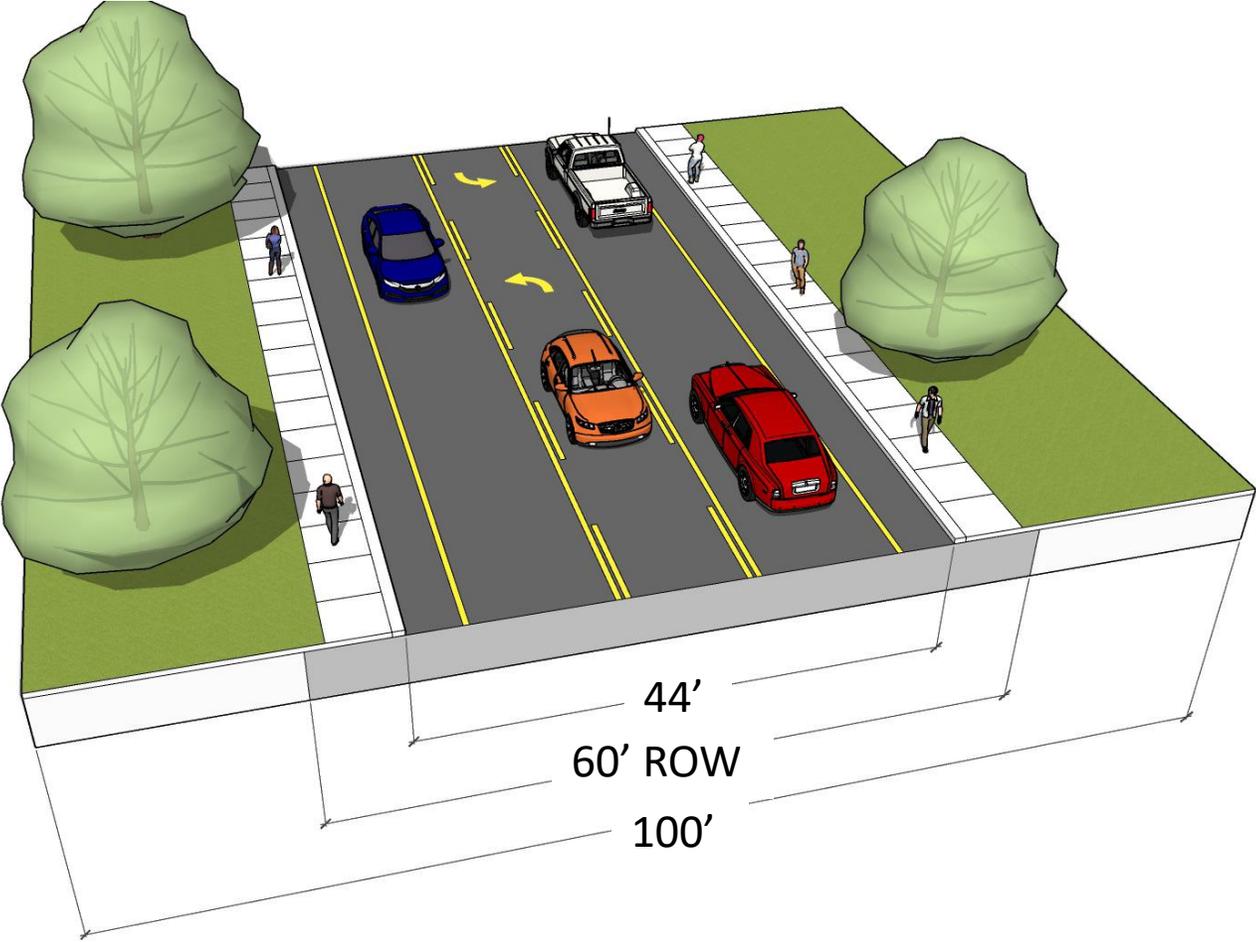


Safety & Mobility Study Findings

- The goal of the study, to analyze alternative future roadway concepts, to understand their benefits and potential impacts on the City's other major thoroughfares.
- Road analyzed for vehicle and pedestrian safety.
- Road analyzed for future traffic volume.
- Existing traffic signal timing acceptable, improvements to traffic signal timing will be needed for "Road Diet".
- "Road Diet" recommended for length of Bingle in Spring Valley Village.

Source: Safety & Mobility Study for the City of Spring Valley Village

Proposed Road Diet Street Cross Section



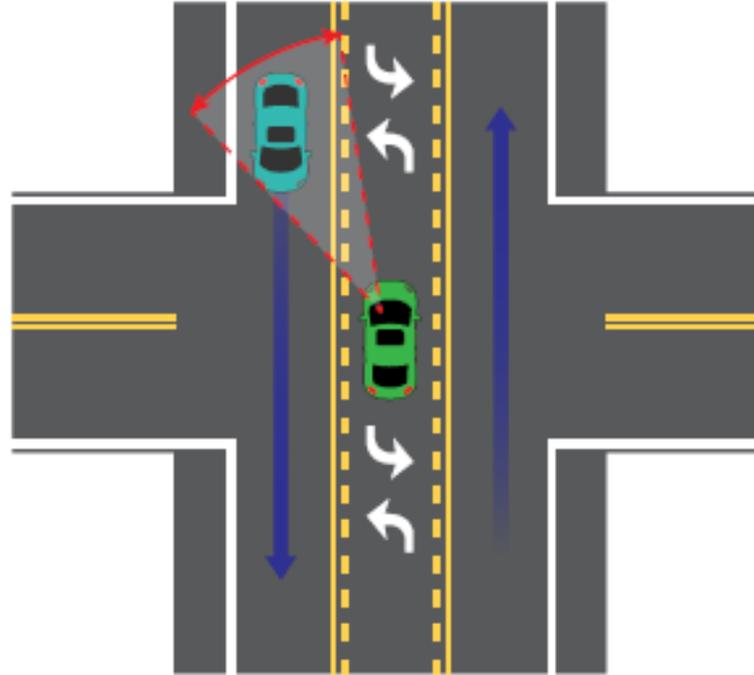
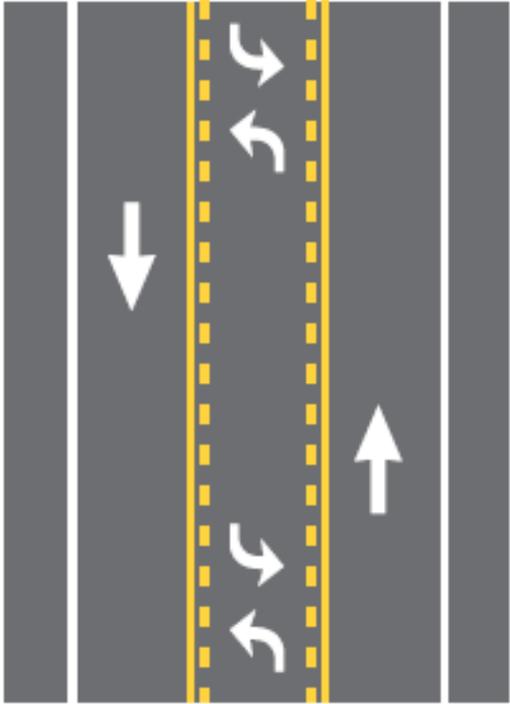
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Benefits of Proposed “Road Diet”

- Reduced right-angle crashes as side street motorists cross three vs. four travel lanes.
- Fewer lanes for pedestrians and vehicles to cross Bingle Road.
- Provides buffer space for the existing sidewalks built against the curbs and encourages drivers to slow down through this area.
- Opportunity to install future bicycle lanes.
- Delays or significant queuing is not anticipated to occur and therefore traffic is not likely to divert away from using Bingle Road.
- Traffic calming and more consistent speeds.

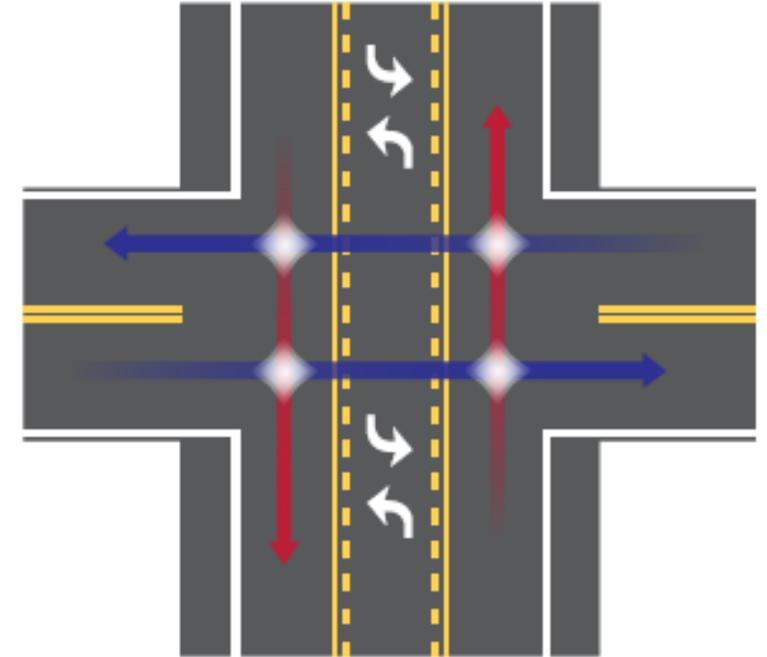
Source: US Department of Transportation, Federal Highway Administration and Safety & Mobility Study for the City of Spring Valley Village

Three-lane Traffic Conditions



Through vehicles separated from left-turning vehicles. Reduces vehicle interactions.

- Navigating one lane of on-coming traffic. No hidden vehicles.
- Fewer vehicles swerving to avoid left-turning vehicles.

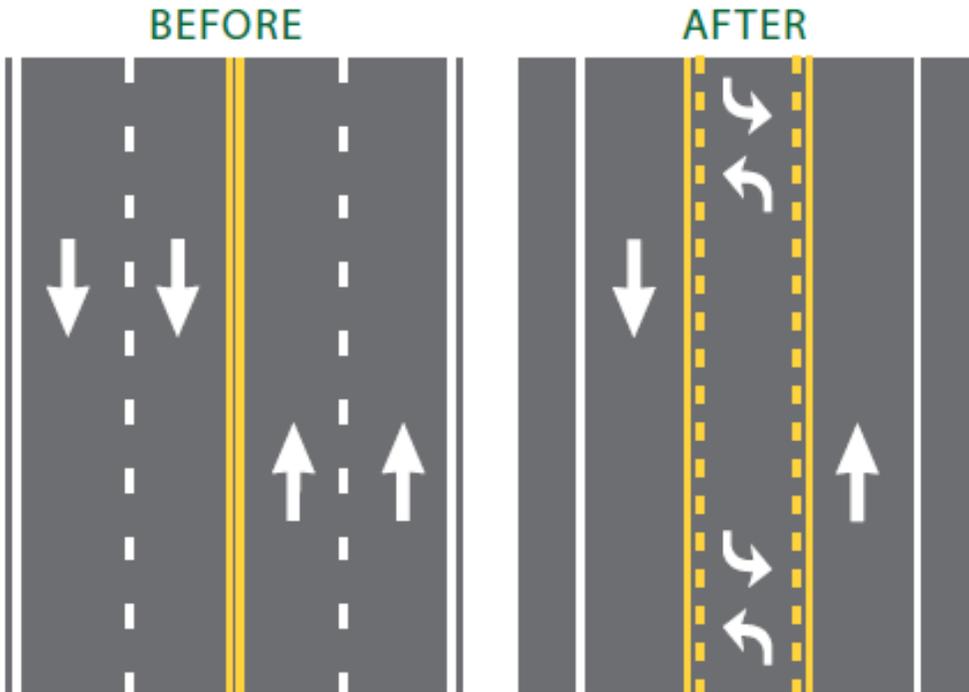


Side streets navigating fewer lanes. More comfortably enter mainline.

- Applies to driveways



Benefits of Three-Lane Roadway



CITATIONS WRITTEN FOR SPEEDING ON BINGLE ROAD 2021

JANUARY 143

FEBRUARY 123

MARCH 160

APRIL 175

MAY 131

JUNE 80

YTD TOTALS 812

SVV Police Department



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Office of Safety
Proven Safety Countermeasures

Safe Roads for a Safer Future
Investment in roadway safety saves lives

Road Diets
(Roadway Reconfiguration)

SAFETY BENEFIT:

4-Lane → 3-Lane
Road Diet Conversions
19-47%
Reduction in total crashes

Source: *Evaluation of Lane Reduction "Road Diet" Measures on Crashes*, FHWA-HRT-10-053.

- Reduction of crashes – rear-end, left-turn, and right-angle
- Fewer lanes for pedestrians to cross
- More consistent traffic flow
- Reduced speeds

Source: US Department of Transportation, Federal Highway Administration; Safe Roads for a Safer Future

Fewer lanes and slower speeds



6 lanes

Example:
Beechnut
47 mph



4 lanes

Example:
11th Street
38 mph

Bingle Road:
30 to 41.5 mph



3 lanes

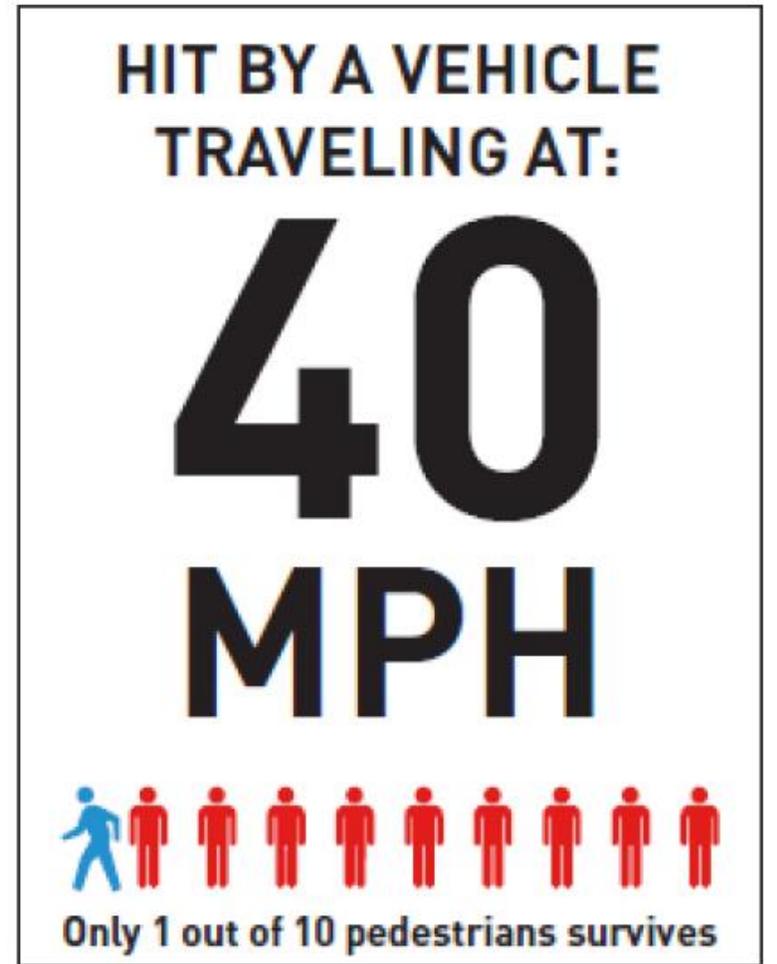
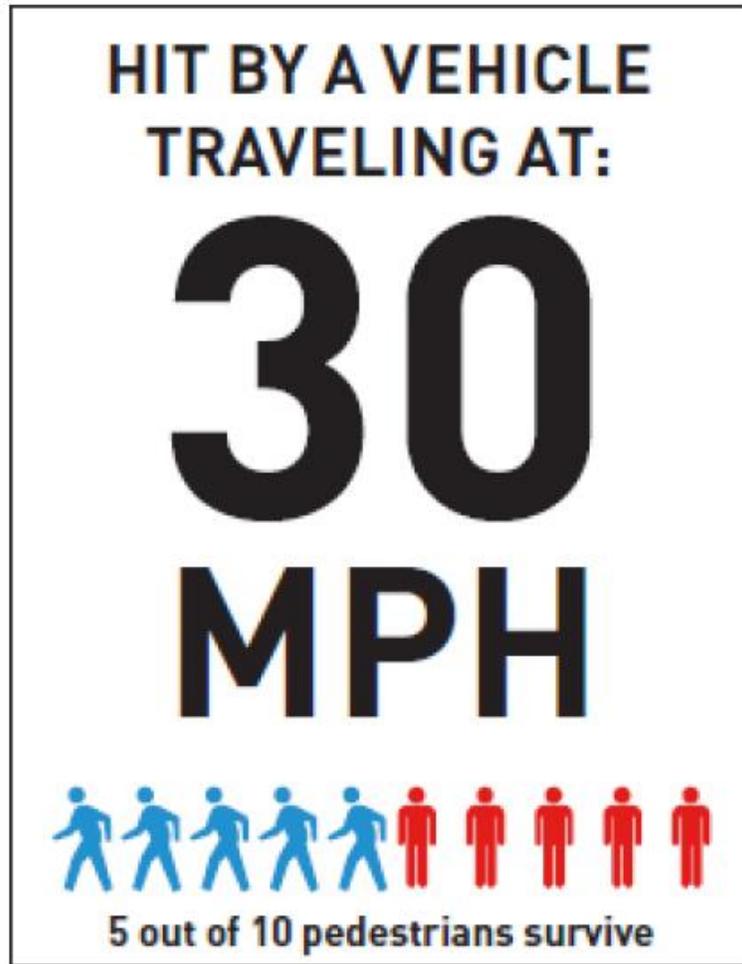
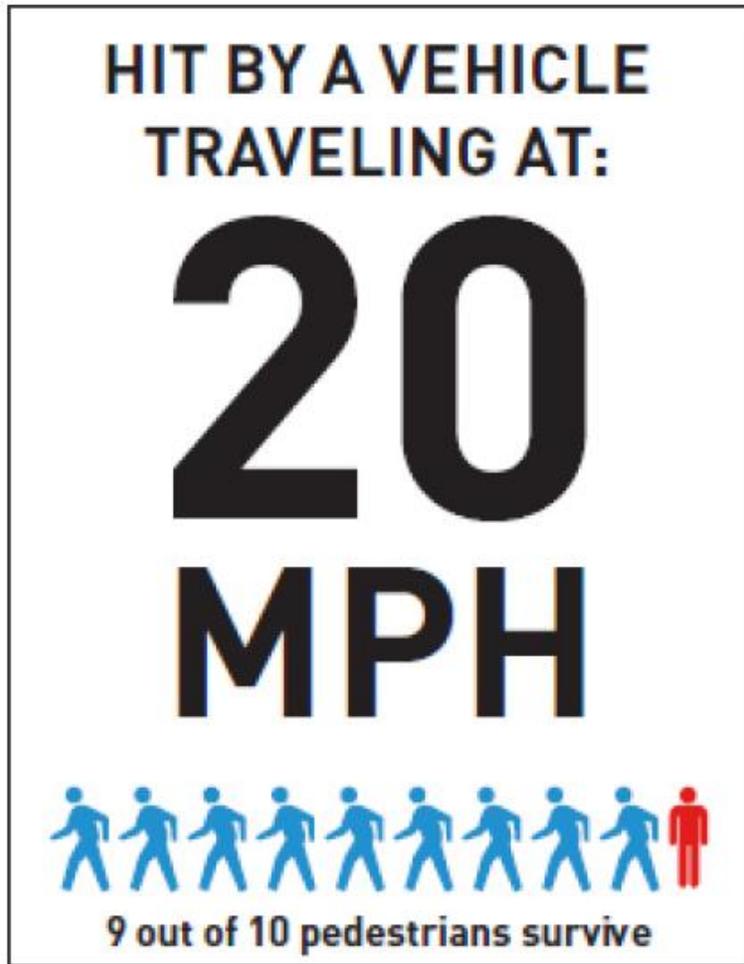
Example:
Studewood
35 mph



2 lanes

Example:
Local
30 mph

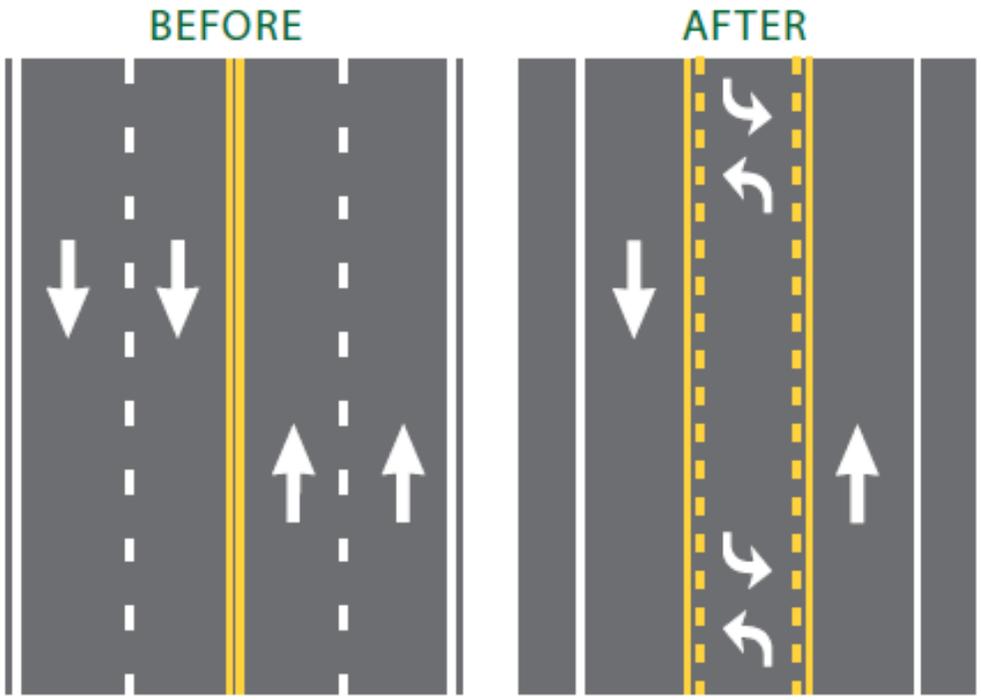




Chance of Pedestrian fatality at various impact speeds

Information from US Department of Transportation, Federal Highway Administration





Street Traffic (2021)

19,000

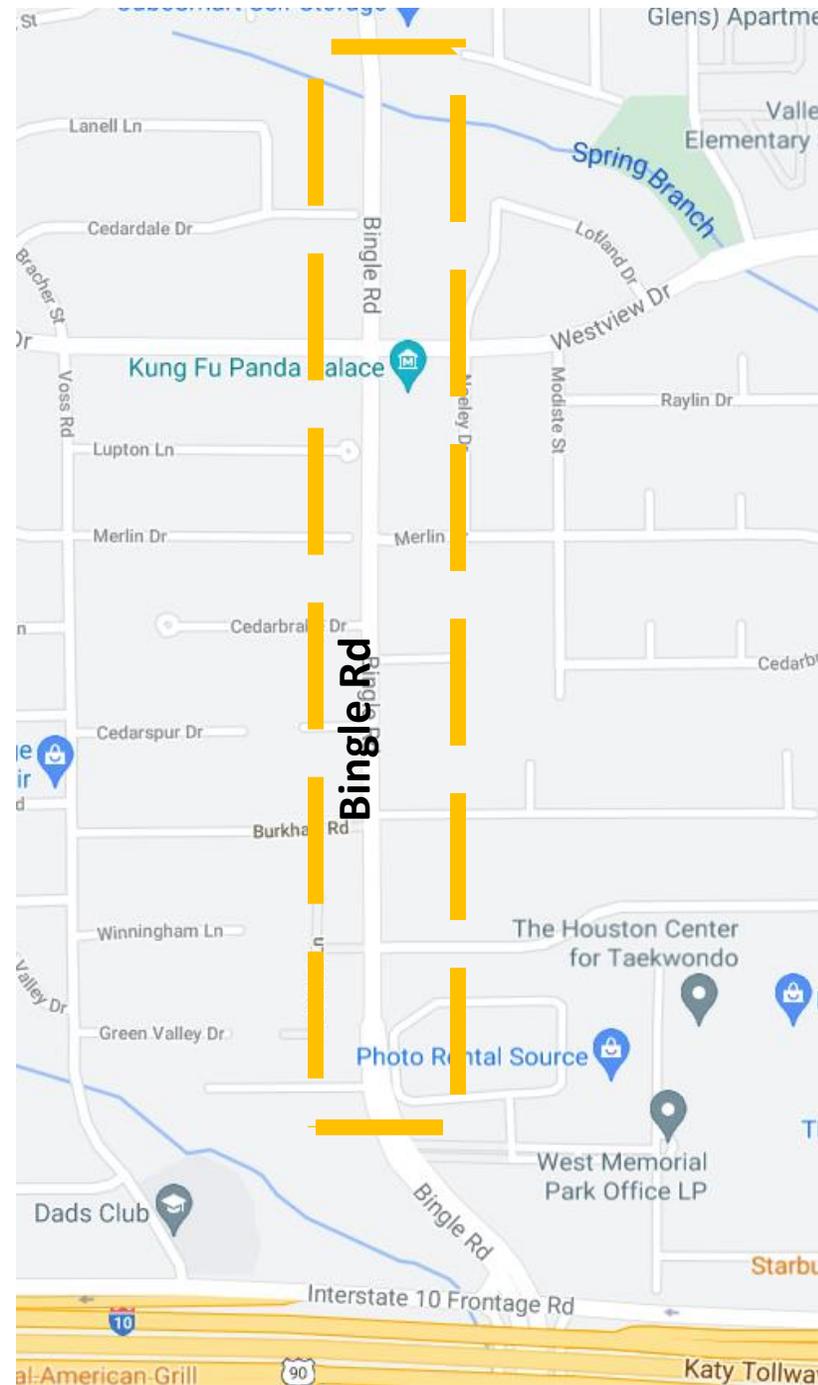
Peak Hour 7 AM: 1,630 vehicles
 Peak Hour 5 PM: 1,738 vehicles
 Pedestrian Crossing Bingle/Merlin Cross walk: 7 AM: 9



LOCATION	STREET	TRAFFIC BEFORE	TRAFFIC AFTER
Covington, WA	State Road 516	29,900	32,800
East Lansing, MI	Grand River Boulevard	23,000	23,000
San Francisco, CA	Valencia Street	22,200	20,000
Oakland, CA	High Street	22,000	24,000
Toronto, ON	Danforth	22,000	22,000
Charlotte, NC	East Boulevard	21,400	18,400
Orlando, FL	Edgewater Drive	20,500	21,000
Santa Monica, CA	Main Street	20,000	18,000
Ramsey, MN	Rice Street	18,700	16,400
Bellevue, WA	Montana Street	18,500	18,500
Reno, NV	South Well Avenue	18,000	17,500
Helena, MT	U.S. 12	18,000	18,000
San Leandro, CA	East 14th Street	17,700	16,700
Duluth, MN	21st Avenue East	17,000	17,000
Bellevue, WA	120th Avenue, NE	16,900	16,900
East Lansing, MI	Abbott Road	15,000	21,000
Toronto, ON	St. George Street	15,000	15,000
Lewistown, PA	Electric Avenue	13,000	14,500

Next Steps

- Public feedback to gauge support and capture concerns
- Discussion of feedback with City Council
- Spring Valley Village City Council decides whether to proceed, and, if so, the City will coordinate with City of Houston
- If approved, schedule restriping and changes to signalization



Contact Info

Pat Riley

Public Works Director

City of Spring Valley Village

(713) 465-8308

publicworks@springvalleytx.com

DIVIDER PAGE



Virtual Public Meeting Concerning Proposed Bingle Road Restriping and Road Diet Project from I-10 to Spring Branch Creek

The City of Spring Valley Village will host a virtual public meeting on Tuesday, June 29, 2021, to provide information concerning a proposed restriping of Bingle Road from 4 lanes to 3 lanes (known as a “Road Diet”) from the I-10 Feeder Road to Spring Branch Creek. After a brief presentation by the City of Spring Valley Village team, members of the public will be given the opportunity to ask questions and provide feedback about the proposed project.

Date: Tuesday, June 29, 2021

Time: 6:00 p.m. – 7:30 p.m.

Join the Zoom Meeting: <https://us02web.zoom.us/j/82335937405>. If you prefer to call in using your phone, dial one of the following phone numbers and use Meeting ID: **823 3593 7405**:

- 1 346 248 7799 US (Houston)
- 1 669 900 6833 US (San Jose)
- 1 253 215 8782 US (Tacoma)
- 1 929 205 6099 US (New York)
- 1 301 715 8592 US (Washington DC)
- 1 312 626 6799 US (Chicago)

Bingle Road from the I-10 Feeder Road to Spring Branch Creek is currently a four-lane undivided roadway with 41’ concrete curb and gutter cross-section. The speed limit on Bingle Road is posted at 30 miles per hour. Bingle Road is a major thoroughfare in the City of Spring Valley Village thoroughfare designation plan.

The City of Spring Valley Village is considering the proposed Bingle Road Road Diet for two reasons: (1) It is one of the recommendations from Traffic Engineers, Inc. in its evaluation of the Bingle Road Corridor to enhance safety and accessibility for stakeholders through the Corridor; and (2) the City of Houston Public Works Department is proposing the same “road diet” for Bingle Road from Spring Branch Creek north almost to Long Point Road.

For more information, please contact Public Works Director Pat Riley by email to publicworks@springvalleytx.com or by phone at (713) 465-8308.

DIVIDER PAGE

From: [Bill ODell](#)
To: [Pat Riley](#)
Subject: Comments - Road Diet Proposal
Date: Saturday, July 3, 2021 11:07:36 AM



IRONSCALES couldn't recognize this email as this is the first time you received an email from this sender billodell84@gmail.com

Apologies for this being a late but I appreciate the opportunity to comment on the “Road Diet” traffic proposal for Bingle Rd.

My name is Bill O’Dell and live at 18 Woodsborough Circle. We have lived here for the last 17 years and I have lived in the Spring Branch area for the last 51 years. We back up to Bingle Rd, so we are very familiar with the traffic but have several concerns about the “Road Diet” proposal.

While I know the city council has long been concerned about the safety on Bingle Rd, based on the comments from the mayor it sounded like the primary reason for the latest study and “Road Diet” proposal is the result of the city of Houston’s intentions. My greatest concern about the proposal is the backup of traffic. The initial response was that the stop lights in the sections could be reprogrammed for optimization. However, it appears the stop light at West Memorial Park is already optimized, meaning that it only is triggered when there is traffic on West Memorial Park Dr. Additionally, when it does cycle it is very limited in time. During prime rush hour times, traffic has backed up almost to I-10. Additionally, the traffic light at Winningham Ln. appears to already be optimized and the traffic often backs up almost to West Memorial Park Dr. on the south and Merlin from the north, and this is with the current four lane design. Any increased traffic with reduced lanes will make it even more difficult for those trying to turn onto Bingle Rd., especially from roads like Merlin and Burkhart Rd.

Under the “Road Diet” design, I am concerned that it will only add to the line of traffic on Bingle Rd. and would encourage that this aspect be formally studied before accepting any change to traffic control. Thank you.

Regards,
Bill O’Dell

Sent from [Mail](#) for Windows 10

From: [Diane McDaniel](#)
To: [Pat Riley](#)
Cc: [Pat McDaniel](#)
Subject: Road diet meeting - additional questions and comments
Date: Wednesday, June 30, 2021 10:08:46 AM

Hello, Pat - Thanks for holding the meeting last night. I was on the call and still have some additional questions and comments.

- Is the road diet proposal a "sure thing" or are you still weighing the pros and cons?

- Who will make the final decision (yes or no) and when is that deadline?

- How did this proposal/study even come up? What original "problem" was trying to be solved?

- If it is to reduce traffic, I think you already said you don't expect demand to go down.
- If it is to reduce speeding, the speed limit is already 30.
- If it is to prevent crashes, you already said that number is very minimal/low.
- If it is to give us bike lanes and more room for pedestrians, I have to say that even though that would be "nice to have", the primary reason for having a roadway/street is for motorized vehicles. That's especially true with a major access street like Bingle. We don't have enough lanes now (with 4) to prevent backups in each direction. Taking away 2 of them will not solve the congestion, but create MORE.

- It's a simple supply and demand issue. You are reducing supply (number of lanes) by 50%, but NOT reducing demand (amount of cars using road).

- We live on Burkhart Road, a dead end, so our only outlet is Bingle Road. We are retired, so we access Bingle at all hours of the day, and everyday of the week. Pre-pandemic/lockdown levels of traffic (which I don't think your study includes) often blocked our street access with the backups. In the mornings, the traffic blocked our street and backed up going south to I-10. In the evenings, it was blocked and backed up going north to Westview.

- We don't have a light at Burkhart Rd, so often we have to wait a couple of light cycles going each way in order to be able to pull out onto Bingle in either direction- regardless of time of day. Sometimes it's in our favor that there are 2 lanes to choose from so if the traffic isn't totally clear, you can at least pull out into one of 2 lanes. Your proposed change would eliminate that choice.

- I also agree with the comments in last night's meeting about the right lanes often being blocked by service vehicles (postal or package truck delivery; police traffic stops; utility maintenance-bucket trucks or tree-trimming; and, of course, school bus pick up and drop off, etc.) I heard your answer that there is "no parking anytime on Bingle". That may be the "rule", but it's not the "reality". I've lived on this street for 25 years and have experienced all of the above examples many times.

- And, I can't imagine doing away with the multiple lanes at I-10 and the feeder road, as well as the ones at Westview and Bingle. They already get very congested and I can't fathom what a 50% reduction in lanes would do.

- I also want to encourage you to get the word out to impacted residents and ask for more feedback. Even though I'm signed up for news and alerts on email from Spring Valley, I did NOT get the notice (apparently sent out a couple weeks ago) about the meeting that happened last night. My neighbor told me about it at the last minute yesterday or I wouldn't have known or attended the zoom mtg.

Thanks for the opportunity to comment and ask questions. I look forward to your reply.

Best regards, Diane S. McDaniel
8489 Burkhart Road
Houston, TX 77055
713-248-2534 (mobile)

From: [Donna Whitney](#)
To: [Pat Riley](#)
Cc: [Mayor](#)
Subject: Bingle Road Diet
Date: Wednesday, June 30, 2021 10:28:02 AM

As a resident of Spring Valley, I am very concerned about the negative impact of the proposed plan to make less traffic lanes on Bingle. I live in a cul-de-sac on Cedarbrake, and Bingle is my only access to the outside world. Currently, there are back ups during rush hours, which make it difficult for me to enter Bingle. There are many more houses and condo units being built in the area, leading to more and more traffic. By reducing the lanes, the backups will become even worse, with long lines of cars on Bingle, making it nearly impossible for me to go anywhere during certain times of day. This is not acceptable to me, and certainly not an improvement!

Also, as an avid walker, I take at least two long walks around Spring Branch per week. I have encountered no issues walking along Bingle except on the west side where trees and bushes are not kept trimmed to accommodate pedestrians. Perhaps keeping this area trimmed and then adding a guardrail by the curb would make this much more user-friendly, rather than reducing the number of car lanes. Guardrails would also help families with young children so that they don't have to worry about them running into the street.

I hope you will seriously consider my concerns, and find ways to improve Spring Valley that do not so negatively impact residents in the Bingle area as would happen if you remove already busy car lanes!

Sincerely,

Donna Whitney
Sent from my iPad

From: [Leslie Davis](#)
To: [Pat Riley](#)
Cc: [Mayor](#)
Subject: Road Diet questions
Date: Thursday, July 1, 2021 12:42:30 PM

Good morning, Pat-

I am "Les Tex" from Tuesday night's Zoom meeting. I appreciated the opportunity to view - and comment on - the details of Bingle's proposed 'road diet.'

Would you mind forwarding the promised accident statistics, regarding rear end and right angle crashes on Bingle? I imagine the amount is minimal. Any accident is unfortunate, but I don't believe the proposed re-striping project will change those statistics meaningfully.

I have some further thoughts:

- As I stated during the Zoom meeting, rather than increase access for Spring Valley stakeholders, I believe that it will be even harder for residents on Burkhart Road, Cedarspur, Cedarbrake and Merlin to pull out onto Bingle, particularly during morning and evening rush hours.
- Stopped service vehicles (FedX, Post Office, utility trucks, tree trimming crews, construction, police, to name a few) will back up the proposed single lanes of traffic. Yes, that will reduce speeds on Bingle, but not in a manner that will bring pleasure to Spring Valley residents.
- Having a single, northbound lane at Westview will greatly reduce the number of cars able to "turn right on red" onto Westview, which will increase the backup of traffic at the signal light. More cars will cut through, using Merlin to avoid the intersection.
- I don't believe that re-striping will make it any easier to cross Bingle on foot. The road width remains the same, whether there are two lanes of traffic to cross or four. The center turn lane will afford no protection to pedestrians from distracted drivers. The safest places to cross remain at the lights at Winningham and Westview.
- Finally, although Houston has decided to re-stripe their road north of Spring Valley, it doesn't follow that it is the best solution for our Village. There may be a legitimate need for a center turn lane on their stretch of Bingle because there are numerous businesses, churches, gated communities and side streets that might benefit from a dedicated center turn lane. Our section of Bingle is very different.

I was concerned by the low level of participation in this week's Zoom meeting. I wonder how many households actually received a notice about the meeting? It certainly would have helped if a second notice had been sent closer to the actual meeting time. Because all residents of Spring Valley would be affected by this major change to our busiest thoroughfare, I would think the City would want to notify everyone (and not just subscribers to Spring Valley's email notifications) about the proposed changes. Couldn't our city budget fund the mailing of a post card to each household containing details of important public meetings like this?

Again, thank you for your informative meeting on the 29th. I hope Spring Valley will seek more community input before making a decision that will affect all of its residents.

Regards,

Leslie Davis

8493 Burkhardt Road

From: [mike belcher](mailto:mike.belcher)
To: [Pat Riley](mailto:Pat.Riley)
Cc: Mayor
Subject: Comments on Proposed Reduction of Lanes on Bingle
Date: Wednesday, June 30, 2021 2:30:46 PM

 **IRONSCALES couldn't recognize this email as this is the first time you received an email from this sender mike.l.belcher@hotmail.com**

I am a Spring Valley resident living at 8635 Cedarbrake Dr and want to express my deep concerns with the proposed reduction of lanes on Bingle. I attended the zoom meeting yesterday but it cut out numerous times and I did want to more fully state my concerns.

I have lived here about 35 years and like some of the callers stated, I do remember large backups when Bingle was a single lane in each direction which is why it was (had to) be widened. Traffic volume now is hugely larger than 35 years ago and it seems clear that reducing current lanes will cause congestion issues.

There already are backups on Bingle during certain hours of the day. Why did the traffic experts fail to notice this, or if they did, why did they ignore it? As the pandemic recovers, schools open for in-school learning, new housing developments north of Long Point get completed, and the economy picks up, the traffic volumes will be getting larger and backups with 4 lanes will be getting worse. Also, there already is cut thru traffic in Spring Valley with 4 lanes (as one of callers noted in Brighton Place, and even forcing us to put speed bumps on Merlin and nearby streets) which 2 thru lanes will seriously worsen.

Houston's idea to just narrow a quarter mile section of Bingle is a very bad idea. But they can do what they want and cause the large ensuing problems, we don't have to shoot ourselves in the foot if they do. At least the traffic backups will be mostly in Houston and residents there may not tolerate this for long before they demand it be changed. Bike lanes that do not start or end anywhere are of little to no value. As one caller noted, bike lanes right next to the road are little used and highly risky when used, even if they are cleared frequently of debris and hazards.

I do agree that certain sections of Bingle in our city are dangerous to walk on. The sidewalk area near the Carmel area is particularly bad. I agree full heartedly that trimming some of the vegetation is needed there. Also it may be possible to take out some plants (I think a lot of oleanders did already die in the freeze in that area) and maybe the sidewalk could be expanded away from the road. Another possibility is putting in some guard rails along some of those narrow sections. This has in fact been done in Hunters Creek along the sidewalk on Voss just south of I-10. Studying these types of options (posts, rails, trimming, sidewalk expansion) should be pursued in my opinion.

If you are still considering reducing lanes on Bingle, you may want to do a survey of residents. Judging by my discussions with neighbors, it would be very unpopular and not favored by a large majority. Some may even think you must be joking with them to even suggest it.

Thank you for reading this long note.

Mike Belcher

8635 Cedarbrake Drive
281-799-2141