



Greater Heights Strategic Connections

*Community Engagement:
Round 1 Overview*

September 2025

Round I Engagement Overview

Purpose: Why Engage at this Stage?

People who live and work in the neighborhoods of the Greater Heights are highly engaged, and make time to participate in the key conversations about mobility in their community. This was clearly demonstrated during recent planning efforts such as the TIRZ 12 Mobility Plan and both phases of the TIRZ 13 Mobility Study.

These community members have also witnessed or participated in a range of major mobility changes in recent years, such as the design, construction, and completion of the first phase the Shepherd Durham Project, TxDOT’s plans for the I-10 White Oak and North Houston Highway Improvement Projects, the completion of the 11th Street

Bikeway, the closure of two key pedestrian and bicycle bridges along the MKT Trail, and more. For these reasons, the MHRA Board considered it essential to reach out to community members from the very beginning of this Plan to ensure that the many interested residents, civic associations, advocates, and others are aware of the purpose and anticipated outcome of the Greater Heights Strategic Connections Plan.

In addition to raising awareness of the planning effort, Round I was also an opportunity to gain community input on the mobility values, concerns, and opportunities facing these neighborhoods.

Outreach: How Did We Reach People?

For Round I engagement, the planning team developed an online survey and mapping exercise that stayed open for 32 days (from August 18 to September 19, 2025). The team also presented to more than 100 attendees at the Super Neighborhood 14, 15, and 22 meetings and the TIRZ 12 Projects Committee meeting in August 2025.

The team shared digital flyers and outreach language with leadership of the Houston Heights Association, Woodland Heights Civic Association,

First Ward Civic Club, Norhill Neighborhood Association, and A Tale of Two Bridges non-profit to share with their respective members. The outreach resulted in multiple social media posts by Super Neighborhood and civic association groups as well as an article about the plan in *The Leader News*.

The outreach effort resulted in 330 completed surveys and 764 pins placed on the interactive Map My Vision mapping exercise. The results of both of these activities are summarized in this document.

Outcomes: How Will Input Be Used?

The results of this community engagement will be used alongside the results of the Existing Conditions Key Insights from Chapter 1 to develop Mission, Vision, and Goals for the plan, outlined in Chapter 2. These Mission,

Vision, and Goal statements will provide the foundation for the remainder of the planning document, leading directly into the identification of key streets and intersections where improvements will have the greatest impact.

Outreach Efforts by the Numbers

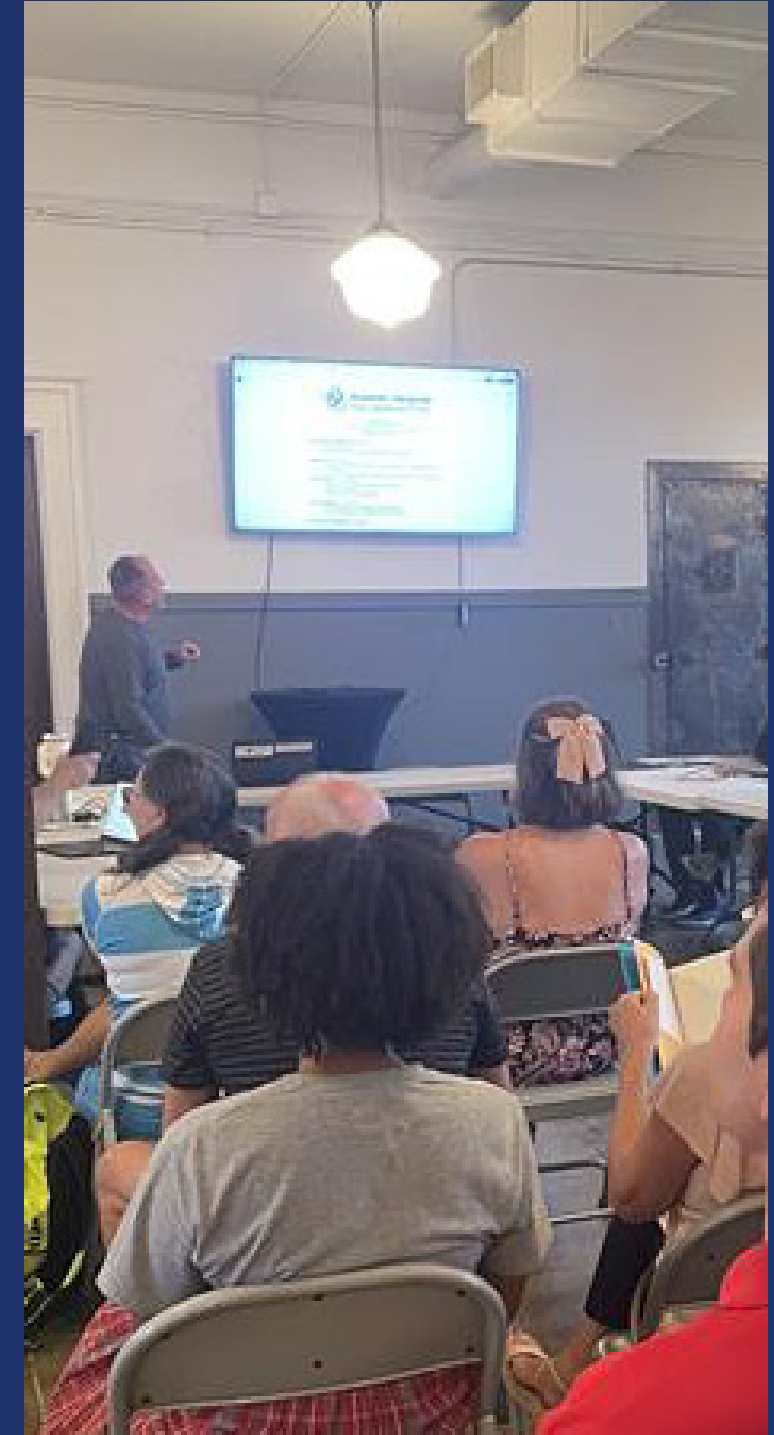
- 3 Super Neighborhood Meetings with 100+ attendees
- 6 Social Media or Newsletter Posts
- 1 News Article

Resulting in...

- 300 completed surveys
- 764 map pins placed



Survey Results Summary



Greater Heights Strategic Connections Plan

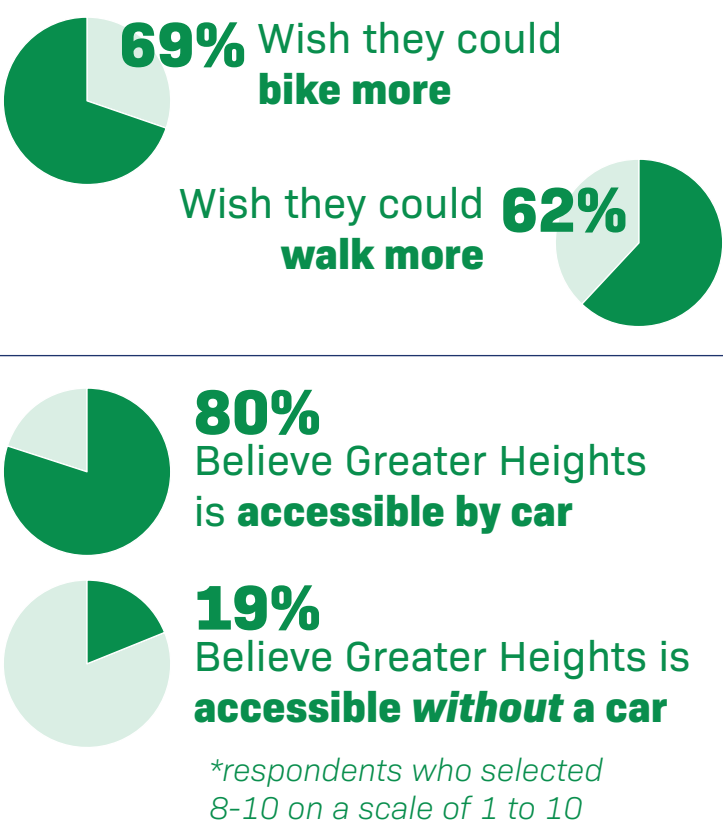


What We Heard: Four Big Takeaways

People want mobility choice, but driving is often seen as the only accessible option

On a scale of one to ten, more than 80 percent of respondents selected an eight or higher when asked if access to multiple transportation options is important to them personally. Nearly 70 percent of people said they wish they could bike more and 62 percent said they wish they could walk more.

Survey respondents were also asked to rate the accessibility of the Greater Heights by car and without a car. The response was clear: 80 percent say that the Study Area is accessible by car (eight to ten on a ten-point scale). Only 19 percent say that the Greater Heights is accessible by bike, transit, or on foot.



Community Comments & Ideas

Survey respondents value the walkability of their immediate neighborhoods and want to be able to walk and bike longer distances within Greater Heights.

Community members expressed excitement for the possibility of connecting and extending existing trails like the MKT Trail to make more car-free trips possible.

Respondent quote: “We need more options for safe multimodal transportation for work, errand running, leisure, shopping, and environmental reasons.”

Respondent quote: “[Shepherd Durham] could be a great transit corridor if there was frequent service and nice places to wait!”

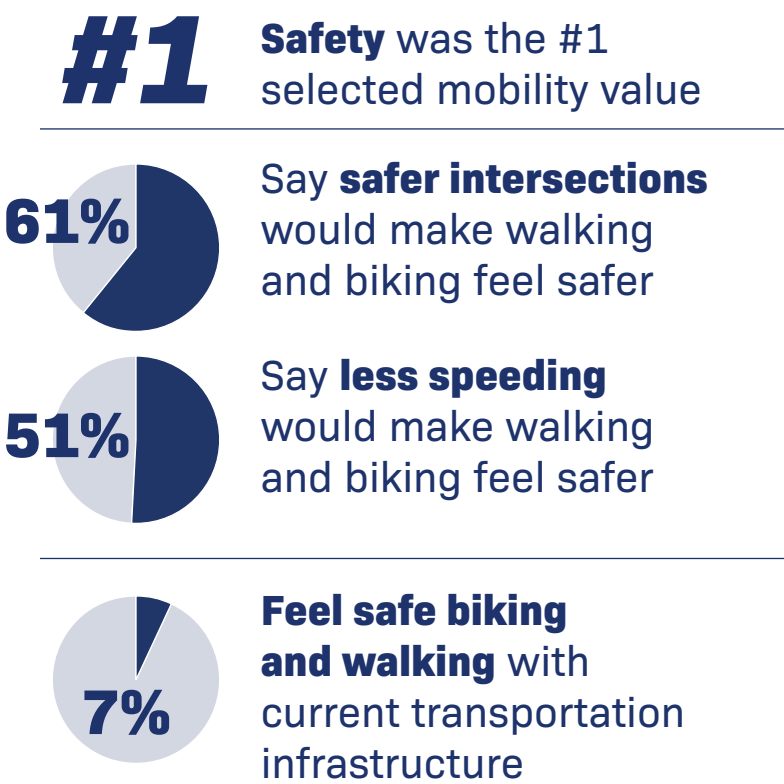
Safety matters to residents - speeding and unsafe crossings are the major concerns

When asked to rank their mobility values, survey respondents chose “Safety” as the highest value by far, with “Clean, well-maintained infrastructure” and “Multiple transportation options” in second and third.

When asked to select safety improvements that would improve conditions for walking and biking, 61 percent chose safer intersections and 51 percent selected slower vehicle speeds.

The survey also asked parents about their children’s mobility on local streets. Respondents named unsafe intersections and speeding as the top two concerns for children’s safety.

Only 7 percent of survey respondents feel safe traveling in the Greater Heights outside of a car.



Community Comments & Ideas

Survey respondents consistently brought up safety concerns including broken, missing, or blocked sidewalks, and vehicles speeding on TC Jester Boulevard, N Main Street, Crockett Street, and 20th Street.

Intersections and crossings feel unsafe with respondents expressing concerns about school kids walking and biking without protection.

Respondent quote: “I’ve been run off the road multiple times with my children in a stroller and thrown into a ditch by careless drivers. All because I’m having to walk into the street due to gaps in the sidewalks.”

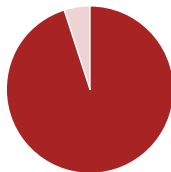
Respondent quote: “20th is a 4-lane road where drivers can speed and mostly refuse to yield to people in the crosswalk... At a minimum needs to be repainted but a 4-way stop or HAWK is much better. The foot and bike traffic on this part of Nicholson is impressive.”

What We Heard: Four Big Takeaways

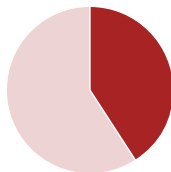
People want easier access to outdoor spaces to connect with nature and their neighbors

People in the Greater Heights consider access to parks and green spaces an important feature of their neighborhood mobility network. Health and exercise was the fifth highest mobility value selected by community members and a resounding 95 percent of all respondents say that they walk, bike, or roll for recreation.

Despite having a high density of quality parks and trails, only 41 percent of people say that they can comfortably access a trail or greenway (eight to ten on a scale of ten).



95%
walk, bike, or roll
for recreation



41%
Can comfortably access
a trail or greenway

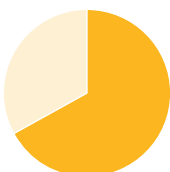
**respondents who selected
8-10 on a scale of 1 to 10*

Residents are already walking and biking, but they can't reach many important places

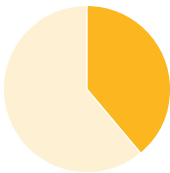
Survey respondents were asked to name the places they do not currently feel comfortable walking, biking, or riding transit. While 62 percent of respondents feel comfortable walking or biking to a friend's or neighbor's house (often a short distance), destinations farther away can be more difficult to access. Only 28 percent feel comfortable walking or biking to community centers and libraries and only 9 percent feel comfortable walking or biking to school.

Responses from parents echo this trend. While two-thirds of children are currently walking as a regular form of transportation, only 39 percent of children are walking and biking to school.

Community members named sidewalks and more protected bikeways as the top two improvements that would improve safety and comfort for people not driving. Many community members provided ideas about where better sidewalks, trails, and bikeways should connect.



67%
of children regularly
walk to get around...



...but only **39%**
of children walk to school

Conditions that would
improve safety & comfort:

#1 Better
sidewalks

#2 More protected
bike lanes

Community Comments & Ideas

Survey respondents showed a desire for more green spaces and shaded trails, including an extension of the MKT Trail and a trail along Turkey Gully.

Comments often called for better lighting, security and amenities (drinking fountains, benches) as well as a desire for easier access to existing parks such as Little Thicket Park, Woodland Park, and Love Park).

Respondent Quote: "We need more street trees and need to prioritize beauty and placemaking in our infrastructure projects."

Respondent Quote: "The sidewalks and bike lanes and trees north of 15th are a fantastic improvement. I travel this stretch daily by car mostly and it's so pretty now and inviting. As the weather cools I'll be on my bike..."

Community Comments & Ideas

Respondents showed strong enthusiasm for better connections from Greater Heights neighborhoods to Memorial Park, Buffalo Bayou, & White Oak Bayou.

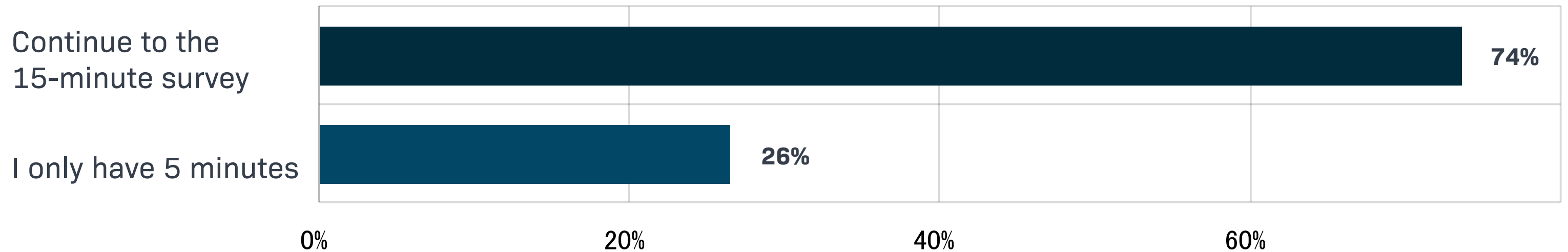
A new bridge over White Oak Bayou at Patterson Street & existing bridge improvements, such as on Studewood Street were recommended by several respondents.

Respondent Quote: "More consistent sidewalks and crosswalks would be a dream. There are walkable businesses I'd like to visit but it's almost impossible without a car or taking additional risk."

Respondent Quote: "Waiting for a bridge/trail to connect Cottage Grove and nearby neighborhoods to Memorial Park so we, as senior citizens, can safely travel there without a car."

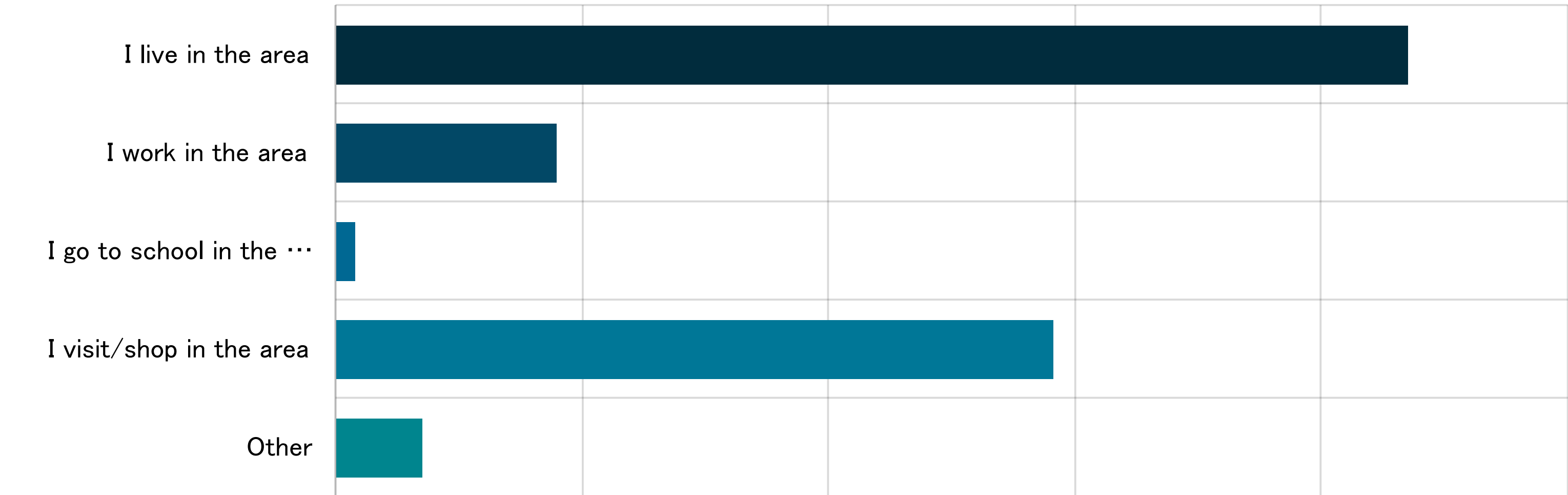
Survey Overview

- **330** survey responses
- **74%** completed the 15-minute survey



Relationship to the Study Area

- **87%** live in the area
- **58%** visit/shop in the area
- **18%** work in the area
- **2%** go to school in the area
- **7%** selected “Other”

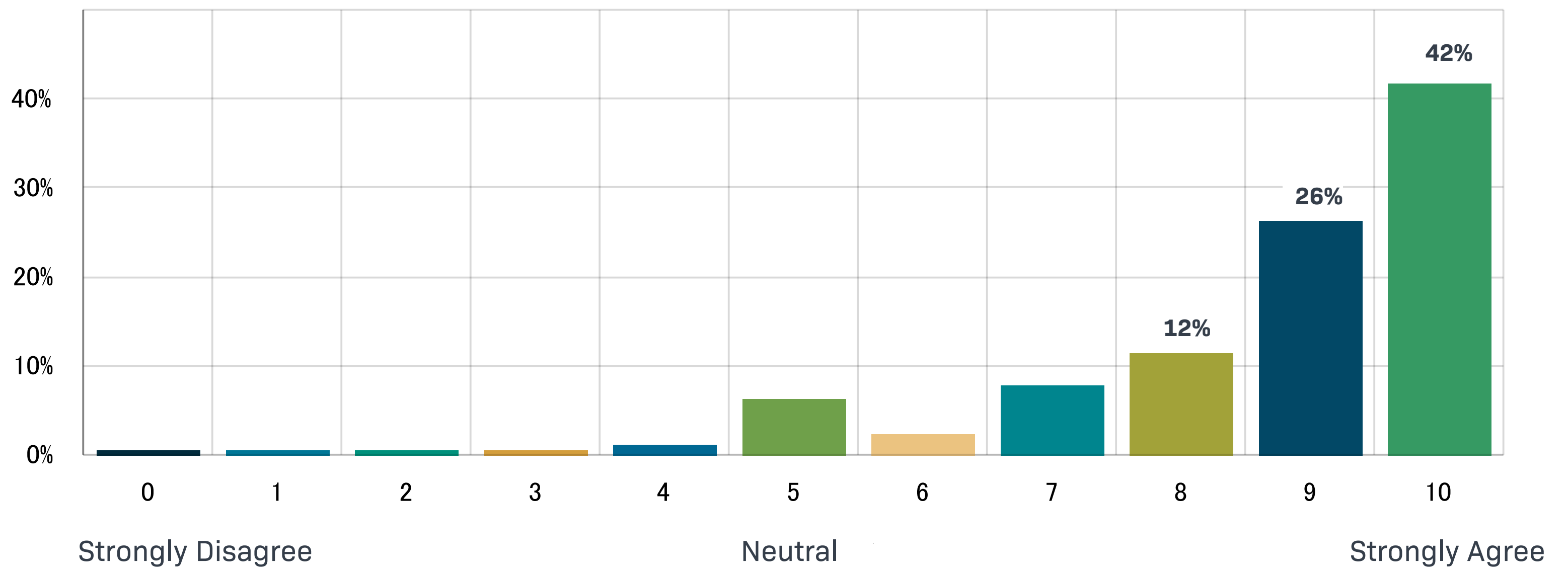


Responses may not add up to 100 percent because respondents could select all that apply.

Car Accessibility

(The Greater Heights area is accessible by car)

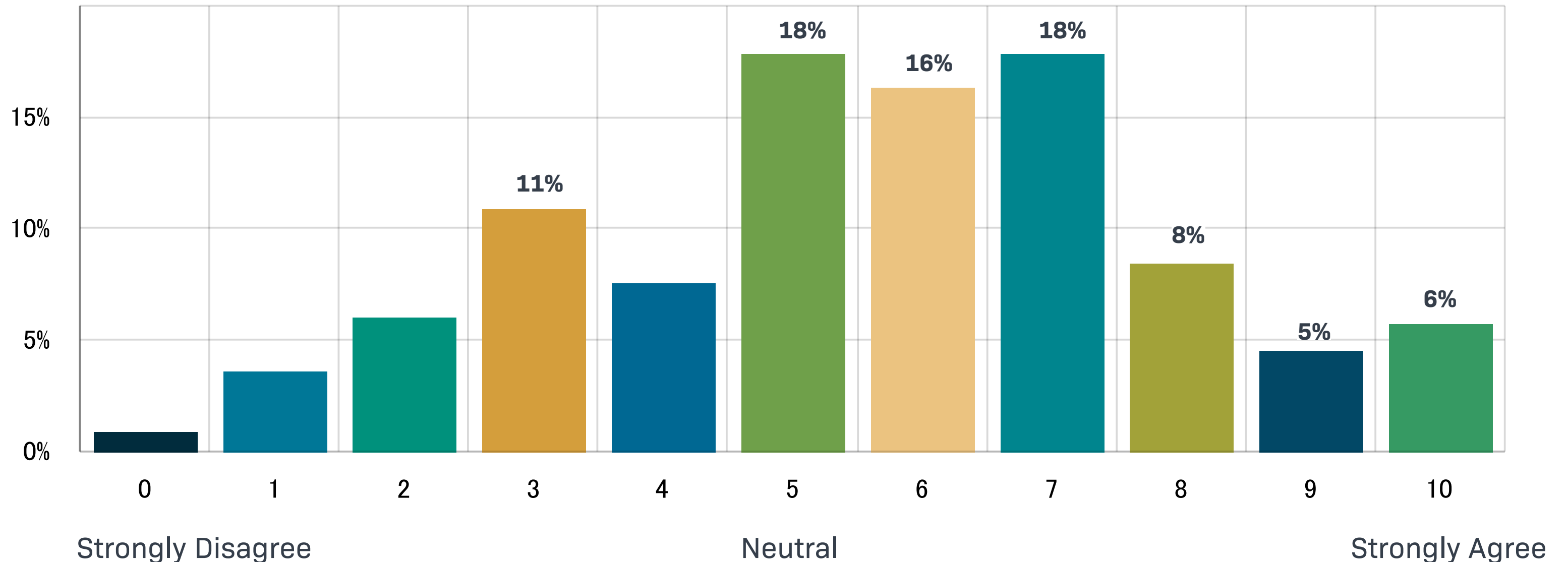
- Average rating is **8.6/10** - **80%** of people agree selected 8-10 when asked if the area is accessible by car on a scale from 1 to 10



Accessibility Without a Car (Bike/Walk/Transit)

(The Greater Heights area is accessible outside of a car)

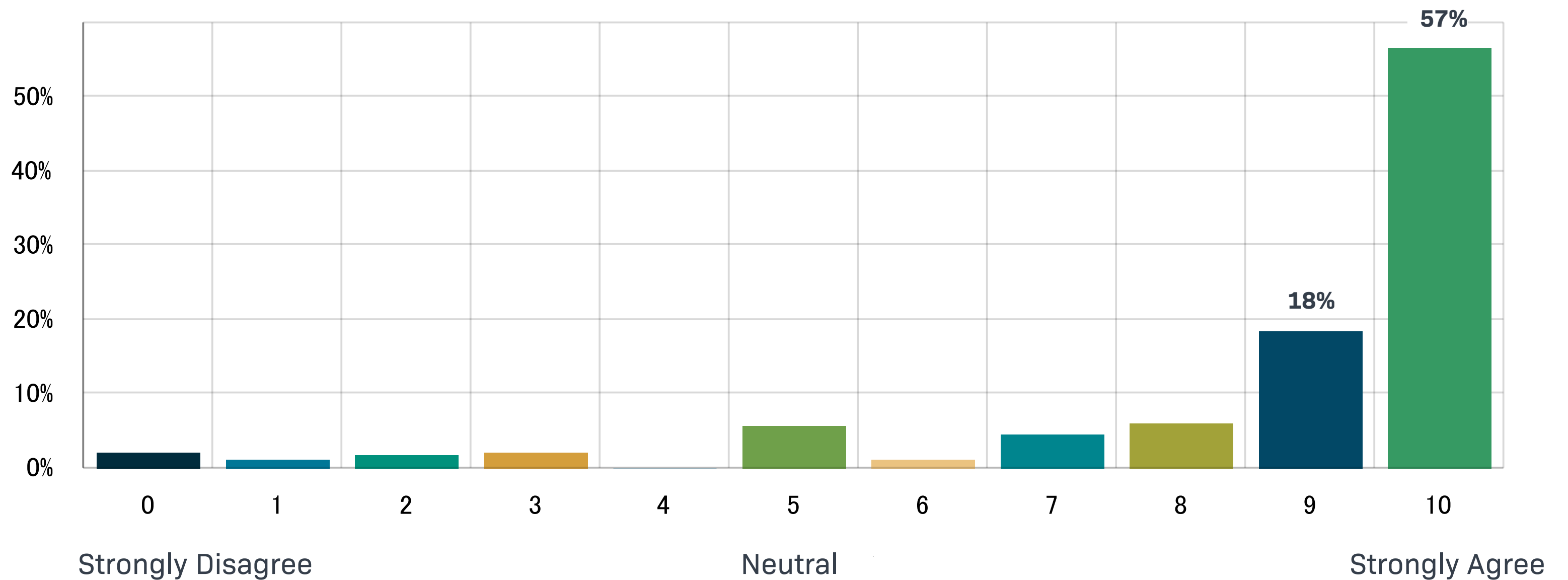
- Average rating is **5.6/10**; While **80%** agree that the area is car accessible, **only 19%** agree that it is accessible without a car (selected 8-10 on a scale of 1 to 10).
- Mixed; many see gaps outside of car travel



Importance of Multiple Transportation Options

(Access to multiple transportation options is important to me)

- Average rating is **8.6/10**
- Mobility choice is very important to respondents



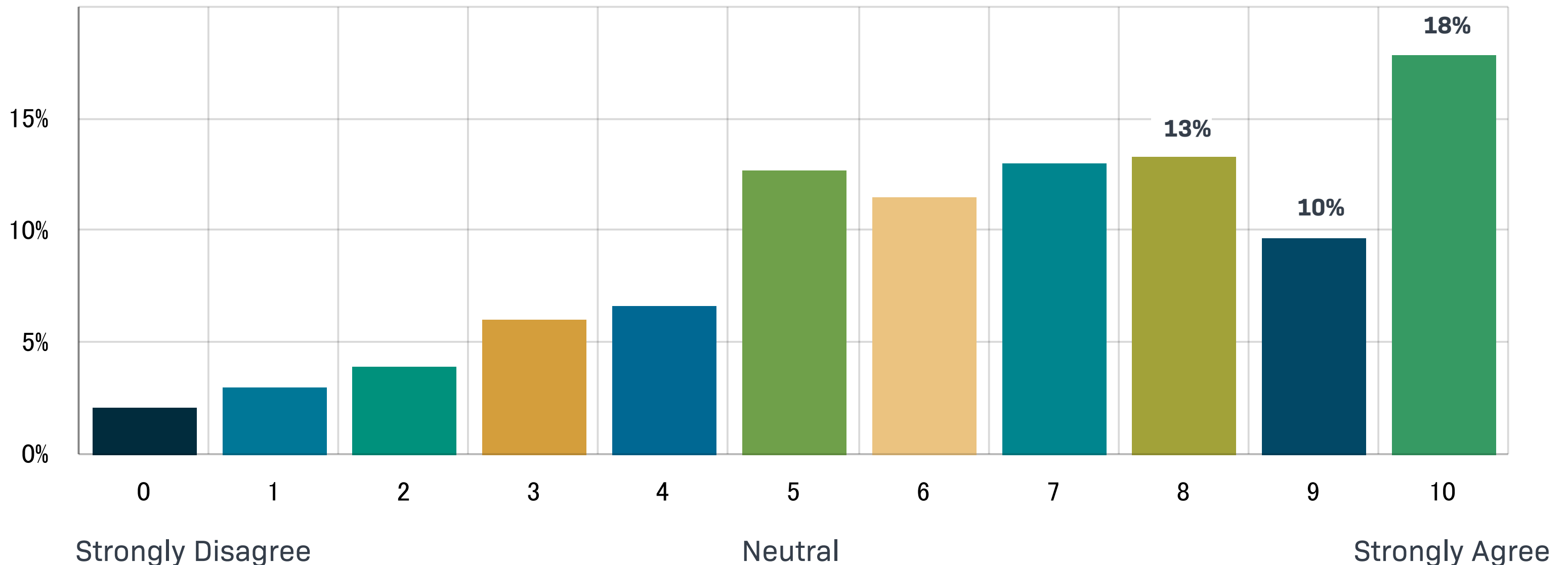
(I feel safe walking, biking, and rolling in the Greater Heights area)

-
- | Response | Percentage |
|-----------------------|------------|
| 0 (Strongly Disagree) | 2% |
| 1 | 6% |
| 2 | 6% |
| 3 | 10% |
| 4 | 9% |
| 5 | 17% |
| 6 | 14% |
| 7 | 16% |
| 8 | 9% |
| 9 | 6% |
| 10 (Strongly Agree) | 5% |

Trail/Greenway Access

(I can comfortably access a trail or greenway in the Greater Heights area)

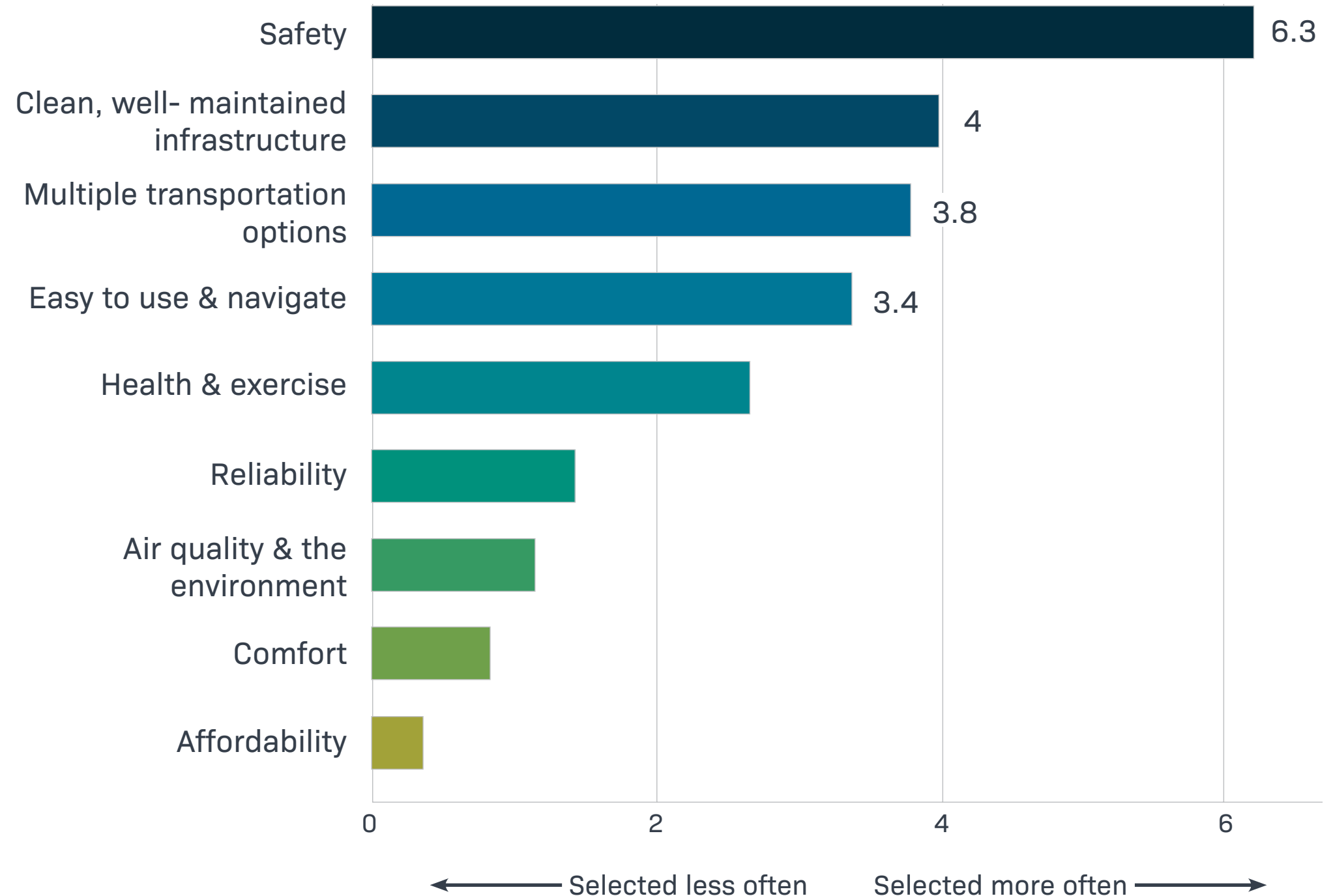
- Average rating is **6.5/10**; **41%** can comfortably access a trail or greenway (selected 8-10 on a scale of 1 to 10)
- Some access, but not consistent or easy for all



Values When Getting Around

(I value the following when choosing how I (and my family) get around - rank top 3)

- **#1 Safety**
- **#2 Clean, well-maintained infrastructure**
- **#3 Multiple transportation options**
- Also important: easy to use & navigate, health/exercise

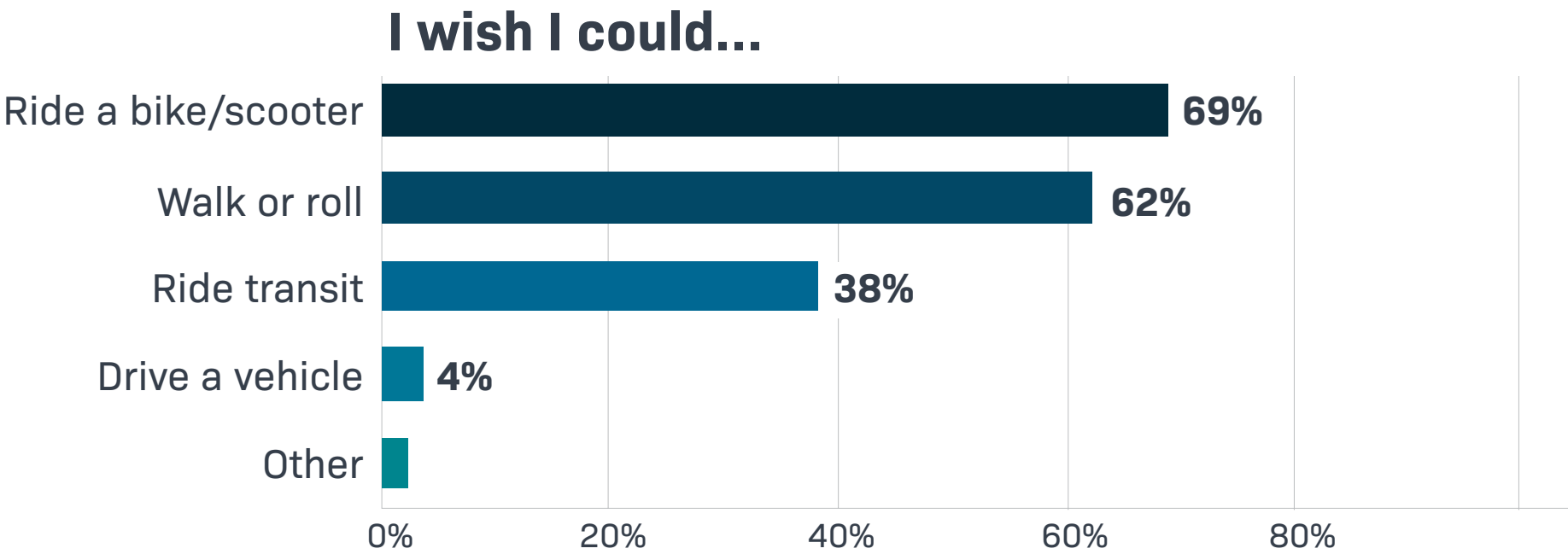
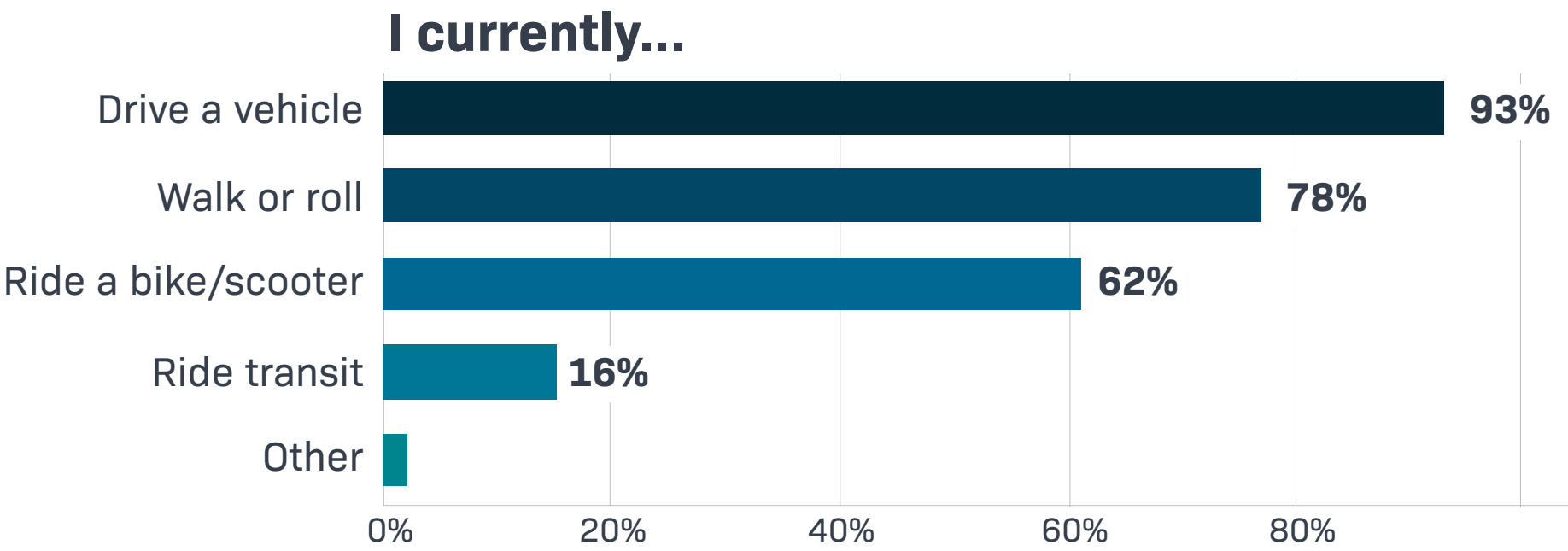


Current Vs. Wished-For Travel Modes

(Select all that apply)

Wished-For Modes (more often)

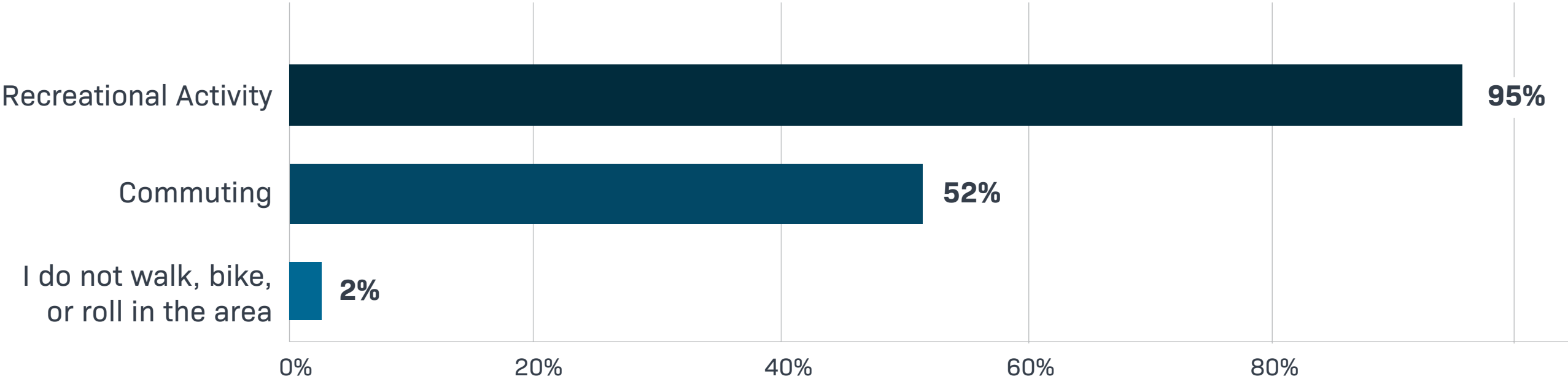
- # 1 Bike/scooter
- #2 Walk
- #3 Transit
- Very few wish to drive more (4%)



Responses may not add up to 100 percent because respondents could select all that apply.

Reasons for Walking/Biking/Rolling

(If I walk, bike, or roll in the Greater Heights area, I do so for... select all that apply)

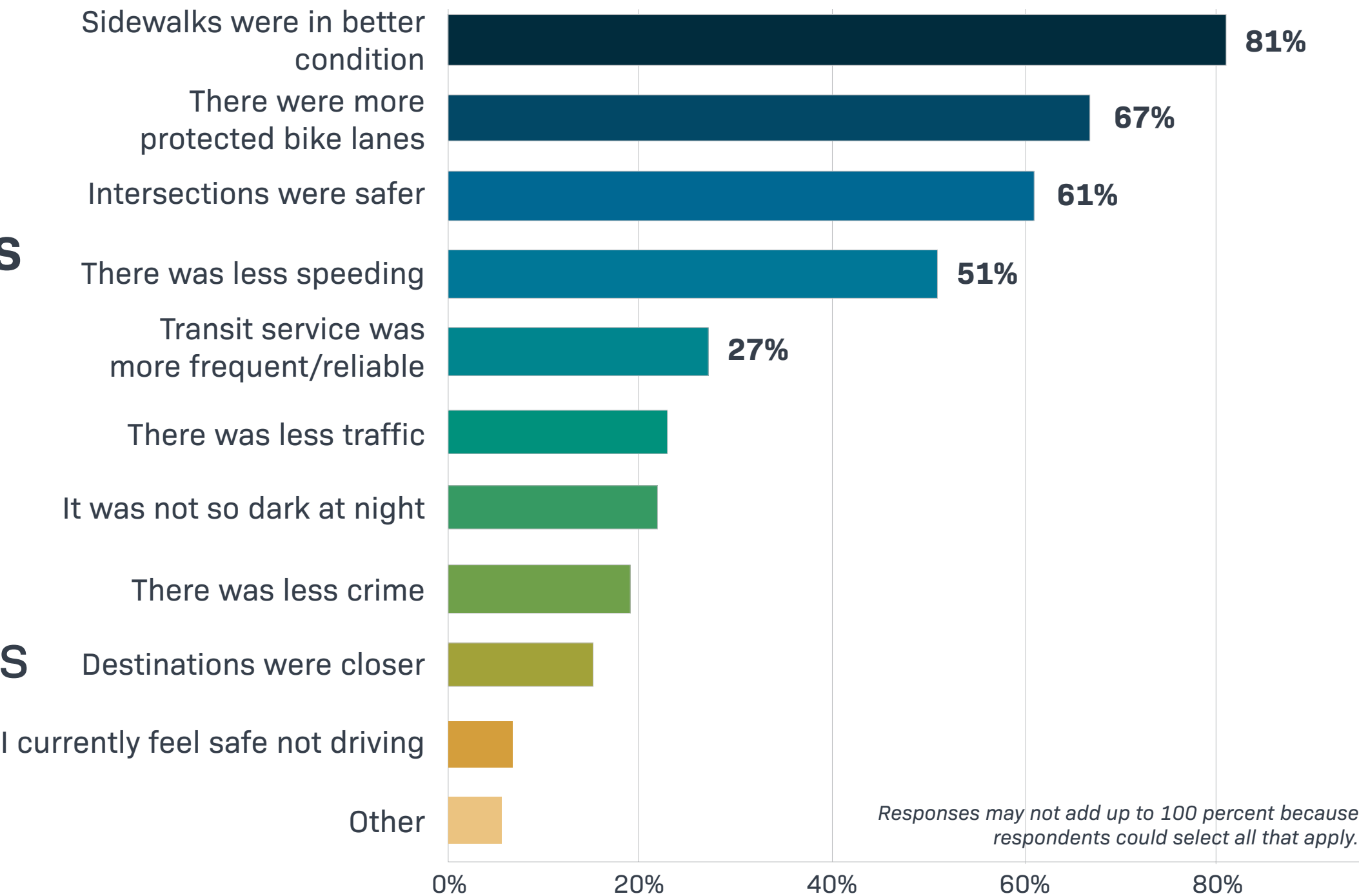


Responses may not add up to 100 percent because respondents could select all that apply.

Conditions That Would Improve Non-Driving Safety/Comfort

(When I'm not driving, I would feel safer and more comfortable traveling if...)

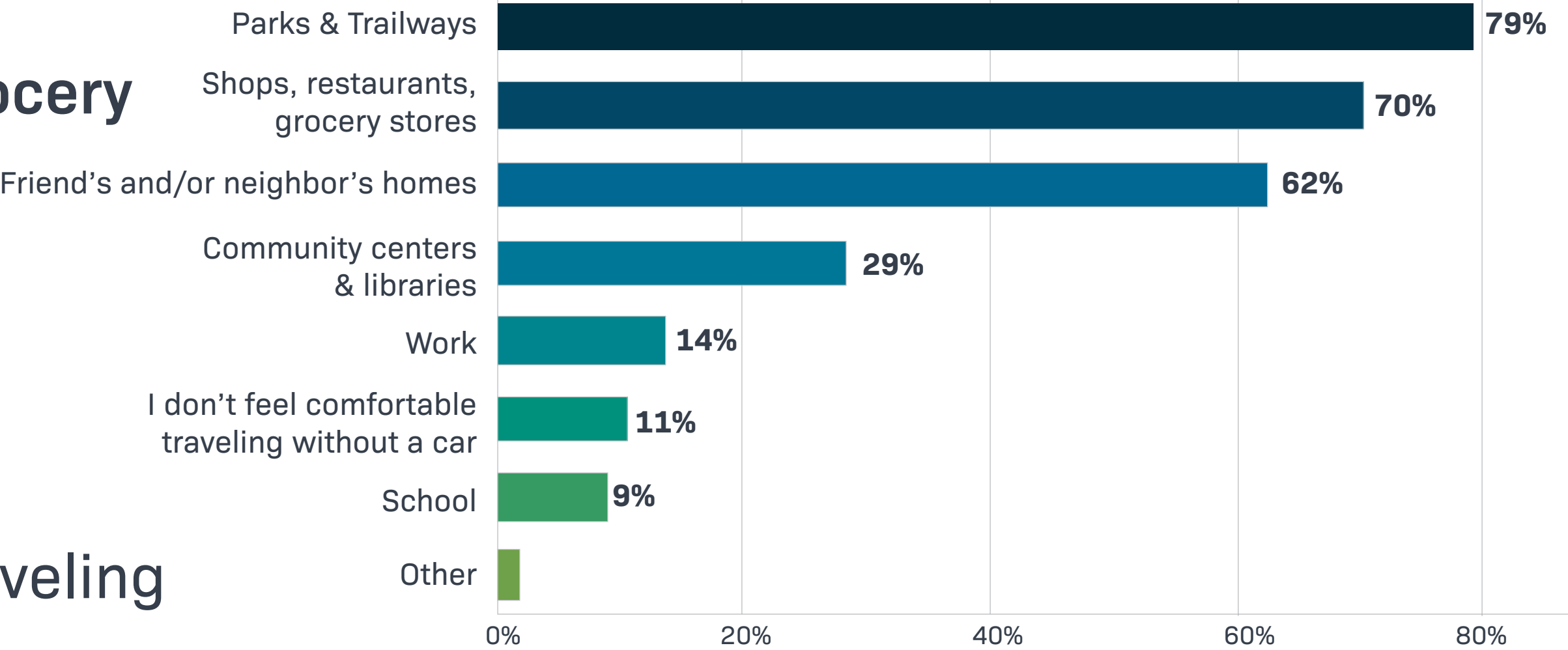
- #1 Better Sidewalks
- #2 More Protected Bike Lanes
- #3 Safer Intersections
- #4 Less Speeding
- #5 More Frequent & Reliable Transit
- Only 7% feel safe as-is



Comfortable Destinations Without a Car

(When I'm not driving, I currently feel comfortable traveling to...)

- #1 Parks/trails
- #2 Shops/
restaurants/grocery
- #3 Friends/
neighbors
- Only 14% said
work/school
- 11% don't feel
comfortable traveling
without a car



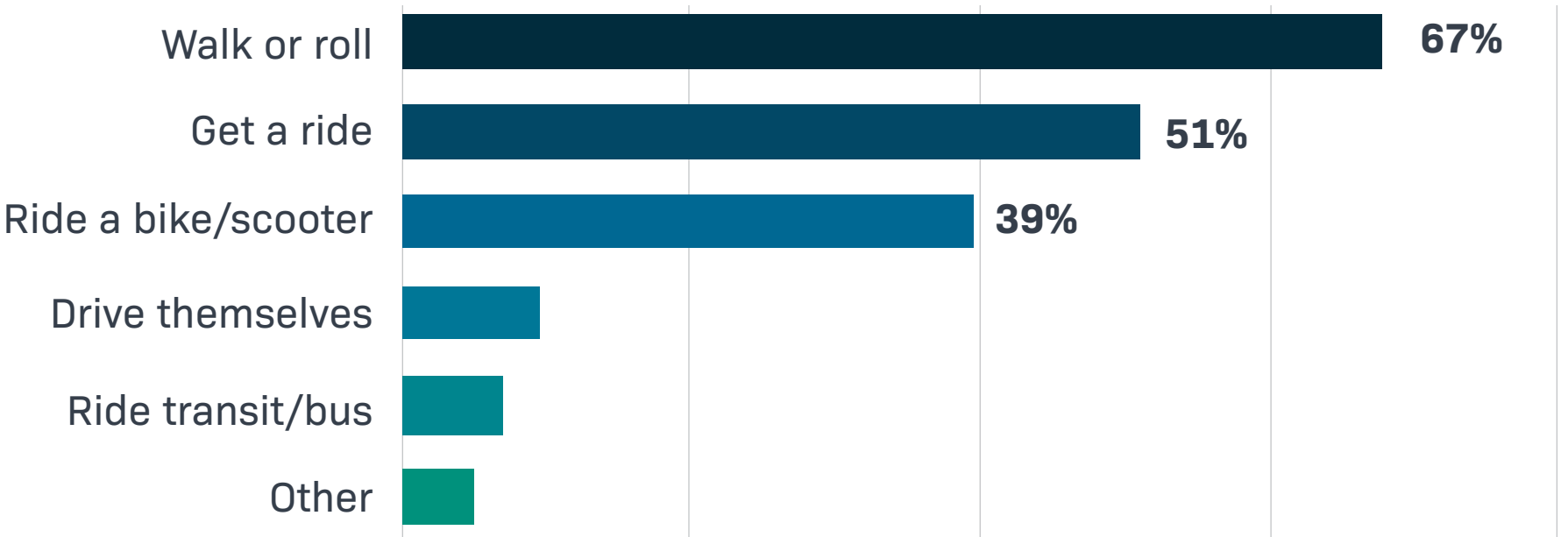
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Children’s Travel Modes

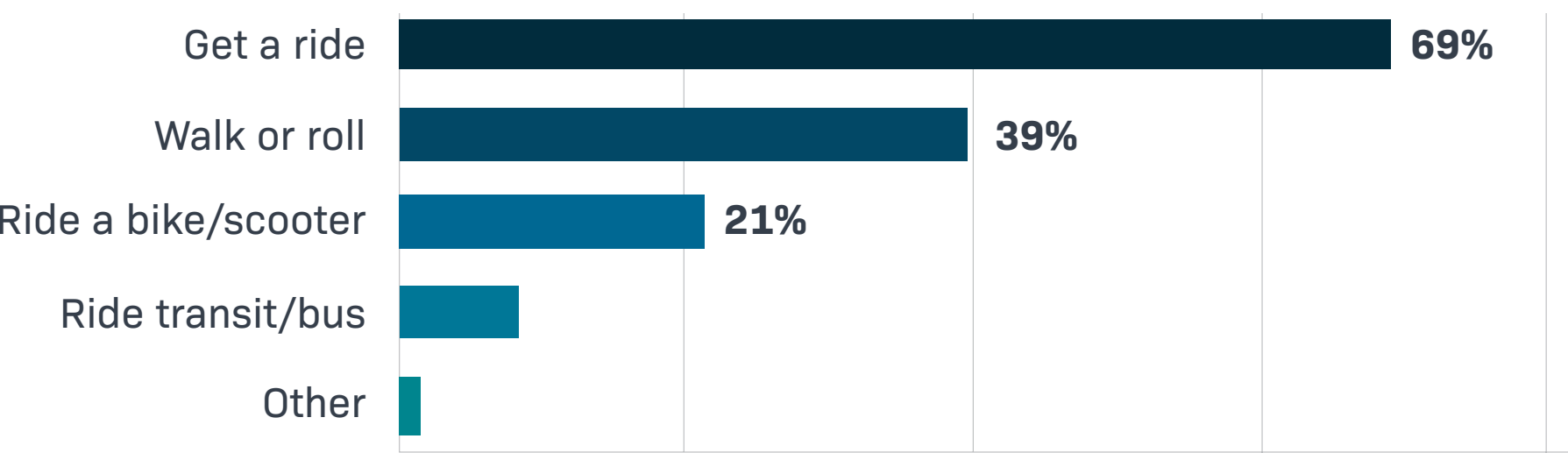
(My school-aged children regularly get around by...)

- 25% of respondents are parents of school-aged children
- 92% accompany their child to school
- 67% of kids regularly get around by walking but only 39% walk to school
- 69% of kids get a ride to school

On a regular basis



To school

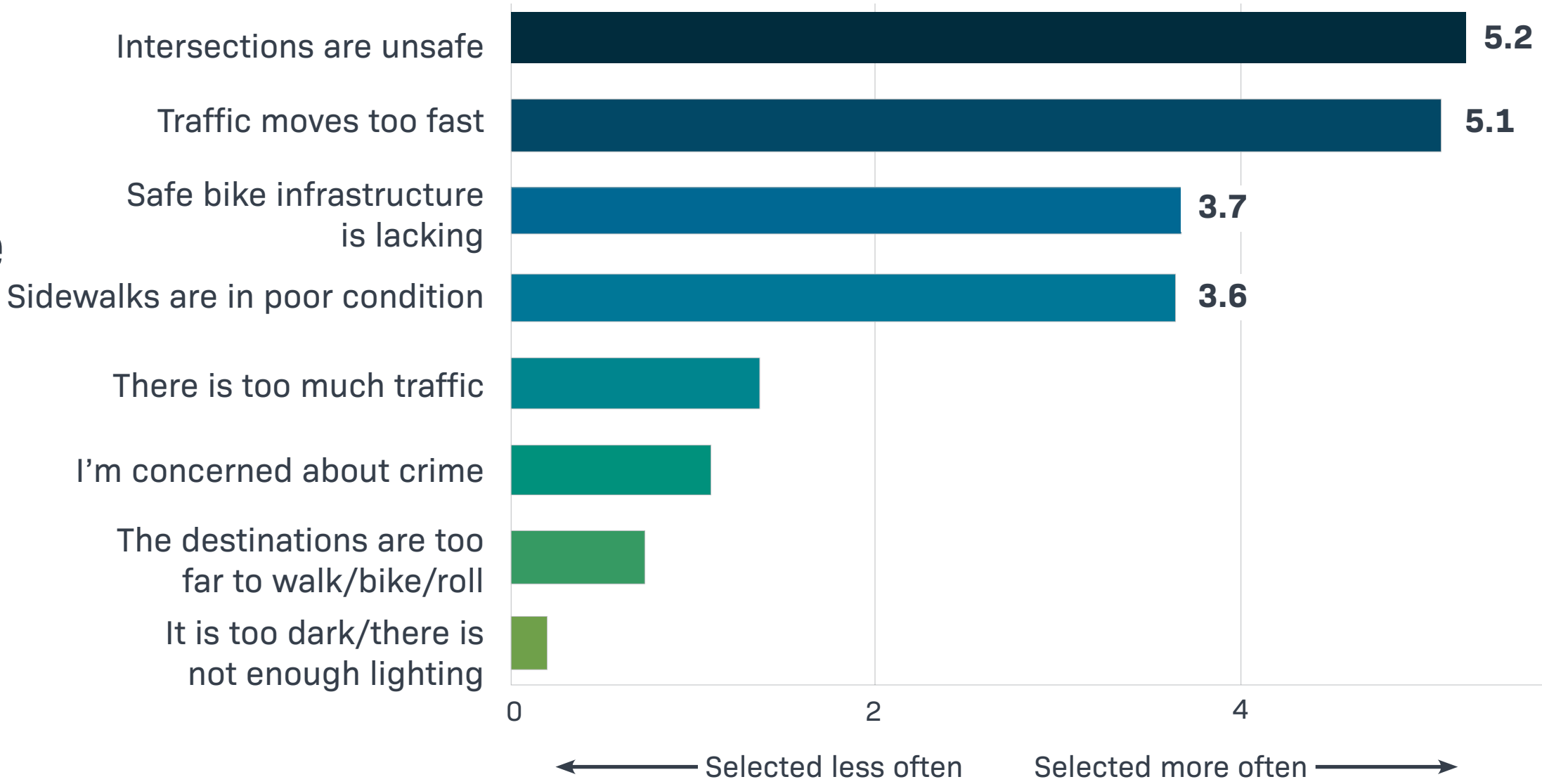


Responses may not add up to 100 percent because respondents could select all that apply.

Parent's Top Safety Concerns

(What are your top three safety concerns when thinking about your children traveling?)

- #1 Unsafe Intersections
- #2 Speeding
- #3 Lack of Safe Bike Infrastructure
- #4 Poor Sidewalks



Survey Comments: Key Themes

Community Aspirations

1. Connectivity & Trails

- Strong enthusiasm for connecting the Heights to Memorial Park, Buffalo Bayou, & White Oak Bayou
- Patterson Bridge & existing bridge improvements are mentioned often

2. Parks & Public Spaces

- Desire for more trees, shade, & beautification along trails

Respondent Quotes

“Waiting for a bridge/trail to **connect Cottage Grove and nearby neighborhoods to Memorial Park** so we, as senior citizens, can safely travel there without a car.”

“Interested in **Patterson Bridge**. I go to MKT every week and wish there was a safer and faster route to Patterson across the bayou.”

“We need more **street trees** and need to **prioritize beauty and placemaking** in our infrastructure projects.”

“The sidewalks and bike lanes and trees north of 15th are a fantastic improvement. I travel this stretch daily by car mostly and **it’s so pretty now and inviting**. As the weather cools I’ll be on my bike...”

Survey Comments: Key Themes

Community Aspirations

3. Walking & Biking

- Many families value walkability and biking as a core part of the area's character
- Excitement for extending MKT and other trails to make more car-free trips possible

4. Transit & Mobility Options

- Support for circulator shuttles and improved bus service
- Enthusiasm for express connections to Downtown & Galleria

Respondent Quotes

“My friends all love the Heights cause **we can bike and walk there and it's safe and pleasant.** My [family] loves Donovan Park...because there's **restaurants within walking distance.**”

“More consistent sidewalks and crosswalks would be a dream. **There are walkable businesses I'd like to visit but it's almost impossible without a car** or taking additional risk.”

“We need more options for **safe multimodal transportation** for work, errand running, leisure, shopping, and environmental reasons.”

“Please consider **expanding services like circuit or the circulator bus** in DC to link areas with lots of businesses and entertainment.”

Survey Comments: Key Themes

Challenges & Concerns

1. Sidewalks & Safety

- Broken, missing, or blocked sidewalks push families into streets
- Intersections and crossings feel unsafe
- Concerns about schoolkids walking and biking without protection

2. Traffic & Speeding

- Concerns around speeding, cut-through traffic, and lack of enforcement
- Desire for more traffic calming measures

Respondent Quotes

“I’ve been run off the road multiple times with my children in a stroller and thrown into a ditch by careless drivers. All because **I’m having to walk into the street due to gaps in the sidewalks.**”

“I really want major roads - like Houston Ave - to accommodate me in both my car and my bike (and on foot). Currently, **it is very hard to navigate given the speed of cars driving fast** in wide lanes.”

“Need a continuous sidewalk on 13th between Durham and Shepherd to access Love Elementary safely...**So UNSAFE to get to Love with a child!!!** Almost get smoked by a car everyday....”

“The Greater Heights area is primed to be a leading Houston example for walk and bike alternatives, but **we dramatically need increased traffic calming measures** (TC Jester, Durham, and Shepherd are still not safe to use on a regular basis.”

Demographic Overview

(Based on respondents who filled out the full survey)

Disabilities

- **94% reported no disability;** small numbers noted mobility or vision disabilities

Age Distribution

- Largest group: **35-44 (32%),** followed by **25-34 (29%)**
- Very few under 24 or over 75

Race

- **83% White,** 7% Asian, 3% Biracial/Other

Ethnicity

- **16% Hispanic/Latino;** 84% Not Hispanic/Latino

Language at Home

- **99% English,** 14% Spanish, 4% Other

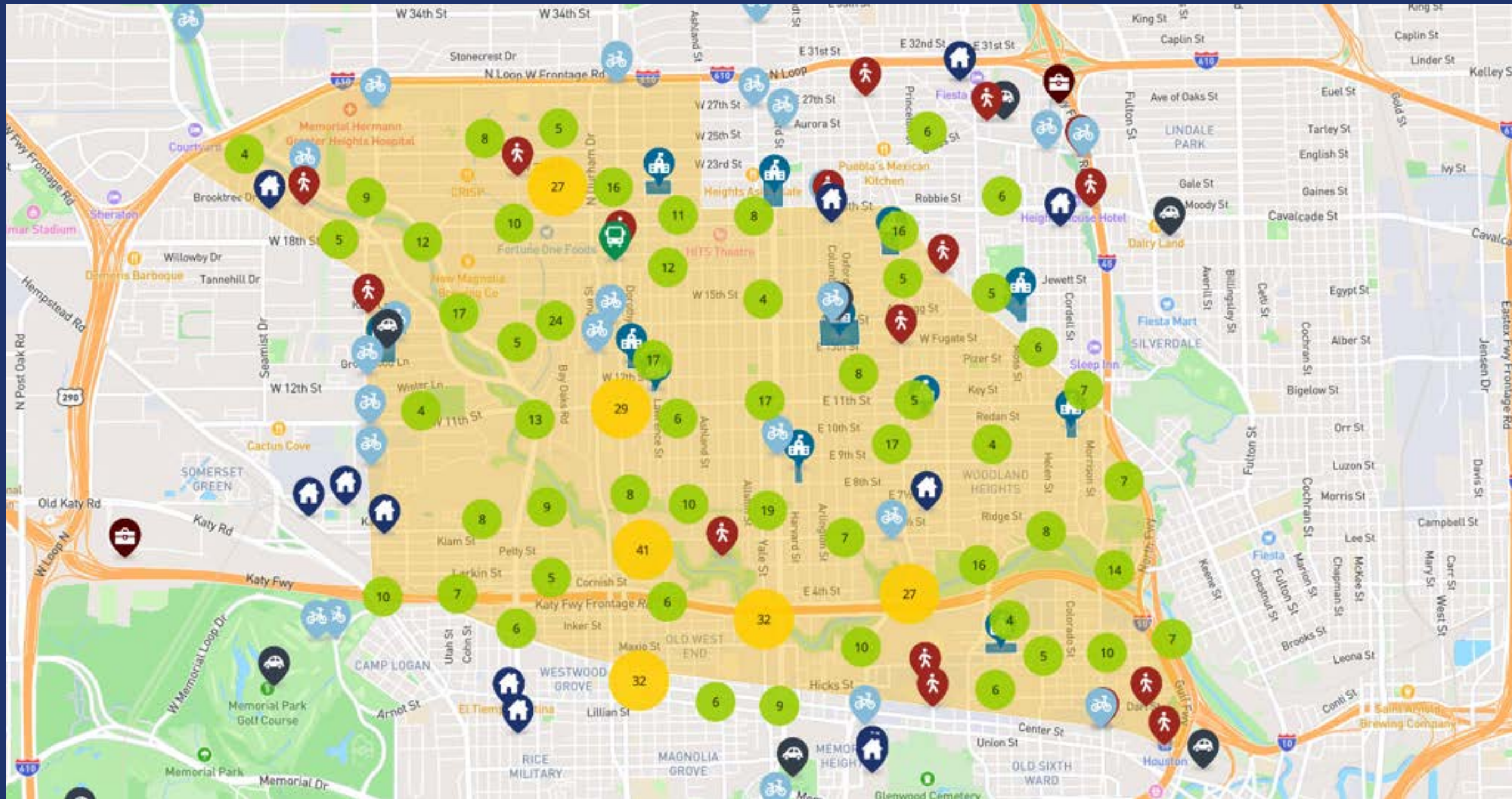
Gender Identity

- Roughly even split: **49% Female,** 48% Male

Housing

- **82% own homes,** 8% rent, 10% live outside the area

Map My Vision Overview



Greater Heights Strategic Connections Plan

Map My Vision

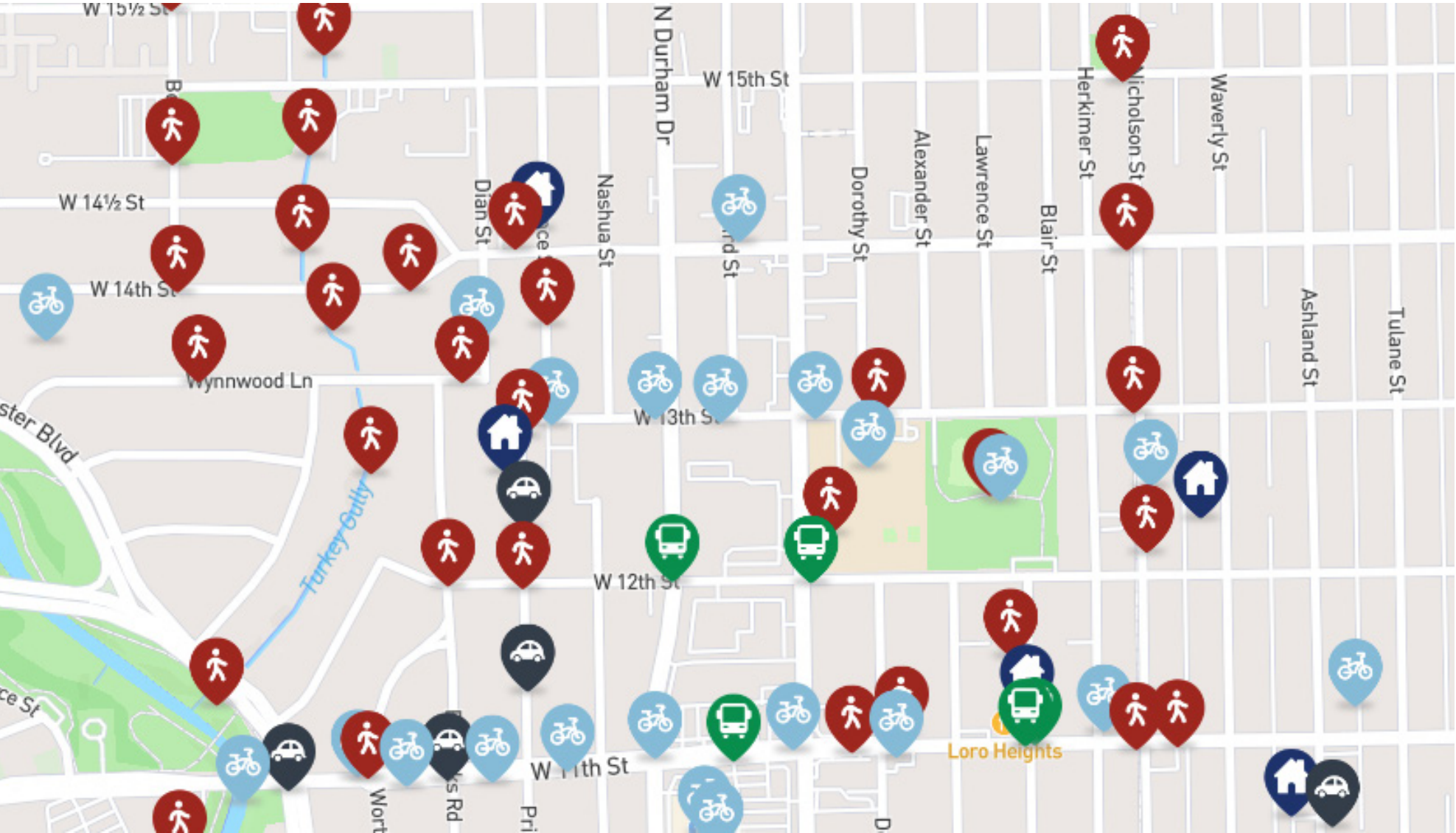
764

Posts

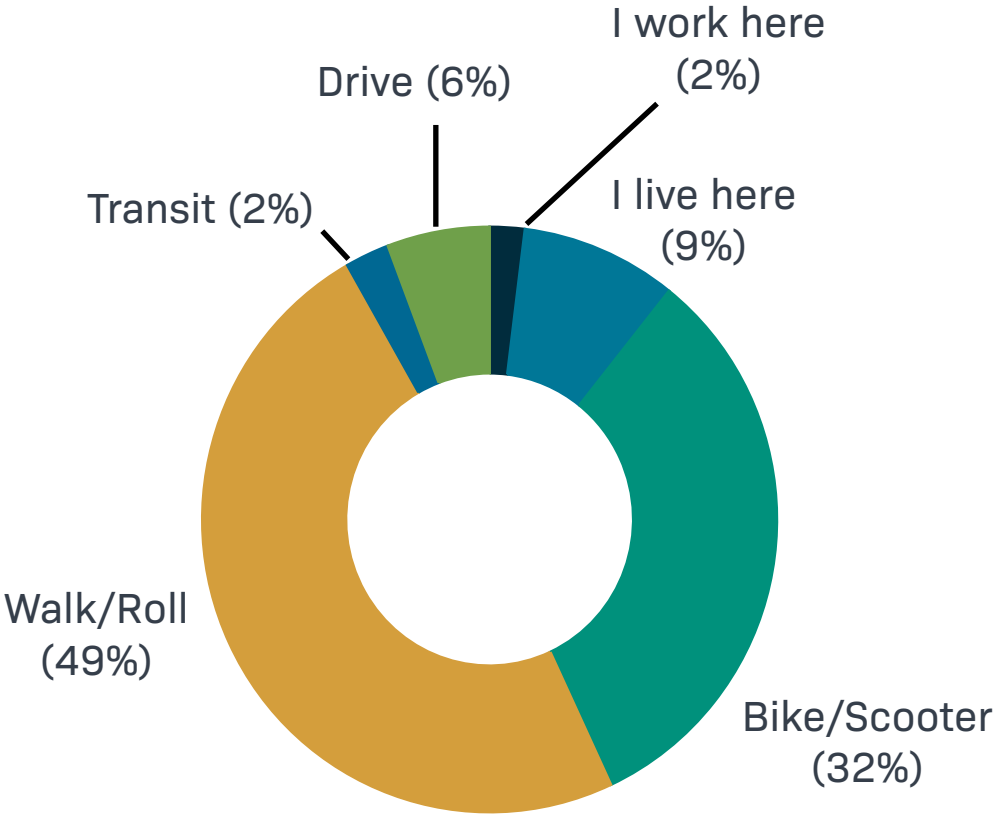
101

Contributors

What destinations do you wish were more accessible by driving, walking/rolling, biking, and taking transit?



Portion of Pin Types Used



Map Comments: Key Themes



1. Connectivity & Crossings

- Strong demand for safe pedestrian and bike crossings over barriers like I-10, White Oak Bayou, and major corridors (*Shepherd, Durham, Yale, N Main, Washington, Studewood*)
- Patterson Bridge and Hogan Bridge repeatedly mentioned as **critical but unsafe, closed, and/or needed connections**
- Desire for new bridges, underpasses, and continuous trail connections

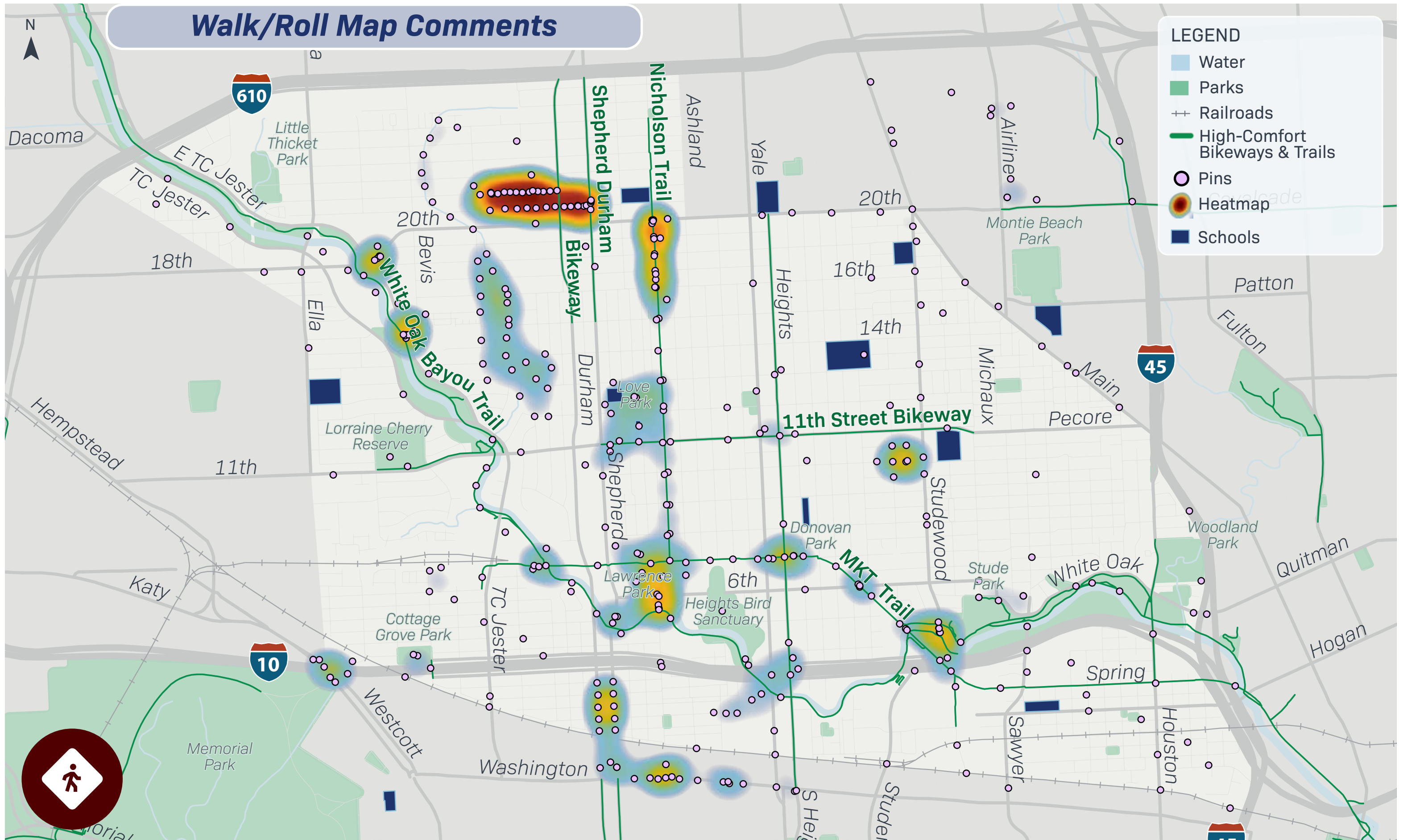
2. Sidewalks & Pedestrian Safety

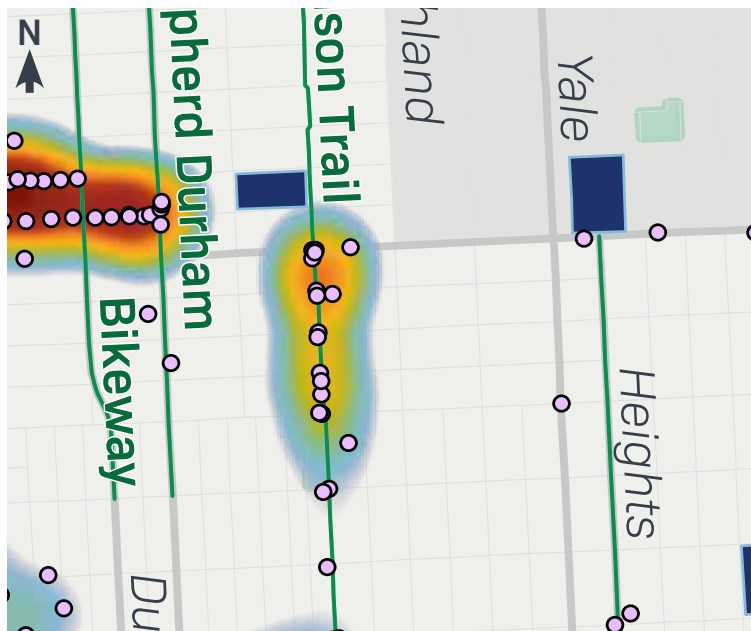
- Many sidewalks are missing, broken, or too narrow (*Yale, Studewood, White Oak, Oliver, Ella*)
- **Dangerous crossings near schools** (*Love, Field, Harvard, Browning Elementary*) due to speeding traffic and lack of safe pedestrian infrastructure
- Requests for **median refuge islands, raised crosswalks, curb cuts, and ADA accessibility**

Walk/Roll Map Comments

LEGEND

- Water
- Parks
- ++ Railroads
- High-Comfort Bikeways & Trails
- Pins
- Heatmap
- Schools



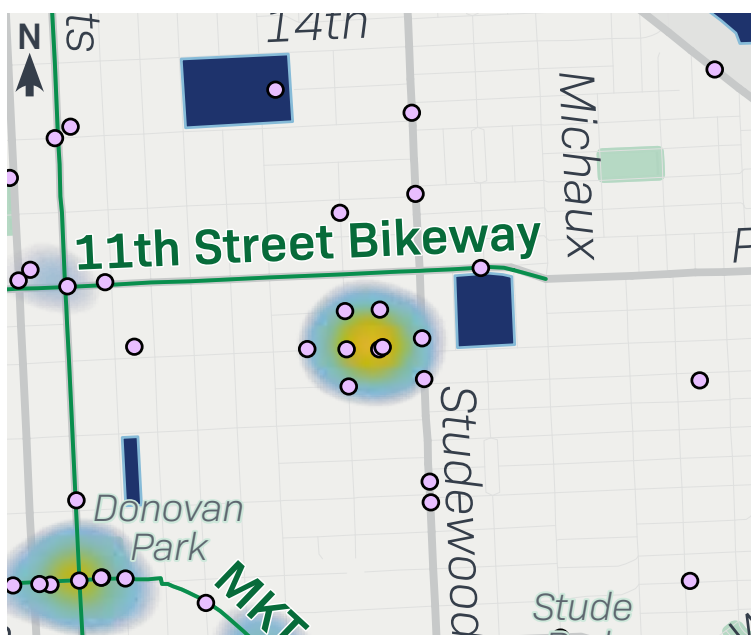
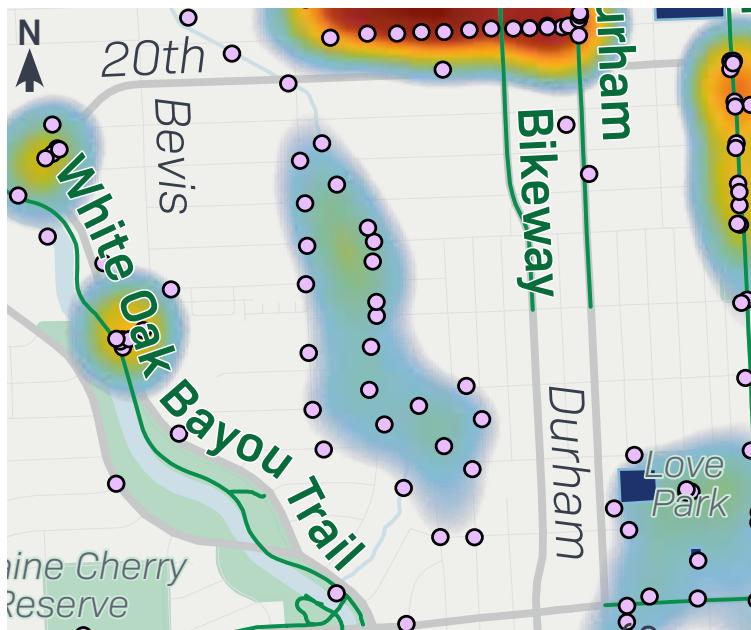


Respondent Quotes

“20th is a 4-lane road where **drivers can speed and mostly refuse to yield to people** in the crosswalk... At a minimum needs to be repainted but a 4-way stop or HAWK is much better. **The foot and bike traffic on this part of Nicholson is impressive.**”

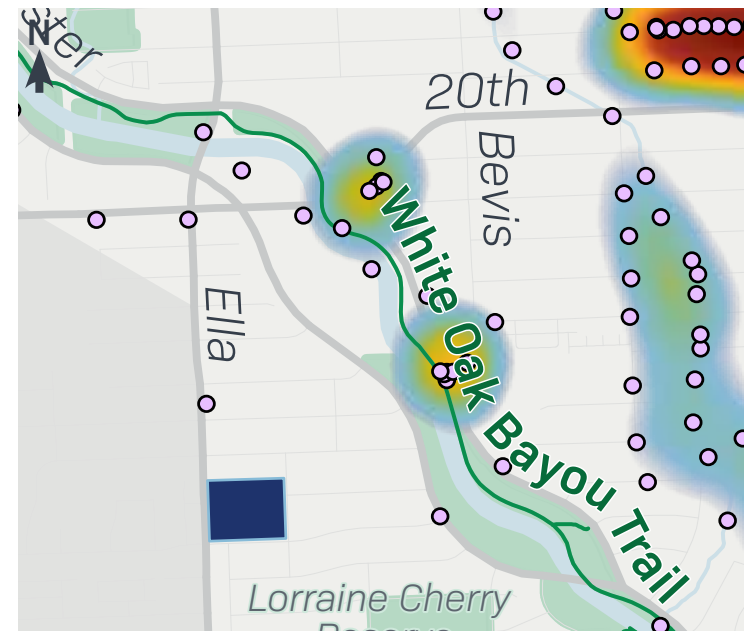
“**Connect all sidewalks** to 19th and 20th.”

“**Turkey Gully greenway.**”



“**Many dog walkers and strollers with children** in this area.”

“**Lots of schoolchildren use 10th to walk home.**”



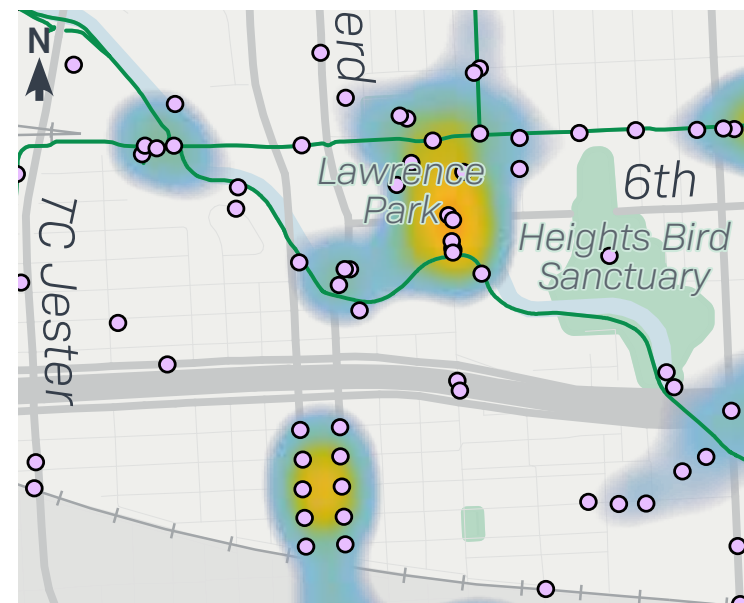
Respondent Quotes

“**Sidewalk is in terrible shape here.** I use this to get to WOB Trail.”

“**We need to have a crossing here.** It’s infuriating to navigate TC Jester and then go through a mud pit. I can’t walk our stroller here...”

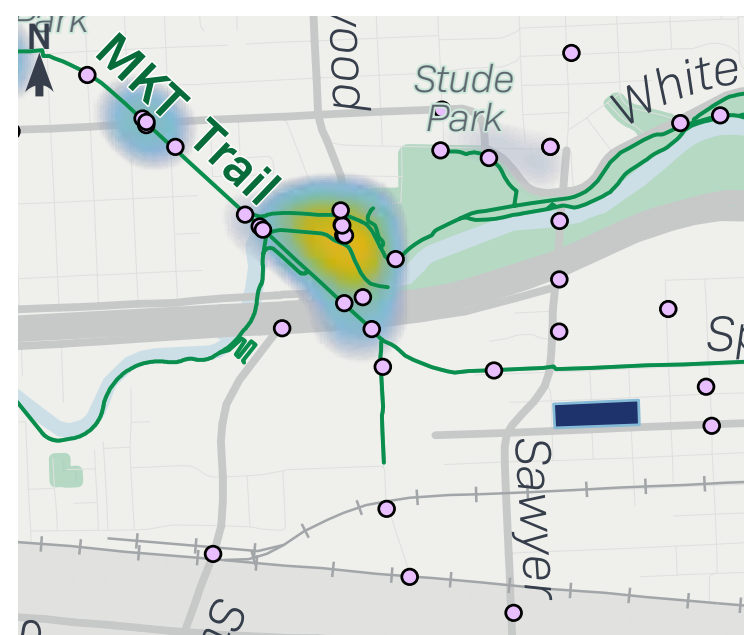
“**Pedestrian/bike bridge across White Oak Bayou** connecting Patterson St to MKT Heights.”

“**Missing crosswalks at intersections.**”



“**Studemont bridge pedestrian ROW is narrow and dangerous.**”

“**Can’t get to the trail from Studewood St sidewalk.**”



Map Comments: Key Themes

3. Biking Infrastructure & Trail Gaps



- Calls for protected bike lanes on key corridors (*20th, Houston Ave, Ella, Heights Blvd*)
- Trails often dead-end or lack safe connectors, forcing detours or unsafe mixing with traffic (*MKT/Memorial Park, WOB/11th, Shepherd Durham gaps*)

4. Traffic Calming & Driver Behavior

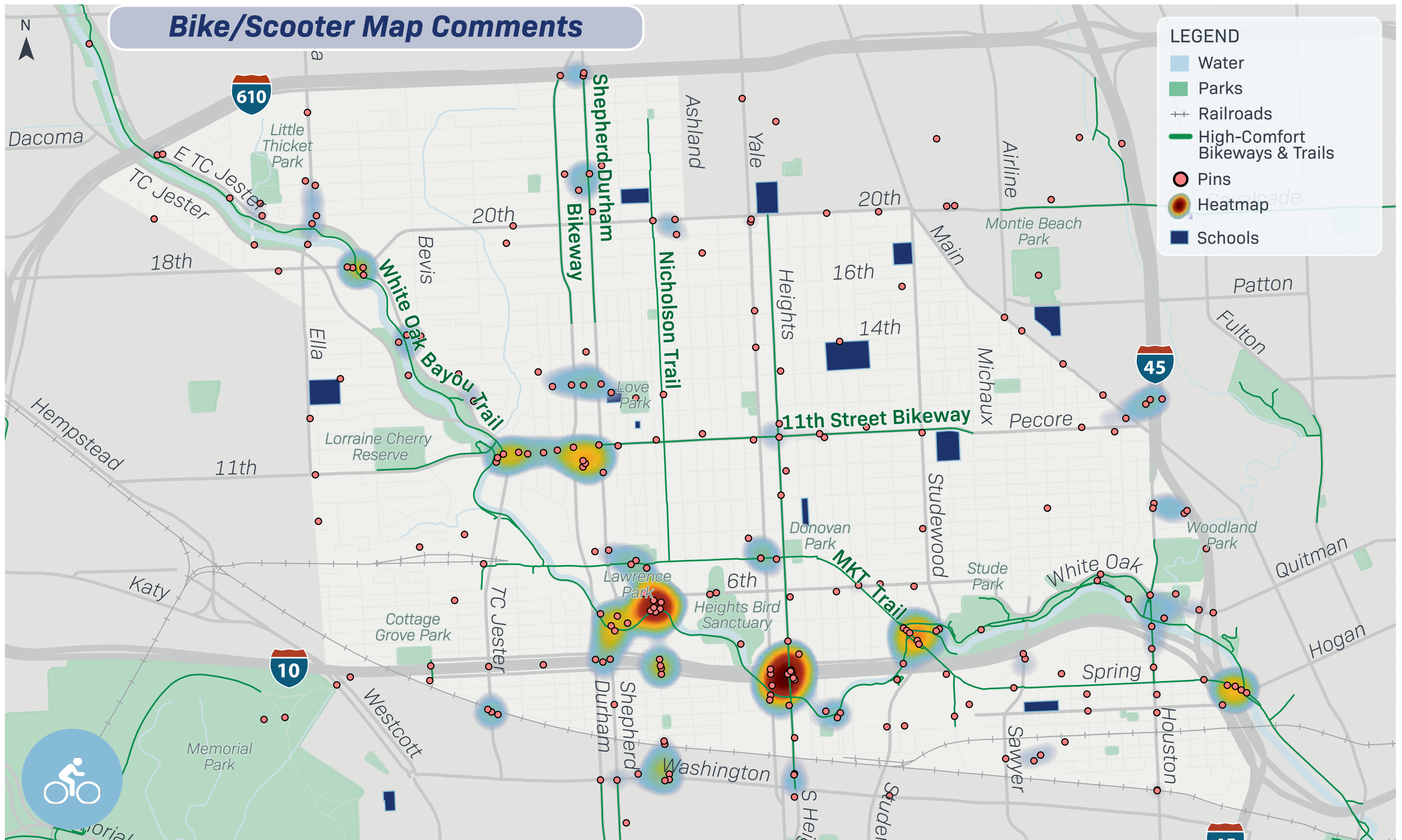


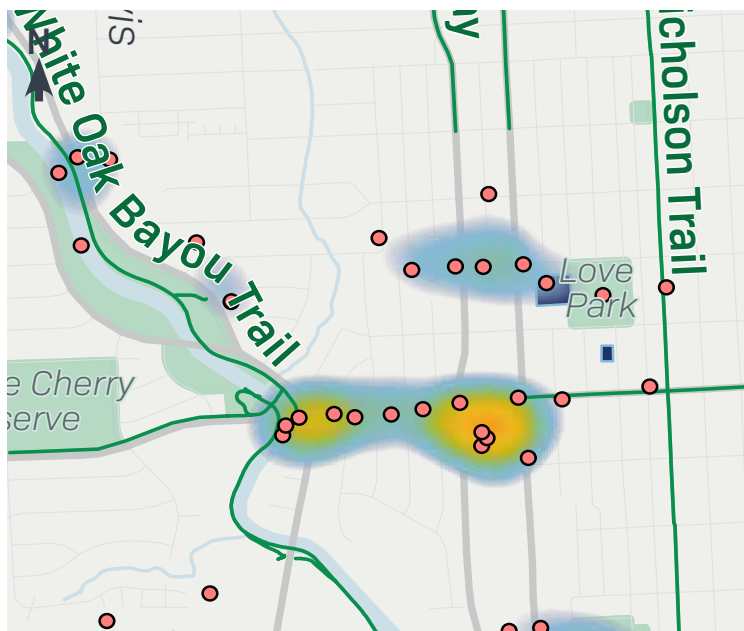
- Cars speeding on major corridors and residential streets (*White Oak, TC Jester, N Main, Crockett, 20th*)
- Frequent failure of drivers to yield to pedestrians at crosswalks
- Suggestions for more stop signs and traffic calming (*especially on Nicholson and near parks*)

Bike/Scooter Map Comments

LEGEND

- Water
- Parks
- ++ Railroads
- High-Comfort Bikeways & Trails
- Pins
- Heatmap
- Schools

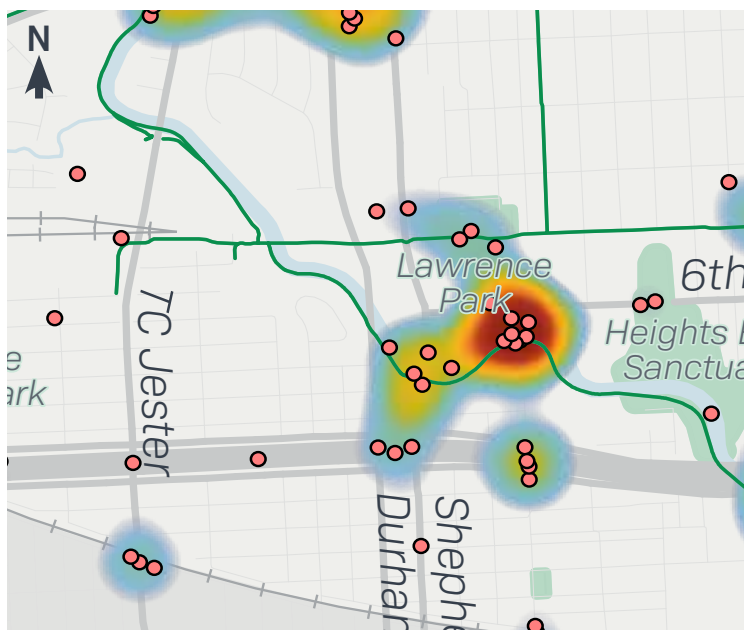




Respondent Quotes

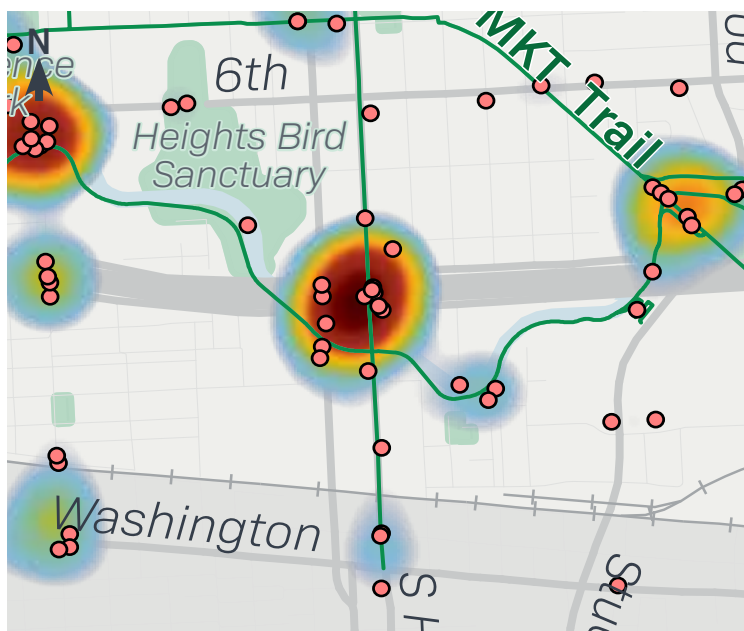
“Connecting 11th to Shepherd/Durham bike lanes, and going all the way to White Oak Bayou Trail.”

“I want to bike to **Kroger**.”



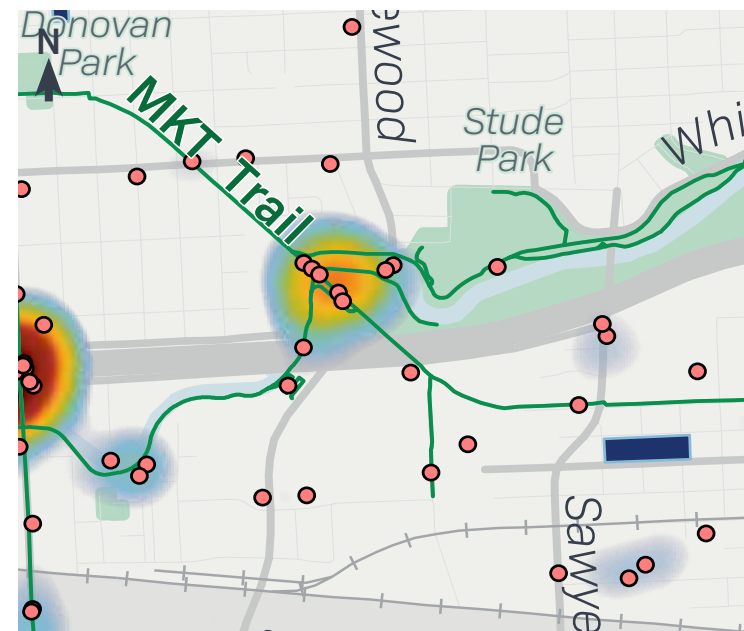
“Please add **a connector from WOB Trail to Shepherd Dr.** Currently there is no way for trail user to get to businesses on Shepherd.”

“Bridge crossing Katy Freeway along Patterson is a great way to **bike from the Heights to Rice Military**.”



“Heights Blvd bike lane under I-10 **needs to be protected**.”

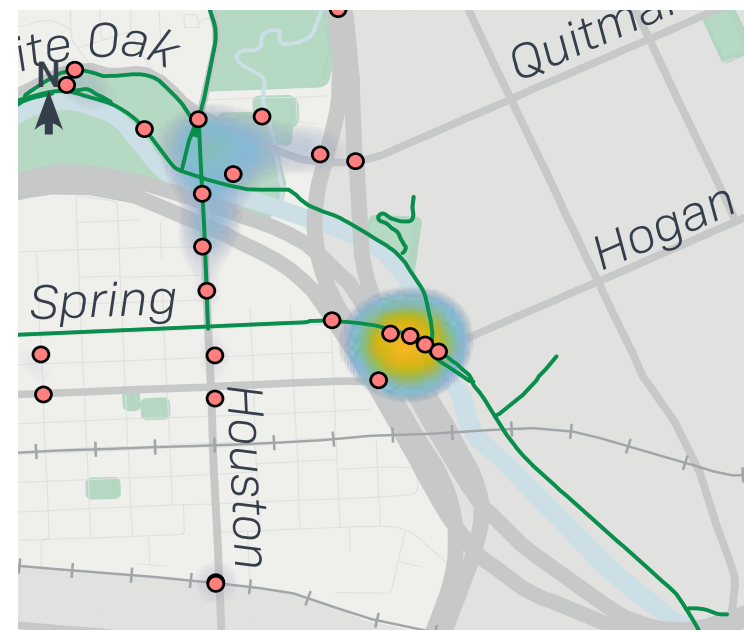
“**Poor pathways** under I-10 Yale/Heights.”



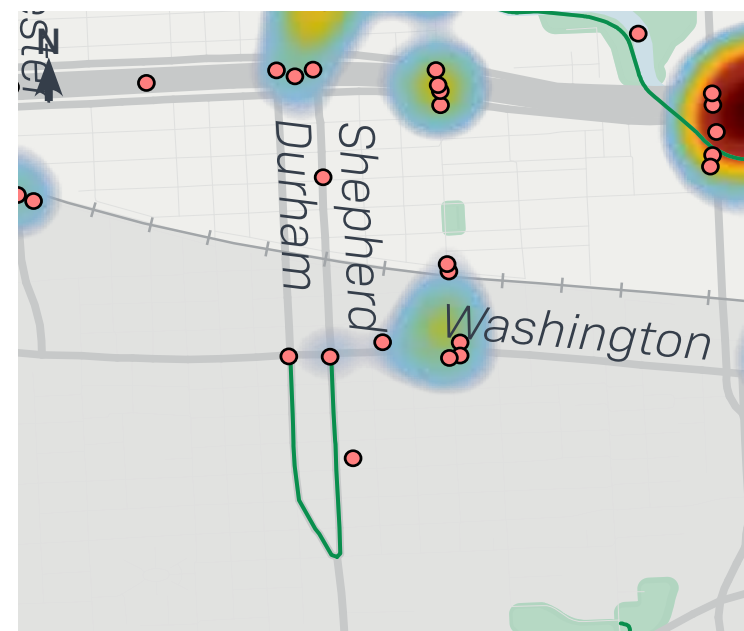
Respondent Quotes

“**Fix the bridges!**”

“**Studemont bridge is a key connector** for accessing the Heights from south of I-10.”

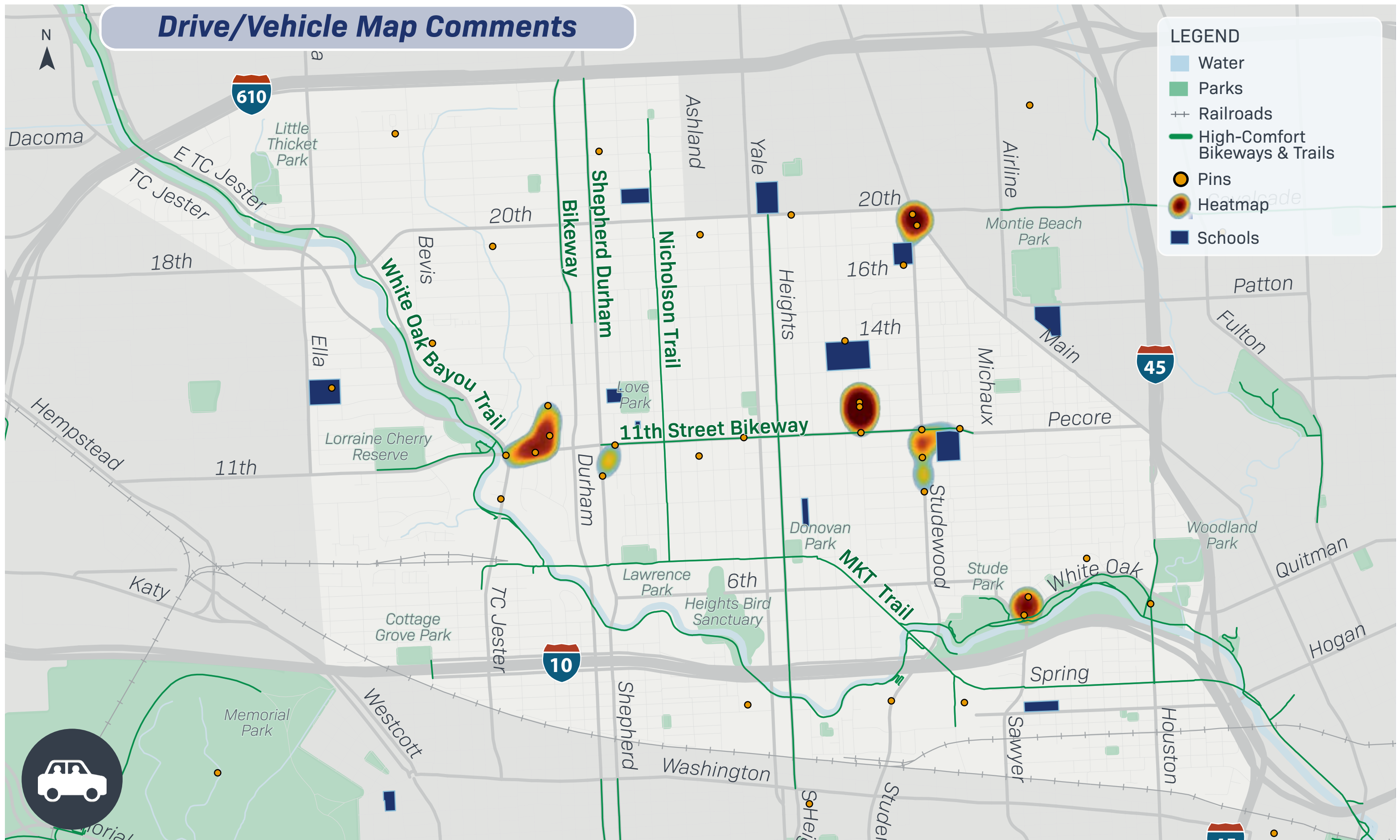


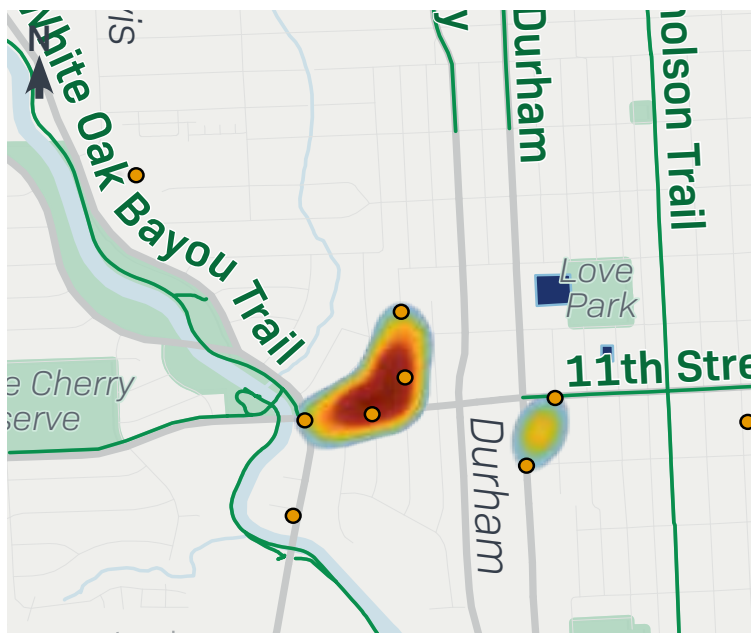
“**Hogan bridge is a key connector** for accessing downtown and buffalo bayou.”



“Need **north/south thoroughfare for hike/bike** going from general Heights Blvd to Buffalo Bayou trail... could even extend further to Braeswood Bayou eventually.”

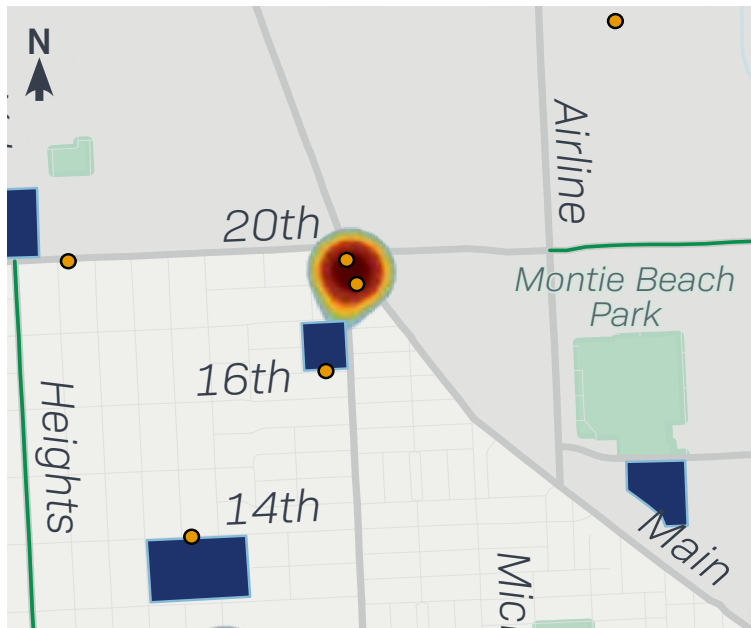
Drive/Vehicle Map Comments



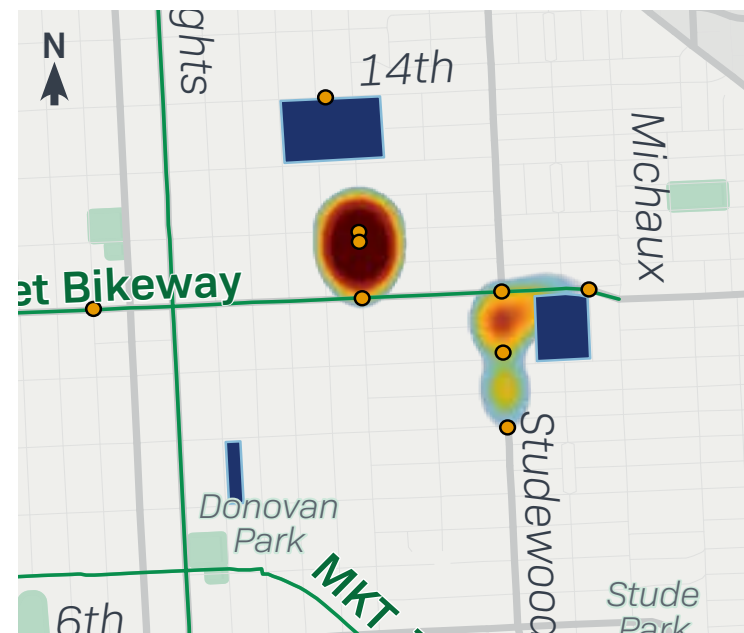


Respondent Quotes

“Would be good if 10th would get a **street light to go into Merchant’s Park**. And reduce the number of driveways on Merchant’s Park.”



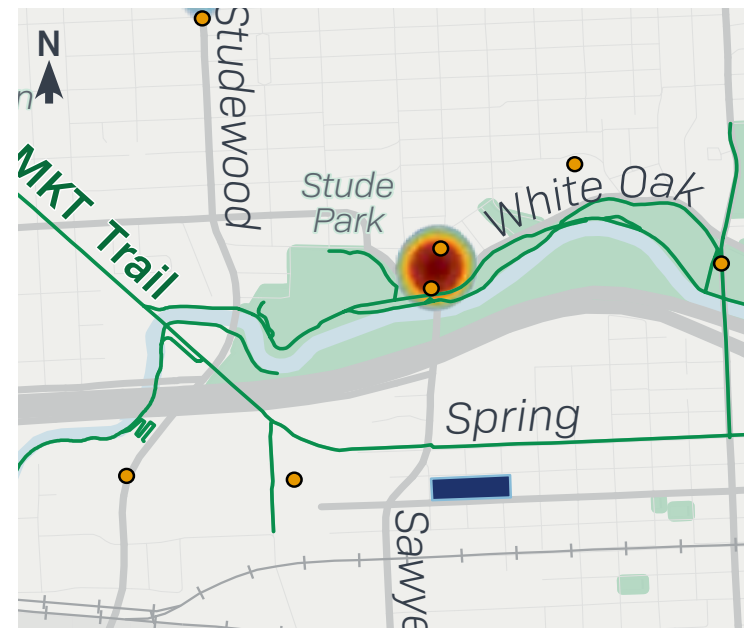
“I **access businesses** here.”



Respondent Quotes

“**Driver’s view is blocked** when turning from Oxford onto 11th.”

“**I use Studewood regularly to drive** to other places and businesses in Houston.”



“I **drive here many times to go downtown.**”

“I drive here frequently **to go to Target and other businesses.**”

Map Comments: Key Themes

5. Parks, Greenways, & Public Space Enhancements

- Enthusiasm for more greenspaces and shaded trails (MKT expansion, Turkey Gully)
- Calls for better lighting, security and amenities (drinking fountains, benches)
- Desire for easier access to existing parks (Little Thicket, Woodland, Love)

6. Transit & Access to Destinations

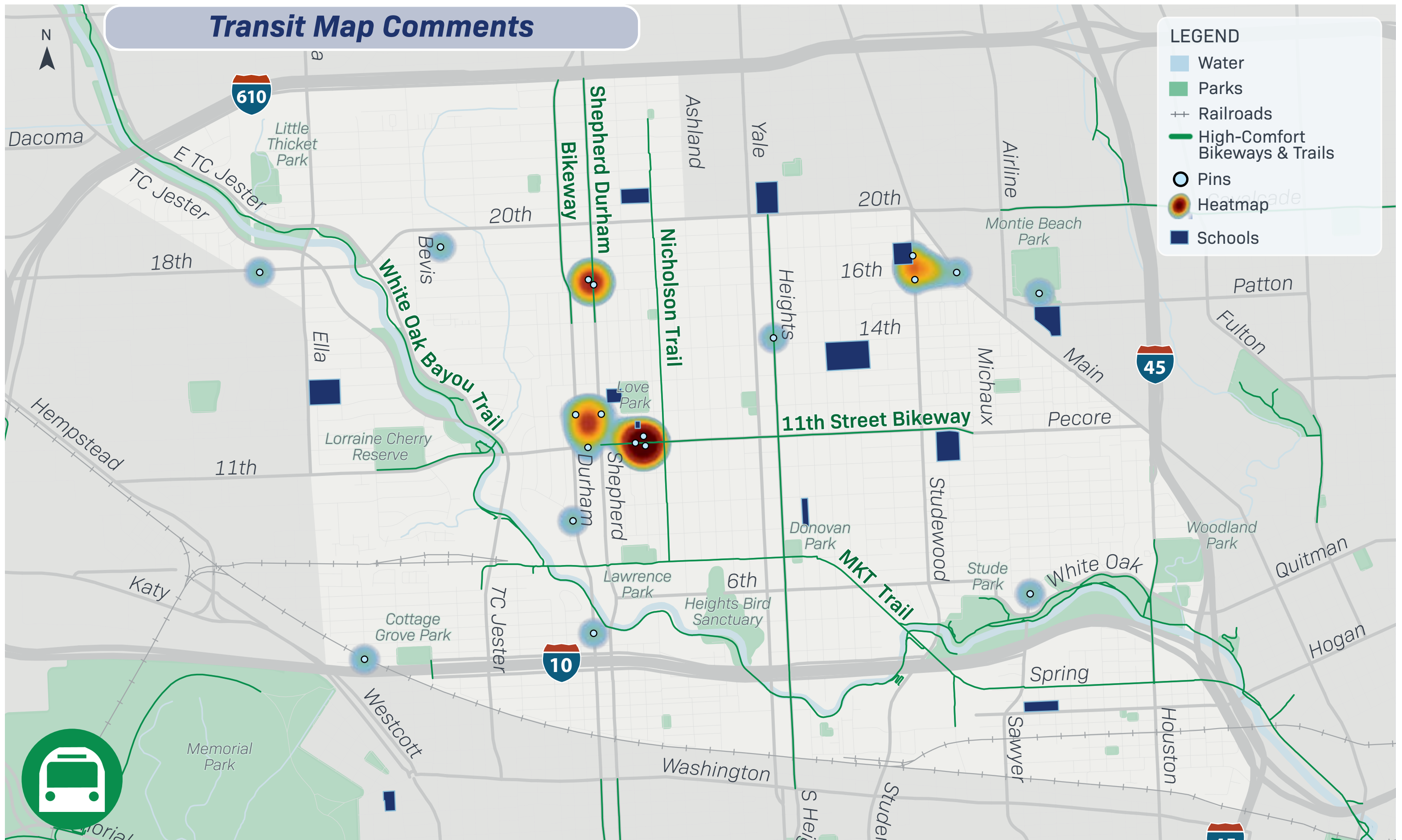


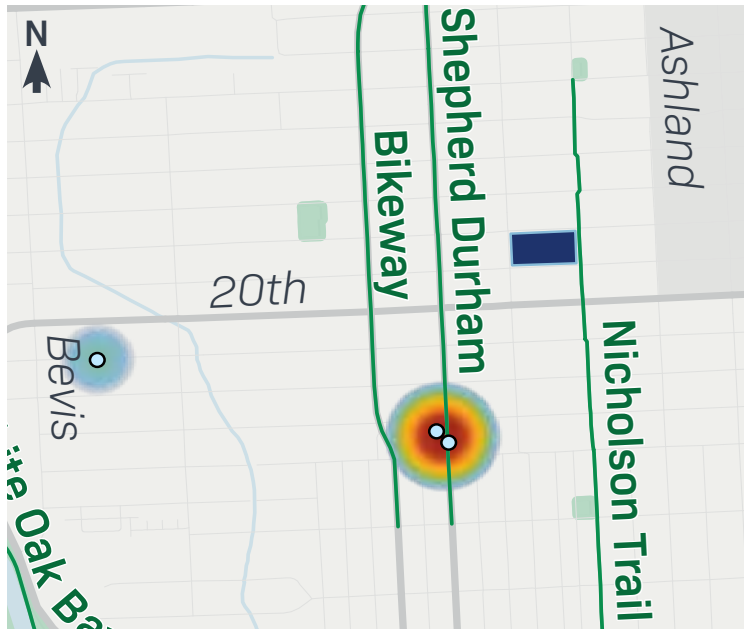
- Requests for better bus connections and safer access to stops (along 11th, Patterson, Shepherd)
- Frustration that local businesses, groceries, gyms, and schools are hard to reach without a car because of unsafe crossings

Transit Map Comments

LEGEND

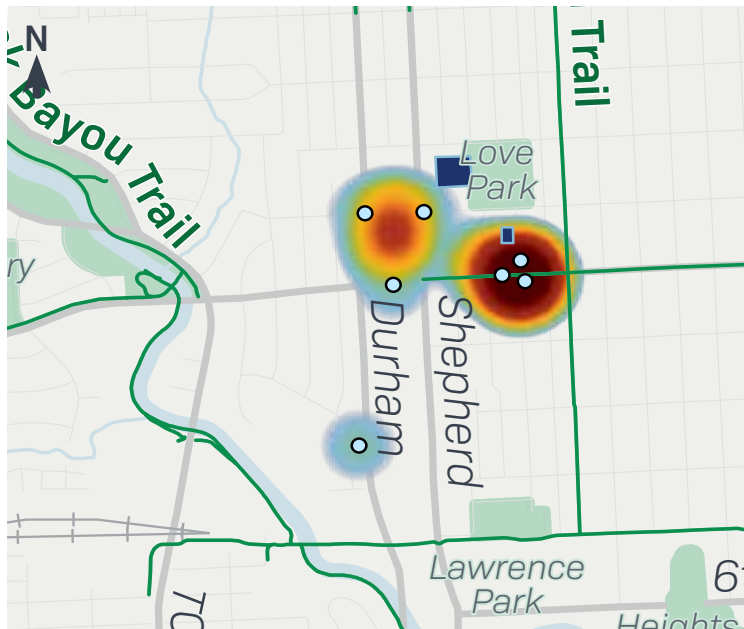
- Water
- Parks
- Railroads
- High-Comfort Bikeways & Trails
- Pins
- Heatmap
- Schools





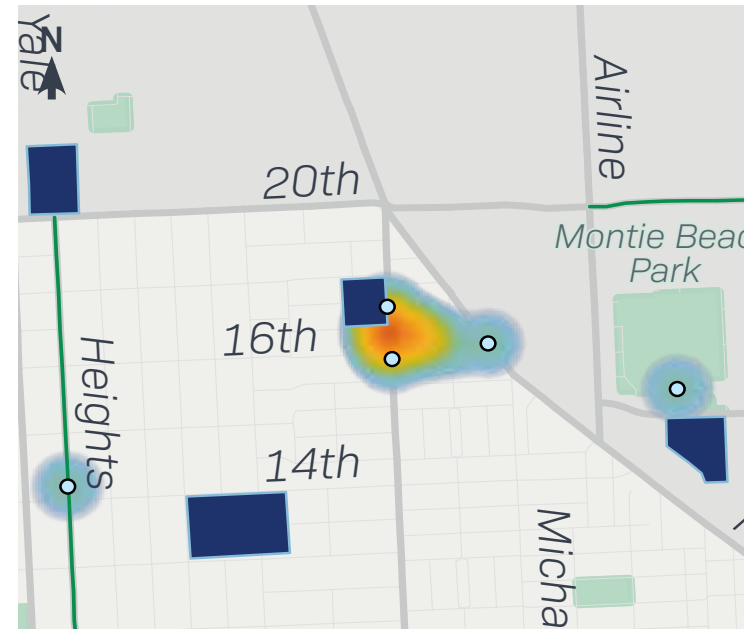
Respondent Quotes

“This could be a great transit corridor **if there was frequent service and nice places to wait!**”



“11th Street bus stop has no **shelter or place to sit.**”

“SB bus stop **needs access to MKT Trail.** Currently can only be reached by walking down from 11th or playing Frogger across Durham.”



Respondent Quotes

“Bus stop not **wheelchair accessible.**”

Summing it All Up: Major Themes & Goals Discussion

Survey and map comments were summarized into themes, which helped to shape the Vision and Goals for the planning effort.

1. Connectivity & Crossings

Themes

- People want **safe, direct ways to cross barriers** like I-10, White Oak Bayou, and major corridors
- Existing bridge closures and the Patterson Bridge repeatedly flagged as **critical but missing links**
- **Existing and future trails are desired** to stitch together neighborhoods, parks, and destinations

Goal Framing

- Build/repair pedestrian/bike bridges
- Close trail gaps
- Connect through barriers (underpass/overpass lighting, ADA access, wider sidewalks)

2. Sidewalks & Pedestrian Safety

Themes

- Many sidewalks are missing, broken, narrow, or blocked
- Parents cite unsafe school crossings
- Intersections are wide, chaotic, and poorly marked. Families with strollers and people with disabilities are often forced into the street

Goal Framing

- Continuous, ADA-compliant sidewalks
- Key crossing interventions
- School safety zones/safe routes to school

3. Bike Infrastructure & Trail Network

Themes

- People want more **protected bike lanes** extended on key connector corridors
- Current **unprotected bike lanes feel unsafe**
- Trails are popular but often **dead-end, flood, or lack safe connections** to neighborhoods and businesses

Goal Framing

- Protected bike lane network on priority corridors
- Safe connections to schools, shopping, gyms, transit stops
- Trail maintenance and connectivity

4. Traffic Calming

Themes

- Cars speed through residential areas and often fail to yield at **crosswalks** (Nicholson crossings mentioned repeatedly)
- Some intersections are too wide and crossing feels unsafe

Goal Framing

- Traffic calming at key corridors and intersections
- Prioritize safety interventions at high-crash corridors

5. Parks, Greenways, & Public Spaces

Themes

- Enthusiasm for **expanding green spaces, shaded trails, and community amenities**
- Requests for **trees, shade, lighting, and seating** to make trails more inviting
- Calls to **integrate natural areas** (Little Thicket, Woodland) more directly into the network

Goal Framing

- Expand trail-connected parks and greenways
- Shade, trees, benches, water fountains, lighting along major trails
- Activate underutilized spaces (underpasses) as community assets

6. Transit & Multimodal Access

Themes

- Transit is **underused but desired** - people want better transit access
- Bus stops **lack safe access, shelters, or seating**
- People want **better connections between transit and trails**

Goal Framing

- Improve bus stop access and amenities (shelters, ADA, crosswalks)
- Improve access to area destinations and trails

7. Safety, Security, & Maintenance

Themes

- Trails and underpasses **sometimes feel unsafe** due to crime, encampments, poor lighting, flooding, or trash
- Families emphasize **safety as a barrier to kids walking/biking independently**

Goal Framing

- Improve lighting and security along trails and underpasses
- Maintain trails and sidewalks to prevent flooding, trash, or overgrowth