



CITY OF HOUSTON

To: Brenda Bustillos, TxDOT
David Gao, TxDOT
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Date: February 17, 2023

From: David Fields, Planning & Development
Veronica Davis, Houston Public Works

Subject: Response to TxDOT's Inner Katy
Corridor Meeting

Thank you for coordinating with the City of Houston on the planning for TxDOT's proposed Inner Katy Corridor project. The City provides the following feedback on DKS' January 23, 2023, technical memo and additional topics discussed at the review meeting held with City of Houston, TxDOT, H-GAC, METRO, and consultants on February 8, 2023.

I. Inner Katy Corridor 2045 Travel Forecast Technical Memo

a. Confirmation of Modeling Assumptions

- All alternatives analyzed for future travel demand assume METRO's Inner Katy Bus Rapid Transit project is operational and demand for transit ridership is accommodated in those separate lanes.
- Build out of all alternatives remain within TxDOT's existing right-of-way.
- Main Lanes referred to in the memo are General Purpose/non-managed lanes.
- As written in the memo and confirmed at the meeting, HOV lanes assume no tolling option for single occupancy vehicles, so all vehicles have occupancies of more than 1 traveler. The alternatives include no proposal for other "Managed Lanes" operational plans.
- City of Houston maintains that to meet the City's and region's goals, moving people is the critical metric; all comments below refer to Daily Person Throughput as identified in Table 3.
- For future analysis, please:
 - Summarize v/c ratios for general purpose and HOV lanes along the corridor. The summary will help locate bottlenecks and finetune lane configuration needs at each 'station'.
 - Clarify whether projected traffic volumes associated from the travel demand model runs will be used in the more detailed, simulation evaluation or a more refined forecast analysis be conducted.

b. Conclusions

- Using Station 1 data, baseline (5 Main Lanes) accommodates 389,993 people daily. Alternative 1 (5 Main Lanes + 1 HOV Lane) accommodates 431,123 people daily (41,130 more than the baseline, all in the additional HOV Lane).
- Alternative 2 (5 Main Lanes + 2 HOV Lanes) accommodates 465,058 people daily (the 41,130 in the one HOV Lane from Alternative 1 and 33,935 in the second HOV Lane in Alternative 2). In other words, the additional capacity provided by two HOV lanes exceeds travel demand.

- Based on the above projections, travelers will increasingly choose shared travel as the transportation network provides this as an option. As the second HOV lane in Alternative 2 has excess capacity, travel demand will be fully met by the combination of additional HOV lanes and travelers' modal choices to ride together.
- Therefore, no additional Main Lanes should be under consideration for the Inner Katy Corridor and no future planning to convert HOV to Main Lanes should occur without City of Houston concurrence that future patterns have changed from today's conditions.

II. Bridges Across I-10

- Any reconstruction of the bridges over I-10 should meet the City standards including lane widths, sidewalk widths, and protected bicycle paths.
- Patterson Bridge – any considerations regarding the Patterson bridge need to include accommodations for COH Traffic Operation vehicles 24/7 as well as sidewalks and bicycle paths.

III. Ongoing Planning Efforts

For the COH to support adding the TxDOT Inner Katy project to the H-GAC Regional Transportation Plan, we request the following:

- Invitation as a Participating Agency under 23 U.S.C. 139(d)
- Invitation as a Cooperating Agency under 40 CFR 1508.5

We look forward to working with TxDOT on futures steps for Inner Katy Corridor planning, including all required environmental analyses, identification of how the proposed project addresses unsafe travel conditions consistent with the H-GAC region's Vision Zero policy, and community engagement.