Houston-Galveston Area Council

Pedestrian-Bicyclist Subcommittee
Transportation Advisory Committee (TAC)

Thursday, July 17, 2025, 9:30 AM

The Pedestrian-Bicyclist Subcommittee advises the Transportation Advisory Committee in the consideration of pedestrian/bicycle travel, facility design, safety, and education within the regional transportation planning process.

AGENDA

I.	**Introductions and Certification of Quorum**	
II.	**Public Comments**	
ACTION		
III.	**Approval of Meeting Summaries**	Lisa Graiff (Houston Parks Board) will lead the subcommittee through the approval of the April 17 and May 29 meeting summaries
INFORMATION		
IV.	**Safety Briefing**	TBD
V.	**AT Criteria / TASA Update**	Brian D. Smith, II (H-GAC) will present an update on the Active Transportation Investment Category Criteria and H-GAC's upcoming Transportation Alternatives Set Aside (TASA) Call for Projects
VI.	**SRTS Update**	Brian D. Smith, II (H-GAC) will present an update on H-GAC's regional Safe Routes to School Program
VII.	**Local Ped/Bike Studies Update I**	Qun Zhao (H-GAC) will present updates on the Buffalo Bayou East Design Concept Study and the Friendswood Active Transportation Plan
VIII.	**Local Ped/Bike Studies Update II**	Caroline Bailey (H-GAC) will present updates on the Washington Ave Corridor Study and the Memorial Drive Bike-Ped Study
IX.	**Planned Ped/Bike Activities in the Region**	Lisa Graiff (Houston Parks Board) will lead a discussion to identify completed, ongoing, or upcoming activities by service area partners. Please bring your list of accomplishments, issues, and best practices

X.	**Upcoming Ped/Bike Subcommittee Meeting Dates:**	▪ 10/16, Quarterly Subcommittee Meeting (9:30-11:00a)
XI.	**Adjourn**	

Take the Survey for the 2050 Regional Transportation Plan:

PEDESTRIAN-BICYCLIST SUBCOMMITTEE MEETING SUMMARY
TRANSPORTATION ADVISORY COMMITTEE (TAC)

HOUSTON-GALVESTON AREA COUNCIL
3555 TIMMONS LANE, 2ND FLOOR VIRTUAL MEETING
THURSDAY, APRIL 17, 2025, 9:30 AM

1. Introductions and Certification of Quorum

The subcommittee meeting began at 9:35 AM. Veronica Waller (H-GAC) led the roll call. It was documented that 20 members were in attendance and quorum was certified.

Representing		Primary Name		Alternate Name
Active Transportation	☒	John Martin	☐	Danny Wyatt
Citizen Advocates	☒	Joe Cutrufo	☐	Bryan Dotson
Citizen Advocates	☒	Dexter Handy	☐	Kevin Strickland
Citizen Advocates	☒	Patricia Kievlan	☐	Daryl Catching
Local Governments	☒	Itay Porat	☐	Robert Williamson
Local Governments	☒	John McGowan	☐	Chris Nunes
Local Governments	☐	Carry Capers	☒	Kevin Carter
Local Governments	☒	Melanie Beaman	☐	Sagnik "Nik" Raha
Local Governments	☒	Tyson Arnold	☐	Robert Winiecke
Local Governments	☒	David Fields	☐	Scott Barker
Local Governments	☒	Danielle Fain	☐	Jorge Bustamante
Local Governments	☐	John Serrano	☐	Fatima Wajahat
Management Districts	☒	Jack Hanagriff	☐	Nikki Knight
Management Districts	☐	Irma Sanchez	☒	Anibeth Turcios
Management Districts	☐	Natalie Hurtado	☒	Eileen Egan
Management Districts	☒	Sherry Weesner	☐	Michael D. Jackson
Non-Profit	☒	Lisa Graiff	☐	Peter Eccles
Non-Profit	☒	Andrea French	☐	Christina Cabral
Planning	☒	Madeleine Hirsch	☐	Dr. Brenda Bustillos
State	☒	Carolina Lopez-Herrera	☐	Samantha Harris
Transit	☐	Yuhayna Mahmud	☒	Muxian Fang
Transit	☐	Thien Cao	☐	Robert Anders

2. Public Comments

No written public comments were received prior to the meeting, and no one in attendance expressed interest in making a verbal comment.

ACTION

3. Approval of Meeting Summaries

Approval of meeting summary for January 16, 2025 meeting: Lisa Graiff (HPB) led the subcommittee through the approval process.

Corrections:

- *None.*

MOTION: Egan *SECOND: Kievlan* *VOTE: Unanimous*

INFORMATION

4. Election of Officers

Lisa Graiff (HPB) led the subcommittee through the discussion and appointment of 2024 officers.

- *Chair: Lisa Graiff (Nominated by David Fields; Vote Unanimous)*
- *Vice Chair: David Fields (Nominated by Lisa Graiff; Vote Unanimous)*

INFORMATION

5. Safety Briefing

Brian D. Smith, II (H-GAC) led the Safety Brief. He presented on Strong Towns' Beyond Blame report and Crash Analysis Studio. The Crash Analysis Studio model brings together experts and community members to analyze deadly crashes to find systemic causes beyond individual blame. Studios have been held in 22 cities so far (2 in Texas—San Antonio and Amarillo), and their published report found 5 universal contributing factors of crashes, and gave 6 recommendations for local leaders.

If subcommittee members have ideas for future Safety Briefing topics, contact the Chair and Vice Chair.

6. Ped/Bike Subcommittee Orientation

Susan Jaworski (H-GAC) gave an orientation presentation for new subcommittee members. Subjects covered:

- *What is a Metropolitan Planning Organization (MPO)?*
- *MPO and COG Counties within H-GAC's area; MPO partnerships*
- *MPO Advisory Committee Structure*
- *Role of MPO Staff*
- *Role of the Pedestrian/Bicyclist Subcommittee Members and Subcommittee Bylaws*

Links shared in Presentation:

- *H-GAC Transportation Advisory Committee*
- *H-GAC Active Transportation Website*
- *H-GAC TAC Bike/Ped Subcommittee Website*
- *H-GAC Bike/Ped Counter Program*

7. Ped/Bike Subcommittee Work Groups Update

Brian D. Smith, II (H-GAC) provided a status update on the three Ped/Bike Subcommittee Work Groups. Work groups are open to Subcommittee members, and anyone associated with a subcommittee member. Contact Brian (brian.smith@h-gac.com) with interest in joining one or more. Work group meetings are held via Microsoft Teams and collaborative documents are hosted on SharePoint.

GIS Network Update Work Group. Purpose is to update the regional ped/bike networks in GIS for both technical users and the public.

So far, the work group completed typology definitions for the regional bicycle network and attributes for

existing and short-term bike projects. H-GAC is also starting to receive network updates from local jurisdictions within the MPO area. Future plans include updating the regional sidewalk network GIS layer, develop a standardized functional use criteria for ped/bike infrastructure, and create a routine update schedule for the regional GIS layers.

Travel Demand Forecast Modeling Work Group. Purpose is to develop a new (or modify an existing) demand forecast model that will accurately project active transportation travel.

So far, the work group contributed to the draft scope of work for mobile counts and travel surveys. H-GAC staff is transitioning responsibility to the Data Analytics team for model development. Future plans include revisions to the scope of work and developing and testing the model.

*Discussion/Feedback **(H-GAC staff responses in bold)**:*

- *How is H-GAC accounting for bias? Travel demand forecasting has a historic bias towards male work commute trips. There is a need to account for trips to destinations like grocery stores, parks, and daycares. **H-GAC acknowledges the bias. Trips outside of work will be captured through an in-depth travel diary. Women will be oversampled to ensure an accurate representation of the region.***
- *Will the travel demand data be used to stratify commuter traffic versus recreational traffic? There is a perception that most cyclists in the region are recreational riders, so there is a need to account for bicycle commuters and non-recreational trips. **The travel diary will give a variety of options for trip purpose, i.e. work, school, recreation, trip to the store.***
- *Caution against relying solely on data to answer questions or win arguments about demand. Ped/Bike facilities are cheap and easy to add to existing projects; there's an argument to build the network regardless of whether data proves it. **Absolutely. Currently there's no viable datasets available at all, so we're trying to get enough to figure out where people are going, and we'll use generative AI to capture and identify the greatest infrastructure needs based on predicted movement.***
- *Have we seen successful uses of travel demand forecasting models for bicycle infrastructure? **As of a year ago, there was not one created yet. The closest thing we have right now is our four step and ABM models, but neither are accurate.***
- *Will data represent trips with more than one activity (ex: I'm going to the grocery store, but I'm also going to lunch). **The travel diaries are self-reported, so the data will be as detailed as the survey responses people provide and activities/trips reported.***
- *Why is there a recreation category at all? It could downplay other trips. **We're hesitant to remove recreation, because we're trying to capture the entire population, to include youth trips.***
- *Can this tool be integrated into existing ride or walk apps like Love To Ride? **This will be brought up with the Data Analytics team as the model is developed.***
- ***The work group will be utilized to provide updates on the model as staff gets further along***

Project Prioritization Work Group. Purpose is to develop a standard methodology for evaluating and prioritizing active transportation projects.

So far, the work group submitted active transportation planning factors and a revised emissions benefits template to the TIP Subcommittee for the last TIP Call for Projects selection. In the future, plans are to revise and expand planning factors and the benefit/cost analysis to allow for universal coverage of active transportation projects. There is also an opportunity to contribute to the upcoming Transportation Alternatives Set-Aside (TASA) Call for Projects.

Discussion/Feedback:

- *Does participation in the work group prevent your agency from applying for the funds?* ***No.***
- *The TAC and TIP Subcommittee are already starting to create working groups to analyze the TIP process and project prioritization/selection process. Suggest this work group also look towards the next call and provide recommendations for changes to improve the process.* ***Absolutely.***
- *Are subcommittee members restricted to one work group?* ***No, participate in as many as you like.***

8. TASA Investment Category Focused Criteria

Brian D. Smith, II (H-GAC) presented the draft concepts of Investment Category Focused Criteria for the upcoming Transportation Alternatives Set-Aside (TASA) Call for Projects. TASA funds are set aside from Surface Transportation Block Grant dollars to fund ped/bike facilities, recreational trails, Safe Routes to School programs, and other active transportation projects.

Projects are evaluated through the TIP's evaluation process. Projects are given a cumulative score across three categories of criteria—the Investment Category Focused Criteria, Benefits to Other Investment Categories, and Planning Factors. The Active Transportation Investment Category Focused Criteria will be used for the TASA call, and staff's initial draft splits the points as such:

- *Investment Category (Active Transportation): 55*
- *Benefits to Other Investment Categories: 15*
- *Planning Factors: 30*
- ***Total: 100***

Discussion/Feedback:

- *Can bicycle level of stress be used as an explanation for a "critical gap"?*
- *Can we incorporate last mile connection issues?*
- *Reconsider the point breakdown for destinations—they're currently separated by category (parks, jobs, schools), consider combining.*
- *Connections to transit are a critical gap and key destination.*
- *Is population density a factor? Keep in mind where the population is. Population density could also be included in the benefit cost analysis.*
- *The Transportation Alternatives program is named such because it's an alternative to driving. It allows people who can't or don't drive safe access to places they need to go. One of the most compelling arguments to build this infrastructure is that it's safe and convenient for people without cars.*
- *Anything that reduces conflict points between vulnerable road users and cars makes the network work better.*
- *"Alleviating future congestion due to potential economic development" is unclear for an active transportation project.*

9. Safe Routes to School

Brian D. Smith, II (H-GAC) presented progress on H-GAC's Regional Safe Routes to School (SRTS) program. Staff finished a literature review of best practices in implementing SRTS at the regional level, and have three preliminary recommendations based on findings:

- *Separate SRTS planning projects from TA to its own call for projects. Most MPOs fund SRTS through their transportation alternatives calls for projects. Several with robust SRTS programs have a separate call for SRTS, particularly for non-infrastructure planning projects. Some create a separate side pool within their TA pot for planning projects.*
- *Incentivize SRTS infrastructure in upcoming TASA Call for Projects. Account for proximity to schools in the investment category criteria.*

- *Inventory existing SRTS programs in the area and gauge stakeholder interest in starting more. There needs to be an assessment of current work within the region and stakeholder engagement to find schools, ISDs, parent groups, etc. interested in beginning their own programs.*

After the literature review is finalized, it will be shared to the subcommittee. Next steps will be to begin engaging stakeholders and current programs, and potentially creating a regional SRTS task force for information sharing. Staff is planning to hold a SRTS non-infrastructure call for projects sometime in the fall after the academic year has started.

Discussion/Feedback:

- *What are the metrics that define successful SRTS projects? **So far, we've seen two groups of metrics. Quantitative metrics: are more children walking/biking to school, are people utilizing new infrastructure, etc., and metrics on program growth: are more schools/ISDs opting in and creating programs, are more agencies providing funding, etc.***
- *Would the SRTS Non-Infrastructure Call for Projects funding come from a separate pot of money from TA? **No, it would be pulled from TASA funds. Staff will provide options for how much to the subcommittee, based on best practices of other MPOs.***
- *Do we currently have metrics for our SRTS program? **No, not yet.***

10. Planned Ped/Bike Activities in the Region

Events

- *4/17: Connecting Buffalo Bayou East Public Meeting. DeLUXE Theater, 3303 Lyons Ave, Houston, TX 77020; 6:00 PM*
- *4/22: Know Your Rights Cycling Safety & Advocacy Webinar; 6:30 PM*

Announcements

- *Houston Parks Board has trail openings in Sharpstown and Spring Branch in the upcoming months.*
- *Near Northwest Management District is continuing work on their W Tidwell Sidewalk and Park Improvement Project, which spans from Antione Dr and TC Jester Blvd. Sidewalks are almost complete, and work is ongoing to connect to the White Oak Greenway via Tidwell Park. The project includes building a sidewalk across the railroad tracks at Antoine and W Tidwell this summer.*
- *Walk & Roll met with TxDOT and identified safety concerns with the detours for the two pedestrian bridges in the Greater Heights area currently closed due to construction. TxDOT will improve striping and address sidewalks along the detour.*
- *LINK Houston has a survey as part of their Equity in Transit report.*

11. Upcoming Meetings

*Special Subcommittee Meeting: **May, TBD***
*Next Quarterly Ped/Bike Subcommittee Meeting: **Thursday, July 17, 2025; 9:30 AM***

PEDESTRIAN-BICYCLIST SUBCOMMITTEE MEETING SUMMARY
TRANSPORTATION ADVISORY COMMITTEE (TAC)

HOUSTON-GALVESTON AREA COUNCIL
3555 TIMMONS LANE, 2ND FLOOR VIRTUAL MEETING
THURSDAY, MAY 29, 2025, 1:30 PM

1. Introductions and Certification of Quorum

The subcommittee meeting began at 1:35 P.M. Brian D. Smith, II (H-GAC) led the roll call. It was documented that 18 members were in attendance and quorum was certified.

Representing		Primary Name		Alternate Name
Active Transportation	☒	John Martin	☐	Danny Wyatt
Citizen Advocates	☒	Joe Cutrufo	☐	Bryan Dotson
Citizen Advocates	☒	Dexter Handy	☐	Kevin Strickland
Citizen Advocates	☒	Patricia Kievlan	☐	Daryl Catching
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Local Governments	☐	John Serrano	☐	Fatima Wajahat
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Management Districts	☐	Irma Sanchez	☐	Anibeth Turcios
Management Districts	☐	Natalie Hurtado	☒	Eileen Egan
Management Districts	☒	Sherry Weesner	☐	Michael D. Jackson
Non-Profit	☒	Lisa Graiff	☐	Peter Eccles
Non-Profit	☒	Andrea French	☐	Christina Cabral
Planning	☒	Madeleine Hirsch	☐	Dr. Brenda Bustillos
State	☒	Carolina Lopez-Herrera	☐	Samantha Harris
Transit	☒	Yuhayna Mahmud	☐	Muxian Fang
Transit	☐	Thien Cao	☐	Robert Anders

2. Public Comments

Bryan Dotson commented on one of the investment category focused criteria, "Project recommended in an existing plan or study". His comment was incorporated into the subsequent workshop to refine the criteria.

ACTION

3. Workshop: TASA Investment Category Focused Criteria

Vice Chair David Fields (HCPCT1) and H-GAC staff facilitated the workshop to refine H-GAC's Active

Transportation Investment Category Criteria, which will be used to evaluate potential projects in the upcoming Transportation Alternatives Set-Aside (TASA) Call for Projects.

Summary of Changes:

- *Investment Category Focused Criteria*
  - *"Project recommended in an existing plan or study": Broaden criteria to encompass other types of public support (previous community/public engagement, letters of support, other evidence of local concurrence with project)*
  - *"Project improves or provides connectivity to destinations": Offer a total of 15 points, with a sliding scale, instead of three segregated categories of 5 points each; Add transit as a destination*
  - *"Project removes physical barriers to walking/bicycling": Add heat and lack of shade as physical barriers*
  - *"Project fills a critical gap in the existing bike/ped network": Add transit and level of traffic stress as critical gaps*
- *Benefits to Other Categories*
  - *"Project benefits high growth area needs": Rephrase sub-criteria to "Proposed project provides **and/or improves** access to development of residential, retail or other land uses"; Remove sub-criteria regarding alleviating "future congestion due to potential economic development" and replace with sub-criteria that uses H-GAC's Activity-Connectivity Explorer to determine if the project area has high activity and low connectivity*
  - *"Project improves traffic conditions for transit users": Add first mile/last mile connections to sub-criteria*

Updated Draft Criteria:

Investment Category Focused Criteria (55 Points)		Points Up To
Project has Local Support		**5**
Project is recommended in existing plan or study; proof of previous community/public engagement; project has letters of support from local agencies, civic clubs, etc.	5	
Project improves or provides connectivity to destinations		**15**
Project provides access to community destinations (parks, libraries, clinics), economic destinations (jobs, employment centers, businesses), schools, transit, etc.	15	
Project addresses existing high-crash spots for pedestrians/cyclists		**10**
Project is along corridor(s) with bike/ped fatality and serious injury crash rate higher than regional average	10	
Project is along corridor(s) with bike/ped fatality and serious injury crash rate at regional average	7	
Project is along corridor(s) with bike/ped fatality and serious injury crash rate lower than regional average	3	
Project removes physical barriers to walking/bicycling		**10**
Project reduces physical barriers (bridges without bikeways, railroad crossings, freeways and limited access roads, bayous, non-geographic barriers such as lack of shade in high temperatures) to walking and/or bicycling	10	
Project fills a critical gap in the existing bike/ped network		**10**
Explain a critical gap in the existing bike/ped infrastructure network and how the proposing project closes that gap. Level of Traffic Stress can be used as a methodology to explain gaps	10	
Project Readiness		**5**

Ability to obligate funds and initiate construction quickly (within 3 years)	5	
Benefits to Other Categories (15 Points)		**Points Up To**
Project benefits high growth area needs		**5**
Project provides and/or improves access to development of residential, retail, or other land uses	5	
-OR- Project is in a high activity/low connectivity area as defined by the H-GAC ACE Tool	5	
Project improves traffic conditions for transit users		**5**
Project is located on or connects to transit route (local, express, signature, commuter) and/or provides first/last mile connection	5	
Project improves daily traffic operations		**5**
Project reduces conflict points between motor vehicles and vulnerable road users (peds and bikes) (i.e. intersection improvements, crossings, grade separation)	5	
Planning Factors (30 Points)		**Points Up To**
Access/Connectivity		**5**
# of low-income and minority households within a 1/4 mile of project	2	
Project improves or provides new connectivity to medical facilities within 1/4 mile of project boundary	1	
Project improves or provides new connectivity to schools/colleges/universities within 1/4 mile	1	
Project improves or provides new connectivity to social services facilities	1	
Impact on Vulnerable Populations		**5**
# of vulnerable populations within 1/4 mile of proposed project (if population is zero, full points are provided because no mitigation or avoidance of impacts is required)	5	
Project provides benefits (safety, bike/ped facilities, improves connectivity to transit stops) to vulnerable populations	3	
Project avoids or mitigates adverse effects to vulnerable populations	2	
Impact on Natural/Cultural Resources		**5**
Project avoids or mitigates adverse impacts to natural (flood plains, wetlands) and cultural (historic and archeological sites) resources	3	
Project reduces NOx (nitrogen oxides), VOCs (volatile organic compounds)	2	
Innovation		**3**
Project implements new infrastructure or technologies intended to enhance accessibility, mobility, multimodalism, resiliency, reliability, or traffic operations. Installation of new technology such as autonomous/connected vehicle technology	3	
Safety-Existing Conditions		**3**
Project is in a location with a fatality and serious injury crash rate higher than the regional average	3	
Project is in a location with a fatality and serious injury crash rate equal to the regional average	1	
Project is in a location with a fatality and serious injury crash rate lower than the regional average	0	
Safety-Crash Reduction Narrative Scoring		**4**
All work types together reduce total potential crashes by (consolidated crash reduction factor) > 50%	4	
All work types together reduce total potential crashes by (consolidated crash reduction factor) = 30-50%	3	

All work types together reduce total potential crashes by (consolidated crash reduction factor) = 10-30%	2	
All work types together reduce total potential crashes by (consolidated crash reduction factor) < 10%	1	
Resiliency-Existing Conditions		**2**
High vulnerability to flooding score on regional resiliency tool	1	
High criticality score on regional resiliency	1	
Resiliency-Flooding Vulnerability Reduction Scoring		**3**
Project scope includes drainage above and beyond minimum federal standard	3	
Project includes drainage to a minimum federal standard	1	
TOTAL POINTS		100

The subcommittee held a vote to approve the criteria and submit to the TIP Subcommittee, TAC, and TPC for final approval.
VOTE: Unanimous

INFORMATION

11. Upcoming Meetings

Next Quarterly Ped/Bike Subcommittee Meeting: ***Thursday, July 17, 2025; 9:30 AM***


Pedestrian and Bicycle Subcommittee
July 17th, 2025


Regional Collaboration • Transportation Planning • Multimodal Mobility

H-GAC
Houston-Galveston Area Council

Agenda

I. Introductions and Roll Call / Quorum
II. Public Comments

Action Items

III. Approval of meeting summaries

Information Items

IV. Safety Briefing
V. AT Criteria / TASA Update
VI. SRTS Update
I. Local Ped/Bike Studies Update: Friendswood AT Plan, Buffalo Bayou East
IV. Local Ped/Bike Studies Update: Washington Ave; Memorial Drive
V. Planned Ped/Bike Activities in the Region
VI. Upcoming Ped/Bike Subcommittee Meeting Dates
VII. Adjourn

I: Introductions and Certification of Quorum

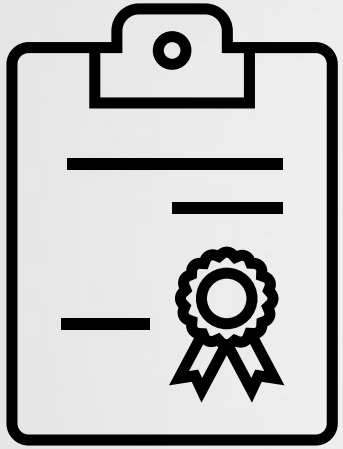
Representing	Primary	Organization	Alternate	Organization
Active Transportation	John Martin	Bike the Woodlands Coalition	Danny Wyatt	Harris County Pct. 2
Citizen Advocates	Joe Cutrufo	Bike Houston	Bryan Dotson	Citizen
Citizen Advocates	Dexter Handy	Citizens' Transportation Coalition	Kevin Strickland	Walk & Roll Houston
Citizen Advocates	Patricia Kievlan	Bike the Woodlands Coalition	Daryl Catching	Pearland Bicycles
Local Governments	Itay Porat	City of Houston	Robert Williamson	City of Houston
Local Governments	John McGowan	The Woodlands Township	Chris Nunes	The Woodlands Township
Local Governments	Carry Capers	City of Pearland	Kevin Carter	City of Pearland
Local Governments	Melanie Beaman	City of Sugar Land	Vacant	
Local Governments	Tyson Arnold	City of Galveston	Robert Winiecke	City of Galveston
Local Governments	David Fields	Harris County Pct. 1	Scott Barker	Harris County Engineering
Local Governments	Vacant		Jorge Bustamante	Harris County Pct. 2
Local Governments	John Serrano	Harris County Pct. 4	Fatima Wajahat	Harris County Pct. 4
Management Districts	Jack Hanagriff	East End District	Nikki Knight	Greater SE Management District
Management Districts	Irma Sanchez	Westchase Management District	Anibeth Turcios	Greater Northside District
Management Districts	Natali Hurtado	International Management District	Eileen Egan	Near Northwest Management District
Management Districts	Sherry Weesner	Memorial Heights TIRZ 5	Michael D. Jackson	Energy Corridor Management District
Non-Profit	Lisa Graiff	Houston Parks Board	Peter Eccles	LINK Houston
Non-Profit	Andrea French	Scenic Houston	Christina Cabral	Transportation Advisory Group (TAG)
Planning	Madeleine Hirsch	TxDOT- HOU	Dr. Brenda Bustillos	TxDOT-HOU
State	Carolina Lopez-Herrera	TxDOT- BMT	Samantha Harris	TxDOT-BMT
Transit	Yuhayna Mahmud	METRO	Muxian Fang	METRO
Transit	Thien Cao	Harris County Transit	Robert Anders	Harris County Transit

II. Public Comments

- List of Written or Verbal Comments Received Prior to Meeting
- Open to Public Comment

III. Approval of Meeting Summaries

- April 17, 2025 Ped/Bike Subcommittee Meeting
- May 29, 2025 Special Meeting (AT Investment Criteria Workshop)




IV. Safety Briefing


Brian D. Smith, II (H-GAC)
Pedestrian Bicycle Subcommittee
July 17, 2025

LOOKOUT TEXANS
BIKE WALK DRIVE SAFELY

Tips for Modeling Safe Bicycling, Walking and Driving Behavior to Children and Teens

Bicycling and walking are fun and healthy ways for families to spend time together while teaching children and teens important safety skills. Kids learn through experience, so modeling safe behaviors for walking and bicycling on real streets is essential practice. Look Out Texans offers simple tips that everyone can use to stay safe while walking, bicycling and driving. Keep the highlighted tips below in mind when you are out with your family and visit www.LookOutTexans.org to see all 21 tips.

Be a Walking and Bicycling Role Model

- Cross in crosswalks at intersections. The safest space to cross a street is a marked crosswalk. Other road users should expect pedestrians to be using this space.
- Always wear a helmet. Everyone should wear a helmet every time they ride their bicycle. A helmet fits properly when it is snug and buckled. According to the Texas Medical Association, a properly fitting helmet can prevent almost all head injuries — up to 85 percent — the most common cause of disability or death in a bicycle crash.
- Always ride in the same direction as other traffic. Bicyclists must follow the same rules as drivers. Never ride against traffic. Wrong-way travel into the flow of oncoming traffic is one of the leading causes of bicyclist-motorist crashes.

Teach Your Child the Safest Route to School

- When walking or bicycling, children under 10 years old ideally should have adult supervision, such as a parent, caregiver, older sibling or other trusted adult.
- For older children and teens, practice walking or bicycling to school together.
- Limit the number of street crossings, and cross at locations with a school crossing guard, when possible.
- Avoid busy or high-speed streets. Always stop and look for cars when crossing streets, alleys and driveways.

Know Traffic Laws and Be Seen

- Traffic laws consider bicycles vehicles – just like cars. Treat people bicycling and walking with respect when you are driving. Everyone should follow the rules of the road.
- Modeling safe habits and positive attitudes behind the wheel is part of teaching your child or teen to bicycle and walk safely.
- Teach children to wear bright colored and reflective clothing to help drivers see them at all times of day.
- State law requires any bicycle operated at night to have a white light on its front as well as a red light or red reflector on its rear.

White headlight with light visible from at least 500 feet

Red reflector visible to drivers 50 to 300 feet away or red light visible from 500 feet

www.LookOutTexans.org

"Look Out Texans" SRTS Resources

NCTCOG's Safety Campaign with clearing house of resources for schools, teachers, and parents & students

- Teacher guides and lesson plans with classroom materials
- One-pagers for parents and students
- Online instructional videos
- Safety tips for walking and bicycling
- https://www.lookouttexans.org


V. Active Transportation Criteria / TASA C4P Update


Brian D. Smith, II (H-GAC)
Pedestrian Bicycle Subcommittee
July 17, 2025

Regional Collaboration • Transportation Planning • Multimodal Mobility

Houston-Galveston Area Council

AT Investment Category Focused Criteria

Criteria	Score
Investment Category Focused Criteria	
~~Project has local support~~	~~5~~
Project improves or provides new connectivity to community and economic destinations	15
Project addresses existing high-crash spots for pedestrians/cyclists	10
Project removes physical barriers to walking/bicycling	10
Project fills a critical gap in the existing bike/ped network	10
Project readiness	10
TOTAL	55
Benefits to Other Investment Categories	
Project benefits high growth area needs	5
Project improves traffic conditions for transit users	5
Project improves daily traffic operations	5
TOTAL	15
Planning Factors	
Safety	7
Resiliency	5
Access/Connectivity	5
Impact on Vulnerable Populations	5
Impact on Cultural/Natural	5
Innovation	3
TOTAL	30
TOTAL	100

Updates:

- Remove: "Project has local support"
  - Local support was interpreted by TPC as whether local ROW owner supports project
  - Y/N question will be added to questionnaire
- Add: 5 points to "Project readiness"
  - 5 points for projected time to construction
  - 5 points for existing community and stakeholder engagement (subcommittee's interpretation of local support)

TASA C4P Timeline, Next Steps

July/August

- Develop program framework and materials
  - Questionnaire
  - Rubric
  - Other applicant materials (FAQs, presentations)

September/October

- Internal and TAC/TPC approvals as necessary
- FAQs, presentations to sponsors
- Coordination with TxDOT

Fall 2025 C4P Launch

Next Steps:

- Develop questionnaire and evaluation rubric
- Draft program framework


VI. Safe Routes to School Update


Brian D. Smith, II (H-GAC)
Pedestrian Bicycle Subcommittee
July 17, 2025

Regional Safe Routes to School

Program Update

- Literature review is published; findings were also shared with TAC and TPC
- SRTS non-infrastructure (NI) projects and programming will be funded through the Unified Planning Work Program (UPWP)
- Staff is accumulating a list of NI projects funded by other MPOs and State DOTs to project what H-GAC can fund

Regional Safe Routes to School

Non-Infrastructure Project Examples

Outreach & Activity Materials

- Ohio DOT awarded 2 districts $18,000 each for mailers, crossing guard equipment, yard signs, event planning, etc. (2024)
- Maricopa Association of Governments granted awards of $9,300-14,000 per school for SRTS Support Activities (2020)
- Oregon DOT awarded the City of Hillsboro $50k for staff trainings, community events and engagement efforts (2025)
- Colorado DOT awarded the City/County of Denver $67k to advance the culture of active transportation in Denver Public Schools (2021)

Studies

- Maricopa Association of Governments grants awards for school-level SRTS studies annually ($41,600/school in 2025)
- Maricopa Association of Governments granted $156K for Peoria Unified School District study (2023)
- NCTCOG awarded the City of Richardson $400k for city-wide SRTS planning (2025)
- Colorado DOT awarded the City/County of Denver $395K for Denver Public Schools SRTS Action Plan implementation (2023)

Regional Safe Routes to School

Next Steps

Inventory/Needs Assessment

- Inventory existing local programs
- Determine support needed
- Contacting/Interviewing other COGs, DOTs for best practices

Non-Infrastructure Program Framework

- Eligibility Criteria
- Award size
- Stakeholder coordination (Board/Committee/Coalition?)
- Develop program materials

Projected Launch Fall 2025 (soft alignment with TASA C4P)


VII. Local Ped/Bike Studies Update I


Qun Zhao (H-GAC)
Pedestrian Bicycle Subcommittee
July 17, 2025

Friendswood Active Transportation Plan

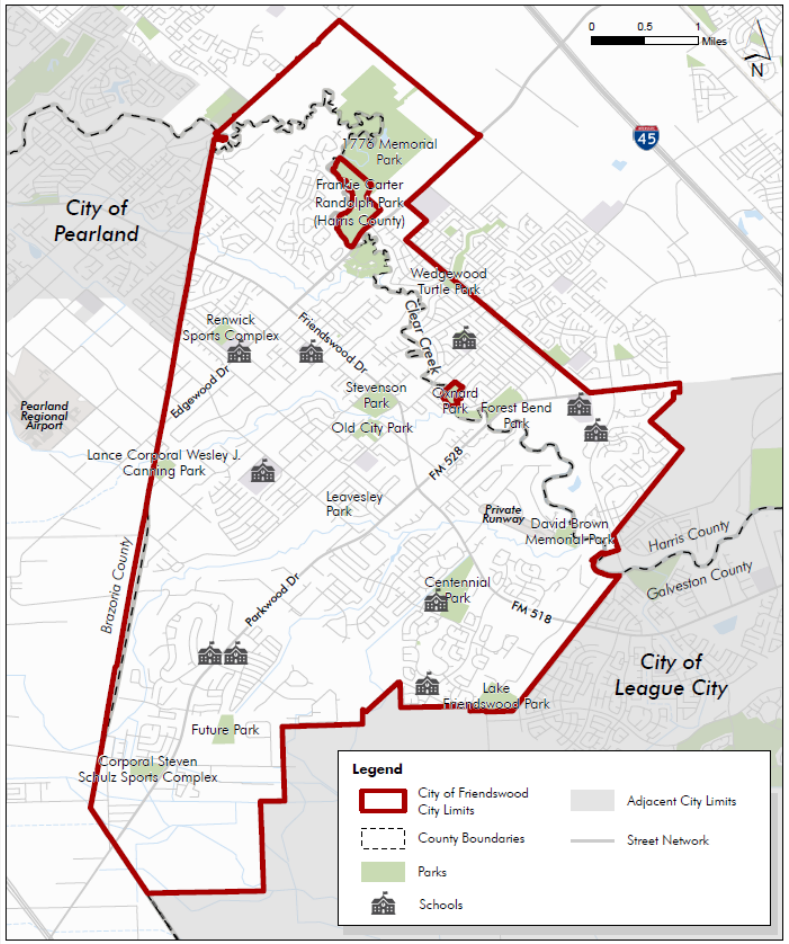
(*Formerly known as the Friendswood Trails Master Plan*)

Regional Collaboration • Transportation Planning • Multimodal Mobility

Houston-Galveston Area Council

Friendswood Active Transportation Plan

- Local Partner: City of Friendswood
- Kickoff: April 2025
- A 12-month study
- The study will:
  - Result in a citywide plan identifying where pedestrian & bicycle facilities are needed
  - Provide policy guidance and project recommendations to develop a citywide active transportation network including sidewalks, bikeways, and trails



Study Process

SUMMER 2025

- Data Gathering
- Existing Conditions Assessment
- Launch website and online survey
- Steering Committee Meeting #1
- Pop Up Event – July 4

FALL 2025

- Identify Potential Opportunities
- Gap Analysis
- Walk/Bike Audit
- Steering Committee Meeting #2
- Public Outreach Event #1

WINTER 2025/2026

- Develop Recommendations
- Steering Committee Meeting #3

SPRING 2026

- Refine and Prioritize Projects
- Public Outreach Event #2

Past Efforts Summary

- Steering Committee Meeting #1: June 23, 2025

- Pop Up Event: July 4, 2025

Next Steps

- Online Engagement – until August 15, 2025
- Stakeholder Meeting #1 – August/September 2025
- Steering Committee Meeting #2 – August/September 2025
- Public Outreach Event – Targeting September 2025
- Walk/Bike Audit

Scan the QR code to learn more about the study and complete the survey online.

Contact

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Planner
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Monique Johnson, AICP
Subregional Planning Manager
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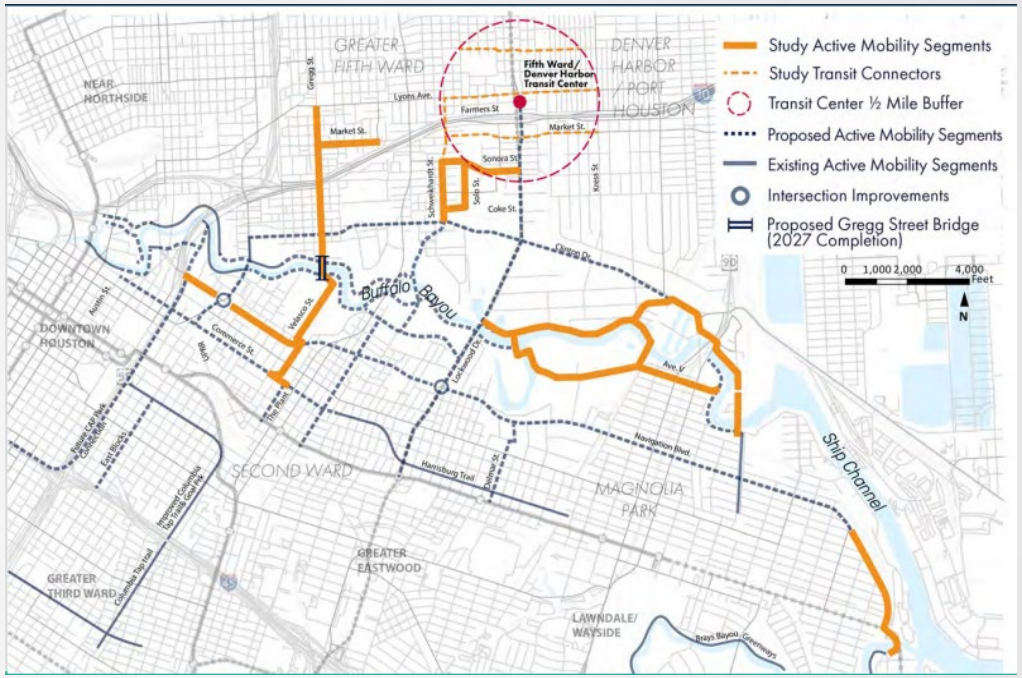
The Buffalo Bayou East Design Concept Study

Regional Collaboration • Transportation Planning • Multimodal Mobility

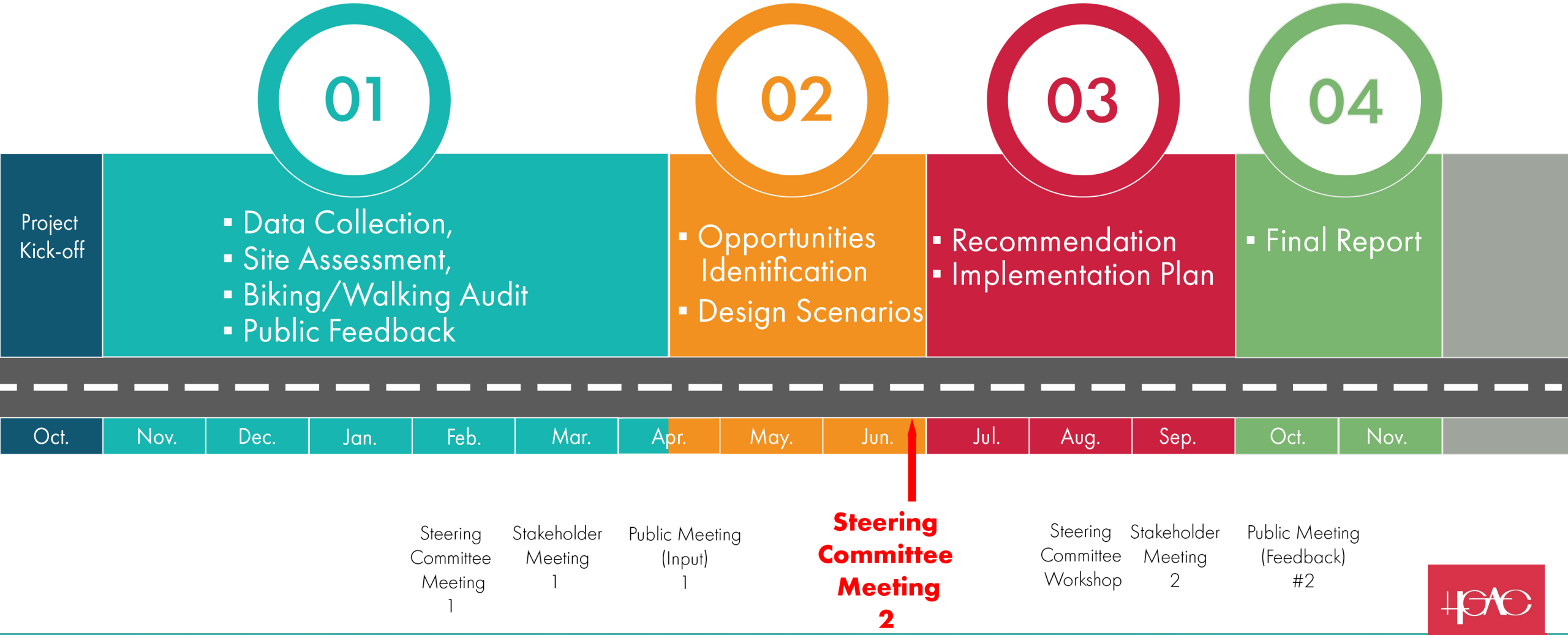
H-GAC
Houston-Galveston Area Council

Buffalo Bayou East Design Concept Study

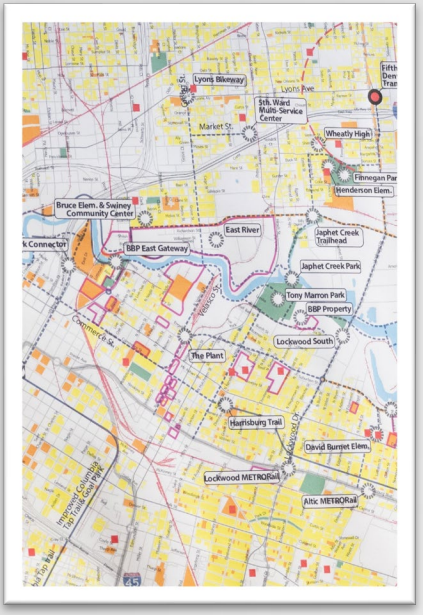
- Local Partner: Buffalo Bayou Partnership
- The study will:
  - Provide recommendations to connect neighborhoods north and south of the bayou to ongoing redevelopment projects and to destinations such as Japhet Creek Park and Tony Marron Park.
  - Highlight opportunities to enhance connectivity to the 5th Ward / Denver Harbor Transit Center near the intersection of Lyons Avenue and Lockwood Drive
- Anticipated completion: End of 2025

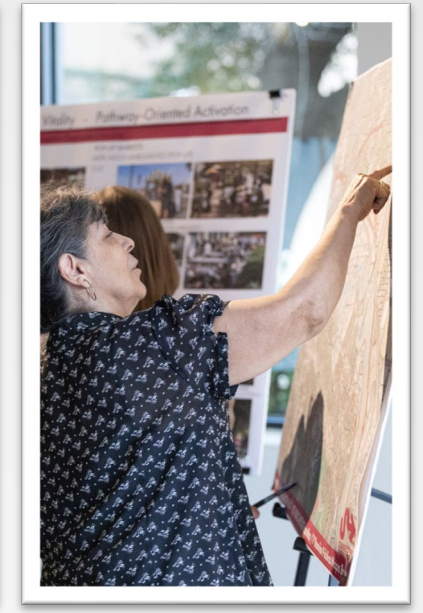


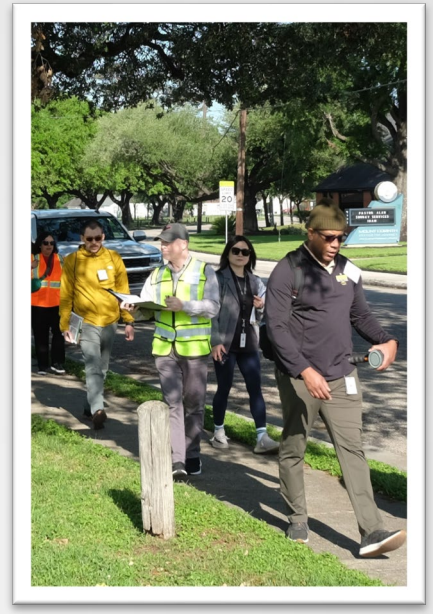
Study Process



Past Efforts Summary







Establish Context

Review existing conditions, prior studies, and data sources

Build Governance

Convene steering committee of agency partners for strategic guidance

Raise Awareness

Promote project goal and connect with residents in the field

Activate Community

Host meetings to gather early feedback from stakeholders and local voices

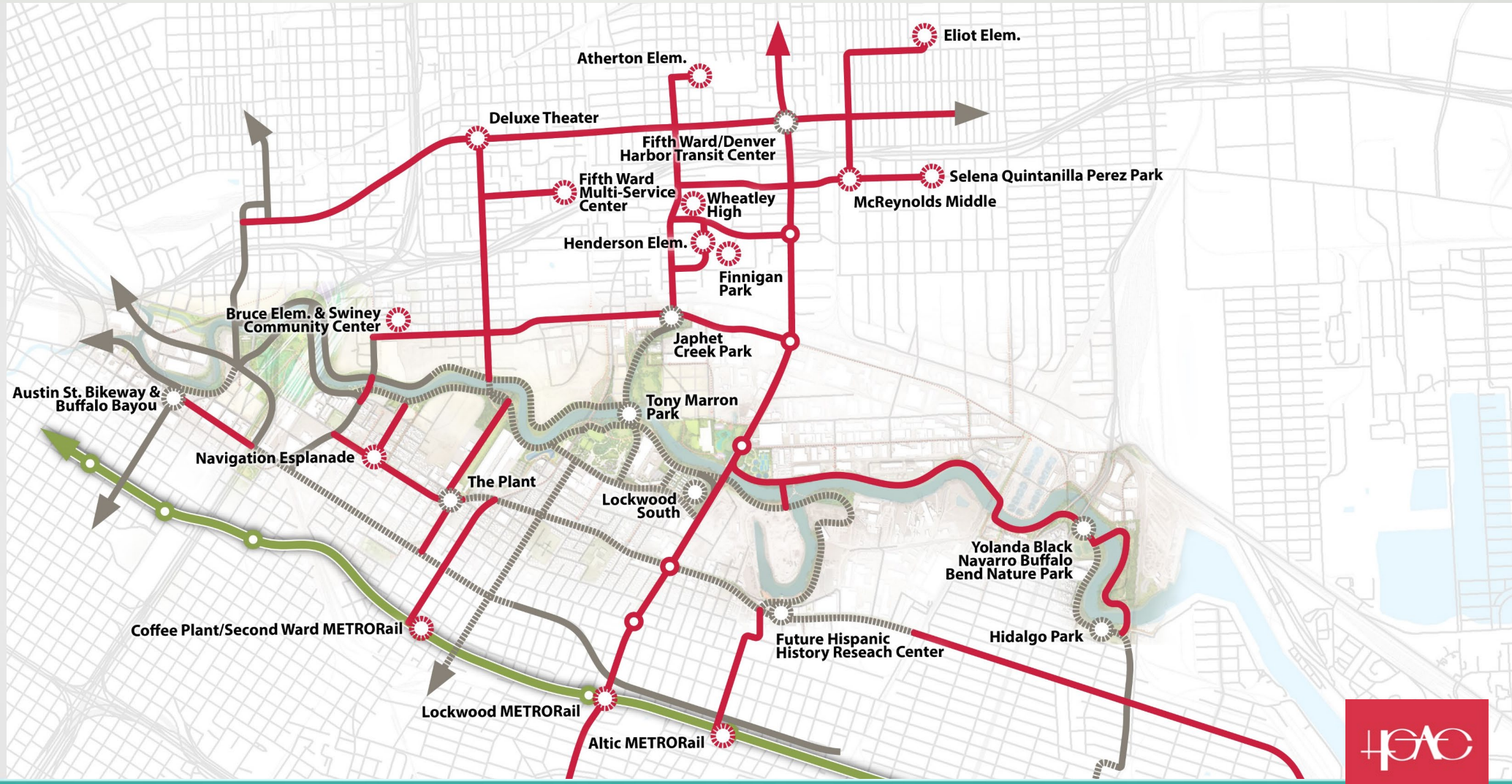
Ground-Truth Conditions

Conduct site audits along priority corridors to observe mobility challenges

Gather Insight

Collect and analyze surveys to understand lived experience and priorities

All Connectivity Opportunities



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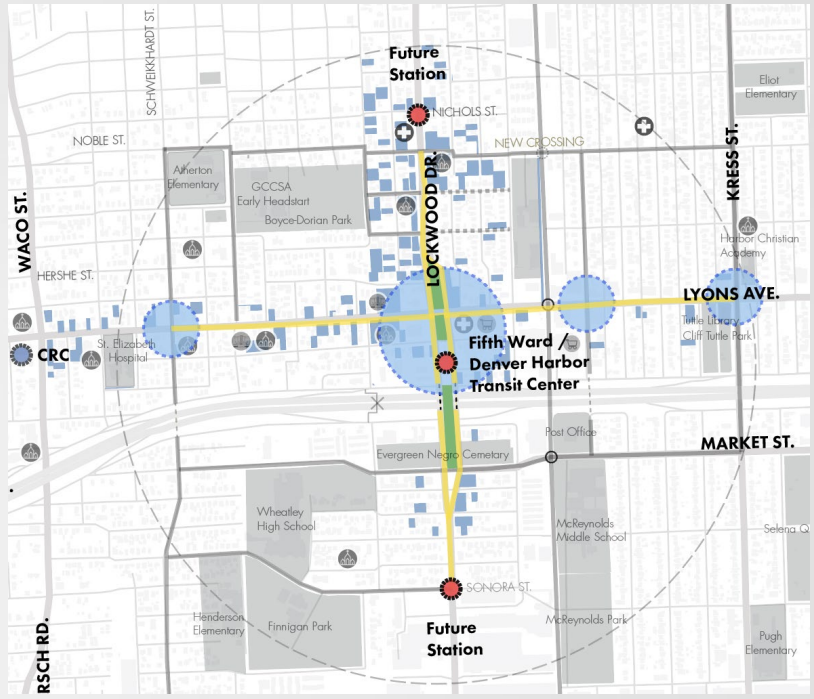
Houston-Galveston Area Council

TOD Scenarios

Scenario 1
Community Core & Central Gathering

Scenario 2
Dense Core & Community Gateway



Scenario 3
Lyons Activity Centers & Expanded Connectivity

Next Steps

- Continue engaging with key stakeholders
  - City of Houston
  - METRO
  - Fifth Ward
  - East End
- Steering Committee Workshop – August 28, 2025

Learn more at: https://engage.h-gac.com/buffalo-bayou-east-design-concept or simply scan the QR code.

Contact

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VIII. Local Ped/Bike Studies Update II


Caroline Bailey (H-GAC)
Pedestrian Bicycle Subcommittee
July 17, 2025

Regional Collaboration • Transportation Planning • Multimodal Mobility

Houston-Galveston Area Council

Washington Avenue Corridor Study

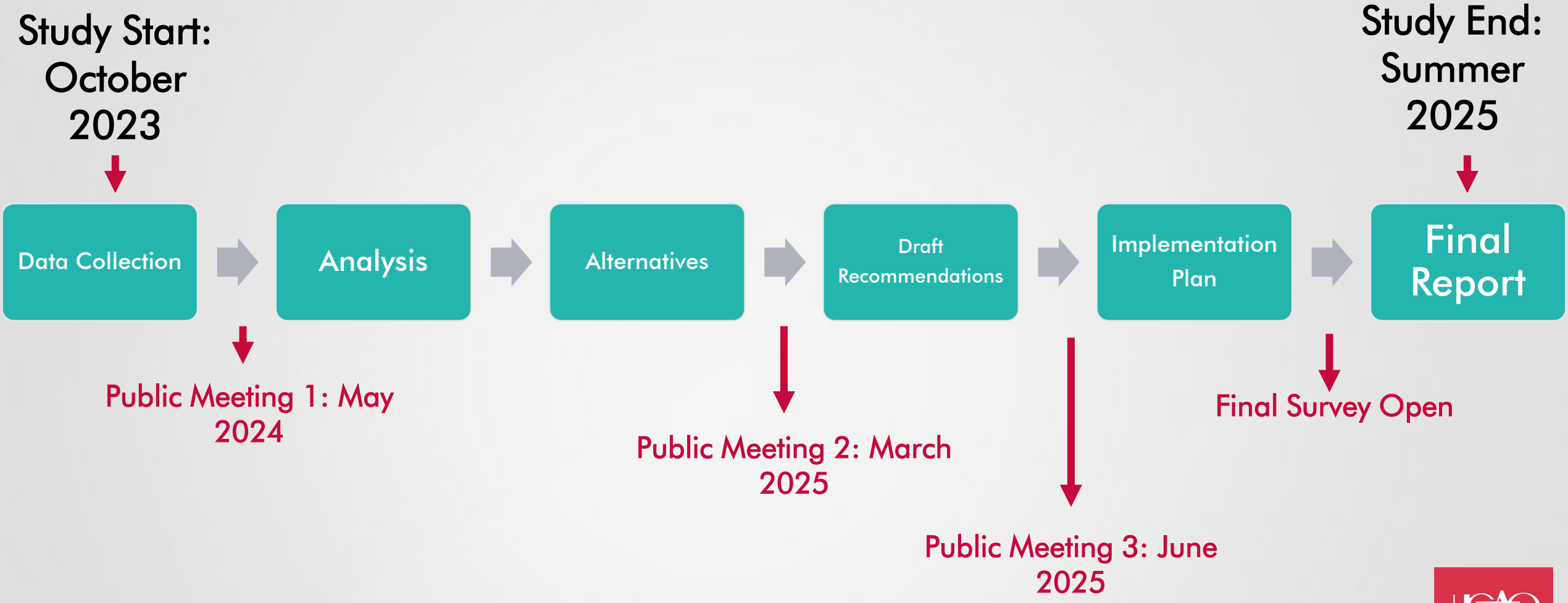
Regional Collaboration • Transportation Planning • Multimodal Mobility

H-GAC
Houston-Galveston Area Council

Washington Avenue Corridor Study

- **Local Partner: City of Houston**
- Study guides short and long-range transportation reinvestments.
- It will encourage development of multimodal transportation options, increase safety, improve traffic flow, reduce congestion, and improve air quality.
- The study will conclude with a prioritized list of recommended improvements and implementation strategy.
- Anticipated Completion: Summer 2025

Study Process



Past Efforts Summary

- Third and last in-person public meeting held June 23, 2025
- Community Preferred Vision and Baseline Constrained Alternative presented to the public
- Estimated 60~ attendees

COMMUNITY PREFERRED VISION

One vehicular lane plus center-running transit Downtown to Northwest Transit Center

This alternative has one vehicular lane with center-running light rail or bus rapid transit from downtown town to the roundabout. Northwest of the roundabout, there are two vehicle lanes. This alternative requires some land acquisition, especially at and around stations and vehicular level of service (LOS) is not maintained at present levels. A mid-term option for this alternative is to build center-running transit through Heights Blvd.

WASHINGTON AVENUE
Light Rail Transit

Advantages
- Higher ridership capacities
- Potentially greater economic impact
- Better rider approachability and wayfinding
- Connected to existing METRO Green and Purple lines with a one seat ride to East End, Third Ward, Downtown, Theater District, University of Houston

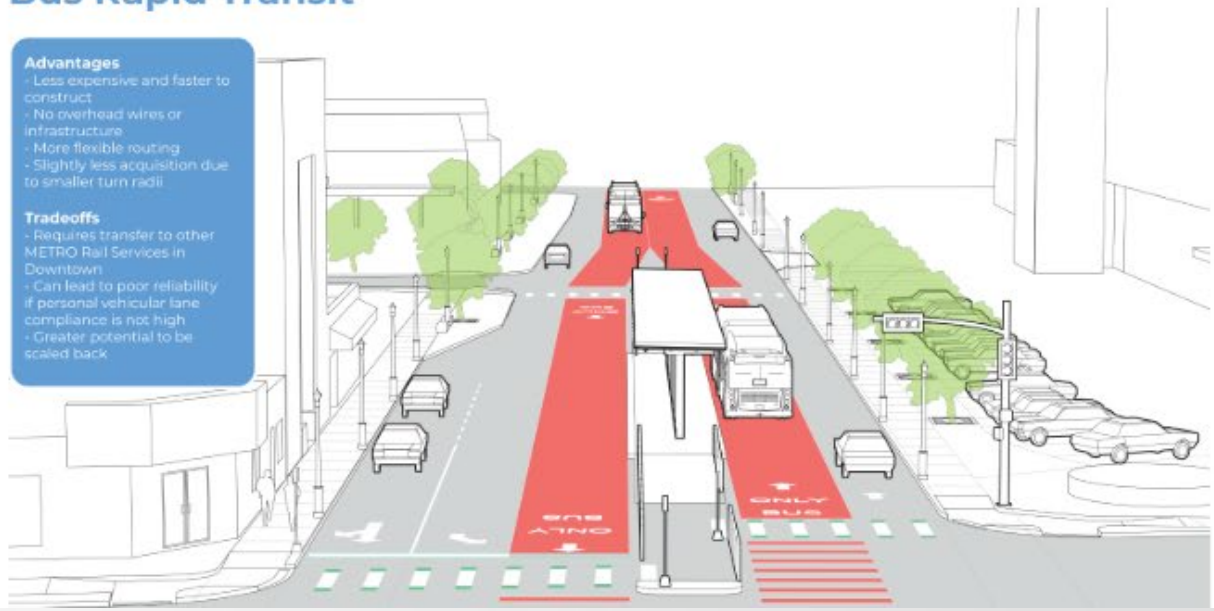
Tradeoffs
- Expensive to construct
- Longer construction timeline
- Requires slightly more space due to larger turn radii
- Additional overhead infrastructure

Example sections taken from the intersection of Heights and Washington

WASHINGTON AVENUE
Bus Rapid Transit

Advantages
- Less expensive and faster to construct
- No overhead wires or infrastructure
- More flexible routing
- Slightly less acquisition due to smaller turn radii

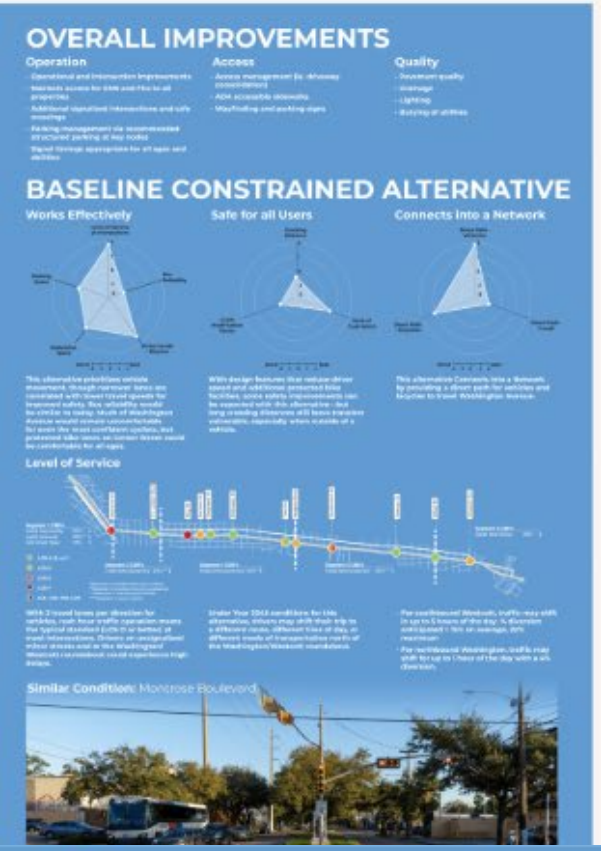
Tradeoffs
- Requires transfer to other METRO Rail Services in Downtown
- Can lead to poor reliability if personal vehicular lane compliance is not high
- Greater potential to be scaled back



BASELINE CONSTRAINED ALTERNATIVE

Two vehicular lanes each direction with a median and turn lanes

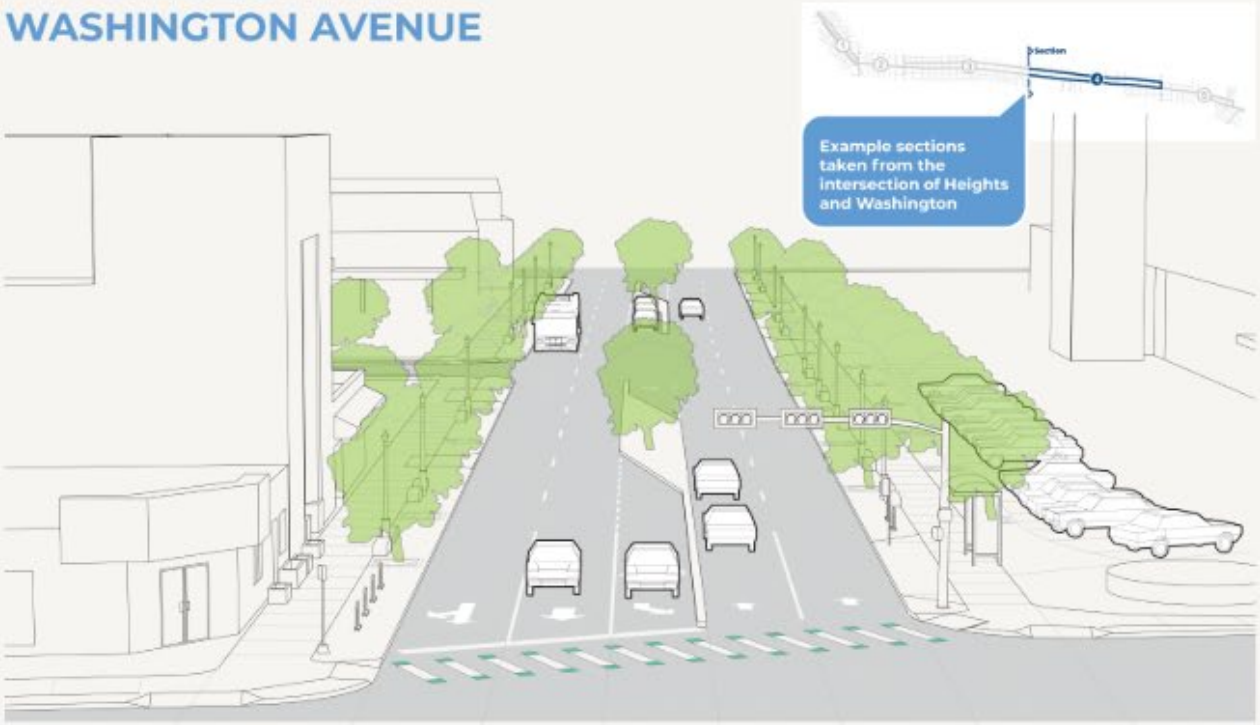
This alternative has vehicular lanes that are 11' on the curb and 10' in the center with medians where possible. It adds accessible sidewalks and street trees. It includes turn lanes at major intersections and medians with trees elsewhere. This option does not require any land acquisition and maintains traffic level of service (LOS) E or better at all major intersections.



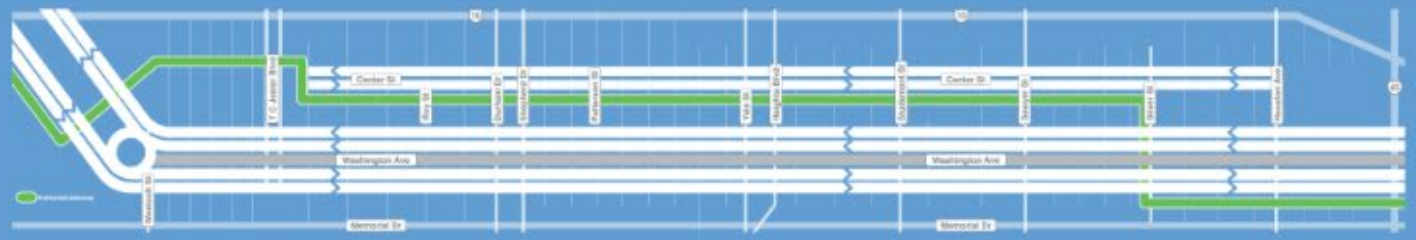
CENTER STREET

Intersection	Back of Curb 12'	Drive 10'	Drive 10'	Back of Curb 18'
Mid-block	Back of Curb 12'	Drive 10'	Drive 10'	Back of Curb 18'

WASHINGTON AVENUE



Intersection	Back of Curb 6' - 18' 6"	Travel Lane 11'	Travel Lane 10'	Median / Turn Lane 6' - 11'	Travel Lane 10'	Travel Lane 11'	Back of Curb 6' - 18' 6"
Mid-block	Back of Curb 6' - 18' 6"	Travel Lane 11'	Travel Lane 10'	Median / Turn Lane 6' - 11'	Travel Lane 10'	Travel Lane 11'	Back of Curb 6' - 18' 6"



Next Steps

- Survey on Short-Term Project Prioritization open to public until **July 28th**
- Survey located at: https://hzplanning.typeform.com/WACS-Short
- Presenting to Camp Logan Civic Club July 29th
- Finalizing recommendations and report

Contact

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Principal Planner
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Monique Johnson, AICP
Subregional Planning Manager
Monique.Johnson@h-gac.com

https://engage.h-gac.com/wacs


Memorial Drive Bicycle and Pedestrian Study


Regional Collaboration • Transportation Planning • Multimodal Mobility

H-GAC
Houston-Galveston Area Council

Memorial Drive Bicycle and Pedestrian Study

- Local Partner: Energy Corridor Management District
- Study will establish recommendations for improved multimodal infrastructure in the Energy Corridor District.
- Potential improvements include enhanced/new shared-use paths, intersection safety improvements, transit stop enhancements, improved landscaping, drainage upgrades, and improved connections to nearby destinations.
- Anticipated study completion: Fall 2025

Study Process

Study Start:
October 2024

Study End:
Fall 2025

Existing Conditions → Opportunity Analysis → Recommendations and Implementation → Final Report

Public Meeting 1:
February 2025

Public Meeting 2:
June 2025

Past Efforts Summary

- Second steering committee meeting held May 14th at Energy Corridor District Office
- Second public meeting held June 11th at Energy Corridor District Building
  - Estimated 30~ or more attendees

Alternatives

OPEN HOUSE #2

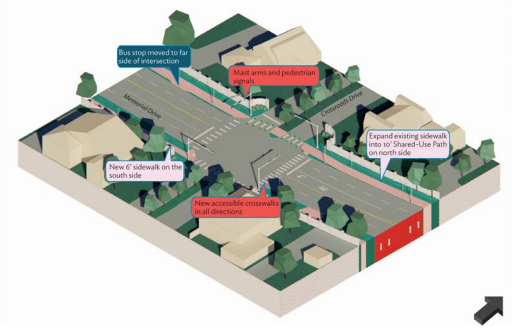
THE MEMORIAL DRIVE BICYCLE AND PEDESTRIAN STUDY

Memorial Drive at Crossroads Drive Options

Key
- Mobility Improvements
- Safety Improvements
- Transit Improvements
- Drainage Improvements
- Landscaping Improvements

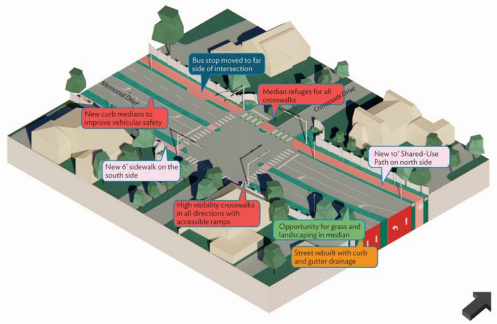
Retrofit

The retrofit option for Memorial Drive at Crossroads Drive adds a 10' shared-use path on the north side, allowing more space for people to walk, bike, and roll, and a new 6' sidewalk on the south side. The intersection will be updated with sturdy mast arms and pedestrian signals, wheelchair ramps, and high-visibility crosswalks. The existing open ditch drainage will remain.
Although a 10' shared-use path on the north side with a 6' sidewalk on the south side is preferred, there are additional options including two 6' sidewalks or one 6' sidewalk and 8' sidewalk.



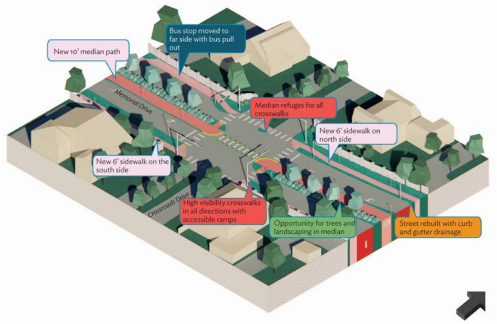
Reconstruction with 4 Lanes

The 4-lane reconstruction option for Memorial Drive at Crossroads Drive adds a 10' shared-use path on the north side and new 6' sidewalks on the south side. The intersection will be updated with sturdy mast arms with pedestrian signals, wheelchair ramps, and high-visibility crosswalks. The continuous center turn lane will be converted to dedicated turn lanes and raised medians with opportunities for landscaping. Additionally, the roadway will be updated from open ditch drainage to curb and gutter drainage.



Reconstruction with 2 Lanes

The 2-lane reconstruction option for Memorial Drive at Crossroads Drive transforms the 4-lane roadway to a 2-lane roadway with a 10' median shared-use path in the center. This option allows for 6' sidewalks on both sides of the roadway. In addition to an updated mast arm signalized intersection, there will be dedicated left turn lanes and bus pullouts to ensure the smooth flow of traffic. The roadway will be reconstructed from open ditch drainage to curb and gutter drainage. This option allows for more landscaping and trees.



OPEN HOUSE #2

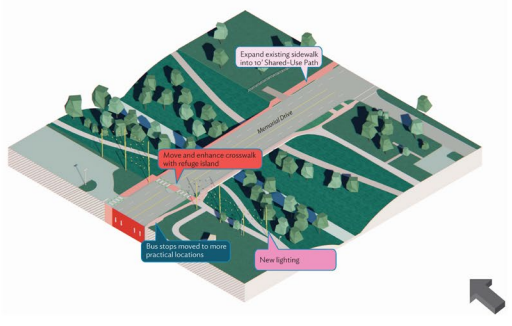
THE MEMORIAL DRIVE BICYCLE AND PEDESTRIAN STUDY

Memorial Drive at Terry Hershey Park Options

Key
- Mobility Improvements
- Safety Improvements
- Transit Improvements
- Drainage Improvements
- Landscaping Improvements
- Placemaking Improvements

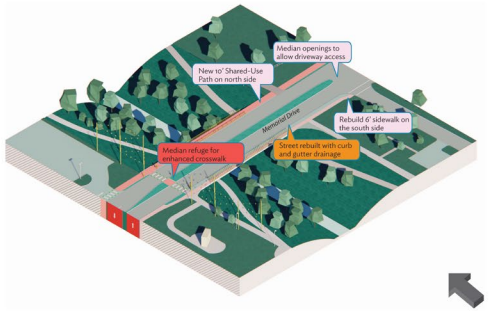
Retrofit

The retrofit option for Memorial Drive at Terry Hershey Park adds a 10' shared-use path on the north side and a new 6' sidewalk on the south side. An updated crossing at Terry Hershey Park provides a median refuge for safer crossings for pedestrians. Placemaking elements can be included such as enhanced lighting across Memorial Drive, supporting visibility of the Terry Hershey Trail entrances.
Although a 10' shared-use path on the north side with a 6' sidewalk on the south side is preferred, there are additional options including two 6' sidewalks or one 6' sidewalk and 8' sidewalk.



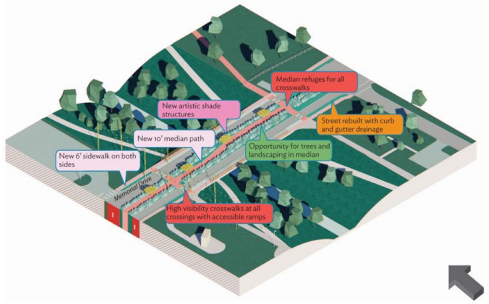
Reconstruction with 4 Lanes

The 4-lane reconstruction option for Memorial Drive at Terry Hershey Park adds a 10' shared-use path on the north side and a new 6' sidewalk on the south side. The pedestrian crossing will be enhanced with new crosswalk markings, signage, and a median refuge. The continuous center turn lane will be modified to a dedicated turn lane with raised medians and an opportunity for landscaping. Additionally, the open ditch drainage along the roadway will be reconstructed to curb and gutter drainage.



Reconstruction with 2 Lanes

The 2-lane reconstruction option for Memorial Drive at Terry Hershey Park transforms the 4-lane roadway to a 2-lane roadway with a 10' median shared-use path down the center. This option allows for 6' sidewalks on both sides of the roadway. The trail will tie into the Terry Hershey Park trails with 2 additional safe crossings. There will be dedicated left turn lanes and bus pullouts to ensure the smooth flow of traffic. The roadway will be reconstructed from open ditch drainage to curb and gutter drainage. This option allows for more landscaping, trees, shade structures, and placemaking.



OPEN HOUSE #2

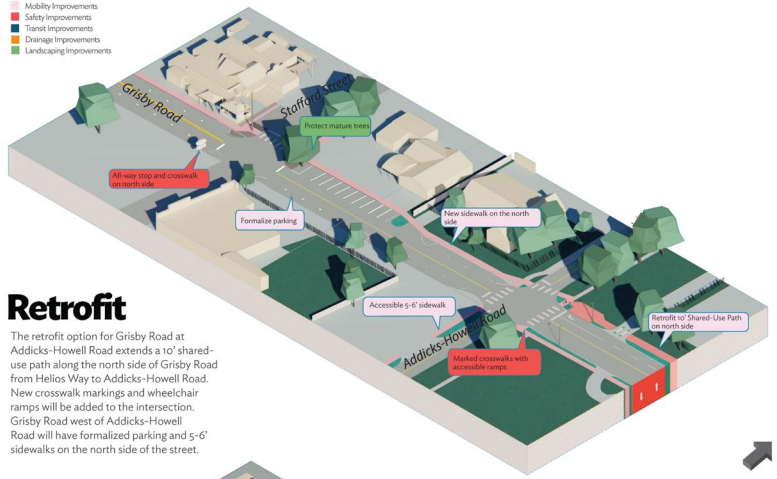
THE MEMORIAL DRIVE BICYCLE AND PEDESTRIAN STUDY

Grisby Road at Grisby Square Options

Key
- Mobility Improvements
- Safety Improvements
- Transit Improvements
- Drainage Improvements
- Landscaping Improvements

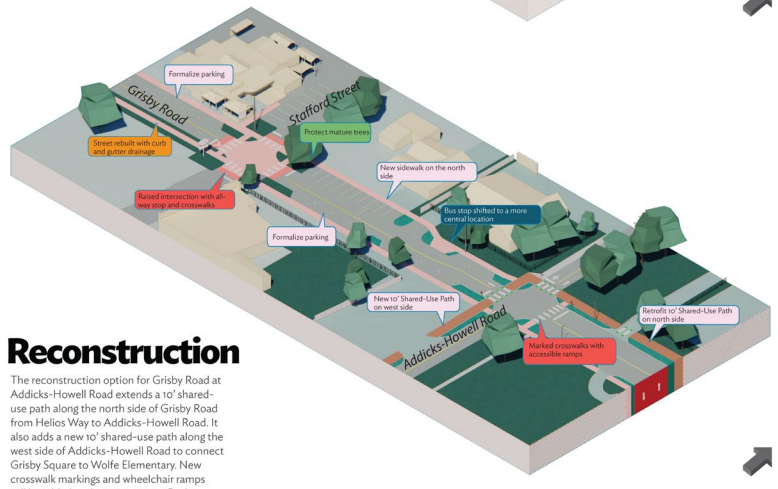
Retrofit

The retrofit option for Grisby Road at Addicks-Howell Road extends a 10' shared-use path along the north side of Grisby Road from Helios Way to Addicks-Howell Road. New crosswalk markings and wheelchair ramps will be added to the intersection. Grisby Road west of Addicks-Howell Road will have formalized parking and 5-6' sidewalks on the north side of the street.



Reconstruction

The reconstruction option for Grisby Road at Addicks-Howell Road extends a 10' shared-use path along the north side of Grisby Road from Helios Way to Addicks-Howell Road. It also adds a new 10' shared-use path along the west side of Addicks-Howell Road to connect Grisby Square to Wolfe Elementary. New crosswalk markings and wheelchair ramps will be added to the intersection. Grisby Road west of Addicks-Howell Road will have formalized parking and 5-6' sidewalks on both sides of the street.



Next Steps

- Finalize Opportunities Analysis
- Finalize Alternative and recommendations
- Hold third and last steering committee meeting in August 2025
- Finalize report

Contact

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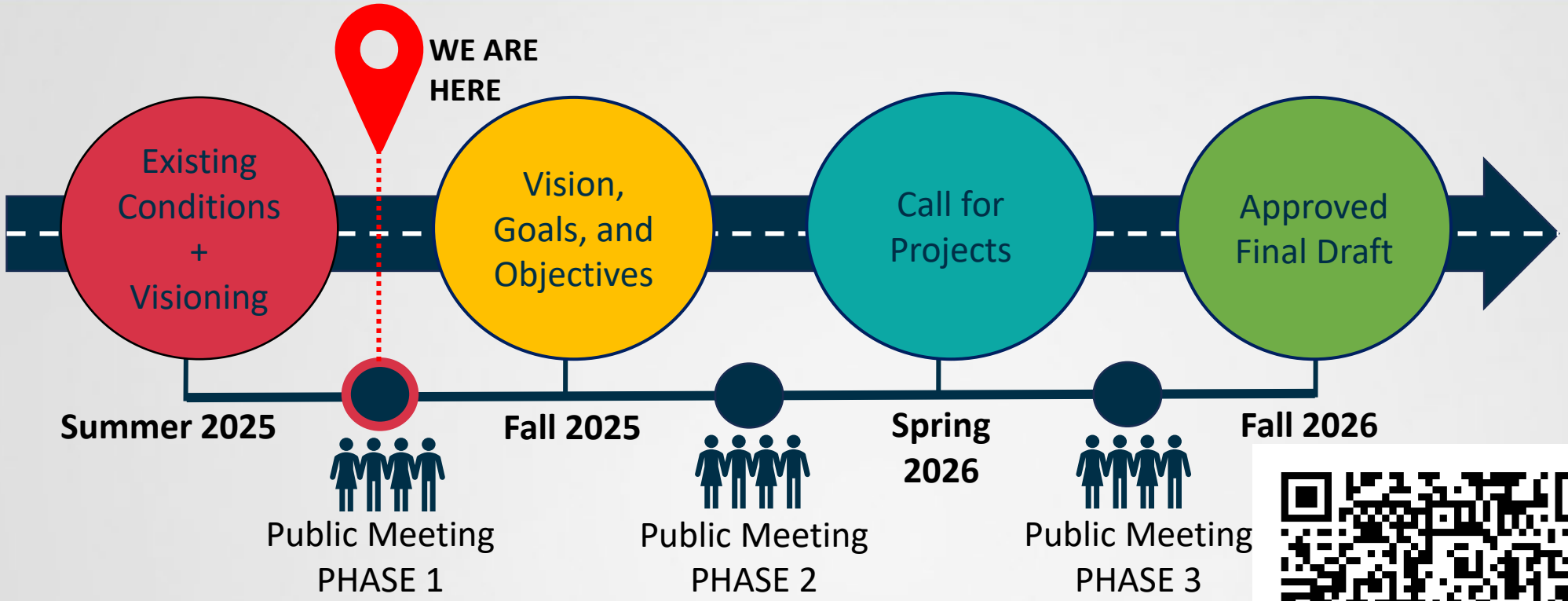
Susan Jaworski
Regional Multimodal Planning Manager
Susan.Jaworski@h-gac.com

https://engage.h-gac.com/memorial-drive-bike-ped-study

IX. Planned Ped/Bike Activities in the Region

Lisa Graiff (Houston Parks Board)
Pedestrian Bicycle Subcommittee
April 17, 2025

Regional Transportation Plan (RTP) Process



PUBLIC OUTREACH PHASE 1

- Survey + Public meeting boards
- Public meetings
- Partner Toolkit

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METROPOLITAN PLANNING ORGANIZATION

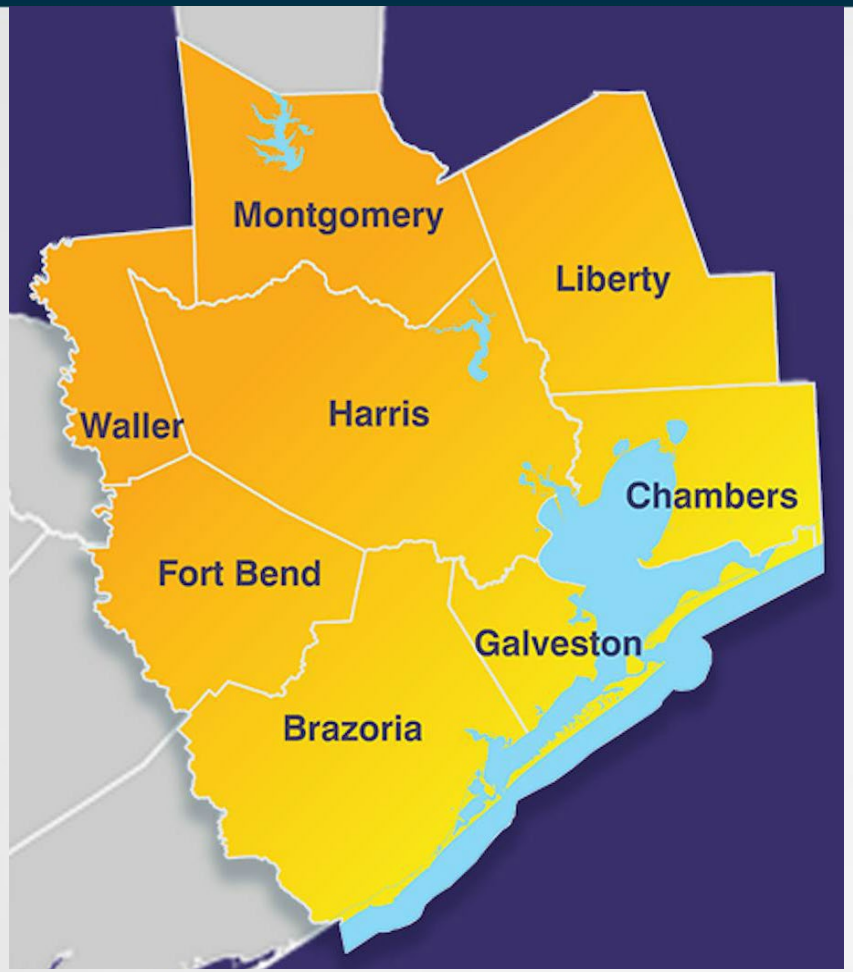
Public Meeting Locations

Liberty County
Thursday, July 10
Jack Hartel Building

Chambers County:
Tuesday, July 15
West Side Complex
Community Building

Waller County
Tuesday, July 22
Waller County
Courthouse Annex

Galveston County:
Thursday, July 24
North County Annex/
Mid County Annex



Virtual Only Meeting:
Tuesday August 12

Brazoria County
Tuesday, July 29
Brazoria County
Administration Building

Harris County
Thursday, July 31
H-GAC Office

Fort Bend County
Wednesday, August 6
Missouri City Library/
Gus George Academy

Montgomery County
Friday, August 8 /
Tuesday, August 12
(In-Person Only)
Shenandoah City Hall

Questions?

2050 Regional Transportation Plan

Principal Planner

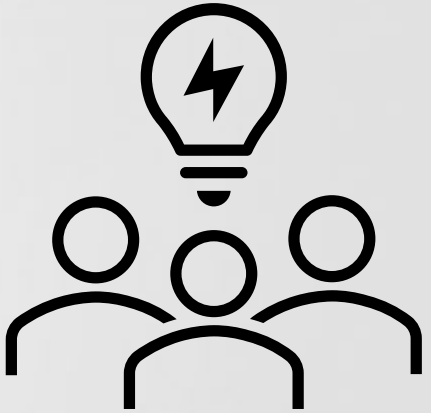
- Brandon Mosley
  - Email: Brandon.Mosley@h-gac.com
  - Phone: 713-993-4576

RTP Subcommittee Chair

- Brian P. Alcott, P.E.
  - Email: Brian.Alcott@hctra.org

X. Upcoming Meetings

- Next Quarterly Ped/Bike Subcommittee Meeting
  - Thursday, October 16th at 9:30 a.m. – Hybrid Event



XI. Adjourn