

Houston Bike Plan

Public Engagement FAQs



**PLANNING &
DEVELOPMENT
DEPARTMENT**

The Houston Bike Plan is a guide for the City of Houston to achieve the vision of making Houston a safer, more accessible gold-level bike-friendly city within 10 years. The vision is supported by 4 goals: Improved Safety, Increased Ridership, Increased Access, and Improved Development and Maintenance of Facilities. The Plan provides recommendations on the general location and types of bicycle facilities, projects, policies and programs that support the goals and vision. The Plan includes maps showing how the bike network might develop over time. More information is available at houstonbikeplan.org.

How was the Houston community engaged during the Houston Bike Plan?

The Plan employed three major phases of community engagement:

- 1) The first phase during spring and summer of 2015 focused on setting goals and a vision.
- 2) The next phase from Feb. 19 to April 11, 2016 solicited comment on the publicly-released draft plan.
- 3) Additional engagement with Bicycle Advisory Committee (BAC) members, other stakeholders, and the public occurred between the release of the revised draft in June 2016 and Planning Commission review and recommendation in early 2017.

Public engagement for the Plan exceeded the scope of work approved by City Council and feedback on the draft Plan was overwhelmingly supportive. Council Member David Robinson provided funding to assist with outreach. Below is a summary of public engagement performed by City staff, the consultant team, and project partners such as BikeHouston, Houston Parks Board, H-GAC, and the BAC.

- 100+ community meetings and events attended, including 12 Capital Improvement Plan (CIP) meetings in 2016, as well as Sunday Streets, Critical Mass, and community events;
- Presentations to the Super Neighborhood Alliance and inclusion of a Super Neighborhood Alliance representative on the Bicycle Advisory Committee;
- When requested, the project team and/or partners attended local civic meetings and events, including meetings with civic associations and individual Super Neighborhoods;
- The project team contacted all civic clubs for which we had contact information;
- Focus groups on neighborhood bike planning in Gulfton/Sharpstown, and on women and biking;
- Facebook posts, Twitter, an online webinar, and 3 CitizensNet email blasts;
- Coverage in the Houston Chronicle, online, television, radio, and in City Council newsletters;
- 75,000+ informational postcards and brochures distributed (bilingual English/Spanish) to libraries, multi-service centers, community centers, universities, bike shops, businesses, and METRO;
- 1,800+ people reached by BikeHouston's supplemental outreach to under-represented communities at over 30 locations, including transit centers, schools, and universities;
- 5,000+ people and organizations signed up for email updates (17 email updates were sent);
- 2,895 online surveys completed in 2015, and an additional 1,240 online surveys completed in 2016;
- 968 comments received on written maps and by email, as well as 312 comment cards received;
- 632 comments received on interactive online maps;
- 750+ letters or statements of support received, including from the following:

Super Neighborhood Alliance	Buffalo Bayou Partnership
Energy Corridor	Memorial Park Conservancy
Sharpstown Civic Association	State Representative Gene Wu
South Main Alliance	Transportation Advocacy Group - Houston
BikeHouston	Houston Parks Board

Who served on the Bicycle Advisory Committee?

The Houston Bike Plan reflects the interests expressed by the Houston community through a process facilitated by the Planning and Development Department. The Plan was funded by the City of Houston, the Houston-Galveston Area Council (H-GAC), BikeHouston, the Houston Parks Board, the Texas Department of Transportation (TxDOT), the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA). The study was guided by a Bicycle Advisory Committee appointed by Mayor Parker that included:

AARP, Isabel Longoria

Alief Independent School District, Sue Page

BikeHouston, Mary Blitzer, John Long, Michael Payne*

Bike Barn, Neil Bremner

City of Houston – Health Department, Stephen Williams,
Carra Moroni

City of Houston – Mayor’s Office of Sustainability, Lisa Lin

City of Houston – Parks & Recreation Department, Rachael
Die, Yolanda Ford, Yuhayna McCoy*

City of Houston – Planning & Development Dept., Patrick
Walsh, P.E.

City of Houston – Police Department, Captain Larry
Satterwhite

City of Houston – Public Works & Engineering Department,
Jeff Weatherford, P.E.

Critical Mass, Fab Ordonez

Greater Houston Partnership, Joey Sanchez

Houston B-cycle, Carter Stern, Will Rub*

Houston Coalition for Complete Streets, Jay Blazek Crossley

Houston – Galveston Area Council, Chelsea St. Louis*, Jesse
Thornsen*, Andrew Pompei*

Houston Independent School District, Leo Bobadilla,

Houston Parks Board, Beth White, Chip Place, Roksan
Okan-Vick*

Management District Energy Corridor, Clark Martinson

Management District Houston Downtown, Lonnie
Hoogeboom

METRO, Yuhayna McCoy, Luis Guajardo*, Jason Morgan*

Neighborhood Centers, Matt Starr

Neighborhood Representative, Cedric Douglas

Super Neighborhood Alliance, Steve Parker

TxDOT – Houston District, Ana Ramirez Huerta

Urban Land Institute (ULI), Ann Taylor*

*Representative no longer with organization

What was included in the release of the draft Plan for public comment in February 2016?

The public comment draft of the Bike Plan included drafts of all chapters of the Bike Plan including drafts of all maps. It also included an online interactive map which has been viewed over 21,000 times. An Interactive Plan Walkthrough Guide was also developed to help readers review the components of the plan.

The public comment period ran from February 19 through April 11, 2016 and also included an online survey and online webinar. The Bike Plan project team and partners actively engaged the public including attending CIP meetings in all Council Districts, as well as attendance at many other public events and significant outreach through study partners, online, and social media.

Were there any changes made to the draft Houston Bike Plan as a result of public comment?

Yes. Following the close of the public comment period on the draft Plan in April 2016, the project team considered all comments submitted, and incorporated many of them into the revised draft. The revised draft added facilities in areas like south Houston along Sims Bayou where new connections were provided, and included greater detail on access to the bayou network and on neighborhood-level bicycle planning. The study team made approximately 60 changes and added 133 miles of additional facilities to the initial draft map, which increased ½ mile access to the long range bicycle network by about 87,000 people.

Additional engagement and dialogue with BAC members, other stakeholders, and the public occurred between the release of the revised draft in June 2016 and Planning Commission review and recommendation in early 2017. This resulted in several changes, including additional recommendations regarding public engagement in the design of bicycle facility projects, clarification of toolbox elements and map legends, additional recommended roles for the BAC, interdepartmental coordination, and other technical and formatting changes.