



Richardson, TX



2024 BFC Award: Bronze
Award History: Bronze since 2015, previously applied but received No Award in 2012.

Richardson's BFA Program Stats

of Local Bicycle Friendly Businesses: **0**
 # of Local Bicycle Friendly Universities: **1**
 # of Local League Cycling Instructors: **7**
 Texas's Bicycle Friendly State Ranking: **#30**

The 5 Es Category Scores	Richardson	Max Score this round
Engineering	37.84%	79.26%
Education	39.90%	83.25%
Encouragement	37.65%	90.86%
Evaluation & Planning	44.51%	75.73%
Equity & Accessibility	20.35%	75.47%

Scores are determined by points earned in each 'E' Category, weighted against comparable communities in the 2024 BFC round. See pages 2-3 for your full subcategory points in each Category.

Key Outcomes

Overall Commuter Ridership: 0.2%
 Male Commuter Ridership: 0.4%
 Female Commuter Ridership: 0.1%
(Bicycle Mode Share among commuters, according to the Census Bureau's 2022 or 2023 American Community Survey 5-Year Estimate.)

Bicycle Mode Share: 0.15%
(Source: Replica; Reported by applicant)

Annual Average Bicyclist Crashes in last 5 years: 13.6
Annual Average Bicyclist Fatalities in last 5 years: 0.6
(Crashes and Fatalities both reported by applicant)

Community Profile

Population: 119,469
 (Size classification for weighted scoring: Medium)
 Area: 28.6 square miles
 Population Density: 4,177.20 people/square mile
 Land Classification: Mostly Suburban
 Poverty Rate: 12.1%*
 Median Household Income: \$86,175*
 Percent of the Population that Speaks a Language Other Than English at Home: 32.4%*
 Percent with Disability: 9.4%*
 Percent of Households with No Vehicle Available: 4.7%*
 *Source: https://data.census.gov/profile/Richardson_city_Texas?q=160XX00US4861796

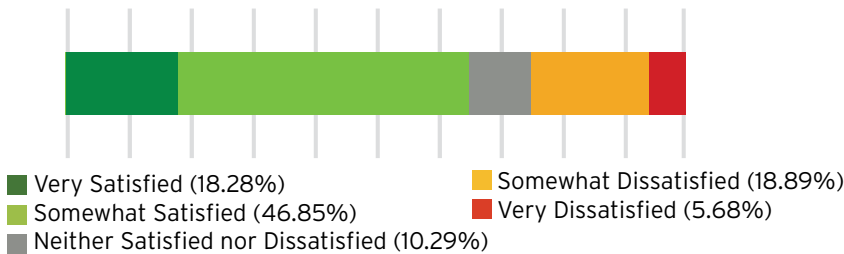
Richardson's Bike Links

Bike Network Map, if available:
<https://experience.arcgis.com/experience/c254c07ea27f4b-9b8e2c87010abdca0>

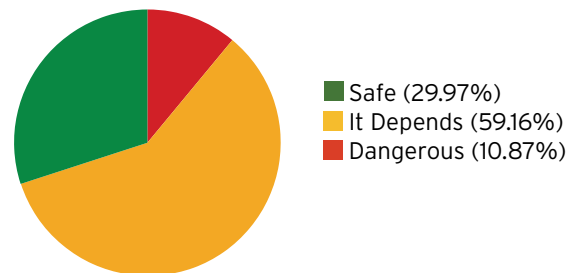
Bike Plan, if available:
<https://www.cor.net/home/showpublisheddocument/37024/638131802456830000>

2024 BFC Public Survey Response Summary for Richardson, TX

How satisfied are you with how this community is designed for making bike riding safe? (n = 651)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 644)



What are the top 1-3 changes you would most like to see the local government make in this community for bicyclists? (n = 656)

1. More bike paths (51.83%)
2. More bike lanes (43.29%)
3. Improve existing bike lanes to protected bike lanes (38.41%)
4. Improve markings and signage that direct people to safe bike routes (23.48%)
5. Increase education for drivers (21.04%)

About this Report Card

The following scores are based on the online application submitted by Richardson in the 2024 Bicycle Friendly Community (BFC) submission round. These scores reflect a combination of automatically-generated points earned through the online application, as well as judge-assigned points and bonus points given by BFC reviewers.

The League updated its Bicycle Friendly Community application and awards criteria in 2022, after nearly a year of research, focus groups, interviews, listening sessions, and other outreach. The updated application includes a new section on Equity and Accessibility, and other changes throughout. As such, **this Bicycle Friendly Community Report card is a beta version** as we refine our new scoring system and develop a greater understanding of how to convey new information.

All 2024 BFC Report Cards (including this one) will be republished with updated scores if there are significant changes to the points system after the next round of BFC applications. To learn more about the BFC application and awards criteria, please visit <https://bikeleague.org/community>.

ENGINEERING	<i>Richardson earned a weighted score of 37.84% in the Engineering Category. Below is the full breakdown of points that Richardson earned in each subcategory within the Engineering section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Engineering Subcategories	Richardson's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	13.6 / 41 pts
	End-of-Trip Facilities	14.4 / 44 pts
	Bicycle Network	25.9 / 128 pts
	Network Maintenance	15.5 / 32 pts
	Bicycle Access to Public Transportation	10.9 / 23 pts
	Bike Sharing	0.0 / 24 pts
	Other Bicycle-Related Amenities	0.1 / 6 pts
	Regional Coordination	4.2 / 23 pts
Engineering Bonus Points	3.4 / 10 pts	

EDUCATION	<i>Richardson earned a weighted score of 39.90% in the Education Category. Below is the full breakdown of points that Richardson earned in each subcategory of the Education section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Education Subcategories	Richardson's Subcategory Points in Education
	Youth Bicycle Education	13.6 / 68 pts
	Adult Bicycle Education	19.1 / 47 pts
	Motorist Education	12.8 / 28 pts
	Bicycle Safety Education Resources	7.9 / 16 pts
	Inclusive Education	2.2 / 26 pts
Education Bonus Points	1.8 / 7 pts	

ENCOURAGEMENT	<i>Richardson earned a weighted score of 37.65% in the Encouragement Category. Below is the full breakdown of points that Richardson earned in each subcategory of the Encouragement section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Encouragement Subcategories	Richardson's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	3.9 / 17 pts
	Route-Finding Support	4.3 / 10 pts
	Bicycle Culture and Promotion	34.0 / 91 pts
	Access To Bicycle Equipment and Repair Services	8.3 / 35 pts
	Reducing Work-Related/Fleet VMT	0.3 / 11 pts
	Encouragement Bonus Points	3.5 / 7 pts

EVALUATION & PLANNING	<i>Richardson earned a weighted score of 44.51% in the Evaluation & Planning Category. Below is the full breakdown of points that Richardson earned in each subcategory of the Evaluation & Planning section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Evaluation & Planning Subcategories	Richardson's Subcategory Points in Evaluation & Planning
	Staffing And Committees	16.4 / 35 pts
	Public Engagement for Bicycle Planning	4.8 / 35 pts
	Planning, Funding, And Implementation	9.5 / 46 pts
	Evaluating The Bicycle Network	5.7 / 25 pts
	Evaluating Ridership	7.3 / 20 pts
	Evaluating & Improving Safety Outcomes	17.1 / 42 pts
Evaluation & Planning Bonus Points	4.8 / 15 pts	

EQUITY & ACCESSIBILITY	<i>Richardson earned a weighted score of 20.35% in the Equity & Accessibility Category. Below is the full breakdown of points that Richardson earned in each subcategory of the Equity & Accessibility section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Equity & Accessibility Subcategories	Richardson's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	2.8 / 24 pts
	Equity Data Collection & Goals	0.0 / 27 pts
	Equity & Accessibility Policies & Plans	7.3 / 21 pts
	Equity & Accessibility in Engineering	4.6 / 44 pts
	Equity & Accessibility in Education	3.3 / 52 pts
	Equity & Accessibility in Encouragement	9.8 / 42 pts
	Equity & Accessibility in Evaluation & Planning	7.8 / 51 pts
Equity & Accessibility Bonus Points	1.1 / 9 pts	



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FEEDBACK TO IMPROVE:

To maintain and improve on Richardson's Bronze-level Bicycle Friendly Community award, BFC Reviewers recommend...

- » Congratulations on the progress and momentum that is building in Richardson's bicycling efforts since your last BFC application! New staff, policies, and plans are all great indications of the positive changes that are happening for bicycling in Richardson, and the League looks forward to seeing this momentum continue as you implement the new Active Transportation Plan and continue to invest in better bicycling for all.
- » Continue to expand and improve Richardson's low-stress bike network and ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume, to maximize safety and comfort for bicyclists of all ages and abilities. Continue to identify gaps and add new facilities that complete and expand the bicycle network, and work to upgrade existing facilities, such as by converting painted bike lanes into protected/separated bike lanes. Continue working with neighboring cities and the county to ensure the bike network in Richardson continues and connects to low stress bike facilities to bridge the gap between homes and daily destinations across jurisdictions.
- » Lower speed limits -- and designed speeds -- on more roads, including lowering more arterials to 25 or 30 MPH and all residential streets to 20 mph or less. Introduce road diets and traffic calming measures to ensure compliance. Develop a system of bicycle boulevards, utilizing these quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Use the Bicycle Boulevards section of the NACTO Urban Bikeway Design Guide for design guidelines.
- » Continue to increase the amount of high-quality bicycle parking throughout the community, and to upgrade existing bike parking to meet the City of Richardson's recently adopted Bicycle Parking Design Manual. Conduct an inventory or audit of your existing bike parking to evaluate the quality and security of existing racks, how equitably distributed racks are across the community, and to assess whether existing racks are accessible for adaptive cycles, cargo bikes, and other non-standard bike types. In addition to local businesses, schools, and other daily destinations, add more bike parking to bus stops and light rail stations, and continue making investments to improve bicycle access to transit hubs and to support more multi-modal travel.
- » Improve bicycle safety education for students of all ages by incorporating more on-bicycle education opportunities and by expanding the program to all K-12 schools. Providing bicycles in schools for on-bike education ensures that all students can learn to safely ride a bicycle regardless of the availability of a bicycle in their household. Work with the school district, local bicycle groups, and interested parents to expand and improve the Safe Routes to School program. In particular, middle and high school education efforts could be improved – this is particularly important as older students learn to drive and share the road.



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FEEDBACK TO IMPROVE, CONTINUED:

- » 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 and create an inclusive, welcoming environment. Develop education and encouragement outreach methods and programs that specifically target families, women, seniors, low-income, and non-English speaking communities, in addition to general non-targeted outreach and media campaigns that discuss current and new bicycle facilities, safe driver and bicyclist behavior, and events related to walking and biking.
- » Create an incentive program for businesses to provide standard bike parking, and to develop workplace bicycling programs for their employees. Use the framework of the Bicycle Friendly Business program to engage with more local businesses, agencies, and organizations to promote cycling to their employees and customers. Continue to encourage more local employers and destinations to seek recognition as Bicycle Friendly Businesses. City Hall or other municipal buildings could apply to the BFB program as an employer to lead by example among other Richardson-area employers.
- » Congratulations on adopting the 2023 Richardson Active Transportation Plan! This plan will be a blueprint for improvements and has many great recommendations for a more connected network of safer and more comfortable bicycle facilities. Establish and adopt specific measurable goals to better benchmark and track the success of your bike plan, and develop a mechanism to share the City's progress on implementation with the broader community for greater transparency and accountability.
- » Continue efforts to establish a performance measurement program for bicycling and/or active transportation infrastructure. See FHWA's resources on this topic: https://bit.ly/FHWA_bikepedPMs.
- » Continue to develop a bicycle count program that utilizes several methods of data collection including automated bicycle counters to provide long-term data on bicycle use at fixed points and mobile counters to provide periodic or before/after data related to changes 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.
- » Congratulations on receiving a Safe Streets for All (SS4A) Grant to create a Vision Zero Safety Action Plan for the City of Richardson! As part of this Safety Action Plan, we encourage the city to formally adopt an official goal to eliminate traffic fatalities and serious injuries, potentially as part of a larger Vision Zero policy, to support and strengthen a comprehensive road safety plan. Use the new plan to support the Active Transportation Plan by collecting and analyzing more data about bicyclist safety and perceptions of safety, and by identifying specific strategies that will reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. In-



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FEEDBACK TO IMPROVE, CONTINUED:

Introducing low stress bikeway facilities and lowering vehicle speeds through traffic calming treatments are important engineering components for addressing roadway safety.

- » Engage the City's new Community Inclusion and Engagement Committee in future bicycling and planning activities to result in more equitable and inclusive bicycle planning, outreach, engagement, and programming efforts.
- » Work with any local residents with disabilities and/or disability rights organizations to discuss and learn how the city's bicycling efforts can further improve accessibility for cyclists with disabilities and incorporate principles of universal design. Consider accessibility audits of your bike infrastructure and end-of-trip facilities, adaptive bikes for on-bike education for youth and adults, and more intentional inclusion of people with disabilities during your outreach, engagement, and planning processes.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » **Guide to this BFC Report Card:** <https://bit.ly/BFC-Report-Card-Guide-2024>
- » **League of American Bicyclists:** <https://www.bikeleague.org>
- » **Bicycle Friendly Community (BFC) Program:** <https://bikeleague.org/community>
- » **Resources for Building a Bicycle Friendly Community:** https://bikeleague.org/BFC_Resources
- » **About the BFC Application Process:** <https://bikeleague.org/content/about-bfc-application-process>
- » **The Five E's:** <https://bikeleague.org/5-es>
- » **The BFC Ideabook and Map:** <https://bikeleague.org/BFCIdeaBook>
- » **The League's Benchmarking Project on Biking & Walking Data and Reports:** <https://data.bikeleague.org>
- » **Bicycle Friendly State (BFS) Rankings and Report Cards:** <https://bikeleague.org/state>
- » **Bicycle Friendly Business (BFB) Program:** <https://bikeleague.org/business>
- » **Bicycle Friendly University (BFU) Program:** <https://bikeleague.org/university>
- » **Smart Cycling Education Program:** <https://bikeleague.org/ridesmart>
- » **National Bike Month Resources:** <https://bikeleague.org/bikemonth>
- » **More Reports and Resources from the League:** <http://bikeleague.org/reports>
- » **Federal Funding Resources from the League:** <https://bikeleague.org/federal-funding-resources/>
- » **Pedestrian and Bicycle Funding Opportunities from U.S. DOT Transit, Safety, and Highway Funds:** https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf
- » **U.S. DOT Navigator:** <https://www.transportation.gov/dot-navigator>