

Equity in Transit: 2020

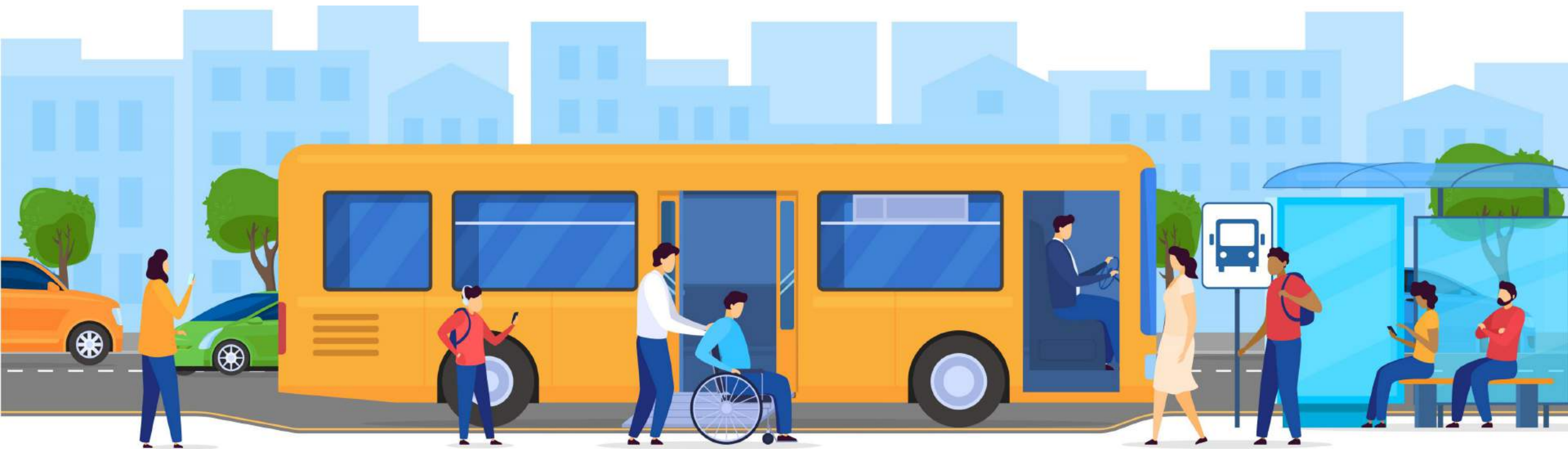
The role of management districts and
tax increment reinvestment zones

January 29, 2020



EAST END
DISTRICT

LINK
HOUSTON



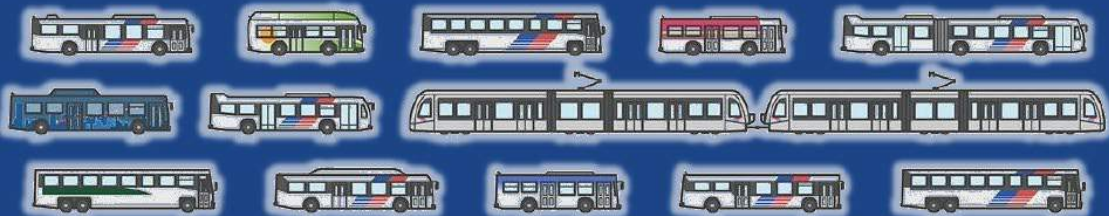
Welcome & Introductions

- Veronica Chapa Gorczynski, East End District
- Ashley Johnson, LINK Houston
- Introduce yourself
 - Unmute and share your name, organization, title / role
 - Share a thought in the chat box:
 - What is something your organization is currently working related to public transit, including walking/rolling or biking?
 - What do you hope to gain from the conversation today?



EQUITY IN TRANSIT

2018 REPORT



LINK
HOUSTON

*Advocates for a robust and equitable transportation network
so that all people can reach opportunity.*



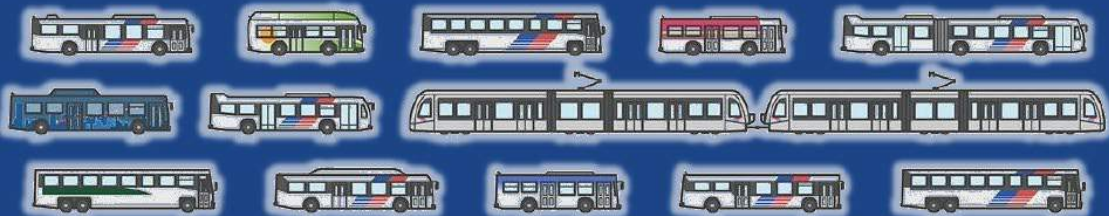
[Equity in Transit: 2018](#) established a baseline:

- Introduction
- Part 1. Houston METRO's Network
- Part 2. Who Rides Transit?
- Part 3. Equity in Houston Transit
- Four Recommendations and Next Steps



EQUITY IN TRANSIT

2018 REPORT



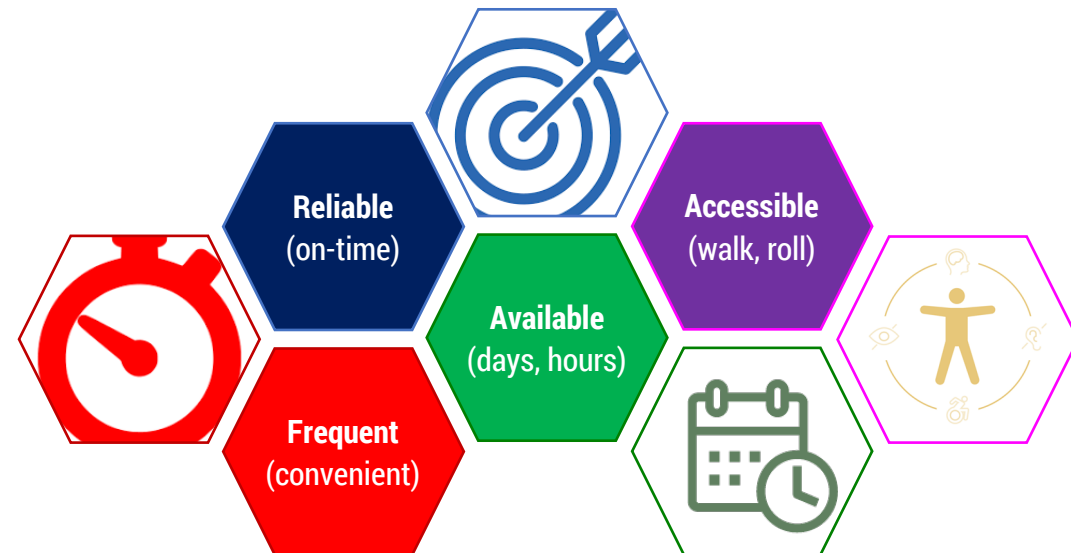
**LINK
HOUSTON**

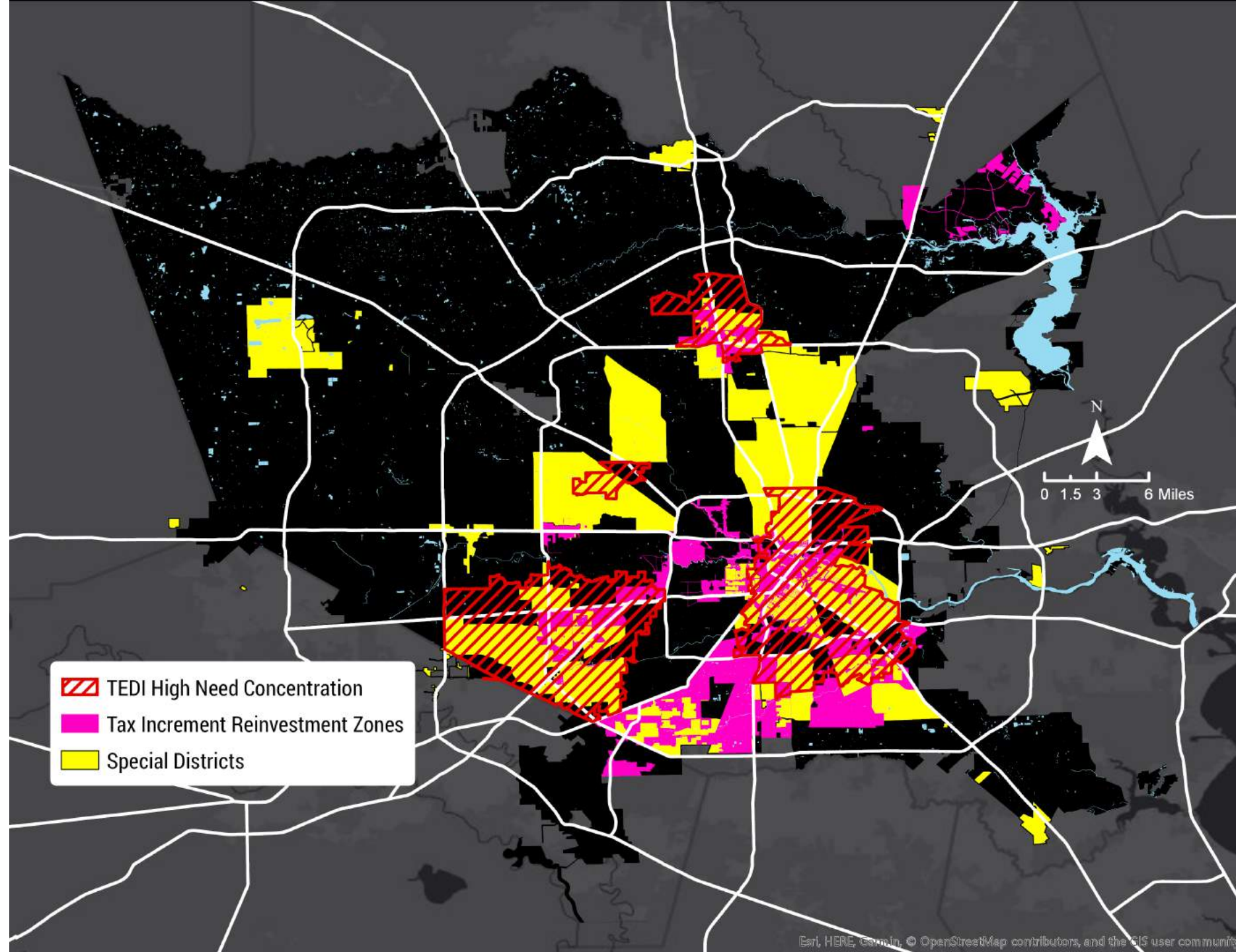
*Advocates for a robust and equitable transportation network
so that all people can reach opportunity.*

Called for improving services in Houston by strategically improving...

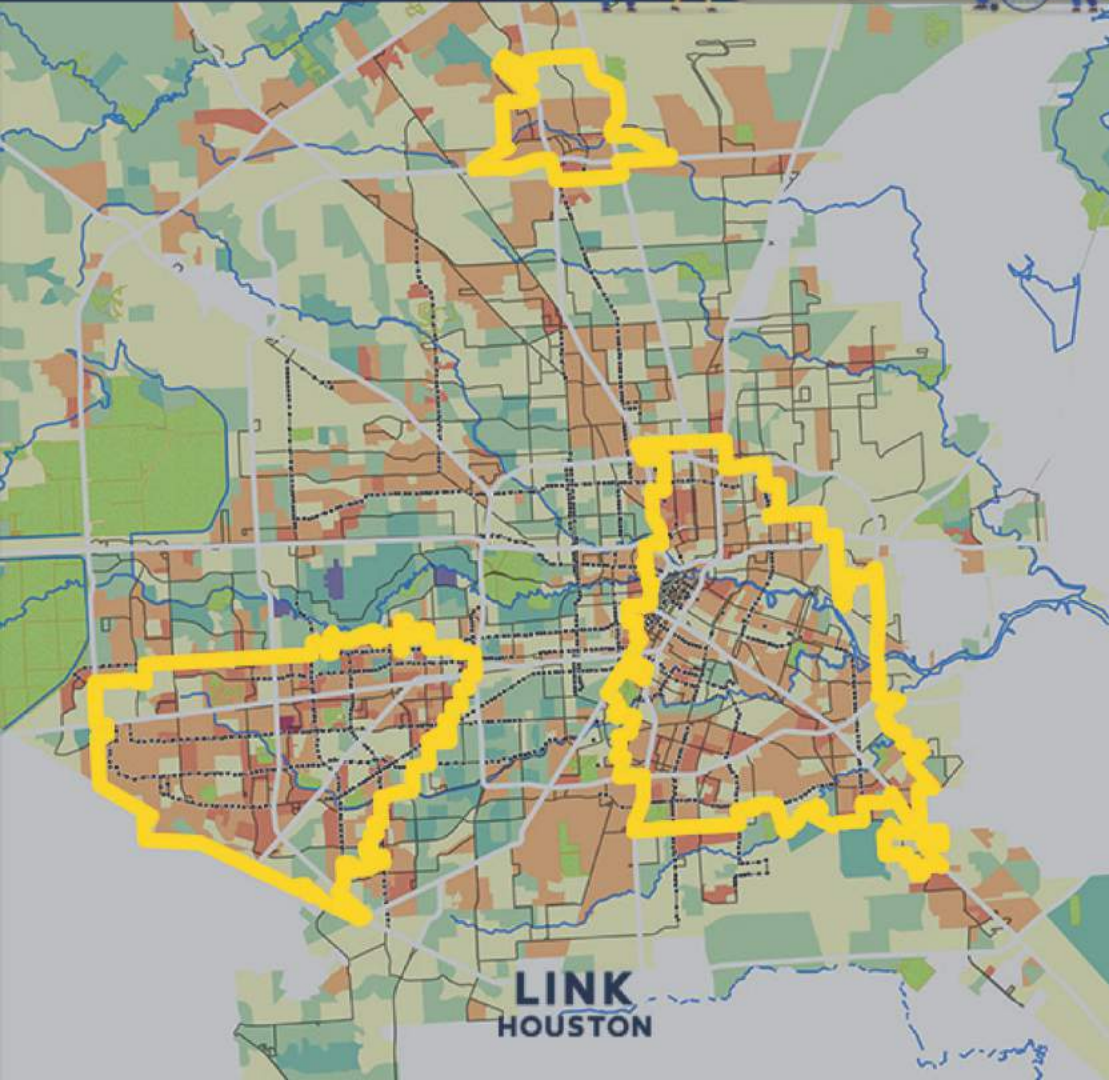
1. Frequency
2. Availability
3. Reliability
4. Accessibility

(Especially in four Transportation Equity Demand Index (TEDI) high-demand areas)





Equity in Transit: 2020

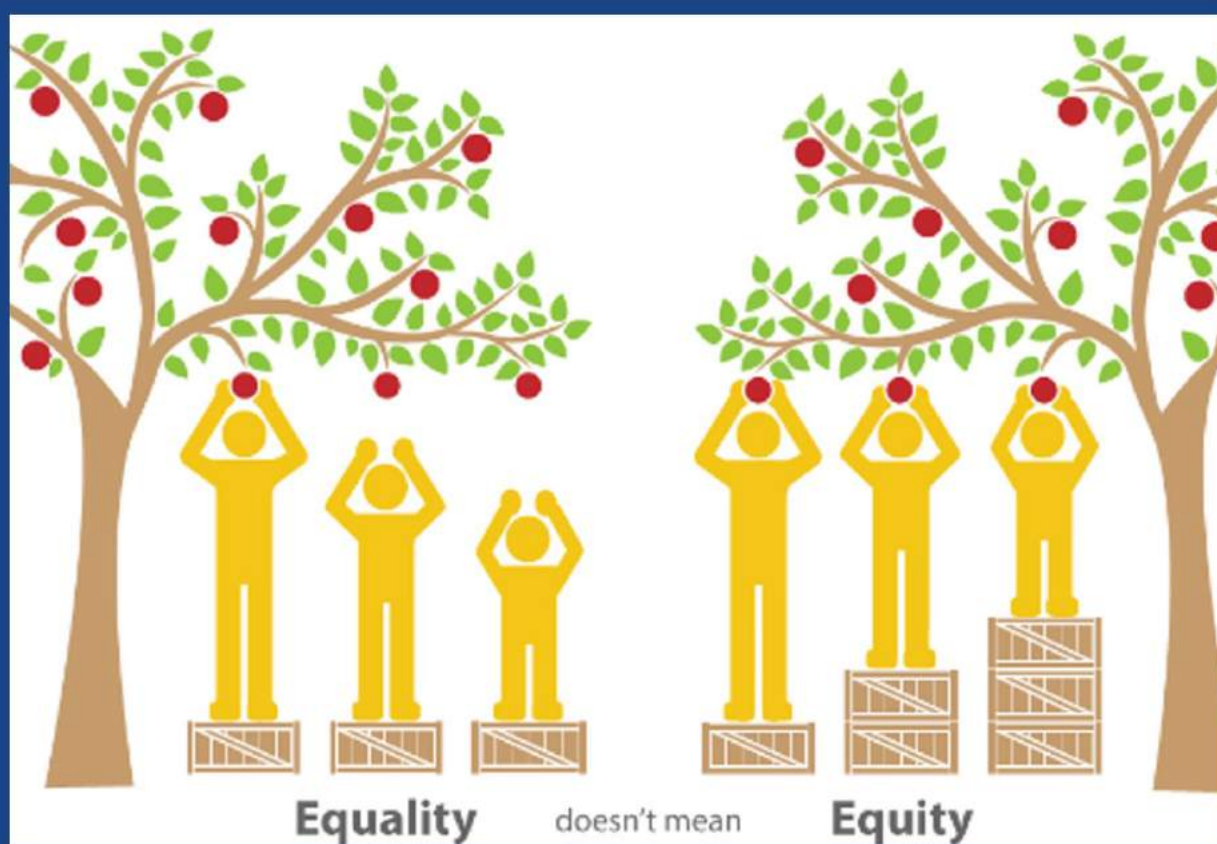


Equity in Transit: 2020

How to equitably improve public transit services, particularly for people who ride the local bus

Released December 8, 2020

Equity in the Center



Personal Equity

Source: www.communityview.ca/infographic_SHR_health_equity.html

Built Environment Quality / Barriers

A community's infrastructure quality matters.



Distance to Needs / Opportunity



Community Equity

Hugo Guerrero

Sixth Ward Resident



"I live in the historic Sixth Ward. My primary method of getting around is public transportation. I can catch the bus one block from the house, and it takes me to the office in Downtown, my kids' daycare in Midtown, doctor's or dentist's appointments in Downtown, or any sporting event. On the weekends, the kids and I ride our bikes to the METRO Rail to get to the Museum District and/or the zoo. The kids really enjoy riding the METRO rail and bus. If given the option to drive a car or ride public transportation, the kids and I pick the latter. Letting someone else do the driving allows me to have quality time with my kids and/or work on my to-do list. Because of the reliability and flexibility of public transportation we have the luxury of owning only one vehicle, which we use sparingly. Knowing that our carbon footprint is being minimized by our lifestyle gives us peace of mind that our kids will have a better environment to work, live, and play!"



Keith Downey

Kashmere Garden Super Neighborhood President

"Twenty percent of our residents do not own vehicles. They depend on public transportation. What we need in our community is more frequent bus service and more reliable bus service. There is a late-night connector that we helped advocate for with our partners in Trinity Gardens."

Dwyannetta Coleman

Southwest Houston Resident



"I mainly get around Houston by METRO. The service hasn't changed [for me] since COVID-19. The bus is still on time, and everybody is wearing masks because it's mandatory. Sometimes the bus is a bit overcrowded and the driver stops picking up individuals. Most of the stops on my route now have shelters, which

Hina Uddin

University of Houston Alumna



"I used the METRORail in Houston as a sophomore in college to commute to my first ever internship. I remember being so worried about losing the opportunity to partake in an internship like my peers just because I didn't have a car on campus. It turned out that using METRO to get

The Stories



Ashlei Howard

St. Louis, MO

"I'm Ashlei from Saint Louis, Missouri, and I had the opportunity to attend a seven-week educational program in Houston, Texas, to further my medical education. I sought out an Airbnb that would be near the bus line so I could save money on traveling expenses and not drive my car to Texas. Thankfully, I ended up one block from the 41 Kirby-Polk bus line and METRO provided a student discount. This enabled me to save money while allowing me the opportunity to study on the 50-minute ride to and from classes each day. I loved the METRO app that allowed me to map out my local travel and the text messaging feature that provided real time arrival times for buses. This feature was AMAZING!"



Xochitl Avalos

Community Engineer
BakerRipley, Harbach

"Last year in December I went to the meeting of the METRO Board of Directors, and I let them know some of the things that concern me. I would like to have more security here on the platform at Palm Center. And one of the things that I also requested is for METRO to establish a park-and-ride because when I come to Palm Center to use public transit, I leave my car nearby, but many times I notice that it's not safe. When I return to the car there are several broken windows of other cars. That worries me; and not just for me, but for other people who need to use public transit and maybe they have stopped using it because of those things."

LINK Houston's
YouTube Channel:
www.youtube.com/watch?v=o18BoPy8bcA

LINK HOUSTON

EQUITY IN TRANSIT 2020



Highlights of the Past Two Years

- **METRO** *(and partners)*
 - METRONext adopted and voter approved
 - METRORapid Silver Line begins operations (first bus rapid transit [BRT] line)
 - Houston-Galveston Area Council: Transportation Policy Council funding for Inner Katy BRT and additional transit stop accessibility improvements
- **City of Houston**
 - Plans: Climate Action Plan, Resilient Houston, Vision Zero Houston
 - Policies: Walkable Places & Transit-Oriented-Development Ordinances
 - Highway re-visioned: Mayor Turner's new vision for I-45 North
- **Houston Commission on Disabilities**
 - Special report: Intersection and Sidewalk Safety for Persons with Disabilities
- **Harris County**
 - Plans: Vision Zero, Equity in Transportation Plan
 - Investments: Commissioner Ellis' 50 miles of bikeway and \$30 million for street and sidewalk improvements



Hina Uddin

UH Alumnus

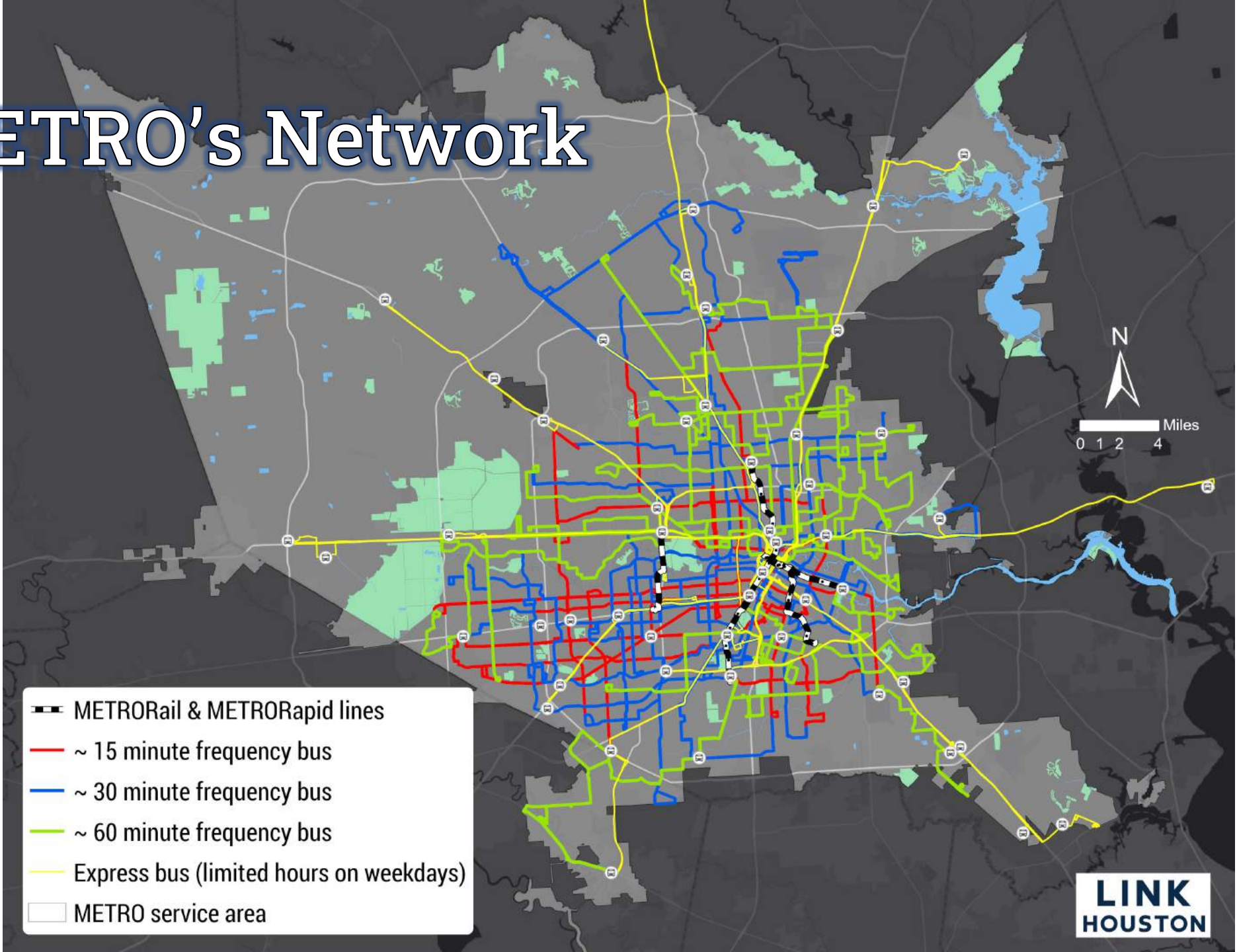


“I used the METRORail in Houston as a sophomore in college to commute to my first ever internship. I remember being so worried about losing the opportunity to partake in an internship like my peers just because I didn’t have a car on campus.”



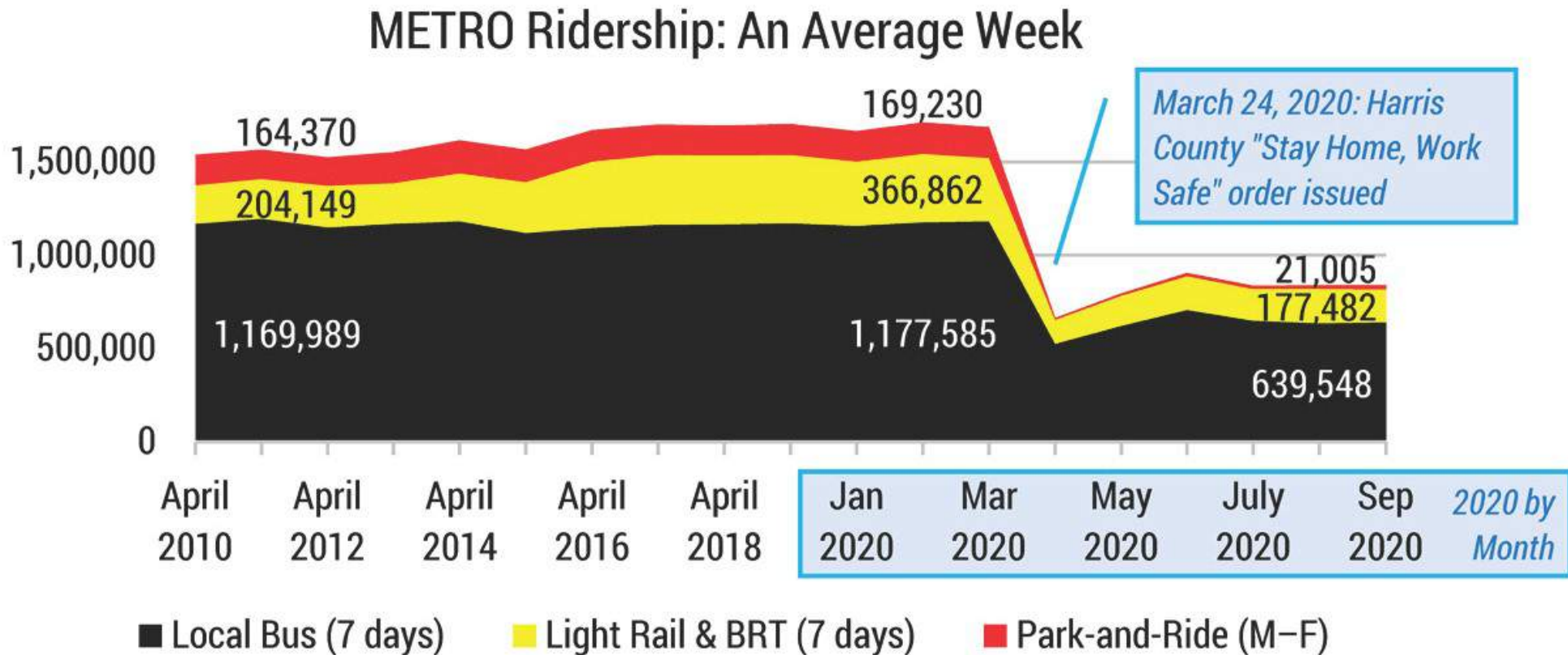
Continued Demand for Equity

METRO's Network

- 
- A map of Houston showing the METRO transit network. The map features a dense grid of colored lines representing different transit services: black and white dashed lines for METRORail and METRORapid, red lines for 15-minute frequency buses, blue lines for 30-minute frequency buses, green lines for 60-minute frequency buses, and yellow lines for express buses. Major highways are shown as grey lines with route numbers. The METRO service area is outlined in white. A legend in the bottom-left corner explains the line colors. A north arrow and a scale bar (0 to 4 miles) are in the top-right. The LINK HOUSTON logo is in the bottom-right.
- METRORail & METRORapid lines
 - ~ 15 minute frequency bus
 - ~ 30 minute frequency bus
 - ~ 60 minute frequency bus
 - Express bus (limited hours on weekdays)
 - METRO service area

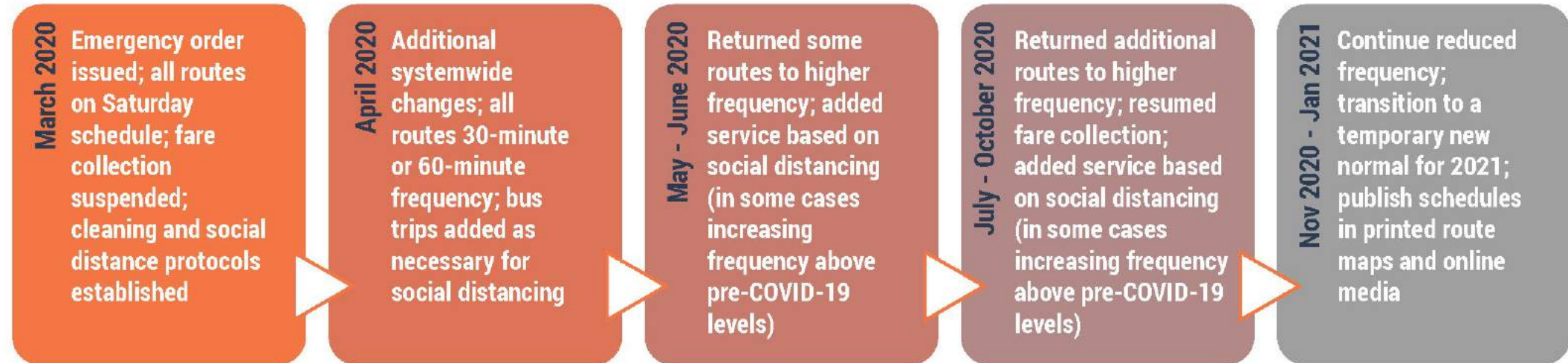
Ridership Persists, despite COVID-19

Figure 2. Transit Ridership, 2010 to Present.



Ridership Persists, despite COVID-19

Figure 6. Timeline: COVID-19 Impact on METRO Service Frequency.





Keith Downey

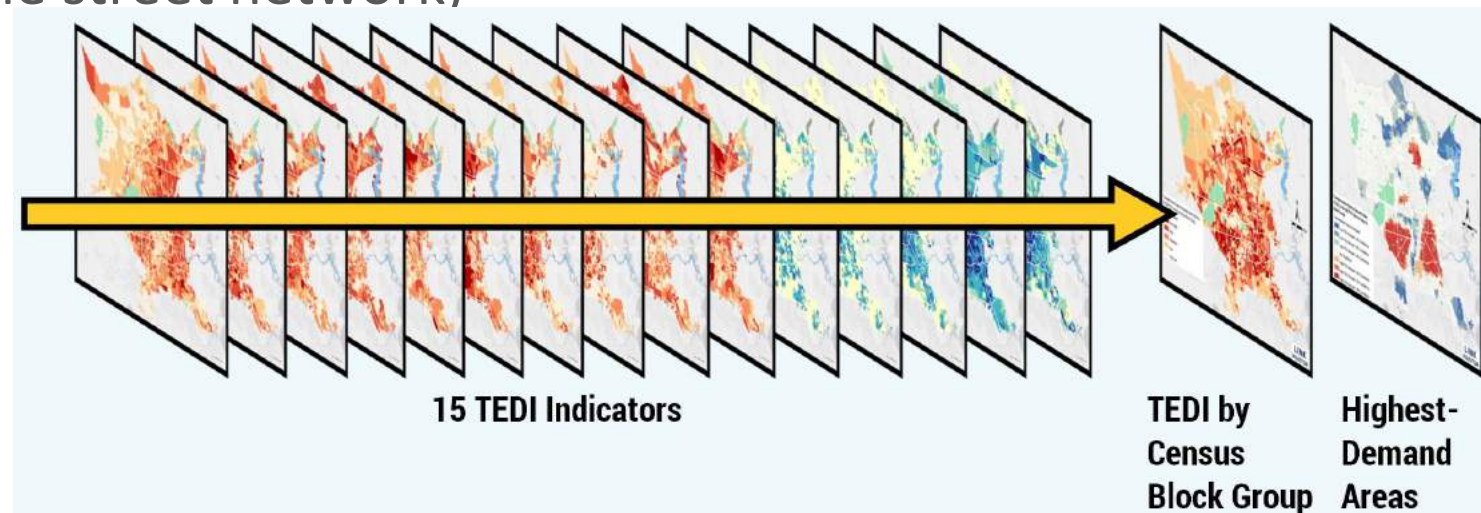
Kashmere Garden Super Neighborhood President

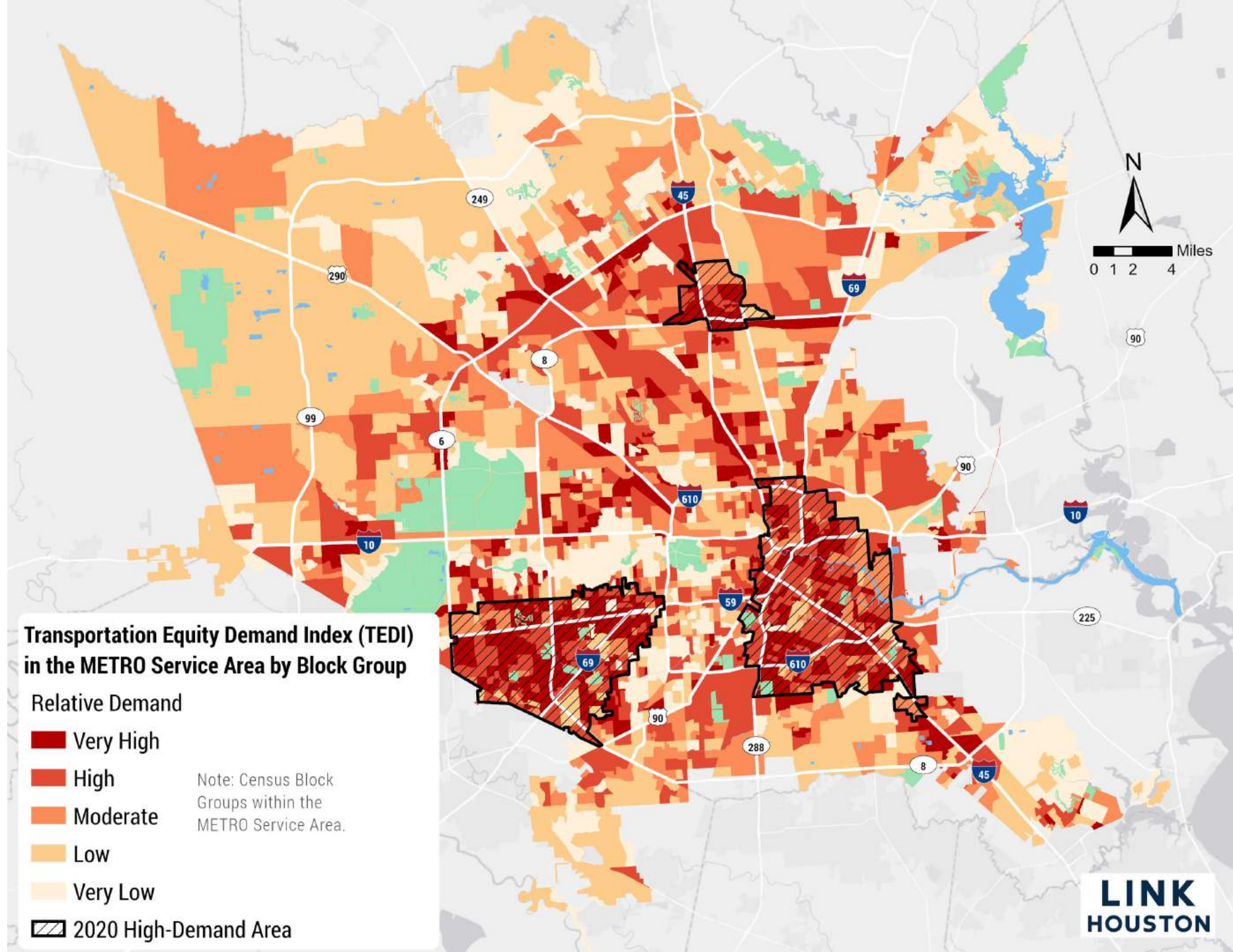
“Twenty percent of our residents do not own vehicles. They depend on public transportation. What we need in our community is more frequent bus service and more reliable bus service. There is a late-night connector that we helped advocate for with our partners in Trinity Gardens.”

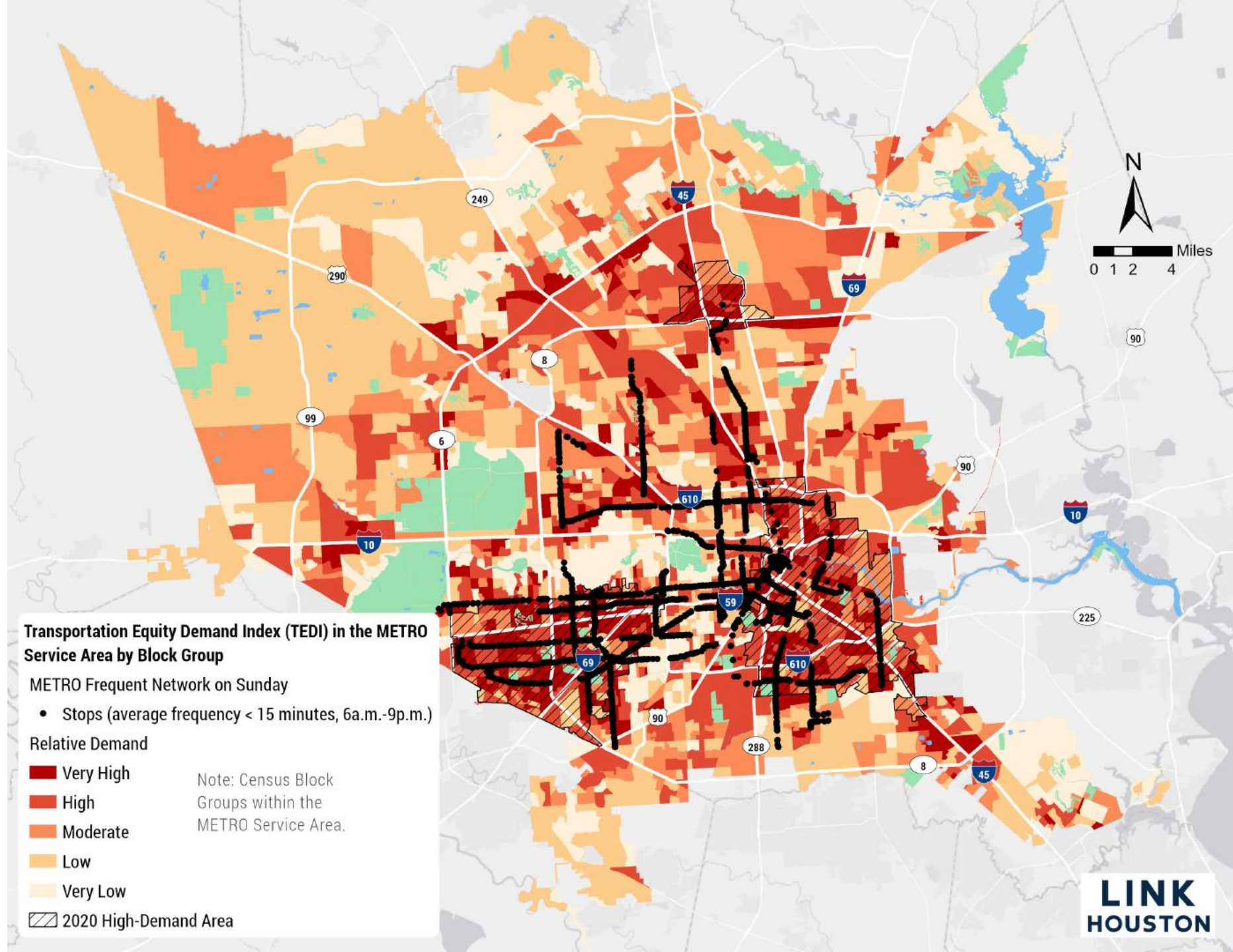
2020 Transportation Equity Demand Index (TEDI) – Same Method, More Recent Data

Identifies locations for more equitable transit by combining measures of

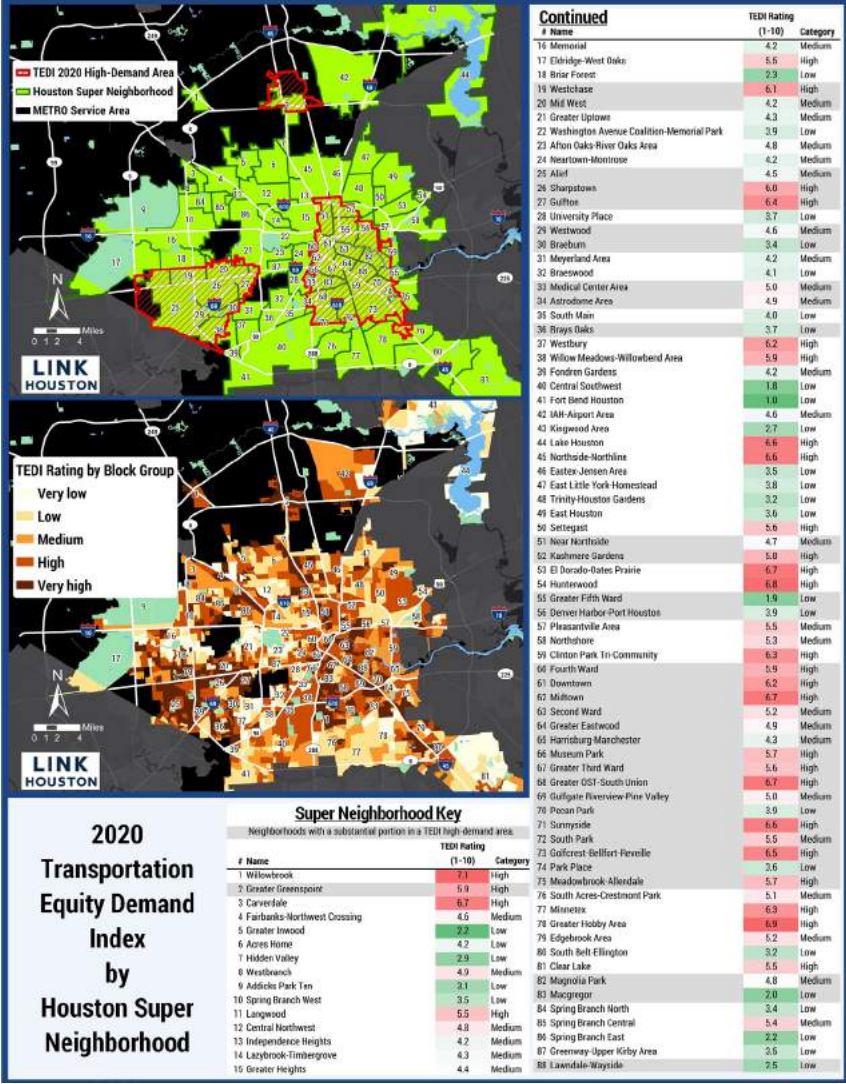
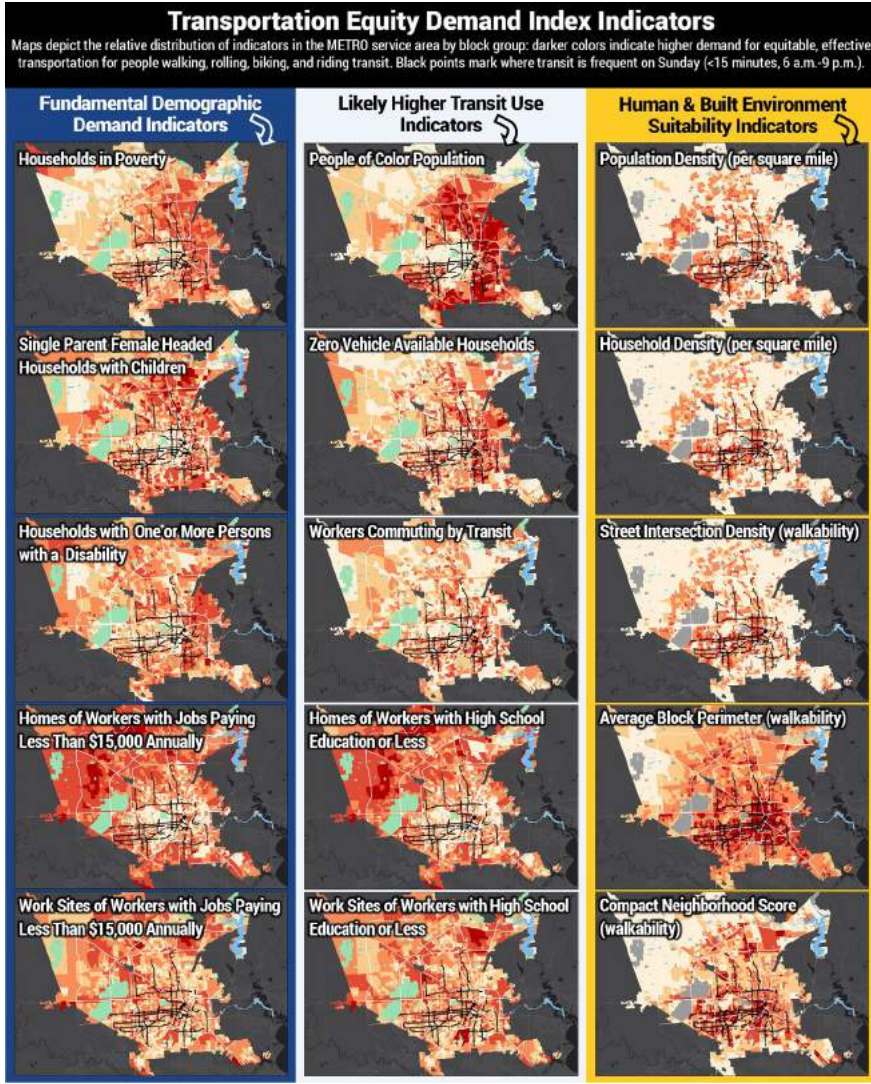
- Fundamental demographic demand
- Likely high-transit use
- Human and built environment feasibility (i.e., people density, jobs density, and walkable street network)







More detail in the report



Q&A and Stretch Break

- Questions? Discussion?
- How does your organization prioritize your work?
 - How does access via transit figure into process?
 - How does equity figure into the process?
- What are some opportunities for improvements?
 - E.G., legal requirements, internal/external policies, funding streams/mechanisms, etc.

SOFTEN YOUR FOREHEAD,
UNCLENCH YOUR JAW,
RELAX YOUR SHOULDERS.



THIS IS A REMINDER TO
STOP HOLDING TENSION IN
YOUR BODY.

Source: Emily Bruckel via www.linkedin.com/in/emily-bruckel-bs-rn-cv-bc-9581a422/

Dwyannetta Coleman

Southwest Houston Resident



"I mainly get around Houston by METRO. The service hasn't changed [for me] since COVID-19. The bus is still on time, and everybody is wearing masks because it's mandatory. Sometimes the bus is a bit overcrowded and the driver stops picking up individuals. Most of the stops on my route now have shelters, which is good, because they protect you from the rain or the sun."

Most stops on my route now have shelters, which is good...

Anonymous

University of Houston Alumnus

"The bus is often not on time; you never knew when it was going to come. Even if you texted the bus stop number to see what time the bus was coming, it was never really accurate. Frequency is a big deal. The bus could take forever. Safety too. Especially at night, the bus stops are not lit, so you are waiting in the dark. It's very demoralizing. A lot of the times the bus drivers get confused, so they drive right past you."

The bus is often not on time...[some] bus stops are not lit, so you are waiting in the dark...



Xochitl Avalos

*Community Engineer
BakerRipley, Harbach*

"Last year in December I went to the meeting of the METRO Board of Directors, and I let them know some of the things that concern me. I would like to have more security here on the platform at Palm Center. And one of the things that I also requested is for METRO to establish a park-and-ride because when I come to Palm Center to use public transit, I leave my car nearby, but many times I notice that it's not safe. When I return to the car there are several broken windows of other cars. That worries me; and not just for me, but for other people who need to use public transit and maybe they have stopped using it because of those things."

I would like to have more security here on the platform...

Four Principal Recommendations





Recommendation 1

Frequency

Headed the right way?
Yes, on route



Recommendation 2

Span of Service

Headed the right way?

No, change route



Recommendation 3

Reliability

Headed the right way?
Could be better



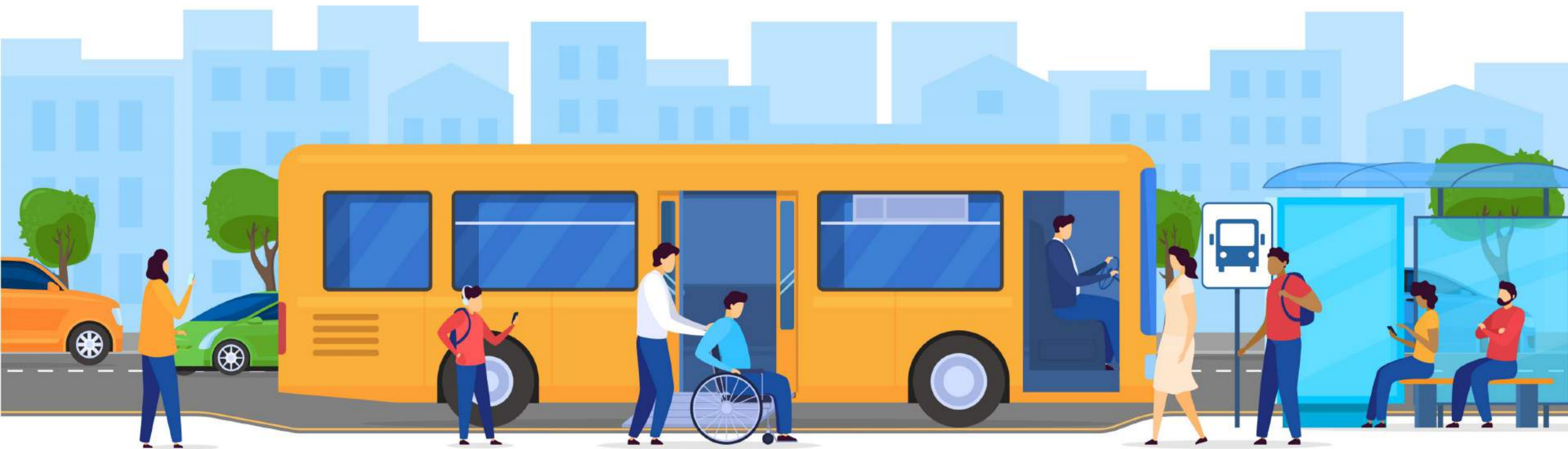
Recommendation 4

Accessibility

Headed the right way?












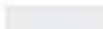
Yes, on route

Conclusion

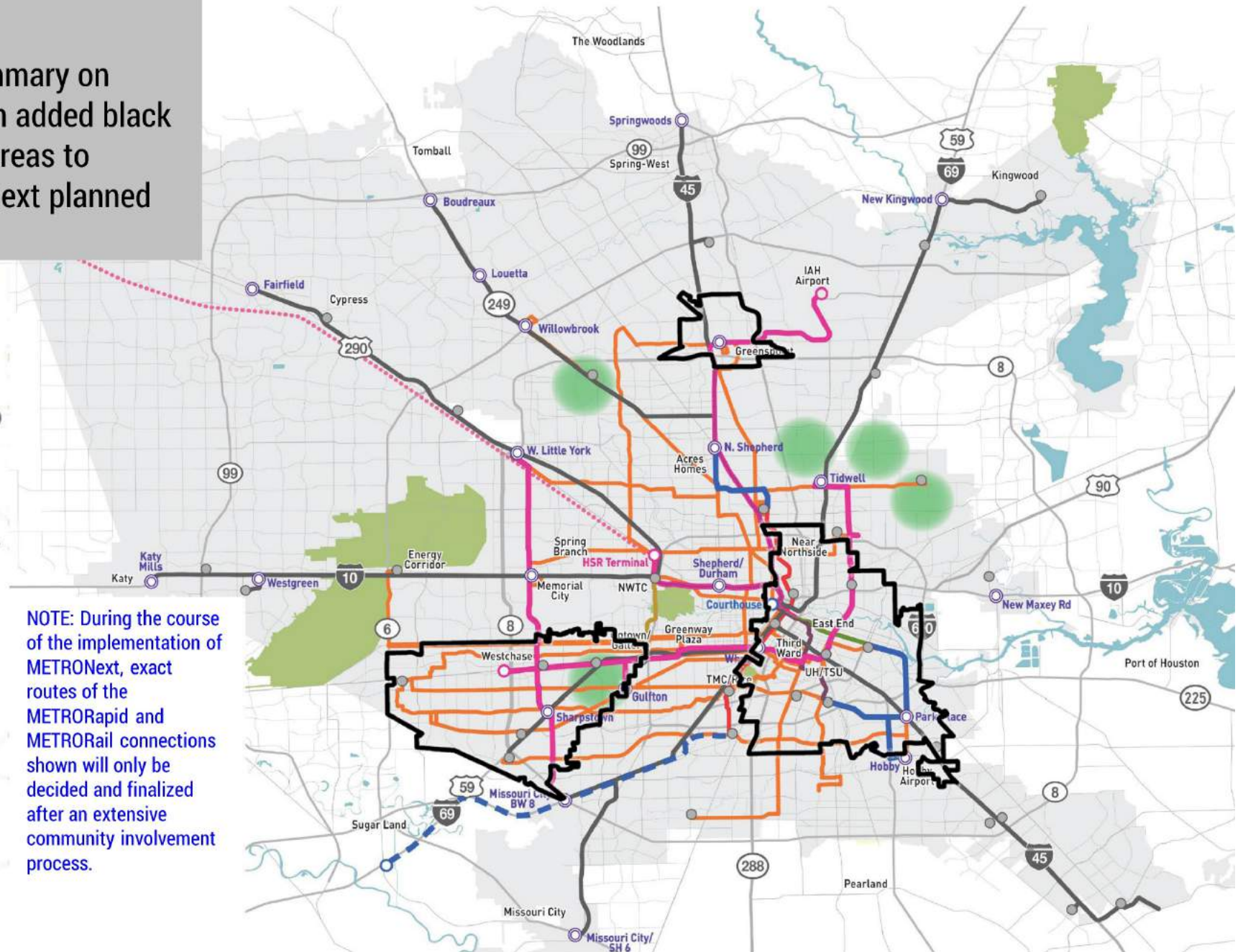


METRONext

This map is from METRO's Plan Summary on www.METRONext.org. LINK Houston added black shapes of TEDI 2020 high-demand areas to indicate where to prioritize METRONext planned projects to most advance equity.

-  METRORapid (BRT) Corridor
 -  Regional Express Network
 -  METRORail (LRT) Corridor
 -  METRORail Potential Partnership
 -  BOOST Corridor
 -  Proposed High-Speed Rail
 -  Community Connector/Circulator (additional locations to be determined)
 -  New or Improved Transit Center/Park & Ride
 -  METRORail/METRORapid End of Line
- Existing/Programmed**
-  Station, Transit Center, or Park & Ride
 -  METRORail/METRORapid Lines
 -  METRO Service Area

NOTE: During the course of the implementation of METRONext, exact routes of the METRORapid and METRORail connections shown will only be decided and finalized after an extensive community involvement process.

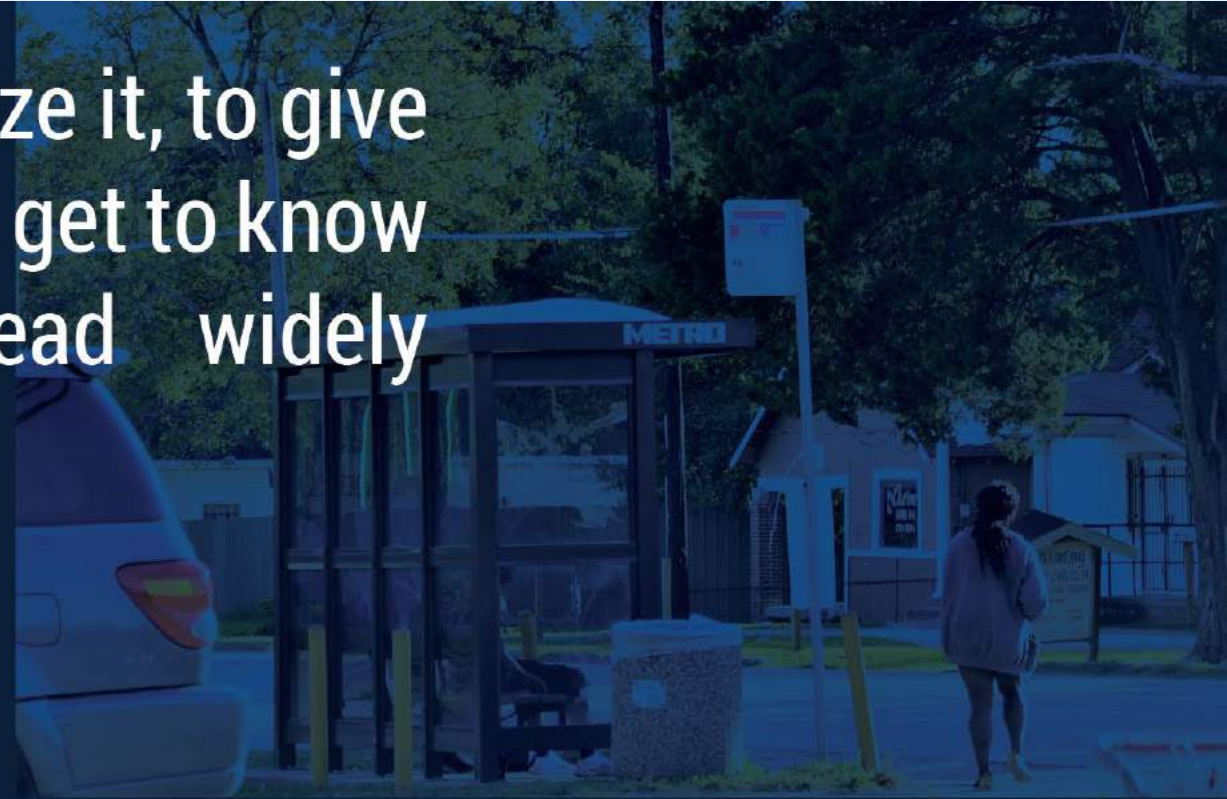




“I encourage everyone to utilize it, to give yourselves the opportunity to get to know the routes that are spread widely throughout the city.”

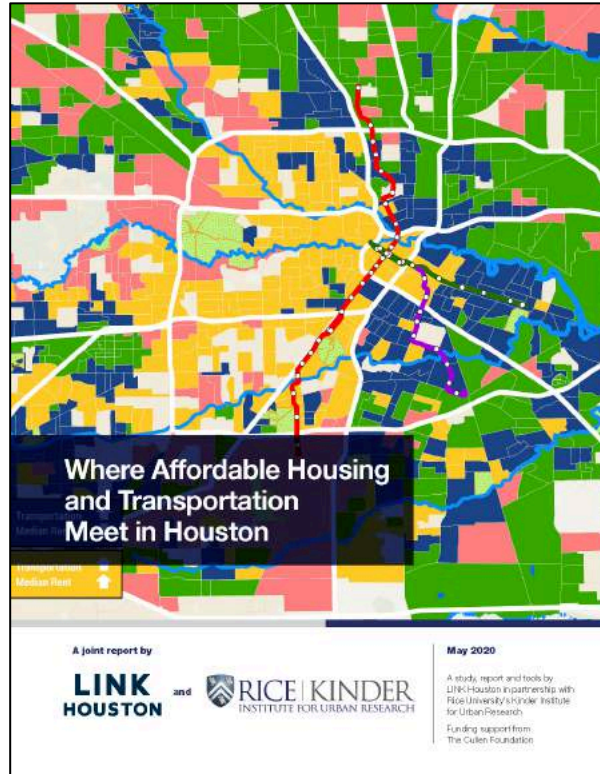
Xochitl Avalos

Community Engineer
BakerRipley

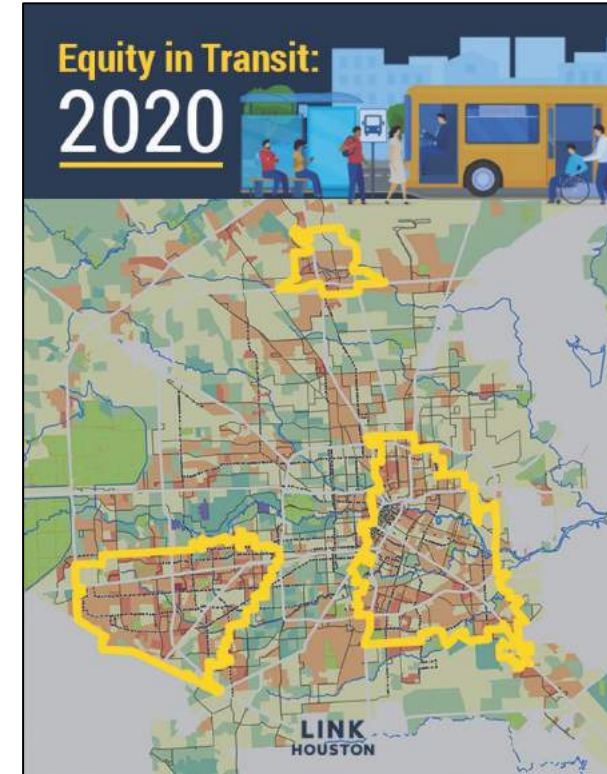


Two Sides of the Same Coin

Where Affordable Housing and
Transportation Meet in Houston
(May 2020)



Equity in Transit: 2020
(December 2020)





Discussion

- How can LINK Houston help you?
- What are the opportunities?
- How do we advance equity, together?
- etc



Support our Work, please

You can support LINK Houston's work many ways:

- Receive our communications
- Volunteer
- Donate at linkhouston.org/donate/
- Seeking equitable change by being civically engaged in life



Credit: [Visit Houston](https://www.visit-houston.org/)



Get the report and hear the stories:

linkhouston.org/reports-briefings/

Thank you...
for your time and what you do.

New Leaders in Transportation Equitable Mobility in Our Region

February 4th is
Rosa Parks Day and
Transit Equity Day

For more info and to register,
visit linkhouston.org.

Session 2 of 2
February 4, 2021
12:30 - 1:45 PM

Veronica O. Davis, PE
Director
Transportation & Drainage Operations
Houston Public Works

David Fields, AICP
Chief Transportation Planner
Houston Planning & Development
Department

Joe Cutrufo
Executive Director
BikeHouston

