

## History of Galveston Corridor Planning and Design

- 2010 - A few citizens began to speak out for the need of a corridor plan.
- 2011 (May)- A "Project Charter" created a task force of five individuals and a city representative.
- 2013 (about)- More individuals were added to the task force.
- July 15, 2015- City Council passed three separate motions; a) proceed with a 30% design for a three-lane concept with minimal medians (Galveston "light") with no mini-roundabout at Galveston and no diagonal parking, b) forward to the Central Westside Planning effort the planning of the mini-roundabout, and c) the diagonal parking concept to the Galveston Parking Study effort.
- [The Central Westside Planning effort made no attempt to evaluate the mini-roundabout. See text and maps attached.]
- [Galveston Parking Study effort included this diagonal parking concept part of their recommendations, but in the last presentation to the neighborhood, staff pointed to a problem with inadequate road width to satisfy minimum road requirements for emergency vehicles. The cost to widen the road seemed to exceed the benefit. Diagonal parking concept seemed to have no support from staff or the neighborhood.]
- January 4, 2016- Council approved the contract to proceed with 30% design.
- October 2016- 30% design completed.
- October 4, 2017- Contract approved to proceed with 100% design (with no mini-roundabout or diagonal parking.)
- August 15, 2018- John Gross and John Kelly spoke to the City Council to request the mini-roundabout at Galveston and Harmon be added to 100% design effort.
- August 27, 2018- The River West Neighborhood Association board was asked what the association's position was on this proposal. The board deferred the answer until the next meeting to gather information and response from neighborhood.

September 15, 2018- At this City Council meeting, John Kelly repeated his request. John Gross withdrew his support of the mini-roundabout and three other individuals spoke against the inclusion of the mini-roundabout.

September 17, 2018- At the monthly RWNA board meeting, the board stated the neighborhood was not in favor of the mini-roundabout.

September 19, 2018- Bill Moseley, the Council liaison to the RWNA, informed the rest of the Council that RWNA was not in support of the mini-roundabout.

[Date unknown, Council asked staff to use the latest transportation model (“2040”) to evaluate if there is justification for a mini-roundabout.]

September- Citizens near Galveston began to write city staff about their concerns about the possible mini-roundabout at Galveston and Harmon.

October 3, 2018 Staff held a workshop to explain the task staff was given by Council and hear the concerns of the neighborhood. Here are the key observations:

- Staff began the meeting by stating this task was the result of a “grass roots” movement to add the mini-roundabout. None of the nearly 40 attendees supported the mini-roundabout.
- The attendees were not very interested in what a computer model would say.
- The attendees were mostly interested in safety and avoiding encouraging Columbia/Harmon from becoming a collector street utilized by cut-through traffic between Bond Street and Newport Avenue.
- Staff agreed to respond to all the attendees’ comments before they reported back to City Council in December.

January 17, 2019- Staff didn’t go back to City Council in December. They have adjusted their scope of work and are proceeding with their study which is expected to be completed in March. The results will be shared with the attendees to the October3rd workshop at least two weeks prior to a presentation to Council scheduled tentatively for May, 2019. Meanwhile the design work on the Galveston Corridor project has stopped.

Future?? RWNA is not waiting for the results from the staff study and will be continue to gather input from the neighborhood and making their own investigation.