



LAREDO, TX

Spring 2018

TOTAL POPULATION

260,000

TOTAL AREA (sq. miles)

105

POPULATION DENSITY

2500

OF LOCAL BICYCLE FRIENDLY BUSINESSES

1

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	Laredo
High Speed Roads with Bike Facilities	20%	N/A
Total Bicycle Network Mileage to Total Road Network Mileage	25%	3%
Bicycle Education in Schools	AVERAGE	NONE
Share of Transportation Budget Spent on Bicycling	7%	1%
Bike Month and Bike to Work Events	AVERAGE	VERY GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS MONTHLY	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	AVERAGE	VERY GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 149K	1 PER 2.6M

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	2.2 / 10
EDUCATION <i>Motorist awareness and bicycling skills</i>	1.2 / 10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	3.8 / 10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3.0 / 10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	3.2 / 10

KEY OUTCOMES

	Average Bronze	Laredo
RIDERSHIP <i>Percentage of commuters who bike</i>	1.2%	0.06%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	1123	178.57
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	20	357.14



KEY STEPS TO BRONZE

- » Ensure that your 2016 Complete Streets policy is followed for all projects. Ensuring compliance with a Complete Streets policy is an important and often low-cost way to add to your bicycle network. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane. If necessary, revisit your Complete Streets policy and process to ensure better compliance.
- » Adopt a bike parking ordinance for new and existing buildings that specifies the amount and location of secure, convenient bike parking available. Develop community-wide Bicycle Parking Standards that adhere to current APBP guidelines. Without secure and convenient bicycle parking it is difficult for a person to choose to ride their bicycle for

transportation or utilitarian trips.

- » Laredo has a limited bicycle network. Based on the data provided it is unlikely that it provides a low-stress experience suitable for people of all ages and abilities. Ensure that there is a plan for continual improvement with the goal of creating a safe and comfortable bicycle network for people of all ages and abilities. Your complete streets policy should help your community take advantage of low-cost opportunities to improve your bicycle network during repaving or other road maintenance activities.
- » Bicycle-safety education should be a routine part of education, for students of all ages, and schools and the

KEY STEPS CONTINUED ON PAGE 2...



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KEY STEPS TO BRONZE CONTINUED

surrounding neighborhoods should be 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 schools.

- » Expand bicycle education opportunities for adults. Consider ways to target demographics who currently do not feel safe riding with classes or events that address their concerns.
- » Host a League Cycling Instructor (LCI) seminar to increase the number of local LCIs in your community. 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.

- » Adopt a comprehensive road safety plan or a Vision Zero policy to create engineering, education, and enforcement strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Road diets, lane diets, and traffic calming treatments are important engineering components for addressing safety.
- » Increase the amount of staff time spent on improving conditions for people who bike and walk. Increasing staff time, either by creating a position or changing the responsibilities of current staff, can have a positive impact on the ability of your community to execute bicycling and walking-related projects and programs.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

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