

PRELIMINARY REPORT

E: Inner Katy Transit Corridor Street (TCS)

APPLICANT: Metropolitan Transit Authority of Harris County (METRO)

JURISDICTION: COH

PRECINCT: Harris County Precincts 1 & 4
COUNCIL DISTRICT: A, C, H, I

PROPOSAL:

The Metropolitan Transit Authority of Harris County (METRO) is requesting to designate the METRORapid Inner Katy Bus Rapid Transit (BRT) route as a Transit Corridor Street (TCS) in the Major Thoroughfare and Freeway Plan (MTFP).

APPLICANT'S JUSTIFICATION and HISTORY:

The METRORapid Inner Katy Bus Rapid Transit (BRT) project was included in the METRONext Plan and adopted by the METRO Board of Directors in 2019. The project will extend the existing METRORapid Uptown Line (Silver Line) from its current terminus at the Northwest Transit Center (NWTC) to east of Downtown Houston (EaDo) at St. Emanuel Street. The project includes a bi-directional transit guideway to be used by the new METRORapid BRT line, and current and future express and regional express buses (Park and Ride) that operate along IH 10 and US 290.

The METRORapid Inner Katy project will begin at the NWTC and will continue east along the south side of IH 10 on an approximately four-mile-long elevated guideway to Downtown Houston. Once the project is in Downtown, it will continue along the street pairings of Capitol and Rusk Streets, finally terminating at St. Emanuel Street.

The METRORapid Inner Katy project will include five new stations.

1. Memorial Park Station
2. Shepherd/Durham Station
3. Studemont Station
4. Franklin/Bagby Station
5. St. Emanuel/EaDo Station

The new stations will be located adjacent to the guideway to provide local access to the METRORapid service, connect with key destinations, and improve access to METRO's BOOST and local bus transit services.

The purpose of the application is to designate the METRORapid Inner Katy project as a Transit Corridor Street (TCS). The TCS designation in the MTFP will allow for Transit Oriented Development (TOD) Street designation at applicable streets surrounding the stations. The TOD designation is necessary to begin supporting development that aligns with project goals and will help to promote transit-oriented developments adjacent to the METRORapid Inner Katy corridor. The table below shows the streets and street segments that are being requested for the proposed MTFP TCS classification.

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Table 1: MTFP Application Requests Summary

Street	Street Segment	Request	Current MTFP Classification	Proposed MTFP Classification
Inner Katy BRT Project	Northwest Transit Center to Franklin/Bagby Station	Add	No current classification	Transit Corridor Street
Bagby Street	Preston Street to Rusk Street	Reclassify	Major Collector	Transit Corridor Street
Capitol Street	I-69 to St. Emanuel Street	Add	No current classification	Transit Corridor Street
Rusk Street	I-69 to St. Emanuel Street	Add	No current classification	Transit Corridor Street
St. Emanuel Street	Capitol Street to Rusk Street	Reclassify	Major Collector	Transit Corridor Street

The applicant states that the proposed amendment is consistent with the METRONext Plan, and it furthers the City’s initiatives, as it is consistent with the goals, strategies, and programs included in the City of Houston’s Complete Streets and Transportation Plan, and the City of Houston’s Walkable Places and TOD Ordinance.

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