

# The meeting will begin shortly



Snacks, water, and coffee are on the counter by the glass doors.



Trash cans are in the brown doors by the counters.



Restrooms are past the elevators to the right.



Please sign in and grab an agenda if you didn't when you came in.

# Exploring Community Conscious Planning Practices

H-GAC Livable Centers 2024 3-part mini-series

# Exploring Human-Centered Metrics for Success

Roundtable #2

June 20, 2024

# Upcoming Events:

Annual land use and transportation workshop

## **Incremental Steps Towards Transportation, Environmental, and Social Equity**

- September 19, 2024 - 8:00am – 11:30am\*

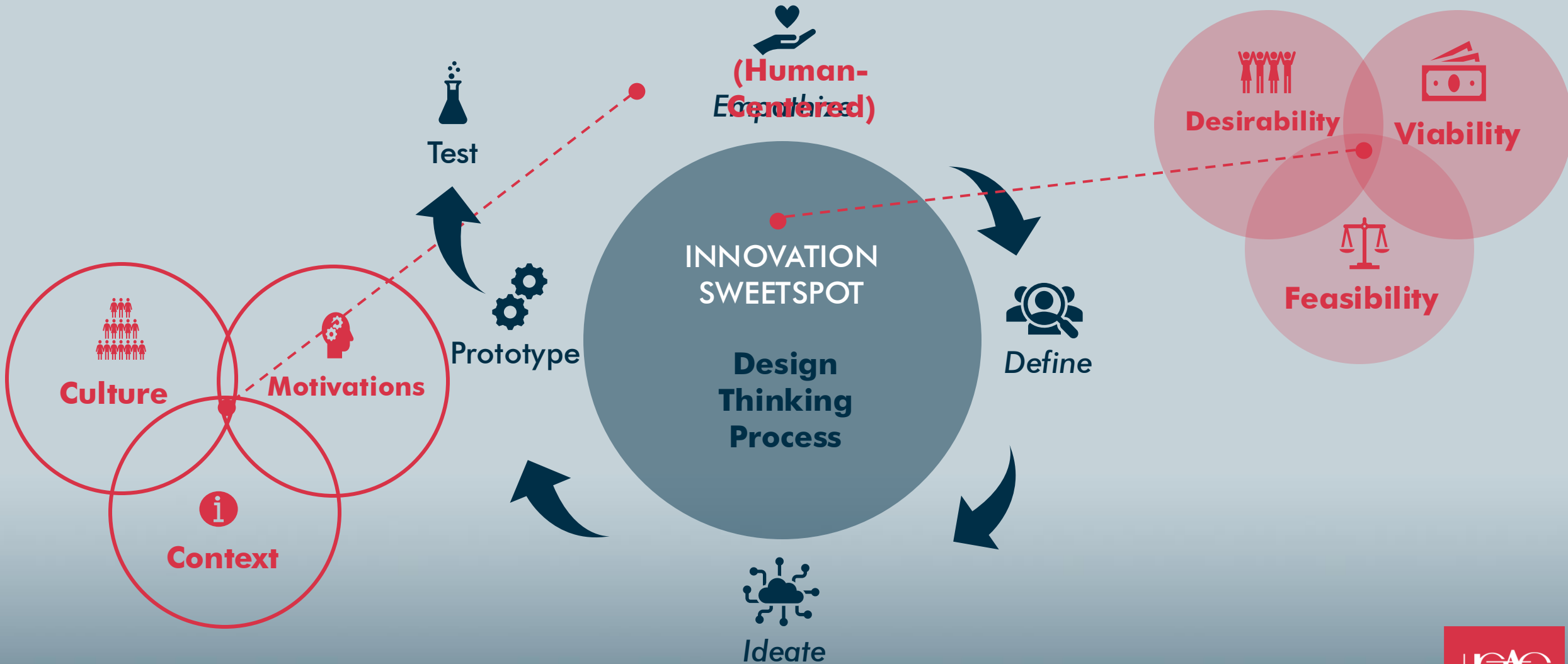
# Agenda

- Introduction
- Presentations and Discussions
  - Metrics of successful engagement
  - Data and community driven insights
  - Human-centered metrics in practice
- What we heard
- Adjourn



**LIVABLE CENTERS**  
LIVE, WORK, PLAY

# Human-Centered Design



Source: IDEO ([designthinking.ideo.com](https://designthinking.ideo.com))

# Human-Centered Design On the Ground



Solutions

Source: American Society of Landscape Architects, FHWA, Frank Blake, Theo Petritish

# How do we accomplish this?



Research



Pilot Projects



Collaboration Across Disciplines



Iterative Design



# Human-Centered Metrics

- Accessibility
- Travel time and convenience
- Safety
- Comfort and amenities
- Affordability and equity
- User satisfaction
- Environmental impact
- User engagement and participation
- Mode shift and behavior change
- Community health and well-being

# Discussion Questions

- How do you measure success in your projects?
- What are the challenges associated with integrating these metrics into program, policy, and planning initiatives?
- What strategies do you use to overcome these challenges?



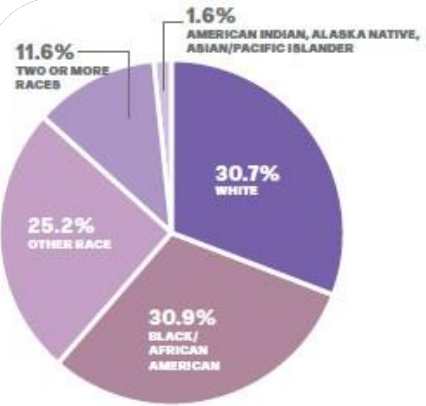
Ranjan Roy, AICP, ENV SP  
*Director of Urban Design*



# ENGAGE

## Some examples of successful engagement:

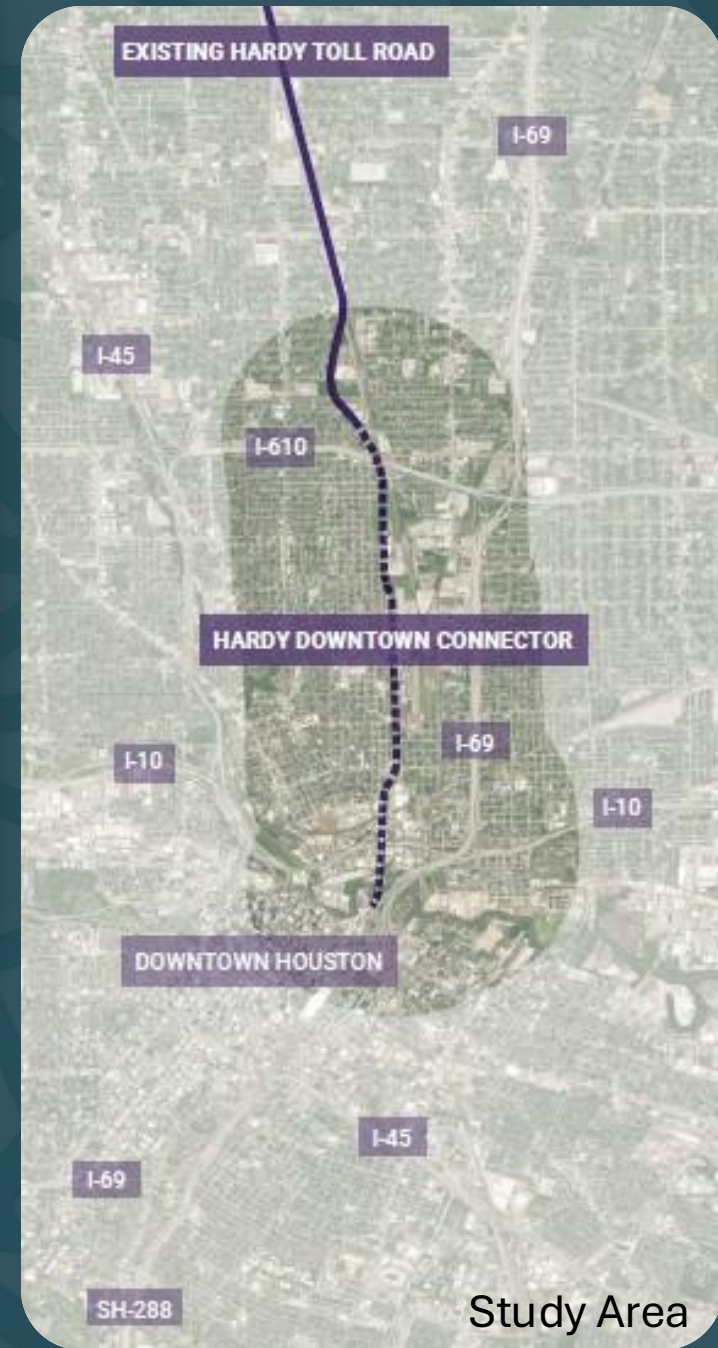
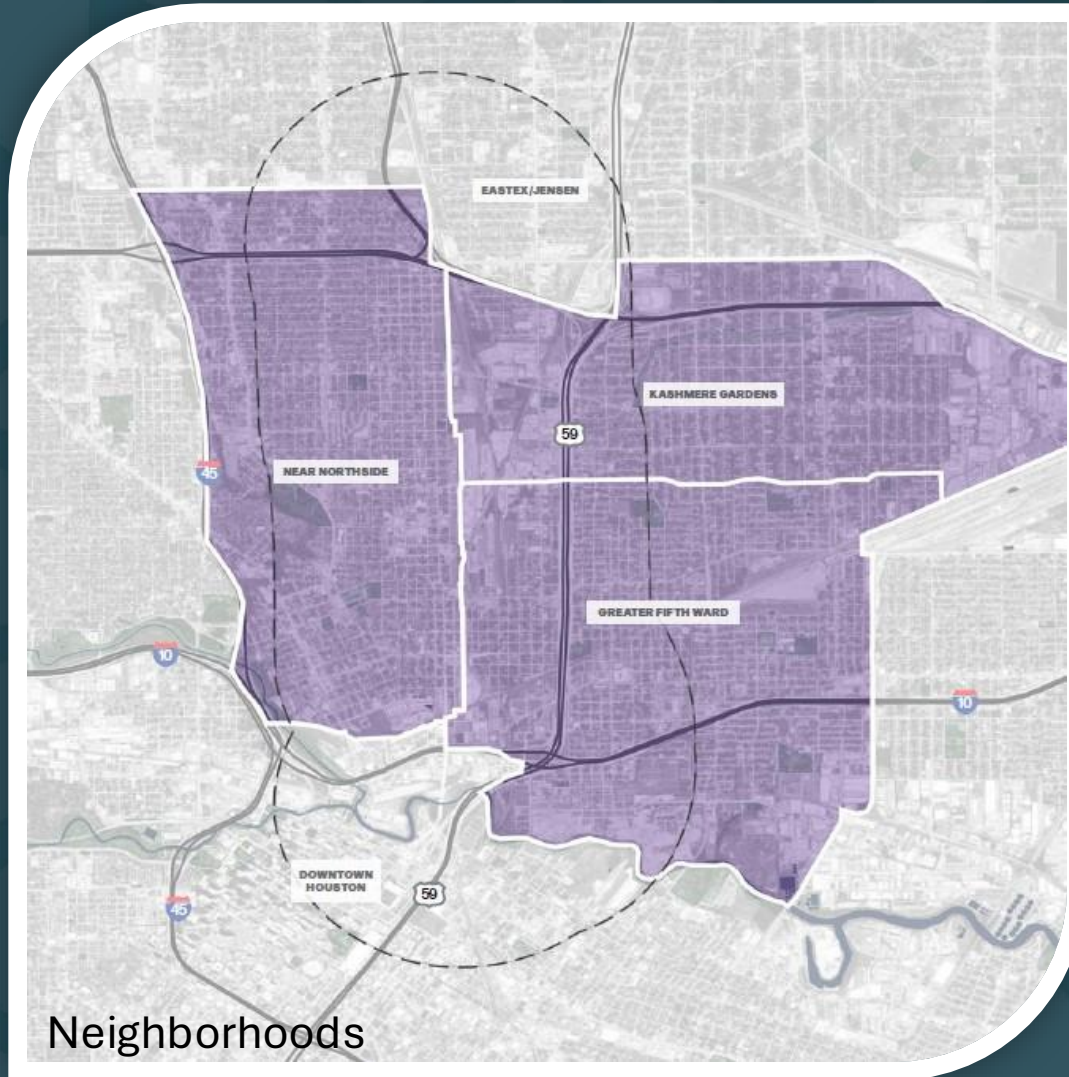
- HCTRA | Visioning Hardy Downtown Connector
- Freedmen's Town | Andrews & Wilson Street Design Concept Report



Demographics (2022)  
Source: American Community Survey 2016-2020



Median household income (2022)  
Source: American Community Survey 2016-2020



# HCTRA

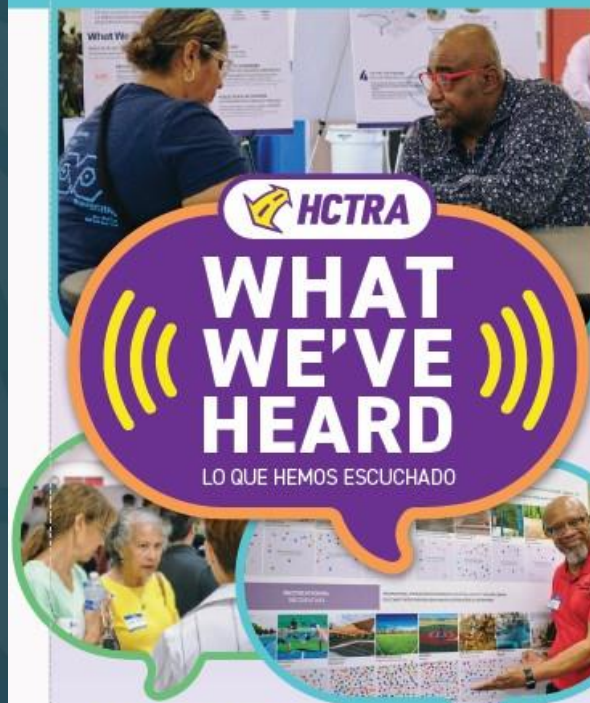
## Visioning Hardy Downtown Connector

### Overview

# LIST OF STAKEHOLDER GROUPS INCLUDED

- Harris County Precinct 1
- Harris County Precinct 2
- Elected Officials and/or staff
  - District H City Council Member Karla Cisneros
  - District B City Council Member Tarsha Jackson
  - HISD Trustee District 1 Elizabeth Santos
  - State Representative Christina Morales
- Super Neighborhood Council Presidents
  - Near Northside #51
  - Kashmere Gardens #52
  - Fifth Ward #55
  - Eastex/Jensen #46
- Management Districts
  - Northside
  - Central Houston
- Northside Hardy TIRZ
- Greater Northside Chamber
- Civic Club/Neighborhood Associations
  - Lindale Park
  - North Lindale
  - Silverdale
  - Ryon
  - Fifth Ward CRC
  - Avenue Park
  - North Central
  - Historic Near Northside
  - Avenue CDC
- Hardy Community Outreach
- Stop TxDOT I-45
- Trabajadoras del Hogar Sin Fronteras/ Domestic Workers Without Borders
- Greater Northside Partners Coalition Leadership
- University of Houston - Downtown, Bike Club
- Air Alliance
- Trees for Houston
- EPA

Outreach



**HCTRA**

**WHAT WE'VE HEARD**

LO QUE HEMOS ESCUCHADO

## VISIONING the HARDY DOWNTOWN CONNECTOR

A look into the vision, feedback, and stories received during the engagement process.

Un vistazo a la visión, datos, e historias recibidas durante el proceso de alcance comunitario.

### PUBLIC ENGAGEMENT STATS

Datos de Alcance Comunitario

- 25K+** Door Hangers Anuncios Colgantes
- 22K+** Mailers Sobres Publicitarios
- 450+** Workshop Attendees Asistentes al Taller
- 2.5K+** Points of Feedback Respuestas
- 460+** Written Comments Comentarios
- 100%** of Community Groups Engaged involucrados los Grupos Comunitarios
- Yard Signs, Canvassing, Online Advertising & MORE! Carteles, Publicidad en Línea, y MÁS!

## Engagement Timeline

Cronograma de Participación

LATE 2022 / EARLY 2023



### COMMUNITY GROUP ENGAGEMENT

Alcanza a Partidos Comunitarios Claves

- Commissioner Precincts 1 & 2
  - City & State Elected Officials
  - Management Districts/TIRZ/Chamber
  - Super Neighborhoods
  - Neighborhood Associations
  - Civic Clubs, Bike Clubs, Local Businesses, Churches, Schools, Residents
  - Other Community Groups
- Combinado Precintos 1 y 2, Funcionarios electos de la ciudad y el estado, Distritos de Gestión TIRZ, Cámara de Comercio, Super Vecindarios, Asociaciones de Vecinos, Clubes Cívicos, Clubes de Ciclismo, Negocios Locales, Iglesias, Escuelas, Residentes, Otros grupos comunitarios

MARCH 2023



### FIRST COMMUNITY WORKSHOP

Primer Taller Comunitario

- **1,500+** recorded comments
  - 26% addressed mobility
  - 25% addressed highway design, funding & infrastructure
  - **4 Key Themes Identified:**
    - Neighborhood Connections
    - Regenerative Ecology
    - Vibrant Placemaking
    - Public Space Activation
- 1,500+ comentarios grabados  
- 26% abordó la movilidad  
- 25% abordó temas de Carrteras, diseño, financiación e infraestructura.  
- 4 Temas clave identificados:  
- Conexiones Vecindarias  
- Regenerar la Ecología  
- Creación de Espacios vibrantes  
- Activación del espacio público

OCTOBER 2023



### SECOND COMMUNITY WORKSHOP

Segundo Taller Comunitario

- **1,000+** recorded comments
  - **Common Interests:** Community Benefits, Parks & Green Spaces, Roadway Details
  - **Project Programming Priorities:**
    - 60% Recreational
    - 19% Community
    - 12% Natural
    - 9% Educational
- 1,000+ comentarios grabados  
- Intereses comunes:  
- Beneficios Comunitarios, Parques y Espacios Verdes, Detalles de la Carretera  
- Prioridades de programación del proyecto  
- 60% Recreativo  
- 19% Comunità  
- 12% Natural  
- 9% Educativa



Activities



Activities



## INITIAL RESULTS

**Introduction:** Initial Results show the raw input received in each activity, showing a "face value" view of community preferences and attitudes within each workshop activity.

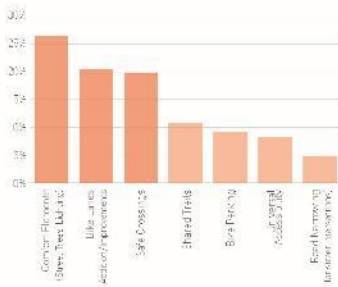
### Station 3 - Key Themes:

Attendees selected neighborhood connections as the project's top key theme, receiving approximately one-third of all votes. See Fig. A to the right.

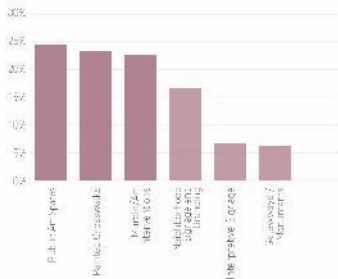
Out of all key themes, attendees selected the following as the **top three elements**:

- Comfort Elements (street trees, lighting, etc.). Fig. 7
- Noise/Sound Barriers. Fig. 8
- Bike Lanes Addition/Improvements. Fig. 9

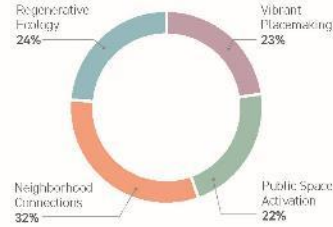
**Fig. B: Neighborhood Connection Elements**



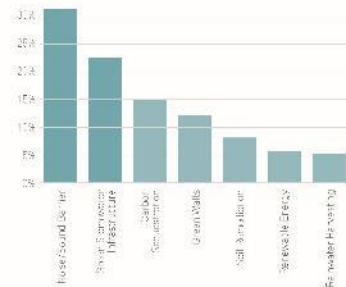
**Fig. D: Vibrant Placemaking Elements**



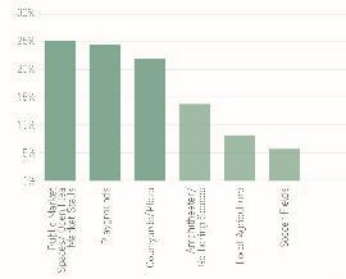
**Fig. A: Results of Attendee Votes on Key Themes**



**Fig. C: Regenerative Ecology Elements**



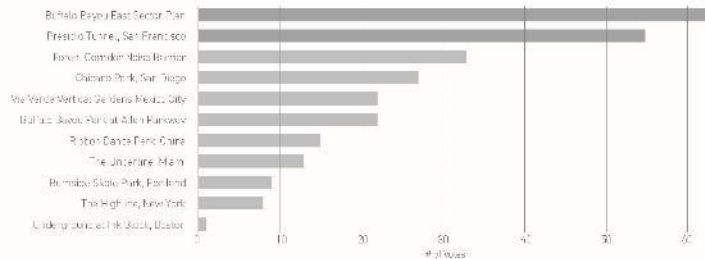
**Fig. E: Public Space Activation Elements**



## INITIAL RESULTS CONTINUED

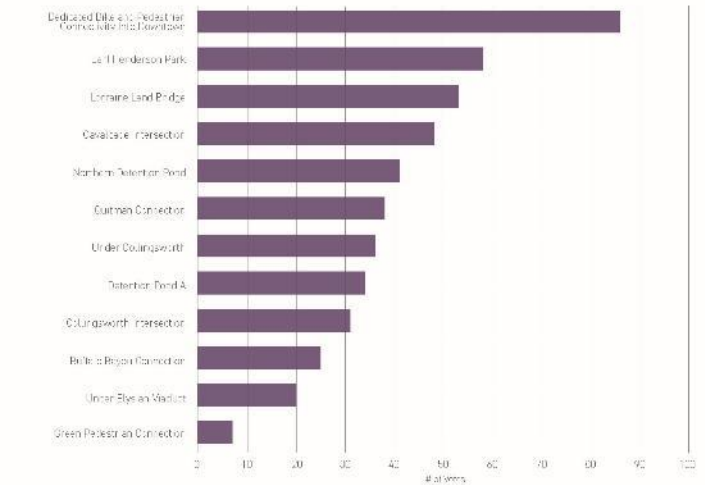
### Fig. F: Station 3 - Precedent Images

Images of 11 existing precedent projects were presented. The **Buffalo Bayou East Sector Plan** (63 votes) and **Presidio Tunnel, San Francisco** (55 votes) received the two highest individual vote shares amongst all precedent images, by a margin of at least 60% over other choices.



**Fig. G: Station 4 - Ideas for Community Benefits**

12 renderings of ideas for potential community benefits were presented. **Idea #3 - Dedicated Bike and Pedestrian Connectivity into Downtown** received the top vote (86 votes), a margin of at least 67% over other choices. Other top selections were **Earl Henderson Park** and the **Lorraine Land Bridge** at 58 & 53 votes, respectively.



## DATA ANALYSIS

### Introduction:

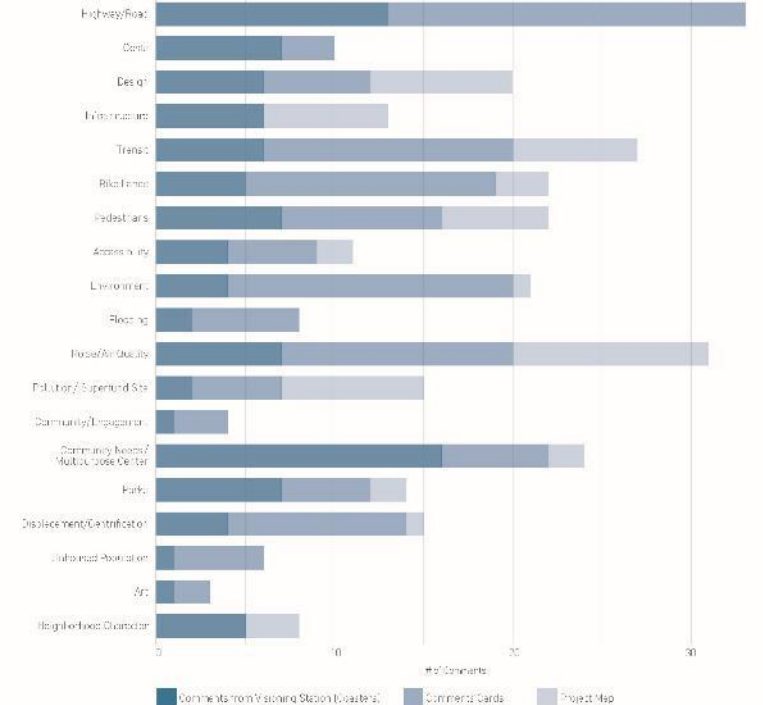
A context-sensitive analysis of the raw data and responses collected during the Public Workshop enabled a greater understanding of community input and its relation to the Key Themes.

### Fig. H: Combined Comments, Common Concerns, and Interests:

The responses from the comments on the coasters in Station 4, the comment cards collected from Station 5, and the post-its collected from the project map were combined to understand which topics were most prioritized and presented by the community.

- **Top Topic: "Highway/Road"** - 33 total comments, representing approximately 14% of all comments.

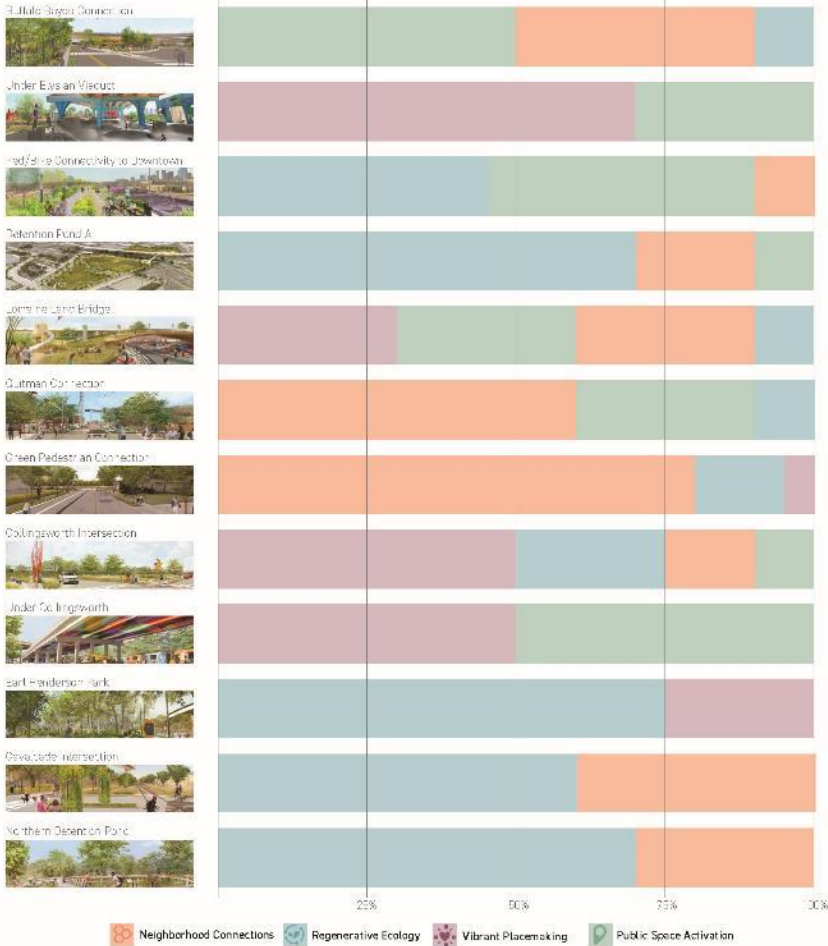
Other topics with high number of comments include Noise/Air Quality (31), Transit (27), Community Needs/Multipurpose Center (24), and Environment (20).



## DATA ANALYSIS CONTINUED

To understand connections between Project Idea Renderings and community input on the Key Themes, each rendering was classified based on its representation of the key themes. Fig. I shows renderings in the order they were publicly displayed, accompanied by their respective percentage representation of each Key Theme.

Fig. I: Proportional Relationship of Value Composition in Vision Renderings



Page 5

## DATA VISUALIZATIONS:

FIG. J: COMMON CONCERNS, INTERESTS, AND REQUESTS FROM COMMUNITY COMMENTS

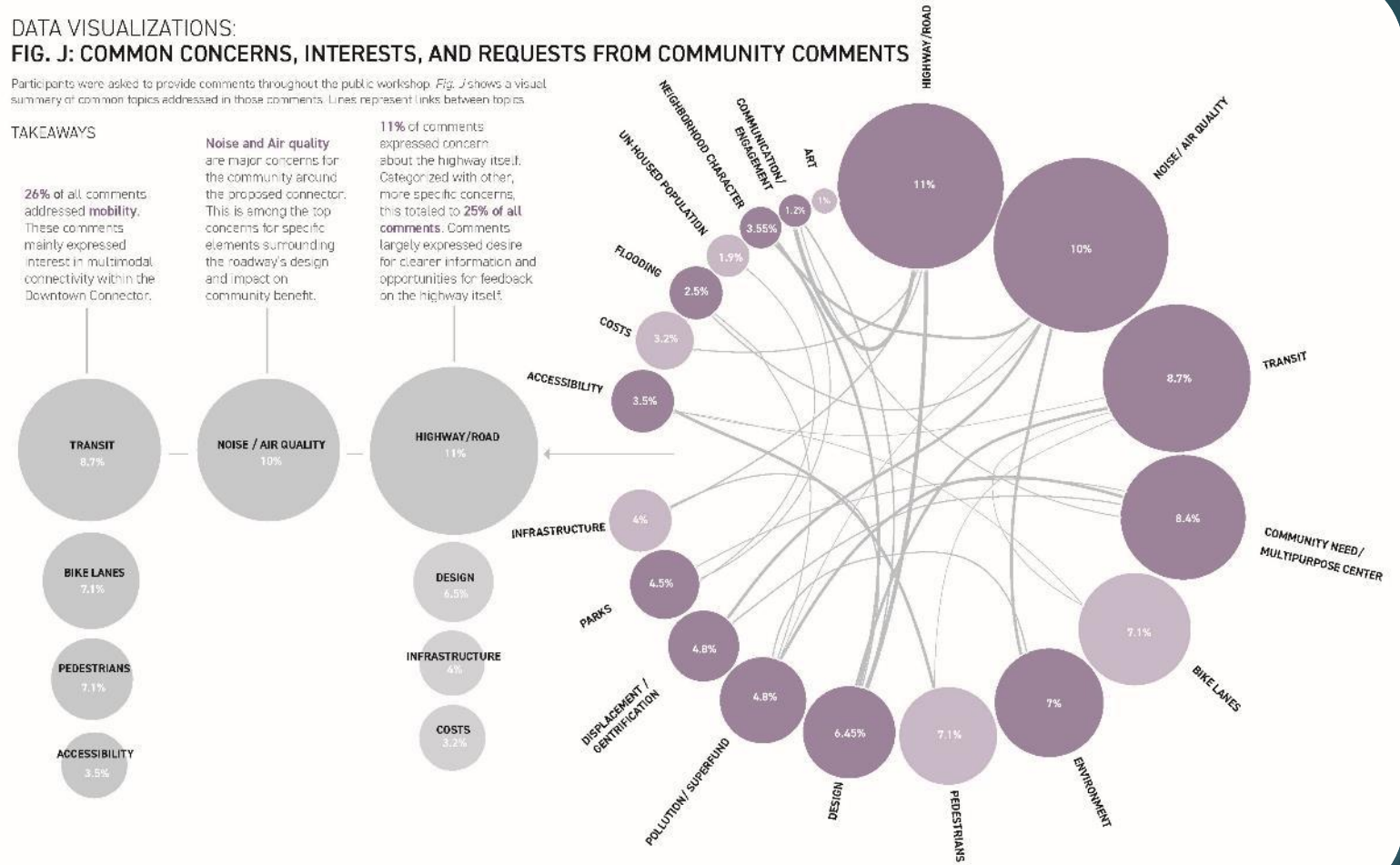
Participants were asked to provide comments throughout the public workshop. Fig. J shows a visual summary of common topics addressed in those comments. Lines represent links between topics.

### TAKEAWAYS

26% of all comments addressed mobility. These comments mainly expressed interest in multimodal connectivity within the Downtown Connector.

Noise and Air quality are major concerns for the community around the proposed connector. This is among the top concerns for specific elements surrounding the roadway's design and impact on community benefit.

11% of comments expressed concern about the highway itself. Categorized with other, more specific concerns, this totaled to 25% of all comments. Comments largely expressed desire for clearer information and opportunities for feedback on the highway itself.



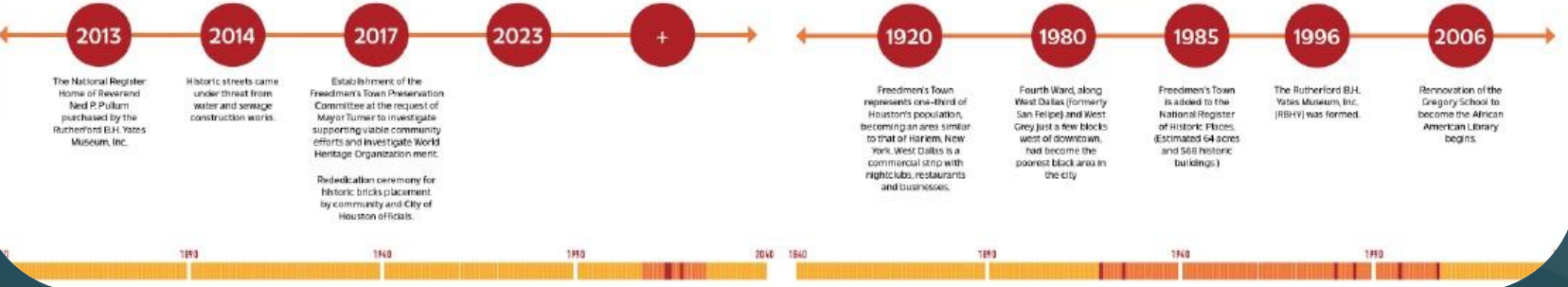
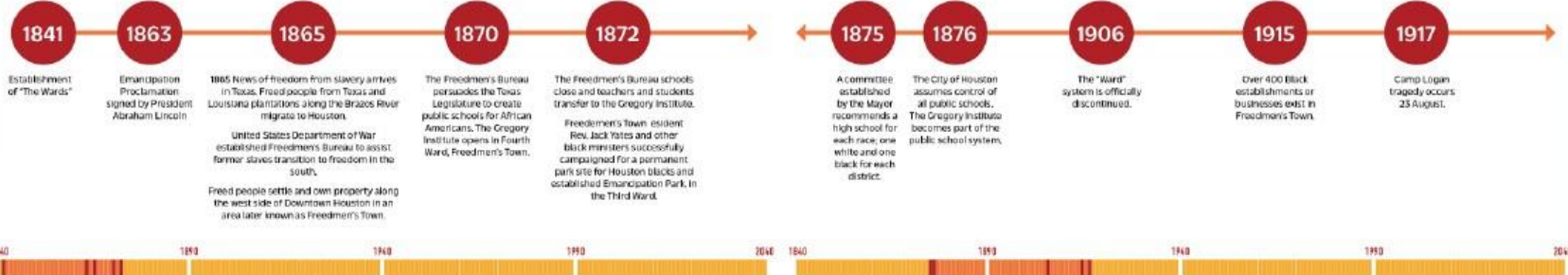
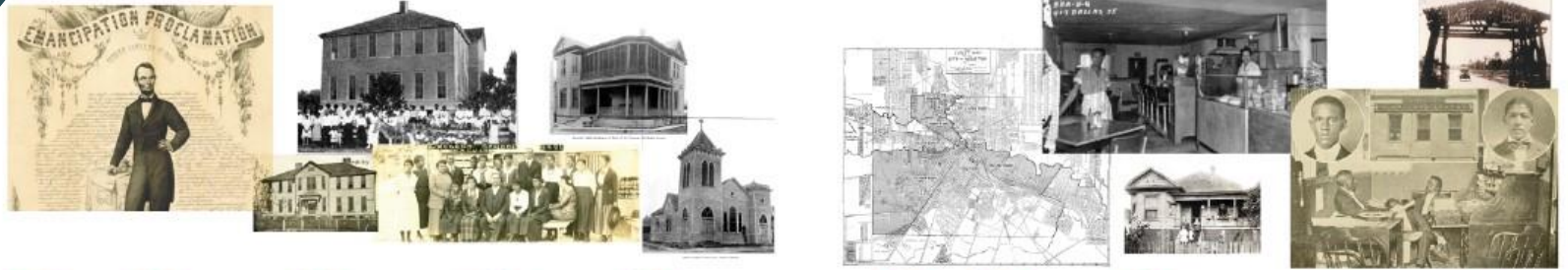
Page 6

# Summaries/Metrics

# PROJECT SCOPE



## Freedmen's Town Andrews & Wilson Street DCR Overview



# Overview

# Re-thinking the term "Stakeholder"

- Colonial Roots

## Some alternatives to "Stakeholder":

- Interested, affected, or relevant parties
- Collaborators
- Partners
- Participants
- List of people's roles (e.g., land owners, community members, Tribal rights and title holders)

## Outreach





# Activities



# FREEDMEN'S TOWN

## Stakeholder Walking Workshop

### Event Overview

On December 16th, 2023, a stakeholder meeting for the Freedmen's Town Design Concept Report project was held in the African American History Research Center at the Gregory School, inviting community stakeholders for a walking workshop and discussion session. The meeting served as a marker for developing a mutual understanding of community perspectives and priorities, infrastructural assessments as well as potential infrastructure alternatives. The meeting featured:



Over fourteen (15) stakeholders in attendance, with fifteen (15) stakeholders signing in



A presentation outlining current conditions, ongoing developments/ technologies, and scheduling



A group walkthrough serving as a dialogue session and mutual understanding for both parties

### Walkthrough and Dialogue Session

As the meeting's primary activity, a walkthrough of areas of interest encouraged stakeholder conversations to understand community perspectives and priorities and establish an understanding on infrastructural circumstances. Conditions consisted of ponding due to gutter subsidence, and poor base conditions for the brick, leading to unleveling. In addition, the ROW and sidewalk conditions were discussed due to a lack of sidewalks at some stops, or obstruction with utility poles. Stakeholders received a series of worksheets where they could write reflections, feedback, perspectives at four stops on Andrews St.

1. Andrews and Genesee
2. Andrews between Bailey and Gillette
3. Andrews and Wilson
4. Andrews and Cushing



Houston Freedmen's Town  
Andrews Street & Wilson Street  
Design Concept Report  
Meeting Date: December 16, 2023



# FREEDMEN'S TOWN

## Stakeholder Walking Workshop

### Event Overview

Project team members also gave their feedback for renovation alternatives for the roads, as well as concerns for the community to be mindful of and consider. Major topics covered were construction methods and technologies to renovate the infrastructure of the roads whilst prioritizing the preservation of the bricks, meeting the communities request for mutual involvement, and costs/scheduling. The team members and community members had insightful comments and discussions throughout the walkthrough that helped to establish a better understanding on how to move forward.

### Major walkthrough discussions

The following provides an overview of talking points from team members at each stop of the walkthrough:

Stop 1 Andrews and Genesee	Stop 2 Andrews between Bailey and Gillette	Stop 3 Andrews and Wilson	Stop 4 Andrews and Cushing
<ul style="list-style-type: none"> <li>85% of Brick pavement is in good condition, but visible bricks only make up about 57% of the street area</li> <li>65% of the roadway base is in poor condition, which puts the bricks at risk and undermines their good condition</li> <li>In order to property access and renovate the poor state road/ brick base, there must be some degree of temporary removal of road bricks</li> </ul>	<ul style="list-style-type: none"> <li>Storm drainage is either outdated, or not present at the brick roads, drainage is typically located at intersections and cross streets</li> <li>Eight blocks and two intersections currently experience major ponding after rain events, which increases degradation of the bricks</li> <li>With rain becoming more frequent and extreme in Houston, stormwater mitigation is a major concern to consider</li> </ul>	<ul style="list-style-type: none"> <li>Sidewalk conditions are in incredibly poor condition or nonexistent in some portions of the streets</li> <li>Vehicular traffic volume on the brick roads is low, with an average speed of 20MPH</li> <li>Corridor does not meet current accessibility standards</li> <li>Traffic is a mix of 1-way and 2-way directionality, with 2-way and 4-way stops for traffic control</li> </ul>	<ul style="list-style-type: none"> <li>Future maintenance and connections to new homes will require excavation from surface</li> <li>Replacement of aging utilities would help ensure breaks and repairs dont further damage bricks</li> <li>Trenchless construction would still require 50G+ open cuts for existing and future connections, and 30X10' open cuts per block for water and would need 2 cuts per block for sanitary sewer</li> </ul>



Houston Freedmen's Town  
Andrews Street & Wilson Street  
Design Concept Report  
Meeting Date: December 16, 2023





Summaries/Metrics



# Thank You!



ASAKURA  
ROBINSON

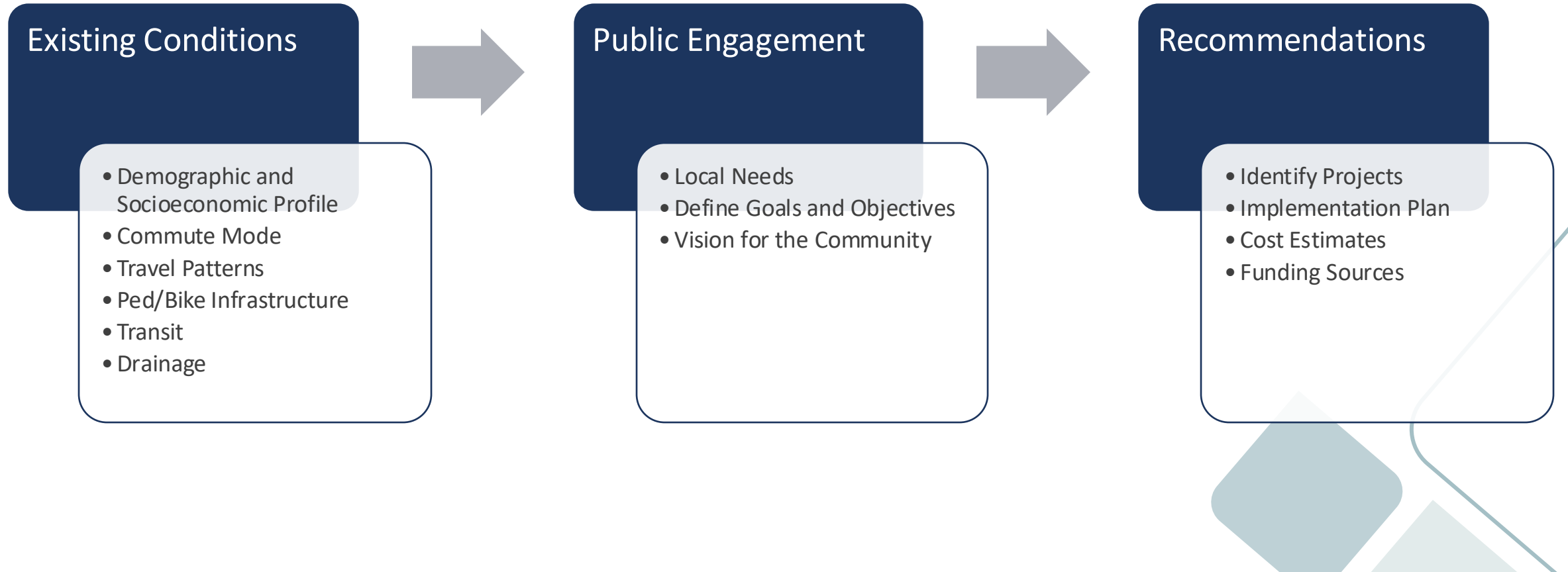
Ranjan Roy, AICP, ENV SP



# Data vs. Community Driven Transportation Decision Making

June 20, 2024

# PLANNING PROCESS



# UNDERSTANDING NEEDS

## EXISTING ROADWAY CONDITIONS

- Throughfare classification
- Level of service
- Travel lanes
- Speed
- Walking and Biking Infrastructure
- Access Management
- Transit

Parks and Recreational Facilities	Community Centers	School, Religious and Educational Facilities	Retail Businesses	Restaurant and Entertainment Venues	
Population within ½ mile	+ Number of Employees and Population within ½ mile	+ Enrollment and Number of Employees	+ Number of Employees and Population within ½ mile	+ Number of Employees and Population within ½ mile	= <b>DEMAND SCORE</b>



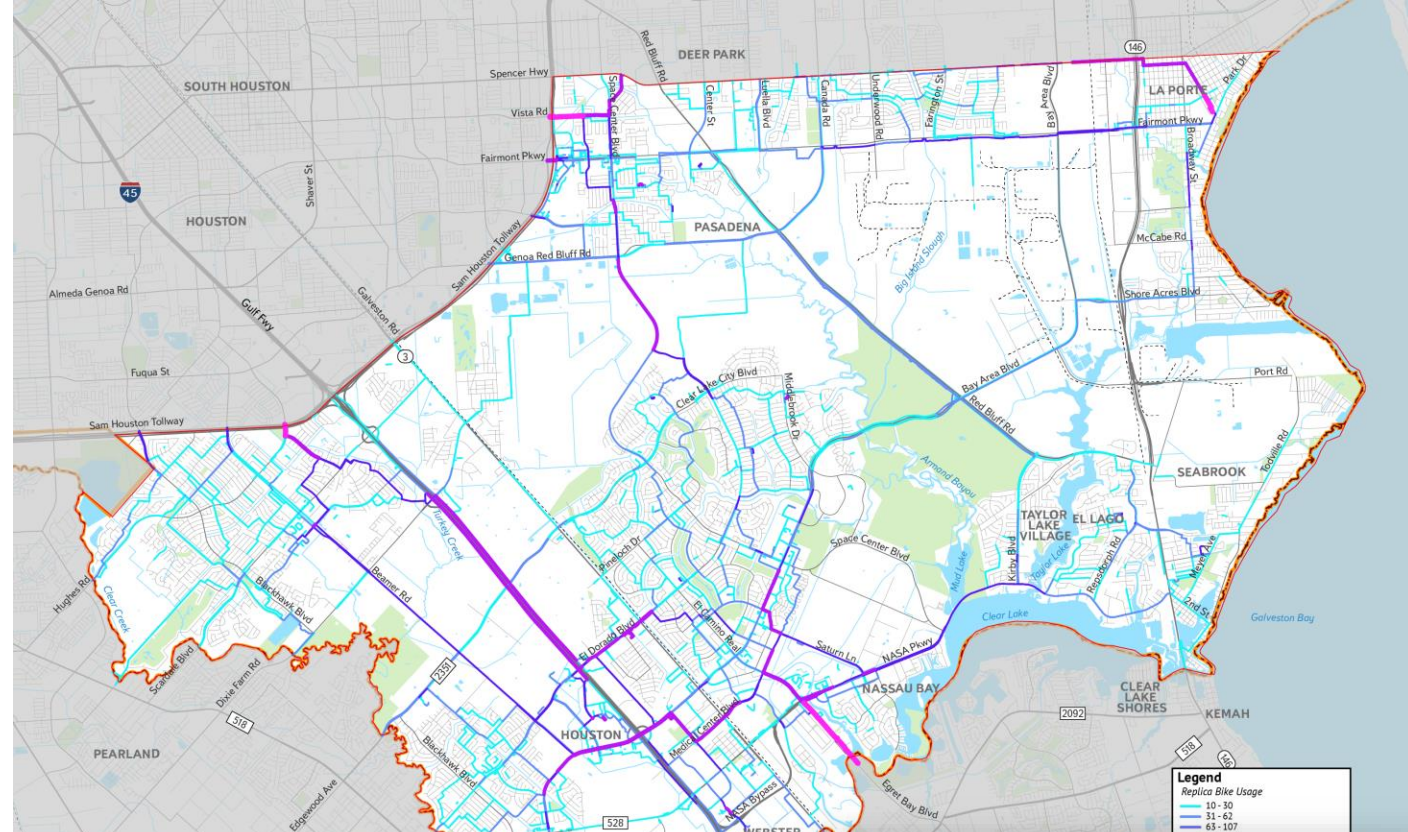
# USING DATA

## CRASH ANALYSIS

- Opportunity for corridor redevelopment and implementation of safety improvements

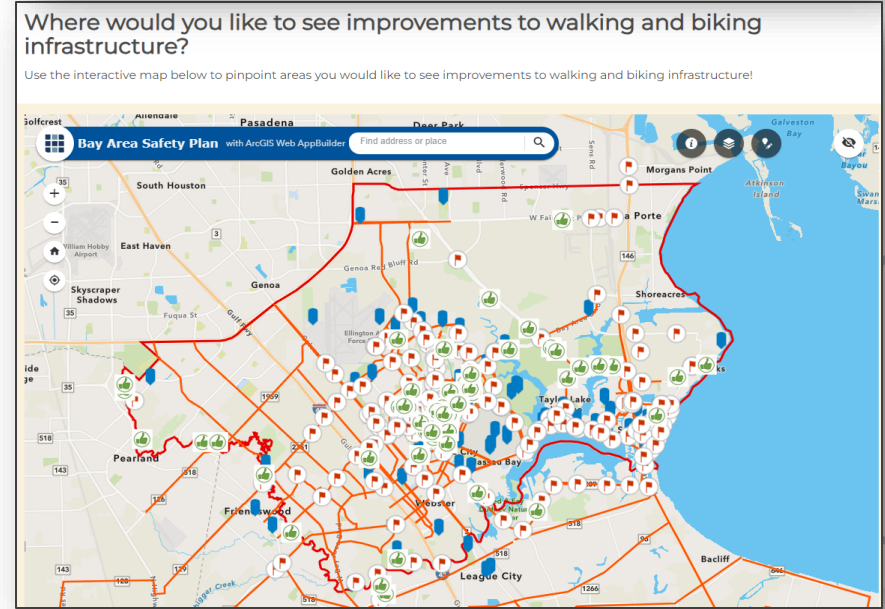
## BIG DATA SOURCES

- Streetlight, REPLICA, Strava



# PUBLIC ENGAGEMENT

- ASKING THE RIGHT QUESTIONS
- INVOLVING ALL INTERESTED PARTIES
- MEET THE PEOPLE WHERE THEY ARE!
- BUILD ON PLAN RECOMMENDATIONS



# IMPLEMENTATION

## PRIORITY SCORE

- Safety
- Connectivity
- Feasibility
- Community
- **Health/Equity**

## TIMEFRAME

- Quick-wins
- Short-term
- Long-term

Partnering Agency Key  
 PSJA ISD Pharr-San Juan-Alamo Independent School District  
 PPWD Pharr Public Works Dept.  
 PED Pharr Engineering Dept.  
 PDS Pharr Development Services  
 PPARD Pharr Parks and Recreation Dept.  
 PPD Pharr Police Dept.  
 RGVMPQ Rio Grande Valley Metropolitan Planning Org.  
 BGCP Boys & Girls Club of Pharr  
 LRGVDC Lower Rio Grande Valley Development Council  
 TxDOT TX Dept. of Transportation

	One-time	On-going	Partnering Agency	Priority Score	
				Benefit	Resources
<b>Education and Encouragement Initiatives</b>					
1. Partner with area agencies to develop educational materials on pedestrian and cyclist safety		X	RGVMPQ, TxDOT,	●●●○○	●●●●○
2. Work with PSJA ISD, Pharr Boys and Girls Club, and local advocacy organizations to develop a bicycle maintenance and skills training course		X	PSJA ISD, BGCP, PPD	●●●●●	●●○○○
3. Work with PSJA ISD to promote a Safe Routes to School Program		X	PSJA ISD, PPWD	●●●●○	●●○○○
4. Promote an Open Streets Program	X	X	PED, PPD, PPWD, PPARD	●●○○○	●●●●●
5. Develop a Bike Friendly Business Program for businesses in Pharr	X		PPWD, PDS	●●○○○	●●●●○
<b>Health Initiatives</b>					
1. Partner with RGV BCycle to establish a Bike Share Program	X		LRGVDC	●●○○○	●●●●○
2. Implement a "BikeRx" bicycle prescription service		X	PED, LRGVDC	●●●○○	●●●●●
<b>Enforcement and Evaluation Initiatives</b>					
1. Work with local law enforcement agencies to ensure proper driver behaviors around pedestrian and cyclist facilities		X	PPD	●●●○○	●●●●○
2. Incorporate enhanced pedestrian facilities including adequate lighting infrastructure during plan review		X	PED, PPWD	●●●●○	●●○○○
3. Form a Bicycle and Pedestrian Advisory Committee	X	X	RGVMPQ, PED	●●●○○	●●●●○
4. Work with area agencies to establish a pedestrian and bicyclist counting program to better understand demand		X	RGVMPQ, TxDOT	●●●○○	●●●●○
5. Track plan implementation through performance metrics		X	PPD, TxDOT, PDS, PED	●●●●○	●●●○○

# Q&A



A light blue map of the Houston-Galveston Area Council region, showing county boundaries. The word "Break" is centered over the map in a large, bold, dark blue font.

# Break

*How did you use  
my feedback?*



*Mandi Chapa*

**HUITT  
HZ ZOLLARS**

# Validate and Update Goals

Review previous plans, studies, and projects

	A	B	D	O	P	Q	R	S	Z	AB	AC	AD	AH
1	Project Descrip			Project Status							Implementation	Goals	
2	Metrics Scoring worksheet located here: <a href="https://docs.google.c">https://docs.google.c</a>			Type of project (YES, NO for each):									
3	Aldine II Plan /Study Name	Project/ Recommendation Name	Type (Program, Project, Policy)	Roadway	Drainage/ Flooding	Bike/Ped	Transit	Timing (Short-term, mid-term, long-term)	Public Outreach (Yes, No)	Status (not started, in-progress, completed)	Implementation Agency	Project goals established in the study	
4	AR_ID	AR_STDY_NM	AR_REC_NM	AR_TYPE	AR_RDWY	AR_FLOOD	AR_PED_BIK	AR_TRANSIT	AR_TIMING	AR_OUTRCH	AR_STATUS	AR_IMPLM	AR_PR_GOAL
5	1	Airline District Livable Centers Study	Yale Youth Center Park	PROJECT	NO	NO	NO	NO	Short-term	YES	NOT STARTED	Airline Improvement District	Open Space that Anchors Communities, Provides Mixed Amenities and Utilizes Stormwater Management Strategies
6	2	Airline District Livable Centers Study	Halls Bayou Northline Neighborhood Pocket Park (Halls Bayou System)	PROJECT	NO	YES	NO	NO	Short-term	YES	NOT STARTED	Harris County Flood Control (HCFCD); Precinct 1	Open Space that Anchors Communities, Provides Mixed Amenities and Utilizes Stormwater Management Strategies
7	3	Airline District Livable Centers Study	Halls Bayou Bird Basins Park	PROJECT	NO	YES	NO	NO	Short-term	YES	NOT STARTED	Airline Improvement District; HCFCD; Harris County Precinct 1	Open Space that Anchors Communities, Provides Mixed Amenities and Utilizes Stormwater Management Strategies
8	4	Airline District Livable Centers Study	Halls Bayou Esplanade Park	PROJECT	NO	NO	NO	NO	Short-term	YES	NOT STARTED	Airline Improvement District; Houston Parks Board; HCFCD; Harris County Precinct 1	Open Space that Anchors Communities, Provides Mixed Amenities and Utilizes Stormwater Management Strategies
9	5	Airline District Livable Centers Study	Aldine Mail Route Median Improvement	PROJECT	YES	YES	NO	NO	Short-term	YES	NOT STARTED	Airline Improvement District; Precinct 1	Increase mobility options for district residents and utilize road infrastructure for stormwater management strategies.
10	6	Airline District Livable Centers Study	New Road Gulf Bank Road to Louise Road	PROJECT	YES	NO	NO	NO	Short-term	YES	NOT STARTED	Airline Improvement District; Precinct 1	Increase mobility options for district residents and utilize road infrastructure for stormwater management strategies.
11	7	Airline District Livable Centers Study	Shared Use East-West Path at Utility Easement	PROJECT	NO	NO	YES	NO	Short-term	YES	NOT STARTED	Airline Improvement District; Exxon	Increase mobility options for district residents and utilize road infrastructure for stormwater management strategies.
12	8	Airline District Livable Centers Study	Bellmar Northline Tributary Trail - P118-27-00	PROJECT	NO	NO	YES	NO	Short-term	YES	NOT STARTED	Airline Improvement District; Exxon	Increase mobility options for district residents and utilize road infrastructure for stormwater management strategies.

# Set Goals

Goal 1: Increase the accessibility, reach, and frequency of regional transportation services

Goal 2: Increase safety, quality, and accessibility of bike and pedestrian infrastructure.

Goal 3: Develop a connected transportation network within the district



"There should be easier/safer access to transportation, especially for elderly citizens."

- Survey (Resident)



"On Aldine Wesfield next to Keith Wiess Park, people that live in the mobile homes have to wait because there is no turn lane and so traffic backs down the road. Lighting is needed in the whole road. General issue too, lack of street lighting."

- Survey (Resident)



"Distances are still far."

- Survey (Resident)



"All of these goals are interrelated and need to be reinforced with safety as a foundation to each goal as well."

- Focus Group



"More "bayou park trails" that also serve as biking roadways for those without cars. This mode of development tends to lead to more beautiful and cleaner waterways, as well as more usable urban-park greenspace."

- Survey (Resident)



"In front of HS need more cops to keep traffic moving!"

- Survey (Resident)



"Sidewalks are so needed. Specially kids trying to get to bus stops."

- Public Meeting



"We need more bike lanes."

- Survey (Resident)



"There are lot's of accidents, many stories of people getting run over. The traffic on Aldine Mail is bad, especially in the morning. More buses throughout the neighborhood for safety."

- Survey (Resident)

# Identify Metrics

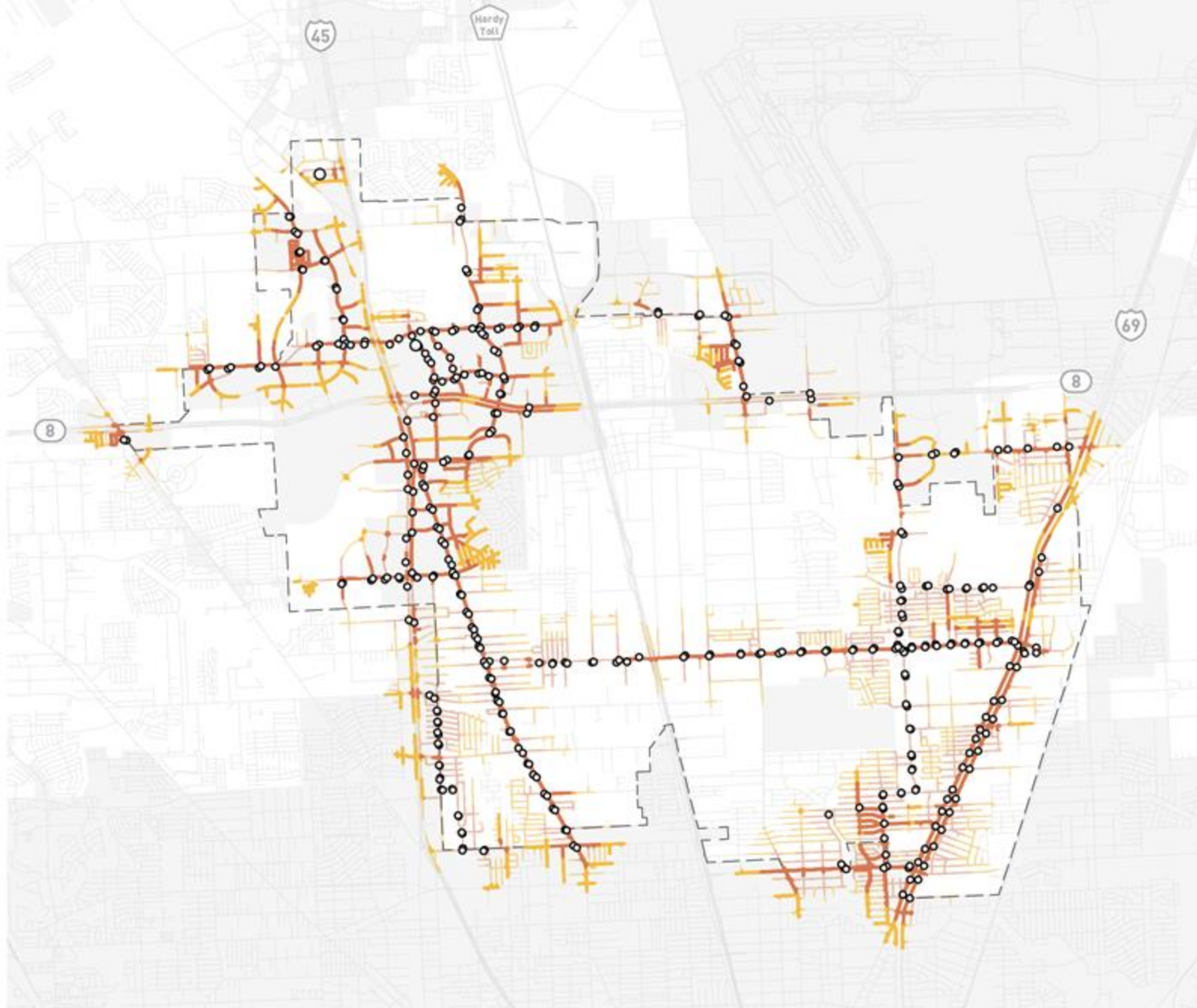
Walking time to bus stops

Transit coverage is measured using the percent increase in residents within a .25- and .5-mile walkshed to bus stops, measured along actual street connections and trails.

Heavier lines indicate walking routes using sidewalks.

## Bus Stop Walkshed

- 0-5 min walk with sidewalks
- 6-15 min walk with sidewalks
- without sidewalks
- without sidewalks
- Bus stops



# Identify Metrics

Population with access to frequent transit

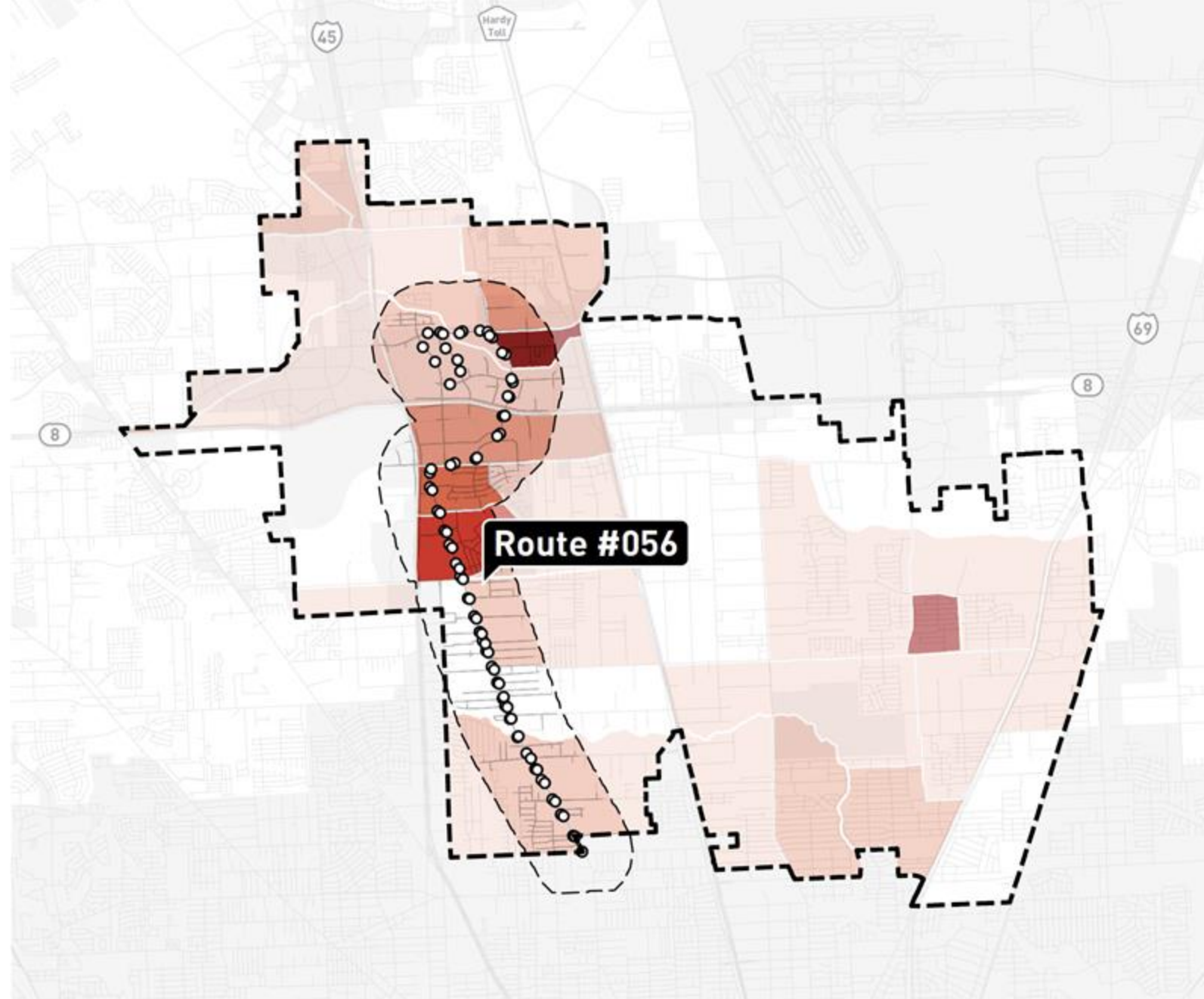
The transit frequency metric measures the percent increase in residents within a 1/2 mile walk of frequent service, measured along actual street connections and trails.

## Population by Tract



● Bus stops

○ 1/2 mile buffer



# Identify Metrics

## Crash density

Safety is measured on a scale from -2 to 2 for whether a project improves safety and considers crashes between cars, bikes, and pedestrians.

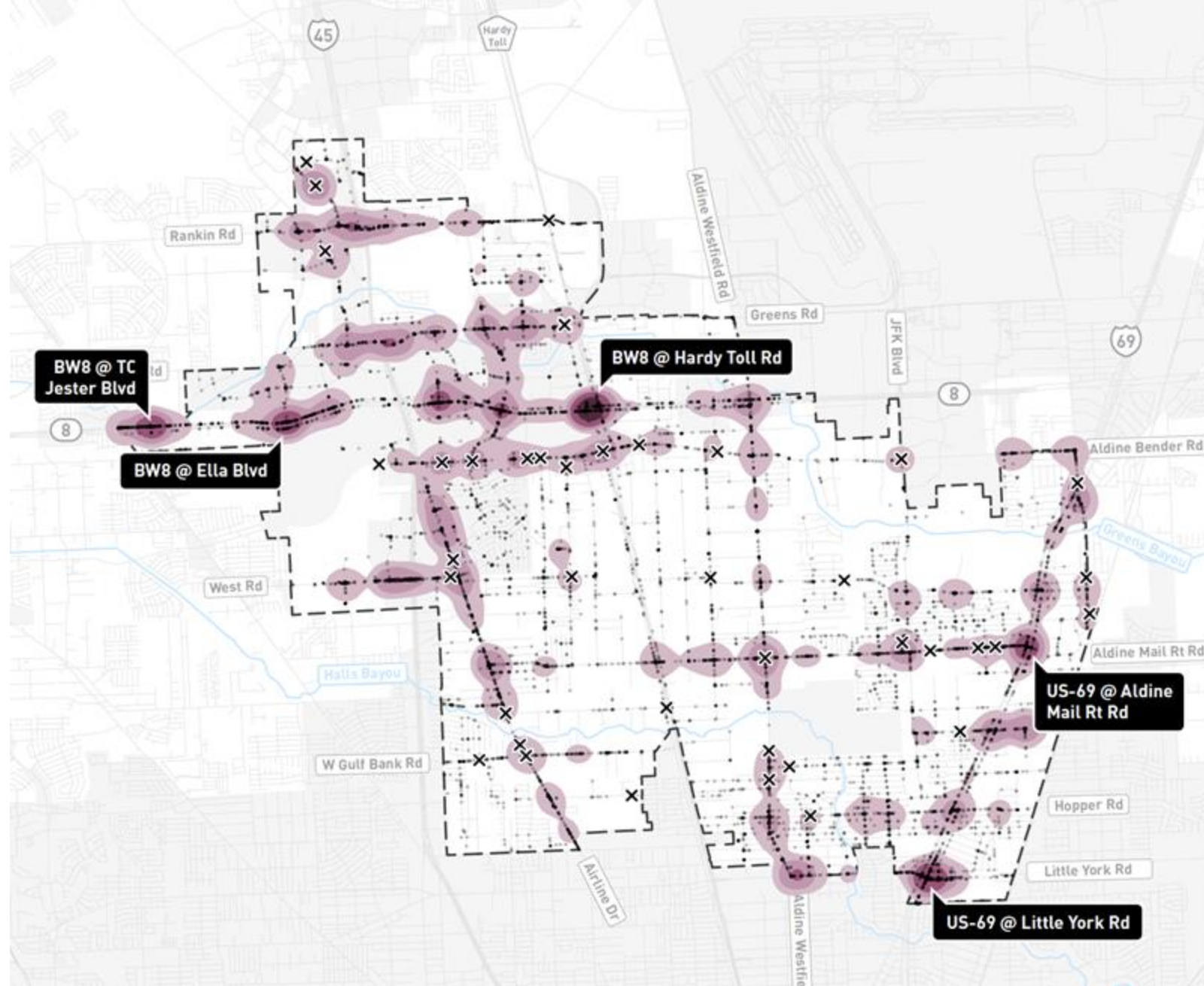
This is a list of all crashes on local streets (excluding freeway/tollway crashes) from January 2015 to December 2019, with the concentration of crashes illustrated in darker colors.

### Local Street Crashes



✕ Crash resulting in death

● Crash event



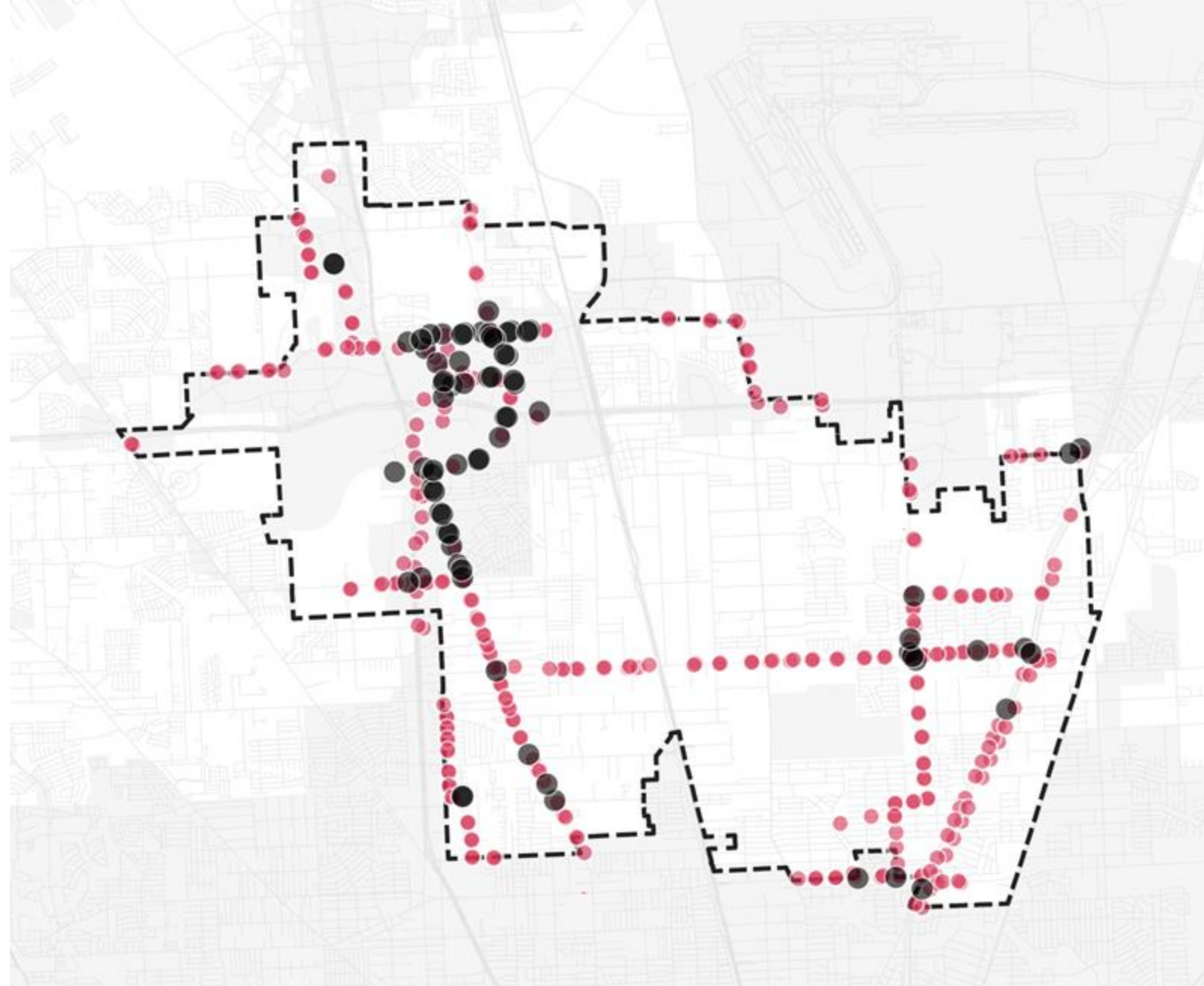
# Identify Metrics

Bus stop quality has two components that we are measuring: shelters and accessibility. These are measured as:

- the increase in the number of bus stops with shelters
- the increase in the number of ADA-accessible bus stops

## Bus Stop Facilities

- Stops with shelter
- Stops without shelter



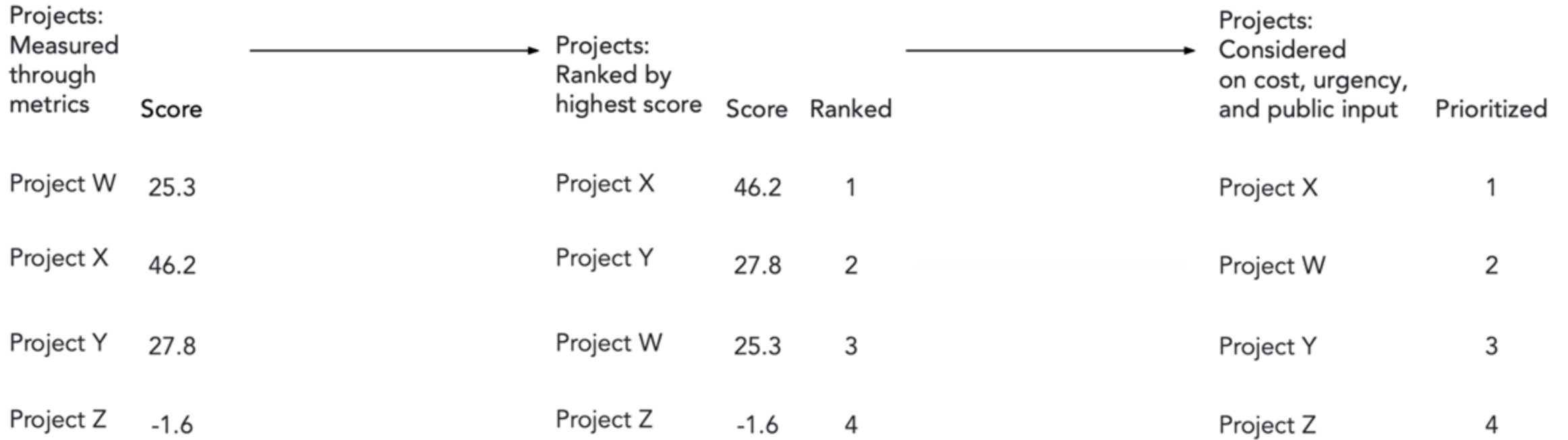


# Score Projects

	A	B	C	D	AV	AW	AX	AY	AZ	BA	BB	BC	BD	BE	BF	BG	
1	<b>Metrics Scoring Worksheet</b>																
3	GIS metric ?	Fill in cells that are shaded in pale yellow Recommendations / Projects information is located here: <a href="https://docs.google.com/spreadsheets/d/12dRzY5VPPdCvNxtmXJo-208g/">https://docs.google.com/spreadsheets/d/12dRzY5VPPdCvNxtmXJo-208g/</a>			59	60	61	62	63	64	65	66	67	68	69	70	
5			Project Name:	AR_ID	219	220	221	230	231	232	222	223	225	226	227	228	229
6			Study Name:		East Aldine Mobility,	East Aldine Mobility,	East Aldine Mobility,	East Aldine Mobility,	East Aldine Mobility,	East Aldine Mobility,	East Aldine Mobility,	East Aldine Mobility,	East Aldine Mobility,	East Aldine Mobility,	East Aldine Mobility,	East Aldine Mobility,	East Aldine Mobility,
7			project Scale:		Supemeighbo	Supemeighbo	Supemeighbo	Supemeighbo	Supemeighbo	Supemeighbo	Supemeighbo	Supemeighbo	Supemeighbo	Supemeighbo	Supemeighbo	Supemeighbo	Supemeighbo
16	<b>TRANSPORTATION</b>																
17	T1.	Increase the accessibility, reach, and frequency of regional transportation services			3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00
18	<input type="checkbox"/>	Bus Stop Quality	Number of additional people who board at bus stops with shelters		0	0	0	0	0	0	0	TBD	0	0	0	0	
19	<input type="checkbox"/>	Bus Stop Quality	Number of additional people who board at ADA accessible bus stops		0	0	0	0	0	0	0	TBD	0	0	0	0	
20			number to request from metro		Average	0	0	0	0	0	0	TBD	0	0	0	0	
23			SCORE:		0	0	0	0	0	0	0	2	0	0	0	0	
25	<input type="checkbox"/>	Transit Travel Times	Will this project reduce transit travel time?		No	No	No	No	No	No	No	No	Yes	No	No	No	
26			SCORE:		0	0	0	0	0	0	0	0	2	0	0	0	
28	<input checked="" type="checkbox"/>	High Frequency Transit	New number of residents within 1/2 mile walk of frequent service (along actual street connections and trails)		0	0	0	0	0	0	0	782	0	0	0	0	
31			SCORE:		0	0	0	0	0	0	0	2	0	0	0	0	
33	<input checked="" type="checkbox"/>	Transit Coverage	New number of residents within 1/4 mile walkshed to bus stops (along actual street connections and trails)		0	0	0	0	0	0	0	782	0	0	0	0	
36			SCORE:		0	0	0	0	0	0	0	2	0	0	0	0	
38	T2.	Increase safety, quantity, and accessibility of bike and pedestrian infrastructure.			1.00	0.67	0.67	1.00	0.67	1.00	1.00	-0.33	2.00	0.33	0.00	0.00	1.00
39	<input checked="" type="checkbox"/>	Sidewalks	Added miles of sidewalks		3.98	0.00	0.00	0.09	0.09	0.00	0.00	0.00	4.10	0.00	0.00	0.00	
40	<input checked="" type="checkbox"/>		Added miles of comfortable sidewalks		3.98	0.00	0.00	0.18	0.09	0.00	0.00	0.00	4.10	0.00	0.00	0.00	
41	<input checked="" type="checkbox"/>		Added miles of thoroughfares with sidewalks		3.00	0.00	0.00	0.09	0.09	0.00	0.00	0.00	2.90	0.00	0.00	0.00	
42	<input checked="" type="checkbox"/>		Added miles of sidewalks within 1/2 miles of a school		3.98	0.00	0.00	0.09	0.00	0.00	0.00	0.00	0.72	0.00	0.00	0.00	
43			Sidewalk improvement points (weighted)		2.94	0.00	0.00	0.45	0.27	0.00	0.00	0.00	11.82	0.00	0.00	0.00	
46			SCORE:		1	0	0	1	1	0	0	2	0	0	0	0	

# Select Projects

Other factors we consider in selecting projects



# Select Projects

## Community Input

Feedback received from stakeholder meetings, outreach events, and the online survey

## Measured Impact

How well each project supported the goals

## Critical Infrastructure

Opportunities to add things like lighting, water/sewer supply, and fire hydrants

## Population Impacted

How many people directly benefit from the project

# Identify Top Projects

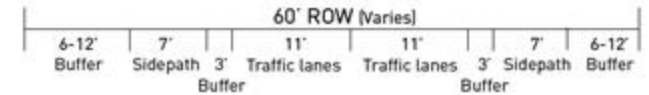
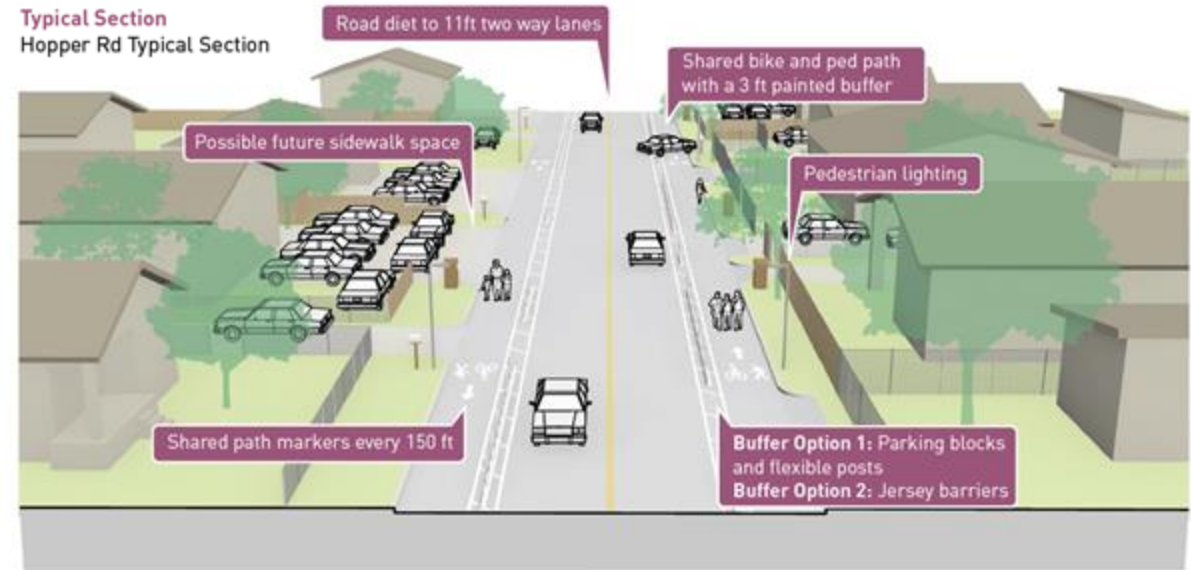
Metrics Summary		Roadways																																																													
		<table border="1"> <tr> <td>East Bay Bike</td> <td>East Bay Rd</td> <td>Harbor Bike</td> <td>Harbor Rd</td> <td>Harbor Rd</td> <td>Harbor Rd</td> <td>Harbor Rd</td> <td>Harbor Rd</td> <td>Harbor Rd</td> <td>Harbor Rd</td> <td>Harbor Rd</td> <td>Harbor Rd</td> <td>Harbor Rd</td> <td>Harbor Rd</td> <td>Harbor Rd</td> <td>Harbor Rd</td> <td>Harbor Rd</td> <td>Harbor Rd</td> <td>Harbor Rd</td> <td>Harbor Rd</td> <td>Harbor Rd</td> <td>Harbor Rd</td> <td>Harbor Rd</td> <td>Harbor Rd</td> <td>Harbor Rd</td> <td>Harbor Rd</td> <td>Harbor Rd</td> <td>Harbor Rd</td> <td>Harbor Rd</td> <td>Harbor Rd</td> <td>Harbor Rd</td> <td>Harbor Rd</td> <td>Harbor Rd</td> <td>Harbor Rd</td> </tr> </table>																												East Bay Bike	East Bay Rd	Harbor Bike	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd
East Bay Bike	East Bay Rd	Harbor Bike	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd	Harbor Rd																														
Project Number:	Study Name:																																																														
1065	City of Houston																																																														
2024	2021																																																														
Cost:																																																															
<b>TRANSPORTATION</b>	<b>WEIGHT</b>																																																														
T1. Increase the accessibility, reach, and frequency of regional transportation services	4.0%																																																														
T2. Increase safety, quantity, and accessibility of bike and pedestrian infrastructure.	6.2%																																																														
T3. Develop a connected transportation network within the district	5.0%																																																														
<b>HOUSING</b>	<b>WEIGHT</b>																																																														
H1. Offer accessible and affordable housing in non-food risk areas	4.6%																																																														
H2. Increase home ownership and improve maintenance of existing homes	7.1%																																																														
H3. Increase density in areas with public services	2.2%																																																														
<b>PARKS &amp; GREEN SPACE</b>	<b>WEIGHT</b>																																																														
P1. Provide an equitable distribution of safe and high-quality parks and public spaces	5.6%																																																														
P2. Increase safe access to and the connectivity between parks	5.3%																																																														
P3. Preserve and protect natural resources, ecosystems, and waterways	6.2%																																																														
<b>CULTURE AND QUALITY OF LIFE</b>	<b>WEIGHT</b>																																																														
C1. Invest in youth and adult education	6.4%																																																														
C2. Improve social engagement	6.4%																																																														
C3. Cultivate a robust sense of place through cultural and artistic expression	4.4%																																																														
C4. Beautify neighborhoods and improve nuisance abatement	4.5%																																																														
<b>ECONOMIC DEVELOPMENT</b>	<b>WEIGHT</b>																																																														
E1. Foster a prosperous regional economy (Focused on employers)	4.2%																																																														
E2. Build community wealth at a local scale (Focused on people wealth)	5.0%																																																														
<b>COMMUNITY SAFETY AND PUBLIC HEALTH</b>	<b>WEIGHT</b>																																																														
S1. Reduce impacts of flooding and other climate emergencies	6.6%																																																														
S2. Improve community safety	6.1%																																																														
S3. Improve public health and access to quality groceries	4.6%																																																														
S4. Improve water and sewer infrastructure	5.4%																																																														
<b>PROJECT TOTAL</b>		17.8	-3.0	-4.8	15.0	13.8	0.3	5.2	10.8	7.0	7.7	7.0	-3.0	19.6	-4.8	15.6	18.7	20.6	11.3	50.2	15.1	8.8	27.6	8.4	4.2	2.1	4.2	40.5	4.2	2.1	4.2	0.8	26.4	23.4	5.6	45.1	4.2	12.8	3.7	4.2	7.0	4.2	-4.7	15.1	19.3	10.3	31.3	29.2	25.0	6.3													



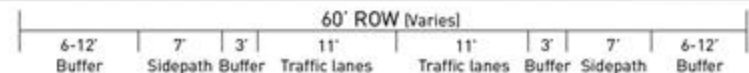
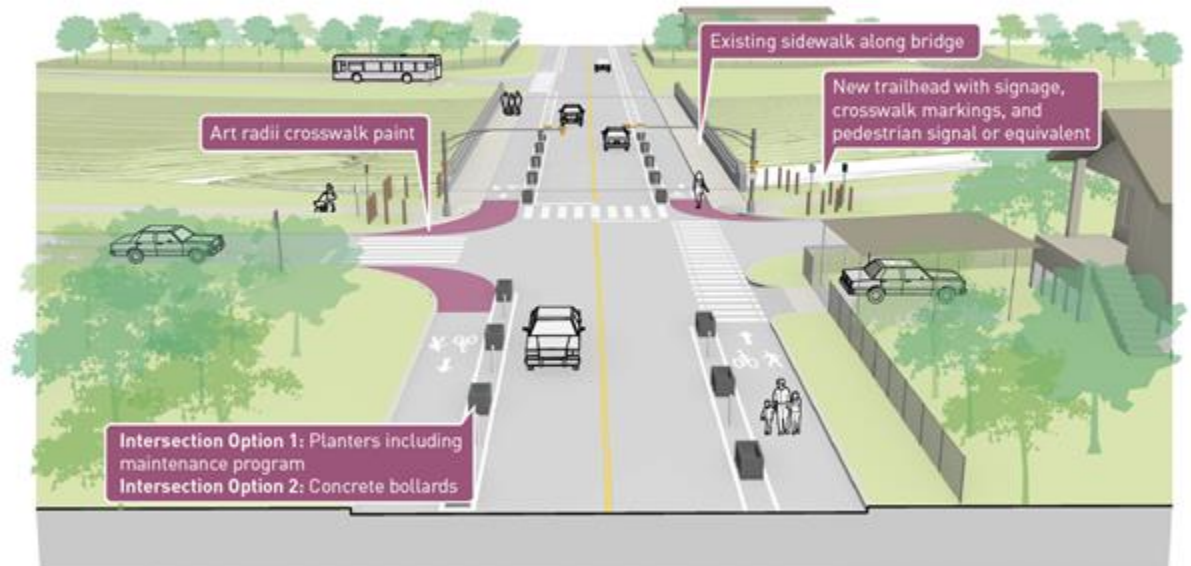
# Identify Top Projects

This project turns Hopper St into a multimodal corridor. It includes reducing traffic lanes, a protected wide shared path with safe crosswalks, street murals at intersections, vegetation with low-impact planters at intersections, and connections to Halls Bayou Trail.

The majority of the project is a retrofit and re-stripe of the current street with minimal intervention.



Minor Road Crossing  
Hopper Rd at Halls Bayou Trail

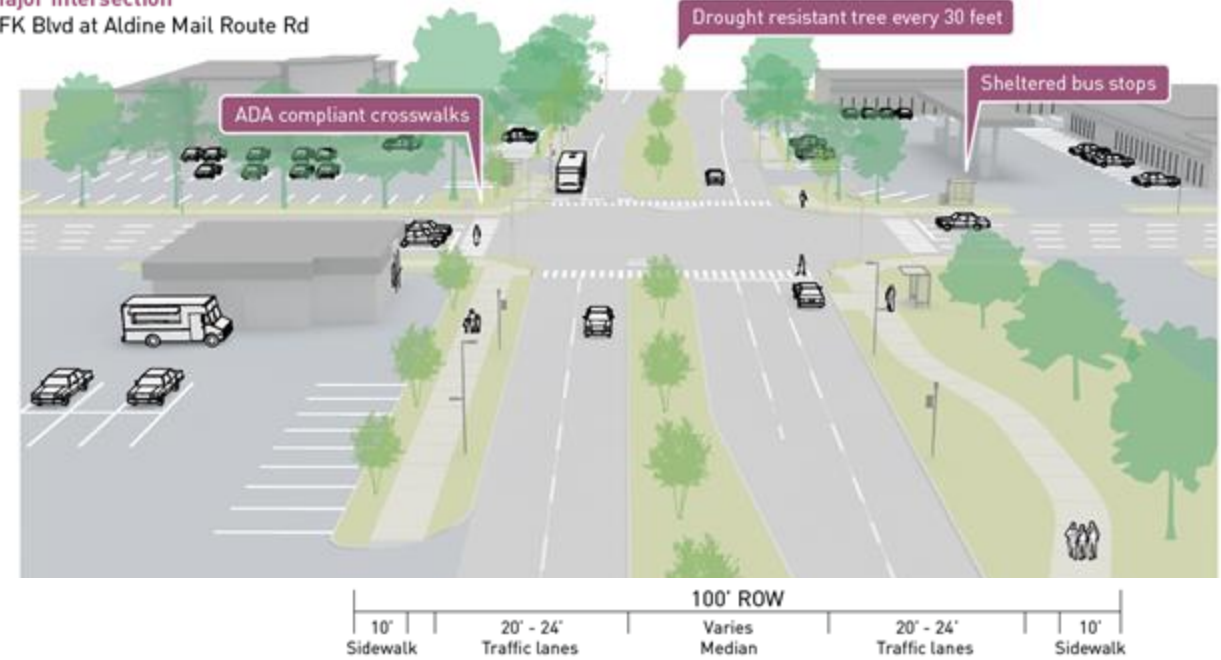


# Identify Top Projects

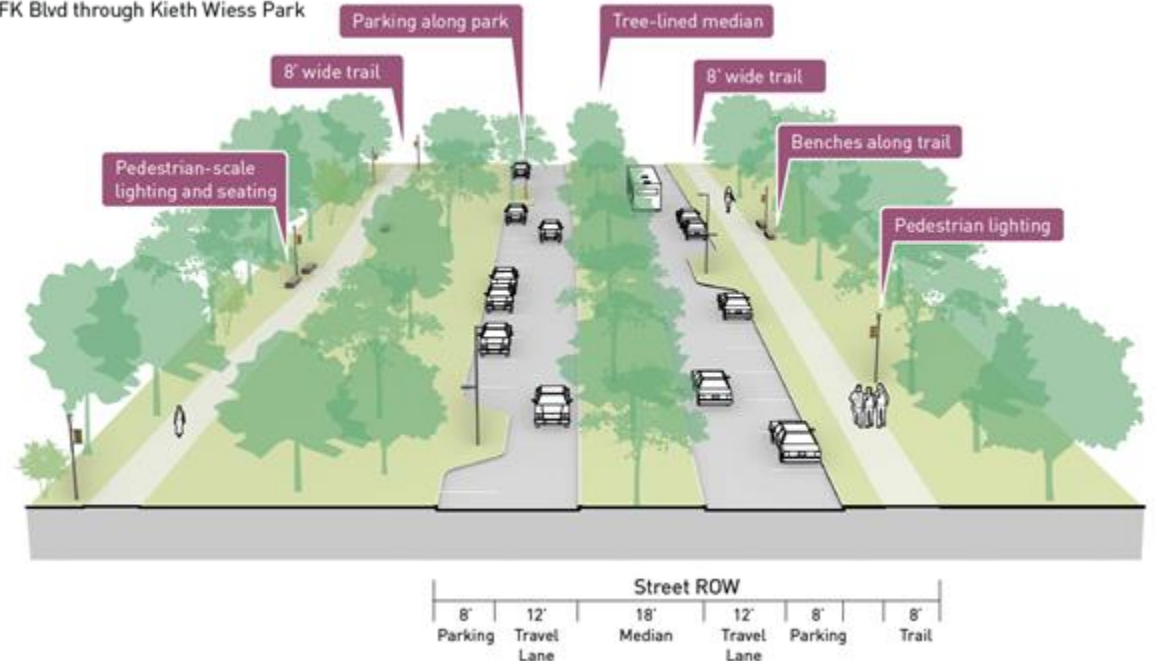
This project extends JFK Blvd from Aldine Mail Route to Bentley St and improves JFK Blvd from Aldine Bender Rd to Aldine Mail Route Rd. The extension includes two traffic lanes with a median acting as a drainage ditch.

Improvements include completing the sidewalk network, narrowing the road to add a bike lane, and adding trees and landscaping. The improvements north of Aldine Mail Route Rd add a shared path along one side of the road, new sidewalks, street trees, landscaping, and lighting.

**Major Intersection**  
JFK Blvd at Aldine Mail Route Rd



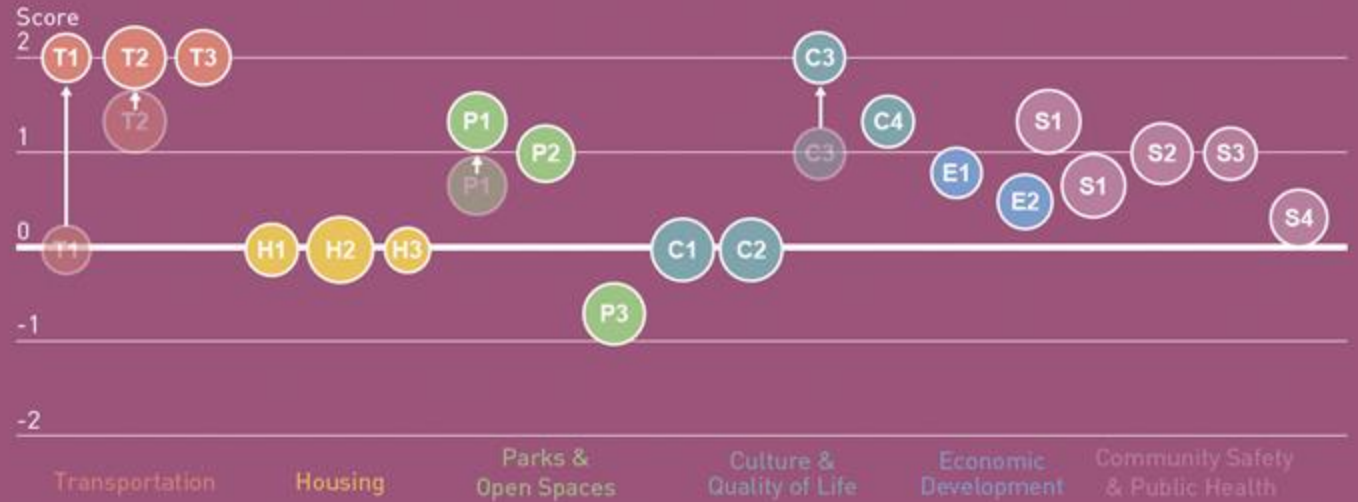
**New Road**  
JFK Blvd through Kieth Wiess Park



# Track Success

Adjust top-scoring projects to better meet community goals.

Further prioritize projects based on best practices, availability of funding, and potential for partnerships



**T1** Increase the accessibility, reach, and frequency of regional transportation services

In addition to straightening the path of an existing METRO route (#83), this project provides transit access to residents who did not have access before, and includes ADA accessible bus stops with shelters where there were bus stops in ditches.

**T2** Increase safety, quantity, and accessibility of bike and pedestrian infrastructure

Adds wide sidewalks and trails with street lighting and pedestrian-scale lighting to allow pedestrians and cyclists to feel safer after dark and also allows residents an alternative to walking on the shoulders of parallel streets. Additionally, there is added sidewalks and bike trails within a half-mile of schools, providing children and parents another alternative.

**C3** Cultivate a robust sense of place through cultural and artistic expression

The inclusion of local public art at the entrances to Kieth-Weiss Park and at the roundabout help develop a sense of place and promotes creativity.

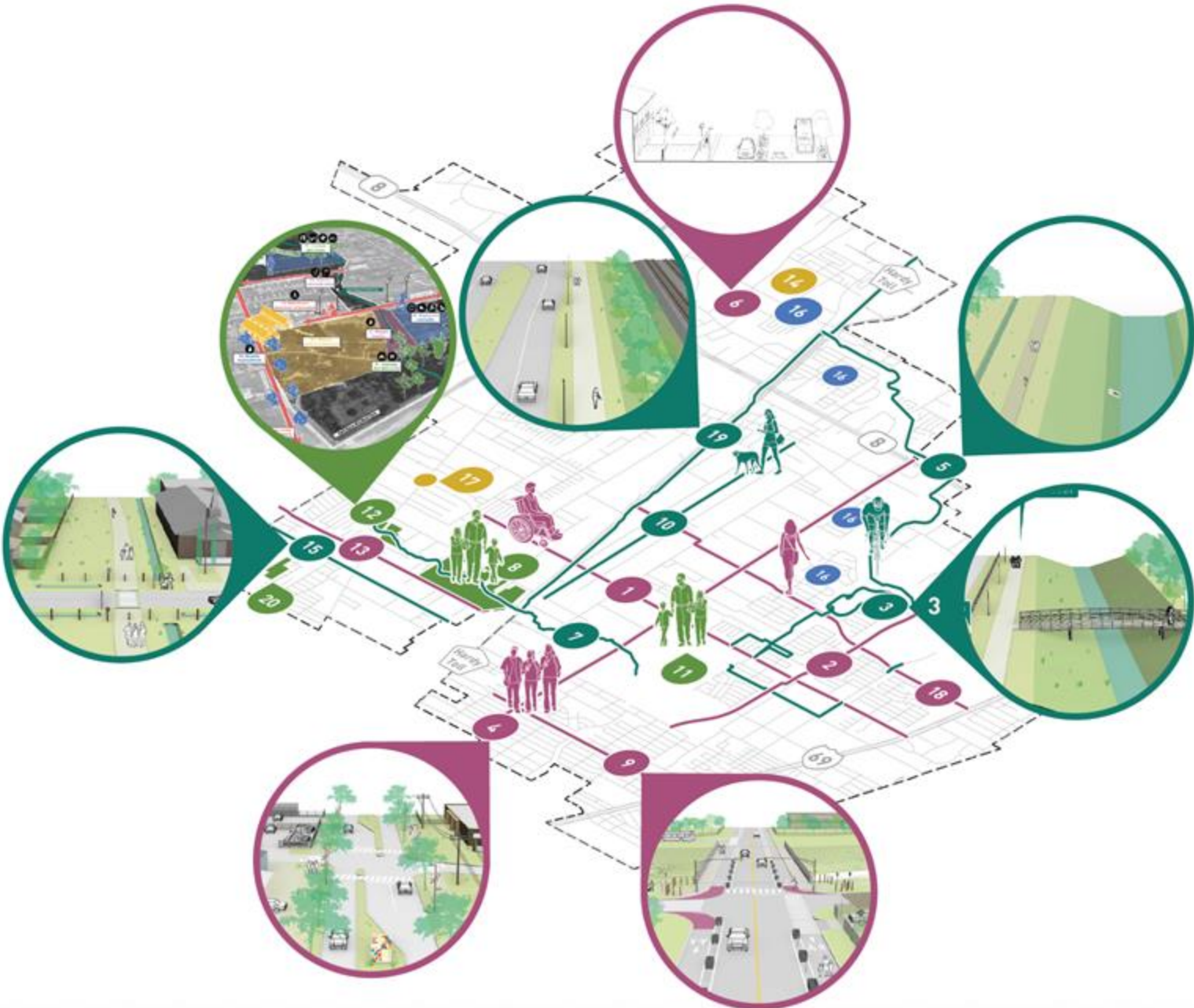


"I live on one side of JFK and my parents live on the other. This project would improve access to my parents, and reduce bottleneck of traffic through Gloger St, which multiple schools and businesses feed into."

- Public meeting attendee

# Improve Accountability and Implementation

A process rooted in goals and metrics can be used to objectively measure community progress over time and improve accountability.



This is the result of conversations with residents and stakeholders and a data-driven analysis



# Q&A

***Thank  
you!***

***Mandi Chapa***

**HUITT  
HZ ZOLLARS**

A light blue map of the Houston-Galveston Area Council region, showing county boundaries. The map is centered on the Gulf of Mexico coast.

# What We Heard

# Upcoming Events:

Annual land use and transportation workshop

## **Incremental Steps Towards Transportation, Environmental, and Social Equity**

- September 19, 2024 - 8:00am – 11:30am\*