

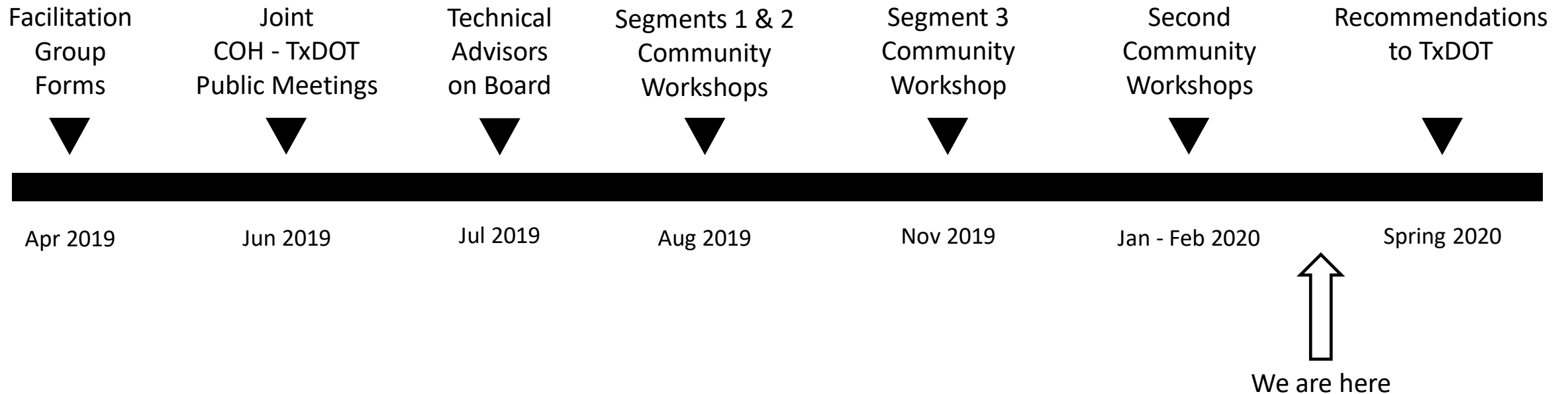
NHHIP: Public Engagement Process

Presentation to Transportation Policy Council

City of Houston Planning and Development Department
April 24, 2020



Facilitation Group Process and Timeline



We received lots of useful input



3 Workshops

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Virtual Workshop

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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%	76%			
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%			

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

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.

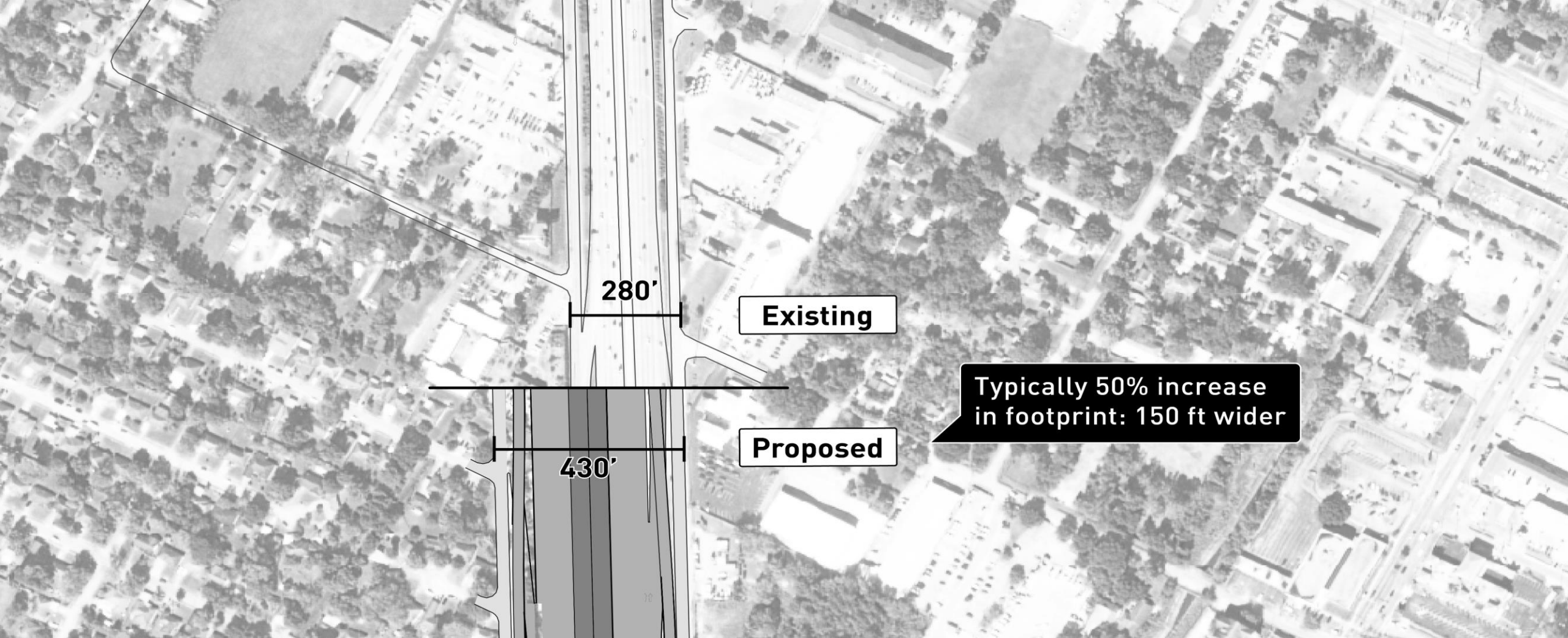
Segments 1 and 2 have disproportionate impacts

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

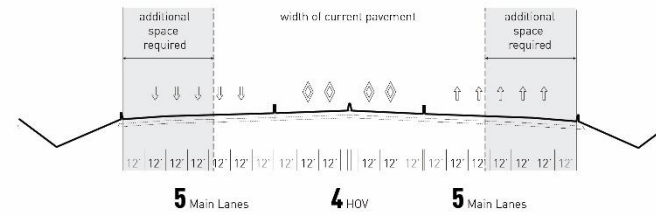
Alternative 4 (Proposed Recommended)	Alternative 5	Alternative 7
Land Use		
<ul style="list-style-type: none"> - Acquisition of 212 acres of land: commercial land use on west side of I-45; commercial, residential, and industrial land uses on east side - Commercial development and planned industrial park 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”

Segments 1 and 2 significantly increase the freeway footprint

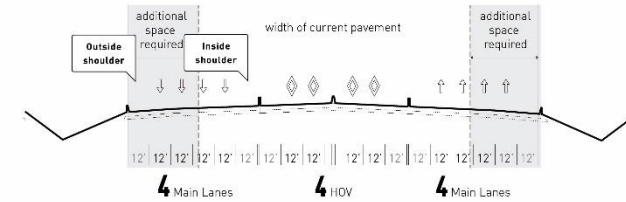


The public wanted us to consider other options



TxDOT Proposal

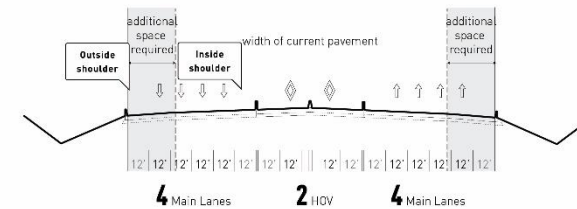
11%



Alternative 01.1:

Four Managed/Transit Lanes Only

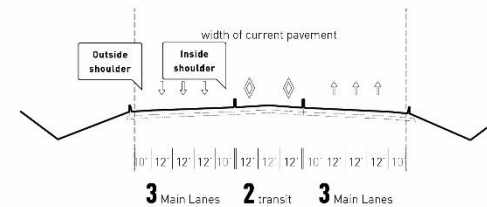
8%



Alternative 01.2:

Two Managed/Transit Lanes Only

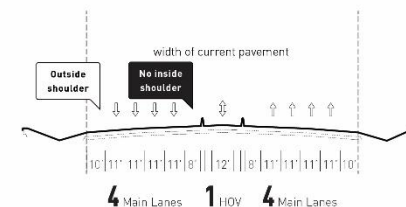
9%



Alternative 01.3:

Fit in Existing Right-of-way

62%



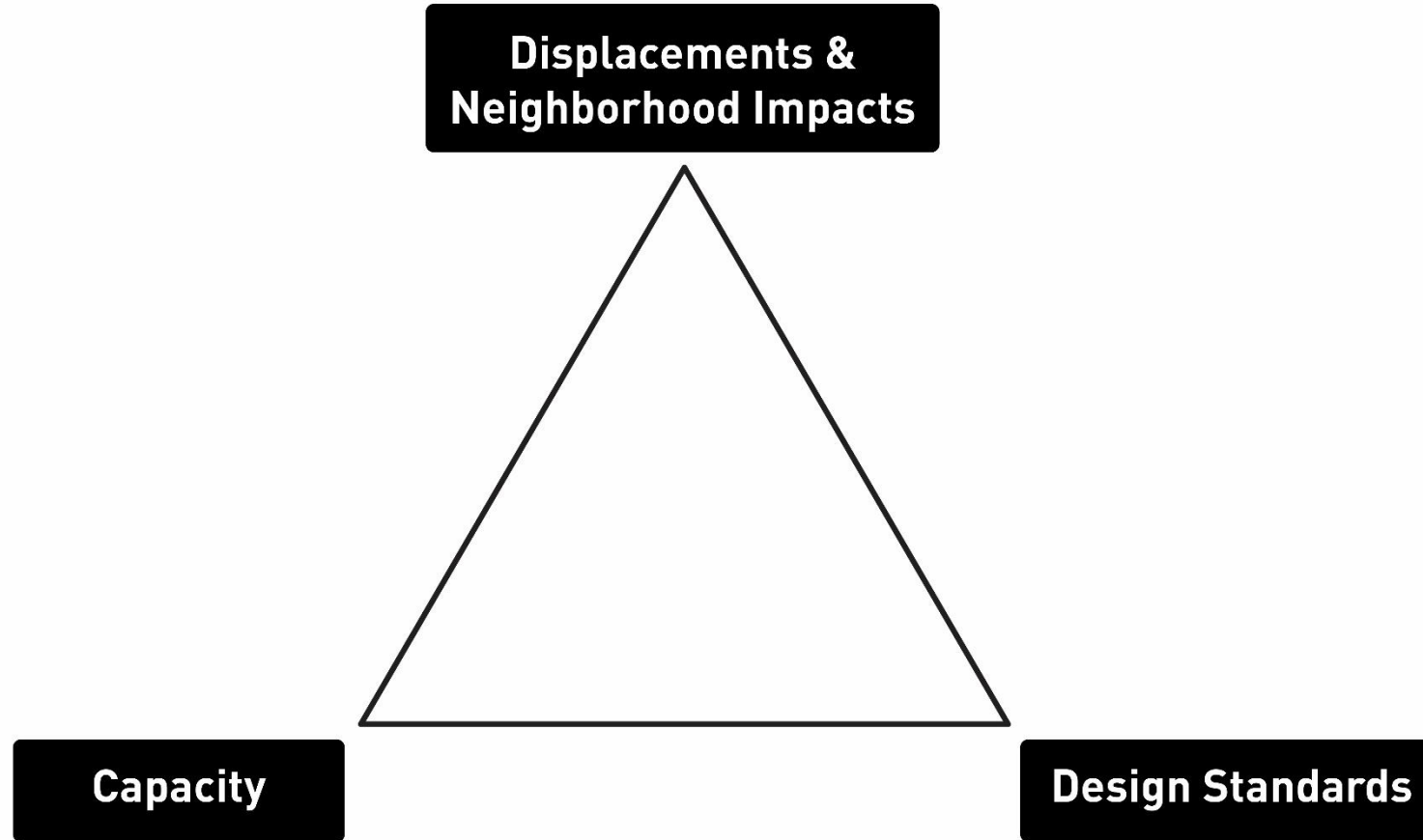
Alternative 01.4:

Minimal Maintenance Only

10%

We looked at multiple options.

Tradeoffs



The City's Vision for segments 1 and 2

- Aligns with 'Vision C' presented to the Facilitation Group
- A narrow footprint that is largely within the current right-of-way
- Minimal displacements
- No added main lanes
- Interchanges and ramps rebuilt to safety standards
- Dedicated 2-way transit lanes and BRT stations on I-45
- Frontage roads designed as city streets
- Safe bike/ped crossings, keeping as many crossings as possible
- A systematic strategy for freight movement
- Coordinated approach to reducing flooding
- White Oak Bayou and Halls Bayou greenways

Vision for segment 3

- Improved trail connections
- Additional and improved crossings
- More parks and open space
- Mitigation for lost connections
- Freight rail improvements
- Plan for 2-way HOV

Segment 3: Move forward now

- Adopt a Record of Decision
- Limited modifications and additions

Segments 1 and 2: Study alternatives

- Confirm mutual project goals
- Design and model traffic as a new alternative (or other options that meet the goals we set out)
- Conduct a comprehensive study of freight movement through the region
- Continue public input
- Make a decision following study
- Use design-bid-build for segments 1 and 2

Next steps

- No action today
- We will consider what process best meets the city's interests
 - Impact on timelines and Segment 3
 - Meeting the mayor's promise to neighborhoods
- Mayor and TxDOT work together on solutions that result in a better project

Questions?