



2045 Active Transportation Plan



Clint McManus
24 January 2019

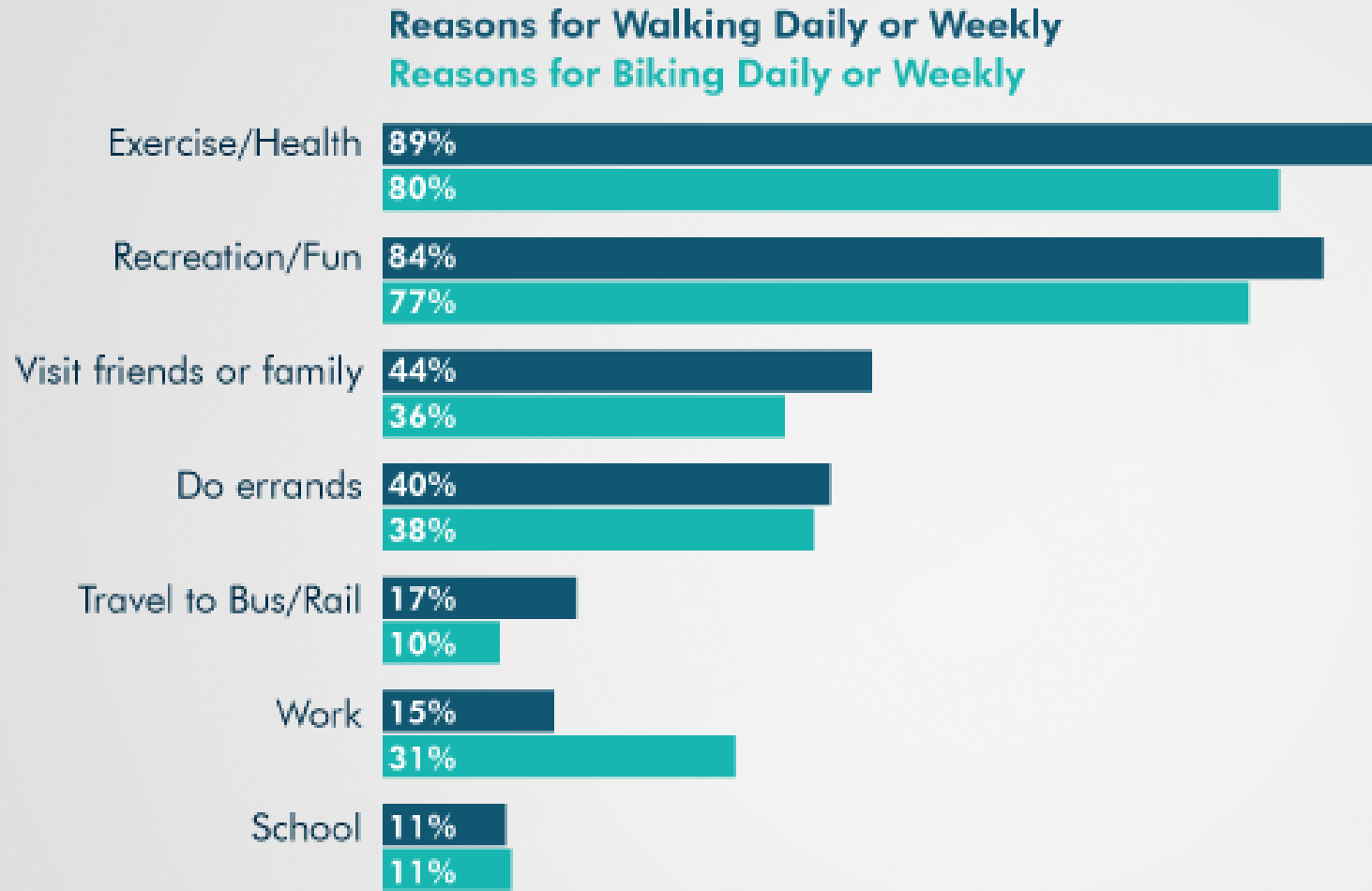
Plan Contents

- Existing Conditions
- Pedestrian & Bicycle Focus Areas
- A Vision for 2045
- Strategies & Measures

Existing Conditions

- Public Input
- Network
- Use
- Safety
- Health

Reasons for Walking and Biking



Why People Don't Walk More Often

Percent Agree/Strongly Agree



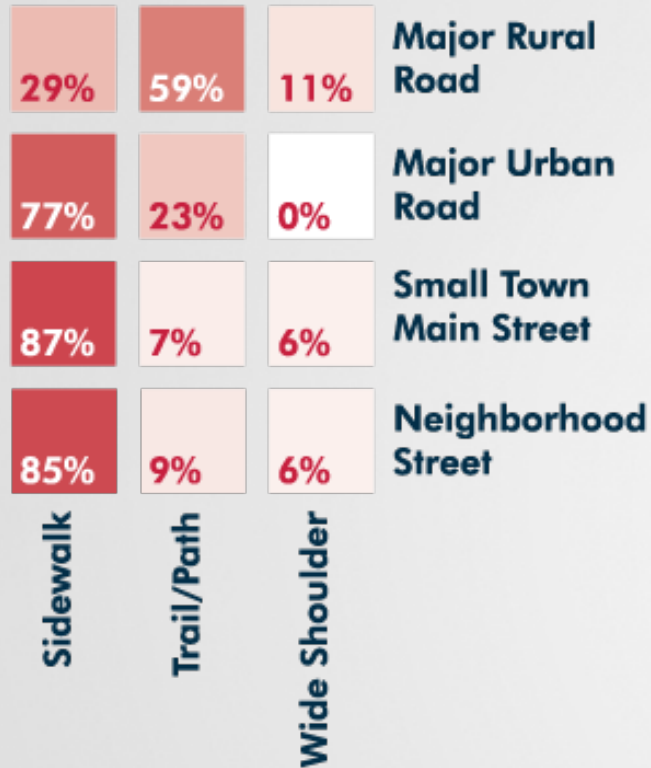
Why People Don't Bike More Often

Percent Agree/Strongly Agree

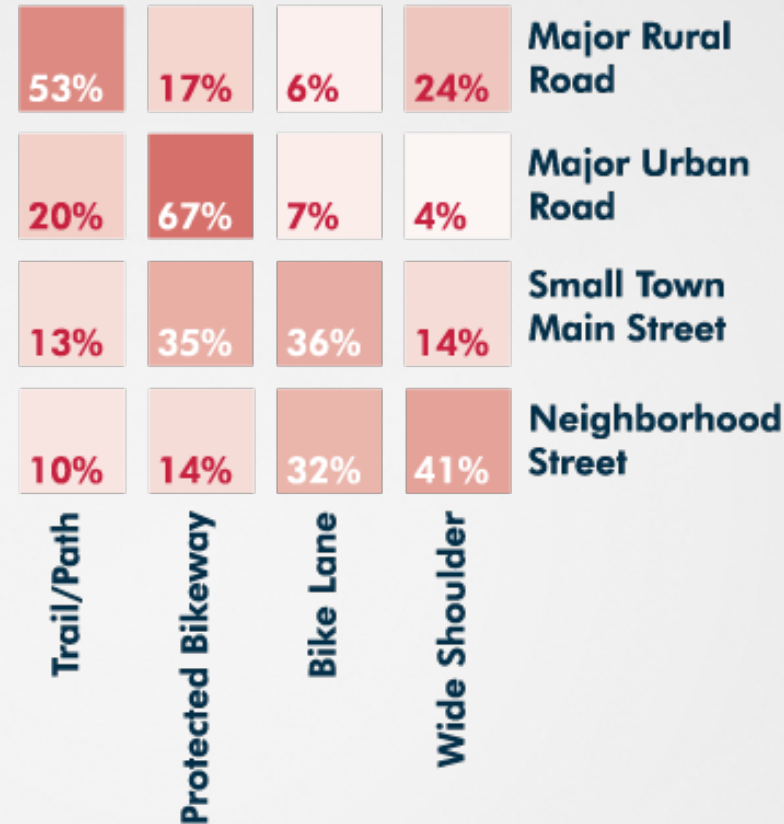


Infrastructure Preferences

Walkway Infrastructure Preferences

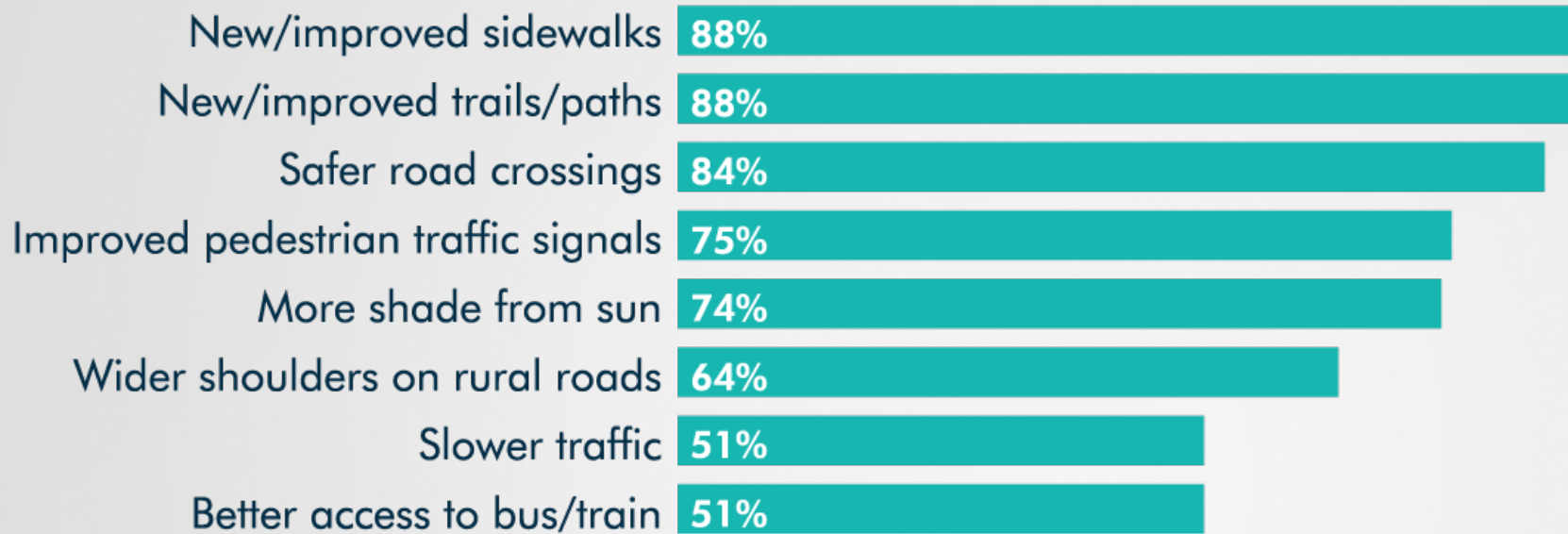


Bikeway Infrastructure Preferences



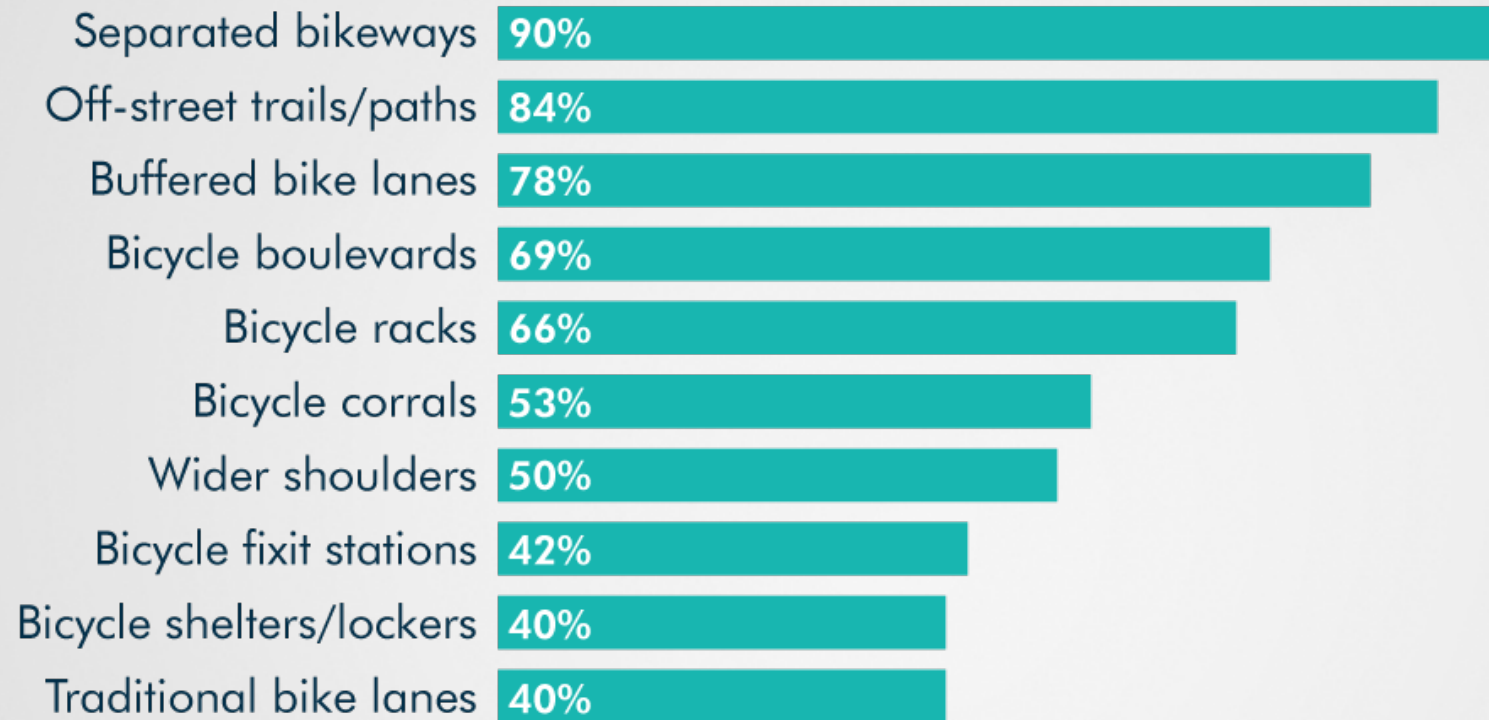
Preferred Walkway Improvements

Percent Agree/Strongly Agree

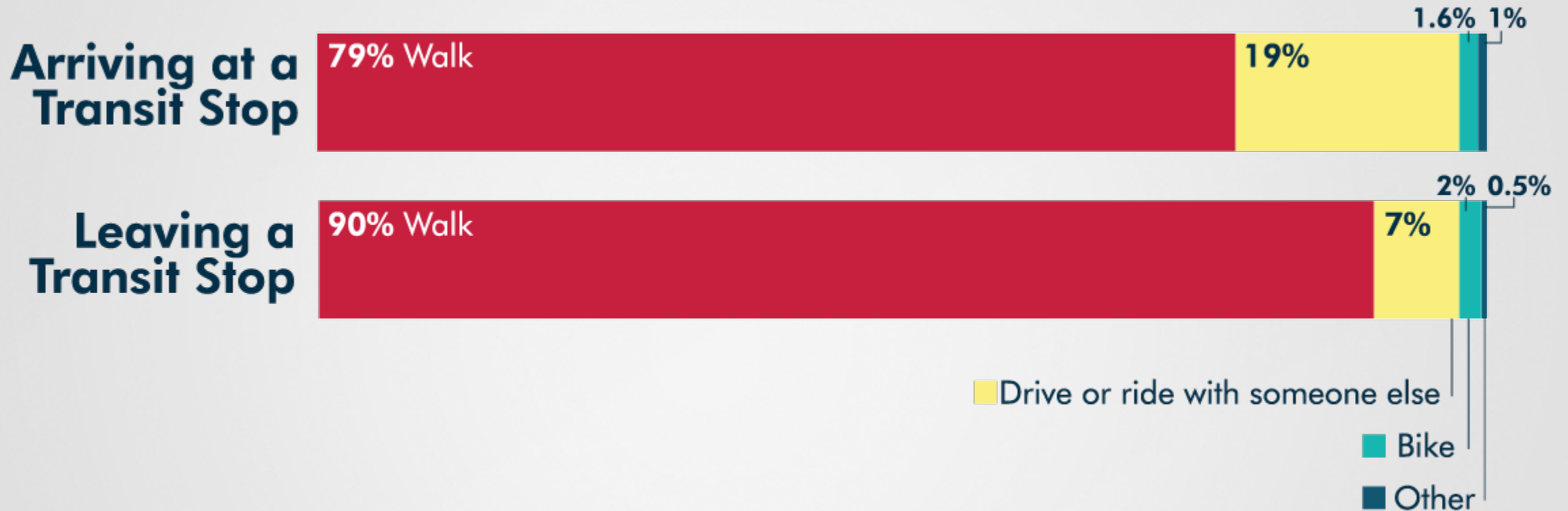


Preferred Bikeway Improvements

Percent Agree/Strongly Agree



Transit + Active Transportation

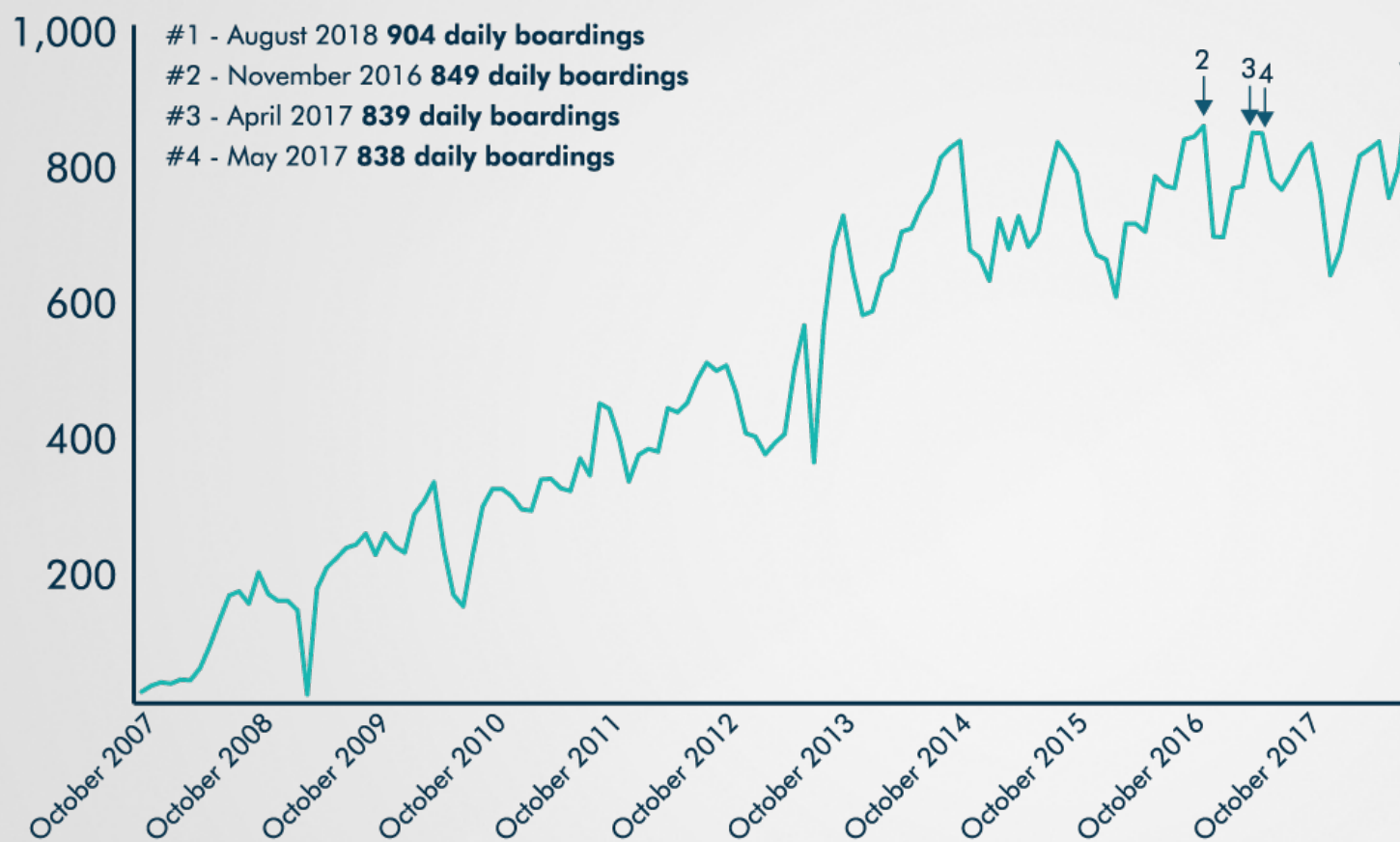


Source: H-GAC 2018 Transit O/D Study

Transit + Active Transportation

METRO Average Daily Bike Boardings

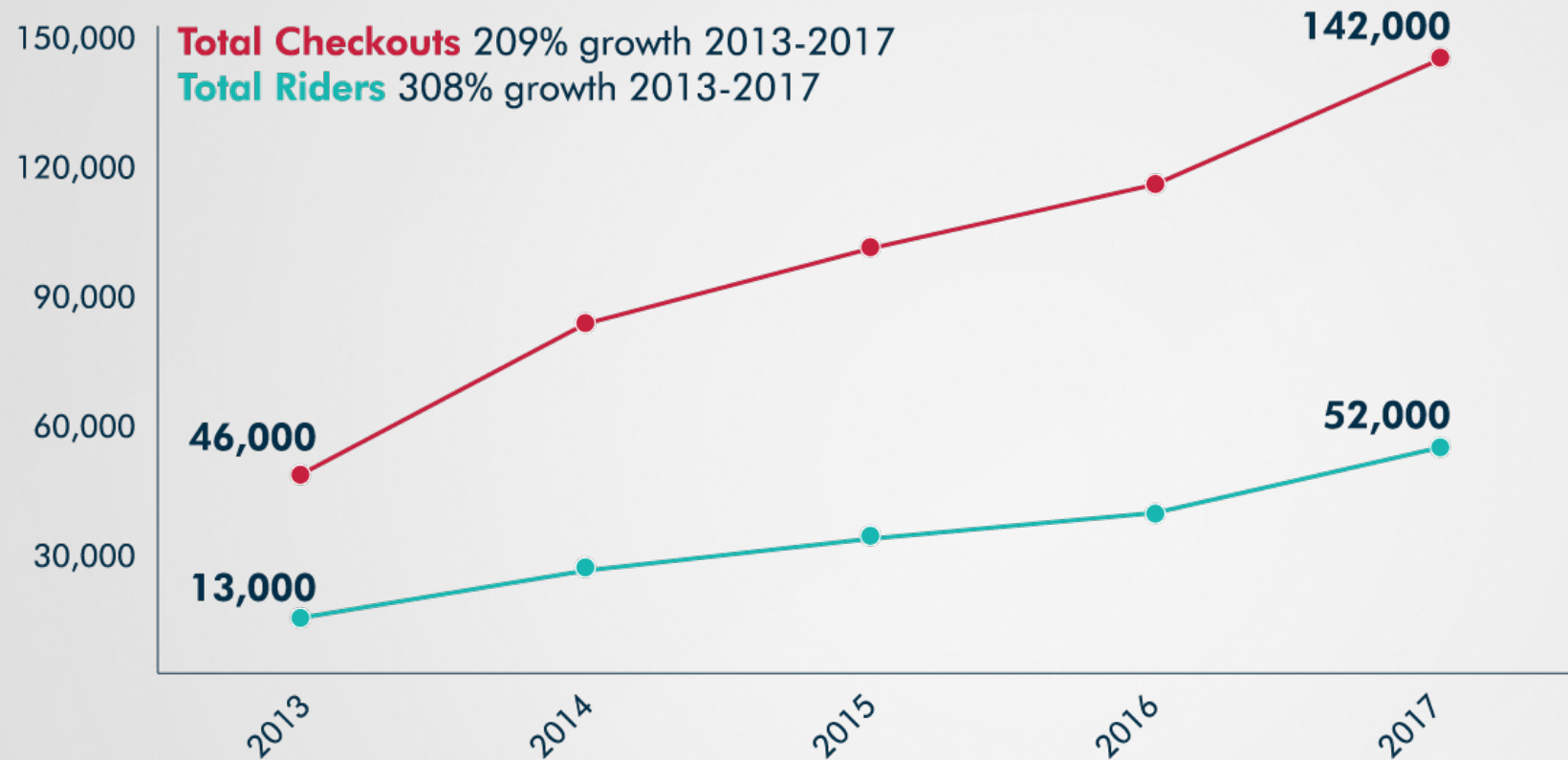
October 2007 - August 2018



Source: METRO's Bike on Buses

Bike Share Usage

Houston BCycle Usage 2013-2017



Source: Houston Bike Share

Commute Patterns

Workers Commuting by Active Transportation and Transit Peer MPOs

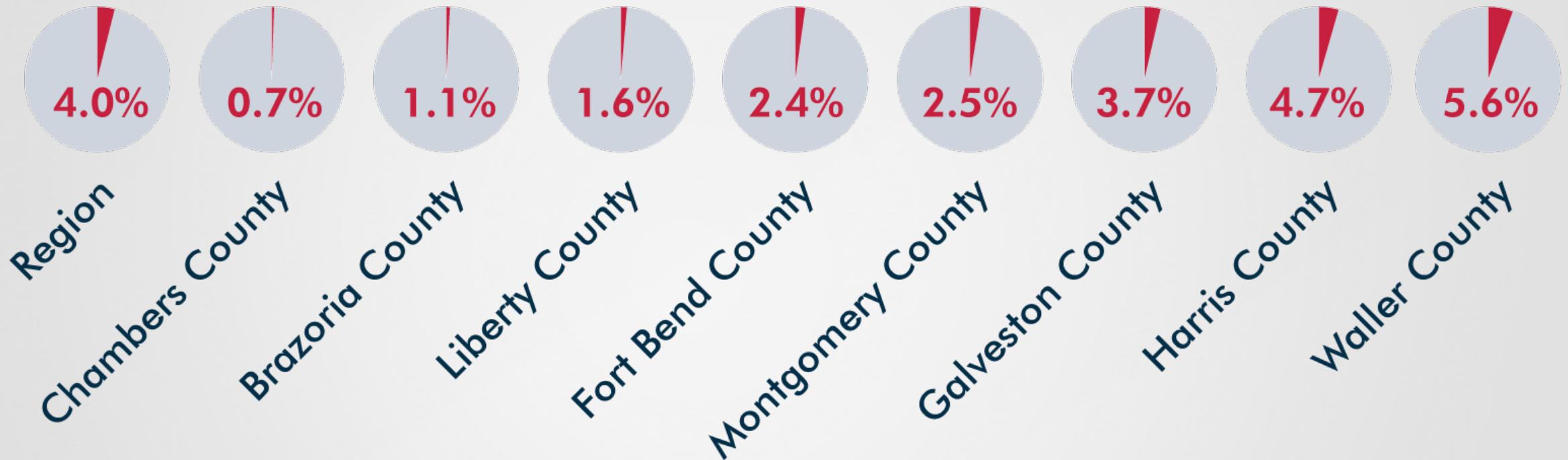


Source: U.S. Census Bureau 2012-2016 5-year estimates

Commute Patterns

Workers Commuting by Active Transportation and Transit

H-GAC Region

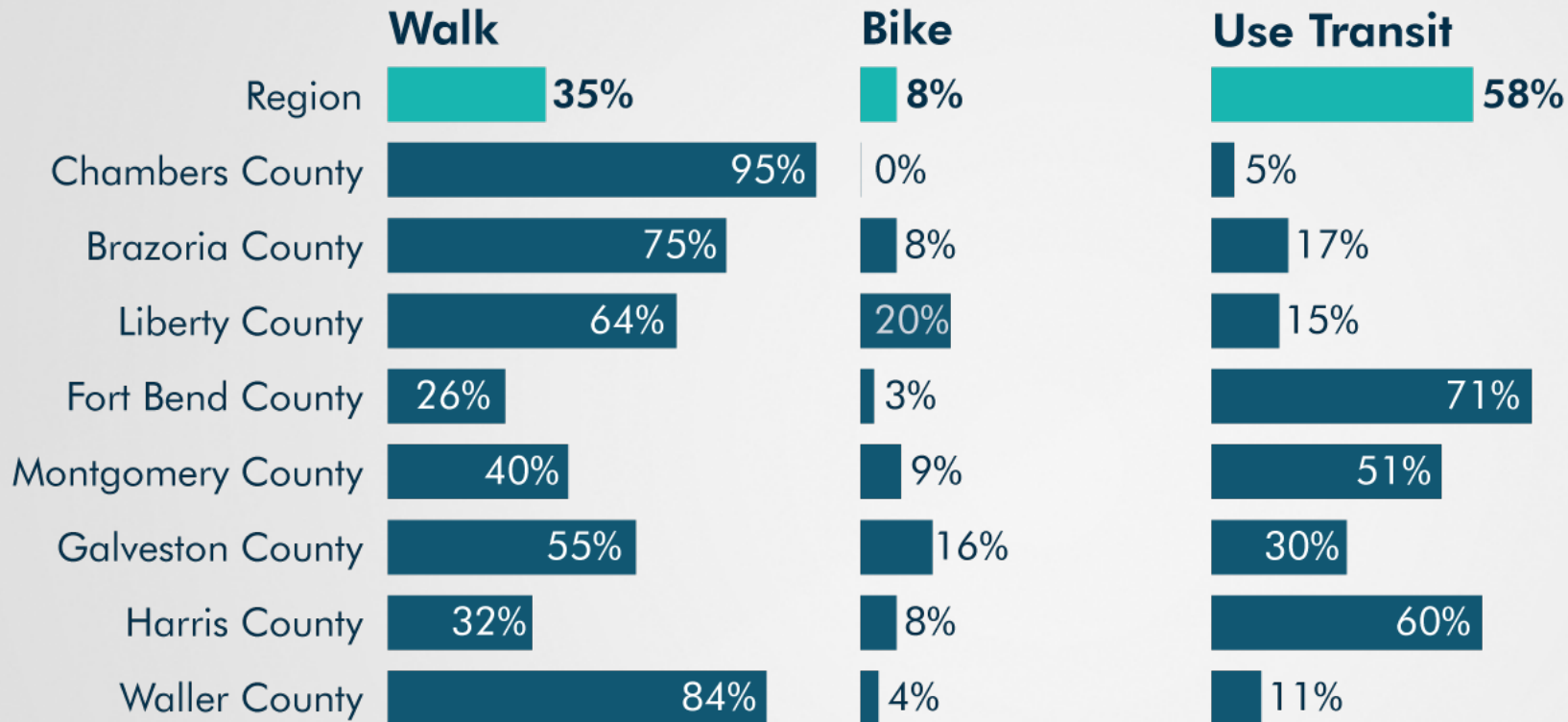


Source: U.S. Census Bureau 2012-2016 5-year estimates

Commute Patterns

Commute Mode for Non-Driving Workers

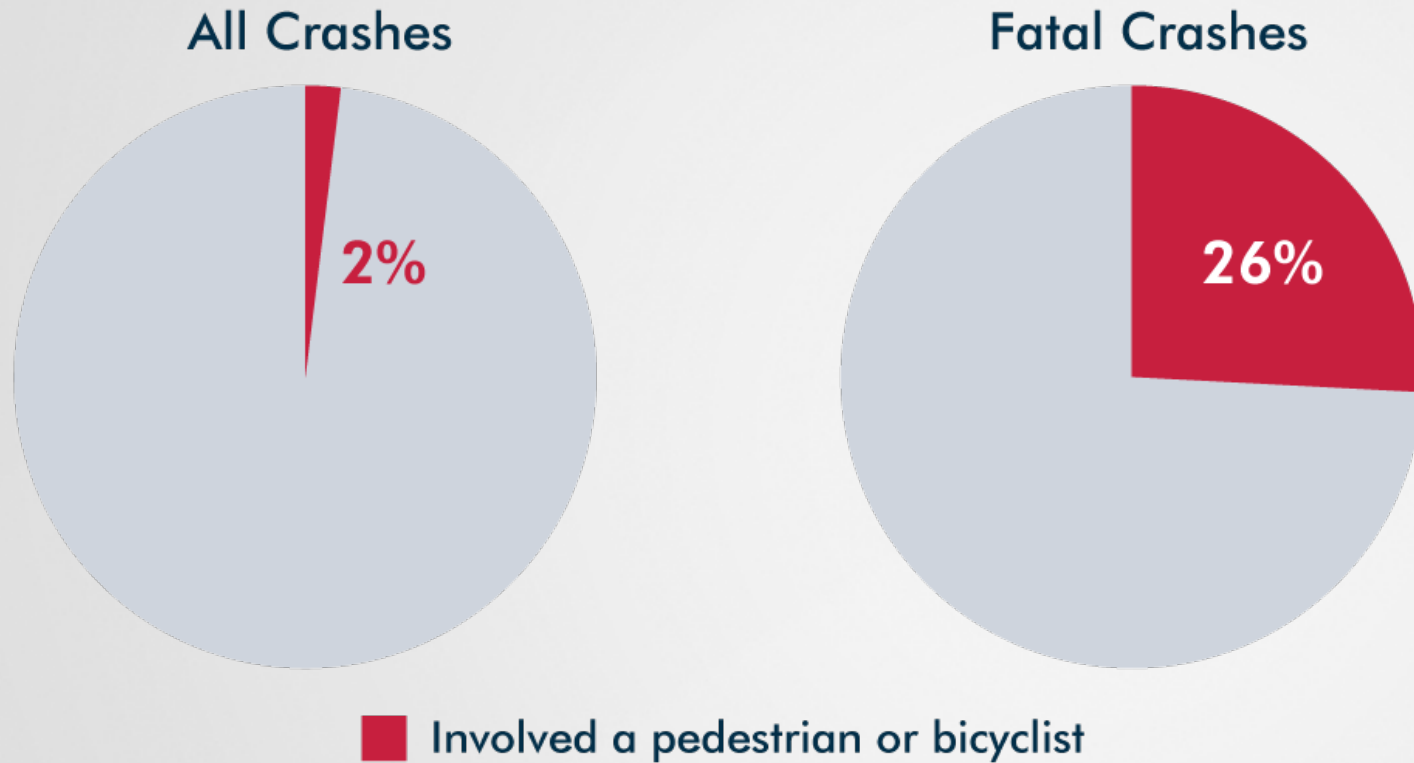
H-GAC Region



Source: U.S. Census Bureau 2012-2016 5-year estimates

Safety

Pedestrian and Bicycle Crash Rates H-GAC Region 2012-2016

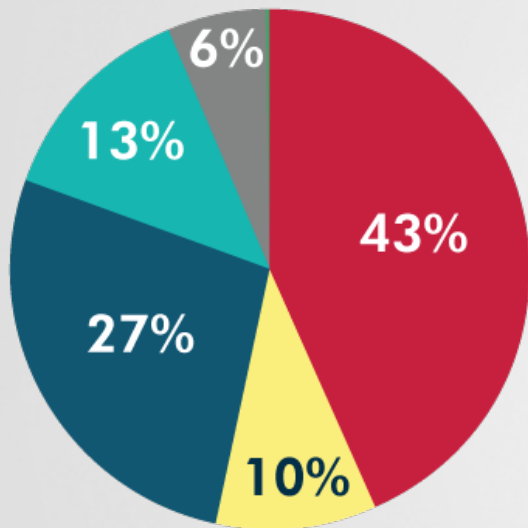


Source: TxDOT CRIS, 2012-2016

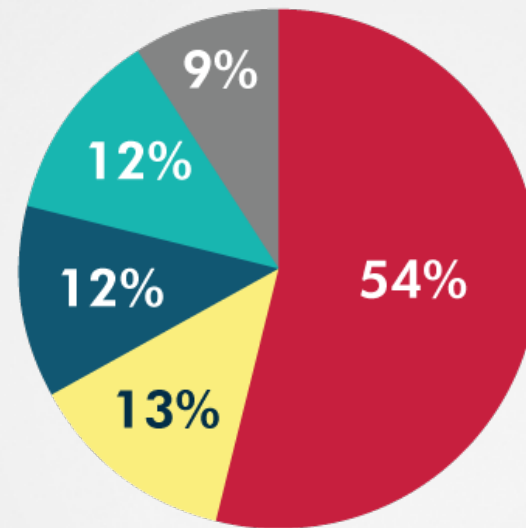
Safety

Pedestrian and Bicycle Crash Locations H-GAC Region 2012-2016

Pedestrian Crashes



Bicycle Crashes

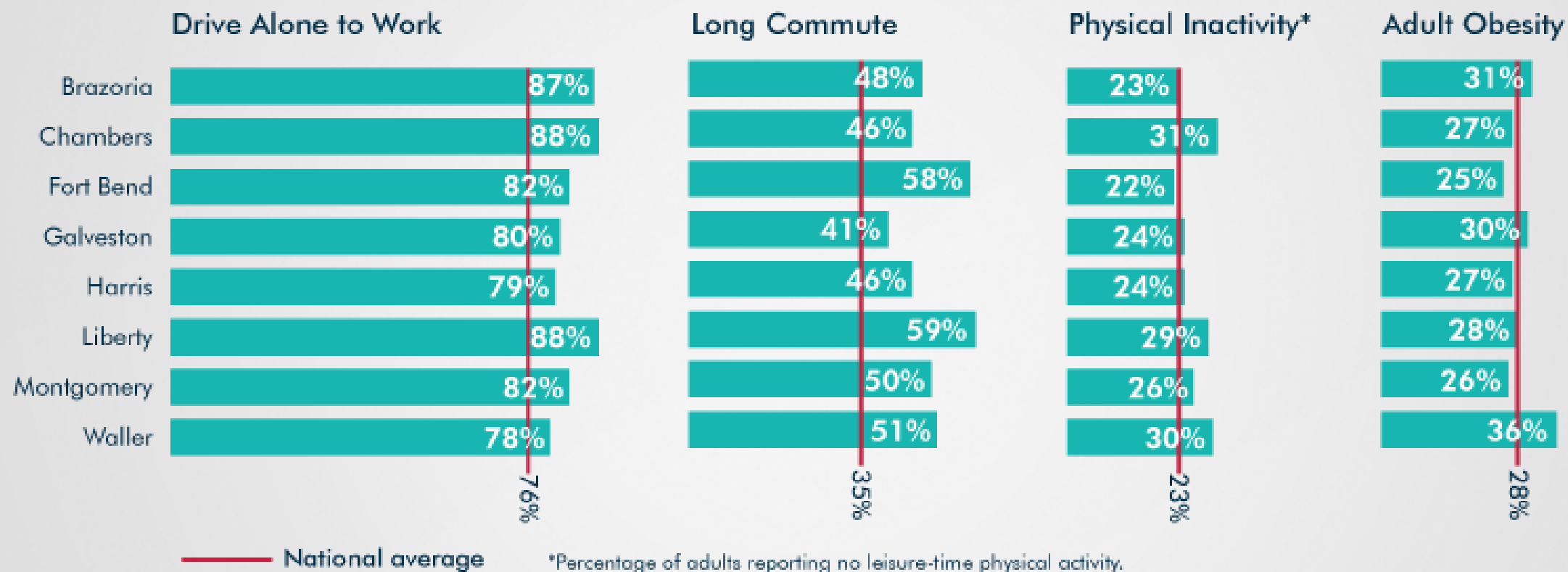


- City street
- County road
- Non-trafficway
- Highway
- Farm-to-Market

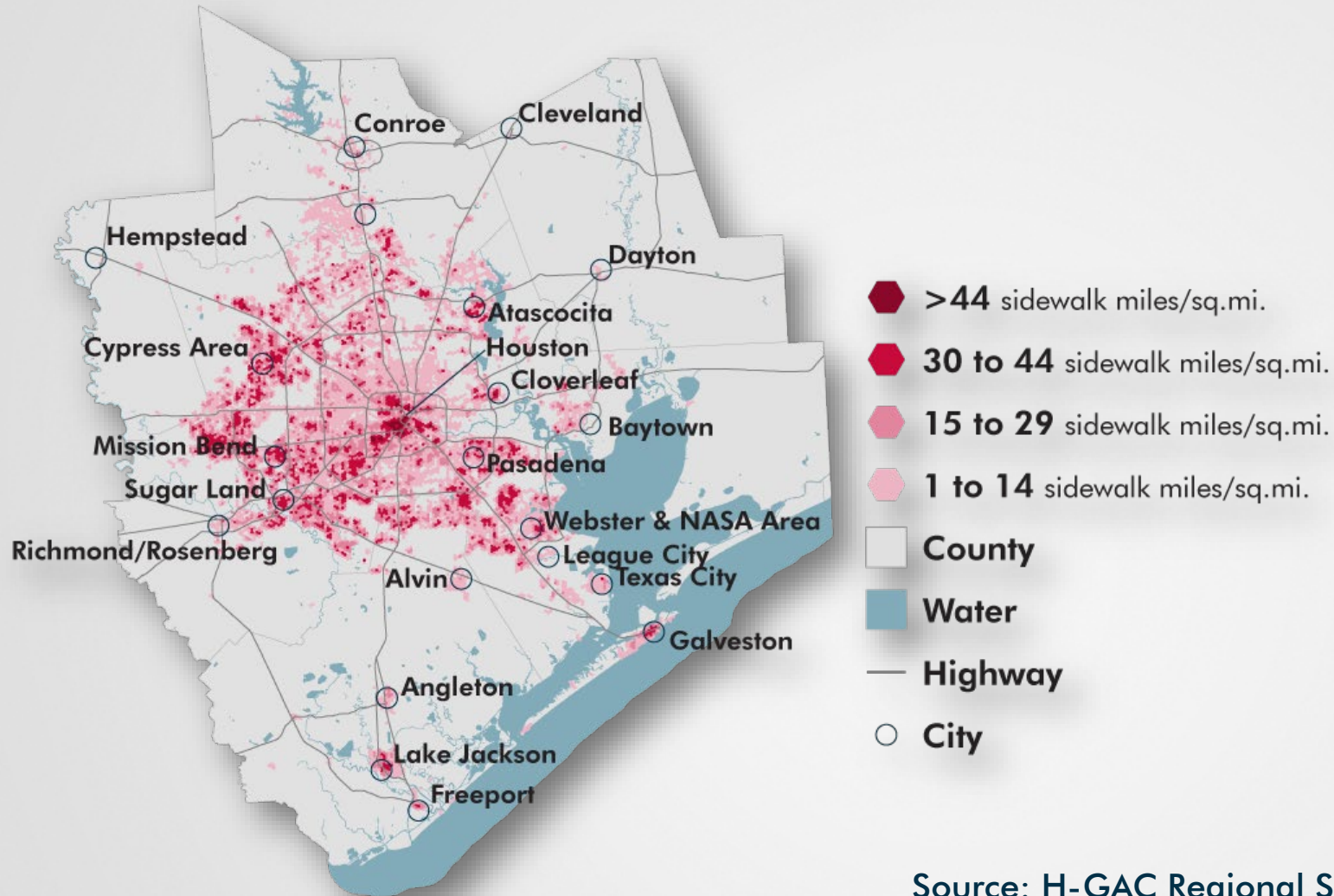
Source: TxDOT CRIS, 2012-2016

Health

Health Factors Related to Active Transportation 2018 Robert Wood Johnson County Health Rankings

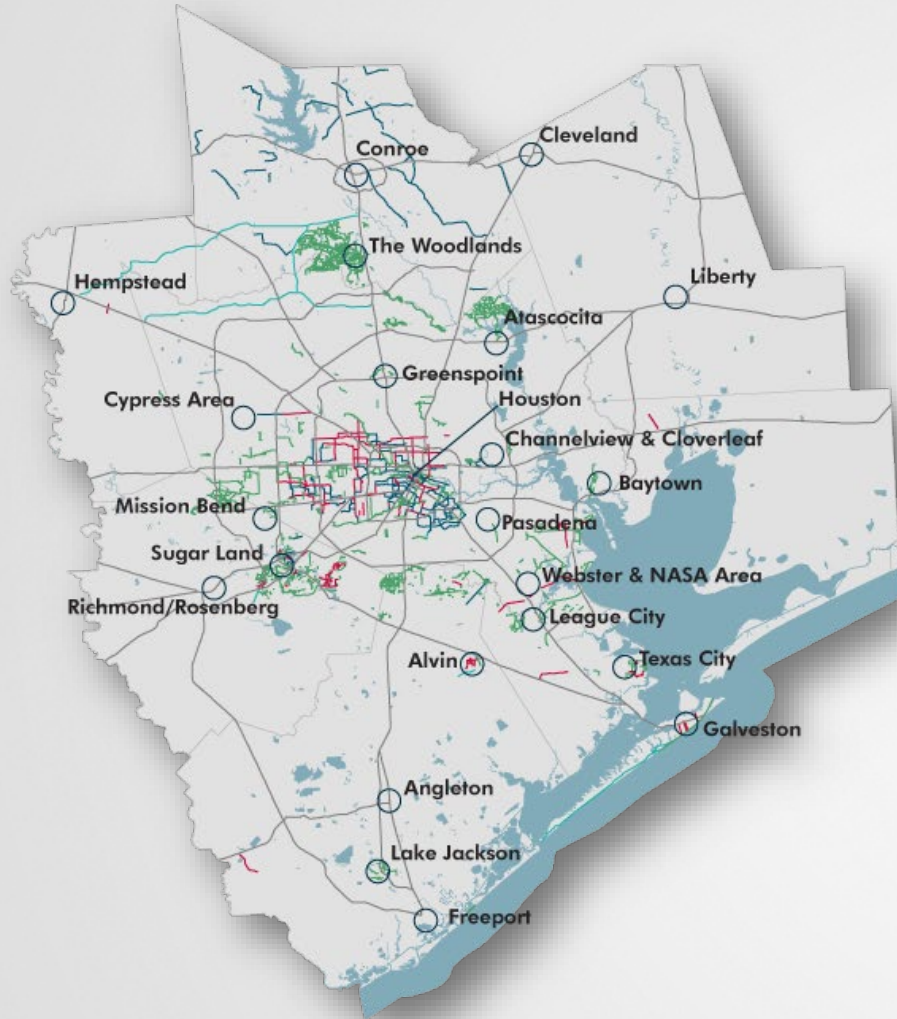


Sidewalk Network Density



Source: H-GAC Regional Sidewalks, 2018

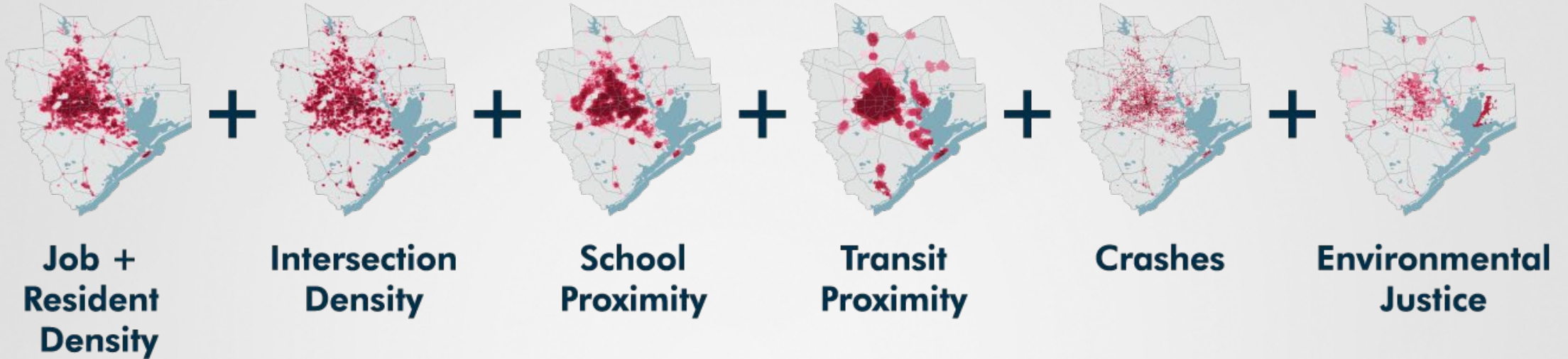
Bikeway Network



- Bike Lane**
Dedicated lane marked off with painted lines for use by bicyclists
- Shared-Use Path/Trail**
Dedicated trail completely separated from auto traffic and used by both pedestrians and bicyclists
- Signed Shared Roadway**
Route with signs indicating cars and bicyclists share the travel lanes
- Signed Shoulder Route**
Route with signs indicating that bicyclists are permitted to use the shoulder as a travel lane

Source: H-GAC & local partners

Focus Areas



Regional Pedestrian and Bicycle Focus Areas

Focus Areas

- See plan document for Focus Areas

A Vision for 2045

PEDESTRIANS AND BICYCLISTS OF ALL AGES AND ABILITIES CAN TRAVEL CONVENIENTLY AND COMFORTABLY IN ALL COMMUNITIES USING INTERCONNECTED, WELL-MAINTAINED NETWORKS OF WALKWAYS AND BIKEWAYS.

Recommendations

PRIORITIZE SAFETY

Improve safety for people walking, biking, and rolling.

BUILD FOR IMPACT

Build interconnected networks of walkways and bikeways in Focus Areas.

BUILD FOR NEED

Ensure that all people – regardless of age, ability, or location within the region – have access to walkways and bikeways that are safe, convenient and comfortable.

Recommendations, cont'd.

MAINTAIN WHAT'S BUILT

Maintain and improve the existing network of walkways and bikeways in the region and coordinate regional data collection for active transportation infrastructure.

ENCOURAGE MORE WALKING AND BIKING

Encourage and incentivize the use of walkways and bikeways to mitigate congestion, improve air quality, and increase physical activity.

Recommendations, cont'd.

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County Profiles

- See plan document for County Profiles

Feedback Welcome

- Draft is open for comment until end of February