



QUESTIONS FOR 2009 HOUSTON MUNICIPAL CANDIDATES

The Citizens' Transportation Coalition (CTC) is an all-volunteer grassroots transportation advocacy organization. Formed in 2004, we are interested in transportation planning issues and opportunities across the 8-county Houston region. CTC reaches more than 10,000 readers, many of whom live within the City of Houston. If elected, you will directly influence transportation policy in our city, and our readers are very interested in your views on several topics!

We would appreciate your responses by midnight Friday, September 25, 2009.

However, we will post all responses as they come in. Questions and answers will be posted on CTC's website at www.ctchouston.org and shared via our email list. If we do not hear back from you, we will list your answer as "No response."

You can get your answers to us in either of two ways:

BEST: By EMAIL	OK: By Fax
<p>Save this Word document to your computer, and be sure to include your name in the file name.</p> <p>Open the document in Word and type your answers in the boxes provided. (Boxes will expand as needed.)</p> <p>Save the file when you're finished.</p> <p>Email your completed questionnaire to candidates@ctchouston.org.</p>	<p>Print this document.</p> <p>Write or type your answers to each question in the boxes provided.</p> <p>Fax your completed questionnaire to (713) 529-1392.</p> <p>Please call Ian at (713) 576-9574 to report that the fax has been sent. Thanks!</p>

Thank you in advance for your participation!

Candidate name:

Noel Freeman

Position sought:

Houston City Council At-Large, Position 4

1. General

The Regional Transportation Plan (RTP) is a federally-required planning document. While cities like Atlanta, Denver, and Portland have made "improving quality of life" a top priority in their regional plans, Houston's 2025 RTP named "reducing traffic congestion" as the top goal.

Q1a: What should be the City's top priority in regional transportation planning?

[We must prioritize the implementation of a commuter rail system and provide good multi-modal transit centers that allow commuters to easily get to their final destinations.](#)

Q1b: If elected, what would be your most important initiative(s) to address this priority?

I will work with the new mayor to ensure we appoint directors to the METRO board who support prioritizing commuter rail, and will do whatever I can to try to steer the incumbent METRO directors toward that priority as well. I have already met with METRO and expressed my desire to see this become a priority.

2. More transportation alternatives

One in five adult Texans cannot or does not drive. According to the 2009 Houston Area Survey, 62.4% of respondents said it is "very important" to the future success of Houston to develop a much-improved mass transit system.

Q2a: Do you support more transit for the Houston region?

Yes.

Q2b: What should the City do to enhance the usefulness of the developing light rail system?

Provide better multi-modal connections to other forms of transportation, including buses and commuter rail.

Nationally, the Federal Transit Administration (FTA) requires that new rail projects demonstrate how station development will support ridership. METRO's ability to win federal rail funding may therefore hinge on City of Houston planning regulations, but those regulations require suburban-style auto-dependent development with 25-foot setbacks on most major roadways. The new urban corridor development ordinance allows for reduced setbacks along specified roadways, but building pedestrian-friendly development elsewhere requires navigating a cumbersome variance process.

Q2c: Should the City legalize urban, pedestrian-friendly development along all roadways?

Not necessarily. Doing so may violate existing deed restrictions and be essentially unnecessary in many subdivisions. Consideration should be given to major thoroughfares, but ALL roadways is impractical. As we expand the "urban" boundary of Houston, some of our regulations will automatically change to accommodate pedestrian traffic. Additionally, the City Engineer's Office (the office where I work) is moving to increase the minimum sidewalk width, with an additional one foot of width along transit corridors.

Houstonians fund transit with a \$.01 sales tax. In 1992, Bob Lanier diverted ¼ of our transit tax collections to the General Mobility program. This money is shifted to local jurisdictions within the METRO service area to fund road improvements across the region. In fiscal 2008, more than \$130 million of METRO's transit tax collections was allocated to the General Mobility fund, and \$94.7 million was claimed by the City of Houston. Since 1992, more than \$1.6 billion has been diverted from transit, funds which may have lost us more than \$1 billion in federal matching dollars. An additional \$1 billion will be diverted from transit to General Mobility projects between now and September 2014, when the current agreement ends.

Q2d: Do you support ending the diversion of our transit tax dollars to the General Mobility program when the current agreement expires in 2014?

Yes, if we can maintain an adequate level of funding for infrastructure and other public works projects. I have proposed a separate enterprise fund for infrastructure projects that will help relieve our dependence on other funds.

3. Balancing interests within the transportation system

Mobility is multi-modal. The City's public right-of-way includes roadways, utilities, sidewalks, and street trees, from property line to property line. This right-of-way must serve trucks, cars, buses, bicycles, pedestrians, wheelchairs, scooters, and transit users. Reconstruction of a single highway overpass or intersection can affect access for all of these uses.

Q3a: Should the City require every transportation infrastructure project within the City of Houston – regardless of the implementing agency – to preserve and/or enhance the full spectrum of mobility uses, including auto, pedestrian, bicycle, and transit access?

No. Some transportation projects make that unfeasible. For example, it would be unfeasible to require consideration of pedestrian and bicycle transportation on many TxDOT projects, such as the widening of IH 610 or US 290. We should enhance transit options where it is appropriate to do so.

Q3b: Should the City fund the construction and maintenance of sidewalks?

The City does currently construct new sidewalks under the Safe Sidewalks Program, Neighborhood Street Reconstruction Program, and several other programs. However, routine maintenance and reconstruction of sidewalks is left up to abutting property owners per City Ordinance. While it may pose a difficulty for some residents, the financial realities of making the City responsible for construction and maintenance of all sidewalks in the City are perilous and unattainable. The cost of doing so would vastly exceed the ability or desire of taxpayers to fund it.

4. Regional transportation planning

Three million new people are projected to arrive in the Houston area over the next 30 years. Where they live and work, and how they get around, will have a tremendous impact on quality of life in Houston communities.

As the population increases, so does demand for goods and freight. How freight moves in and through our region will also affect quality of life. Further, Houston's economy is tied to the port and the efficient movement of goods through our region.

Truck traffic is a significant cause of roadway congestion, and freight rail is a more efficient, more environmentally-friendly alternative. However, Houston's freight rail system is at capacity and often disrupts neighborhoods because of its antiquated facilities.

Q4a: Do you support public investment in improving the freight rail system? What role should the city play in this?

The City is currently in talks with federal agencies to secure funding and approval to reroute freight rail traffic outside the central core of Houston. This is an extremely beneficial prospect in that it will save industry a great deal of money and improve both quality of life and mobility in the City of Houston. I support this pursuit and believe it to be a good investment of public funds. I will support furthering this effort if I am elected.

Commercial airline travel uses at least six times more energy than intercity passenger rail for trips of fewer than 600 miles. Experience across the world has shown that passengers prefer high speed rail to airplanes on trips of 2-3 hours, which is possible between Houston, Dallas, Austin, and San Antonio. Recently the Federal Railroad Administration (FRA) initiated a national High Speed Rail program which includes federal grant funds. Houston could potentially connect to New Orleans via the Gulf Coast Corridor and to Dallas/Ft. Worth, Austin, and San Antonio via the Texas T-Bone.

Q4b: Do you believe it's important to develop high-quality rail connections for passengers between Houston and other major Texas cities?

Yes.

Achieving the highest efficiencies of rail transportation requires careful planning. Intercity rail service requires long, uninterrupted rights-of-way. Additionally, commuter rail requires seamless connections to job centers, which in turn requires connections to light rail and local bus as well as convenient station locations.

Q4c: Should the City of Houston participate in identifying and developing appropriate corridors and station sites that will connect regional and statewide transit to urban employment centers?

Yes.

In the Houston region there are more than 1,200 at-grade intersections of rail lines and roadways. These at-grade crossings inflict both economic and social costs on Houston, including surface congestion, neighborhood disruption, delayed emergency response, and crashes. Grade separations resolve these issues. In addition, grade separations are essential to enable high-speed rail.

Q4d: Should the City of Houston dedicate significant ongoing funds to invest in grade separations?

The average cost of a single two-lane grade separation is approximately \$7 million, and a four-lane grade separation nears \$12 million. I support creation of a long-term plan to prioritize and fund grade separations wherever possible, but the term "significant ongoing funds" is relative, considering the high cost of construction.

The proposed Grand Parkway, a 180-mile loop toll road, would run through mostly uninhabited and undeveloped areas in nearby unincorporated Harris County. Its construction will spur development on the Katy Prairie which will result in the loss of valuable greenspace and wildlife habitat as well as increased flooding in existing Houston neighborhoods. Ironically, the Grand Parkway will also increase traffic congestion on other Houston area roadways because projected

employment along the corridor is minimal and all new residents will thus have to commute long distances to their workplaces.

Q4e: Should the City of Houston take a position regarding whether to construct projects such as the Grand Parkway that stand to impact the City but that lie outside its jurisdiction?

Yes. The transportation and mobility decisions we make in Houston affect the entire metropolitan area, and vice versa. It is incumbent upon us to be involved in making decisions on construction of projects that will have a significant effect on Houston.

Across the Houston region, there are more than 40 public agencies building transportation projects. This work is coordinated to some extent by the Transportation Policy Council (TPC), which has responsibility for allocating federal transportation dollars to local governments. While many of these projects affect City of Houston residents and the City appoints 3 members to the TPC, the City has not historically played a strong role or used its voice to influence regional transportation planning.

Q4f: Should the City play a more active role in regional transportation planning? How?

Yes. We must work with other local agencies to create workable transportation solutions that are seamless throughout the area. This will mean increased coordination toward multi-modal transit centers, park & rides and other facilities that may or may not lie within our city limits but affect traffic and transportation into and out of the city.

5. City of Houston organization and process

As Houston has grown, private development has generally followed public investment in infrastructure. The City's decisions regarding where to improve public infrastructure result in de-facto planning for our future growth. The City in turn depends on property taxes from private development for revenue and thereby stands to benefit from strong growth.

Q5a: Should the City strategically plan infrastructure investments to influence the city's growth?

Yes. I have proposed creation of a separate enterprise fund to fund public infrastructure projects, and as an at-large Council member will work toward prioritizing infrastructure projects on the basis of need rather than location. This will involve a strategic plan to address our needs effectively and plan for future growth.

Our city must live with the infrastructure choices we make today for generations to come. Some options create or relieve social impacts that are difficult to quantify. However, the best long-term solution often costs more in dollars to confer neighborhood benefits. For example, consider the trade-offs between depressed and elevated structures. An overpass limits access to property and subjects the neighborhood to noise and visual impacts. An underpass addresses these issues, but at a monetary cost. In some situations, the benefits of the higher-cost solution will warrant the additional expense.

Q5b: Under what circumstances should the City not choose the least-expensive solution?

Most projects in Houston have to be approached on a case-by-case basis. What works in one neighborhood often does not work in others. I realize you are seeking a specific response here, but my extensive experience working for the City in Public Works and Engineering has

demonstrated that there is no one set of circumstances to be used for making these decisions. In all honesty, the variables involved in our capital improvement and infrastructure projects are far too numerous to be reduced to a few sentences on this questionnaire. However, I do believe each project should be considered on the basis of need and benefit, both current and future, and there are times when the benefits of a more expensive project exceed the benefits of a less expensive project.

6. Accommodating growth

According to the US Census, the City of Houston is one of the fastest growing cities in the United States. The Houston-Galveston Area Council (H-GAC) forecasts that the City of Houston will add 23,000 people and 9,000 housing units per year for the next ten years. The format of this growth will be governed by Chapter 42 of Houston's Code of Ordinances, which was originally written in 1982 to govern greenfield development. However, much of the forthcoming population growth is expected to happen in denser, infill developments, and these will also be guided by Chapter 42.

Increasing density can make a city more livable and sustainable if essential infrastructure is in place. This infrastructure includes improved streets and drainage, guest parking, transit access, parks and green spaces, upgraded electric and utility distribution, and space for staging solid waste collection. Imposing unplanned, piecemeal residential density without first having these infrastructure requirements in place burdens residents with unacceptable neighborhood environments. In its current form, Chapter 42 fails to anticipate or address the cumulative impacts of increasing density, and this summer's amendments to Chapter 42 not only fail to resolve this issue; they expand the impact to all areas within Beltway 8.

Q6a: What policies should the City implement to better anticipate and address the impacts of inevitably increasing density?

Deed restrictions are one of the strongest tools we have to regulate development and growth. I support making deed restriction information more easily accessible and giving better tools to property owners and neighborhoods to enact, modify or renew deed restrictions in addition to stronger enforcement by the city. We must also consider the aggregate effects of smaller development and redevelopment that has a significant impact on drainage and infrastructure that is not currently mitigated by existing requirements (i.e. lots smaller than 15,000 square feet). I am in favor of promoting mixed use development in areas of increasing density and shared use structured parking to provide better access to denser development.

We pay for roads, storm sewers, wastewater lines, and utilities by the mile. The lower the density of development, the farther people must travel to reach jobs, stores, and entertainment, and the more we pay to build and maintain infrastructure.

It would be fiscally-responsible for the city to incentivize denser development where the infrastructure is already sufficient. For example, costs of development in Midtown, which has a lot of street capacity, good utilities, and excellent transit access, should be less expensive than elsewhere.

Q6b: Should the City use performance measures or other means to steer dense development to areas where appropriate infrastructure exists or is planned?

Better infrastructure attracts new development and makes new development less expensive because developers do not have to upgrade infrastructure at their own cost or pay impact fees to offset increased demand. It is a natural process that has been proven to lead itself when we effectively invest in our infrastructure. I will always be a strong advocate for improving our infrastructure.

Parking is a contentious issue in many neighborhoods, and improper management of parking infrastructure can degrade the quality of development. Parking requirements that are not case-specific can stifle growth by raising the cost of development and can deaden what would otherwise be vibrant urban places by replacing activity centers with parking lots. However, for all areas outside downtown, the City of Houston has one-size-fits-all parking requirements that consider neither the specific characteristics of a given neighborhood nor the vision held by residents for their neighborhood.

Q6c: Should the City adopt new context-sensitive parking requirements that consider factors such as access to transit and presence of shared parking?

Yes. I have proposed a plan to introduce shared-use structured parking along the Washington Avenue Corridor in conjunction with a circulator shuttle to provide access to businesses and residences along the avenue. My proposal has been endorsed by prominent leaders in the community, and I am interested in expanding my proposal to other areas in Houston that are plagued by a lack of access and parking. If implemented, it is plausible for a business to have zero on-site parking if sufficient shared-use parking is available in the area.

Shared parking facilities can enable disparate developments to consolidate parking, thereby transforming land that would have otherwise been used for bland parking facilities into vibrant activity centers. Furthermore, properly managed shared parking facilities could be tapped as a revenue source for the City.

Q6d: Should the City participate in providing shared parking outside of the central business district?

Yes. Please refer to my response to Q6c regarding my proposal for shared-use structured parking.

That's it! You're done! Thank you again for your participation, and good luck on November 3rd!