

Proposed Bingle Road Traffic Improvements

Virtual Public Meeting

Tuesday, June 29, 2021

6 pm



EST. 1955

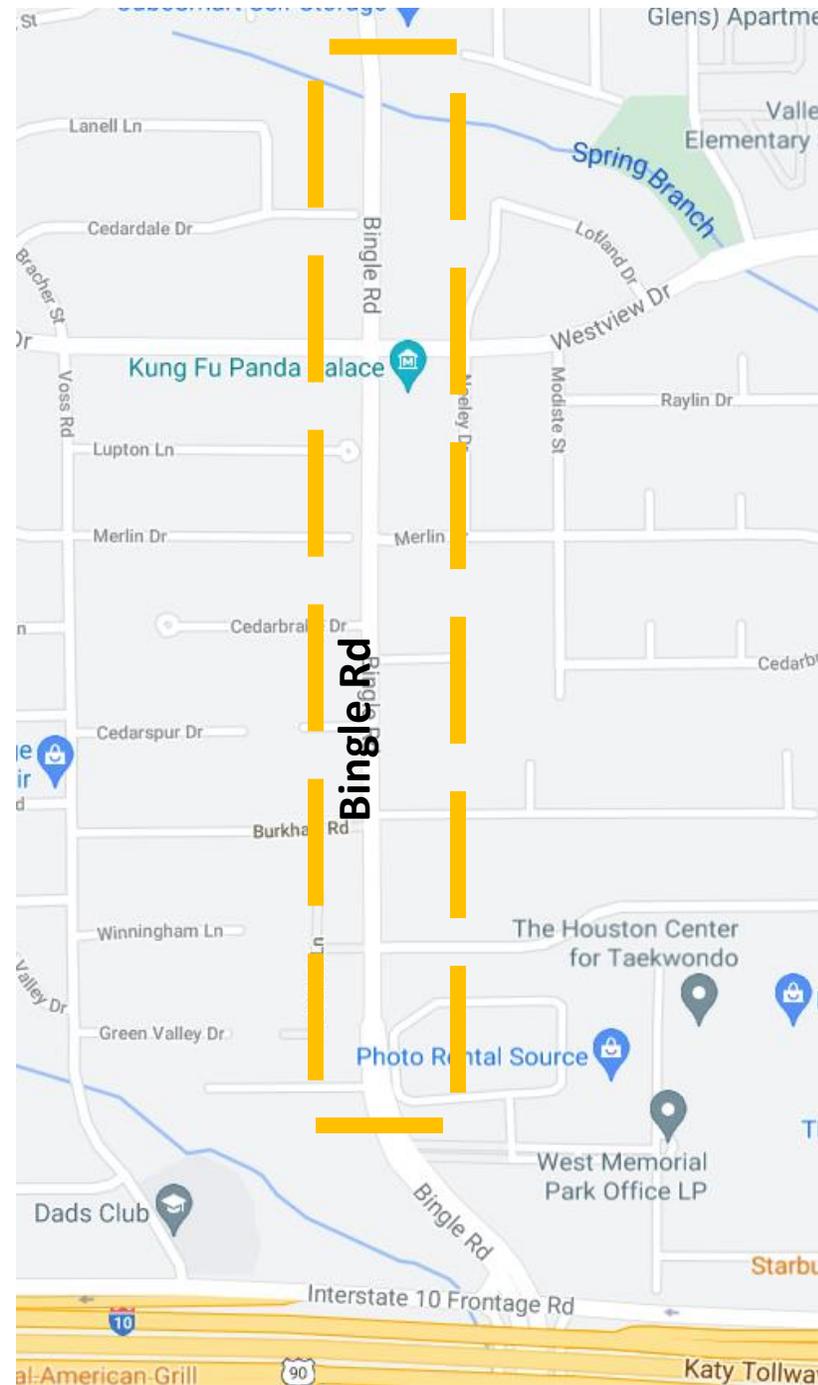
SPRING VALLEY

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



Project History

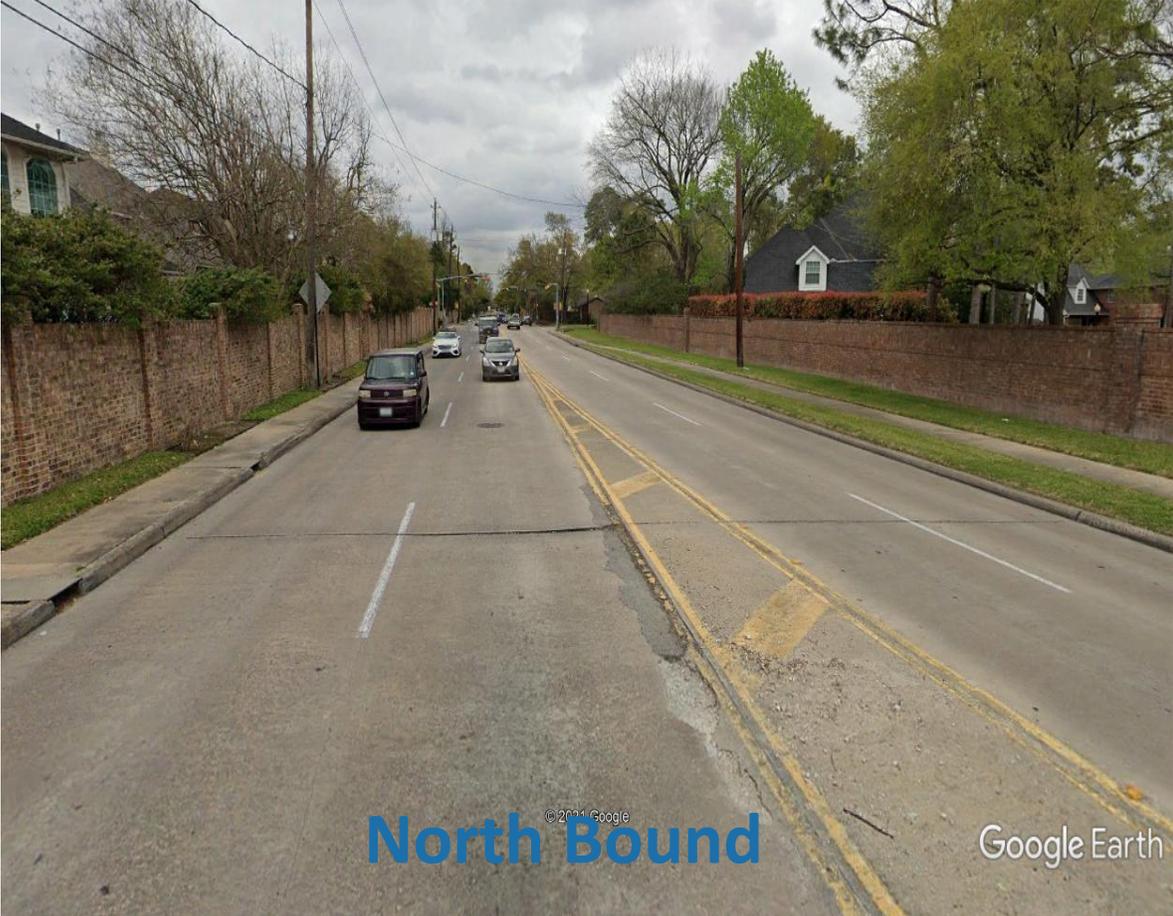
- May 2020 – Safety and Mobility Study for the Bingle Road corridor begins in the City of Spring Valley Village.
- April 2021 – Safety and Mobility Study for the Bingle Road corridor is completed - Bingle Road Road Diet Scenario was analyzed and recommended to improve safety along the corridor.
- April 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.



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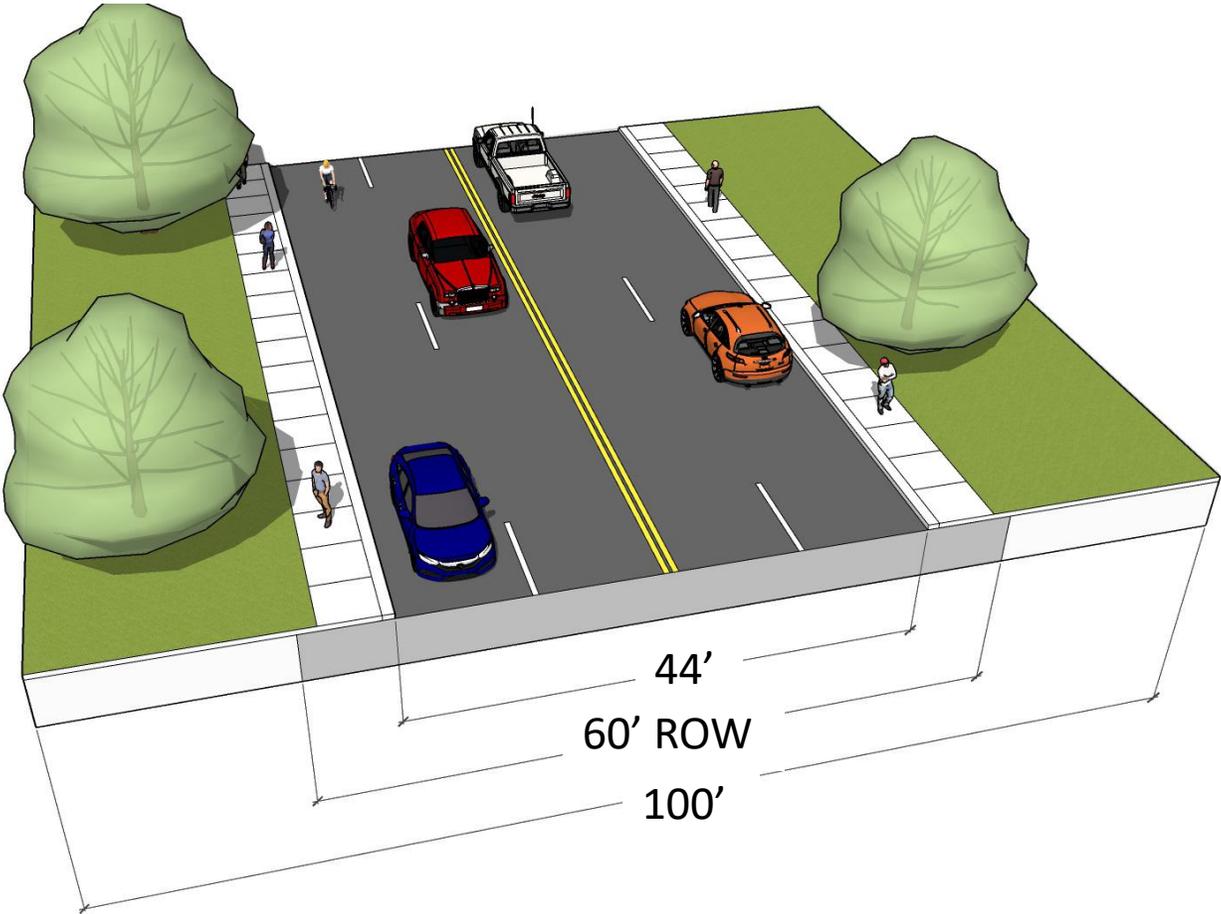
Existing Street Section



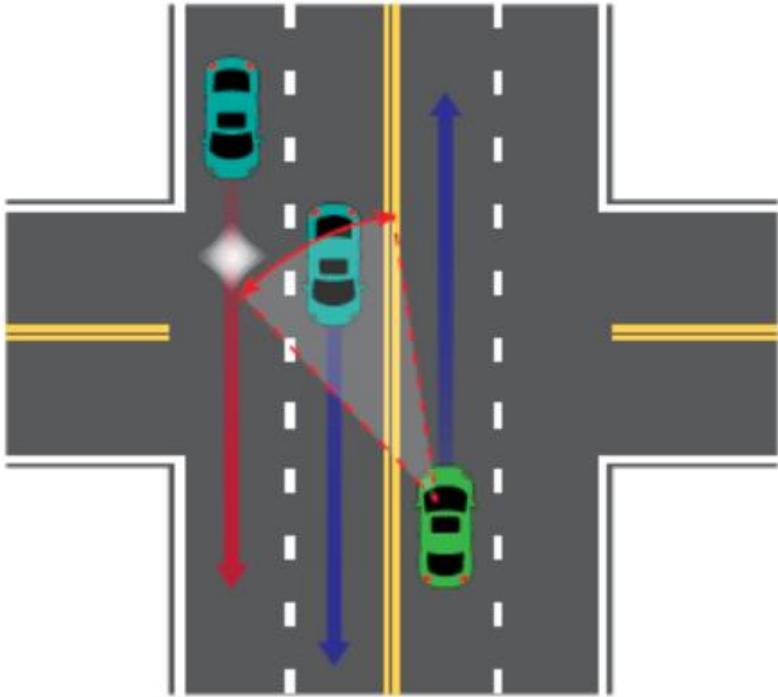
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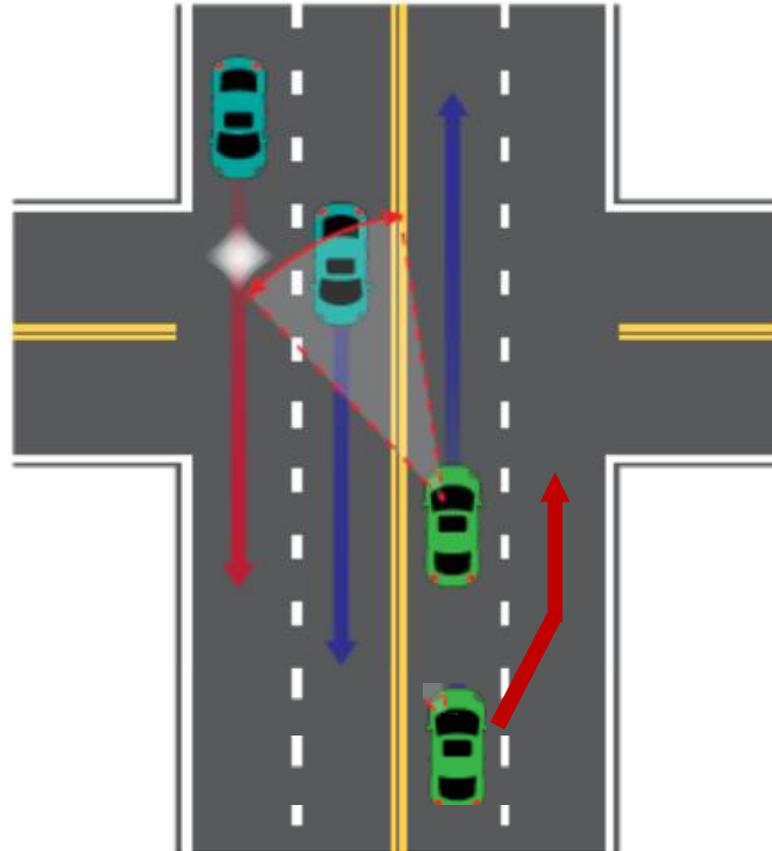
Existing Street Cross Section



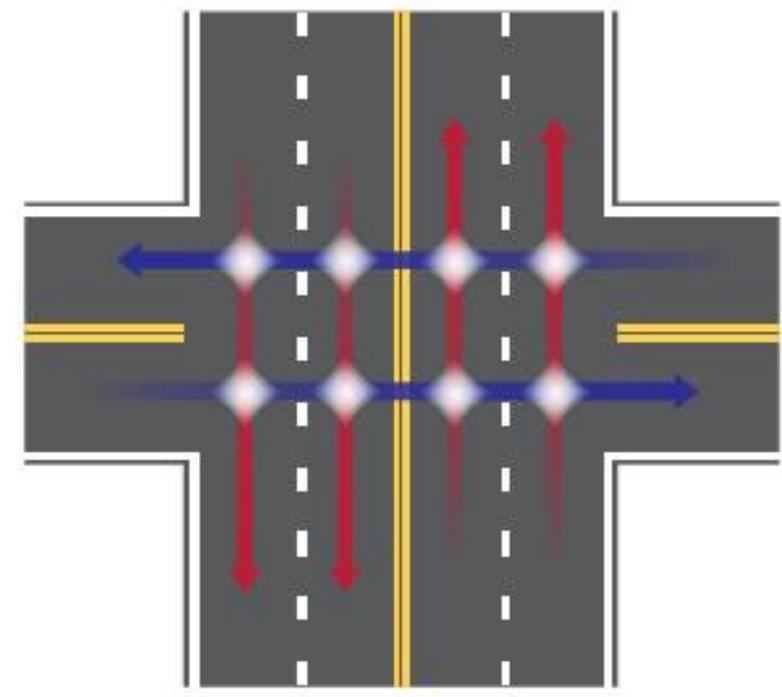
Existing Traffic Conditions



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.

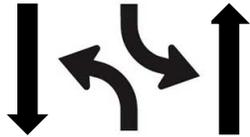
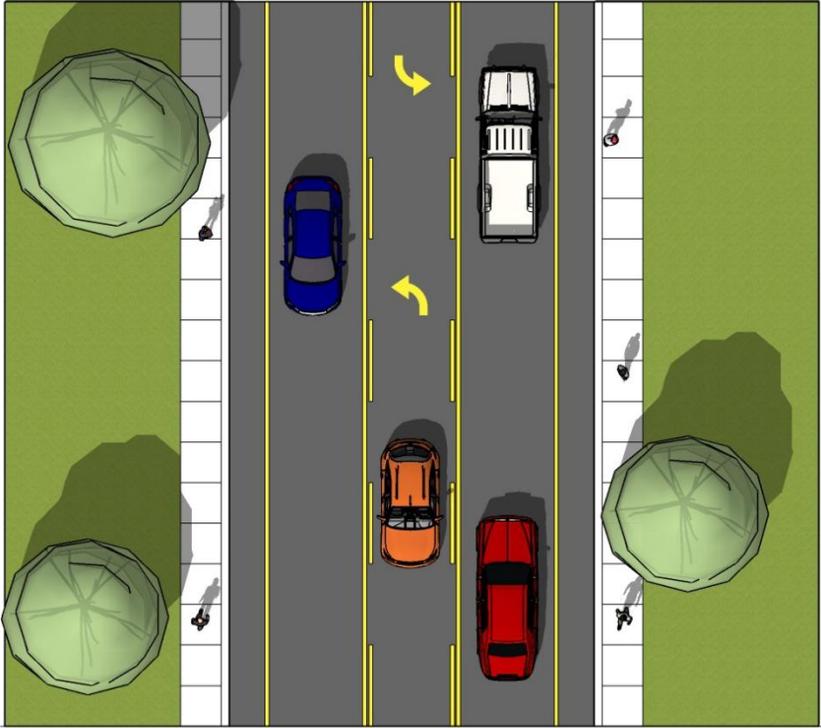
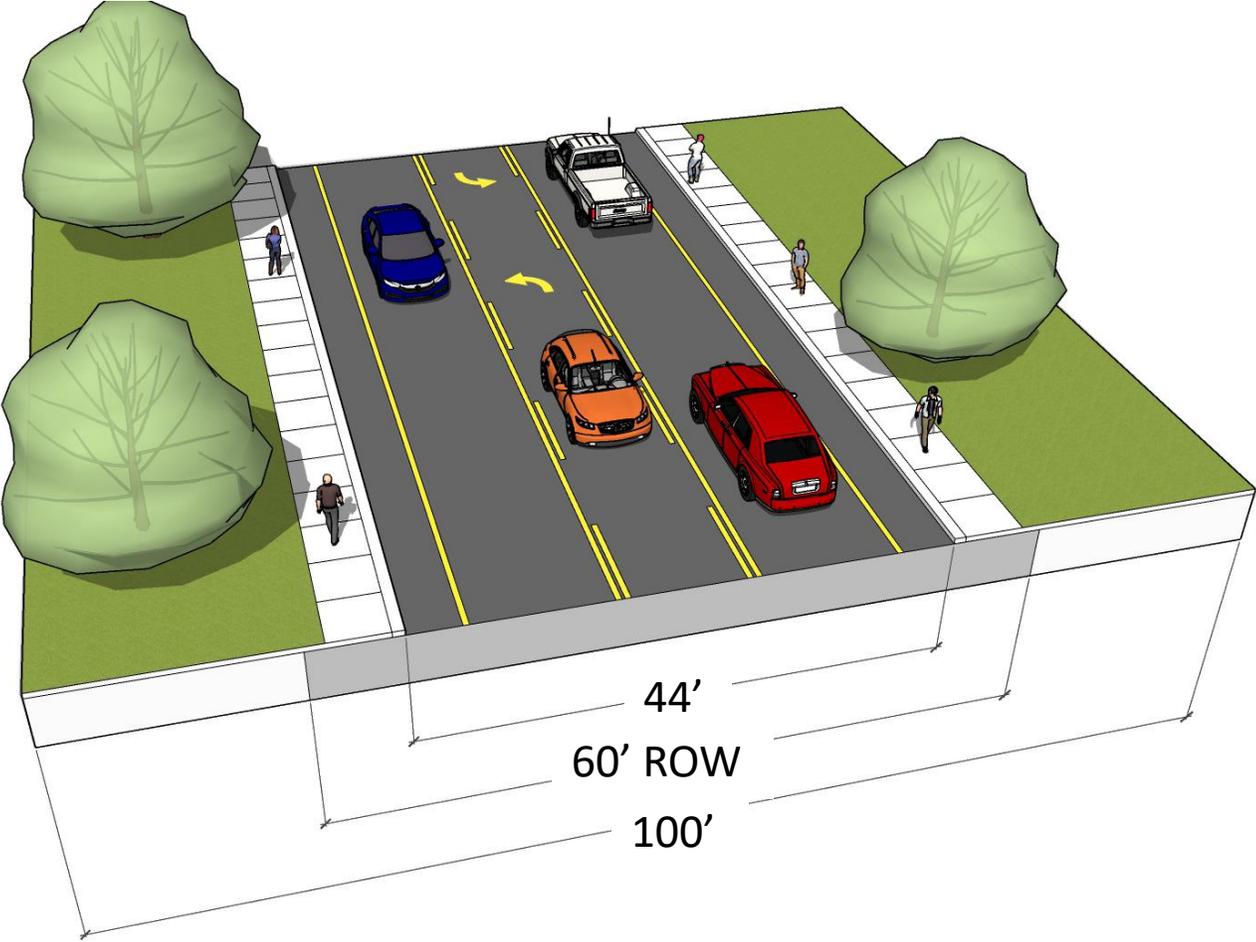


Safety & Mobility Study Findings

- 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

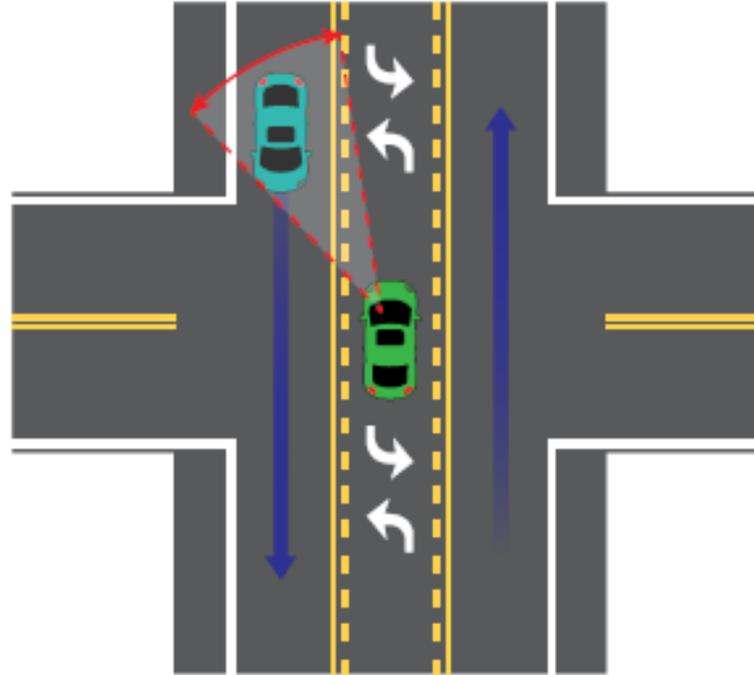
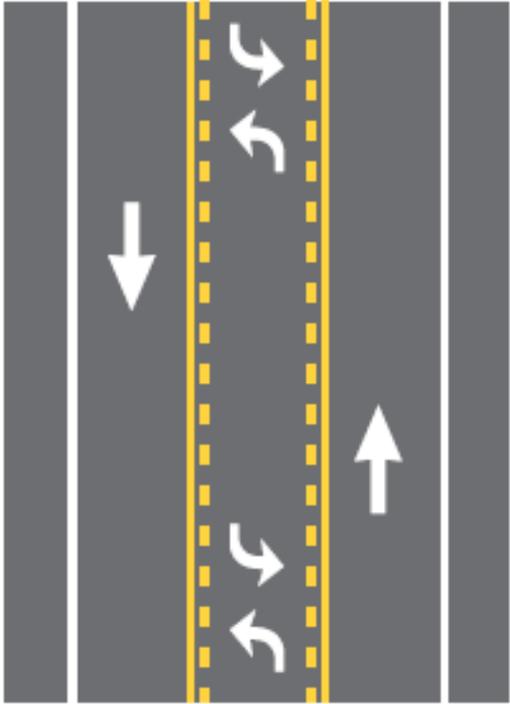


Benefits of Proposed “Road Diet”

- 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.

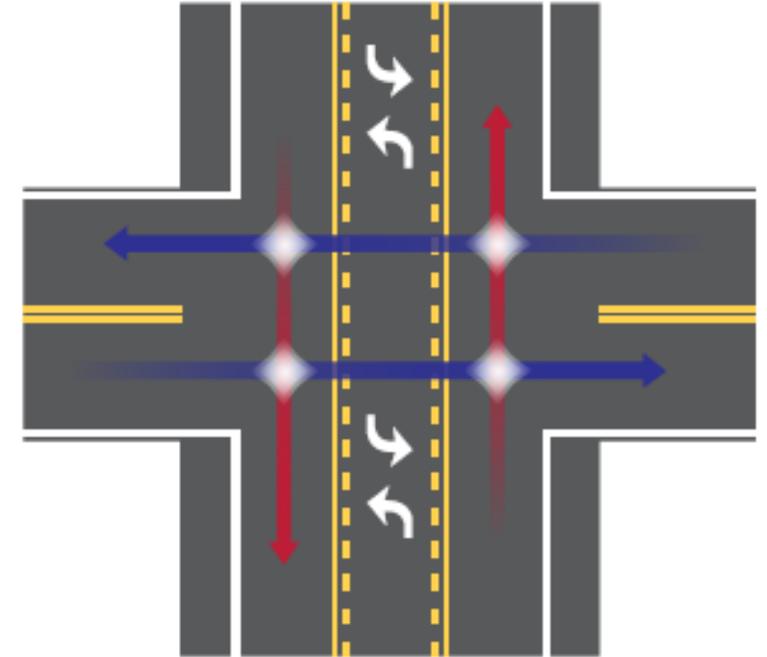
Source: US Department of Transportation, Federal Highway Administration and Safety & Mobility Study for the City of Spring Valley Village

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.

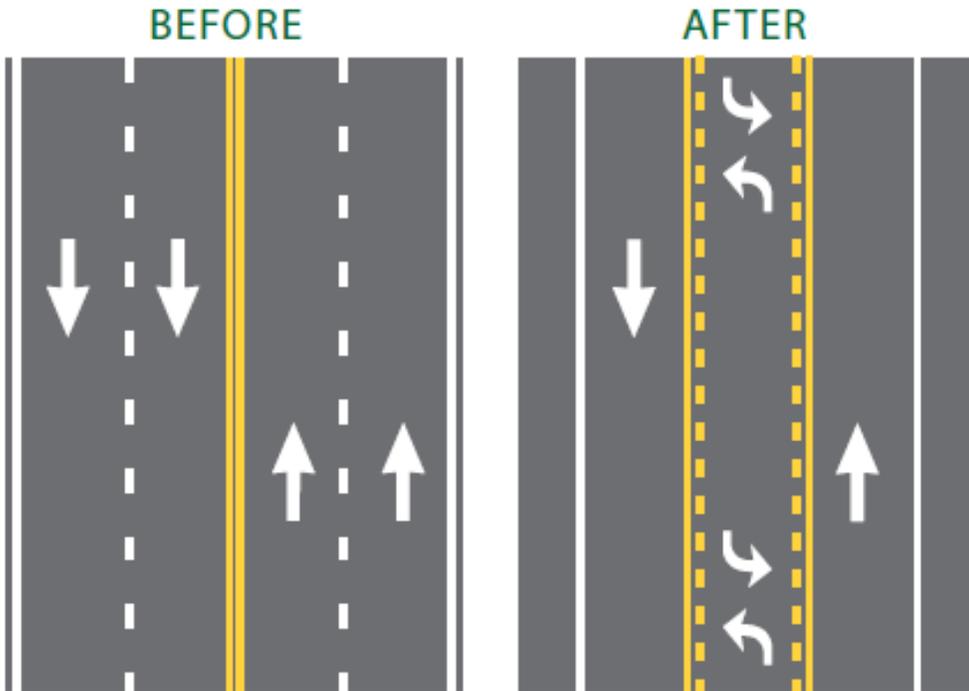


Side streets navigating fewer lanes. More comfortably enter mainline.

- 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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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



3 lanes

Example:
Studewood
35 mph



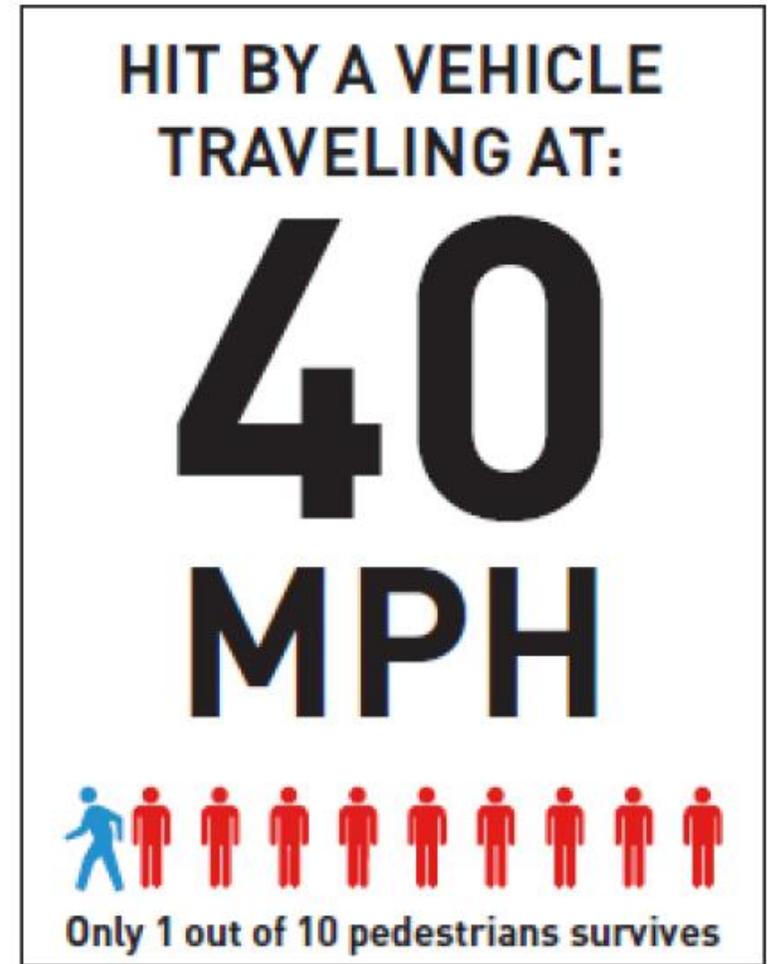
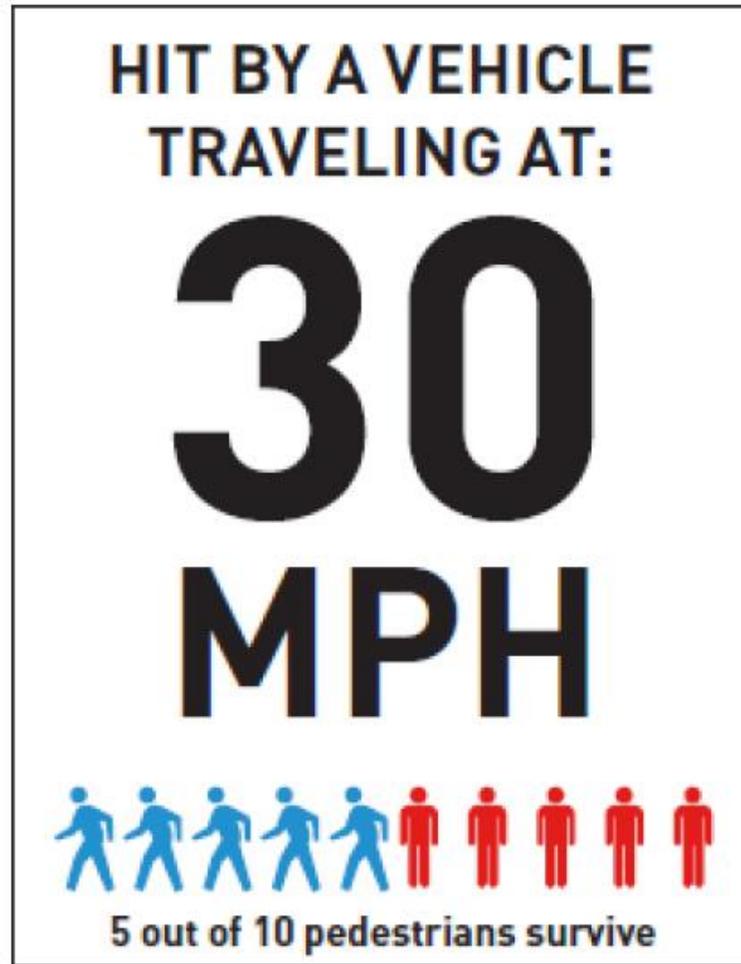
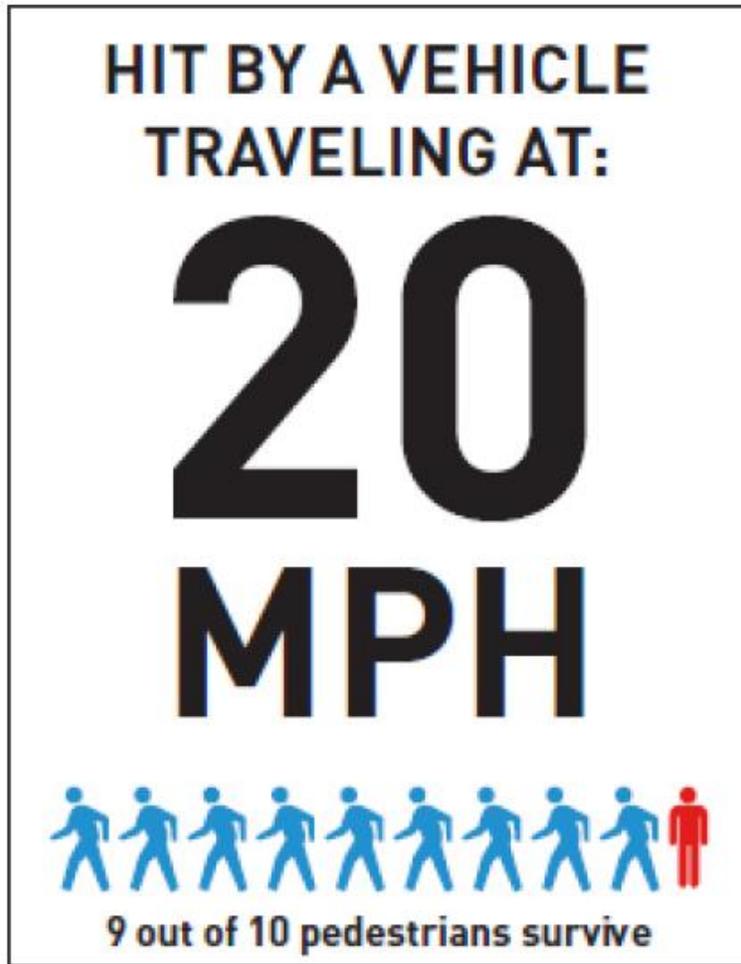
2 lanes

Example:
Local
30 mph



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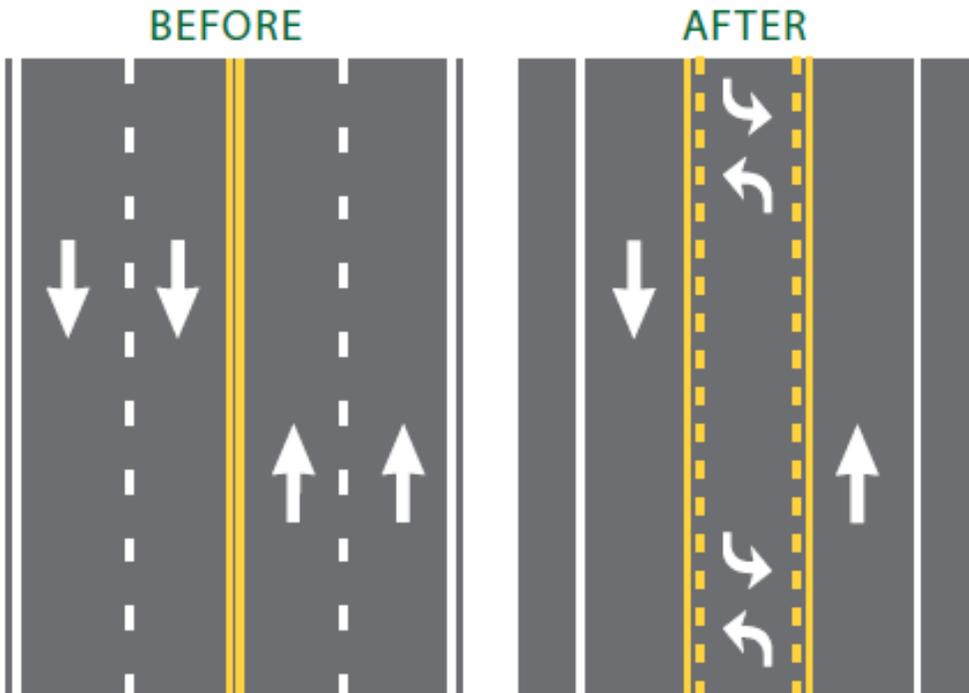
Bingle Road:
30 to 41.5 mph



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

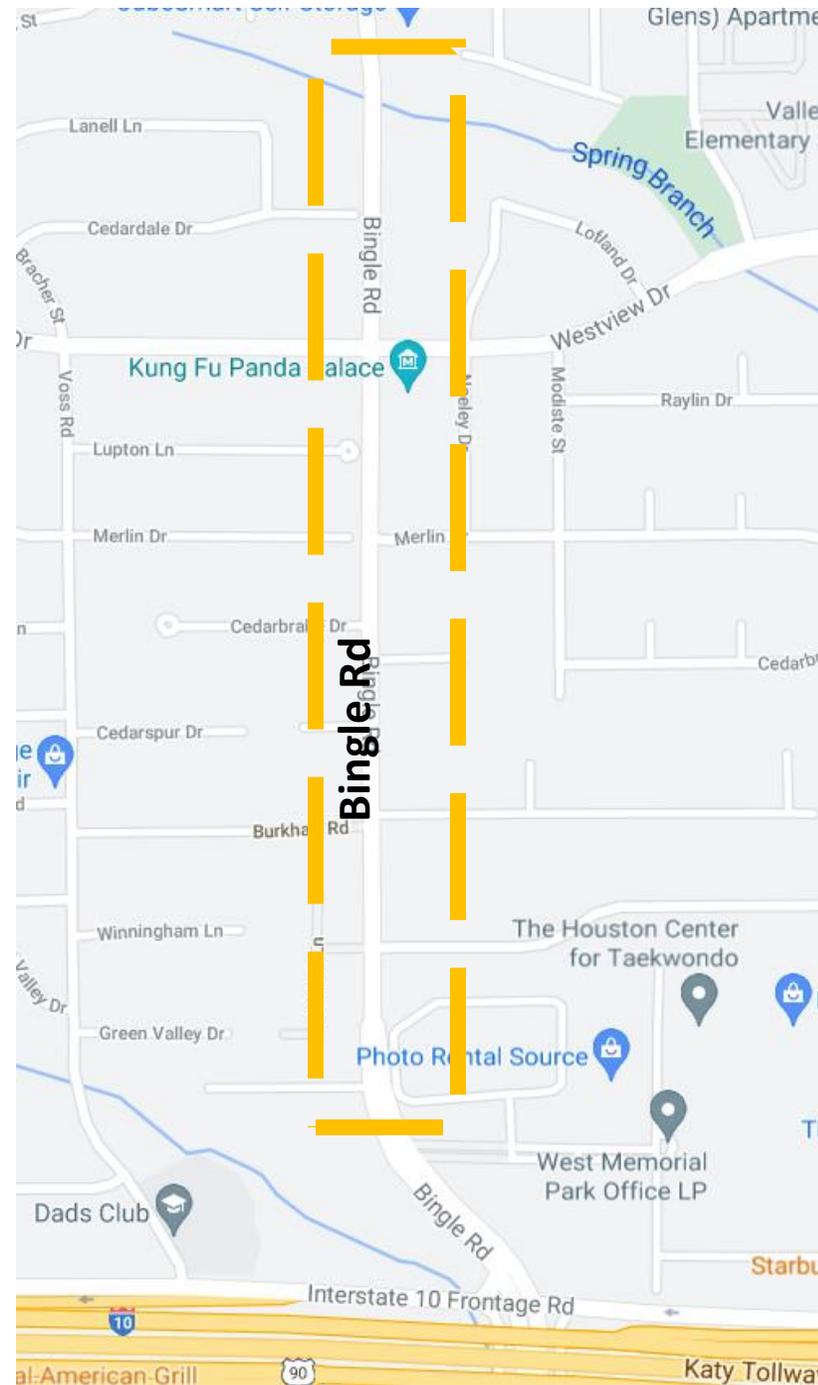
Peak Hour 5 PM: 1,738 vehicles

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

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