

(Over) A Decade of Delivery: How Strategic Partnerships Changed the District

June 4, 2026



About NNMD

Created in 2001, the District's mission is to promote and coordinate economic growth, creation and beautification of area green spaces and promote and supplement public security within our boundaries.



*Security and
Public Safety*



*Marketing and
Perception
Enhancement*



*Planning and
Urban Design*



Administration

The Near Northwest District's boundaries are:

South: Pinemont Drive

West: Hollister Street (existing and planned)

North: SH 249/Tomball Parkway

East: TC Jester Blvd (existing and planned)

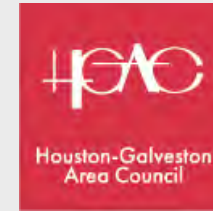


Leveraging Inspiration for Implementation



- ▶ H-GAC funded Livable Centers Study began to cast a vision for an accessible, walkable, and safe District

2011 – 2012



- ▶ Leveraged work, additional planning, and District-wide sidewalk inventory to leverage initial \$1.85M for sidewalk and access improvements along West Little York
- ▶ Established District as a direct recipient of federal funding (15-month process)
- ▶ Completed grant execution, engineering, and continued assembling matching funds

2015

W Little York (1) Pedestrian-Transit Improvements

Status: Completed June 2022

Grant Funds:

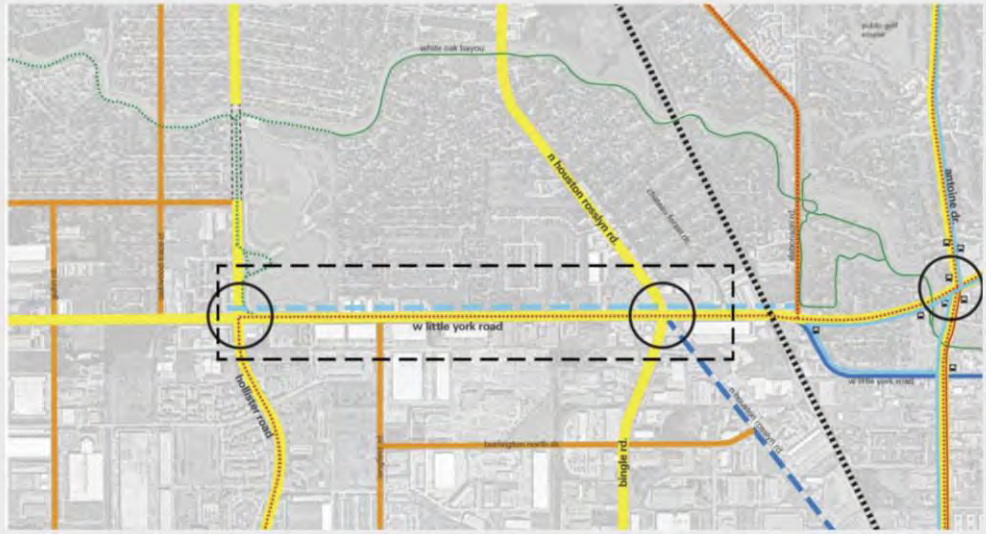
Federal	Local
\$1,352,736	\$338,185

Project Scope:

- Construct new/replace nearly 1.5 miles of sidewalk between Hollister Road and Chateau Forest Drive.
- Support extended METRO bus service
- Provide connection to White Oak Bayou Trail at Hollister Basin

Details:

- 6' sidewalks on both sides of the street
- \$1.6M total project cost
- Project Complete



Shelters Supporting Extended Route



New bus shelter at ribbon cutting

New Sidewalks



Completed sidewalk on W Little York

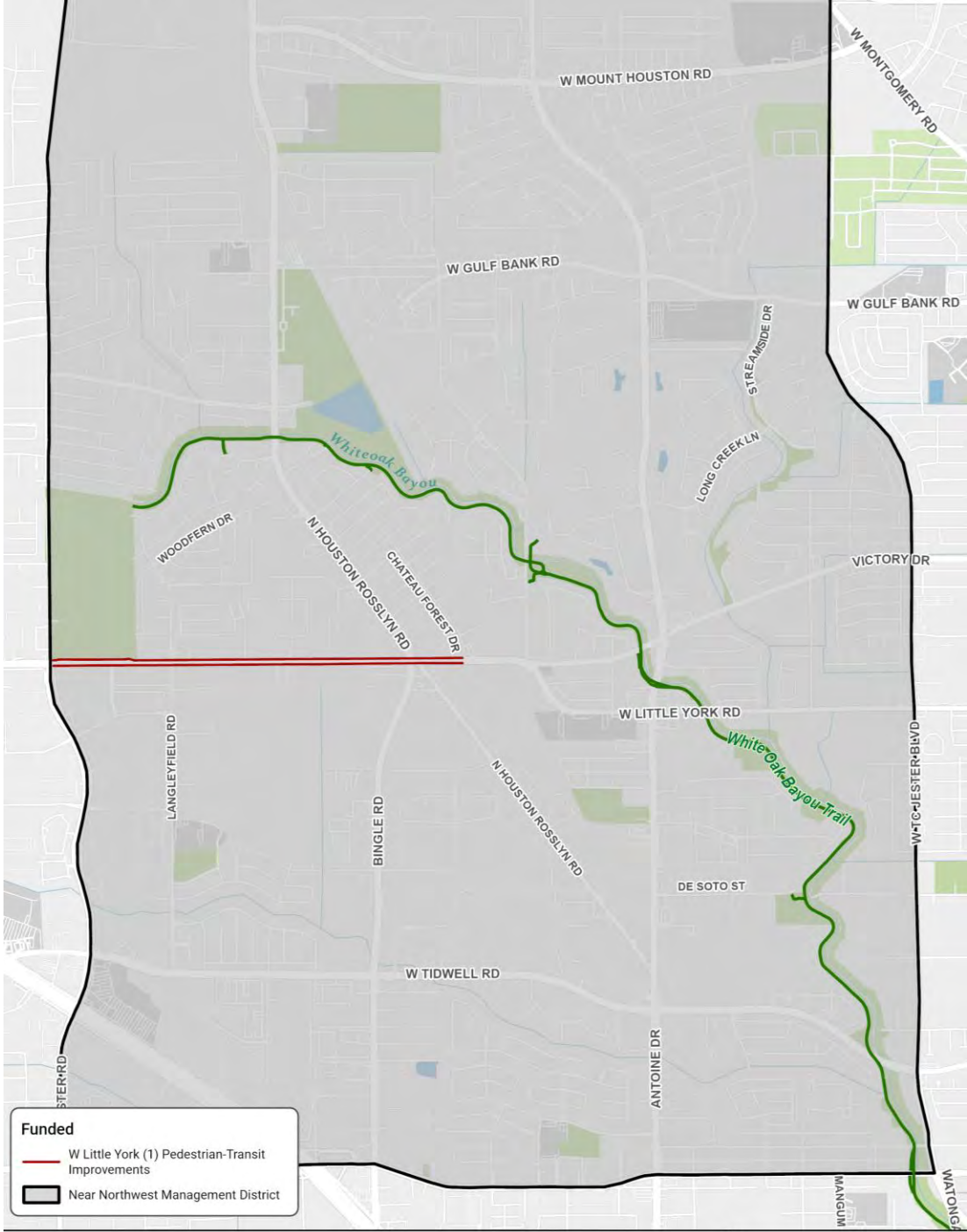
New Sidewalks



Sidewalk with planting strip completed on W Little York near Langfield Rd



Lupita Vasquez
 Those new sidewalks help us bus operators a lot. Well in my opinion they do. We can get both front and back door right against the concrete instead of the grass where many elderly or handicap passengers can't walk on as easily.



Funded

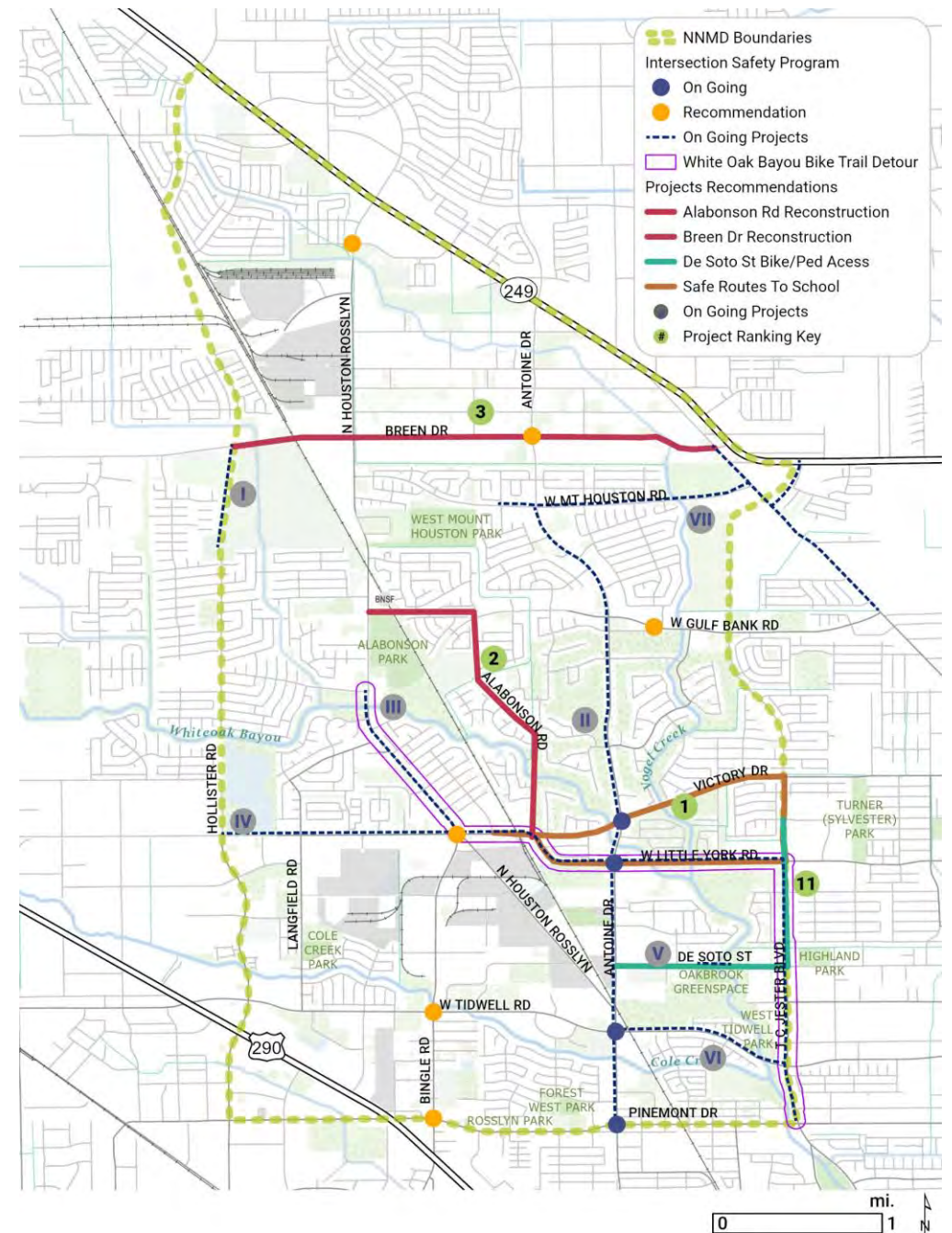
- W Little York (1) Pedestrian-Transit Improvements
- Near Northwest Management District



Renewed Project Planning

- ▶ 2021 began Capital Projects Development Strategy
- ▶ Began comprehensive needs assessment
- ▶ Identified over 25 potential projects
- ▶ Distilled down to 18 candidate projects

Program of Projects – Recommendations		
Rank	Project	Recommendation
1	W Little York Rd/ Victory Dr/ T C Jester Blvd	Grant Readiness Report
2	Alabonson Rd	Grant Readiness Report
3	Breen Dr	Grant Readiness Report
4	W Tidwell Rd	Short-Term Safety Study
5	Bingle Rd (Section A) – Pinemont Dr to W Little York Rd	Short-Term Safety Study
6	N Houston Rosslyn (Section B) – W Little York Rd to S Klein Circle Dr	Mid-Term Safety Study
7	N Houston Rosslyn (Section C) – S Klein Circle Dr to Tomball Parkway	Short-Term Safety Study
8	Antoine Dr	Mid-Term Project
9	Alabonson Park	Mid-Term Project
10	Langfield Rd	Mid-Term Project
11	De Soto St/ Harris/ Vines	Grant Readiness Report
12	Pinemont Dr	Mid-Term Project
13	W Tidwell Rd/ Pinemont Dr/ T C Jester Blvd	Partially Funded
14	Cole Creek Phase I (Section of Tidwell as Alt Path)	Long-Term Project
15	Cole Creek Phase II (Section of Tidwell as Alt Path)	Long-Term Project
16	Hollister Rd	Long-Term Project
Orange Dot	Intersection Safety Program	Grant Readiness Report
Red Square	Railroad Crossing	Mid-Term Study

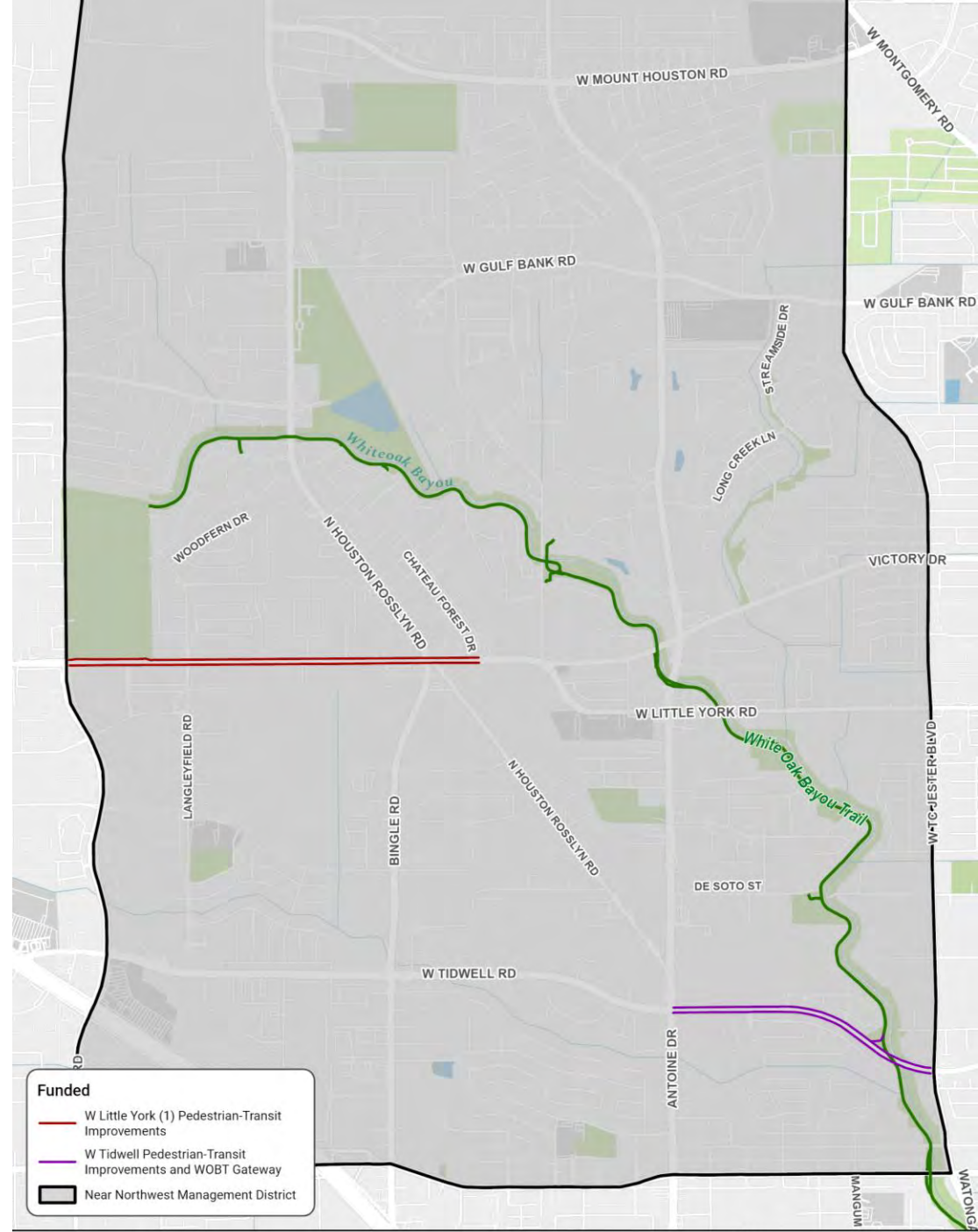
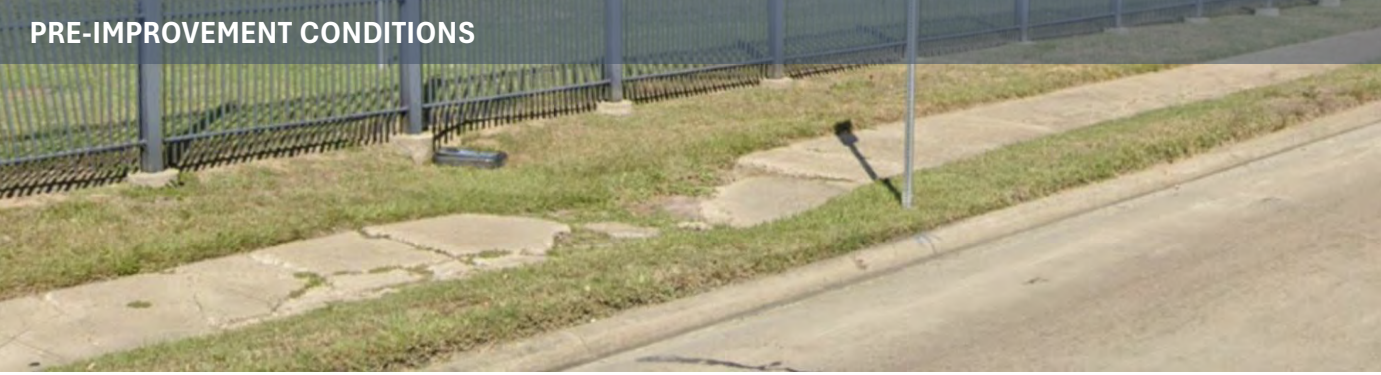


▶ W Tidwell Pedestrian-Transit Improvements & WOBT Gateway

Status: Completed December 2025, RR crossing in June 2026

Grant Funds:

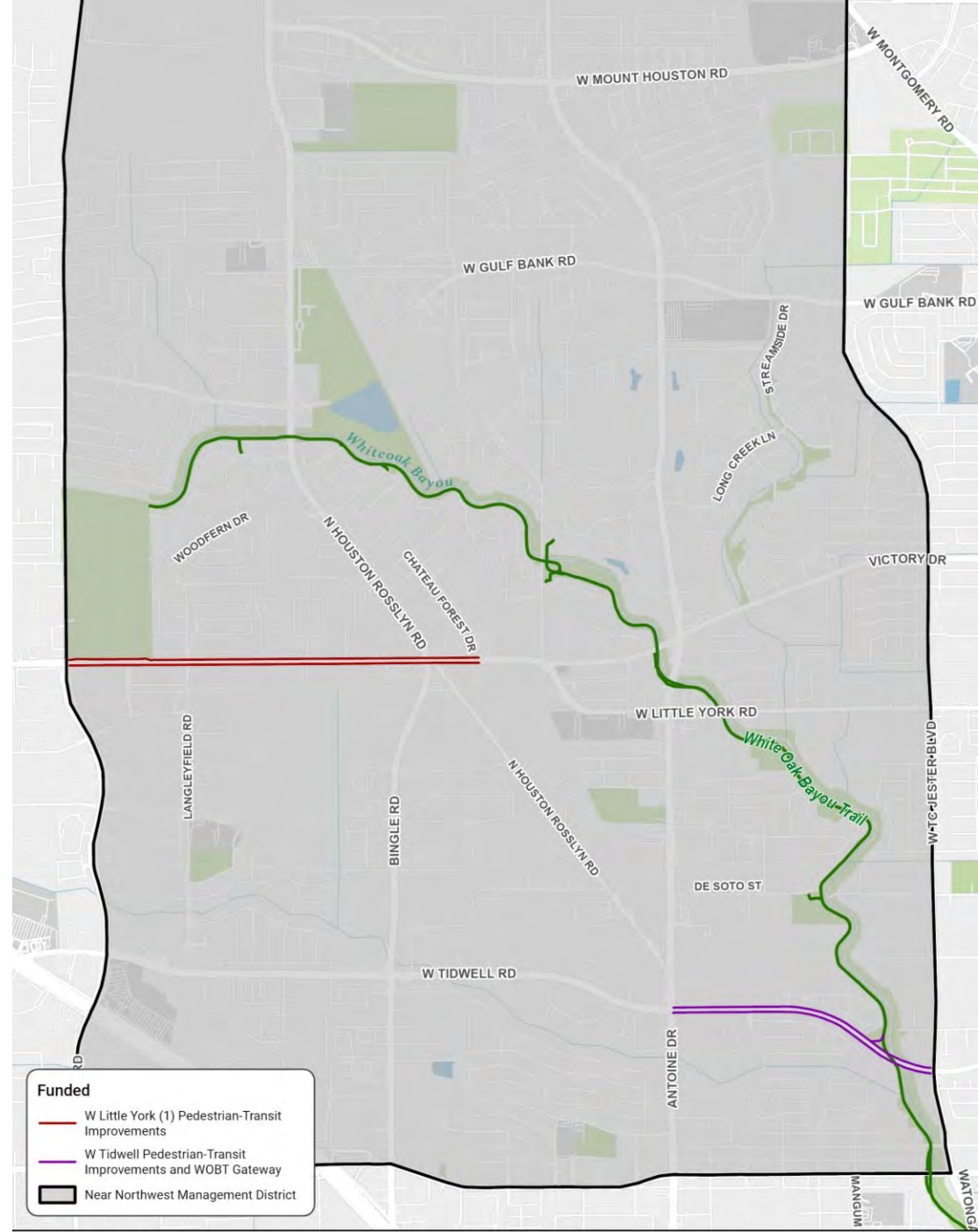
	Federal	Local
W Little York (1) Pedestrian-Transit Improvements	\$1,352,736	\$338,185
W Tidwell Pedestrian-Transit Improvements and WOBT Gateway	\$1,496,846	\$210,416
Totals	\$2,849,582	\$548,601



► W Tidwell Pedestrian-Transit Improvements & WOBT Gateway

Status: Completed December 2025, RR crossing in June 2026

Grant Funds:	Federal	Local
W Little York (1) Pedestrian-Transit Improvements	\$1,352,736	\$338,185
W Tidwell Pedestrian-Transit Improvements and WOBT Gateway	\$1,496,846	\$210,416
Totals	\$2,849,582	\$548,601



Bingle and W Tidwell Intersection Safety Improvements

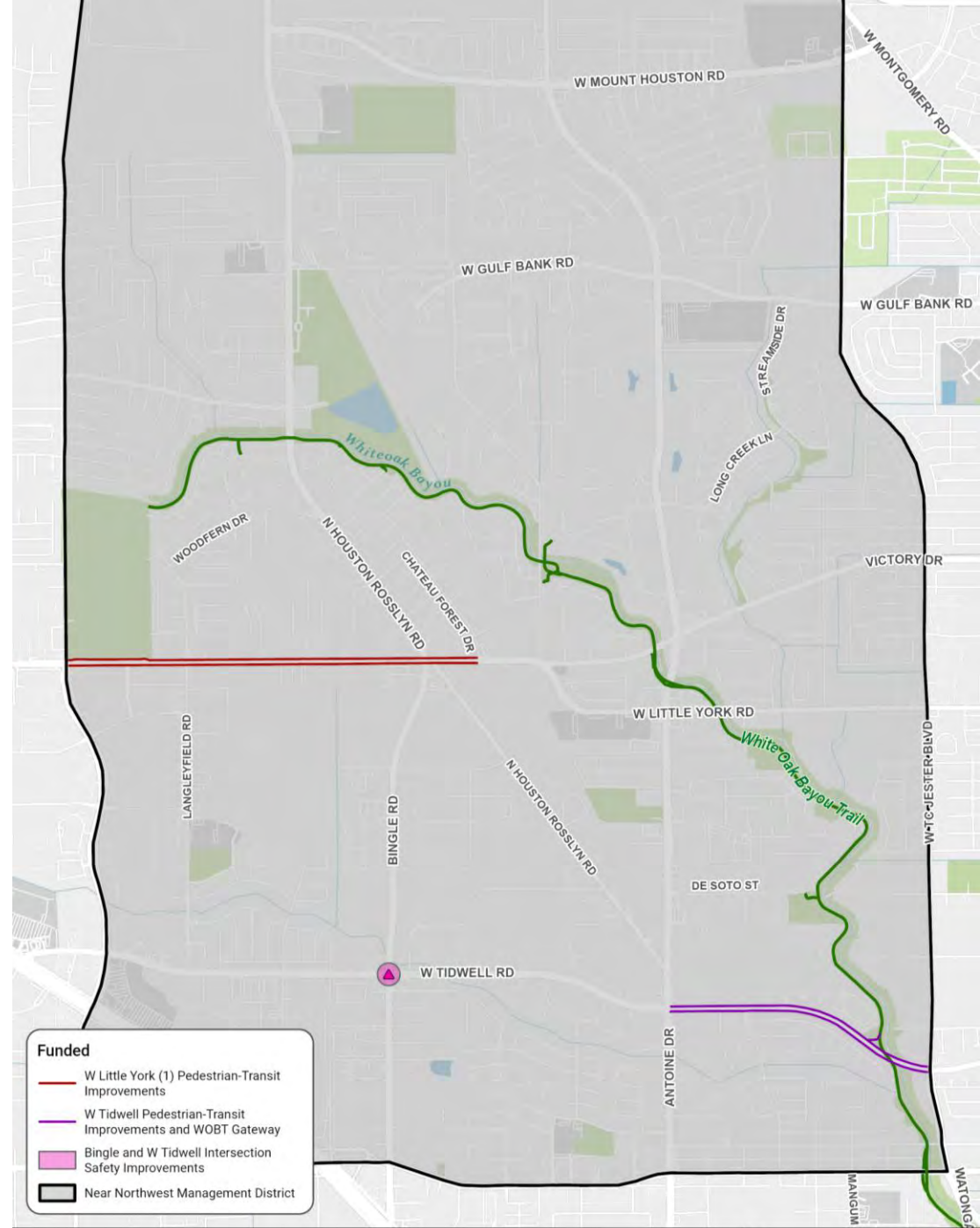
Status: Completed in January 2026

Grant Funds:

	Federal	Local
W Little York (1) Pedestrian-Transit Improvements	\$1,352,736	\$338,185
W Tidwell Pedestrian-Transit Improvements and WOBT Gateway	\$1,496,846	\$210,416
Bingle and W Tidwell Intersection Safety Improvements	\$354,028	\$0
Totals	\$3,203,610	\$548,601



PROPOSED INTERSECTION AT BINGLE RD & W TIDWELL RD



Funded

- W Little York (1) Pedestrian-Transit Improvements
- W Tidwell Pedestrian-Transit Improvements and WOBT Gateway
- ▲ Bingle and W Tidwell Intersection Safety Improvements
- Near Northwest Management District



► N Houston Rosslyn (1) Sidewalk and Intersection Improvements

Status: 100% designed, construction in Winter 2026

Grant Funds:

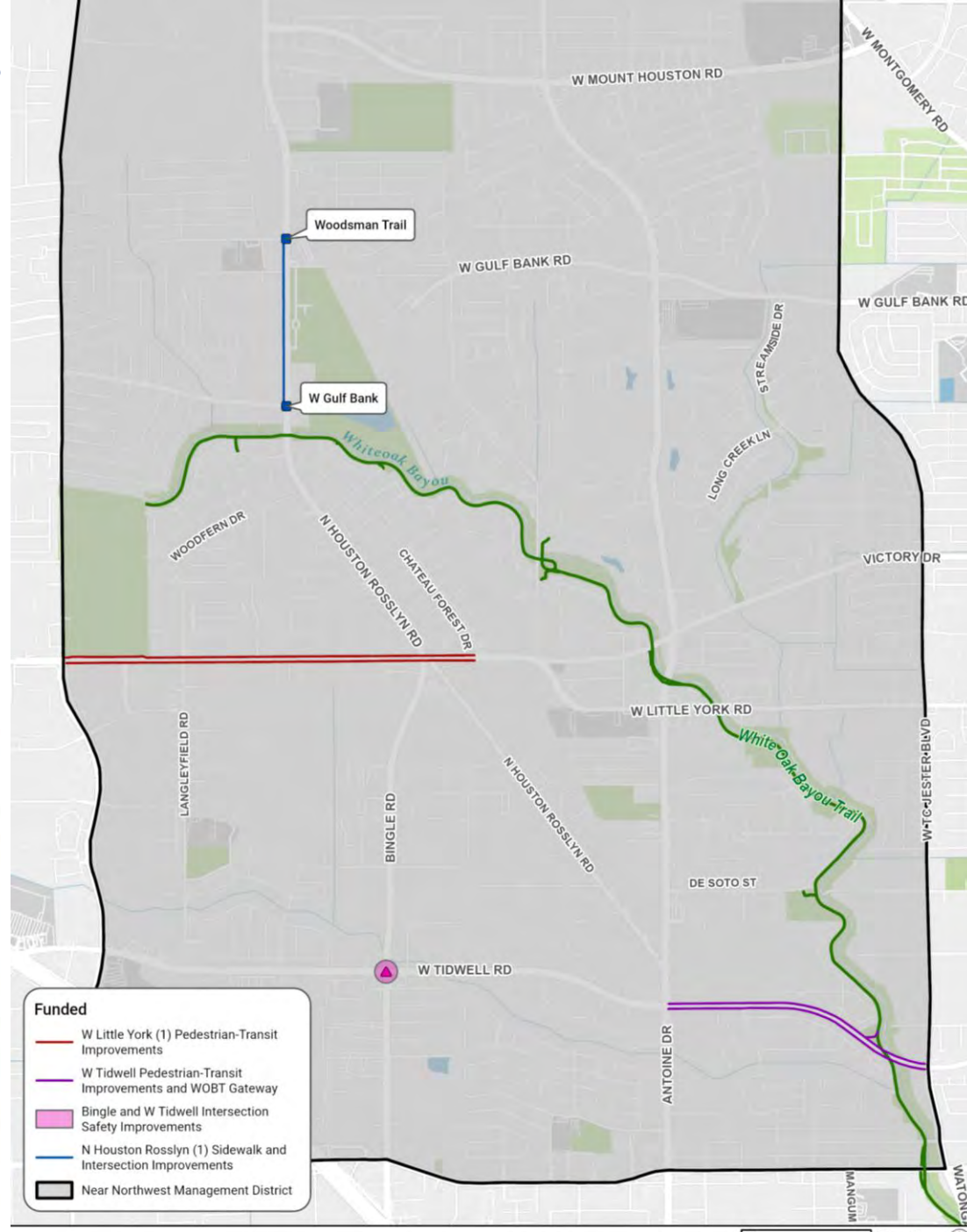
	Federal	Local
W Little York (1) Pedestrian-Transit Improvements	\$1,352,736	\$338,185
W Tidwell Pedestrian-Transit Improvements and WOBT Gateway	\$1,496,846	\$210,416
Bingle and W Tidwell Intersection Safety Improvements	\$354,028	\$0
N Houston Rosslyn (1) Sidewalk and Intersection Improvements	\$2,328,734	\$0
Totals	\$5,532,344	\$548,601



PROPOSED SIDEWALK ON WEST SIDE OF N HOUSTON ROSSLYN RD



PROPOSED INTERSECTION AT N HOUSTON ROSSLYN RD & WOODSMAN TR



▶ W Little York (2) Pedestrian-Transit Improvements

Status: Grant executed, in design

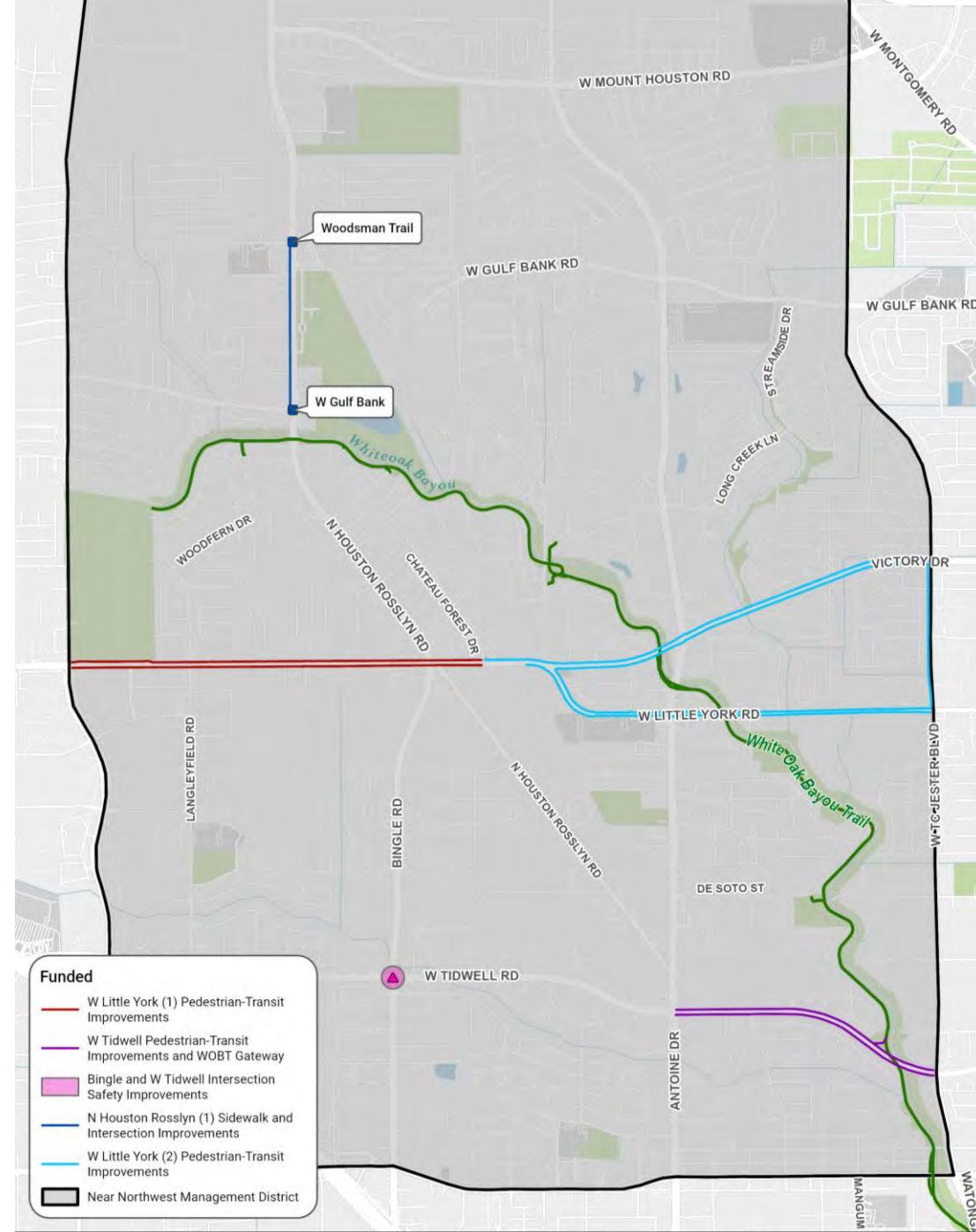
Grant Funds:	Federal	Local
W Little York (1) Pedestrian-Transit Improvements	\$1,352,736	\$338,185
W Tidwell Pedestrian-Transit Improvements and WOBT Gateway	\$1,496,846	\$210,416
Bingle and W Tidwell Intersection Safety Improvements	\$354,028	\$0
N Houston Rosslyn (1) Sidewalk and Intersection Improvements	\$2,328,734	\$0
W Little York (2) Pedestrian-Transit Improvements	\$7,473,607	\$0
Totals	\$13,005,951	\$548,601

The Scope

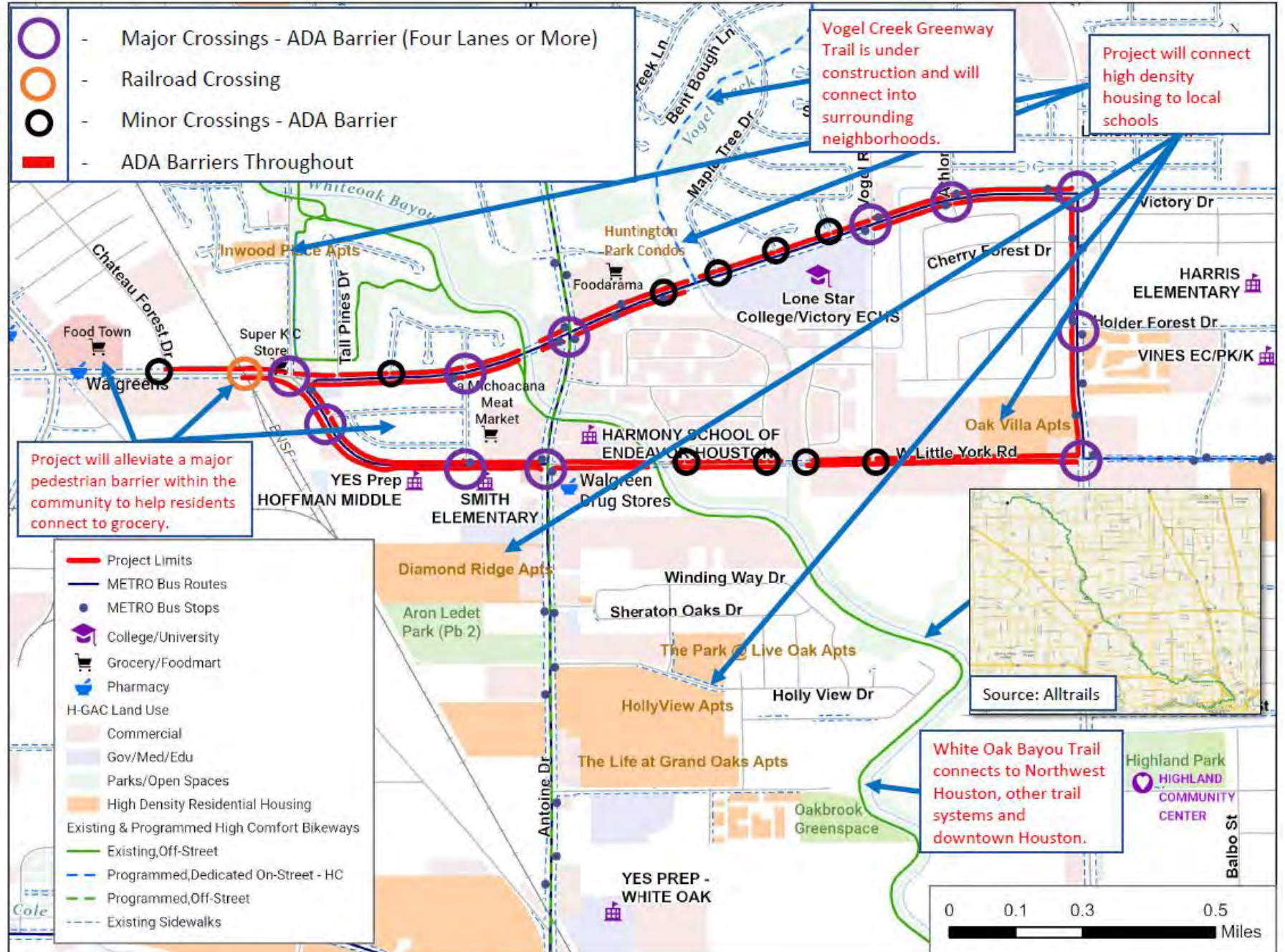
- ▶ Over 30,000 LF of 6-FT sidewalk
- ▶ Ramps, pavement markings, transit shelters, safety countermeasures, signage, functional landscaping, utility adjustments, other related items

The Journey

- ▶ May 2023, TxDOT TA submitted = Unfunded
- ▶ Late 2023, H-GAC indicates need to ‘spend down’ unallocated federal funds
- ▶ Request submitted for project funding to H-GAC in early 2024
- ▶ H-GAC allocated \$7.4M in funding in September 2024
- ▶ Would normally require a \$1.5M local match requirement
- ▶ Local match requirement **removed** due to allocation of Transportation Development Credits



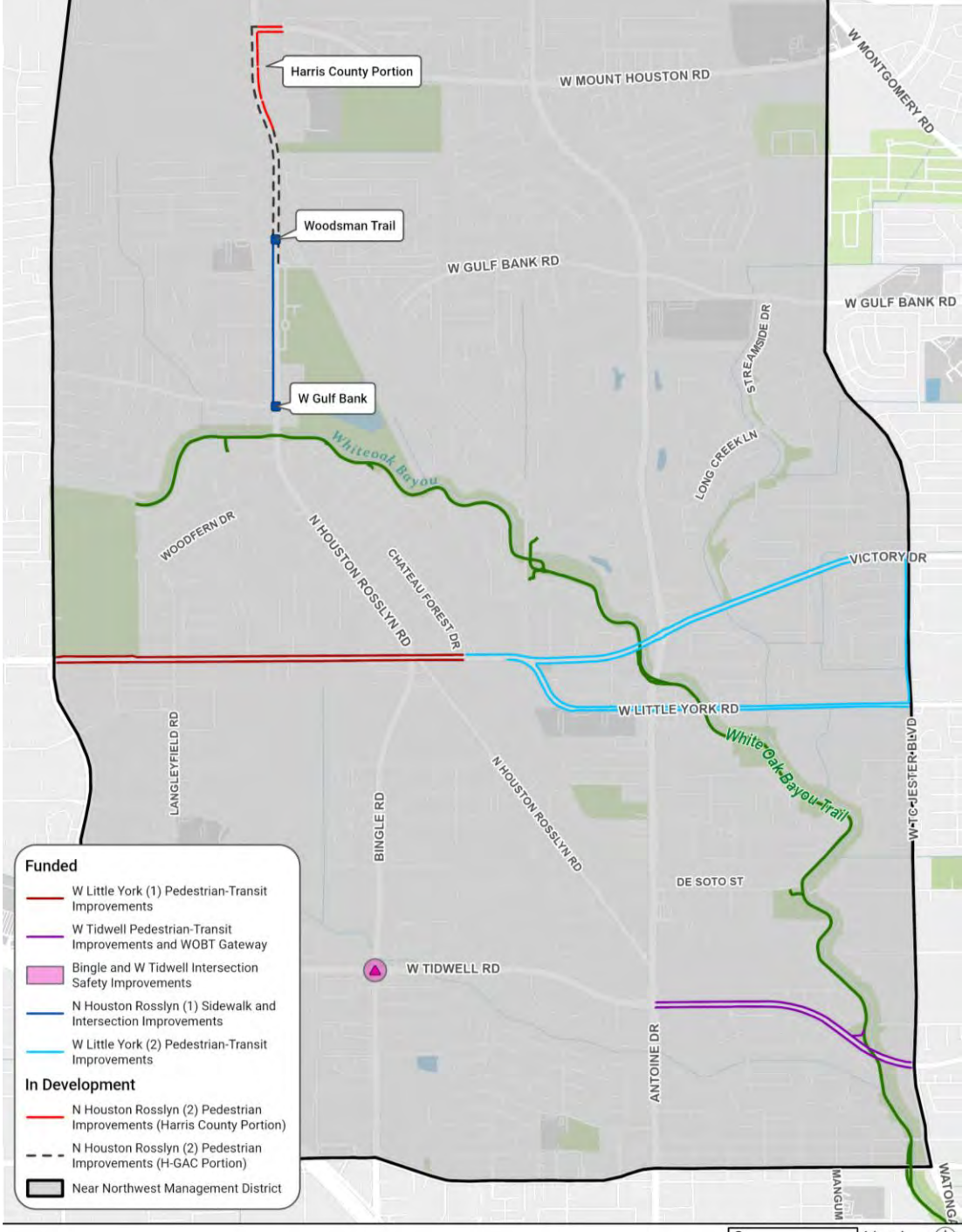
W Little York (2) Pedestrian-Transit Improvements



N Houston Rosslyn (2) Pedestrian Improvements

Status: Partial conditional grant award for County portion
Active pending grant application for CoH portion

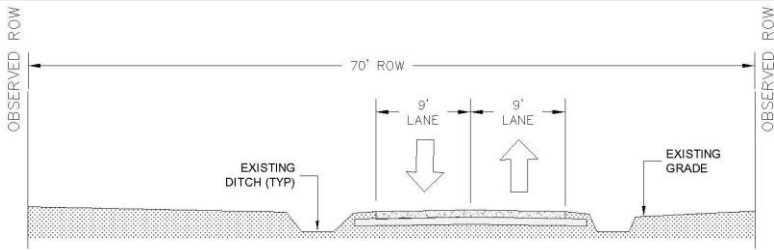
Grant Funds:	Federal	Local	Active Pursuit
W Little York (1) Pedestrian-Transit Improvements	\$1,352,736	\$338,185	
W Tidwell Pedestrian-Transit Improvements and WOBT Gateway	\$1,496,846	\$210,416	
Bingle and W Tidwell Intersection Safety Improvements	\$354,028	\$0	
N Houston Rosslyn (1) Sidewalk and Intersection Improvements	\$2,328,734	\$0	
W Little York (2) Pedestrian-Transit Improvements	\$7,473,607	\$0	
N Houston Rosslyn (2) Pedestrian Improvements	\$626,574	\$207,174	\$3,700,000
Totals	\$13,632,525	\$755,775	\$3,700,000



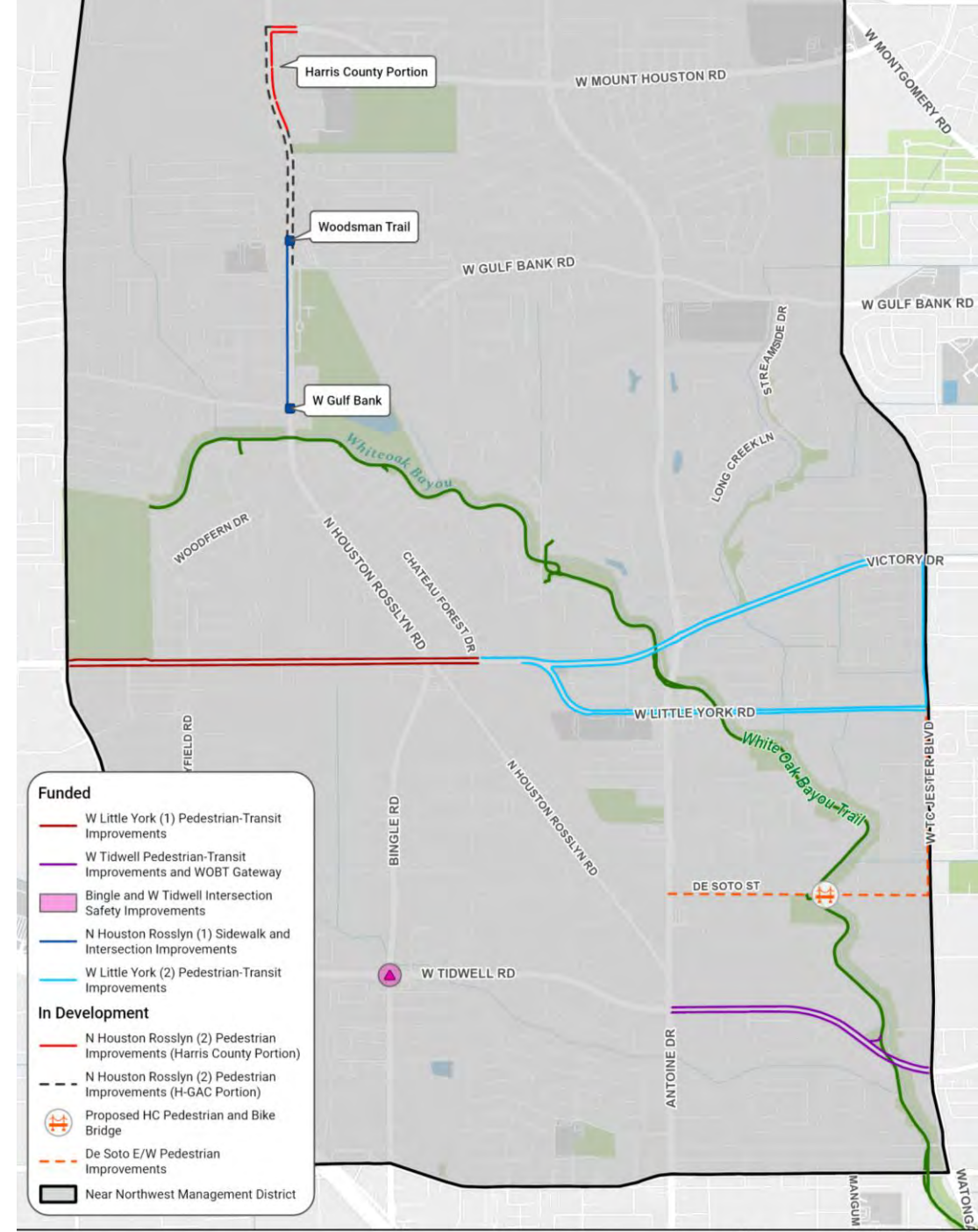
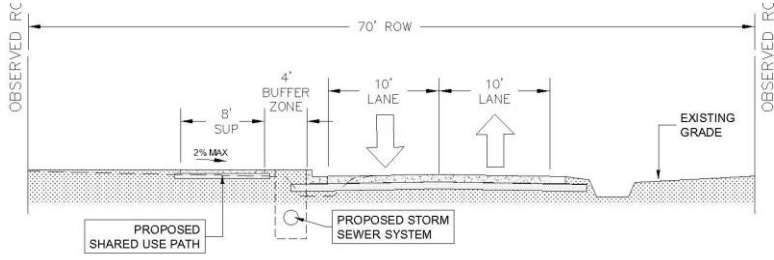
▶ De Soto E/W Pedestrian Improvements

Status: Active pending grant applications

Grant Funds:	Federal	Local	Active Pursuit
W Little York (1) Pedestrian-Transit Improvements	\$1,352,736	\$338,185	
W Tidwell Pedestrian-Transit Improvements and WOBT Gateway	\$1,496,846	\$210,416	
Bingle and W Tidwell Intersection Safety Improvements	\$354,028	\$0	
N Houston Rosslyn (1) Sidewalk and Intersection Improvements	\$2,328,734	\$0	
W Little York (2) Pedestrian-Transit Improvements	\$7,473,607	\$0	
N Houston Rosslyn (2) Pedestrian Improvements	\$626,574	\$207,174	\$3,700,000
De Soto E/W Pedestrian Improvements	\$0	\$0	\$1,250,000
Totals	\$13,632,525	\$755,775	\$4,950,000



Schematic Cross-Section – De Soto Street (East)



▶ Alabonson Reconstruction Project

Status: Active pending grant applications

Grant Funds:	Federal	Local	Active Pursuit
W Little York (1) Pedestrian-Transit Improvements	\$1,352,736	\$338,185	
W Tidwell Pedestrian-Transit Improvements and WOBT Gateway	\$1,496,846	\$210,416	
Bingle and W Tidwell Intersection Safety Improvements	\$354,028	\$0	
N Houston Rosslyn (1) Sidewalk and Intersection Improvements	\$2,328,734	\$0	
W Little York (2) Pedestrian-Transit Improvements	\$7,473,607	\$0	
N Houston Rosslyn (2) Pedestrian Improvements	\$626,574	\$207,174	\$3,700,000
De Soto E/W Pedestrian Improvements	\$0	\$0	\$1,250,000
Alabonson Reconstruction Project	\$0	\$0	\$25,000,000
Totals	\$13,632,525	\$755,775	\$29,950,000

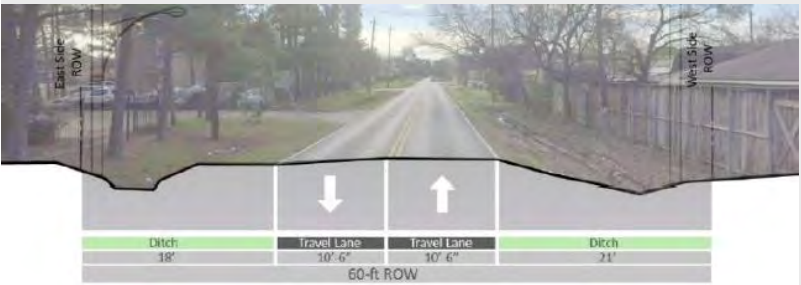
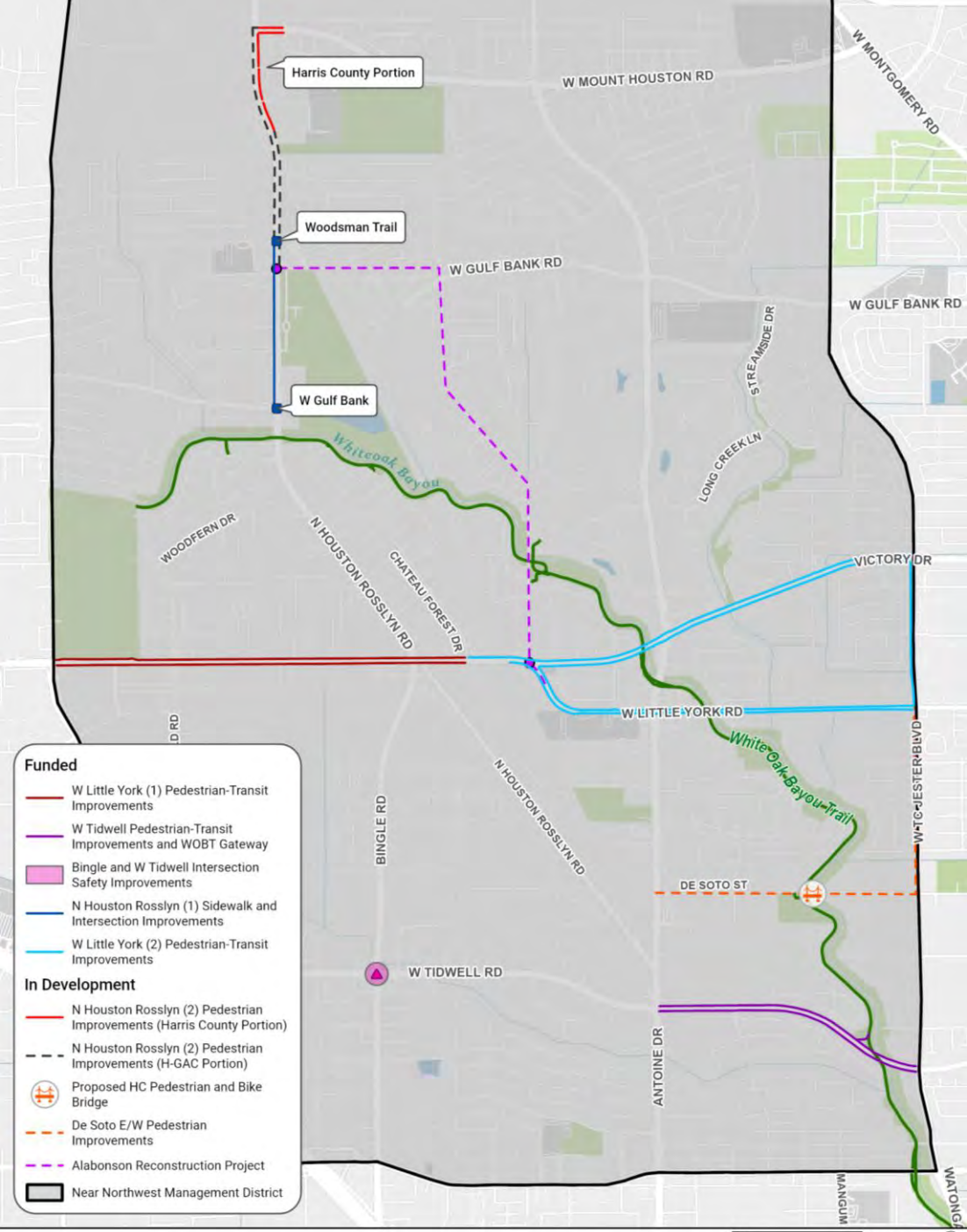


Table 1. TxDOT CRIS Crash Data (2020-2025)

Type of Crash	Total
Fatal Crash	1
Suspected Serious Injury	6
Suspected Minor Injury	12
Possible Injury	28
Not Injured	122
Unknown	10
Total Crashes	179



Alabonson Reconstruction Project

HARRIS COUNTY
COMMISSIONER RODNEY ELLIS



PRECINCT ONE
PUBLIC SERVICE · FAIR OPPORTUNITY · EQUAL JUSTICE



HOUSTON
PUBLIC WORKS

December 2, 2024

Office of the Secretary of Transportation
1200 New Jersey Ave. SE
Washington, DC 20590

Re: Near Northwest Management District – FY2025 RAISE Support

To Whom It May Concern,

Please accept this letter of support for the Near Northwest Management District and the Alabonson Road Reconstruction Project. This transformative initiative addresses critical needs for safety, accessibility, and economic vitality in the Near Northwest community of Houston, Texas. The project will reconstruct approximately two miles of Alabonson Road, incorporating a new concrete roadway, a shared-use path, expanded intersection capacity, enhanced community access, and upgraded stormwater and utility systems that meet modern design standards.

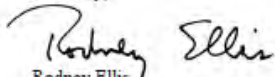
The benefits of the project align with the priorities of the RAISE program by improving safety, reducing congestion, and boosting the quality of life for a historically underserved area. The community served by this project is within an Opportunity Zone, ensuring that federal investments directly uplift neighborhoods with persistent poverty and transportation disparities. In addition to these technical benefits, the project has garnered strong community support, as demonstrated by its top ranking in public surveys conducted by the Near Northwest Management District. Residents have expressed a clear need for safer streets and better connectivity, and this project responds directly to those local priorities.

The Office of Harris County Commissioner Rodney Ellis is proud to partner with the District on this initiative and intends to participate in the local match for the portion of the project within unincorporated Harris County. This investment directly complements the County's recent enhancements to the adjacent Alabonson Park by providing safer and more accessible connectivity to this community facility. Together, these projects represent a cohesive effort to elevate the area's infrastructure and overall quality of life.

Funding through the RAISE program will enable the realization of this critical project and ensure it delivers long-term economic and social benefits to the Houston region. We urge the U.S. Department of Transportation to give full consideration to the Alabonson Road Reconstruction Project's application.

Thank you for your commitment to impactful infrastructure investments.

Sincerely,


Rodney Ellis

February 2, 2023

Eileen M. Egan
Vice President of Capital Projects
Near Northwest Management District
7603 Antoine Drive, 77088

RE: **Reconstruction of Alabonson Rd Detention Approval**

Dear Ms. Eagan:

We have reviewed your request letter regarding detention needs for Alabonson Road reconstruction. The needed 32 acre-feet of detention needs will be reserved and allocated within the Inwood Forest Regional Detention volume. The 32 acre-feet is approved and will be deducted from the City's overall detention share with Harris County Flood Control District for the Inwood Forest Regional Detention project.

Additional review of the mitigation plan by HCFCD will still be needed for the roadway project. Please also coordinate with HCFCD's Watershed Coordinator.

Should you have any questions or comments, please feel free to contact me at 832-395-2690.




























Sincerely,



Paresh Lad
Division Manager
Transportation and Drainage Operations -Stormwater Planning

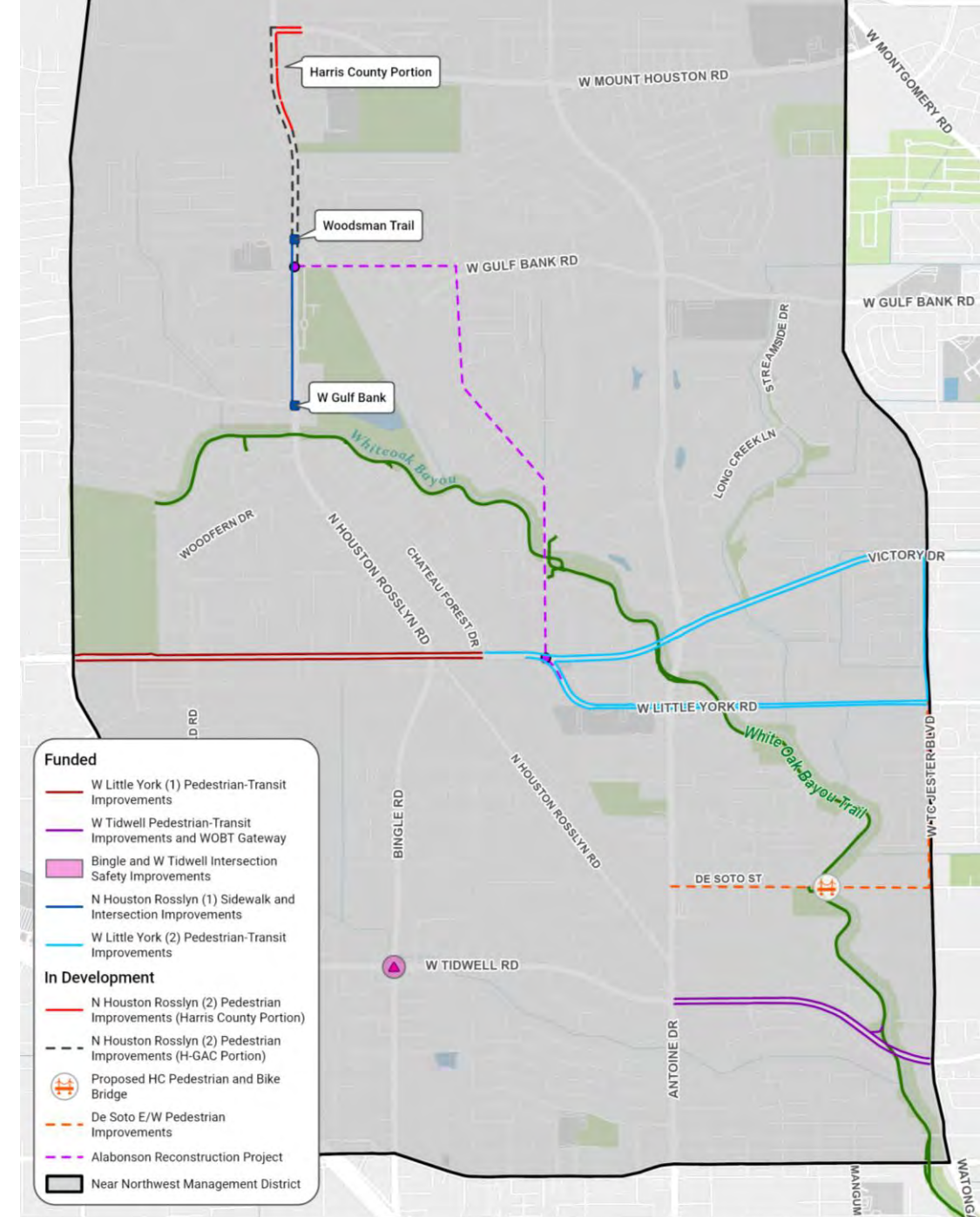
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Attachment (1): Detention Calculations

Summary

Status		Program of Projects – Recommendations	
		Project	Recommendation
<i>Completed</i> 		W Little York Rd/ Victory Dr/ T C Jester Blvd	Grant Readiness Report
<i>Funding Pursuit</i> 		Alabonson Rd	Grant Readiness Report
 <i>Partnership/Funding Pursuit</i> 		Breen Dr	Grant Readiness Report
<i>Completed</i> 		W Tidwell Rd	Short-Term Safety Study
<i>Intersection Addressed</i> 		Bingle Rd (Section A) – Pinemont Dr to W Little York Rd	Short-Term Safety Study
 <i>Partially Funded</i> 		N Houston Rosslyn (Section B) – W Little York Rd to S Klein Circle Dr	Mid-Term Safety Study
 <i>Partially Funded</i> 		N Houston Rosslyn (Section C) – S Klein Circle Dr to Tomball Parkway	Short-Term Safety Study
<i>Partnership</i> 		Antoine Dr	Mid-Term Project
<i>Partnership</i> 		Alabonson Park	Mid-Term Project
		Langfield Rd	Mid-Term Project
<i>Funding Pursuit</i> 		De Soto St/ Harris/ Vines	Grant Readiness Report
		Pinemont Dr	Mid-Term Project
<i>Funded</i> 		W Tidwell Rd/ Pinemont Dr/ T C Jester Blvd	Partially Funded
		Cole Creek Phase I (Section of Tidwell as Alt Path)	Long-Term Project
		Cole Creek Phase II (Section of Tidwell as Alt Path)	Long-Term Project
		Hollister Rd	Long-Term Project
<i>In Progress</i> 		Intersection Safety Program	Grant Readiness Report
		Railroad Crossing	Mid-Term Study

Value Add to Constituents

- ▶ Fostering a quality place, and reaffirming that ‘people care about this area’
 - ▶ Combating ‘broken window theory’
- ▶ Improving quality of life for business owners, visitors, and residents through safety, access, mobility, and state of good repair
- ▶ Best leveraging regional investments and augmenting connectivity with HCP1, CoH, Houston Parks Board, and others
- ▶ Directs resources to the District that would have gone somewhere else
- ▶ **Cumulatively, for every \$1.00 in discretionary funding received, NNMD’s investment has been 5 cents**



What's Next?

- ▶ Ribbon cutting for Tidwell Road
- ▶ RTP incorporation for Breen Drive and Alabonson Road
- ▶ Support Antoine Reconstruction and incorporation of NNMD aesthetic elements (stamped and colored crosswalks)
- ▶ Pending partnership applications with Harris County Precinct 1 (De Soto Street East and West)
- ▶ Pending BUILD application for Alabonson
- ▶ Pending H-GAC applications for N Houston Rosslyn, and De Soto Street East and West
- ▶ West Little York Phase 2 public meetings and construction
- ▶ N Houston Rosslyn Phase 1 public meetings and construction

