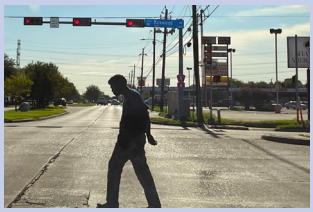

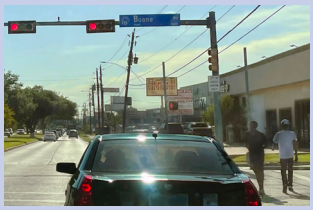

Bissonnet Corridor Safe Streets Project

FY22 Safe Streets and Roads for All (SS4A) Grant Program

Total Project Cost: **$35.99 million**

FY22 SS4A Funds Requested: **$28.79 million**

CITY OF HOUSTON

CITY OF HOUSTON

Sylvester Turner
Mayor

P.O. Box 1562
Houston, Texas 77251-1562

Telephone – Dial 311
www.houstontx.gov

September 14, 2022

The Honorable Pete Buttigieg
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg,

Safety is one of government's core responsibility. The sad truth is that to date we cannot claim success providing safe streets in Houston. That's why I announced the Houston Vision Zero Executive Order in 2019 and released the City's Vision Zero Action Plan in 2020. It is my administration's goal to eliminate fatalities and serious injuries on Houston's roads by 2030. No longer will we accept any loss of life by traffic crash.

The Vision Zero Action Plan is Houston's path to ending traffic deaths and serious injuries. Through the Safe Systems approach, we have identified a High Injury Network where the most fatal and serious injury crashes occur: 60% of these crashes happen on only 6% of Houston's streets. We have identified the types of roads where these crashes happen most often: arterial corridors that encourage vehicle speeding over safety while discouraging walking, biking, and riding transit. And we have identified the contributing factors that result in death and serious injuries: unsafe driving maneuvers, disregarding traffic signs and signals, and most often speeding.

USDOT's Safe Streets and Roads for All grant will help us accelerate rebuilding one of the highest priority corridors on Houston's High Injury Network: Bissonnet Street. Due to unsafe driving maneuvers, disregarding traffic signs and signals, and especially speeding, a seven-mile stretch of Bissonnet Street has a fatal crash rate more than double the national average. Redesigns for Bissonnet Street can therefore serve as a template for many of Houston's most dangerous streets, truly following the Safe Systems approach.

The corridor travels directly through the Underserved Communities of Alief-Westwood, Gulfton, and Braeburn, disproportionately impacting people of color and families of low income. USDOT recognizes these communities as Historically Disadvantaged, Economy Disadvantaged, Equity Disadvantaged Resilience Disadvantaged, and Environmental Disadvantaged.

Redesigning Bissonnet Street will do more than fix one street; it will eliminate one of the biggest contributors to fatalities and serious injuries in Houston, helping address historic inequities safety, access, economics, and the environment.

Houston has committed to changing our transportation paradigm. With USDOT's support, we will create Safer Streets for All.

I appreciate your time and consideration.

Sincerely,

Sylvester Turner
Mayor

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KEY INFORMATION TABLE

Application Name	Bissonnet Corridor Safe Streets Project	
Lead Applicant	City of Houston, Texas	
If Multijurisdictional, additional eligible entities jointly applying	N/A	
Roadway safety responsibility	Ownership and/or maintenance responsibilities over a roadway network	X
	Safety responsibilities that affect roadways	
	Have an agreement from the agency that has ownership and/or maintenance responsibilities for the roadway within the applicant's jurisdiction	
Population in Underserved Communities	Underserved Communities: City of Houston = 70.1% Underserved Communities: Bissonnet Corridor = 97.9%	
States(s) in which activities are located	Texas	
Costs by State	Total Project Cost = $35,986,630.31 Federal Funds Requested = $28,789,304.57	
Funds to Underserved Communities	$35,230,911.47 (based on 97.9% of the Total Project Cost for Underserved Communities within the Bissonnet Corridor)	
Cost total for eligible activity (A) supplemental action plan activities in support of an existing Action Plan	$0	
Cost total for eligible activity (B) conducting planning, design, and development activities for projects and strategies identified in an Action Plan	$15,994,058.10	
Cost total for eligible activity (C) carrying out projects and strategies identified in an Action Plan	$19,992,572.62	
Action Plan or Established Plan Link	Houston Vision Zero Action Plan (http://houstontx.gov/visionzero/pdf/VZAP_Final%20Report.pdf)	

NARRATIVE

Overview

Much of Houston's roadway network was built in the past 50 years, with a focus on vehicle speed and driving as the primary mode. Roads were designed with four, six, eight, and even ten lanes for single-occupancy vehicles and rarely was there an equitable accommodation for people who walk, take transit, or bike to get where they are going. The result is a roadway network that encourages speeding, ignores most other travelers, and ends with nearly one fatality and five serious injuries every day.

Mayor Sylvester Turner's 2019 Vision Zero Executive Order and 2020 release of the Houston Vision Zero Action Plan were turning points in the City's history. Houston is now committed to eliminating fatalities and serious injuries on our roads by 2030.

Our mission is simple: stop traffic deaths.

To stop traffic deaths, we are rethinking mobility in Houston to put human lives first, especially raising the value of lives in vulnerable communities who have been disproportionately impacted by traffic deaths and serious injuries. To prevent people from dying on our roadways, we are prioritizing human life in our transportation system, implementing safe and accessible infrastructure for all modes of mobility: walking, biking, using a mobility aid, riding transit, and driving. Because no loss of life by traffic crash is acceptable, we are evolving from the traditional E's (Education, Enforcement, and Engineering) to a Safe System approach to design streets to slow vehicle speeds, evaluate dangerous roadways and program improvements based on data-driven analyses, and communicate and engage with the public to deliver safe streets projects that catalyze neighborhood resilience.

The Houston Vision Zero Action Plan presents analysis of five years of crash data from 2014-2018, maps the High Injury Network where 60% of crashes occur on 6% of our streets, overlays Socially Vulnerable Communities[1] (52% of High Injury Network streets are in Socially Vulnerable Communities, while Socially Vulnerable Communities contain only 33% of Houston's streets), and specifies 50 actions to end traffic deaths and serious injuries by 2030. Those actions include redesigning 10 locations on the High Injury Network every two years followed by construction the year after design.

This Safe Streets and Roads for All grant application will directly support the City of Houston's Vision Zero mission, providing resources to improve safety for one of the most dangerous corridors across the city: Bissonnet Street. This corridor is not only on the High Injury Network: **Bissonnet Street accounts for the highest number of fatal crashes and the second highest number of serious injury crashes across all City-owned streets.** With a fatality and serious injury (KSI) crash rate of more than 18 per mile over the eight years of analyzed data, every one

[1] Socially Vulnerable Communities (SVC's) are census tracts above the 75th percentile in the aggregate, indicating greater vulnerability based on socioeconomic, household, minority, and transportation variables. While SVC's were the basis for the Houston's equity approach in Vision Zero, these data match closely to USDOT's Underserved Community calculation. To adhere to USDOT's grant requirements, all analysis for this application is based on the Underserved Community metric.

of the 135,286 residents (6% of the City's residents) who live along Bissonnet Street are impacted by this one unsafe road. In addition to residents living along the corridor, people who work and go to school in the area off Bissonnet Street experience the dangers of traveling along it. There are 19 schools and over 25,000 people working within a half-mile of Bissonnet Street. Residents, employees, students, and more travel Bissonnet using multiple travel modes with 8% of commuters walking, biking, or riding public transit to commute. Transit is so important to this corridor that the #65-Bissonnet is one of METRO's highest ridership bus routes carrying an average pre-pandemic daily ridership of 4,055 people and current headways of 15/30 minutes peak/off-peak. This route is planned to be upgraded to METRO's BOOST standard ("Bus Operations Optimized System Treatments"), which will be incorporated into the SS4A efforts.

Providing a safer street for the Underserved Communities of Alief-Westwood, Gulfton, and Braeburn would be reason enough to focus on Bissonnet Street. This corridor connects Houston's "Ellis Island", which are communities of people who emigrated from over 80 countries and speak at least 16 different languages. Bissonnet Corridor residents include 53% of people who identify as Hispanic and a separate 37% of people who identify as Black, Asian/Pacific Islander, or more than one race. The International and Southwest Management Districts, both of whom have submitted Letters of Support for this grant application represent a diverse mix of nationalities and advocate for infrastructure investments that support the many ways their community members commute from place to place. (See Appendix for Letters of Support.)

The plan and rationale for this grant application is more consequential than redesigning one specific street. Bissonnet Street has different cross-sections, each of which are found across Houston's High Injury Network. Bissonnet Street varies with four, five, and six lanes at different segments, mostly with a concrete median with many openings that encourage cross-corridor vehicle movements. The typical sidewalk width is four feet, there are no bicycle facilities, and most bus stops are missing shelters, leaving very limited recognition of all the people who walk, bike, roll, and ride transit. As these types of roadways are common in Houston, it means an obvious and significant opportunity to improve safety throughout the City: using investment in Bissonnet Street as a best practice to proactively address similarly designed corridors citywide.

Redesigning Bissonnet Street with self-enforcing roadway designs that lower speeds and make it safe for people to walk, bike, ride transit, and drive will provide multiple case studies that can be applied throughout the High Injury Network. USDOT's Safe Streets and Roads for All grant would provide Houston with an invaluable template for many more streets; investing in one individual Complete Street will set the standard for serving all road users citywide. The Bissonnet Corridor Safe Streets Project will create more convenient, equitable, healthful, and attractive environments for present and future generations.

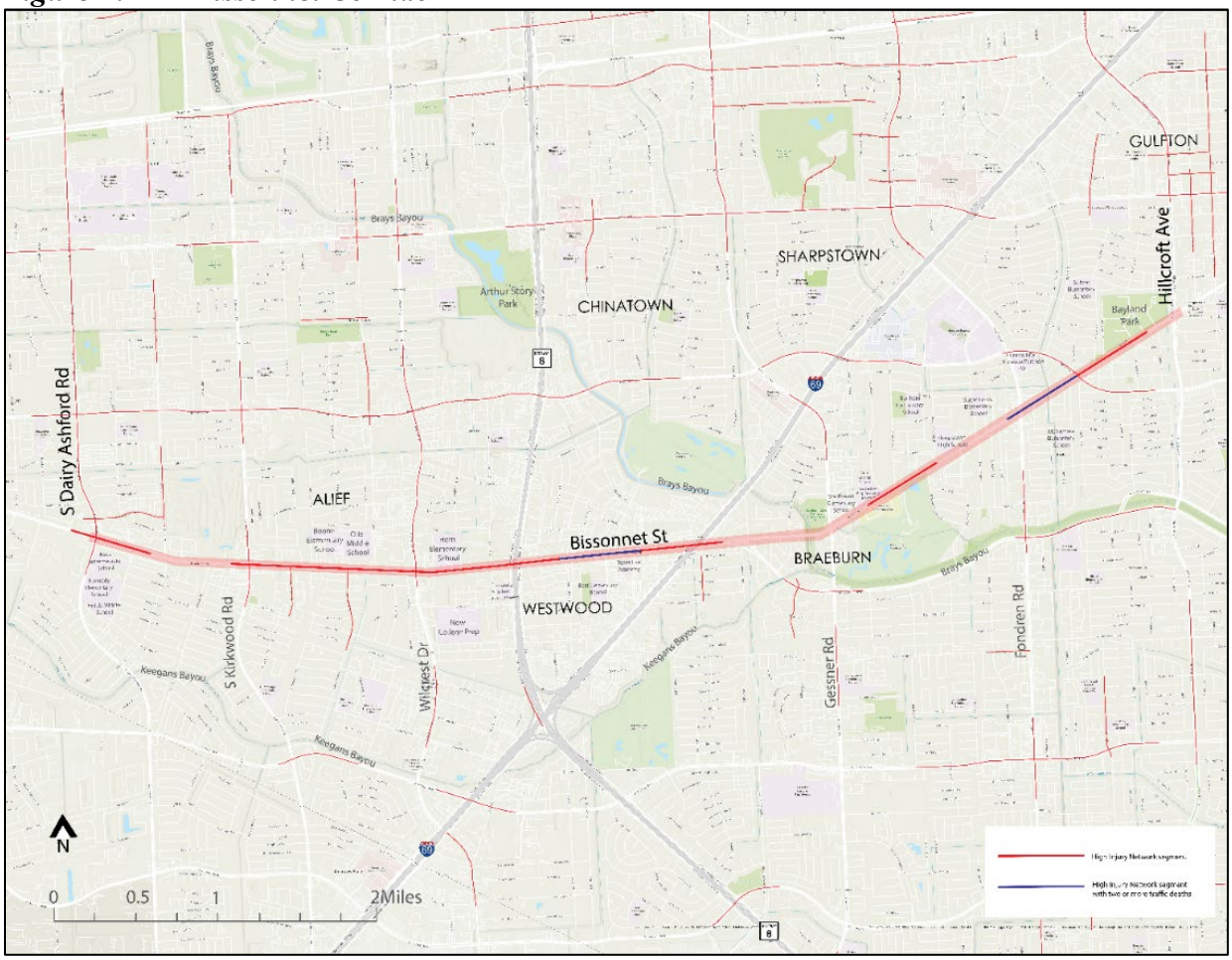
Location

The seven-mile portion of Bissonnet Street from South Dairy Ashford Road to Hillcroft Avenue travels through multiple neighborhoods in southwest Houston. Of these seven miles, five miles are identified as High Injury Network segments. Bissonnet Street accounts for the highest number of fatal crashes and the second highest number of serious injury crashes across all City-

owned streets. It is also one of a few High Injury Network corridors with multiple half-mile segments where two or more traffic fatalities have occurred.

Figure 1 presents the Bissonnet Corridor from S. Dairy Ashford Road to Hillcroft Avenue, the neighborhoods it connects, and the segments identified on the High Injury Network, highlighting the segments with two or more traffic deaths. The Houston Vision Zero program defines a High Injury Network segment as a half-mile segment of a roadway designated as a local, major, frontage, or at-grade, state highway where at least two serious injury or fatal crashes occurred (four severe crashes per mile). The result is a network of roads totaling 425 miles where 2,905 serious injury and 519 fatal crashes occurred throughout Houston between 2014-2018.

Figure 1: Bissonnet Corridor



Houston's High Injury Network follows a data-driven approach that prioritizes applying safety countermeasures to the subset of City streets with historical crash problems, learning from the results, and then applying them systematically at other locations with a high probability of crashes based on similar designs and conditions. Taking this systems-based approach is allowing the City of Houston to move away from safety treatments that are reactive to a more proactive approach which makes Vision Zero successful.

The Bissonnet Corridor Safe Streets Project will aim to both rectify existing crash problems as well as implement systemic improvements. A detailed assessment of crashes along the Bissonnet Corridor will commence once funding has been established. This will include analyzing police crash reports to look for crash trends that could be mitigated by various safety strategies, such as intersection-based treatments and corridor-wide redesigns. Vehicular, pedestrian, and traffic counts will be collected to further support recommendations and complete before/after analyses of project impact. Community input will serve to inform corridor-specific issues of which crash and traffic data may not identify. Many types of serious and fatal crashes, especially those involving vulnerable road users like pedestrians and bicyclists, do not tend to be concentrated and benefit more from systemic safety improvements informed by a variety of data.

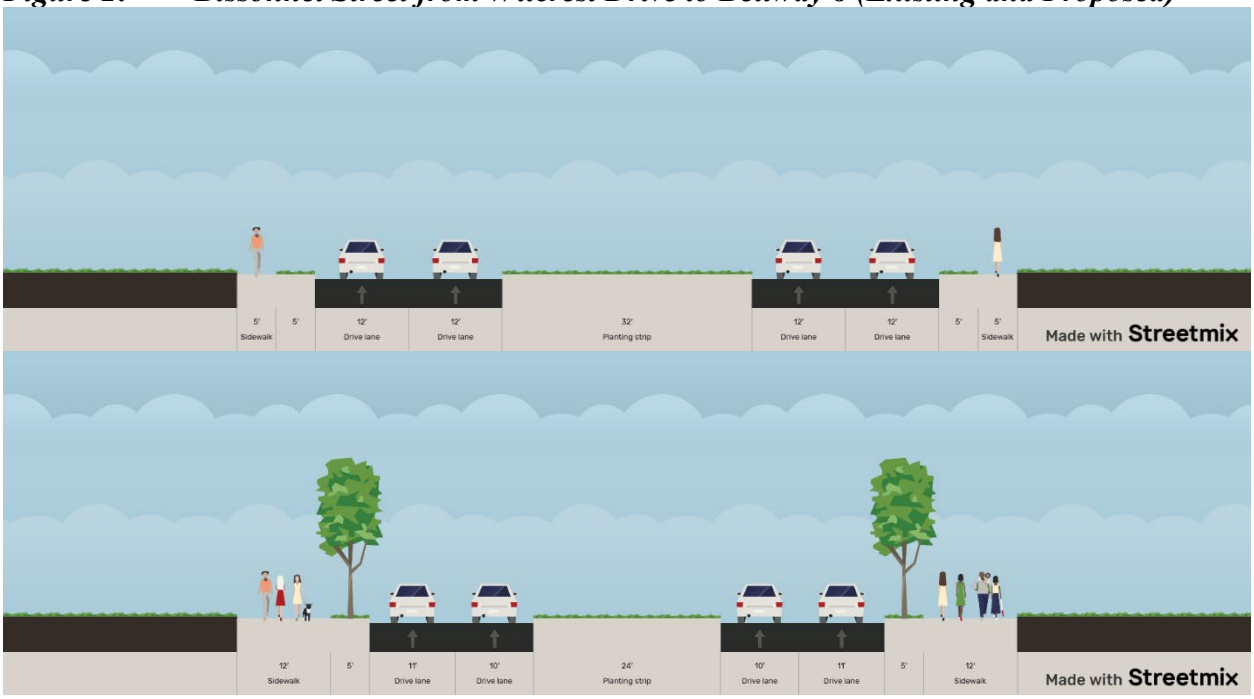
Strategies to address common crash types will stem from Federal Highway Administration (FHWA) Proven Safety Countermeasures. Based on an initial crash analysis and identification of crash types and road users, the following three categories of tools have been identified, with an estimated percentage of the project budget indicated:

A. Corridor Tools (35%) – including corridor access management, bicycle facilities, road diets/lane reconfigurations, walkways, and lighting. This may also include roadway departure tools such as edge lines, enhanced delineation for horizontal curves, and longitudinal rumble strips.
B. Intersection Tools (40%) – including dedicated turn lanes at intersections, reduced left-conflict intersections, and roundabouts.
C. Pedestrian Crossing Tools (25%) – including enhanced crosswalks, rectangular rapid flash beacons, pedestrian refuge islands, and pedestrian hybrid beacons.

FHWA's Proven Safety Countermeasures continues to be a leading guide to addressing safety concerns on a variety of Houston streets. In 2018, in partnership with FHWA, the City of Houston completed Road Safety Audits (RSA) at twelve intersections with historical crash problems. Since then, short-term recommendations have been implemented at all twelve intersections and the City continues to look for opportunities to implement the long-term recommendations. One of those 12 intersections is Bissonnet and Wilcrest, which is included in this proposal. Identified as having multiple road safety issues, Bissonnet and Wilcrest includes long-term recommendations to improve pedestrian infrastructure (including wider sidewalks and street trees), street lighting, narrowing vehicle lanes, and access management (see Figure 2). Funding from this grant will go towards implementing the long-term recommendations from the RSA.

Safety strategies identified in the Highway Safety Improvement Program (HSIP) will also be considered. The Texas Department of Transportation has established numerous crash modification factors that will be applicable to recommendations along Bissonnet Street. These mitigation factors have the potential to expand the impact of Safe Street for All with future HSIP funding. The City of Houston has successfully submitted for and received HSIP funding in recent years and will continue to look for future opportunities for HSIP funding.

Figure 2: Bissonnet Street from Wilcrest Drive to Beltway 8 (Existing and Proposed)



Response to Selection Criteria

Safety Impact

The Bissonnet Corridor includes miles of unsafe streets, with multiple contributing factors and crash types. With a fatality and serious injury (KSI) crash rate averaging 22 per year and more than 18 per mile, the corridor presents a range of high-risk roadway features that create unsafe conditions for travelers of all modes, especially people walking and driving (see Figure 3). More than half of the crash collisions and nearly all fatal crashes involved one or both drivers going straight (see Figure 4), indicating wide vehicle lanes (generally 12' today), long straight stretches with inconsistent median openings, and very few designated pedestrian crossings are all prominent factors in the unsafe conditions along the corridor. Developing a package of FHWA Proven Safety Countermeasures that address these unsafe conditions will save lives and create a template for other similarly designed streets and crash factors that can be applied citywide. These are anticipated to include tools that reduce driving speed and space to contain vehicles in delineated paths, tools that reduce the number of conflict points, and especially tools that provide walking and biking facilities both along the corridor and at crossing points.

The City of Houston values a data-driven approach to achieving its Vision Zero goals, so has based analysis on State of Texas Crash Records Information System (CRIS). The City's Fatality Review Board (established in the Vision Zero Action Plan) pairs CRIS data with subject matter expertise from Planning & Development Department, Houston Public Works, Houston Police Department, Houston Fire Department, Houston Health Department, Mayor's Office for People with Disabilities, and METRO. The City of Houston will use CRIS and the Fatality Review Board to analyze and report post-project on safety outcomes along the Bissonnet Corridor to USDOT.

Figure 3: Bissonnet Corridor Fatal and Serious Injury Crashes (2014-2021)

	Fatalities	Serious Injuries	TOTAL
Pedestrians	**11**	**35**	**46**
Bicyclists	**0**	**3**	**3**
Motorists (drivers, passengers, motorcyclists)	**8**	**111**	**119**
TOTAL	**19**	**149**	**168**

Figure 4: Bissonnet Corridor Manner of Crash Collisions (2014-2021)

	Fatal Crashes	Serious Injury Crashes	TOTAL
One Driver Going Straight	**15**	**53**	**68**
Angle – Both Drivers Going Straight	**2**	**30**	**32**
Opposite Directions – One Driver Going Straight, One Driver Turning Left		**18**	**18**
Rear End	**1**	**12**	**13**
One Driver Turning Left	**1**	**7**	**8**
Sideswipe		**6**	**6**
Same Direction – One Driver Going Straight, One Driver Stopped		**6**	**6**
Same Direction – One Driver Going Straight, One Driver Turning Right		**5**	**5**
Same Direction – One Driver Going Straight, One Driver Turning Left		**4**	**4**
Both Drivers Going Straight		**3**	**3**
Angle – One Driver Going Straight, One Driver Turning Left		**2**	**2**
One Driver Turning Right		**1**	**1**
Same Direction – Both Drivers Turning Left		**1**	**1**
One Driver – Other		**1**	**1**
TOTAL	**19**	**149**	**168**

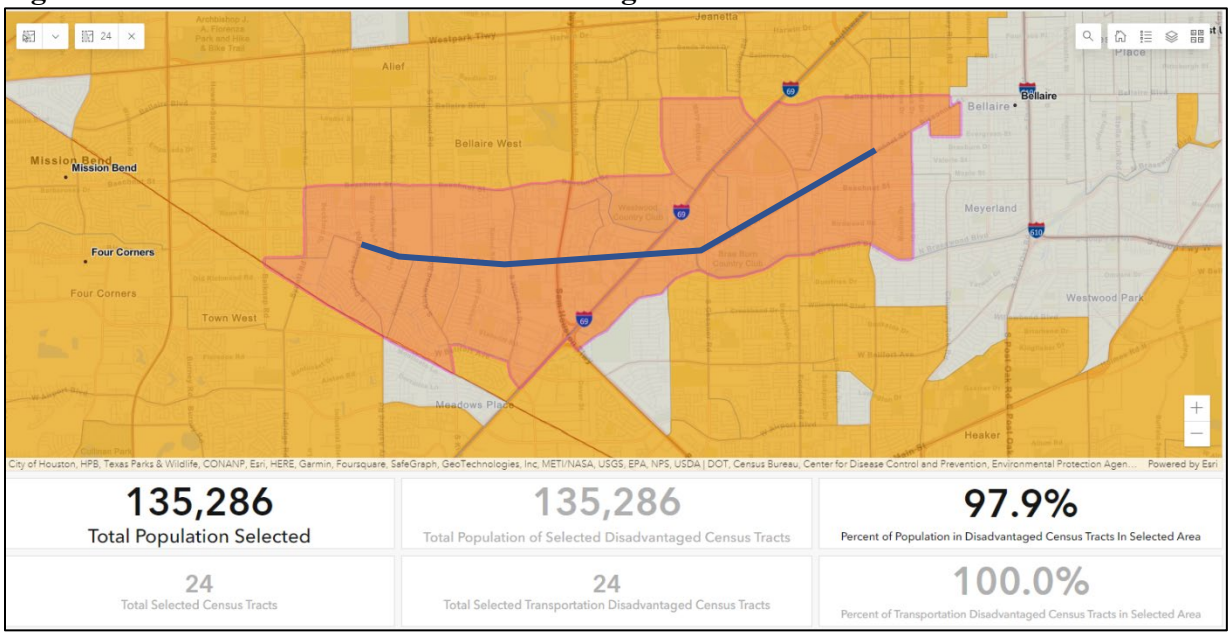
Equity, Engagement, and Collaboration

One key pillar of the Houston Vision Zero Action Plan is a commitment to engaging and reinvesting in the transportation networks of Socially Vulnerable Communities. While Socially Vulnerable Communities contain only 33% of Houston's streets, 52% of High Injury Network streets are in SVC's. Bissonnet Street connects two of these neighborhoods: Alief-Westwood and

Gulfton. These neighborhoods bear the brunt of historic transportation investments that prioritized vehicle speed along Bissonnet Street over multimodal access. The result is a high-speed arterial that encourages commuting through the neighborhoods instead of a safe street for the local residents.

The Bissonnet Corridor travels directly through the Underserved Communities of Alief-Westwood and Gulfton, disproportionately impacting people of color (90% of the corridor's residents) and families of low income (nearly 80% of the corridor's households). USDOT recognizes these communities as Historically Disadvantaged, Economy Disadvantaged, Equity Disadvantaged, Resilience Disadvantaged, and Environmental Disadvantaged (see Figure 5) with 97.9% of the population living in disadvantaged census tracts.

Figure *5*: Bissonnet Corridor Disadvantaged Census Tracts[2]



Development of the Houston Vision Zero Action Plan included robust engagement to identify where community members were most concerned about unsafe streets. Community members provided the following feedback about Bissonnet Street on the Vision Zero Interactive Map[3]:

- **Bissonnet Street and Beechnut Street**
  - Safety Concern Walking in this Area: When crossing, pedestrians must navigate rolling right turns, narrow sidewalks, fast-moving cars, and crosswalks that nearly send pedestrians into oncoming traffic. This corner is so intimidating that many pedestrians use the medians and skip across Bissonnet mid-block instead.
- **Bissonnet and South Gessner Drive**
  - Safety Concern Driving in this Area: Drivers must navigate a fire station, two busy bus stops, and other drivers coming from all directions. People who cross at this location do not know if it is really safe.

[2] *Source: https://usdot.maps.arcgis.com/apps/dashboards/99f9268777ff4218867ceedfabe58a3a*
[3] https://www.letstalkhouston.org/vision-zero/maps/vision-zero-map-tool

    - Safety Concern Walking in this Area: On both sides of the street are pedestrian-heavy destinations, including a bus stop on the west side and fast-food restaurants, and schools on east side. Improved cross walks for people crossing to catch Bissonnet buses and access apartments needed.
- **Bissonnet Street and Braeburn Glen Boulevard**
    - Safety Concern Driving in this Area: Median cut on Bissonnet allows two-way traffic into and out of Braeburn Glen creating cut through traffic.
- **Bissonnet Street at South Braeswood Boulevard**
    - Safety Concern Walking in this Area: At 9200 Bissonnet at Braeswood a pedestrian fatality occurred on July 19, 2020. It is a complicated intersection with unclear directions for crossing for pedestrians and bikers and is also confusing to drivers.
    - Safety Concern Driving in this Area: This intersection is very confusing resulting in drivers making last minute lane changes so they don't go down the wrong street. Please consider turning this intersection into a roundabout.

Residents provided similar direction when engaged in the Mayor's Complete Community Initiative, which was a community-led process to identify needs and actions to address the needs. The Complete Communities Initiative is the Mayor's response to inequity by ensuring the city is investing in areas with the highest need. For both neighborhoods, pedestrian safety was identified as top priorities:

- **Alief-Westwood[4]:** Identify dangerous crosswalks and intersections, such as Wilcrest Drive and Bissonnet Street, and develop design interventions to improve safety such as high-visibility crosswalks, enhanced pedestrian signal timing, and lighting.
- **Gulfton[5]:** In addition to creating a complete network of sidewalks, improving pedestrian safety across the community is also a priority.

The City has taken multiple approaches to identifying the highest safety priorities. The Houston Vision Zero Action Plan provides the quantitative data. Completing that effort, the City has engaged with the local residents to hear their lived experiences when trying to cross this street.

The community's input is clear: make Bissonnet a safer street. In addition to the Houston Vision Zero Action Plan and the Complete Community Action Plans, this project is supported by many other City and regional plans, each with robust community engagement including:

- Houston Bike Plan (City of Houston)
- Houston Climate Action Plan (City of Houston)
- Resilient Houston: Resilience Strategy (City of Houston)
- Southwest Livable Centers Study (Houston-Galveston Area Council)
- Intersection Safety Program (International Management District)
- 2022 Regional Mobility Action Plan (West Houston Association)
- Climate Action Plan (METRO)
- METRONext: Transit Plan (METRO)

[4] www.houstoncc.org/Our%20Communities/Alief%20Westwood%20CC-A_ActionPlan.pdf
[5] www.houstoncc.org/Our%20Communities/Gulfton/Gulfton-Action-Plan-English.pdf

Effective Practices and Strategies

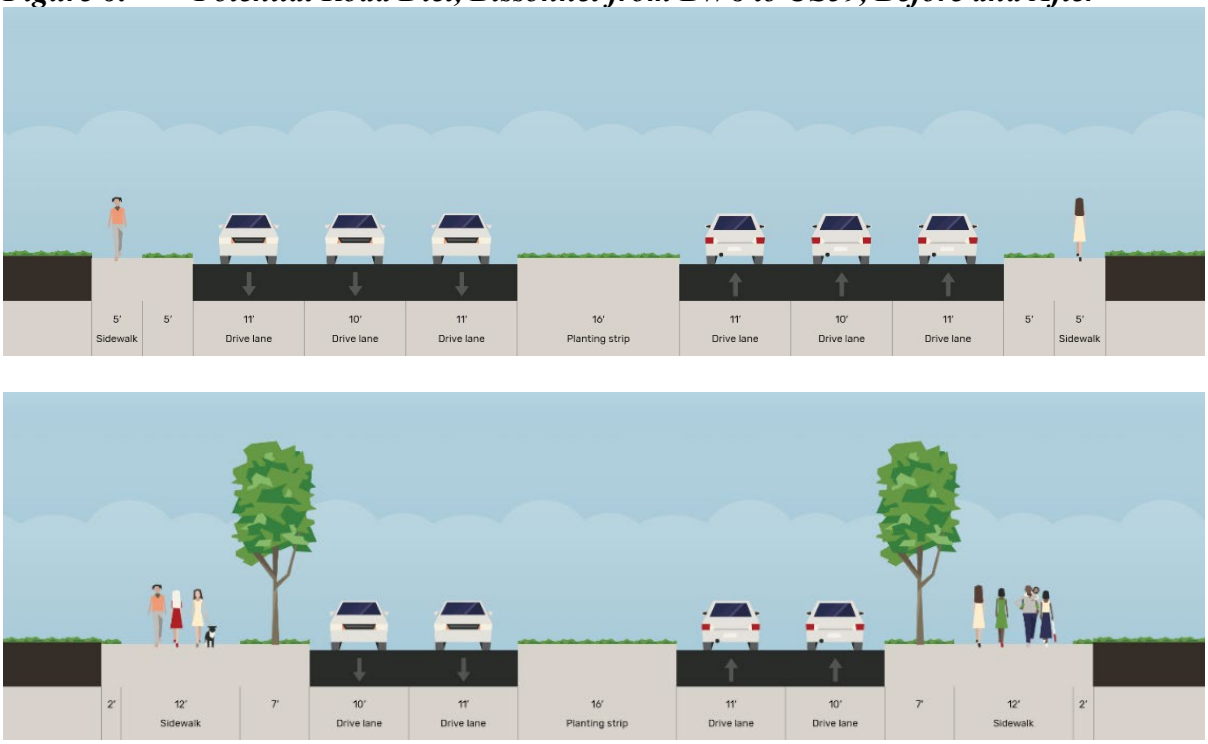
The Bissonnet Corridor Safe Streets Project will epitomize Houston's adoption of the Safe System approach. While specific designs will be determined in the next phase, the following safety elements from the National Roadway Safety Strategy are anticipated to be included based on analysis of crash data and successful implementation from recent projects:

- **Safer People:** The Project will address the safety of all road users, including those who walk, bike, drive, ride transit, and use other modes. Key tools to make the road safer for people are anticipated to include pedestrian crossing locations, crosswalks, wider sidewalks, curb ramps, multi-use paths, additional traffic signals, bus stops that meet METRO's BOOST and Universal Accessibility designs, right-sized vehicle lanes, closing median openings, and both street- and sidewalk-focused lighting. Once people are safer along Bissonnet Street, they will feel more comfortable travelling to key local destinations like Bayland Park, allowing safer people to also be healthier people.
- **Safer Roads:** The Project will be designed to accommodate human mistakes to reduce the severity when crashes do occur. Key tools to a safer road are anticipated to include physical separation and higher quality sidewalks, improved traffic signals with dedicated times for different road users to cross intersections, access management and reduced conflict points by closing driveways, roundabouts at two different junctures, and flashing beacons to alert road users of the mix of activity along the corridor.
- **Safer Speeds:** Speed is one of the highest factors in crashes along Bissonnet Street, so the Project will be designed to manage vehicle speeds. Key tools to achieve safer speeds are anticipated to include right-sized vehicle lanes, more regular pedestrian crossings with signals and beacons, better lighting, and roundabouts at two different junctures. This project will provide the City an opportunity to measure the benefits of its new lane width standards, published in 2020[6]: 10-ft minimum, 11-ft maximum, with special justification required for 11-ft lanes. The main goals of the revised standards were to encourage safer vehicles speeds and provide more room for pedestrians, bicyclists, and transit users.
- **Post-Crash Care:** When crashes do occur, emergency services play a key role in reducing severity to those involved. Houston Fire Station 68 is located at Bissonnet Street and S. Gessner Road, providing emergency response services to the Bissonnet Street corridor. The Project will include emergency-vehicle traffic signal at this fire station, to increase the safety of emergency vehicles leaving the station, reducing wait time and personnel needed exiting the fire station, and more quickly arriving at crash scenes and other emergencies.

Certain segments will also be candidates for a road diet, reallocating one vehicle lane in each direction for multimodal improvements (including Beltway 8 to US59, Gessner Drive to Braeburn Valley Drive, Braeburn Valley Drive to Fondren Road, Fondren Road to Beechnut Street, and Beechnut Street to Hillcroft Street). For example, preliminary analysis indicates that a 6 to 4 road diet may be feasible on Bissonnet between Beltway 8 and US59 (shown in Figure 6). Strategic identification of segments eligible for road diets will help bring significant safety improvements to vulnerable road users without requiring additional right-of-way.

[6] Houston Infrastructure Design Manual: https://www.houstonpermittingcenter.org/media/6371/download

Figure 6: Potential Road Diet, Bissonnet from BW8 to US59, Before and After



Climate Change and Sustainability, and Economic Competitiveness

Bissonnet Street is a mixed-use corridor in one of the densest, and most diverse communities in Houston. People live, work, play, pray, and shop in close proximity, but way too often trips between these destinations are by car, because it is unsafe to use other modes. By redesigning Bissonnet Street to be a safe street for all modes, many of these trips can shift to walking and biking, while improved bus service can let METRO accommodate many more trips along the corridor. These changes to travel behavior will directly reduce vehicle-related pollution, especially greenhouse gas emissions. This goal connects Houston's Vision Zero Plan with the Climate Action Plan and Resilient Houston strategy, all of which commit the City to reducing greenhouse gas emissions by encouraging non-Single Occupancy Vehicle travel.

Historically, Houston's development code has required significant off-street parking, creating a hostile pedestrian environment. In 2020, Houston adopted a new Walkable Places and Transit Oriented Development ordinance, which recognizes that pedestrian- and transit-focused corridors should have different features, including significantly less parking. The ordinance will automatically designate any street with 15-minute transit headways or better as a Walkable Places/Transit Oriented Development corridor. The SS4A grant provides an opportunity to match the City's development code with capital improvements, so that the corridor redevelops prioritizing people over vehicles. The more people who can walk from their homes to nearby stores means vehicle parking will not limit activity; a walkable street leads to a more shop-able street. By making the corridor easier for walking, the budget spent on gas and vehicle maintenance can go back to other household needs, while providing safe, walkable infrastructure allows residents greater access to jobs closer to their homes.

PROJECT READINESS

The City of Houston has extensive experience planning, designing, and constructing transportation projects that meet scope, schedule, and budget. Recent examples include the Lawndale Street Bike Lane Project, a 2-mile corridor where design started in 2020 and was completed in August 2022. The Planning & Development Department led the planning effort; Houston Public Works led the design and construction. The two departments have protocols for working together to deliver projects quickly and successfully.

A preliminary analysis of crashes prepared for this application indicates that there are opportunities to utilize strategies from the identified toolbox to improve safety along the Bissonnet Corridor. Specific locations and treatments will be identified once funding is awarded. At that time, the City will employ its standard process for project development, called a Design Concept Report (DCR). The DCR process will:

- Undertake design-level community engagement and stakeholder outreach, to understand any local concerns about the identified toolbox;
- Deconflict with other projects and utilities;
- Identify the set of highest-impact treatments for the entire Bissonnet corridor that can be fully funded by the awarded amount; and
- Prepare long-range cost estimate for full street reconstruction to bring all roadway segments and intersections up to full safety standards.

The DCR will result in 30% plans that will have been fully vetted by all responsible parties and stakeholders. The plans will then proceed to 60%, 90%, and 100% shortly thereafter, with quick review times anticipated at all stages.

The Bissonnet Corridor Safe Streets Project can begin procurement for design and pre-construction activities immediately upon award and grant agreement implementation. The schedule assumes obligation of funds by the end of calendar year 2024 and it anticipates the completion of construction elements by June 2028. The City will implement this project through a traditional Design-Bid-Build approach, thereby reducing procurement risk. The schedule risk associated with the Bissonnet Corridor Safe Streets Project is very low, as the City's Houston Public Works Department will manage the grant and all design and construction contracts. Once awarded, local funding will be approved by City Council, of which all three District Councilmembers representing the project area have expressed support. (See Appendix for Letters of Support.)

Environmental

The City of Houston expects this project will require a C-26 Categorical Exclusion (CE) to comply with the National Environmental Policy Act of 1969. Given that the project will take place entirely on existing public right-of-way in an urban area, no adverse impacts to the environment are expected. Texas Department of Transportation (TxDOT) advises that projects requiring less than 30 acres of total new right-of-way, and less than 10 total displacements (residential and commercial), are commonly approved as open-ended (d) CEs, but they still

require TxDOT Environmental Affair's review and approval using an approval form prior to processing the project as an open-ended (d) CE. The City has worked with TxDOT on multiple similar projects with no risks identified.

Permitting
The Project does not include stormwater conveyance or any other large impact to the subsurface. Houston Public Works will be the owner and implementer of the project. All permits related to lane closures, street-cut permits, and construction permits that will be required all fall under the purview of the Houston Public Works department.

Approvals
The project is not currently included in the TIP/STIP but will be added once federal funding is awarded, as well as to the H-GAC Regional Transportation Plan (RTP). The City of Houston has coordinated with TxDOT and expects route reviews and approvals where City and State facilities intersect. The City frequently works with TxDOT on such projects, including the recently completed Elysian Viaduct.

There are no additional legislative approvals necessary for the project. The City of Houston's City Council will approve the local match amount included in this application upon award of grant notification. In addition, the project will be added into the City's five-year Capital Improvement Program. The City of Houston understands that all major transportation capital projects include a level of risk and takes pride in fully assessing and addressing any potential risks associated with its projects before they begin. The City also understands the reporting requirements and financial best practices associated with responsibility as a federal funding recipient. Furthermore, the City has its own significant financial stake in the Project and has taken necessary precautions to ensure this Project is completed on time and within budget.

SELF-CERTIFICATION WORKSHEET

Table 2: Self-Certification Eligibility Worksheet

Worksheet instructions: The purpose of the worksheet is to determine whether an applicant's existing plan is substantially similar to an Action Plan, or not. For each question below, answer yes or no. For each yes, cite the specific page in your existing Action Plan or other plan/plans that corroborate your response, provide supporting documentation, or provide other evidence. Refer to Table 1 for further details on each component. Note: The term Action Plan is used in this worksheet; it covers either a stand-alone Action Plan or components of other plans that combined comprise an Action Plan.

Instructions to affirm eligibility: Based on the questions in this eligibility worksheet, an applicant is eligible to apply for an Action Plan Grant that funds supplemental action plan activities, or an Implementation Grant, if the following two conditions are met:
• Questions 3, 7, and 9 are answered "yes." If Question 3, 7, or 9 is answered "no," the plan is not substantially similar and ineligible to apply for Action Plan funds specifically for a supplemental action plan activity, nor an Implementation Grant.
• At least four of the six remaining Questions are answered "yes" (Questions 1, 2, 4, 5, 6, or 8).

If both conditions are met, an applicant has a substantially similar plan.

Question	Response, Document and Page Number
1. Are both of the following true: • Did a high-ranking official and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries? • Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date?	• Yes, Mayor Sylvester Turner, Vision Zero Executive Order EO#1-60 (August 13, 2019) and Houston Vision Zero Action Plan, page 01 (November 2020). • Yes, target of zero traffic deaths and serious injuries on Houston's roads by 2030 (Houston Vision Zero Action Plan, page 01).
2. To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?	Yes, Vision Zero Partners, including Executive Committee, Task Force, Data Subcommittee, and Communications Subcommittee worked to develop the plan (Houston Vision Zero Action Plan, page 57); Vision Zero Implementation Group to implement and monitor the plan.

3. Does the Action Plan include all of the following? • Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region; • Analysis of the location(s) where there are crashes, the severity, as well as contributing factors and crash types; • Analysis of systemic and specific safety needs is also performed, as needed (e.g., high risk road features, specific safety needs of relevant road users; and • A geospatial identification (geographic or locational data using maps) of higher risk locations	• Yes, Houston Vision Zero Action Plan, November 2020, pages 10-15; and High Injury Network: http://www.houstontx.gov/visionzero/pdf VisionZero_HighInjuryNetwork.gdb.zip (link to publicly available data).
4. Did the Action Plan development include all of the following activities? • Engagement with the public and relevant stakeholders, including the private sector and community groups; • Incorporation of information received from the engagement and collaboration into the plan; and Coordination that included inter- and intragovernmental cooperation and collaboration, as appropriate.	• Yes, Houston Vision Zero Action Plan, November 2020, pages 51-54; and Vision Zero Public Map Tool.
5. Did the Action Plan development include all of the following? • Considerations of equity using inclusive and representative processes; • The identification of underserved communities through data; and • Equity analysis, in collaboration with appropriate partners, focused on initial equity impact assessments of the proposed projects and strategies, and population characteristics	• Yes, Houston Vision Zero Action Plan, November 2020, pages 12-15, represented as Socially Vulnerable Communities.

6. Are both of the following true? • The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and • The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.	Yes, Houston Vision Zero Action Plan, November 2020, pages 31-41 (Approach #2: Safe Systems and Approach #3: Safe Speeds).
7. Does the plan identify a comprehensive set of projects and strategies to address the safety problems identified in the Action Plan, time ranges when the strategies and projects will be deployed, and explain project prioritization criteria?	Yes, Houston Vision Zero Action Plan, November 2020, pages 23-47 (Making the Vision a Reality) and page 22 (Priority Actions).
8. Does the plan include all of the following? • A description of how progress will be measured over time that includes, at a minimum, outcome data • The plan is posted publicly online.	Yes, Houston Vision Zero Action Plan, November 2020, page 49. The plan is posted at www.visionzerohouston.com.
9. Was the plan finalized and/or last updated between 2017 and 2022?	Yes, the Houston Vision Zero Action Plan was released November 2020.