



THE COLONY, TX

TOTAL POPULATION

45,260

POPULATION DENSITY

2794

TOTAL AREA (sq. miles)

16.2

OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	The Colony
High Speed Roads with Bike Facilities	20%	0%
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	25%	18%
Bicycle Education in Schools	AVERAGE	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	7%	16%
Bike Month and Bike to Work Events	AVERAGE	GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS QUARTERLY	MEETS QUARTERLY
Bicycle-Friendly Laws & Ordinances	AVERAGE	ACCEPTABLE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 154K	1 PER 18K

CATEGORY SCORES

ENGINEERING

Bicycle network and connectivity

2.44 /10

EDUCATION

Motorist awareness and bicycling skills

2.66 /10

ENCOURAGEMENT

Mainstreaming bicycling culture

3.84 /10

EVALUATION & PLANNING

Setting targets and having a plan

4.17 /10

KEY OUTCOMES

	Average Bronze	The Colony
RIDERSHIP <i>Percentage of commuters who bike</i>	1.3%	0.12%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	1093	667
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	20	-



KEY STEPS TO BRONZE



» Ensure that all side paths and trails meet national standards for design guidelines. Update the City Code to require 10-foot sidewalks/paths in commercial areas, and ensure that paths are a minimum of 8-feet wide elsewhere.

» Consider lowering posted speed limits, particularly on neighborhood greenways and residential streets, to under 25 MPH. Introduce road diets and traffic calming measures to ensure compliance.

» Adopt a Complete Streets policy and create implementation guidance. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access

for all users, regardless of age, ability, or mode of transportation. A Complete Streets policy should prompt the community to consider lane and/or road diets when repaving or otherwise doing major maintenance on roadways. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane.

» Continue to increase the amount of high quality bicycle parking throughout the community. Ensure that APBP-compliant bicycle parking is available in areas near popular destinations and urban activity centers.

» Expand bicycle safety education to be a routine part of education for students of all ages, and ensure that schools

KEY STEPS CONTINUED ON PAGE 2...



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KEY STEPS TO BRONZE CONTINUED

and the surrounding neighborhoods are particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to create Safe Routes to School programming for all K-12 schools. Set a goal to provide on-bike education as a standard part of Safe Routes to School programming for students.

- » Expand bicycle education opportunities for adults to include topics such as Learn-to-Ride, safe cycling skills, bike commuting basics, and sharing the road. Consider ways to target demographics who currently do not feel safe riding with classes or events that address their concerns.
- » Increase the number of local League Cycling Instructors (LCIs) in your community, either by hosting an LCI seminar or sponsoring a City staffer or local bike advocate to attend an existing seminar elsewhere. Having several active instructors in

the area will enable you to expand cycling education for youth and adults, recruit more knowledgeable cycling ambassadors, deliver Bicycle Friendly Driver education to motorists, and have experts available to assist in encouragement programs. Visit bikeleague.org/ridesmart for more information.

- » Create a bicycle count program that utilizes several methods of data collection to create an understanding of current bicyclists and the effects of new facilities on bicycling in The Colony. Automated bicycle counters provide long-term data on bicycle use at fixed points in a community and mobile counters can provide periodic or before/after data related to a change in your community's road or bicycle network. Observational counts and surveys can supplement automated data in order to collect demographic information and examine social equity goals.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » League of American Bicyclists: <https://www.bikeleague.org>
- » Guide to the BFC Report Card: https://bikeleague.org/sites/default/files/Guide_to_the_Bicycle_Friendly_Community_Report_Card.pdf
- » Resources for Building a Bicycle Friendly Community: https://bikeleague.org/BFC_Resources
- » Building Blocks of a Bicycle Friendly Community: <https://bikeleague.org/content/building-blocks-bicycle-friendly-communities>
- » The Five E's: <https://bikeleague.org/5-es>
- » Community FAQs & Resources: <https://bikeleague.org/content/community-faq-resources>
- » Smart Cycling Program: <https://bikeleague.org/ridesmart>
- » Advocacy Reports and Resources: <https://bikeleague.org/reports>
- » Bicycle Friendly Business Program: <https://bikeleague.org/business>
- » National Bike Month: <https://bikeleague.org/bikemonth>

