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

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
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**

<table>
<thead>
<tr>
<th>Goal Area</th>
<th>BPA Rating Areas</th>
<th>Performance Metrics</th>
<th>Current Performance</th>
<th>Performance Trend (+ or neutral)</th>
<th>Data Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve Safety</td>
<td>Enforcement, Education, Engineering, Evaluation, Encouragement</td>
<td># of bicycle related crashes reported</td>
<td>361</td>
<td>-</td>
<td>H-GAC</td>
</tr>
<tr>
<td></td>
<td></td>
<td># of bicycle fatalities per 10,000 commuters</td>
<td>7.4</td>
<td>+</td>
<td>H-GAC, US Census</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Disparity in bicycle mode share versus fatalities</td>
<td>3.8</td>
<td>+</td>
<td>H-GAC, US Census</td>
</tr>
<tr>
<td></td>
<td></td>
<td># of people who complete an approved bicycle education program</td>
<td>TBD</td>
<td>N/A</td>
<td>TBD</td>
</tr>
<tr>
<td></td>
<td></td>
<td># of “Bicycle Friendly Businesses”</td>
<td>4</td>
<td>Neutral</td>
<td>League of American Bicyclists</td>
</tr>
<tr>
<td>Increase Access</td>
<td></td>
<td>% jobs within ¼ mile of a high-comfort bike facility</td>
<td>46%</td>
<td>+</td>
<td>US Census</td>
</tr>
<tr>
<td></td>
<td></td>
<td>% population within ¼ mile of a high-comfort bike facility</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Overall population</td>
<td>38%</td>
<td>+</td>
<td>US Census</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Minority population</td>
<td>32%</td>
<td>+</td>
<td>US Census</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Low income population</td>
<td>32%</td>
<td>+</td>
<td>US Census</td>
</tr>
<tr>
<td></td>
<td></td>
<td>% of facilities within ¼ mile of a high-comfort bike facility:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Transit nodes (transit centers, Park &amp; Rides, and light rail stations)</td>
<td>37%</td>
<td>+</td>
<td>METRO/City of Houston</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Schools and libraries</td>
<td>23%</td>
<td>+</td>
<td>City of Houston</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Community and multi-service centers</td>
<td>33%</td>
<td>+</td>
<td>City of Houston</td>
</tr>
<tr>
<td></td>
<td></td>
<td>% population with comfortable access to greenways system (bicycles and other trails)</td>
<td>21%</td>
<td>+</td>
<td>US Census</td>
</tr>
<tr>
<td>Increase Ridership</td>
<td></td>
<td>Commute mode share</td>
<td>0.5%</td>
<td>-</td>
<td>US Census</td>
</tr>
<tr>
<td></td>
<td></td>
<td># of permanent count stations</td>
<td>2</td>
<td>Neutral</td>
<td>H-GAC</td>
</tr>
<tr>
<td></td>
<td></td>
<td>% growth in bicyclists observed through permanent count stations</td>
<td>TBD</td>
<td>N/A</td>
<td>H-GAC</td>
</tr>
<tr>
<td></td>
<td></td>
<td># of bike boardings on Metro per year</td>
<td>250,094</td>
<td>+</td>
<td>METRO</td>
</tr>
<tr>
<td></td>
<td></td>
<td># of bike share checkouts per year</td>
<td>98,449</td>
<td>+</td>
<td>Houston Bike Share</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Annual City events that support increased ridership (e.g., Sunday Streets, Tour de Houston, Bicycle Advisory Committee meetings)</td>
<td>11</td>
<td>Neutral</td>
<td>City of Houston</td>
</tr>
<tr>
<td>Develop and Maintain Facilities</td>
<td></td>
<td>Miles of high comfort bikeways per capita (per 10,000 people)</td>
<td>1.17</td>
<td>+</td>
<td>City of Houston/Census</td>
</tr>
<tr>
<td></td>
<td></td>
<td>% of bikeways in good or better condition</td>
<td>TBD</td>
<td>N/A</td>
<td>City of Houston</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Population within ¼ mile of a bike share station</td>
<td>27,900</td>
<td>+</td>
<td>Houston Bike Share</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Jobs within ¼ mile of a bike share station</td>
<td>155,500</td>
<td>+</td>
<td>Houston Bike Share</td>
</tr>
<tr>
<td></td>
<td></td>
<td>% of major transit nodes1 with secured bike parking</td>
<td>4%</td>
<td>Neutral</td>
<td>METRO</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Dedicated city staff (FTE) for bikeway program</td>
<td>1</td>
<td>Neutral</td>
<td>City of Houston</td>
</tr>
</tbody>
</table>

1. Major Transit Nodes include Rail Stations, Transit Centers, and Park & Ride Facilities.
# Improve Safety

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

**TBD** indicates data is not yet available.
## Increase Ridership

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

TBD: To be determined; +: Increase; H-GAC: Houston-Galveston Area Council; COH/all: City of Houston/Aldine County.
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
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
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
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
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

WHEREAS, improvements to the Austin “Safe Walk! Safe Ride!” Community Health and Safety Symposium, which has consistently elevated the importance of traffic safety and injury prevention in the Austin community.

WHEREAS, the Pedestrian and Bicycle Safety Plan established by the City of Austin in 2007 has been a valuable tool in promoting safety and accessibility for pedestrians and cyclists.

WHEREAS, the City of Austin is currently working on a new transportation plan that includes increased investment in bicycle and pedestrian infrastructure, and the adoption of new policies to improve traffic safety.

WHEREAS, the City of Austin is committed to reducing traffic fatalities and injuries, and to creating a safer and more accessible transportation system for all residents.

Be it Resolved by the City Council of the City of Austin, Texas:

The City Manager is hereby directed to work with the Austin Police Department and the Austin Fire Department, to consider expanding the scope of their traffic safety initiatives to include more comprehensive programs for pedestrian and bicycle safety.

The City Manager is also directed to work with the Austin Transportation Department and the Austin Metropolitan Planning Organization to develop a comprehensive plan for reducing traffic fatalities and injuries, and to prioritize funding for projects that improve traffic safety.

ADOPTED: November 2021

Key Progress Metrics

- Working with Ending Community Homelessness (ECHOC), Front Steps, Austin-Travis County Integral Care (ATICO), 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.

Key Actions

- 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.
- Research enforcement techniques from other cities to enhance compliance with the Distracted Driving Ordinance.
- Explore prohibiting motor vehicles passing from the left and turning right in front of a bus within 100 feet of an intersection.
- Research and consider the impact of limiting the number or density of alcohol-serving establishments in certain areas.
- Research and consider the effect of increasing the liquor tax (to decrease the amount of alcohol people drink).
- 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.
- Consider the effect of a 24/7 sobriety program for those convicted of alcohol-related crimes.
- Explore allowing prosecutors to work county and district cases (misdemeanor and felony cases), as is done in the field of family violence law.
- Pursue changes to law via the state legislature to allow automated speed enforcement, including piloting automated speed enforcement in school zones.
- Research community-based prevention practices to identify and intervene with at-risk populations.
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
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