

## **Comments Received Via Email**

## **Houston Bike Share/B-Cycle Program**

I support B-Cycle's application for funding. Please approve the expansion grant for the b-cycle program.

**Jimmy Glotfelty, Erin Szalkowski, Cindy Featherston, David Berry, Michael Payne, Matt Wolff, Ed Nawotka, Xue Zhang, Patricia Noble, Lauren Harper, Patrick Bocanegra, Clayton Fielding, Jo Crull, Sean Murphy, Philip Duran, Vivian Ho, Evan Mintz, Val Costello, Ryan McConnell, Thomas Hatcher, Jessica Mason, Carrie Cash, Daniel Oko, Colin Hendrichs, Michael Grinsfelder, Bill Haase, Mark Moore, Erin Osborn, Neil Bremner, Kathryn Moore, Tom McCasland, Theresa Rooney, Cindy Le, Bryan Kraham, Tim McDuff, Daniel Copple, Maria Pesantez, Mark Chambers, Jack Apple, Laurinda Lin, Mac McConathy, Wallace DeHay, Jr. Allen Watson, Howard E. Merrill, III, Raj Mankad, Mark LeBlanc, V. McDonnell, Li Tian, Omkar Veerank, Victor Prieto, Sara Speer Selber, William Haase, Sonja Boiteaux, Susan Benton, Hannah Beird, Sally Hodges-Copple, Sarah Gish, Amy Tate, Mary Lou Henry, Susan Allen-Bryan, Carroll Robinson, Charlotte Boman, Tulsi Patel, Lilian Wannall, Troy Kosub, Erin Farmer, Roger Moore, Nele Haelterman, Michael Webster, Fareeda Momin, Zane Segal**

I am so glad the Chronicle's editorial page included information about bike trails. Because they gave me your email address, you are receiving this message from me. I strongly believe Houston will benefit from:

1. Connected Trails
2. More B-Cycle rental stations
3. ESPECIALLY a B-Cycle near U of H and TSU

I am a 70-year-old female Kingwood resident who loves riding bikes out here on the trails. I have taken my bike to the Lake Houston Wilderness Park for mountain biking and to the Buffalo Bayou area for trail riding as well as to Jesse Jones Park for all kinds of riding. I know it is hard to tell how much positive impact biking trails will have in Houston, but I do believe "if you build it, they will come" works for bike trails in Houston! What happened to the power right-of-way being used as north/south connectors between trails? My friends and I are planning a fall bike trip to downtown and the East End; we are waiting for cooler weather. It would be wonderful NOT to have to take our own bikes but to use B-Cycle instead. We hope to spend all day, stopping for lunch and some strolling to accompany out biking. I am guessing a trail map can be printed from the internet?

**Carolyn Mashburn**

For more than a year, Rice University, the Texas Medical Center and the Rice Village Alliance (the merchant association in the Rice Village) have collaborated on the planning of a network of B-cycle stations which would connect our respective properties to one another and to the METRORail. Each of these three institutions has its share of the required B-cycle station matching funds budgeted and ready to disburse, and station locations selected and approved; in order to proceed with installation, we only need the Houston-Galveston Area Council to choose the proposed TMC/Rice/Village B-Cycle sites to receive a portion of the funds that HGAC will soon be disbursing to support the next round of citywide B-cycle network expansion. We support improvements to Houston's bike share and alternative transit infrastructure in general, respectfully request the support of HGAC in the form of matching funds for the proposed network of TMC/METRORail/Rice/Village B-cycle stations in particular.

**Greg Marshall; Dr. Cara Foldes; Diane Confer;**

B-cycle stations provide a friendly Welcome Mat to various areas of our city. As an inside-the-loop liver and sometime bike commuter, I have my own wheeled stead but sometimes it is not where I need it to be so sometimes I'll use a B- cycle. Extending the reach of B-cycle to go farther will expand the number of residents that make use of this service, make it more useful for the existing riders and open more of the

city to travelers. Not many people travel with their own bicycles but a lot of bicyclists travel to Houston each year. A B-cycle Station outside or across the street from one's hotel and the knowledge that there will be another in front of something wonderful is enough to encourage out-of-towners to check out the Menil. Right now that is the western-most station. Anyone with Houston knowledge knows the fun is just getting started at the the Menil, Upper Kirby, Highland Village, River Oaks Center . . .these are all great visitor destinations that can be reached easily from downtown. The point is to have a place to leave the bike after you peddle there so you can take advantage of a restaurant, shopping or movie when you get there. The rates on B-cycles are extremely reasonable, especially an annual pass. This can extend Houston bicycle culture into demographics not often covered by some of Houston's other investments in becoming a world-class city. Expanding the B-cycle network is a win for residents, travelers, well to do and the not so well to do (and if the price of oil stays this low that is going to be a rapidly expanding segment of the market).

**Charlene Paulus; Emily Page; Alan M. Galicki;**

As a Houston resident who lives in a single-car family and primarily uses my bike and METRO for transportation, I know that Houston can be a top biking city. If we had better infrastructure for biking, my spouse would be happy to ride a bike to work rather than drive. Doing simple things like adding bike lanes can decrease congestion and improve air quality for relatively small amounts of money. Please prioritize biking infrastructure projects in the TIP plan. We need to go for the most bang for our buck in reducing congestion and pollution, and that simply means offering viable alternatives to automobile travel.

**Derek Kastner**

Please, please, please fund the B-cycle project!!!! I live in the Montrose area and we are overwhelmed with cars/traffic at all times of the day and night. I have seen many individuals riding the B-cycle and my family has also used it. Each time someone rides a B-cycle, it takes one car off the road in our residential area and lessens both the traffic and pollution slightly. We also try to walk to many places around Montrose simply to reduce the traffic and pollution. Houston can be beautiful, but it is one of the most polluted cities in the country. I once heard a Dad getting off a plane at IAH and he turned to his kid and said, "Prepare yourself because when the door opens, you will smell the Houston air. It is very polluted and smells bad." I was horrified and saddened because I love our city. I didn't know what to say. Please help fund this project. It is incredibly important to the health and well being of our city.

**Didi Garza**

Houston has joined the ranks of progressive cities via B-Cycle, B-Cycle provides the city with:

1. Better transportation without emissions in selected areas
2. Better fitness for residents
3. A very progressive and health and wellness image

Strongly urge the funding of the initiative in Galveston. We only have to learn from Paris, France - Denver, CO - Austin, TX and Washington DC.

**Jayant Ramakrishnan**

I ride my bicycle to work every day and see a lot of cyclists in the Medical Center. However, it'll be way more efficient for those who can't afford transportation to know there are bike share stations around the Med Center if only to go from one building to another- the Med Center is huge and we've got a great advantage to have Braeswood trails going right by the Med center that would also facilitate the use of bicycles. Also Rice village is very close, almost everyone in the Med Center likes to go to the village but parking is a huge issue- having bike share stations again would promote businesses in the area and makes transportation affordable, cleaner, less stressful, and efficient. Thank you for making Houston a better place to be.

**Faiza Baameur**

Having a share bike system in the Texas Medical Center will give the transportation employees to move around the area while increasing their body health. At MD Anderson Cancer Center we have a good shuttle system, but some time take time waiting to take it. If we have alternative transportation as the shared-bike system, we will have the opportunity to increase our health by increasing the chances to do exercise while moving around the campus to get into our next meeting in another building.

**Enrique Fuentes-Mattei; Linda Cerasuolo**

No to More Bike Stations - Before allocating scarce resources to more Houston bike stations, please consider using any "extra" resources to first improve the riding skills of bike riders... most run all stop signs, squeeze between cars and generally are reckless. Perhaps programs for education, licensing, patrolling, warnings, tickets, etc. are in order before expanding bike stations and other bike related items.

**Robert Williams**

No. Not one penny of public money to fund more bike stations . Private funding of new bike stations-- great. Please, prioritize transportation needs in accordance with available funds and not the desires of activists.

**J. Ellis**

To who it may concern, I support Houston bike share (HBS), and I hope HGAC chooses their program to receive the TIP grant. I use the existing system frequently, and I know my own personal usage would increase if HBS were to receive TIP money and expand. I'm a native Houstonians, but I've lived in other cities with vibrant bike share programs, like NYC, Chicago, and Washington DC. The wide spread availability of bikes in those cities made it possible for me to get around without owning a car. I'm confident that, with HGAC's support, HBS could offer similar traffic mitigation in our city. Please consider my comments, and award the TIP grant to HBS.

**Amir Befroui**

I would like to support the addition of the B-cycle bicycle share program to the Texas Medical Center. There are ~100,000 employees in the TMC, and many scientific and medical researchers actively collaborate with other institutions in the TMC. I work at MD Anderson, and visit Rice, UTHSC, Methodist, and Baylor on a regular basis. A bicycle share program would make it much easier to get from one institution to the next, and I'm sure it will be a widely supported and popular move. I know I would use it.

**Nicholas Whiting; Andrea Terrill; James Vick; Ann Hightower;**

I want to specifically comment on the B-cycle bike share program. My experience in cities such as London is that a high density of bike stations is critical to making them useful for actual transportation-- running errands and so forth. We have that in downtown Houston; we need to expand the program to achieve this throughout the city, at least near the center. I used these bikes extensively when I worked downtown. They enabled me to quickly get from one side of downtown to the other, to work out at the YMCA at lunch, and to go to various appointments. Much more efficient than driving, since I did not have to deal with parking garages. And much faster than walking. Now that I do not work downtown, I never get to use the bikes because stations are few to none in the Galleria area. So I support the expansion of this program.

**Steven Crews**

Dear H-GAC Committee, As a long-time cancer researcher at MD Anderson Cancer Center, I think that having a bike-sharing program at TMC will truly benefit patients, families, trainees, and employees at TMC. This will enhance our commuting experience, improve our health, and facilitate our work to offer the best service for our patients and families. It is my great pleasure to give my strongest endorsement this program. Many many thanks for considering my request. Sincerely yours, Liem Phan, Ph.D. MD

Anderson Cancer Center.

**Liem Phan**

Our community is getting bigger and bigger every day and you could tell the impact of this growth is being felt right now. We need all these road improvements in this community to make life easier, not for us now but also for the future of our children. The legacy we leave behind for them will no doubt play major part in their future lives,. Please help us with the funding of these projects to make life more abundant for us and especially for our children. Thank you so much.

**Abi Oyewole**

The Houston B-Cycle program has been a huge boost to transportation around the Houston downtown and surrounding areas ever since it was created a few years ago. There are still major areas even in downtown where there is no coverage however. These funds are desperately needed to serve those areas and allow more riders access to bikes to cut down even more on downtown car traffic. Thanks so much for reading.

**Nick Weseman**

I'd like to put in a word of support for the Houston Bike Share (Houston B-Cycle) program. As a nation that's having obesity problems it's important to do everything possible to help people get out and move. One of those ways is to provide bike trails that connect across town in order for people to use bikes as a mode of transportation. It's also important to educate both drivers and cyclists on the rules of the road. I don't know how many times while out riding I've been almost hit or been almost side-swiped just because a driver doesn't want to share the road. Thanks for listening.

**Cynthia Case, Ryan McConnell, Claude Whitaker**

If we could hook in the University of Houston in some way, the B-cycle program would be greatly beneficial to our students and faculty. There is already the Project Row Houses site -- but perhaps we could enliven the community further and get students looping into the nearby businesses more effectively if Bcycle committed to UH fully. And there is the great bike trail to downtown...

**Rex Koontz**

I'm hopeful that the bike share program can continue to expand outward from the urban areas and to work in conjunction with the light rail and bus system to facilitate mobility. i am a strong supporter of a vibrant urban environment where autos are not mandatory for all day to day activities.

**Bobby Goldsmith**

I would highly encourage you to fund Houston Bike Share/B-cycle as the more stations we add the more people can use it. They said that with your funding, they can add 71 new stations and hundreds of new bikes. This would impact so many people in such a positive way. Please please please consider giving them the funding! Bike use is exploding due to b-cycle, and it can continue with your help.

**Wilson Calvert**

A bike share program is a great way to navigate congested areas without adding more automobiles. Safety is best if there are also bike lanes available . I have utilized the program in other parts of the country and loved it! I did not need a cab to get around when traveling to the area ( Denver is wonderful). Short trips could be done quickly on a bike and I got some exercise too!

**Debbie Allen**

I LOVE b-cycle - it makes Houston such a great city. It makes us cool, like Seattle - and people want these bikes. The stands are frequently low on bikes and when I ride them I see tons of other people out riding them too. We need more!! We LOVE them. Did I mention we love them? I ride them with my downtown Houston work friends on Allen parkway at lunch time - we all have high stress jobs and we all

come back from a ride feeling great and ready to be productive at work for the afternoon. It is the best attitude enhancer out there! It's our workday happy place.

**Amy Thorsen, Lindsay Calvert, Adam Kutac, Marilyn Dishman,**

The bike share program has been a life changer for me. I'm able to leisurely ride around Buffalo Bayou, Montrose, Midtown and the museum district at ease and with great pleasure. If I didn't travel for work daily then bike share would definitely be an option for commuting back and forth. I think it's wonderful and highly needed that there is thought to expand the program.

**Nathan Smith**

I work in an industry that allows me to travel. I had some down time while in Houston last year and saw they had a bike share program. I may have researched prior to traveling and packed my bike helmet. What a great program. It is a wonderful way for out of towners like myself to explore the city and get some exercise. Two things i want to really give a high five too. and that is the the price. I believe it was \$ 5 or 6 for the day AND you could check the bike out for an hour. The hour allowed me to really ride around and not stress about finding the next station to check in/then check out the bike again.

**Kelly Corn**

I have annual memberships to B-cycle for 2 years. I use B-cycle to get to appointments at her the drive or use public transportation. I also use it socially and for exercise. The b cycle program helps reduce pollutant from car and auto use, provides an affordable way to travel and to get exercise. Please consider expanding this program.

**Kate Macdougall**

Excited about possibility to expand the cycling network in Houston. Would be great to be able to get around more of Montrose/Washington/Heights without cars. Please consider funding for safe connections (without having to cycle downtown), and the B-Cycle program. Thanks!

**Jeff Henrichs**

I have used B-Cycle to cut my driving time dramatically and lose 70 lbs. I use B-Cycle for most errands, including driving to and from work. The best thing about B-Cycle is that I do not need to worry about parking and storing my bike. No bike theft, no difficult maintenance, no hassles. This is the type of program that can get Houstonians out of their cars and into the fresh air. As bike lanes and other accommodations for bicyclists have expanded, I have found B-Cycle's utility has also expanded. Further expansion would greatly improve this program. Please help this program expand across the entire Houston area.

**Simon Garfield**

I support Houston Bike Share's application for funding to expand our city's B-cycle program. Houston B-cycle contains 29 stations and 190 bikes. A grant from Houston-Galveston Area Council (HGAC) will allow the program to triple in size by providing the funding to add 71 stations and 600 more bikes. Ridership on Houston Bike Share's system is up by 20% over the first six months of 2015 compared to the same time period last year. More people in Houston are choosing to get around our city by other means than a car - which means less traffic, less pollution, and healthier people. Each new station in the Bike Share system greatly expands the usefulness of the overall system as it provides a new destination to connect to each of the existing stations. I urge HGAC to provide the funding to make Houston Bike Share's expansion possible.

**Bob Stokes, Susan Christian, Lien Ng, Marcela Segade, Paul Naughton, Alexander Coghlan, Diana DuCroz, David de la Cerda, Ray Cruz, Michael Paras, Rachael Strong, Kevin Bates, Carmon Keever, Marco Gomez, Garrett Warren, Corey Scherrer, Jeff Peoples, Scott Rubenstein, Baker**

**Goldsmith, Jeffrey Carey, Patrick Lamb, Tom Compson, Lisa Lin, Paul SoRelle, Rene Galvan, Alina Bennett**

Because of B-cycle Houston, I explored the gentrification of downtown Houston, EaDo, and other areas. Because of B-cycle Houston, I biked with two girlfriends one Saturday this spring. Because of B-cycle Houston, I was confident to try B-cycle Austin. Because of B-cycle Houston, I have an activity to share with friends and venture to new destinations. Because of B-cycle Houston, I found new reasons to be a proud Houstonian. I urge HGAC to provide the funding to make Houston Bike Share's expansion possible. More people in Houston are choosing to get around our city by other means than a car - which means less traffic, less pollution, and healthier people. Each new station in the Bike Share system greatly expands the usefulness of the overall system as it provides a new destination to connect to each of the existing stations.

**Rhonda Hill**

Having lived in two large forward thinking cities (Sydney and New York City), it is clear to see the importance for alternative modes of public transportation as large cities grow. I'm a big supporter of public bike share programs such as B-Cycle as an affordable, green mode of transportation. I'm hopeful B-Cycle will be given very strong consideration for their grant request

**Philip Morgan**

As a long distance cyclist, I just want to express my thanks and support for the bike share in the downtown area. Although I live in Sugar Land, I work downtown and am hoping (when the weather gets cooler) to take advantage of one and bike around town during my lunch hour. The bike lanes are super also. Thanks again!

**Gail Anawaty**

This B-Cycle program is vital to the city because more individuals will become fit. The maintenance costs would not be as high as a bus would offer, plus this would reduce greenhouse emissions within our city limits. Please extend this outside of 610 due to a high population of walkers on the southwest side of Houston. This will definitely profit the city.

**Jose Noriega**

I'm writing in regards the Houston B-Cycle program. I would like to congratulate you for launching this great initiative that reduces the number of cars in downtown, improves the health of the Houstonians using the Bicycles, and also improves our image as a city that is ready for advanced community oriented services. Keep it going and thanks!

**Gabriel Tovar**

I have recently visited Austin, Chicago and Indianapolis, path for bike lane is good idea. However, observing those cities, I prefer to have bike lane along with side walk. Reasons are safety, and green or any color bike lane will fade out and more maintenance will be needed.

**Peter Patel**

Please expand the B-cycle program. As someone who used to ride around cities on a bike I have lamented the ability to do so for the past seven years that I have lived in Houston. Bike share programs are great, but Houston lacks enough of the bike systems to allow the program to be more than a novelty. As the inner-loop of Houston becomes more developed I hope that the bike systems are expanded; linking where people live to popular destinations.

**Tyler Hannah**



Bicycling is a part of public transportation and deserves to receive funding because of many reasons. Cycling reduces congestion and traffic because it is an alternative method to commute that has the potential to take less time than driving. It also provides an opportunity to get exercise and feel better about being healthy. We only need the power of our legs to use a bicycle, so cycling also makes the environment cleaner and greener. Sometimes cycling on the roads can be dangerous and discouraging to individuals who would like to try a less stress way to commute. It is important to recognize cycling as part of public transportation and allocate the funding it deserves.

**Becky Costigan**

We love the Houston Bike Share program. I would like to see more bike pickup and drop-off locations in downtown Houston. People have really been enjoying this option of getting around. Houston even put in a special bike path/route so the people driving cars can see them a lot better.

**Debbie Lout**

The Energy Corridor District supports the use of TIP alternative transportation funds to expand Houston's B-Cycle Bike Share program by adding 71 stations and 610 bikes over an 18 month period. Someday the program may reach across the city limits to suburban homes and work places like The Energy Corridor. As general manager of the Energy Corridor and a member of the H-GAC TAC I fully support the B-Cycle Houston Bike Share TIP application for funding through the 2015-2018 TIP call for projects.

**Clark Martinson**

As transportation coordinator of The Energy Corridor District, I support Houston Bike Share in their pursuit of transportation funding for the expansion of the Houston B-cycle program through the 2015-2018 Transportation Improvement Program Call for Projects. This particular project (#300378) will greatly expand multi-modal options for Houston residents, workers and visitors. It will provide much needed connections to our parks, businesses and other services, thus contributing to improved quality of life.

**Kelly Rector**

I am a user of the B-Cycle program, and many days I am able to go without the use of my car. The B-Cycle program also leads to a better sense of community because you can slow down and observe a lot more of your neighborhood - not to mention closely explore parts farther afield. As such, I would highly recommend that you provide a grant to B-Cycle to continue expanding and providing great and affordable service to its users!

**Ammad Waheed**

I am a regular user of the Bike share system. It is a fantastic asset for the city and I fully support its continued expansion. Bike share schemes are expected in any major global city these days. I use them when travelling for business or leisure. I was excited to find the scheme in Houston when I moved back here this year after 6 years working overseas. I mostly use the bikes at lunch time, when I can ride from my downtown office to local restaurants in downtown, midtown areas. It is much more convenient than driving. Expansion of the system, particularly around Montrose area would be a big enhancement. I urge HGAC to provide the funding to make Houston Bike Share's expansion possible.

**Alastair Cullen**

The Uptown Houston District supports the Westchase District's pursuit of transportation funding through the 2015 - 2016 Transportation Improvement Program Call for Projects. The Westheimer Road Pedestrian-Transit Improvements, the Center Point Hike and Bike Trail and the Walnut Bend Roadway Reconstruction projects are worthy of your funding.

**John Breeding**



Please strongly consider supporting proposal 300378, the expansion of the City B-cycle bike-share program. It is a great service that should be encouraged. More bikes on the road = less traffic, less pollution and a healthier population of Houstonians!

**Kenneth Loiselle**

Please expand bicycling mobility options by supporting bike share programs like Houston B-cycle, bike path extension and connection, and designated bike lines that are maintained and cleaned regularly.

**Steve Lopez, Christopher Niblock, Daniel Oko, Tyler Hannah**

The Houston Bike Share B-cycle program has substantially improved my quality of life while living in Houston. I love the ability to use multi-modal transportation while out and about in this amazing city. The convenience of being able to jump on a bike in one location and then drop it off at another has allowed me to explore parts of the city I never would have without the program. I strongly support the program and believes it shines a spotlight on the progressive transportation beliefs in this city. Please support Houston Bike Share in their efforts to grow!

**Tyler Roehm**

Having lived in two large forward thinking cities (Sydney and New York City), it is clear to see the importance for alternative modes of public transportation as large cities grow. I'm a big supporter of public bike share programs such as B-Cycle as an affordable, green mode of transportation. I'm hopeful B-Cycle will be given very strong consideration for their grant request

**Philip Morgan**

B-share is truly the turning point in alternative transportation in Houston. I live beside Hermann Park and everywhere people are just loving this. It's difficult not to smile when riding one. :)

**Sean Murphy**

The B-cycle program has been a great success thus far. I use the bikes 4-5 times per week for short trips to shorten my commute, get groceries, and run other errands. This is a valuable program that promotes a healthy environment and personal health as well. Expanding the number of stations and bikes will influence more to use the program, which will make Houston a better city for all. Please fund the B-cycle expansion project!

**Jairo Matthews**

I have been a subscriber to the Houston B-Cycle for 2 years now and I absolutely love it. It allows people to have a lot more flexibility in how & when they commute. It also helps promote health lifestyle in a car-centric city

**Veronica Hernandez**

I have been essentially car-less in Midtown/Montrose/Downtown Houston for the last 6 years. I ride the rail and walk a lot. The b-cycle service is extremely useful when there are stations close to where I am coming and going. More stations make it more useful - and in my opinion, each new station provides a higher value than the one before it, because the network effect increases the value of the whole system by a larger amount.

**Josiah Hamilton**

A couple years ago, I was a regular user of the Houston Bike Share program. It was fun, convenient, and cheap enough for a membership that I could easily justify it while I couldn't afford a bike or store one in my small apartment. Now that I live further west inside 610, there aren't any stations near enough to me that I can use the program without first having to travel by car or bus to another part of town. More funding for their project would go a long way towards helping Houston become a more bike friendly city, and would come at a good time considering the city's current bike plans being discussed and

implemented. It also fits well with Metro's new bus network, and could play a key role in reducing traffic and pollution, while changing the way people see their neighborhoods and the neighborhoods around them.

**Andrew Douglas**

I don't use the bike share program daily, but I do enjoy it as much as possible. One day I decided to ride it to go pick up my car from a mechanic's shop. Little did I know the closest stop was quite a bit away (looked closer on the map!) and in 100+ degree weather, that was not a fun walk. I tried waiting for the bus, but after waiting 10 minutes I decided to walk it because the shop was going to close. Long story short, lots of sweat and 20 minutes later, I was finally at the shop to pick up my vehicle (no Metro had passed by within this time frame, either mind you). Another B-cycle station would have been AMAZING and saved me over 20 minutes! I could've ridden that distance in less than five minutes! Please fund their expansion. The more stations, the more users will find them useful for their daily errands and transportation needs. The stations are very centralized right now

**Mayra Bedigan**

I hope funding is added to expand the Houston Bike Share program! The program grants physical activity opportunities and alternative transportation options to a huge cohort of Houstonians. Houston Bike Share will help reduce our city's alarming obesity rates and develop a culture of health and fitness in Houston. I see people biking on B-cycles in my neighborhood and around the city who normally would be driving to their destination and spending their transportation time sitting instead of being active on a bike. Please consider funding to this important project to improve the health of our city!

**Elyse Heob, Christopher Johnston**

BikeHouston Additional Comments on Top Priority Bicycle Projects. As the bicycle advocacy organization for the Houston region, we fully support providing maximum funding for pedestrian and bicycle projects. In addition to our submission on the B-cycle expansion (project ID: 300378) we would like to submit the following comments on top priority projects. It appears as though we will not have enough funding to support all ped/bike projects. Every additional ped/bike project we can fund helps bring us closer to meeting regional goals and is an efficient way to spend taxpayer dollars. Regional goals met by providing safe infrastructure for people on bicycle and on foot include economic competitiveness, as we become more livable, we can attract and retain a talented and mobile population; reducing traffic, people ride bicycles for transportation when there is a safe and efficient way to do this, and getting into compliance with federal air quality standards. We encourage you to fund the greatest possible number of pedestrian and bicycle projects. Thank-you for all of your work to improve our region. We look forward to working with you to continue progress towards meeting our regional goals. BikeHouston Top Priority Projects: 1. Expansion of Houston B Cycle to Rice and the Med. Center. (Project ID: 300378) We are very supportive of this project see Letters of Support in application and via public comments. This project meets Regional Priorities of connecting activity centers and multiple modes of transportation. It also provides access to bicycles and will get more people riding. At the hundreds of public events and meetings we attend we hear constantly about the desire for more Houston Bike Share stations. People are interested in having more transportation and recreation options, expanding Houston Bike Share will allow this to happen. 2. Memorial Park: Connections along the Utility Corridor from Uptown. (Project ID: 300435) We fully support building this trail connection, it meets regional priorities of providing access to activity centers and major destinations. It will provide much needed access to Memorial Park via alternative modes of transportation as well as allowing commuters and others to travel to destinations in the Uptown-West Loop areas and beyond. It will also provide an example of how we can begin using our utility corridors as alternative transportation and recreational facilities. 3. Westheimer to Richmond Utility Corridor Trail, ultimately connecting to Westchase Library Loop, Brays Bayou and HCC Westchase campus. (Project ID: 300474) We are fully in support of building trail connections and using the new CenterPoint utility corridor easements. Again, this is a great project to fund to demonstrate that

the CenterPoint agreement can work. It also meets the priorities of making trail connections and connecting activity centers. It will connect into the Library loop, to Brays Bayou Connector trail (planned, designed and in process of being fully funded) and on the Westheimer end it connects to HCC campus in Westchase. It ultimately connects an entire area of Houston to the HCC campus. 4. Path along Beltway 8 from Memorial Drive to Terry Hershey Park and Brian Forrest. (Project ID: 300525) We strongly support this project. We recognize that the planned trail width of 8 feet is below the ideal standard width of 10 feet, however providing a separate facility will greatly improve safety and increase the number of people interested in using the facility. We strongly support building this facility because of the multiple connections it provides and recognize that it meets the priorities outlined by the Regional Pedestrian and Bicycle Plan. 5. Galveston County, FM 518 path to connect to elementary, middle, and high schools (Project ID: 300534) We strongly support this project as providing safe routes to schools, a major activity center, is a priority. 6. Precinct 4, Townsen Park-n-Ride Multimodal Connector, hike/bike trail that connects the Townsen Park-n-Ride with the regional Spring Creek Greenway trail system. (Project ID: 300540) We strongly support this project as providing multi-modal connections is a priority. 7. IH 10 to Woodforest Dr to FM 526 to Freeport St. 13 mile, 8-foot wide shared use path across Greens Bayous to access the Park and Ride, parks and post office. (Project ID: 300546) Strong support based on safety of shared use trail, as it is a separated facility, and because of the multi-modal connections it provides. Again, 8 feet is not ideal but is safer than a bicycle lane or on-street facility given roadway speeds. 8. Buffalo Bayou Heritage Corridor, fill in the trail gaps from McKee Street to west of UPRR. (Project Id: 300549) Strong support, meets priorities of making connections to existing trails eliminating gaps and barriers and serves lower income neighborhoods. 9. Shopping and transit connections via shared use path on FM 1960, Mills Rd to SH 249. (Project ID: 300561) Support this project as it provides safe connections to multiple destinations including transit and activity centers.

**Mary Blitzer**

## **Comments Received After the Public Comment Period Deadline**

I support expanding the B-Cycle program and other proposals to improve transportation by bicycling and walking.

**William Mintz; Ginger Carkson; Cicely Wynne; Annalee Gulley; Annette Olsen**

My partner and I have used B-cycles twice. We wanted to test riding bikes to see if we were interested in buying bikes. I think this is a really neat program and the idea is great. However, I think it needs "tweaking". I think it would definitely be handy and useful for someone who lives VERY near a B-Cycle station who needs to get to short distances, especially ones that are hard to park at and definitely better for the environment. If you look at the reason that we rented the cycles, this is why it isn't so great: it is hard to get to another station before the hour is up. The closest station to us and the one we use is at Studewood Park (we definitely have to drive to get to it) and the other stations are not that close to that area. Also, the bikes are really heavy (weight wise) for riding around. That's just us! For people who use them to get from point A to point B without getting their vehicle out or who don't have a vehicle, I'm sure they're great! Even so, I think it is hard to dock the bike and re-check it before an hour is up. It's an interesting idea but needs some improvement.

**Diana Walker**

I'm aware that B-Cycle advocates have asked H-GAC for \$4.4 million to add about 70 new stations over three years and triple the number of bikes. I ride frequently as an out of townner who visits downtown on business and it's proven an accessible and easy way to get around. I think outlying stations within a 30 minute bike ride from those that already exist would be most beneficial, and should be added incrementally.

**Bob Vassar**

We need more bicycle paths ! Connect Columbia tap to braes more extensively and provide easier access to braes around the med center. More north - south connectors west of Kirby are really needed as well!

**Charles Metzger**

I'm sure you are aware of the med center, Rice U and Village cycle stations. They point out in an email today that "we only need the Houston-Galveston Area Council to choose the proposed TMC/Rice/Village B-Cycle sites to receive a portion of the matching funds they will soon be disbursing for the next citywide B-cycle network expansion." I strongly support this and hope you do as well.

**Bob Wiemer**

I definitely support the expansion of the B-cycle program in Houston (Med Center/Rice/Village, etc) along with better bike paths and alternate transportation options. It just makes sense to give people more options as well as helping fitness, being a boon to tourists and making the city more livable.

**Dr. G. Hsieh; Sjoerd Hoekstra**

I strongly support the proposed addition of B-Cycle stations in the Rice/TMC/Village areas as well as the TSU/3rd ward areas. The B-Cycle program has been a widely used asset to the community and serves to improve city center transportation and public health while reducing car traffic on Houston streets. Funding additional stations will help expand the reach and value of the network and will further enhance an important asset to the area.

**Michael O'Connor**

I am an avid user of the b-cycle program. I live in the heights and work downtown. I use Bicycles to get around downtown faster; and, indeed, was able to replace a car for about four months with a combination of bcyle, zipcar, and buses. With the new bus schedule, I think it is even more important to have more

stations, especially near bus stops.

**Tim Tyler**

Sending you a message to chime in my support for Houston B-Cycle, specifically their plans to expand in the Houston area, hopefully supported by your organization. I am a 2-year member of Houston B-Cycle, and use it most every day, for short errands in the downtown area as well as a leg in my commute home in the afternoon, to either Montrose or the Medical Center. I would like to see the share bike system expand to thus have my use of it expand, to both shopping and recreational use. I'm specially interested in seeing stations in Rice U, the Texas Medical Center, Rice Village, and Greenway Plaza.

**Kevin Lacobie**

Dear Houston-Galveston Area Council, I would first like to congratulate you for the exciting expansion of your B-Cycle program. Bicycling produces none of the air pollution of driving, promotes health, lessens traffic, and provides low-cost transportation. Despite these benefits and the rental program, however, bicycling routes in Houston are still scarce and sketchy. As a citizen concerned for the health of both Houstonians and Houston, I ask that the Houston-Galveston Area Council please consider linking Houston's scattered bike lanes and renovating existing routes in the upcoming infrastructure meeting. Houston has one of the worst air pollution rankings in America. Just this year the American Lung Association's annual city ranking moved our city from 7th to 6th dirtiest city for ozone levels. This is no small matter. More ozone means our 1.76 million children are at significantly higher risk of developing bronchitis and lung disease, our 631 thousand elders have increased respiratory and cardiovascular diseases, and all 6.5 million of us live in danger of asthma, pulmonary infection, and premature death. It also equates to starving trees, making them susceptible to pests and disease in Houston's many parks and wildlife centers. Though any policy to reduce ozone would be a boon, encouraging biking is particularly beneficial. Bike riding completely eliminates the ozone emissions from a daily commute, while also strengthening the lungs and hearts of the rider. Beyond the potential health benefits, a comprehensive bike path system would better serve thousands of Houstonians. Almost 20% of Houstonians live below the poverty line. Having no money for a car, many attempt to bike the pavement to go make a living. Yet the neighborhoods in which they live have some of the most cracked, littered, potholed, and otherwise dangerous routes in town. A recent Bike Houston survey interviewed many of these riders. Those interviewed stressed the need for new pavement on common commuting routes, among them Hutchins Avenue between Alabama and Polk, St. Emanuel beneath the Interstate 45 overpass, Dowling between Wheeler Ave and the Interstate 45 overpass, Mykawa near the Loop 610 overpass, and Alabama near the Houston Community College Central campus. As one who has personally experienced Houston's so-called bike routes, the occasional Bike Route sign is often the only indicator that the streets are meant to be shared with bicyclists. The sidewalk is narrow and uneven, but many of those who commute to work do not have the lights and helmet very much necessary to interact with Houston drivers. In effect, bike routes in the areas listed above exist only on paper, to the detriment of thousands who cannot ride on these 'paper-only' routes. For the sake of a healthier, safer, greener Houston, I urge you to support a comprehensive cycling network.

**Emily Soice**

I live in the Museum District and wholeheartedly support bike sharing. Even NYC has new bike lanes. Of they can do it, we have no excuse. For tourism, reputation, and taxpayers/- please okay funding bike sharing.

**Deborah Fiorito**

Thank you for accepting public comment on the proposed plans. I would like to support all the plans which include shared bikes, bike ways and walkways. I am saddened to see that none are in Clear Lake/Houston area. We desperately need a bike path along Clear Lake City Blvd all the way under I-45 to Clear Brook High School. There is no way to get to or from our zoned high school other than car or bus.

In addition, Hwy 3 from Clear Lake City to Bay Area Blvd needs a walk/bike path. Every day I see people biking or walking, even with strollers, along the shoulder from the apartments to stores and jobs.

**Marie Michnovicz**

I support Houston Bike Share's application for funding to expand our city's B-cycle program. I work in Midtown and the bike share program is a great additional mode of transportation to local restaurants and businesses -- ones I wouldn't normally go to without a bike since they are too far to walk and not worth the hassle of driving to. Houston B-cycle contains 29 stations and 190 bikes. A grant from Houston-Galveston Area Council (HGAC) will allow the program to triple in size by providing the funding to add 71 stations and 600 more bikes. Ridership on Houston Bike Share's system is up by 20% over the first six months of 2015 compared to the same time period last year. More people in Houston are choosing to get around our city by other means than a car - which means less traffic, less pollution, and healthier people. Each new station in the Bike Share system greatly expands the usefulness of the overall system as it provides a new destination to connect to each of the existing stations. I urge HGAC to provide the funding to make Houston Bike Share's expansion possible.

**Justin Chan**