Appendix A
Previous Plans & Regulatory Review

Bay Area Pedestrian and Bicycle Safety Plan
September 2024

MEMO

TO: Sanford Klanfer, Houston-Galveston Area Council, Senior Planner
Jorge Bustamante, P.E., Harris County Precinct 2, Senior Planning Manager

CC: Andi Vickers, Halff Associates, Senior Planner

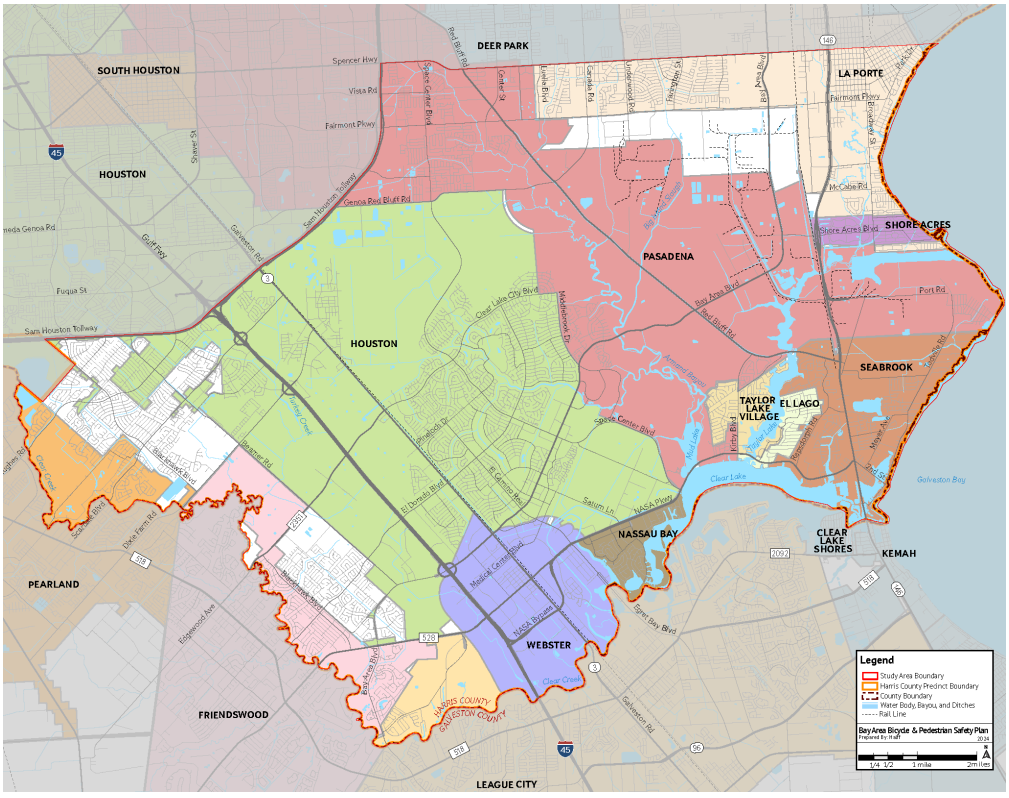
FROM: Louis Cutaia, Halff Associates, Planning Team Lead

DATE: November 21, 2023

RE: **Bay Area Bicycle and Pedestrian Safety Plan: Regulatory Review**

I. INTRODUCTION

This memorandum summarizes a review of the existing regulations and design guidelines that relate to the development and use of pedestrian and bicycle facilities in the Study Area. The Study Area is located southeast of Harris County and in the jurisdiction of Harris County Precinct 2. The Bay Area (Study Area) is defined as Harris County line to the south, I-45 and Beltway 8 to the west, Spencer Highway to the north, and the bay to the east. There are multiple cities in the Study Area including: Houston, Pearland, Friendswood, League City, Webster, Nassau Bay, El Lago, Taylor Lake Village, Seabrook, La Porte, Pasadena, and Shore Acres. This review will provide a summary of existing regulations and design guidelines that may impact potential project recommendations. It will be important for Harris County Precinct 2 to coordinate with these municipalities when implementing pedestrian and bicycle safety improvement projects.



II. Regulations and Design Standards Reviewed

The implementation of pedestrian and bicycle improvements throughout the Study Area will be dependent upon existing regulations and design standards within each of these municipalities and jurisdictions. Recommendations from this plan may pose an opportunity for potential revisions to these design standards. Below is a review of regulations and design standards for each municipality in the Study Area.

City of Houston

- Code of Ordinances, Chapter 40: Streets and Sidewalks
    - Article XXII Sec. 40-551. Definition: Sidewalk means a publicly accessible firm-and-stable-surfaced path that is improved and designed for or is ordinarily used by pedestrians.
    - Article XXII Sec. 40-554. Sidewalk required, exceptions: sidewalks shall be constructed along all public streets within the City adjacent to a project site.
    - Article XXII Sec. 40-555. Sidewalk Standards: minimum width and safety buffer of sidewalk is prescribed by the design manual and shall include a minimum vertical clearance of eight feet.
- Infrastructure Design Manual
    - Minimum sidewalk width standards are dependent on street type and location. For all roadways within the Central Business District, 8 feet minimum sidewalk width; for major thoroughfares, minimum sidewalk width of 6 feet with special designation for TOD or Walkable Places Street designations. All other roadways have designated 5 feet minimum sidewalk width.
    - Crosswalks shall be installed across all approaches except where pedestrians are prohibited from crossing and shall provide access to all corners of an intersection. Crosswalks shall be ten feet wide and match up with ADA accessible ramps. High visibility crosswalk marking shall be used along collector and thoroughfare roadways requiring extra emphasis such as adjacent to school facilities and transit centers.
    - Hybrid pedestrian signals can be considered for use at a mid-block crossing and should not conflict with the guidelines in the Texas MUTCD.
    - Chapter 17 provides general design requirements for bicycle, transit, and pedestrian facilities. This chapter should be referenced as potential improvements are recommended.
- Master Plans
    - The City of Houston Major Thoroughfare and Freeway Plan list roadway functional classifications with required minimum right-of-way, number of lanes, and sidewalk widths. As applicable, this document should be referenced for consistency, particularly along roadways that do not have existing pedestrian infrastructure or may not be able to accommodate such infrastructure due to right-of-way or environmental constraints.
    - The City of Houston Bicycle Master Plan identifies exiting and proposed facility types based on level of comfort, adjacent land use, and connectivity along area roadways. This document should be referenced and refined based on analysis and project recommendations from this planning process.

City of Webster

- Code of Ordinances, Chapter 74 – Subdivisions
  - Article III, Sec. 74-42. Transportation Improvements: all transportation improvements within the City's jurisdiction shall be designed in accordance with the City design and construction standards. Sidewalks shall be installed by the developer on both sides of all streets within and immediately adjacent to a proposed development.
- Public Infrastructure Design Standards
  - Division 6. Minimum 4 feet sidewalks are required on each side of all local streets abutting residential zoning districts and on each side of major thoroughfares abutting nonresidential zoning districts. Sidewalks must meet ADA requirements with wheelchair ramps provided at intersections and driveways and be located 1 feet within the street right-of-way.
- Master Plans
  - The City of Webster Comprehensive Plan identifies transportation elements that should be considered throughout the City with the overall transportation vision to "Foster a thoroughfare system that provides safe and efficient movement of goods and people and alternative modes of transportation, while also protecting the integrity and security of neighborhoods."
  - The Thoroughfare Plan section identifies roadway classifications along with necessary right-of-way, number of lanes, and design characteristics.
  - The Bikeway Plan section identifies three bicycle facility types: bike lane, hike and bike trail/shared-use path, and sharrow. Design of these facilities should incorporate the all ages and abilities best practice guidance.

City of Nassau Bay

- Code of Ordinances, Chapter 19 – Traffic
  - Article II, Sec. 19-20. Crosswalk is any part of roadway at an intersection within the connections of the lateral lines of the sidewalks opposite sides. Sidewalk is the portion of the street intended for use by pedestrians between property line and adjacent curb line or roadway.
  - Article 1, Sec. 19-2. Signs, signals, marking or device for the purpose of regulating, warning, or guiding traffic shall be approved by City and conform to state highway department's manual and specifications.
- Code of Ordinances, Appendix A -Zoning
  - Article 16.5-200. Wherever an access driveway, alley, vehicular access easement or other vehicular circulation path crosses a public sidewalk or other pedestrian path, a crosswalk treatment shall be installed consisting of a material that contrasts with the adjacent pavement in both texture and color (e.g., brick pavers, patterned concrete, etc.).
- Code of Ordinances, Appendix B-Subdivisions
  - Article IV, Sec. 2. All commercial streets shall have a minimum right-of-way width of seventy (70) feet. All residential streets shall have a minimum right-of-way width of sixty (60) feet. Fifty-foot width exceptions may be granted by the planning commission where only single-family residential lots abut such streets.
- Street Restrictions and Regulations
  - Vehicles approaching from either direction must stop for pedestrians who are in marked pedestrian crossing lanes which cross the street. This requirement also applies for

pedestrians who are on either side of the street, in marked pedestrian crossing lanes, and are in the process of crossing the street.
    - Bicycles are allowed on sidewalks, unless prohibited by neighborhood association rules and may use all City streets.
- Master Plans
    - Comprehensive Plan details opportunities for improved bicycle and pedestrian mobility opportunities throughout the City. At this time sidewalks are not recommended in the residential neighborhoods, although other pedestrian safety components, such as speed limit enforcement, pedestrian crossing signs and crosswalks should be considered where appropriate. Sidewalk investments should be considered in high pedestrian use areas within the "Urban" and Mixed Use designations on the Future Land Use and Character Map, particularly areas that connect commercial centers, such as linking the future expanded Methodist hospital campus and the Town Square.

City of El Lago

- Code of Ordinances, Chapter 1 General Provisions
    - Sidewalk is defined as the portion of a street between the curb lines, or the lateral lines of a roadway, and the adjacent property lines intended for the use of pedestrians.
- Code of Ordinances, Appendix-Zoning
    - Chapter X, Sidewalk – sidewalks shall be installed for all new construction on both sides of all internal streets in City where lots are used for residential purposes, to facilitate pedestrian traffic on lots for commercial purposes and on lots used as public facility zones.

City of Taylor Lake Village

- Code of Ordinances, Chapter 66-Subdivisions
    - Article III. Sec. 66-113. Sidewalks shall be constructed along and adjacent to both sides of all streets.
- Code of Ordinances, Chapter 74-Traffic and Vehicles
    - Article 11. Sec. 74-35. Pedestrian crosswalks shall be provided at the following locations to improve public safety and welfare: Shady Springs Drive and Forest Lake Drive; Elderwood and Forest Lake Drive; and Laurel Grove and Forest Lake Drive.

City of Seabrook

- Code of Ordinances, Chapter 80-Subdivisions
    - Article III. Division 2. Sec. 80-126. Sidewalk shall be constructed on both sides of all roadways with a minimum of four feet in residential subdivisions and five feet in nonresidential subdivisions when immediately adjacent to curbs.
- Code of Ordinances, Chapter 90-Traffic and Vehicles
    - Article II- Speed Restrictions. Aide from major roadway such as SH 146, Nasa Road 1, Red Bluff Road, and Repsdorph Road, many local roadways in the City have maximum speed limits of 25 miles per hour.
- Subdivision Design Standards
    - Sidewalks of 4 feet are required on each side of public residential streets and 5 feet on each side of a commercial street designated as a major thoroughfare. Sidewalks are not required on public commercial streets designated as collector or local street. Wheelchair ramps are required at all intersections and driveways that contrast with adjoining pedestrian routes.

- 2040 Comprehensive Plan
    - The Thoroughfare Plan section identifies six roadway classifications: controlled access facility, principal arterials, minor arterials, collectors, local streets and industrial streets. Aside from the controlled access facility and industrial street classifications, all roadways have minimum 5 feet to 6 feet sidewalk width.
    - Land use integration looks to promote multi-modal facilities such as trails and bike paths through floodplain and along easements and channels to provide improved connectivity.
- Parks and Open Space Master Plan
    - Identified a series of sidewalk and trail infrastructure improvements throughout the City with minimum design widths ranging from 4 feet to 6 feet wide sidewalks to 8 feet to 10 feet wide enhanced sidewalks and trails.

City of La Porte

- Code of Ordinances, Chapter 70-Traffic and Vehicles
    - Article IV. Traffic Control Devices Sec. 70-144. The chief of police is authorized to designate and maintain appropriate traffic control devices such as crosswalks and intersections and establish safety zones of such kind where necessary.
- Paving Design Criteria
    - Sidewalks meeting ADA requirements are required on each side of all public streets. Developer is responsible for the installation of all sidewalks in a new development including along parks, drainage channels, public utility easements, and detention ponds. Standard sidewalk width is 4 feet but when adjacent to curb or existing conditions allow, 6-foot sidewalk shall be used.
    - Sidewalk wheelchair ramps are required at all intersections and 90-degree bends in the street shall adhere to ADA standards.
    - Sidewalk construction in an esplanade shall be at esplanade noses only and be constructed as a pedestrian refuge area that are 6 to 10 feet wide meeting ADA design criteria.
- 2023 Comprehensive Plan
    - Transportation and Mobility Section identified the top three priorities for the community were to provide complete streets that accommodate all modes, a connected sidewalk network and improved off-street bike and pedestrian network.
- 2020 Parks, Recreation, and Open Space Master Plan
    - Hike and bike trails were proposed throughout the City providing additional connectivity to major activity centers and parks. Major roadways like Spencer Highway were recommended as a future trail/shared-use path along with additional trail alignments along creeks and drainage channels.

City of Pasadena

- Code of Ordinances, Chapter 32-Streets and Sidewalks
    - Article II. Division 2. Sec. 32-29. When a building is constructed, sidewalks shall be constructed and installed on all sides of building fronting or siding the street except when 50 percent of block has already been developed without sidewalks. Sidewalks should be a minimum width of four feet.
- Code of Ordinances, Chapter 8-Bicycles and Motor Assisted Scooters
    - Sec. 8.2. All pedestrian have the right-of-way on a sidewalk and bicycle and motor assisted scooters shall yield right-of-way to pedestrians.

- Code of Ordinances, Chapter 36-Traffic
    - Article VIII. Sec. 36-197. Crosswalks are required between adjacent intersections at which traffic control signals are in operation. No pedestrian shall cross a roadway other than at a crosswalk in a business district or within 600 feet of property line of school.
- 2020 Pasadena Healthy Parks Plan
    - Identifies proposed neighborhood connection and regional connection opportunities to support existing trail infrastructure in the City. This would improve overall connectivity and provide access to parks and open spaces.

City of Shore Acres

- Code of Ordinances, Appendix A-Subdivisions
    - Section 11. Sidewalks shall be a minimum of four feet in width. Minimum right-of-way width based on street classification is as follows: Major Street 80 feet; Secondary or Collector 60 feet; and Local or Residential 50 feet.
    - Section 5. While sidewalk shall be provide in all subdivisions, they are not required along a corner lot if it would not serve a purpose.
- Code of Ordinances, Chapter 62-Traffic and Vehicles
    - Article II. Division 2. Sec. 62-61. Traffic sign program coordinator and chief of police have joint responsibility in determining placement of traffic control signs and devices.

City of League City

- Code of Ordinances, Chapter 110-Traffic and Vehicles
    - Article VIII. Sec 110-261. Pedestrian shall not cross at any place except in a marked crosswalk between adjacent intersections with traffic control signals in operation.
- General Design and Construction Standards
    - In residential areas, sidewalks shall be constructed on both sides of the street. The sidewalks shall be located as far as practical from the traffic lanes and usually close to the right-of-way lines. Clear sidewalk width shall be four-foot (4') minimum. On collector streets, sidewalks are to be constructed along both sides of the street with a width of 5 feet minimum. Curb-cut ramps shall be provided at cross walks to accommodate physically handicapped persons.
    - Mid-block crosswalks are not permitted without the approval of the City. The specific conditions which warrant a mid-block crosswalk must be provided to support the request for a design variance.
- 2017 Parks, Trails, and Open Space Master Plan
    - Primary trails should be 8' – 10' wide along major roadways providing access to area destinations and provide ease of access for all users.
    - Secondary trails along drainage and utility corridors that are minimum 8 feet are proposed to improve connectivity between major destinations and serve a variety of users. When along roadways, they should be located along both sides of the street.

City of Friendswood

- Code of Ordinances, Chapter 70-Streets, Sidewalks, and Other Public Spaces
    - Article III, Sec. 70-64. Sidewalks are required along all streets except where open ditch streets are approved and may not be required if the safety of such pedestrians does not require sidewalks.

    - Article III. Sec. 82-107. The city traffic director has authorization to design and maintain crosswalks at intersections where there may be a particular danger to pedestrians crossing the roadway.
- 2020 Design Criteria Manual
    - Where sidewalks are required, they shall have a minimum width of four (4) feet, except on TxDOT rights-of-way where the minimum width shall be five (5) feet. Sidewalk wheelchair ramps shall be required at all intersections, and at or through all driveways where required. The design and installation of such ramps shall comply with Texas Accessibility Standards Architectural Barriers requirements.
    - All sidewalks in new development shall be a minimum of five feet from back of curb and two feet from edge of public rights-of-way and shall not be in utility easements.
    - City does have specific traffic requests that can be recommended from residents including pedestrian facility requests, school zone safety requests, and speed control requests. All of which require an approval process and additional studies before implementation.

City of Pearland

- Engineering Design Criteria Manual
    - Sidewalks are required on each side of all public streets that meet ADA and TAC standards. The developer is responsible for the installation of all sidewalks including along parks, drainage channels, public utility easements, pipeline easements and detention ponds.
    - Sidewalk wheelchair ramps shall be required at all intersections and 90 degree bends in the street and shall adhere to ADA design criteria.
    - Pearland recognizes three basic classifications of public roadways that include major and secondary thoroughfares, major and minor collectors, and local streets. Each class provides a certain degree of continuity, capacity, and accessibility to adjacent land uses. Sidewalk widths are generally 6’ minimum except for local streets which are 4’ minimum widths.
    - Trails along street rights-of-way shall be a minimum of 10 feet wide and constructed of concrete, or pervious concrete/materials.

Harris County

- Standard Engineering Design Specifications
    - 4 feet minimum width is standard for sidewalks located in non-transit corridors. 6 feet minimum width is standard for sidewalks in transit corridors.

III. Other Considerations

Although many master plans have been referenced from various municipalities located within the Study Area, there may be additional small area plans, neighborhood or corridor specific plans that have not been referenced in regard to design regulations. These plans may detail additional design considerations at the intersection or corridor level that should be referenced in implementation.

End-of-trip facilities is something that was not included in this review as much of this depends on property ownership. Several programs have been implemented locally and throughout the region that provide incentives for employers or property owners to provide end-of-trip facilities. In addition, land use has a direct affect on someone’s experience when walking and bicycling. Setback requirements and

parking restrictions should be reviewed by municipalities to determine the applicability of best practice guidance in promoting efficient use of land and city resources.

IV. Takeaways

In addition to capital investments, a community's ordinances and design documents represent one of the most substantial tools which a local government can use to develop a comprehensive network of safe pedestrian and bicycle facilities. active transportation facilities. The review of regulatory tools for municipalities and jurisdictions within the Study Area reveals the following themes:

- **Sidewalk Minimum Width.** Based on best practice guidance at the local, state, and federal level minimum sidewalk design width should be 5' along all streets. This provides an opportunity for improved walkability and connectivity. within these jurisdictions. ode does not include any provisions that limit the type of vehicle use that may occur on a City sidewalk or multi-use trail.
- **Trail Typology and Standards.** There are various design standards for trails located along roadways as well as those along drainage channels and easements. It will be important to consider the overall connectivity of the trail system in relation to the existing pedestrian and bicycle network to determine the most appropriate design recommendation.
- **Median/Mid-**Block Crosswalks. Many of the regulations do not state the need for mib-block crosswalks or the appropriate standards for consideration and implementation along local roadways. It will be important to consider mid-block crossing opportunities throughout the Study Area and the necessary traffic control devices to support safe and efficient movement of all road users.

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MEMORANDUM

TO: Jorge Bustamante, Harris County Precinct 2
Sanford Klanfer, H-GAC

DATE: 10/04/2023

FROM: Louis Cutaia, Halff Associates

SUBJECT: Previous Plans and Studies Review

Studies and Plans pertaining to Bay Area Bicycle Pedestrian Safety Plan were reviewed to identify previous planning efforts, projects, and goals. This is to ensure that recommendations made within the Study Area align, relate to, or include prior planning actions and address challenges and efforts highlighted in the previous plans. The Bay Area Bike-Ped Safety Plan can help build upon and enhance current goals and planning efforts within the community. A summary of each planning study is provided along with highlighted goals that should be considered while planning for the Study Area.

REGIONAL OR DISTRICT:

Southeast Harris County Subregional Plan - June 2022

- Entity: H-GAC
- Focus Area: South Houston Pasadena, Deer Park, La Porte, Houston (Spencer Highway – 146 – SH 8- Fairmont Parkway/Genoa Red Bluff Road)
- Focus: Proposed roadway improvements, safety improvements, landscape and lighting improvements, bicycle and trail facility recommendations, natural resource utilization/protection, park concept designs
- Analysis:
    - Vehicle, pedestrian, and cyclist crashes mostly occur at major intersections and along I-45 and SH8
    - 30% of roadway network fatalities involved bikes/pedestrians
    - Priority intersections within the Bay Area Study Area, based on existing level of service and traffic, are mostly along Fairmont Parkway and Spencer Highway, particularly at intersections with Red Bluff Road and Space Center Boulevard
    - Intersections with the lowest level of service score (A through F) were Space Center Boulevard and Genoa Red Bluff Road (F) and Fairmont Parkway and Underwood Road (F)
    - Priority Corridors identified in the Study were the triangle intersections of Center Street, Fairmont Parkway, Spencer highway, and Red Bluff Road
    - Fairmont Parkway and Spencer Highway see 30-31% Truck traffic and 7.5-11% Freight traffic, of all vehicle types
- Recommendations:
    - Potential bus routes are identified along Spencer Highway (SH8 to Luella Boulevard) and Fairmont Parkway (Space Center Boulevard to SH 8)
    - Unsheltered bus stops to be sheltered include stops along Spencer Highway from TX-146 to Luella Boulevard
    - Inadequate lighting at bus stops include stops along Spencer Highway from Sens Road to Luella Boulevard

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- ADA curb ramp improvements are identified mainly along Spencer Highway, Space Center Boulevard, and Canada Road
- Shared-use paths are proposed along all non-local roadways including Fairmont Parkway, Spencer Highway, Space Center Boulevard, Center Street, and Crenshaw Road

Precinct 2 Parks and Trails Plan - March 2022

- Entity: Harris County Precinct 2
- Focus Area: Harris County Precinct 2
- Focus: Parkland improvements, facilities analysis, safety review of facilities, current level of service, proposed parkland and trail connections, and proposed bicycle facilities
- Analysis:
  - Access to parkland is greatest in the Bay Area Study Area when compared to other Precinct 2 areas, with the exception of the City of Webster and areas between SH 3 and I-45
- Recommendations:
  - Short-term Priority Projects include a trail along Bay Area Boulevard from Fairmont Parkway to Middlebrook Drive, a trail along Caw Bayou connecting Exploration green to Nassau Bay, and a trail connecting Bay Area Park to Kipper Mease Sports Complex
  - Short-term Priority Projects include a trail along the full length of Armand Bayou from El Lago to northwest Pasadena, and a trail and shared-use path connection from El Jardin Beach to Clear Lake Park
  - Proposed buffered Bicycle Lanes include:
    - Middlebrook Drive: transforming four lanes into a two-lane facility with bicycle lanes in both directions

2035 H-GAC Regional Bikeway Plan - 2007

- Entity: H-GAC
- Focus Area: Harris, Brazoria, Galveston, Waller, Montgomery, Chambers, and Fort Bend County
- Focus: Allocation and summary of proposed bicycle improvement project locations and funding
- Recommendations: The Proposed Bikeway Facilities Map identifies a number of bike lanes and shared use paths along major throughfares in the Bay Area Study Area which include:
  - A proposed bicycle lane along SR 3/ Galveston Road (which has been constructed)
  - A proposed shared-use path along Red Bluff Road (which has been constructed), along Bay Area Boulevard, Beamer Road, Genoa Red Bluff Road, Toddville Road, El Camino Real, Clear Lake City Boulevard, Hughes Road, Freemont Parkway (which has been constructed), and other collector streets

  The proposed bikeway projects are identified as partnership opportunities with the Bay Area Transportation Partnership, utilizing plans from 2003 and additional data to propose the Bike Plan.

Tollways to Trailways – May 2022

- Entity: Harris County Toll Road Authority (HCTRA)
- Focus Area: HCTRA owned and maintained facilities
- Focus: Opportunity for HCTRA to embrace its mission of an evolving mobility system with investments in trail, bikeway, and sidewalk infrastructure across the County
- Analysis:

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  - HCTRA's facilities revolutionized the way in which people move about the region. This Plan serves as a tool to prioritize and invest in projects that advance actionable opportunities aimed at improving mobility for residents, workers, and visitors in the County
  - Five foundations for future investments were identified as goals for this Plan: maintaining momentum, breaking down barriers, supporting healthy communities, advancing equity, and building great places
  - Projects identified through this planning effort were prioritized using a level of benefit and ease of implementation matrix
- Public Engagement:
  - Report identified the process to incorporate public engagement when developing projects. This process provides flexibility in utilizing the right tools to engage the community through each step and provides clear understanding for expectations and level of effort required
- Recommendations:
  - Build 236 miles of safe, high quality multimodal infrastructure across the County placed into three categories: network, spine, community connector, and partnership project
  - Two projects were identified in the Bay Area Study Area:
    - Network Spine: Space Center Blvd from E 13th Street to Middlebrook Drive
    - Network Spine: Houston to Galveston Trail along SH 3

2045 Regional Transportation Plan

- Entity: Houston-Galveston Area Council (H-GAC)
- Focus Area: H-GAC 8-county area including Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, and Waller
- Focus: Better understand the region's mobility needs and develop projects that will safely and efficiently move people throughout the transportation system while conserving the environment
- Analysis:
  - The primary goals for the 2045 RTP are to improve safety, move people and goods across our region efficiently, achieve a state of good repair, strengthen regional economic competitiveness and protect our natural and cultural resources
- Public Engagement:
  - H-GAC hosted more than 20 public meetings and open house events with at least one meeting held in each of the eight counties
  - More than 400 individuals and stakeholder representatives attended the public meetings with nearly 1,200 comments received verbally or provided on comment cards
  - Top priorities included traffic congestion, safety, roadway improvements, and bicycle lanes/trails
- Recommendations:
  - Projects included the following:
    - Port Road from SH 146 to Toddville Road – widen from 4 lane to 6 lane divided – Fiscal Year 2020 Conformity Year 2030
    - Nasa Rd Bypass from FM 528 to Landing Blvd – Construct 4-lane divided roadway with ped/bike accommodations – Fiscal Year 2024 Conformity Year 2030

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- Bay Area Blvd from Brittany Bay Blvd to Clear Creek – Construct Hike and Bike Trail – Fiscal Year 2027
- Bay Area Blvd from Park Bend Dr to Brookside School – Construct 6ft concrete sidewalks with traffic signal and crosswalk improvements – Fiscal Year 2033
- Center Street from Fairmont Pkwy to Genoa-Red Bluff Rd – Design, acquire ROW and construct 4-lane divided roadway – Fiscal Year 2017 Conformity Year 2025
- Underwood Rd from Fairmont Pkwy to Red Bluff – Design, acquire ROW and construct 6-lane roadway – Fiscal Year 2026 Conformity Year 2030

2045 Regional Active Transportation Plan

- Entity: Houston-Galveston Area Council (H-GAC)
- Focus Area: H-GAC 8-county area including Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, and Waller
- Focus: Documents existing conditions of the region's walkways and bikeways and outlines a set of strategies that guide public investment, align efforts across the region, and promote the local use of national best practices
- Analysis:
  - H-GAC developed both bicycle and pedestrian focus areas. Criteria used to determine these focus areas included Job/Resident Density, Intersection Density, School Proximity, Transit Proximity, Crashes, and Environmental Justice
- Public Engagement:
  - H-GAC organized 13 public meetings and conducted a community survey to better understand current needs and opportunities for improvements
- Recommendations:
  - Vision: Pedestrians and Bicyclists of all ages and abilities can travel conveniently and comfortably in all communities using connected, well-maintained networks or walkways and bikeways
  - To bridge the gap between the existing conditions and our vision, a set of recommendations serve as both rallying points and guideposts: Prioritize Safety, Ensure Equity, Connect, Maintain and Monitor, and Encourage. Each recommendation is followed by a set of strategies for H-GAC, our local government partners, TxDOT, FHWA, special purpose districts, and advocacy groups

Regional Safety Plan – August 2018

- Entity: Houston-Galveston Area Council (H-GAC)
- Focus Area: H-GAC 8-county area including Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, and Waller
- Focus: developed to expand collaboration across regional safety stakeholders, provide a framework for development of an action plan and the resources to implement the action plan
- Analysis:
  - Using a data-driven approach, this plan identifies the most frequent motor vehicle crash types, demographic information about drivers involved in these crashes, the location of crashes and drivers involved in them
- Recommendations:
  - The RSP sets measurable targets for crash reduction for each of these safety measures to increase public accountability and transparency while focusing available resources

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CITIES:

2020 Houston Vision Zero Master Plan

- Entity: City of Houston
- Focus Area: City of Houston (north and central portion of the Bay Area Study Area)
- Focus: Identifying injury locations and proposing goals to create safer conditions for cyclists and pedestrians, including Safe Speeds, Communication, Programming, and Safety Systems
- Public Engagement:
    - Speeding cars is the number one concern of residents
    - Top priorities include streets without sidewalks, high-crash areas, areas with high traffic volumes, access/proximity to schools, ped-bike visibility, safe crossing distances, and confusing street design
- Recommendations: Recommendations are made not in specific areas, but as benchmark goals to meet for the system as a whole. These goals include:
    - Constructing 50- miles of new sidewalks each year
    - Constructing 25- miles of high-comfort bicycle lanes every year
    - Developing a City-wide Safe Routes to School Program
    - A means of communication between Council Districts to identify project needs every two years
    - Utilizing signal timing practices to create safer conditions
    - Re-evaluating the Neighborhood Traffic Management Program
    - Revising crosswalk and sidewalk policies and design standards

Clear Lake Pedestrian and Bicycle Study – September 2011

- Entity: H-GAC
- Focus Area: I-45 – NASA Parkway, Space Center Boulevard, Cow Bayou, El Dorado Boulevard
- Focus: Pedestrian and bicycle safety improvements, intersections analysis, proposed bike lanes, proposed trails, and other amenity recommendations
- Analysis:
    - Only 5-8% of commutes take place on a bicycle in areas surrounding Space Center Boulevard/ University of Houston Clear Lake, and the Freeman Library
    - More than 10% of households near Kobayashi Road are zero car households
    - A majority of pedestrian and bicycle crashes occur along Bay Area Boulevard between El Camino Real and University Drive, with less minor crash hotspots at the intersections of El Camino Real and NASA Parkway, and Bay Area Boulevard and SH3
    - Major barriers to walkability and bikeability included the wide intersections and roadways, missing sections of sidewalks and trails, railroad track crossings, fast moving traffic, and narrow pedestrian spaces along bridges
- Public Engagement:
    - 89% of Survey respondents would bike or walk 10-minutes to a destination if they felt safe
    - Of the 600+ Survey respondents, only 25% of walkers and 11% of cyclists said they felt comfortable walking or riding in Clear Lake
- Recommendations:
    - Bicycle Lanes are proposed along Saturn Lane, Gemini Avenue, Texas Avenue, Space Center Boulevard, and along SH 3 (depicted on Figure 1)

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- Signed Bike Routes and Shared Roadways include a number of residential roadways within Pipers Meadow, surrounding Whitcomb, Elementary School and Exploration Green, and a shared-roadway along Medical Center Boulevard between Feather Craft Lane and I-45 and along Genesis Boulevard
- Shared-use Paths are proposed along major roadways and drainage channels north of El Dorado Boulevard and along Space Center Boulevard
- Priority projects included a trail connection along Reseda Drive, adding a bicycle lane to NASA Road between I-45 and FM 528 to Challenger Seven Memorial Park, and completing a shared-use path along Space Center Boulevard

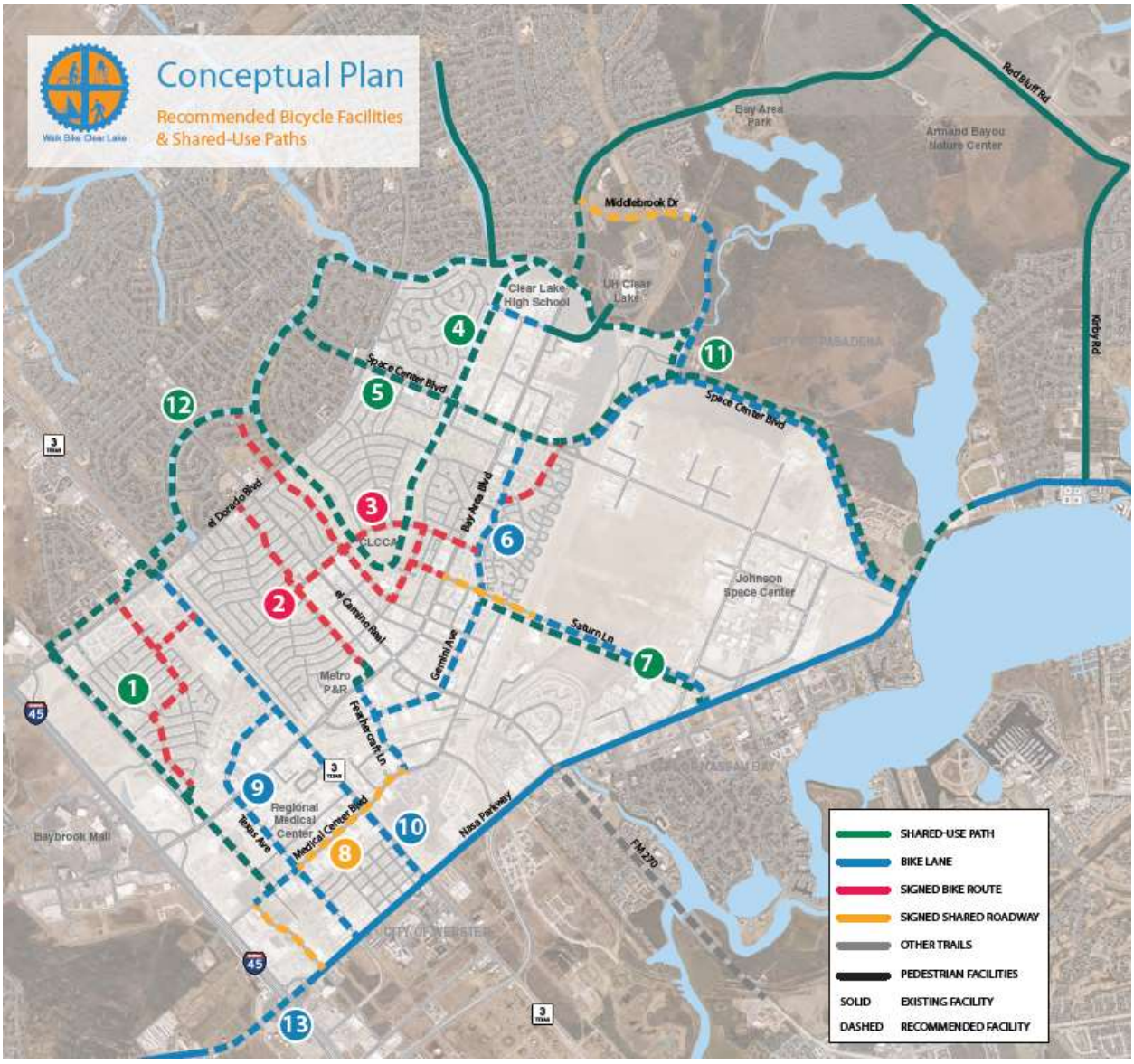

Figure 1 – Clear Lake Pedestrian and Bicycle Study

NASA Area Management District Livable Centers Study Report – 2012

- Entity: H-GAC (Livable Centers Program) / NASA Area Management District (NAMD)/ City of Nassau Bay

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- Area: City of Nassau Bay, Texas
- Focus: To develop a mobility and land use plan for the Study Area with mixed-use development, landscape, and pedestrian facility improvements
- Analysis Findings:
    - The NASA Johnson Space Center is the major economic driver and attractor of the area, specially along NASA Road
    - Large portions of the Study Area are covered by parking lots, while only a few sites are left undeveloped
    - A majority of residential areas are not serviced by sidewalks or trails
- Public Engagement:
    - Major limitations to walkability and bikeability noted by residents were the difficulty in crossing NASA Road and lack of adequate lighting
- Recommendations:
    - Develop a recreational trail along Egret Bay Boulevard / El Camino Real
    - Proposed widened bicycle lanes along NASA Road, transforming one vehicle lane (3 down to 4) in each direction into a 6-foot side buffered bicycle lane
    - Develop gateway signage along NASA Road and at bus stop locations
    - Develop a waterfront trail, boardwalk and park connecting Howard Ward Park to Baycrest Drive

Houston Bike Plan - 2017

- Area: City of Houston
- Focus: Plan for future expansion of bicycle lanes and trails, and develop projects to improve existing facilities
- Analysis Findings:
    - Compared to central and west Houston, residents of the Clear Lake area have limited access to trails and bicycle facilities
    - A majority of bicycle crashes identified in the Clear Lake area have occurred at the intersection of El Camino Real and Bay Area Boulevard, while no bicycle deaths have occurred in the area
    - 40-50% of vehicle trips in the Clear Lake area have less than 3-miles
- Public Engagement:
    - Online survey respondents noted the following as their more important goals:
        - Provide a well-connected, lower stress bicycle network
        - Improve safety
        - Capture significant potential growth in people biking
        - Improve community health and wellness
    - Online survey respondents noted the following most as barriers to bike riding:
        - Feeling unsafe
        - Lack of comfortable bicycle lanes
        - Lack of bicycle and driver education
        - Lack of direct access to jobs and activities
        - Poor condition of bicycle facilities
- Recommendations:
    - Goals include improving safety, increasing access to destinations and facilities, increasing ridership of bicycles, and sustaining high-quality maintenance

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- The Plan recommends dedicated bicycle lanes along SH 3(which have been built since the Plan's development), and shared on-street lanes along El Camino Real and Ramada Drive (which have also been implemented)
- The Plan highlights a key trail project in the Clear Lake area as a trail utilizing a drainage corridor of Horsepen Bayou connecting El Dorado Drive, Exploration Green, and Clear Lake High School
- On-street bicycle lanes are proposed along the full length of Clear Lake city Boulevard, El Dorado Drive, and El Camino Real

Houston Major Thoroughfare and Freeway Plan- 2022

- Area: City of Houston and Houston ETJ
- Focus: Roadway expansion and improvement
- Recommendations:
  - Proposed Roadways in the Thoroughfare Plan that are also within the Bay Area Study Area include:
    - Extending El Dorado Boulevard north to Genoa Red Bluff Road to eventually connect to Center street in Pasadena
    - Extending Beamer Road to FM 528
    - Widening Beamer Road between Whitcomb Road and Dixie Farm Road to include four travel lanes and a center median
    - Developing a new east-west roadway from Space Center Boulevard near Village Dale Avenue to connect to I-45 Frontage Road North running behind Sylvan Rodriguez Park
    - Realigning and extending Aerospace Avenue near Ellington Airport to Burke Road north of SH8
  - These proposed roadway alignments are depicted on Figure 2.

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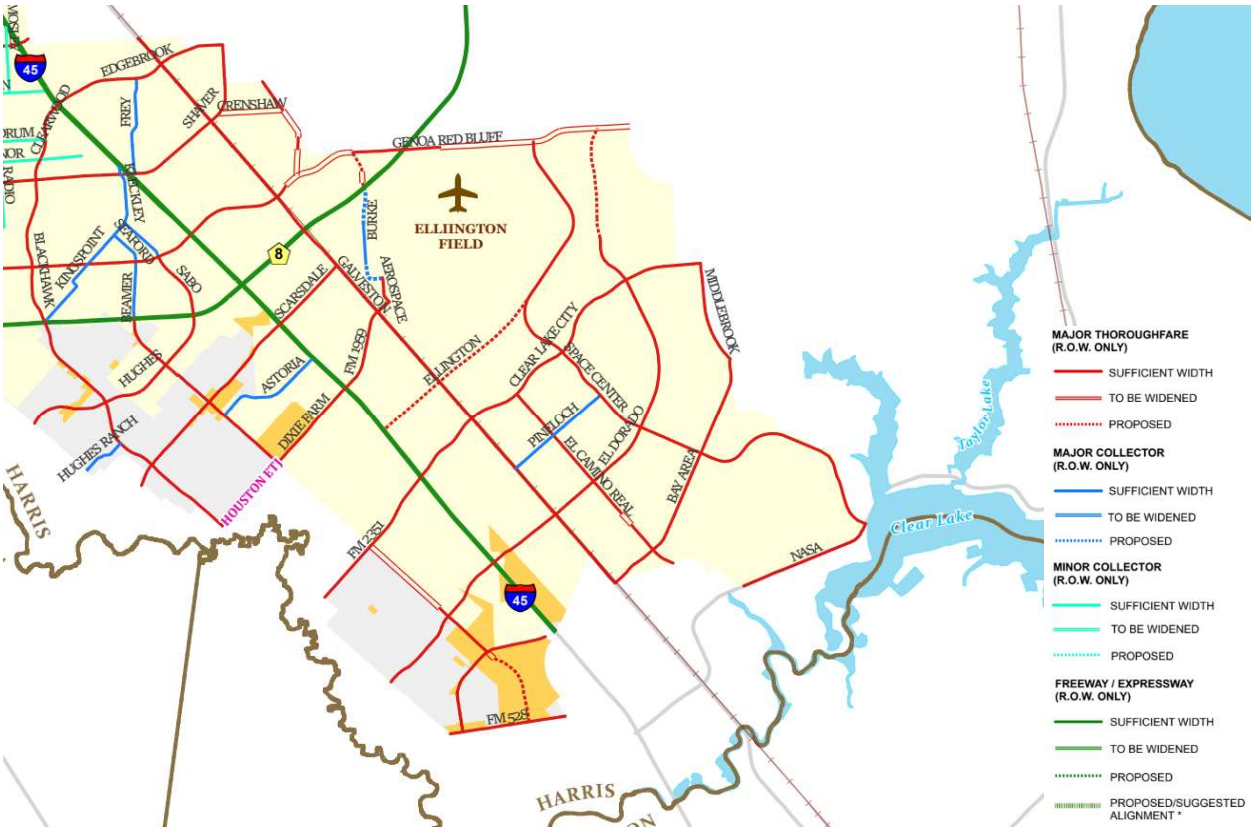

Figure 2 – 2022 Major Thoroughfare and Freeway Plan City of Houston

Pasadena Healthy Parks Plan – October 2020

- Area: City of Pasadena
- Focus: Providing healthy public spaces and parkland for residents that are equitable, improve resident health, has a high quality of facilities, and that proper access to parks is provided
- Analysis Findings:
    - The portion of Pasadena in the Bay Area Study Area has the highest access to parkland mainly due to the Armand Bayou Nature Center, while residents near Spencer Highway and north Pasadena have a moderate to very high need for parkland
    - The Bay Area Study Area is least affected by the Heat Island Effect when compared to neighborhoods north of Spencer Highway, except for lands near El Jardin Beach and neighborhoods near Kirby Boulevard and East NASA Parkway, on average bosting temperatures 10-15 degrees Fahrenheit higher than surrounding regions
    - The non-caner respiratory hazard index and cancer risk estimates indicate the highest risks in areas surrounding Bayport North Industrial Park and Port Road, when compared to rest of Pasadena and areas surrounding the Post of Houston and Shipping Chanel
- Public Engagement:
    - Residents noted their key priorities as the following:
        - Playgrounds and trails are the most used and desired park amenities
        - Residents want to see more and better quality restrooms and water fountains in parks and along trails
        - Residents want to see more shade options and shade structures along trails and park facilities

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- Recommendations:
    - Priority trail projects within the Bay Area Study Area include:
        - Constructing a trail within Barkwood Park (as for the drafting of the Bay Area Plan this trail is constructed as the Brookwood Greenbelt
        - Constructing a trail along the drainage canal north of Walnut Pond Drive and Middlebrook Drive
    - The Healthy Parks Plan does not recommend any crosswalk or intersection improvements within the Bay area Study Area

Seabrook Open Space and Parks Master Plan – September 2020

- Area: City of Seabrook
- Focus: To plan for existing and future parkland, programming and facilities, natural resources, and expanding current trail connectivity
- Analysis Findings:
    - Existing parkland mostly consist of natural areas, trails, and kayak launches, with some minor playground areas
    - Limited ADA compliant access to parkland is the biggest barrier to access
    - A majority of collector and arterial roadways in Seabrook do not have sidewalks
- Public Engagement:
    - Open House attendees want to see trails in Old Town Seabrook, Todville Road, and North Meyer Avenue
    - Residents want access to shorelines and water amenities
- Recommendations:
    - Trails are proposed along north Meyer Avenue, Todville Road, within the Seabrook Wildlife and Refuge Park, and a connection to Brummerhop Park (which has been constructed since the development of the Parks Plan)
    - A series of sidewalks are proposed along NASA Road, Toddville Road, Repsdorph Road, Redbluff Road (which has been constructed), East Meyer Avenue, and along Bayport Boulevard / HW 146 (each of these recommendations are depicted on Figure 3)

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Figure 3 – 2020 Seabrook Open Space and Parks Master Plan

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Seabrook Hike and Bike Trails Master Plan – March 2010

- Area: City of Seabrook
- Focus: Building a community-wide network of sidewalks and trails to connect residents, parkland, and destinations
- Analysis Findings:
    - Existing Trails connect El Jardin Beach and Seabrook Wildlife Refuge and Park in the north to the Seabrook Sports complex in the center of Seabrook. Trails do not connect to south Seabrook along Main Street or residential areas west of HW 146
- Public Engagement:
    - The 2009 and 2004 Seabrook Community Survey was utilized to assess community needs for the 2010 Plan. Community Survey findings include:
        - 92% support: Wildlife Habitat along the shoreline and bayous should be preserved
        - 81% support: Open natural space in the city should be preserved
        - 65% support: The City should provide access to bodies of water to the public
        - Respondents identified their top community assets as parks and trails, waterfront access, and a sense of community or small town charm
- Recommendations:
    - Seven main goals are presenting in the plan, including the buildout of trails, encouraging developers to build sidewalks and trails, preserving easements for future trails, improving maintenance standards, constructing safe crossings at Highway 146, and extending City trails to connect to the Armond Bayou and Red Bluff Road
    - Proposed Trail alignment include a trail along East Meyer Road, Repsdorph Road, Toddville Road, NASA Road 1, and Red Bluff Road
    - Priority Projects include creating a safe central and norther pedestrian-bicycle crossing at Hwy 146, adding trails in southern Seabrook, and developing spur trail connections from trails to residential neighborhoods

Old Seabrook Livable Centers Study – November 2021

- Entity: H-GAC (Livable Centers Program), City of Seabrook
- Area: Main Street Downtown Seabrook
- Analysis Findings:
    - The area has many vacant properties or parking lot properties
    - Major intersection safety issues along Main Street / 2d Street at HW146, Meyer Avenue, and Bayside Park.
    - The existing water treatment place is visually unappealing and could adjust health factors for visitors and residents long-term
    - There is currently limited sidewalk connectivity and infrastructure, notably there is no sidewalk connections along Main Street to HW 146
- Public Engagement:
    - Residents want to maintain the existing small-town character and appearance of the area. Residents want to see more entertainment and family-friendly destinations connected with sidewalks and bicycle facilities. Lastly, residents want to see utilization of the waterfront as a way to capitalize on the amenity, along with mixed-uses and development types along the waterfront
    - Top 5 Placemaking Improvements- Street Furnishings, Lighting, Landscaping, Sidewalk Treatments, Gateway Signage

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    - Most Desired Land Uses- Food and Beverage, Shopping, Entertainment
    - Desired Park Improvements- Trails, Family park, Biking, Picnic areas
    - Attractors and Desired Programming- Art Walk or Farmers Market, Outdoor Theater and Events, Less traffic, more bike trails
- Recommendations:
    - Improve landscaping and lighting along Meyer Avenue and Main Street
    - Add shared-use paths and sidewalks on both sides of Main Street
    - Turn the existing water treatment facility into a public park and pavilion space with food truck spots, parking, and a kayak launch site
    - Add boardwalks and lookout piers to the northeast side of Main Street at Bayside Park
    - Promote mixed-use walkable infill commercial and residential development
    - Implement gateway signage, maps, and wayfinding enhancements primarily at HW146 and 2nd Street/Main Street, 5th Street and Meyer Avenue, and Toddville Road and Main Street
    - Connect Seabrook Village Drive loop (residential subdivision) to 1st street with a sidepath near Hall Avenue

Webster Comprehensive Plan: Chapter 5 Transportation – September 2019-2024

- Area: City of Webster
- Focus: A Comprehensive Plan for the City of Webster, featuring a dedicated Transportation Chapter assessing sidewalks trails, bicycle facilities, intersections, and vehicular thoroughfare
- Analysis Findings:
    - Sidewalks are along most roadways on both sides of the street. A majority of sidewalks in the gridded downtown and along Bay Area Boulevard and NASA Parkway are in good condition. Roadways connecting commercial uses along I-45 and along undeveloped parcels such as at Magnolia Avenue do not have sidewalk facilities. Notably a majority of West Medical Center Boulevard and Galveston Road/HW3 do not have sidewalks
    - NASA Parkway is only existing bike route in the City which is a shared-use lane with bike signage. A financed shared-use path alignment is depicted along Egret Bay Boulevard south of NASA Parkway
- Recommendations:
    - The Shared-use Path Plan proposes the construction shared use paths along Highway 3, utility easements along drainage channels, and a number of trails along minor local streets
    - Sidewalks and proposed where currently missing links exist, most notably along Magnolia Avenue, Medical Center Boulevard, Texas Avenue, Sarah Deel Drive, Bay Area Boulevard, and the southwest side of Highway 3

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Pearland Multi-Modal Master Plan (Trails) - 2021

- Area: City of Pearland
- Focus: Proposing throughfare improvements, sidewalk and trail infrastructure recommendations, and traffic analysis.
- Analysis Findings:
    - Pedestrian and cyclist accidents within Pearland and the Bay Area Study Area are relatively low compared to other regions, with three accidents along Scarsdale Boulevard and County Club Drive
    - A majority of neighborhood access points to and from major throughfares are primarily along Scarsdale Road and Hughes Road
    - Scarsdale Road has complete sidewalks on the northside of the roadway, with missing links on the southside and no sidewalk crossing Clear Creek
    - Hughes Road is missing a sidewalk on the northside of the road from Riverstone Ranch Road to Clear Creek
    - Two notable public trail facilities include the Clear Creek Trail; and the Southwest Hike and Bike Trail leading to Dixie Farm Road Park
- Recommendations:
    - Widening of Hughes Road (100 ft. ROW) from Pearland Boulevard to Melillo Middle School
    - Proposed 10-ft width Trail on the southside of Hughes Road
    - Proposed Clear Creek Trail from Preserve Lane to Brookshire, passing El Franco Lee Park
    - Proposed 10-ft width Trail from Riverstone Ranch Drive to Pearland Parkway pedestrian bridge
    - Proposed Major trailheads at Dixie Farm Road Park, with three Minor Trailheads located along Golfcrest County Club lands connecting to the proposed Clear Creek Trail

Pearland Parks, Recreation, and Open Space Master Plan - 2021

- Area: City of Pearland
- Focus: Proposed park improvements, existing level of service and facilities analysis, proposed park build-outs, and providing safe pedestrian-cyclists access to parks
- Analysis Findings:
- Public Engagement:
    - Survey respondent and open house attendees noted the greatest dissatisfaction in Shade Trees, Nature Trails, Swimming Pools, Bike Facilities, and Paved Multi-use Trails
    - Survey respondent and open house attendees noted that disconnected sidewalk and trail facilities are the major barrier to not utilizing the facilities
- Recommendations:
    - The recreational trail and trailhead recommendations detailed in the 2021 Multi-Modal Master Plan are the same as proposed in the 2021 Parks Plan

La Porte Parks, Recreation and Open Space Master Plan – October 2020

- Area: City of La Porte
- Focus: Develop and improve parkland, trails, and bicycle facilities, to meet the goals of a connected network, access to natural areas, and access to retail and destinations
- Analysis Findings:
    - ParkServe walk scores indicate that Residents between Fairmont Parkway and Spencer Highway have the least walkable access to parkland

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- Public Engagement:
    - Public Survey respondents noted nature trails at their most desired park facility
    - Big Island Slough and Spring Gully are mentioned in the resource-based assessment as potential trail corridors
    - Trail access is highest near Sylvan Beach Park and along the Fairmont Parkway Hike and Bike Trail
    - Public Survey respondents noted Little Cedar Park and Bayou, Northwest Park, Seabreeze, Fairmont Park, and Sylvan Beach as major existing park and trail destinations
- Recommendations:
    - Trail recommendations include a trail along Spencer Highway from Big Island Slough to Broadway Avenue and trail spurs along Upper Little Cedar Bayou and Big Island Slough

La Porte Comprehensive Plan Five Year Update– October 2018 [currently being updated in 2023]

- Area: City of La Porte
- Focus: The updated proposes infrastructure and drainage improvements, permitting and code revisions, sidewalk and trail recommendations, safety improvements, and economic and tourism development strategies
- Analysis Findings:
    - Access to retail and commercial property is lowest in regions surrounding Fairmont Park, Wood Falls Park, and Shore Acres
    - Sens Trail and Park Street Trail are in development as of 2018

City of Friendswood Comprehensive Plan – July 1998

- Area: City of Friendswood
- Focus: Proposes infrastructure and drainage improvements, permitting and code revisions, sidewalk and trail recommendations, safety improvements, and economic and tourism development strategies
- Recommendations:
    - Proposed bicycle lanes along Bay Area Boulevard, FM 528 to I-45, and Sunset Drive
    - Goal to develop a network of interconnected trails
        - Recommended trails along Parkwood Avenue
        - Recommended Trails connecting Old city Park, Stevenson Park, 1776 Memorial Park, and Frankie Carter Randolph Park

TxDOT CIP Projects:

- I-45 – Upgrade lighting (within 4 years)
- FM 1959 between SH3 and I-45 – Safety Improvements (within 4 years)
- SH 3 – Surfacing and roadway restoration (within 5-10 years)
- Loop 8 – Landscaping and scenic improvements (within 4 years)
- NASA Bypass – Landscaping and scenic improvements (within 4 years)
- FM 146 north of Fairmont Parkway - Reconstruct and widen freeway facility (within 4 years)

Appendix B
Crash Safety Analysis

Bay Area Pedestrian and Bicycle Safety Plan
September 2024

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1. Historical Safety Analysis

Crash data for Bay Area was obtained from the Crash Records Information System (CRIS) database for the years 2018 through 2022 and crashes were extracted that are geographically located within the study area boundary. Crash data was analyzed to determine the crash density, crash rates, common crash types/manner of collisions, and opportunity areas within the Bay Area.

Maps illustrating crash density and hotspots were created by plotting the spatial relationship between proximal crashes using GIS software (ArcGIS Pro). This data helps determine which locations have a higher number of crashes relative to other locations within the study area.

Study area consists of 112.37 Sq. Miles and three major roadways, Interstate Highway 45 (IH 45), Beltway 8 (BW 8), and State Highway 146 (SH 146). For this project these three highways will be referred to as Major Highways and all other roadways will be referred to as Non-Major Highway Roads. As the focus of the project is to improve bicycle and pedestrian safety and identify opportunities throughout the study area, it is imperative to perform crash analysis with distinctive focal points. The following five crash analyses were identified as critical to the study purpose.

1. Pedestrian and Bicycle Crash Analysis
2. Area Wide Crash Analysis
3. Crash Cluster Analysis
4. Crash Analysis for Crashes on Non-Major Highways
5. Non-Intersection Related Crash Analysis

Although pedestrian and bicycle crash analysis is specifically mentioned in one of the above analyses, it remains integral throughout all the different analyses, emphasizing its importance in addressing pedestrian and bicycle safety concerns and for all road users comprehensively.

Crash Analysis for Pedestrian and Bicycle Crashes

A total of 233 Pedestrian and Bicycle crashes occurred between years 2018 and 2022 within the study area. Of the 233 total crashes, there were 20 (8.6%) fatalities and 36 (15.5%) seriously injured crashes. Total number of ped/bike crashes increased significantly in 2022 although the same year had least number of ped/bike fatal crashes. Year 2019 had high number of ped/bike fatal crashes. Spencer Highway, El Dorado, Bay Area Boulevard, and NASA Highway had the highest number of ped/bike crashes. **Table 1** below summarizes crash severity by year for Bay Area for all Pedestrian and Bicycle Crashes.

Table 1. Study Area Pedestrian and Bicycle Crash Severity by Year

Years	Fatal	Suspected Serious Injury	Non – Incapacitating Injury	Possible Injury	Not Injured	Unknown Injury	Total Crashes
2018	4	7	13	16	6	1	47
2019	7	8	16	11	6	0	48
2020	4	4	13	10	5	0	36
2021	3	9	18	10	2	0	42
2022	2	8	24	16	10	0	60
Total	**20**	**36**	**84**	**63**	**29**	**1**	**233**

Most of the crashes occurred during daylight (60%) and dry surface conditions (81%). Out of 20 fatal and 36 serious injury crashes zero (0) fatal crashes and six (6) serious injury crashes occurred during cloudy conditions, while two (2) serious injury crashes occurred during rainy conditions. Furthermore, 15 fatal crashes (75%) and 23 serious injury crashes (64%) occurred during dark conditions either lighted or not lighted.

The top three manner of collisions for pedestrian and bicycle crashes within the study area were Single Vehicle/ Straight, Single Vehicle/ Left Turn, and Single Vehicle/ Right Turn which account for 73%, 14% and 11% of the total 233 crashes, respectively. The same three manner of collisions topped the fatal and severe injuries for pedestrian and bicycle crashes. Approximately 18% of all crashes were caused by Pedestrian Failed to Yield Right of Way to Vehicle, 9% were caused by Failed to Yield Right of Way to Pedestrian, 5% were caused by Driver Inattention. As presented in later sections, the only two common contributing factors between auto and ped/bike crashes are driver inattention and failure to control speed. However, the percentage of ped/bike crashes in these two categories is very low whereas it is high for autos.

As part of pedestrian and bicycle crash analysis, proximity of the crashes to the schools was also analyzed. A total of 86 pedestrian and bicycle crashes occurred within one-half mile distance from a school. 44 of the total 86 pedestrian and bicycle crashes occurred within half mile of 12 schools.

Table 2 below summarizes schools with fatal or serious injury crash within one-half mile distance. P H Greene Elementary School has high pedestrian and bicycle crashes. Three schools, Fred Roberts Middle School, Bay Elementary School and Jennie Reid Elementary School, each had one fatal crash involving pedestrian or bicyclist. **Table 3** below summarizes top ten schools with high number of overall crashes within one-half mile distance. Some crashes were found to be located within one-half mile from more than one school. Clear Path Alternative School has high number of overall crashes along with serious injury crashes while Bay Elementary School has high fatal crashes.

Table 2. Study Area Schools with Fatal or Serious Injury Crashes (0.5 Mile Radius)

Schools	Fatal	Suspected Serious Injury	Total Crashes
P H Greene Elementary School	0	2	9
Falcon Pass Elementary School	0	1	6
Clear Lake High School	0	1	5
Armand Bayou Elementary School	0	1	5
Arlyne & Alan Weber Elementary School	0	1	4
James H Baker Sixth Grade Campus	0	1	3
Fred Roberts Middle	1	0	3
Clear Path Alternative School	0	1	2
Vista Academy Of Pasadena	0	1	2
Bay Elementary School	1	0	2
G W Robinson Elementary School	0	1	2
Jennie Reid Elementary School	1	0	1

Table 3. Study Area Top 10 Schools with High Number of Crashes (0.5 Mile Radius)

Schools	Fatal	Suspected Serious Injury	Total Crashes
Clear Path Alternative School	0	25	1190
Fred Roberts Middle School	2	0	563
Vista Academy Of Pasadena	1	8	513
Bay Elementary School	4	6	500
P H Greene Elementary School	1	4	406
Thompson Intermediate School	0	8	385
Clear View High School	1	4	373
Burnett Elementary School	0	3	273
James H Baker Sixth Grade Campus	0	4	220
Jennie Reid Elementary School	1	2	200

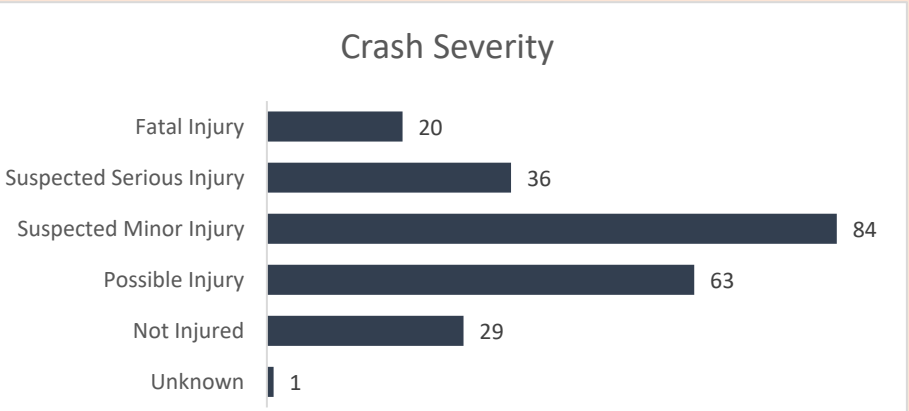
Figure 1 shows the Bay Area Pedestrian and Bicycle crash characteristics across the study area. **Figure 2** shows the Bay Area Pedestrian and Bicycle crash density while **Figure 3** shows Bay Area Pedestrian and Bicycle crash severity and the proximity to schools.

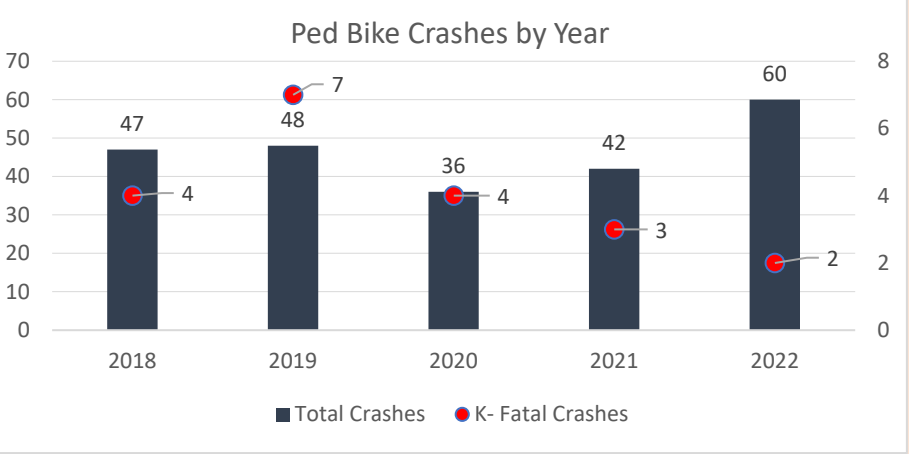
Figure 1. Study Area Pedestrian and Bicycle Crash Facts– 233 Total Crashes

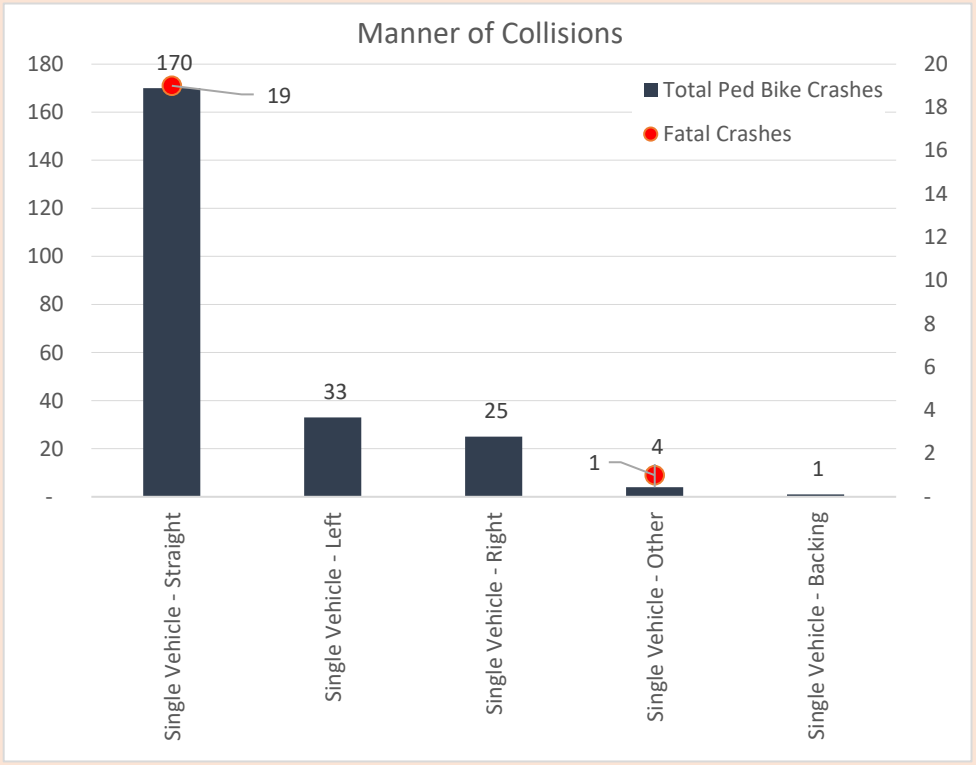
HIGHLIGHTS

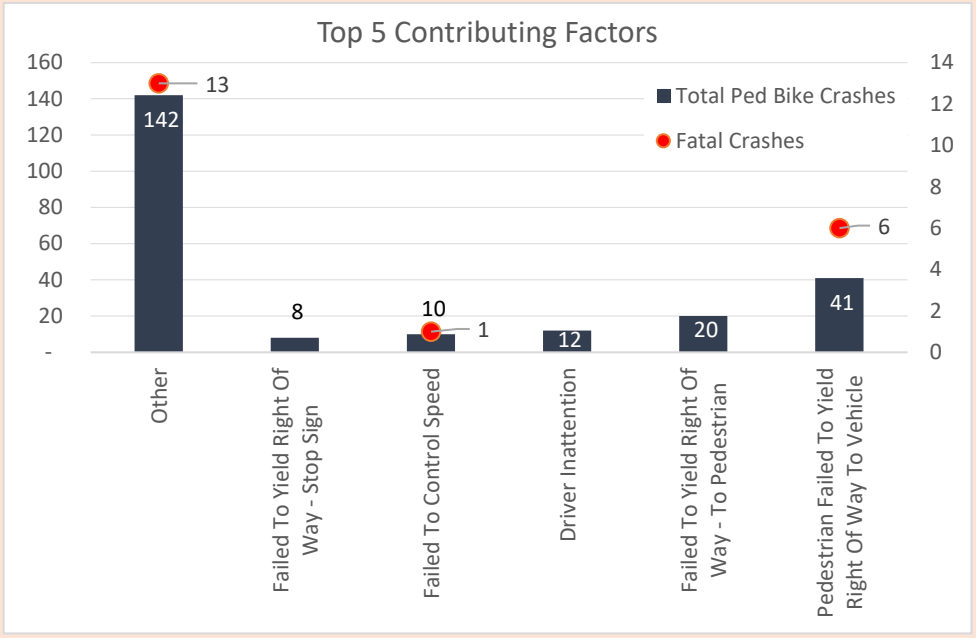
A total of 233 pedestrian and bicycle crashes occurred within the study area of which 20 were fatal crashes and 36 crashes were serious injury crashes. Spencer Highway, El Dorado, Bay Area Boulevard, and NASA Parkway had most number of pedestrian and bicycle crashes.

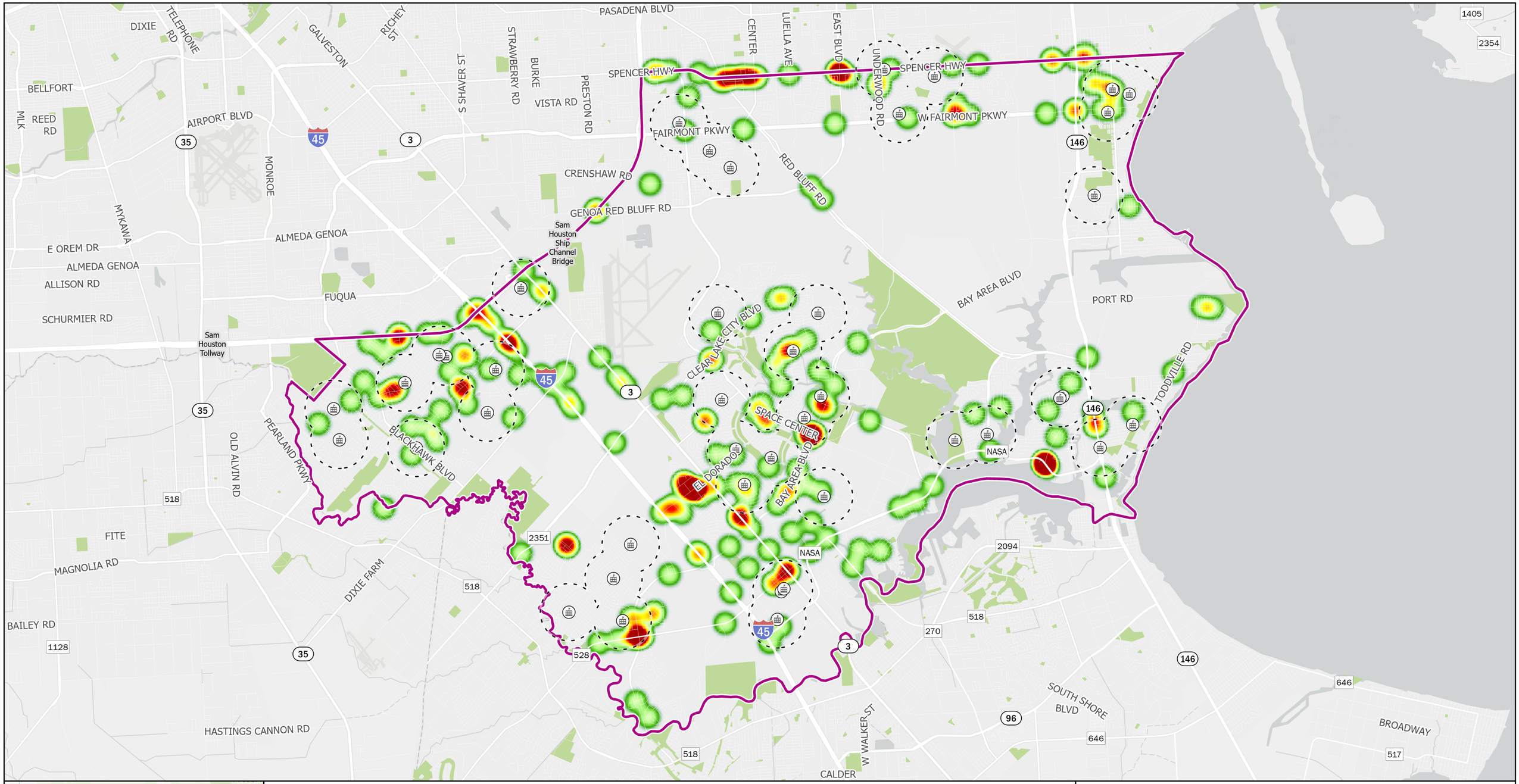
- The top three manner of collisions were Single Vehicle/ Straight, Single Vehicle/ Left Turn, and Single Vehicle/Right Turn which account for 73%, 14% and 11% of the total crashes, respectively. Single Vehicle going straight was responsible for all but 1 fatal crash.
- The top three crash contributing factors were Pedestrian Failed to Yield Right of Way to Vehicle, Failed to Yield Right of Way to Pedestrian and Driver Inattention which account for 18%, 9% and 5% of the total crashes, respectively. Pedestrian not yielding to vehicles resulted in 30% of all fatal crashes.
- Total number of ped/bike crashes increased significantly in 2022 although the same year had least number of ped/bike fatal crashes. Year 2019 had high number of ped/bike fatal crashes.

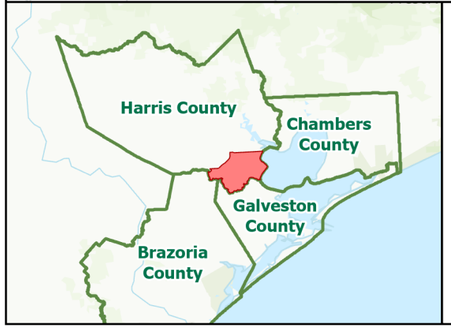












Ped / Bike Crash Density

More Dense

Less Dense

HGAC Schools

Half Mile Buffer

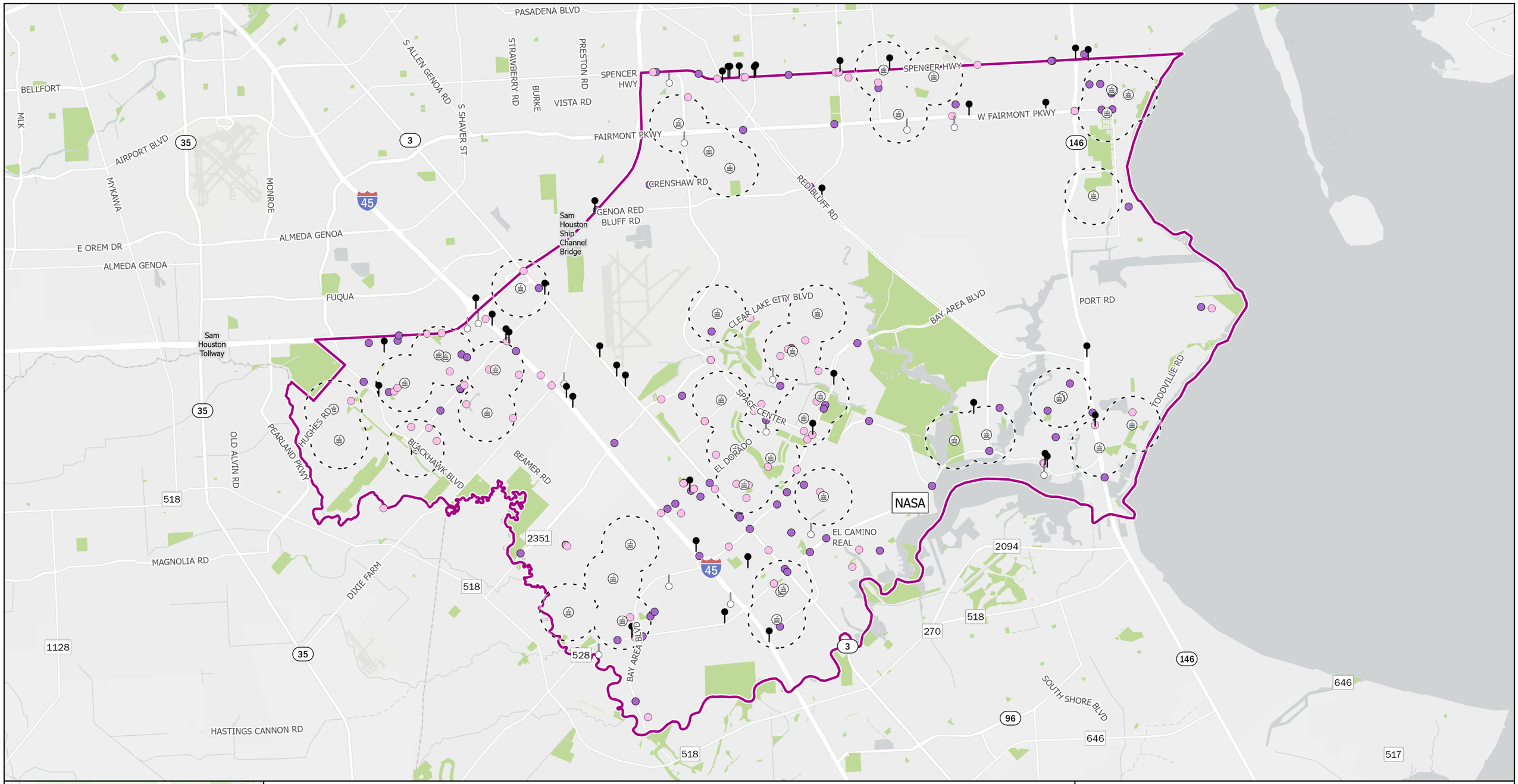
HGAC Park Areas

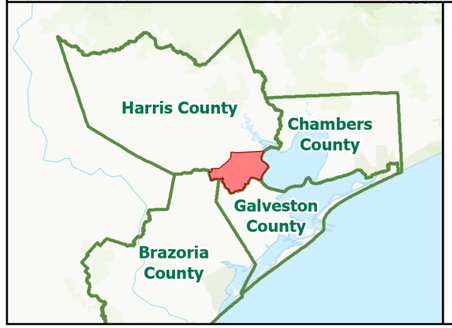
Study Area

0 5 10 Miles

Date: 4/15/2024

Figure 2
Bay Area
Bicycle and Pedestrian Safety Plan
Ped / Bike Crash Density Map
2018 - 2022





First Harmful Event,Crash Severity

- PEDESTRIAN CRASH (FATAL OR SERIOUS) (40)
- PEDESTRIAN CRASH (OTHER SEVERITY) (77)
- BIKE CRASH (FATAL OR SERIOUS) (16)
- BIKE CRASH (OTHER SEVERITY) (100)

- HGAC Schools
- Half Mile Buffer
- HGAC Park Areas
- Study Area

N W E S

0 5 10 Miles

Date: 4/15/2024

Figure 3
Bay Area
Bicycle and Pedestrian Safety Plan
Ped / Bike Crash Severity Map
2018 - 2022

Area Wide Crash Analysis

A total of 27,059 crashes occurred between years 2018 and 2022 within the study area. Of the 27,059 total crashes, there were 105 (0.4%) fatalities and 433 (1.6%) seriously injured crashes. Number of crashes per year remained steady during the study period, except for the pandemic year (2020). 24 fatal crashes occurred in 2019, 2020 and 2022 while 2018 and 2021 had a lower number of fatal crashes, 15 and 18 respectively. **Table 4** below summarizes crash severity by year for Bay Area for all roadways.

Table 4 Study Area Wide Crash Severity by Year

Years	Fatal	Suspected Serious Injury	Non – Incapacitating Injury	Possible Injury	Not Injured	Unknown Injury	Total Crashes
2018	15	85	392	959	4,018	127	5,596
2019	24	88	395	1,011	4,136	125	5,779
2020	24	74	322	758	3,205	104	4,487
2021	18	104	433	832	3,957	151	5,495
2022	24	82	504	799	4,172	121	5,702
Total	**105**	**433**	**2,046**	**4,359**	**19,488**	**628**	**27,059**

59% of the total crashes were non-Intersection related, 41% were intersection or intersection related crashes. *Fixed Object* was the top First Harmful Event in the study area. First Harmful Event is the event that resulted in the most severe injury or, if no injury, the greatest property damage involving the motor vehicle. Most of the crashes occurred during daylight (73%) and dry surface conditions (86%). Out of 105 fatal and 433 serious injury crashes 17 fatal and 77 serious injury crashes occurred during cloudy conditions, while 2 fatal and 26 seriously injured crashes occurred during rainy conditions. Furthermore, 64 fatal crashes (61%) and 183 serious injury crashes (42%) occurred during dark conditions either lighted or not lighted.

The top three manner of collisions in the study area were Rear End, Same Direction Straight/Stopped and Angle/Both Straight, which account for 17%, 16% and 14% of the total crashes, respectively. Single Vehicle-Straight, Angle/Both Straight, and Rear End accounts for 39%, 21% and 10% of the total fatal and seriously injured crashes. Approximately 19% of all crashes were caused by Failure to Control Speed, 7% were caused by Driver Inattention along with Failed to Control Speed and 7% were caused by Changed Lanes when Unsafe.

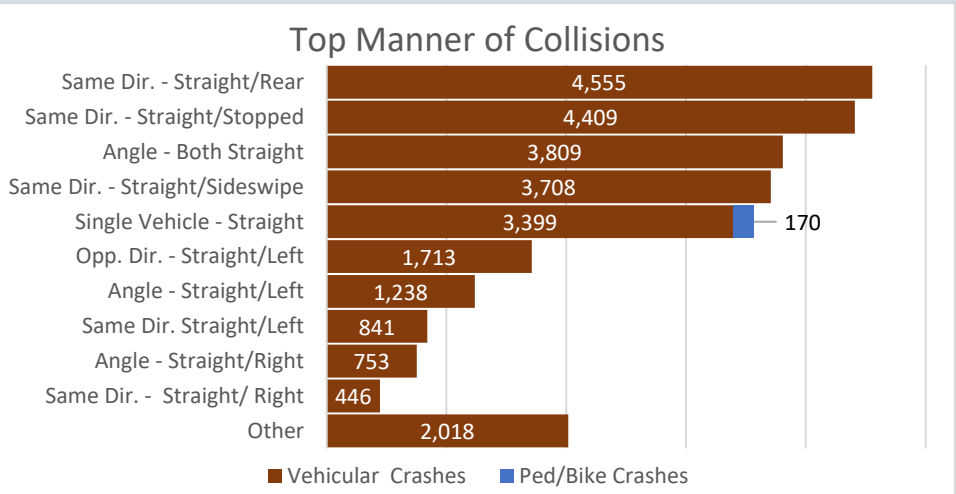
Figure 4 shows the Bay Area crash characteristics across the study area. **Figure 5** shows Area Wide crash density with Ped/Bike Crash Density. Numerous areas within the study area exhibit high rates of pedestrian and bicycle crashes, as well as overall crashes. By prioritizing safety enhancements at these locations, the benefits will extend to all road users, leading to improved safety throughout the area. **Figure 6** shows locations of Area Wide severe crashes.

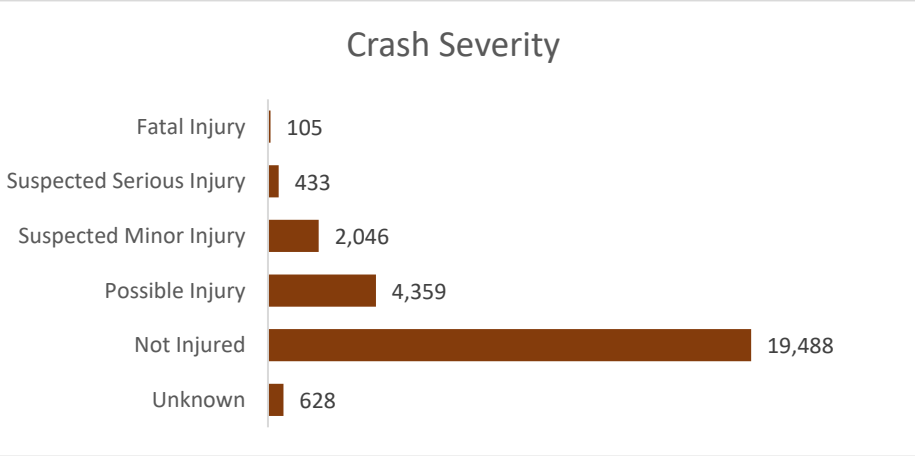
Figure 4. Study Area Wide Crash Facts: (112.37 Sq. Miles) – 27,059 Total Crashes

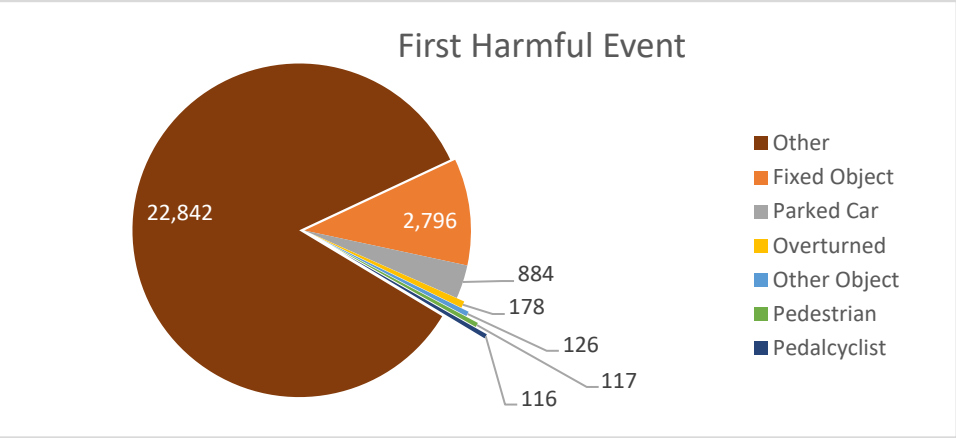
HIGHLIGHTS

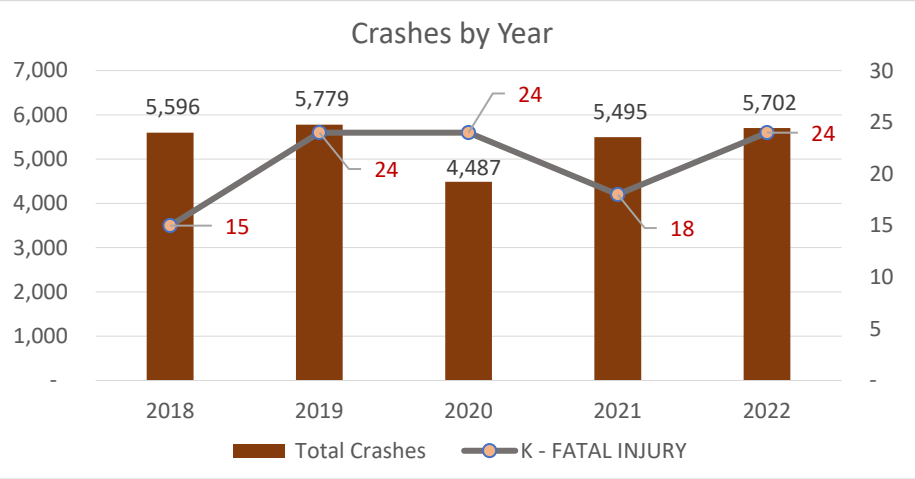
Within the Study Area a total of 27,059 crashes occurred of which 105 were fatal crashes and 433 crashes were serious injury crashes. 39% of total fatal crashes and 44% of serious injury crashes were on major highways within the area.

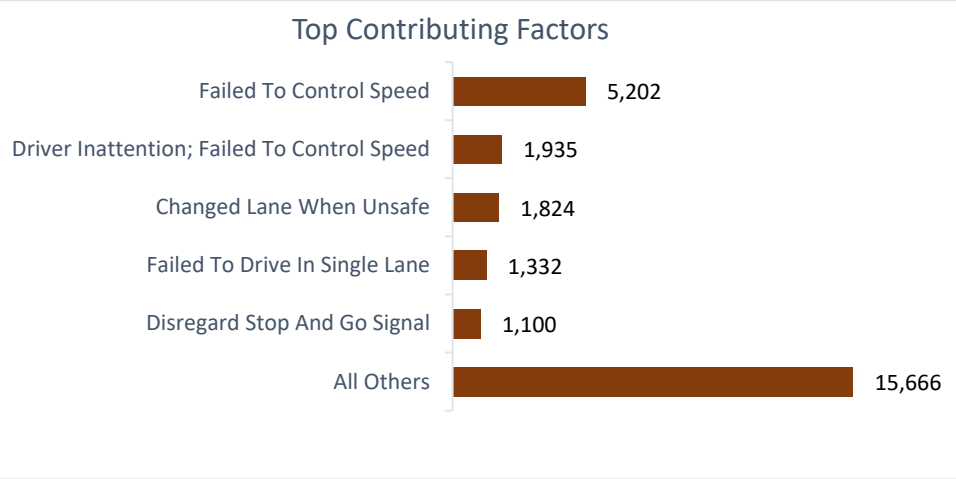
- 59% of crashes were non-Intersection, 41% are intersection or intersection related.
- The top three manner of collisions were Same Direction – Straight/Rear, Same Direction - Straight/Stopped and Angle/Both Straight, which account for 17%, 16% and 14% of the total crashes, respectively.
- The top three crash contributing factors were Failed to Control Speed, Driver Inattention/ Failed to Control Speed, and Changed Lanes when Unsafe which account for 19%, 7% and 7% of the total crashes, respectively.
- Fixed Object crashes was the topmost first harmful event.
- The trend of crashes per year remained steady, except for the pandemic year (2020). 24 fatal crashes occurred in 2019, 2020 and 2022. A lower number of fatal crashes, 15 and 18 occurred in 2018 and 2021 respectively.

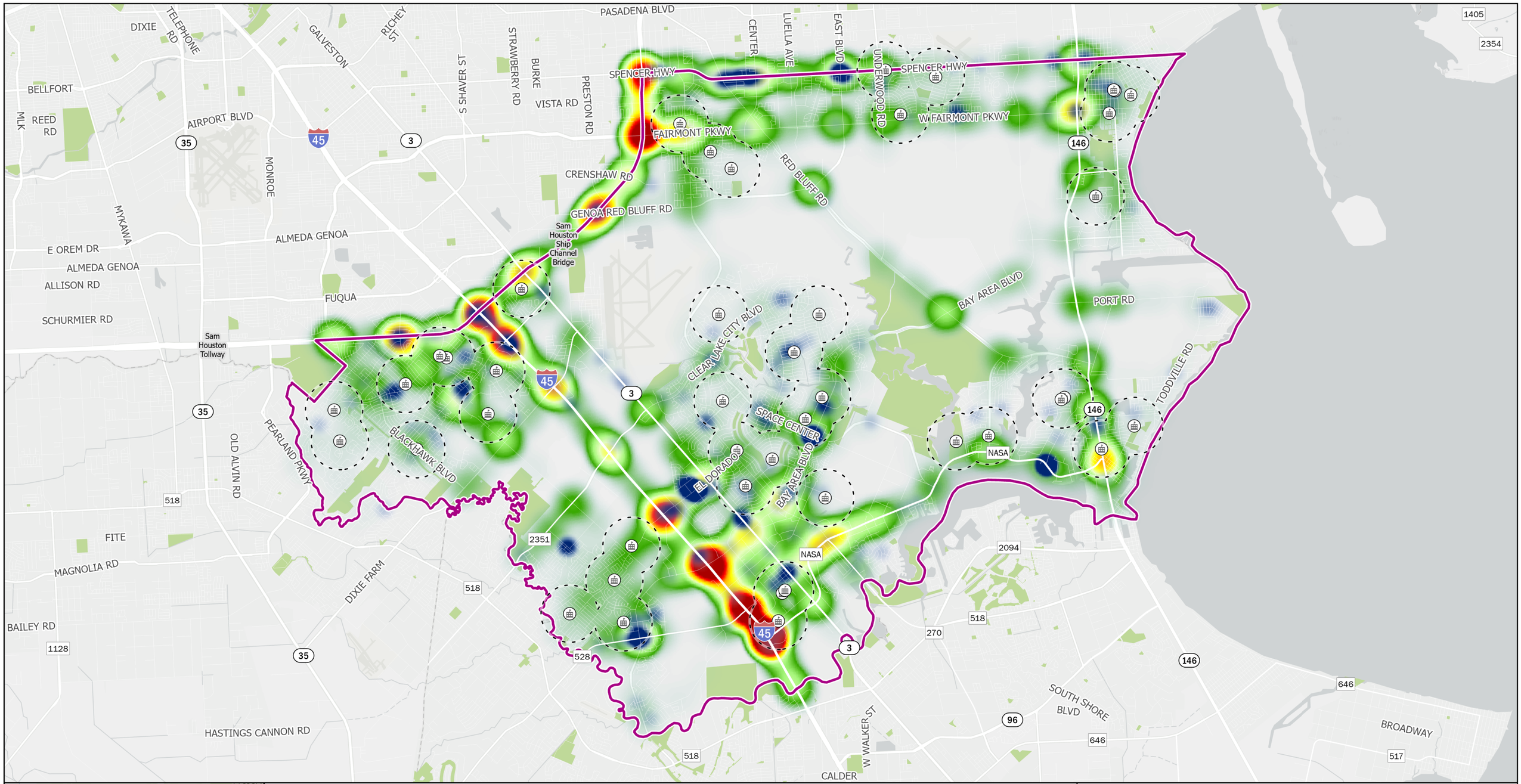


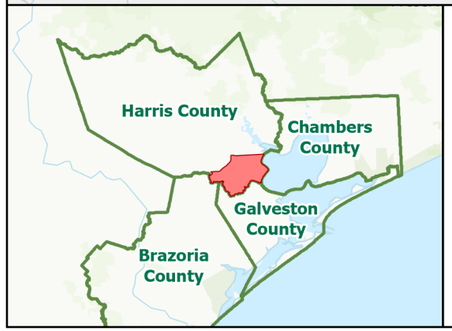












Overall Crash Density
High Density
Low Density

Ped / Bike Crash Density
More Dense
Less Dense

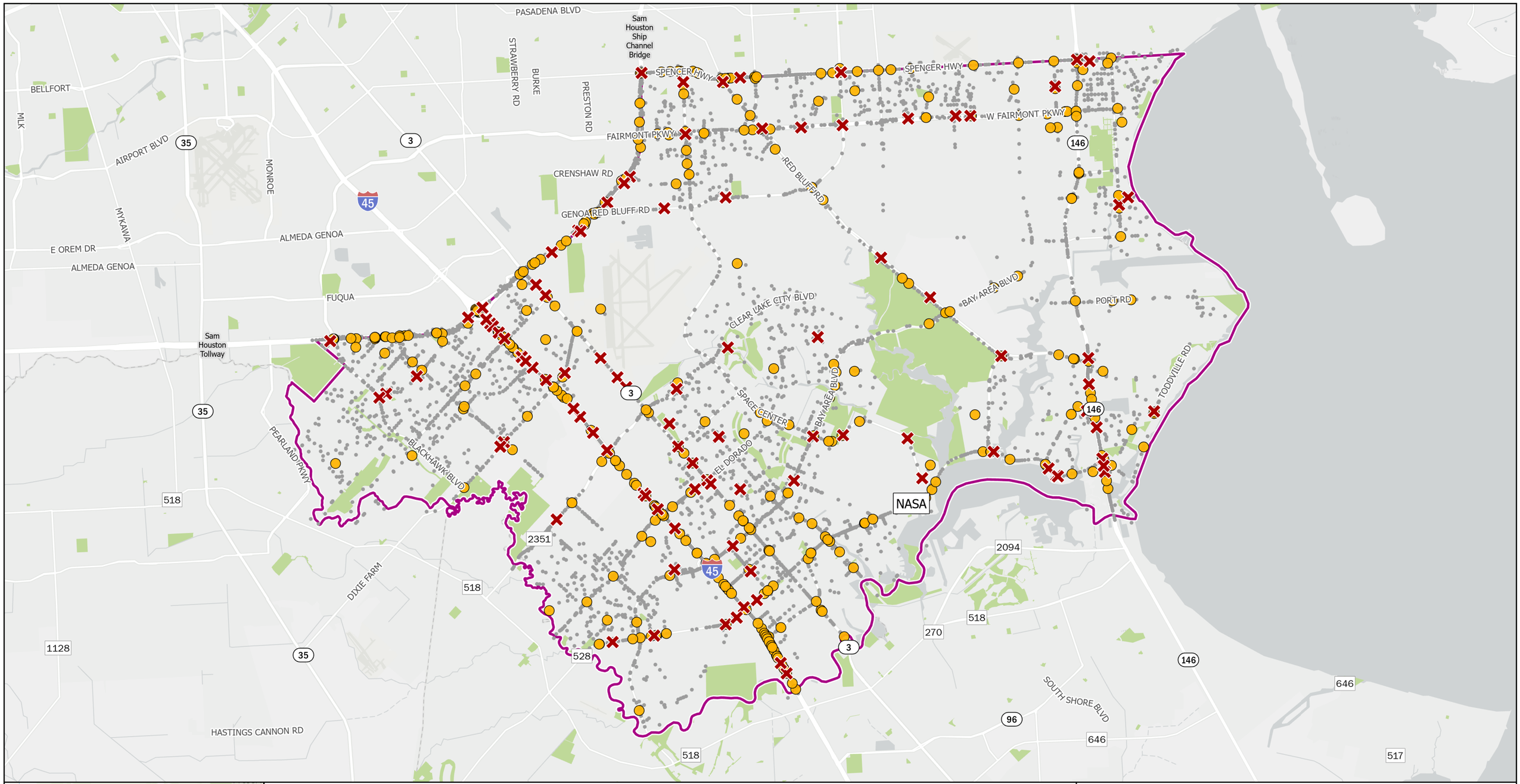
HGAC Schools
Half Mile Buffer
HGAC Park Areas
Study Area

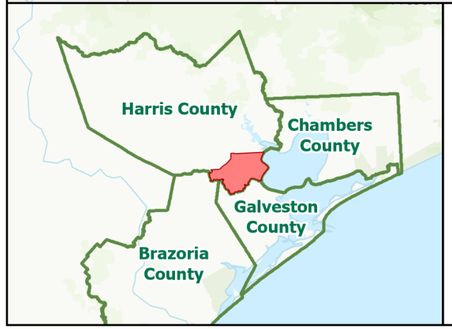
N
W
E
S

0 5 10 Miles

Date: 4/15/2024

Figure 5
Bay Area Bicycle and Pedestrian Safety Plan
Overall with Ped / Bike Crash Density Map 2018 - 2022





Crash Severity (27,059)

- FATAL CRASH (105)
- SUSPECTED SERIOUS INJURY (433)
- OTHER SEVERITY CRASH (26521)
- Study Area
- HGAC Park Areas

0 5 10 Miles

N W E S

Date: 4/15/2024

Figure 6
Bay Area
Bicycle and Pedestrian Safety Plan
Overall Crash Severity Map
2018 - 2022

Crash Cluster Analysis

Nine percent (9%) of the overall crashes were concentrated in ten (10) clusters at intersections within the study area. **Table 5** below identifies these ten intersection clusters with total crashes and fatal and serious injury crashes per location. Although Spencer Highway/ Center Street cluster has most number of crashes, El Dorado Boulevard/ Galveston Road has most number of fatal crashes. Clusters with most crashes and clusters with most fatal and serious injury crashes should be considered opportunity areas for improvements.

Four out of the ten identified crash clusters overlap with areas experiencing high rates of bike and pedestrian crashes. FM 528 & Bay Area Blvd, Spencer Highway & Red Bluff Road, Spencer Highway & Center Street, and Bay Area Boulevard & El Camino Real are the clusters that are clusters with high overall crashes and ped/bike crashes as well. Implementing safety improvements targeted at these clusters will enhance safety for all road users throughout the study area. By focusing on these high-risk areas, we can effectively mitigate potential hazards and create a safer environment for pedestrians, cyclists, motorists, and other road users alike. This proactive strategy ensures that safety measures are deployed where they are most needed, benefiting the entire community and fostering a culture of road safety. Fairmont Parkway & Fairway Plaza Drive is the only clusters that do not overlap with high bike and pedestrian crash locations.

Table 5. Study Area Wide Intersection Clusters with High Crashes

Cluster Locations	Fatal	Suspected Serious Injury	Ped/Bike Crashes	Total Crashes
Spencer Hwy & Center St	0	3	4	291
Bay Area Blvd & Gatebrook Dr / Texas Ave	1	1	1	271
Fairmont Pkwy & Fairway Plaza Dr	0	4	0	266
Nasa Pkwy & Egret Bay	0	3	1	259
Nasa Pkwy & Water St	0	4	1	257
FM 528 & Bay Area Blvd	0	2	5	253
Spencer Hwy & Red Bluff Rd	1	6	4	239
Bay Area Blvd & El Camino Real	0	2	3	230
Fairmont Pkwy & Space Center Blvd	1	4	1	224
El Dorado Blvd & Galveston Rd	3	3	1	203
Total	**6**	**32**		**2,493**

Aerial image survey of the above ten (10) intersections was performed to evaluate existing conditions of the infrastructure and identify gaps. All intersections are signalized and have pedestrian signals with push buttons except at El Dorado Boulevard and Galveston Road intersection where pedestrian signals are missing in 3 directions. Sidewalks were present at all intersections, however most of them are either narrow, missing connections, or need repairs. Bike lanes are present along FM 528 and El Dorado Boulevard and they are unprotected. Existing conditions at the 10 intersections are described in **Table 6** below.

Figure 7 identifies the Bay Area crash clusters with Pedestrian and Bicycle Crashes across the study area.

Table 6. Study Area Existing Conditions at Intersections with High Crashes

Cluster Locations	ADA Ramps	Ped Signals	Crosswalk	Sidewalks	Sidewalk Conditions	Bike Lanes
Spencer Hwy & Center St	4 out of 8	All	All	Yes	Bad / Narrow/ Missing connections	None
Bay Area Blvd & Gatebrook Dr / Texas Ave	6 out of 6	All	3 out of 4	Yes	Missing connections	None
Fairmont Pkwy & Fairway Plaza Dr	6 out of 7	All	All	Yes	Missing connections	None
Nasa Pkwy & Egret Bay	13 out of 15	All	All	Yes	Missing on Egret Bay NB	None
Nasa Pkwy & Water St	8 out of 12	All	All	Yes	Missing on Water Street SB	None
FM 528 & Bay Area Blvd	4 out of 8	All	All	Yes	Narrow	Unprotected Bike Lanes
Spencer Hwy & Red Bluff Rd	4 out of 8	All	All	Yes	Needs Repair/ Missing Connections	None
Bay Area Blvd & El Camino Real	5 out of 8	All	All (needs restriping)	Yes	Bad Condition	None
Fairmont Pkwy & Space Center Blvd	9 out of 12	All	All	Yes	Missing on Space Center Blvd NB	None
El Dorado Blvd & Galveston Rd	6 out of 8	3 Missing	3 out of 4	Yes	Bad Condition / Narrow/ Missing connections	Unprotected Bike Lanes

Based on our observation of existing conditions, some infrastructure improvements such as sidewalk resurfacing, widening sidewalks, striping cross walks, installing lights, evaluating midblock crossings with Rectangular Rapid Flashing Beacons (RRFB) and providing refuge islands etc. should be evaluated to mitigate ped/bike crashes.

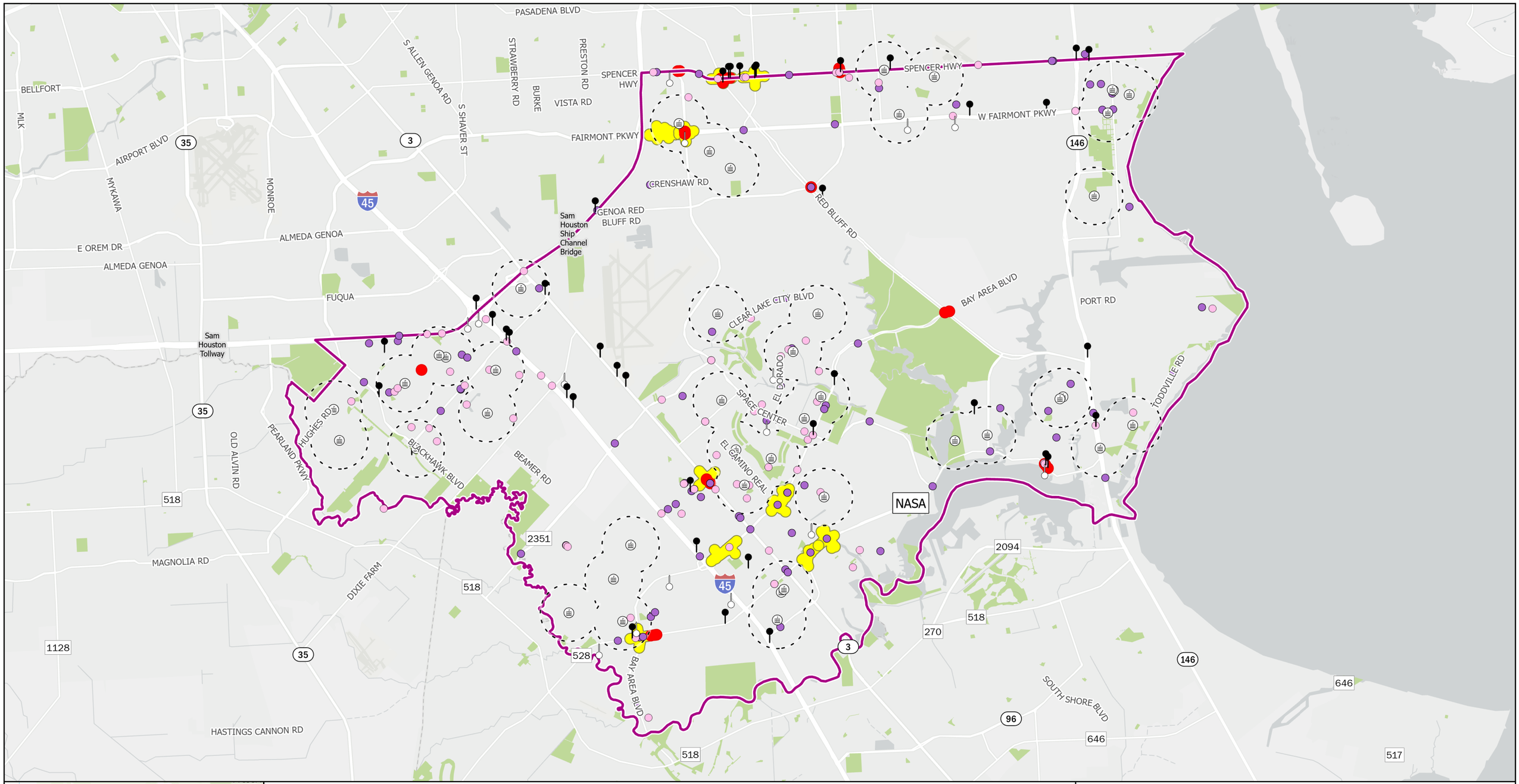


Figure 7
Bay Area
Bicycle and Pedestrian Safety Plan
Ped / Bike Crash Severity and Cluster Map
2018 - 2022

Crash Analysis for Crashes on Non-Major Highways

A total of 15,556 crashes occurred between years 2018 and 2022 on Non-Major Highways within the study area. Of the 15,556 total crashes, there were 64 (0.4%) fatalities and 241 (1.6%) seriously injured crashes. Number of crashes per year remained steady during the study period, except for the pandemic year (2020). 13 fatal crashes occurred in 2019, 2021 and 2022 while 2018 and 2020 had 7 and 18 fatal crashes respectively. NASA Highway, Spencer Highway, Galveston Road, Bay Area Boulevard, and Fairmont Parkway had most number of crashes. **Table 7** below summarizes crash severity by year for Bay Area for all Non-Major Highways.

Table 7. Study Area Crash Severity by Year for Non-Major Highways

Years	Fatal	Suspected Serious Injury	Non – Incapacitating Injury	Possible Injury	Not Injured	Unknown Injury	Total Crashes
2018	7	51	229	523	2,322	98	3,230
2019	13	48	221	535	2,385	103	3,305
2020	18	35	190	404	1,815	80	2,542
2021	13	56	247	454	2,326	181	3,214
2022	13	51	299	443	2,370	89	3,265
Total	**64**	**241**	**1,186**	**2,359**	**11,218**	**488**	**15,556**

54% of the total crashes were non-Intersection, 46% were intersection or intersection related crashes. Most of the crashes occurred during daylight (74%) and dry surface conditions (86%). *Fixed Object* was the top First Harmful Event on the Non-Major Highways within the study area.

The top three manner of collisions on the Non-Major Highway roadways within the study area were Angle/Both Straight, Same Direction – Straight/Stopped, and Single Vehicle – Straight which account for 18%, 16% and 13% of the total 15,556 Non-Major Highway crashes, respectively. Approximately 16% of all crashes were caused by Driver Inattention, 6% were caused by Failure to Control Speed, and 5% were caused by Failed to Yield Right of Way- Turning Left.

A total of 150 bike and pedestrian crashes occurred on Non-Major Highways within the study area of which seven (7) are fatal and 22 are seriously injured crashes. Single Vehicle going straight contributed to 74% of the bike and pedestrian crashes. The same manner of collision contributed to100% of the fatal and 86% of seriously injured crashes.

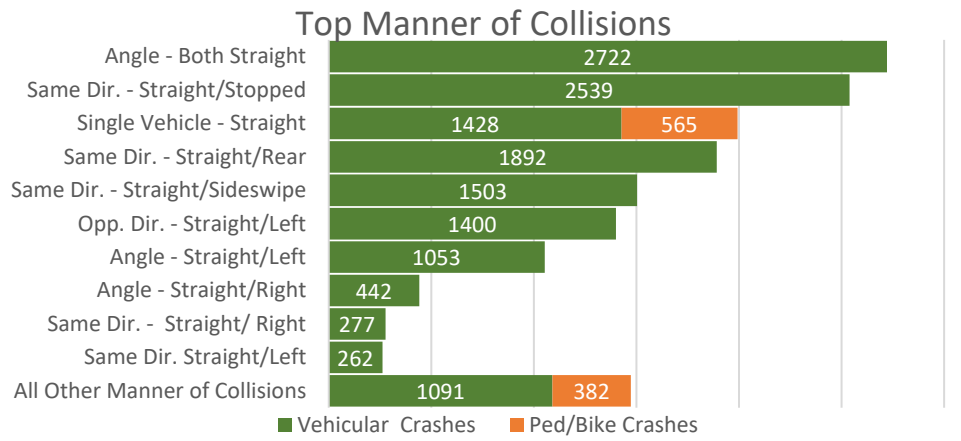
Figure 8 shows the Bay Area Non-Major Highway crash characteristics across the study area. **Figure 9** shows crash density while **Figure 10** shows locations of severe crashes.

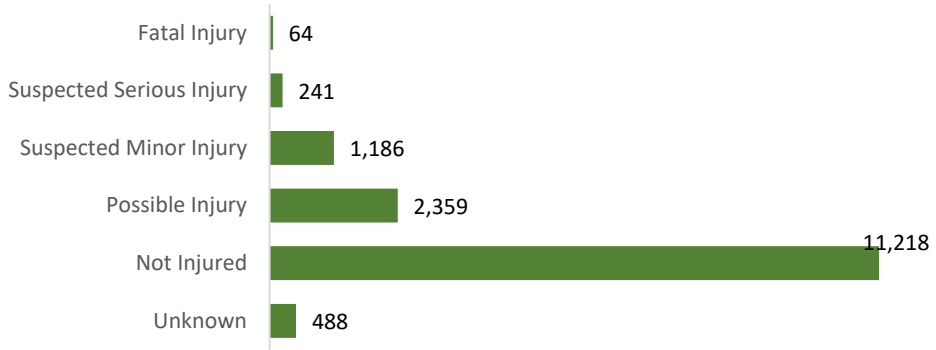
Figure 8. Study Area - Non-Major Highway Crash Facts - 15,556 Total Crashes

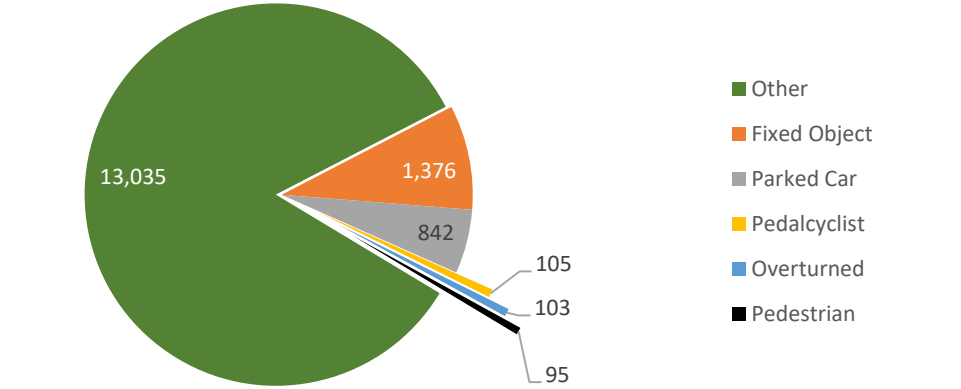
HIGHLIGHTS

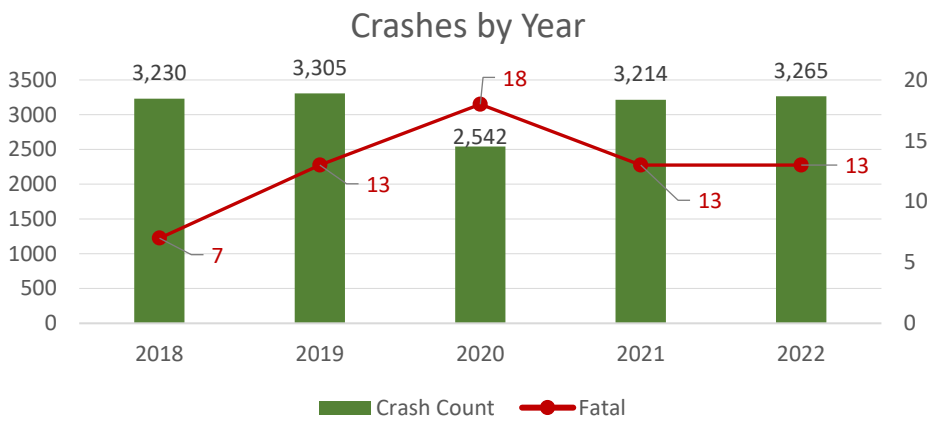
A total of 15,556 crashes occurred on non-major highway roads within the study area of which 64 were fatal crashes and 241 crashes were serious injury crashes. NASA Highway, Spencer Highway, Galveston Road, Bay Area Boulevard, and Fairmont Parkway had most number of crashes.

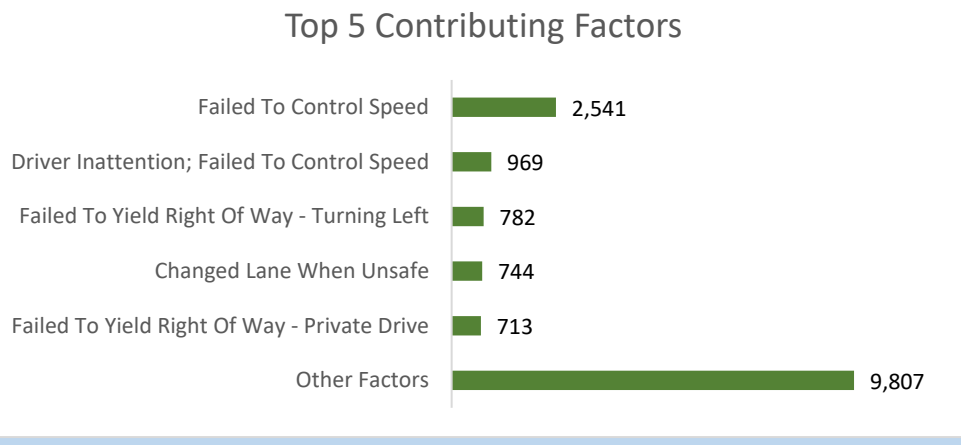
- 54% of crashes were non-Intersection, 46% were intersection or intersection related.
- The top three manner of collisions were Angle/Both Straight, Same Direction – Straight/Stopped, and Single Vehicle - Straight which account for 18%, 16% and 13% of the total crashes, respectively.
- The top three crash contributing factors were Failed to control speed, Driver Inattention; Failed to Control Speed, and Failed to Yield Right of Way- Turning Left which account for 16%, 6% and 5% of the total crashes, respectively.
- Fixed Object crashes is the top first harmful event.
- The trend of total crashes per year remained steady except for the pandemic year (2020). Fatal crashes per year increased from 2018 to 2022 with a spike during the pandemic year.

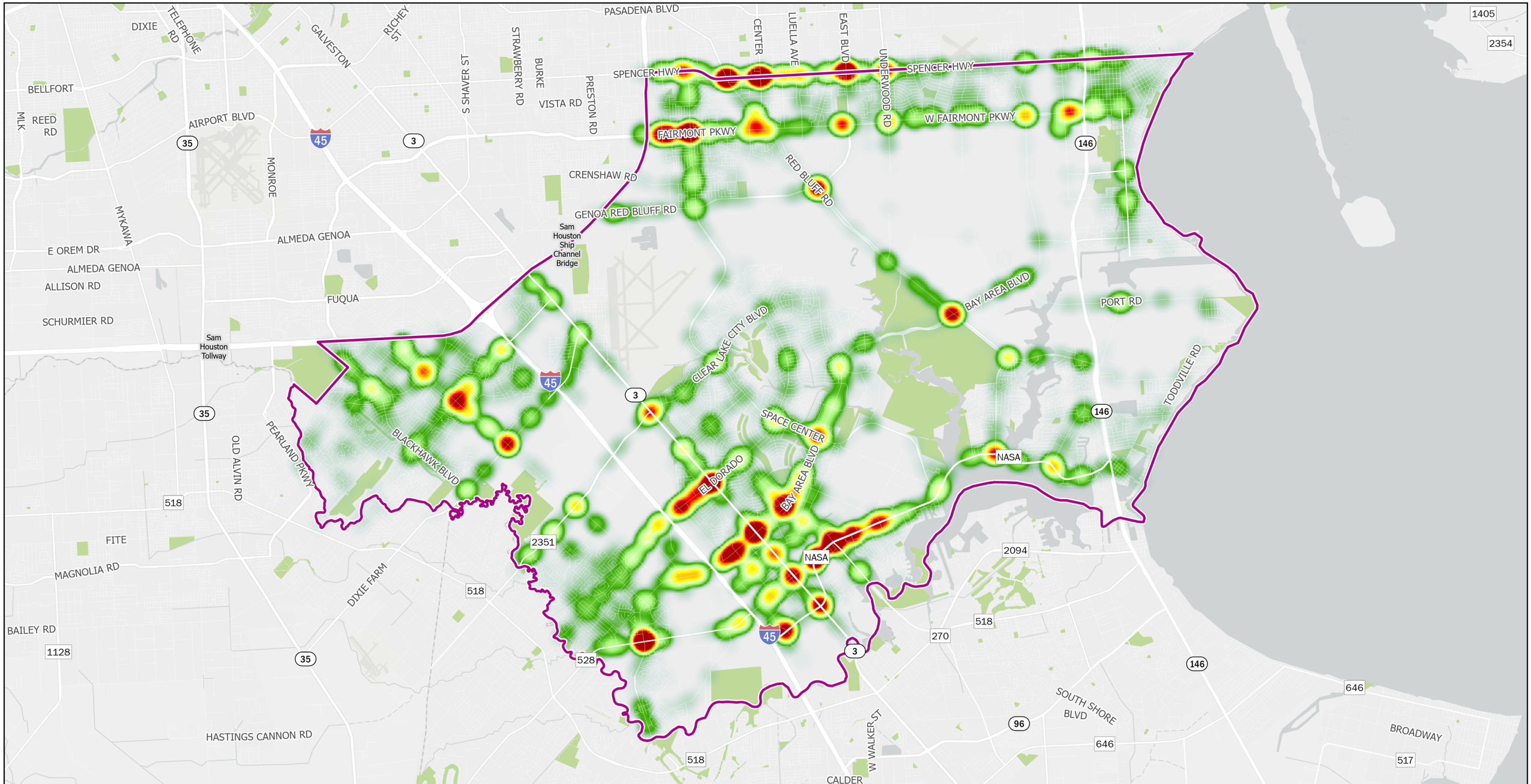


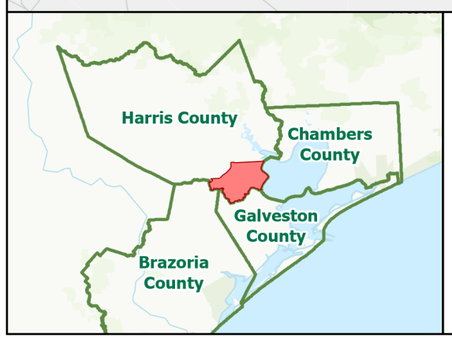












Crash Density

More Dense

Less Dense

Study Area

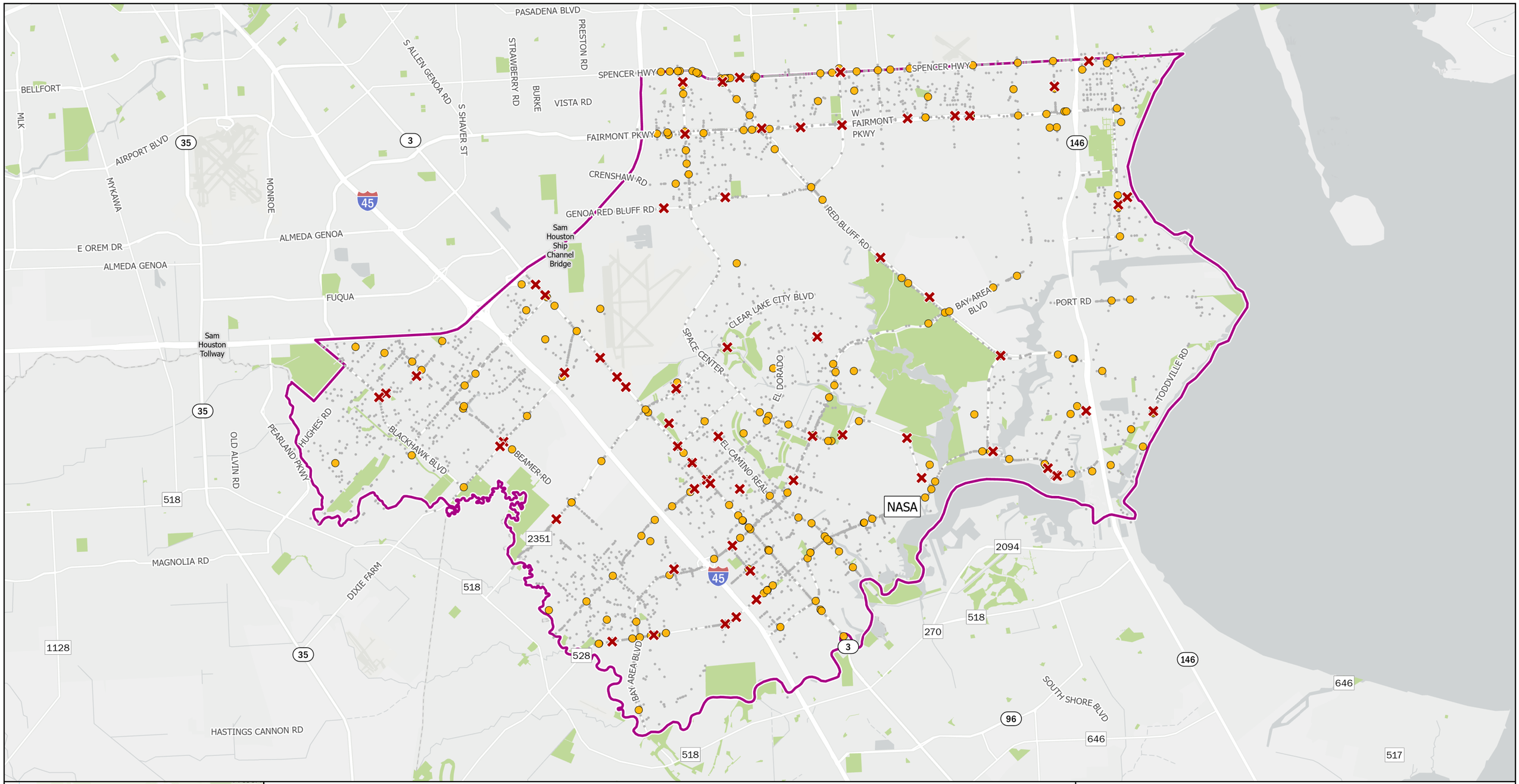
HGAC Park Areas

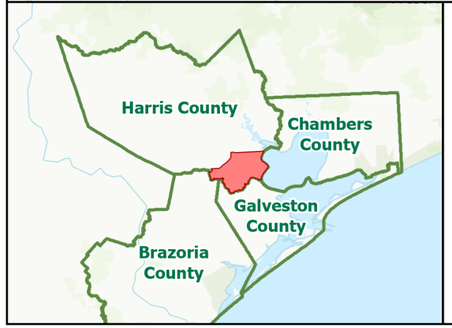
*Crashes are filtered to non-major highways

0 5 10 Miles

Date: 4/15/2024

Figure 9
Bay Area Bicycle and Pedestrian Safety Plan
Non-Major Highways
Crash Density Map
2018 - 2022





Crash Severity (15,556)

- FATAL CRASH (64)
- SUSPECTED SERIOUS INJURY (241)
- OTHER SEVERITY CRASH (15251)

Study Area

HGAC Park Areas

*Crashes are filtered to non-major highways

N W E S

0 5 10 Miles

Date: 4/15/2024

Figure 10
Bay Area
Bicycle and Pedestrian Safety Plan
Non-Major Highways
Crash Severity Map
2018 - 2022

Crash Analysis for Non-Intersection Crashes

A total of 8,378 non-intersection crashes occurred between years 2018 and 2022 along non-major highways within the study area. Of the 8,378 total crashes, there were 42 (0.5%) fatalities and 106 (1.3%) seriously injured crashes. Number of crashes per year remained steady during the study period, except for the pandemic year (2020). NASA Highway, Spencer Highway, Galveston Road, Bay Area Boulevard, and Fairmont Parkway had most number of crashes. **Table 8** below summarizes crash severity by year for Bay Area for all Non-Intersection crashes.

Table 8. Study Area Non-Intersection Crash Severity by Year

Years	Fatal	Suspected Serious Injury	Non – Incapacitating Injury	Possible Injury	Not Injured	Unknown Injury	Total Crashes
2018	5	24	112	226	1,279	84	1,730
2019	7	22	103	258	1,385	94	1,869
2020	12	18	81	181	991	73	1,356
2021	10	19	114	209	1,252	96	1,700
2022	8	23	141	196	1,286	69	1,723
Total	**42**	**106**	**551**	**1,070**	**6,193**	**416**	**8,378**

Most of the crashes occurred during daylight (73%) and dry surface conditions (86%). *Fixed Object and Parked Car* were the top First Harmful Event for the non-intersection crashes within the study area.

The top three manner of collision for the non-intersection crashes within the study area were Single Vehicle/ Straight, Same Direction Straight/Rear and Same Direction – Straight/Sideswipe which account for 21%, 18% and 16% of the total 8,378 crashes, respectively. Approximately 17% of all crashes were caused by Failure to Control Speed, 8% were caused by Failed to Yield Right of Way- Private Drive, 8% were caused by Changed Lane when Unsafe.

A total of 96 non intersection bike and pedestrian crashes occurred within the study area of which eleven (11) are fatal and fifteen (15) are serious injury crashes. Single Vehicle going straight contributed to 83% of the bike and pedestrian crashes. The same manner of collision contributed to100% of the fatal and 93% of serious injury crashes.

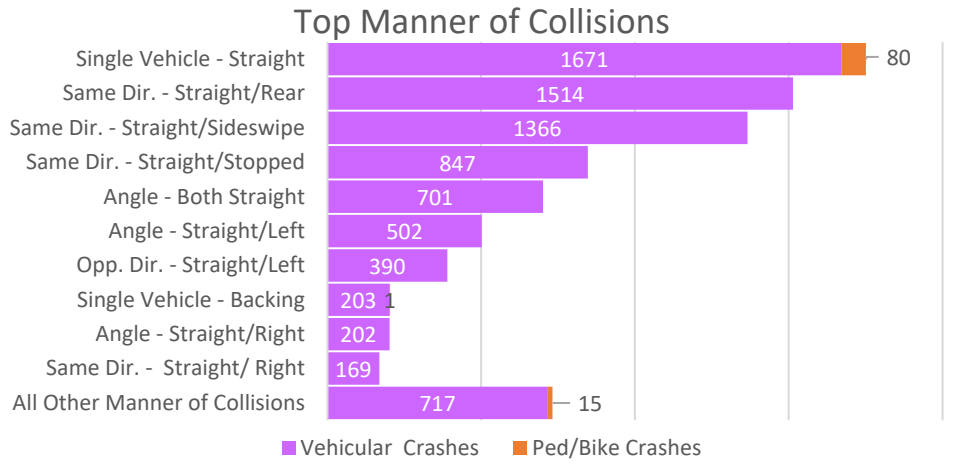
Figure 11 shows the Non-Intersection Bay Area crash characteristics across the study area. **Figure 12** shows crash density.

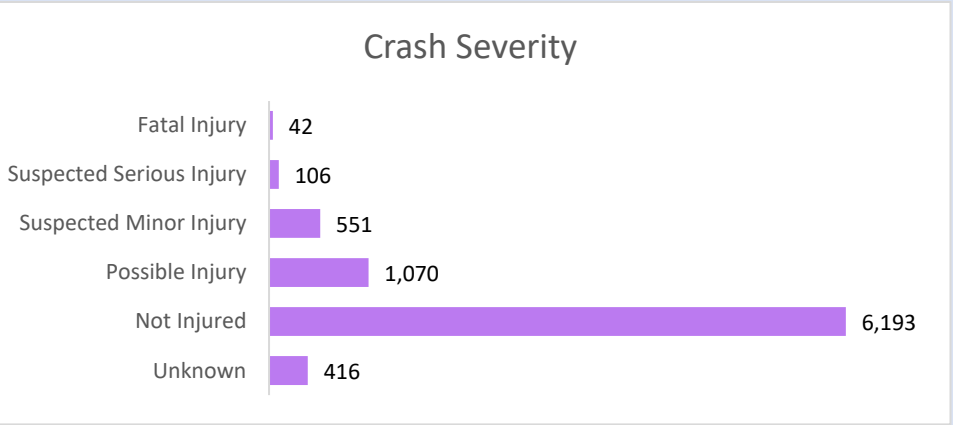
Figure 11. Study Area Non-Intersection Crash Facts – 8,378 Total Crashes

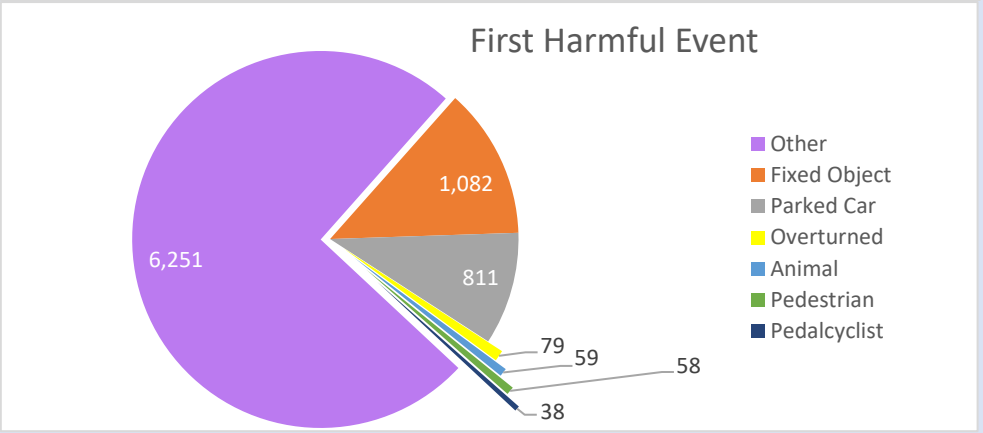
HIGHLIGHTS

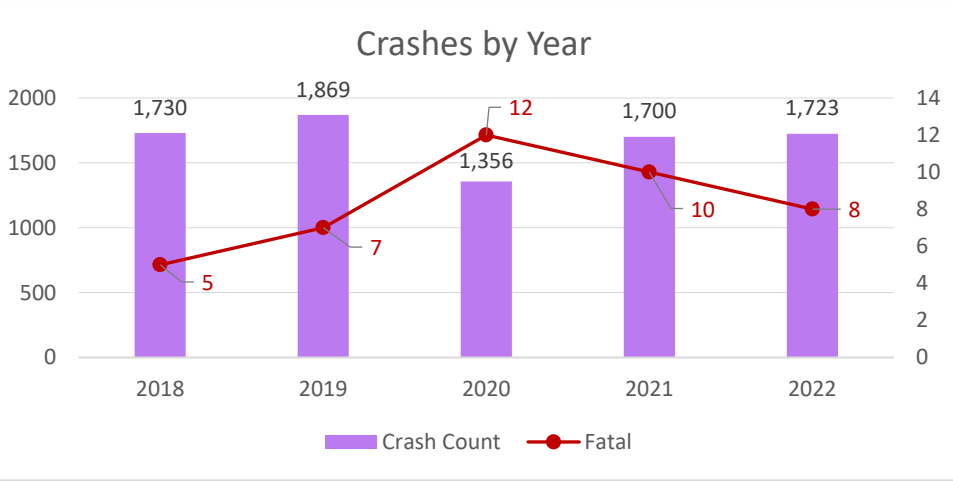
A total of 8,378 crashes occurred within the study area on non-major highway roads that were not at an intersection of which 42 were fatal crashes and 106 crashes were serious injury crashes. NASA Highway, Spencer Highway, Galveston Road, Bay Area Boulevard, and Fairmont Parkway had most number of crashes.

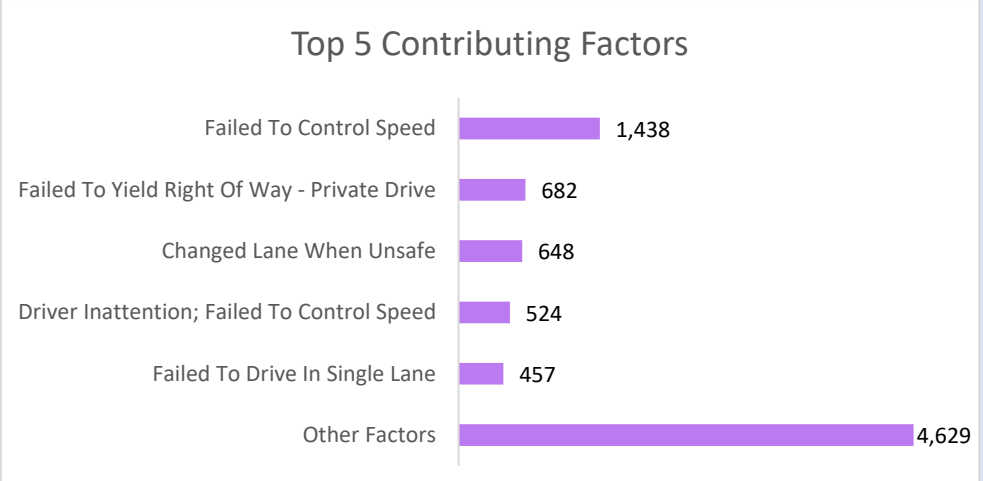
- The top three manner of collisions were Single Vehicle/ Straight, Same Direction Straight/Rear and Same Direction – Straight/Sideswipe which account for 21%, 18% and 16% of the total crashes, respectively.
- The top three crash contributing factors were Failed to control speed, Failed to Yield Right of Way- Private Drive and Changed Lane when Unsafe which account for 17%, 8% and 8% of the total crashes, respectively.
- Fixed Object and Parked Car were the top first harmful events that caused crashes.
- The trend of total crashes per year remained steady except for the pandemic year (2020). Fatal crashes per year increased from 2018 to 2020 and decreased from 2021 and 2022.

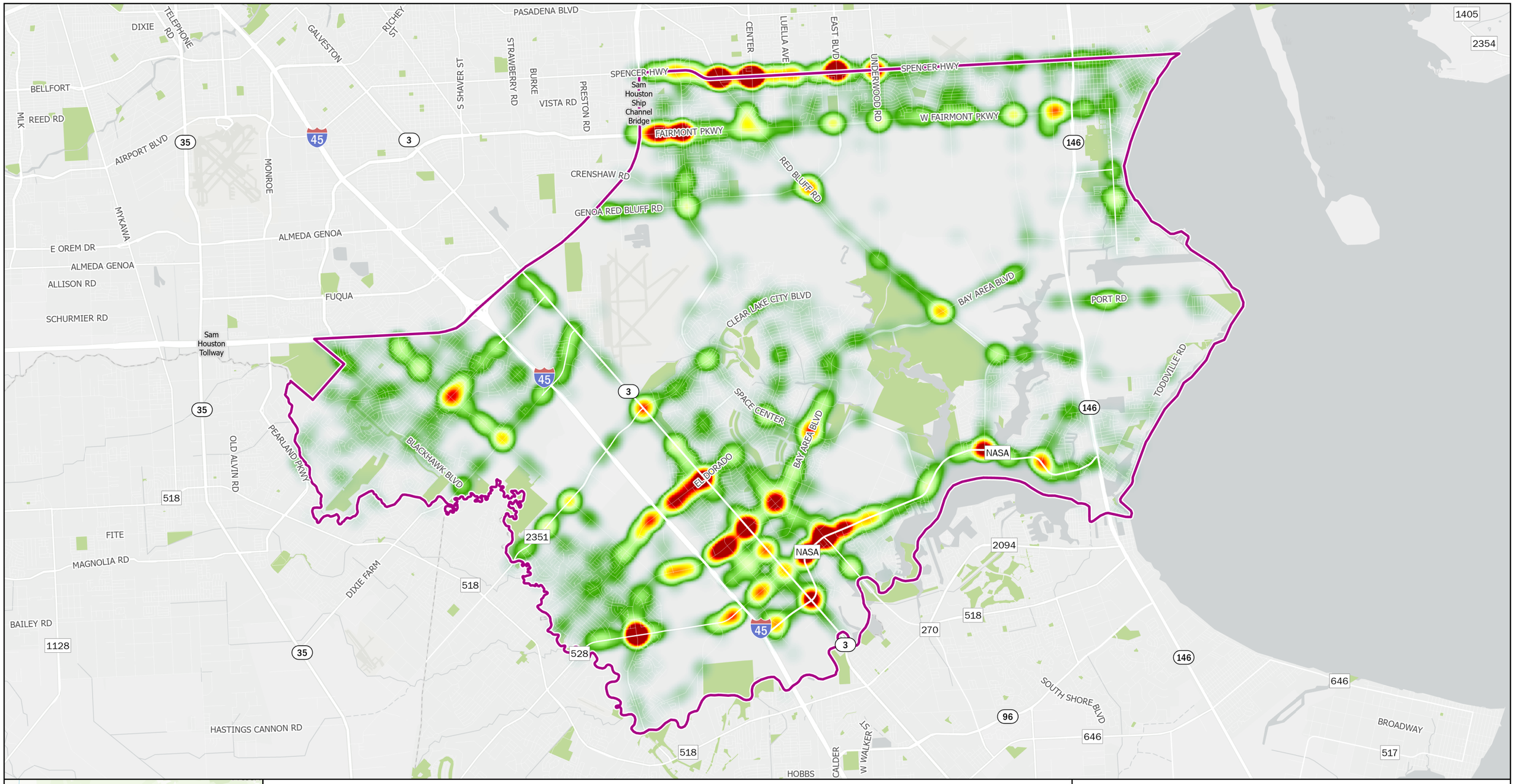


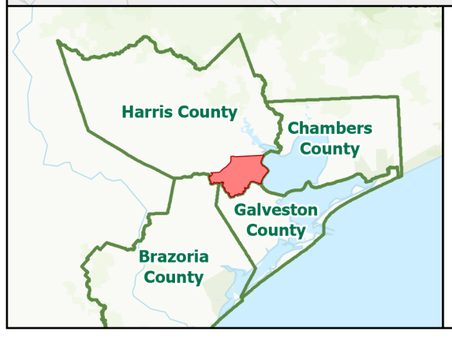












Non-Intersection Crash Density

More Dense

Less Dense

HGAC Park Areas

Study Area

*Crashes are filtered to non-major highways

0 5 10 Miles

Date: 4/15/2024

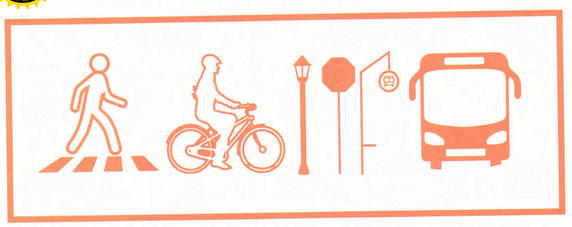
Figure 12
Bay Area
Bicycle and Pedestrian Safety Plan
Non-Intersection
Crash Density Map
2018 - 2022

Conclusion

Study area-wide crash analysis reveals a significant proportion of crashes occurring along major highways, accounting for 43% of all crashes, 45% of seriously injured crashes, and 39% of fatal crashes. Notably, high crash locations for non-major highway-related incidents mirror those for bike and pedestrian-related crashes. Four out of the ten identified crash clusters - FM 528 & Bay Area Blvd, Spencer Highway & Red Bluff Road, Spencer Highway & Center Street, and Bay Area Boulevard & El Camino Real - overlap with areas experiencing high rates of bike and pedestrian crashes. Targeting safety improvements at these clusters promises enhanced safety for all road users in the vicinity. Moreover, prioritizing safety enhancements around schools with a history of high bike and pedestrian-related crashes will extend benefits to all road users in the area, fostering improved safety throughout.

Appendix C
Public Engagement Responses

Bay Area Pedestrian and Bicycle Safety Plan
September 2024



WELCOME!

THANK YOU FOR COMING TO THIS COMMUNITY MEETING FOR THE
GRACIAS POR VENIR A ESTA REUNIÓN COMUNITARIA PARA EL

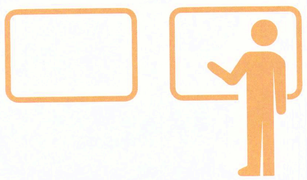
BAY AREA BICYCLE AND PEDESTRIAN SAFETY PLAN

Your feedback is very important to help determine the priorities, recommendations, and projects highlighted in the Safety Plan. The intent of tonight's meeting is to provide a background to the planning process and get your ideas and direction on desired facilities, opportunities, and your experiences walking and biking in your community. Precinct 2 staff and other project team members will be available to answer any questions and help facilitate the feedback process.

Sus comentarios son muy importantes para ayudar a determinar las prioridades, recomendaciones y proyectos destacados en el Plan de Seguridad. La intención de esta reunión es proveer información sobre el proceso de planificación y obtener sus ideas y orientación sobre las instalaciones y oportunidades deseadas y sus experiencias caminando y andando en bicicleta en su comunidad. El personal del Precinto 2 y otros miembros del equipo del proyecto estarán disponibles para responder cualquier pregunta y ayudar a facilitar el proceso de comentario.

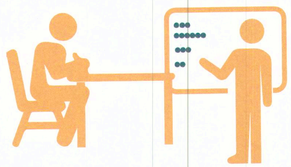
REVIEW the boards and get to know the existing conditions in the Study Area.

REVISE los tableros y conocer las condiciones existentes en el Área de Estudio.



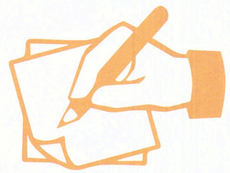
SHARE your thoughts and opinions at the engagement boards and with project staff.

COMPARTA sus pensamientos y opiniones en los tableros y con el personal del proyecto.



TELL us more about your ideas and fill out a comment card.

CUÉNTENOS más sobre sus ideas y complete una tarjeta de comentarios.



H-GAC Houston-Galveston Area Council

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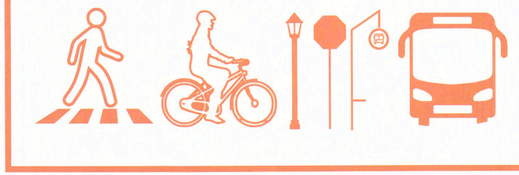
REVIVE 2 THRIVE
Community Revitalization Initiative

HARRIS COUNTY PRECINCT 2 — Engage • Educate • Empower

ADRIAN GARCIA
COMMISSIONER

BAY AREA BICYCLE AND PEDESTRIAN SAFETY PLAN

WELCOME!



KICKOFF CELEBRATION
CELEBRACIÓN DEL INICIO

Houston-Galveston Area Council

halff

REVIVE 2 THRIVE
Community Revitalization Initiative

HARRIS COUNTY PRECINCT 2
Empower • Educate • Empower

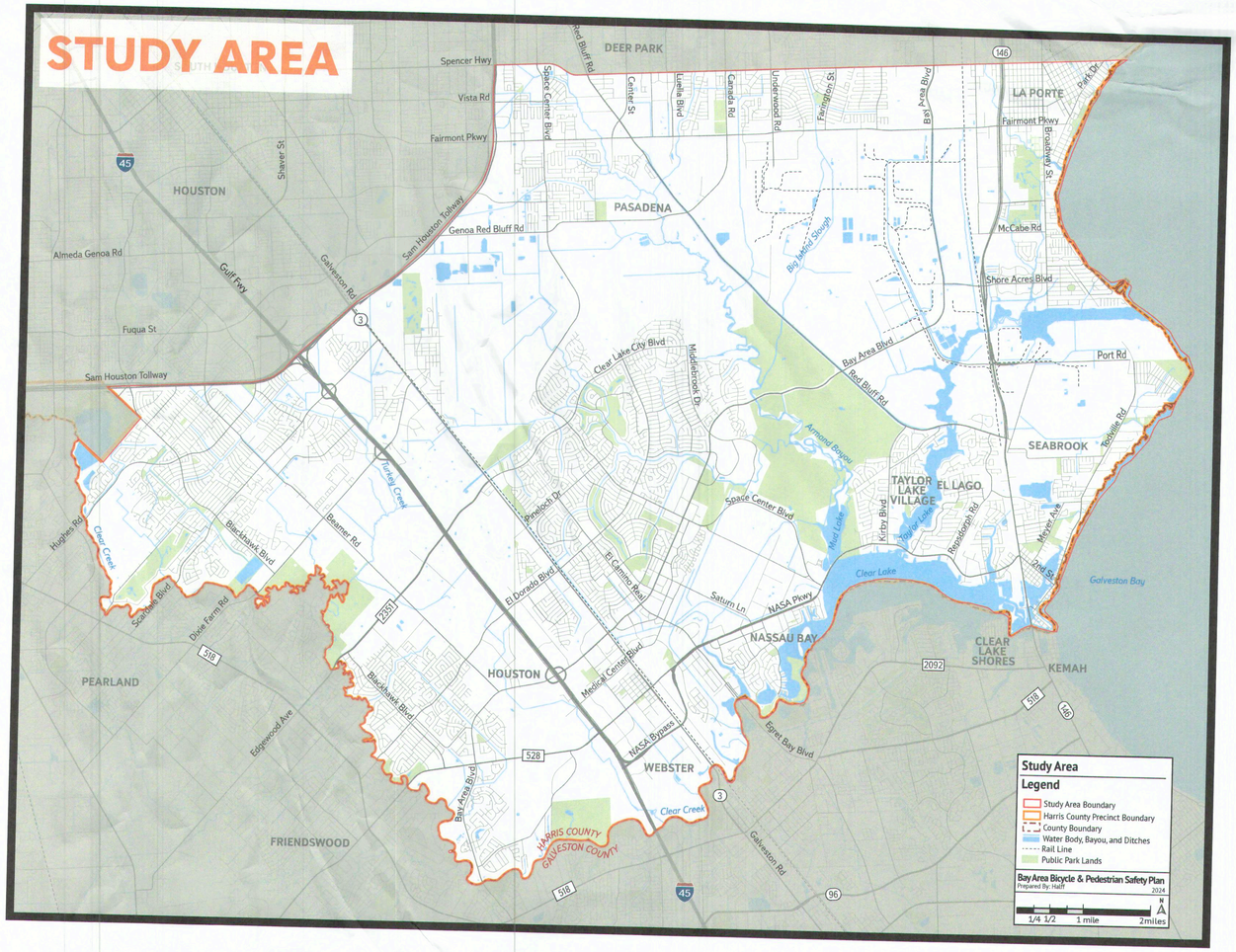
ADRIAN GARCIA
COMMISSIONER

WHAT IS A BIKE-PED SAFETY PLAN?

This Bicycle and Pedestrian Safety Plan will help Precinct 2 and other leaders identify community needs and existing conditions of facilities. The plan will include a number of quantitative analyses assessing roadway types, injury locations, connectivity gaps, and infrastrucure conditions. The outcome of the Safety Plan will be a list of future projects and opportunities, recommended policy and design changes, and ideas for innovative implementation solutions.

¿QUÉ ES UN PLAN DE SEGURIDAD PARA CICLISTAS Y PEATONES?

Este Plan de Seguridad para Ciclistas y Peatones ayudará al Precinct 2 y a otros líderes a identificar las necesidades de la comunidad y las condiciones existentes de las facilidades. El plan incluirá una serie de análisis cuantitativos que evaluarán los tipos de carreteras, las ubicaciones de lesiones, las brechas de conectividad, y las condiciones de la infraestructura. El resultado del Plan de Seguridad será una lista de proyectos y oportunidades futuros, cambios de diseño y políticas recomendadas, e ideas para soluciones de implementación innovadoras.



PROJECT TIMELINE PROGRAMA DEL PROYECTO

Current Phase

1 PROJECT INITIATION
- Initial Data Collection
- Public Engagement
- Stakeholder Outreach

2 NEEDS ASSESSMENT
- Existing Conditions
- Project Prioritization
- Identify Community Needs and Preferences

3 RECOMMENDATIONS
- Network Mapping
- Plan Recommendations
- Conceptual Designs

4 IMPLEMENTATION
- Action Plan
- Cost Estimates
- Project Implementation

June 2023 — April 2024

Bay Area Bike-Ped Safety Plan

CRASH HOTSPOTS (2018-2022)
Puntos críticos de colisión (2018-2022)

PED-BIKE CRASH STATISTICS

20 FATAL CRASHES

66% INCREASE IN TOTAL CRASHES BETWEEN 2020 AND 2022

36 SERIOUS INJURY CRASHES

71% DECREASE IN FATAL CRASHES BETWEEN 2019 AND 2022

233 TOTAL CRASHES

TOP 3 CONSTRIBUTING FACTORS:

1. Pedestrian failed to yield right of way to vehicle
2. Failed to yield right of way to pedestrian
3. Driver inattention

ESTADÍSTICAS DE ACCIDENTES NO-MOTORIZADAS

20 ACCIDENTES FATALES

66% AUMENTO EN ACCIDENTES TOTALES ENTRE 2020 Y 2022

36 ACCIDENTES CON HERIDAS GRAVES

71% DISMINUCIÓN EN ACCIDENTES FATALES ENTRE 2019 Y 2022

233 ACCIDENTES EN TOTAL

LOS 3 FACTORES PRINCIPALES:

1. Un Peatón no cedió el paso a un vehículo
2. Un conductor no cedió el paso a un peatón
3. La falta de atención del conductor

DEER PARK
PASADENA
HOUSTON
NASSAU BAY
WEBSTER
TAYLOR LAKE VILLAGE
EL LAGO
CLEAR LAKE SHORES
SEABROOK
FRIENDSWOOD
HARRIS COUNTY
GALVESTON COUNTY
Spencer Hwy
Vista Rd
Fairmont Pkwy
Red Bluff Rd
Center St
Lujila Blvd
Canada Rd
Underwood Rd
Farrington St
Bay Area Blvd
Broadway St
McCabe Rd
Shore Acres Blvd
Space Center Blvd
Sam Houston Tollway
Genoa Red Bluff Rd
Big Island Slough
Clear Lake City Blvd
Middlebrook Dr
Armand Bayou
Fuqua St
Galveston Rd
Turkey Creek
Hughes Rd
Clear Creek
Blackhawk Blvd
Beamer Rd
Scardale Blvd
Dixie Farm Rd
Pineloch Dr
El Camino Real
El Dorado Blvd
Medical Center Blvd
NASA Bypass
Saturn Ln
NASA Pkwy
Egret Bay Blvd
Mud Lake
Clear Lake
Kirby Blvd
Taylor Lake
Repsdorph Rd
Meyer Ave
2nd St
Edgewood Ave
Bay Area Blvd
Clear Creek
45
3
146
2351
528
2092
518
96

BICYCLE- A
INVOLVED

Legend

- Study Area
- Harris Cou
- County Bo
- Water Bod
- Rail Line
- School
- School 1/4
- Existing Re
- Existing Bi
- Fatal Crash
- Suspected
- Suspected
- No Injury

Bay Area Bicycle
Prepared By: Halff

1/4 1/2

Bay Area Bike-Ped Safety Plan

EXISTING FACILITIES
Facilidades existentes

EXISTING FACILITIES OVERVIEW

38.6 MILES
OF DEDICATED BICYCLE LANES

37.5 MILES
OF RECREATIONAL TRAILS

22.1 MILES
OF SHARED-USE PATHS

1,001+ MILES
OF SIDEWALKS

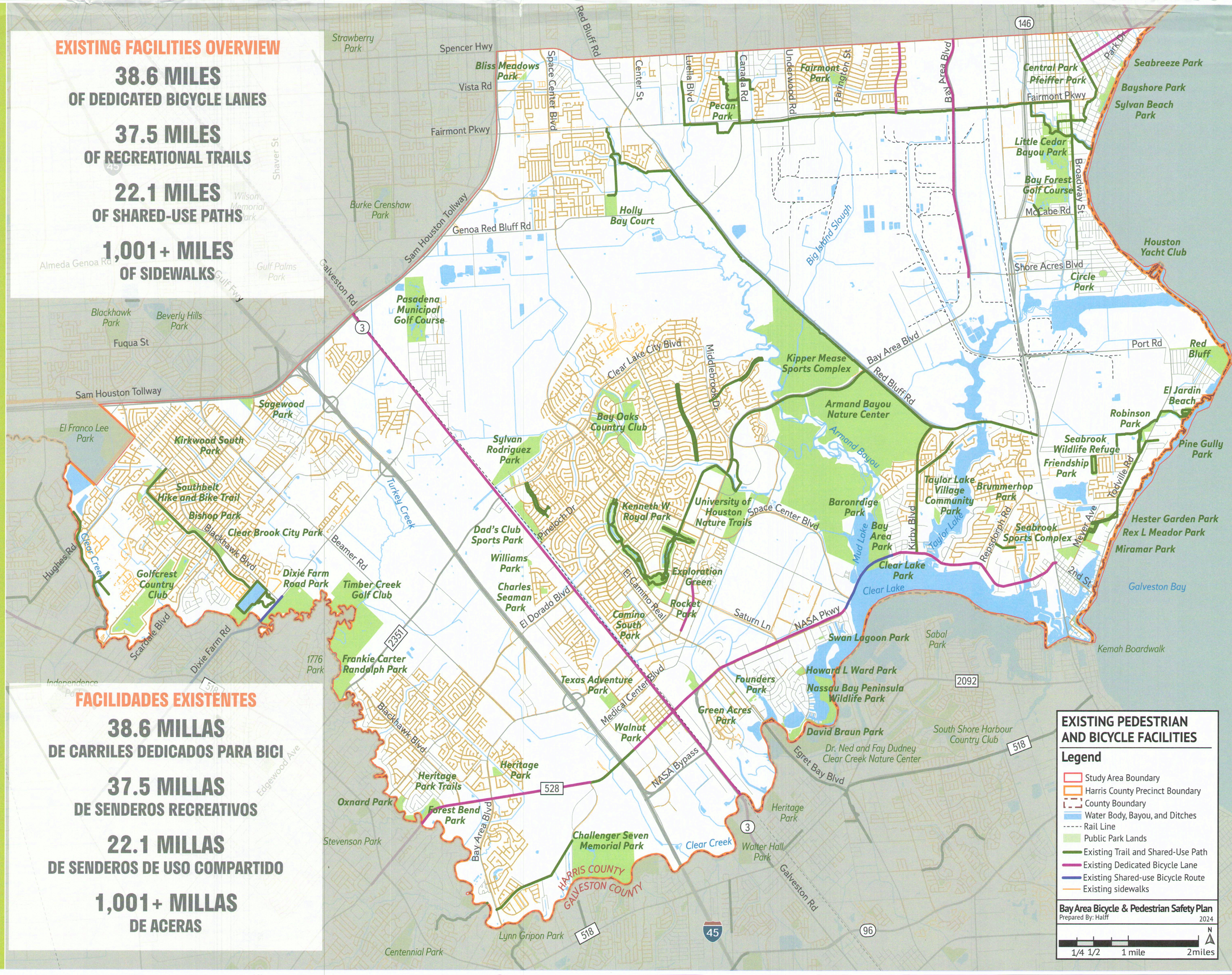
FACILIDADES EXISTENTES

38.6 MILLAS
DE CARRILES DEDICADOS PARA BICI

37.5 MILLAS
DE SENDEROS RECREATIVOS

22.1 MILLAS
DE SENDEROS DE USO COMPARTIDO

1,001+ MILLAS
DE ACERAS



EXISTING PEDESTRIAN AND BICYCLE FACILITIES

Legend

- Study Area Boundary
- Harris County Precinct Boundary
- County Boundary
- Water Body, Bayou, and Ditches
- Rail Line
- Public Park Lands
- Existing Trail and Shared-Use Path
- Existing Dedicated Bicycle Lane
- Existing Shared-use Bicycle Route
- Existing sidewalks

Bay Area Bicycle & Pedestrian Safety Plan
Prepared By: Halff 2024

N
1/4 1/2 1 mile 2miles

PLACE A DOT

What areas in the community would you like to walk and bike to more often?

¿A qué áreas de la comunidad le gustaría ir caminando o en bicicleta con más frecuencia?

Bay Area Bike-Ped Safety Plan

DESTINATIONS
Destinos

DEER PARK
LA PORTE
PASADENA
HOUSTON
SEABROOK
PEARLAND
FRIENDSWOOD
NASSAU BAY
TAYLOR LAKE VILLAGE
EL LAGO
CLEAR LAKE SHORES
KEMAH
WEBSTER
Spencer Hwy
Vista Rd
Fairmont Pkwy
Genoa Red Bluff Rd
Red Bluff Rd
Space Center Blvd
Center St
Luella Blvd
Canada Rd
Underwood Rd
Farrington St
Bay Area Blvd
Park Dr
Broadway St
McCabe Rd
Shore Acres Blvd
Port Rd
Todville Rd
Sam Houston Tollway
Galveston Rd
Fuqua St
Clear Creek
Middlebrook Dr
Bay Area Blvd
Armand Bayou
Repsdorph Rd
Mud Lake
Taylor Lake
Clear Lake
Galveston Bay
Turkey Creek
Pineloch Dr
El Camino Real
El Dorado Blvd
Saturn Ln
NASA Pkwy
Medical Center Blvd
NASA Bypass
Egret Bay Blvd
Hughes Rd
Scarsdale Blvd
Dixie Farm Rd
Blackhawk Blvd
Beamer Rd
Edgewood Ave
Bay Area Blvd
Big Island Slough
Space Center Blvd
HARRIS COUNTY
GALVESTON COUNTY
146
3
2351
518
528
45
96
2092

SAN JACINTO COLLEGE CENTRAL CAMPUS
PASADENA CONVENTION CENTER
BAYPORT NORTH INDUSTRIAL PARK
DOWNTOWN LA PORTE
HOUSTON YACHT CLUB
BAYPORT CONTAINER TERMINAL
LONE STAR FLIGHT MUSEUM
ELLINGTON AIR FORCE BASE
ARMAND BAYOU NATURE CENTER
SAN JACINTO COLLEGE SOUTH
UNIVERSITY OF HOUSTON CLEAR LAKE
NASA JOHNSON SPACE CENTER
SEABROOK MARINA
SEABROOK WATERFRONT DISTRICT
KEMAH BOARDWALK
SOUTH SHORE HARBOUR
UNITED METHODIST HOSPITAL
BAYBROOK MALL
CHALLENGER COLUMBIA STADIUM
FLYWAY CENTER
LEAGUE CITY HISTORIC DISTRICT

DESTINATIONS

Legend

- Study Area Boundary
- Harris County Precinct Boundary
- County Boundary
- Water Body, Bayou, and Ditches
- Rail Line
- Public Park Lands
- Major Retail Zones
- Full Service Grocery Store
- Schools and Colleges
- Libraries
- Community / Recreation Centers
- Historic Places
- Historical Marker
- Museums
- Other Landmarks

Bay Area Bicycle & Pedestrian Safety Plan
Prepared By: Halff 2024

N
1/4 1/2 1 mile 2miles

PEDESTRIAN FACILITIES - INSTALACIONES PEATONALES

PLACE A DOT

What types of pedestrian facilities would you feel most comfortable traveling on or desire the most? Place up to 3 sticky dots below. *¿Con qué tipos de instalaciones para peatones se sentiría más cómodo viajando o desearía más? Coloque 3 pegatinas debajo.*

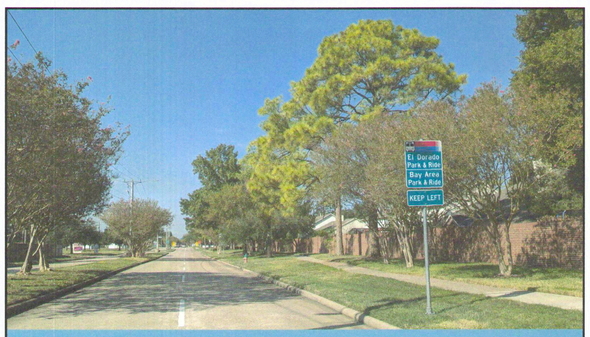
SIDEWALKS
ACERAS

SIDEPATHS / SHARED-USE PATHS
SENDEROS SECUNDARIOS / SENDEROS DE USO COMPARTIDO

RECREATIONAL TRAILS
SENDEROS RECREATIVOS

Have something else in mind? Leave a comment on a sticky note below. ¿Tienes algo más en mente? Deje un comentario en una nota abajo.

behavior-based rules of use (vs typical technology investment)



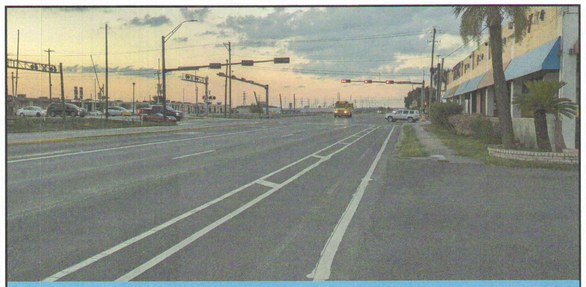
SHADED AND LANDSCAPED SIDEWALKS AND TRAILS
ACERAS Y SENDEROS CON SOMBRA Y FLORES

PEDESTRIAN FOCUSED CROSSING DESIGNS (pavement types, raised crosswalks, curb bulb-outs, flashing beacon signage, etc.)
DISEÑOS DE CRUCES PEATONALES
(tipos de pavimento, cruces peatonales elevados, aceras abombadas, señalización con balizas intermitentes, etc.)

SHARED-USE SPACES OR PEDESTRIAN ONLY SPACES
ESPACIOS DE USO COMPARTIDO O ESPACIOS SOLO PEATONALES

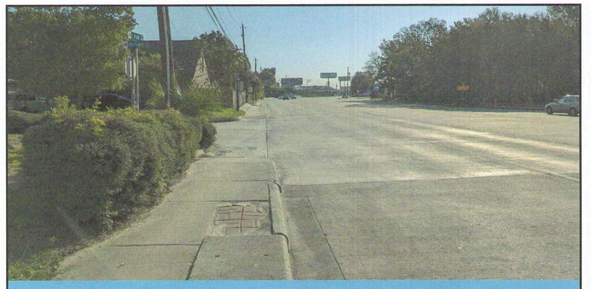
BARRIERS - BARRERAS

PLACE A DOT **What barriers prevent you from using sidewalks, bikeways, or trails more often than you currently do? Place up to 3 sticky dots below.** *¿Qué barreras le impiden utilizar las aceras, los carriles para bicicletas o los senderos con más frecuencia? Coloque 3 pegatinas debajo.*

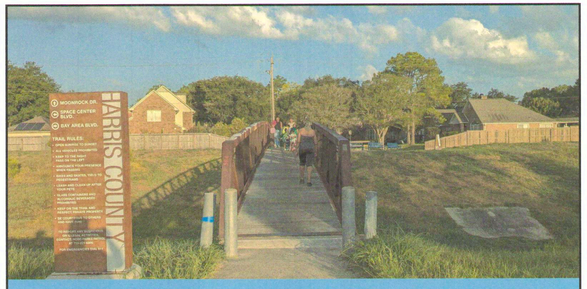


UNSAFE ROAD CONDITIONS
(Speed, congestion, intersection spacing)
CONDICIONES INSEGURAS DE LA CARRETERA
(Velocidad del vehículo, congestión, cruces)

NETWORK CONNECTIVITY / GAPS IN INFRASTRUCTURE
CONECTIVIDAD DE RED / BRECHAS EN INFRAESTRUCTURA



INFRASTRUCTURE CONDITION
(width, quality, and pavement condition)
ESTADO DE LA INFRAESTRUCTURA
(ancho, calidad, and estado del pavimento)



LIMITED CONNECTIONS TO DESTINATIONS
(parks, schools, transit, retail, jobs)
CONEXIONES LIMITADAS A DESTINOS
(parques, escuelas, transito, tiendas, empleos)

INTERSECTION CROSINGS
(lack of or condition of pavement markings, ramps, signs, and push-buttons)
CRUCES DE INTERSECCIÓN
(falta o estado de las marcas en el pavimento, rampas, señales y pulsadores)

LACK OF AMENITIES
(signs, benches, lightng, and shade)
FALTA DE COMODIDADES
(letreros, bancos, iluminación y sombra)

INACCESSIBILITY
(lack of curb-cuts, ramps, and other accessible features)
INACCESIBILIDAD
(falta de aceras, rampas y otros funciones accesibles)

Have something else in mind? Leave a comment on a sticky note below. ¿Tienes algo más en mente? Deje un comentario en una nota abajo.

sidewalk disconnects include missing, mud/sunken, or overgrown/not paved

BICYCLE AND TRAIL FACILITIES - INSTALACIONES PARA BICICLETAS Y SENDEROS

PLACE A DOT

What types of bicycle and trail facilities would you feel most comfortable traveling on or desire the most? Place up to 3 sticky dots below. *¿Con qué tipos de instalaciones para bicicletas y senderos se sentiría más cómodo viajando o viajando? deseas más? Coloque 3 pegatinas debajo.*

CONVENTIONAL BICYCLE LANES
CARRILES BICICLETA CONVENCIONALES

SHARROWS (SHARED-USE LANES)
SHARROWS (CARRILES DE USO COMPARTIDO)

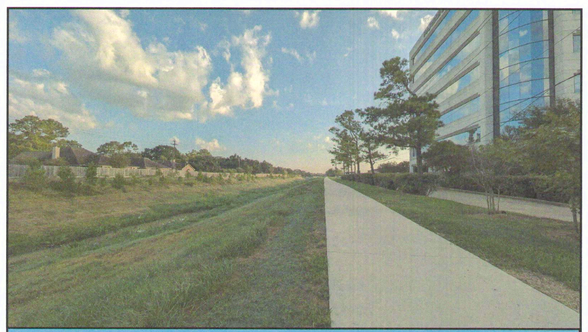
SHARED-USE SIDEPATHS / SHARED-USE TRAIL
SENDEROS DE USO COMPARTIDO

PROTECTED BICYCLE LANES
CARRILES DE BICICLETA PROTEGIDOS

RAISED CURB / SEPARATED BICYCLE LANES
BORDILLO ELEVADO/CARRILES DE BICICLETAS SEPARADOS

WIDER SIDEWALKS AND BICYCLE LANES
ACERAS Y CARRILES DE BICICLETAS MÁS ANCHOS

TRAIL UNDERPASSES AND BRIDGES
PASOS SUBTERRANEOS Y PUENTES



RECREATIONAL TRAILS
SENDEROS RECREATIVOS

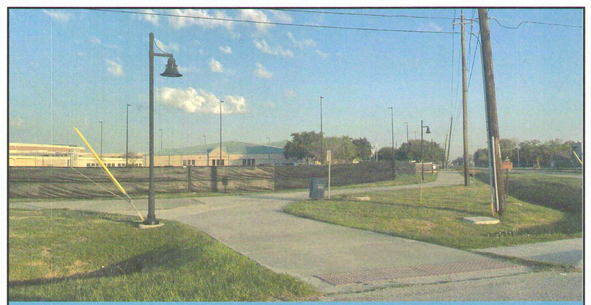
Have something else in mind? Leave a comment on a sticky note below. ¿Tienes algo más en mente? Deje un comentario en una nota abajo.

Bathrooms, water, Bike maintenance Stations

ADDITIONAL AMENITIES - AMENIDADES ADICIONALES

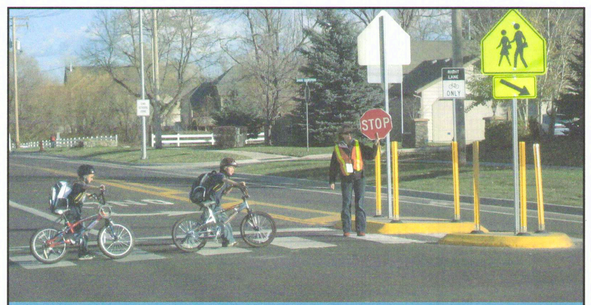
PLACE A DOT

What additional amenities or actions would encourage you to walk or bike more?
Place up to 3 sticky dots below. *¿Qué servicios o acciones adicionales lo alentarían a caminar o andar en bicicleta más? Coloque 3 pegatinas debajo.*



BETTER LIGHTING
LUCES MEJORES

MAPS AND DIRECTIONAL SIGNAGE
MAPAS Y SEÑALIZACIÓN DIRECCIONAL

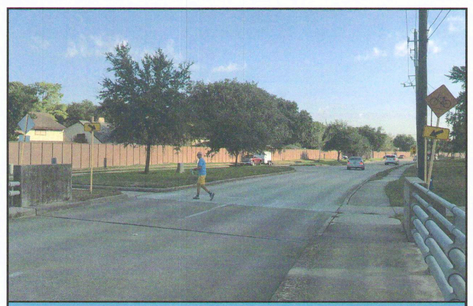


ADDITIONAL PROGRAMMING
PROGRAMMAS ADDICONALES

PUBLIC ART AND LIGHT-POST BANNERS
ARTE PÚBLICO Y PANCARTAS

BETTER MAINTENANCE OF FACILITIES
MANTENIMIENTO MEJOR DE LAS FACILIDADES

SAFER INTERSECTIONS AND CROSSINGS
INTERSECCIONES Y CRUZES MAS SEGURAS



INCREASED PUBLIC EDUCATION ON USER SAFETY
MAS EDUCACION SOBRE LA SEGURIDAD DE USUAROS

RAISED CROSSWALKS AND MID-BLOCK CROSSINGS
CRUZES ELEVADOS

Please, smooth enough to be safe for roller-bladers too!!

PHYSICS IS BETTER THAN SIGNS!

FULLY PAINTED CROSSWALKS AND BICYCLE LANES / CLARITY OF MARKINGS
CRUZES / CARRILES DE BICI PINTADOS

Have something else in mind? Leave a comment on a sticky note below. ¿Tienes algo más en mente? Deje un comentario en una nota al lado.

bike/ped paths w/ nature not traffic, connected to retail

SHADE, BATHROOMS, WATER, BIKE MAINTENENCE STATIONS

MARK-UP THE MAP

Draw on the map and let us know of any opportunity locations, dangerous intersections, areas for improvement, or other ideas you have!

¡Dibuje en el mapa para notificarnos de ubicaciones de oportunidad, intersecciones peligrosas, áreas de mejora, o otras ideas que pueda tener!

Bay Area Bike-Ped Safety Plan

MARK UP THE MAP!

Bay Area Blvd between Fairmont and Space Center blvd needs new road bed

Chemical smell and trucks

Speeding, lots of big trucks

Bike to school/work platoons or solidarity groups

"Adopt a Bikeway" "Adopt a path"

Potential for new path connection

Connect Bay Oaks + Bay Front to Idyl Green

Bridges Foot paths are dangerously littered. hinders use. Damages to bike tires

Debris drains off of road and accumulates waiting on paths

Potentially dangerous pathways if City/Village motorized vehicles on park pathways

Bike parking needed for kids

Scary neighborhood entrance. Need lighting

Need North-South connection

Access management + speeding need to use center turn lane

Strawberry Park
Spencer Hwy
Bliss Meadows Park
Vista Rd
Space Center Blvd
Red Bluff Rd
Center St
Luella Blvd
Canada Rd
Pecan Park
Underwood Rd
Fairmont Park
Fairington St
Bay Area Blvd
146
Central Park
Pfeiffer Park
Fairmont Pkwy
Park Dr
Seabreeze Park
Little Cedar Bayou Park
Broadway St
Bay Forest Golf Course
McCabe Rd
Houston Yacht Club
Shore Acres Blvd
Circle Park
Burke Crenshaw Park
Sam Houston Tollway
Genoa Red Bluff Rd
Holly Bay Court
Big Island Slough
Galveston Rd
3
Pasadena Municipal Golf Course
Clear Lake City Blvd
Middlebrook Dr
Kipper Mease Sports Complex
Bay Area
Red Bluff Rd
Port Rd
Red Bluff
Armand Bayou Nature Center
Armand Bayou
El Jardin Beach
Robinson Park
Seabrook Wildlife Refuge
Pine Gully Park
Friendship Park
Todville Rd
Taylor Lake Village Community Park
Brummerhop Park
Baronridge Park
Bay Area Park
Repsdolph Rd
Seabrook Sports Complex
Meyer Dr
2nd St
Hester Garden Park
Rex L Meador Park
Miramar Park
Galveston
Kemah Boardwalk
Sam Houston Tollway
Sagewood Park
El Franco Lee Park
Kirkwood South Park
Southbelt Hike and Bike Trail
Bishop Park
Blackhawk Blvd
Clear Brook City Park
Hughes Rd
Clear Creek
Golfcrest Country Club
Dixie Farm Road Park
Beamer Rd
Turkey Creek
Timber Creek Golf Club
Scarsdale Blvd
Farm Rd
1776
Park
Independence Park
Sylvan Rodriguez Park
Bay Oaks Country Club
Kennedy W Royal Park
University of Houston Nature Trails
Space Center Blvd
Dad's Club Sports Park
Pinelock Dr
Williams Park
Charles Seaman Park
El Dorado Blvd
Exploration Green
Rocket Park
Saturn Ln
NASA Pkwy
Clear Lake Park
Clear Lake
Swan Lo
Frankie Carter Randolph Park
2351
Texas Adventure Park
Medical Center Blvd
Walnut Park
Green Acres Park
Founder Park
Blackhawk Blvd
Heritage Park Trails
Heritage Park
Edgewood Ave
Oxnard Park
528
Forest Bend Park
Bay Area Blvd
NASA Bypass
Challenger Seven Memorial Park
HARRIS COUNTY
GALVESTON COUNTY
Clear Creek
Stevenson Park
Lynn Gripon Park
518
45
96
Centennial Park
Heritage Park
Walter Hall Park
Galveston Rd
Egret Bay Blvd
Dr. Ned and Fay Dudney Clear Creek Nature Center
South Shore Harbour Country Club
518

EXISTING PEDESTRIAN & BICYCLE FACILITIES

Legend

- Study Area Boundary
- Harris County Precinct Boundary
- County Boundary
- Water Body, Bayou, and Ditches
- Rail Line
- Public Park Lands
- Existing Trail and Shared-Use Path
- Existing Dedicated Bicycle Lane
- Existing Shared-use Bicycle Route
- Existing sidewalks
- Schools
- Grocery Stores (full-service)

Bay Area Bicycle & Pedestrian Safety Plan
Prepared By: Halff 2024

N
1/4 1/2 1 mile 2miles

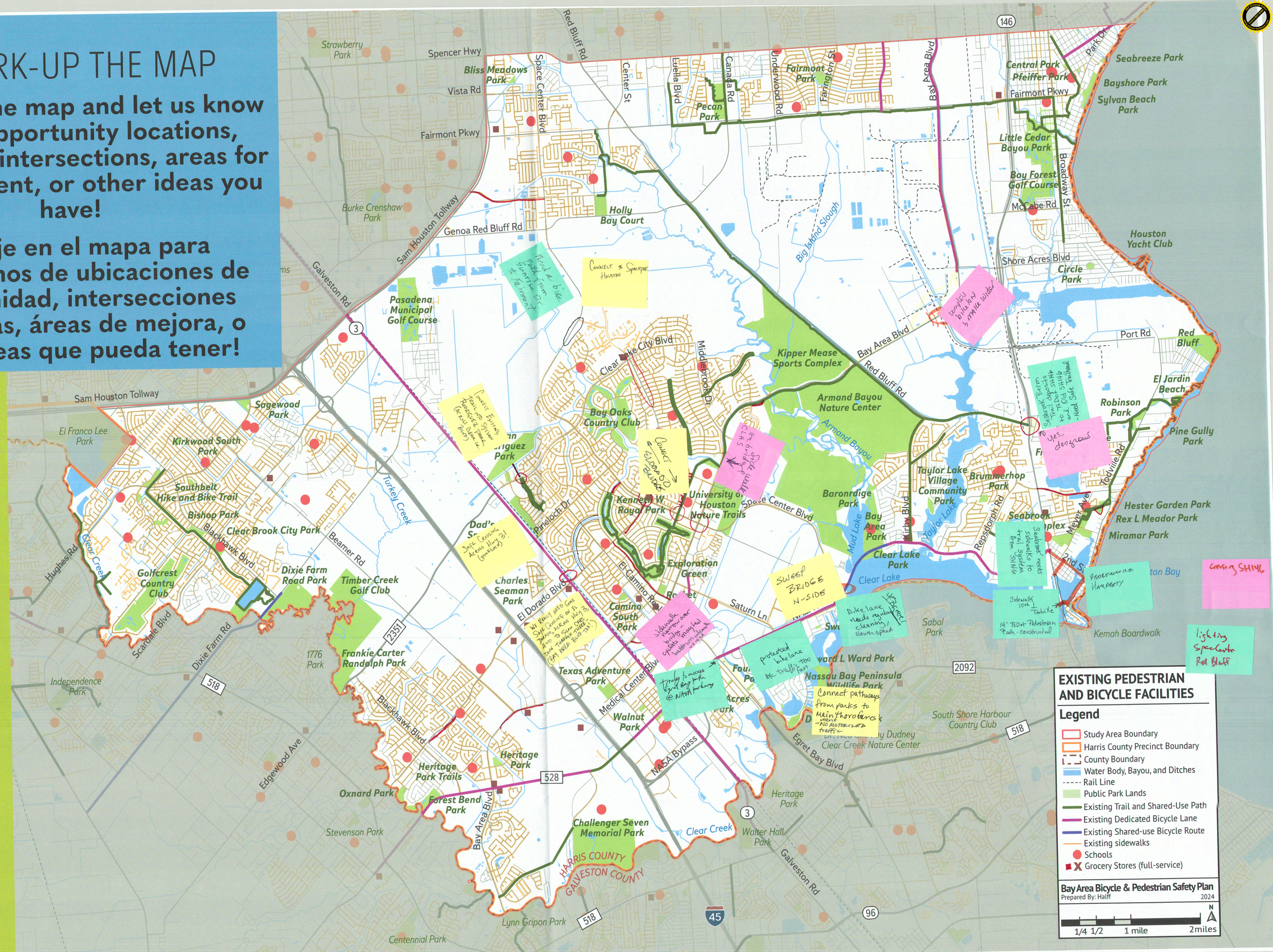
MARK-UP THE MAP

Draw on the map and let us know of any opportunity locations, dangerous intersections, areas for improvement, or other ideas you have!

¡Dibuje en el mapa para notificarnos de ubicaciones de oportunidad, intersecciones peligrosas, áreas de mejora, o otras ideas que pueda tener!

Bay Area Bike-Ped Safety Plan

MARK UP THE MAP!



THANK YOU!

FOR ATTENDING THE FIRST OPEN HOUSE FOR THE

¡GRACIAS!

POR PARTICIPANDO EN LA REUNIÓN COMUNITARIA PARA EL

BAY AREA BICYCLE AND PEDESTRIAN SAFETY PLAN

Your feedback is very important to us! Any additional thoughts you may have about the Bay Area Bike-Ped Safety Plan can be submitted on a comment card or shared through the online interactive map and community survey.

¡Sus comentarios son muy importantes a nosotros! Cualquier ideas adicionales que pueda tener sobre el Bay Area Bike-Ped Safety Plan puede enviarse en una tarjeta de comentarios o compartirse por el mapa interactivo y la encuesta comunitaria en el sitio web.

SCAN THE QR CODE TO TAKE THE COMMUNITY SURVEY AND VISIT THE PROJECT WEBSITE

ESCANEE EL CÓDIGO QR PARA REALIZAR LA ENCUESTA COMUNITARIA Y VISITA EL SITIO WEB DEL PROYECTO

surveymonkey.com/r/BayAreaSafetyPlan

tinyurl.com/BayAreaSafety

H-GAC Houston-Galveston Area Council

halff

REVIVE 2 THRIVE Community Revitalization Initiative

HARRIS COUNTY PRECINCT 2 — Empower • Educate • Empower

ADRIAN GARCIA COMMISSIONER

Bay Area Bike-Ped Safety Plan

PROPOSED BICYCLE VISION NETWORK
RED PROPUESTA DE BICICLETAS

EXISTING FACILITIES OVERVIEW

38.6 MILES
OF DEDICATED BICYCLE LANES

37.5 MILES
OF MULTI-USE TRAILS

22.1 MILES
OF SHARED-USE PATHS

50%
OF RESIDENCES WITHIN 1/2 MILE OF A BIKE FACILITY

PROPOSED FACILITIES

56.7 MILES
OF DEDICATED BICYCLE LANES

116 MILES
OF MULTI-USE TRAILS

164 MILES
OF SHARED-USE PATHS

99%
OF RESIDENCES WITHIN 1/2 MILE OF A BIKE FACILITY

DEER PARK
PASADENA
HOUSTON
LA PORTE
SEABROOK
TAYLOR LAKE VILLAGE
EL LAGO
NASSAU BAY
CLEAR LAKE SHORES
KEMAH
WEBSTER
FRIENDSWOOD
LEAGUE CITY
TEXAS CITY

Spencer Hwy
Vista Rd
Fairmont Pkwy
Red Bluff Rd
Space Center Blvd
Center St
Luella Blvd
Canada Rd
Underwood Rd
Park Dr
Broadway St
McCabe Rd
Shore Acres Blvd
Port Rd
Bay Area Blvd
Red Bluff Rd
Todville Rd
Sam Houston Tollway
Genoa Red Bluff Rd
Galveston Rd
Fuqua St
Shaver St
Middlebrook Dr
Big Island Slough
Armand Bayou
Mud Lake
Taylor Lake
Kirby Blvd
Repsdolph Rd
Meyer Ave
2nd St
Clear Lake
Galveston Bay
Turkey Creek
Beamer Rd
Blackhawk Blvd
Hughes Rd
Clear Creek
Scarsdale Blvd
Dixie Farm Rd
Pinelock Dr
El Dorado Blvd
El Camino Real
Saturn Ln
NASA Pkwy
Medical Center Blvd
NASA Bypass
Blackhawk Blvd
Clear Creek
Galveston Rd
2351
2092
518
528
146
96
45
3

signage to connect to Horsepen Bayou trail
connect Bay Area trail to Horsepen Bayou trail

Legend

Proposed Bicycle Network

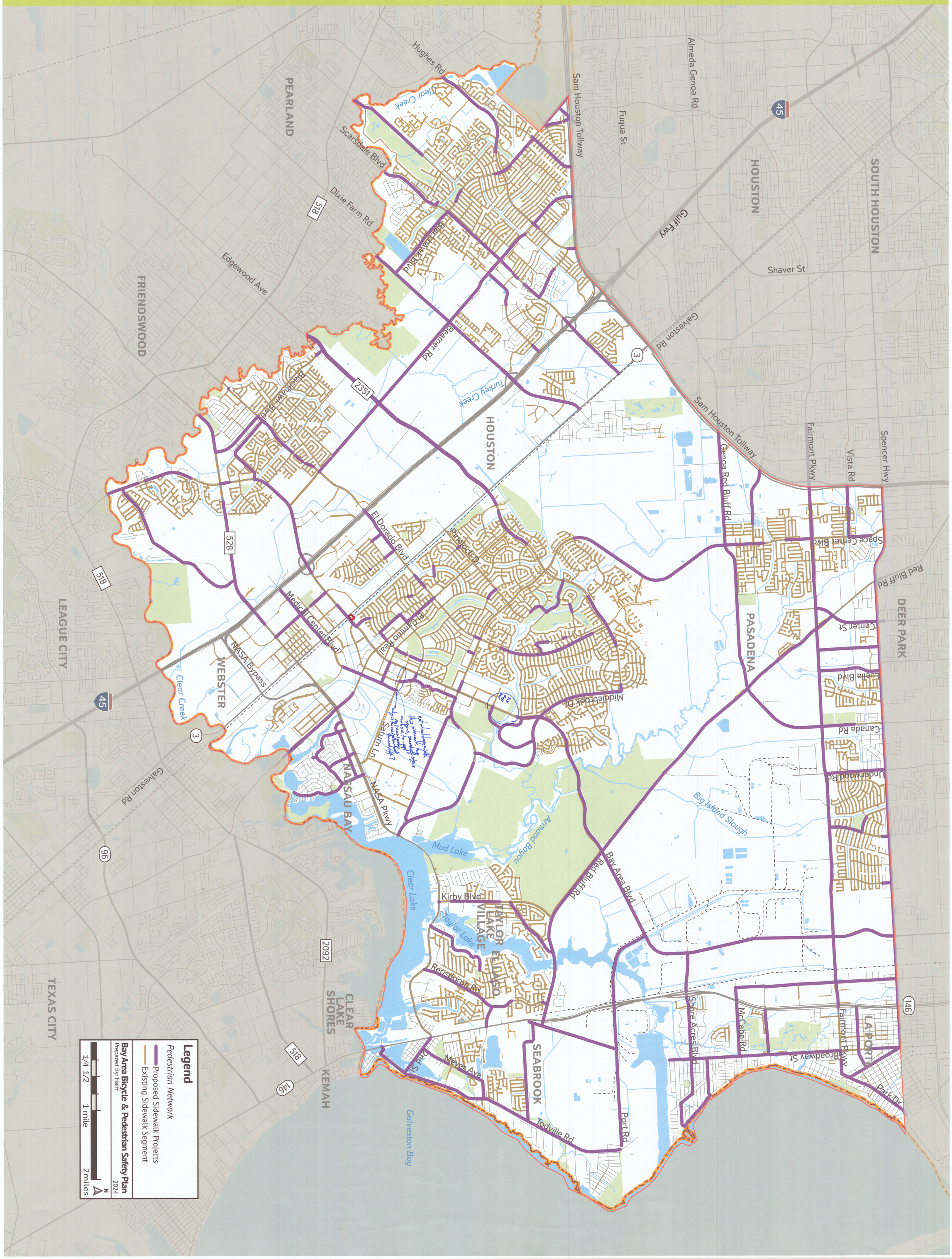
- Bicycle Boulevard
- On-Street Protected Bike Lane
- 12' Shared-Use Path
- Off-street Trail

Bay Area Bicycle & Pedestrian Safety Plan
Prepared By: Halff 2024

N
1/4 1/2 1 mile 2miles

Bay Area Bike-Ped Safety Plan

PROPOSED PEDESTRIAN NETWORK
RED PEATONAL PROPUESTA



Legend

Pedestrian Network

- Proposed Sidewalk Projects
- Existing Sidewalk Segment

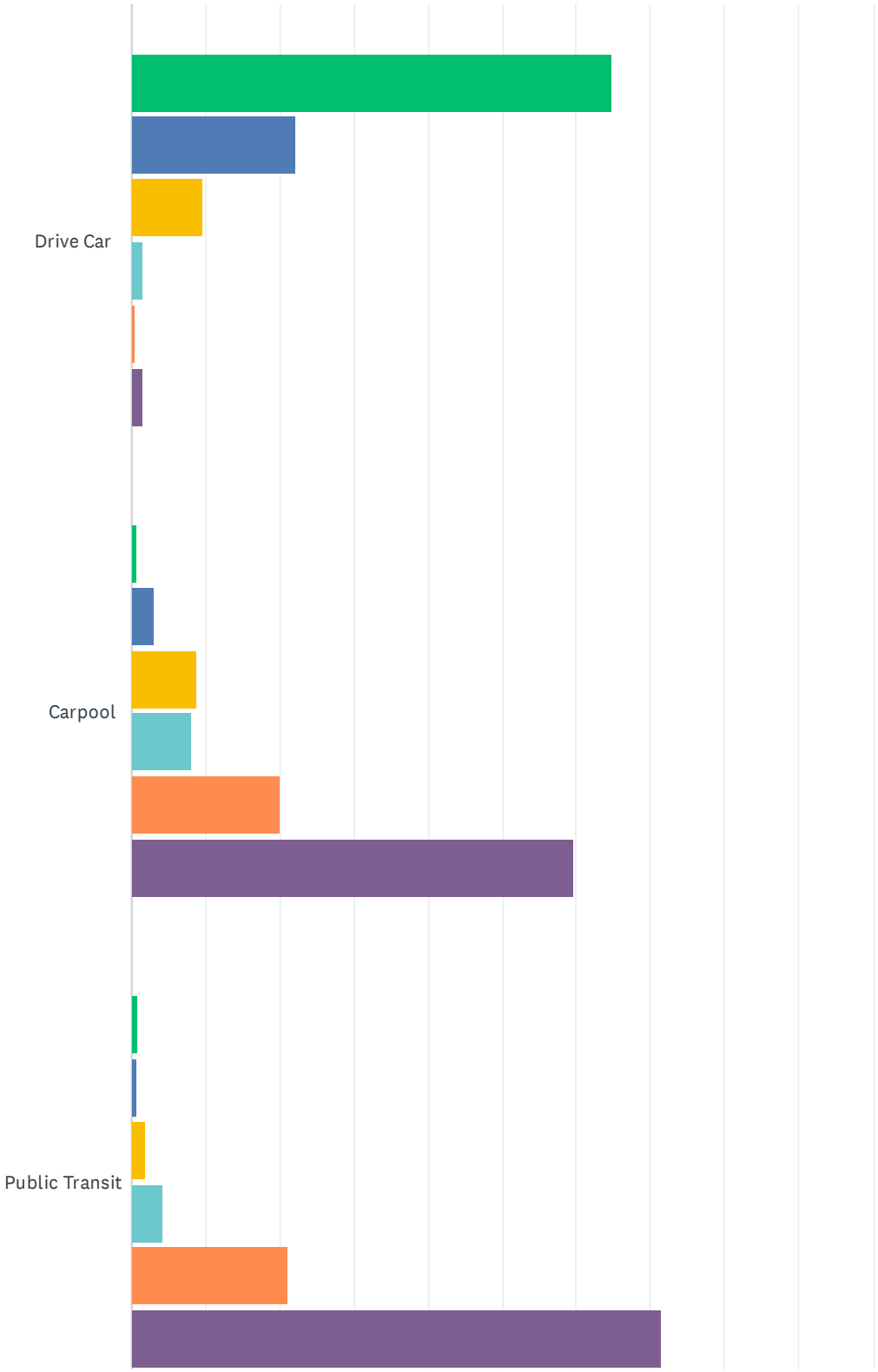
Bay Area Bicycle & Pedestrian Safety Plan
2024
Prepared By: Halff

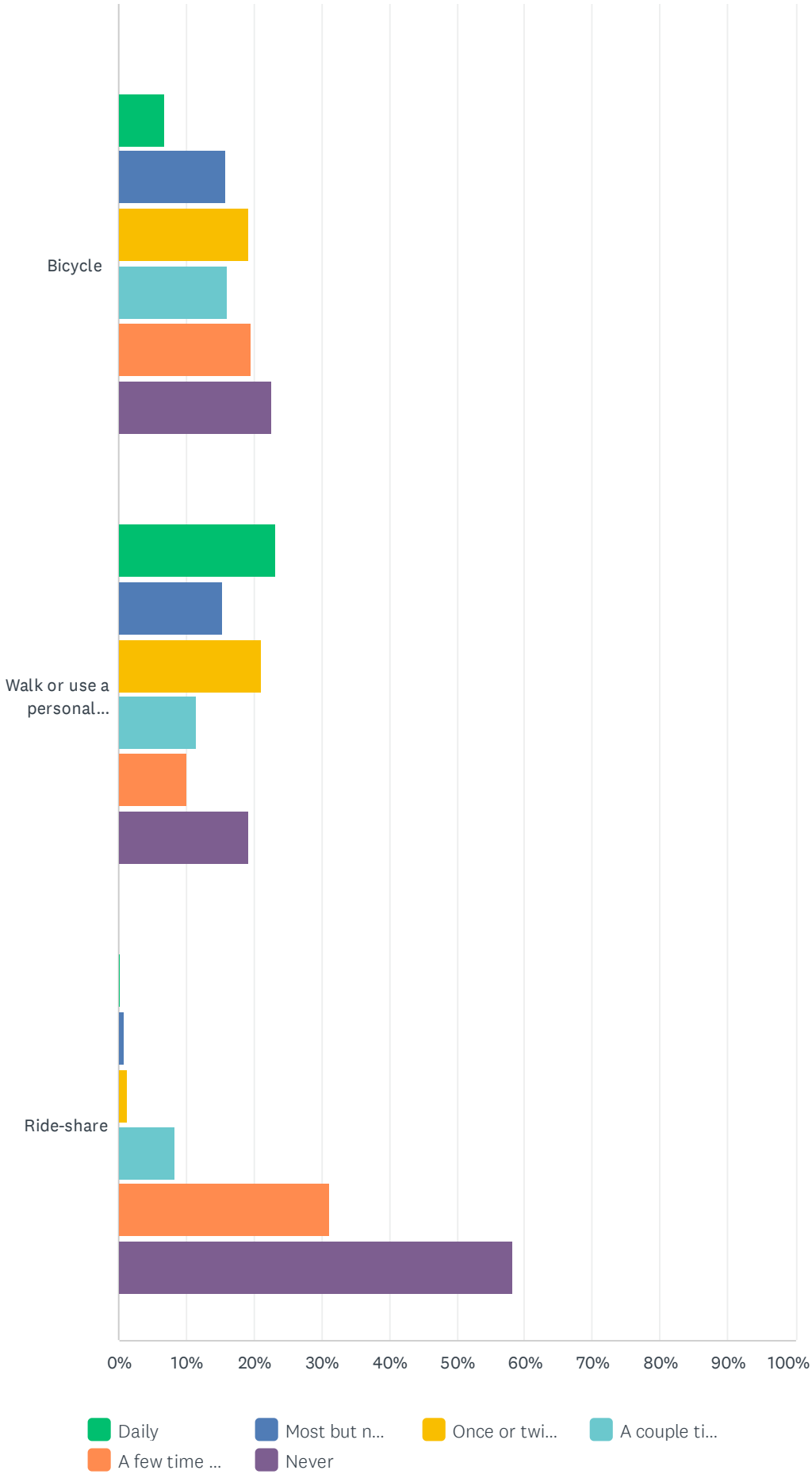
1/4 1/2 1 mile 2miles

N

Q1 How often do you typically use the following transportation options? Include all types used during your trips (e.g. walking to a bus stop would be both walking and a transit trip)

Answered: 407 Skipped: 0



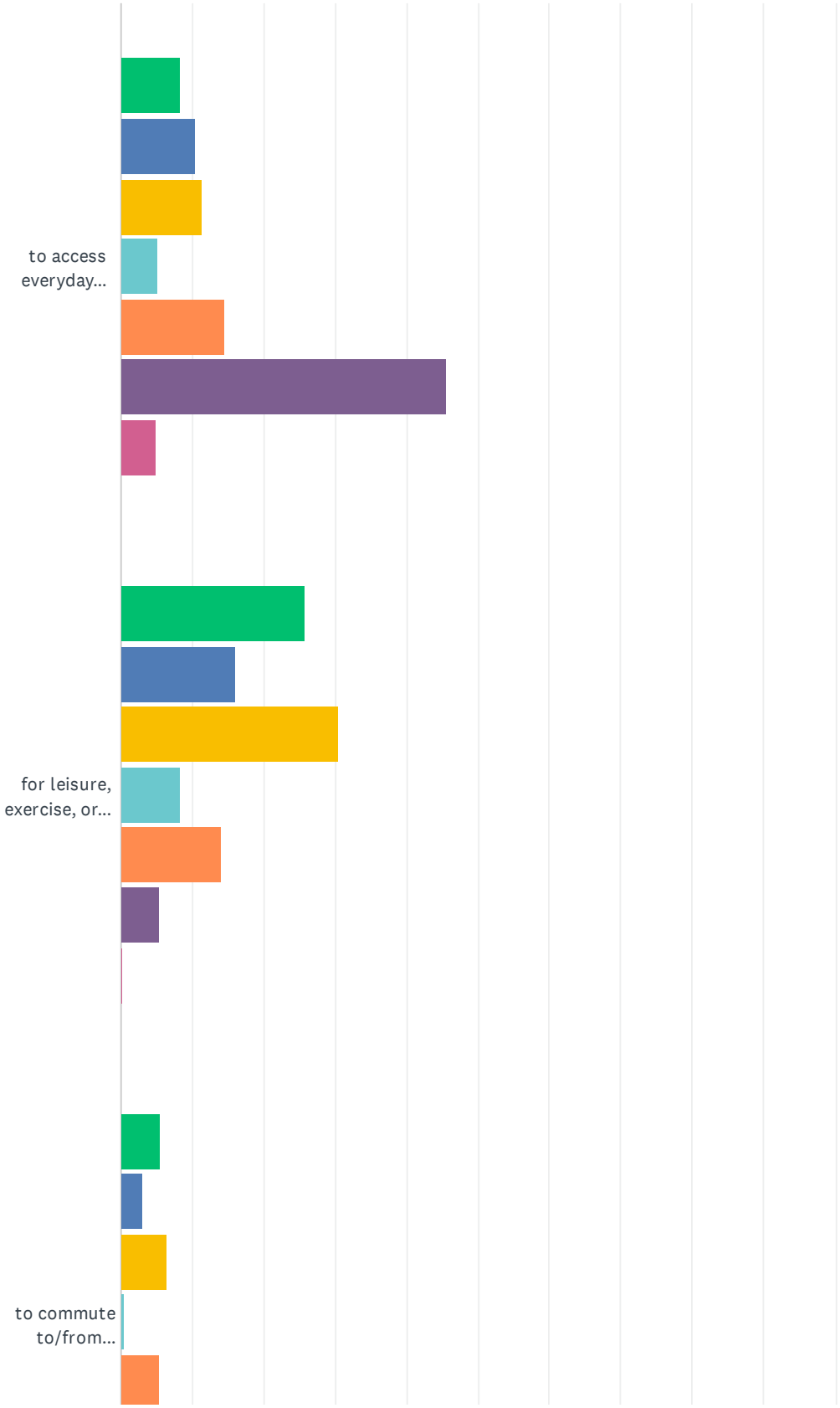

Bicycle
Walk or use a personal...
Ride-share
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Daily
Most but n...
Once or twi...
A couple ti...
A few time ...
Never

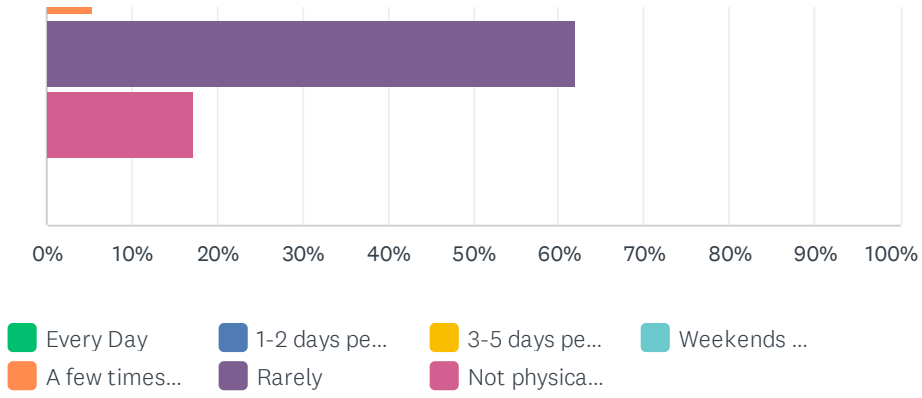
	DAILY	MOST BUT NOT ALL DAYS A WEEK	ONCE OR TWICE A WEEK	A COUPLE TIMES PER MONTH	A FEW TIME PER YEAR	NEVER	TOTAL
Drive Car	64.86% 264	22.11% 90	9.58% 39	1.47% 6	0.49% 2	1.47% 6	407
Carpool	0.53% 2	2.94% 11	8.82% 33	8.02% 30	20.05% 75	59.63% 223	374
Public Transit	0.80% 3	0.53% 2	1.87% 7	4.27% 16	21.07% 79	71.47% 268	375
Bicycle	6.78% 27	15.83% 63	19.10% 76	16.08% 64	19.60% 78	22.61% 90	398
Walk or use a personal mobility device	23.16% 91	15.27% 60	21.12% 83	11.45% 45	9.92% 39	19.08% 75	393
Ride-share	0.27% 1	0.80% 3	1.33% 5	8.24% 31	31.12% 117	58.24% 219	376

#	OTHER (PLEASE SPECIFY)	DATE
1	We do not have public transit available in our area.	11/28/2023 11:01 AM
2	I walk for exercise, but can't really walk to many destinations due to distance & lack of good routes.	11/27/2023 12:45 PM
3	Golf cart	11/24/2023 5:27 AM
4	Wheelchair user/non driver	11/23/2023 7:38 AM
5	SIDEWALK needed up I 45 frontage. I had to walk from 1959 to southpoint park and ride SCARY AND DANGEROUS	11/22/2023 6:47 AM
6	Motorcycle daily	10/21/2023 3:45 PM
7	Assisted walking for my spouse	10/20/2023 11:33 AM
8	Live in area, work at JSC, and use bike to get groceries/shopping/PO Box check/local night life/etc…	10/18/2023 11:03 AM
9	I do wish this was a more walkable area!	10/18/2023 6:49 AM
10	motorcycle	10/17/2023 11:04 AM

Q2 How often do you currently walk or bike

Answered: 405 Skipped: 2

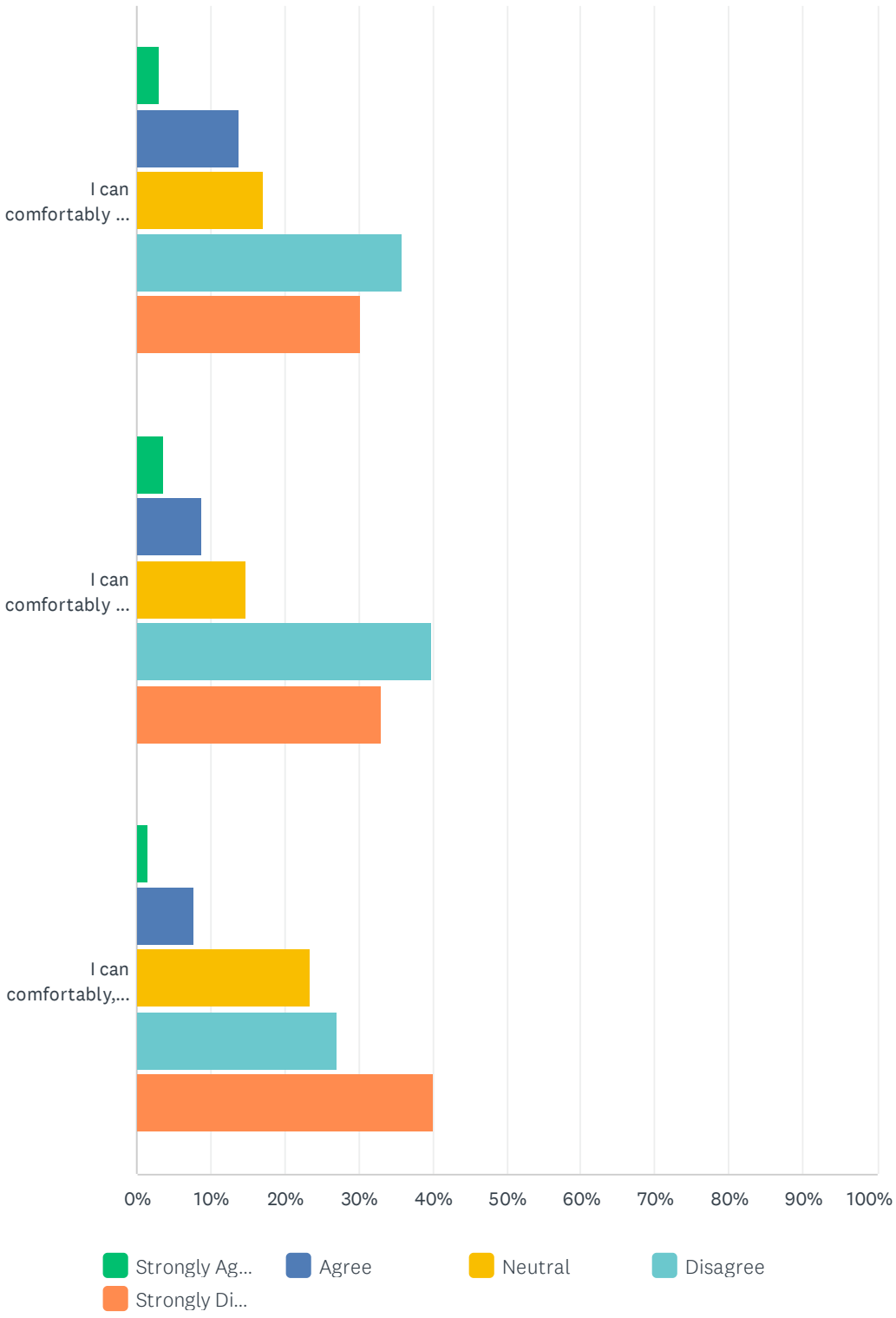




	EVERY DAY	1-2 DAYS PER WEEK	3-5 DAYS PER WEEK	WEEKENDS ONLY	A FEW TIMES PER MONTH	RARELY	NOT PHYSICALLY ABLE	TOTAL	WEIGHTED AVERAGE
to access everyday destinations (shopping/dining)	8.35% 33	10.38% 41	11.39% 45	5.06% 20	14.43% 57	45.57% 180	4.81% 19	395	4.63
for leisure, exercise, or pleasure	25.75% 103	16.00% 64	30.50% 122	8.25% 33	14.00% 56	5.25% 21	0.25% 1	400	2.85
to commute to/from school/work	5.53% 21	2.89% 11	6.32% 24	0.53% 2	5.26% 20	62.11% 236	17.37% 66	380	5.53

Q3 How would you rate the following...

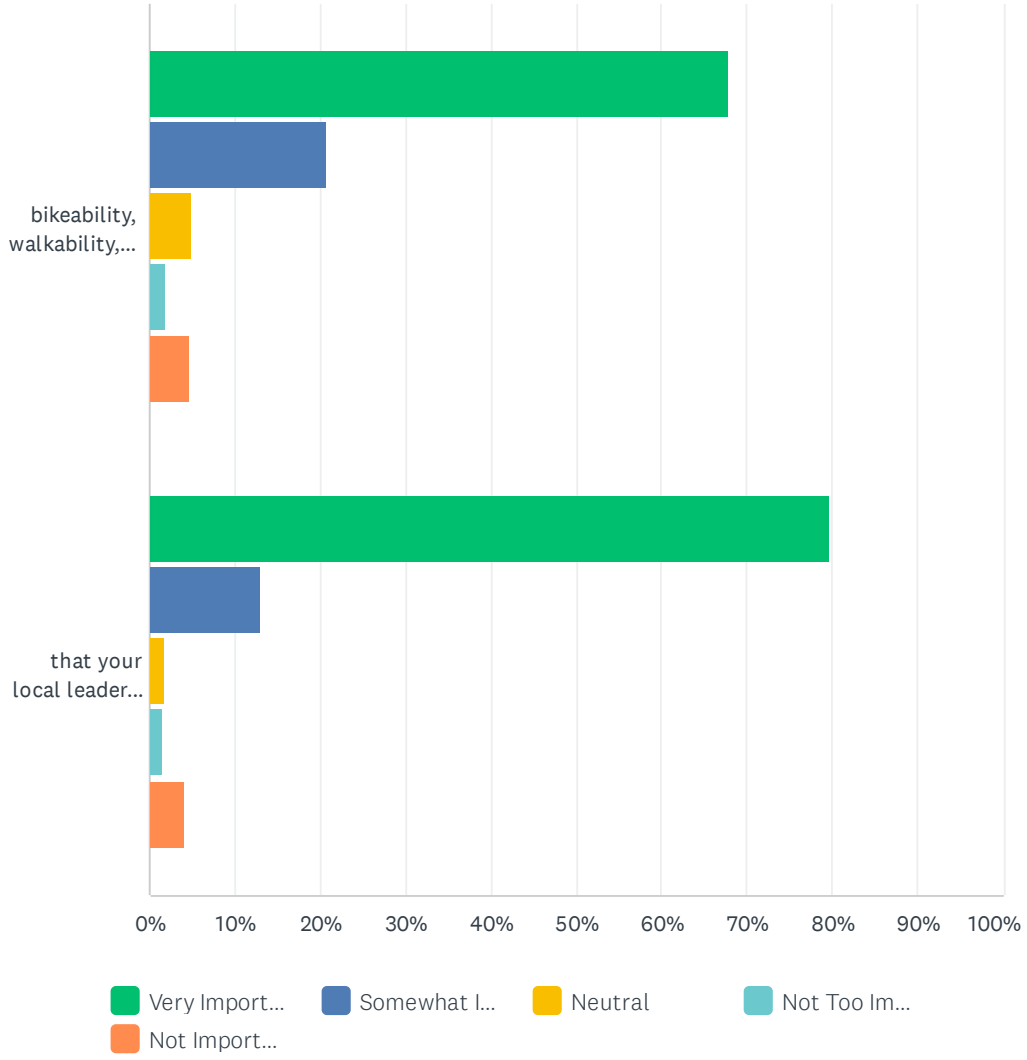
Answered: 405 Skipped: 2



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
I can comfortably and safely walk to destinations (school, work, shopping, etc.)	2.97% 12	13.86% 56	17.08% 69	35.89% 145	30.20% 122	404	3.76
I can comfortably and safely ride my bicycle to destinations (school, work, shopping, etc.)	3.72% 15	8.68% 35	14.64% 59	39.95% 161	33.00% 133	403	3.90
I can comfortably, safely, and conveniently access public transportation locaitons	1.50% 6	7.77% 31	23.56% 94	27.07% 108	40.10% 160	399	3.96

Q4 How important is ...

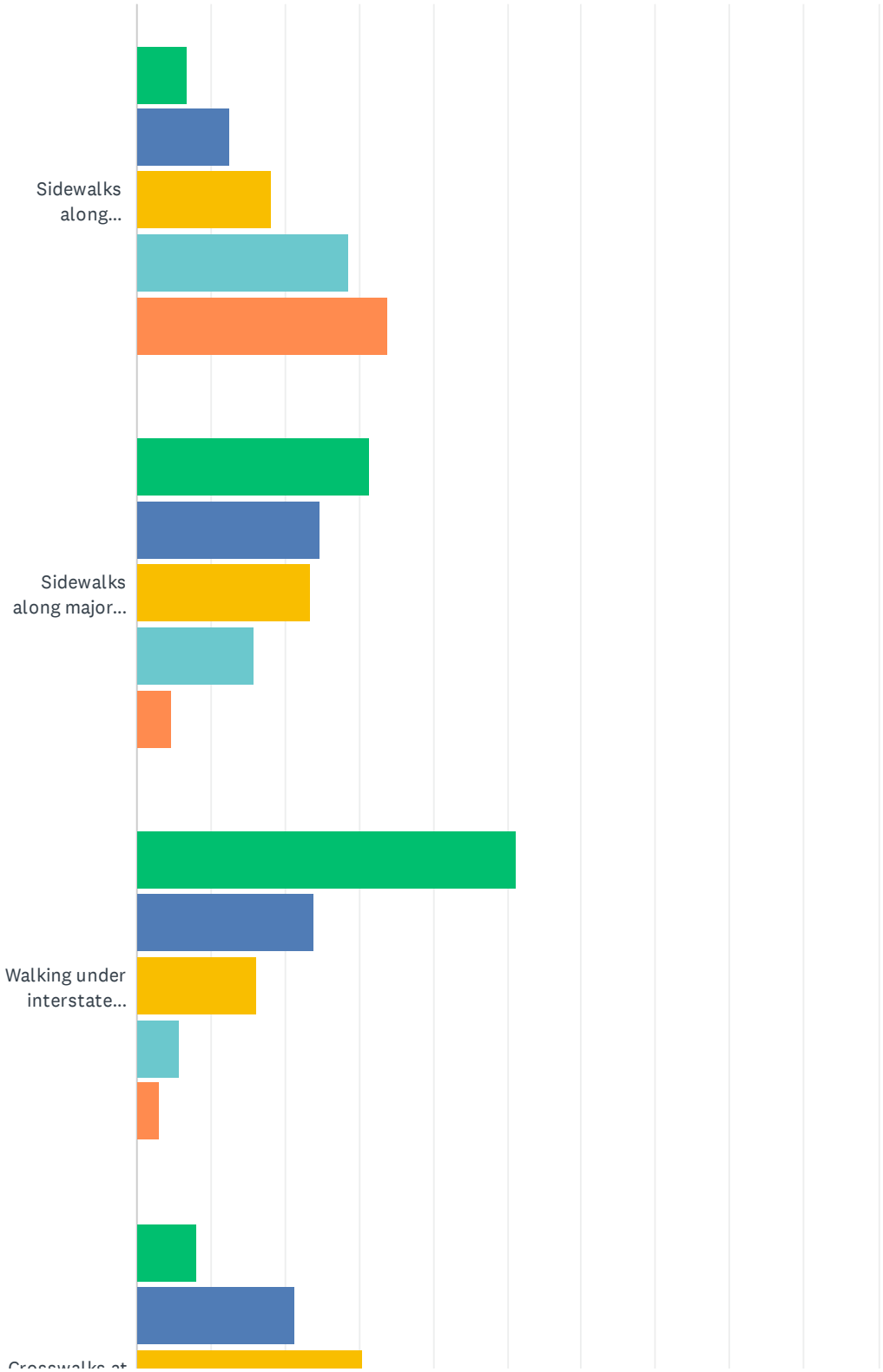
Answered: 406 Skipped: 1

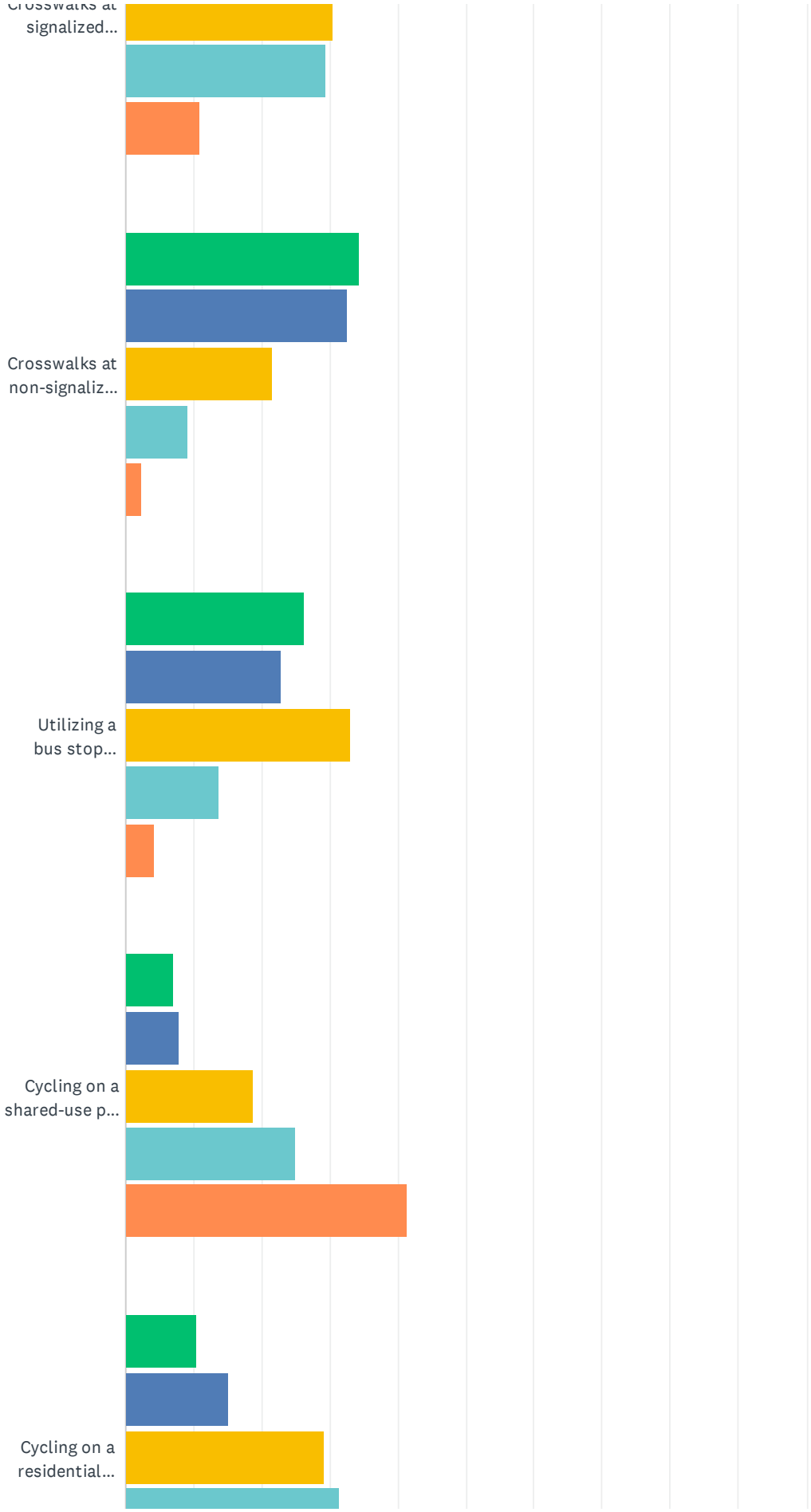


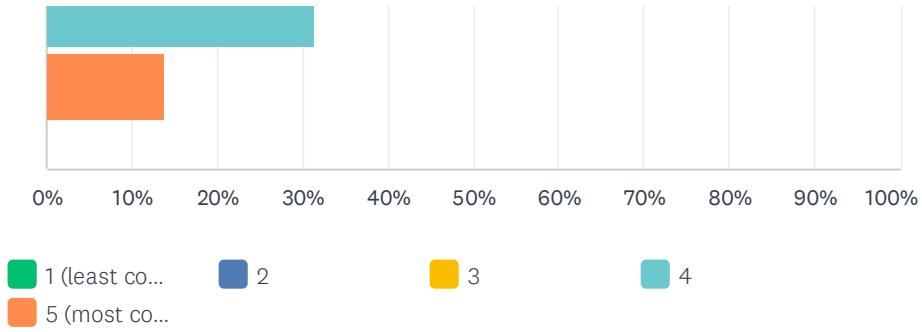
	VERY IMPORTANT	SOMEWHAT IMPORTANT	NEUTRAL	NOT TOO IMPORTANT	NOT IMPORTANT AT ALL	TOTAL	WEIGHTED AVERAGE
bikeability, walkability, and access to trails in choosing where to live or work	67.73% 275	20.69% 84	4.93% 20	1.97% 8	4.68% 19	406	1.55
that your local leaders invest time, money, and effort into improving sidewalks, bicycle lanes, trails, and crosswalks	79.75% 323	13.09% 53	1.73% 7	1.48% 6	3.95% 16	405	1.37

Q5 How would you personally score your level of comfort using each of these amenities in your area? (1-least comfortable and 5-most comfortable)

Answered: 385 Skipped: 22



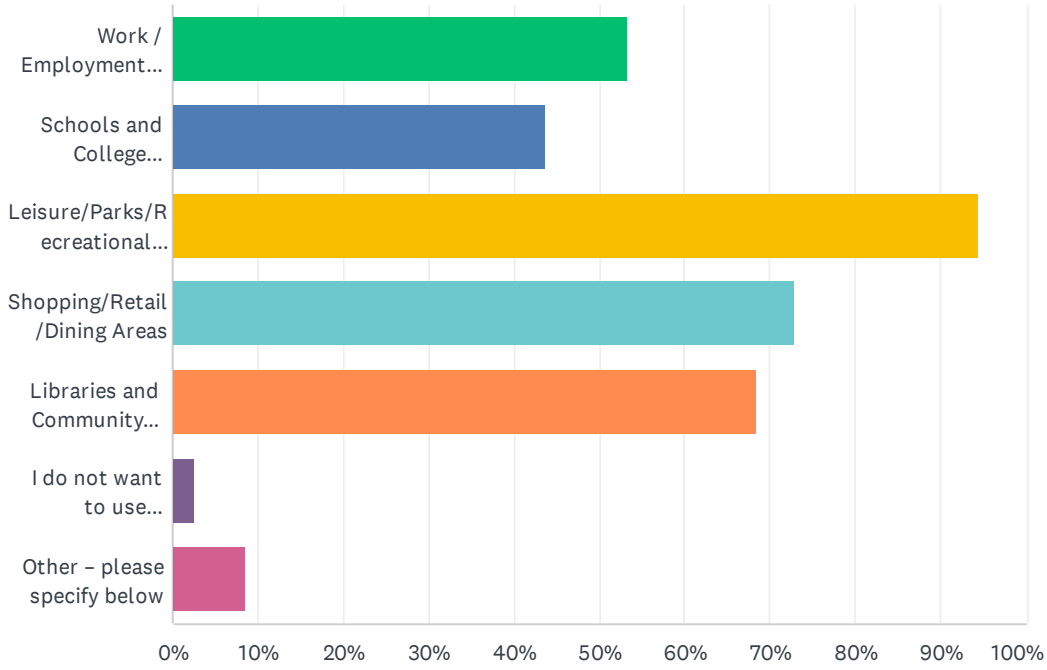

Crosswalks at signalized...
Crosswalks at non-signaliz...
Utilizing a bus stop...
Cycling on a shared-use p...
Cycling on a residential...



	1 (LEAST COMFORTABLE)	2	3	4	5 (MOST COMFORTABLE)	TOTAL	WEIGHTED AVERAGE
Sidewalks along residential or minor streets	6.77% 26	12.50% 48	18.23% 70	28.65% 110	33.85% 130	384	3.70
Sidewalks along major thoroughfares	31.43% 121	24.68% 95	23.38% 90	15.84% 61	4.68% 18	385	2.38
Walking under interstate overpasses and bridges	51.18% 195	23.88% 91	16.27% 62	5.77% 22	2.89% 11	381	1.85
Crosswalks at signalized intersections	8.05% 31	21.30% 82	30.39% 117	29.35% 113	10.91% 42	385	3.14
Crosswalks at non-signalized crossings	34.38% 132	32.55% 125	21.61% 83	9.11% 35	2.34% 9	384	2.13
Utilizing a bus stop location	26.16% 96	22.89% 84	32.97% 121	13.62% 50	4.36% 16	367	2.47
Cycling on a shared-use path (wide sidewalk) or recreational trail	7.07% 27	7.85% 30	18.85% 72	24.87% 95	41.36% 158	382	3.86
Cycling on a residential street	10.44% 40	15.14% 58	29.24% 112	31.33% 120	13.84% 53	383	3.23

Q6 What types of destinations would you like to walk or bike to? (Check all that apply)

Answered: 384 Skipped: 23



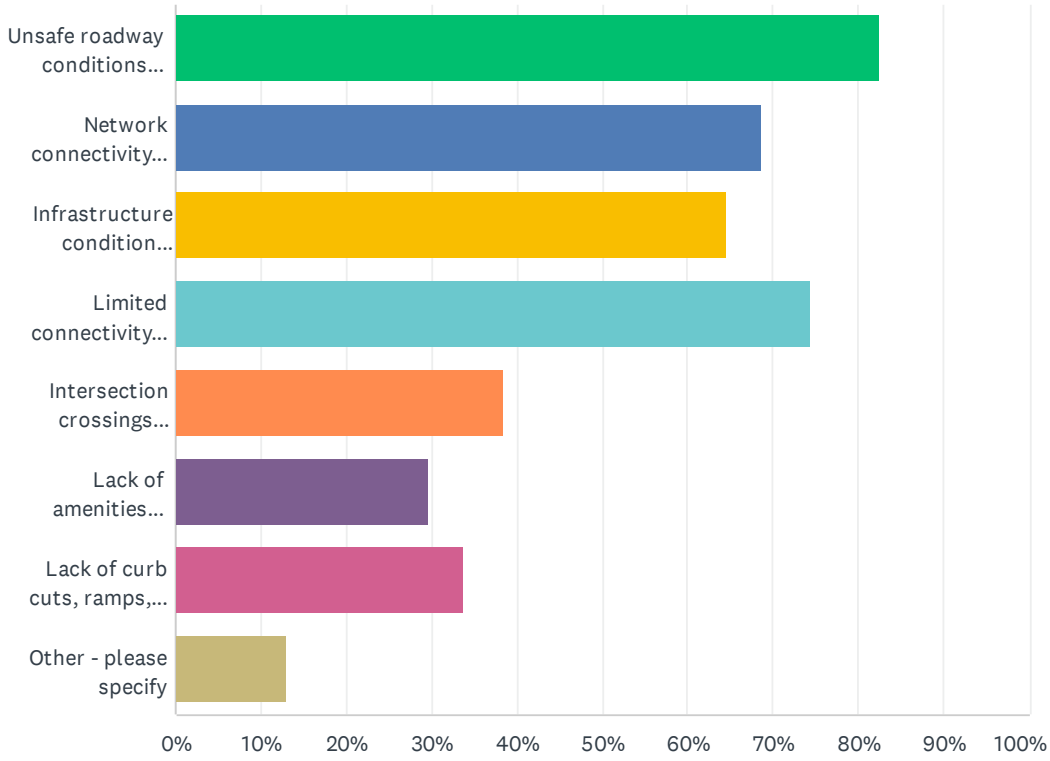
ANSWER CHOICES	RESPONSES	
Work / Employment Zones	53.39%	205
Schools and College Campuses	43.75%	168
Leisure/Parks/Recreational Areas	94.53%	363
Shopping/Retail/Dining Areas	72.92%	280
Libraries and Community Centers	68.49%	263
I do not want to use sidewalks, bikeways, or trails	2.60%	10
Other – please specify below	8.59%	33
Total Respondents: 384		

#	OTHER – PLEASE SPECIFY BELOW	DATE
1	I'd like to be able to bike or walk to a light rail and get to most places in the metro.	11/28/2023 11:11 AM
2	I'd like to feel comfortable biking/walking the couple miles to my mother's house	11/28/2023 10:14 AM
3	Be able to walk or bike to the trails in my town - Seabrook.	11/27/2023 10:08 PM
4	Nearby neighborhoods	11/27/2023 9:17 PM
5	In question 2, I would have checked "Not Physically Able" to walk/bike to area destinations or work, but wasn't sure if that choice was referring to actual disability or inability due to infrastructure issues.	11/27/2023 12:46 PM

6	Ellington Field	11/26/2023 2:23 PM
7	Ridinf gor fitness	11/23/2023 7:46 PM
8	I'd like to be able to get outside and go places in my power wheelchair safely	11/23/2023 7:47 AM
9	Bikes don’t belong on sidewalks. Sidewalks are for Peds. We need safe bike lanes (or shoulders)	11/22/2023 3:50 PM
10	Neighborhood park and sidewalk areas. They need updates and more stable concrete sidewalk repairs. Better lighting at night and seating for rest. Need more safety features to make outdoor space comfortable to enjoy again. City areas feel tun down compared to how they looked in the 1980s.	11/22/2023 10:14 AM
11	Downtown Houston	11/22/2023 7:09 AM
12	I45 frontage needs sidewalk between dixie farm and southpoint park and ride...scary dangerous walk for me to the bus stop	11/22/2023 6:53 AM
13	For exercise	11/21/2023 10:30 PM
14	No destination, just for activity	11/21/2023 7:42 PM
15	FlyWay in the Future	11/21/2023 6:23 PM
16	Safer bike trails in Seabrook area	11/21/2023 3:50 PM
17	INSTALL BIKE LANES!!	11/21/2023 8:13 AM
18	Downtown/Old Seabrook, restaurants, cafes, shopping, grocery	11/20/2023 9:56 PM
19	Any new road made need to include a bike lane	11/19/2023 10:19 AM
20	Family	11/18/2023 4:34 PM
21	Long distance rides, even if a loop of 8+ miles. Biking to downtown. Biking around Clear Lake.	11/9/2023 1:43 PM
22	Bikes are a danger to motorist	11/9/2023 11:22 AM
23	longer distance riding. Most serious cyclists/athletes don't ride in a neighborhood they ride 20 - 75 miles on roads	11/8/2023 7:28 PM
24	I would ride to everything if not for cars (and trains… rail crossings are horrible)	10/21/2023 2:52 PM
25	long distances on wide sidewalks for fitness and leisure	10/21/2023 12:00 PM
26	Other neighborhoods and churches	10/20/2023 11:54 AM
27	Airport	10/19/2023 9:58 PM
28	The Bay Area park and ride has a bike rack but I don’t trust that my bike will be there after a trip.	10/18/2023 9:51 PM
29	If it was possible/safe to bike everywhere I would	10/18/2023 3:44 PM
30	Being able to bike everywhere would be ideal	10/18/2023 3:03 PM
31	distance riding for exercise	10/18/2023 10:54 AM
32	Group rides along city streets	10/17/2023 10:11 AM
33	Churches/Places of Worship	10/12/2023 1:08 PM

Q7 What do you feel are the major barriers preventing you from using sidewalks, trails, and bicycle lanes more often? (Check all that apply)

Answered: 384 Skipped: 23



ANSWER CHOICES	RESPONSES	
Unsafe roadway conditions (speed, congestion, intersection spacing)	82.55%	317
Network connectivity and gaps in infrastructure	68.75%	264
Infrastructure condition (width, quality, and pavement condition)	64.58%	248
Limited connectivity to destinations (parks, schools, transit, retail, and commercial businesses)	74.48%	286
Intersection crossings (pavement markings, ramps, and signs)	38.28%	147
Lack of amenities (signs and wayfinding, lighting, shade, and benches)	29.69%	114
Lack of curb cuts, ramps, or other accessibility features	33.59%	129
Other - please specify	13.02%	50
Total Respondents: 384		

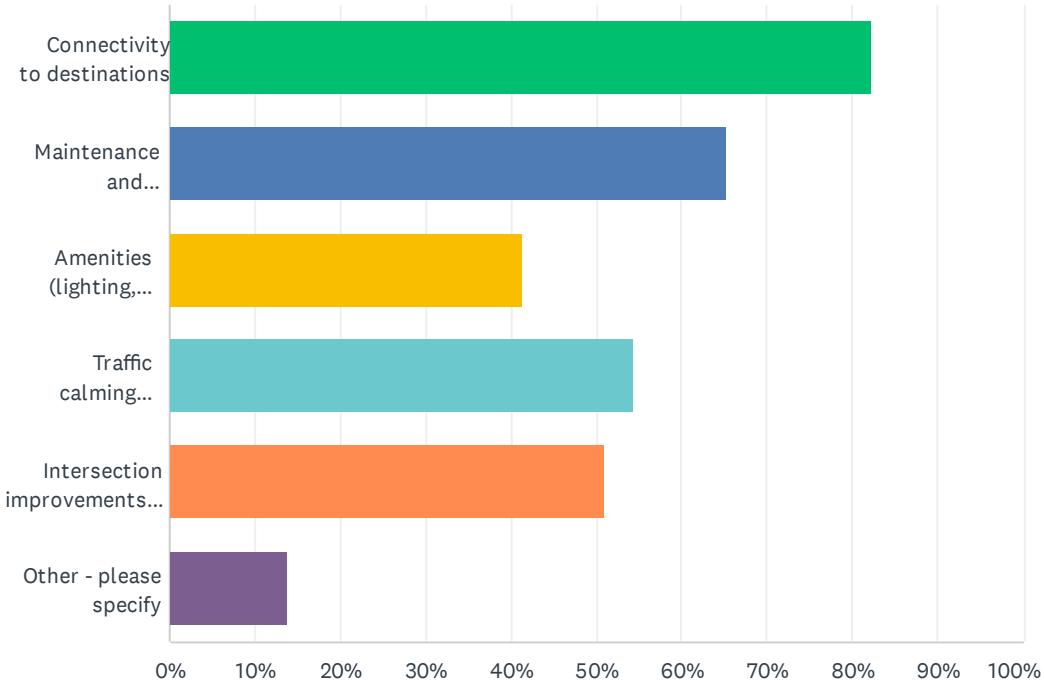
#	OTHER - PLEASE SPECIFY	DATE
1	There’s no way to get to public trails from my home without driving	11/29/2023 9:14 AM
2	Car drivers lack of acknowledgement and respect for walkers and bicyclist.	11/28/2023 2:06 PM
3	There needs be be painting on the roads that indicate bike route users are allowed and	11/28/2023 11:11 AM

	supposed to use the tcar tuerning lanes. lack of signage can create dangerous conditions who try to turn from the bike lane when cars dont expect it.	
4	The condition of sidewalks in places where I easily jogged 15 years ago degraded significantly - no longer level, jagged sidewalk joints.	11/28/2023 10:34 AM
5	distances between locations	11/28/2023 9:49 AM
6	Cycling is unsafe. Walking is safe, but very few destinations are within walking distance.	11/28/2023 9:28 AM
7	Separated bike lanes	11/28/2023 8:59 AM
8	Respect between drivers and cyclists.	11/27/2023 11:20 PM
9	Lack of separation from busy roadways. Drivers are NOT watching and are sometimes hostile to cyclists..	11/27/2023 12:46 PM
10	bike lanes are narrow, routes are often not connected. You can travel 75% of the way there then sidewalks or bike lanes do not connect.	11/27/2023 11:49 AM
11	Many areas there are sidewalks that just end and it isn't safe to use a stroller in the street for a block or block and a half until the side walk begins again. El Camino Village Drive has this issue.	11/27/2023 11:48 AM
12	Ability to secure my bike, dog at the destination while I perform my business.	11/27/2023 11:13 AM
13	I absolutely detest that there are no sidewalks in a lot of subdivisions	11/27/2023 10:50 AM
14	Lack of WATER FOUNTAINS along the route. If you are talking about safe paths in our location, we deal with heat stress conditions just about year round - we need locations for refill our water bottles safely along all the paths. Exploration Green was a major failure from this aspect. Water fountains should be no more than 3 miles apart from one another on all trails.	11/25/2023 5:13 AM
15	Uneven walkways	11/24/2023 5:30 AM
16	CONSTRUCTION!	11/23/2023 7:47 AM
17	Laws	11/22/2023 10:22 PM
18	High speed roadways	11/22/2023 9:43 PM
19	None	11/22/2023 6:40 PM
20	Metro not available	11/22/2023 8:55 AM
21	TOTAL LACK OF SIDEWALK ON 45 FRONTAGE FROM 1959 TO SOUTHPOINT PARK N RIDE!!! Very unsafe	11/22/2023 6:53 AM
22	No sidewalks and forced to ride or walk in the residential streets where people are using the road as a cut through from NASA 1 to Kirby. Kids are riding or walking to school bus stops and the elementary school and it is unsafe!	11/22/2023 5:37 AM
23	Limited and unconnected bike lanes	11/22/2023 1:05 AM
24	General continuity - look at the bike lane at NASA-1 and I-45 (confusing) and then how the bike lane at NASA 1 disappears between Clear Lake Park and Space Center Blvd... The new bike lane at Red Bluff just stops when going over the Railroad Tracks at 146 forcing you onto the road.	11/22/2023 12:35 AM
25	Banquetas aquí donde vivo no las hay	11/21/2023 7:40 PM
26	INSTALL BIKE LANES!!	11/21/2023 8:13 AM
27	Seabrook (where I live) lack of sidewalks throughout all of Seabrook where bicycles may also fit	11/20/2023 9:56 PM
28	Cyclists not obeying traffic laws. Keep them off the roadways!	11/20/2023 7:34 PM
29	No problems	11/20/2023 3:43 AM
30	None	11/19/2023 12:54 PM
31	Lack of enforcement when motor vehicles disregard the laws around pedestrian safety	11/19/2023 12:17 PM

32	Places to lock Bike	11/18/2023 4:34 PM
33	There needs to be better sidewalks to normalize seeing cyclists. The number of times I've been honked at by people already in an air conditioned couch on wheels is absurd, I don't want to 'share' the road with these people but sidewalks often simply do not exist in much of the area..	11/17/2023 6:35 AM
34	Too many people park their cars on the sidewalks in neighborhoods and also in the street, so there is little room for pedestrians and bicyclists.	11/16/2023 8:46 PM
35	Bike lanes are not cleaned like auto lanes are so are filled with debris which often makes them unusable. Especially on hwy 3, need street cleaners to just do an extra pass to clean bike lane.	11/9/2023 1:43 PM
36	Too far. Inconvenient	10/21/2023 9:55 PM
37	Safety. The sidewalks are in poor condition and the streets are unsafe as there is no barrier to keep cars from crossing into bike lanes when they even exist	10/21/2023 3:50 PM
38	Cars. Duh.	10/21/2023 2:52 PM
39	Municiple vehicles usong sidewalks and bike paths for parking and not providing safe go-arounds. Poor, if any, marking or bike paths. Abrupt path endings. Inability of bikes to trigger dignsl changes at intersections. Untrimmed bushes blocking/impeding bicyclists. Water ponding / mud accumulation. Debris, esp. from accidents.	10/20/2023 11:54 AM
40	Trash, glass and other hazards along bike paths	10/19/2023 9:58 PM
41	Lack of sidewalk on Sarah Deel	10/18/2023 6:00 PM
42	No water, shade or bathrooms	10/18/2023 1:03 PM
43	distance - stores, restaurants are mostly confined to major intersection regions, not neighborhoods. Need to foster businesses being in neighborhoods.	10/18/2023 10:04 AM
44	Gaps are nonsensical and dangerous. A minor example is the 100 ft gap in sidewalk between the new Horsehoe Bayou path on El Dorado. A major example is the lack of any pedestrian method to cross Red Bluff road from the North end of the Red Bluff trail to the Western end of the Fairmont Parkway trail. The most recent example is the lack of a trail between the brand-new Exploration Green Phase 5 to the trail along the drainage toward Clear Lake High School (crossing Space Center Blvd. there is also a hazard for pedestrians).	10/18/2023 7:12 AM
45	Many of the sidewalks\ trails have glass and excessive litter. The path on middle brook (nearNasa) is so overgrown you can’t use it. It is scary to run or ride on the street. Drivers don’t stop or slow down even if your in a pedestrian crosswalk or crossing.	10/17/2023 7:02 PM
46	Weather	10/17/2023 5:17 PM
47	Lack of non-car infrastructure entirely	10/17/2023 12:48 PM
48	poorly designed connections - e.g. Exploration Green has sharp corners on bike path that make it impossible to turn while riding	10/17/2023 10:11 AM
49	Hike/Bike lanes are adequate, but means biking traffic needs to be slower to accommodate the pedestrians.	10/16/2023 2:54 PM
50	Too hot	10/12/2023 9:46 PM

Q8 What improvements need to be made along sidewalks and trails to encourage you to use more often? (Check all that apply)

Answered: 382 Skipped: 25



ANSWER CHOICES	RESPONSES	
Connectivity to destinations	82.20%	314
Maintenance and accessibility	65.18%	249
Amenities (lighting, shade, benches, and landscaping)	41.36%	158
Traffic calming measures (signs, speed bumps, curb extensions)	54.45%	208
Intersection improvements (markings, curb ramps, timing, auditory push buttons)	51.05%	195
Other - please specify	13.87%	53
Total Respondents: 382		

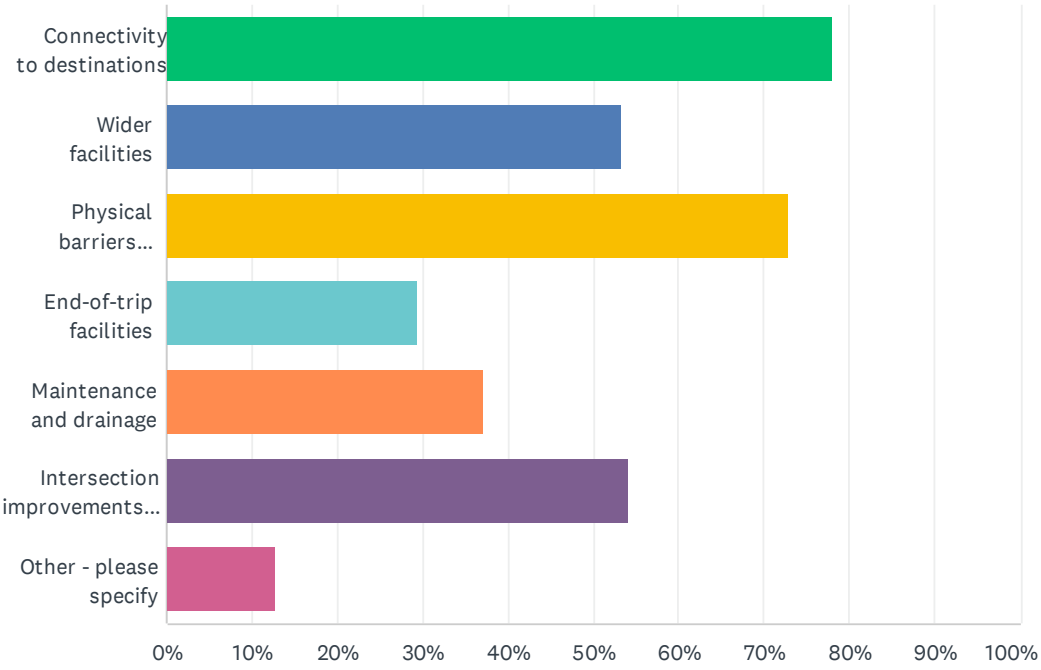
#	OTHER - PLEASE SPECIFY	DATE
1	I have to drive to green spaces and trails	11/29/2023 9:14 AM
2	Physically separated bike lanes.	11/28/2023 11:11 AM
3	Unsafe driving is a regular problem. Mostly ignoring stop signs and red lights, especially when turning right. Speeding is sometimes an issue.	11/28/2023 9:28 AM
4	Many sidewalks end in the middle of a route, forcing me to cross the street, walk on grass, or walk on the street. This is no problem for me, but it greatly reduces the mobility of those that use wheelchairs and other mobility aids.	11/28/2023 8:47 AM
5	Add physical barriers to protect cyclists from traffic. Intersections have been scary around the	11/27/2023 11:20 PM

	area.	
6	Seabrook have many roads with no sidewalks and they have deep ditches on the sides (e.g. Todville). Seabrook as great trails - I just can't get to them, from my house. Nor, can I get across Hwy 146 without risking my life.	11/27/2023 10:08 PM
7	Separation between bike lanes & vehicle traffic,	11/27/2023 12:46 PM
8	Lights at crossing. Drivers ignore crosswalks if there is no traffic signal forcing a stop.	11/27/2023 11:49 AM
9	Allow bikes on the sidewalk, it isn't safe for adults or kids to have to bike on the street.	11/27/2023 11:48 AM
10	Just having them would be nice!	11/27/2023 10:50 AM
11	lighted signals for non-intersection crosswalks, not allowing u-turns across crosswalks, continuous sidewalk connections, traffic circles.	11/27/2023 9:58 AM
12	WATER FOUNTAINS/REFILL STATIONS	11/25/2023 5:13 AM
13	Enforcing traffic signals and cell phone use while driving	11/24/2023 4:02 PM
14	More consequences to offensive motorists	11/23/2023 5:50 AM
15	Laws	11/22/2023 10:22 PM
16	None	11/22/2023 6:40 PM
17	Park benches for resting.	11/22/2023 10:14 AM
18	Trails al9ng non-motorized areas. Put trails beside clear creek. Connect Friendswood to the trails in Pearland along clear creek. 2352 needs a bike lane like Hwy 3.	11/22/2023 7:09 AM
19	Create safe sidewalks & add speed bumps on Forest Lake Drive is Seabrook!	11/22/2023 5:37 AM
20	More designated road bike lanes	11/22/2023 1:05 AM
21	Clean the bike lane periodically. There is so much debris, broken bottles and debris in many spots, namely NASA 1 and hwy3. Everyone I get a flat on my bikes it was almost exclusively in the bike lane.	11/22/2023 12:35 AM
22	Water fill stations	11/22/2023 12:33 AM
23	Banquetas suficientes seguras	11/21/2023 7:40 PM
24	Quality of pavement on red bluff between Kirby and Bay area	11/21/2023 3:50 PM
25	BETTER THE COMMUNITY!	11/21/2023 8:13 AM
26	Keep cyclists off the roads if they do not obey traffic laws.	11/20/2023 7:34 PM
27	Nothin	11/20/2023 3:43 AM
28	None	11/19/2023 12:54 PM
29	tree shade. does wonder for cars in hot days too	11/17/2023 1:48 PM
30	They are often too narrow, even for pedestrians. Two people traveling in opposite directions will have an awkward dance around each other, with one usually on the edge of the curb.	11/17/2023 6:35 AM
31	More people outside walking, bicycling, and running in our neighborhoods.	11/15/2023 1:03 PM
32	Priority to pedestrians at intersections when button is pushed	11/14/2023 4:14 PM
33	phone applications that route navigation routes on bike lanes and paths.	11/9/2023 1:43 PM
34	Better engineers the current planning needs extreme change, taking out one lane for under utilized bike is dangerous	11/9/2023 11:22 AM
35	I live on NASA Parkway. Walking along this road can be a bit nervewracking, although I believe 45 mph is an appropriate speed for this road.	10/23/2023 5:13 PM
36	I like roads. Bicycles are bad.	10/21/2023 9:55 PM
37	As stated above, protect the cyclists with barriers to cars and trucks	10/21/2023 3:50 PM

38	Pedestrians and bikes on parallel trails, not sharing	10/21/2023 2:52 PM
39	wider, smoother sidewalks	10/21/2023 12:00 PM
40	Drainage. Markings. Smooth pathways for bikes and those with monility aides (wheelchairs and walkers)	10/20/2023 11:54 AM
41	Comprehensive map of all bike infrastructure	10/19/2023 9:58 PM
42	Crossing major intersections is very risky	10/18/2023 3:03 PM
43	Bathrooms, water, shade	10/18/2023 1:03 PM
44	Access across 146 without feeling as if your going to die	10/18/2023 12:13 PM
45	Big congratulations to Clear Lake Park team.., I asked them to clean the bridge area so bike riding can take place. At times there are syringes, large trash bags, and other debris on the bridge pathways. (At JSC, I have fielded complaints from several foreign visitors that have walked from hotels and said the bridge pathways have been disgusting...)	10/18/2023 11:25 AM
46	Sometimes the sidewalk doesn't exist in the first place, or if it does, the concrete is super broken up and uneven	10/18/2023 8:30 AM
47	NASA Road 1 south of JSC provides the false choice between a marked bike lane (too narrow and without physical barriers to 50 mph traffic) and a safer sidewalk with raised drainage curbs which are hazards to bicycles.	10/18/2023 7:12 AM
48	I don't want to be competing for space while walking, driving or bicycling. They should be seperate.	10/17/2023 5:17 PM
49	Intersection bump-outs to slow intersecting vehicle traffic	10/17/2023 12:48 PM
50	Marking to signal cyclists have a right to road and shared infrastructure	10/17/2023 12:23 PM
51	clean off bike lanes from stones, dirt, glass, and garbage regularly	10/16/2023 5:39 PM
52	Many of the sidewalk and trails have terrible curbs making it dangerous to exit/enter them. Additionally, the signage on the trails is never the same: Stop, yield, or none at an all. TX and Harris county need to be consistent and not just cow-tow to automobiles.	10/16/2023 2:54 PM
53	typically fine	10/12/2023 9:46 PM

Q9 What improvements need to be made to bicycle facilities to encourage you to use more often? (Check all that apply)

Answered: 370 Skipped: 37



ANSWER CHOICES	RESPONSES	
Connectivity to destinations	78.11%	289
Wider facilities	53.24%	197
Physical barriers between bike lane and travel lane	72.97%	270
End-of-trip facilities	29.46%	109
Maintenance and drainage	37.03%	137
Intersection improvements (crossings, pavement markings, curb ramps)	54.05%	200
Other - please specify	12.70%	47
Total Respondents: 370		

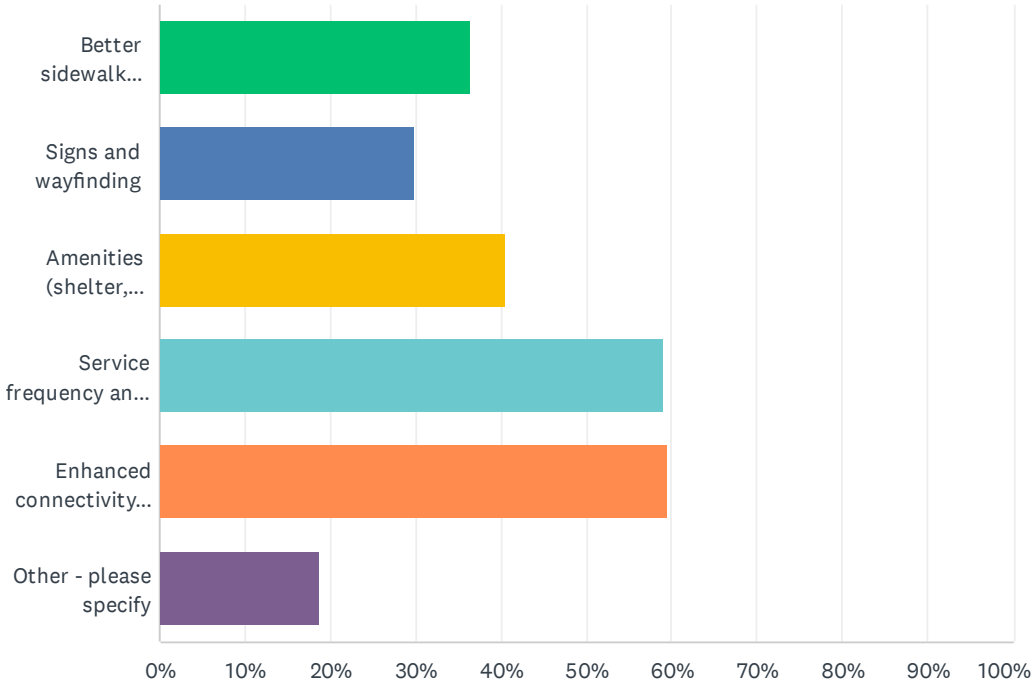
#	OTHER - PLEASE SPECIFY	DATE
1	Accessibility	11/29/2023 9:14 AM
2	There needs be be painting on the roads that indicate bike route users are allowed and supposed to use the tcar tuerning lanes. lack of signage can create dangerous conditions who try to turn from the bike lane when cars dont expect it.	11/28/2023 11:11 AM
3	Control Houston weather :) No way I'm biking in the heat.	11/28/2023 10:34 AM
4	Narrower streets where the bike lane is elevated beside the sidewalk. It helps reduce car traffic as well!	11/28/2023 8:47 AM

5	Roads that can actually have shoulders or, better yet, bike paths.	11/27/2023 10:08 PM
6	would be nice to have some repair locations. In other cities they have bike tools/pumps locked to posts along the bike trail or at major intersections.	11/27/2023 12:46 PM
7	Having a bicycle repair center like a "Public Bicycle Work Stand" would be wonderful.	11/27/2023 10:50 AM
8	WATER REFILL STATIONS	11/25/2023 5:13 AM
9	Laws	11/22/2023 10:22 PM
10	None	11/22/2023 6:40 PM
11	Benches are great for resting near crossing areas.	11/22/2023 10:14 AM
12	More bike lanes and paths to allow longer safe travel. E-bike accessible. People can 20 miles plus on an e-bike if the infrastructure is there.	11/22/2023 7:09 AM
13	Sidewalk or roadway Repair. Bicycle Tires are susceptible to damage and injury due to cracks.	11/22/2023 7:00 AM
14	We need sidewalks and speed bumps to deter people cutting through the neighborhood.	11/22/2023 5:37 AM
15	Na	11/21/2023 9:36 PM
16	Quality of pavement, especially on Space center Blvd between clear lake and seabrook	11/21/2023 3:50 PM
17	Bicycle lanes become nothing but hazards, full of debris, nails, and glass.	11/20/2023 9:20 PM
18	Law enforcement should write tickets to cyclists not obeying traffic laws.	11/20/2023 7:34 PM
19	Noting	11/20/2023 3:43 AM
20	None	11/19/2023 12:54 PM
21	*secure* bike lockups at public transit locations or parking garages	11/17/2023 1:48 PM
22	It'll probably be years until the modality is viewed with any seriousness. The parks are somewhat appreciated but personally I have no problem pedalling 25 miles. Smaller loops within designated recreation areas might be beneficial to the elderly and kids but healthy adults should have feel safe and comfortable enough to replace trips they would normally take by car (potentially inebriated) with a healthier means.	11/17/2023 6:35 AM
23	Current bike trail in LaPorte floods & holds water in one area consistently	11/15/2023 5:59 PM
24	More family bike events to normalize using this mode of transportation	11/15/2023 1:03 PM
25	Bike lanes under the Highway underpass	11/10/2023 9:38 AM
26	Do away with bikes in Houston, too much traffic and dangerous to both bicycles and vehicles	11/9/2023 11:22 AM
27	You have to be too brave to use many of the “bike lanes”. You’re breathing exhaust & anyone changing the radio station could easily hit you.	11/7/2023 6:53 PM
28	removal of debris - street sweeping	10/25/2023 10:58 AM
29	Pubic awereness. Most drivers use their phones while driving. It is very unsafe!	10/23/2023 5:50 PM
30	EOT facilities - bike racks	10/23/2023 4:40 PM
31	None	10/21/2023 9:55 PM
32	Separate paths for peds and bikes	10/21/2023 2:52 PM
33	wider, smoother sidewalks	10/21/2023 12:00 PM
34	Brush/bush trimming. Projibition of service vehicles completely blocking paths. “Steps” in pathways (tire and wheel murder).	10/20/2023 11:54 AM
35	wayfinding markers and maps	10/20/2023 2:00 AM
36	Bike repair stations, bathrooms, water, shade	10/18/2023 1:03 PM
37	South bound traffic on Repsdorph turning right on NASA Rd. 1 is dangerous. Drivers do not look to their right side when making turn... attempting to cross prior to intersection 'feels' safer;	10/18/2023 11:25 AM

	however, there is no sidewalk to get on when you reach the east side of the roadway (property line of Bosone Automotive)..	
38	My primary concern with riding is inattentiveness of drivers. We need barriers to prevent drivers from crowding the bike lanes. Intersections are also unsafe because drivers are not looking for bikes.	10/18/2023 10:47 AM
39	Some cities have pump and repair tool stations.	10/18/2023 10:04 AM
40	High humidity (even with low temperatures) in the morning guarantees a sweating for even short commutes. Fortunately, JSC has some showers available on-site.	10/18/2023 7:12 AM
41	Safety features ~ clean up debris ~ trim the branches and hedges forcing bikers and runners off the road.	10/17/2023 7:02 PM
42	I don't to smell or be smelled as having sweated on my way to work or entertainment other than intended outdoor activities.	10/17/2023 5:17 PM
43	clean weekly	10/17/2023 5:10 PM
44	Intersection bump-outs to slow intersecting vehicle traffic	10/17/2023 12:48 PM
45	End of trip facilities are mainly bike racks and secondly bike racks with surveillance so I don't have to worry about theft. I have had my lights stolen and am now very hesitant to ride when it is dark out	10/17/2023 12:23 PM
46	clean off bike lanes from stones, dirt, glass, and garbage regularly	10/16/2023 5:39 PM
47	None	10/12/2023 9:46 PM

Q10 What improvements need to be made along bus routes and at public transportation facilities to encourage you to use more often? (Check all that apply)

Answered: 308 Skipped: 99



ANSWER CHOICES	RESPONSES	
Better sidewalk connectivity	36.36%	112
Signs and wayfinding	29.87%	92
Amenities (shelter, lighting, and benches)	40.58%	125
Service frequency and reliability	59.09%	182
Enhanced connectivity to destinations	59.42%	183
Other - please specify	18.83%	58
Total Respondents: 308		

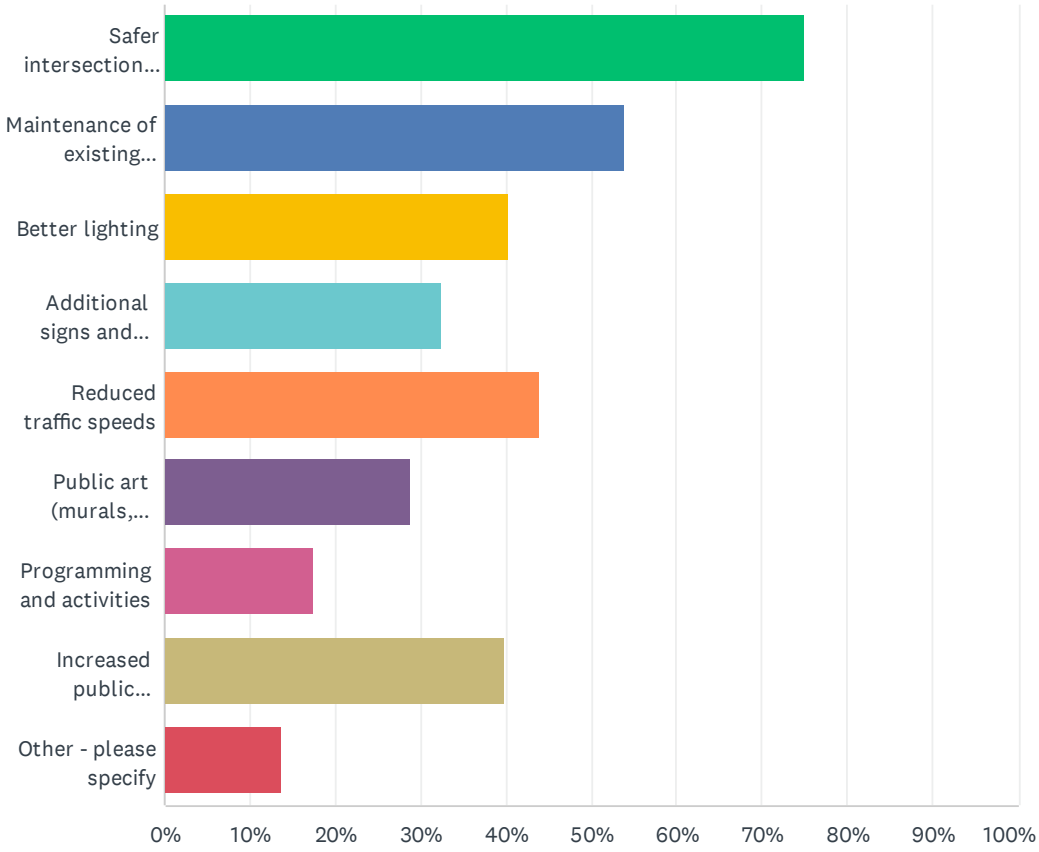
#	OTHER - PLEASE SPECIFY	DATE
1	Accessibility	11/29/2023 9:14 AM
2	There are no public transportation opportunities in the area	11/28/2023 2:06 PM
3	buses should have their own dedicated lanes that cars can not use.	11/28/2023 11:11 AM
4	Too many low lifes on public transportation in this town.	11/28/2023 10:34 AM
5	The existence of public transportation at all would help	11/28/2023 10:14 AM
6	Closer proximity	11/28/2023 9:14 AM

7	There are no routes within the community; all are commuter routes geared towards getting people to downtown Houston instead of around the area they live. This is fine for commuting workers, but not for those that want to spend their money in the areas around them but do not have reliable access to a car.	11/28/2023 8:47 AM
8	Don’t think Seabrook has bus routes and public transportation, unfortunately.	11/27/2023 10:08 PM
9	I don't think I have a bus stop near me.	11/27/2023 11:13 AM
10	Tying in the buses to the existing rail lines in town and other commuter lines would be amazing.	11/27/2023 10:50 AM
11	SAFETY! most people do not feel safe using public transportation	11/23/2023 4:57 PM
12	Unsure if Seabrook has buses that would accommodate my power wheelchair. Does MetroLift serve zipcode 77586?	11/23/2023 7:47 AM
13	Prefer not to use at all	11/22/2023 10:22 PM
14	None	11/22/2023 6:40 PM
15	I don't see any way a bus would work for us in the suburbs with kids	11/22/2023 10:06 AM
16	Service in general other than park and ride there is no service	11/22/2023 8:55 AM
17	More bike racks to secure bikes at destinations on trails and bike lanes.	11/22/2023 7:09 AM
18	There isn’t public transportation in Clear lake	11/22/2023 7:00 AM
19	There is no sidewalk along the I-45 Frontage Road between Dixie Farm Road and South Point Park and ride!!	11/22/2023 6:53 AM
20	Cracks in roads and sidewalks. Nasa bld	11/22/2023 5:33 AM
21	Need better instructions on how to reach destinations utilizing public transportation, as it it confusing sometimes	11/22/2023 12:35 AM
22	I rarely use the bus	11/21/2023 9:24 PM
23	Que haya rutas y se difundan las qué hay para utilizarlas	11/21/2023 7:40 PM
24	I hear of too much crime at bus stops and on buses.	11/21/2023 7:20 PM
25	More options	11/21/2023 2:23 PM
26	Nothing	11/20/2023 3:43 AM
27	None	11/19/2023 12:54 PM
28	Cleaner buses and security cameras and officers on board	11/17/2023 3:20 PM
29	specific curb cuts at busiest stops so it does not interrupt flow of cars. Frustrated drivers are reckless and could hurt someone.	11/17/2023 1:48 PM
30	For the love of God, make HOV lanes exclusive to busses rather than a shameless toll road. Busses should not get stuck in traffic when someone inevitably breaks down within the barriered area... Would love to see light rail return to prominence but that's a wet dream.	11/17/2023 6:35 AM
31	Not applicable	11/15/2023 6:26 PM
32	We need protection from the heat— more trees and green around bus stops would help. Also, actual public transit in Pasadena would be nice to connect us to Houston and possibly all the way to Galveston.	11/15/2023 1:03 PM
33	There are no buss s where I live.	11/15/2023 10:20 AM
34	N/A	11/14/2023 11:12 AM
35	Not available in this area	11/9/2023 11:22 AM
36	On the rare occasions I use Metro, the signs at the various stops seem to be clear about route numbers that stop there. But you have know your route number. I have never tried using Metro in the Bay Area the few times there have been small routes here.	10/23/2023 5:13 PM

37	houston metro rail access	10/23/2023 9:17 AM
38	Not going to happen.	10/21/2023 9:55 PM
39	We need containerized Crepe Myrtles to shade bus stops.	10/21/2023 2:52 PM
40	We don’t have ANY public transportation opportunities. We need some public transportation options in Kirby Bend.	10/20/2023 11:54 AM
41	Actual public transportation service (there is none)	10/20/2023 11:04 AM
42	for it to be available first and foremost	10/18/2023 4:21 PM
43	Evening (leisure hour) Express busses to/from downtown Houston from multiple Bay Area locations to Minutemaid park	10/18/2023 1:44 PM
44	A light rail into Houston proper, bathrooms	10/18/2023 1:03 PM
45	There aren't enough of them in Bay Area	10/18/2023 12:54 PM
46	Better communication about routes, options.	10/18/2023 10:18 AM
47	We have no public transit within the Clear Lake City region. Just one Metro line to park-and-ride.	10/18/2023 10:04 AM
48	Have more stops in the area to get on or off public transportation.	10/18/2023 8:34 AM
49	Public transportation does not exist for 90% of this area	10/18/2023 8:30 AM
50	The existence of buses in the area on the weekends (i.e. to get into town from Clear Lake)	10/18/2023 8:19 AM
51	N/A - No public transportation available near my home	10/18/2023 7:58 AM
52	Create light rail tracks in the area, please! Would be amazing.	10/18/2023 7:25 AM
53	The Park-And-Ride at Feathercraft and Bay Area Blvd is difficult to get to for most of the local residents. There is no shade along the way for those who do make the long journey.	10/18/2023 7:12 AM
54	Having any public transportation at all in my area	10/17/2023 12:48 PM
55	The sidewalks to Bay Area P&R are not great for riding. I am terrified to ride on Bay Area road. I was nervous to lock my expensive bike to the rack but it seems ok. People do lock their bikes there but they are not the expensive bikes.	10/17/2023 12:23 PM
56	Security at park and rides	10/16/2023 8:53 PM
57	Takes too long twice the time it would in a car	10/12/2023 9:46 PM
58	Late night service to return from events Downtown; weekend service	10/12/2023 1:08 PM

Q11 What additional actions could be taken to improve your experience along your communities' trails, sidewalks, and bicycle lanes? (Check all that apply)

Answered: 374 Skipped: 33



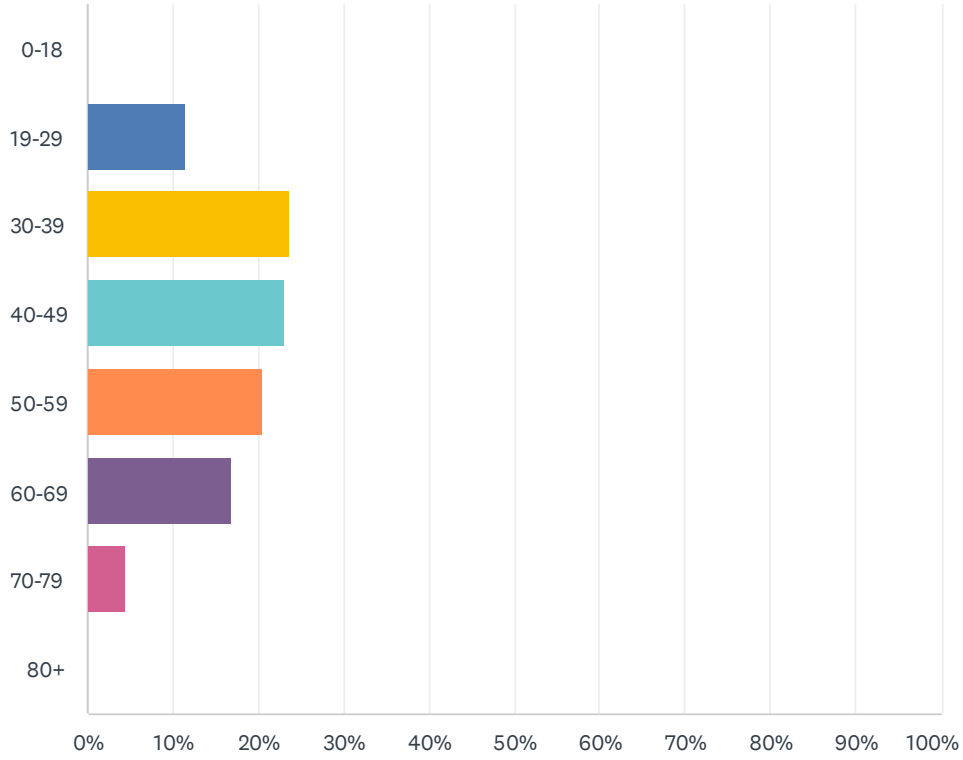
ANSWER CHOICES	RESPONSES	
Safer intersections and street crossings	75.13%	281
Maintenance of existing facilities	54.01%	202
Better lighting	40.37%	151
Additional signs and wayfinding	32.35%	121
Reduced traffic speeds	43.85%	164
Public art (murals, sculpture)	28.88%	108
Programming and activities	17.38%	65
Increased public education on user safety	39.84%	149
Other - please specify	13.64%	51
Total Respondents: 374		

#	OTHER - PLEASE SPECIFY	DATE
1	Accessibility, shade, distance between the sidewalk and moving traffic	11/29/2023 9:14 AM
2	Trees that provide shade, landscaping that is pleasant to look at, and regular cleaning of bike lane from stones, glass, and debris	11/28/2023 2:06 PM
3	There needs be be painting on the roads that indicate bike route users are allowed and supposed to use the tcar tuerning lanes. lack of signage can create dangerous conditions who try to turn from the bike lane when cars dont expect it.	11/28/2023 11:11 AM
4	Better destinations/areas to go	11/28/2023 9:31 AM
5	Increased connectivity!	11/28/2023 8:47 AM
6	Increase police presence.	11/27/2023 11:20 PM
7	Connectivity, connectivity, connectivity. Right now there are a few disjointed trails that are nice, but you can't really take a long ride or go to any destinations. Neighborhood designs that discourage through traffic mean that cyclists can't get places via quieter residential roads.	11/27/2023 12:46 PM
8	Dedicated areas for crossing with lights.	11/27/2023 11:49 AM
9	Allow non-moterized bikes on the sidewalk	11/27/2023 11:48 AM
10	For long walks, more water fountains or water bottle refill stations.	11/27/2023 11:13 AM
11	The new walking path at Bay Area Park floods in heavy rains	11/26/2023 7:16 PM
12	WATER REFILL STATIONS	11/25/2023 5:13 AM
13	Connect Exploration Green Phase 5 with the hike/bike trail that begins on the other side of Space Center Blvd.	11/24/2023 7:36 PM
14	Enforcing traffic signals and cell phone use while driving	11/24/2023 4:02 PM
15	Animal control, dogs on the loose	11/24/2023 3:40 PM
16	Safety, more connectivity. Everything is way too car centric	11/23/2023 4:57 PM
17	More Trails	11/22/2023 10:04 PM
18	None	11/22/2023 6:40 PM
19	Bike lanes	11/22/2023 3:50 PM
20	Bike lanes	11/22/2023 10:05 AM
21	Look at Bentonville AR. Pave some trails with jumps obstacles (Jump Parks, Pump Tracks). Get kids on their bikes with these features and they become the bike commuters of the future.	11/22/2023 7:09 AM
22	Put in a sidewalk on I-45 Frontage Road northbound from 1959 to southpoint park n ride	11/22/2023 6:53 AM
23	Bike lanes HAVE to be cleaned! They are a hazard and useless when all the debris from accidents have been blown into them. They are not the shoulder of the road. I have had multiple flats from attempting to ride highway 3 in the bike lane, two at 3 and NASA 1.	11/22/2023 6:40 AM
24	Cracks on nasa road	11/22/2023 5:33 AM
25	Educación vial en general	11/21/2023 7:40 PM
26	Bike safety please.	11/21/2023 7:28 PM
27	Sidewalks to schools	11/21/2023 2:36 PM
28	None	11/19/2023 12:54 PM
29	New roads need to include bike lane	11/19/2023 10:19 AM
30	an idea I saw in Mexico is a raised speed bump between intersection that still allows water to drain. Its also better for wheelchair accessibility and pedestrian visibility	11/17/2023 1:48 PM
31	Really is no need for NASA PKWY to be an interstate wide road with a 45 mph 'suggested' speed limit that is lined with apartments and business. It would be great to see a lane fully	11/17/2023 6:35 AM

	divided and dedicated to bikes for safety. Slowing everyone down and giving them a chance to take in their surroundings would likely lead to an increase in local business rather than being passed for a further destination.	
32	More trails to connect	11/15/2023 10:20 AM
33	Make it safer in areas where people do bike. Do not worry about intersecting kingwood to spring.	11/14/2023 4:16 PM
34	car reducing infrastructure design.	11/6/2023 4:05 PM
35	I rarely use trails. The very few times I have, it seemed to be a personal exploration adventure. Perhaps public education on what's available is another aspect to consider.	10/23/2023 5:13 PM
36	Build more bicycle lanes/trails	10/23/2023 9:17 AM
37	None. Against bicycle lanes	10/21/2023 9:55 PM
38	Bikes need dedicated roadways	10/21/2023 2:52 PM
39	Safety call boxes where no businesses, homes, or other rfuge points exist (e.g., along Red Bluff)	10/20/2023 11:54 AM
40	The American Bicycling Education Association provides programs and resources for bicyclists, engineers, planners, law enforcement, educators, and the general public. https://abea.bike	10/20/2023 2:00 AM
41	Bathrooms, water, shade	10/18/2023 1:03 PM
42	Work with community biking groups to not be so brazzen in taking multi-lanes when performing a pack-ride. That aggravates the drivers... Additionally, Sunday's on NASA Rd 1 is green-light racing as people are hauling boats back to home/storage etc. Additionally, predominantly 'kids' get next to you and accelerate either putting diesel smoke out, or scaring the rider with excessive noise.	10/18/2023 11:25 AM
43	Pedestrians/Bicycles/Public Transportation move more people in less space. Public spaces should be prioritized to accommodate them over private vehicles.	10/18/2023 11:15 AM
44	publicity, connectivity, art and scenic routes can be a draw for some, restaurant and business support would help.	10/18/2023 10:04 AM
45	Great trails near my home, but destinations are limited	10/18/2023 7:58 AM
46	maintaining the grass along public sidewalks, enforcing maintenance on private land that have sidewalks (i.e. the sidewalk across the stree from Westbrook Intermediate)	10/18/2023 7:56 AM
47	Existing sidewalks need to be widened and tall grass reguarly mowed along Saturn Ln., Space City Blvd., and Middlebrook Dr. to make them practical for pedestrians going both ways.	10/18/2023 7:12 AM
48	Todville Rd in Seabrook is a favored bike route but has no shoulder and is narrow. One side should have a covered culvert pipe and a path or sidewalk.	10/17/2023 5:17 PM
49	More signage that roads are shared and narrower streets. Protected bike lanes. People still do not understand bikes can be on the road and some people are downright rude and hostile to cyclists. Also, drivers do not signal which causes a hazard. That practice needs to be enforced to enhance safety for everyone. Better connectivity and visibility, esp. at intersections. Smoother sidewalks and roads bc I spend time dodging potholes which can confused drivers about what I'm doing and put me in danger	10/17/2023 12:23 PM
50	keeping bike lanes clean	10/17/2023 11:15 AM
51	clean off bike lanes from stones, dirt, glass, and garbage regularly	10/16/2023 5:39 PM

Q12 What is your age?

Answered: 375 Skipped: 32



ANSWER CHOICES	RESPONSES	
0-18	0.00%	0
19-29	11.47%	43
30-39	23.73%	89
40-49	22.93%	86
50-59	20.53%	77
60-69	16.80%	63
70-79	4.53%	17
80+	0.00%	0
TOTAL		375

Q13 What is your Zip-Code?

Answered: 373 Skipped: 34

#	RESPONSES	DATE
1	77546	11/29/2023 9:15 AM
2	77058	11/28/2023 6:35 PM
3	77598	11/28/2023 3:18 PM
4	77058	11/28/2023 3:10 PM
5	77573	11/28/2023 2:07 PM
6	77546	11/28/2023 2:07 PM
7	77059	11/28/2023 12:03 PM
8	77062	11/28/2023 11:12 AM
9	77573	11/28/2023 11:12 AM
10	77586	11/28/2023 11:04 AM
11	77059	11/28/2023 10:54 AM
12	77058	11/28/2023 10:35 AM
13	77598	11/28/2023 10:14 AM
14	77058	11/28/2023 9:50 AM
15	77058	11/28/2023 9:32 AM
16	77059	11/28/2023 9:30 AM
17	77573	11/28/2023 9:28 AM
18	77059	11/28/2023 9:28 AM
19	77586	11/28/2023 9:25 AM
20	77059	11/28/2023 9:15 AM
21	77058	11/28/2023 9:12 AM
22	77062	11/28/2023 9:11 AM
23	77586	11/28/2023 9:08 AM
24	77058	11/28/2023 9:03 AM
25	77059	11/28/2023 8:59 AM
26	77062	11/28/2023 8:48 AM
27	77546	11/28/2023 8:33 AM
28	77059	11/28/2023 8:30 AM
29	77586	11/28/2023 8:06 AM
30	77058	11/28/2023 8:03 AM
31	77586	11/28/2023 7:57 AM
32	77586	11/28/2023 7:33 AM
33	77059	11/28/2023 7:19 AM

34	77546	11/28/2023 7:11 AM
35	77546	11/28/2023 6:59 AM
36	77586	11/27/2023 11:21 PM
37	77586	11/27/2023 10:09 PM
38	77059	11/27/2023 9:18 PM
39	77059	11/27/2023 8:36 PM
40	77059	11/27/2023 7:26 PM
41	77573	11/27/2023 12:47 PM
42	77059	11/27/2023 11:49 AM
43	77058	11/27/2023 11:49 AM
44	77062	11/27/2023 11:38 AM
45	77059	11/27/2023 11:13 AM
46	77062	11/27/2023 11:01 AM
47	77059	11/27/2023 10:53 AM
48	77058	11/27/2023 10:50 AM
49	77059	11/27/2023 10:00 AM
50	77059	11/26/2023 7:17 PM
51	77059	11/26/2023 2:24 PM
52	77059	11/26/2023 11:47 AM
53	77059	11/26/2023 11:44 AM
54	77062	11/25/2023 1:47 PM
55	77062	11/25/2023 9:55 AM
56	77586	11/25/2023 5:14 AM
57	77058	11/24/2023 9:52 PM
58	77062	11/24/2023 8:34 PM
59	77062	11/24/2023 7:40 PM
60	77062	11/24/2023 7:37 PM
61	77058	11/24/2023 5:52 PM
62	77598	11/24/2023 4:03 PM
63	77573	11/24/2023 3:41 PM
64	77546	11/24/2023 11:33 AM
65	77089	11/24/2023 10:21 AM
66	77089	11/24/2023 9:03 AM
67	77059	11/24/2023 7:55 AM
68	77062	11/24/2023 5:30 AM
69	77058	11/23/2023 10:53 PM
70	77062	11/23/2023 7:47 PM
71	77598	11/23/2023 4:58 PM

72	77062	11/23/2023 12:56 PM
73	77062	11/23/2023 12:44 PM
74	77586	11/23/2023 7:47 AM
75	77503	11/23/2023 7:13 AM
76	77539	11/23/2023 5:51 AM
77	77062	11/22/2023 10:23 PM
78	77058	11/22/2023 10:23 PM
79	77059	11/22/2023 10:10 PM
80	77598	11/22/2023 10:06 PM
81	77598	11/22/2023 9:53 PM
82	77586	11/22/2023 9:43 PM
83	77539	11/22/2023 8:54 PM
84	77598	11/22/2023 6:41 PM
85	77089	11/22/2023 6:11 PM
86	77062	11/22/2023 4:52 PM
87	77059	11/22/2023 4:24 PM
88	77059	11/22/2023 3:50 PM
89	77059	11/22/2023 1:41 PM
90	77058	11/22/2023 11:42 AM
91	77598	11/22/2023 10:24 AM
92	77062	11/22/2023 10:15 AM
93	77062	11/22/2023 10:07 AM
94	77059	11/22/2023 10:06 AM
95	77058	11/22/2023 8:56 AM
96	77059	11/22/2023 7:51 AM
97	77598	11/22/2023 7:49 AM
98	77598	11/22/2023 7:28 AM
99	77546	11/22/2023 7:10 AM
100	77059	11/22/2023 7:00 AM
101	77034	11/22/2023 6:53 AM
102	77573	11/22/2023 6:41 AM
103	77586	11/22/2023 5:37 AM
104	77546²	11/22/2023 5:34 AM
105	77062	11/22/2023 5:23 AM
106	77598	11/22/2023 3:12 AM
107	77062	11/22/2023 1:32 AM
108	77586	11/22/2023 1:06 AM
109	77062	11/22/2023 12:37 AM

110	77546	11/22/2023 12:34 AM
111	77598	11/22/2023 12:31 AM
112	77571	11/22/2023 12:14 AM
113	77062-3411	11/21/2023 11:14 PM
114	77598	11/21/2023 11:07 PM
115	77058	11/21/2023 10:51 PM
116	77062	11/21/2023 10:50 PM
117	77058	11/21/2023 10:49 PM
118	77058	11/21/2023 10:47 PM
119	77062	11/21/2023 10:42 PM
120	77573	11/21/2023 10:31 PM
121	77062	11/21/2023 10:30 PM
122	77059	11/21/2023 10:03 PM
123	77511	11/21/2023 9:53 PM
124	77546	11/21/2023 9:37 PM
125	77586	11/21/2023 9:34 PM
126	77058	11/21/2023 9:24 PM
127	77062	11/21/2023 8:54 PM
128	77062	11/21/2023 8:42 PM
129	77058	11/21/2023 8:31 PM
130	77546	11/21/2023 8:25 PM
131	77573	11/21/2023 8:20 PM
132	77059	11/21/2023 8:06 PM
133	77581	11/21/2023 7:50 PM
134	77062	11/21/2023 7:43 PM
135	77598	11/21/2023 7:41 PM
136	77586	11/21/2023 7:35 PM
137	77062	11/21/2023 7:31 PM
138	77598	11/21/2023 7:29 PM
139	77062	11/21/2023 7:24 PM
140	77598	11/21/2023 7:21 PM
141	77573	11/21/2023 6:24 PM
142	77503	11/21/2023 5:33 PM
143	77058	11/21/2023 5:32 PM
144	77586	11/21/2023 5:05 PM
145	77062	11/21/2023 4:23 PM
146	77585	11/21/2023 4:11 PM
147	77598	11/21/2023 4:05 PM

148	77598	11/21/2023 4:04 PM
149	77586	11/21/2023 3:51 PM
150	77546	11/21/2023 3:35 PM
151	77598	11/21/2023 3:11 PM
152	77062	11/21/2023 2:46 PM
153	77546	11/21/2023 2:37 PM
154	77546	11/21/2023 2:29 PM
155	77062	11/21/2023 2:27 PM
156	77598	11/21/2023 2:27 PM
157	77063	11/21/2023 2:24 PM
158	77598	11/21/2023 2:00 PM
159	77586	11/21/2023 12:05 PM
160	77586	11/21/2023 10:36 AM
161	77062	11/21/2023 9:21 AM
162	77505	11/21/2023 8:14 AM
163	77586	11/21/2023 6:09 AM
164	77503	11/21/2023 1:39 AM
165	77059	11/21/2023 1:02 AM
166	77503	11/21/2023 12:27 AM
167	77586	11/20/2023 9:56 PM
168	77026	11/20/2023 9:47 PM
169	77586	11/20/2023 9:21 PM
170	77598	11/20/2023 8:48 PM
171	77586	11/20/2023 7:52 PM
172	77034	11/20/2023 5:54 PM
173	77571	11/20/2023 5:30 PM
174	77062	11/20/2023 5:08 PM
175	77062	11/20/2023 3:32 PM
176	77506	11/20/2023 2:10 PM
177	77503	11/20/2023 1:46 PM
178	77059	11/20/2023 1:33 PM
179	77505	11/20/2023 11:40 AM
180	77062	11/20/2023 11:39 AM
181	77505	11/20/2023 10:16 AM
182	77536	11/20/2023 9:44 AM
183	77062	11/20/2023 3:44 AM
184	77062	11/19/2023 8:39 PM
185	77062	11/19/2023 1:29 PM

186	77059	11/19/2023 12:55 PM
187	77504	11/19/2023 12:17 PM
188	77571	11/19/2023 10:20 AM
189	77586	11/19/2023 7:57 AM
190	77058	11/19/2023 7:23 AM
191	77571	11/18/2023 8:55 PM
192	77062	11/18/2023 8:37 PM
193	77546-2630	11/18/2023 4:36 PM
194	77586	11/17/2023 3:20 PM
195	77093	11/17/2023 1:48 PM
196	77062	11/17/2023 1:20 PM
197	77055	11/17/2023 11:55 AM
198	77598	11/17/2023 8:36 AM
199	77586	11/17/2023 7:04 AM
200	77586	11/17/2023 6:36 AM
201	77586	11/16/2023 8:47 PM
202	77062	11/16/2023 6:54 PM
203	77586	11/16/2023 3:50 PM
204	77586	11/16/2023 1:59 PM
205	77586	11/16/2023 1:24 PM
206	77059	11/16/2023 11:21 AM
207	77586	11/16/2023 10:54 AM
208	77586	11/16/2023 10:14 AM
209	77503	11/15/2023 7:26 PM
210	77571	11/15/2023 7:14 PM
211	77571	11/15/2023 6:42 PM
212	77571	11/15/2023 6:27 PM
213	77571	11/15/2023 6:00 PM
214	77089	11/15/2023 4:05 PM
215	77502	11/15/2023 1:03 PM
216	77504	11/15/2023 11:27 AM
217	77536	11/15/2023 10:21 AM
218	77571	11/15/2023 8:47 AM
219	77546	11/15/2023 8:26 AM
220	77503	11/14/2023 11:06 PM
221	77339	11/14/2023 4:17 PM
222	77339	11/14/2023 4:15 PM
223	77062	11/14/2023 11:25 AM

224	77546	11/14/2023 11:15 AM
225	77058	11/10/2023 3:24 PM
226	77586	11/10/2023 1:52 PM
227	77062	11/10/2023 1:44 PM
228	77062	11/10/2023 11:25 AM
229	77581	11/10/2023 11:04 AM
230	77546	11/10/2023 9:38 AM
231	77339	11/9/2023 8:49 PM
232	77062	11/9/2023 4:13 PM
233	77059	11/9/2023 1:43 PM
234	77581	11/9/2023 12:50 PM
235	77581	11/9/2023 11:23 AM
236	77571	11/9/2023 11:23 AM
237	77059	11/8/2023 7:29 PM
238	77062	11/8/2023 1:50 PM
239	77059	11/7/2023 6:54 PM
240	77058	11/6/2023 4:06 PM
241	77059	11/6/2023 2:19 PM
242	77059	11/6/2023 2:07 PM
243	77062	11/6/2023 1:19 PM
244	77598	11/3/2023 12:11 PM
245	77058	11/1/2023 2:37 PM
246	77510	10/29/2023 6:35 AM
247	77062	10/26/2023 1:44 PM
248	77004	10/26/2023 9:48 AM
249	77586	10/25/2023 4:25 PM
250	77062	10/25/2023 10:59 AM
251	77546	10/23/2023 5:50 PM
252	77586	10/23/2023 5:13 PM
253	77003	10/23/2023 4:41 PM
254	77059	10/23/2023 10:04 AM
255	77062	10/23/2023 9:18 AM
256	77064	10/21/2023 9:55 PM
257	77058	10/21/2023 8:13 PM
258	77059	10/21/2023 3:51 PM
259	77059	10/21/2023 2:52 PM
260	77062	10/21/2023 1:45 PM
261	77062	10/21/2023 12:01 PM

262	77008	10/21/2023 8:28 AM
263	77586-4557	10/20/2023 11:55 AM
264	77546	10/20/2023 11:04 AM
265	77059	10/20/2023 9:15 AM
266	77059	10/20/2023 8:15 AM
267	77503	10/20/2023 2:02 AM
268	77003	10/19/2023 9:58 PM
269	77062	10/19/2023 9:57 PM
270	77004	10/19/2023 3:08 PM
271	77565	10/19/2023 1:21 PM
272	77059	10/19/2023 10:01 AM
273	77058	10/18/2023 9:52 PM
274	77059	10/18/2023 9:29 PM
275	77586	10/18/2023 9:24 PM
276	77059	10/18/2023 9:01 PM
277	77062	10/18/2023 6:15 PM
278	77058	10/18/2023 6:04 PM
279	77062	10/18/2023 6:00 PM
280	77059	10/18/2023 4:59 PM
281	77586	10/18/2023 4:37 PM
282	77059	10/18/2023 4:25 PM
283	77504	10/18/2023 4:22 PM
284	77058	10/18/2023 4:16 PM
285	77573	10/18/2023 3:49 PM
286	77586	10/18/2023 3:45 PM
287	77058	10/18/2023 3:04 PM
288	77058	10/18/2023 1:44 PM
289	77062	10/18/2023 1:25 PM
290	77059	10/18/2023 1:06 PM
291	77062	10/18/2023 1:03 PM
292	77062	10/18/2023 12:55 PM
293	77056	10/18/2023 12:17 PM
294	77586	10/18/2023 12:14 PM
295	77586	10/18/2023 11:27 AM
296	77586	10/18/2023 11:21 AM
297	77586	10/18/2023 11:17 AM
298	77062	10/18/2023 11:04 AM
299	77062	10/18/2023 10:55 AM

300	77586	10/18/2023 10:47 AM
301	77586	10/18/2023 10:40 AM
302	77059	10/18/2023 10:19 AM
303	77002	10/18/2023 10:17 AM
304	77058	10/18/2023 10:11 AM
305	77059	10/18/2023 10:05 AM
306	77598	10/18/2023 9:53 AM
307	77062	10/18/2023 9:46 AM
308	77573	10/18/2023 9:20 AM
309	77058	10/18/2023 9:14 AM
310	77034	10/18/2023 9:05 AM
311	77062	10/18/2023 8:50 AM
312	77598	10/18/2023 8:43 AM
313	77573	10/18/2023 8:35 AM
314	77058	10/18/2023 8:35 AM
315	77006	10/18/2023 8:31 AM
316	77581	10/18/2023 8:31 AM
317	77546	10/18/2023 8:30 AM
318	77059	10/18/2023 8:23 AM
319	77058	10/18/2023 8:20 AM
320	77058	10/18/2023 8:00 AM
321	77573	10/18/2023 7:59 AM
322	77059	10/18/2023 7:56 AM
323	77546	10/18/2023 7:56 AM
324	77565	10/18/2023 7:41 AM
325	77571	10/18/2023 7:26 AM
326	77058	10/18/2023 7:14 AM
327	77059	10/18/2023 7:13 AM
328	77058	10/18/2023 6:51 AM
329	77571	10/17/2023 9:02 PM
330	77062	10/17/2023 8:25 PM
331	77059	10/17/2023 7:03 PM
332	77586	10/17/2023 5:18 PM
333	77058	10/17/2023 5:16 PM
334	77581	10/17/2023 5:10 PM
335	77546	10/17/2023 4:12 PM
336	77062	10/17/2023 3:12 PM
337	77586	10/17/2023 12:49 PM

338	77058	10/17/2023 12:23 PM
339	77062	10/17/2023 11:57 AM
340	77058	10/17/2023 11:16 AM
341	77586	10/17/2023 11:14 AM
342	77511	10/17/2023 10:15 AM
343	77062	10/17/2023 10:14 AM
344	77059	10/17/2023 10:12 AM
345	77058	10/17/2023 9:56 AM
346	77062	10/17/2023 9:56 AM
347	77062	10/17/2023 9:28 AM
348	77058	10/17/2023 8:40 AM
349	77598	10/17/2023 6:59 AM
350	77062	10/16/2023 8:54 PM
351	77546	10/16/2023 5:39 PM
352	77586	10/16/2023 5:36 PM
353	77062	10/16/2023 5:21 PM
354	77586	10/16/2023 3:23 PM
355	77058	10/16/2023 2:58 PM
356	77059	10/16/2023 2:55 PM
357	77062	10/16/2023 2:51 PM
358	77062	10/16/2023 2:40 PM
359	77573	10/16/2023 8:22 AM
360	77062	10/15/2023 8:57 PM
361	77546	10/15/2023 6:44 PM
362	77058	10/15/2023 2:57 PM
363	77058	10/14/2023 5:39 PM
364	77573	10/14/2023 2:34 PM
365	77598	10/14/2023 9:59 AM
366	77059	10/13/2023 1:03 PM
367	77598	10/13/2023 8:50 AM
368	77024	10/12/2023 9:47 PM
369	77062	10/12/2023 1:09 PM
370	77581	10/12/2023 11:40 AM
371	77059	10/2/2023 10:55 PM
372	77059	10/1/2023 4:34 PM
373	77062	9/30/2023 10:03 AM

Q14 What major intersection are you located closest to? (please list both cross streets)

Answered: 361 Skipped: 46

ANSWER CHOICES	RESPONSES	
Street 1	100.00%	361
Street 2	96.12%	347

#	STREET 1	DATE
1	FM 528	11/29/2023 9:15 AM
2	Bay Area Blvd	11/28/2023 6:35 PM
3	Bay Area Boulevard	11/28/2023 3:18 PM
4	NASA Rd 1	11/28/2023 3:10 PM
5	FM 270	11/28/2023 2:07 PM
6	fm 2351	11/28/2023 2:07 PM
7	Clear Lake City Blvd	11/28/2023 12:03 PM
8	1449 Bonanza Rd	11/28/2023 11:12 AM
9	Egret Bay	11/28/2023 11:12 AM
10	NASA Parkway	11/28/2023 11:04 AM
11	Bay Area Blvd	11/28/2023 10:54 AM
12	Bay Area	11/28/2023 10:35 AM
13	fm 528	11/28/2023 10:14 AM
14	Space Center Blvd	11/28/2023 9:50 AM
15	Space center blvd	11/28/2023 9:32 AM
16	Genoa Red Bluff	11/28/2023 9:30 AM
17	518	11/28/2023 9:28 AM
18	Space Center	11/28/2023 9:28 AM
19	NASA 1 / 146	11/28/2023 9:25 AM
20	Bay Area Blvd	11/28/2023 9:15 AM
21	Bay Area Blvd	11/28/2023 9:12 AM
22	Space Center Blvd.	11/28/2023 9:11 AM
23	Kirby	11/28/2023 9:08 AM
24	Bay Area	11/28/2023 9:03 AM
25	Middlebrook	11/28/2023 8:59 AM
26	El Camino Real	11/28/2023 8:48 AM
27	518	11/28/2023 8:33 AM
28	Clear Lake City Blvd.	11/28/2023 8:30 AM

29	Repsdorph Rd.	11/28/2023 8:06 AM
30	NASA Parkway	11/28/2023 8:03 AM
31	Nasa Parkway	11/28/2023 7:57 AM
32	Nasa Rd 1	11/28/2023 7:33 AM
33	Eldorado	11/28/2023 7:19 AM
34	Country Road 2351	11/28/2023 7:11 AM
35	Interstate 45	11/28/2023 6:59 AM
36	Todville Rd	11/27/2023 11:21 PM
37	El dorado	11/27/2023 9:18 PM
38	jade green court	11/27/2023 8:36 PM
39	Village Corner Dr	11/27/2023 7:26 PM
40	Bay Area	11/27/2023 12:47 PM
41	Middlebrook and Bay Area Blvd.	11/27/2023 11:49 AM
42	El Camino Village Drive	11/27/2023 11:49 AM
43	Space Center	11/27/2023 11:38 AM
44	El Dorado	11/27/2023 11:13 AM
45	Space Center Blvd and Clear Lake City Blvd	11/27/2023 11:01 AM
46	Bay Area Blvd	11/27/2023 10:53 AM
47	Saturn Lane	11/27/2023 10:50 AM
48	El Dorado	11/27/2023 10:00 AM
49	Bay Area Blvd	11/26/2023 7:17 PM
50	1Wyndham Terrace Trail	11/26/2023 2:24 PM
51	Spacecenter	11/26/2023 11:47 AM
52	El Dorado Blvd	11/26/2023 11:44 AM
53	Bay Area	11/25/2023 1:47 PM
54	El Dorado	11/25/2023 9:55 AM
55	Red Bluff Rd	11/25/2023 5:14 AM
56	Bay Area Blvd	11/24/2023 9:52 PM
57	Pearhaven	11/24/2023 8:34 PM
58	Space Center	11/24/2023 7:40 PM
59	Space Center	11/24/2023 7:37 PM
60	bay area	11/24/2023 5:52 PM
61	Hwy 3	11/24/2023 4:03 PM
62	Bay Area Blvd	11/24/2023 3:41 PM
63	Blackhawk	11/24/2023 11:33 AM
64	Beamer	11/24/2023 10:21 AM
65	beltway 8 South	11/24/2023 9:03 AM
66	Bay Area Blvd	11/24/2023 7:55 AM

67	Bay area and ramada	11/24/2023 5:30 AM
68	Middlebrook Drive	11/23/2023 10:53 PM
69	Pinrloch	11/23/2023 7:47 PM
70	Highway 3	11/23/2023 4:58 PM
71	El Dorado	11/23/2023 12:56 PM
72	El Camino	11/23/2023 12:44 PM
73	Hwy 146	11/23/2023 7:47 AM
74	Spencer	11/23/2023 7:13 AM
75	I45	11/23/2023 5:51 AM
76	Bay Area blvd	11/22/2023 10:23 PM
77	Bay area blvd	11/22/2023 10:23 PM
78	Clear lake city Blvd	11/22/2023 10:10 PM
79	El Dorado	11/22/2023 10:06 PM
80	El dorado	11/22/2023 9:53 PM
81	Kirby	11/22/2023 9:43 PM
82	Egret Bay	11/22/2023 8:54 PM
83	Highway 3	11/22/2023 6:41 PM
84	Blackhawk	11/22/2023 6:11 PM
85	El Dorado	11/22/2023 4:52 PM
86	El Dorado	11/22/2023 4:24 PM
87	El Dorado	11/22/2023 3:50 PM
88	El Dorado	11/22/2023 1:41 PM
89	Nasa Rd 1	11/22/2023 11:42 AM
90	NASA 1	11/22/2023 10:24 AM
91	Space Center Boulevard	11/22/2023 10:15 AM
92	El Camino	11/22/2023 10:07 AM
93	El dorado	11/22/2023 10:06 AM
94	NASA rd 1	11/22/2023 8:56 AM
95	Eldorado	11/22/2023 7:51 AM
96	Nasa	11/22/2023 7:49 AM
97	Water St	11/22/2023 7:28 AM
98	2351	11/22/2023 7:10 AM
99	El Dorado	11/22/2023 7:00 AM
100	Kensington	11/22/2023 6:53 AM
101	Highway 3	11/22/2023 6:41 AM
102	NASA 1	11/22/2023 5:37 AM
103	FM 518 and I-45	11/22/2023 5:34 AM
104	Space center	11/22/2023 5:23 AM

105	Medical center	11/22/2023 3:12 AM
106	El dorado	11/22/2023 1:32 AM
107	Hwy 146	11/22/2023 1:06 AM
108	Pineloch	11/22/2023 12:37 AM
109	El dorado	11/22/2023 12:34 AM
110	Water St	11/22/2023 12:31 AM
111	Shoreacres	11/22/2023 12:14 AM
112	Diana	11/21/2023 11:14 PM
113	Nasa pkwy	11/21/2023 11:07 PM
114	Bay Area Blvd	11/21/2023 10:51 PM
115	Bay Area Blvd	11/21/2023 10:50 PM
116	Highway 270/Egret Bay Blvd.	11/21/2023 10:49 PM
117	Bay Area Blvd	11/21/2023 10:47 PM
118	Space Center	11/21/2023 10:42 PM
119	2094	11/21/2023 10:31 PM
120	Space Center Blvd	11/21/2023 10:30 PM
121	Space Center Blvd.	11/21/2023 10:03 PM
122	Iwo	11/21/2023 9:53 PM
123	Hope village	11/21/2023 9:37 PM
124	Lakeside Dr	11/21/2023 9:34 PM
125	NASA road	11/21/2023 9:24 PM
126	Space Center	11/21/2023 8:54 PM
127	El dorado blvd	11/21/2023 8:42 PM
128	Middlebrook Drive	11/21/2023 8:31 PM
129	Clear lake city blvd	11/21/2023 8:25 PM
130	Tuscan lakes Blvd	11/21/2023 8:20 PM
131	el Dorado	11/21/2023 8:06 PM
132	FM518	11/21/2023 7:50 PM
133	El Dorado/ Bay Area	11/21/2023 7:43 PM
134	FM 528	11/21/2023 7:41 PM
135	146 and NASA Rd 1	11/21/2023 7:35 PM
136	El Dorado Blvd	11/21/2023 7:31 PM
137	Medical Center Blvd	11/21/2023 7:29 PM
138	Clear Lake City Blvd	11/21/2023 7:24 PM
139	El Dorado	11/21/2023 7:21 PM
140	League City Parkway	11/21/2023 6:24 PM
141	Spencer	11/21/2023 5:33 PM
142	El Camino real	11/21/2023 5:32 PM

143	146	11/21/2023 5:05 PM
144	Diana Lane	11/21/2023 4:23 PM
145	Wrecksdorph	11/21/2023 4:11 PM
146	Hwy 3 & El Dorado	11/21/2023 4:05 PM
147	NASA Rd one	11/21/2023 4:04 PM
148	Kirby	11/21/2023 3:51 PM
149	Fm 528	11/21/2023 3:35 PM
150	I45	11/21/2023 3:11 PM
151	Pineloch	11/21/2023 2:46 PM
152	4923 Quiet Canyon Dr	11/21/2023 2:37 PM
153	Clear lake city blvd	11/21/2023 2:29 PM
154	Clearlake city blvd	11/21/2023 2:27 PM
155	El dorado	11/21/2023 2:27 PM
156	Pineloch	11/21/2023 2:24 PM
157	Highway 3	11/21/2023 2:00 PM
158	Red Bluff	11/21/2023 12:05 PM
159	Red bluff and 146	11/21/2023 10:36 AM
160	Space center	11/21/2023 9:21 AM
161	Hey 146	11/21/2023 6:09 AM
162	Pasadena Blvd	11/21/2023 1:39 AM
163	Middlebrook Dr	11/21/2023 1:02 AM
164	Beltway and fairmont	11/21/2023 12:27 AM
165	Todville Road	11/20/2023 9:56 PM
166	cavalcade	11/20/2023 9:47 PM
167	Repsdorph	11/20/2023 9:21 PM
168	Hwy 3	11/20/2023 8:48 PM
169	146	11/20/2023 7:52 PM
170	Shaver	11/20/2023 5:54 PM
171	Sh146	11/20/2023 5:30 PM
172	El Dorado	11/20/2023 5:08 PM
173	Cobre Valley	11/20/2023 3:32 PM
174	Richey	11/20/2023 2:10 PM
175	Spencer	11/20/2023 1:46 PM
176	Space Center	11/20/2023 1:33 PM
177	Fairmont	11/20/2023 11:40 AM
178	reseda Drive	11/20/2023 11:39 AM
179	Crenshaw	11/20/2023 10:16 AM
180	Luella	11/20/2023 9:44 AM

181	Bay area	11/20/2023 3:44 AM
182	El Dorado Blvd	11/19/2023 8:39 PM
183	El Dorado	11/19/2023 1:29 PM
184	Bay Area	11/19/2023 12:55 PM
185	Watters	11/19/2023 12:17 PM
186	Fairman	11/19/2023 10:20 AM
187	Vermillion	11/19/2023 7:57 AM
188	Nasa Rd 1	11/19/2023 7:23 AM
189	Sens	11/18/2023 8:55 PM
190	Pineloch and El Camino Real	11/18/2023 8:37 PM
191	Pilgrim's point	11/18/2023 4:36 PM
192	Kirby	11/17/2023 3:20 PM
193	Clear Lake City Blvd	11/17/2023 1:20 PM
194	Bingle Rd	11/17/2023 11:55 AM
195	N Austin St	11/17/2023 8:36 AM
196	Repsdorph	11/17/2023 7:04 AM
197	NASA PKWY	11/17/2023 6:36 AM
198	Meyer and HWY 146	11/16/2023 8:47 PM
199	Torry Pines	11/16/2023 6:54 PM
200	146	11/16/2023 3:50 PM
201	Repsdorph	11/16/2023 1:59 PM
202	Hwy 146	11/16/2023 1:24 PM
203	Space center	11/16/2023 11:21 AM
204	NASA rd 1	11/16/2023 10:54 AM
205	Preston	11/15/2023 7:26 PM
206	Brookwood	11/15/2023 7:14 PM
207	Fairmont	11/15/2023 6:27 PM
208	Fairmont Parkway	11/15/2023 6:00 PM
209	Fenwood	11/15/2023 1:03 PM
210	Genoa Red Bluff	11/15/2023 11:27 AM
211	225	11/15/2023 10:21 AM
212	Highway 146	11/15/2023 8:47 AM
213	910 S Friendswood Drive	11/15/2023 8:26 AM
214	Spencer Hwy	11/14/2023 11:06 PM
215	West lake Houston	11/14/2023 4:15 PM
216	El Dorado	11/14/2023 11:25 AM
217	FM 2351	11/14/2023 11:15 AM
218	Bat area	11/10/2023 3:24 PM

219	Kirby	11/10/2023 1:52 PM
220	Space Center Blvd	11/10/2023 1:44 PM
221	Manorhill Dr and Pineloch Dr	11/10/2023 11:25 AM
222	Eldorado	11/10/2023 9:38 AM
223	Nortpark Dr	11/9/2023 8:49 PM
224	Diana ln	11/9/2023 4:13 PM
225	El Dorado	11/9/2023 1:43 PM
226	Blackhawk	11/9/2023 12:50 PM
227	Main- SH 35	11/9/2023 11:23 AM
228	Highway 225	11/9/2023 11:23 AM
229	Brook Forest Dr	11/8/2023 7:29 PM
230	El Dorado	11/8/2023 1:50 PM
231	El Dorado	11/7/2023 6:54 PM
232	Saturn	11/6/2023 4:06 PM
233	Clear Lake City Blvd.	11/6/2023 2:19 PM
234	Clear Lake City Blvd	11/6/2023 2:07 PM
235	Hwy 3	11/6/2023 1:19 PM
236	Nasa	11/3/2023 12:11 PM
237	Bay Area Blvd	11/1/2023 2:37 PM
238	FM 646	10/29/2023 6:35 AM
239	Bay Area Blvd	10/26/2023 1:44 PM
240	Austin	10/26/2023 9:48 AM
241	Lakeside Dr	10/25/2023 4:25 PM
242	Clear Lake City Blvd	10/25/2023 10:59 AM
243	528	10/23/2023 5:50 PM
244	NASA Parkway	10/23/2023 5:13 PM
245	Navigation	10/23/2023 4:41 PM
246	Clear Lake City	10/23/2023 10:04 AM
247	Pineloch	10/23/2023 9:18 AM
248	Beltway 8	10/21/2023 9:55 PM
249	Bay Area Boulevard	10/21/2023 8:13 PM
250	Bay Area Blvd	10/21/2023 3:51 PM
251	CLC Blvd	10/21/2023 2:52 PM
252	El dorado	10/21/2023 1:45 PM
253	El Dorado	10/21/2023 12:01 PM
254	Durham	10/21/2023 8:28 AM
255	Kirby Blvd	10/20/2023 11:55 AM
256	FM 528	10/20/2023 11:04 AM

257	Bay Area Blvd	10/20/2023 9:15 AM
258	el dorado	10/20/2023 8:15 AM
259	East Sam Houston Parkway South	10/20/2023 2:02 AM
260	McKinney	10/19/2023 9:58 PM
261	Highway 3	10/19/2023 9:57 PM
262	Austin	10/19/2023 3:08 PM
263	2094	10/19/2023 1:21 PM
264	Clear Lakes City Blvd	10/19/2023 10:01 AM
265	Bay Area Blvd.	10/18/2023 9:52 PM
266	El dorado	10/18/2023 9:29 PM
267	E. Meyer	10/18/2023 9:24 PM
268	Clear Lake City Blvd.	10/18/2023 9:01 PM
269	Space Center	10/18/2023 6:15 PM
270	Nass Road One	10/18/2023 6:04 PM
271	Stradbrook	10/18/2023 6:00 PM
272	Space center	10/18/2023 4:59 PM
273	Kirby	10/18/2023 4:37 PM
274	Space Center	10/18/2023 4:25 PM
275	Burke	10/18/2023 4:22 PM
276	Point Lookout & NASA Rd 1	10/18/2023 4:16 PM
277	Essex Ct	10/18/2023 3:49 PM
278	Lakeside Dr	10/18/2023 3:45 PM
279	Bay Area Blvd.	10/18/2023 3:04 PM
280	NASA Road 1	10/18/2023 1:44 PM
281	El Dorado Blvd	10/18/2023 1:25 PM
282	clear lake city blvd	10/18/2023 1:06 PM
283	El Dorado	10/18/2023 1:03 PM
284	Pineloch Drive	10/18/2023 12:55 PM
285	Space Center Blvd	10/18/2023 12:17 PM
286	Nasa 1	10/18/2023 12:14 PM
287	NASA 1	10/18/2023 11:41 AM
288	Repsdorph	10/18/2023 11:27 AM
289	Kirby	10/18/2023 11:21 AM
290	NASA Rd 1	10/18/2023 11:17 AM
291	space center blvd	10/18/2023 11:04 AM
292	El Dorado Blvd	10/18/2023 10:55 AM
293	Nasa Road 1	10/18/2023 10:47 AM
294	NASA PARKWAY	10/18/2023 10:40 AM

295	Forest Birch Court	10/18/2023 10:19 AM
296	Fannin	10/18/2023 10:17 AM
297	Space Center Blvd	10/18/2023 10:11 AM
298	Middlebrook Drive	10/18/2023 10:05 AM
299	Bay Area Blvd	10/18/2023 9:53 AM
300	Clear Lake City Blvd	10/18/2023 9:46 AM
301	Hobbs Road	10/18/2023 9:20 AM
302	Nasa Rd 1	10/18/2023 9:14 AM
303	Bay Area Blvd	10/18/2023 8:50 AM
304	E Medical Center Blvd	10/18/2023 8:43 AM
305	Marina Bay Drive	10/18/2023 8:35 AM
306	Bay Area Blvd	10/18/2023 8:35 AM
307	Montrose	10/18/2023 8:31 AM
308	Broadway	10/18/2023 8:31 AM
309	Clear Lake City Blvd	10/18/2023 8:23 AM
310	Nasa 1	10/18/2023 8:20 AM
311	Bay Area	10/18/2023 8:00 AM
312	FM 518	10/18/2023 7:59 AM
313	Bay Area Blvd	10/18/2023 7:56 AM
314	Hope village	10/18/2023 7:56 AM
315	FM518-SH146	10/18/2023 7:41 AM
316	Bay Area Blvd	10/18/2023 7:26 AM
317	Saturn Ln	10/18/2023 7:14 AM
318	El Dorado Blvd.	10/18/2023 7:13 AM
319	Space Center	10/18/2023 6:51 AM
320	Spencer Hwy	10/17/2023 9:02 PM
321	Pineloch	10/17/2023 8:25 PM
322	Middlebrook	10/17/2023 7:03 PM
323	Space Center BLVD	10/17/2023 5:16 PM
324	FM 2351	10/17/2023 4:12 PM
325	El Dorado	10/17/2023 3:12 PM
326	E Meyer Ave	10/17/2023 12:49 PM
327	E Nasa Parkway 1	10/17/2023 12:23 PM
328	space center	10/17/2023 11:57 AM
329	NASA Pkwy	10/17/2023 11:16 AM
330	Kirby	10/17/2023 11:14 AM
331	FM-517	10/17/2023 10:15 AM
332	Clear Lake City Blvd.	10/17/2023 10:14 AM

333	Clear Lake City Blvd.	10/17/2023 10:12 AM
334	E NASA Pkwy	10/17/2023 9:56 AM
335	Clear Lake City Boulevard	10/17/2023 9:56 AM
336	Bay Area	10/17/2023 9:28 AM
337	Egret Bay Blvd	10/17/2023 8:40 AM
338	Pineloch Dr.	10/17/2023 6:59 AM
339	Space Center	10/16/2023 8:54 PM
340	Kirby Blvd	10/16/2023 5:36 PM
341	Space Center Blvd	10/16/2023 5:21 PM
342	Kirby	10/16/2023 3:23 PM
343	Bay Area blvd	10/16/2023 2:58 PM
344	Clear Lake City Boulevard	10/16/2023 2:55 PM
345	Bay Area Blvd	10/16/2023 2:51 PM
346	Pineloch	10/16/2023 2:40 PM
347	Southshore	10/16/2023 8:22 AM
348	Bay Area	10/15/2023 8:57 PM
349	El Dorado	10/15/2023 6:44 PM
350	Bay Area Boulevard	10/15/2023 2:57 PM
351	Bay Area Blvd	10/14/2023 5:39 PM
352	Hwy 3	10/14/2023 2:34 PM
353	45	10/14/2023 9:59 AM
354	Clear Lake City Blvd.	10/13/2023 1:03 PM
355	Nasa 1	10/13/2023 8:50 AM
356	Gessner	10/12/2023 9:47 PM
357	Space Center Blvd	10/12/2023 1:09 PM
358	Mcchard	10/12/2023 11:40 AM
359	Middlebrook Drive	10/2/2023 10:55 PM
360	Bay Area Blvd.	10/1/2023 4:34 PM
361	Bay Area Blvd	9/30/2023 10:03 AM
#	**STREET 2**	**DATE**
1	Friendswood Lakes Blvd	11/29/2023 9:15 AM
2	El Camino Real	11/28/2023 6:35 PM
3	Gatebrook	11/28/2023 3:18 PM
4	Satern Lane	11/28/2023 3:10 PM
5	FM 518	11/28/2023 2:07 PM
6	fm 518	11/28/2023 2:07 PM
7	Space Center Blvd	11/28/2023 12:03 PM
8	NASA Road 1	11/28/2023 11:12 AM

9	Lakeshore	11/28/2023 11:04 AM
10	Space Center Blvd	11/28/2023 10:54 AM
11	Space Center	11/28/2023 10:35 AM
12	IH 45	11/28/2023 10:14 AM
13	NASA Road 1	11/28/2023 9:50 AM
14	E NASA PKWY	11/28/2023 9:32 AM
15	Space Center Blvd	11/28/2023 9:30 AM
16	Lousiana	11/28/2023 9:28 AM
17	Clear Lake City Blvd	11/28/2023 9:28 AM
18	NASA 1 / Repsdorph	11/28/2023 9:25 AM
19	Space Center Blvd	11/28/2023 9:15 AM
20	Space Center Blvd	11/28/2023 9:12 AM
21	El Dorado Blvd.	11/28/2023 9:11 AM
22	NASA Parkway	11/28/2023 9:08 AM
23	Park Shadows Trail	11/28/2023 9:03 AM
24	Bay Area Blvd	11/28/2023 8:59 AM
25	Bay Area Blvd	11/28/2023 8:48 AM
26	528	11/28/2023 8:33 AM
27	Middlebrook Drive	11/28/2023 8:30 AM
28	Loch Lake	11/28/2023 8:06 AM
29	Nassau Bay	11/28/2023 8:03 AM
30	146	11/28/2023 7:57 AM
31	Repsdorph Rd	11/28/2023 7:33 AM
32	Space Center BLVD	11/28/2023 7:19 AM
33	518	11/28/2023 7:11 AM
34	Clear Lake City Blvd	11/28/2023 6:59 AM
35	Hammer St	11/27/2023 11:21 PM
36	Clear lake city boulevard	11/27/2023 9:18 PM
37	sterling wood way	11/27/2023 8:36 PM
38	Raven River	11/27/2023 7:26 PM
39	FM 518	11/27/2023 12:47 PM
40	Middlebrook at El Dorado	11/27/2023 11:49 AM
41	El Camino Real	11/27/2023 11:49 AM
42	Pineloch	11/27/2023 11:38 AM
43	Hickory Knoll	11/27/2023 11:13 AM
44	Space Center	11/27/2023 10:53 AM
45	Space Center Blvd	11/27/2023 10:50 AM
46	Clear Lake City Blvd	11/27/2023 10:00 AM

47	Middlebrook	11/26/2023 7:17 PM
48	Travis heights	11/26/2023 2:24 PM
49	Sunrise Lake	11/26/2023 11:47 AM
50	Clear Lake City Blvd	11/26/2023 11:44 AM
51	Space Center	11/25/2023 1:47 PM
52	Space Center	11/25/2023 9:55 AM
53	HWY 146	11/25/2023 5:14 AM
54	Gemini St	11/24/2023 9:52 PM
55	Space center	11/24/2023 8:34 PM
56	El Dorado	11/24/2023 7:40 PM
57	El Dorado	11/24/2023 7:37 PM
58	space center	11/24/2023 5:52 PM
59	El Dorado	11/24/2023 4:03 PM
60	League City Parkway	11/24/2023 3:41 PM
61	Eldorado	11/24/2023 11:33 AM
62	Dixie Farm	11/24/2023 10:21 AM
63	45 south	11/24/2023 9:03 AM
64	Middlebrook	11/24/2023 7:55 AM
65	Bay Area Blvd	11/23/2023 10:53 PM
66	Space Center	11/23/2023 7:47 PM
67	El Dorado	11/23/2023 4:58 PM
68	Space Center	11/23/2023 12:56 PM
69	El Dorado	11/23/2023 12:44 PM
70	Towers Blvd	11/23/2023 7:47 AM
71	Beltway 8	11/23/2023 7:13 AM
72	517	11/23/2023 5:51 AM
73	Diana lane	11/22/2023 10:23 PM
74	Space center	11/22/2023 10:23 PM
75	El Dorado	11/22/2023 10:10 PM
76	Eastcape	11/22/2023 10:06 PM
77	Eastscape	11/22/2023 9:53 PM
78	NASA 1	11/22/2023 9:43 PM
79	Nasa Road 1	11/22/2023 8:54 PM
80	El DOrado	11/22/2023 6:41 PM
81	Hughes	11/22/2023 6:11 PM
82	El Camino	11/22/2023 4:52 PM
83	Clear Lake City Blvd	11/22/2023 4:24 PM
84	Space Center	11/22/2023 3:50 PM

85	Brookforest Dr	11/22/2023 1:41 PM
86	Egret Bay	11/22/2023 11:42 AM
87	Water street	11/22/2023 10:24 AM
88	El Dorado Blvd	11/22/2023 10:15 AM
89	Pineloch	11/22/2023 10:07 AM
90	Sunset	11/22/2023 10:06 AM
91	Saturn	11/22/2023 8:56 AM
92	Clear lake city bvld	11/22/2023 7:51 AM
93	Water Street	11/22/2023 7:49 AM
94	Nasa road 1	11/22/2023 7:28 AM
95	Blackhawk	11/22/2023 7:10 AM
96	Space Center	11/22/2023 7:00 AM
97	Dixie farm	11/22/2023 6:53 AM
98	FM 518	11/22/2023 6:41 AM
99	Forest Lake Drive	11/22/2023 5:37 AM
100	FM 528 and I-45	11/22/2023 5:34 AM
101	El Dorado	11/22/2023 5:23 AM
102	Highway 3	11/22/2023 3:12 AM
103	Space center	11/22/2023 1:32 AM
104	Main street	11/22/2023 1:06 AM
105	El Dorado	11/22/2023 12:37 AM
106	Friendswood link rd	11/22/2023 12:34 AM
107	NASA	11/22/2023 12:31 AM
108	Broadway	11/22/2023 12:14 AM
109	Eldorado	11/21/2023 11:14 PM
110	Fife	11/21/2023 11:07 PM
111	Space Center Blvd	11/21/2023 10:51 PM
112	Space Center	11/21/2023 10:50 PM
113	Egret Oaks Lane	11/21/2023 10:49 PM
114	Space Center Blvd	11/21/2023 10:47 PM
115	Bay Area Blvd	11/21/2023 10:42 PM
116	South Shore Harbor blvd	11/21/2023 10:31 PM
117	El Dorado Blvd	11/21/2023 10:30 PM
118	Genoa Red Bluff	11/21/2023 10:03 PM
119	Beauregard	11/21/2023 9:53 PM
120	5 Knolls	11/21/2023 9:37 PM
121	Hampton Springs Dr	11/21/2023 9:34 PM
122	El Camino	11/21/2023 9:24 PM

123	El Dorado	11/21/2023 8:54 PM
124	El Camino real	11/21/2023 8:42 PM
125	Bay Area Blvd	11/21/2023 8:31 PM
126	Hope village road	11/21/2023 8:25 PM
127	Hwy 96	11/21/2023 8:20 PM
128	brookforest	11/21/2023 8:06 PM
129	Dixie Farm Road	11/21/2023 7:50 PM
130	Space Center	11/21/2023 7:43 PM
131	Bay Area Blvd	11/21/2023 7:41 PM
132	Space Center Blvd	11/21/2023 7:31 PM
133	Hwy. 3	11/21/2023 7:29 PM
134	El Camino Real	11/21/2023 7:24 PM
135	Bay Area Blvd.	11/21/2023 7:21 PM
136	Hobbs	11/21/2023 6:24 PM
137	Space center	11/21/2023 5:33 PM
138	El Camino village dr	11/21/2023 5:32 PM
139	Repsdorph	11/21/2023 5:05 PM
140	Wavecrest	11/21/2023 4:23 PM
141	Hwy 146	11/21/2023 4:11 PM
142	Water street	11/21/2023 4:04 PM
143	NASA Rd 1	11/21/2023 3:51 PM
144	Bay Area Blvd	11/21/2023 3:35 PM
145	Nasa pkwy	11/21/2023 3:11 PM
146	Hwy 3	11/21/2023 2:46 PM
147	Hope village rd	11/21/2023 2:29 PM
148	Space center blvd	11/21/2023 2:27 PM
149	Hwy 3	11/21/2023 2:27 PM
150	Space Center Blvd	11/21/2023 2:24 PM
151	Nasa Pkwy	11/21/2023 2:00 PM
152	SH 146	11/21/2023 12:05 PM
153	East Meyer and 146	11/21/2023 10:36 AM
154	El dorado	11/21/2023 9:21 AM
155	NASA 1	11/21/2023 6:09 AM
156	Preston	11/21/2023 1:39 AM
157	Raven River Dr	11/21/2023 1:02 AM
158	E Meyer Road	11/20/2023 9:56 PM
159	hirsch	11/20/2023 9:47 PM
160	146	11/20/2023 9:21 PM

161	Nasa	11/20/2023 8:48 PM
162	Repsdorph	11/20/2023 7:52 PM
163	Hwy 3 old Galveston road	11/20/2023 5:54 PM
164	Spencer	11/20/2023 5:30 PM
165	Space Center Blvd	11/20/2023 5:08 PM
166	El Dorado	11/20/2023 3:32 PM
167	Southmore	11/20/2023 2:10 PM
168	beltway 8	11/20/2023 1:46 PM
169	Bay Area Blvd	11/20/2023 1:33 PM
170	Preston	11/20/2023 11:40 AM
171	Bay Area Blvd	11/20/2023 11:39 AM
172	Space Center	11/20/2023 10:16 AM
173	Fairmont	11/20/2023 9:44 AM
174	Hwy3	11/20/2023 3:44 AM
175	El Camino Real	11/19/2023 8:39 PM
176	Space Center	11/19/2023 1:29 PM
177	Middlebrook	11/19/2023 12:55 PM
178	Fairmont	11/19/2023 12:17 PM
179	146	11/19/2023 10:20 AM
180	Lakeside	11/19/2023 7:57 AM
181	Nassau Bay Drive	11/19/2023 7:23 AM
182	Spencer	11/18/2023 8:55 PM
183	Clear Lake Blvd and El Camino Real	11/18/2023 8:37 PM
184	Bay Area blvd	11/18/2023 4:36 PM
185	Old Kirby	11/17/2023 3:20 PM
186	El Camino	11/17/2023 1:20 PM
187	Kempwood Dr	11/17/2023 11:55 AM
188	Hubert St	11/17/2023 8:36 AM
189	Hwy 146	11/17/2023 7:04 AM
190	Repsdorph	11/17/2023 6:36 AM
191	El Dorado	11/16/2023 6:54 PM
192	E. Meyer	11/16/2023 3:50 PM
193	146	11/16/2023 1:59 PM
194	Repsdorph	11/16/2023 1:24 PM
195	Bay area blvd	11/16/2023 11:21 AM
196	Lakeside drive	11/16/2023 10:54 AM
197	Redbluff	11/15/2023 7:26 PM
198	Fairmont	11/15/2023 7:14 PM

199	Driftwood	11/15/2023 6:27 PM
200	Driftwood	11/15/2023 6:00 PM
201	Queens	11/15/2023 1:03 PM
202	Strawberry Road	11/15/2023 11:27 AM
203	Beltway 8	11/15/2023 10:21 AM
204	Barbour’s Cut Blvd	11/15/2023 8:47 AM
205	Beltway 8	11/14/2023 11:06 PM
206	Northpark Dr	11/14/2023 4:15 PM
207	Hwy 3	11/14/2023 11:25 AM
208	FM 518	11/14/2023 11:15 AM
209	Saturn	11/10/2023 3:24 PM
210	Shady Springs	11/10/2023 1:52 PM
211	Bay Area Blvd	11/10/2023 1:44 PM
212	El Camino Real Dr and Woodhorn Dr	11/10/2023 11:25 AM
213	Blackhawk	11/10/2023 9:38 AM
214	Woodland Hills Dr	11/9/2023 8:49 PM
215	Bay Area blvd	11/9/2023 4:13 PM
216	Clear Lake City Blvd	11/9/2023 1:43 PM
217	Scarsdale	11/9/2023 12:50 PM
218	Oiler	11/9/2023 11:23 AM
219	Bay Area Blvd	11/8/2023 7:29 PM
220	Space Center	11/8/2023 1:50 PM
221	Clear LakeCity Blvd	11/7/2023 6:54 PM
222	Bay Area Blvd	11/6/2023 4:06 PM
223	Space Center Blvd.	11/6/2023 2:19 PM
224	Space Center Blvd	11/6/2023 2:07 PM
225	Pineloch	11/6/2023 1:19 PM
226	Water St	11/3/2023 12:11 PM
227	Middlebrook Dr	11/1/2023 2:37 PM
228	FM 517	10/29/2023 6:35 AM
229	Space Center Blvd	10/26/2023 1:44 PM
230	McGowen	10/26/2023 9:48 AM
231	Repsdorph Rd	10/25/2023 4:25 PM
232	Space Center Blvd	10/25/2023 10:59 AM
233	518	10/23/2023 5:50 PM
234	Repsdorph Rd.	10/23/2023 5:13 PM
235	I-45 on-ramp	10/23/2023 4:41 PM
236	Space Center Blvd	10/23/2023 10:04 AM

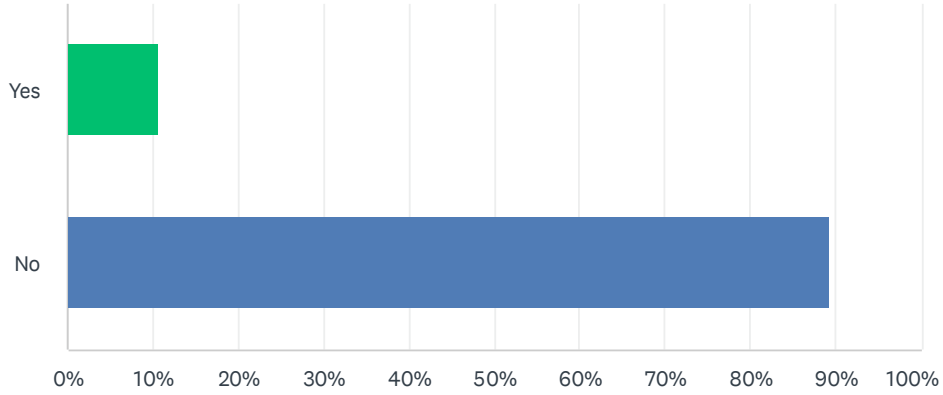
237	El Camino	10/23/2023 9:18 AM
238	Fallbrook	10/21/2023 9:55 PM
239	Space Center Boulevard	10/21/2023 8:13 PM
240	Middlebrook Dr	10/21/2023 3:51 PM
241	Space Ccnter Blvd	10/21/2023 2:52 PM
242	Torry pines	10/21/2023 1:45 PM
243	Space Center	10/21/2023 12:01 PM
244	11th	10/21/2023 8:28 AM
245	Red Bluff Rd	10/20/2023 11:55 AM
246	Bay Area Blvd	10/20/2023 11:04 AM
247	Park Shadows	10/20/2023 9:15 AM
248	clearcrest	10/20/2023 8:15 AM
249	San Augustine Avenue	10/20/2023 2:02 AM
250	Palmer	10/19/2023 9:58 PM
251	Clear Lake City Blvd	10/19/2023 9:57 PM
252	Tuam	10/19/2023 3:08 PM
253	146	10/19/2023 1:21 PM
254	Space Center Blvd	10/19/2023 10:01 AM
255	Space Center Blvd.	10/18/2023 9:52 PM
256	Clear Lake City	10/18/2023 9:29 PM
257	Hwy 146	10/18/2023 9:24 PM
258	Space Center Blvd.	10/18/2023 9:01 PM
259	Bay Area Blvd	10/18/2023 6:15 PM
260	Water Street	10/18/2023 6:04 PM
261	Woodcombe	10/18/2023 6:00 PM
262	Clear lake blvd	10/18/2023 4:59 PM
263	Red Bluff	10/18/2023 4:37 PM
264	Clear Lake City	10/18/2023 4:25 PM
265	Crenshaw	10/18/2023 4:22 PM
266	Midway Ct	10/18/2023 3:49 PM
267	NASA Road 1	10/18/2023 3:45 PM
268	Space Center Blvd.	10/18/2023 3:04 PM
269	Saturn Lane	10/18/2023 1:44 PM
270	Space Center Blvd	10/18/2023 1:25 PM
271	el dorado blvd	10/18/2023 1:06 PM
272	El Camino	10/18/2023 1:03 PM
273	El Camino Real	10/18/2023 12:55 PM
274	Bay Area Blvd	10/18/2023 12:17 PM

275	Lakeside blvd	10/18/2023 12:14 PM
276	Nasa Rd 1	10/18/2023 11:27 AM
277	Nasa Road One	10/18/2023 11:21 AM
278	Space Center Blvd	10/18/2023 11:17 AM
279	bay area blvd	10/18/2023 11:04 AM
280	Space Center Blvd	10/18/2023 10:55 AM
281	Kirby	10/18/2023 10:47 AM
282	CLEAK LAKE PARK	10/18/2023 10:40 AM
283	Middlebrook Road	10/18/2023 10:19 AM
284	Pease	10/18/2023 10:17 AM
285	NASA Rd 1	10/18/2023 10:11 AM
286	Bay Area Blvd	10/18/2023 10:05 AM
287	Hwy 3	10/18/2023 9:53 AM
288	Space Center Blvd	10/18/2023 9:46 AM
289	League City Parkway	10/18/2023 9:20 AM
290	Nassau Bay Dr	10/18/2023 9:14 AM
291	Space Center	10/18/2023 8:50 AM
292	Feather Craft Lane	10/18/2023 8:43 AM
293	Egret Bay	10/18/2023 8:35 AM
294	Par Shadows Trail	10/18/2023 8:35 AM
295	Westheimer	10/18/2023 8:31 AM
296	Pearland Pkwy	10/18/2023 8:31 AM
297	Space Center Blvl	10/18/2023 8:23 AM
298	El Camino	10/18/2023 8:20 AM
299	El Camino Real	10/18/2023 8:00 AM
300	Claremont Dr.	10/18/2023 7:59 AM
301	Middlebrook Dr	10/18/2023 7:56 AM
302	2351	10/18/2023 7:56 AM
303	Bay Area Blvd	10/18/2023 7:14 AM
304	Space City Blvd.	10/18/2023 7:13 AM
305	Gemini	10/18/2023 6:51 AM
306	146 hwy	10/17/2023 9:02 PM
307	Space Center	10/17/2023 8:25 PM
308	Bay Area Blvd	10/17/2023 7:03 PM
309	Bay Area BLVD	10/17/2023 5:16 PM
310	FM 518	10/17/2023 4:12 PM
311	Bay Forest	10/17/2023 3:12 PM
312	Highway 146	10/17/2023 12:49 PM

313	Saturn Lane	10/17/2023 12:23 PM
314	eldorado	10/17/2023 11:57 AM
315	Space Center Blvd	10/17/2023 11:16 AM
316	Nasa Road 1	10/17/2023 11:14 AM
317	FM-646	10/17/2023 10:15 AM
318	El Camino Real	10/17/2023 10:14 AM
319	Middlebrook Dr.	10/17/2023 10:12 AM
320	El Dorado Blvd	10/17/2023 9:56 AM
321	El Camino Real	10/17/2023 9:56 AM
322	Space Center	10/17/2023 9:28 AM
323	NASA 1	10/17/2023 8:40 AM
324	Galveston Rd/Hwy 3	10/17/2023 6:59 AM
325	Bay Area Blvd	10/16/2023 8:54 PM
326	Red Bluff Road	10/16/2023 5:36 PM
327	CLC Blvd	10/16/2023 5:21 PM
328	Nasa Rd 1	10/16/2023 3:23 PM
329	Space Center Blvd	10/16/2023 2:58 PM
330	Middlebrook Boulevard	10/16/2023 2:55 PM
331	Saturn Ln	10/16/2023 2:51 PM
332	Hwy 3	10/16/2023 2:40 PM
333	96	10/16/2023 8:22 AM
334	Space Center	10/15/2023 8:57 PM
335	Signal Hill	10/15/2023 6:44 PM
336	Space Center Boulevard	10/15/2023 2:57 PM
337	Saturn Ln	10/14/2023 5:39 PM
338	Austin	10/14/2023 2:34 PM
339	NASA rd 1	10/14/2023 9:59 AM
340	Bay Oaks Blvd.	10/13/2023 1:03 PM
341	Water street	10/13/2023 8:50 AM
342	Memorial	10/12/2023 9:47 PM
343	Bay Area Blvd	10/12/2023 1:09 PM
344	Telephone	10/12/2023 11:40 AM
345	El Dorado Blvd.	10/2/2023 10:55 PM
346	Middlebrook Dr.	10/1/2023 4:34 PM
347	Space Center Blvd	9/30/2023 10:03 AM

Q15 Do you or someone in your household have a disability?

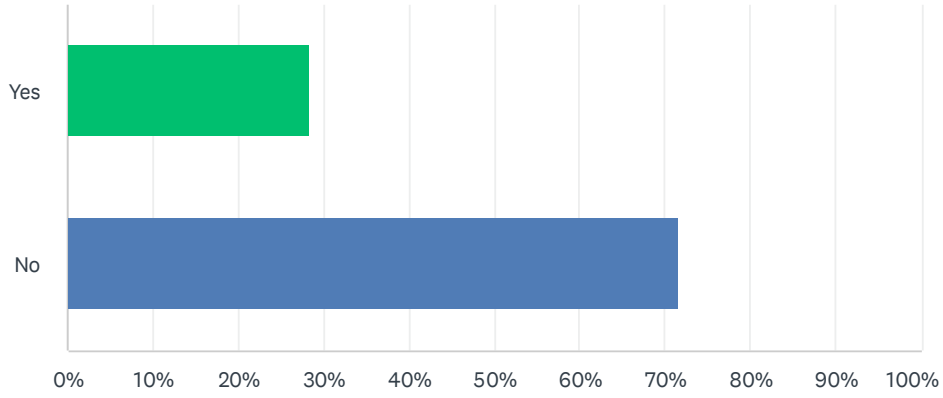
Answered: 373 Skipped: 34



ANSWER CHOICES	RESPONSES	
Yes	10.72%	40
No	89.28%	333
TOTAL		373

Q16 Do you have or currently care for school-age (kindergarten to grade 12) students?

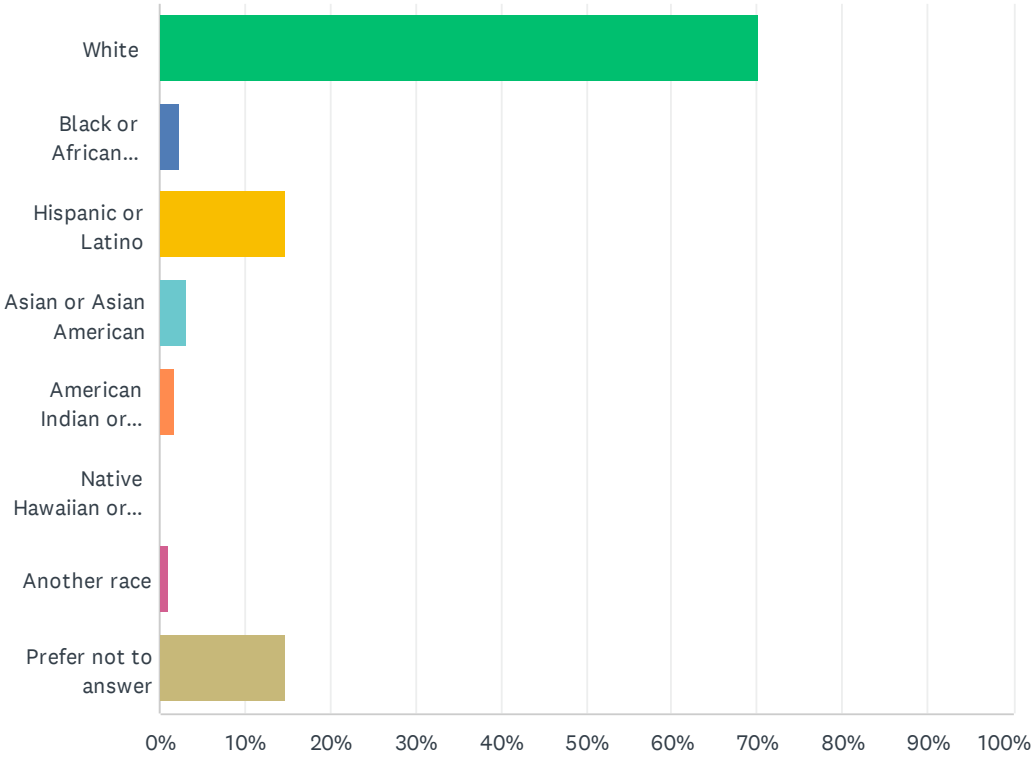
Answered: 374 Skipped: 33



ANSWER CHOICES	RESPONSES	
Yes	28.34%	106
No	71.66%	268
TOTAL		374

Q17 What race/ethnicity do you identify as? (select all that apply)

Answered: 373 Skipped: 34



ANSWER CHOICES	RESPONSES	
White	70.24%	262
Black or African American	2.41%	9
Hispanic or Latino	14.75%	55
Asian or Asian American	3.22%	12
American Indian or Alaska Native	1.61%	6
Native Hawaiian or other Pacific Islander	0.00%	0
Another race	1.07%	4
Prefer not to answer	14.75%	55
Total Respondents: 373		

Q18 What concerns you most about the future development of sidewalks, trails, and bicycle lanes with your community? Is there anything else you would like us to know? (write in response)

Answered: 257 Skipped: 150

#	RESPONSES	DATE
1	Lack of destinations	11/29/2023 9:17 AM
2	I fear that land for public use will be encroached on and developed by commercial entities taking away our local access to nature and bike-able off-road areas.	11/28/2023 6:39 PM
3	That bike lanes would interfere with already congested car lanes. Bike lanes would need to be made in addition to car lanes, which would push back businesses, I think.	11/28/2023 3:21 PM
4	Bike lanes need to be separated from the road. Cars are huge threat and I don't feel safe going on the bike lands on NASA Parkway. I love the sidewalk/bike path that was put on along Egret Bay - if more streets had paths like that, it would be more attractive to bike. Also, it would be great to have a way to get pedestrians and bikers over NASA Parkway to get to Space Center Houston from Nassau Bay. I see people try to cross NASA Parkway and it is always a bit scary.	11/28/2023 3:14 PM
5	I have ridden my bike to work a few times, but each time it is a risk due lake of bike path/sidewalk or the condition of the path sidewalk being terrible in some places. I would love to see this improved. It says a ton about the politicians--that perhaps they may care about our safety and future livability and not just about their reelection.	11/28/2023 2:14 PM
6	Just that the improvements don't occur!	11/28/2023 12:05 PM
7	I've been on the receiving end of two hit & runs while riding a bike in the area. Physically separating traffic from cyclists would be an expensive but high-value safety improvement.	11/28/2023 11:18 AM
8	There needs be be painting on the roads that indicate bike route users are allowed and supposed to use the tcar turning lanes. lack of signage can create dangerous conditions who try to turn from the bike lane when cars dont expect it.	11/28/2023 11:13 AM
9	gaps in infrastructure; poor maintenance of sidewalks, roadways and intersections; no traffic calming; poor enforcement of traffic laws; no connectivity to destinations.	11/28/2023 11:08 AM
10	Accommodating walkers, bikers, and drivers. This town is mostly driving, and we shouldn't be parochial about forcing drivers to give up speed and routing to accommodate others. Driving in almost all cases allows people to do more things. Progressive-style nudging is anti-liberty.	11/28/2023 10:37 AM
11	That they will be a bare minimum "look how we are addressing this" display and not made with real functionality as an alternative to cars. That safety for pedestrians and cyclists won't account for active hostility from drivers (this is Texas, we know some people are actively hostile to pedestrians and cyclists).	11/28/2023 10:18 AM
12	I definitely think lots of people would use them for exercise, but as far as walking to shops/restaurants/grocery stores, there aren't any close enough to be able to. There is no little downtown area!	11/28/2023 9:33 AM
13	Increased connectivity of accessible pathways.	11/28/2023 9:31 AM
14	During the construction phase, bike lanes and ability to commute getting worse while the construction is occurring.	11/28/2023 9:28 AM
15	Separate bike lanes from auto traffic, long interconnecting bike paths off of the street	11/28/2023 9:14 AM
16	Distracted drivers. Drivers who cannot share the road.	11/28/2023 9:12 AM
17	That they be safe and accessible	11/28/2023 9:08 AM

18	I would like more connected trails and safer lanes for biking on roadways	11/28/2023 9:00 AM
19	I am concerned that the chosen solution will focus on a few large projects that require huge investments of public resources for a single street or intersection that does not connect to any other infrastructure. I am concerned that small, inexpensive, prototype solutions that are community-led will not receive funding nor approval to trial quick solutions that can immediately improve problem areas that may not come up in an area-wide study. I am concerned that infrastructure projects will be focused on improving and widening roads for cars with a small side project that minimally improves the walk- and bike ability of my community.	11/28/2023 8:57 AM
20	Direct answer: Rising crime and lawlessness, which is beyond your control, and which makes the use of sidewalks, trails, and bike lanes unsafe at times. Also, I suggest modifying this survey to allow for personal explanations, since personal situations change over time. Other thoughts: My use of sidewalks, trails, and bicycle lanes are largely dependent on my home / work relationship and how I used my leisure time. Work: When I lived in the same neighborhood as my job, I walked or rode my bicycle to work each day (no bike lanes). When buses were near both where I lived and worked, I rode the bus. When I worked from home, I neither walked nor rode. Now, I ride by car to work, and walk or ride a bike within work. Leisure: When I first moved here 40+ years ago, I quickly realized that bicycle riding was limited to within neighborhoods. Within a neighborhood, bike lanes and sidewalks are unnecessary as I can easily ride safely in the streets. Most neighborhoods are not connected with one another (likely to deter crime). When I lived across the street from a park, I walked there. Now, I ride by car to parks and trails to walk but I cannot load my bicycle in my car.	11/28/2023 8:44 AM
21	make it safe to bike to work- I would rather do that than drive a car	11/28/2023 8:34 AM
22	Safe Bike lanes that don't just end.	11/28/2023 8:07 AM
23	Cut off bike lanes from the road it feels dangerous biking next to cars going 45+ MPH	11/28/2023 8:04 AM
24	Would like to see more of all of these, and better options for crossing major intersections (for example to get from the west side of 146 to the east side.	11/28/2023 7:59 AM
25	Bicycle riders not taking advantage of safer options than riding in the street with traffic. Bicycle riders not following state traffic laws.	11/28/2023 7:43 AM
26	Costs associated to building sidewalks along Todville Rd is a confirmed limitation for the City of Seabrook. Physical barriers are a must along main streets to bike lanes, unless speed limits are considerably decreased. Have seen and experienced too many close calls.	11/27/2023 11:27 PM
27	As I understand things, many roads in Seabrook are actually county roads, so Seabrook cannot make improvements. And, apparently, the county does not or chooses not to. Seabrook does great things with its trails, but there are gaps to be addressed.	11/27/2023 10:20 PM
28	New neighborhood. A street was added to create a back entrance out of our neighborhood and it has now become a major thoroughfare for other nearby neighborhoods. This causes our streets to be busy, constant running of stop signs, and a general fear of crossing the major streets. Kids are also trapped here and can’t ride bikes to other neighborhoods because of traffic and a missing sidewalk on one side of street (and they aren’t comfortable crossing busy street twice in order to stay on a sidewalk).	11/27/2023 9:32 PM
29	the trail types / surface vary from one locality to another, and the interconnection between them is not always cohesive.	11/27/2023 8:39 PM
30	There is very little safe connectivity between neighborhoods & destinations of interest, and also not enough safe pathways or connectivity to allow for long-distance biking (20 miles or more) for exercise.	11/27/2023 12:49 PM
31	Sidewalks have improved greatly. Unfortunately, there needs to be better connections between the sections. Investments should be made to allow riders or walkers to cross the bridge on Bay Area Blvd near Bay Area Park without getting onto the roadway for a short section. Connections should be improved on Middlebrook Drive near Brookwood Elementary School. Many students are driven from Pinebrook due to inability to cross Middlebrook and missing sections of the sidewalk in front of the fire station. Small improvements could be made to increase safety for children.	11/27/2023 11:53 AM
32	Ensure leash laws are followed. It is dangerous when dog owners walk their dogs without leashes. Have much higher fines and place signs.	11/27/2023 11:51 AM

33	Construction is always a pain and we just changed our major street to accommodate the new HEB complex. I hope that walkability can be achieved without reducing the safety and aesthetics of the neighborhood.	11/27/2023 11:16 AM
34	Safety of bike lanes -- I'd like physical barriers between bikes and cars.	11/27/2023 11:03 AM
35	We need to maintain these infrastructure items.	11/27/2023 10:51 AM
36	Ensuring traffic on adjacent roads slows sufficiently and has enough traffic controls to ensure safety.	11/27/2023 10:45 AM
37	The ones we have are not being maintained	11/26/2023 7:18 PM
38	I don’t feel safe riding my road bicycle on major roads. Improved bicycle safety	11/26/2023 2:28 PM
39	As a frequent biker - my safety area of concern is drivers not safely sharing the roadway with bikers.	11/26/2023 11:51 AM
40	More sidewalks are needed to connect all of the existing trails, especially by the railroad and new developments by the freeway.	11/25/2023 9:58 AM
41	Please pay attention to all aspects of safety in design, not just hazards involved in the interaction with motor vehicle traffic. If you want these paths to be well used, you need water, shade, good lighting, etc. along them.	11/25/2023 5:18 AM
42	That the areas would not be shaded enough and be extremely hot in summer.	11/24/2023 8:37 PM
43	Connectivity of paths is the most important thing. Integrated planning between various agencies/groups developing various areas is critical.	11/24/2023 7:40 PM
44	the sidewalks are uneven and the curbs are awful. people also don't pay attention	11/24/2023 5:53 PM
45	Consistent maintenance of pathways.	11/24/2023 10:22 AM
46	Better lighting and more police visibility	11/24/2023 9:04 AM
47	Sidewalks end without warning or are in terrible shape and no lighting. Some sidewalks are so close to traffic you could touch cars flying past you. Busy intersections without working pedestrian crosswalk buttons.	11/23/2023 10:57 PM
48	Bike lanes that abruptly end and debris accumulation. Bike lanes adjacent to streets need to be swept regularly to remove debris that is hazardous to bicycles	11/23/2023 7:52 PM
49	Construction causing traffic delays, poor city planning and road design	11/23/2023 5:00 PM
50	Our area could be much more walkable which would be great for all local businesses if we did maintenance on our sidewalks and added safe crossing and wider sidewalks with more traffic control measures	11/23/2023 12:57 PM
51	Bicycle lanes an absolute necessity	11/23/2023 12:45 PM
52	Disability Access	11/23/2023 7:48 AM
53	Infrastructure upkeep	11/22/2023 10:24 PM
54	Wide enough pathways for bikes and pedestrians and safe separation from vehicles	11/22/2023 10:12 PM
55	Add more connectivity of existing trails.	11/22/2023 10:06 PM
56	Construction timelines	11/22/2023 9:55 PM
57	Try not to create a new problem by trying to solve another, e.g., the addition of the bike lanes on highway 3 forced restriping of motor vehicle lanes where now vehicles must 'swerve' through intersections at posted speeds (or more) to stay in their lane. What's really annoying is when you still see a large group of bicycle riders take up a motor vehicle lane on Hwy 3 and not use the new bike lane that was designated for them. Take this as constructive feedback, not an attack on bicycle riders. I assume you want to hear all viewpoints.	11/22/2023 6:42 PM
58	It feels like political leaders don’t actually want to fix the bike lane issues or the lack of sidewalks because it interferes with everyone loving cars too much in Texas.	11/22/2023 6:12 PM
59	Bicycling safety for commuters. Maintenance and safety of trails and attached parking areas	11/22/2023 4:26 PM

60	The idea that bikes belong on sidewalks. First, sidewalks are a bad path... if not maintained, just dangerous to ride on. Second, bikes and peds don't mix.	11/22/2023 3:52 PM
61	Fill the gaps	11/22/2023 1:42 PM
62	Separation of traffic and walkways - car drivers are on the phone too much to safely ride a bike anywhere anymore	11/22/2023 11:43 AM
63	Need more rest areas for disability users. More sturdy benches and accessible ramps on sidewalk areas.	11/22/2023 10:17 AM
64	Ensuring there is adequate space for cars and bikes when designing bike lanes	11/22/2023 10:12 AM
65	The bayous need to be connected to help folks have safer, recreational ways to get from open space to open space.	11/22/2023 10:09 AM
66	Metro service connection Bike for all major parks	11/22/2023 8:57 AM
67	The sidewalks are not connected or wide. Especially if I'm leaving my house and trying to enjoy the new green area off of reseda.	11/22/2023 7:52 AM
68	More education for kids and adults (bike riders and auto drivers) on bike safety.	11/22/2023 7:11 AM
69	My concern is the completion of the projects. El Dorado still isn't complete after all this time.	11/22/2023 7:02 AM
70	They wont be where we need them like along frontage roads	11/22/2023 6:55 AM
71	NASA Road 1 area around clear lake park, Forest lake drive, & Kirby in seabrook is a scary place to ride a bike or even walk. There have been horrible crashes around this area and there is no safety precautions or even sidewalks along the busy part of the community street where kids commute to the local school (GW Robinson).	11/22/2023 5:43 AM
72	With the addition of the Great Wolf lodge and new businesses popping up in the area..newer and safer options are critical.	11/22/2023 5:36 AM
73	Continuity of trails and lanes (ie breaks in infrastructure), crossings at interstate junctions.	11/22/2023 12:39 AM
74	Need wide walkways in addition to bike lanes. Drivers seem to have an aversion to pedestrian safety. This makes walking, even in neighborhoods, frightening. Speed reflects music in car, manners are inversely proportional to tire size	11/22/2023 12:37 AM
75	What concerns me about future developments is That it will be treated like an afterthought	11/22/2023 12:37 AM
76	Unsafe bike lanes on major roads	11/21/2023 11:08 PM
77	Thoughtful connectivity and safety should be a priority.	11/21/2023 10:54 PM
78	N/A	11/21/2023 10:51 PM
79	I'm most concerned about pedestrian safety.	11/21/2023 10:50 PM
80	There needs to be a safe way for Clear Lake neighborhoods to commute by bike to NASA.	11/21/2023 10:43 PM
81	It would be nice to link our existing trails to public transportation.	11/21/2023 10:35 PM
82	Keeping them clear of debris more regularly and wide enough to keep away from traffic	11/21/2023 10:34 PM
83	The side walks in many places are in rough shape, uneven and broken. Residents also often consistently have the sidewalk blocked with vehicles full time.	11/21/2023 9:39 PM
84	Please keep building more bike/bike trails all over the area. Physical separation between traffic lanes would be ideal!	11/21/2023 9:25 PM
85	Need to factor in the need to keep bicycle paths clean. Some nice bike lanes have been installed along hwy 3 and other roads, but unless those lanes are kept clean of road debris no one will use them	11/21/2023 8:27 PM
86	Uninterrupted connectivity and safety	11/21/2023 8:22 PM
87	That it won't be done	11/21/2023 7:44 PM
88	SAFETY!! Don't want people having easy access to our neighborhood and houses.	11/21/2023 7:32 PM

89	I live in the Haven Apts and residents are turning right into the apartments using the bicycle lane, which is dangerous. I have almost been in several accidents because I use the street lane, while someone else is rushing ahead using the bike lane. We need a sign that says "Do not turn using the bicycle lane."	11/21/2023 7:24 PM
90	There aren’t enough of them we are building so much more bike access is necessary and needed	11/21/2023 6:25 PM
91	Natural terrain trails and connectivity to them are a must	11/21/2023 5:35 PM
92	Need more bike lanes. Need increased cleaning of debris and trash and overall maintenance on existing.	11/21/2023 5:34 PM
93	If we are trying to encourage cyclists, there needs to be a specific bicycle lane. It is unsafe for cyclists to be on the main road with automobiles, and when they are it causes traffic. I don't think there is room in this area of Clear Lake to widen roads.	11/21/2023 4:25 PM
94	Lack of auto safety for cyclist and the debris along NASA Rd1.	11/21/2023 4:12 PM
95	Sidewalks need to be re-paved fixed. Some are missing, some are damaged, some are unsafe, and some make no sense as far as how they are layed out	11/21/2023 4:08 PM
96	Removing driving lanes on roads mostly traveled by vehicles more than bicycles	11/21/2023 4:07 PM
97	Quality and upkeep of pavement for bike trails. Lighting to ride trails in early morning or dusk	11/21/2023 3:52 PM
98	Would love to see better awareness for cross walks Maybe flashing lights	11/21/2023 3:37 PM
99	Added traffic due to construction. (Short term) Slower traffic after construction is completed (long term) Length of construction, it's not going to be quick. It's going to be frustrating	11/21/2023 2:48 PM
100	Quality of sidewalks, connectivity to schools	11/21/2023 2:39 PM
101	Taking up road space for bike lanes.	11/21/2023 2:29 PM
102	Huddle spaces and rest stops for long leisure rides	11/21/2023 12:06 PM
103	This area is falling behind other communities in area. If you want to stay nice and not turn ghetto. You MUST update/upgrade the area.	11/21/2023 8:15 AM
104	More , safer, and better connected bike lanes	11/21/2023 6:11 AM
105	Commitment to adequate maintenance of this infrastructure.	11/21/2023 1:41 AM
106	Car drivers are terrible, riding bikes or walking seems very risky.	11/21/2023 1:04 AM
107	Seabrook is only around 20 square miles. I would love to see it be fully accessible by bicycle or walking. Currently, I can only get to one street in Old Seabrook from my home where there’s all/majority sidewalk. I would love to have access to restaurants, shopping, and more dining. The trails are wonderful.	11/20/2023 10:00 PM
108	I wish these infrastructure updates happen faster so i can enjoy them while im alive	11/20/2023 9:48 PM
109	No one respects bike lanes. On my way to work at Johnson space Center I see cars veering into the bike lane daily.	11/20/2023 9:22 PM
110	I wish areas prioritized this and education on safety around those using this type of mobility. I moved from Arizona and it was very common to see bicyclists everywhere and understand how to safely drive when a bicyclist is around. Here people don't seem to have that knowledge or maybe don't feel the significance.	11/20/2023 8:50 PM
111	Cyclists constantly break traffic laws - failure to stop at stop signs or red traffic lights. Cyclists block traffic lanes by traveling significantly slower than the posted speed limits. Cyclists are a danger to themselves and others.	11/20/2023 7:36 PM
112	N/a	11/20/2023 5:55 PM
113	They need to make it safe enough for people who aren't pro cyclists to use them.	11/20/2023 5:10 PM
114	Trails crossing major roadways	11/20/2023 3:33 PM
115	Speed in our area is a major problem. Frequent car accidents and speeding through	11/20/2023 1:47 PM

	neighborhoods. We have had our speed bumps repaired several times throughout the year.	
116	If bicycle lanes are incorporated in the streets, there needs to be physical delineaters put in.	11/20/2023 12:10 PM
117	Things are good they way are	11/20/2023 3:47 AM
118	I want to be able to walk/bike anywhere needed. I don't want to be dependent on a car as I age. I'd like to see multi use trails everywhere and be able to bike/walk the entire route to and from my local grocery stories, pharmacies, libraries and universities.	11/19/2023 8:43 PM
119	Finding ways across major roads like Bay Area, Space Center and Clear Lake CIty Blvd	11/19/2023 1:32 PM
120	Too many bicycles on busy roads	11/19/2023 12:56 PM
121	Do the crosswalk lights work? At all?	11/19/2023 12:18 PM
122	Every new road needs to include room for a bicycle . Poor people need mobility and America needs to decrease car use- we can not go green if it is unsafe.	11/19/2023 10:23 AM
123	This is a waste of money. Cyclists do not care about sidewalks or bike paths, they only use the roads.	11/19/2023 7:25 AM
124	Connectivity	11/18/2023 8:57 PM
125	Barriers between cars and bicycles, not lines.	11/18/2023 8:41 PM
126	The Bike lane on Nasa one close to the Hilton (Pasadena and Nassau Bay) appears and disappears, so you are thrown from protected lane to riding with autos at 45 mph.	11/17/2023 3:23 PM
127	that it falls into disrepair after mayors cut the ribbon.	11/17/2023 1:50 PM
128	Glad that you are working on this.	11/17/2023 1:22 PM
129	I'd like to have physical barriers for bicycle lanes	11/17/2023 11:56 AM
130	To make the Bay area more walkable and bikeable the sidewalks and bicycle paths need to be more connected with tools like walking paths that allow people and bicycles but not cars. Secondly the streets need to be narrowed and intersections need features like bulb outs and raised crosswalks/intersections to prevent speeding and stop signing running. Lastly, physical barriers like shade trees for sidewalks and concrete dividers for bicycle lanes are needed. Although smooth sidewalks and bicycle paths will help, safety from automobiles tends to be the largest barrier to walking and bicycling. One Last thing, I visited Victoria Canada this year and they have a large bay as well, The border of their bay was predominantly wide sidewalks, completely separated bike lanes, and public parks (Of course ship yard businesses were sometimes between the sidewalk/bike lane and the water). Seeing this just made me realize how the lakes, bayous, and bay of our area are natural amenities we can use to enrich our community and lives or squander with large roads on the water, private access only, and businesses that take up so much space water access is cut off.	11/17/2023 8:53 AM
131	There are no safe places to cross major thoroughfares such as 146	11/17/2023 7:05 AM
132	The upfront cost would likely be quite high but dividing a lane with raised flower beds or curbing with shade trees and consistent overhead lighting along NASA really would be beautiful and attract a lot of use. There are so many apartment complexes and several hotels on the road with great bars and restaurants nearby. Prioritizing vehicle traffic only to enable them to go zooming past all of the local businesses is a huge disservice to the community. Seabrook has the potential to be a legitimate destination both for visitors and residents, there is a thriving potential here... The proximity to heavy industry and a major attraction area in Kemah with no public transit has lead to vastly unnecessary traffic density on 146.	11/17/2023 7:03 AM
133	Additional construction in areas where there is already too much construction	11/16/2023 8:48 PM
134	I would like to see trails in my area connected to Exploration Green. I would like to see community engagement in preserving and maintaining the local nature areas. I would like to see restrooms and areas for refilling water bottles along with emergency phones. Security cameras and engagement of local police, constables and off duty officers should be considered. Signage for cars to be aware of pedestrians and cyclists should be posted to prevent near misses and injuries at each connection of trails where a person needs to cross the street. Another option is an artistic bridge to protect the walkers and cyclists. Provide information (markers) on the trails to identify where they are in the event of emergency. Ensure	11/16/2023 7:14 PM

	that cell phone towers connectivity is available on the trails. Engage a group of citizens to form a watch/patrol on the trails near them. Engage these citizens to build a relationship with local law enforcement.	
135	The ability for people to safely and confidently get around by walking or riding or bike needs to be included in all future planning.	11/16/2023 3:51 PM
136	Need to enforce safety at crosswalks, law enforcement	11/16/2023 11:22 AM
137	Would like more golf cart access to shopping and restaurants	11/16/2023 10:58 AM
138	Better drainage planning. Even light rains tend to flood bike/walk trails for days.	11/15/2023 6:31 PM
139	More signage is needed for drivers to be aware of bikers & walkers. Flooded areas of the trail are dangerous and may cause bikers & walkers to walk on the road to avoid water & mud.	11/15/2023 6:04 PM
140	I want protection from the Texas heat and chemical plants surrounding us. I've gone walking in my neighborhood but then I get uncomfortable because there's a lot of cat calls. I'd love to normalize being outside and using other modes of transportation because this would likely lessen catcalls and other aggressions.	11/15/2023 1:12 PM
141	Wherever you decide to invest, please ensure that an 8 ft width is considered.	11/15/2023 11:29 AM
142	More bike lanes connecting major thoroughfares.	11/15/2023 10:22 AM
143	That some communities will be left out. Our neighborhood is surrounded by Highway 146 and Spencer, with two very dangerous intersections (146 & Barbour's Cut and 146 & Spencer). We would like to be connected to the rest of the city in a safe pedestrian/bicyclist way. Not sure how that can happen, but would like for someone to help! Maybe a path along Little Cedar Bayou going under Spencer and then further down going under 146 near Fairmont?	11/15/2023 8:58 AM
144	Retrofitting bike lanes and trails in existing infrastructure; changing the mindset of people to use these methods; weather in Houston	11/15/2023 8:28 AM
145	The more trails, the better, especially if they allow us to access destinations.	11/14/2023 11:07 PM
146	I like that we have our greenbelt. I do not like that so much money is being spent on adding paths along the river all the way to spring.	11/14/2023 4:18 PM
147	Give priority to pedestrians at major intersections stop traffic in all directions for a 20 seconds.	11/14/2023 4:16 PM
148	mobility and safety	11/14/2023 11:19 AM
149	New projects are planned without bikes lanes and physical barriers in between. There are gaps between bike lanes that make the network unusable	11/10/2023 3:26 PM
150	Increased connectivity and maintenanceco	11/10/2023 1:47 PM
151	Repair of existing sidewalks roads.	11/10/2023 11:26 AM
152	Too much time delay in creating	11/9/2023 8:51 PM
153	Traffic in this area is such that any safe biking really needs dedicated bike lanes, but there are very few, and those that exist are not well maintained. Need connectivity of lanes to other municipality services and lanes. Need ability to go long distances on bike (e.g. around clear lake, or around the bay)	11/9/2023 1:47 PM
154	Safety to get to them and availablilty of more	11/9/2023 12:50 PM
155	Please provide a plan to allow safer bicycle access to city streets in Pearland.	11/9/2023 11:29 AM
156	Public safety is the number one goal mixing bikes and cars in the same line is a bad idea	11/9/2023 11:24 AM
157	Future development needs to provide complete systems of lanes/trails not piecemeal routes that run for a few blocks and then end. I spent a few weeks in Michigan this summer and almost every town I visited had developed bike/walking paths that ran for miles (anywhere from a few to 50+ miles) usually between a series of towns not for just a few blocks. These routes were used by locals but were also pulling in tourists.	11/8/2023 7:47 PM
158	Ensuring there is proper drainage, garbage receptacles, speed bumps, larger stop signs, smooth pavement.	11/8/2023 1:52 PM

159	It’s great to create “bike lanes” but if they are next to the car lanes they are too dangerous. We can paint all this stuff& say we have all these miles for bikes, but how useable is it really? Do I want my kid to ride on it?	11/7/2023 6:58 PM
160	I worry about the backlash of violent car-dominant culture. Cyclists and pedestrians should be prioritized.	11/6/2023 4:08 PM
161	Sidewalks are uneven due to tree roots, not an area I would want to utilize with my kids on bikes. Current bicycle lanes are along dangerous major thoroughfares with high speeds and no physical barriers separating bikers from cars, lighting could also be improved in these areas.	11/6/2023 2:10 PM
162	They will not get completed in timely manner.	11/6/2023 1:27 PM
163	Suburbs aren't really designed for walkability but it would be nice to have extensive trails for biking and walking. A few Metro shuttles between major shopping and residential hubs would also be helpful. This city needs trains.	11/1/2023 2:40 PM
164	Massive amount of construction and road projects with zero investment in cycling/walking infrastructure.	10/29/2023 6:37 AM
165	Lack of interest or funding from local governments.	10/25/2023 4:27 PM
166	Painting a bike lane stripe without widening the street or adding a curb or safety barrier is not helpful. Bike lanes with broken glass, metal and other debris forces cyclists to ride in street. Sidewalks that are uneven, obstructed, too narrow or under water from sprinklers make them unusable.	10/25/2023 11:02 AM
167	Mainly, public education. More speed enforcement. More fining when people use phones while driving. It has become an epidemic!	10/23/2023 5:51 PM
168	Integration of automobile traffic with sidewalks, trails, and bicycle lanes. As a motorist, I find the cycling lanes seem too narrow to provide adequate space-cushion for the cyclists. In addition, the crowning of the streets for drainage causes debris to end up in the cycling lanes, creating hazards for cyclists.	10/23/2023 5:20 PM
169	While I do enjoy bike riding and having sidewalks/better visibility when on my bike, I am concerned about drainage/erosion and would like to see possibilities without the use of concrete - maybe gravel trails?	10/23/2023 4:43 PM
170	Bike lanes separate from roads is preferable rather than taking away a car lane.	10/23/2023 9:19 AM
171	No more bicycle lanes taking away from automobiles	10/21/2023 9:57 PM
172	Lack of money to not be able to fund projects that add more ways to reach destinations aside from driving. Also politicians that aim to add more car lanes instead of focusing on sidewalks or bike lanes.	10/21/2023 8:20 PM
173	Plainly stated, our sidewalks are hazardous to ride and the streets are lethal to bicyclists. I would bike everywhere, but I am at risk of being hit by motorists when on the sidewalk or street. Houston has stopped my from biking and I love to bike!	10/21/2023 3:55 PM
174	I loved here in 1995. Houston had $45 M from Fed to improve bike lanes. They never did because Metro and Flood Control and Parks just squabbled. Entrenched bureaucracy killed something beautiful. Since then, it’s just talk talk talk and still o action. I gave up on bike commuting after 15 years, too dangerous.	10/21/2023 2:55 PM
175	The Bay Area Hike and Bike sidewalks just constructed are great. But there is so much more potential if they were continued, connected (close the gaps), and existing sidewalks were improved. These 10' wide new sidewalks are amazing. Just need more.	10/21/2023 12:04 PM
176	Ignorance of designers. The newly developed bike lanes on 11th Street are a dangerous addition the area...uncomfortable for drivers and bike riders	10/21/2023 8:34 AM
177	Lack of maintenance.	10/20/2023 11:59 AM
178	Houston area subdivisions are frequently established with few roads in and out (in other words, they typically have a small number of roads to access them). This creates chokepoints for car traffic. It also makes bicycling through neighborhoods for safe transportation less efficient, because a cyclist still needs to enter and exit multiple subdivisions to get to their destination. If there were bike path and walking path connections from subdivision to subdivision, this	10/20/2023 11:08 AM

	would allow for cyclists and pedestrians to walk through less busy neighborhoods rather than having to travel along main thoroughfares. And it may lead to shorter trip distances for cyclists.	
179	Bike racks! Simple practical designs, in more public places. Building codes should require minimum capacities for bike racks in the way we currently require car parking space minimums.	10/20/2023 8:20 AM
180	Equity. The lower-income sections of town need these improvements the most, but receive the least built environment amenities.	10/20/2023 2:14 AM
181	Too much money is going towards highway expansion	10/19/2023 10:00 PM
182	The infrastructure should allow biking and walking to be safe and effective means of commuting and accessing businesses. For some people this is an economic necessity, for others a quality of life improvement.	10/19/2023 9:58 PM
183	I work at NASA, and I would really like better infrastructure between Rt 3 and JSC for biking.	10/19/2023 3:09 PM
184	Destination connectivity	10/19/2023 1:22 PM
185	Not enough funding to get everything we need built. People are dying we should be moving fast to fix there dangerous streets. Adding transit service to this area would the most important thing.	10/19/2023 12:49 PM
186	That people will not take advantage of such infrastructure.	10/19/2023 10:03 AM
187	Many people assume sidewalks like the one along Space Center Blvd from NASA Rd 1 to Bay Area Blvd are suitable multi-use paths for both pedestrians and cyclists. However, this path is terrible for both because it's too narrow (even people walking past each other have to move into the grass to pass), and it's dangerous for road bikes because it's not smooth and even, slabs of concrete have shifted, and there is a huge drop from the concrete to the mushy grass on the side which means cyclists have to either stop completely or risk crashing in the grass to pass another person. This is why so many cyclists choose to ride on the road along this section, however that can be just as hazardous because there is no shoulder much less a bike lane. Even still, because of the apartments in the area and the nice long stretch of continuous road, it remains a popular road for use by both pedestrians and cyclists despite being dangerous for both.	10/19/2023 12:20 AM
188	For my commute to work, I bike almost every day. When I moved to Houston, I picked the location of my apartment specifically so I could bike five minutes to work, eight minutes to grocery store, and have access to the excellent Exploration Green. During the height of the summer heat, I discovered that as long as it was 95° or under, I could bike safely and indefinitely given a steady supply of water. Houston has the potential of being an great bike town, my neighborhood is already good. The roads are too fast and the sidewalks are broken at best, but there is so much potential.	10/18/2023 10:04 PM
189	sidewalks and bike lanes as an afterthought, makes the facilities seem available but not many users utilize them due to safety concerns. If more thought and planning went into the facilities, more users would be willing and able to enjoy them. Specific "minimum requirement" examples that deter from using the facilities include narrow walk/bike ways, paving around street drains that cause hazardous bumps as the sidewalk settles over time, trash and debris that collects in the shoulder/bike lane.	10/18/2023 9:29 PM
190	Impacts to auto traffic flow during development	10/18/2023 9:04 PM
191	Connect Houston bikeway to Exploration Green	10/18/2023 6:17 PM
192	Bike safety	10/18/2023 6:01 PM
193	Uneven roads and sidewalks	10/18/2023 5:01 PM
194	Connectivity: Exploration Green not connecting the short distance across Space Center Blvd to the rest of the trail network. Sidewalks can be okay for small distances on my commute, but sidewalks in the area stop abruptly or have utility poles in the middle of them. I currently avoid commuting to work along Saturn lane due to poor sidewalk design and chaotic traffic during school drop-off	10/18/2023 4:43 PM
195	Pasadena seems to have the least development in this area. The Armand Bayou Hike & Bike Trails could use better maintenace and improvement. There is no real loop around the park.	10/18/2023 4:26 PM

196	The natural land is being razed to make way for shopping areas and houses -- it it not being protected for nature areas used for walking/jogging paths, elderly bird watching areas with seating, child play areas, etc. Increased traffic and stoplights increase driving commutes which seem to increase traffic speed/urgency and I do not feel seen or safe when I walk or bike on any sidewalk other than some in my immediate neighborhood. I usually have to drive to get to a park and I would much rathe be able to bike or walk to one.	10/18/2023 3:53 PM
197	I'm concerned that we are constantly doing road construction on the roads we drive, but we never implement sidewalks during any of that work. There is plenty of space and feasible solutions to make this community connected via walking/biking. Additionally, multiple sidewalks just randomly end without connecting to the next nearest road/sidewalk.	10/18/2023 3:53 PM
198	physical barriers with speeding cars. Connectivity	10/18/2023 1:45 PM
199	Vehicles, cyclists, and pedestrians can coexist. Making a transportation discussion into an "us vs them" situation is not productive. Sufficient car infrastructure exists. We need other safe transport options. Flashing lights do not slow down traffic (e.g. crosswalk near the Trek store on Bay Area Blvd). Physically changing intersections is necessary (e.g. raised crosswalks, lane narrowing...).	10/18/2023 1:36 PM
200	I would like to see connectivity along the existing waterways and bayous, to take people to the main trails and walkways that are safely away from cars. Anything to develop more connectivity and safer walking paths. I am concerned also about making everything concrete and not having any shade either. It makes everything hotter. Maybe some places to get water to drink? Maybe bathrooms?	10/18/2023 1:03 PM
201	My biggest concerns with these things are really how accessible and safe they are. As is, most of the sidewalks I bike on are very thin and right net to the road, which means I'm one bike wreck away from falling headfirst into traffic. I'd also love more public transportation, whether that be more bus stops, bringing public transportation to more areas, or otherwise making it known, as in all my time living in Bay Area I've still yet to actually see any public transportation sites.	10/18/2023 12:58 PM
202	Dedicated bike lanes with separation barriers from auto lanes. More bicycle pathway interconnections for longer bicycle rides of 50 miles or more round trip.	10/18/2023 12:20 PM
203	Three categories: 1) Safety of riders is jeopardized by riding at night without high-vis clothing, no lights on the bike, and dangerous behavior. I have witnessed both FAMILIES and teenage kids riding at night with all dark clothing and nothing advertising they are on a bike. If a car turns in front of them - they curse at the driver with 'bikes have the right-of-way' etc. I didn't see them and I am aware of bike traffic..., but I cannot blame the driver if the don't advertise their presence. 2) Bike riders who are in-pack formation and claim two lanes on a road such as Nasa 1 are asking for a confrontational response from the drivers. This is not a place where we have a driver culture such as Europe and pushing that button is a recipe for a bad outcome. 3) Legislating that large entertainment venues, shopping centers, etc - provide a fully visible bike rack that the bikes could be securely attached to. Riders who who can't lock the bike *in a visible place - will not use the bike lanes to their fullest extent. I ride to an dinner establishment, the manager doesn't want me to lock the bike where it can be seen - I am not comfortable locking it on the side of the building where there is no traffic..., they loose my business. Note: I have toured many countries via bike. I ride about 100 miles per week and perform most of my daily activities on my bike...,	10/18/2023 11:57 AM
204	Pedestrians and cyclists are given very low priority in our area. Car drivers run through intersections, speed through residential areas, and overall are a greater threat to public safety compared to pedestrians and cyclists. However, car use is routinely prioritized over other modes of transportation. Basing funding on how many people are currently using inadequate pedestrian/cycling infrastructure will perpetuate this cycle. If more public funding is dedicated to improved pedestrian/cycling infrastructure, more people would use it.	10/18/2023 11:23 AM
205	n/a	10/18/2023 11:06 AM
206	Cycling on a shared-use paths sound good, but in reality the speed difference between walking and biking is too high. Best to have these separated.	10/18/2023 10:59 AM
207	I am concerned with both the development of safe bike lanes and with the attitude of drivers and law enforcement towards cyclists. Cyclists don't get fair treatment and infractions towards cyclists are treated lightly.	10/18/2023 10:50 AM

208	downtime for construction, obstructed access to current pathways	10/18/2023 10:44 AM
209	The weather is a huge factor, when it is hot or cold or rainy (which it normally is one of those) that affects what we can do outside. Not that we can do anything about the weather! We need to build infrastructure knowing that there are lots of day when it will not be used much and it needs to be somewhat usable in times of rain.	10/18/2023 10:22 AM
210	More attention needs to be paid to connecting the existing sidewalks and trails so that they are continuous with no gaps.	10/18/2023 10:16 AM
211	Improving bike lanes and providing options for public transit will help get cars off the road which will reduce traffic, will improve the public's overall health, reduce emissions from cars that aren't being driven as much, and will provide another option of transit for those that can't afford a car.	10/18/2023 9:53 AM
212	Getting across I-45 is dangerous.	10/18/2023 9:21 AM
213	Traffic is too fast and no drivers actually yield to pedestrians in a crosswalk. This law needs enforcement, signage, and physical infrastructure	10/18/2023 9:15 AM
214	I am concerned that there will not be enough emphasis on mitigating car impact on bikers/walkers. I think as critical as it is to add infrastructure, if you do not include protective measures (e.g. physical barriers between a bike lane and a car lane, speed reduction infrastructure around high foot-traffic areas like intersections, etc.) then you are putting people's lives at risk.	10/18/2023 8:47 AM
215	I would like for the community to embrace change and emphasize biking. If facilities/infrastructure is built, but then the greater community doesn't respect it or utilize it, it would be such a waste and ruin it for those of us who would LOVE to get around by bike more often. I'm not a serious road biker, so I don't feel comfortable riding on main roads. But I am a fit human with a good bike and a helmet and would love to be out there more often!	10/18/2023 8:38 AM
216	Need more protected bike lanes that are connected to major workplace in the area (i.e. Ellington Field, Neutral Buoyancy Lab, JSC) and that connect seamlessly with transit in the area (park and rides)	10/18/2023 8:32 AM
217	Reckless drivers that do not share the road and do not respect stop signs, traffic lights, speed limits, bicycle lanes, or pedestrian crossings.	10/18/2023 8:29 AM
218	Wider area of connectivity via separated bike trails.	10/18/2023 8:01 AM
219	safe environment especially under the bridge crossing under I-45. As more businesses grow, there needs to be way for pedestrians to access giving them the ability to walk from one location to another, help reduce traffic. trails for running	10/18/2023 8:00 AM
220	Bicycle lanes that are narrow next to incredibly fast roadways do not feel safe at all to me	10/18/2023 7:57 AM
221	Sidewalks not wide enough. Connectivity.	10/18/2023 7:41 AM
222	My concern is that there is no emphasis on sidewalk and bicycle maintenance, so a lot of pedestrian infrastructure becomes dangerous over time, which in turn, discourages the public from using those facilities. Also, it seems that sidewalks are an afterthought. I have seen so many sidewalks that are narrow and only inches away from the curb. This gives the illusion that connections exist to bus stops, shopping centers, schools, etc. However, in reality the sidewalks are not used often as they are dangerous. The traffic speed on those roads is often greaten than 45 mph and a bad step could be life threating.	10/18/2023 7:33 AM
223	There is not priority for them outside of downtown city. There needs to be more accessibility and less dependence on cars.	10/18/2023 7:28 AM
224	Sidewalks and shoulders need to be physically separated from fast traffic for safety of pedestrians from cars. They also need to be wide enough for safety of walkers from bicyclists.	10/18/2023 7:20 AM
225	In addition to walkable communities, a train system would be helpful	10/18/2023 6:52 AM
226	Projects not getting completed	10/17/2023 9:04 PM
227	I think the existing sidewalks and roads need to be maintained before expanding	10/17/2023 8:26 PM
228	Since the pandemic it seems litter, glass, untrimmed trees have been ignored . I gave up on going to Sylvan Rodriguez park because the restrooms are usually locked. They are unkempt	10/17/2023 7:10 PM

	when available (which is rare). When I called discourteous and uninterested individuals said they would address it. It would be nice to have clean and available facilities in our area. Clear lake park & Bay Area park are great!	
229	We don't have the weather and our distance is too great to make biking and walking to work or play feasible for most.	10/17/2023 5:24 PM
230	Sidewalks are not wide enough for pedestrian and bicycle traffic.	10/17/2023 5:18 PM
231	all streets need sidealks within 2 miles of all schools. Both sides of the streets	10/17/2023 5:12 PM
232	The network of trails in the southeast suburbs is very piecemeal, and connective sidewalks are not well maintained along major roads.	10/17/2023 4:13 PM
233	My husband has had serious injuries twice trying to commute to work at NASA because of poor bike/pedestrian access. The Space Center gate has no safe pedestrian access, and the Saturn gate is much further away and very poorly maintained. I fear that there will never be a solution and others will be hurt or give up trying.	10/17/2023 3:23 PM
234	That the road design standards are optimized for car flow rather than safety. Changes to the standards need to be made to drive better overall road design that considers all users.	10/17/2023 12:51 PM
235	I worry that future development will continue to prioritize cars and continue to cast cyclists as second class citizens and pedestrians as third class citizens. These groups of people need to be visible and safely integrated into the main transport networks on the roads, and not relegated to trails.	10/17/2023 12:35 PM
236	safe street crossings where trails cross streets that are not at an intersection. Also, trail maintenance to eliminate safety hazards (for example, why are the temporary construction tion signs blocking the north bound bicycle lane on highway 3 at the clear creek Bridge area there?).	10/17/2023 12:25 PM
237	Taking away vehicle traffic lanes is not a good trade to provide additional trail/sidewalk space	10/17/2023 11:18 AM
238	There are intermittent bicycle lanes that do not connect with others and are not on streets commonly used.	10/17/2023 11:16 AM
239	Please connect the trail between Clear Lake HS to Exploration Green (need a connection under/over Space Center Blvd). Improve the sidewalk along NASA Rd 1 between Kirby and Saturn Dr. - it is very unsafe and the bike lane is insufficient	10/17/2023 10:14 AM
240	I'm eager to see better signage that will encourage use. I'm concerned about battery powered bikes and scooters as they are fast and are dangerous to pedestrians	10/17/2023 10:00 AM
241	More usefulness and accessibility.	10/17/2023 9:57 AM
242	-I hope that future bike lane development has greater focus on safety. Some of the current lanes on major roads (ex. NASA 1) are just shoulders with little to no separation with traffic, and vehicle right-turn lanes that cut into bike lanes. -My use of public transportation from the Bay Area would dramatically increase if the Metro Bay Area Park & Ride offered service on weekends. -Adding bike lanes to the major roads leading to the Park & Ride would give me the option of biking to public transportation instead of walking.	10/17/2023 8:43 AM
243	Planting trees too on the space between sidewalk and road. Over time, sidewalks buckle. Safet.	10/16/2023 8:57 PM
244	I wish political leaders could travel to places like Germany or the Netherlands to see what safe bike infrastructure looks like and try to replicate it here.	10/16/2023 5:43 PM
245	With all the oak trees planted along all the routes, the roots are constantly damaging the sidewalks and there are no bicycle lanes. Both need to be improved.	10/16/2023 5:24 PM
246	Inability to maintain any additional walkways or trails, as existing ones are often damaged, overgrown, or otherwise unusable.	10/16/2023 3:25 PM
247	Need to educate public on the trail presence, and how to maximize them. Additionally, make drivers aware of their presence to reduce the number of incidents/accidents.	10/16/2023 2:57 PM
248	Do not forget to maintain older paths that are deteriorating.	10/16/2023 2:41 PM
249	They are not prioritized	10/16/2023 8:23 AM

250	I would love to see all of the trails in Clear Lake connected and also connect to sidewalks	10/15/2023 8:59 PM
251	Connectivity of the overall transportation network.	10/15/2023 6:46 PM
252	All the above mentioned infrastructure should be protected from the elements (drivers, weather etc).	10/15/2023 2:59 PM
253	Safety and Connectivity	10/13/2023 1:04 PM
254	What concerns me most in the development of infrastructure is the focus on prioritizing cars. The prioritization for safety & connectivity should be on those outside of automobiles, but instead our designs are often car-centric to the detriment of the environment, our outdoor spaces, and our health. Instead we should be providing safe, comfortable, and connected infrastructure everywhere that we can for those walking and rolling.	10/12/2023 1:17 PM
255	We are decades behind and need to catch up. Cars are not sustainable	10/12/2023 11:41 AM
256	Build a sidewalk bike path connector between the Harris County bike path behind Clear Lake High and Exploration Green across Space Center Blvd. Ideally, a path under Space Center would be best, but a properly signed crosswalk with ramps and a median cut through Space Center connecting to a sidewalk to Exploration Green would work as well. That connection would give a paved bike path away from car traffic all the way from UHCL to El Dorado Blvd and more. Also clean up the bike path along Middlebrook Dr, and Space Center Blvd behind NASA and UHCL to make commuting by bike to JSC an option.	10/1/2023 4:44 PM
257	When it rains hard, some sidewalks are completely flooded. Unable to use bikes during these times.	9/30/2023 10:05 AM

Q19 What is the one thing you most hope this Safety Plan can achieve? (write in response)

Answered: 270 Skipped: 137

#	RESPONSES	DATE
1	Connectivity of trails, I'd love to be able to leave my home and be able to hop on a trail that would lead to dining areas or shops.	11/29/2023 9:17 AM
2	I would love for more connected trails like they have in Seabrook. I also really like Exploration Greens connectivity through the area as it provides a good decently lengthened option for cycling when gravel or dirt trails are too wet.	11/28/2023 6:39 PM
3	More accessible sidewalks with proper lighting. There are not connected sidewalks to retail and restaurants where I live.	11/28/2023 3:21 PM
4	More walkability and bike ability for Clear Lake!	11/28/2023 3:14 PM
5	Clean up and fix what is already there and provide connectivity.	11/28/2023 2:14 PM
6	A series of paths in and around the Clear Lake area that can be used for cycling, running, and walking. Like Exploration Green.	11/28/2023 12:05 PM
7	Way too many cyclists are killed or severely injured on the roads in the Houston metro-plex. Any safety actions that address this will be an improvement.	11/28/2023 11:18 AM
8	Pedestrian first development.	11/28/2023 11:13 AM
9	Increased awareness of problem areas; development of improvement plans and schedule for those improvements.	11/28/2023 11:08 AM
10	Creating functional infrastructure that can reduce traffic in a meaningful way.	11/28/2023 10:18 AM
11	Getting people to be outside more and drive less.	11/28/2023 9:33 AM
12	Bring the community together	11/28/2023 9:31 AM
13	a bike lane crossing the 146 / NASA 1 intersection.	11/28/2023 9:28 AM
14	Better inter-connectivity of existing bicycle trails to each other and to shopping and dining.	11/28/2023 9:16 AM
15	Safety for cyclists and walkers	11/28/2023 9:14 AM
16	Safer roads or paths to ride a bike to get around generally and for exercise.	11/28/2023 9:12 AM
17	Improved biking in my area	11/28/2023 9:08 AM
18	Marked separated lanes on roadways for bicycles traffic	11/28/2023 9:00 AM
19	I hope this Safety Plan can set in place a new standard for walkability that allows locals to take small steps towards bettering the streets that they live on with inexpensive actions to trial out solutions to problems. I hope that it enables public funds to go towards small yet tangible solutions that improve connectivity of current existing walking/biking infrastructure while reducing car speeds and, thus, reducing drive times through fewer cars on the roads and safer driving conditions.	11/28/2023 8:57 AM
20	Widening sidewalks next to main roads, e.g., Nasa Rd 1, Repsdorph Rd, for use by walkers and bicycle riders. No bike lanes on these streets will make bicycle riding on these streets any less dangerous. There are just too many crazy drivers.	11/28/2023 8:44 AM
21	I would like to see a connection of trails to residential neighborhoods.	11/28/2023 8:32 AM
22	More bicycle lanes please and wider sidewalks	11/28/2023 8:11 AM
23	A better way to commute to work and places near me. Most of the time I only feel safe driving	11/28/2023 8:04 AM

24	To encourage more people to feel comfortable walking and biking to their destinations.	11/28/2023 7:59 AM
25	Improved education for bicycle riders as to what state traffic laws are and the need to follow them to be safe.	11/28/2023 7:43 AM
26	Increase pedestrian/cyclist accessibility to destinations, while improving infrastructure with safety in mind.	11/27/2023 11:27 PM
27	There is a great bike lane up NASA Parkway from Hwy 146 to Space Center Blvd. unfortunately, I can't safely get to it from my house. If I could, I would have been biking to work for the last 30 years.	11/27/2023 10:20 PM
28	Safer intersections for walking and biking, additions of missing sidewalks	11/27/2023 9:32 PM
29	Extensive trails/paths that enable point to point travel without having to utilize roads/streets. And the existing roads / streets that have shoulders, that all of a sudden stop - no more shoulder. Space Center Boulevar has adequate shoulder from NASA Road 1 to NASA gate (before bay Area Blvd), but due to poort maintenance, is overgrown with grass/weeds and makes it unrideable.	11/27/2023 8:39 PM
30	Develop a plan to create a much more connected network of bike paths, and ways to implement it as quickly as possible. Not just a 20-yr plan. Find places to make little connector paths vs long round-about neighborhood streets. Make use of utility rights-of-way, etc.	11/27/2023 12:49 PM
31	Prioritization of safely connecting pathways to increase use.	11/27/2023 11:53 AM
32	Safe walking and biking throughout the neighborhood.	11/27/2023 11:51 AM
33	Better public awareness of benefits of multimodal transportation. Ability to safely use walking and biking modes within the area.	11/27/2023 11:41 AM
34	More accessibility and excitement about getting outside and using public transport.	11/27/2023 11:16 AM
35	I hope my area can become more walkable and bicycle friendly.	11/27/2023 11:03 AM
36	Better traffic controls to ensure safety of pedestrians and cyclists, especially in school zones.	11/27/2023 10:45 AM
37	Better bicycle trails and paths to shopping parks and work	11/26/2023 2:28 PM
38	Sidewalk connection along Space Center Blvd from Sunrise Lake Dr to Genoa Red Bluff would open up additional food and retail options for walking.	11/26/2023 11:51 AM
39	I hope we can get the downtown bus to run on the weekends and to more stops. I also hope we can add sidewalks and pedestrian/bicycle paths to all of the new developments in the Bay Area and connect our always great trails. I would love for us to be able to enjoy our area without always having to use a car.	11/25/2023 9:58 AM
40	Stop neglecting the water station placement along paths.	11/25/2023 5:18 AM
41	That it be implemented and monitored to keep it safe for all.	11/24/2023 8:37 PM
42	Improved connectivity of existing walking/biking trail systems and improving bike safety in high vehicle traffic areas. (For example: Routing a bike trail under the Space Center bridge that's near Phase 5 of Exploration Green)	11/24/2023 7:46 PM
43	Awareness that a pedestrian underpass is needed under Space Center Blvd, that connects the hike/bike trail to Exploration Green Phase 5. That single piece of infrastructure would safely join miles of trails and provide a continuous path for walkers and riders, and a significant improvement in quality of life and access to healthy, active options for residents.	11/24/2023 7:40 PM
44	better bike spaces	11/24/2023 5:53 PM
45	Enforcing traffic signals and cell phone use while driving	11/24/2023 4:03 PM
46	Educating motorists to share road.	11/24/2023 10:22 AM
47	Safer area for me to run in	11/24/2023 9:04 AM
48	Even walkways and sidewalk or bike paths made so car drivers can see to share the road.	11/24/2023 5:31 AM
49	Make it safer to walk.	11/23/2023 10:57 PM

50	Bike lanes on all major streets	11/23/2023 7:52 PM
51	More accessibility for biking and walking places. Better traffic flow for cars	11/23/2023 5:00 PM
52	Safer sidewalks	11/23/2023 12:57 PM
53	Bicycle lanes	11/23/2023 12:45 PM
54	Disability Access	11/23/2023 7:48 AM
55	To allow more places to be able to ride bikes safely	11/23/2023 7:14 AM
56	Usable infrastructure and increased safety and better laws	11/22/2023 10:24 PM
57	More pathways for bicycling and ability for daughter to ride bike to school safely	11/22/2023 10:12 PM
58	Better accessibility to recreational trails	11/22/2023 9:55 PM
59	I would love a more connected, safe, network of walking/biking trails	11/22/2023 8:55 PM
60	Try not to create a new problem by trying to solve another, e.g., the addition of the bike lanes on highway 3 forced restriping of motor vehicle lanes where now vehicles must 'swerve' through intersections at posted speeds (or more) to stay in their lane. What's really annoying is when you still see a large group of bicycle riders take up a motor vehicle lane on Hwy 3 and not use the new bike lane that was designated for them. Take this as constructive feedback, not an attack on bicycle riders. I assume you want to hear all viewpoints.	11/22/2023 6:42 PM
61	Enhancing Public transportation (broadening its coverage)	11/22/2023 6:12 PM
62	Increased bicycling, more public transportation, safer trails and parking	11/22/2023 4:26 PM
63	Bike lanes and bike paths	11/22/2023 3:52 PM
64	More cycling options	11/22/2023 1:42 PM
65	Access to fun and interesting biking/walking destinations. Make this a walkable area.	11/22/2023 11:43 AM
66	Safety for all wanting to enjoy the outdoors in our community	11/22/2023 10:17 AM
67	Make our roads and sidewalks better	11/22/2023 10:09 AM
68	Metro service	11/22/2023 8:57 AM
69	More opportunities for the community to cycle	11/22/2023 7:52 AM
70	More bike lanes/paths	11/22/2023 7:11 AM
71	More areas to safely walk / cycle.	11/22/2023 7:02 AM
72	A sidewalk along the I-45 Frontage Road from Dixie Farm Road / fm1959 to the South Point park and ride so you can walk to the bus stop. It's an easily walked distance, however when I have had to do it it is scary as hell at 6:00 in the morning with no sidewalk and your typical crazy Houston drivers	11/22/2023 6:55 AM
73	Slow down cars that are cutting through the neighborhoods, add sidewalks on Forest Lake drive between Nasa1 and Kirby to ensure the safety of the children walking.	11/22/2023 5:43 AM
74	Removal of cracks and sidewalks	11/22/2023 5:36 AM
75	More designated road bike lanes please.	11/22/2023 1:08 AM
76	Cleaning up current infrastructure (bike lanes) and working to resolve some of the designs that have breaks in the infrastructure such as just stopping a bike lane or side walk over railroad tracks and interstate junctions.	11/22/2023 12:39 AM
77	Connect EDGEWATER , Webster, to new Flyway area, etc. so one can walk safely - developer would have to allow, tree lined sidewalk	11/22/2023 12:37 AM
78	I hope the safety plan can encourage our community to be a walker/ biker friendly environment for all	11/22/2023 12:37 AM
79	Safer biking commute to places	11/21/2023 11:08 PM
80	Safe routes to enable neighborhood commutes to work at and around NASA JSC.	11/21/2023 10:54 PM

81	Hike and bike trails	11/21/2023 10:51 PM
82	I hope this area can become more accessible without a vehicle.	11/21/2023 10:50 PM
83	Safe commute to NASA	11/21/2023 10:43 PM
84	It would make sense to link Exploration Green with the existing Harris County Hike and Bike Trail, meaning there would need to be a pedestrian underpass and paved trail under Space Center Blvd to Exploration Green Phase 5.	11/21/2023 10:35 PM
85	Focus where money is needed most	11/21/2023 10:34 PM
86	More trees and plants along current walking trails	11/21/2023 9:39 PM
87	More safe biking routes	11/21/2023 9:25 PM
88	Safer walkways for pedestrian and bike traffic.	11/21/2023 8:22 PM
89	More options for biking and walking	11/21/2023 7:51 PM
90	Safe walking and biking for the community	11/21/2023 7:44 PM
91	Que haya un buen servicio de transporte público para de esa manera aligerar el parque vehicular en tránsito	11/21/2023 7:44 PM
92	Safer protected cycling paths	11/21/2023 7:36 PM
93	Keep our neighborhood safe	11/21/2023 7:32 PM
94	Better signage to protecting cyclists.	11/21/2023 7:24 PM
95	Safer roadways with bicycle riders and pedestrians	11/21/2023 6:25 PM
96	Bike/walker safety > traffic speed/convenience	11/21/2023 5:35 PM
97	Add additional paths and better maintenance and cleaning.	11/21/2023 5:34 PM
98	Improve neighborhood sidewalk conditions. I'm not super interested in much else. It isn't an area where public transportation would really be useful.	11/21/2023 4:25 PM
99	Better sidewalks, more lighting, more destinations. Better bicycling infrastructure.	11/21/2023 4:08 PM
100	Better maintenance and crossing markings and lighting	11/21/2023 4:07 PM
101	Safer conditions for biking & improved trail system	11/21/2023 3:52 PM
102	Let's not pretend Houston or the suburbs are "walkable". Just focus on public transit	11/21/2023 2:48 PM
103	Connectivity	11/21/2023 2:39 PM
104	Put bikes on residential streets. Not connectors.	11/21/2023 2:29 PM
105	El dorado is so congested , you already have to worry about not getting harassed y the homeless persons. More time for crossing would be nice and another light by McDonald’s.	11/21/2023 2:28 PM
106	An executable plan with partnerships at each city for long connections	11/21/2023 12:06 PM
107	This area is falling behind other communities in area. If you want to stay nice and not turn ghetto. You MUST update/upgrade the area.	11/21/2023 8:15 AM
108	More, safer and better bike lanes on major roadways.	11/21/2023 6:11 AM
109	Better access to dependable and accessible public transportation	11/21/2023 1:41 AM
110	Separate trails and lanes for bikes, and improved maintenance of sidewalks.	11/21/2023 1:04 AM
111	To make my community a safer place for pedestrians and cyclists. I hope for an active community where residents enjoy our surroundings, but that can only be achieved if safety measures are in place. I hope the Safety Plan can achieve connecting residential areas to commercial/leisure areas safely, perhaps with well-lit walk/bike paths and other measures.	11/20/2023 10:00 PM
112	I hope this plan will give the confidence to people to be able to not drive a car to get to a destination because it's actually more efficient!	11/20/2023 9:48 PM

113	More respect for cyclists on the road. Better maintenance of the bike lanes.	11/20/2023 9:22 PM
114	Increase ability to get from places such as schools and libraries with proper trails and paths.	11/20/2023 8:50 PM
115	Limiting cyclists on the roadway.	11/20/2023 7:36 PM
116	Community safety	11/20/2023 5:55 PM
117	Less cars on the roads	11/20/2023 5:10 PM
118	Improving safety	11/20/2023 3:33 PM
119	Safety for all.	11/20/2023 1:47 PM
120	Safer roads, sidewalks and pathways	11/20/2023 12:10 PM
121	Things are good they way are	11/20/2023 3:47 AM
122	Please give space for bikers to actually be safe!! Do NOT make us share the road with cars. Or, invest in public safely similar to Denmark for cyclists. Make cycling normal and safer in our country and local communities.	11/19/2023 8:43 PM
123	Under pass is really needed under Space Center for the connection to Exploration Green and trail to Falcon Pass Elementary, Clear Lake High School and UHCL and Harris County Trail along Bay Area Blvd.	11/19/2023 1:32 PM
124	Teaching people not to ride bicycles on busy roads	11/19/2023 12:56 PM
125	Connect trailways to roadways more fluid. The pathway behind bay area is nice, but the harsh stop to space center? Pause or prepare your funeral. Cars are not looking ahead.	11/19/2023 12:18 PM
126	Safe non motorized mobility	11/19/2023 10:23 AM
127	Cyclists should receive tickets for breaking the law just like drivers. They run red-light, ignore stop signs, pull right in front of you expecting you to slam on your brakes, and go ridiculously slow on roads with a speed limit of over 40.	11/19/2023 7:25 AM
128	Better Connectivity	11/18/2023 8:57 PM
129	Safer travels bicycles riders on major streets and intersections.	11/18/2023 8:41 PM
130	Get more people walking and riding bikes for local transport instead of relying on cars and trucks.	11/18/2023 4:55 PM
131	Make it easier to bike.	11/17/2023 3:23 PM
132	have a continous maintenance AND improvement plan. If the politicians want better coverage keep showing people you are still involved even its just a few plants here and some bike armadillos there.	11/17/2023 1:50 PM
133	People will start to walk/bike over driving their cars.	11/17/2023 1:22 PM
134	Increase public transit use and encourage better land use	11/17/2023 11:56 AM
135	Making automobiles less dangerous via changes to the environment: Narrower car lanes (johns Hopkins just put out a study that 9 foot lanes are much safer https://narrowlanes.americanhealth.jhu.edu/), bulb outs at intersections, raised crosswalks, raised intersections, physical barriers between automobiles and people outside them: Shade trees for pedestrians, concrete barriers for bicycles.	11/17/2023 8:53 AM
136	Safe crossings	11/17/2023 7:05 AM
137	Prioritize people not cars... I saw a Facebook post that there were recently some planters installed on the Seawall road in Galveston for pedestrian and cyclist safety, haven't gone down to see them but commenters pointed out that they've installed similar structures before only to remove them when drivers crashed into them. It's insane to see something do its job and for people to want it gone. I genuinely think most people don't want to drive as evidence by how many people are on their phones out of boredom but there isn't another means for them to get around... The only convenient connection to downtown Houston, Pasadena, Texas City, and Galveston is by car, it shouldn't be any surprise there's traffic. The 'one more lane' mentality has led to I-10 west of downtown being like 20 lanes wide when including the service road and it still slows to a crawl. Americans have sold their soul to auto manufacturers and foreign oil.	11/17/2023 7:03 AM

	There's not a lot of room for kids to be kids or dignity for the elderly to enjoy their last years. We can be prosperous while retaining respect for health as evident by Japan and the Netherlands instead we've created a mill that crushes the human spirit in the name of capitalism.	
138	Make sidewalks for bikes and pedestrians and not for parking cars.	11/16/2023 8:48 PM
139	Increased access and usage of biking and walking trails that take into consideration the safety of students, individuals and families utilizing them to work to ensure zero near misses, injuries and fatalities.	11/16/2023 7:14 PM
140	Better access and a more walkable community	11/16/2023 10:58 AM
141	Make more people comfortable to use trails	11/15/2023 6:31 PM
142	Increase in the amount of safe trails for bikers & walkers, and continued maintenance of all existing trails.	11/15/2023 6:04 PM
143	More people outside. I think Halloween can be a good time to explore and test options regarding other modes of public transportation because there are many kids outside with their parents walking, some are driving and stopping around pretty often.	11/15/2023 1:12 PM
144	Connectivity to local businesses.	11/15/2023 11:29 AM
145	Create a more bike friendly neighborhood.	11/15/2023 10:22 AM
146	A safe way to connect all residential areas to each other, and also to parks and recreation.	11/15/2023 8:58 AM
147	More trails with connectivity.	11/14/2023 11:07 PM
148	Stop wasting money	11/14/2023 4:18 PM
149	Pedestrian fatalities	11/14/2023 4:16 PM
150	Connectivity between parks and safe routes to schools.	11/14/2023 11:26 AM
151	improving mobility and safety	11/14/2023 11:19 AM
152	Awareness of the need of bike lanes	11/10/2023 3:26 PM
153	Connect Exploration Green 5 with Bay Area Hike & Bike Trail	11/10/2023 1:47 PM
154	Safer streets and sidewalks. Public awareness that people are walking, people are biking in the neighborhoods.	11/10/2023 11:26 AM
155	Connectivity of bike lanes and trails	11/10/2023 9:41 AM
156	Increase infrastructure	11/9/2023 8:51 PM
157	More safe sidewalks with better maintenance	11/9/2023 4:14 PM
158	Regularly clean the bike lanes on highway 3.	11/9/2023 1:47 PM
159	Education of drivers	11/9/2023 12:50 PM
160	Safer and more access for bicycles and walkability.	11/9/2023 11:29 AM
161	Need better engineers to design a cohabitation	11/9/2023 11:24 AM
162	An increase in individuals participating in local outdoor recreational activities requiring sidewalks, trails and bicycle lanes which hopefully would increase everyone's awareness of pedestrians and their safety.	11/8/2023 7:47 PM
163	Awareness and a better quality of life.	11/8/2023 1:52 PM
164	Make bike paths safe & more of them so they are fun & useful. I like bike riding. I don't like risking my life or coming home with black exhaust caked in my nose.	11/7/2023 6:58 PM
165	I would love to live and work where walking and cycling are the preferred means of transportation. Reducing car speed and access is crucial.	11/6/2023 4:08 PM
166	Safer bike paths/amenities so the benefits are utilized by more within the community	11/6/2023 2:10 PM
167	Please connect Exploration Green Trails to Harris County Trail behind Clear Lake High School.	11/6/2023 1:27 PM

	That one safe connection would open miles of trails -Exploration Green to Harris County Trl (CLHS) to UHCL to Bay Area Blvd to Red Bluff etc	
168	Better walkability and public transportation via trials shuttles.	11/1/2023 2:40 PM
169	Please create and lead walking/cycling infrastructure and stop basing road construction improvements on cars.	10/29/2023 6:37 AM
170	I hope that it encourages more people to consider biking and walking to their destinations.	10/26/2023 1:46 PM
171	Pedestrian crossing over Hwy 146 to connect to the Seabrook hike and bike trails.	10/25/2023 4:27 PM
172	I would like to be able to ride my bike from home to shopping areas, bars and restaurants, community events safely.	10/25/2023 11:02 AM
173	Ability to bike for leisure or fitness without worrying to be hit by a car.	10/23/2023 5:51 PM
174	Increase knowledge of existence of trails and path interconnections, and usability of those paths.	10/23/2023 5:20 PM
175	I hope that this will make it more accessible for AL houstonians to be able to walk aroound their neighborhoods or bike to places that they need to/wish to go	10/23/2023 4:43 PM
176	more bike useage = less pollution	10/23/2023 9:19 AM
177	Safer streets for cars. Bicycles don't belong on street e.	10/21/2023 9:57 PM
178	For everyone to ride their bikes, or walk to their destinations without using cars as their main mode of transportation.	10/21/2023 8:20 PM
179	Protected bike lanes in place before I am dead and cannot benefit from them!	10/21/2023 3:55 PM
180	Sorry, I expect it to achieve nothing.	10/21/2023 2:55 PM
181	More legitimate hike and bike trails/ sidewalks for bike riders so they don't have to compete with traffic. Road cyclists need some long safe routes in the area	10/21/2023 12:04 PM
182	fewer deaths	10/21/2023 8:34 AM
183	Improve regular, planned maintenance, and consideration of pedestrian and bicyclist safety by service vehicle operators - bike lanes and sidewalks are not parking lots. Safe passage for bikes, wheelchairs and pedestrians must be provided. And wouldn’t public transportation be great!!	10/20/2023 11:59 AM
184	Additional connectivity of the bicycle path/trail/lane networks.	10/20/2023 11:08 AM
185	Connection from Space Center Blvd to Exploration Green	10/20/2023 9:15 AM
186	Traffic calming, and overall reduction of car dependency	10/20/2023 8:20 AM
187	That the folks who research, deliberate, strategize, design and build local infrastructure improvements have as much fun as the future end-users. Yet succeed in executing their plan in a cost-effective way.	10/20/2023 2:14 AM
188	Convince the city and state to lower speed limits and lower vehicle speeds at all intersections	10/19/2023 10:00 PM
189	Provide more connectivity along safe, separated bike and pedestrian trails.	10/19/2023 9:58 PM
190	I work at NASA, and I would really like better infrastructure between Rt 3 and JSC for biking. Also, faster more frequent bus availability for Work to/from downtown to JSC.	10/19/2023 3:09 PM
191	Trails/sidewalks	10/19/2023 1:22 PM
192	Adding regular metro bus routes in the study area.	10/19/2023 12:49 PM
193	Ensure the safety of commuters, children, and all visitors while in this area.	10/19/2023 10:03 AM
194	Understanding of what is actually needed for pedestrians and cyclists to safely enjoy the roads/sidewalks together.	10/19/2023 12:20 AM
195	People feeling safe, letting their kids ride bikes around their neighborhoods, to grocery stores, school/work, and the park. Using slower residential streets to direct bike traffic away from the	10/18/2023 10:04 PM

	main boulevards, creating short cut bike paths through cul-de-sacs might be ways of separating bikes from cars while reusing a lot of existing infrastructure.	
196	Separated and protected bike/multi use lanes from traffic lanes	10/18/2023 9:29 PM
197	even sidewalks. Saw a bicyclist wreck last weekend due to uneven sidewalk.	10/18/2023 9:04 PM
198	Lower speed limits, signage at roads near exploration green ,	10/18/2023 6:17 PM
199	We see people walking or bicycling home on Sarah Deel at night which has no sidewalks. There is a fair amount of traffic but when Webster built it they did not add sidewalks even though their ordinances require them.	10/18/2023 6:07 PM
200	Public awareness and increased funding for bike and pedestrian safety	10/18/2023 6:01 PM
201	Fixing what is in place now before planning new areas	10/18/2023 5:01 PM
202	Cycling options that feel safe so that more are willing to	10/18/2023 4:43 PM
203	There are some great examples in Houston and further North (Like Spring Creek Trails) of an excellent bicycle infrastructure. I hope we can achieve something like that.	10/18/2023 4:38 PM
204	It would be nice if another bridge was added to be able to cross Armond Bayou.	10/18/2023 4:26 PM
205	Safe areas for pedestrian and cyclists.	10/18/2023 3:53 PM
206	A sidewalk similar to the one that runs along Red Bluff Road from Kirby Blvd to Hwy 146 (with more shade) along all major roadways.	10/18/2023 3:53 PM
207	Increased pedestrian and cyclist safety. Walking around this city can be dangerous	10/18/2023 3:06 PM
208	Physical Barriers with Speeding Cars	10/18/2023 1:45 PM
209	Create reasonable, functional, and safe transportation options instead of personal vehicles.	10/18/2023 1:36 PM
210	Better connectivity to a trails system that is safe for walking and biking/away from cars.	10/18/2023 1:03 PM
211	If I had to pick one thing I'd love this plan to achieve most, I think it'd have to be widening sidewalks and bike lanes and making them safer to go on.	10/18/2023 12:58 PM
212	No more ghost bikes	10/18/2023 12:20 PM
213	I love the bridge walk/bike lanes. I would volunteer to do an "Adopt the Bridge" program for cleaning on a weekend if that would help. Great work by Clear Lake Park team for cleaning that bridge pass - I do not want to be on the traffic side of the bridge... Great job on the 146 bridge itself with the walk/bike path over the lake...	10/18/2023 11:57 AM
214	I hope this survey shows that there are residents in this area who would use sidewalks, trails, bicycle paths if they were safer, and more accessible.	10/18/2023 11:23 AM
215	Slowing the TRAFFIC on Nasa Road One so we can exit our neighborhoods	10/18/2023 11:22 AM
216	That it is able to provide transport accessibility for everyone, on the sidewalk and public.	10/18/2023 11:06 AM
217	The ability to actually be able to use my bicycle to travel to a destination without having to battle with cars on major thoroughfares, specifically 4+ lane roads through and surrounding residential areas.	10/18/2023 10:59 AM
218	I hope the safety plan can achieve safe spaces for cyclists to travel throughout the community.	10/18/2023 10:50 AM
219	safety for pedestrians/bicyclists; safe access to nearby stores, restaurants, parks.	10/18/2023 10:44 AM
220	Complete the Clear Lake Circle Trail. The Clear Lake Circle Trail travels through Exploration Green in the west, connects at Space Center Blvd to the trail Harris County installed behind Clear Lake High School, then travels up Horsepen Bayou on the left bank, goes underneath El Dorado and connects back to Exploration Green at Space Center Blvd near the HFD station of Space Center Blvd. After completing the Clear Lake Circle Trail, spoke trails can be built off the circle trail along or through most of the neighborhoods in Clear Lake. This trail is not just for recreation. It also provides transportation to school, church, work, doctor/dentist appointments, shopping, etc. Most of this trail is separated from roads, increasing safety, and	10/18/2023 10:16 AM

	the trail can be built to go under bridges at major high-speed, heavy traffic roads like El Dorado and Space Center Blvd (as the Harris County trail goes under Bay Area Blvd.)	
221	It's imperative that this safety plan do everything it can to make people feel more comfortable with alternative forms of transportation, such as walking, biking, and public transit. I hope this plan encourages more people to consider alternative forms of transportation.	10/18/2023 9:53 AM
222	Connect League City to Harris County, and be able to get across I-45 safely.	10/18/2023 9:21 AM
223	Pedestrian safety	10/18/2023 9:15 AM
224	more sidewalk/bike trails	10/18/2023 8:50 AM
225	I hope that the bike lanes in my area and the surrounding areas can become more robust, with more separation from cars in order to ensure biker safety. I also hope that more sidewalks can be constructed, and long stretches between lengths of sidewalk can be remedied.	10/18/2023 8:47 AM
226	I would LOVE to be able to safely bike around the lake to/from work at NASA / home in League City. I would LOVE to be able to safely bike to the library and other destinations around League City.	10/18/2023 8:38 AM
227	Increase alternate ways of transportation such as walking, bicycling, and public transportation in the area.	10/18/2023 8:38 AM
228	Better connectivity and safety for non-car mobility options	10/18/2023 8:32 AM
229	Reduce speed limits from 40 mph to 30 mph on Clear Lake City Blvd and Space Center Blvd IVO of neighborhoods. Apparently, a speed limit of 40 mph means 50 mph to most drivers in this area. Reduce speed limits in neighborhoods from 30 mph to 25 mph.	10/18/2023 8:29 AM
230	Wider area of connectivity via separated bike trails.	10/18/2023 8:01 AM
231	Better bicycling routes/lanes for safety and connectivity to destinations	10/18/2023 8:00 AM
232	More sidewalks and bike lanes are definitely needed.	10/18/2023 8:00 AM
233	Increased connectivity of residential areas to parks, libraries, etc. via better traffic controls, physically separated bike lanes	10/18/2023 7:57 AM
234	Keep cyclists and pedestrians safe	10/18/2023 7:41 AM
235	A plan that will encourage the public to use sidewalks, bicycles, or public transportation first and use a car as a last resort.	10/18/2023 7:33 AM
236	Create an environment in which public transportation and other transportation methods are prioritized just as much or preferably more than car use.	10/18/2023 7:28 AM
237	Connecting perfectly-good existing infrastructure to each other (e.g. Red Bluff Trail, Bay Area Blvd. Trail, Fairmont Parkway Trail, Exploration Green)	10/18/2023 7:20 AM
238	Provide access (either bike or walk) to shopping and green spaces SAFELY!	10/18/2023 6:52 AM
239	More sidewalks that connect to each other	10/17/2023 9:04 PM
240	A safe way to travel down Bay area from Red bluff to space center	10/17/2023 8:26 PM
241	Safer, cleaner, bike and running paths. Thanks for your efforts!	10/17/2023 7:10 PM
242	Common sense to NOT put people and vehicles in the same space.	10/17/2023 5:24 PM
243	More dedicated bike trails and/or greenways.	10/17/2023 5:18 PM
244	Better sidewalks	10/17/2023 5:12 PM
245	Safer crossings for bicycles going under interstate bridges	10/17/2023 4:13 PM
246	Keep up the momentum in developing and connecting hike and bike paths in the area! There have been great improvements in the last few years.	10/17/2023 3:23 PM
247	Provide pressure to change the design goals for local streets to encourage safe usage by all road users.	10/17/2023 12:51 PM
248	People are always shocked that I bike to work or bike on the roads in general. The perception	10/17/2023 12:35 PM

	is that it is extremely dangerous to bike on the roads. I want this to change - I want people to feel safe riding on the roads. A lot of this has to do with infrastructure design and speed limits, as well as the perception that cars are the only vehicles that should be on the road. There are also stigmas against cyclists and pedestrians. Walking on a sidewalk along a wide roadway with cars going 45mph+ (and being the only person walking) feels extremely uncomfortable. Walkability requires narrower roads, wider sidewalks, lower speed limits, better connectivity and reduction in the feeling that I am crossing a desolate, vast emptiness along a road that almost feels like a highway.	
249	Safety for pedestrians and cyclists.	10/17/2023 12:25 PM
250	Crossing intersections is challenging with large amounts of right-on-red traffic. Adding a RED right turn signal to allow non-motorized users to cross intersections increases safety	10/17/2023 11:18 AM
251	Safer bicycle lanes	10/17/2023 11:16 AM
252	Improved connections between trails and new trails for bicycle and pedestrian travel	10/17/2023 10:14 AM
253	To take away excuses for people who walk in the street where there are perfectly good sidewalks. They make themselves a safety hazard to automobiles	10/17/2023 10:00 AM
254	Provide more safe, engaging, and convenient avenues of walk/bike transportation.	10/17/2023 9:57 AM
255	Connecting major trails/paths in the Bay Area to reduce need for cyclists to use roads for everyday commuting.	10/17/2023 9:31 AM
256	I hope it can achieve a funded, actionable plan that will be implemented to improve biking / waking infrastructure, not just ideas.	10/17/2023 8:43 AM
257	Bike paths near major roads have some distance between path and road.	10/16/2023 8:57 PM
258	Improvements to poor bike routes we currently have. It is very unsafe.	10/16/2023 5:43 PM
259	Better connectivity to shopping areas by bicycle; more safety infrastructure for bicyclists	10/16/2023 5:38 PM
260	I hope it can lead to more safe bicycle lanes and paths to encourage more people to walk or ride to our neighborhood shops instead of driving a car.	10/16/2023 5:24 PM
261	Ensuring that all trails are connected and provide reasonable access and transportation routes. There are too many of the trails that are just segments and are not connected.	10/16/2023 2:57 PM
262	Make pedestrian/bike usage safer	10/16/2023 2:41 PM
263	Larger network of paths, separated physically from roads	10/16/2023 8:23 AM
264	Fill in all of the sidewalk gaps and make safer crossings for bikes over railroads.	10/15/2023 8:59 PM
265	Increased options for people of all abilites to get around and do daily activities without the need of vehicle.	10/15/2023 2:59 PM
266	Safety	10/13/2023 1:04 PM
267	I hope it can achieve a list of short-term projects that can be quickly addressed to improve the walking and biking environment in the Bay Area.	10/12/2023 1:17 PM
268	Safer cycling through the region.	10/12/2023 11:41 AM
269	More safe options for biking away from motor vehicles.	10/1/2023 4:44 PM
270	Efficient and quick building.	9/30/2023 10:05 AM

Q20 Stay engaged and get updated on future public meetings and engagement opportunities

Answered: 177 Skipped: 230

ANSWER CHOICES	RESPONSES	
Name	98.87%	175
6	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	98.31%	174
Phone Number	0.00%	0

#	NAME	DATE
1	Amber Pugsley	11/29/2023 9:17 AM
2	Alex Harper	11/28/2023 6:39 PM
3	Celina Rogers	11/28/2023 3:21 PM
4	Elizabeth Blome	11/28/2023 3:14 PM
5	Patrick Pecoraro	11/28/2023 11:13 AM
6	Matthew Bordelon	11/28/2023 11:08 AM
7	Not anonymous if I fill this out	11/28/2023 10:18 AM
8	Celest Villagran	11/28/2023 9:31 AM
9	Andrew Quinlan	11/28/2023 9:00 AM
10	Michael Schlittenhart	11/28/2023 8:57 AM
11	brett pugsley	11/28/2023 8:34 AM
12	Dakota	11/28/2023 8:04 AM
13	Kristin Coffey	11/28/2023 7:19 AM
14	Gabriel	11/27/2023 11:27 PM
15	Scott Cryan	11/27/2023 8:39 PM
16	George Parma	11/27/2023 7:26 PM
17	Karina Eversley	11/27/2023 12:49 PM
18	Miriam Sargusingh	11/27/2023 11:16 AM
19	Kim Seaton	11/27/2023 11:03 AM

20	Jennifer Madsen	11/26/2023 11:51 AM
21	Amanda Ochoa	11/25/2023 9:58 AM
22	Samantha Englestad	11/25/2023 5:18 AM
23	Grace Davila	11/24/2023 8:37 PM
24	John Stoll	11/24/2023 7:40 PM
25	Julian	11/24/2023 5:53 PM
26	Maria rivera	11/24/2023 9:04 AM
27	Mark Clayton	11/24/2023 7:56 AM
28	Sunni	11/24/2023 5:31 AM
29	Debbie Aschenbrener	11/23/2023 10:57 PM
30	Bruce Sallis	11/23/2023 7:52 PM
31	Faith	11/23/2023 5:00 PM
32	Jake	11/23/2023 12:57 PM
33	Fran Simmons	11/23/2023 12:45 PM
34	Joy Blackmon	11/23/2023 7:48 AM
35	Heather Goetz	11/22/2023 10:24 PM
36	Scott	11/22/2023 10:12 PM
37	Kelli	11/22/2023 9:55 PM
38	Nicholas Economidis	11/22/2023 3:52 PM
39	Rick Brezik	11/22/2023 1:42 PM
40	Kathi Cruz	11/22/2023 11:43 AM
41	Lauren	11/22/2023 10:24 AM
42	Catherine	11/22/2023 10:17 AM
43	Rachael	11/22/2023 10:09 AM
44	Magdalena wang	11/22/2023 7:52 AM
45	Barbara	11/22/2023 7:49 AM
46	Renee Casey	11/22/2023 7:02 AM
47	Amy	11/22/2023 5:43 AM
48	Claudette Smith	11/22/2023 5:36 AM
49	William	11/22/2023 3:12 AM
50	Justine	11/22/2023 1:08 AM
51	Audrey Morris-Eckart	11/21/2023 10:54 PM
52	Sergio Jasso	11/21/2023 10:51 PM
53	Melodie Thompson	11/21/2023 10:50 PM
54	Elyse Eckart	11/21/2023 10:43 PM
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63	Jeff Ewing	11/21/2023 5:35 PM
64	Brian Gavaghan	11/21/2023 5:34 PM
65	Heather	11/21/2023 4:12 PM
66	Todd Hazlewood	11/21/2023 4:08 PM
67	S Baker	11/21/2023 4:07 PM
68	Carrie Bolton	11/21/2023 3:37 PM
69	Pjk	11/21/2023 3:12 PM
70	Darcy Santala	11/21/2023 2:24 PM
71	Elaine Ross	11/21/2023 1:41 AM
72	Blanca Garza	11/20/2023 10:00 PM
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74	Donna Fugitt	11/20/2023 9:22 PM
75	Briana Rodriguez	11/20/2023 1:47 PM
76	Zach	11/20/2023 3:47 AM
77	Megan McKay	11/19/2023 8:43 PM
78	Chad French	11/19/2023 10:23 AM
79	Rick Helton	11/18/2023 8:57 PM
80	Roger B. Boykins	11/18/2023 8:41 PM
81	Lynn	11/18/2023 4:55 PM
82	Mack Eisenberg	11/17/2023 3:23 PM
83	David Espinoza	11/17/2023 1:50 PM
84	Liz VanOrstrand	11/17/2023 1:22 PM
85	Dougie Steinbach	11/17/2023 8:53 AM
86	Luke Nelson	11/17/2023 7:05 AM
87	Ryan	11/17/2023 7:03 AM
88	Mara Savely	11/16/2023 7:14 PM
89	Gustavo Reyes	11/15/2023 7:26 PM
90	David Charles	11/15/2023 6:31 PM
91	Susan Dressel	11/15/2023 6:04 PM
92	Crystal Dávila	11/15/2023 1:12 PM
93	Angel Diego Hinojosa	11/15/2023 11:29 AM
94	Angela Garcia	11/15/2023 10:22 AM
95	Kelley Knight	11/15/2023 8:58 AM

96	Melissa Martinez	11/14/2023 11:07 PM
97	Andrew	11/14/2023 4:16 PM
98	Ryan	11/10/2023 3:26 PM
99	Barbara Hutchins	11/10/2023 1:47 PM
100	buck Stevens	11/10/2023 11:04 AM
101	Winston Wang	11/10/2023 9:41 AM
102	Rick Ankrum	11/9/2023 8:51 PM
103	Zeb Scoville	11/9/2023 1:47 PM
104	Patti Velky	11/9/2023 12:50 PM
105	wally	11/8/2023 7:47 PM
106	Kristine Perez	11/8/2023 1:52 PM
107	Austin	11/6/2023 2:19 PM
108	Amanda Ashcroft	11/6/2023 2:10 PM
109	Leti Cavazos	11/6/2023 1:27 PM
110	Curtis	11/1/2023 2:40 PM
111	Klaas Tadema	10/29/2023 6:37 AM
112	Jason Frederick	10/26/2023 1:46 PM
113	Chris Hermes	10/25/2023 11:02 AM
114	Cassandra Casados	10/23/2023 4:43 PM
115	Bill Brune	10/21/2023 9:57 PM
116	Robin Yates	10/21/2023 3:55 PM
117	Steve Trabanino	10/21/2023 12:04 PM
118	Pat Bahr	10/20/2023 11:59 AM
119	David Shindo	10/20/2023 11:08 AM
120	Alan D. Jackson	10/20/2023 2:14 AM
121	Robert Grobe	10/19/2023 10:00 PM
122	Jason Mintz	10/19/2023 9:58 PM
123	Megan Harvey	10/19/2023 3:09 PM
124	Paul Garcia	10/19/2023 10:03 AM
125	Cole Miller	10/18/2023 10:04 PM
126	Rebecca Rapp	10/18/2023 9:29 PM
127	Denise Romero	10/18/2023 9:04 PM
128	Maurya S Baczek	10/18/2023 6:17 PM
129	Robert Horton	10/18/2023 6:07 PM
130	Theodore Southern	10/18/2023 6:01 PM
131	Sean Downs	10/18/2023 4:43 PM
132	Blanca	10/18/2023 4:26 PM
133	Michelle Schwibinger	10/18/2023 3:53 PM

134	Eric Bergman	10/18/2023 3:53 PM
135	Nick	10/18/2023 1:45 PM
136	Luke Monhollon	10/18/2023 1:36 PM
137	Tyrah Dunning	10/18/2023 1:03 PM
138	JD Nahas	10/18/2023 11:57 AM
139	Claire Moore	10/18/2023 11:23 AM
140	Ava Gaither Sloan	10/18/2023 11:22 AM
141	mary gray	10/18/2023 11:06 AM
142	Kevin Dunn	10/18/2023 10:59 AM
143	Thomas Moore	10/18/2023 10:50 AM
144	Charles D Phillips	10/18/2023 10:22 AM
145	Scott Becken	10/18/2023 10:16 AM
146	Gabriel Braun	10/18/2023 9:53 AM
147	Grace Quintero	10/18/2023 8:47 AM
148	Greg Nenninger	10/18/2023 8:38 AM
149	Victoria Nelson	10/18/2023 8:32 AM
150	Ever Zavala	10/18/2023 8:29 AM
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152	Sherry Thaxton	10/18/2023 7:57 AM
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158	Dean Kinkel	10/17/2023 11:16 AM
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160	Michael Evans	10/17/2023 10:14 AM
161	Scott Schaurer	10/17/2023 10:00 AM
162	Ethan Lundgaard	10/17/2023 9:31 AM
163	Jeffrey Michel	10/17/2023 8:43 AM
164	Margaret Berti	10/16/2023 8:57 PM
165	Mark Grethen	10/16/2023 5:43 PM
166	Dan Wyatt	10/16/2023 5:38 PM
167	M C McPhail	10/16/2023 5:24 PM
168	Nick dias	10/16/2023 2:41 PM
169	Amanda Ochoa	10/15/2023 8:59 PM
170	Greg Krasnoschlik	10/15/2023 6:46 PM
171	Miriam Talamantes	10/14/2023 5:40 PM

172	Jayant Ramakrishnan	10/13/2023 1:04 PM
173	Kevin Murphy	10/12/2023 11:41 AM
174	Joe Coen	10/1/2023 4:44 PM
175	Daniel Mendez	9/30/2023 10:05 AM
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#	**EMAIL ADDRESS**	**DATE**
1	ambermlord@yahoo.com	11/29/2023 9:17 AM
2	alexjharper83@gmail.com	11/28/2023 6:39 PM
3	rogers_cr@yahoo.com	11/28/2023 3:21 PM
4	elizabeth.c.blome@nasa.gov	11/28/2023 3:14 PM
5	trappedinsociety@gmail.com	11/28/2023 11:13 AM
6	matthew.bordelon@gmail.com	11/28/2023 11:08 AM
7	celestv629@gmail.com	11/28/2023 9:31 AM
8	thequinlan@gmail.com	11/28/2023 9:00 AM
9	mrschlittenhart@gmail.com	11/28/2023 8:57 AM
10	bapugsley@nasa.gov	11/28/2023 8:34 AM
11	dtw3200@live.com	11/28/2023 8:04 AM
12	kedelen@comcast.net	11/28/2023 7:19 AM
13	gortizsa@pm.me	11/27/2023 11:27 PM
14	scott.p.cryan@gmail.com	11/27/2023 8:39 PM
15	gparma@oplink.net	11/27/2023 7:26 PM
16	kbeonline@comcast.net	11/27/2023 12:49 PM
17	msargusingh@gmail.com	11/27/2023 11:16 AM
18	kimseaton2000@yahoo.com	11/27/2023 11:03 AM
19	madsenspace@gmail.com	11/26/2023 11:51 AM
20	aeo0906@gmail.com	11/25/2023 9:58 AM

21	samantha.englestad@icloud.com	11/25/2023 5:18 AM
22	davilaga@comcast.net	11/24/2023 8:37 PM
23	john.l.stoll@gmail.com	11/24/2023 7:40 PM
24	JJacobs001@gmail.com	11/24/2023 5:53 PM
25	riojasmg@gmail.com	11/24/2023 9:04 AM
26	markclayton2011@gmail.com	11/24/2023 7:56 AM
27	sunshinesimon6879@gmail.com	11/24/2023 5:31 AM
28	debbiechmbrs@yahoo.com	11/23/2023 10:57 PM
29	bruce.sallis@sbcglobal.net	11/23/2023 7:52 PM
30	hodgefaith@yahoo.com	11/23/2023 5:00 PM
31	alcoastie@yahoo.com	11/23/2023 12:57 PM
32	efransimmons@yahoo.com	11/23/2023 12:45 PM
33	joylblackmon@gmail.com	11/23/2023 7:48 AM
34	hsaunders25@gmail.com	11/22/2023 10:24 PM
35	sjwray@gmail.com	11/22/2023 10:12 PM
36	simoneaux.kelli@gmail.com	11/22/2023 9:55 PM
37	wtrpark@yahoo.com	11/22/2023 3:52 PM
38	rbrezik@att.net	11/22/2023 1:42 PM
39	kathryncruz214@yahoo.com	11/22/2023 11:43 AM
40	ctankink@gmail.com	11/22/2023 10:17 AM
41	daddyzgirlntw@gmail.com	11/22/2023 10:09 AM
42	magdafyi@yahoo.com	11/22/2023 7:52 AM
43	Barbaraonboard@comcast.net	11/22/2023 7:49 AM
44	amylynns1984@gmail.com	11/22/2023 5:43 AM
45	claudettersmith@gmail.com	11/22/2023 5:36 AM
46	Joeybeaty123@yahoo.com	11/22/2023 3:12 AM
47	robinsonjt2008@gmail.com	11/22/2023 1:08 AM
48	audrey.morris@gmail.com	11/21/2023 10:54 PM
49	sergiojr4011_@outlook.com	11/21/2023 10:51 PM
50	mithompson522@comcast.net	11/21/2023 10:50 PM
51	elyse.eckart@gmail.com	11/21/2023 10:43 PM
52	schuenke@gmail.com	11/21/2023 10:35 PM
53	madelieneliles@gmail.com	11/21/2023 8:42 PM
54	john.bieluck@gmail.com	11/21/2023 8:27 PM
55	jquinonesmd@gmail.com	11/21/2023 8:22 PM
56	marvaz94@iclod.com	11/21/2023 7:44 PM
57	carrieg71@gmail.com	11/21/2023 7:36 PM
58	freckles13154@hotmail.com	11/21/2023 7:24 PM

59	tomfwoodz71@yahoo.com	11/21/2023 6:25 PM
60	jewing@lmtractor.com	11/21/2023 5:35 PM
61	brian.gavaghan12@gmail.com	11/21/2023 5:34 PM
62	heather.mae1@gmail.com	11/21/2023 4:12 PM
63	randalltodd311@yahoo.com	11/21/2023 4:08 PM
64	mss_baker@yahoo.com	11/21/2023 4:07 PM
65	cbolton36@verizon.net	11/21/2023 3:37 PM
66	pjkittles@hotmail.cm	11/21/2023 3:12 PM
67	darcyasantala@gmail.com	11/21/2023 2:24 PM
68	texaspeach2016@gmail.com	11/21/2023 1:41 AM
69	blanca.garza@PRGTEXAS.com	11/20/2023 10:00 PM
70	alexlivesinnorthline@gmail.com	11/20/2023 9:48 PM
71	dmfugitt@gmail.com	11/20/2023 9:22 PM
72	vi_ro_br@yahoo.com	11/20/2023 1:47 PM
73	zach64471@gmail.com	11/20/2023 3:47 AM
74	memckay06@gmail.com	11/19/2023 8:43 PM
75	chad.french76@yahoo.com	11/19/2023 10:23 AM
76	rickjhelton@gmail.com	11/18/2023 8:57 PM
77	Taegu_1988@yahoo.com	11/18/2023 8:41 PM
78	lporfirio10@gmail.com	11/18/2023 4:55 PM
79	mack.eisenberg1@gmail.com	11/17/2023 3:23 PM
80	espinozadavidv@gmail.com	11/17/2023 1:50 PM
81	lizvanorstrand@hotmail.com	11/17/2023 1:22 PM
82	douglas.f.steinbach@gmail.com	11/17/2023 8:53 AM
83	nelson383@hotmail.com	11/17/2023 7:05 AM
84	ryan.mark.nelson@gmail.com	11/17/2023 7:03 AM
85	mara.e.savely@icloud.com	11/16/2023 7:14 PM
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174	Danortmen83@gmail.com	9/30/2023 10:05 AM
#	**PHONE NUMBER**	**DATE**
	There are no responses.	

Appendix D
Technical Analyses

Bay Area Pedestrian and Bicycle Safety Plan
September 2024

halff

Memorandum

To:	Sanford Klanfer, H-GAC, Senior Planner Jorge Bustamante, P.E., Harris County Precinct 2, Senior Planning Manager	**Date:**	4/3/2024
From:	Louis Cutaia, Halff, Project Manager	**AVO:**	53070
Email:	lcutaia@halff.com		
Subject:	Houston-Galveston Area Council Bay Area Bicycle and Pedestrian Safety Plan Task 1.4A - Health Assessment		

As part of the Houston-Galveston Area Council (H-GAC) Bay Area Bicycle and Pedestrian Safety Plan, Halff utilized the Center for Disease Control and Prevention's (CDC) PLACES dataset to identify public health data related to health measures and outcomes. This assessment is not intended to serve as an all-encompassing analysis of health factors but to provide an overview of areas in the Study Area that would benefit from public infrastructure investments. This document provides a detailed overview of the health assessment completed by Halff along with research of associated trends and research to support methodology. This document is intended to support the information provided and will be included as an appendix in the final report document.

Background

The CDC defines "adequate physical activity"[1] as a minimum of 150 minutes of moderate activity per week, or roughly 21 minutes daily on average. Inadequate physical activity can lead to major harmful effects, including heart disease, diabetes, and cancer. The National Institutes of Health (NIH) have published essays describing several biological functions that can become impaired by chronic physical inactivity. Put in layperson's terms, inadequate physical activity can decrease blood circulation, slow the breakdown of food, and reduce insulin sensitivity. As blood circulation decreases, so does the circulation of important sex hormones, potentially contributing to the risk of breast, uterine, ovarian, endometrial, and prostate cancer, as well as others. Decreased blood circulation can also lead to high blood pressure (hypertension) and high cholesterol (dyslipidemia). As the breakdown, or metabolism, of food slows, more calories consumed are retained in the body as fat, potentially leading to obesity. Finally, as sensitivity to insulin falls, the risk of permanent insulin resistance, and therefore type 2 diabetes, grows. Further, cells in the body become less effective at absorbing blood sugar and instead the sugar is stored in the body as fat, which again can lead to obesity[2]. Obesity, high cholesterol, and high blood pressure are all major contributors to heart disease, which was the leading cause of death in the United States in 2020.[3]

In addition to these adverse physiological effects, physical inactivity may also increase the potential for depression, anxiety, and dementia. Although the biological connection between exercise and brain chemistry is highly complicated and research is still being done, it is widely believed in the scientific community (including the CDC[4], NIH[5], the American Psychological Association[6], and Harvard Medical School[7]) that physical activity regulates healthy levels of several neurotransmitters: serotonin, dopamine, and norepinephrine. Serotonin helps regulate sleep, appetite, and mood. Norepinephrine is a stress hormone that is triggered during physical activity and can make the body more resilient to stress while improving memory and concentration functions over time. Dopamine plays many different roles in the brain and body; like serotonin, dopamine regulates mood, and like norepinephrine, it contributes to attention, learning, and memory. In addition, dopamine motivates one to take actions that are pleasurable for the sake of survival, such as eat, move, and reproduce. While adequate physical activity supports

healthy regulation of these neurotransmitters, inactivity impedes healthy regulation, potentially resulting in mental health decline.

The US Department of Health and Human Services released their second edition of *Physical Guidelines for Americans*[8] in 2018, which provides further information on the risks of physical inactivity and benefits of activity for all ages and abilities. These *Guidelines* also offer "evidence-based strategies [that] show that making physical activity the safe and easy choice does help people become more active," and the CDC also lists a variety of ideas to "promote physical activity through improved community design."[9] Ultimately, these design strategies for active modes facilities can alleviate, offset, and even prevent debilitating health conditions.

Purpose

The purpose of this Health Assessment is to gain a better understanding of health measures and outcomes as it relates to active transportation. The Health Assessment compares factors across eleven indicators in each census tract within the Study Area boundaries against average conditions across the H-GAC region. The composite score developed through this analysis highlights the locations in the Study Area that would benefit more from public infrastructure investments. The census tracts identified through this analysis will be used as part of the project prioritization criteria when determining projects in subsequent phases. This assessment will be related to the vulnerable population index to consider the health and mobility needs for non-vehicular transportation infrastructure improvements.

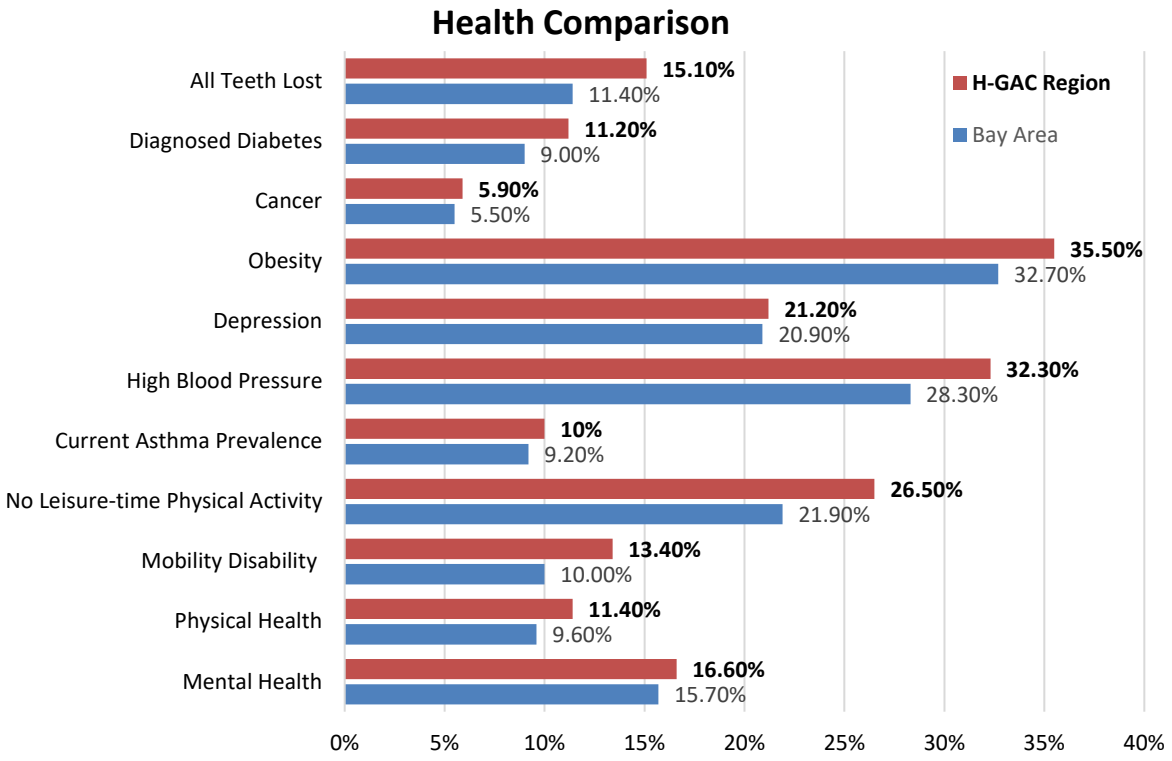
The eleven indicators that were chosen as part of this health assessment include:

- Health Status
  - Mental health not good for 14 days or more among adults aged 18 and up
  - Physical health not good for 14 days of more among adults aged 18 and up
- Disability
  - Mobility Disability among adults aged 18 and up
- Health Risk Behaviors
  - No leisure-time physical activity among adults aged 18 and up
- Health Outcomes
  - Current Asthma Prevalence among adults aged 18 and up
  - High blood pressure among adults aged 18 and up
  - Depression among adults aged 18 and up
  - Obesity among adults aged 18 and up
  - Cancer among adults aged 18 and up
  - Diagnosed diabetes among adults aged 18 and up
  - All teeth lost among adults aged 65 and up

Additional information regarding these measures can be found through the CDC Places website - https://www.cdc.gov/places/measure-definitions/index.html

Study Area Health Profile

Across the eleven indicators, the Bay Area Study Area has similar rates compared to the H-GAC region. All of the health indicators are better than the regional average which indicates that Bay Area Study Area residents may have increased access to infrastructure that supports a healthier lifestyle. Indicators such as obesity, mental and physical health, and no leisure-time physical activity are still relatively high and present opportunities for safe, equitable, and accessible bicycle and pedestrian infrastructure investments to improve these conditions and provide a better quality of life for residents.



Methodology

To analyze health outcomes at a more local level, data for each indicator of the Health Assessment are compared to the average percentage for the H-GAC region. Relative need or health status is based on a percent difference between the conditions in an individual census tract compared to the regional average. As shown in Table 1, point values for each indicator are assigned on a scale from one to five, with the most points assigned to tracts with the highest need or greatest deficiency relative to the regional average. For example, the assessment of the prevalence of asthma is based on the difference between the percentage for prevalence of asthma for an individual tract minus the percentage for prevalence of asthma for the H-GAC region. Negative values indicate a census tract has a prevalence of asthma that is below the regional average. Positive values indicate a census tract has a prevalence of asthma that is above the regional average. The greater the percent difference between the individual tract and the regional average, the higher the number of points awarded, up to five points. Tracts where conditions are favorable compared to the regional average receive the fewest points. Composite scores for health indicators for each census tract can have a maximum score of 55 points.

Table 1: Scale of Points Awarded by Indicator

Indicator	1 Point ←→	5 Points
Mental Health	Lower rates of mental health concern than region average	Higher rates of mental health concerns than region average
Physical Health	Lower rates of physical health concerns than region average	Higher rates of physical health concerns than region average
Mobility Disability	Lower share of population with a mobility disability	Higher share of population with a mobility disability
No Leisure-time Physical Activity	Lower share of populations with no leisure-time physical activity	Higher share of population with no leisure-time physical activity
Asthma	Lower rates of asthma than region average	Higher rates of asthma than region average
High Blood Pressure	Lower rates of high blood pressure than region average	Higher rates of high blood pressure than region average
Depression	Lower rates of depression than region average	Higher rates of depression than region average
Obesity	Lower rates of obesity than region average	Higher rates of obesity than region average
Cancer (excluding skin cancer)	Lower rates of cancer than region average	Higher rates of cancer than region average
Diabetes	Lower rates of diabetes than region average	Higher rates of diabetes than region average
All Teeth Lost	Lower rates of teeth loss than region average	Higher rates of teeth loss than region average

Points are assigned for each of the eleven indicators and the composite value is the Health Index score. Percent difference data by indicator for each tract are classified into five tiers using natural breaks.[10] This process of comparing conditions in each tract to region averages allows for a normalization across data types. Those relative values are then tiered into five groups and assigned a value to indicate least to most need of active transportation or recreation enhancements. Each census tract could "earn" between 1 and 5 points per indicator. Again, more points represent greater need for safe, equitable, and accessible bicycle and pedestrian infrastructure. For example, a tract with 5 points attributed to the "physical health" indicator means that residents in the census tract have a higher percentage than the region average. The Composite Score is the sum of points across all indicators for each tract. It ranges from a minimum of 11 points, or 1 point per indicator, to a maximum of 55 points, or 5 points for every indicator.

For example, consider the Tract A outlined in purple in ***Map 1***. ***Table 2*** outlines points that Tract A earned for each of its indicators as well as its composite score, which is 35. The average composite score in the Study Area is 34, so this tract is relatively consistent when compared across indicators to the regional average.

Table 1: Indicator Points for Tract Compared to the H-GAC Region

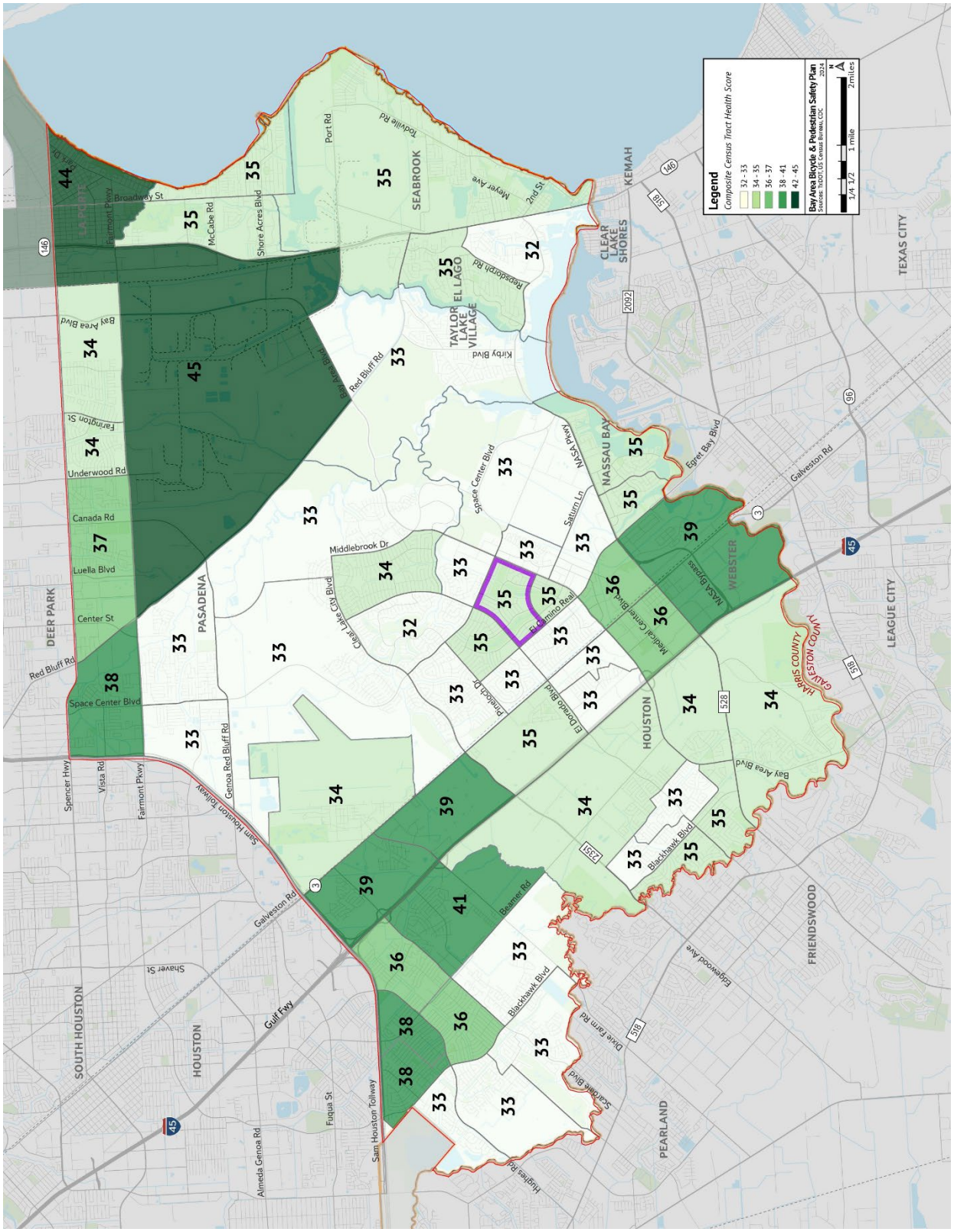
Measure	Indicator	Score
Health Status	Mental Health	4
	Physical Health	3
Disability	Mobility Disability	3
Health Risk Behaviors	No Leisure-time Physical Activity	3
Health Outcomes	Current Asthma Prevalence	3
	High Blood Pressure	3
	Depression	4
	Obesity	3
	Cancer	3
	Diagnosed Diabetes	3
	All Teeth Lost	3
COMPOSITE SCORE		**35**

Assessment Results

Map 1 depicts the composite scores for all eleven indicators used in the Health Index. For each Census tract, scores for individual indicators (from 1 to 5) are added together to create a composite score with a range between 11 and 55. Higher scores, shown in the darker green shades, reflect areas with generally higher rates of worse health measures and outcomes. These census tracts may also lack access to leisure-time physical activity and may be in poor or fair health. Areas with higher composite scores are located in areas of the Study Area that also high a high prevalence of industrial land uses and environmental constraints. It will be important to consider how this health assessment, related to potential pedestrian and bicycle improvement projects, can recommend program, policy, and infrastructure changes to support healthier outcomes for residents.

Conclusion

As part of the Bay Area Bicycle and Pedestrian Safety Plan, the health assessment will be compiled with other information to identify potential project recommendations. As represented in the analysis, there are opportunities throughout the Study Area that would benefit from active transportation improvements that not only provide improvement in accessibility and mobility but also lead to healthier outcomes.



Map 1: Health Index

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HOLLAWAY
ENVIRONMENTAL + COMMUNICATIONS

H-GAC Bay Area Bicycle and Pedestrian Safety Plan
Environmental Constraints Analysis

Introduction

The Houston-Galveston Area Council (H-GAC) Bay Area Bicycle and Pedestrian Safety Plan (Plan) will examine the existing condition of bike and pedestrian facility activities and produce actionable recommendations to improve bike and pedestrian safety, accessibility, and connectivity in the project area. The project area is located southeast of Harris County and in the jurisdiction of Harris County Precinct 2 (Pct. 2). The Bay Area (Study Area) measures approximately 71,918 acres and is defined as the Harris County line to the south, I-45 and Beltway 8 to the west, Spencer Highway to the north, and Galveston Bay to the east (**Exhibit 1: Vicinity Map**).

The purpose of this desktop analysis is to review publicly available data to identify environmental constraints for the Study Area and further assist with determining regulatory strategies, such as permitting requirements, and/or impacts to the Study Area.

Water Resources

According to Federal Emergency Management Agency's (FEMA) National Flood Hazard Layer (NFHL), approximately **1 percent** of the Study Area is located within the coastal zone riverine floodway, **5 percent** within the floodway, **31 percent** within the 100-year floodplain, and **28 percent** within the 500-year floodplain. The water resources are depicted on **Exhibit 2: Water Resources Map**.

Additionally, the desktop analysis identified 1,557 United States Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) features totaling approximately 8,263 acres. The NWI features consisted of **3,024 acres** of estuarine and marine deepwater, **3,938 acres** of freshwater and marine wetlands, **499 acres** of ponds, **241 acres** of lakes, and **561 acres** of riverine features.

Review of the United States Geological Survey (USGS) National Hydrography Dataset (NHD) indicates that there are 381 stream segments within the Study Area, consisting of unnamed tributaries, Armand Bayou, Big Island Slough, Boggy Bayou, Camp Meeting Gully, Clear Creek, Cow Bayou, Horsepen Bayou, Little Cedar Bayou, Little Vince Bayou, Magnolia Creek, Taylor Bayou, Turkey Creek, and Willow Springs Bayou. The NHD stream segments total approximately **253 linear miles** of stream. Furthermore, Clear Creek, Armand Bayou (also identified as Middle Bayou), Taylor Bayou, Horsepen Bayou, and Little Cedar Bayou are identified as traditionally navigable waters (TNWs) by the United States Army Corps of Engineers (USACE) Galveston District and measure approximately 34 linear miles.

Furthermore, it should be noted that there are 104 existing USACE permits that have been issued within the Study Area.

Biological Resources

Review of the USFWS Information for Planning and Consultation (IPaC) Official Species List and Texas Parks and Wildlife Department (TPWD) List of Rare Species of Harris and Galveston Counties, identified **37** species listed as Endangered, Threatened, Listed Endangered, Listed Threatened, and/or Proposed Threatened; **1** species listed as a candidate for federal listing; and **1** species that is protected under the Bald and Golden Eagle Protection Act (BGEPA) with the potential to occur in Harris and Galveston Counties. Based on the TPWD Natural Diversity Database (NDD) information, **four** observations of listed threatened and endangered (T&E) species have been recorded within the Study Area. Additionally, there are no critical habitats located within the Study Area.

Further review determined that **less than 1 percent** of the site is located within National Oceanic and Atmospheric Administration (NOAA) designated Essential Fish Habitat and approximately **82 percent** is located within the USFWS Coastal Management Zone. The biological resources are depicted on **Exhibit 3: Biological Resources Map**.

Vegetative communities categorized by the TPWD Ecological Mapping Systems of Texas (EMST) are detailed in **Table 1**. Note that due to data gaps within the TPWD EMST data, the total acreage and percentage in the below table will not equal the total Study Area acreage or 100 percent.

Table 1: EMST Vegetative Communities within the Study Area

Vegetative Community	Acreage within Site	Percentage within Site	Description[1]
Urban Low Intensity	22,188.04	30.85	Developed areas not entirely covered by impervious surfaces.
Gulf Coast: Coastal Prairie	17,365.41	24.15	Mid- to tallgrass prairie dominated by graminoid species within Pleistocene surfaces of the Texas and Louisiana coast.
Urban High Intensity	10,180.29	14.16	Developed areas dominated by impervious surfaces and wide transportation corridors.
Native Invasive: Deciduous Woodland	7,442.16	10.35	Woodlands dominated by deciduous species, including *Celtis* spp., *Quercus* spp., *Ulmus* spp., *Acacia* spp., and *Fraxinus* spp.
Open Water	4,115.67	5.72	Large lakes, rivers, and marine water, and some ephemeral ponds.
Non-Native Invasive: Chinese Tallow Forest, Woodland, or Shrubland	1,860.04	2.59	Contains stands of *Triadica sebifera* (Chinese tallow) and is generally mapped over prairie soils, but maintain a diversity of mainly invasive deciduous shrublands and sparse woodlands.
Pine Plantation > 3 meters tall	1,748.96	2.43	Areas consisting of dense stands of *Pinus taeda* (loblolly pine) or mixed *Pinus taeda* (loblolly pine) and *Pinus echinata* (shortleaf pine) over moist soils where natural pine stands are not expected to occur.
Post Oak Savanna: Live Oak Motte and Woodland	1,412.30	1.96	Areas dominated by *Quercus fusiformis* (plateau live oak) or *Quercus virginiana* (coastal live oak).

Table 1: EMST Vegetative Communities within the Study Area

Vegetative Community	Acreage within Site	Percentage within Site	Description[1]
Barren	1,298.71	1.81	Areas with little to no vegetative cover, including cleared land for development, rural roads and land, and exposed stream beds.
Gulf Coast: Coastal Prairie Pondshore	839.12	1.17	This occurs as ponds or swales within coastal prairie matrix with poorly drained soils and surface water from rainfall and local runoff that is retained for much of the year.
Row Crops	638.58	0.89	This area includes all cropland where fields are fallow for some portion of the year.
Native Invasive: Baccharis Shrubland	580.02	0.81	Areas mapped on salty or sandy soils and *Baccharis* spp., *Prosopis glandulosa* (honey mesquite), *Tamarix* spp. (salt cedars), *and Iva frutescens* (shrubby sumpweed) are the most common dominants.
Pineywoods: Pine – Hardwood Forest or Plantation	477.79	0.66	This is a less commonly encountered area with mixed evergreen/deciduous canopy cover, not occupying dry landscape positions such as hilltops and ridgetops.
Native Invasive: Huisache Woodland or Shrubland	445.36	0.63	This broadly defined area often contains invasive shrubs or small trees.
Post Oak Savanna: Post Oak / Redcedar Motte and Woodland	305.73	0.43	This area is dominated by *Quercus stellata* (post oak) and/or *Quercus fusiformis* (plateau live oak), with *Juniperus virginiana* (eastern redcedar) as either a co-dominant of the overstory or as a conspicuous dominant of the shrub layer.
Post Oak Savanna: Post Oak Motte and Woodland	193.81	0.27	Vegetation generally represents the deciduous woodland component and dominated by *Quercus stellata* (post oak), with *Quercus marilandica* (blackjack oak) and/or *Quercus fusiformis* (plateau live oak) also present.
Grass Farm	188.44	0.26	Most of this area are dominated by *Cynodon dactylon* (bermudagrass) and consist of golf course fairways and greens that are fertilized and irrigated.
Pineywoods: Disturbance or Tame Grassland	113.84	0.16	Grass dominated vegetation type that would naturally be dominated by forest or woodland.
Native Invasive: Juniper Shrubland	100.64	0.14	Shrublands dominated by various species of *Juniperus* (juniper).
Native Invasive: Juniper Woodland	87.52	0.12	Woodlands dominated by *Juniperus* and deciduous species, typically of disturbed sites.
Pineywoods: Small Stream and Riparian Wet Prairie	83.93	0.12	This area is dominated by non-native species such as *Cynodon dactylon* (bermudagrass), *Lolium perenne* (Italian ryegrass), *Paspalum notatum* (Bahia grass), and *Sorghum halepense* (Johnsongrass).

Table 1: EMST Vegetative Communities within the Study Area

Vegetative Community	Acreage within Site	Percentage within Site	Description[1]
Chenier Plain: Fresh and Intermediate Tidal Marsh	39.07	0.05	Herbaceous coastal systems with mucky soils, low salinity levels, and woody cover is minor.
Coastal: Salt and Brackish High Tidal Marsh	34.47	0.05	This area is irregularly inundated by tidal waters, often dominated by species other than *Spartina alterniflora* (smooth cordgrass), though it may be present.
Pine Plantation: 1 to 3 meters tall	33.95	0.05	Areas commonly with young, planted *Pinus taeda* (loblolly pine) stands over moist soils where natural pine stands are not expected to occur.
Non-native Invasive: Rose Shrubland	31.61	0.04	This area is most commonly dominated by *Rosa bracteate* (Macartney rose) but may contain a variety of mainly invasive shrub types.
Marsh	26.64	0.04	Small areas with wet or alternately wet and dry soils that are dominated by herbaceous vegetation.
Coastal: Salt and Brackish Low Tidal Marsh	18.09	0.03	This consists of low, regularly flooded tidal marsh, often dominated by *Spartina alterniflora* (smooth cordgrass).
Native Invasive: Common Reed	13.14	0.02	Areas dominated by nearly pure stands of *Phragmites australis* (common reed) on formerly disturbed soils.
Native Invasive: Mesquite Shrubland	12.11	0.02	Areas often dominated by *Prosopis glandulosa* (honey mesquite).
Gulf Coast: Salty Prairie	8.34	0.01	This area lacks significant shrub cover.
Coastal: Tidal Flat	7.80	0.01	This is unvegetated or very sparsely vegetated flats affected by tidal fluctuations.
Non-Native Invasive: Salt Cedar Shrubland	5.15	0.01	Mainly invasive shrublands with *Tamarix* spp. (salt cedar) being the most common and dominant species.
Invasive: Evergreen Shrubland	2.41	<0.01	This area consists of a variety of mainly disturbed shrublands.
Pineywoods: Small Stream and Riparian Herbaceous Wetland	2.13	<0.01	This area contains marsh landcover along small streams and are dominated by *Typha* spp (cattails), *Juncus* spp. (rushes), *Carex* spp. (caric sedges), *Sagittaria* spp. (arrowheads), among other species.
Gulf Coast: Salty Prairie Shrubland	1.94	<0.01	This area is dominated by shrubs.
Pineywoods: Small Stream and Riparian Temporarily Flooded Hardwood Forest	0.54	<0.01	This area is typically dominated by *Liquidambar styraciflua* (sweetgum), *Quercus nigra* (water oak), *Celtis laevigata* (sugar hackberry), *Ulmus crassifolia* (cedar elm), and *Fraxinus pennsylvanica* (green ash).
Pineywoods: Pine Forest or Plantation	0.53	<0.01	The canopy for this area is typically dominated by pines.

Table 1: EMST Vegetative Communities within the Study Area

Vegetative Community	Acreage within Site	Percentage within Site	Description[1]
Coastal: Salt and Brackish High Tidal Shrub Wetland	0.06	<0.01	This area consists of irregularly inundated tidal waters and commonly have *Iva frutescens* (bigleaf sumpweed) or *Baccharis halimifolia* (baccharis).
Native Invasive: Deciduous Shrubland	0.06	<0.01	A variety of shrubs and generally small or sparse deciduous trees may be important in this successional type that was mapped on non-prairie soils.

[1]Elliot, Lee. 2014. *Descriptions of Systems, Mapping Subsystems, and Vegetative Types for Texas*. Retrieved from: https://tpwd.texas.gov/landwater/land/programs/landscape-ecology/ems/emst/texasecologicalsystemsdescriptions_2016.pdf.

Cultural Resources

Based on a review of the Texas Historical Commission (THC) database; **1** historic district, **6** historic properties, **112** archeological area projects, and **41** archeological linear projects are identified within the Study Area. The cultural resources are depicted on **Exhibit 4: Cultural Resources Map**. No State historic sites were located within the Study Area or in the immediate vicinity based on this information. While the proposed recommendations have not been identified yet, it is advised that coordination with THC should occur in the event any proposed/potential impacts occur adjacent to the features.

Hazardous Materials

According to Texas Commission on Environmental Quality (TCEQ) publicly available data there are potential hazardous materials present within the Study Area. **Table 2** identifies the different databases and occurrences within the Study Area.

Table 2: Potential Hazardous Materials within the Study Area

Database	Occurrence
Leaking Petroleum Storage Tank (LPST)	155
Petroleum Storage Tank (PST)	143
Industrial Hazardous Waste Corrective Action (IHWCA) Program	83
Wastewater Outfalls	31
Voluntary Cleanup Program (VCP)	17
Drycleaners (DRYC)	6
Innocent Owner Program (IOP)	5
Superfunds	3
Municipal Setting Designations (MSD)	1

Additionally, the Texas Railroad Commission (RRC) publicly available data identified **1,538** pipelines transecting the Study Area that transport a variety of chemicals including, but not limited to, natural gas, crude oil, and highly volatile liquid. Additionally, **781** surface wells, **786** bottom wells, and **195** surface-bottom wells are located within the Study Area. The hazardous materials are depicted on **Exhibit 5: Hazardous Materials Map**.

HOLLAWAY
ENVIRONMENTAL + COMMUNICATIONS

H-GAC Bay Area
Bicycle and Pedestrian Safety Plan
Harris County, Texas

LEGEND

Study Area (±71,918 ac)

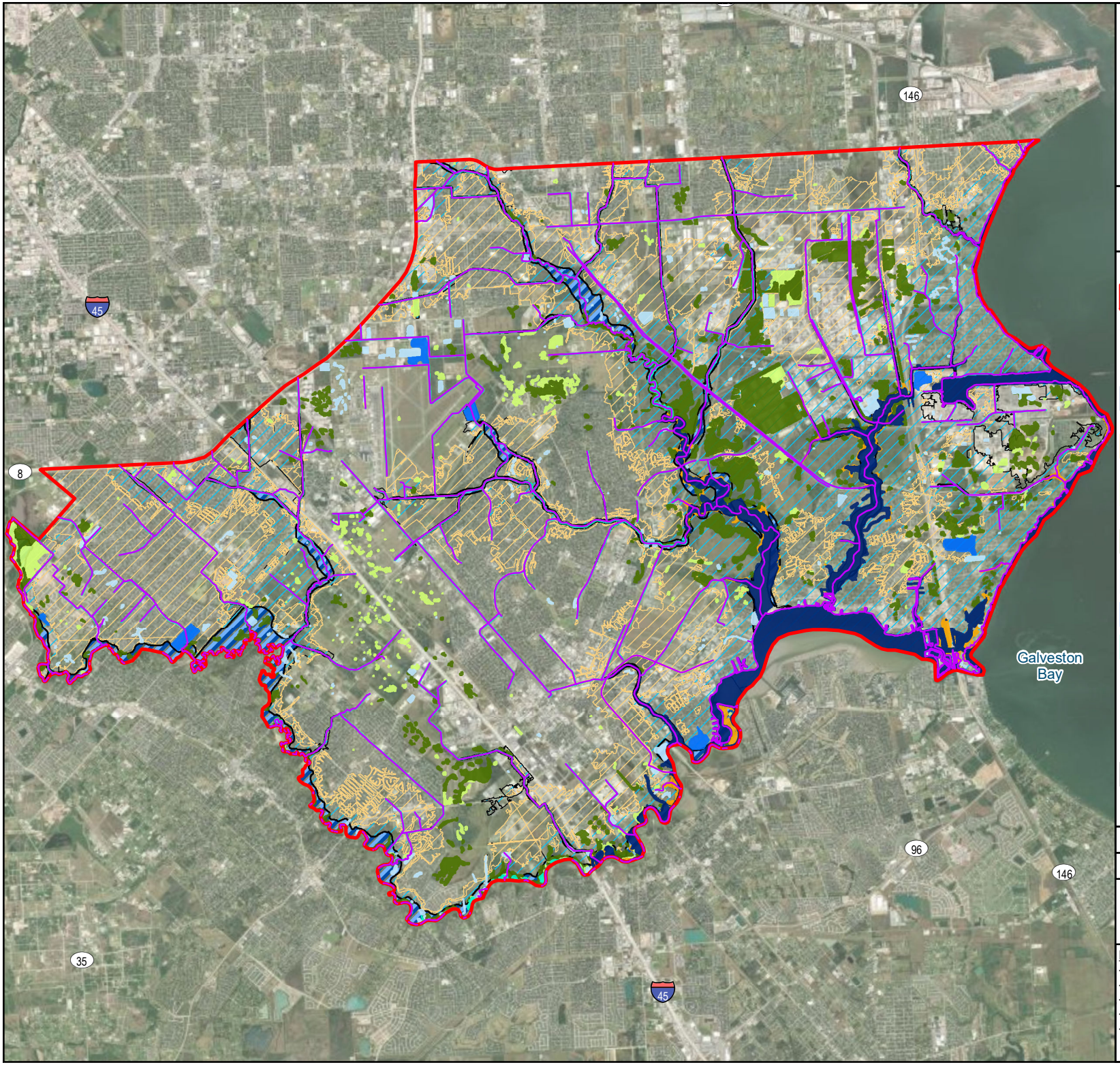
Exhibit 1

Vicinity Map

N

0 2.5 5 Miles

NOTES
- Centroid Coordinates: 29.591304, -95.113827
- Esri World Street Map



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H-GAC Bay Area
Bicycle and Pedestrian Safety Plan
Harris County, Texas

LEGEND

- Study Area (±71,918 ac)
- NHD Flowline

NWI Wetland Types

- Estuarine and Marine Deepwater (14)
- Estuarine and Marine Wetland (142)
- Freshwater Emergent Wetland (385)
- Freshwater Forested/Shrub Wetland (511)
- Freshwater Pond (306)
- Lake (7)
- Riverine (192)

FEMA Floodplain Data

- 100-year Floodplain
- 500-year Floodplain
- Floodway

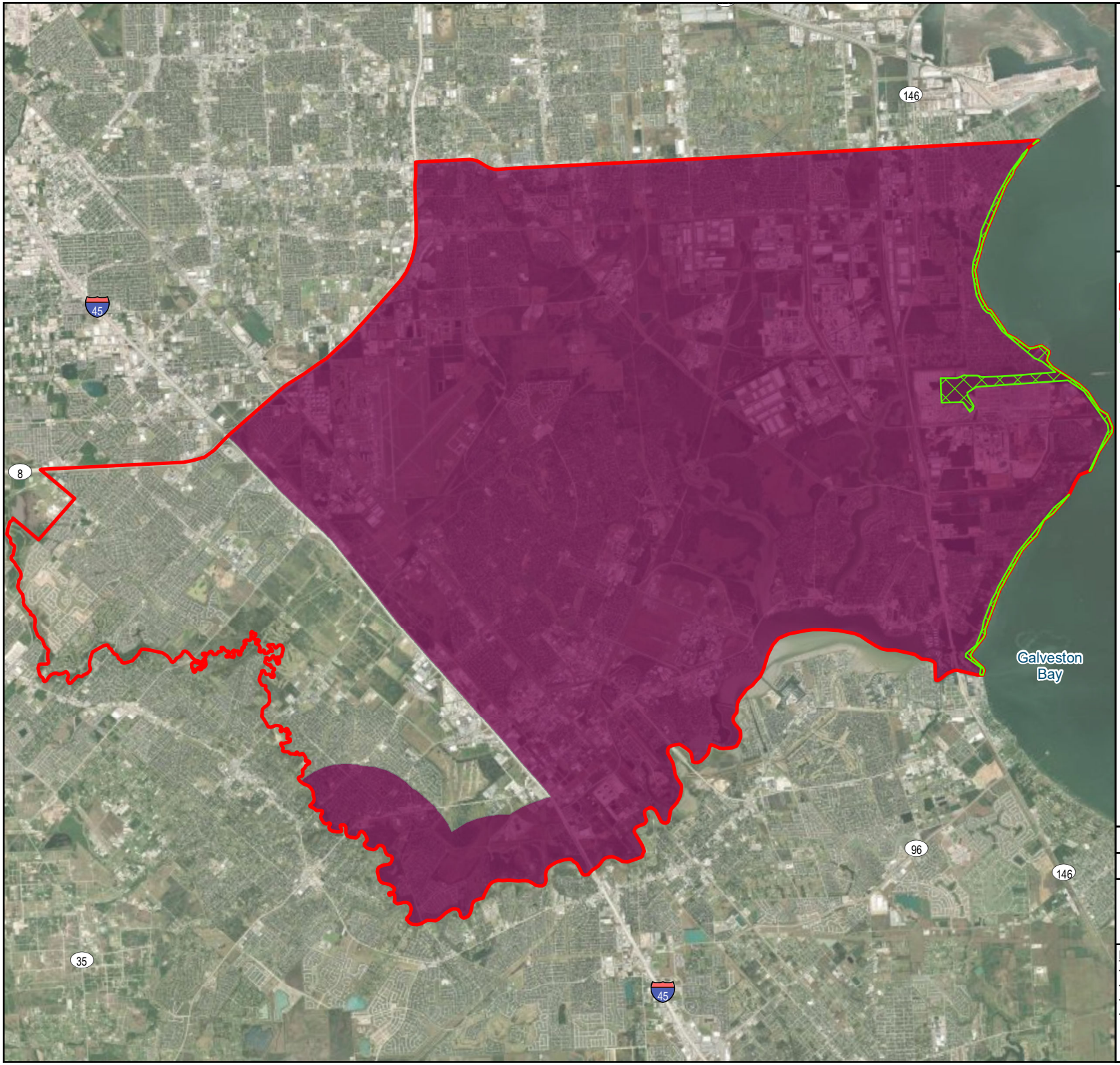
Exhibit 2

Water Resources Map

N

0 7,300 14,600 Feet

NOTES
- Centroid Coordinates: 29.591304, -95.113827
- Esri World Imagery
- 2022 FEMA National Flood Hazard Layer
- 2022 USFWS National Wetlands Inventory
- 2022 USGS National Hydrography Dataset



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ENVIRONMENTAL + COMMUNICATIONS

H-GAC Bay Area
Bicycle and Pedestrian Safety Plan
Harris County, Texas

LEGEND

- Study Area (±71,918 ac)
- Essential Fish Habitat
- Coastal Zone Management Boundary

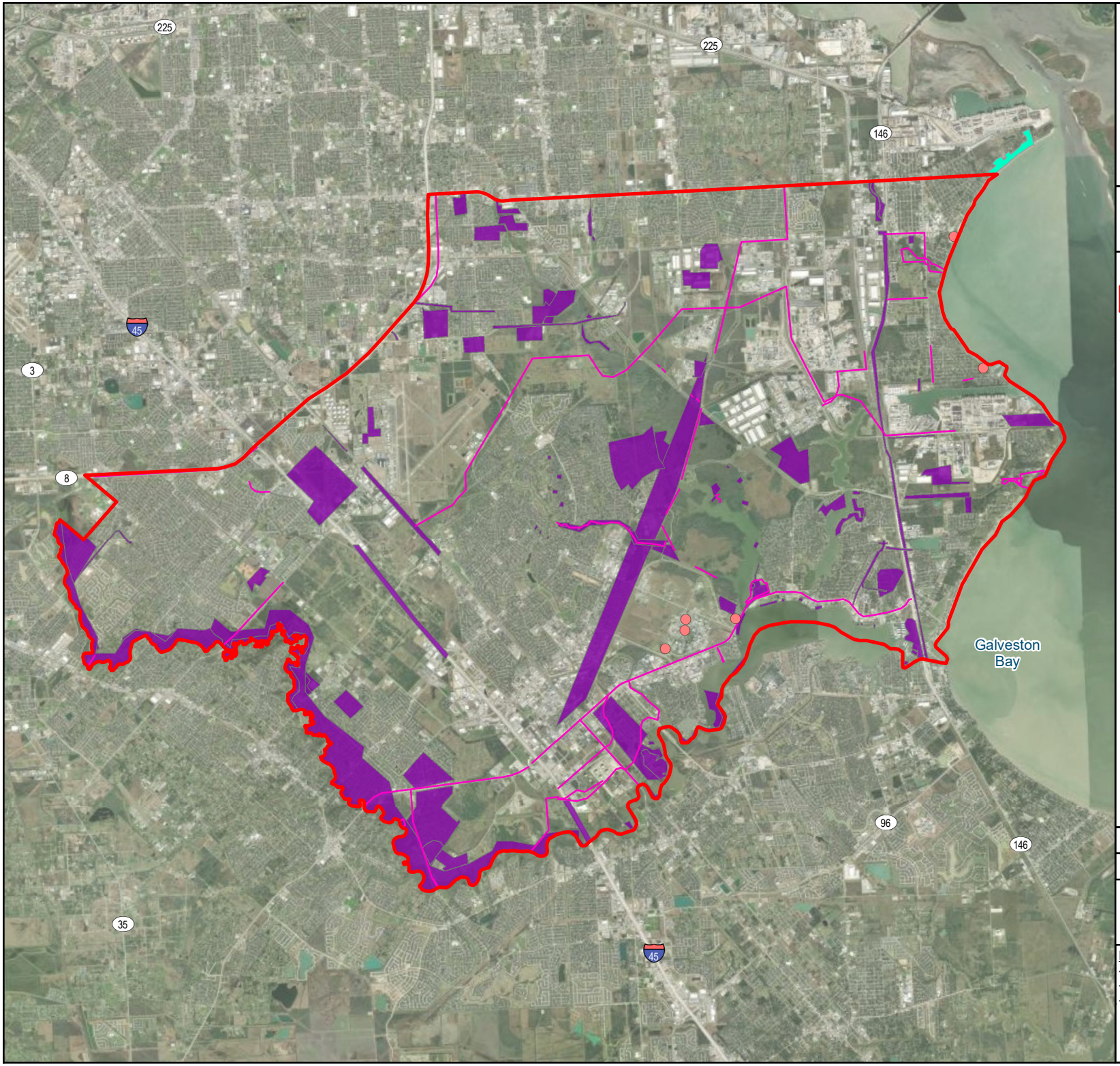
Exhibit 3

Biological Resources Map

N

0 7,300 14,600 Feet

NOTES
- Centroid Coordinates: 29.591304, -95.113827
- Esri World Imagery
- 2019 USFWS Coastal Zone Management Act
- 2021 NOAA Essential Fish Habitat



HOLLAWAY
ENVIRONMENTAL + COMMUNICATIONS

H-GAC Bay Area
Bicycle and Pedestrian Safety Plan
Harris County, Texas

LEGEND

- Study Area (±71,918 ac)
- Archeological Linear Projects (41)
- Archeological Area Projects (112)
- Historic District (1)
- Historic Properties (6)

Exhibit 4

Cultural Resources Map

N

0 8,000 16,000 Feet

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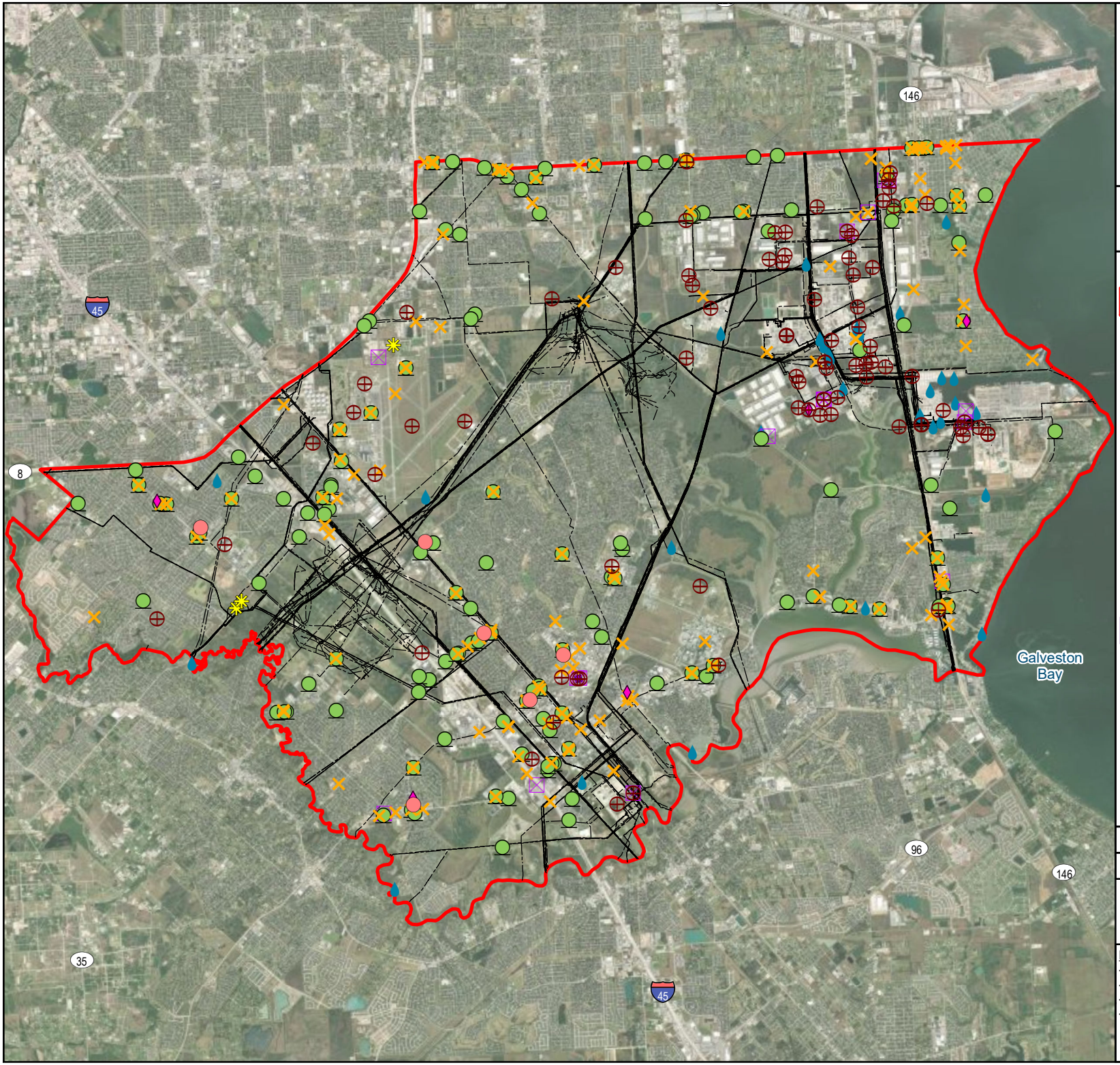
- Esri World Imagery
- 2011 Texas Historical Commission



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H-GAC Bay Area
Bicycle and Pedestrian Safety Plan
Harris County, Texas

LEGEND

- Study Area (±71,918 ac)
- LPST (155)
- PST (143)
- IHWCA (83)
- Waterwater Outfall (31)
- VCP (17)
- DRYC (6)
- IOP (5)
- Superfund (3)
- MSD (1)
- Pipelines (1,538)

Exhibit 5

Hazardous Materials Map

N

0 7,300 14,600 Feet

NOTES
- Centroid Coordinates: 29.591304, -95.113827
- Esri World Imagery
- 2023 TCEQ
- 2022 TXRRC

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H-GAC Bay Area
Bicycle and Pedestrian Safety Plan
Harris County, Texas

LEGEND

Study Area (±71,918 ac)

Exhibit 1

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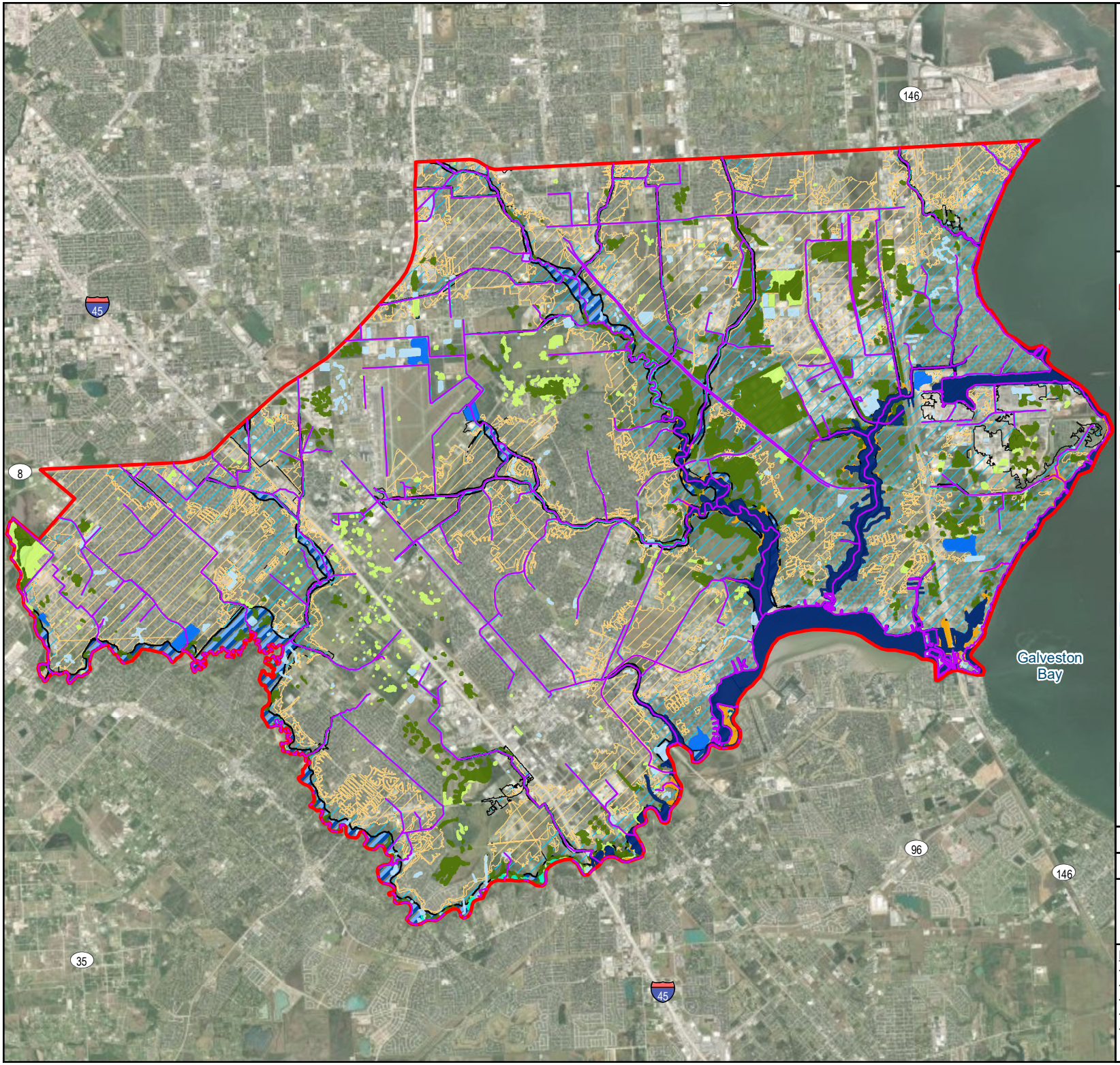

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- 500-year Floodplain
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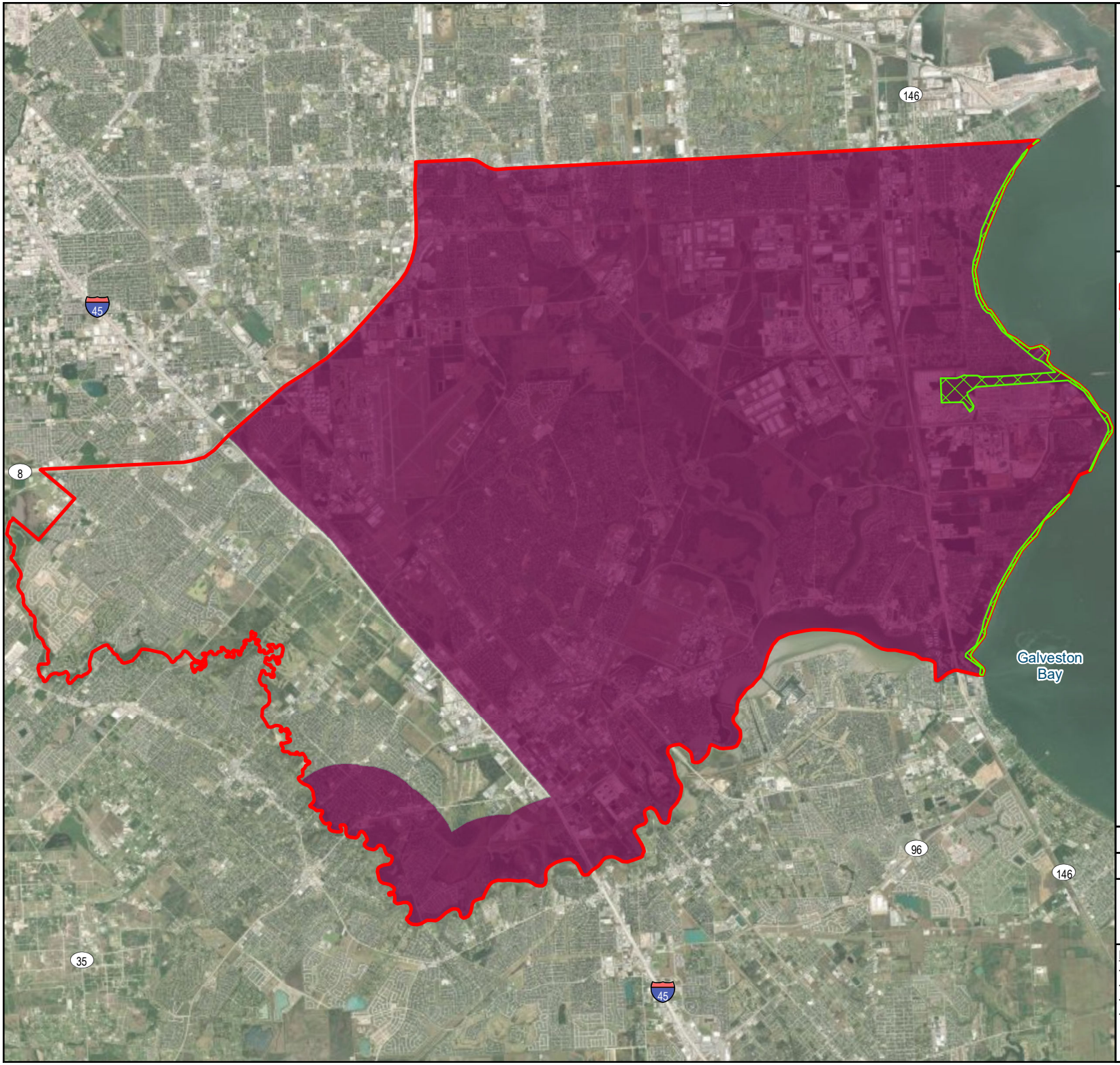

HOLLAWAY
ENVIRONMENTAL + COMMUNICATIONS

H-GAC Bay Area
Bicycle and Pedestrian Safety Plan
Harris County, Texas

LEGEND

- Study Area (±71,918 ac)
- Essential Fish Habitat
- Coastal Zone Management Boundary

Exhibit 3

Biological Resources Map

N

0 7,300 14,600 Feet

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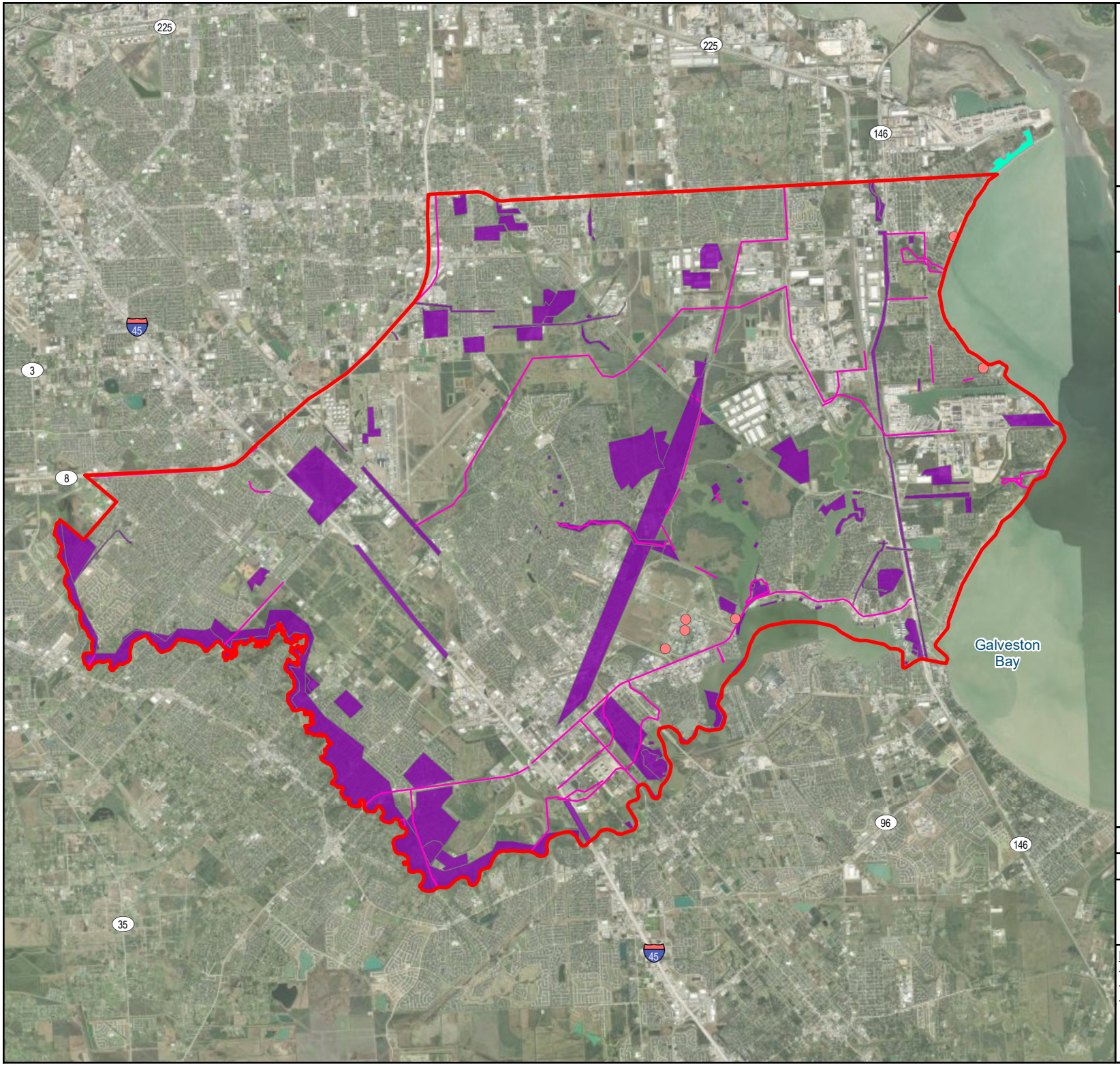
- 2019 USFWS Coastal Zone Management Act
- 2021 NOAA Essential Fish Habitat



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H-GAC Bay Area
Bicycle and Pedestrian Safety Plan
Harris County, Texas

LEGEND

- Study Area (±71,918 ac)
- Archeological Linear Projects (41)
- Archeological Area Projects (112)
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- Historic Properties (6)

Exhibit 4

Cultural Resources Map

N

0 8,000 16,000 Feet

NOTES
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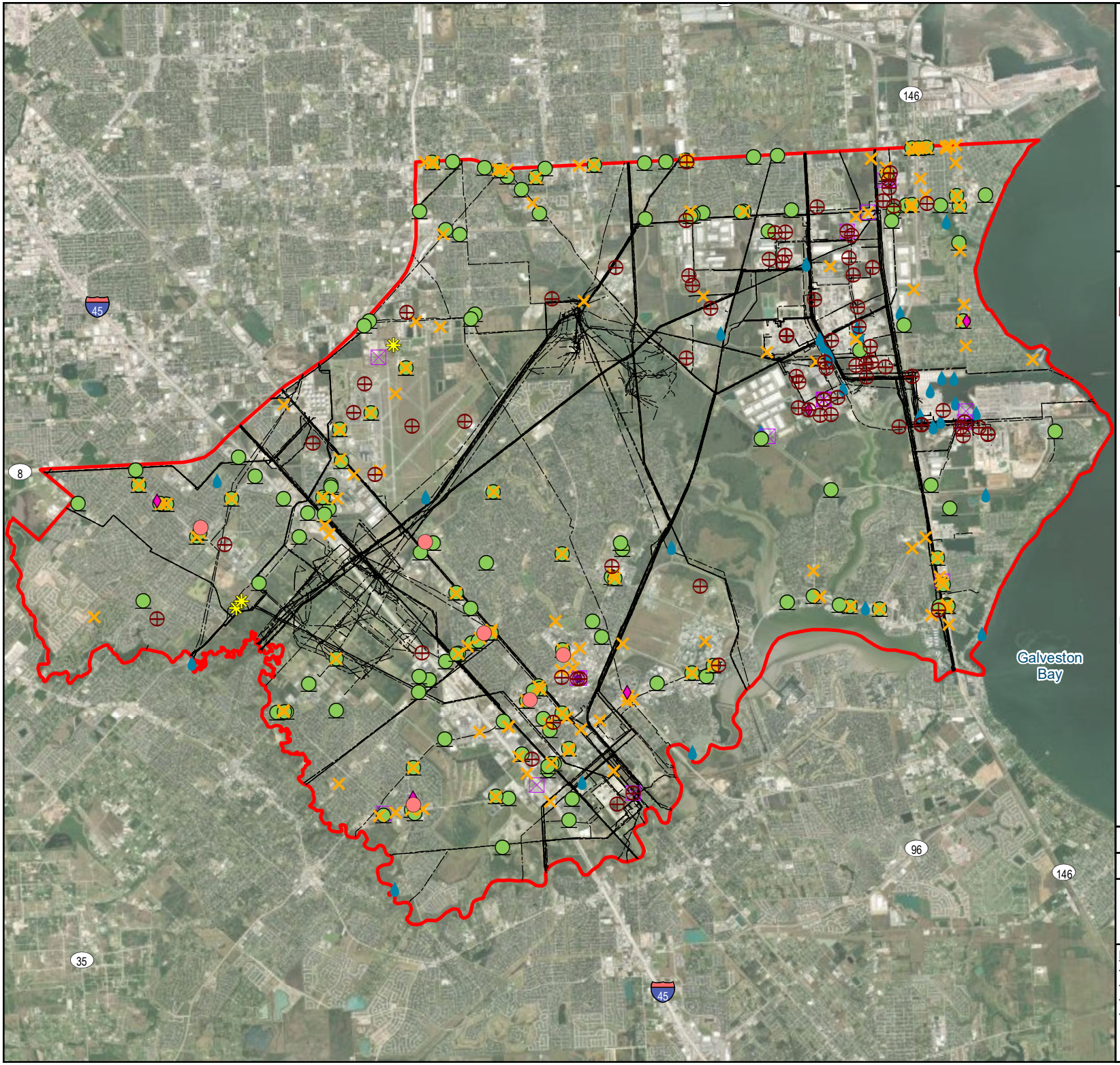
- 2011 Texas Historical Commission



HOLLAWAY
ENVIRONMENTAL + COMMUNICATIONS

H-GAC Bay Area
Bicycle and Pedestrian Safety Plan
Harris County, Texas

LEGEND

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- Pipelines (1,538)

Exhibit 5

Hazardous Materials Map

N

0 7,300 14,600 Feet

NOTES
- Centroid Coordinates: 29.591304, -95.113827
- Esri World Imagery
- 2023 TCEQ
- 2022 TXRRC

Appendix E
Benefit Cost Analysis

Bay Area Pedestrian and Bicycle Safety Plan
September 2024

Proposed Approach

The following uses elements described in the USDOT BCA guide. BCA ratios to be calculated relative to the assumed service life of the infrastructure (discussion needed as some items have very long service lives; e.g., sidewalks can be 50-70 years).

AAA Network and Sidewalk Gaps

- **Calculate Amenity Benefits** based on the improvement type and facility type and apply the values recommended in Table A-8 and Table A-9 of the USDOT guide using Replica modeled ped/bicyclist volume
- **Calculate Mortality Reduction (Health) Benefits** by applying values recommended in Table A-13 using Replica-modeled vehicle short trips from census block groups within a certain distance of the project as induced trips, assuming certain percentage of these short vehicle trips will convert to ped/bike trips and this percentage varies based on the accessibility score from the ACE tool
- **Do NOT Calculate Safety Benefits** –The USDOT recommends that, "to avoid double-counting, [users] should not include both estimates of pedestrian crash reduction benefits and [AT amenity benefits] for the same project components…", since amenity benefits capture the perceived improvements in safety that users may notice.
    - The traditional approach is to measure the value of crashes reduced. But that ignores the value of safe trips created. Since the overall level of accommodation is low, and the actual number of crashes is low, modeling the value of induced trips seems more relevant.

Inputs: estimated cost, improvement type, estimated person-miles walked*, estimated crossings of a street*, estimated person-trips biked*
**Current estimated and forecasted induced.*
Outputs: monetized value of estimated benefits and a benefit-cost ratio for each project

Forecasting New Trips

Walk Trips

Current Walk Trips = From Replica
Future Walk Trips with Mode Split = (New Trips (All Modes) under 1 mile (HGAC Travel Forecast[1]) * ACE Accessibility Score[2] * Maximum commuter mode share[3])

*Example: 278 trips * 0.71 Accessibility Score * 33% max mode share = 65 new walk trips*

Bike Trips

Current Bike Trips = From Replica or HGAC Travel Forecast
Future Bike Trips with Mode Split = (New Trips (All Modes) under 1 mile (HGAC Travel Forecast) * ACE Accessibility Score * Maximum commuter mode share)

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[1] At the link level, if available. Alternatively, from H-GAC's overall travel growth or population growth rate in the surrounding area
[2] E.g., 85 score would be 0.85 multiplier.
[3] Calculated as current walk commuters divided by all commuters. From ACE Commuter Analysis. This is a limitation because it ignores non-work trips.

*Example: 278 trips * 0.71 Accessibility Score * 12% max mode share = 24 new bike trips*

Top Crash Locations and Trail Crossings

- **Calculate Safety Benefits** using CMFs to estimate how many crashes can be reduced and using Table A-1 to monetize benefits. *Note: this approach works where there is crash data.*

Inputs: estimated cost, improvement type with associated CMFs, number of crashes by severity
Outputs: monetized value of estimated benefits and a benefit-cost ratio for each project

Cost Tables

Table A-1: Value of Reduced Fatalities, Injuries, and Crashes

Recommended Monetized Value(s)	References and Notes

KABCO Level	Monetized Value (2022 $)
O – No Injury	$5,000
C – Possible Injury	$111,700
B – Non-incapacitating	$233,800
A – Incapacitating	$1,188,200
K – Killed	$12,500,000
U – Injured (Severity Unknown)	$217,600

Crash Type	Monetized Value (2022 $)
PDO Crash[1]	$9,100
Injury Crash[1]	$313,000
Fatal Crash[1]	$14,022,900

1) Monetization values for PDO crashes assumed 1.77 vehicles per PDO crash. Monetization values for injury crashes and fatal crashes are based on an estimate of approximately 1.44 injuries per injury crash and 1.09 fatalities per fatal crash, based on an average of the most recent five years of data in NHTSA's National Crash Statistics. The fatal crash value is further adjusted for the average number of injuries per fatal crash.

Treatment of the Economic Value of Preventing Fatalities and Injuries in Preparing Economic Analyses (2022)
https://www.transportation.gov/office-policy/transportation-policy/revised-departmental-guidance-on-valuation-of-a-statistical-life-in-economic-analysis

The Economic and Societal Impact of Motor Vehicle Crashes, 2019 (revised February 2023), Page 46, Table 2-9, Incidence Summary, 2019"

Note: The KABCO level values shown result from multiplying the KABCO-level accident's associated MAIS-level probabilities by the recommended unit Value of Injuries for each MAIS level, and then summing the products. Crash data may not be presented on an annual basis when it is provided to applicants (i.e., an available report requested in Fall 2011 may record total accidents from 2005-2010). For the purposes of the BCA, is important to annualize data when possible. For MAIS-based unit values, please see the VSL guidance linked above.

Property damage in PDO crashes inflated to 2022 dollars using the GDP deflator.

Table A-8: Pedestrian Facility Improvements Revealed Preference Values

Recommended Monetized Value(s)	References and Notes
<table><tr><th>Improvement Type</th><th>Recommended Value per Person-Mile Walked (2022 $)[1]</th></tr><tr><td>Expand Sidewalk (per foot of added Width)[2]</td><td>$0.11</td></tr><tr><td>Reducing Upslope by 1%</td><td>$1.11</td></tr><tr><td>Reducing Traffic Speed by 1 mph (for speeds ≤45 mph)</td><td>$0.09</td></tr><tr><td>Reducing Traffic Volume by 1 Vehicle per Hour (for ADT ≤55,000)</td><td>$0.0010</td></tr><tr><td></td><td></td></tr><tr><th>Improvement Type</th><th>Recommended Value per Use (2022 $)[1]</th></tr><tr><td>Install Marked-Crosswalk on Roadway with Volumes ≥10,000 Vehicles per Day</td><td>$0.19</td></tr><tr><td>Install Signal for Pedestrian Crossing on Roadway with Volumes ≥13,000 Vehicles per Day</td><td>$0.51</td></tr></table> 1) These values assume an average walking trip speed of 3.2 miles per hour. For the mile-based benefits, the estimated value per user should be capped at 0.86 miles, the average length of a walking trip in the 2017 National Household Travel Survey, unless the applicant has specific documentation suggesting longer trips or that a trip shorter than 0.86 miles is not feasible on the facility in question. In other words, applicants should not assume all pedestrians travel the full distance of a proposed facility if the facility is longer than 0.86 miles without a clear justification for doing so. 2) Value for sidewalk width expansion applicable for sidewalks up to approximately 31 feet, benefits for expansions beyond this width should be described qualitatively.	Sidewalk expansion, traffic speed and volume reduction, and upslope reduction valuations based on: *Does the Pedestrian Environment Affect the Utility of Walking? A Case of Path Choice in Downtown Boston (2009)* https://www.sciencedirect.com/science/article/abs/pii/S136192090900039X *A Big Data Approach to Understanding Pedestrian Route Choice Preferences: Evidence from San Francisco (2021)* https://www.sciencedirect.com/science/article/abs/pii/S2214367X21000569 Pedestrian crossing improvement valuations based on: *Pedestrian Route Choice Model Estimated from Revealed Preference GPS Data (2014)* https://trid.trb.org/view/1338221

Table A-9: Cycling Facility Improvement Revealed Preference Values

Recommended Monetized Value(s)	References and Notes
<table><tr><th>Facility Type</th><th>Recommended Value per Cycling Mile (2022 $)[1]</th></tr><tr><td>Cycling Path with At-Grade Crossings</td><td>$1.57</td></tr><tr><td>Cycling Path with no At-Grade Crossings[2]</td><td>$1.97</td></tr><tr><td>Dedicated Cycling Lane</td><td>$1.86</td></tr><tr><td>Cycling Boulevard/"Sharrow"</td><td>$0.29</td></tr><tr><td>Separated Cycle Track</td><td>$1.86</td></tr></table> 1) Values should only be applied over sections for which a comparable parallel facility is not available, and only applies to miles cycled on the project facility. These values assume an average cycling trip speed of 9.8 miles per hour or, in the case of off-street paths with no at-grade crossings, a free-flow cycling speed of 12.1 miles per hour. The estimated value per cyclist should be capped at 2.38 miles, the average length of a cycling trip in the 2017 National Household Travel Survey, unless the applicant has specific documentation suggesting longer trips or that a trip shorter than 2.38 miles is not feasible on the facility in question. In other words, applicants should not assume all cyclists travel the full distance of a proposed facility if the facility is longer than 2.38 miles without a clear justification for doing so. 2) The value for a cycling path with no at-grade intersections is higher due to an assumption of a higher average speed of 12.1 miles per hour, resulting in less time on the facility, which lowers journey quality benefits but increases travel time savings.	Underlying marginal rate of substitution estimates based on: *A GPS-based Bicycle Route Choice Model for San Francisco, California (2011)* https://www.sfcta.org/sites/default/files/2019-03/BikeRouteChoiceModel.pdf Average cycling speed based on summaries of GPS observations of observed cycling speeds in two datasets from the following studies: *Broach, Dill, & Gliebe, (2012)* *Dill, McNeil, Broach, & Ma, (2014)* *Broach & Dill, (2016)* *Broach, Dill, & McNeil, (2019)*

Table A-13: Mortality Reduction Benefits of Induced Active Transportation Values

Recommended Monetized Value(s)	References and Notes

Mode	Applicable Age Range[3]	Recommended Value per Induced Trip (2022 $)[4]
Walking[1]	Ages 20-74	$7.63
Cycling[2]	Ages 20-64	$6.80

1) Based on an assumed average walking speed of 3.2 miles per hour, an assumed average age of the relevant age range (20-74 years) of 45, a corresponding baseline mortality risk of 267.1 per 100,000, an annual risk reduction of 8.6 percent per daily mile walked, and an average walking trip distance of 0.86 miles.

2) Based on an assumed average cycling speed of 9.8 miles per hour, an assumed average age of the relevant age range (20-64 years) of 42, a corresponding baseline mortality risk of 217.9 per 100,000, an annual risk reduction of 4.3 percent per daily mile cycled, and an average cycling trip distance of 2.38 miles.

3) Absent more localized data on the proportion of the expected users falling into the age ranges above, applicants may apply a general assumption of 68% and 59% of overall induced trips falling into the walking and cycling age ranges, respectively, assuming a distribution matching the national average.

4) Applicants should ensure these monetization values are only applied to trips induced from non-active transportation modes within the relevant age ranges for each mode. Absent more localized data on the proportion of induced trips coming from non-active transportation modes, applicants may apply a general assumption of 89% of induced trips falling into that category, assuming a distribution matching the national average travel pattern.

Physical activity risk reduction assumptions based on:

Health Economic Assessment Tool (HEAT) for Walking and For Cycling (2017)
https://www.euro.who.int/__data/assets/pdf_file/0010/352963/Heat.pdf

Average walking speed, average weighted age for those who walk or cycle, average walk or cycling trip distance, and national average active transportation mode distribution based on:

National Household Travel Survey (2017)
https://nhts.ornl.gov/

Baseline mortality risk based on:

National Centers for Health Statistics Underlying Cause of Death 2018-2019 on CDC WONDER Online Database (2020)
https://wonder.cdc.gov/

Estimates of national population falling within applicable age ranges based on:

United States Census Bureau, Current Population Survey, Annual Social and Economic Supplement (2019)
https://www.census.gov/data/tables/2019/demo/age-and-sex/2019-age-sex-composition.html

Assumed average cycling speed based on cycling studies cited in Appendix A, *Table A-9*.

Appendix F
Funding Opportunities

Bay Area Pedestrian and Bicycle Safety Plan
September 2024

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Highway, Transit, and Safety Funds

November 16, 2023

This table indicates likely eligibility for pedestrian and bicycle activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects need to meet program eligibility requirements. See notes and basic program requirements below, with links to program information. Project sponsors should integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects.

	Pedestrian and Bicycle Funding Opportunities: Highway, Transit, and Safety Funds **Key:** $ = Activity likely eligible. Restrictions may apply, see program notes and guidance. ~$ = Eligible, but not competitive unless part of a larger project.																												
	Federal Highway Administration														**Federal Lands**			**OST Grant**						**OST Loan**		**FTA**			**NHTSA**	
Activity or Project Type	ATIIP	BRI	CRP	CMAQ	HSIP	RHCP	NHPP	PROT	STBG	TASA	RTP	SRTS	PLAN	NSBP	FLTTP	TTP	TTPSF	INFRA	RAISE	RCN	SS4A	SMART	Thrive	RRIF	TIFIA	FTA	AoPP	TOD	402	405
Access enhancements to public transportation (benches, bus pads, lighting)	$		$	$			$	$	$	$				$	$	$		$	$	$	~$			~$	~$	$				
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan	$		$						$	$	$		$		$	$					$		TA				$	~$		
Barrier removal for ADA compliance	$	$	$				$	$	$	$	$	$		$	$	$		$	$	$	~$			~$	~$	$				
Bicycle plans	$		$					$	$	$		$	$		$	$	$			~$	$					$	$	~$		
Bicycle helmets (project or training related)	~$				$				$	$SRTS		$				$													$	
Bicycle helmets (safety promotion)	~$				$				$	$SRTS		$				$														
Bicycle lanes on road	$		$	$	$	$	$	$	$	$		$		$	$	$	$	~$	~$	$	$			~$	~$	$				
Bicycle parking (see Bicycle Parking Solutions)	$		$	$			$		$	$	$	$		$	$	$		~$	~$	$	~$			~$	$	$				
Bike racks on transit	$		$	$					$	$					$	$			~$	$	~$				~$	$				
Bicycle repair station (air pump, simple tools, electric outlets)	$		$						$	$					$	$			~$	$	~$			~$	~$	$				
Bicycle share (capital and equipment including charging stations and outlets; not operations)	$		$	$			$		$	$					$	$		~$	~$	$	~$			~$	~$	$				
Bicycle storage or service centers (e.g. at transit hubs) including charging stations and outlets; not operations)	$		$	$					$	$					$	$			~$	$	~$			~$	$	$				
Bridges / overcrossings for pedestrians and/or bicyclists	$	$	$	$	$	$	$	$	$	$	$	$			$	$	$	$	$	$	$			~$	~$	$				
Bus shelters and benches	$		$	$			$	$	$	$				$	$	$		$	$	$	~$			~$	~$	$				
Charging stations for electric bicycles and scooters NEW	$		$	$					$	$	$				$	$						~$		~$	~$					
Coordinator positions: State/local (CMAQ/STBG limited)				$					$	$SRTS		$				$					~$									
Community Capacity Building (develop organizational skills and processes)	~$												$			$				NAE	~$		TA				~$	~$		
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	$		$	~$	$	$	$	$	$	$	$	$		$	$	$	$	$	$	$	$			~$	~$	$				
Curb ramps	$	$	$	~$	$	$	$	$	$	$	$	$		$	$	$	$	$	$	$	$			~$	~$	$				
Counting equipment	$				$	$	$		$	$	$	$	$		$	$	$	$		$	~$				~$	$				
Data collection and monitoring for pedestrians and/or bicyclists	$		$		$	$	$		$	$	$	$	$		$	$	$	$	$	$	$				~$	$	~$	~$		
Emergency and evacuation routes for pedestrians and/or bicyclists	$		$				$	$	$	$	$	$			$	$		$	$	$	~$				$	$	~$	~$		
Encouragement and education activities related to safe access for bicyclists and pedestrians NEW	~$			$	$				$	$SRTS	$	$	$			$					~$	~$								
Historic preservation (pedestrian, bicycle, transit facilities)	~$		$						$	$				$	$	$			~$	~$	~$			~$	~$	$				
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, lighting, shade, trees, water fountains); usually part of larger project	$		$				~$	$	$	$					$	$		~$	~$	~$	~$			~$	~$	$				
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	$		$	~$	$	$	$	$	$	$	$	$		$	$	$	$	$	$	$	$			~$	~$	$				
Maps (for pedestrians and/or bicyclists) (see Idea Book)	$		$	$					$	$		$	$	$		$					$					$				
Micromobility projects, including scooter share (capital and equipment, including charging stations and outlets; not operations)	$		$	$					$	$					$	$			$	$	~$	~$		~$	~$					
Paved shoulders for pedestrian and/or bicyclist use	$	$	$	$	$	$	$	$	$	$		$		$	$	$	$	~$	$	$	$			~$	~$					
Pedestrian plans	$		$					$	$	$		$	$		$	$	$	~$	$	~$	$					$	$	$		
Public education and awareness programs to inform motorists and nonmotorized road users on nonmotorized road user safety NEW	~$				$				$	$SRTS		$				$													$	$

Pedestrian and Bicycle Funding Opportunities: Highway, Transit, and Safety Funds

Key: $ = Activity likely eligible. Restrictions may apply, see program notes and guidance. ~$ = Eligible, but not competitive unless part of a larger project.

	Federal Highway Administration														Federal Lands			OST Grant						OST Loan		FTA			NHTSA	
Activity or Project Type	ATIIP	BRI	CRP	CMAQ	HSIP	RHCP	NHPP	PROT	STBG	TASA	RTP	SRTS	PLAN	NSBP	FLTTP	TTP	TTPSF	INFRA	RAISE	RCN	SS4A	SMART	Thrive	RRIF	TIFIA	FTA	AoPP	TOD	402	405
Rail at-grade crossings	$		$		$	$	$	$	$	$	$	$			$	$	$	$	$	$	~$			$	$	$				
Recreational trails	$							$	$	$	$			$	$	$			$	$	~$				~$					
Resilience improvements to pedestrian and bicycle facilities or to protect or enhance use. REVISED	$	~$	~$	~$			$	$	$	$	$	$	note	$	$	$		$	$	$	~$	~$		~$	~$					
Road Diets (pedestrian and bicycle portions)	$		$	$	$		$	$	$	$		$			$	$	$	$	$	$	$			~$	$					
Road Safety Assessment for pedestrians and bicyclists	$				$	$			$	$			$		$	$	$			$	$		TA		~$		~$			
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike traffic safety laws	~$				$				$	$SRTS		$	$			$					$						~$	~$	$	$
Safety education positions					$				$SRTS	$SRTS		$				$					$								$	
Safety enforcement (including police patrols)					$				$SRTS	$SRTS		$				$					$								$	$
Safety program technical assessment (for peds/bicyclists)	~$				$				$SRTS	$SRTS		$	$		$	$				$	$		TA						$	
Separated bicycle lanes	$	$	$	$	$	$	$	$	$	$		$		$	$	$	$	$	$	$	$			~$	~$	$				
Shared use paths / transportation trails	$		$	$	$	$	$	$	$	$	$	$		$	$	$	$	$	$	$	$			~$	~$	$				
Sidewalks (new or retrofit)	$	$	$	$	$	$	$	$	$	$	$	$		$	$	$	$	$	$	$	$			~$	~$	$				
Signs, signals, signal improvements (incl accessible pedestrian signals) see note	$		$	$	$	$	$	$	$	$		$		$	$	$	$	$	$	$	$	$		~$	~$	$				
Signing for pedestrian or bicycle routes	$		$	$	$		$	$	$	$		$		$	$	$	$	$	$	$	$			~$	~$	$				
Spot improvement programs (programs of small projects to enhance pedestrian and bicycle use) REVISED	$		$	~$	$	$	$		$	$	$	$			$	$	$	$	$	~$	$	~$		~$	~$	$				
Stormwater mitigation related to pedestrian and bicycle project impacts REVISED	$				$	$	$	$	$	$	$	$	note		$	$	$	$	$	$	~$			~$	~$	$	note	note		
Technical Assistance (see Cross-cutting notes) NEW	~$			~$	$				$	$	$	$	note			$	$			~$	~$	~$	TA							
Traffic calming	$		$		$		$	$	$	$		$			$	$	$	$	$	$	$			~$	~$	$				
Trail bridges	$		$	~$	$	$	$	$	$	$	$	$			$	$	$	$	$	$	~$			~$	$					
Trail construction and maintenance equipment	$		$						$	$	$				~$	~$	~$				~$			~$	~$					
Trail/highway crossings and intersections	$	$	$	~$	$	$	$	$	$	$	$	$		$	$	$	$	$	$	$	$			~$	~$					
Trailside/trailhead facilities (restrooms, water, but not general park amenities)	$		~$						$	$	$			$	$	$			~$					~$	~$					
Training	~$			$	$				$	$	$	$	$			$					$		TA				~$	~$	$	
Training for law enforcement on ped/bicyclist safety laws	~$			~$	$				$SRTS	$SRTS		$				$					$						~$	~$	$	$
Tunnels / underpasses for pedestrians and/or bicyclists	$		$	$	$	$	$	$	$	$	$	$			$	$	$	$	$	$	$			$	$	$				
Vulnerable Road User Safety Assessment	$				$				$	$		$	$			$	$			$			TA				~$	~$		

Abbreviations (alphabetical order)

ADA/504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973
AoPP: Areas of Persistent Poverty Program
ATIIP: Active Transportation Infrastructure Investment Program [web link under development]
BIL: Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act (Pub. L. 117-58)
BRI: Bridge Programs, including: BFP: Bridge Formula Program; BIP: Bridge Investment Program; BRR: Bridge Replacement and Rehabilitation Program
CMAQ: Congestion Mitigation and Air Quality Improvement Program
CRP: Carbon Reduction Program
FLTTP: Federal Lands and Tribal Transportation Programs: Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program, Federal Lands Planning Program and related programs for Federal and Tribal lands such as the Nationally Significant Federal Lands and Tribal Projects program
FTA: Federal Transit Administration Capital Funds
PLAN: Statewide Planning and Research (SPR) or Metropolitan Planning funds (FHWA and/or FTA funding)
PROTECT: Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation
RAISE: Rebuilding American Infrastructure with Sustainability and Equity
RCN: Reconnecting Communities and Neighborhoods Grant Program (includes Reconnecting Communities Pilot Program (RCP) and Neighborhood Access and Equity programs)
RHCP: Railway-Highway Crossings (Section 130) Program
RRIF: Railroad Rehabilitation and Improvement Financing (loans)
RTP: Recreational Trails Program
SMART: Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program
SRTS: Safe Routes to School Program (and related activities)
SS4A: Safe Streets and Roads for All
STBG: Surface Transportation Block Grant Program

HSIP: Highway Safety Improvement Program IIJA: Infrastructure Investment and Jobs Act (Pub. L. 117-58), also known as the Bipartisan Infrastructure Law INFRA: Infrastructure for Rebuilding America Discretionary Grant Program NAE: Neighborhood Access and Equity Program NHPP: National Highway Performance Program NHTSA 402: National Highway Traffic Safety Administration State and Community Highway Safety Grant Program NHTSA 405(g): National Highway Traffic Safety Administration National Priority Safety Programs (Nonmotorized safety) NSBP: National Scenic Byways Program	TASA: Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program, Transportation Enhancements) Thrive: Thriving Communities Initiative (TA: Technical Assistance) TIFIA: Transportation Infrastructure Finance and Innovation Act (loans) TOD: Transit-Oriented Development TTP: Tribal Transportation Program TTPSF: Tribal Transportation Program Safety Fund

Cross-cutting notes

This table indicates likely eligibility for pedestrian, bicycle, and micromobility activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects must meet program eligibility requirements. See notes and links to program information below. Although the primary focus of this table is stand-alone activities and projects, programs can also fund pedestrian and bicycle facilities as part of larger projects. Project sponsors are encouraged to consider Complete Streets and Networks that routinely integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects. The Federal-aid eligibility of the pedestrian and bicycle elements are considered under the eligibility criteria applicable to the larger highway project. Pedestrian and bicycle activities also may be characterized as environmental mitigation for larger highway projects, especially in response to impacts to a Section 4(f) property or work zone safety, mobility, and accessibility impacts on bicyclists and pedestrians.

- See FHWA's Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America.
- See FHWA Bicycle and Pedestrian Planning, Program, and Project Development (Guidance), Publications, Pedestrian and Bicyclist Safety, and Bicycle transportation and pedestrian walkways statute at 23 U.S.C. 217.
- Bicycle Project Purpose: 23 U.S.C. 217(i) requires that bicycle facilities "be principally for transportation, rather than recreation, purposes". However, 23 U.S.C. 133(b)(7) and 133(h) authorize recreational trails under STBG and TASA, therefore, 23 U.S.C. 217(i) does not apply to trail projects (including for bicycle use) using STBG or TASA funds. Section 217(i) applies to bicycle facilities other than trail-related projects, and section 217(i) applies to bicycle facilities using other programs (NHPP, HSIP, CMAQ). The transportation requirement under section 217(i) only applies to bicycle projects, not to any other trail use or transportation mode.
- Signs, signals, signal improvements includes ensuring accessibility for persons with disabilities. See Accessible Pedestrian Signals. See also Proven Safety Countermeasures, such as Crosswalk Visibility Enhancements, Leading Pedestrian Interval signals, Lighting, Pedestrian Hybrid Beacons, and Rectangular Rapid Flashing Beacons.
- Technical Assistance includes assisting local agencies and other potential grantees to identify pedestrian and bicycle safety and infrastructure issues, and to help them develop and implement successful projects. Technical assistance may be authorized under a program or sometimes as a limited portion of a program. See FHWA links to Technical Assistance and Local Support.
- The DOT Navigator is a resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services.
- Aspects of DOT initiatives may be eligible as individual projects. Activities above may benefit safe, comfortable, multimodal networks; environmental justice; and equity.
- Occasional DOT or agency incentive grants may be available for specific research or technical assistance purposes.
- Operation costs: In general, ongoing and routine operation costs (such as ongoing costs for bike sharing or scooter sharing) are not eligible unless specified within program legislation. See links to program guidance for more information.

Program-specific notes

DOT funding programs have specific requirements that activities and projects must meet. Eligibility must be determined on a case-by-case basis. See links to program guidance for more information.

FHWA Programs

- ATIIP (IIJA § 11529): Subject to appropriations. Projects costing at least $15,000,000 to develop or complete active transportation networks and spines, or at least $100,000 to plan or design for active transportation networks and spines.
- BRI: BFP, (IIJA, Div. J, title VIII, para. (1)), BIP (23 U.S.C. 124), BRR (Department of Transportation Appropriations Act, 2022): For specific highway bridge projects and highway bridge projects that will replace or rehabilitate a bridge; project must consider pedestrian and bicycle access as part of the project and costs related to their inclusion are eligible under these programs.
- CRP (23 U.S.C. 175): Projects should support the reduction of carbon dioxide emissions from on-road highway sources.
- CMAQ (23 U.S.C. 149): Projects must demonstrate emissions reduction and benefit air quality. See the CMAQ guidance for a list of projects that may be eligible for CMAQ funds. CMAQ funds may be used for shared use paths, but not for trails that are primarily for recreational use.
- HSIP (23 U.S.C. 148): Projects must be consistent with a State's Strategic Highway Safety Plan and (1) correct or improve a hazardous road location or feature, or (2) address a highway safety problem. Certain noninfrastructure safety projects can also be funded using HSIP funds as specified safety projects.
- RHCP (23 U.S.C. 130): Projects at all public railroad crossings including roadways, bike trails, and pedestrian paths.
- NHPP (23 U.S.C. 119): Projects must benefit National Highway System (NHS) corridors and must be located on land adjacent to any highway on the National Highway System (23 U.S.C. 217(b)).
- PROTECT (23 U.S.C. 176): Funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related. With certain exceptions, the focus must be on supporting the incremental cost of making assets more resilient.
- STBG (23 U.S.C. 133): Broad eligibility for pedestrian, bicycle, and micromobility projects under 23 U.S.C. 206, 208, and 217 (23 U.S.C. 133(b)(7)). Activities marked "$SRTS" means eligible only as an SRTS project benefiting schools for kindergarten through 12th grade. Nonconstruction projects related to safe access for bicyclists and pedestrians (such as bicycle and pedestrian education) are eligible under STBG (23 U.S.C. 217(a)).

- TASA (23 U.S.C. 133(h)): Broad eligibility for pedestrian, bicycle, and micromobility projects. Activities marked "$SRTS" means eligible only as an SRTS project benefiting schools for kindergarten through 12th grade.
- RTP (23 U.S.C. 206): Projects for trails and trailside and trailhead facilities for any recreational trail use. RTP projects are eligible under TA Set-Aside and STBG.
- SRTS (23 U.S.C. 208): Projects for any SRTS activity. FY 2012 was the last year for dedicated - funds, but funds are available until expended. SRTS projects are eligible under TA Set-Aside and STBG.
- PLAN (23 U.S.C. 134 and 135): Funds must be used for planning purposes, for example: Maps: System maps and GIS; Safety education and awareness: for transportation safety planning; Safety program technical assessment: for transportation safety planning; Training: bicycle and pedestrian system planning training. Transportation planning associated with activities would be eligible, SPR and PL funds are not available for project implementation or construction.
- NSBP (23 U.S.C. 162): Discretionary program subject to annual appropriations. Projects must directly benefit and be located on or near an eligible designated scenic byway.

FHWA Federal Lands Programs

- FLTTP (23 U.S.C. 201-204): Projects must provide access to or within Federal or Tribal lands. Programs include: Federal Lands and Tribal Transportation Programs (Federal Lands Access Program, Federal Lands Transportation Program, Federal Lands Planning Program) and related programs for Federal and Tribal lands such as the Nationally Significant Federal Lands and Tribal Projects (NSFLTP) program.
  - Federal Lands Transportation Program (23 U.S.C. 203): For Federal agencies for projects that provide access within Federal lands.
  - Federal Lands Access Program (FLAP) (23 U.S.C. 204): For State and local entities for projects that provide access to or within Federal or Tribal lands.
- TTP (23 U.S.C. 202): For federally recognized Tribal governments for projects within Tribal boundaries and public roads that access Tribal lands.
- TTPSF (23 U.S.C. 202(e)(1) and 23 U.S.C. 148(a)(4)): Grants available to federally recognized Indian Tribes through a competitive, discretionary program to plan and implement transportation safety projects.

OST Grant Programs

- INFRA (IIJA § 11110): Funds projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.
- RAISE (IIJA § 21202): Funds capital and planning grants to help communities build transportation projects that have significant local or regional impact and improve safety and equity.
- RCN: Combines RCP (IIJA § 11509 and div. J, title VIII, Highway Infrastructure Programs, para. (7)), which provides funds for planning grants and capital construction grants that relate to a transportation facility that creates a barrier to community connectivity and Neighborhood Access and Equity Grant Program, Inflation Reduction Act (IRA) § 60501; enacted as Pub. L. 117-169, 23 U.S.C. 177, which provides funds for projects that improve walkability, safety, and affordable transportation access and funding for planning and capacity building activities in disadvantaged or underserved communities.
- SMART (IIJA § 25005): Provides grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety.
- SS4A (IIJA § 24112): Discretionary program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Projects must be identified in a comprehensive safety action plan (§ 24112(a)(3)).
- Thrive (Department of Transportation Appropriations Act, 2022 (Pub. L. 117-103, div. L, title I): Technical assistance, planning, and capacity-building support in selected communities.

OST Loan Programs

- RRIF (Chapter 224 of title 49 U.S.C.): Program offers direct loans and loan guarantees for capital projects related to rail facilities, stations, or crossings. Pedestrian and bicycle infrastructure components of "economic development" projects located within ½-mile of qualifying rail stations may be eligible. May be combined with other grant sources.
- TIFIA (Chapter 6 of title 23 U.S.C.): Program offers secured loans, loan guarantees, or standby lines of credit for capital projects. Minimum total project size is $10 million; multiple surface transportation projects may be bundled to meet cost threshold, under the condition that all projects have a common repayment pledge. May be combined with other grant sources, subject to total Federal assistance limitations.

FTA Programs

- FTA (49 U.S.C. 5307): Multimodal projects funded with FTA transit funds must provide access to transit. See Bicycles and Transit, Flex Funding for Transit Access, the FTA Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law, and FTA Program & Bicycle Related Funding Opportunities.
  - Bicycle infrastructure plans and projects must be within a 3-mile radius of a transit stop or station. If more than 3 miles, within a distance that people could be expected to safely and conveniently bike to the particular stop or station.
  - Pedestrian infrastructure plans and projects must be within a ½ mile radius of a transit stop or station. If more than ½ mile, within a distance that people could be expected to safely and conveniently walk to the particular stop or station.
  - FTA funds cannot be used to purchase bicycles for bike share systems.
- FTA AoPP (Further Consolidated Appropriations Act, 2020 (Pub. L. 116-94); Consolidated Appropriations Act, 2021 (Pub. L. 116-260)): Promotes multimodal planning, engineering, and technical studies, or financial planning to improve transit services, facilities, and access in areas experiencing long-term economic distress, not for capital purchases.
- FTA TOD: Provides planning grants to support community efforts to improve safe access to public transportation, services, and facilities, including for pedestrians and cyclists. The grants help organizations plan for transportation projects that connect communities and improve access to transit and affordable housing, not for capital purchases.

NHTSA Programs

- NHTSA 402 (23 U.S.C. 402): Project activity must be included in the State's Highway Safety Plan. Contact the State Highway Safety Office for details.
- NHTSA 405 (23 U.S.C. 405): Funds are subject to eligibility, application, and award. Project activity must be included in the State's Highway Safety Plan. Contact the State Highway Safety Office for details. The Bipartisan Infrastructure Law expanded the eligible use of funds for a Section 405 Nonmotorized Safety grant beginning in FY 2024. See 23 U.S.C. 1300.26. For prior year grant awards, FAST Act eligible uses remain in place.
- Project agreements involving safety education, or any other positions must specify hours of eligible activity required to perform the project. Project agreements may not be expressed in terms of full or part time positions.

Active Transportation Funding Sources

MPO Funding Opportunities

National Highway Performance Program (NHPP)

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

https://www.fhwa.dot.gov/specialfunding/nhpp/

Contact: Vishu Lingala (H-GAC) 713-993-4561 Vishu.Lingala@h-gac.com

Surface Transportation Block Grant Program (STBG)

The Surface Transportation Block Grant program (STBG) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

https://www.fhwa.dot.gov/specialfunding/stp/
https://www.txdot.gov/government/programs/stips/info/highway-funding.html

Contact: Ana Ramirez-Huerta (TxDOT) Ana.Ramirez@txdot.gov
Vishu Lingala (H-GAC) 713-993-4561 Vishu.Lingala@h-gac.com

Transportation Alternatives Program

Available through 2021 since the FAST Act removed the transportation alternatives (TA) program and moved it as a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA).
https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm

Contact: Ana Ramirez-Huerta (TxDOT) Ana.Ramirez@txdot.gov
Vishu Lingala (H-GAC) 713-993-4561 Vishu.Lingala@h-gac.com

Statewide Planning and Research (SPR) or Metropolitan Planning funds

The State Planning and Research Program funds States' statewide planning and research activities. The funds are used to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions and to carryout transportation research activities throughout the State.

The FAST Act expands the statewide transportation planning process' scope of consideration to include projects, strategies, and services that will—

- Improve transportation system resiliency and reliability;

- Reduce (or mitigate) the stormwater impacts of surface transportation; and
- Enhance travel and tourism. [23 U.S.C. 135(d)(1)(I) & (J)]

Note: TxDOT specific funding is only available to TxDOT District sponsors. As such, other partners would need to partner with their local TxDOT District.

https://www.fhwa.dot.gov/fastact/factsheets/statewideplanningfs.cfm

Contact: TxDOT Planning and Programming (https://www.txdot.gov/inside-txdot/division/transportation-planning.html)

Vishu Lingala (H-GAC) 713-993-4561 Vishu.Lingala@h-gac.com

Safe Routes to School

Safe Routes to School (SRTS) is a national program that encourages walking and biking to school for grades K-8 through funding infrastructure improvements, enforcements, tools, safety education, and other incentives.

http://www.h-gac.com/safe-routes-to-school/default.aspx

Ana Ramirez-Huerta (TxDOT) Ana.Ramirez@txdot.gov

Congestion Mitigation and Air Quality

The Congestion Mitigation and Air Quality (CMAQ) improvement program provides funds to States for transportation projects designed to reduce traffic congestion and improve air quality, particularly in areas of the country that do not attain national air quality standards.

https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm

Vishu Lingala (H-GAC) 713-993-4561 Vishu.Lingala@h-gac.com

CMAQ Commuter and Transit Pilot Program

Funding focused on finding first mile/last mile implementation solutions.

Contact: Alan Rodenstein (H-GAC) 713-993-2407 Alan.Rodenstein@h-gac.com

Federal and State Funding Opportunities

Highway Safety Improvement Program (HSIP)
The Highway Safety Improvement Program (HSIP) aims to achieve a significant reduction in traffic fatalities and serious accidents through the implementation of infrastructure-related highway safety improvements on all public roads, including non-State-owned roads and roads on tribal land.

https://safety.fhwa.dot.gov/hsip/

Contact: Ugonna Ughanze (TxDOT) 713-802-5171 ugonna.ughanze@txdot.gov

Infrastructure for Rebuilding America Discretionary Grant Program (INFRA)

INFRA discretionary grants support the Administration's commitment to fixing our nation's infrastructure by creating opportunities for all levels of government and the private sector to fund infrastructure, using innovative approaches to improve the processes for building significant projects, and increasing accountability for the projects that are built. In addition to providing direct federal funding, the INFRA discretionary grant program aims to increase the total investment by state, local, and private partners.
https://www.transportation.gov/buildamerica/financing/infra-grants/infrastructure-rebuilding-america

Note: Active transportation projects are generally a component of a larger project for this source.

Contact: Paul Baumer (USDOT) (202) 366-1092
Office of the Assistant Secretary for Transportation Policy (USDOT) 202-366-4544

BUILD Grants

The Better Utilizing Investments to Leverage Development, or BUILD Transportation Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants, Congress has dedicated nearly $7.9 billion for eleven rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.

https://www.transportation.gov/BUILDgrants/about

Contact: Office of the Secretary of Transportation - Office of Infrastructure Finance and Innovation (USDOT)
202-366-0301 BUILDgrants@dot.gov

Federal Transit Administration (FTA) Capital Funds

Funds light rail, heavy rail, commuter rail, streetcar, and bus rapid transit projects.

Note: Active transportation projects are generally a component rather than stand alone projects.

https://www.transit.dot.gov/CIG

FTA Fixed Guideway Capital Investment Grants ("New Starts") (5309)
Note: Active transportation projects are usually a component of the larger project under this funding source.

- Total project cost is equal to or greater than $300 million or total New Starts funding sought equals or exceeds $100 million
- New fixed guideway system (light rail, commuter rail etc.)
- Extension to existing system
- Fixed guideway BRT system

Contact: Albert Lyne (METRO) 713-739-4697 al21@ridemetro.org

FTA Small Starts Program

For Small Starts projects, the law requires completion of one phase in advance of receipt of a construction grant agreement – Project Development.

- Total project cost is less than $300 million and total Small Starts funding sought is less than $100 million
- New fixed guideway systems (light rail, commuter rail etc.)
- Extension to existing system
- Fixed guideway BRT system
- Corridor-based BRT system

Contact: Albert Lyne (METRO) 713-739-4697 al21@ridemetro.org

FTA Urbanized Area Formula Grants (5307)

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning.

Note: Need a project sponsor from a transit agency.

https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307

Contact: Albert Lyne (METRO) 713-739-4697 al21@ridemetro.org

FTA Bus and Bus Facilities Formula Grants (5339)

Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

Note: Requires a project sponsor from a transit agency.

https://www.transit.dot.gov/funding/grants/busprogram

Contact: Albert Lyne (METRO) 713-739-4697 al21@ridemetro.org

FTA Enhanced Mobility of Seniors and Individuals with Disabilities (5310)

This program (49 U.S.C. 5310) provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.

https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310

Contact: Albert Lyne (METRO) 713-739-4697 al21@ridemetro.org

Smart Growth Implementation Assistance

The SGIA program started with annual, competitive solicitations open to state, local, regional, and tribal governments (and nonprofits that partnered with a governmental entity) that wanted to incorporate smart growth techniques into their future development. Beginning in 2015, EPA is working with regional staff to identify and select communities rather than issue a Request for Letters of Interest.

https://www.epa.gov/smartgrowth/smart-growth-implementation-assistance

Contact: Hamilton Luctrician (Office of Policy) 202-566-2878 Hamilton.Luctrician@epa.gov

Recreational Trails Program (RTP)

RTP annually funds recreational trails, including bicycle and pedestrian paths. TPWD administers the National Recreational Trails Fund in Texas under the approval of the Federal Highway Administration (FHWA). This federally funded program receives its funding from a portion of federal gas taxes paid on fuel used in non-highway recreational vehicles. The reimbursable grants can be up to 80% of project cost with a maximum of $200,000 for non-motorized trail grants and a maximum award of $400,000 for motorized (off-highway vehicle) trail grants (call 512-538-4427 for more information regarding potential motorized trail grants). Funds can be spent on both motorized and non-motorized recreational trail projects such as the construction of new recreational trails, to improve existing trails, to develop trailheads or trailside facilities, and to acquire trail corridors.

https://tpwd.texas.gov/business/grants/recreation-grants/recreational-trails-grants

Contact: Trey Cooksey (TPWD) Phone (512) 389-8743 trey.cooksey@tpwd.texas.gov

Land and Water Conservation Fund (LWCF)
States receive individual allocations of LWCF grant funds based upon a national formula, with state population being the most influential factor. States initiate a statewide competition for the amount available annually.

The State Side of the LWCF provides matching grants to States and local governments for the acquisition and development of public outdoor recreation areas and facilities.

https://www.nps.gov/orgs/1600/index.htm
https://tpwd.texas.gov/business/grants/local_park_outdoor_grants_special_call/index.phtml

Contact:

Joel Lynch (NPS) (202) 354-6905

Dana Lagarde (TPWD) (512) 389-8175

Roxane Eley (TPWD) (512) 389-8109

Community Development Block Grants (CDBG)
The CDBG entitlement program allocates annual grants to larger cities and urban counties to develop viable communities by providing decent housing, a suitable living environment, and opportunities to expand economic opportunities, principally for low- and moderate- income persons. Bicycle and pedestrian facilities are eligible uses of these funds.

https://www.hud.gov/program_offices/comm_planning/communitydevelopment

Contact: Stacia L. Johnson (HUD) (713) 718-3279

Rivers, Trails, and Conservation Assistance Program (RTCA)
The Rivers, Trails, and Conservation Assistance Program is the community assistance arm of the National Park Service. RTCA provides technical assistance to communities in order to preserve open space and develop trails.

Contact: Ericka Pilcher (NPS) RTCA_Apps_IMR@nps.gov

NHTSA 402: State and Community Highway Safety Grant Program

https://www.nhtsa.gov/highway-safety-grants-program

https://www.nhtsa.gov/highway-safety-grants-program/fy-2020-grant-funding-table

Contact: Matt DeLeon (TxDOT) matthew.deleon@txdot.gov

NHTSA 405: National Priority Safety Programs (Nonmotorized safety)

https://www.nhtsa.gov/highway-safety-grants-program/fy-2020-grant-funding-table

Contact: Matt DeLeon (TxDOT) matthew.deleon@txdot.gov

Federal Railroad Administration Programs

Consolidated Rail Infrastructure and Safety Improvements (CRISI)

This program funds projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.

Note: Active transportation projects most likely will be a component of a larger project.

https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/consolidated-rail-infrastructure-and-safety-2

Contact: Ms. Frances Bourne (FRA Office of Policy and Planning) 202-493-6366 frances.bourne@dot.gov

Private Grants

People for Bikes

Who can apply:

PeopleForBikes accepts grant applications from non-profit organizations with a focus on bicycling, active transportation, or community development, from city or county agencies or departments, and from state or federal agencies working locally. PeopleForBikes only funds projects in the United States. Requests must support a specific project or program; we do not grant funds for general operating costs.

What is funded:

PeopleForBikes focuses most grant funds on bicycle infrastructure projects such as:

- Bike paths, lanes, trails, and bridges
- Mountain bike facilities
- Bike parks and pump tracks
- BMX facilities
- End-of-trip facilities such as bike racks, bike parking, bike repair stations and bike storage

They also fund some advocacy projects, such as:

- Programs that transform city streets, such as Ciclovías or Open Streets Days
- Campaigns to increase the investment in bicycle infrastructure

PeopleForBikes will fund engineering and design work, construction costs including materials, labor, and equipment rental, and reasonable volunteer support costs. For advocacy projects, they will fund staffing directly related to accomplishing the initiative's goals.

PeopleForBikes accepts requests for funding of up to $10,000. They do not require a specific percentage match, but we do look at leverage and funding partnerships very carefully. They will not consider grant requests in which the grant funding would amount to 50% or more of the project budget.

PeopleForBikes **DOES NOT FUND**:

- Feasibility studies, master plans, policy documents, or litigation
- Signs, maps, and travel
- Trailheads, information kiosks, benches, and restroom facilities
- Parking lots for motorized vehicles
- Bicycles, helmets, tools, and other accessories or equipment
- Events, races, clinics/classes, or bicycle rodeos

- Bike recycling, repair, or earn-a-bike programs
- Education programs
- General operating costs
- Staff salaries, except where used to support a specific advocacy initiative
- Rides and event sponsorships
- Planning and retreats
- Projects in which PeopleForBikes is the sole or primary funder
- Projects outside the U.S.

Schedules and Deadlines

PeopleForBikes generally holds 1-2 open grant cycles every year. In an effort to green our grants process, we have moved to an online grant application system.

https://peopleforbikes.org/grant-guidelines/

Non-Traditional Funding Opportunities

Transportation Infrastructure Finance and Innovation Act (TIFIA)

Any project eligible for Federal assistance through existing surface transportation programs (highway projects and transit capital projects) is eligible for the TIFIA credit program.

https://www.transportation.gov/buildamerica/financing/tifia

Contact: USDOT **Email:** BuildAmerica@dot.gov **Phone:** 202-366-2300
TxDOT Central Office Benjamin H. Asher (512) 463-8611

State Infrastructure Bank (SIB)

State Infrastructure Banks (SIB) were authorized in 1995 as a part of the National Highway Designation Act (NHS) to help accelerate needed mobility improvements through a variety of financial assistance options made to local entities through state transportation departments.

https://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_credit_assistance/sibs/
https://www.txdot.gov/government/programs/sib.html

Contact: TxDOT Project Finance, Debt and Strategic Contracts Division - State Infrastructure Bank (SIB)
(512) 463-9958

User Fees

Bicycle lockers and automated bicycle parking could be paid for with a user fee. Not knowing how much revenue the fee would generate, this funding source would require an alternative backup source.

Parking Meter Revenues

Cities can fund various improvements through parking meter revenues. The ordinance that governs the use of the revenues would specify eligible uses. Cities have the option to pass ordinances that specify bicycle or pedestrian facilities as eligible expenditures.

Active Transportation Related Fine Revenues

Revenue generated from traffic fines or parking fines resulting from impacts to active transportation facilities.

Adopt-a-Path Program

Maintenance of bicycle paths and recreational trails could be paid for from private funds in exchange for recognition, such as signs along the path saying “Maintained by (name).” In order for this to consistently work, a special account could be set up for donors to pay into.