



Gulfton Pedestrian & Bicyclist Special District Study

*Prepared for the Houston-Galveston Area Council (HGAC)
by Knudson & Associates, in association with LSA Associates, Inc.
and Infrastructure Associates*

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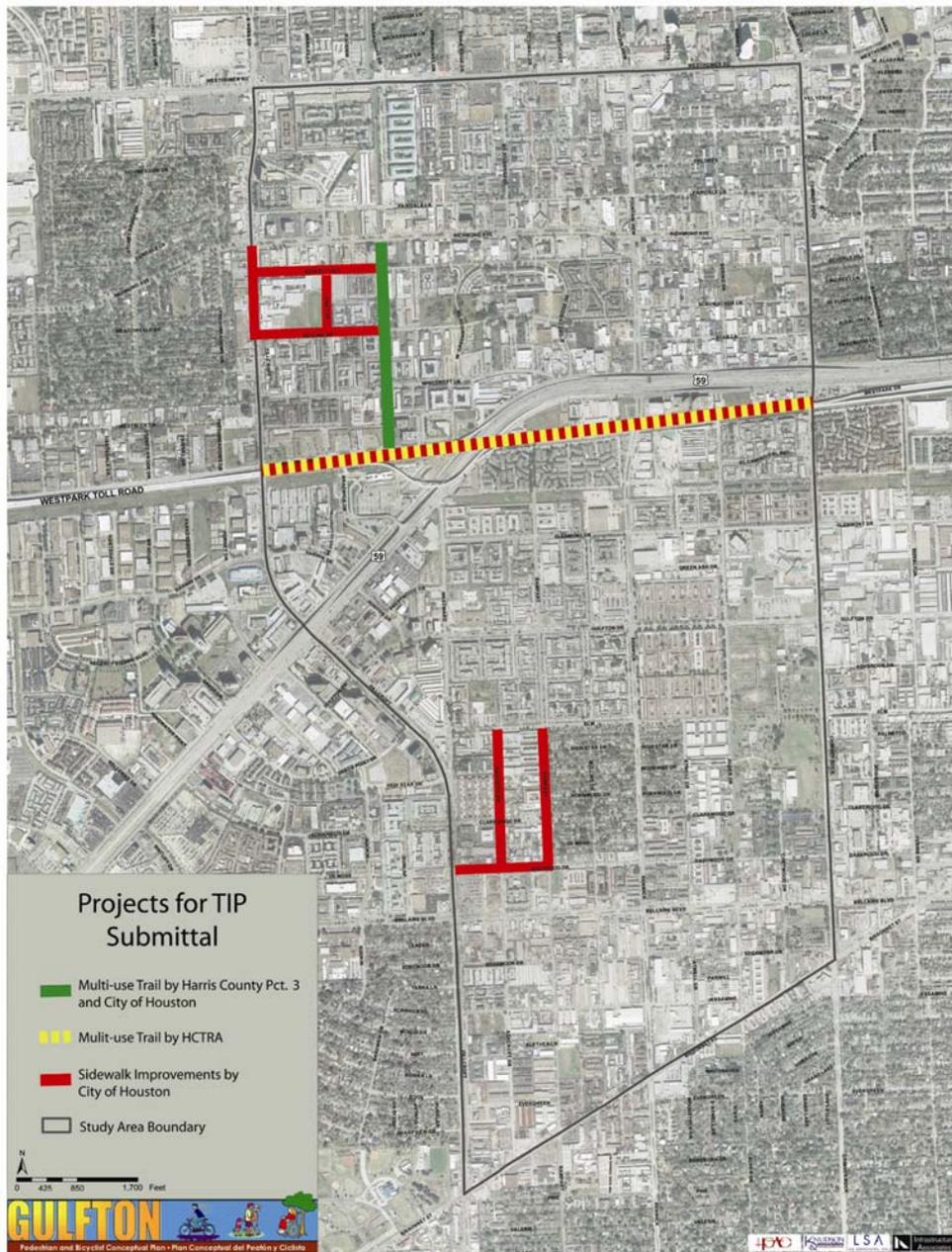
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1. Executive Summary

The Gulfton special district, comprised of the Gulfton and Woodlake/Briar Meadow areas, was identified by the Houston-Galveston Area Council (H-GAC) as a top candidate for strategic investment of pedestrian and bicycle facilities. The study area is bounded by Bissonnet to the south, Westheimer to the north, Hillcroft to the west, and Chimney Rock to the east.

This study assesses the needs of this district and provides potential solutions to improve pedestrian and bicyclist mobility in the Gulfton area. The study area and priority projects recommended by this study are shown below:



The study's approach included developing potential project sponsors, assessing the area's issues and needs through discussions with the community, public agencies/elected officials, data collection and analysis, preparing a draft conceptual plan for feedback, identifying priority projects, and preparing priority projects for funding and implementation. A summary of the approach is shown in the accompanying diagram. The four key tasks were:

1. Develop Potential Project Sponsors
2. Needs Assessment
3. Develop Conceptual Plan
4. Develop RTP/TIP Submittal

H-GAC took the lead in developing potential project sponsors. This task involved discussions with a variety of groups, agencies, and elected officials. A number of potential opportunities began to emerge during the course of the study and H-GAC plans to continue to work with any and all potential sponsors to implement priority improvements.



The needs assessment focused on gathering information about and from the community. General information about the Gulfton area was gleaned from demographic, land use, vehicular crash, traffic volume, transit route, bike plan, and other data sources. More locally specific information was received from a series of public workshops. A bilingual website and questionnaire were developed in order to reach as many members of the community as possible.



The analysis of the existing pedestrian and bicyclist conditions generally focused on five key issues:

- Directness – does the network provide the shortest possible route?
- Continuity – is the network free from gaps and barriers?
- Street Crossings – can the pedestrian safely cross streets?



- Visual Interest and Amenities – is the environment attractive and comfortable?
- Safety and Security – is the environment secure, well lit, and free from accidents?

The Gulfton area is lacking in all of these areas. Other key findings from the needs assessment include:

- The community has a large disadvantaged population
- The area is the most densely populated area in the City of Houston
- US 59/Southwest Freeway and the Westpark Tollway create major barriers within the neighborhood
- North/south movement in the district is difficult, although very important
- Many streets create large hazards to the pedestrians and bicyclists
- The streets on which residents can travel are not calm, pedestrian- or bike-friendly streets
- US 59/Southwest Freeway and the Westpark Tollway have not been developed with pedestrian or bicycle accommodation in mind



The third task of the study was to develop a conceptual plan for pedestrian and bicyclist improvements. The conceptual plan, based on the needs assessment and stakeholder and community involvement in particular, was developed with long term needs and desires in mind. It included a variety of projects including sidewalks, on-street facilities, multi-use trails, pedestrian/bicyclist crossings, intersection improvements, traffic signals, and street lighting.



High priority projects with possible sponsorship were identified for review with the community, public agencies and elected officials. The high priority projects were identified based on one or more of the following conditions being met:

- There is a champion to support the proposed improvement
- The improvements can be accommodated within existing maintenance budgets
- The improvements were already programmed or being programmed

Further analysis of the high priority projects identified those projects with the greatest opportunities for short term implementation. These projects form the basis for Regional Transportation Plan/Transportation Improvement Program (RTP/TIP) submittal.



Projects recommended for funding include an air quality benefits analysis and preliminary cost estimate of the identified improvements. The improvements identified for inclusion in the RTP/TIP are:

- Multi-use trail along the south side of the Westpark Tollway
- Multi-use trail along the Harris County Flood Control District drainage ditch
- Sidewalk improvements along the north side of Westpark Drive
- Sidewalk improvements in the vicinity of Lee High School (Hillcroft, Skyline, Beverly Hill, Unity)
- Sidewalk improvements along Dashwood, Ashcroft and Rampart

Implementation of these projects is estimated to result in a 1.6kg/day reduction of VOCs and a 3.3kg/day reduction of NOx. The improvements are estimated to cost approximately \$2.19 million, with the individual project cost estimates are summarized below.

Priority Projects Recommended

Pedestrian and Bicyclist Improvements	Estimated Cost
10-foot Multi-Use Trail along the south side of Westpark Dr	\$221,285
8-10-foot Multi-Use Trail along the east side of Drainage Ditch	\$290,406
5-foot Sidewalk along the north side of Westpark	\$599,440
5-foot sidewalk along both sides of Beverly Hill, Skyline, Unity, and along Hillcroft	\$421,491
5-foot sidewalk along both sides of Dashwood, Ashcroft, and Rampart	\$655,595
Total	\$2,188,217

2. Introduction

The Gulfton and Woodlake/Briar Meadow areas of Houston are top candidate districts for strategic investment in pedestrian and bicycle facilities in the 8-county Houston-Galveston metropolitan area, as identified by the Houston-Galveston Area Council (H-GAC) in a 2004 study.¹ In May 2005, H-GAC selected the Knudson Team to conduct a pedestrian and bicycle district study of the Gulfton and Woodlake/Briar Meadow area (collectively called “Gulfton”). The Knudson Team is comprised of Knudson & Associates, LSA Associates, and Infrastructure Associates.

The Gulfton area is unique in terms of the travel behavior of the residents and their socio-demographic characteristics. Unlike most other areas of Houston, the streets and sidewalks are teeming with pedestrian and bicyclist activity, day and night, 7 days a week. People can be found walking, pushing strollers and carts, and riding bikes throughout the area.



For many people in Gulfton, walking and cycling are their main means of transportation, since a high percentage of households (16%) do not own a car. The Gulfton study area is about 3.4 square miles in size, with a population density of about 17,500 people per square mile, making this the densest neighborhood in Houston. It is much more dense than the City of Houston as a whole (at 3,477).² Gulfton has been identified as a “crash hot spot” by H-GAC. All of these

factors combine to make it an appropriate area for investment in pedestrian and bicycle facilities.

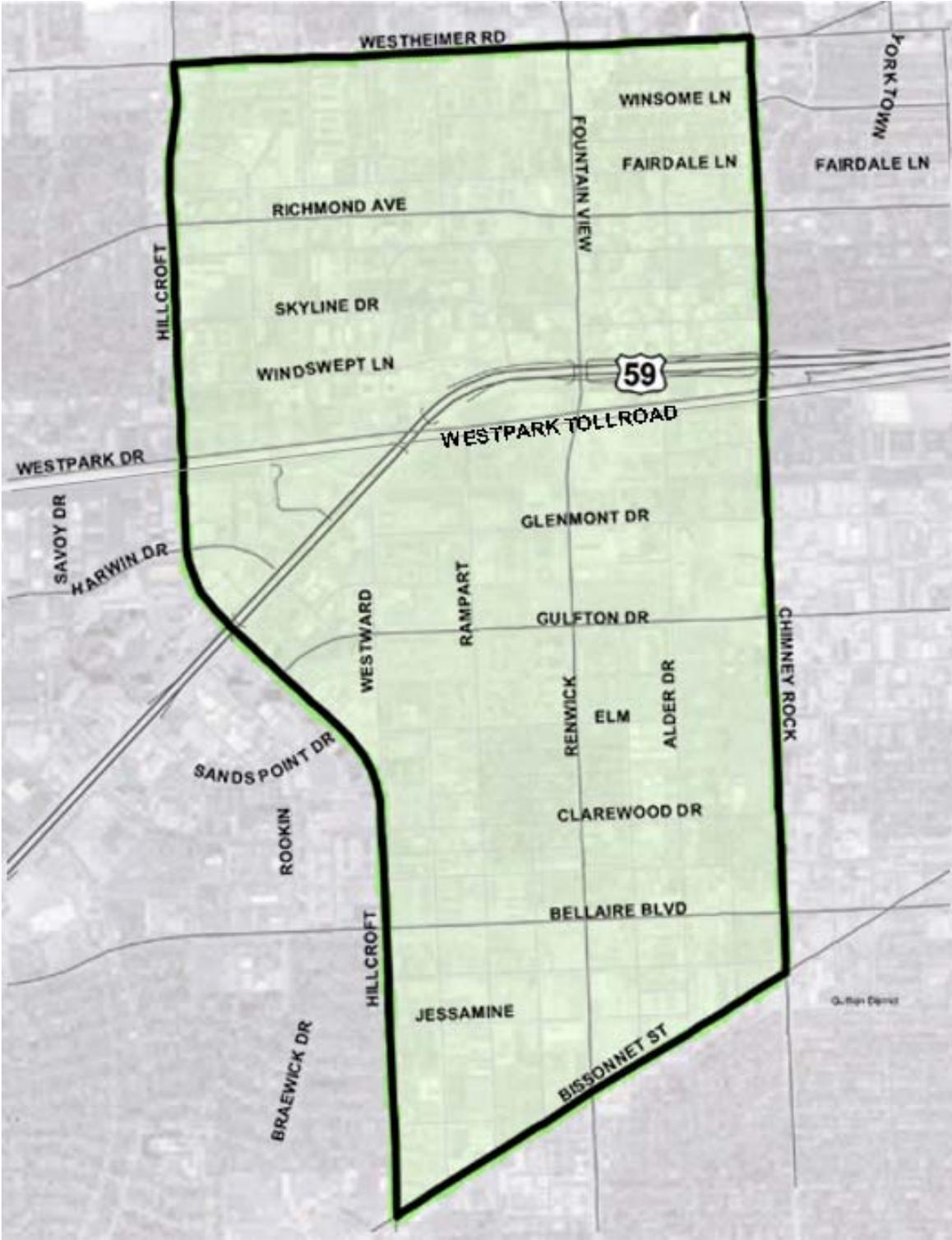


The following sections provide an overview of the approach used by the Knudson Team for the study, the results of the needs assessment (including input received from the community and analysis of additional data), and the short-, medium-, and long-term planning solutions for improving pedestrian and bicycle mobility in the Gulfton area.

¹ Houston-Galveston Area Council, Pedestrian and Bicycle Special Districts Study Phase I Documentation, conducted by Walter P. Moore and Associates, Inc, in association with Lorin Gaertner, Gulf Coast Institute, Euclid Studio, Transight, LLC, and Walkable Communities, Inc., October 2004.

² Superneighborhood 27: A Brief History of Change, University of Houston Community Design Resource Center, 2005, and Texas 2000 Summary Population and Housing Characteristics, US Census Bureau, Issued, October 2002.

Exhibit 1: Gulfton Study Area



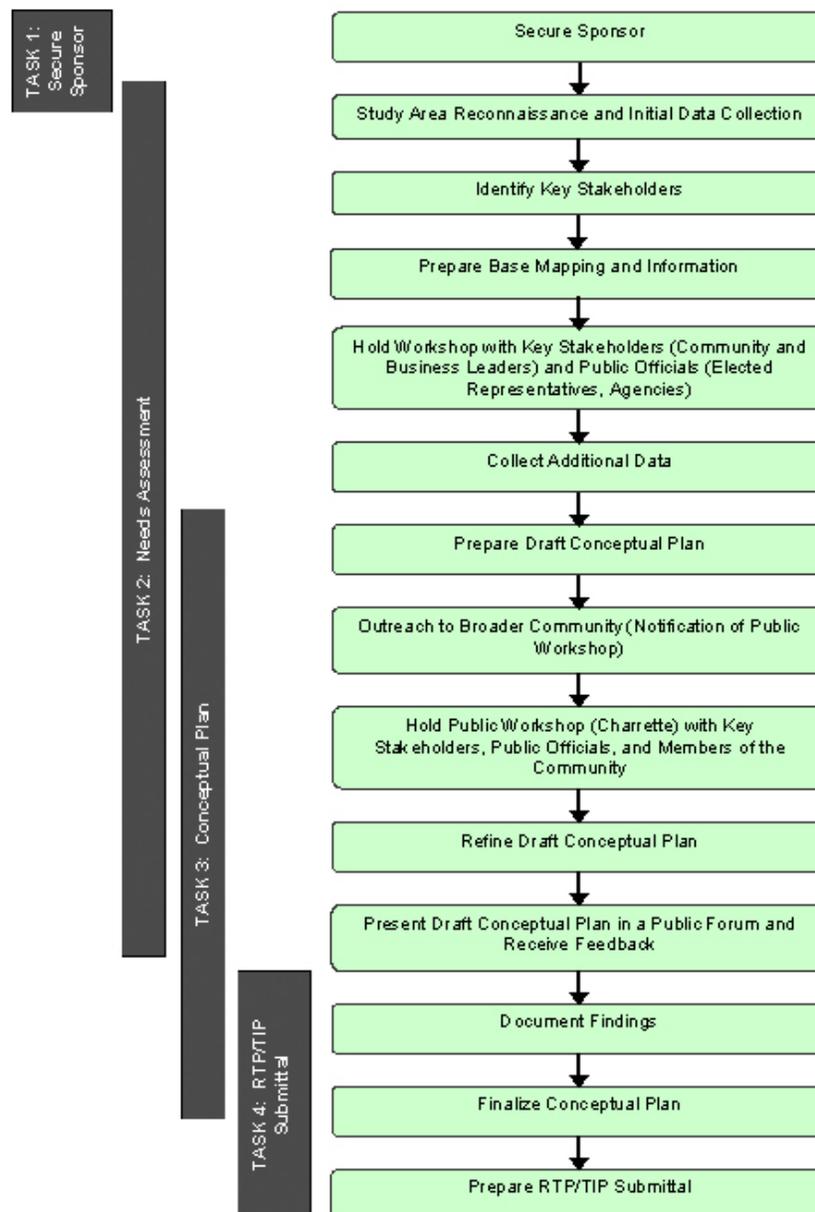
3. Approach

The scope of work for the study identified the following tasks:

1. Secure Sponsor Commitment for Pedestrian-Bicycle Project
2. Needs Assessment
3. Develop Conceptual Plan
4. Develop RTP/TIP Submittal

The following chart provides an overview of the general approach used by the Knudson Team to accomplish these tasks; a summary discussion follows.

Exhibit 2: Approach



❖ Task 1: Developing Potential Sponsors for Pedestrian-Bicycle Projects

H-GAC took the lead in developing potential project sponsors. Through discussions with the City of Houston Councilmembers Mark Goldberg and M.J. Khan, Texas State Representative Scott Hochberg, City of Houston Public Works and Engineering, Harris County Commissioner Steve Radack and Harris County Precinct 3 staff, Harris County Public Infrastructure, Harris County Tollroad Authority, and the Texas Department of Transportation/West Area Office, a number of potential project ideas and sponsorship opportunities began to emerge. H-GAC plans to continue to work with all potential sponsors to implement the short term improvements, as well as some of the longer term improvements, being proposed as part of this study.

❖ Task 2: Needs Assessment

This task was divided into two sub-tasks:

- Assessing the needs in the Gulfton area through information obtained from elected officials, public agencies, community residents and other community stakeholders.
- Assessing the needs through data collection and analysis performed by the Knudson Team.



Workshops were held with elected officials/public agencies and community stakeholders/residents at three key milestones in the study process. The input gathered at these workshops was supplemented by collecting and analyzing data about crashes, community demographics, land use, destinations and barriers, and existing pedestrian, bicycle and transit facilities.

The needs assessment generally focused on five key areas:

- Directness – does the network provide the shortest possible route?
- Continuity – is the network free from gaps and barriers?
- Street Crossings – can the pedestrian safely cross streets?
- Visual Interest and Amenities – is the environment attractive and comfortable?
- Safety and Security – is the environment secure, well lit, and free from accidents?



The findings from the Needs Assessment task are provided in Section 4 of this document. Additional documentation from community involvement is provided in the Appendices.

❖ **Task 3: Develop Conceptual Plan**

The Knudson Team prepared a conceptual plan for pedestrian and bicyclist improvements that would address the needs in the Gulfton area, as identified in Task 2. The conceptual plan that emerged provides ideas for long term implementation, since the needs that have been identified are quite substantial.

The conceptual plan also helped to provide a platform for discussions with the potential sponsors, and to help generate interest from public agencies to focus maintenance dollars and planning initiatives.



The full slate of potential improvements in the conceptual plan was narrowed down to focus on medium-term and short-term potential improvements, in order to help prioritize the needed improvements based on potential sponsor/public agency interest and ease of implementation.

The conceptual plan is outlined in Section 5.

❖ **Task 4: Develop RTP/TIP Submittal**

The RTP/TIP Submittal was prepared based on the short-term improvements identified in Task 3. The submittal prepared as part of this study is included as Appendix A



4. Needs Assessment

An assessment of the needs in the Gulfton area was carried out by holding a series of workshops with the community and public agencies/elected officials and by collecting and analyzing a variety of supporting data.

4.1 Community Involvement

The input gathered through the community involvement process was fundamental for the development of the Conceptual Plan as it went through a series of renditions through to the identification of priorities and the development of the RTP/TIP submittal. Community workshops were held at three key milestones in the study process. At each milestone, two separate workshops were held – one with public agencies and elected officials, and one with community stakeholders, local residents and businesses. Questionnaires were distributed to the community at the workshop and were also available on the project website.

Community workshops were held in June, August and September, 2005. The purpose of the first set of workshops was to gather information about what is important to the community about walking and cycling in the area, and what improvements would be most beneficial to the community in order to improve safety and provide better mobility for pedestrians and cyclists. The second set of workshops focused on discussion of the draft Conceptual Plan. The third and final set of workshops reviewed the priorities for the proposed improvements.



In summary, the main issues raised by the community dealt with issues of safety and security, a general lack of pedestrian and bicycle accommodation as part of the transportation system, and the low level of maintenance for the existing sidewalk and road system. The ability of people in the Gulfton area to travel on foot, by bike and by public transit is critical to the day-to-day activities of the residents. Walking and cycling is a main means of transportation in this area, not merely a recreational activity. This is in keeping with the socio-demographic characteristics of the area which are discussed in the next section.

The north-south linkages are very important to the community although US 59/Southwest Freeway and the Westpark Tollway act as barriers for people who are walking and cycling. There are only three points of north-south access in this area – at Hillcroft, at Fountain View/Renwick, and at Chimney Rock – none of which respond adequately to the needs to pedestrians and bicyclist.

Full documentation of the community involvement process is provided in the Appendices.

4.2 Additional Data Collection and Analysis

In addition to input received from the community stakeholders, public agencies, and elected officials, the Knudson Team analyzed the study area through filters of various data sets, and through aerial photo interpretation and field observation. The data sets were mapped using Geographic Information System (GIS) applications. Doing so provided insight into the trends and issues facing the community by allowing the data to be shown spatially across the study area.

The following data was collected and analyzed for this study:

- 2004 aerial photos
- 2000 Census Data
- Existing land use
- Destinations
- Barriers
- H-GAC pedestrian and bicycle crash data
- City of Houston Bikeway Plan
- Existing and proposed public transit
- 2005 and 2025 traffic volumes
- City of Houston Council Districts and Capital Improvement Plan

The following provides the results of the data analysis. Exhibits showing the data are also included.

4.2.1 Findings from the 2004 Study

The following observations of the Gulfton and Woodlake Briar Meadow areas were noted during H-GAC’s 2004 study conducted by the Walter P. Moore team:

- ❖ Gulfton Observations (area located generally south of the Westpark Tollway):
 - Long blocks and vast apartment complexes with controlled access limit safe crossings
 - Wide public rights of way with ditches could be reconstructed with wide sidewalks
 - Wide and continuous sidewalks are needed along busy streets
 - Gateways and openings from private property to public sidewalks dictate the desire lines
 - Obstructions in sidewalks such as METRO bus shelters conflict with walking
 - Pedestrian bulb-outs at intersections can reduce the distance crossing street
 - Median refuge is needed in busy streets to provide pedestrian protection and refuge, especially for strong crossing “desire line” near markets



- Control measures such as crossing guards at school zones and pedestrian-actuated traffic signals are needed at crossings with high traffic volume
- Corner ramps are needed where missing to meet ADA guidelines
- Drainage ditches and gutters along curbing area are barriers to meeting ADA guidelines at street corners
- Mid-block crossings are needed where blocks are longer than 500'



❖ Woodlake/Briar Meadow Observations (area located generally north of the Westpark Tollway):

- Long blocks and vast apartment complexes with controlled access limit safe crossings
- Narrow sidewalks prohibit groups of two or more from walking side by side
- Wide and continuous sidewalks are needed along busy streets
- Sidewalks are missing in areas where it is unsafe to walk in the street
- Obstructions in sidewalks such as METRO bus shelters conflict with walking
- Pedestrian bulb-outs at intersections can reduce the distance crossing street
- Median refuge is needed in busy streets to provide pedestrian protection and refuge



- Control measures such as crossing guards at school zones and pedestrian-actuated traffic signals are needed at crossings with high traffic volume
- Corner ramps are needed where missing to meet ADA guidelines
- Drainage ditches and gutters along curbing are barriers to meeting ADA guidelines at street corners
- Mid-block crossings are needed where blocks are longer than 500'

4.2.2 Demographic & Socioeconomic Characteristics

The population of the Gulfton area is primarily of Hispanic origin with low income levels and high levels of poverty. The area faces many of the same issues common to inner-city neighborhoods across the country.

The 2000 Census data reports that there are about 60,000 people living in the study area,¹ with the population being largely Hispanic (66%), as compared to 37% in Houston and 29% in the larger consolidated metropolitan statistical area (CMSA).



¹ An issue in the Gulfton District is that the Census data may under-represent the current population. Some community organizations calculate that the under-representation may be as high as 50%.

The Gulfton study area is about 3.4 square miles in size, with a population density of about 17,500 people per square mile, making this the densest neighborhood in Houston. It is much more dense than the City of Houston as a whole (at 3,477).²



In Gulfton, 55% of the population is foreign-born, compared to 26% in Houston and 19% in the CMSA. Perhaps not surprisingly, 27% of the population is ‘linguistically isolated’ and does not speak English. This is a higher percentage than exists in Houston (10%) and the CMSA (7%).

The median household income in the area is \$26,878, lower than both Houston (\$36,616) and the CMSA (\$44,761). 30% of Gulfton’s residents claim poverty status compared to 19% in Houston and 14% in the CMSA. As a result, only 7% of the housing units in the area are owner-occupied, compared to 46% in Houston and 61% in the CMSA. The rest are renter-occupied units.

Gulfton’s disadvantaged socio-economic characteristics are reflected in its transportation statistics. 16% of the households do not have a vehicle available to them, which is higher than both Houston (12%) and the CMSA (8%). More of its population uses public transportation (12%) to get to work than both Houston (6%) and the CMSA (3%). A higher percentage of Gulfton residents bike or walk to work than in Houston or the CMSA by a factor of two.³

Table 1 provides a summary of the Census data for the study area.



² Superneighborhood 27: A Brief History of Change, University of Houston Community Design Resource Center, 2005, and Texas 2000 Summary Population and Housing Characteristics, US Census Bureau, Issued, October 2002.
³ 2000 US Census data.

Table 1: Gulfton Area 2000 Census Data

	Gulfton		City of Houston		CMSA	
	#	%	#	%	#	%
Total Population	60,091		1,953,631		4,669,571	
Households	22,910		717,945		1,639,401	
Race/Ethnicity						
White	11,122	19%	601,851	31%	2,239,893	48%
Black	5,116	9%	487,851	25%	778,684	17%
Hispanic	39,771	66%	730,865	37%	1,348,588	29%
Other	4,082	7%	133,064	7%	302,406	6%
Sex by Age groups (see bar charts)						
Average Family Size	3.37		3.39		3.35	
Tenure						
Owner Occupied	1,682	7%	328,741	46%	994,347	61%
Renter Occupied	21,228	93%	389,204	54%	645,054	39%
Household Language by Linguistic Isolation						
English	8,596	37%	444,017	62%	1,120,825	68%
Spanish	11,526	50%	206,538	29%	385,472	23%
Linguistically isolated	6,249	27%	71,110	10%	109,836	7%
Place of Birth by Citizenship Status						
Native	26,837	45%	1,438,743	74%	3,773,627	81%
Foreign born	33,254	55%	516,105	26%	895,944	19%
Means of Transportation to Work by Means						
Car, truck, or van	21,941	80%	738,669	88%	1,900,023	91%
Drove alone	16,267	59%	604,686	72%	1,603,575	77%
Carpooled	5,674	21%	133,983	16%	296,448	14%
Public Transportation	3,350	12%	49,441	6%	68,249	3%
Bicycle	203	1%	3,859	0%	6,261	0%
Walked	1,178	4%	19,413	2%	33,646	2%
Travel Time To Work By Means of Trans.						
Less than 30 minutes	15,529	57%	477,348	58%	1,112,859	55%
Public Transportation	807	3%	11,049	1%	13,057	1%
Other means	14,722	54%	466,299	57%	1,099,802	54%
30 to 44 minutes	7,376	27%	214,165	26%	509,066	25%
Public Transportation	942	3%	13,274	2%	17,297	1%
Other means	6,434	24%	200,891	24%	491,769	24%
45 or more minutes	8,656	32%	260,934	32%	816,076	40%
Median Household Income	\$ 26,878		\$ 36,616		\$ 44,761	
Poverty Status	18,128	30%	369,045	19%	628,385	14%
Car ownership						
No Vehicle available	3,708	16%	83,263	12%	127,166	8%
1 vehicle available	13,124	57%	318,450	44%	598,310	36%
2 vehicles available	5,293	23%	240,490	33%	670,166	41%
3 vehicles available	618	3%	57,796	8%	186,398	11%
4 vehicles available	101	0%	13,900	2%	44,540	3%
5 or more vehicles available	66	0%	4,332	1%	12,821	1%

4.2.3 Existing Land Use

There are a variety of land uses in the Gulfton district, as shown in Exhibit 3, *Land Use*. The predominant land use is residential. Other land uses include institutional, office, commercial, industrial, transportation and utilities, parks and open space, and undeveloped parcels.

The Gulfton district has a very high population density – 17,500 people per square mile. Multi-family dwellings make up the vast majority of residential land uses. Most of the multi-family residential is concentrated south of the US 59/Southwest Freeway. There are two small pockets of single-family residential in the district; one in the south near the intersection of Renwick and Elm, and the other in the north centered around the intersection of Winsome and Bering.



Upon close inspection of the land use data, a pattern emerges: there are important differences between the north and south sides of the US 59/Southwest Freeway. Nearly all the differences hint at the reality of the south side being more poor, more transit-dependent, and with fewer nearby job opportunities than those on the north.

One difference is the relative mix of land uses. The mix of uses on the north side of the US 59/Southwest Freeway is more finely diversified, with different uses sharing one block, while on the south side whole blocks generally are given over to multi-family residential, office, industrial, and public and institutional uses.

The majority of commercial uses are north of the US 59/Southwest Freeway, occurring along Richmond and Westheimer. These thoroughfares are major retail and commercial centers in the district and attract heavy traffic during the work week and on the weekend. More commercial uses occur along Hillcroft in the northern portion of the study area. Some commercial land uses exist in the southern portion, mostly centered along Bellaire Boulevard and around the intersection of the US 59/Southwest Freeway and Hillcroft.

For the most part office uses are concentrated north of the US 59/Southwest Freeway. Office uses are interspersed with commercial uses along Richmond Avenue. Office uses cluster around the intersection of the US 59/Southwest Freeway and Hillcroft. The south side of the district is notable for its lack of office uses.

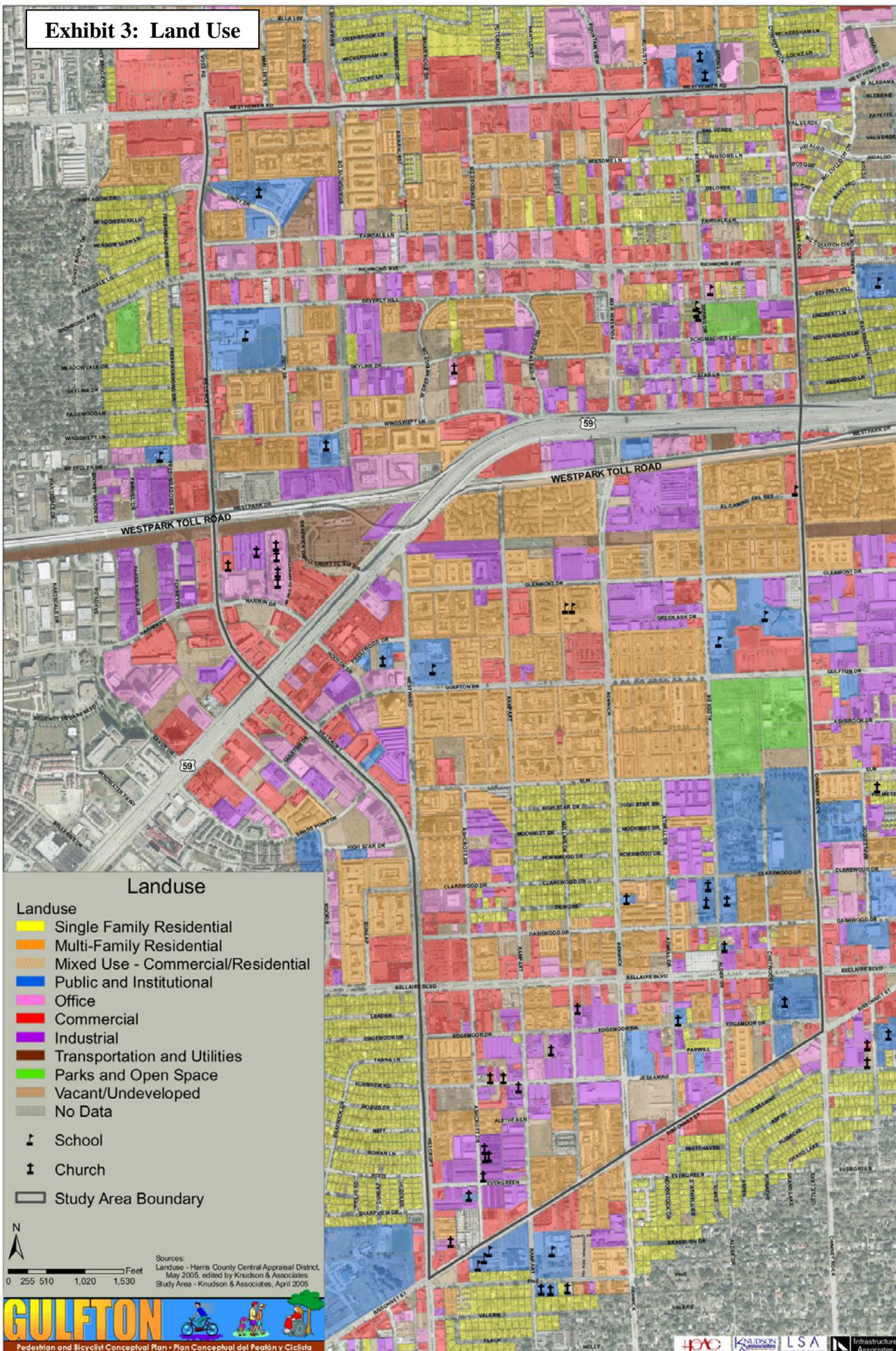


Conversely, industrial uses are concentrated on the south side rather than the north side of the US 59/Southwest Freeway. Industrial uses occur more frequently and on larger parcels than industrial uses on the north side of the US 59/Southwest Freeway. Even on the north side nearly all the industrial uses occur south of Richmond Avenue. This distribution of industrial uses may reflect the relative value of the land south of Richmond Avenue and the US 59/Southwest Freeway.

Another feature of note is the concentration of houses of worship in the district south of the US 59/Southwest Freeway. There are approximately 25 houses of worship south of the US 59/Southwest Freeway, and only 3 north of the freeway. In the south, the majority of these are Christian, comprised of a variety of denominations including Baptist, Catholic, Episcopal, Pentecostal, and Lutheran. There are a number of non-denominational churches. The Islamic Society of Greater Houston has a facility located just south of the US 59/Southwest Freeway near the intersection of Gulfton Drive and Westward.



Exhibit 3: Land Use



Landuse

- Single Family Residential
- Multi-Family Residential
- Mixed Use - Commercial/Residential
- Public and Institutional
- Office
- Commercial
- Industrial
- Transportation and Utilities
- Parks and Open Space
- Vacant/Undeveloped
- No Data

School
 Church
 Study Area Boundary



Sources:
 Landuse - Harris County Central Appraisal District,
 May 2005, edited by Krudson & Associates
 Study Area - Krudson & Associates, April 2005



Pedestrian and Bicyclist Conceptual Plan - Plan Conceptual del Peatón y Ciclista

4.2.4 Destinations

The major destinations for people in the Gulfton area consist of numerous schools, churches and other places of worship, retail and commercial centers, and employment centers. The destinations are scattered throughout the study area, as shown on Exhibit 4, *Destinations and Barriers*. There are two parks in the study area which are also key destinations, the largest and most well used being Burnett Bayland Park. There is also Bayland Park/Community Center just outside of the study area at Bissonnet and Hillcroft.



The employment centers within the study area include the commercial/retail and office uses lining Richmond Avenue and Westheimer in the north. An issue facing Gulfton is the need for residents south of the US 59/Southwest Freeway/Westpark Tollway to access destinations, such as employment centers, located north of the Freeway/Tollway. This can only be accomplished along Chimney Rock, Fountain View Drive, or Hillcroft.

There is a unique mobility problem within the northern portion of the district. Unlike the south, where there is a traditional grid pattern of streets providing ample north-south and east-west travel options, the north is lacking north-south streets extending from the US 59/Southwest Freeway to Westheimer – with the exception of Hillcroft, Fountain View, and Chimney Rock. Between Fountain View and Hillcroft – a distance of approximately one mile - there is no street that runs the entire north-south distance of the northern portion of the district. Furthermore, there is no street between Fountain View and Hillcroft that runs the entire north-south distance between the US 59/Southwest Freeway and Richmond



Avenue. Pedestrians and bicyclists, who already have a difficult time crossing the US 59/Southwest Freeway, are faced with a limited number of streets on which to travel to the employment and retail centers on Richmond and Westheimer. The streets on which residents can travel are not calm, pedestrian- or bike-friendly streets. Lee High School, which is attended by students from throughout the Gulfton area, is located in the northern portion of the study area, at Hillcroft between Beverly Hill and Skyline.

Residents and pedestrians of the area have had to adapt to this situation. Field observations confirm that residents use the embankment of a Harris County Flood Control drainage ditch as a north-south travel route. The ditch lies approximately halfway between Fountain View and Hillcroft and runs the entire north-south distance from the US 59/Southwest Freeway to Westheimer.



4.2.5 Barriers

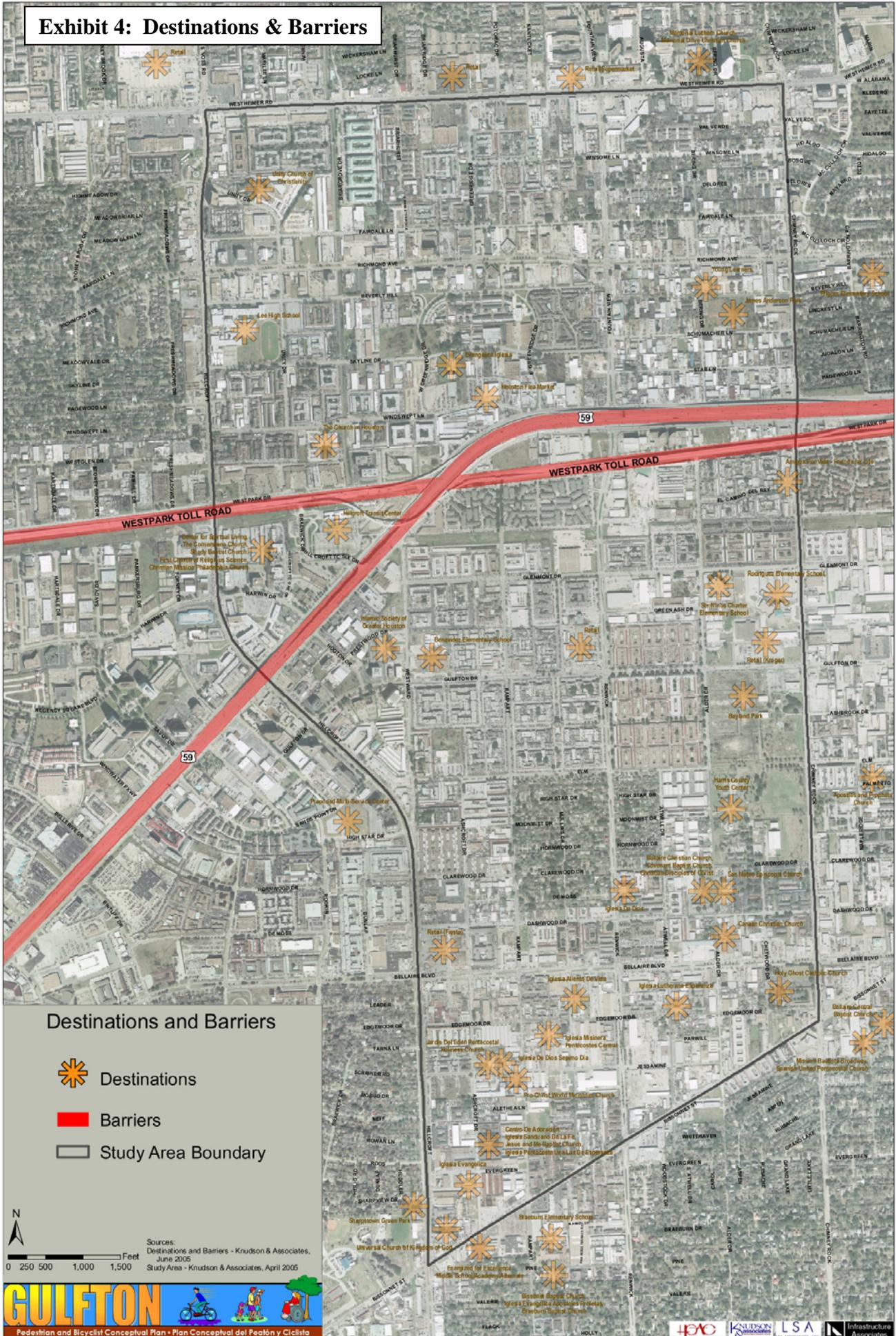
The US 59/Southwest Freeway and the Westpark Tollway create formidable barriers, as shown on Exhibit 4, *Destinations and Barriers*. The two elevated roadways run through the middle of the study area, dividing it in two, preventing easy north-south travel.

There are retaining walls and/or exit/entrance ramps for the US 59/Southwest Freeway – especially between Chimney Rock and Fountain View/Renwick – which create not only a perception of impenetrability, but an actual impenetrability. Due to the roadways and the retaining walls, the only means of crossing from the southern part of the district to the northern part is via Chimney Rock, Fountain View Drive, or Hillcroft. There is also a signalized crossing under the Westpark Tollway at 14th Street, at the METRO Transit Center. However, these

roadways have not been developed with pedestrian or bicycle accommodation in mind.



Exhibit 4: Destinations & Barriers



4.2.6 Motor Vehicle Crashes with Pedestrians and Bicyclists

The Gulfton area has been identified as a “crash hot spot” by H-GAC. From 1999-2001, 176 crashes between motor vehicles and pedestrians and bicyclists occurred throughout the district. There seems to be no pattern to the geographic distribution of incidents within the district as a whole, though there are some individual places where accidents were more frequent. The crash data points to a lack of adequate and safe pedestrian crossings, including mid-block crossings.

Exhibit 5, *Motor Vehicle Crashes with Pedestrians and Bicyclists (1999-2001)* depicts the location and types of crashes between motor vehicles and pedestrians and bicyclists. Of the 176 crashes, a majority (79.5%) were collisions between a pedestrian and a vehicle. Most vehicle-pedestrian crashes were of a relatively minor nature, resulting in limping or complaints of pain. However, nearly 14% of crashes involving a pedestrian resulted in an incapacitating injury, and nearly 6% resulted in a fatality. During this three year period all pedestrian fatalities occurred south of the US 59/Southwest Freeway.



Table 2 below summarizes the crashes for the study area.

Table 2: Summary of Motor Vehicle Crashes with Pedestrians and Bicyclists (1999-2001)

Summary of HGAC Crash data	Fatal	Incapacitating injury (not able to walk, drive)	Nonincapacitating injury (bump on head, abrasions, minor lacerations)	Possible injury (limping, complaint of pain)	Total Occurrences
Collisions with Pedestrians	8	19	43	70	140
Collisions with Bicyclists	0	6	11	19	36
Total	8	25	54	89	176
	5%	14%	31%	51%	100%

Bicycle fatalities were interspersed throughout the district, and represented 20.5% of all crashes. No fatalities occurred as a result of a bicycle-vehicle incident.

Crashes occurred frequently along Bellaire Boulevard, and were generally of a more serious nature than elsewhere. Three pedestrian fatalities occurred along Bellaire Boulevard, as well as four incapacitating injuries. The intersections of Rampart at Bellaire, and Bellaire at Renwick seem especially troublesome. Within the Gulfton area, Bellaire is lined with commercial and residential land uses.

Another trouble spot is the intersection of Gulfton Drive and Rampart. This intersection saw five pedestrian and two bicycle crashes.

Crashes occurred when pedestrians attempted to cross the barrier of the US 59/Southwest Freeway/ Westpark Tollway interchange. At the interchange, 11 incidents occurred, including two fatalities and two incapacitating injuries. These crashes are located at three separate locations in the interchange area.

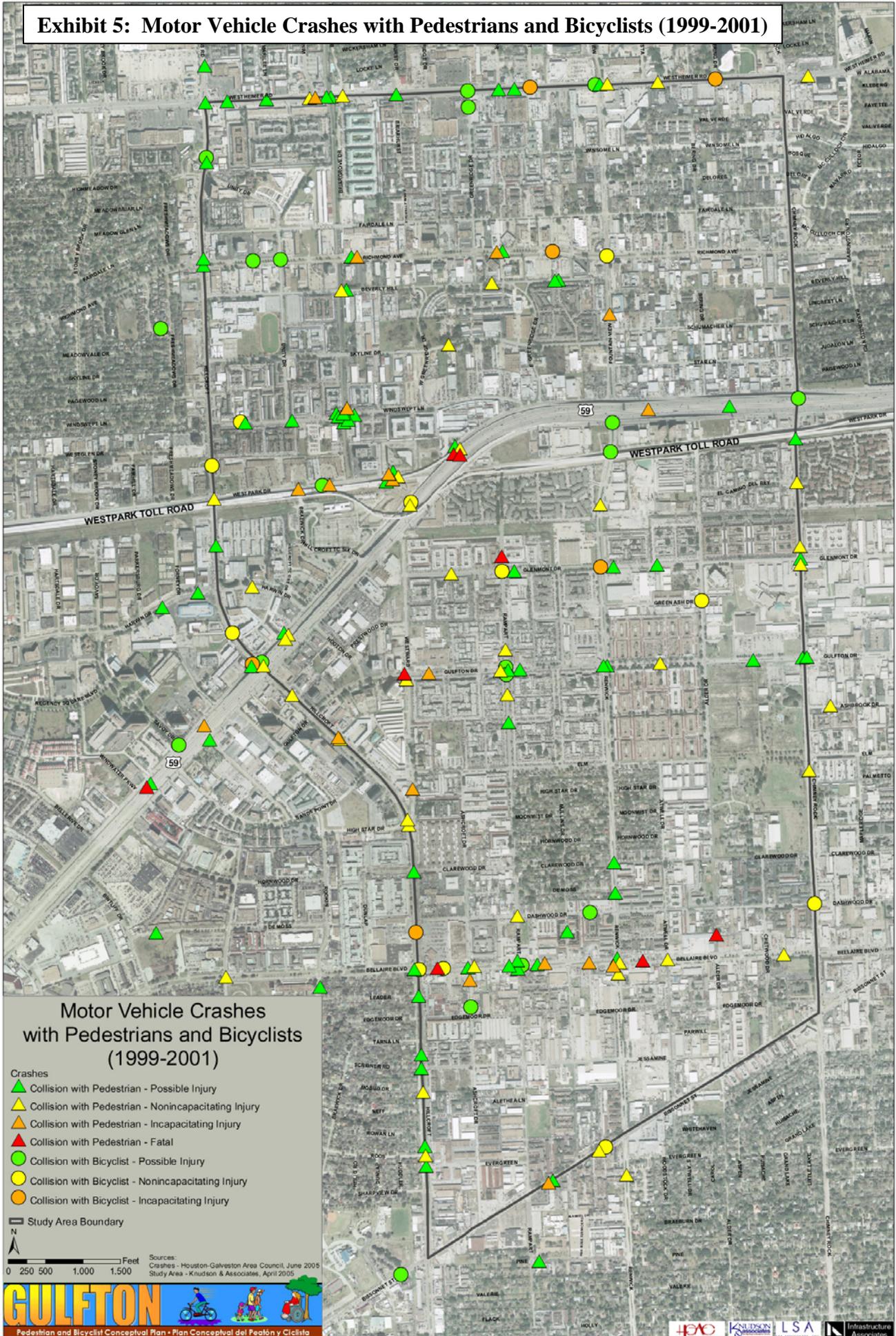


Probably the most worrisome trouble spot is that of the Windswept Lane overpass of the Flood Control District drainage ditch. At this one spot, which is not an intersection, 7 incidents, all involving pedestrians, occurred between 1999 and 2001. This data supports the field observations and public input claiming that residents use the concrete-lined drainage ditch as a north-south path. It is likely that incidents are occurring as people are crossing to, entering, or exiting the drainage ditch.

As one would expect, Westheimer is a trouble spot for crashes. Like Bellaire, Westheimer is lined with commercial uses and is heavily traveled by cars, buses, and pedestrians. 20 crashes involving pedestrians or bicycles and vehicles occurred between 1999 and 2001 along Westheimer.



Exhibit 5: Motor Vehicle Crashes with Pedestrians and Bicyclists (1999-2001)



4.2.7 Public Transit and Bikeways

The 2000 Census data indicates that there is a strong transit orientation in the area, with about 12% of the population taking public transit to work, 4% walking, and 1% using bicycles. 16% of households do not have access to a motor vehicle.



There is only one bus route that runs the entire north-south length of the district – the number 82 on Hillcroft. However, there is a METRO Transit Center within the district at the intersection of the US 59/Southwest

Freeway and the Westpark Tollway where many transit lines converge. There are a number of bus routes that run east-west, including along Westheimer, Richmond, Gulfton Drive, Bellaire Boulevard, and Bissonnet Street. Additionally, a high-capacity transit route is proposed to run in the Westpark corridor.

There are existing bikeways that serve the Gulfton area. The main bicycle amenity is the striped bike lane on Fountain View/Renwick, which runs the entire north-south length of the study area. However field observations show that there is no striping on the busy section of Fountain View from the Westpark Tollway north to Fairdale Lane. Other existing bikeways include signed bike routes on Jessamine, Elm, Westward, and Fairdale; and a bike lane on Glenmont Drive. Proposed additions to the network include extending the signed route on Elm eastward to Burnett Bayland Park, and a multi-use trail under the Westpark Tollway, with a connection on Rampart to the existing bike lane on Glenmont Drive.

A 5' wide striped bike lane along Westpark Drive was removed during the construction of the Westpark Tollway. This corridor is now identified as a proposed multi-use trail on the city's current Bike Plan. Exhibit 6, *Public Transit and Bikeways*, illustrates the location of existing bus routes and the City of Houston Bike Plan.



4.2.8 Traffic Volume

Based on data provided by the H-GAC, traffic is expected to grow between 2005 to 2025. Most of this growth will occur in the northern part of the study area and on its western and eastern boundaries. Exhibits 7 and 8 illustrate the 2005 and 2025 traffic volume data.

Currently, traffic volumes are heaviest in the northern part of the district on the major thoroughfares: Richmond, Westheimer, Hillcroft, and Chimney Rock. Hillcroft and Westheimer already see more than 20,000 vehicles per day. Some segments of Chimney Rock and Richmond are less traveled than other parts, seeing 10,000 – 15,000 or 15,000 – 20,000 vehicles per day compared to upwards of 20,000 vehicles per day for other segments. In the north, by 2025 all of Richmond, Westheimer, and Chimney Rock will see more than 20,000 vehicles per day, while volume on Fountain View will increase to between 15,000 and 20,000 vehicles per day for the entire stretch between Westheimer and the Westpark Tollway.

In the southern portion of the district, volumes on the side streets remain generally constant between 2005 and 2025. However on Hillcroft volumes are expected to grow from 10,000 – 15,000 per day to more than 20,000 vehicles per day. Portions of Chimney Rock in the south grow from 10,000 – 15,000 per day to 15,000 – 20,000 vehicles per day.

The largest increase in vehicles per day from 2005 to 2025 is expected on the Westpark Tollway. Its volumes are projected to increase from 5,000 – 10,000 vehicles per day in 2005 to 10,000 – 15,000 and 15,000 – 20,000 vehicles per day for some segments in 2025. However because the Tollway is elevated and there are no entrance/exit ramps to the facility in the district this increase in volume should not have a direct impact on pedestrians or bicyclists.



Exhibit 7: 2005 Traffic Volume

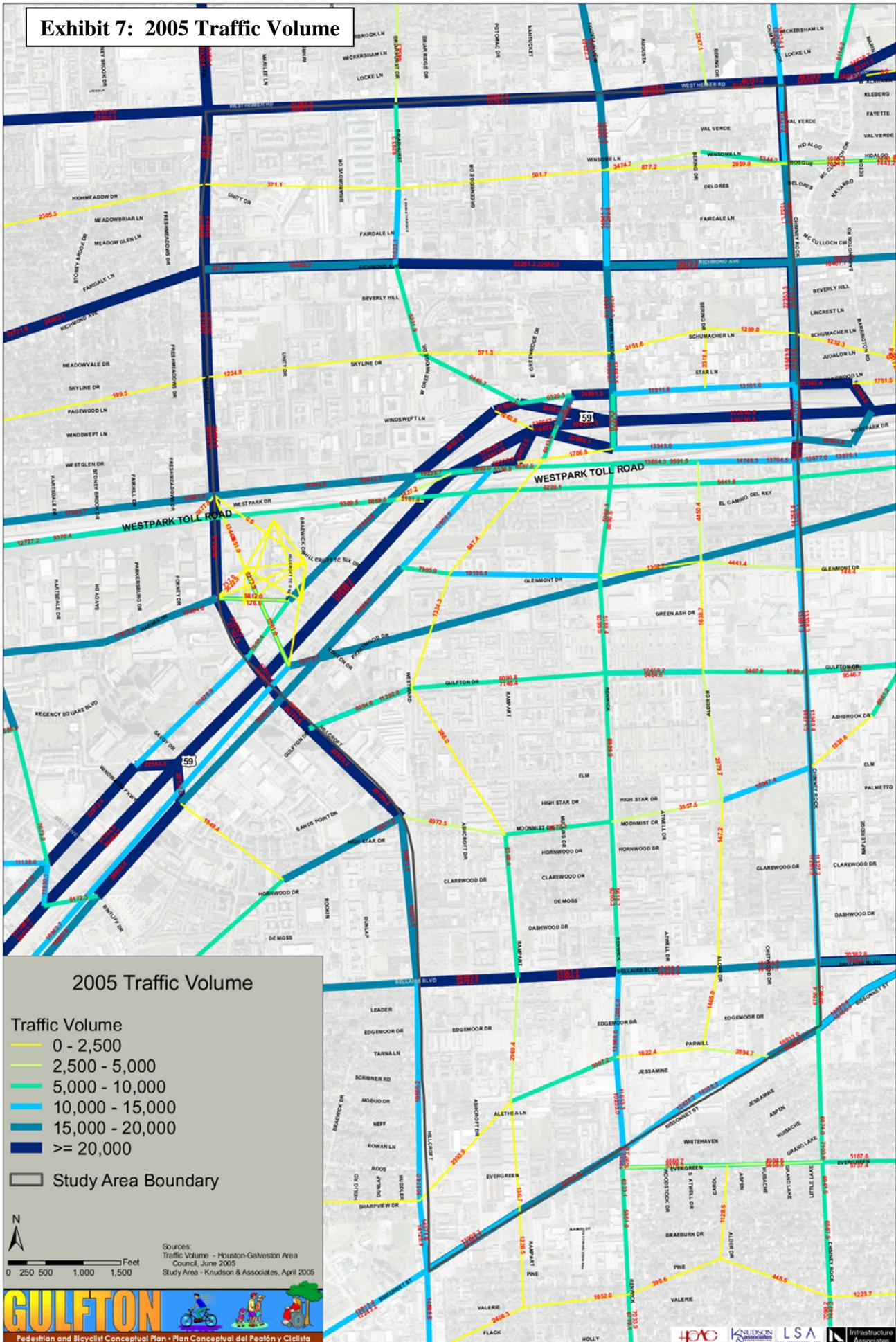
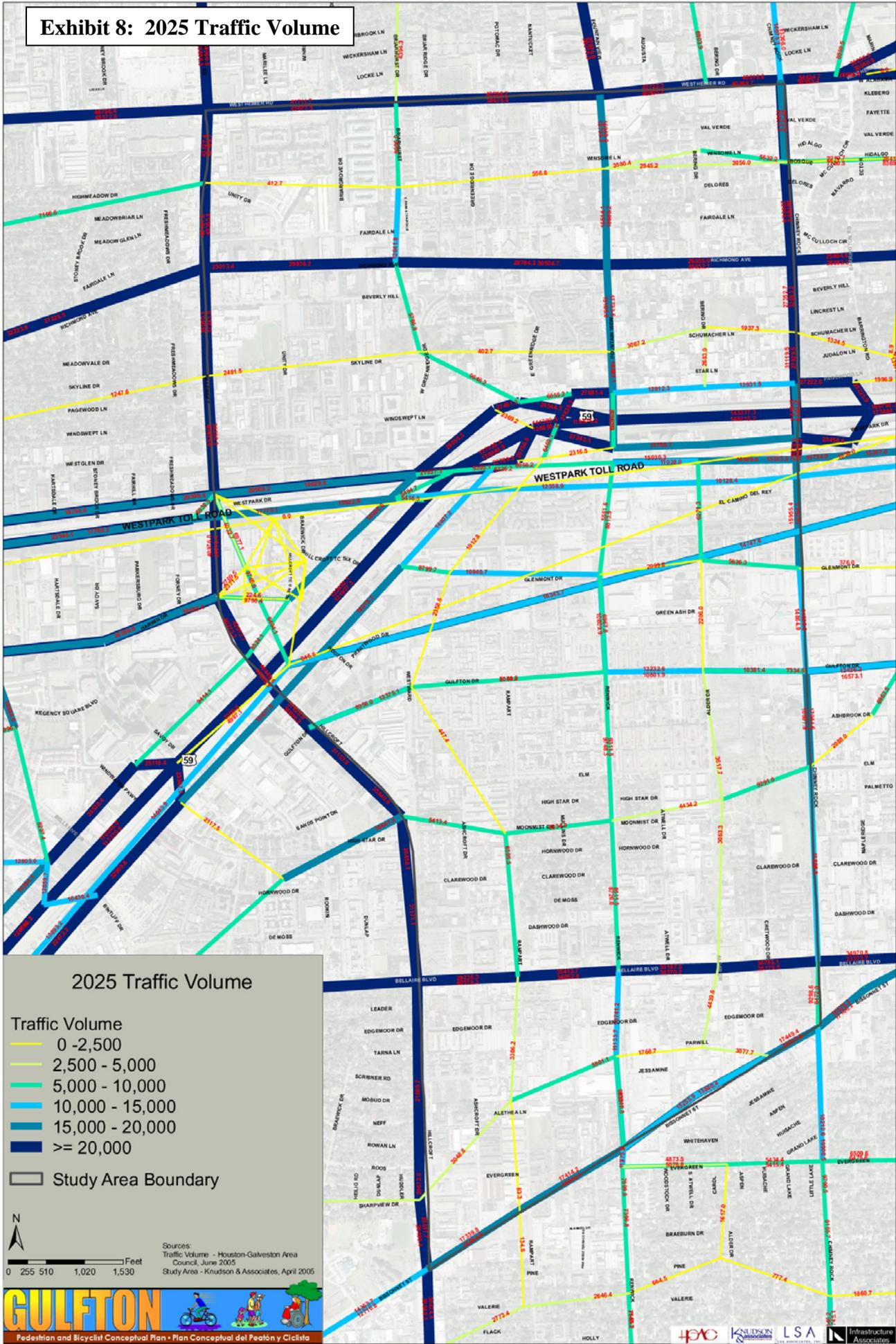


Exhibit 8: 2025 Traffic Volume



4.2.9 City of Houston Council Districts and Capital Improvement Program

Gulfton is comprised of portions of two City of Houston Council Districts, Districts C and F, represented by Councilmembers Mark Goldberg and M.J. Khan. District C is in two ‘sections’ in the district: one in the north of the study area and one in the south. Separating these two sections of District C is a portion of District F. Immediately to the north of Gulfton and bordering the study area is District G, represented by Council Member Pam Holm. The study area is partly bounded on the south and east by the city of Bellaire.

A review of the 2006-2010 City of Houston Capital Improvement Program (CIP) reveals that there is one specific project included within the study area. CIP No. N-0716 calls for the improvements on Hillcroft from the US 59/Southwest Freeway to Bellaire Boulevard. This will include new curbs, sidewalks, road surface, street lighting and



necessary utilities. The project is scheduled for design in FY 2006 and construction in FY 2007. The total project cost is estimated at \$3,550,000 including design.

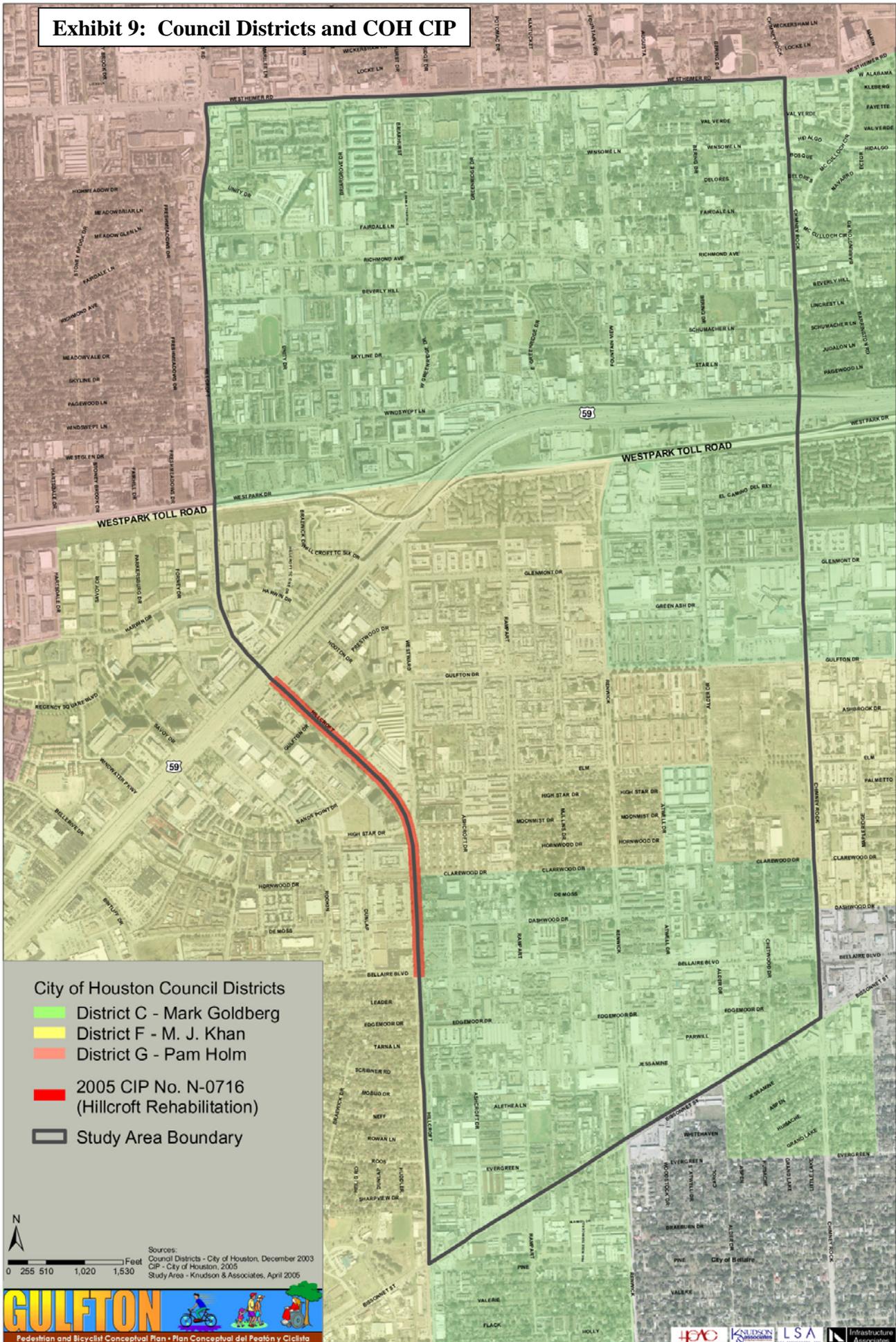
There are several “various location” projects that may be able to fund certain parts of the possible Gulfton project. These include:

- Houston Hope Paving and Sidewalks, N-0800, \$950,000 (5 years)
- Citywide Overlay Projects (includes pavement marking), N-1037, \$32,853,000 (5 years)
- Intersection Redesign Street Safety Improvements, N-0662, \$8,375,000 (5 years)
- Safe Sidewalk Program, N-0610A, \$22,040,000 (5 years)
- Traffic Signal Management, N-0650, \$37,149,000 (5 years)
- Neighborhood Traffic Projects, N-0660, \$2,000,000 (5 years)

The study area falls entirely within Harris County Precinct 3, represented by Commissioner Steve Radack and Scott Hochberg is the State Representative for the Gulfton area.

Exhibit 9 shows the City of Houston Council Districts and the location of CIP No. N-0716.

Exhibit 9: Council Districts and COH CIP



5. Conceptual Plan

A wide range of ideas for pedestrian and bicycle improvements were identified to help improve pedestrian and bicyclist mobility in the Gulfton area. The ideas were generated through the needs assessment process, which consisted of community involvement and data collection and analysis by the Knudson Team. These ideas combined to form the Conceptual Plan, which provides the full slate of improvements that are needed over the long term. A description of the Conceptual Plan elements is discussed in section 5.1, and depicted graphically on Exhibit 10, *Conceptual Plan*.

One of the key objectives of this study was to identify high priority, short term improvements that would be suitable for inclusion in a Regional Transportation Plan/Transportation Improvement Program (RTP/TIP) submittal. Section 5.2 and Exhibit 11 identify the range of improvements that might be considered feasible over the short to medium-term, due to potential interest by public agencies, including TxDOT, Harris County Precinct 3, Harris County Toll Road Authority (HCTRA) and the City of Houston. Section 5.3 and Exhibit 12 depict the highest priority improvements carried forward for the RTP/TIP submittal, due to the specific interest expressed by Harris County Precinct 3, HCTRA, and the City of Houston.

5.1 Conceptual Plan Elements

Summary of the Conceptual Plan elements:

- ❖ **Pedestrian crossings:**
 - **Enhancement of existing intersections** – Striping, well-oriented dust pan ramps, push buttons, flashing lights, advance walk signals.
 - **New crossings at intersections** – Striping, dust pan ramps, push buttons, flashing lights, advance walk signals.
 - **New mid-block crossings** – Install new mid-block crossings where there are key destinations that people are trying to reach and/or where the distance between signals is greater than 500’ (striping, dust pan ramps, push buttons, flashing lights, advance walk signals).
 - **New signalized intersections**

- ❖ **Sidewalk improvements:**
 - Provide **wider** sidewalks along major streets
 - Provide **continuous** sidewalks on major streets
 - Provide improved **street lighting/illumination on dark streets** and in the **underpasses** of US59 and Westpark Tollway



❖ **Bike facilities:**

- Provide a variety of bike facilities, including **bicycle routes** along local streets, **bike lanes** on busier streets, and in **off-street bike paths** where opportunities are available
- Provide **bike racks on buses**
- On-street
 - **Striping** for new bike lanes along appropriate roadways
 - **Signing** for new bike lanes/shared routes
 - Complete the bike lane striping on Fountain View (missing between US 59/Southwest Freeway and the Westpark Tollway)
- Off-street
 - Create a **trail** within the **Westpark** right-of-way (under, back of curb)
 - Create a **trail** along the HCFCD **drainage ditch** between Westpark and Westheimer

❖ **Additional Long Term Ideas for Improving Pedestrian and Bicycle Mobility:**

- Create **safe routes** to and from major destinations – schools, parks and market places (Fiesta, Kroger, Flea Market)
- Develop a system of wide and **continuous sidewalks** along busy streets
- Inventory streets with open ditches and develop plan to convert to an **urban street network**
- **Slow down the traffic** on major streets where there are long stretches without signals (such as on Hillcroft between Bellaire and Bissonnet)
- Implement an **education and awareness** program to help people understand rules of the road and safe walking/cycling
- Increase **enforcement** (red-light runners, speeders, j-walking)
- Install **new traffic signals** at key intersections where traffic volumes warrant
- Improve the **north-south access** for pedestrians and bicyclists – make the underpasses at 59 and Toll road safer for pedestrians and bikes and improvements along north/south **drainage ditch**
- Improve street, sidewalk and bike lane **maintenance**
- Install **curb cuts at intersections** where they are missing (ADA compliance)



- Create **refuge islands** for pedestrians – angle in center to re-direct pedestrian to look in opposite direction.
- Install **international signage** (non-language specific)
- Install destination signage to assist in **way-finding**
- Count-down system for **crossings**
- In-road flashers at **crossings** (for night time)
- Paint “ladder” type **crosswalk** design

- Encourage north-south **bike travel on local streets**, directed to the Fountain View/Renwick underpass
- **Eliminate fences/barriers** that prevent safe travel for pedestrians (i.e. at 59 & Chimney Rock)
- Construct **sidewalks** in well-worn paths (i.e. along frontage road, drainage ditch)
- Install **new traffic signals**
- Install a multi-use trail under/beside the **Westpark Tollway**
- Destination signage – **way-finding**
- **ADA compliance**
- Provide **corner ramps** where currently missing

The Conceptual Plan that is included as Exhibit 10 is derived from the input provided by community leaders, stakeholders, and the general public as expressed at the various workshops and meetings, and supplemented by the data analysis, such as the high crash locations, key destinations, location of transit routes, and the existing land use pattern. It is a long-term plan



that calls for many improvements. The urgent need for implementation of the Conceptual Plan can be gauged by the large quantity and broad nature of issues raised at the workshop, which speak to the desire of the Gulfton community to have a neighborhood-wide safe walking and biking network. The Conceptual Plan was discussed at each series of workshops and it evolved over the course of the study.

The purpose of the improved network of pedestrian and bicyclist facilities proposed in the Conceptual Plan is to provide better mobility allowing people to get to their destinations. Key destinations include schools, parks, churches, major retail facilities, employment centers and access to public transit. Numerous key destinations are interspersed throughout the District. The suggested pedestrian and bicyclist network includes sidewalks, on-street bike facilities, and multi-use trails. Improvements are also included that would provide increased street crossings and improved street lighting conditions to support safety and security.

❖ Sidewalks

There is a lack of continuous sidewalks and existing sidewalks are in generally poor condition. Other than the major thoroughfares, most streets do not have sidewalks or a curb-and-gutter drainage system. They provide a narrow asphalt surface that is just wide enough for two cars to pass and a ditch on one or both sides for stormwater drainage. In these cases, pedestrians and cyclists are forced into the street, or when cars are approaching, into the ditch.



The width of existing sidewalks varies greatly – anywhere from 4 feet to as little as 2 feet. Maintenance is an issue. At times the sidewalk is broken up, or ceases altogether, leaving a ‘goat trail’ for pedestrians to use until the sidewalk begins again. At other times parking lots absorb the sidewalk, blocking it with vehicles. Sidewalks do not consistently meet ADA standards.

The Conceptual Plan calls for sidewalk improvements on many streets. Sidewalk improvements include a variety of recommendations from simple maintenance of existing sidewalks, or upgrading existing sidewalks to a minimum standard of 5 feet in width, or providing ADA ramps, or complete roadway reconstruction.

❖ On-Street Bike Facilities

To improve safety for bicyclists, the Conceptual Plan includes new or improved on-street bike facilities throughout the district.



These generally are called for on interior streets in the southern portion of the study area, as well on Hillcroft, Fairdale, and Beverly Hill in the north. Note that this includes a rehabilitation of the missing portion of the bike lane on Fountain View Drive between Fairdale and Westpark that is indicated by the city’s Bike Plan as being an existing bike lane.

❖ Multi-use Trails

The Conceptual Plan identifies certain locations for multi-use trails (off-street facilities for both pedestrians and bicyclists). Multi-use trails are proposed along a north-south drainage ditch between Richmond and Westpark (Harris County Flood Control District W142-00-00), within the Westpark right-of-way (primarily under the Tollway), and within an east-west Centerpoint right-of-way/easement.



Providing multi-use paths will help to improve pedestrian and bicyclist mobility and safety, especially along the drainage ditch. The ditch is currently well used by pedestrians as a north-south travel route. The multi-use trail along Westpark is intended to replace those bike lanes which were removed during construction of the Westpark Tollway. The multi-use trails along the drainage ditch and within the Westpark right-of-way are recommended for inclusion in the RTP/TIP submittal. No discussions have taken place with Centerpoint regarding the feasibility of the multi-use trail in this location, so this is considered a longer-term solution.

❖ Pedestrian/Bicyclist Crossings

Numerous pedestrian/bicyclist crossings are included in the Conceptual Plan. Two types of pedestrian/bicyclist crossings are included – those at intersections, and those between intersections (mid-block crossings). Crossings are located according to demonstrated need based on one or more of the following conditions:

- High crash volumes, such as the intersection of Bellaire and Ashcroft
- Intersection of a proposed multi-use trail or bike lane/route with another street, including Atwell and Alder Drives at Bellaire Boulevard, Chimney Rock and Fountain View Drive at Fairdale, and mid-block crossings for the multi-use trail along the drainage ditch at Windswept Lane, Skyline, and Beverly Hill
- To provide safe access to and from key destinations, such as Benavidez Elementary School, Burnett Bayland Park, and the Fiesta grocery store (crossings at these locations would also respond to the incidence of crashes).
- To provide access to bus stops, such as at points along Bellaire and Gulfton.
- To provide crossing opportunities between long intervals between existing traffic signals, such as along Chimney Rock and Hillcroft.



❖ Intersection Improvements and Pedestrian Enhancements

Intersection improvements are proposed at Glenmont and Chimney Rock, Gulfton and Ashcroft, Gulfton and Rampart, Bellaire and Rampart, and Bissonnet and Rampart. Pedestrian enhancements at intersections are proposed for numerous locations, including points along most of the major thoroughfares. Further, pedestrian enhancements are proposed at all crossing locations under the Westpark Tollway and US 59/Southwest Freeway.



Safety for pedestrians and bicyclists can be improved through enhancements at intersections such as pedestrian-activated crossing signals, the provision of refuge islands, and ADA ramps. Increased safety for pedestrians can be obtained if speeding cars are slowed down. Where vehicle turning radii allow for higher turning speeds, a concrete island just outside the turning lane can provide a safer refuge for pedestrians, and allow them to wait for a crossing signal.

❖ **New Traffic Signals**

The Conceptual Plan includes two new traffic signals: at Glenmont and Rampart, as well as Glenmont and Alder Road. These new signals respond to the vehicle-pedestrian/bicycle crash data; especially at Glenmont and Rampart. Both locations were brought forward by the Super Neighborhood Council through the City’s Planning and Development Department.



❖ **Street Lighting**

The Conceptual Plan includes street lighting improvements along Renwick, within the single-family residential area near Renwick/Elm/Rampart/Dashwood, and at the underpasses of US 59/Southwest Freeway and Westpark Tollway. Input received from the community workshops indicated that these areas need attention with respect to street lighting improvements. These areas are too dark and dangerous – people identified the need for improved street lighting in order to provide greater safety and security.



5.2 High Priority Projects with Possible Sponsorship

During the course of the study, the ideas for the Conceptual Plan were vetted through various public agencies and elected officials to determine the degree of support for their implementation. Based on these discussions, certain specific improvements emerged as having a higher likelihood of success for implementation than others. Those improvements collectively formed the “High Priority Projects with Possible Sponsorship” and are shown on Exhibit 11.

Proposed improvements were identified as high priority if one or more of the following conditions existed:

- There is a champion to support the proposed improvement:
 - Creation of a multi-use trail along the drainage ditch is supported by Harris County Precinct 3 in order to help with safe access to Lee High School.
 - Creation of a multi-use trail in the Westpark Tollway is supported by the Harris County Tollroad Authority as a means to help complete a pedestrian and bicyclists’ network that connects to various destinations.
- The improvements can be accommodated within existing maintenance budgets:
 - TxDOT can give attention to maintenance of lighting, sidewalks and pedestrian signals in the US 59/Southwest Freeway right-of-way.

- The improvements were already programmed or being programmed:
 - TxDOT is planning ADA sidewalk improvements along Westheimer as part of the Statewide Sidewalk program.
 - The current City of Houston CIP contains improvements along Hillcroft and the potential for other sidewalk improvements in the Gulfton area.
 - Harris County Tollroad Authority is reviewing opportunities for signalization improvements for underpasses of Westpark Tollway.



Some of these improvements have been carried forward to the list of final projects for the RFP/TIP submittal that is discussed in Section 5.3.

5.3 Final Projects Recommended for RTP/TIP Submittal

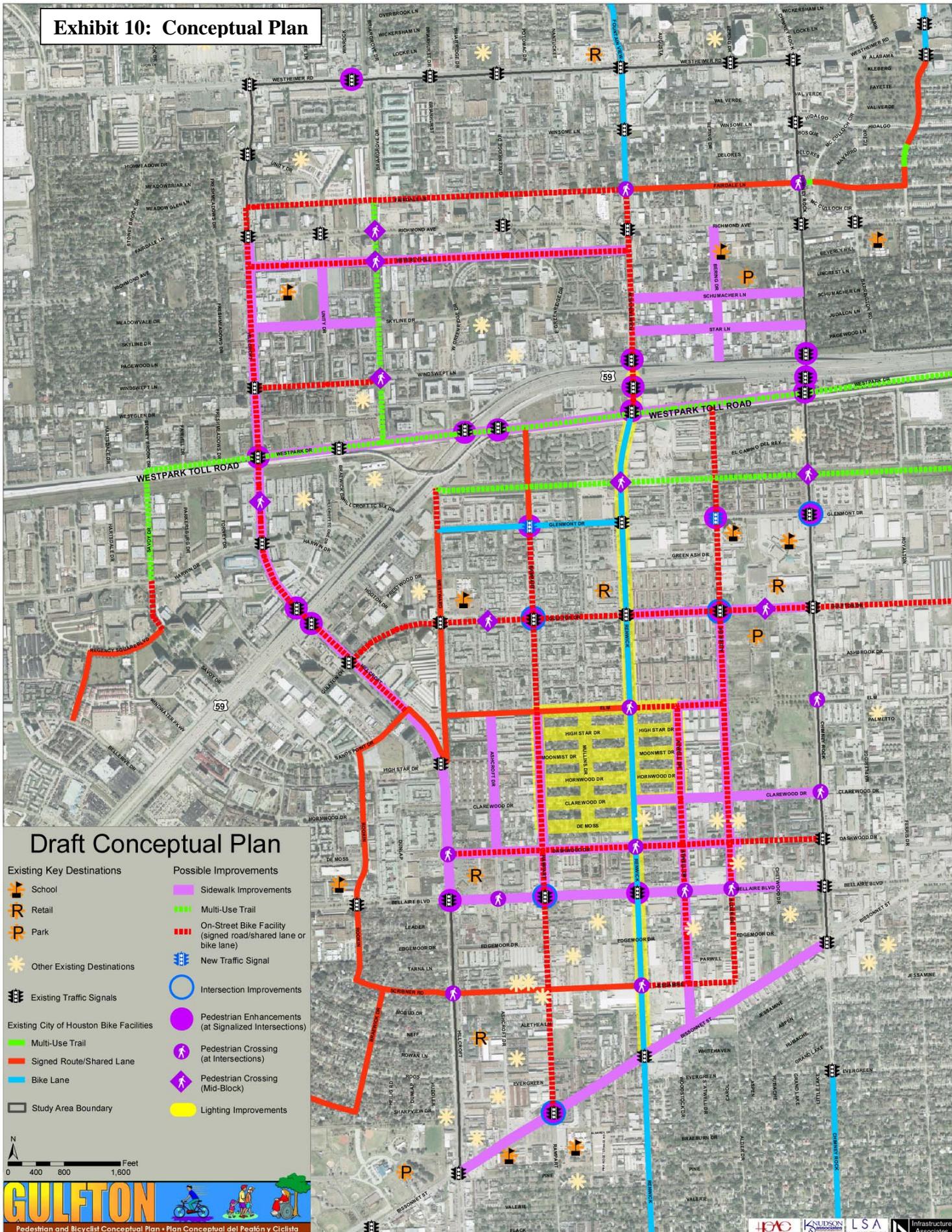
As a result of the workshops, meetings, data analysis and consideration of likelihood of success based on a potential sponsor, the following improvements emerged for the final projects recommended for the RTP/TIP submittal:

- Multi-use trail along the south side of the Westpark Tollway
- Multi-use trail along the Harris County Flood Control District drainage ditch
- Sidewalk improvements along the north side of Westpark Drive
- Sidewalk improvements in the vicinity of Lee High School (Hillcroft, Skyline, Beverly Hill, Unity)
- Sidewalk improvements along Dashwood, Ashcroft and Rampart

The benefits and costs of these improvements are shown in Exhibit 12 and discussed in greater detail in Appendix A.



Exhibit 10: Conceptual Plan

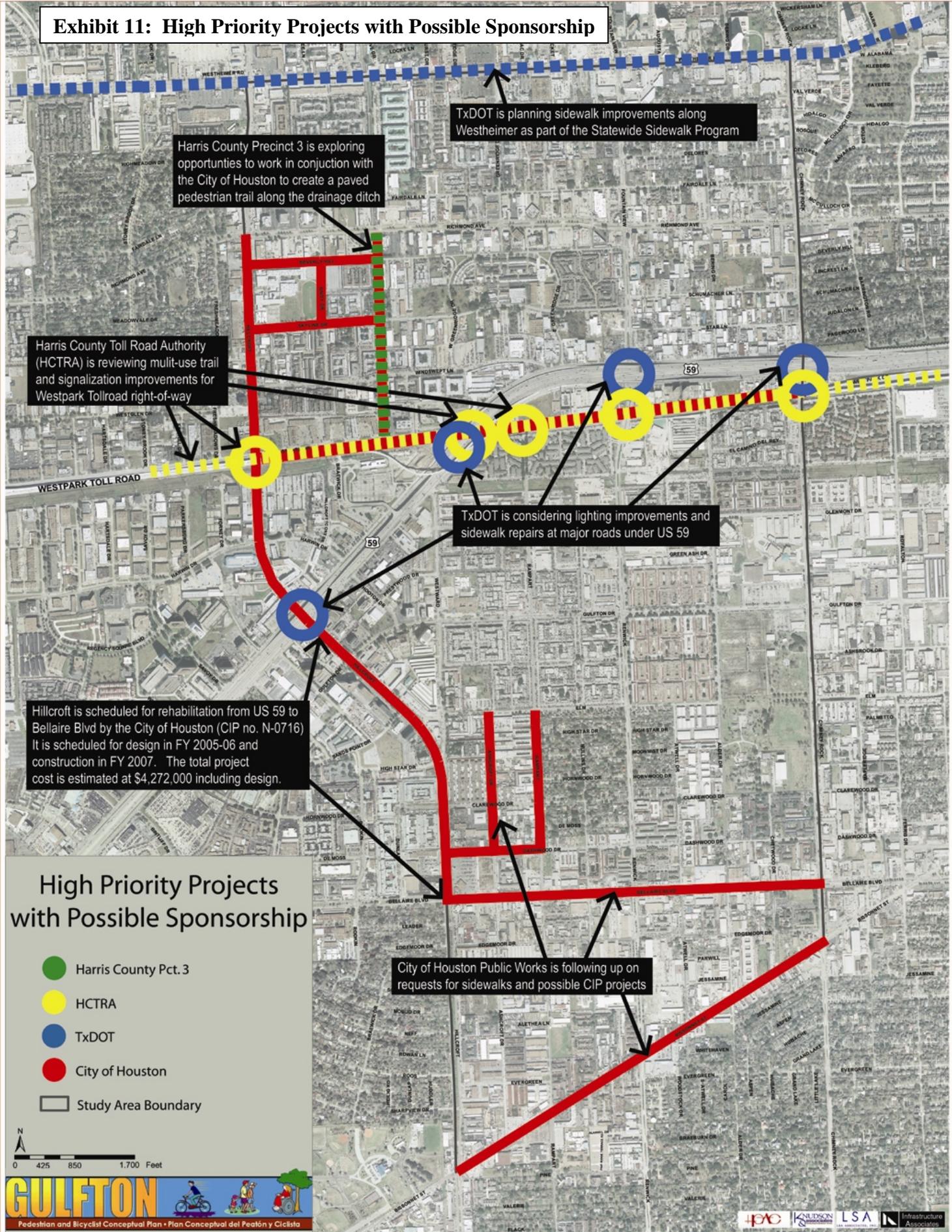


Draft Conceptual Plan

- | | |
|---|--|
| Existing Key Destinations | Possible Improvements |
| School | Sidewalk Improvements |
| Retail | Multi-Use Trail |
| Park | On-Street Bike Facility (signed road/shared lane or bike lane) |
| Other Existing Destinations | New Traffic Signal |
| Existing Traffic Signals | Intersection Improvements |
| Existing City of Houston Bike Facilities | Pedestrian Enhancements (at Signalized Intersections) |
| Multi-Use Trail | Pedestrian Crossing (at Intersections) |
| Signed Route/Shared Lane | Pedestrian Crossing (Mid-Block) |
| Bike Lane | Lighting Improvements |
| Study Area Boundary | |



Exhibit 11: High Priority Projects with Possible Sponsorship



Harris County Precinct 3 is exploring opportunities to work in conjunction with the City of Houston to create a paved pedestrian trail along the drainage ditch

TxDOT is planning sidewalk improvements along Westheimer as part of the Statewide Sidewalk Program

Harris County Toll Road Authority (HCTRA) is reviewing multi-use trail and signalization improvements for Westpark Tollroad right-of-way

TxDOT is considering lighting improvements and sidewalk repairs at major roads under US 59

Hillcroft is scheduled for rehabilitation from US 59 to Bellaire Blvd by the City of Houston (CIP no. N-0716). It is scheduled for design in FY 2005-06 and construction in FY 2007. The total project cost is estimated at \$4,272,000 including design.

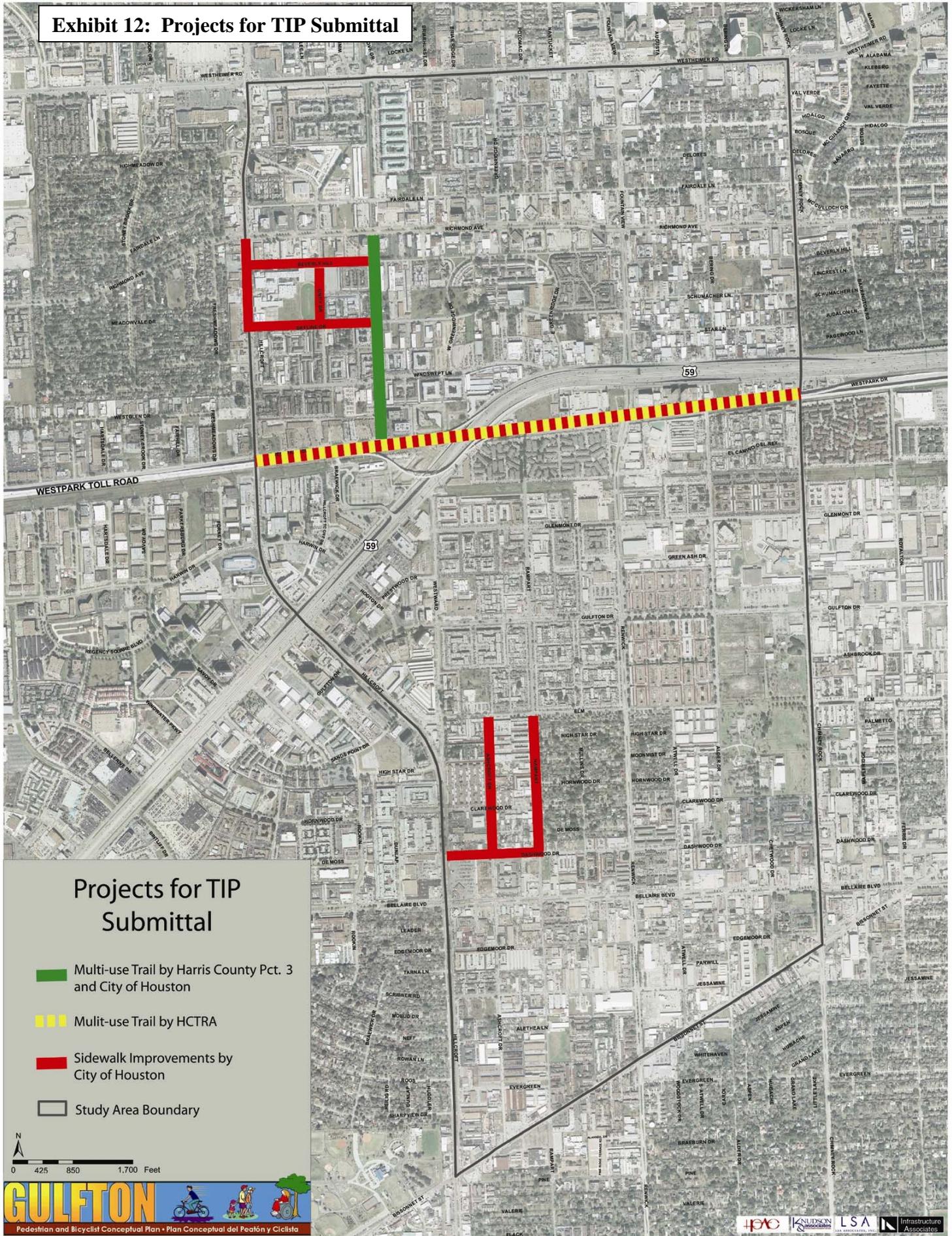
City of Houston Public Works is following up on requests for sidewalks and possible CIP projects

High Priority Projects with Possible Sponsorship

- Harris County Pct. 3
- HCTRA
- TxDOT
- City of Houston
- Study Area Boundary



Exhibit 12: Projects for TIP Submittal



Projects for TIP Submittal

- Multi-use Trail by Harris County Pct. 3 and City of Houston
- Multi-use Trail by HCTRA
- Sidewalk Improvements by City of Houston
- Study Area Boundary



Appendices

Appendix A: RTP/TIP Submittal and Cost Estimates

Regional Transportation Plan/Transportation Improvement Program (RTP/TIP) Submittal

This RTP/TIP submittal is based on those improvements for which there is the greatest support from potential sponsors for implementation in the near term. The projects were selected due to their ability to be easily integrated with the plans of potential sponsors as well as their cost effectiveness and ease of implementation. The identified improvements are as follows:

- Construct multi-use trail along the south side of the Westpark Tollway
- Construct multi-use trail along the Harris County Flood Control District drainage ditch
- Replace deteriorated or missing sidewalks:
 - Along the north side of Westpark Drive
 - In the vicinity of Lee High School (Hillcroft, Skyline, Beverly Hill, Unity)
 - Along Dashwood, Ashcroft and Rampart

Bicycle and pedestrian projects can provide air quality benefits if they attract motorists to shift to another mode of transportation. An attractive and convenient bicycle network may convince some motorists to bike instead of drive. A complete, direct, and safe sidewalk system can attract motorists to walk instead of drive for short trips and make transit easier and more accessible for longer trips. By quantifying this mode shift, the travel demand model can be used to estimate air quality benefits that can be realized from the conceptual plan

The following sections provide a brief description of the existing conditions in the areas identified for improvements, a description of the projects, an estimate of air quality benefits, right-of-way requirements, construction details, and cost estimates for the projects.

Existing Conditions

Current conditions vary greatly within the areas identified for sidewalk replacement. While sidewalks exist along both sides of Hillcroft Avenue in the area identified for improvements, they are narrow, in poor condition and do not include ADA accessible features. Other areas identified for improvements include no sidewalks whatsoever (such as Dashwood Drive between Ashcroft Drive and Rampart Street), sidewalks on only one side of the street (such as Dashwood Drive between Hillcroft Avenue and Rampart Street), or sidewalks in poor condition with many missing segments (such as Westpark Drive).

Description

Following are descriptions of the projects identified for improvements. They include two multi-use trails and sidewalk improvements in four general areas.

- ❖ Along/under **Westpark Tollway between Hillcroft Avenue and Chimney Rock Road**, construct a 10-foot wide paved multi-use trail. ADA compliant features will be provided at street crossings, along with pedestrian crossing signage and pavement markings.

- ❖ Along the **Harris County Drainage Canal between Westpark Drive and Richmond Avenue**, construct a paved multi-use trail. Construct curb extensions at Skyline Drive, Beverly Hill Street and Windswept. The width of the trail may vary from 8 to 10 feet in width, depending on space available at the edge of the ditch. The raised curb extensions will extend into one lane each direction of Skyline Drive, Beverly Hill Street, and Windswept to ease pedestrian crossing of the roads. Signage and pavement markings to direct traffic to one lane of traffic will be provided. ADA compliant features will be utilized and signage and pavement markings will be provided at Skyline Drive, Beverly Hill Street and Windswept.
- ❖ Along **Westpark Drive between Hillcroft Avenue and Chimney Rock Road**, provide a continuous 5-foot wide sidewalk along the north side of the road. Replace existing sidewalk and construct new sidewalks to fill in missing segments of sidewalk. Provide ADA compliant ramps and improve pedestrian crosswalk signage and pavement markings where necessary.
- ❖ Along **Hillcroft Avenue between Skyline Drive and Richmond Avenue**, replace sidewalks along both sides of road. Replace the existing deteriorated narrow sidewalks with 5-foot wide sidewalks and provide ADA compliant features. Replace pedestrian crosswalk signage and pavement markings as appropriate.
- ❖ Along **Beverly Hill Street and Skyline Drive between Hillcroft Avenue and the Harris County Flood Control District drainage ditch and along Unity Drive between Skyline and Beverly Hill**, construct/replace sidewalks along both sides of roads. Construct 5-foot wide sidewalks along both sides of roads, replacing existing sidewalks where necessary, and provide ADA compliant features. Enhance pedestrian features at the intersections of Hillcroft Avenue with Skyline Drive and Beverly Hill Street by providing individual ADA compliant ramps for each pedestrian crossing and improving the pedestrian crosswalk signage and pavement markings where necessary.
- ❖ Along **Ashcroft Drive and Rampart Street between Dashwood Drive and Elm Street**, provide 5-foot wide sidewalks along both sides of roads. Provide 5-foot wide sidewalks along both sides of **Dashwood Drive from Hillcroft Avenue to Rampart Street**. Construct/replace sidewalks along both sides of roads and provide ADA compliant features. Enhance pedestrian signage and pavement markings where necessary at the intersection of Hillcroft Avenue and Dashwood Drive.

Air Quality Benefits

The improvements identified here will enhance the pedestrian and bicyclist environment. The sidewalk improvements will make walking safer and more desirable while the multi-use trails will enhance the safety of bicyclists and pedestrians as well as provide improved regional routes for bicycling. These facilities will also enhance transit trips, making it easier for people to access transit stops and the transit center. The results are anticipated to be a small increase in bicycle, pedestrian, and transit trips and a reduction in vehicle trips, vehicle miles traveled and overall emissions. Shown below are the key assumptions and results of the air quality analysis.

Key Data/Assumptions	Results
128,821 person trips	VOC reduced: 1.6kg/day
1.12 – 2.24 average vehicle occupancy (varies by trip type)	NOx reduced: 3.3kg/day
9.47 – 20.34 miles average trip length (varies by trip type)	
103,816 vehicle trips	
0.225% reduction in trips due to project	
3,225.4 VMT reduced	

In order to calculate anticipated emissions reductions, it is necessary to calculate the number of auto trips and associated vehicle miles of travel (VMT) that will be diverted to pedestrian, bicycle or transit trips. Then, with trip length data and emissions factors, total emissions reductions can be calculated. In order to maintain consistency with previous work done by H-GAC, and considering it is the best available study to date providing detailed data on the interaction between pedestrian enhancements and auto travel patterns, *Making the Land Use, Transportation, Air Quality Connection – The Pedestrian Environment (LUTRAQ)* (1000 Friends of Oregon, 1993) was used to estimate automobile person trips diverted to pedestrian or bicycle modes. This study used a Pedestrian Environment Factor (PEF), comprised of four individual pedestrian components (street crossings, continuity, directness, and topography). Each component was given a score of 1-3, with a total possible score of 12. The study found that a one-point increase in PEF score resulted in an automobile mode share decrease of 1.8 percent.

It is expected that the identified improvements will increase the PEF score of the Gulfton area by approximately 0.5 point. This would result in a trip conversion of approximately 0.45 percent, according to the LUTRAQ study. However, due to the fact that many of the residents and users of the Gulfton area have very limited transportation options and are already largely pedestrian, bicycle and transit users, a more conservative 0.225 percent mode shift was used for this analysis. In other words, the improvements identified here are estimated to shift 0.225 percent person trips utilizing the automobile to a bicycle or pedestrian mode. This conservative estimate accounts for the fact that the sidewalk improvements are largely localized. However, the proposed multi-use paths, especially the Westpark Tollway path, are regional in nature and will likely effect pedestrian and bicycle mode choices in areas outside of Gulfton.

Because the identified improvements are not expected to have any significant impact on truck or taxi trips, those trips, as identified in the H-GAC travel model, are not considered in this analysis. The sum of all other trip types results in 128,821 person trips for the year 2005. By applying average vehicle occupancies by trip type, a total of 103,816 vehicle trips are estimated for Gulfton. By applying average trip lengths by trip type, a total of 1,433,501 vehicle miles traveled (VMT) is estimated for the area. These calculations are shown in the table below.

2005 Gulfton Vehicle Miles Traveled Calculations

	HBW Trips	HB School Trips	HB Shop Trips	HB Other Trips	NHB Trips	Truck/Taxi Trips	Total
(1) Person Trips	22,707	5,982	15,944	37,527	46,661	Not considered	128,821
(2) Average Vehicle Occupancy	1.12	2.24	1.29	1.24	1.22		
(3) Resulting Vehicle Trips	20,274	2,671	12,360	30,264	38,247		103,816
(4) Average Trip Length	20.34	9.47	10.03	12.39	12.99		
(5) Resulting VMT	412,373	25,302	123,996	375,001	496,829		1,433,501

(1) Number of person trips by trip type in 2005 for Gulfton area, from H-GAC travel model

(2) Average vehicle occupancy by trip type for region, from H-GAC travel model.

(3) Vehicle trips, calculated as (1) ÷ (2)

(4) Average trip length for region, from H-GAC travel model

(5) Vehicle Miles Traveled, calculated as (3) * (4)

By applying the previously discussed 0.225 percent trip reduction to the total VMT in the Gulfton area, a total VMT reduction of 3,225 vehicle miles is estimated. Volatile organic compound (VOC) and Nitrogen oxides (NOx) emissions reductions are estimated by multiplying the VMT reduction to weighted average emission factors, provided by H-GAC. The resulting estimated emissions reductions are calculated to be 1.6kg VOC per day and 3.3kg NOx per day. These calculations are presented in the table below.

Gulfton Emission Reduction Calculations

(1) VMT	1,433,501
(2) Percent Trips Reduction	0.225%
(3) VMT Reduced	3,225.4
Emissions	
(4) VOC (g/mile)	0.5
(5) NOx (g/mile)	1.03
Emission Reductions	
(6) VOC (kg/day)	1.6
(7) NOx (kg/day)	3.3

(1) Gulfton Vehicle Miles Traveled from Table 3

(2) Percent trips reduction, described in text

(3) Calculated as (1) * (2)

(4) Weighted average VOC emissions rate from H-GAC

(5) Weighted average NOx emissions rate from H-GAC

(6) Estimated VOC reductions. Calculated as (3) * (4) / 1000

(7) Estimated NOx reductions. Calculated as (3) * (5) / 1000

Right of Way Requirements

No new right-of-way is expected to be needed. All improvements identified within a jurisdiction’s right-of-way would only be implemented with a mutual agreement between all interested parties.

Construction Requirements

Demolish and remove existing sidewalks where necessary. Construct new 5-foot wide sidewalks along both sides of identified streets, except for Westpark Drive. Construct new 5-foot wide sidewalk along north side of Westpark Drive within study area. Relocate any signs, manholes, or other obstructions. Provide ADA compliant street and driveway crossings. Relocate or consolidate driveway access points as required. Provide signage and pavement markings where necessary.

Construct new 11-foot wide multi-use trails where identified. Provide ADA compliant street and driveway crossings. Relocate any signs, manholes or other obstructions as necessary. Construct curb extensions where identified. Provide signage and pavement markings where necessary.

Funding Sources

To be determined.

Cost Estimates (Summary)

The preliminary cost estimates for the identified improvements, totaling \$2.19 million, are summarized in the table below. More detail on the cost estimates is included in the next section. The cost estimates were developed based on recent bid prices for similar types of work by City of Houston, Harris County, TxDOT, and other local entities. A 25% contingency has been included and is considered appropriate in consideration of the preliminary stage of project development and recent volatility in construction prices.

Summary of Preliminary Cost Estimates for Identified Improvements

Improvement	Estimated Cost
10-foot Multi-Use Trail along the south side of Westpark Dr	\$221,285
8-10-foot Multi-Use Trail along the east side of Drainage Ditch	\$290,406
5-foot Sidewalk along the north side of Westpark	\$599,440
5-foot sidewalk along both sides of Beverly Hill, Skyline, Unity, and along Hillcroft	\$421,491
5-foot sidewalk along both sides of Dashwood, Ashcroft, and Rampart	\$655,595
Total	\$2,188,217

Cost Estimates (Detail)

SUMMARY OF COSTS
Gulfton Pedestrian and Bikeway Improvements

PROJECT	SUBTOTAL	Contingency (25%)	TOTAL	Cost per foot of project
1 Preliminary Estimate to Provide 10-foot Multi-Use trail along the South Side of Westpark <i>Based on Harris County Letting</i>	\$177,028.33	\$44,257.08	\$221,285.42	\$28.74
2 Preliminary Estimate to Provide 8 to 10 foot Multi-Use trail along the East Side of Drainage Ditch <i>Based on Harris County Letting</i>	\$232,325.00	\$58,081.25	\$290,406.25	\$107.56
3 Preliminary Estimate to Provide 5-foot sidewalk along the North Side of Westpark <i>Based on City of Houston Letting</i>	\$479,551.94	\$119,887.99	\$599,439.93	\$77.85
4 Preliminary Estimate to Provide 5-foot sidewalk along both sides of Beverly Hill, Skyline, Unity and along Hillcroft as Shown <i>Based on City of Houston Letting</i>	\$337,192.67	\$84,298.17	\$421,490.83	\$80.59
5 Preliminary Estimate to Provide 5-foot sidewalk along both sides of Dashwood, Ashcroft and Rampart <i>Based on City of Houston Letting</i>	\$524,476.28	\$131,119.07	\$655,595.35	\$130.60
TOTAL	\$1,750,574.22		\$2,188,217.78	

Preliminary Estimate to Provide 10-foot Multi-Use trail along the South Side of Westpark

Project length = 7700 FT

Description	Unit	Est. Qty.	Est. Unit Price	Total Cost
NPDES Compliance	LS	1	\$3,000.00	\$3,000.00
Project Identification Sign	EA	4	\$550.00	\$2,200.00
Relocate Traffic Signs	EA	11	\$200.00	\$2,200.00
Flagmen Hours	HR	120	\$25.00	\$3,000.00
Remove Conc. Base with Asphalt Overlay	SY	0	\$8.50	\$0.00
Remove Conc. Curb or Esplanade Curb	LF	0	\$3.50	\$0.00
Remove Conc. Curb and Gutter	LF	240	\$8.00	\$1,920.00
Remove Existing Conc. Sidewalk or Driveway	SY	1,100	\$7.50	\$8,250.00
Sawed Joint	LF	120	\$10.00	\$1,200.00
Construct Bulbed Ramp	EA	0	\$9,500.00	\$0.00
Roadway Excavation	CY	92.59	\$9.00	\$833.33
6 inch Conc. Sidewalks or Driveways	SF	1,440	\$7.50	\$10,800.00
4-1/2 inch Conc. Sidewalks and Wheelchair Ramps	SF	6,000	\$4.50	\$27,000.00
Ret. Wall 6 inch thickness (6 inch to 24 inch height)	SF	120	\$15.00	\$1,800.00
Milling Asphaltic Surfaces	SY	0	\$3.25	\$0.00
2 inch Asphaltic Conc. Surfacing Type "D"	TON	430	\$65.00	\$27,964.44
8 inch Flex Base	SY	77.8	\$8.00	\$622.22
Asphaltic Level-Up Course Type "D"	TON	0	\$65.00	\$0.00
Tack Coat (.10 Gal/Sy)	GAL	391	\$3.00	\$1,173.33
9" Reinf. Conc. Pavm't for Bus Lanes/Pads	SY	0	\$55.00	\$0.00
Reinf. Conc. Pipe 18 inch	LF	0	\$60.00	\$0.00
Reinf. Conc. Pipe 24 inch	LF	0	\$70.00	\$0.00
Reinf. Conc. Pipe 30 inch	LF	0	\$85.00	\$0.00
Adjust Exist. M.H. Frame and Cover to Grade	EA	4	\$750.00	\$3,000.00
6 inch Conc. Curb, all Heights	LF	900	\$4.50	\$4,050.00
Monolithic Conc. Curb and Gutter	LF	0	\$12.50	\$0.00
Full Depth Repair Existing Conc. Pavement (7")	SY	0	\$66.00	\$0.00
Board Exp. Jt.	LF	1200	\$3.30	\$3,960.00
Board Exp. Jt., 4"-8" Deep (No Load Transfer Device)	LF	0	\$2.20	\$0.00
Buttons and Striping	LS	0	\$1,000.00	\$0.00
Permanent Traffic Signs	EA	15	\$1,500.00	\$22,500.00
Pref. Pavm't Marking (4" Wide) White or Yellow	LF	0	\$1.50	\$0.00
Pref. Pavm't Marking (8" Wide) White	LF	0	\$2.50	\$0.00
Pref. Pavm't Marking (12" Wide) White	LF	850	\$5.00	\$4,250.00
Pref. Pavm't Marking (24" Wide) White	LF	350	\$9.00	\$3,150.00
Pref. Pavm't Marking, Turning Arrow	EA	0	\$175.00	\$0.00
Pref. Pavm't Marking, Elongated Word "Only"	EA	0	\$200.00	\$0.00
Pref. Pavm't Marking (Diamond Symbol)	EA	0	\$100.00	\$0.00
Adjust W.M. Box or Valve Box to Grade	EA	6	\$250.00	\$1,500.00
Repair Existing Inlet	EA	0	\$600.00	\$0.00
Replace Type "B" Inlet with Type "B-B" Inlet	EA	0	\$1,500.00	\$0.00
Inlet Type A	EA	0	\$1,700.00	\$0.00
Cement Stabilized Sand	TON	20	\$20.75	\$415.00
Sodding	SY	120	\$2.00	\$240.00
Irrigation System for Landscaped Areas	LS	0	\$12,000.00	\$0.00
Remove, Replace and Relocate Exist. Inlet	EA	0	\$1,000.00	\$0.00
Remove and Salvage Existing Traffic Signal	LS	0	\$2,000.00	\$0.00
Remove and Salvage Existing Traffic Signs	LS	0	\$500.00	\$0.00
Luminaire and Foundation	EA	0	\$7,000.00	\$0.00
Conduit for Luminaire Power	LF	0	\$10.00	\$0.00
Traffic Control	LS	1	\$12,000.00	\$12,000.00
Engineering & Survey	LS	1	\$30,000.00	\$30,000.00
TOTAL				\$177,028.33
Contingency (25%)				\$44,257.08
TOTAL				\$221,285.42

Cost per Linear Foot of Project = \$28.74

Preliminary Estimate to Provide 8 to 10 foot Multi-Use trail along the East Side of Drainage Ditch

Project length = 2700 FT

Description	Unit	Est. Qty.	Est. Unit Price	Total Cost
NPDES Compliance	LS	1	\$3,000.00	\$3,000.00
Project Identification Sign	EA	4	\$550.00	\$2,200.00
Relocate Traffic Signs	EA	4	\$200.00	\$800.00
Flagmen Hours	HR	0	\$25.00	\$0.00
Remove Conc. Base with Asphalt Overlay	SY	0	\$8.50	\$0.00
Remove Conc. Curb or Esplanade Curb	LF	0	\$3.50	\$0.00
Remove Conc. Curb and Gutter	LF	320	\$8.00	\$2,560.00
Remove Existing Conc. Sidewalk or Driveway	SY	700	\$7.50	\$5,250.00
Sawed Joint	LF	950	\$10.00	\$9,500.00
Construct Bulbed Ramp	EA	6	\$9,500.00	\$57,000.00
Roadway Excavation	CY	1100	\$15.00	\$16,500.00
6 inch Conc. Sidewalks or Driveways	SF	720	\$7.50	\$5,400.00
4-1/2 inch Conc. Sidewalks and Wheelchair Ramps	SF	2,000	\$4.50	\$9,000.00
Ret. Wall 6 inch thickness (6 inch to 24 inch height)	SF	1200	\$15.00	\$18,000.00
Milling Asphaltic Surfaces	SY	0	\$3.25	\$0.00
2 inch Asphaltic Conc. Surfacing Type "D"	TON	297	\$65.00	\$19,305.00
8 inch Flex Base	SY	2700.0	\$8.00	\$21,600.00
Asphaltic Level-Up Course Type "D"	TON	0	\$65.00	\$0.00
Tack Coat (.10 Gal/Sy)	GAL	770	\$3.00	\$2,310.00
9" Reinf. Conc. Pavm't for Bus Lanes/Pads	SY	0	\$55.00	\$0.00
Reinf. Conc. Pipe 18 inch	LF	0	\$60.00	\$0.00
Reinf. Conc. Pipe 24 inch	LF	0	\$70.00	\$0.00
Reinf. Conc. Pipe 30 inch	LF	0	\$85.00	\$0.00
Adjust Exist. M.H. Frame and Cover to Grade	EA	4	\$750.00	\$3,000.00
6 inch Conc. Curb, all Heights	LF	900	\$4.50	\$4,050.00
Monolithic Conc. Curb and Gutter	LF	0	\$12.50	\$0.00
Full Depth Repair Existing Conc. Pavement (7")	SY	0	\$66.00	\$0.00
Board Exp. Jt.	LF	350	\$3.30	\$1,155.00
Board Exp. Jt., 4"-8" Deep (No Load Transfer Device)	LF	0	\$2.20	\$0.00
Buttons and Striping	LS	0	\$1,000.00	\$0.00
Permanent Traffic Signs	EA	15	\$1,500.00	\$22,500.00
Pref. Pavm't Marking (4" Wide) White or Yellow	LF	0	\$1.50	\$0.00
Pref. Pavm't Marking (8" Wide) White	LF	0	\$2.50	\$0.00
Pref. Pavm't Marking (12" Wide) White	LF	320	\$5.00	\$1,600.00
Pref. Pavm't Marking (24" Wide) White	LF	160	\$9.00	\$1,440.00
Pref. Pavm't Marking, Turning Arrow	EA	0	\$175.00	\$0.00
Pref. Pavm't Marking, Elongated Word "Only"	EA	0	\$200.00	\$0.00
Pref. Pavm't Marking (Diamond Symbol)	EA	0	\$100.00	\$0.00
Adjust W.M. Box or Valve Box to Grade	EA	2	\$250.00	\$500.00
Repair Existing Inlet	EA	0	\$600.00	\$0.00
Replace Type "B" Inlet with Type "B-B" Inlet	EA	0	\$1,500.00	\$0.00
Inlet Type A	EA	0	\$1,700.00	\$0.00
Cement Stabilized Sand	TON	20	\$20.75	\$415.00
Sodding	SY	120	\$2.00	\$240.00
Irrigation System for Landscaped Areas	LS	0	\$12,000.00	\$0.00
Remove, Replace and Relocate Exist. Inlet	EA	0	\$1,000.00	\$0.00
Remove and Salvage Existing Traffic Signal	LS	0	\$2,000.00	\$0.00
Remove and Salvage Existing Traffic Signs	LS	0	\$500.00	\$0.00
Luminaire and Foundation	EA	0	\$7,000.00	\$0.00
Conduit for Luminaire Power	LF	0	\$10.00	\$0.00
Traffic Control	LS	1	\$0.00	\$0.00
Engineering & Survey	LS	1	\$25,000.00	\$25,000.00
TOTAL				\$232,325.00
Contingency (25%)				\$58,081.25
TOTAL				\$290,406.25

Cost per Linear Foot of Project = \$107.56

Preliminary Estimate to Provide 5-foot sidewalk along the North Side of Westpark

Project length = 7700 FT

Description	Unit	Est. Qty.	Est. Unit Price	Total Cost
NPDES Compliance	LS	1	\$3,000.00	\$3,000.00
Project Identification Sign	EA	2	\$550.00	\$1,100.00
Relocate Traffic Signs	EA	18	\$200.00	\$3,600.00
Flagmen Hours	HR	120	\$25.00	\$3,000.00
Remove Conc. Base with Asphalt Overlay	SY	0	\$8.50	\$0.00
Remove Conc. Curb or Esplanade Curb	LF	0	\$3.50	\$0.00
Remove Conc. Curb and Gutter	LF	350	\$8.00	\$2,800.00
Remove Existing Conc. Sidewalk or Driveway	SY	9,300	\$7.50	\$69,750.00
Sawed Joint	LF	1,100	\$10.00	\$11,000.00
Construct Bulbed Ramp	EA	0	\$9,500.00	\$0.00
Roadway Excavation	CY	453.70	\$9.00	\$4,083.33
6 inch Conc. Sidewalks or Driveways	SF	5,400	\$7.50	\$40,500.00
4-1/2 inch Conc. Sidewalks and Wheelchair Ramps	SF	33,250	\$4.50	\$149,625.00
Ret. Wall 6 inch thickness (6 inch to 24 inch height)	SF	320	\$15.00	\$4,800.00
Milling Asphaltic Surfaces	SY	0	\$3.25	\$0.00
2 inch Asphaltic Conc. Surfacing Type "D"	TON	13	\$65.00	\$873.89
8 inch Flex Base	SY	77.8	\$8.00	\$622.22
Asphaltic Level-Up Course Type "D"	TON	0	\$65.00	\$0.00
Tack Coat (.10 Gal/Sy)	GAL	0	\$3.00	\$0.00
9" Reinf. Conc. Pavm't for Bus Lanes/Pads	SY	0	\$55.00	\$0.00
Reinf. Conc. Pipe 18 inch	LF	0	\$60.00	\$0.00
Reinf. Conc. Pipe 24 inch	LF	0	\$70.00	\$0.00
Reinf. Conc. Pipe 30 inch	LF	0	\$85.00	\$0.00
Adjust Exist. M.H. Frame and Cover to Grade	EA	4	\$750.00	\$3,000.00
6 inch Conc. Curb, all Heights	LF	900	\$4.50	\$4,050.00
Monolithic Conc. Curb and Gutter	LF	0	\$12.50	\$0.00
Full Depth Repair Existing Conc. Pavement (7")	SY	0	\$66.00	\$0.00
Board Exp. Jt.	LF	1200	\$3.30	\$3,960.00
Board Exp. Jt., 4"-8" Deep (No Load Transfer Device)	LF	0	\$2.20	\$0.00
Buttons and Striping	LS	0	\$1,000.00	\$0.00
Permanent Traffic Signs	EA	6	\$1,500.00	\$9,000.00
Pref. Pavm't Marking (4" Wide) White or Yellow	LF	0	\$1.50	\$0.00
Pref. Pavm't Marking (8" Wide) White	LF	0	\$2.50	\$0.00
Pref. Pavm't Marking (12" Wide) White	LF	1450	\$5.00	\$7,250.00
Pref. Pavm't Marking (24" Wide) White	LF	720	\$9.00	\$6,480.00
Pref. Pavm't Marking, Turning Arrow	EA	0	\$175.00	\$0.00
Pref. Pavm't Marking, Elongated Word "Only"	EA	0	\$200.00	\$0.00
Pref. Pavm't Marking (Diamond Symbol)	EA	0	\$100.00	\$0.00
Adjust W.M. Box or Valve Box to Grade	EA	25	\$250.00	\$6,250.00
Repair Existing Inlet	EA	8	\$600.00	\$4,800.00
Replace Type "B" Inlet with Type "B-B" Inlet	EA	0	\$1,500.00	\$0.00
Inlet Type A	EA	0	\$1,700.00	\$0.00
Cement Stabilized Sand	TON	10	\$20.75	\$207.50
Sodding	SY	2400	\$2.00	\$4,800.00
Irrigation System for Landscaped Areas	LS	0	\$12,000.00	\$0.00
Remove, Replace and Relocate Exist. Inlet	EA	0	\$1,000.00	\$0.00
Remove and Salvage Existing Traffic Signal	LS	0	\$2,000.00	\$0.00
Remove and Salvage Existing Traffic Signs	LS	0	\$500.00	\$0.00
Luminaire and Foundation	EA	0	\$7,000.00	\$0.00
Conduit for Luminaire Power	LF	0	\$10.00	\$0.00
Traffic Control	LS	1	\$15,000.00	\$15,000.00
Engineering & Survey	LS	1	\$120,000.00	\$120,000.00
TOTAL				\$479,551.94
Contingency (25%)				\$119,887.99
TOTAL				\$599,439.93

Cost per Linear Foot of Project = \$77.85

Preliminary Estimate to Provide 5-foot sidewalk along both sides of Beverly Hill, Skyline, Unity and along Hillcroft as Shown

Project length = 5230 FT

Description	Unit	Est. Qty.	Est. Unit Price	Total Cost
NPDES Compliance	LS	1	\$3,000.00	\$3,000.00
Project Identification Sign	EA	6	\$550.00	\$3,300.00
Relocate Traffic Signs	EA	6	\$200.00	\$1,200.00
Flagmen Hours	HR	120	\$25.00	\$3,000.00
Remove Conc. Base with Asphalt Overlay	SY	0	\$8.50	\$0.00
Remove Conc. Curb or Esplanade Curb	LF	0	\$3.50	\$0.00
Remove Conc. Curb and Gutter	LF	350	\$8.00	\$2,800.00
Remove Existing Conc. Sidewalk or Driveway	SY	1,167	\$7.50	\$8,750.00
Sawed Joint	LF	400	\$10.00	\$4,000.00
Construct Bulbed Ramp	EA	0	\$9,500.00	\$0.00
Roadway Excavation	CY	120	\$9.00	\$1,080.00
6 inch Conc. Sidewalks or Driveways	SF	4860	\$7.50	\$36,450.00
4-1/2 inch Conc. Sidewalks and Wheelchair Ramps	SF	24,125	\$4.50	\$108,562.50
Ret. Wall 6 inch thickness (6 inch to 24 inch height)	SF	220	\$15.00	\$3,300.00
Milling Asphaltic Surfaces	SY	0	\$3.25	\$0.00
2 inch Asphaltic Conc. Surfacing Type "D"	TON	9	\$65.00	\$556.11
8 inch Flex Base	SY	77.8	\$8.00	\$622.22
Asphaltic Level-Up Course Type "D"	TON	0	\$65.00	\$0.00
Tack Coat (.10 Gal/Sy)	GAL	8	\$3.00	\$23.33
9" Reinf. Conc. Pavm't for Bus Lanes/Pads	SY	0	\$55.00	\$0.00
Reinf. Conc. Pipe 18 inch	LF	0	\$60.00	\$0.00
Reinf. Conc. Pipe 24 inch	LF	0	\$70.00	\$0.00
Reinf. Conc. Pipe 30 inch	LF	0	\$85.00	\$0.00
Adjust Exist. M.H. Frame and Cover to Grade	EA	5	\$750.00	\$3,750.00
6 inch Conc. Curb, all Heights	LF	320	\$4.50	\$1,440.00
Monolithic Conc. Curb and Gutter	LF	0	\$12.50	\$0.00
Full Depth Repair Existing Conc. Pavement (7")	SY	0	\$66.00	\$0.00
Board Exp. Jt.	LF	270	\$3.30	\$891.00
Board Exp. Jt., 4"-8" Deep (No Load Transfer Device)	LF	0	\$2.20	\$0.00
Buttons and Striping	LS	0	\$1,000.00	\$0.00
Permanent Traffic Signs	EA	12	\$1,500.00	\$18,000.00
Pref. Pavm't Marking (4" Wide) White or Yellow	LF	0	\$1.50	\$0.00
Pref. Pavm't Marking (8" Wide) White	LF	1280	\$2.50	\$3,200.00
Pref. Pavm't Marking (12" Wide) White	LF	0	\$5.00	\$0.00
Pref. Pavm't Marking (24" Wide) White	LF	640	\$9.00	\$5,760.00
Pref. Pavm't Marking, Turning Arrow	EA	0	\$175.00	\$0.00
Pref. Pavm't Marking, Elongated Word "Only"	EA	0	\$200.00	\$0.00
Pref. Pavm't Marking (Diamond Symbol)	EA	0	\$100.00	\$0.00
Adjust W.M. Box or Valve Box to Grade	EA	10	\$250.00	\$2,500.00
Repair Existing Inlet	EA	4	\$600.00	\$2,400.00
Replace Type "B" Inlet with Type "B-B" Inlet	EA	0	\$1,500.00	\$0.00
Inlet Type A	EA	0	\$1,700.00	\$0.00
Cement Stabilized Sand	TON	10	\$20.75	\$207.50
Sodding	SY	1200	\$2.00	\$2,400.00
Irrigation System for Landscaped Areas	LS	0	\$12,000.00	\$0.00
Remove, Replace and Relocate Exist. Inlet	EA	0	\$1,000.00	\$0.00
Remove and Salvage Existing Traffic Signal	LS	0	\$2,000.00	\$0.00
Remove and Salvage Existing Traffic Signs	LS	0	\$500.00	\$0.00
Luminaire and Foundation	EA	0	\$7,000.00	\$0.00
Conduit for Luminaire Power	LF	0	\$10.00	\$0.00
Traffic Control	LS	1	\$30,000.00	\$30,000.00
Engineering & Survey	LS	1	\$90,000.00	\$90,000.00
TOTAL				\$337,192.67
Contingency (25%)				\$84,298.17
TOTAL				\$421,490.83

Cost per Linear Foot of Project = \$80.59

Preliminary Estimate to Provide 5-foot sidewalk along both sides of Dashwood, Ashcroft and Rampart

Project length = 5020 FT

Description	Unit	Est. Qty.	Est. Unit Price	Total Cost
NPDES Compliance	LS	2	\$3,000.00	\$6,000.00
Project Identification Sign	EA	3	\$550.00	\$1,650.00
Relocate Traffic Signs	EA	22	\$200.00	\$4,400.00
Flagmen Hours	HR	0	\$25.00	\$0.00
Remove Conc. Base with Asphalt Overlay	SY	0	\$8.50	\$0.00
Remove Conc. Curb or Esplanade Curb	LF	0	\$3.50	\$0.00
Remove Conc. Curb and Gutter	LF	550	\$8.00	\$4,400.00
Remove Existing Conc. Sidewalk or Driveway	SY	670	\$7.50	\$5,025.00
Sawed Joint	LF	500	\$10.00	\$5,000.00
Construct Bulbed Ramp	EA	0	\$9,500.00	\$0.00
Roadway Excavation	CY	0	\$9.00	\$0.00
6 inch Conc. Sidewalks or Driveways	SF	5700	\$7.50	\$42,750.00
4-1/2 inch Conc. Sidewalks and Wheelchair Ramps	SF	47250	\$4.50	\$212,625.00
Ret. Wall 6 inch thickness (6 inch to 24 inch height)	SF	180	\$15.00	\$2,700.00
Milling Asphaltic Surfaces	SY	0	\$3.25	\$0.00
2 inch Asphaltic Conc. Surfacing Type "D"	TON	73	\$65.00	\$4,766.67
8 inch Flex Base	SY	188.89	\$8.00	\$1,511.11
Asphaltic Level-Up Course Type "D"	TON	0	\$65.00	\$0.00
Tack Coat (.10 Gal/Sy)	GAL	0	\$3.00	\$0.00
9" Reinf. Conc. Pavm't for Bus Lanes/Pads	SY	0	\$55.00	\$0.00
Reinf. Conc. Pipe 18 inch	LF	0	\$60.00	\$0.00
Reinf. Conc. Pipe 24 inch	LF	110	\$70.00	\$7,700.00
Reinf. Conc. Pipe 30 inch	LF	0	\$85.00	\$0.00
Adjust Exist. M.H. Frame and Cover to Grade	EA	15	\$750.00	\$11,250.00
6 inch Conc. Curb, all Heights	LF	560	\$4.50	\$2,520.00
Monolithic Conc. Curb and Gutter	LF	625	\$12.50	\$7,812.50
Full Depth Repair Existing Conc. Pavement (7")	SY	0	\$66.00	\$0.00
Board Exp. Jt.	LF	470	\$3.30	\$1,551.00
Board Exp. Jt., 4"-8" Deep (No Load Transfer Device)	LF	0	\$2.20	\$0.00
Buttons and Striping	LS	0	\$1,000.00	\$0.00
Permanent Traffic Signs	EA	8	\$1,500.00	\$12,000.00
Pref. Pavm't Marking (4" Wide) White or Yellow	LF	0	\$1.50	\$0.00
Pref. Pavm't Marking (8" Wide) White	LF	0	\$2.50	\$0.00
Pref. Pavm't Marking (12" Wide) White	LF	0	\$5.00	\$0.00
Pref. Pavm't Marking (24" Wide) White	LF	0	\$9.00	\$0.00
Pref. Pavm't Marking, Turning Arrow	EA	0	\$175.00	\$0.00
Pref. Pavm't Marking, Elongated Word "Only"	EA	0	\$200.00	\$0.00
Pref. Pavm't Marking (Diamond Symbol)	EA	0	\$100.00	\$0.00
Adjust W.M. Box or Valve Box to Grade	EA	20	\$250.00	\$5,000.00
Repair Existing Inlet	EA	16	\$600.00	\$9,600.00
Replace Type "B" Inlet with Type "B-B" Inlet	EA	0	\$1,500.00	\$0.00
Inlet Type A	EA	4	\$1,700.00	\$6,800.00
Cement Stabilized Sand	TON	20	\$20.75	\$415.00
Sodding	SY	1000	\$2.00	\$2,000.00
Irrigation System for Landscaped Areas	LS	0	\$12,000.00	\$0.00
Remove, Replace and Relocate Exist. Inlet	EA	0	\$1,000.00	\$0.00
Remove and Salvage Existing Traffic Signal	LS	0	\$2,000.00	\$0.00
Remove and Salvage Existing Traffic Signs	LS	0	\$500.00	\$0.00
Luminaire and Foundation	EA	0	\$7,000.00	\$0.00
Conduit for Luminaire Power	LF	0	\$10.00	\$0.00
Traffic Control	LS	1	\$12,000.00	\$12,000.00
Engineering & Survey	LS	1	\$155,000.00	\$155,000.00
TOTAL				\$524,476.28
Contingency (25%)				\$131,119.07
TOTAL				\$655,595.35

Cost per Linear Foot of Project = \$130.60

Preliminary Estimate to Provide 5-foot sidewalk along both sides of Dashwood Street between Ashcroft and Rampart

Project length = 1220 FT

Description	Unit	Est. Qty.	Est. Unit Price	Total Cost
NPDES Compliance	LS	1	\$1,000.00	\$1,000.00
Project Identification Sign	EA	1	\$550.00	\$550.00
Relocate Traffic Signs	EA	10	\$200.00	\$2,000.00
Flagmen Hours	HR	0	\$25.00	\$0.00
Remove Conc. Base with Asphalt Overlay	SY	0	\$8.50	\$0.00
Remove Conc. Curb or Esplanade Curb	LF	0	\$3.50	\$0.00
Remove Conc. Curb and Gutter	LF	200	\$8.00	\$1,600.00
Remove Existing Conc. Sidewalk or Driveway	SY	220	\$7.50	\$1,650.00
Sawed Joint	LF	100	\$10.00	\$1,000.00
Construct Bulbed Ramp	EA	0	\$9,500.00	\$0.00
Roadway Excavation	CY	0	\$9.00	\$0.00
6 inch Conc. Sidewalks or Driveways	SF	3000	\$7.50	\$22,500.00
4-1/2 inch Conc. Sidewalks and Wheelchair Ramps	SF	11,600	\$4.50	\$52,200.00
Ret. Wall 6 inch thickness (6 inch to 24 inch height)	SF	180	\$15.00	\$2,700.00
Milling Asphaltic Surfaces	SY	0	\$3.25	\$0.00
2 inch Asphaltic Conc. Surfacing Type "D"	TON	49	\$65.00	\$3,177.78
8 inch Flex Base	SY	111.1	\$8.00	\$888.89
Asphaltic Level-Up Course Type "D"	TON	0	\$65.00	\$0.00
Tack Coat (.10 Gal/Sy)	GAL	0	\$3.00	\$0.00
9" Reinf. Conc. Pavm't for Bus Lanes/Pads	SY	0	\$55.00	\$0.00
Reinf. Conc. Pipe 18 inch	LF	0	\$60.00	\$0.00
Reinf. Conc. Pipe 24 inch	LF	110	\$70.00	\$7,700.00
Reinf. Conc. Pipe 30 inch	LF	0	\$85.00	\$0.00
Adjust Exist. M.H. Frame and Cover to Grade	EA	10	\$750.00	\$7,500.00
6 inch Conc. Curb, all Heights	LF	240	\$4.50	\$1,080.00
Monolithic Conc. Curb and Gutter	LF	250	\$12.50	\$3,125.00
Full Depth Repair Existing Conc. Pavement (7")	SY	0	\$66.00	\$0.00
Board Exp. Jt.	LF	200	\$3.30	\$660.00
Board Exp. Jt., 4"-8" Deep (No Load Transfer Device)	LF	0	\$2.20	\$0.00
Buttons and Striping	LS	0	\$1,000.00	\$0.00
Permanent Traffic Signs	EA	2	\$1,500.00	\$3,000.00
Pref. Pavm't Marking (4" Wide) White or Yellow	LF	0	\$1.50	\$0.00
Pref. Pavm't Marking (8" Wide) White	LF	0	\$2.50	\$0.00
Pref. Pavm't Marking (12" Wide) White	LF	0	\$5.00	\$0.00
Pref. Pavm't Marking (24" Wide) White	LF	0	\$9.00	\$0.00
Pref. Pavm't Marking, Turning Arrow	EA	0	\$175.00	\$0.00
Pref. Pavm't Marking, Elongated Word "Only"	EA	0	\$200.00	\$0.00
Pref. Pavm't Marking (Diamond Symbol)	EA	0	\$100.00	\$0.00
Adjust W.M. Box or Valve Box to Grade	EA	10	\$250.00	\$2,500.00
Repair Existing Inlet	EA	8	\$600.00	\$4,800.00
Replace Type "B" Inlet with Type "B-B" Inlet	EA	0	\$1,500.00	\$0.00
Inlet Type A	EA	4	\$1,700.00	\$6,800.00
Cement Stabilized Sand	TON	10	\$20.75	\$207.50
Sodding	SY	200	\$2.00	\$400.00
Irrigation System for Landscaped Areas	LS	0	\$12,000.00	\$0.00
Remove, Replace and Relocate Exist. Inlet	EA	0	\$1,000.00	\$0.00
Remove and Salvage Existing Traffic Signal	LS	0	\$2,000.00	\$0.00
Remove and Salvage Existing Traffic Signs	LS	0	\$500.00	\$0.00
Luminaire and Foundation	EA	0	\$7,000.00	\$0.00
Conduit for Luminaire Power	LF	0	\$10.00	\$0.00
Traffic Control	LS	1	\$8,000.00	\$8,000.00
Engineering & Survey	LS	1	\$80,000.00	\$80,000.00
TOTAL				\$215,039.17
Contingency (20%)				\$43,007.83
TOTAL				\$258,047.00

Cost per Linear Foot of Project = \$211.51

Preliminary Estimate to Provide 5-foot sidewalk along both sides of Ashcroft and Rampart

Project length = 3800 FT

Description	Unit	Est. Qty.	Est. Unit Price	Total Cost
NPDES Compliance	LS	1	\$3,000.00	\$3,000.00
Project Identification Sign	EA	2	\$550.00	\$1,100.00
Relocate Traffic Signs	EA	12	\$200.00	\$2,400.00
Flagmen Hours	HR	0	\$25.00	\$0.00
Remove Conc. Base with Asphalt Overlay	SY	0	\$8.50	\$0.00
Remove Conc. Curb or Esplanade Curb	LF	0	\$3.50	\$0.00
Remove Conc. Curb and Gutter	LF	350	\$8.00	\$2,800.00
Remove Existing Conc. Sidewalk or Driveway	SY	450	\$7.50	\$3,375.00
Sawed Joint	LF	400	\$10.00	\$4,000.00
Construct Bulbed Ramp	EA	0	\$9,500.00	\$0.00
Roadway Excavation	CY	0	\$9.00	\$0.00
6 inch Conc. Sidewalks or Driveways	SF	2700	\$7.50	\$20,250.00
4-1/2 inch Conc. Sidewalks and Wheelchair Ramps	SF	35,650	\$4.50	\$160,425.00
Ret. Wall 6 inch thickness (6 inch to 24 inch height)	SF	0	\$15.00	\$0.00
Milling Asphaltic Surfaces	SY	0	\$3.25	\$0.00
2 inch Asphaltic Conc. Surfacing Type "D"	TON	24	\$65.00	\$1,588.89
8 inch Flex Base	SY	77.8	\$8.00	\$622.22
Asphaltic Level-Up Course Type "D"	TON	0	\$65.00	\$0.00
Tack Coat (.10 Gal/Sy)	GAL	0	\$3.00	\$0.00
9" Reinf. Conc. Pavm't for Bus Lanes/Pads	SY	0	\$55.00	\$0.00
Reinf. Conc. Pipe 18 inch	LF	0	\$60.00	\$0.00
Reinf. Conc. Pipe 24 inch	LF	0	\$70.00	\$0.00
Reinf. Conc. Pipe 30 inch	LF	0	\$85.00	\$0.00
Adjust Exist. M.H. Frame and Cover to Grade	EA	5	\$750.00	\$3,750.00
6 inch Conc. Curb, all Heights	LF	320	\$4.50	\$1,440.00
Monolithic Conc. Curb and Gutter	LF	375	\$12.50	\$4,687.50
Full Depth Repair Existing Conc. Pavement (7")	SY	0	\$66.00	\$0.00
Board Exp. Jt.	LF	270	\$3.30	\$891.00
Board Exp. Jt., 4"-8" Deep (No Load Transfer Device)	LF	0	\$2.20	\$0.00
Buttons and Striping	LS	0	\$1,000.00	\$0.00
Permanent Traffic Signs	EA	6	\$1,500.00	\$9,000.00
Pref. Pavm't Marking (4" Wide) White or Yellow	LF	0	\$1.50	\$0.00
Pref. Pavm't Marking (8" Wide) White	LF	0	\$2.50	\$0.00
Pref. Pavm't Marking (12" Wide) White	LF	0	\$5.00	\$0.00
Pref. Pavm't Marking (24" Wide) White	LF	0	\$9.00	\$0.00
Pref. Pavm't Marking, Turning Arrow	EA	0	\$175.00	\$0.00
Pref. Pavm't Marking, Elongated Word "Only"	EA	0	\$200.00	\$0.00
Pref. Pavm't Marking (Diamond Symbol)	EA	0	\$100.00	\$0.00
Adjust W.M. Box or Valve Box to Grade	EA	10	\$250.00	\$2,500.00
Repair Existing Inlet	EA	8	\$600.00	\$4,800.00
Replace Type "B" Inlet with Type "B-B" Inlet	EA	0	\$1,500.00	\$0.00
Inlet Type A	EA	0	\$1,700.00	\$0.00
Cement Stabilized Sand	TON	10	\$20.75	\$207.50
Sodding	SY	800	\$2.00	\$1,600.00
Irrigation System for Landscaped Areas	LS	0	\$12,000.00	\$0.00
Remove, Replace and Relocate Exist. Inlet	EA	0	\$1,000.00	\$0.00
Remove and Salvage Existing Traffic Signal	LS	0	\$2,000.00	\$0.00
Remove and Salvage Existing Traffic Signs	LS	0	\$500.00	\$0.00
Luminaire and Foundation	EA	0	\$7,000.00	\$0.00
Conduit for Luminaire Power	LF	0	\$10.00	\$0.00
Traffic Control	LS	1	\$4,000.00	\$4,000.00
Engineering & Survey	LS	1	\$75,000.00	\$75,000.00
TOTAL				\$307,437.11
Contingency (25%)				\$76,859.28
TOTAL				\$384,296.39

Cost per Linear Foot of Project = \$101.13

Appendix B: Documentation of Community Involvement

- Summary of Workshops
- List of Stakeholders
- Questionnaire and Summary of Responses
- Project Website

Summary of Workshops

Community workshops were held at three key milestones in the study process. At each milestone, two separate workshops were held – one with public agencies and elected officials, and one with community stakeholders, local residents and businesses. For the purpose of this document, each set of two workshops will be called a “series”. For each Workshop, invitations were sent out by email, fax and regular mail, in both Spanish and English to the list of stakeholders included later in this Appendix.

In order to assist in gathering input from the community and provide information about the study, the Knudson Team established a project bilingual website at www.houstonwalkbike.org.

A questionnaire (in both Spanish and English) was also developed to gain insight into walking and bicycling characteristics in the Gulfton area. The questionnaire included thought-provoking questions to help identify pedestrian and bicyclist improvements that are needed in the Gulfton area. The questionnaire was posted to the website and distributed to the community leaders who participated at the first series of workshops, with the request that it be distributed to other residents and businesses in the community. A total of 11 responses were received (5 hard copy and 6 website). The questionnaire, in both Spanish and English, a summary of responses received, and a copy of the website are included later in this Appendix.

Workshop Series #1 – June 29, 2005

The purpose of the first series of workshops was to gather information about what is important to the community about walking and cycling in the area, and what improvements would be most beneficial to the community in order to improve safety and provide better mobility for pedestrians and cyclists. The Knudson Team presented background information about pedestrian and bicycle terminology and issues, as well as existing conditions data exhibits to help facilitate dialogue. An afternoon workshop was held from 2-4 p.m. with public agencies and elected officials at the HPD-Houston Storefront at Gulfton and Renwick. There were a total of 12 participants at this workshop:

Name	Organization
Larry Taggart	Gulfton Area Action Council
Lilibeth Andre	COH Public Works Dept. Bikeway Program
Donald Perkins	City of Houston Planning and Development Dept.
Scott Hochberg	Texas State Representative
Peter Key	Harris County Public Infrastructure Department
Jesse Gutierrez	Mayor’s Office / Gulfton Weed and Seed Program
Eric Laube	City of Houston Planning and Development Dept.
Mike McMahan	Touch Family Church
Tom Cooney	City of Houston Planning and Development Dept.
Jim Greeson	Harris County Precinct 3
Bessie Swindle	US Representative’s Al Green’s office
William Hlavacek	City of Houston Public Works and Engineering Dept.

Participants were asked to identify the major issues that should be addressed by this study. The following issues were raised:

- Burnett Bayland Park most utilized in the City, next to Memorial Park
- Community must request sidewalk improvements
- Need crosswalk
- Need traffic signals
- Need day labor center – currently the day laborers congregate especially under the freeway/tollway
- Need mid-block crossings
- Right on red dangerous
- Need more trees
- Burnett Bayland Park is major destination
- Lack of sidewalks – no budget
- Need crosswalks at major intersections
- Need traffic signals
- North-south foot traffic north and south of 59/Westpark
- A lot of bike activity at night

In addition, staff from the City of Houston Planning and Development Department provided information submitted by the Super Neighborhood Council (SNC) to the City regarding specific improvements that are needed in the area. These improvements included the need for sidewalks on Clarewood, Atwell, Alder, Rampart and Ashcroft, traffic signal improvements at Rampart/Gulfton, Glenmont/Alder, Glenmont/Rampart, Rampart/Bissonnet, Rampart/Bellaire, Glenmont/Chimney Rock, and Alder/Gulfton, and full-depth repairs on Hillcroft, Gulfton, Chimney Rock and Bissonnet.

An evening workshop was held from 6-8 p.m. with key community leaders at the Benavidez Elementary School at Gulfton and Westward. There were a total of 12 participants at the evening workshop:

Name	Organization
Nelson Ayala	City of Houston Parks and Recreation Department
Betty Martin	Houston Chronicle
Susan Rogers	U of H Community Design Research Center
Lesly Van Dame	Sierra Club
Matt Broussard	Triad, Gulfton CYD
Larry Taggart	Gulfton Area Action Council
Walter R. Parker III	Houston Police Department
Regina Garcia	Bike Houston
Robin Holzer	Citizen’s Transportation Coalition
Wilfredo Velasquez	Comite Centro Americano de Houston
Bea Marquez	Houston Independent School District
Sgt. Charles Pugh	Houston Police Department

Participants at the evening session were also asked to identify the major issues that should be addressed by this study. Points were gathered on a flip chart and on sticky notes that were posted on aerial photography laid out on tables in the middle of the room.

The following points were gathered on a flip chart:

- Wayfinding – is there a plan?
- People walk/bike because they have to – they are in survival mode
- Night-time is an issue as well – walk/bike necessary then as well
- Lighting and safety is important – street lighting not adequate – some streets do not have street lights at all – do not get replaced when they burn out – also people shoot them out
- No sidewalks on many streets – dangerous
- What are the costs?
- Atwell, Alder, Renwick – streets that run parallel to Hillcroft – need improvement
- Start with the quick fixes
- People need to have realistic expectations
- How about a circulator bus system, - this is already happening in the area – independent/private operators
- Most kids live within 2 miles of their school so they do not get bussed and have to walk/bike
- Area has a history of apathy – most people in the area are transient, and not citizens of the US
- 80,000 people live in the area
- Return Westpark bike lane – there is room underneath
- Need more amenities in the area – one park is not enough for the number of people living there
- The Bellaire bus comes every 6 minutes, so that is probably not the reason for the accidents – why would people be rushing across the street?
- Need designated crosswalks – with lighting – at Kroger, on major thoroughfares (break up the distance between signals)
- Some of the people who are walking are prostitutes - #1 problem in this area is the crime – need good lighting, and property owners need to get into partnership with finding solutions (such as improved lighting on private property)
- Drainage is an issue – so sidewalks become very important – people are limited to walking on the major thoroughfares – smaller streets don't have sidewalk – only ditches – very dangerous – sidewalks very important
- People in the Gulfton area are not used to using “the system” – they need education – also punitive measures might be needed/enforcement.

The following points were written by participants on the sticky notes on the aerial photography:

- No sidewalk on Clarewood between Renwick and Chimney Rock and it has a heavy bicycle and pedestrian traffic
- Pedestrian crosswalks across Chimney Rock for residents to access park, school, Kroger, shopping
- No sidewalks at Alder & Dashwood, Dashwood & Atwell and Elm & Alder
- Needs sidewalks and bicycle lanes at Atwell between Elm & Bissonnet
- Better path for cyclists & pedestrians to park from Gulfton & Renwick
- Alder needs a sidewalk there is heavy pedestrian traffic especially by children
- More parking spaces at park at Gulfton & Chimney Rock
- Renwick is not very well lit between Hwy 59 and Bissonnet
- Not enough lighting on streets on Shenandoah neighborhood. More light posts needed.
- People bicycle north & south between Gulfton and restaurants and other jobs on Richmond and at the Galleria. Dangerous – high auto traffic.
- Cars speeding on Hillcroft Ave, north and southbound from Bellaire to Bissonnet
- Keep the recycling center – more of the same
- Kids going from apartments to school – no sidewalks along Beverly Hill to Lee HS
- Enforce laws against red light runners along Westheimer, up and down

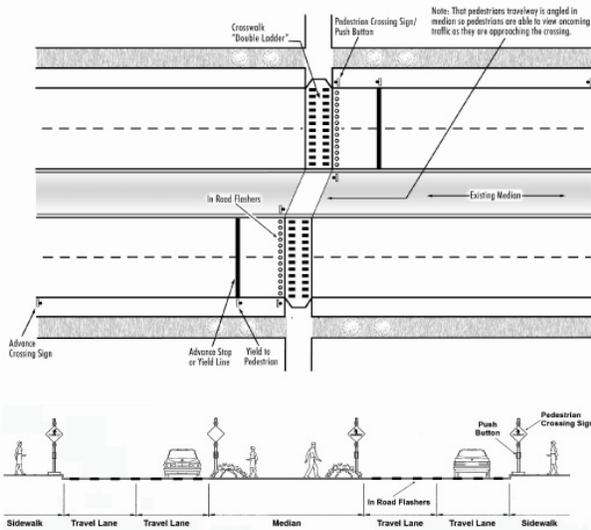
All of the information collected from the first series of workshops contributed significantly to the development of the Conceptual Plan. See Section 5 of this document for a discussion on the Conceptual Plan.

Workshop Series #2 – August 3, 2005

The purpose of the second series of workshops was to gather input from the community regarding the potential pedestrian and bicycle improvements being considered for the Conceptual Plan. A map showing draft ideas for improvements was presented at each workshop. Existing conditions data was displayed at the meeting, and there was information provided concerning best practices for pedestrian and bicycle facilities, as well as a summary of the responses received so far from the community questionnaire. The existing conditions data is discussed in Section 4. A copy of the pedestrian and bicycle facilities exhibits and the summary of questionnaire responses received at this point in the study process are provided on the following pages.

Mid-Block & Unsignalized Intersection Enhanced Crosswalk Design Improvements

Mid-Block Crossing



- **Pedestrian Crossing Warning Sign**
 - Includes flashing lights to warn motorists of pedestrian in crossing
 - Easily identifies crossing point
- **Push Button Activation for Pedestrian Calls**
 - Easy to operate/maintain
 - If gap in traffic exists, may not need to be activated
- **Pedestrian Signage**
 - Direct pedestrian to crosswalk
 - Bi-lingual or international signage
- **Countdown Pedestrian Signal Heads**
 - Clearly provides pedestrians time left to cross street
 - Not language-dependent

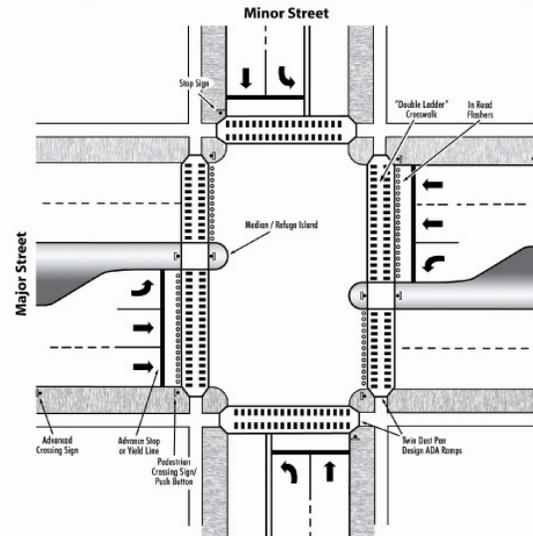


- **In-road Flashers**
 - Provides clear signal to motorists of pedestrian in crosswalk
 - Extremely visible at night
- **Signage**
 - Should use international symbols
 - Text should be in both English and Spanish

- **Double Ladder Crosswalk Marking Pattern**
 - Highly visible to motorists
 - Removes hazard of wet/slippery markings
 - Provide clear surface for wheelchairs, push-carts, etc
- **Angled Median Refuge Island (Mid-Block Crossings)**
 - Crossing at same grade as crosswalk
 - Raised barriers outside of refuge area divert traffic around pedestrians
 - Directs pedestrians to look for traffic
 - Increases visibility and cone of sight of pedestrians
 - Slows bicyclists crossing street
- **Median/Refuge Islands (Intersection Crossings)**
 - Crossing at same grade as crosswalk
 - Raised barriers outside of refuge area divert traffic around pedestrians
- **Twin Dust Pan ADA Ramps**
 - Directs pedestrians to crosswalk
 - Makes it clear to motorists which street pedestrian is crossing
- **Advanced Crossing Sign**
 - Warns motorists of upcoming pedestrian crossing
 - Prepares motorist to stop
- **Advanced Yield/Stop Line**
 - Indicates to motorists where to stop/yield
 - Provides buffer distance between vehicle and pedestrian crossing



Unsignalized Intersection Crossing



Enhanced Bicycle Facility Design Improvements

Diagonally Striped Bicycle Lane



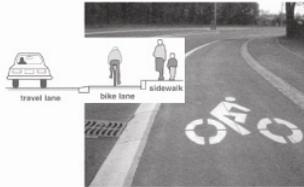
Shared Bus/Bicycle Lane



Colored Bicycle Lane in High Conflict Zones



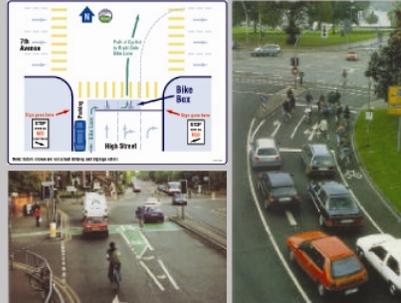
Raised Bicycle Lane



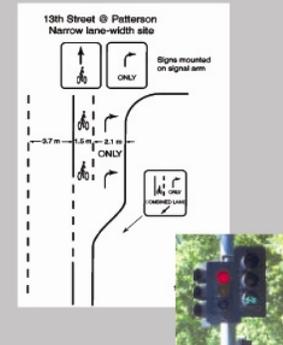
Bicycle Route/Shared Bicycle Lane Pavement Markings



Advance Stop Line/Bicycle Box



Combined Bicycle/Right Turn Lane



Bicycle Crossings



Median Bicycle Paths



Source: ITE Informational Report: Innovative Bicycle Treatments

Summary of Questionnaire Responses

Main reasons why people don't ...

Walk in the Gulfton area:

- Too many cars pulling in/out of parking lots, etc
- Not safe

Ride a bike in the Gulfton area:

- No bike lane, or suitable path or shoulder
- Too much traffic on road
- Too many cars pulling in/out of parking lots, etc

The best things about ...

Walking in the Gulfton area:

- Easy to find places
- I like to walk/exercise
- Seeing the different structures
- It's flat
- East to do
- Great shops
- Good exercise

Riding a bike in the Gulfton area:

- Being a part of the community
- There is a city bikeway near area that takes me from the Bayou to HBU
- Don't know - I'm too scared to try it
- There is a great density of useful destinations in Gulfton
- The Galleria is close by
- Going through residential neighborhoods

The worst things about ...

Walking in the Gulfton area:

- Not enough shade/greenery
- Way too much asphalt and concrete
- Walking in the area is not safe unless you use the sidewalk up Bissonnet
- Speeding cars/no speed bumps
- Streets are narrow and no paths to walk on
- Autos - dangerous (drivers will run over their own mothers)
- Unsightly - concrete, ugly signs and strip malls, no parks, nothing but parking lots
- Noisy - hard to listen to music while walking
- Hot - way too few trees; black asphalt
- It is much too dangerous to walk the area
- A traffic light needs to be installed at the corner of Elm and Renwick. Many accidents occur at that location.
- Could use more lighting down Elm Street
- Sidewalks are usually over-run with weeds
- Sidewalks are broken
- No trash cans near sidewalk and bus stops so sidewalks are covered in trash

Riding a bike in the Gulfton area:

- No regard for bikes
- There is no bike trail entrance to the Bayland Park from the City bikeway
- Can't get to HBU by coming west on Westpark - also no bikeway from Hillcroft to Newcastle going east
- No safe way to get in to Bellaire to shop or visit
- No safe bike racks in Bellaire to lock bike to
- I could very easily be roadkill
- Westheimer & Richmond are completely unusable even to the bravest vehicular cyclist
- Loss of Westpark bike lanes was a blow to the system in this area
- Bike lanes full of debris
- Limited routes
- Bike lanes just stop at major roads making you share a lane on busy roads

The most important changes to improve walking/biking in the Gulfton area:

- Signage regarding drivers be careful/aware (in English and Spanish)
- As much beautification, greening, aesthetic improvement as possible
- Have some locations available for outside markets
- Sidewalks - people walk, bike, take public transit because they need to, it is not recreational
- Consider alternative routes - rights of ways, median, sidewalks on all major streets (Renwick)
- Speed bumps
- Safe from traffic
- Crosswalks
- Welcoming signs
- Bicycle parking apparatuses
- Get entrance way into the Bayland Park that is marked and safe
- When and if you use bike lane they are at the maximum width for safety
- Make street light crossing long enough to walk you bike across street
- Many more trees
- Get bikeway put back on Westpark so bikes coming from Bayland area have free flow to town on Westpark
- Enforce traffic laws so that people's lives are not threatened while in cross walks
- Create some bike-safe routes
- Wider bike lanes
- Clean bike lanes
- Put in some aesthetic and pedestrian friendly design when any particular areas are being rebuilt or repaired
- Sponsor bike riding events in the area so that people get out and try it and may find there is some improved safety in numbers
- Useable, safe, attractive east-west connectivity from the Galleria to the Westchase District



An afternoon workshop was held with public agencies/elected officials from 2-4 p.m. at the Bayland Community Center. A total of 9 people attended this session:

Name	Organization
Libibeth Andre	COH Public Works Dept. Bikeway Program
Donald Perkins	City of Houston Planning and Development Department
Scott Hochberg	Texas State Representative
Peter Key	Harris County Public Infrastructure Department
Ramiro Guzman	Gulfton Youth Development Program/Community Center
Katherine Parker	City of Houston
Mr. Shady Nebo	City of Houston Long Range Planning
Thomas Servello	US Representative's Al Green's office
John Moss	State Senator Kyle Janek's office

The discussion of issues and ideas generated the following points:

- Destination signage needed
- ADA compliance important
- Commercial/delivery carts abundant in the area
- Agency/private partnerships should be explored
- Consider providing over/under passes for pedestrians instead of at-grade crossings
- Enhance drainage flood control ditch for north/south linkage
- Look at using Centerpoint easement for east/west linkage – Centerpoint might be agreeable to this since there is already some parking in the easement
- Explore ability to connect between the flood control ditch and the Centerpoint easement
- Use area under tollroad (east end)
- Westpark bike lane had low use before tollroad
- North to south & south to north movement is a reality
- Linkages to Lee High School
- Not as much east/west – need more north/south
- Crash reduction is a priority
- Street reconstruction = big \$ for improvements
- Ask HCTRA to fix problems created by the tollroad
- Need an inventory of which streets are open ditch vs. not open ditch
- What about boardwalks – would this be less expensive
- Was anything in Gulfton part of the Safe Routes to Schools Program
- Rampart/Glenmont signal – higher community desire
- What about putting pedestrians in tunnels under the road
- The area needs a circulator transit system
- Crossing Westpark/59 barrier important
- Highlight existing travel patterns
- Consider shared parking/bike lane
- Conversion to one-way streets?
- School zone for Lee High School
- Add an additional street crossing on Hillcroft between Tollroad and 59

An evening workshop was held with members of the community from 6-8 p.m., also at the Bayland Community Center. A total of 13 people attended this meeting:

Name	Organization
Nelson Ayala	City of Houston Parks and Recreation Department
John and Sandra Struska	Car Clean-Up Systems Inc.
Peter Wang	Bike Houston
Mark Goldberg	City of Houston Council Member District C
Marcy Williams	CAC (Braeburn Storefront)
Orlando Alvarado	
Barbara Hite	Council Member Mark Goldberg's office
Regina Garcia	H-GAC Technical Advisory Committee
R. Clayton McKee	
Teri Kaplan	TxDOT Houston District Bicycle Coordinator
Sgt. D.C. Acres	Houston Police Department – Gulfton Area
Daryl Longworth	Houston Police Department

Following the presentation of pedestrian crossing and bicycle facility best practices and a review of the draft ideas being considered for the Conceptual Plan, the participants were divided into two groups and each was provided with a copy of the draft Conceptual Plan to mark up with comments and suggestions for priority projects. The following notes were made by each group:

Group 1 Notes:

- Add curb cut to the sidewalks at all intersecting streets
- Strong recommendation to add bike way under the Westpark Tollway
- Provide good lighting to any off-road trail (such as the drainage ditch, or Centerpoint) for safety
- Recommend focus for major improvements on north-south routes for pedestrian and bicyclists – priorities: Rampart and Alder
- Priority for east-west – drainage ditch
- Should try to funnel people to use the 59/Tollroad underpasses at Fountain View/Renwick, rather than other locations (such as Chimney Rock, Hillcroft)
- Start with mid-block crossings on local streets first then on major streets
- Enforcement for proper use of mid-block crossings is important
- Need to provide sidewalks and on-street bike lanes on Alder and Rampart
- Alder is higher priority than Atwell for bike lanes
- #1 priority – bring bikes and pedestrians onto local streets and get them away from the major streets
- Pavement markings are much more important and more effective than posted bike route signs
- The area around Bellaire and Hillcroft is very busy and dangerous and should be looked at for additional street crossings

Group 2 Notes:

- Yes to curb cuts for sidewalk bicyclists all through the study area. That's how some cyclists prefer to operate.
- There is no safe access to the Transit Center.
- Need good storage for bicycles at the Transit Center
- Need new signage at Hillcroft and Beverly Hill
- Also need lots of secure bike locks, monitored by personnel or security cameras
- Big challenge crossing Westpark & Highway 59
- Critical to improve Fountain View/Renwick bike facility. Lanes get as narrow as 18 inches at time, paint vanishes mysteriously, lanes full of debris – does not get you to the Braes Bayou
- Ped/bike access to Hillcroft Transit Center absolutely critical so that car-less people can get on transit
- No way to get to the Galleria – need to use reverse streets to get into the area (go the wrong way on one-way streets)
- 59 & Fountain View – bad intersection for bike lane – long distance under bridge, cars turning right using your bike lane, risk of “right hook”, bike under bridge in darkness, car coming in from bright sunlight is going to have a hard time seeing cyclist in the lane.
- West & Hillcroft is a bad intersection for cyclist coming southbound on Westward – have to cross northbound Hillcroft traffic
- Need sidewalks on Dashwood between Ashcroft and Rampart
- Traffic flow problem – Hillcroft at Dashwood – need signals
- Need cross-overs on Hillcroft between Bellaire and Bissonnet
- Need sidewalks on Alder from Bellaire to Elm
- Need bike park in this area (at Bayland or Burnet Park)
- Need sidewalks on Edgewood
- There is no painted bike lane on Fountain View south of Fairdale
- Having bike lane along Centerpoint is preferable to having one along Westpark
- Fairdale bike lane good idea – lots of apartments to the north, good connector to the Galleria area, good way to access back of Richmond strip
- Can you combine bike and pedestrian in one facility?
- Dashwood – lots of bicyclists/walking
- Lots of bicyclists and pedestrians on major corridors at all times of the day & night

Workshop Series #3 – September 12, 2005

The purpose of this series of workshops was to review the draft Conceptual Plan and the high priority projects being considered.

An afternoon session was held from 2-4 p.m. at the Bayland Community Center. There were two people in attendance:

Name	Organization
Greg Ranft	TxDOT Area Engineer Waller/West Area Office
Debbie Tholl	Uptown Houston

An evening session was held from 6-8 p.m. at the Bayland Community Center. There were 6 people in attendance:

Name	Organization
Lesly Van Dame	
John and Sandra Struska	Car Clean-Up Systems Inc.
Lilibeth Andre	COH Public Works Dept. Bikeway Program
Ilana Reisz	St. Lukes Episcopal Charities
Officer B.G Gonzales	HPD
Randy Bond	HPD

There was general agreement at both workshops with the Conceptual Plan and proposed High Priority Projects that were presented. Area photos were also exhibited – these are included in the following pages.

The discussion at the evening meeting included the following points in support of the improvements presented.

- Accidents on Renwick, at Dashwood and Clarewood
- High priority on Dashwood – a lot of traffic to and from Fiesta
- Lighting in general area would be beneficial – robberies occur because it is dark
- Westpark needs a trail
- 59 & Hillcroft underpass needs better lighting
- Oak Trees are blocking lighting, long-term improvement by homeowner and business owners needed
- Improvement would also be made by planting more trees – would help with heat
- Lighting along proposed ditch walkway needs to be considered

Additional Meetings

Additional meetings were held with elected officials and public agency staff to obtain information about existing conditions and to review specific draft conceptual plan ideas. These meetings were as follows:

- Councilmembers MJ Khan and Mike Goldberg June 28, 2005
- Harris County Public Infrastructure Staff (Art Storey and Peter Key) June 29, 2005
- Harris County Precinct 3 Commissioner Steve Radack August 9, 2005
- Harris County Precinct 3 Staff (Paul Hawkins, Jim Greeson, Fred Garcia) August 23, 2005
- TxDOT West District Staff (Greg Ranft) August 24, 2005
- City of Houston Public Works & Engineering Staff (Dan Krueger, Robert DeShurley, Harish Jojoo, Lilibeth Andre) August 25, 2005
- Peter Key HCTRA September 7, 2005

Input received from all of the above meeting provided excellent guidance to the Knudson Team for the development of the Conceptual Plan and they assisted H-GAC in identifying potential sponsorship opportunities.

Westpark Pedestrian and Bicyclist Access

There is a great deal of pedestrian and bicyclist activity along the Westpark corridor



Westpark at 14 Street (Transit Center)



This crosswalk across the eastern leg of the intersection provides good pedestrian accommodation, but sidewalk connectivity is lacking



The METRO transit center generates a significant level of pedestrian activity

Westpark at Chimney Rock



Pedestrians & bicyclists use the Area beneath the Westpark Toll Road for east-west connections

Westpark at Rampart



Westpark at Fountain View



The inclusion of a pedestrian refuge island at the intersection is a very good form of pedestrian accommodation



Westpark at SH 59



This area presents challenges to accommodation of pedestrians and bicyclists

Westpark at Hillcroft



The crosswalks at this intersection provide good pedestrian accommodation however there is no designated walkway along either side of the Westpark corridor.



Possible Opportunities for Improved Pedestrian Linkage Using Drainage Ditch

Fairdale



Looking North



Looking South

Beverly Hill

Looking North



Looking South

Skyline



Looking North



Looking South

Westpark



Looking North



Looking East

Windswept



Looking North



Looking South



List of Stakeholders

The following people were identified as stakeholders for this study. Each person was notified by email, fax and/or mail of the community/public agency workshops.

Churches

Apostles & Prophets Church
Bellaire Christian Church
Bellaire Central Baptist Church SBC
Bissonet Baptist Church
Braeburn Baptist Church
Canaan Christian Church
Center for Spiritual Living
Christian Mission Philadelphia Church
Evangelica Iglesia
Holy Ghost Catholic Church
Iglesia Aliento de Vida
Iglesia de Dios
Iglesia de Dios Septimo Dia
Iglesia Evangelica Apostoles Profetas
Iglesia Evangelica-Apostoles
Iglesia Misionera Pentecostes Central
Iglesia Pentecostes Una Luz de Esperanza
Islamic Society of Greater Houston
Jardin del Eden Pentecostal Holiness Church
Mision Bautista Broadway
San Mateo Episcopal Church
The Church in Houston

Civic Associations

Janice Aikman, Westheimer Gardens Residents Association
Stuart Clark, Bayou Glen Townhome Association
Peggy Dykes, Sharpstown Civic Association
Kathy Farris, Richmond Avenue Civic Association
Wayne Herbert, Flack Estates HOA
Property Manager Linda Logan, Marble Arch Townhome Association
President Tracy Lutz, Shenandoah Civic Association
E Moores, Braeburn Country Club Estates
Tom Staskus, Richmond Plaza Civic Club
Tammy Rodriguez, President, Super Neighborhood #27-Gulfton
D.C. Acres, HPD-Gulfton Area
Orlando Alvarado
Nelson Ayala, Parks & Recreation
Tom Bailey
Randy Bond, HPD Gulfton Area
David Crossley, Gulf Coast Institute

Felix Fraga, VP of Community Affairs, Neighborhood Centers Inc.
Oriana Garcia, Neighborhood Centers Inc.
Regina Garcia, Chair, H-GAC Pedestrian and Bicycle Advisory Committee
Margaret A. Goetz, Executive Director, ProSalud
B. G. Gonzalez, HPD-Gulfton Area
Jessie Gutierrez, Gulfton Weed & Seed Program
Ramiro Guzman, Gulfton Youth Development Program/Community Center
Robin Holzer, Chair, Citizens' Transportation Coalition
Daryl Longworth, HPD-Gulfton Area
Tanya Makany, Youth Advisory Council
Betty Martin, Houston Chronicle - This Week
R. Clayton McKee
Mike McMahan
Margot Moreno, Laredo National Bank
Walter R. Parker, HPD-Gulfton Area
Rosanne Popp, MD, Family Practice Physician, Christus Southwest Community Health Center
Charles Pugh, HPD-Gulfton Area
Ilana Reisz, Community Program Manager, St. Luke's Episcopal Charities
Nelson Reyes, Executive Director, Gulfton Area Neighborhood Organization
Susan Rogers, Interim Director, University of Houston (Community Design Research Center)
John Struska, Car Cleanup Systems
Heidi Sweetnam, Project Director, Blueprint Houston
Larry Taggart, Gulfton Action Area Council (GAAC)
Lucy Terrill
Lesly Van Dame
Wilfredo Velasquez, Comite CentroAmericano de Houston
Omar Velez, Puerta del Sur
Peter Wang, Bike Houston
Bruce Williams, HPD-Gulfton Area
Marcy Williams, CAC (Braeburn Storefront)
Trish Wise, President & CEO, Greater Southwest Chamber of Commerce
Houston Bicycle Club

Elected Representatives (and staff)

U.S. Senator John Cornyn
US Representative Congressional District 7 John Culberson
Harris County Judge Robert Eckels
City of Houston District C Councilmember Mark Goldberg
US Representative Congressional District 9 Al Green
Jim Greeson, Harris County Precinct 3
Paul Hawkins Assistant Manager Engineering, Harris County Precinct 3
Benjamin H. Hernandez, Agenda Director, Office of Councilmember M.J. Khan
Barbara Hite, Office of Councilmember Mark Goldberg
Texas State Representative House District 137 Scott Hochberg
U.S. Senator Kay Bailey Hutchison
Texas State Senator Senate District 17 Kyle Janek

City of Houston District F Councilmember M.J. Khan
Texas State Senator Senate District 7 Jon Lindsay
John Moss, Office of Senator Kyle Janek
Precinct 3 County Commissioner Steve Radack
Thomas Servello, Office of Congressman Al Green
Bessie Swindle, Outreach Liaison for Congressman Al Green
Texas State Representative House District 134 Martha Wong
Texas State Representative House District 136 Beverly Woolley

Public Agencies

Lilibeth Andre, Bike-Pedestrian Coordinator, City of Houston Public Works Dept.
Ben Bensal, City of Houston Public Works & Engineering Dept.
John R. Breeding, President, Uptown Houston
Matt Broussard, Tria, Gulfton CYD
Connie Clark, Harris County PID
Tom Cooney, City of Houston Planning & Development Dept.
Mike Cordova, City of Houston Public Works & Engineering Dept.
Robert DeShurley, Assistant Director, City of Houston, Public Works & Engineering
Fred Garcia, Harris County Flood Control District
George Hammerlein, Director, Intergovernmental Liaison, Harris County Tax Assesor-Collector
William Hlavacek, City of Houston, Public Works & Engineering
Harish Jajoo, P.E., Senior Assistant Director, City of Houston, Public Works & Engineering
Teri Kaplan, Houston District Bicycle Coordinator, Texas Department of Transportation
Peter Key, Special Projects Manager, Harris County Public Infrastructure Department –
subsequently Deputy Director, Harris County Toll Road Authority
Kym I. King, Executive Director, Mayor's Office for People with Disabilities
Daniel W. Krueger, P.E., Deputy Director, City of Houston, Public Works & Engineering
Erik Laube, Senior Planner, City of Houston, Planning & Development Dept.
Robert M. Litke, Director, City of Houston, Planning & Development Dept.
Mr. Michael S. Marcotte P. E. DEE, Director, City of Houston, Public Works & Engineering
Mark McClure, COH Public Works & Engineering Dept.
Miki Milovanovic, Manager, Capital Planning, METRO/Metropolitan Transit Authority
Shady Nebo, City of Houston Long Range Planning
Nancy Nichols, Grant Coordinator, West Central District-HISD
Katherine Parker, City of Houston
Donald R. Perkins, Senior Planner, City of Houston, Planning & Development Dept.
Gregory A. Ranft, P.E., Area Engineer, Texas Department of Transportation
Teofilo "T" Rebagay, Engineer, Traffic Mngt. & Maintenance, City of Houston, Public Works &
Engineering Dept.
Arthur L. Storey, Jr., P.E., Director, Harris County Public Infrastructure
Mike Strech, Director, Harris County Toll Road Authority
Mike Talbott, Director, Harris County Flood Control District
Debbie Tholl, Director of Economic Development, Uptown Houston
Maureen Wakeland, P.E., East Harris Area Engineer, Texas Department of Transportation

Schools

Steven Amstutz, Principal, Robert E. Lee High School

Lois Bullock, Principal, Energized for Excellence Academy

Charmaine Constantine, Director, Ser-Ninos Charter Elementary School

Zackery Haytten, Acting Director, Las Americas & Las Americas Early Childhood Dev. Center

Bea Marquez, Parent Involvement Specialist, HISD-West District Office

Elena Martinez-Buley, Principal, Sylvan Rodriguez Elementary School

Santos Reyes, Principal, Braeburn Elementary School

Alma Sarmiento-Salman, Principal, Pilgrim Elementary School

Ann Sledge, Executive Principal, Bellaire Feeder Pattern

Kimberly Valera, Principal, Benavidez Elementary School

Chuck Wall, Director, Robindell Private School

Questionnaire and Summary of Responses

Community Questionnaire

1. Where in the Gulfton area do you **walk** to now, or would like to but don't? (list your top three destinations)

NAME OF PLACE	LOCATION (nearest intersection)	REASON FOR TRIP*
1. _____	_____	_____
2. _____	_____	_____
3. _____	_____	_____

(* work, school, shopping, business)

2. Do you usually **walk** to these places?

- Yes No -- If no, why not? (check all that apply)
- | | |
|---|--|
| <input type="checkbox"/> No sidewalk or sidewalk broken | <input type="checkbox"/> Too many cars pulling in/out of parking lots, etc |
| <input type="checkbox"/> No direct route | <input type="checkbox"/> Not attractive |
| <input type="checkbox"/> Too much traffic on road | <input type="checkbox"/> Not safe |
| <input type="checkbox"/> Too hard to cross street | <input type="checkbox"/> Other _____ |

3. The three **BEST** things about **walking** in the Gulfton area are:

1. _____
2. _____
3. _____

4. The three **WORST** things about **walking** in the Gulfton area are:

1. _____
2. _____
3. _____

5. Where in the Gulfton area do you **bike** to now, or would like to but don't? (list your top three destinations)

NAME OF PLACE	LOCATION (nearest intersection)	REASON FOR TRIP*
1. _____	_____	_____
2. _____	_____	_____
3. _____	_____	_____

(* work, school, shopping, business)

6. Do you usually **ride a bike** there?

- Yes No -- If no, why not? (check all that apply)
- | | |
|---|--|
| <input type="checkbox"/> No bike lane, or suitable path or shoulder | <input type="checkbox"/> Too many cars pulling in/out of parking lots, etc |
| <input type="checkbox"/> No direct route | <input type="checkbox"/> Not attractive |
| <input type="checkbox"/> Too much traffic on road | <input type="checkbox"/> Not safe |
| <input type="checkbox"/> Too hard to cross street | <input type="checkbox"/> Other _____ |

7. The three **BEST** things about **riding a bicycle** in the Gulfton area are:

1. _____
2. _____
3. _____

8. The three **WORST** things about **riding a bicycle** in the Gulfton area are:

1. _____
2. _____
3. _____



9. How do you usually get around in the Gulfton area now?

- Walk
- Bicycle
- Take METRO
- Drive/ride in a car/truck/motorcycle

10. How would you **LIKE** to get around in the Gulfton area?

- Walk
- Bicycle
- Take METRO
- Drive/ride in a car/truck/motorcycle

11. Please check all of the following that apply:

- I live in the Gulfton area.
- I work in the Gulfton area.
- I use METRO regularly.

12. Please list the **five most important CHANGES** you would like to see that would improve walking and/or bicycling for you in the Gulfton area.

1. _____
2. _____
3. _____
4. _____
5. _____

13. Please indicate the closest major intersection to where you live:

14. Yes! I'd like to keep up to date on the Gulfton District Pedestrian and Bicyclist Conceptual Plan.

The following information will allow us to stay in touch with you and update you on meeting times, locations, and other important news related to the Plan. Don't worry, we won't give out or distribute this information to anyone else or use it for any other purpose. You can also visit our website at <http://www.gulftonwalkbike.org/>.

Name: _____

Address, City, Zip Code: _____

E-mail address: _____ Phone number: _____

Thanks for participating!



Cuestionario De la Comunidad

1. ¿Dónde camina usted en el área de Gulfton, o le gustaría caminar pero no lo hace? (Anote sus primeros tres destinos)

NOMBRE DEL LUGAR	UBICACION (cruce más cercano)	RAZON DEL VIAJE*
1. _____	_____	_____
2. _____	_____	_____
3. _____	_____	_____

(* el trabajo, la escuela, las compras, el negocio, personal, otro)

2. ¿Camina usted regularmente a estos lugares?

Sí No -- ¿Si no, por qué? (verifique todo lo que aplica)

<input type="checkbox"/> No hay acera, o se encuentra rota	<input type="checkbox"/> Demasiados autos que entran y salen del estacionamiento
<input type="checkbox"/> Ninguna ruta directa	<input type="checkbox"/> No es atractivo
<input type="checkbox"/> Demasiado tráfico en el camino	<input type="checkbox"/> No es seguro
<input type="checkbox"/> Demasiado difícil cruzar la calle	<input type="checkbox"/> Otro _____

3. Las tres **MEJORES** cosas acerca de **caminar** en el área de Gulfton son:

1. _____

2. _____

3. _____

4. Las tres **PEORES** cosas acerca de **caminar** en el área de Gulfton son:

1. _____

2. _____

3. _____

5. ¿Dónde anda usted en bicicleta en el área de Gulfton, o quisiera pero no puede? (Anote sus tres destinos principales)

NOMBRE DEL LUGAR	UBICACION (cruce más cercano)	RAZON DEL VIAJE*
1. _____	_____	_____
2. _____	_____	_____
3. _____	_____	_____

(* el trabajo, la escuela, las compras, el negocio, personal, otro)

6. ¿Usted generalmente usa la bicicleta allí?

Sí No -- ¿Si no, por qué no? (verifique todo lo que aplica)

<input type="checkbox"/> Ningún carril o camino de la bicicleta es conveniente para los ciclistas	<input type="checkbox"/> Demasiados autos entran y salen del estacionamiento
<input type="checkbox"/> Ninguna es ruta directa	<input type="checkbox"/> No es atractivo
<input type="checkbox"/> Demasiado tráfico en el camino	<input type="checkbox"/> No es seguro
<input type="checkbox"/> Demasiado difícil cruzar la calle	<input type="checkbox"/> Otro _____



-
7. Las tres **MEJORES** cosas acerca de **andar en bicicleta** en el área de Gulfton son:
1. _____
 2. _____
 3. _____
8. Las tres **PEORES** cosas acerca de **andar en bicicleta** en el área de Gulfton son:
1. _____
 2. _____
 3. _____
9. ¿Cómo se mueve usted alrededor del área de Gulfton ahora?
- Caminando
 - En Bicicleta
 - Tomando el METRO
 - Manejar/Pasear en un auto/camioneta/motocicleta
10. ¿Cómo le **GUSTARIA** a usted moverse en el área de Gulfton?
- Caminando
 - En Bicicleta
 - Tomando el METRO
 - Manejar/Pasear en un auto/camioneta/motocicleta
11. Por favor verifique todo lo que aplica en lo siguiente:
- Vivo en el área de Gulfton.
 - Trabajo en el área de Gulfton.
 - Utilizo el METRO regularmente.
12. Por favor anote **los cinco CAMBIOS mas importantes** que a usted le gustaría ver, y que mejorarían para caminar y/o andar en bicicleta en el área de Gulfton.
1. _____
 2. _____
 3. _____
 4. _____
 5. _____
13. Por favor indique el cruce más cercano de donde usted vive:
- _____
14. ¡Sí! Me gustaría mantenerme informado del Plan Conceptual del Peatón y Ciclista del Distrito de Gulfton.
- La información siguiente nos permitirá permanecer en contacto con usted e informarlo sobre las juntas, las ubicaciones, y otras noticias importantes relacionadas con el Plan. No se preocupe, nosotros no repartiremos ni distribuiremos esta información a nadie más ni la utilizaremos para otro propósito. Usted también puede visitar nuestro sitio en la red en <http://www.gulftonwalkbike.org>
- Nombre: _____
- Dirección, Ciudad, Código Postal: _____
- Correo Electrónico: _____ Teléfono: _____

¡Gracias por participar!



Summary of Questionnaire Responses

Includes total 10 responses - 5 written and 6 from the website

1. Where in the Gulfton area do you WALK to now, or would like to but don't?

NAME OF PLACE	LOCATION (nearest intersection)	REASON FOR TRIP
Up and down Westheimer	@ Fountain View	Go to Supermarket
Burnett Bayland Park	Gulfton/Chimney Rock	Visit park with students
HEB supermarket	Westheimer @ Fountain View	Shopping
24-Hour Fitness	Richmond & Fountain View	Personal
Shenandoah	Elm Street	
Taco Cabana	Bellaire/59	Shopping
Walgreen's	Fondren/Bellaire	Shopping
\$1 Store	Dashwood and Ashcroft	Business

2. Do you usually walk to these places?

<input type="checkbox"/> Yes	0
<input type="checkbox"/> No -- If no, why not?	4
<input type="checkbox"/> No sidewalk or sidewalk broken	1
<input type="checkbox"/> No direct route	1
<input type="checkbox"/> Too much traffic on road	1
<input type="checkbox"/> Too hard to cross street	2
<input type="checkbox"/> Too many cars pulling in/out of parking lots, etc	3
<input type="checkbox"/> Not attractive	2
<input type="checkbox"/> Not safe	3
<input type="checkbox"/> Other	0

3. The three BEST things about walking in the Gulfton area are:

Easy to find places	East to do
I like to walk/exercise	Great shops
Seeing the different structures	Good exercise
It's flat	

4. The three WORST things about walking in the Gulfton area are:

Not enough shade/greenery	Hot - way too few trees; black asphalt
Way too much asphalt and concrete	It is much too dangerous to walk the area
Speeding cars/no speed bumps	Could use more lighting down Elm Street
Walking in the area is not safe unless you use the sidewalk up Bissonnet	No trash cans near sidewalk and bus stops so sidewalk are covered in trash
Streets are narrow and no paths to walk on	Sidewalks are usually over-run with weeds
Autos - dangerous (drivers will run over their own mothers)	Unsightly - concrete, ugly signs and strip malls, no parks, nothing but parking lots
Noisy - hard to listen to music while walking	Sidewalks are broken
A traffic light needs to be installed at the corner of Elm and Renwick. Many accidents occur at that location.	Dangerous

5. Where in the Gulfton area do you BIKE to now, or would like to but don't?

NAME OF PLACE	LOCATION (nearest intersection)	REASON FOR TRIP
Westheimer & Briarhurst	Going east on Westheimer	Go to work @ Galleria
Anywhere		Bike rather than drive
All over Gulfton		Exercise
Ride to post office on Rookin	Bellaire and Rookin	Business
From HBU to Renwick	Hillcroft & Jessamine	Personal
Bayland Park	Sharpview & Braewick	Personal
Doctor's Office	Chimney Rock & Delores	Personal

Home Depot	Bellaire/Beltway 8	Shopping
Downtown	McKinney/Fannin	Work
Droubi's	Hillcroft/Bellaire	Shopping
6. Do you usually ride a bike there?		
<input type="checkbox"/> Yes		0
<input type="checkbox"/> No -- If no, why not?		3
<input type="checkbox"/> No bike lane, or suitable path or shoulder		2
<input type="checkbox"/> No direct route		1
<input type="checkbox"/> Too much traffic on road		2
<input type="checkbox"/> Too hard to cross street		1
<input type="checkbox"/> Too many cars pulling in/out of parking lots, etc		2
<input type="checkbox"/> Not attractive		1
<input type="checkbox"/> Not safe		1
<input type="checkbox"/> Other	I'm afraid of being killed by a car	1
7. The three BEST things about riding a bicycle in the Gulfton area are:		
Being a part of the community		
There is a city bikeway near area that takes me from the Bayou to HBU		
Don't know - I'm too scared to try it		
There is a great density of useful destinations in Gulfton		
The Galleria is close by		
Going through residential neighborhoods		
8. The three WORST things about riding a bicycle in the Gulfton area are:		
No regard for [bikes]		
There is no bike trail entrance to the Bayland Park from the City bikeway		
Can't get to HBU by coming west on Westpark - also no bikeway from Hillcroft to Newcastle going east		
No safe way to get in to Bellaire to shop or visit		
No safe bike racks in Bellaire to lock bike to		
I could very easily be roadkill		
Westheimer & Richmond are completely unusable even to the bravest vehicular cyclist		
Loss of Westpark bike lanes was a blow to the system in this area		
Bike lanes full of debris		
Bike lanes just stop at major roads making you share a lane on busy roads		
Limited routes		
9. How do you usually get around in the Gulfton area now?		
<input type="checkbox"/> Walk		
<input type="checkbox"/> Bicycle		2
<input type="checkbox"/> Take METRO		2
<input type="checkbox"/> Drive/ride in a car/truck/motorcycle		6
10. How would you LIKE to get around in the Gulfton area?		
<input type="checkbox"/> Walk		2
<input type="checkbox"/> Bicycle		6
<input type="checkbox"/> Take METRO		1
<input type="checkbox"/> Drive/ride in a car/truck/motorcycle		3
11. Please check all of the following that apply:		
<input type="checkbox"/> I live in the Gulfton area.		5
<input type="checkbox"/> I work in the Gulfton area.		4
<input type="checkbox"/> I use METRO regularly.		2
12. Please list the five most important CHANGES you would like to see that would improve walking and/or bicycling for you in the Gulfton area.		
Safe from traffic		
As much beautification, greening, aesthetic improvement as possible		
Have some locations available for outside markets		

Sidewalks - people walk, bike, take public transit because they need to, it is not recreational
Consider alternative routes - rights of ways, median, sidewalks on all major streets (Renwick)
Speed bumps
Signage regarding drivers be careful/aware (in English and Spanish)
Crosswalks
Welcoming signs
Bicycle parking apparatuses
Get entrance way into the Bayland Park that is marked and safe - come off the existing City bikeway on Sharpview - don't think about a bike from Renwick / not safe - get bikeway access from the east - Westpark to Newcastle then west up Gulfton (goes by High School) to Renwick
When and if you use bike lane they are at the maximum width for safety
Make street light crossing long enough to walk your bike across street
Get bikeway put back on Westpark so bikes coming from Bayland area have free flow to town on Westpark
Many more trees
Enforce traffic laws so that people's lives are not threatened while in cross walks
create some bike-safe routes
Put in some aesthetic and pedestrian friendly design when any particular areas are being rebuilt or repaired
Sponsor bike riding events in the area so that people get out and try it and may find there is some improved safety in numbers
Useable, safe, attractive east-west connectivity from the Galleria to the Westchase District
Wider bike lanes
Clean bike lanes
Sidewalks on Dashwood Street between Rampart and Ashcroft
Close drainage ditches and put in storm sewers on Dashwood between Rampart and Ashcroft
More or better lighting on Dashwood between Rampart and Ashcroft
Improve crossing over Hillcroft and Dashwood
Make sidewalks on Dashwood - people go to Fiesta up and down Dashwood
13. Please indicate the closest major intersection to where you live:
Westheimer & Briarhurst
Hillcroft/North Braeswood
Westheimer & Briarhurst
Work at Chimney Rock & San Felipe
Renwick & Elm
Business on Dashwood between Rampart and Ashcroft

Project Website

www.GulftonWalkBike.org



[Home](#) - [Survey](#) - [Study Area](#) - [En Espanol](#)

Welcome to the website for the Gulfton District Pedestrian and Bicyclist Conceptual Plan, being conducted by the Houston-Galveston Area Council (H-GAC).

We are gathering information from stakeholders, including residents, businesses, elected officials, and public agencies, to determine what types of improvements can be made to improve walking and cycling conditions in the Gulfton area. This will be done through questionnaires, meetings with stakeholders, and research in the neighborhood.

The development of the conceptual plan cannot be done without your help. Please follow one of the links above and fill out the questionnaire. The input we receive from the community will help us develop a conceptual plan for potential improvements in the Gulfton area.

Public Workshop

Date: September 12, 2005

Time: 6:00 - 8:00 p.m.

Place: Bayland Community Center

Address: 6440 Bissonet Street

[Map](#)





[Home](#) - [Survey](#) - [Study Area](#) - [En Español](#)

Where in the Gulfton area do you **walk** to now, or would like to but don't? (list your top three destinations)

Name of Place:	Location (Nearest Intersection)	Reason for visit?
<input type="text"/>	<input type="text"/>	Choose One ▾
<input type="text"/>	<input type="text"/>	Choose One ▾
<input type="text"/>	<input type="text"/>	Choose One ▾

Do you usually **walk** to these places?

Yes No

If no, why? (Check All That Apply)

- No Sidewalk or Sidewalk Broken
- No Direct Route
- Too Much Traffic on Road
- Too Hard to Cross Street
- Too many cars pulling in/out of lots, etc.
- Not Attractive
- Not Safe
- Other:

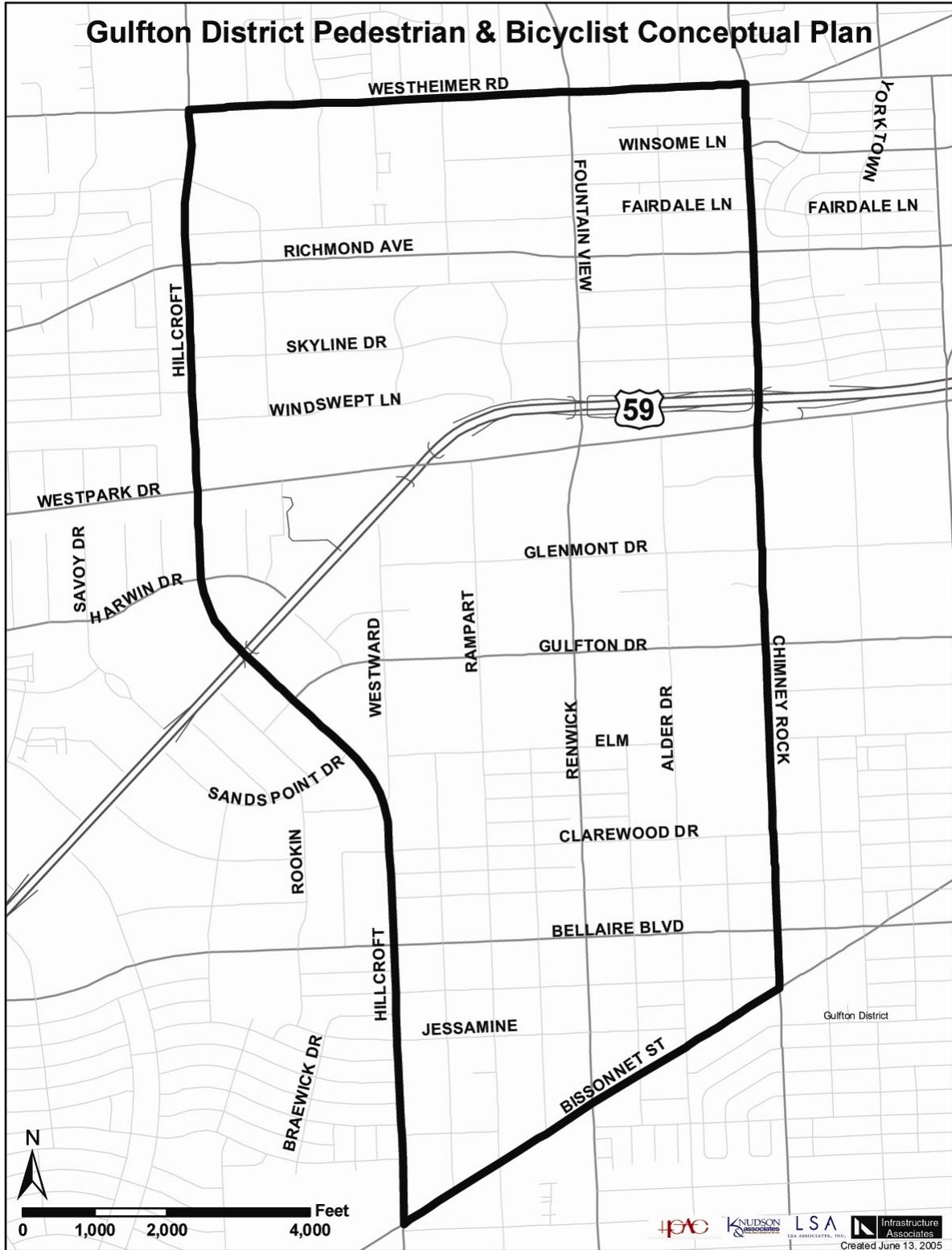
The three **BEST** things about **WALKING** in the Gulfton area are:

1.
2.
3.

The three **WORST** things about **WALKING** in the Gulfton area are:

1.
2.
3.







Portada - Cuestionario - Estudio del Area - English Version

Bienvenido al sitio web para el Plan Conceptual del Peatón y Ciclista del Distrito de Gulfton, conducido por el Concilio del Area de Houston-Galveston (H-GAC).

Estamos coleccionando informacion de los residentes, los negocios, funcionarios elegidos, y las agencias publicas, para determinar que tipos de mejoras se pueden hacer para mejorar las condiciones de caminar y de ciclar en el area de Gulfton. Esto se hara por medio de cuestionarios, las reuniones con la comunidad e investigacion en el vecindario.

El desarrollo del plan conceptual no se podria llevar a cabo sin su ayuda. Llene por favor el cuestionario haciendo clic en la conexion. Los comentarios que recibimos de la comunidad nos ayudaran a desarrollar un plan conceptual para las mejoras potenciales en el area de Gulfton.

Taller Publico	
Fecha:	3 de agosto de 2005
Horario:	6:00 - 8:00 p.m.
Lugar:	Bayland Community Center
Dirección :	6440 Bissonet Street
Mapa	





Portada - Cuestionario - Estudio del Area - English Version

¿Dónde camina usted en el área de Gulfton, o le gustaría caminar pero no lo hace? (Anote sus primeros tres destinos)

NOMBRE DEL LUGAR

UBICACION (cruce más cercano)

RAZON DEL VIAJE

¿Camina usted regularmente a estos lugares?

Si No

¿Si no, por qué? (verifique todo lo que aplica)

- No hay acera, o se encuentra rota
- Ninguna ruta directa
- Demasiado tráfico en el camino
- Demasiado difícil cruzar la calle
- Demasiados autos que entran y salen del estacionamiento
- No es atractivo
- No es seguro
- Otro:

Las tres **MEJORES** cosas acerca de **caminar** en el área de Gulfton son

1.

2.

3.

Las tres **PEORES** cosas acerca de **caminar** en el área de Gulfton son:

1.

2.

3.



Appendix C: Media Coverage

HOUSTON CHRONICLE, THU 07/07/05, ThisWeek Section

Gulfton -area residents sound off on bike plan /Survey indicates the top needs for community

By BETTY L. MARTIN
Staff

Pathways to a brighter, safer, more mobile future in the Gulfton area may be under the feet and the bicycle wheels of community's residents, said the Houston-Galveston Area Council.

The Gulfton District Pedestrian and Bicyclist Conceptual Plan is the H-GAC's top choice among 20 Houston neighborhood candidates to receive about \$3 million in seed money from Texas Department of Transportation funds, said Dan Raine of the H-GAC's Community Environmental Planning department.

Raine and urban planners with Knudson and Associates handed out survey questionnaires and asked about 25 area residents attending a June 29 meeting at Benavidez Elementary School, 6262 Gulfton, to assess greatest needs and obstacles to increasing mobility to heavily visited spots, including schools, churches and parks.

The project team will review the comments and present their findings to neighborhood residents 6 p.m. Aug. 3 at Bayland Community Center, 6440 Bissonnet. There will be a second public meeting at the end of August or beginning of September to show residents the proposal and make final adjustments before it goes to H-GAC, said Stella Gustavson, senior planner at Knudson and Associates.

Knudson and Associates have been involved in several Houston-area renovations, including MetroRail's Main Street Line and the Kirby Drive pedestrian and bicycle project between North Braeswood and Dorrington.

The hike-and-bike study and a visit around the area's streets, pathways and crosswalks was enough to convince Raine that the Gulfton area - loosely defined as bounded by Westheimer, Bissonnet, Chimney Rock and Hillcroft - would benefit from the plan.

"Basically, you have a rural roadway network in an urban environment," he said.

Gulfton won the highest number of points - over areas including Sharpstown, Montrose, Woodlake/Briar Meadow, Greater Third Ward and Near Northside - in a study that assessed values including population and land use density, children, elderly, education levels, attractions and employment diversity. Values of all factors were totaled together and weighted by the data's importance.

The pedestrian-and-bike plan would augment routes to and from popular spots, where people in Gulfton want to go, by removing obstacles or barriers and possibly offering solutions in getting

people to those sites, Raine said. Such a plan could include improved lighting, crosswalks, sidewalks or bicycle routes along streets or lanes specifically designated for them.

Not a luxury

"In this neighborhood, bike riding is not a luxury, it's a need. There are narrow sidewalks and ditches," said Wilfredo Velasquez who heads the *Comite Centro Americano de Houston*, an organization that collects and sends school supplies to Central and South America.

State Rep. Scott Hochberg, D-Southwest Houston, said there was a need in Gulfton for an improved lighting plan.

"The city says the lights and roads meet specifications - we've got a light every few streets, but there are blocks that don't have lights," Hochberg said.

Area resident Nelson Ayala said city lighting installed on a stretch of Hillcroft from Bellaire to Bissonnet, where there are no lights now, may deter speeders.

"Everyone runs the speed limit there," he said.

Raine said the \$3 million would be only a starting point and that other government and area management organizations would probably need to weigh in on the project with dollars.

HOUSTON CHRONICLE, THU 07/28/05, ThisWeek Section

Residents asked for input on bike plan

By BETTY L. MARTIN
Staff

Gulfton -area residents have until mid-August to ask - in an upcoming public meeting, by e-mail or both - for pathways, street crossings, lighting or other infrastructure changes to improve life for pedestrians and bicyclists.

The Houston-Galveston Area Council and a Houston-based planning and development company have invited people most likely to use Gulfton -area walkway and bike paths to provide their comments at a public meeting 6-8 p.m. Wednesday, at the Bayland Community Center, 6400 Bissonnet at Hillcroft.

Comment forms in English and Spanish will be available at the meeting and are available at the Web site for the Gulfton District Pedestrian and Bicycle Conceptual Plan at www.gulftonwalkbike.org, said Dan Raine, pedestrian bicycle coordinator for H-GAC.

The final proposal will include comments from the Web site, August meeting and the June 29 meeting at Benavidez Elementary School, 6262 Gulfton , he said.

"We've heard a lot of safety concerns from elected and local officials, as well as community, leaders and stakeholders," Raine said.

"Now we want the public to come in and discuss their travel concerns, challenges they face in accessing transit or walking along and crossing streets."

The H-GAC's Community Environmental Planning department plan, he said, may include such improvements as bicycle paths and sidewalks, lighting, pedestrian refuge islands at existing grass medians, crosswalks and mid-block crossings to facilitate other-than-vehicular travel along Gulfton 's streets, Raine said.

"We're hopeful that with their input and support, we can identify good projects," he said.
Area covered

The Gulfton area included in the plan is bounded by Chimney Rock on the east; Bissonnet on the south; Hillcroft on the west; and Westheimer on the north.

It is one of 20 candidate neighborhoods in line for \$3 million in Texas Department of Transportation funds.

The funds would provide the seed money for improvement projects designed to attract funding from other government, civic management and donor organizations, Raine said.

Other possible projects include safeguards at existing street crossings, such as new signals at key intersections, and improved north-south access for pedestrians and bicyclists, he said.

Among the planners who will be answering questions at the workshop will be consultants with national experience in conducting pedestrian and bicycle path studies, said Stella Gustavson, Knudson and Associates' senior planner.

HOUSTON CHRONICLE, SEPT. 6, 2005, 9:33PM

Bike project workshop set for Monday evening

Draft of plan for Gulfton District to be revealed to residents, leaders

By RONALD BOYCE WALKER
Chronicle Correspondent

A public workshop will be held Monday for citizens and community leaders to review a draft conceptual plan for the Gulfton District Pedestrian and Bicyclist Project.

The meeting is scheduled from 6-8 p.m. at the Bayland Community Center, 6440 Bissonnet Street at Hillcroft.

The Gulfton District was selected among 20 candidate neighborhoods in Houston to receive some \$3 million in seed money from Texas Department of Transportation funds, said Stella Gustavson, senior planner/project manager with Knudson & Associates.

Knudson & Associates is an urban planning/economic development firm involved in the planning and eventual development of the Gulfton project.

Firm's résumé

The firm's list of Houston-area projects include MetroRail's Main Street Line and the Kirby Drive pedestrian and bicycle project between North Braeswood and Dorrington.

Gulfton was chosen for its population demographics, land use density, neighborhood attractions and employment diversity, Gustavson said.

Construction highlights would include improved lighting, crosswalks, sidewalks or bicycle routes along streets or lanes specifically designed for them.

Dan Raine, pedestrian-bicyclist coordinator for the Houston-Galveston Area Council, said the plan is a good fit for the Gulfton District.

"The Gulfton District has the greatest density of any community within Texas — and that's with underreporting of population — folks without citizenship status," Raine said.

Gulfton has a large number of apartment complexes and inadequate infrastructure for an area with a lot of pedestrian traffic, Raine said.

"There is a substantial lack of pedestrian facilities within the local street network," he said. "There are open ditches, some very deep, and no sidewalks or crosswalks along the local neighborhood streets that provide access to all those apartment complexes."

Available funding

The \$3 million in federal funding for the project could be available as early as February 2006, Raine said.

A timetable for development would depend on coordinating other essential projects within a plan.

"In other words," Raine said, "why build a sidewalk if it doesn't get the pedestrian from their origin to their destination? Making substantial improvements for Gulfton-area pedestrians and bicyclists will require the cooperation and partnership of several project sponsors.

"Success will be reached if we can develop projects that will allow the project sponsors to work together, there is a very real chance of making logical improvements to pedestrian-bicyclist mobility. It's quite challenging."

Other entities that would be involved in developing this project include the city of Houston, Harris County Precinct 3, Harris County Toll Road Authority and the Texas Department of Transportation.

The plan for Gulfton is not designed for recreational bicycling, and infrastructure for pedestrians and bicyclists is not a luxury for this area's population, Raine said.

"Gulfton residents walk and bike as part of daily survival, not for recreation," he said. "You won't see bike helmets or lycra shorts on bicyclists in Gulfton; instead, you'll see folks riding to work and school.

"This community walks and uses the bicycle for transportation 24 hours a day, seven days a week. They're looking to help their family and themselves."