

HOUSTON BIKEPLAN

Houston Bike Plan: Goals & Tools

Bicycle Advisory Committee Meeting #3

September 9, 2015

Since the last meeting:

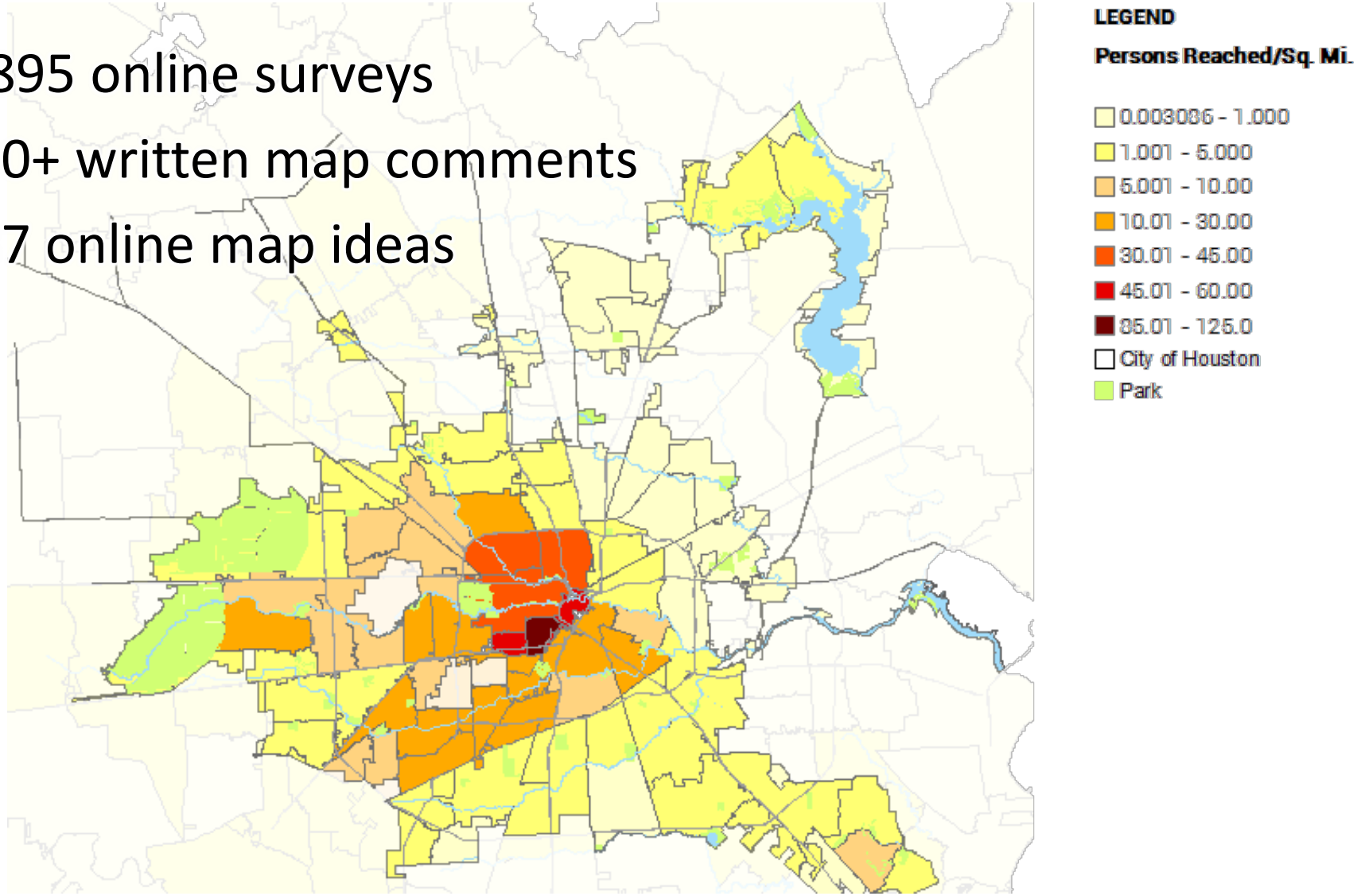
- Completed first phase of public engagement
- Revised Vision and Goals statements
  - Based on BAC, City and Mayor's office comments
    - Comments on goals, metrics, or strategies
- Presented to Planning Commission and City Council TTI Committee
- Developed draft toolbox of bike facilities (projects), programs and policies

Today's Activities

- Results from Bike Plan Survey
- Review Vision and Goals
- Overview of Bike Plan Toolbox
- Developing a Bicycle Plan Map: Group Exercise
- Discussion & Debrief

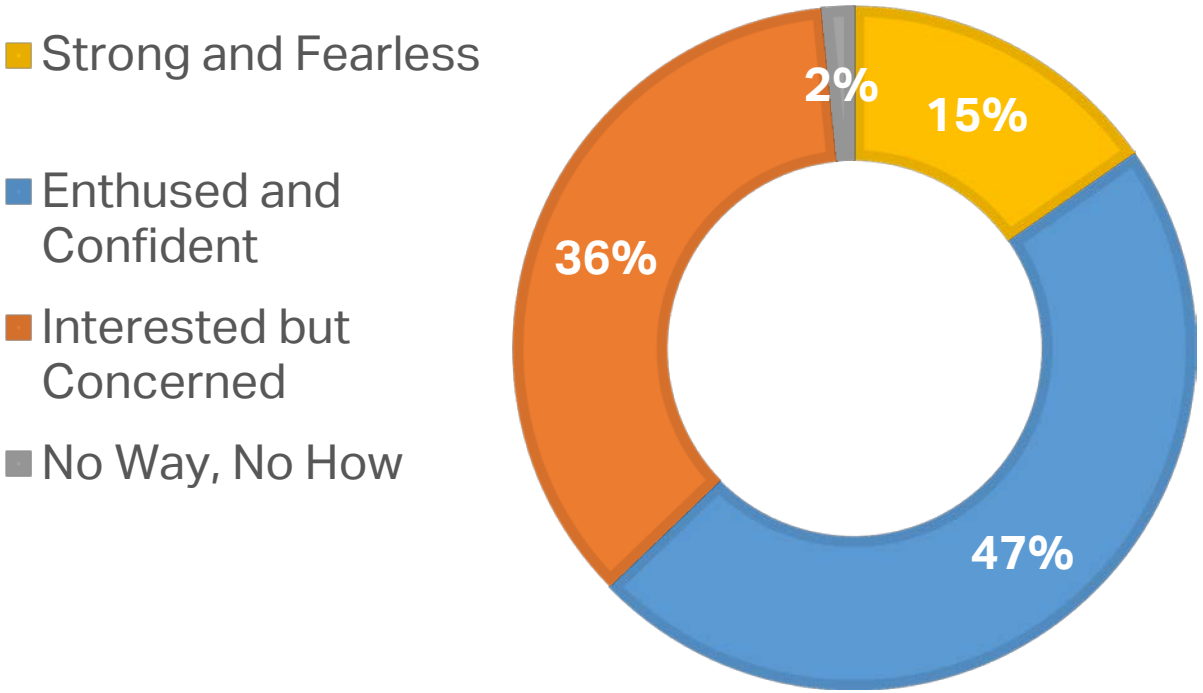
Public Outreach by the Numbers

- 2,895 online surveys
- 800+ written map comments
- 387 online map ideas



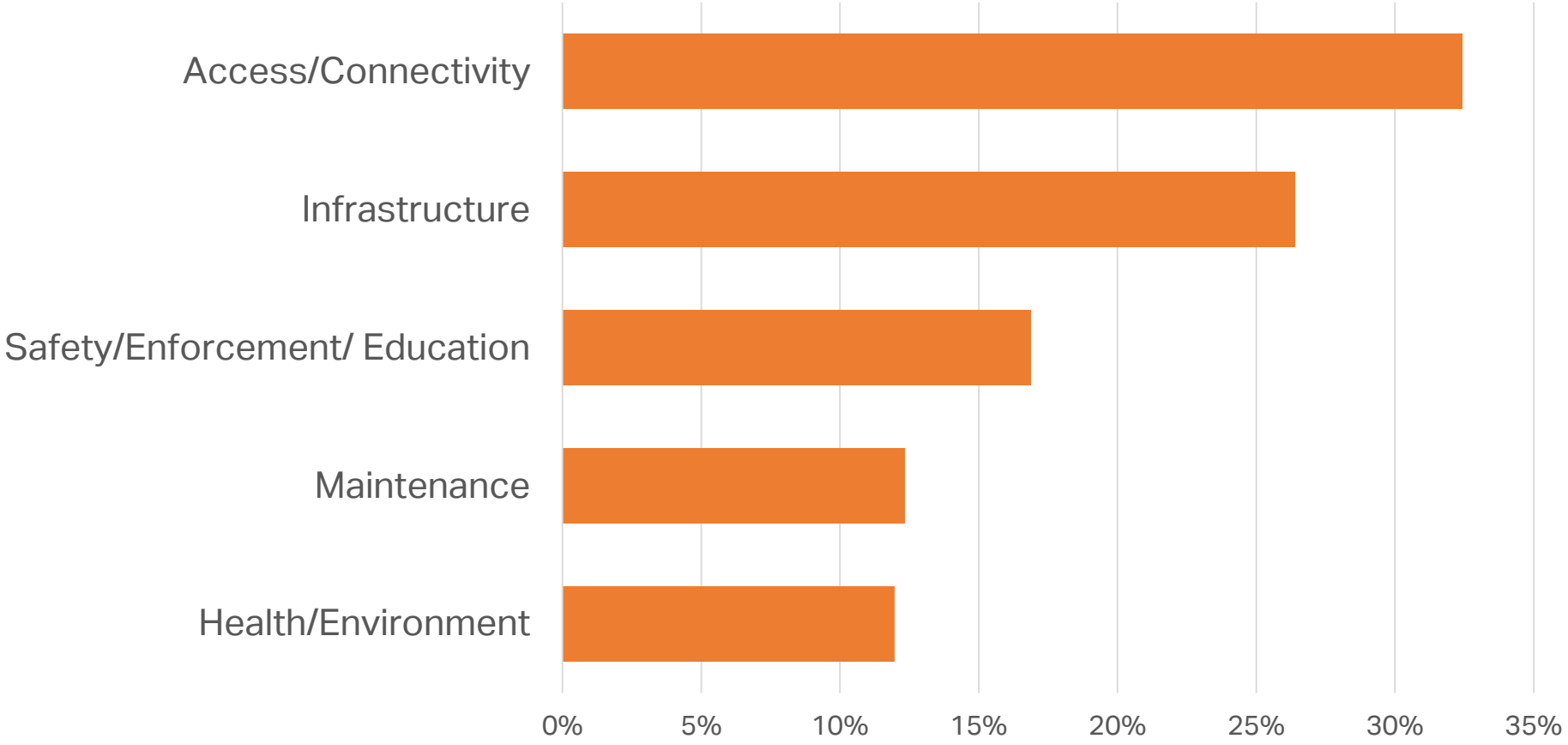
HOUSTON BIKEPLAN

Which type of bicyclist are you?



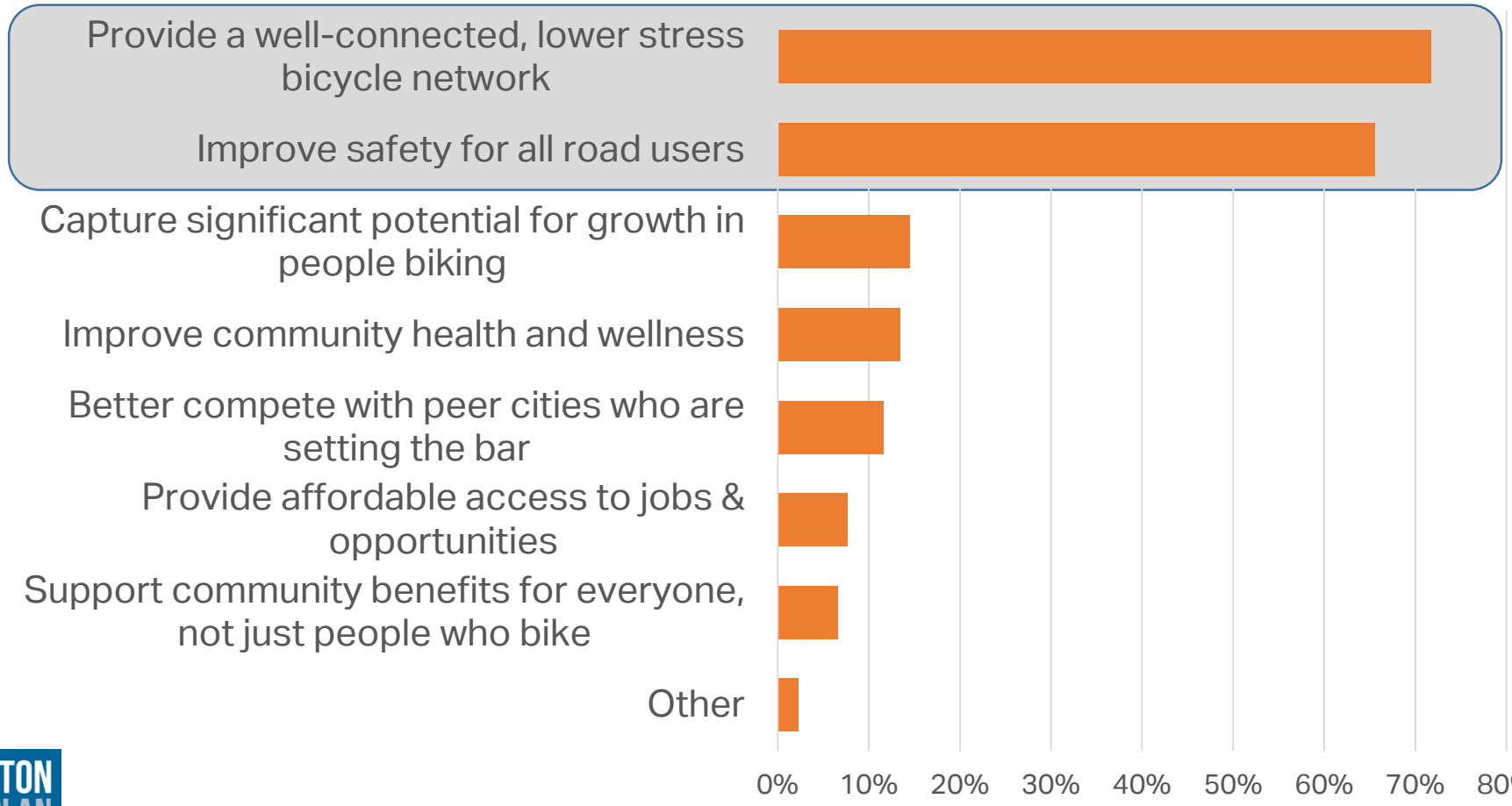
What Goals Stand Out?

- Public Meeting & Online Goals/Vision Comments

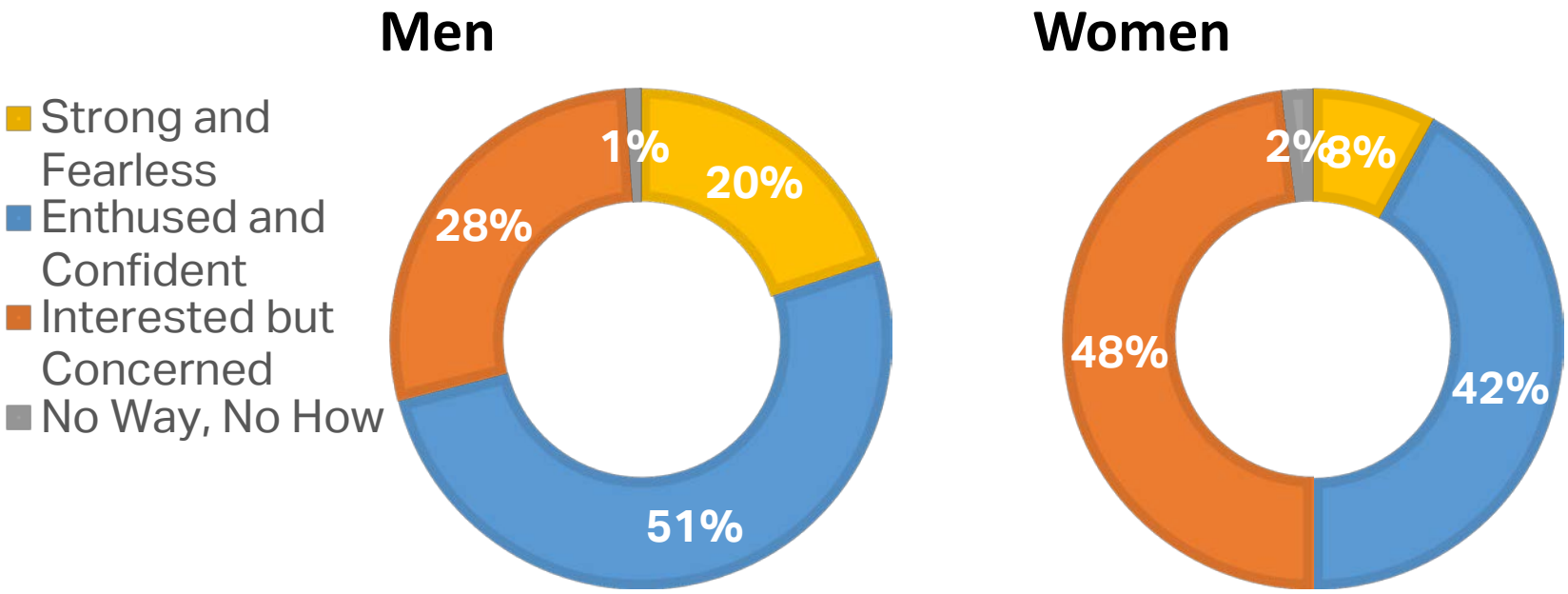


What Goals Stand Out?

- **Online Survey Goal Responses** (respondents chose their top 2)

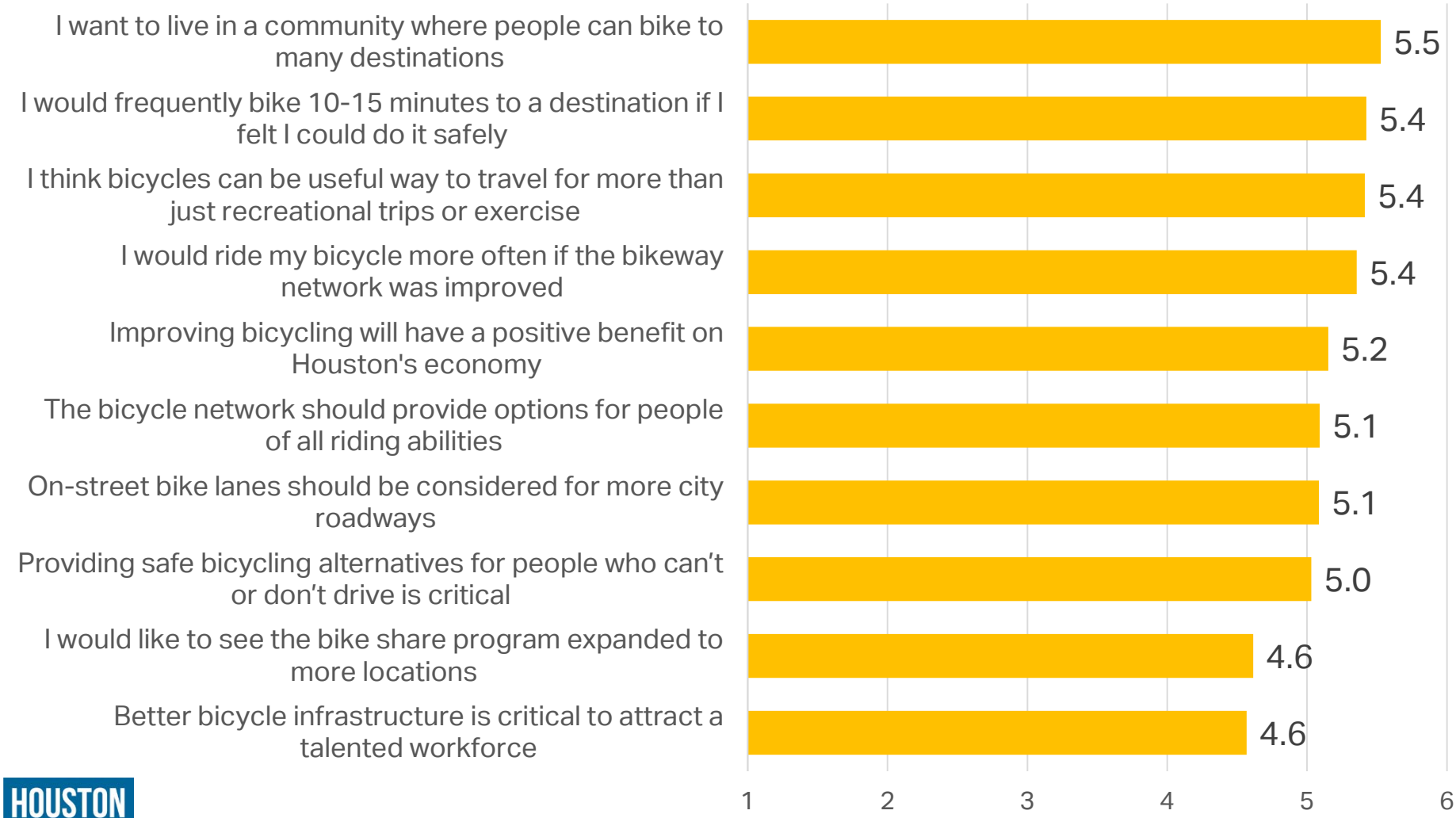


Which type of bicyclist are you?

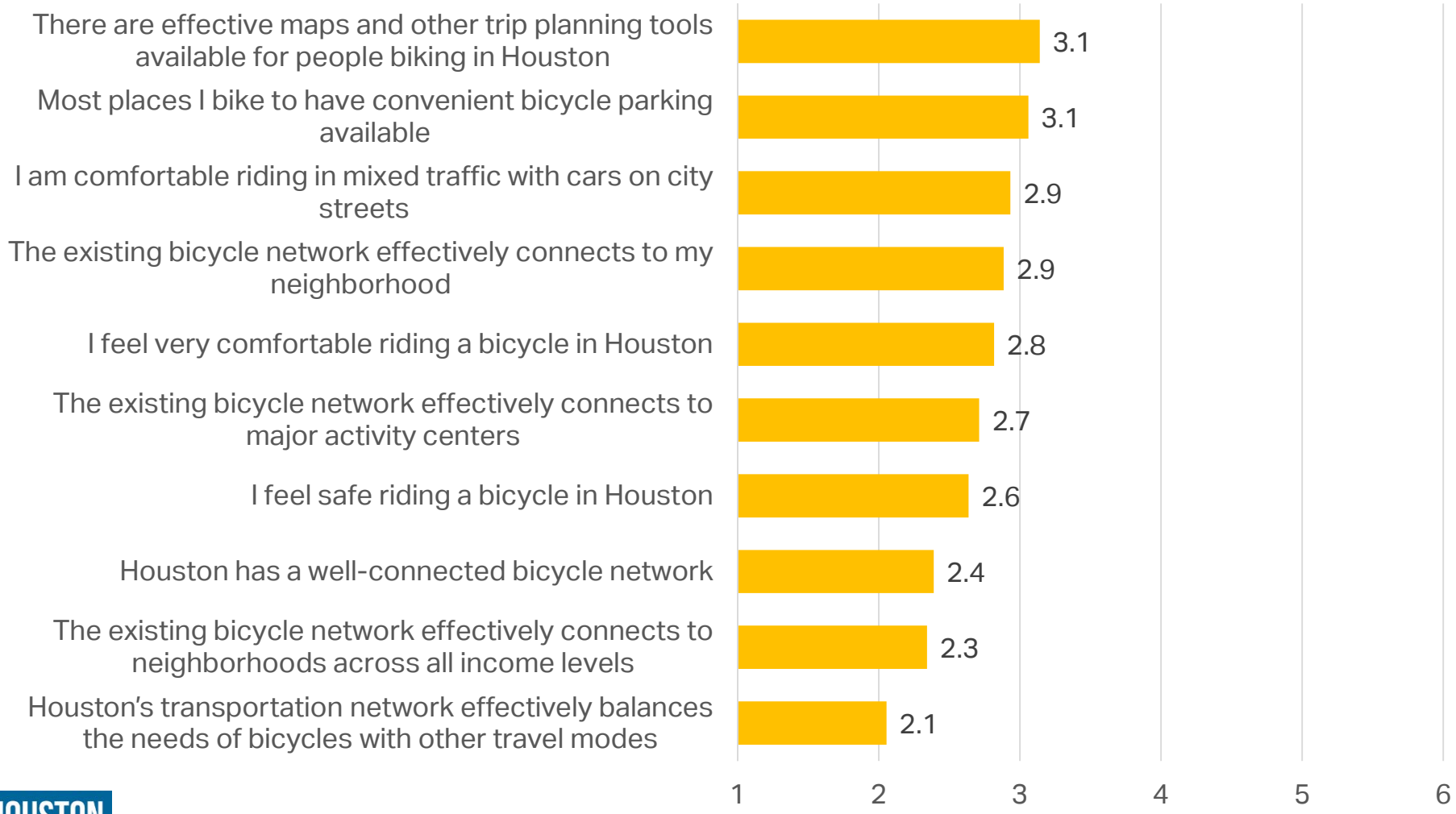


- Men typically more concerned with facilities and infrastructure
- Women see safety (both personal safety and traffic safety) as bigger barrier to more people bicycling

Level of agreement with bike-related statements (1: Strongly Disagree 6: Strongly Agree)



Level of agreement with bike-related statements (1: Strongly Disagree 6: Strongly Agree)

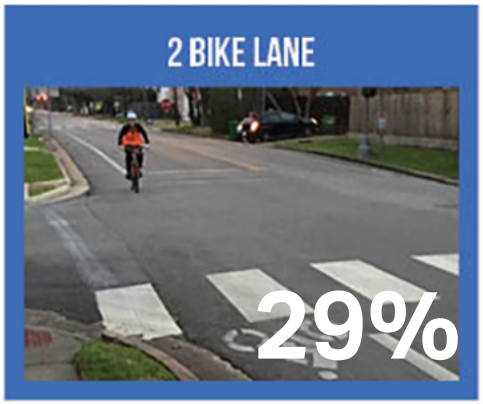


Which bicycle facility type would you prefer riding on? (respondents could pick 2)













Which type of bicycle parking would you be happy to store your bicycle at for one hour or more?

(respondents could pick any number of choices)



Vision & Goals

Vision

By 2026, the City of Houston will be a Safer, More Accessible, Gold Level Bike-Friendly City

Goals

- To provide a **safer bicycle network** for people of all ages and abilities through improved facilities, education, and enforcement
- To create a highly **accessible, citywide network** of comfortable bike facilities that connects neighborhoods to transit, jobs, and activity centers, including schools, universities, parks, and libraries
- To exceed average **ridership** levels in peer cities by implementing policies and programs that enable more people to ride bicycles and encourage healthy, active transportation choices
- To **develop and sustain** a high-quality bicycle network, including both bikeways and end-of-trip facilities

HOUSTON BIKEPLAN

Final Goals

GOAL

Improve Safety

To provide a safer bicycle network for people of all ages and abilities through improved facilities, education, and enforcement

SUPPORTING INFORMATION

PUBLIC MEETINGS

20% of comments on goals were about improving safety through well-designed facilities, increasing education for both bicyclists and drivers, and enforcing laws for people who drive and bike.

ONLINE TOOLS

76% of survey responses indicated the feeling of safety was the #1 barrier to bicycling in Houston. Significant share of feedback on goals and open comments related to improving safety (facilities, education, enforcement)

EXISTING CONDITIONS

67% of bicycle crashes occur at intersections where conflicts with vehicles are highest. Houston falls below many peer cities with a higher than average bicycle fatality rate of 11.2 per 10,000 bicycle commuters.

Source: Crash Data TxDOT CRIS Database (2009-2014)

Final Goals

GOAL



Increase Access

To create a highly accessible, citywide network of comfortable bike facilities that connects neighborhoods to transit, jobs, and activity centers, including schools, universities, parks, and libraries

SUPPORTING INFORMATION



PUBLIC MEETINGS

30% of comments on goals focused on easy access to facilities that provide connections and a seamless bicycle network throughout the city.



ONLINE TOOLS

72% of survey responses identified providing a well-connected lower stress bicycle network should be the top goal of the HBP. 33% of forum discussions identified increasing bicycle access as a priority.



EXISTING CONDITIONS

Only 38% of the population and 46% of jobs are within 1/2 mile of a high comfort bike facility. A majority of schools, libraries, community centers, and multi-service centers are not within 1/4 mile of a high comfort bike facility.

Final Goals

GOAL

Increase Ridership

To exceed average ridership levels in peer cities by implementing policies and programs that enable more people to ride bicycles and encourage healthy, active transportation choices

SUPPORTING INFORMATION

PUBLIC MEETINGS

Complete streets, bike parking requirements, bike-friendly businesses, outreach programs, and increased funding were identified as important tools to improve the bicycle culture in Houston.

ONLINE TOOLS

42% of survey respondents indicated health as the primary reason they ride a bike, followed by recreation and commuting. Respondents indicated they would regularly bike more if there were better facilities and they felt safer.

EXISTING CONDITIONS

Houston's 2015 Sunday Streets program has been incredibly successful with over 26,000 attendees estimated at some events. Houston falls below peer cities with a 0.5% commute mode share and only 51% of adults meeting recommended physical activity levels.

Source Team analysis; Alliance for Biking & Walking's 2014 Benchmarking Report

Final Goals

GOAL

Develop and Maintain Facilities

To develop and sustain a high-quality bicycle network, including both bikeways and end-of-trip facilities

SUPPORTING INFORMATION

PUBLIC MEETINGS

Maintenance of existing facilities (improving riding surface, cracks, replace striping/signage) identified maintenance as a priority issue. A bike lane sweeping and debris removal program was identified as a needed improvement.

ONLINE TOOLS

Over 70% of survey participants selected shared use paths/trails and separated bike lanes as preferred facilities. Feedback identified a lack of bicycle parking and end-of-trip amenities, such as showers, is a barrier to increasing bicycling in Houston.

EXISTING CONDITIONS

Less than 30% of dedicated bike facilities are up to current standards. Houston ranks well below peer cities with only 1.1 miles of bike facilities per square mile.

HOUSTON BIKEPLAN

Source Team analysis; Alliance for Biking & Walking's 2014 Benchmarking Report

How to Reach the Goals

- Use the Bike Plan Toolbox!
  - Bridges the gap between today and getting where we want to go.

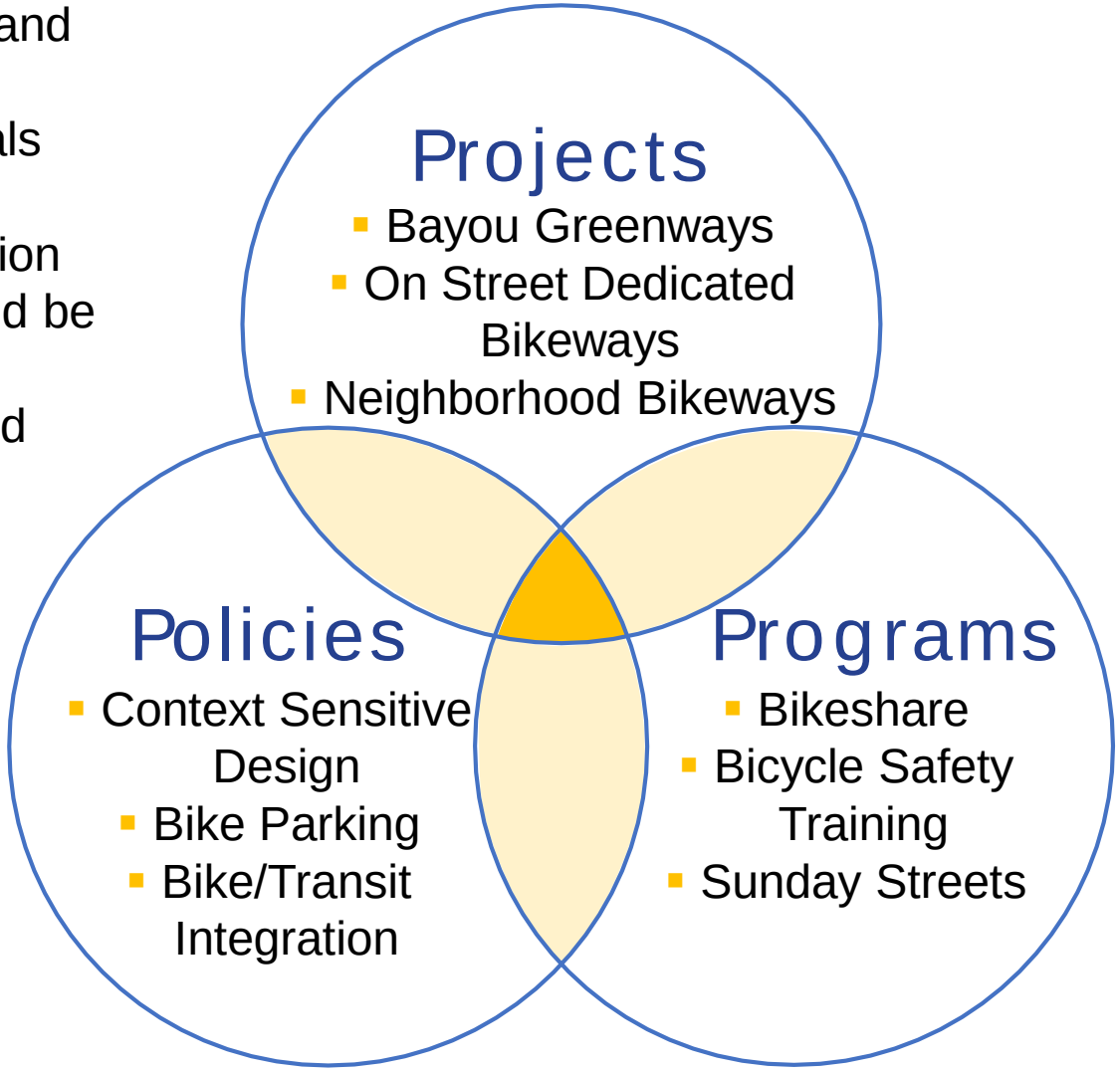


By 2026, the City of Houston will be a Safer, More Accessible, Gold Level Bike-Friendly City

Toolbox of Projects, Programs & Policies

What is in the Draft Toolbox?

1. A set of approaches and strategies that can support the city's goals for bicycling
2. Specific implementation of toolbox items would be project specific and tailored to context and funding



OFF-STREET

Off-Street Bike Path



Side Path



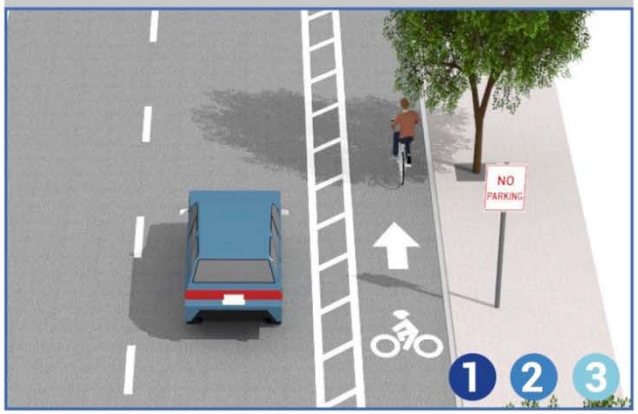
MORE
1
2
3
4
LESS
COMFORT LEVEL

DEDICATED ON-STREET

Separated Bike Lane



Bike Lane

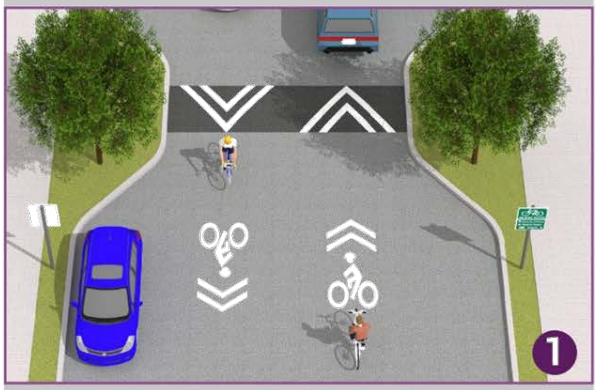


MORE 1 2 3 4 LESS

COMFORT LEVEL

SHARED ON-STREET

Neighborhood Bike-way



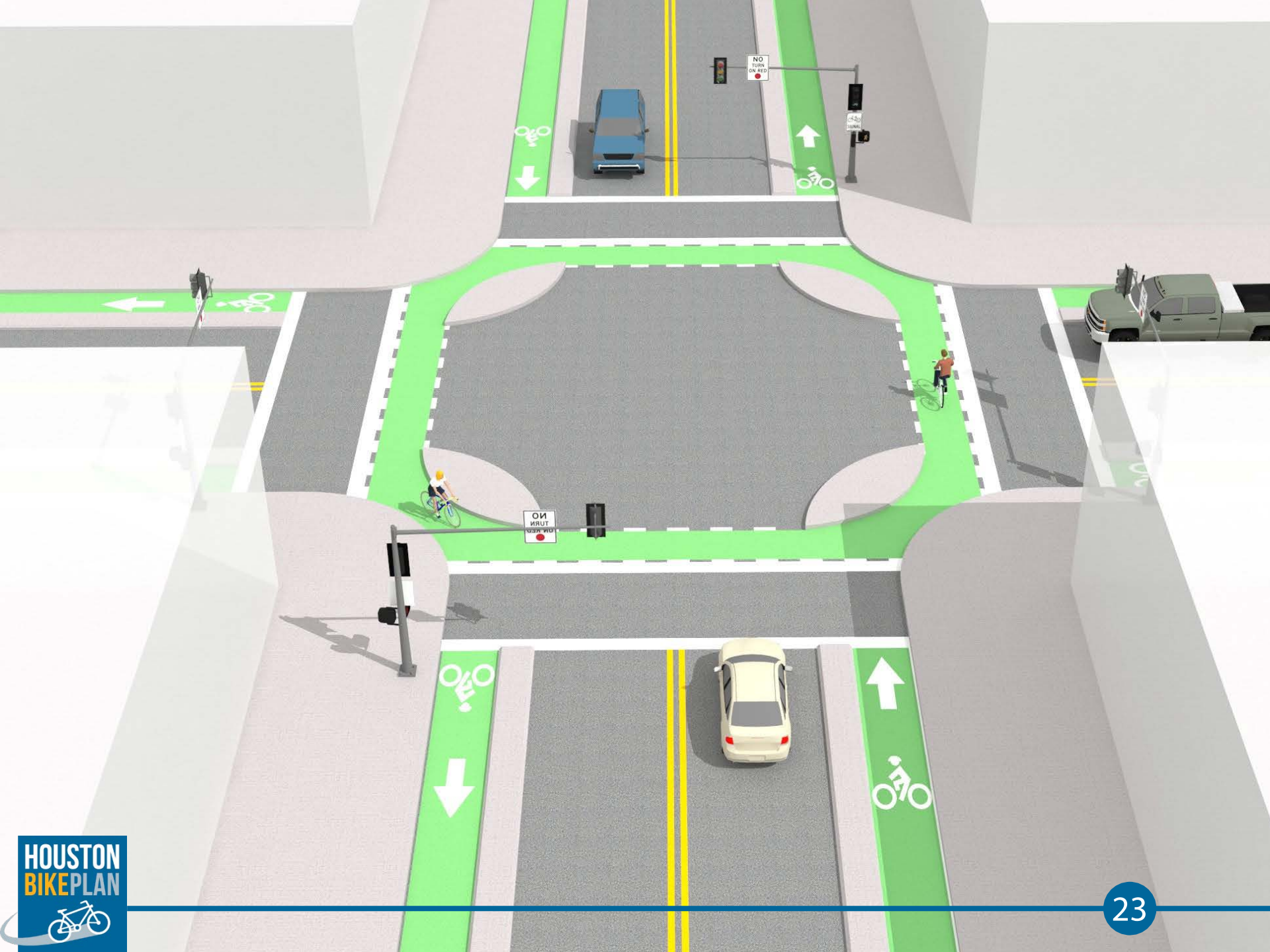
Neighborhood Shared Street

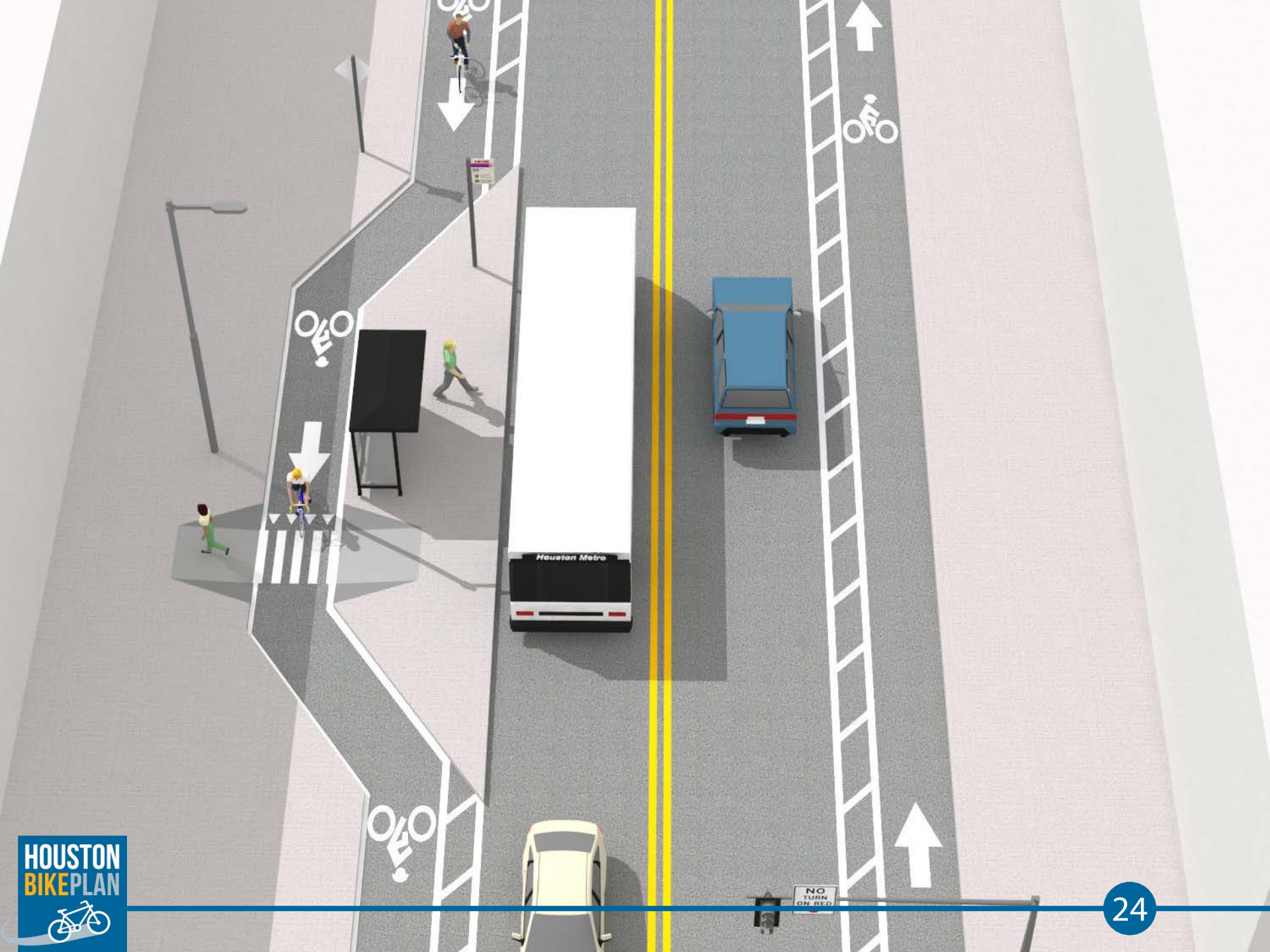


Shared Lane






NO
TURN
ON RED


Houston Metro
NO TURN ON RED


SE 27th AV
WAIT
HERE



Policies

Examples

- Complete Streets Ordinance
- Parking Regulation
- Bikes on Transit
- Safe Passing Ordinance
- Design Manuals






Bike Andersonville
SARIS PARKING


TRIMET
Bike
&
Ride


05/25/15 9:33 AM
Ensemble/HCC
Southbound Red Line
Tap Here
Welcome aboard.
Please pay here
Bienvenido a bordo.
Pague aquí por favor.
Red Line
Pulse Aquí



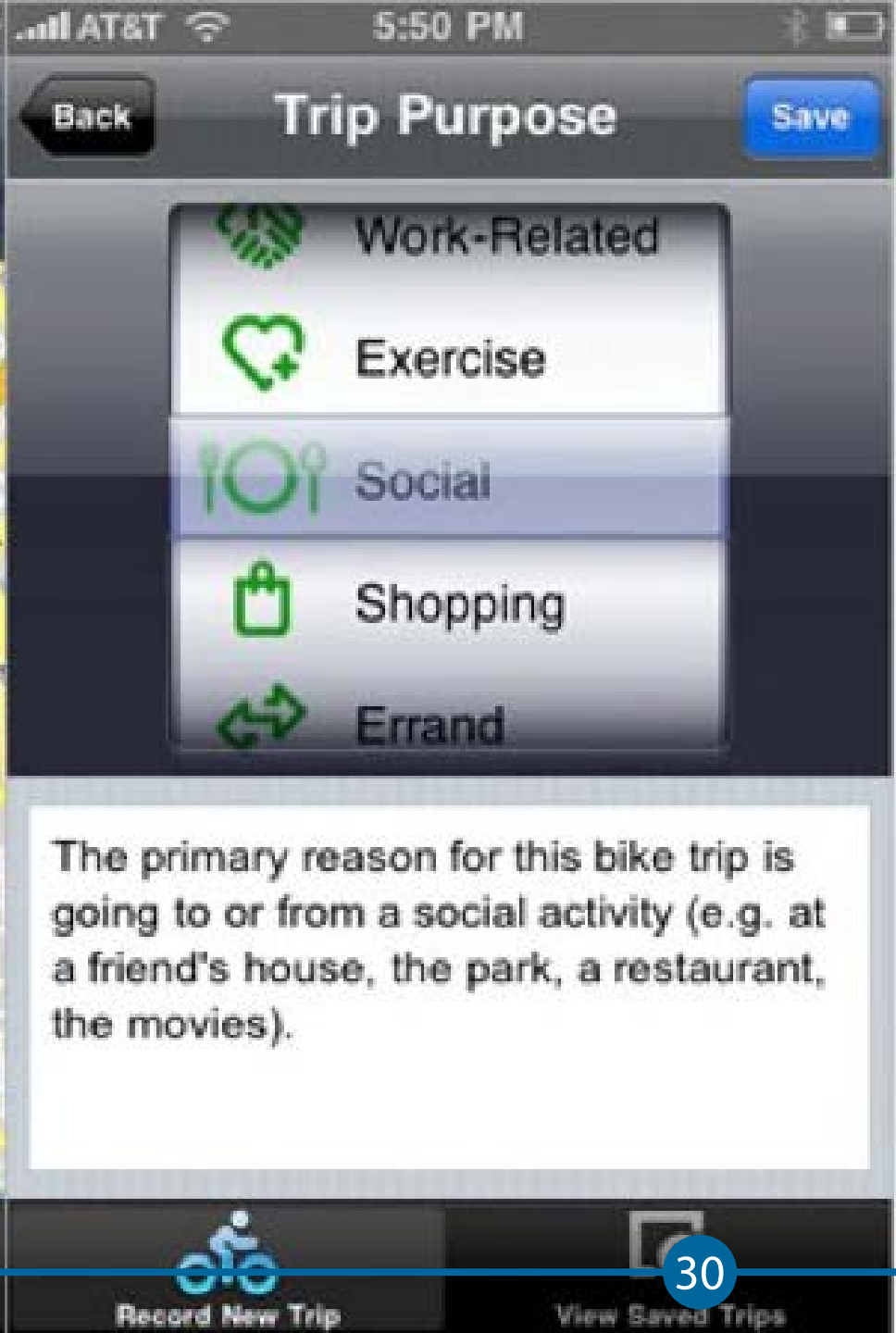
Programs

Examples

- Bicycle Friendly Community Designation
- Maps & Apps
- Bike Safety Training
- Driver/Bicyclist Education
- Bike Repair & Maintenance Workshops
- Organized Bike Rides
- Better Block
- Open Streets, “Sunday Streets”
- Bike Count Programs

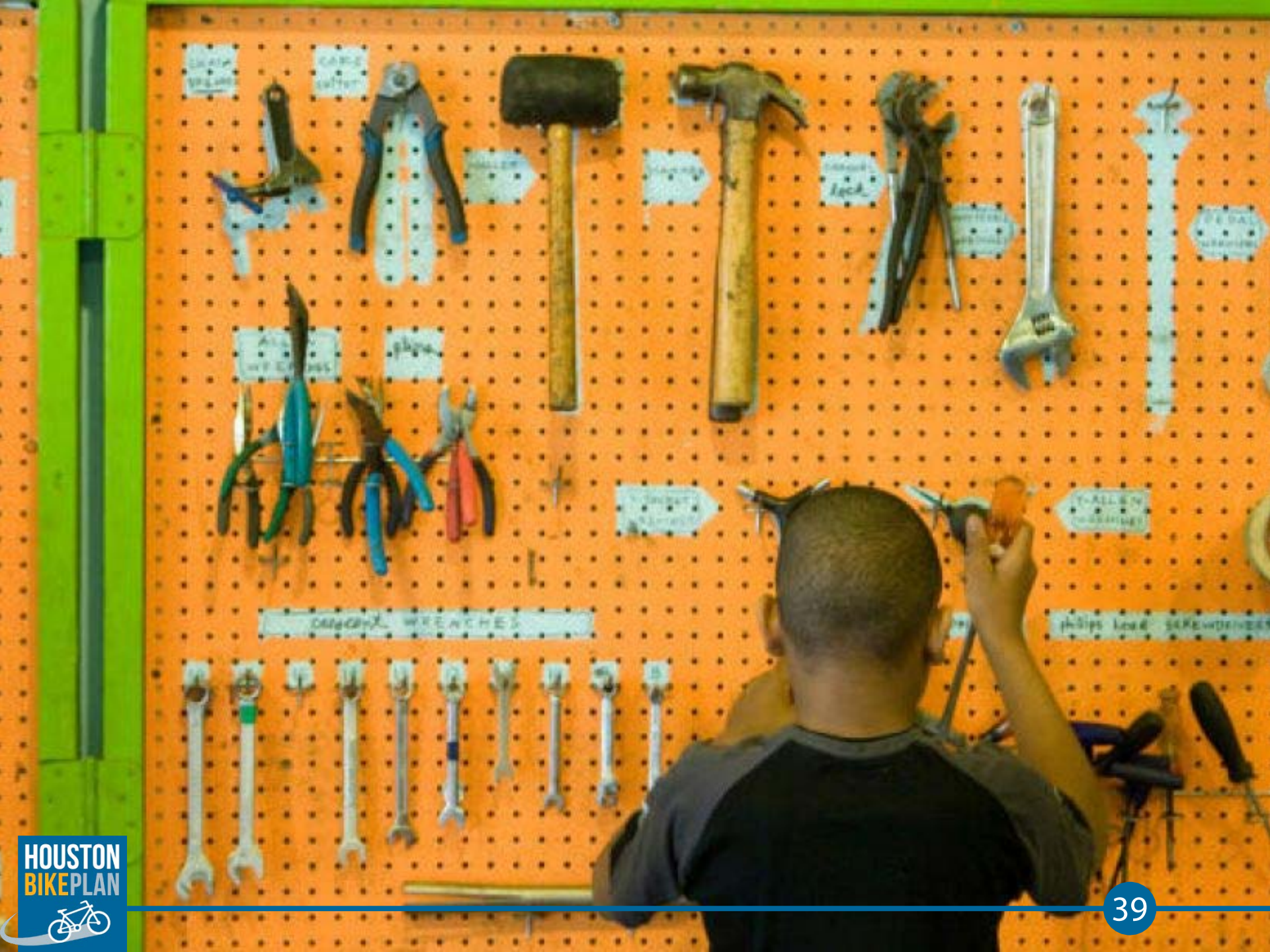

BICYCLE
FRIENDLY
COMMUNITY
THE LEAGUE
OF AMERICAN BICYCLISTS


AT&T 3G
10:41 AM
Back
Work-Related
Bush St
Geary St
O'Farrell St
Turk Blvd
Geary Blvd
Fell St
San Francisco
Central Fwy
16th St
24th St
Castro
Potrero
Cesar Chavez St
101
280
Google
View Saved Trips


AT&T
5:50 PM
Back
Trip Purpose
Save
Work-Related
Exercise
Social
Shopping
Errand
The primary reason for this bike trip is going to or from a social activity (e.g. at a friend's house, the park, a restaurant, the movies).
Record New Trip
View Saved Trips


METRO
METRO
METRO



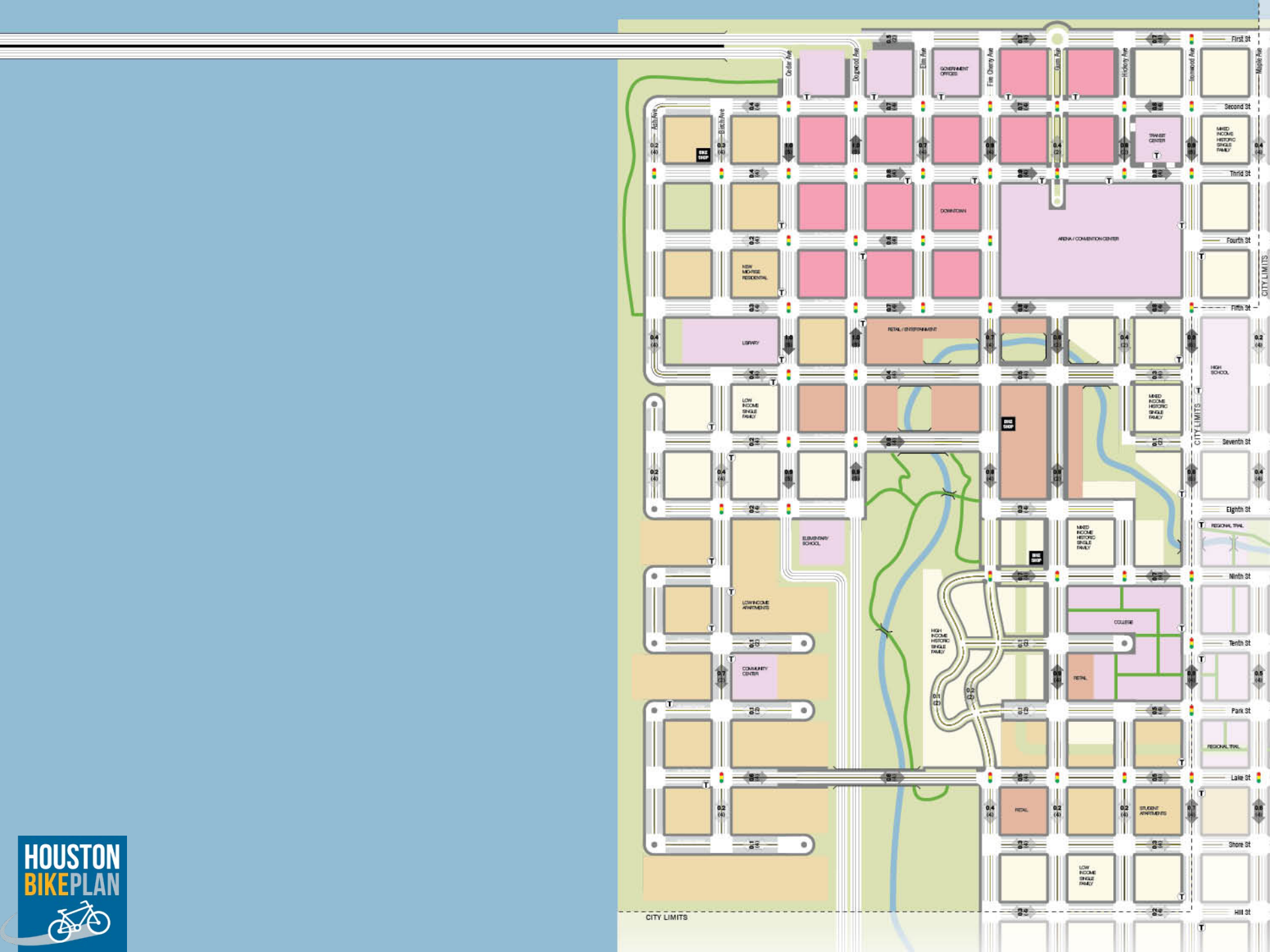





Metaphysical
Anura




HOMEPLUS
Palace
Furniture
HOMEPLUS



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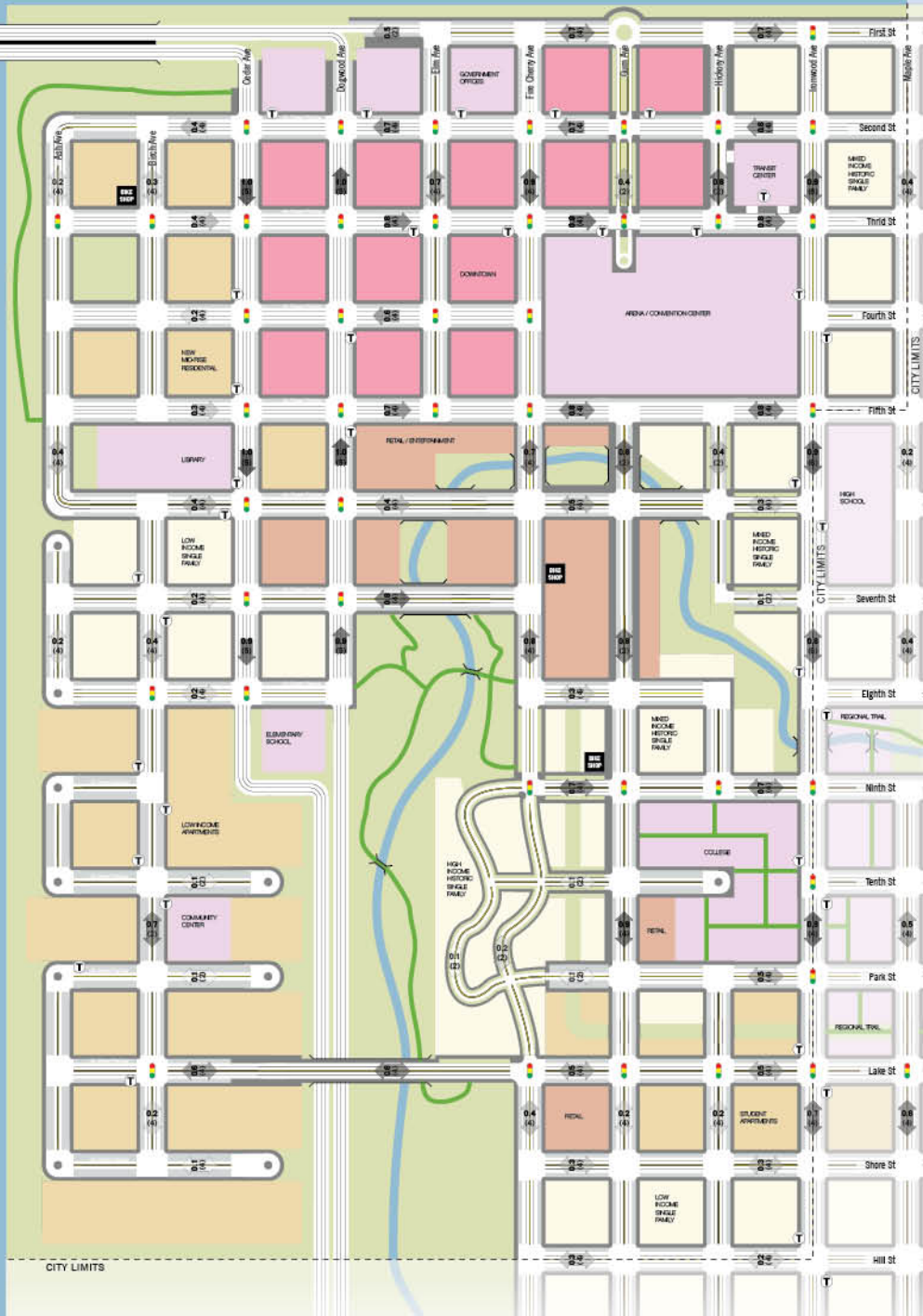
A small city has elected a new mayor and that mayor has asked you to design a Bike Master Plan.



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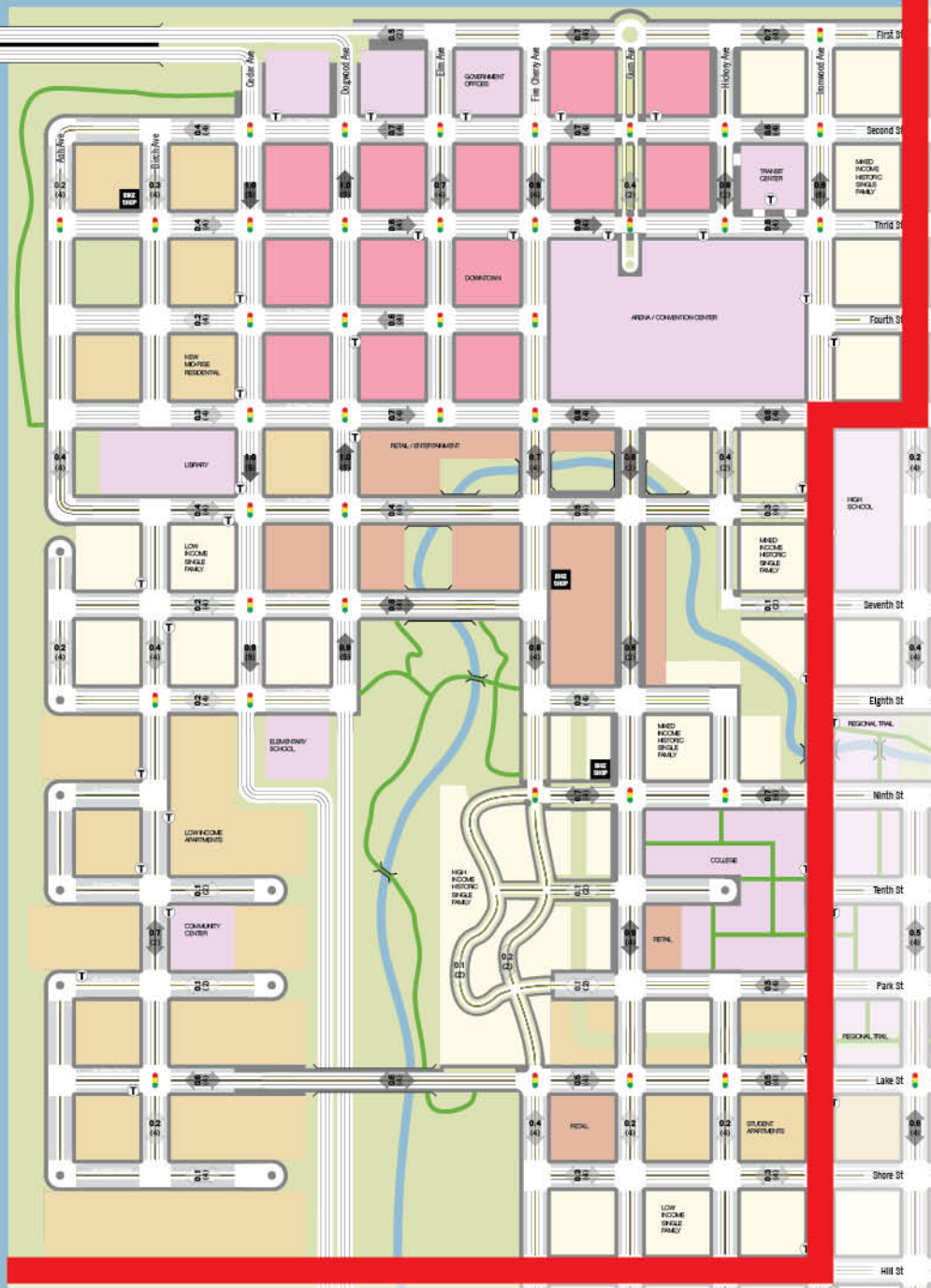

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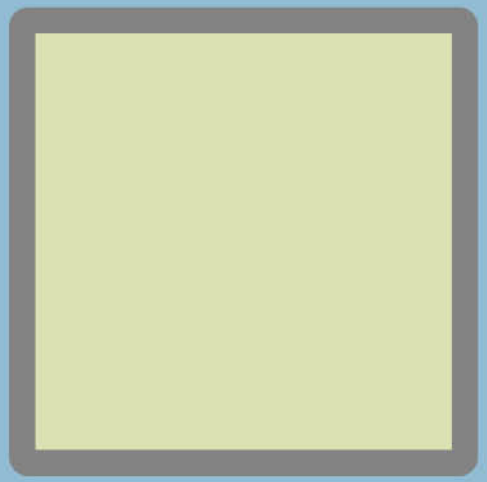

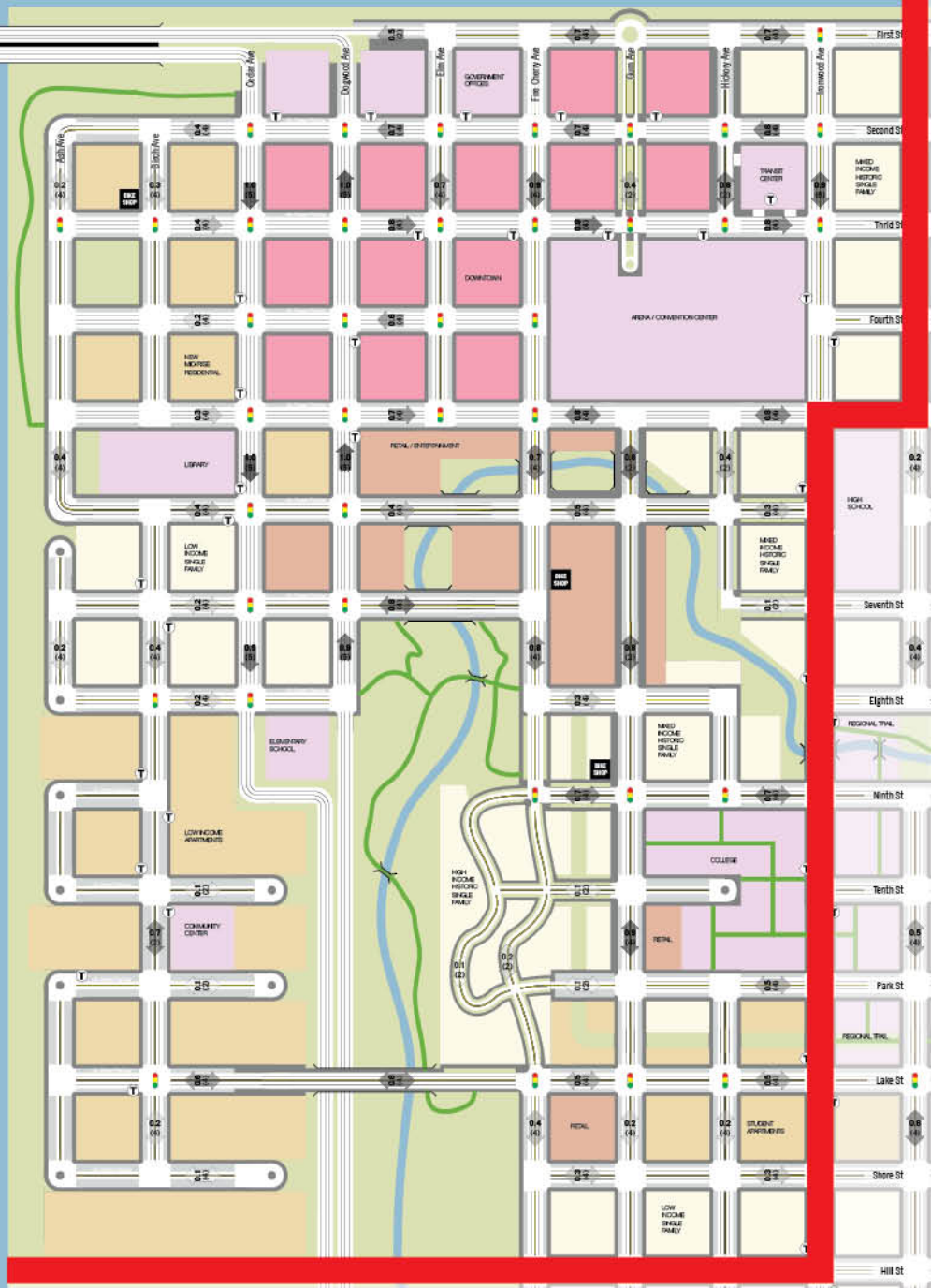

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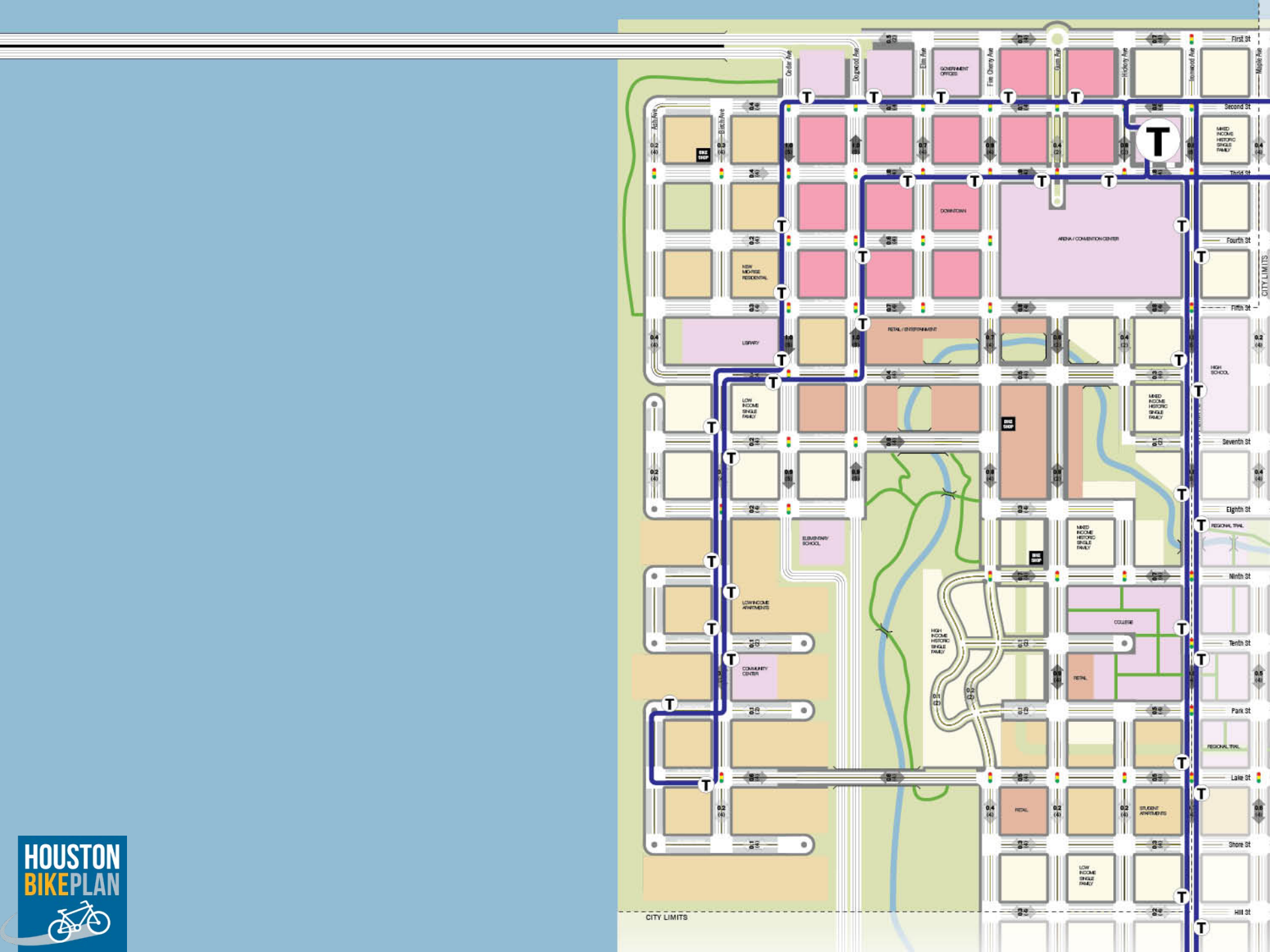

HOUSTON
BIKEPLAN
First St
Second St
Third St
Fourth St
Fifth St
Seventh St
Eighth St
Ninth St
Tenth St
Park St
Lake St
Shore St
Hill St
CITY LIMITS
Cedar Ave
Dogwood Ave
Elm Ave
Fire Cherry Ave
Oak Ave
Hickory Ave
Ironwood Ave
Maple Ave
Ash Ave
Birch Ave
GOVERNMENT OFFICES
DOWNTOWN
ARENA / CONVENTION CENTER
NEW MID-RISE RESIDENTIAL
LIBRARY
RETAIL / ENTERTAINMENT
HIGH SCHOOL
LOW INCOME SINGLE FAMILY
MIXED INCOME HISTORIC SINGLE FAMILY
BIKE SHOP
ELEMENTARY SCHOOL
LOW INCOME APARTMENTS
COMMUNITY CENTER
HIGH INCOME HISTORIC SINGLE FAMILY
COLLEGE
RETAIL
REGIONAL TRAIL
STUDENT APARTMENTS

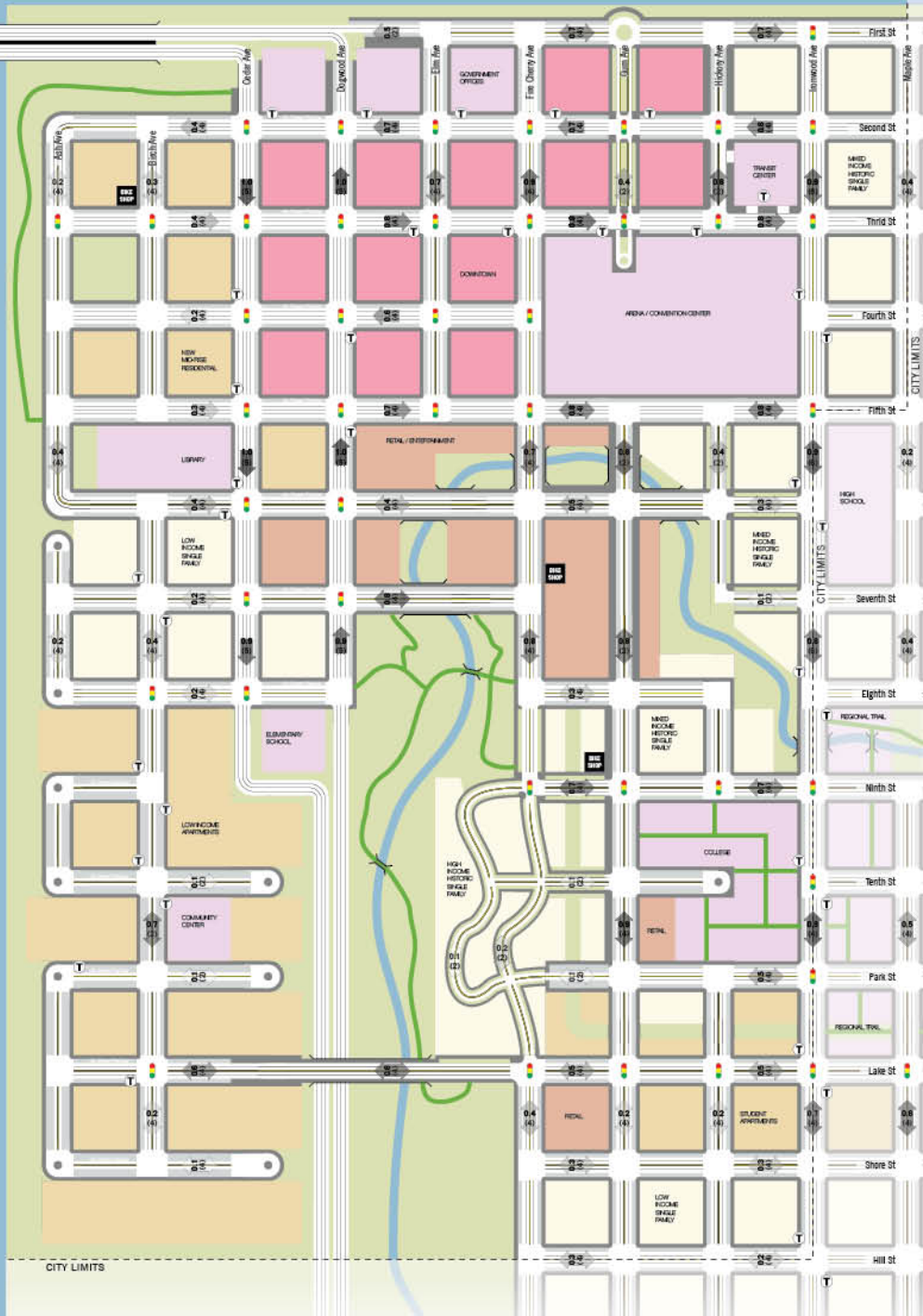
residential

institutional

commercial

office

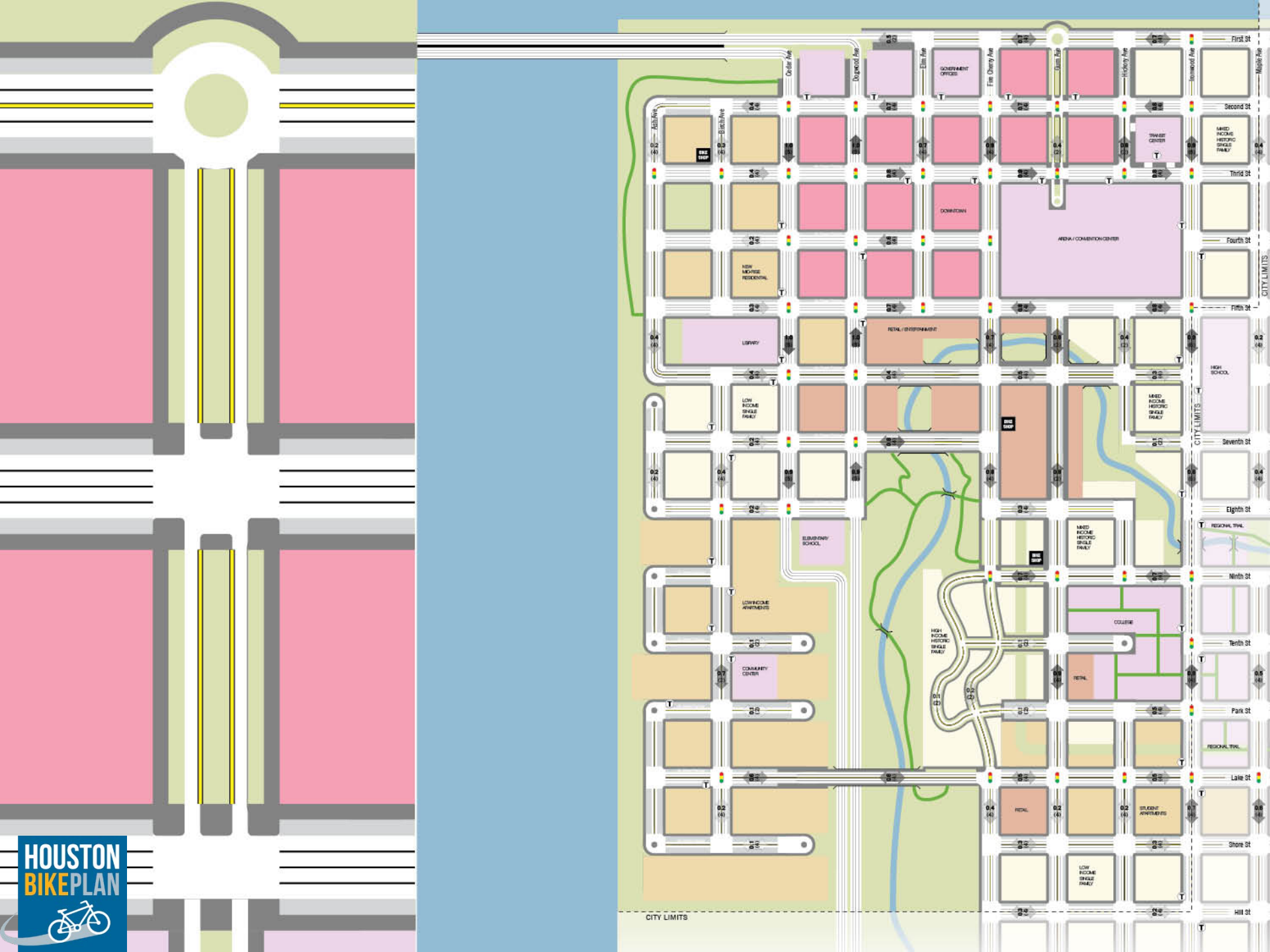
parks



HOUSTON BIKEPLAN

Discussion: land use

- Where do people live?
- Where do people work?
- Where else might they want to go on a bike?


HOUSTON
BIKEPLAN
Cedar Ave
Dogwood Ave
Elm Ave
Fire Cherry Ave
Oak Ave
Hickory Ave
Ironwood Ave
Maple Ave
Aster Ave
Birch Ave
First St
Second St
Third St
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Seventh St
Eighth St
Ninth St
Tenth St
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ELEMENTARY SCHOOL
LOW INCOME APARTMENTS
COMMUNITY CENTER
HIGH INCOME HISTORIC SINGLE FAMILY
COLLEGE
RETAIL
REGIONAL TRAIL
STUDENT APARTMENTS


V/C: the traffic volume divided by traffic capacity
1.0
Number of through lanes
(2)
0.1
0.2
0.3
0.4
0.5
0.6
0.7
0.8
0.9
1.0
HOUSTON
BIKEPLAN
Cedar Ave
Dogwood Ave
Elm Ave
Fire Cherry Ave
Oak Ave
Hickory Ave
Ironwood Ave
Maple Ave
Ash Ave
Birch Ave
First St
Second St
Third St
Fourth St
Fifth St
Seventh St
Eighth St
Ninth St
Tenth St
Park St
Lake St
Shore St
Hill St
CITY LIMITS
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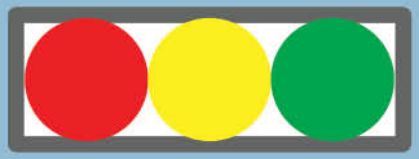
REGIONAL TRAIL



HOUSTON BIKEPLAN

Discussion: roads

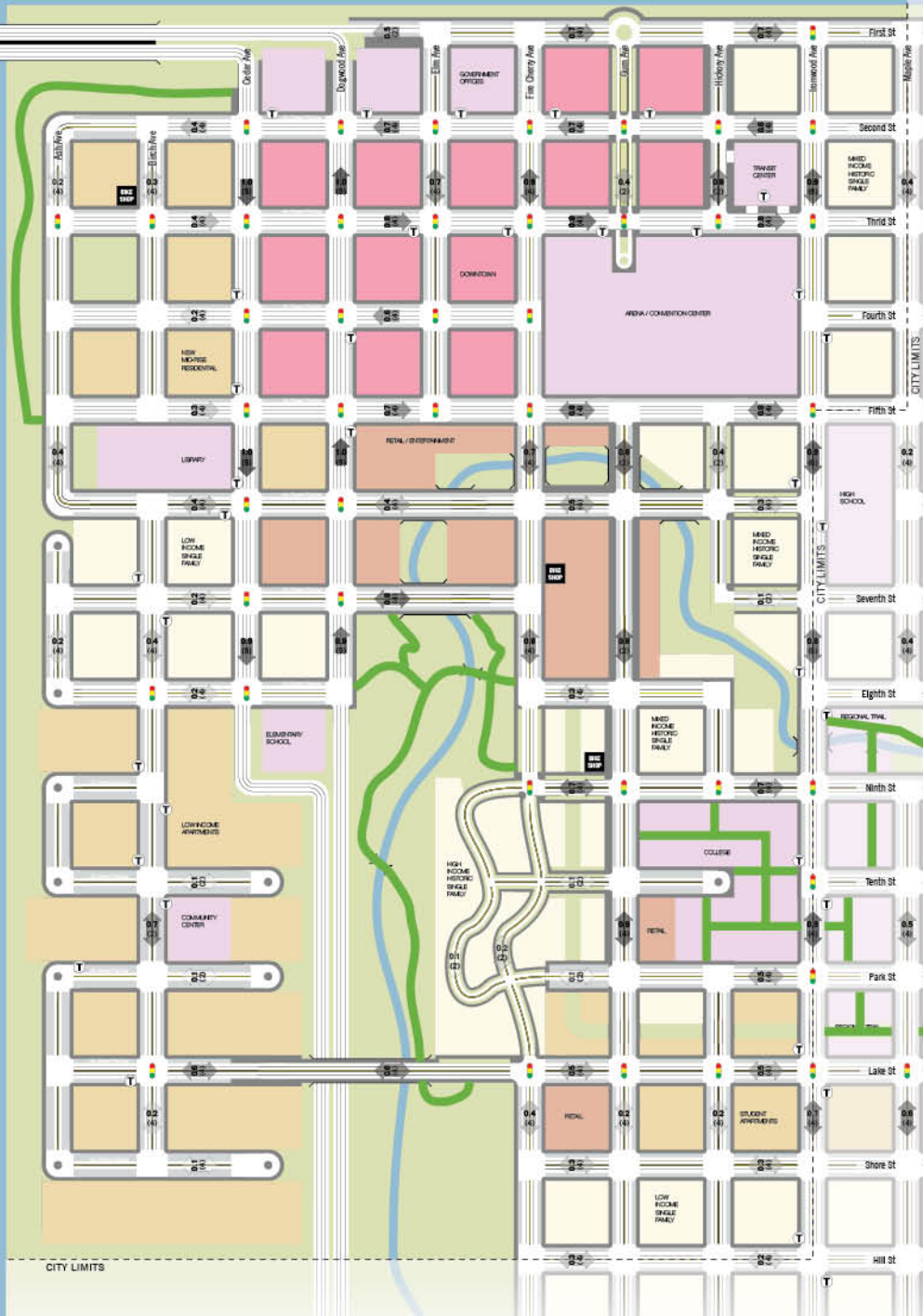
- Which streets would be comfortable to bike on
- Which would not?
- Does the traffic create barriers?

Separated Bike Lane
One-Way: 1/2 lane
Two-Way: 1 lane

Bike Lane
One Way: 1/2 lane
One on each side of a
two-way street: 1 lane total

Neighborhood Bikeway

Off-Street Walk / Bike Path



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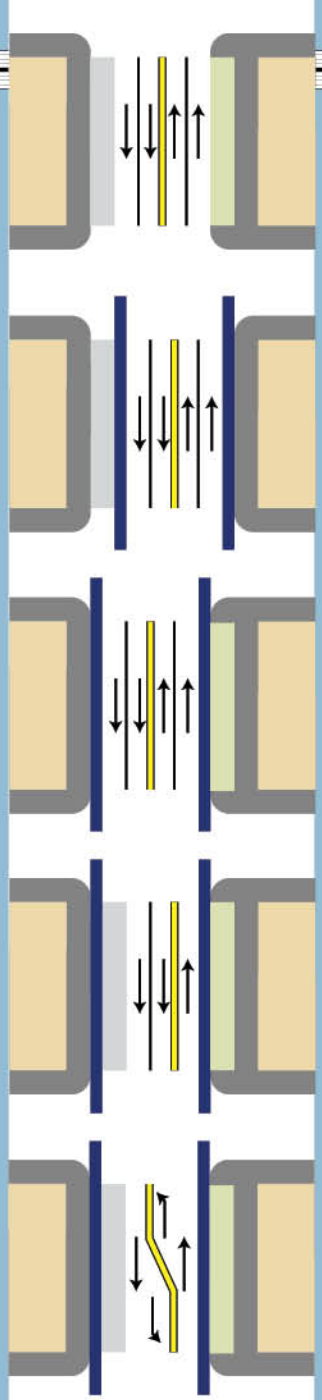

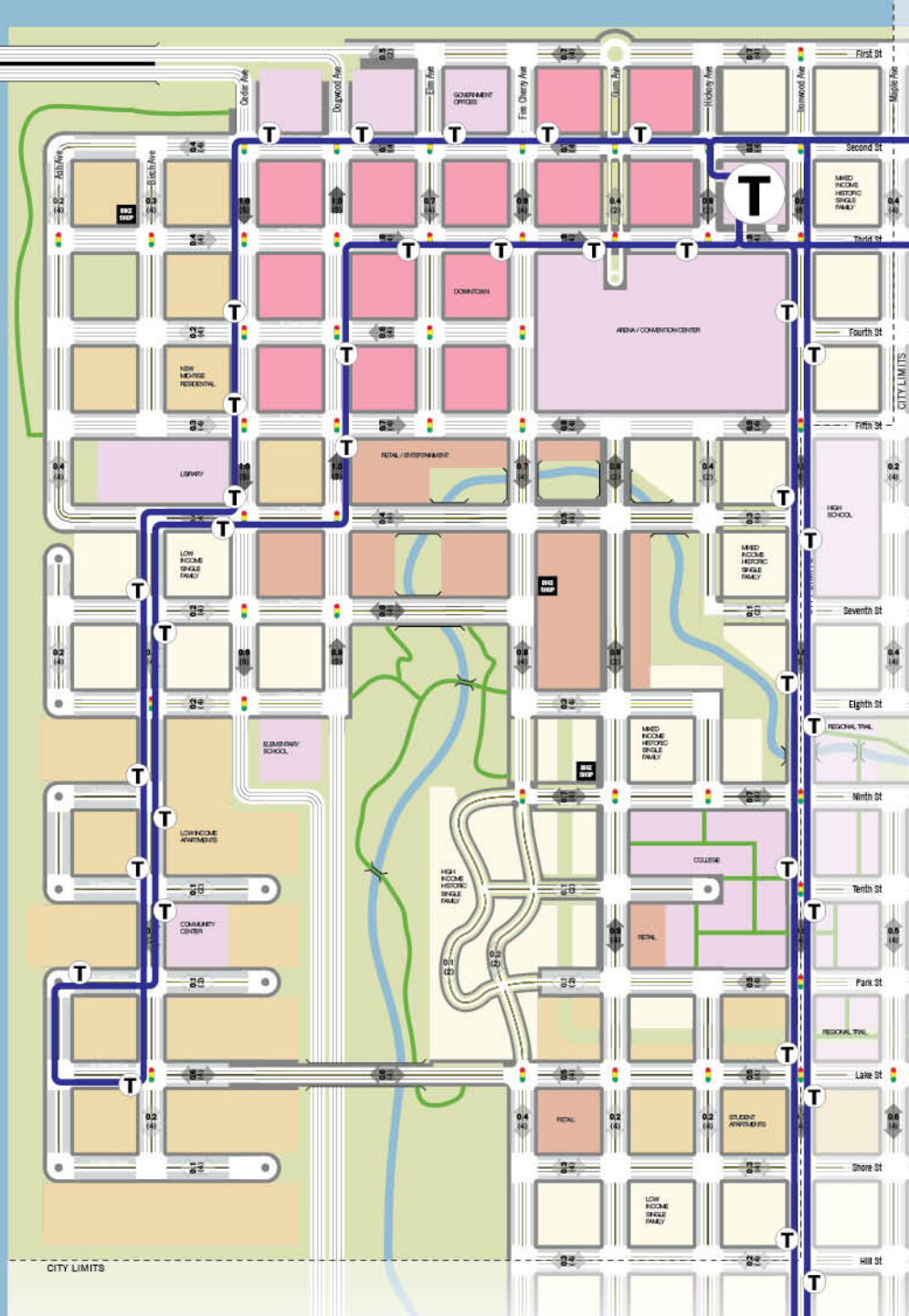

HOUSTON BIKEPLAN

Next Steps

- Refine Bicycle Toolbox
- Draft Bike Plan Network Development
- Bicycle Focus Groups
  - Women and Bicycling
  - Neighborhood Specific
- Next BAC Meeting
  - Targeting November/December