NEAR NORTHSIDE
Mobility Workshop

June 20th, 2018
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)
• Near Northside Quality of Life Agreement (2015)
• METRO Transit Oriented Development Study: North Corridor (2015)
• Northside Livable Centers Study (2010)
• Greater Northside Pedestrian Transit Access Master Plan
• Healthy Living Matters
• Plan Houston
• Capital Improvements Plan
• Houston Parks and Recreation 2015 Parks Master Plan
• Houston Bike Plan (2017)
The research is there...

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- Houston Bike Plan (2017)
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, 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:

1. Improved Neighborhood Mobility
2. Improved Neighborhood Streetlighting
3. Improve neighborhood streets

6% Of Near Northside workers 16 years and older used public transportation as a means to get to work in 2015

4% Of Houston workers 16 years and older used public transportation as a means to get to work in 2015

Data Sources: City of Houston GIS, Capital Improvement Plan, ACS 2015 (5-year)
The research is there...

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Hardy Street

**Priority Elements**
- Local
- Transit
- Italian
- Commercial

**Existing Condition**
Hardy Street is a one-way, 4-lane undivided Major Thoroughfare that moves traffic southbound from I-610 to I-10. It runs parallel to Elysian Street, which together, operate as an 8-lane couplet through the study area. 

**Future Vision**
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.

**Possible Option(s):**
- Pedestrian Realm
- Bike Lane
- Travel Lane
- Travel Lane
- On-street parking
- Pedestrian Realm

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

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Elysian Street

**Priority Elements**
- Local
- Transit
- Commercial
- Commercial

**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 includes with southbound couplet, Hardy Road, just south at Lorraine Street. In total, the Elysian-Hardy couplet maintains 6-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.

**Future Vision**
Elysian Street, from Harrington Street to I-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 of the 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.

**Possible Option(s):**
- Pedestrian Realm
- On-street parking
- Travel Lane
- Travel Lane
- Bike Lane
- Pedestrian Realm

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

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**NOTE:** COLORS/SHADES INTENDED TO CORRESPOND WITH CORRESPONDING MAP AT THE TOP OF THE PAGE.
Building a Bike Network for Your Community

- Near Northside Complete Communities Action Plan (2018)
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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 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 on smaller vacant and undersized properties within the neighborhood.
- Encourage medium density infill development opportunities within larger vacant and undersized properties including near Fulton and Patton Streets, Burnett Street, and North Main Street.

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 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 rail properties along the rail corridor.

6. Establish a bike and hike trail along the Little White Oak Bayou, including connections into the neighborhood.
Building a Bike Network for Your Community

● Connected
● Accessible
● Identity
● Safe
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
Building a Bike Network for Your Community

METRO project: Cavalcade & Quitman
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TIRZ 5: Houston Ave.
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Clinton Foundation
Building a Bike Network for Your Community

- Connected
- Accessible
- Identity
- Safe
Engagement Process

- Network Selection: Complete by June 30
- Design: Complete by September 30
- Construction: Complete by December 31

Timeline:
- April
- May
- June
- July
- August
- September
- October
- November
- December
Engagement Process

Network Selection
- April
- May
- June
  Complete by June 30

Design
- July
- August
- September
  Complete by September 30

Construction
- October
- November
- December
  Complete by December 31
Engagement Process

Network Selection

Complete by June 30

Design

Complete by September 30

Construction

Complete by December 31

April 21, 2018
Build Lead Free 4 a Healthy Me Resource Fair

May 2, 2018
Leadership and Advocacy Meeting

May 31, 2018
Neighborhood Support Team Meeting

June 20, 2018
Mobility Workshop

TBD
Follow-up Proposed Bikeways
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
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METRO project: Cavalcade

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110'
Building a Bike Network for Your Community

METRO project: Quitman
Building a Bike Network for Your Community
Greater Northside Management District
project: Quitman