

**2015 Houston City Elections
Transportation Issues Questionnaire
Citizens' Transportation Coalition**

Return to in MS Word format to chair@ctchouston.org; by 25 Sept 2015; Answer at least one question per Topic Group
DEXTER R. HANDY, Chair, Citizens' Transportation Coalition, phone: 832-724-8753 [email: chair@ctchouston.org](mailto:chair@ctchouston.org)



Citizens' Transportation Coalition

PO BOX 66532, HOUSTON TX 77266-6532

Candidate name: Lane Lewis

Position sought: Houston City Council At-Large Position 1

List briefly what you consider to be the top 3 (or 4) obligations for your position or needs of your district (if applicable)

1. Improving infrastructure
2. Relieving transportation and traffic congestion
3. Assuring safety of the public in all communities
4. Growing the tax base with quality businesses paying livable wages

Topic A: Complete Streets Policy

The Houston Complete Streets Coalition notes that “Streets are a vital part of livable, attractive communities. Everyone, regardless of age, ability, income, race, or ethnicity, ought to have safe, comfortable, and convenient access to community destinations and public places—whether walking, driving, bicycling, or taking public transportation. But too many of our streets are designed only for speeding cars or, worse, creeping traffic jams.” Furthermore, the city policy currently does not adequately address safety.

1.Question: Please explain how you will support the City of Houston’s goal to make the Complete Streets concepts a reality city wide, and particularly, in your specific district’s neighborhoods.

As an At-Large Council Member will be my responsibility to assure important citywide initiatives, like Complete Streets, are being implemented citywide. I will work with district council members to make sure their Complete Streets projects are adequately funded and supported. I can also help make neighboring projects between districts come together to make a truly comprehensive Complete Streets citywide and not leave any communities behind.

2.Question: How would you achieve the following safety features in Houston’s Complete Street & Plan Zero policies?

- a. Complete, Safe, and Maintained Sidewalk Networks?

The funding of new sidewalks and maintaining of existing sidewalks is a huge financial burden; regardless, I do not think it should be the responsibility of homeowners and the city should find ways to improve and add more sidewalks throughout Houston. I would like to see the Management Districts and TIRZ take a more prominent

**2015 Houston City Elections
Transportation Issues Questionnaire
Citizens' Transportation Coalition**

Return to in MS Word format to chair@ctchouston.org; by 25 Sept 2015; Answer at least one question per Topic Group
DEXTER R. HANDY, Chair, Citizens' Transportation Coalition, phone: 832-724-8753 [email: chair@ctchouston.org](mailto:chair@ctchouston.org)

role in repairing and building sidewalks using their tax increments. In addition, when the city doles out incentive agreements to developers, sidewalks should be part of the return from the developers. ADA compliant streets maybe eligible for additional federal monies that I think the city and METRO should actively pursue.

b. Bike Plan Implementation?

The Bayou Bike paths offer bike accessibility to a much greater portion of the city. The streets are, unfortunately, still not safely accessible to most bike riders. Bike lanes along major thoroughfares and at key junctions along the Bayou Bike paths can greatly expand bike accessibility. Bike paths need to be connected to encourage more use and safety regulations need to be enforced to make cycling safer.

c. Americans with Disabilities Act (ADA) federal compliance?

Sidewalks are a major part of making our streets safe for citizens with disabilities and because sidewalks are often non-existence or too busted to use we see people in wheel chairs and scooters having to use the busy streets to get around. The City should look into funds available at the federal and state level to help get our streets/sidewalks ADA compliant. TIRZ and Management Districts should be strongly encouraged to make this part of their mission of development.

d. Lower Speed Limits and/or Speed Calming Features?

Lowering the speed limit is a viable option along with engineering measures like road humps, build outs, and even colored surfaces reduce speed without having to rely on enforcement from law enforcement or cameras. As we ReBulid, now is the time to ensure we make adjustments for a more pedestrian friendly city. For example, curbs at intersections that are rounded promote rolling stops for motor vehicles and quicker right-hand turns. If curb were more 90-degrees it would force vehicles to make a complete stop before turning. This gives people time to respond to each other making it safer, especially for the cyclist.

e. Reduction in Traffic Deaths?

The engineering of safer streets needs to be part of a true long-term plan for Houston. At this time, Houston lacks a true long-term plan with tangible, measurable goals. Education on pedestrian safety and cyclist safety needs to be part of a far-reaching campaign. If we are to become a truly pedestrian friendly city, Houstonians will need to be educated on the change their streets will be undertaking.

3.Question: How will you pursue the Complete Streets & Transportation Plans to ensure a connected equitable safe multimodal system?

4.Question: Under what circumstances should a developer or utility be granted a variance from sidewalk construction and/or maintenance?

**2015 Houston City Elections
Transportation Issues Questionnaire
Citizens' Transportation Coalition**

Return to in MS Word format to chair@ctchouston.org; by 25 Sept 2015; Answer at least one question per Topic Group
DEXTER R. HANDY, Chair, Citizens' Transportation Coalition, phone: 832-724-8753 [email: chair@ctchouston.org](mailto:chair@ctchouston.org)

5. Question: Instead of allowing utility poles in the middle of a sidewalk, what other solution would you support to resolve this situation?—e.g. have sidewalk go around; have utility site pole to the side of the sidewalk; use of greenspace; underground utility; city regulations for pole placements, etc.

Preferences for mobility and reducing traffic congestion are rapidly changing.

The April 2015 Kinder Houston Area Study for reducing traffic congestion

https://kinder.rice.edu/uploadedFiles/Urban_Research_Center/News/2015%20Kinder%20Institute%20HAS_PDF_4by3-1.pdf

lists the top 3 transportation modes as

- Roadways: 26% in 2015 (down from 33% in 2009)
- Urbanism: 27%
- Transit: 43%

6. Question: Focusing on urbanism and transit, how will you propose to upgrade infrastructure to facilitate citizens' increased preferences for urbanism and transit as noted in the Kinder/Klineberg study?

Topic B: Traffic Congestion, Streets, Parking, Signalization, Mobility Studies

Traffic can flow more efficiently if signals are properly synchronized and can reset when they go out. This lessens the time spent in vehicles, reduces the space needed for cars queuing at intersections, and reduces fuel waste and air pollution. Science and modeling have improved since signal syncing was last a major initiative.

Poor signalization is especially a problem on major arterials and freeway access roads around commercial activity centers.

7. Question: Please explain your support (or non-support) for some form of rail, either commuter or light rail, to reduce traffic congestion on major arteries.

I view rail as an opportunity in the city, not a complete solution. In a city with 627 sq. miles, Houston needs multi-mobile options. Rail must work in concert with bike paths, walkable streets, and most importantly an efficient bus system. To have a transportation system worthy of a world-class city and effective for the millions of residents, rail will have to become a larger piece of the system.

2015 Houston City Elections
Transportation Issues Questionnaire
Citizens' Transportation Coalition

Return to in MS Word format to chair@ctchouston.org; by 25 Sept 2015; Answer at least one question per Topic Group
DEXTER R. HANDY, Chair, Citizens' Transportation Coalition, phone: 832-724-8753 [email:chair@ctchouston.org](mailto:chair@ctchouston.org)

8. Question: What efforts should the city, in cooperation with other agencies, do to make computer controlled intelligent traffic light synchronization?

I am prepared to use my relationships at the county and state level to get our lights synchronized. I am the only candidate in my race that has existing relationships with legislators that can bring Houston, Harris County, and TxDot together; along with any other agencies that need to be part of this solution to traffic congestion.

9. Question: Which measures will you encourage to minimize traffic congestion?

- a. Promotion of smaller vehicles: Yes, increasingly more Houstonians want a lifestyle suited for small vehicles.
- b. Improved Mass Transit: Yes, this is the number one priority.
- c. More vehicle lane miles: Some growing communities are in need of more lanes, but this is not a long term solution.
- d. More bicycle use: Yes, we need to make bikes a viable and safe option for commuting and not just a recreational option in our parks.
- e. Increased gas tax: This is the role of the Federal Government.

Topic C: Competing Vehicular Passenger Cars-Jitneys, Ride Share, and Others

10. Question: Please express your views on ride share and jitney programs in Houston as substitutes for single passenger vehicles.

Ride sharing has proven to be a viable option in Houston. I want to make sure all forms of paid car transportation are operating on a level playing field and are properly regulated for the safety of Houstonians. I believe the jitney program has improved the experience and safety of our festivals and entertainment districts. I would like to see an expansion of service in business districts that would encourage people to leave vehicles at home and use HOV bus programs.

Topic D: Bike Trails and Bayou Greenway Initiatives

Bayou Greenways is an approximately \$480 million project that will be tackled by many public and private stakeholders in several phases over ten to fifteen years.

When complete, the greater Houston area will have added 4,000 acres of new and equitably distributed green spaces that can also serve the function of flood control and storm water quality enhancement.

We will have also completed 300 miles of continuous all-weather hike and bike trails that will meander through those greenways — an amenity unparalleled in the nation.

(Source: <http://www.bayougreenways.org/bayou-greenway-initiative>)

**2015 Houston City Elections
Transportation Issues Questionnaire
Citizens' Transportation Coalition**

Return to in MS Word format to chair@ctchouston.org; by 25 Sept 2015; Answer at least one question per Topic Group
DEXTER R. HANDY, Chair, Citizens' Transportation Coalition, phone: 832-724-8753 [email:chair@ctchouston.org](mailto:chair@ctchouston.org)

11. Question: Please describe your position on integrating people, walking, hike, and bike pathways into our public transit system (i.e., Metro, Park & Ride, Transit Center, & Neighborhood connectivity).

Expansion and revamping of the bus system is the most important step. Metro's reimagined bus system will be key in utilizing rail, bike paths, and ride sharing to give Houstonians multi-mobile solutions. We will need to monitor its effectiveness since it is so new. The HOV system has long been underutilized, but now private bus companies from surrounding municipalities are taking advantage. Education on mobile options will also be instrumental in helping long-time Houstonians take advantage of the new transit options. We will need to first make the city more friendly to multi-mobile options and then educate the populace to encourage new habits of transportation.

Topic E: Multi-modal Transit Alternatives (Bus, HOV/HOT, Light Rail, Bikes, Ride Share, Jitney, Park & Ride, Walking)

One in five adult Texans cannot or does not drive.

Houston METRO comprehensively redesigned the city's transit system with implementation, and rolled out the new system in August 2015.

Hard choices were made about reducing expensive service to very small numbers of people, where ridership was low despite bus service being the only choice for transportation in these poor/minority communities.

The plan devotes 80% of Metro's resources to maximizing ridership, which all of these frequent lines do, and only 20% to providing access to people living in poor/low ridership areas of the city.

12. Question: Please express your views on the need for more transit for the Houston region to serve the one in five adults (plus children) that do not drive.

The majority of Houstonians that need and rely on METRO are in low-income communities. Special care must be taken to assist our most vulnerable residents that depend on the city for transportation. A bus system that does not effectively serve the most in need is not a bus system I ever imagined. Public transportation must be a top priority for Houston. We are so far behind where we need to be.

Topic F: Passenger Rail – High Speed Rail & Commuter Rail

13. Question: What is your position on developing high-quality rail connections for passengers between Houston and other major Texas cities?

Development of new transportation options is exciting, but we must respect the existing communities and their rights as homeowners. We must have a complete discussion with all affected communities now before we ever lay the first track of rail. There is a great need to have efficient transit locally and statewide, when community stakeholders are taken into consideration we can accomplish this and protect those neighborhoods we will be serving.

**2015 Houston City Elections
Transportation Issues Questionnaire
Citizens' Transportation Coalition**

Return to in MS Word format to chair@ctchouston.org; by 25 Sept 2015; Answer at least one question per Topic Group
DEXTER R. HANDY, Chair, Citizens' Transportation Coalition, phone: 832-724-8753 [email: chair@ctchouston.org](mailto:chair@ctchouston.org)

14. Question: How will you as a city official work with constituents to abate the impacts of commuter or High Speed Rail on neighborhoods?

As I did 25 years ago when I began organizing and working at the street level in my community, I will listen to the people. It all begins in the neighborhoods and communities that will have to live with the consequences of this rail project. Start conversations early with key stakeholders and begin to craft projects that make sense for the area.

Topic G: Shipping - Freight Rail, Heavy Truck Traffic, Port Authority

15. Question: How should the city and other governmental authorities, such as the Gulf Coast Freight Rail District, cooperate with the state legislature to enact statutes that preserve and allow for expansion of freight rail corridors?

I have a very simple philosophy of including all stakeholders in the discussion. This conversation cannot happen with only Port Authority representatives, GCDRD, Council Members, business leaders and Legislators. The communities and Houston residents must have a loud and viable voice in this discussion and I will demand they be an integral part of the discussion from day one.

Topic H: Public Infrastructure Ordinances and Policy

16. Question: Should it be a protocol for the design manuals established by Public Works & Engineering (eg Chapter 9 Storm water Design) to be incorporated by reference into ordinances and integrated with other design standards to survive political administration turnovers?

Standards designed based on safety should not be subject to political winds and should stand on their merits as safety protocol.

17. Question: Does the city have an independent obligation to oversee compliance with planning requirements in order to avoid complaint driven enforcement (i.e., brought up from below by affected citizens who have the money and time to protest)?

18. Question: Do you support designating seats for representatives who are active in neighborhood organizations such as the SuperNeighborhood Alliance instead of having a significant number of planning commission seats filled by professionals in the building, real estate, and construction industry?

Super Neighborhoods produce some of the most well educated community leaders the city has and they are most qualified to sit at the table, rightfully so as stakeholders in this city.

**2015 Houston City Elections
Transportation Issues Questionnaire
Citizens' Transportation Coalition**

Return to in MS Word format to chair@ctchouston.org; by 25 Sept 2015; Answer at least one question per Topic Group
DEXTER R. HANDY, Chair, Citizens' Transportation Coalition, phone: 832-724-8753 [email: chair@ctchouston.org](mailto:chair@ctchouston.org)

19. Question: The Planning Commission and/or City Engineer can grant variances to almost any City Building/Construction Ordinance. How will you reduce the number of variances granted?

If projects are not planned around existing ordinances, then there should be reprimands for failing to plan according to Houston ordinances and guidelines. Reprimands can come in the form of fines or denial of the plans when the conflicts are egregious. Variances are often needed, but should arise from necessity rather than convenience.

20. Question: How should the city handle the increased infrastructure demands and other cumulative impacts of Chapter 42?

**2015 Houston City Elections
Transportation Issues Questionnaire
Citizens' Transportation Coalition**

Return to in MS Word format to chair@ctchouston.org; by 25 Sept 2015; Answer at least one question per Topic Group
DEXTER R. HANDY, Chair, Citizens' Transportation Coalition, phone: 832-724-8753 [email: chair@ctchouston.org](mailto:chair@ctchouston.org)

Here is an overview of the CTC transportation topics and questions.

Question #	Category	Questions for Candidates
Topic A: Complete Streets Policy		
1	Complete Streets Policy	Please explain how you will support the City of Houston's goal to make the Complete Streets concepts a reality city wide, and particularly, in your specific district's neighborhoods.
2	Complete Streets Policy	How would you achieve these safety features in Houston's Complete Street & Plan Zero policies?
	2a	Complete, Safe, and Maintained Sidewalk Networks?
	2b	Bike Plan Implementation?
	2c	Americans with Disabilities Act (ADA) federal compliance?
	2d	Lower Speed Limits and/or Speed Calming Features?
	2e	Reduction in Traffic Deaths?
3	Complete Streets Policy	How will you pursue the Complete Streets & Transportation Plans to ensure a connected equitable safe multimodal system?
4	Complete Streets Policy	Under what circumstances should a developer or utility be granted a variance from sidewalk construction and/or maintenance?
5	Complete Streets Policy	Instead of allowing utility poles in the middle of a sidewalk, what other solution would you support to resolve this situation?—e.g. have sidewalk go around; have utility site pole to the side of the sidewalk; use of greenspace; underground utility; city regulations for pole placements, etc.
6	Traffic Congestion, Streets, Parking, Signalization, Mobility Studies	Focusing on urbanism and transit, how will you propose to upgrade infrastructure to facilitate citizens' increased preferences for urbanism and transit as noted in the Kinder/Klineberg study?
Topic B: Traffic Congestion, Streets, Parking		
7	Traffic Congestion, Streets, Parking, Signalization, Mobility Studies	Please explain your support (or non-support) for some form of rail, either commuter or light rail, to reduce traffic congestion on major arteries.
8	Traffic Congestion, Streets, Parking, Signalization, Mobility Studies	What efforts should the city, in cooperation with other agencies, do to make computer controlled intelligent traffic light synchronization?

**2015 Houston City Elections
Transportation Issues Questionnaire
Citizens' Transportation Coalition**

Return to in MS Word format to chair@ctchouston.org; by 25 Sept 2015; Answer at least one question per Topic Group
DEXTER R. HANDY, Chair, Citizens' Transportation Coalition, phone: 832-724-8753 [email: chair@ctchouston.org](mailto:chair@ctchouston.org)

9	Traffic Congestion, Streets, Parking, Signalization, Mobility Studies	Which measures will you encourage to minimize traffic congestion?
	9a	· Promotion of smaller vehicles
	9b	· Improved Mass Transit
	9c	· More vehicle lane miles
	9d	· More bicycle use
	9e	· Increased gas tax
Topic C: Competing Vehicular Passenger Cars - Jitneys, Ride Share, and Others		
10	Competing vehicular passenger cars-Jitneys, Ride Share, & others	Please express your views on ride share and jitney programs in Houston as substitutes for single passenger vehicles.
Topic D: Bike Trails and Bayou Greenway Initiatives		
11	Bike Trails and Bayou Greenway Initiatives	Please describe your position on integrating people, walking, hike, and bike pathways into our public transit system (i.e., Metro, Park & Ride, Transit Center, & Neighborhood connectivity).
Topic E: Multi-modal Transit Alternatives (bus, HOV/HOT, Light Rail, Bikes, Ride Share, Jitney, Park & Ride, Walking)		
12	Multi-modal Transit Alternatives (bus, HOV/HOT, light rail, bikes, ride share, jitney, park and ride, walking)	Please express your views on the need for more transit for the Houston region to serve the one in five adults (plus children) that do not drive.
Topic F: Passenger Rail – High Speed Rail & Commuter Rail		
13	Passenger rail - HSR, commuter rail	What is your position on developing high-quality rail connections for passengers between Houston and other major Texas cities?
14	Passenger rail - HSR, commuter rail	How will you as a city official work with constituents to abate the impacts of commuter or High Speed Rail on neighborhoods?

**2015 Houston City Elections
Transportation Issues Questionnaire
Citizens' Transportation Coalition**

Return to in MS Word format to chair@ctchouston.org; by 25 Sept 2015; Answer at least one question per Topic Group
DEXTER R. HANDY, Chair, Citizens' Transportation Coalition, phone: 832-724-8753 [email: chair@ctchouston.org](mailto:chair@ctchouston.org)

Topic G: Shipping, Freight Rail, Heavy Truck Traffic, Port Authority		
15	Shipping - freight rail, heavy truck traffic, Port Authority	How should the city and other governmental authorities, such as the Gulf Coast Freight Rail District, cooperate to enact statutes that preserve and allows for expansion of freight rail corridors?
Topic H: Public Infrastructure Ordinances and Policy		
16	Public Infrastructure Ordinances and Policy	Should it be a protocol for the design manuals established by Public Works & Engineering (eg Chapter 9 Stormwater Design) to be incorporated by reference into ordinances and integrated with other design standards to survive political administration turnovers?
17	Public Infrastructure Ordinances and Policy	Does the city have an independent obligation to oversee compliance with planning requirements in order to avoid complaint driven enforcement (i.e., brought up from below by affected citizens who have the money and time to protest)?
18	Public Infrastructure Ordinances and Policy	Do you support designating seats for representatives who are active in neighborhood organizations such as the Super Neighborhood Alliance instead of having a significant number of planning commission seats filled by professionals in the building, real estate, and construction industry?
19	Public Infrastructure Ordinances and Policy	The Planning Commission and/or City Engineer can grant variances to almost any City Building/Construction Ordinance. How will you reduce the number of variances granted?
20	Public Infrastructure Ordinances and Policy	How should the city handle the increased infrastructure demands and other cumulative impacts of Chapter 42?