BIKEHOUSTON™

The Case for a Bike-Friendly Houston

BIKEHOUSTON™

BikeHouston is a 501(c)(3) non-profit organization on a mission to transform Houston so that anyone, regardless of who they are or where they live, can safely and easily get around by bike.


Houston drivers have one of the hardest commutes in the U.S., study finds
Dr. Sandberg develops innovative treatments for children with
The many faces of UTHealth
2016
EXIT 47A
Allen Parkway
1 MILE
LEFT EXIT
82
EXIT 47B
Houston Ave
Memorial Dr
1 MILE

Greater Houston has second-worst air quality in the country, analysis of EPA data shows




David Leon Loya Jr.
March 7, 2019


LARIAT
F-150




Farm to Market

Half of Houston area residents want to live in a walkable neighborhood, even if it means living in a smaller home.

52% of Houstonians "wish they could ride a bicycle more often than they do today."

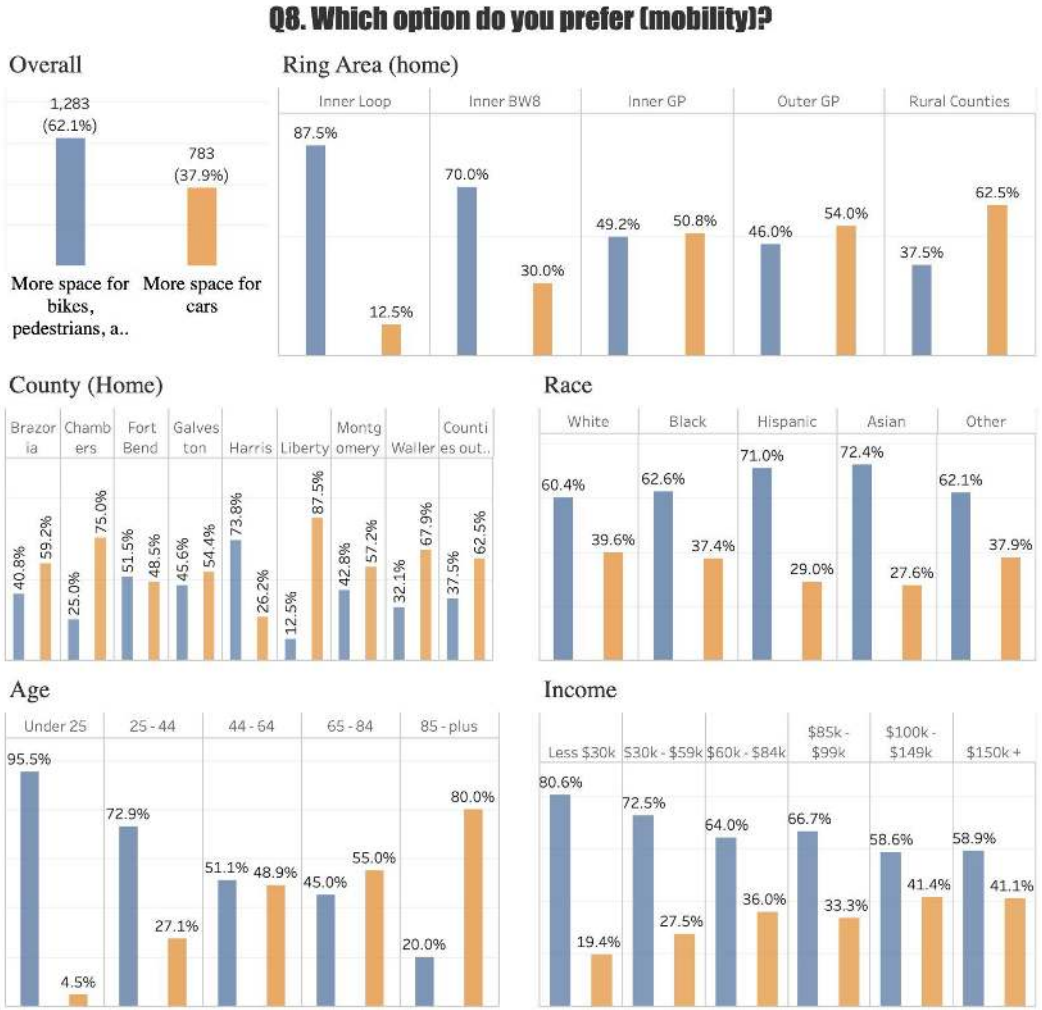
89% of Houstonians think "the development of a much-improved mass transit system" is important for the future of the region.

Source: Kinder Houston Area Survey

“More space for pedestrians, bikes, and transit”

or

“More space for cars”




IT DOESN'T MATTER WHETHER YOU WALK, BIKE, ROLL, TAKE TRANSIT OR DRIVE, WE ALL WANT THE SAME THING:
FEWER DRIVERS

Why Bikes?

- Zero-emissions
- Space-efficient
- Health and economic benefits
- Convenient
- Fun!

Transportation 101

- Vehicles
- Terminals
- Networks






HOUSTON
HOUSTON
HOUSTON




METERED PARKING
MON-SAT
THIS BLOCK
VIEW OUR MENU
METHOD
architecture


Jefferson



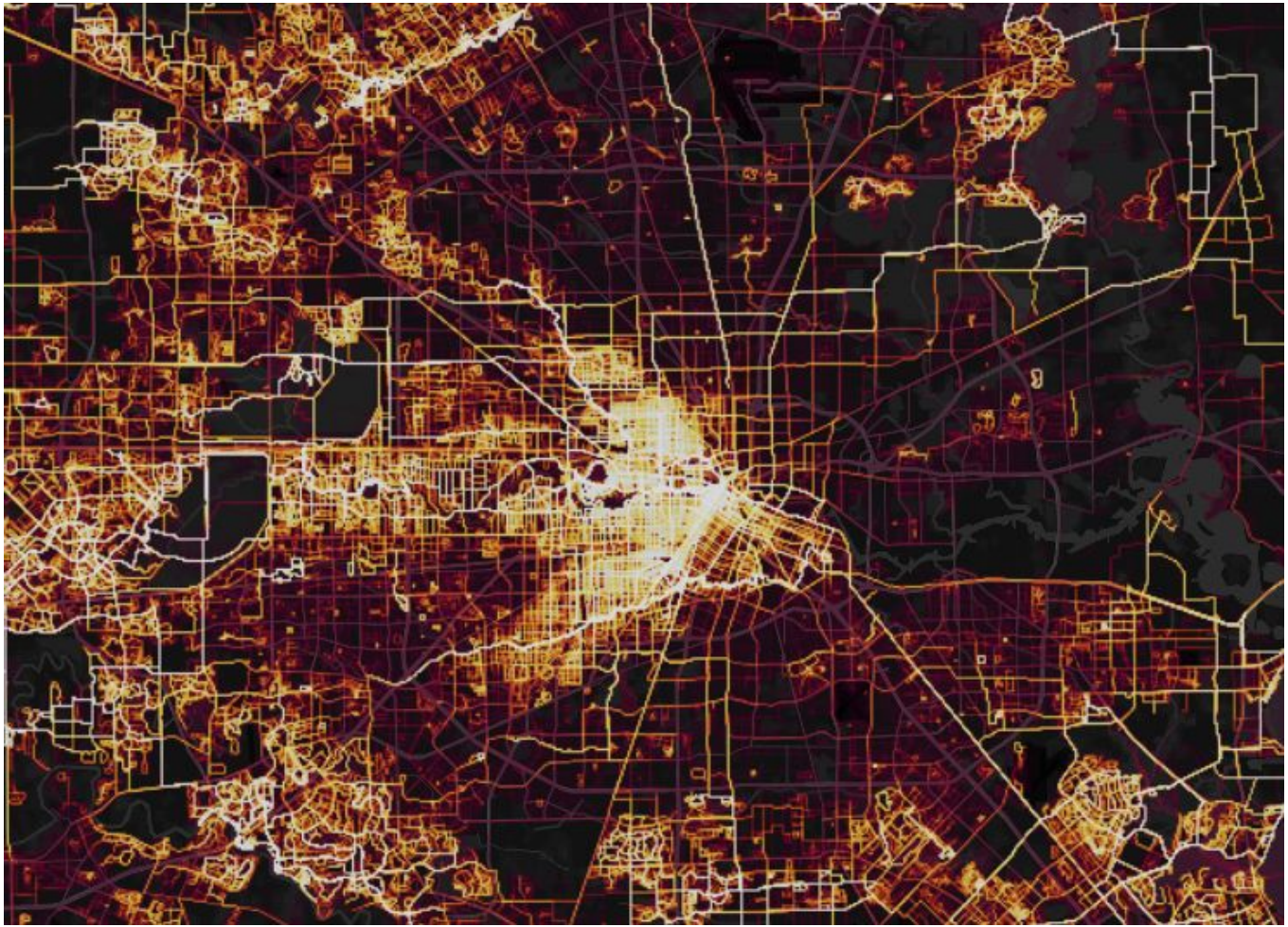



Courtesy: @PastorJaimeG / Twitter


SHARE
THE
ROAD

- Where are people riding bikes?
- Where aren’t people riding bikes?
- Who is riding bikes?
- Who isn’t riding bikes?

Why?



BICYCLIST DESIGN USER PROFILES

Interested but Concerned

51%-56% of the total population

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

Somewhat Confident

5-9% of the total population

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

Highly Confident

4-7% of the total population

Comfortable riding with traffic; will use roads without bike lanes.

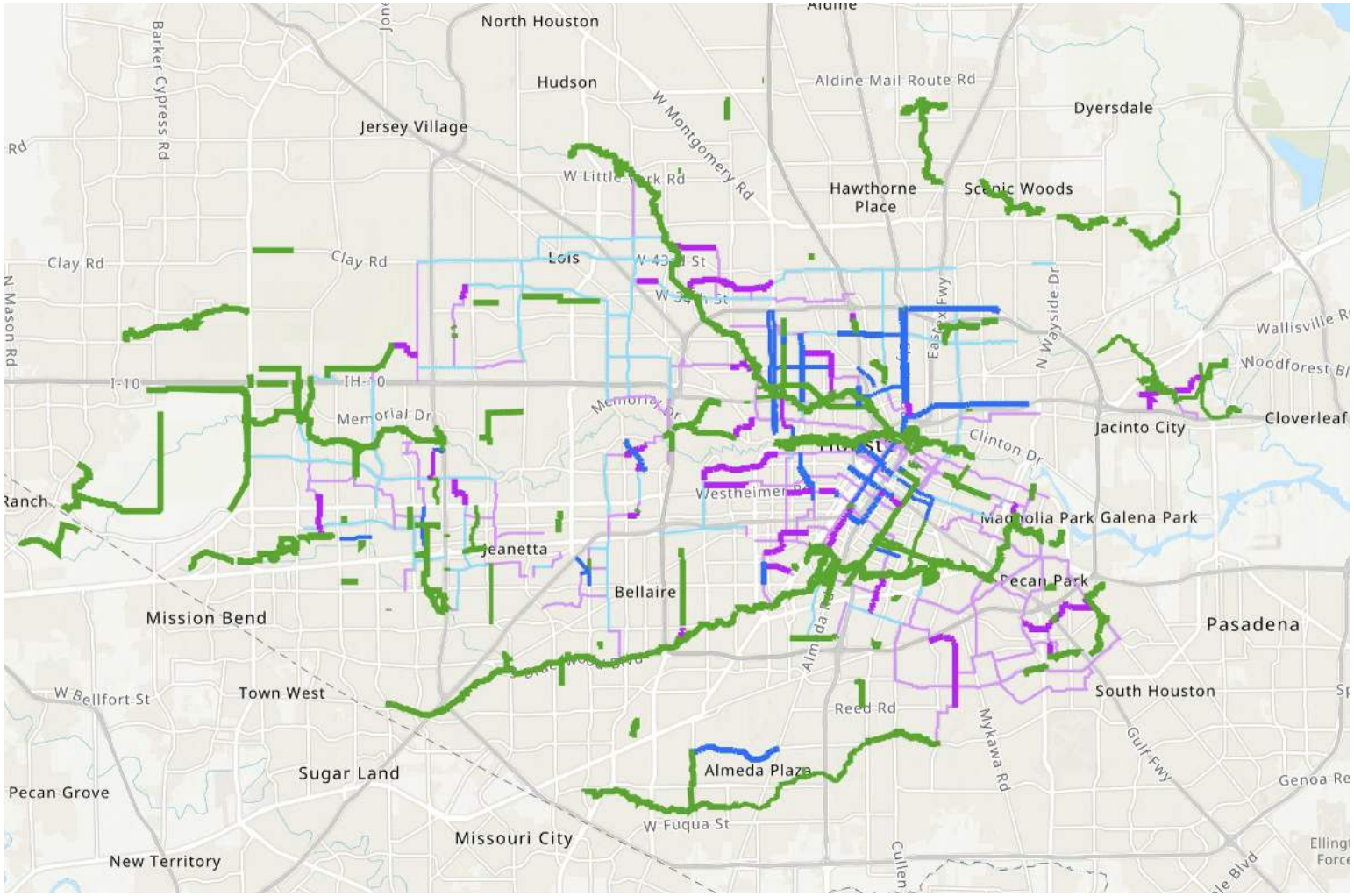


LOW STRESS TOLERANCE

HIGH STRESS TOLERANCE

Riding a bicycle should not require bravery. Yet, all too often, that is the perception among cyclists and non-cyclists alike.

— Roger Geller, City of Portland


North Houston
Hudson
Jersey Village
Aldine Mail Route Rd
Dyersdale
Hawthorne Place
Scenic Woods
Barker Cypress Rd
W Montgomery Rd
Clay Rd
Lois
N Wayside Dr
Wallisville Rd
Woodforest Blvd
I-10
Memorial Dr
Jacinto City
Cloverleaf
Clinton Dr
Ranch
Jeanetta
Magnolia Park
Galena Park
Bellaire
Pecan Park
Mission Bend
Pasadena
W Bellfort St
Town West
South Houston
Reed Rd
Mykawa Rd
Gulf Fwy
Sugar Land
Almeda Plaza
Pecan Grove
W Fuqua St
Missouri City
New Territory


CONTRACTOR




BAGBY CYCLE TRACK


HEMLINE

I live in Magnolia, but (pre Covid-19) I came to Houston every weekend to enjoy the bike infrastructure, city streets, restaurants, and brewpubs. I have spent more time and money in Houston since 2012 purely because of the evolving bike friendly nature of the city. This is in stark contrast to the bike hostility that has built up in Montgomery County in the last few years. The point is that spending money on infrastructure brings in more money and more involvement in the community. This is especially important to attract younger professionals to Houston. I think it's a win-win scenario.

How you can help.

Report!

Take photos of problems on the streets and trails and report them to 311.

Speak up!

Contact your elected representatives. They work for you.

Join!

Get information and action alerts from BikeHouston.

Ride!

People are more likely to ride bikes when they see other people riding bikes.

Join us!

bikehouston.org/join

BIKEHOUSTON™