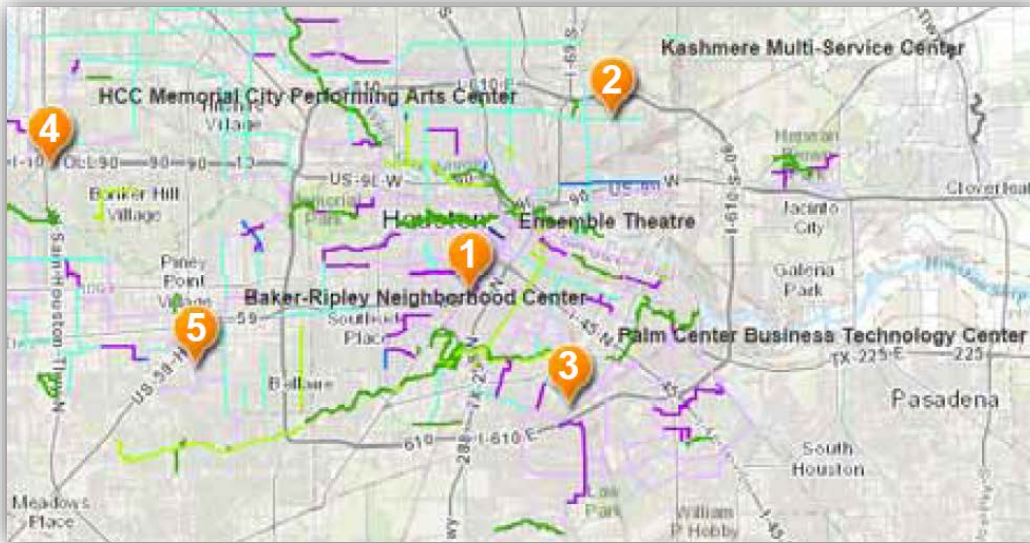




**Houston Bike Plan
Phase 2 Public Meetings Summary Document**

Date (2015)	Locations: Strategically located across the city of Houston to maximize public participation.	Attended
5.30	1) Ensemble Theatre @ 3535 Main St., 77002	103
6.04	2) Kashmere Multi-service Center @ 4802 Lockwood Drive, 77026	18
6.09	3) Palm Center Business Technology Center @ 5330 Griggs Road, 77021	36
6.23	5) Baker-Ripley Neighborhood Center @ 6500 Rookin, 77074	44
6.30	4) HCC Memorial City, Main Building, Eagle Room @ 1060 W. Sam Houston Pkwy N., 77043	36
		237



Goal Activity Exercise:

- 5.30.2015: 135 Goal Card Comments reviewed
- 6.04.2015: 24 Goal Card Comments reviewed
- 6.09.2015: 43 Goal Card Comments reviewed
- 6.22.2015: 36 Goal Card Comments reviewed
- 6.30.2015: 20 Goal Card Comments reviewed

Goal Cards were created to initiate a discussion around five general, open-ended statements listed below.

- I bike because...
- I wish it were easier to bike ...
- I would bike more if ...
- Houston would be a safer, healthier, more bike friendly place if...
- My favorite place to bike is ...



All responses received were evaluated and recorded in the Goals Comment Log. Themes are summarized below and include:

Cultural Shift/ Safety/Education/Enforcement:

- Biking is not currently considered a mainstream modal choice among network users. However, there is a cultural shift towards biking in Houston. Within public comments received, the following themes emerged:
 - o Education: How people in cars and on bikes are supposed to behave is not fully understood. People on bikes have a common fear that a motorist may not be aware of their presence on the road.
 - o Funding: How funding is allocated for roadway projects was also identified. Suggestion to re-prioritized funding from roadway expansion to bike facilities.
 - o Crime: Comments referred to safety as it pertained to bikes being stolen. Lighting was also recognized as a crime deterrent.
 - o Enforcement: Laws for motorist and bicyclist should be enforced. 3' passing law should be enforced. Drivers should be not text while driving. Increased police presence on off-street trails was also noted.
 - o Implementation: Setting targets for the Bike Plan and complete streets is needed. Need to be held accountable for implementation.

- Infrastructure/Design: Infrastructure and safety appeared as a dominant theme within cataloged public comments. A summary of findings are provided below.
 - o Delineated: Comments specified the need for more or improved bike lanes and separated bike lanes. Specific corridors were noted including Richmond, Westheimer, 20th Street and Waugh. Neighborhoods, such as the Downtown and Galleria, were also noted.
 - o Intersections: Crossing at intersections was noted as a deterrent for biking. A raised or properly marked location for bikes was identified.
 - o End of Trip Amenities: The need for end of trip amenities was expressed. Bike racks were most commonly noted as were facility showers.
 - o Reduced Speed Limit: Reduction in speed limits to 25 miles per hour was noted, as well as the request to get rid of one-way streets.
 - o Trail Congestion: Trail congestion and conflicts between pedestrian and bicyclist were identified. Separation of users (ped/bike) was an identified need for paths at George Bush Parks and Terry Hershey Park. The Brays Bayou trail was noted as not wide enough. If wider, potential conflict points could be avoided.
 - o Way finding: More street signs on bike paths were requested as a way to make Houston a much safer place, healthier, more bike friendly place.
 - o General: Detailed on the Goals Comment Log.

- Access/Connectivity: Access to bike facilities and connectivity through the city were general themes. Subtopics that emerged within this general theme include:

- Bayous/Parks: Safe and increased access points to the Bayou Greenway off-street trails was noted. Bayous identified include Brays Bayou, Buffalo Bayou, Sims Bayou and Keegans Bayou. Safe access points across Allen Parkway were identified. North-south connectivity between trails was also requested via safe on-street facilities. Safe access from the bayou trail to neighborhoods (e.g. Montrose) and neighborhood parks (e.g. Glenshire Park) were also noted.
 - Short Trips: Several comments were geared towards increased connectivity between adjacent neighborhoods (e.g. Downtown to the Texas Medical Center) or between area amenities (e.g. Allen Parkway to Memorial Park). The bike facility on Heights Boulevard was also identified with a desire to increase connectivity of the facility to the Texas Medical Center.
 - Traffic Congestion Avoidance: Comments indicated that existing congestion during rush hour traffic may influence biking as a preferred modal choice. Specific corridors such as York and Sampson were identified, as well as the desire to have safe passage under area highways.
 - Limited Stops: The desire to embark on a long ride with limited to no stops was also presented within this set of comments.
 - Transit: Access to transit was identified as a desire.
 - General Statements: Detailed on the Goals Comment Log.
- Maintenance: Comments include maintenance of existing trail facilities, debris within existing bike lanes or along the shoulder of a corridor, and pot holes, cracked pavement/concrete.
 - Health/Wellness: Health and wellness comments were geared towards the idea of being fit and living a healthy life style. A few comments were geared to the environment and the benefits' biking brings to reduce gas emissions.

“My Favorite Place to Bike” was not included in the summaries above. Responses include places like the bayou trail network, Hermann Park and Glenwood Cemetery.

Comment Cards:

Comment cards were provided as a tool for citizens to express thoughts that did not necessarily fit the structure of the Goal Card activity. Comments were recorded in the Comment Cards Catalog.

- 5.30.2015: 19 Comment Cards reviewed
- 6.04.2015: 3 Comment Cards reviewed
- 6.09.2015: 3 Comment Cards reviewed
- 6.22.2015: 7 Comment Cards reviewed
- 6.30.2015: 3 Comment Cards reviewed

Discussion Points – Question/Answer Period:

The following sets of questions were asked following the Tuesday, June 23rd Meeting at Baker-Ripley Neighborhood Center. All comments memorialized in the Public Comment log which includes public comments submitted at public meetings on bicycle network maps, via the Houston Bikeways Program email or during the question/answer periods at public meeting. The following was recorded:



- Once the Plan is complete, how are we going to get the network built?
 - o As part of this effort, an implementation plan will be developed. This document aims to identify funding sources and build off of existing programs like Rebuild Houston.
- What about distracted driving? Houston has Goal Zero, but what good is it if it is not enforced? What about no texting while driving?
 - o Enforcement is one of the challenges the will address.
- Who Funded the Lamar Cycle Track?
 - o The Lamar Cycle Track is the Houston’s first on-street, separated bike facility. It is a signature project built and funded by the Public Works and Engineering Department.
- Mayoral elections are right around the corner, and the Houston Bike Plan will still be under development. Do you anticipate the elections to affect the Plan?
 - o Mayoral elections are a very important process, and it is important that all Houstonians understand who candidates and their associated platforms.
- The Houston Bike Plan is just one plan. How does it fit into other plans, and how can we ensure it is not a standalone document, but one the melds with other initiatives?
 - o Plan Houston is the city’s general plan which is currently underway. Plan Houston captures a vision and policy directives for the city. This is the overarching umbrella document guiding the city operations and influencing other plans. The Houston Bike Plan will coordinate with the vision of the General Plan.
 - o Major Thoroughfare and Freeway Plan (MTFP) is an effective instrument in guiding development, as well as providing mobility and accessibility to a large number of people who reside and work in the greater Houston area. It is generally accepted as the basic guideline for the implementation of major thoroughfare and highway improvements by other governmental agencies within the jurisdiction of the City of Houston.

- The Houston Complete Streets & Transportation Plan is another guiding document that the will be coordinated with the Houston Bike Plan.
- How do you prioritize what neighborhood gets projects/funding? There is a lot going on in downtown and northwest Houston, but what about this area?
 - The Houston Bike Plan will establish a prioritized list of projects for implementation across the city. It may make the most sense to do the easy and cheap projects first so that progress and on network expansion can be seen sooner.

The following sets of questions were asked following the Tuesday, June 30th Meeting at HCC Memorial (Main Building). All comments memorialized in the Public Comment log which includes public comments submitted at public meetings on bicycle network maps, via the Houston Bikeways Program email or during the question/answer periods at public meeting. The following was recorded:

- What are center lane miles?
 - Center lanes miles are a unit of measurement which can be used to measure the number of miles of bike facilities. The centerline of a road, for example, is the center most point of the road's right-of-way. The same is true for an off street trail.
- I live in Spring Branch and see a lot of low-comfort bike lanes (light blue on presentation map). If these facilities are not heavily used today, is the goal of this plan to replace these facilities with something new or merely repave them? I think the ladder would be a waste of resources.
 - The Plan is intended to look at such facilities and determine how to incorporate more high-comfort facilities into the network. The goal would be to reevaluate how to achieve this by changing the facility type, moving the facility route, or other. Where right-of-way or funding may be limited, a near-term and then more long-term solution may be warranted.
- I work in the Energy Corridor, and I bike to work. However, during certain times of the year I perspire more and would love to have amenities to ensure I am presentable in the work environment. Who determines whether or not such facilities are built, and how can we incentivize employers who may already have such facilities to use them?
 - End of trip amenities is something being considered as part of this plan, and is one of the tool boxes discussed during today's discussion. It is important to remember, that showers are just one of the items within the toolbox. Bike Parking, bike locker and other amenities like bike flat changing stations are amenities that determine whether a person rides or not. Incentives for employers and business alike are being explored, as well various funding sources.
- Growing up we were taught to ride against traffic. How does this work with on-street bike facilities?
 - Biking against traffic is not recommended. Bikes should be predicable and flow in at a safe and consistent speed with vehicular traffic. As a kid you were probably taught to walk against traffic as a pedestrian. This is a commonly known practice.
- *Public Meetings Summary Document Prepared By : Anita Hollmann*