

NEAR NORTHSIDE

Mobility Workshop

June 20th, 2018



PLANNING &
DEVELOPMENT
DEPARTMENT



Tonight's Workshop

- Presentation
 - Benefits of biking
 - Building a bike network for your community
 - Engagement process
 - Proposed bikeways and design
- Group Activity

Benefits of Biking



Building a Bike Network for Your Community

- Connected
- Accessible
- Identity
- Safe



The research is there...

- Near Northside Complete Communities Action Plan (2018)
- City Mobility Planning: Heights-Northside Sub-regional Study (2015)
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- Northside Livable Centers Study (2010)
- Greater Northside Pedestrian Transit Access Master Plan
- Healthy Living Matters
- Plan Houston
- Capital Improvements Plan
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- Houston Bike Plan (2017)

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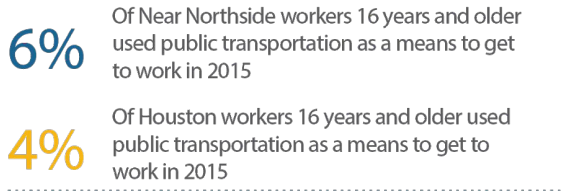
MOBILITY and INFRASTRUCTURE

Introduction
The Near Northside community is well-served by public transit, including the Red Line light rail and four local bus routes. The Red Line travels along N. Main and Fulton Streets in the western portion of the neighborhood, and connects to HCC Northline, downtown, the Museum District, NRG Park, and other destinations, as well as linking to the Southeast Corridor light rail (Purple Line) and the East End light rail (Green Line). The Red Line opened in 2013, improving connectivity in the neighborhood and sparking new development.

While the Near Northside is well-connected to the city through buses and rail, the local streets and sidewalks need improvements to enhance safety, walkability, and connectivity. In the near future, both the North Houston Highway Improvement Project and the Hardy Toll Road extension will impact the neighborhood.

Mobility and Infrastructure Goals
The three goals for mobility and infrastructure were compiled from existing Near Northside plans and a series of community meetings. The goals focus on improving streets and sidewalks, providing bike amenities, and improving safety, walkability, and connectivity. The goals are summarized here and provided in more detail on the following pages. The mobility and infrastructure goals are:

Improve Neighborhood Mobility
In 2015, 18% of Near Northside households did not own a vehicle, compared to 9% in the City overall. Yet, only 6% of Near Northside workers used public transit to get to work, compared to 4% in Houston. An additional 8% of Near Northside residents walked or biked to work in 2015. Because a significant number of residents walk or ride transit in the neighborhood, the condition and safety of sidewalks and streets is an important element in creating a complete community.



Data Sources: City of Houston GIS, Capital Improvement Plan, ACS 2015 (5-year)

GOAL	PROJECTS	PRIORITY
Improve Neighborhood Mobility	New sidewalks and crossings ACTION STEPS: Work in partnership with Houston Public Works (HPW) on priority sidewalk projects, including Cochran, James to Noble; Campbell St., Cochran St. to Gano St; Extension of sidewalks on Gale St., Canadian St., and Evelyn St.; Sidewalk on Hogan St. between N. Main St. and Elysian; Evaluate and improve the safety of crosswalks and rail crossings with high visibility markings	●
	Improve sidewalk and ramps to meet ADA standards ACTION STEPS: Partner with METRO and the Mayor's Office for People with Disabilities to complete sidewalk and ramp accessibility assessments throughout the neighborhood; Identify priority projects and work with Houston Public Works (HPW) and METRO to make accessibility improvements	●
	Improve Neighborhood Streetlighting ACTION STEPS: Partner with HPW to identify areas to complete streetlight surveys, including Cavalcade St.; Hogan St./Lorraine St. between Main St. and Hardy St.; Brooks St. between Main St. and Hardy St.; Near Moody Park Station, Cavalcade Station; Main St., between Boundary St. and Quitman St.; Improve lighting in the Hernandez Tunnel	◐
	Increase transit ridership and other mobility options ACTION STEPS: Develop a "Near Northside Transit Map" to be installed throughout the community; Partner with ARA/Park Houston to evaluate the feasibility of installing 3-5 car share stations at area destinations	○
Great Streets	Streetscaping ACTION STEPS: Prioritize streetscape enhancements on major arterial roads including N. Main St.; Fulton St.; Irvington Blvd.; Elysian St.; Hardy St.; Burnett St.; Hogan St.; Lorraine St.; Collingsworth St.; Patton St.; Quitman St.	●
	Improve neighborhood streets ACTION STEPS: Work with Houston Public Works to identify priority street improvements; Currently, Lorraine and Hogan St. are priority projects; All street improvement projects should follow the City's Complete Streets Executive Order	○
	Expand area bike lanes and hike and bike trails ACTION STEPS: Work with HPW on priority bike lanes, including (in order of priority) Hardy St. from Burnett St. to Kelley St.; N. Main St. from Boundary to Whitney; Quitman St. from South St. to Elysian St.; Pinckney Street from Keene St. to MKT Trail	◐
Expand Bike Lanes and Amenities	Hike and Bike Trails ACTION STEPS: Partner with the Houston Parks Board (HPB) to develop strategies to link the Little White Oak Greenway to Quitman Station, neighborhood parks, and the area near Harrington St.; Explore opportunities for new trails in association with the proposed Hardy Toll Road extension and I-45 expansion	○
	Install bike racks at area businesses and other locations ACTION ITEMS: Identify locations for bike racks, including Fulton at Cavalcade, Irvington area restaurants, Fulton St. near Boundary St; Install bike racks	○
	Expand B-Cycle ACTION STEPS: Identify new B-Cycle locations, including Castillo Park or Carnegie Branch Library, and area transit stations; Install B-Cycle Stations	○
PLAN: ● Complete Communities Action Plan ● City of Houston Plans and CIP ● Near Northside Quality of Life Agreement ● Northside Livable Centers Study ● Sector 17 Parks Plan ● Greater Northside Pedestrian Transit Access Master Plan ● METRO Transit Oriented Development ● Healthy Living Matters NNS Recommendations		

The research is there...

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Hardy Street

Priority Elements



Existing Condition

Hardy Street is a one-way, 4-lane undivided **Major Thoroughfare** that moves traffic southbound from IH 610 to IH 10. It runs parallel to Elysian Street, which together, operate as an 8-lane couplet through the study area. Hardy Street fluctuates between 50'-60' of right-of-way along its length. Development along the corridor is residential with a few other uses including schools, and smaller "mom and pop" commercial facilities.

Identified Needs

The Travel speed along Hardy is 35 mph. However, public comment indicates that traffic travels at speeds much greater than the posted limit due to the corridor's connection to the Hardy Toll Road directly north of the study area. The public also noted that on-street parking is a desire. Finally, with the potential introduction of the Hardy Toll Road extension along the western boundary of the study area, residents expressed a need for greater connectivity of local streets into downtown.

Future Vision

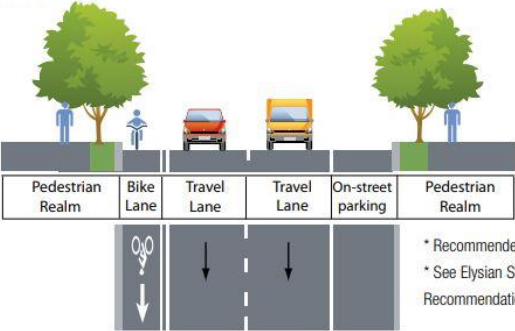
Hardy Street is recommended to remain as a one-way, southbound **Urban Couplet**. It is also recommended Hardy Street be reclassified as a **Major Collector**. With the proposed extension of the Hardy Toll Road, the carrying capacity required of this street is anticipated to decrease. As such, the number of lanes are also recommended to be reduced from 4- to 2-lanes of vehicular traffic. As a couplet, a potential design solution may include on-street parking along one-side of the corridor and a buffered bike lane on the other; Elysian is intended to mirror this design for northbound traffic.

A High Frequency Transit facility is also recommended and mimics METRO's System Reimagining Plan.

For more information regarding associated design standards for northbound traffic, see the Elysian Corridor Sheet. Alternative options considered for the Urban Couplet pairing may be viewed in [Appendix D: Hardy-Elysian Option Considerations](#) of the Report.

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	C-2-60
Existing Counts Range	3,000-6,000	Future Volume Range	5,500-12,500
Right-of-way	50'/60'	Proposed MMC	Couplet
Median/CTL/Undivided	N/A	Median/CTL/Undivided	Undivided

Possible Option(s):



- * Recommended High Frequency Transit
- * See Elysian Street Corridor Sheet for Northbound Recommendation

Elysian Street

Priority Elements



Existing Condition

Elysian Street is a one-way, 4-lane undivided **Major Thoroughfare** for northbound traffic traveling from downtown to the Hardy Toll Road. The corridor merges with its southbound couplet, Hardy Road, just south of Lorraine Street. In total, the Elysian-Hardy couplet maintains 8-lanes of vehicular travel lanes. Landuse along the corridor is primarily residential, however, light industrial is evident closer to the Hardy Toll Road entrance ramp.

Identified Needs

The posted speed limit along Elysian is 35 mph. However, public comment indicates that traffic travels at speeds much greater than the posted limit due to the corridor's connection to the Hardy Toll Road. The public also noted that on-street parking is a desire. Finally, with the potential introduction of the Hardy Toll Road extension along the western boundary of the study area, residents expressed a need for greater connectivity of local streets into downtown.

Future Vision

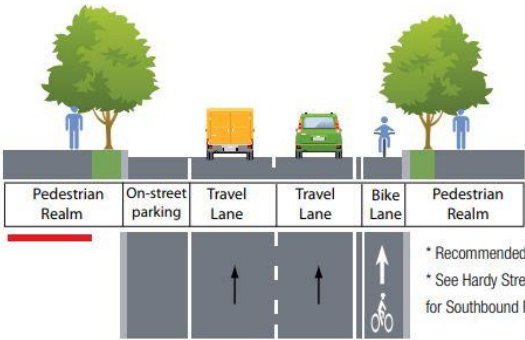
Elysian Street, from Harrington Street to IH 610, is recommended to remain as a one-way, northbound **Urban Couplet**. It is also recommended this section of Elysian Street be reclassified as a **Major Collector**. With the proposed extension of the Hardy Toll Road, the carrying capacity required is anticipated to decrease. As such, the number of lanes are also recommended to be reduced from 4- to 2-lanes of vehicular travel. As a couplet, a potential design solution may include on-street parking along one side of the corridor and a buffered bike lane on the other; Hardy is intended to mirror this design for southbound traffic. Elysian Street, south of Harrington Street, is recommended to remain as a 4-lane **Major Thoroughfare** to sufficiently capture traffic from the Elysian-Hardy Couplet and Hardy Toll Road.

A High Frequency Transit facility is also recommended and is consistent with METRO's System Reimagining Plan.

For more information regarding associated design standards for southbound traffic, see the Hardy Corridor Sheet. Alternative options considered for the Urban Couplet pairing may be viewed in [Appendix D: Hardy-Elysian Option Considerations](#) of the report.

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	C-2-60; T-4-60
Existing Counts Range	4,500-8,500	Future Volume Range	9,000-15,000
Right-of-way	60'	Proposed MMC	Couplet
Median/CTL/Undivided	N/A	Median/CTL/Undivided	Undivided

Possible Option(s):



- * Recommended High Frequency Transit
- * See Hardy Street Corridor Sheet for Southbound Recommendation

NOTE: COLORED BAR(S) INTENDED TO CORRESPOND WITH CORRIDOR KEY AT THE TOP OF THE PAGE.

Building a Bike Network for Your Community

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B. SUMMARY OF RECOMMENDATIONS

The Study recommends a number of key elements focused on overall neighborhood structure, connectivity and circulation, pedestrian and bicycle amenities, parks and open space, land use and urban form and design guidelines. These recommendations are summarized below:

- Identification and emphasis of the Quitman and Fulton Street area as the “heart” of Northside.
- Encourage mixed use retail development along North Main Street, Fulton Street, Quitman Street and Irvington Boulevard.
- Encourage new development within the southern section of the neighborhood including the Hardy Yards District, University of Houston - Downtown District and Warehouse District.
- Encourage the continuation of the regional open space network along the Little White Oak Bayou, including neighborhood connections.
- Encourage pedestrian and streetscape improvements along main north-south and east-west streets as well as streets within close proximity of new transit stations.
- Identification of key locations for smaller neighborhood parks and open spaces including transit plazas.
- Encourage lower density infill development opportunities within smaller vacant and underutilized properties throughout the neighborhood.
- Encourage medium density infill development opportunities within larger vacant and underutilized properties including near Fulton and Patton Streets, Burnett Street, and North Main Street.



Quitman and Fulton Street area as the “heart” of Northside.

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

C. NEXT STEPS - PRIORITY PROJECTS

The following steps should be taken by the Northside Management District, City and area stakeholders in the near (0-5 years) and medium (5-10 years) term in order to put the Study into action and ensure positive momentum and neighborhood change. These steps are prioritized based both on the planning team's expertise and on feedback gathered from the Northside community. All of these steps should be done with safety for all ages as the top priority. Please see section IV Implementation Roadmap for detailed information on each of the steps.

- 1 Create a stronger pedestrian connection at the Burnett / North Main Tunnel while implementing “Parkway” upgrades to Burnett Street
- 2 Support efforts to ensure existing businesses and residents benefit from the new transit service
- 3 Create “Festival Streets” at Fulton and Quitman; identify the best location for a “Better Block” Project
- 4 Create streetscape improvements along the east-west Hogan/Lorraine corridor
- 5 Establish plazas and small open spaces within publicly owned METRO remnant properties along the rail corridor
- 6 Establish a hike and bike trail along the Little White Oak Bayou, including connections into the neighborhood



“Festival Streets” along Quitman and Fulton can help to celebrate the neighborhood.



Hike and bike trail along the Little White Oak Bayou will create direct neighborhood connections

Building a Bike Network for Your Community

- Connected
- Accessible
- Identity
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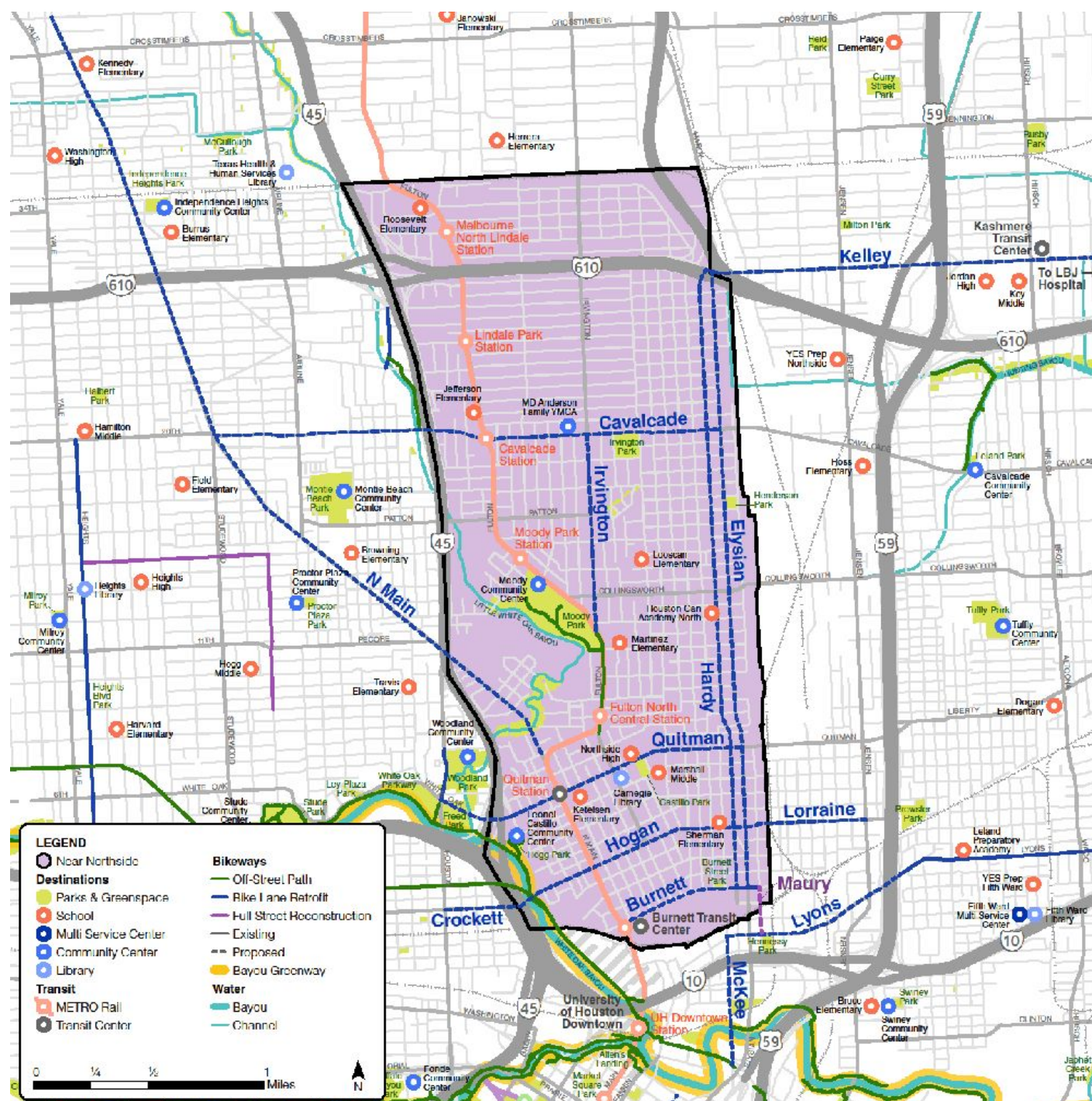
Building a Bike Network for Your Community

- Advocacy

- Bike Houston Ambassador Training
- Safe Walk Home
- AARP and Avenue CDC Walk Audit
- Department of Transformation

- Projects

- METRO pedestrian and bicycle improvements on Quitman and Cavalcade
- Greater Northside Management District pedestrian enhancements on Quitman
- TIRZ 5 pedestrian improvements on Houston Ave.
- Clinton Foundation intersection improvements

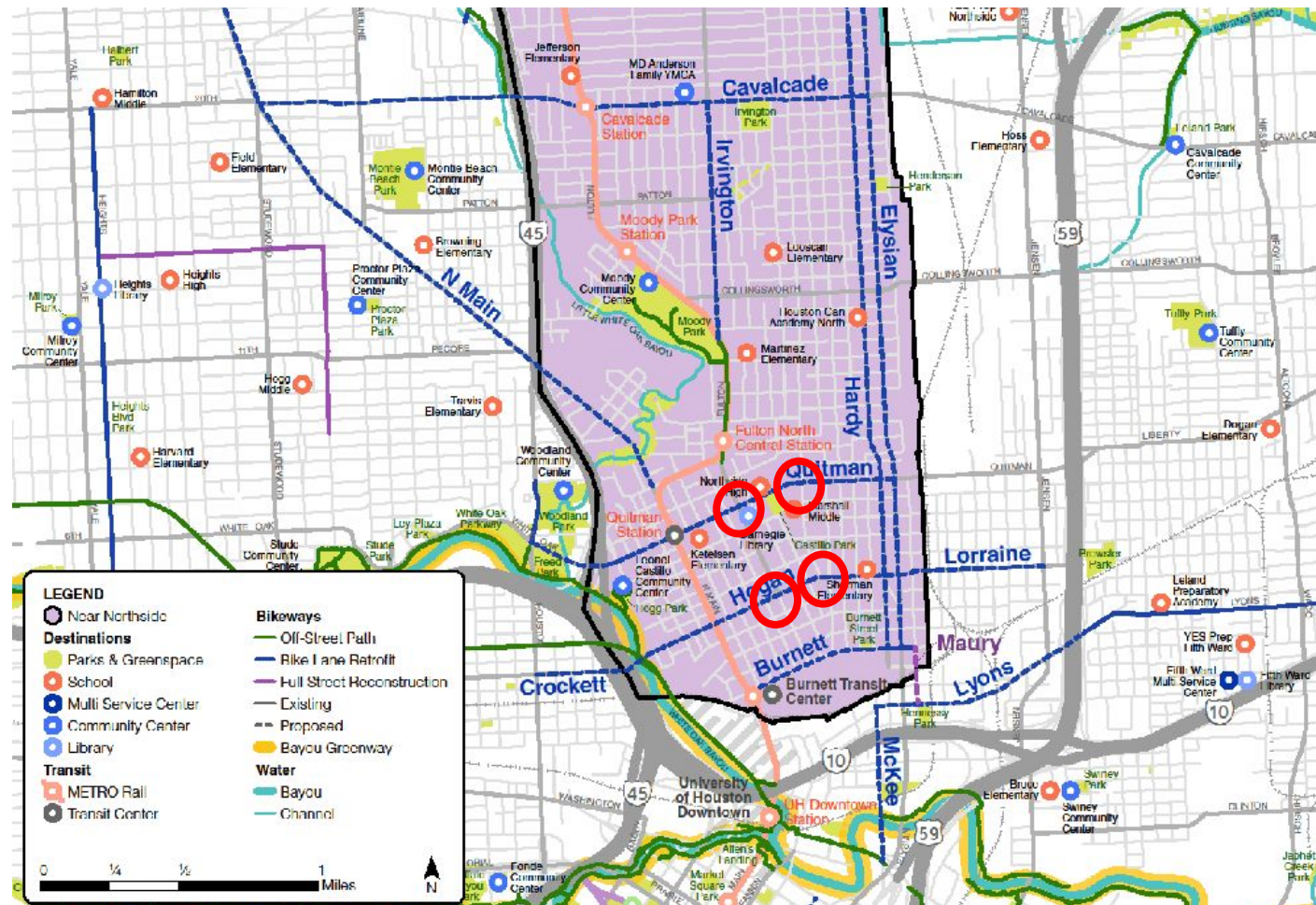


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Building a Bike Network for Your Community

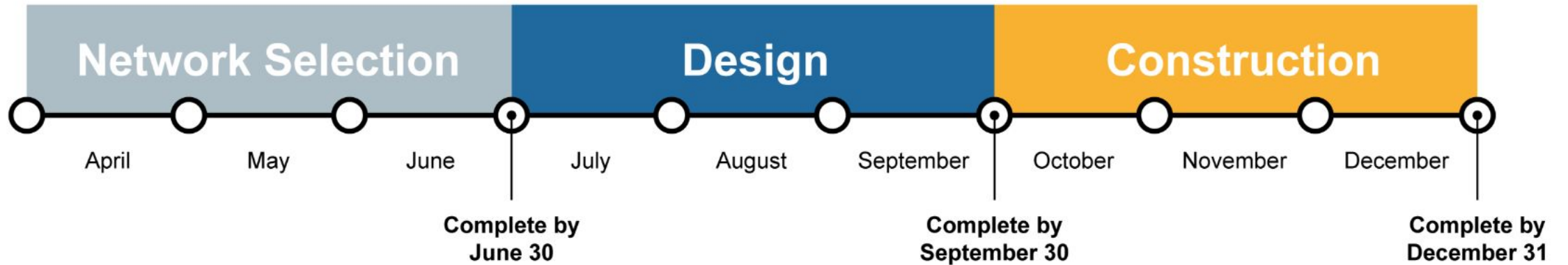
Clinton Foundation



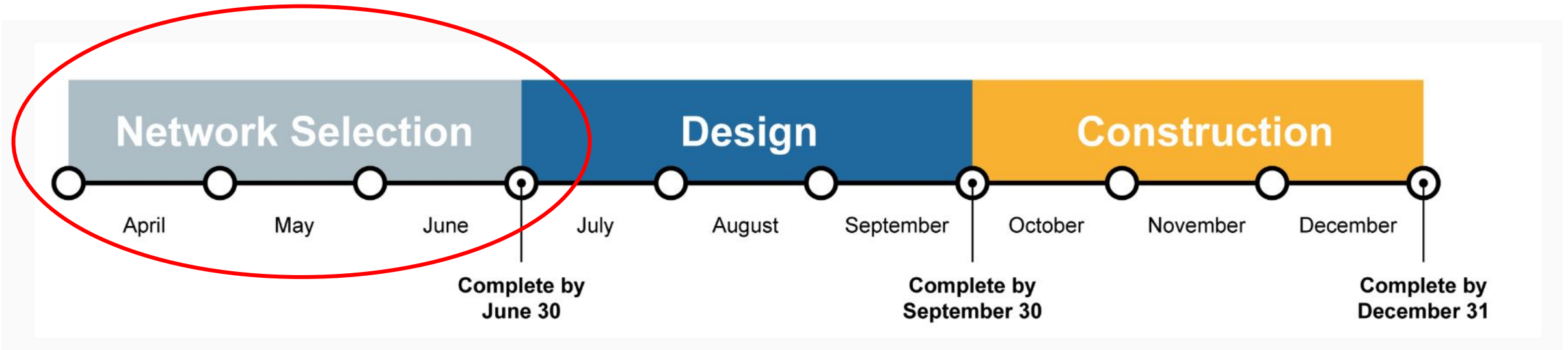
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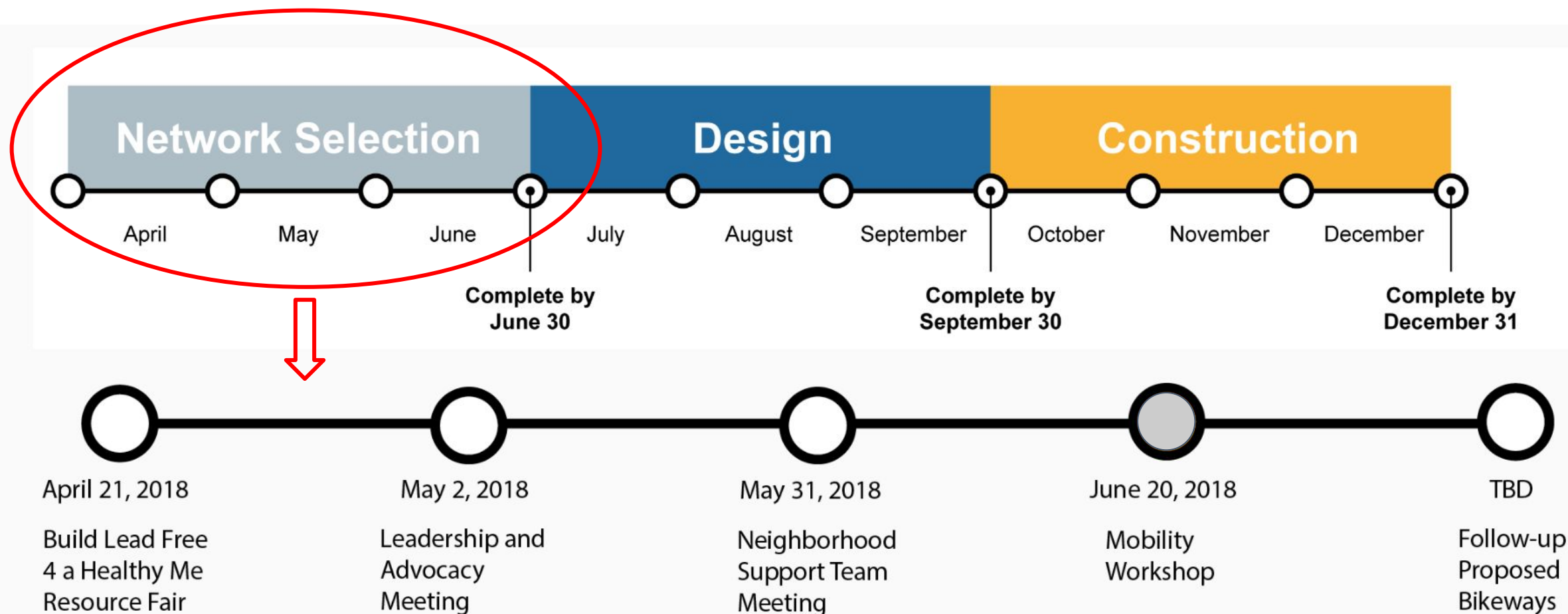
Engagement Process



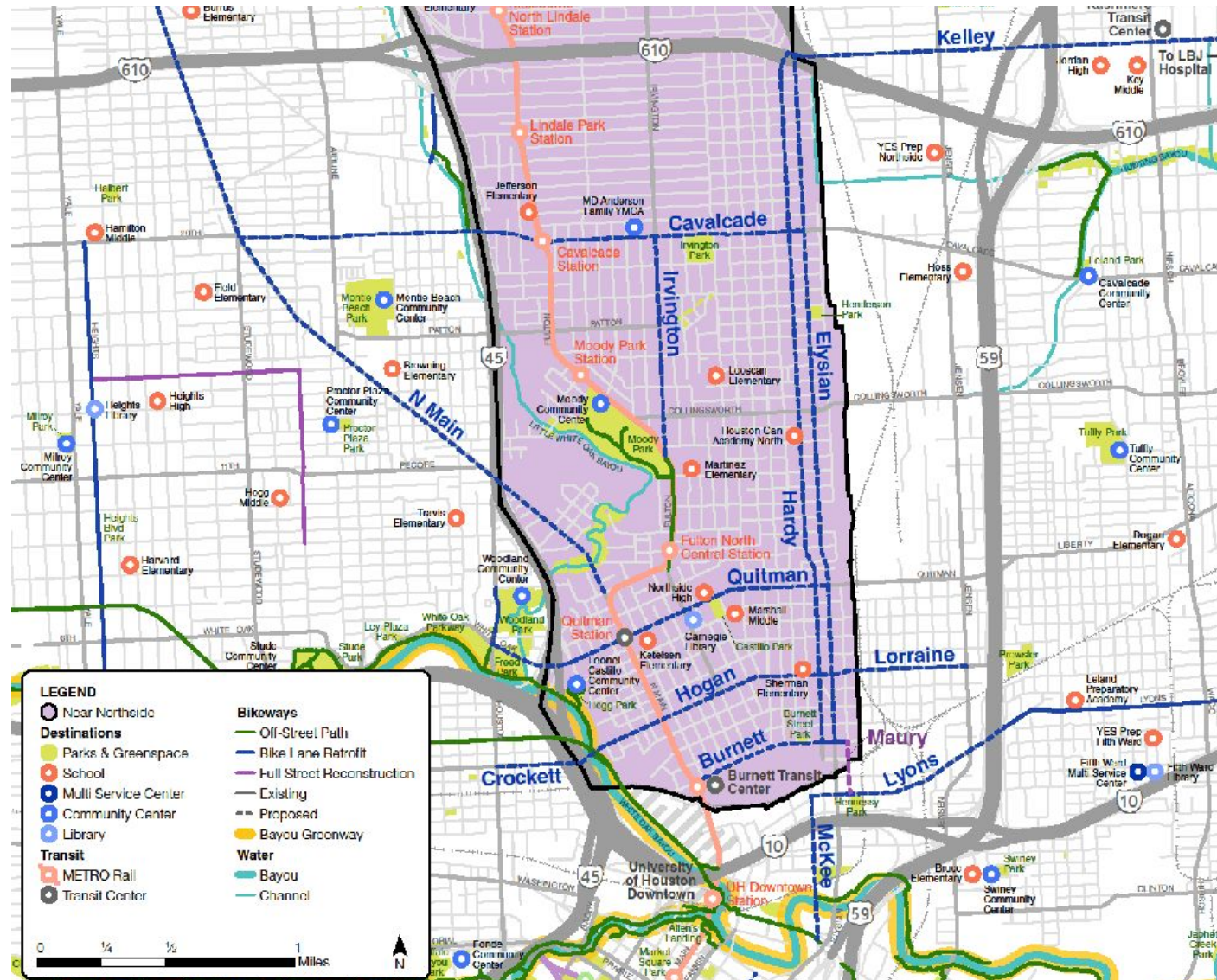
Engagement Process



Engagement Process



Workshop Activity



Workshop Activity

- 1) Feedback on routes that can be implemented in the next several months:
 - i) Hardy & Elysian
 - ii) Kelley
 - iii) Cavalcade
 - iv) Quitman
- 2) Identify other destinations and routes

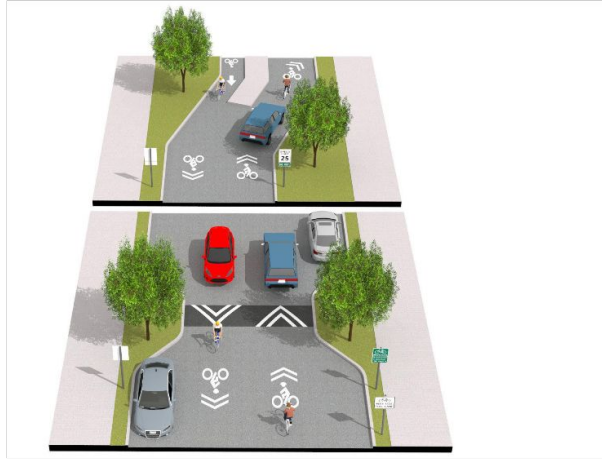
Moving Forward

For materials from meetings and updates about future meetings, go to houstonbikeplan.org/implementation/infrastructure

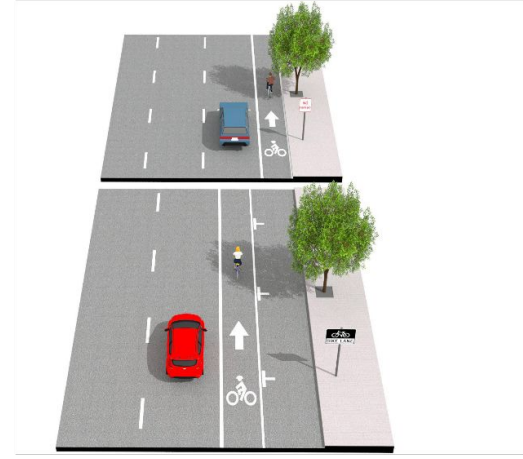
Questions or comments? Call us at 832-395-2700 or email us bikeways@houstontx.gov

Proposed Bikeways & Design

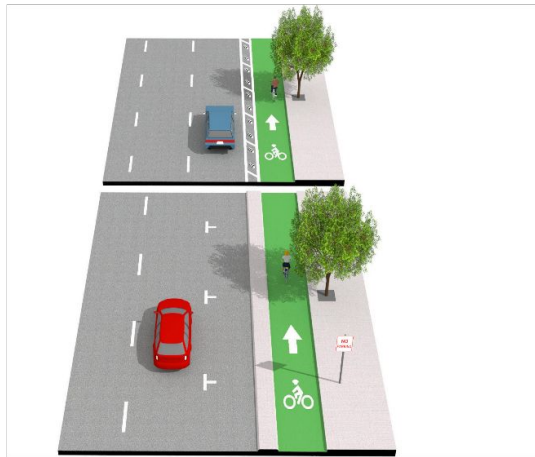
Safer Streets Toolkit



Neighborhood Bikeway



Bike Lane



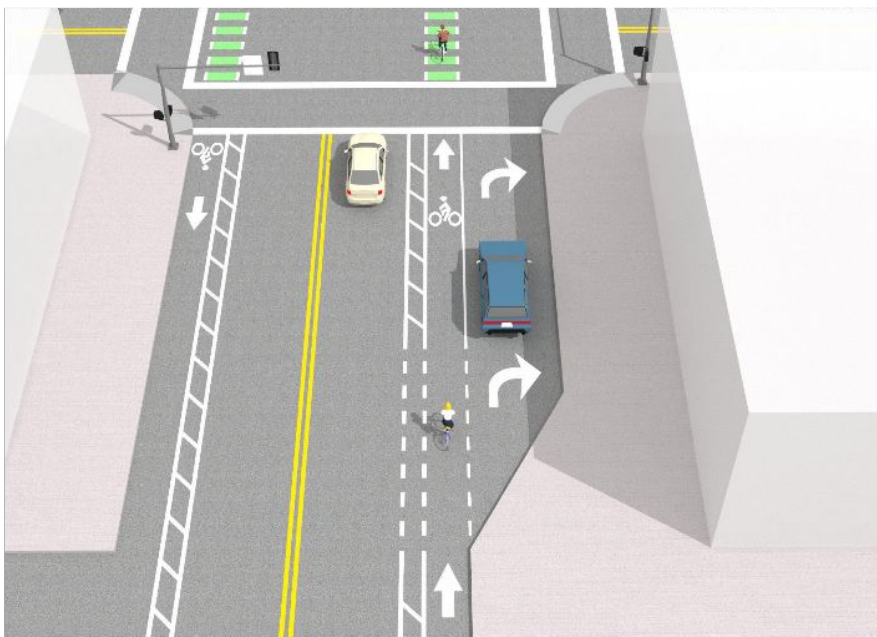
Separated Bike Lane



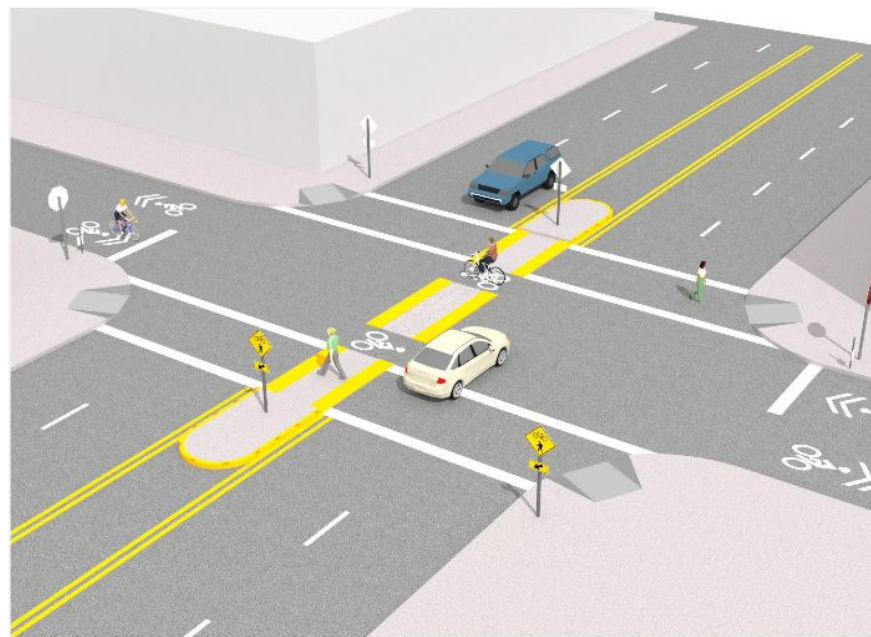
Shared Lane

Proposed Bikeways & Design

Safer Streets Toolkit



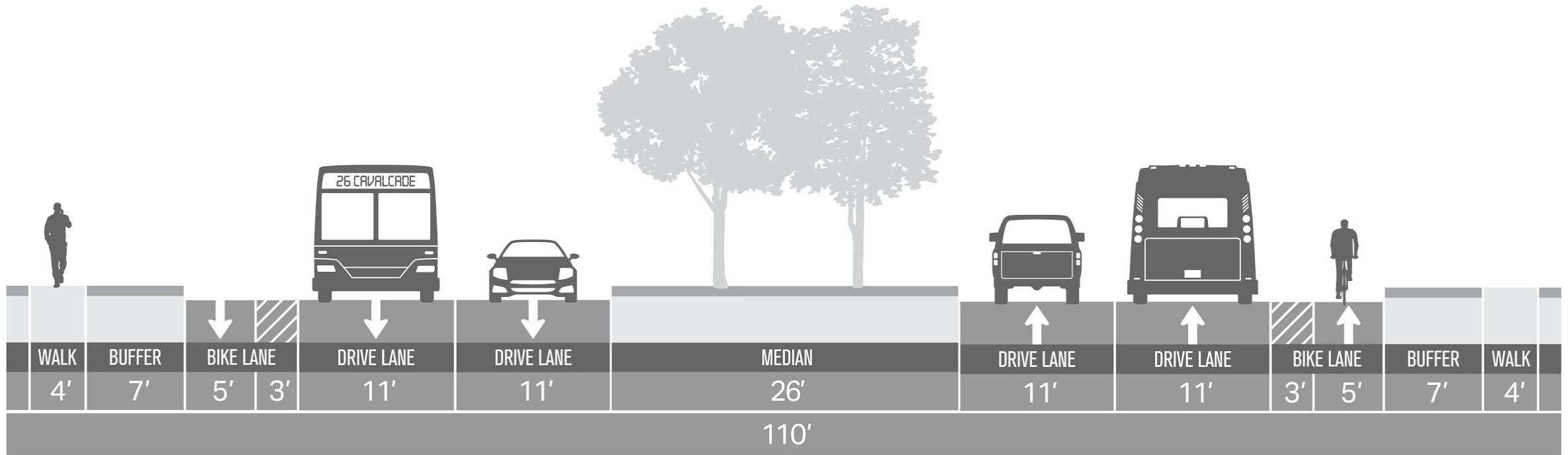
Through Bike Lane & Turn Lane



Median Refuge Island

Building a Bike Network for Your Community

METRO project: Cavalcade



Building a Bike Network for Your Community

METRO project: Quitman

Existing Street Section:



Proposed Street Section:



Building a Bike Network for Your Community

Greater Northside Management District

project: Quitman

Existing Street Section:



Proposed Street Section:

