



# Greater Northside and International Districts Safe Streets Project

FY23 Safe Streets and Roads for All (SS4A) Grant Program

Total Project Cost: \$12,679,000

FY23 SS4A Funds Requested: \$10,143,200



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## 1. Overview

Much of Houston’s roadway network was built with focus on driving as the primary mode. Roads were designed for single-occupancy vehicles, often without equitable accommodation for people who walk, roll, or take transit to get where they are going, resulting in a roadway network that encourages speeding, ignores most other travelers, and has a fatal crash rate higher than any other major city in Texas.

The Greater Northside and International Districts represent a diverse mix of nationalities and advocate for infrastructure investments that support the many ways their community members commute from place to place within the Districts and across the City. With Mayor Sylvester Turner’s 2019 Vision Zero Executive Order and 2020 release of the Houston Vision Zero Action Plan, the City has pledged to prioritize human life in the transportation system and is working to implement safe and accessible infrastructure for all modes of mobility: walking, rolling, riding transit, and driving. Approved by Harris County Commissioners Court in 2022, the Harris County Vision Zero Action Plan aligns with the international Vision Zero movement’s philosophy that traffic deaths are preventable, and that human error needs to be factored into our decision-making process.

This Greater Northside and International District Safe Streets Project is needed to further achieve [priority actions](#) identified in the Vision Zero Action Plan and to create a safer environment for all users by implementing low-cost, high-impact strategies to improve safety, correct common risks, and close network gaps in several vulnerable areas of Houston. Proposed improvements will promote safety to prevent death and serious injuries, including installing new or upgrading existing sidewalks and ramps, and upgrading traffic signals, as well as proven countermeasures such as pedestrian traffic signals, high visibility crosswalks, upgrading pavement markings, and implementing traffic calming road design changes.

Traffic fatalities are rising in Houston, especially among the most vulnerable street users—pedestrians, bicyclists, motorcyclists, low-income neighborhoods, and socially vulnerable neighborhoods.<sup>1</sup> This Safe Streets and Roads for All grant application will provide resources to improve safety on several vulnerable corridors – Airline Drive, Bissonnet Street, Jensen Drive, and Tidwell Road, and directly supports both the City of Houston and Harris County Vision Zero mission to end traffic deaths by 2030. Between 2017-2021, 1,025 crashes occurred on the project corridors, resulting in 5 fatalities and 21 serious injuries.

Nearly 25,000 individuals live within 0.5 miles of the project corridors; nearly 75% are minorities and 1 out of 3 households do not have access to a vehicle. In addition to residents living along the project corridors, people who work and go to school in the adjacent areas will benefit from the improved safety, access, and mobility. There are 19 schools with 16,600 students along or near the project corridors; all schools are Title 1 with higher-than-average percentages of economically disadvantaged students.

Residents, employees, students, and more travel Airline, Bissonnet, Jensen, and Tidwell using multiple travel modes, with 17% of commuters walking, biking, or riding public transportation to

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<sup>1</sup> City of Houston. Vision Zero Action Plan. Retrieved March 2023 from [https://houstontx.gov/visionzero/pdf/VZAP\\_Final%20Report.pdf](https://houstontx.gov/visionzero/pdf/VZAP_Final%20Report.pdf)

commute. Two of METRO’s highest ridership bus routes serve these communities: #56-Airline/Montrose and #65-Bissonnet. These two routes, plus #45 – Tidwell are planned to be or in the process of being upgraded to METRO’s BOOST standard (“Bus Operations Optimized System Treatments”). Additionally, the [University Corridor Bus Rapid Transit](#) will terminate at the Tidwell Transit Center, just north of the intersection of Jensen Drive and Tidwell Road. These planned transit improvements will be incorporated into the SS4A efforts.

USDOT’s Safe Streets and Roads for All grant would provide an opportunity to connect underserved communities, improve safety, and enhance mobility. The Greater Northside and International Districts Safe Streets Project will create more convenient, equitable, healthful, and attractive environments for present and future generations.

## 2. Location

The Greater Northside and International Districts Safe Streets for All Project includes four corridors for a total of 5.9 miles under consideration for projects and strategies to be implemented (see Figure 1):

- **Airline Drive** from 28<sup>th</sup> Street to North Main Street and at the intersections of Parker Road, Witcher Lane, Burress Street, Berry Road, Service Street, Link Road, and Gibbs Road
- **Bissonnet Street** from Eldridge Parkway to Dairy Ashford Road
- **Jensen Drive** at Aldine Westfield Road and approximately 350 feet south of Tidwell Road
- **Tidwell Road** from Nordling Street to Irvington Boulevard

Airline Road, Jensen Drive, and Tidwell Road are located approximately 5 miles north of downtown Houston, in the Greater Northside District within the City of Houston. Bissonnet Street is located in the southwest quadrant of the city, 15 miles from downtown Houston, in the International District. The Bissonnet corridor lies partially within the City of Houston and partially in unincorporated Harris County and is an extension of the previously awarded [Bissonnet Corridor SS4A](#) Project from S Dairy Ashford Road to Hillcroft Avenue.

The Houston Vision Zero program defines a High Injury Network (HIN) segment as a half-mile segment of a roadway designated as a local, major, frontage, or at-grade, state highway where at least two serious injury or fatal crashes occurred (four severe crashes per mile). Houston’s High Injury Network follows a data-driven approach that prioritizes applying safety countermeasures to the subset of City streets with historical crash problems, learning from the results, and then applying them systematically at other locations with a high probability of crashes based on similar designs and conditions. This enables the City of Houston to take a more proactive, systems-based approach which makes Vision Zero successful.

Figure 2 presents the project segments and the segments identified on the HIN. Most of the Airline and Bissonnet corridors are on the HIN, as well as the eastern section of Tidwell. Although Jensen Drive is not listed on the HIN, field observations during a community walk audit revealed several conflict points along the project corridor making it very dangerous for those walking or rolling.

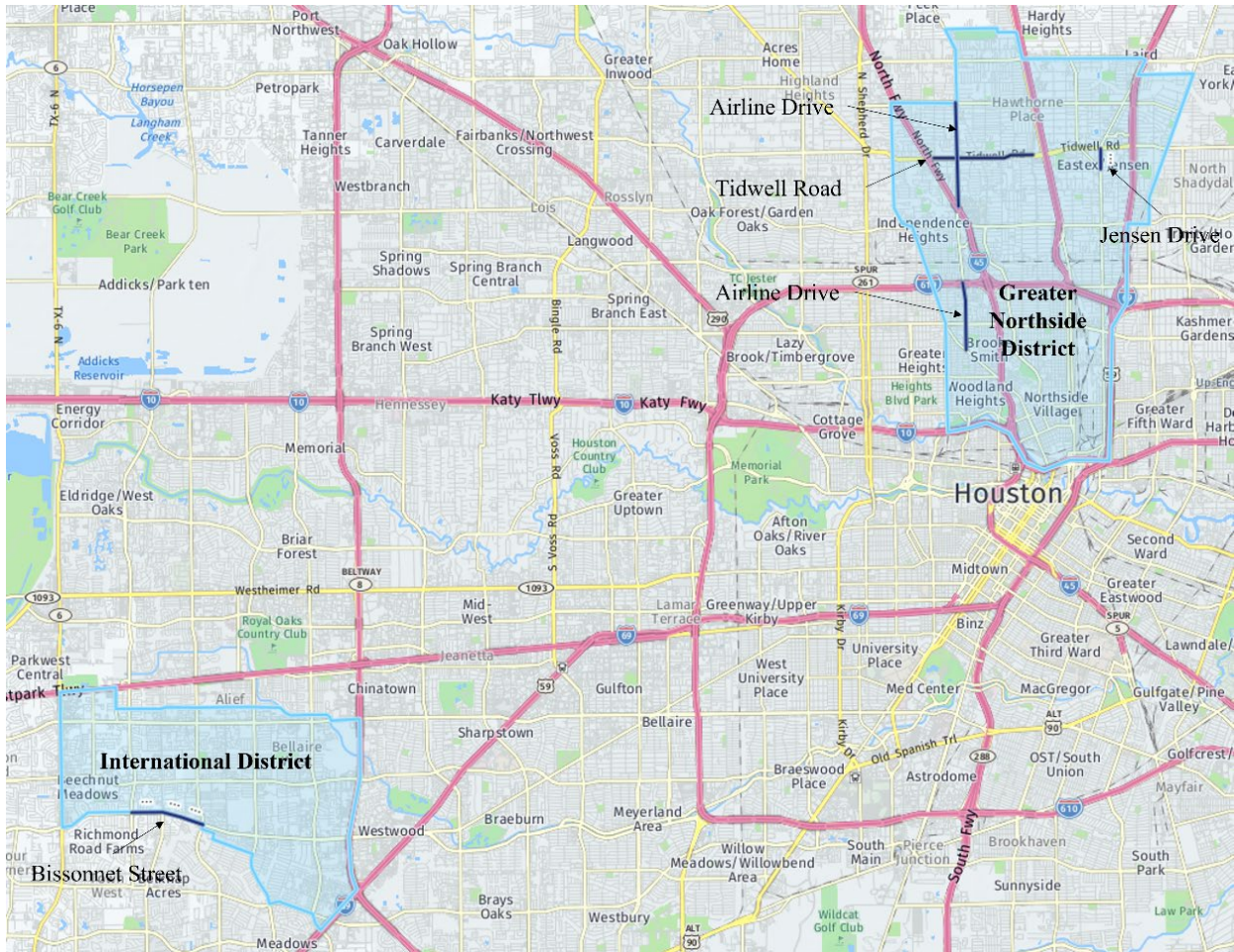


Figure 1. Project Location Map

The Greater Northside and International Districts Safe Streets Project will aim to both rectify existing crash problems as well as implement low-cost, high-impact improvements. A detailed assessment of crashes along the project corridors will commence once funding has been established, including analyzing police crash reports to look for crash trends that could be mitigated by various safety strategies, such as intersection-based treatments.

Strategies to address common crash types will stem from Federal Highway Administration (FHWA) Proven Safety Countermeasures. Based on an initial crash analysis and identification of crash types and road users, the following categories of tools have been identified, with an estimated percentage of the project budget indicated:

- Pedestrian Crossing Tools (45%) – including enhanced crosswalk visibility, rectangular rapid flash beacons, pedestrian refuge islands, and pedestrian hybrid beacons.
- Corridor Tools (55%) – walkways/sidewalks, lighting

Safety strategies identified in the Highway Safety Improvement Program (HSIP) will also be considered. The Texas Department of Transportation (TxDOT) has established numerous crash modification factors that will be applicable to recommendations along Airline Road and Bissonnet

Street. These mitigation factors have the potential to expand the impact of Safe Streets for All with future HSIP funding. The International District has successfully submitted for and received HSIP funding in recent years and, along with Greater Northside, will continue to look for future opportunities for HSIP funding.

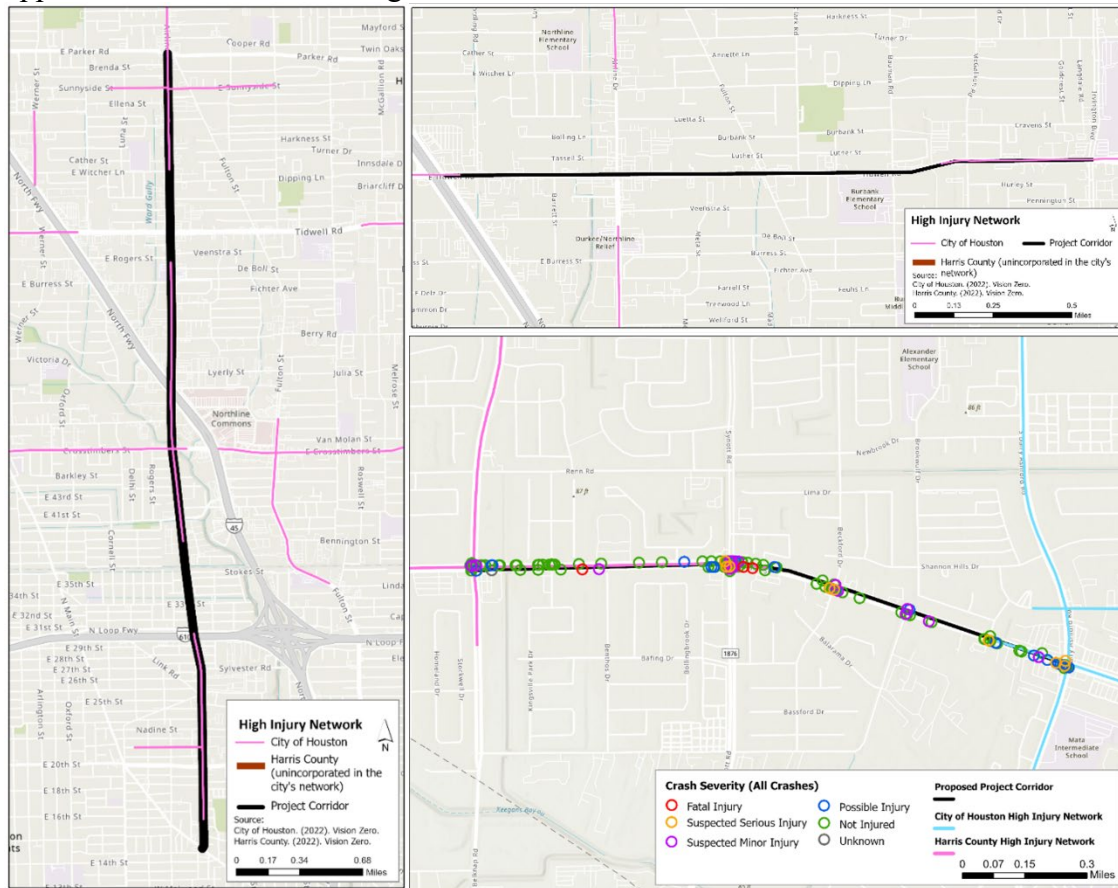


Figure 2. Project Corridors and High Injury Networks (City of Houston and Harris County).

### 3. Response to Selection Criteria

#### 3.1. Safety Impact

The Greater Northside and International Districts Safe Streets Project includes 5.9 miles of roadway with 1,025 crashes with multiple contributing factors and crash types. The crash analysis is based on State of Texas Crash Records Information System (CRIS). Greater Northside will use CRIS to analyze and report post-project on safety outcomes along the project corridors to USDOT. With a fatality and serious injury (KSI) crash rate averaging 5.2 per year and more than 4.4 per mile, the project corridors have unsafe conditions for travelers of all modes, particularly for those walking or driving. Twelve (12) serious or fatal crashes involved one vehicle going straight (Refer to Table 1). Failure to yield right of way was a contributing factor in 10 fatal or serious crashes (Refer to Table 1).

Sidewalk width is a key facility attribute that directly affects the comfort, convenience, and safety of the facility for pedestrian use. Most people will not walk on high volume streets with sidewalks in poor condition. According to the 2017 FHWA National Household Travel Survey, over 65% of respondents indicated that they do not walk more because there are no sidewalks or sidewalks are in poor condition and over 35% of respondents indicated they don't feel safe walking due to heavy

traffic volumes.<sup>2</sup> Airline, Bissonnet, and Tidwell have an average daily traffic volume of 19,800 with 4.5% truck traffic. The existing sidewalk network on segments in the Greater Northside and International District Project is generally undersized and in fair to poor condition; broken or nonexistent sections are common.

Table 1. Crash Type, Severity, Manner of Collision, and Contributing Factor

For All Segments (Combined)	Fatalities	Serious Injuries	Total
Pedestrians	3	10	13
Motorists (Drivers, Passengers, Motorcycle)	2	9	11
Bicyclists	0	2	2
Total	6	21	26
Manner of Collision	Fatalities	Serious Injuries	Total
One motor vehicle - going straight	3	9	12
One motor vehicle - turning right	1	4	5
Angle - both going straight		2	2
Opposite direction - both going straight		1	1
Opposite direction - one straight-one stopped		1	1
Same direction - both going straight-rear end		1	1
Same direction - one straight-one left turn		1	1
Contributing factors	Fatalities	Serious injuries	Total
Failed to yield right of way	1	9	10
Failed to drive in single lane	2	2	4
Failed to control speed		3	3
Distraction in vehicle / driver inattention		2	2
Turned improperly / turned when unsafe	1	1	2
Under the influence		1	1
Other	1	3	4
Grand total	5	21	26
<i>Source: Texas Department of Transportation, Crash Record Information System, 2017-2021</i>			

At the intersection of Airline Drive, Link Road, and Gibbs Street, a safe pedestrian crossing is needed due to the configuration of the roadway. The Farmers Market located on the east side of the street attracts many pedestrians who cross Airline Drive. One reported severe pedestrian crash occurred at the intersection of Airline Drive and Link Road in 2021. This crash could potentially be avoided in the future by installing Rectangular Rapid Flashing Beacons (RRFB).

To access the entrance to McDonald’s at 9411 Jensen Drive, about 350 feet south of Tidwell Road, northbound traffic either has to make a U-turn at the intersection with Tidwell Road or turn left at the nearest median opening and risk driving against traffic. During the walk audit, participants observed several vehicles travel the wrong direction on Jensen Drive to access the McDonald’s

<sup>2</sup> Federal Highway Administration (2017). National Household Survey. Retrieved August 2021 from <https://nhts.ornl.gov/>

entrance, which is offset from the existing median opening. There has been 1 reported crash at this location (no injuries). However, after speaking with the community, many confirmed this is standard practice (many admitted to it themselves), making it extremely unsafe for pedestrians and cyclists. Improvements here will take a proactive approach to improving safety and creating a safe street for all users.

FHWA Proven Safety Countermeasures that address these unsafe conditions will save lives, such as sidewalks, pedestrian traffic signals, high visibility crosswalks, upgrading pavement markings, and implementing traffic calming road design changes.

The proposed improvements will add new sidewalks where none existed previously and increase existing sidewalk width to allow for a safe, comfortable facility for users walking or rolling as well as align with planned improvements to transit amenities along the several of the project segments. Several of the existing traffic signals are not up to current design standards and have worn-out pavement markings and crosswalks. On Bissonnet Street, clusters of crashes are at/near the intersections of Synott Road and Beckford Drive, including several pedestrian crashes resulting in serious injuries (See Figure 2). The proposed improvements include upgrading traffic signals and adding high visibility pavement and crosswalk markings at these intersections to improve safety. Improving existing traffic signals to current design standards can reduce intersection related crashes by 24% according to crash reduction factors assigned by the Highway Safety Improvement Program and Texas DOT; installing sidewalks where none existed previously can reduce pedestrian-related crashes by 65-89%.<sup>3</sup> In fact, one severe pedestrian crash that occurred at the intersection of Airline Drive and Link Road could be avoided in the future by upgrading traffic signals, pavement markings, and crosswalks. The Project proposes to install Rectangular Rapid Flashing Beacons to improve pedestrian safety at this intersection. For pedestrian crashes, RRFBs can reduce crashes up to 47%<sup>4</sup> and increase motorist yielding rates up to 98%.<sup>5</sup>

### 3.2. Equity, Engagement, Collaboration

#### 3.2.1. Equity

A key pillar of the Houston Vision Zero Action Plan is a commitment to engaging and reinvesting in the transportation networks of Socially Vulnerable Communities. While Socially Vulnerable Communities contain only 33% of Houston's streets, they contain 52% of High Injury Network streets. The surrounding communities have a high social vulnerability rating and many live in areas of persistent poverty. The project corridors travel directly through underserved communities in Alief, Northline, and Eastex-Jensen. USDOT recognizes these communities as Historically Disadvantaged, Economy Disadvantaged, with 74% of the population living in disadvantaged census tracts (See Figure 4; refer to DOT ETC attachment).

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<sup>3</sup> Gan et al. Update of Florida Crash Reduction Factors and Countermeasures to Improve the Development of District Safety Improvement Projects. Florida DOT, (2005).

<sup>4</sup> NCHRP Research Report 841 Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments, (2017).

<sup>5</sup> Fitzpatrick et al. "Will You Stop for Me? Roadway Design and Traffic Control Device Influences on Drivers Yielding to Pedestrians in a Crosswalk with a Rectangular Rapid-Flashing Beacon." Report No. TTI-CTS-0010. Texas A&M Transportation Institute, (2016).



### 3.2.2. Engagement Activities

Development of the Houston and Harris County Vision Zero Action Plan included robust engagement to identify where community members were most concerned about unsafe streets. Other large-scale engagement activities include the [2019 International District Livable Centers Study](#), [2013 Greater Northside Management District Pedestrian/Transit Access Master Transportation Plan](#), and the recently completed [Northside on the Move](#) Capital Projects Development Strategy, a collaborative community planning effort between the Greater Northside District and Harris County Precinct 2. Airline, Jensen, and Tidwell were identified as a priority for, and by, the community to improve safety, access, and connectivity and drive economic development in the area and along the corridor. The International District completed a similar [capital project development strategy](#) in late 2022. This study identified Bissonnet as a priority for improvement.

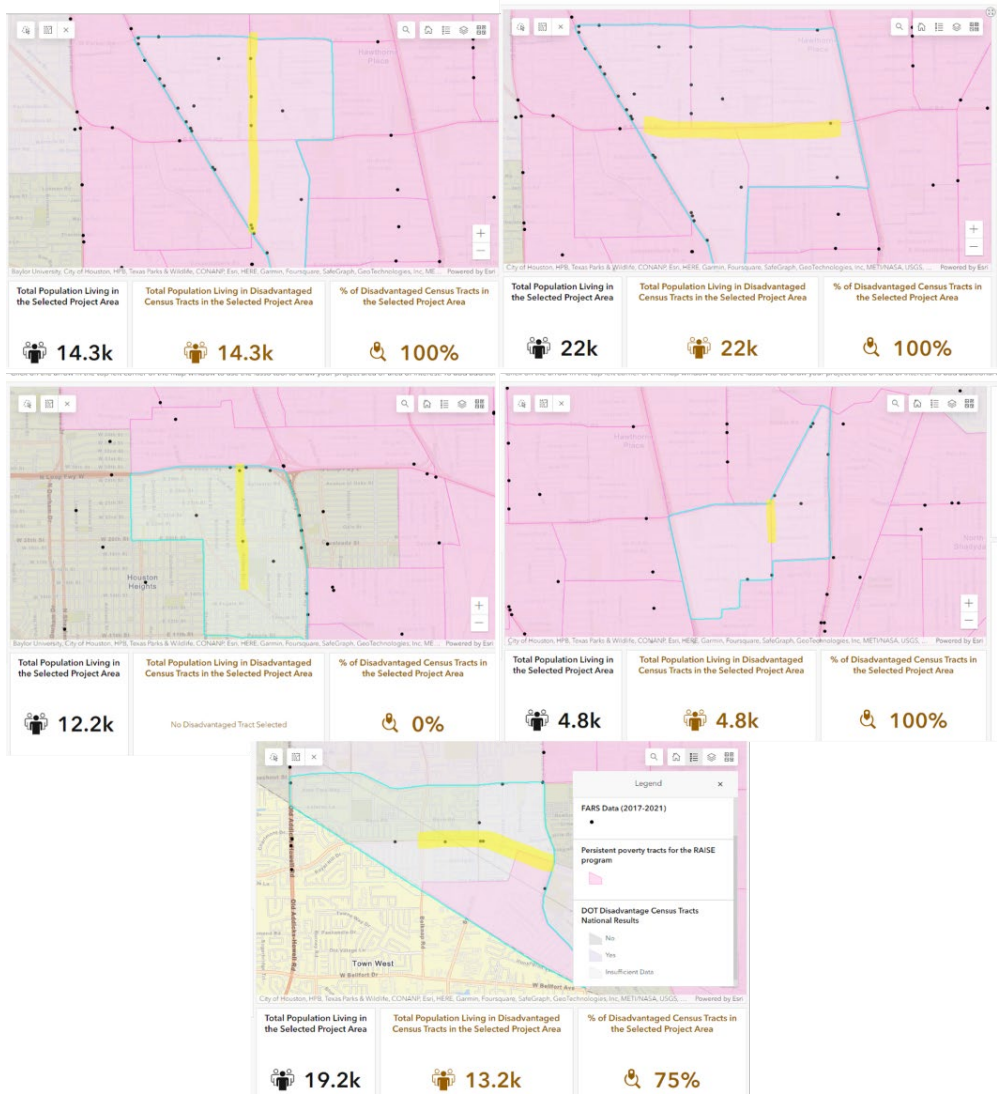


Figure 3. Screenshots from ETC Explorer for each project segment

As part of *Northside on the Move*, the community had several opportunities to provide input on projects, including an online survey, two community meetings, and two walk audits. A total of 91 surveys were completed. Respondents indicated there is a need for additional sidewalks and bicycle lanes in the community, and many of the challenges they experience when traveling to their most frequented places around the District are due to inadequate sidewalk coverage, safety concerns, and poor roadway conditions.

Greater Northside Management District was recently awarded a Harris County Precinct 2 Partnership Project to *Reimagine Jensen*, which will enable the District to conduct additional community engagement to determine the design concept for Jensen Drive from Parker Road to Kelley Street. SS4A efforts will be incorporated into this effort.

### 3.2.3. Collaboration

In addition to the Houston and Harris County Vision Zero Action Plans, this project is supported by many other City and regional plans - each with robust community engagement, as well as state and federal planning initiatives, including:

- [USDOT FY 2022-26 Strategic Plan](#)'s safety, equity, climate, and sustainability goals to make our transportation system safer for all people, promote safe, accessible, and multimodal access to opportunities and services, and to build more sustainable transportation systems.
- [TxDOT's 2023-2027 strategic](#) goal to promote safety.
- [2045 Houston-Galveston Area Regional Transportation Plan's](#) vision for a multimodal transportation system that supports enhanced economic vitality, promotes safety, access, and mobility.
- [2020-2024 Regional Comprehensive Economic Development Strategy's](#) goal to support increased connectivity to activity centers and to promote safe, healthy communities with transportation options.
- [Plan Houston's](#) (2015) goal for an affordable, multimodal transportation network providing convenient access and mobility throughout the region for people and goods.
- [METRONext Moving Forward](#) Transit Plan's (METRO, 2019) vision to provide multimodal interactions for communities to connect to everyday work and life opportunities.
- [Houston Bike Plan's](#) (City of Houston, 2017) goals to improve safety and increase access.
- [Houston Climate Action Plan](#) (City of Houston) goals to reduce vehicle miles traveled, provide equitable and safe mobility choices, and improve connections to pedestrian and transit networks.
- [Houston Active Living Plan's](#) goal to promote a multimodal transportation network with active transportation options and access to high quality transit.
- [Resilient Houston's](#) (2020) goals to improve safety and well-being, and to create safe, equitable, accessible neighborhoods for all Houstonians.
- [2023 Houston Resilient Sidewalks Plan's](#) goal to create a safe, reliable, and equitable pedestrian network.
- [Greater Northside District's 10-year Service Plan](#) (2021-2030) to enhance economic growth by providing better access to businesses and neighborhoods, creating safer environment for pedestrians and bicyclists.
- [Greater Northside Capital Projects Development Strategy](#)
- [International District Capital Projects Development Strategy](#)

- [Eastex-Jensen Resiliency Plan's](#) goals to complete the mobility network in the neighborhood and expand the sidewalk network to provide safe access to area schools, parks, transit, and other amenities.

### 3.3. Effective Practices and Strategies

The Greater Northside and International District Safe Streets Project will employ the Safe Systems approach. While specific designs will be determined in the next phase, the following safety elements from the [National Roadway Safety Strategy](#) are anticipated to be included based on analysis of crash data and successful implementation from recent projects:

- **Safer People:** The Project will address the safety of all road users, including those who walk, roll, use transit, drive, or use other modes. Key tools to make the road safer for people are anticipated to include pedestrian crossing locations, high visibility crosswalks, wider sidewalks, curb ramps, multi-use paths, additional traffic signals, bus stops that meet METRO's BOOST and Universal Accessibility designs, assessing and adjusting median openings, and both street- and sidewalk-focused lighting. Once people feel safe walking or rolling along these corridors, they will feel more comfortable travelling to key local destinations, like the Farmers Market.
- **Safer Roads:** The Project will be designed to accommodate human mistakes to reduce the severity when crashes do occur. Key tools to a safer road are anticipated to include proven countermeasures to facilitate safe travel by the most vulnerable users, such as crosswalk visibility enhancements (lighting, signing, pavement markings, high visibility), medians and pedestrian refuge islands, and rectangular rapid flashing beacons (reduce crashes up to 47% for pedestrian crashes; increase motorist yield rates up to 98%), as well as improved traffic signals with dedicated times for different road users to cross intersections.
- **Safer Speeds:** Speeding increases both the frequency and severity of crashes. Key tools to achieve safer speeds are anticipated to include more regular pedestrian crossings with signals and beacons, and high visibility crosswalks. Addressing speed is fundamental to the Safe System Approach to making streets safer, and a growing body of research shows that speed limit changes alone can lead to measurable declines in speeds and crashes.<sup>6</sup>

The lack of comfortable and safe pedestrian infrastructure impacts the accessibility of area transit and other amenities. Improvements to pedestrian, cycling, transit facilities, and transit vehicles often provide amenities that can improve the quality or comfort of journeys made by active transportation (e.g., cyclists and pedestrians) and public transportation users. Convenient access to frequent and reliable public transit is key to connect residents to job centers, grocery stores, and other resources outside the boundaries of the neighborhood. Several individuals have been observed walking in the roadway due to a lack of sidewalk infrastructure along the project corridor. This project will install new or upgrade existing sidewalks along the project corridors, closing the gap in the sidewalk network and creating a contiguous multimodal pathway for all users to safely access residential and commercial areas, as well as transit.

Proposed improvements include installing new sidewalks where sidewalks currently do not exist (aligns with goals set forth in the Houston Vision Zero Action Plan) and upgrading current

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<sup>6</sup> Hu, W. and J. Cicchino (2019). [Lowering the speed limit from 30 to 25 mph in Boston: effects on vehicle speeds](#). Insurance Institute for Highway Safety.

sidewalks along the project corridor; upgrading traffic signals to improve safety and resiliency; installing new streetlights; upgrading pavement markings and crosswalks; upgrading bus stops with new amenities; and improving the median as needed. This project complements the City of Houston’s Bissonnet Corridor Safe Streets Project from S. Dairy Ashford Road to Hillcroft Avenue.

A segment of Airline Drive may be a candidate for multimodal improvements and other low-cost safety solutions. The proposed improvements call for enhancements to the intersection of Airline and Link Street, Service Street, and Gibbs Street, including a pedestrian refuge island and rectangular rapid flashing beacons. A preliminary analysis conducted as part of the recent capital projects development strategy also indicates that additional pedestrian and bicycle improvements may be feasible on Airline Drive between 28<sup>th</sup> Street and North Main Street. This section of Airline is home to the Farmers Market and many produce distribution Strategic identification of segments such as this will help bring significant safety improvements to vulnerable road users without requiring additional right-of-way.

#### 3.4. Climate Change, Sustainability, and Economic Competitiveness

Airline, Bissonnet, Jensen, and Tidwell are all mixed-use corridors in densely populated communities in Houston. People live, work, play, pray, shop, and learn in close proximity, but often these trips are made by car because it is unsafe to use other modes. By creating a safe street for all users and modes, many of these trips can shift to walking, biking, and transit. These changes to travel behavior will directly reduce vehicle-related pollution, especially greenhouse gas emissions. This goal connects Houston’s Vision Zero Plan with the Climate Action Plan and Resilient Houston strategy, all of which commit the City to reducing greenhouse gas emissions by encouraging non-Single Occupancy Vehicle travel. A benefit-cost analysis has been completed for each of these corridors, and with the proposed improvements it is anticipated that over 150 trips per day will be shifted from automobile to pedestrian.

According to the [2023 Houston Resilient Sidewalks Plan: Citywide Toolkit](#), “as a critical element of the built environment in Houston, sidewalks support citywide connectivity and provide a safe travel option for people of all ages and abilities within the right-of-way (ROW), [serving as] the primary means of access for many Houston residents to uses including, but not limited to, residences, businesses, retail, and public institutions.” This project will complete the sidewalk network along the project corridor, improving access to residences, businesses, healthcare, schools, and transit. These improvements will contribute to the creation of a “resilient pedestrian network,” enabling the community to recover more quickly after a disaster due to improved access to essential services such as groceries and health care.

Historically, Houston’s development code has required significant off-street parking, creating a hostile pedestrian environment. In 2020, Houston adopted a new [Walkable Places and Transit Oriented Development ordinance](#), which recognizes that pedestrian- and transit-focused corridors should have different features, including significantly less on-street parking, setbacks, and larger sidewalks. This SS4A grant provides an opportunity to match the City’s development code with capital improvements and improve placemaking, so that as the corridors redevelop, people are prioritized over vehicles. The more people who can walk from their homes to nearby stores means vehicle parking will not limit activity; a walkable street leads to a more shop-able street. By making the corridor easier for walking, the budget spent on gas and vehicle maintenance can go back to other household needs, while providing safe, walkable infrastructure allows residents greater

access to jobs closer to their homes. The reduced parking requirements means fewer unattended parking lots, fewer dangerous driveway curb cuts, and the opportunity for more blocks of pedestrian-friendly commercial development. The Ordinance enables the property owner to decide their specific parking needs and ability to put their land to more productive use, potentially resulting in constructing larger buildings to attract more residents and visitors to the area.

The EPA has classified the Houston-Galveston-Brazoria area in moderate nonattainment of the eight-hour ozone standard; air quality does not meet federal standards.<sup>7</sup> The investment in mobility infrastructure could produce environmental benefits due to decreased automobile use and decreased vehicle delay resulting in a reduction of air pollutants, which is important to the region's future growth. Two of the gravest concerns are Nitrogen Oxides (NOx) and Volatile Organic Compounds (VOCs), which when combined create ground-level ozone. Ground-level ozone can cause acute respiratory health effects, including, but not limited to, aggravated asthma, difficulty breathing, damaged airways, and other related symptoms.<sup>8</sup> The Houston metropolitan area experiences about 25-30 "unhealthy," or worse, air quality days per year, the most of any metro in Texas. According to the American Lung Association, Houston is ranked as the 9<sup>th</sup> worst city for ozone in the United States.<sup>9</sup>

#### 4. Project Readiness

The Greater Northside Management District has experience planning, designing, and constructing projects with various partners that meet scope, schedule, and budget, most recently with the [Quitman Street Project](#) (currently accepting bids; anticipated construction in late 2023). The Quitman Street Project is a partnership between Greater Northside Management District, Harris County Precinct 2, METRO, and the City of Houston that will implement pedestrian and bicycle improvements to increase safety and improve comfort for Quitman Street users from Houston Avenue to Elysian Street.

A preliminary analysis of crashes prepared for this application indicates that there are opportunities to improve safety along the project corridors. Specific locations and treatments will be identified once funding is awarded. At that time, the District will comply with the City of Houston's standard process for project development, called a Design Concept Report (DCR). The DCR process will:

- Undertake design-level community engagement and stakeholder outreach, to understand any local concerns about the project corridors.
- Address any conflicts with other projects and utilities.
- Identify the set of highest-impact treatments for each project corridor that can be fully funded by the awarded amount.
- Prepare long-range cost estimate for the proposed improvements.

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<sup>7</sup> United States Environmental Protection Agency (2022). Health Effects of Ozone Pollutions. Retrieved March 2023 from <https://www.epa.gov/ground-level-ozone-pollution/health-effects-ozone-pollution>

<sup>8</sup> United States Environmental Protection Agency (2022). Health Effects of Ozone Pollutions. Retrieved March 2023 from <https://www.epa.gov/ground-level-ozone-pollution/health-effects-ozone-pollution>

<sup>9</sup> American Lung Association (2022). State of the Air Report. Retrieved March 2023 from <https://www.lung.org/research/sota>

The DCR will result in 30% plans that will have been fully vetted by all responsible parties and stakeholders. The plans will then proceed to 60%, 90%, and 100% shortly thereafter, with quick review times anticipated at all stages.

The Project can begin procurement for design and preconstruction activities immediately upon award and grant agreement implementation. The schedule assumes obligation of funds by the end of calendar year 2025 and it anticipates the completion of construction elements by June 2028. The District, in coordination with the City of Houston, will implement this project through a traditional Design-Bid-Build approach, thereby reducing procurement risk. The schedule risk associated with the Project is very low. The Greater Northside Management District will manage the grant and all design and construction contracts. Once awarded, local funding will be approved by City Council, of which both District Councilmembers representing the project area have expressed support. (See Attachment for Letters of Support.)

#### 4.1.Environmental

An environmental assessment has been completed for each of the project corridors as components of Capital Projects Development Strategies commissioned by the Greater Northside and [International Districts](#). This assessment indicated that no adverse impacts or displacement is expected as a result of the Project. It is expected that this project will require a Categorical Exclusion to comply with the National Environmental Policy Act of 1969. Given that the project will take place entirely on existing public right-of-way in an urban area, no adverse impacts to the environment are expected. (See Attachment for Supplemental Information.)

#### 4.2.Permitting

The Project does not include stormwater conveyance or any other large impact to the subsurface. The Greater Northside Management District will be the owner and implementer of the project. All permits related to lane closures, street-cut permits, and construction permits that will be required all fall under the purview of the Houston Public Works department.

#### 4.3.Approvals

There are no additional legislative approvals necessary for the project. The City of Houston's City Council will approve the local match amount included in this application upon award of grant notification. In addition, the project will be added into the City's five-year Capital Improvement Program. The District understands that all major transportation capital projects include a level of risk and will work with the International District, City of Houston, and Harris County to fully assess and address any potential risks associated with its projects before they begin. The District also understands the reporting requirements and financial best practices associated with responsibility as a federal funding recipient. Furthermore, the City has its own significant financial stake in the Project and has taken necessary precautions to ensure this Project is completed on time and within budget.

#### 4.4.Self-Certification Worksheet

See Attachment

#### 4.5.Budget

This SS4A grant will provide funding for implementation projects in two vulnerable areas in Houston – Greater Northside and International Districts, outlined in Table 2. The total cost to implement the proposed projects and strategies discussed in this application is estimated to be \$12,679,000, including \$10,143,200 in federal costs (80% of the total). Of the \$10,143,200 in Federal funding requested, 55% will be spent in, and provide benefits for underserved communities. Projects and strategies include both behavioral and operational improvements, such as installing new or upgrading existing walkways, installing high visibility crosswalks, installing new or upgrading existing curb ramps to be ADA compliant, and installing RRFBs where warranted.

Table 2. Supplemental Estimated Budget

<b>Itemized Estimated Costs of the (C) Proposed Projects and Strategies</b>			
	<b>Federal Costs</b>	<b>Total Project Costs</b>	<b>Federal Funds to Underserved Communities</b>
<b>Implementation Project #1 (Greater Northside)</b>	\$ 5,741,600.00	\$ 7,177,000.00	\$ 1,200,000.00
Airline Dr Bike & Ped Facilities (28th St - N Main St)	\$ 4,541,600.00	\$ 5,677,000.00	\$ -
Tidwell Rd Sidewalks (Nordling St - Irvington Blvd)	\$ 844,000.00	\$ 1,055,000.00	\$ 844,000.00
Airline Dr Select Intersections	\$ 208,000.00	\$ 260,000.00	\$ 208,000.00
Jensen Dr Select Intersections	\$ 148,000.00	\$ 185,000.00	\$ 148,000.00
<b>Implementation Project #2 (Int'l Mgmt. District)</b>	\$ 4,401,600.00	\$ 5,502,000.00	\$ 4,401,600.00
Bissonnet St (Eldridge Pkwy - S Dairy Ashford Rd)	\$ 4,401,600.00	\$ 5,502,000.00	\$ 4,401,600.00
<b>Subtotal Budget for (C) Carrying Out Projects and Strategies</b>	<b>\$ 10,143,200.00</b>	<b>\$ 12,679,000.00</b>	<b>\$ 5,601,600.00</b>
<b>Total Budget for Activities (A), (B), and (C)</b>	<b>\$ 10,143,200.00</b>	<b>\$ 12,679,000.00</b>	<b>\$ 5,601,600.00</b>
<b>Check for Match Requirement (should not &gt;80%)</b>	<b>80.00%</b>		

Key Information Table

Lead Applicant Name	Greater Northside Management District		
Lead Applicant Unique Entity Identifier (UEI)	HYKHLHTZHDH1		
Eligible Entity Type	(2) a political subdivision of a State or territory (4) a multijurisdictional group on entities described in any of the aforementioned types of entities		
Do you have additional applicants as part of a multijurisdictional group of eligible entities?	International Management District		
Total Applicant Jurisdiction Population	2020 U.S. Census American Community Survey. 146,499		
Total Applicant Jurisdiction Applicant Census Tract(s)	List of all Census tracts covered by the jurisdiction. <u>Greater Northside District:</u> 482012104 482012105 482012106 482012107 482012108 482012123 482012201 482012202 482012203 482012204 482012205 482012206 482012207.01 482012207.02 482012208 482012209 482012210 482012211	482012217.01 482012220 482012304 482012305 482012317 482015103.01 482015103.02 482015114 482015115 482015116 482015303 482015304 482015305.01 482015305.02 482015306 482015307.02  <u>International District:</u> 481576724.01, 482041523, 482014524.02, 482014525.01, 482154525.02, 482014526.01,	482014526.02, 482014527.01, 482014527.02, 482014527.03, 482014528.01, 482014528.02, 428014529, 482014530.01, 482014530.02, 482014533, 482014534.01, 482014534.03, 482014534.04, 482014534.05, 482014534.01, 482014535.02, 482014536.01, 482014536.03, 482014536.04, 482014537.01, 482014537.02, 482014538, 482014539.01, 482014539.02



	482012212 482012213.01 482012213.02 482012214		
Total Applicant Jurisdiction Count of Motor Vehicle-Involved Roadway Fatalities that includes the last five years of data made available in FARS during the NOFO period	From the Fatality Analysis Reporting System (FARS) for the applicant jurisdiction. 2017-2021 data.  5		
Total Jurisdiction Average Annual Fatality Rate (per 100,000 population)	The fatality rate calculated using the 5-year annual average from the total count of fatalities based on FARS data, divided by the population of the applicant's jurisdiction based on 2020 U.S. Census ACS population data.  27.9		
Census Tract(s) of the project(s)	Census tract(s) where project(s) would take place.  <u>Greater Northside District:</u> 482012205 482012206 482012207.01 482012209 482012210 482012213.01 482012213.02 482012214	482015114 482015115.02 482015116  <u>International District:</u> 482014537.01 482014538 482014539.01 482014539.02	
Specific project location(s)	Names of corridors or intersections, latitude/longitude coordinates, or other description of project limits.  <ul style="list-style-type: none"> <li>- Airline Drive between 28<sup>th</sup> Street and North Main Street</li> <li>- Airline Drive and the intersections of Parker Road, Witcher Lane, Burress Street, Berry Road, Service Street, Link Road, and Gibbs Road</li> <li>- Bissonnet Street from Eldridge Parkway to S Dairy Ashford Road</li> </ul>		

	<ul style="list-style-type: none"> <li>- Jensen Drive at the intersections of Aldine Westfield Road and approximately 350 feet south of Tidwell Road</li> <li>- Tidwell Road between Nordling Road and Irvington Boulevard</li> </ul>
Percent of Population in Underserved Communities in the project area Census Tract(s)	<p>The population in underserved communities should be a percentage obtained by dividing the population living in Census tracts with an Underserved Community designation divided by the total population living in the jurisdiction.</p> <p>75%</p>
Project Area Fatalities 2017-2021	<p>Count of fatalities in the project area(s). May use source other than FARS.</p> <p>5</p>
Project Area Serious Injuries 2017-2021 OR Project Area Injuries Severity Unknown 2017-2021	<p>Count of serious injuries in the project area(s). Applicants without reliable serious injury data may use suspected serious injury figures. Please cite source.</p> <p>21</p>
Project Title	<p>A concise, descriptive title for the project. This should be the same title used in the SF-424 form and the application narrative.</p> <p>Greater Northside and International Districts Safe Streets Project</p>
Project Goals	<p>One sentence summary of the safety problem(s) this project will address.</p> <p>This project will create safer routes by applying low-cost roadway safety enhancements essential for improving safety, multimodal connectivity, and access, such as installing new and upgrading existing sidewalks, installing high visibility crosswalks, and other crossing improvements that lead to people safely walking, rolling, and using transit in several vulnerable areas of Houston.</p>
Applicant roadway safety responsibility (select all that apply):	<ul style="list-style-type: none"> <li>• Have an agreement from the agency that has ownership and/or maintenance responsibilities for the roadway within the applicant’s jurisdiction</li> </ul>
Primary project purpose (select one)	<ul style="list-style-type: none"> <li>• Infrastructure Projects and Strategies</li> </ul>
Roadway users that this project will	<ul style="list-style-type: none"> <li>• Pedestrians</li> <li>• Bicyclists</li> </ul>

significantly benefit (check all that apply)	<ul style="list-style-type: none"> <li>• Micromobility Users (e.g., scooters, etc.)</li> <li>• Transit Users</li> <li>• Motorists</li> </ul>
Does this project include major construction, minor construction, or both?	<ul style="list-style-type: none"> <li>• Minor construction projects</li> </ul>
Does your project include Demonstration Activities?	See Section A.2.i. No
Would you consider accepting funding for only demonstration activities and/or supplemental planning?	Yes, no, n/a.  N/A
Total Federal Funding Request	Must be a whole number (no cents).  \$10,143,200
Total Local share/Match	Must be equal to, or greater than, 20% of total project cost.  \$2,535,800
Total Project cost	Sum of Total Federal Funding Request and Total Local share/Match.  \$12,679,000
Total Federal Funds Allocated to Underserved Communities	Funds to be spent in Census tracts identified as underserved through the DOT Equitable Transportation Community Explorer tool.  \$5,601,600
Supplemental Planning Activities (A) Federal Funding Request - \$0 / N/A	
Supplemental Planning Activities (A) Total Project Costs - \$0 / N/A	
Planning, Design, and Development Activities for Projects/Strategies (B) Federal Funding Request - \$0 / N/A	

Planning, Design, and Development Activities for Projects/Strategies (B) Total Project Costs - \$0 / N/A	
Carrying Out Projects and Strategies (C) Federal Funding Request - \$10,143,200	
Carrying Out Projects and Strategies (C) Total Project Costs - \$12,679,000	
Existing Comprehensive Safety Action Plan (or equivalent)	Houston Vision Zero Action Plan - <a href="https://houstontx.gov/visionzero/pdf/VZAP_Final%20Report.pdf">https://houstontx.gov/visionzero/pdf/VZAP_Final%20Report.pdf</a> Harris County Vision Zero Action Plan - <a href="https://www.eng.hctx.net/Portals/33/Vision_Zero/HC_Vision_Zero_Action_Plan_Report-09-12-2022.pdf">https://www.eng.hctx.net/Portals/33/Vision_Zero/HC_Vision_Zero_Action_Plan_Report-09-12-2022.pdf</a>