Welcome!
Southeast Corridor
Public Workshops
February 28, 2006
March 1, 2006
What is the Purpose of the Workshops?

- Obtain comments on transit technologies under consideration in the Draft Environmental Impact Statement (DEIS)
- Obtain comments on alignment options under consideration in the DEIS
- Identify issues of concern for evaluation in the DEIS
Project Planning & Development Process

1. System Planning (METRO Solutions)
2. Alternatives Analysis
3. Draft Environmental Impact Statement
4. Preliminary Engineering
5. Final Environmental Impact Statement
6. Record of Decision
7. Final Design/Right-of-Way Acquisition
8. Construction
9. Operations

WE ARE HERE

TARGET DECEMBER 2006
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
- Improve air quality by providing alternative that reduces emissions
Southeast Corridor

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 updated to address BRT and Wheeler/MLK Blvd. alignment option
Alternatives under Consideration in the DEIS

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

LEGEND
- Study Area
- Existing METRORail
- LRT Base MOS
- LRT Alignment Option
- BRT Base MOS
- BRT Alignment Option

METRO Solutions
Alignment Options

Legend:
- Study Area
- Existing METRORail
- LRT Base MOS
- LRT Alignment Option
- BRT Base MOS
- BRT Alignment Option

Southeast Transit Center Alignment
Wheeler/MLK Alignment
Southeast Corridor

Wheeler/MLK Blvd. Alignment Option

- Avoids impacts to businesses and residences on Scott St. south of Wheeler
- Improves service to University of Houston by adding a second station
- Wider street right-of-way for fixed-guideway on MLK Blvd. than south Scott St.
- Requires relocation of SE Transit Center
- Lower projected ridership
- Alignment passes through McGregor Park
Southeast Corridor

Scott Street and Griggs Road Alignment Cross Sections

Existing Typical Section on Scott South of Wheeler

Existing Typical Section on Griggs

Proposed Typical LRT Section on Scott South of Wheeler

Proposed Typical LRT Section on Griggs

Proposed Typical Convertible BRT Section on Scott South of Wheeler

Proposed Typical Convertible BRT Section on Griggs

Proposed Typical BRT Section on Scott South of Wheeler

Proposed Typical BRT Section on Griggs

METRO Solutions
Southeast Corridor

Wheeler and MLK Blvd.
Alignment Cross Sections

Existing Typical Section on Wheeler

Existing Typical Section on MLK

Proposed Typical LRT Section on Wheeler

Proposed Typical LRT Section on MLK

Proposed Typical Convertible BRT Section on Wheeler

Proposed Typical Convertible BRT Section on MLK

Proposed Typical BRT Section on Wheeler

Proposed Typical BRT Section on MLK

METRO Solutions
What are the Next Steps?

- Review comments received at public workshops
- Complete Draft Environmental Impact Statement - Spring 2006
- Circulate DEIS for comments - Spring 2006
- Hold Public Hearing - Summer 2006
- Prepare Final Environmental Impact Statement - Summer 2006
- Final Environmental Impact Statement - Winter 2006
Southeast Corridor

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

Third Ward North
Third Ward West
Third Ward East
UH Residence Hall Quadrangle
Southeast Transit Center Alignment
Wheeler/MLK Alignment

MILES
0 25 50 10
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 regulations defining the Act (36 CFR 800) require 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 Adverse 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.

More Significant Differences are between Alignment Options than Technologies

- LRT and various 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
**Southeast Corridor**

**Scott St./Griggs Rd. Alignment Option**

- Original alignment
- Interfaces with regional transit services at Southeast Transit Center
- Higher projected ridership
- Higher estimated costs
- Higher number of properties impacted
- Provides services within walking distance to existing residential areas
- Provides service to dense mixed-use areas of corridor

**METRO Solutions**
Why is METRO Looking at Bus Rapid Transit (BRT) Technology?

- Metro submitted ridership and cost information on the Southeast Corridor LRT Project to the Federal Transit Administration (FTA)
- FTA gave the Southeast Corridor LRT Project a Medium-Low rating for cost effectiveness
- FTA will only recommend projects for federal funding with a Medium or higher rating for cost effectiveness
- METRO has worked with FTA to define a lower cost transit project that implements BRT initially and accommodates conversion to LRT in the future
### Summary Comparison of Alignment Options for Southeast Corridor DEIS

<table>
<thead>
<tr>
<th></th>
<th>Scott/Griggs</th>
<th>Wheeler/MLK</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distance (miles)</td>
<td>2.8</td>
<td>2.5</td>
</tr>
<tr>
<td>Number of Stations</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>Estimated Capital Cost (Full Line)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- LRT</td>
<td>$349.6 M</td>
<td>$325.4 M</td>
</tr>
<tr>
<td>- BRT-Convertible</td>
<td>$216.6 M</td>
<td>$191.6 M</td>
</tr>
<tr>
<td>- BRT</td>
<td>$176.8 M</td>
<td>$157.4 M</td>
</tr>
<tr>
<td>Projected Station Boardings</td>
<td>4,990</td>
<td>3,625</td>
</tr>
<tr>
<td>Number of Intersection Crossings</td>
<td>37</td>
<td>18</td>
</tr>
<tr>
<td>Number of Property Acquisitions</td>
<td>99</td>
<td>33</td>
</tr>
<tr>
<td>Number of Business Displacements</td>
<td>39</td>
<td>3</td>
</tr>
<tr>
<td>Number of Residential Displacements</td>
<td>21</td>
<td>8</td>
</tr>
<tr>
<td>Average Daily Traffic Volume</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Scott</td>
<td>19,600 to 23,980</td>
<td>-</td>
</tr>
<tr>
<td>- Griggs</td>
<td>10,900 to 13,620</td>
<td>-</td>
</tr>
<tr>
<td>- Wheeler</td>
<td>-</td>
<td>12,450</td>
</tr>
<tr>
<td>- MLK</td>
<td>-</td>
<td>6,000 to 11,830</td>
</tr>
<tr>
<td>Number of Residential Noise Impacts</td>
<td>LRT only = 0</td>
<td>LRT only = 32</td>
</tr>
<tr>
<td>Population Served by Stations</td>
<td>3,595</td>
<td>2,947</td>
</tr>
<tr>
<td>Number of Community Facilities</td>
<td>6</td>
<td>5</td>
</tr>
<tr>
<td>Economic Development Potential</td>
<td>Moderate</td>
<td>Moderate</td>
</tr>
<tr>
<td>Number of Historical/Cultural Resources*</td>
<td>1</td>
<td>2</td>
</tr>
</tbody>
</table>

*No adverse effects anticipated