

Appendix A
Engagement
Materials

Steering Committee
#1
February 4, 2025



Memorial Drive Bicycle and Pedestrian Study

February 5, 2025



Steering Committee Meeting #1



Regional Collaboration • Transportation Planning • Multimodal Mobility

Welcome!

- Energy Corridor District
- Consultant Team
 - TEI Planning + Design
 - Ultra Barrio
 - Gauge Engineering
 - Outside Voices
- H-GAC
- Steering Committee:
 - City of Houston Public Works, Planning Department, METRO, HPD, HFD, TxDOT



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Houston-Galveston
Area Council

Meeting Agenda

- H-GAC Project Background
- Introductions
- Role of Steering Committee
- Existing Conditions Presentation
- Goal Setting Activity
- Next Steps



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Memorial Drive Ped/Bike Study

- Primary study corridors are Memorial Drive and Grisby Road
- Improve **Multimodal Connectivity** throughout Energy Corridor District
- Enhance **Multimodal Safety** at intersections and improve ped/bike crossings
- Identify opportunities for improved **Placemaking** and **Public Spaces** that advance the District's vision



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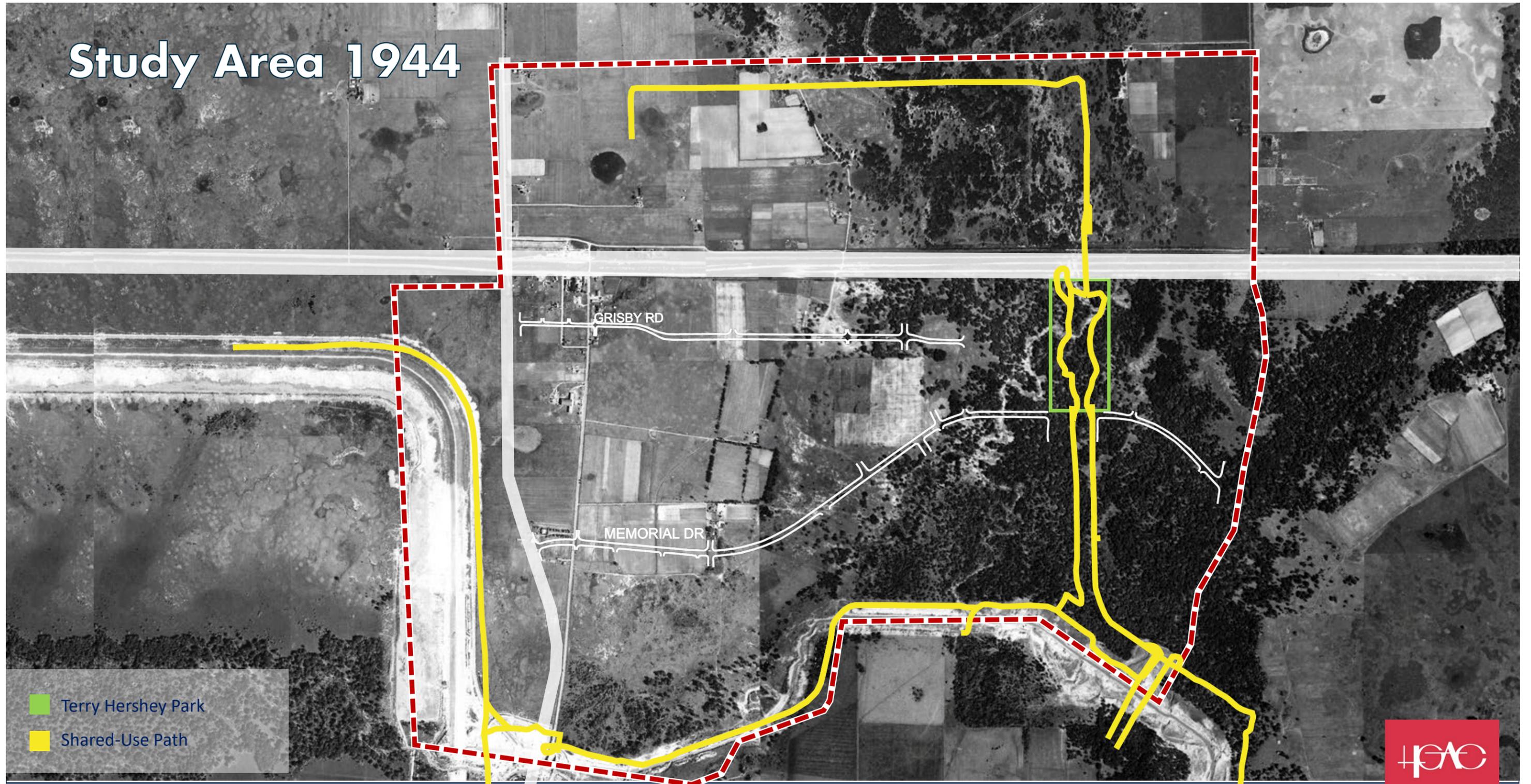
EXISTING CONDITIONS

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Study Area 1944

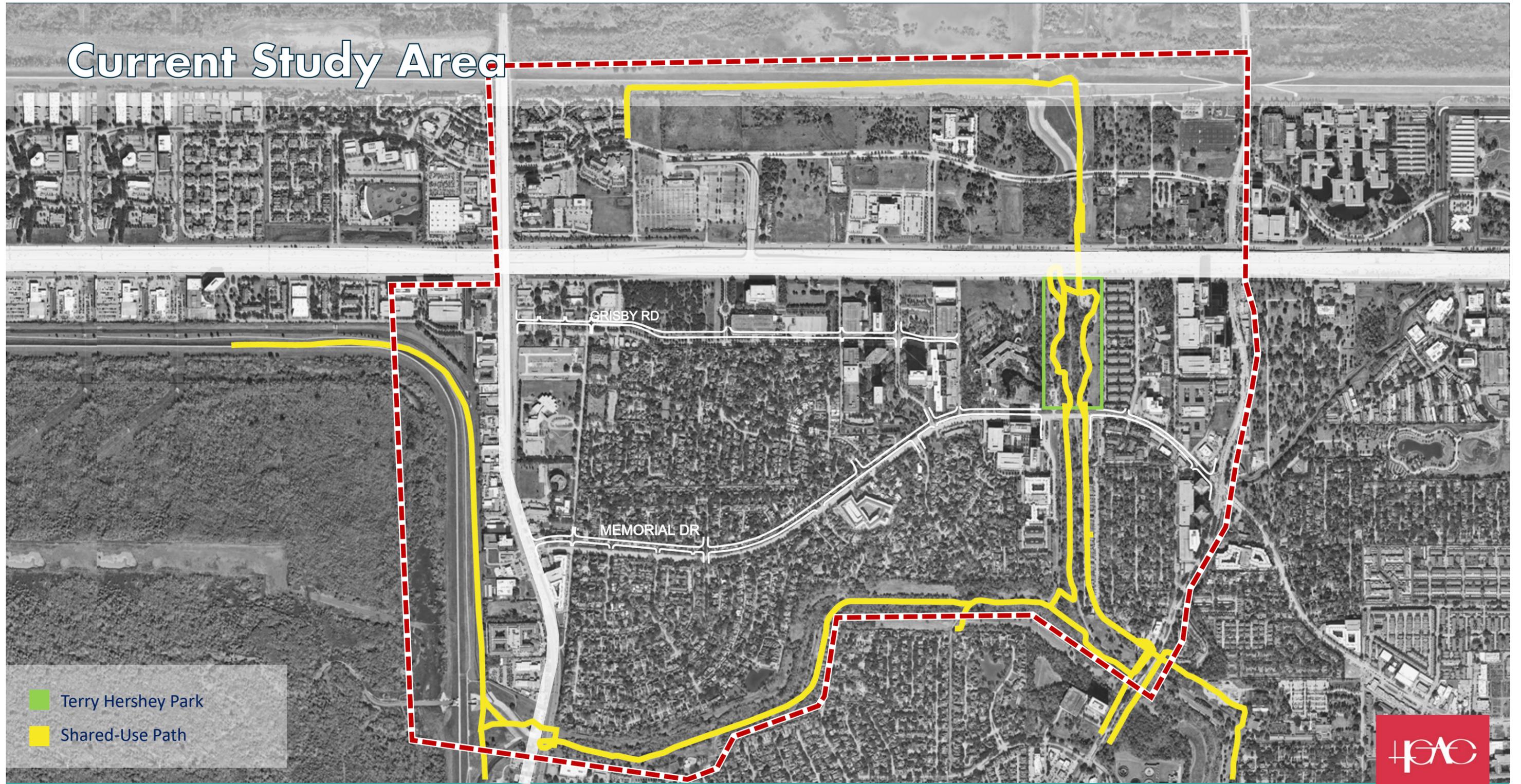


- Terry Hershey Park
- Shared-Use Path



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Current Study Area

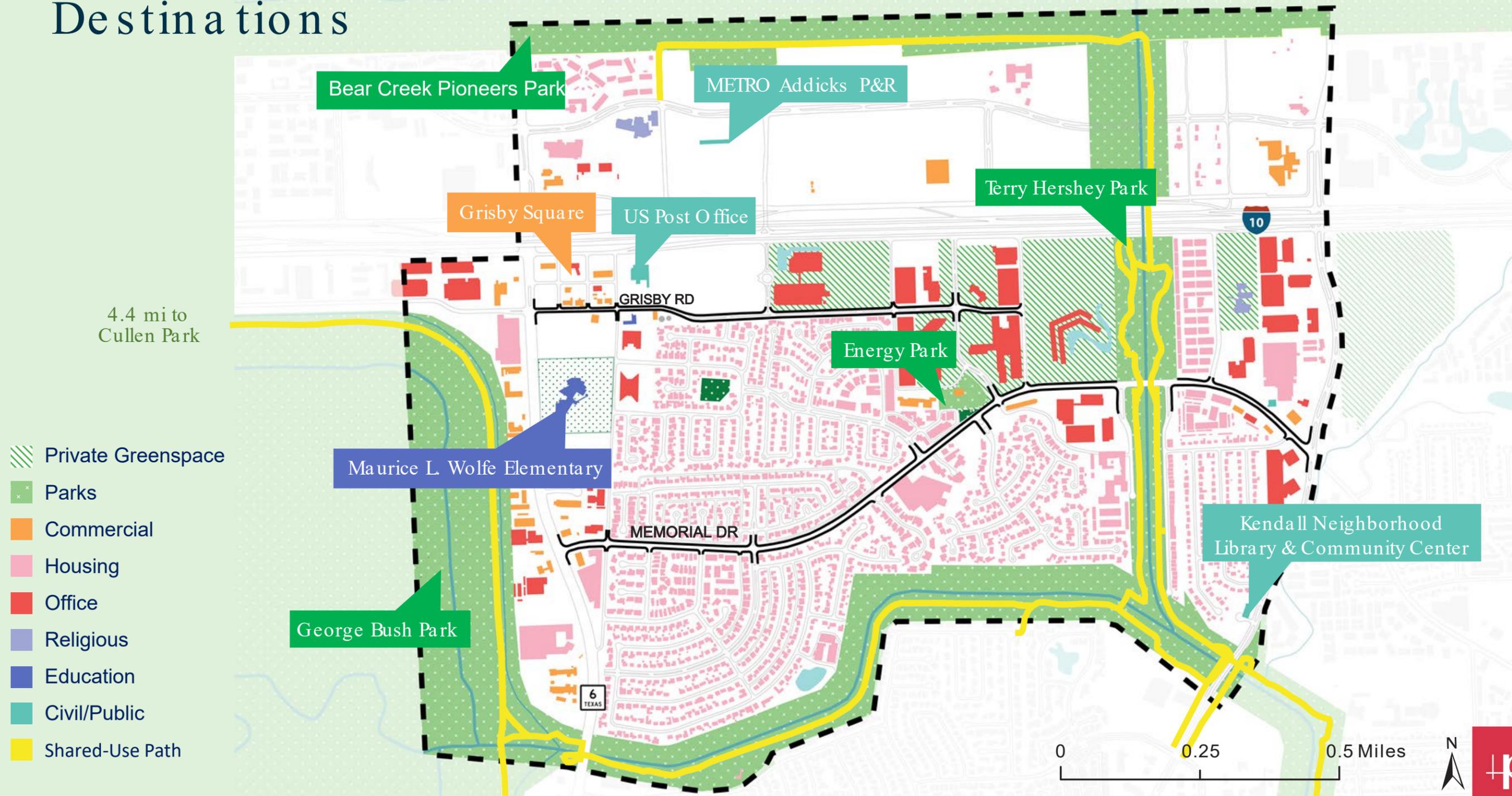


- Terry Hershey Park
- Shared-Use Path



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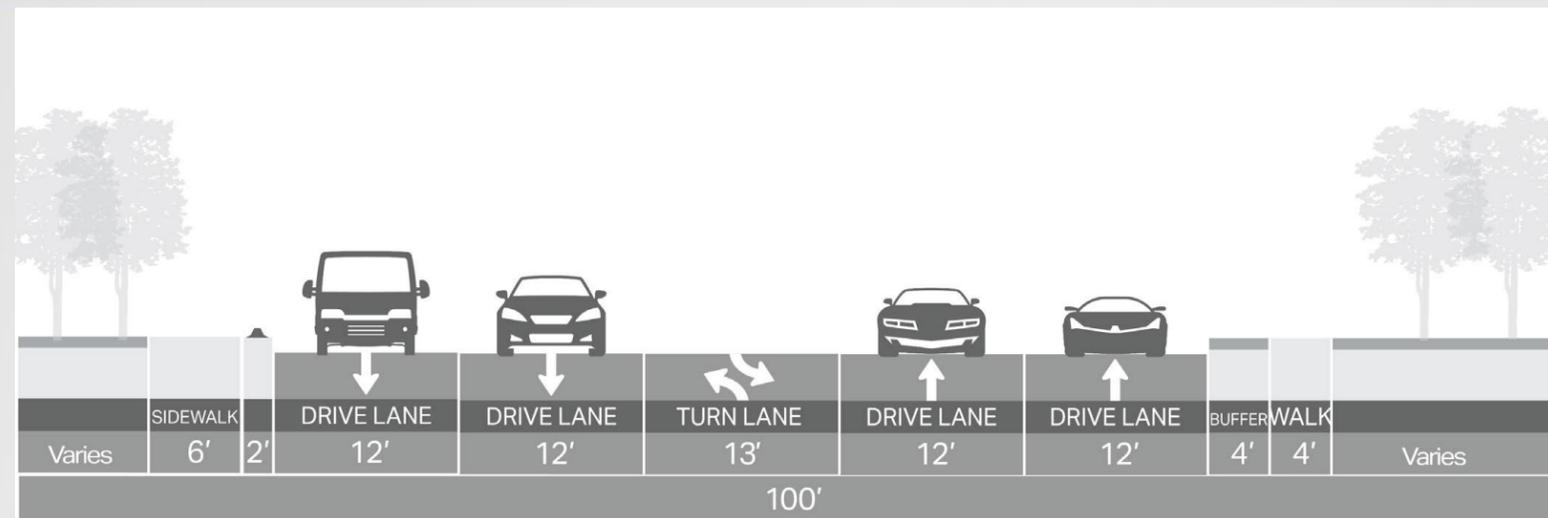
Destinations



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Memorial Drive



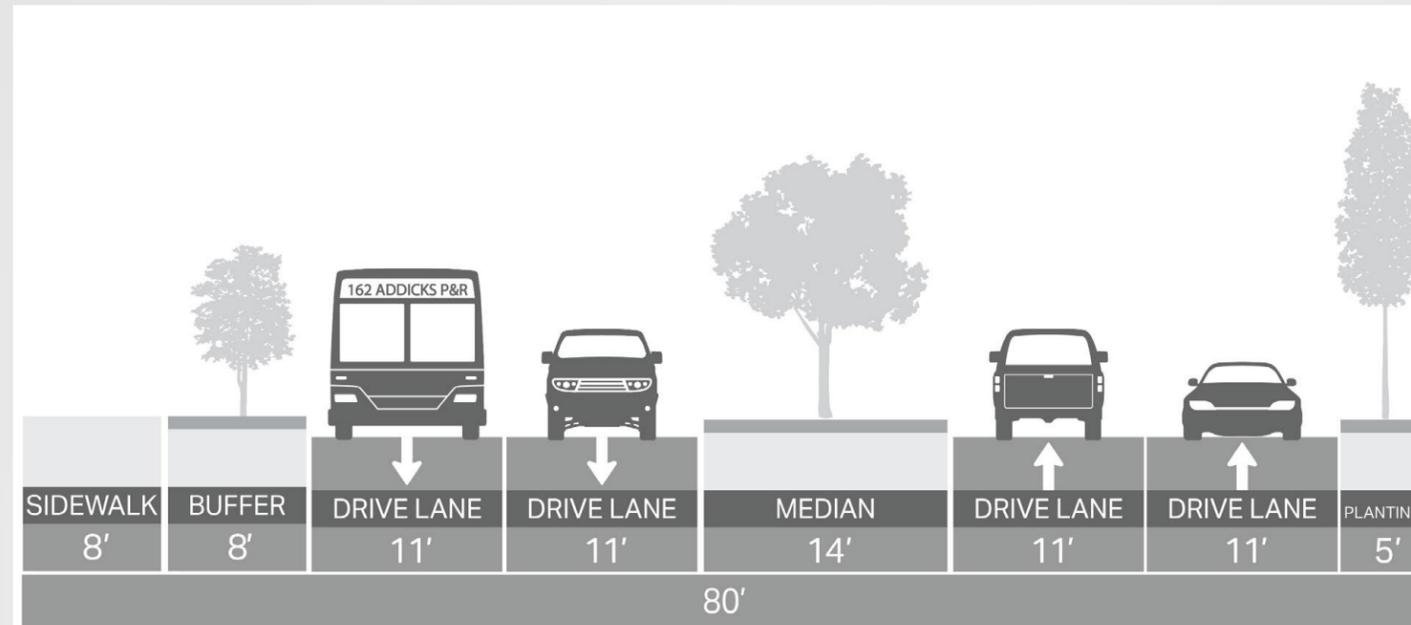
- Corridor Classification (2024): Major Thoroughfare
- ROW: 100-140'
- Roadway Type: concrete, asphalt
- Roadway Width: 60'
- 85th Percentile Speed: 45 mph (near SH6), 50 mph (near Terry Hershey Park)
- Posted Speed Limit: 40 mph
- Drainage Type: curb & gutter, open ditch with slotted curbs
- PCI Range (2020): 22-90
- Average PCI (2020): 55



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Grisby Road



- Corridor Classification: Local Road
- Roadway Width: 40-60'
- Posted Speed Limit: 30 mph
- Drainage Type: curb & gutter, drop grates
- Average PCI (2020): 64
- ROW: 50-80'
- PCI Range (2020): 56-83
- Roadway Type: concrete, asphalt



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Study Area Successes



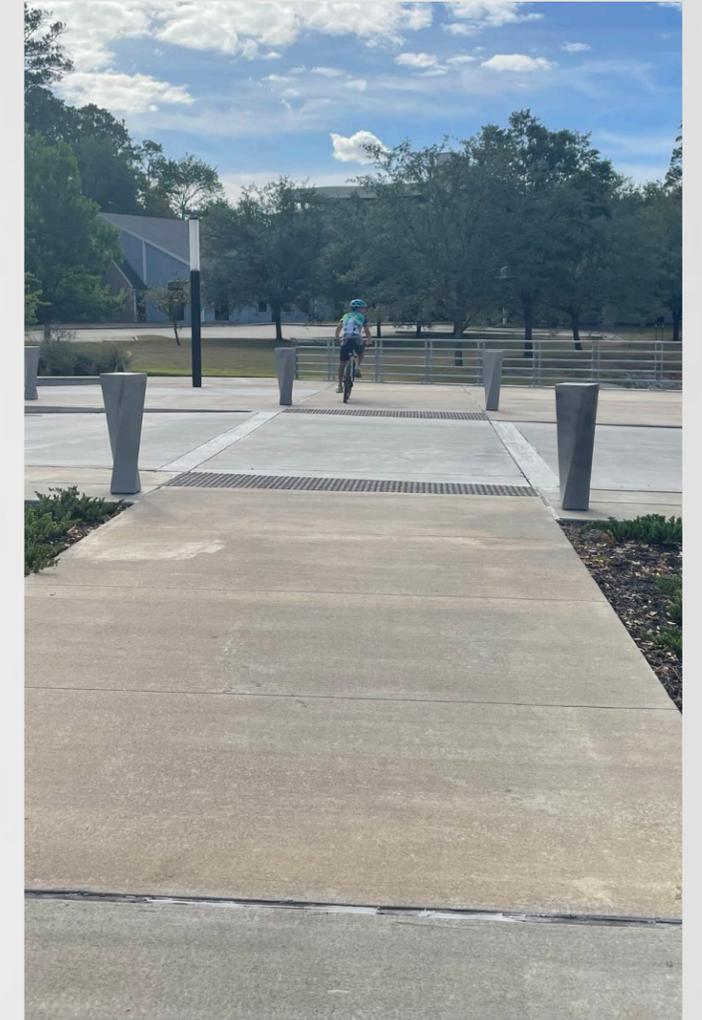
Trail Network



Wide Paths



Transit Stop Improvements



Enhanced Crossings



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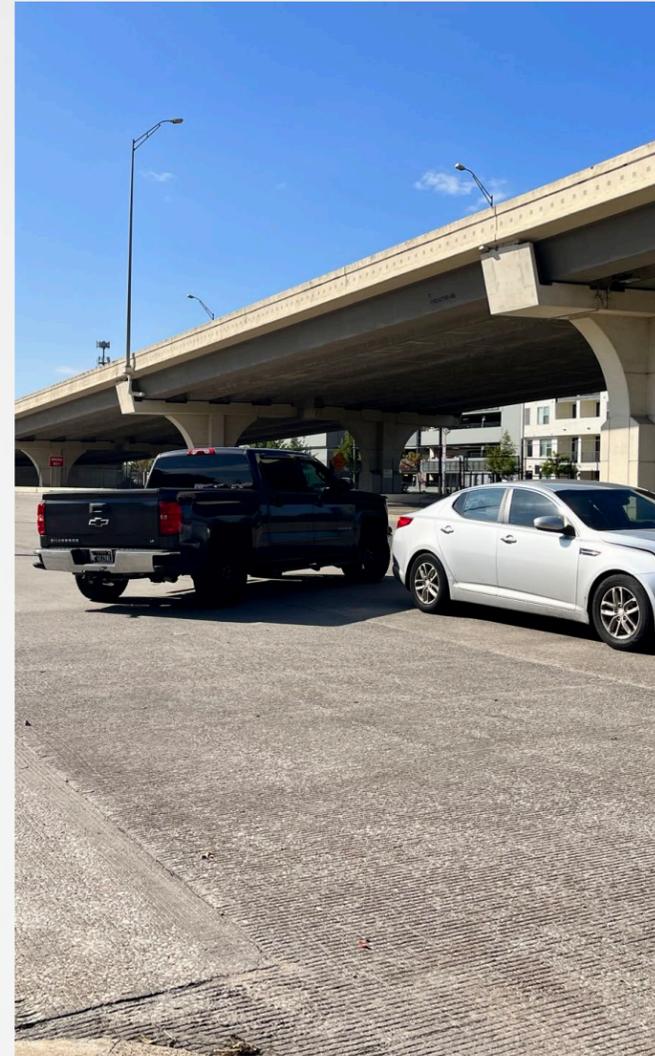
Study Area Opportunities



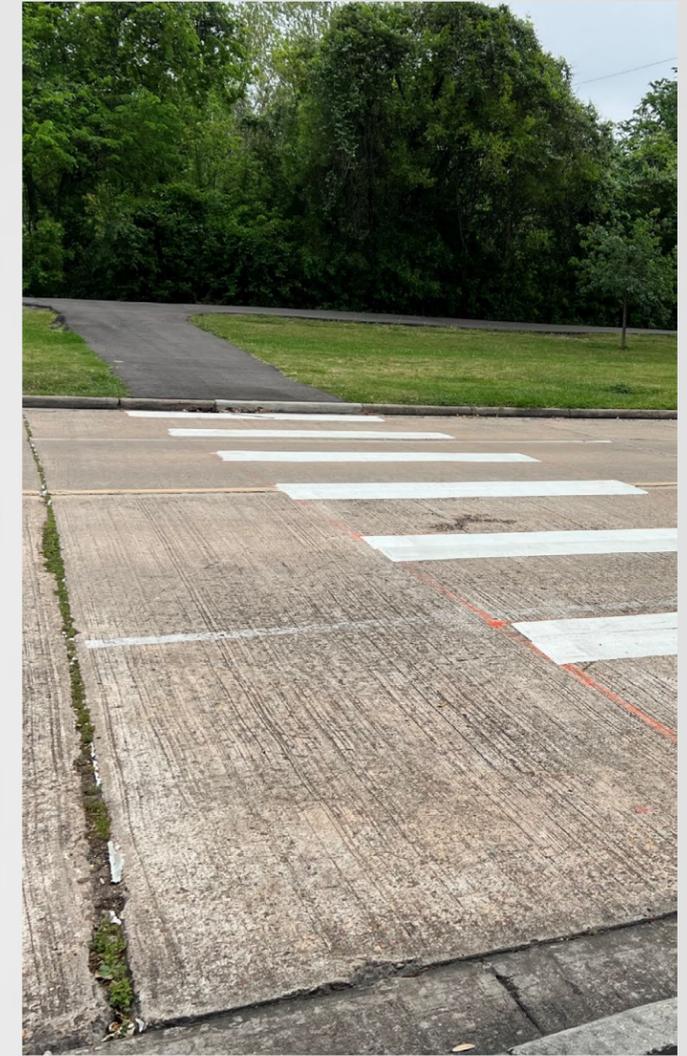
Narrow Sidewalks



Sub-Standard and Inaccessible Crossings



Dangerous Crossings



Missing Ramps



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MULTIMODAL CONNECTIVITY

“Promote, develop, maintain, and enhance the Energy Corridor District through the implementation of projects... in the realm of public safety, transportation and mobility, infrastructure, streetscape, and economic development.”

- Energy Corridor

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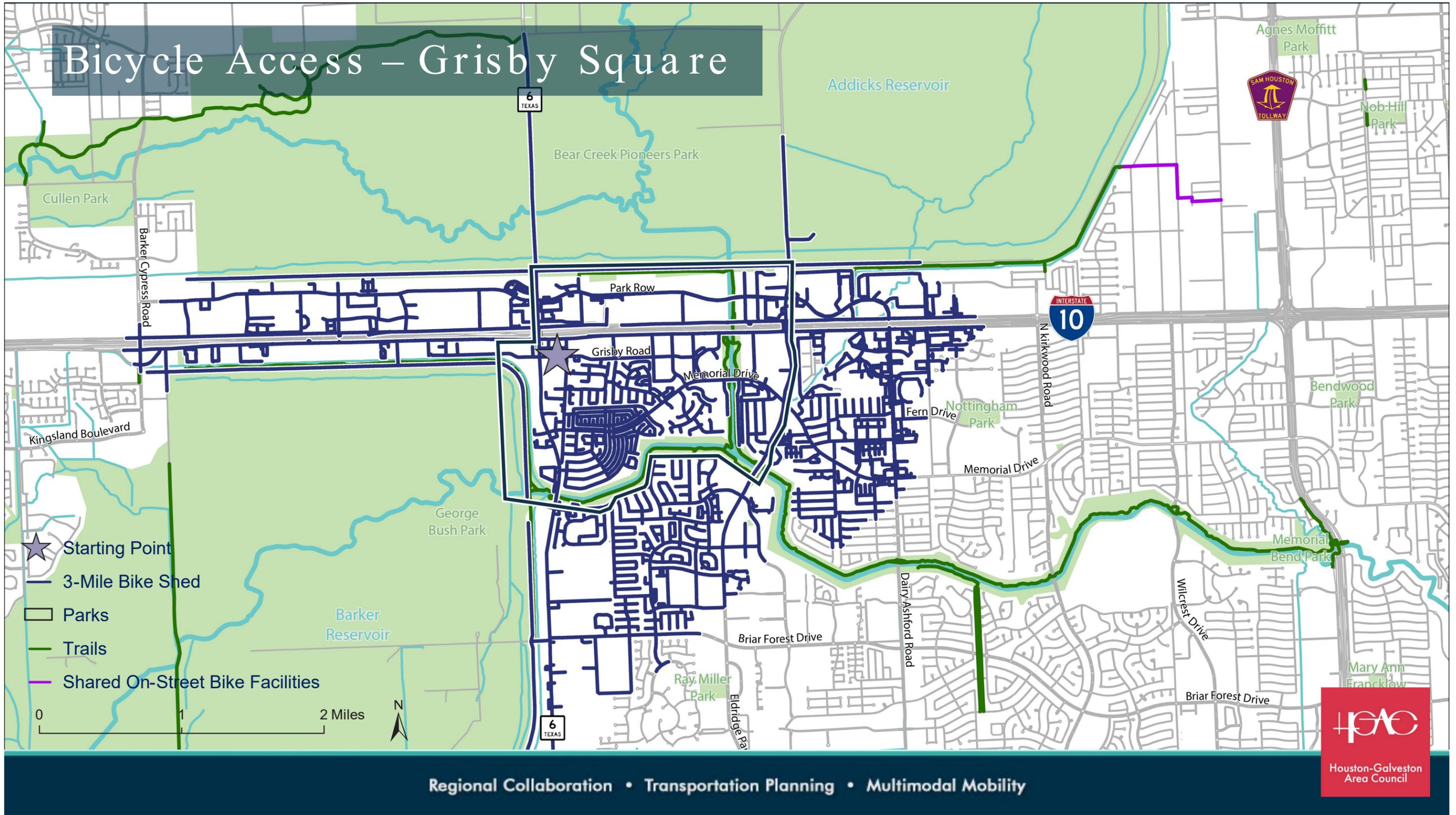
Bicycle Network

- Bikeway Facility Type**
- Trail/Off-Street Path
 - On-Street Bike Lanes
- Bikeway Status**
- Existing
 - Programmed
 - Long Term Vision
- Study Area**
- Parks
 - Trails
 - Bayous
- Other Features**
- METRO Addicks P&R
 - Wolfe Elementary



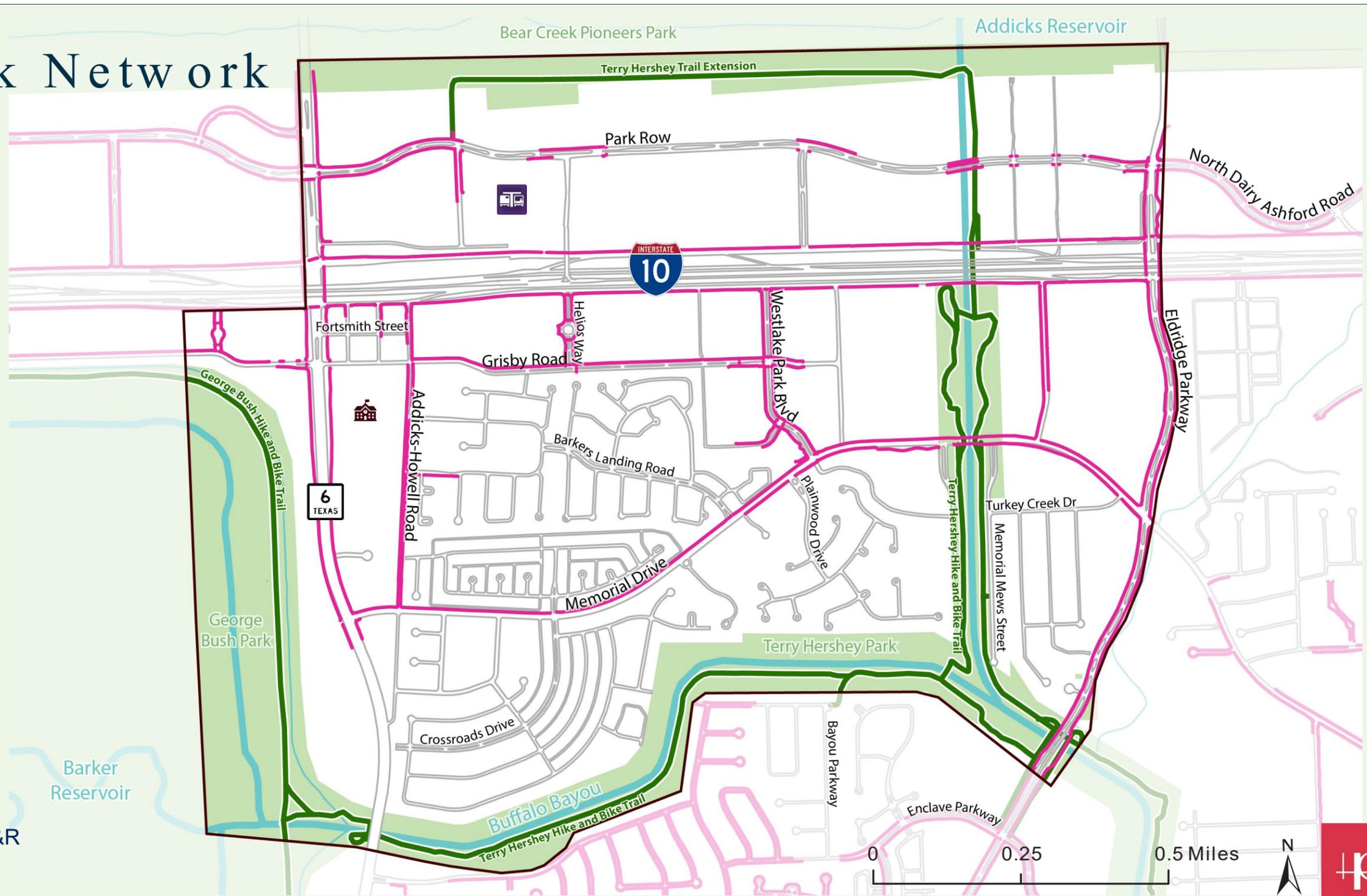
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Bicycle Access – Grisby Square



Sidewalk Network

-  Sidewalks
-  Study Area
-  Parks
-  Trails
-  Bayous
-  METRO Addicks P&R
-  Wolfe Elementary

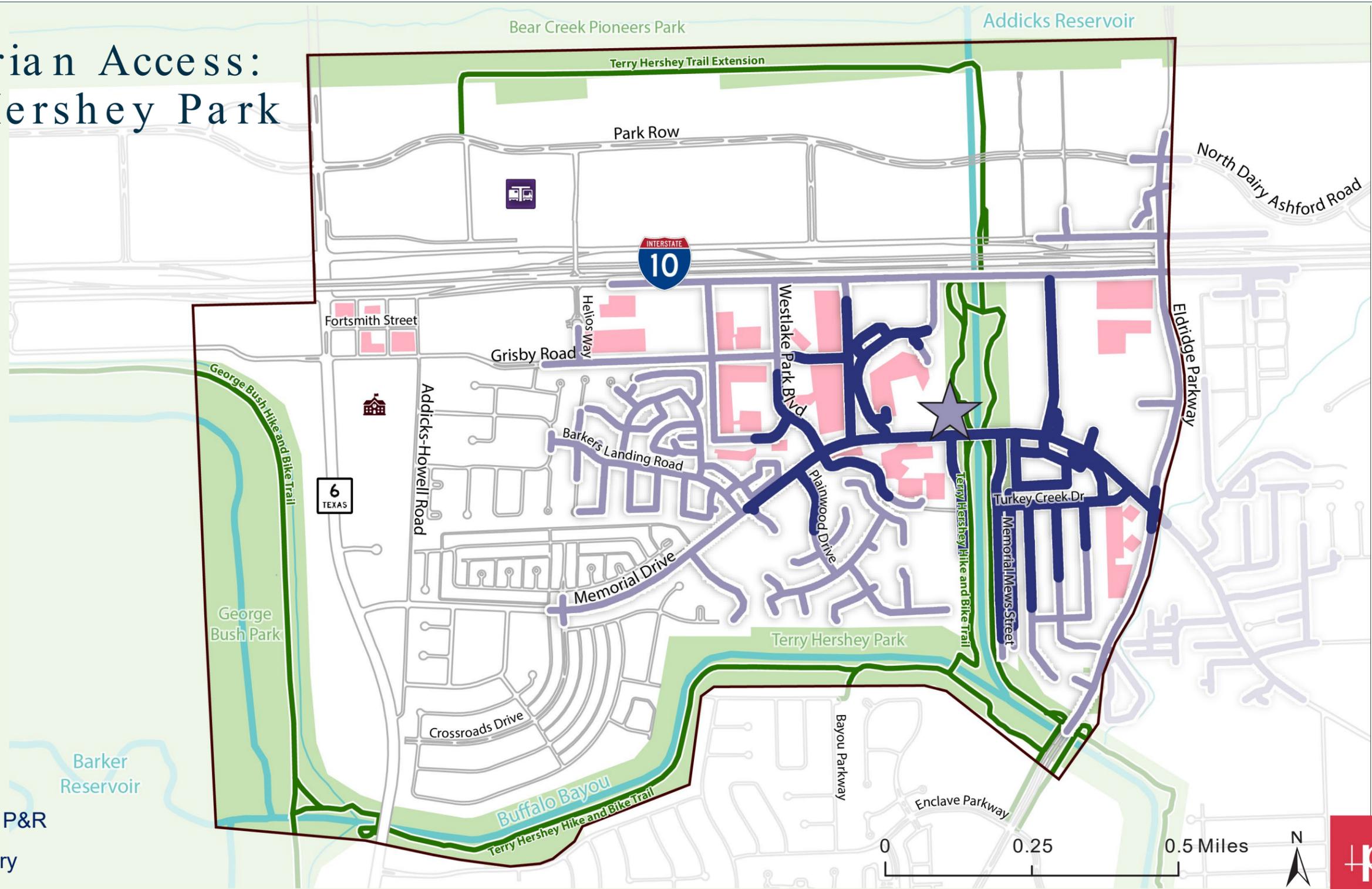


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Pedestrian Access: Terry Hershey Park

- ★ Starting Point
- Half-Mile Walk
- 1-Mile Walk
- ▭ Study Area
- ▭ Parks
- Trails
- Bayous
- 🚏 METRO Addicks P&R
- 🏠 Wolfe Elementary



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MULTIMODAL SAFETY

“Design safer streets and a resilient environment for pedestrians, cyclists, and motorists while expanding and amplifying the use of hike and bike trails.”

- Energy Corridor

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Crash History

Grisby Road

- 14 crashes occurred on Grisby Road during 2019-2023
 - 1 involved a pedestrian
- Nearly 36% of crashes occurred on Grisby Road at Highway 6

Memorial Drive

- 315 crashes on Memorial Drive during 2019 -2023
 - 4 resulted in a serious injury and 5 involved a pedestrian and/or bicyclist.
- The highest intersection crash rates (crashes per million entering vehicles) occur at the following locations along Memorial Drive:
 - Memorial Drive at Westlake Park Boulevard (0.47)
 - Memorial Drive at Eldridge Parkway (0.41)
 - Memorial Drive at Highway 6 (0.38)



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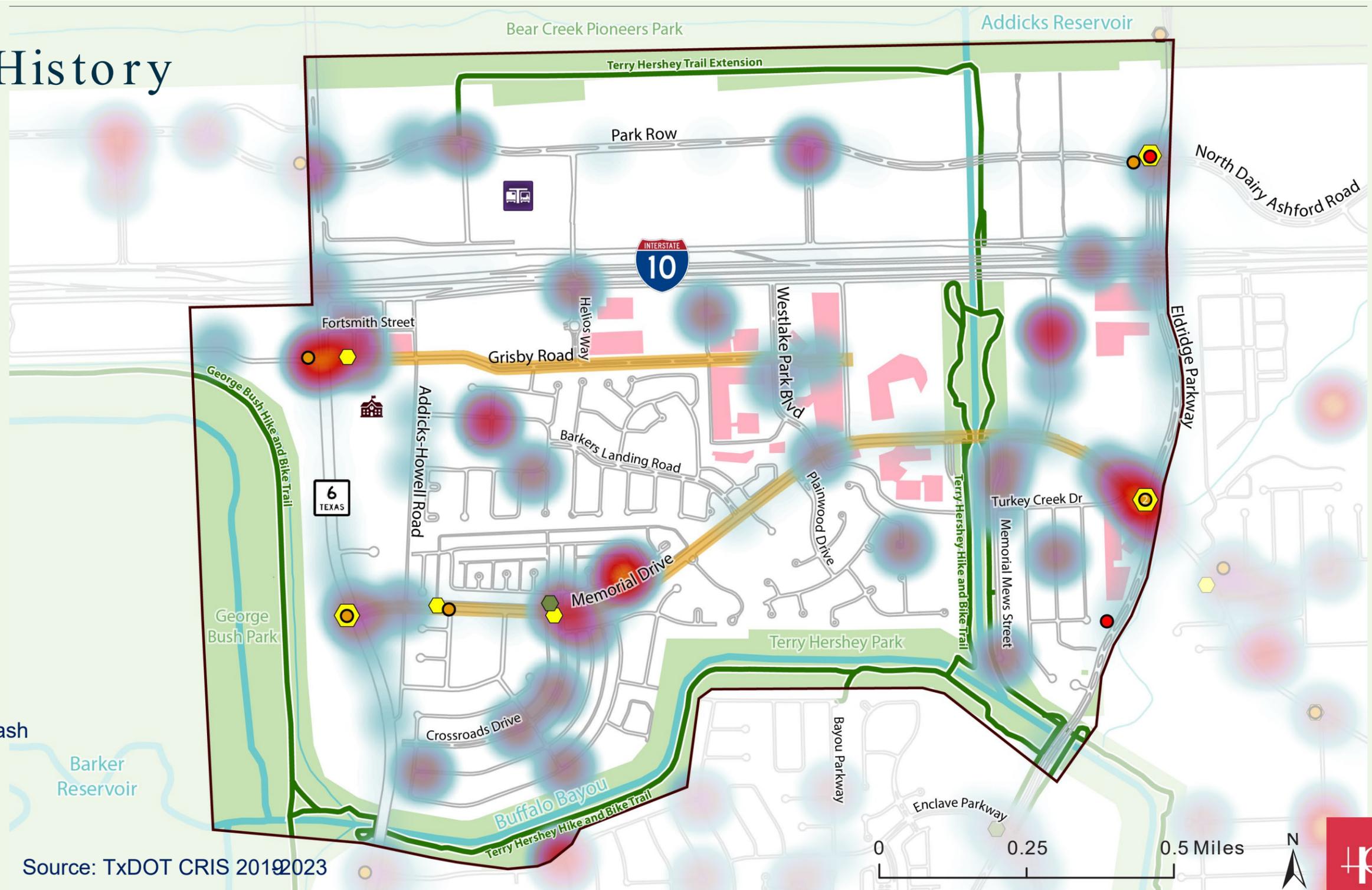
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Crash History

All Crashes 2019-2023

-  Fewer Crashes
-  More Crashes
-  Serious Injury Crash
-  Fatal Crash
-  Pedestrian Crash
-  Cyclist Crash

Source: TxDOT CRIS 2019-2023



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Existing Drainage



- **Memorial Drive**
 - Open Drainage System
 - Slotted Curb
 - Grass Lined Ditches draining to enclosed systems

- **Grisby Road**
 - Enclosed Drainage System
 - Partially Drained by Swales to Grate Inlets
 - Mostly Curb and Gutter east of Addicks-Howell Road

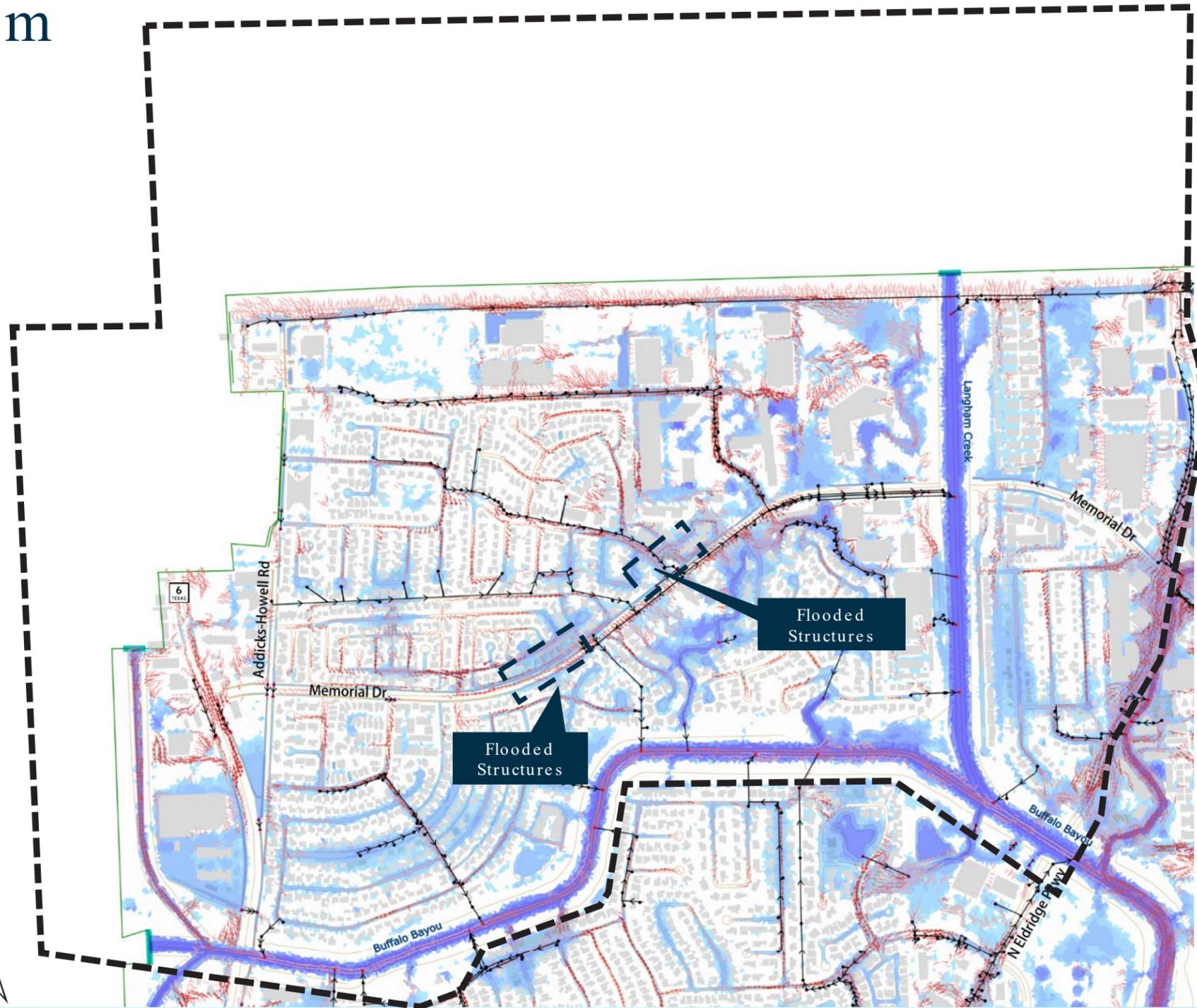


100-Year Storm

Legend

- Storm Sewer Node (Inlet / Manhole / Junction)
- Outfalls
- ▲ Culvert Headwall Node
- Storm Sewer
- Velocity Vectors
- Model Boundary
- Inundation

0 0.25 0.5 Miles



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PLACEMAKING AND PUBLIC SPACES

“Create a vibrant, consistent, uniform streetscape through the implementation of design standards and guidelines that foster a safe community.”

- Energy Corridor

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Study Area Zones

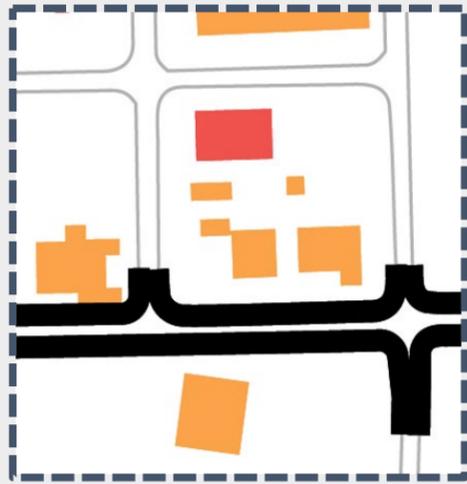
These Areas were selected for their intensity of use, key in character, and access to destinations.



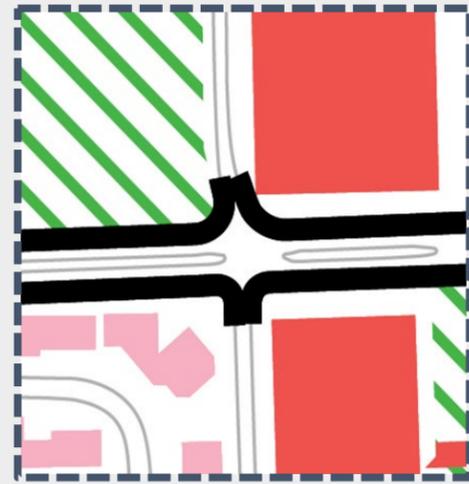
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Study Area Zones



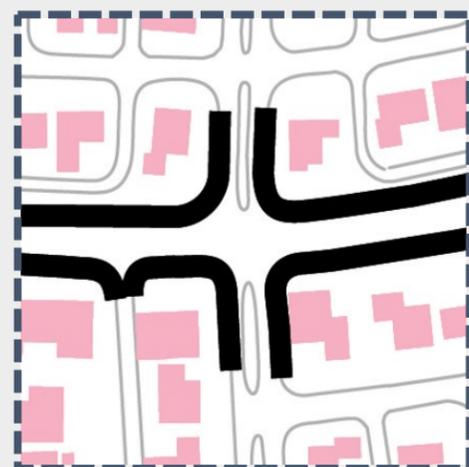
Grisby Square



Grisby Rd at Keating Private Dr



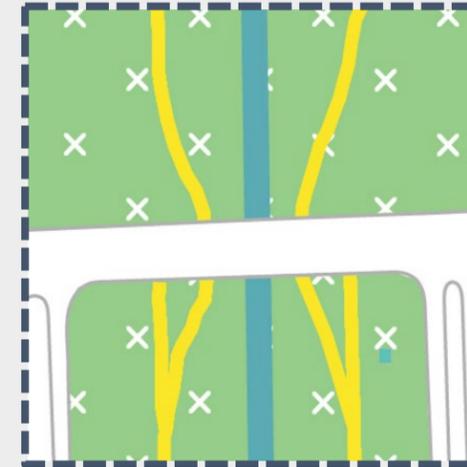
Memorial Dr at SH6



Memorial Dr at Crossroads Dr.



*Memorial Dr at Westlake
Park Blvd*



Terry Hershey Park

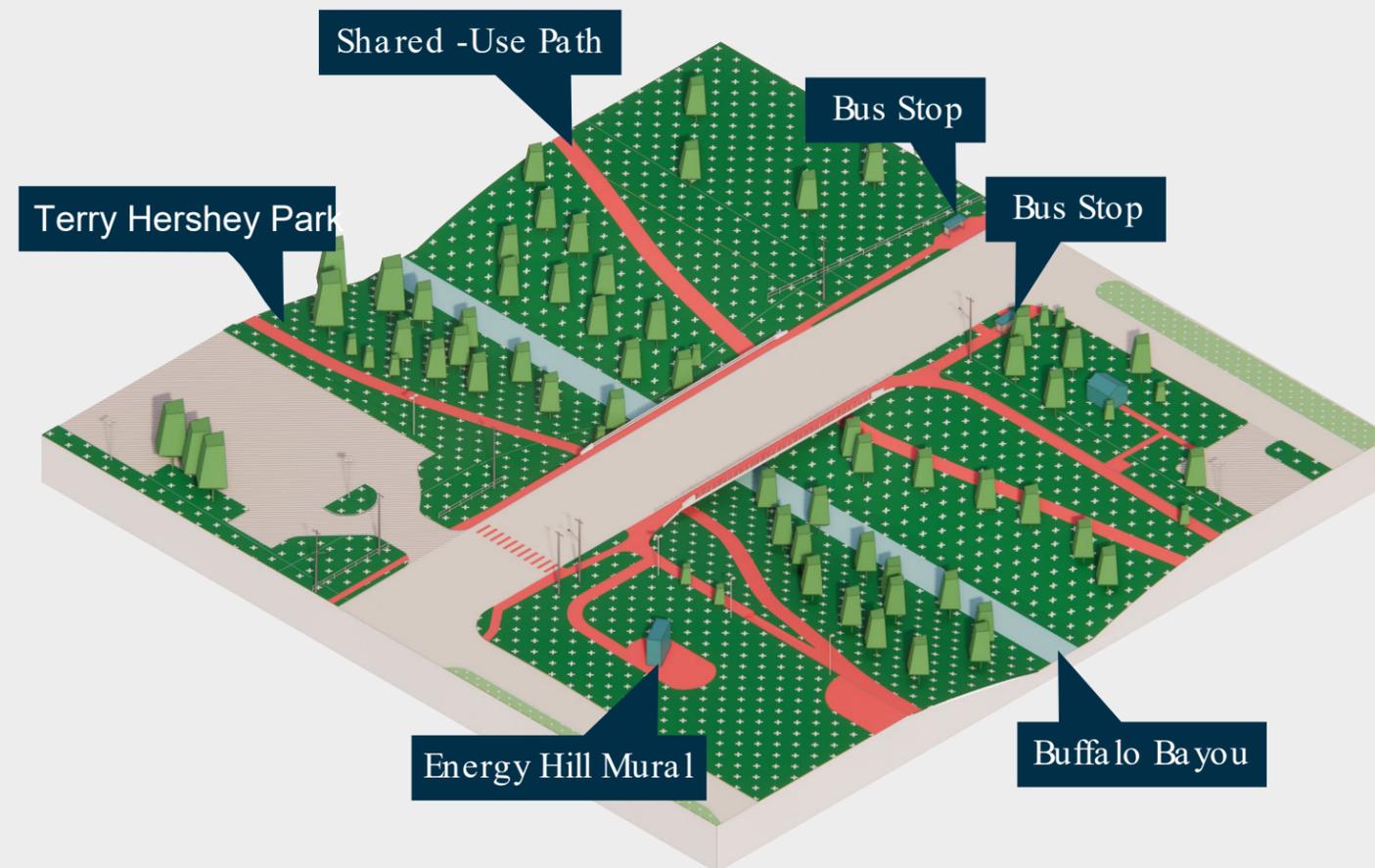


Memorial Dr at N Eldridge Pkwy



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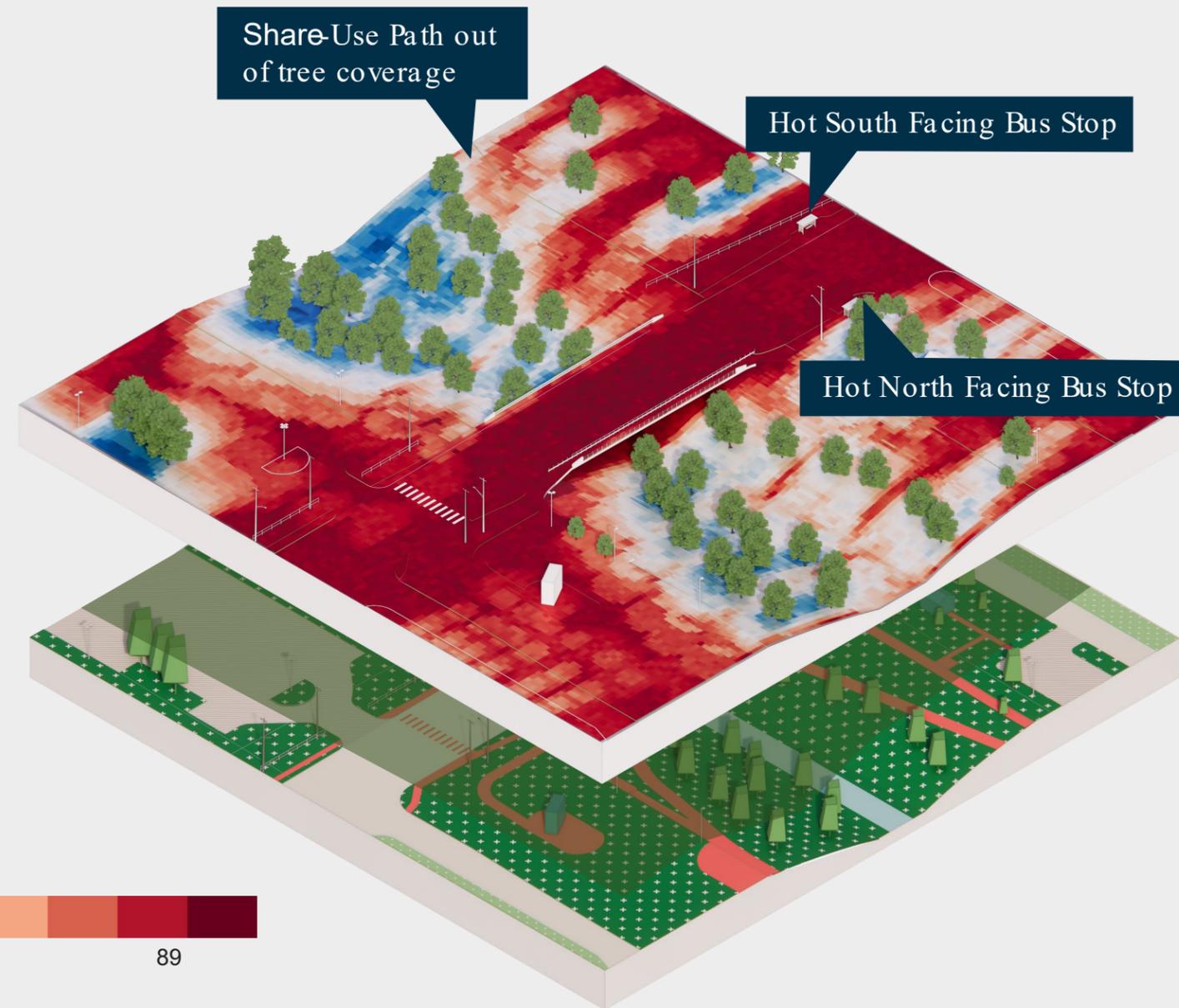
Character Study



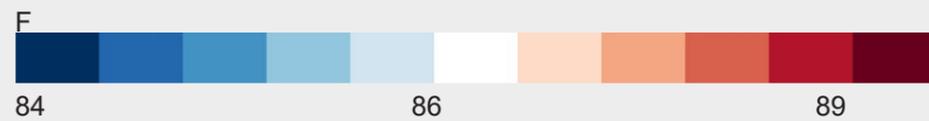
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Thermal Study

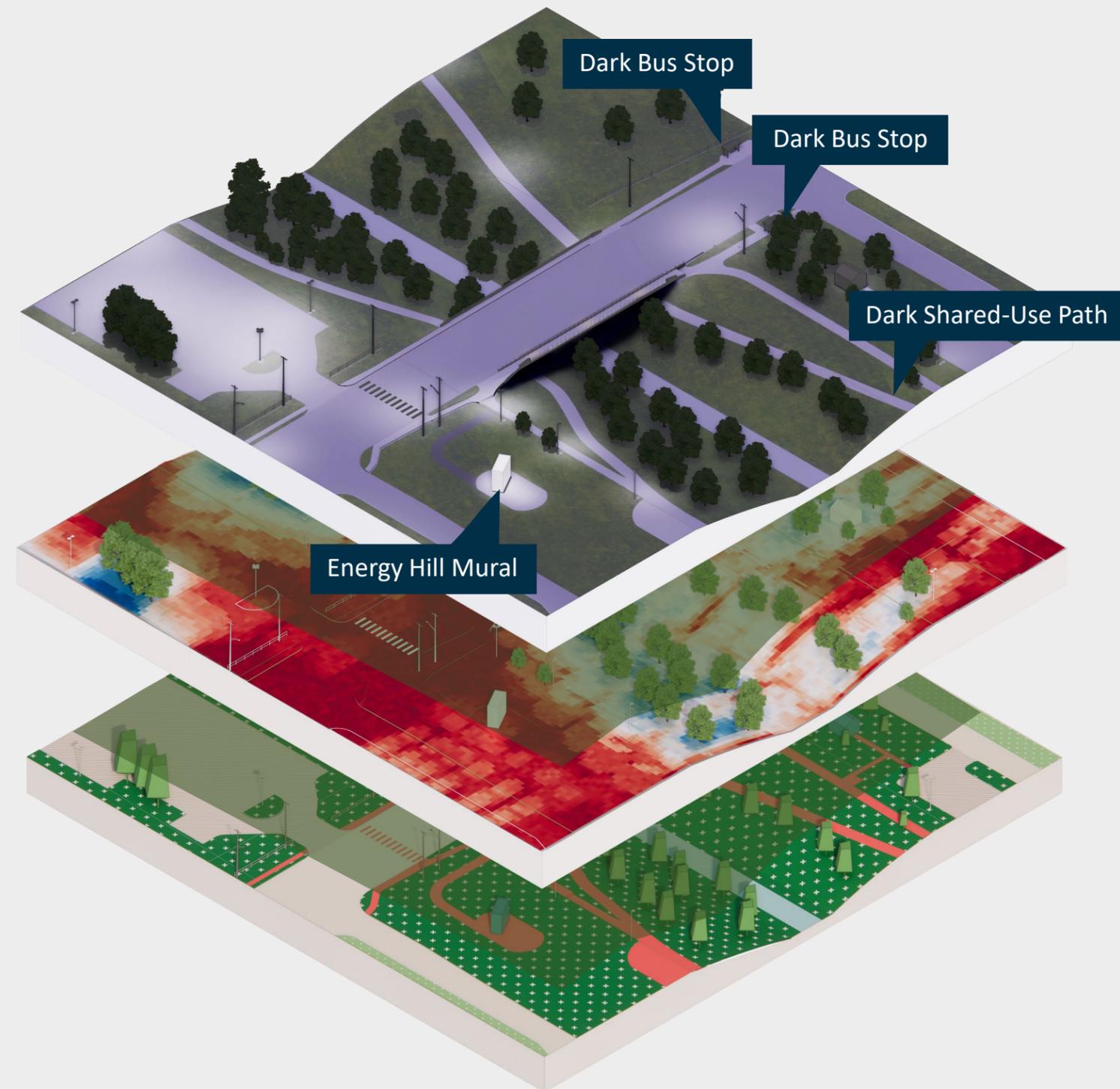


Universal Thermal Climate Index



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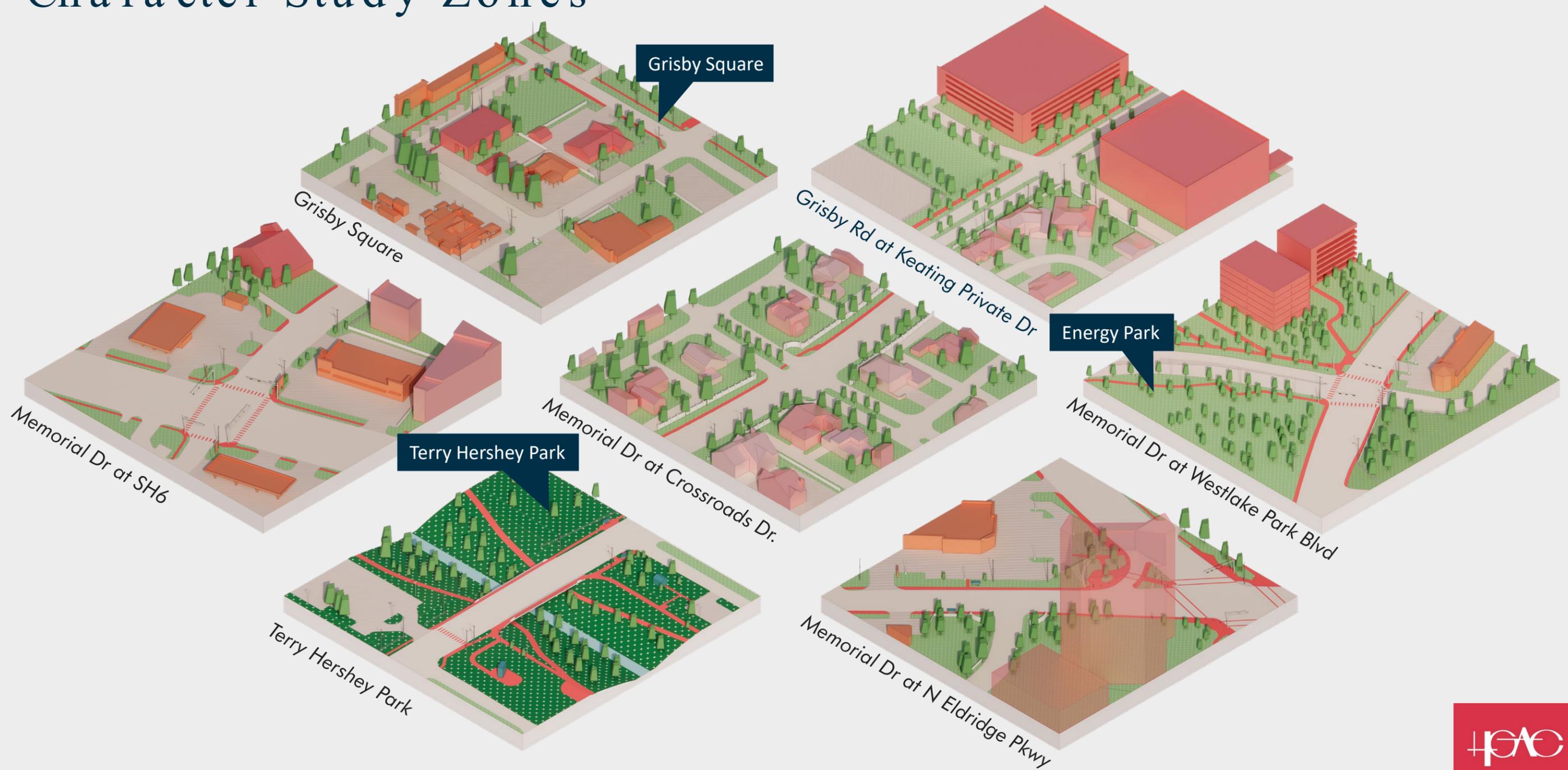
Lighting Study



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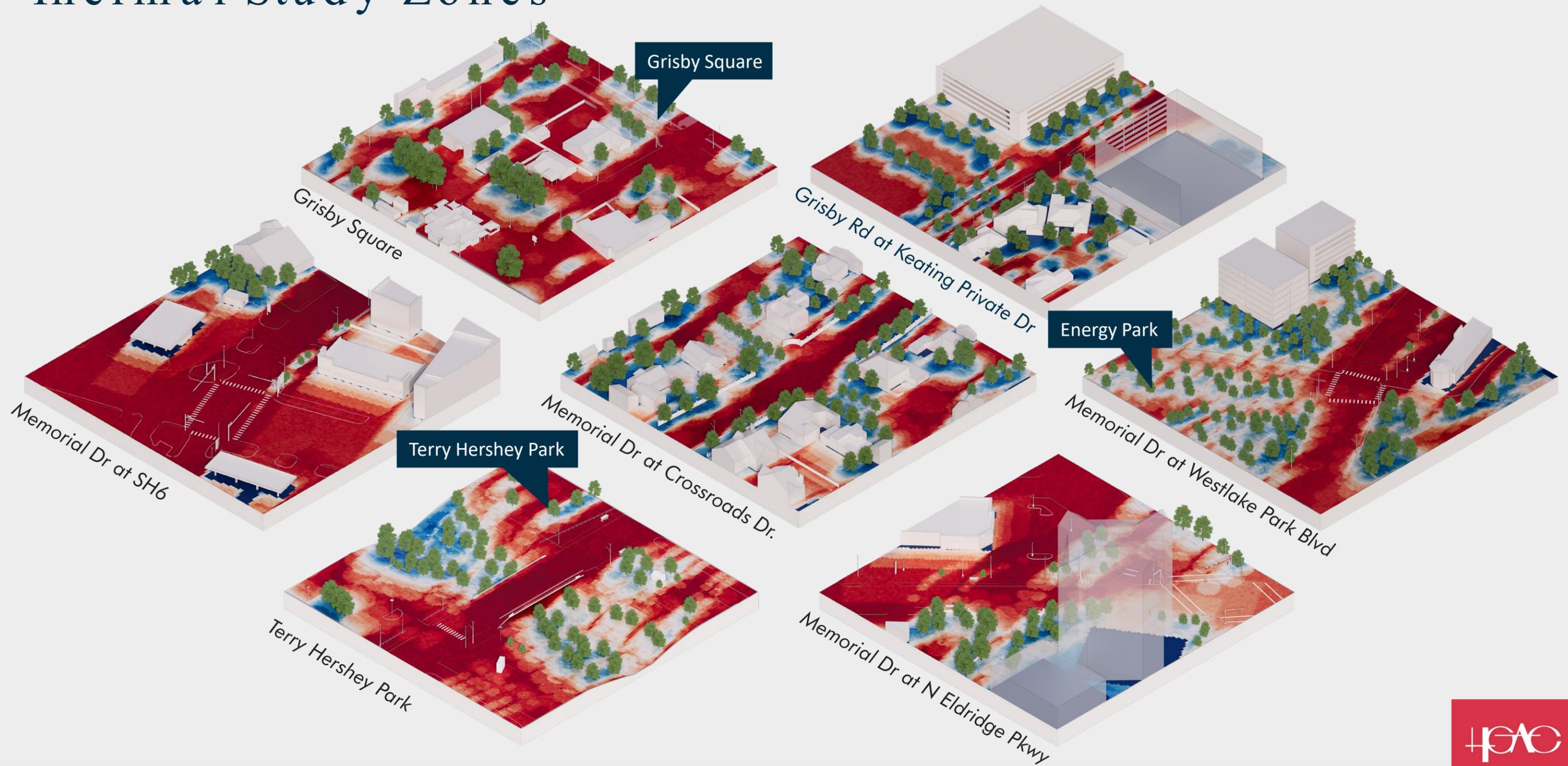
Character Study Zones



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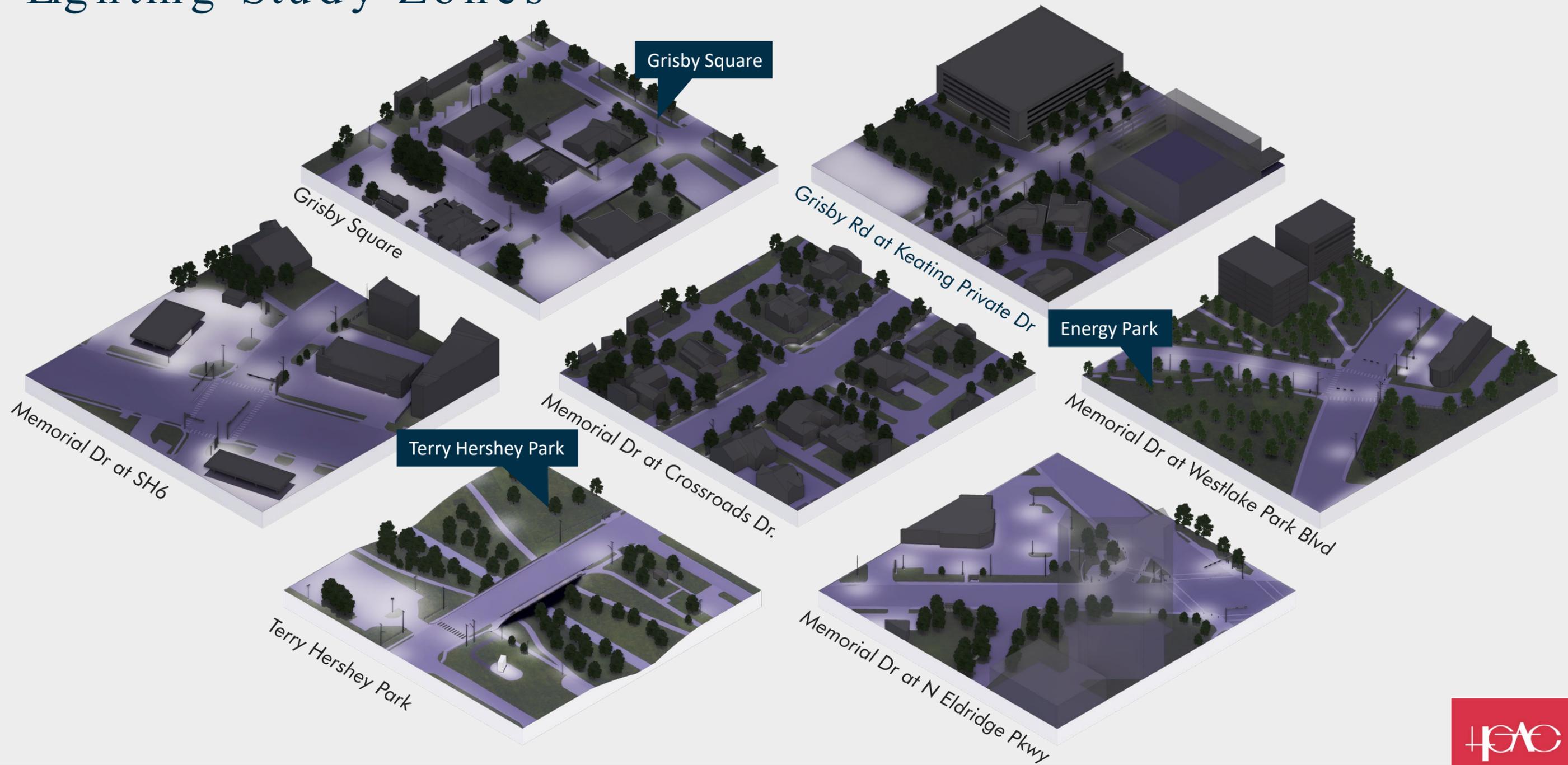
Thermal Study Zones



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Lighting Study Zones



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EMERGING THEMES

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Emerging Themes | Multimodal Connectivity

- West end of Grisby Drive is an east/west barrier
- Addicks-Howell Road has potential for intersection, sidewalk, and crossing improvements
- Connection opportunities to Terry Hershey on south are few and difficult, especially on the west

Emerging Themes | Multimodal Safety

- Crashes are largely concentrated at major intersections
- Memorial Drive is a major north/south barrier with few protected and safe crossings
- Grisby Road typically has not experienced a 2-year or 100-year flooding event
- Memorial Drive experiences some flooding
 - 2-yr only has issues at one lateral connection pipe (on Memorial Drive near Marywood Chase)
 - 100-yr has structural flooding Ivy Wall Court to Barkers Landing Road due to heavy water flow towards the bayou

Emerging Themes | Placemaking and Public Spaces

Light Study

- There are well-lit areas (like Grisby Road @ Keating Private Drive) demonstrating how other areas could be improved. Attention is needed at darker intersections and areas of high contrast. Consistency in lighting leads to improved nighttime safety and additional character.

Character

- Energy Corridor identity – wayfinding placemaking
- Existing infrastructure elements could help brand the trail

Thermal Study

- Trees in the Energy Corridor campus provide consistent shade in corporate campus areas- similar tree groupings could be replicated or extended to improve hot zones.
- Compared to the historic data – the shared-use path area was once more densely forested with nature. East-West paths are hotter.



GOAL SETTING ACTIVITY

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Goal Setting Activity

- Identify measurable goals and objectives for the project
- Categorized within three primary themes:
 - Multimodal Connectivity
 - Multimodal Safety
 - Placemaking and Public Spaces

Project Outcome Discussion

- How can these recommendations build upon outside efforts?
- Are there good successful examples for this project, that we should look into?
- What is the one thing we need to get right for this project to be successful?



Timeline & Next Steps

WE ARE HERE



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Points of Contact

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- H- GAC Regional Multimodal Manager – Susan Jaworski

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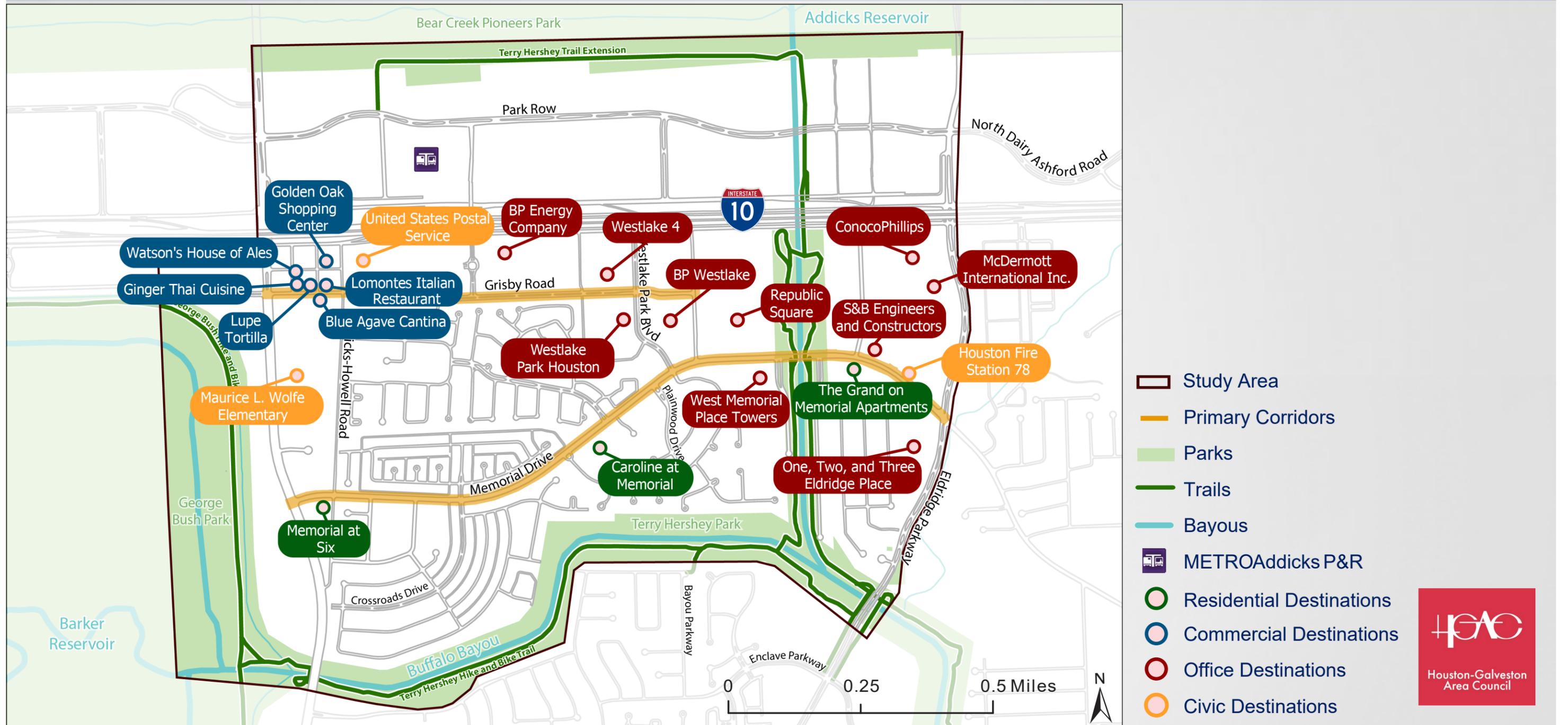


SUPPORTING MAPS

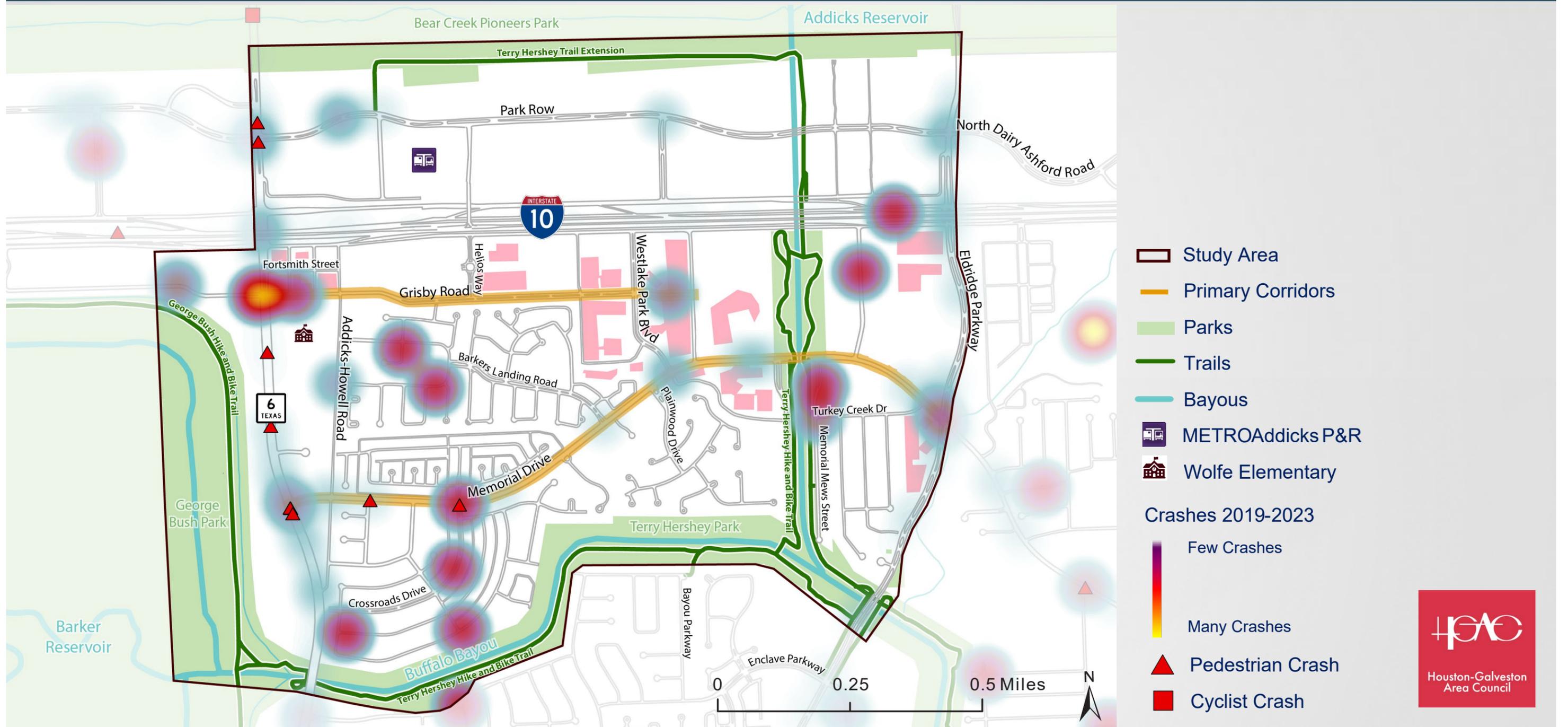
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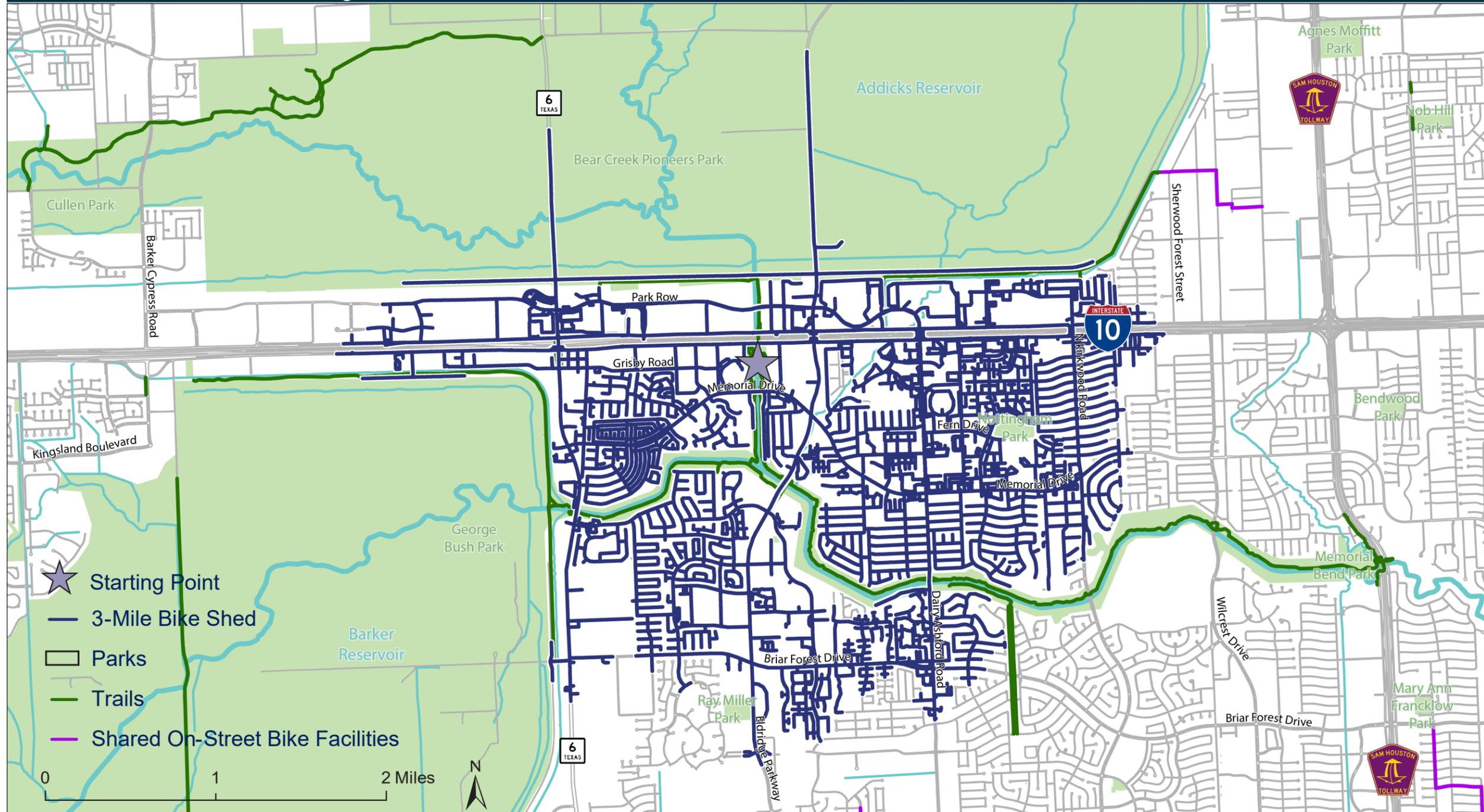
Destinations



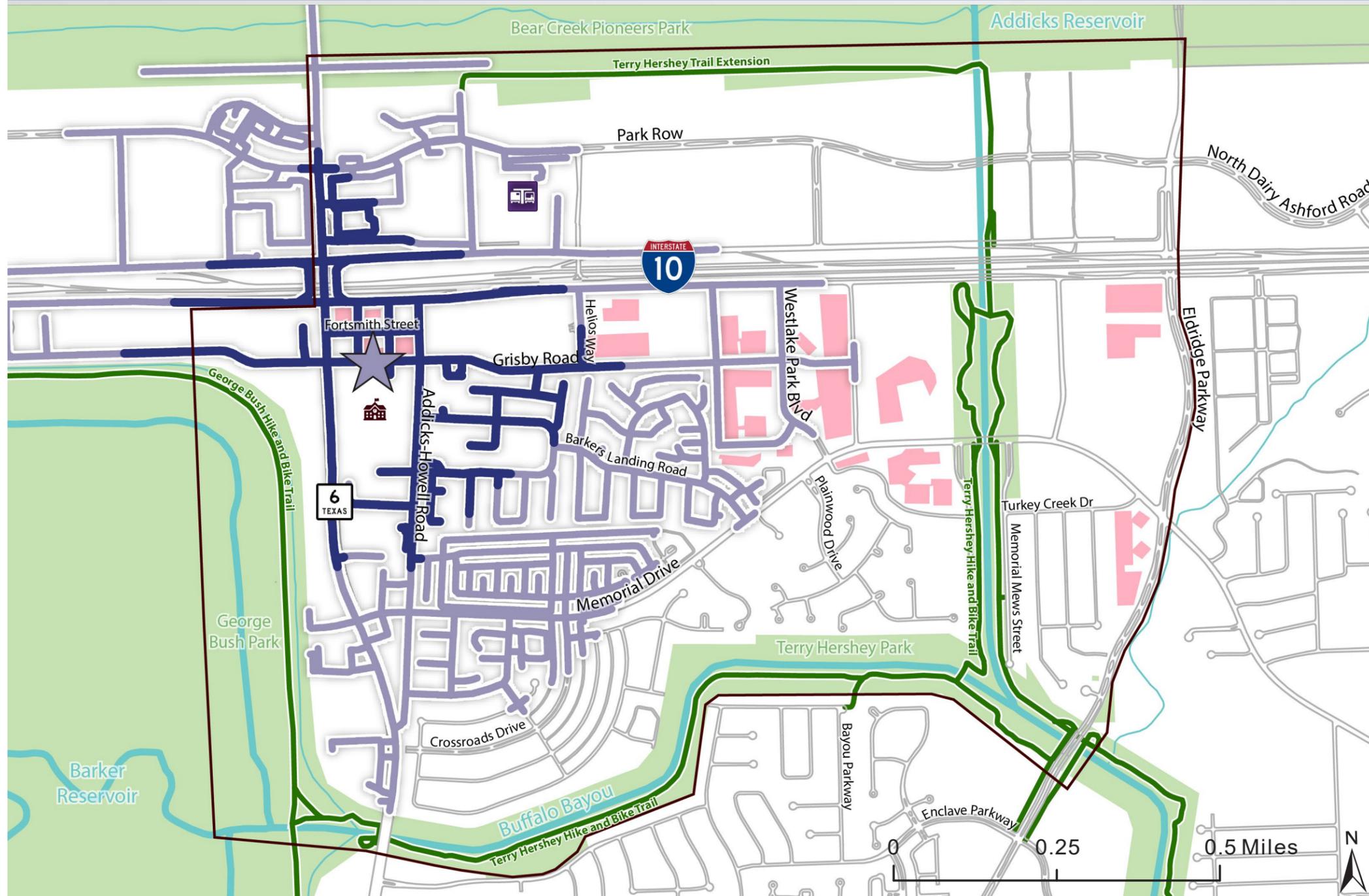
Crash History - Night



Bike Shed – Memorial Drive at Terry Hershey Park



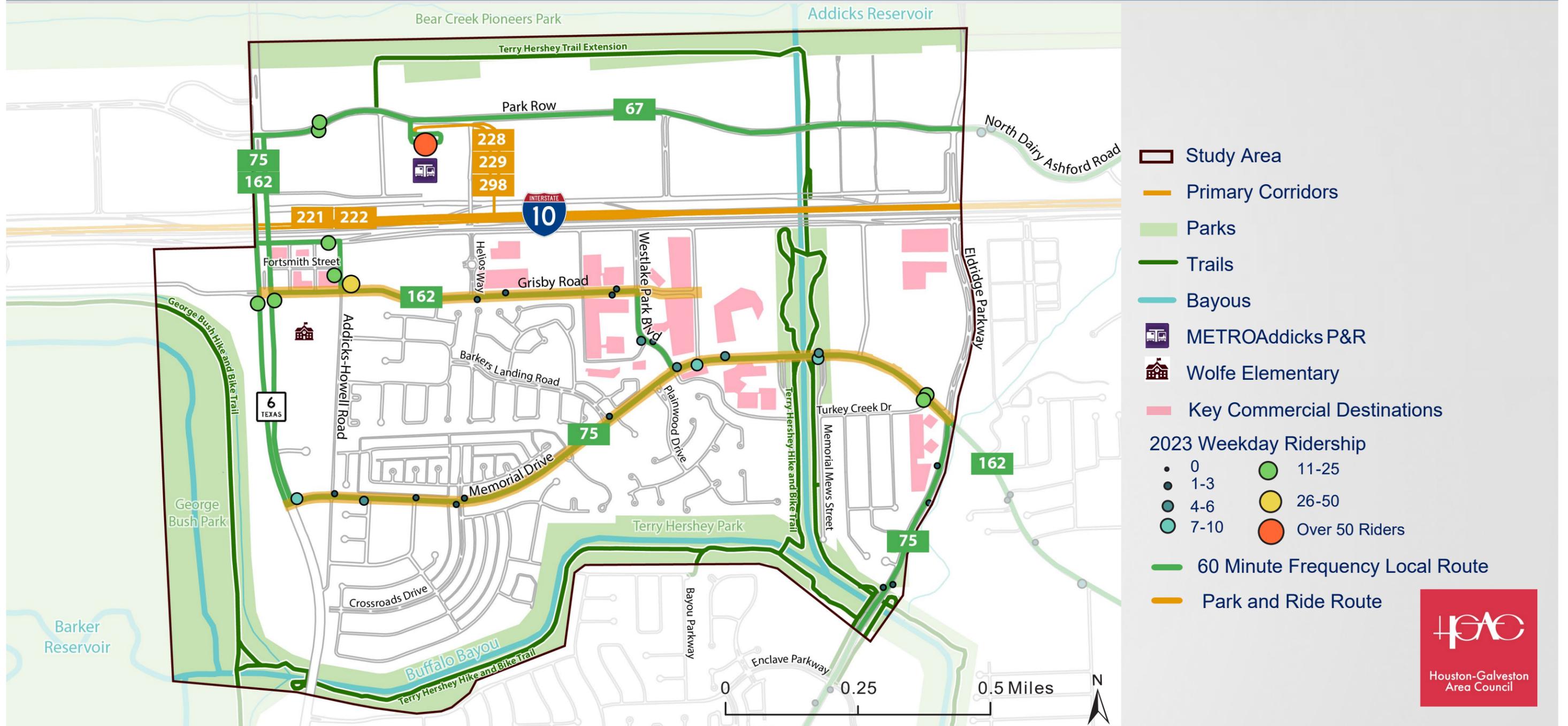
Walk Shed – Grisby Square



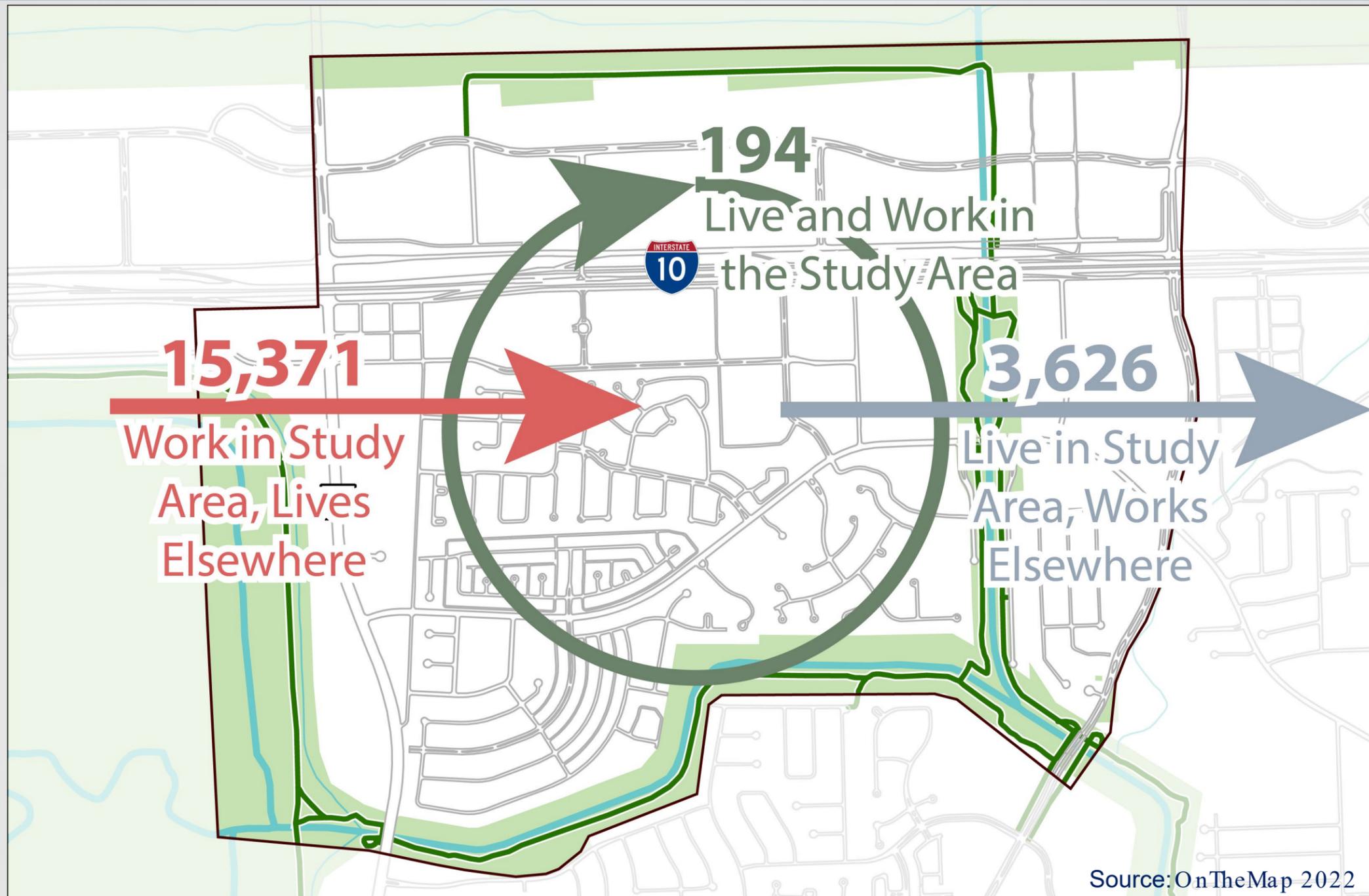
- ★ Starting Point
- Half-Mile Walk
- 1-Mile Walk
- ▭ Study Area
- ▭ Parks
- Trails
- Bayous
- 🚗 METROAddicks P&R
- 🏠 Wolfe Elementary



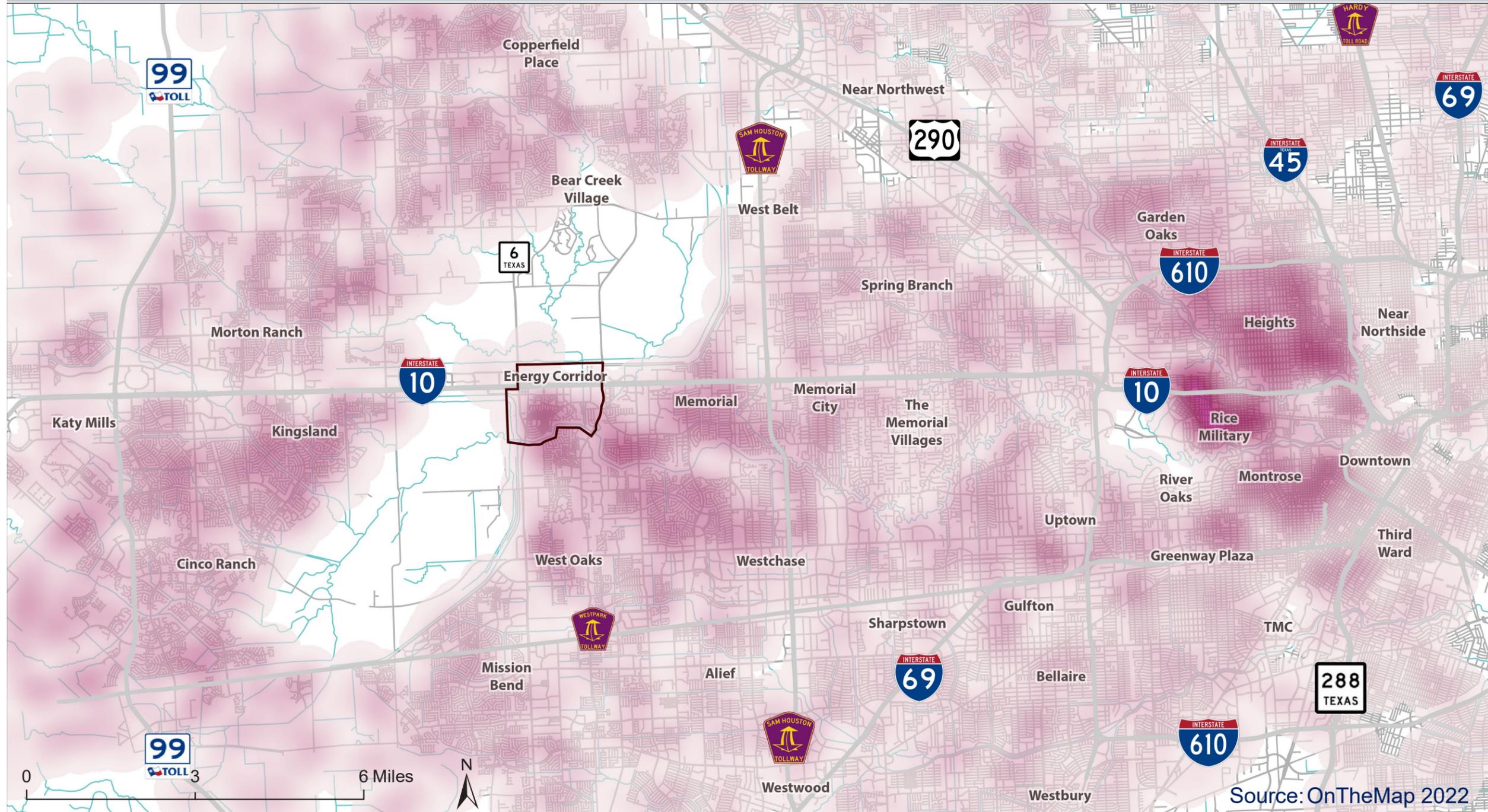
Local Transit



LEHD Data



Where Workers Live



 Study Area

Where Workers Live

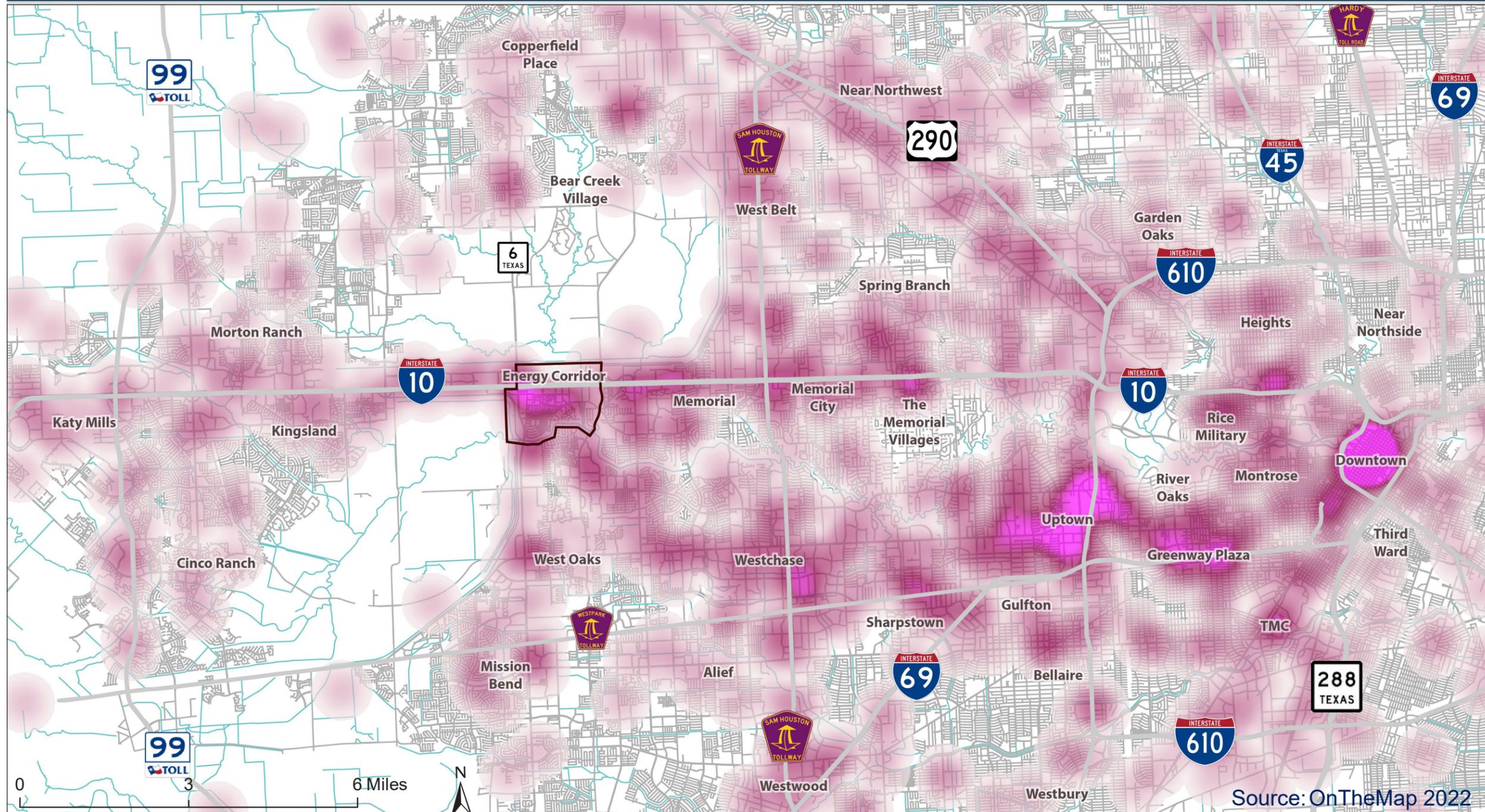
 Less Workers

More Workers



Source: OnTheMap 2022

Where Residents Work

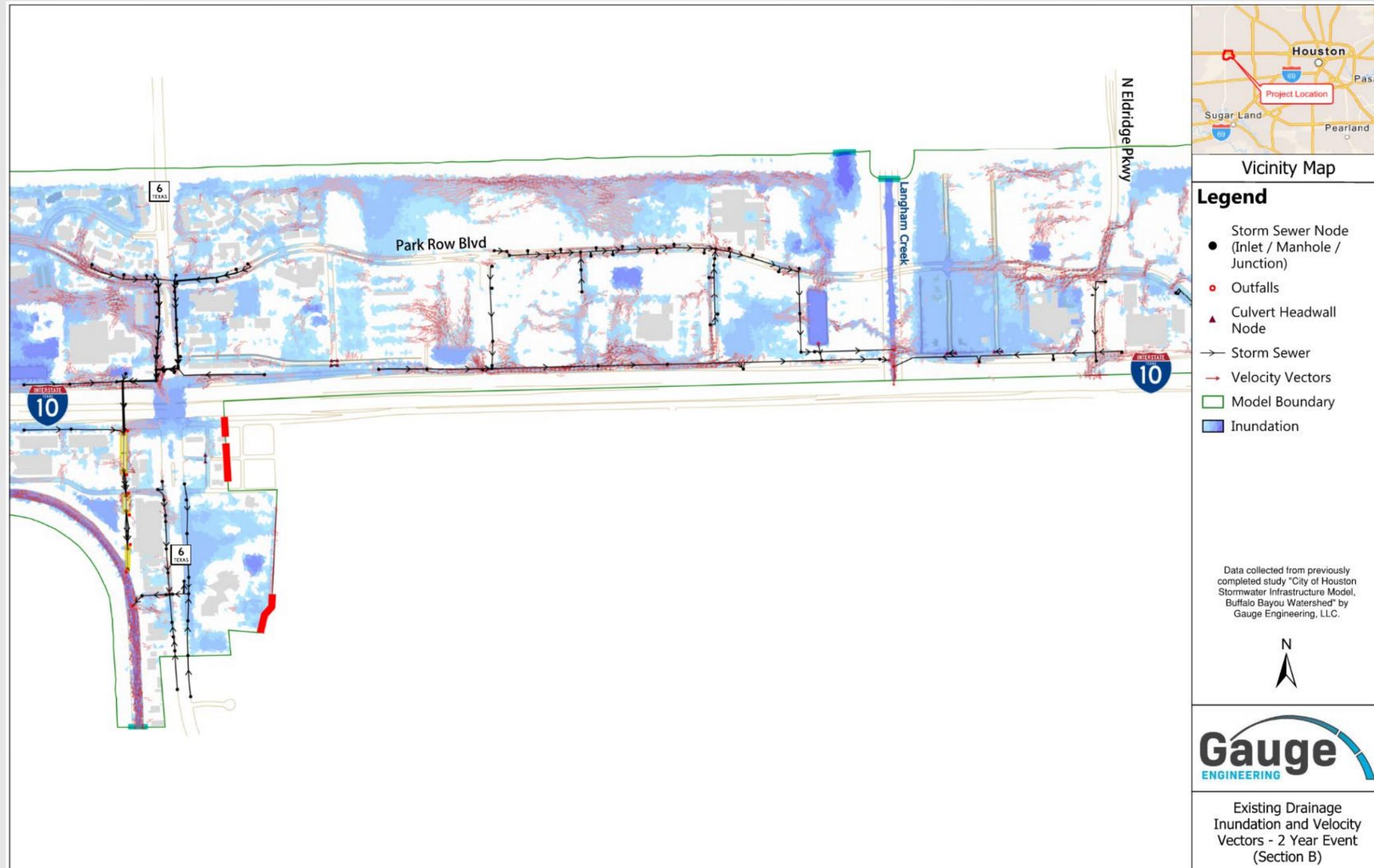


- Study Area
- Where Residents Work
- Less Workers
- More Workers

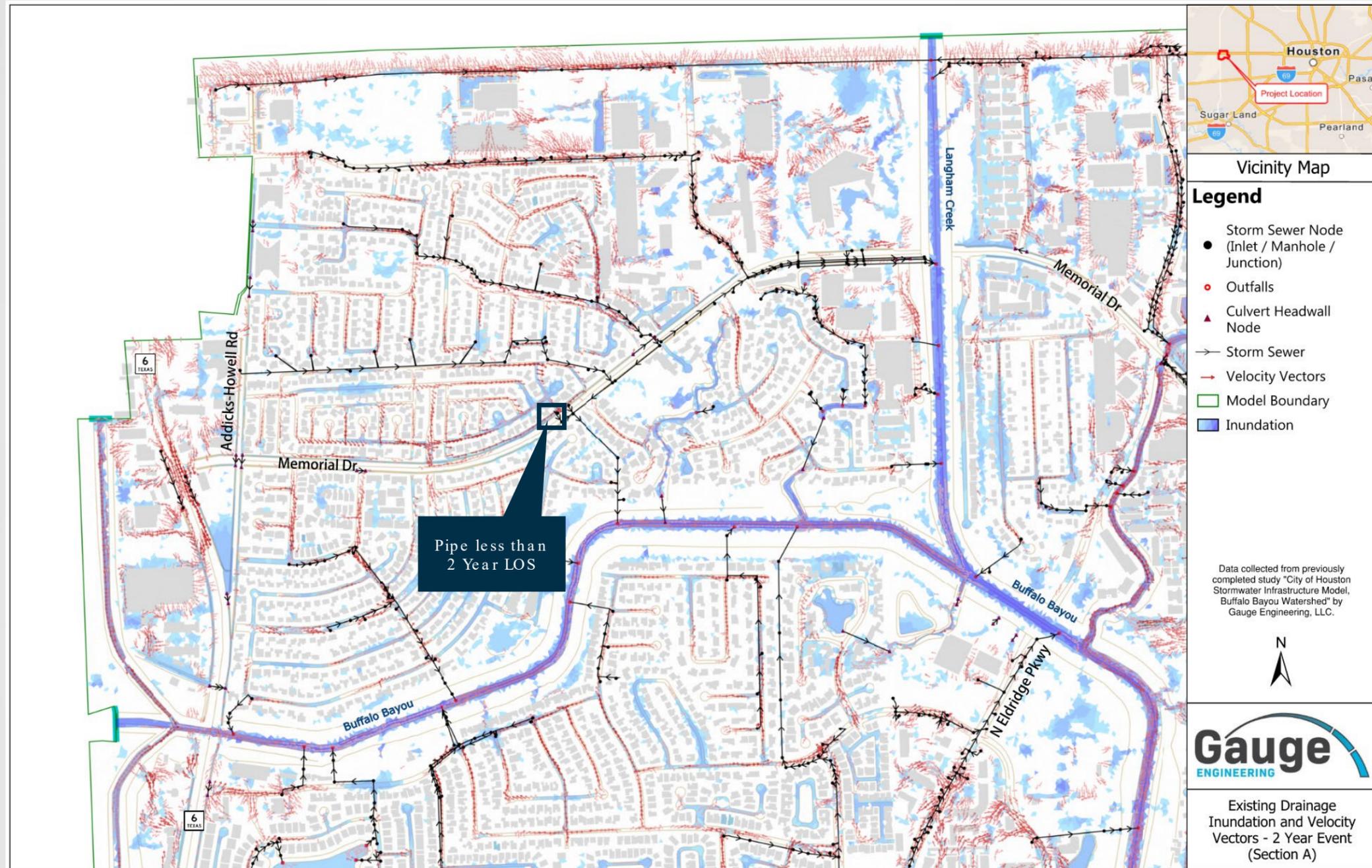


Source: OnTheMap 2022

[Existing Conditions Drainage – 100 YR]



[Existing Conditions Drainage – 2 YR]



[Existing Conditions Drainage – 2 YR]



Guiding Principles | H-GAC

- **Regional Transportation Plan Vision:** A safe, resilient, equitable, and reliable multimodal transportation system that contributes to a livable region.
- **Active Transportation Plan:** As the region adds more than 4 million new residents over the next 30 years, well-planned walkways and bikeways will keep all road users safe and will act as relief valves for our congested roadway network.
- **Active Transportation Study Program:** Identify specific infrastructure improvements that can improve pedestrian and bicyclist mobility within high-priority districts

Public Meeting #1

February 26, 2025

Project Overview

This project is a collaboration between the Houston-Galveston Area Council (H-GAC) and Energy Corridor District. This study will establish recommendations for improved multimodal infrastructure in the Energy Corridor District. The primary corridors include Memorial Drive between State Highway 6 and North Eldridge Parkway, and Grisby Road between State Highway 6 and Westlake Park Boulevard. Potential improvements include high-comfort bikeways, enhanced and new sidewalks and trails, intersection safety improvements, transit stop enhancements, improved landscaping, and drainage upgrades. In addition to the primary corridors, this Study will look at opportunities for improved connections to nearby destinations including residences, offices, commercial areas, schools, and public parks. The overall goals of the project:

- Improve Multimodal Connectivity
- Enhance Multimodal Safety
- Identify Opportunities for Placemaking and Public Spaces



Scan For Project Website

Memorial Drive Bike and Pedestrian Study



The Energy Corridor is _____.

In the blank space, how would you identify the Energy Corridor ?



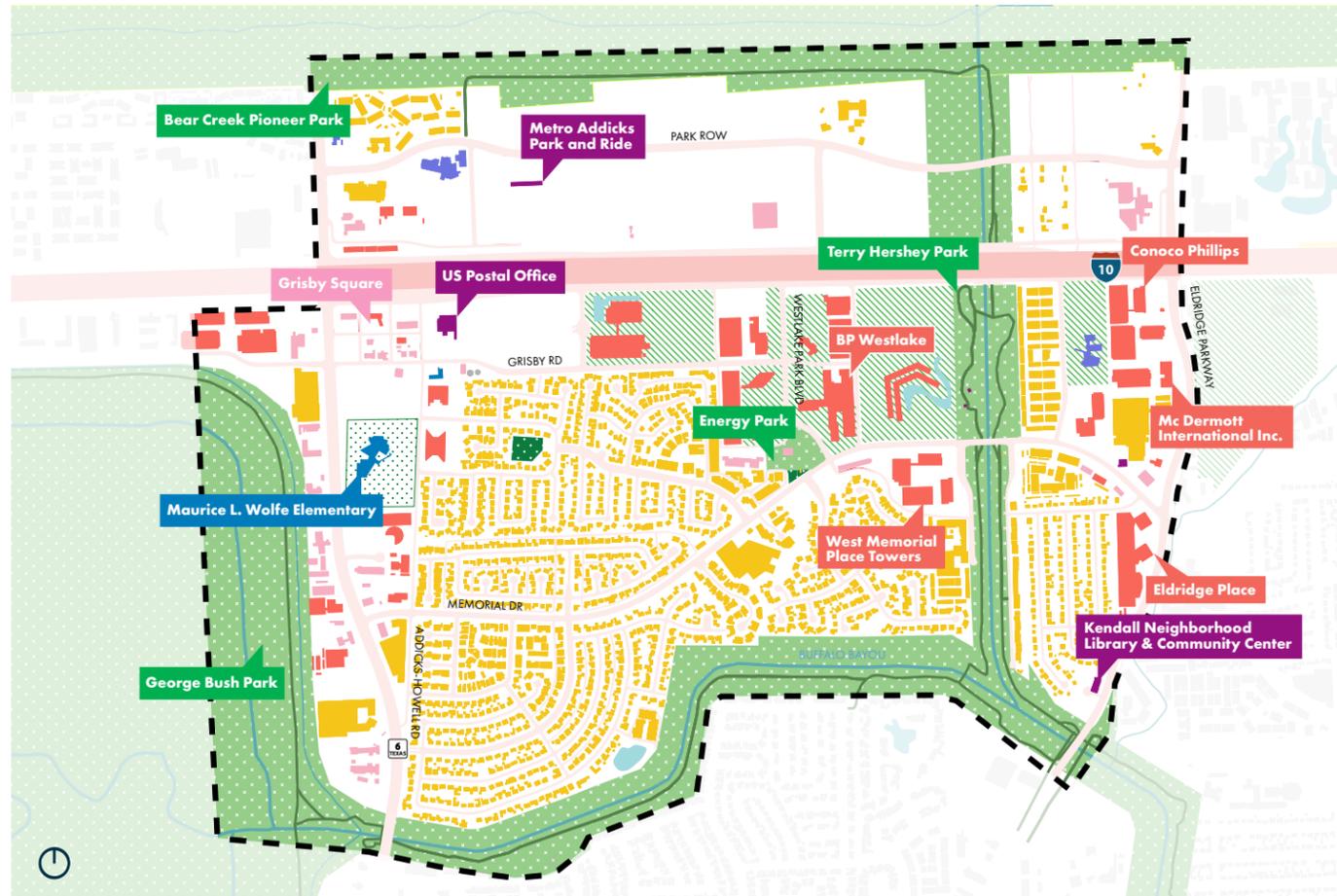
What We Heard

The Energy Corridor Is...

A unique part of town!
A jewel
So many possibilities
Second Home [Work]
Home
Work
15 Minute City
Janky part of Memorial - potholes
Needs a performance venue
Needs to be a destination
Ready to embrace bikes
Connected
Earth retention structures should look awesome (reservoir dams)
Backyard
Energetic (but could be even more)
full of potential
home
Bridges in Terry Hershey should be beautiful
families
Prettier please
work

What destinations do you frequent and how do you get there?

Place a colored pin on destinations you travel to by these modes.



Are there any barriers that influence your mode of travel?

What We Heard

Where do you travel and how do you travel?

Uses BP's facilities as a retired employee

Drive for now to Wolfe Elementary, would prefer their kids to be able to bike or walk to school

Concern with public safety

What We Heard

Which missing bikeway segments would you like to prioritize?



? What type of bikeway would you feel safe biking on?

What bike connections would you like to see?

- Crossroads Dr at Memorial needs a safe crossing
- Would like a more direct path from neighborhoods (like Fleetwood and Crossroads) into George Bush Park
- Add a safe connection between Memorial and Addicks-Howell and connect with George Bush Park
- Would like to see a shared use path on northside of memorial from SH6 to Eldridge
- Would like to see a shared use path on northside of memorial from SH6 to Eldridge
- New bikeway connection from Fleetwood Neighborhood to George Bush Park
- Would like to see an off road bike facility on Memorial from Eldridge to SH6
- Trail bridges are pain points - narrow
- My number one is north of N Dairy Ashford north and west of Watermark development connecting to existing trail
- Current Memorial Drive makes it unsafe to bike - wont bike today
- Would love to see bike infrastructure on Addicks Howell Road
- Would like to see bike infrastructure on Memorial Drive
- Would like to see bike infrastructure on Addicks Howell
- Cycle track on Memorial Drive leading to Terry Hershey Park and Trails
- I would feel safe on either a neighborhood safe street or a cycle track.
- Please prioritize Memorial Drive to Addicks-Howell
- 10' shared use path on Park Row from SH6 to Eldridge
- Future Dream: Connect Memorial Drive to Grisby Square and Addicks P&R with safe bike infrastructure
- Please give parents and kids a safe route to school
- Cycle track or trail

Which Barrier do you find more challenging while biking, walking, or rolling?

Use a flag pin to locate where you have had trouble walking/biking/rolling due to barriers or where you would like to bike, walk, or roll.



Private Greenspace Private Park Housing Education Religious Shared Use Path Signalized Crossing
Parks School Yard Office Civil/Public Commercial Existing Sidewalk

Memorial Drive Bike and Pedestrian Study

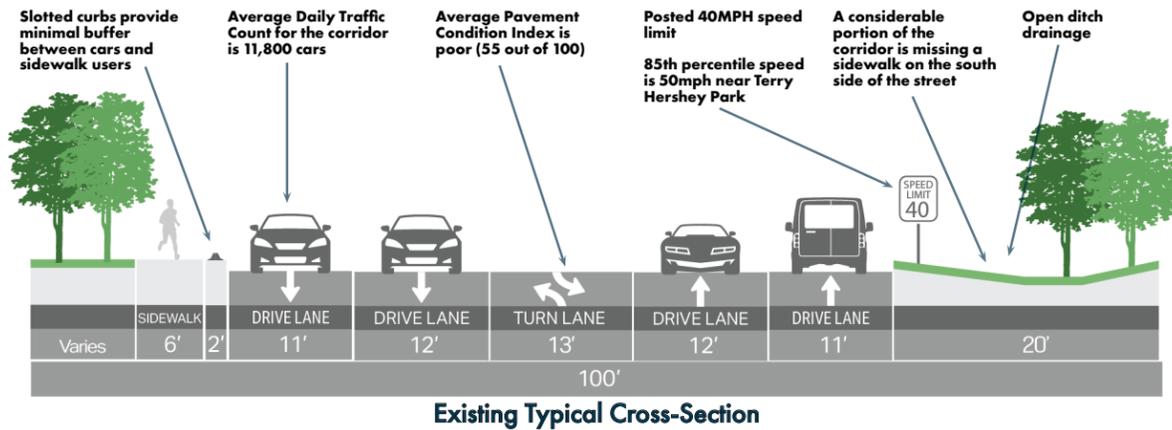


What We Heard

What barriers exist today?

- Would like improvements to ped/bike bridge located at SH-6 over Buffalo Bayou - currently too narrow
- Memorial - road conditions create barrier
- No Sidewalks in Fleetwood, people walk themselves, pets, strollers in the street and drivers speed in the neighborhood
- Fleetwood Oaks Drive (north of Memorial) is terrible and unsafe
- SH-6 needs pedestrians sidewalks and crosswalks on both sides
- Need lighting near Wolfe Elementary and along Addicks-Howell north of the school
- New lighting and crosswalks on Memorial Drive
- Would like to see wayfinding signage to Addicks P&R
- Would like to see trail connection between Grisby Road (west of SH6) and George Bush Hike and Bike Trail
- Would like to be able to walk to Wolfe Elementary and Grisby Square restaurants
- Fleetwood south of Memorial does not connect to the sidewalks on Memorial Drive making it difficult to reach the trail head on Memorial Drive, the school, and nearby restaurants
- Would love to be able to have older kids cross Memorial Drive at Fleetwood - better crosswalks needed
- Want to be able to walk or bike to Wolfe Elementary and restaurants - make it kid/family friendly
- Finish connection to Terry Hershey Park Westbound (missing 10' of concrete)
- Recommend not building Shared Use Path on north side of park row from water tower entrance to central park west blvd - defer until developed
- Connect to chatterton trail behind watermark and on west side of watermark
- I ride on the right lane on Memorial Drive - sidewalks too rough and narrow - applies to the entire scope of Memorial Drive
- Sh-6 at Buffalo Bayou - existing trail bridge is only on one side

How would you improve Memorial Drive?



? How would you prioritize these roadway enhancements?



Rank your most important street features on the comment card below.

Memorial Drive Bike and Pedestrian Study



What We Heard

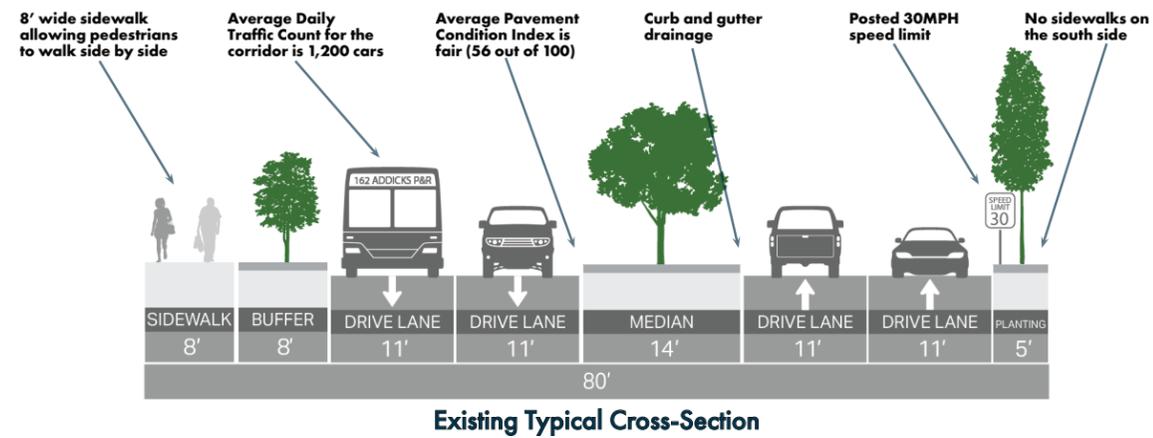
What type of improvements would you like to see on Memorial Drive?

- Access to businesses without a turn lane is hard
- Can you reduce/remove a lane and provide a bike lane?
- Planters of some sort would provide a wide buffer between sidewalks and car lanes - currently there is no buffer and it is scary
- Memorial Drive Road Condition has been horrible for over 30 years
- Remove unused turn lane, push car lanes together, create 10' shared use path along north side of Memorial and 6' sidewalks on the south side
- Buffer sidewalk or trail from roadway
- Memorial at Addicks-Howell has narrow turns
- Cut through from SH6 to Memorial at new apartments
- Turning cars don't look right for peds or bikes on the sidewalk
- I would bike on Memorial if there was a safe path
- Like speed mitigation

Rank the most important street feature:

Safe Crossings	6 Votes
Sidewalks and Ramps	5 Votes
Safe Bikeways	9 Votes
Intersection Safety	4 Votes
Drainage	4 Votes
Lighting	1 Vote
Landscaping	-
Speed Mitigation	4 Votes

Grisby Road Corridor Profile



? How would you prioritize these roadway enhancements?



Rank your most important street features on the comment card below.

Memorial Drive Bike and Pedestrian Study



What We Heard

What type of improvements would you like to see on Grisby Road?

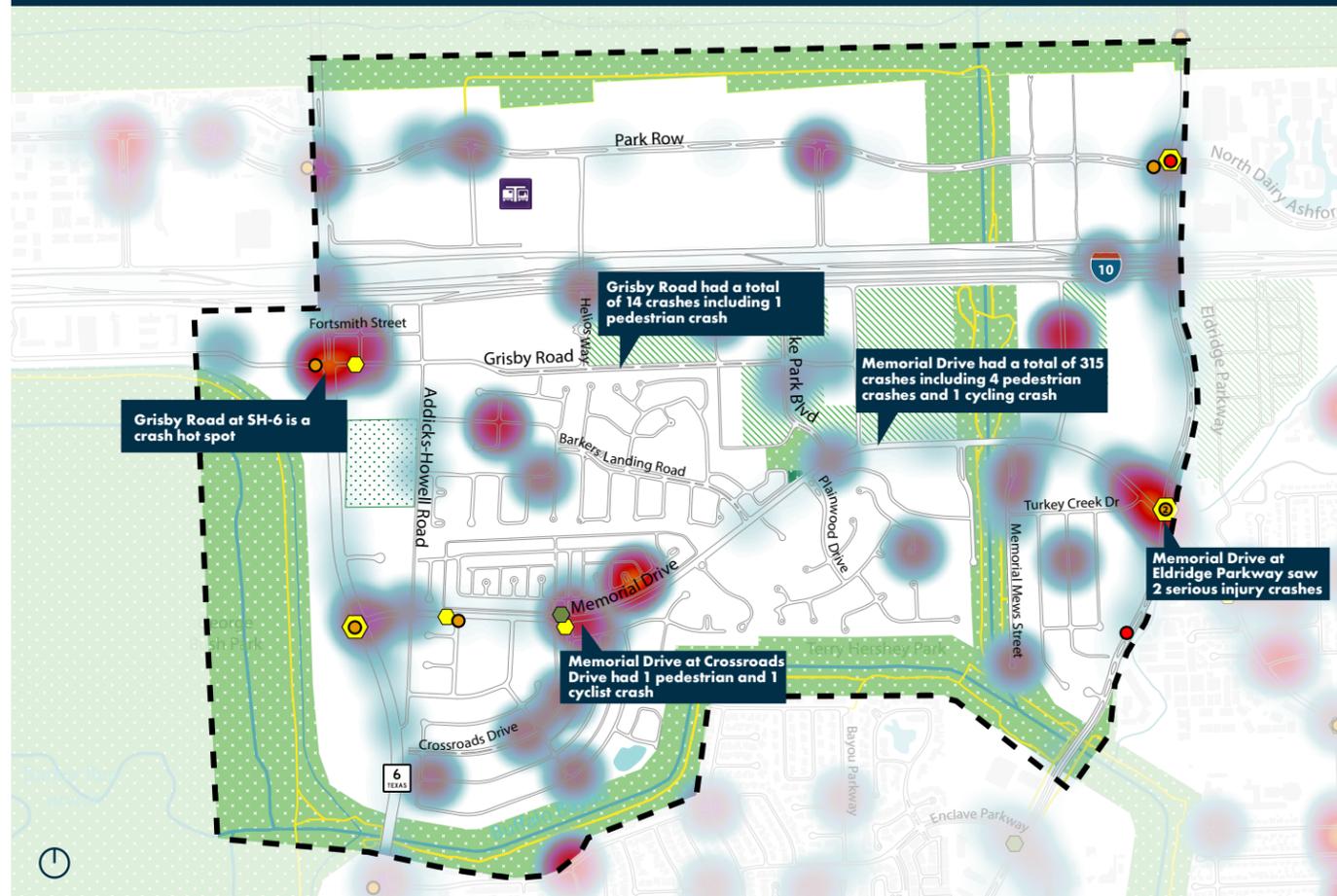
- Make Grisby Road safe to walk and bike on so residents can reach the restaurants
- If bike trails are added, please make sure there is adequate bike parking

Rank the most important street feature:

Safe Crossings	3 Votes
Sidewalks and Ramps	4 Votes
Safe Bikeways	3 Votes
Intersection Safety	2 Votes
Drainage	2 Votes
Lighting	3 Votes
Landscaping	1 Vote
Speed Mitigation	1 Vote

Other comment: Most important feature is parking.

Where does it feel unsafe to walk, bike, or roll?



? What safety improvements would make these areas safer?

What We Heard

Where do you feel unsafe and what features would make you feel safer?

- There are no crosswalks, push buttons, or pedestrian signals between Sh6 and Westlake Park Blvd - can't cross to walk to Wolfe Elem or Terry Hershey Park or Grisby Square
- I feel unsafe walking/biking along all Memorial Drive
- The corner of Memorial and Addicks-Howell is tiny. Buses and cars struggle to pass, much less pedestrians
- Intersection of Memorial Drive and Eldridge Parkway is intimidating to pedestrians and bikes due to the amount of lanes
- Sidewalk gaps on Addicks-Howell
- Walking along Memorial Drive feels very dangerous - cars are inches away from 40-60mph, there is no buffer
- Please make lanes more narrow as they naturally will slow down cars
- Cars speed while I walk to Wolfe Elementary on Fleetwood Oaks Dr
- Signal timing issues at Crossroad Drive
- I don't feel safe walking on Addicks-Howell, from Memorial to Wolfe or Grisby
- All the sidewalk along Memorial Drive from Fleetwood subdivision feels unsafe. No way to cross from Fleetwood South, there is no pedestrian crosswalk or protected path
- Cant walk or bike on Addicks-Howell to Wolfe - ditches are way too deep/unsafe
- More prominent/safer crosswalk from Fleetwood north - south across Memorial
- Would like to see a designated bike trail on Memorial to Energy Park (playground) and Terry Hershey Park
- Its very dangerous to cross SH6 and walk/ride along SH6
- I cannot get to reservoir trail from SH6 easily

Additional Feedback?

What We Heard

What was the most surprising to you?

- The recorded speed limit on Memorial - slow down people!
- 85% speed being 50 mph
- Hwy 6 traffic cuts through a side street next to the new apartments and increases traffic on Memorial - they bypass the traffic light and traffic starts as early as 6am
- That there were 4-5 big items overlooked
- crash data along Memorial @ 6, crossroads at Eldridge
- Deep ditches on Addicks-Howell
- Crash Data heat map
- Recorded speed limit on Memorial

What Questions do you have for us?

- What elected officials are aware of this effort?
- How much money is the grant?
- How can I help get this area better?
- What elected officials support this effort? Who is advocating for this?
- Who do we contact if we have ideas?

What is the most exciting opportunity for this area?

- Improve Safety
- Lower actual speeds - result in fewer crashes
- Make Memorial a bike friendly corridor (high comfort)
- Bike connectivity
- Connectivity opportunities
- Safety!
- Lets connect Terry Hershey to Grisby Square
- More parking and/or access to Grisby Square
- Crosswalks and comfortable bike options
- Add 20 mph school lights on Memorial/Addicks Howell Drive crossing
- Creating safe and connected infrastructure to already existing trails and destinations: ECD has the opportunity to be a 15-min city with the right enhancements

Stakeholder Meeting

February 18, 2025



Meeting Summary

Project: Memorial Drive Bike and Pedestrian Study

Meeting Date: 02/18/2025 at 10 AM

Meeting Location: Virtual – Microsoft Teams

Subject: Major Employers and Properties Focus Group

Attendees:

Leah Chambers (Outside Voices)	Michael (Energy Corridor District)
Alex Weinheimer (TEI)	Julie (770 Apartments)
Nick Killian (TEI)	Kelsey Coleman (Memorial West Offices)
Justin Welling (TEI)	Erika Gonzalez (The Atlantic Apartments)
Marcus Martinez (UltraBarrio)	Linda Juarbe (Granite Properties)
Qun (Zhun) Zhao (HGAC)	Pamela Tomme (BP)
Brian Smith (HGAC)	Richard Saegard (BP)
Sara Garcia (UltraBarrio)	

Overview

Individuals representing both residential and corporate businesses within the Study Area met with Outside Voices, TEI, UltraBarrio, and H-GAC to discuss the Memorial Drive Bike and Pedestrian Study. Meeting topics included the overall project, general questions, concerns they have currently or might have in the future, and goals they would like to see in the study. The following were major topics covered in the discussion.

Existing Sidewalks and Crossings

Many of the attendees expressed concerns with sidewalk conditions along Memorial Drive. Additionally, there have been complaints for new ada ramps and better crosswalk markings at S Mayde Creek and Westlake Park Boulevard. There were also concerns brought up about the need for a crosswalk midblock on Eldridge Parkway south of Memorial Drive (in front of Flour's offices).

Many of the attendees talked about how their offices or apartment complexes are close to a lot of the area's destinations, but it can be challenging to get there by foot or bike. They are happy to hear about the study and look forward to seeing recommendations that will improve pedestrian and cyclist conditions.

Access to Terry Hershey Park

One of the nearby destinations that was mentioned several times was Terry Hershey Park. The park is a large amenity for both the apartments and offices. Access and walkability to the park is important to the attendees.

Shade

Lack of shade in both Terry Hershey Park and along Memorial Drive were mentioned as concerns in the area. Attendees would like to see more shade in the area, especially at bus stops, as they believe it would make walking and biking in the area more comfortable.

Construction

The area has been involved with the Park Row Waterline project for a few years now. The construction project has not gone as smoothly or as quickly as it was initially planned. The attendees do not want a potential project on Memorial Drive to have the same outcome as the Park Row construction project. The group made it clear that if construction were to occur, they would like it to be efficient, meaningful, and organized.

Roadway Surface Condition

Although the group did have concerns about construction, they were vocal about the need for improvement along Memorial Drive. Multiple members mentioned the potholes and pavement quality along Memorial Drive as a concern. The group would like to see it repaved, which the City of Houston has plans to do some time in late 2025 or next year in 2026.

Commute Patterns

One of the last subjects talked about was commute patterns. Multiple members discussed how they did have bike commuters. BP even keeps track of which employees commute by bike. BP also mentioned how most of their commuters who drive are coming from the west, either from Katy or Fulshear. Many of the apartments said that their residents either work directly in the Energy Corridor or nearby in the general area of West Houston. One final comment that BP did bring up was how they miss the lunch trolley that the Energy Corridor District used to run to connect the offices with Grisby Square.

One Thing We Must Get Right

The final activity was asking everyone in the group what was the one thing we must get right in the project. The following points are the results:

- Accessibility
- Convenience
- Minimize or consider construction
- Safety on Memorial Drive
- Improve Memorial Drive (crossing at Langham Creek Bridge)
- Safety and lighting
- Wayfinding signage, branding

Steering Committee

#2

May 13, 2025

May 14, 2025

Memorial Drive Bike/Ped Study

Steering Committee Meeting #2



Regional Collaboration • Transportation Planning • Multimodal Mobility

Meeting Agenda

- Welcome & Introductions
- Project Overview and Timeline
- Purpose of Today's Meeting
- Recap and Emerging Themes
- Project Goals
- Overview of Roadway Alternatives
- Discussion: Design Approach and Feedback
- Next Steps



Welcome & Introductions



Project Lead

H-GAC
Energy Corridor District

Consultants

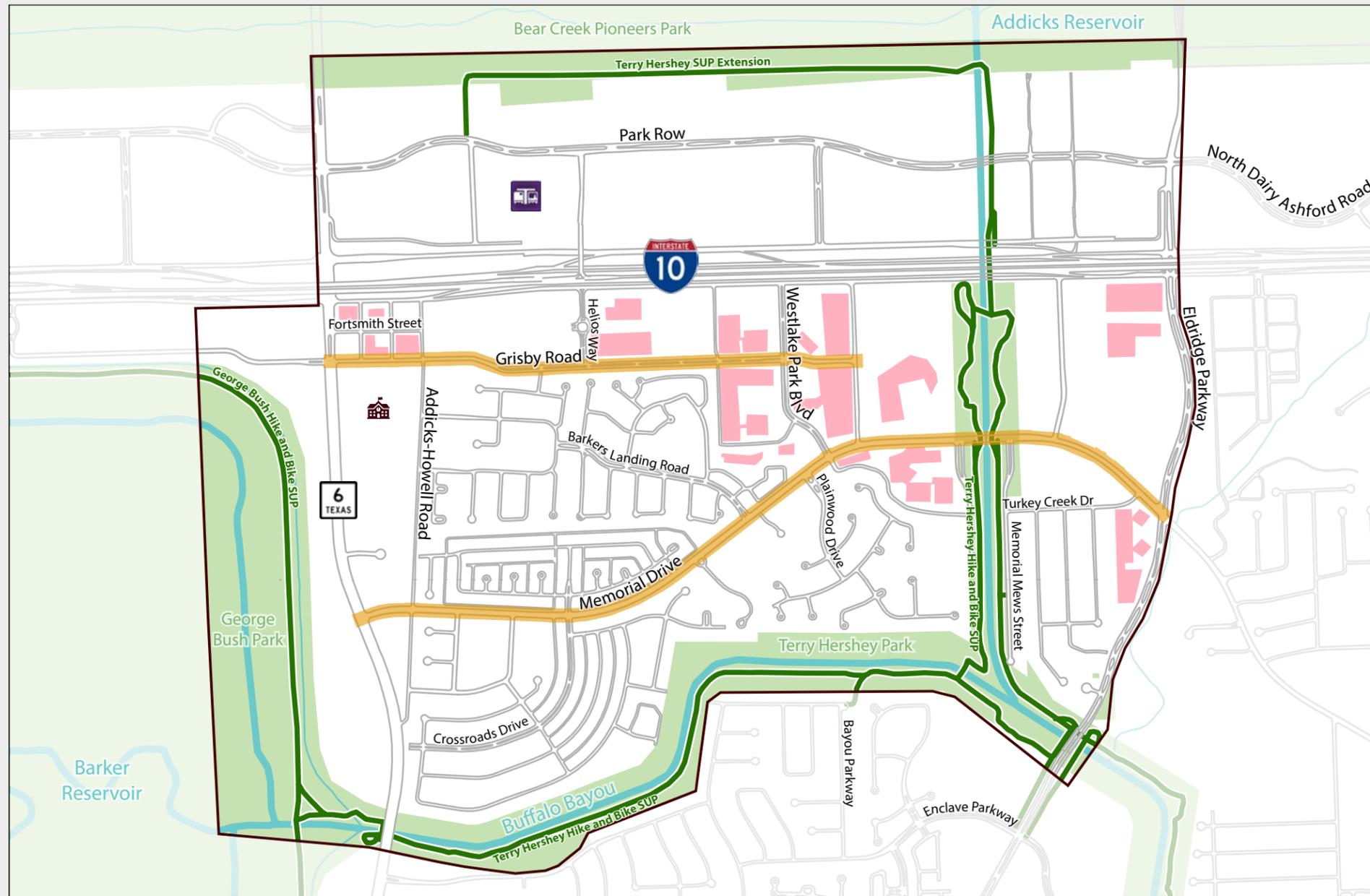
TEI Planning + Design
UltraBarrio
Gauge Engineering
Outside Voices

Steering Committee

City of Houston Public Works
City of Houston - Office of the Mayor
Harris County Precinct 4
METRO
Houston Police Department
Houston Fire Department
TxDOT
Neighborhood Representative

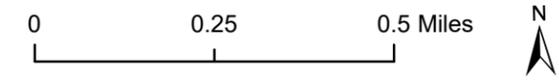


Project Overview



Legend

- Study Area
- Primary Corridors
- Parks
- Shared-Use Path
- Bayous
- Wolfe Elementary
- Key Commercial Destinations
- METRO Addicks P&R



Project Timeline



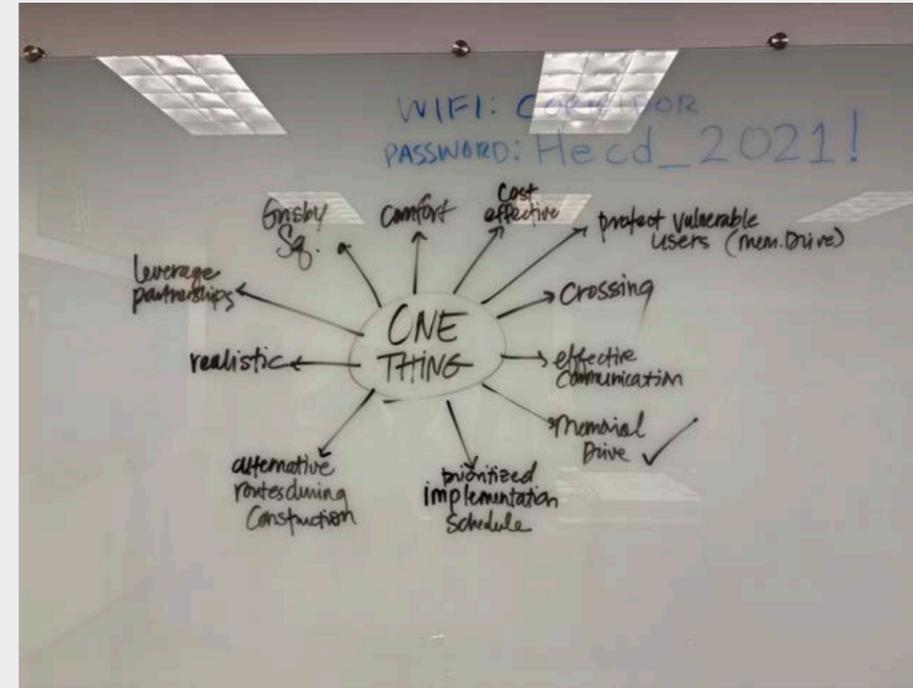
Purpose of Today's Steering Committee Meeting

Learn about where we are in the planning process

Learn about design options for Memorial Drive and Grisby Road

Provide feedback on the design options and discuss trade-offs

Recap: Steering Committee #1 - February 5, 2025

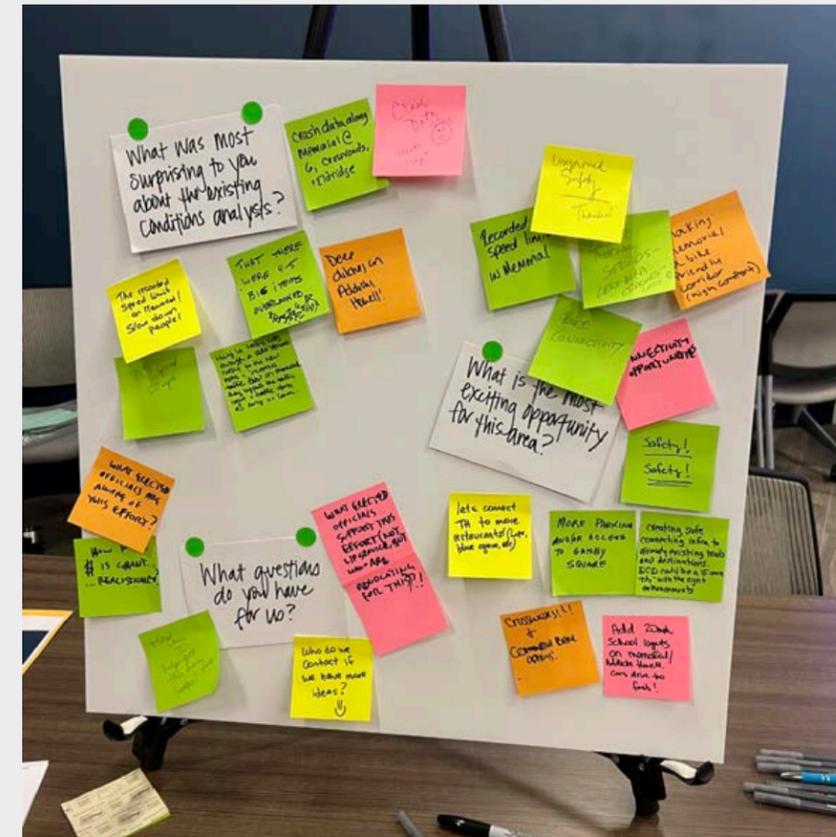
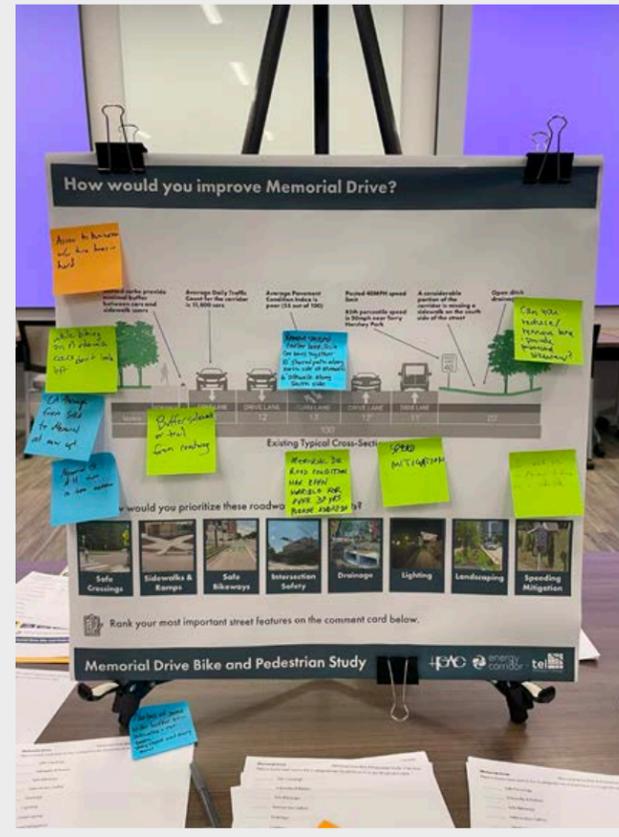
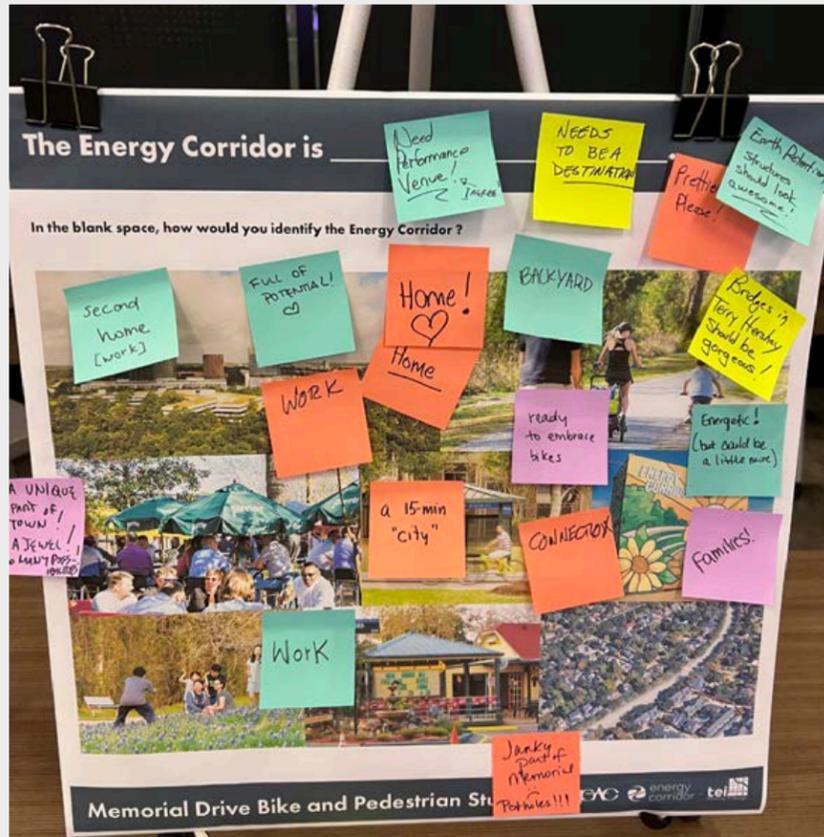


Recap: Steering Committee #1 - February 5, 2025

What is the ONE THING we must get right for this project to be successful?



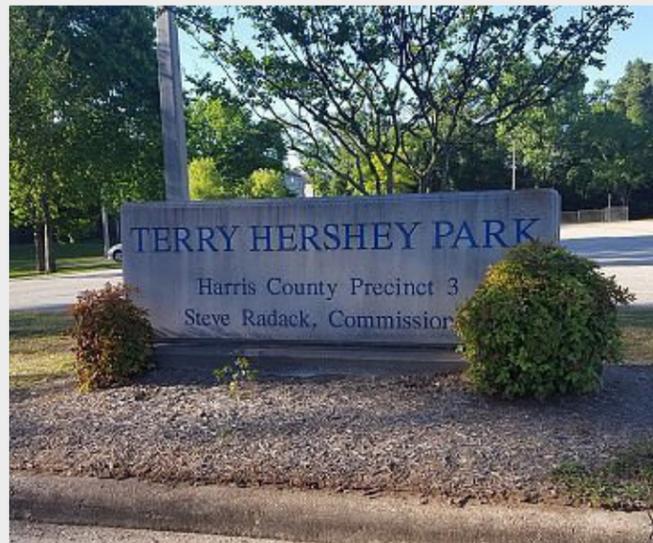
Recap: Public Meeting #1 - February 26, 2025



Emerging Themes from Steering Committee • Public Meeting • Existing Conditions

Connectivity

- Address barriers to connectivity (highways, bayous, busy roads)
- Improve crossings
- Fix sidewalks
- Provide connections to areawide amenities



Safety

- Create safer intersections for all
- Provide highly-visible crosswalks
- Include drainage improvements where feasible



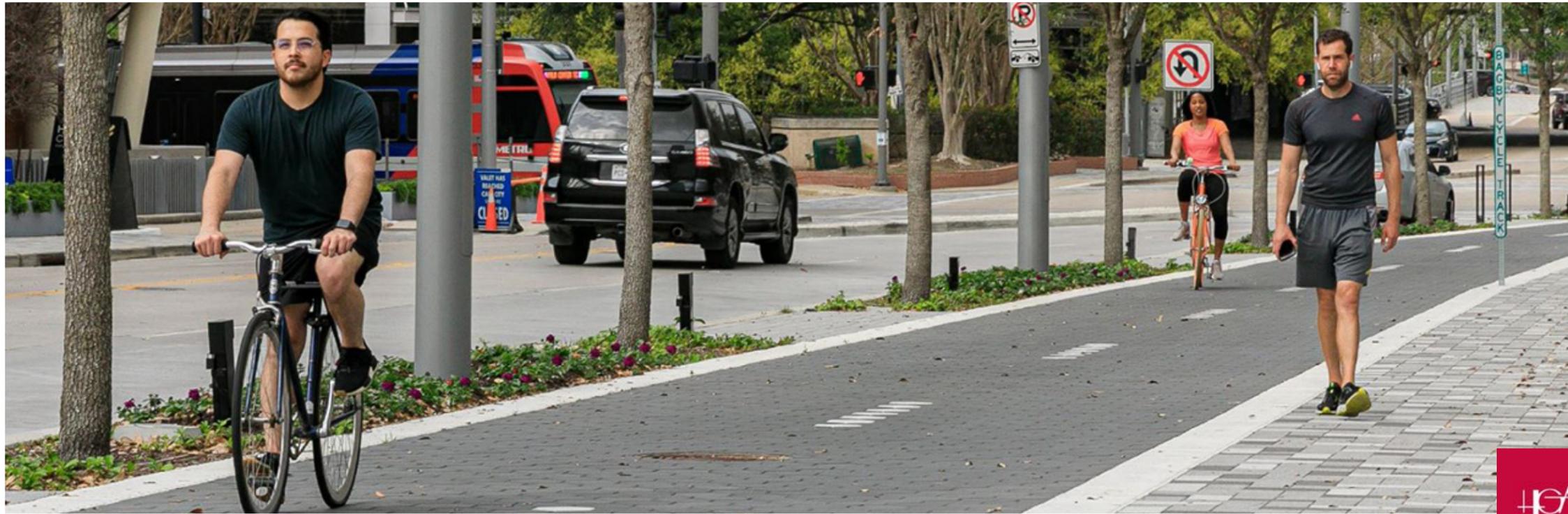
Placemaking

- Improve lighting for all
- Include Energy Corridor District's branding and wayfinding
- Increase tree planting to provide shade and beautification



Project Goals

Enhance safety and create spaces for all users on Memorial Drive: walk - bike - drive - transit



Project Goals

Connect our amazing assets and destinations with multimodal infrastructure



Provide safe routes to schools and parks

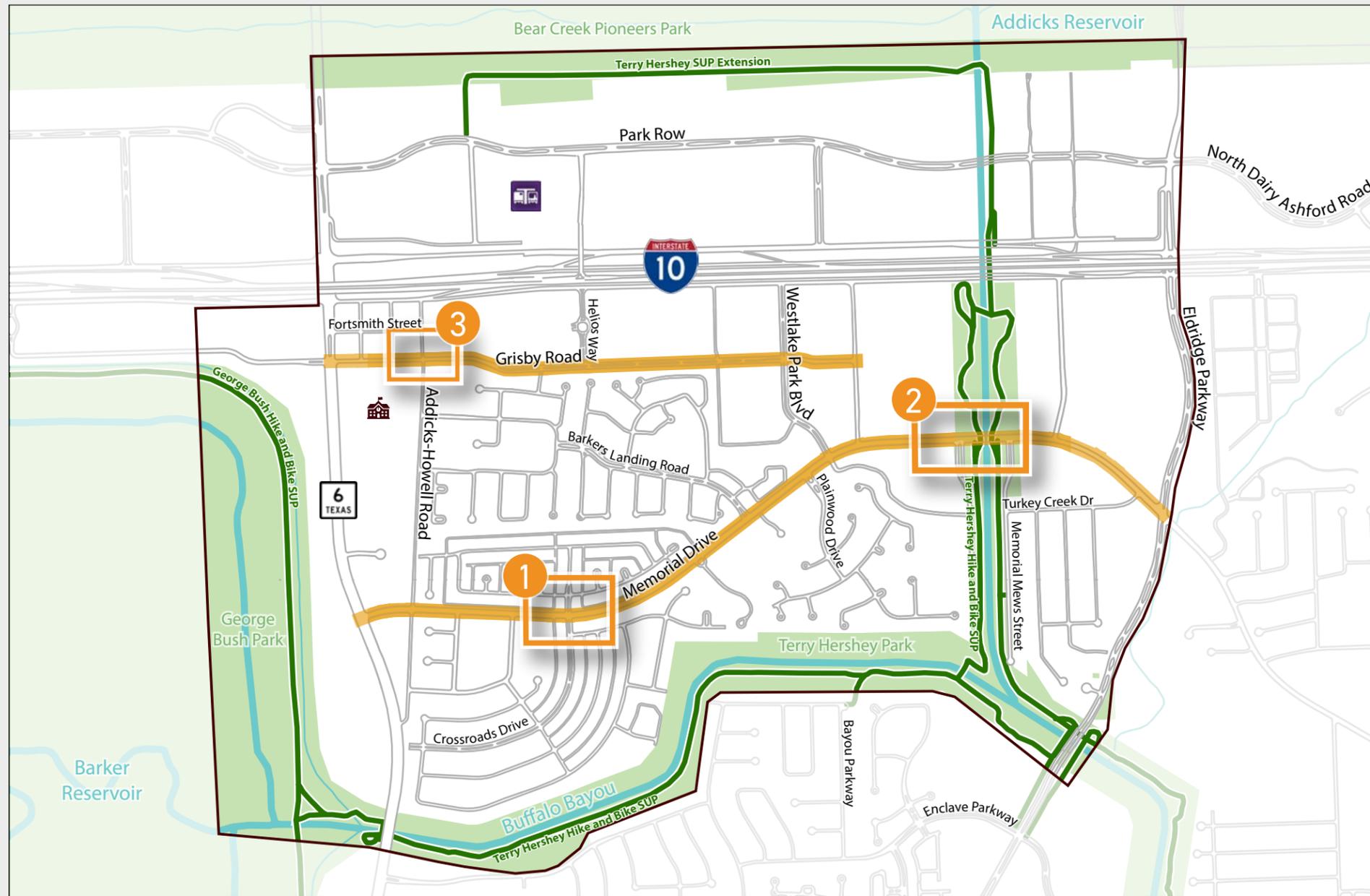
Project Goals

Elevate Grisby Square by enhancing its core amenities—improving parking, upgrading sidewalks, and adding pedestrian-friendly lighting



Provide wayfinding and placemaking features supporting multimodal access to Grisby and Memorial

Design Locations

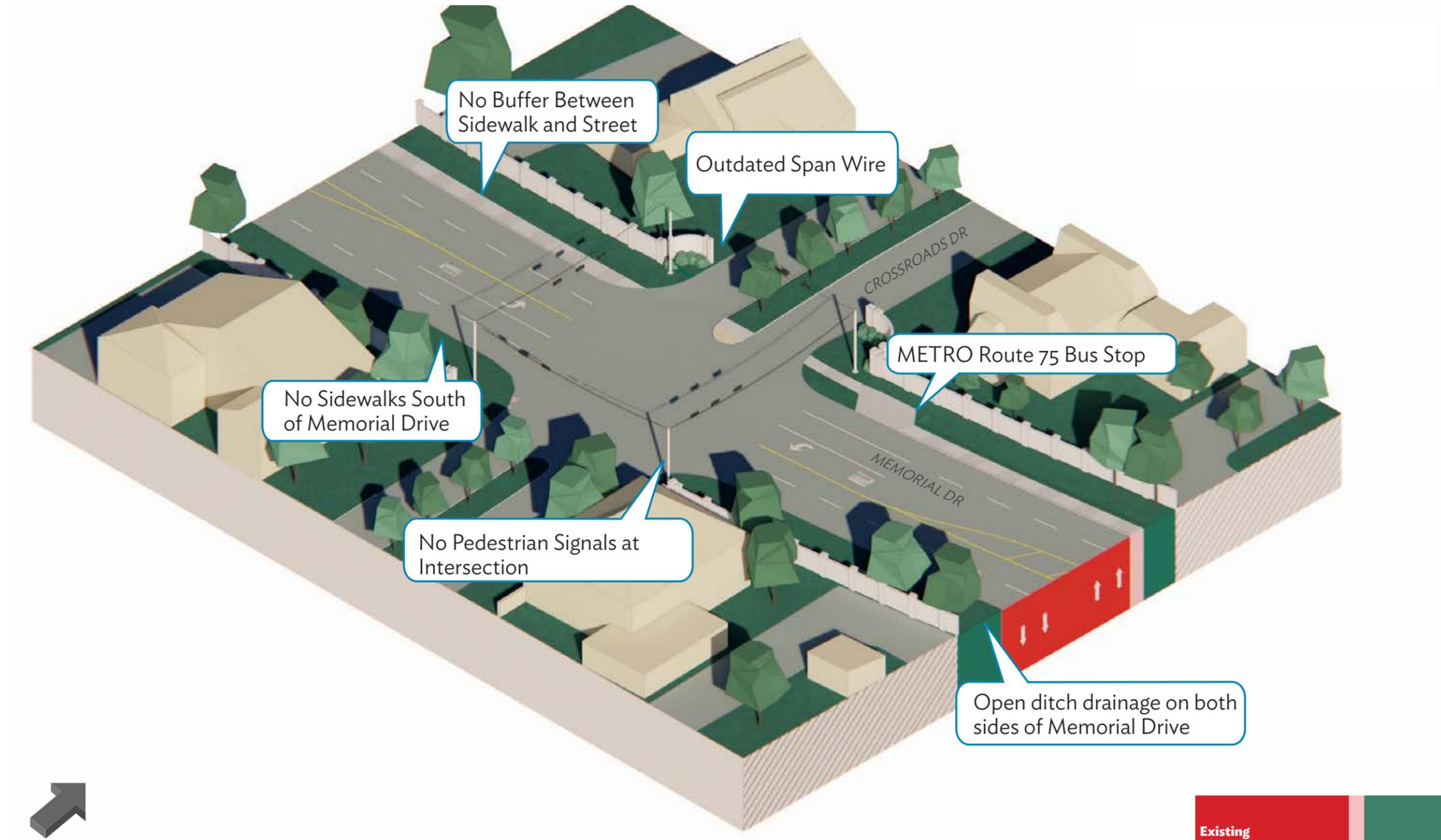


Legend

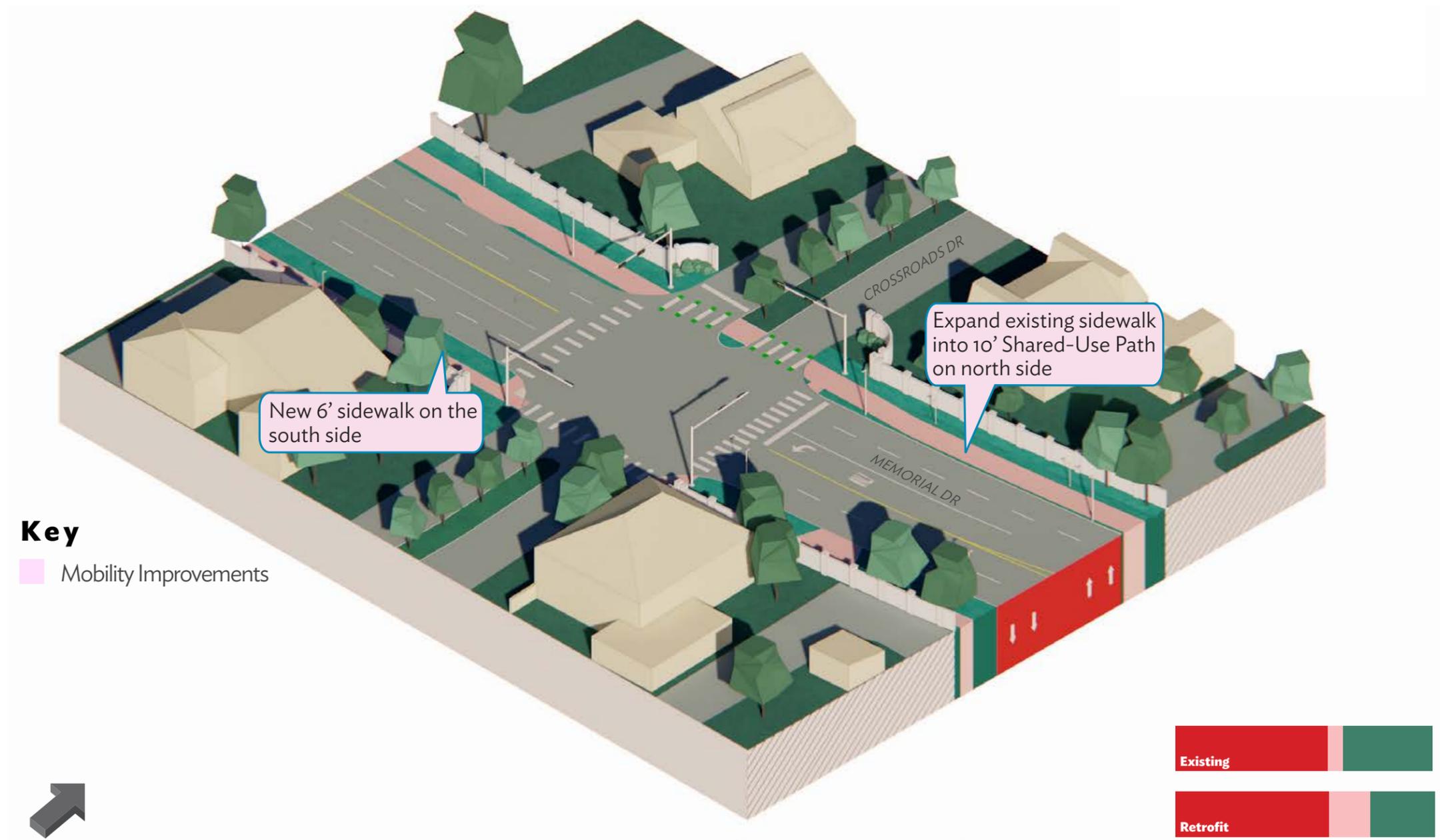
- Study Area
- Primary Corridors
- Design Areas
- Shared-Use Path
- Bayous
- METRO Addicks P&R
- Parks
- Wolfe Elementary



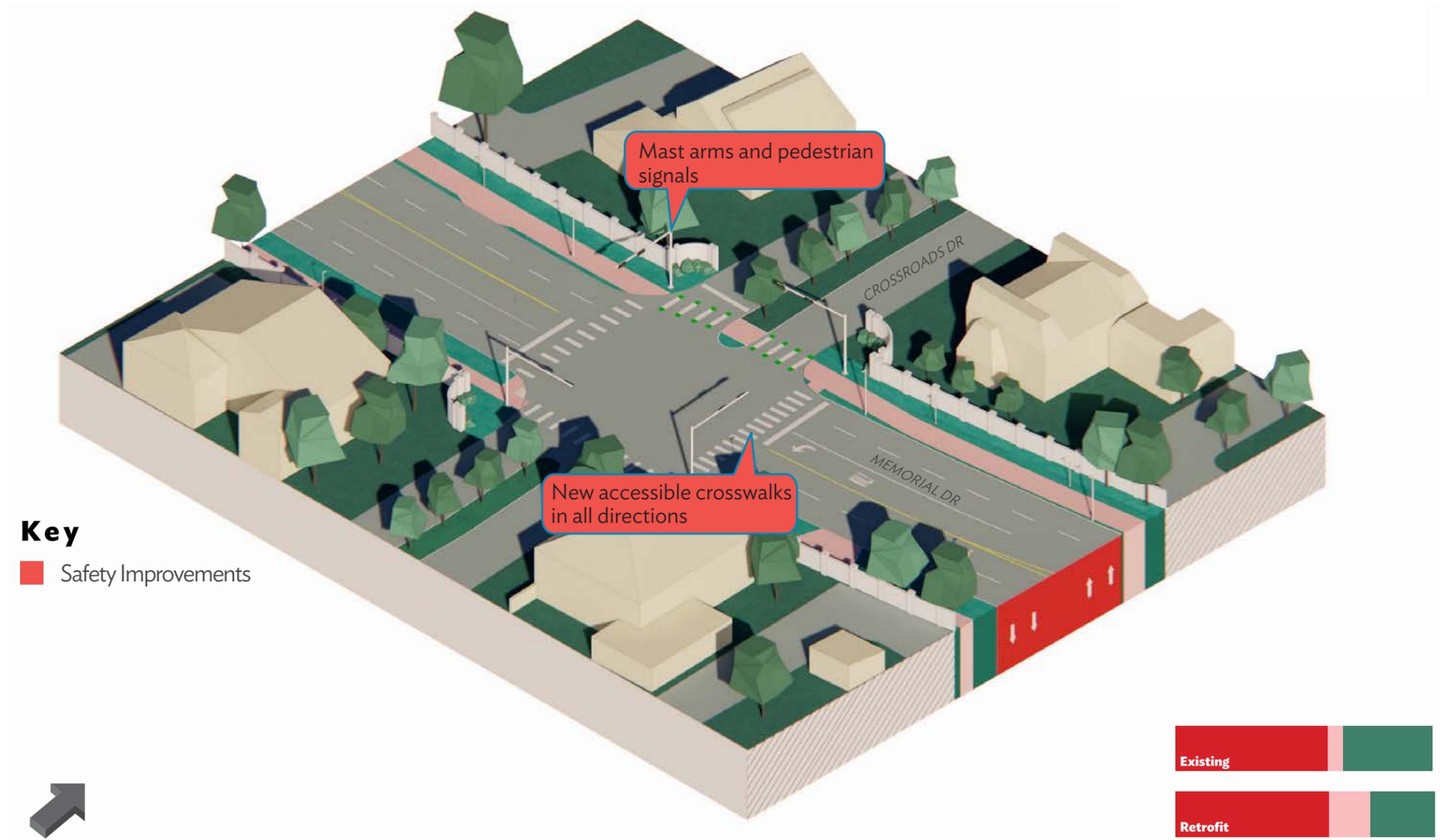
Memorial Drive at Crossroads Drive - Existing



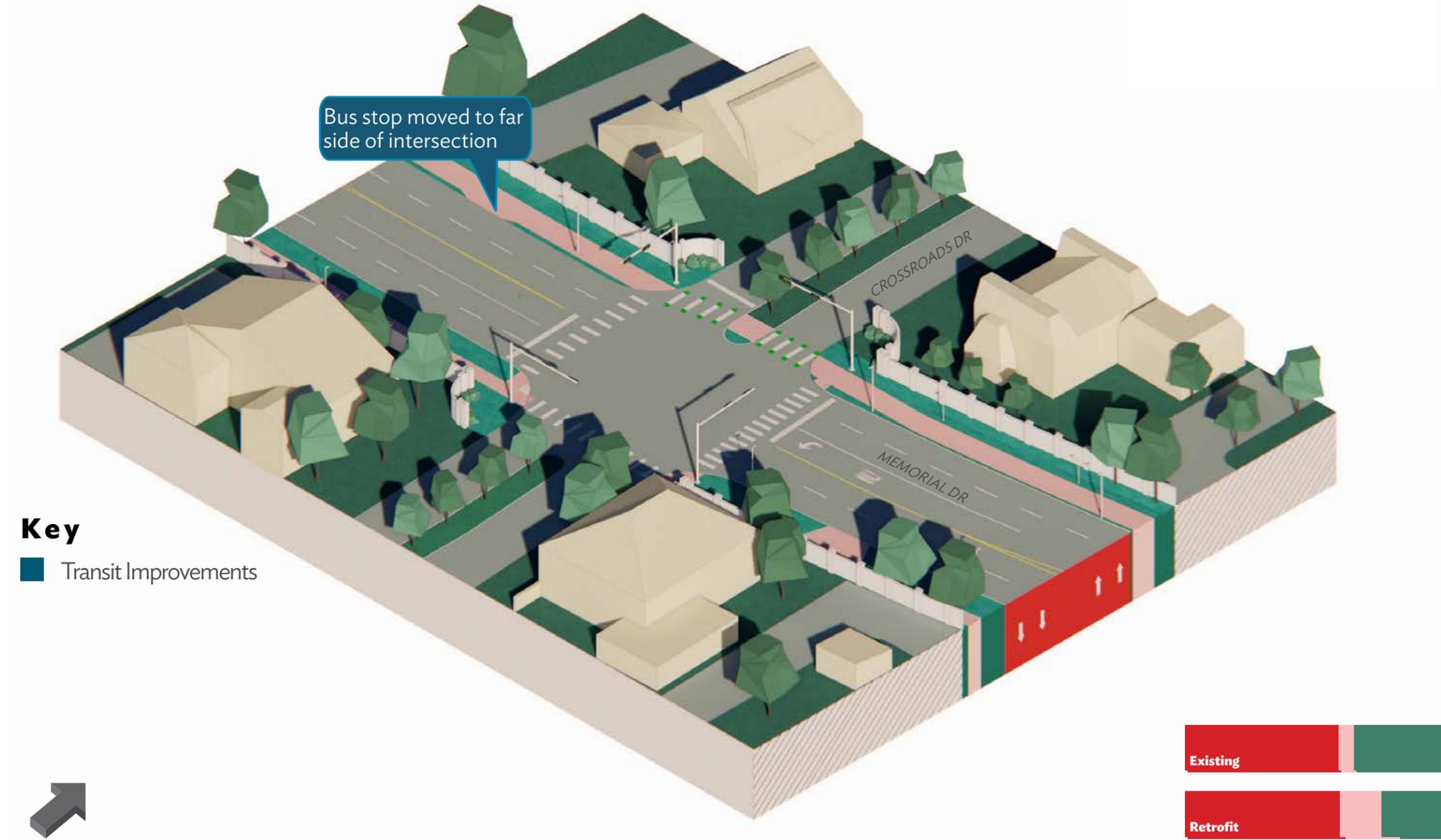
Memorial Drive at Crossroads Drive - Retrofit



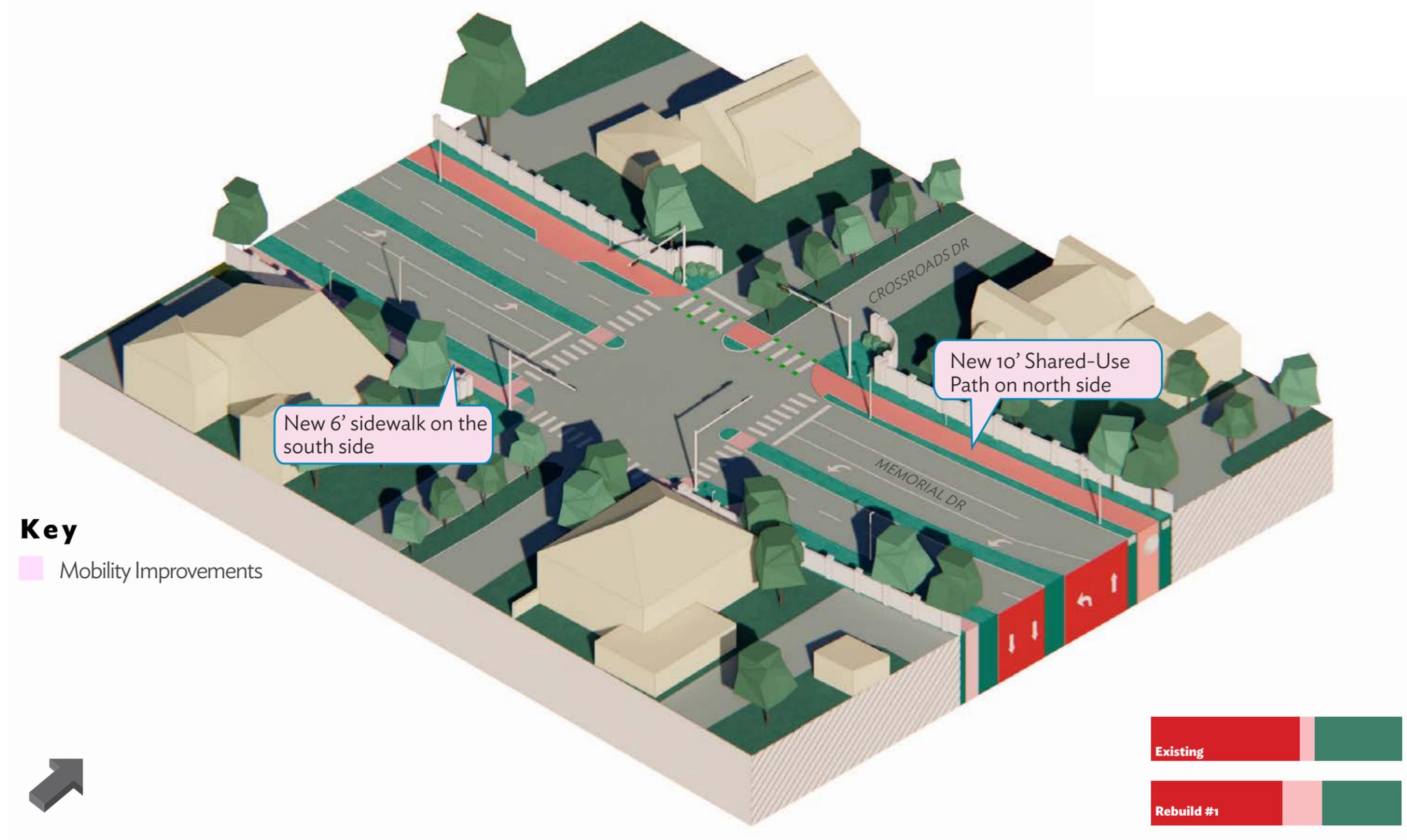
Memorial Drive at Crossroads Drive - Retrofit



Memorial Drive at Crossroads Drive - Retrofit



Memorial Drive at Crossroads Drive - Reconstruction w/ 4 Lanes

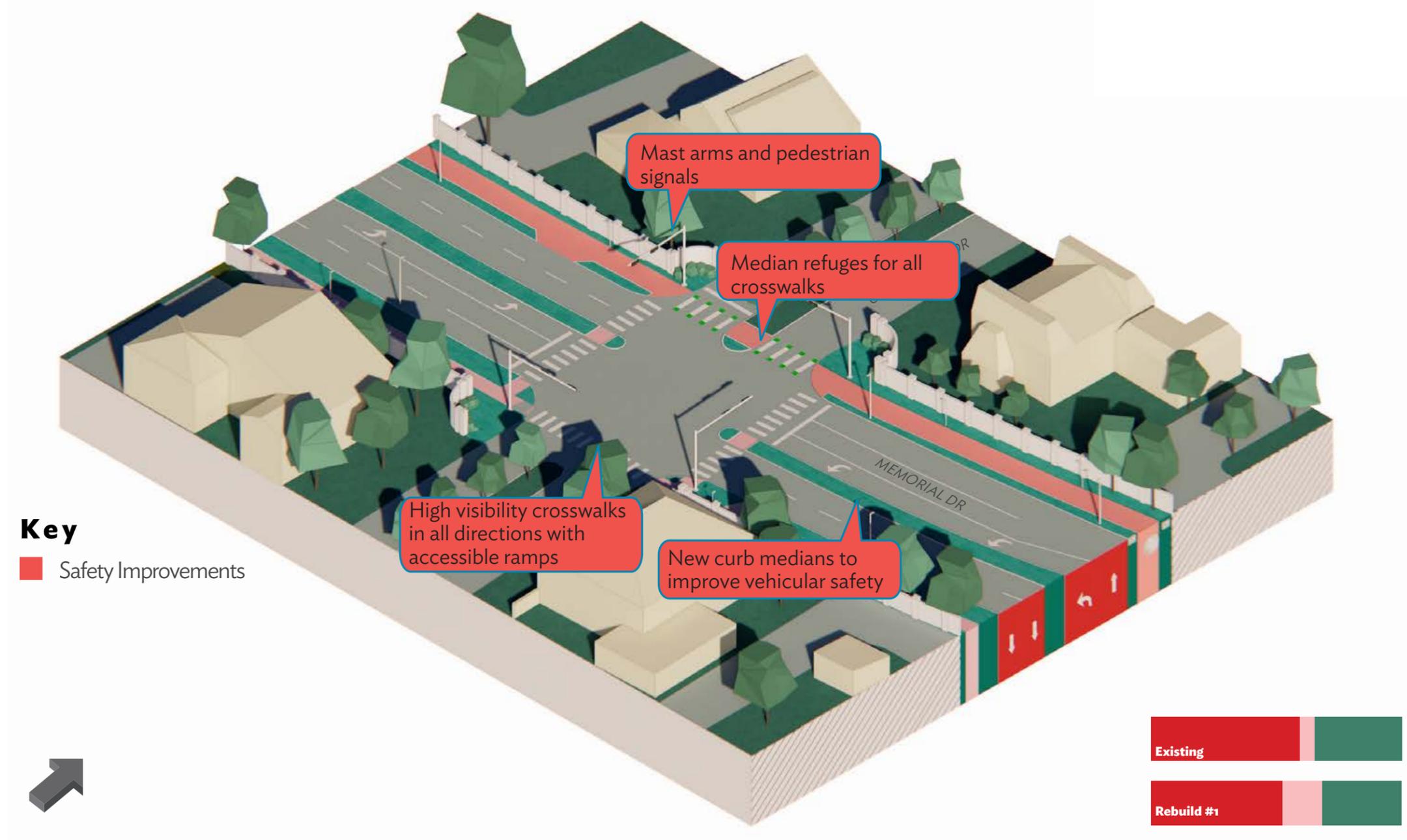


Key

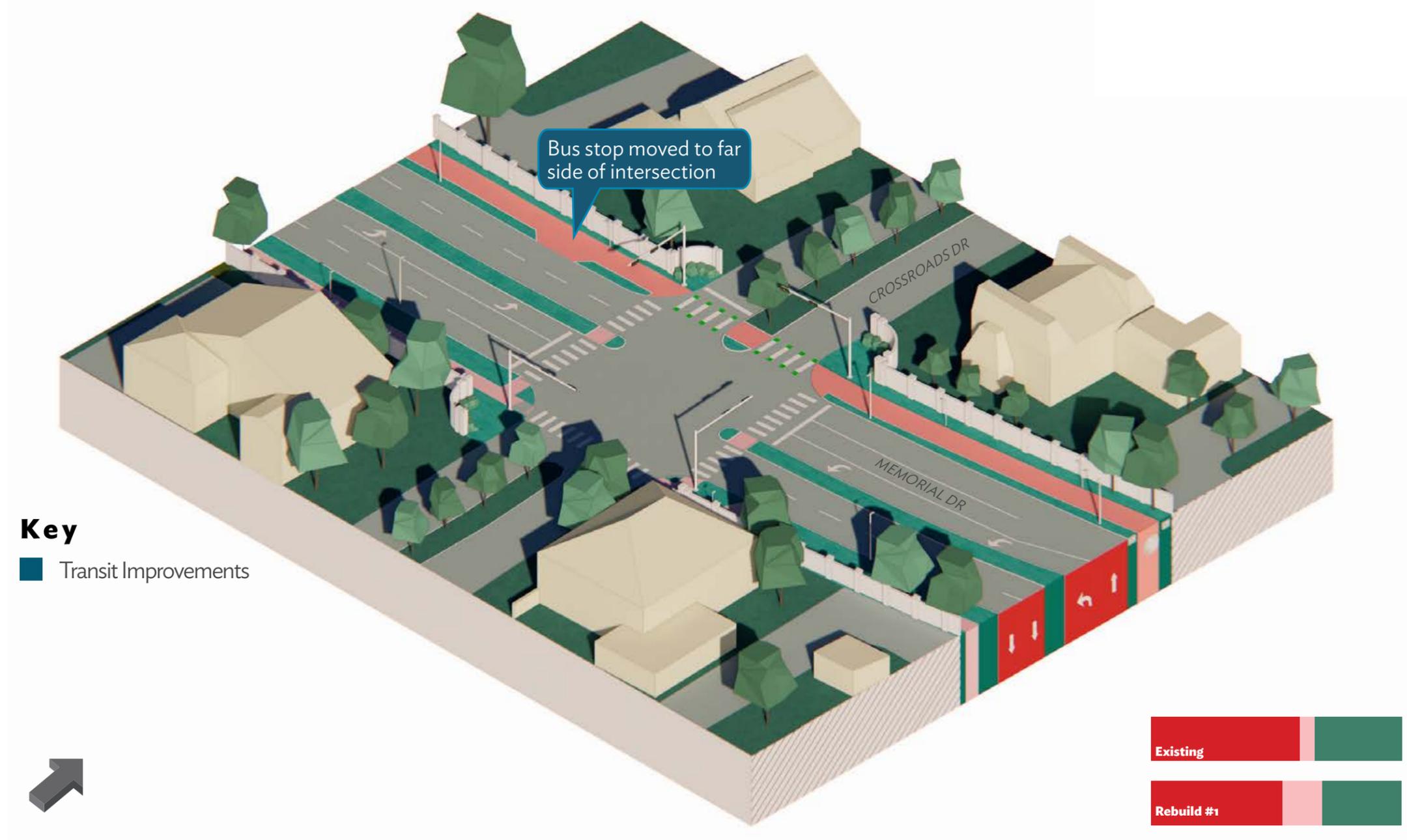
Mobility Improvements



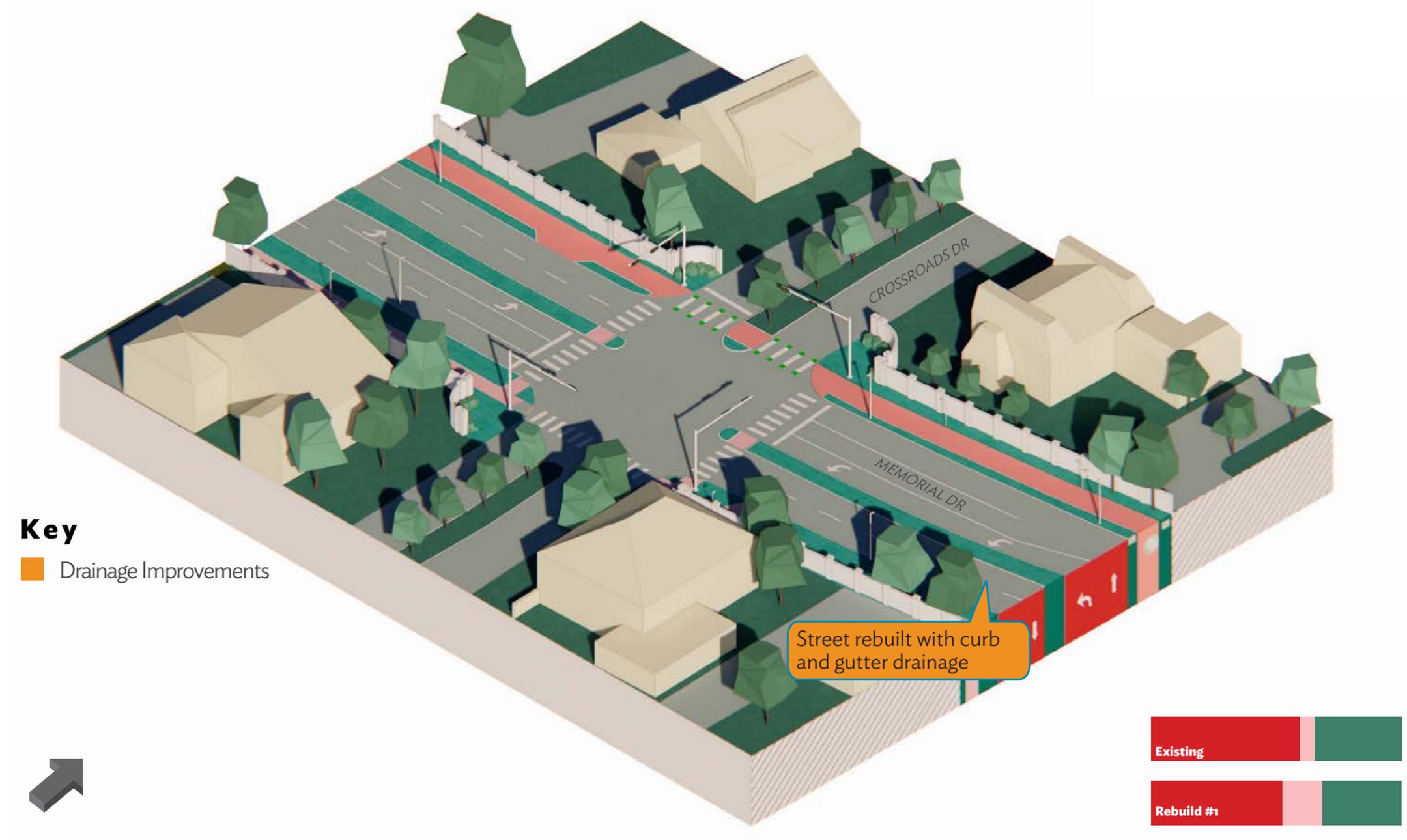
Memorial Drive at Crossroads Drive - Reconstruction w/ 4 Lanes



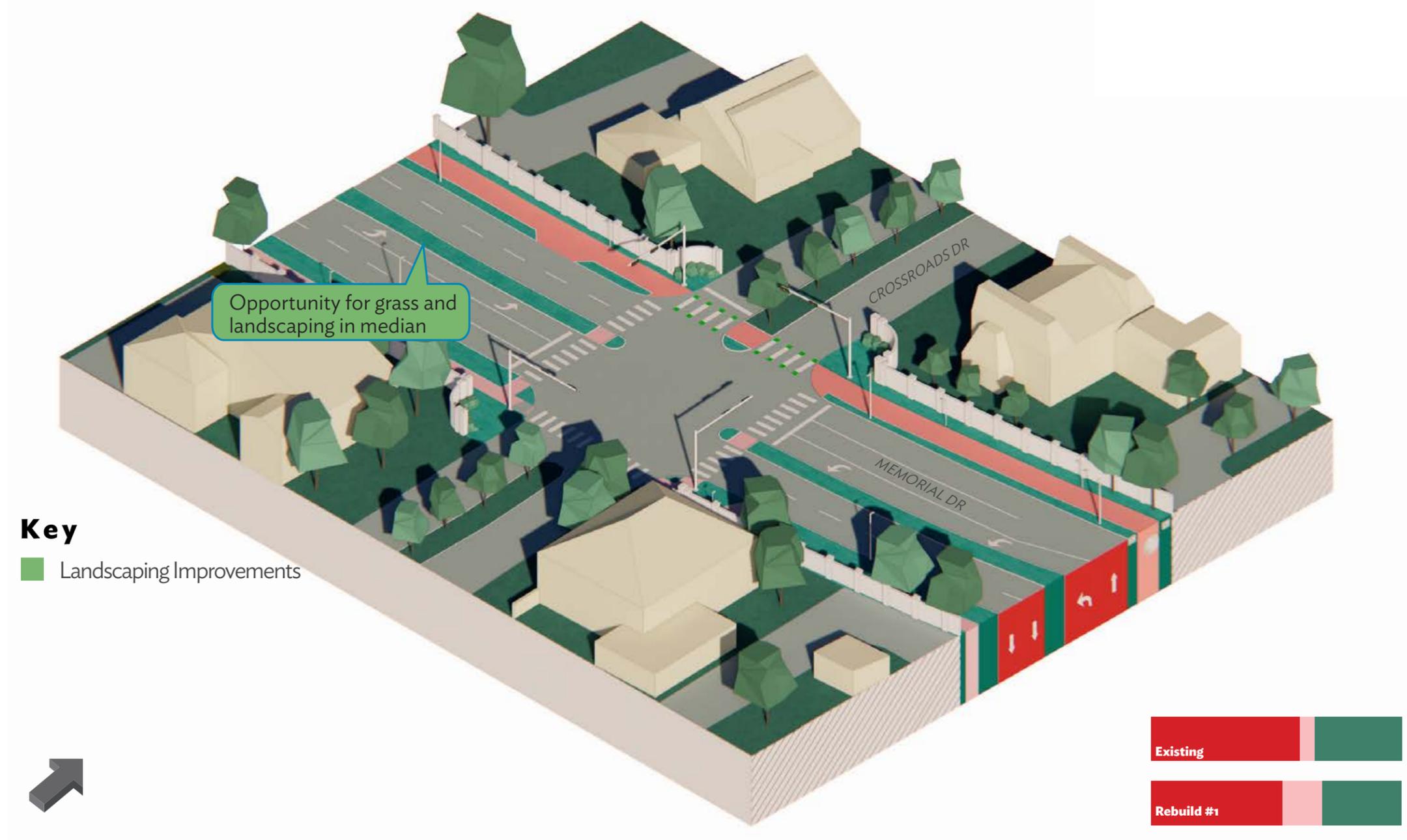
Memorial Drive at Crossroads Drive - Reconstruction w/ 4 Lanes



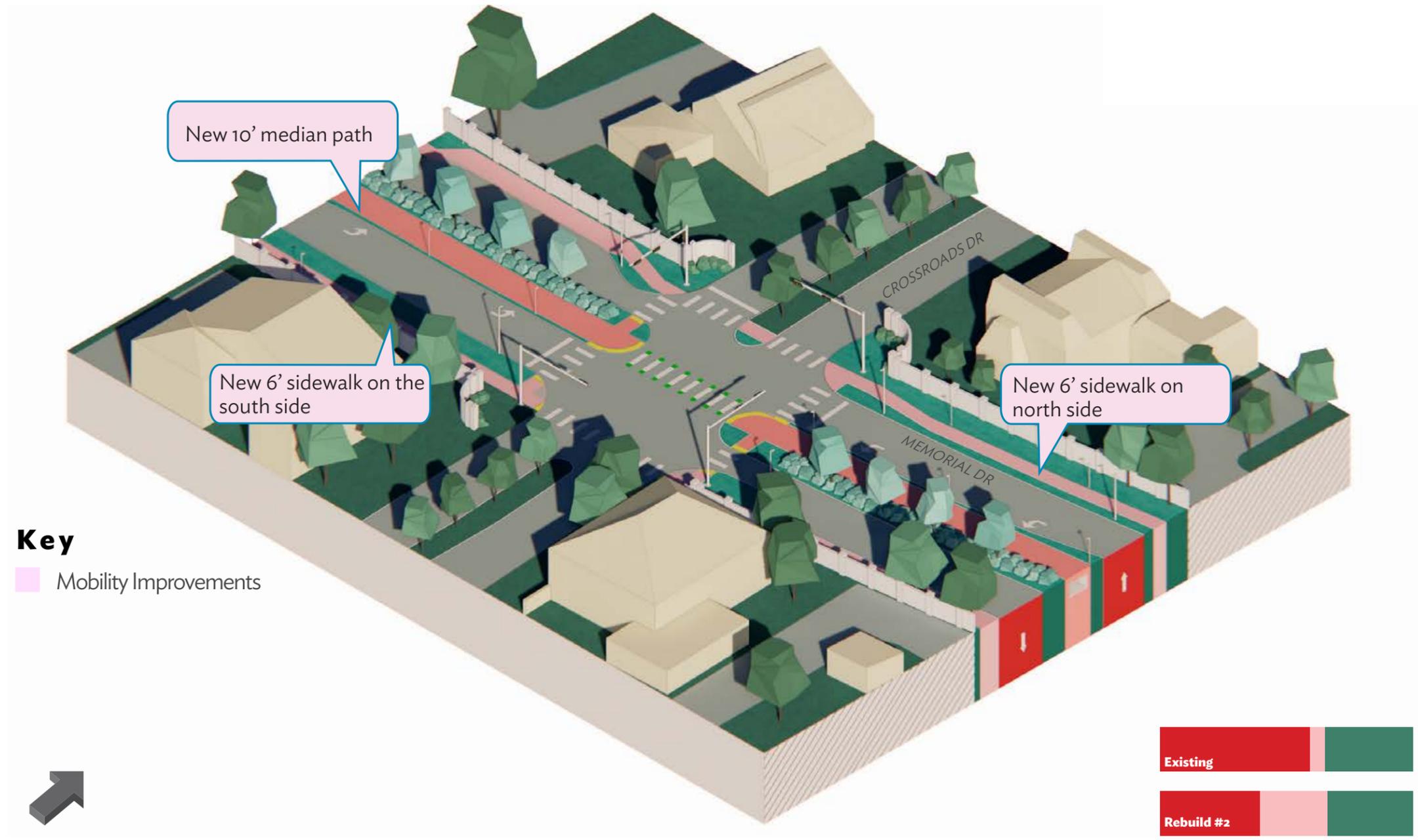
Memorial Drive at Crossroads Drive - Reconstruction w/ 4 Lanes



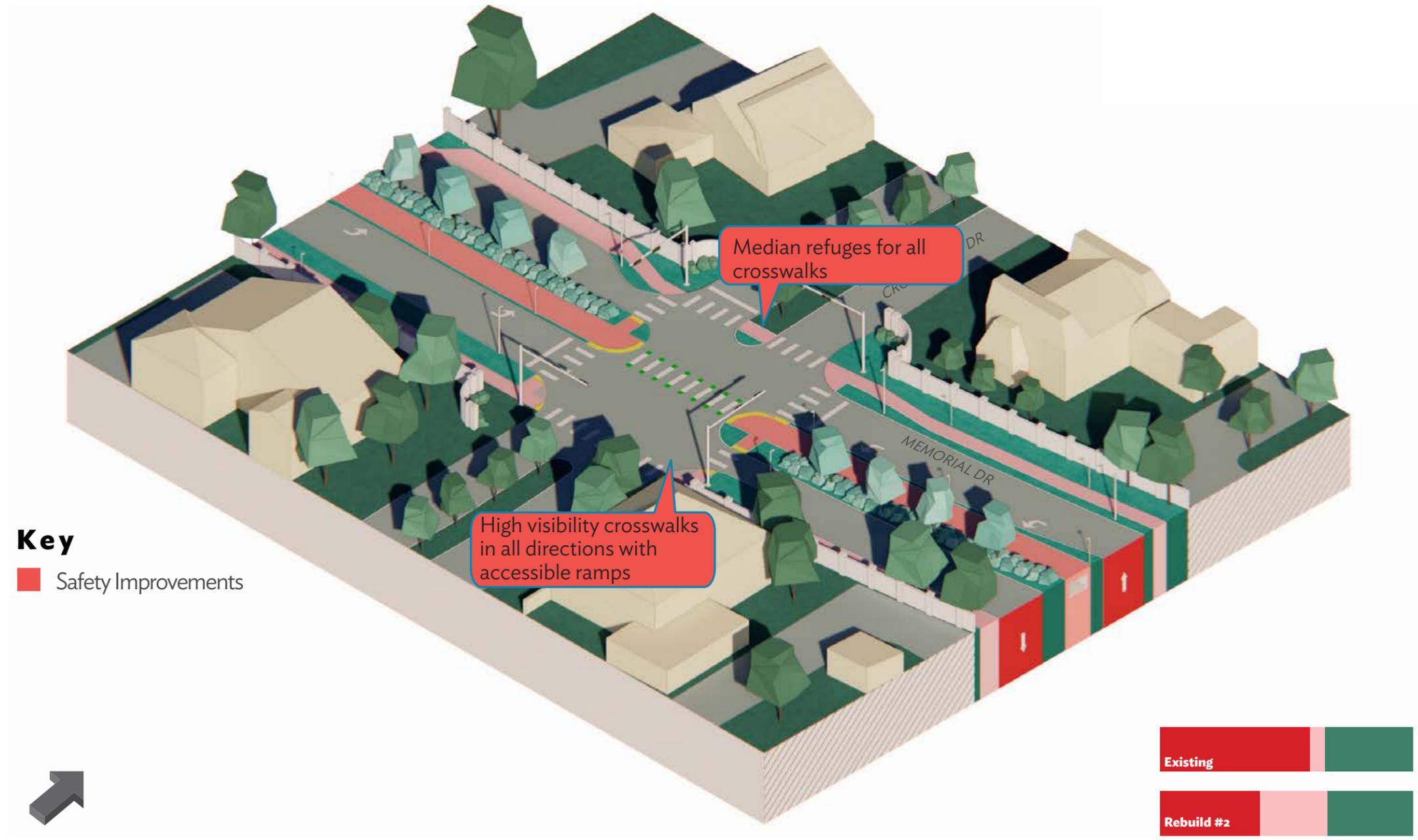
Memorial Drive at Crossroads Drive - Reconstruction w/ 4 Lanes



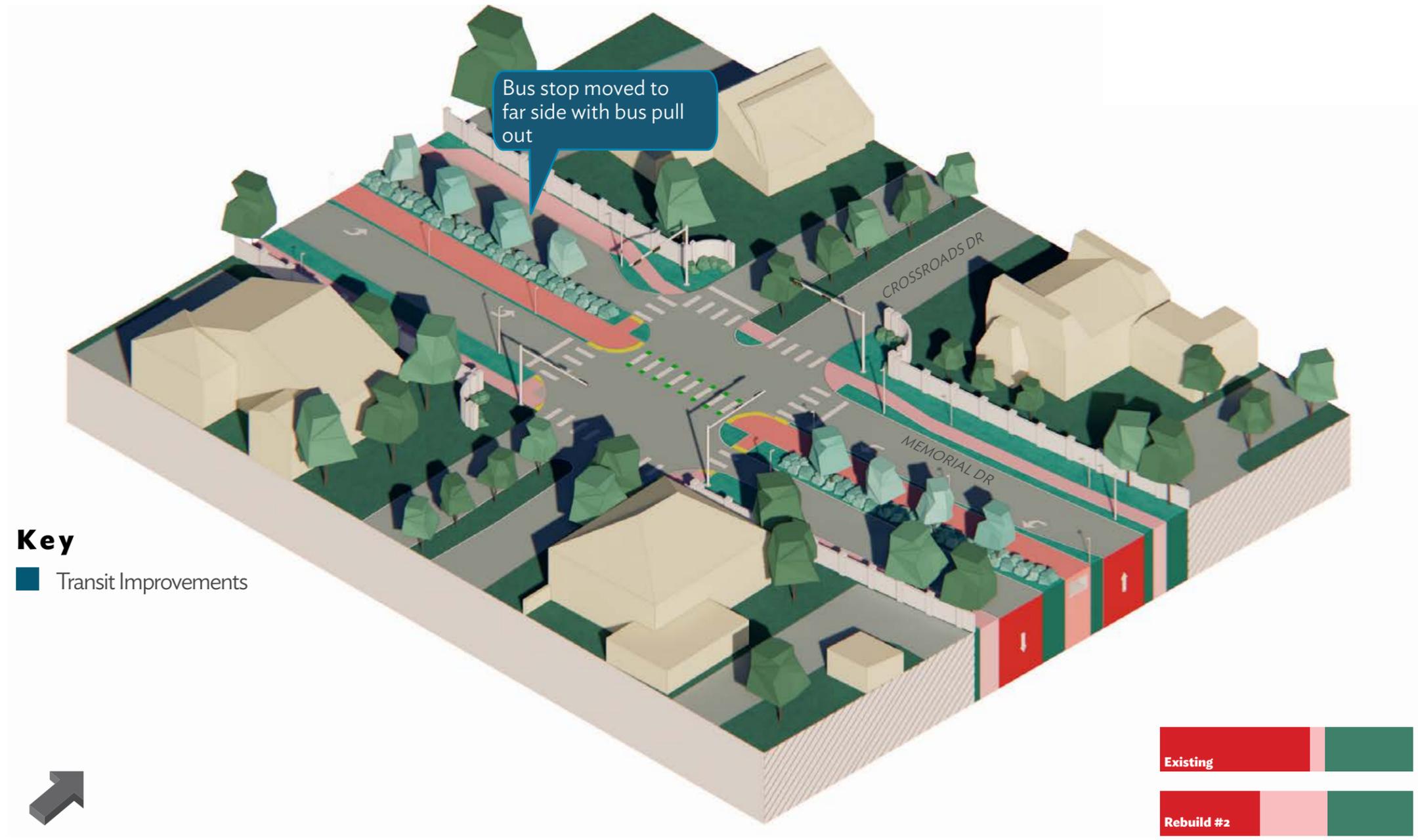
Memorial Drive at Crossroads Drive - Reconstruction w/ 2 Lanes



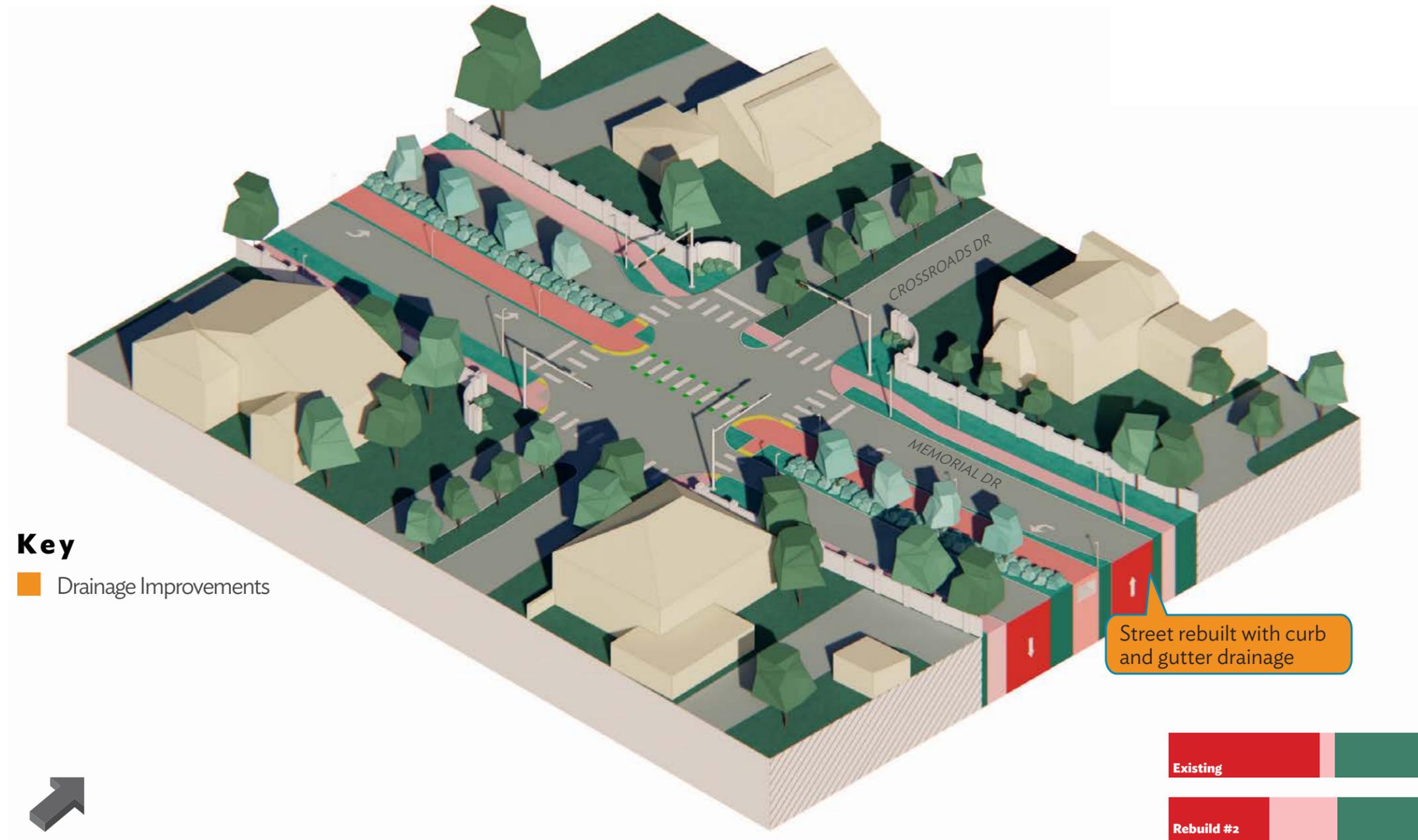
Memorial Drive at Crossroads Drive - Reconstruction w/ 2 Lanes



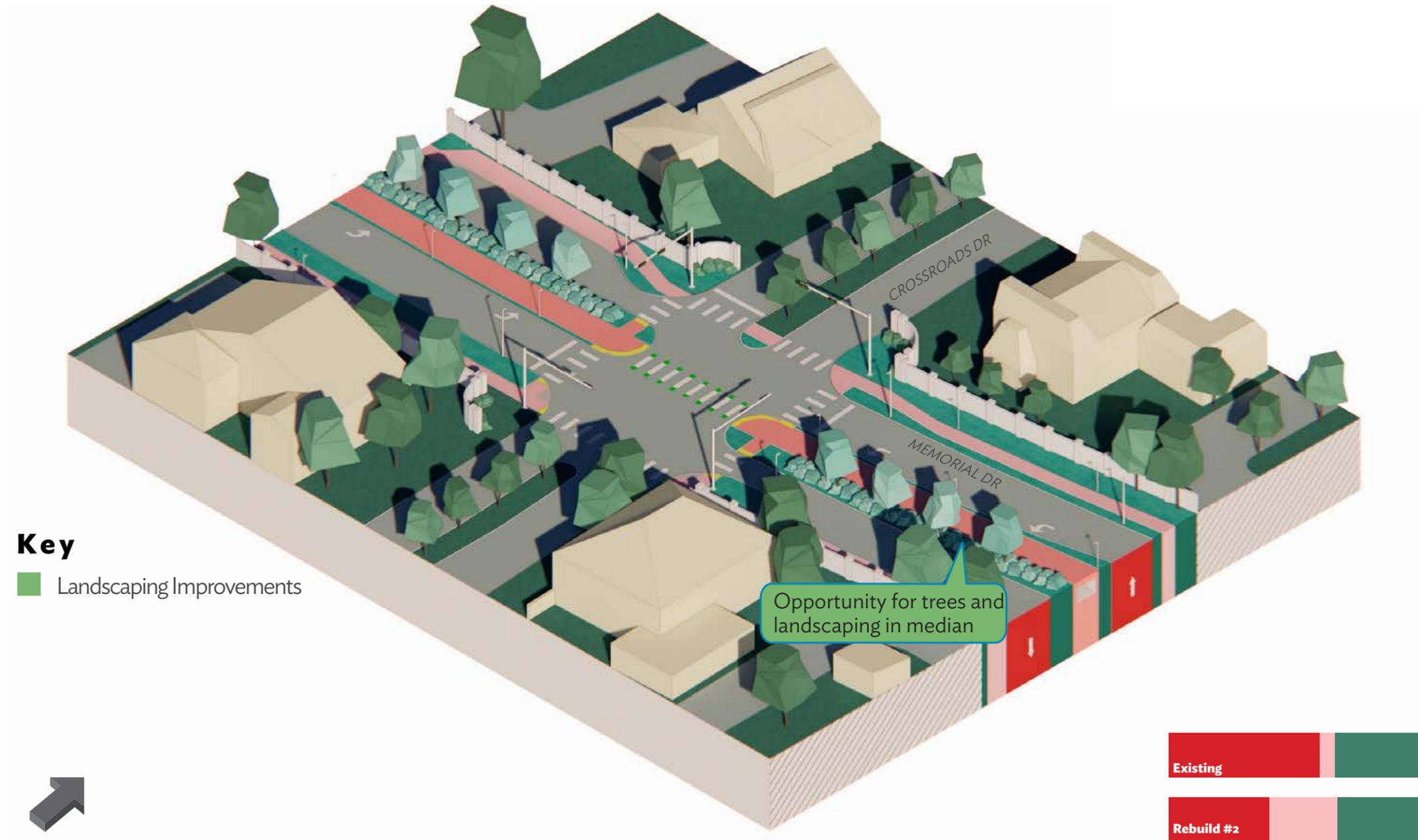
Memorial Drive at Crossroads Drive - Reconstruction w/ 2 Lanes



Memorial Drive at Crossroads Drive - Reconstruction w/ 2 Lanes



Memorial Drive at Crossroads Drive - Reconstruction w/ 2 Lanes



Key

■ Landscaping Improvements

Opportunity for trees and landscaping in median

Existing

Rebuild #2

Memorial Drive at Crossroads Drive - Existing



Memorial Drive at Crossroads Drive - Retrofit



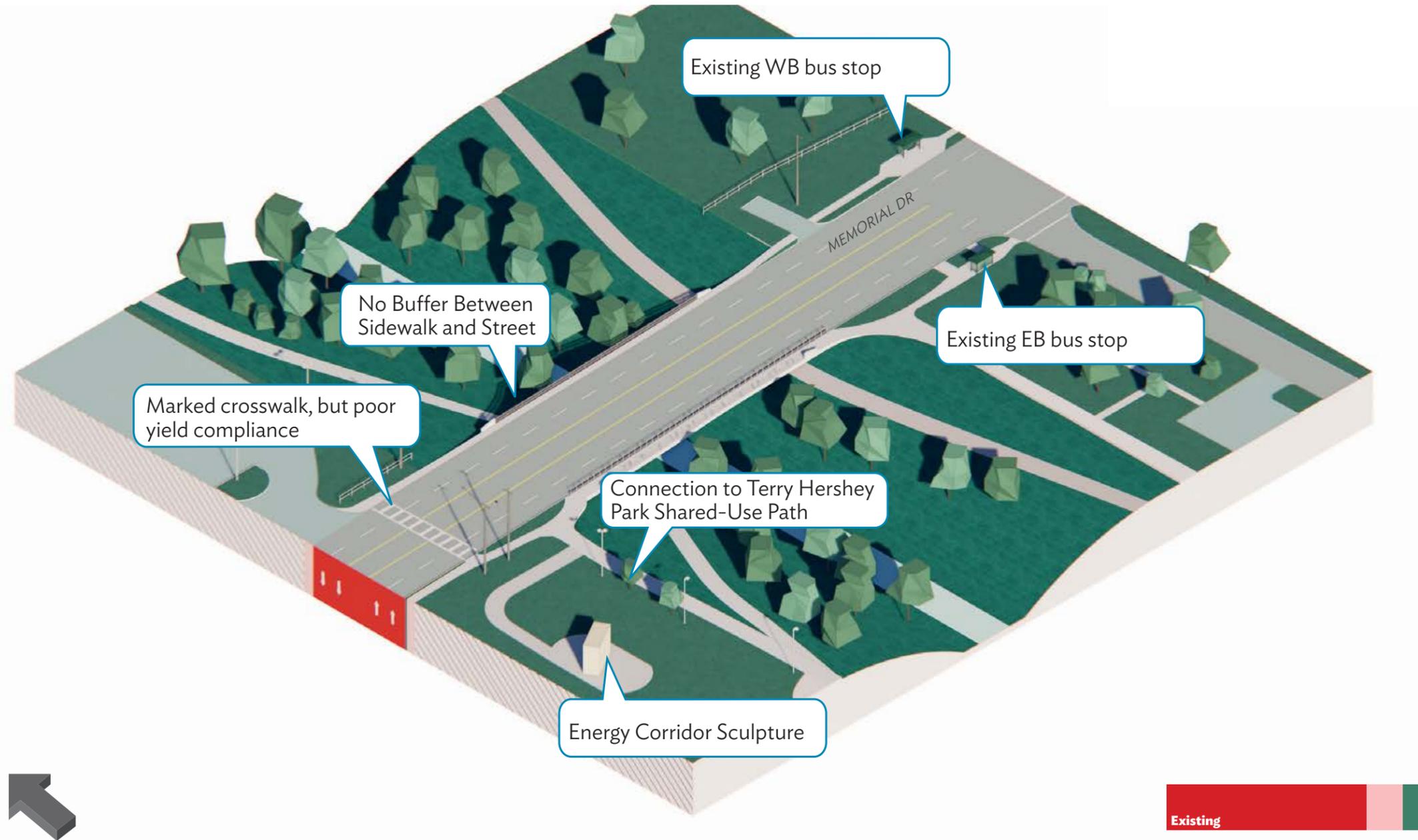
Memorial Drive at Crossroads Drive - Reconstruction w/ 4 Lanes



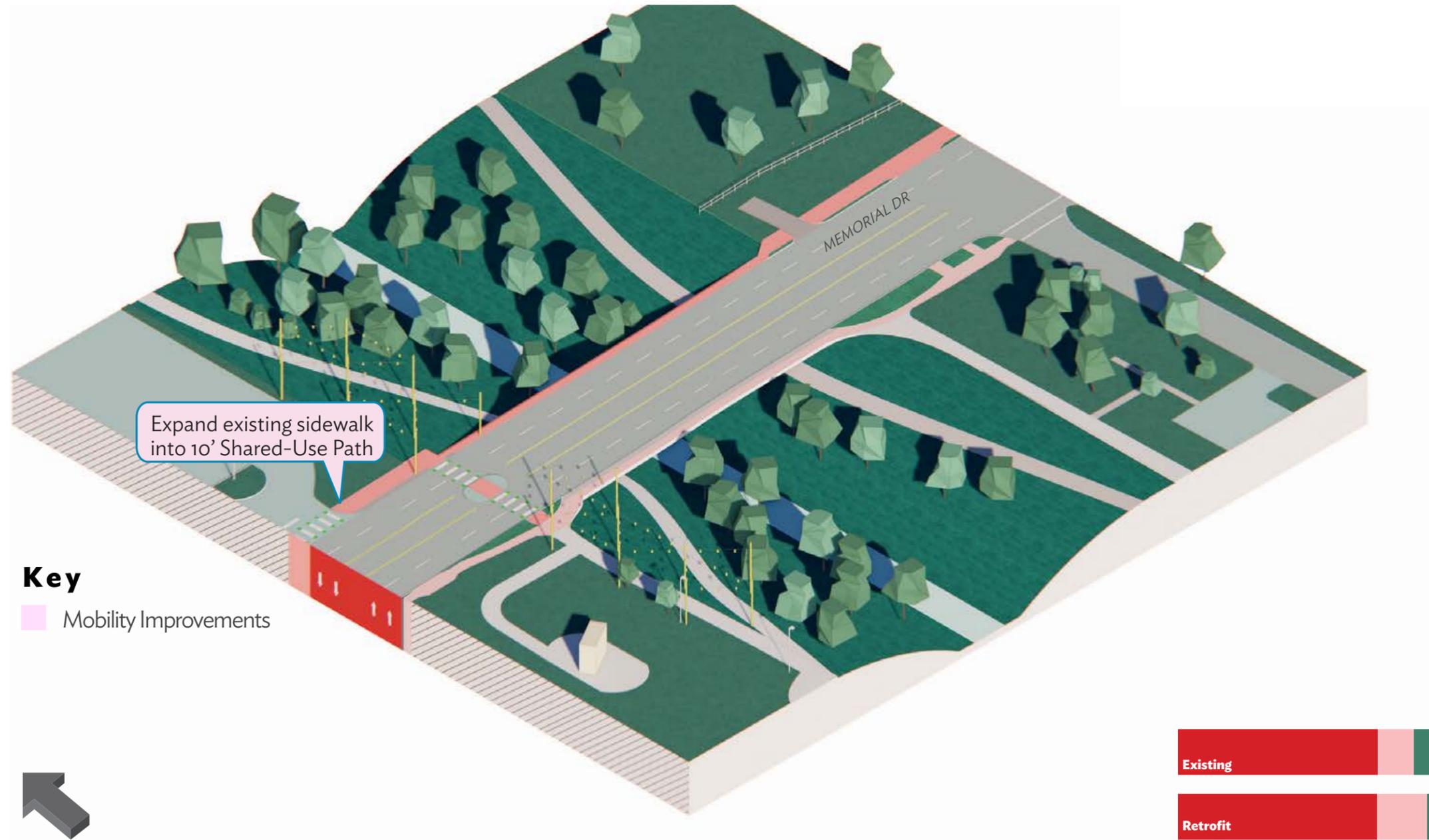
Memorial Drive at Crossroads Road - Reconstruction w/ 2 Lanes



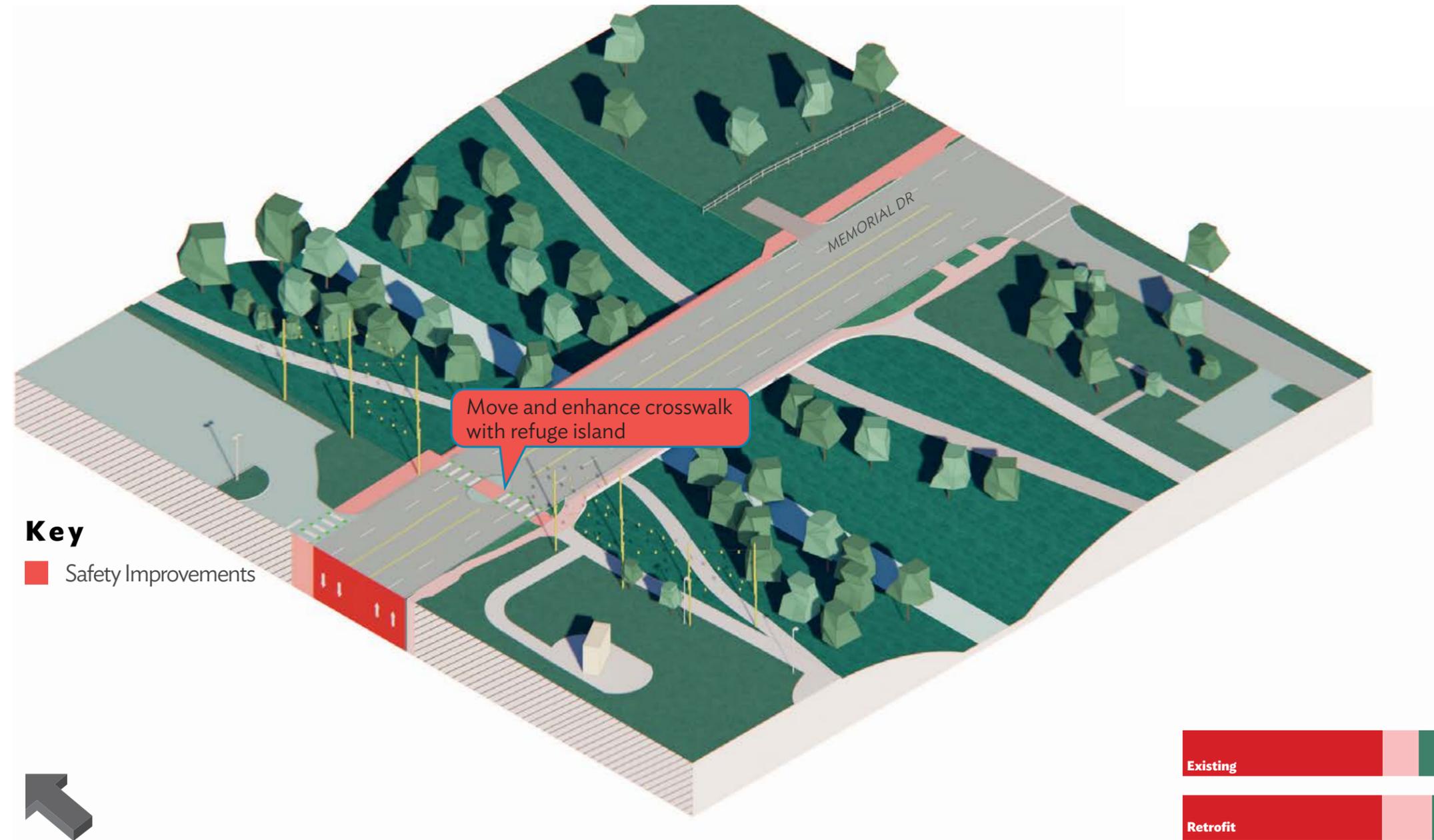
Memorial Drive at Terry Hershey Park - Existing



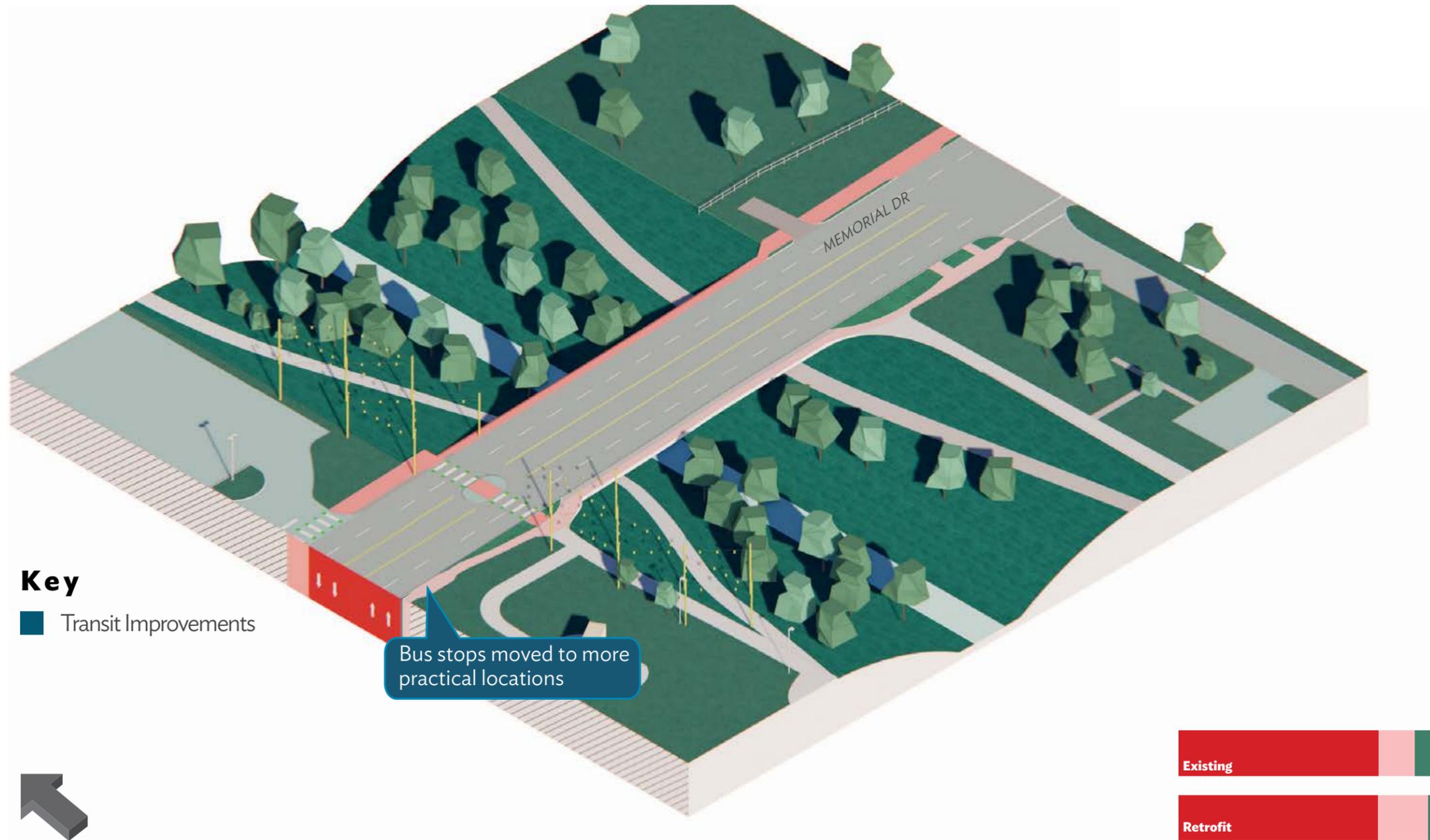
Memorial Drive at Terry Hershey Park - Retrofit



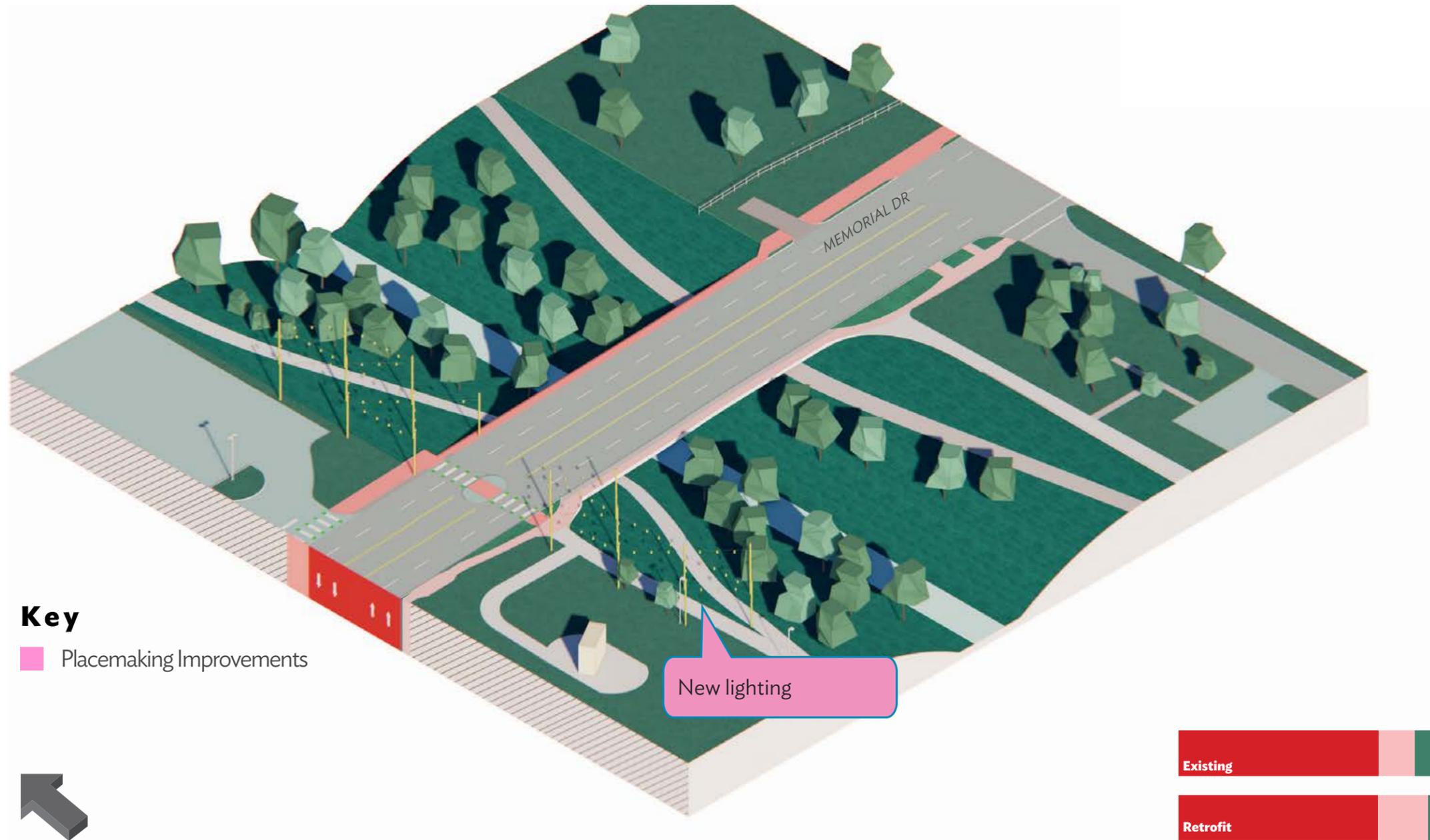
Memorial Drive at Terry Hershey Park - Retrofit



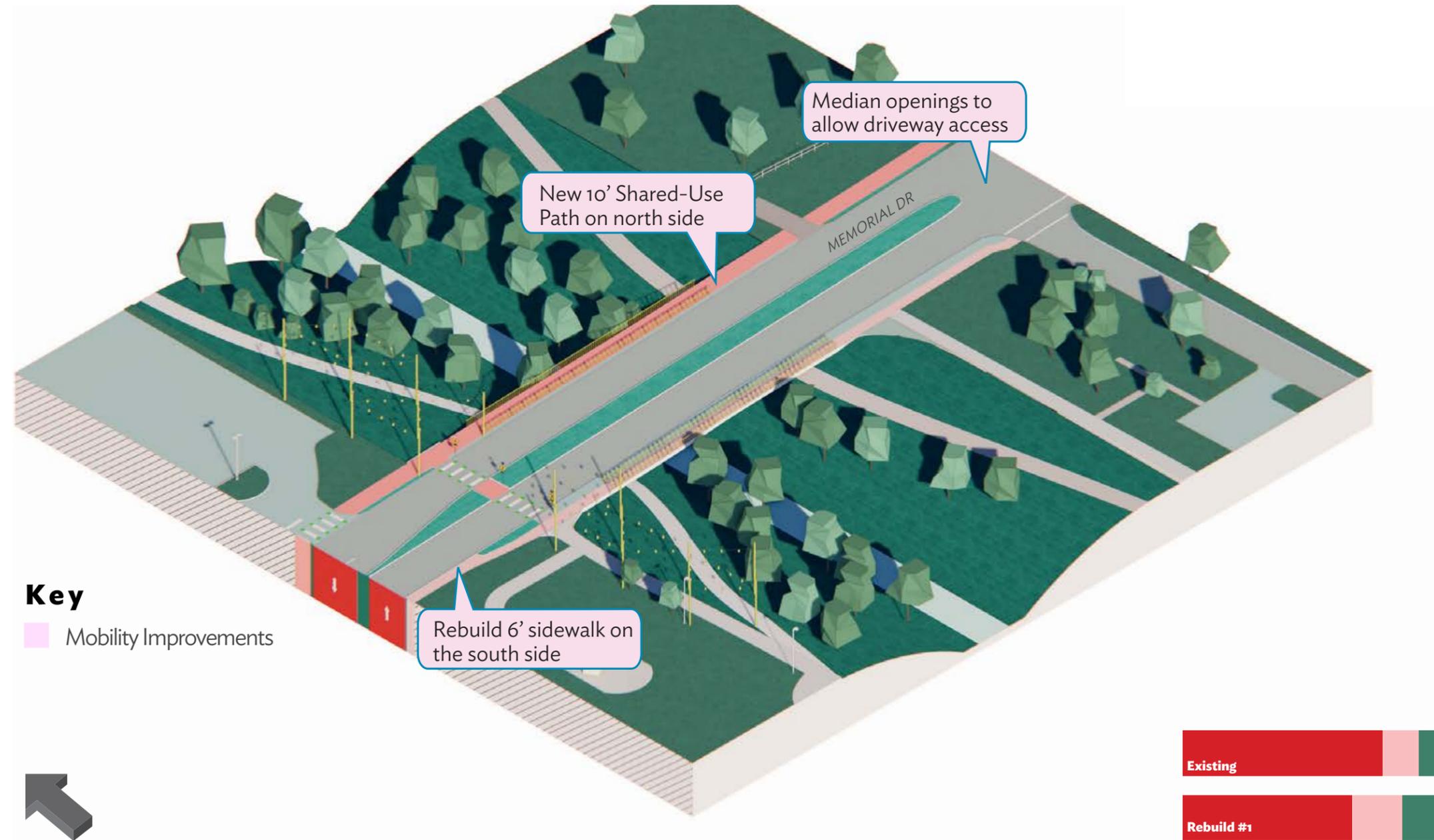
Memorial Drive at Terry Hershey Park - Retrofit



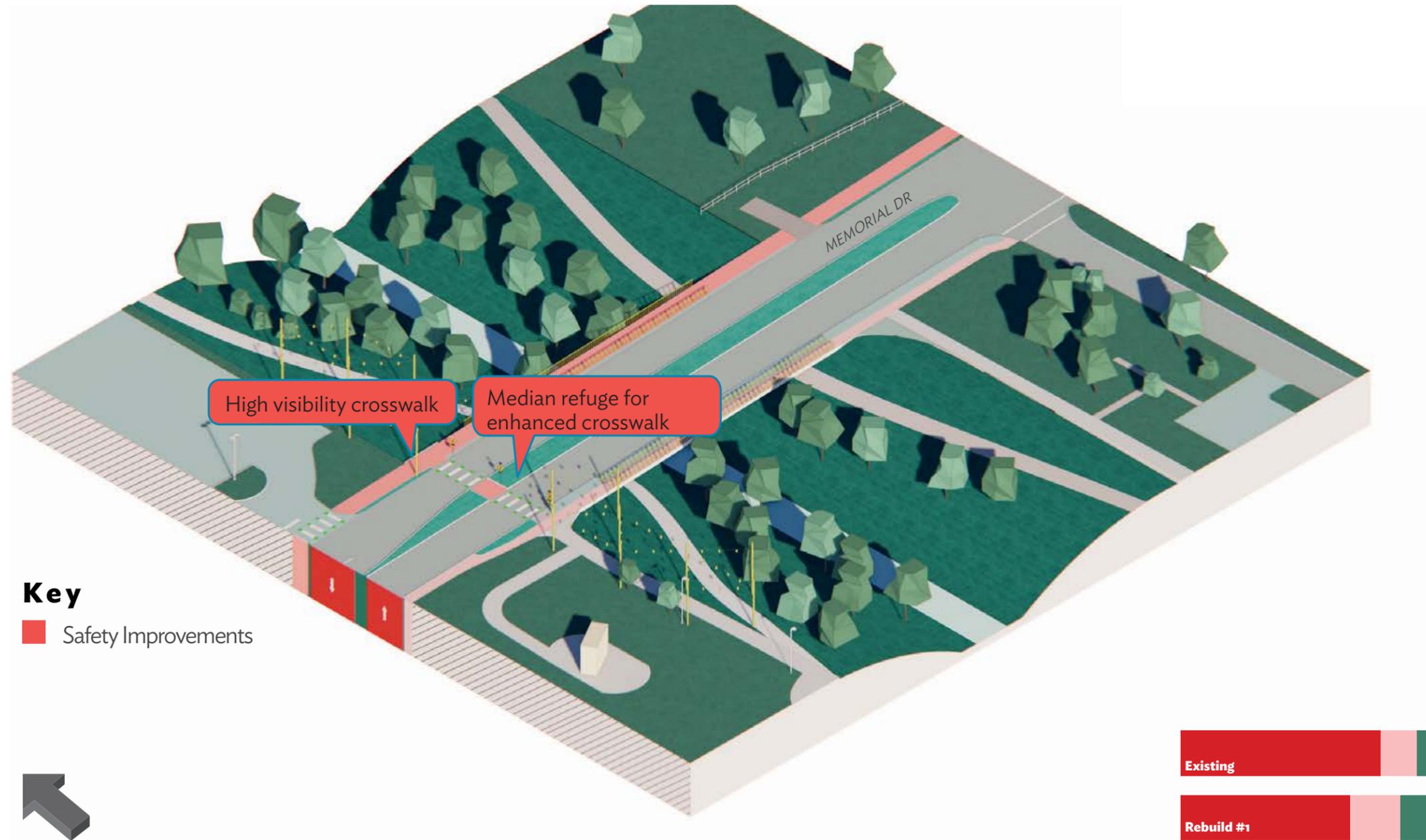
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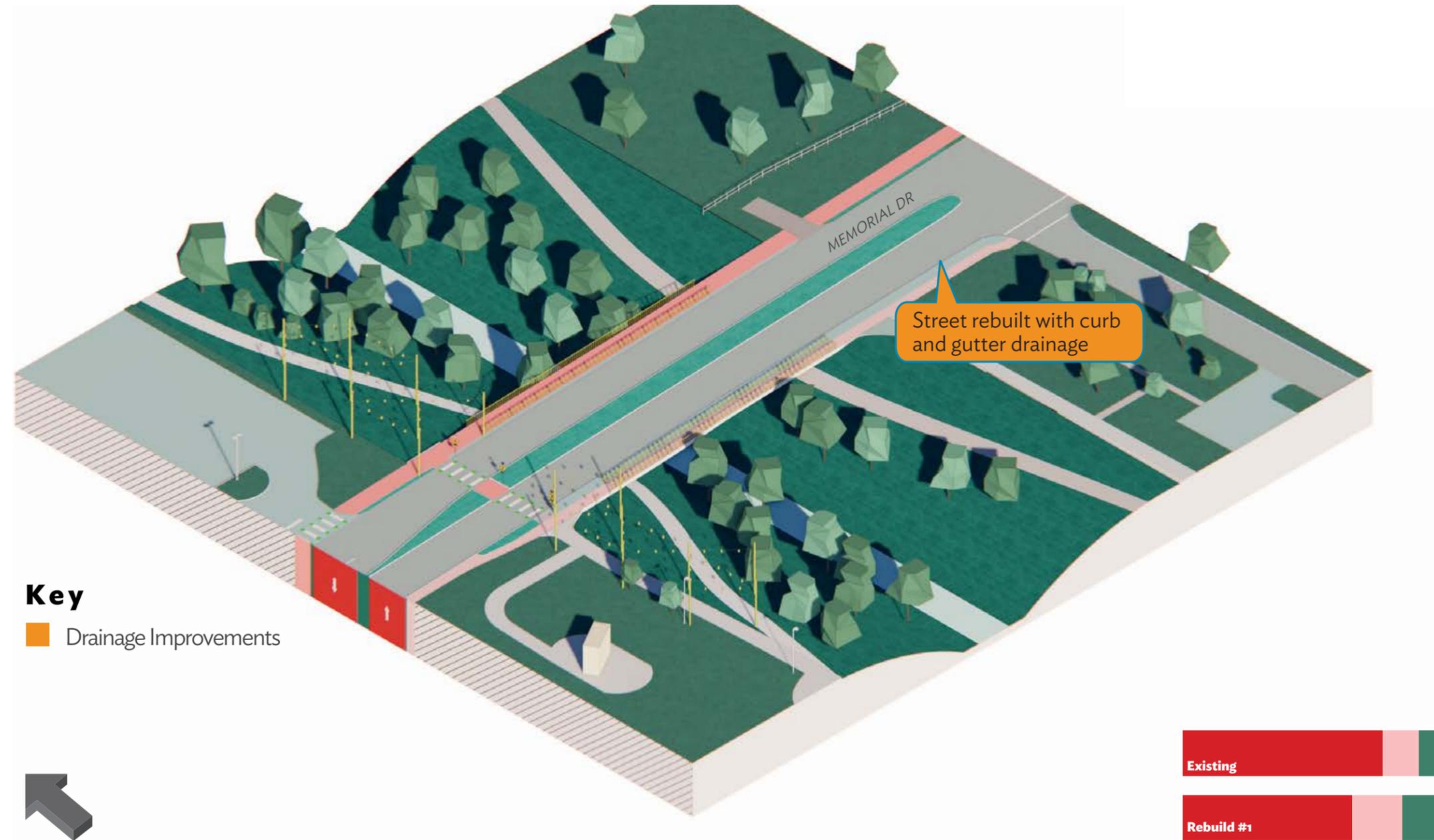
Memorial Drive at Terry Hershey Park - Reconstruction w/ 4 Lanes



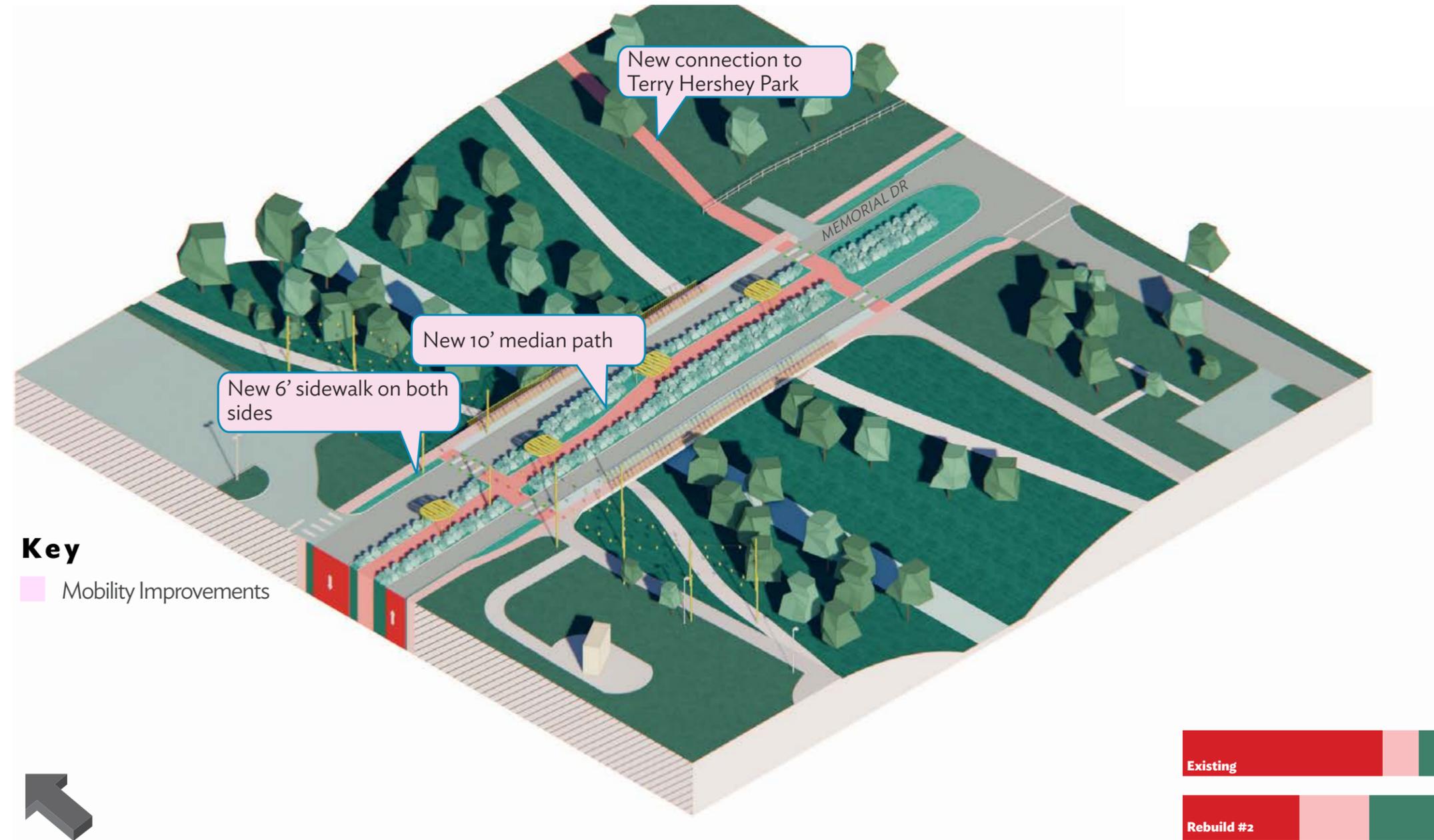
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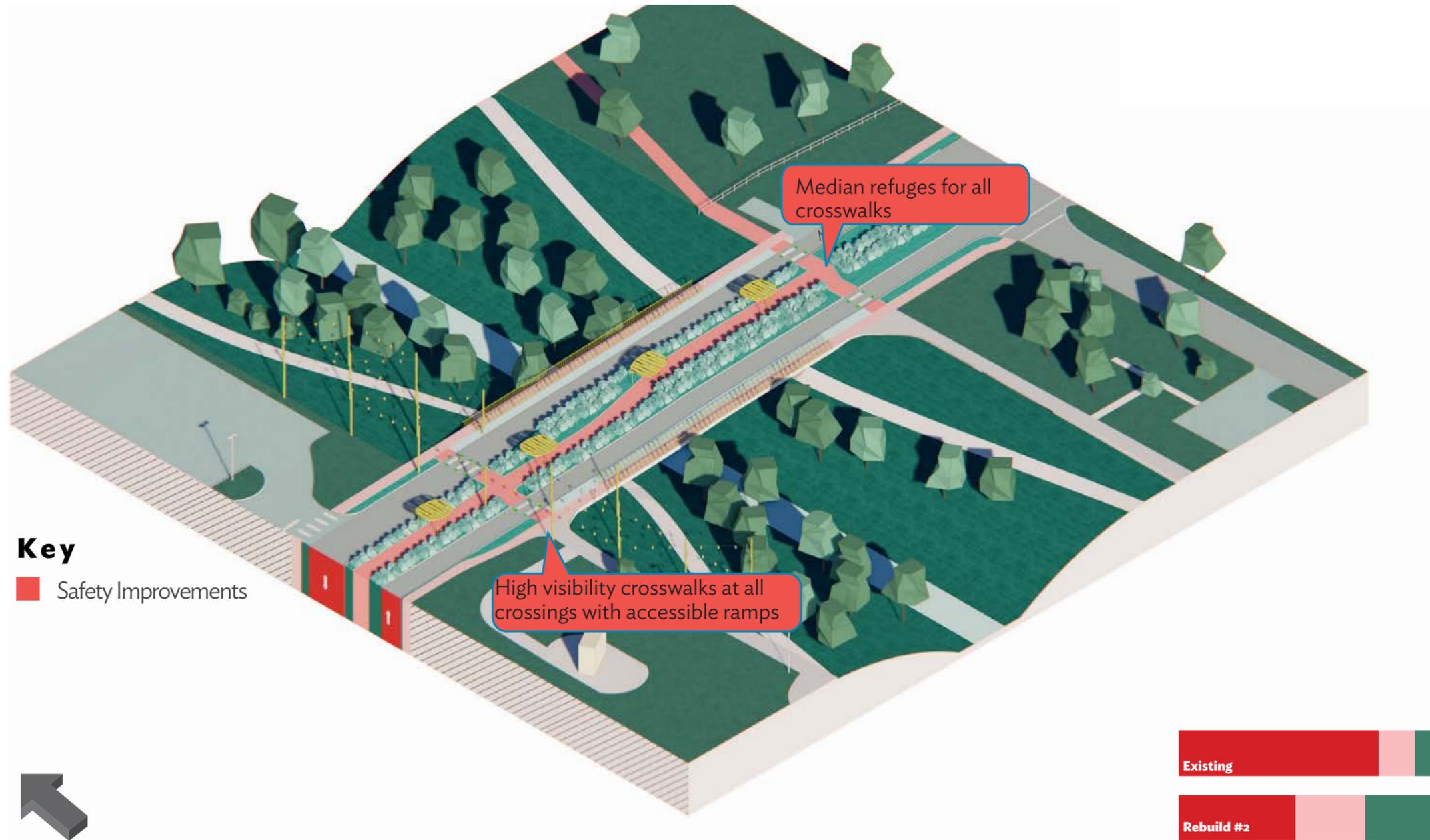
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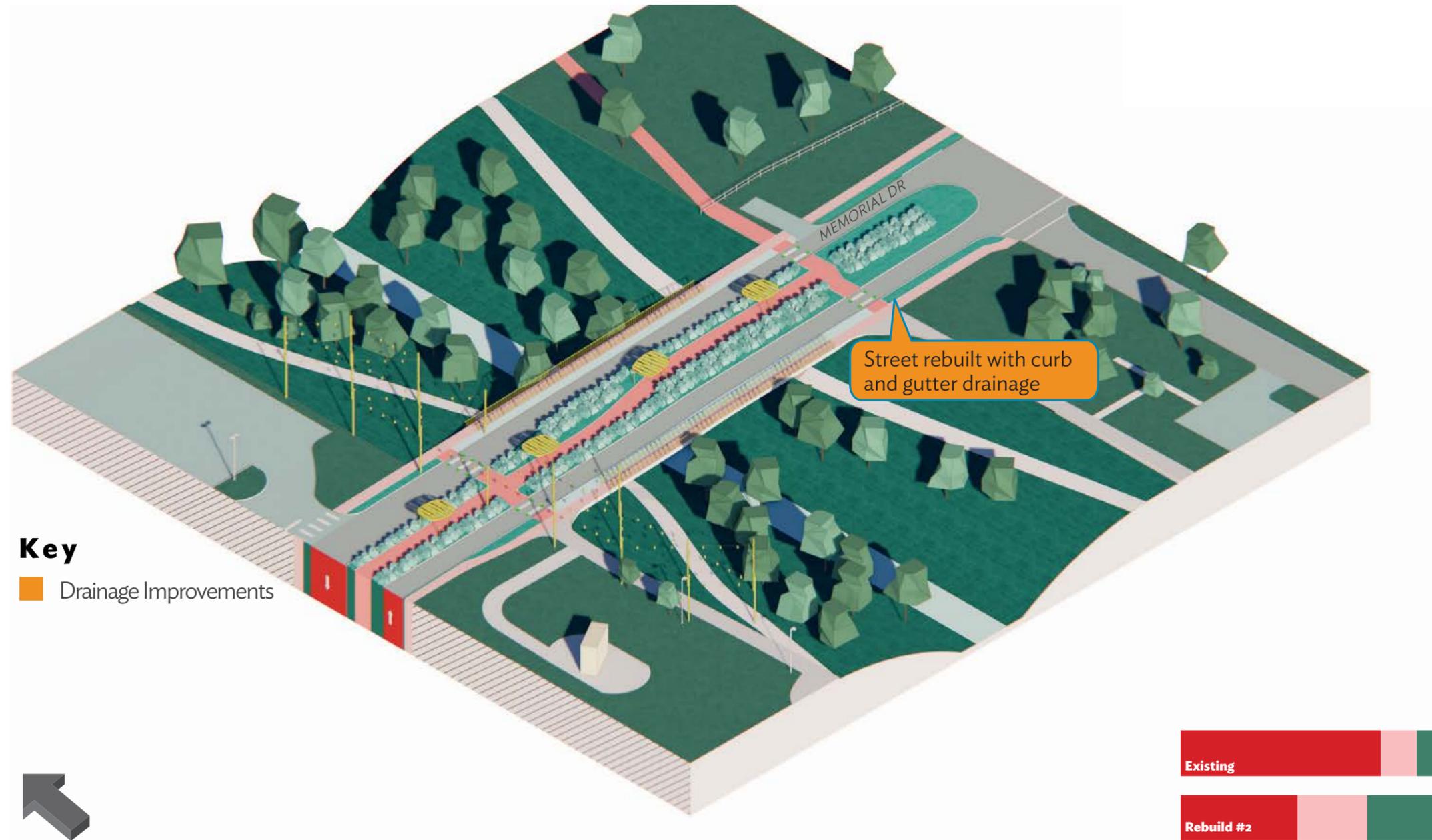
Memorial Drive at Terry Hershey Park - Reconstruction w/ 2 Lanes



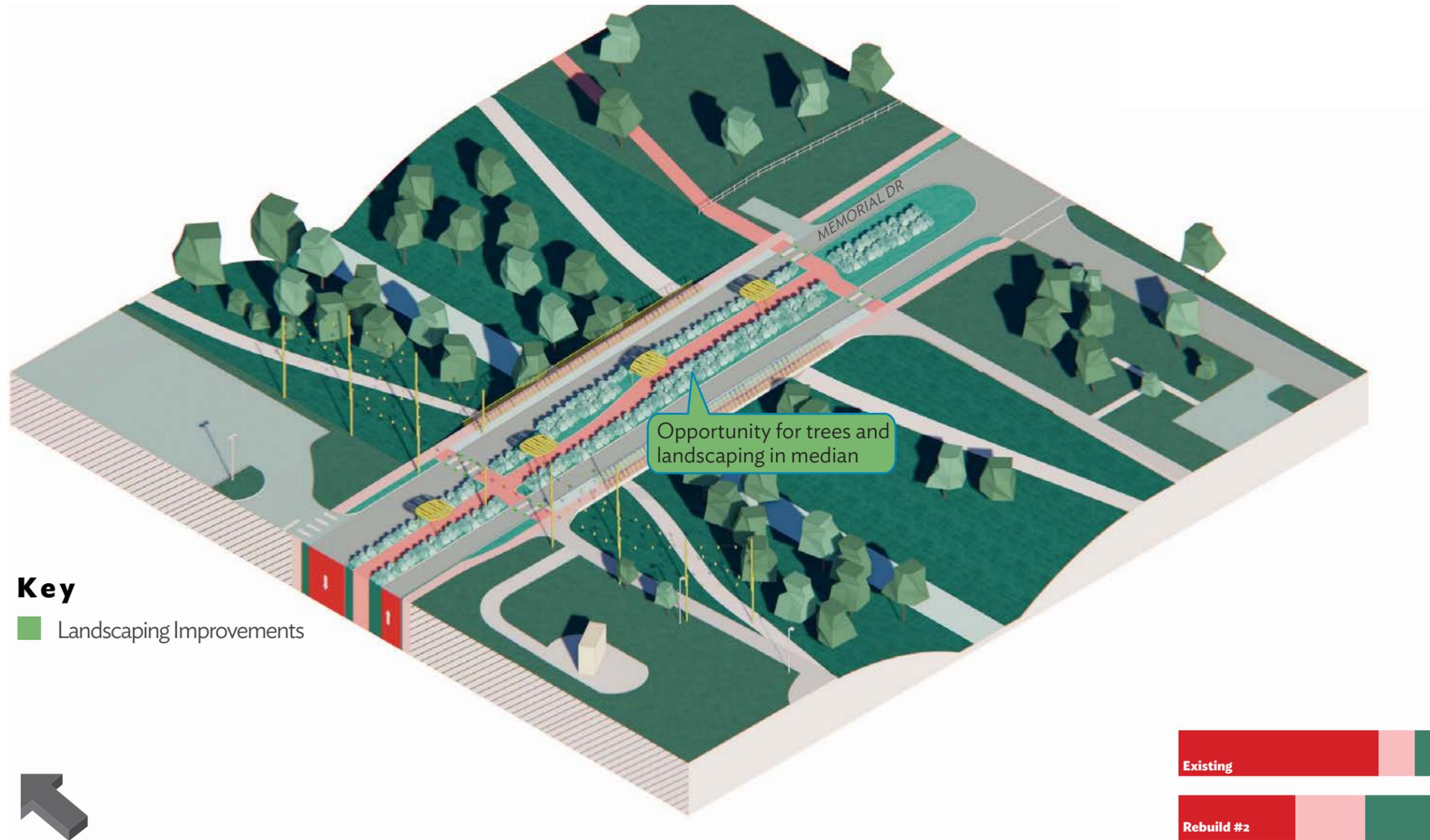
Memorial Drive at Terry Hershey Park - Reconstruction w/ 2 Lanes



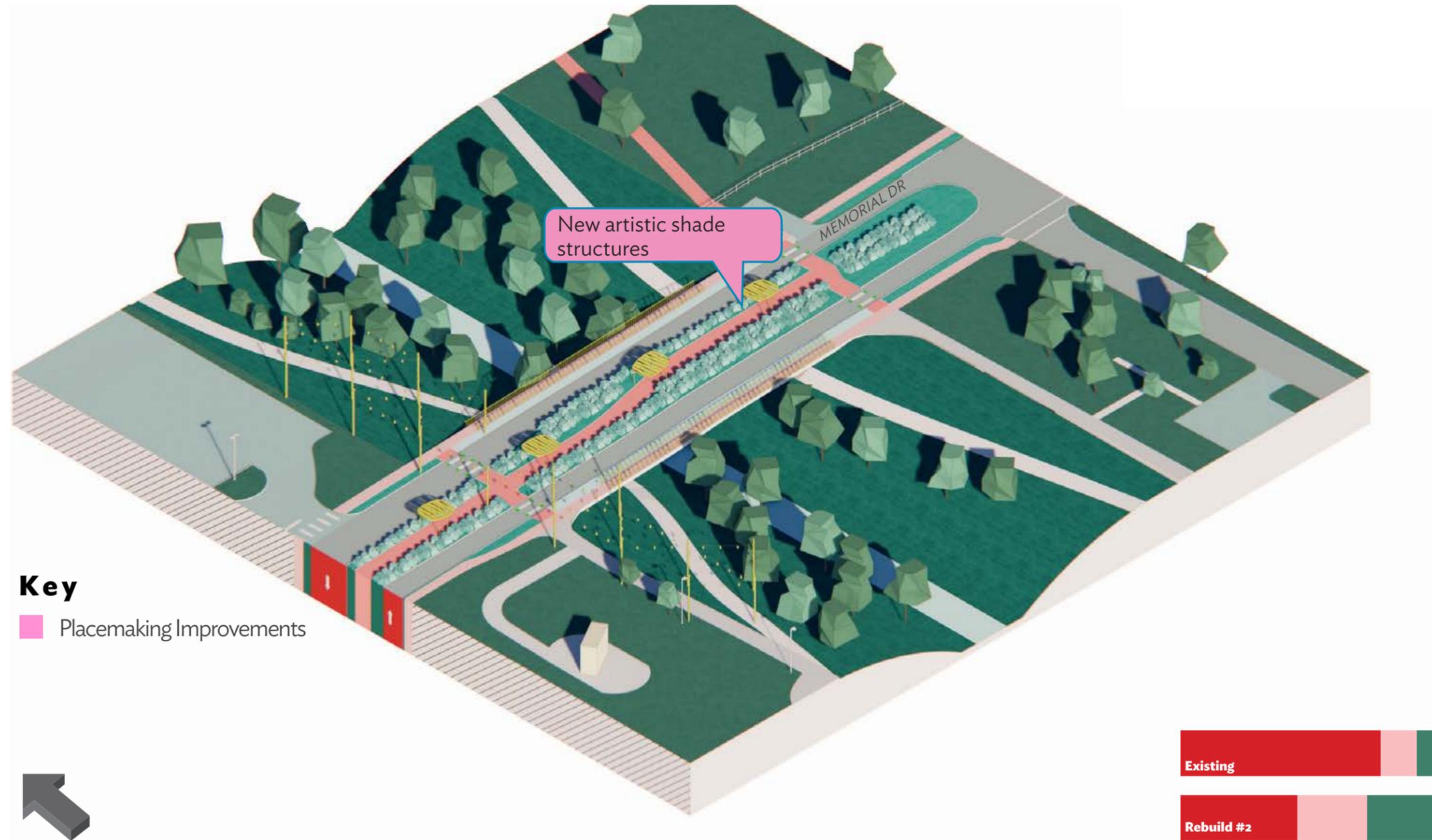
Memorial Drive at Terry Hershey Park - Reconstruction w/ 2 Lanes



Memorial Drive at Terry Hershey Park - Reconstruction w/ 2 Lanes



Memorial Drive at Terry Hershey Park - Reconstruction w/ 2 Lanes



Memorial Drive at Terry Hershey Park - Existing



Memorial Drive at Terry Hershey Park - Retrofit



Memorial Drive at Terry Hershey Park - Reconstruction w/ 4 lanes



Memorial Drive at Terry Hershey Park - Reconstruction w/ 2 lanes



Memorial Drive at Terry Hershey Park - Reconstruction w/ 2 lanes



Memorial Drive at Crossroads Road - Reconstruction w/ 2 Lanes



Memorial Drive Alternatives Comparison

	Retrofit	4 Lane Reconstruction	2 Lane Reconstruction
Safe, continuous sidewalks			
All alternatives provide continuous 6'+ sidewalks			
Transit operations and bus stop improvements			
All alternatives provide practical bus stop placements and bus stop enhancements			
Intersection safety			
Signalized intersection enhancements may be limited in retrofit		Both alternatives rebuilds traffic signals to IDM Standards	
Stormwater upgrades			
No major storm sewer upgrades		Roadway rebuilt with curb and gutter drainage	



Minimal opportunity for improvement



Some opportunities for improvement



Considerable opportunities for improvement



Memorial Drive Alternatives Comparison

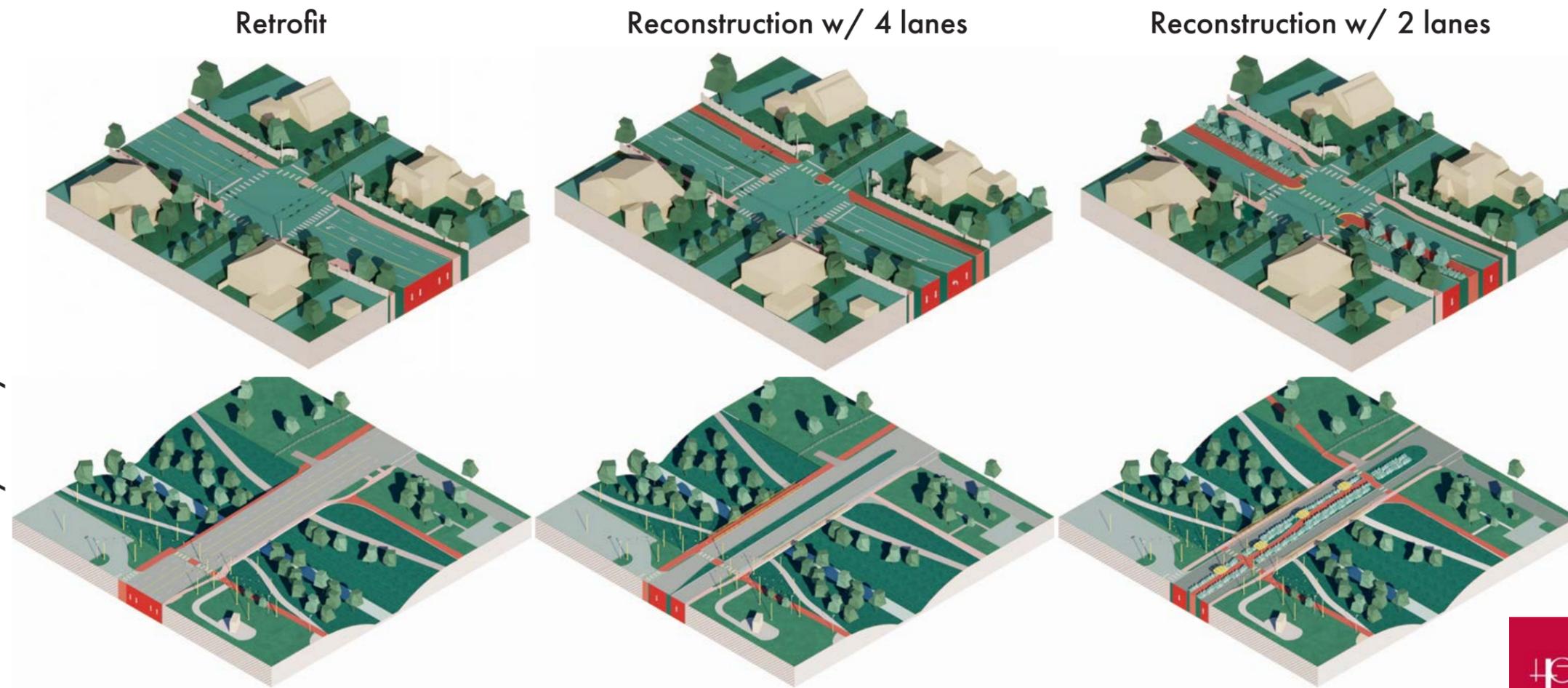
	Retrofit	4 Lane Reconstruction	2 Lane Reconstruction
			
High-Comfort Bikeways	 Shared-use path would not have a buffer	  Both alternatives provide back of curb shared-use path	
Vehicular capacity	 Alternatives would not reduce vehicular lanes		 Alternative would reduce the corridor from 4 lanes to 2 lanes
Safe Roadway Crossings	 Would retrofit safe crossings	  Both alternatives provide enhanced pedestrian crossings with new markings, refuge islands, and signage	
Trees and shade	 No additional shade provided	 Some trees could be planted in median	 Lot of opportunities for new trees and shade
Placemaking and District branding	 Limited placemaking and branding opportunities	 Some opportunities for wayfinding and branding	 Many opportunities for new wayfinding



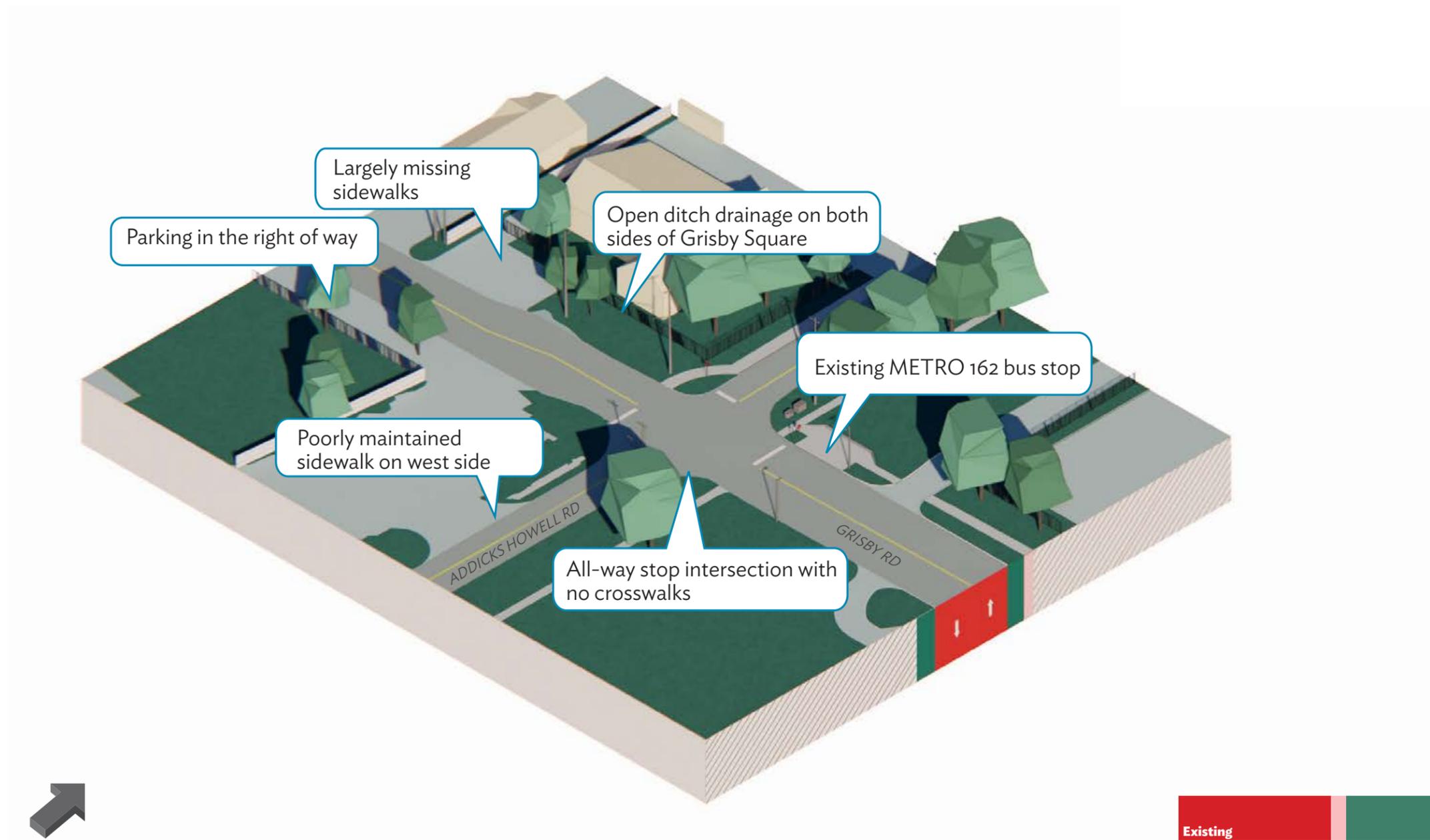
Memorial Drive Design Approach

- Are there any adjustments to these concepts we should make before sharing with the public?
- Are there any additional concepts we should consider?

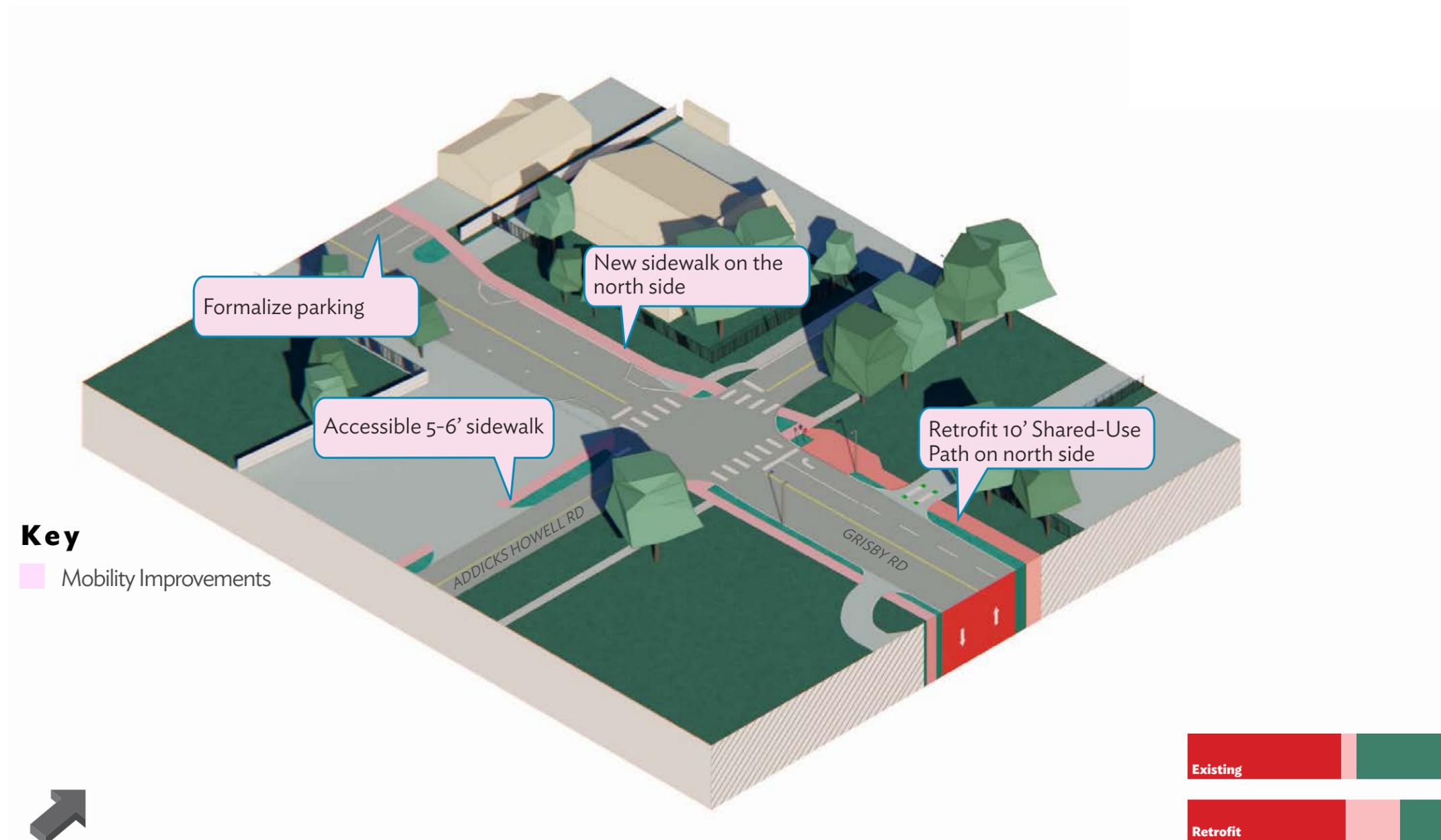
Memorial @ Terry Hershey
Memorial @ Crossroads



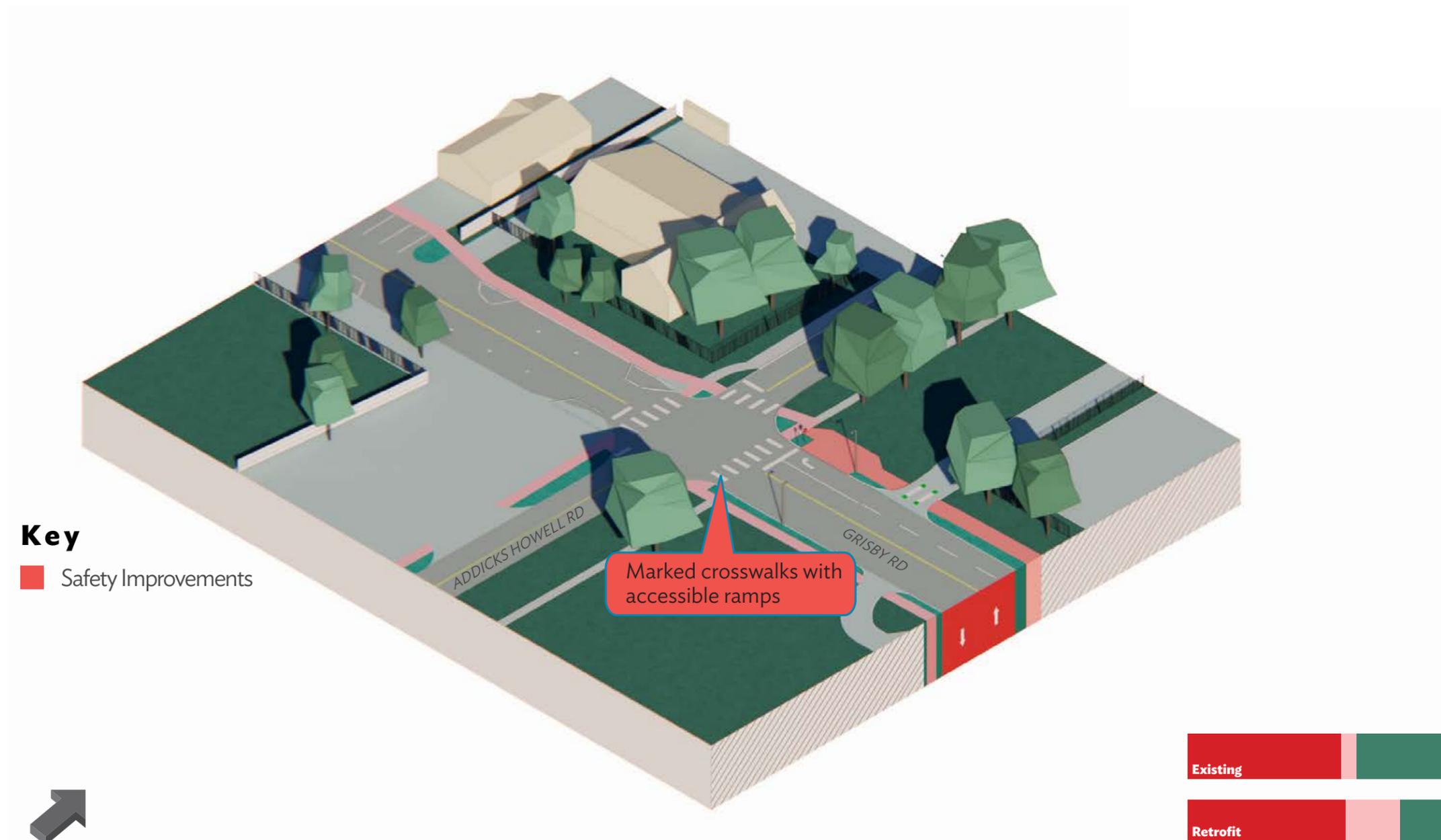
Grisby Road at Grisby Square - Existing



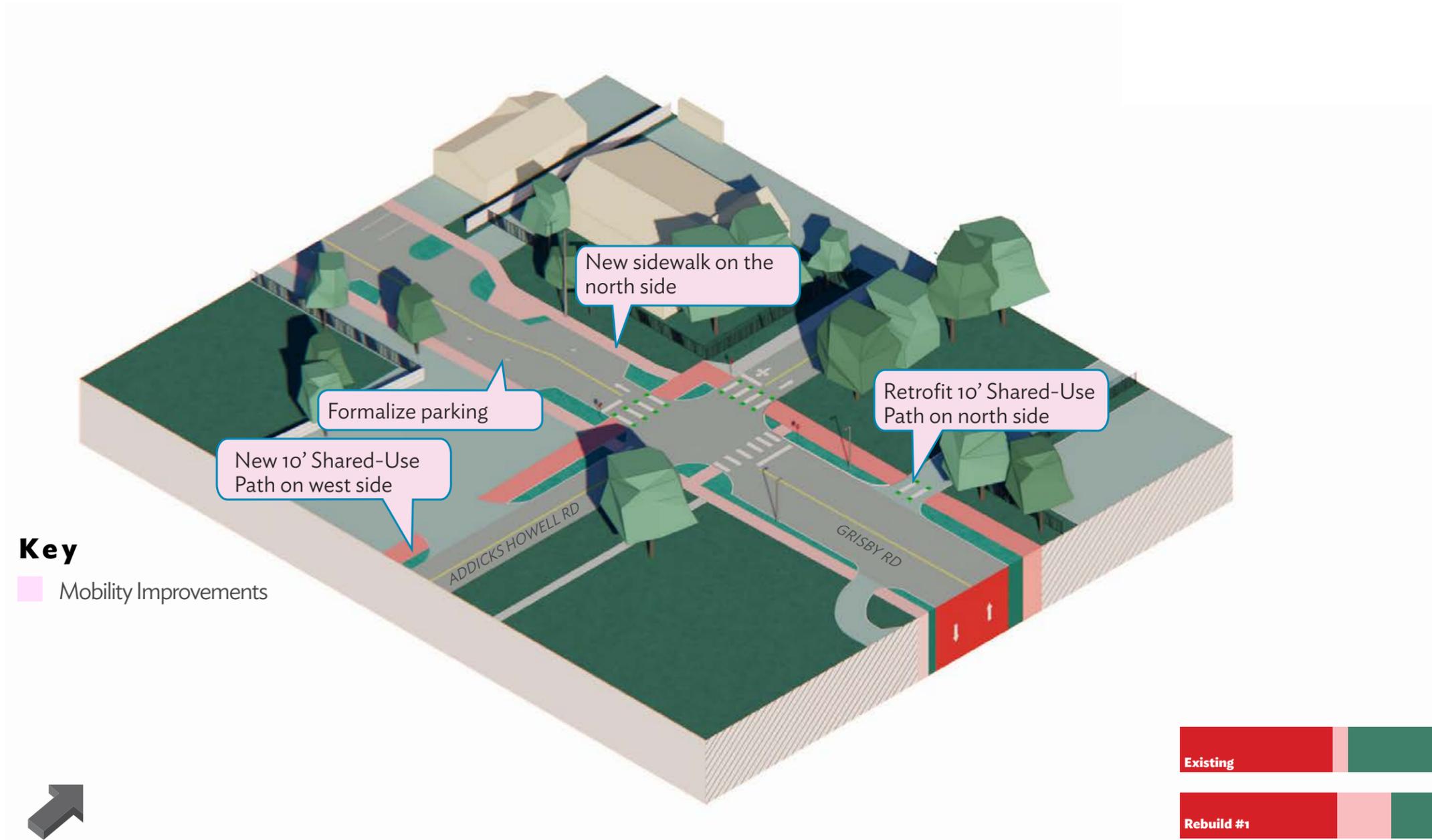
Grisby Road at Grisby Square - Retrofit



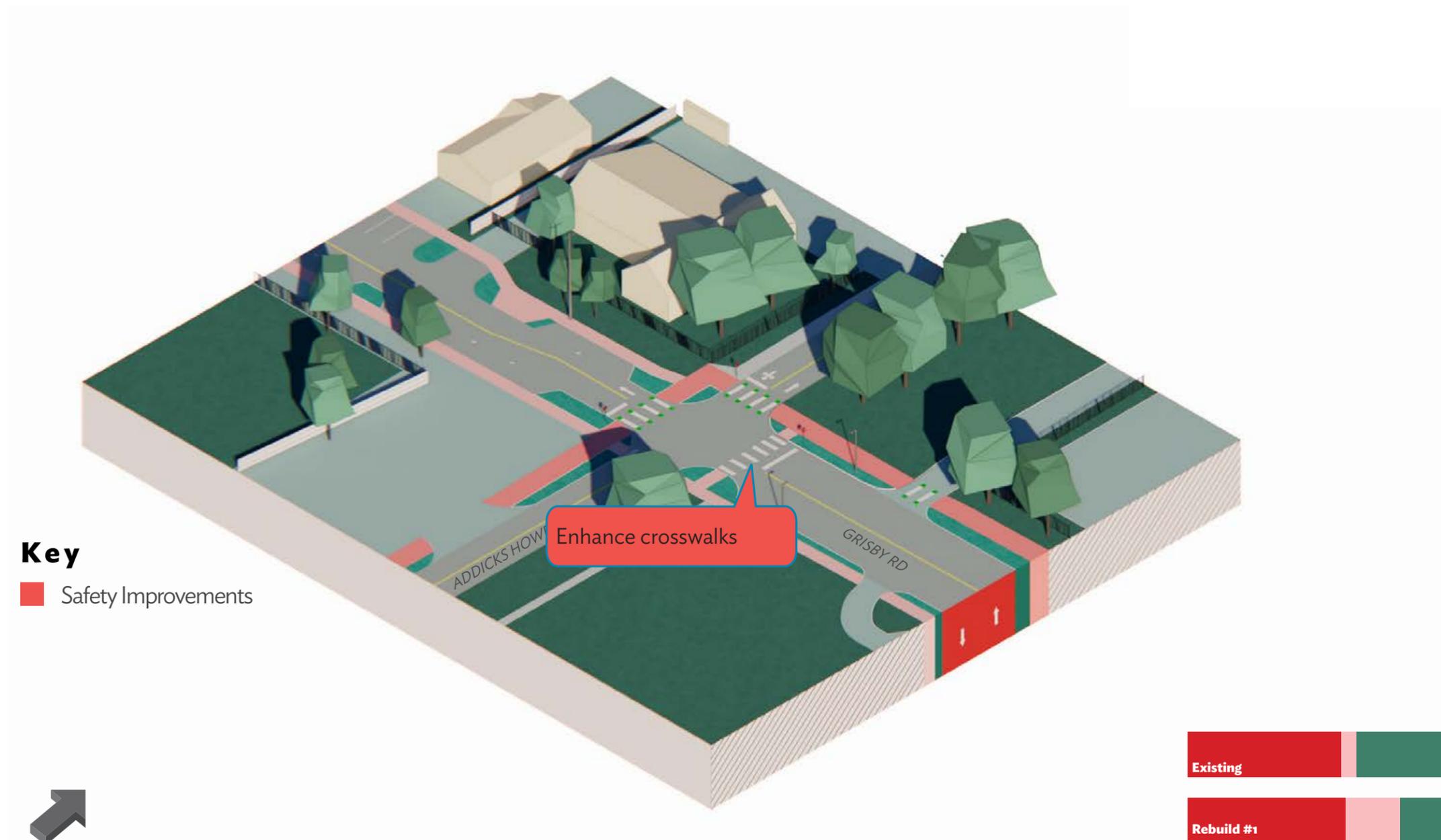
Grisby Road at Grisby Square - Retrofit



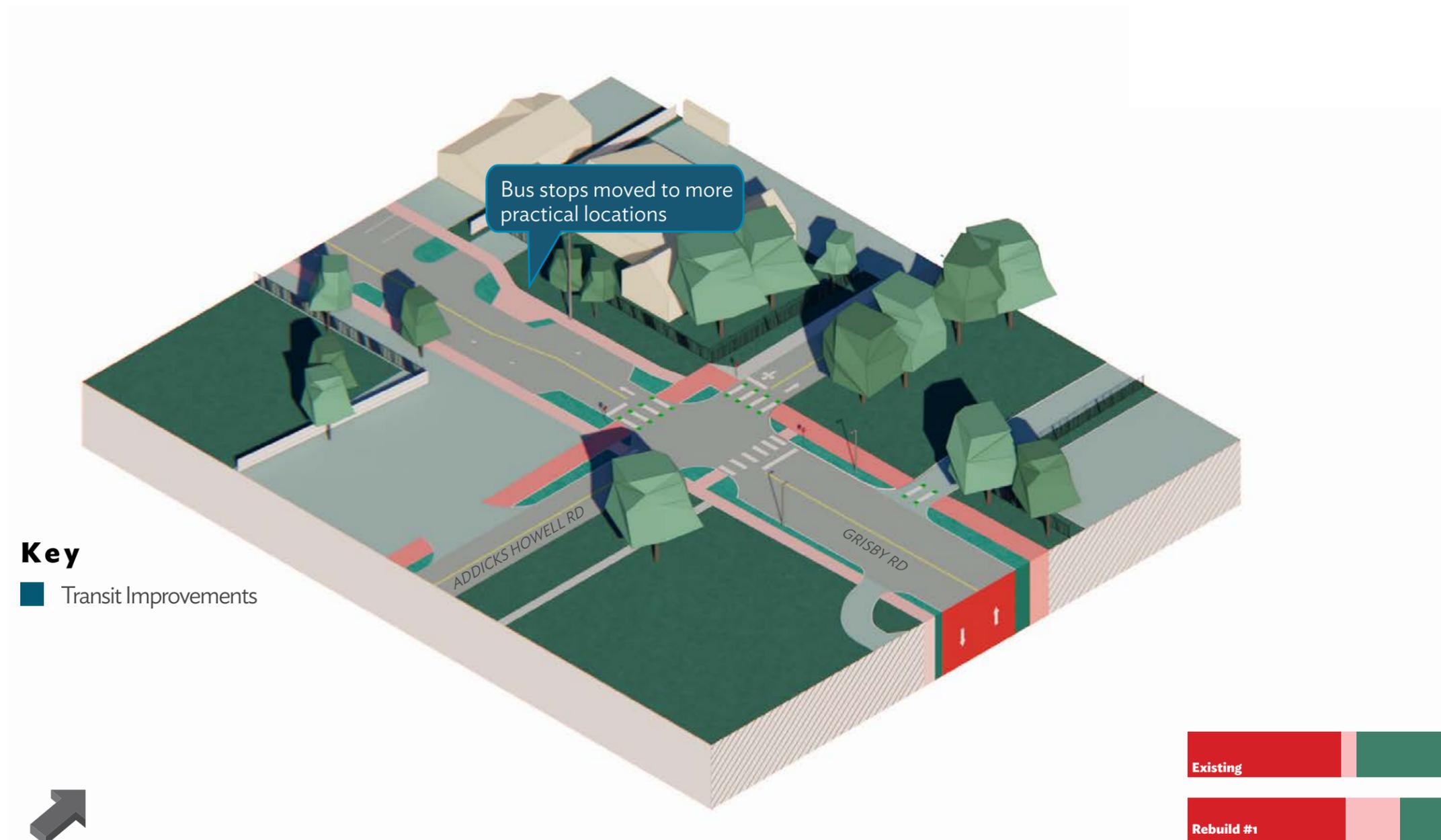
Grisby Road at Grisby Square - Reconstruction



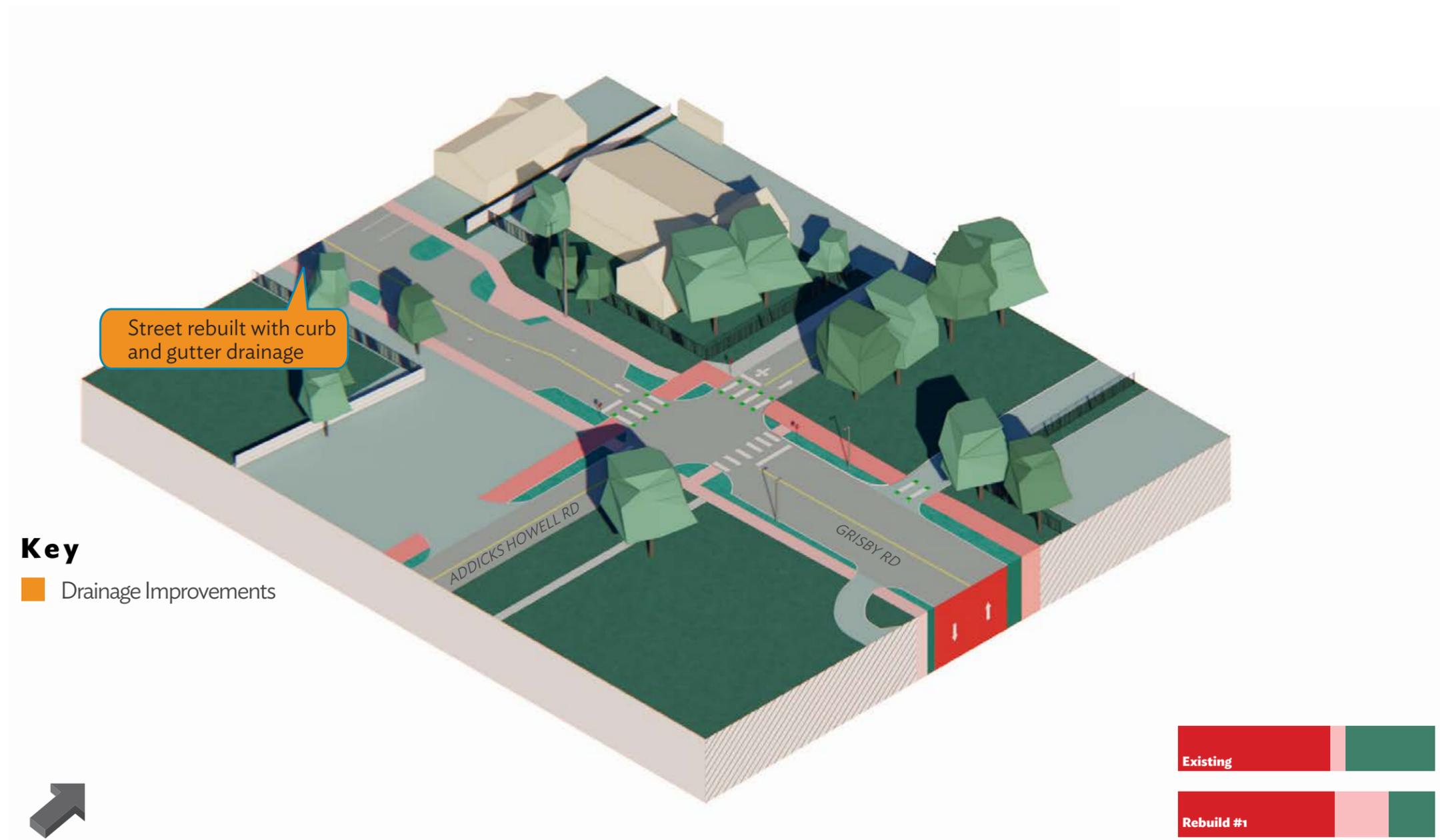
Grisby Road at Grisby Square - Reconstruction



Grisby Road at Grisby Square - Reconstruction



Grisby Road at Grisby Square - Reconstruction



Grisby Road at Addicks-Howell Road - Existing



Grisby Road at Addicks-Howell Road - Retrofit



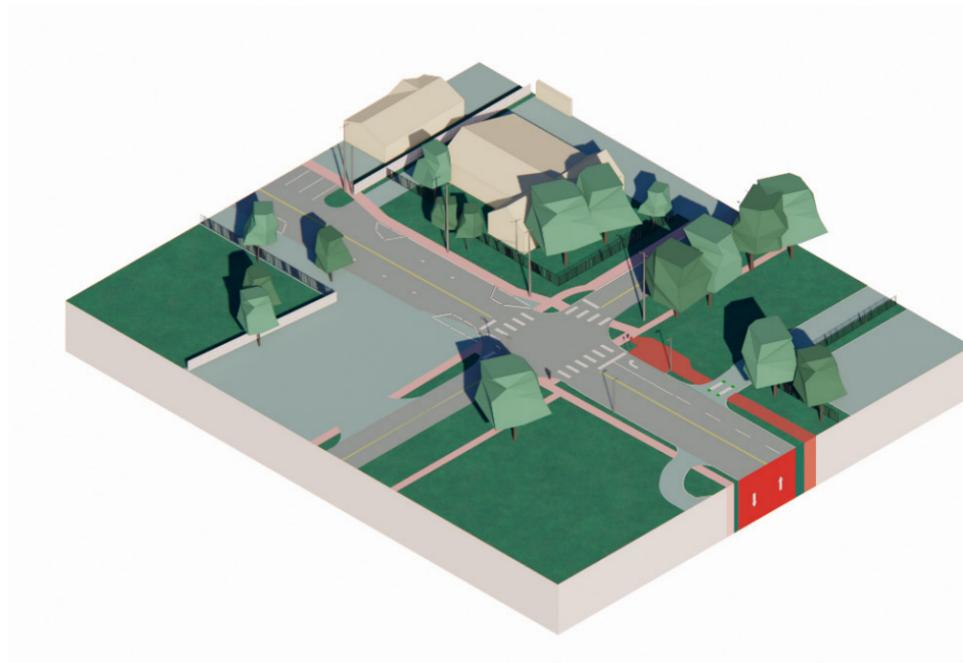
Grisby Road at Addicks-Howell Road - Reconstruction



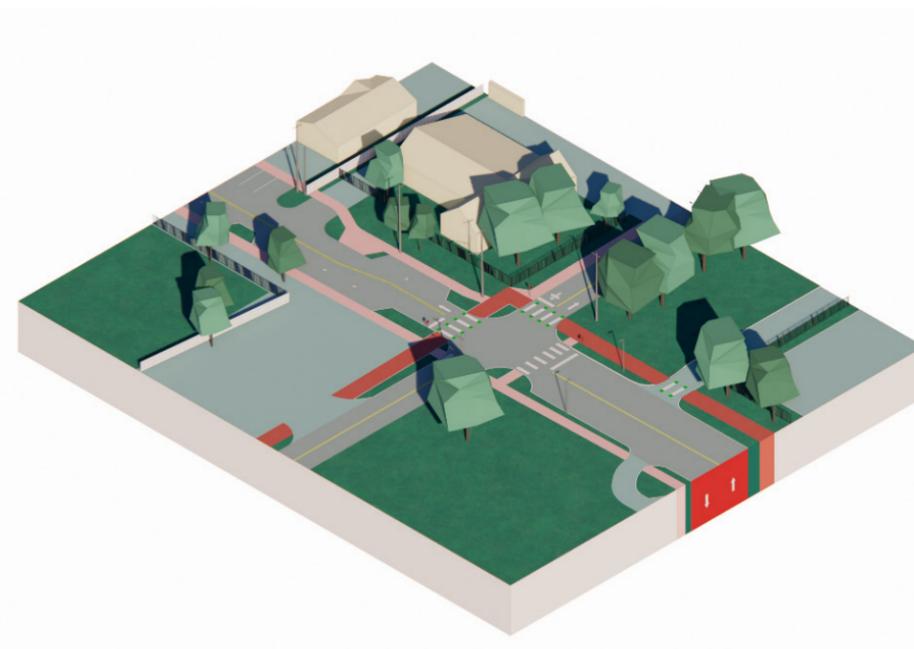
Grisby Road Design Approach

- Are there any adjustments to these concepts we should make before sharing with the public?
- Are there any additional concepts we should consider?

Retrofit



Reconstruction



Next Steps

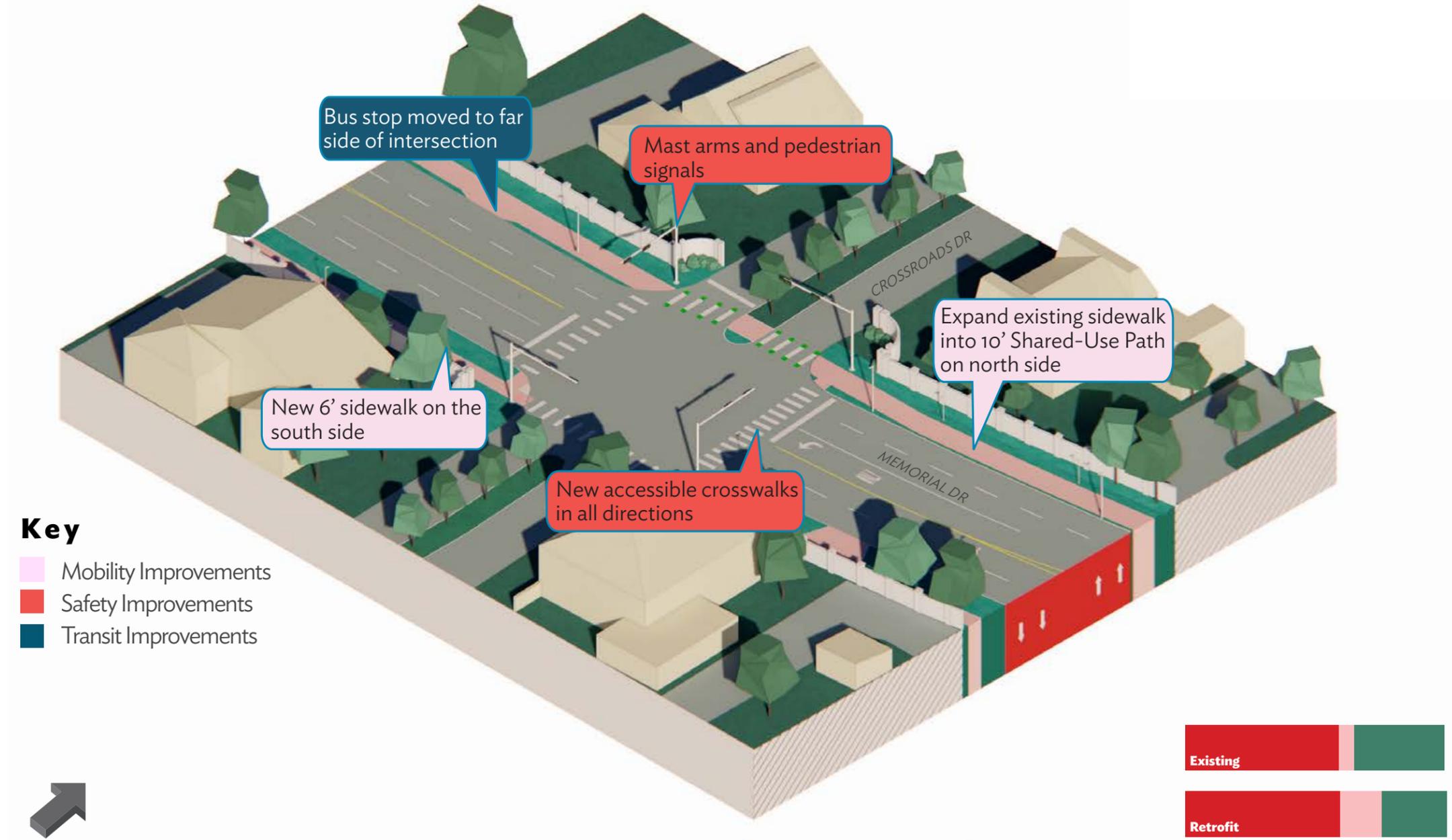
- Synthesize feedback from the Steering Committee
- Refine alternative designs to prepare for public meeting
- Public Open House Meeting on June 11th from 4-7 PM
Same location - building nextdoor main floor
- Third and final Steering Committee Meeting to present final recommendations and implementation strategies (July)

Point of Contact

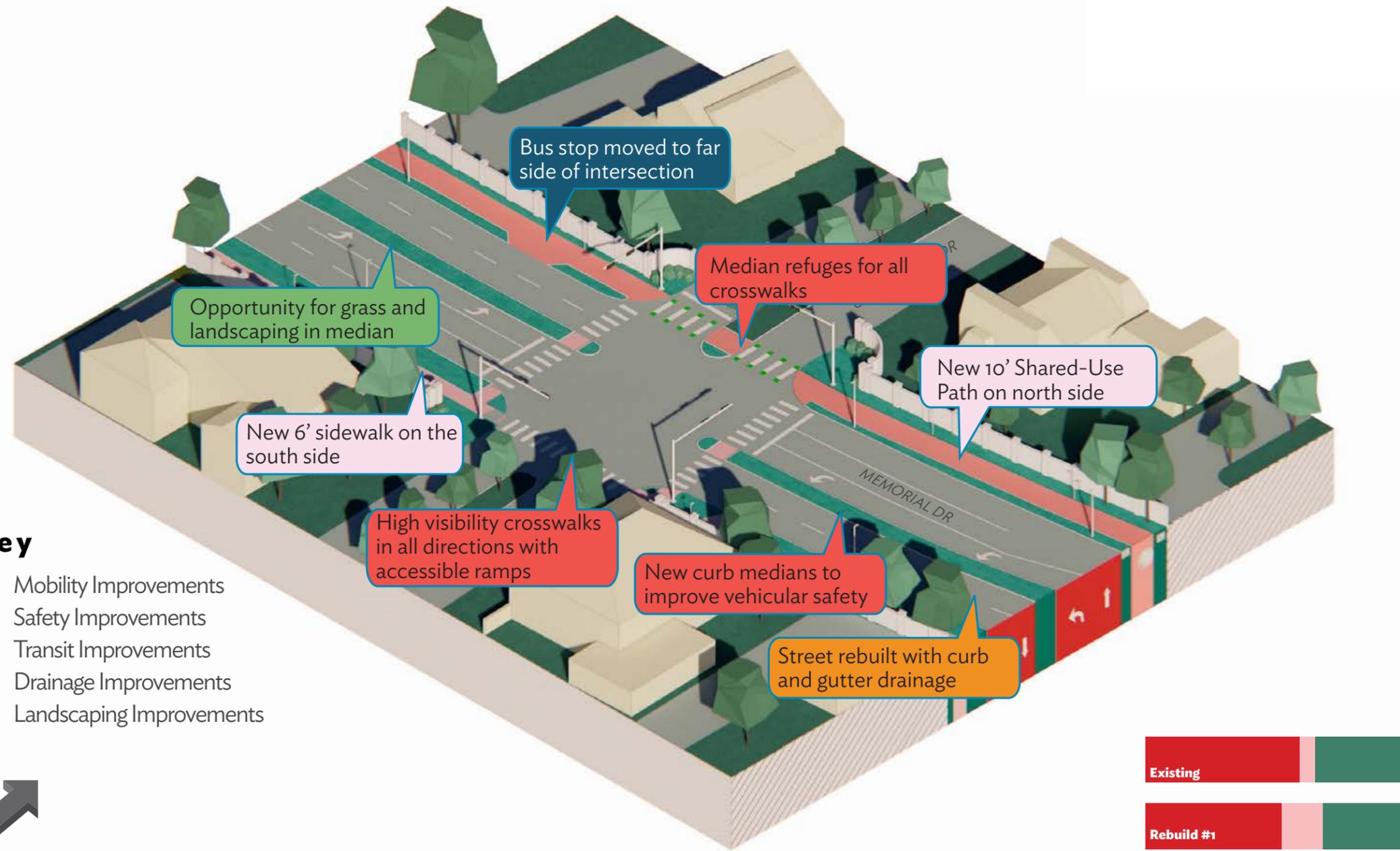
Caroline Bailey
H-GAC Project Manager
Caroline.Bailey@h-gac.com
(832) 681-2629



Memorial Drive at Crossroads Drive - Retrofit

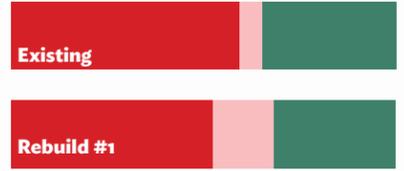


Memorial Drive at Crossroads Drive - Reconstruction w/ 4 Lanes

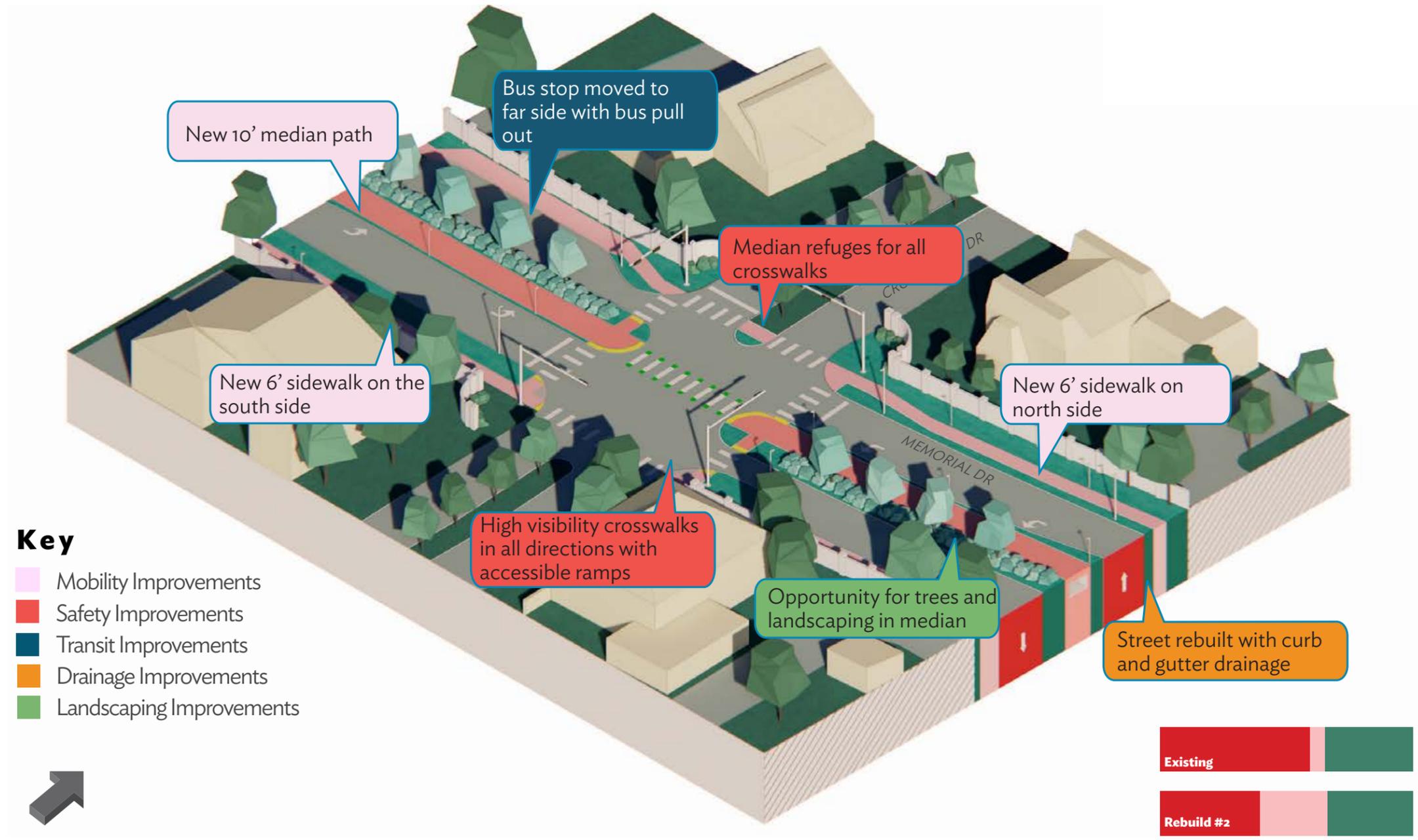


Key

- Mobility Improvements
- Safety Improvements
- Transit Improvements
- Drainage Improvements
- Landscaping Improvements



Memorial Drive at Crossroads Drive - Reconstruction w/ 2 Lanes



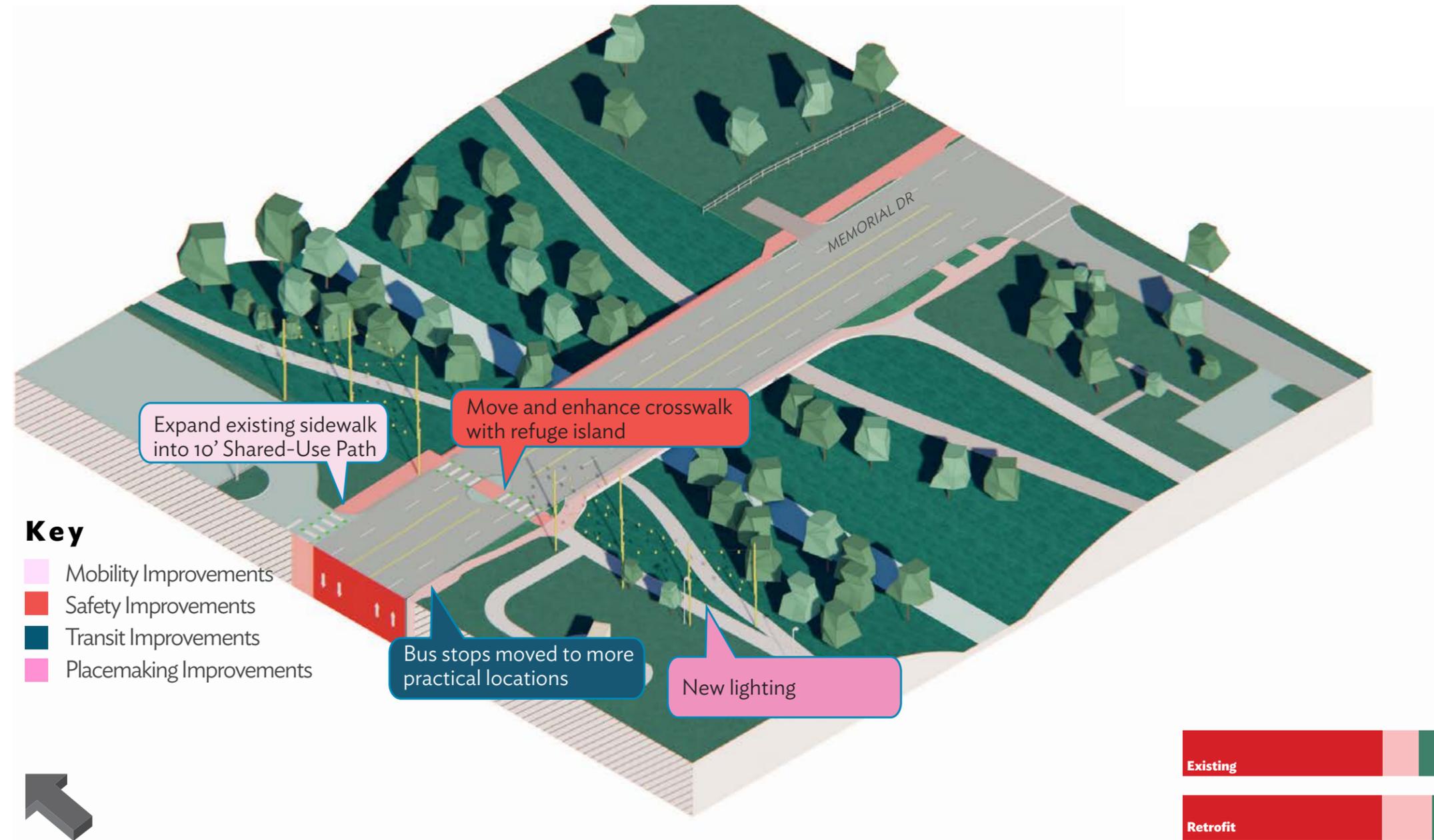
Key

- Mobility Improvements
- Safety Improvements
- Transit Improvements
- Drainage Improvements
- Landscaping Improvements

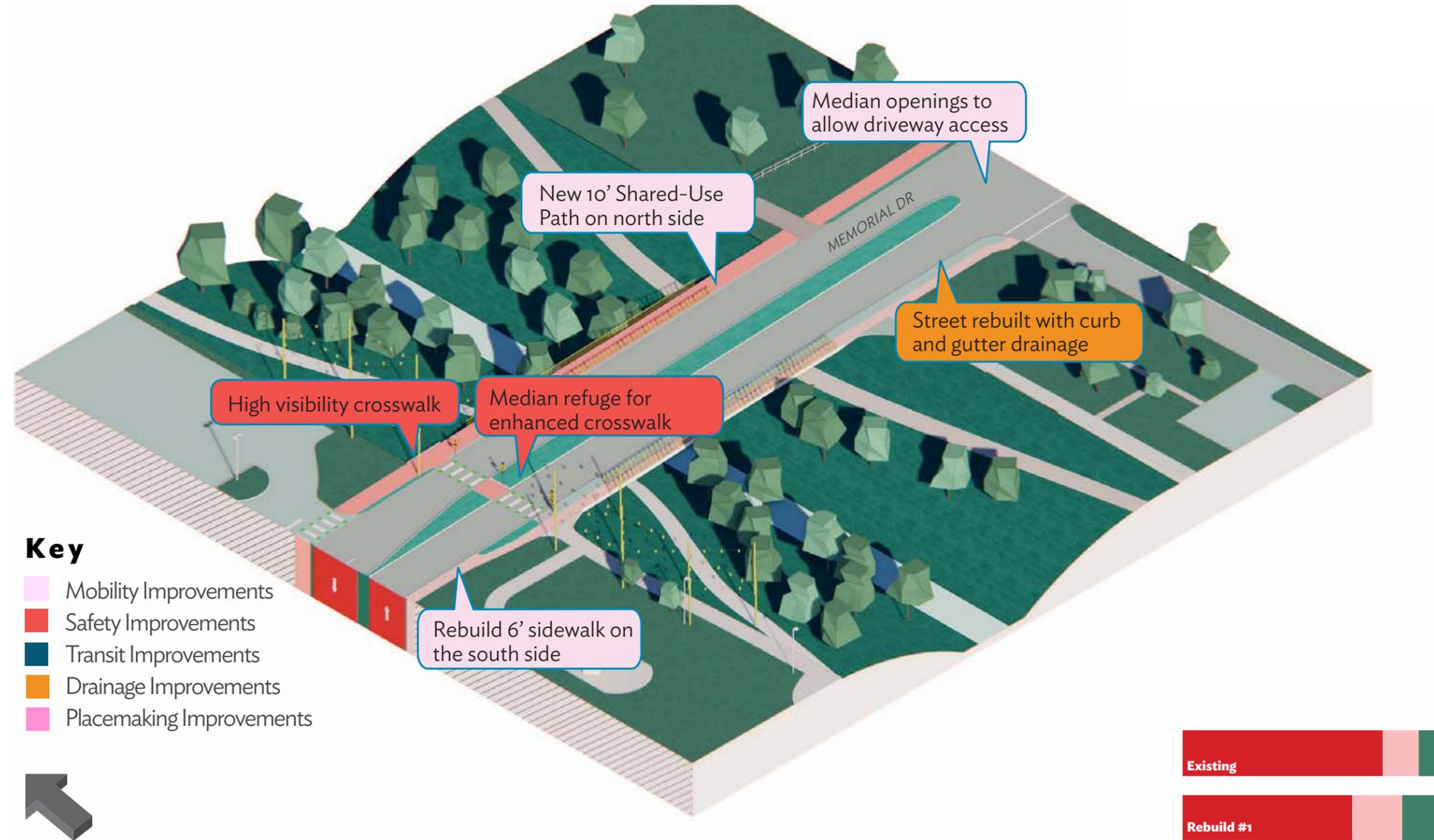
Existing		
Rebuild #2		



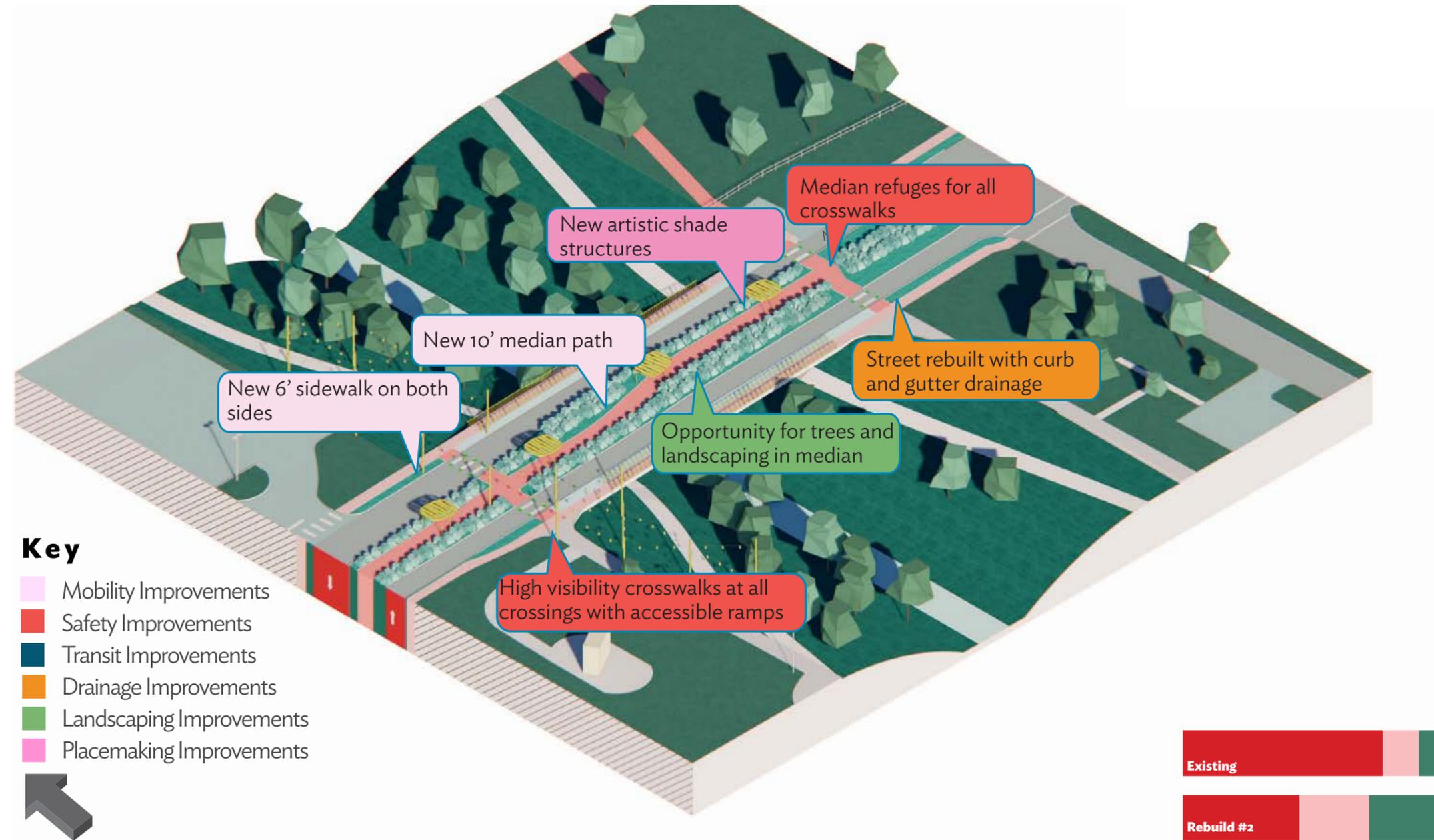
Memorial Drive at Terry Hershey Park - Retrofit



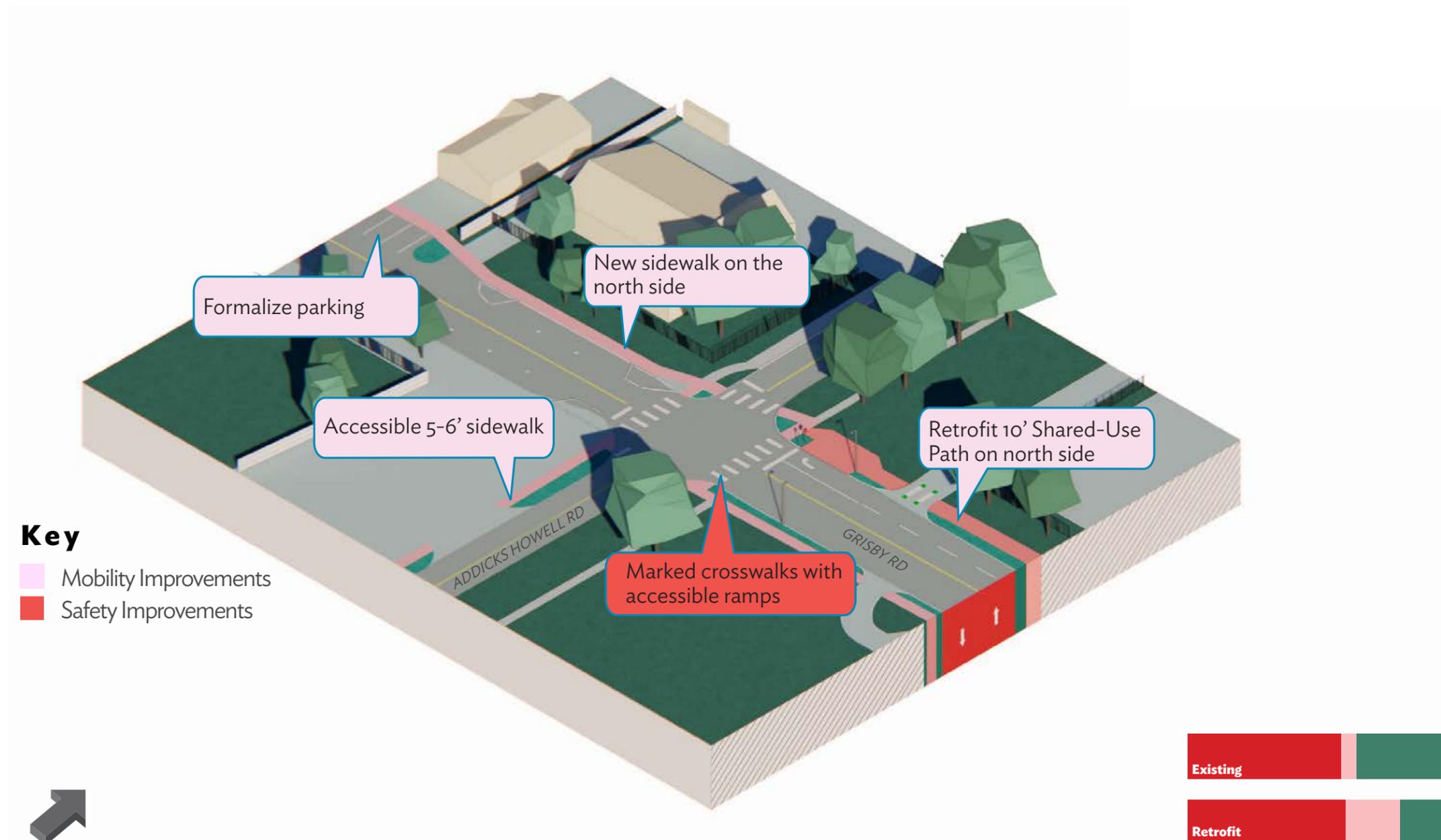
Memorial Drive at Terry Hershey Park - Reconstruction w/ 4 Lanes



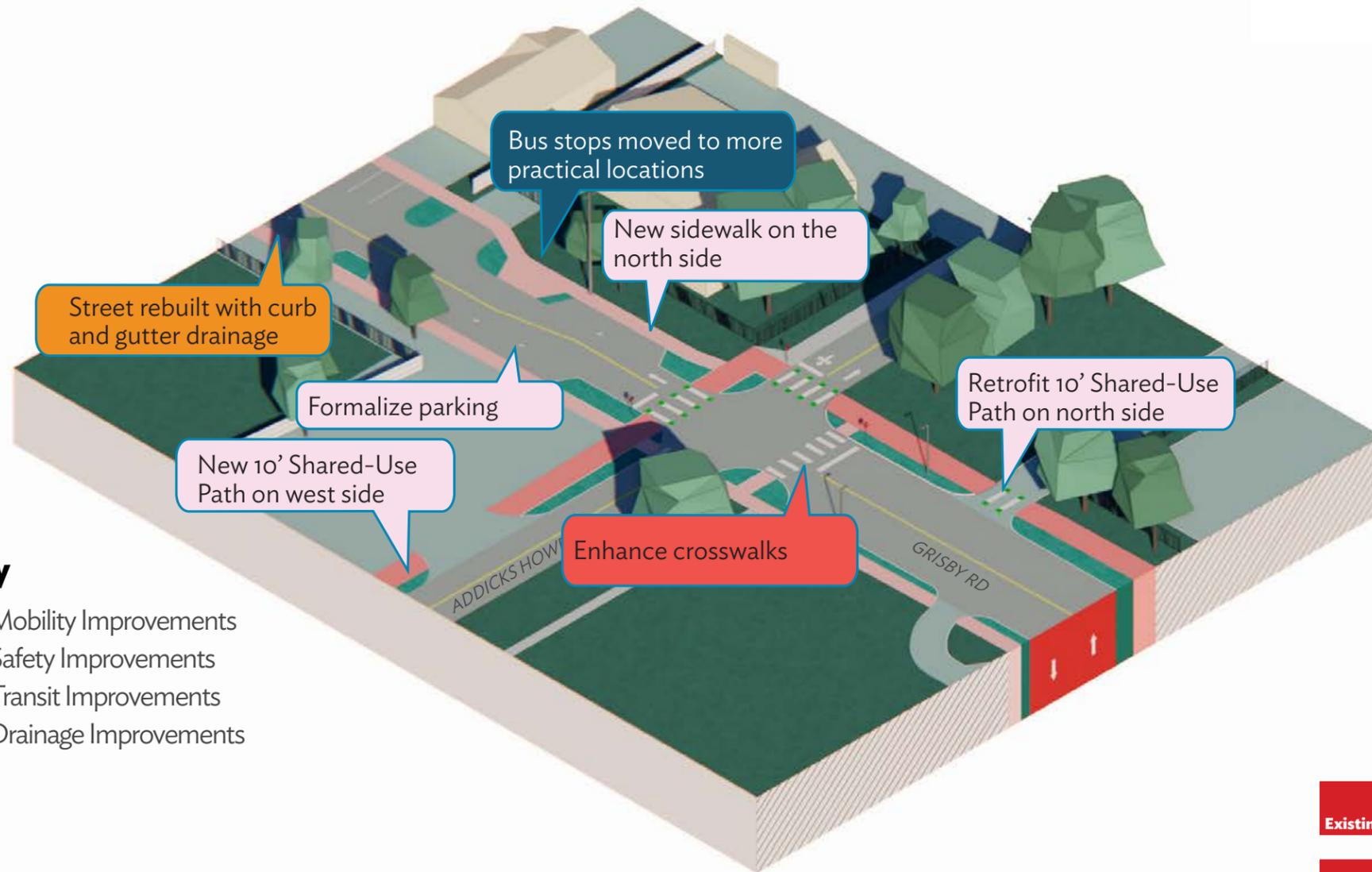
Memorial Drive at Terry Hershey Park - Reconstruction w/ 2 Lanes



Grisby Road at Grisby Square - Retrofit



Grisby Road at Grisby Square - Reconstruction



Key

- Mobility Improvements
- Safety Improvements
- Transit Improvements
- Drainage Improvements

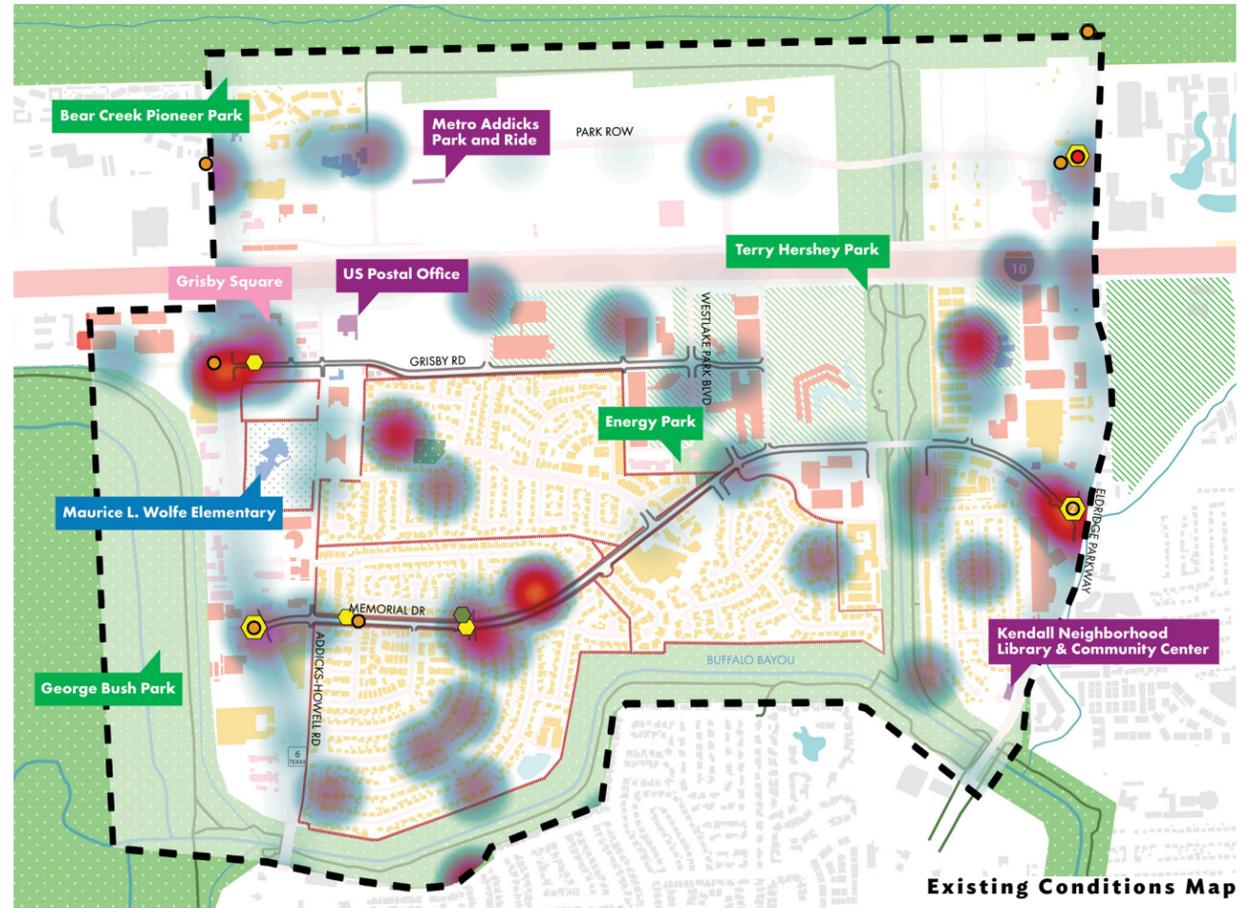
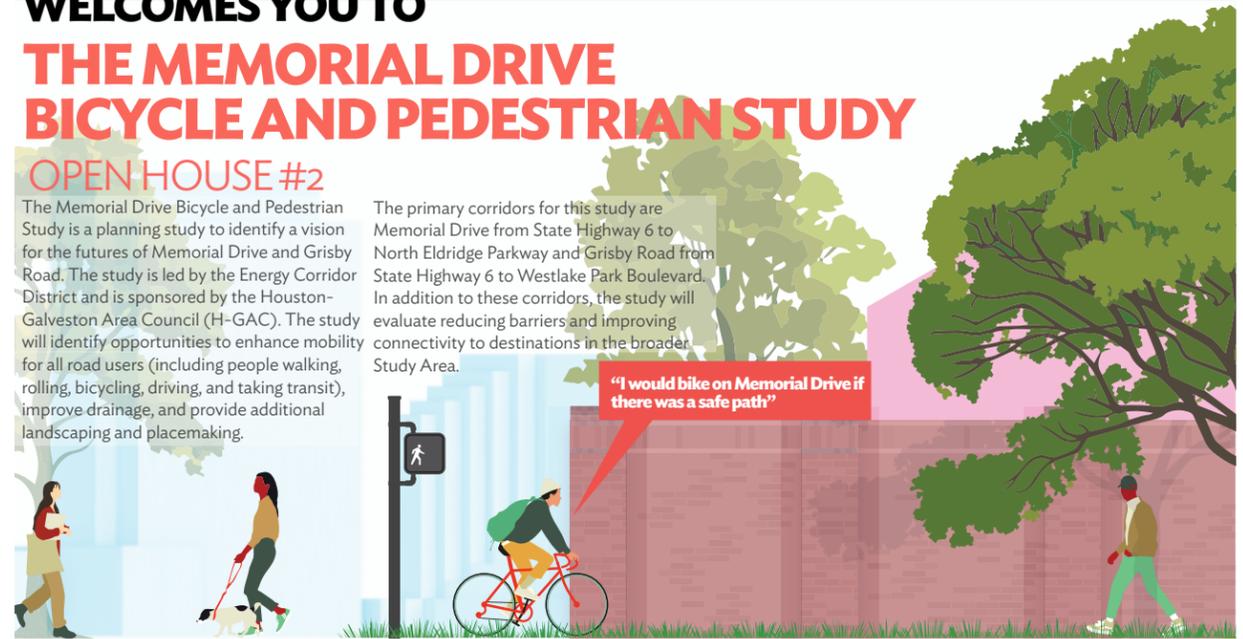


WELCOMES YOU TO THE MEMORIAL DRIVE BICYCLE AND PEDESTRIAN STUDY

OPEN HOUSE #2

The Memorial Drive Bicycle and Pedestrian Study is a planning study to identify a vision for the futures of Memorial Drive and Grisby Road. The study is led by the Energy Corridor District and is sponsored by the Houston-Galveston Area Council (H-GAC). The study will identify opportunities to enhance mobility for all road users (including people walking, rolling, bicycling, driving, and taking transit), improve drainage, and provide additional landscaping and placemaking.

The primary corridors for this study are Memorial Drive from State Highway 6 to North Eldridge Parkway and Grisby Road from State Highway 6 to Westlake Park Boulevard. In addition to these corridors, the study will evaluate reducing barriers and improving connectivity to destinations in the broader Study Area.



Key

Commercial	Public/Civic	Fewer Crashes	Serious Injury
Office	Public Park	Many Crashes	Fatal Crash
Religious	Private Park		Pedestrian Crash
Housing	Green Space		Cyclist Crash
Neighborhood Wall	Shared-Use Path		

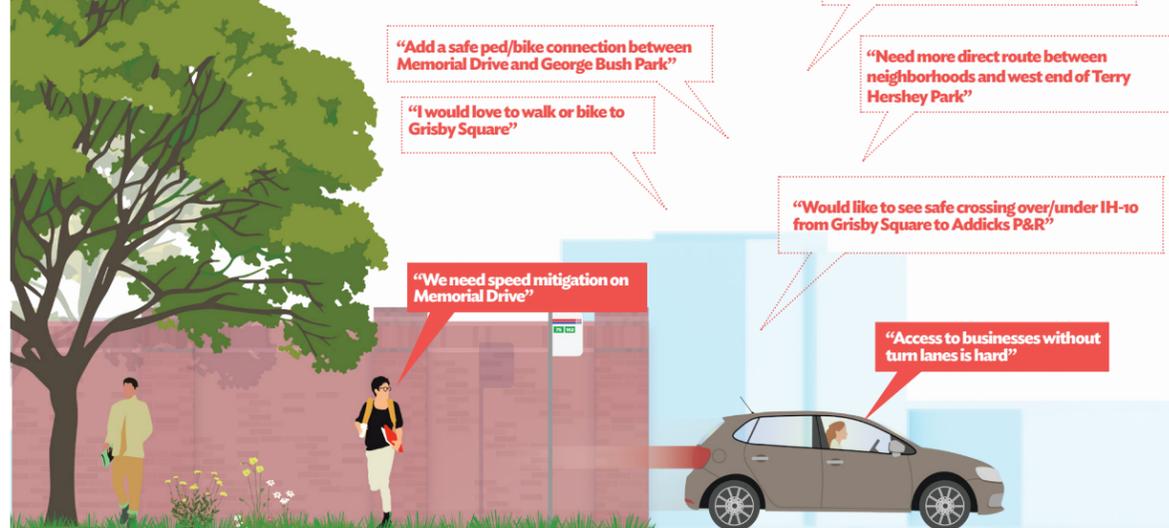
*Crash Data 2019-2023

Public Meeting #2

June 9, 2025

THE MEMORIAL DRIVE BICYCLE AND PEDESTRIAN STUDY

WHAT WE PREVIOUSLY HEARD



WHAT PEOPLE WANT TO SEE



THE MEMORIAL DRIVE BICYCLE AND PEDESTRIAN STUDY

PROJECT VISION

THE MEMORIAL DRIVE BICYCLE AND PEDESTRIAN STUDY SUPPORTS A VISION FOR A VIBRANT, CONNECTED MEMORIAL DRIVE CORRIDOR WHERE PEOPLE OF ALL AGES AND ABILITIES CAN TRAVEL SAFELY.

THE CORRIDOR WILL INCLUDE **CONTINUOUS SIDEWALKS** AND A **HIGH-COMFORT BIKEWAY** THAT CONNECT TO SCHOOLS, PARKS, AND TRAILS.

ACCESS TO GRISBY SQUARE WILL BE IMPROVED WITH NEW SIDEWALKS, SAFE INTERSECTIONS, AND IMPROVED PARKING CONDITIONS.

TERRY HERSHEY PARK AND THE REGIONAL PARK AND TRAIL SYSTEM WILL BE MORE ACCESSIBLE TO THE SURROUNDING HOMES, JOBS, AND DESTINATIONS.

STORMWATER INFRASTRUCTURE WILL BE UPGRADED THROUGH ROADWAY PROJECTS TO IMPROVE SAFETY AND QUALITY OF LIFE.

A STRONGER SENSE OF PLACE AND COMMUNITY WILL BE ACHIEVED THROUGH DESIGN THAT INCLUDES MORE **LANDSCAPING AND PLACEMAKING**.

BY PRIORITIZING MULTIMODAL SAFETY, COMMUNITY ACCESS, AND RESILIENT DESIGN, THIS PROJECT HELPS SHAPE A **HEALTHIER, MORE LIVABLE FUTURE** FOR EVERYONE.



Which three aspects of the vision are important to you?

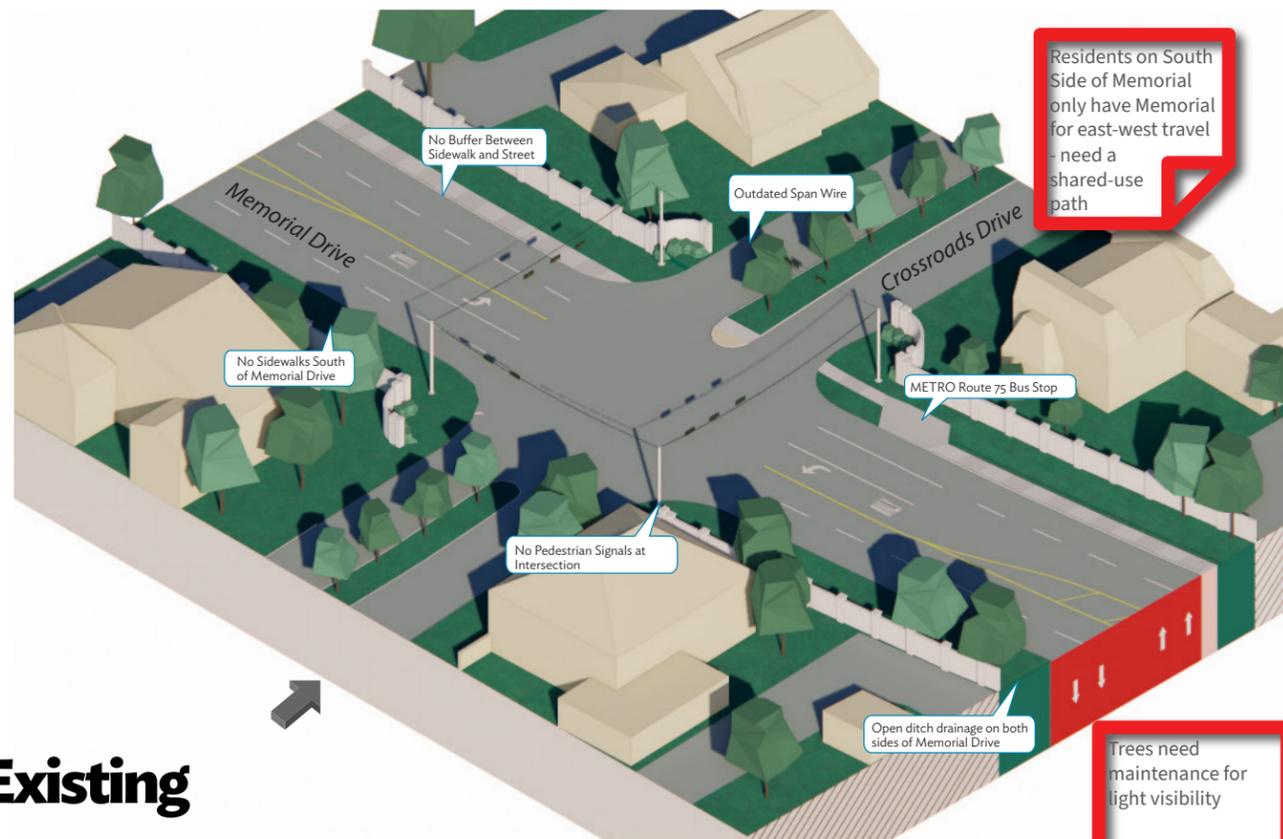
Place three pins adjacent to the features most important to you:

- CONTINUOUS SIDEWALKS
- HIGH-COMFORT BIKEWAY
- ACCESS TO GRISBY SQUARE
- TERRY HERSHEY PARK
- STORMWATER INFRASTRUCTURE
- LANDSCAPING AND PLACEMAKING
- HEALTHIER, MORE LIVABLE FUTURE

20 Votes
18 Votes
8 Votes
16 Votes
17 Votes
4 Voes
14 Votes

THE MEMORIAL DRIVE BICYCLE AND PEDESTRIAN STUDY

Memorial Drive at Crossroads Drive



Existing

Memorial Drive at Crossroads Drive is currently a 4-lane roadway with a continuous center turn lane. Memorial Drive has a 6' sidewalk on the north side, but no sidewalk on the south side. The intersection is a signalized intersection with span wires, which can be susceptible to damage during high-wind storms. There are no crosswalks or pedestrian signals at the intersection. The roadway has open ditch drainage.

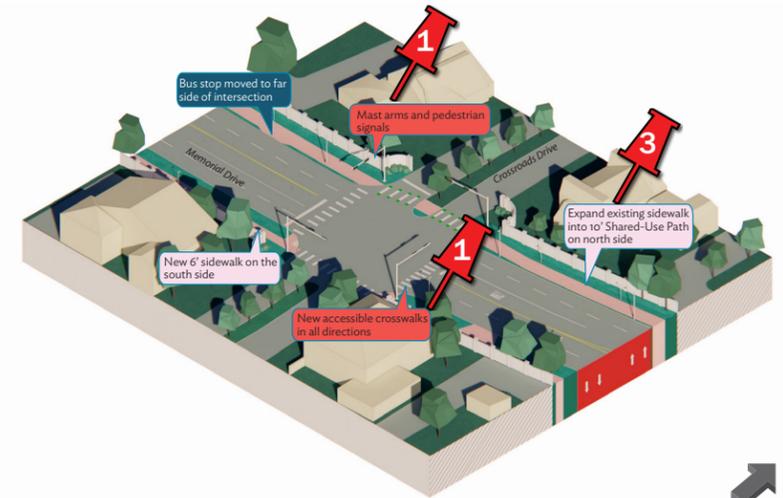
THE MEMORIAL DRIVE BICYCLE AND PEDESTRIAN STUDY

Memorial Drive at Crossroads Drive Options

- Key**
- Mobility Improvements
 - Safety Improvements
 - Transit Improvements
 - Drainage Improvements
 - Landscaping Improvements

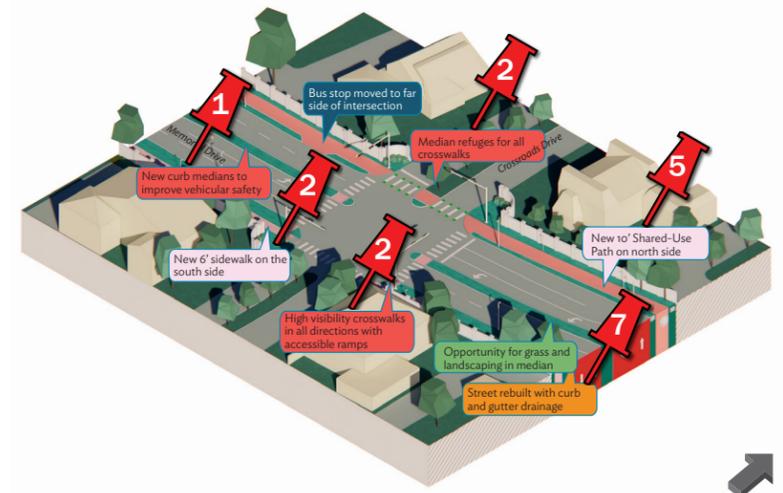
Retrofit

The retrofit option for Memorial Drive at Crossroads Drive adds a 10' shared-use path on the north side, allowing more space for people to walk, bike, and roll, and a new 6' sidewalk on the south side. The intersection will be updated with sturdy mast arms and pedestrian signals, wheelchair ramps, and high-visibility crosswalks. The existing open ditch drainage will remain. Although a 10' shared-use path on the north side with a 6' sidewalk on the south side is preferred, there are additional options including two 6' sidewalks or one 6' sidewalk and 8' sidewalk.



Reconstruction with 4 Lanes

The 4-lane reconstruction option for Memorial Drive at Crossroads Drive adds a 10' shared-use path on the north side and new 6' sidewalks on the south side. The intersection will be updated with sturdy mast arms with pedestrian signals, wheelchair ramps, and high-visibility crosswalks. The continuous center turn lane will be converted to dedicated turn lanes and raised medians with opportunities for landscaping. Additionally, the roadway will be updated from open ditch drainage to curb and gutter drainage.



Reconstruction with 2 Lanes

The 2-lane reconstruction option for Memorial Drive at Crossroads Drive transforms the 4-lane roadway to a 2-lane roadway with a 10' median shared-use path in the center. This option allows for 6' sidewalks on both sides of the roadway. In addition to an updated mast arm signalized intersection, there will be dedicated left turn lanes and bus pullouts to ensure the smooth flow of traffic. The roadway will be reconstructed from open ditch drainage to curb and gutter drainage. This option allows for more landscaping and trees.



THE MEMORIAL DRIVE BICYCLE AND PEDESTRIAN STUDY

Memorial Drive at Crossroads Drive Retrofit



There are a lot more than two trees here. Keep trees

Memorial Drive at Crossroads Drive 4-Lane Reconstruction



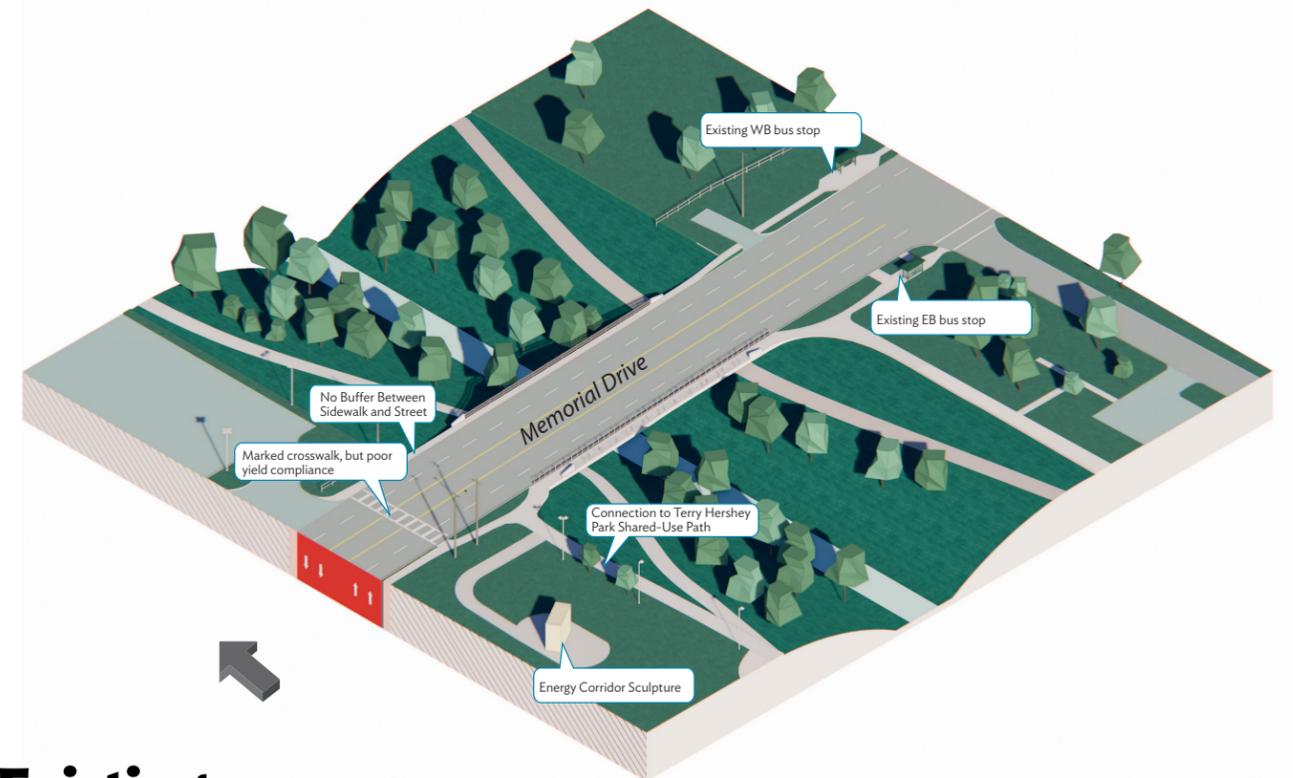
Reduce speed limit so bikers feel safer

Memorial Drive at Crossroads Drive 2-Lane Reconstruction



THE MEMORIAL DRIVE BICYCLE AND PEDESTRIAN STUDY

Memorial Drive at Terry Hershey Park



Existing

Memorial Drive at Terry Hershey Park is currently a 4-lane roadway with a continuous center turn lane. There is open ditch drainage along the corridor. Although there are sidewalks on both sides of Memorial Drive at this location, the sidewalk on the northern side does not have a buffer between the sidewalk and the roadway, presenting safety issues between cars and pedestrians. Additionally, there is a marked crosswalk for Terry Hershey Park, but it is not very visible and vehicles often do not yield to pedestrians.

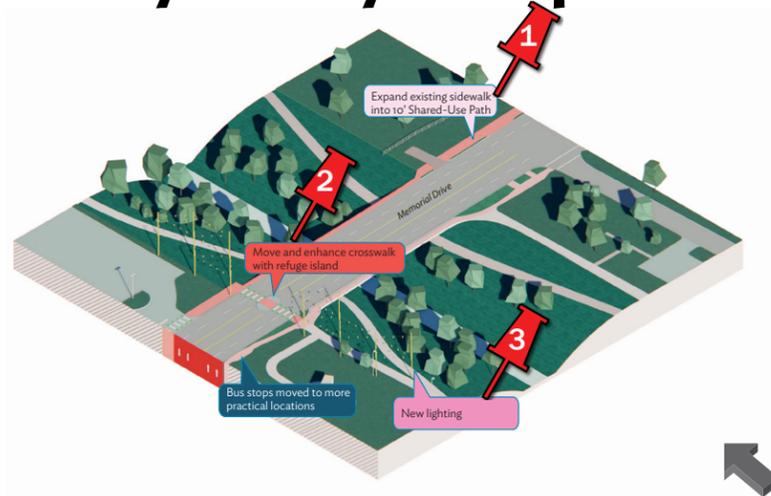
THE MEMORIAL DRIVE BICYCLE AND PEDESTRIAN STUDY

Memorial Drive at Terry Hershey Park Options

- Key**
- Mobility Improvements
 - Safety Improvements
 - Transit Improvements
 - Drainage Improvements
 - Landscaping Improvements
 - Placemaking Improvements

Retrofit

The retrofit option for Memorial Drive at Terry Hershey Park adds a 10' shared-use path on the north side and a new 6' sidewalk on the south side. An updated crossing at Terry Hershey Park provides a median refuge for safer crossings for pedestrians. Placemaking elements can be included such as enhanced lighting across Memorial Drive, supporting visibility of the Terry Hershey Trail entrances. Although a 10' shared-use path on the north side with a 6' sidewalk on the south side is preferred, there are additional options including two 6' sidewalks or one 6' sidewalk and 8' sidewalk.



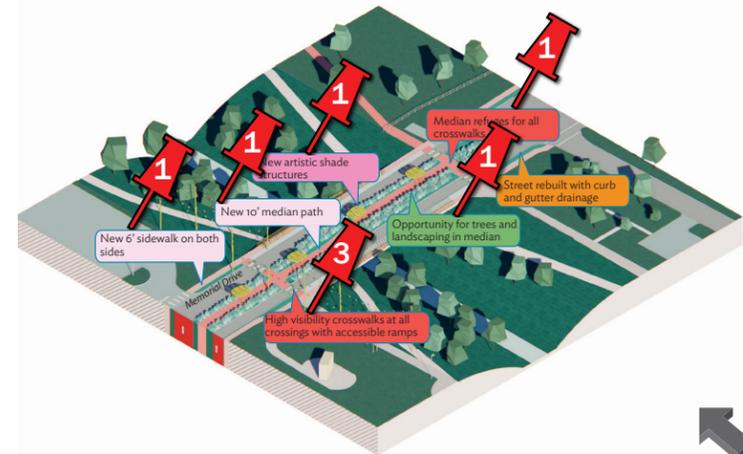
Reconstruction with 4 Lanes

The 4-lane reconstruction option for Memorial Drive at Terry Hershey Park adds a 10' shared-use path on the north side and a new 6' sidewalk on the south side. The pedestrian crossing will be enhanced with new crosswalk markings, signage, and a median refuge. The continuous center turn lane will be modified to a dedicated turn lane with raised medians and an opportunity for landscaping. Additionally, the open ditch drainage along the roadway will be reconstructed to curb and gutter drainage.



Reconstruction with 2 Lanes

The 2-lane reconstruction option for Memorial Drive at Terry Hershey Park transforms the 4-lane roadway to a 2-lane roadway with a 10' median shared-use path down the center. This option allows for 6' sidewalks on both sides of the roadway. The trail will tie into the Terry Hershey Park trails with 2 additional safe crossings. There will be dedicated left turn lanes and bus pullouts to ensure the smooth flow of traffic. The roadway will be reconstructed from open ditch drainage to curb and gutter drainage. This option allows for more landscaping, trees, shade structures, and placemaking.



THE MEMORIAL DRIVE BICYCLE AND PEDESTRIAN STUDY

Memorial Drive at Terry Hershey Park Retrofit



Going over bridge. This is a hazard. You will fall.

Memorial Drive at Terry Hershey Park 4-Lane Reconstruction



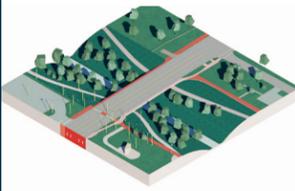
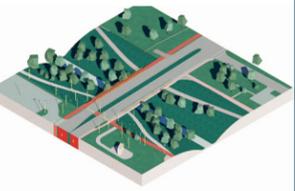
Memorial Drive at Terry Hershey Park 2-Lane Reconstruction



2 lanes is not enough. Already backed up and this is coming from a biker.

THE MEMORIAL DRIVE BICYCLE AND PEDESTRIAN STUDY

Memorial Drive Alternatives Comparison

	Retrofit	4 Lane Reconstruction	2 Lane Reconstruction
			
Safe, continuous sidewalks	● All alternatives provide continuous 6'+ sidewalks		
Transit operations and bus stop improvements	● All alternatives provide practical bus stop placements and bus stop enhancements		
Intersection safety	◐ Signalized intersection enhancements may be limited in retrofit	● Both alternatives rebuilds traffic signals to IDM Standards	
Stormwater upgrades	○ No major storm sewer upgrades	● Roadway rebuilt with curb and gutter drainage	
High-Comfort Bikeways	◐ Shared-use path would not have a buffer	● Both alternatives provide back of curb shared-use path	
Vehicular capacity and vehicular safety	◐ No reduction in vehicular lanes and maintains continuous turn lane	● No reduction in vehicular lanes, adds raised medians and dedicated turn lanes	○ Alternative would reduce the corridor from 4 lanes to 2 lanes
Safe Roadway Crossings	◐ Would retrofit safe crossings	● Both alternatives provide enhanced pedestrian crossings with new markings, refuge islands, and signage	
Trees and shade	○ No additional shade provided	◐ Some trees could be planted in median	● Lot of opportunities for new trees and shade
Placemaking and District branding	○ Limited placemaking and branding opportunities	◐ Some opportunities for wayfinding and branding	● Many opportunities for new wayfinding

○ Minimal opportunity for improvement ◐ Some opportunities for improvement ● Considerable opportunities for improvement

What We Heard

Please provide us your additional thoughts on the proposed Memorial Drive alternatives.

The 2-lane option and its pull-in bay are not ideal for buses to turn in, unload, and load.

Bikes take over at Terry Hershey. Likely there needs bike zone control.

Please look at a signal at Barkers Landing.

I think it makes more sense to keep the bike trails better maintained along the bayou versus adding a center lane. I'd like bike trail in the middle of memorial. Who long term will maintain the landscaping for the added trail on Memorial? Keep 4 lanes, add the super wide sidewalks! Keep the \$\$ for safety/crime prevention.

Likes dedicated turn lane and the safety implications under consideration. Does a curb drainage reduce flood risk?

Likes idea of one narrower lane in each direction for reconstruction 2 option. "choke down" the roadway so people pay attention to peds.

**Which alternative accomplishes your vision for Memorial Drive?
Tell us why!**

THE MEMORIAL DRIVE BICYCLE AND PEDESTRIAN STUDY

Grisby Road at Grisby Square

OPEN HOUSE #2



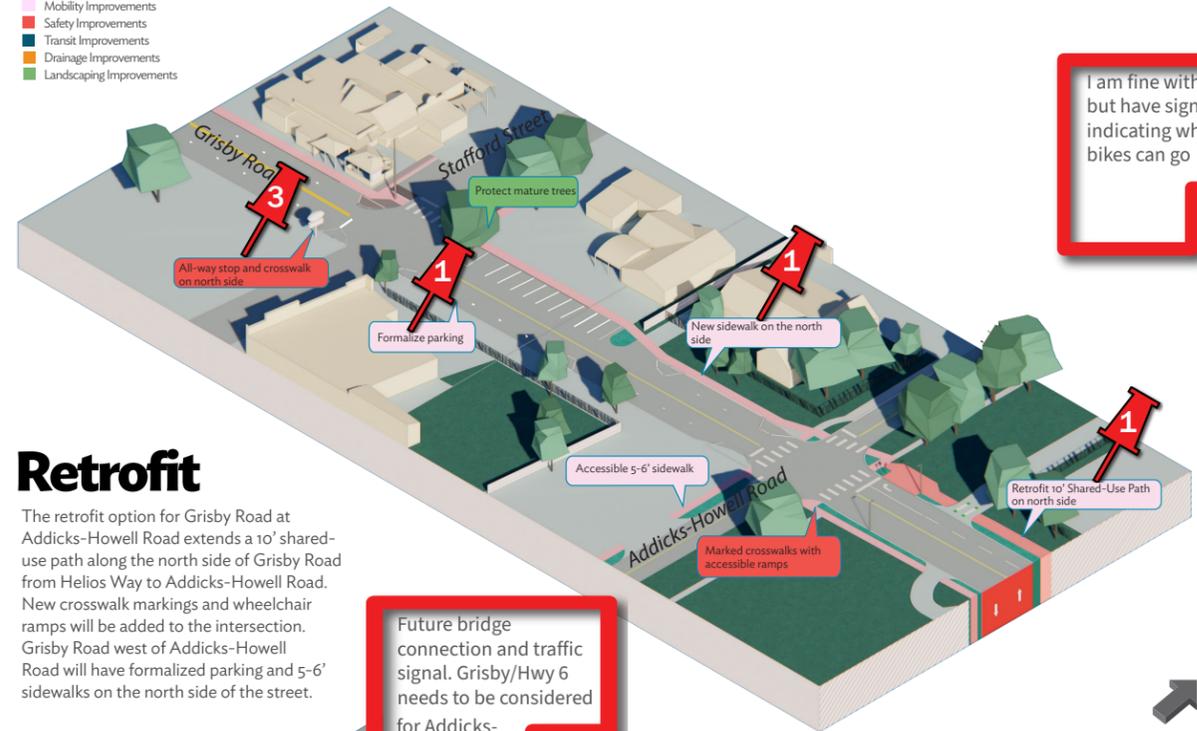
Existing

Grisby Road at Addicks-Howell Road is an all-way stop with no crosswalks. Grisby Road west of Addicks-Howell Road has no sidewalks and informal on-street parking. Grisby Road at Stafford Street has high volumes of pedestrians, yet is missing sidewalks, curb ramps, and crosswalks.

THE MEMORIAL DRIVE BICYCLE AND PEDESTRIAN STUDY

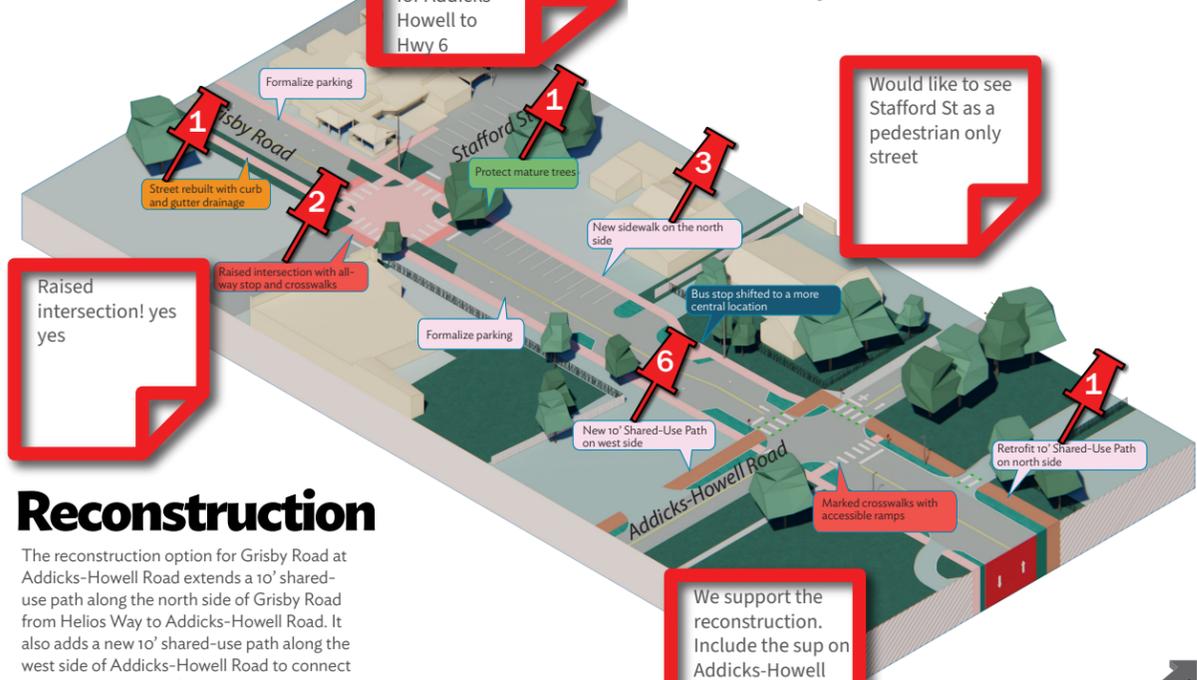
Grisby Road at Grisby Square Options

- Key**
- Mobility Improvements
 - Safety Improvements
 - Transit Improvements
 - Drainage Improvements
 - Landscaping Improvements



Retrofit

The retrofit option for Grisby Road at Addicks-Howell Road extends a 10' shared-use path along the north side of Grisby Road from Helios Way to Addicks-Howell Road. New crosswalk markings and wheelchair ramps will be added to the intersection. Grisby Road west of Addicks-Howell Road will have formalized parking and 5-6' sidewalks on the north side of the street.



Reconstruction

The reconstruction option for Grisby Road at Addicks-Howell Road extends a 10' shared-use path along the north side of Grisby Road from Helios Way to Addicks-Howell Road. It also adds a new 10' shared-use path along the west side of Addicks-Howell Road to connect Grisby Square to Wolfe Elementary. New crosswalk markings and wheelchair ramps will be added to the intersection. Grisby Road west of Addicks-Howell Road will have formalized parking and 5-6' sidewalks on both sides of the street.

THE MEMORIAL DRIVE BICYCLE AND PEDESTRIAN STUDY

Grisby Road at Addicks-Howell Road Retrofit



Grisby Road at Addicks-Howell Road Reconstruction



Grisby Road at Stafford Street Reconstruction



THE MEMORIAL DRIVE BICYCLE AND PEDESTRIAN STUDY

IMPROVED DRAINAGE

PROJECT BENEFITS

Through transportation projects, stormwater infrastructure will also be improved to reduce ponding in the Study Area.

MEMORIAL DRIVE

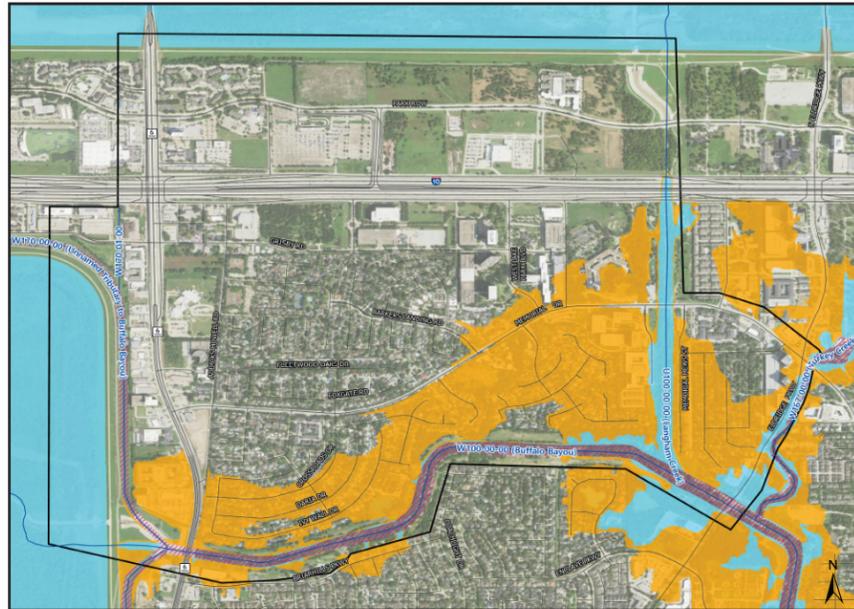
Segments of Memorial Drive currently flood in a 100-year storm (as shown on the map to the right). Reconstruction of Memorial Drive should significantly reduce ponding in a 100-year storm.

Structural flooding is observed along the northern edge of Memorial Drive near Barkers Landing Road. Adjusting the roadway profile and creating more drainage connections and inlets across Memorial Drive will help reduce risk to structures.

Some ponding occurs during minor storm events due to poor roadway surface conditions, and a substandard lateral pipe connection. Some ponding occurs during minor storm events due to poor roadway surface conditions, and a substandard lateral pipe connection. These issues would be addressed during reconstruction.

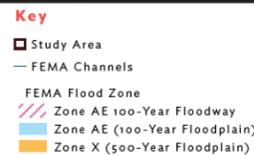
Reduction in 2-year and 100-year flooding will improve access to neighborhoods and Fire Station 78.

Some of the Memorial Drive design alternatives would reduce the impervious area along the corridor.



GRISBY SQUARE

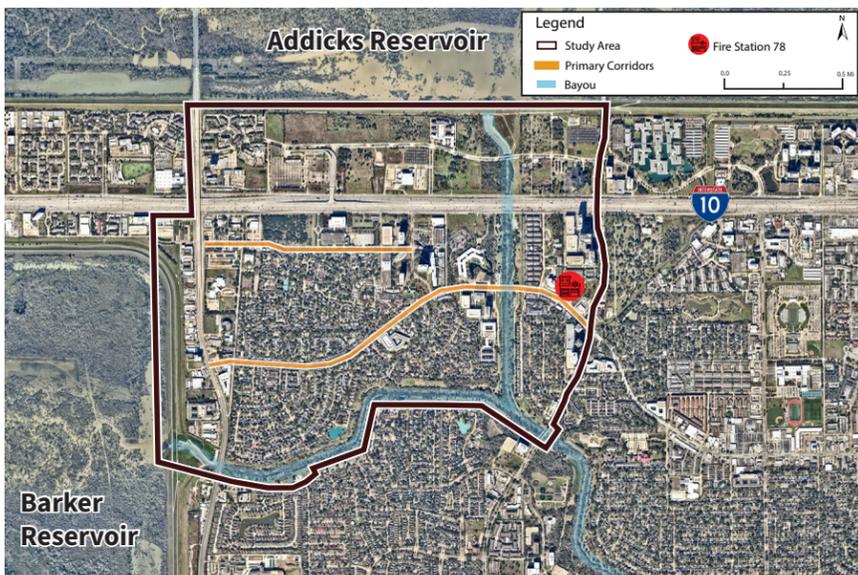
People visiting Grisby Square currently park in muddy areas after rainstorms. Enhanced parking and new sidewalks will help improve the Grisby Square experience.



What We Heard

Please provide us any additional drainage thoughts or concerns

No Direct Drainage Comments Were Left at the Drainage Board



WATERSHED CONSTRAINTS

Memorial Drive is located at the center of two major reservoirs and Buffalo Bayou. The storage capacity of reservoirs and cross-sectional area of Buffalo Bayou are critical factors that influence how well the drainage network works and area flooding during major storm events. The study area experienced catastrophic flooding during Hurricane Harvey in 2017 due to the Army Corps of Engineers releasing water from the reservoirs to reduce the risk of dam breaches. For the purposes of this study, any drainage improvements as a part of bicycle and pedestrian improvements would work to reduce flooding and ponding on the main corridors during regular storm events, not catastrophic events such as Hurricane Harvey.

General Comments Left via Comment Cards

I represent Barkers Landing HOA and we are very concerned about the 70+ Holly Trees we maintain along Memorial and we are concerned this project does not affect the trees in any significant way. rgblhoa@outlook.com

The light at the corner of Memorial Drive and Crossroads Drive pedestrian push button does not work at all!!! Ex: you press the button, wait, press it again, wait, and it goes on and on! It's not even connected!!!

The crosswalk to go across Memorial Drive @ Crossroads (entry to fleetwood neighborhood) is not visible to drivers and the light is not connected for pedestrians. The only way for it to register a pedestrian's presence is for a car to pull up to trigger the light. Also, even when the light is green to cross, I've seen cars ignore the light and run right through especially early in the morning. I've almost been run over.

The light at the corner of Memorial Drive and Crossroads does not work; you push the button, and the light still doesn't turn green! Also- the paint on the road is faded.

1) Connectivity for pedestrians, bikes, and peds all the way to city center

1) Pedestrian light has been missing more than one year at the NW corner of I-10 and Eldridge.
2) Lots of "breakaway signs" stubs on Eastbound sidewalk (south side) of I-10 between SH6 and Eldridge. They are a trip hazard for pedestrians and crash hazard for cyclists.

Need a turning lane into Talia Trails from Memorial going west.

I think that if we make a continuous sidewalk, it could double as a bikeway. (Or you could split the walk path in half).

Several topics are independent. A livable future means good biking and pedestrian support. Landscape = Harris County native plants. Special low impact lighting. Metro integration. We want to contribute to traffic management.

Bike connection from Memorial and highway 6. And reservoir access at park just north of bay-ou. Right now only side highway 6 where they drive 50 mph.

1) Setting up Grisby and H6 intersection for a bridge to Geo. Bush Hike and Bike will provide an important (and attractive) route for bike commuting into the offices to the east (Forge, BP, Conoco)

Steering Committee Meeting #3 June 9, 2025

August 26, 2025

Memorial Drive Bike/Ped Study

Steering Committee Meeting #3



Meeting Agenda

- Welcome & Introductions
- Project Overview and Timeline
- Purpose of Today's Meeting
- Public Meeting #2 Summary
- Alternative Opportunities Review
- Recommended Alternative
 - Bike/Ped Recommendations
 - Stormwater Benefits
 - Updated Placemaking and Landscaping
- Feedback on Recommendations
- Discussion: Funding and Implementation Strategies

Welcome & Introductions



Project Lead

H-GAC
Energy Corridor District

Consultants

TEI Planning + Design
UltraBarrio
Gauge Engineering

Steering Committee

City of Houston Public Works	Houston Police Department
City of Houston Planning Department	Houston Fire Department
City of Houston - Office of the Mayor	TxDOT
City Council District G	Neighborhood Representative
Harris County Precinct 4	
METRO	



Project Timeline

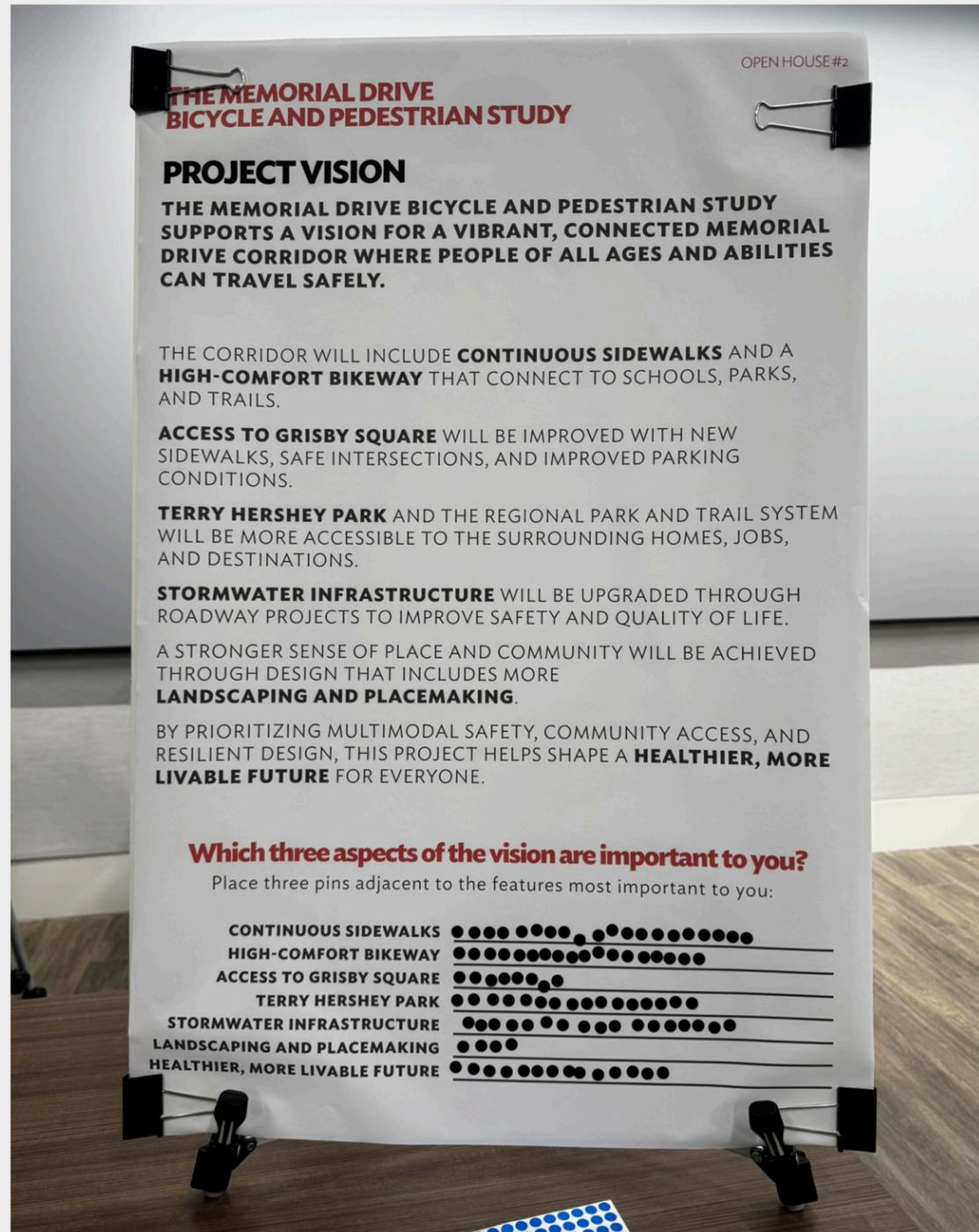


Purpose of Today's Steering Committee Meeting

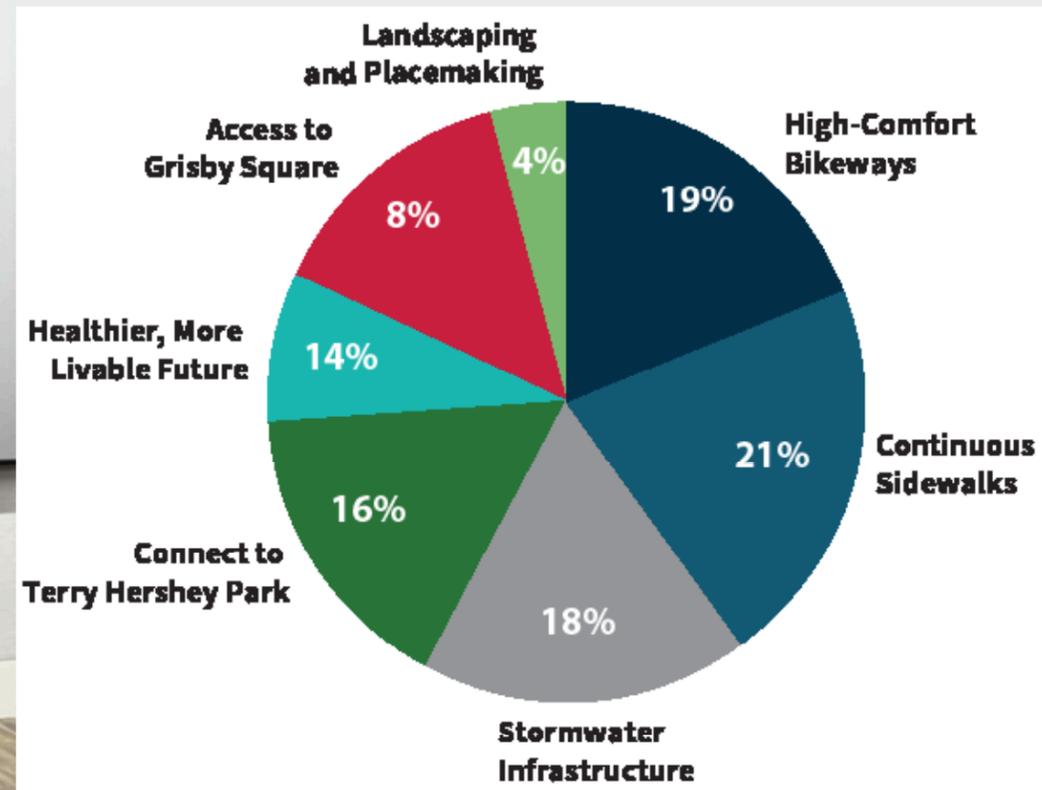
- Review feedback from the public meeting
- Share the preferred alternatives and recommendations
- Discuss implementation strategies & funding



Public Meeting #2 - June 11, 2025



Project Vision - Feedback



Public Meeting #2 - June 11, 2025

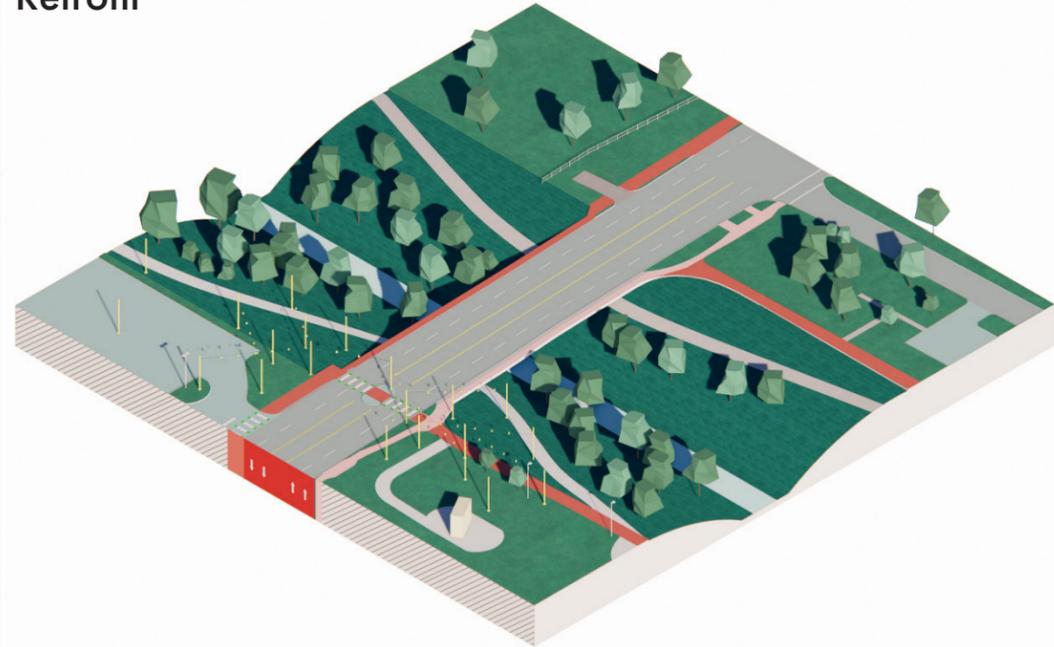


Public Comment Themes

- Support for the 4-lane reconstruction alternative
- Excitement for drainage improvements in conjunction with street reconstruction
- Concerns about existing trees
- Desire to see continuous sidewalks and shared-use path along Memorial
- Supportive of Grisby Square improvements

MEMORIAL DRIVE AT TERRY HERSHEY

Retrofit



Reconstruction with 4 lanes

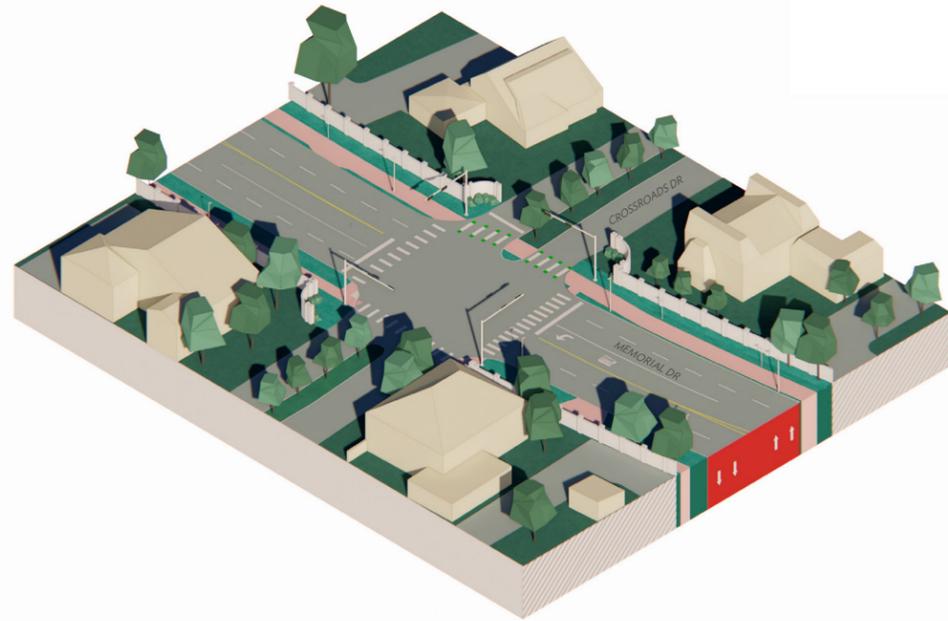


Reconstruction with 2 lanes

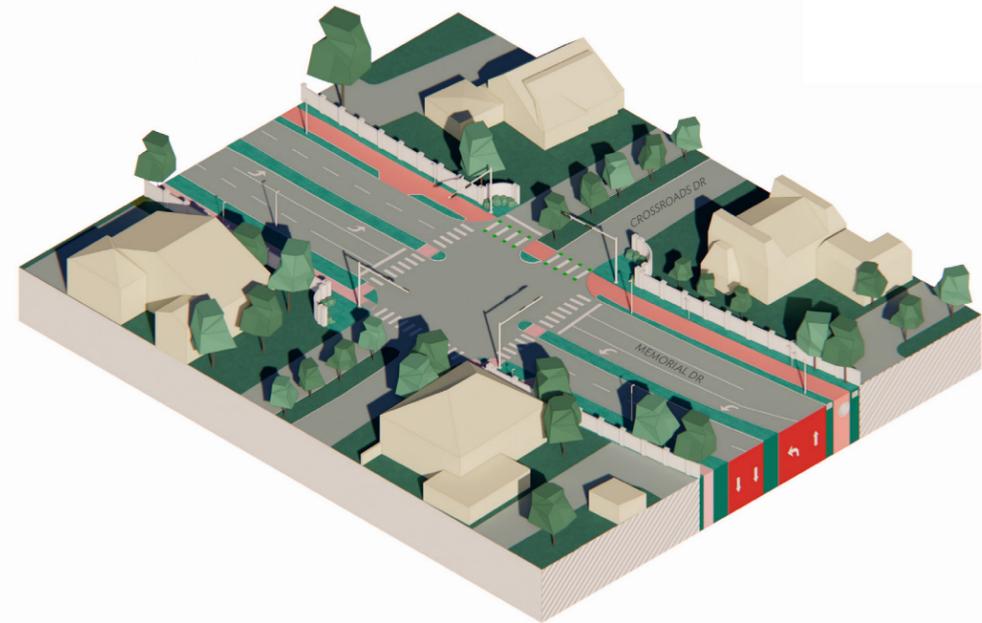


MEMORIAL DRIVE AT CROSSROADS DRIVE

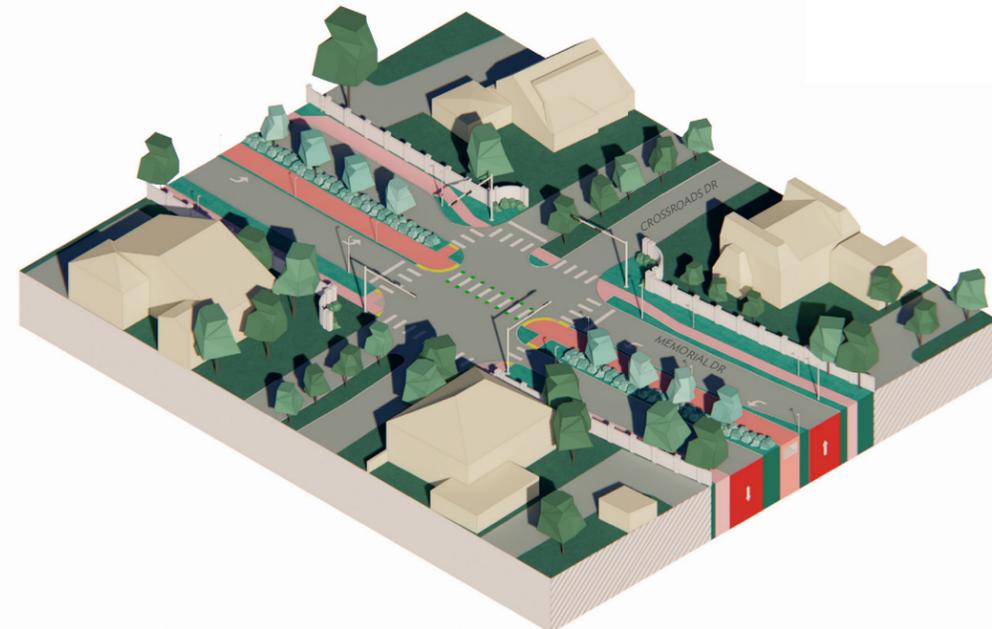
Retrofit



Reconstruction with 4 lanes



Reconstruction with 2 lanes



Memorial Drive Alternatives Comparison

	Retrofit	4-Lane Reconstruction	2-Lane Reconstruction
Safe, continuous sidewalks			
All alternatives provide continuous 6'+ sidewalks			
Transit operations and bus stop improvements			
All alternatives provide practical bus stop placements and bus stop enhancements			
Intersection safety			
Signalized intersection enhancements may be limited in retrofit		Both alternatives rebuilds traffic signals to IDM Standards	
Stormwater upgrades			
No major storm sewer upgrades		Roadway rebuilt with curb and gutter drainage	



Minimal opportunity for improvement



Some opportunities for improvement



Considerable opportunities for improvement



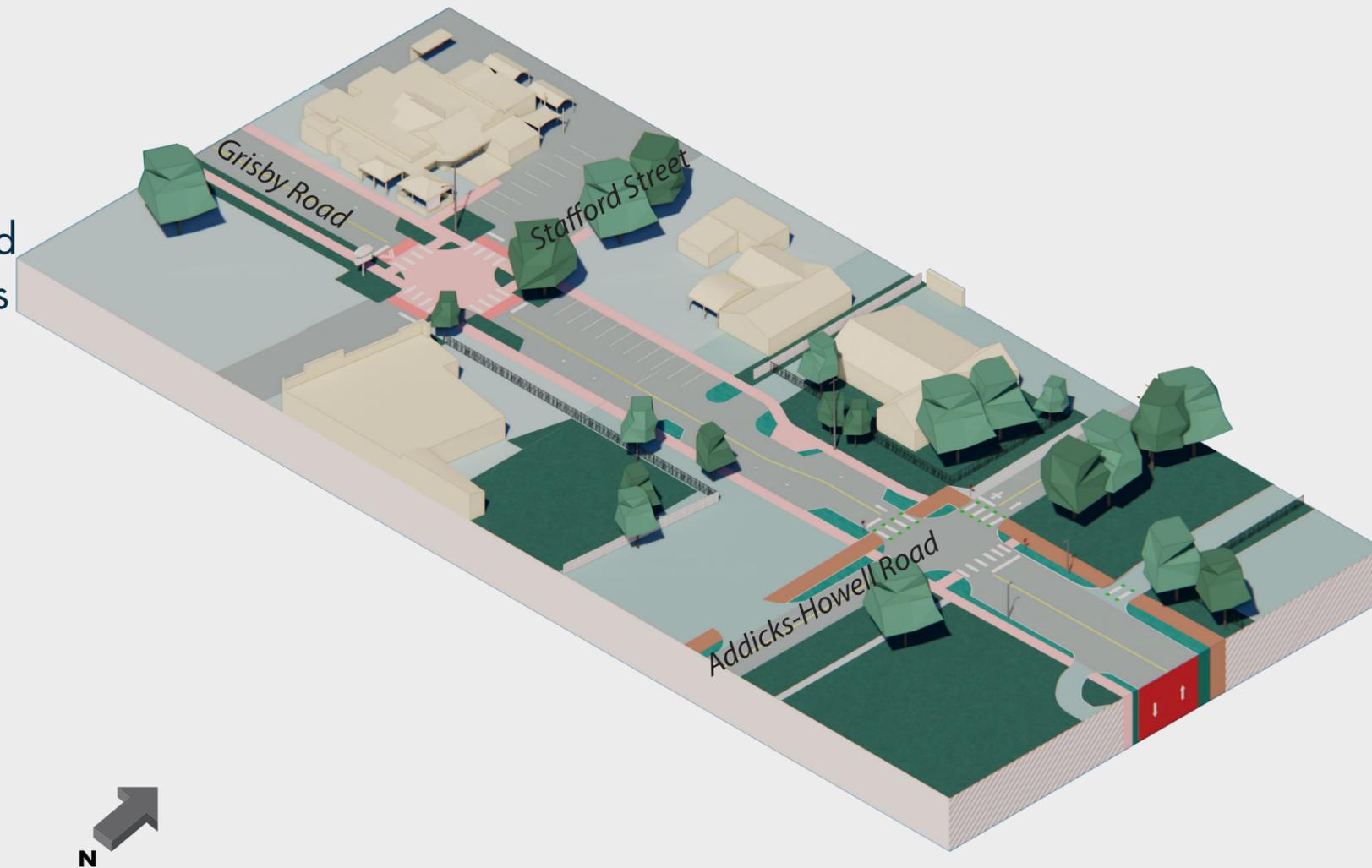
Memorial Drive Alternatives Comparison

	Retrofit	4 Lane Reconstruction	2 Lane Reconstruction
			
High-Comfort Bikeways	 Shared-use path would not have a buffer	  Both alternatives provide back of curb shared-use path	
Vehicular capacity	  Alternatives would not reduce vehicular lanes		 Alternative would reduce the corridor from 4 lanes to 2 lanes
Safe Roadway Crossings	 Would retrofit safe crossings	  Both alternatives provide enhanced pedestrian crossings with new markings, refuge islands, and signage	
Trees and shade	 No additional shade provided	 Some trees could be planted in median	 Lot of opportunities for new trees and shade
Placemaking and District branding	 Limited placemaking and branding opportunities	 Some opportunities for wayfinding and branding	 Many opportunities for new wayfinding



Grisby Road

- Formalize parking spaces
- Continuous sidewalks
- Improve safety at Grisby Road and Stafford Street
- Protect mature trees
- New landscaping and placemaking elements



Public Meeting #2 Summary

- Majority of attendees preferred Memorial 4-lane reconstruction alternative
- Support for shared-use path to support walking, rolling, and bicycling
- Desire for new traffic signal at Memorial and Barkers Landing
- Concerns about impacts to existing trees along Memorial
- Desire to reconstruct Memorial with drainage improvements
- Support for Grisby Road sidewalk and parking upgrades

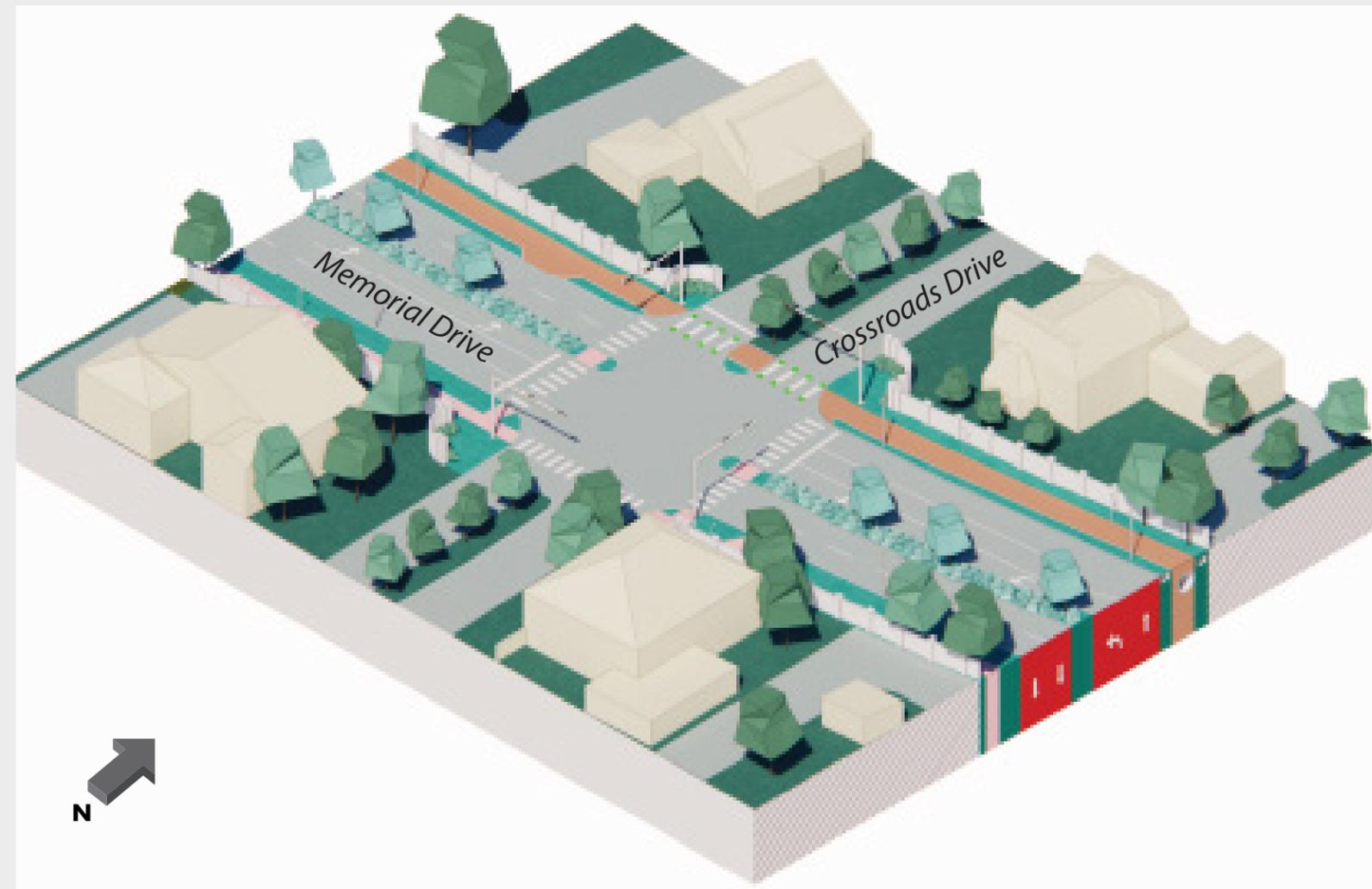
Steering Committee Meeting #2 Summary

- Majority of attendees preferred Memorial 4-lane reconstruction alternative
- Concerns about roadway capacity for 2-lane alternative
- Robust community engagement encouraged
- Support for safe options for walking, rolling, and bicycling
- Suggestions to implement recommendations incrementally

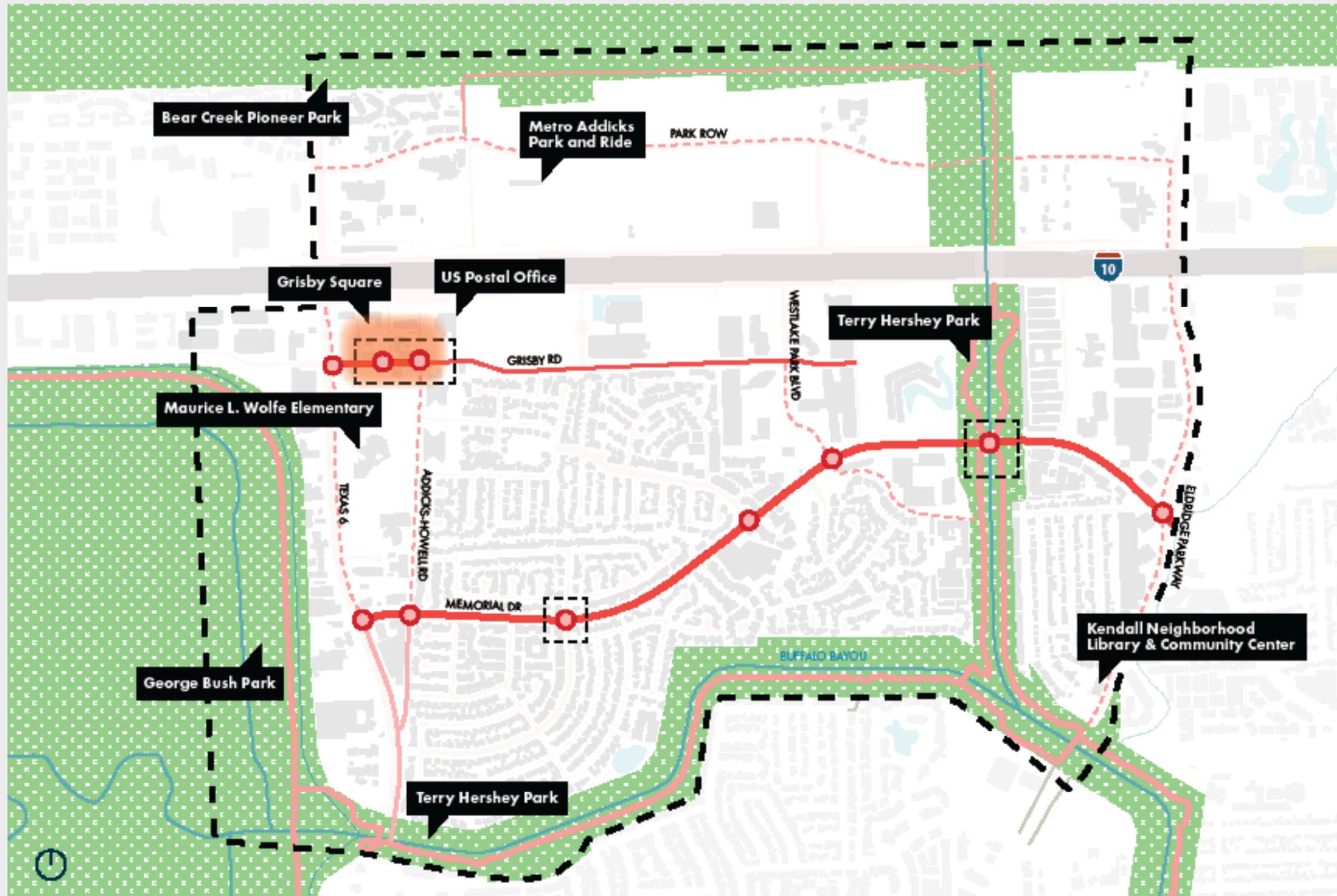


Recommended Design: 4-Lane Reconstruction Alternative

- Maintain existing vehicular capacity
- Provide continuous sidewalks on the south side of the street
- 10' shared-use path on the north side
- Roadway reconstruction with new medians, drainage, lighting, and landscaping
- Improved pedestrian and bike crossings at both mid-block and signalized intersections
- Placemaking focus near Terry Hershey Park



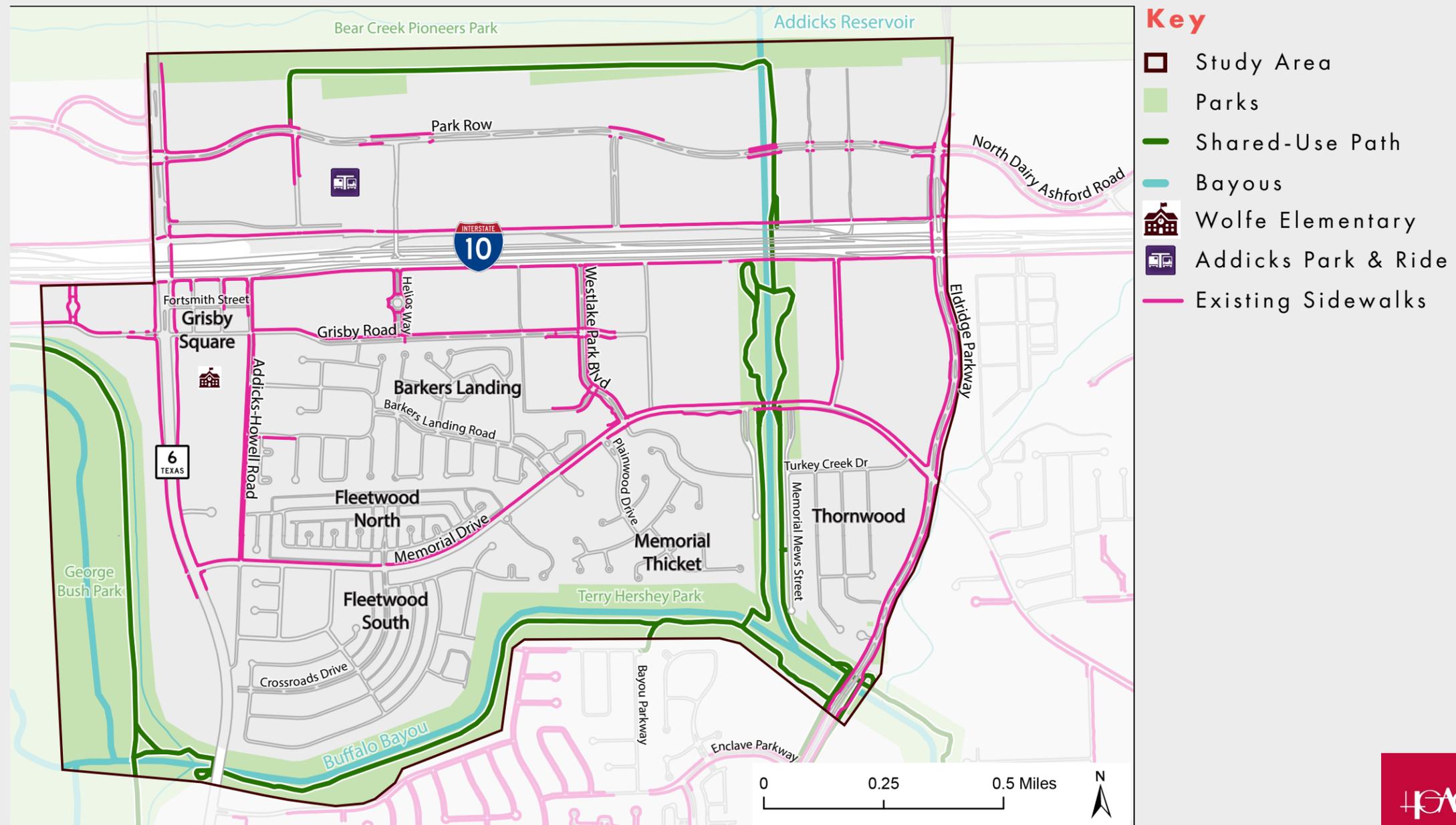
Overall Connections



Design Feature: Shared-Use Path

Lack of Sidewalks

- Residential neighborhoods have almost no sidewalks
- Arterials have many missing and sub-standard sidewalks



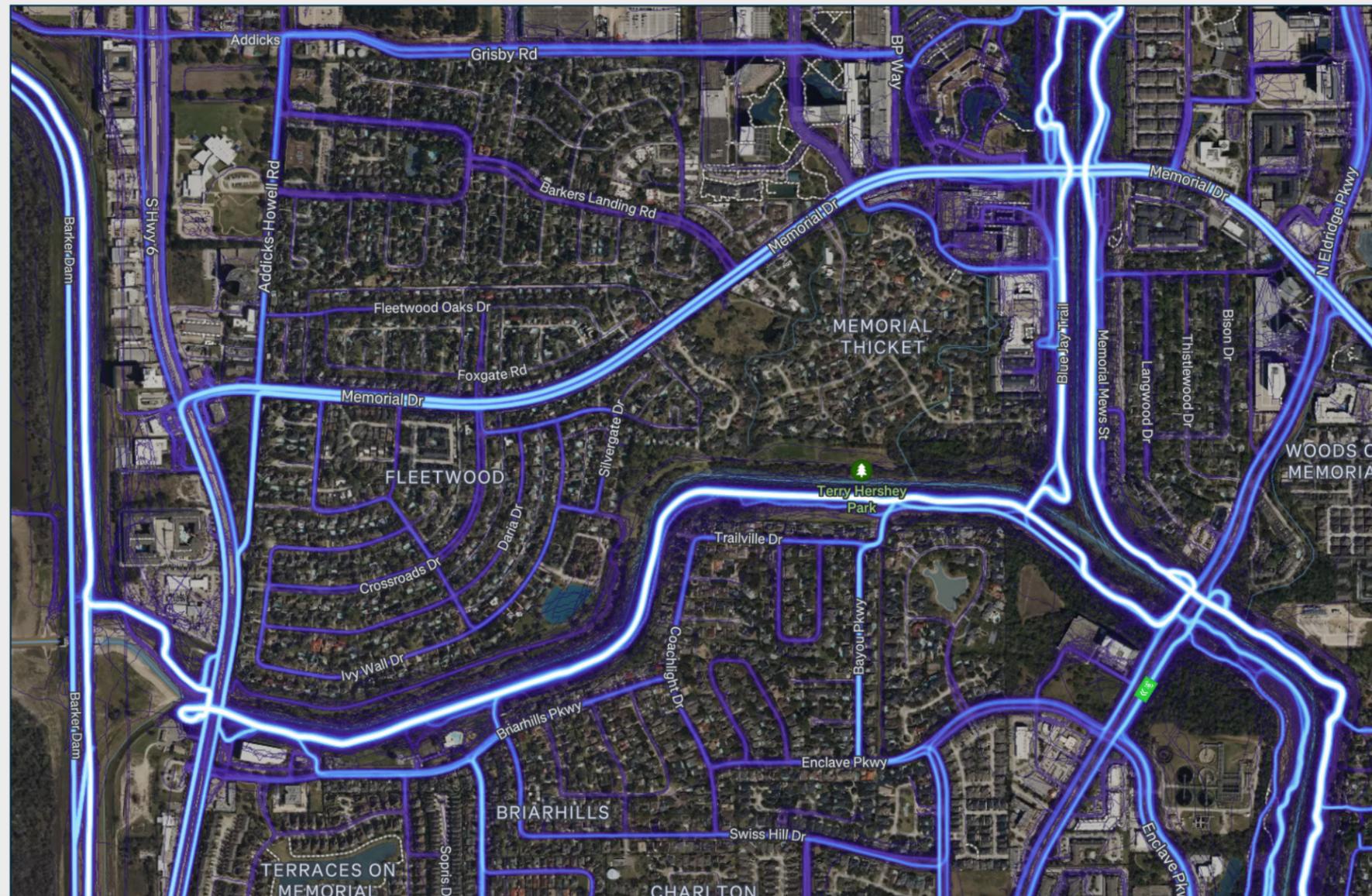
City of Houston Bike Plan Recommendation

- The city identified Memorial Drive as a future east-west bikeway spine to connect the adjacent community to existing regional trails and future paths along other streets



Demand for Bicycling

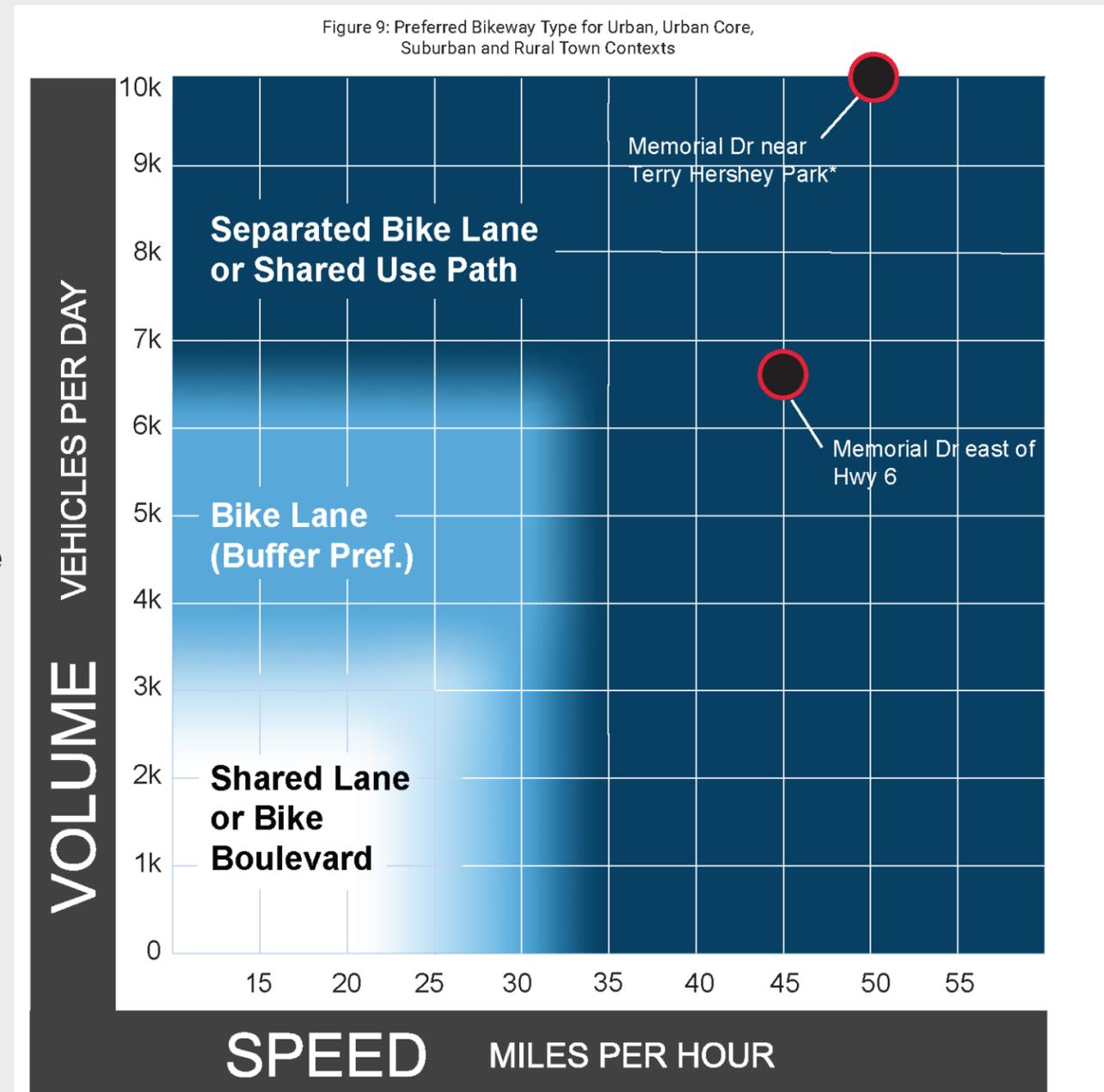
- Available user data indicates existing demand along Memorial Drive to connect to regional trails, especially at Terry Hershey Park



Strava User Data
Brighter colors indicate higher usage

Design Needs

- The Federal Highway Administration's (FHWA) Bikeway Selection Guide uses vehicle speeds and volumes to determine the level of separation needed between bicycles and pedestrians.
- As shown in the Guide, based on the collected traffic data, **separated bike facilities or shared-use paths are warranted to provide a safe and comfortable biking experience on Memorial Drive.**
- To support both people walking, rolling, and bicycling the shared-use path should be at least 10 feet wide.



Design Feature: Stormwater Improvements

Project Drainage Benefits

- Conversion from open drainage to curb and gutter storm sewer improving corridor aesthetics
- Storm sewer design will be based on latest rainfall intensity values (Atlas 14)
- Reduction of 2-year flooding, improving neighborhood access to emergency services
- Reduction of Memorial Drive 100-year flooding to the ROW
- Improved walkability of Grisby Square during rainfall events

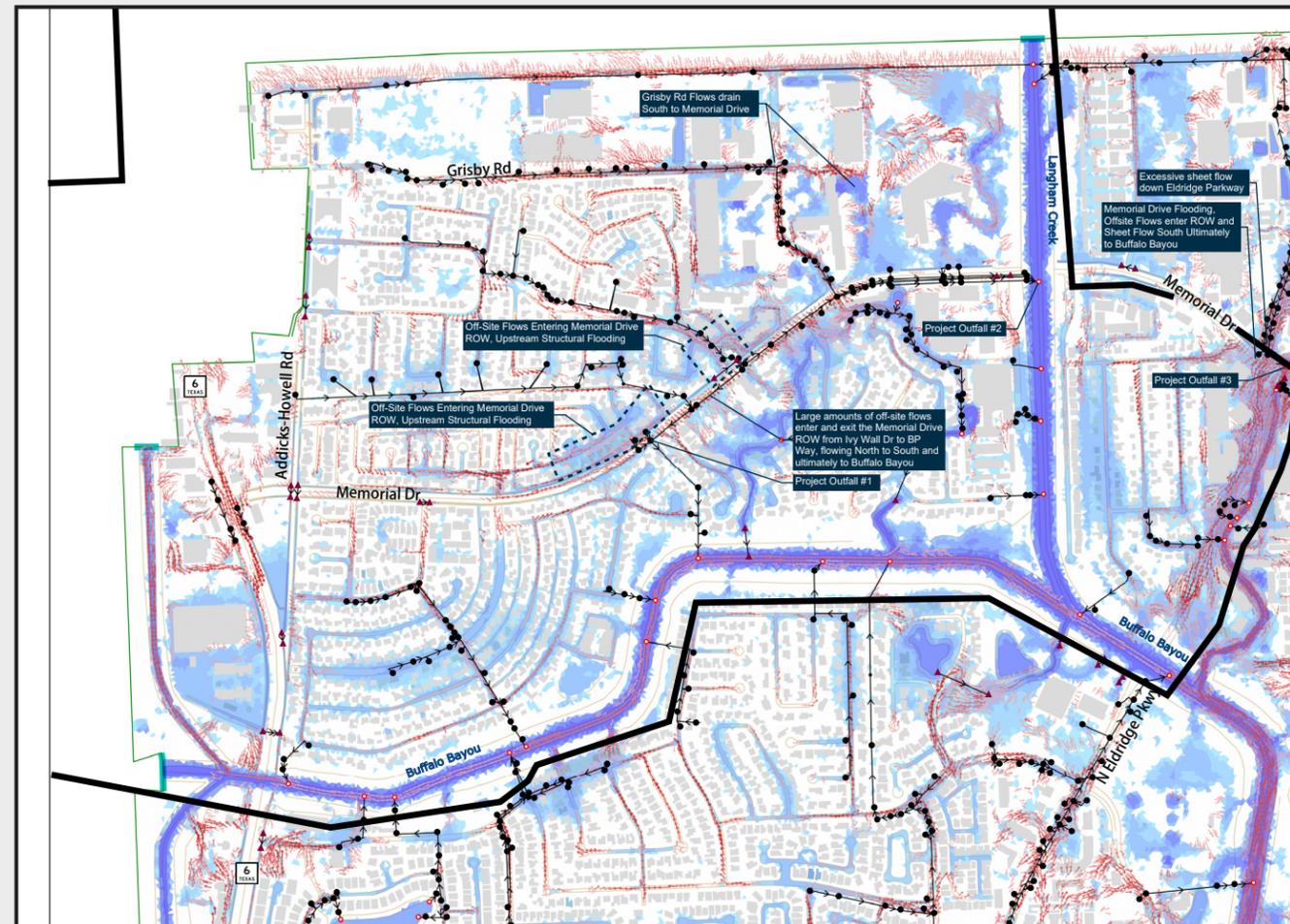
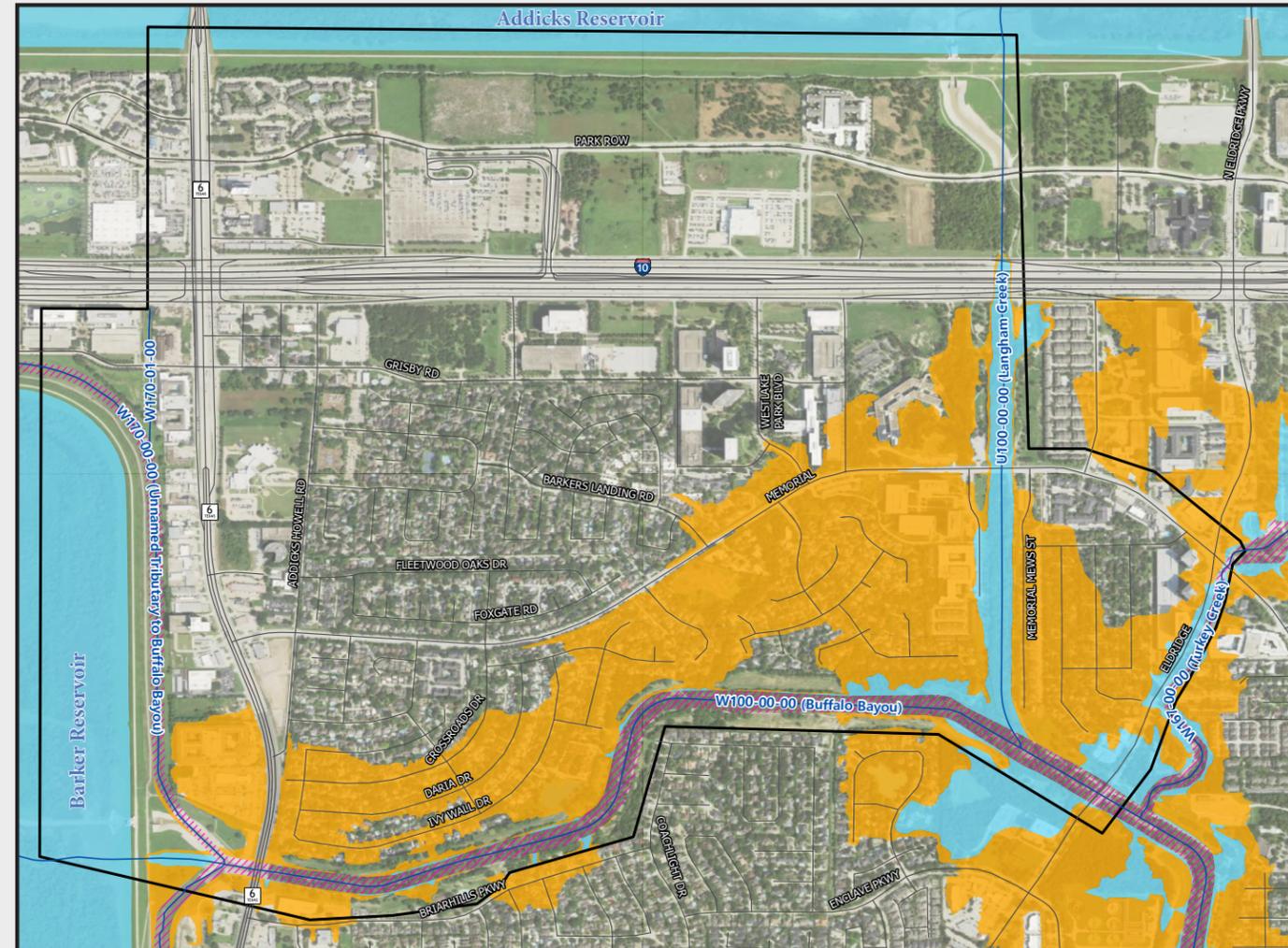


Figure 1.47 Drainage Level of Service



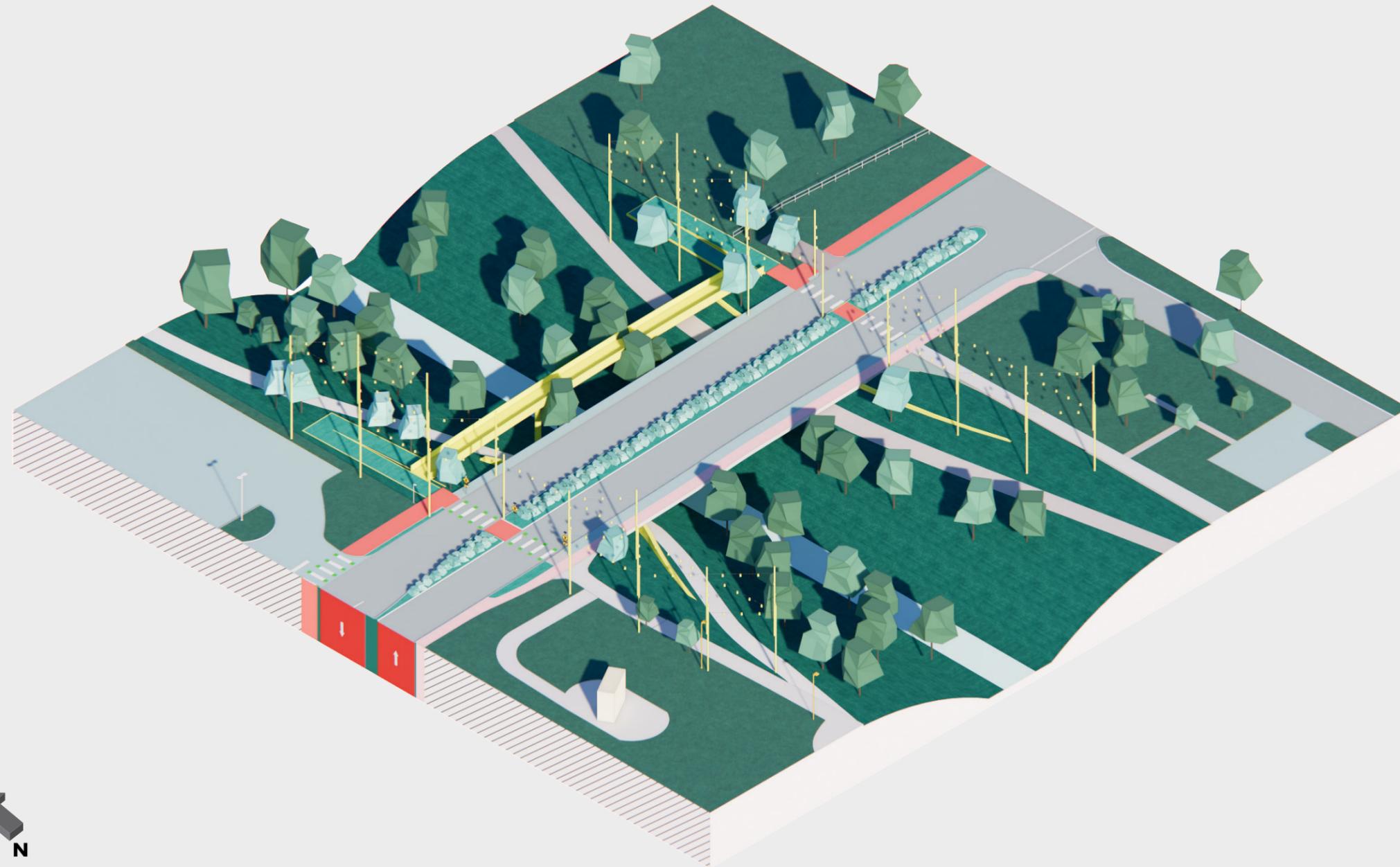
Drainage Regional Solutions

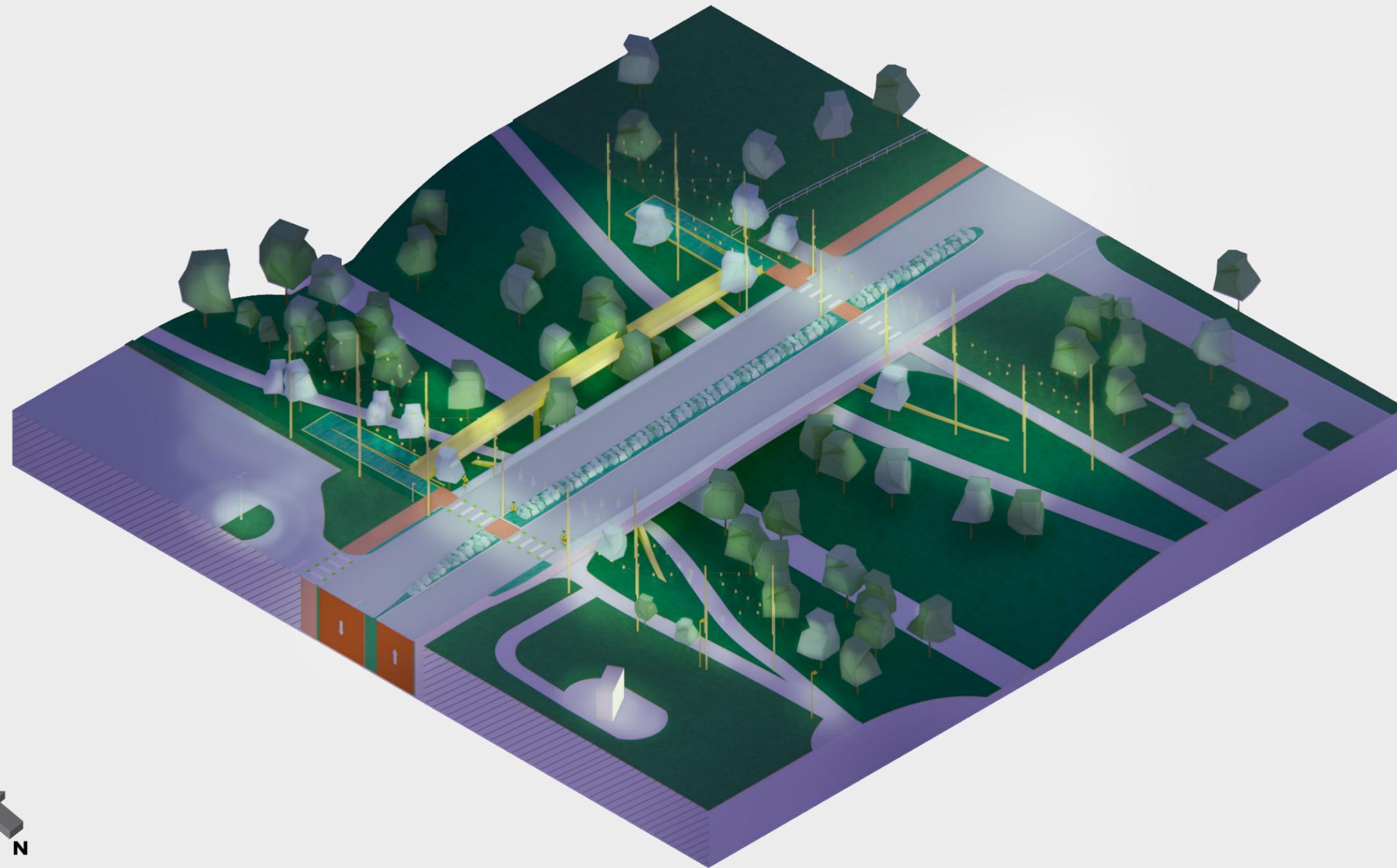
- The Study Area is near the confluence of two major reservoirs and Buffalo Bayou
- The proposed mobility recommendations will improve storm sewer-based flooding but not extreme event riverine flooding
- Flooding neighborhoods north of Memorial drain to the Memorial system. A “City Subdivision Drainage Study” is recommended for a regional solution to identify Memorial trunkline upsizing needs, if any.
- Areas of interest include structural flooding near Foxgate and Barkers Landing.

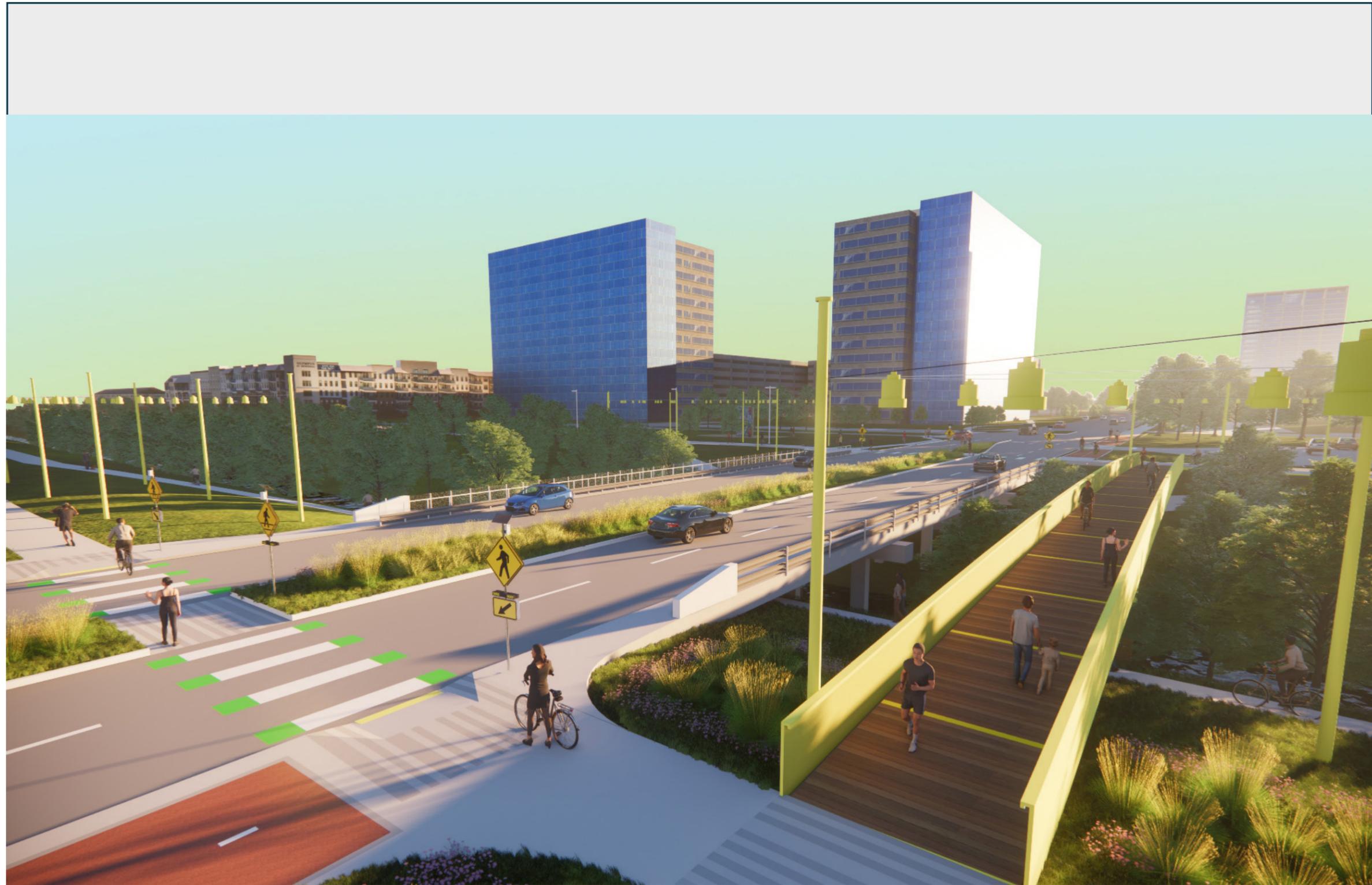


Design Feature: Placemaking + Landscaping









What feedback on the recommendations do steering committee members have?

What are potential strategies to fund and implement the vision for this project?

Next Steps

- Refine recommendations based on steering committee member feedback.
- Summarize Implementation and Funding Strategies
- Finalize project report
- Advance conceptual design

Point of Contact

Caroline Bailey
H-GAC Project Manager
Caroline.Bailey@h-gac.com
(832) 681-2629



Public Comments via Email Collected throughout the project period Nov 2024-Sept 2025



MEMORIAL THICKETSM
HOMEOWNERS ASSOCIATION, INC.

702 PLAINWOOD DRIVE
HOUSTON, TEXAS 77079

713.240.9936
WWW.MEMORIALTHICKET.ORG

April 10, 2025

Ms. Caroline Bailey

Senior Planner
Houston-Galveston Area Council
3555 Timmons Lane, Suite 120
Houston, Texas 77027

via e-Mail:
Caroline.Bailey@h-
gac.com

Dear Ms. Bailey,

Memorial ThicketSM is a single-family residential neighborhood with 158 homes located on the south side of Memorial Drive between Eldridge Parkway and State Highway 6. We understand that you are the project manager for the "Memorial Drive Bicycle and Pedestrian Study" (the "Study"), which is being conducted as a collaboration between the Energy Corridor Management District and the Houston-Galveston Area Council ("H-GAC"). It is our understanding that the Study's goal is to establish recommendations for improved multimodal infrastructure in the Energy Corridor District with the primary corridors being Memorial Drive between State Highway 6 and North Eldridge Parkway, and Grisby Road between State Highway 6 and Westlake Park Boulevard.

Flooding is a major concern in our community. During Hurricane Harvey, the U.S. Army Corps of Engineers opened both dams' gates, which resulted in flooding every single home in our neighborhood. In fact, the amount of water was so significant that we could not drive back to our homes for two weeks.

Our strong support is for the primary recommendation that emanates from the Study to be drainage improvements in the area. The lack of drainage improvements in the over seven years since Hurricane Harvey has been palpable. In fact, just along Memorial two significant tracts of land that were almost all greenspace were turned into apartment complexes.

[*comment continues to next page](#)

The secondary recommendation we would like to see is the stretch of Memorial Drive subject to the Study be similar to Memorial Drive recently redone between Eldridge Parkway and Kirkwood. That would be the appropriate template so our part of Memorial Drive does not become the equivalent of a "sidewalk to nowhere".

Should you need anything from Memorial ThicketSM, please do not hesitate to reach out to me at memorialthicketpresident@gmail.com or 713.240.9936.

Regards,

MEMORIAL THICKET HOMEOWNERS ASSOCIATION, INC.

By: _____

MARY
SERGESKETTER
President

Cc: Council Member Mary Nan Huffman

- Memorial Super Neighborhood Council
- WWW.MEMORIALSN.ORG
- May 27, 2025
- Ms. Caroline Bailey
- Senior Planner *via Hand Delivery & e-Mail:*
- Houston-Galveston Area Council *Caroline.Bailey@h-gac.com*
- 3555 Timmons Lane, Suite 120
- Houston, Texas 77027

Dear Ms. Bailey,

Memorial Super Neighborhood Council (“MSN”) is one of the Super Neighborhoods recognized by the City of Houston with our boundaries south of I-10 West, north of Buffalo Bayou, west of the Memorial Villages and east of State Highway 6. Approximately 50,000 people reside within the MSN in dozens of neighborhoods and multi-family communities. In addition, within the MSN are important office centers in the Energy Corridor and retail districts at City Center, Town and Country and Memorial City. The City created Super Neighborhoods not only to encourage residents of neighboring communities to work together to identify, prioritize and address the needs and concerns of the broader community, but also to provide a manageable framework for community action and allowing the City to provide services more efficiently.

We understand that you are the project manager for the “Memorial Drive Bicycle and Pedestrian Study” (the “Study”), which is being conducted as a collaboration between the Energy Corridor Management District and the Houston-Galveston Area Council (“H-GAC”). It is our understanding that the Study’s goal is to establish recommendations for improved multimodal infrastructure in the Energy Corridor District with the primary corridors being Memorial Drive between State Highway 6 and North Eldridge Parkway, and Grisby Road between State Highway 6 and Westlake Park Boulevard.

Flooding is a major concern in our community. All of MSN drains into Buffalo Bayou. During Hurricane Harvey, the U.S. Army Corps of Engineers opened both dams’ gates, which resulted in catastrophic flooding of many homes and businesses in our community. To this day, our community is still feeling its impact.

Our strong support is for the primary recommendation that emanates from the Study to be drainage improvements in the area. The lack of drainage improvements in the over seven years since Hurricane Harvey has been profound. In fact, just along Memorial Drive in the area of the Study, two significant tracts of land that were almost all greenspace were turned into apartment complexes.

**comment continues to next page*

The secondary recommendation we would like to see is this stretch of Memorial Drive subject to the Study be similar in design to Memorial Drive recently rebuilt between Eldridge Parkway and Kirkwood. MSN was actively involved in that design and reconstruction. We believe that would be the appropriate template P a g e | 2 |

so the part of Memorial Drive subject to the Study will dovetail with the rest of Memorial Drive and does not become the equivalent of a “sidewalk to nowhere”.

Should you need anything from MSN, please do not hesitate to reach out to me at memorialsn16@gmail.com.

Regards,

MEMORIAL SUPER NEIGHBORHOOD COUNCIL

By: _____/s/ Robin Menuet_____

ROBIN MENUET

President

Cc: Council Member Mary Nan Huffman

FLEETWOOD PROPERTY OWNERS ASSOCIATION, INC.

April 28, 2025

Via Email: Caroline.Bailey@h-gac.com

Ms. Caroline Bailey Senior Planner Houston-Galveston Area Council 3555 Timmons Lane, Suite 120 Houston, Texas 77027

Dear Ms. Bailey,

Fleetwood Property Owners Association, Inc. represents a deed-restricted single-family community located on both the north and south side of Memorial Drive, near the intersection of Memorial Drive and State Highway 6. We understand that the “Memorial Drive Bicycle and Pedestrian Study” (the “Study”) is being conducted in collaboration between the Energy Corridor Management District and the Houston-Galveston Area Council (H-GAC) to explore multimodal infrastructure improvements in this corridor.

As one of the neighborhoods most directly impacted by any such changes, we appreciate the opportunity to provide feedback.

First and foremost, flooding remains a primary concern. Our neighborhood experienced devastating damage during Hurricane Harvey, and the lack of substantive drainage improvements in the years since has left us deeply vulnerable to future flood events. In fact, along Memorial Drive multiple tracts of land, which were all greenspace have been replaced by affordable housing projects, which will likely serve to displace more water with the potential to cause more surface flooding. We urge the Study to prioritize infrastructure and policy recommendations that will address long-standing drainage deficiencies along Memorial Drive.

In addition, our strong interest is in ensuring safe pedestrian access along the south side of Memorial Drive, which currently lacks a continuous sidewalk. With increased vehicle traffic and ongoing development along this corridor, the absence of a sidewalk presents an ongoing safety risk for residents, children, and recreational walkers. We respectfully request the installation of a continuous sidewalk along the south side of Memorial Drive, from State Highway 6 to North Eldridge Parkway, as part of the Study's core recommendations.

We also ask that any design proposals for this portion of Memorial Drive reflect the character, scale, and traffic calming elements recently implemented on Memorial Drive between Eldridge and Kirkwood. Uniformity in design not only enhances safety and usability but also avoids disjointed infrastructure that fails to serve the community as a whole.

**comment continues to next page*

Lastly, we are mindful of the potential for increased traffic diversion and cut-through patterns through residential streets as a result of multimodal adjustments. We ask that any changes under consideration be analyzed for their impact on adjacent neighborhoods, including vehicle patterns, noise, and safety.

Please do not hesitate to contact me at chouEIFATI@gmail.com or 512-466-9973 if additional information is needed or if there is an opportunity to discuss this matter in person.

Sincerely, **FLEETWOOD PROPERTY OWNERS ASSOCIATION, INC.**

By: Anthony ChouEIFATI

President

Cc: Council Member Mary Nan Huffman Cc: Mr. Bryan Brown, Energy Corridor District

Caroline, I am writing to submit a comment regarding the Memorial Drive Pedestrian Bike Study being performed by the H-GAC as highlighted in the 2-28-25 District G Newsletter.

I am a resident in Barkers Landing and serve on the Barkers Landing HOA Board of Directors. I oppose allocating any of the roadway on Memorial Drive between Eldridge and Hwy 6 for an on-street bike path. That stretch of road is high traffic and already heavily congested in the morning and afternoons. There are accidents along that roadway often, and allocating street for cyclists would only create more risk for them and drivers. There is also an existing sidewalk that runs alongside Memorial between Eldridge and Hwy 6 for pedestrians and cyclists.

Instead, I think the Council should pursue the improvement of Memorial Drive between Eldridge and Hwy 6 to match the width and new pavement of Memorial to the east of Eldridge and Dairy Ashford that was completed in 2024. Once completed, improving this stretch of Memorial would improve traffic flow, reduce accident risk, and eliminate the poor road surface condition.

Steve Melton

Text Redacted

Hi good evening,

I know that the Houston-Galveston Area Council is looking to make improvements in the Energy Corridor, which I think is a welcome development.

I want to voice my enthusiasm for the high-comfort bikeways that are being considered for Memorial Drive and Grisby Road. I think that expanding mobility options for both workers and residents of the area will yield positive results.

During a time of increasing traffic accidents and fatalities in Houston, redoing how our roadways are designed to enhance safety and expand options for pedestrians and cyclists can only be a good thing.

I think that this is a crucial part of improving neighborhood connectivity, and I hope that it will be included when the time comes to execute the plan.

Thank you.

Best Regards,

Ege Inanc

Good Morning Caroline,

First of all, thank you to you and your team for being a part of this important project. As I'm sure you've seen, our end of Memorial Dr has been greatly neglected in recent years (re:potholes galore, etc!). I am a working mother of a 2nd grader, and incoming kindergartner, at Wolfe Elementary. My children do and will continue to ride the bus each morning and afternoon, with 27 riders at our 1 bus stop on Daria Dr. We are in the southern section of Fleetwood. Next year, when my incoming kindergartner attends, I know of at least 15 additional children who will be joining the ranks at Wolfe from Fleetwood, 28 total among Fleetwood, Barkers Landing, Memorial Thicket, and Thornwood. It would be a huge boost to our community to be able to have the older children bike to school each day. Right now, even going on a joyride with my kids is too dangerous. I struggle riding along memorial to Barker's Landing to the park. And I certainly would never let them cross Memorial Dr alone!

In my opinion, we need a robust crossing area at either the entrance of Fleetwood and/or the intersection of memorial and addicks Howell. We need wider sidewalks, on both sides of memorial, stepped away from and protected from the street. We also need better visibility of the intersections, possibly flashing lights or something that alerts drivers there is an intersection around the bend. Currently, the large oak tree obscures the single signage that the Crossroads Dr intersection is upcoming, and I have seen too many people fly through that red light.

Many of the other memorial area schools see a robust bike group, thanks greatly to the infrastructure near their neighborhoods. I would like to see this available for our area as well. I look forward to seeing what your team puts together to encourage our kids to get outdoors each day!

Thanks,

Aimee

Aimee Forman

Text Redacted

Caroline,

I am an avid cyclist living in the Memorial area, having ridden over 50,000 miles the past five years. The Terry Hershey Trail and Memorial Drive are primary conduits to reach the Barker Reservoir trails, Mason Creek Trails and other cycling destinations further west including Fulshear, Simonton, Sealey, Bellville and others. Several times a week, I join 6-24 fellow cyclists for group rides to these destinations using Memorial Drive and exercising extreme caution navigating pot holes, raised/sunken/missing man hole covers, expansion cracks, road debris and ever increasing vehicle traffic. We always breathe a sigh of relief when we turn into G. Bush Park.

I've contacted Councilman Huffman's office several times about the deplorable road conditions on Memorial Drive between Eldridge and Hwy 6 and have received updates that work to resurface this section is budgeted for fiscal 2025. I now assume that is a temporary overlay of asphalt based on the scope of your project, but it's 100% welcomed by all who travel that section.

I'm puzzled by her stance not to support bike lanes and have to assume it's due to them being simple painted lanes on the same roadway width without any barriers or "bumps" separating cyclists from traffic. There are so many distracted drivers, drivers in a hurry or others exhibiting road rage, that some type of physical barrier or separation would be far better within a master plan. I don't have specific ideas on what that should consist of, but I'm sure there are many examples from more bike friendly communities in the state and nation.

West Houston has a thriving cycling community with riders coming from inside the loop, the Heights, Downtown, Cypress and other areas to join our group rides. There's safety in numbers with increased visibility aided by bright colored clothing and flashing lights. We'd love to be able to ride Memorial Drive solo, and feel safe doing so, as well as encourage more to join our organized rides using a safe bike corridor to reach areas further west.

I look forward to seeing the community feedback coming in May and hope this project will be able to set a new standard for the greater region to follow.

Thank you,

Doug Lockin

Text Redacted

Good morning. I live in Barker's Landing and my lot backs to Grigsby. The traffic on Grigsby has gotten really bad. Cars, trucks and buses speed by and the uneven pavement behind my house produces loud noises as vehicles pass over them that are so loud that my windows rattle. I take care of my 90 yr old mom and need some resolution. I have had no success after multiple calls to 311 and Metro. Any plans to address this? I know there is another public meeting in May. Hoping to get some results before then.

Thanks for your time,

Brian Davis

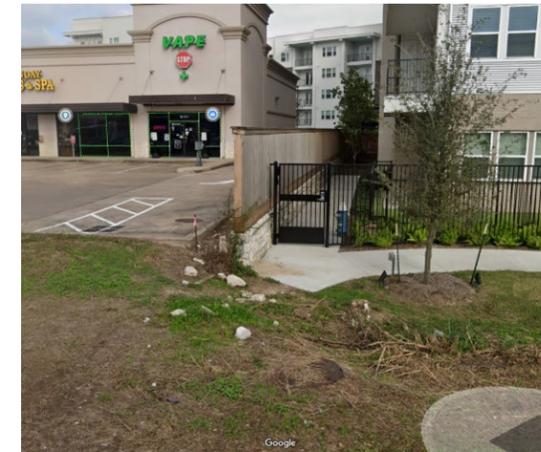
I am moving into the [study zone](#) in July 2025, though I live in Copperfield / Cypress now. I want to get my comments in now because I will be out of town.

1) Grisby at SH6 is not controlled, it's impossible and dangerous for bike-ped to try to cross it, however there many are useful destinations on both sides. The only safe way across now is to take Terry Hershey Trail (THT) under SH6 which is a long detour if just you're trying to get from the Neo @ Ten Apartments, 14805 Grisby Road to work at Westlake, or to the Metro 162 bus stop on Addicks-Howell. Conversely, you might live east of SH6, but your workplace might be in the office buildings on the SW corner of SH6 and I-10, Energy Crossing 1 & 2. I think this could be solved by installing a bike-ped user on-demand traffic light. Most of the time (99% of the time), motorists would not stop because the light would be green, but they would stop when safety is needed by a bike-ped user. It's not acceptable to expect a bike-ped to divert 1 mile (0.5 mile there, 0.5 mile back) to Memorial to cross, if all they want to do is cross at Grisby. That's car-thinking. No walker will add 20 min to their walk in the hot Texas sun. They won't do it... they will get in their car, or they will make a hazardous crossing.

2) I've always found State Highway 6 South of Addicks-Howell Road to be a compelling bikeway... not beautiful, but a very useful one with many destinations. It's not particularly challenging or dangerous, because it has very wide shoulders. There are many shopping and dining destinations along SH6 S, and once you get to Westheimer, you can get on the 82 bus with your bike at West Oaks, which I have done many times.

However, the transition from Addicks-Howell to SH6 southbound is fraught! In the southbound direction, you have to cross NB and SB SH6, without any crosswalk or signal control, and drivers are going 50-60 MPH pretty typically, unless you try to cross during peak hours, when they are near grid-lock, which is a safer time to make the crossing. I think this could be solved by installing a bike-ped user on-demand traffic light. Most of the time, motorists would not stop because the light would be green, but they would stop when safety is needed by a bike-ped user.

Another alternative would be to extend sidewalks from Memorial on both sides of SH6 to the point where the SH6 shoulders start up, then the crossing of SH6 would be helped by the signals at SH6 and Memorial. There is a sidewalk next to the new apartment block at Addicks-Howell, but it doesn't connect to any public ROW... it's a private walk, to get to it on its south end, you have to cross a muddy, water-filled ditch, and then on the north end this joy (below) awaits:



Typical Houston-region sidewalk logic.

3) I'm moving to David Weekley Homes' "The Retreat at Oak Park" on Addicks-Howell just south of Grisby. Maybe it makes sense to have another METRO 162 bus shelter stop to south of Grisby, in front of The Retreat at Oak Park.

4) Concerning Memorial Drive - as a cyclist, why would I want to be on Memorial Drive for any reason? I'm taking Grisby to the north, or THT to the south, and I'm staying off of Memorial, especially west of Eldridge where it's fast, and the curves make it difficult to see cyclists that are being overtaken. It's not on my radar. The people who live immediately on both side of Memorial west of Eldridge probably have much to comment on.

Thank you for the opportunity to comment.

Sincerely,

Peter Wang

follow up email indicated that the individual "was moving to the area because of the Metro Rte 162 and the pretty good bikeability in the area specifically – just wanted to add that context."

[*comment continues to next page](#)

A must, keeping the trees along Memorial!

Cannibalize much of the useless center lane!

But save the small useful segments of the center lane that provide safer left and right turns off of Memorial. Those small useful segments are intersections: at Crossroads Dr; at Marywood Chase; at Barkers Landing Rd; at Westlake Park Blvd; at Plainwood Dr; at S Mayde Creek Dr / Terry Hershey Park.

Ron Waszczak

Text Redacted

Hi -- while I can't make the meeting this evening, did want to give you a bit of input.

We live in Fleetwood and while I am not opposed to adding sidewalks/curbs in some areas, I am very concerned about the damage that construction would do to the live oak trees along the Fleetwood border wall both north and south of Memorial. I am strongly opposed to any construction that could/would damage or potentially kill those trees.

Fleetwood POA and accordingly our residents via their association dues, have a significant investment in the planting and maintenance of the live oak trees along the exterior of the Fleetwood border wall. The aesthetics of the trees is significant to our property values and in my opinion outweighs the value of any new construction that would encroach upon them.

Thanks for offering a listening ear,

Donna Haines

Text Redacted

From: Patricia Gray [Text Redacted]

Date: July 6, 2025 at 10:58:39 PM CDT

To: Caroline.Baily@h-gac.com

Subject: Memorial Drive Pedestrian-Bike Study comments

Hello Ms Bailey,

I met you at the open house in June in the Energy Corridor. Thank you for this opportunity to offer comments.

We have lived in Barker’s Landing just off of Memorial Dr almost 45 years and flooded in Harvey, requiring 18 mos out of our house.

There are huge SAFETY deficits related to your conceptual plan, Mem-H6. Please consider re-directing your Grant funds to a more appropriate area and configuration. Please also consider the info and suggestions below.

Residential and Commercial development along Mem-H6 was not designed for Pedestrians and Bicyclist use and ESPECIALLY not side-by-side! There is not even the existing “20ft easement” as promised with no loss of existing trees. It is a pipe dream!

Attach your bike routes to nearby existing Parks and less busy through-streets without numerous entrances and exits and with lower speed limits. Cyclists are generally recreational and a special interest minority. Also, a direct route to work on a bike along a busy street is not safe or feasible Mem/Eldridge-Hwy 6.

Drainage between Eldridge-Hwy 6 needs to be Priority #1 for resolution before any further development along this stretch of Memorial Dr. 2 HHA, 400-unit apartment complexes very close together were just completed without drainage improvements. Your new 20 feet of easement needed would add more concrete to an already hazardous situation.

Please do the right thing —move the use of these Grant funds for bike lanes elsewhere. Then, re-design a safer sidewalk-only solution favorable to the needs of the majority of citizens Mem-H6, but postponed until after drainage issues are resolved.

Thank you.

Pat Gray

For some reason, I am unable to register to make

COMMENT FOR THE MEMORIAL DR PROJECT, JULY 7 DEADLINE

My opinions, See below.

Submitted by

Ron Waszczak

[Text Redacted]

Sent from my iPhone

On Jul 5, 2025, at 11:20 PM, [Text Redacted] wrote:

My opinions.

- For both Memorial @ Crossroads and Memorial @ Terry Hershey:
 - Reconstruction w 4 lanes. Omit landscaping option for center lane.*
- For Grisby Rd @ Grisby Sq:
 - Reconstruction.

PS: *Landscaped center lane is sure to disappoint; Omit! Look at existing landscaped center lanes, from Memorial @ Eldridge and far farther eastbound. Ugly. Poorly maintained. Safety hazards...

Sorry for the late comment.

I just rode my bike today on the sidewalk over Memorial Drive at Langham Creek, I tested a new bike-to-work route.

latitude and longitude: 29.779908, -95.623845

It was pretty scary, and not much on a bike scares me. The sidewalk was very narrow on the north side of the bridge, and I was afraid of falling off of it and directly in front of a motor vehicle, which were driving along at the **customary 45 MPH**.

Thank you,

Peter Wang