Proposed Bingle Road Traffic Improvements

Virtual Public Meeting

Tuesday, June 29, 2021

6 pm

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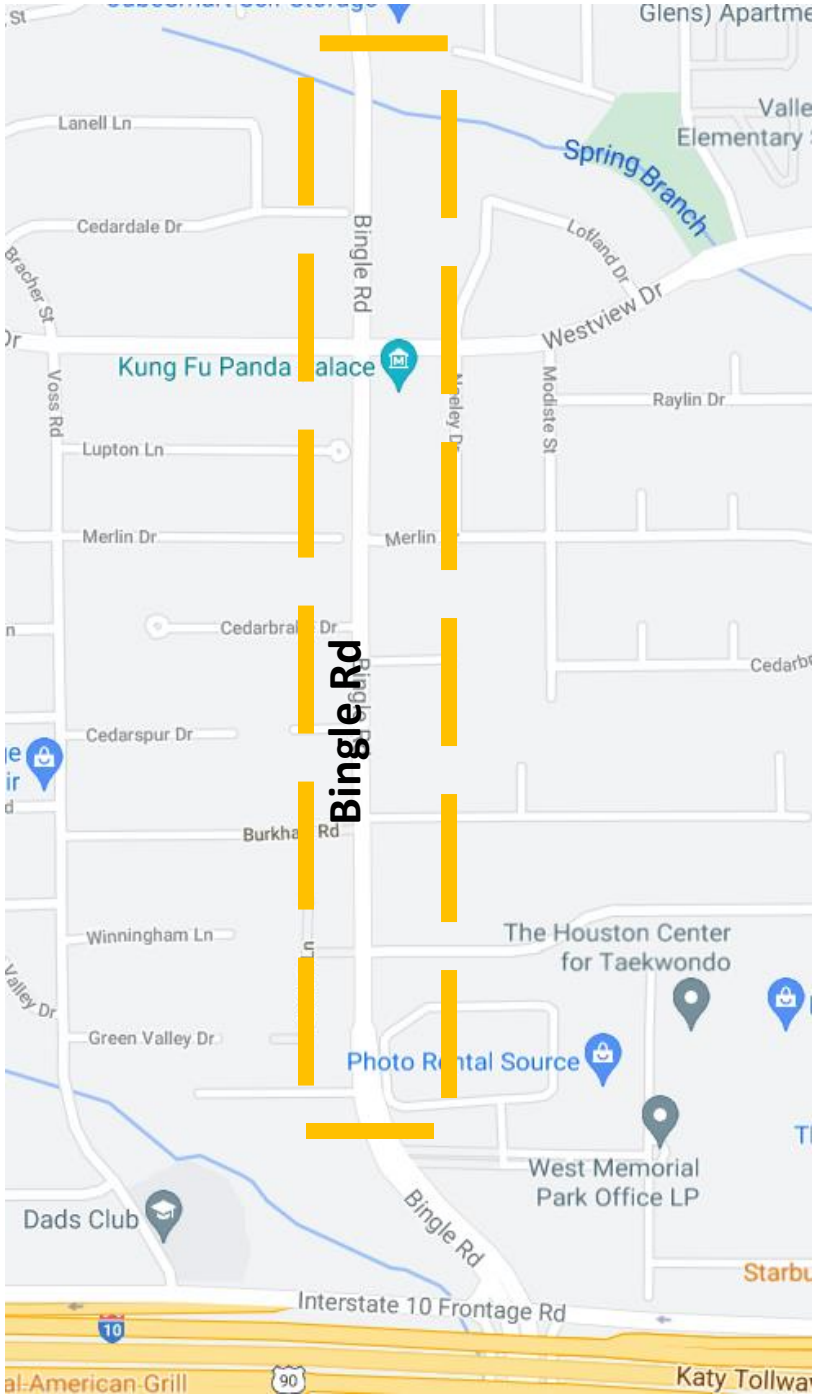
Slides and Graphics are from City of Houston Presentation

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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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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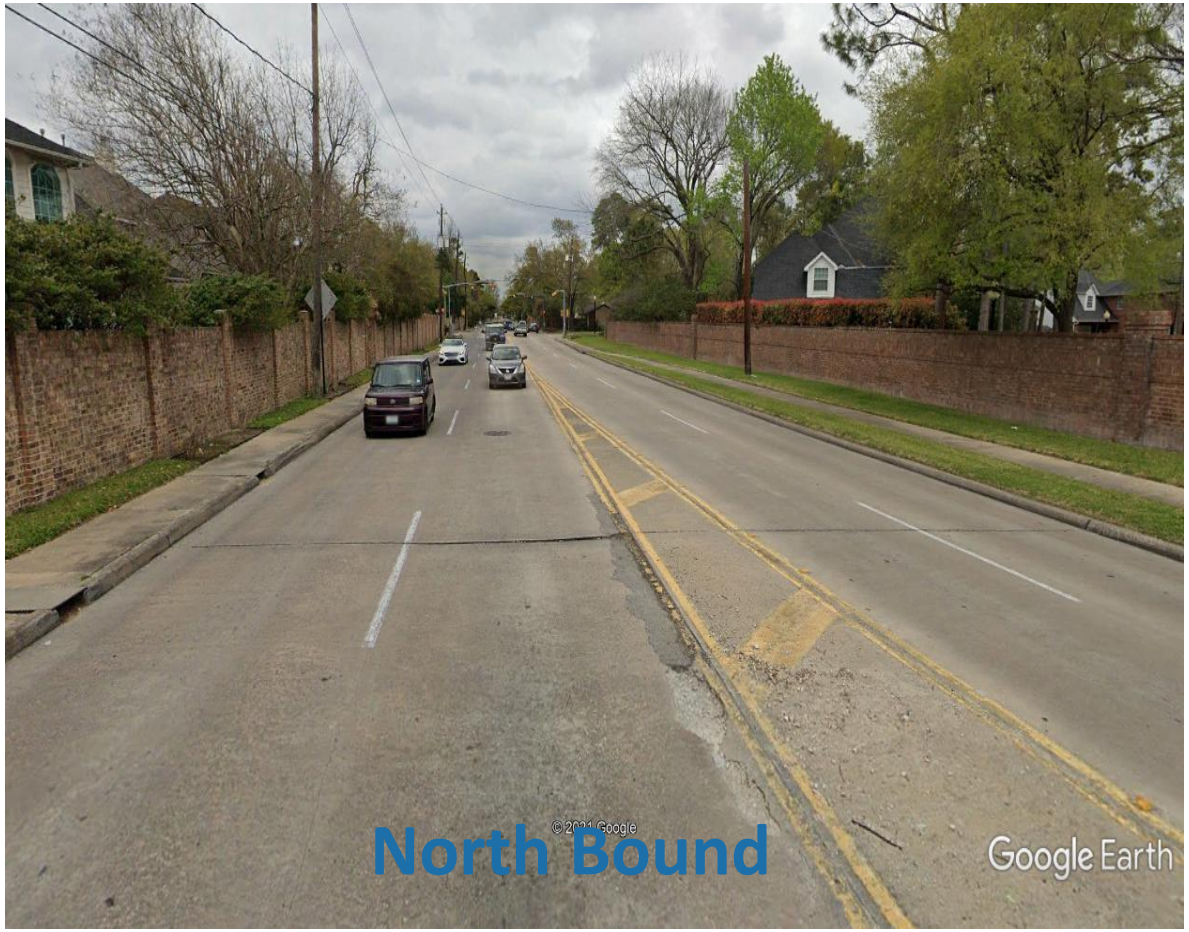
Existing Street Section



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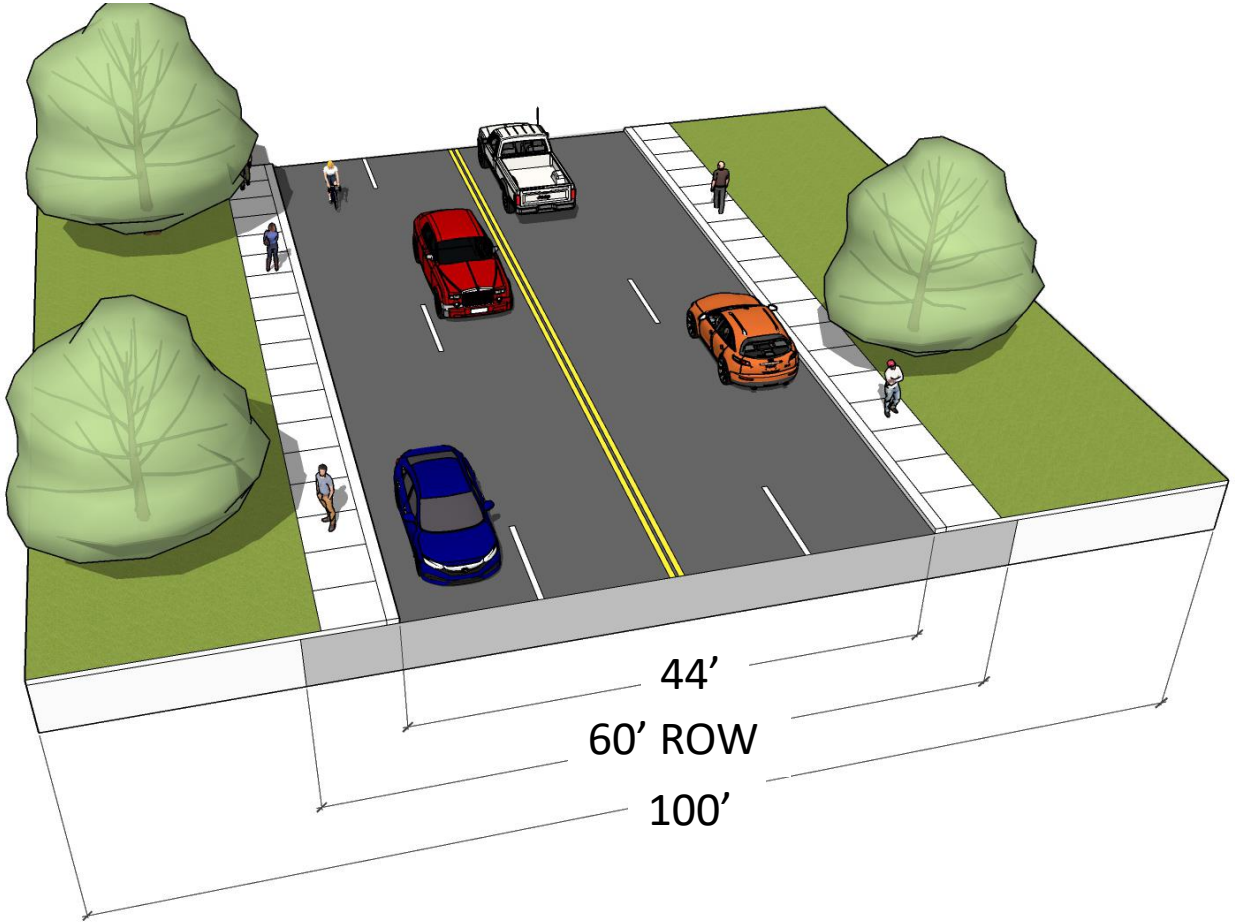
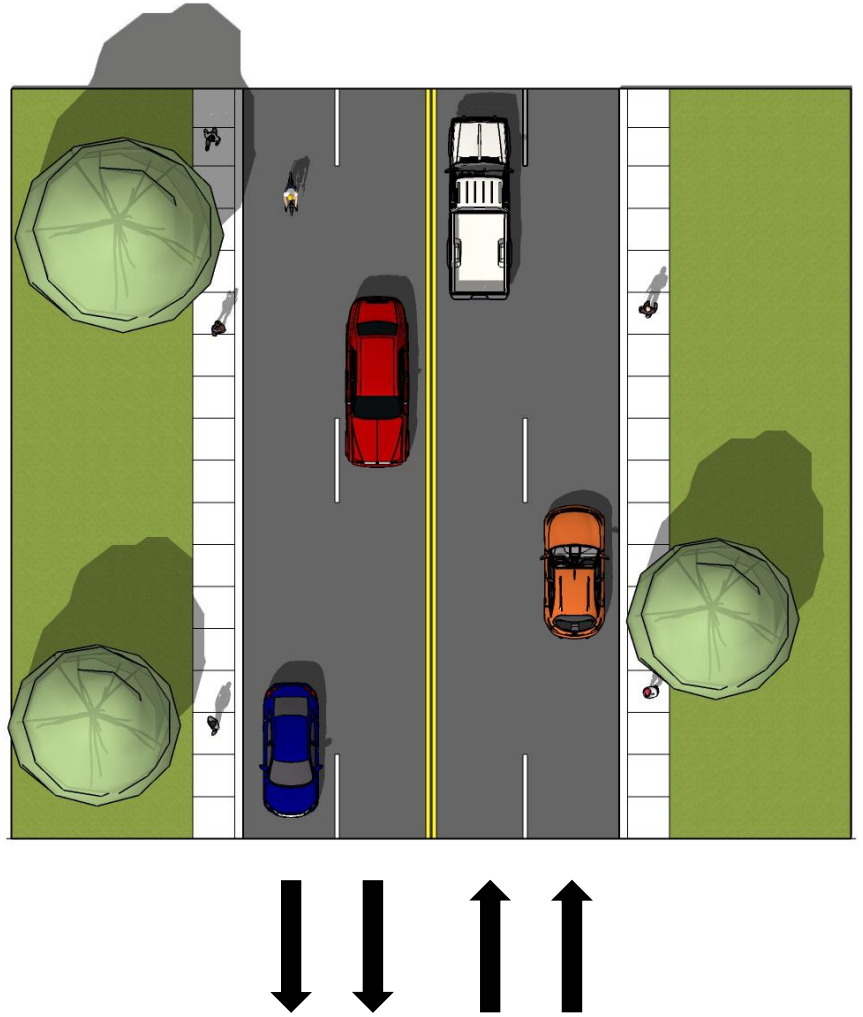
Existing Street Cross Section





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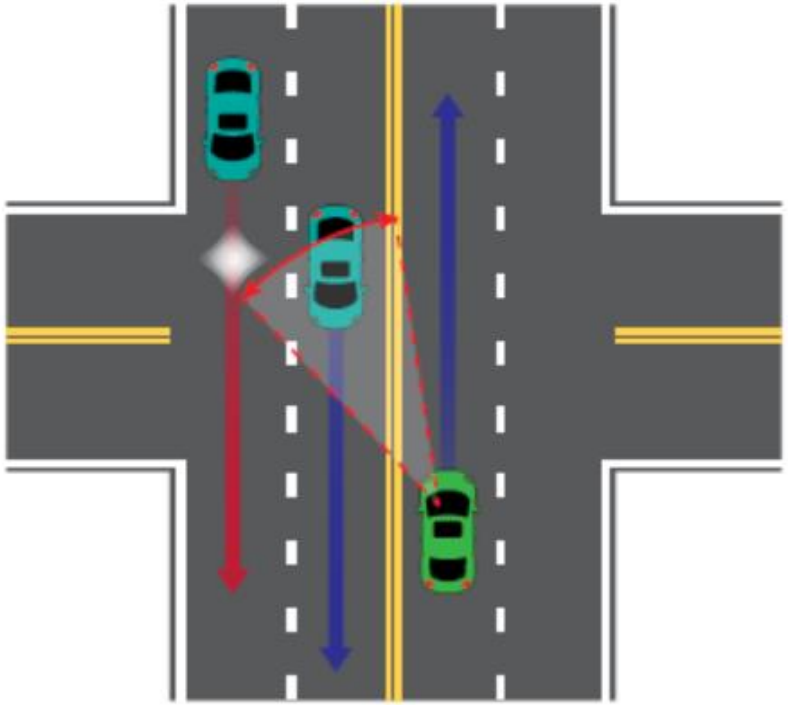
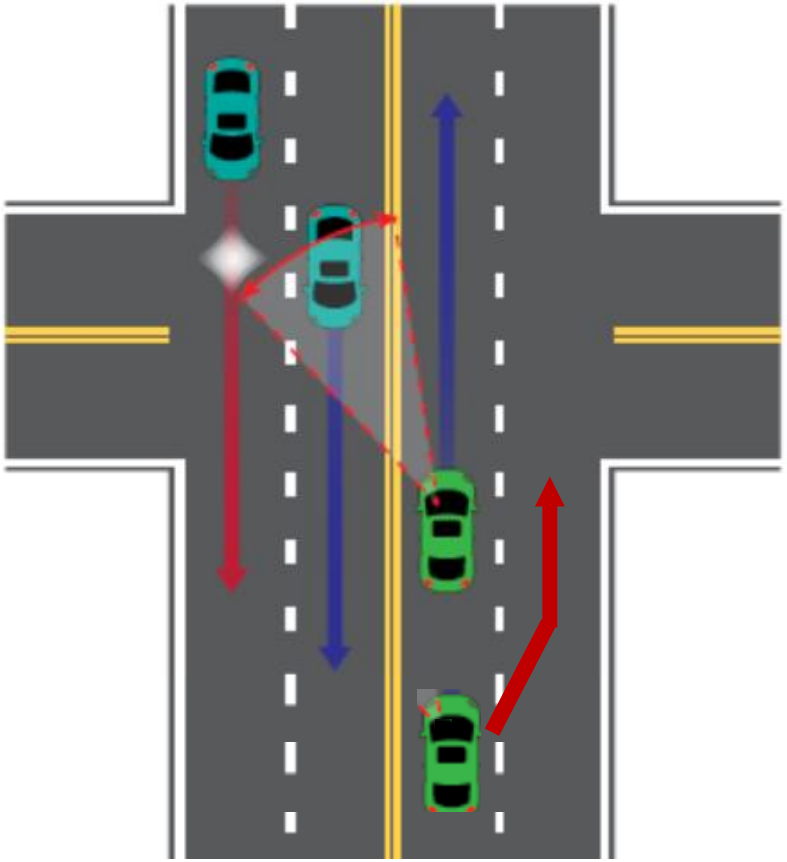
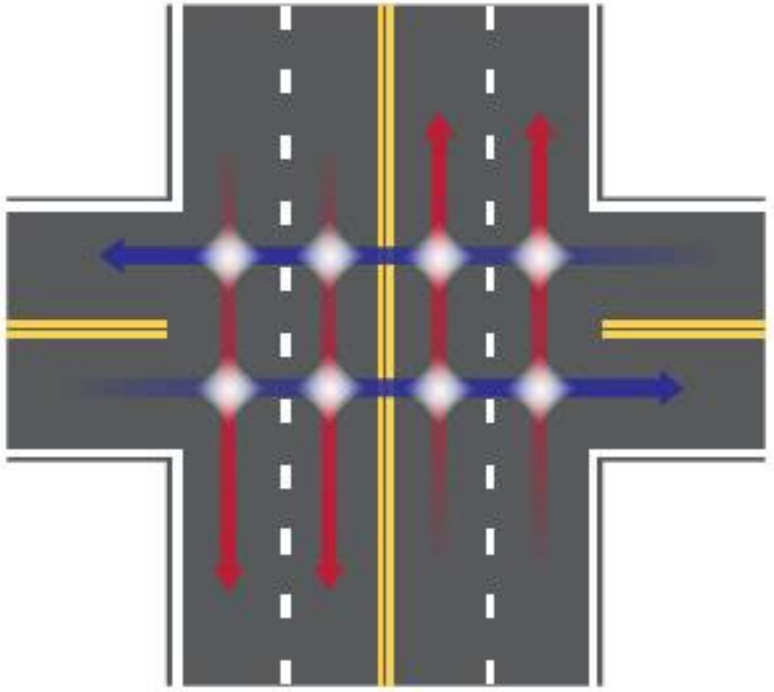
Existing Traffic Conditions



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.

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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

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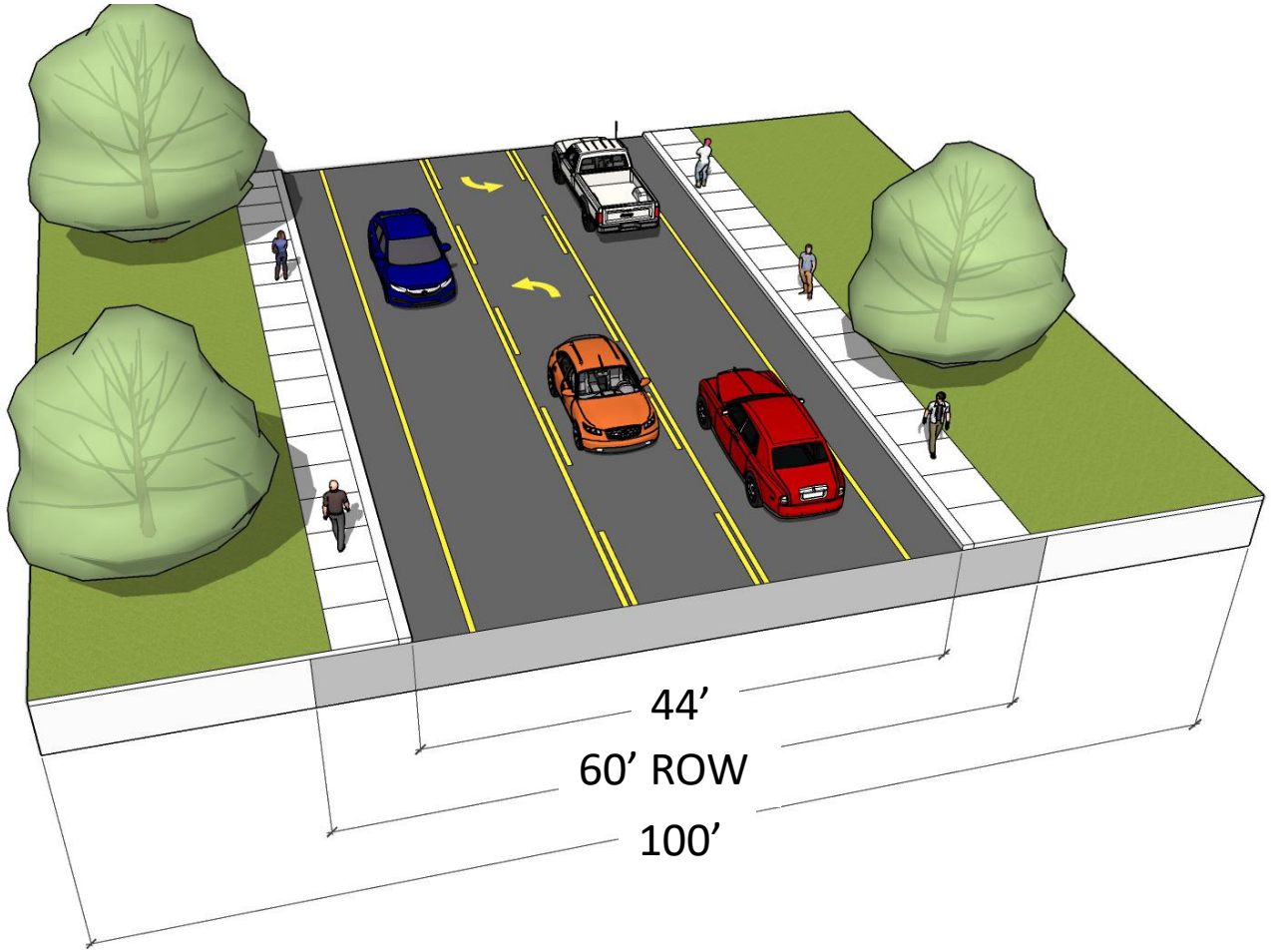
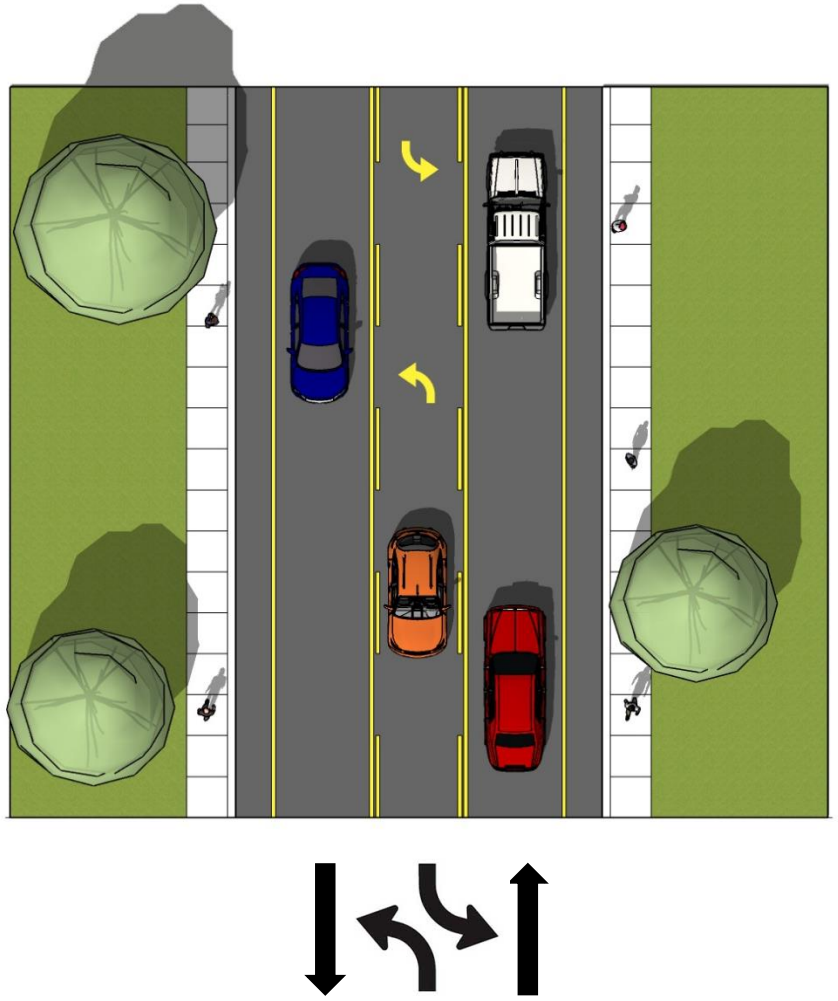
Proposed Road Diet Street Cross Section





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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

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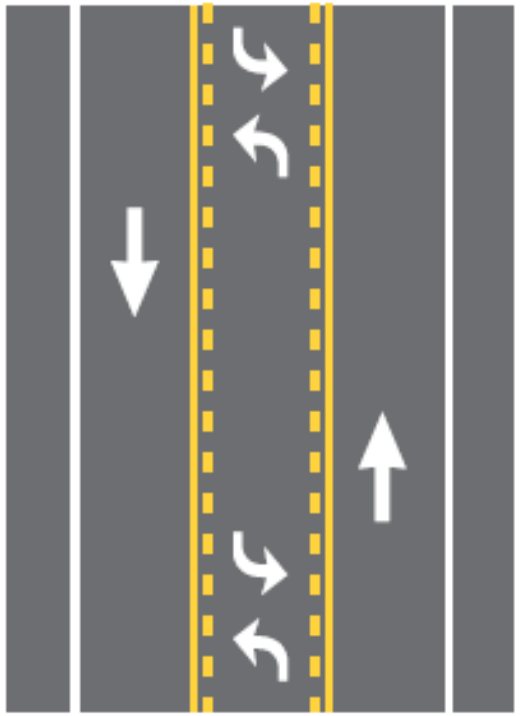
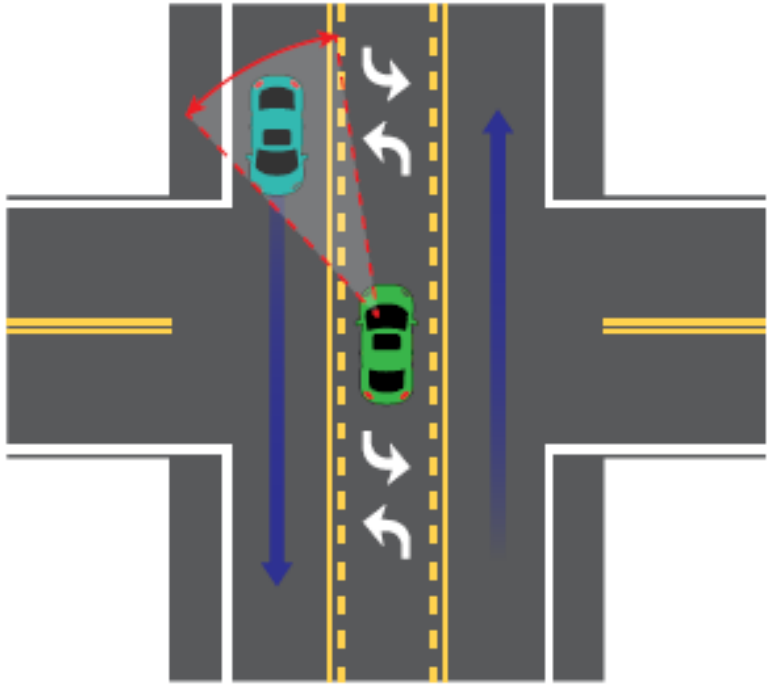
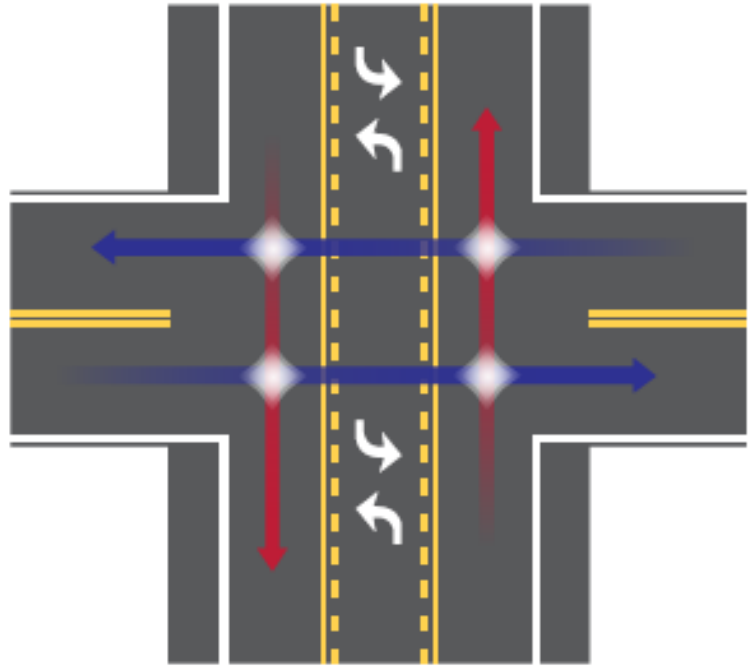
Three-lane Traffic Conditions





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

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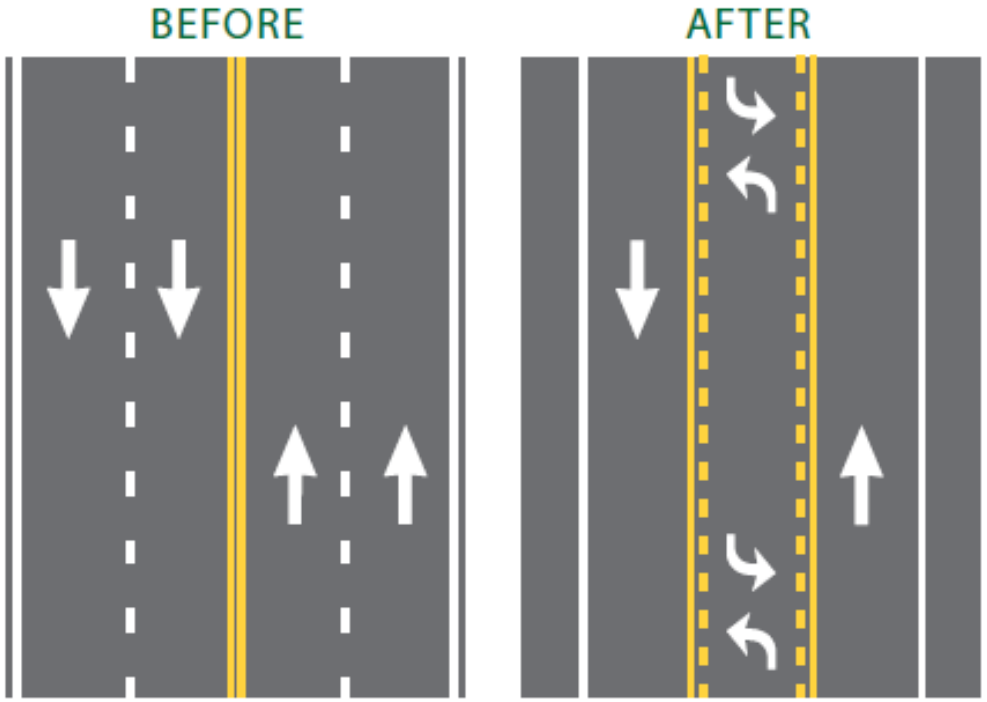
Benefits of Three-Lane Roadway



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

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

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

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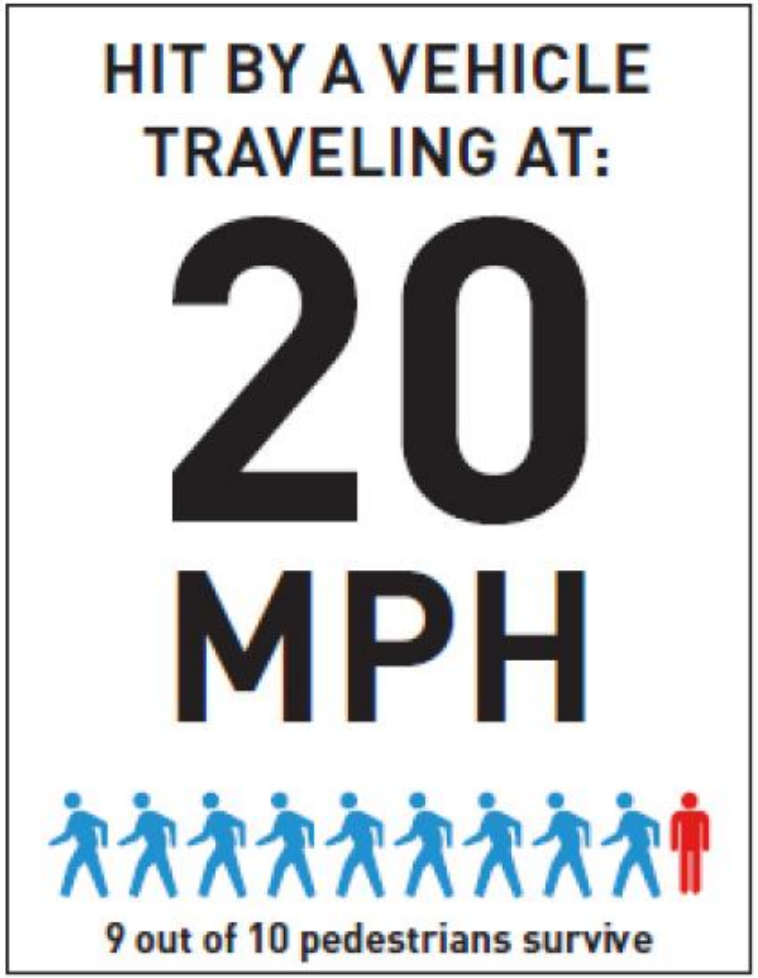

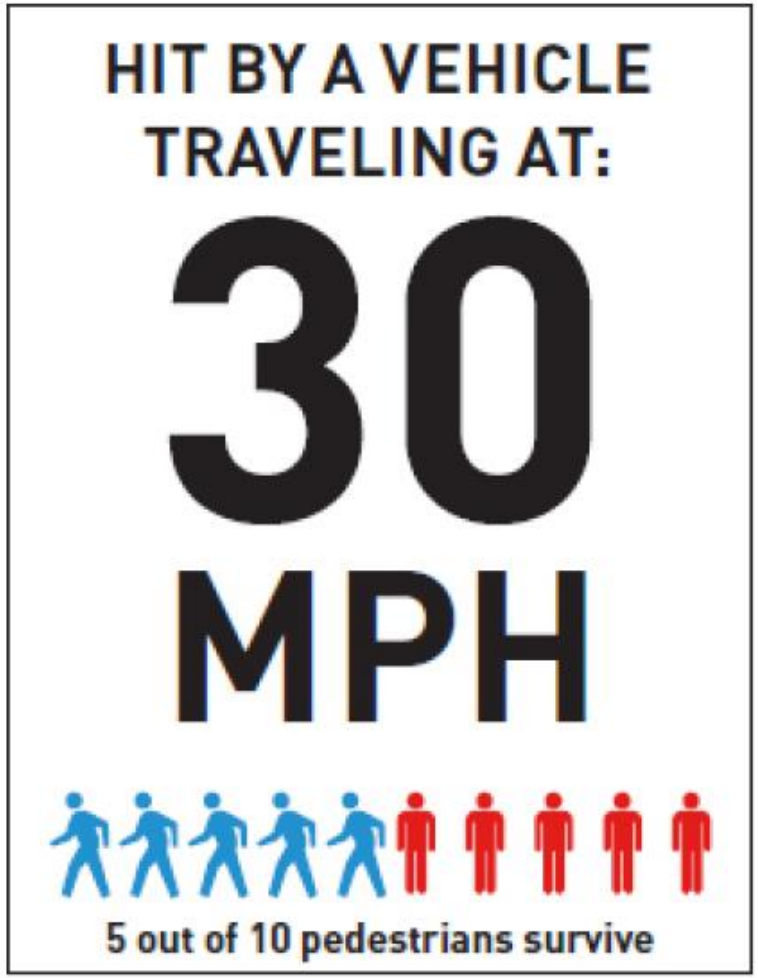

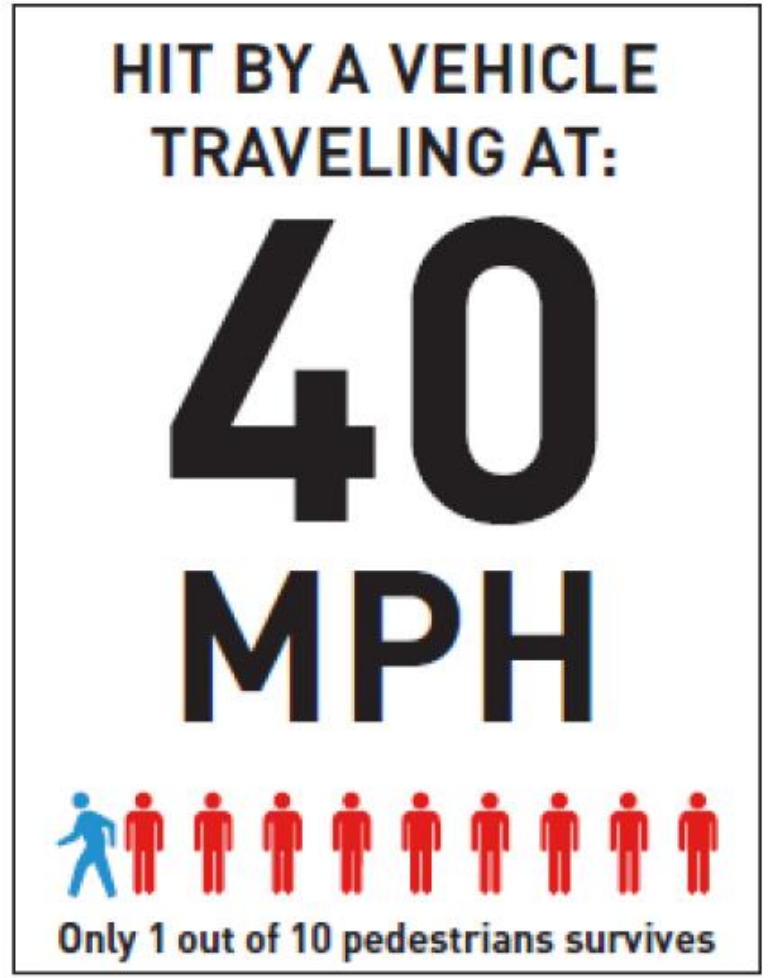

Chance of Pedestrian fatality at various impact speeds

Information from US Department of Transportation, Federal Highway Administration

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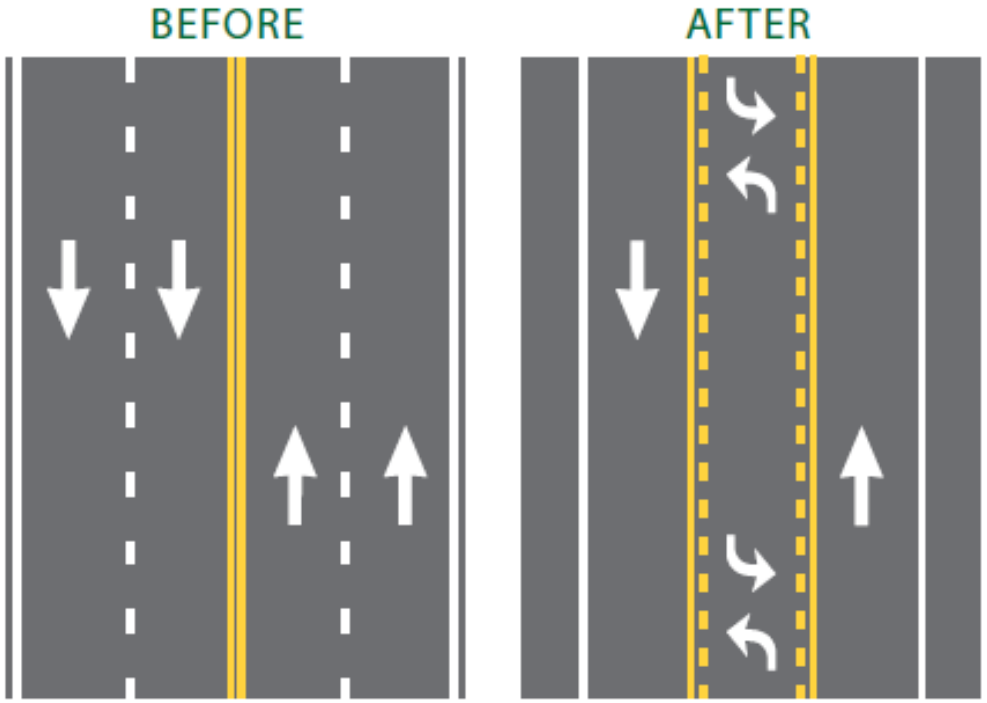

Street Traffic (2021)

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

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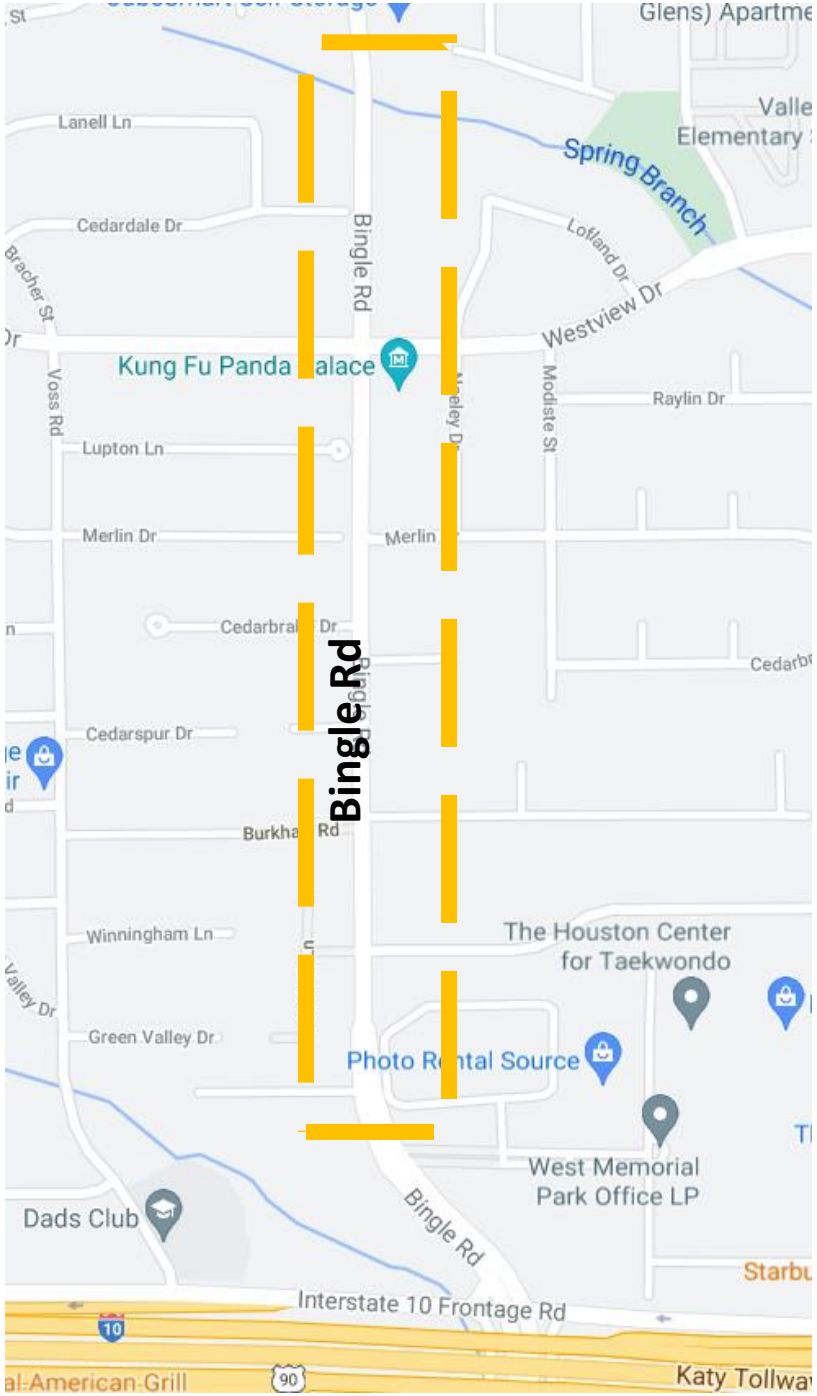
LOCATION	STREET	TRAFFIC BEFORE	TRAFFIC AFTER
Covington, WA	State Road 516	29,900	32,800
East Lansing, MI	Grand River Boulevard	23,000	23,000
San Francisco, CA	Valencia Street	22,200	20,000
Oakland, CA	High Street	22,000	24,000
Toronto, ON	Danforth	22,000	22,000
Charlotte, NC	East Boulevard	21,400	18,400
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



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Contact Info

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