



# CITY OF HOUSTON

Planning & Development  
Department

## Interoffice

Correspondence

To: Mayor Sylvester Turner

From: Patrick Walsh, P.E.  
Director

A handwritten signature in blue ink, appearing to read "P Walsh".

Date: March 13, 2017

Subject: **2016 ANNUAL REPORT:  
HOUSTON COMPLETE STREETS AND  
TRANSPORTATION PLAN**

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### INTRODUCTION

The 2016 Houston Complete Streets and Transportation Plan (HCSTP) Annual Report is required by [Executive Order \(E.O.\) 1-15](#), commonly referred to as the Complete Streets Executive Order. This Report provides the Mayor with an update on implementation of the HCSTP. The Report reviews work completed in the past year, documents measurements of success, and lays out next steps for the upcoming year and beyond. The Planning and Development Department (P&D) developed this Report in close collaboration with the Department of Public Works & Engineering (PWE).

### 2016 PROGRESS

The City and its partners have made substantial progress towards accomplishing the E.O.'s objectives. Significant accomplishments relating to the E.O. during 2016 include the following:

1. Bicycle Master Plan: The City continued work to update the [Bicycle Master Plan](#). This project is the first update of the Plan since 1993 and is being developed by the Houston community through a process facilitated by P&D with assistance from PWE, Parks, and other partners. The draft Plan identifies projects that will create a city-wide bicycle network to serve a broad spectrum of people who bike at all skill levels, provide more transportation choices, and build on efforts such as the Bayou Greenways Initiative. This project will be offered for City Council consideration in early 2017. The updated Bicycle Master Plan will be a component plan of the HCSTP and will fulfill the E.O. requirement for a bikeway plan.
2. Major Thoroughfare and Freeway Plan: P&D continued to incorporate the context-sensitive approach identified in the E.O. into the City's annual process for amending the Major Thoroughfare and Freeway Plan ([MTFP](#)). In 2016, P&D processed 124 amendments to the MTFP through the City's Planning Commission and City Council. Five of these amendments were within Houston's city limits with the remainder in the City's extraterritorial jurisdiction (ETJ).
3. Livable Center and Special District Studies: P&D and PWE staff represented the City in studies led by H-GAC and other non-City entities. H-GAC's [Livable Centers Program](#) works with local communities to identify specific recommendations, such as pedestrian and bicycle facilities, that can help create Livable Centers. Livable Centers have concentrations of residential and employment land uses that support more trips by foot, bicycle, transit, or carpool. The [Museum Park Livable Centers Study](#) was completed in 2016, and two other studies, the Kashmere Gardens and the Hobby Area

Livable Centers Studies, will be completed in early 2017.

H-GAC also coordinates [Special District Studies](#) in areas where there are significant opportunities to replace vehicle trips with pedestrian or bicycle trips, based on local destinations, land use, density, demographics, and other factors. In 2016 H-GAC, with the City's partnership, completed the Greenway Plaza Special Districts Study.

4. Updated street condition assessment: PWE updated its city-wide street condition assessment for 2015-2016 using data collected by a contracted third-party service provider called Data Transfer Solutions (DTS). This data can now be used to improve the City's prioritization of capital improvements to streets. This data will soon be available via the CIP project viewer map on [rebuildhouston.org](http://rebuildhouston.org).
5. Lower Westheimer Enhanced Pre-Engineering Study: PWE and P&D began work on a pilot enhanced pre-engineering study for the Lower Westheimer corridor. This is Houston's first enhanced pre-engineering process, which is intended for unique streets that merit an advanced level of design sensitivity due to their historic, cultural, or community significance. As part of this process, the City collaborates with departments, elected officials, property owners, residents, business owners, and stakeholders to develop a preferred design that meets the needs of the community. The Stakeholder Advisory Committee for the Lower Westheimer study is an example of enhanced community engagement involving community leaders. PWE and P&D expect to complete the [Lower Westheimer study](#) in 2017.
6. Bike Share expansion: On December 7, 2016, City Council unanimously approved a \$4,083,003 contract with B-cycle LLC for the purchase of bike equipment and installation of bike kiosks stations for the City's bike share program known as [Houston B-cycle](#). P&D sponsored an application in the 2015 Transportation Improvement Program (TIP) Call for Projects and was awarded a \$3.7 million reimbursable grant to purchase 71 bike stations, 568 bicycles, and 2 transport vehicles. Houston B-cycle currently operates 33 bike stations and 225 bicycles throughout the downtown area and adjacent neighborhoods. Installation of the 71 new bike stations is scheduled to begin in early 2017 at Rice University, the Texas Medical Center, University of Houston Main Campus, University of Houston-Downtown, Texas Southern University and surrounding neighborhoods. Installations of the 71 stations are expected to be complete by the end of 2018.
7. METRO Transit Oriented Development study: METRO initiated a Transit Oriented Development study as a framework to identify and encourage new development opportunities around METRORail stations and Park & Ride lots. The overall goal of the effort was to identify policy and programmatic recommendations and key partnerships to sustain active, vibrant, and walkable neighborhoods around METRORail stations that would encourage more people to live and work in proximity to transit.

The study made recommendations not only on potential opportunity sites around the stations, but also on how best to connect those sites to the METRORail stations and to the neighborhoods around the stations through a network of sidewalks, bike infrastructure, and bike/pedestrian amenities. The study was conducted in partnership with the City of Houston and the Houston Galveston Area Council.

**2016: MEASURING SUCCESS**

The E.O. requires that the City measure its success in implementing the HCSTP, providing system-wide totals within City limits detailing efforts that support fulfillment of the Plan. The E.O. stipulates that Fiscal Year 2014 serves as a baseline for improvements implemented. Additional indicators may be developed and included in future reports.

<b>Indicator</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>
Linear miles of new/reconstructed sidewalks	78.6	51.6	60
Linear miles of new/restriped on-street bicycle facilities	60.1	87	34
New/reconstructed curb ramps	1,710	1,116	1,772
Linear miles of new/reconstructed streets (lane miles)	32.35	70	98
Linear miles of overlaid streets (lane miles)	128.73	222	223
New/reconstructed transit stops with shelters	52	40	200
Transit stops added to system	29	*	154

\*Note: METRO's new bus network, implemented in 2015, resulted in a significant change to the number of stops in the system, as stops were added, relocated, discontinued and/or removed.

**NEXT STEPS: 2017 AND BEYOND**

Next steps for completing HCSTP component plans and other items mandated by the EO include:

<b>Task</b>	<b>Lead</b>
Bicycle Master Plan	P&D
Publish HCSTP Framework, including <ul style="list-style-type: none"><li>• Context Report</li><li>• Multi-Modal Classification Plan (MMC)</li></ul>	P&D
Publish HCSTP Database and Map	P&D
Complete Context and MMC for ReBuild Houston 5+5 projects	P&D, PWE
CIP Process Manual update	PWE
Transit Plan (long term plan)	METRO
Pedestrian Plan	P&D, PWE
Master Parking Plan	ARA, PWE
Rail Plan	PWE, Gulf Coast Rail District

PW/AM:ms

cc: Andy Icken, Chief Development Officer  
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