



Brownsville, TX



Award: Bronze | Fall 2022
Award History: Bronze since 2015.

Brownsville's BFA Program Stats

of Local Bicycle Friendly Businesses: **2**
 # of Local Bicycle Friendly Universities: **0**
 # of Local League Cycling Instructors: **0**
 Texas's Bicycle Friendly State Ranking: **#32**

Community Profile

Population: 187,831
 Area: 145.2 square miles
 Population Density: 1419.8 people/square mile
 Land Classification:
 Mixed Suburban/Urban/Rural
 Poverty Rate: 27.5%*
 Median Household Income: \$40,924*
 Percent of the Population that Speaks a
 Language Other Than English at Home: 85.5%*
 Percent with Disability: 10.5%*
 Percent of Households with No Vehicle Available: 2.3%*

*Source:
<https://data.census.gov/cedsci/all?q=Brownsville%20city,%20Texas>

Brownsville's Bike Links

Bike Network Map, if available:
<https://www.brownsvilletx.gov/2263/Maps>
Bike Plan, if available:
<https://www.brownsvilletx.gov/2331/Sidewalk-and-Trails-Master-Plan-2021>

The 5 Es Category Scores	Brownsville	Max Score this round
Engineering	45%	62%
Education	19%	60%
Encouragement	51%	61%
Evaluation & Planning	43%	64%
Equity & Accessibility	29%	57%

Percentages shown above are the points received out of points available in that category. See pages 2-3 for Brownsville's subcategory points earned within each Category.

Key Outcomes

Commuter Ridership: 0.2%
(Bicycle Mode Share among commuters, according to the Census Bureau's American Community Survey 5-Year Estimate)

Overall Bicycle Mode Share: Unknown
(Reported by applicant)

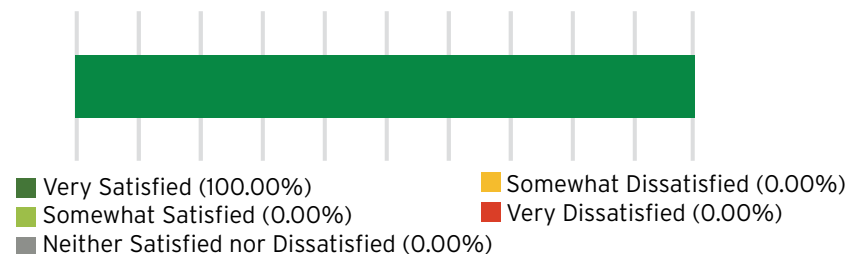
Annual Average Bicyclist Crashes in last 5 years: 21
(Reported by applicant)

Annual Average Bicyclist Fatalities in last 5 years: 0.4
(Reported by applicant)

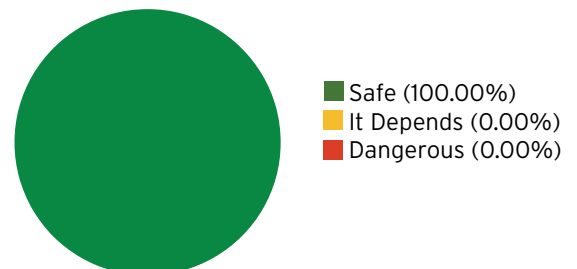
Fall 2022 BFC Public Survey Response Summary for Brownsville, TX

Note: Brownsville only received 1 response to the BFC public survey in Fall 2022. The League strongly encourages BFC applicants to distribute the public survey as widely as possible the next time your community applies to the BFC program, to get input from as many cyclists – and potential cyclists – as possible.

How satisfied are you with how this community is designed for making bike riding safe? (n = 1)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 1)



What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 1)

1. Improve existing bike lanes to protected bike lanes (100.0%)

About this Report Card

The following scores are based on the online application submitted by Brownsville in the Fall 2022 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 the Summer of 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 Fall 2022 BFC Report Cards (including this one) will be republished with updated scores if there are changes to the points system after the next round of Bicycle Friendly Community applications. To learn more about the BFC application and awards criteria, please visit <https://bikeleague.org/community>.

ENGINEERING	<i>Brownsville earned 45% of the points available in the Engineering Category. Below is the breakdown of points that Brownsville earned in each subcategory of the Engineering section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Engineering Subcategories	Brownsville's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	15 / 38 pts
	End-of-Trip Facilities	16 / 41 pts
	Bicycle Network	56 / 126 pts
	Network Maintenance	16 / 32 pts
	Bicycle Access to Public Transportation	11 / 22 pts
	Bike Sharing	5 / 25 pts
	Other Bicycle-Related Amenities	3 / 6 pts
	Regional Coordination	14 / 16 pts
Engineering Bonus Points	7 / 9 pts	

EDUCATION	<i>Brownsville earned 19% of the points available in the Education Category. Below is the breakdown of points that Brownsville earned in each subcategory of the Education section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Education Subcategories	Brownsville's Subcategory Points in Education
	Youth Bicycle Education	2 / 71 pts
	Adult Bicycle Education	15 / 47 pts
	Motorist Education	4 / 28 pts
	Bicycle Safety Education Resources	5 / 22 pts
	Inclusive Education	7 / 22 pts
Education Bonus Points	4 / 8 pts	

ENCOURAGEMENT	<i>Brownsville earned 51% of the points available in the Encouragement Category. Below is the breakdown of points that Brownsville earned in each subcategory of the Encouragement section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Encouragement Subcategories	Brownsville's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	5 / 22 pts
	Route-Finding Support	7 / 10 pts
	Bicycle Culture and Promotion	40 / 99 pts
	Access To Bicycle Equipment and Repair Services	39 / 49 pts
	Reducing Work-Related/Fleet VMT	6 / 10 pts
	Encouragement Bonus Points	4 / 8 pts

EVALUATION & PLANNING	<i>Brownsville earned 43% of the points available in the Evaluation & Planning Category. Below is the breakdown of points that Brownsville earned in each subcategory of the Evaluation & Planning section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Evaluation & Planning Subcategories	Brownsville's Subcategory Points in Evaluation & Planning
	Staffing And Committees	28 / 42 pts
	Public Engagement for Bicycle Planning	17 / 33 pts
	Planning, Funding, And Implementation	13 / 46 pts
	Evaluating The Bicycle Network	9 / 21 pts
	Evaluating Ridership	7 / 21 pts
	Evaluating & Improving Safety Outcomes	11 / 38 pts
Evaluation & Planning Bonus Points	4 / 8 pts	

EQUITY & ACCESSIBILITY	<i>Brownsville earned 29% of the points available in the Equity & Accessibility Category. Below is the breakdown of points that Brownsville earned in each subcategory of the Equity & Accessibility section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Equity & Accessibility Subcategories	Brownsville's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	20 / 38 pts
	Equity Data Collection & Goals	0 / 20 pts
	Equity & Accessibility Policies & Plans	4 / 38 pts
	Equity & Accessibility in Engineering	11 / 35 pts
	Equity & Accessibility in Education	7 / 35 pts
	Equity & Accessibility in Encouragement	19 / 35 pts
	Equity & Accessibility in Evaluation & Planning	12 / 35 pts
Equity & Accessibility Bonus Points	0 / 15 pts	



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FEEDBACK TO IMPROVE:

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

- » Ensure that your Complete Streets Resolution is followed for all roadway projects, and that compliance is tracked. 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 2012 Complete Streets Resolution and related processes to achieve better compliance, and consider whether a formal ordinance may be a more effective tool.
- » Continue working to expand and improve Brownsville's low-stress on-road 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. Identify gaps and add new facilities that complete and expand the bicycle network, and work to upgrade existing facilities, such as by converting bike lanes into protected bike lanes.
- » Work with other communities across the state of Texas to advocate to the DOT to update and improve policies around roadway right-of-way including where protected bike lanes can be implemented. Also advocate to lower the statewide prima facie speed limits, and to allow localities across the state to set lower and more appropriate speed limits on local roads to improve safety for all roadway users.
- » Continue to increase the amount of high quality bicycle parking available throughout the community, and to upgrade the quality of existing bike parking to meet APBP standards, as well as to accommodate adaptive cycles, cargo bikes, and other non-standard bicycles. (See www.apbp.org/bicycle-parking-solutions)
- » Consider increasing the number of bikes available to the public through your bike share system, and explore cash or non-credit card dependent payment systems to allow the program to reach more residents and visitors.
- » Expand bicycle safety education to be a routine part of education for students of all ages, and ensure that schools and the surrounding neighborhoods are particularly safe and convenient for biking and walking. Work with the school district, local bicycle groups, and interested parents to create on-bike learning opportunities and Safe Routes to School programming for 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.
- » 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.



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FEEDBACK TO IMPROVE, CONTINUED:

- » Work with local League Cycling Instructors (LCIs) to offer Bicycle Friendly Driver training to motorists in Brownsville, particularly to professional drivers, law enforcement, and fleet operators. Learn more at <https://bikeleague.org/bfd>.
- » Encourage Texas Southmost College to use the League's feedback from their 2018 Honorable Mention Bicycle Friendly University (BFU) application, and/or to reapply to the BFU program in 2023 to help identify new ways the campus and administrators can support bicycling safety and promotion to students, staff, faculty, neighboring residents, and visitors.
- » Expand on Brownsville's 2018 Vision Zero Resolution by adopting a more specific goal to eliminate traffic fatalities and serious injuries by a certain year or within a specified timeframe. Support this goal by adopting a comprehensive road safety plan or a Vision Zero policy that uses the Safe System Approach (see <https://www.transportation.gov/NRSS/SafeSystem>) to identify specific strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Introducing low stress bikeway facilities and lowering vehicle speeds through traffic calming treatments are important engineering components for addressing roadway safety.
- » Collect more socioeconomic and demographic data as it relates to current transportation habits and patterns, and establish equity-related indicators to inform future prioritization and budgeting processes for your community.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » **League of American Bicyclists:** <https://www.bikeleague.org>
- » **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 League's Benchmarking Project on Biking and Walking Data and Reports:** <https://data.bikeleague.org>
- » **Bicycle Friendly State Rankings and Report Cards:** <https://bikeleague.org/state>
- » **Bicycle Friendly Business Program:** <https://bikeleague.org/business>
- » **Bicycle Friendly University Program:** <https://bikeleague.org/university>
- » **Smart Cycling Education Program:** <https://bikeleague.org/ridesmart>
- » **Advocacy Reports and Resources from the League:** <http://bikeleague.org/reports>
- » **Federal Funding Resources from the League:** <https://bikeleague.org/content/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