City of Houston
Bicycle Advisory Committee
Infrastructure Subcommittee

PLANNING & DEVELOPMENT DEPARTMENT

HOUSTON BIKEPLAN

Meeting to be held in person and virtually via Microsoft Office Teams
Wednesday, February 28, 2024. 2:30 – 4:30pm
John B. Raia Conference Room, 611 Walker St

Call-In Option: +1 936-755-1521 **Conference ID:** 435 986 680#

Microsoft Teams Meeting Link:

For meeting documents, please visit our website

Comments received via email by 5:00pm February 27th 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. Director's Report
2. Chair's Report
3. Public Comment
4. Houston Public Works: IDM Updates
5. Maintenance/Sweeper Updates
6. Bryan Dotson: SBIF Requests for Cullen Park Path and Piping Rock
7. Bryan Dotson: Post-Appraisal of Shepherd/Durham
8. Open Forum
9. Announcements/Events

City of Houston
BAC Infrastructure Subcommittee

PLANNING & DEVELOPMENT DEPARTMENT

HOUSTON BIKEPLAN

February 28, 2024

Call to Order. Chair Joe Cutrufo began the meeting at 2:36pm.

Roll Call: (**bold** indicates present)
Joe Cutrufo, Chair
Tom Compson, BAC Chair
Alejandro Perez, BAC Vice Chair
Leah Chambers
Lisa Graiff
Trevor Reichman
Jessica Wiggins
Yuhayna Mahmud
Ben Drews
Amar Mohite
Mike VanDusen
Ana Ramirez Huerta
Robin Holzer

Ex-Officio Members:
Monique Johnson, Planning & Development
Ian Hlavacek, Houston Public Works
Patricc Fortiori, Parks & Recreation

Item 1: Director's Report. Monique Johnson gave the Director's Report. No updates at this time.

Item 2: Chair's Report. Chair Joe Cutrufo gave the Chair's Report.

Since this committee's formation we've seen Houston slowly transform into a city where more people can travel safely by bike. Recent polls show public interest in more bike infrastructure and want to travel more by bicycle. As an advisory committee to the planning staff, we need to continue to support by making sure the City has the resources it needs, like information, to make good decisions on multi-modal transportation.

We need to have more hard data on ridership, counts, to provide elected officials and staff with future implementation of the bike plan and prioritization iterations.

Recognizing the support that staff and elected officials have already given towards

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maintaining our bikeways, let's give them a tailwind to continue to do more. The BAC and Infrastructure Subcommittee are available to help create an environment in which maintenance is improved. We can't be a great city if we don't take care of our infrastructure.

Item 3: Public Comment.

Ten (10) written comments were submitted in support of the proposed Cullen Park Path or Piping Rock Connection.

Cullen Park Path: Todd Ward, Bob Shortle, M. Broussard, Deborah Griese, Chuck Mason, Alan Wiggins, Ruth Hollyer, Ross Mowrey

Piping Rock Connection: Randall Bacon, Nick Kornuta

Marian Wright spoke regarding the intersection of White Oak and Micheaux and safety.

Judith McLaughlin spoke regarding the proposed Cullen Park Path.

Ed Pettitt spoke regarding METRO BOOST 54 and shared updates from the Friends of Columbia Tap.

Ricky Cardenas spoke regarding bicycle commuting and safe speeds on shared-use paths where pedestrians and bicyclists both occupy.

Gregg Nady spoke regarding the proposed Piping Rock Connection and Cullen Park Path.

Marcelo Escalera spoke regarding increasing the bikeways network.

Keith Hardy provided written comments via Microsoft Teams chat regarding the proposed Cullen Park Path and Piping Rock Connection.

Item 4: Houston Public Works IDM Updates.

Virginia Lynn, Senior Staff Analyst, Transportation & Drainage Operations, Houston Public Works presented on updates to the City's Infrastructure Design Manual relevant to bicycle infrastructure in Chapter 15 (Traffic and Signal Design Requirements) and Chapter 17 (Pedestrian, Bicycle, and Transit Design Requirements). The Infrastructure Design Manual is found on the Houston Permitting Center website.

Item 5: Bikeway Maintenance/Sweeper Updates.

Brian D. Smith II, Transportation Planner, Planning & Development, presented an

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update on the bikeways sweeping program. HPW is currently working with the vendor of the Space City Sweeper to resolve maintenance issues. 311 is launching a bikeway-specific maintenance category that will launch spring 2024.

Item 6: SBIF Requests for Cullen Park Path & Piping Rock.

Bryan Dotson presented two potential projects to utilize Strategic Bikeways Funds: an extension of the Cullen Park Path and an extension of the George Bush Park Trail to Piping Rock. He's proposing the funds be utilized for the local match for a Harris County Precinct 4 Places4People application.

Letters of Support: At the time of the meeting staff received nine (9) letters in support of the Cullen Park Path and thirteen (13) letters in support of Piping Rock.

Committee action: Refer projects to the April BAC meeting for vote on supporting SBIF utilization for local match. If BAC votes in support, SBIF funds will be earmarked until October 2024. Concurrently, staff will evaluate feasibility of project and application requirements.
Vote: Unanimous **Abstain:** None

Item 7: Post-Appraisal of Shepherd/Durham.

Bryan Dotson presented his post-appraisal of the high-comfort bike lanes recently installed on Shepherd Drive and Durham Drive from Washington Avenue to Feagan Street.

Item 8: Open Forum.

Alejandro Perez: will the Lamar Street bikeway detour on Polk Street become permanent?

Item 10: Announcements.

Upcoming Events
- 3/5, TIRZ 12 Mobility Plan Public Meeting. 6pm at LifeBrook Church (1822 W 18th St). [Website]
- 3/16, Third Ward on Tap: block party and resource fair hosted by the Houston Housing Authority and Friends of Columbia Tap. 10am-2pm, Cuney Homes (3260 Truxillo St)
- 4/7, Tour de Houston. [Website]
- 5/17, Bike to Work Day. Details TBD

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City of Houston
BAC Infrastructure Subcommittee

Next Meetings

- Education Subcommittee: Mar 27, 2:30pm; John B. Raia Conference Room/MS Teams
- Bicycle Advisory Committee: April 24, 2:30pm; Council Chambers/MS Teams
- Infrastructure Subcommittee: May 22, 2:30pm; John B. Raia Conference Room/MS Teams

Meeting Adjourned at 4:33pm.

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Bicycle Advisory Committee

Infrastructure Subcommittee

February 28, 2024

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

Infrastructure Subcommittee Roll Call

Joe Cutrufo, Infra SC Chair

Tom Compson, BAC Chair

Alejandro Perez, BAC Vice Chair

Leah Chambers

Lisa Graiff

Trevor Reichman

Jessica Wiggins

Yuhayna Mahmud

Ben Drews

Amar Mohite

Mike VanDusen

Ana Ramirez Huerta

Robin Holzer

Ex-officio Members

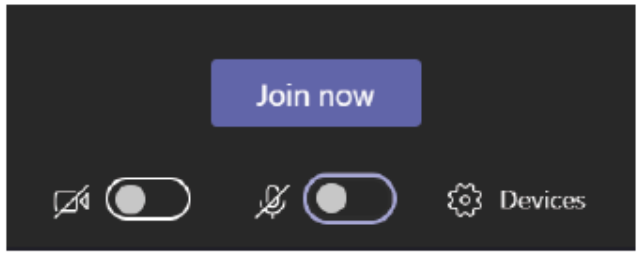
Ian Hlavacek

Monique Johnson

Patricc Fortiori

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

1. Director's Report
2. Chair's Report
3. Public Comment
4. Houston Public Works: IDM Updates
5. Maintenance/Sweeper updates
6. Presentation: SBIF Requests for Cullen Park Path and Piping Rock
7. Presentation: Post-Appraisal of Shepherd/Durham
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Director's Report

Monique Johnson
Deputy Assistant Director-Transportation,
Planning & Development

Chair's Report

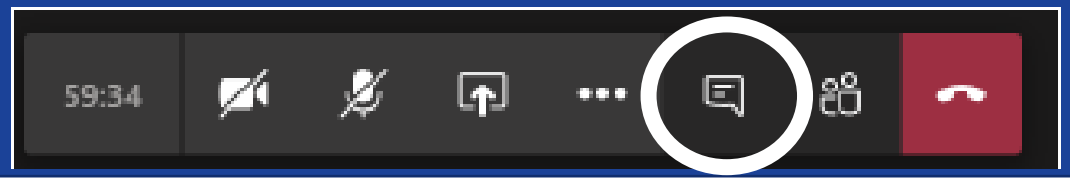
Joe Cutrufo
Chair, Infrastructure Subcommittee
BikeHouston

Public Comment

Send **written comments** to bac@houstontx.gov by 5:00pm the day before a BAC meeting. Comments will be read aloud by staff during the meeting.

Comment by **Phone:** to join dial 936-755-1521; ID 435 986 680# Press ***6** to unmute when called upon by the Chair

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



BICYCLE FACILITY INFRASTRUCTURE DESIGN MANUAL (IDM) 2023 UPDATES

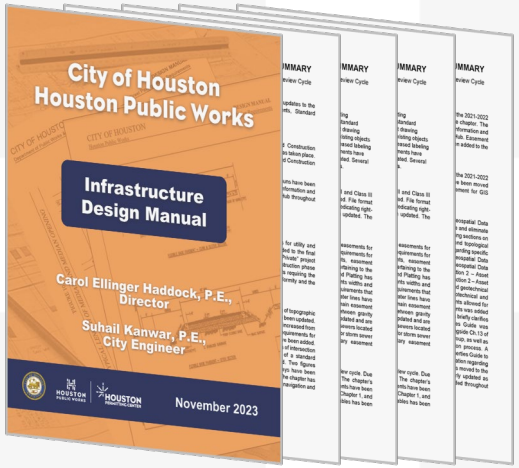
HOUSTON PUBLIC WORKS

VIRGINIA LYNN

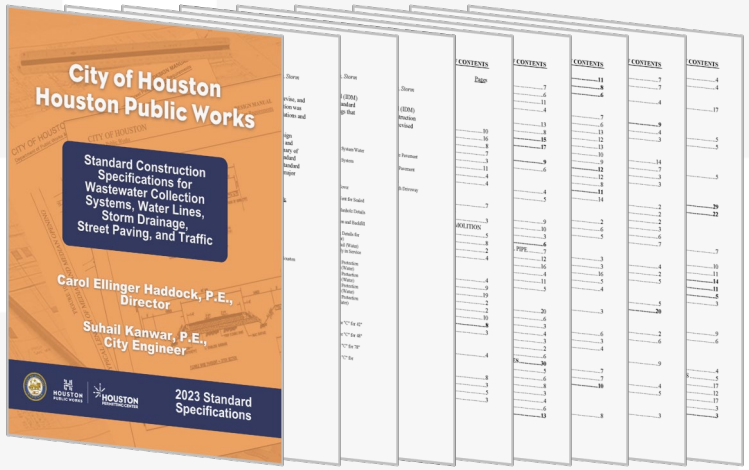
SENIOR STAFF ANALYST

MULTIMODAL SAFETY & DESIGN

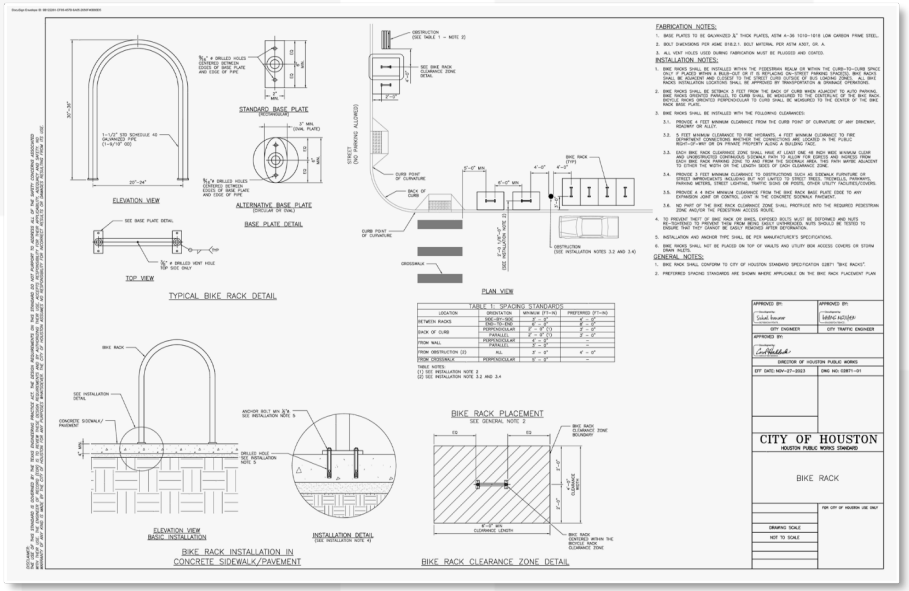
IDM



SPECIFICATIONS



STANDARD DETAILS



OVERVIEW

2022-2023 Review Cycle

II. REVIEW SCHEDULE

Year	Documents Reviewed	
1	Stormwater Design and Water Quality	Ch 9
2	Street Paving Design	Ch 10
	Street Cut	Ch 12
	Utility Locations	Ch 6
3	Water Line Design	Ch 7
	Wastewater Collection System Design	Ch 8
	Geotechnical & Environmental	Ch 11
	Facilities	Ch 14
4	Ancillary	Ch 1-5
	Geospatial Data Deliverables	Ch 13
5	Traffic and Signal Design	Ch 15
	Communication Facilities	Ch 16
	Pedestrian, Bicycle, and Transit Design	Ch 17
	Encroachments	Ch 18

- Chapter 15 –Traffic and Signal Design Requirements
- Chapter 16 – Communication Facility Requirements
- Chapter 17 – Pedestrian, Bicycle, and Transit Design Requirements
- Chapter 18 – Encroachment Requirements
- Associated Construction Specifications and Details

2022-2023 REVIEW CYCLE TIMELINE



IMPLEMENTATION

New Requirements:

- No design grace period
- Effective Date: Nov. 27, 2023
- CIP Projects:
  - 60% designs
- Public/Private Sector
  - Substantially complete plans
- Plats & Easements
  - Preliminary plat review



EXTERNAL REVIEW MEMBERS

ACEC HOUSTON

AMERICAN PUBLIC WORKS ASSOCIATION APWA Texas Chapter

HARRIS COUNTY ENGINEERING DEPARTMENT

HOUSTON CONTRACTORS ASSOCIATION HCA Since 1956

ctia™

ite A Community of Transportation Professionals

METRO®

IDM REDLINES

CONTACT

STANDARDS REVIEW COMMITTEE

INFRASTRUCTURE DESIGN MANUAL

CONSTRUCTION SPECIFICATIONS

PRODUCT APPROVALS

PROJECT MANUAL RESOURCES

CAD TOOLS AND TEMPLATES

CAPITAL PROJECTS

LIFT STATIONS

GENERAL DETAILS

STORM SEWER DETAILS

STREET PAVING AND SIDEWALK DETAILS

STREETCUT DETAILS

TRAFFIC DETAILS

TREE AND HARDSCAPE DETAILS

WASTEWATER DETAILS

Standards Review Committee

The Standard Review Committee (SRC) was established to review, revise, and update standards and documents. Public input and participation is requested by the submittal of proposals for suggested changes, comments, recommendations and other information. The process will accomplish review of all documents within a five year cycle.

CURRENT REVIEW CYCLE

The 2023-2024 Review Cycle will look at Chapter 9 of the Infrastructure Design Manual and its associated drawings and specifications. Revision proposals were due by **October 31, 2023**.

- Review Cycle Public Notice
- Request Form to Change Standards
- Frequently Asked Questions for the 2023 IDM



2022-2023 REVIEW CYCLE

The 2022-2023 Review Cycle looked at Chapters 15, 16 and 17 of the Infrastructure Design Manual (IDM) and their associated drawings and specifications. A copy of the IDM redlines, Standard Specifications redlines and Standard Details redlines is provided to the public here. The 2023 IDM is **effective on November 27, 2023.**

- IDM Redlines from 2022-2023 Review Cycle
- General Requirements and Standard Construction Specifications Redlines from 2022-2023 Review Cycle
- Standard Details Redlines from 2022-2023 Review Cycle

CITY OF HOUSTON
Houston Public Works

Traffic and Signal Design Requirements
Section 1 – Traffic and Signal Design Overview

Chapter 15

TRAFFIC AND SIGNAL DESIGN REQUIREMENTS

SECTION 1 – TRAFFIC AND SIGNAL DESIGN OVERVIEW

15.1.01 CHAPTER INCLUDES

15.1.01.A Criteria for the design of traffic and signal requirements.

15.1.02 REFERENCES

15.1.02.A References listed are the latest edition, version, amendments, and recodifications unless otherwise noted.

1. Refer to the reference lists in Chapter 1 - General Requirements and Chapter 10 - Street Paving Design Requirements.
2. A Policy on Geometric Design of Highways and Streets ("The Green Book"), AASHTO
3. City of Houston Code of Ordinances
   a. Chapter 40 – Streets and Sidewalks
   b. Chapter 42 – Subdivisions, Developments and Platting
   c. Chapter 45 – Traffic
4. City of Houston Construction Code Amendments, latest adopted amendments[1]
5. City of Houston, Infrastructure Design Manual (IDM);
6. City of Houston, Neighborhood Traffic Management Program (NTMP)
7. City of Houston, Standard Details~~, Current Edition~~
8. City of Houston, Standard Operations Procedure (SOP) TMG – 905 Left Turn Warrants[2]
9. City of Houston, Standard Specifications~~, Current Edition~~

Refer to the weblink for reference:
[1] https://www.houstonpermittingcenter.org/help/codes
[2] This reference can be obtained from Transportation and Drainage Operations

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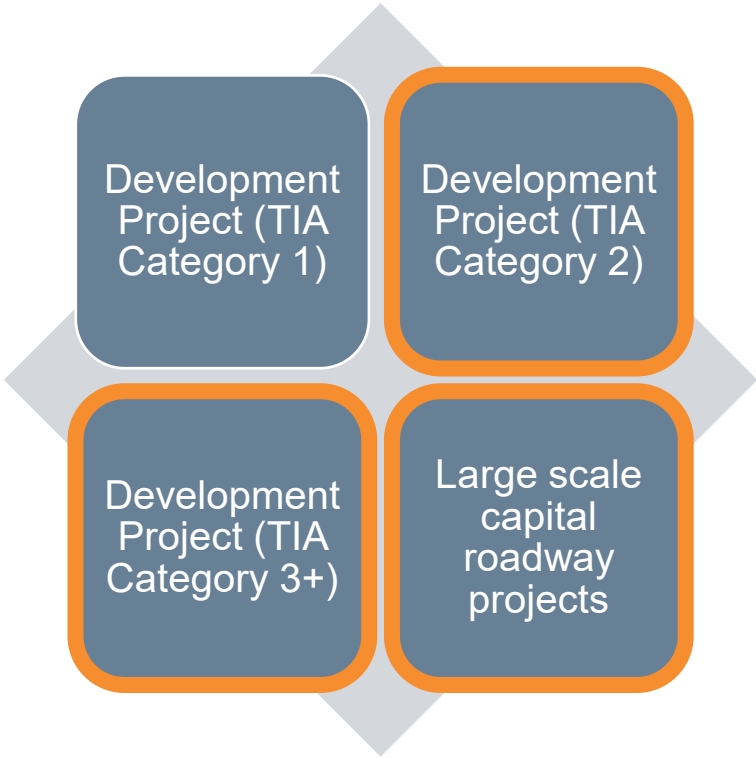
CHAPTER 15–TRAFFIC AND SIGNAL DESIGN REQUIREMENTS

CHAPTER 15 – TRAFFIC AND SIGNAL DESIGN REQUIREMENTS

Multimodal Service Standards (MMSS)

- **Intention: Sets priority to satisfy MMSS first, then VLOS**
- **No new standards introduced in this section**
- **Set for corridors and intersections**

Traffic Impact Category	New Peak Hour Trips (PHT) on Adjacent Street
Category I	PHT < 100
Category II	100 to 499
Category III	500 to 999
Category IV	PHT ≥ 1000



CHAPTER 15 – TRAFFIC AND SIGNAL DESIGN REQUIREMENTS

Multimodal Service Standards (MMSS)

	Project Type			
Design Element	**Development Project (TIA Category 1)**	**Development Project (TIA Category 2)**	**Development Project (TIA Category 3+)**	**Capital Project**
Bicycle Facilities on Corridor (17.4)	N/A	For site frontage ≥ 100 ft: All site-adjacent bicycle facilities required by the Houston Bike Plan, side of street immediately adjacent to development only	All bicycle facilities required by the Houston Bike Plan along the corridor and 100-ft along cross streets	
Intersection Bicycle Facilities (17.4.03)	N/A	Fully accommodate all existing/future bicycle facilities defined by the Houston Bike Plan at all intersections.		
Bicyclist Signal Heads at Intersections (15.2.14 and 17.4.03.H)	N/A	All bicycle signal heads for all approaches to intersection with an existing dedicated bicycle facility.		

CHAPTER 15 – TRAFFIC AND SIGNAL DESIGN REQUIREMENTS

Multimodal Service Standards (MMSS)

TDO will present a training webinar for MMSS on April 17, 2024 at 11:00 AM.

Register here:

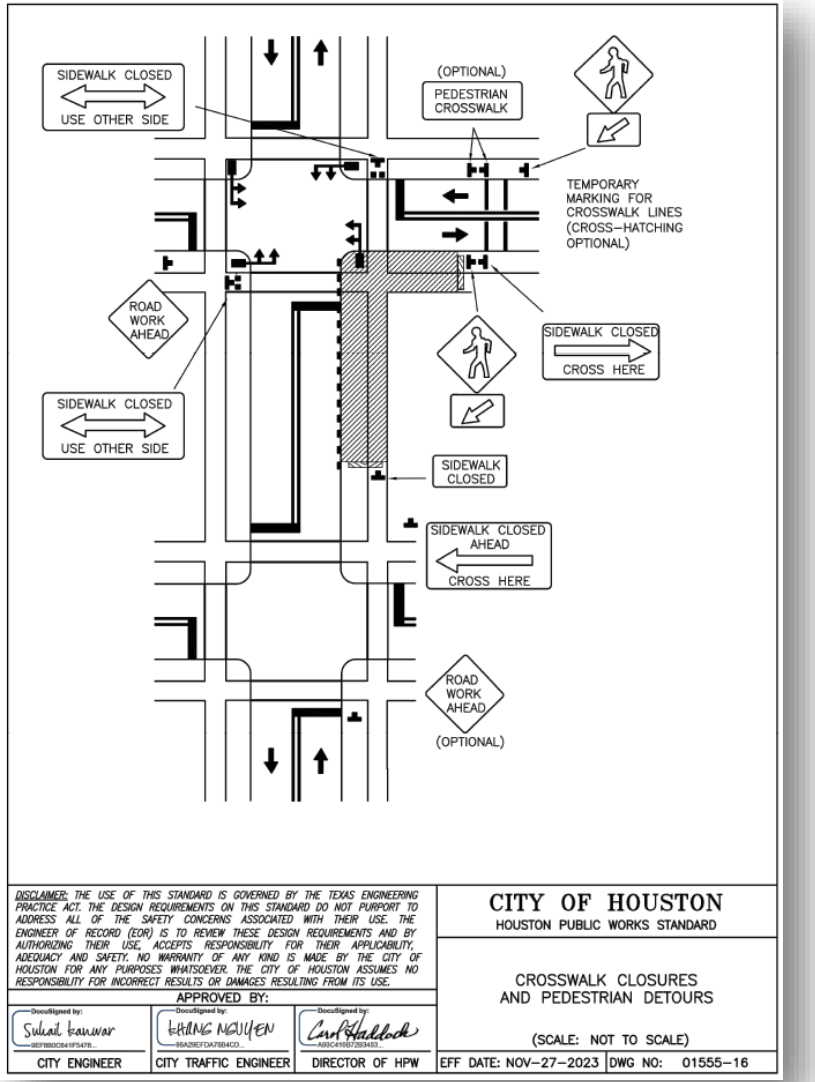
https://bit.ly/COH-MMSS

(or scan QR code)

HOUSTON PUBLIC WORKS

15.2.08.B.3.C PEDESTRIAN, BICYCLE, AND TRANSIT FACILITIES (TCP)

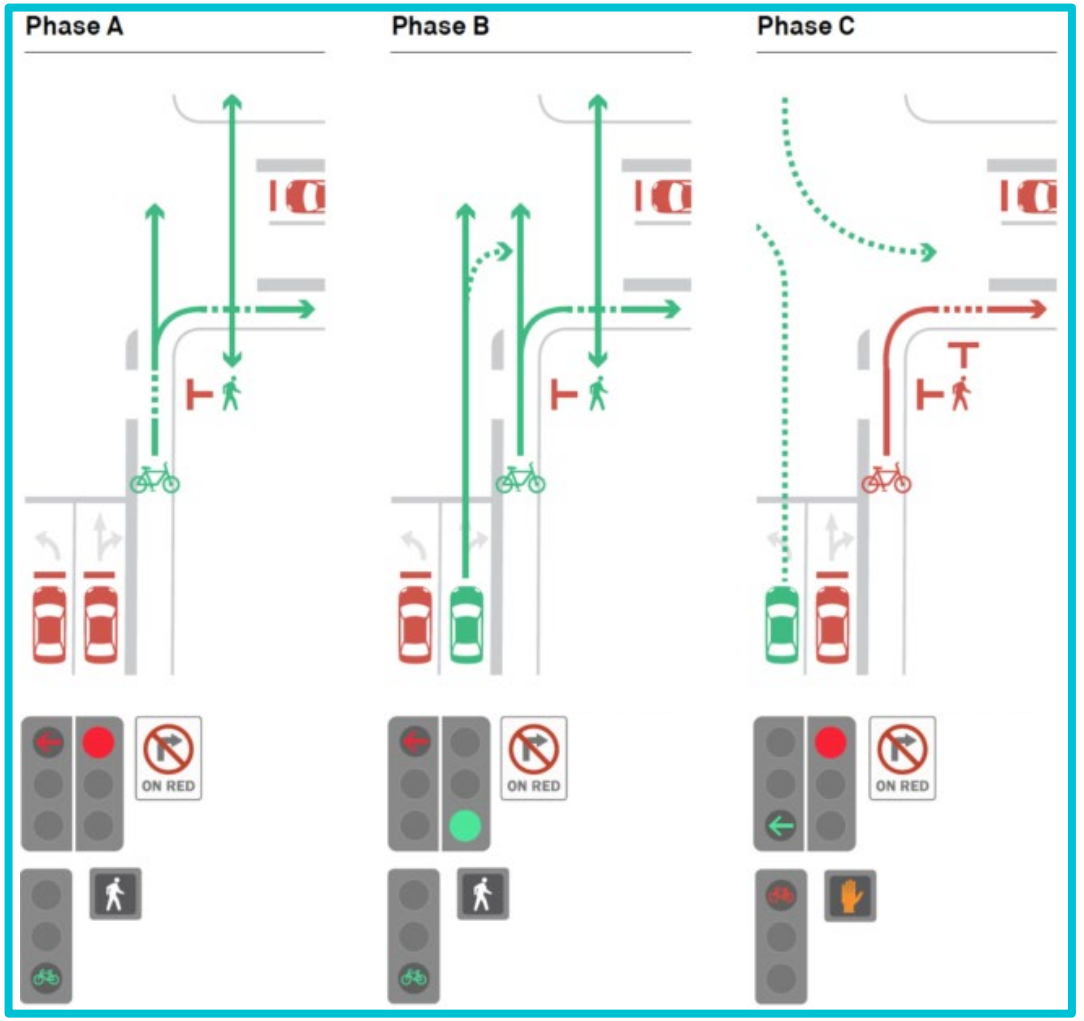
- **<u>All</u> traffic control plans shall include:**
  - TCP for pedestrians, whenever a pedestrian facility is closed.
  - TCP for bicyclists, whenever a dedicated bicycle facility is closed.
  - Details for pedestrian/bicycle detours are provided in 17.2.03.



Crosswalk Closure and Pedestrian Detour Standard Detail, City of Houston

15.2.14.B.5.G – BICYCLE ACCOMMODATIONS AT SIGNALS

- Bicycle signal heads shall be installed on any approach to a traffic signal that has a high comfort bicycle facility, as defined by Chapter 17.
- A Leading Bicycle Interval (LBI) should be installed wherever a conflict exists between bicyclists and turning vehicles.
- Wherever LBI is utilized, a Leading Pedestrian Interval (LPI) shall be utilized for the adjacent pedestrian crossing.



Leading Bike Interval & Lagging Left Turn, NACTO





CHAPTER 17–PEDESTRIAN, BICYCLE, AND TRANSIT DESIGN REQUIREMENTS

CHAPTER 17

SECTION 1 - PEDESTRIAN, BICYCLE, AND TRANSIT OVERVIEW

SECTION 2 - GENERAL REQUIREMENTS FOR PEDESTRIAN, BICYCLE, AND TRANSIT DESIGN

SECTION 3 - PEDESTRIAN ELEMENTS REQUIREMENTS

SECTION 4 - BIKEWAY FACILITY REQUIREMENTS

SECTION 5 - TRANSIT FACILITY REQUIREMENTS

SECTION 1

Pedestrian, Bicycle, and Transit Overview

SECTION 1 - PEDESTRIAN, BICYCLE, AND TRANSIT OVERVIEW

17.1.01 CHAPTER INCLUDES

17.1.01.A Standards and guidelines for the design of complete streets that are safe, accessible and enjoyable for Vulnerable Road Users who walk, use a mobility aid, bike, and take transit. By improving the street for its most Vulnerable Road Users, we improve safety for everyone.

17.1.01.B Standards and guidelines for pedestrian, bicycle and transit infrastructure including but not limited to new streets/ full street reconstruction, Retrofit projects, and street rehabilitation.

17.1.04 NEW OR UPDATED DEFINITIONS

- Bicycle Facility,
- Corridor Crossing Analysis,
- Crossing Treatments,
- Curb Extensions,
- Curb Management,
- Daylighting,
- Dedicated Bicycle Facility,
- Dedicated Bike Paths,
- Enhanced Crossing,
- Floating Bus Stops,
- Frontage Buffer,
- Green Infrastructure,
- High-Visibility Crosswalk,
- Houston Bike Plan,
- Houston Bike Plan Network,
- Median Refuge Islands,
- Micromobility,
- Neighborhood Bikeways,
- Off-Street Bicycle Facility,
- Off-Street Bicycle Facility Bus Stop,
- On-Street Bicycle Facility,
- On-Street Shared Bus Stop,
- Pedestrian Hybrid Beacons (PHBs or HAWKS),
- Pedestrian Realm,
- Placemaking,
- Protected Intersections,
- Raised Bike Lanes,
- Raised Crosswalks,
- Retrofit,
- Seamless Curb Extensions,
- Shared Raised Bus Stop,
- Shared Use Paths,
- Sidewalk,
- Sidewalk Easement,
- Traffic Calming,
- Transit-Oriented Development (TOD) Street,
- Two-Stage Turn Queue Boxes,
- Vulnerable Road Users,
- Walkable Places (WP) Street,
- Walkway

SECTION 2

General Requirements for Pedestrian, Bicycle, and Transit Design

17.2.01 APPLICABILITY OF CHAPTER 17 DESIGN REQUIREMENTS

17.2.01.A Design requirements of Chapter 17 apply to any project that builds or impacts pedestrian, bicyclist, and transit infrastructure in the public right-of-way. All pedestrian, bicyclist, and transit infrastructure shall satisfy the requirements of this chapter.

17.2.01.B All street projects shall submit all required reports as defined in Chapter 15, Section 15.2.02 – Traffic and Design Studies and comply with all applicable Multimodal Service Standards (MMSSs) as defined in Chapter 15, Section 15.2.01 - Multimodal Service Standards.

17.2.01.C Design of pedestrian, bicycle, and transit facilities must consider the users perceived safety, also known as subjective safety. Using minimum values without consideration of facility context may result in ineffective facility use. The dimensional values in this chapter fall under two categories and should be used as follows:

1. In general, preferred values should be used to maximize the safety and comfort benefits for pedestrians, bicyclists and other users. Alternative values should only be used in locations where it is not possible to use preferred values due to social, economic, and environmental impacts. Where the Pedestrian Realm is wide enough to accommodate preferred values, preferred values shall be used.

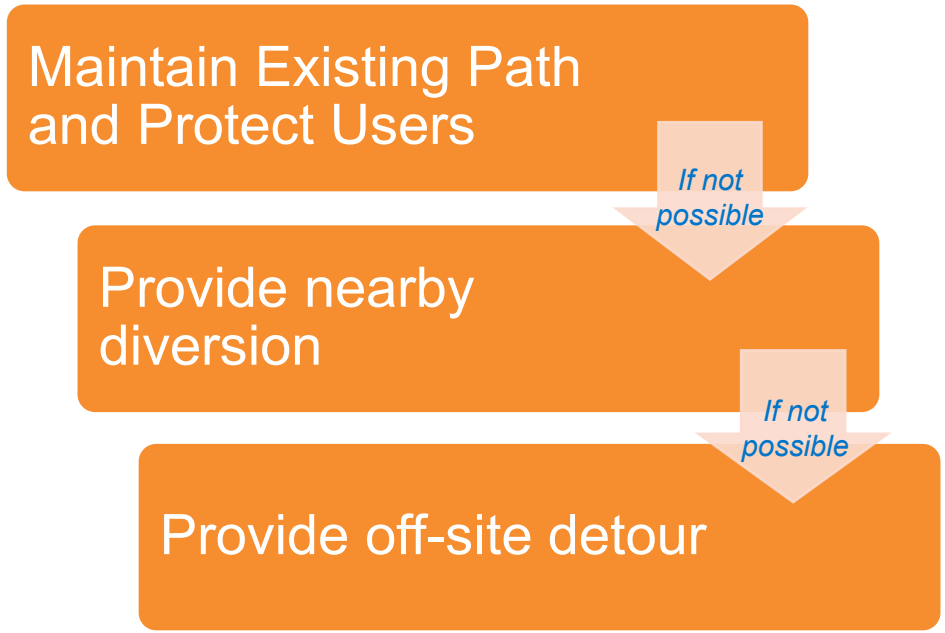
2. Minimum values should not automatically be considered a default for pedestrian, bicycle, and transit elements due to the inherent vulnerability of its users.

3. Where ranges are presented within the chapter, the most conservative value is considered the preferred value, while the least conservative value in the range is considered the minimum value.

17.2.03 PEDESTRIAN AND BICYCLE TEMPORARY TRAFFIC CONTROL

17.2.03.A Temporary traffic control must be provided for all pedestrian and bicyclists that are impacted or obstructed.

17.2.03.C Options for Pedestrian and Bicycle Traffic Control (ordered from most to least preferred)



Option 1: Provide protection for pedestrians and bicyclists from debris in their present-day path using scaffolding, fencing or other barriers.

Option 2: Temporary Pedestrian and Bicyclist Traffic Diversions.

Option 3: Pedestrian and Bicycle Detours

SECTION 4

Bikeway Facility Requirements

SECTION 4 - BIKEWAY FACILITY REQUIREMENTS

17.4.01 GENERAL BIKEWAY FACILITY REQUIREMENTS

17.4.01.A Guides and Standards

1. The City of Houston uses the Houston Bike Plan as a guide to determine type and location of Bicycle Facilities. Street design should incorporate the Houston Bike Plan Network. Any street can include safe Bicycle Facilities even if not on the Houston Bike Plan Network.

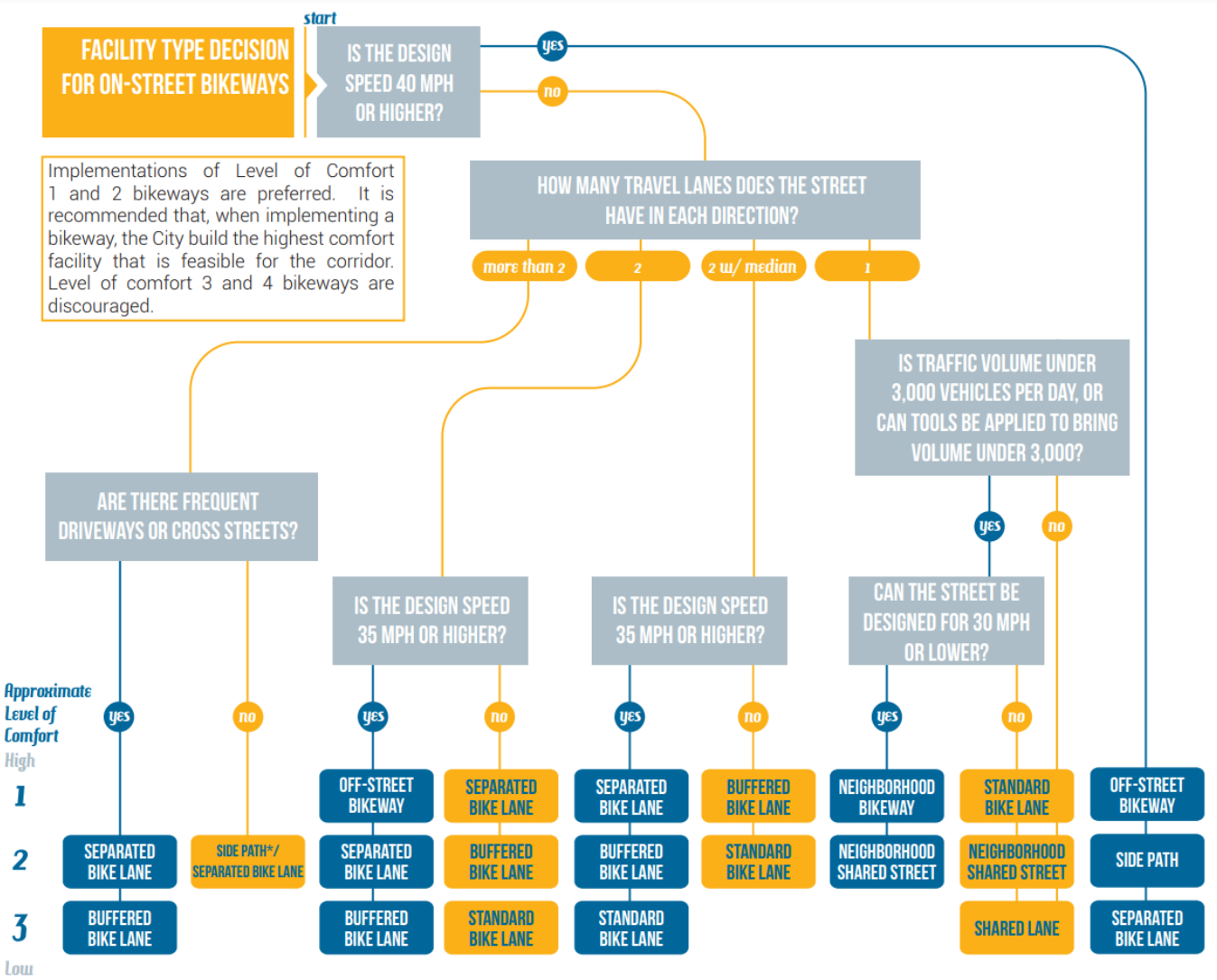
2. The City of Houston encourages Bicycle Facility design standards that exceed the requirements in this section. The following standards should be utilized when designing Bicycle Facilities: AASHTO Guide for the Development of Bicycle Facilities, FHWA Separated Bike Lane Planning and Design Guide, and NACTO Urban Bikeway Design Guide.

3. The type of Bicycle Facility shall be determined using the Bicycle Facility Type Decision Matrix (see Figure 17.16).

4. Bicycle Facilities that change the number/type/width of existing lanes shall require a Traffic and Design Study as defined in Chapter 15, Section 15.2.02.

17.4.01 GENERAL BIKEWAY FACILITY REQUIREMENTS

- **Previous bicycle facility selection flow chart:**
  - Standard Bike Lanes
  - Traffic Volumes < 3,000/day
  - Design speed ≥ 35 or ≤ 30mph



Facility Decision Tree For Street Right-of-way Bikeways, Houston Bike Plan

17.4.01 GENERAL BIKEWAY FACILITY REQUIREMENTS

A. Guides and Standards

1. Use **Houston Bike Plan** as a **guide** to determine type and location of Bicycle Facilities.
2. Any street can include safe Bicycle Facilities **even if not on the Houston Bike Plan Network**.
3. The type of Bicycle Facility shall be determined using the **Bicycle Facility Type Decision Matrix** (see Figure 17.16).
4. Bicycle Facilities that change the number/type/width of existing lanes shall require a **Traffic and Design Study** as defined in Chapter 15, Section 15.2.02.

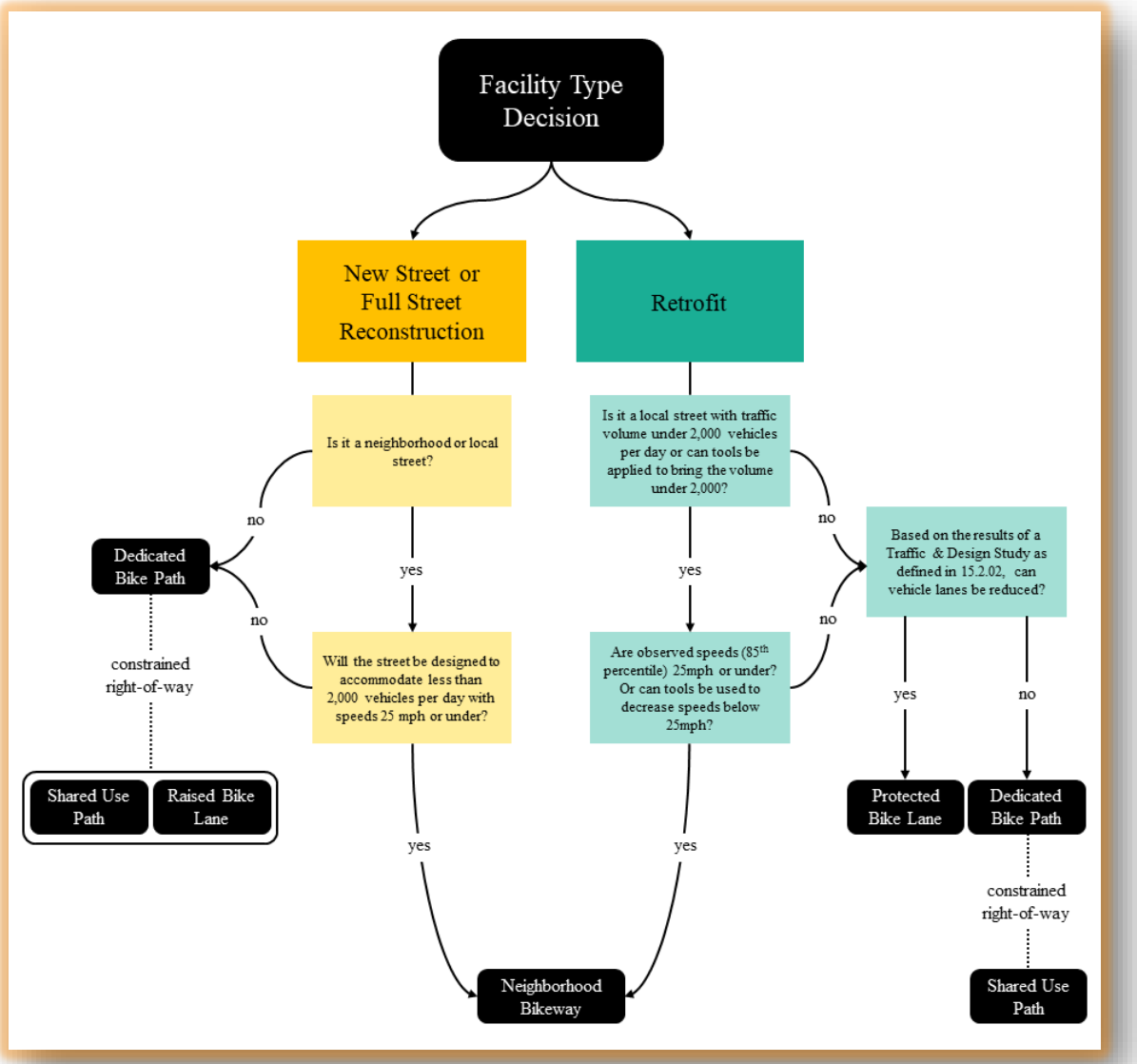
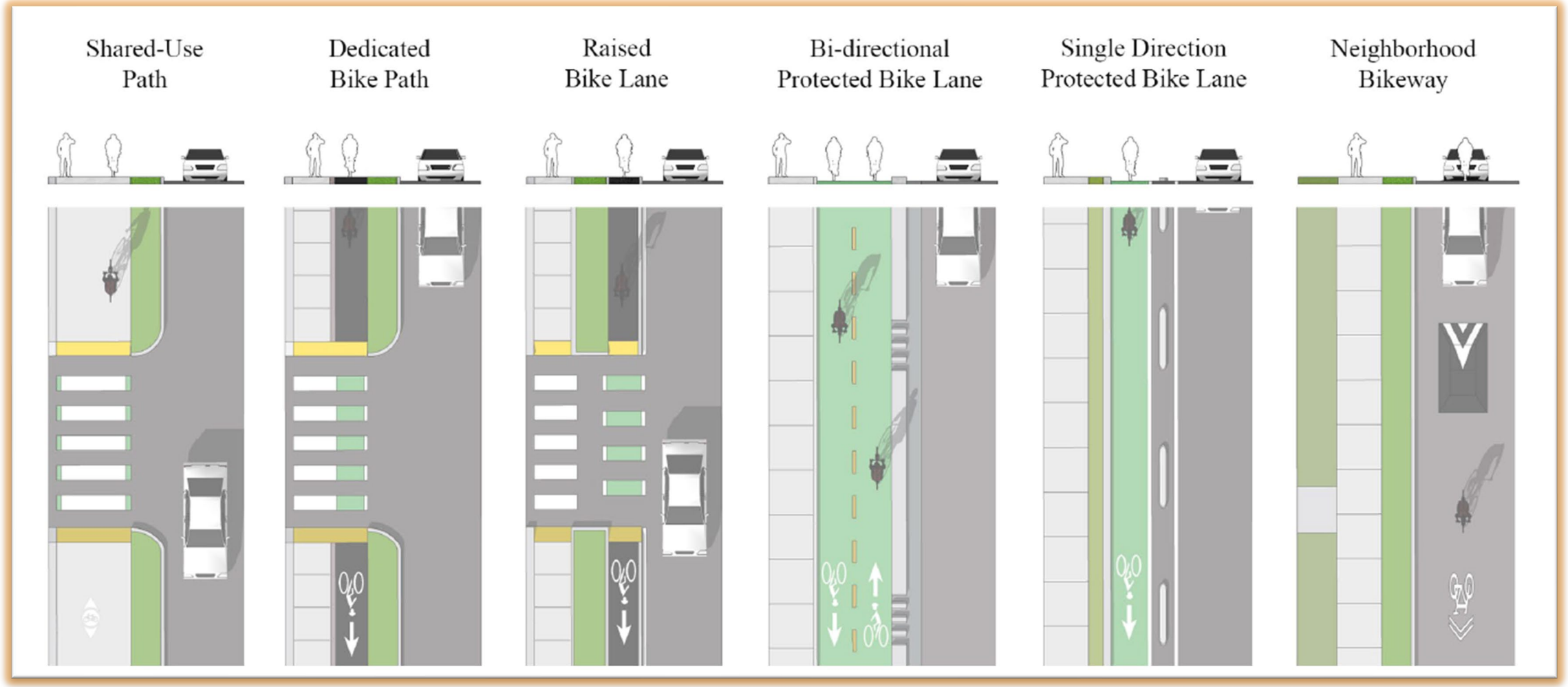


Figure 17.16 Bicycle Facility Type Decision Matrix

17.4.02 HIGH-COMFORT FACILITY TYPE STANDARDS



17.4.02 HIGH-COMFORT FACILITY TYPE STANDARDS

A. Dedicated Bike Path

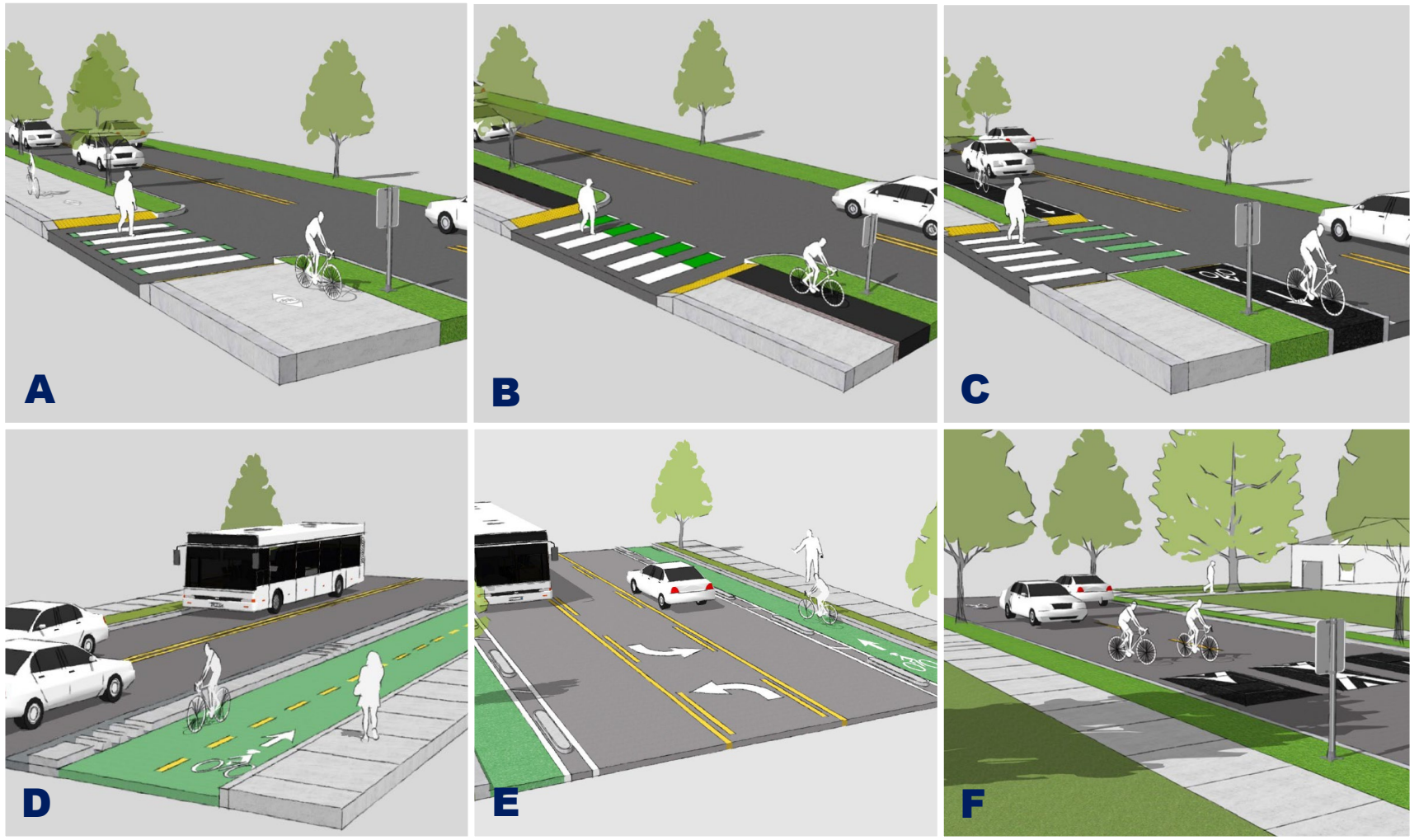
B. Shared Use Path

C. Raised Bike Lane

D. Bidirectional Protected Bike Lane

E. Single Direction Protected Bike Lane

F. Neighborhood Bikeway



17.4.03. BIKEWAYS AT INTERSECTIONS

- New emphasis on intersection safety for bicyclists – especially for making left-turns.
- Preferred treatment: **protected intersections** (see image at right).
- Where protected intersections are **not feasible**, may consider: green two-stage queue boxes and green bike boxes.



Figure 17.25 Protected Intersection

17.4.01.C BICYCLE PARKING

- New standard details for **bike racks**.
- **Bicycle parking** shall be included in the design of all Bicycle Facilities where feasible.
- **Bicycle Corrals** can be installed in-street where there is on-street parking.

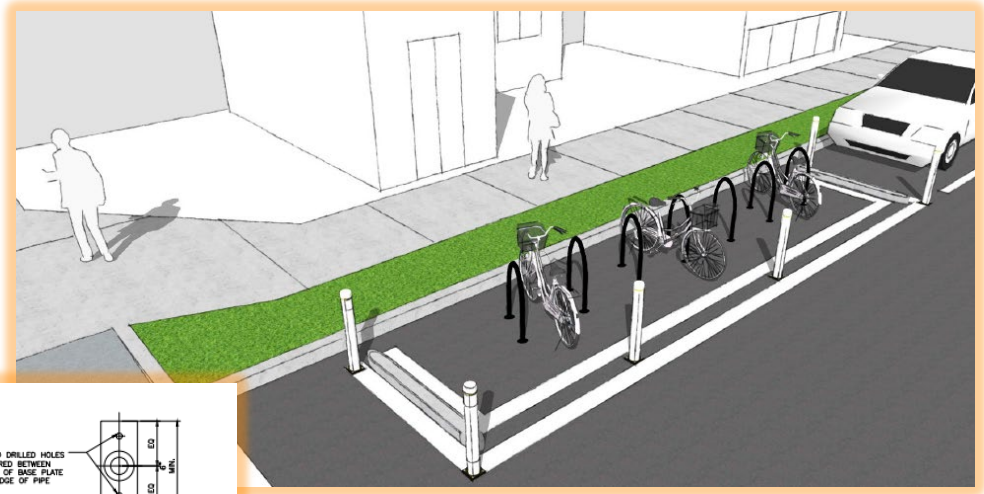
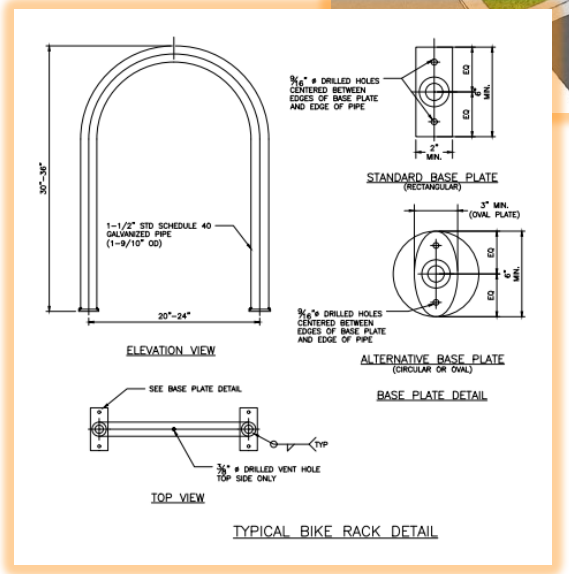


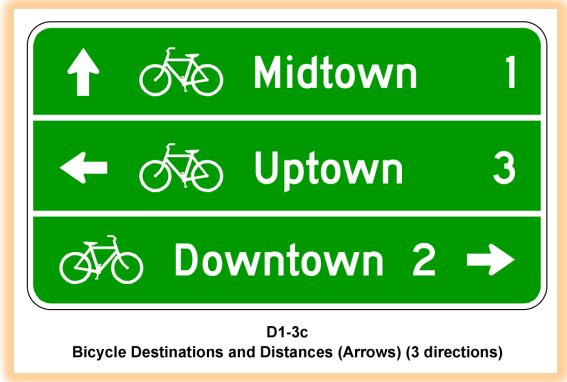
Figure 17.17 On -Street Bicycle Parking (Bicycle Corral)



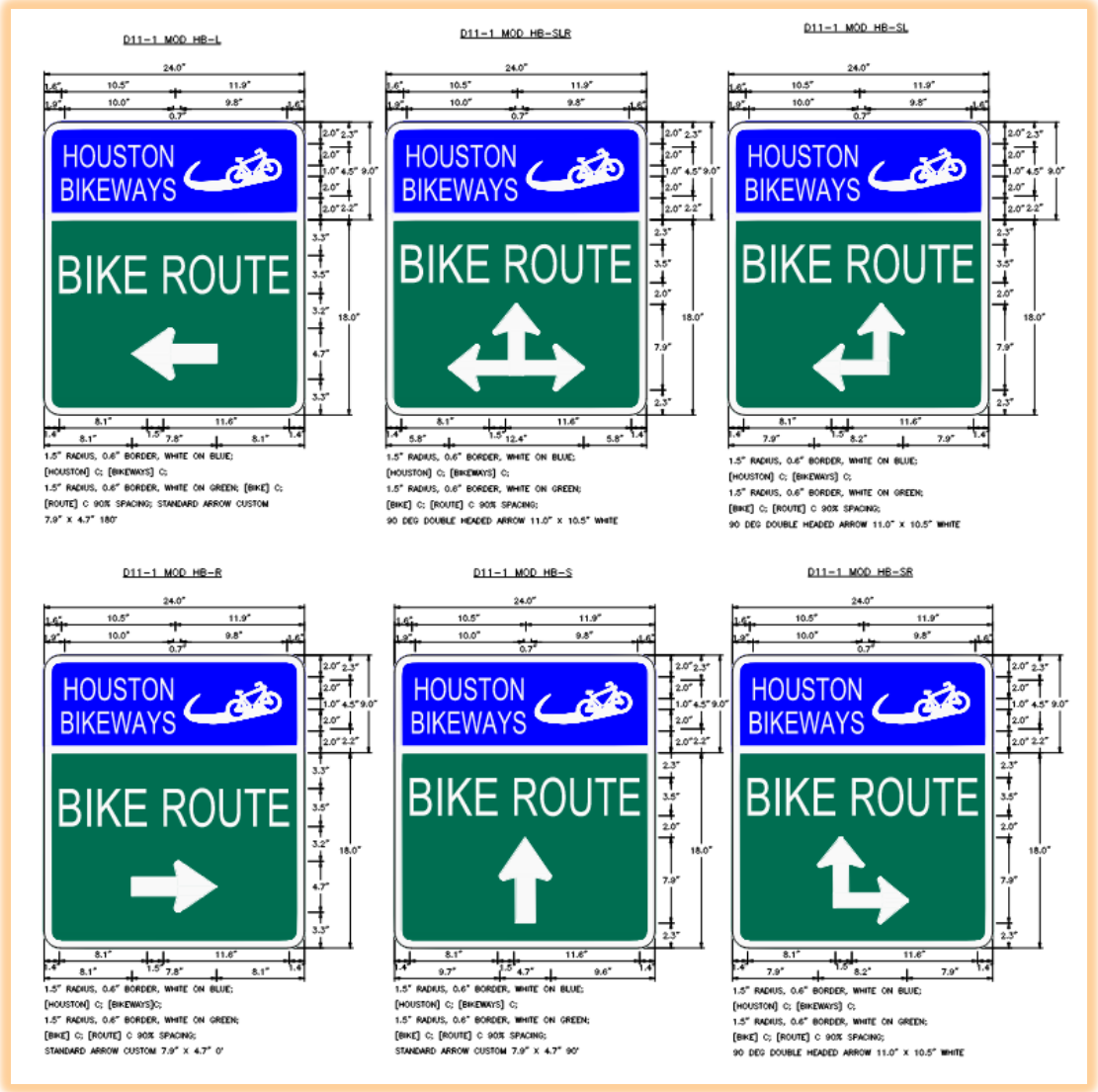
COH Standard Detail 02871-01

17.4.01.D WAYFINDING

- New standards for bikeway signage, including Houston Bikeways Bike Route signage to include along high-comfort bicycle facilities.
- New requirements for bikeway wayfinding signage, based on MUTCD signage.



MUTCD Destination (D1-3c) Sign



COH Standard Detail 01554-05A

HOUSTON PUBLIC WORKS

SECTION 5

Transit Facility Requirements

17.5.01 TRANSIT OVERVIEW

17.5.01.A In coordination with Metropolitan Transit Authority of Harris County (METRO), the City of Houston works to design safe streets that prioritize transit, improve transit service quality, and support other goals related to transit so that everyone may have safe and accessible multimodal transportation options.

17.5.01.B The City of Houston requires designs for city streets and multimodal transportation facilities that meet IDM standards and improve safety for all road users. The City uses other design standards and guidelines to achieve safe streets, including but not limited to, METRO transit design guidelines.

17.5.01.C The METRO transit design guidelines are referenced in the sections below and serve to work in tandem with the City of Houston's design standards, guidelines, and references.

1. The Street-Side Guidelines and Curb-Side Guidelines should be referenced when impacting the City right-of-way.

2. The whole of METRO transit design guidelines should be referenced for any project impacting an existing or future transit facility.

17.5.01.D All projects impacting an existing or future transit facility shall coordinate with METRO and meet design criteria and guidelines that improve safety for all road users.

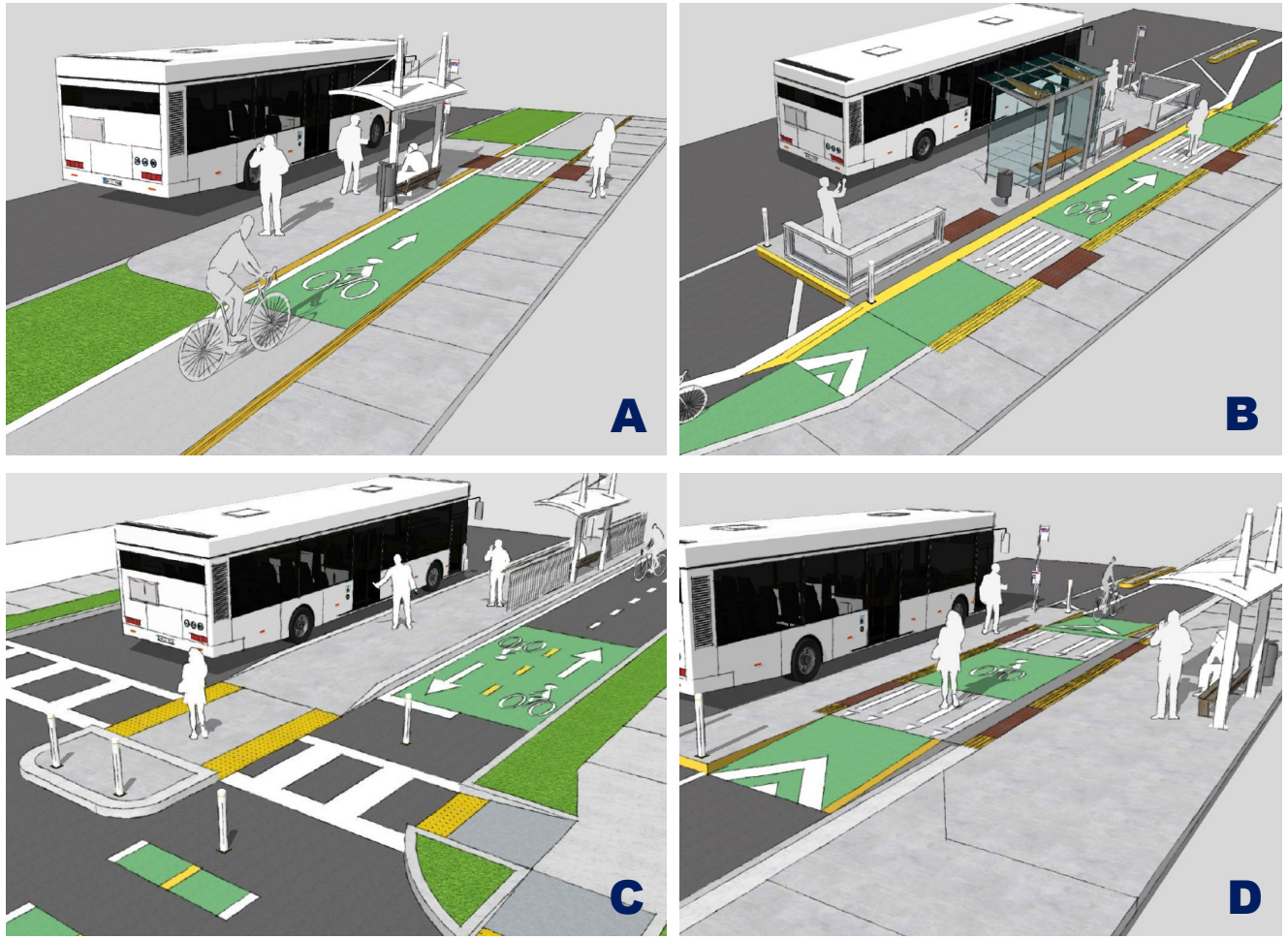
17.4.02.B BUS STOPS ON HIGH-COMFORT BICYCLE FACILITIES

A. Off-Street Bicycle Facility Bus Stop

B. Floating Bus Stop A

C. Floating Bus Stop B

D. Shared Raised Bus Stop



Thank you!

HOUSTON PUBLIC WORKS

houstonpermittingcenter.org | @cohpermits

Maintenance/Sweeper Updates

Brian D. Smith, II
Transportation Planner II
Planning & Development

Bikeway Maintenance

Space City Sweeper:

- Many sweeping calls are being answered with manual crews due to sweeper breakdowns
- HPW is working with vendor to resolve maintenance issues

311 Calls/Sweeping Requests:

- 311 received **20 requests** related to bikeways in 2023
- 311 is finalizing a **bikeway-specific** maintenance category to launch this Spring

For Infrastructure Subcommittee consideration: opportunity to revisit the Maintenance Work Group.

SBIF Requests: Cullen Park Path & Piping Rock

Bryan Dotson

SIF: Cullen Park Path and Piping Rock



- Request $75,000 pledge for Places4People (P4P) local match.
  - $25k pledge for Cullen Park Path Segment 2
  - $50k pledge for GBH&BT Extension to Piping Rock
- Both projects meet the Strategic Investment Fund (SIF 10%) criteria:
  - High comfort projects
  - Match to enable large project not in prioritization area
- Assuming zero FY 2025 Bike Plan funding:

P4P Decision	Available at 10/23 BAC
Both projects approved	$97,584
Both projects rejected	$172,584

Key Regional Connections

A. SBMD Phase 4 of Spring Branch Trail (design funded by HCTRA).

B. Possible “2025 FLAP” trails in Addicks (among many).

C. ECD P4P-funded connection between Chatterton trail and Terry Hershey Park.

D. Cullen Park Path. Segment 1 COH HSIP-funded. Segment 2 unfunded.

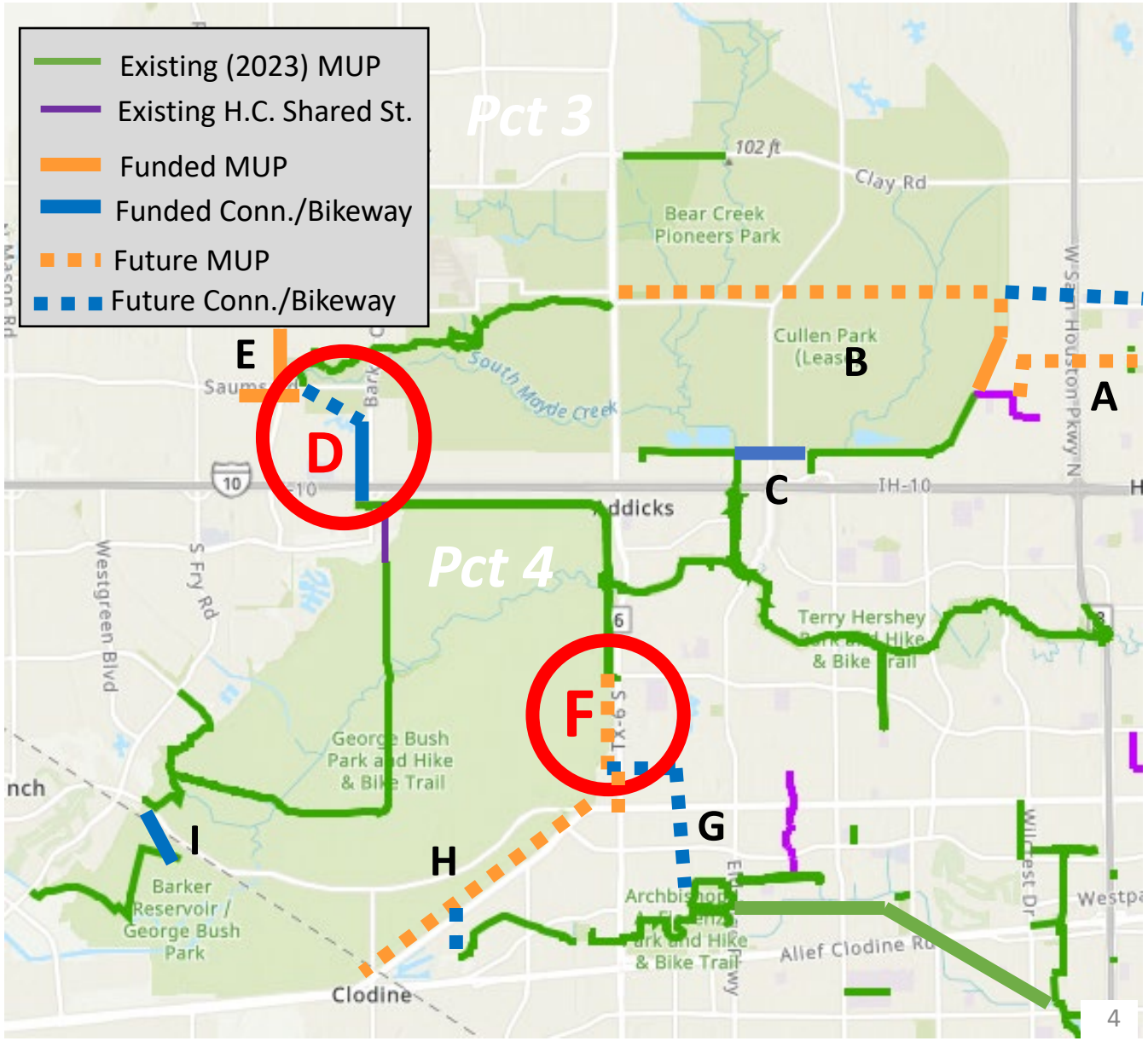
E. P4P-funded Saums & Greenhouse sidepaths.

F. GBH&BT Extension to Piping Rock at Barker Oaks.

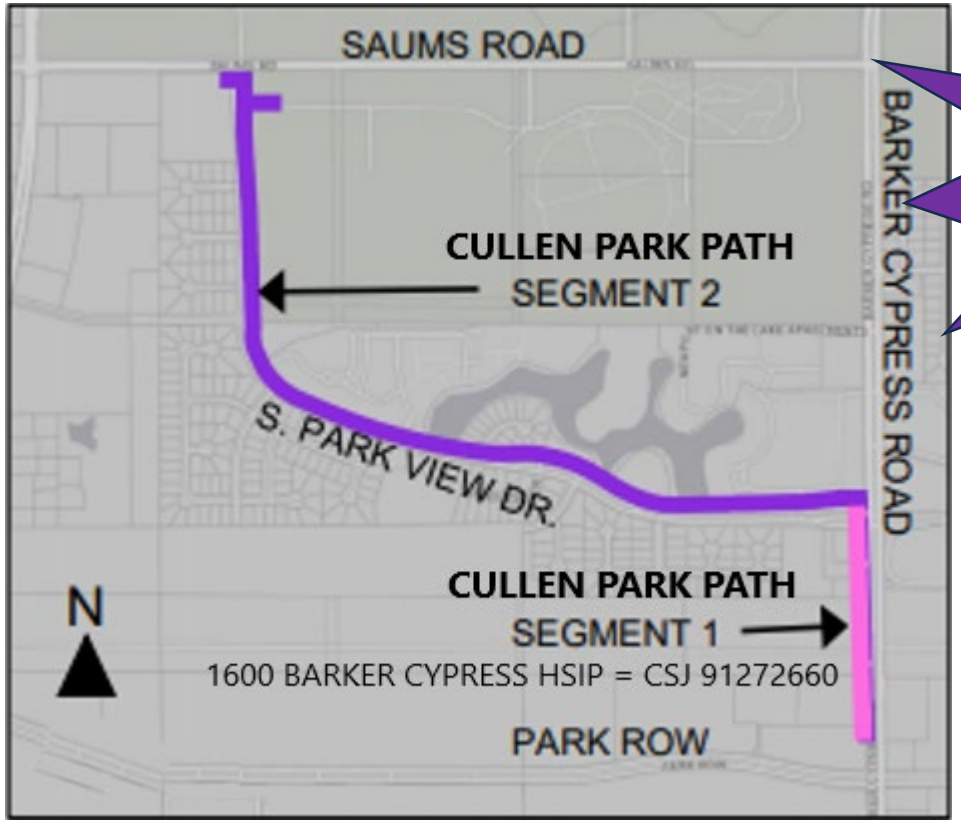
G. Possible bikeway from Piping Rock at Barker Oaks to Archbishop Fiorenza Park.

H. TXDOT SH6 & FM 1093 sidepaths in HGAC RTP plus possible Vineyard bikeway.

I. Pct. 4 HSIP-funded Westheimer Parkway Crossing.



Cullen Park Path



P4P could fund Segment 2



Fatality enabled HSIP funding of Segment 1.



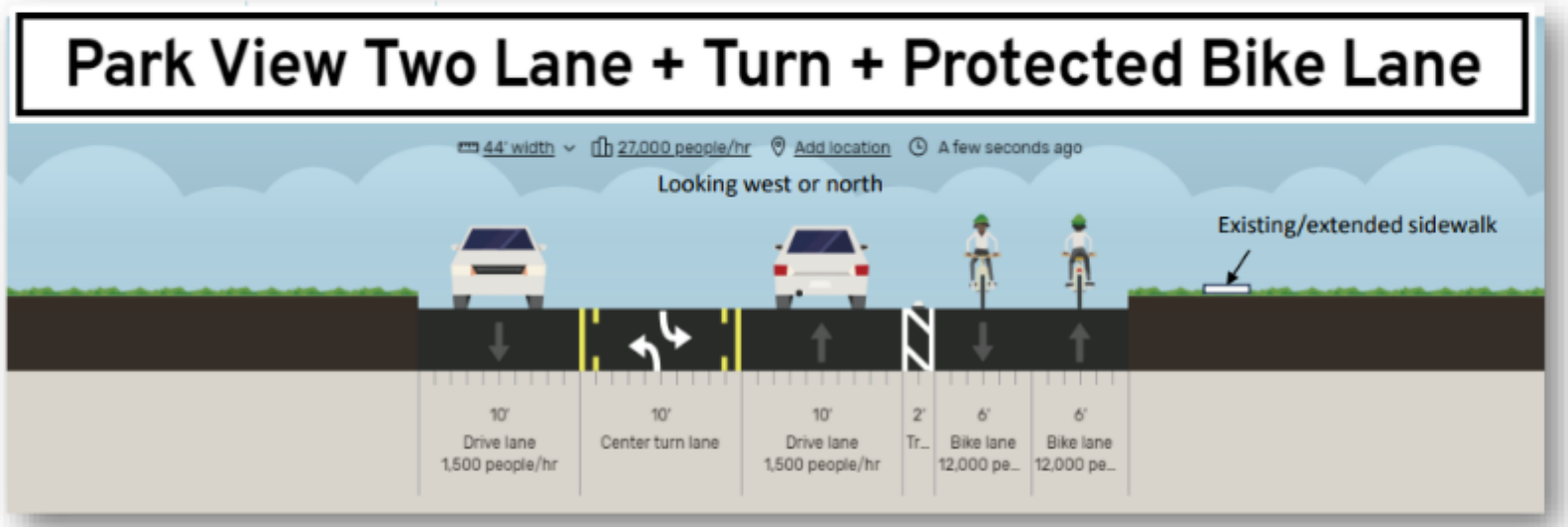
ONE CREEK WEST

Segment 2: Barker Cypress to Cullen Park

- Cost $1000-1200k.
- Local match: $250-$500k
  - $90k in escrow.
  - 8 area MUDs contacted.

South Park View Safety Improvements

- **Objectives:**
  - Road safety by lowering speeds.
  - Eliminate parallel parking on arterial.
  - Provide multi-modal connection to Cullen Park.
- **Elements:**
  - Two lane plus center turn.
  - Speed cushions.
  - 2-way protected bike lane.
  - Complete sidewalk.



ONE CREEK WEST

Desire lines east of Clodine Ditch, looking north and south at Piping Rock





GBH&BT
Extension to Piping Rock

- 1.2 miles, 10’ asphalt, $450,000 using Pct. 4 Trailblazer. Need 2024 P4P match minimum $90k, $180k better.
- Entirely on Corps of Engineers and COH property. No utilities; previously disturbed ground.
- Nine ped/bike casualties on parallel Highway 6 from Briar Forest to Piping Rock intersections in 2020-2022 (4 fatal, 2 serious, 3 minor injuries).
- On border of COH Dist. F on west and G on east. Entire scope and surroundings Pct. 4. No special districts.



Trail Advocate: Bryan Dotson, 281-961-6116, bryan.dotson185@gmail.com

Post-Appraisal of Shepherd/Durham

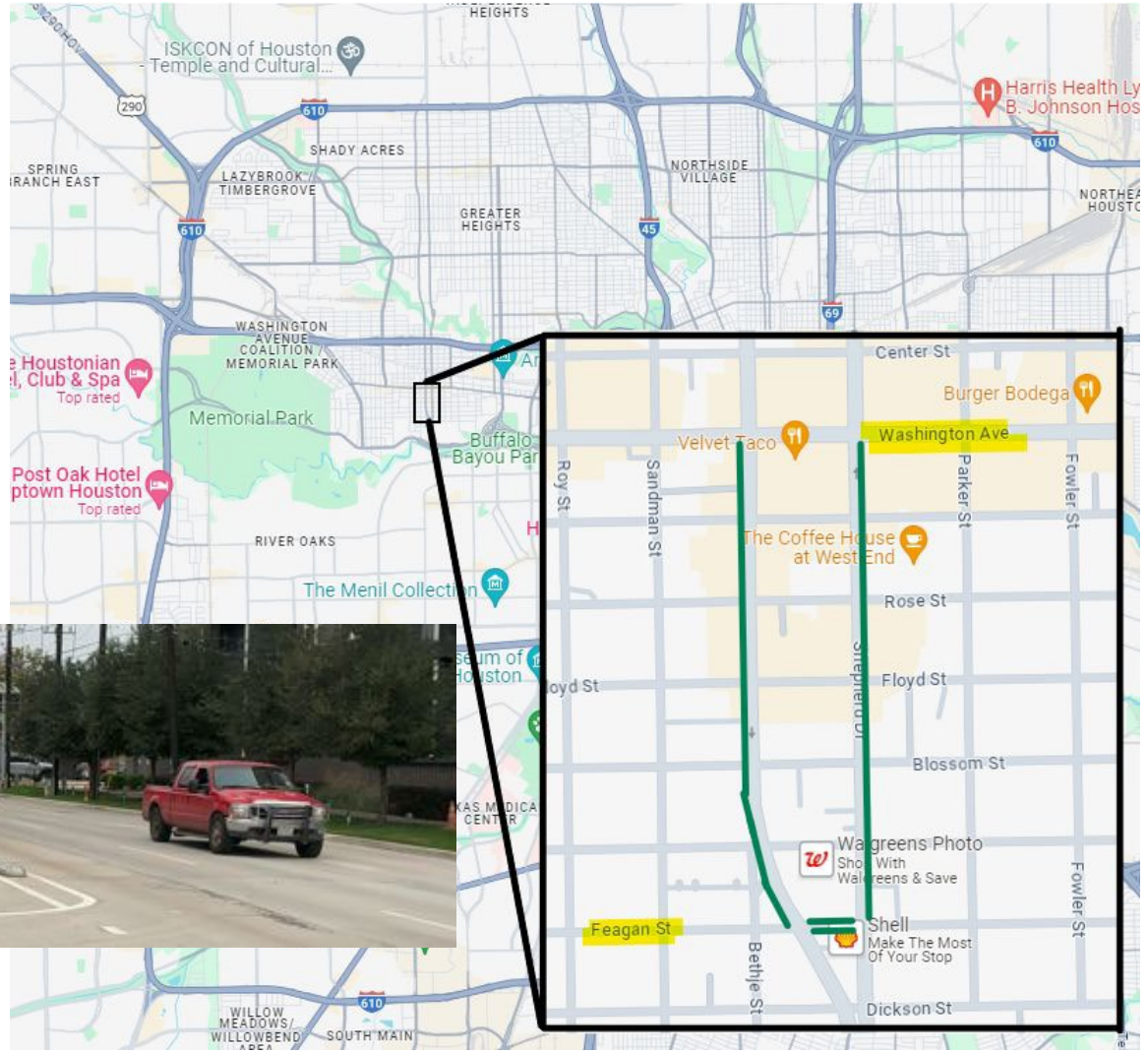
Bryan Dotson

2023 Shepherd & Durham Bike Lanes

Ian Johnson, Bryan Dotson

Scope:

- Separated 1-Way Bike Lane: 0.3 miles from Washington to Feagan.
- Painted 1-Way Bike Lanes: One block along Feagan between Shepherd and Durham.
- Project Manager: City of Houston



Post-Appraisal

- Metro bus stop coordination.
- Lips on curb cuts.
- Concrete better than armadillos.



Better Coordination with Metro

- Wheelchair access blocked at Blossom. (Addressed in new IDM at high level.)





Curb Cut Lip Design

- This project has the raised lip on driveways and curb cuts for businesses seen on some TXDOT projects.
- The no-lip design used on the Memorial at BW8 project is much better for cyclists to transition to enter a location.
- Less of an issue adjacent to a one-way protected bike lane.



User Observations

- Ian: “I felt safer biking with the wide lanes separated with concrete slabs rather than armadillo shells. I didn’t have to turn into any parking lots so I didn’t notice if there was any difficulty with the curbs, but the lanes are very smooth. A little bit of debris going south but I like that it connects to a wider sidewalk south of Feagan.”



Agenda

1. ~~Director's Report~~
2. ~~Chair's Report~~
3. ~~Public Comment~~
4. ~~Houston Public Works: IDM Updates~~
5. ~~Maintenance/Sweeper updates~~
6. ~~Presentation: SBIF Requests for Cullen Park Path and Piping Rock~~
7. ~~Presentation: Post-Appraisal of Shepherd/Durham~~
8. Open Forum
9. Announcements/Events

Open Forum

Announcements and Events

3rd Ward on Tap

- Houston Housing Authority & Friends of Columbia Tap are hosting a block party.
- Resource fair, kid zone, food trucks, and bike rides along the Columbia Tap Trail
- Saturday, March 16, 10am-2pm



TIRZ 12 Mobility Plan Public Meeting

- TIRZ 12 is having their second public meeting about their Mobility Plan
- Learn about the recommendations for improving mobility in the TIRZ
- Tuesday, March 5, 6pm at LifeBrook Church (1822 W 18th St, 77008)
- https://engagetirz12.mysocialpinpoint.com/



Tour de Houston

- Tour de Houston is back!
- April 7
- More details TBD



Announcements

Next Meetings

- Education Subcommittee: March 27, 2:30-4:30pm
- Bicycle Advisory Committee: April 24, 2:30-4:30pm
- Infrastructure Subcommittee: May 22, 2:30-4:30pm

Thank You

PLANNING & DEVELOPMENT DEPARTMENT

832-393-6600 | www.houston.tx.gov/planning