Welcome!
Southeast Corridor Public Workshops
What is the Purpose of the Southeast Corridor Transit Project?

• Improve capacity and level of service of existing transit system

• Improve connections between activity centers including downtown Houston and universities area

• Improve mobility of area residents and workers

• Support neighborhood revitalization and economic development efforts
Project History

- Alternatives Analysis Report Completed in early 2004

- Bus Rapid Transit (BRT) introduced in summer of 2005 as a technology for evaluation with light rail transit in response to Federal Transit Administration

- New alignment option on Wheeler/MLK Blvd. introduced in summer of 2005 because of residents’ concerns with displacement of businesses and residents on Scott St. between Wheeler and OST

- Draft Environmental Impact Statement currently being circulated for comments by the public and agencies
What is the Purpose of the Workshops?

• Provide the public with information about the proposed action, alternatives under consideration, potential environmental impacts of the alternatives, and proposed mitigation measures.

• Provide the public with an opportunity to comment on the Draft Environmental Impact Statement.
Alternatives under Consideration in the DEIS

- No Build Alternative - no major improvements to existing transit services
- Build Alternatives - providing for fixed-guideway transit in Southeast Corridor between downtown Houston and Griggs Rd./Beekman Rd. at Palm Center
- Technologies of LRT, BRT convertible to LRT in the future, and BRT
- Alignment options on Scott St./Griggs Rd. or Wheeler/MLK Blvd.
Steps to Recommending a Preferred Alternative

Step 1. Prepare DEIS

Step 2. Public and agency review of DEIS (July 28 - Sept. 11, 2006)

Step 3. Conduct Public Hearing and receive comments (Aug. 29, 2006)

Step 4. METRO Board adopts LPA (Sept. 2006)

Step 5. Prepare and publish FEIS (Sept. - Dec. 2006)

Step 6. Record of Decision - completion of federal environmental process (Dec. 2006)
Scott Street and Griggs Road Alignment Cross Sections

Existing Typical Section on Scott South of Wheeler

Proposed Typical LRT Section on Scott South of Wheeler

Proposed Typical Convertible BRT Section on Scott South of Wheeler

Proposed Typical BRT Section on Scott South of Wheeler

Existing Typical Section on Griggs

Proposed Typical LRT Section on Griggs

Proposed Typical Convertible BRT Section on Griggs

Proposed Typical BRT Section on Griggs
More Significant Differences between Alignment Options than Technologies

• LRT and BRT technologies have:
  - Same level of service
  - Similar stations/passenger amenities
  - Same right of way needs
  - Capacity that can grow to meet demand

• Alignment options differ in extent and location of physical impacts
Historic Resources

Are you Interested in the Project’s Potential Impacts to Historic and/or Archaeological Resources?

Section 106 of the National Historic Preservation Act requires that Federal agencies (or their designees) consider what effects their actions may have on historic properties. Since this project will be assisted with federal funds, Section 106 applies. In addition to coordinating with the Texas Historical Commission and the Advisory Council on Historic Preservation, the Act requires the agency and ensure that the public has an opportunity to have input into the project and its potential effects. The community will also be involved in the process of developing measures to minimize or mitigate any adverse, or negative effects identified.

An Environmental Impact Statement must:

1) Identify Historic Properties (defined as properties that have been listed in or determined eligible for the National Register of Historic Places);

2) Assess the Project’s Effects to such properties, and

3) Resolve Adverse Effects if such effects are identified.

In accordance with the Section 106 procedures, this meeting provides the opportunity for the interested public to have input into the project in regard to cultural resources, for example, above-ground buildings or structures and below ground archaeological features.

If you are interested in providing input or in participating in project planning as it relates to cultural resources, please complete the appropriate section of the comment forms available at this meeting.

Technologies under Consideration in the DEIS

- LRT vehicles operating at-grade on trackway located in exclusive lanes either on the side or the center of the street or within new rights-of-way.

- BRT vehicles operating at-grade in reserved lanes in downtown between Bagby and St. Emanuel Streets. Outside of downtown, vehicles would operate in exclusive lanes located either in the center or side of the street or within new rights-of-way.

- BRT that can be converted to LRT in the future. Exclusive lanes outside of downtown would be constructed for conversion to LRT in the future.
## Summary Comparison of Impacts for Build Alternatives

<table>
<thead>
<tr>
<th>Impact Area</th>
<th>LRT with Base Alignment</th>
<th>LRT with Wheeler-MLK Alignment</th>
<th>BRT with Base Alignment</th>
<th>BRT with Wheeler-MLK Alignment</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Economic</strong></td>
<td>416 jobs per year for 3 years</td>
<td>379 jobs per year for 3 years</td>
<td>258 jobs per year for 3 years (BRT Convertable)</td>
<td>220 jobs per year for 3 years (BRT Convertable)</td>
</tr>
<tr>
<td>Number of Property Acquisitions from Paige to Wheeler</td>
<td>85</td>
<td>85</td>
<td>42</td>
<td>42</td>
</tr>
<tr>
<td>Number of Property Acquisitions from Wheeler to Beekman</td>
<td>42</td>
<td>8</td>
<td>42</td>
<td>8</td>
</tr>
<tr>
<td>Number of Business Displacements from Paige to Wheeler</td>
<td>32</td>
<td>32</td>
<td>16</td>
<td>16</td>
</tr>
<tr>
<td>Number of Business Displacements from Wheeler to Beekman</td>
<td>35</td>
<td>8</td>
<td>35</td>
<td>8</td>
</tr>
<tr>
<td>Noise Impacts to Residential Units</td>
<td>4</td>
<td>36</td>
<td>0</td>
<td>0</td>
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<tr>
<td><strong>Ecosystems</strong></td>
<td></td>
<td>LRT storage &amp; maintenance facility displaces wooded lot</td>
<td>LRT storage &amp; maintenance facility displaces wooded lot; may require removal of landscaped median of MLK Blvd.</td>
<td>No Impact</td>
</tr>
<tr>
<td>Parklands</td>
<td>No impact</td>
<td>Small amounts of park property would be used in the median of MLK Blvd and Park Access Rd.</td>
<td>No Impact</td>
<td>Small amounts of park property would be used in the median of MLK Blvd and Park Access Rd.</td>
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<tr>
<td><strong>Historic Resources</strong></td>
<td></td>
<td>Potential adverse effect on 1 building and 3 historic districts</td>
<td>Potential adverse effect on 1 building and 3 historic districts</td>
<td>Potential adverse effect on 1 building and 3 historic districts</td>
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<tr>
<td>Potential High-Risk Hazardous Sites</td>
<td></td>
<td>65</td>
<td>52</td>
<td>65</td>
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<tr>
<td>Water Resources</td>
<td></td>
<td>Surface waters of Brays Bayou may be affected</td>
<td>Surface waters of Brays Bayou may be affected</td>
<td>Surface waters of Brays Bayou may be affected</td>
</tr>
</tbody>
</table>
Historic Resources of Concern

LEGEND

- Study Area
- National Register of Historic Places Eligible Historic District
- Existing METRORail
- LRT Base MOS
- LRT Alignment Option
- BRT Base MOS
- BRT Alignment Option

Southeast Transit Center Alignment

Third Ward
- North
- East

UH Residence Hall Quadrangle

Wheeler/MLK Alignment

MILES
Displacements from Downtown to Wheeler St.

LEGEND
- LRT Alternative Base Alignment
- LRT Alternative Alignment Option
- BRT Alternative Base Alignment
- BRT Alternative Alignment Option
- Station
- DTN Train Storage/Maintenance Center
- BRT/LRT Acquisitions
- LRT Only Acquisitions
- Residential Relocation
- Business Relocation
Southeast Corridor

Displacements from Wheeler St. to Beekman Rd.

LEGEND
- LRT Alternative Base Alignment
- LRT Alternative Alignment Option
- BRT Alternative Base Alignment
- BRT Alternative Alignment Option
- Station
- DTN Train Storage/Maintenance Center
- BRT/LRT Acquisitions
- LRT Only Acquisitions
- Residential Relocation
- Business Relocation

Southeast Transit Center Alignment
Wheeler/MLK Alignment

Displacements from Wheeler St. to Beekman Rd.
Public Hearing

August 29, 2006
Third Ward Multi-Service Center
3611 Ennis Street

5:30 P.M. - Open House
6:30 P.M. - Public Hearing
Submission of Comments

• On-line at
  http://www.ridemetro.org/contact/comment.asp

• During the public hearing

• Submit comment form or letter to:
  Ms. Rhonda Boyer
  Metropolitan Transit Authority of Harris County
  P.O. Box 61429
  Houston, Texas 77208-1429

Comments must be postmarked by September 11, 2006