



Near Northwest Management District Performance-Based Mobility Funding Strategy

Building the Project Portfolio for Grant Pursuit



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SCOPE OF WORK

FORWARD LOOKING

- NNMD Mission
- Missions & Goals of Funding Entities
- Evaluation Criteria

PROJECT PROFILES

- Project Portfolio
- Reconstruction Projects (3)
- Shared-use Path Projects (5)
- Back of Curb Projects (3)
- Safety Projects (6)
- New Roadway Projects (1)

FINAL RANKING

- Next Steps



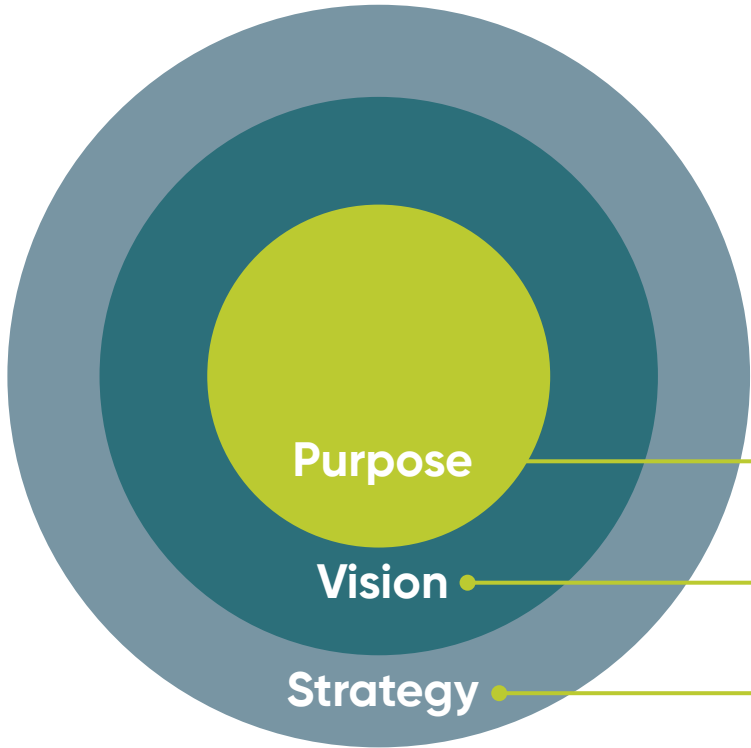
(Source: Near Northwest Livable Center Study)



NNMD's VISION

The NNMD's vision aligns with the vision, missions and goals of funding entities

We're growing, we're building, we're changing and we're near all the Houston hotspots! Growing investment values coupled with a robust development-friendly environment and mid-century modern housing ready for families. Growth and prosperity are inspiring and the Near Northwest is now being touted as a hidden gem whose time has come. The District has diverse housing in attractive, well-kept communities with great green spaces, gardens and parks. **Come and grow with us! Grow NEAR!**



Three things every organization (and person) needs to know by heart:

- The reason you are doing what you are doing
- What things look like when you succeed
- An ever adapting plan for how to get there

Don't complicate your story

NNMD ZONE MAP



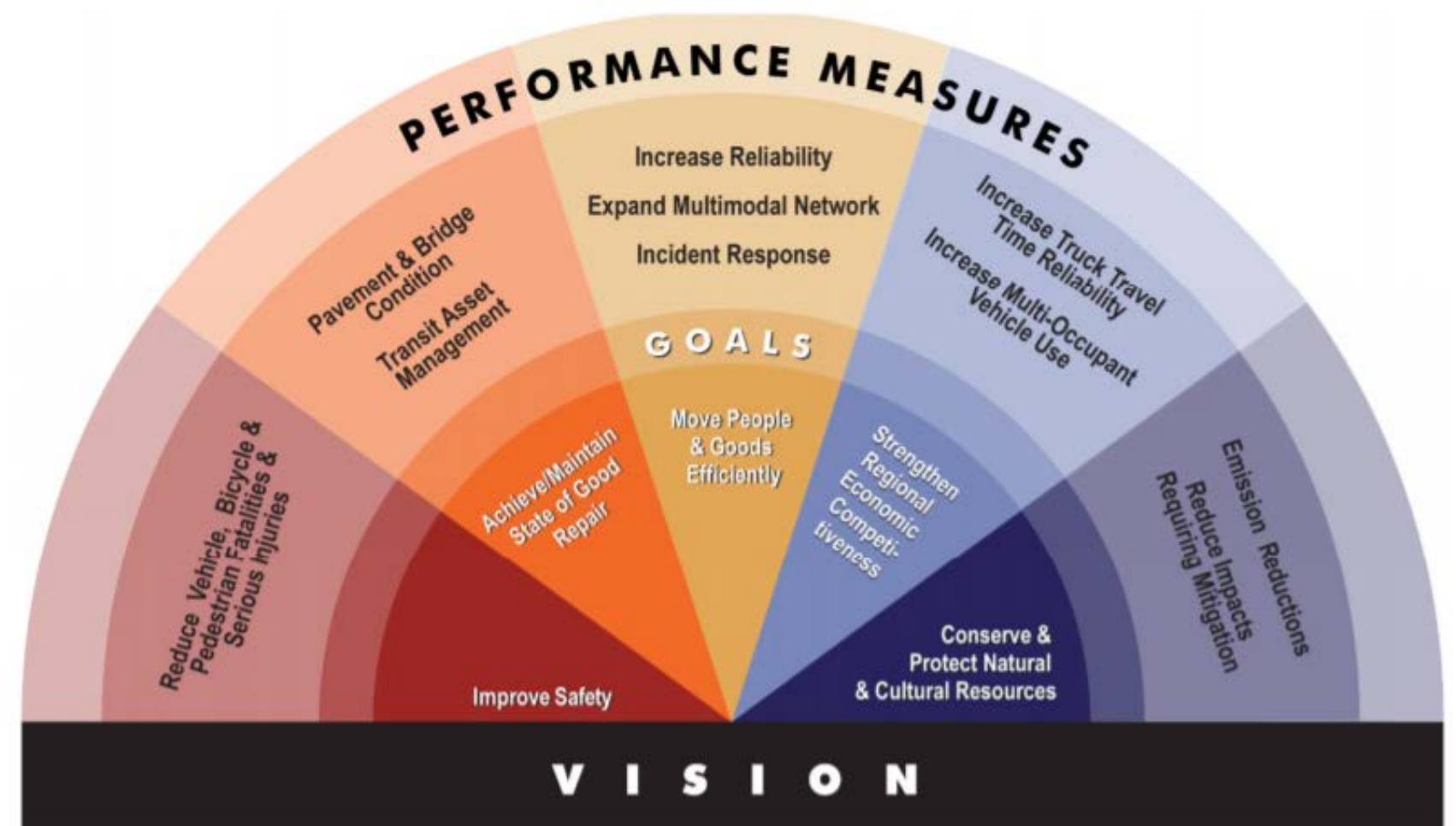
* Snow, Shane. MissionOrg, Three Key Elements Your Company Story Needs. Retrieved in February 2021 from <https://medium.com/the-mission/three-key-elements-your-company-story-needs-130c72df60b0>

PARTNER MISSIONS/GOALS

LITERATURE REVIEW

- NNMD CIP
- Livable Centers
- Previous Grant Applications (Project Development)
- NW Mobility Study
- USDOT Strategic Plan FY 2018–2022
- TxDOT 2019–2023 Strategic Plan
- HGAC 2045 Regional Transportation Plan
- City of Houston Capital Improvement Plan and Vision Zero Plan
- METRO Long-Range Plan

“By providing safe and reliable transportation for all, Houston’s Transportation Planning Division helps Houston be a great place to live, work, and play, providing economic opportunities and high-quality life for all.”



(Source: 2045 RTP Vision, Goals, and Performance)

PARTNER MISSIONS/GOALS





COMMON THEMES

Common Missions, Goals and Visions



NEED-BASED PROJECT EVALUATION CRITERIA

SUMMARY

	Criteria	Evaluation Weight
	Storm water	12%
	Safety	22%
	Mobility	22%
	Economic Development	22%
	Environmental Justice (EJ) /Equity	22%





NEED-BASED PROJECT EVALUATION CRITERIA

STORMWATER



- Storm water Need



(Source: Google Street View)

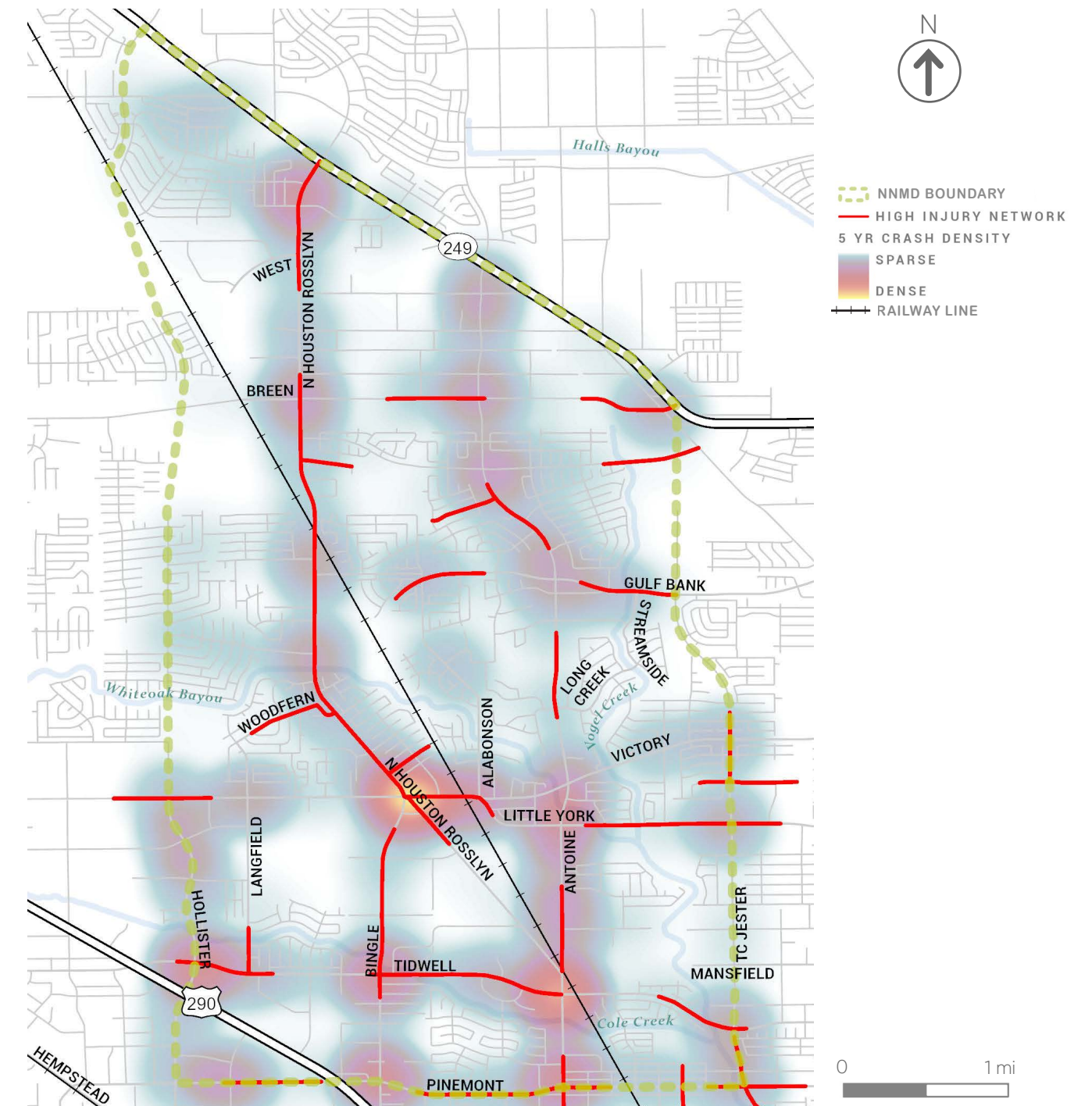
NEED-BASED PROJECT EVALUATION CRITERIA

SAFETY



- Vehicle Crashes
- Ped Crashes
- Bike Crashes
- Severity - Monetized Values of Injuries
- 5-Year Crash Rate
- COH High Injury Network

Crash Density + High Injury Network



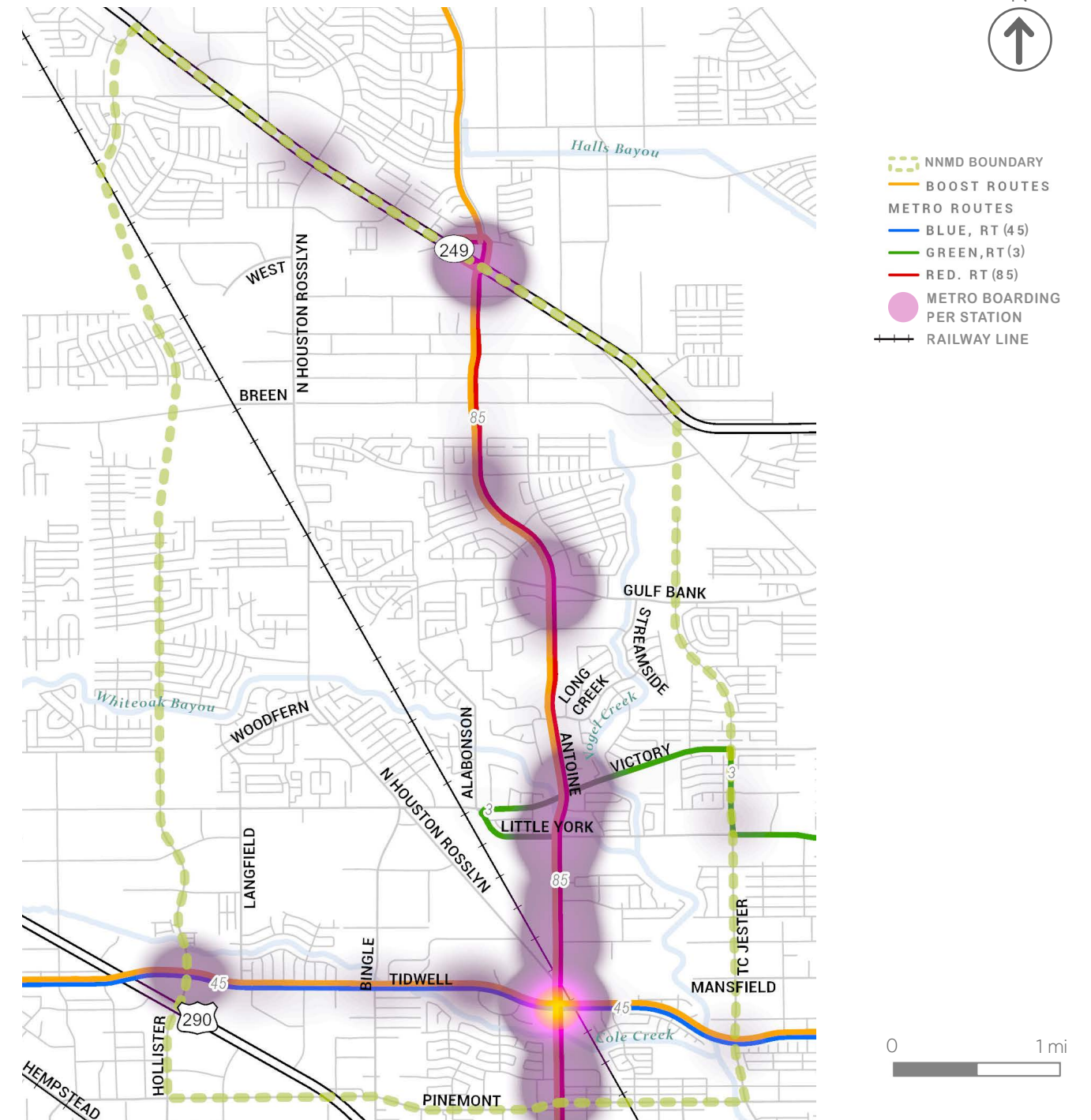
NEED-BASED PROJECT EVALUATION CRITERIA

MOBILITY



- SOGR/Pavement Condition
- Functional Classification
- 2018 AADT
- 2025 Share of Corridor Operating at a Level of Service (LOS) D in AM Peak
- 2025 Share of Corridor Operating at a Level of Service (LOS) D in PM Peak
- Boost Route
- Average Corridor METRO Ridership
- Planned Bike Route
- Schools within 500 FT
- Parks
- Supermarkets

Average Corridor METRO Ridership





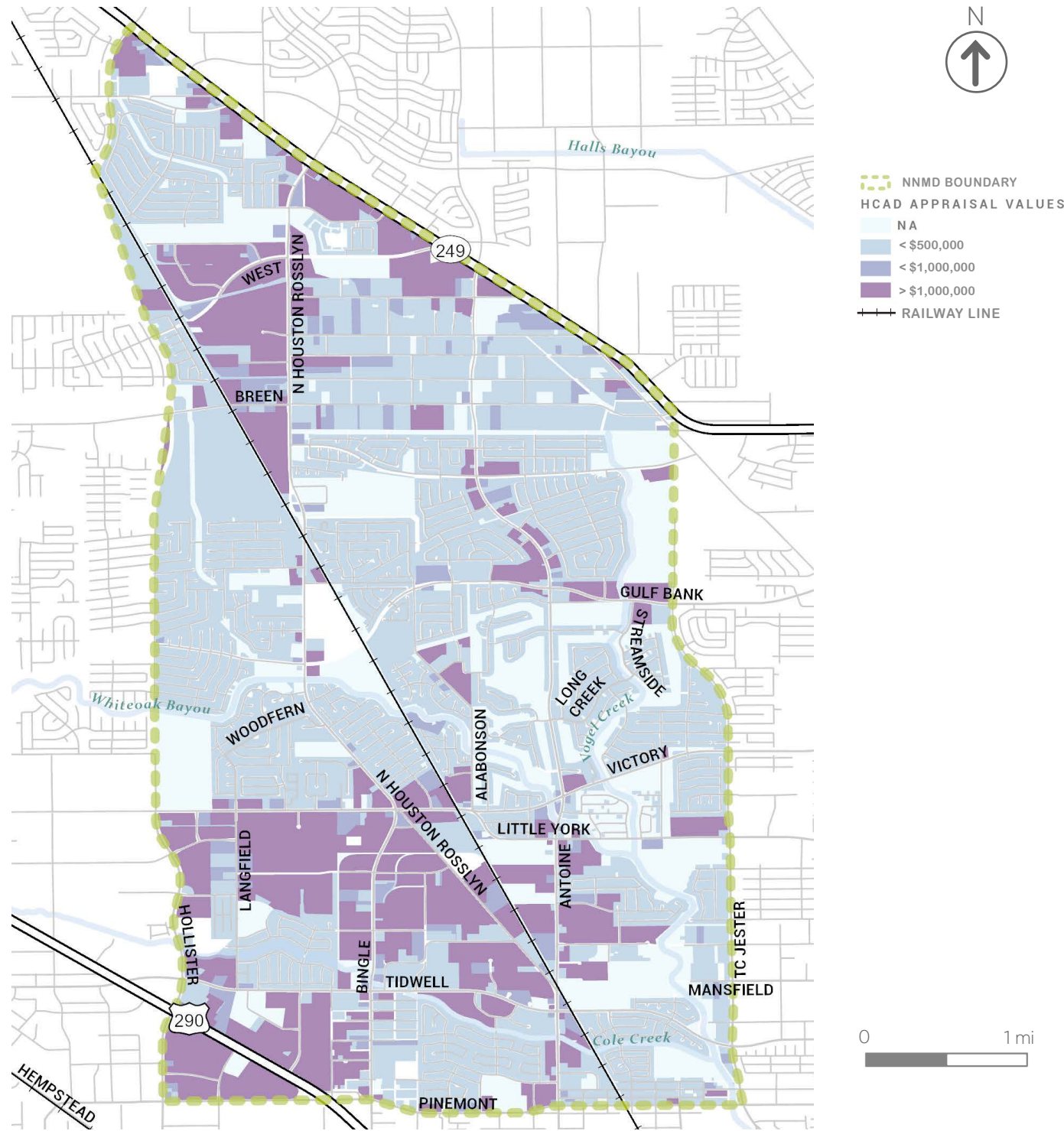
NEED-BASED PROJECT EVALUATION CRITERIA

ECONOMIC DEVELOPMENT



- Residential and Commercial Value
- Employees (Business Analyst Data)
- Opportunity Zones

Property Values



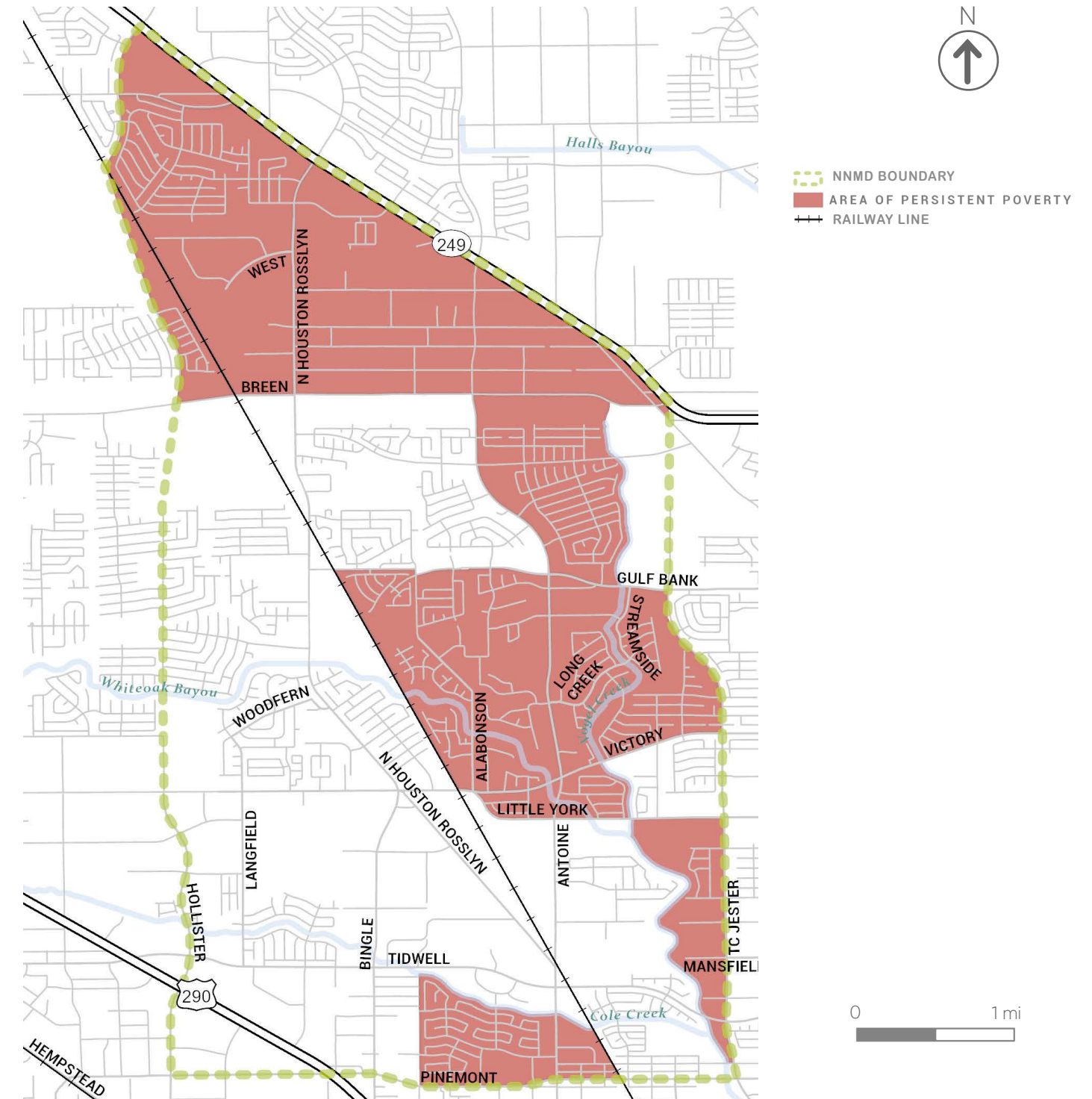
NEED-BASED PROJECT EVALUATION CRITERIA

ENVIRONMENTAL JUSTICE (EJ) AND EQUITY



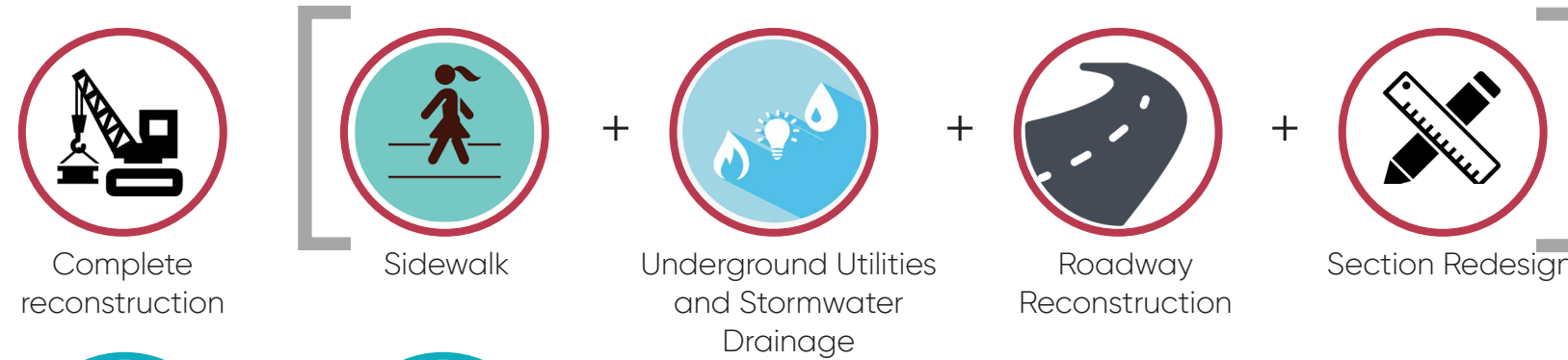
- 2020 Total Population
- 2020 Population Density (pop per sqmi)
- Share of project in an area (Tract) of persistent poverty
- 2019 Households Below the Poverty Level (%)
- People of Color Population (%)
- Less Than HS Education (%)
- Households with No Vehicles (%)
- 2019 Households with 1+ Persons with a Disability (%)
- Acres Home Complete Communities

Persistence Poverty Tracts

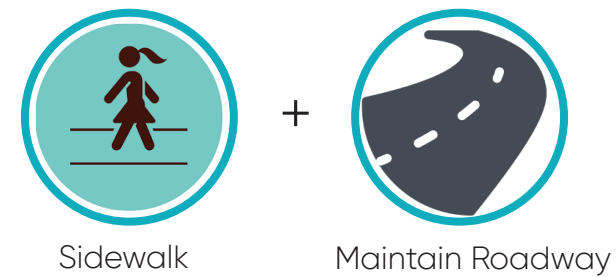


PROJECT TYPES

Reconstruction



Safety



Shared Use Path



Back of Curb



Roadway



PROJECT EVALUATION CRITERIA

PROJECT PORTFOLIO

Reconstruction

- I. Breen Drive
- II. Langfield Road
- III. Alabonson Road

Safety

- I. W. Tidwell Road
- II. Bingle (Section A) – Pinemont Dr. to W. Little York Rd.
- III. N Houston Rosslyn (Section B) – W. Little York Rd. to S. Klein Circle Dr.
- IV. N Houston Rosslyn (Section C) – S. Klein Circle Dr. to Tomball Parkway
- V. Intersection Safety Program ●
- VI. Railroad Crossing ■

Shared Use Path

- I. Pinemont Drive
- II. Antoine Drive
- III. Cole Creek (Phase I)
- IV. Cole Creek (Phase II)
- V. De Soto/Harris & Vines

Back of Curb

- I. W. Little York / Victory / TC Jester
- II. W. Tidwell / Pinemont / TC Jester
- III. Alabonson Park

Roadway

- I. Hollister Street



TOP 3 PROJECTS BY CRITERIA RANKING

STORMWATER



Top three (3) projects with considerable drainage improvement need.

- Breen Drive
- Alabonson Road
- Hollister Street

SAFETY



Top three (3) projects with considerable safety improvement need.

- Pinemont Drive
- N Houston Rosslyn (Section B)
- W. Tidwell Road

MOBILITY



Top three (3) projects with considerable mobility improvement need.

- W. Little York / Victory / T C Jester Blvd.
- N Houston Rosslyn (Section B)
- Alabonson Park

ECONOMIC DEVELOPMENT



Top three (3) projects with considerable economic value abutting the corridor.

- W. Little York / Victory / T C Jester Blvd.
- W. Tidwell Road
- Bingle (Section A)

ENVIRONMENTAL JUSTICE (EJ) AND EQUITY



Top three (3) projects with considerable environmental justice and equity need abutting the corridor.

- De Soto/Harris and Vines
- W. Little York / Victory / T C Jester Blvd.
- W. Tidwell Road

STAKEHOLDER + PUBLIC INPUTS

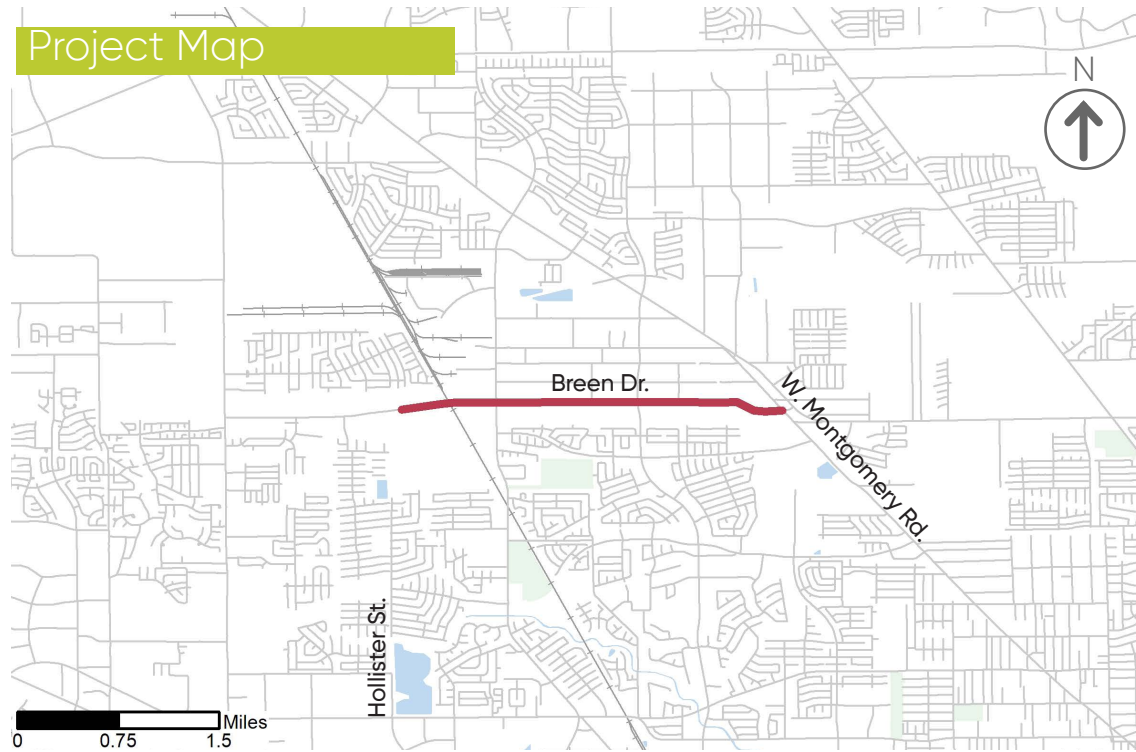


Stakeholder and public inputs are yet to be gathered.

PROJECT PROFILES

BREEN DRIVE

Project Map

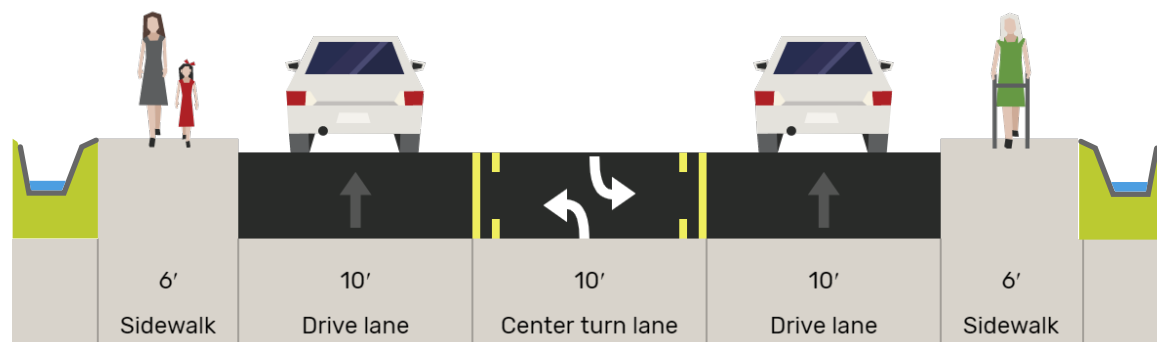


Existing Conditions



(Source: Google Street View)

Proposed Schematic Section



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PROJECT TYPE Reconstruction

PURPOSE

The project will create a safer mobility corridor by reconstructing Breen Drive, alignment extending between Hollister St. and W. Montgomery Road. This project will enhance corridor's walkability, ease flow of the traffic accessing commercial establishments, and improve drainage.

SCOPE

- Length - 2.1 Miles
- Limits - Hollister St. (proposed extension) to W. Montgomery Road
- Proposed improvements - continuous two-way left turn lane addition, intersection modernization, storm water drainage provision, sidewalk addition

NEED

48% of the project extent overlaps with City of Houston's Vision Zero High Injury Network. 50% of the crashes are caused because of the absence of center turn-lane. The sidewalks are absent. The segment has open ditches for storm water drainage. Overall, the project needs can be quantified as:

- Storm water
- Safety
- Mobility
- Economic development
- EJ/Equity

PROJECT PROFILES

LANGFIELD ROAD

Project Map

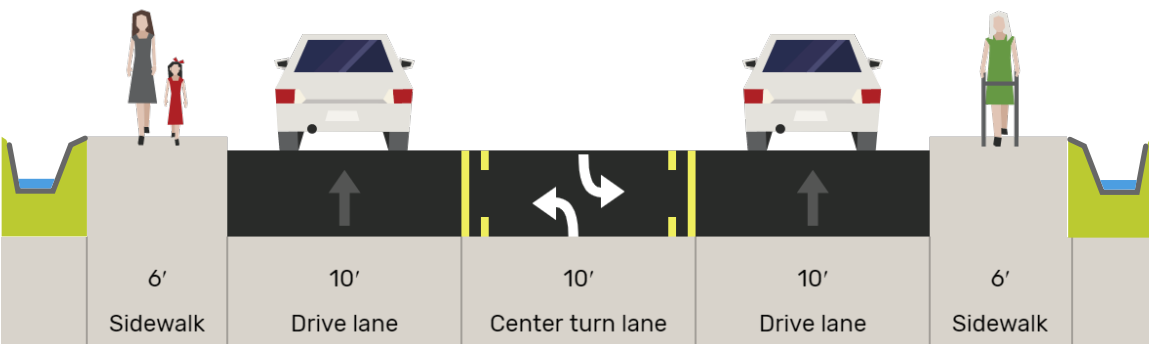


Existing Conditions



(Source: Google Street View)

Proposed Schematic Section



PROJECT TYPE Reconstruction

PURPOSE

The project will create a safer mobility corridor by reconstructing Langfield Road from W. Tidwell Rd. to W. Little York Rd. This project will enhance corridor's walkability; ease flow of the traffic accessing commercial establishments, Holbrook Elementary School, and Cole Creek Park; and improve drainage.

SCOPE

- Length - 1.04 Miles
- Limits - W. Tidwell Rd. to W. Little York Rd.
- Proposed improvements - continuous two-way left turn lane addition, intersection modernization, storm water drainage provision, sidewalk addition

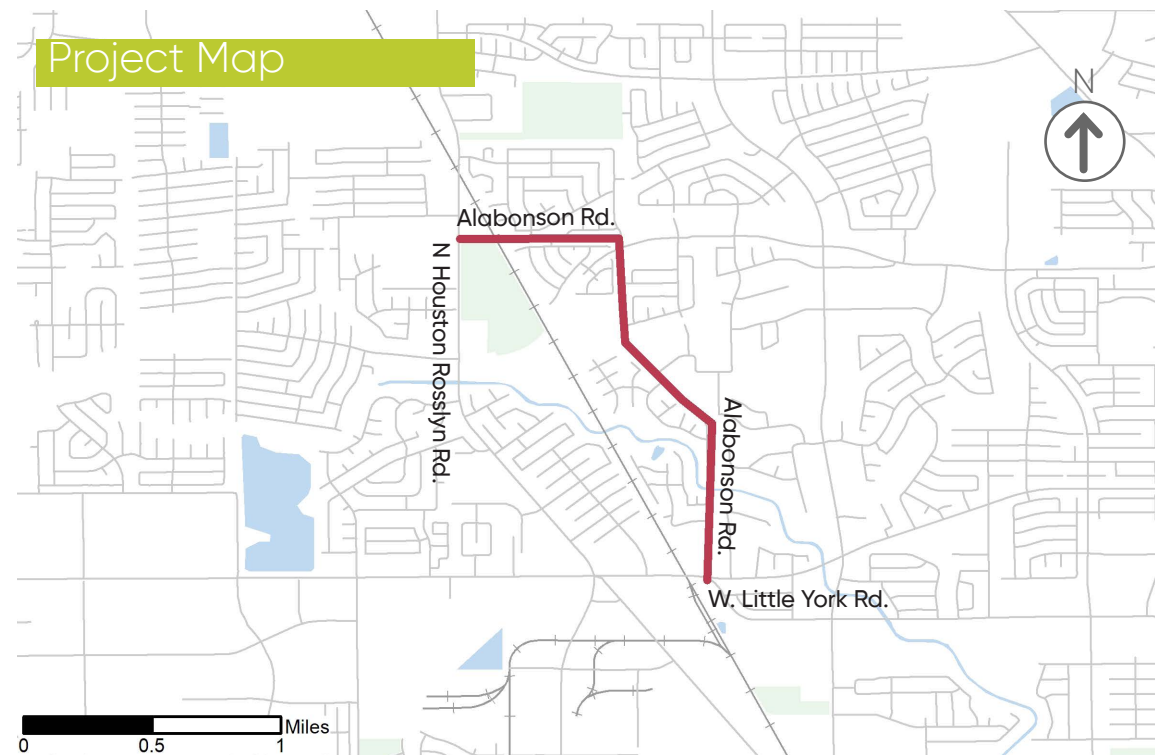
NEED

Two-way carriageway is insufficient for supporting smooth traffic flow from commercial uses. The absence of center turn-lane on the segment creates congestion while accessing school and park. The sidewalks are sub-standard. The segment has open ditches for storm water drainage. Overall, the project needs can be quantified as:

- Storm water [Progress bar]
- Safety [Progress bar]
- Mobility [Progress bar]
- Economic development [Progress bar]
- EJ/Equity [Progress bar]

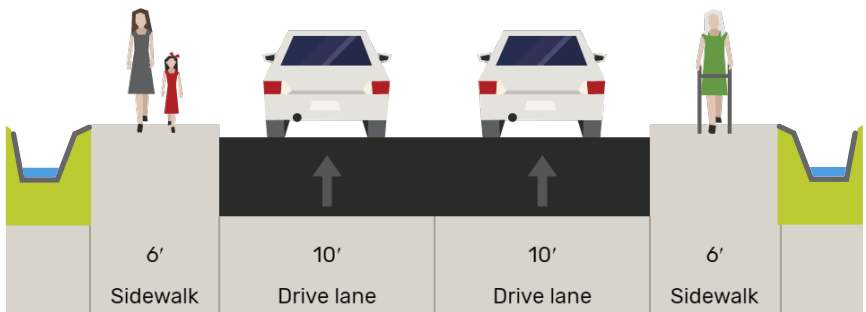
PROJECT PROFILES

ALABONSON ROAD



(Source: Google Street View)

Proposed Schematic Section



PROJECT TYPE Reconstruction

PURPOSE

The project will create a safer corridor by reconstructing Alabonson Road from N Houston Rosslyn Rd. to W. Little York Rd. This project will enhance corridor's pedestrian and vehicular safety, walkability, and drainage while maintaining its state of good repair.

SCOPE

- Length - 1.9 Miles
- Limits - N Houston Rosslyn Rd. to W. Little York Rd.
- Proposed improvements - storm water drainage provision, sidewalk addition with potential bikeway integration

NEED

The segment has very poor pavement condition, absent sidewalks and lighting, which results in high frequency of pedestrian crashes . The segment lacks provision for drainage. Overall, the project needs can be quantified as:

- Storm water
- Safety
- Mobility
- Economic development
- EJ/Equity



W. TIDWELL ROAD

PROJECT TYPE Safety

PURPOSE

The project will undertake a safety study on W. Tidwell Road from Hollister St. to TC Jester Blvd to determine the best safety outcome. This project will enhance corridor’s pedestrian and vehicular safety, and walkability.

SCOPE

- Length - 2.8 Miles
- Limits - Hollister St. to TC Jester Blvd.

NEED

71% of the corridor falls on City of Houston’s High Injury Network. Incomplete sidewalk network results in high frequency pedestrian crashes. Project redevelopment will support corridor’s economic development potential and addressing environmental justice-related aspects. Overall, the project needs can be quantified as:

- Storm water • [Progress bar: 1/5 orange, 4/5 grey]
- Safety • [Progress bar: 5/5 green]
- Mobility • [Progress bar: 4/5 green, 1/5 grey]
- Economic development • [Progress bar: 5/5 green]
- EJ/Equity • [Progress bar: 5/5 green]



(Source: Google Street View)



BINGLE ROAD (SECTION A)

PROJECT TYPE Safety

PURPOSE

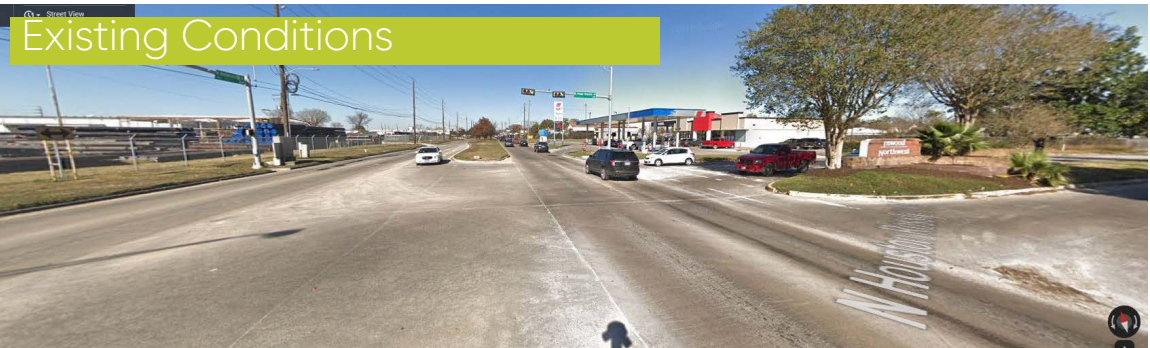
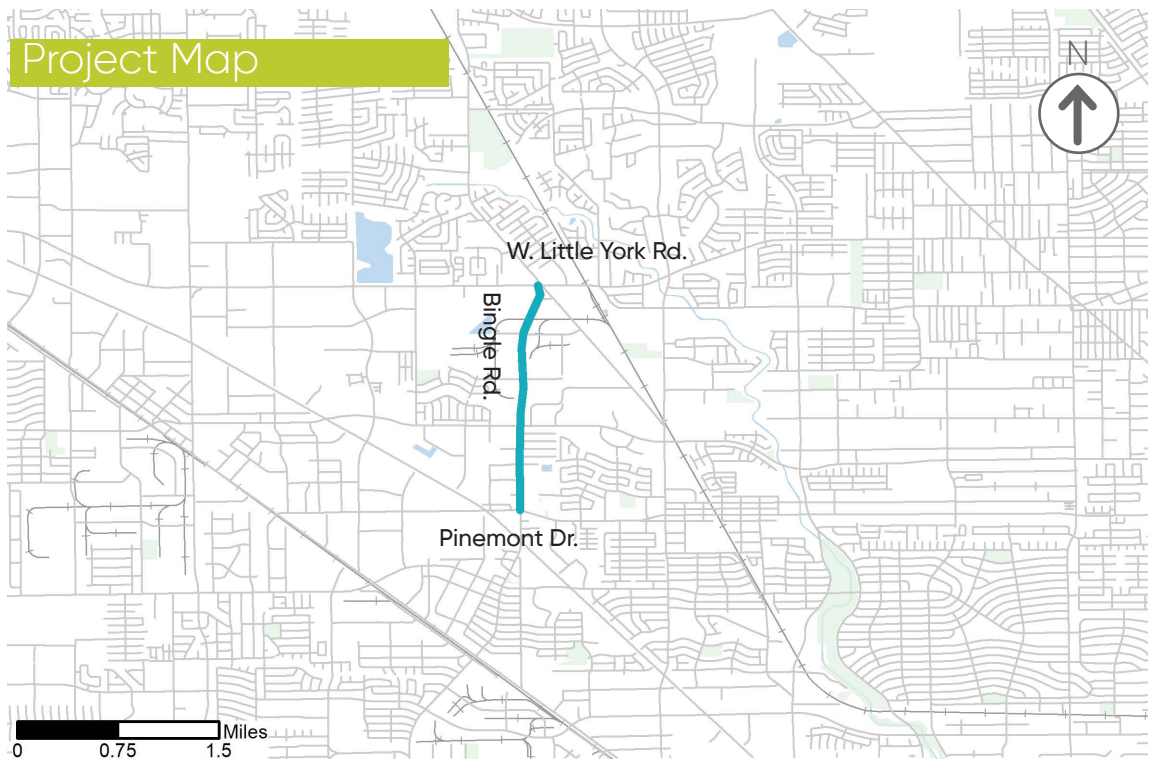
The project will undertake a safety study on Bingle Rd. from W. Little York Rd. to Pinemont Dr to determine the best safety outcome. This project will enhance corridor’s pedestrian and vehicular safety, and attract avenues of economic development.

SCOPE

- Length – 1.7 Miles
- Limits – W. Little York Drive to Pinemont Drive
- Proposed improvements – Evaluate corridor for safety

NEED

Almost 60% of the corridor falls on City of Houston’s High Injury Network. Overall, the project needs can be quantified as:



(Source: Google Street View)

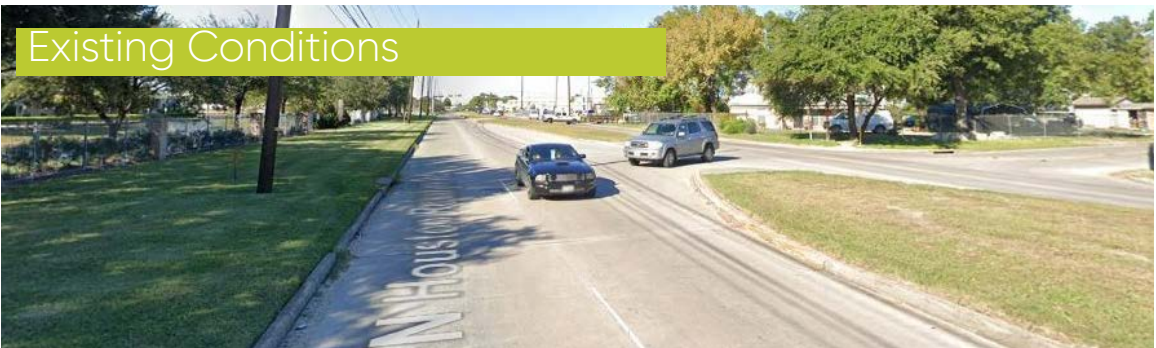
N HOUSTON ROSSLYN ROAD (SECTION B)



Project Map



Existing Conditions



(Source: Google Street View)

PROJECT TYPE Safety

PURPOSE

The project will undertake a safety study on N Houston Rosslyn from S. Klein Circle Dr. to W. Little York Dr. to determine the best safety outcome. This project will enhance corridor’s pedestrian and vehicular safety, and mobility.

SCOPE

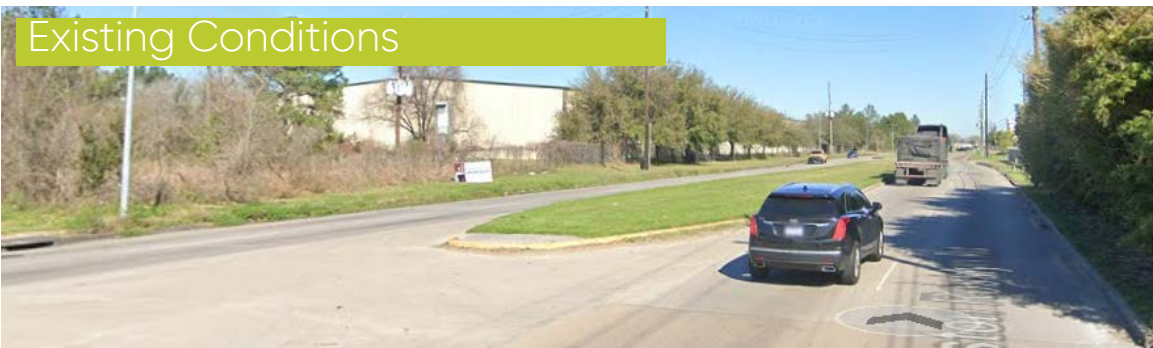
- Length – 1.7 Miles
- Limits – S. Klein Circle Dr. to W. Little York Dr.
- Proposed improvements – Evaluate corridor for safety

NEED

The whole of the corridor falls on City of Houston’s High Injury Network. The segment hosts high traffic volumes with significant congestion. Overall, the project needs can be quantified as:

- Storm water ●■■■■■
- Safety ■■■■■■
- Mobility ■■■■■■
- Economic development ●■■■■■
- EJ/Equity ■■■■■■

N HOUSTON ROSSLYN ROAD (SECTION C)



(Source: Google Street View)



PROJECT TYPE Safety

PURPOSE

The project will undertake a safety study on N Houston Rosslyn from Tomball Parkway to S. Klein Circle Dr. This project will enhance corridor’s pedestrian and vehicular safety, and aid overall mobility.

SCOPE

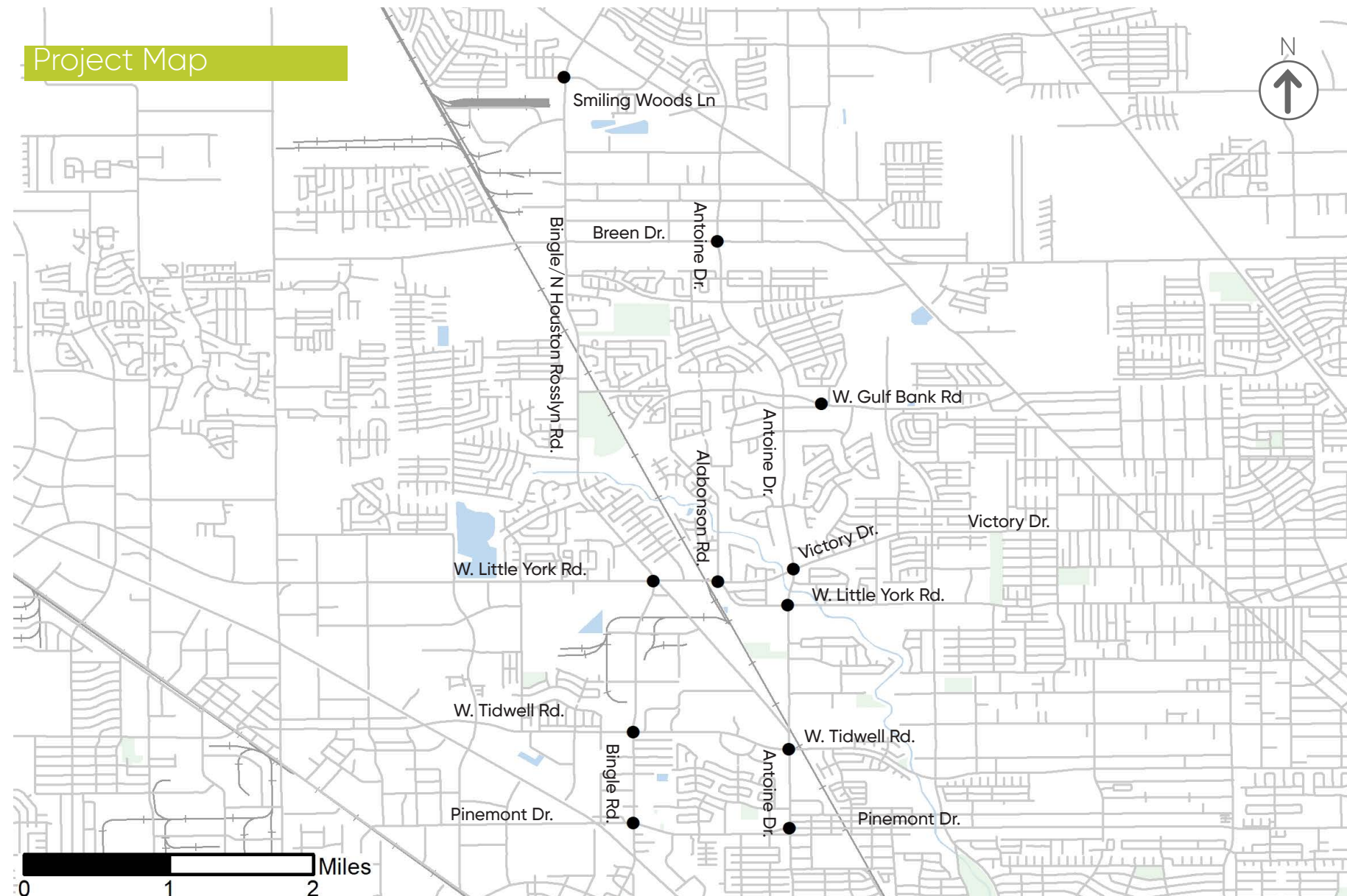
- Length – 1.7 Miles
- Limits – Tomball Parkway to S. Klein Circle Dr.
- Proposed improvements – Evaluate corridor for safety

NEED

57% of the corridor falls on City of Houston’s High Injury Network. The segment hosts high traffic volumes with significant congestion. Overall, the project needs can be quantified as:

- Storm water • [Progress bar: 1/5 segments filled]
- Safety • [Progress bar: 3/5 segments filled]
- Mobility • [Progress bar: 5/5 segments filled]
- Economic development • [Progress bar: 4/5 segments filled]
- EJ/Equity • [Progress bar: 4/5 segments filled]

INTERSECTION SAFETY PROGRAM



PROJECT TYPE

Safety



(Source: Google Street View)

PURPOSE Improve safety of the intersection while optimizing level of service (LOS) for all modes.

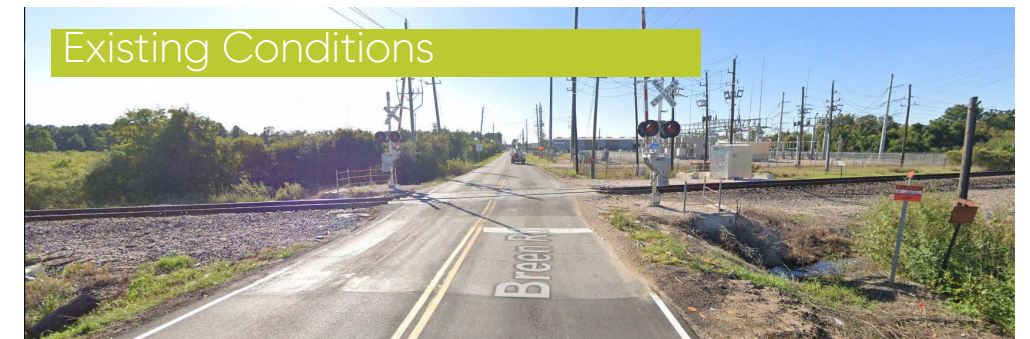
SCOPE Signal timing, phasing, restriping, realigning, pedestrian medians, skip lines, signal heads etc. (customized to each intersection)

RAILWAY CROSSING



PROJECT TYPE

Safety



(Source: Google Street View)

PURPOSE Complete a study to improve the safety at unsafe railroad crossings in the district.

SCOPE Signal redesign, re-striping, realigning, (customized to each crossing- as per the need).

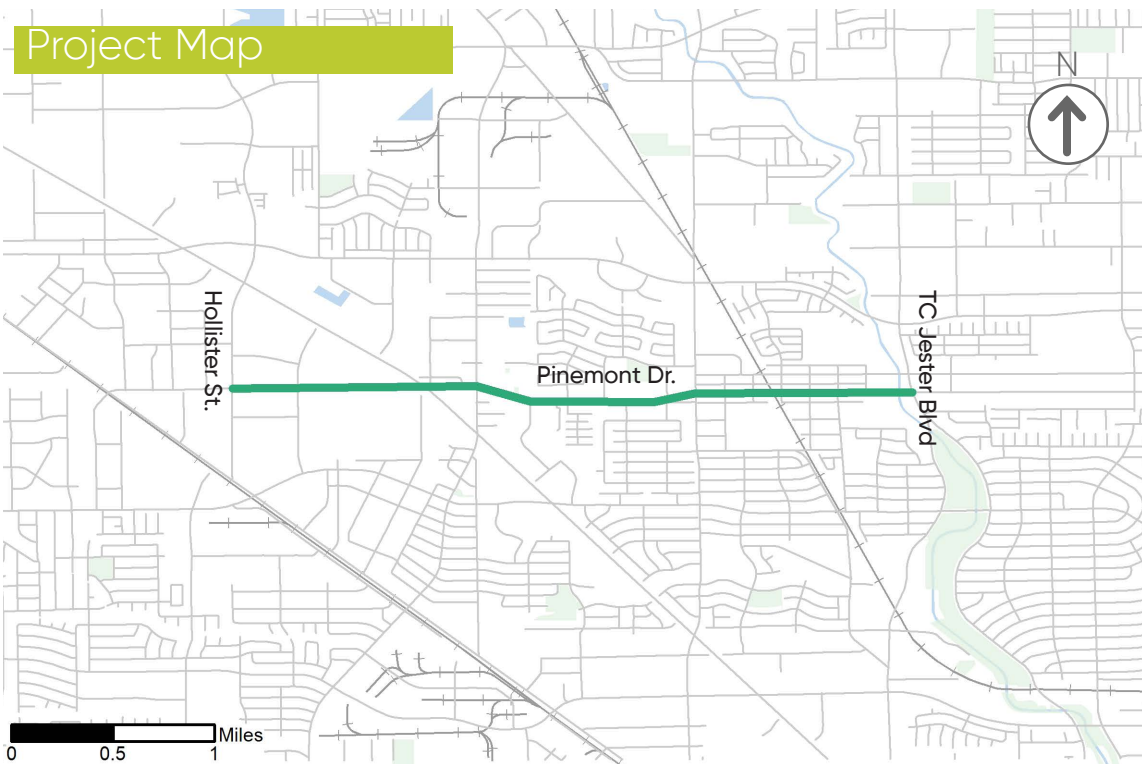
TIMEFRAME Proposed for Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant .

PROJECT PROFILES

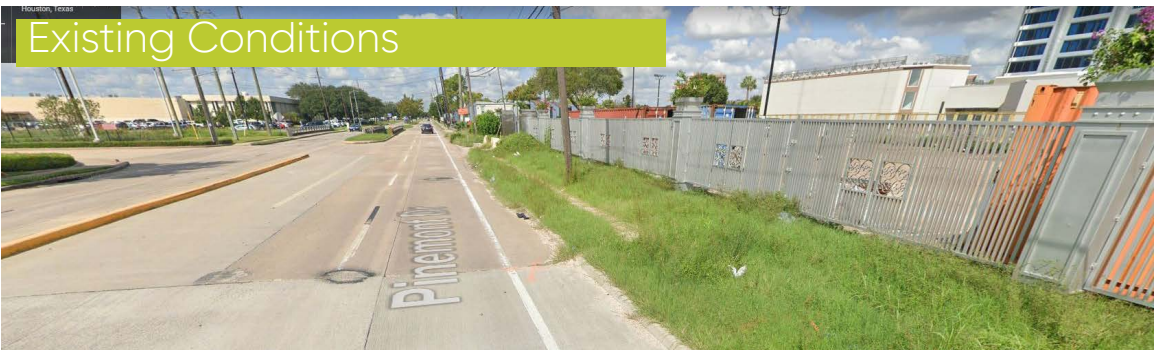
PINEMONT DRIVE



Project Map



Existing Conditions



(Source: Google Street View)

PROJECT TYPE

Shared Use Path

PURPOSE

The project will create a shared use path on Pinemont Drive from Hollister St. to T C Jester Blvd. This project will enhance corridor's pedestrian and bike safety, and improve equitable access along the corridor.

SCOPE

- Length - 2.9 Miles
- Limits - Hollister St. to T C Jester Blvd.
- 10' wide shared-use path

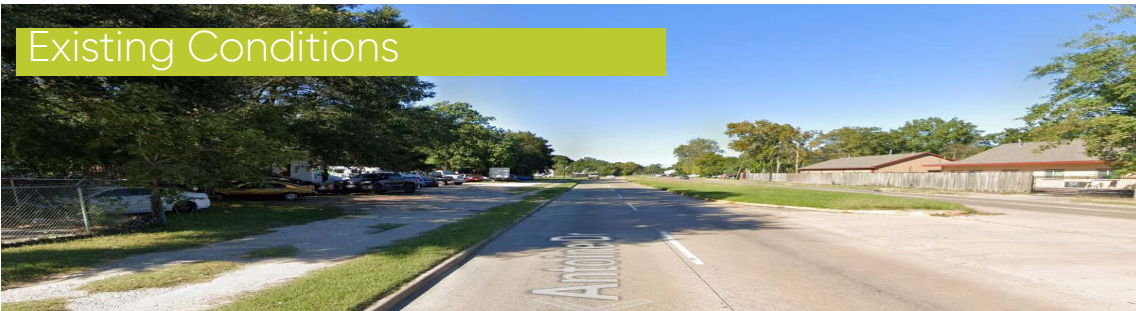
NEED

COH's bike plan delineates this segment as dedicated in-street ROW bikeway. This corridor has high frequency of bike-related crashes. The project will provide more safe and equitable sidewalk and bike access. Overall, the project needs can be quantified as:

- Storm water • [Progress bar: 1/5 segments highlighted in orange]
- Safety • [Progress bar: 5/5 segments highlighted in green]
- Mobility • [Progress bar: 3/5 segments highlighted in yellow]
- Economic development • [Progress bar: 4/5 segments highlighted in green]
- EJ/Equity • [Progress bar: 4/5 segments highlighted in green]

PROJECT PROFILES

ANTOINE DRIVE



(Source: Google Street View)



PROJECT TYPE Shared Use Path

PURPOSE

The project will create a shared use path on Antoine Drive from Bridge Forest Dr. to Tomball Parkway. This project will continue the shared use path to facilitate improved pedestrian and bike connection for the Antoine corridor.

SCOPE

- Length - 1.8 Miles
- Limits - W. Mount Houston Road to Tomball Prkway.
- 10' wide shared-use path

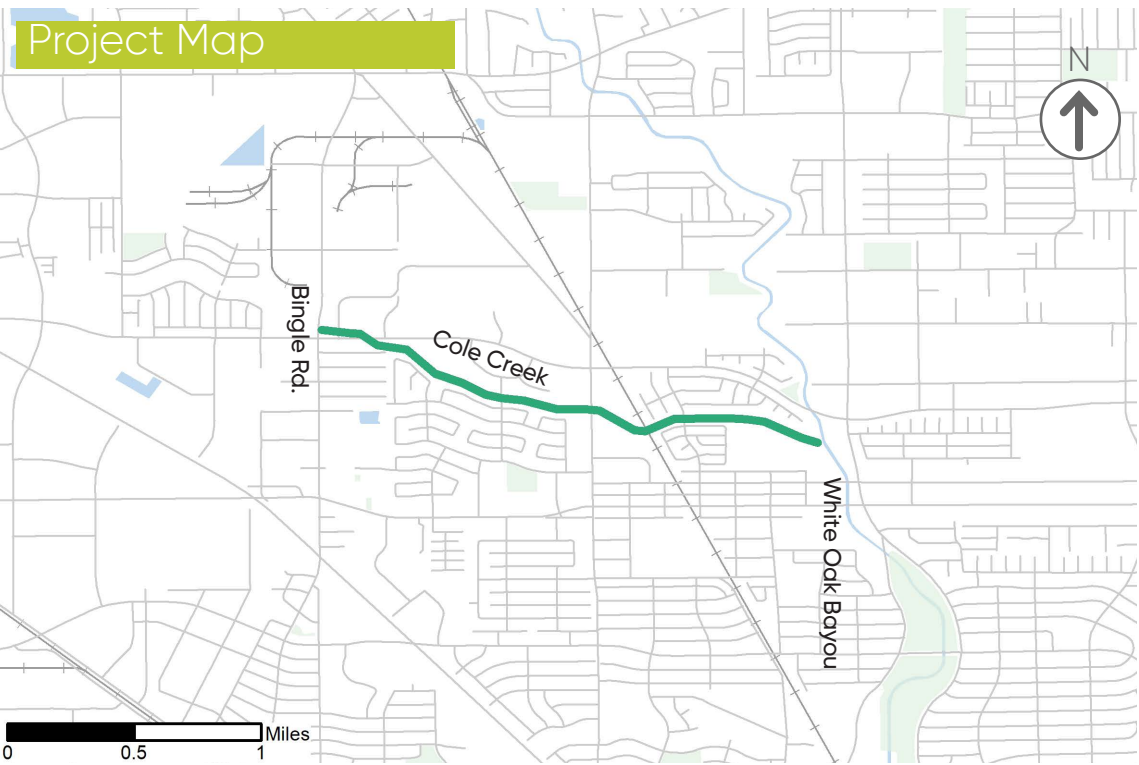
NEED

The segment handles high traffic volumes with no bike connections. The project will add safe and equitable sidewalk and bike access along the stretch. Overall, the project needs can be quantified as:

- Storm water • 
- Safety • 
- Mobility • 
- Economic development • 
- EJ/Equity • 



COLE CREEK (PHASE I)



(Source: Google Street View)

PROJECT TYPE Shared Use Path

PURPOSE
The project will create a shared use path on Cole Creek from Bingle Rd. to White Oak Bayou. This project will strengthen bike-ped connections and implement Houston’s bike plan vision for the creek.

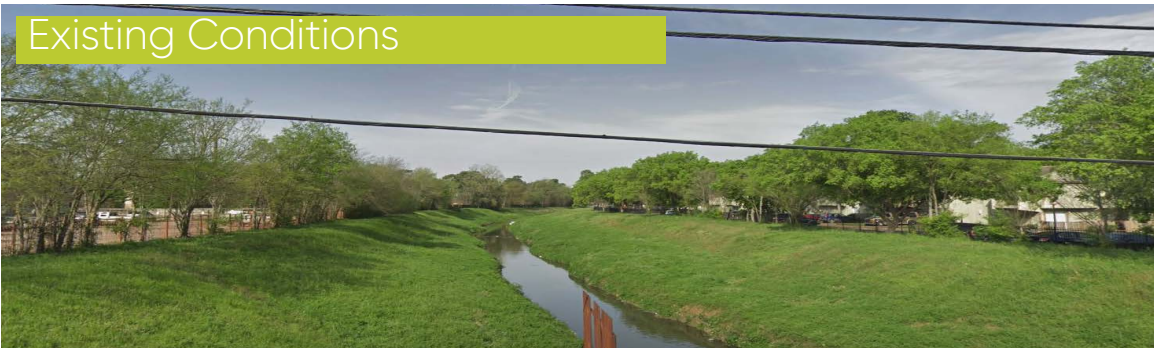
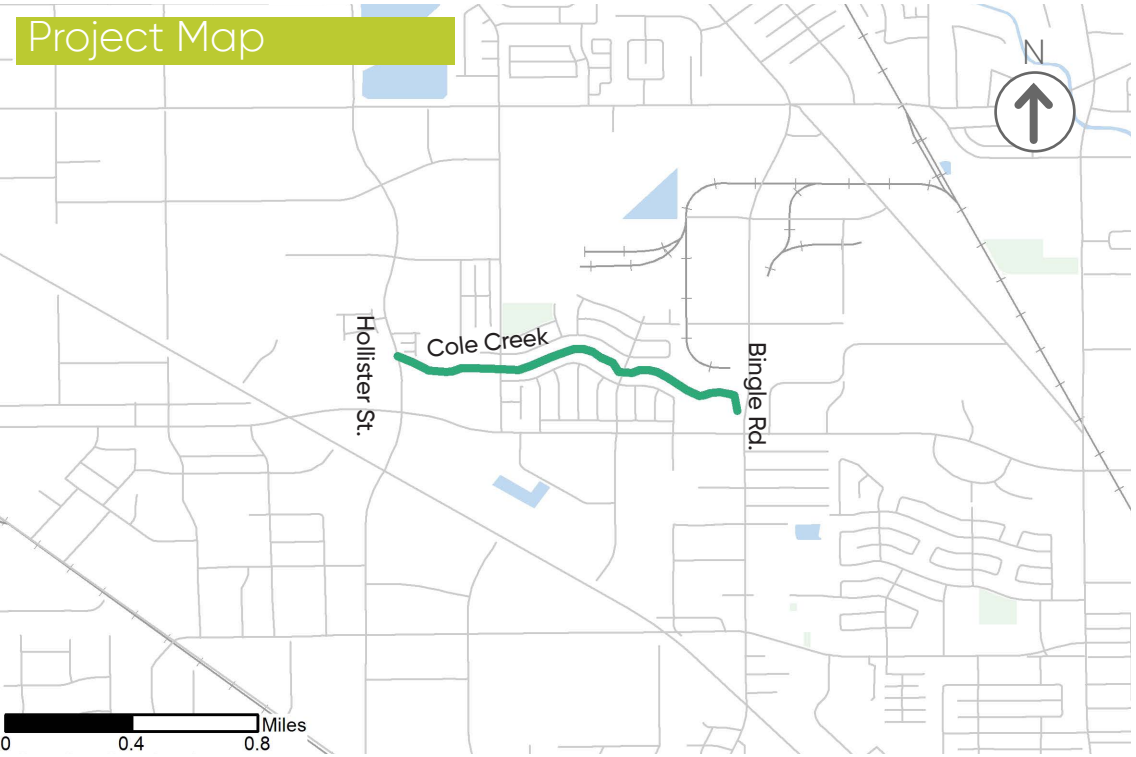
- SCOPE**
- Length - 1.7 Miles
 - Limits - Bingle Rd. to White Oak Bayou
 - 10’ wide shared-use path

NEED
The segment provides safe bike-ped connections to Cole Creek. This stretch has been identified as an alternative low stress bike-ped access route parallel to W. Tidwell Rd., connecting Bingle Rd. to White Oak Bayou. Overall, the project needs can be quantified as:

- Storm water • [Progress bar: 1/5 segments highlighted in orange]
- Safety • [Progress bar: 4/5 segments highlighted in green]
- Mobility • [Progress bar: 3/5 segments highlighted in yellow]
- Economic development • [Progress bar: 3/5 segments highlighted in yellow]
- EJ/Equity • [Progress bar: 4/5 segments highlighted in green]



COLE CREEK (PHASE II)



(Source: Google Street View)

PROJECT TYPE Shared Use Path

PURPOSE

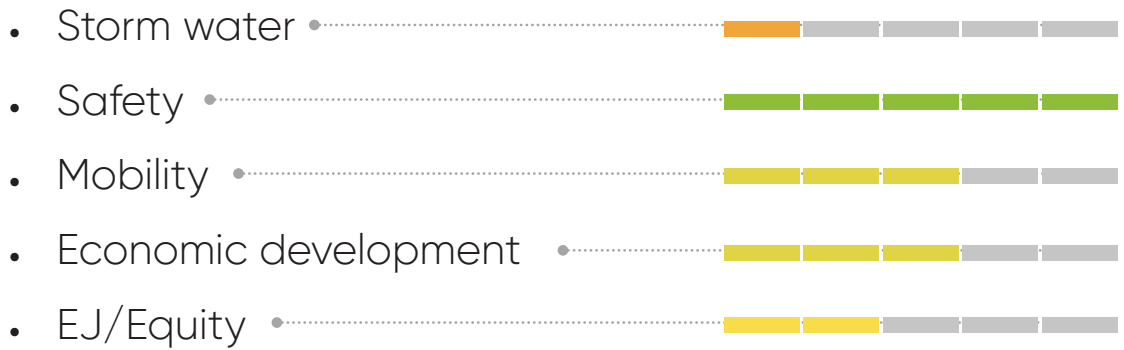
The project will create a shared use path on Cole Creek from Hollister St. to Bingle Rd. This project will strengthen bike-ped connections and implement Houston’s bike plan vision for the creek.

SCOPE

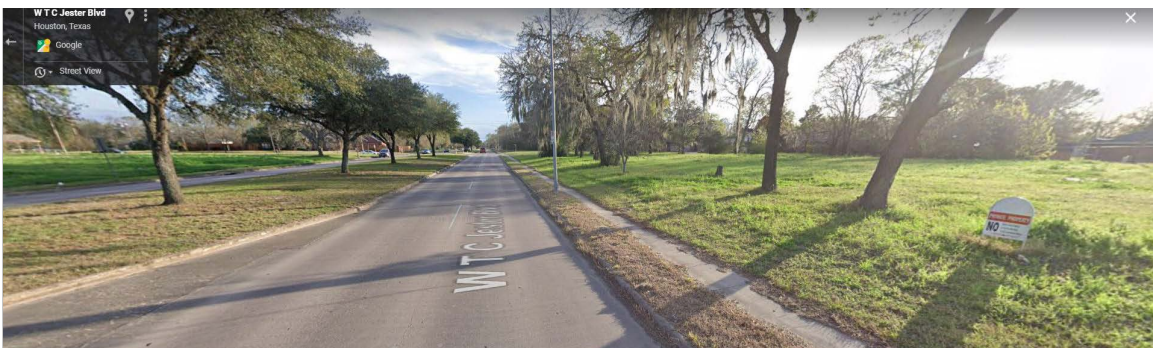
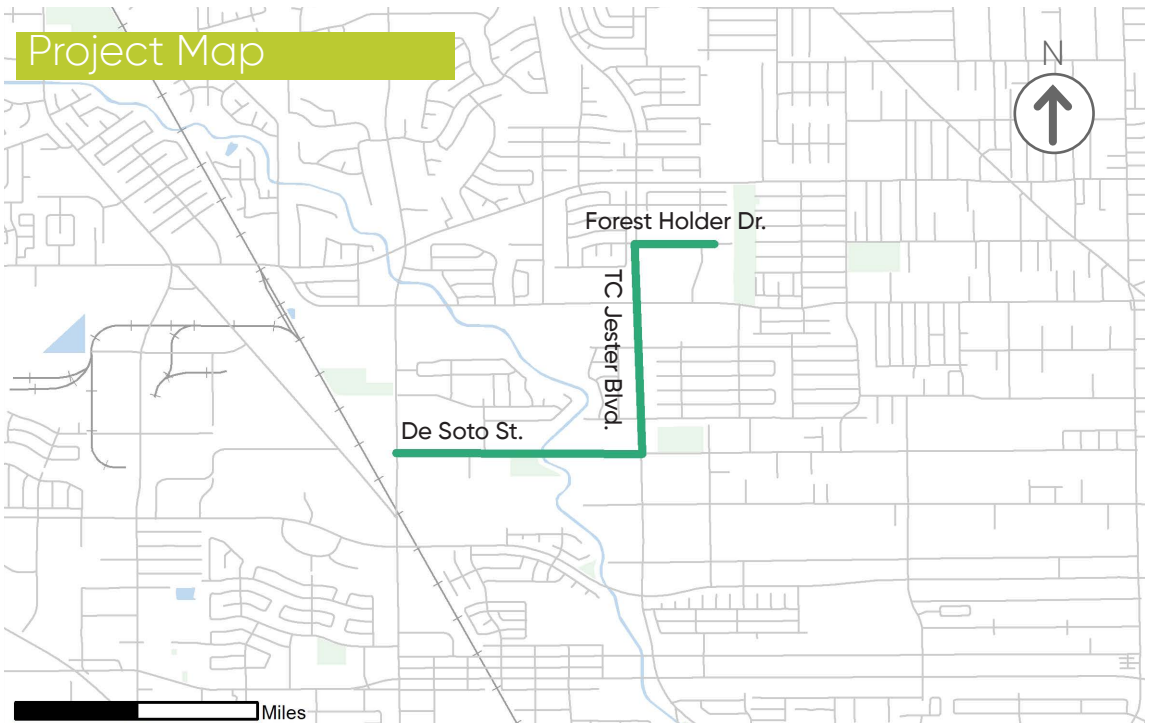
- Length - 1.0 Miles
- Limits - Hollister St. to Bingle Rd.
- 10’ wide shared-use path

NEED

The segment provides safe bike-ped connections to Cole Creek. This stretch has been identified as an alternative low stress bike-ped access route parallel to W. Tidwell Rd., connecting Hollister St. to Bingle Rd. Overall, the project needs can be quantified as:



DE SOTO/HARRIS /VINES



(Source: Google Street View)



PROJECT TYPE Shared Use Path

PURPOSE

The project will create a shared use path on De Soto, TC Jester, and Holder Forest Dr. (see map for exact project limits). This project will strengthen equitable bike-ped connections to Turner Park along TC Jester Blvd, and two schools- Harris Academy, and Edward A Vines Elementary School.

SCOPE

- Length - 2.05 Miles
- Limits - Antoine Dr. to Harris Elementary (Aldine ISD)
- 10' wide shared-use path

NEED

The segment provides safe bike-ped connections to Turner Park along segments of TC Jester Blvd and De Soto St. This stretch has been identified under Complete Communities Action Plan as a prioritized bike-ped connection that furthers equitable access in the community. Overall, the project needs can be quantified as:

- Storm water • [Progress bar: 1/5 segments highlighted in orange]
- Safety • [Progress bar: 3/5 segments highlighted in yellow]
- Mobility • [Progress bar: 4/5 segments highlighted in green]
- Economic development • [Progress bar: 3/5 segments highlighted in yellow]
- EJ/Equity • [Progress bar: 5/5 segments highlighted in green]

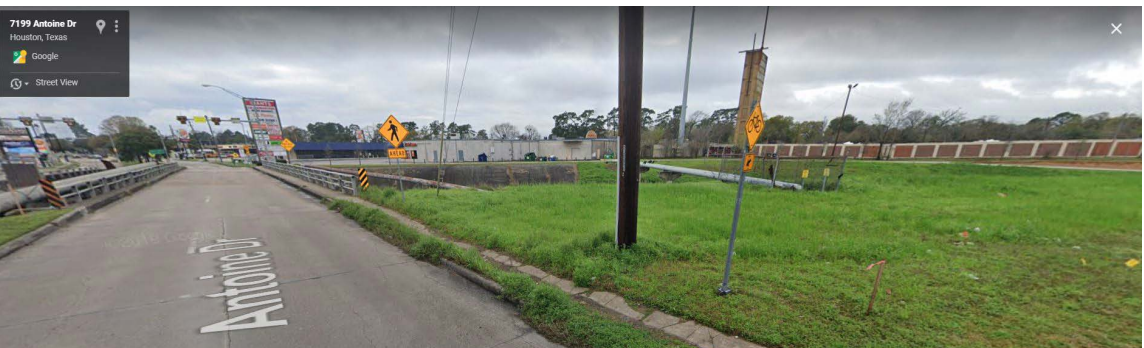
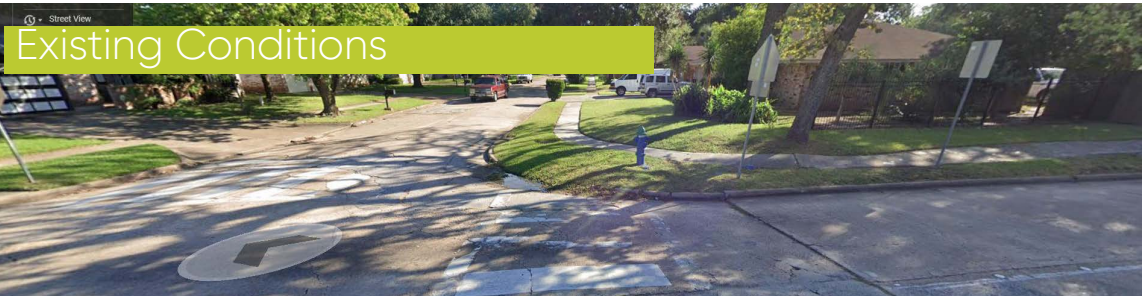
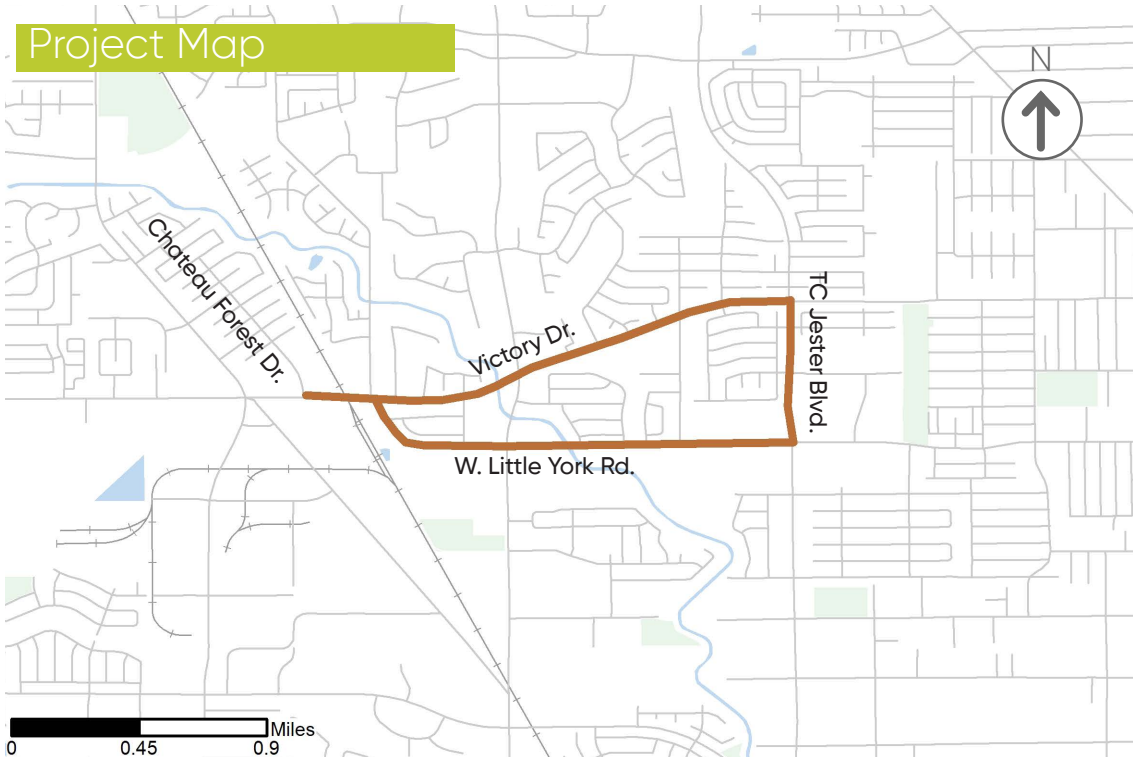
PROJECT PROFILES

W. LITTLE YORK /VICTORY/ TC JESTER

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Project Map



(Source: Google Street View)

PROJECT TYPE

Back of Curb

PURPOSE

The project will redevelop the sidewalks on W. Little York Rd.- Victory Dr. - TC Jester Blvd. loop starting from Chateau Forest Drive (see map for exact project limits). This project will improve overall walkability and equitable access for the community.

SCOPE

- Length - 3.4 Miles
- Limits - W. Little York Rd.- Victory Dr. - TC Jester Blvd.
(Loop starting from Chateau Forest Drive on W. Little York Road)
- Sidewalk with possibility for a planting strip

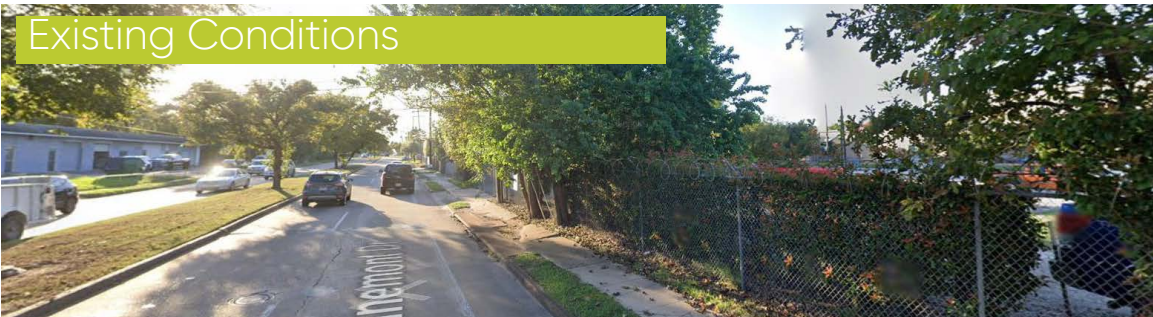
NEED

This loop provides access to as many as 5 schools in under a quarter mile radius. It is also a corridor with high frequency pedestrian crashes and bus stops with high METRO ridership. Overall, the project needs can be quantified as:

- Storm water • [Progress bar: 1/5 segments filled with orange]
- Safety • [Progress bar: 4/5 segments filled with green]
- Mobility • [Progress bar: 5/5 segments filled with green]
- Economic development • [Progress bar: 5/5 segments filled with green]
- EJ/Equity • [Progress bar: 5/5 segments filled with green]

PROJECT PROFILES

W. TIDWELL / PINEMONT / TC JESTER



(Source: Google Street View)



PROJECT TYPE Back of Curb

PURPOSE

The project will redevelop the sidewalks on W. Tidwell Drive - Pinemont Drive - TC Jester Blvd. loop starting on Antoine Drive (see map for exact project limits). This project will improve overall walkability and equitable access for the community.

SCOPE

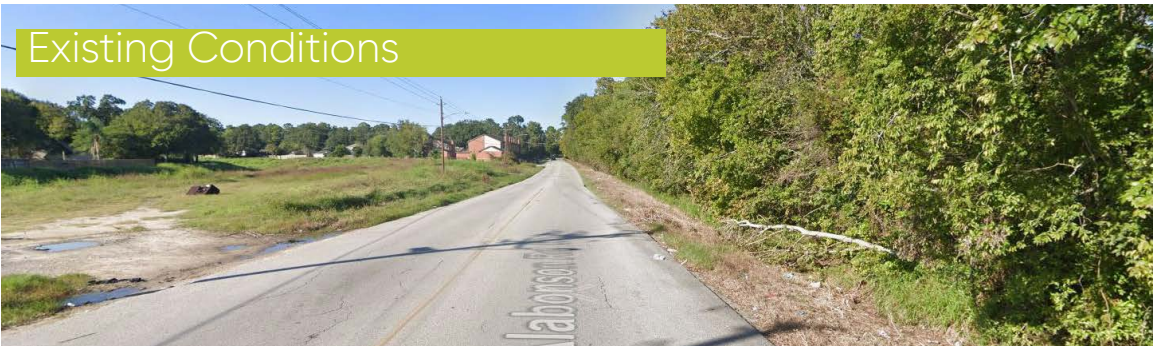
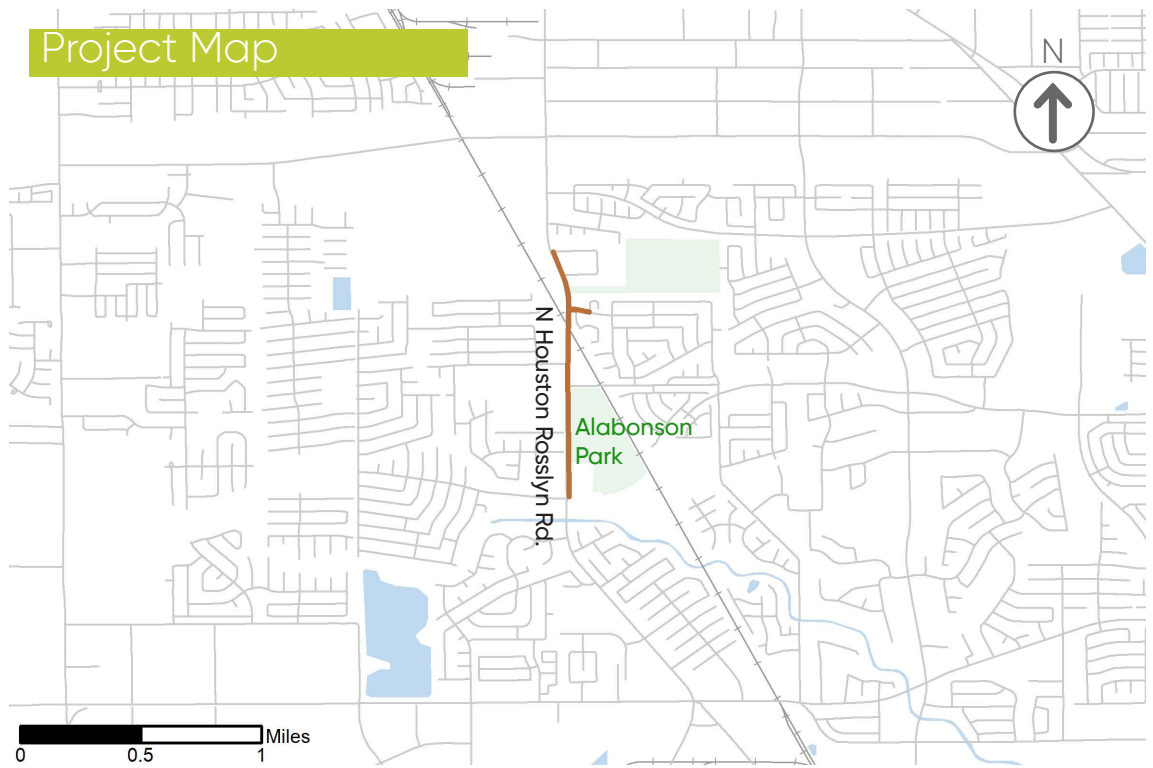
- Length - 2.13 Miles
- Limits - W. Tidwell / Pinemont / TC Jester (Loop starting from Antoine Drive)
- Sidewalk with possibility for a planting strip

NEED

Segments of this loop are identified under METRO's BOOST routes which would prioritize transit-related capital improvements and high frequency scheduling along the network. Some patches of this network have missing sidewalks. This segment is also identified for its high-equity/environmental justice need. Overall, the project needs can be quantified as:

- Storm water
- Safety
- Mobility
- Economic development
- EJ/Equity

ALABONSON PARK



(Source: Google Street View)



PROJECT TYPE Back of Curb

PURPOSE

The project will add sidewalks on road adjacent to Alabonson Park on west side. This project will improve pedestrian connections for the community.

SCOPE

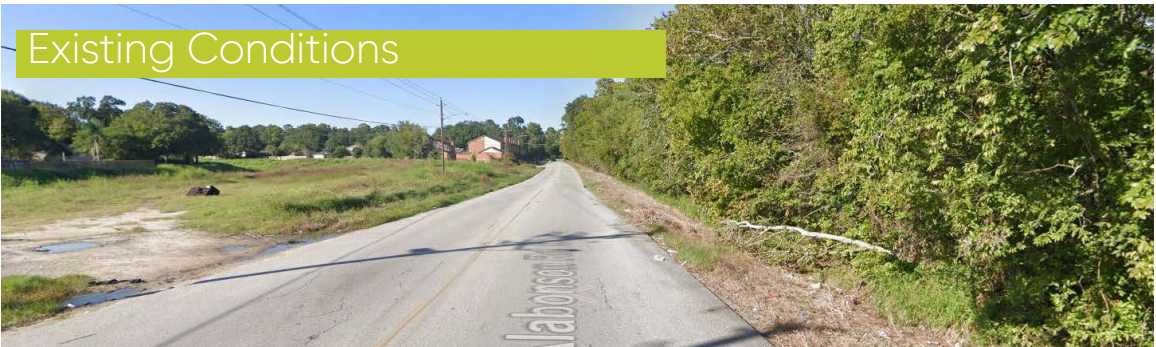
- Length - 1.25 Miles
- Limits - W. Gulf Bank Rd to Klein Circle Dr.
- Sidewalk with possibility for a planting strip

NEED

The entire corridor falls under City of Houston’s High Injury Network and does not have sidewalks. Overall, the project needs can be quantified as:

- Storm water • [Progress bar: 1/5 segments filled with orange]
- Safety • [Progress bar: 4/5 segments filled with yellow]
- Mobility • [Progress bar: 4/5 segments filled with green]
- Economic development • [Progress bar: 4/5 segments filled with yellow]
- EJ/Equity • [Progress bar: 4/5 segments filled with green]

HOLLISTER STREET



(Source: Google Street View)



PROJECT TYPE

Roadway

PURPOSE

The project will bridge the north south connection over the White Oak Bayou on Hollister Street thereby improving motorized and non-motorized connectivity with shorter travel time.

SCOPE

- Length - 1.1 Miles
- Limits - Fairbank White Oak Rd. to W. Gulf Bank Rd.
- Roadway/Bridge with sidewalks

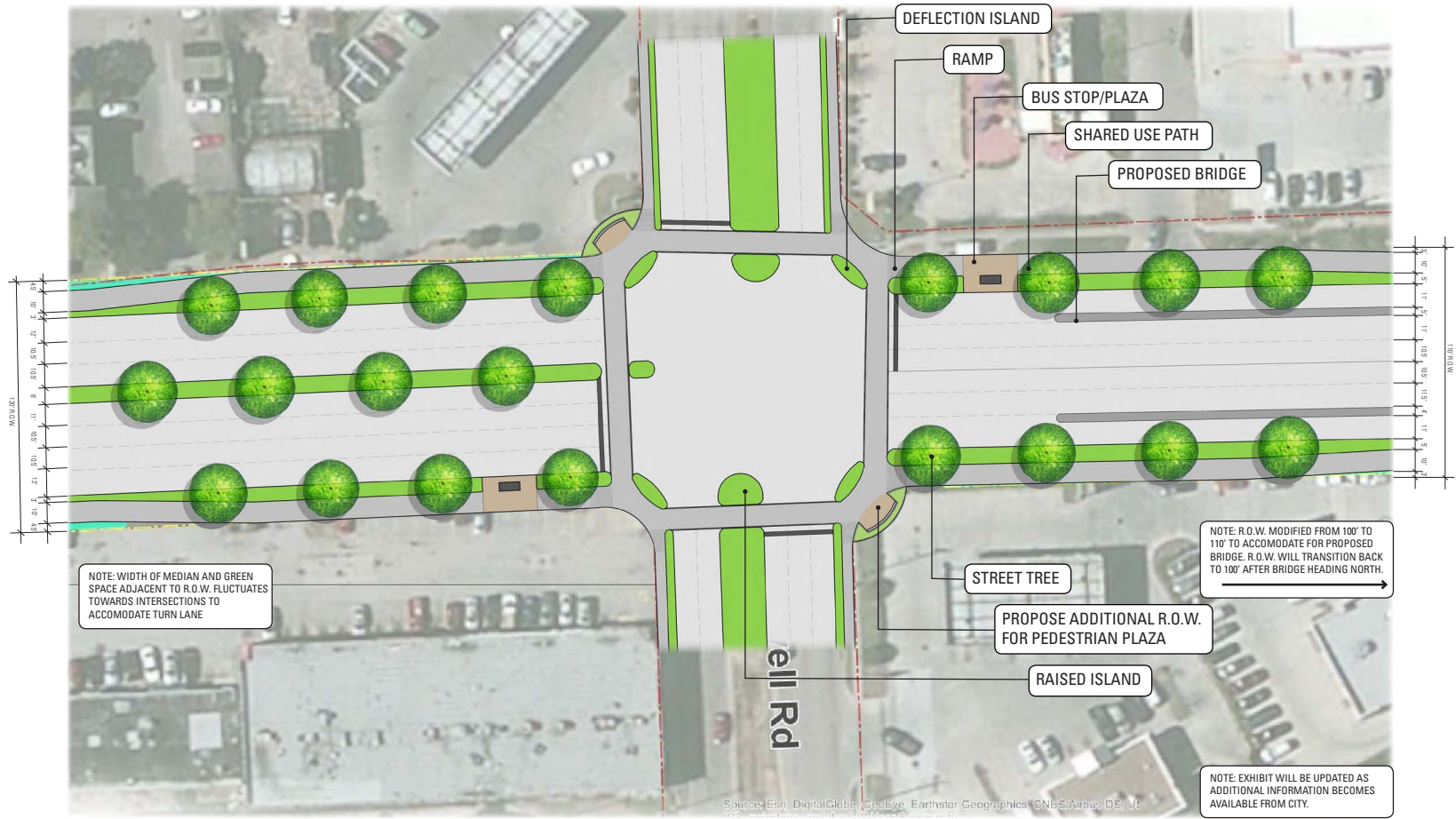
NEED

Incomplete north-south connection on Hollister Street. Overall, the project needs can be quantified as:

- Storm water ●■■■■■
- Safety ●■■■■■
- Mobility ●■■■■■
- Economic development ●■■■■■
- EJ/Equity ●■■■■■

NNMD STANDARDS

INTERSECTION PROJECT



ANTOINE CORRIDOR / SAMPLE INTERSECTION (ANTOINE & TIDWELL)

Houston, TX | NNMD | Revised - 24 August 2016



BRANDING ELEMENTS





NEXT STEPS – PLANNING IN 2021

Committee and Board Meetings	Public Engagement	Project Selection for Grant Readiness	Grant Readiness Package
MAY	JUNE	JULY	AUGUST/SEPTEMBER

