



BICYCLE FRIENDLY STATE REPORT CARD



STATE RANKING OVERALL (OUT OF 50)

#25

TOTAL COUNTS
 BICYCLE FRIENDLY COMMUNITIES 10
 BICYCLE FRIENDLY BUSINESSES 36
 BICYCLE FRIENDLY UNIVERSITIES 3

SEE THE DATABASE MAP: BIKELEAGUE.ORG/BFA/AWARDS

TEXAS

STATE ADVOCACY GROUPS: BIKETEXAS; PLEASE BE KIND TO CYCLISTS

Summary

Texas slightly outperforms its federal data in the League's ranking thanks to high scores in the Evaluation & Planning and Education & Encouragement categories. These categories both involve a mix of federal data and actions entirely within the control of the state Department of Transportation and state government. This shows that despite room for improvement in bicyclist safety and spending federal funds on bicycling and walking, there are many current efforts by TxDOT and others to make bicycling in Texas better.

One area for improvement that stands out is the subcategory "Laws that create protections for people who bike and walk" where Texas earned only 7 of a possible 25 points. This weakness is also reflected in our Bicycle Friendly Actions where Texas is missing a safe passing law. Texas is one of only 12 states that does not have a safe passing law that explicitly mentions passing a bicyclist.

Feedback Points

TxDOT has flexed \$70M of Transportation Alternatives Set-Aside funds into its existing \$15M/year ADA/Pedestrian Mobility and Safety Program for a total of \$115M to be expended on pedestrian planning and investments in FY 17 - FY 19. While this is done with the stated intent to maximize walkability and pedestrian safety statewide, FHWA data from the last five years show that Texas has spent the 13th least per person on biking and walking using federal funds. TxDOT should ensure that these flexed funds are spent on biking and walking in order to raise its per person spending to average or better.

Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety.

TxDOT, and the Texas legislature if necessary, should continue to build upon existing TxDOT policy to proactively plan, design and construct facilities to safely accommodate bicycles and pedestrians. Building upon this policy should include updating and training staff on design standards, implementing data collection and dissemination tools, and adopting strong performance measures related to agency-controlled actions.

TxDOT is currently updating its Strategic Highway Safety Plan (SHSP). Advocates should participate in the SHSP emphasis area teams to help develop action plans in 2018. The SHSP is critical to the allocation of safety funds and a strong, inclusive, public process will help ensure that bicycle and pedestrian safety are addressed within broader safety programs and separately.

» Feedback Continued on Page 3

Comparison States	
National (Overall)	Southern Region (out of 13)
23. New York	3. Georgia
24. Connecticut	4. North Carolina
25. Texas	5. Texas
26. Wisconsin	6. Tennessee
27. Tennessee	7. Louisiana

Categories	Rank out of 50
Infrastructure & Funding	31
Education & Encouragement	11
Legislation & Enforcement	28
Policies & Programs	21
Evaluation & Planning	7

Bicycle Friendly Actions	✓ = Progress ✓ = New in 2017
Complete Streets Law / Policy	✓
Safe Passing Law (3ft+)	
Statewide bike plan last 10 years	
2% or more fed funds on bike/ped	
Bicycle Safety Emphasis Area	✓

Federal Data on Biking		Rank
Ridership	0.3% of commuters biking to work ⁱ	36/50
Safety	14.9 fatalities per 10k bike commuters ⁱⁱ	39/50
Spending	\$1.77 per capita FHWA spending on biking and walking ⁱⁱⁱ	38/50


ⁱ This figure is based upon the Census Bureau's American Community Survey (ACS) 5-year estimate.


ⁱⁱ This figure is based upon fatalities reported over a five-year period according to the National Highway Administration (NHTSA)'s Fatality Analysis Reporting System and the 2015 5-year ACS estimate of the number of bicycle commuters.


ⁱⁱⁱ FHWA spending is based upon projects coded using any of three project types associated with bicycling and walking projects through the Federal Highway Administration (FHWA)'s Fiscal Management Information System. To calculate per capita spending we used a five-year average for fiscal years 2011-2016 and the 2015 5-year ACS state population estimate.





The Category Scores below are aggregated from smaller sub-categories—each of which is sorted in descending order, from the topic with the highest possible points available to least.

 Infrastructure & Funding Ranked 31 st of 50 States	
Design and Existence of Infrastructure Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	11/38 pts
State Transportation Funding Does the state report that funding is allocated to bicycling?	10/28 pts
Use of Federal Transportation Funding Does the state take advantage of available federal funding for biking and walking?	8/16 pts
Planned and Recently Built Bicycle & Pedestrian Facilities How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	10/10 pts
State Transportation Funding Restrictions Does the state have any policies that limit the ability to fund bicycling and walking infrastructure?	8/8 pts
Total of Possible 100 Points: 47/100 pts	

 Policies & Programs Ranked 21 st of 50 States	
Complete Streets Does the state have a complete streets policy and processes to support its implementation?	30/56 pts
Design and Access Policies Does the state have policies in place to ensure good design and access for people who bike and walk?	14/25 pts
State of Practice Development Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	13/13 pts
Sustainable Transportation Policies Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	3/6 pts
Total of Possible 100 Points: 60/100 pts	

 Education & Encouragement Ranked 11 th of 50 States	
State DOT Education & Encouragement Support Does the state DOT support bicycling and walking events and education materials?	30/35 pts
Mode Share Do many people bike to work and is that number increasing relative to other modes?	13/30 pts
Driver Education Requirements Does the state require drivers to answer questions about bicyclist safety as part of the driver's licensing test?	10/20 pts
Advocacy Does the state have a bicycle advocacy group that is a member of the League of American Bicyclists or was identified by the state?	15/15 pts
Total of Possible 100 Points: 68/100 pts	

 Evaluation & Planning Ranked 7 th of 50 States	
State DOT Bicycle & Pedestrian Plans Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	40/48 pts
Bicycle and Pedestrian Safety Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	28/34 pts
Understanding People who Bike and Walk Does the state have programs in place to collect data on people who walk and bike?	8/10 pts
Formal User Group Engagement Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	8/8 pts
Total of Possible 100 Points: 84/100 pts	

 Legislation & Enforcement Ranked 28 th of 50 States	
Laws that regulate driver behavior and methods of enforcement Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	22/37 pts
Laws that restrict the behavior of people who bike and walk How does the state unnecessarily restrict the behavior of people who bike and walk? (low points = more restrictions)	27/28 pts
Laws that create protections for people who bike and walk Does the state have laws that provide specific protections for people who bike and walk?	7/25 pts
Laws that influence the built environment Does the state allow speed limits of 20 mph or less?	7/10 pts
Total of Possible 100 Points: 63/100 pts	

Dig into the data: Robust interactive report + Downloads

The Bicycle Friendly State survey used to create this ranking is also the basis for a biennial report. Explore tons of bicycling, walking, & health data on states and cities at bikingandwalkingbenchmarks.org.

U.S. Trips, by Mode of Transportation

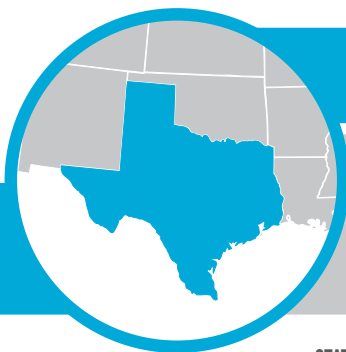
- 41% All Other Modes
- 10% Walking/Bike
- 1% All Other Modes
- 2% Public Transit
- 83% Car, Van, SUV, and RV Trip

% of kids who walked to school

- 2007: 11.9%
- 2013: 15.2%



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Feedback Points, CONTINUED

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TxDOT is implementing a research project to pilot bicycle and pedestrian counting equipment and create a consolidated database. Statewide data collection, in coordination with cities and MPOs, would provide a basis for improved bicycle and pedestrian planning and a better understanding of safety issues. TxDOT, cities, and advocates should work together to support this effort and secure long-term funding for this data collection and analysis.



ABOUT THE LEAGUE & MEMBERSHIP

Support the League by becoming a member today and add your voice to the bicycling movement! Over 75% of our funding comes from individuals. Members support our time-tested programs like Bicycle Friendly America, Smart Cycling and Federal Advocacy. As a member, you'll enjoy valuable perks like *Bicycling Magazine*, discounts at dozens of national bike retailers and manufacturers, and exclusive pricing to the National Bike Summit. Together, let's advance bicycling on Capitol Hill and in your community!

WE BELIEVE

Bicycling brings people together. When more people ride bikes:

- » Life is better for everyone;
- » Communities are safer, stronger and better connected;
- » Our nation is healthier, economically stronger, environmentally cleaner and more energy independent.

OUR VISION

is a nation where everyone recognizes and enjoys the many benefits and opportunities of bicycling.

OUR MISSION

is to lead the movement to create a Bicycle Friendly America for everyone. As leaders, our commitment is to listen and learn, define standards and share best practices to engage diverse communities and build a powerful, unified voice for change.

>> ADD YOUR MOMENTUM AT BIKELEAGUE.ORG/JOIN

SMART CYCLING RESOURCES



Bike Safety Education is a key component to keeping roadways safe for all users. Having League Cycling Instructors (LCIs) in your state creates more opportunities for bike safety education to be shared. LCIs are certified by the League through an intense 3-day seminar focused on how to effectively deliver the Smart Cycling curriculum. To host a LCI seminar in your state, contact education@bikeleague.org.

Visit bikeleague.org/ridesmart to access Smart Cycling videos, Smart Cycling Quick Guides (available in English & Spanish), and Smart Cycling manuals.