



Houston, TX



Award: Bronze | Fall 2022

Award History:

Bronze since 2013, Previously Honorable Mention in 2007, and No Award in 2003.

Houston's BFA Program Stats

of Local Bicycle Friendly Businesses: **9**
 # of Local Bicycle Friendly Universities: **1**
 # of Local League Cycling Instructors: **4**
 Texas's Bicycle Friendly State Ranking: **#32**

The 5 Es Category Scores	Houston	Max Score this round
Engineering	40%	62%
Education	52%	60%
Encouragement	55%	61%
Evaluation & Planning	39%	64%
Equity & Accessibility	41%	57%

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

Community Profile

Population: 2,304,580
 Area: 669 square miles
 Population Density: 3449 people/square mile
 Land Classification:
 Mixed Suburban/Urban/Rural
 Poverty Rate: 19.6%*
 Median Household Income: \$53,600*
 Percent of the Population that Speaks a Language Other Than English at Home: 48.4%*
 Percent with Disability: 9.8%*
 Percent of Households with No Vehicle Available: 8.5%*

*Source: <https://data.census.gov/cedsci/profile?q=1600000US4835000>

Key Outcomes

Commuter Ridership: 0.4%

(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: 351

(Reported by applicant)

Annual Average Bicyclist Fatalities in last 5 years: 10.8

(Reported by applicant)

Houston's Bike Links

Bike Network Map, if available:

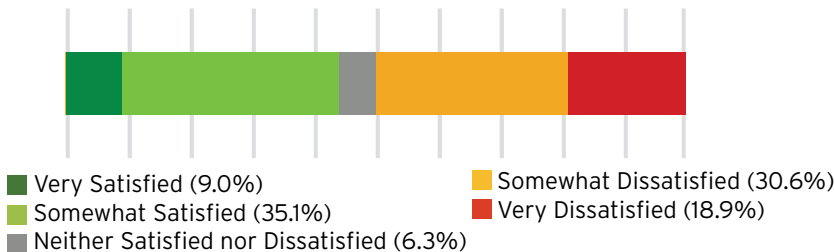
<https://mycity.maps.arcgis.com/apps/webappviewer/index.html?id=4b5467e117d0459b84e2f2e94ba4fdc2&extent=-10619481.073%2C3470289.6806%2C-10609291.0617%2C3475071.7722%2C102100>

Bike Plan, if available:

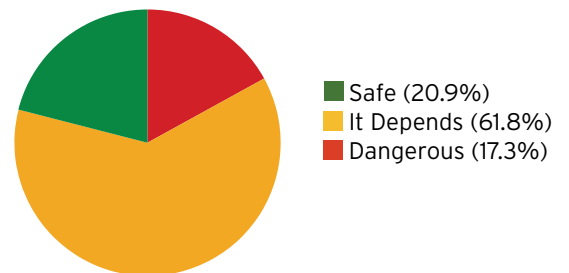
<https://houstonbikeplan.org/documents/>

Fall 2022 BFC Public Survey Response Summary for Houston, TX

How satisfied are you with how this community is designed for making bike riding safe? (n = 111)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 110)



What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 111)

1. More bike lanes (22.5%)
2. Reduce speeds through traffic calming and/or road diets (16.2%)
3. More bike paths (14.4%)
4. Improve existing bike lanes to protected bike lanes (14.4%)

About this Report Card

The following scores are based on the online application submitted by Houston 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>Houston earned 40% of the points available in the Engineering Category. Below is the breakdown of points that Houston 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	Houston's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	18 / 38 pts
	End-of-Trip Facilities	8 / 41 pts
	Bicycle Network	37 / 126 pts
	Network Maintenance	18 / 32 pts
	Bicycle Access to Public Transportation	15 / 22 pts
	Bike Sharing	6 / 25 pts
	Other Bicycle-Related Amenities	3 / 6 pts
	Regional Coordination	14 / 16 pts
Engineering Bonus Points	7 / 9 pts	

EDUCATION	<i>Houston earned 52% of the points available in the Education Category. Below is the breakdown of points that Houston 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	Houston's Subcategory Points in Education
	Youth Bicycle Education	23 / 71 pts
	Adult Bicycle Education	41 / 47 pts
	Motorist Education	10 / 28 pts
	Bicycle Safety Education Resources	15 / 22 pts
	Inclusive Education	10 / 22 pts
Education Bonus Points	4 / 8 pts	

ENCOURAGEMENT	<i>Houston earned 55% of the points available in the Encouragement Category. Below is the breakdown of points that Houston 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	Houston's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	12 / 22 pts
	Route-Finding Support	7 / 10 pts
	Bicycle Culture and Promotion	54 / 99 pts
	Access To Bicycle Equipment and Repair Services	25 / 49 pts
	Reducing Work-Related/Fleet VMT	5 / 10 pts
	Encouragement Bonus Points	4 / 8 pts

EVALUATION & PLANNING	<i>Houston earned 39% of the points available in the Evaluation & Planning Category. Below is the breakdown of points that Houston 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	Houston's Subcategory Points in Evaluation & Planning
	Staffing And Committees	26 / 42 pts
	Public Engagement for Bicycle Planning	27 / 33 pts
	Planning, Funding, And Implementation	22 / 46 pts
	Evaluating The Bicycle Network	14 / 21 pts
	Evaluating Ridership	6 / 21 pts
	Evaluating & Improving Safety Outcomes	-19 / 38 pts
Evaluation & Planning Bonus Points	5 / 8 pts	

EQUITY & ACCESSIBILITY	<i>Houston earned 41% of the points available in the Equity & Accessibility Category. Below is the breakdown of points that Houston 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	Houston's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	21 / 38 pts
	Equity Data Collection & Goals	0 / 20 pts
	Equity & Accessibility Policies & Plans	22 / 38 pts
	Equity & Accessibility in Engineering	3 / 35 pts
	Equity & Accessibility in Education	12 / 35 pts
	Equity & Accessibility in Encouragement	18 / 35 pts
	Equity & Accessibility in Evaluation & Planning	18 / 35 pts
Equity & Accessibility Bonus Points	10 / 15 pts	



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FEEDBACK TO IMPROVE:

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

- » Continue working to implement the Houston Bike Plan and to expand the low-stress, high-comfort bike network. 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.
- » Ensure that your Complete Streets policy is followed for all projects, and that compliance is tracked. If necessary, revisit your 2013 Complete Streets policy and process to ensure better compliance, and/or develop a new protocol through which ALL repaving projects (not just larger capital projects) require the City to implement measures to improve roadway safety for all users, such as through traffic calming and the development of dedicated, protected bikeways.
- » Work with other communities across the state of Texas to advocate to the DOT to update and improve statewide policies around local bicycling and roadway improvements. In particular, advocate for lowering the statewide prima facie speed limit in urban districts, to allow localities across the state to set lower and more appropriate speed limits on urban streets to improve safety for all roadway users.
- » Once possible, lower speed limits on Houston's local streets to 25 mph or less, ideally to 20 mph. Introduce 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.
- » Develop a more robust evaluation process for Houston's pop-up bike lane program, so that the program can more effectively be used to make the case for long-term investments and permanent improvements in the bicycling network.
- » Conduct a bike parking study or audit to determine current conditions of bike parking, in terms of quality, quantity, and equitable distribution across the community. Identify gaps in availability, and develop a more proactive process to increase the amount of high quality bicycle parking available, as well as to upgrade the quality of existing bike parking. Develop community-wide Bicycle Parking Standards that adhere to current APBP guidelines (see www.apbp.org/bicycle-parking-solutions) as well as accessibility standards to accommodate adaptive cycles, cargo bikes, and other non-standard bicycles
- » Improve bicycle safety education for students of all ages by incorporating 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.
- » 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.



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FEEDBACK TO IMPROVE, CONTINUED:

- » Continue working with Houston Bcycle to expand the bike share program to reach more new riders and to integrate the system with educational and encouragement efforts, particularly for targeted audiences such as older adults and women.
- » Encourage the University of Houston 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.
- » Continue to develop a robust 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.
- » Continue efforts to improve data-driven road safety operations to reduce crashes and fatalities. Houston's Vision Zero Action Plan and High Injury Network are important tools to address the city's high crash and fatality numbers. Continue to invest in these programs and to utilize on the Safe System Approach 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.

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