

SUPERNEIGHBORHOOD 22

TRANSPORTATION COMMITTEE

Transportation Master Plan

July 2010

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.

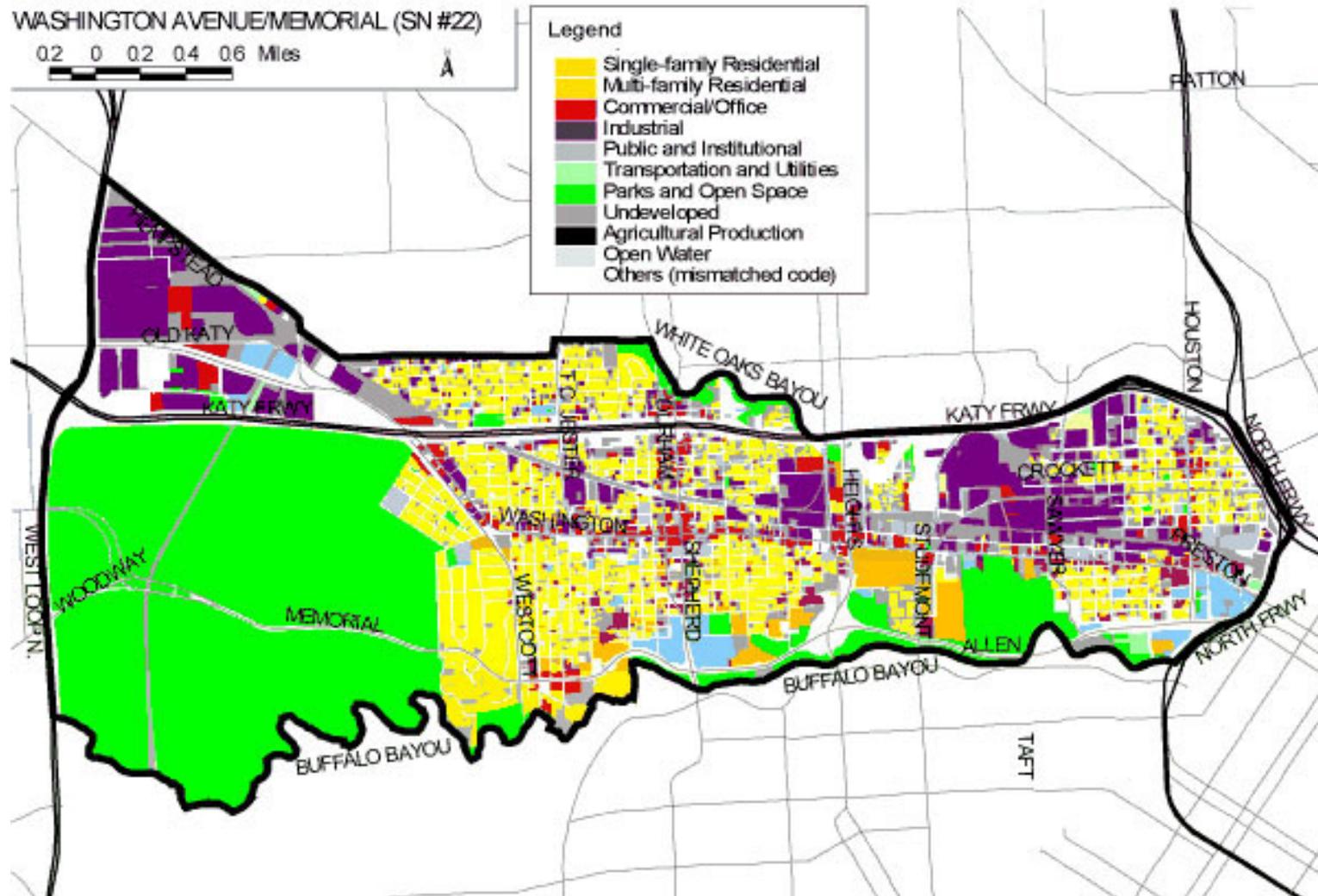
Transportation Plan Status

- 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

SUPER NEIGHBORHOOD 22
HOUSTON, TEXAS



Transportation Modes Considered

Freight Rail



Commuter Rail



Light Rail



Local Transit

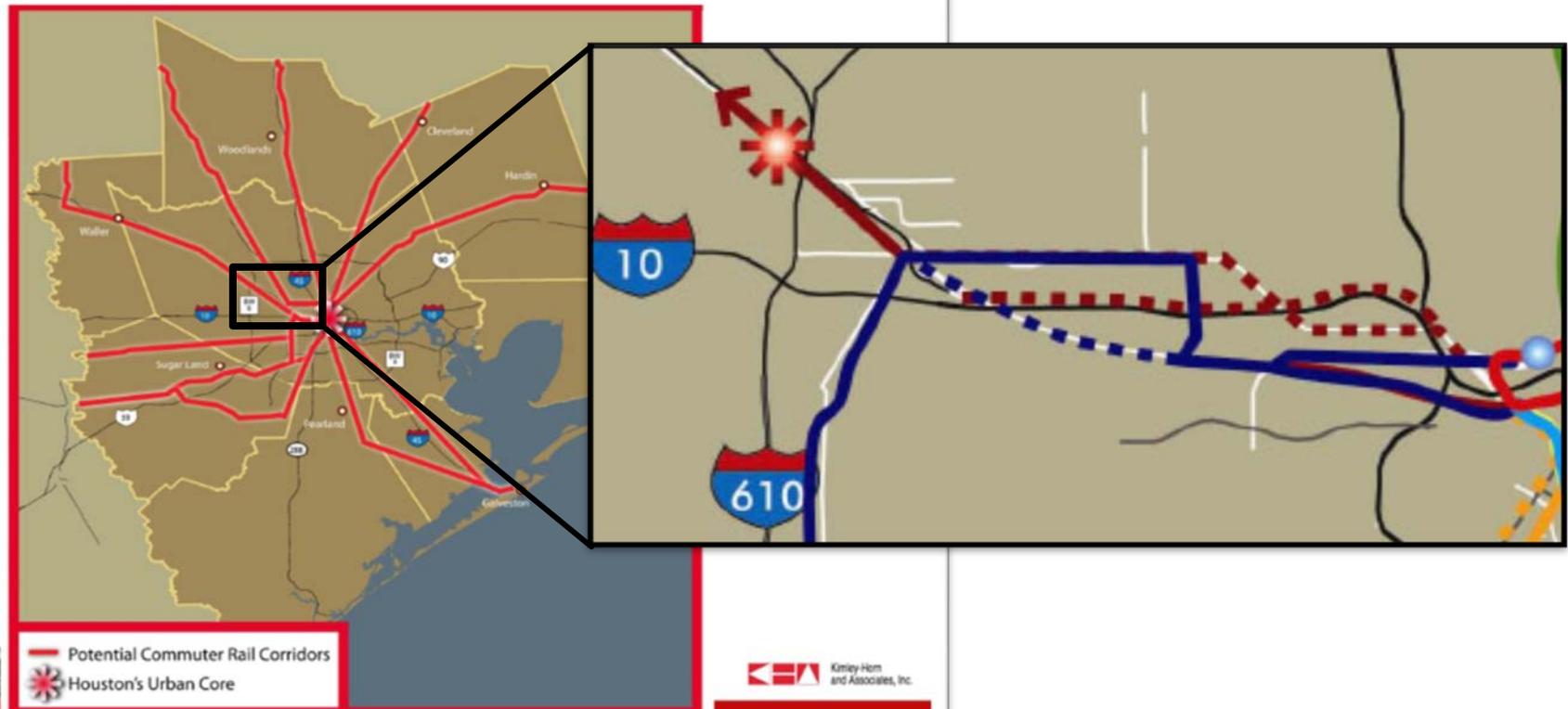


Hike & Bike

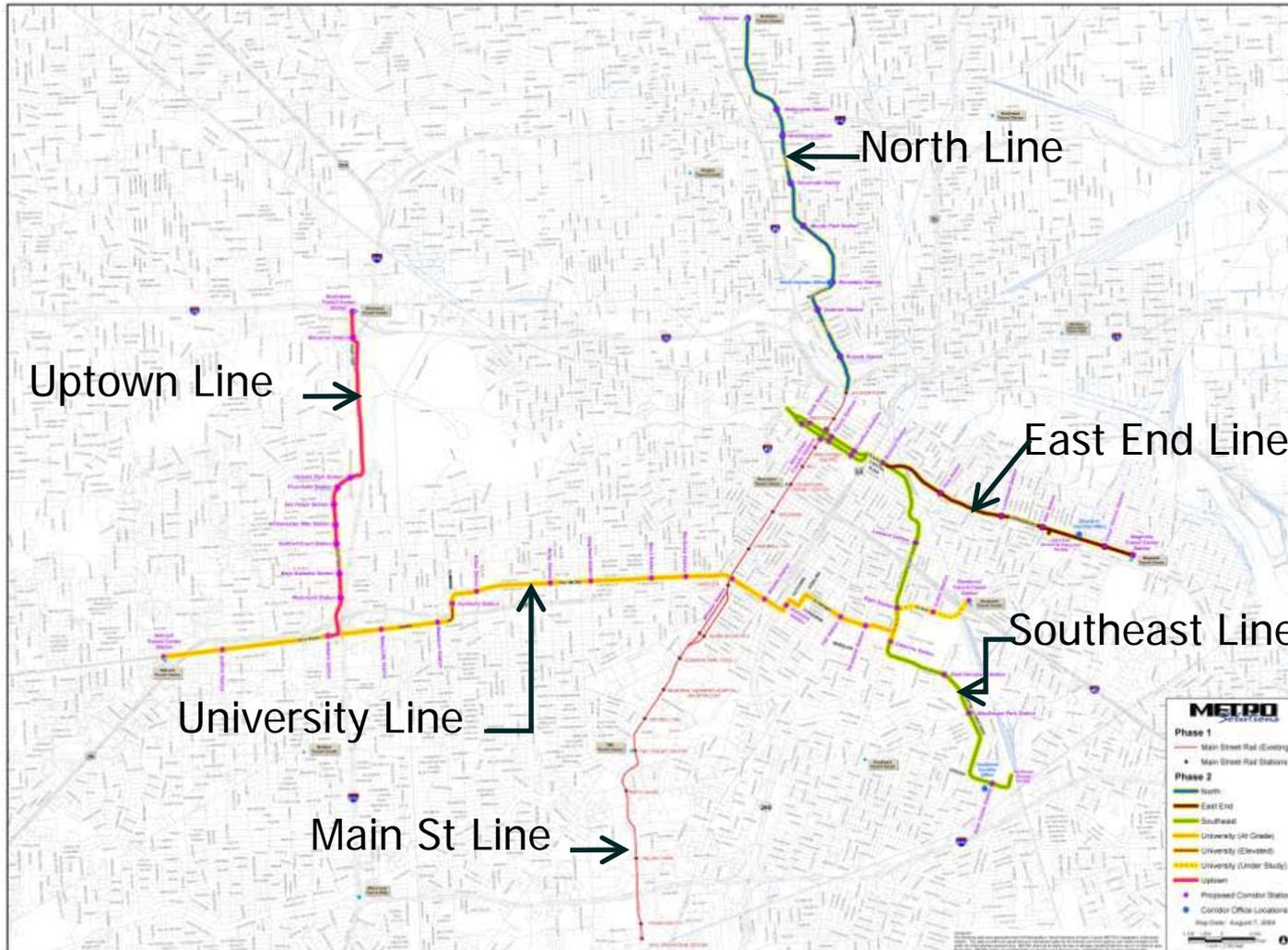


Regional Mobility

Possible Commuter Rail Routes



Metro Rail Plans



Completed Lines

- Main Street

In Construction

- East End Line
- Southeast Line
- North Line

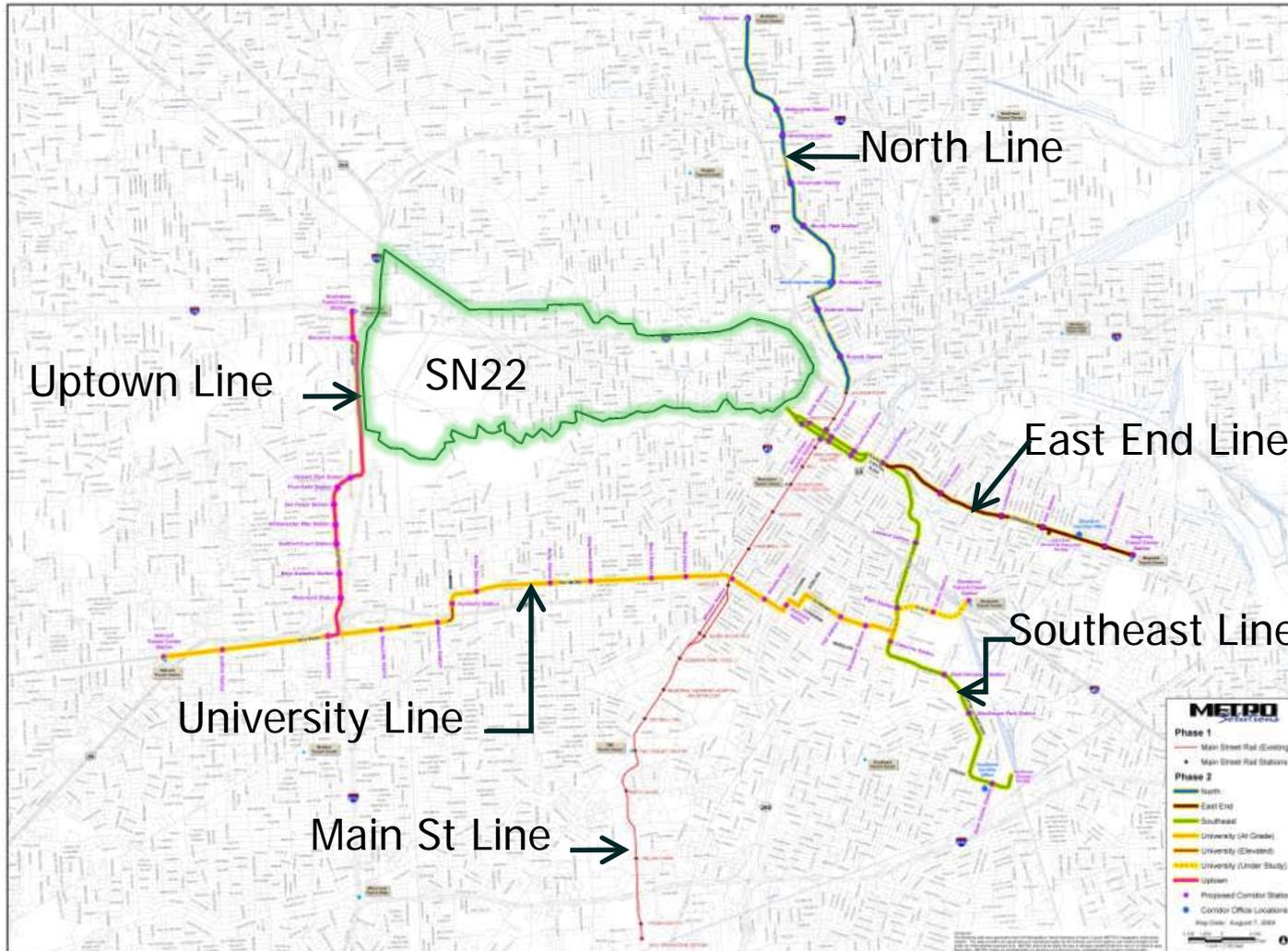
In Design

- Uptown Line
- University Line

Next Phase?

- Connection thru SN22?

Metro Rail Plans



Completed Lines

- Main Street

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In Design

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Next Phase?

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Light Rail

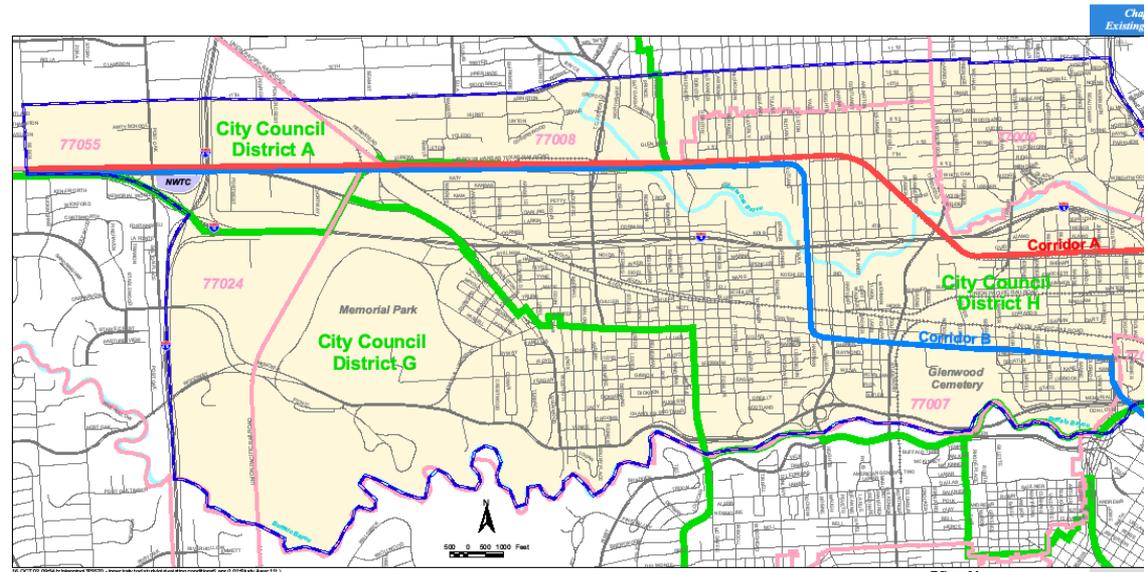
- Study Completed in 2002

INNER KATY
TRANSIT-ORIENTED
DEVELOPMENT STUDY
FINAL REPORT

PREPARED FOR
CITY OF HOUSTON
PLANNING AND DEVELOPMENT DEPARTMENT

PREPARED BY
ENGINEERS
PLANNERS
ECONOMISTS
Wilbur Smith Associates

IN PROFESSIONAL ASSOCIATION WITH
FREGONESE CALTHORPE ASSOCIATES
TIP DEVELOPMENT STRATEGIES
LKC CONSULTING SERVICES
WEBB ARCHITECTS



10 OCT02 08:56 to planning 3/20/10 - inner katy tod study area at http://www.ci.houston.tx.us/0101StudyArea.html

Figure 2.1
Inner Katy TOD
Study Area

- Study Area
- City Council District
- Zip code

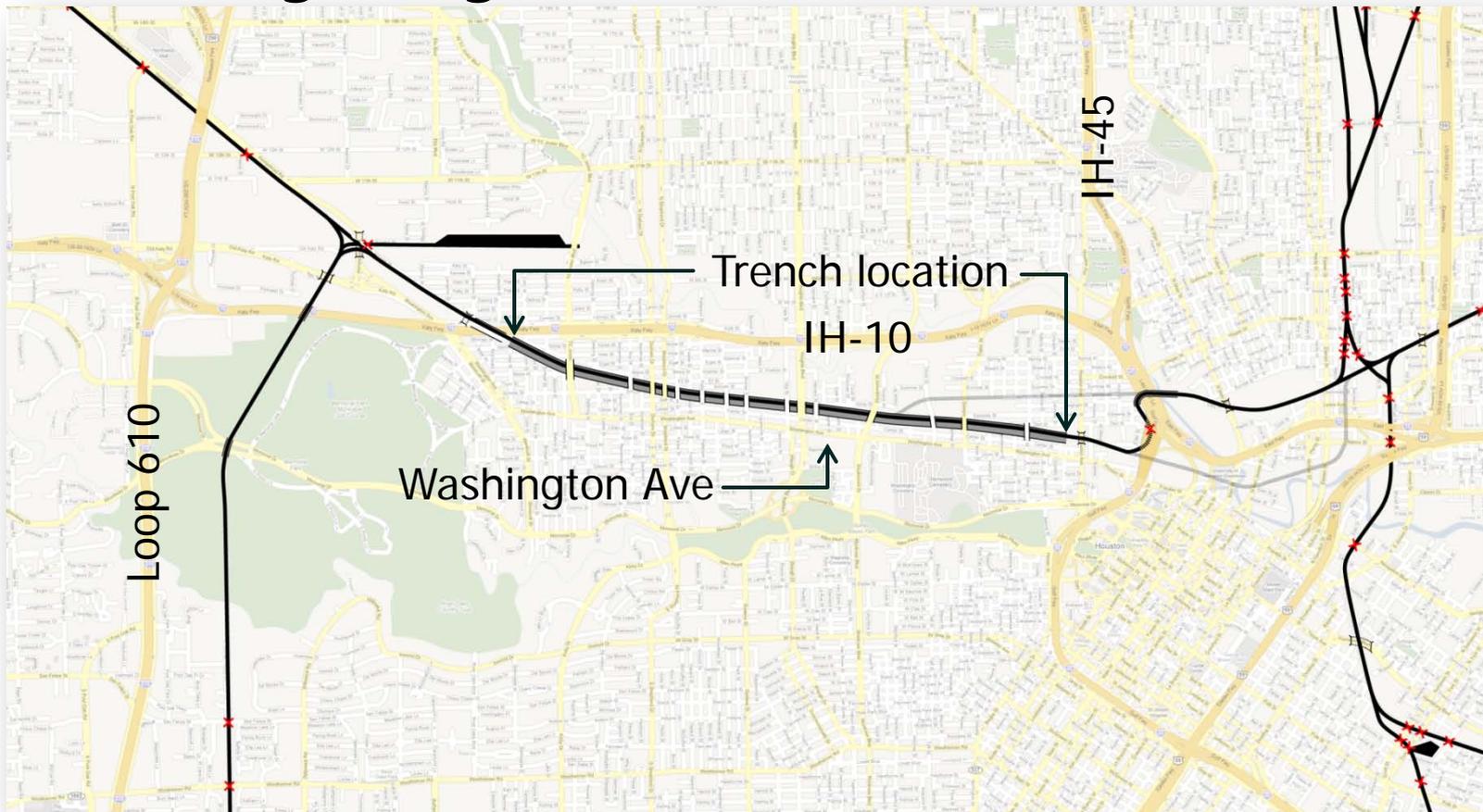


Superneighborhood 22 Plans

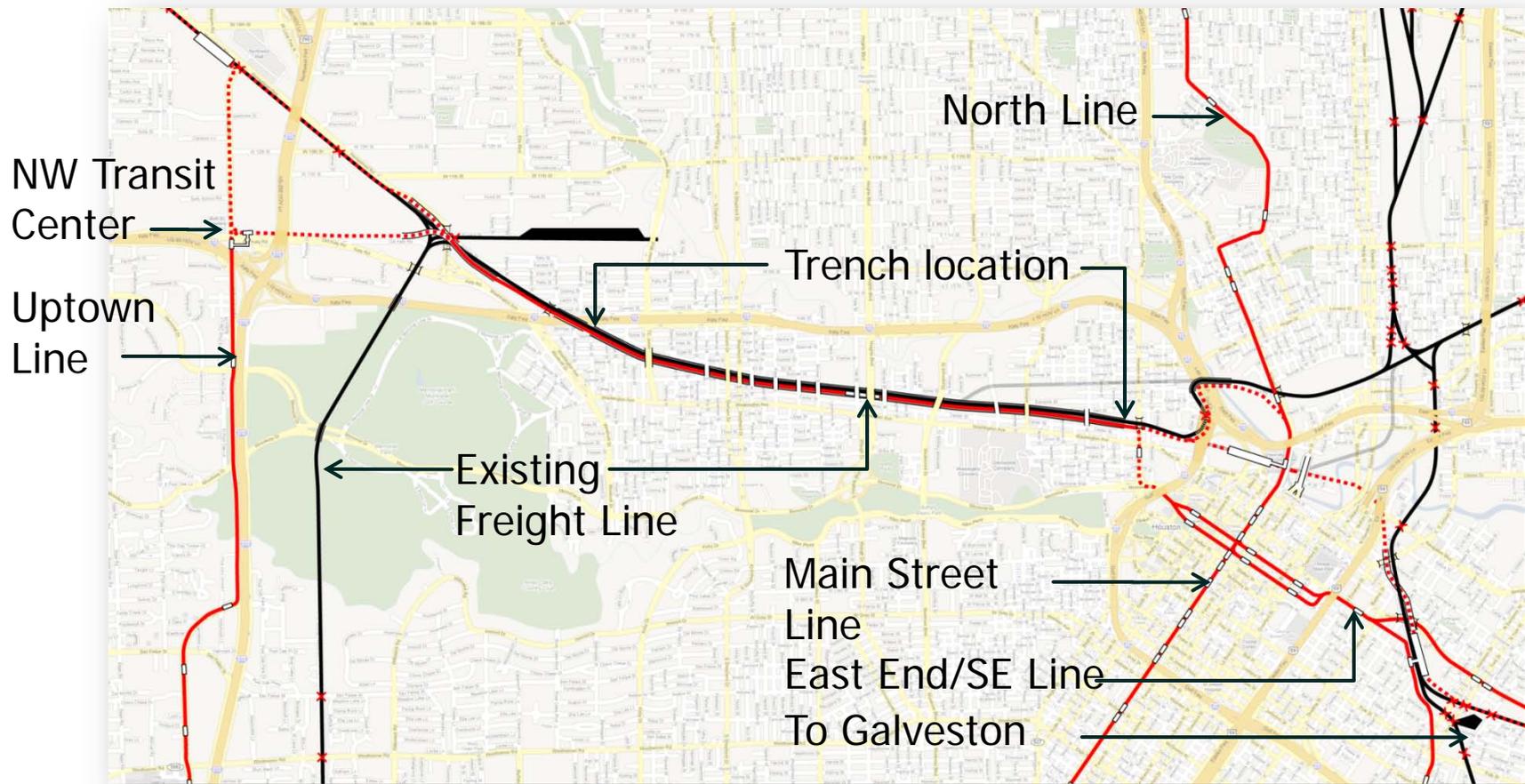
SN22 Proposals for Freight, Commuter, and Local Transit

Rail In a Trench

- Existing Freight Rail Corridor



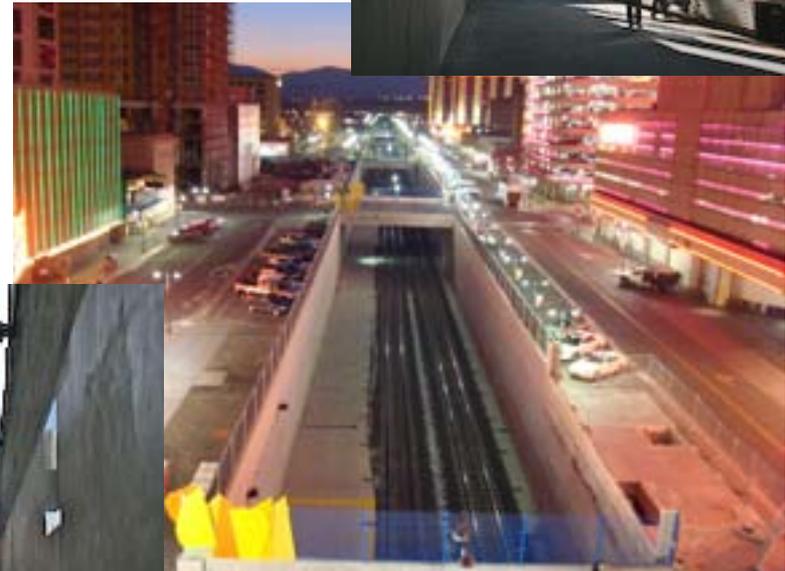
Transit in the Trench



Trenching

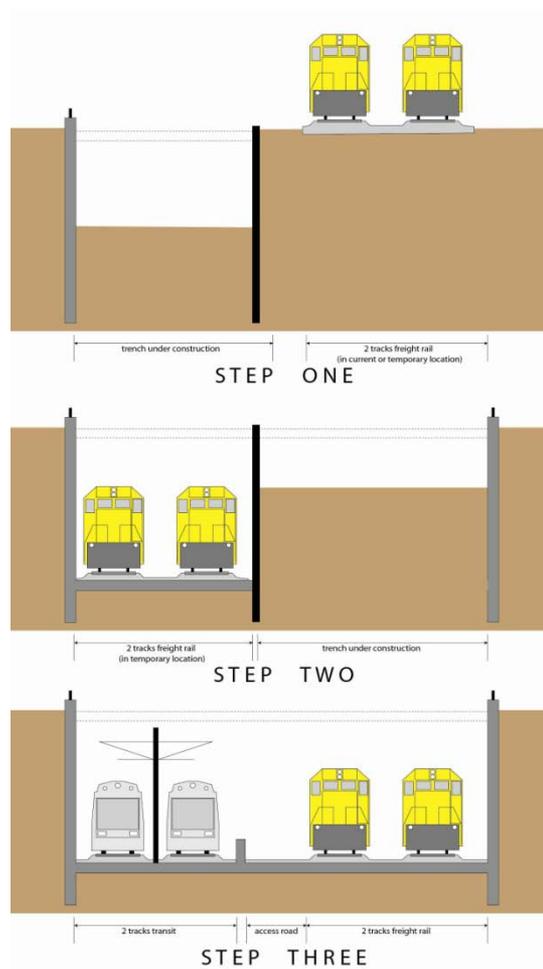
- All rail in a trench along Terminal Subdivision
- Safer, quieter, and less disruptive to car and rail traffic
- Reconnects neighborhoods at ground level
- Grade separation at all crossings
- Ability to add new green space
- Strongly preferred by SN22

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

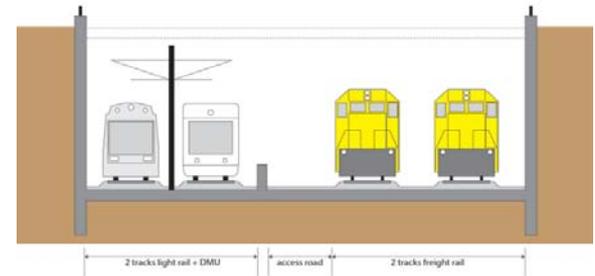


Trenching Concepts

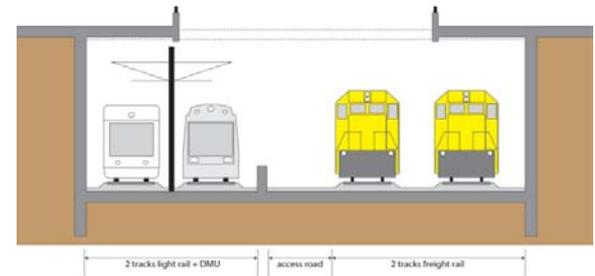
Construction Sequence



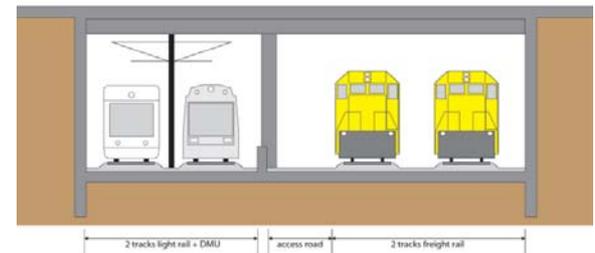
Finished Sections



TYPICAL SECTION



SECTION ALONG STREET



SECTION AT CROSS STREET

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

4 Tracks in a Trench

- 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



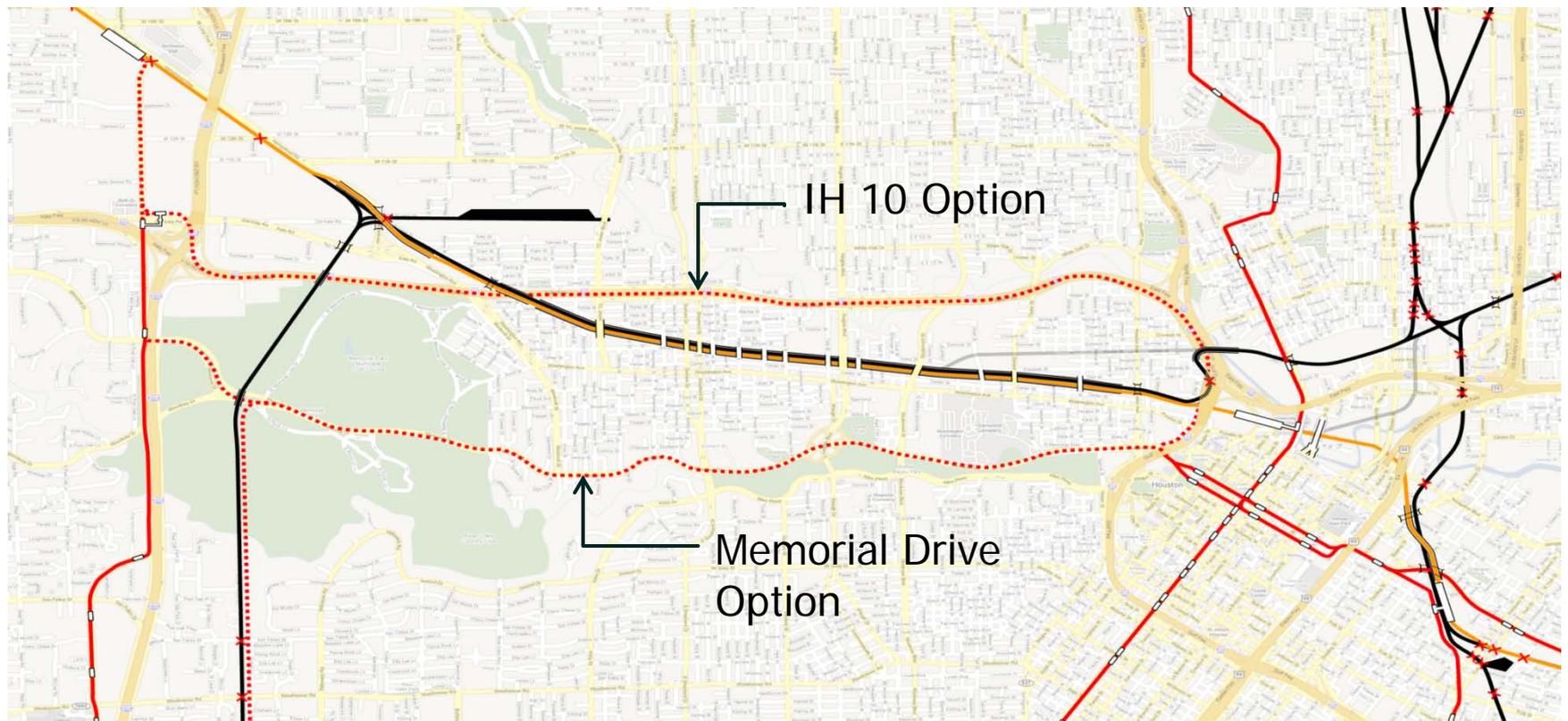
Overhead Electric
(LRT)



Diesel Mobile Unit
(DMU)

Alternative Light Rail Alignments

- Memorial Drive or Interstate 10

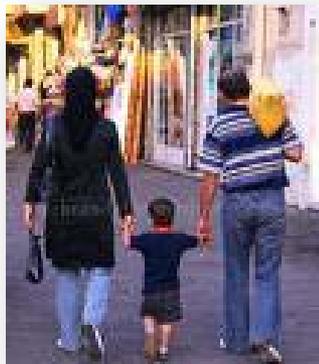


(Assumes tunneling through Memorial Park)

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 tunneled 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

Washington Avenue Upgrades

■ 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

Washington Avenue Upgrades

■ 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

Washington Avenue

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

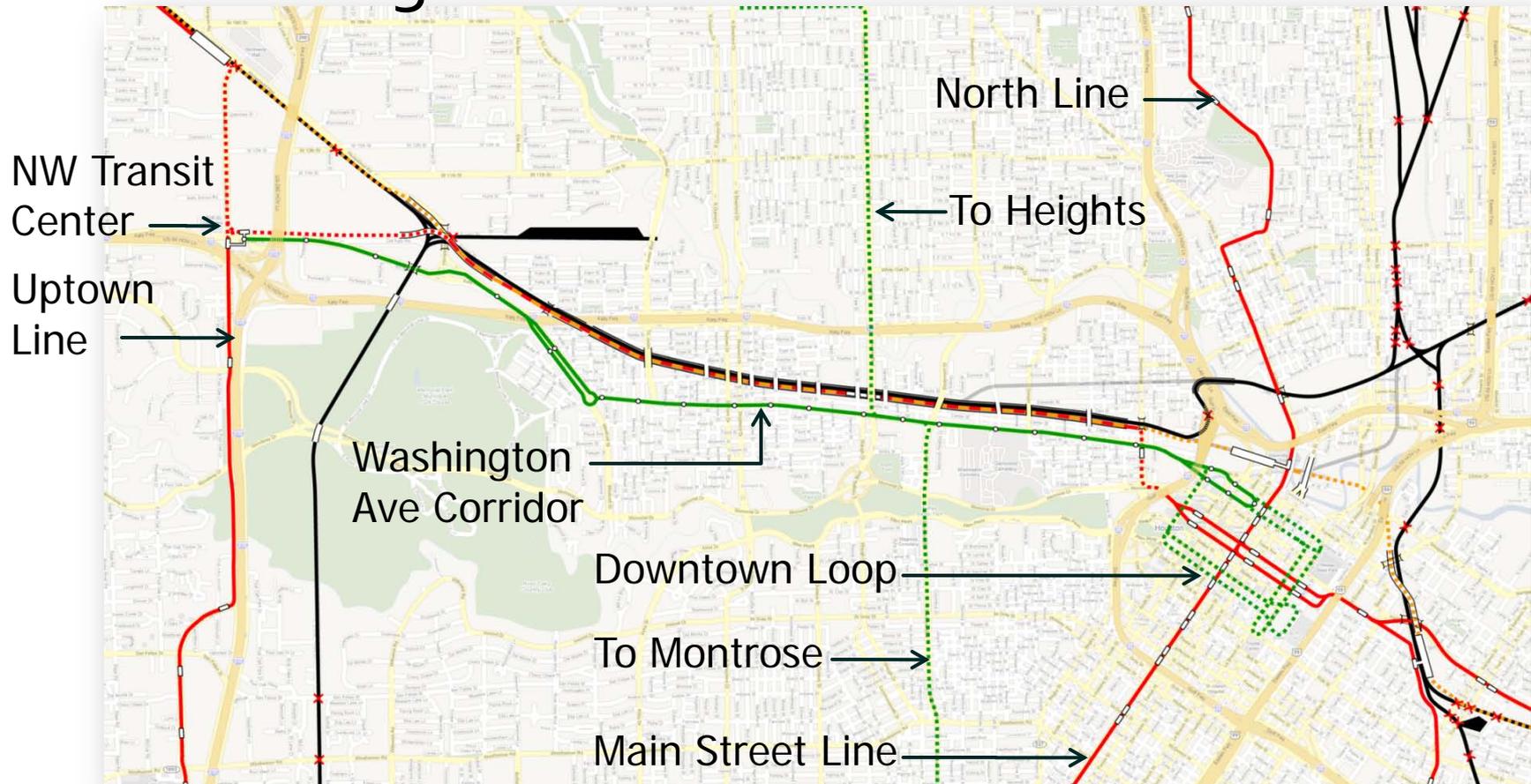
Streetcars

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



Local Transit Proposal

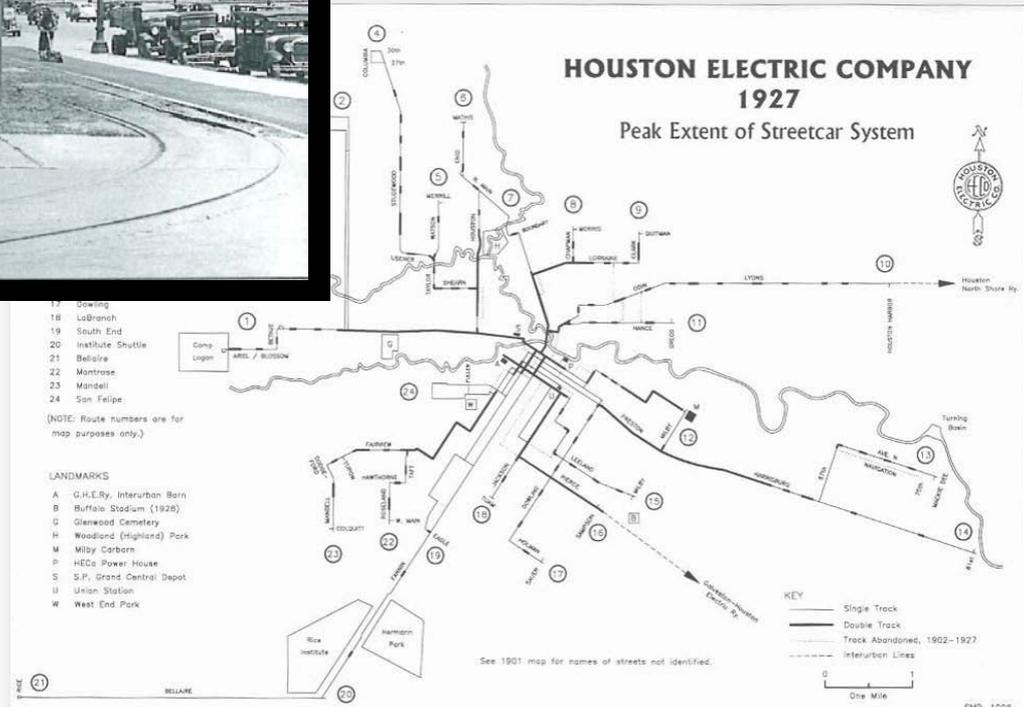
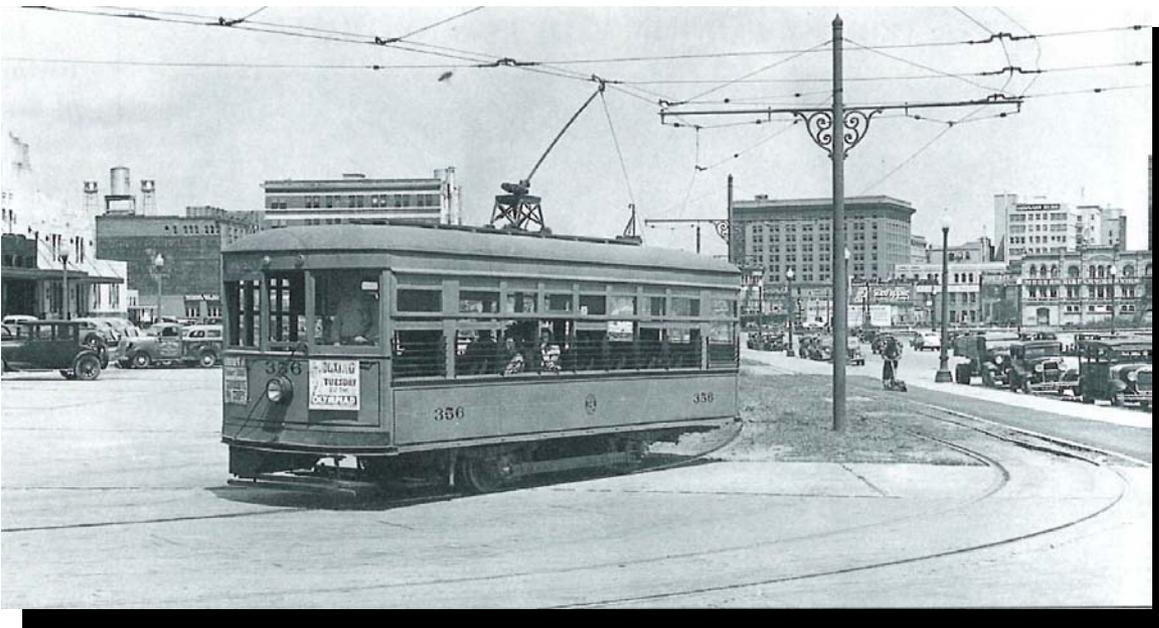
■ Washington Avenue Streetcar



Streetcar Routes

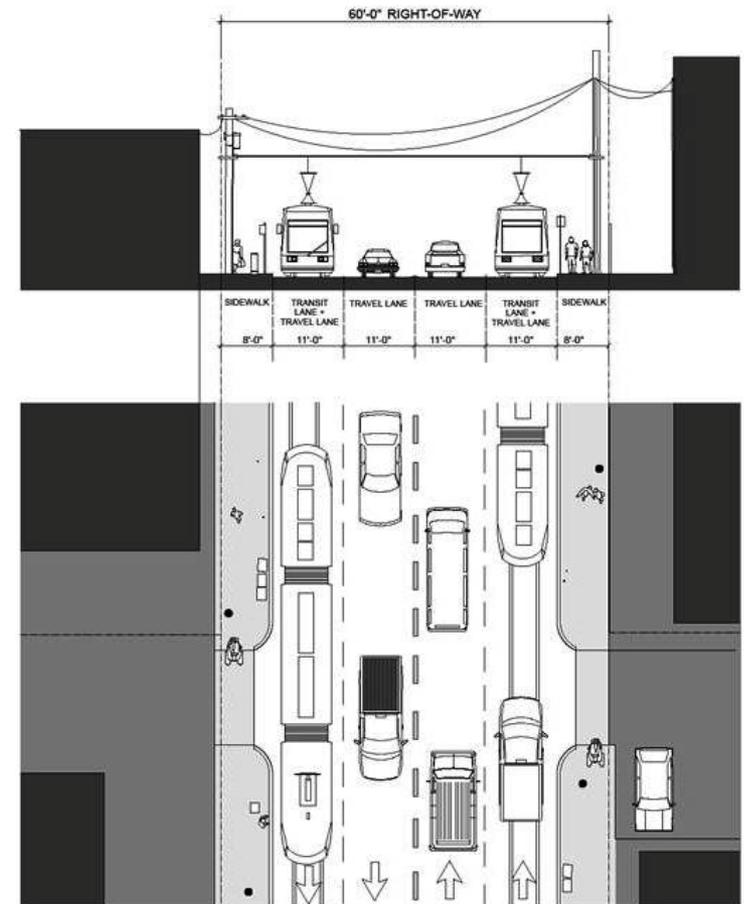
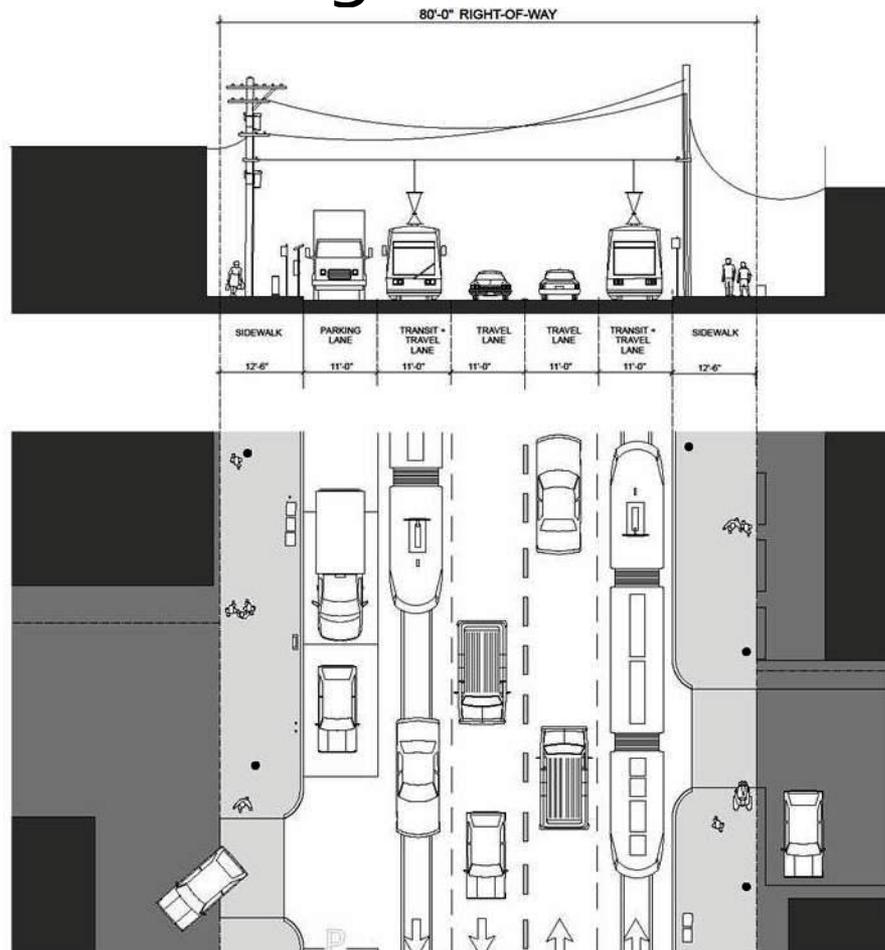
- Possible north/south streetcars to Heights and Montrose/Museum District
- Connects in downtown to light rail for trips to Medical Center and U of H
- Connects at Northwest Transit Center for trips to Uptown

Streetcars in Houston



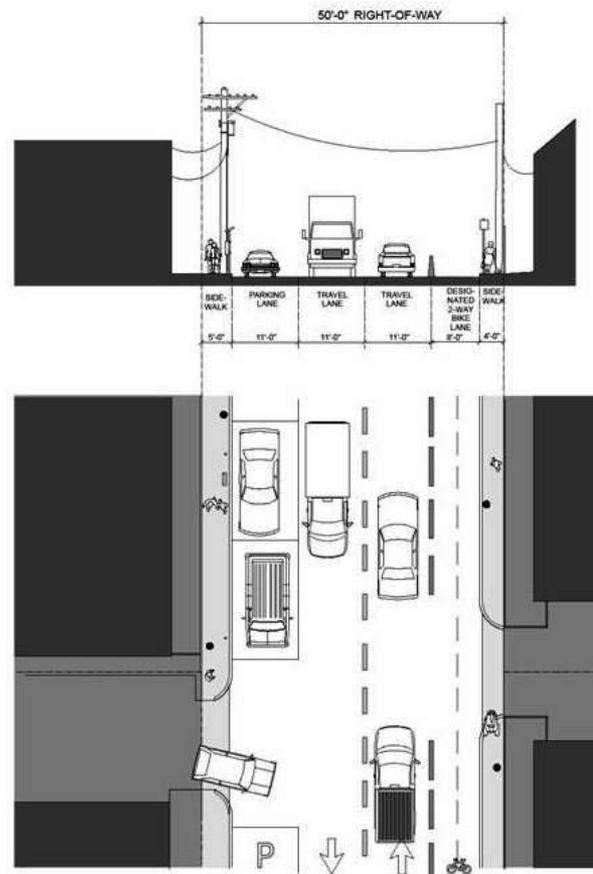
Street Cross - Sections

■ Washington Avenue



Street Cross - Sections

- Center Street

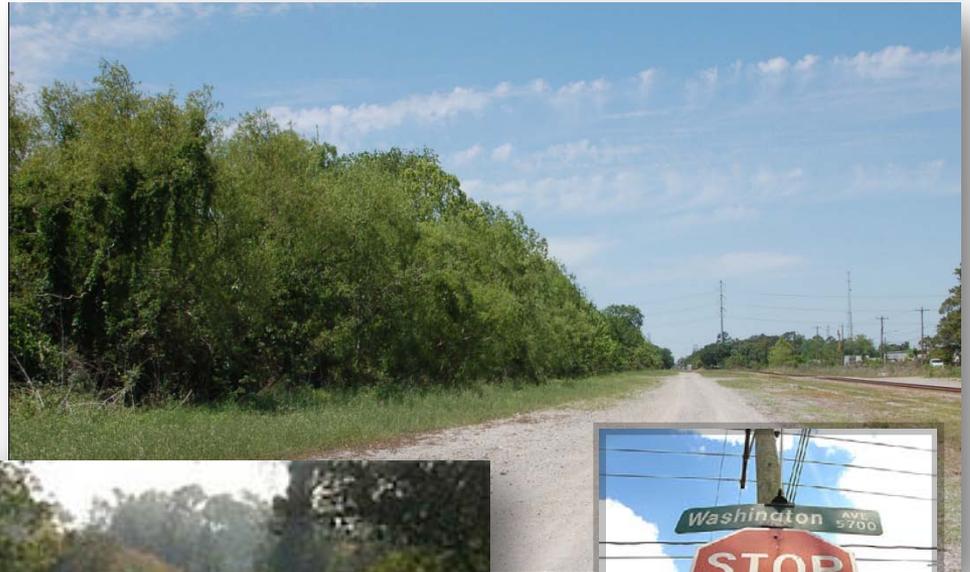


WAve: Next Steps

- 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

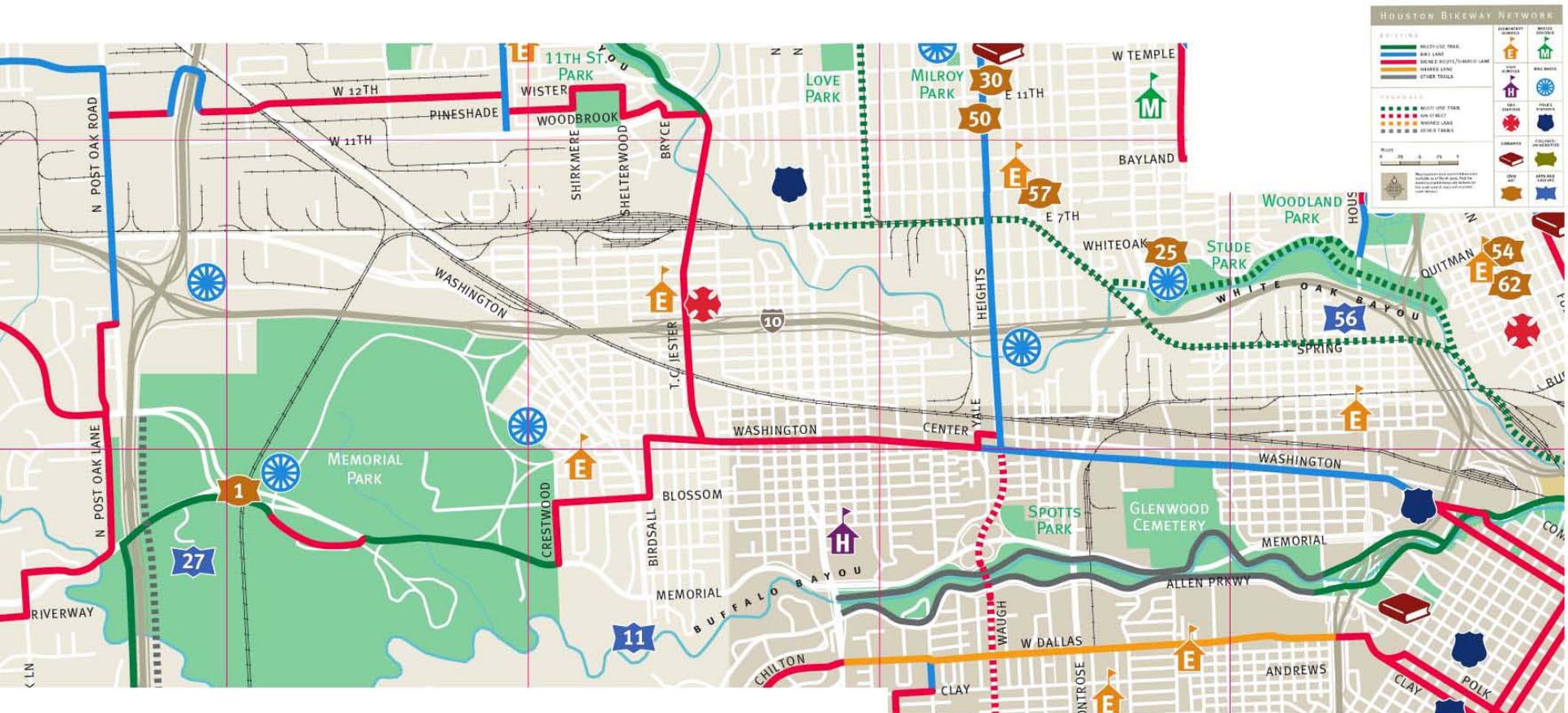
Hike & Bike Grid

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



Hike & Bike Grid

■ Current COH Bikeway Program



Hike 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

Presentation Available At: www.sn22.org

