APPENDIX

TECHNICAL REVIEW & PAST STUDY INTEGRATION

To ground this study in existing knowledge and avoid duplicating efforts, the team conducted a detailed review and synthesis of previous plans, reports, and initiatives relevant to the Buffalo Bayou East area. This effort focused on identifying how earlier recommendations align with current goals around connectivity, flood resilience, mobility, and public realm enhancement.

Key activities included:

- Cataloging past plans and studies, including:
  - o Buffalo Bayou East Master Plan
  - o East End Livable Centers Study
  - o Northside/5th Ward Mobility Study
  - o City of Houston Bike Plan
  - o Houston Parks Master Plan
  - o H-GAC regional trail network studies and connectivity assessments
- Extracting and comparing recommendations from these documents related to:
  - o Trail and bikeway alignments
  - o Street and intersection improvements
  - o Public space enhancements and resilience strategies
  - o Development opportunities near the transit center
- Overlaying data and spatial information to understand:
  - o Gaps in pedestrian/bike connections
  - o Locations with flood risk or poor drainage
  - o Areas of high community value or disinvestment
  - o Opportunities for leveraging public infrastructure investments
- Identifying recurring themes and unresolved needs—such as the lack of safe crossings, fragmented access to the bayou, and missing neighborhood-serving public spaces—helped the team develop a clear baseline for the current study.

I. Cataloging past plans and studies

Infrastructure & Mobility Projects

- **Navigation Boulevard Reconstruction & East End Street Revitalization** – Key streetscape and safety improvements directly affecting the study area.
- **Northside Mobility Improvements** – Supports walkability and last-mile access north of the bayou.
- **North Houston Bike Trail Extension & Houston Bike Plan** – Help define regional bike connections and priorities.
- **Harrisburg Boulevard Underpass & METRO Green Line -** Improve transit access and connections to bike/ped routes.
- **Tollways to Trailways (HCTRA)** – Visionary trail conversion opportunities along major infrastructure corridors.
- **TxDOT Projects on I-10/610** – Affect edge conditions and crossings.

Parks & Green Infrastructure Projects

- **Buffalo Bayou East Sector Park Projects –** Trail alignments, park expansion, and habitat improvements.
- **HCFCD Habitat Restoration & North Canal Bypass –** Shape environmental and flood resilience approaches.
- **Houston Parks Master Plan & HPARD GSI Plan –** Guide placement of greenspace and stormwater features.

Housing, Community, & Cultural Development

- **East River Development –** Major adjacent project shaping access, land use, and public space design.
- **Complete Communities (Second/Fifth Ward) –** Community-driven projects supporting equity, access, and resilience.
- **East End Revitalization & Cultural Arts District Plans–** Identify placemaking and identity opportunities.

TECHNICAL REVIEW & PAST STUDY INTEGRATION

Resiliency & Environmental Strategies

- **Resilient Houston Plan –** Identifies bayou-adjacent communities as priorities for equity and green infrastructure.
- **Buffalo Bayou Watershed & Tunnel Studies (HCFCD/ USACE) –** Inform long-term drainage and flood risk mitigation.
- **One Health Study (HCPH) –** Brings a public health lens to urban resilience, parks, and air quality.
- **Port Houston Expansion & Industrial Edge Studies –** Contextualize land use and flooding dynamics.

Transit, Urban Design, and Economic Connectivity

- **METRONext Plan & Urban Design Guidelines –** Define multimodal best practices and community-serving TOD strategies.
- **Harrisburg/Hughes Overpass –** Key example of mobility infrastructure that shapes access and barrier conditions.
- **Livable Center Studies (Fifth Ward, East End, EaDo) –** Community engagement and visioning directly inform corridor focus and character.

II. Key Plans and Studies

Buffalo Bayou East Master Plan

(2019, Buffalo Bayou Partnership)

- Focused on reimagining the eastern stretch of Buffalo Bayou as a connected, active, and inclusive public realm.
- Proposed new parks, trail systems, habitat restoration, and cultural spaces, while emphasizing equitable development.
- Key contributions to this study: trail alignments, bayou access points, public realm strategies, and connections to neighborhoods like Fifth Ward and Denver Harbor

East End Livable Centers Study (2013, H-GAC)

- Identified ways to support walkable, mixed-use environments in the East End through public space design and transportation planning.
- Emphasized better pedestrian and bicycle infrastructure, integration of local businesses, and enhanced access to the bayou.
- Informs this project's focus on economic development and multimodal connectivity in adjacent districts.

Northside / Fifth Ward Mobility Study (2021, City of Houston)

- Addressed equity in transportation access, highlighting poor infrastructure, missing sidewalks, and disconnected transit routes.
- Emphasized community-driven priorities like safety, lighting, better crossings, and transit integration.
- Provided insights into barriers and community-preferred routes—especially around the Transit Center and Lyons Ave.

City of Houston Bike Plan (2017)

- Established a citywide framework for building a safe and accessible bike network.
- Identified potential high-comfort bike corridors within the study area (e.g., Lyons Ave, Gregg, and Velasco Streets).
- Informs the bike infrastructure standards and network integration within this project's corridor assessments.

Houston Parks Master Plan (2015 Update)

- Focused on improving equity in park access, environmental resilience, and connectivity.
- Identified underserved neighborhoods (including Fifth Ward and Denver Harbor) as priorities for new green space investments.
- Reinforces the importance of resilient public spaces and access to nature within the urban fabric.

H-GAC Regional Trail Network Studies

- Examined trail gaps, connections to employment centers, and regional mobility via active transportation connectivity to regional trails and economic corridors.
- Includes trail feasibility assessments and regional visioning for greenways, including Buffalo Bayou East.
- Supports the current study's emphasis on long-term connectivity to regional trails and economic corridors.

III. Key Takeaways:

How These Efforts Shape the Buffalo Bayou East Study:

- Building on Established Priorities
  Aligning trail, street, and public space improvements with previously vetted community and agency goals ensures continuity, credibility, and community trust.
- Identifying Gaps Between Vision and Implementation
  Several proposed improvements from earlier plans remain unrealized. This study helps reassess, prioritize, and fund those concepts to move them toward action.
- Ensuring Regional and Policy Alignment
  Maintains consistency with citywide and regional goals related to parks, mobility, flood resilience, and equitable development.
- Informing Corridor & Node Prioritization Past studies help identify key areas of opportunity—including Lyons Avenue, Gregg and Velasco Streets, and the Transit Center hub—for focused analysis and design.
- Providing Design & Implementation Guidance
  Previous efforts offer critical insight into feasibility, design standards, infrastructure constraints, and funding pathways, guiding the development of practical, implementable solutions.

PAST NEIGHBORHOOD STUDIES AND COMMON OUTCOMES

Past Studies and Their Outcomes



- **Vacant lots for community resources, housing, or public space**
- **Community gardens, farms, farmers markets**
- **Environmental resiliency**
- **Improve walkability and bikeways**
- **Improve Pedestrian Bridges at I-10**
- **Improve Bus Shelters**
- **Local business resources, job training**
- **Adaptive reuse, redevelop vacant storefront spaces**
- **Housing Options: Mixed-income, multi-generational, & multi-family**

Figure TC47 - PAST STUDIES AND OUTCOME SUMMARY

Past studies conducted in Fifth Ward and Denver Harbor Communities, such as the Greater Fifth Ward Resilience Plan, published in June 2024, Fifth Ward/Buffalo Bayou/East End Livable Centers Study, completed in 2015, Fifth Ward Pedestrian/ Bicyclist Special District Study in September 2011, and Healthy Community Design, published in 2013 document existing conditions and have resulted in opportunities determined with the community's input. The results of these studies share several common outcomes and themes, which are listed above.

Summary

The following key points are distilled from case studies, prior planning efforts, and applicable guidelines. Together with community input, these insights help shape opportunities for improving mobility, access, and community outcomes in the transit area:

1. Consistent findings across past studies validate the challenges and opportunities confirmed through our site analysis.
2. Multiple improvement opportunities exist, including:
   i. Activating vacant and underutilized parcels
   ii. Enhancing connectivity and safe mobility choices
   iii. Improving access to transit
   iv. Supporting community identity and local businesses
   v. Expanding diverse housing options
   vi. Strengthening infrastructure and public spaces
3. Equity considerations must guide investments to ensure benefits for existing residents and businesses.
4. Future growth can be supported with context-sensitive development that aligns with community goals.
5. City standards and policies encourage reduced parking requirements, improved pedestrian environments, and enhanced streetscapes that promote walkability and support transit use.

Gregg St. and Velasco St. Bike Audit

April 09, 2025
Start Location - Guadalupe Plaza Park
Audit Summary

Project: Connecting Buffalo Bayou East

Audit Date: Wednesday, April 9th, 2025, from 9:00 AM to 11:30 AM

Audit Location: Guadalupe Plaza Park, following route

Subject: Gregg & Velasco Bike Audit

Attendees:

Jose Solis – Buffalo Bayou Partnership
Kenneth McGaughey – METRO
Brian Smith – H-GAC
Qun Zhao – H-GAC
Scott McCready – SWA
Fangyi Lu – SWA
Marika Mohr – Bike Advocate
Ricky Cardenas – East End District
Mariana Raschke - TEI
Ryan Colburn - TEI
Siri Vorvick – TEI

Event Summary

The Gregg & Velasco Bike Audit occurred on the morning of April 9th and was conducted around neighborhoods bordering the shores of Buffalo Bayou, to the east of downtown. Starting at Guadalupe Plaza Park, the audit route followed Navigation south to Commerce Street, northeast up Velasco Street to the bayou, up Navigation and over the Jensen Street bridge, up Meadow Street into the Fifth Ward neighborhood to Lyons Avenue, south down Gregg Street to the East River development on the Bayou, and back to the starting point of Guadalupe Plaza Park (see Figure 1). TEI employees were the primary hosts of the audit, doing so in collaboration with SWA, H-GAC, and other stakeholders of the project. The primary purpose of the bike audit was for the participants to better understand current mobility and connectivity challenges and opportunities for the areas surrounding Buffalo Bayou East, through interaction with and careful consideration of conditions along the route. The route was chosen to align with study corridors of the project and to highlight certain possibilities for connection to Buffalo Bayou, in accordance with the Buffalo Bayou East Master plan.

Figure A1 - Biking on Clayton Street (No Bike Facilities)



Gregg St. and Velasco St. Bike Audit

April 09, 2025
Guadalupe Plaza Park
Audit Summary

The Gregg and Velasco Bike Audit was broken into eleven segments, highlighting transitions in route condition or important landmarks in the BBP master plan. Each segment had a designated page in the audit packet where participants could record observations and rate the segment on six different parameters related to route condition. These parameters included ratings of how bikeable and walkable the segment was, how fast or slow the cars were traveling, how vacant or active the corridor felt, how hostile or comfortable the corridor was as a walker or cyclist, and the continuity of walking and biking facilities along the route. Participants were asked to record why they chose their ratings along the route to better understand the feelings and responses each segment invoked.

Overall, participants saw room for improvement in both walking and biking conditions along the route. The route covered a variety of environmental conditions, passing through three neighborhoods on both sides of the bayou and covering conditions such as developed, busy community destinations and deserted and undeveloped natural habitats.

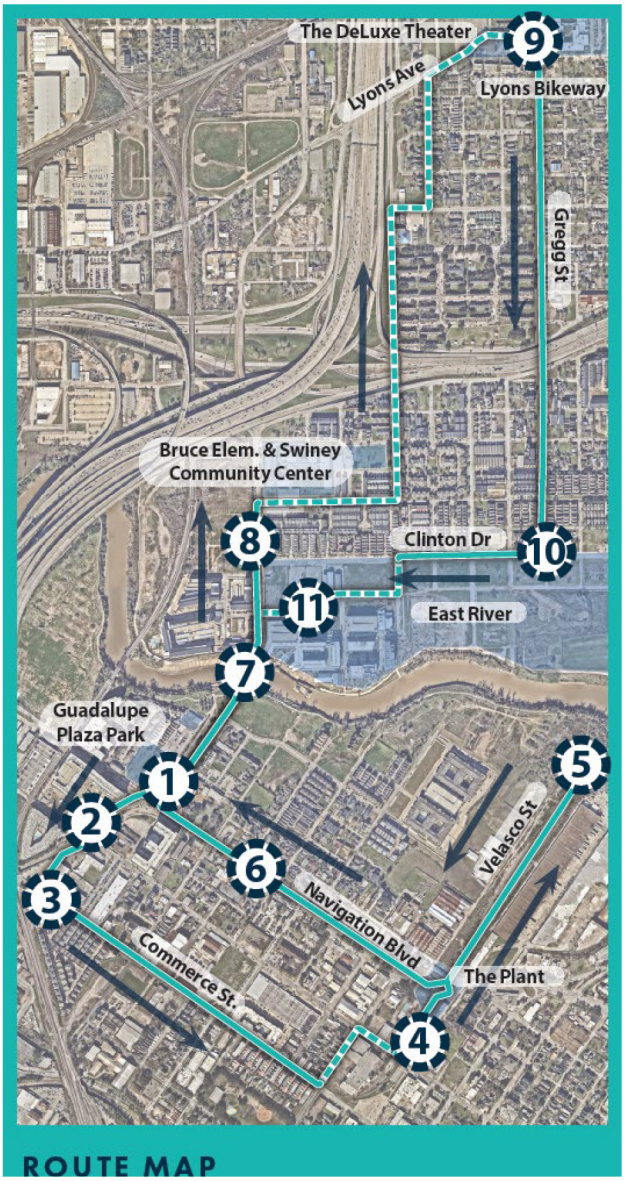


Figure A2 - Bike Audit Route Map



Figure A3 - Biking on Velasco Street (Dead End, No Bike Facility and No access to the Bayou)

Report Summary

As mentioned, every segment was rated along different parameters. This created an opportunity for overall impressions of each segment to be compared. A summary of each
average ranking, according to each parameter.

Walkability Summary

Walkability fared well along the audit route, with averages for each segment trending high. Segments D and K, the first running on an undeveloped stretch of Velasco Street and the second crossing the Jensen Drive bridge, were ranked on average as the most problematic and dangerous areas to walk. Participants noted the irregular conditions of the segments. Velasco Street runs through an undeveloped stretch of green space, which holds an abandoned railroad corridor and abandoned industrial construction. While this creates potential for park and trail usage, participants noted the danger of pollution and debris. The Jensen Drive Bridge lacked sufficient pedestrian space and was blocked by electrical debris. Most walkable segments were A, the Navigation Boulevard roundabout, and J, Clinton Drive, where participants appreciated separated walking and biking facilities and wider sidewalks.

Bikeability Summary

Overall bikeability along the route included a range of conditions from problematic to ideal. Segments D and K, similarly to rankings for walkability, were ranked on average as the most problematic and dangerous areas to bike. Comments on these segments were focused on the debris in the roads and walkways, including glass and trash, and the discontinuous, narrow paths on which to bike. Segments A, H, and J were rated as more bikeable and were routes with specified bike facilities such as protected paths or sharrows.

Vehicle Speed and Behavior

Along route K, the fastest vehicle speeds were felt by participants as cars and trucks sped over the Jensen Street bridge. Also recorded as a fast corridor were the segments along Navigation Boulevard. The corridors that felt the slowest to participants were H and J, with H proceeding north through the Fifth Ward neighborhood and J, on Clinton Drive and through the East River development. While Clinton Drive is a wide street with high recorded speed, not many cars were encountered during the audit.

Report Summary

Land Use / Environment

Segment D was recorded on average as the most vacant feeling segment. One participant wrote: "Very isolated. Safety measures need to be considered." Others mentioned heavy industry and vacant land. With many segments ranking as highly active, A and B stood out as the highest. A and B both navigated the roundabout on Navigation and the corner of Commerce, with responses noting their density and emerging housing. Some participants noted the potential in this area.

Street Feel / Comfort

Segment D and J were noted as the most uncomfortable and hostile environments. One participant wrote "fast drivers, broken glass, trash, not enough lighting" in their comment for segment D. Segment I ranked the highest for most comfortable.

Overall Impressions

Overall, segment A had the highest average rating. Participants considered segment A comfortable, navigable, and accommodating for both pedestrians and bicyclists. Segment D was, on average, rated the worst, responses calling it 'not bikeable', 'not walkable', noting its lack of development and potential to be much more accommodating and accessible. Overall, participants responded to separated facilities for walking and biking as the best features to have and reacted negatively to obstacles in bikeways and fast speeds of cars.



Figure A5 - Biking on Bastrop Street (Newly Paved Dedicated Bike Lanes with Clear Signage)

Average Voting per Segment (see Charts Below)

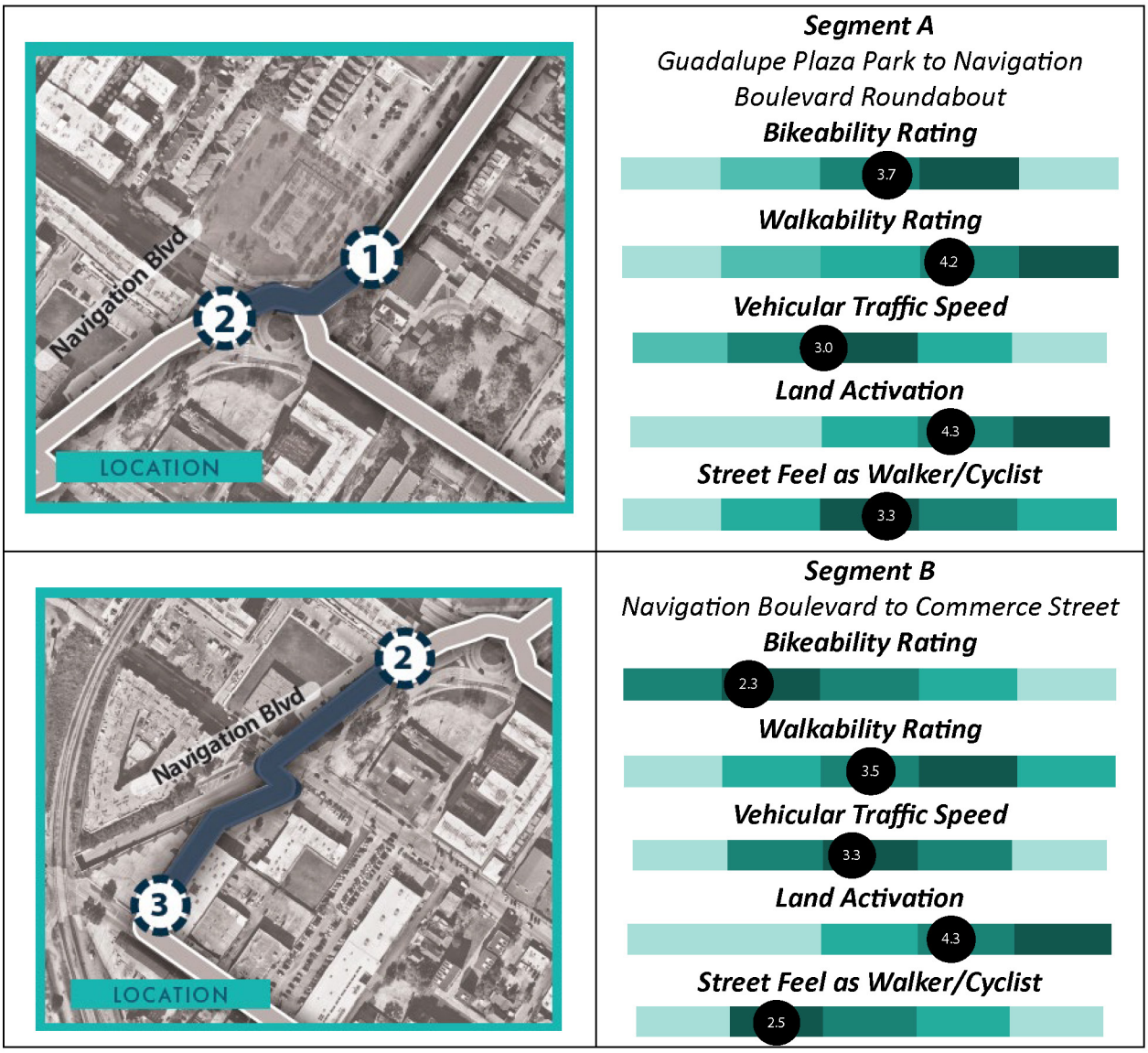
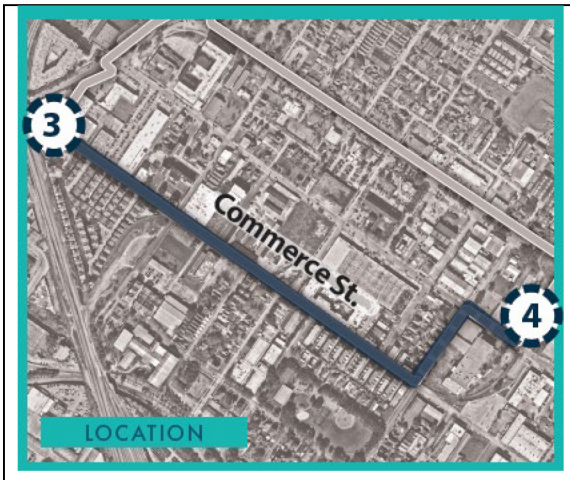


Figure A6 - Route Audit Assessment

Gregg St. and Velasco St. Bike Audit

April 09, 2025
Start Location - Guadalupe Plaza Park
Audit Summary

Average Voting per Segment



Segment C

Bastrop Street to Rail at Canal Street

Bikeability Rating

3.3

Walkability Rating

2.7

Vehicular Traffic Speed

3.2

Land Activation

3.7

Street Feel as Walker/Cyclist

2.7



Segment D

Abandoned rail across Navigation Boulevard

Bikeability Rating

1.3

Walkability Rating

2.3

Vehicular Traffic Speed

2.0

Land Activation

1.2

Street Feel as Walker/Cyclist

2.3



Segment E

Abandoned rail to Delano Street

Bikeability Rating

2.2

Walkability Rating

3.3

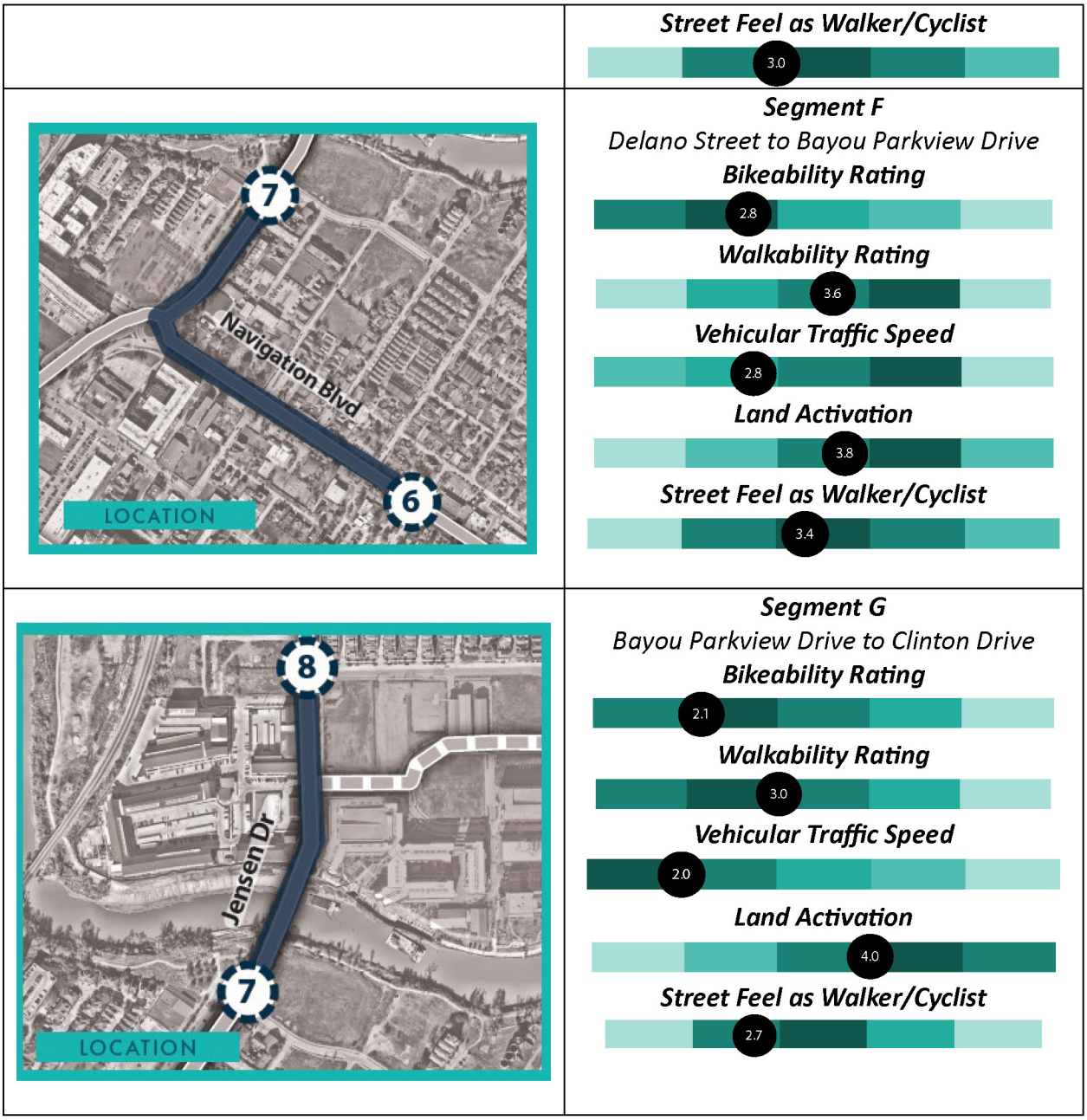
Vehicular Traffic Speed

2.8

Land Activation

4.0

Average Voting per Segment (See Charts Below)



Average Voting per Segment



Clinton Drive to Lyons Avenue

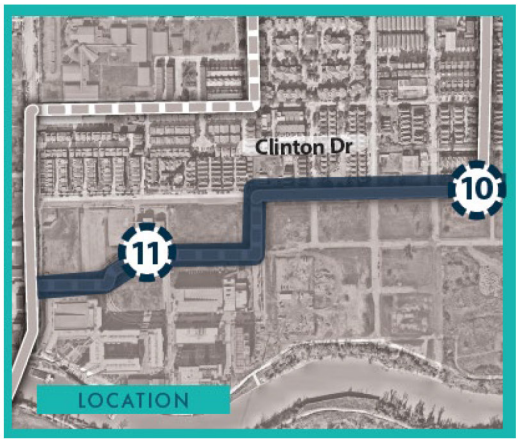
Bikeability Rating 3.7

Walkability Rating 2.8

Vehicular Traffic Speed 2.6

Land Activation 2.8

Street Feel as Walker/Cyclist 3.0



Segment J *Clinton Drive to East River*

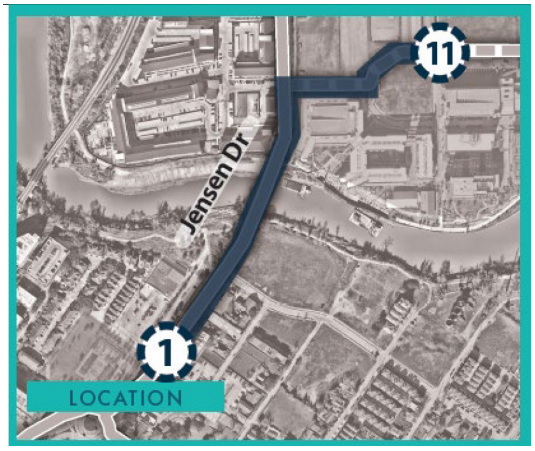
Bikeability Rating 3.8

Walkability Rating 4.0

Vehicular Traffic Speed 3.6

Land Activation 3.2

Street Feel as Walker/Cyclist 3.6



Segment K

East River to Guadalupe Plaza Park

Bikeability Rating 1.7

Walkability Rating 2.5

Vehicular Traffic Speed 1.7

Land Activation 4.3

Street Feel as Walker/Cyclist 2.3

Audit Site Photos



Figure A7 - Gregg St. South of I-10

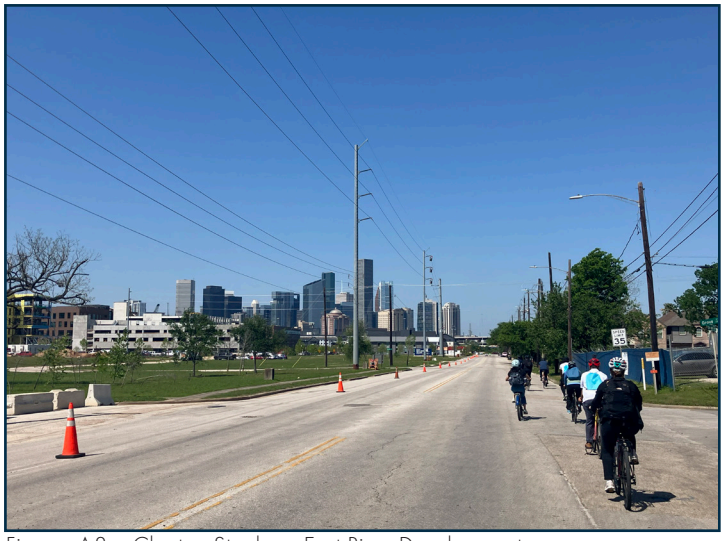


Figure A8 - Clayton St. along East River Development



Figure A9 - Deadend on Velasco St



Figure A10 - Safe New Bike Lanes along Bastrop St.



Figure A11 - Limited Pedestian/Bike R.O.W. at Jenson Bridge across Bayou

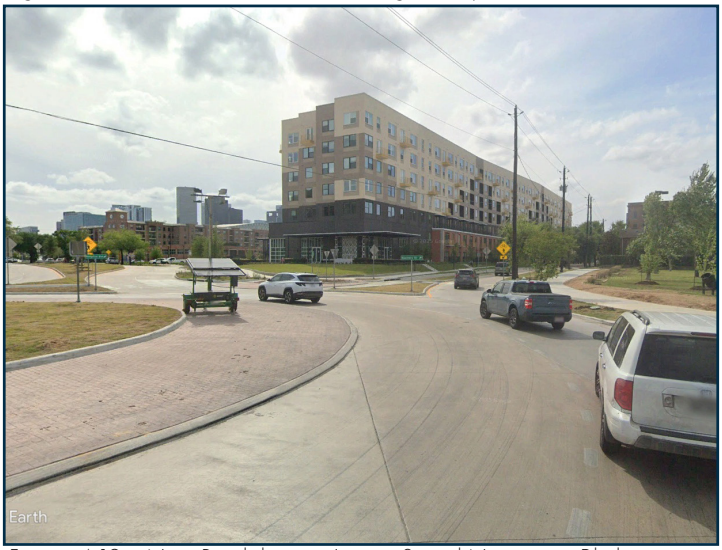


Figure A12 - New Roudabout at Jenson St and Nevigation Blvd.

Project: Connecting Buffalo Bayou East

Audit Date: Tuesday, April 8th, 2025, from 9:00 AM to 11:30 AM

Audit Location: Finnigan Park, following route

Subject: Fifth Ward/Denver Harbor Transit Center Walk Audit

Attendees:

Jose Solis – Buffalo Bayou Partnership
Ryan Martinez
Scott McCready – SWA
Fangyi Lu – SWA
Jeanette de los Santos – METRO
Christine Moreno Hadi – METRO
Jennifer Lindbom – CAS Group
Sally Diaz – RDLR
Michael Merril – RDLR
Ricky Cardenas – East End District
Jose Eduardo Sanchez – Tecolotl
Scott Barker – Houston Public Works
Brian Smith – H-GAC
Qun Zhao – H-GAC
Mariana Raschke – TEI
Ryan Colburn – TEI
Siri Vorvick – TEI

Event Summary

The Fifth Ward/Denver Harbor Bike Audit occurred on the morning of April 8th and was conducted in the neighborhoods of Fifth Ward and Denver Harbor, Houston, Texas. The audit started at Finnigan Park, headed north on Carroll Oliver Way to cross I-10 and reach Lyons Avenue, went east on Lyons to the Fifth Ward/Denver Harbor Transit Center, south down Lockwood Drive, west on Clinton Drive, through Japhet Creek Park, and north on Schweikhardt Street, back to Finnigan Park (see figure 1).

TEI employees were the primary hosts of the audit, doing so in collaboration with SWA, H-GAC, and other stakeholders of the project. The primary purpose of the walk audit was for the participants to better understand current mobility and connectivity challenges and opportunities for areas important to the development of Buffalo Bayou East, through interaction with and careful consideration of conditions along the audit route. The route was chosen to align with study corridors of the project and to highlight certain possibilities for connection to Buffalo Bayou, in accordance with the Buffalo Bayou East Master plan.

The Fifth Ward/Denver Harbor Walk Audit was broken into six segments, highlighting transitions in route condition, nodes of connectivity, or important landmarks in the BBP master plan. Each segment had a designated page in the audit packet where participants could record observations and rate the segment on six different parameters related to route condition. These parameters included ratings of how bikeable and walkable the segment was, how fast or slow the cars were traveling, how vacant or active the corridor felt, how hostile or comfortable the corridor was as a walker or cyclist, and the continuity of walking and biking facilities along the route. Participants were asked to record why they chose their ratings along the route to better understand the feelings and responses each segment invoked.

Overall, participants saw room for improvement in both walking and biking conditions along the route, with extreme conditions presented at the I-10 freeway crossing and on Lockwood Avenue. The route covered a variety of environmental conditions, passing through two neighborhoods on the north side of the bayou and highlighting conditions such as developed, busy community destinations, deserted and undeveloped natural habitats, and redeveloped Buffalo Bayou parkland.



Figure 1

Figure A13 - Walk Audit Route Map



Figure A14 - Walk along Lockwood St.

Report Summary

Walkability Summary

Overall walkability along the route included a range of walking conditions from problematic to ideal. Segments A and D, both including freeway crossings over I-10, were ranked by participants as the most problematic areas to walk. Comments on these segments called out the dangerous freeway crossings, the narrow and discontinuous sidewalks, lack of shade, poor ADA access, and an excess of trash and debris. Segments B, C, and F were commonly noted as more walkable and were more associated with neighborhood streets. Notes about these sections included positive comments on their continuous sidewalks and shaded tree cover, with more residential and mixed-use development leading to a more engaging and safer environment. Overall, participants found area for improvement in walkability on every segment of the audit.

Bikeability Summary

All segments lacked dedicated, protected bike lanes, decreasing a feeling of safety for audit participants and creating an overall sense of danger. Segment C, Lyons Avenue, had an on-street bike lane that participants called out as inadequate and unprotected. Segment D, Lockwood Drive, had the lowest rating, and reviews included the wide lanes, fast speeds, and industrial land use as making the corridor hostile and 'terrifying'. Segment E also had a low rating due to wide roads and fast vehicle speeds.

"I would be terrified biking here" – Segment D

Vehicle Speed and Behavior

Responses to segment A were focused on the high vehicle speeds, due to the on/off ramps of I-10 impacting crossings at the highway. Segment D was listed as hosting the highest vehicle speeds.

"Cars near I-10 pedestrian bridge or at Market Street would not slow down at all" – Segment A

Land Use / Environment

Segments D and E were often described as abandoned, vacant, or industrial, contributing to a hostile environment. Segments B and C were considered more vibrant, with residential, park, or commercial activity nearby. C was ranked the most active with one participant noting the presence of *"Residential, churches, commercial at corner".*

Report Summary

Street Feel / Comfort

Participants felt conditions were most hostile on and around the bridges over the I-10 freeways, and through the industrial areas, like Segments A, D, and parts of E. The street was more hospitable on segment F, Japhet Park, and some shaded areas near segment C, being called pleasant and quieter.

Sidewalk Continuity

Sidewalks were most inconsistent on segments A, D, and E. Segments B and C often had continuous sidewalks, but participants noted occasional obstructions such as poles, weeds, and ramps.

Overall Impressions

Segment D, Lockwood Avenue, was overall noted as the most uncomfortable segment, dangerous, and not friendly to bikes or pedestrians. Segment F generally rated higher due to quieter streets, residential feel, and park access, even if sidewalks and bike infrastructure were lacking. Finally, Segment A hosted mixed reviews—some residential comfort but dominated by dangerous freeway conditions and broken pedestrian infrastructure.

Ratings Averaged per Segment



Figure A15 - Walk along Lockwood St./ Clayton St./ Schweikhardt St.

Average Voting per Segment

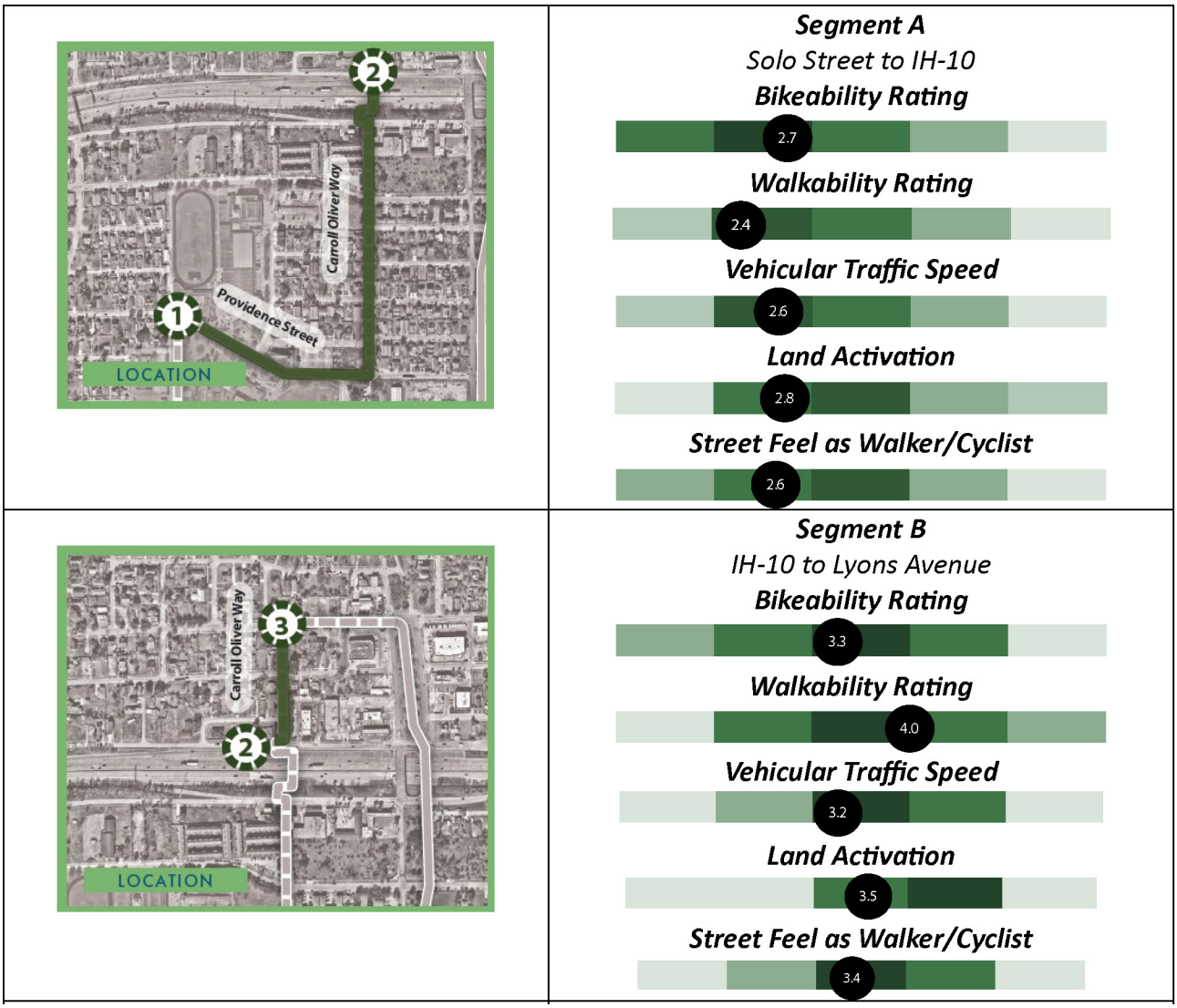


Figure A16 - Route Audit Assessment Result 1

Average Voting per Segment



Segment C

Carroll Oliver Way to Lockwood Drive Transit Center

Bikeability Rating

3.3

Walkability Rating

4.0

2.5

Land Activation

4.0

Street Feel as Walker/Cyclist

3.5



Segment D

Lockwood Drive to Clinton Drive

Bikeability Rating

1.5

Walkability Rating

2.6

Vehicular Traffic Speed

2.3

Land Activation

2.5

Street Feel as Walker/Cyclist

2.4



Segment E

Lockwood Drive to Emile Street

Bikeability Rating

1.9

Walkability Rating

3.3

Vehicular Traffic Speed

2.6

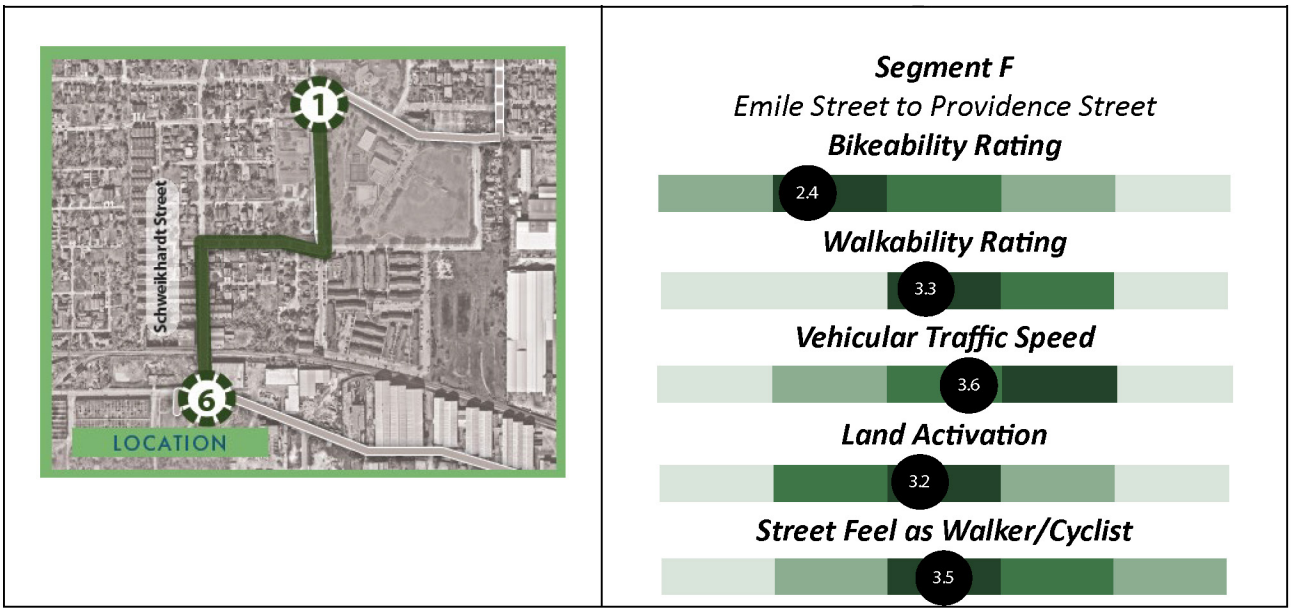
Land Activation

2.7

Street Feel as Walker/Cyclist

3.2

Average Voting per Segment



Audit Site Photos



Figure A17 - Overgrown Street with Narrow Sidewalk



Figure A18 - Narrow Sidewalk along Schweikhardt St



Figure A19 - Team Assessing the Walk Experiences crossing I-10



Figure A20 - Neighborhood Street Condition with No Pedestrian Facilities

Audit Site Photos



Figure A21 - Sidewalk Condition at the Transit Station



Figure A22 - No Pedestrian Space and A Sink Hole Along Clayton St.


Figure A23 - Limit Pedestrian R.O.W along Lockwood Over I-10


Figure A24 - Safe Sidewalk with Tree Shade along Sonora Street



Figure A25 - Business Along Lockwood Dr.


Figure A26 - Sonora Street with Bus Stop

Report Summary

Audit Date: Wednesday, April 30th, 2025, from 9:00 AM to 11:15 AM

Audit Location: Magnolia Park Transit Center and route

Subject: Industrial and Waterfront Connections Audit

Attendees:

Jose Solis – Buffalo Bayou Partnership
Michele Nezi Marvin – Buffalo Bayou Partnership
Brian Smith – H-GAC
Qun Zhao – H-GAC
Fangyi Lu – SWA
Ricky Cardenas – East End District
Ryan Colburn - TEI
Siri Vorvick - TEI

Event Summary

The Industrial Waterfront and Connections Bike Audit occurred on the morning of April 30th and was conducted around Second Ward, the Magnolia Park neighborhood, and eastern portion of Navigation Boulevard. The audit started at the Magnolia Park Transit Center, went east on Sherman Street, up N 78th street to the wharves, west to the Suset Trail to Hidalgo Park, north along to Buffalo Bend Park, south to Navigation Boulevard, up Mcfarland Street to Industrial way, on Navigation Boulevard to the future location of the HHRC, south to the Harrisburg Hike and Bike Trail, and back to the Transit Center (see Figure 1). TEI employees were the primary hosts of the audit, doing so in collaboration with SWA, H-GAC, and other stakeholders of the project. The primary purpose of the bike audit was for the participants to see key areas of interest within the Buffalo Bayou East Master plan. The audit also surveyed current mobility and connectivity challenges through interaction with and careful consideration of conditions along the route. The route was chosen to align with study corridors of the project and to highlight certain possibilities for connection to Buffalo Bayou for and beyond the neighborhood.

The Industrial Waterfront and Connections Bike Audit contained eight stops, focusing on transitions in route condition or important landmarks in the BBP master plan. Each stop was an opportunity for discussion of traversed conditions and clarification of Buffalo Bayou Partnership objectives.

Report Summary

This segment did not include a full assessment chart like the other two because it was completed by the internal team. However, simple assessment guidance is still provided for evaluating the street. The goals, community context for bicycle facilities, bike access to nearby parks, traffic conditions, and other barriers have been documented.

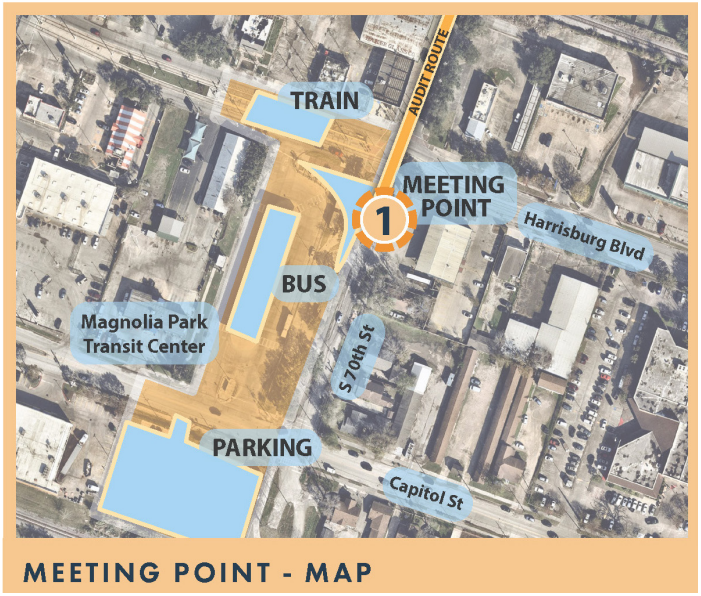


Figure A27 - Bike Audit Starting Point

As we ride or walk, **note how comfortable you feel going from stop to stop.**

Think about:

- Cars around us
- Pavement, sidewalk, and crossing conditions
- General safety

Please consider taking photos and sending them to the project team, as coordinated after the ride.

Figure A28 - Audit Assessment Instruction

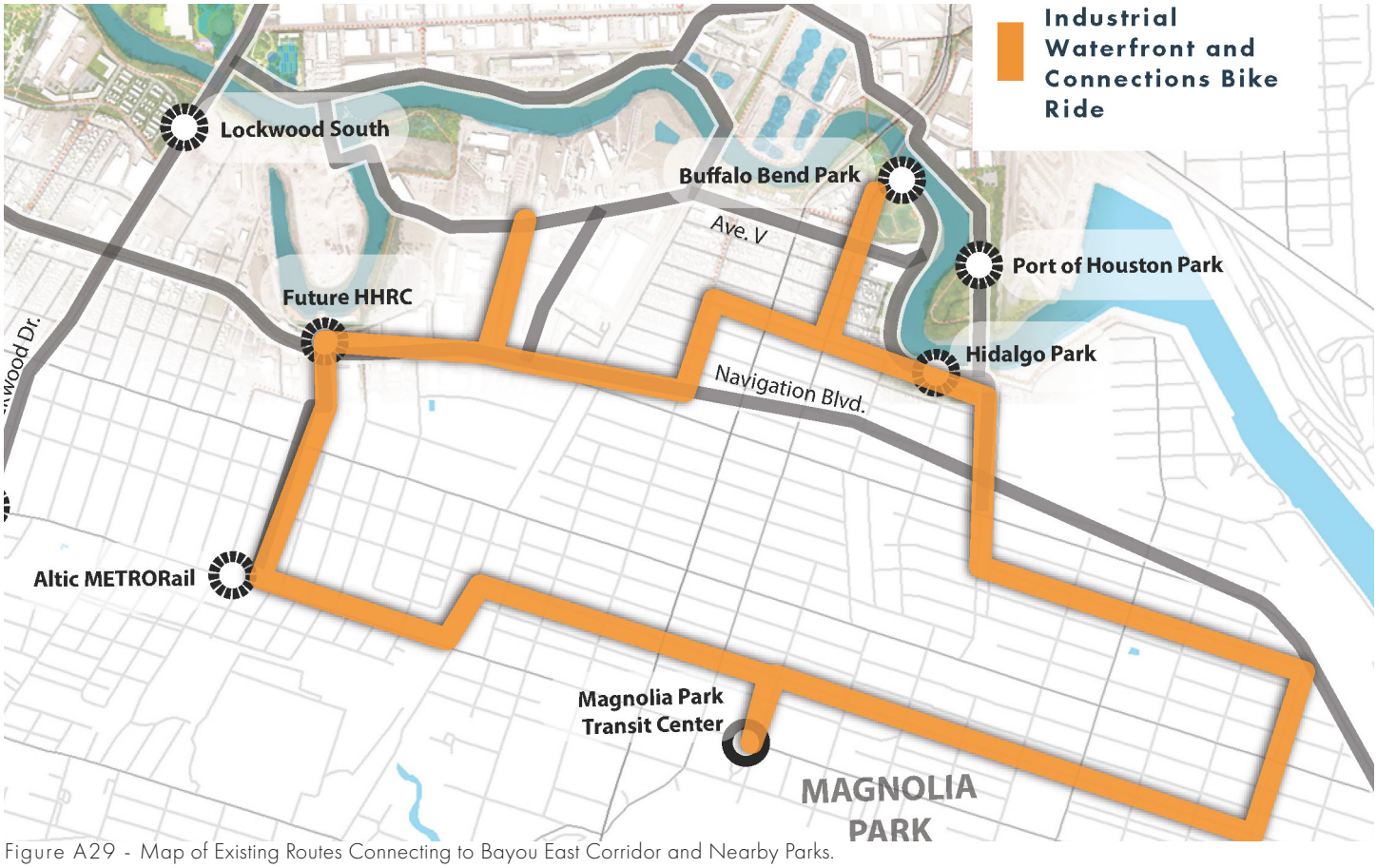


Figure A29 - Map of Existing Routes Connecting to Bayou East Corridor and Nearby Parks.

Report Summary



Figure A30 - Bike Audit Detail Route Map

During the audit, participants discussed future potential for developed connectivity in sites along the audit and connectivity barriers that currently exist in the area. Some streets, such as Sherman Street and N 78th Street, were noted for their slower, more comfortable atmosphere and sections of existing bike and pedestrian safety infrastructure. Many streets were busy and dangerous to navigate, such as Navigation Boulevard, Mcfarland Street, and Highway 90. The two existing trails, the Sunset Rail Trail and Harrisburg Hike and Bike Trail, were well developed but would benefit from more consideration to details such as prioritized crossings and pedestrian amenities.

The presence of cultural amenities along the entire length of the Bayou was discussed, with comments being made towards interest in a gondola or other manner of alternative transportation to connect the area from the wharves to downtown. Possibilities for stitching together park spaces on the North and South sides of the Bayou were a key part of conversations on the audit, with obstacles presented such as bridge height, undeveloped land, industrial usage, and lack of sufficient space for trails.

Report Summary

Major barriers for travel included the railroad that bisects Magnolia Park, severing streets such as Avenue L and K. Highway 290, Navigation Boulevard, and McFarland Street to Industrial Way also were dangerous due to traffic and heavy truck usage.

Event Results – Comments from Discussion

Stop 2:

- No sidewalks anywhere
- Felt more comfortable than main streets
- Poor pavement condition
- Felt safe
- People walking
- Narrower streets
- This much more comfortable than last bike audit
- Tree canopy is fuller, shade
- Trail infrastructure from Sherman to May Park
- Water Taxi? Gondola?
- Cultural destinations along Bayou

Stop 3:

- What could Sunset Trail connect?
- Railroad tracks big issue to connectivity
- Trucks

Stop 4:

- Issue with bridge height, coast guard, lifting bridges/no one knows whose responsibility it is
- Branches
- Sharrows, signage
- Dog care
- Change all cross streets to stop intersection improvements
- Extend 'Navigation Greenway' 5-3/6-4 and rework trail

Report Summary

Stop 5:

- Can't bike on road, last street pre park-diagonal on Ave U for bike
- Elevated segment needed for on Bayou
- Way to go under bridge
- Instead of over road?
- North side – complete highway

Stop 6:

- Cycles of traffic?
- Empty of trucks
- Bad
- Much more control of vehicles needed to allow for bikes



Figure A31 - Navigation Blvd. East Streetscape With Shaded Sidewalks



Figure A32 - Comfort Mix-use Trail Leads to Hidalgo Park

Audit Site Photos



Figure A33 - Navigation Blvd along Train Track



Figure A34 - Clayton Street without Pedestrian and Bike Facilities



Figure A35 - Rail Track Barrier For Bikers and Pedestrians



Figure A36 - Intersection at Mix-use Trail @ Navigation Blvd.



Figure A37 - Connecting Street from Hidalgo Park to Buffalo Bend Park



Figure A38 - Along Navigation Blvd. East of Mcfarland St.

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Connecting Buffalo Bayou East Active Transportation and Transit District Improvement Plan Steering Committee Meeting 1 - Meeting Summary

Date: Jan 29, 2025
Time: 2:00 - 4:00pm
Location: Buffalo Bayou Partnership Office (1019 Commerce Street, Suite 200)

Purpose of the Meeting

The first Steering Committee (SC) meeting served as the formal launch of the Buffalo Bayou East Design Concept study, aiming to build shared understanding of the project's goals, scope, and early technical findings. The meeting brought together regional, city, county, and local partners to review preliminary observations and begin shaping planning strategies for both the Active Transportation Network (trails) and the Transit-Oriented Development (TOD) study around the Denver Harbor Transit Center.

The meeting's purpose was to:

1. Introduce the project team, sponsors, and SC members.
2. Establish a shared understanding of the study's objectives.
3. Present initial findings from existing conditions assessments.
4. Discuss opportunities and constraints for trail connectivity and Transit District Improvement scenarios.
5. Engage SC members in structured small-group activities to collect local insights.
6. Outline the next steps in the project schedule.

Study Background & Current Stage

The study is in its early assessment phase, focusing on data gathering and early analysis. Work completed to date includes:

1. Review of demographic and mobility characteristics across the study area.
2. Inventory of current active transportation infrastructure and identification of connectivity gaps.
3. Analysis of key destinations, cultural assets, and emerging developments.
4. Identification of legacy challenges—industrial edges, heavy truck traffic, fragmented street networks, unsafe crossings, and limited multimodal access to the bayou.
5. Initial Transit District assessment of land use patterns, housing typologies, commercial activity, safety issues, and transit system performance around the 5th Ward/ Denver Harbor Transit Center.

This phase is foundational and sets the direction for opportunity analysis, scenario building, and future recommendations.

Role of Steering Committee

The Steering Committee provides technical guidance and community insights throughout the project.
Responsibilities include:

1. Participating in three SC meetings/workshops.
2. Reviewing materials and data.
3. Offering feedback on trail strategies, TOD scenarios, and planning principles.
4. Sharing information with community networks to support public involvement.
5. Ensuring recommendations reflect community needs and local priorities.

1st Steering Committee Meeting Summary

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Meeting Structure & Discussion Activities

Two structured activities were conducted to gather SC member insights:

A. Mapping Exercise – Challenges & Opportunities

(Participants identified spatial opportunities and constraints related to:)

1. Sidewalk, bike, and transit gaps.
2. Safety issues and difficult crossings.
3. Potential connections to key parks, schools, and destinations.
4. Vacant lots suitable for activation or redevelopment.
5. Environmental opportunities such as green infrastructure and shade.
6. Areas with cultural or identity significance.

B. Success Factors Brainstorm

(Tables identified 5–7 essential success factors for trails and TOD. Themes included:)

1. Safe, accessible multimodal connections
2. Community identity and cultural expression
3. Housing and economic opportunity
4. Equitable development
5. Real-world feasibility, funding, and implementation
6. Partnerships and agency coordination

Next Steps

The project team will:

1. Incorporate SC feedback into trail connectivity strategies and TOD scenario development.
2. Continue data analysis and begin opportunity mapping.
3. Prepare materials for public engagement events scheduled for March and September 2025.
4. Convene Steering Committee Meeting #2 in summer 2025 to review preliminary recommendations.

Meeting Summary

1. Transit-District Improvement messaging should address public concerns about parking and transit. Rebranding TOD as multimodal development and community investment is key. Use precedents over drawings to communicate goals, benefits, and impact areas. Reference Tidwell TOD as a guide for redevelopment opportunities. TOD should be framed as flexible guidelines, not strict ordinances. Transit centers should connect communities and strengthen district identity.
2. Infrastructure & Connectivity ChallengesHighways and railroads act as mobility barriers; safe crossings are needed. Pedestrian bridges near transit centers must be improved for safety.
3. Drainage & Flood MitigationTIRZ 18 & Gauge Engineering seeking federal funding for drainage improvements. Gregg St. stormwater project may expand beyond flood control. Needs local partner to integrate into a roadway project. TIRZ 23 has a related project—details pending from Tony.
4. Public Engagement StrategyEnsure community input is reflected in plans. Differentiate quick wins from long-term visionary projects.
5. Safety & Crime PreventionCrime along trails is a concern—more lighting & police presence needed. Focus on safe railroad crossings. Engage HPD, Fire Dept., & CRC (Kathy Payton) for 5th Ward representation.
6. Pedestrian & Bike Infrastructure GapsOpen-ditch drainage complicates bus stop installation. Address accessibility issues around Buffalo Bend and connect trails.
7. Economic Development & HousingSupport economic growth while preventing displacement. Balance market-driven and community-focused housing.

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Meeting Summary (Continue)

8. Environmental & Historic Preservation - Evergreen Cemetery remains underway due to past road paving. Superfund site redevelopment near Clinton/East River poses risks & opportunities.
9. Major Development UpdatesLBJ Hospital expanding to a Trauma 1 center—regional growth expected. A private school in East River may impact infrastructure.
10. Partnerships & ImplementationCollaborate with Buffalo Bayou Partnership. Secure community buy-in from officials and local organizations.
11. Stakeholder Questionnaire Summary14 respondents—summary see following pageKey Takeaways: Practical, implementation-focused approach preferred. City wants clear, fact-based recommendations vetted with the community.

Brainstorm Discussion

Participants discussed the key factors that determine the success of Active Transportation and Transit District improvements in this community. Comments emphasized that the study's priorities should focus on Access, Safety, and Connectivity, as well as local needs and community aspirations.

For the transit center portion of the study, participants highlighted additional themes that must be carefully considered: housing, business and economic activity, community identity, real-world implementation, funding opportunities, and partnership coordination.

Meeting Evaluation Responses

Please rate today's meeting - Excellent:3 (33%); Good:5 (55%); Neutral: 0; Fair:1 (11%); Poor:0
Comments: "Great Job"; "Maybe choose a venue with less echo."

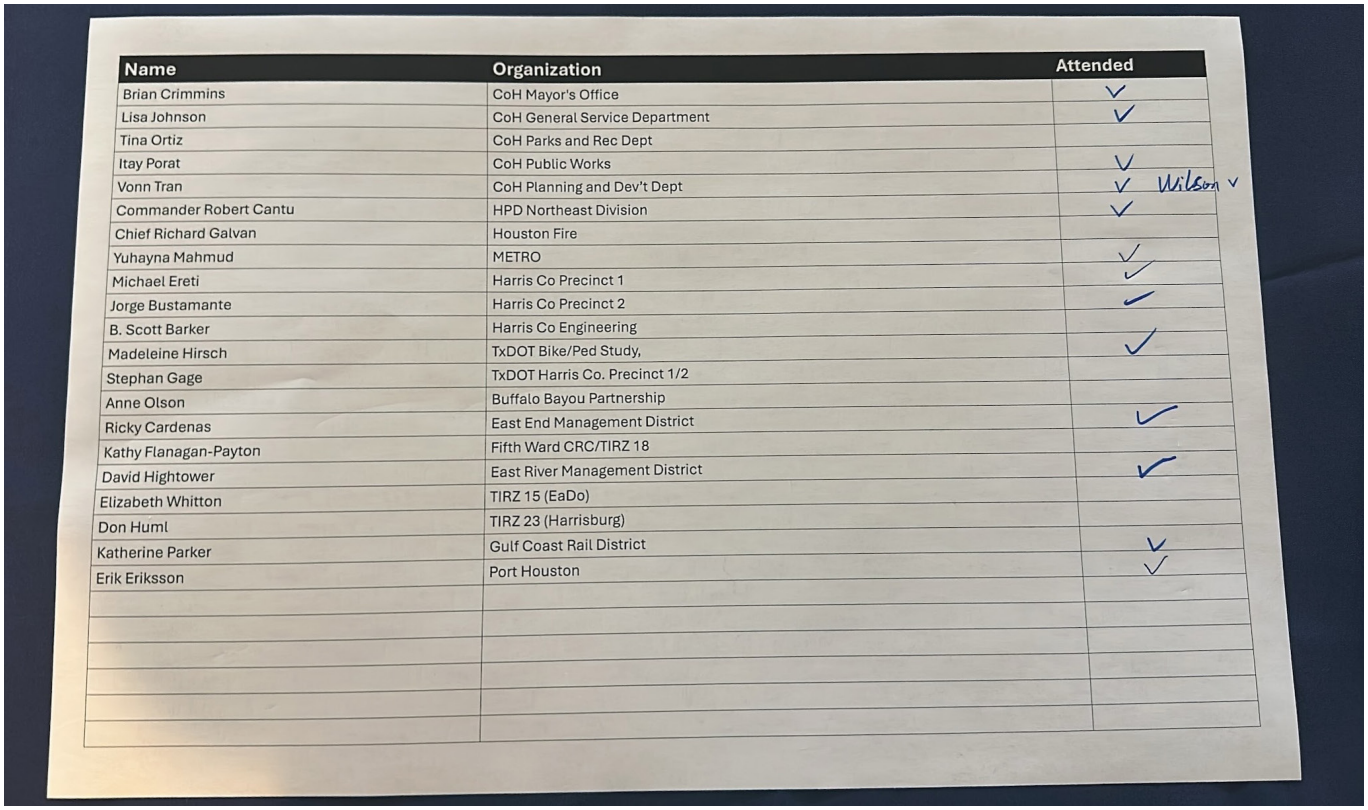
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Attachments see following page:

Attachment 1 - Sign-in Sheet
Attachment 2 - Meeting Photos
Attachment 3 - Steering Committee Meeting Presnetation
Attachment 4 - Steering Committee Group Discussion Mapping Exhibits
Attachment 5 - Steering Committee Mapping Comments Summary Map

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Attachment 1 - Sign-in Sheet



Name	Organization	Attended
Brian Crimmins	CoH Mayor's Office	✓
Lisa Johnson	CoH General Service Department	✓
Tina Ortiz	CoH Parks and Rec Dept	
Itay Porat	CoH Public Works	✓
Vonn Tran	CoH Planning and Dev't Dept	✓ Wilson ✓
Commander Robert Cantu	HPD Northeast Division	✓
Chief Richard Galvan	Houston Fire	
Yuhayna Mahmud	METRO	✓
Michael Ereti	Harris Co Precinct 1	✓
Jorge Bustamante	Harris Co Precinct 2	✓
B. Scott Barker	Harris Co Engineering	
Madeleine Hirsch	TxDOT Bike/Ped Study,	✓
Stephan Gage	TxDOT Harris Co. Precinct 1/2	
Anne Olson	Buffalo Bayou Partnership	
Ricky Cardenas	East End Management District	✓
Kathy Flanagan-Payton	Fifth Ward CRC/TIRZ 18	
David Hightower	East River Management District	✓
Elizabeth Whitton	TIRZ 15 (EaDo)	
Don Huml	TIRZ 23 (Harrisburg)	
Katherine Parker	Gulf Coast Rail District	✓
Erik Eriksson	Port Houston	✓

Name	Organization	Attended
Brian Crimmins	CoH Mayor's Office	
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Katherine Parker	Gulf Coast Rail District	
Erik Eriksson	Port Houston	
José Sosa		
John Rosenberg		

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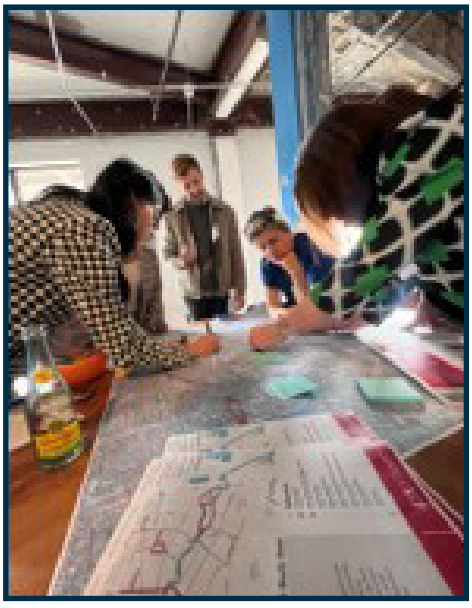
Attachment 2 - Meeting Photos

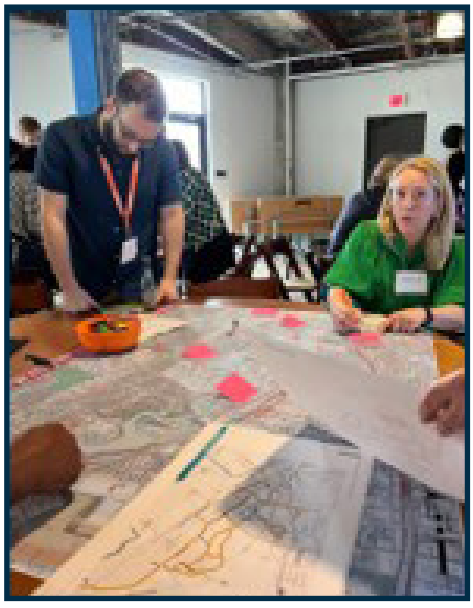


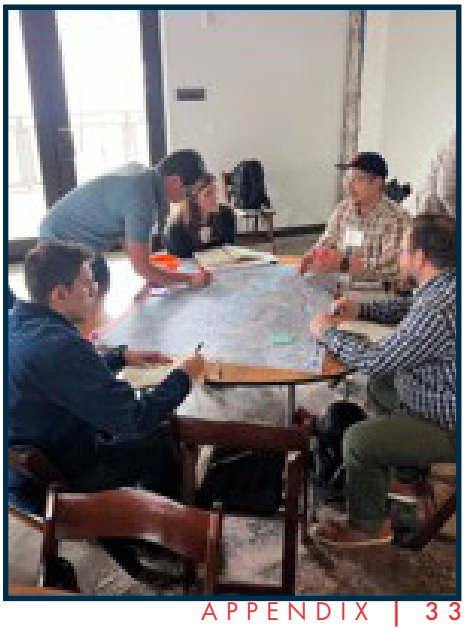








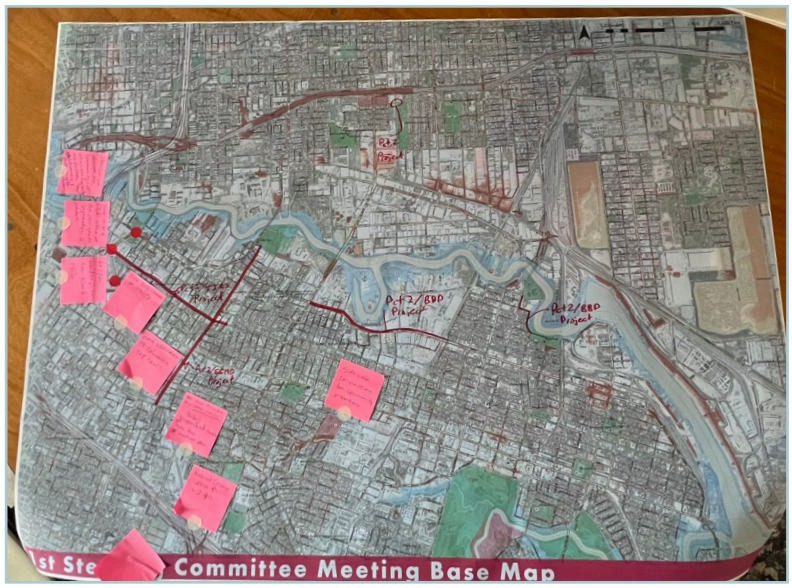


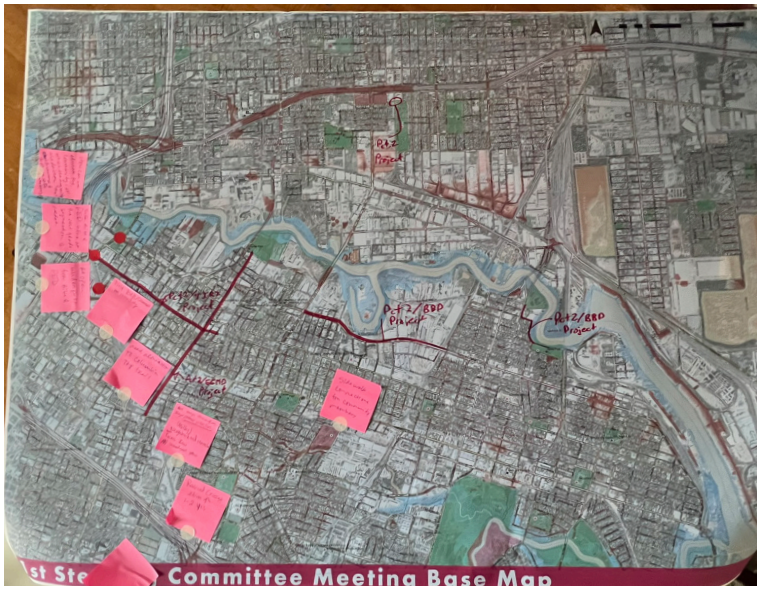


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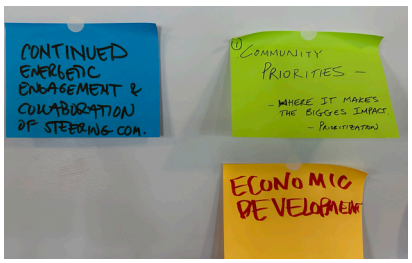
Attachment 4 - Steering Committee Group Discussion Mapping Exhibits

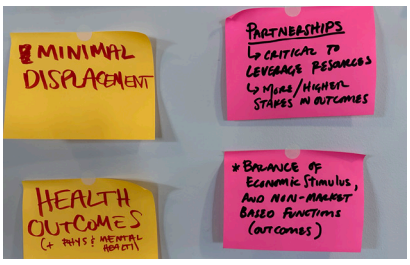


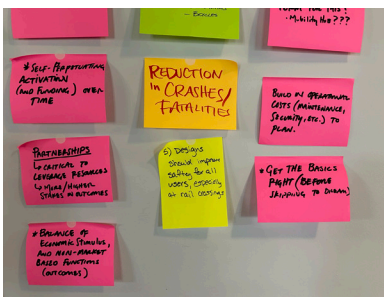


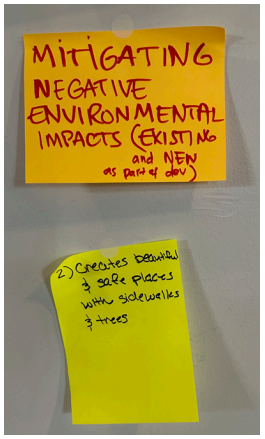


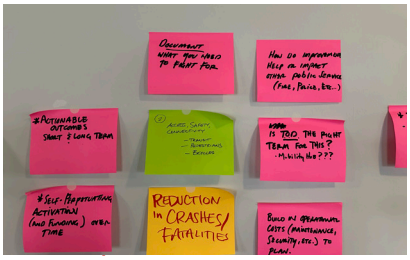


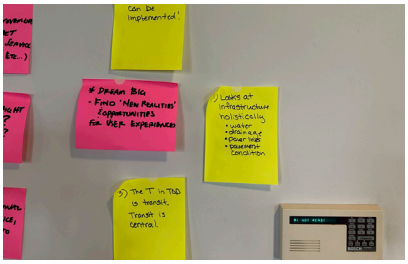








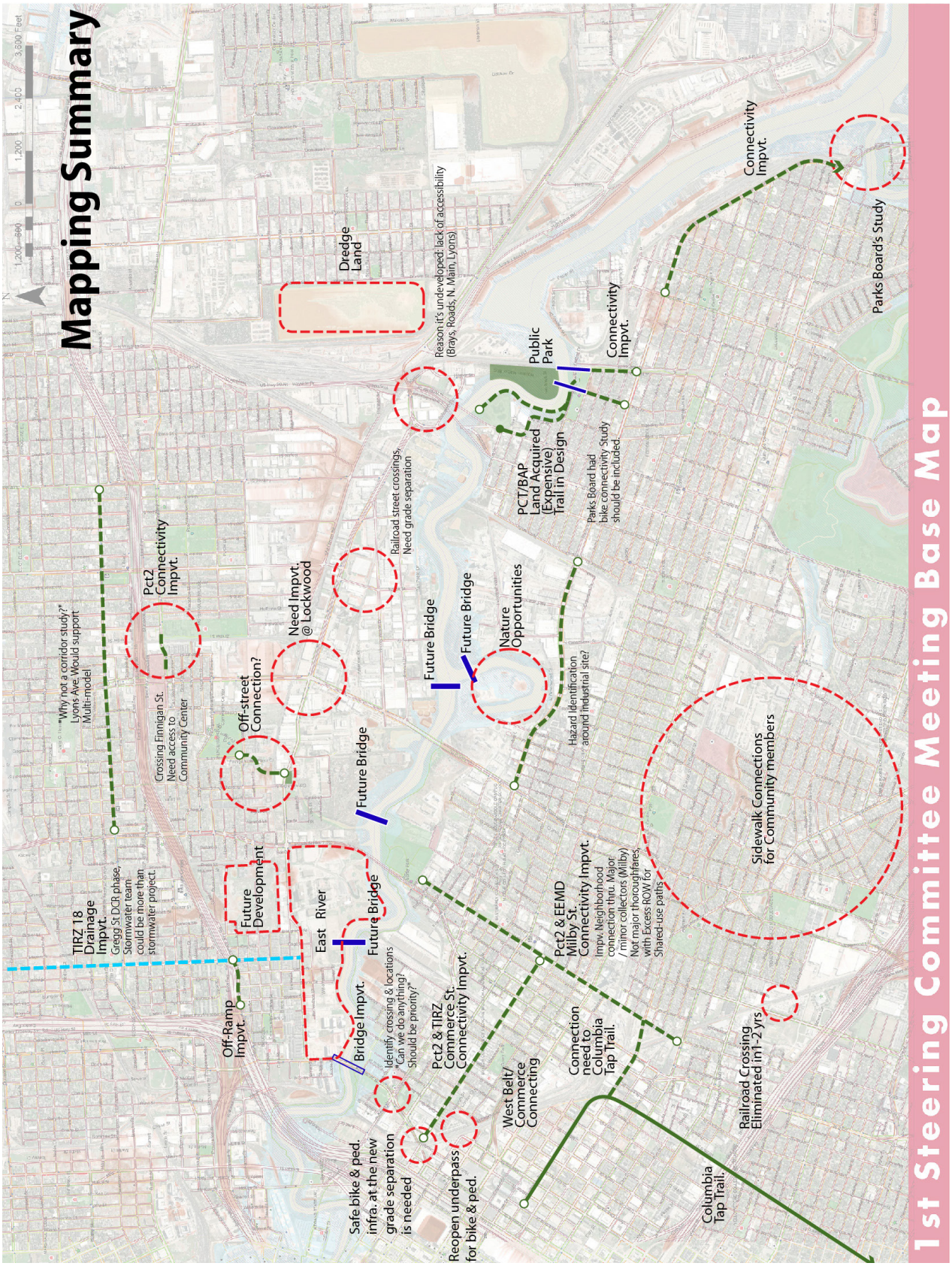




1st Steering Committee Meeting Summary

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Attachment 5 - Steering Committee Mapping Comments Summary Map



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Connecting Buffalo Bayou East Active Transportation and Transit District Improvement Plan
1st Neighborhood and Community Stakeholders Meeting - Meeting Summary

Date: March 19, 2025
Time: 2:00 - 4:00pm
Location: Buffalo Bayou Partnership Office (1019 Commerce Street, Suite 200)

Purpose & Structure of Meeting

The first Neighborhood and Community Stakeholder Meeting for the "Connecting Buffalo Bayou East" study gathered localized representatives, community institutions, mobility advocates, and public-health stakeholders to provide feedback on mobility, equity, public space, economic needs, environmental health, and the 5th Ward/ Denver Harbor Transit Center District improvements.

Preparation for the meeting centered on clearly communicating the study's purpose—improving connectivity "to", "through", and "between" neighborhoods along Buffalo Bayou East—through presentations outlining existing conditions, key barriers, early opportunities, mobility infrastructure gaps, and Transit District improvement components such as land use, economic development, and multimodal access. Participants were prepared to engage through a structured agenda of presentations, survey exercises, pledge cards, and thematic breakout mapping stations focused on accessibility/ connectivity, community & environment, and land use & economic development.

The meeting served as a foundational step in the project's broader engagement plan, designed to collect early localized insights, validate preliminary observations, and align technical assessments with the lived experiences of residents, stakeholders, and local institutions. Input gathered during this session will inform deeper site analysis, scenario development, and the creation of actionable recommendations, forming the starting point for subsequent stakeholder workshops, bike/walk audits, public meetings, and Transit District improvement refinement.

Key Themes & Insights

1. Mobility & Safety Priorities
   Stakeholders emphasized a need for speed management, safer pedestrian crossings, and protected bikeways, with strong preference for neighborhood bikeways and back-of-curb solutions. Critical east–west and cross-rail connections south of I-10 were repeatedly identified as essential for safely reaching schools, parks, and community destinations.
2. Mobility Patterns
   Most respondents drive, but a significant minority walk regularly. Transit use is occasional; access is overwhelmingly on foot. There is room to grow a biking culture—while bike ownership is high, utilitarian bike trips remain low.
3. Transit Access Challenges
   Concerns centered on unsafe conditions around the Transit Center, frequent blocked rail crossings, and unclear direction on the Transit Center's future. There was a strong call for METRO's formal involvement in all next-phase discussions, including exploration of a pedestrian bridge over UPRR tracks.
4. Community Needs & Economic Vitality
   Residents expressed desire for local, small-scale "mom-and-pop" businesses, improved childcare and healthcare access, and more affordable fresh-food options. The Multiservice Center's offerings are valued but underutilized due to limited outreach and connectivity. Placemaking, cultural expression, and suggestions like an "urban rewilder" concept reflect interest in public realm activation tied to identity.

1st Stakeholder Meeting Summary

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Key Themes & Insights (Continue)

5. Environmental & Public Health Concerns
   Community members raised concerns about known "cancer clusters", soil contamination, air pollution from industry, and proximity to railyards. The project should incorporate environmental sampling, health-impact considerations, and culturally sensitive design adjacent to historic African American cemetery sites.

Priorities & Values

Survey responses demonstrate a clear preference for improvements tied to:
1. Walkability, safety, and connectivity
2. Medium-density, mixed-use development near transit
3. Prioritizing seniors, children, disabled individuals, and people without cars
4. Criteria emphasizing partnerships, affordable housing, and new path mileage

Process & Engagement Feedback

Stakeholders recommended improved slide clarity, less scripted delivery, and stronger tech rehearsal. Meetings and audits should occur within the community, with evening and weekend options to increase participation. Walking/biking audits need better logistics and safety preparation.

Recommended Next Steps

Key actions include integrating public health considerations intoTransit Disctrict Improvement scenarios, advancing discussions with METRO and UPRR on rail-crossing issues, supporting small-business development, expanding childcare and healthcare collaborations, refining outreach to connect residents with existing services, and improving meeting and graphic presentation quality.

Attachments see following page:

Attachment 1 - Sign-in Sheet
Attachment 2 - Meeting Photos
Attachment 3 - Nieighborhood & Stakeholders Meeting Presnetation
Attachment 4 - Nieighborhood & Stakeholders Group Discussion Mapping Exhibits
Attachment 5 - Nieighborhood & Stakeholders Group Suvey Result

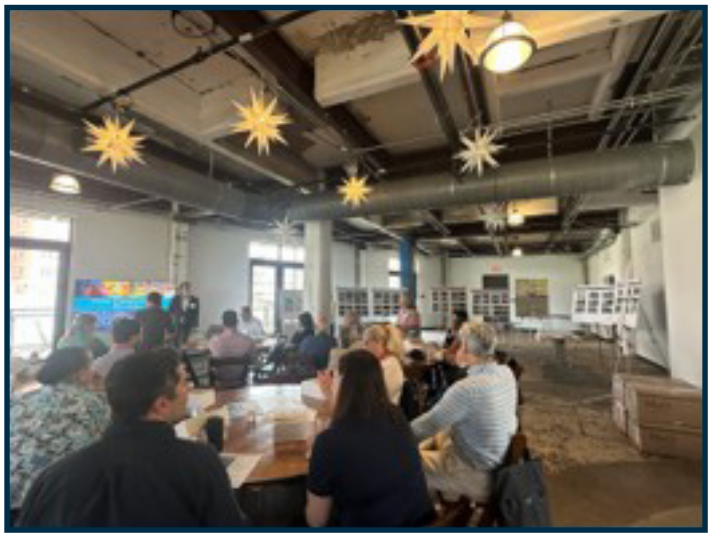
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Attachment 1 - Sign-in Sheet

Attachment 2 - Meeting Photos









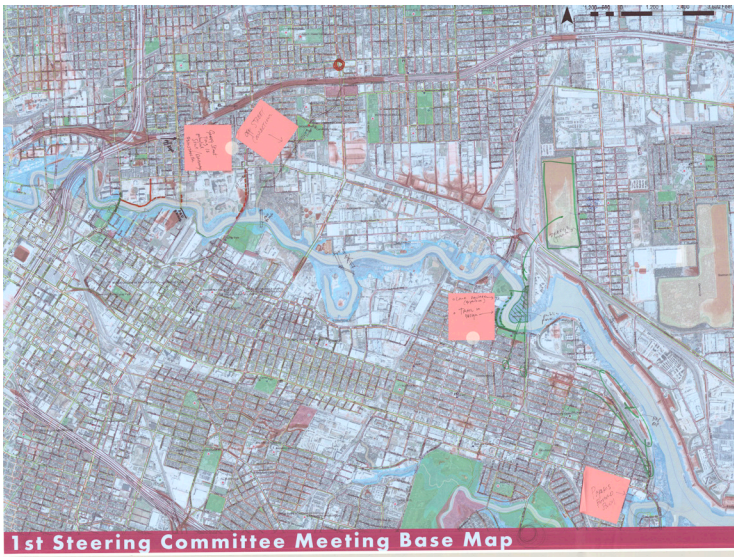


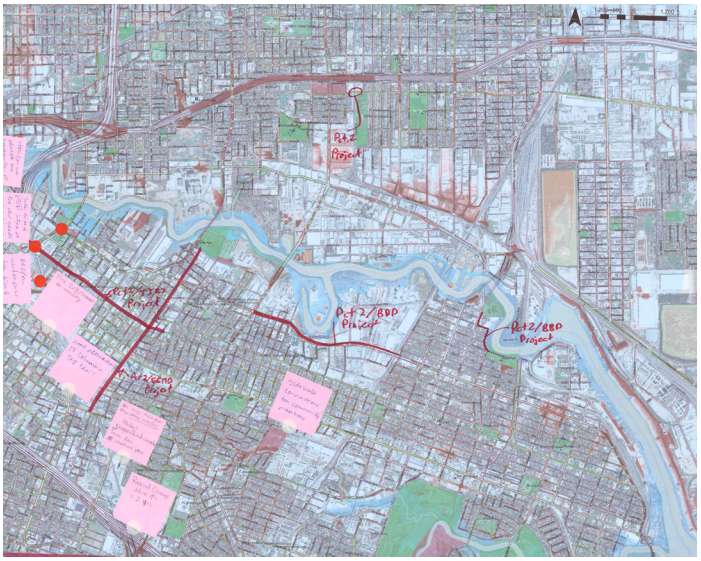


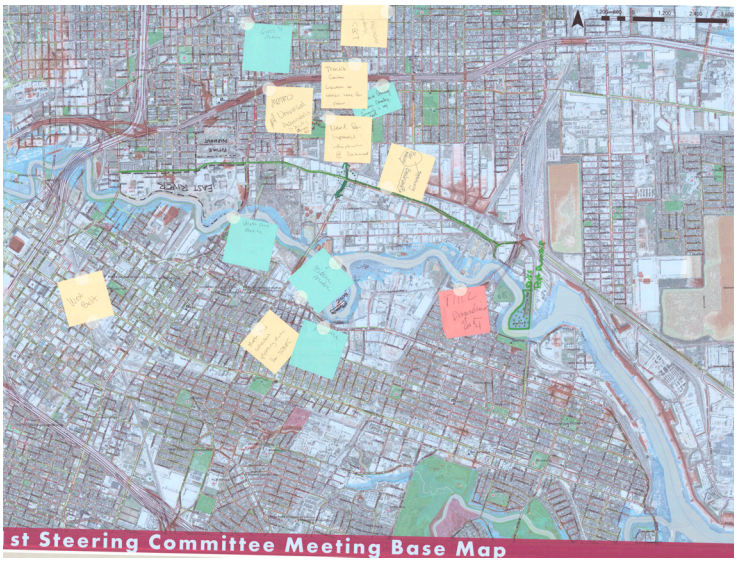
1st Stakeholder Meeting Summary

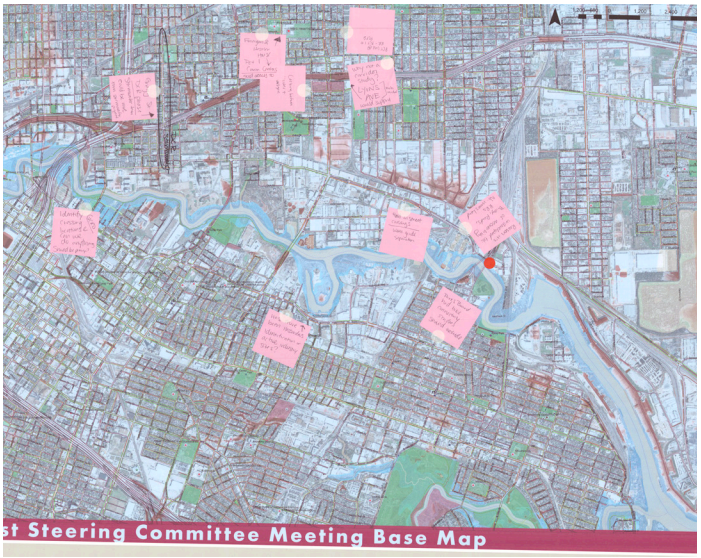
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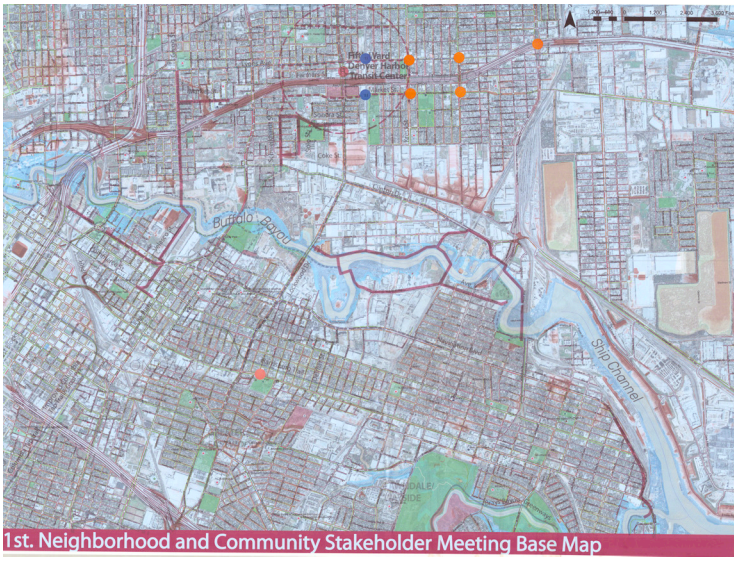
Attachment 4 - Nieighborhood & Stakeholders Group Discussion Mapping Exhibits

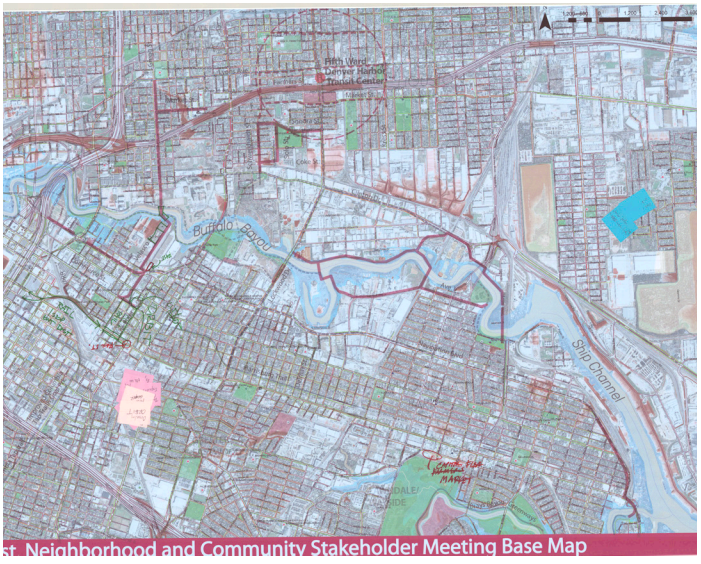












1st Stakeholder Meeting Summary

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Attachment 4 - Nieighborhood & Stakeholders Group Discussion Mapping Exhibits

Community & Economic Vitality - Transit-Oriented Activation

BUFFALO BAYOU EAST DESIGN CONCEPT



Community&EconomicVitality - Pathway-Oriented Activation

BUFFALO BAYOU EAST DESIGN CONCEPT



Public Realm & Place-making - Engaging Community Spaces

BUFFALO BAYOU EAST DESIGN CONCEPT



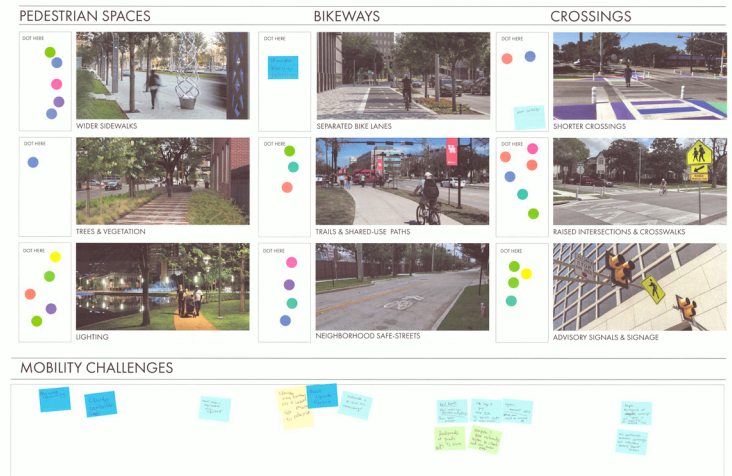
Environmental Resilience - Green Infrastructure Solutions

BUFFALO BAYOU EAST DESIGN CONCEPT



Mobility & Connectivity - Safe, Inclusive Pathways

BUFFALO BAYOU EAST DESIGN CONCEPT



Mobility & Connectivity - Safe, Inclusive Pathways

BUFFALO BAYOU EAST DESIGN CONCEPT



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Connecting Buffalo Bayou East Active Transportation and Transit District Improvement Plan Public Meeting - Meeting Summary

Date: April 17, 2025
Time: 6:00 - 8:00pm
Location: The DeLuxe Theater (3303 Lyons Ave, Houston, TX 77020)

Purpose of First Public Meeting

1. Introduce the project's goals and process to community stakeholders.
2. Gather local insights about walking, biking, transit access, and public spaces across Buffalo Bayou East communities.
3. Understand daily mobility challenges and identify critical "first/last mile" issues.
4. Engage residents in shaping priorities for safe crossings, shade, lighting, and better links to key destinations like parks and the Transit Center.
5. Introduce how different topics — "Connectivity, Resilience & Nature, and Community Hub strategies" work together to improve neighborhood access and comfort.
6. Conduct Discussion regards to transit-adjacent services, community hub visioning, and neighborhood identity
7. Ensure inclusive participation from Denver Harbor, Fifth Ward, and East End residents
8. Establish a baseline understanding of community priorities that will inform design concepts for Meeting #2.

Preparation Strategy (what was coordinated as of April 8)

Participants were encouraged to:

1. Mark desired routes and missing gaps
2. Flag security issues, poor lighting, and conflict points with vehicles
3. Identify destinations they value: churches, parks, schools, job centers
4. Suggest new amenities such as rest areas, shade, markets, playgrounds
5. Share comfort concerns, e.g., stray dogs, long waiting times for transit

Mapping engagement revealed clear activity corridors forming:

1. Commerce Downtown Trails
2. Schweikhardt Boyce-Dorian Park Transit Center
3. Connecting Denver Harbor through rail constraints

Survey data offered quantifiable support to observed feedback:

1. Walking + Biking Behaviors
   a. 92.5% households own a car — still strong desire to walk/bike for recreation and short trips
   b. Safety and comfort dictate frequency
   c. The biggest limitation: inability to safely reach existing trails from home
2. Cycling
   a. 77.4% use bicycles but most only occasionally, citing:
   b. lack of protected routes
   c. transitions between disconnected facilities
3. Transit Use
   a. High reliance on Market Street bus due to rail barriers
   b. Missing a bus can mean 30–60 minute delays major equity issue

1st Public Meeting Summary

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Survey data offered quantifiable support to observed feedback (Continue):

1. Top-ranked needs:
   a. Connectivity to key destinations
   b. Separated + safer walking/biking infrastructure
   c. Safety lighting + secure environment
2. Lower but still strong:
   a. Shade, comfort, and community identity elements
3. Transit District Community Hub Preferences
   a. Residents want transit-area development that supports real daily life, including:
   b. Local retail + essential services
   c. Small and minority-owned businesses
   d. Parks, event spaces blended with storefronts
   e. Footprint scale: 3–4 stories preferred, neighborhood scale, not downtown scale

Public Input Takeaways

Insights demonstrate consistent priorities across mapping boards, comments, and surveys:
Top Themes:

1. Make walking safer — lighting, clear crossings, visibility, separation from vehicles
2. Address safety/security concerns along Gregg, Velasco, Clinton, Lockwood, and isolated bayou-edge trail segments
3. Fill gaps in sidewalks, bike facility connections, and links across rail barriers
4. Increase tree canopy and shade, add rest areas and comfort features
5. Future trail routes should connect schools, parks, and churches like Boyce-Dorian Park, Our Lady of Guadalupe Church, Japhet Creek Park
6. Local-serving retail and social infrastructure desired near the Transit Center
7. Need for investment equity — long-time residents stressed limited past improvements

Representative Community Quotes

"Missing a bus means 30–60 minutes waiting — we need more reliable access."
"Want to walk and bike — just need to feel safe doing it."
"More shade, fewer stray dogs, more connected routes."
"Development should support our existing residents — not displace them."

Implications for Design Phase

1. Refine corridor focus on: Navigation, Lockwood, Gregg, Velasco
2. Study expanded connections to Boyce-Dorian Park & Schweikhardt corridor
3. Integrate nature-based solutions for comfort and flood resilience
4. Public strongly supports neighborhood-scale hub with small businesses + essential services

Next Steps

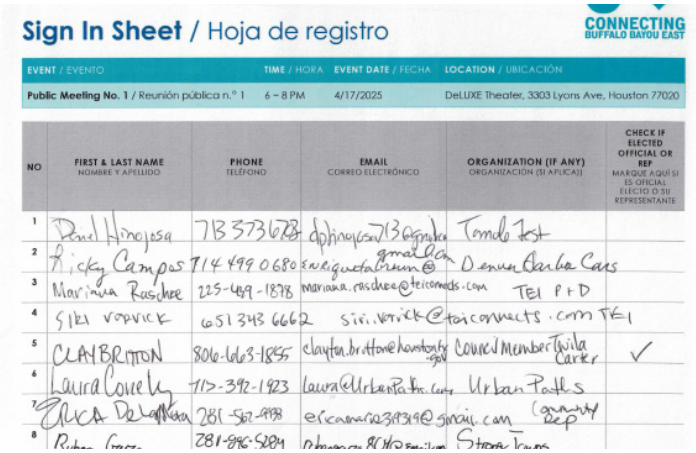
1. Summarize findings into rating matrices by corridor and user group
2. Coordinate agency roles (City, County, METRO, BBP) for concept alignment
3. Refine corridor priorities (Gregg, Lockwood, Velasco, Navigation, etc.)
4. Integrate "nature-based solutions" to corridor design
5. Plan "inclusive public spaces"
6. Return to public with refined design Meeting #2 (Spring 2026)

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Phone:(713)-853-7659
www.SWAGroup.com

Attachments see following page:

Attachment 1 - Sign-in Sheet
Attachment 2 - Meeting Photos
Attachment 3 - Flyers, Meeting Boards
Attachment 4 - Public Meeting Presnetation
Attachment 5 - Public Meeting Mapping Exhibits
Attachment 6 - Public Meeting Suvey Result

Attachment 1 - Sign-in Sheet

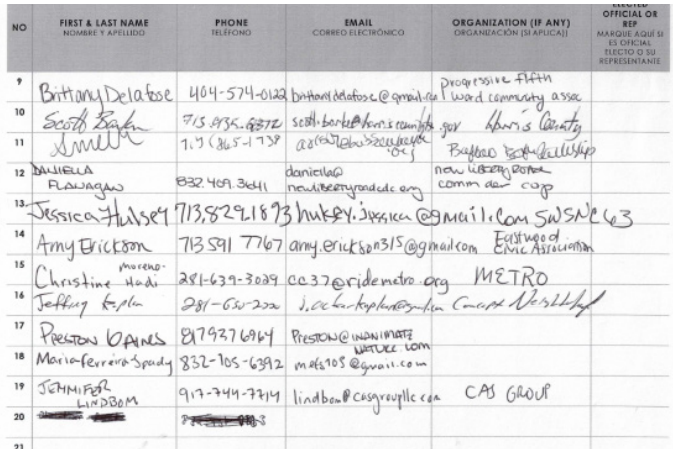


Sign In Sheet / Hoja de registro

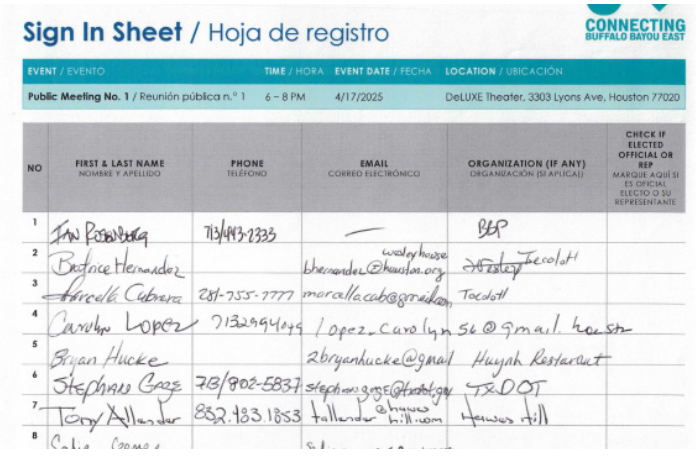
CONNECTING BUFFALO BAYOU EAST

EVENT / EVENTO	TIME / HORA	EVENT DATE / FECHA	LOCATION / UBICACIÓN
Public Meeting No. 1 / Reunión pública n.° 1	6 – 8 PM	4/17/2025	DeLUXE Theater, 3303 Lyons Ave, Houston 77020

NO	FIRST & LAST NAME NOMBRE Y APELLIDO	PHONE TELÉFONO	EMAIL CORREO ELECTRÓNICO	ORGANIZATION (IF ANY) ORGANIZACIÓN (SI APLICA)]	CHECK IF ELECTED OFFICIAL OR REP MARQUE AQUÍ SI ES OFICIAL ELECTO O SU REPRESENTANTE
1	David Hinojosa	713 373 6788	dphinojosa713@gmail.com	Temple Fest	
2	Ricky Campos	714 499 0680	enriquetabrum@gmail.com	Denver Harbor Cares	
3	Mariana Raschee	225-439-1878	mariana.raschee@teiconnects.com	TEI P+D	
4	Siki Vorvick	651 343 6662	siki.vorvick@teiconnects.com	TEI	
5	CLAY BRITTON	806-663-1855	clayton.brittonehoustontx.gov	Council Member Twila Carter	✓
6	Laura Cowley	713-392-1923	laura@UrbanPath.com	Urban Paths	
7	Erica DeLaRosa	281-562-9938	ericamaria23939@gmail.com	(Community Rep)	
8		281-986-5084			



NO	FIRST & LAST NAME NOMBRE Y APELLIDO	PHONE TELÉFONO	EMAIL CORREO ELECTRÓNICO	ORGANIZATION (IF ANY) ORGANIZACIÓN (SI APLICA)]	OFFICIAL OR REP
9	Brittany Delafose	404-574-0122	brittanydelafose@gmail.com	Progressive Fifth Ward community assoc	
10	Scott Burke	713.935.6372	scott.burke@harris.countytx.gov	Harris County	
11	[illegible]	713-365-1738	[illegible]	Buffalo Bayou Partnership	
12	DANIELLA FLAVAGAN	832 409 3641	daniellaf newlibertyproducts.org	new liberty produce comm dev corp	
13	Jessica Hulsey	713.829.1893	hulsey.jessica@gmail.com	SWSN63	
14	Amy Erickson	713 591 7767	amy.erickson315@gmail.com	Eastwood Civic Association	
15	Christine Moreno-Hadi	281-639-3039	ca37@ridemetro.org	METRO	
16	Jeffrey Kepka	281-650-2224	j.c.kepka@sbcglobal.net	Central Northside	
17	PRESTON UPKINS	8179376964	PRESTON@INDIVIDUALWATCH.COM		
18	Maria Ferreira Spady	832-705-6392	mf6705@gmail.com		
19	JENNIFER LINDBOM	917-744-7714	lindbom@casgroupllc.com	CAS GROUP	
20	[redacted]	[redacted]			
21					

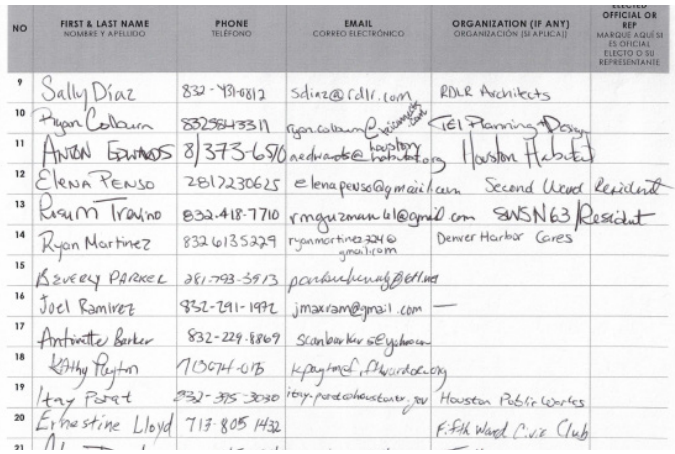


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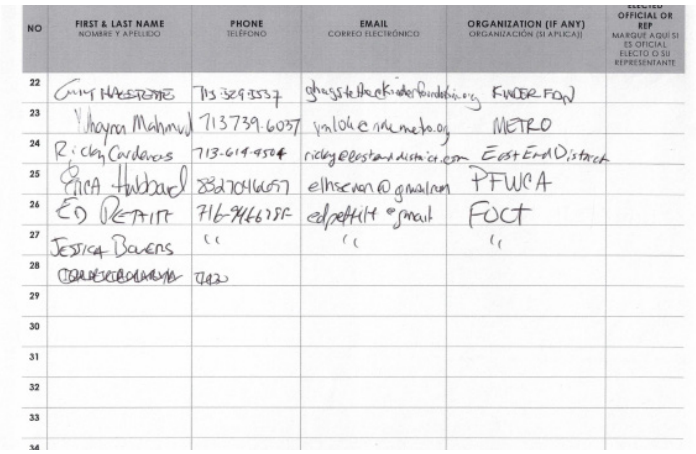
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1	Ian Rosenberg	713/493-2333	—	BBP	
2	Beatrice Hernandez		bhernandez@houston.org	Westbury Texcoat	
3	Marcella Cabrera	281-755-7777	marcellacab@gmail.com	Texcoat	
4	Carolyn Lopez	7132994095	Lopez_Carolyn56@gmail.com	Houston	
5	Bryan Hucke		2bryanhucke@gmail.com	Hugh Restaurant	
6	Stephanie Gose	713/802-5837	stephanie.gose@txdot.gov	TXDOT	
7	Terry Allender	832.483.1853	tallender@hynes hill.com	Hynes Hill	
8	[illegible]	[illegible]	[illegible]	[illegible]	



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9	Sally Diaz	832-981-0812	sdiaz@rdlr.com	RDLR Architects	
10	Ryan Colburn	8325843311	ryan.colburn@[illegible]	TEI Planning + Design	
11	Arven Edwards	8/373-6970	avedwards@houstonhabitat.org	Houston Habitat	
12	Elena Penso	2812230625	elenapenso@gmail.com	Second Ward Resident	
13	Raquel Trevino	832.418.7710	rmguzman61@gmail.com	SWSN63 Resident	
14	Ryan Martinez	8326135229	ryanmartinez324@gmail.com	Denver Harbor Cares	
15	Beverly Parker	281-793-3913	parkerbeverly@att.net		
16	Joel Ramirez	832-291-1992	jmaxram@gmail.com	—	
17	Antoinette Barker	832-229-8869	scanbarker@[illegible]		
18	Kathy Peyton	7136741176	kpeyton@[illegible].org		
19	Izzy Perez	832-395-3030	izzy.perez@houstontx.gov	Houston Public Works	
20	Ernestine Lloyd	713 805 1432		E. 5th Ward Civic Club	
21	[illegible]				



NO	FIRST & LAST NAME NOMBRE Y APELLIDO	PHONE TELÉFONO	EMAIL CORREO ELECTRÓNICO	ORGANIZATION (IF ANY) ORGANIZACIÓN (SI APLICA)]	OFFICIAL OR REP
22	Curt Hagestone	713-329-7557	ghosstetheatre@[illegible].org	Finder Fox	
23	Yahaya Mahmud	713 739 6037	yahaye@ridemetro.org	METRO	
24	Ricky Cordero	713-614-9584	ricky@eastendistrict.com	East End District	
25	Erica Hubbard	8327016657	ellmsevan@gmail.com	PFWCA	
26	Ed Petitt	716-946758	edpetitt@gmail	FOCT	
27	Jessica Bowens	"	"	"	
28	[illegible]	7142			
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Attachment 2 - Meeting Photos





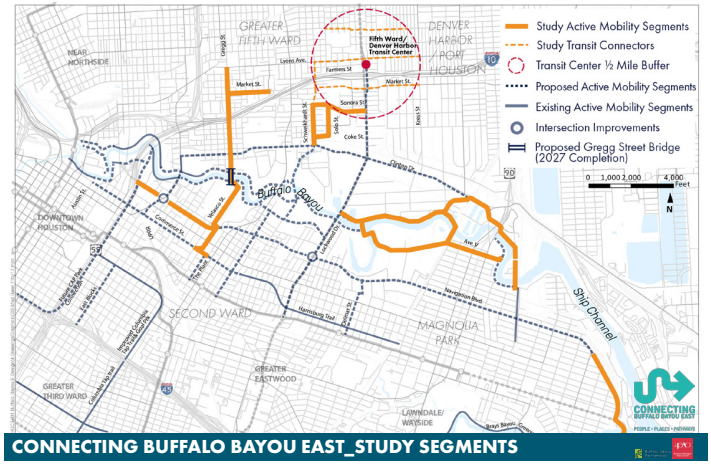








Attachment 3 - Flyers/ Logo/ Meeting Information



CONNECTING BUFFALO BAYOU EAST_STUDY SEGMENTS

Connecting Buffalo Bayou East

Comment Here:

You can also provide comments online QR Code above.

Name (Optional):	Email (Optional):

Buffalo Bayou Partnership

Houston-Galveston Area Council

CONNECTING BUFFALO BAYOU EAST

The Houston-Galveston Area Council, in collaboration with the Buffalo Bayou Partnership, is leading **Connecting Buffalo Bayou East**, a concept design study to build upon Buffalo Bayou East's redevelopment projects currently being designed and constructed. The study will focus on connecting neighborhoods north and south of the bayou to these projects, to each other, and to destinations such as Japhet Creek and Tony Marron Park. The study will:

- Provide implementation recommendations to extend and enhance pedestrian and bike infrastructure
- Advance the vision of a connected network of parks, shared use paths, and public spaces
- Highlight opportunities to enhance community connectivity, services, and amenities in the 5th Ward / Denver Harbor neighborhood near the intersection of Lyons Avenue and Lockwood Drive

PEOPLE • PLACES • PATHWAYS

Objectives

Identify Actionable Projects
Build upon existing plans and projects currently in design and construction to advance preliminary concepts and identify new actionable projects for implementation.

Improve Connectivity
Create safe, accessible pedestrian and bike pathways to link key areas across Buffalo Bayou East.

Enhance Safety and Mobility
Ensure critical corridors support walking and biking with well-planned infrastructure.

Support Cultural and Economic Vitality
Enhance accessibility and opportunities for community economic and social well-being.

Integrate Nature and Recreation
Incorporate natural and recreational elements into path network and local streets.

For More Information

Visit:
www.engage.h-gac.com/buffalo-bayou-east-design-concept

Survey:
https://engage.h-gac.com/buffalo-bayou-east-design-concept/surveys/community-survey

Contact:
Qun Zhao, Project Manager, H-GAC
Phone: 832-681-2580
Email: qun.zhao@h-gac.com

CONNECTING BUFFALO BAYOU EAST
PEOPLE • PLACES • PATHWAYS



1st. Public Meeting @ The DeLuxe Theater
April 17th.
6:00 - 8:00PM

CONNECTING BUFFALO BAYOU EAST
PEOPLE • PLACES • PATHWAYS



Community Survey

Introduction

The Houston-Galveston Area Council (H-GAC) and Buffalo Bayou Partnership (BBP) want to hear from you!

We're working on improving walking and biking paths in Buffalo Bayou East to make them safer, easier to access, and better connected. We're also studying ways to highlight opportunities to enhance community connectivity, services, and amenities in Houston's 5th Ward near the 5th Ward/Denver Harbor Transit Center.

Your feedback will help us connect important places like parks, schools, shops, and bus stops while fitting naturally into the neighborhood. Let us know what you think!

1. Do you or a member of your household own a car?
☐ Yes
☐ No

2. How often do you walk to destinations in your community? (Select one answer.)
☐ Daily
☐ Weekly
☐ Occasionally
☐ Never. If so, why?

3. What are the main reasons you walk? (Check all that apply.)
☐ Connect to local destinations in my community
☐ Exercise
☐ Walk to work
☐ Walk to school
☐ Recreation
☐ Other (write in):

4. Do you or someone in your household own a bicycle and use it regularly? (Select one.)
☐ Yes
☐ No

5. How often do you bike to destinations in your community? (Select one answer.)
☐ Daily
☐ Weekly
☐ Occasionally
☐ Never. If so, why?

6. Review the potential walking and bike path elements in the table below. Please rank them in order of importance to you from #1 Most Important to #5 Least Important.

Potential Path Elements	Ranking (1-5)
Access and Connectivity Connect walking and biking paths to important destinations in the community (e.g., schools, shops, parks, transit, etc.); providing trailheads with parking and other amenities, etc.	
Community Identity Incorporate art, markers, features, and treatments that reflect the culture and history of Buffalo Bayou East neighbourhoods.	
Comfort Incorporate shade or tree cover, seating and rest areas, drinking fountains, bicycle repair facilities, and other amenities.	
Personal Safety Enhance sense of safety through lighting, visibility, emergency call boxes, secure bicycle storage, etc.	
Pedestrian and Cyclist Safety Enhance physical safety through separation of walking, biking, and vehicular traffic; effective signage; safe pedestrian crossings; etc.	

7. How often do you use public transit? (Select one.)
☐ Daily
☐ Weekly
☐ Occasionally
☐ Never

Buffalo Bayou Partnership

Houston-Galveston Area Council

CONNECTING BUFFALO BAYOU EAST

JOIN US TODAY
AT THE DELUXE THEATER

PUBLIC MEETING
6:00-8:00PM

CONECTANDO BUFFALO BAYOU EAST

ACOMPÁÑANOS HOY
EN EL TEATRO DELUXE

REUNIÓN PÚBLICA
6:00-8:00PM

1st Public Meeting Summary

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www.SWAGroup.com

Attachment 5 - Public Meeting Mapping Exhibits Voting Result





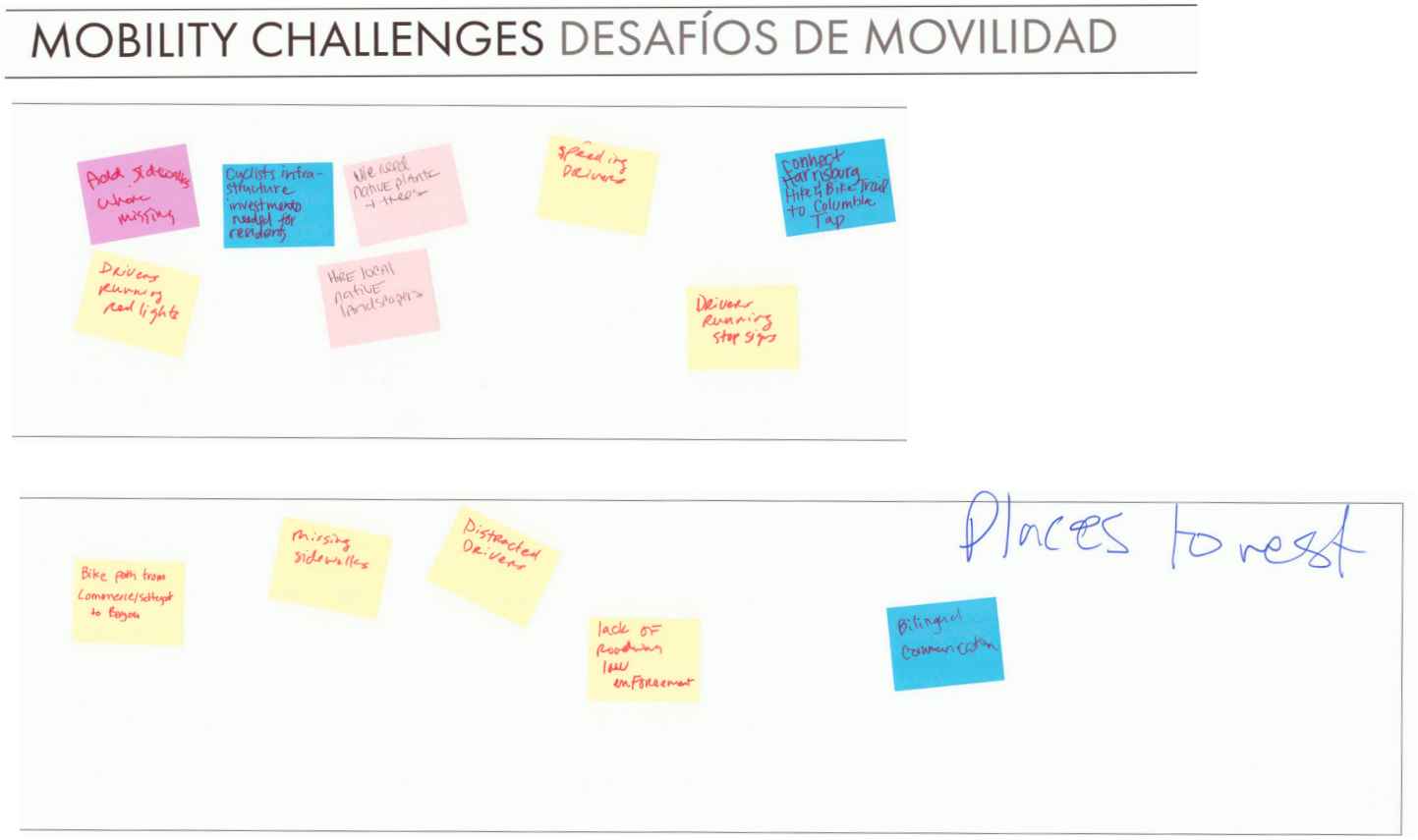








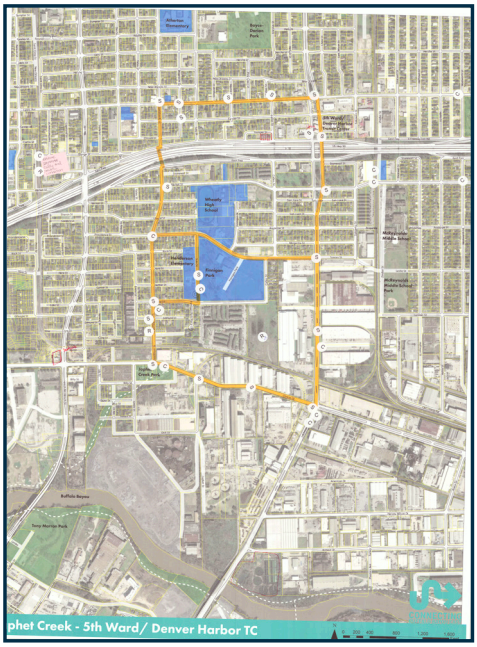
Attachment 5 - Public Meeting Mapping Exhibits Voting Result



1st Public Meeting Summary

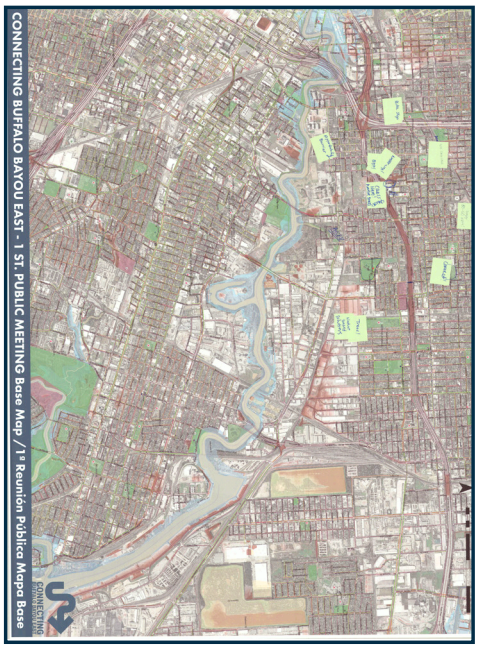
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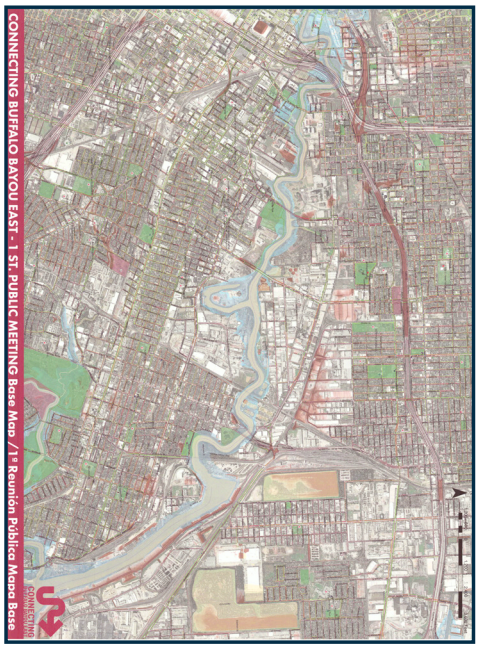
Attachment 5 - Public Meeting Mapping Exhibits





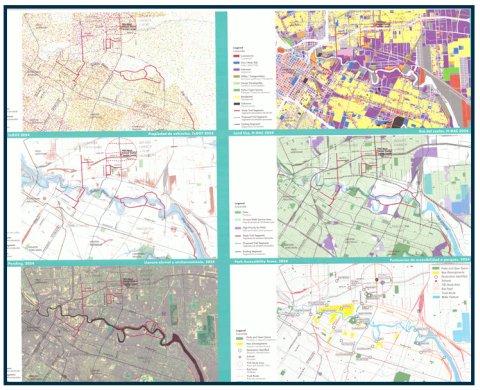


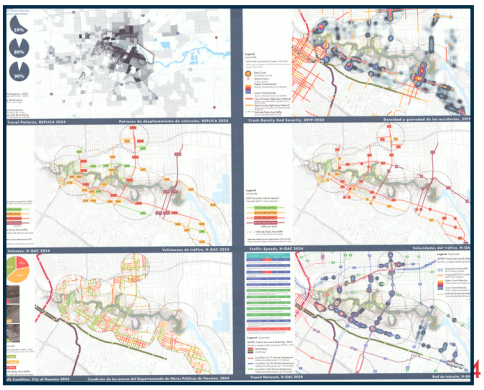












Attachment 6 - Public Meeting Suvey Result

Community Survey

SURVEY RESPONSE REPORT
18 March 2021 - 12 May 2025

PROJECT NAME:
Connecting Buffalo Bayou East (Buffalo Bayou East Design Concept)

GRANICUS

SWA Group Houston
Phone:(713)-853-7659
www.SWAGroup.com

Connecting Buffalo Bayou East - Active Transportation and Transit District Improvement Plan
1st Project Initial Site Assessment Update Meeting Summary

Date: May 12, 2025
Time: 1:00 - 3:00pm
Location: City of Houston City Hall (901 Bagby St, Houston, TX 77002)

Meeting Summary

Background

The meeting was arranged following the Council Member's participation in our first public engagement event, where her representative attended and requested a dedicated in-person briefing. As At-Large Position 3, she has expressed strong interest in the equity and quality-of-life outcomes of the Active Transportation improvements being planned for Buffalo Bayou East and surrounding neighborhoods.

To support a productive discussion, we prepared a focused presentation covering the project's overall goals, engagement process, and anticipated deliverables. We walked through how the study aims to strengthen mobility, safety, and access to daily destinations through the bayou corridor while aligning with community priorities identified during early outreach.

Purpose of the Meeting

The purpose of the meeting was to ensure transparent communication, receive feedback on emerging direction, and strengthen collaboration with her office as a champion for equitable mobility improvements across the city.

We met with the COH Council Member for At-Large Position 3 Twila Carter to share project progress and key findings to date. The Council Member expressed strong support for improving mobility options in the area, particularly walking and biking access to daily destinations, noting her personal connection growing up in the East End community.

She emphasized the importance of ensuring that proposed bicycle connectivity enhancements do not create unintended safety issues or conflicts with existing traffic patterns. She referenced the 11th Street changes as a lesson-learned example and encouraged us to carefully evaluate operational impacts and maintain safety as the highest priority.

The Council Member also highlighted the need for ongoing and equitable public engagement, ensuring community members most in need of safe access improvements are heard and that project priorities reflect those needs. She affirmed her interest in seeing safe pedestrian and mobility improvements that benefit residents throughout the East End.

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www.SWAGroup.com

Connecting Buffalo Bayou East - Active Transportation and Transit District Improvement Plan
1st Client Workshop on Opportunities Identification - Meeting Summary

Date: May 12, 2025
Time: 1:00 - 3:00pm
Location: H-GAC Conference Room (3555 Timmons Ln #100, Houston, TX 77027)

Meeting Summary

Workshop Purpose

The client workshop is designed to validate priorities, identify missing needs, and align on direction for the Buffalo Bayou East connectivity effort. It focuses on confirming what we've heard from the community and Steering Committee so far, and collaboratively shaping the planning framework moving into Phase II.

More specifically, the workshop aims to:

1. Reconfirm community priorities for trails, public space, and TOD focus areas;
2. Identify gaps, obstacles, and new opportunities emerging from engagement;
3. Initiate agreement on high-impact improvements, including crossings, shade, public space activation, and transit-related development;
4. Clarify what needs Steering Committee review before public release

How We Prepared

To ensure decisions are grounded in real needs and data, we prepared a complete synthesis of:

Survey Results

Engagement summary
Bike & walk audit findings
Site photos
Base maps enlarged with public input
Background data + prior study integration

This ensures the discussion is not theoretical — it is based on lived experience and observed conditions.

We also organized materials to reflect process overview and shared understanding of progress:

Technical reviews
Corridor audits
Stakeholder feedback

Workshop Outcomes

The expected outcome of the workshop is:

Validated priorities
— Confirm areas where consensus exists and highlight what requires more conversation
Refined planning framework
— "SPARC" model: Safety, Placemaking, Accessibility, Resilience, Connectivity
— Agreement on where each applies (nodes, intersections, trail segments)

Opportunities & Concept Directions

— Identification of quick-wins vs. long-term strategies
— Establish focus on key segments and the Transit Center as a hub

1st Client Workshop Summary

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Deliverable Alignment

— Prepare for Steering Committee Meeting #2
— Clarify expectations for maps, concepts, and implementation strategy
Through this internal alignment, the team gains a shared implementation road map, ensuring that design, engagement, and funding partners move forward together.

Short Version (if you need for a slide)

The client workshop confirms community-driven priorities, identifies missing needs, and aligns the team on high-impact improvements for Phase II. We prepared data-backed materials — surveys, audits, engagement feedback, and opportunity maps — to guide focused discussion. The workshop results in a validated framework, targeted design opportunities, and clear next steps toward implementation.

Client Feedback Summary – Alignment Focus & Next Steps

During the review discussion, the client provided specific guidance on how trail alignments should be evaluated moving forward. Key points include:

1. Prioritize Feasible, High-Impact Segments
   The client requested that we closely assess which trail segments offer the most realistic and meaningful improvements for both on-street and off-street conditions. This includes evaluating:
   a. Safety and comfort for pedestrians and cyclists
   b. Traffic conditions and street hierarchy
   c. Existing physical constraints and barriers
   d. Relationship to community destinations and daily routes
2. Conduct Ownership and Right-of-Way Due Diligence
   The feasibility of each alignment must consider:
   a. Land ownership along the corridor
   b. Ability to access or acquire necessary ROW
   c. Coordination requirements with agencies and private properties
   d. Rail, utility, and industrial adjacencies requiring early coordination
3. Align with Management District and TIRZ Plans
   The client emphasized ensuring that proposed improvements:
   a. Support current and future investments led by the East End Management District, Fifth Ward Management
   b. District, and relevant TIRZ Boards
   c. Reinforce economic development and streetscape upgrades already underway or planned
   d. Integrate into district-level mobility and branding strategies

4 Engage the Right Community Partners Early
   The client recommended targeted discussions with:
   a. Fifth Ward community groups and leadership
   b. Second Ward / East End representatives
   These conversations should confirm community priorities, identify concerns, and help shape equitable outcomes for both sides of the bayou.

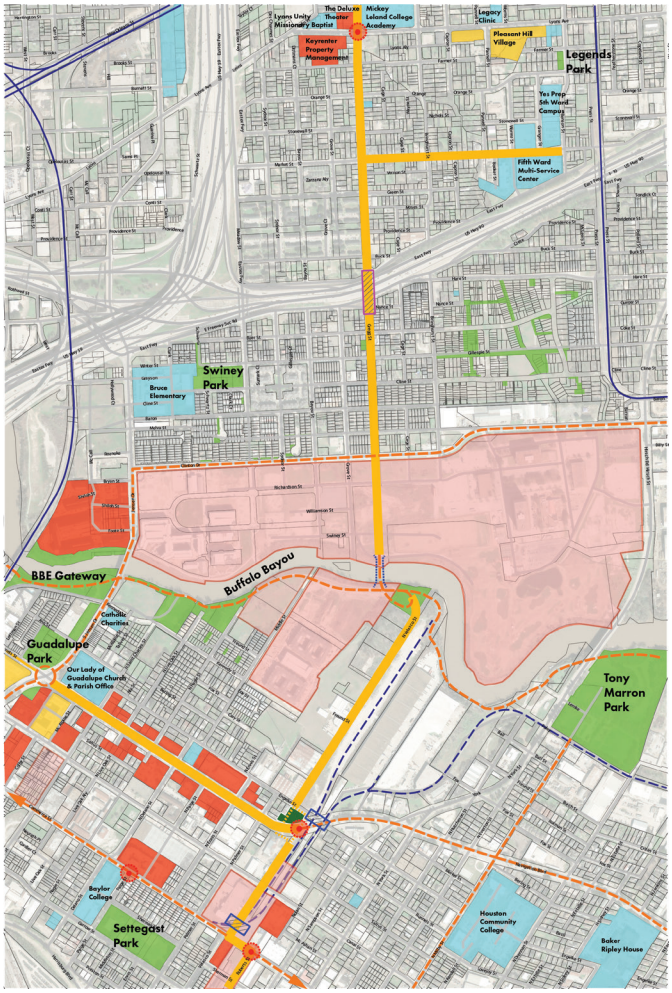
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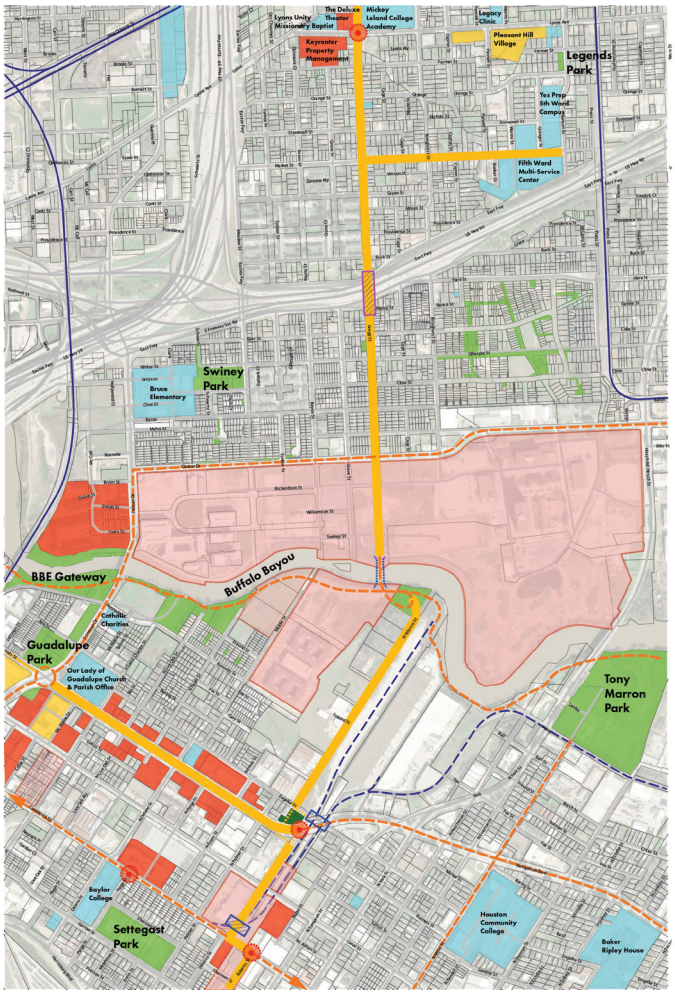
Attachment 1 - PPT
Attachment 2 - Map Exihibits
Attachment 3 - Marked Algiments

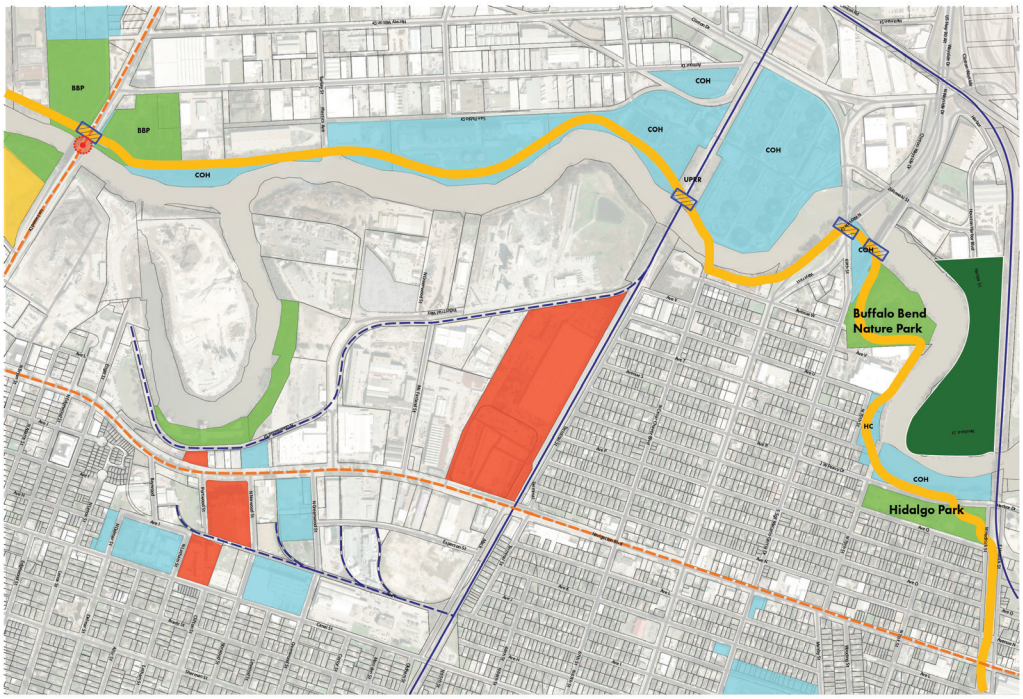
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Attachment 2 - Map Exihibits



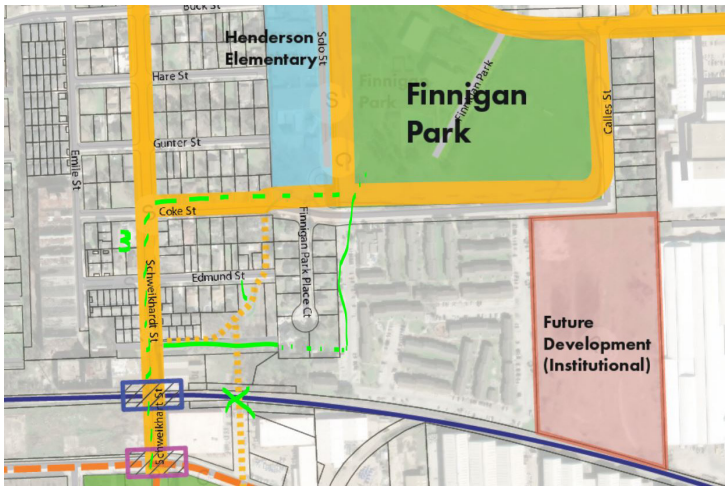




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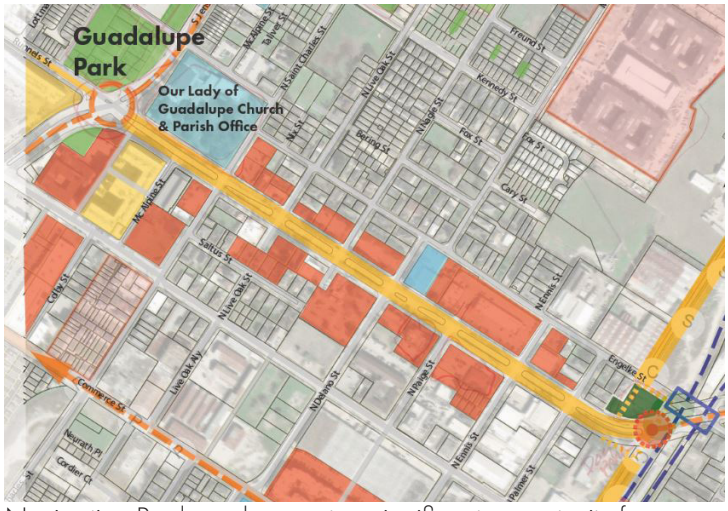
Attachment 3 - Marked Algiments



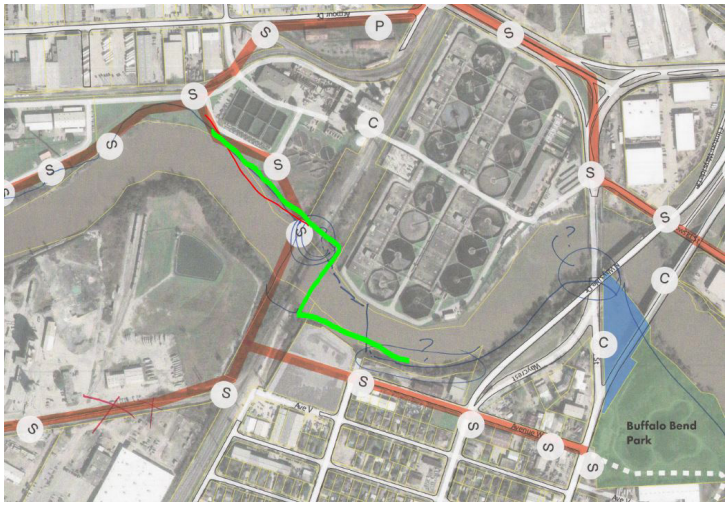
BBP is exploring potential partnerships to establish an off-street connection between Japhet Creek Park and Finnigan Park, which may require securing property access or easements to deliver a continuous and safe route.



The Fifth Ward TIRZ Master Plan envisions development that connects both the rail yard and strengthens access to the bayou, with Solo St. identified as the primary commercial corridor. BBP has acquired a narrow r.o.w. to support a future pedestrian connection across I-10 and is considering coordination with nearby business owners.



Navigation Boulevard presents a significant opportunity for future improvements, enhancing access to Canal Street and strengthening the connection to The Plant development.



Be mindful of existing industrial waterfront constraints and rail operations when evaluating trail placement. Identify the most feasible alignment along the water's edge—whether at-grade or elevated.



Navigation Boulevard at Velasco St presents an opportunity to create a safe connection to The Plant development. Additional alignment alternatives along Engelke St should also be evaluated, with careful consideration of intersection access and safety.



Leverage the New Hope Housing master plan to explore potential connections from nearby streets to Velasco Street, with opportunities to extend through the industrial area and link to Buffalo Bend Park and Hidalgo Park to the east.

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Connecting Buffalo Bayou East - Active Transportation and Transit District Improvement Plan
1st Stakeholder Meeting with Fifth Ward TIRZ on Opportunities Identification Process

Date: May 21, 2025
Time: 10:30 - 11:30am
Location: Remote Meeting

Meeting Summary

We met with Kathy to discuss how our work aligns with the existing Fifth Ward Master Plan and opportunities to maintain momentum on ongoing development initiatives in the area.

She highlighted the recent completion of the adaptive reuse of St. Elizabeth Hospital, which opened in July 2025 as a 3–5 story multifamily project — a major accomplishment for the community. While there are limited CRC-owned properties available for future reuse, they are actively pursuing acquisition opportunities to continue revitalization efforts.

The Fifth Ward Master Plan's vision includes connecting the north rail yard area to Buffalo Bayou, with Solo Street serving as a key future development corridor. Solo Street is positioned to become an important spine because it links major academic institutions and community destinations, supporting both economic activity and mobility for residents.

Kathy expressed strong support for development focused around the transit district, paired with improvements to pedestrian and bicycle connectivity. She emphasized the safety challenges at existing rail crossings and mid-block pedestrian movements throughout the area.

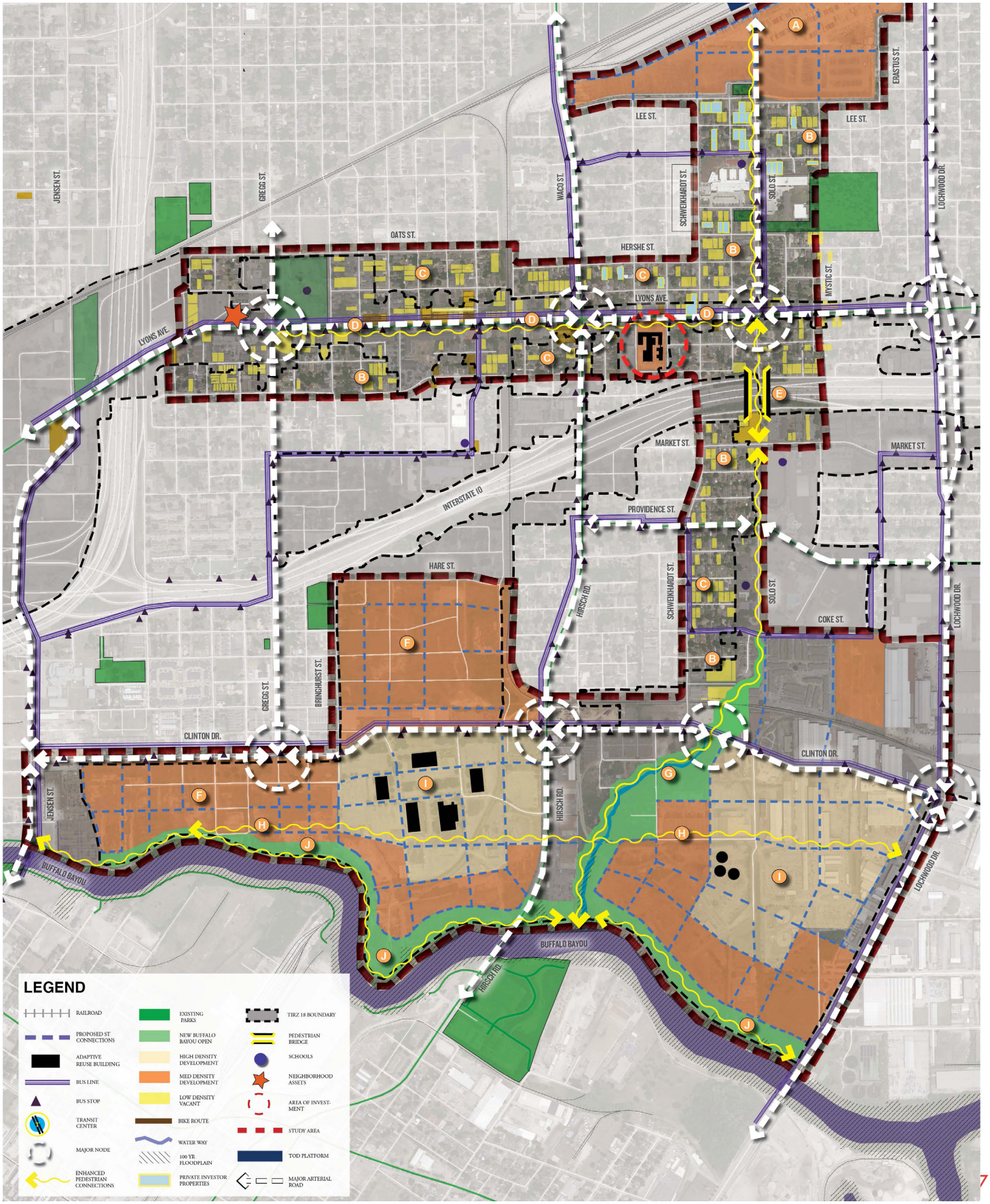
The I-10 pedestrian bridges remains a major concern — it is not ideal from a safety or accessibility standpoint, yet it currently serves as the only pedestrian route connecting the neighborhoods south of I-10 to the Transit Center. Improvements or alternatives will be important in future recommendations.

Feedback for local businesses aligns with the public engagement input: there is a shared desire to support local small businesses and help residents benefit directly from economic growth.

Stakeholder Meeting 1 - Fifth Ward TIRZ

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Attachment 1 - Fifthward Master Plan (Reference)



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Connecting Buffalo Bayou East - Active Transportation and Transit District Improvement Plan
2nd Stakeholder Meeting with East End Management District and The Neighborhood Concept on Oortunities Identification Process

Date: May 28, 2025
Time: 1:30 - 2:30pm
Location: Remote Meeting

Meeting Summary

The purpose of this meeting was to brief the East End Management District and The Plant development team on the progress of the Connecting Buffalo Bayou East project, and to discuss opportunities for coordinated improvements that enhance multimodal access to the bayou and nearby destinations.

With recently completed first phase of the study, which included data collection, on-site assessments, public engagement, and bike/walk audits, we are now entering a finer-grain design stage focused on identifying targeted connections from surrounding East End neighborhoods to Buffalo Bayou, emphasizing safety, comfort, and equitable access.

This conversation provided an opportunity to align our work with ongoing planning and development efforts led by the East End District and Concept Neighborhood, including mobility enhancements and public-realm aspirations for The Plant.

Key Opportunities & Concepts Discussed

1. Rail Yard Linear Park Vision
   There is strong interest in transforming the Rail Yard edge into a linear park that provides recreation, open space, and a continuous active-transportation corridor.
2. Navigation Dog Park
   A 1.4-acre dog park is planned along Navigation, contributing to neighborhood amenities and drawing more daily users to the corridor.
3. Reimagine Lockwood Study
   Coordination opportunities exist with the City's ongoing vision for Lockwood, particularly improving connectivity to Biarkos and the bayou.
4. Planned Trail Network Enhancements
   1. Roberts Bike Trail — serves as an important east–west connector
   2. Orbit Bike Trail — Brown Foundation involvement noted
   Together, these trails strengthen local mobility and offer future access to commercial, cultural, and recreational destinations.

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Meeting Summary (Continue)

Discussion with Concept Neighborhood (Jeff)

1. Examined Roberts Street and other surrounding streets as potential primary access routes into upcoming developments.
2. Jeff mentioned that the decommissioning of a roadway segment could: create a more pedestrian- and transit-supportive environment; reduce cut-through traffic; deliver stronger retail/commercial benefits; improve cyclist movement and safety.
3. This idea aligns with goals for activating the street network and enhancing walkability throughout the district.

Navigation Project Update

1. Veronica noted that Harris County and MAD are working on a segment of the Navigation Boulevard improvement project.
2. Intersection safety, multimodal access, and gateway function remain priorities for the corridor.
3. Additional Corridor Concepts
   a. Roberts to Rail — direct trail and streetscape upgrades connecting Roberts St. to the Rail Station
   b. Smaller Urban Spaces — opportunities for pocket parks, plazas, and flexible public spaces along key walking routes
   c. Carrow to Sampson Connection
   d. Transition east along Carrow Street, then south on Sampson Street, leading directly to the Harrisburg Transit Station. This path provides a strong connection between neighborhoods, future development parcels, and regional transit.

Attachment 1 - Neighborhood Concept (The Plant Master Plan)



2nd Steering Committee Meeting Summary

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Connecting Buffalo Bayou East Active Transportation and Transit District Improvement Plan
Steering Committee Meeting 2 - Meeting Summary

Date: June 26, 2025
Time: 2:00 - 4:00pm
Location: Lockwood on Buffalo Bayou (733 N Drennan St, Houston, TX 77003)

Purpose of the Meeting

Design Hierarchy & Connectivity Framework
The second Steering Committee meeting centered on validating and refining the Active Mobility Network and TOD Opportunity Framework through a collaborative agency planning lens. The Committee confirmed project values around safety, equitable access, placemaking, and sustainable mobility, guiding how streets within the study area should evolve.

As part of this refinement, the team introduced a Street Typology Hierarchy to support consistent design decision-making across the network — ensuring each corridor receives the appropriate level of investment, multimodal integration, and streetscape enhancement.
(See below)

Typology	Purpose	Key Design Criteria	Representative Streets
I. Major Street	High-capacity mobility corridors with multimodal integration	Transit stop design; protected bikeways; widened sidewalks; parking reconfigurations; drainage + utility upgrades; high-visibility crossings; green stormwater infrastructure	**Navigation (75th–Harrisburg), Gregg St (I-10–Bayou), Lockwood (Harrisburg–Lyons)**
II. Neighborhood Identity Street	Community-oriented cultural spines supporting local businesses	Artistic interventions; flexible space; traffic calming; event readiness; branding & placemaking; small-business amenities	**Solo St, Lyons Ave, Navigation (Charles–Jensen), Velasco (Bayou–Navigation; Navigation–The Plant)**
III. Neighborhood Connector Street	Local access + legibility improvements	Enhanced ADA sidewalks; crosswalks & lighting; wayfinding; quick-build bike facilities; limited drainage touchups	**Market St, Coke St, Sonora St, Schweikhardt St, Gregg St (I-10–Lyons)**
IV. Off-Street Trails & Greenways	Non-roadway routes enhancing bayou access & recreation	Terrain + floodplain coordination; rail & utility crossings; resilience + habitat restoration	**Japhet Creek Park–Finnigan Park; City WWTP–Hidalgo Park**
V. TOD Streets (within Transit District)	Streets supporting walkable, mixed-use transit-center growth	High pedestrian priority; reduced parking; quality streetscape; station integration; equity-focused amenities	*To be defined based on preferred TOD Scenario*

2nd Steering Committee Meeting Summary

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Meeting Summary (Continue)

This hierarchy enables the Steering Committee to:
1. Prioritize capital improvements where they deliver the most impact
2. Right-size streets based on multimodal needs and ROW constraints
3. Ensure coordinated investment aligned with TOD scenarios and stakeholder priorities
4. Build toward a cohesive and intuitive active mobility network supporting both Fifth Ward and East End communities

Key Discussion Components

1. Opportunity Identification & Active Mobility Network
   The project team presented a refined connectivity framework, including potential improvements to major streets, neighborhood connectors, and off-street trail linkages. Street typologies were reviewed to guide right-sizing efforts and align multimodal investments with corridor roles. Committee feedback was requested on corridor priorities in preparation for an August workshop.

2. Community & Stakeholder Feedback
   Input gathered in earlier phases highlighted strong, recurring priorities:
   Safety first — better lighting, protected crossings, and traffic calming
   Accessibility — reliable access across rail lines and major roads
   Walk-bike culture — encourage safe, practical active travel for daily needs
   Equity & care — support families, seniors, and people with disabilities
   Respect local identity — improvements should reflect cultural character
   These principles were reinforced as essential to both design and implementation criteria.

3. Economic & TOD Insights
   Tony provided market and socioeconomic context, noting:
   Declining population and modest household incomes
   Aging building stock that presents redevelopment opportunities
   Potential to leverage transit access to stimulate small-scale, community-serving growth
   Participants agreed that quality pedestrian and bicycle infrastructure near the Transit Center will be critical to success.

4. Street Design & Safety Emphasis
   Mariana and Sally led a discussion on immediate safety gains through:
   Quick-build improvements (curb extensions, striping, signal timing)
   High-visibility crossings and improved lighting
   Better sidewalk conditions and intersection legibility
   This approach would complement longer-term projects such as bridge upgrades and bayou-edge trail enhancements.

Overall Takeaway

The Steering Committee remains aligned in support of a safe, equitable, and connected mobility system that respects existing neighborhoods and creates welcoming routes to the bayou. The meeting established clear direction for developing design options that combine pragmatic implementation with long-term transformative goals.

2nd Steering Committee Meeting Summary

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Meeting Summary (Continue)

Meeting Structure & Discussion Activities

Two structured activities were conducted to gather SC member insights:

A. Mapping Exercise
   1. Safety issues and difficult crossings.
   2. Potential connections to key parks, schools, and destinations.
   3. Vacant lots suitable for activation or redevelopment.
   4. Environmental opportunities such as green infrastructure and shade.
   5. Areas with cultural or identity significance.

B. Success Factors Brainstorm

   Tables identified 5–7 essential success factors for trails and TOD. Themes included:
   1. Safe, accessible multimodal connections example opportunities
   2. Tool Kit for Street Improvement propitiates
   3. TOD Improvement Scenarios

Next Steps

(Per Steering Committee Request)

1. Prioritize corridors and advance major + identity streets into concept design.
2. Evaluate feasibility and ROW needs, including rail crossings, I-10 connections, and bayou-edge alignments.
3. Coordinate with key partners (Concept Neighborhood, East End District, CRC/TIRZ 18) to align development and activation goals.
4. Refine the opportunity framework for August review, integrating equity and public health criteria into scoring.

(Overall Study)

The project team will:

1. Incorporate SC feedback into trail connectivity strategies and TOD scenario development.
2. Setup Meeting with City of Houston Planning Dept. for additional detailed feedbacks
2. Continue data analysis and begin opportunity mapping.
3. Prepare materials for public engagement events scheduled for winter 2025.
5. Convene Steering Committee Meeting #2 in Fall 2025 to review preliminary recommendations.

Attachments

Attachment 1: Sign in Sheet
Attachment 2: Presentation PPT
Attachment 3: Exhibits Board for Discussion
Attachment 4: Comments Cards

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Sign In Sheet

CONNECTING BUFFALO BAYOU EAST

EVENT	TIME	EVENT DATE	LOCATION
SC Meeting No. 2	2 to 4 PM	6/26/2025	Lockwood on Buffalo Bayou 733 N Drennan St., Houston, TX 77003

NO	NAME (FIRST & LAST)	PHONE	EMAIL	ORGANIZATION (IF ANY)	CHECK IF ELECTED OFFICIAL OR REP
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2	Wilson Calvert	832 393 6624	wilson.calvert@houstontx.gov	COH - Planning	
3	MATT FEIL	713-488-8302	mfeil@bgeinc.com	HCID 23 / EAST RIVER	
4	Scott Barker	713-930-6372	scott.barker@harriscountytx.gov	Harris County	
5	David Fields	832-538-6884	david.fields@cpl.hctx.net	Harris County Pct 1	✓
6	Elizabeth Whitton	850-896-7652	elizabeth@eadohouston.com	East Downtown MD	
7	Kathy Payton	713 674-0173	kpayton@fifthwardcdc.org	5th Ward	
8					
9					
10					

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Connecting Buffalo Bayou East Active Transportation and Transit District Improvement Plan
Steering Committee Workshop - Meeting Summary

Date: Oct 28, 2025
Time: 2:00 - 4:00pm
Location: East End Management District (3211 Harrisburg Blvd, Houston, TX 77003)

Meeting Summary

Purpose of the Meeting

The workshop was convened to prioritize and refine both the Active Transportation and Transit District improvements for the Buffalo Bayou East project. The goal was to confirm preferred design opportunities, identify implementation pathways, and ensure the consultant team continues to present clear and feasible options to the public for informed decision-making.

The committee was specifically asked to:

- Share priorities for focus corridors and Transit District scenarios
- Identify funding and partnership opportunities
- Clarify lead agency roles, constraints, and phasing

Summary of Discussion

Committee members provided detailed feedback emphasizing:

Safety + Quick Wins

- Prioritize secondary streets for sidewalk gap closure ("low-hanging fruit" opportunities)
- Implement traffic calming where high speeds undermine bikeway safety
- Retain highly used pedestrian bridges, improve landings rather than remove

Street Design + Feasibility

- Avoid dedicated bus lanes on Lockwood; clarify center-running bus lanes are part of the DH/5th Ward Transit Center Area Plan
- Expand landscape buffers to increase comfort and shade
- Maintain travel lane counts where congestion relief is needed (Lyons)

Equity + Access

- Highlight corridors with no parallel route alternatives
- Identify secondary access streets around the Transit District to support future growth
- Use public input to prioritize sidewalk repairs and missing links

Coordination + Phasing

- Advance interim improvements rather than wait for full I-10 reconstruction
- TxDOT feasibility study may take 5–10 years; the project should move forward in the meantime
- METRO cannot relocate cemetery graves — adjust TOD scope accordingly

Engagement + Communication

- Simplify public boards and improve clarity around trade-off graphics
- Visualize short-, mid-, and long-term options more clearly

Meeting Summary (Continue)

Key Takeaways

Scenario phasing should reflect a realistic timeline:

- Quick builds now medium-term streetscape upgrades long-term structures (caps/bridges)
- Scenario 3 requires stronger differentiation (e.g., freeway-edge green/sound barriers)
- Integrate health, ADA accessibility, and pedestrian comfort into prioritization scoring
- Sidewalk shapefile and ADA request data from COH will guide selection of priority blocks

Next Steps

- Revise materials to reflect feedback (street sections, scenario phasing, clearer labeling)
- Meet with Fifth Ward CRC and East End MD to confirm Transit District priorities
- Develop "quick-build" sidewalk and access improvement map using new COH datasets
- Present a refined opportunity framework at the upcoming public meeting and SC review
- Set up a meeting with the Fifth Ward TIRZ Board Directors for an in-depth discussion on the proposed improvement opportunities.

Attachments

Attachment 1: Sign in Sheet
Attachment 2: Photos
Attachment 3: Presentation PPT
Attachment 4: Exhibits Board for Discussion
Attachment 5: Cost and Implementation Boards

Attachment 1 - Sign in Sheet

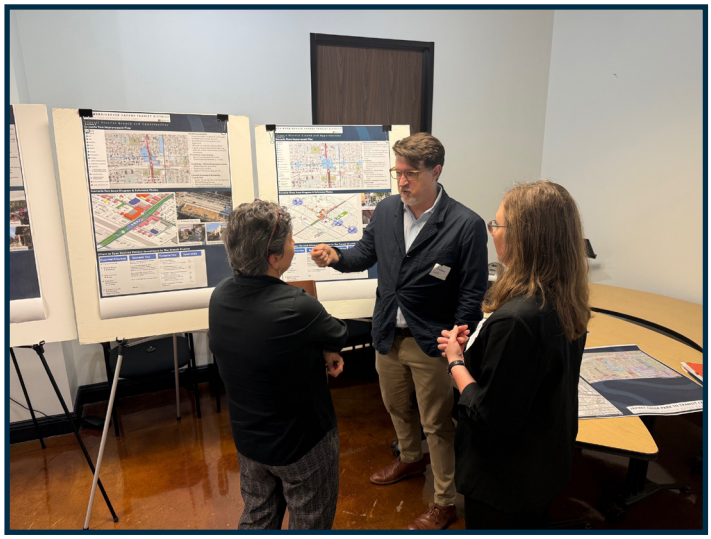
Sign In Sheet

EVENT	TIME	EVENT DATE	LOCATION
SC Workshop	2 - 4 PM	10/28/2025	East End Management District, 3211 Harrisburg Blvd, Houston, TX 77003

NO	NAME (FIRST & LAST)	PHONE	EMAIL	ORGANIZATION (IF ANY)	CHECK IF ELECTED OFFICIAL OR REP
1	Fangji Lu	713 561 1674	flu@swagroup	SWA	
2	Stephan Gage	713 802 5837	on file	TxDOT	
3	Scott Burke	713-274-3607	"	Harris County/OCE	
4	CHRIS WHALEY	713-993-2139		H-GAC	
5	IAN ROSENBERG			BBP	
6	MATI FEIL	713-488-8312		EAST RIVER / HCID 23	
7	SCOTT MCELROY	7134716600	smcelroy@swagroup.com	SWA	
8	Wilson Calvert	[illegible]	wilson.calvert@houstontx.gov	COH	
9	Victoria Macalino	713 999 9581	victoria@eastendistrict.com	EED	
10	Ricky Cardenas	832-506-0944	ricky@eastendhtic.com	EED	
11	Hlavacek, Jan	713 576 9574	jan.hlavacek@cpl.hctx.net	Harris County Pct 1	
12	JENNIFER LINDSOM	917.744.7714	lindsom@casgroupllc.com	CAS GROUP	
13	Mariana Raschke	225-439-1878	mariana.raschke@teiconnects.com	TEI	
14	SIRI VORWICK	651 343 6662	siri.vorwick@teiconnects.com	TEI	
15	Katherine Park	2817715572	katherine.park@crd.hctx	GCRD	
16	Aricie Castle	979-946-7950	aricie.castle@pct2.hctx.net	HCPCT	
17	Don Huml	7138823360	dhuml@tirz23.org	TIRZ 23	
18	José E. Sánchez	832815-4392	jose.eduardo@tecolotl.org	tecolotl	
19	Yuhayna Mahmud	713739 6037	ymlo4@ridemetro.org	METRO	
20	Sunny Sun	215-400-0680	csun@swagroup.com	SWA Group	
21	Sally Díaz	832-431-0812	sdiaz@rdlr.com	RDLR	
22					

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Attachment 2 - Meeting Photos













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Connecting Buffalo Bayou East - Active Transportation and Transit District Improvement Plan
1st Client Workshop on Opportunities Identification - Meeting Summary

Date: Nov. 18, 2025
Time: 10:00 - 11:30am
Location: 5th Ward TIRZ Office (4300 Lyons Ave Suite #300, Houston, TX 77020)

Meeting Summary

Purpose & Preparation

The Concultant team/H-GAC/BBP team met with the Fifth Ward TIRZ Board to present the results of the study progress for the Connecting Buffalo Bayou East project. The purpose of the meeting was to:

1. Share preliminary mobility and access recommendations
2. Introduce conceptual opportunities for bayou connectivity from Fifth Ward
3. Confirm key corridors and access points for refinement in the next design phase
4. Gather local knowledge and Board input to ensure aligned priorities moving forward

The team prepared a focused presentation describing:
1. Active mobility opportunities and bayou crossing concepts
2. Street typology framework and potential improvements around the Transit District
3. Preliminary feasibility considerations (rail operations, I-10 conditions, ROW constraints)

Board Discussion & Feedback Summary

The Board expressed strong interest in ensuring:
1. Meaningful benefits for Fifth Ward residents from the Buffalo Bayou East improvements
2. Comfortable and safe north–south access, noting most pedestrian demand originates north of I-10
   Current I-10 crossings are restrictive; additional, safer access is needed.
3. Rail impacts need to be addressed, particularly avoiding congestion from blocked crossings

The Board encouraged continued collaboration on:
1. Lyons Avenue streetscape design, currently being led by Asakura Robinson.
2. Coordination recommended to ensure complementary improvements and to fill any gaps in design
3. Wayfinding + place identity strategies
   a. Board emphasized signage, gateways, and nodal design cues to help residents understand where they are and navigate toward key destinations
   b. Equitable access to recreation, noting most open space in the region sits south of the Bayou
   c. Team confirmed three proposed bayou crossing points connecting Fifth Ward to waterfront parks and trails

Additional observations:

1. Members cited specific streets where rail activity and traffic create access challenges that should be addressed in the design.
2. Opportunities suggested to enhance pedestrian comfort and reduce vehicle speeds on priority corridors

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Meeting Summary (Continue)

Key Takeaways

1. Mobility strategies must emphasize equity in bayou access for Fifth Ward
2. Wayfinding should be seen as a design system (signage + gateways + visual cues)
3. Rail + I-10 barriers remain defining challenges requiring coordinated solutions
4. Early, low-cost improvements should prioritize safety and sidewalk connectivity

Next Steps

1. Coordinate directly with Asakura Robinson to align Lyon Avenue concepts
2. Incorporate Board insights into corridor evaluations and scenario refinement
3. Continue development of crossings and access routes linking Fifth Ward to the bayou trail system
4. Integrate Board's priorities into public meeting materials and design work ahead of the next phase

Connecting Buffalo Bayou East - Active Transportation and Transit District Improvement Plan Meeting with The Concept Neighborhood Summary

Date: Jan. 13, 2026
Time: 2:00 - 3:00pm
Location: The Concept Neighborhood Office (3302 Canal Street, Houston, TX 77003)

Meeting Summary

Jeff discussed ongoing and upcoming railroad-related projects, including potential changes along Sampson and York Streets.

Commerce Street is a critical corridor, but its long-term role may be constrained by the railroad crossing, particularly if the Harrisburg Bike Trail extension cannot continue through the rail area.

There was discussion about the importance of Bike Houston's ORBIT network and ensuring the Harrisburg Trail continues north into this area, reinforcing connections to existing regional bike infrastructure.

Opportunities were noted to better connect this network to the Columbia Tap Trail, strengthening continuity between established trails.

Within the project property, it is important to clearly show both pedestrian and vehicular connections, not just trail alignments.

The development team will be working with a ULI TAP Panel in March to study connectivity options and future uses of the open space north of Sherman known as "Futbolito." This space will be used during the World Cup and is intended to transition into a long-term community asset afterward. The property is believed to be managed by Harris County.

Commerce Street is anticipated to serve as the primary entrance and gateway to the park.

Garrow Street is important for internal circulation and access to The Plant, but is less critical for regional mobility.

Roberts Street will continue to function as a woonerf, emphasizing shared-use and low-speed movement.

There is a long-term goal to extend Roberts to connect with the public right-of-way.

Team will update the Velasco Street cross-section based on Scott's latest drawings.

Meeting Summary (Continue)

There may be a need to evaluate vehicular access across Velasco, as some vehicles currently use Kennedy Street as an alternate route.

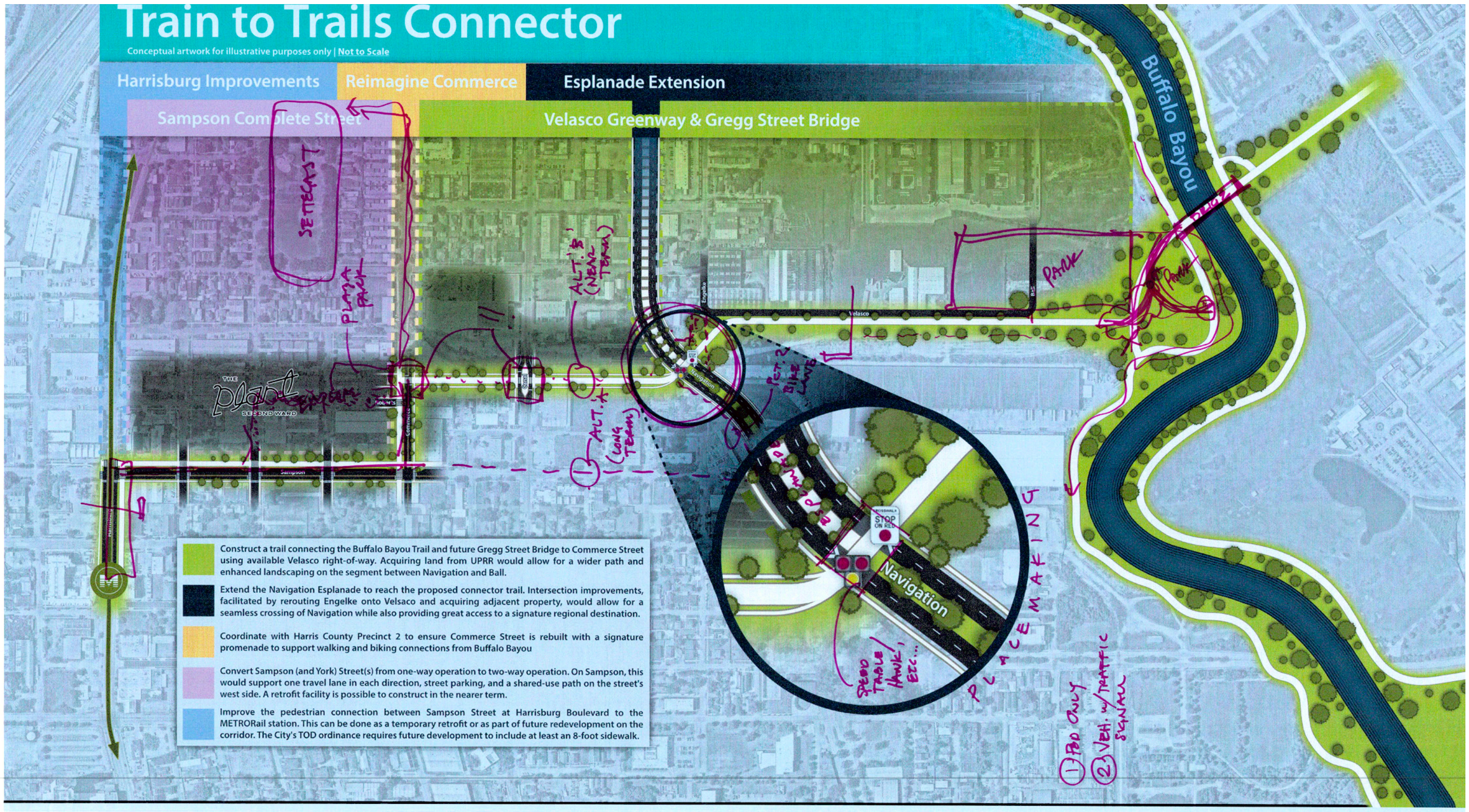
The team discussed exploring alternative bikeway routes to Sampson Street if Commerce is constrained, including potential connections via Engelke or routes farther south.

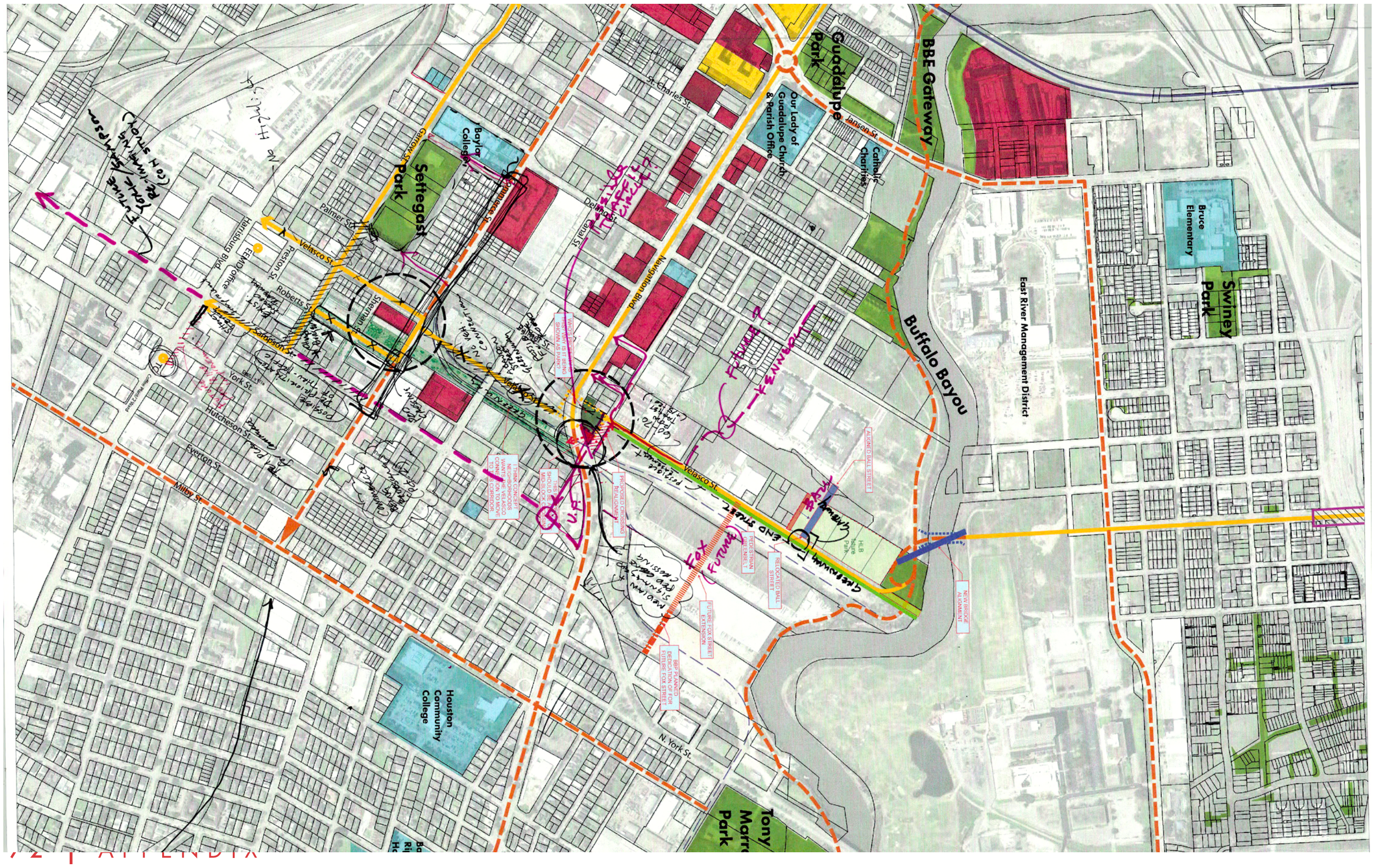
The development team emphasized the importance of safe pedestrian and bicycle crossings at Canal and Commerce Streets, particularly to support access to The Plant and adjacent development areas.

Attached Exhibits with Notes



Attached Exhibits with Notes





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Connecting Buffalo Bayou East - Active Transportation and Transit District Improvement Plan 2nd Public Meeting Summary

Date: Feb 04, 2026
Time: 6:00 - 8:30pm
Location: The Warehouse at Turkey Bend (5803 Navigation Blvd, Houston, TX 77011)

Meeting Summary

Purpose & Preparation

The second and final public meeting was held to present refined corridor concepts, report back on survey and workshop feedback, and confirm priorities before moving toward implementation. The meeting marked the transition from concept development to action planning.

The project team summarized key findings, highlighting strong community support for pedestrian safety, safer crossings, continuous sidewalks, protected bikeways, shade trees, drainage improvements, and improved transit access. Corridor options (basic, retrofit, and reconstruction) were presented with clear explanations of trade-offs, including lane and parking adjustments to support multimodal and green infrastructure goals.

Transit District scenarios were reviewed, with feedback indicating preference for a balanced approach that combines safety, placemaking, green space, and moderate transit-supportive growth. Preparation included updated boards reflecting public input, priority summaries, and a phasing roadmap outlining near-, mid-, and long-term strategies. The intended outcome was to confirm priority corridors, validate improvement categories, align on Transit District direction, and establish a clear path toward implementation and funding coordination.

Board Discussion & Feedback Summary

Participants reviewed improvement concepts for:

i. Navigation Boulevard (Segments 1–3)
ii. Lockwood Drive (Segment 1 & Bridge)
iii. Gregg Street (Segments 1–2)
iv. Lyons Avenue
v. Velasco Street
vi. Neighborhood Streets

Key Discussion Themes

i. Safety at crossings and intersections
ii. Sidewalk continuity and lighting
iii. Protected bikeways
iv. Heat mitigation and tree canopy
v. Transit integration (especially Lockwood / Transit Center)
vi. Roadway lane reductions vs. vehicle capacity
vii. Trade-offs between parking retention, travel lane reduction, and multimodal space allocation were openly discussed.

Meeting Summary (Continue)

Survey Boards Results Summary

Based on the Priority Improvements Survey (February to March 2026):

Highest Priority Corridors (Strong consensus emerged) for:
1. Navigation Boulevard Segment 1
2. Velasco Street
3. Lockwood Drive

These corridors received the greatest number of "High Priority" rankings.

Medium Priority Corridors
1. Navigation Boulevard Segments 2 & 3
2. Lyons Avenue
3. Lockwood Drive Bridge
4. Gregg Street Segment (I-10 to Lyons)

Relative Lower Priority
1. Neighborhood Streets
2. Gregg Street Segments 2 (I-10 to Clinton)

Most Requested Improvements

Across corridors, the following improvements consistently ranked highest:
Safe, continuous, well-lit sidewalks
Safer roadway crossings
Trees and greenery for heat and flood mitigation
Protected and comfortable bikeways
Transit improvements (especially along Lockwood)
Vehicle capacity and roadway expansion ranked lower compared to safety and comfort enhancements.

Transit District Scenario Feedback

Three Transit District scenarios were presented:
Scenario 1: Near-term improvements
Scenario 2: Moderate growth with added parks and development
Scenario 3: Long-term transformation with rapid transit

Findings:
The most selected response favored a mix of elements from different scenarios.
Participants generally supported moderate growth tied to transit.
There was interest in long-term transformation, but with phased implementation.
Strong emphasis was placed on safety, placemaking, and multimodal connectivity.

Meeting Summary (Continue)

Public Comments & Themes

Additional written comments emphasized:

1. Reconstruction-level improvements over minimal upgrades
2. Multimodal prioritization
3. Reliable transit service
4. Stronger pedestrian access to the Transit Center
5. Expansion of green space and canopy
6. Connectivity to Buffalo Bayou and adjacent trails

Overall Meeting Outcomes

The meeting confirmed the following direction:

1. Safety-first corridor improvements
2. Multimodal reconstruction focus, particularly along Lockwood Dr. Navigation Blvd, Velasco Street
3. Strong community support for tree canopy and resilience measures
4. Balanced growth strategy in the Transit District
5. Implementation should prioritize high-urgency corridors first

Attachments

Attachment 1: Sign in Sheet
Attachment 2: Photos
Attachment 3: Survey Result
Attachment 4: Exhibits Board for Discussion Result

Attachment 1 - Sign-in Sheet

EVENT	TIME	EVENT DATE	LOCATION
Final Public Meeting	6:00-8:00PM	02/04/2026	The Warehouse at Turkey Bend (5803 Navigation Blvd, Houston)

NO	NAME (FIRST & LAST)	PHONE	EMAIL	ORGANIZATION
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3	Jad Flores	713)391-4639	jade@tecolotl	Tecolotl
4	Chelsea Yung	832 234-7572	chelsea.yung@tericonnects.com	TEI
5	Trudi Smith	713.752.0314	tsmith@buffalo.bayou.org	BBP
6	JOSÉ SOLÍS	713.752.0314	jsolis@buffalobayou.org	BBP
7	Alan Velazquez	346-298-2052	avelazquez@buffalobayou.org	BBP
8	CLAY BRITTON	806-663-1855	clayton.britton@houstontx.gov	CM TWILA CARTER
9	Remy Dillenseger	8329191137	remydillenseger@gmail.com	
10	Maynor Lainez	832 547-7322	Maynor.lainez@pct2.hctx.net	Harris County PCT2

Attachment 2 - Sign-in Sheet

EVENT	TIME	EVENT DATE	LOCATION
Final Public Meeting	6:00-8:00PM	02/04/2026	The Warehouse at Turkey Bend (5803 Navigation Blvd, Houston)

NO	NAME (FIRST & LAST)	PHONE	EMAIL	ORGANIZATION	
1	Naseeka Ali		anoble@fifthwardcdc.org	Fifth Ward Community Redevelopment	
2	Amy Erickson	713 591 7767	amy.erickson315@gmail.com	SWA Group	
3	Ben Rosenblum	917 693 6742	BEN@BENROSENBLUM.COM	BR Studio	
4	Stephanie Gage	713 802 5837	stephanie.gage@txdot.gov	TxDOT	
5	Eileen Hatcher	713-492-9396	eileen4670@aol.com	Taylor Creek	
6	Amitava Sarkar	512-227-2042		//	
7	Elizabeth Ervand	832-372-1818	ji_jil@yahoo.com	—	
8	Jordan Frazier	8323933077			
9	Joan Wilson	713-213-6085	JONATHANWILSONHTX@OUTLOOK.COM	—	
10	Glenn Clark	662-902-5935	gclark51@gmail.com		

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1	Naseeka Ali		anoble@fifthwardcdc.org	Fifth Ward Community Redevelopment	
2	Amy Erickson	713 591 7767	amy.erickson315@gmail.com	SWA Group	
3	Ben Rosenblum	917 693 6742	BEN@BENROSENBLUM.COM	BR Studio	
4	Stephanie Gage	713 802 5837	stephanie.gage@txdot.gov	TxDOT	
5	Eileen Hatcher	713-492-9396	eileen4670@aol.com	Taylor Creek	
6	Amitava Sarkar	512-227-2042		//	
7	Elizabeth Ervand	832-372-1818	ji_jil@yahoo.com	—	
8	Jordan Frazier	8323933077			
9	Joan Wilson	713-213-6085	JONATHANWILSONHTX@OUTLOOK.COM	—	
10	Glenn Clark	662-902-5935	gclark51@gmail.com		

Second Public Meeting Summary

SWA Group Houston
Phone:(713)-853-7659
www.SWAGroup.com

Attachment 1 - Sign-in Sheet

EVENT	TIME	EVENT DATE	LOCATION
Final Public Meeting	6:00-8:00PM	02/04/2026	The Warehouse at Turkey Bend (5803 Navigation Blvd, Houston)

NO	NAME (FIRST & LAST)	PHONE	EMAIL	ORGANIZATION
1	Steven Brock	512-415-6163	20sb19@gmail.com	
2	Lydia Westbrook	832-607-1080	lydiawestbrook@gmail.com	
3	Micholas Chantavasaka	8322835753	nchantavasaka@gmail.com	
4	Sarah Chantara Saka	832 361 4752	sarah.macalino@gmail.com.	
5	Bob Eury	713-248-2677	bob@bobeury.com	
6	Leigh McDurrett			
7	Kathy Payton	713 674-0175	kpayton@fifthwardcdc.org	
8	Damali Hill	713 674-0174	dhill@fifthwardcdc.org	
9	LISA HUNT	832-373 9709	lisawhunt@gmail	Super Neighborhood 64/88
10	Jeffrey Kaplan	281/630-2200	J.ackerkaplan@gmail.com	Concept Architect

NO	NAME (FIRST & LAST)	PHONE	EMAIL	ORGANIZATION
1	Jun Wang	8	jun@asakurarobinson.com	Asakura Robinson
2	YE TORRES		yet.torres@gmail.com	
3	Ian Rosenberg			BBP
4	ED PETTITT	716-946-6281	edpettitt@gmail.com	FOCT
5	Trey Kline		Treykline@gmail.com	
6	Jay Jones		jwayne10@gmail.com	SWBN #63
7	Steve Parker		designer_steve@yahoo.com	Eastwood
8	Victaria Macalino	713 499 9581	victaria@eastenddistrict	EED
9	Don Hunl	713 882 3366	dhunl@tirz23.org	TIRZ 23
10	Ricky Cardenas	713.614.4604	ricky.gdesign@gmail	EED, SN63, TIRZ23
1	Raquel Natalicchio	310 739 1430		D.A.C.
2	Alexander Carranza	832)738-8400	Freeworld.alexander@gmail.com	Strong Towns Houston
3				

SWA Group Houston
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Attachment 2 - Meeting Photos













Attachment 3 - Survey Report

Buffalo Bayou East Priority Improvements Survey

SURVEY RESPONSE REPORT
18 March 2021 - 16 February 2026

PROJECT NAME:
Connecting Buffalo Bayou East (Buffalo Bayou East Design Concept)

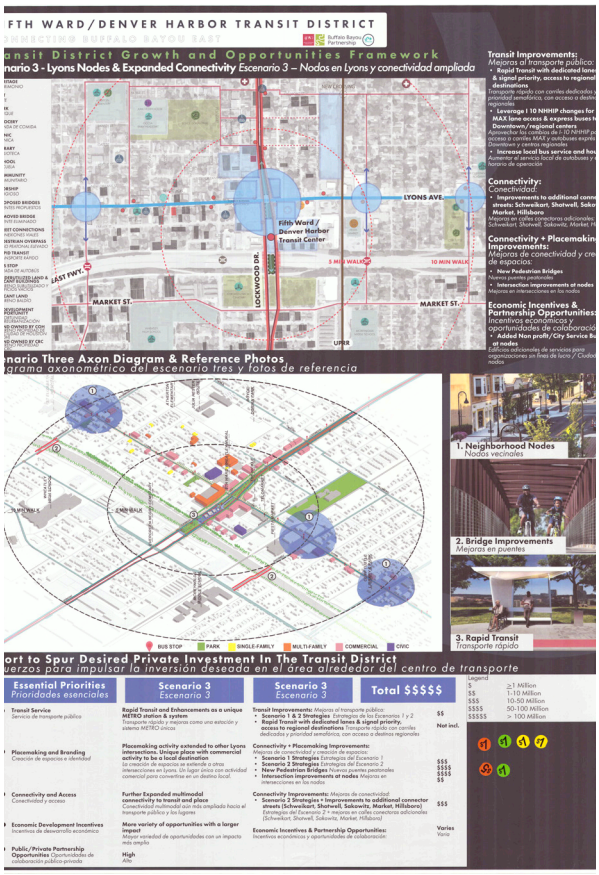
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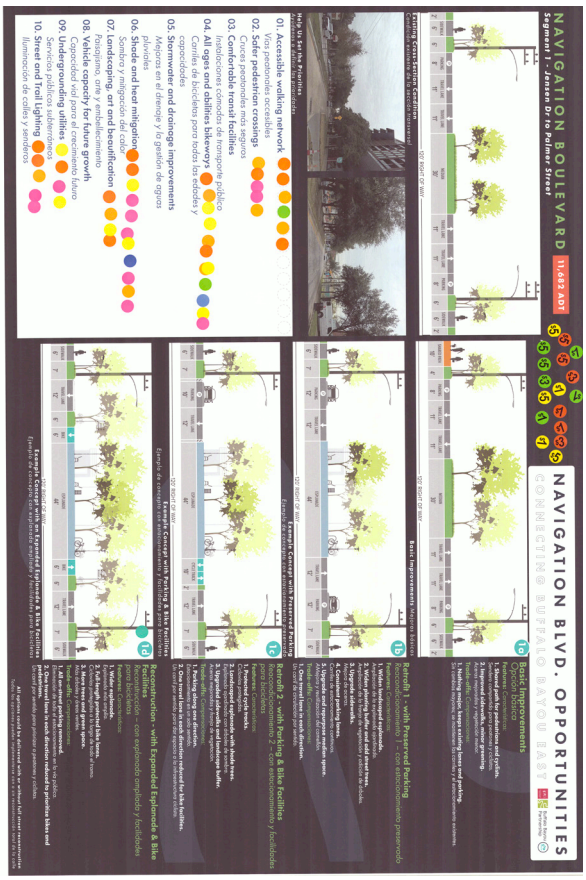
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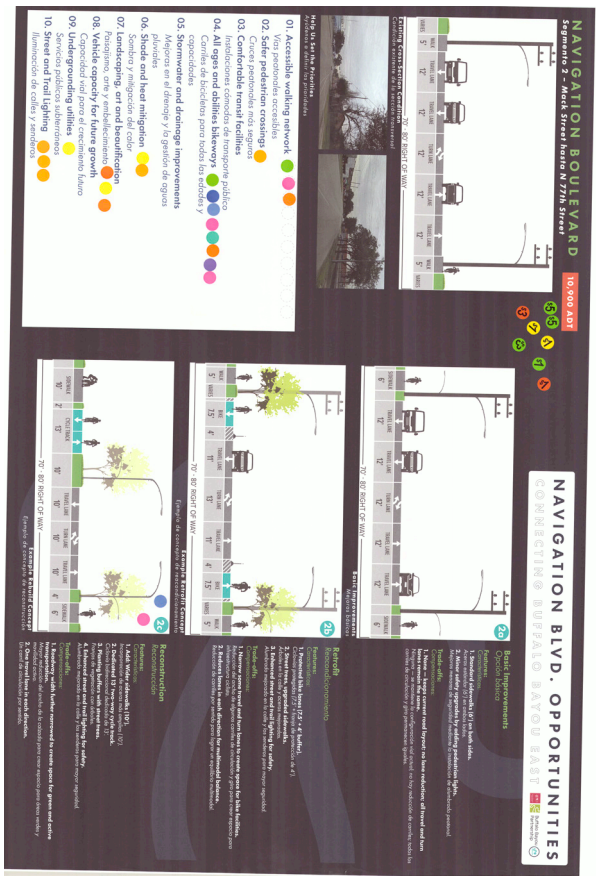
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Attachment 4 - Exhibit Boards



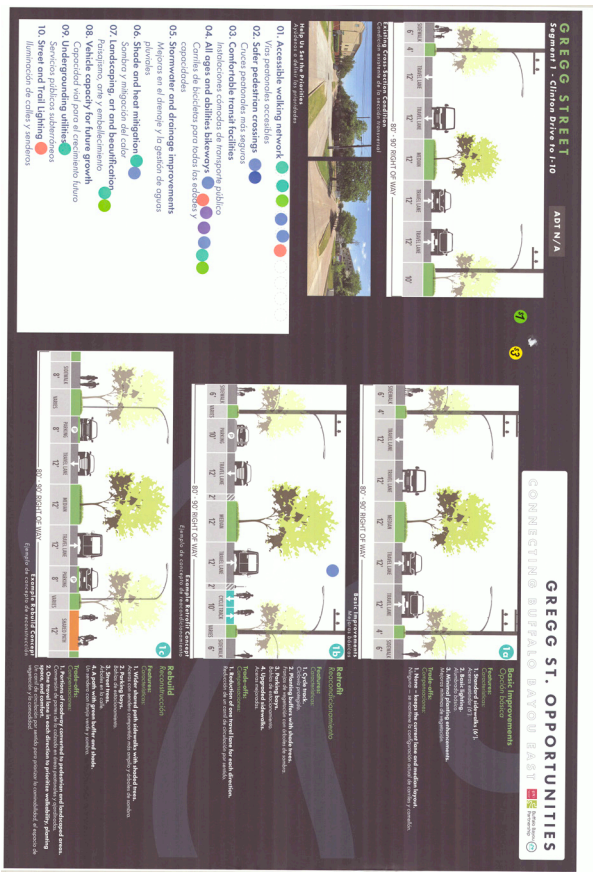






Attachment 4 - Exhibit Boards









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