



## Report of Public Comments

### MEETING DETAILS

Project Name	Antoine North: Victory Drive to Bridge Forest Drive (funded project) Antoine South: Highway 290 to Victory Drive (not yet funded)
CIP/Need Area#	N-100030 - Antoine North: Victory Drive to Bridge Forest Drive N-2013T-0013S - Antoine South: Highway 290 to Victory Drive
Meeting date/time	October 20, 2015 from 6pm-7:30pm
Meeting location	White Oak Conference Center 7603 Antoine Drive Houston, TX 77088
Presenter	Jing Chen, Project Manager Infrastructure Planning Branch Department of Public Works & Engineering (PWE)
Attendance	70
Meeting info	<a href="#">Design Meeting Presentation</a> <a href="#">Design Meeting Handout</a> <a href="#">Project Video</a>
Contact info	For questions or to request the full public comments technical memo email: <a href="mailto:pweplanning@houstontx.gov">pweplanning@houstontx.gov</a>

### DETAILS ABOUT PROJECT

Project Description	<p>These two Public Works &amp; Engineering (PWE) ReBuild Houston projects will reconstruct Antoine Drive from Victory to Bridge Forest Drive, and potentially reconstruct the Antoine corridor from Highway 290 to Victory, to increase mobility/accommodate growth, improve pedestrian safety/accessibility, provide multi-modal accessibility. It will also improve storm, water and sewer infrastructure as needed along this section of the corridor.</p> <p>The “Antoine North” segment (N-100030) will consist of 1.3 miles of four-lane reconstructed concrete roadway with median and a 10-ft shared pedestrian and bike path on both sides from Victory Drive to Bridge Forest Drive (near the City Limits). This segment completed the planning phase in 2014 and was selected for inclusion in the Capital Improvement Plan (CIP) for Fiscal Years 2016-2020. It is scheduled to start design in 2017 with a tentative construction start in 2020.</p> <p>The “Antoine South” Segment (N-2013T-0013S) from US-290 to Victory Drive completed its planning phase in 2015; however, it is currently unfunded and unscheduled in the CIP. Therefore, its design and construction timeline are dependent on when it is selected as part of the CIP. This segment will consist of a 3-mile long reconstructed roadway with 10-ft shared pedestrian and bike path on both sides of the road, similar to the northern segment. The roadway will be reconstructed to four lanes to the north between Tidwell and Victory, and six-lanes to the south between US 290 and Tidwell.</p>
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### SUMMARY OF PUBLIC COMMENTS



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In order to involve the public in the design process, the preliminary engineering findings and recommendations for both segments were presented at a public meeting on October 20, 2015 at the White Oak Conference Center (7603 Antoine Drive, Houston, TX 77088). PWE received comments submitted by residents and other stakeholders during the public comment period from October through November of 2015. The following is a summary of the comments received and the prepared responses.

### Top Concerns: Traffic and Pavement

1. Expansion to six lanes could increase traffic volume, congestion, speeding, accidents, littering, noise, and 18-wheeler truck traffic.
2. Deteriorated pavement condition along the corridor.

*PWE Comment: Today's traffic volume supports a six-lane configuration, confirmed through the City's pre-engineering study, the Major Thoroughfare and Freeway Plan (MTFP) and the City Mobility Planning Northwest Sub-regional Study conducted in collaboration with the Near Northwest Management District. During the design phase, the City will evaluate access management and turning movements at intersections to minimize traffic concerns along the corridor.*

### Additional PWE Concerns

Additional PWE infrastructure related concerns such as drainage, pedestrian, bridge repair and right-of-way acquisition were recorded. Signage and pavement markings to address crossing safety near schools, bridge repair and Right of Way acquisition will be considered by PWE during the project design phase with the public being informed at a subsequent public meeting prior to construction. Drainage concerns related to recent storm events such as ponding and blocked inlets should be reported to 3-1-1.

The City of Houston's Infrastructure Design Manual (IDM) defines the guidelines and requirements for the development of infrastructure projects in the City of Houston. This includes street design, utilities, traffic and signal design, and related utilities such as drainage, water and wastewater. Periodically, specific chapters in the IDM are revised to include the latest policy directions and best practices. Most recently updated in July 2015, the City's current design standards are different from when the corridor was first built. These updated standards address many of the current concerns related to drainage, traffic and pedestrian accessibility. In addition, this update includes many Complete Streets components such as design standards for bike ways, the consideration of bus lane/shelters and wider sidewalks for transit-oriented corridors.

### Miscellaneous Non-PWE Related Concerns

Miscellaneous Non-PWE related concerns such as trash collections, metro bus stops, esplanades, street lighting and bikeway plan input may be addressed in the following manner:

- Trash collection and street cleaning concerns should be reported to 3-1-1.
- Metro bus stops locations and access will be coordinated with Metro during design phase.
- Esplanade concerns will be coordinated with Management Districts during design phase.
- Upgraded street lighting and way-finding signage will be coordinated with Management District and Center Point during design phase.
- Bike plan input is shared with City of Houston's Planning Department.

## About Complete Streets

Houston Complete Streets and Transportation Plan (Executive Order 1-15) guides the development of mobility planning and design of City of Houston street and drainage projects. This Executive Order identifies goals and steps to move the city toward the achievement of Complete Streets through the planning, designing, budgeting, constructing, and reconstructing of all transportation improvements.

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The Executive Order recognizes that all streets are not the same and that reconstruction of the public right-of-way should strongly utilize context sensitive design, incorporating local development context, and also take into account the role a particular corridor plays in the region's multimodal transportation networks. The advent of these programs, as well as other initiatives such as Goal Zero to address multimodal safety on the region's roadways, requires rethinking existing planning and design approaches to ensure that the projects developed and constructed by the City of Houston meet these objectives.

### About ReBuild Houston

The reconstruction of the City's street and drainage infrastructure following the guidelines of the Complete Street and Transportation Plan is made possible through resources provided by the ReBuild Houston Program. ReBuild Houston is a voter-initiated and voter-approved, Pay-As-You-Go program to address the City of Houston's street and drainage infrastructure needs in a systematic, prioritized and objective manner. ReBuild Houston is a part of the City's Capital Improvements Program (CIP) and the 10-Year plan for Streets & Drainage. Street & Drainage improvement projects are separated into three phases of planning, design, and construction which allows for a much more detailed and objective planning process that complements the City's established Capital Improvement Plan. To learn more about ReBuild Houston and Street & Drainage infrastructure improvement process visit [www.rebuildhouston.org](http://www.rebuildhouston.org). To obtain a full copy of the technical memo detailing all the public comments received at the public meeting email: [pweplanning@houstontx.gov](mailto:pweplanning@houstontx.gov).