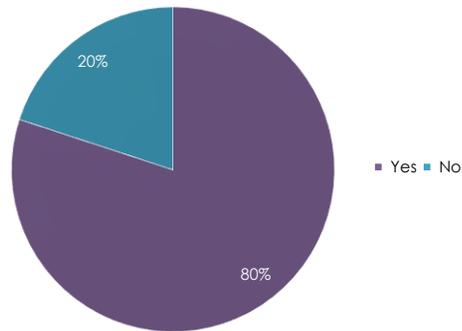


APPENDIX 3 - ONLINE SURVEY RESULTS

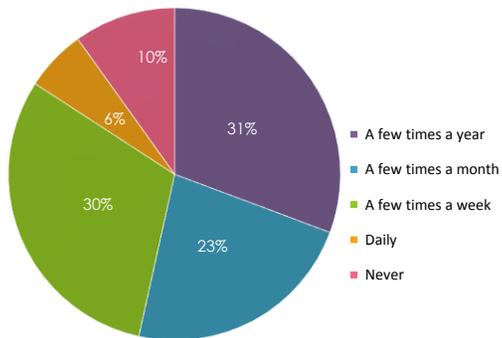
The following is a summary of input received through the online survey that was linked to the Howard County Bike Share Feasibility Study website www.howardcountybikeshare.com. The survey was open for general comment from April 3 through June 13, 2014.

1. Do you currently have access to a working bicycle?



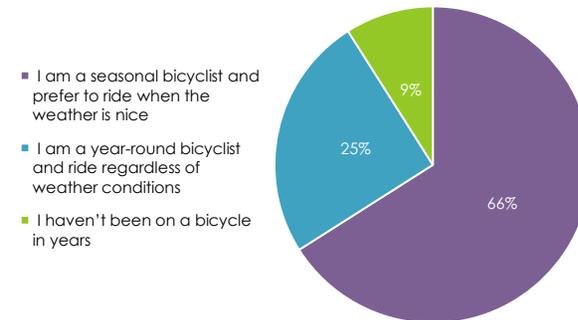
Total responses: 152

2. How often do you ride a bicycle?



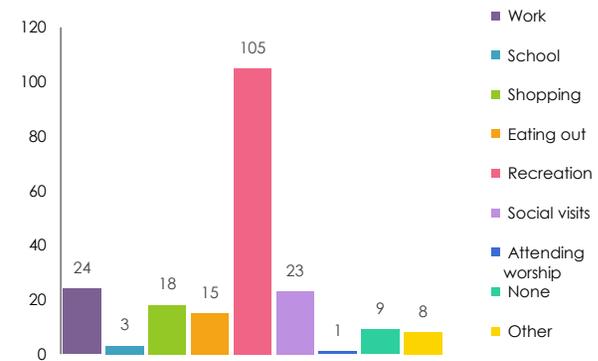
Total responses: 121

3. Which of the following best characterizes your bicycling behavior?



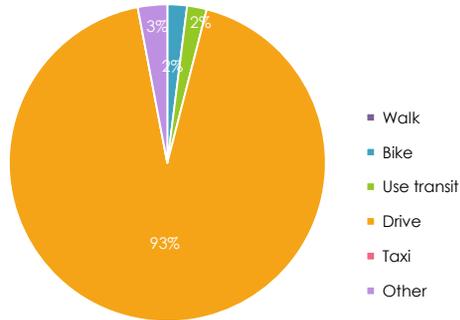
Total Responses: 120

4. What types of trips do you currently use a bicycle for?



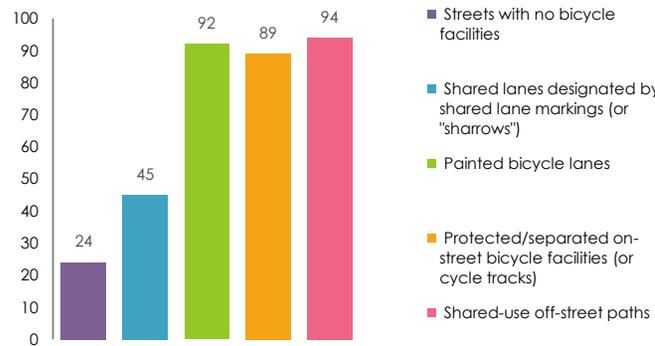
Total responses: 121

5. What is your primary mode of transportation for destinations in Howard County?



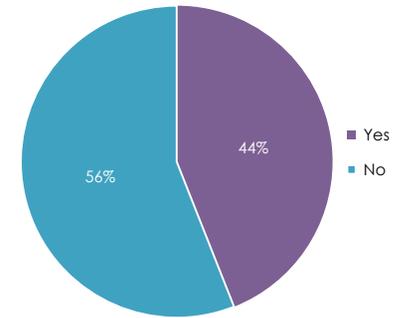
Total responses: 152

6. Which of these bicycle facilities would you feel comfortable riding bike share on:



Total responses 143

7. Do you think the existing trails, paths and bicycle lanes in Howard County will be sufficient to encourage you to utilize a bike share system?



Total responses: 147

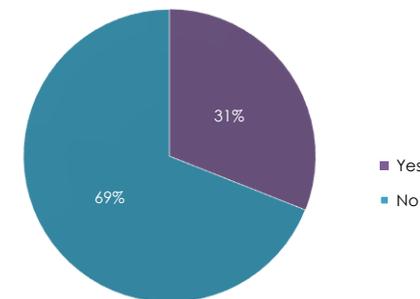
8. Why not?

Count	Response
1	Bicycle lanes when taken from existing roadways are dangerous and should be banned.
1	Could not safely get to work if I decided to bike.
1	Don't go directly and safely to shopping areas.
1	Don't like them
1	Existing trails don't seem to go anywhere. The villages need to be inter-connected better.
1	I don't need a bike, I need better infrastructure.
1	I have my own bike
1	I so not like riding bicycles
1	I want a bike when I want it, not if it is available.
1	If I were to go somewhere by bike, I would use my own, not bike share.
1	It's fine for a ride i the park, but not to commute.
1	Need better access
1	Not marked well at all as to rules of behavior for safety and directions to various destinations
1	Not safe. Not near where I would need them. Lack of directional signs
1	Some paths are cut off and do not make it easy to get around all the time
1	Some streets are too dangerous!
1	The paths are designed for recreational use and neighborhood to neighborhood access.
1	There are no trails near my residence
1	They are too narrow
1	They don't get me where I need to go, if they do it certainly isn't the fastest route there.
1	They don't go the entire route I wan to take.
1	Too crowded
1	Too crowded. Too dangerous (criminals).
1	Too far to effectively bike anywhere.
1	Too large of an area
1	Too many areas shared with vehicles
1	Too much opportunity for robbery and stolen bikes.
1	Trails don't go everywhere
1	WAY TOO MUCH TRAFFIC CALMING
1	can be dangerous
1	communities are separated too far for nothing other than recreational riding
1	folks don't ride enough to warrant spending money to support.
1	need more roadway facilities so get to destinations.
1	not enough lanes !
1	not enough quick and safe access.
1	way too crowded as it is.

1	I would think the bike share bikes would be cumbersome to ride on the hilly, uneven paved columbia pathways, and are not really suited for sidewalks. I believe that the population of people that you might get to use the bike share (i.e. people with not too much bike safety experience) would not feel comfortable riding in a lane with cars.
1	I do not agree with riding on ANY ROADWAY in Howard County. Many of the streets are narrow and heavily traveled. Too dangerous for the rider and driver!!
1	The major roads like Cedar Lane and Broken Land, Snowden River, Little Patuxent do not have shoulders and I never feel safe riding a bike on those major road ways. Until something is done to address this issue, I don't think biking is safe. I work 5 miles from my home and would love to be able to ride my bike to work but I never consider that option because it involves roads with no shoulders.
1	The bike paths are good for walking and awful for biking. Main roads have no bike lanes and are dangerous to ride on. Columbia is not bike friendly at all.
1	Missing bike facilities between major sections of Howard County (fast suburban roads with little or no shoulder).
1	Trails are already very crowded with joggers, pedestrians, etc. Commuting in many places requires crossing busy streets (e.g. between lake kittamaqundi and the mall). A decent used bike can be bought at Race Pace for under \$150. People in columbia already live on or near a trail most places. The issue is crossing busy streets like 175, 108, patuxent parkway, and 29, etc.
1	Too much bicycle/jogger/pedestrian traffic already on the existing trails. More infrastructure is needed.
1	Most of my Howard County trips are home to destination. If I am traveling from home, I am going to want to take my own bike. Bike Share seems to work best in places that have a mode of transit between home and destination. Example: Home --> Metro --> Destination.
1	Many trails aren't big enough for both pedestrians and bicyclists. And to get to a destination on the other side of the mall or rt 29 requires me to go quite a distance out of the way to find a safe route. I ride slowly, so I try and avoid all but the quietest neighborhood roads.
1	To narrow of shoulders in some locations that don't offer necessary protections between drivers and cyclists. Often, riders are forced into the lanes of on-coming vehicles.
1	The existing system is confusing unless you already know where the trails lead. Additionally, the trails do not necessarily lead to many commercial locations safely.
1	I don't feel that existing roads throughout Howard County are overall very bike friendly. I live in the Emerson community and Gorman Road & Murray Hill Road have absolutely no shoulder or designated bike lane.
1	There are way too few and they have insufficient interconnectivity. If I'm riding a bike to get from A to B (as opposed to recreational) I don't want to be on shared paths maneuvering around walkers and runners and children on bikes and skateboards.
1	No designated and painted bike lanes on main arteries. Paths are nice but not good for road bikes and too inefficient for commuting or running errands by bike. Share the road signs are not enough to convince drivers that bikes belong on the road. There are also a lack of secure bike racks in key places.
1	Howard County needs more bike friendly trails. Road sharing by creating separate lanes would be great. Like they do in Holland.
1	i live in Scaggsville and we are not connected to the rest of columbia, so riding my bike to somewhere is dangerous at the moment. I wish there were more bike lanes and sidewalks in my area, it is too dangerous for the kids to walk or ride anywhere from my house, and it is sad because there are restraints and shops that COULD be in walking distance.
1	There aren't many separated bike lanes. I wouldn't feel safe riding around. If there was a bike share at Centennial Park or something, that could be cool so people wouldn't have to bring their bikes.
1	Don't feel that the trails are a safe place to ride especially alone. There are always news clips in the Flier of the thugs assaulting someone, stealing phones, wallets and such.
1	Still have to cross some busy streets and motorists, in my experience, are not likely to share road with bikes
1	People speed on most roads, and although they are not supposed to, I regularly see people texting or talking on their phones while driving. Unless there is a wide shoulder or a dedicated bike lane, I am always nervous that I will be hit by someone who is distracted.
1	If there was a market for a bike share system, someone would start a privately owned one. The fact that government is attempting to subsidize it means it will fail.
1	I live in Elkridge and I do not feel like it is safe for bicyclists to be on the road there because of lots of traffic, and narrow lanes and lack of paths/bike lanes.
1	Most trails do not go to places of interest. They are for recreation. If transportation is desired, better facilities are needed.
1	I would like to bike to work but there are no trails or lanes that would bring me to Ridge Rd. in Ellicott City.
1	I don't think there are enough bike lanes in HoCo. Also roads are narrow surrounding Columbia and throughout HoCo. Many roads/streets do not have shoulders or are wide enough to allow a bike to travel safely when there's significant traffic.

1	The county is too geographically dispersed for bike share to be feasible. There are miles of separation between our largest suburban centers with multiple physical and logistical obstacles for a feasible path selection. Bike shares tend to be done in increments of 30 minutes. This works in places like the City of San Francisco, but does not work in rural/suburban counties.
1	There are many areas in Howard County where I would hesitate to ride my bike or a bike share bike due to the lack of bike lanes and heavy traffic. And I would think that the most logical places for stations would be in these very busy areas, such as Columbia Town Center and shopping centers.
1	The paths are not wide enough and there are no streets I can think of where I would feel safe riding. For example, if I wanted to go from my home near Cradlerock South to the E. Col. Library I would have to ride on Cradlerock, where I would be in traffic, or go straight across through land where muggings have occurred.
1	There are no maps to show how they are connected or where the trails go... at least I'm not familiar with any maps that do exist. Also, would they go where I need them to go?
1	Land use is too sprawling, destinations are too far apart and high speed roads create major barriers.
1	Not enough safe riding area continuity. Snowden is a nightmare to ride on. Consider an off-street path the length of Snowden.
1	The trails are wonderful, but often you must go on major streets to connect the trails. A sign that says "Share the Road" isn't good enough, really scary w/ the drivers around here. Dedicated painted bike lanes would be great in the streets that connect the paths.
1	I love to bike and I own a bike now but I never ride because I believe that I would be putting my life in jeopardy because of the crazy drivers. There would have to be many more bike lanes made before it would be safe to ride in Howard County!!!
1	Paths bring criminal element preying on helpless yuppies on expensive bikes waiting to get mugged.
1	there's not enough and it's not safe to ride a bike on most streets in howard county, there is not enough education to drivers to respect other forms of transportation on the road, it's extremely dangerous, there needs to be better education for drivers and cyclists and clearly marked bike lanes with signs and painted roads. Barriers would also prevent motorists from entering the bike lanes for any reason which would also increase safety.
1	I've tried to commute to work on existing trails and paths, and it is way too convoluted and in complete. I end up on the roads half the time. Now I just bike the roads---much quicker, and no pedestrians with dogs to worry about---only cars, buses, trucks!
1	Because biking is not a good mode of transportation in a county as spread out as Howard. This is not New York City.
1	Bike system is currently designed for recreational cycling in CA region, not commuting or casual errands as bikeshare is often utilized for. Also, bikes will need to be designed for longer distance rides since HoCo point-point distances are longer than urban cycling systems.
1	Most trails are narrow and I feel that cycling on them is dangerous to the walkers. Bicycle lanes are good and I feel safe, but there are very few of them.

9. Have you had an opportunity to use an existing bike share system before?

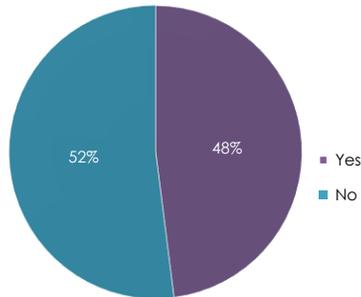


Total responses: 131

10. Where?

Count	Response
1	Chicago
10	DC
1	DC and Arlington.
1	DC, Boulder, Chattanooga, Oklahoma City
1	DC, Chicago
1	DC, Montreal
1	DC, NYC
1	DC; NYC
1	DC; Paris, France
1	Dc
1	Holland
1	Holland and D.C.
1	In Netherlands
1	Miami
1	MoCo, DC
1	NYC
1	New York City
1	New York, Charlotte
1	Paris
1	Paris but I used my roller blades back then
1	Portland
1	Quebec City
1	San Francisco, CA
1	Silver Spring, District
5	Washington DC
1	amsterdam
1	washington DC
1	washington, DC
1	I've walked to every village center, savage park, ellicott city. Keep bike paths away from cars and keep them in park like settings.

11. Do you think bike share is a good idea for Howard County?



Total responses: 131

12. Please tell us why you think bike share is a good idea for Howard County.

Count	Response
1	An alternative to cars and no need to own/maintain/store a personal bike.
1	Bike riding is better for our physical fitness and for the environment.
1	Biking in general is a much healthier way of traveling short distances.
1	Biking is better than driving for health and for the environment.
1	Get cars off the road, get people exercising and moving, more use of the paths already available
1	Howard County is a young fit county. Lets support it!
1	It could cut down on traffic and get people active.
1	It will provide a transportation and recreation option that people want.
1	It would be nice to borrow a bike to ride in our many parks.
1	It would be wonderful and would open up Howard County to its residents
1	It would prove beneficial for those who cannot afford a vehicle
1	Less cars on the road!
1	Less driving is always a good thing
1	More Urban areas need options.
1	More bikes = better living.
1	More people on bikes is always a good thing
1	NICE FOR FOLKS TO HASVE ACCESS
1	Reduce auto traffic, increase business revenue, increase mobility, attract young people.
1	The more bikes present the better.
1	Traffic control and health.
1	We already have tons of trails to get you where you need to go.
1	better for health and environment
1	exercise
1	the bus system is available but not always convenient
1	the county is easily accessible by bike ;
1	So many trips are short, to pick up something quickly. It's not necessary to drive because the shop is close by, and the items purchased can be placed in a bike basket.
1	Mixed feelings. Good way to get from center to center, but I would most likely leave from home, so wouldn't use the bike share.
1	It will generate traffic in the Village Centers and reduce vehicle emissions. Also, citizens will get to exercise.
1	It would give the opportunity to have a cleaner environment, provide extreme health benefits to residents and be cost efficient alternative transportation as well.
1	Encouraging more people to bike would reduce the number of cars on the road, making it even safer to bicycle around town. Plus there would be less road noise and cleaner air, so I'd be more comfortable in public places.
1	County has existing trails that could be shared with bikers; sidewalks are not heavily used by pedestrians (e.g. not as bad as DC) and could be shared with bikers; Howard County is a health-conscious county; bikeshare has been rolled out regional, so individuals may be familiar with it; many stores are within biking distances of one another, thus providing a high "bike-ability" factor
1	What a great way to continue to develop a "green" environment. I also believe with the existing path system the idea is just another great alternative for healthier living.
1	The existing network of bike trails seems well-suited to allowing Columbia residents use bikes for shopping, socializing, or possibly going to work.
1	The bike network is growing and more people want to get around by bike for some of their trips. Bikeshare will be good for the local economy because it encourages people to shop locally. More vibrant street activity with people walking, biking and taking transit makes Howard County a better place to live.
1	There are a lack of viable public transit options here. For example, if I want to arrive to work (HCGH) at 7am in the morning, I would need to get a bus from my house at about 5am in order to make a 6am transfer at the mall, however the buses do not run this early, so I really must drive. However, if I could ride a bike to the mall and then catch a bus, that would be another story.
1	Good way to get around without having worries about risk of having my bike damaged or stolen. Great for one way trips or when there is alternate transport for other leg of trip. Efficient way for commuters to get to job or school. Fun way to get to pools, gym.
1	There are a lot of nice paved paths hidden in Columbia, at least. It would be fun to bike these, but I do not own a bike.
1	I don't use a bike often and enjoy walking. But, the bike paths in the park settings are essential to the character of Columbia. We need more beautiful paths. More thought should have been put in the design of the Dobbin/Snowden area. I hope it's not too late to add paths there as development continues.

1	Anytime you can encourage people to get out of their cars, it's a good thing. Downtown Columbia needs more off-street pathways connecting shopping and points of interest. More bike stands are a must as well.
1	I've always marveled at the bike share programs in DC and think providing people an opportunity to do the same in HOCO would make sense
1	Howard County already has a tremendous system of walkways and trails, which might experience different types of usage if there were a bikeshare program.
1	If the system guaranteed safety (separate bike lanes) and reduced my fear of my bike being stolen while at work, I would be definitely open to this idea or new way of city life.
1	Makes it easier (more accessible) to ride instead of drive. Good for the health, and good for the environment.
1	Get more people using bikes instead of cars. Better for health, better for environment, better for community.
1	Lots of people have bikes, but only a few actually ride them (probably b/c their bikes have flat tires and need maintenance). If the bike shares are placed well, people will probably ride. An app to find the bike shares would be a good idea.
1	Only if the existing roads are expanded to include a sufficient shoulder or dedicated biking lane.
1	It encourages people to bike, less driving and traffic, more active life style. We are european, so we love bikes and would love to have that implemented here.
1	I think the extensive pathways that Columbia already has in place would be ideal for bike sharing in my area. I would LOVE to get in my car less, and this could be an incentive. Plus, would be great for my kids to get around.
1	In the central district, there seems to be enough slow roads (residential streets) that could easily be utilized in addition to the current bike path system. Though the current bike path system is a bit too narrow for mainstream commuters.
1	HoCo has a large population of cyclists and an even larger population of eco-enthusiasts. HoCo already has a large number of off-road paths for cycles and a growing number of neighborhoods encouraging non-vehicular mobility.
1	It gets the community to exercise more and gets people to drive less. Re: question 8 & 9, if people take public transit, it would be very helpful to have bike shares integrated between Baltimore and Washington.
1	There needs to be better options moving forward. There should have been bike lanes already on the roads. Encouraging bicycle riding would necessitate making the roads more bike friendly and expand greatly the quality of life in Howard County. Enabling people to utilize the outdoors much more and cutting down on parking and road congestion problems and pollution, not to mention saving people money in the long run. I see it as a big draw for the younger generation to move to the area. Move forward Howard County, don't get left behind, we have much going for us.
1	It will promote health, ease congestion, and increase transportation options for people who do not own a car.
1	Would make it possible for those who can not afford a bike or want to go biking once in a while to enjoy the weather and get some exercise
1	As the population grows, especially near Town Center, there needs to be alternative methods of transportation.
1	Any increase in bicycle ridership in Howard County makes it easier for cyclists to coexist on the county roads with cars. I would like to envision our community in the near future as one in which it is safe enough for even our kids to ride to school without fear of being hit by a car.
1	If there was a bike share I would bike more places than drive. My current bikes are road/racing bikes that are not as good on trails.

13. Please tell us why you don't think bike share is a good idea for the County.

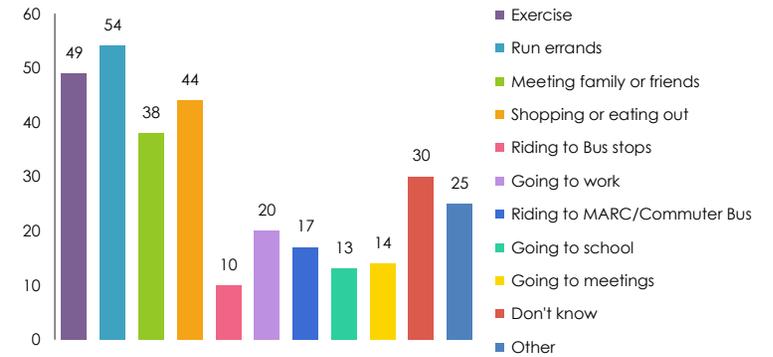
Count	Response
1	Access to inexpensive bikes is not a problem in HoCo. Roads and trail capacity are the problem.
1	Because there are no safe places to ride.
1	Bikes are inexpensive and I prefer to own my own.
1	County can't afford any new expenses.
1	Does not have the density to support bike share
1	Don't use county funds.
1	Encourages dangerous bike use in heavily trafficked areas.
1	HoCo is too spread out and the bike infrastructure is lacking.
1	How much would it cost to expand and maintain? I am already taxed too much by the county.
1	I do not see the purpose for it outside of a city!
1	I don't believe this is a wise use of tax money at this time.
1	Impractical and dangerous. Overwhelming number of vehicles and grid-lock traffic.

1	Lack of biking safety infrastructure such as designated and painted bike lanes on main arteries.
1	No helmets. No good facilities. People should buy their own bikes and helmets.
1	No part of the county, including downtown Columbia, is dense enough to support it.
1	There are more important problems to worry about.
1	Too rural.
1	Traffic
1	You have too many bikers as it is and the ride on the worst roads i.e. college ave etc.
1	it's too dangerous and ties up traffic
1	not convenient
1	stop wasting my tax dollars!
1	HoCo isn't connected to anything besides itself. Despite Rouses' visions, there is a lot of progress needed to revitalize the neighborhood centers to create the destination. I know the chicken/egg because I work in the profession, but most use these for short trips, not recreational ventures, as they are bulky.
1	I don't think the roads /paths are appropriate for running errands, etc. I road my bike to my CSA once this year and it was a horrible experience. First work on improving/increasing the bike lanes and connecting major shopping centers to the Columbia Trail system before investing in something like a bike share system. If people don't feel safe, they will not use it. I am a very experienced biker and wish I could take my children - by bike - to the shops/restaurants at Dobbin Center but there is not even a sidewalk for them to ride on once the CA trail ends.
1	I am not sure. Like I said before...make the major roadways safer for bikers (bike lanes/shoulders) and then I think it would be a great idea.
1	Bikeshare is best implemented to augment an existing multi-modal transit infrastructure where cycling infrastructure is already in place or vehicle speeds are slow enough to accommodate casual cycling. HoCo cycling infrastructure is in its infancy, point-point distances for destinations are often too far for casual cycling, and the bikeshare infrastructure is not backed up with a high frequency (very long headway) transit system especially at night.
1	Almost everyone would have to DRIVE to get to where a bike was..so what would be the point? Howard County is too spread out for it to be workable. AND there is not a good system of paths, and the roads are barely safe for bikes.
1	(1) It's unnecessary for transportation needs. The County is still primarily a bedroom community for DC, Washington Business Park, Fort Meade, etc.; (2) if someone wants to ride a bike, they can buy a bike for \$100 (which would pay for several months of rental/share); and (3) the resources should be better spent on hard transportation/civil projects or unfinished parks/recreation projects (Blandair Park).
1	If people want a bike, they should buy a bike. If it were a good idea, there would be an independent non-government company doing it.
1	Perhaps on Main St. Ellicott City and Savage/Laurel where people go from store to store/restaurant. Parking is plentiful everywhere else.
1	Priorities. I would rather see sidewalks built for pedestrian traffic. This would eliminate virtually ALL available right of ways for bikes.
1	I would qualify my answer with "at this time." I like the concept. If the idea is to get infrastructure in place before increased urbanization, I'd be in favor of that. But reality is that many of us who have bikes already would use them for all kinds of trips if there were enough safe places to ride but there aren't. Also, I fail to see a demographic that would use the facility in sufficient numbers. Columbia in particular doesn't have enough young people given no large universities and not a lot of affordable housing. As for commuting, it seems most people who live in Columbia don't work there and vice versa. And the public transit seems so lightly used that it would hardly supply enough who wanted to finish their commute on a bike.
1	It is a waste of tax dollars. People would only ride bike when the weather is good, which is almost never.
1	I think most of the people who would ride bikes in Howard Co are residents - and they more than likely already have bikes. Long term bike ownership is more cost effective than renting. There are not locations to draw people to bike from place to place as in a big city.
1	It is a car dominated area, better to use resources for more busing. Most non riders will only ride during nice days.
1	The roads are already crowded. The distances are too great for bikes to be practical or useful. If there was a market for a bike share, a privately owned business would spontaneously form to address this market.
1	It's Howard County not DC. People have room for bikes. The roads are just not safe for bike travel.
1	I want to say maybe. It is a good idea because it allows Howard County to present itself as a sustainability leader. Maybe in the denser parts of the county, but I live in Ellicott City. A reason I don't think bike share is a good idea is because I don't think it will have high enough demand. I see a lot of bicyclists out, but they tend to be the strong and confident cyclists in lycra who don't carry locks because they aren't going to stop anywhere on their ride. When I ride to the grocery store it is usually only my bike locked outside, and very few stores are accessible by bike for people who are nervous about traveling on or over Rt 40. The lycra clad bike rider does not ride for utility purposes, despite their

	physical ability and confidence. Howard County needs the infrastructure to encourage casual cyclists before we invest in Bike Share.
1	See my previous comment block for details. Economic subsidization of private industry by government interests is a waste of money and lacks sound fiscal discipline. This state is wasting money left and right and the infrastructure required for this type of project does not exist.
1	While I support the concept of bike sharing I don't believe Howard County and Columbia have the population density to support this program.
1	Howard County is too spread out and this is the last thing on earth the county needs to get involved in. The county can't even respond to snow removal effectively and efficiently as evidenced by this last winter, why on earth are you hand-wringing about silly projects like this? How about you pay attention to and service the infrastructure you already have? If the county wants to get involved in ANY sort of new transit endeavors, pitching access to either MARC or WMATA's Metro in Howard County should be the focus.
1	People are going to get mugged and its going to cost a lot of money to replace all the stolen bikes.
1	Most people in Howard Co that want to ride a bike already have one. I think the people that will rent one will not know how to follow the rules of the road ... will cause accidents for themselves or others.
1	Not many people ride bikes to work. On my drive I see 1 person biking to work seasonally. Most avid cyclists will ride regardless of whether or not there are designated lanes and they own their own bikes.
1	We are a suburban community not a major city. Don't have enough people without cars or places to park as in DC.
1	I think most people who would ride already own a bike. The money could be better spent creating real bike lanes.
1	You do not have bike lanes or even shoulders on a lot of our roads. Sometimes it's unsafe riding down roads like Homewood let alone busier streets.
1	People who want to ride a bike have one of their own. This idea is only good for tourist areas and maybe students at a large university. If you don't have a bike, it would be dangerous to just pick one up and try to ride.
1	This model works well in Cities... it may work well if limited only to downtown Columbia. I don't see it working well throughout Columbia, it won't get enough use to justify the cost.
1	Anticipated fees and costs will prevent so many people from using the system much. People in cars cost the county much more money. Make bikes low cost and subsidize them to get autos reduced in numbers just as in Copenhagen and many places in Europe
1	It's a silly idea and a waste of money. It's the suburbs; people drive most places (and expensive bike rental will not change that). The people who do want to bike can already buy one and keep in their house for a few days worth of rental. This is not New York were people don't have room for bikes.
1	To do so the right way will be very costly, and the tax payers already pay waaaay too much for the limited service we get in return. This will (sadly) end up costing way more than it should due to who will be implementing / running it.
1	More bicycles on public streets will lead to more accidents, people in cars getting stuck behind bicycles, etc.
1	Back to earlier comment. If on one of the bike trails, near the mall, anywhere on Stevens Forest. It is not a safe place to be especially alone with the resident Ho. Co. thugs
1	There are only a handful of locations where I can envision sufficient activity to warrant a station. A very limited system would be extremely inefficient and costly to operate for the likely amount of usage.
1	Bike share is about supplementing existing convenient mass transit, which Columbia doesn't really have. This is because you need an alternate means of transportation if 1. No Bikes Available 2. It starts to rain/snow or you just don't want to ride back. One of the main issues I have with DC's bikeshare (before it broke me) was that when I came in to Union Station in the morning, all the bike were gone as they were in use by people who got there before I did. And even worse is the reverse. When I would be returning to Union Station, all the slots were full and I had to go to an alternate and would end up missing my train. Columbia is hilly and too spread out for these types of bikes which aren't designed for long distance and only have three speeds.
1	Nothing is centralized in the county...I don't see the purpose. I see buses driving up and down my street and no one ever uses that public transportation, why would they use a bike? Additionally, when monitoring the daily police blotter, bikes are the most commonly stolen item. If the bike share is targeting those individuals who have limited means of transportation, why would they give the bike back?
1	Currently too many peckerheads riding around HOCO being a nuisance on roads they have no business being on.If the road does not have a shoulder there should be no bicycle traffic on it.Like 108,Old Frederick,Burntwoods,Florence,Jennings Chapel or even Rt 32 where I FREQUENTLY get stuck behind a pack of these pests.Narrow windy roads are not the place to be leisurely cycling around.Yet HOCO sponsors rides several times a year.
1	If it is feasible let a private company do it. Not where I need my tax dollars in a state running a 1/2 billion deficit.

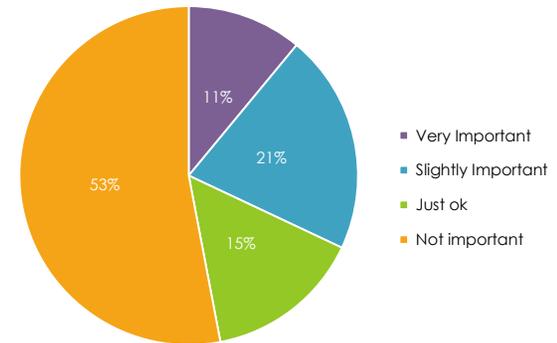
1 I believe that our county relies heavily on cars and buses for transportation. I also believe that these new riders will not obey the laws of the road and use the sidewalks.

14. If bike share were available, throughout the County what types of trips do you think you would use the bikes for?



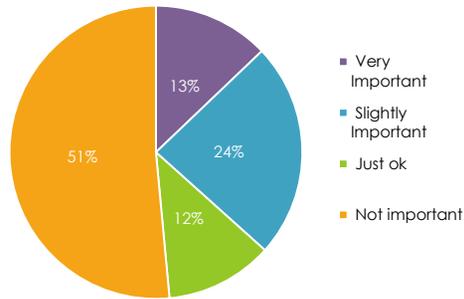
Total responses: 122

15. How important would it be to integrate a potential bike share system in Howard County with the proposed bike share system in Baltimore?



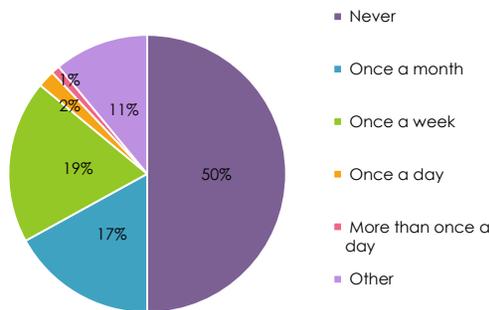
Total responses: 128

16. How important would it be for any potential system in Howard County to integrate with the existing bike share system in Washington, DC?



Total responses: 127

17. About how often do you think you would use bike share?



Total responses: 129

18. How much are you willing to spend on an annual bike share membership?

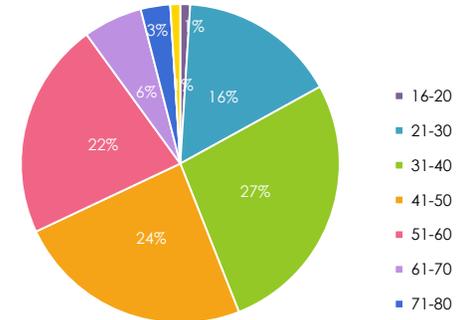
	Average	Min	Max	StdDev	Responses
Annual membership fee:	58.14	0	200	58.79	85
Weekly membership fee:	11.66	0	200	24.8	67
Daily or casual membership fee:	12.02	0	200	31.01	81

19. Please let us know which of the following objectives are the most important for the County to focus on for implementing its bike share program.

Objective	Score	Overall Rank
Expand the on-road bicycle facility network to accommodate more bicycle trips around priority station locations.	548	1
Promote a culture of safety among bike share users.	488	2
Integrate bike share as an extension of transit.	482	3
Educate the public about safe biking practices and rules of the road.	457	4
Optimize the number of origins and destinations that can be served by a bike share system serving as many neighborhoods and destinations as possible.	451	5

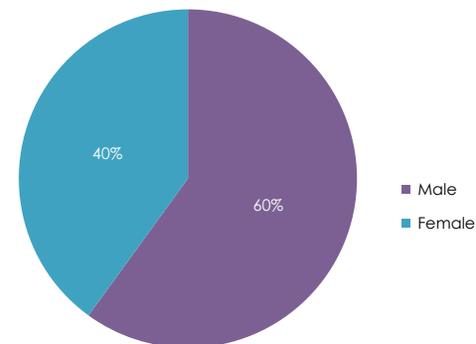
Develop a system that engages and serves users in minority and low-income communities and improves their access to key destinations, such as jobs, educational centers and recreational centers	383	6
Plan for and ensure sustainable capital funding for system growth and ongoing equipment replacement.	368	7
Provide station locations not only in the denser parts of the County but also in neighboring residential areas and eventually expand the geographic coverage across the County.	349	8
Cover all capital and operating expenses without public assistance.	349	9
Focus the system only in the denser County core.	299	10

20. Age



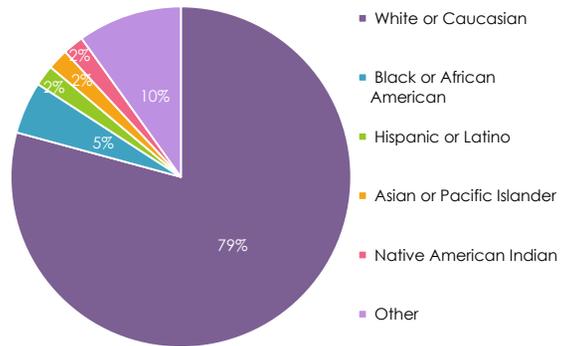
Total responses: 127

21. Sex



Total responses: 123

22. Ethnicity

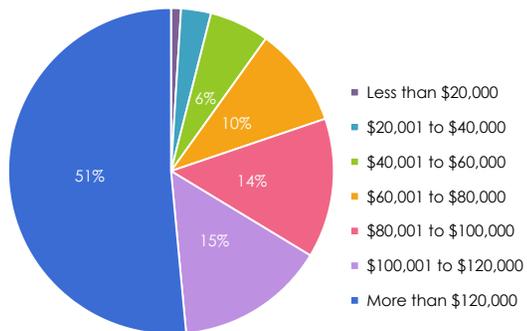


Total responses: 123

23. How many people reside in your household?

Count	Response
1	0
7	1
47	2
1	21
25	3
25	4
10	5
3	6
1	7

24. What is your annual household income?

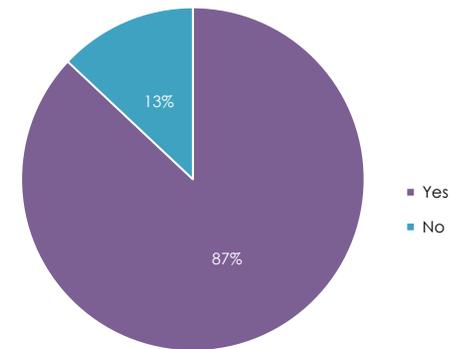


Total Responses: 116

25. 5-digit zip code for your home address

Count	Response
7	20723
8	20759
1	20763
1	20777
1	20794
1	20814
1	20902
1	21029
12	21042
4	21043
30	21044
30	21045
12	21046
1	21048
1	21060
7	21075
1	21737
1	21738
1	21794
1	21797

26. Are you currently employed?

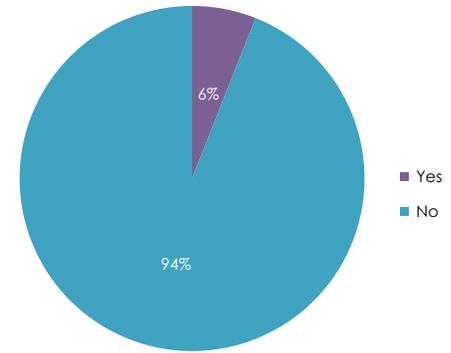


Total responses: 125

27. What is the zip code of your place of employment?

Count	Response
2	20001
1	20002
2	20006
1	20009
1	20024
1	20173
1	20506
1	20706
2	20707
8	20723
1	20740
1	20742
3	20755
3	20759
1	20777
1	20783
1	20794
1	20892
2	20910
1	20993
1	21031
1	21042
2	21043
11	21044
7	21045
10	21046
1	21048
3	21075
2	21076
1	21077
2	21090
1	21093
1	21117
1	21201
2	21202
1	21204
1	21217
1	21218
1	21226
1	21235
1	21287
1	21401
1	21784
1	22033
1	22102
2	22202
1	22204
1	22209
1	22314

28. Are you currently enrolled in school?



29. What is the zip code of the school you attend?

Count	Response
1	20742
2	21044
1	21205
1	21218
1	36561

30. Please provide any additional comments here:

Count	Response
1	Bad idea
1	Columbia is not this place for such a program. Save our money for better uses.
1	Don't spend my tax payer money on this. If you get private money for it going ahead.
1	Howard county doesn't have a bike problem, we have a biking environment problem.
1	I really hope this goes through, I would love to be able to bike through Wilde Lake.
1	I think it is silly and idiotic. I think someone is looking for votes.
1	I would like the see a bike share location in Maple Lawn.
1	If it feasible let private business do it.
1	Keep the bike paths in park like settings. Focus on beauty and culture.
1	Love the idea!
1	Make dedicated bike lanes a priority
1	Thank you for your hard work in bicycle advocacy in howard county!
1	This is a waste of tax dollars and/or CA dues.
1	This is exciting, I think bikeshare would be a great option for travel in Howard County!
1	Until the streets are made safer for bicyclists, this program will be under utilized
1	none
1	I think I bike share system would be great - but only after making significant road improvements that make it safer to bike. All of the people involved in planning this program should get on their bicycles and ride to major shopping destinations around HoCo or even just Columbia and see how safe they feel. While you can get to the village centers easily on the paths (yea!) you can't get to HCC, to/around Dobbin Center, to/around Columbia Crossing, to Wegmans/Apple Ford area, etc. I would routinely bike to these places if it were safer - a bike share system alone will not make it any more likely for people to bike.
1	It seems that bike share can be a part of transit options in the most dense parts of Columbia, but it also can be seen as a recreational opportunity to make use of the trail systems. Maybe bikeshare can be placed at the big trail entry points, such as near the lakes and off Patuxent Branch Trail.
1	I think Bike share would be most effective if all the roads were equipped to handle bikes first. that should be the number one priority. if there is still funding after that for a bike share program then that is great! I hope it comes soon.Best of luck!

1	I would support a bike share program, even though I would be unlikely to use it because I already ride my own bikes throughout Howard County.
1	Columbia was built on the idea of walking to village centers. The idea has failed - just witness that entire Columbia area is wall-to-wall with cars on the week-ends. Only a very few people will use existing or new bike facilities and infrastructure.
1	Although I would probably not use bike share much I would love to see it implemented as an environmentally friendly means of transport, a healthy form of exercise and a means of reducing traffic, noise, pollution, etc ...
1	Instead of bike share, use funds to put in designated and painted bike lanes on all main arteries.
1	I believe this is a wonderful initiative for the future. I prefer to know my children can ride bikes rather than grow up car-dependent. I would ultimately use a bike too to go to work and go with kids to school, but a sense of bike safety is a major issue for me right now today.
1	You really need to substantiate the need for this. It can be very expensive and then end up not being used much. Makes sense in an urban area like DC or Baltimore, but Howard County is not urban.
1	My answers may be skewed because I own and actively use a bike. Not likely to use the bikeshare bikes but I would benefit from the increased focus on bikes and especially MORE BIKE RACKS AROUND THE COUNTY!
1	In parts of Germany the bike lanes adjoin the sidewalks, and walkers had better not intrude on the bike lanes! Our bike/walk paths are not safe for walkers because the majority of bikers do not give warning as they approach walkers from the rear.
1	Improving the infrastructure for a bike share program would help people be able to use their personal bikes too. Wouldn't even need to add bikeshare-specific stations all over, even just adding regular secured bike racks would help.
1	If you start a Bike Share, you should start one in the Villages Centers. This helps reach the county's overall goal to increase traffic to the Village Centers. Also, Columbia Gateway. Lots of Bikers are there on the weekends.
1	For pity's sake...before investing in a lot of new bikes out there, could we possibly concentrate on making it safer for bikes first?!? WHY oh WHY can't there at least be a SHOULDER to ride on 108?!? There are so many more bikers who would commute if there was something that looked like a dedicated bike lane on the major routes...175, 108, Snowden River, 29. I like my 30 minute bike commute, but it sure has increased my PRAYER LIFE!
1	Bike sharing works best in areas with high population density and many users of public transportation. I am a lifelong resident of Ho Co and friend of the environment and don't see where I ever would use bike sharing. The only place where I would use it would be to transfer from a bus or metro stop to my work or shopping. Otherwise, like most county residents I know, I would use my own bike or use a car. The county should talk to the bus riders as this would be a benefit to them. In the areas with the lakes the renting of bikes for recreational purposes might break even, otherwise this is a bad decision for our area.
1	Bike Share does not need to come to Howard County unless private companies find it feasible, and based on the fact that they don't already exist I would assume that it is a money-loser. There's no reason Howard County needs to get involved, especially given the poor level of service Howard County gives to its existing infrastructure.
1	Please expand roads throughout the county that are bicycling friendly. Too many roads that are dangerous with no shoulder or dedicated bicycling lane!
1	What are the results of other feasibility studies from communities most similar to Columbia and not a large city?
1	If the county moves forward with this program, I hope they will also be committed to improvements to make HoCo more bike friendly.
1	Getting from point a to b takes time in a spread out community like ours. Weather is a big factor for an occasional rider. Functional riding to a store or restaurant means you need storage for the bike and proper safety equipment. We have great trails for recreation. more bikes and pedestrian are asking for trouble on trails. Added lanes would be great.
1	Bike Share program planning needs to be integrated with planning for improved pathways, new bridge over Route 29 in Oakland Mills, and improved transit services.
1	I see bike riders run stop signs and red lights. They rider the wrong way on roads. They ride on sidewalks and almost knock people down. Bike riders must be made to ride on roads or bike lanes and obey all traffic laws. They should have to have a bike license and a license plate for their bike.
1	I love the idea of the bike share, however, the roads are not safe for bikers. Without shoulders or bike lanes I don't see this happening. People don't mind riding through the back paths some of the time, but some of those paths have big hills and do not connect. I don't see how you can do this safely.
1	Your survey seems to ignore the issue of almost no safe place to ride a bike. My answers might have been different if there had been some clarity about the road/path conditions under which bike share would be implemented.
1	I think it is more important to add a set of trails to directly inter connect the different villages.

1	I think that it is a great idea for Columbia in particular, given the existing trail system and the proposed trail improvements.
1	While I am a fan of broadening services and opportunities, I don't think that a Bike Share really should be a priority for the County or the CA. The County has enough major capital projects or issues with major transportation (29 expansion), civil (flooding in Ellicott City), parks (Blandair & Merriweather) to stay busy without adding another unnecessary project. The CA is in the middle of several projects as well (Haven on the Lake, new member services, and Inner Arbor) and should address aging facilities (Supreme Gym and Swim Center have continuous issues and need to shutdown frequently). In short, there are many more important issues to tackle than the creation of a Bike Share in a sprawling suburb.
1	You need to simplify membership and participation. There may be a danger of bureaucratic demands upon persons interested
1	Nice to know all other problems in the County have been addressed and we can focus on somebodys feel good pipe dream planned community utopia concept. Really this is a concern a bike share?
1	Maybe a very limited system in TC/HCC would be used. Apartment dwellers near the mall and HCC students may bike from home or school to the mall or whole foods. But I don't think such a limited system could possibly be economic to operate.
1	This is a terrible idea and an example of something that government should not be doing. Let the free market decide whether there is a market for a bike share or not. If Howard County has to subsidize it, there is no market and no point in wasting tax revenue.
1	I do not support spending my tax money on this effort. Please use our tax money for education or to ease road congestion.