City of Houston
Bicycle Advisory Committee
Infrastructure Subcommittee

PLANNING & DEVELOPMENT DEPARTMENT

HOUSTON BIKEPLAN

Meeting to be held virtually via Microsoft Office Teams
Wednesday, August 25, 2021 2:30 – 4:30pm

Call-In Option: +1 936-755-1521 **Conference ID:** 695 348 946#

Meeting Link:

For meeting documents, please visit our website

Comments received via email before 2:00pm on Aug 25 will be read into the record during public comment.

The public is invited to speak for up to two (2) minutes each either at the beginning of the meeting or at the end.

Agenda

Discussion Regarding the Following Items:

1. Chair's Report
2. Public Comment
3. Bikeways Deep Dive: TIRZs 5, 13, 15
4. Cullen Park Path
5. IDM Chapter 17 Updates
6. Prioritization: Corridor Analysis
7. Open Forum
8. Announcements/Events

City of Houston
BAC Infrastructure Subcommittee

August 25, 2021

Call to Order: Chair Tom Compson called the meeting to order at 2:30pm.

Roll Call:
Tom Compson, Chair (P)
Alejandro Perez, Vice Chair (A)
Tracy Alexander (P)
Zion Escobar (P)
Adam J. Williams (A)
Sandra Rodriguez (A)
Com. Kristine Anthony-Miller (A)
Beth Martin (P)
Lisa Graiff (A)
Trevor Reichman (P)
Jessica Wiggins (P)
Yuhayna Mahmud (P)
Nick Hellyar (A)
Judith Villarreal (P)
Amar Mohite (P)
Mike VanDusen (P)
Ana Ramirez Huerta (P)
Nikki Knight (A)
Robin Holzer (P)
Veon McReynolds (A)

Ex-Officio Members:
Ian Hlavacek (P)
David Fields (P)
Juvenal Robles (P)

1) Chair's Report. Chair Compson gave the Chair's Report:
   - Advising the BAC to stay informed of the upcoming tropical storm season, stay prepared and aware.
   - Construction on W Alabama. Of the three proposed options Chair Compson believes the third the safest for bicyclists and would provide the best comfort level. He encouraged all BAC members to review the proposal and provide comments.
   - To better manage time during BAC meetings public comment will be reserved for members of the public, and the addition of an open forum at the end of the meeting for committee member comments.

City of Houston
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PLANNING & DEVELOPMENT DEPARTMENT

HOUSTON BIKEPLAN

2) Public Comments
   - Matt Tutlow: comment given in person. In the last 10 days he's witnessed close calls between cars and pedestrians on Patterson Street. He would like to know if it is too late to add additional safety measures to the bikeway design to address this concern. *Staff Response: additional signal work and safety measures were recently added to the design. They should help with visibility concerns. Contractors are on board to build the bike lane in a matter of months (early 2022) to start construction.*
   - Wilson Calvert: comment given in person. He's noticed conflicting parking signs on Polk Street near the protected bike lanes. He's concerned residents will be confused as to where to park. *Staff Response: staff will follow-up with ParkHouston regarding signs on Polk St and how they are addressing other outdated signs.*

3) Bikeways Deep Dive: TIRZs 5, 13, 15
   - Sherry Weesner gave a presentation on how TIRZs are structured and detailed information on bikeway projects in TIRZs 5 (Memorial Heights), 13 (Old Sixth Ward), and 15 (East Downtown).

4) Cullen Park Path and the Highway Safety Improvement Plan
   - Bryan Dotson presented on the Cullen Park Path, a project that applied for Highway Safety Improvement Program (HSIP) funds. The trail would connect Cullen Park with Barker-Cypress Rd/George Bush Park trail network. This project was not approved to receive HSIP funding. Staff is currently investigating why the project did not make the list and refining the application for resubmittal.
   - Mr. Dotson also presented background information on HSIP funding and the criteria to apply.

5) IDM Chapter 17 Updates
   - Ian Hlavacek of Houston Public Works presented on updates to Chapter 17 of the Infrastructure Design Manual (IDM): Bicycle, Transit & Pedestrian Design Requirements.
   - Changes were made to align the IDM with the recent Walkable Places & Transit-Oriented Development (TOD) ordinance passed in 2020. Definitions for the pedestrian realm and its standards were adjusted.

6) Prioritization: Corridor Analysis
   - Staff member Brian Smith II presented a corridor analysis based on this year's bikeway prioritization. The presentation covered the methodology and scoring and compared the scores of Priority 1 bikeways with a utility corridor that did not score as high.

7) Open Forum
   - Chair Compson asked for the status of the MKT Spur
     a) Project will go to City Council for approval to allocate funds and on the agenda for Sep 1
     b) If approved, next step is to hold a community meeting to inform about construction, and construction is projected to last 6 months.

8) Announcements and Events
   - 8/30: Community meeting on bikeways changes coming to HCC Central Campus
   - Next Meetings:
     a) 9/22: Education Subcommittee
     b) 10/27: Bicycle Advisory Committee
     c) 11/17: Infrastructure Subcommittee

There being no further business brought before the Committee, Chair Compson adjourned the meeting at 4:42pm

Bicycle Advisory Committee

Infrastructure Subcommittee

August 25, 2021

PLANNING & DEVELOPMENT DEPARTMENT

Mission and Vision

BAC Mission
To advise and make recommendations to the commission and the director on issues related to bicycling in the city including, but not limited to, amendments to the Bike Plan, bicycle safety and education, implementation of the Bike Plan, development of strategies for funding projects related to bicycling, and promoting public participation in bicycling.

BAC Vision
By 2027, the City of Houston will be a Safer, More Accessible, Gold Level Bike-Friendly City

Roll Call

Tom Compson, Chair

Alejandro Perez, Vice Chair

Tracy Alexander

Zion Escobar

Adam J. Williams

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Com. Kristine Anthony-Miller

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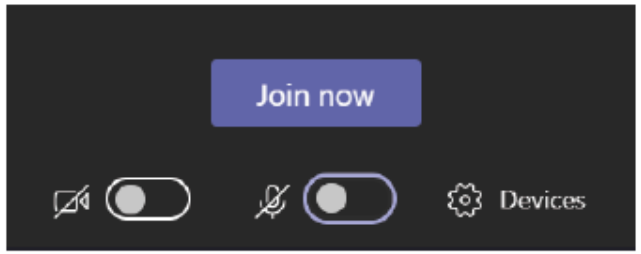
Microsoft Teams Meeting Instructions

Microsoft Teams Meeting Instructions



Please Remember to Stay on Mute, unless Identified by the Chair to speak

If you are connecting through the phone, please mute/unmute by pressing *6





Agenda

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The public is invited to speak for up to two (2) minutes each at the beginning of the meeting.

Chair's Report

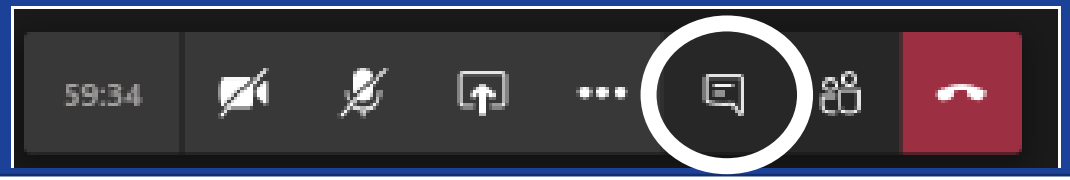
Tom Compson
Chair, BAC

Public Comment

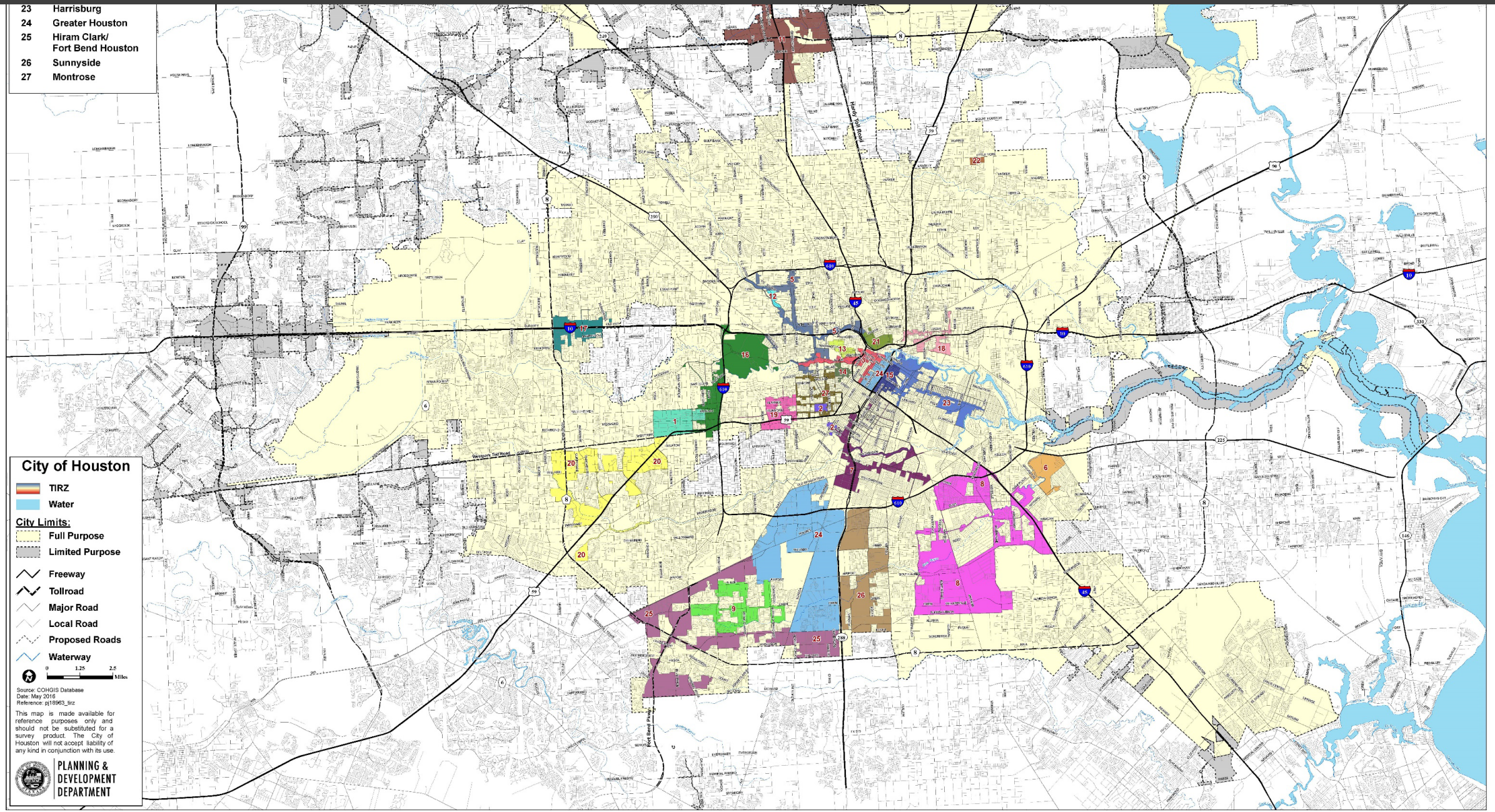
Send **written comments** to bac@houstontx.gov by 2:00pm the day of a BAC meeting. Comments will be read aloud by staff during the meeting.

Comment by **Phone:** to join dial 936-755-1521; ID 919 490 547#. Press ***6** to unmute when called upon by the Chair

Comment via **Microsoft Teams**: Type your name and that you would like to comment



An Introduction to the TIRZ Project Development, CIP and Project Implementation Process


23 Harrisburg
24 Greater Houston
25 Hiram Clark/ Fort Bend Houston
26 Sunnyside
27 Montrose
City of Houston
TIRZ
Water
City Limits:
Full Purpose
Limited Purpose
Freeway
Tollroad
Major Road
Local Road
Proposed Roads
Waterway
0 1.25 2.5 Miles
Source: COHGIS Database
Date: May 2016
Reference: pj18963_tirz
This map is made available for reference purposes only and should not be substituted for a survey product. The City of Houston will not accept liability of any kind in conjunction with its use.
PLANNING & DEVELOPMENT DEPARTMENT
Westpark Tollroad
Hardy Toll Road
Fort Bend Pkwy

- The purpose of a tax increment reinvestment zone is to finance construction of public facilities and infrastructure necessary to catalyze residential and commercial development and redevelopment within the Zone boundaries.

Tax Increment

- Upon creation of the Zone or annexation of land, the base year of the Zone is set
- All taxable values above the base value are considered tax increments, and resulting incremental tax revenues are deposited with the City in a special account held for the Zone
- Zones may only expend tax increments on projects included in their approved annual budget
- Projects are generally only allowed within the boundary of the Zone or to benefit the zone

Types of Projects that can be Financed

- Capital Projects – streets (roadway, sidewalks, bike facilities), drainage, water, wastewater, parks and public facilities, streetscape (lighting, landscaping), parking facilities, affordable housing, and economic development

The Project Plan – The most integral component of the TIRZ

- The Project Plan is developed when the zone is created
- Every capital project on the CIP **MUST** relate to the Project Plan
- Establishes the project priorities of the TIRZ by general categories
- Only projects that are identified within the project plan can be implemented through the Capital Improvement Plan for the TIRZ
- Must be approved by City Council
- Must be amended at each annexation or change in priority and approved by City Council

TIRZ Capital Improvement Plan - CIP

Reflects the TIRZ's specifically defined capital projects for the upcoming fiscal year as generally defined in the Project Plan and further reflects the TIRZ's priorities for capital projects for the next 4 years

Each CIP Project is defined as a separate detail within the CIP Package

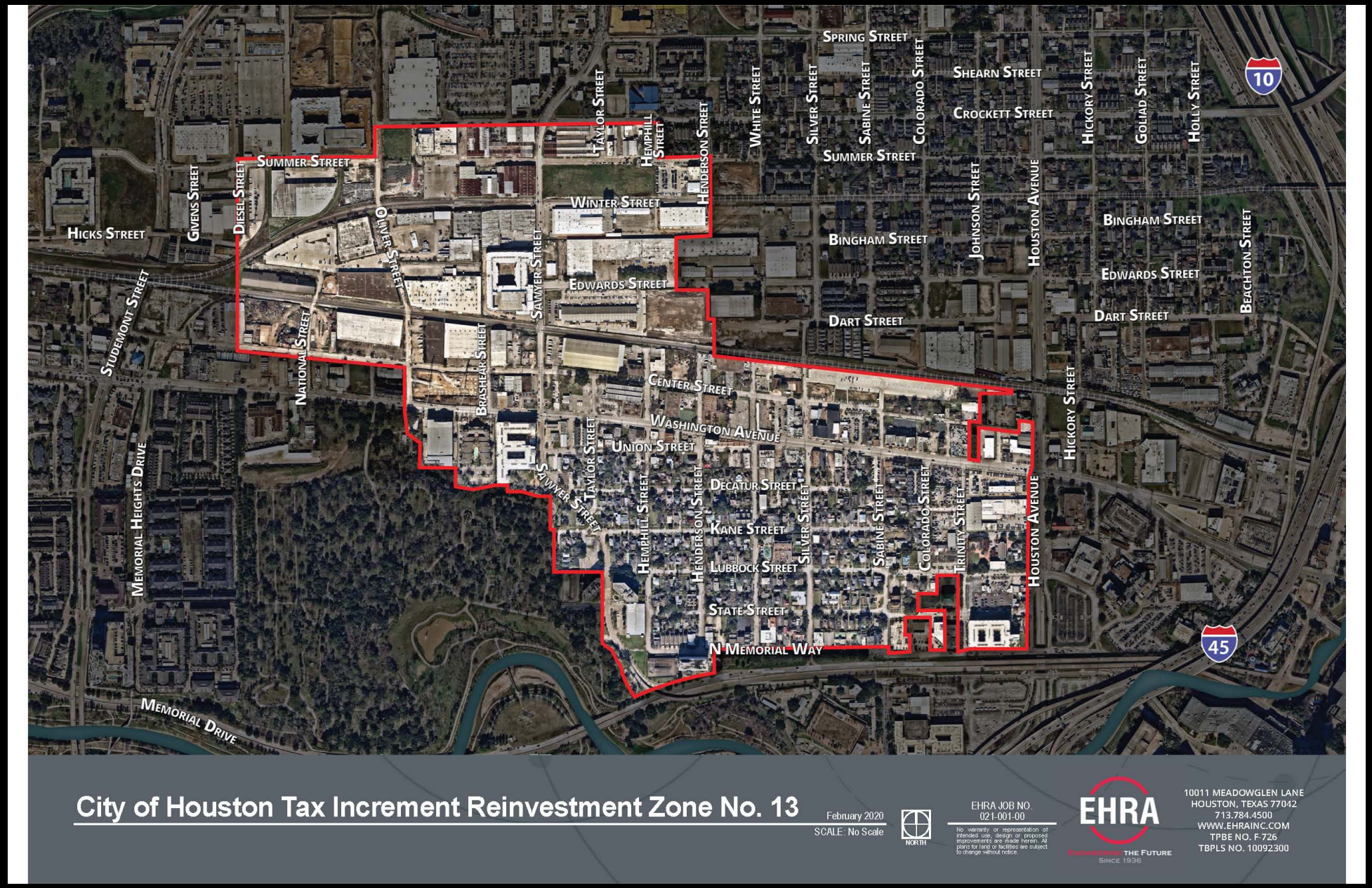
Project must meet sound engineering principals with supporting feasibility analyses and studies when required

Projects will be evaluated for affordability, COH priority, alignment with COH Goals, Council approved CIP and other programs/plans

The CIP Process is facilitated and managed by the Economic Development Office and is reviewed and approved by Public Works

All budgets and CIP must be approved by City Council

TIRZ 13
Old Sixth Ward
Redevelopment
Authority



Old Sixth Ward Redevelopment Authority/TIRZ 13 Current Projects

- **Edwards**
- **Sawyer**
- **Silver Street**
- **Mobility Study**

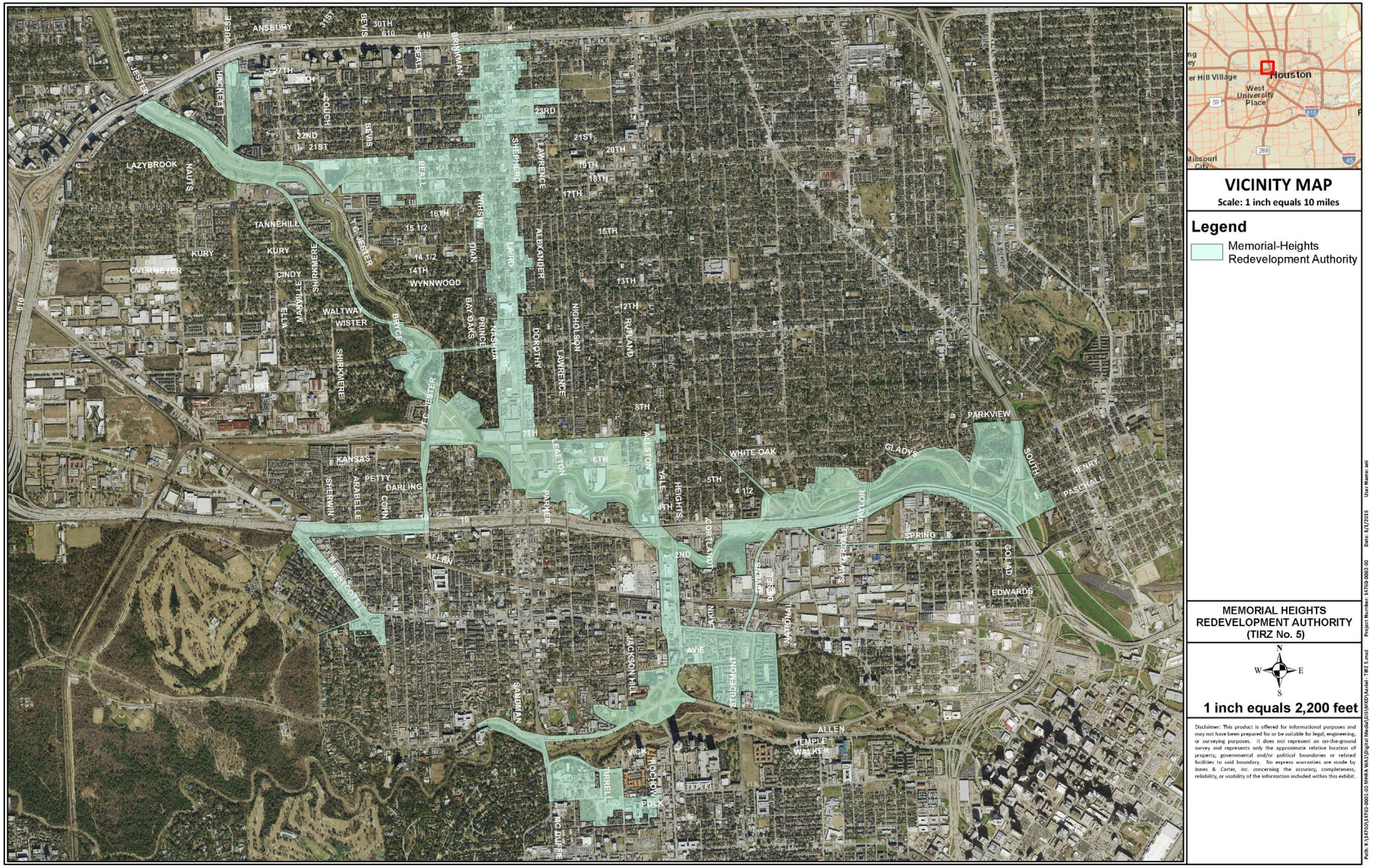
TIRZ 15
East
Downtown
Redevelopment
Authority



East Downtown Redevelopment Authority/TIRZ 15 Current Projects

- **Bastrop**
- **Columbia Tap**
- **Walker**
- **Mobility Study**

TIRZ 5
Memorial
Heights
Redevelopment
Authority



Memorial Heights Redevelopment Authority/TIRZ 5 Current Projects

- **Shepherd/Durham**
- **Heights**
- **MKT**
- **West Dallas**
- **MKT Trail Extension**
- **Yale @ Center**
- **Mobility Study**

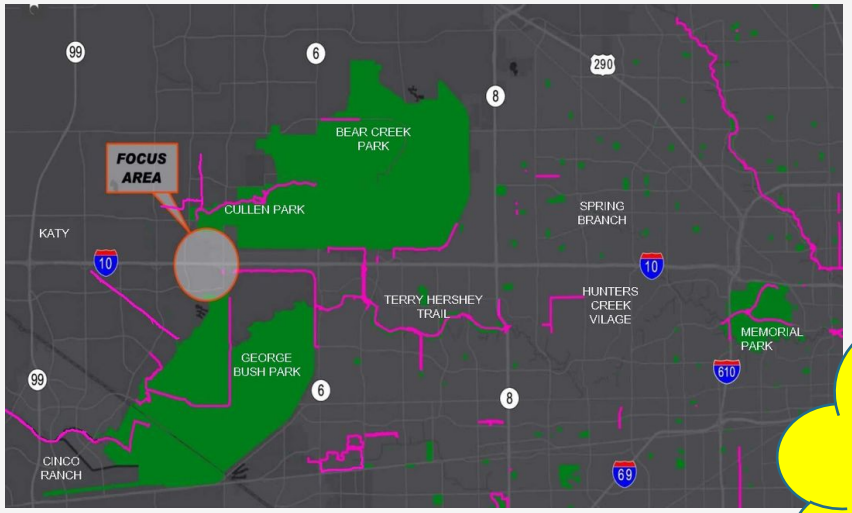
Q & A



Cullen Park Path and the Highway Safety Improvement Program (HSIP)

Judith McGlaughlin, One Creek West
Bryan Dotson, Trails Advocate
For Bicycle Infrastructure Subcommittee August 25, 2021

Cullen Park Path



- Effort started in 2003.
- Local MUDs funded Cullen Park Path Study.

TXDOT HSIP



HSIP 2020 program grant pending confirmation.

- Qualified fatality in 2019.
- HSIP provides 90% of $800k project.

Cullen Park Path Status[1]

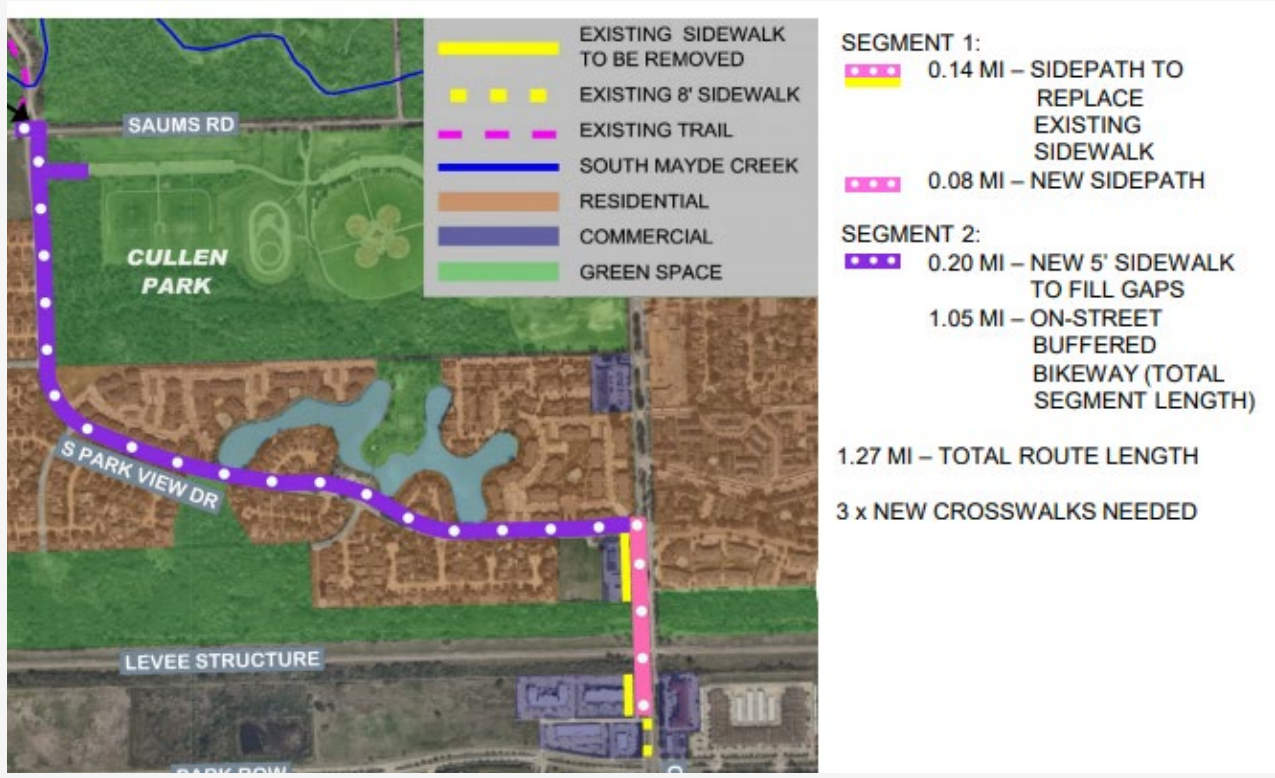
Barker Cypress Segment 1 (pink)

- TXDOT HSIP (90% of project) funding to City of Houston is pending confirmation.
- Next step is design, easements, and permitting.

South Park View Segment 2 (purple)

- Depending on design details, $100-$300k. Project has $90k on deposit at Houston Park Board.
- Currently in contact with 9 area MUDs.

[1] As of August 20, 2021



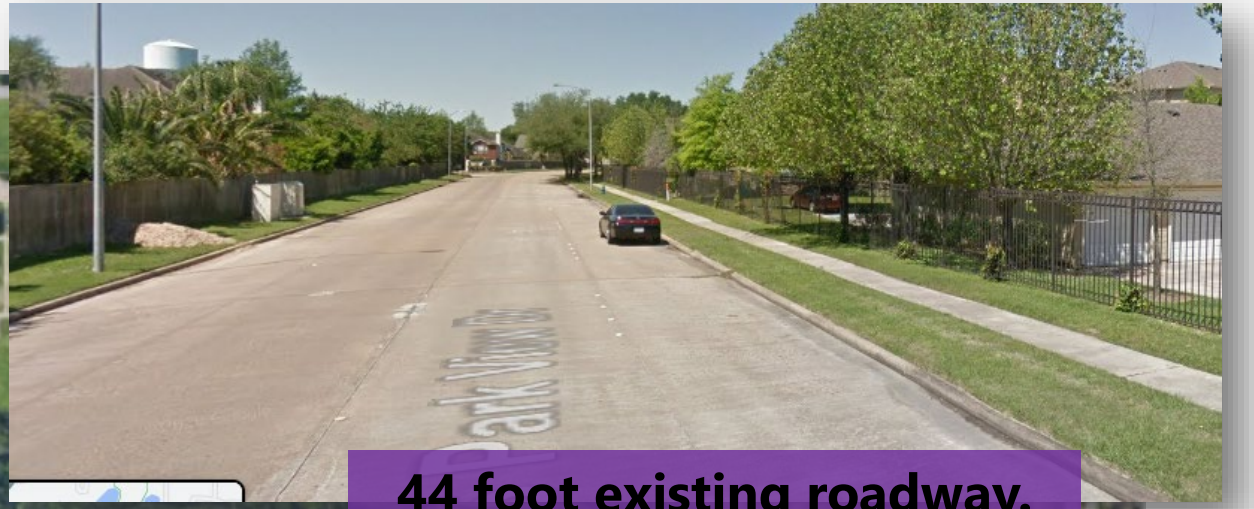
Plan Forward: Next step is working through COH District A Council Member Amy Peck to determine design details for South Park View. Once cost is known, we will contact area MUDs to raise remaining funds.

Segment 2: Along South Park View

Project will:

- Extend sidewalk to Saums.
- 2021 IDM indicates a retrofit bike lane is feasible. Options are standard, buffered, or separated.

Local input pending.



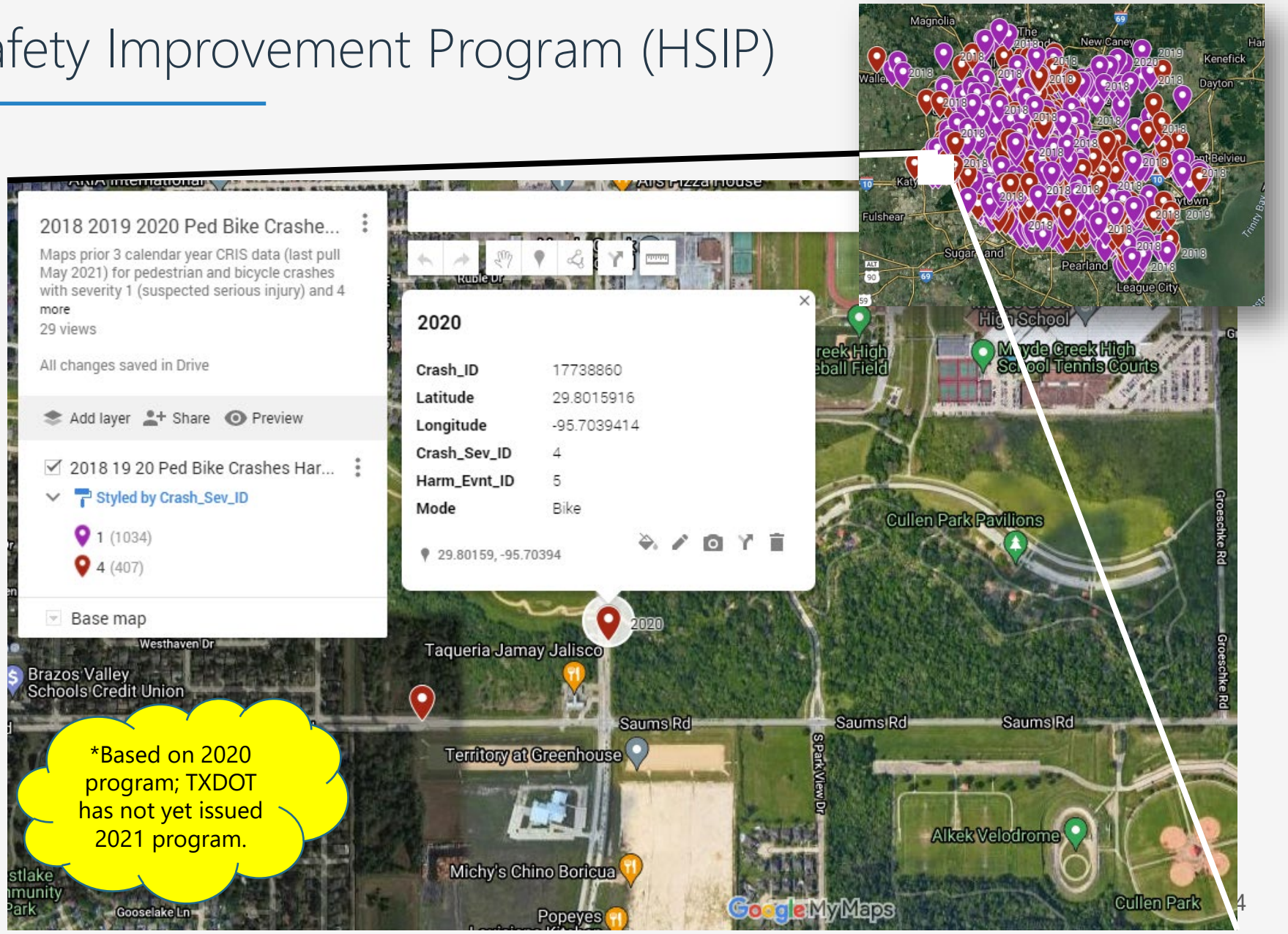
44 foot existing roadway.
No lane markings.
Posted 30 mph.
ADT is about 5000.

TXDOT Highway Safety Improvement Program (HSIP)

If you have a project that would have reduced the chance of an injury or fatality that occurred in 2018-2020, application by COH or HC should be ready by October 1*.

Map of incidents qualifying for 2021 HSIP program:

https://www.google.com/maps/d/edit?mid=1Vlepem8D58X4mQ6aDlaE0pLio2ZlS6nL&usp=sharing



Summary & Conclusions

- The Cullen Park Path is an important connection in west Houston. Confirmation of HSIP 2020 program funding will put project on track for execution.
- Follow-through on final design and execution will be the focus over the next year.
- Other trails projects can connect to Cullen Park with HC MUD and HSIP funding.
- The TXDOT HSIP can be a useful source for funding if there has been a fatality or serious injury in the past 3 years.





CHAPTER 17

BICYCLE, TRANSIT & PEDESTRIAN DESIGN REQUIREMENTS



WALKABLE PLACES & TRANSIT-ORIENTED DEVELOPMENT (TOD)

Passed by City Council on 8/5/2020

- Primarily aimed at development
- Sidewalk standards tied to IDM

https://www.houstontx.gov/planning/Commissions/committee_walkable-places.html



PEDESTRIAN REALM

Pedestrian realm =

- Sidewalk
- Safety buffer (next to street)
- Frontage buffer (next to ROW)

NOT always the same as the "S" dimension in Ch 10

PEDESTRIAN REALM - EASEMENTS

Sidewalk
Free and unobstructed



Safety/Frontage Buffers
Acceptable Components



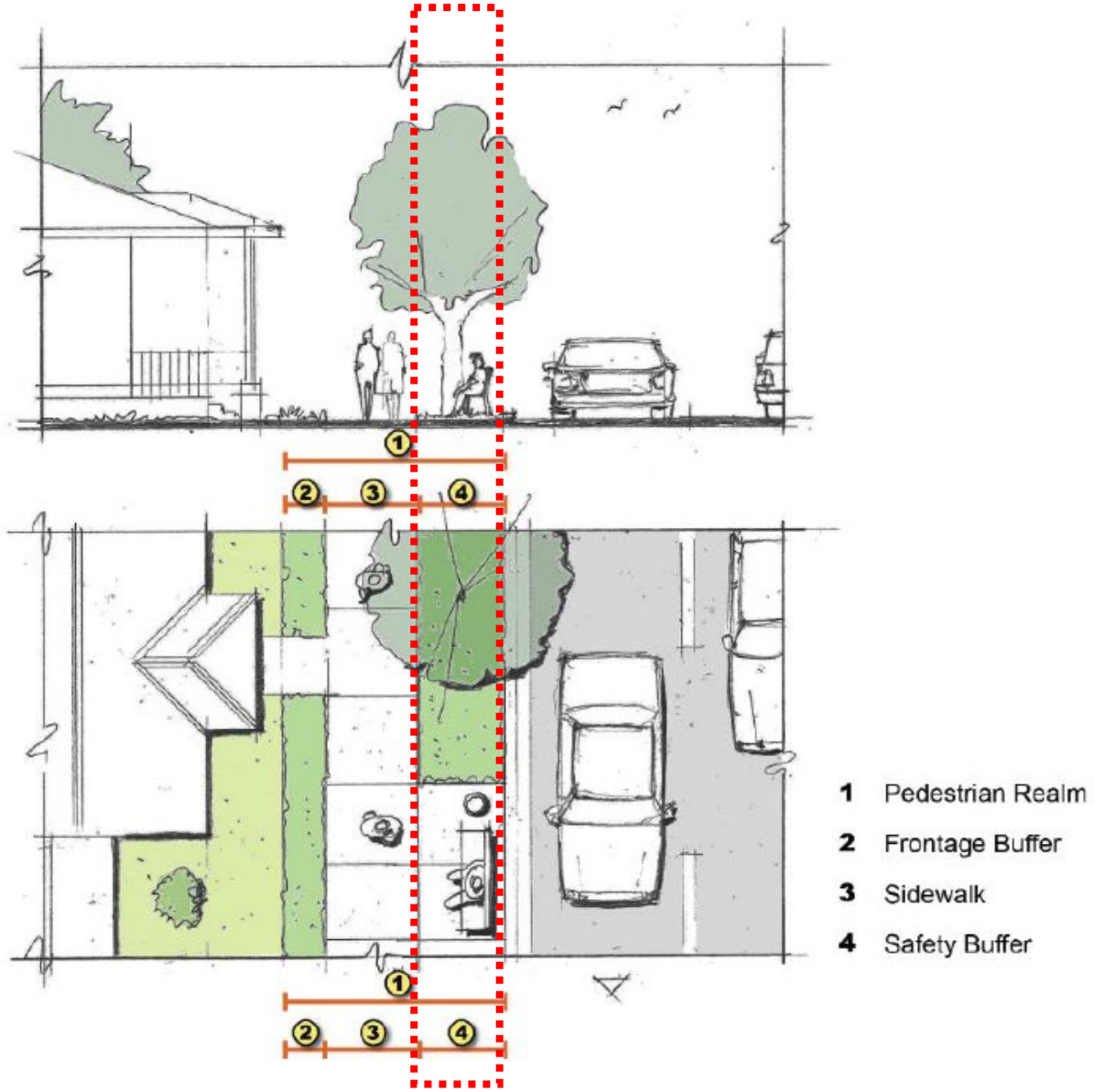












SAFETY BUFFER

Acceptable:

- **Paved or grass**
- **Utilities, poles, signs**
- **Trees**

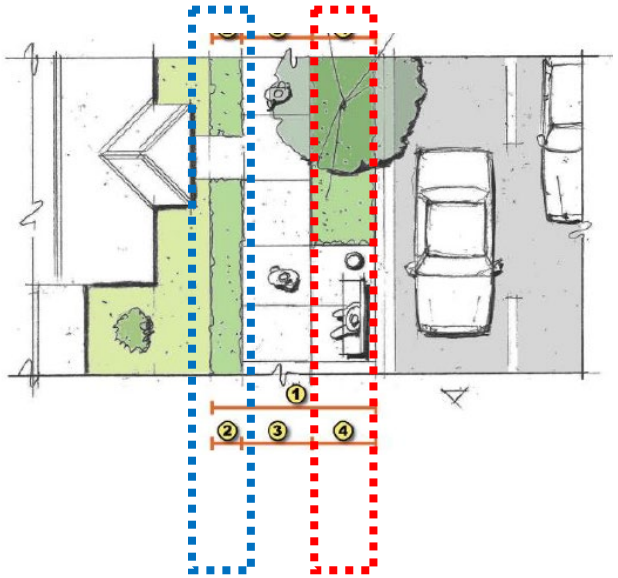
NO VEHICLE USES (e.g. cut-back parking)

SAFETY & FRONTAGE BUFFERS

2020

Table 17.2 - Minimum Sidewalk Widths

	Desirable Minimum (ft)	Absolute Minimum (ft)
Pedestrian Realm Width	15	10
Sidewalk Width (Major Thoroughfare, Collector, Transit Street, Type A Street)	6-10+	6
Sidewalk Width (Local)	5+	5
Frontage Buffer	3	0
Safety Buffer	4	2



2021

Table 17.2 – Frontage Buffer and Safety Buffer Width Standards

Classification	Optimal	Minimum
Safety Buffer	6 feet or more	4 feet
Frontage Buffer	3 feet or more	1 foot

SIDEWALK WIDTH

2020

Table 17.2 - Minimum Sidewalk Widths

	Desirable Minimum (ft)	Absolute Minimum (ft)
Pedestrian Realm Width	15	10
Sidewalk Width (Major Thoroughfare, Collector, Transit Street, Type A Street)	6-10+	6
Sidewalk Width (Local)	5+	5
Frontage Buffer	3	0
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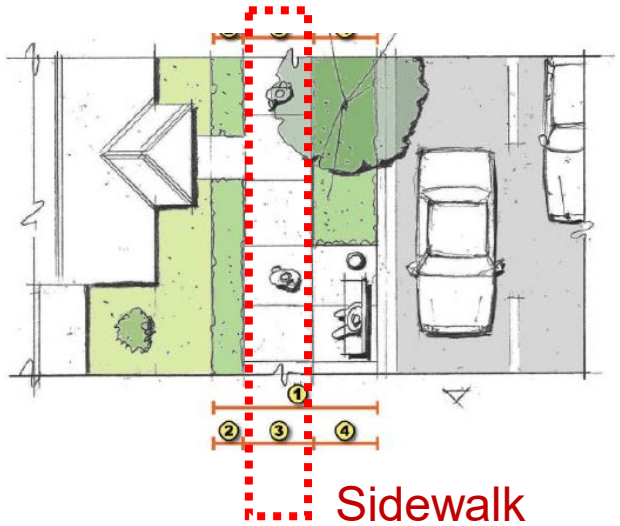


2021

Table 17.3 – Minimum Sidewalk Width Standards

Street Type	Type	Minimum Width
Within Central Business District[4]	All	8 feet
Major Thoroughfare	Walkable Places Street	As designated by the Walkable Places Plan
	TOD Street	8 feet
	All Others	6 feet
All Other Public Streets	Walkable Places Street	As designated by the Walkable Places Plan
	TOD Street	6 feet
	All Others	5 feet

SAFETY & VISIBILITY BUFFER

Sec. 40-32. - Pedestrian safety and visibility buffer.

(a) It shall be unlawful for any person without an approved application to build, construct, plant, place, or otherwise cause a visual obstruction within the pedestrian safety and visibility buffer adjacent to a driveway where vehicular traffic exits onto a public street and crosses a sidewalk required by article XXII of this chapter.

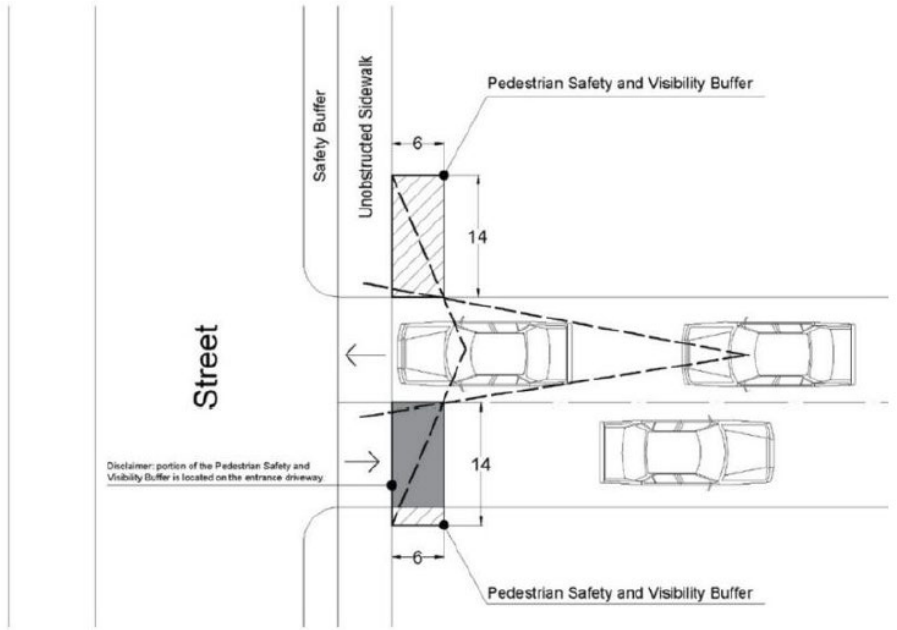


Figure 17.7 – Pedestrian Safety and Visibility Buffer – Two-Way Driveway[6]

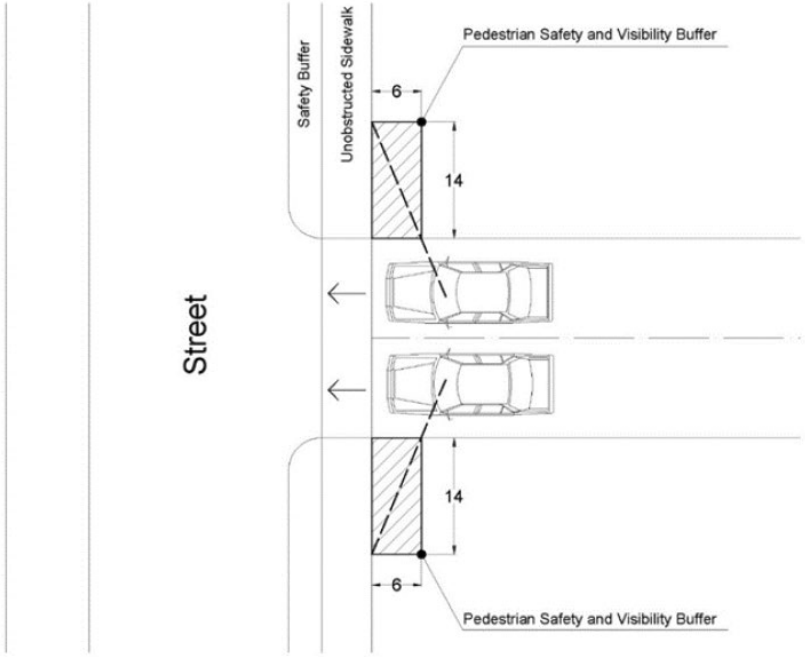


Figure 17.8 – Pedestrian Safety and Visibility Buffer – One-Way Driveway[7]

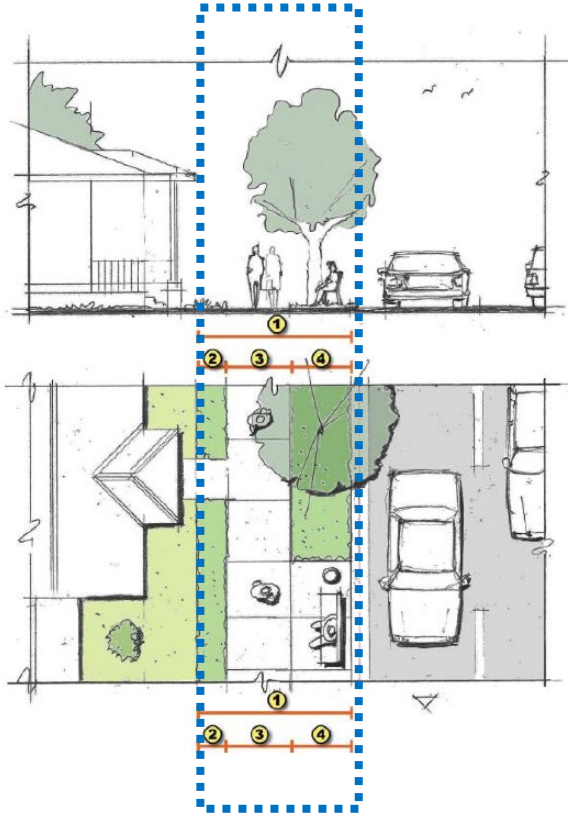
WALKABLE PLACES / TOD

Sec. 42-621. - Pedestrian realm standards.

(a) The pedestrian realm shall comply with all the following standards, unless a modification is granted under section 42-604 of this Code:

(1) Meet the minimum width standards shown below:

Classification	Street Type	Minimum Width of the Pedestrian Realm
WP Street	All	As established by the walkable places plan
Transit Corridor Street	Only one vehicular through traffic lane in each direction	15 feet
	All others	20 feet
TOD Street	Major thoroughfare with a right-of-way width of 80 feet or less as designated by the MTFP	15 feet
	All other major thoroughfares	20 feet
	Any street that is not curb and gutter	10 feet measured from the functional edge furthest from the roadway of an adequate drainage facility, as approved by the city engineer
	All others	15 feet



HOUSTON PUBLIC WORKS

Prioritization: Corridor Analysis

Brian D. Smith II
Planning & Development

Bikeway Prioritization

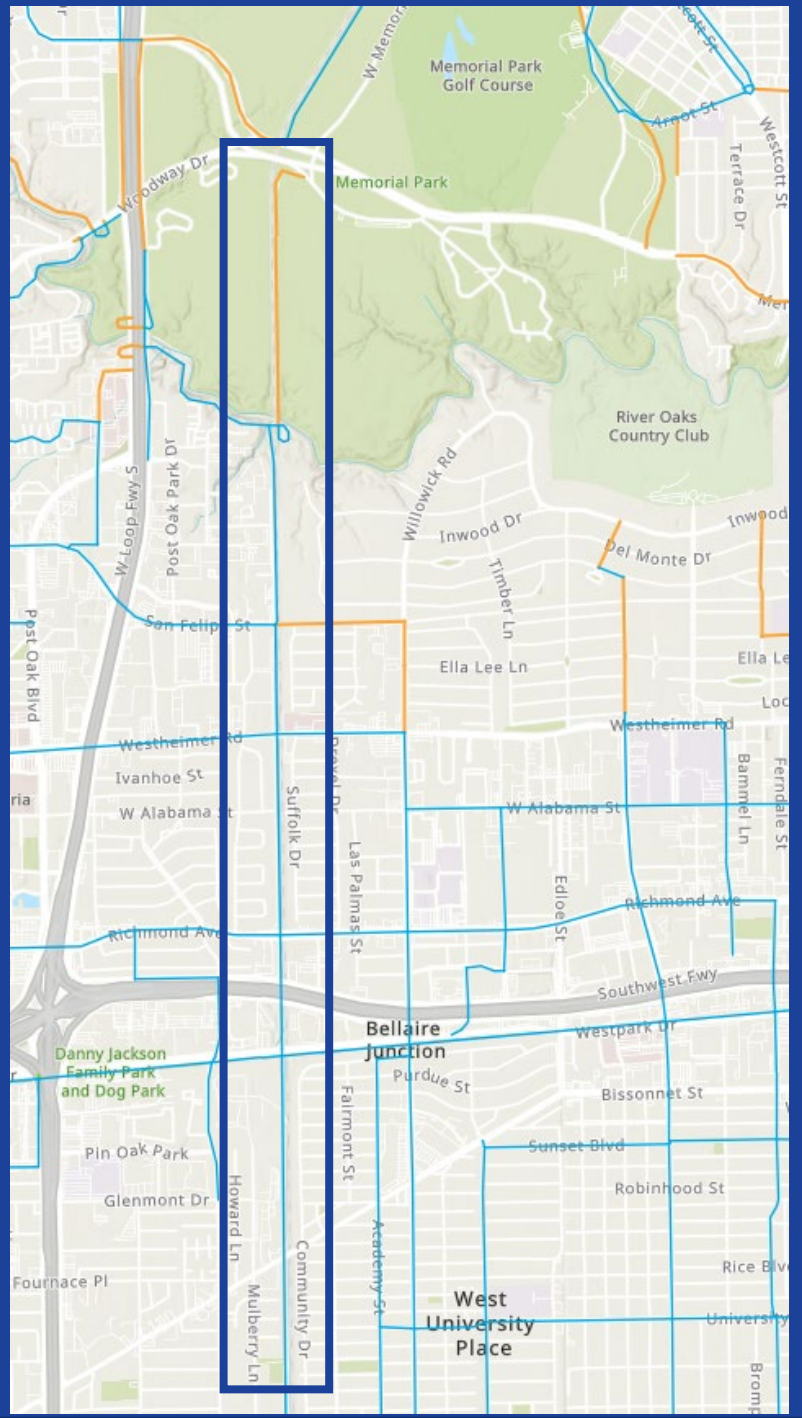
Methodology and Scoring (100 Total Points Available)

Factor	Variables and Raw Scoring	Weighted Score
Safety (34%)	▪ In HIN (Yes = 1 point) ▪ Bike Crashes (grouped in 1,500 ft radius, 1 point per crash) ▪ Range: 0-10	▪ Total: 0-34 ▪ 1 point = 3.4
Demand (17%)	▪ Key Destinations within a ¼ mile: parks, schools, libraries, community centers, LRT stations, bus stops, transit centers, park & rides ▪ 1 point per category ▪ Range: 0-6 (6 was highest value recorded)	▪ Total: 0-17 ▪ 1 point = 2.83
Connectivity (28%)	▪ Connects to an existing and/or programmed bikeway (Yes = 1 point)	▪ Total: 0 or 28
Equity (21%)	▪ In a low-moderate income census tract (Yes = 1 point) ▪ % no-auto households above median (Yes = 1 point) ▪ In a Complete Community (Yes = 1 point) ▪ Range: 0-3	▪ Total: 0-21 ▪ 1 point = 7

Bikeway Prioritization

Utility Corridor

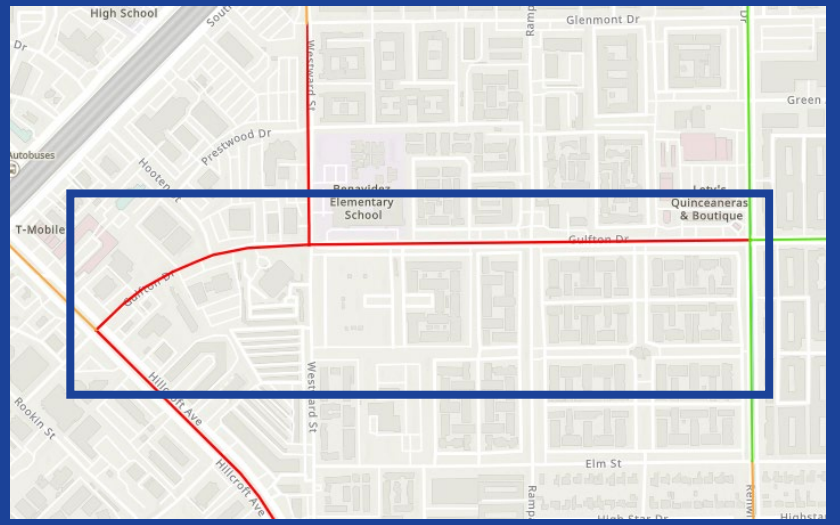
- Spans from Memorial Park south to Brays Bayou and beyond
- One segment priority 2, the rest priority 4

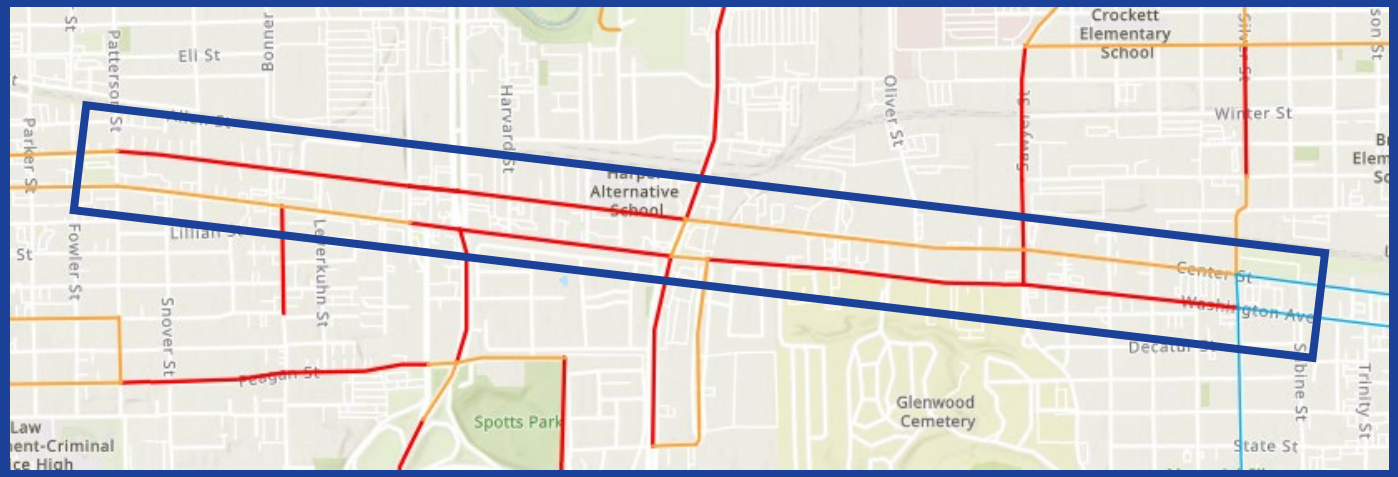


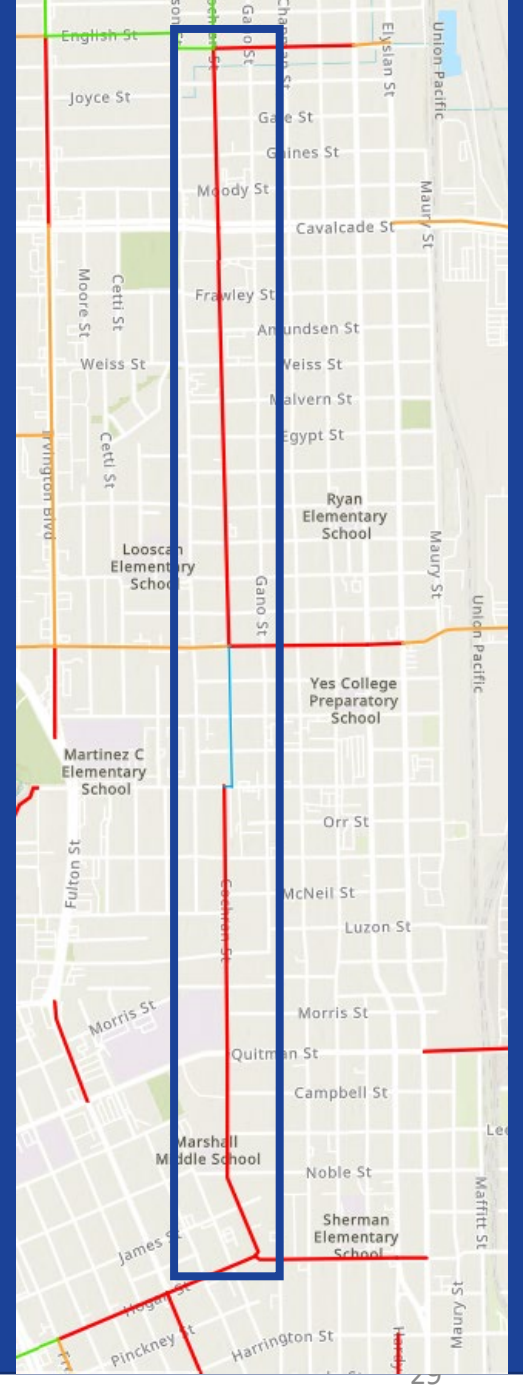
Bikeway Prioritization

Comparison Segments:

- Segments of Gulfton Dr, Cochran St, and Washington Ave
- All were calculated as Priority 1







Bikeway Prioritization

Score Comparison

Name	Extent	Priority	Raw Scores			Weighted/Final Scores				Total Score	Rank (out of 4,435)
			Safety	Demand	Equity	Safety	Demand	Equity	Connectivity		
Utility Corridor	Woodway Dr to Buffalo Bayou	2	0	1	0	0	2.83	0	28	30.83	1,126
	Buffalo Bayou to San Felipe St	4	0	2	0	0	5.67	0	0	5.67	3,497
	San Felipe St to Westheimer Rd	4	1	1	0	3.4	2.83	0	0	6.23	3,285
	Westheimer Rd to Richmond Ave	4	1	1	0	3.4	2.83	0	0	6.23	3,424
	Richmond Ave to Westpark Dr	4	0	1	0	0	2.83	0	0	2.83	4,096
	Westpark Dr to Brays Bayou	4	0	2	0	0	5.67	0	0	5.67	3,777
Gulfton Dr	Hillcroft Ave to Westward St	1	7	2	1	23.8	5.67	7	28	64.47	51
	Westward St to Renwick Dr	1	7	2	1	23.8	5.67	7	28	64.47	50
Cochran St	English St to Cavalcade St	1	0	3	2	0	8.5	14	28	50.5	231
	Cavalcade St to Collingsworth St	1	2	3	1	6.8	8.5	7	28	50.3	243
	Hays St to Quitman St	1	4	4	1	13.6	11.33	7	28	59.93	91
	Quitman St to Hogan St	1	4	4	3	13.6	11.33	21	28	73.93	14
Washington Ave	Waugh Dr to S Heights Blvd	1	10	2	0	34	5.67	0	28	67.67	31
	S Heights Blvd to Studemont St	1	9	2	0	30.6	5.67	0	28	64.27	61
	Memorial Heights Dr to Sawyer St	1	10	2	0	34	5.67	0	28	67.67	28
	Sawyer St	1	10	2	0	34	5.67	0	28	67.67	30

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Open Forum

Announcements and Events

Announcements



Community meetings on bikeway changes coming to HCC Central Campus

- Mon, Aug 30, 6pm
- Meeting will be virtual: https://bit.ly/3iZXxFE

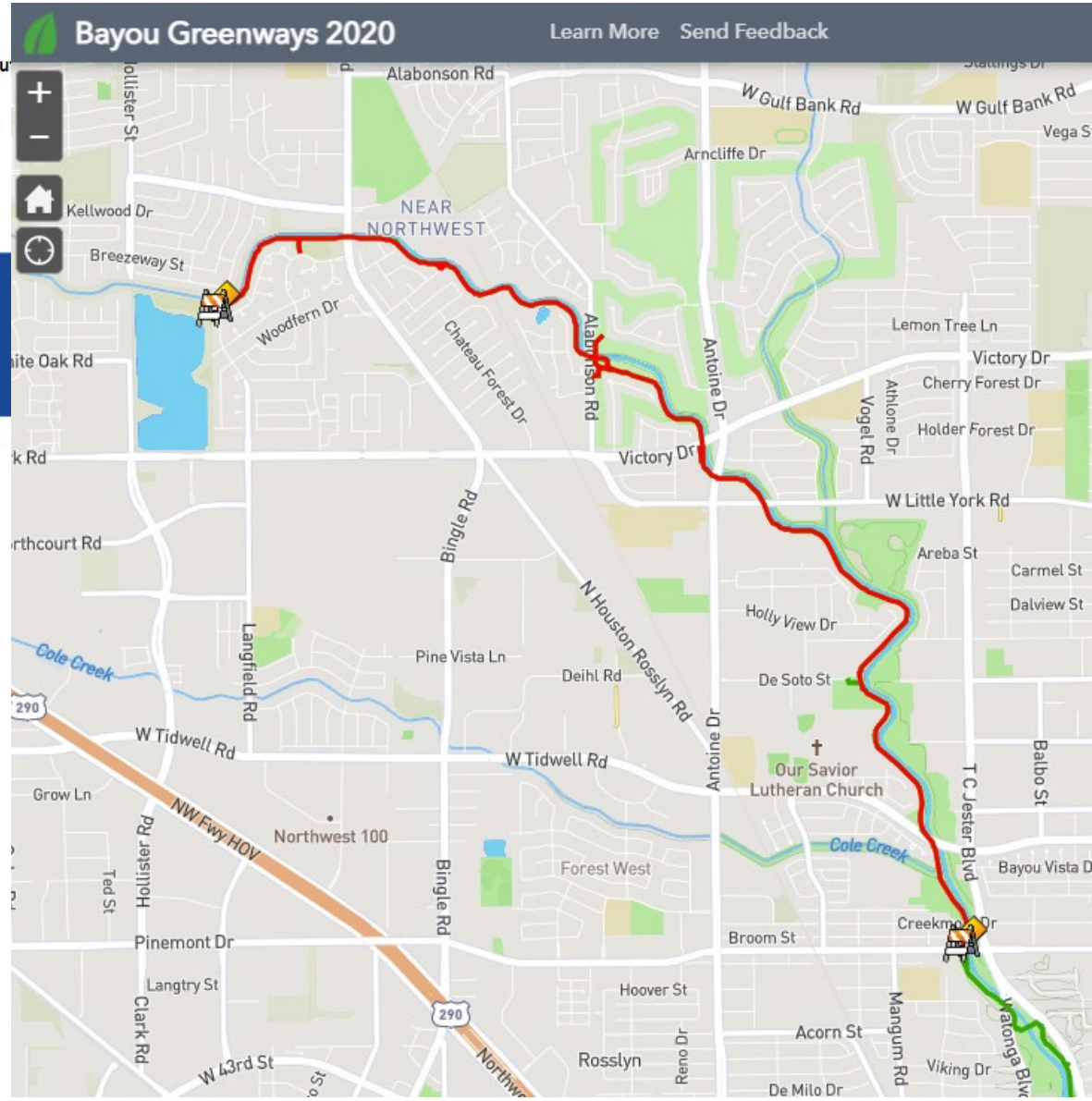
Upcoming Engagement: White Oak Bayou Detour

PLANNING & DEVELOPMENT DEPARTMENT

Home Abou

Let's Talk Houston!

- P&D, HPW, HPB, NNMD are collaborating to begin engagement for a safe detour for the White Oak Bayou closure
- Feedback page on https://www.letstalkhouston.org/mobility will be live soon.
- Public meetings will be scheduled for the fall



Announcements

Next Meetings

- Education Subcommittee: June 23, 2:30-4:30pm, Microsoft Teams
- Bicycle Advisory Committee: July 28, 2:30-4:30pm, Microsoft Teams
- Infrastructure Subcommittee: August 25, 2:30-4:30pm, Microsoft Teams

Thank You

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