

Bicycle Advisory Committee

BAC Mission

To advise and make recommendations to the commission and the director on issues related to bicycling in the city including, but not limited to, amendments to the Bike Plan, bicycle safety and education, implementation of the Bike Plan, development of strategies for funding projects related to bicycling, and promoting public participation in bicycling.

BAC Vision

By 2027, the City of Houston will be a Safer, More Accessible, Gold Level Bike-Friendly City



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July 24, 2019 2:30-4:30pm
City Hall Annex Council Chamber

Agenda

- Director's Report
- Chair's Report
- Approval of April Minutes
- Public Comment
- BAC Communications Procedures
- Presentation on Houston Bike Plan Biennial Report
- No Parking in the Bike Lane Update
- Build 50 Challenge Update
- Vision Zero Update
- E-Bikes on Trails
- Announcements



Houston Bike Plan Biennial Report

Melissa Beeler

Planning & Development Department



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Purpose & Scope

Purpose: To support and assess performance of Plan implementation

The Plan recommends the report include the following:

- Alignment with Plan Houston goals and approach for implementation
- Highlight progress made on implementation
- Determine relative performance against the previous two years
- Assess trends in relative performance to the vision of Houston as a BFC
- Map exhibits publicly available online
- Develop updates to the strategic plan depending on what is needed and changing context, priorities and available resources
- Determine if new metrics may be more relevant, adjust current metrics if not aligned with overall goals (**BAC has a key role to play here**)
- Identify priority opportunities to continue to improve



Outline

1. Introduction

- A. Establish purpose of the report
- B. Recap vision, goals of Houston Bike Plan
- C. Articulate alignment with Plan Houston goals and approach for implementation
- D. Describe report structure

2. Progress 2016-2018 (highlight progress)

- A. Miles of bikeways (compared to 2016) (map)
- B. Dollars spent on cycle infrastructure
- C. Progress on projects, policies and programs

3. Goals Performance Analysis





- A. Improve Safety
- B. Increase Access
- C. Increase Ridership
- D. Develop and Maintain Facilities

4. Recommendations



Metrics

Vision: By 2027 Houston will be a Safer, More Accessible, Gold Level Bike-Friendly City

Goal Area	BFA Rating Areas					Performance Metrics	Current Performance	Performance Trend (+ - or neutral)	Data Source
	Enforcement	Education	Engineering	Evaluation	Encouragement				
Improve Safety 					✓	# of bicycle related crashes reported	361	-	H-GAC
					✓	# of bicycle fatalities per 10,000 commuters	7.4	+	H-GAC, US Census
				✓		Disparity in bicycle mode share versus fatalities	3.8	+	H-GAC, US Census
	✓					# of people who complete an approved bicycle education program	TBD	N/A	TBD
					✓	# of "Bicycle Friendly Businesses"	4	Neutral	League of American Bicyclists
Increase Access 		✓				% jobs within ½ mile of a high-comfort bike facility	46%	+	US Census
			✓			% population within ½ mile of a high-comfort bike facility			
						• Overall population	38%	+	US Census
						• Minority population	32%	+	US Census
						• Low income population	32%	+	US Census
					✓	% of facilities within ¼ mile of a high-comfort bike facility:			
						• Transit nodes (transit centers, Park & Rides, and light rail stations)	37%	+	METRO/City of Houston
						• Schools and libraries	23%	+	City of Houston
					• Community and multi-service centers	33%	+	City of Houston	
Increase Ridership 					✓	% population with comfortable access to greenways system (bayous and other trails)	21%	+	US Census
					✓	Commute mode share	0.5%	-	US Census
				✓		# of permanent count stations	2	Neutral	H-GAC
				✓	✓	% growth in bicyclists observed through permanent count stations	TBD	N/A	H-GAC
				✓		# of bike boardings on Metro per year	258,094	+	METRO
				✓		# of bike share checkouts per year	98,449	+	Houston Bike Share
Develop and Maintain Facilities 					✓	Annual City events that support increased ridership (e.g., Sunday Streets, Tour de Houston, Bicycle Advisory Committee meetings)	11	Neutral	City of Houston
		✓				Miles of high comfort bikeways per capita (per 10,000 people)	1.17	+	City of Houston/Census
			✓			% of bikeways in good or better condition	TBD	N/A	City of Houston
				✓		Population within ¼ mile of a bike share station	27,900	+	Houston Bike Share
				✓		Jobs within ¼ mile of a bike share station	155,600	+	Houston Bike Share
		✓				% of major transit nodes ¹ with secured bike parking	4%	Neutral	METRO
				✓	Dedicated city staff (FTE) for bikeway program	1	Neutral	City of Houston	

¹ Major Transit Nodes include Rail Stations, Transit Centers, and Park & Ride Facilities



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Improve Safety

Performance Metrics	2016 (BP)	2018	Trend	Data Source
# of bicycle related crashes reported	361	485	+	HPD
# of bicycle fatalities per 10,000 commuters	7.4	11.5	+	HPD/Census
Disparity in bicycle mode share versus fatalities	3.8	TBD	TBD	HPD/Census
# of people who complete an approved bicycle education program (Learn to Ride, LCI classes)	TBD	TBD	TBD	BH/Bike League
# of "Bicycle Friendly Businesses" and Universities	4	8, plus 1 univ.	+	Bike League



Increase Ridership

Performance Metrics	2016 (BP)	2018	Trend	Source
Commute mode share	0.54%	0.53%	Neutral	Census
# of permanent count stations	2	4	+	H-GAC
% growth in bicyclists observed through permanent count stations	TBD	TBD	TBD	H-GAC
# of bike boardings on Metro per year	258,094	279,338	+	METRO
# of bike share checkouts per year	98,449	165,585	+	B-Cycle
Annual City events that support increased ridership (e.g., Bike to Work Day, Sunday Streets, Tour de Houston, Bicycle Advisory Committee meetings)	11	TBD	TBD	COH/all



Next Steps

- Complete update of bikeways shapefile (completed and programmed bikeways)
- Complete all metrics
- Update at August BAC Infrastructure Subcommittee meeting
- Solicit recommendations and identify priority opportunities to continue to improve



No Parking in the Bike Lane Update



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BAC Action Taken

1. Request the Planning and Development Department to establish an internal policy for nonemergency City vehicles and contractors officially acting on behalf of the City to be prohibited from parking in bike lanes.
2. Request the Planning and Development Department to begin the process of passing a citywide ordinance prohibiting parking of any vehicle in the bike lane unless the vehicle is responding to an emergency and to provide policy recommendations to revise the City's traffic control plan.



Moving Forward

- Series of 3 meetings to draft language and gain consensus
- Internal stakeholders
 - MOSE
 - HPW
 - PDD
 - ARA/ParkHouston



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Vision Zero

- Executive Order and Press Conference ~ 2 weeks
- Immediate Actions
 - Initial Executive Committee meeting
 - Designate Task Force members
 - Initial Task Force meeting
 - Data Working Group
 - Stakeholder Engagement



Vision Zero

RESOLUTION NO. 20141120-1

WHEREAS,

WHEREAS, fatalities; and

WHEREAS, Ordinance 20140612

WHEREAS, standard as beautif equitably support th “Austin Values and I

WHEREAS, improvements to tra Austin “Safe Walk & Community Health; Safety Symposium, among others; and

WHEREAS, nature of traffic safe recommends develop

WHEREAS, being developed by Francisco, Chicago,

WHEREAS, multi community organizations including: AARP, ADA A Austin Fire Department, A Bike Austin, Capital Metro with Disabilities, Plannin Transportation Commission

WHEREAS, Vision injuries in the roadway, and in cities where it has been in

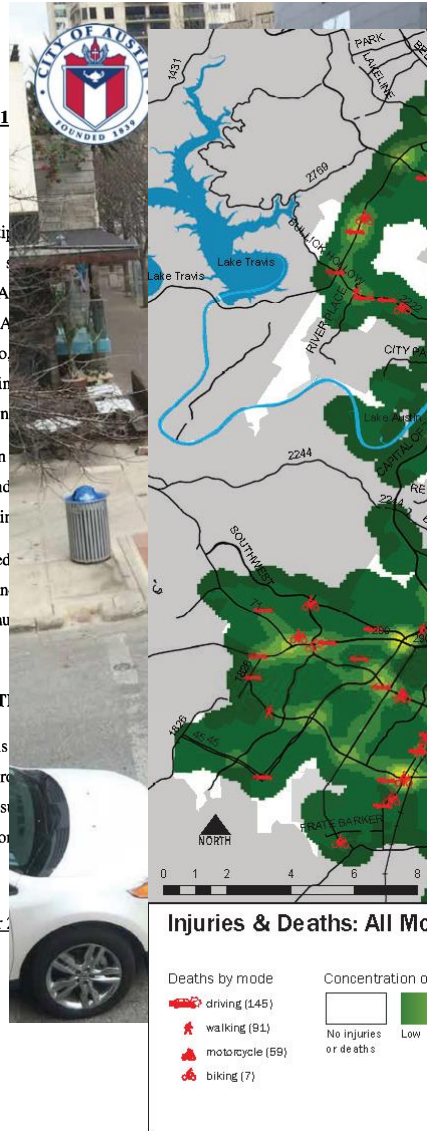
WHEREAS, the Ped Vision Zero for Austin an established strong commu

THEREFORE,

BE IT RESOLVED BY T

The City Manager is Force should include a bro breadth of traffic safety iss policy, along with any reco

ADOPTED: November



Key Actions

RESEARCH opportunities for policy change

51	Consider changing the cite-and-release policy for people who drive dangerously, as listed in this plan's identified dangerous behaviors, without a license or with a suspended license.
52	Research enforcement techniques from other cities to enhance compliance with the Distracted Driving Ordinance.
53	Explore prohibiting motor vehicles passing from the left and turning right in front of a bus within 100 feet of an intersection.
54	Research and consider the impact of limiting the number or density of alcohol-serving establishments in certain areas.
55	Research and consider the effect of increasing the liquor tax (to decrease the amount of alcohol people drink).
56	Consider the traffic safety effects of a ban on (A) right turns on red and (B) left turns across traffic and/or when pedestrians have a walk signal in effect.
57	Consider the effect of a 24/7 sobriety program for those convicted of alcohol-related crimes.
58	Explore allowing prosecutors to work county and district cases (misdemeanor and felony cases), as is done in the field of family violence law.
59	Pursue changes to law via the state legislature to allow automated speed enforcement, including piloting automated speed enforcement in school zones.
60	Research community-based prevention practices to identify and intervene with at-risk populations.

Key Progress Metrics



- Working with Ending Community Homelessness (ECHO), Front Steps, Austin-Travis County Integral Care (ATCIC), and other social service providers, meet the community's

- short term goals to house Austinites experiencing homelessness.
- Effect of Transportation Demand Management program on VMT.



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Next Meetings

Infrastructure Subcommittee

August 22, 2:30-4:30pm, 611 Walker, 6th Floor

Education Subcommittee

September 26, 2:30-4:30pm, 611 Walker, 6th Floor

Bicycle Advisory Committee

October 23, 2:30-4:30pm, City Hall Annex Council Chambers

