City of Houston
Bicycle Advisory Committee

City Hall Annex Council Chambers, 900 Bagby Street, Public Level
July 17, 2018
2:30-4:30pm

Agenda

1. Director's Report
2. Chair's Report
3. Approval of Minutes
4. Discussion and Action Regarding BAC Public Statements
5. Staff Update on Bikeway Implementation
6. Presentation by LINK Houston and BikeHouston Regarding Top Ten Most Dangerous Intersections
7. BAC Member Announcements
8. Public Comment

The public is invited to speak for up to two (2) minutes each. The public is also encouraged to submit written comments to bac@houstontx.gov. Updates and committee notes will be available at

Minutes of the Bicycle Advisory Committee (BAC)

Thursday, April 5, 2018

Meeting held in
Council Chambers, Public Level, City Hall Annex
2:00 p.m.

Call to Order
Chair Maya Ford called the inaugural meeting to order with a quorum present.

MEMBERS IN ATTENDANCE

Maya Ford, Chair
Mike VanDusen
Capt. Kristine Anthony
Sandra Rodriguez
Neil Bremner
Toloria Allen
Clark Martinson
Beth Martin
John Long
Doug Overman
Robin Holzer
Oni Blair
Amar Mohite
Diane Dohm
Veon McReynolds
Yuhayna McCoy
Alejandro Perez

EXOFFICIO MEMBERS

Marlon Connley
Ian Hlavacek
Patrick Walsh, P.E., Director, Planning and Development

1. DIRECTOR'S REPORT
The Director's Report was given by Patrick Walsh, Director, Planning and Development Department.

2. INTRODUCTIONS
Members introduced themselves by name, who they represented and what they were hoping to accomplish through the Committee.

3. ROLE AND RESPONSIBILITIES
Staff planner Melissa Beeler presented the Committee ordinance language that addressed the Committee's role and responsibilities.

4. ADMINISTRATIVE PROCEDURES
Melissa Beeler introduced draft administrative procedures for action by the Committee. Oni Blair requested administrative procedures be amended to address whether ex-officio members counted towards quorum. Staff would work with the Legal Department to identify the definition of quorum in city code and revise administrative procedures as needed.

Committee Action: Adopt administrative procedures with quorum revision.

Motion: **Long** Second: **Martinson** Vote: **Unanimous** **Approved**

Committee Action: Appoint a Vice Chair.
Chair Maya Ford opened the floor for nominations for Vice Chair of the Committee. Robin Holzer nominated Clark Martinson.
Motion: **Holzer** Second: **McCoy** Vote: **Unanimous** **Approved**

5. BIKE PLAN IMPLEMENTATION PRESENTATION AND DISCUSSION

Melissa Beeler presented the city's proposed bikeway selection and engagement process for Capital Improvement Projects (CIP), as well as nine projects tentatively selected for implementation with CIP funding.

Committee Action: Establish subcommittees to meet outside of quarterly Committee meetings.
Motion: **Blair** Second: **Overman** Vote: **Unanimous** **Approved**

6. ITEMS FOR FUTURE MEETINGS AND BAC ANNOUNCEMENTS

Future meeting dates proposed by staff were July 11th and October 10th from 2:30-4:30 pm. Discussion regarding specific future subcommittee topics ensued. Chair Maya Ford and Vice Chair Clark Martinson will work with staff to prepare a proposal for subcommittees.

Beth Martin shared a meeting regarding Houston Bike Share's Request for Information taking place on April 12th from 4:30 to 6:30 pm.

John Long invited everyone to attend BikeHouston's Bike Summit on April 16th at St. Arnold's Brewery.

Legal staff member Kim Mickelson reminded members of their oath of office forms and Texas Public Information Act Training online.

7. PUBLIC COMMENT

Justin McMurtry urged the Committee to focus on education; teaching people how to bike in addition to infrastructure improvements.

Alec Lawton requested that the Committee and staff save time when implementing new bikeways. Time taken to build lanes makes a huge difference.

Joseph Hood said priorities and maintenance are important, mentioning that street sweepers are needed, and trails need to connect to somewhere to truly be complete.

Claire Jubb (CJ) loves riding her bike but is scared riding in Houston. She feels bicyclists are seen as second class citizens and should be the baseline in equity discussions.

David Dick said separated bikeways are good, but roadway safety is important. He suggests the scope of the Committee should cover the entire bike network, as well as intersections.

Jessica Wiggins spoke about BikeHouston's Build 50 Challenge to build 50 miles of bikeway facilities in 12 months. She also invited everyone to attend the Bike Summit on April 16th.

ADJOURNMENT

There being no further business brought before the Committee, Chair Maya Ford adjourned the meeting by 5:30 p.m.

Maya Ford
Chair

Jennifer Ostlind
Interim Secretary

LINK HOUSTON

BIKEHOUSTON

Safer Streets:

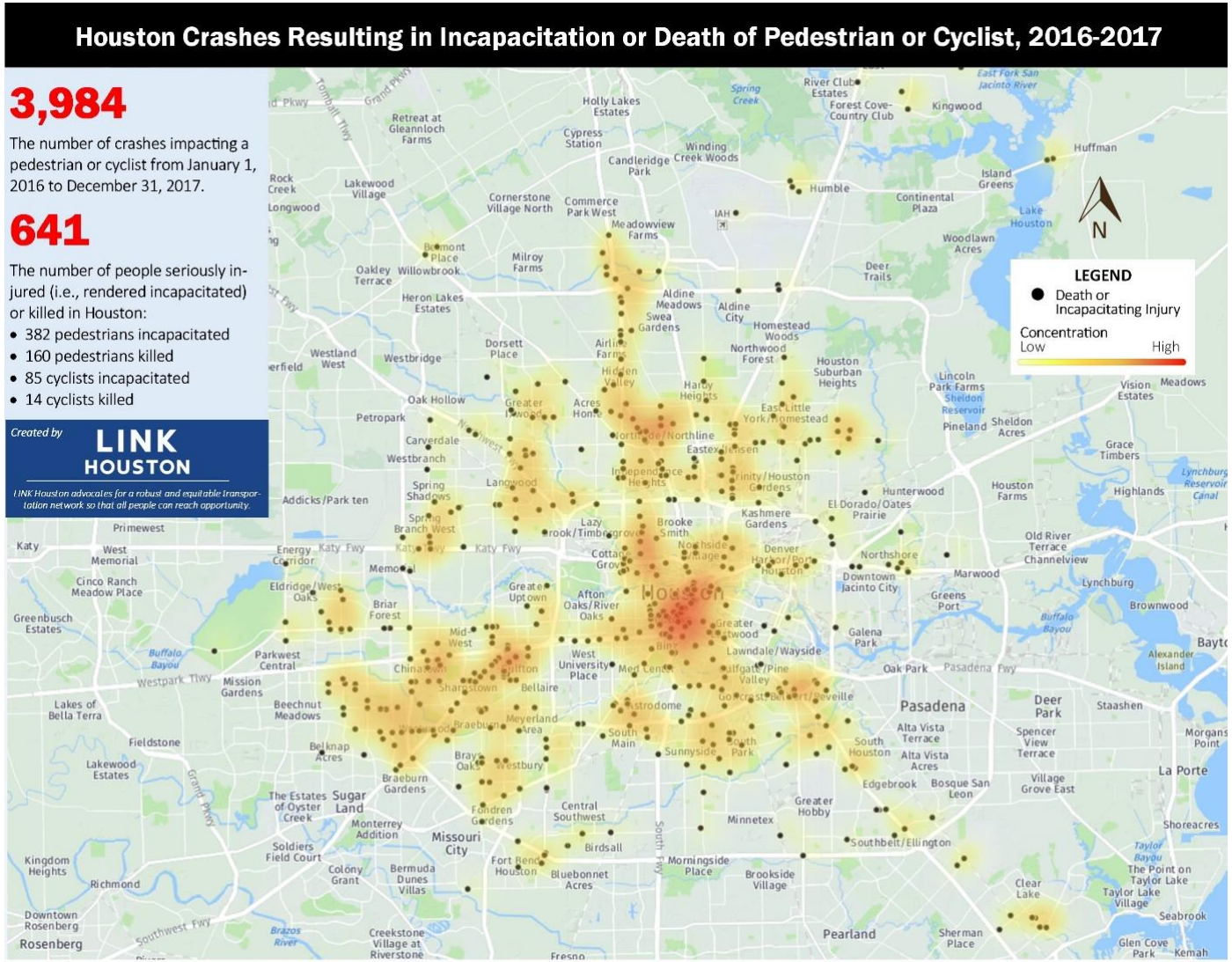
Prioritizing Intersections for Improvements

@BikeHouston @LINK_Houston

#SaferStreetsHTX

July 16, 2018

Problem



Data source: Texas Department of Transportation Crash Records Information System. Map created using CARTO with HERE Terrain Day basemap.

- 4 people killed in crashes while cycling in April 2018
- 160 walkers & 14 cyclists killed in 2016 & 2017
- Distribution across geography & demographics

Purpose

- Improve safety for all road users through systemic change
- *"address non-motorized safety issues and help communities create safer, better connected bicycling and walking networks"*

(U.S. DOT Safer People, Safer Streets Initiative)

- Identify needs and locations based on objective criteria
- Prioritize safety improvements and maintenance for the most vulnerable road users (pedestrians and cyclists)

Question

What are the 10 most dangerous intersections for people walking or biking in Houston?

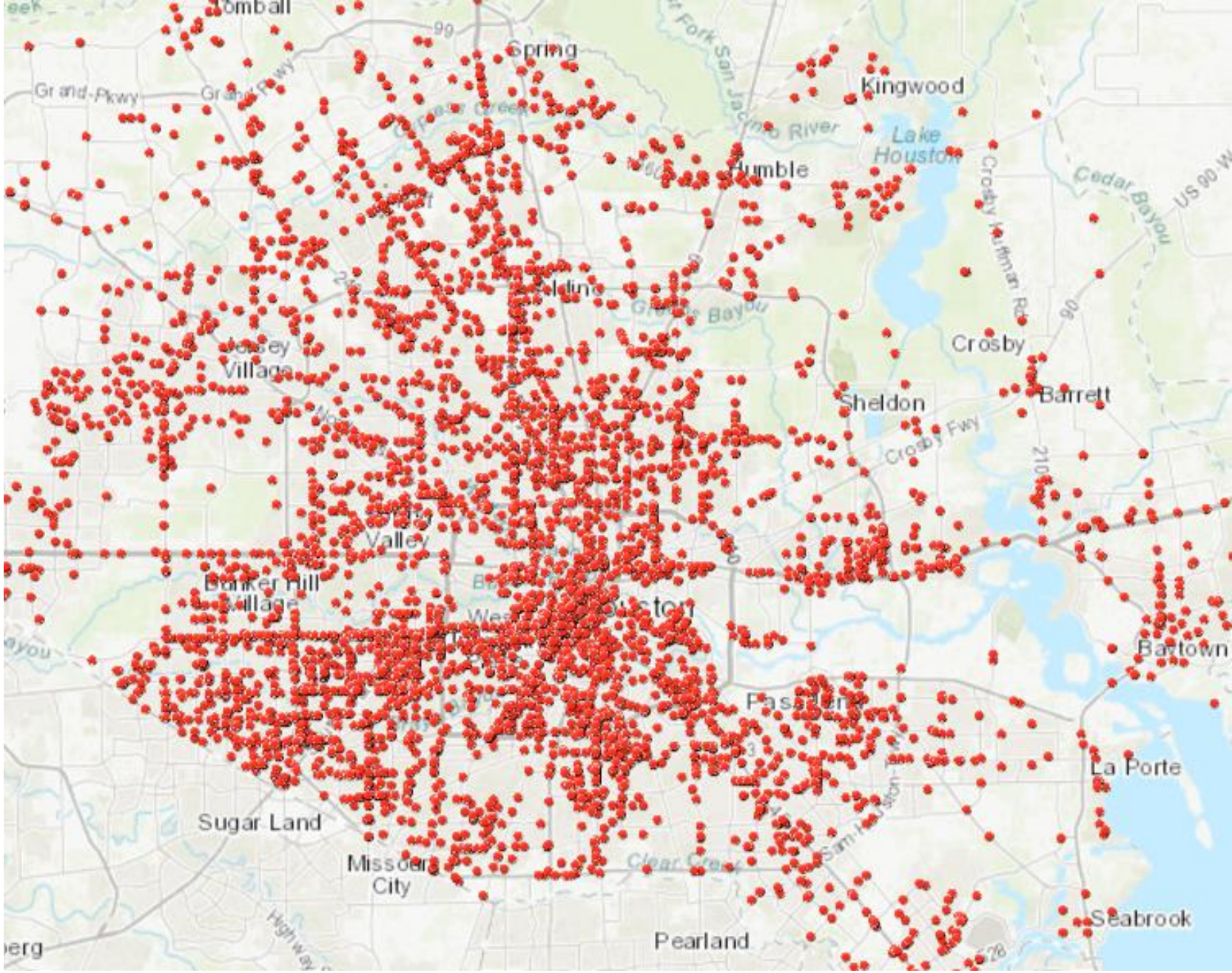
Local Planning & Academic Research

- Local Planning/Engineering
  - *Pedestrian & Bicyclist Special District Studies*, Houston-Galveston Area Council (H-GAC)
  - *Top Ten Intersections for Phase 2* (Ongoing), City of Houston PWE
  - And others
- Academic Research
  - *Identification of High Pedestrian Crash Locations* (March 2018), Federal Highway Administration (FHWA)
  - *Synthesis of Methods for Estimating Pedestrian and Bicyclist Exposure to Risk at Areawide Levels and on Specific Transportation Facilities* (January 2017), FHWA
  - And many others

Equitable Crash-based Baseline Method

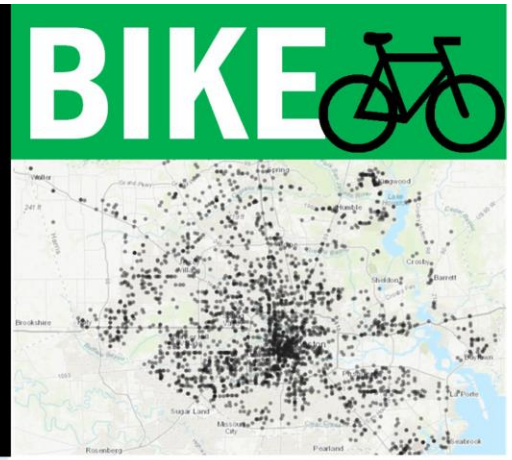
- Use crashes to systematically identify dangerous intersections
  - Identify crash locations *(TxDOT CRIS)*
  - Weight crash impacts by severity *(USDOT value of statistical life)*
  - Identify intersections *(OpenStreetMap, January Advisors help)*
  - Sum crash impacts within 150’ of each intersection
  - Rank order intersections
- Ascertain context and demographic characteristics
- Compare list to other prioritized lists of intersections

12,707 Crashes Impacting a Pedestrian or Bicyclist in Harris County



Source
TxDOT Crash Records Information System (CRIS) from January 1, 2013 to December 31, 2017 as accessed and analyzed by LINK Houston on June 7, 2018.

People Injured or Killed in a Crash in Harris County, 2013-2017





12,707

The number of pedestrians or bicyclists impacted in a crash from 2013 to 2017—

about 7 crashes each day.

(Killed)

618 killed
562 Pedestrians
56 Bicyclists

(Incapacitated)

1,634 seriously injured
1,316 Pedestrians
318 Bicyclists

83% Male 17% Female	(Female/Male)	59% Male 41% Female
39% White 27% Hispanic 29% Black 4% Asian 1% Other	(Race/Ethnicity)	34% Black 31% Hispanic 28% White 4% Asian 3% Other
23% 17 or under 72% 18 to 64 5% 65 or more	(Age)	18% 17 or under 74% 18 to 64 9% 65 or more

Created by LINK HOUSTON

LINK Houston advocates for a robust and equitable transportation network so that all people can reach opportunity.

Learn More: www.linkhouston.org **See a Map:** https://arcg.is/1C0eum

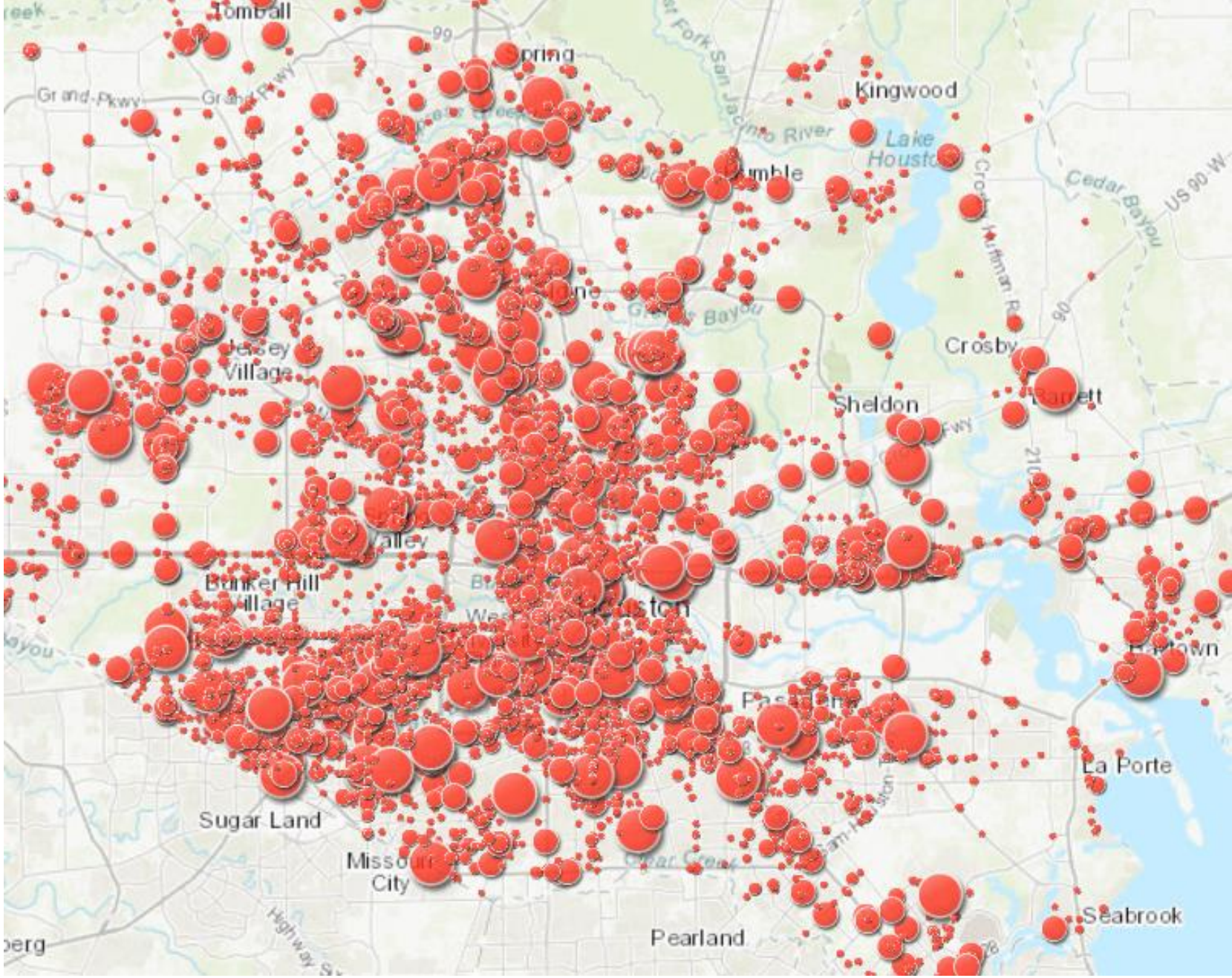
Data source: Texas Department of Transportation Crash Records Information System. Maps created using ArcGIS Online.

Crashes Weighted by Value of Prevention

Note

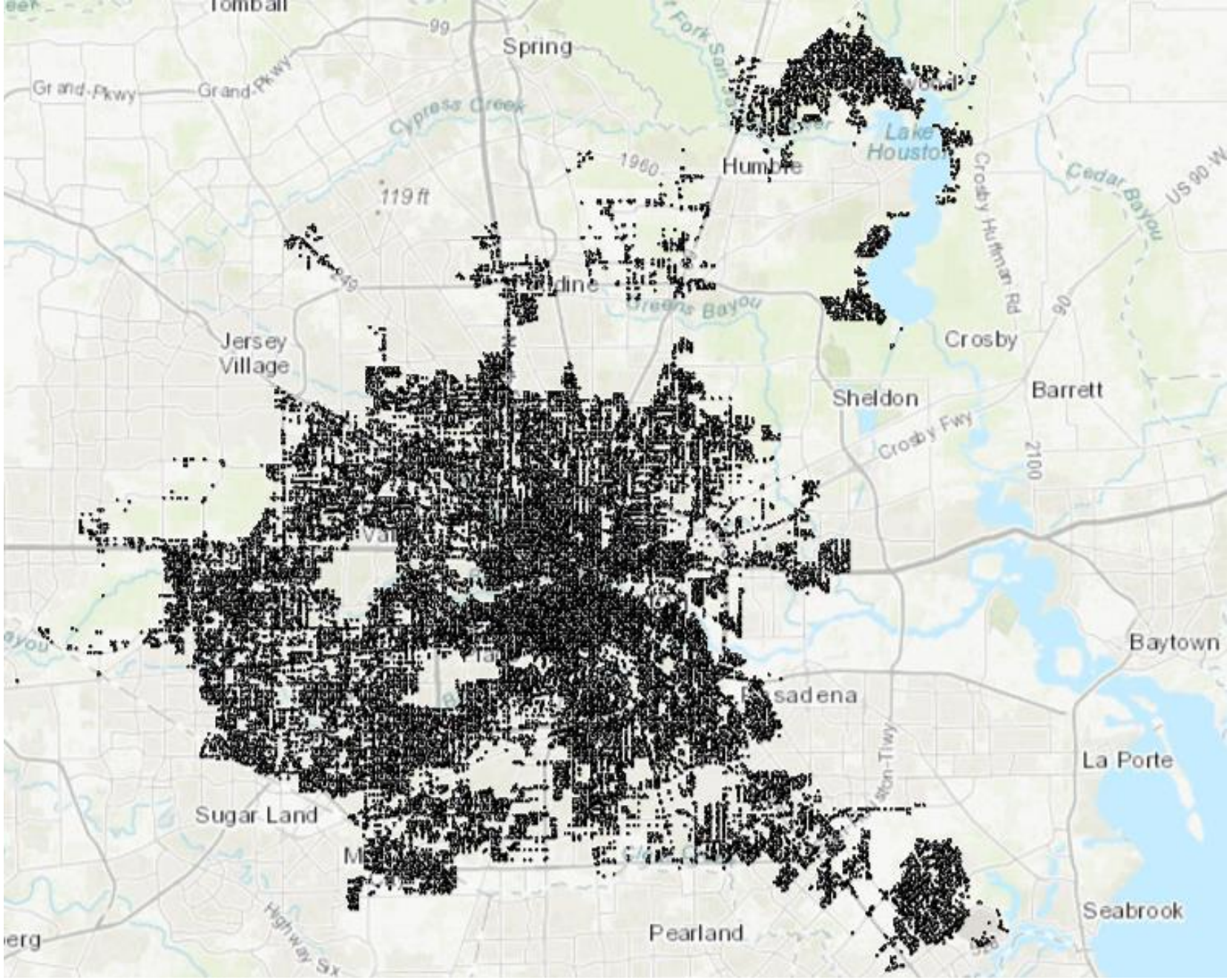
LINKHouston used the U.S. Department of Transportation's 2016 Value of Statistical Life (i.e., value of preventing a fatality or injury on a U.S. roadway) to weight each crash based on severity. The value of preventing a roadway fatality is estimated to be $9.6m.

LINK Houston found that Harris County experienced about $6.76bn in ped/bike impacts over the five year period.

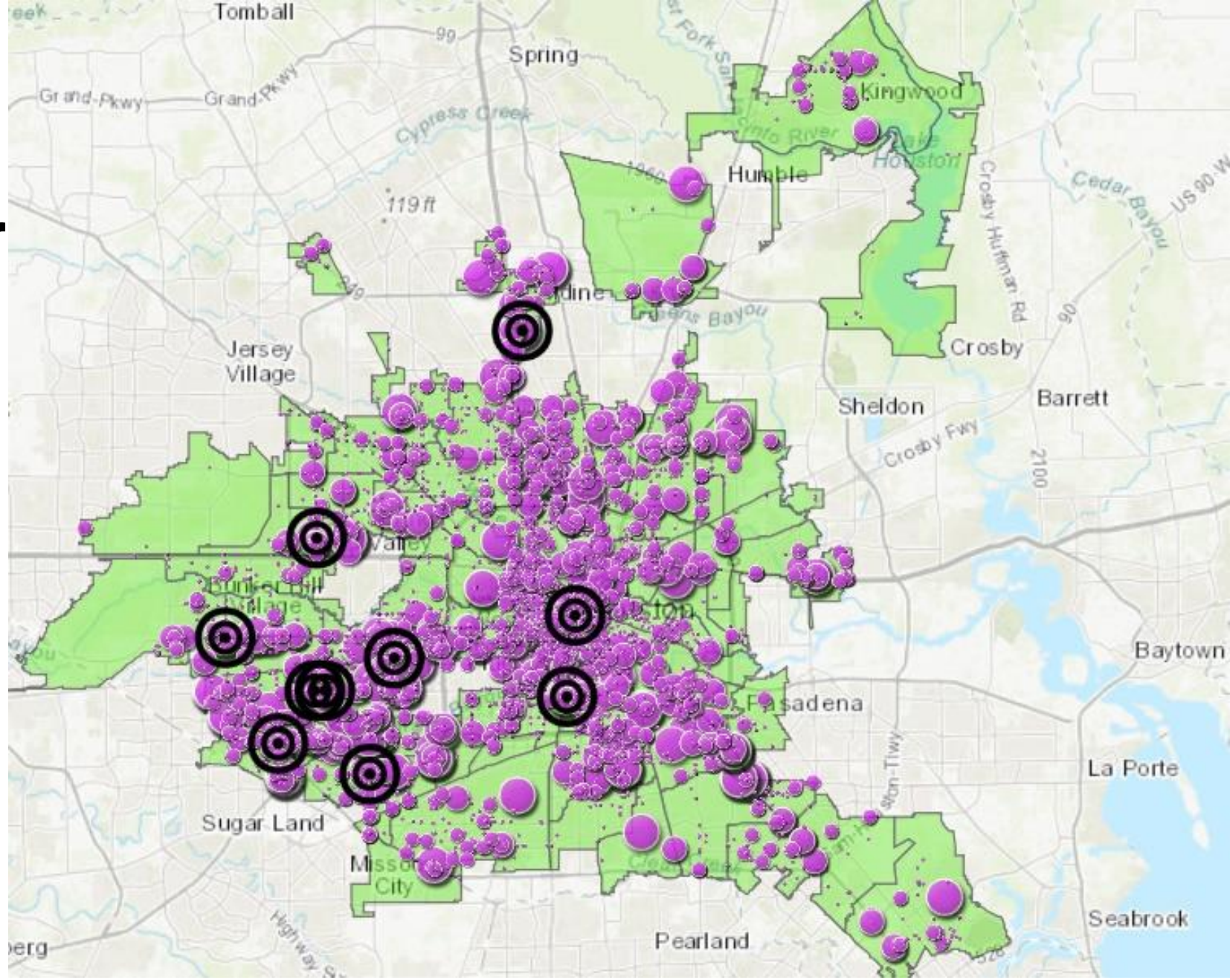


57,610 Houston Intersection Points

Source
Based on OpenStreetMap data analyzed by Jeff Reichman of January Advisors at the request of LINK Houston.



Top Ten Priority Intersections for Safer Streets for Pedestrians & Cyclists



Large black bullseyes mark the top ten most dangerous intersections.

Note

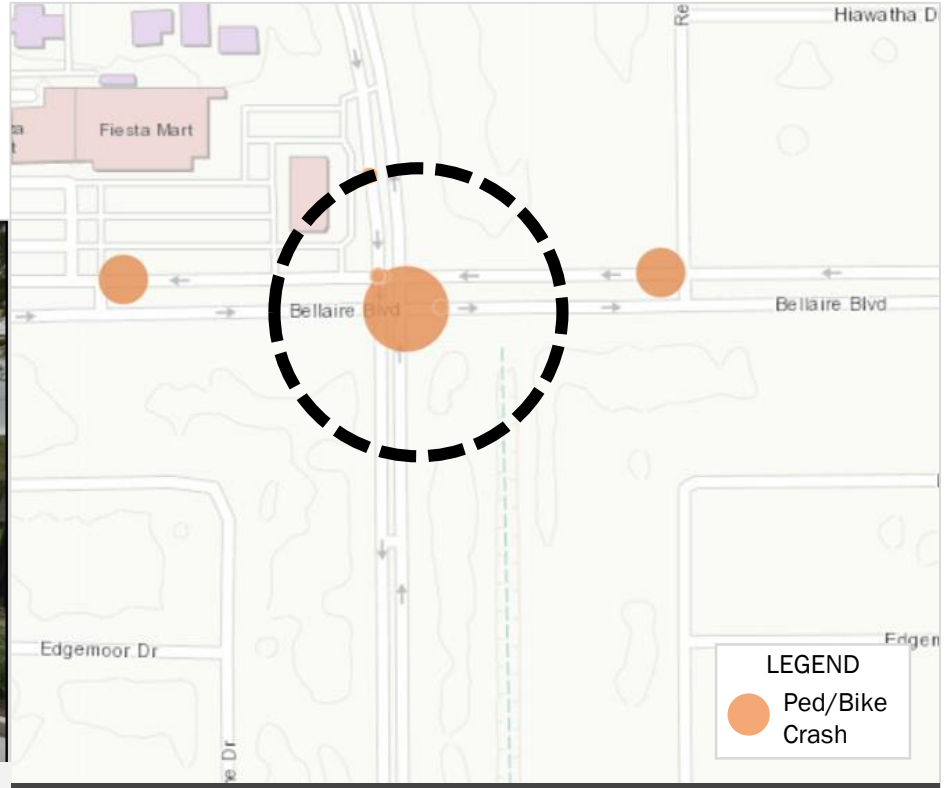
Pink circles indicate the weighted value of preventing pedestrian and bicyclist crashes that occurred from 2013 to 2017 within 150' of each intersection.

Houston's Safer Streets Priority Intersections for People Walking & Biking

July 12, 2018 Version

Safer Streets Priority Intersections
for People Walking & Biking





Neighborhood	Sharpstown
# of crashes	7 (6 walking, 1 biking) 1 ped death
Value of prevention	$12.9m
# population in tract [a]	6,768 48201432902
% HHs in poverty [a]	29%
% HHs with no vehicle [a]	17%
# jobs in proximity [b]	536
# schools within ¼-mile [c]	3
# transit stops adjacent [d]	4 (764 weekday boardings/alightings)

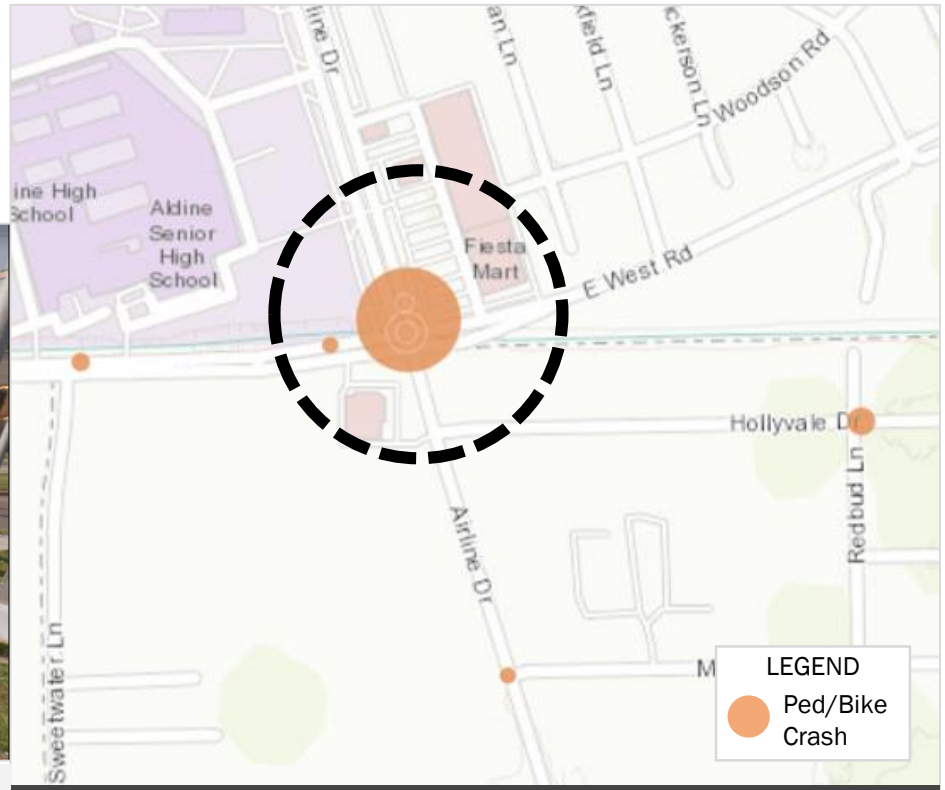
10 of 10

BELLAIRE & SOUTH GESSNER

Sources: A. H-GAC Demographic Data Explorer, B. H-GAC Activity-Connectivity Explorer, C. Google Maps, D. Houston METRO

Safer Streets Priority Intersections
for People Walking & Biking





Neighborhood	Greater Greenspoint
# of crashes	6 (4 walking, 2 biking) 1 ped death
Value of prevention	$13.0m
# population in tract [a]	7,462 48201222503
% HHs in poverty [a]	52%
% HHs with no vehicle [a]	10%
# jobs in proximity [b]	271
# schools within ¼-mile [c]	3
# transit stops adjacent [d]	3 (224 weekday boardings/alightings)

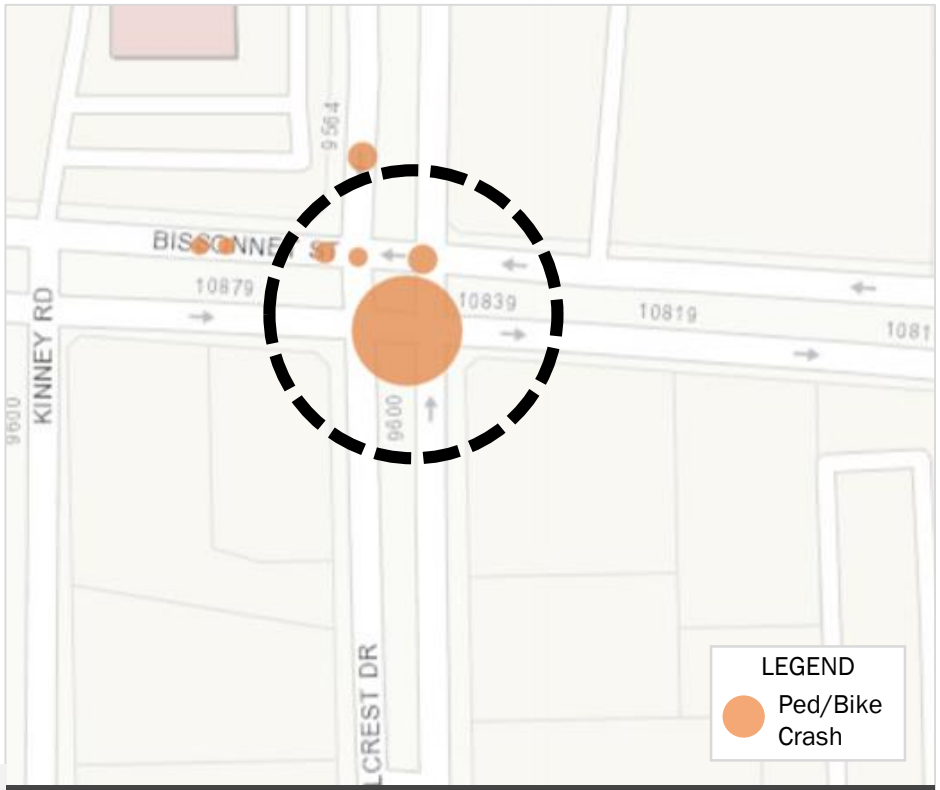
9 of 10

WEST & AIRLINE

Sources: A. H-GAC Demographic Data Explorer, B. H-GAC Activity-Connectivity Explorer, C. Google Maps, D. Houston METRO

Safer Streets Priority Intersections
for People Walking & Biking





Neighborhood	Alief
# of crashes	8 (8 walking, 0 biking) 1 ped death
Value of prevention	$13.0m
# population in tract [a]	2,780 48201453300
% HHs in poverty [a]	36%
% HHs with no vehicle [a]	10%
# jobs in proximity [b]	720
# schools within ¼-mile [c]	3
# transit stops adjacent [d]	4 (150 weekday boardings/alightings)

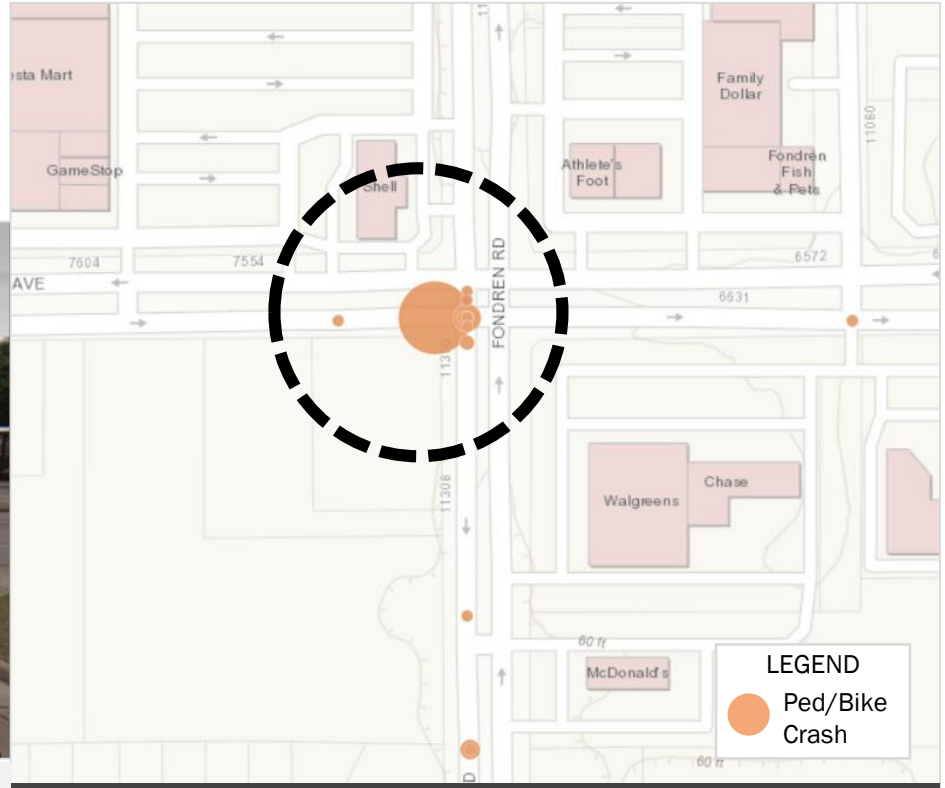
8 of 10

BISSONNET & WILCREST

Sources: A. H-GAC Demographic Data Explorer, B. H-GAC Activity-Connectivity Explorer, C. Google Maps, D. Houston METRO

Safer Streets Priority Intersections
for People Walking & Biking





Neighborhood	Greater Fondren Southwest
# of crashes	12 (11 walking, 1 biking) 1 ped death
Value of prevention	$14.3m
# population in tract [a]	5,142 48201423302
% HHs in poverty [a]	20%
% HHs with no vehicle [a]	14%
# jobs in proximity [b]	791
# schools within ¼-mile [c]	2
# transit stops adjacent [d]	3 (504 weekday boardings/alightings)

7 of 10

FONDREN & WEST BELLFORT

Sources: A. H-GAC Demographic Data Explorer, B. H-GAC Activity-Connectivity Explorer, C. Google Maps, D. Houston METRO

Safer Streets Priority Intersections
for People Walking & Biking





Neighborhood	AstroDome Area/Greater OST/Macgregor
# of crashes	2 (2 walking, 0 biking) 2 ped deaths
Value of prevention	$14.4m
# population in tract [a]	2,447 4820131700
% HHs in poverty [a]	18%
% HHs with no vehicle [a]	16%
# jobs in proximity [b]	194
# schools within ¼-mile [c]	0
# transit stops adjacent [d]	2 (63 weekday boardings/alightings)

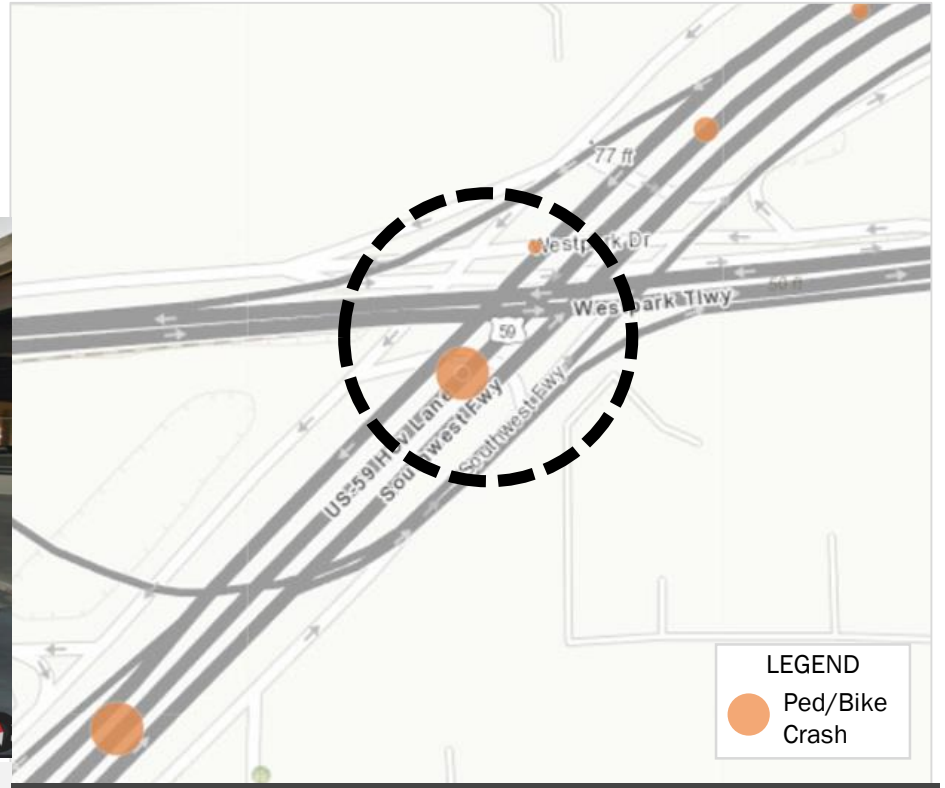
6 of 10

OLD SPANISH TRAIL & 288 SOUTH

Sources: A. H-GAC Demographic Data Explorer, B. H-GAC Activity-Connectivity Explorer, C. Google Maps, D. Houston METRO

Safer Streets Priority Intersections
for People Walking & Biking





Neighborhood	Gulfton/Mid West/Sharpstown
# of crashes	5 (3 walking, 2 biking) 1 ped / 1 bike death
Value of prevention	$14.6m
# population in tract [a]	5,019 48201432801
% HHs in poverty [a]	33%
% HHs with no vehicle [a]	20%
# jobs in proximity [b]	431
# schools within ¼-mile [c]	1
# transit stops adjacent [d]	1 (269 weekday boardings/alightings)

5 of 10

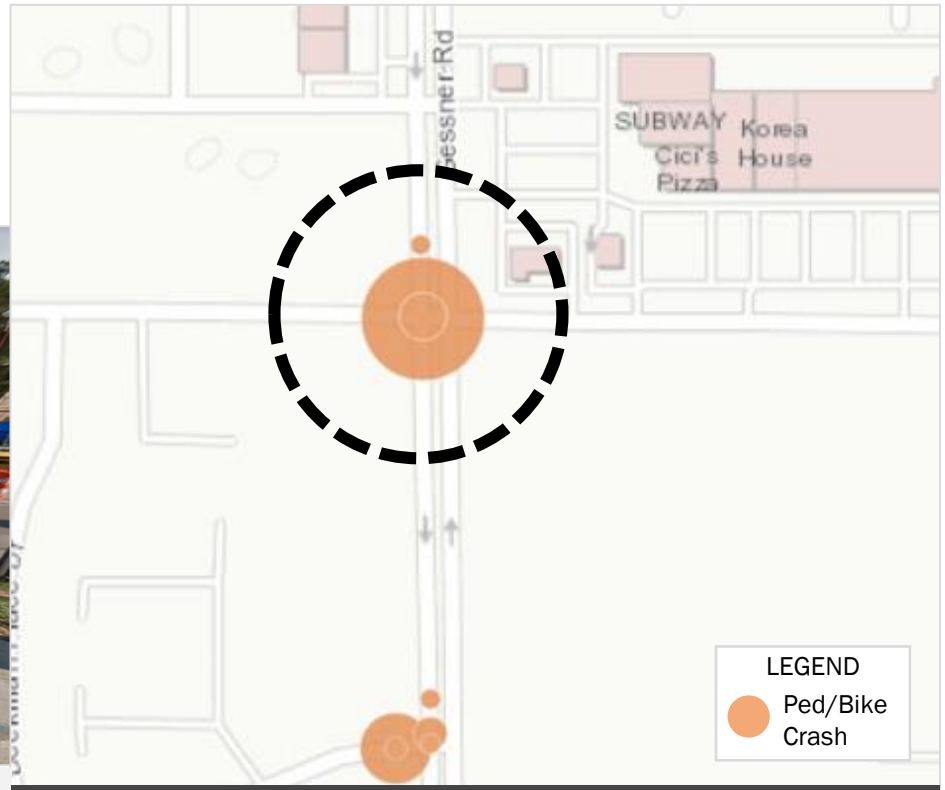
WESTPARK DR & US 59 SOUTH

Sources: A. H-GAC Demographic Data Explorer, B. H-GAC Activity-Connectivity Explorer, C. Google Maps, D. Houston METRO

Safer Streets Priority Intersections
for People Walking & Biking



Neighborhood	Spring Branch West
# of crashes	4 (4 walking, 0 biking) 1 ped death
Value of prevention	$14.7m
# population in tract [a]	4,324 48201522202
% HHs in poverty [a]	38%
% HHs with no vehicle [a]	10%
# jobs in proximity [b]	431
# schools within ¼-mile [c]	2
# transit stops adjacent [d]	2 (303 weekday boardings/alightings)



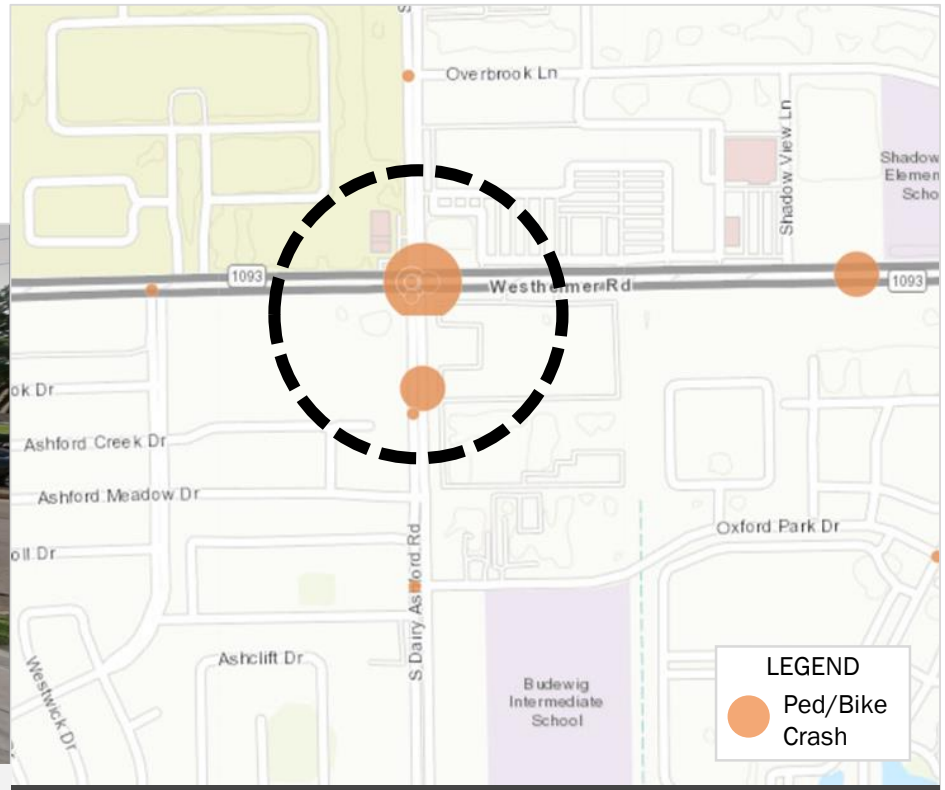
4 of 10

LONG POINT & GESSNER

Sources: A. H-GAC Demographic Data Explorer, B. H-GAC Activity-Connectivity Explorer, C. Google Maps, D. Houston METRO

Safer Streets Priority Intersections
for People Walking & Biking





Neighborhood	Eldridge West Oaks/Briar Forest
# of crashes	11 (9 walking, 2 biking) 1 ped death
Value of prevention	$17.2m
# population in tract [a]	8.936 48201452000
% HHs in poverty [a]	16%
% HHs with no vehicle [a]	5%
# jobs in proximity [b]	726
# schools within ¼-mile [c]	1
# transit stops adjacent [d]	4 (371 weekday boardings/alightings)

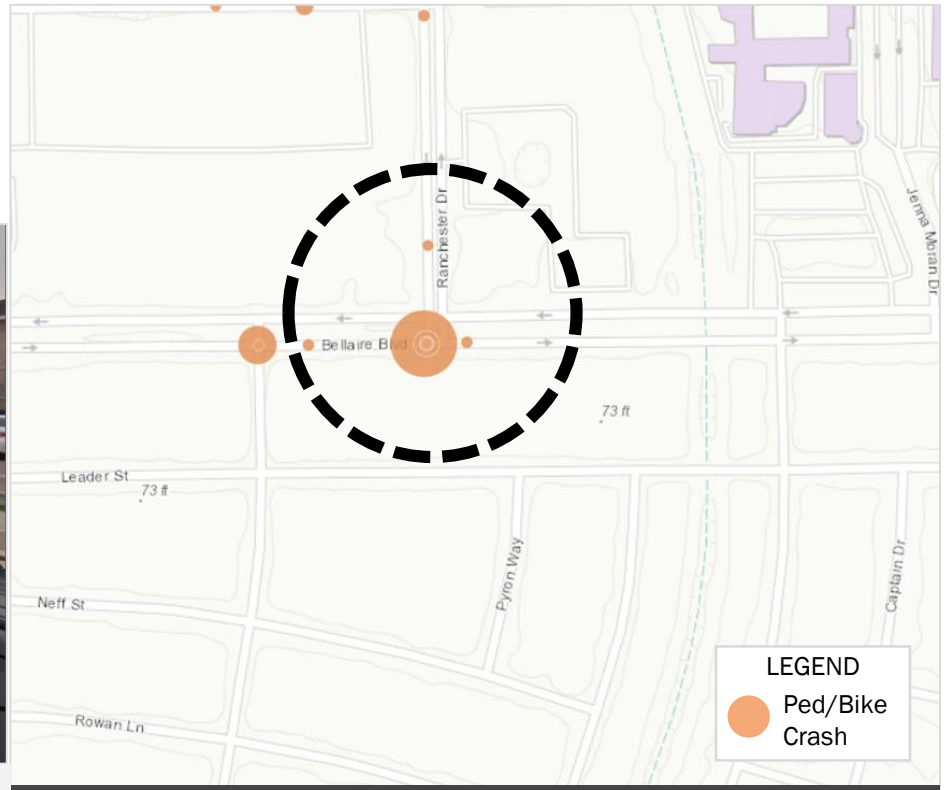
3 of 10

WESTHEIMER & S. DAIRY ASHFORD

Sources: A. H-GAC Demographic Data Explorer, B. H-GAC Activity-Connectivity Explorer, C. Google Maps, D. Houston METRO

Safer Streets Priority Intersections
for People Walking & Biking





Neighborhood	Sharpstown
# of crashes	11 (10 walking, 1 biking) 1 ped death
Value of prevention	$18.5m
# population in tract [a]	5,967 48201433003
% HHs in poverty [a]	52%
% HHs with no vehicle [a]	23%
# jobs in proximity [b]	409
# schools within ¼-mile [c]	2
# transit stops adjacent [d]	2 (268 weekday boardings/alightings)

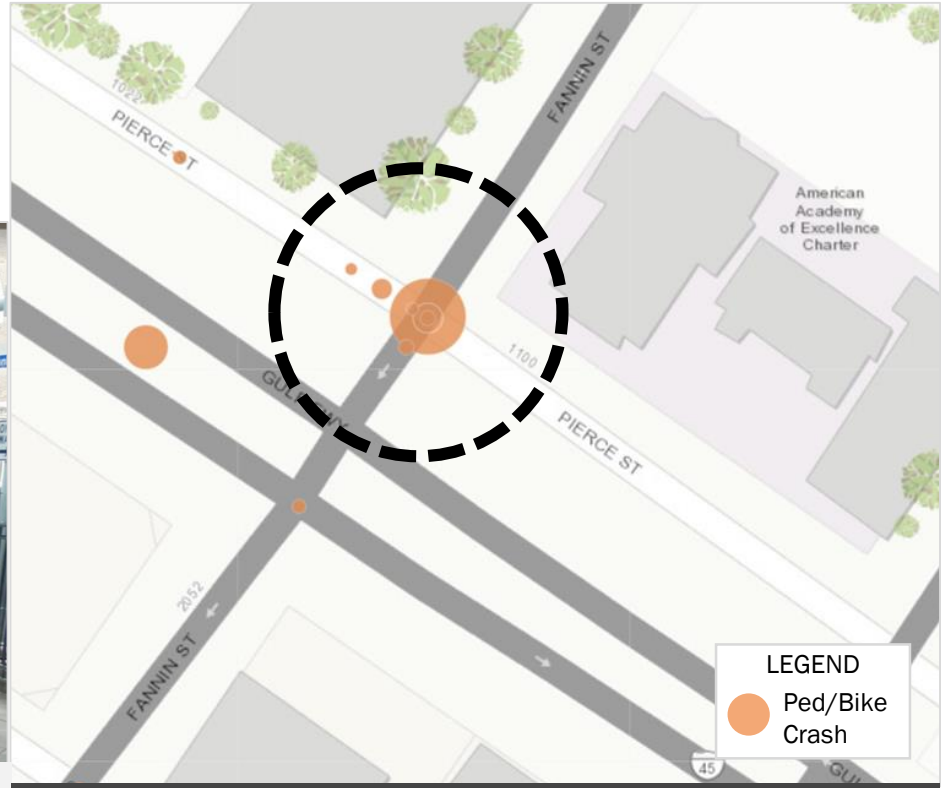
2 of 10

RANCHESTER & BELLAIRE

Sources: A. H-GAC Demographic Data Explorer, B. H-GAC Activity-Connectivity Explorer, C. Google Maps, D. Houston METRO

Safer Streets Priority Intersections
for People Walking & Biking





Neighborhood	Downtown (near Midtown)
# of crashes	13 (11 walking, 2 biking) 2 ped deaths
Value of prevention	$25.1m
# population in tract [a]	4,621 48201100000
% HHs in poverty [a]	18%
% HHs with no vehicle [a]	17%
# jobs in proximity [b]	2,206
# schools within ¼-mile [c]	0
# transit stops adjacent [d]	1 (53 weekday boardings/alightings)

1 of 10

FANNIN & PIERCE

Sources: A. H-GAC Demographic Data Explorer, B. H-GAC Activity-Connectivity Explorer, C. Google Maps, D. Houston METRO

Safer Streets for People Walking & Biking

Priority Intersections

Approved by Mayor Turner
July 13, 2018

LINK Houston Crash-based

1. **Fannin & Pierce**
2. **Ranchester & Bellaire**
3. Westheimer & S Dairy Ashford
4. **Long Point & Gessner**
5. Westpark Dr & U.S. 59 South
6. Old Spanish Trail & 288 South
7. **Fondren & West Bellfort**
8. **Bissonnet & Wilcrest**
9. **West & Airline**
10. **Bellaire & S Gessner**

BikeHouston Members

1. **Sunset & Main & Fannin***
2. **Shepherd & Allen Pkwy & Kirby**
3. **Taylor & Spring & MKT Trl**
4. **11th St & Nicholson**
5. West 610 & Woodway & Arbor. Trl
6. **Houston & Spring & MKT Trl***
7. **Hawthorne & Spur 529 & Holman**
8. **Patterson & Washington**
9. Waugh/Heights & Memorial
10. Weslayan & Westpark/US 59
11. Morningside & Bellaire

COH PWE Phase 2 Draft

1. Patton & Irvington
2. Renwick & Dashwood
3. Renwick & Elm
4. 11th & Nicholson
5. White Oak & Heights Trail
6. Crawford & Hermann
7. Hawthorne & Bagby
8. Eldridge & Rincon
9. Eldridge & Whittington
10. Townwood & Orem

Additional refinements needed…

And could include a variety of unbiased data (Census, roadway class, etc) or neighborhood specific data (i.e., Complete Communities, EEDC Built Environment Report, Rice Kinder Gulfton Near-Miss Study, etc).

* Project already in progress

Next Steps

Using the priority intersections…

- Create an investigation task force
  - COH: PWE, PD, HPD
  - Other Stakeholders: METRO, Harris County, TxDOT, Mgt. Districts, etc
- Establish investigation protocol and countermeasure matrix (Leverage tools created by FHWA or peer cities)
- Investigate intersections and make recommendations for infrastructure, enforcement, and education improvements
- Implement recommendations
- Document lessons learned applicable at other intersections and along travel corridors

https://commons.wikimedia.org/wiki/File:Discussion.png

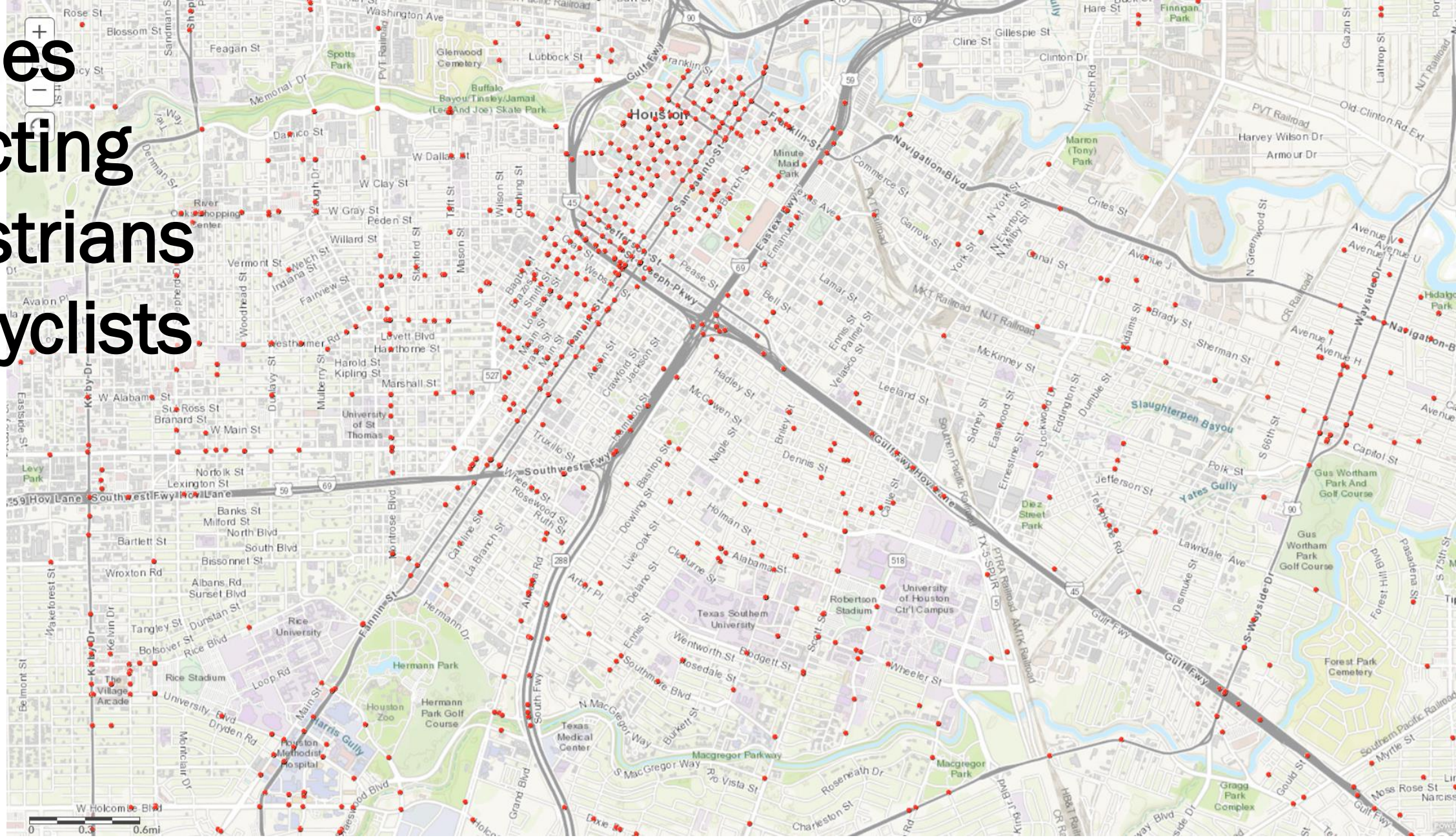


Questions / Discussion

Webmap: https://arcg.is/1C0eum

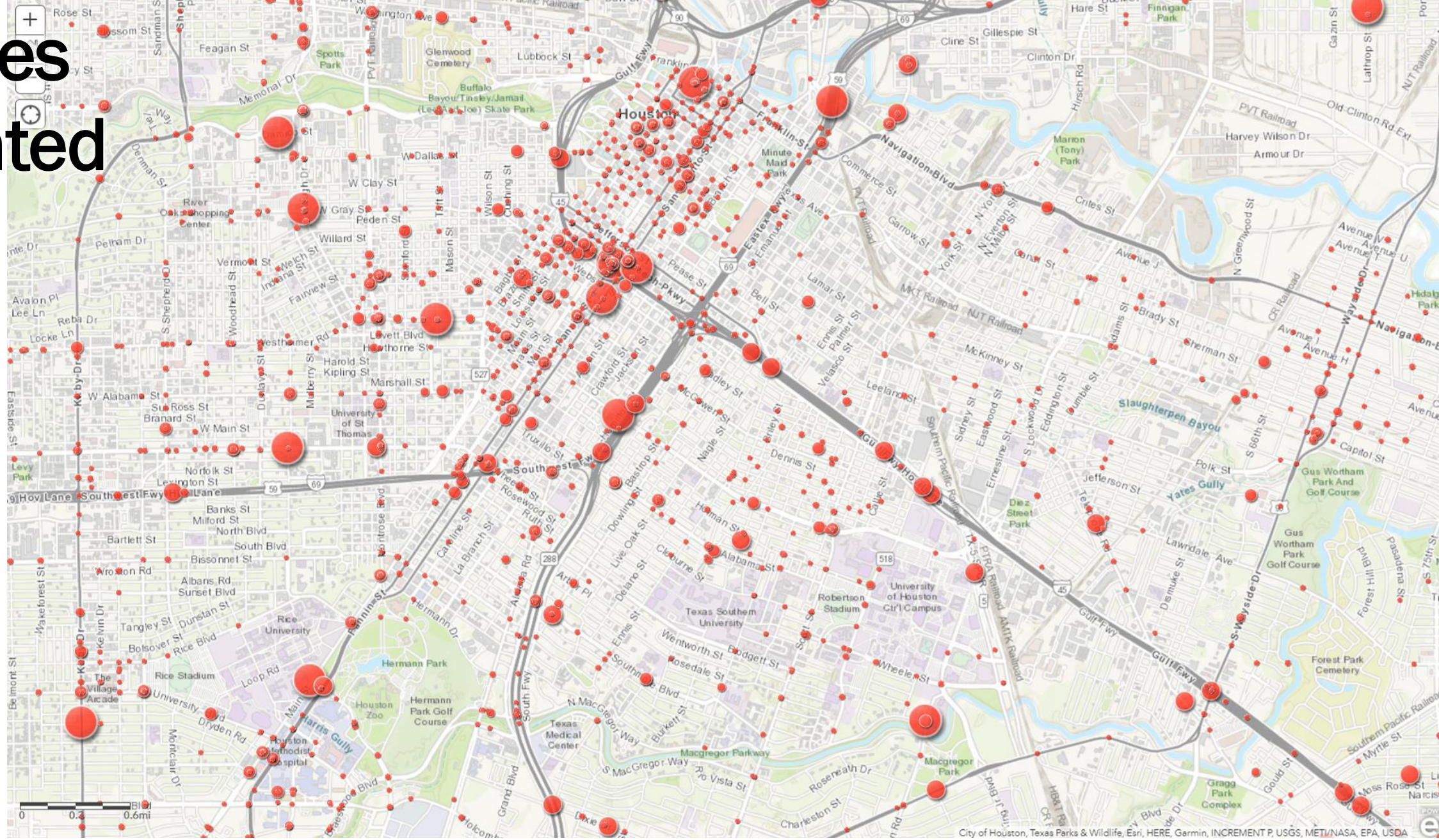
Small Area Methodology Example with 3-1-1 Comparison

Crashes Impacting Pedestrians or Bicyclists

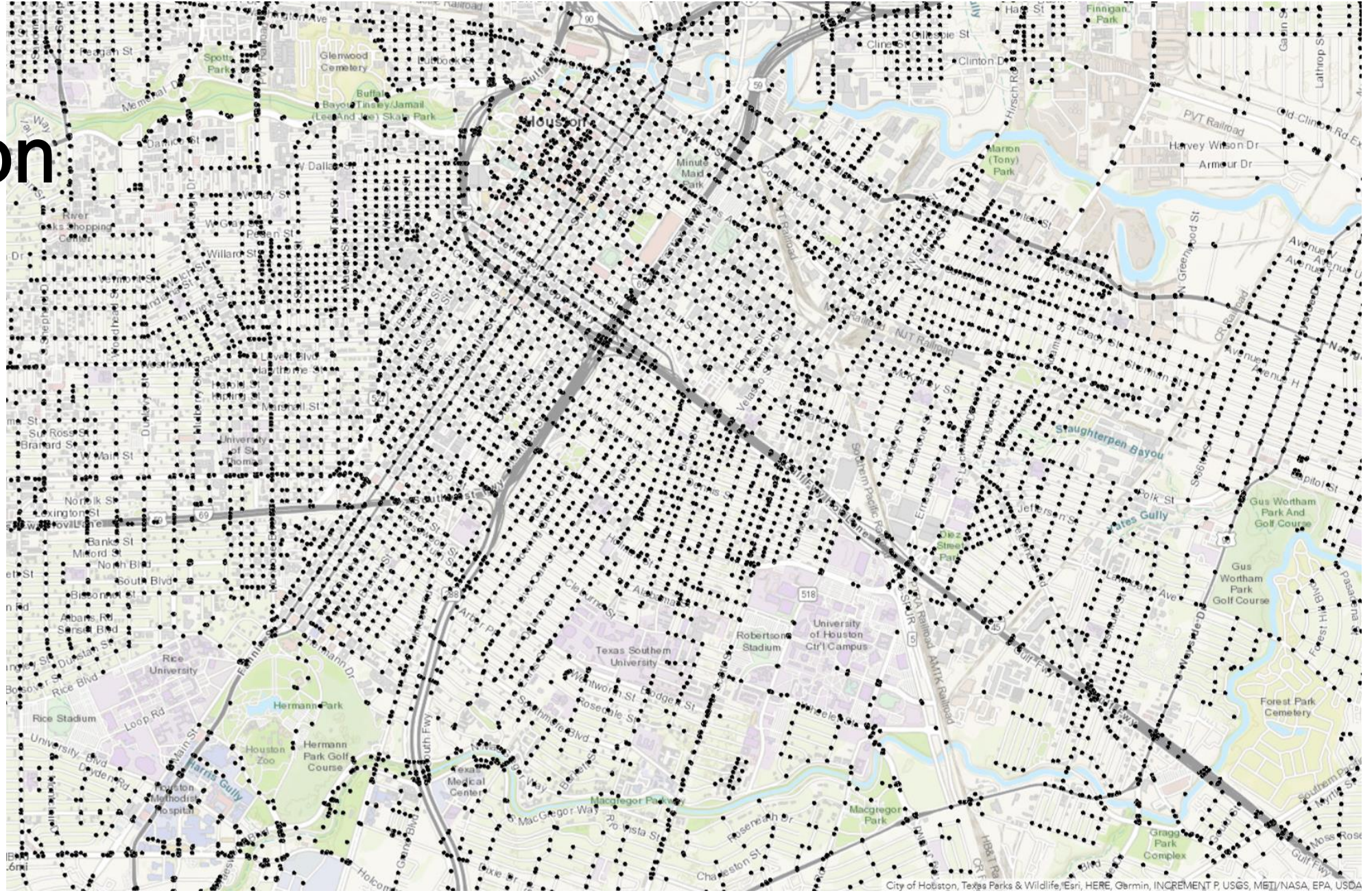


BIKEHOUSTON LINK HOUSTON

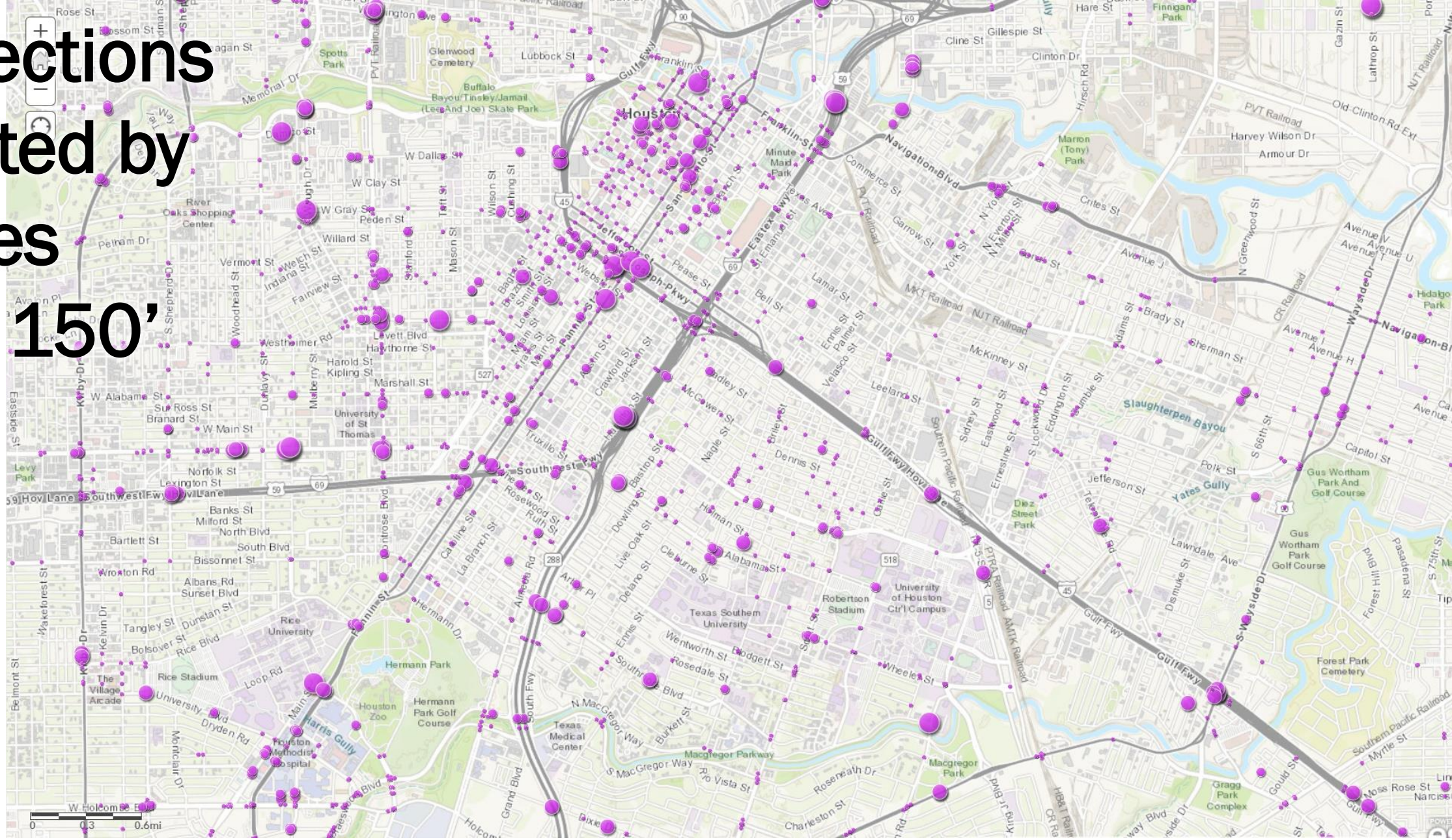
Crashes Weighted



Houston Intersection Points

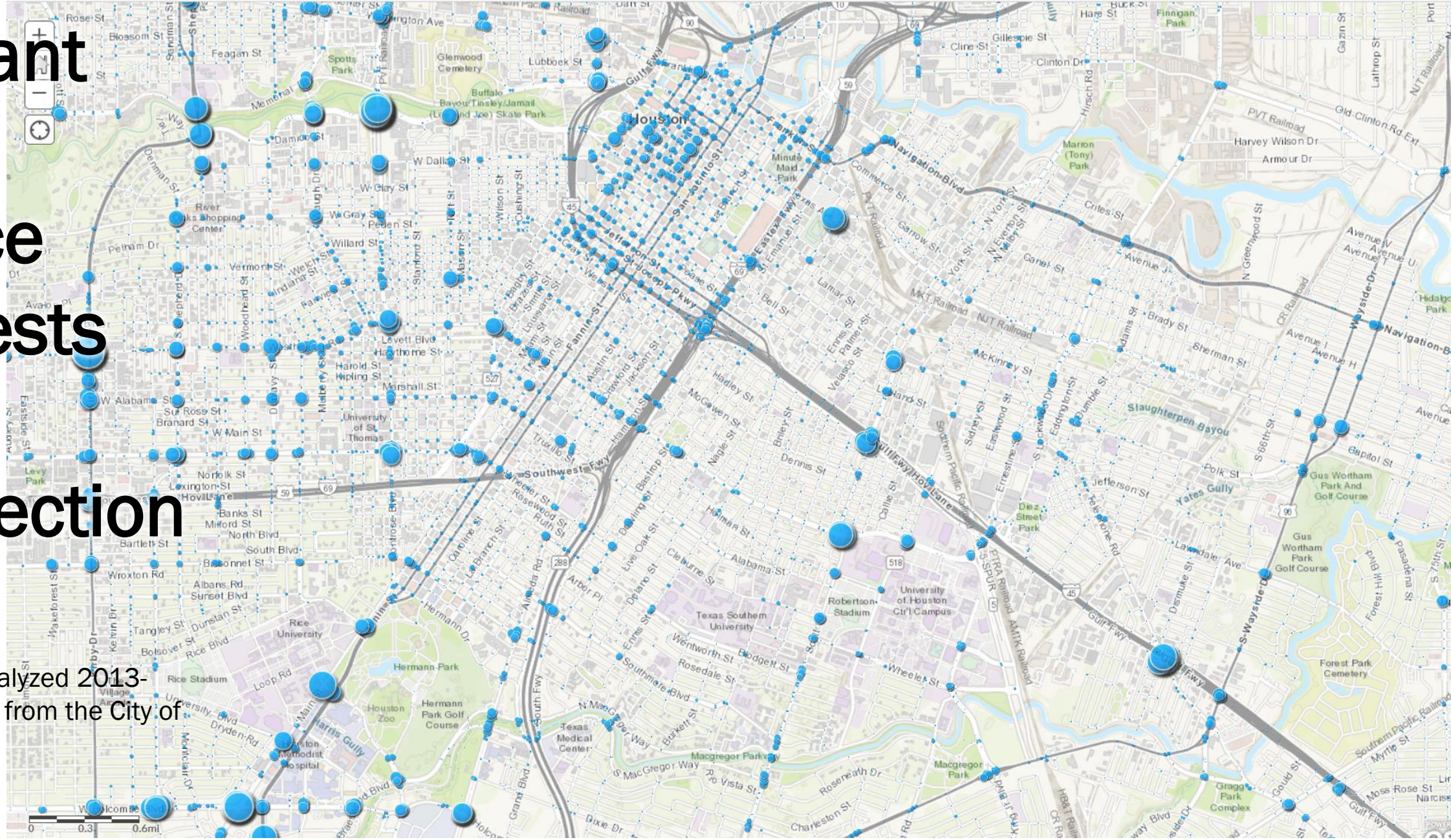


Intersections Weighted by Crashes within 150’



BIKEHOUSTON LINK HOUSTON

Relevant 3-1-1 Service Requests per Intersection



Note
LINKHouston analyzed 2013-2017 3-1-1 data from the City of Houston.

Bicycle Advisory Committee

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

PLANNING & DEVELOPMENT DEPARTMENT

July 17, 2018 2:30-4:30pm
City Hall Annex Council Chamber

Bikeway Implementation Update

Precinct 1 Complete Communities Projects

- Staff held public mobility workshops in each community
- Staff held feasibility workshop with Precinct 1 design team
- Staff presented results of workshop at CC Super Neighborhood meetings
- Precinct 1 is conducting additional study, cost estimates

Bikeway Implementation Update

Precinct 1 Additional Projects

- Considering projects from:
  - City of Houston Project Prioritization
  - Precinct 1 Transportation Plan
  - Existing Support: Council Member Requests, Livable Centers, SN Requests, Interactive Map, etc.
- Staff will meet with Precinct 1 next week to determine next steps

PLANNING & DEVELOPMENT DEPARTMENT

Bikeway Implementation Update

City of Houston CIP-Funded Projects

- Many CIP projects were incorporated into CC networks
- City of Houston Project Prioritization
- Bike Plan Pilot Projects
- Focus outside Precinct 1
- HPW is conducting further analysis