

NHHIP: Facilitation Group

City of Houston Planning and Development Department
April 13, 2020



Virtual meeting

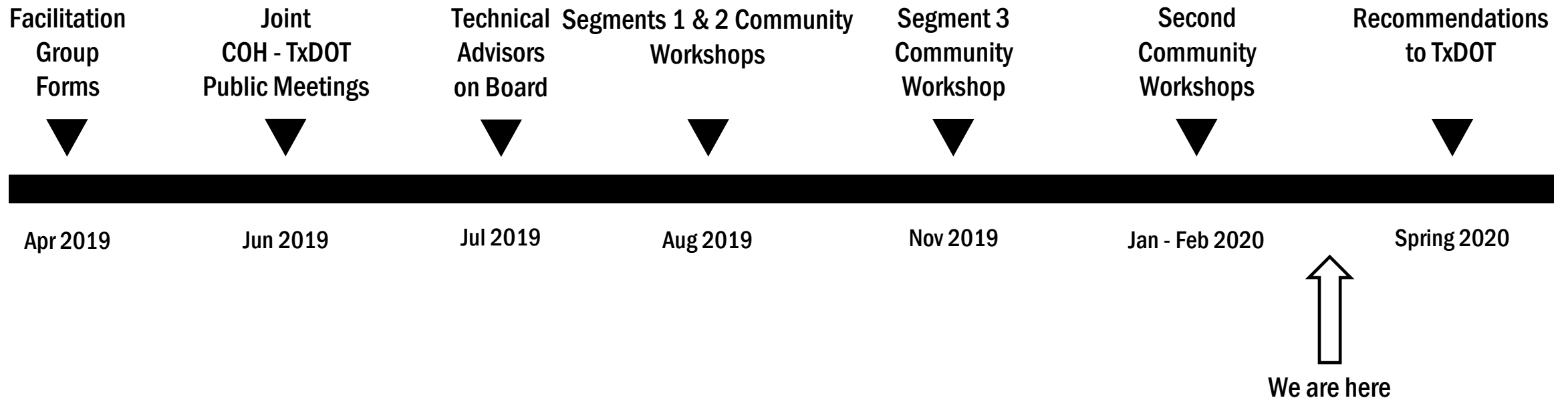
- Presentation
 - questions by chat only
- After presentation: questions and comments
 - we will call on all facilitation group members in roster order
 - anyone else who wants chance to speak can tell us in chat and we'll call on you
- We welcome written comments/questions at any point!
 - Peter.Eccles@houstontx.gov

Facilitation Process – Segments 1 & 2

- The Process So Far
- Goals
- Our Vision
- Possible Next Steps
- Discussion

We've Gotten Lots of Useful Input.

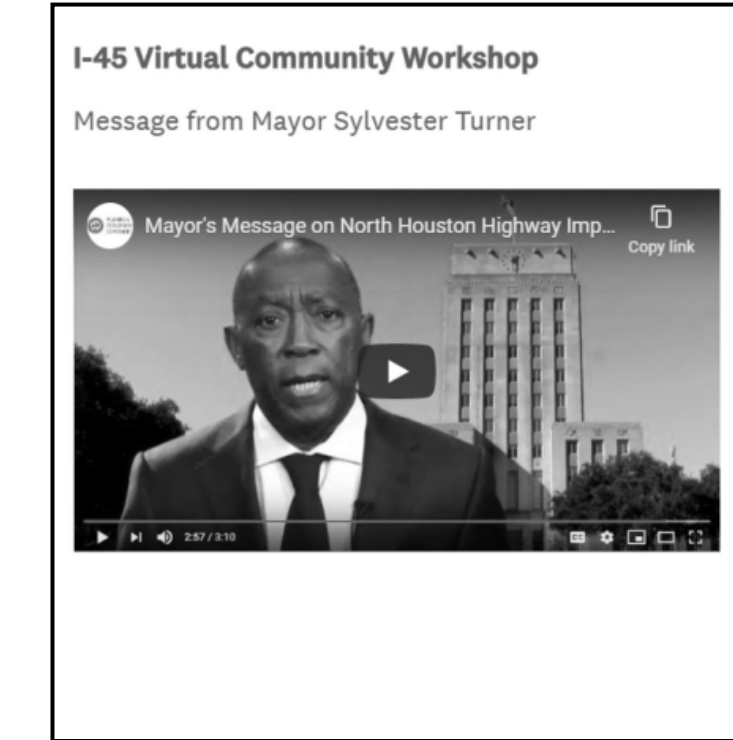
Facilitation Group Process and Timeline





3 Workshops

+



Virtual Workshop

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Community Preferences

NHHIP Round 2 Workshops - Community Feedback - Meetings + Online Survey

Alt #	Title	TxDOT Proposal	Alt XX.1	Alt XX.2	Alt XX.3	Alt XX.4
01	Capacity	11%	8%	9%	62%	10%
02	Managed/Transit Lane Counts	10%	5%	18%	29%	39%
03	Managed Lane Operations		23%	23%	36%	17%
04	Bus Rapid Transit Alternatives	9%	18%	29%	44%	
05	Bus Rapid Transit at Greenspoint	12%	78%	10%		
06	Bus Rapid Transit at North Main	15%	41%	45%		
07	Bus Rapid Transit at Crosstimbers	12%	36%	9%	42%	
08	Bus Rapid Transit Station at Tidwell	14%	86%			
09	Transit Center at North Shepherd/Little York	8%	24%	68%		
10	Katy Freeway HOV connection	10%	48%	43%		
11	Frontage Road Intersections	12%	88%			
12	Frontage Road Cross Section	8%	21%	70%		
13	Frontage Lane Count	14%	86%			
14	North Main Street Off-Ramp	21%	79%			
15	Ramps in NE corner of Downtown	11%	89%			
16	Ramps in SW corner of Downtown	28%	22%	26%	24%	
17	Frontage Roads at Halls Bayou	8%	92%			
18	Little White Oak Bayou Greenway	7%	93%			
20	Narrow Cross Section Through Design Exceptions	20%	80%			
21	I-610 Ramp Radius	12%	88%			
22	Cross Section at White Oak Bayou	24%	78%			
23	East Downtown Trench	21%	14%	65%		
24	Assistance for Displaced Residents	8%	92%			
25	Affordable Housing	12%	88%			
26	Crosstimbers Complete Street	7%	13%	47%	33%	
27	Mitigating Increased Neighborhood Traffic	14%	86%			
28	Independence Heights Frontage Roads	24%	76%			
29	North Main Pedestrian Connectivity and Parks	5%	25%	52%	17%	
30	North Street Connection	7%	42%	50%		
31	Fifth Ward/Lyons Ave Connectivity to Downtown	10%	23%	28%	39%	
32	San Jacinto Connection	17%	83%			
33	Rail Relocation	14%	86%			

Ongoing Coordination

- We have had ongoing meetings with both Harris County and METRO
- Our goal where possible is to have City of Houston, Harris County, and METRO make the same ask in the same language

The Mayor Set a Goal.

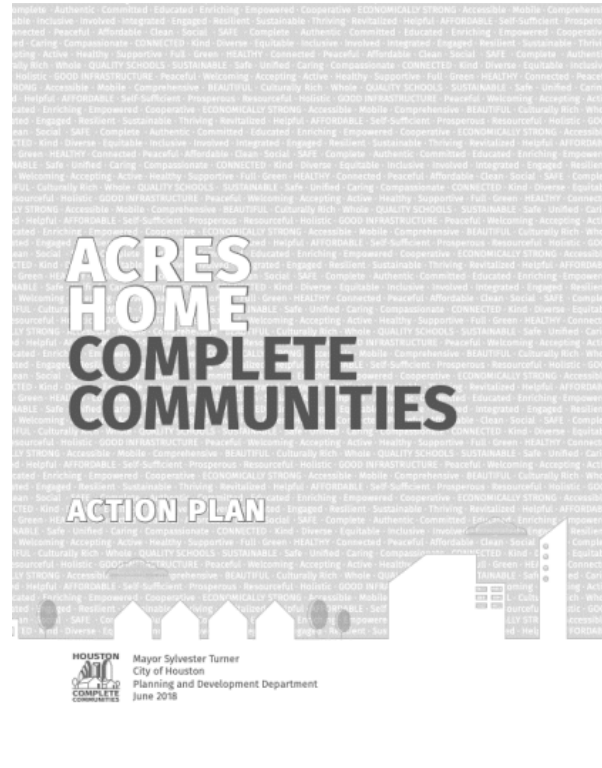
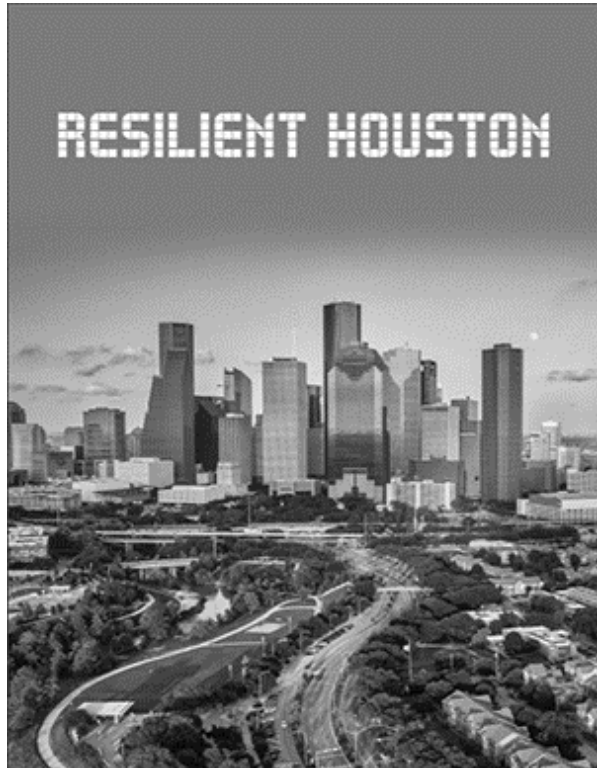
Our Goals

“The NHHIP is a potentially transformative project.”

“It is TxDOT’s responsibility to design a project with positive impacts for the community, the City of Houston, and the greater region. We will, without hesitation, not support the project if these items are not accomplished.”

- Mayor Turner, July 25, 2019

Our Goals



Goals the City Has Stated

- Serve the neighborhoods along the corridor.
- Keep residents and communities whole.
- Do not expand the right-of-way more than is absolutely necessary.
- Expand access to reliable transit options.
- Enhance neighborhood connectivity.
- Make travel safer for all road users.
- Reduce flooding on and off the freeway.
- Strengthen Houston's economy.

Goals the County Has Adopted

- Enhance walking and biking connections between and within existing communities.
- Improve safety for people in vehicles, walking, and biking, on the facility and on connecting streets.
- Reduce historic flooding patterns and aggressively mitigate new flooding impacts.
- Prioritize use of existing right-of-way, mitigate displacing residents and business owners by compensating their properties at fair market value, and help renters with rental relocation assistance.
- Preserve existing businesses and community resources while enhancing growth and economic development opportunities within neighborhoods adjacent to the project.
- Protect and enhance parks, open spaces and air quality as critical to physical and mental well-being of individuals, families, and communities.
- Meet the standards that Harris County Flood Control District has set forth and follow the requirements of ATLAS 14 in order to build more resilient storm infrastructure.
- Encourage an engineering design for an innovative multi-modal transportation system by incorporating local and regional transportation plans.
- Mitigate the damage to our air quality and alleviate noise pollution as much as possible.

We set out to reduce the negative impacts and increase the benefits of this project.

To Do That, We Ask For:

- Dedicated 2-way transit lanes with BRT stations on I-45, and 2-way HOV on all corridors
- Frontage roads designed as city streets, safe bike/ped crossings, keep as many crossings as possible
- Freight rail grade separation and relocation
- Flood mitigation + greenways on Halls Bayou and Little White Oak Bayou
- Programs to ensure that all displaced residents can relocate in their neighborhoods and affordable housing supply is not reduced
- Design exceptions to reduce displacements

Asks: transit

- 2- way transit only lane on IH 45 from Downtown to Greenspoint
- Intermediate BRT stations to serve the neighborhoods along the way
- Preserve Inner Katy HOV connection for BRT
- 2-way HOV on Eastex, Southwest, Gulf
- Transportation Demand Management strategy

Asks: local streets (general)

- Work with the City to design frontage roads as complete streets.
- Safe bike and pedestrian crossings.
- Study and mitigate increase in traffic on local streets.
- Comprehensive freight study.

Asks: local streets (segment 1 & 2)

- No Independence Heights frontage roads
- Include North Main ramps
- Wide bridges/plaza on Main Street, crossings at Dell and Norma
- North Street pedestrian bridge and underpass

Asks: local streets (segment 3)

- Find a way to build San Jacinto extension at the same time
- Explore and preserve the opportunity for relocation of the UP Terminal Subdivision
- Preserve Runnels crossing
- Partner with City to simultaneously construct grade separation at Commerce/Navigation.
- Polk mitigation

Asks: housing

- Relocation payments should be sufficient to allow homeowners and renters to remain in their neighborhoods.
- TxDOT should fund the construction of replacement housing to ensure that the overall supply of affordable housing is not diminished.
- Navigators to help displaced residents

Asks: flooding and parks

- TxDOT-HCFCD-City collaboration
- Flood control standards
- Little White Oak Bayou watershed-wide flood control plan & project
- Little White Oak Bayou greenway
- Halls Bayou frontage roads
- Improved landscaping and aesthetically designed structures

We set out to reduce the negative impacts and increase the benefits of this project ...

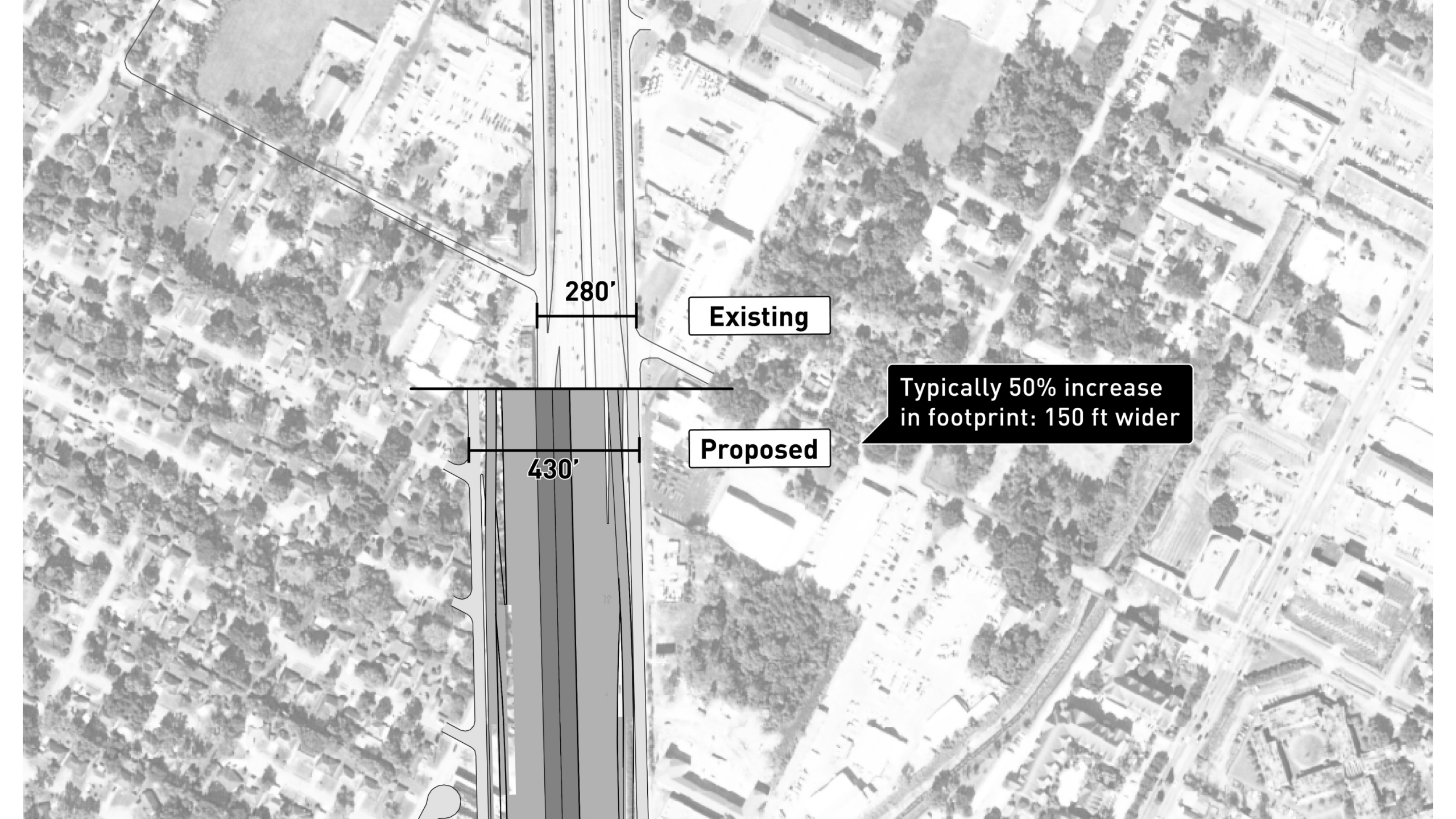
but we can't do that just by refining the project.

Segments 1 and 2 Have Huge Disproportionate Impacts

Table ES-1: Summary of Impacts of the Reasonable Alternatives in Segment 1

Alternative 4 (Proposed Recommended)	Alternative 5	Alternative 7
Land Use		
<ul style="list-style-type: none"> - Acquisition of 212 acres of land: commercial land use on west side of I-45; commercial, residential, and industrial land uses on east side - Commercial development and planned industrial park in proposed right-of-way 	<ul style="list-style-type: none"> - Acquisition of 239 acres of land: commercial and residential land uses on east side of I-45; greatest impact to industrial land use in comparison to the other alternatives - Portion of the Adath Israel Cemetery (classified as open space land use) is located in proposed right-of-way 	<ul style="list-style-type: none"> - Acquisition of 120 acres of land: commercial and residential land uses on east and west side of I-45 - Portion of commercial development and planned industrial park in proposed right-of-way
Community Resources		
<ul style="list-style-type: none"> - Displacement of 3 places of worship and 2 schools/universities - Displacement of medical care facilities 	<ul style="list-style-type: none"> - Displacement of 5 places of worship and 3 schools/universities - Displacement of medical care facilities, shopping centers, and grocery stores 	<ul style="list-style-type: none"> - Displacement of 3 places of worship and 1 school/university
Displacements		
<ul style="list-style-type: none"> - 58 Single-family residences - 160 Multi-family residential units* - 242 Businesses; 23,066 Employees 	<ul style="list-style-type: none"> - 72 Single-family residences - 97 Multi-family residential units* - 354 Businesses; 21,232 Employees 	<ul style="list-style-type: none"> - 37 Single-family residences - 26 Multi-family residential units* - 258 Businesses; 23,260 Employees
Environmental Justice		
<ul style="list-style-type: none"> - All alternatives would cause disproportionate high and adverse impacts to minority or low-income populations 		
Economic Conditions		
<ul style="list-style-type: none"> - \$193,000 residential property tax loss - \$6.0 million business property tax loss - \$298,000 other property tax loss - \$118.1 million in potential sales tax loss due to displacement of businesses - Loss of property tax revenue for 30 parcels within limited-purpose annexation area 	<ul style="list-style-type: none"> - \$266,000 residential property tax loss - \$12.9 million business property tax loss - \$247,000 other property tax loss - \$142.4 million of potential sales tax loss due to displacement of businesses - Loss of property tax revenue for 3 parcels within limited purpose annexation area 	<ul style="list-style-type: none"> - \$138,000 residential property tax loss - \$7.4 million business property tax loss - \$179,000 other property tax loss - \$149 million of potential sales tax loss due to displacement of businesses - Loss of property tax revenue for 30 parcels within limited purpose annexation area

“Environmental Justice
- All alternatives would cause disproportionate high and adverse impacts to minority or low-income populations”



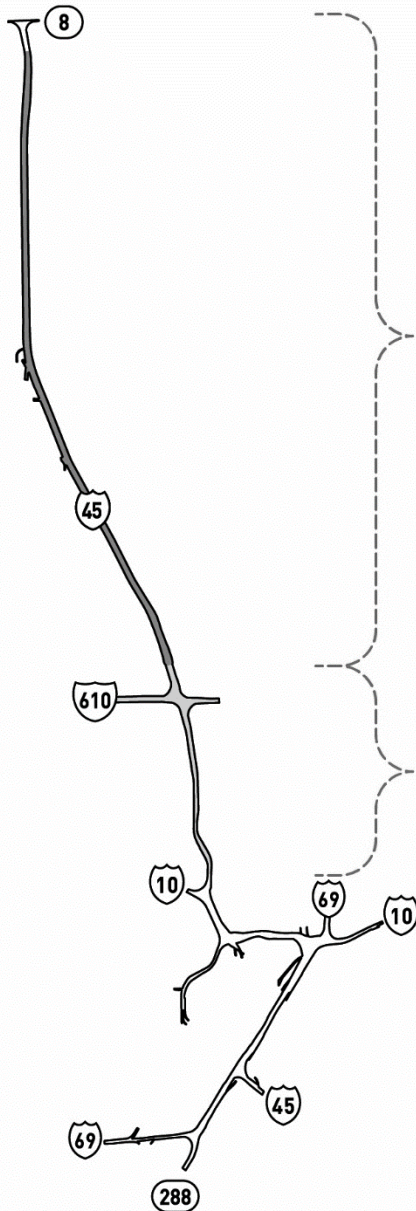
280'

Existing

Typically 50% increase
in footprint: 150 ft wider

430'

Proposed

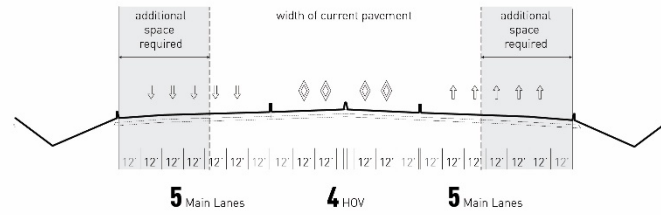


Segment 1: Estimated Impact to Property DEIS (Preliminary and Subject to Change)

58	160	242	23,066	6.5M	118.1M	246
Single Family Homes	Multi-Family Homes	Businesses	Employees	Potential Property Tax Impacted	Potential Sales Tax Impacted	Acres Impacted

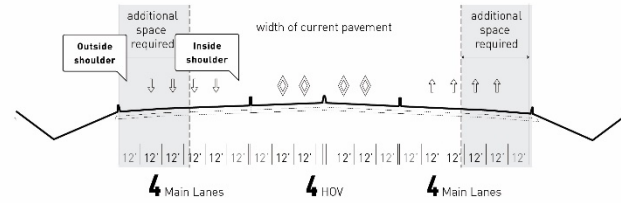
Segment 2: Estimated Impact to Property DEIS (Preliminary and Subject to Change)

63	38	22	367	0.5M	0.5M	44
Single Family Homes	Multi-Family Homes	Businesses	Employees	Potential Property Tax Impacted	Potential Sales Tax Impacted	Acres Impacted



TxDOT Proposal

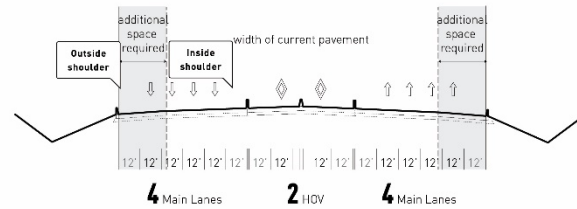
11%



Alternative 01.1:

Four Managed/Transit Lanes Only

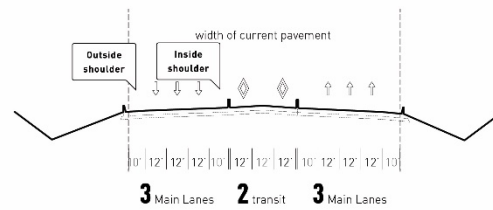
8%



Alternative 01.2:

Two Managed/Transit Lanes Only

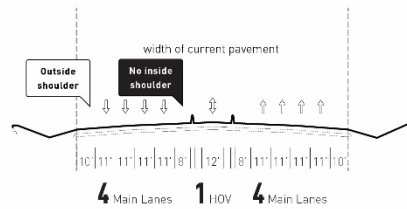
9%



Alternative 01.3:

Fit in Existing Right-of-way

62%



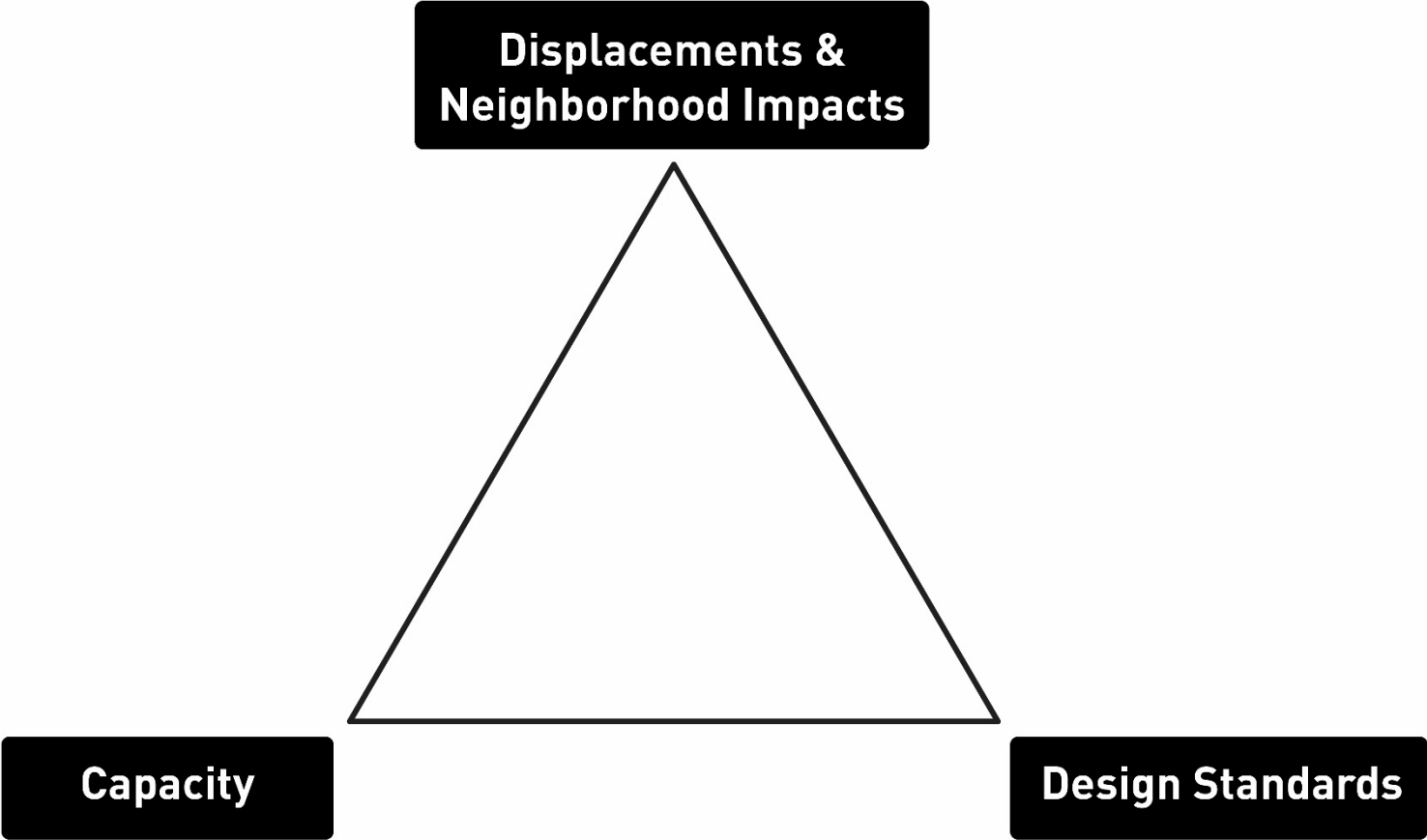
Alternative 01.4:

Minimal Maintenance Only

10%

We Looked at Multiple Options.

Tradeoffs



Characteristic	Vision A	Vision B	Vision C.1	Vision C.2
Capacity	1 HOV to 4 Managed Lanes	1 HOV to 2 HOV + 2 Transit Lanes	1 HOV to 2 Transit Lanes	1 HOV to 2 Transit Lanes
	Adds Some Mainlanes	Adds Some Mainlanes	Mainlanes Stay the Same	Reduction of Mainlanes In Segment 2
	Adds 95 - 125%	Adds 130 - 167%	Adds 53 - 78%	Adds 53 - 78%
Design Standards	Some Exceptions	Additional Exceptions	Additional Exceptions	Additional Exceptions
Displacements and Community Impacts	Significantly Wider Footprint	Significantly Wider Footprint (less than Vision A)	Roughly In the Current Footprint	In the Current Footprint Except at Interchanges
	102 Single Family Displaced	~47 Single Family Displaced	~0 Single Family Displaced	~0 Single Family Displaced
	215 Multi Family Displaced	~84 Multi Family Displaced	~0 Multi Family Displaced	~0 Multi Family Displaced
	Significant Commercial Displacement	Significant Commercial Displacement	Minimal Commercial Displacement	Nearly No Commercial Displacement

TxDOT Has 2 Goals for Segments 1 and 2:

- Add Capacity**
- Increase Safety**

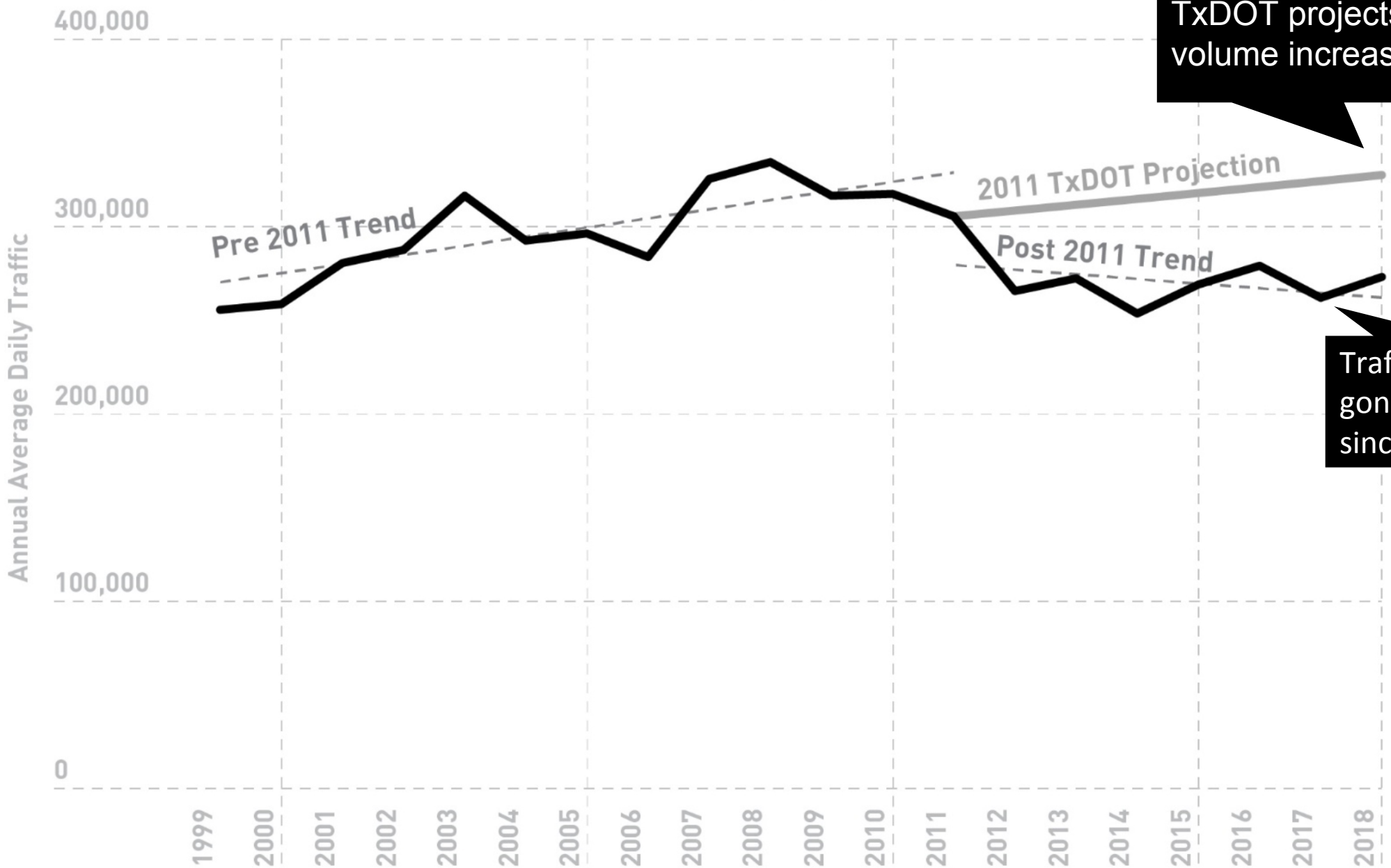
We Have 3 Goals for Segments 1 and 2:

- Add (People + Freight) Capacity**
- Increase Safety (On the Highway and Around It)**
- Protect and Enhance Neighborhoods**

Our Proposal Accomplishes All 3:

- Increased Capacity**
- Increased Safety**
- Minimal Displacement**

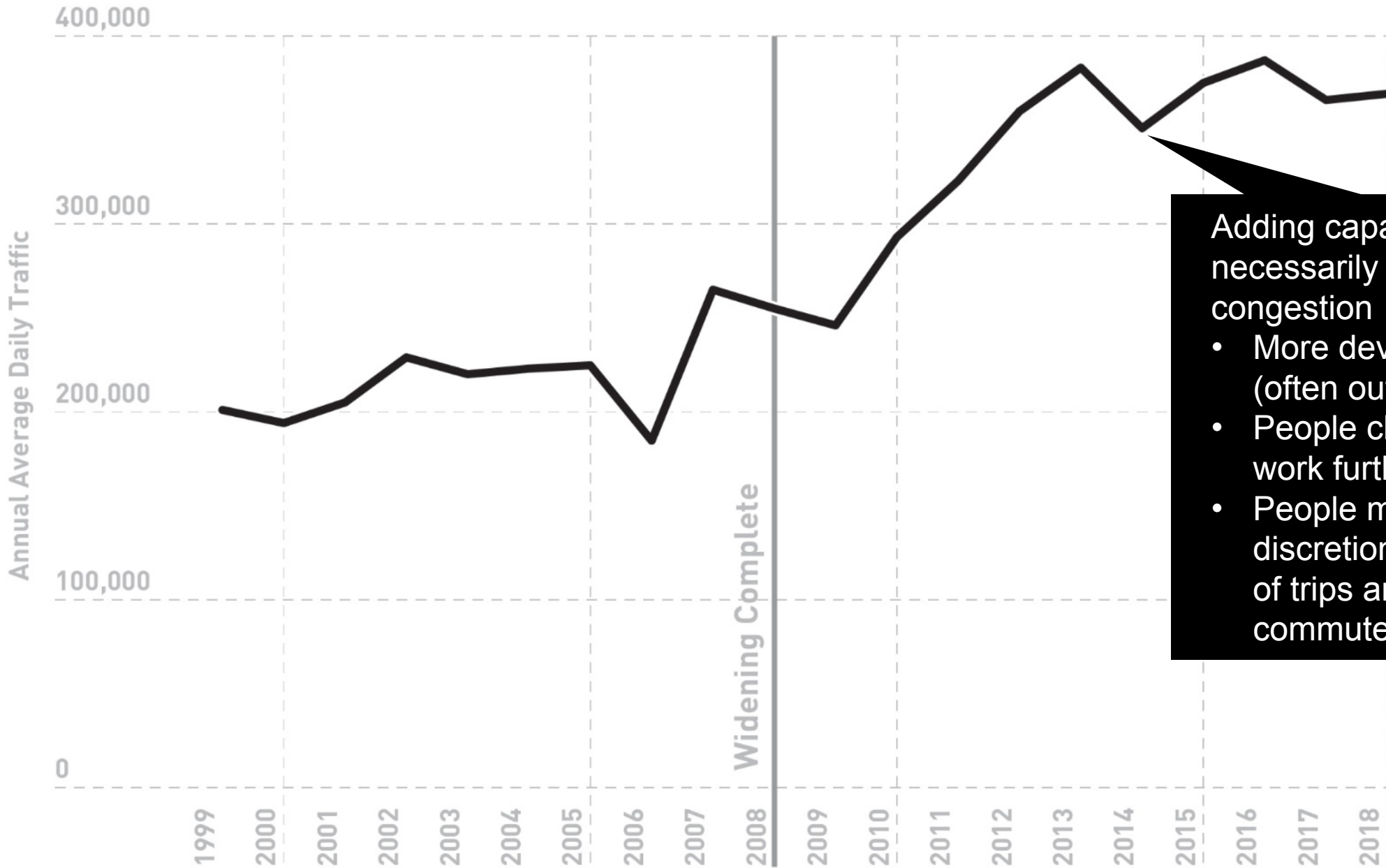
I-45 North of I-610



TxDOT projects 25% volume increase 2011-2035

Traffic has actually gone down 10% since 2011

I-10 at Gessner



Adding capacity doesn't necessarily reduce congestion

- More development (often outside city)
- People choose to live, work further from home
- People make more discretionary trips (3/4 of trips are not commute)

How Are We Increasing Capacity?

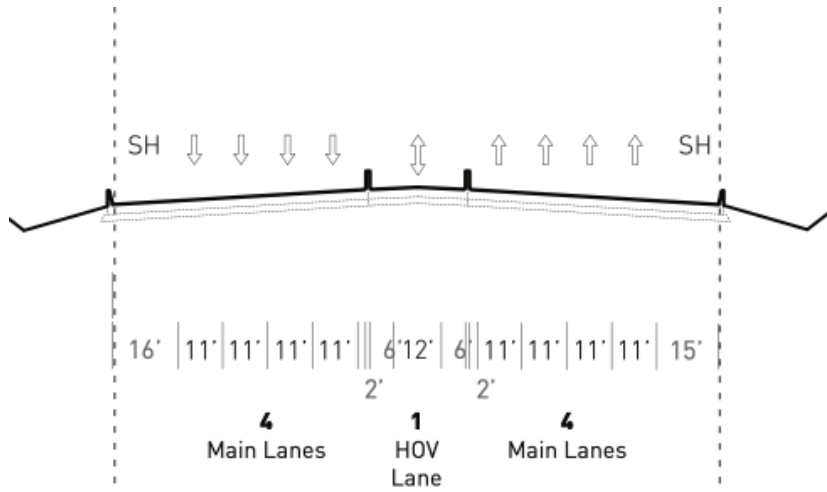
- Rebuild interchanges
- Rebuild on- and off-ramps to be safer
- Add shoulders
- Eliminate bottlenecks in Segment 3
- Adding transit capacity and more transit service
- Give more people access to transit

40% of delay is crashes.

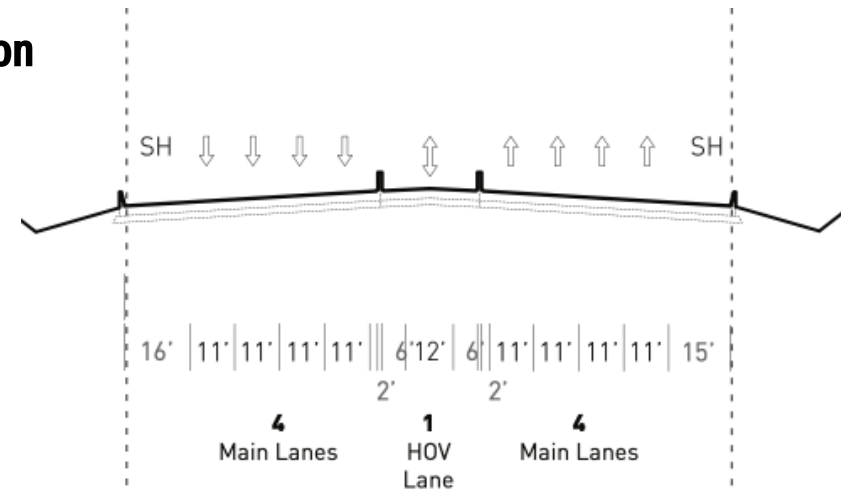
METRONext proposes:

- BRT
- Regional Express

TxDOT

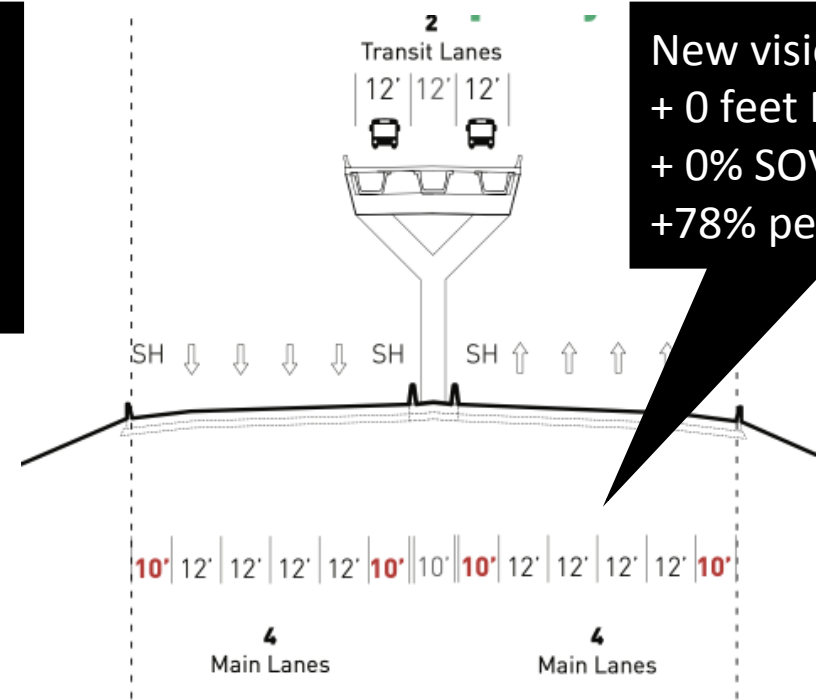
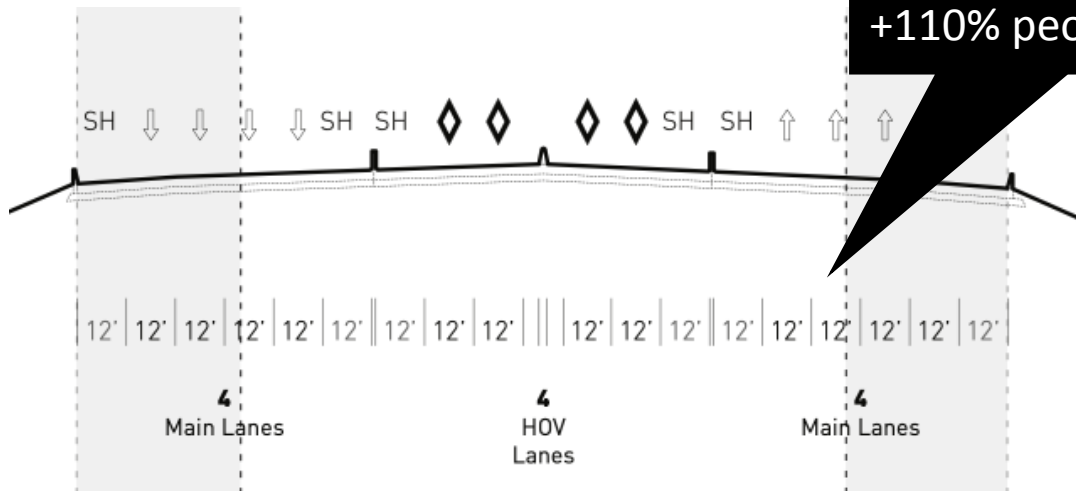


New Vision

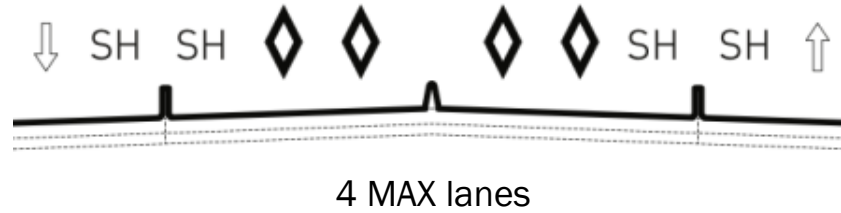


TxDOT:
 + 80 feet ROW
 + 0% SOV capacity
 (up to +25% elsewhere)
 +110% people capacity

New vision:
 + 0 feet ROW
 + 0% SOV capacity
 +78% people capacity



TxDOT



SOV lane: 2,000 people/hour
Busway: 14,000 people/hour
(requires added service)
HOV: 9,200 people/hour

2 HOV lanes
+ 2 transit lanes

New Vision

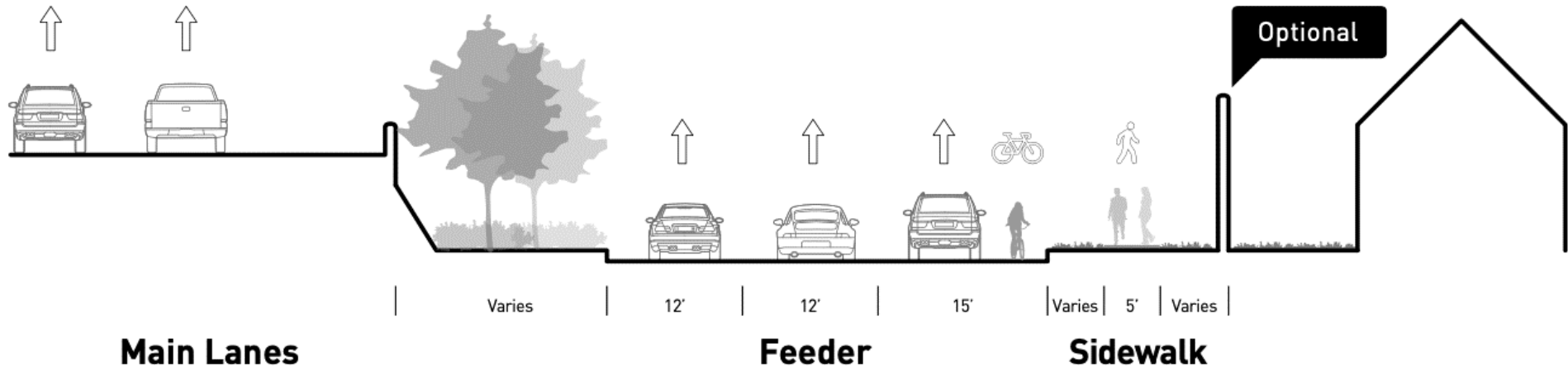


Transit only lanes:

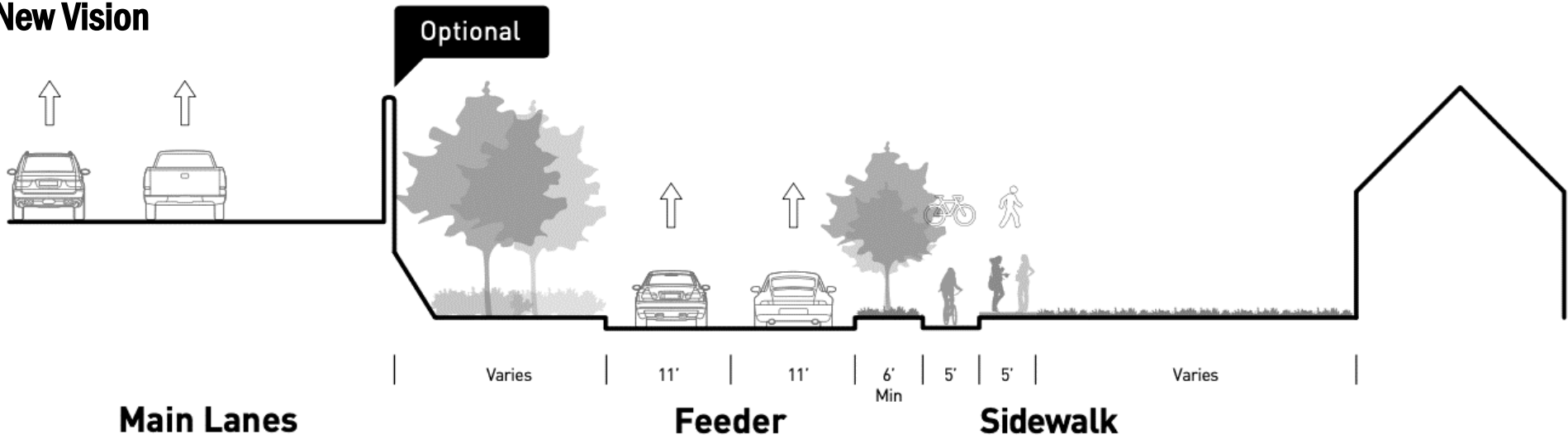
- more reliable service
- simpler ramps
- simpler BRT stations
- lower cost, less ROW

2 transit lanes

TxDOT



New Vision



The Vision

- Keep current number of mainlanes in Segment 1 & 2
- Replace current reversible HOV to 2-way transit
- Intermediate BRT stations
- Bring exits and interchanges up to design standards
- Full inside + outside shoulders
- Frontage roads are typically 2 lanes, designed as city streets

Characteristic	TxDOT	New Vision	Key
Vehicular Capacity	••••	•••	•••• = More Capacity
Person Capacity	•••	•••	•••• = More Capacity
Travel Time for Cars	••••	•	•••• = Lower Travel Time
Transit Reliability	••	••••	•••• = Higher Reliability
Freeway Flooding	•	•	•••• = Current Level of Flooding
Neighborhood Flooding	••	•	•••• = Current Level of Flooding
ROW	••••	•	•••• = More ROW Needed
Residential Displacements	••••	•	•••• = More Displacement
Commercial Displacements	••••	•	•••• = More Displacement
Cost	••••	•••	•••• = Higher Cost

TxDOT Goals		TxDOT	New Vision
Inadequate capacity for existing and future traffic demands	Vehicles	Yes	No
	Persons	Yes	Yes
Average daily traffic volumes are projected to increase		Yes	No
The current single lane, reversible high-occupancy vehicle (HOV) lane serves traffic in only one direction during peak period		Yes	Yes
Evacuation effectiveness on I-45 during a hurricane or other regional emergency would be limited at its present capacity		Yes	Yes
Portions of I-45 do not meet current TxDOT design standards, creating a traffic safety concern		Yes	Yes
Roadway design deficiencies include inadequate storm water drainage in some locations, potentially compromising the operational effectiveness of I-45 as an evacuation route because of high water lane closure		Yes	Yes
Forecasts for commuter service indicate that managed lanes would be needed on I-45 to support commuter traffic and express bus service	Commuter Traffic	Yes	No
	Express Bus	Yes	Yes

Recommendation

- The city prefers Vision C:
 - No added mainlanes in Segment 1 and 2
 - Replace HOV with 2-way transit lane
 - Minimal right-of-way acquisition
- The ask to TxDOT is to study this:
 - Confirm joint goals
 - Design & traffic model as a new alternative (or other options that meet the goals we set out)
 - Public input
 - Make a decision following study
 - Use design-bid-build for Segments 1 and 2
- City asking for some modifications to Segment 3, but not fundamental changes

Segment 3: continuing questions

- Number of lanes across the north part of Downtown
- White Oak Bayou Greenway
- SW downtown

What's next?

Next Steps

- Draft of mayor's letter being developed
- H-GAC TAC presentation (4/15)
- H-GAC TPC presentation (4/24)

Next Steps

- We will consider what process best meets the city's interests
 - Impact on timelines and Segment 3
 - Meeting the mayor's promise to neighborhoods

Questions/comments

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- Anyone else who wants chance to speak can tell us in chat and we'll call on you
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