



Strollin' & Rollin'

S O U T H E A S T H O U S T O N

2014 MOBILITY REPORT

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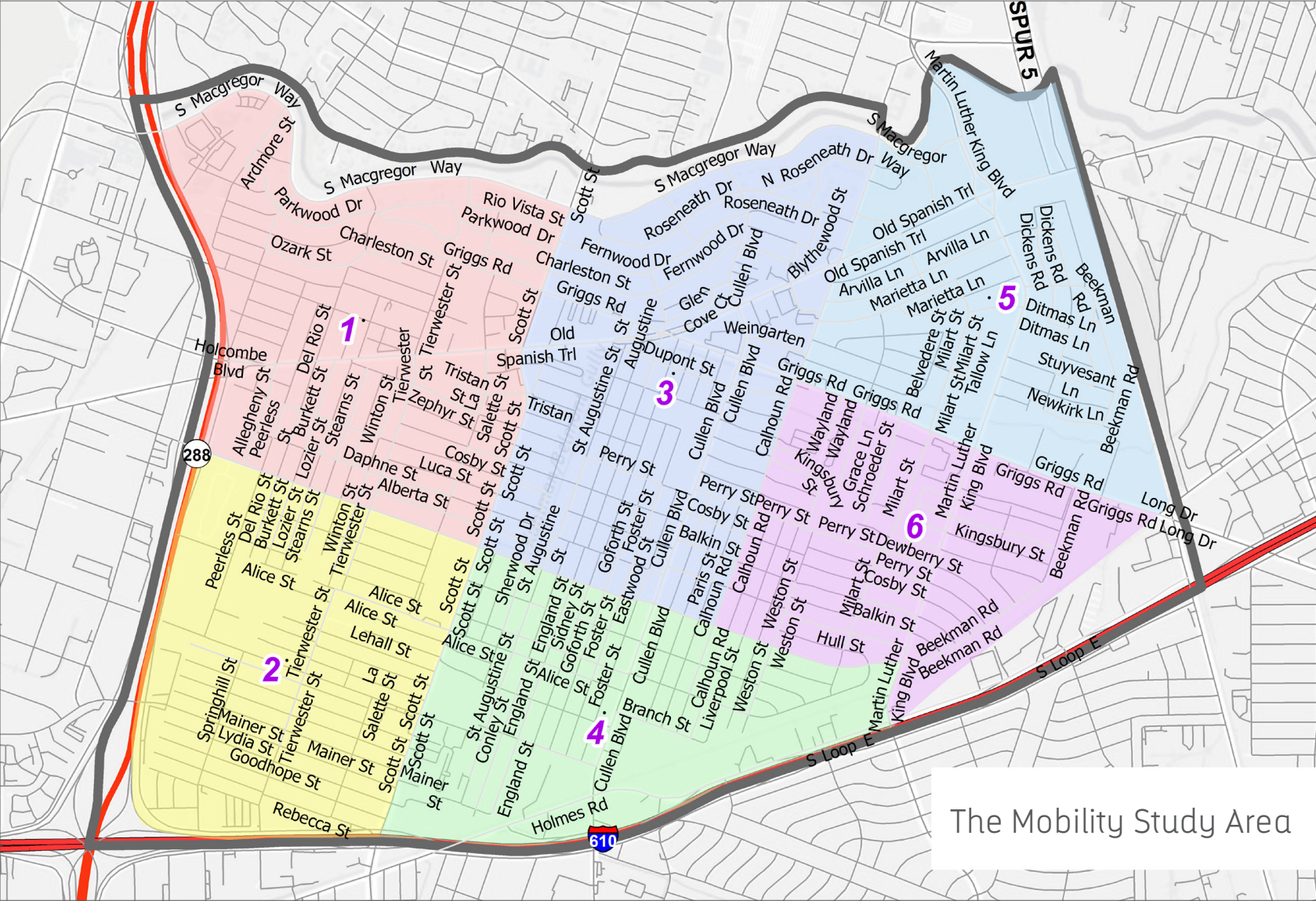
INTRODUCTION

Health & Wellness

is a growing concern in communities across the county. Regardless of income, all residents are concerned with issues such as obesity, high blood pressure, heart disease, diabetes and ways to deal with stress. Unfortunately, the pursuit to improve a community's quality of life and transform itself into a healthy one is not a simple task, especially for those communities with limited financial, political and social resources.

OST/South Union is a neighborhood in Southeast Houston that has joined the movement to create a healthier community. Situated 3 miles southeast of downtown Houston, between 288 and Spur 5 and Old Spanish Trail to 610, the community residents, its leaders and health advocates have embarked upon a campaign to transform the physical health of its residents through a variety of initiatives addressing health and wellness, arts and culture, infrastructure, safety, youth, education and economic development.

FIGURE 1





ABOUT THE OST/SOUTH UNION COMMUNITY

In the 1950s the OST/South Union community was predominantly an Anglo middle class neighborhood, which evolved into an African-American population in the 1960s and 1970s. During that time, the residents represented an eclectic economic mix that remained relatively stable until the population and its infrastructure aged without an infusion of resources. As residents left the community, they left behind housing that remained vacant or became inhabited by a lower income or more transient population. As income levels changed and population numbers thinned, viable businesses closed leaving behind additional vacancies.

Houston's robust economy is attracting new residents from elsewhere in the nation and around the world, and Southeast Houston is no exception ⁽¹⁾. The community, as reported by the Census Bureau in 2010, had an estimated population of 23,950. This number represents a 7.9% increase since the 2000 estimated total of 22,190. The community is primarily African American, comprising about 85% of the total. The Hispanic population is the second highest ethnicity comprising an overall 13% of the community. This percent, although lower than what is experienced in the greater Houston area represents a community in transition; the Hispanic population moving in and the African American population decreasing. In addition, there is a small but growing number of Asian-Americans and a sprinkling of residents from all ethnicities that reside within the community's borders.

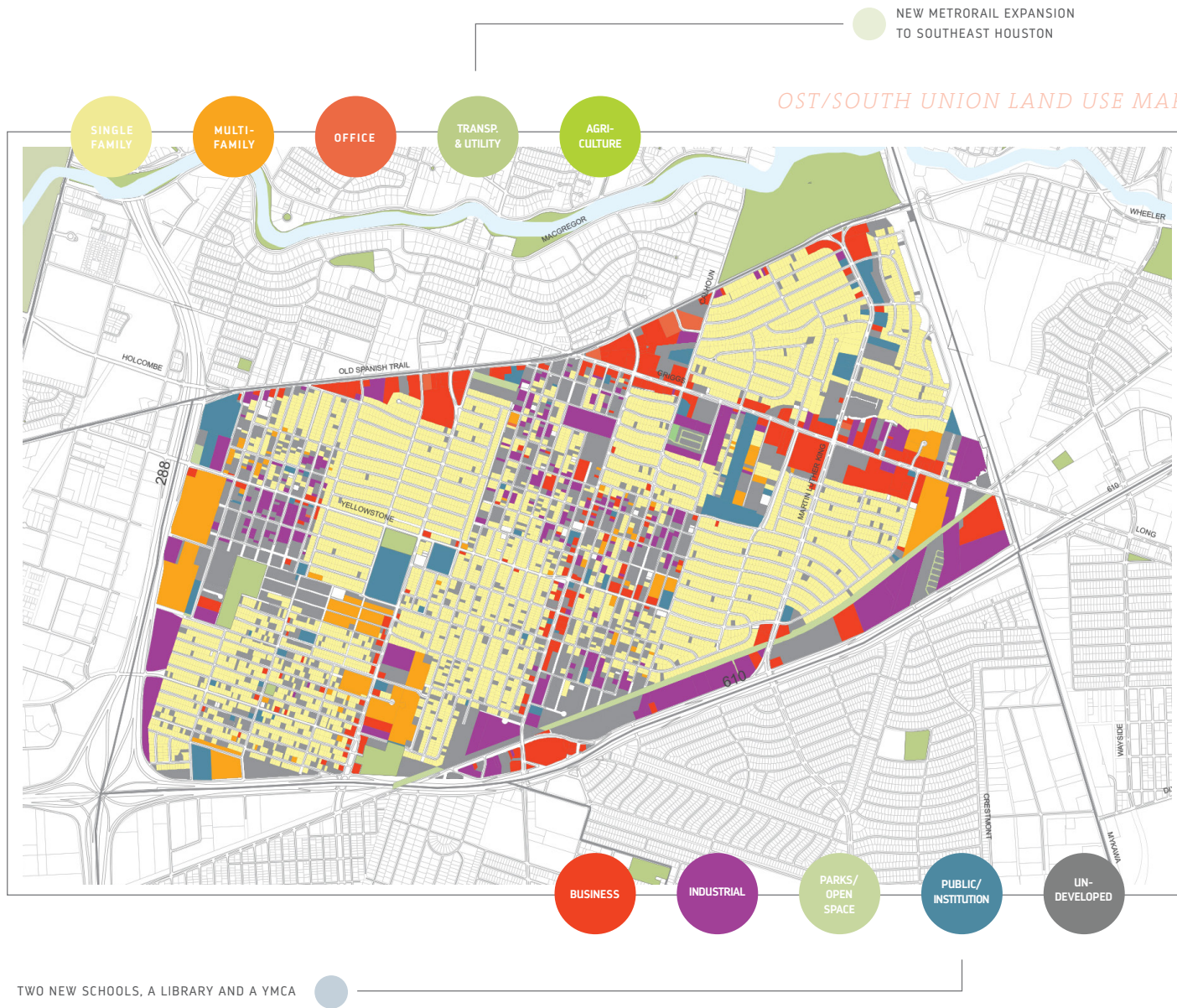
Although there is still marked inequality in terms of income and educational attainment, the area's increasing ethnically- and age-diverse population is becoming an asset, along with the wealth of community resources at its disposal. The neighborhood is serviced by over 10 elementary schools and two universities sit at its borders. There are four libraries and no fewer than thirty-eight churches, along with an assortment of civic and community-based organizations.

In terms of its land-use character, single-family residential homes predominate, interspersed with and flanked by numerous parcels of undeveloped and industrial land as shown in Figure 2. Land along the main transport interchanges delineate the area's boundaries and feature a mix of commercial and industrial uses. Recent waves of public and institutional investments, most notably a new METRO rail line, a library, a YMCA, and soon to be completed, mixed-use housing have generated considerable interest in the area.

Throughout the respective census tracts that make up the OST/South Union community, the median age ranges between 28 and 47 years. In some areas half the population is older than 47, a rate considerably higher than the national average of around 37 years ⁽²⁾. Between 2009 and 2011, several of the census tracts within the target area housed between 19%-23% elderly residents. Despite being predominantly a lower-income area, the community is nevertheless uniquely characterized by a relatively high degree of property ownership ⁽³⁾.

The area's increasingly ethnically- and age-diverse population is becoming an asset, along with the wealth of community resources at its disposal in the form of schools, churches and civic organizations.

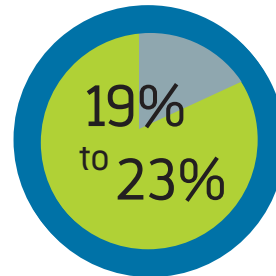
FIGURE 2



Residents with below high school level education account for about a third of the area's population. In the majority of census tracts, between 5-10% of residents hold a bachelor's degree, with higher levels of educational attainment along the northern and northeastern boundaries. Graduation rates within the community is 79% which is below Harris County (86%), the state of Texas (89%) and the United States as a whole (82%)(4).

Roughly half of the area has a median household income of \$30,000 or less and approximately 32% of the population is at or below the poverty level. The study area contains both ends of the economic spectrum. The affluent areas are located just south of MacGregor Way south to Old Spanish Trail. These areas have the highest median income of \$45,000 to \$50,000, while those residing in the central south areas (south of Old Spanish Trail to Freeway 610) have a median income of \$15,000 to \$20,000 which is less than half of the higher median income.

The health challenges facing the residents of the OST/South Union Community begin before they are born. Research on the health conditions for the community revealed that only 41% of pregnant women receive prenatal care in the 1st trimester. That percent drops to 10.1% by the 3rd trimester (5).

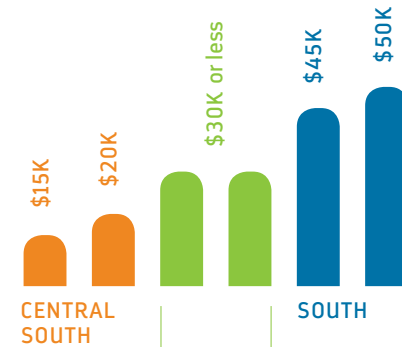


 **Elderly Residents**



+10 YEARS
ABOVE NATIONAL AVERAGE

AGE



50%
GENERAL AREA
MEDIAN INCOME

INCOME

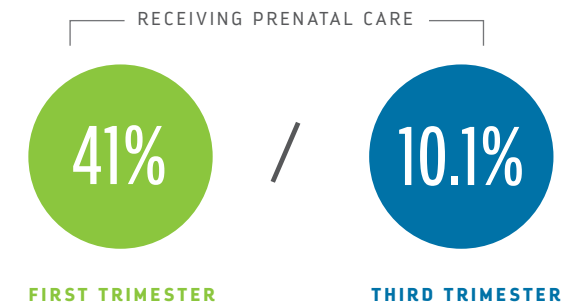
Preterm birth rates and low birth weights are high (17.5% and 12.1% respectively). Infant mortality and fetal mortality rates of 12.1% and 10.3% respectively, are extremely high. The mortality rate for both heart disease and diabetes is 340 per 100,000 people.

In the designated neighborhoods of Third Ward-MacGregor-Gulfgate, in which OST/South Union lies, 31% percent of children (age 0-17) eat fast food three or more times a week⁽⁶⁾. Healthy food and beverage options are minimally available. The targeted community is classified as a food desert using the USDA's criteria of being a lower income neighborhood with no access to a grocery store within ½ mile if walking and 10 miles driving⁽⁷⁾. Two of the census tracts within the community fall within the more stringent definition of a food desert in that access is more than 1 mile walking distance.

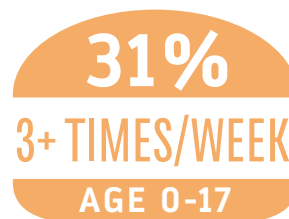
The obesity rate is 34% among residents of the Third Ward-MacGregor-Gulfgate neighborhood⁽⁸⁾. In terms of children and physical activity in this area, 76% of children (6-17) get less than the recommended physical activity (60 minutes, seven days /week.)

In response to these health and nutrition issues, residents are increasingly mobilizing around the desire, vision and potential to be a healthier and better connected community. At the same time, because of its optimal urban location next to two universities, involvement with the METRO light rail expansion and the Houston Bayou Greenways build-out, the area is also attracting developer interest. The demographic profile of the area is slowly changing in keeping with trends seen elsewhere throughout the city, state and even the nation as a whole.

PREGNANCY



To help address the challenges facing existing residents while providing guidance and leadership during a period of change, the Southeast Houston Transformation Alliance (SEHTA), seeks to envision and implement resident-initiated strategies for sustainable neighborhood development and improvement.



EAT FAST FOOD



OBESITY RATE



SOUTHEAST HOUSTON COMMUNITY INITIATIVES

The Southeast Houston Transformation Alliance (SEHTA) is a 501(c)(3) non profit organization representing a collaboration between residents, civic clubs, business owners and allied stakeholders dedicated to transforming Southeast Houston into a healthy, vibrant, and economically stable community including:

- Community-based creative placemaking that employs arts, culture, history and media
- The National Park Service Rivers, Trails, and Conservation Technical Assistance Program (NPS RTCA) to create a master plan for a non-motorized transportation infrastructure that will connect OST/South Union to the larger citywide Houston Bayou Greenways
- Empowering area residents to bring values and community history to effect change through well-designed improvements to the physical environment enhanced by artistic and cultural expression projects
- The Local Initiatives Support Corporation (LISC) Great Opportunity (GO) Neighborhoods multi-year comprehensive community revitalization initiative to develop a sustainable neighborhood



In November 2011, as a precursor to the development of SEHTA, University of Houston Research Professor Carroll Parrott Blue sought and received a National Endowment for the Arts (NEA) Our Town Initiative award. Community input and participation in listening and learning sessions, along with Our Town activities, plans, historic research and public arts projects culminated in three guiding principles:

1. Community empowerment and organization

2. Personal and environmental health, wellness, and nutrition

3. Urban connectivity

Emerging from a desire to pursue activities and projects that would support these principles, SEHTA was formed in October 2012 and received its 501(c)(3) non-profit status in March 2013. SEHTA envisions itself as producing an engaged and informed community with its residents and allies working together to transform Southeast Houston into a healthy, vibrant, safe and economically stable community that is a place that nurtures and supports its residents throughout their lives. Health and Wellness through access to locations and recreation are key elements in SEHTA's focus on Southeast Houston's transformation.

In January 2013, OST/South Union was designated a Greater Opportunities (GO) Neighborhood by the Local Initiatives Support Corporation (LISC). SEHTA serves as the Steering Committee in conjunction with Neighborhood Recovery Community Development Corporation (NRCDC) as the Convening Agency.



a multi-year comprehensive initiative for revitalizing Houston communities by addressing the many aspects of developing a sustainable community, making it a good place to work, live, and raise a family.

GO Neighborhoods address specific community concerns through GO Teams. The latter work together to develop a Quality of Life Agreement (QLA), a vision for positive neighborhood transformation drawing on an appreciation of both the strengths and impediments to development within the area. During this process, residents, stakeholders, partners, allies, and key community leaders all play a key role in creating a strategic plan for achieving this vision.

In June 2013, over 100 residents came together to develop their vision for the OST/South Union GO Neighborhood. Residents identified the strengths of the community and any aspects of the neighborhood they would like to change or maintain. Together, SEHTA, residents, business owners, allied stakeholders and others subsequently organized into eight GO Teams responsible for addressing specific community concerns. The GO Teams formed were designed to focus on economic development; family income and wealth; mobility and infrastructure (Strollin' and Rollin'); safety and clean ups; education and youth; health and wellness; arts, culture, history and media; housing and neighborhoods; and, leadership and civic engagement.

AS ONE RESIDENT STATED:

“I could feel a real sense of community as I watched residents from various civic clubs eagerly discuss areas of concern and opportunities for community enhancement. I also saw leaders from various government offices and churches offer resources and solutions. Everyone seemed to agree that our neighborhood is transforming for the better, with all of the projects taking place in the area (Metro Rail, Young Library reconstruction, etc.) but that we as a community need to have a proactive approach to making sure that it does not get consumed by gentrification. We concluded that by educating residents, empowering them, and inviting them to be part of a committee to take action was very effective.”

This report reflects the efforts of the Strollin’ and Rollin’ GO Team. The team is committed to developing Southeast Houston into a more active community that is supported by a network of pedestrian and bicycle infrastructures designed to increase accessibility through multiple transportation options and easily accessible connections to neighborhood parks, local establishments, historic sites and public art locations. These connections, supported by a vibrant biking and walking culture, will yield social, economic and environmental benefits that will improve this community’s quality of life, in particular, opportunities for health and wellness.

The initial efforts of Strollin’ and Rollin’ were supported through the National Park Service RTCA award. The award assisted the team with a master plan for a pedestrian and bicycle infrastructure network. This plan will grow out of the data collected and analyzed in a series of surveys presented in this report as well as from other sources of information.

Since its formation, Strollin’ and Rollin’ has been cultivating active lifestyles and facilitating initial change conducive to a healthy community. Beginning the summer of 2013, Strollin’ and Rollin’ sponsored bi-weekly neighborhood rides. During the same summer team members worked with the Houston

Texans YMCA and Bike Houston to provide cycling safety information and training for area youths. These sessions were followed by a community bike ride.

As a way of gaining more in-depth understanding of the needs of the community as well as providing a credible data resource to support further advocacy efforts, Strollin' and Rollin' worked with Texas Southern University, the National Park Service, Rice University's Houston Action Research Team (HART), and the Sankofa Research Institute to complete four community surveys. The results of the surveys represent the basis of this study.

During the summer of 2014, a member of the Strollin' and Rollin' GO Team participated in the League Cycling Instructor Seminar and has become a League Cycling Instructor who will lead community bike rides and train participants on bike safety and rules of the road.

As Strollin' and Rollin' gains momentum, GO Team members have developed and distributed marketing materials to spread the word about initiatives throughout the community. Information cards have been distributed at community events, library, and neighborhood meetings. An interactive website (<http://www.strollinandrollin.org/>) is now online. The website has community mapping capabilities and will post upcoming bike rides and other activities.



Our Mission

To improve the health of the OST/South Union Community by biking, walking and using public transportation while connecting community destinations.

Community Surveys

The Strollin' & Rollin' Team is currently doing a number of surveys to study walking, biking and mass transit as alternative transportation in OST/South Union. We are trying to identify the ways people get around; destinations of work and interest; and problems people have with being able to walk and bike in their neighborhood so that we can try to justify the investment of public/private resources that will improve the community's transportation options and ultimately, the community's health.

Community Bike Rides

Visit our website to find out about community bike rides, meetings, and community activities. We will also be conducting bike safety classes and organizing walking opportunities to help promote better health.

For more information visit us at
www.strollinandrollin.org
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BASIS FOR STUDY

1. STREET AND SIDEWALK SURVEY

2. NATIONAL PARK SURVEY

3. HOUSTON ACTION RESEARCH TEAM SURVEY (HART)

4. SANKOFA SURVEY

The basis for this report were the results of four surveys conducted over the course of sixteen months beginning Spring 2013 and completed June 2014. Each survey was designed to answer questions of mobility from residents within the OST/South Union community. There are varying amounts of both overlap and differences in the questions asked and the data gathered; however, when evaluated as a whole, the surveys provide a thorough assessment of the current mobility levels, patterns of mobility, barriers to mobility and ways to improve the mobility of residents.

1. The Street and Sidewalk survey was an assessment of the physical environment. The assessment categorized street conditions, identified type of streets, presence and condition of sidewalks, existence of street lighting, traffic counts and the existence of bike route signage and/or markings. Ninety percent of the street assessments were conducted via bicycle. Using the bicycle as the primary mode for data collection, pictures of each street segment were taken noting intersections, good conditions, cracks and any conditions of concern. In addition to visuals, notes were made indicating conditions. In total, information for 230 segments were taken. (Note: Regarding the data output of this assessment, the street segments were not in equal lengths and percentages represent estimates.)

2. During the winter of 2013 the Strollin' and Rollin' GO team, in conjunction with the National Park Service, created a survey with the purpose of polling residents and others within the community regarding their biking and riding activities and needs. Serving as a baseline of walking and biking activities, this initial survey identified where people traveled and any barriers they encountered. The survey was administered on-line and face to face by Strollin' and Rollin' team members. A total of 110 surveys were collected representing individuals not only from the 77021 zip code, which is the OST/South Union Community, but also from residents of zip codes across Houston. For the purposes of this report, only the feedback of those living within 77021 zip code were analyzed. A copy of the National Park Service Survey can be found in Appendix A.

3. The Houston Action Research Team (HART), an interdisciplinary group of Rice University undergraduate students, developed and conducted a map based survey to identify the most popular destinations in OST/South Union, as well as the modes of transportation and specific roads residents used to reach them. HART collected geographic, map-based data for four modes of transportation; driving a car, biking, walking, or taking METRO. Survey participants were asked to identify the roads they most often travel to reach their top destinations for each mode of transportation. Participants were also asked to recommend bike routes in the neighborhood and to identify the road segments, blocks, and intersections in OST/South Union that most needed improvement to make transportation around the neighborhood easier. HART also collected qualitative data about transportation in OST/South Union by noting comments or concerns that survey respondents voiced during the survey. Finally, HART collected each respondent's race/ethnicity, age range, and zip code. During the spring of 2014, HART researchers conducted 123 surveys. Surveys were collected in both organize and unorganized environments where HART researchers recruited participants informally and at random at local businesses, parks, and neighborhood events. A copy of the questions asked and base map are in Appendix B.

4. The final survey was conducted with the assistance of The Sankofa Research Institute. The Strollin' and Rollin' GO Team worked under the guidance of Sankofa Research team members to pinpoint the research and survey objectives. This survey's purpose was to determine residents' levels of walking and biking, as well as to better understand the existing barriers preventing them from using biking and walking as beneficial modes of transportation. The Sankofa survey differed from the earlier surveys in that the questions were more concise and were administered face to face by trained community residents. To ensure that the sampling was representative of the community, the population was clustered based on those demographics the GO team felt made a difference: elderly, renters versus owners, and race, specifically Hispanic and African American. In total 435 Sankofa surveys were collected by community residents. Copies of the Sankofa survey can be found in Appendix C.

The information gathered through the various surveys was a mix of quantitative, descriptive or qualitative, and geospatial (mapping). When the four research efforts were examined together, definitive categories or themes of information emerged that tell the story of multi-modal travel in OST/South Union: a current profile of the community's mobility, the key locations to which community members want to be connected, opportunities to increase the amount of travel and connections to be made via walking and biking, and the barriers which are keeping the community from using these travel modes more and advancing the noted opportunities.



MOBILITY PROFILE OF THE COMMUNITY

Residents of the OST/South Union community are walking and biking in the community. Reflected in Figure 3, when asked how often survey participants walked outdoors for at least 10 minutes at a time for any reason, more than half of the population walk outdoors at least once a day and a third of the population walk a few times a week. The results of the HART survey also indicate that the community is mobile. The survey recorded that approximately 64% walk. In fact, 36% of the population who participated in the HART survey used more than one mode of transportation to travel the neighborhood. The most popular combination was driving and walking.

As shown in Figure 4, the reasons for walking vary but the most cited reason out of the options provided was for exercise (61%). The second most cited reason was to shop and run errands, followed by those who walk to shop or get to the bus stop. In addition to the options provided, participants had the opportunity to add additional reasons for walking. Although no one reason was repeated, a few of the responses were worth noting: walking to visit friends, walking as nature of the job and walking to garden or water plants.

Another measure of non-motorized mobility is the number or percent of the community population that ride a bike outside for at least 10 minutes. While the numbers shown in Figure 5 were not as high as with walkers, it was encouraging to note that, according to

the Sankofa survey results, 65% of the population ride bikes although only 14% ride at least once a day, with a slightly higher percentage riding a few times a week and a month.

The HART study also identified that residents within the community biked. Of those asked, 26% biked.

The National Parks Service (NPS) survey also assessed the biking habits of community residents. Although the questions varied slightly from the Sankofa survey, 64% had ridden a bike in the previous year and within that year, only 21% indicated they biked a few times a week and 36% biked only a few times a month.



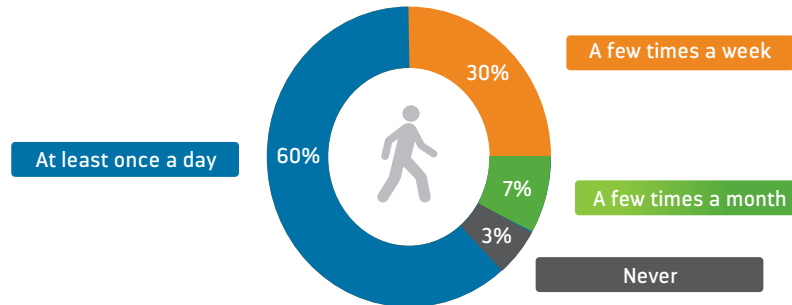
RESIDENTS ARE WALKING & BIKING IN THE COMMUNITY



From the Sankofa survey and shown in Figure 6, the primary reason for biking in the community is for exercise and health reasons followed closely by those who bike for fun and enjoyment. The next grouping of frequencies shows that people also bike to shop and run errands and to get to work. The primary reasons for biking identified by the NPS survey were general recreation (53%), followed by those who rode primarily for health reasons (30%) and those who rode to get to destinations such as work, library or bus stops.

Walking Frequency

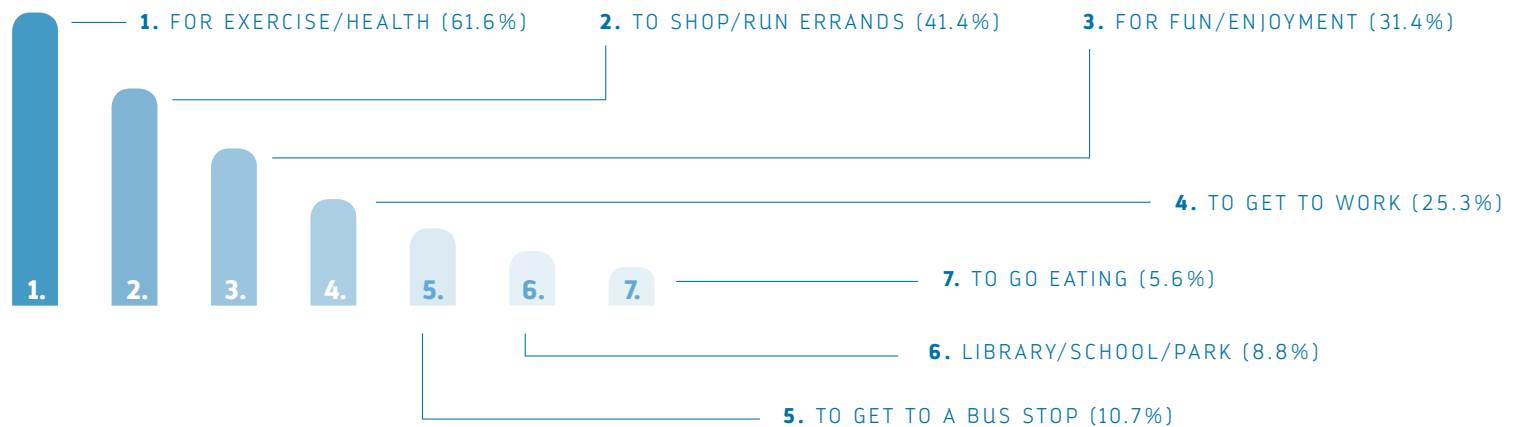
FIGURE 3
SANKOFA SURVEY n=435



60% of the community walk outside for at least 10 minutes a day and they do so primarily for exercise.

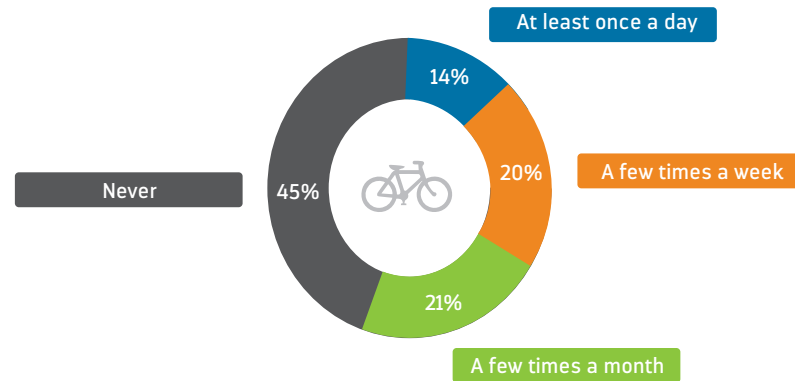
Primary Reasons for Walking

FIGURE 4
SANKOFA SURVEY n=435



Riding Frequency

FIGURE 5
SANKOFA SURVEY n=435



14% of the community bike for at least 10 minutes a day and they do so primarily for exercise.

Primary Reasons for Riding

FIGURE 6
SANKOFA SURVEY n=435





CONNECTIVITY WITHIN THE COMMUNITY

Connectivity

Having established that the OST/South Union community is mobile, the next question to address is “Where do they go and how do they get there?” The National Park Service survey and the survey conducted by HART provide the best insight into where people travel within the community. When asked, “When you walk within the area, where do you typically go?”, 44% of the NPS respondents indicated that they had no destination, they walked for health reasons or recreation. Following that response, the next locations identified were:

Parks (29%)

Bus stop/transit station (23.5%)

Shopping and Errands (20.5%)

YMCA/Gym (20.5%)

A majority of the people who walk to the places listed are accessing locations that are relatively close. To the follow-up question, “How long does it take you to get to your destination, on average”, the predominate answer was 6 to 10 minutes. Given that the average person covers 3.1 miles in an hour and most people are walking less than 10 minutes, one can assume most are walking approximately 1 mile or less.

Compiled walking routes (darker shaded routes were cited more frequently by survey respondents than lighter shaded ones)

POPULAR LOCATIONS
WITHIN COMMUNITY

- Schools
- Parks (Frequent)
- Parks
- Retail Centers (Frequent)
- Retail Centers
- Community Organizations (Frequent)
- Community Organizations

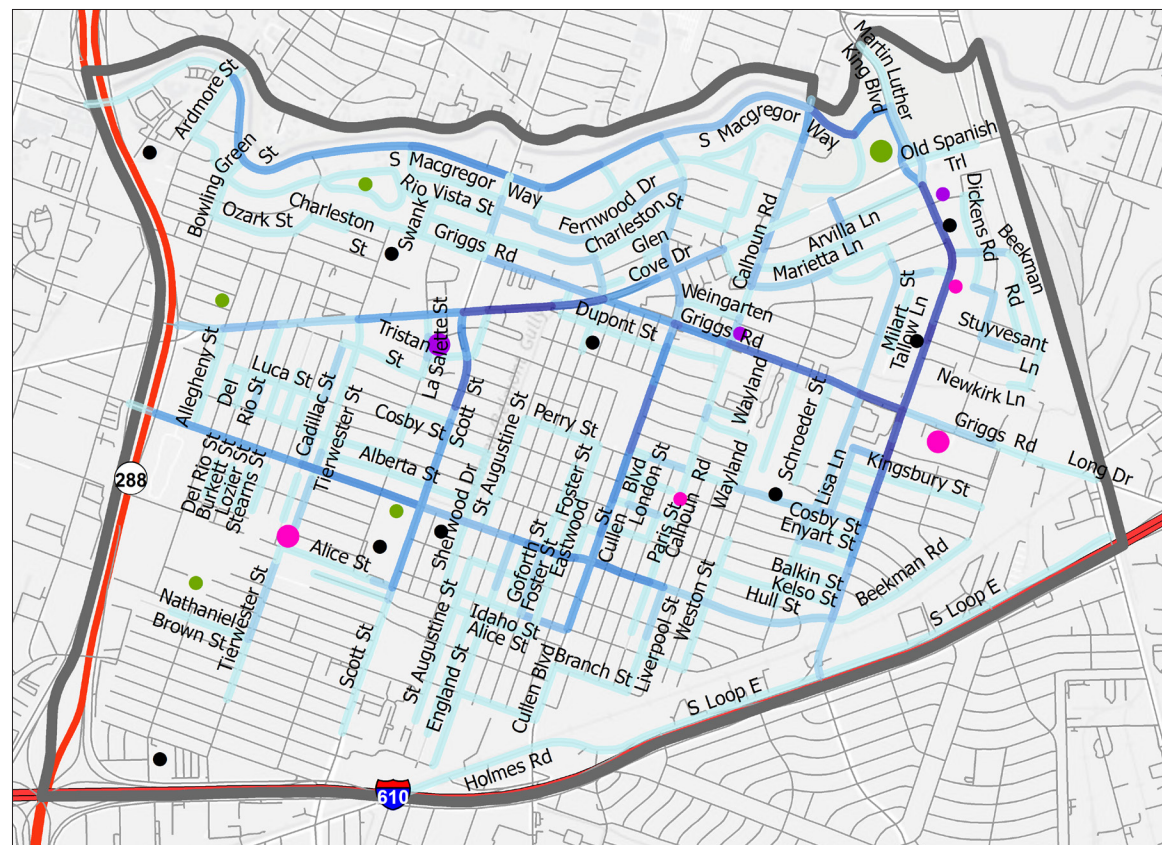


FIGURE 7

The HART survey results complements the responses received by the NPS. For the survey, people were asked to outline the routes frequently traveled for walking. Figure 7 outlines the compiled responses, representing where people walked most frequently overlaid with popular locations within the community. The most frequented routes mentioned include:

MLK between OST and Griggs

OST between Griggs and LaSalette St.

Scott between OST and Alberta

Cullen between Griggs and Yellowstone Blvd

Next, the NPS survey asked those who biked within the community to select their primary destinations. The top destinations selected were:

Parks, (23.5%)

Shopping/errands (17.6%)

YMCA or gym (11.7%)

Most respondents frequently traveled between 2 to 5 miles, followed by 6 to 10 miles.

Only 2% biked for more than 10 miles.

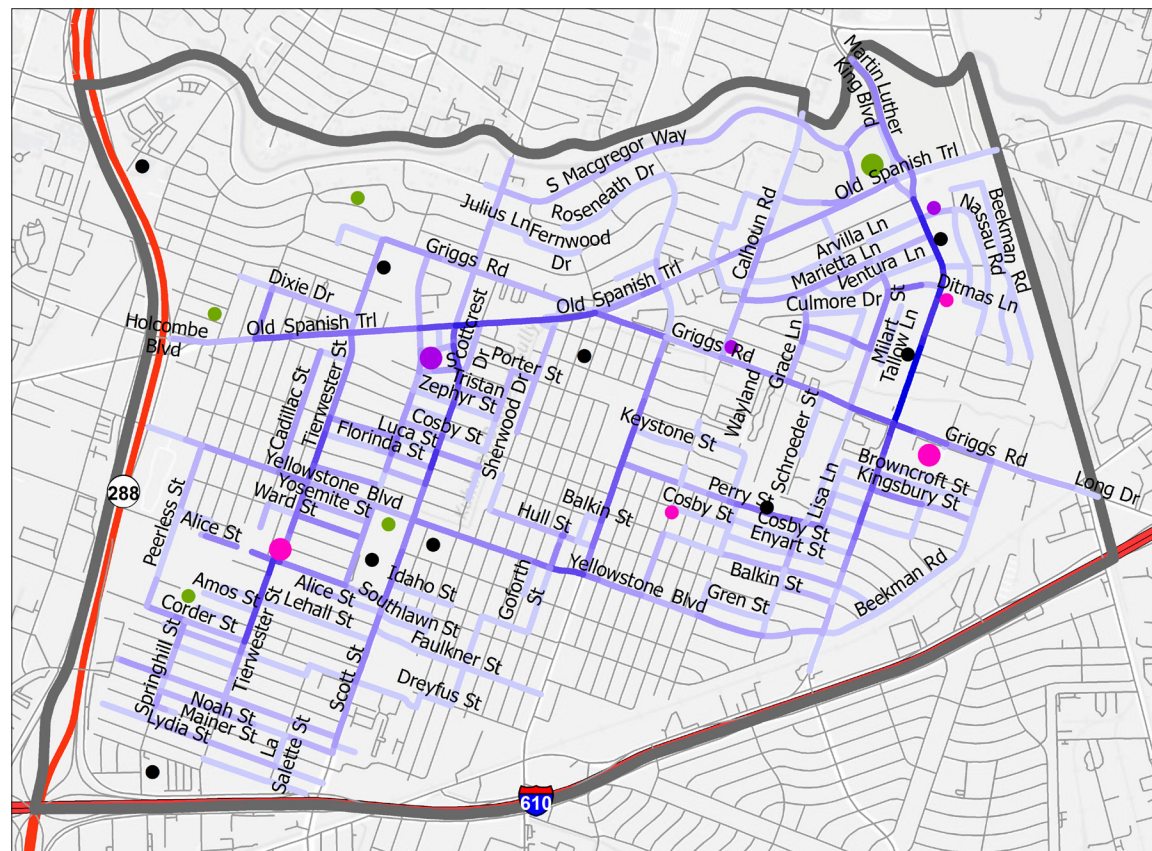


FIGURE 8

Results of the HART survey graphically depict the most biked routes by community residents. Figure 8 highlights the most frequented routes overlaid with popular locations within the community. The routes identified include:

Along the South MacGregor Way path

OST between Sidney and Scott

MLK between OST and Perry

Scott between OST and Yellowstone with volume slightly decreasing between Yellowstone and Mainer

Yellowstone between Scott and 288

Griggs between MLK and OST

Compiled biking routes (darker shaded routes were cited more frequently by survey respondents than lighter shaded ones)

HART researchers provided respondents with a community map and asked them to identify those places they most frequent. Although the pre-selection of destinations in the survey means that they cannot be viewed as an authoritative list of top destinations for walkers and cyclists, the selected locations likely do represent significant destinations overall in the opinion of those familiar with the area.

The most important point to make regarding the data related to these destinations is that there are substantial existing and potential pedestrians and cyclists using those modes to reach these places, and it would not be unreasonable to think that many other destinations within the area that were not selected for questioning would have a similar demand.

The most popular destinations in OST/South Union were:

The H-E-B Grocery Store (59%)

Palm Center complex (47%)

Lilly Grove Baptist Church (14%)

Cullen Middle School and Yellowstone Park (12%)

MacGregor Park (12%)



OPPORTUNITIES TO INCREASE MOBILITY

Even though residents within the community are mobile, opportunities exist to encourage additional walking and biking travel. According to the Sankofa survey, a majority of the people asked would like to become more active; 81% would like to walk more and 61% would like to increase their biking.

The NPS survey asked residents to select up to four improvements that would make them more likely to walk to nearby destinations. Figure 9 shows the top improvements identified by residents. The provision of additional street lighting was identified by over 50% of the respondents. This was followed by the provision of safety measures, additional bike & hike and or other off-street paths and improved landscaping. Approximately one-third of the respondents felt that the provision of wider sidewalks and better crosswalks and crossing signals should be a priority.

The Sankofa survey approached the opportunity to increase mobility in much the same way. Residents were asked what changes would need to take place for increased walking. Responses shown in Figure 10 indicated the provision of additional infrastructure such as sidewalks, paths and signal lights as the most recommended change. This was followed by improving infrastructure and making areas safer for walking. These top three answers were then followed by making people safer from cars and providing ADA accommodations.

In addition to seeking ways to improve walking, the Strollin' and Rollin' team wanted to identify ways to improve biking within the community. The Sankofa survey specifically asked what changes the respondent recommend be made in the community to make it easier to ride. Figure 11 outlines how the options ranked. The top response was providing more infrastructure such as sidewalks, paths and better lighting. The provision of infrastructure was followed by the improvement of existing infrastructure and making the neighborhood safer for biking.

The NPS survey also asked residents what they would like improved to encourage more biking. The top responses, shown in Figure 12, was to secure bicycle parking at neighborhood destinations, followed by group bike rides and improvements to buses/trains to accommodate bicycles followed. Offering bicycle safety courses and the provision of speed bumps, curb extensions, and other measures to slow down traffic were indicated by less than a quarter of the respondents. The NPS survey took the question of cycling improvements one step further.

Improvements to Encourage Walking

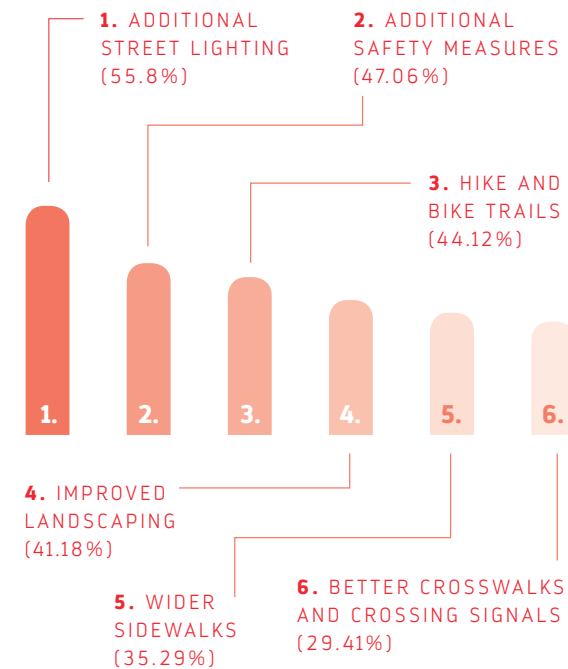


FIGURE 9

NPS SURVEY N=34

The question asked participants to rank potential improvements. The top three options selected were:

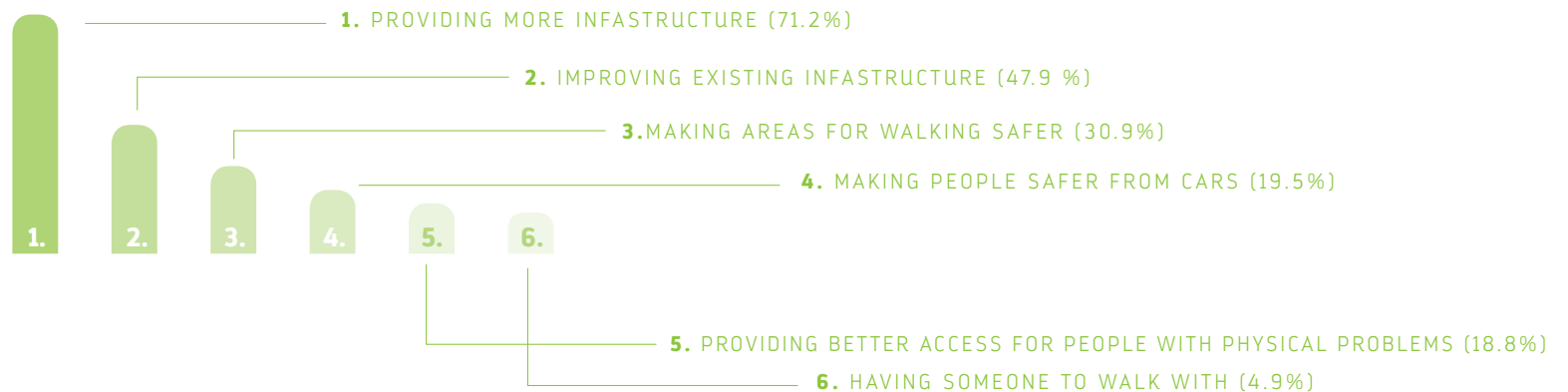
1. **The provision of sharrows – street markings that indicate bicycles can use an entire lane of the road**
2. **The provision of standard bicycle lanes**
3. **“Buffered” bicycle lanes to put more space between cars and bikes**

In addition, the NPS survey asked if participants would be interested in joining a biking or walking group; 71% said yes.

For both walking and cycling respondents, providing more infrastructure was the biggest change recommended. This response was followed by improving the existing infrastructure, then making the neighborhood safer.

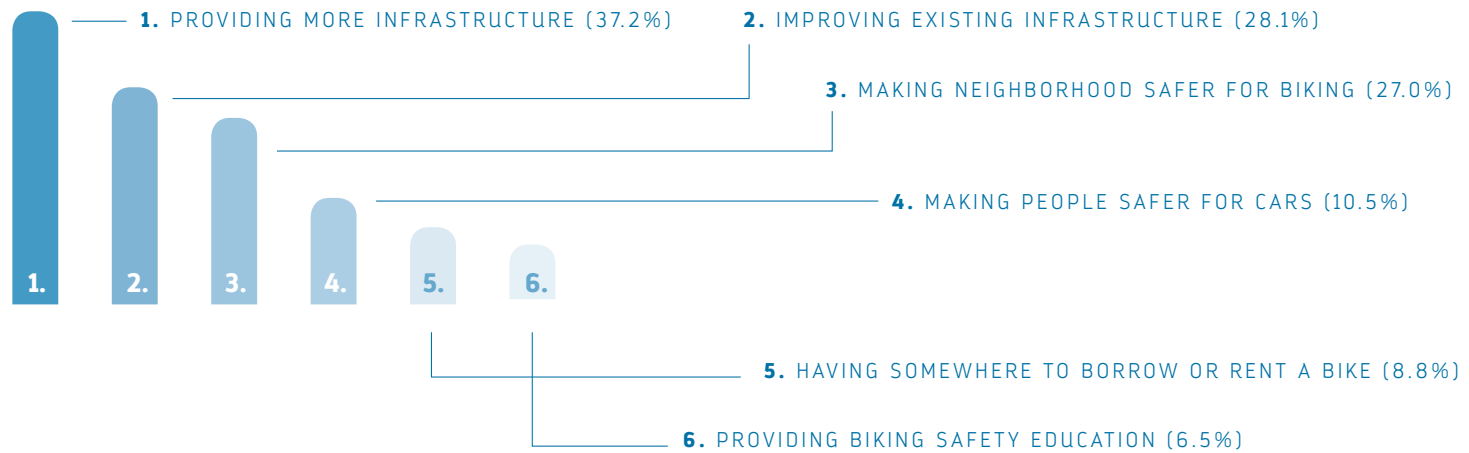
Changes to Allow for Walking

FIGURE 10
SANKOFA SURVEY
N=435



Recommended Changes for Biking

FIGURE 11
SANKOFA SURVEY
N=435



Improvements to Encourage Biking

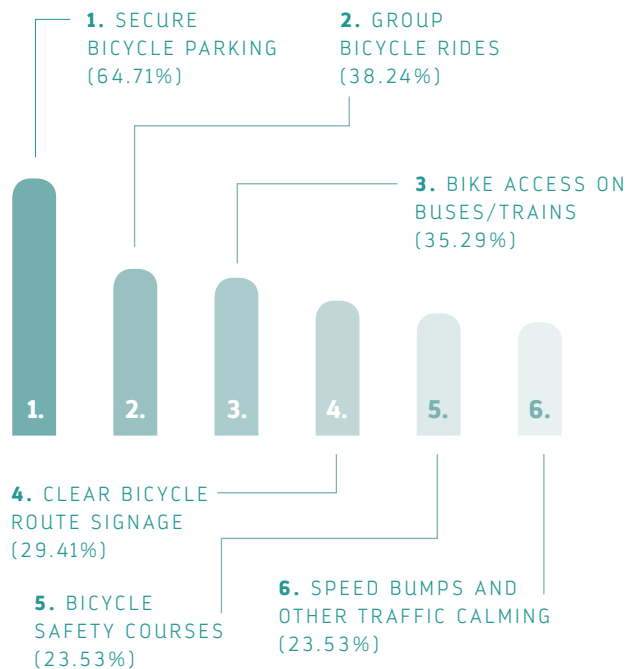


FIGURE 12

NPS SURVEY N=34

In addition to seeking ways to improve walking, the Strollin' and Rollin' team wanted to identify ways to improve biking within the community.



BARRIERS TO COMMUNITY MOBILITY

In an effort to determine how to improve mobility within the community, questions were asked about the ease or difficulty of walking. Slightly more than half of the population felt that it was easy to walk within the community. When asked a follow up question as to why they didn't walk, the primary reason identified was a disability or other health reasons (see Figure 13). A second reason for not walking was due to preferring other forms of transportation. Other answers ranged from being too busy to simply not wanting to walk.

The NPS survey also identified barriers to walking more frequently within the neighborhood. The top four reasons were:

- Lack of sidewalks,
- Not feeling safe,
- Lack of lighting at night, and
- Poor sidewalk conditions

In addition to the list of barriers provided, both surveys provided open-ended question to allow survey participants to identify barriers not previously listed. **The prevalence of stray dogs was identified as a significant problem by both surveys.**

Biking within and around OST/South Union, overall, is neither easy nor difficult. As shown in Figure 15, those who considered biking easy account for approximately 44%, which balances out the 41% who found it either very or somewhat difficult.

One of the greatest challenges to riding within the community is access to bicycles. According to the Sankofa survey, of those that didn't ride, approximately 33% lacked access to a bicycle. Referencing the NPS survey, 32% of those who didn't ride, didn't own a working bicycle.

In addition to bicycle ownership, the Sankofa survey indicated that disabilities and health reasons, the speed of other forms of transportation or little or no opportunity to bike were the top three reasons selected by community residents.

The NPS survey requested survey participants to select up to four reasons that prevented them from biking.

Ease of Walking

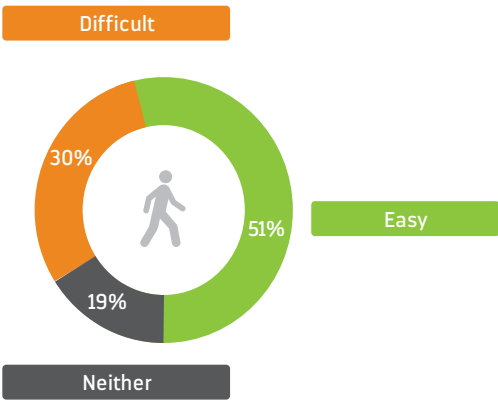


FIGURE 13
SANKOFA SURVEY N=345

Why Not Walk?

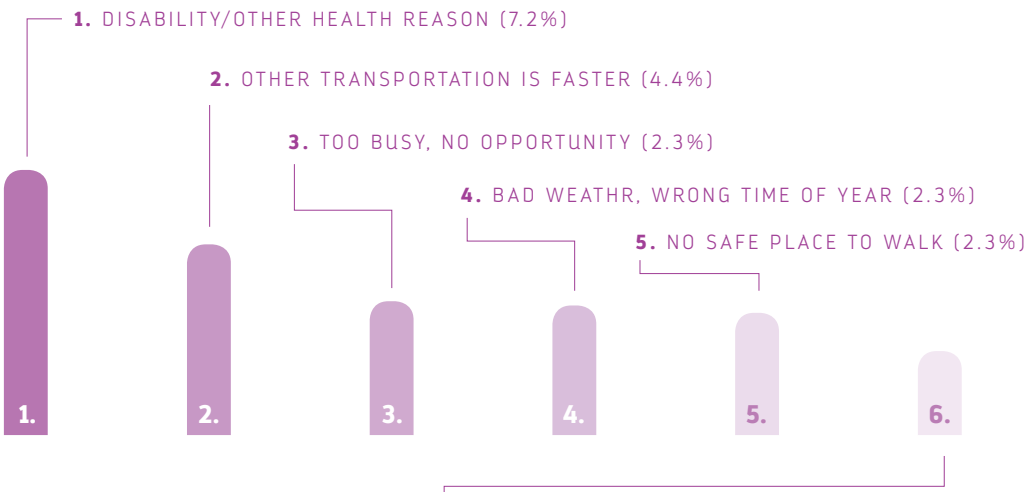


FIGURE 14
SANKOFA SURVEY N=345

The top five reasons identified in the survey:

Insufficient bicycle lands or other bicycle routes (50%)

Poor road surfaces potholes, cracks in pavement, etc. (41%)

Don't feel safe riding in traffic (23%)

Not enough signage showing how to get around on bicycle routes (23%)

There isn't a good place to park my bike at typical designations (23%)

Outside of the list of barriers provided to residents to select from, respondents were given the opportunity to provide additional reasons that prevented them from walking. Not surprisingly, the predominate responses identified by all surveys whether walking or biking were: the presence of dogs, the lack of sidewalks, the condition of sidewalks streets and safety.

At this point, some of the barriers identified are worth a closer look. The street conditions surveys evaluated the presence of sidewalks, street conditions, lighting, traffic counts and the presence of bike signage and routes.

Ease of Riding Bikes in Community

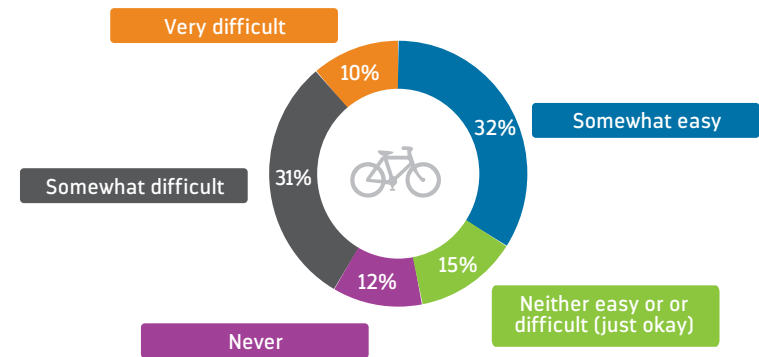


FIGURE 15
SANKOFA SURVEY N=435

Why Not Ride Bikes in Community

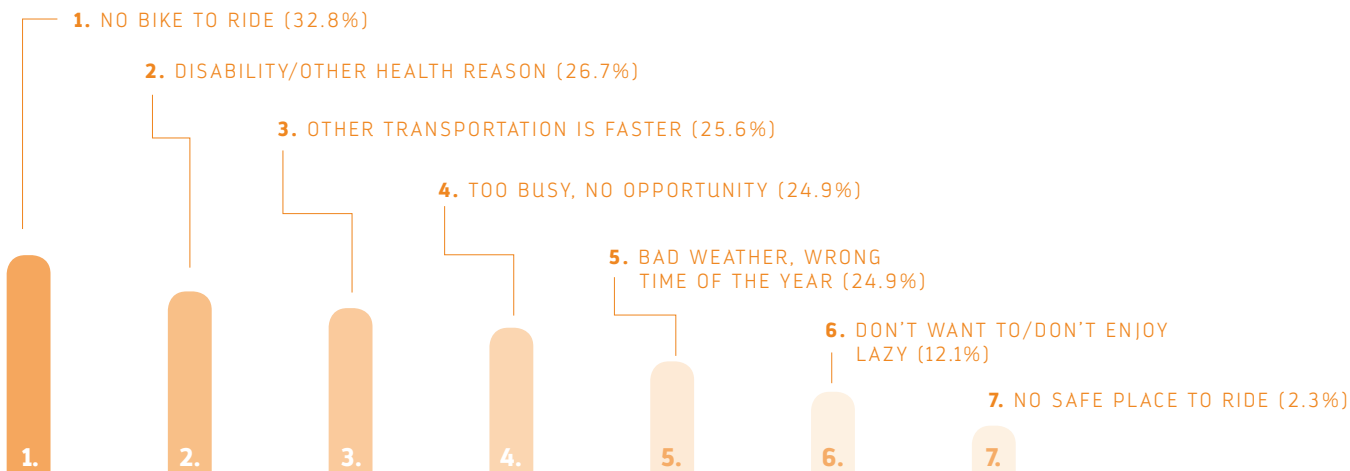


FIGURE 16
SANKOFA SURVEY N=345

Presence of sidewalks

The street condition segments evaluated sidewalks in three ways: existence of sidewalks on both sides of the street, one side of the street or no sidewalks. For the street segments where the information was available, 32% of the community streets had sidewalks on both sides of the streets while 55% of the community streets had no sidewalks at all. Approximately 12% of the streets surveyed had a sidewalk on at least one side of the street. Examples are shown in Photos 1 – 2. However a better way to understand the existing sidewalk situations is depicted in Figure 17.

One of the major challenges facing walkers and bikers on those streets with no sidewalks is safety. Many of the residential roads, as seen in Photo 2 are barely wide enough for two cars to pass. Add a cyclist or two walkers, there is little space to retreat to allow for the passing of cars.



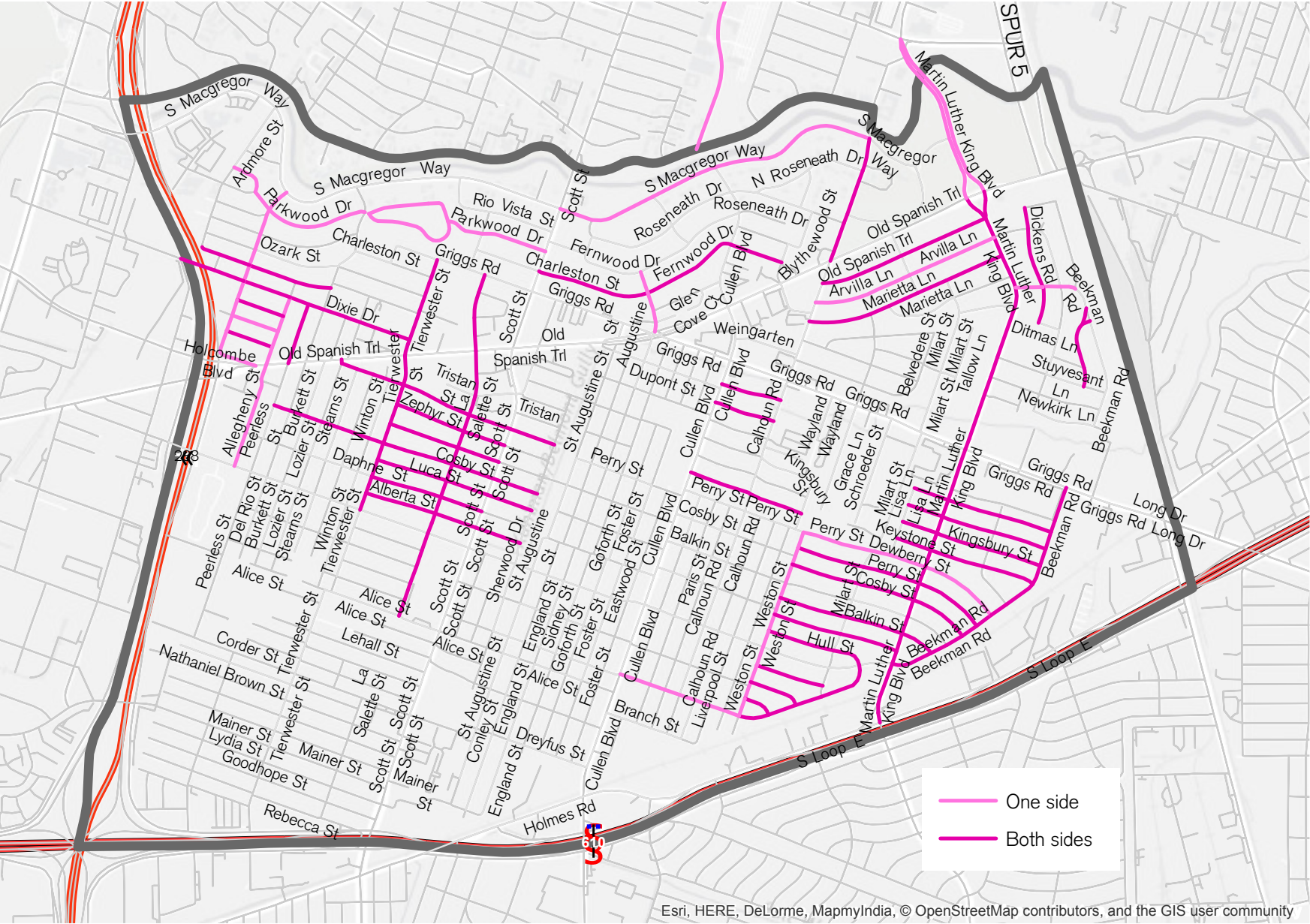
PHOTO 1: STREET WITH ONE SIDEWALK - IDAHO



PHOTO 2: STREET WITH NO SIDEWALKS - COSBY

Street Segments with Sidewalks

FIGURE 17



Existing street conditions

The condition of the existing sidewalks and streets speaks more to the barriers of mobility. Walkers reported using sidewalks but, when these don't exist or are in poor condition, they must share the street with cyclists as well as motorized vehicles, thereby reducing their safety, whether real or perceived. Photos 3 through 7 provide the best example of the physical condition of roads within the community. While not every road segment resembles what is shown here, the photographs nevertheless represent common sights.

PHOTO 3: MEASUREMENT OF STREET CRACK DEPTH



PHOTO 4: ROAD CONDITIONS: CONLEY



PHOTO 5: ROAD CONDITIONS: LIVERPOOL



PHOTO 6: ROAD CONDITIONS: DEL RIO



Street segments with bike signage as identified by the Street Condition Survey

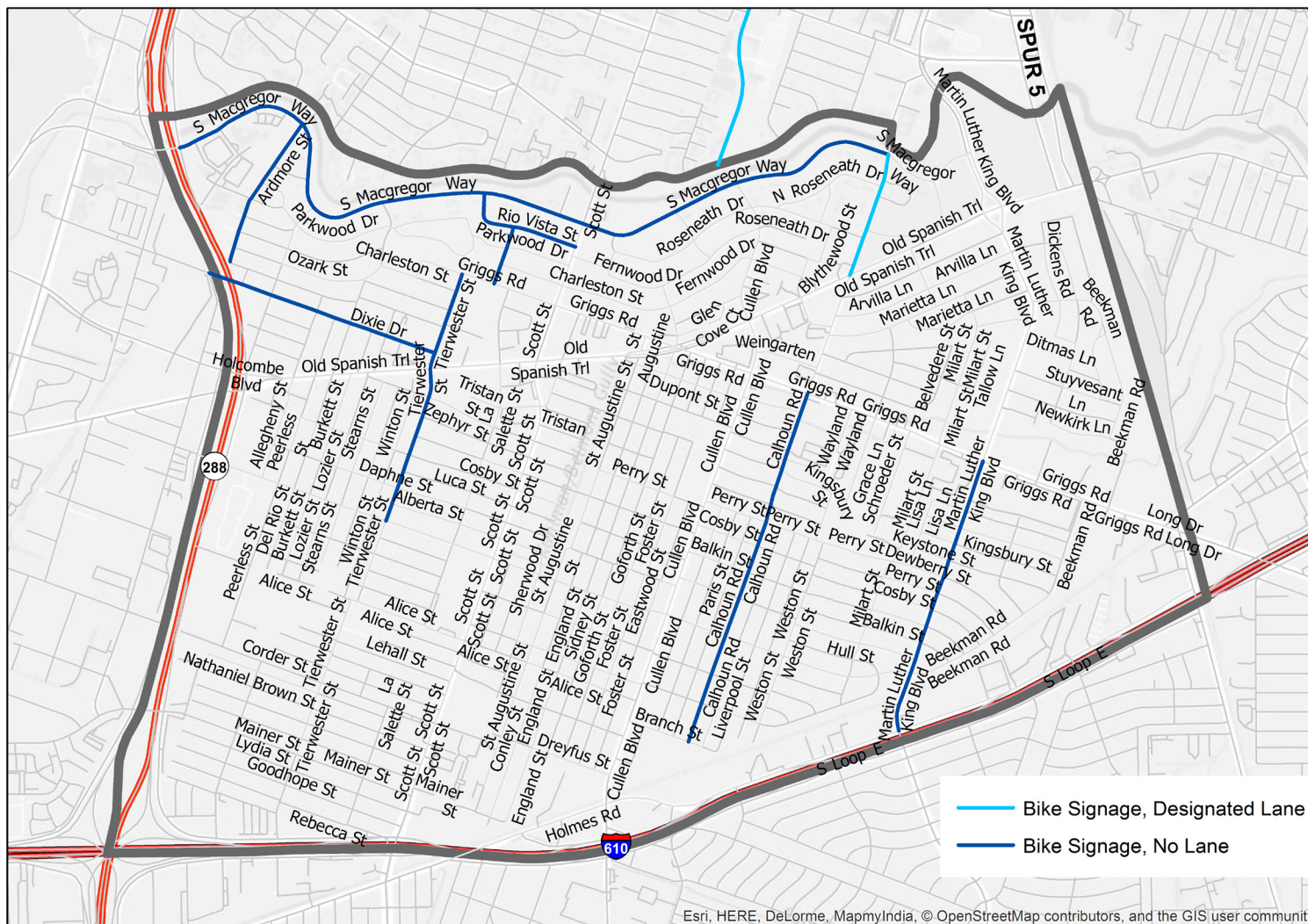


FIGURE 18

Bike routes

The presence of bike signage and designated routes are minimal within the OST/South Union community. The city has three forms of designation: 1 = shared lanes, 2 = bike designated lane, 3 = bike signage, no lane. Of the 230 line segments surveyed, less than 10% of street segments had any form of designations. Figure 18 provides a better picture of the amount and location of bike routes or signage. Photos 6 and 7 provide examples of the little bike lane or signage that exist within the community.



PHOTO 7: DESIGNATED BIKE LANE ON CULLEN



PHOTO 8: BIKE ROUTE SIGNAGE ON CULLEN



PHOTO 10: DOG WALKING THE COMMUNITY

Dogs

The issue of stray dogs is a growing concern in the city of Houston. In every survey conducted the number of stray dogs in the community was identified as a reason for not biking or walking. Stories differ as to the level of aggressiveness of the dogs, however, one can never be sure and it is not worth the risk to pass a single animal or pack of dogs in the effort to increase mobility.

Safety of Community

While the presence of wild dogs is a safety issue, when residents identified safety as a concern they discussed safety in the form of lighting, traffic speeds and volume as well as the issue of crime. The street condition survey accounted for 100% of the streets having the street light infrastructure. What was not noted is whether the street lights were working, which was the major concern for residents who were willing to elaborate on their specific safety concerns. Questions such as “do I call” and “who do I call” predominated most discussions. Many residents weren’t sure if the responsibility lay with the city of Houston or an electrical company, of which there are many in Houston. As a result, street light outages are seldom reported and streets within the OST/South Union community are partially or completely in the dark.

The second safety issue addressed in this report is street volume and speeds. Old Spanish Trail (OST) is the busiest east west street running the border of the OST/South Union community. With a posted speed of 40mph and varying speeds actually driven, residents are hesitant to use OST as a biking route. Yellowstone, a second east/west thoroughfare has slightly slower speeds but the width of the street and sporadic bike lanes are issues of concern. North south streets such as Scott and Martin Luther King (MLK) are wide streets but the volume of traffic is daunting to cyclists. The remaining community is made primarily of residential streets with slower posted speeds however, several experience higher volumes if they serve as alternative connectors to OST, Yellowstone, MLK or Cullen.

*RESIDENTS DISCUSSED SAFETY IN THE
FORM OF LIGHTING, TRAFFIC SPEEDS AND
VOLUME AS WELL AS THE ISSUE OF CRIME.*



IMPLICATIONS AND ACTIONS

40

The findings of the reports illuminated the walking and biking habits and physical conditions within the community. If those surveyed are believed to represent the OST/South Union community, then there are windows of opportunity for residents, business owners and stakeholders to get involved and facilitate major change.

In response to the results found, the Strollin' and Rollin' GO team has outlined an initial plan of action. The team recognizes that there are some actions that fall outside of their purview and will make recommendations to other GO Teams and provide them with necessary information. For those barriers and issues that address the built environment, Strollin' and Rollin' has identified initial steps to be taken through a Neighborhood Greenways proposal.

Stray dogs in the Community

The presence of stray dogs is a strong barrier to walking and biking in the community. This problem is also experienced across the City of Houston. The City has initiated the BARC Animal Shelter and Adoption Facility program along with other initiatives to address the problem. Strollin' and Rollin' will provide the data found in the surveys to the Safety GO Team to address this issue along with the other community safety issues they have identified.

Bike Routes: pathways, street lanes and signage

Strollin' and Rollin' members agree with the survey results that indicate that there should be more designated bike lanes on the busier and high volume streets, and more visible signage for way finding.

Actions discussed include:

Identifying the streets and pathways that should have designated bike lanes; work with Bike Houston and providing data for the development of the City's Bike Master Plan to ensure the OST/South Union community is not overlooked.

Identifying streets that serve as connectors through the community and work with the Arts, Culture, History and Media GO Team committee to create and post way finding signs to points of cultural, recreation and other interests within and outside of the community.

Identifying residential streets that are driven at excessive speeds and working with City of Houston to install traffic calming devices within those areas.

Confirming and working with the city, area schools and Safe Routes to School programs to ensure the presence of sidewalks and crosswalks at elementary and middle schools. In addition, Strollin' and Rollin' would like to work with schools to provide safe and secure bike racks to accommodate bikes for students who bike to school.

In addition to the above, the GO Team believes that there are other actions that can be taken to support changes in the infrastructure. These actions would require participation by the business community. Suggest auxiliary actions include:

Working with major points of destination within the community to provide safe and secure bike racks to accommodate those who bike to these sites and to encourage others to do the same.

Encouraging existing related businesses to provide biker support services such as bike repair.

Sidewalk and Street Conditions

Improving existing sidewalk and street conditions are a priority for the Strollin' and Rollin' GO Team. After several discussions, the broader actions to be taken include:

Identifying and prioritizing worst areas both among team members, and in consultation City Councilman D representative, Dwight Boykins, who is a former member of the Rebuild Houston oversight committee.

Present case of neglect within the community regarding streets to the Department of Public Works through meetings with members of the street department and through the Capital Improvement Planning community input process. This includes gathering documentation on the City of Houston's Capital Improvement Plan Process (CIP), and identifying streets

that have been or projected to be scheduled in the community. If feasible, contact METRO scheduling to see how street conditions have affected bus scheduling in the area. If changes have been major on streets that involve METRO then invite METRO to meetings to provide support to the conversation.

If there is a need to generate more interest in the neighborhood and its conditions, the following actions have been suggested:

Create short YouTube videos with bike-throughs of the community, highlighting prioritized areas. These videos can be placed on you tube or featured on Strollin' and Rollin' and other websites.

Host public events inviting local newspapers and radio stations to cover and heighten the exposure of the problem areas in the community.

Encouraging Biking Activities

Improving the physical conditions are part of the equation; however, the Strollin' and Rollin' GO team recognize that the community has to get out and to take advantage of the improvements. The Team suggest:

Continuation of monthly bike rides throughout the community and city connecting neighborhood bike rides with other biking opportunities in neighboring communities and the city at large to heighten the presence of efforts in the OST /South Union Community.



APPENDIX A: NATIONAL PARK SERVICE SURVEY

SOUTHEAST HOUSTON STROLLIN' & ROLLIN' BIKEWAYS/PATHWAYS SURVEY

The Southeast Houston Strollin' & Rollin' Committee (S&R) is working to help Southeast Houston develop into a more active community by increasing residents' and visitors' options for getting around by foot, bike, and transit. Currently, S&R is working on a Bikeways and Pathways Plan for the neighborhood. By providing input about your biking and walking habits and the improvements you'd like to see, you'll help us develop a meaningful plan.

Below, you'll find a map of the Strollin' & Rollin' Committee's focus area.



Please help us by taking approximately 10 minutes to complete this survey. Thank you!

1. Do you live, work, or spend significant time in the area highlighted on the map above?

- ☐ Yes
- ☐ No

WALKING HABITS

Please answer the following questions about your walking habits.

2. How often do you WALK to destinations within this area?

- ☐ Never/Almost never
- ☐ A few times a week
- ☐ A few times a year
- ☐ Daily

3. When you WALK within the area, where do you typically go?

Please select all that apply.

- ☐ My place of employment
- ☐ Place of worship (church, synagogue, mosque, etc.)
- ☐ Elementary/Middle/High School
- ☐ College/University
- ☐ Restaurants
- ☐ Sporting Events
- ☐ Parks
- ☐ Bar/Movie Theater/Entertainment Venue
- ☐ Bus Stop/Transit Station
- ☐ Shopping/Errands
- ☐ Library
- ☐ YMCA/Gym
- ☐ No destination – walk for health reasons or for recreation
- ☐ Not applicable
- ☐ Other: _____

4. When you walk within the area, how long does it take you to get to your destination, on average?

- ☐ Less than 5 minutes
- ☐ 6-10 minutes
- ☐ 11-25 minutes
- ☐ More than 25 minutes
- ☐ Not applicable

5. Which of the following keeps you from walking places more frequently? Please select UP TO FOUR factors.

- | | |
|--|---|
| <input type="checkbox"/> Lack of sidewalks | <input type="checkbox"/> Lack of lighting at night |
| <input type="checkbox"/> Don't feel safe | <input type="checkbox"/> Nothing interesting to look at |
| <input type="checkbox"/> Poor sidewalk conditions | <input type="checkbox"/> Destinations are too far away |
| <input type="checkbox"/> Heavy traffic | <input type="checkbox"/> Lack of ADA accessibility |
| <input type="checkbox"/> Nothing nearby to walk to | <input type="checkbox"/> Don't have time |
| <input type="checkbox"/> Poor health or difficulty walking | <input type="checkbox"/> Weather (heat, rain, etc.) |
| <input type="checkbox"/> Don't know best routes | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Lack of shade | |

6. When walking in the neighborhood, are there particular areas that you avoid? Please describe the location(s) and reason(s) for avoiding:

7. Which of the following IMPROVEMENTS would make you more likely to walk to nearby destinations? Please select UP TO FOUR improvements.

- ☐ Wider sidewalks
- ☐ Hike and bike trails or other off-street paths
- ☐ Additional street lighting
- ☐ Additional trees or shade structures
- ☐ Drinking fountains
- ☐ Benches
- ☐ Better crosswalks and crossing signals at major road intersections
- ☐ Improving access for those with limited mobility (curb cuts, ramps, etc.)
- ☐ Additional safety measures (police patrols, neighborhood watch groups, etc.)
- ☐ Signage showing directions to nearby destinations
- ☐ Improved landscaping along roadways
- ☐ Not interested in walking to nearby destinations
- ☐ Other: _____

BIKING HABITS

The Southeast Houston Strollin' & Rollin' Committee is working to increase the number of community members who bike for transportation and recreation. To help us understand who bikes and how we can best improve people's biking experiences, please answer the following questions.

8. Do you currently have access to a working bicycle?
- ☐ Yes
 - ☐ No
9. Have you ridden a bike in Houston in the last year?
- ☐ Yes
 - ☐ No (*If No, Continue to QUESTION 15*)
10. On average, how often do you ride a bicycle?
- ☐ Never/Almost never
 - ☐ A few times a year
 - ☐ A few times a month
 - ☐ A few times a week
 - ☐ Daily
11. What is your primary reason for riding a bicycle?
- ☐ Primarily ride for general recreation
 - ☐ Primarily ride as way to get to a destination
 - ☐ Primarily ride for health reasons
 - ☐ Other: _____
12. If you ride your bicycle as a way to get to a destination, please select where you usually go on your bike. Please select all that apply.
- | | |
|---|--|
| <input type="checkbox"/> Place of employment | <input type="checkbox"/> Parks |
| <input type="checkbox"/> Place of worship (church, synagogue, mosque, etc.) | <input type="checkbox"/> Bar/Movie Theater/Entertainment Venue |
| <input type="checkbox"/> Elementary/Middle/High School | <input type="checkbox"/> Bus Stop/Transit Station |
| <input type="checkbox"/> College/University | <input type="checkbox"/> Shopping/Errands |
| <input type="checkbox"/> Restaurants | <input type="checkbox"/> Library |
| <input type="checkbox"/> Sporting Events | <input type="checkbox"/> YMCA/Gym |
| <input type="checkbox"/> Not applicable | <input type="checkbox"/> Other: _____ |

13. If you ride your bicycle for recreation, please describe where you usually ride.

14. What is the average distance of your typical bicycle trip?

- ☐ Less than 2 miles
- ☐ 2-5 miles
- ☐ 6-10 miles
- ☐ More than 10 miles
- ☐ Not sure

BIKING CHALLENGES

The Strollin' & Rollin' Committee aims to develop recommendations for how to improve bicycling and walking within Southeast Houston. Please answer the following questions about the challenges to biking in the study area (see previous map).

15. Which factors are most likely to PREVENT you from biking? Please select UP TO FOUR factors.

- ☐ I don't own a working bicycle
- ☐ I don't feel safe riding a bicycle in traffic
- ☐ Road surfaces are poor (potholes, cracks in pavement, etc.)
- ☐ Not enough bicycle lanes or other bicycle routes
- ☐ Not enough signage showing how to get around on bicycle routes
- ☐ Weather (heat, rain, etc.)
- ☐ I'm physically unable to ride a bicycle
- ☐ I'm not fit enough – biking is too much work
- ☐ My typical destinations are located too far from my home
- ☐ There isn't a good place to park my bike at my typical destinations
- ☐ Biking takes too much time
- ☐ My employer does not offer shower/locker facilities
- ☐ There are too many dangerous intersections to bike through
- ☐ Other: _____

16. Are there particular streets or areas that you try to AVOID while biking in this part of the city? If yes, please describe the particular streets or areas you avoid AND why you avoid bicycling on them:

PREFERRED BIKING IMPROVEMENTS

Please answer the following questions and help us identify improvements that will make biking easier, safer, and more pleasant in the area.

17. We're hoping to identify improvements that will make biking easier in Southeast Houston. Please rank the following potential bike improvements in order of your preference (1 = most preferred type of improvement).

- ☐ "Sharrows" – street markings that indicate bicycles can use an entire lane of the road
- ☐ Standard bicycle lanes
- ☐ "Buffered" bicycle lanes that put more space between cars and bikes
- ☐ Off-street shared pathways (like Columbia Tap Rail Trail or Brays Bayou greenway)
- ☐ Low-traffic neighborhood streets that have been designed to slow traffic and give priority to bicycles
- ☐ Speed bumps, curb extensions or other traffic-slowing measures
- ☐ Other: _____

18. What other improvements or incentives are MOST IMPORTANT for encouraging people like yourself to bike more? Please select UP TO FOUR improvements/incentives.

- | | |
|--|--|
| <input type="checkbox"/> Secure bicycle parking at neighborhood destinations | <input type="checkbox"/> Bicycle safety courses |
| <input type="checkbox"/> Clear signage designating bicycle routes | <input type="checkbox"/> Bicycle repair courses |
| <input type="checkbox"/> Signage showing distances and directions to nearby destinations | <input type="checkbox"/> An area bicycle map highlighting neighborhood bike routes |
| <input type="checkbox"/> Improvements to buses/trains to accommodate bicycles | <input type="checkbox"/> A bike directions smartphone app |
| <input type="checkbox"/> Discounts at area business for cyclists | <input type="checkbox"/> Speed bumps, curb extensions, and other measures to slow down traffic |
| <input type="checkbox"/> Group bicycle rides | <input type="checkbox"/> B-cycle bike sharing stations |
| | <input type="checkbox"/> Other: _____ |

19. Please describe any LOCAL DESTINATIONS where you would like to be able to bike.

(Examples: Palm Center Library, YMCA, MacGregor Park, H-E-B, etc.)

20. Please describe any STREETS OR ROUTES that you would like to see improved to make biking easier.
(Examples: additional bike lanes on Yellowstone, like to see a north-south bike route west of Scott Street, etc.)

PARTICIPATION IN FUTURE PLANNING

21. Would you be willing to participate in a “Bikeways and Pathways” planning workshop?

- ☐ Yes
- ☐ No

22. Would you be interested in joining a biking or walking group?

- ☐ Yes
- ☐ No

23. If yes to either of the above, please provide your name, phone number, and email address:

Name: _____

Phone: _____

Email: _____

24. Do you have any additional thoughts about how to improve walking and biking in Southeast Houston? If so, please write your thoughts below.

DEMOGRAPHICS

The following information will be used to make sure we capture the opinions of a broad cross-section of the area’s residents, business owners, and visitors.

25. Gender

- ☐ Male
- ☐ Female

26. Age

- ☐ 16-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65 years or older

27. Race

- | | |
|---|--|
| <input type="checkbox"/> African American | <input type="checkbox"/> Asian |
| <input type="checkbox"/> White or Caucasian | <input type="checkbox"/> Another Ethnicity |
| <input type="checkbox"/> Hispanic or Latino | |

28. Your Zip Code

- ☐ 77003
- ☐ 77004
- ☐ 77021
- ☐ 77023
- ☐ 77030
- ☐ 77033
- ☐ 77051
- ☐ 77054
- ☐ 77087
- ☐ Other: _____

Thank you so much for taking the time to complete this survey. Your responses will be incredibly helpful as we work to make Southeast Houston a friendlier place to walk and bike.

For more information about the Southeast Strollin' & Rollin' efforts, please visit www.bayouvoices.org.



APPENDIX B:
RICE UNIVERSITY
HOUSTON ACTION RESEARCH TEAM
(HART) QUESTIONS
AND BASE MAP



HART Alternative Mobility Survey Questions

1. Car: Do you ever drive or ride in a car around your neighborhood? If so, think of up to three destinations to which you frequently drive. Draw where you go on the map - which roads you drive along to get to your destinations. Why do you drive along these routes?
2. Walk: Do you ever walk around your neighborhood? If so, think of up to three destinations to which you frequently walk. Draw where you go on the map - which roads you walk along to get to your destinations. Why do you walk along these routes?
3. Bike: Do you ever bike around your neighborhood? If so, think of up to three destinations to which you frequently bike. Draw where you go on the map - which roads you bike along to get to your destinations. Why do you bike along these routes?
4. METRO: Do you ever use METRO to get around your neighborhood? If so, think of up to three destinations to which you frequently take METRO. Draw where you go on the map – which roads METRO travels along to get to your destinations. Why do you take METRO along these routes?
5. Recommendations: Imagine you have a friend who is biking from outside the neighborhood to destination X within the neighborhood. How would you recommend to your friend to bike - which roads should she bike along to get to her destination? Draw your suggested route on the map. Why did you suggest this bike route?
6. Improvements: Which roads, street segments, and intersections should be improved to make traveling along them easier? Why do you suggest that these areas be improved?



APPENDIX C: SANKOFA RESEARCH INSTITUTE SURVEY

Peer Researcher:

Hello, my name is _____. I am with the Southeast Houston Transformation Alliance. Today, we are working on improving the health of the residents of the OST/South Union community. I would like to talk with you about getting around in the community. It will only take about 10 minutes, and I can offer you \$5 for completing the survey.

GREAT!

There are no right or wrong answers to our questions. The most important thing is that you tell us your honest opinion, that way we come up with the best ways to make the OST/South Union a healthier and better place to live for everyone. And, we need your help to do it.

Before we begin, can you tell me a little about yourself?

What is the street and the zip code of where you live:

Street: _____ Zip Code: _____ (If 77021, code 3, if 77004, code 2)

Do you live in an apartment or house?

Apartment...1 ☐ House...2 ☐

(If living in a house) Do you own or rent your home?

Rent...1 ☐ Own...2 ☐

(If it is not apparent) Can you tell me your age?

Under 17...1 ☐ Between 18 and 64...2 ☐ 65 or older...3 ☐

(If it is not apparent) Can you tell me your race?

African American.1 ☐ Hispanic/Latino.2 ☐ White.3 ☐ Other: _____

(Do not ask, just observe) Gender:

Female...1 ☐

Male...2 ☐

RECORD THE FOLLOWING INFORMATION BEFORE BEGINNING SURVEY

Date: _____ **Time:** _____ **Location:** _____

Sector 1: _____ **(Researcher Initials)**

Q1. How often do you walk outdoors for at least 10 minutes at a time, for any reason?

At least once a day1

A few times a week2

A few times a month.....3

Never.....4

Don't know – DO NOT READ.....98

Refused – DO NOT READ.....99

IF NEVER, SKIP TO QUESTION Q3.

Q2. What was the primary reason for the last walk you took outdoors for at least 10 minutes?

READ and Circle all that apply.

For exercise/Health reasons.....1

For fun/Enjoyment.....2

To get to work.....3

To Shop/Run errands.....4

To go eating.....5

Library/School/Park/Other Community Place.....6

To get to a bus stop.....7

Other reason (**write answer**): _____

Don't know – DO NOT READ.....98

Refused – DO NOT READ.....99

Q1. How often do you walk outdoors for at least 10 minutes at a time, for any reason?

At least once a day	1
A few times a week	2
A few times a month.....	3
Never.....	4
Don't know – DO NOT READ.....	98
Refused – DO NOT READ.....	99

IF NEVER, SKIP TO QUESTION Q3.

Q2. What was the primary reason for the last walk you took outdoors for at least 10 minutes?

READ and Circle all that apply.

For exercise/Health reasons.....	1
For fun/Enjoyment.....	2
To get to work.....	3
To Shop/Run errands.....	4
To go eating.....	5
Library/School/Park/Other Community Place.....	6
To get to a bus stop.....	7
Other reason (write answer):	
Don't know – DO NOT READ.....	98
Refused – DO NOT READ.....	99

Q5. Which of these reasons make it difficult to walk in your community?

READ and Circle all that apply.

No sidewalks.....	1
Bad sidewalks.....	2
Roads too busy/Too much traffic.....	3
Health issues.....	4
Unsafe neighborhood/Safety.....	5
Don't want to/Lazy.....	6
No street lights/Lighting is bad.....	7
Other reason (write answer):	
Don't know– DO NOT READ.....	98
Refused– DO NOT READ.....	99

Q5. Which of these reasons make it difficult to walk in your community?

READ and Circle all that apply.

No sidewalks.....	1
Bad sidewalks.....	2
Roads too busy/Too much traffic.....	3
Health issues.....	4
Unsafe neighborhood/Safety.....	5
Don't want to/Lazy.....	6
No street lights/Lighting is bad.....	7
Other reason (write answer):	
Don't know– DO NOT READ.....	98
Refused– DO NOT READ.....	99

Q6. Would you like to walk more in your community?

Yes	1	
No	2	IF NO, SKIP TO Q8.
Maybe.....	3	
Don't know – DO NOT READ.....	98	
Refused – DO NOT READ.....	99	

Q7. Which of these changes would you recommend be made in your community to make it easier for you to walk more?

READ and Circle all that apply.

Providing more infrastructure (Give examples: sidewalks, paths, trails, better lighting, signal lights at intersections).....	1
Improving existing infrastructure	2
Making people safer from car drivers	3
Having someone to walk with.....	4
Providing better access for people with physical problems	5
Making areas for walking safer.....	6
Or something else (write answer):	
No recommendations/None.....	97
Don't know – DO NOT READ.....	98
Refused – DO NOT READ.....	99

Q8. Do you have access to a bike to ride?

Yes	1
No	2
Don't know – DO NOT READ	98
Refused – DO NOT READ.....	99

Q9. How often do you ride a bike outdoors for at least 10 minutes at a time, for any reason?

At least once a day	1
A few times a week	2
A few times a month.....	3
Never.....	4
Don't know – DO NOT READ.....	98
Refused – DO NOT READ.....	99

IF NEVER, SKIP TO Q11.

Q10. What was the primary reason of your last bike ride?

READ and Circle all that apply.

Exercise/Health reasons.....	1
Fun/Pleasure.....	2
Get to work.....	3
Shop/Run errands.....	4
Go eating.....	5
Visit Library/School/Park/Other Community Place.....	6
Get to a bus stop.....	7
Other place (write answer):	
Don't know – DO NOT READ.....	98
Refused – DO NOT READ.....	99

Q11. Why don't you ride a bike outdoors for at least 10 minutes?

READ and Circle all that apply.

Too busy, no opportunity.....	1
Disability/Other health reason.....	2
Bad weather/Wrong time of the year.....	3
Don't want to/Don't enjoy it/Lazy.....	4
Other transportation is faster.....	5
No safe place to ride.....	6
No bike to ride.....	7
Other reason (write answer):	
Don't know – DO NOT READ.....	98
Refused – DO NOT READ.....	99

Q12. How easy or difficult is it to ride a bike in your community? Would you say . . .

Very Easy.....	1	IF VERY EASY, SKIP TO Q14.
Somewhat Easy.....	2	
Neither Easy or Difficult (Just Okay).....	3	
Somewhat Difficult.....	4	
Very Difficult.....	5	
Don't know – DO NOT READ.....	98	
Refused – DO NOT READ.....	99	

Q13. Which of these reasons make it difficult to ride a bike in your community?

READ and Circle all that apply.

No sidewalks.....	1
Bad sidewalks.....	2
Roads too busy/Too much traffic.....	3
Health issues.....	4
Unsafe neighborhood/Safety.....	5
Don't want to/Lazy.....	6
No street lights/Lighting is bad.....	7
Other place (write answer):	
Don't know – DO NOT READ.....	98
Refused – DO NOT READ.....	99

Q14. Would you like to ride a bike more in your community?

Yes	1
No	2
Maybe.....	3
Don't know – DO NOT READ.....	98
Refused – DO NOT READ.....	99

Q15. Which of these changes would you recommend be made in your community to make it easier for you to ride a bike more?

READ and Circle all that apply.

Providing more infrastructure (Give examples: sidewalks, paths, trails, better lighting, signal lights and intersections).....	1
Improving existing infrastructure	2
Making you safer from car drivers	3
Providing biking safety education.....	4
Having somewhere to borrow or rent a bike.....	5
Making neighborhood safer for biking.....	6
Or something else (write answer):	
No recommendations/None.....	97
Don't know – DO NOT READ.....	98
Refused – DO NOT READ.....	99

I want to thank you so very much for participating in this survey. The information you provided will be very important to the Southeast Houston Transformation Alliance to assist improving the health of our families.

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