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

- Facilitation Group Forms
- Joint COH - TxDOT Public Meetings
- Technical Advisors on Board
- Segments 1 & 2 Community Workshops
- Segment 3 Community Workshop
- Second Community Workshops
- Recommendations to TxDOT

- Apr 2019
- Jun 2019
- Jul 2019
- Aug 2019
- Nov 2019
- Jan - Feb 2020
- Spring 2020

We are here
3 Workshops + Virtual Workshop = Community Preferences
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

<table>
<thead>
<tr>
<th>Alternative 4 (Proposed Recommended)</th>
<th>Alternative 5</th>
<th>Alternative 7</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Land Use</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Acquisition of 212 acres of land: commercial land use on west side of I-45; commercial, residential, and industrial land uses on east side</td>
<td>- 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</td>
<td>- Acquisition of 120 acres of land: commercial and residential land uses on east and west side of I-45</td>
</tr>
<tr>
<td>- Commercial development and planned industrial park in proposed right-of-way</td>
<td>- Portion of the Adish Israel Cemetery (classified as open space land use) is located in proposed right-of-way</td>
<td>- Portion of commercial development and planned industrial park in proposed right-of-way</td>
</tr>
<tr>
<td><strong>Community Resources</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Displacement of 3 places of worship and 2 schools/universities</td>
<td>- Displacement of 5 places of worship and 3 schools/universities</td>
<td>- Displacement of 3 places of worship and 1 school/university</td>
</tr>
<tr>
<td>- Displacement of medical care facilities</td>
<td>- Displacement of medical care facilities, shopping centers, and grocery stores</td>
<td></td>
</tr>
<tr>
<td><strong>Displacements</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- 160 Multi-family residential units*</td>
<td>- 97 Multi-family residential units*</td>
<td>- 26 Multi-family residential units*</td>
</tr>
<tr>
<td>- 242 Businesses; 23,066 Employees</td>
<td>- 354 Businesses; 21,232 Employees</td>
<td>- 258 Businesses; 23,260 Employees</td>
</tr>
<tr>
<td><strong>Environmental Justice</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- All alternatives would cause disproportionate high and adverse impacts to minority or low-income populations</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Economic Conditions</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- $193,000 residential property tax loss</td>
<td>- $266,000 residential property tax loss</td>
<td>- $138,000 residential property tax loss</td>
</tr>
<tr>
<td>- $6.0 million business property tax loss</td>
<td>- $12.9 million business property tax loss</td>
<td>- $7.4 million business property tax loss</td>
</tr>
<tr>
<td>- $298,000 other property tax loss</td>
<td>- $247,000 other property tax loss</td>
<td>- $179,000 other property tax loss</td>
</tr>
<tr>
<td>- $118.1 million in potential sales tax loss due to displacement of businesses</td>
<td>- $142.4 million of potential sales tax loss due to displacement of businesses</td>
<td>- $149 million of potential sales tax loss due to displacement of businesses</td>
</tr>
<tr>
<td>- Loss of property tax revenue for 30 parcels within limited-purpose annexation area</td>
<td>- Loss of property tax revenue for 3 parcels within limited purpose annexation area</td>
<td>- Loss of property tax revenue for 30 parcels within limited purpose annexation area</td>
</tr>
</tbody>
</table>

“Environmental Justice
- All alternatives would cause disproportionate high and adverse impacts to minority or low-income populations”
### Segment 1: Estimated Impact to Property DEIS (Preliminary and Subject to Change)

<table>
<thead>
<tr>
<th>Category</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family Homes</td>
<td>58</td>
</tr>
<tr>
<td>Multi-Family Homes</td>
<td>160</td>
</tr>
<tr>
<td>Businesses</td>
<td>242</td>
</tr>
<tr>
<td>Employees</td>
<td>23,066</td>
</tr>
<tr>
<td>Potential Property Tax Impacted</td>
<td>6.5M</td>
</tr>
<tr>
<td>Potential Sales Tax Impacted</td>
<td>118.1M</td>
</tr>
<tr>
<td>Acres Impacted</td>
<td>246</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Category</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family Homes</td>
<td>63</td>
</tr>
<tr>
<td>Multi-Family Homes</td>
<td>38</td>
</tr>
<tr>
<td>Businesses</td>
<td>22</td>
</tr>
<tr>
<td>Employees</td>
<td>367</td>
</tr>
<tr>
<td>Potential Property Tax Impacted</td>
<td>0.5M</td>
</tr>
<tr>
<td>Potential Sales Tax Impacted</td>
<td>0.5M</td>
</tr>
<tr>
<td>Acres Impacted</td>
<td>44</td>
</tr>
</tbody>
</table>
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

Displacements & Neighborhood Impacts

Capacity

Design Standards
<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Vision A</th>
<th>Vision B</th>
<th>Vision C.1</th>
<th>Vision C.2</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Capacity</strong></td>
<td>1 HOV to 4 Managed Lanes</td>
<td>1 HOV to 2 HOV + 2 Transit Lanes</td>
<td>1 HOV to 2 Transit Lanes</td>
<td>1 HOV to 2 Transit Lanes</td>
</tr>
<tr>
<td></td>
<td>Adds Some Mainlanes</td>
<td>Adds Some Mainlanes</td>
<td>Mainlanes Stay the Same</td>
<td>Reduction of Mainlanes In Segment 2</td>
</tr>
<tr>
<td></td>
<td>Adds 95 - 125%</td>
<td>Adds 130 - 167%</td>
<td>Adds 53 - 78%</td>
<td>Adds 53 - 78%</td>
</tr>
<tr>
<td><strong>Design Standards</strong></td>
<td>Some Exceptions</td>
<td>Additional Exceptions</td>
<td>Additional Exceptions</td>
<td>Additional Exceptions</td>
</tr>
<tr>
<td><strong>Displacements and Community Impacts</strong></td>
<td>Significantly Wider Footprint (less than Vision A)</td>
<td>Significantly Wider Footprint</td>
<td>Roughly In the Current Footprint</td>
<td>In the Current Footprint Except at Interchanges</td>
</tr>
<tr>
<td></td>
<td>102 Single Family Displaced</td>
<td>~47 Single Family Displaced</td>
<td>~0 Single Family Displaced</td>
<td>~0 Single Family Displaced</td>
</tr>
<tr>
<td></td>
<td>215 Multi Family Displaced</td>
<td>~84 Multi Family Displaced</td>
<td>~0 Multi Family Displaced</td>
<td>~0 Multi Family Displaced</td>
</tr>
<tr>
<td></td>
<td>Significant Commercial Displacement</td>
<td>Significant Commercial Displacement</td>
<td>Minimal Commercial Displacement</td>
<td>Nearly No Commercial Displacement</td>
</tr>
</tbody>
</table>
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
TxDOT projects 25% volume increase 2011-2035

Traffic has actually gone down 10% since 2011
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**

Capacity

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

**TxDOT:**

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

**New Vision**

Capacity

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

4 MAX lanes

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

New Vision

2 H0V lanes
+ 2 transit lanes

Transit only lanes:
• more reliable service
• simpler ramps
• simpler BRT stations
• lower cost, less ROW
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
<table>
<thead>
<tr>
<th>Characteristic</th>
<th>TxDOT</th>
<th>New Vision</th>
<th>Key</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicular Capacity</td>
<td>★★★★</td>
<td>★★</td>
<td>★★★★ = More Capacity</td>
</tr>
<tr>
<td>Person Capacity</td>
<td>★★★</td>
<td>★★</td>
<td>★★★★ = More Capacity</td>
</tr>
<tr>
<td>Travel Time for Cars</td>
<td>★★★★</td>
<td>★</td>
<td>★★★★ = Lower Travel Time</td>
</tr>
<tr>
<td>Transit Reliability</td>
<td>★★</td>
<td>★★★★</td>
<td>★★★★ = Higher Reliability</td>
</tr>
<tr>
<td>Freeway Flooding</td>
<td>★</td>
<td>★</td>
<td>★★★★ = Current Level of Flooding</td>
</tr>
<tr>
<td>Neighborhood Flooding</td>
<td>★★</td>
<td>★</td>
<td>★★★★ = Current Level of Flooding</td>
</tr>
<tr>
<td>ROW</td>
<td>★★★★</td>
<td>★</td>
<td>★★★★ = More ROW Needed</td>
</tr>
<tr>
<td>Residential Displacements</td>
<td>★★★★</td>
<td>★</td>
<td>★★★★ = More Displacement</td>
</tr>
<tr>
<td>Commercial Displacements</td>
<td>★★★★</td>
<td>★</td>
<td>★★★★ = More Displacement</td>
</tr>
<tr>
<td>Cost</td>
<td>★★★★</td>
<td>★★</td>
<td>★★★★ = Higher Cost</td>
</tr>
<tr>
<td>TxDOT Goals</td>
<td>TxDOT</td>
<td>New Vision</td>
<td></td>
</tr>
<tr>
<td>---------------------------------------------------------------------------</td>
<td>-------</td>
<td>------------</td>
<td></td>
</tr>
<tr>
<td>Inadequate capacity for existing and future traffic demands</td>
<td>Vehicles: Yes</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Persons: Yes</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Average daily traffic volumes are projected to increase</td>
<td>Yes</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>The current single lane, reversible high-occupancy vehicle (H0V) lane serves traffic in only one direction during peak period</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Evacuation effectiveness on I-45 during a hurricane or other regional emergency would be limited at its present capacity</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Portions of I-45 do not meet current TxDOT design standards, creating a traffic safety concern</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>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</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Forecasts for commuter service indicate that managed lanes would be needed on I-45 to support commuter traffic and express bus service</td>
<td>Commuter Traffic: Yes</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Express Bus: Yes</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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

• 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!
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