Committee Members

- First Ward: Jeanette Chinelli, Tami Merrick, and Marci Perry
- Sixth Ward: Jane West and Lee Krause
- West End: Rich and Jenna Taylor
- Magnolia Grove: Paul Nicosia
- Woodcrest: Tom Dornbusch and Monica Savino
- Cottage Grove: Mary Jane Buschlen
- Camp Logan: Scott Johnson and Tom Kornegay
- Rice Military: Phyllis Thomason

Advisory support provided by Christof Spieler, Citizens Transportation Coalition, METRO Board Member, RiceUniv.
Transportation Plan Status

- 9 months of preparation beginning August 2009
- 3 months of presentations to community
- Near universal support for all major elements: rail concept and routing, streetcar, walkable streets, and trails
- Major groups all support plan: residents, business owners, developers
- Result: a framework for transport development likely to be broadly accepted and supported
Purpose of the SN22 Plan

- Anticipate and influence
- Accommodate mobility with inevitable increase in density
- Facilitate movement within SN22 and connections to other places
- Minimize transit footprint, neighborhood disruption, traffic impact, and pollution
SN22 Boundaries & Land Use
SN22 Neighborhoods
Transportation Modes Considered

Freight Rail

Commuter Rail

Light Rail

Local Transit

Hike & Bike
Regional Mobility

Possible Commuter Rail Routes
Metro Rail Plans

Completed Lines
- Main Street

In Construction
- East End Line
- Southeast Line
- North Line

In Design
- Uptown Line
- University Line

Next Phase?
- Connection thru SN22?
**Metro Rail Plans**

**Completed Lines**
- Main Street

**In Construction**
- East End Line
- Southeast Line
- North Line

**In Design**
- Uptown Line
- University Line

**Next Phase?**
- Connection thru SN22?
Light Rail

- Study Completed in 2002
Superneighborhood 22 Plans

SN22 Proposals for Freight, Commuter, and Local Transit
Rail In a Trench

- Existing Freight Rail Corridor
Transit in the Trench

- **North Line**
- **East End/SE Line**
- **Main Street Line**
- **Existing Freight Line**
- **Uptown Line**
- **NW Transit Center**
- **Trench location**
- **To Galveston**
Trenching

- All rail in a trench along Terminal Subdivision
- Safer, quieter, and less disruptive to car and rail traffic
- Reconnects neighborhoods at ground level
- Grade separation at all crossings
- Ability to add new green space
- Strongly preferred by SN22

Reno, NV
Transportation Rail Access Corridor
opened on November 22, 2005.
Trenching Concepts

Construction Sequence

Finished Sections

STEP ONE

STEP TWO

STEP THREE
4 Tracks in a Trench

- Accommodates freight rail and light rail and/or commuter rail
- Use existing freight rail corridor (terminal subdivision)
- Trenching provides essential upgrade to rail, road traffic, and neighborhoods
- Eliminates tracks on Winter Street; green space opportunity
Practical only between Houston Ave and I-10 due to freight rail grade requirements

- Freight can operate throughout construction
- Freight capacity is expanded by grade separation
- Faster and safer freight and passenger rail
- Avoids unpopular street flyovers
- Tremendous support from residents
Transit Options

- Preferred option is 2 freight rail tracks and 2 light passenger rail tracks in the trench
- Accommodates light rail for local service and light suburban express rail
- Avoids more disruptive additional rail route elsewhere
- Intercity rail could share freight tracks
- Accommodating heavy commuter rail would likely require additional route for any city light rail
- Other communities will make east and west connection choices
Rail Types – Heavy Rail

Freight Rail

Commuter Rail
Rail Types – Light Rail

Overhead Electric (LRT)

Diesel Mobile Unit (DMU)
Alternative Light Rail Alignments

- Memorial Drive or Interstate 10

(Assumes tunneling through Memorial Park)
Alternative Light Rail Alignments

- Interstate 10 or Memorial Drive alternates for light rail would allow heavy commuter rail in the trench
- Each has problems; neither is favored
- Interstate 10 route would be elevated over median; would tower over neighborhoods; large elevated stations
- Memorial Drive alternative would consume one traffic lane in each direction
- Predicated on tunneling rail under Memorial Park
- Preferably car traffic lanes would also be tunnelled adding greenspace
- Tunneling would allow needed upgrade to trail link between Memorial Park and Shepherd
Local Mobility
Washington Avenue Upgrades

Streetscape

- Widen sidewalks to 8’ to 12’ depending on width of right-of-way
- Locate signs and poles to be less obstructive
- Extensive tree planting; some benches
- Add multiple crosswalks to promote public safety, better pedestrian experience
- Preferred option is to bury utility lines
- Make it a prime destination: walkable shopping, dining, and entertainment
Traffic Flow

- Build Washington Avenue streetcar (not light rail!)
- In wider eastern section, maintain two traffic lanes in each direction (one shared by streetcar) one lane for parking
- In narrower western section maintain two traffic lanes in each direction (one shared by streetcar); no parking
- Make it pedestrian friendly; not a thoroughfare
- Move bike lane to Center Street (with bumps to separate from traffic); parking on one side; one lane of traffic in each direction
Parking

- Create a Washington Avenue parking and development district; participation by businesses in the cost of parking and possibly a portion of the cost of the streetcar
- Implement market based pricing for metered parking on Washington (so some spaces are available most of the time)
- Provide incentives to build parking structures
- Encourage and streamline parking permit program in residential neighborhoods
- Retain all city land in area (including Heights Recycling Center) for parking structures or dual use
Advantages of Fixed Rail Streetcars Over Rubber Tire Buses

- Greater capacity
- No local pollution
- Neighborhood character
- Better accessibility
- Quieter, smoother, more comfortable ride
- Obvious where the line is going
- Permanence; strong incentive for pedestrian friendly capital investment
Streetcars

- Yield to traffic
- Quick to build
- Small stations
- Frequent service
- Less expensive
Local Transit Proposal

- Washington Avenue Streetcar
Streetcar Routes

- Possible north/south streetcars to Heights and Montrose/Museum District
- Connects in downtown to light rail for trips to Medical Center and U of H
- Connects at Northwest Transit Center for trips to Uptown
Streetcars in Houston
Street Cross - Sections

- Washington Avenue
Street Cross - Sections

- Center Street
WAve: Next Steps

- Need public entity sponsor
- Need design study for street upgrades and streetcar
- Be prepared for next federal funding opportunity (missed TIGER grant application for design)
- Seed money: several developers and neighborhoods were prepared to fund TIGER application
Hike & Bike Grid

- Trail and Route Improvements
  - Trail and route
  - On & Off Street
  - New Links
  - Extensions
Hike & Bike Grid

- Current COH Bikeway Program
Hike & Bike Grid Expansion

Possible Future Expansions

- MKT Expansion to Park
- Feagan St. Expansion
- Feagan & Silver St. Expansion
- Center St. & Schuler St. Expansion
- Patterson St. Expansion
- Studemont/White Oak Expansion
Hike and Bike Trail Expansion

- Highest priority: completion of MKT trail from Shepherd westward and especially into Memorial Park
- One bridge and a short extension would connect MKT to Cottage Grove, Crestwood, etc.
- Connection to Memorial Park requires permission from UPRR or Centerpoint
- Improvement to freight rail in the trench is a bargaining chip
- Connection under rail lines on the north end of Memorial Park at I-10 is needed
Hike and Bike Trail Expansion

- Upgrade link from Memorial Park to Shepherd along Memorial Drive
- Continuous route on Center and Schuler to Memorial Park requires short off-street sections
- Feagan St. to Spotts Park and Buffalo Bayou
- Extension of White Oak Bayou Trail
- North/south routes on Sherwin, Cohn/Knox, Patterson, near Studemont, Sawyer and Silver
Summary

- SN22 wants liveable, pedestrian friendly urban neighborhoods
- SN22 wants a streetcar and upgrade of Washington Avenue as soon as practical
- SN22 wants an expanded hike and bike trail grid; especially extension of MKT trail to Memorial Park
- When rail is expanded, SN22 prefers 4 tracks in the trench: freight rail, light rail, and light commuter express rail along Terminal Subdivision
Will You Help Us?

www.sn22.org

Legend
- Existing Bikeway Plan
- Proposed Bike Plan (SN22)
- Off street Path
- Bike Lanes
- Signed Bike Lanes w/o dedicated lanes
- Proposed Washington Ave Streetcar
- Proposed Streetcar Extension Lines

Uptown Line

North Line → Freight Line

To Heights

Freight Line ←

Downtown Loop (proposed)

Main Street Line

East End Line

To Montrose