Kimley-Horn and Associates, Inc.

City Mobility Planning
The Heights and Northwest Studies

Agenda

- Project Schedule
- Public Comment Review
- Base 2035 Model Results
- Three Scenarios
- Improvements
  - Intersection, Bike, Pedestrian, Roads, Transit
- Bike Mobility Plan

Schedule Overview

» Data Collection	February - April
» First Steering Committee Meeting	February 27th
» First Public Meeting	March 26th and 27th
» Existing Conditions Analysis	April
» First Stakeholder Committee Meeting	May 15th
» Future Conditions Analysis	April - July
» Mitigation Strategies	May - July
» Second Steering Committee Meeting	August 5th
» Second Stakeholder Meeting	August 19th
» Second Public Meeting	September
» Development of Draft and Final Report	July - Sept

City Mobility Planning

HOUSTON

Summary Comments to Date

- <u>Heights – Public Comments</u>
  - Desire for Multimodal Corridors to accommodate all modes of travel (Airline Dr)
  - Bad Traffic at the intersections with I-10 for Yale/Heights/Studemont
  - Difficult Pedestrian/Bike crossings
    - Shepherd/Durham/11th /English/Studewood
    - Quitman near the schools
  - Lack of bike lanes in Northside
  - Cavalcade bike lane too narrow

- <u>Heights – SAC Comments</u>
  - Yale: reduce by one lane and repurpose for bike facility
  - Facilities for Bike Share from Pecore to 11th
  - U-turn and left turns at 11th Street

Summary of Public Comments to Date

- Northwest – Public Comments
  - Intersections needed improvement:
    - 43rd @ Watonga and 43rd @ Ella: Dangerous TWTTL
    - Redesign:
      - W Montgomery/Victory/Sealey St
      - SH249/West Rd/Antoine
  - Flooding along I-45
  - Redesign 43rd to be a Multimodal Corridor
  - Need light rail or bus rapid transit to key activity centers like downtown or the Galleria area

- Northwest – SAC Comments
  - Need grade separation of railroad near Waltrip H.S. and high pedestrian areas
  - Need sidewalks at Pinemont at Rail Crossing
  - 290/610 Problems:
    - Antoine
    - Blalock/Hempstead – floods when it rains

Summary of Stakeholder Comments

- Northside - SAC
  - Quitman: Crosswalk enforcement in front of Jeff Davis H.S. and Marshall M.S.
  - Irvington at Patton: need traffic signal
  - Like to utilize esplanades for trails similar to Heights Blvd
  - Tackleberry: Safe Routes to Schools

Summary of Local Principal Feedback

- Most arrive by personal automobile
  - Far north Northwest has high school bus ridership (typically 40-80% by bus or personal vehicle)
  - Northside has high walk to school numbers (C. Martinez ES has 80-90% of students walking to school)
- Located near a Major Thoroughfare increases congestion:
  - Helms; Field; Sinclair; Black; Stevens; Katherine Smith; Booker T Washington; HA Ahead Academy; Garden Oaks;
- Construction
  - AB Anderson is affected by construction on Wheatley Ella
  - Construction of Deer Trail connection could affect Goodman Elementary
  - Houston Heights Learning Academy affected by new home construction
- Quitman delivery truck times changed to avoid school drop off/pick up times
- Jefferson ES and C. Martinez ES are located on the new light rail line; as ridership increases, how will this affect these schools?
- Mabel B. Wesley wants Dillard to be widened (local street)

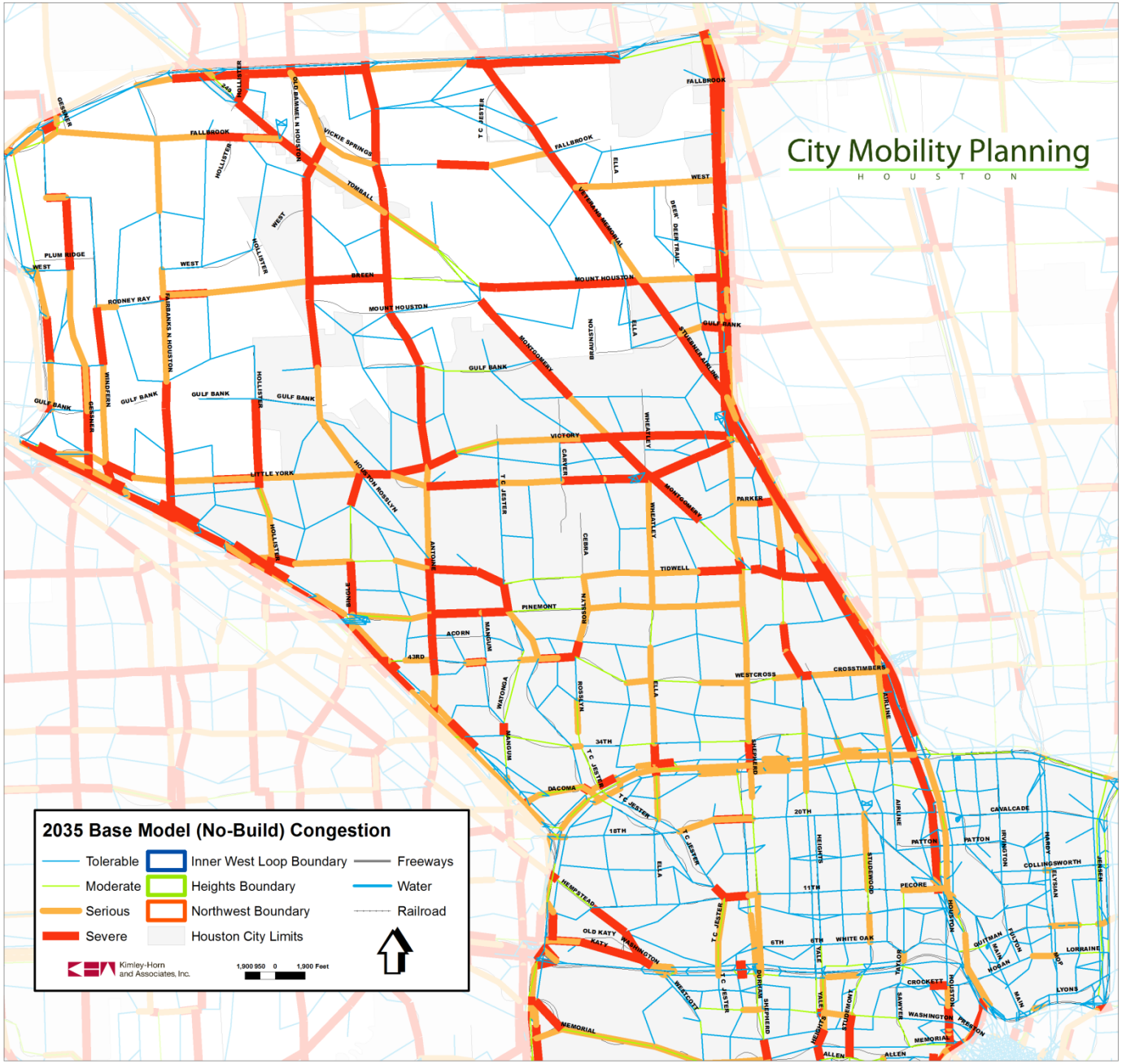
Intersections Improvements

- LOS for intersections
  - Current and Mitigated current LOS
  - 2035 LOS and 2035 Mitigated LOS
- No Major Issues
- Improvements:
  - Signal Timing mitigation
  - Additional turn bays/lanes
- Working with Harris County on intersections outside of City of Houston limits
- (Copies provided in later portion of meeting)

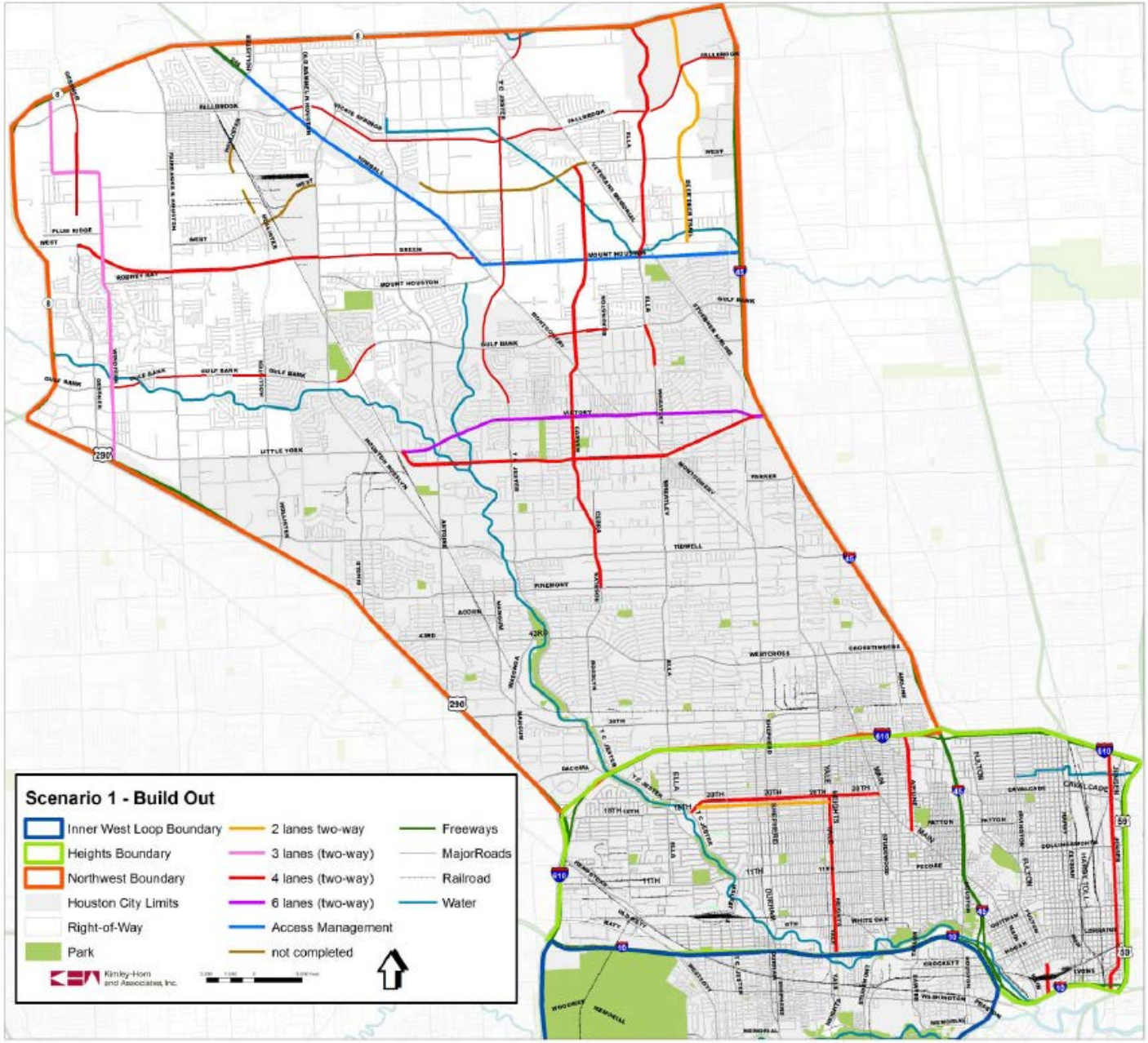
The Scenarios

- Why do we model scenarios?
- H-GAC No Build Scenario
- Build Out Scenario
- Development of Improvements Scenarios
  - Public comments
  - Base model results
  - Planned projects
  - Apparent needs

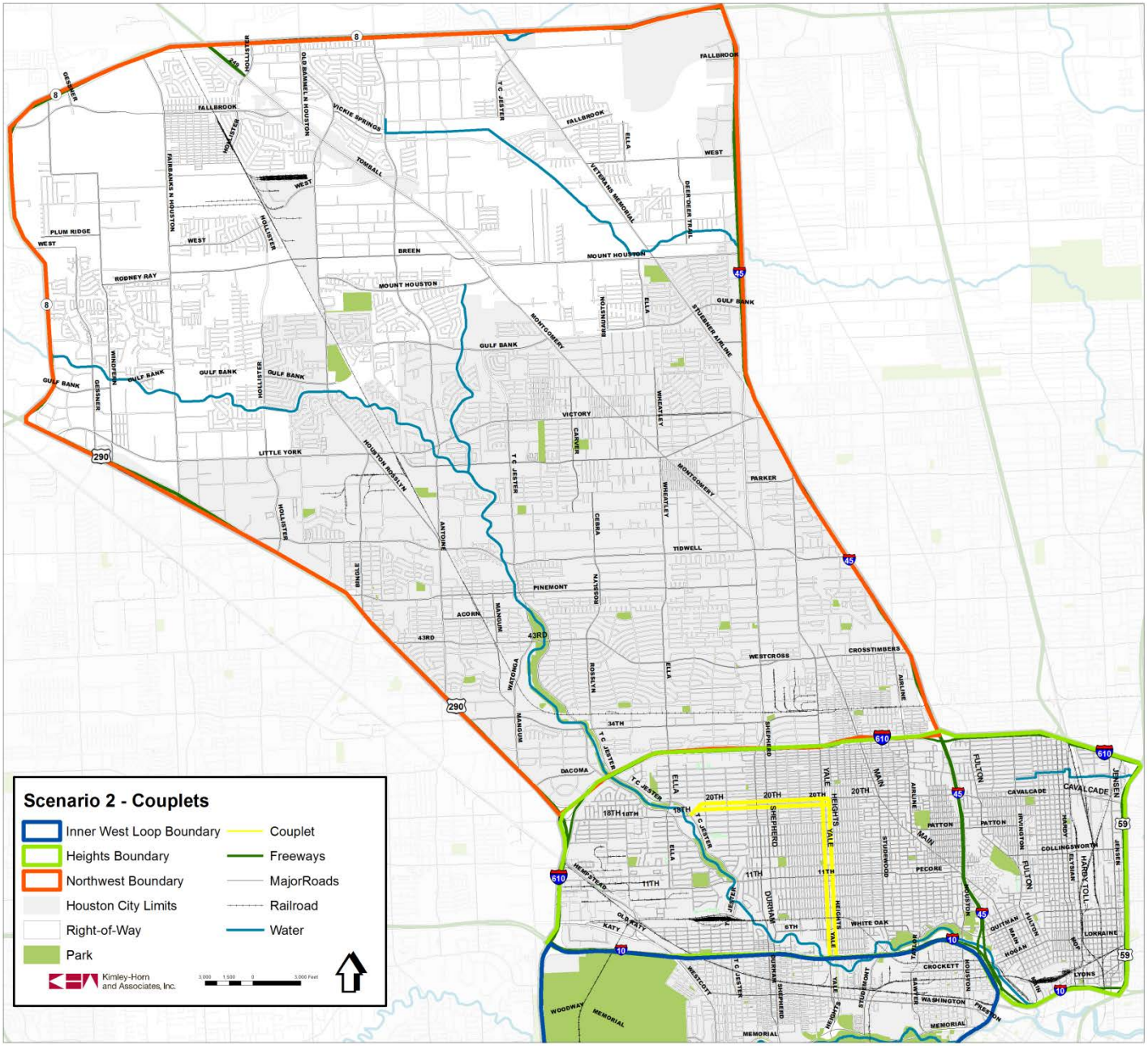
No-Build Base Model



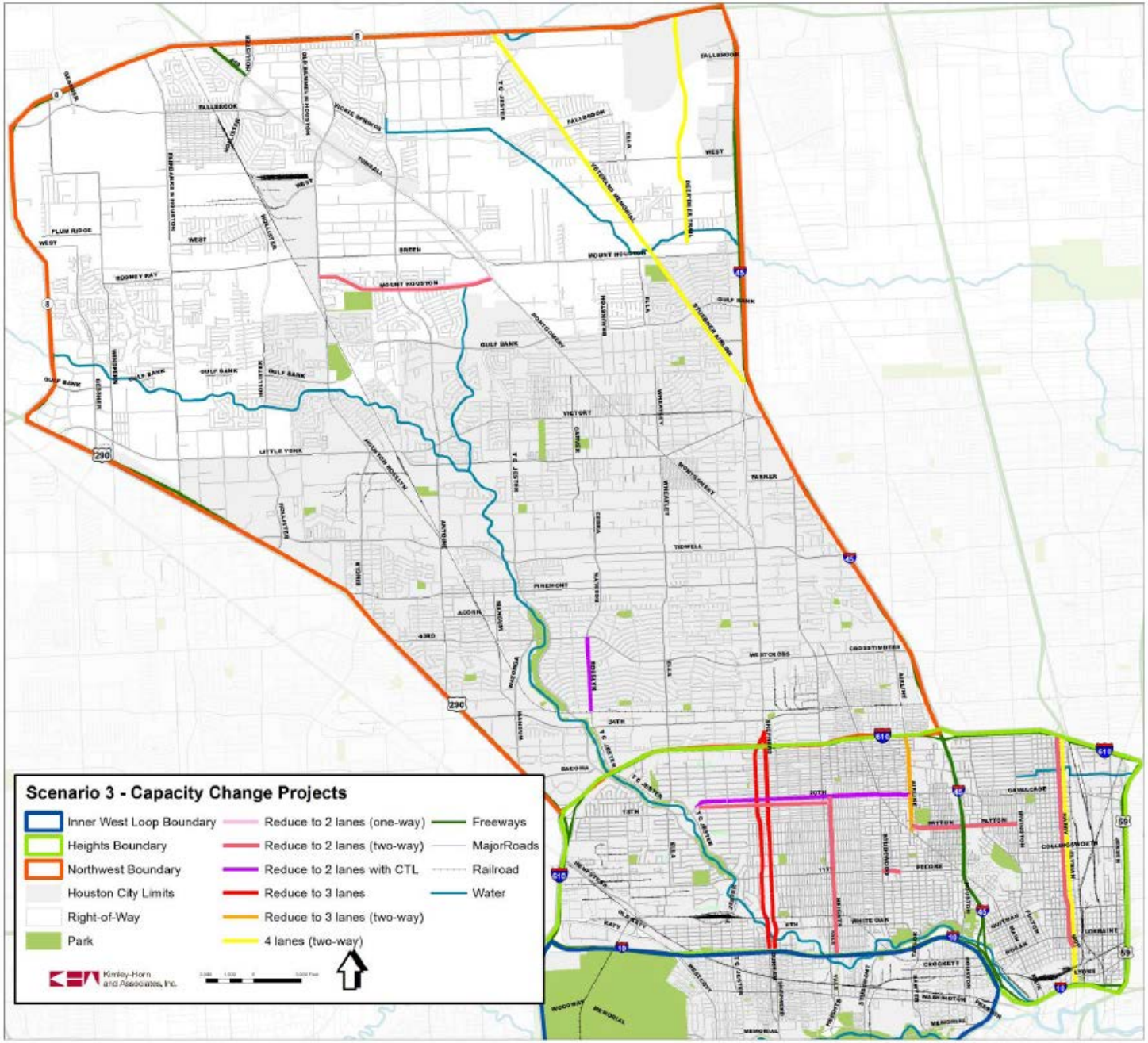
Scenario 1 – Build Out



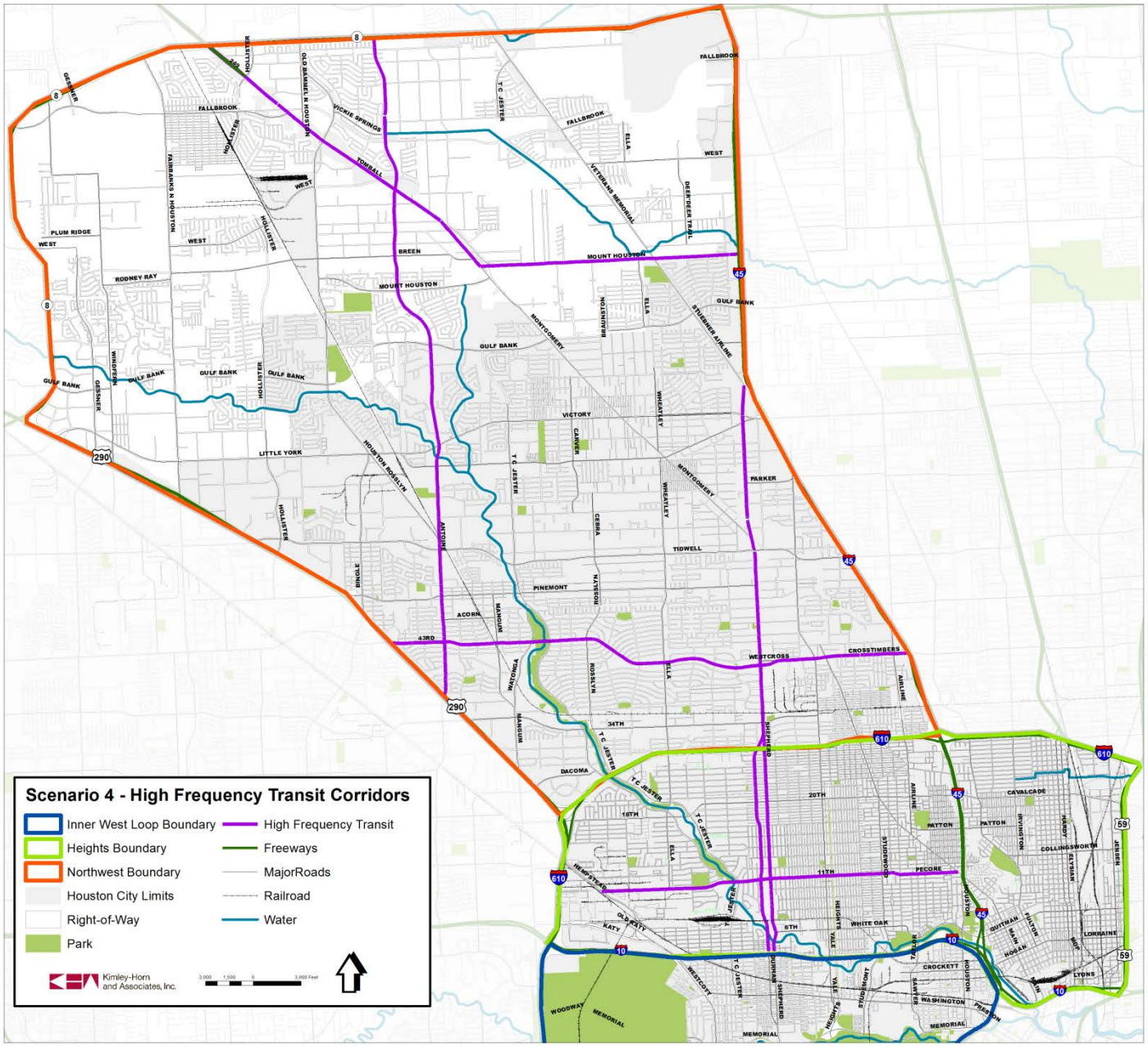
Scenario 2- Potential Couplets



Scenario 3 – Capacity Change Projects



Scenario 4 – High Frequency Transit Corridors



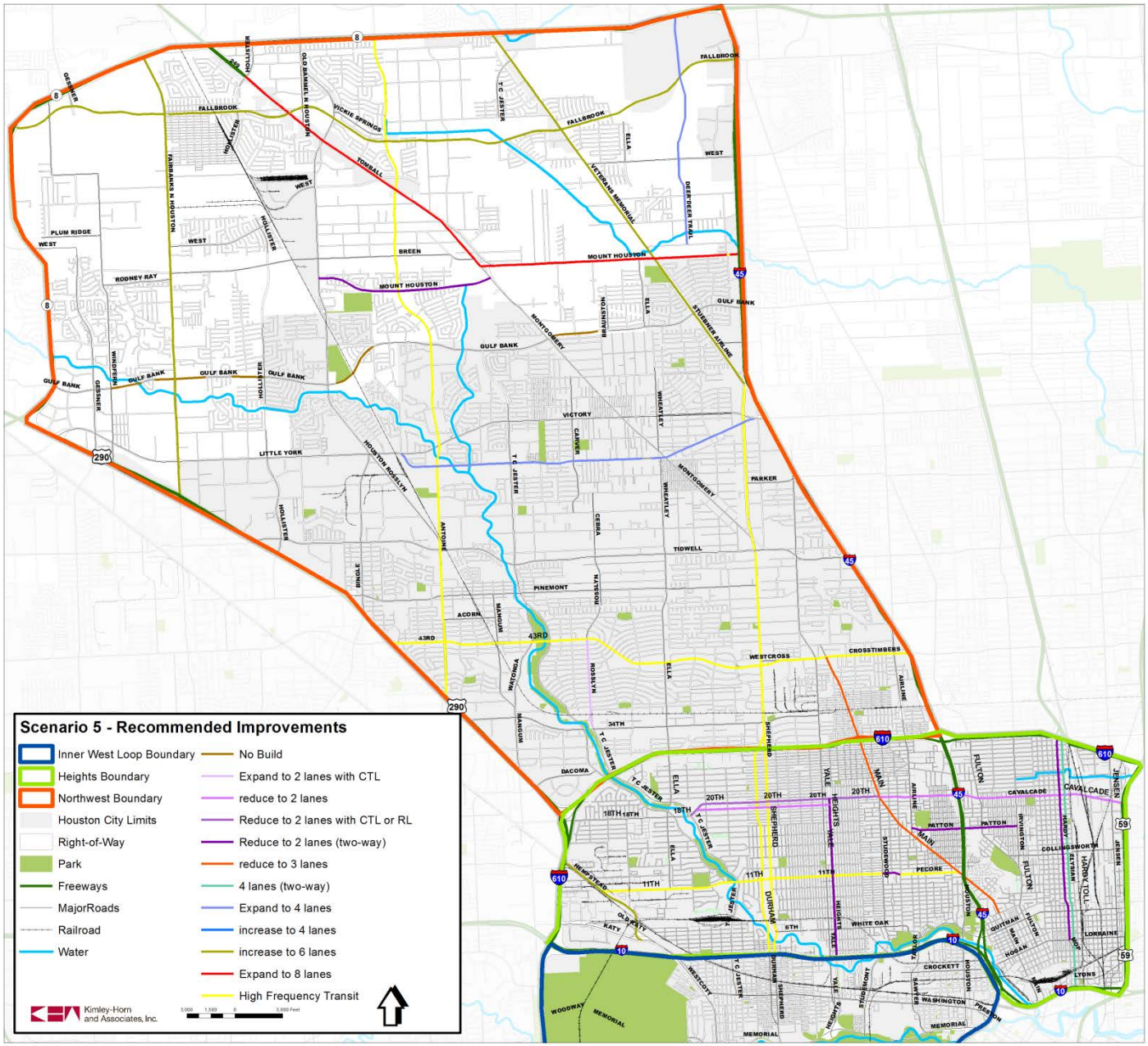
Discuss Scenario Results

- Review handout materials

Creating Scenario 5

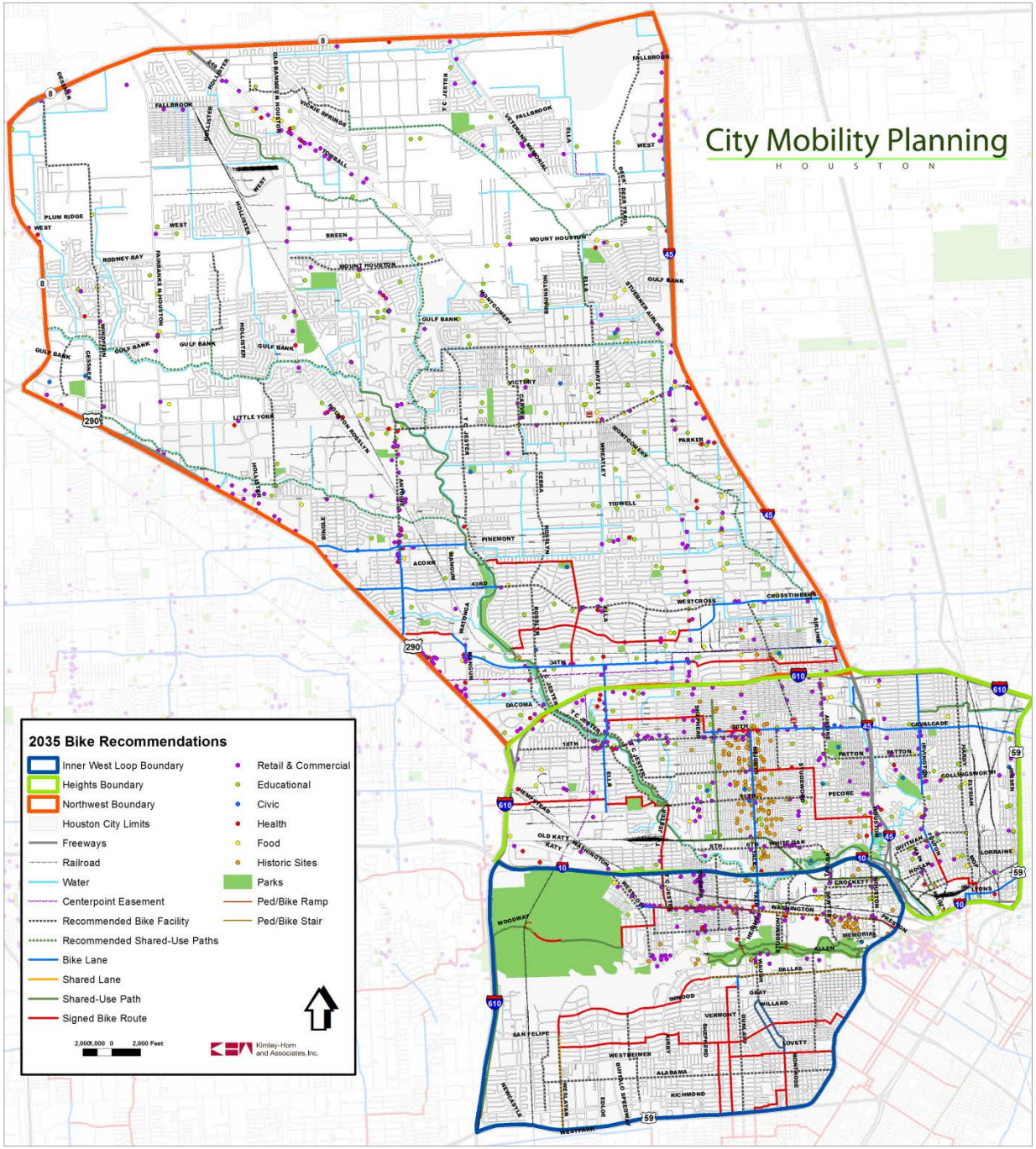
- Compilation of model results
- Intersection analysis
- Public input

Scenario 5 – Recommended Improvements



Bike Plan

- Met with small committee of Bike Coordinators
- Development of Plan
  - Existing
  - Public/Stakeholder Input
  - City of Houston/ H-GAC /Harris County planned/proposed
- New COH Process
  - “check flow chart”
  - Facility type descriptions



Corridor sheet example

Antoine Drive

Existing Conditions

Antoine Dr. is a **Major Thoroughfare** moving north/south from 290 to Beltway 8. The corridor is designed as four lanes divided from Beltway 8 to Pinemont where a bike lane is then added to both directions of travel down to 290. Right-of-Way ranges from 100' to 150' (where the corridor contains bike lanes). The ADT for Antoine Dr. is currently 37,000 vehicles. Due to its length the corridor transitions between residential and retail/commercial uses several times along its limits, especially at major intersections.

Identified Needs

Several intersections were identified as needing mitigation improvements to enhance the flow of traffic. One in particular is the intersection of SH249/ Antoine Dr. and West Rd/ Antoine Dr. which are about 700' apart from one another. Southbound travelers are said to have a hard time spotting signage to take their correct exit.

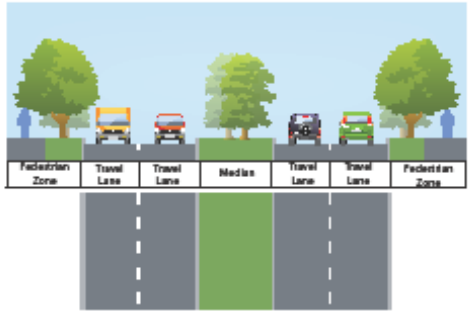
White Oak Trail crosses Antoine Dr. at Victory Dr. and many residents indicated that a high priority for the corridor is the enhancement of pedestrian facilities to help move residents towards this connection. Sidewalks at railroad crossings are non-existent, leaving pedestrians and persons in wheelchairs with a challenge in connectivity.

Future Vision

Antoine Dr. will be designated as a **Suburban Boulevard** for its multi-modal classification. The corridor will maintain at least 100' of Right-of-Way throughout the corridor, except where it currently owns more. It will retain four lanes with a wide median. Improvements to the corridor include filling sidewalk gaps along the length of Airline Dr., but increasing them to six feet in width to accommodate the high transit ridership that use these sidewalks to access bus stops. A high frequency transit route along this corridor is warranted as it is a major north/south connection. A bicycle facility is not supported on this corridor.

For the Intersection of Victory and Antoine, add Southbound Right-Turn Bay on Antoine and add Westbound and Northbound Right-Turn Bay on Antoine

EXISTING CORRIDOR LIMITS



Key Factors

Workshop Activity

- Review Scenario 5 map and Bike Map
  - Identify missing road improvements
  - Discuss Bike improvements
- Review Corridor Sheets for your Critical Corridors

Next Steps

- Public Meeting 2 – October
- Final Report – October - November