May 29, 2015

Kicking Off the Houston Bike Plan

Bicycle Advisory Committee Meeting #1
Overview & Objectives

- Why do we need a new bike plan?
- What is the Role of the Bicycle Advisory Committee?
- What is the scope and schedule?
- How can the community provide input?
Why do we need a new bike plan?

- 20 years since plan update
- Complete Streets Executive Order
- Rebuild Houston
- Bayou Greenways
- Significant benefits
Plan is being developed in partnership

Lead Agency

Multiple Departments
- Planning & Development
- Public Works & Engineering
- Parks & Recreation

Funding Partners

Supported by Bicycle Advisory Committee
Bicycle Advisory Committee (BAC)

- Community leaders representing...
  - A diverse cross section of Houston
    - Responsible for implementation
    - Bicycle riding community
    - Geographic areas

- Serves as sounding board and guides the direction of the plan

- Reviews and provides feedback on plan goals and recommendations

- Promotes participation in the plan
BAC Members

- AARP
- Alief Independent School District
- Bike Houston
- Bike Barn
- City of Houston – Health Department
- City of Houston – Mayor’s Office of Sustainability
- City of Houston – Parks & Recreation
- City of Houston – Planning & Development
- City of Houston – Police Department
- City of Houston – Public Works & Engineering
- Critical Mass
- Greater Houston Partnership
- Houston B-cycle
- Houston Complete Streets Coalition
- Houston – Galveston Area Council
- Houston Independent School District
- Houston Parks Board
- Management District - Energy Corridor
- Management District - Houston Downtown
- METRO
- Neighborhood representative
- Neighborhood Centers
- Super Neighborhood Alliance
- TxDOT – Houston District
- Urban Land Institute (ULI)
Our Request of BAC Members

**Be present**
- We will be respectful of your time and schedule. We know you are busy.
- Please make the time to attend each of the events and meetings

**Engage**
- Meetings will be most valuable to you and us if you truly engage in the discussions
- Ask questions and share ideas even if you don’t feel like you are “an expert”
Our Request of BAC Members

Communicate

- Share the goals of your community or organization but also be prepared to think regionally
- Serve as a champion to your community by sharing information and collecting input about the plan

Follow Through

- Continue to engage the community about the findings and recommendation of the Bike Plan
- Work toward implementation with the city, your organization and other partners
Poll Q1: What is the primary reason you bike?

1. Recreation
2. Commuting or other non-recreational trips
3. Health/Exercise
4. To Save Money
5. I Don’t Bike
6. Peer Pressure
7. Other
Poll Q2: What % of all trips in the City of Houston are Home to Work trips?

1. Less than 10%
2. 10-15%
3. 15-25%
4. 25-40%
5. 40-50%
6. Over 50%
What is the Bike Plan Project Schedule?

1. Existing Conditions and Opportunities
   - May 2015

2. Defining Goals
   - July 2015

3. Bicycle Toolbox
   - Aug 2015

4. Developing Draft Plan
   - Nov 2015

5. Public Outreach on the Plan
   - Feb 2016

6. Finalize Plan
   - April 2016

Major Public Engagement Periods
Phase 1: Existing Conditions and Opportunities

Timing
- March-May 2015

Deliverables
- Existing Conditions Report
- Case For Action/Opportunity Statement

Meetings
- Kick off meetings
  - City Staff & Funding Partners
The Opportunity and Case for Action

The Houston Bike Plan is a **transformative opportunity** to...

1. Provide a safer, more comfortable environment for the growing number of people riding bicycles in Houston
2. Provide affordable access to opportunities
3. Improve community health and wellness
4. Compete with peer cities who are setting the bar
5. Benefit everyone, not just people who bike
Better Serve Growing Ridership

Significant increase in cycling activity and interest

Source: Houston METRO Bicycle Boarding Data
Who is Our Design Rider?

4 Types of People Biking

- **Interested & Concerned** (50%-65%)
- **Enthused & Confident**
- **Strong & Fearless**
- **No Way, No How**

- People in the **Interested & Concerned** category typically most attracted to bicycle facilities with higher comfort levels.
- Current network introduces enough gaps and high stress locations to limit frequent bicycle use to **Strong & Fearless** riders.

Source: Dill & McNeil: Four Types Of Cyclists?.2012. Portland State University
Defining Bicycle Level of Comfort

Existing Bicycle Facilities Assessed on Four Levels of Comfort

Level of Comfort assessment based on:

- Bicycle facility width
- Adjacent traffic volumes & speeds
- Separation from vehicle traffic
- Intersections & crossings

Source: Mineta Transportation Institute: *Low-Stress Bicycling and Network Connectivity* (2015); Team Analysis
Existing Network – All Facilities

- ~500 centerline miles of existing bike facilities
- Riders experience broad range of comfort on most trips
Existing Network – Level of Comfort 1-2-3

- ~350 centerline miles
- More gaps show up in network
- Creates challenges in providing high comfort trips likely to attract more riders

Existing Bike Facilities in the City of Houston
(Level of Comfort 1, 2 & 3; Map excludes lowest comfort facilities)
Existing Bike Facilities in the City of Houston

- ~250 miles
- Mostly off-street facilities and neighborhood bikeways
- Network typically most attractive to interested people who don’t ride today
Goal Zero

- In 2014, the City of Houston and BikeHouston partnered to launch the Goal Zero Campaign
- Campaign focuses on safety education for drivers and bicyclists
- Partnership has supported the development of the City’s Bicycle Master Plan
Improved Safety for All Users

- Over 1,500 reported bike crashes reported in COH (2010-2014)
- 25 bike related fatalities over same period
- Indicator of high bike use areas to focus for plan development

Areas with 10+ Bike Crashes within ½ mile (2010-2014)
1. Bellaire and Corporate - Chinatown
2. Bellaire and Renwick – Gulfton/Sharpstown
3. Scott Street between 45 and Elgin
4. 3rd Ward – Riverside Terrace
5. Med Center
6. Kingwood – Kings Crossing – Along Lake Houston Parkway
7. Westheimer and Voss/Hillcroft
8. Wayside and Canal – Magnolia Park
9. Waugh – North of Buffalo Bayou
10. Waugh – South of Buffalo Bayou
11. East Montrose
12. Midtown
13. Downtown – Pierce Elevated
14. Downtown
15. Woodhead/Dunlavy – Lanier MS
16. Lockwood and IH10 – Denver Harbor/Port Houston

Bicycle Crash Density Map

Source: TxDOT Crash Record Information System (2010-2014)
Bicycles Faster and More Convenient for Many Short Trips

Short Trips and the Existing Higher Comfort Bike Network

- Bicycle travel times are especially competitive on short trips
- 10 million daily trips in the City of Houston; 33% are under 3 miles
- 15% of home-to-work trips are under 3 miles; 46% over 10 miles

Source: H-GAC Regional Travel Demand Model; Team Analysis
### Access Metrics

**Access Metrics for Population & Jobs**

<table>
<thead>
<tr>
<th>Category</th>
<th>City of Houston Total</th>
<th>½ mile from any bike facility</th>
<th>½ mile from high-comfort bike facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population (2010)</td>
<td>2,062,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>High Comfort Facilities</td>
<td>1,548,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Facilities</td>
<td>1,456,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Population of Color</td>
<td>441,000</td>
<td>57%</td>
<td>32%</td>
</tr>
<tr>
<td>Individuals in Poverty</td>
<td>46%</td>
<td>71%</td>
<td></td>
</tr>
<tr>
<td>Jobs</td>
<td>33%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- Overall network provides proximate access to over 60% of people and jobs
- About 38% of the population is proximate to high-comfort bicycle facilities, but barriers to access and last mile challenges still exist
- Access is slightly lower for populations of color and households living below the poverty line

Source: Census & ACS Data; Team Analysis
Low Cost Access to Opportunity

Job Density and the Existing Higher Comfort Bike Network

- Low Cost: annual cost of operating a bicycle is ~$300 vs. over $8,000 for a car
- 71% of jobs are within ½ mile of an existing bicycle facility
- Only 46% of jobs are within a ½ mile of high comfort bicycle facility

Source: Census & ACS Data; AAA; Team Analysis
The Challenge – Last Mile Connections

Trails and bike lanes are often near major job centers but rarely connect to the center or core of activity.
# Lagging Peers Cities

Source: Alliance for Biking & Walking’s 2014 Benchmarking Report for Bicycling and Walking in the United States

<table>
<thead>
<tr>
<th>City, State</th>
<th>Total Existing Miles of Bicycle Facilities / Sq Mile</th>
<th>Miles of Planned Bicycle Facilities</th>
<th>Recommended Minimum Bicyclist Fatalities per 10k bicycling commuters</th>
</tr>
</thead>
<tbody>
<tr>
<td>Portland, OR</td>
<td>12.96</td>
<td>1000</td>
<td>1.6</td>
</tr>
<tr>
<td>Washington, D.C.</td>
<td>922</td>
<td>962</td>
<td>1.7</td>
</tr>
<tr>
<td>Denver, CO</td>
<td>640</td>
<td>640</td>
<td>1.8</td>
</tr>
<tr>
<td>San Francisco, CA</td>
<td>1741</td>
<td>1741</td>
<td>1.9</td>
</tr>
<tr>
<td>Los Angeles, CA</td>
<td>1680</td>
<td>1680</td>
<td>2.0</td>
</tr>
<tr>
<td>Seattle, WA</td>
<td>1296</td>
<td>1296</td>
<td>2.1</td>
</tr>
<tr>
<td>Austin, TX</td>
<td>1100</td>
<td>1100</td>
<td>2.2</td>
</tr>
<tr>
<td>Minneapolis, MN</td>
<td>3.8</td>
<td>3.8</td>
<td>2.3</td>
</tr>
<tr>
<td>Fort Worth, TX</td>
<td>5.5</td>
<td>5.5</td>
<td>2.4</td>
</tr>
<tr>
<td>Chicago, IL</td>
<td>2.9</td>
<td>2.9</td>
<td>2.5</td>
</tr>
<tr>
<td>Atlanta, GA</td>
<td>2.6</td>
<td>2.6</td>
<td>2.6</td>
</tr>
<tr>
<td>Miami, FL</td>
<td>2.6</td>
<td>2.6</td>
<td>2.7</td>
</tr>
<tr>
<td>Phoenix, AZ</td>
<td>1.5</td>
<td>1.5</td>
<td>2.8</td>
</tr>
<tr>
<td>Houston, TX</td>
<td>1.1</td>
<td>1.1</td>
<td>2.9</td>
</tr>
<tr>
<td>San Antonio, TX</td>
<td>0.7</td>
<td>0.7</td>
<td>3.0</td>
</tr>
<tr>
<td>Dallas, TX</td>
<td>0.7</td>
<td>0.7</td>
<td>3.1</td>
</tr>
<tr>
<td>San Antonio, TX</td>
<td>0.5</td>
<td>0.5</td>
<td>3.2</td>
</tr>
<tr>
<td>Fort Worth, TX</td>
<td>0.5</td>
<td>0.5</td>
<td>3.3</td>
</tr>
</tbody>
</table>

**Source:** Alliance for Biking & Walking's 2014 Benchmarking Report for Bicycling and Walking in the United States.
A great bicycle network benefits everyone…. not just cyclists

Benefits For everyone

- **Fewer cars** on the road
- **Less conflicts** with people biking
- Economic development
- Environmental and Health
- Maximize investments
  - Bayou Greenways
  - Transit expansions
# Phase 2: Defining Goals

<table>
<thead>
<tr>
<th>Timing</th>
<th>Late May 2015 - July 2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deliverables</td>
<td>Draft Goals Statement, Preliminary Performance Metrics and Definition of Target Riders</td>
</tr>
<tr>
<td></td>
<td>Public engagement summary report</td>
</tr>
<tr>
<td>Meetings</td>
<td>BAC Kickoff meeting</td>
</tr>
<tr>
<td></td>
<td>Public meetings, stakeholder focus groups and interviews</td>
</tr>
<tr>
<td></td>
<td>Elected Official and Stakeholder Briefings (assumes 15 total)</td>
</tr>
</tbody>
</table>
Poll Q3: What are the top two goals to focus on to improve biking in Houston? (Pick 2)

1. Provide a well-connected, lower stress bicycle network
2. Improve safety for all road users
3. Capture significant potential for growth in people biking
4. Provide affordable access to jobs & opportunities
5. Improve community health and wellness
6. Better compete with peer cities who are setting the bar
7. Support community benefits for everyone, not just people who bike
Poll Q4: What are the two most important barriers to address to improve biking in Houston? (Pick 2)

1. Weather
2. Lack of bike parking
3. Lack of end-of-trip amenities (e.g., showers)
4. Lack of a network of comfortable bike facilities
5. Lack of direct access to jobs and activities
6. Feeling of safety (e.g., challenging intersections, speed & quantity of vehicles)
7. Poor lighting
8. Lack of bicycle and driver education
9. Other
Plan will identify goals for biking

### Examples of Potential Goals

<table>
<thead>
<tr>
<th>Category</th>
<th>Goals</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Safety</strong></td>
<td>Goals Zero</td>
</tr>
<tr>
<td></td>
<td>▪ Reduction in crashes</td>
</tr>
<tr>
<td></td>
<td>▪ Reduction in injuries &amp; fatalities)</td>
</tr>
<tr>
<td></td>
<td>Facilities for design riders</td>
</tr>
<tr>
<td><strong>Access</strong></td>
<td>Better access to</td>
</tr>
<tr>
<td></td>
<td>▪ Jobs</td>
</tr>
<tr>
<td></td>
<td>▪ Neighborhoods</td>
</tr>
<tr>
<td></td>
<td>▪ Other Destinations (e.g., Parks, Bayous, Libraries, Schools)</td>
</tr>
<tr>
<td><strong>Bike Ridership</strong></td>
<td>Increase in mode share</td>
</tr>
<tr>
<td></td>
<td>□% increase in total trips</td>
</tr>
<tr>
<td></td>
<td>(Especially short trips 0-3 miles)</td>
</tr>
<tr>
<td><strong>Facilities</strong></td>
<td>Linear miles of dedicated bikeways</td>
</tr>
<tr>
<td></td>
<td>□% of facilities in good or better condition</td>
</tr>
<tr>
<td></td>
<td>Bike parking at transit nodes</td>
</tr>
</tbody>
</table>

Goal setting will involve significant community input
Design Riders: Who are we planning for?

Post a photo of yourself with your bike using the hashtags #ibikehtown and #houstonbikeplan on Twitter, Instagram or Facebook.

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**BE A PART OF THE HOUSTON BIKE PLAN**

Post a photo of yourself with your bike using the hashtags #ibikehtown and #houstonbikeplan on Twitter, Instagram, or Facebook.

**PARTICIPA EN EL HOUSTON BIKE PLAN**

Sube una foto tuya con tu bicicleta usando los hashtags #ibikehtown y #houstonbikeplan a tu Twitter, Instagram, o Facebook.

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Learn more online:

www.houstonbikeplan.com
@houstonbikeplan
Houston Bikeway Program

Más información online:

www.houstonbikeplan.com
@houstonbikeplan
Houston Bikeway Program
Poll Q5: Which description below best characterizes you as a bicyclist?

1. Strong & Fearless
2. Enthused & Confident
3. Interested but Concerned
4. No Way – No How
Poll Q6: Of the Bicycle facility types below, which two would you most prefer riding on?

1. Shared-use path or trail,
2. Bike lane
3. Separated bike lane
4. Shared roadway, Neighborhood street,
5. Shared roadway, mixed use street with sharrow marking
6. Shared roadway, mixed use/commercial street
Poll Q7: Of the bike parking facilities shown below, which two would you most prefer using to park your bike?

1. Bike station
2. Bike locker
3. Bike lid
4. Regular bike rack
5. Sign post
6. Whatever is available
Public Engagement Kick-off Event

Saturday, May 30, 9am – 1pm

- Organized ride
  - Examples of different facility types and comfort levels
  - Major opportunities, barriers and challenges

- Open House
  - Share overview of plan and Existing Conditions
  - Community input on plan goals
  - Specific input on biking in Houston
  - Tools for how to stay involved

- Four more meetings across Houston through June
Community Meeting Locations Map

Interactive Map to Allow People to Plan Their Route at HoustonBikePlan.org

1. **Bike Ride & Open House Kickoff**
   - Saturday May 30th, 9:00am-1:00pm
   - Ensemble Theater
   - 3535 Main Street, Houston, TX 77002

2. **Kashmere Multi-service Center**
   - Thursday, June 4, 2015, 6:00-8:00 pm
   - 4802 Lockwood Drive, Houston, TX 77026 / Auditorium #172Meeting #3

3. **Palm Center Business Technology Center**
   - Tuesday, June 9, 2015, 6:00-8:00 pm
   - 5330 Griggs Road, Houston, TX 77021
     - Conf. Room C101

4. **HCC Memorial City Performing Arts Center**
   - Tuesday, June 16, 2015, 6:00-8:00 PM
   - 1060 W Sam Houston Pkwy N, Houston, TX 77043
     - Theat. II Room 411

5. **Baker-Ripley Neighborhood Center**
   - Tuesday, June 23, 2015, 6:00-8:00 PM
   - 6500 Rookin, Houston, TX 77074
www.HoustonBikePlan.org
Destination site for all project materials and feedback
Public Engagement to Date

- City Council CIP Meetings (Feb-March 2015)
- Bike Houston Annual Meeting (3/24/15)
- Sunday Streets (Westheimer) (3/29/15)
- Bayou Greenways Day (4/4/15)
- Earth Day – Discovery Green (4/11/15)
- Earth Day – Houston Arboretum (4/18/15)
- Critical Mass (4/24/15)
- Sunday Street (19th Street) (4/26/15)
- Houston Dragon Boat Festival (5/2/15)
- Bike to Work Day – TMC (5/8/15)
- Bike to Work Day - Greenway Plaza/Galleria (5/14/15)
- Bike to Work Day – Energy Corridor District (5/14/15)
- Bike to Work Day - Downtown Celebration (5/15/15)
- Sunday Streets – Navigation (5/17/15)
- Green Office Challenge – (5/20/15)
- NUSA Conference (Hyatt Regency) (5/20-23/15)
- METRO RailFest (5/23/15)
- Critical Mass (5/29/15)

1,039 people on mailing list (as of 5-27-15)

193+ Interested in going to first meeting on Facebook
Future Public Engagement

- **Ongoing event outreach (be where people are)**
  - Flyers
  - Posters
  - Email sign up

- **Leverage stakeholders to get the word out**
  - Meeting in box
  - Newsletters/email blasts
  - Coordination at events

Please let us know if you have events where you would like Bike Plan information
## Phase 3: Bicycle Tool Box

<table>
<thead>
<tr>
<th><strong>Timing</strong></th>
<th>July 2015 - August 2015</th>
</tr>
</thead>
</table>
| **Deliverables** | Draft Bicycle Toolbox (facility standards, policies, and programs)  
                  | Supporting materials for public outreach/education |
| **Meetings**  | BAC Meeting  
                | Council & Commission Briefings on Proposed Goals |
Phase 3: Bicycle Toolbox

Toolbox outlines key components of successful bike plan

- **Projects**
  - Bayou Greenways
  - On Street Dedicated Bikeways
  - Neighborhood Bikeways

- **Policies**
  - Context Sensitive Design
  - Bike Parking
  - Bike/Transit Integration

- **Programs**
  - Bikeshare
  - Bicycle Safety Training
  - Sunday Streets
Phase 3: Bicycle Toolbox
## Phase 4: Developing the Draft Plan

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td><strong>Deliverables</strong></td>
<td></td>
</tr>
<tr>
<td>Draft Bicycle Network Map</td>
<td></td>
</tr>
<tr>
<td>Analysis of plan against Project Goals From Phase 2</td>
<td></td>
</tr>
<tr>
<td>Potential pilot projects</td>
<td></td>
</tr>
<tr>
<td><strong>Meetings</strong></td>
<td></td>
</tr>
<tr>
<td>BAC meeting: Share the draft Bicycle Network Map and analysis against project goals</td>
<td></td>
</tr>
<tr>
<td>Briefings for City of Houston staff and senior administrators</td>
<td></td>
</tr>
</tbody>
</table>
Bicycle Plan Map Linked to Goals

Existing Bikeway Map
(Based Solely on Facility Type)

New Facilities In Development (White Oak)

Clarity on Goals
(e.g., Job Access)

Well Defined Toolbox
(e.g., Separated Bikeways)
Develop a New Bike Map

Plan will Update Existing Conditions Bike Map

- Based on facility types and comfort levels
- Focused on citywide bikeway network
- Will include:
  - Existing facilities
  - Near, Mid, & Long term implementation opportunities
- Easy to read graphical style to support trip planning

Zoom Map of Existing Conditions in IH-610 Loop Area
From Map ➔ Potential Projects

Existing Facilities

- Comfortable for a broad range of cyclists
  - Shared use trails
  - Separated bikeways
  - Bike lanes
  - Neighborhood bikeways

- Potential improvement areas
  - Narrow/low comfort bike lanes
  - Shared lanes on higher speed/volume streets
  - Challenging intersections
  - Existing network gaps

Recommended Projects

- Near term implementation
  - Paint, signs & signals to improve bike options in existing street corridor & ROW
  - Funded trail improvement

- Medium/long term implementation
  - Require new roadway infrastructure
  - New trails segments
  - Bridge crossings/grade separations
  - ROW acquisition

Images:
- White Oak Bayou Trail
- Hirsch Street
- Sawyer Street
- Clear Creek Bayou
### Deliverables
- Summary of Public Feedback
- Proposed Revisions to the Draft Map
- Implementation Plan with Project Prioritization
- Finalized Houston Bike Plan

### Meetings
- 5 community meetings on draft plan
- BAC Meeting
- Committee and Commission Meetings
Implementation & Pilot Projects

From Plan to Action

1. Finalize Recommendations:
   - Policies
   - Programs
   - Projects

2. Prioritize projects to near term/long term projects

3. Define implementation and funding strategies

4. Develop pilot projects:
   - New on-street facilities
   - Neighborhood bikeways
   - Intersection treatments
Next Steps

- Attend May 30th Bike Ride & Open House
- Help promote June Meetings
  - Facebook events
  - Newsletters and email blasts
  - Postcards and posters available
- Next BAC Meeting
  - Weds., July 8th 1-3 or 3-5; or
  - Thurs., July 10th 11-1 or 1-3
  - Discussion Topics
    - Summary of public feedback
    - Draft goals
    - Draft toolbox
JOIN US AT THESE UPCOMING MEETINGS TO SHARE YOUR IDEAS FOR THE HOUSTON BIKE PLAN TO HELP MAKE HOUSTON A SAFER, HEALTHIER, MORE BIKE-FRIENDLY CITY

BIKE RIDE & OPEN HOUSE
SATURDAY MAY 30th, 9AM-1PM
ENSEMBLE THEATER
3555 MAIN STREET
HOUSTON, TX 77002

Parking is available at the HCC lots located on Berry Street at San Jacinto (next to Adkins Architectural Antiques) and on Berry Street at Fannin. Participants may enter to win one of several raffle prizes.

This project is funded by the City of Houston, Bikeway Houston, Houston Parks Board, H-GAC, FTA, FHRP, and TxDOT.

www.HoustonBikePlan.com
Bikeways@houstontx.gov
832-395-2700
@HoustonBikePlan
Houston Bikeways Program

Join us at one of the four public meetings for a presentation on the Houston Bike Plan, and an opportunity to give input on biking in Houston.

1 KASHMERE MULTI-SERVICE CENTER
THURSDAY, JUNE 4, 2015, 6:00-8:00 PM / AUDITORIUM #172
4802 LOCKWOOD DRIVE, HOUSTON, TX 77026

2 PALM CENTER BUSINESS TECHNOLOGY CENTER
TUESDAY, JUNE 9, 2015, 6:00-8:00 PM / CONF. ROOM C101
5330 GRIGGS ROAD, HOUSTON, TX 77021

3 HCC MEMORIAL CITY PERFORMING ARTS CENTER
TUESDAY, JUNE 16, 2015, 6:00-8:00 PM / THEATER II ROOM 411
1080 WEST SAM HOUSTON PKWY N, HOUSTON, TX 77043

4 BAKER-RIPLEY NEIGHBORHOOD CENTER
TUESDAY, JUNE 23, 2015, 6:00-8:00 PM
6500 ROOKIN, HOUSTON, TX 77074