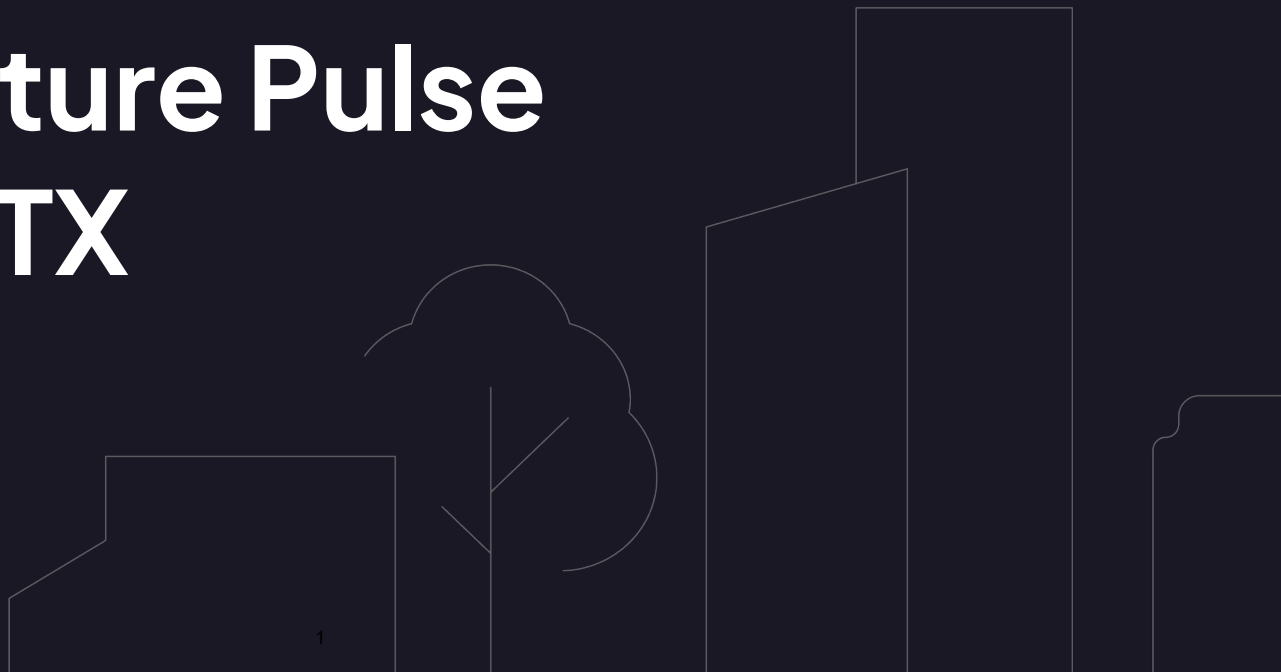


Transportation & Infrastructure Pulse Houston, TX

October 2025



Executive Summary

Houston Transportation & Infrastructure Pulse Survey Results

Transportation Habits & Safety

Houston's travel is car-dominated, with biking and transit limited by safety and infrastructure gaps. Only 22% bike weekly, and just 58% see it as safe. Transit use is strongest among younger and Black or African American residents in central districts. Rideshare is youth-driven. Expanding safe, reliable bike and transit networks remains a key opportunity.

Biking Habits

Biking in Houston is limited, with most residents rarely riding. Younger adults and central districts with strong high-comfort bikeways see the highest use, while outer districts lag. Safety concerns remain the main barrier: frequent cyclists feel confident on streets, but infrequent riders prefer bike lanes. Fitness drives most cycling, while daily riders emphasize transportation. Protected infrastructure could boost ridership.

Transportation Infrastructure

Houston's infrastructure priorities are balanced: transit (27%), roads (26%), bike lanes (25%), and walkways (23%). Frequent cyclists push for bike lanes, while infrequent riders prefer transit and roads. Nearly half support reallocating car space for protected lanes, especially younger riders, though opposition is higher in Districts E and K. Priorities vary locally, from trails to community-serving routes and neighborhood walkability.

Safety Efforts & E-Scooters

Perceptions of Houston's efforts to ensure safe transportation are mixed, with most residents offering only moderate approval.

Houston residents view e-scooters with cautious openness, favoring regulation over prohibition. About 36% support rules like speed limits, helmets, or designated zones, while another 30% prefer limiting use only in pedestrian-heavy areas. A complete ban garners little support (9%).

Report structure

01 Methodology & Sample

02 Transportation Habits & Safety

03 Biking Habits: Usage, Motivations, Safety

04 Transportation Infrastructure

05 Current Policy

06 Potential Ban on E-Scooters

| 01

Methodology and Sample

Methodology

Sample

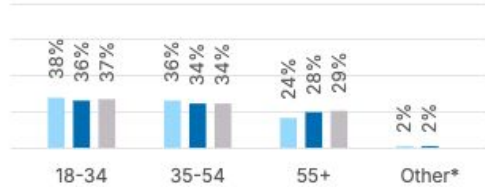
1,195 respondents were recruited online across **Houston** between **August 27th and September 7th, 2025** using targeted ads on various digital platforms (e.g., mobile web, social media, mobile apps for Android and IOS) as well as online survey panels). Using data from the **US Census Bureau**, this survey employed quotas to match the distribution of **race, ethnicity, age, and gender** in the US, ensuring that the sample represents the entire population of the area.

Weighting

To make sure our sample is representative, a technique called **rake-weighting** was used to balance out any remaining differences between the makeup of the survey respondents and the community. This process serves as a **statistical safeguard** against any demographic group being overrepresented or underrepresented in the final score calculations by giving **overrepresented groups a lower weight** and **underrepresented groups a higher weight** in the analysis.

Sample Composition

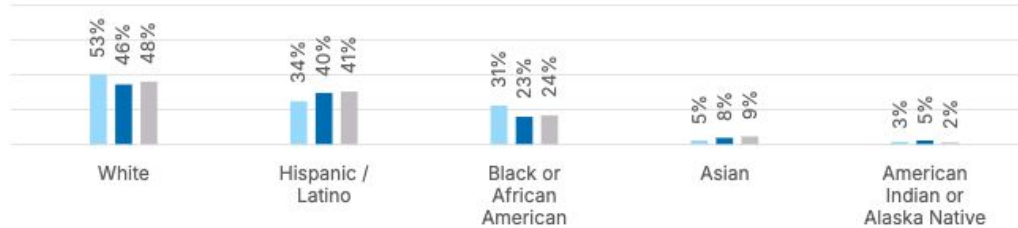
Age



Gender



Ethnicity



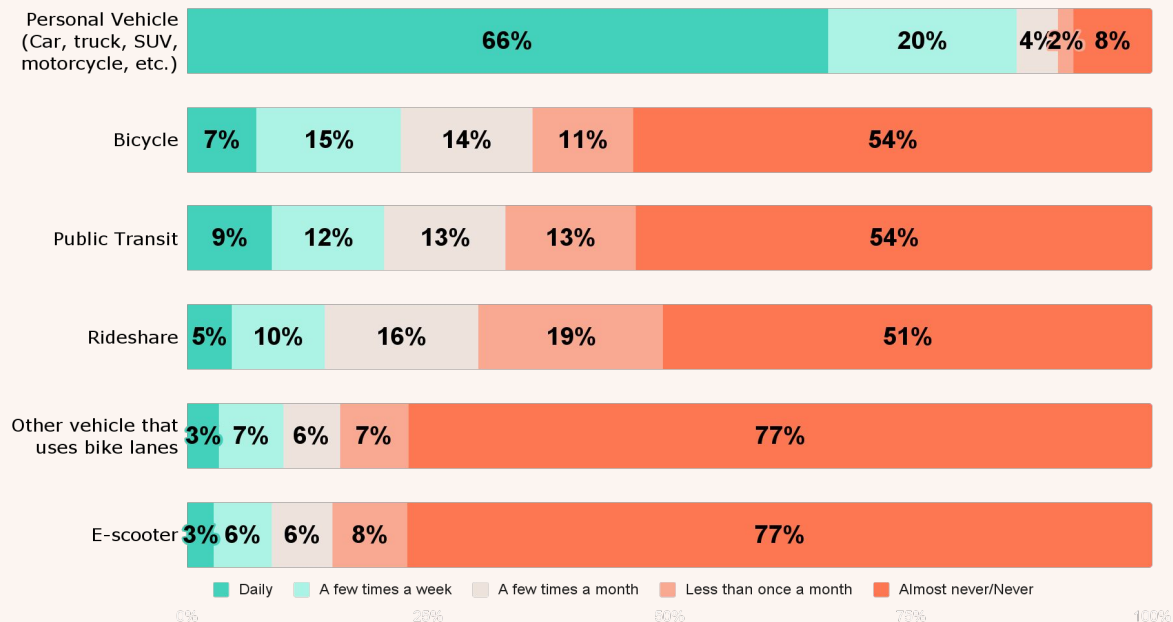
- **Unweighted demographics** - What we collected, without adjustments.
- **Weighted demographics** - Our sample, adjusted to be representative of the population.
- **Population demographics** - The demographics of the 18+ population.
 - The "Other" category includes missing data, people who selected "prefer not to say," and other groups not defined in census.

| 02

Transportation Habits & Safety

Frequency using modes of transportation

How often do you use the following modes of transportation in the city?

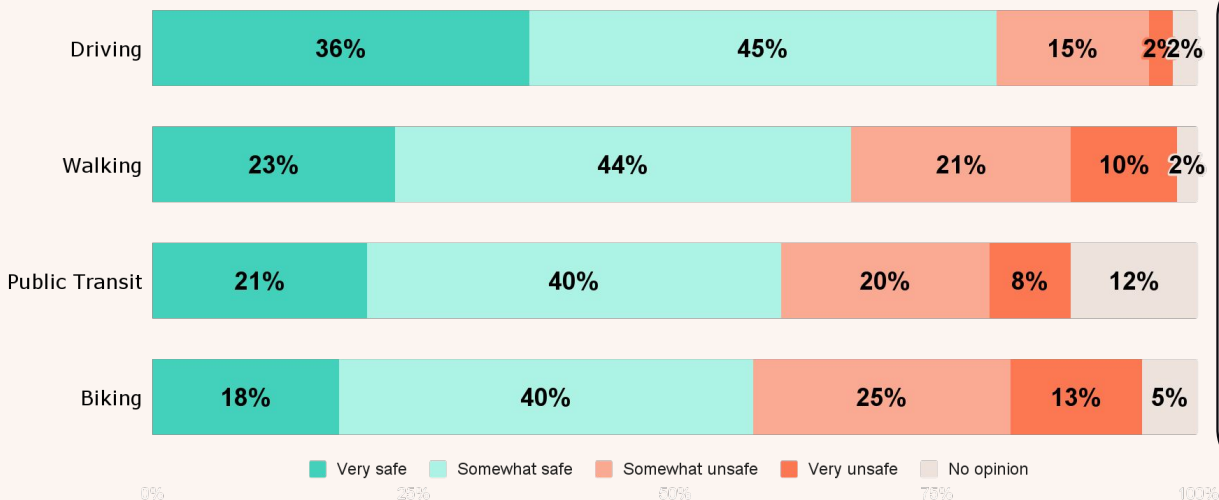


Alternative transportation modes like biking, public transit, and e-scooters are used far less frequently than cars in Houston.

22% of residents bike at least a few times a week, but 54% almost never ride. Public transit shows a similar split: 21% use it weekly, while another 54% rarely or never rely on it. E-scooters are even less common—only 9% use them a few times a week, and more than three-quarters almost never.

These patterns suggest that while some Houstonians are engaging with non-car options, the majority remain highly dependent on personal vehicles for daily mobility.

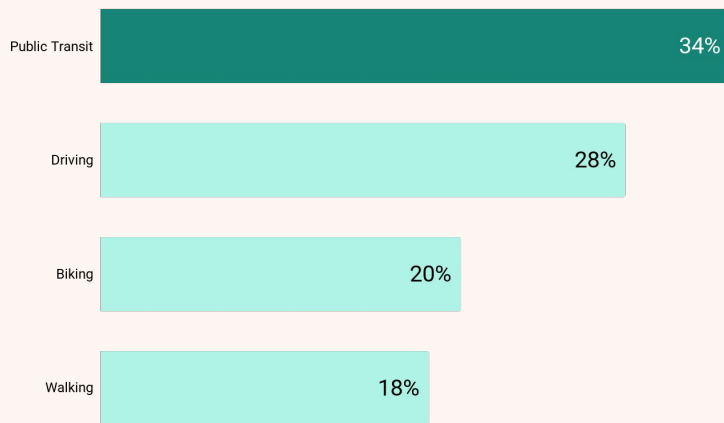
How safe would you feel using the following modes of transportation in your neighborhood?



Driving is viewed as the safest option, with 81% of residents considering it either very or somewhat safe, and only a small minority rating it unsafe.

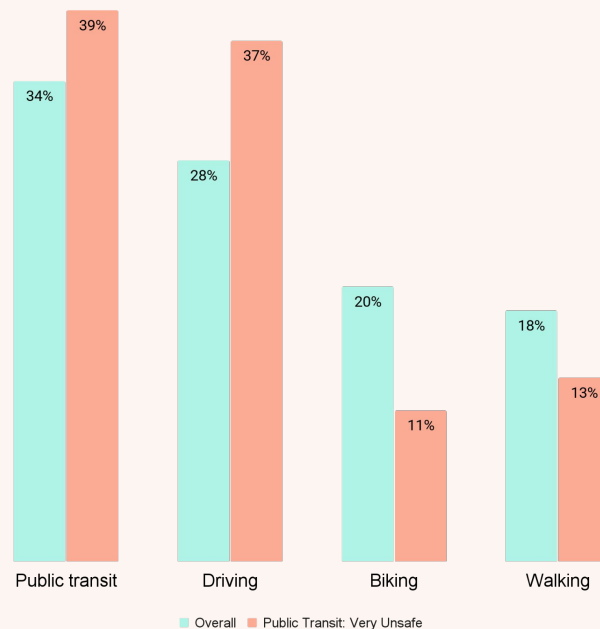
Walking follows, with 67% perceiving it as safe, though nearly a third still see risks. Public transit is close behind, with 61% expressing confidence in its safety, but notable concern remains. Biking ranks lowest: just 58% consider it safe, while nearly four in ten view it as somewhat or very unsafe.

Which of the following transportation modes in Houston do you believe requires the most improvement?



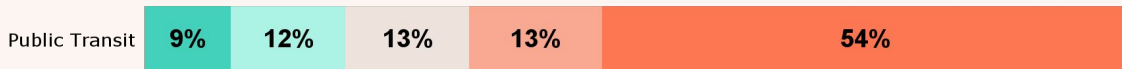
Public transit stands out as the mode most in need of improvement, cited by 34% overall and rising to 39% among those who see it as very unsafe. Driving follows closely, with 28% overall pointing to needed changes, and an even larger share—37%—among those most concerned about transit safety. Biking and walking are lower priorities, at 20% and 18% overall, with reduced urgency among the group critical of transit safety.

Improving Modes of Transportation, by safety on public transit

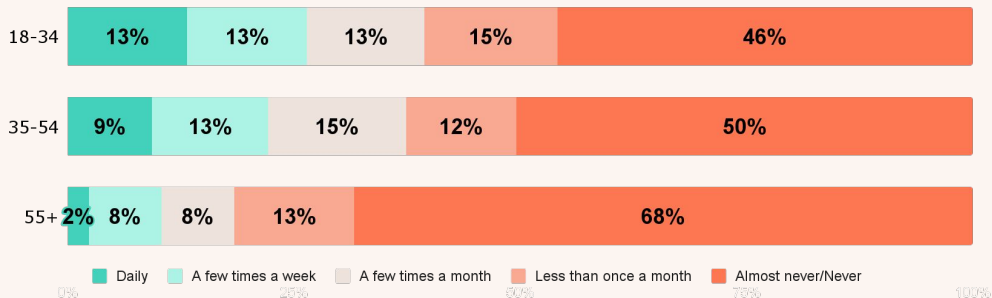


Frequency using public transit

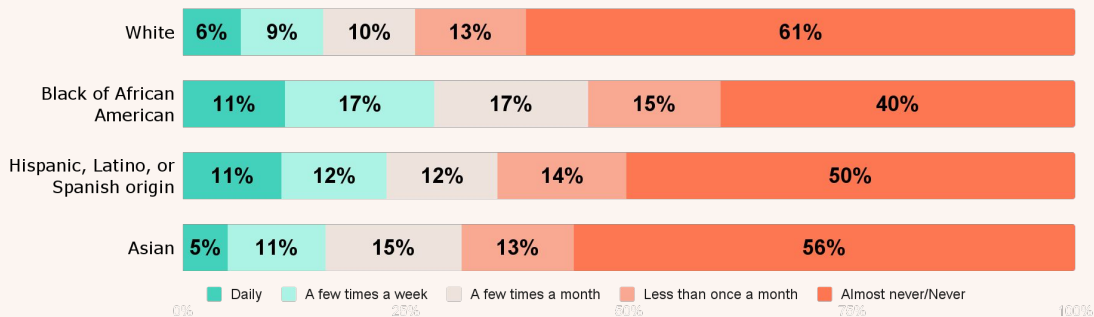
How often do you use **public transit** in the city?



Age group breakdown



Ethnicity/ Race breakdown



Public transit use in Houston is relatively limited, with more than half of residents (54%) reporting they almost never or never use it.

Younger adults are more engaged: more than half (54%) of those 18–34 say they use public transit at least a few times a month, compared with just 18% of those 55 years and older.

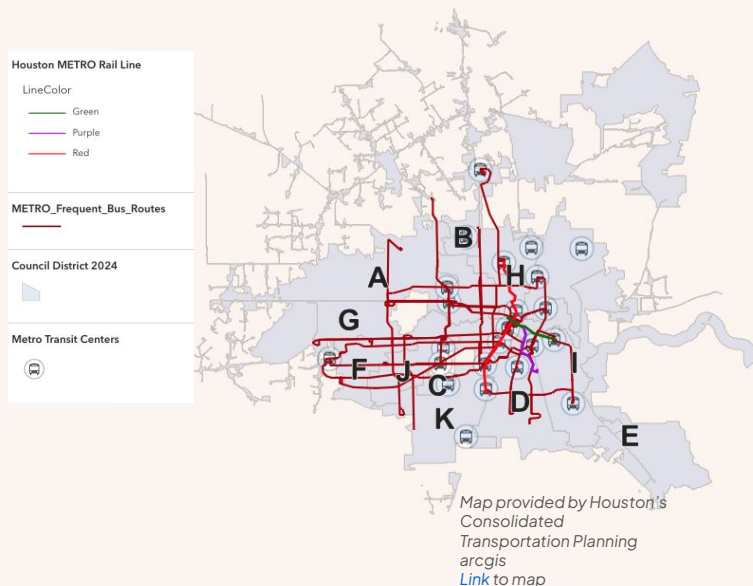
Daily or weekly use is most common among Black or African American residents, 28% of whom ride at least a few times a week. Hispanic or Latino respondents also show above-average regular use, while White residents are least likely to rely on transit, with 61% saying they almost never or never use it.

Frequency using public transit

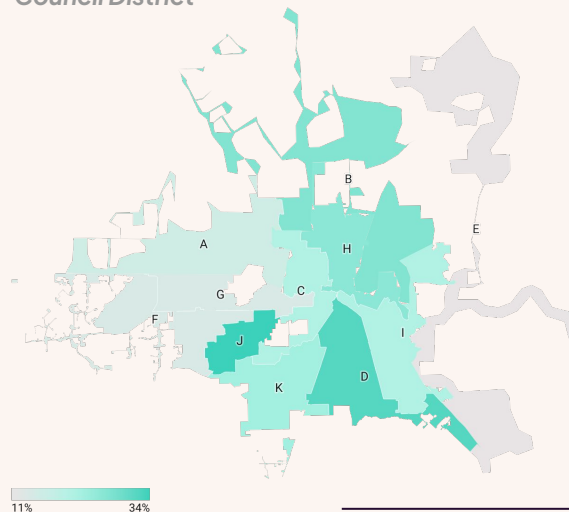
How often do you use **public transit** in the city?

Transit use varies sharply by district, reflecting service availability. D and J lead with 32–34% riding weekly, supported by METRORail and frequent bus routes. B and H also show higher use (~27%). In contrast, suburban E (9%), F (11%), and G (13%) report much lower use, while C, I, and K fall in the middle with moderate access.

Map of Houston Metro Rail Line, Metro Transit Centres and Metro frequent bus routes



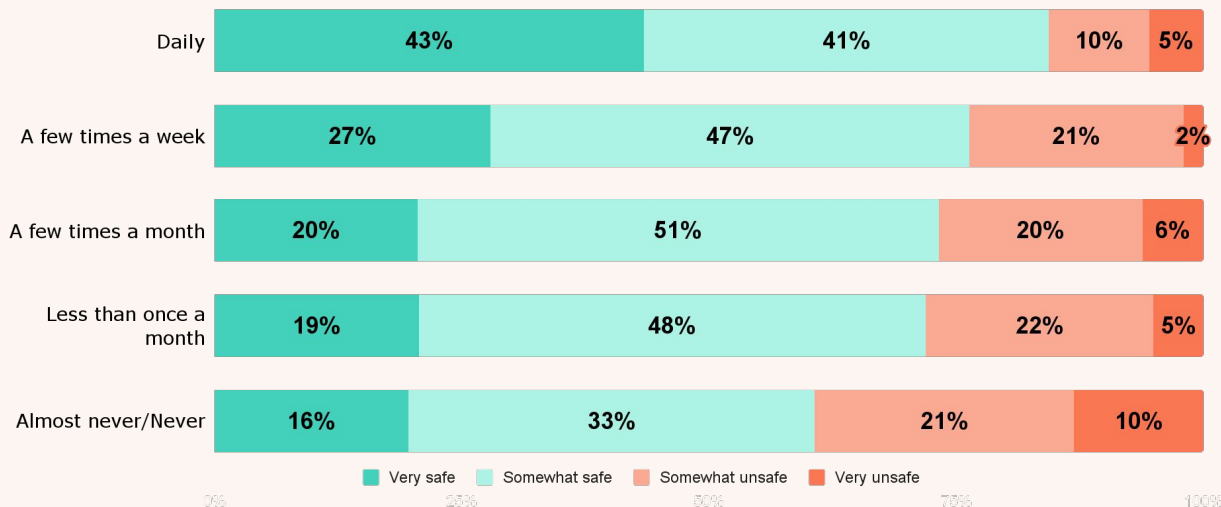
Heatmap of percentage of respondents who use public transit a few times a week or more, divided by City Council District



City Council District	% Use public transit daily or a few times a week
A	16%
B	27%
C	21%
D	32%
E	11%
F	14%
G	14%
H	26%
I	21%
J	34%
K	23%

How often do you use **public transit** in the city?

How often respondents use public transit, by safety while on public transit



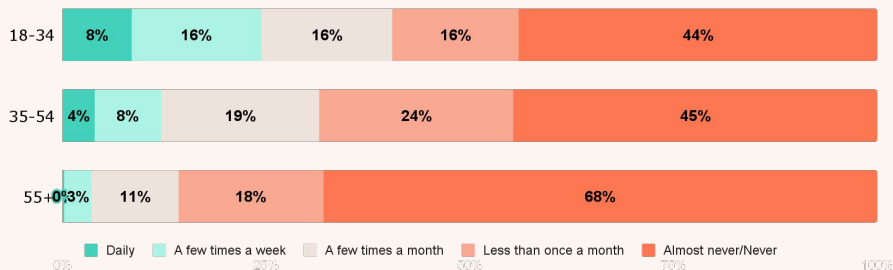
Perceptions of public transit safety appear closely tied to usage frequency.

Among daily riders, 84% consider transit either very or somewhat safe, with nearly half describing it as very safe. Confidence declines with reduced frequency: those using transit only a few times a month or less overwhelmingly rate it “somewhat safe” rather than “very safe.” Importantly, individuals who rarely or never ride express greater skepticism, with 31% labeling transit somewhat or very unsafe. This pattern suggests familiarity and regular experience fosters stronger safety perceptions, while limited exposure corresponds with greater apprehension and diminished confidence in the system’s reliability and security.

How often do you use **rideshare** in the city?



Age group breakdown



Rideshare use in Houston skews strongly toward younger populations, with adults 18–34 most likely to rely on these services.

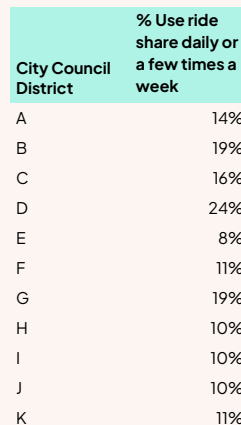
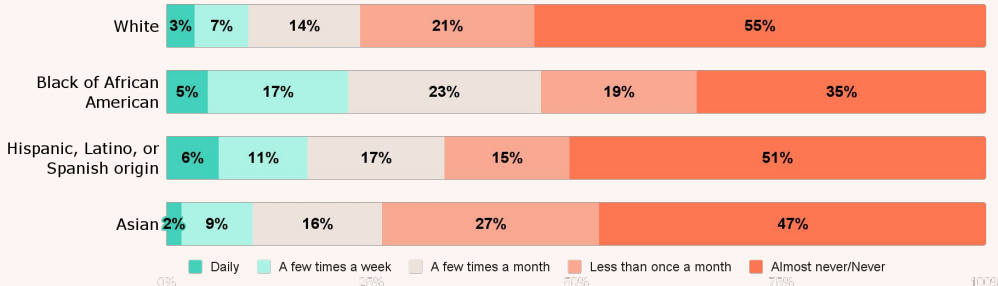
Nearly one in four in this age group use rideshare at least a few times a week, compared to just 7% of those 55 and older. Middle-aged adults (35–54) fall between these extremes, with higher monthly use but less frequent weekly reliance. Overall, half of residents almost never or never use rideshare, underscoring its role as a supplementary, rather than primary, mode. Age differences highlight generational divides in adoption, with younger residents integrating rideshare more readily into their regular travel patterns.

Frequency using public transit

How often do you use **rideshare** in the city?



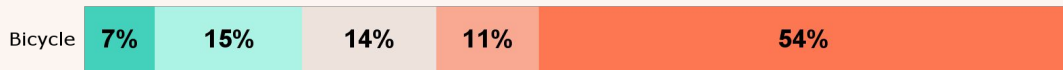
Race/Ethnicity breakdown



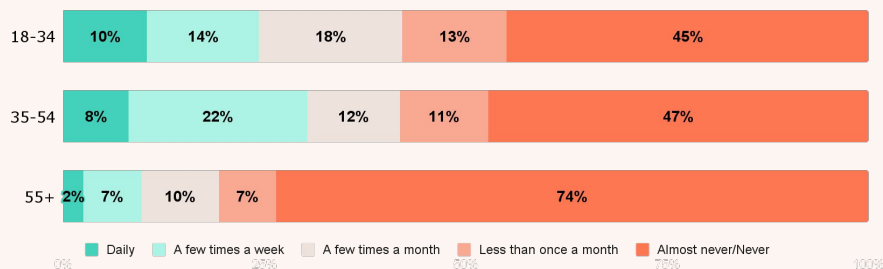
Rideshare use in Houston shows clear demographic and geographic divides. Black residents are the most frequent users, with 22% riding daily or weekly and only 35% saying they almost never use rideshare—far lower than white (55%) or Hispanic residents (51%). Council District patterns align: District D (24%) and District B (19%), both of which have large Black populations, show the highest weekly rideshare use. In contrast, suburban districts such as E (8%) and F (11%) report minimal reliance, reflecting limited service availability and greater car dependence. Overall, rideshare is a supplemental mode citywide, but its use is concentrated in communities with higher Black populations and stronger urban transit reliance.

Frequency Biking

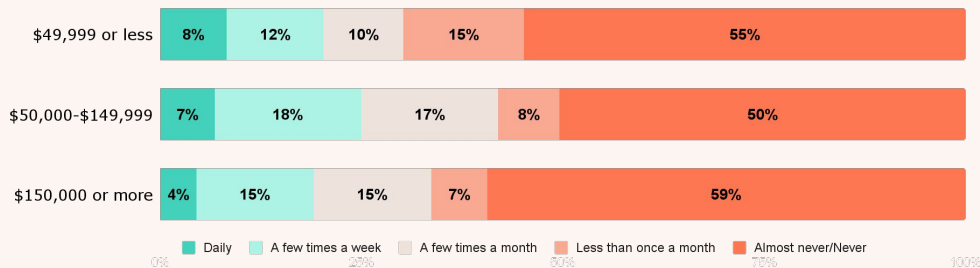
How often do you use **bicycles** in the city?



Age group breakdown



Income breakdown



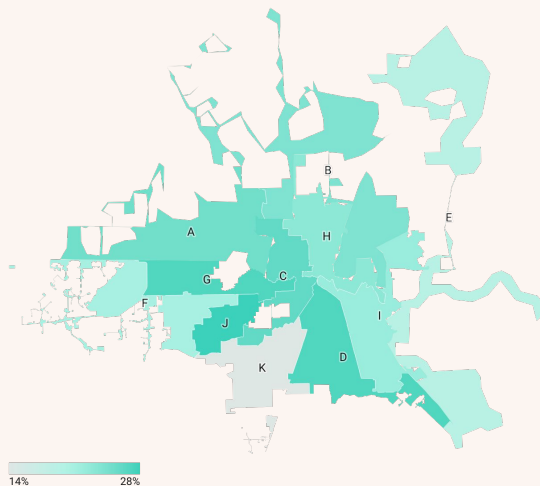
Bicycle use in Houston is uneven across age and income groups, reflecting broader accessibility and lifestyle patterns. Younger adults (18–34) are the most frequent riders, with over 40% biking at least monthly, while three-quarters of those 55 and older report almost never cycling. Middle-aged adults (35–54) show relatively high weekly use, particularly at the “few times a week” level. Income also shapes patterns: households earning \$50,000–\$149,999 report the most regular riding, while higher-income groups cycle less often. Despite these variations, more than half of all residents rarely or never bike, underscoring its role as a minority mode of transportation.

| 03

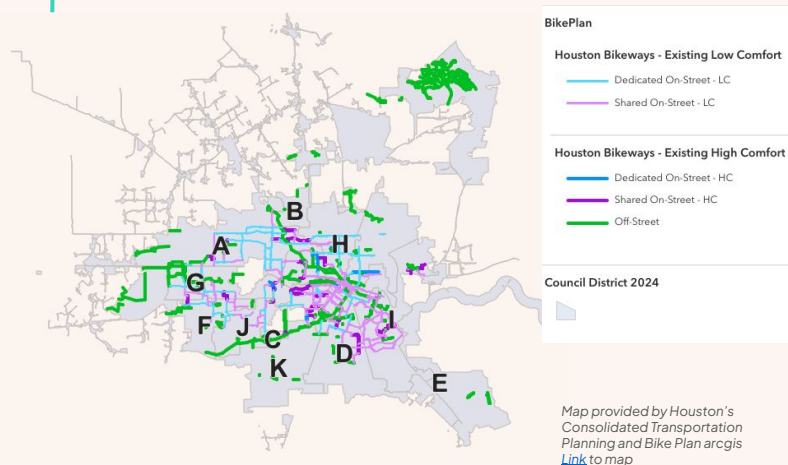
Biking Habits: Usage, Motivations, Safety

How often do you use bicycles in the city?

City Council District	% Use bicycles daily or a few times a week
A	25%
B	24%
C	26%
D	27%
E	19%
F	21%
G	27%
H	23%
I	22%
J	28%
K	14%



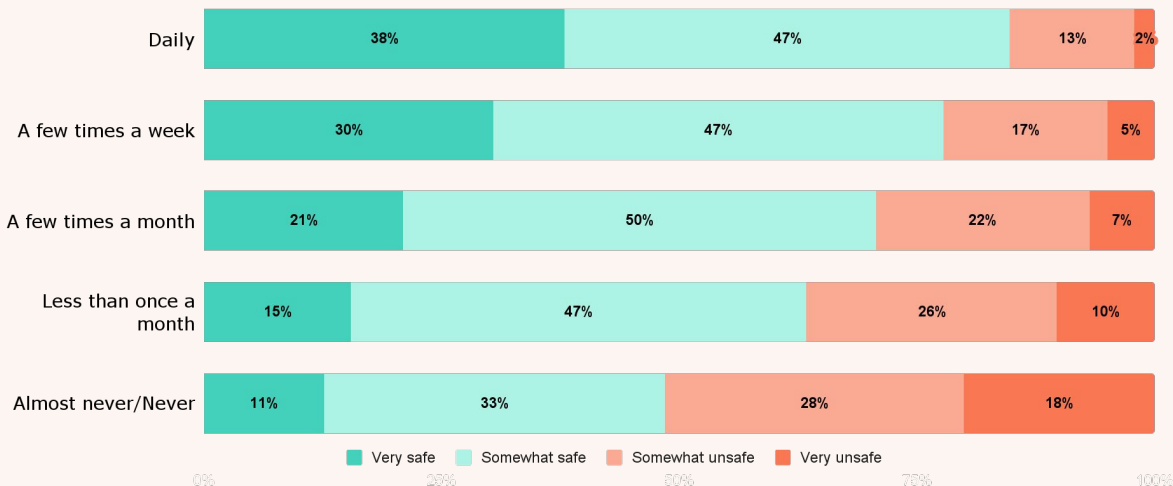
Map of Houston Existing HC and LC bike lanes



Bicycle-use rates across Houston's Council Districts show clear spatial variation. Districts J (28%), G (27%), D (27%), C (26%), A (26%), and B (24%) have well above-average proportions of residents who bike daily or several times per week. In contrast, District E—which includes Kingwood and parts of Clear Lake—records only 19% frequent bicycling, one of the lowest rates. Districts F (21%) and K (14%) are also low. Infrastructure correlates: downtown and inner-loop districts (like C, D, G, J) have greater coverage of high-comfort (HC) bikeways—protected lanes, off-street trails, buffered lanes—while outer and more suburban districts like E toward the northeast have much fewer HC facilities. Despite some local trails in Kingwood, the limited HC bike lane network likely contributes to District E's lower frequent use, suggesting that enhancing HC bikeway connectivity could significantly increase bicycle commuting there.

How often do you use **bicycles** in the city?

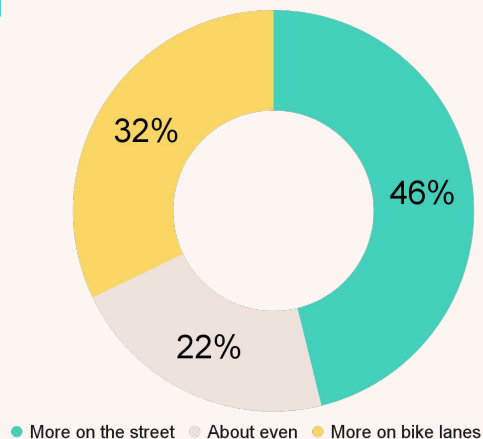
How often respondents use bicycles, by safety while biking



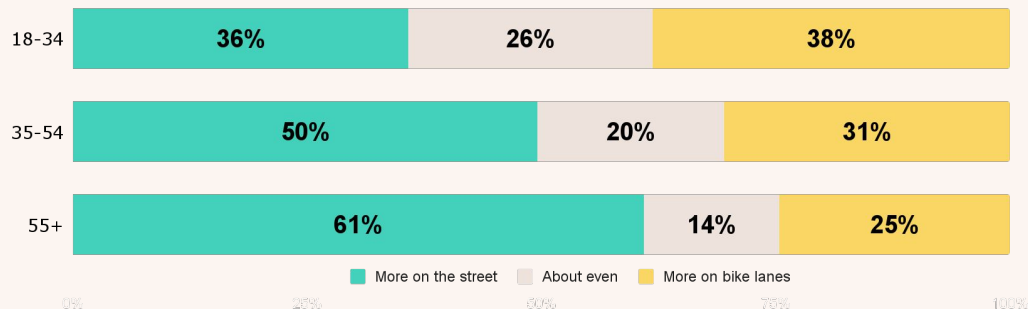
Perceptions of bicycle safety vary sharply by riding frequency. Daily cyclists are the most confident, with 85% describing biking as very or somewhat safe, and only 15% reporting safety concerns. Confidence declines as frequency drops: among those riding a few times a month, just 71% perceive biking as safe, while nearly 30% see it as somewhat or very unsafe. Among residents who almost never ride, fewer than half (44%) consider bicycling safe, and nearly one in five call it very unsafe.

Do you think you cycle more on the street or in a bike lane?

Among respondents who cycle (excluding those who never cycle), N = 542



Age group breakdown

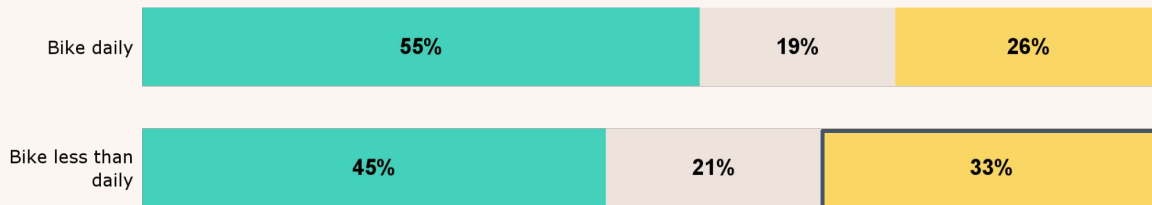


Cycling location preferences differ notably by age. Overall, 45% of riders report cycling more on the street, while one-third rely more heavily on bike lanes and 22% split usage evenly. Younger cyclists (18–34) are the most bike-lane oriented, with 38% favoring lanes and only 36% primarily on streets. In contrast, older riders (55+) overwhelmingly report street use (61%) and are least likely to use bike lanes. Adults 35–54 fall in between but lean toward streets (50%). These patterns suggest that younger riders are more inclined to seek dedicated infrastructure, while older cyclists either lack access to, or preference for, such facilities.

Do you think you cycle more on the street or in a bike lane?

Among respondents who cycle (excluding those who never cycle), N = 542

Where cyclists ride most, by frequency of cycling



Bike daily - Refers to respondents who bike "Daily"

Bike less than daily - "A few times a week," "A few times a month", "Less than once a month"

More on the street About even More on bike lanes

Social Media Discourse:

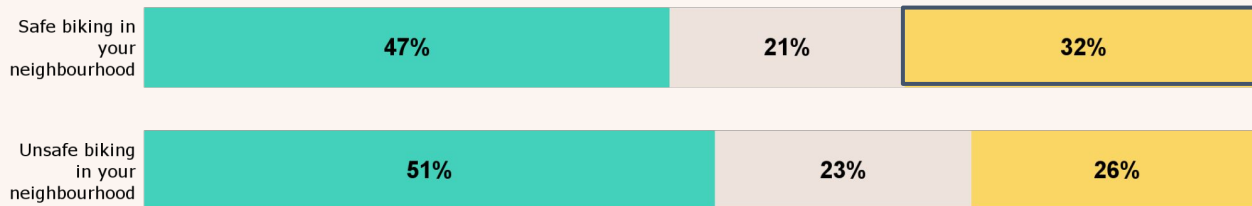
"Back when I worked downtown, there were many days I chose to bike in because of the protected bike lane."

154

"We live next to the bike lane on Austin and it is used ALL THE TIME."

18

Where cyclists ride most, by feeling of safety while biking



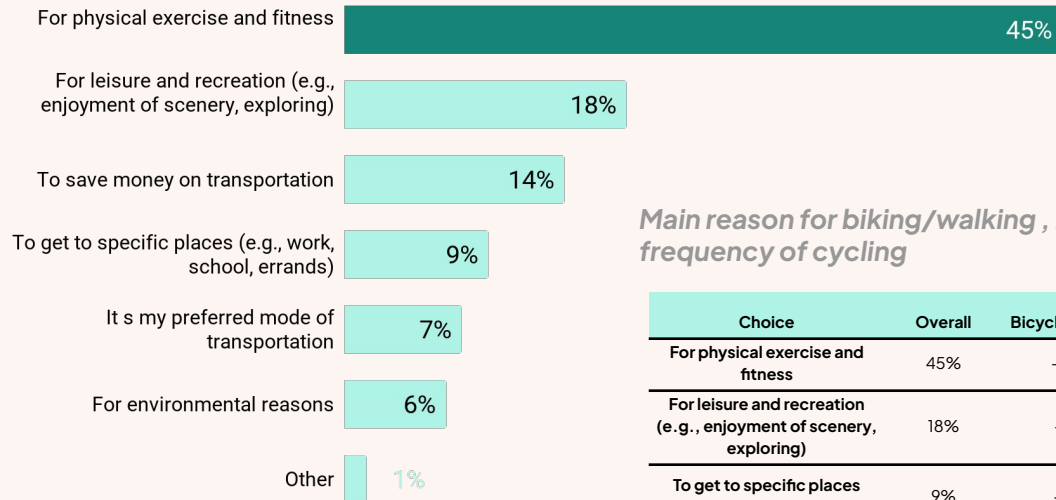
More on the street About even More on bike lanes

Reason for Cycling/ Walking

What is the main reason you usually bike or walk?

Among respondents who cycle (excluding those who never cycle), N = 542

Single select



Main reason for biking/walking, by frequency of cycling

Choice	Overall	Bicycle: Daily
For physical exercise and fitness	45%	-15
For leisure and recreation (e.g., enjoyment of scenery, exploring)	18%	-8
To get to specific places (e.g., work, school, errands)	9%	+7
It's my preferred mode of transportation	7%	+8

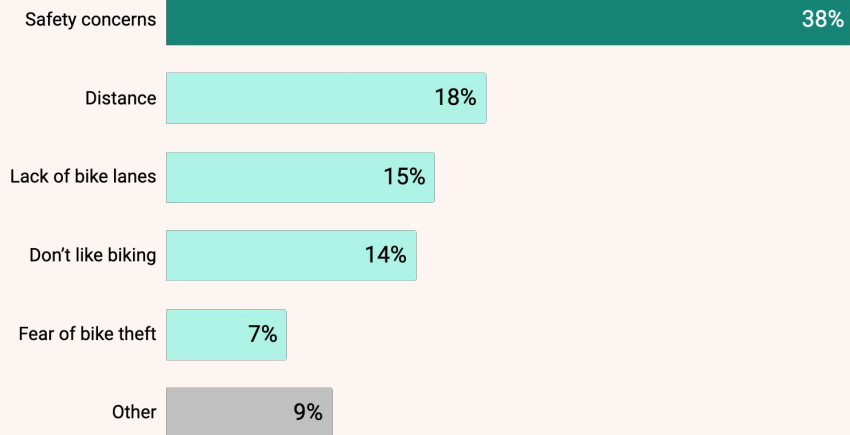
Those who bicycle daily, N=89

Biking and walking in Houston are driven primarily by fitness and recreation, though motivations differ between casual and daily cyclists. Across the full sample, nearly half (45%) cite physical exercise as a key reason, with another 18% pointing to leisure. Practical motivations are less common: only 14% mention saving money and 9% use biking or walking mainly to reach destinations. Among daily cyclists, however, this pattern shifts. Compared with the average, they are 15 percentage points less likely to cite fitness and 8 points less likely to emphasize recreation. Instead, they more often ride for transportation purposes—7 points higher for errands or commuting, and 8 points higher for preference as their primary mode.

Preventions to Biking More Often

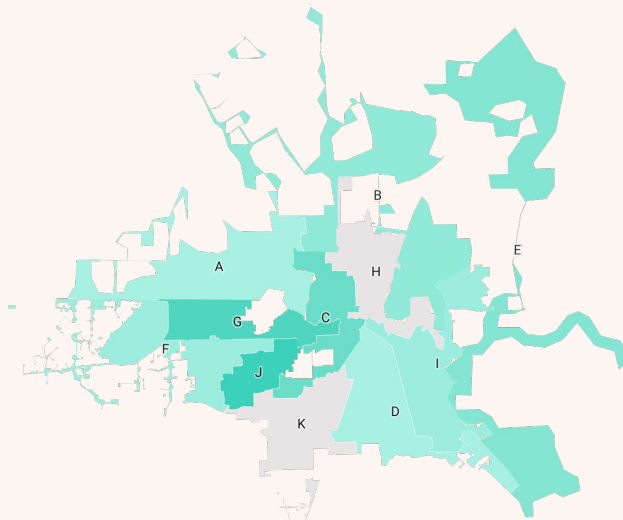
What prevents you from biking more often in the city?

Single select



Survey respondents cited safety as the top barrier to biking (38%). This aligns with online discourse, where critical reactions to Austin Street's bikeway removal repeatedly warned it would put cyclists back into car traffic and increase accident risks.

"Bikes were off the street because there was safe, separated infrastructure. Now there will be bikes in the street with cars..."

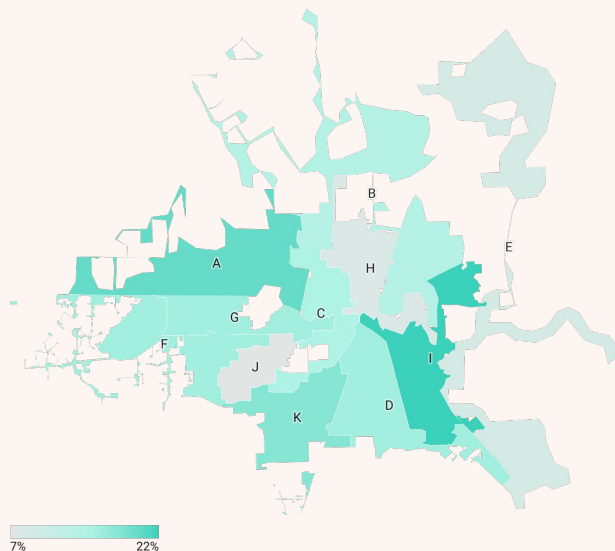


City Council District	%Safety concerns
A	37%
B	39%
C	42%
D	37%
E	40%
F	38%
G	44%
H	29%
I	38%
J	45%
K	29%

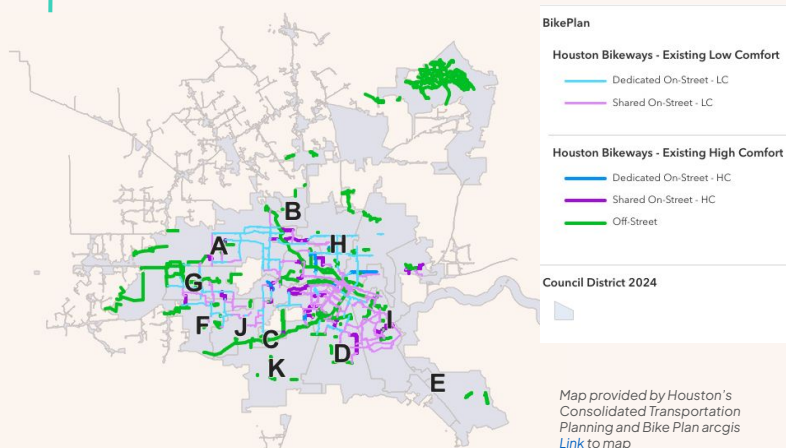
What prevents you from biking more often in the city?

Single select

City Council District	%Lack of bike lanes
A	20%
B	14%
C	15%
D	16%
E	9%
F	16%
G	16%
H	8%
I	22%
J	7%
K	18%



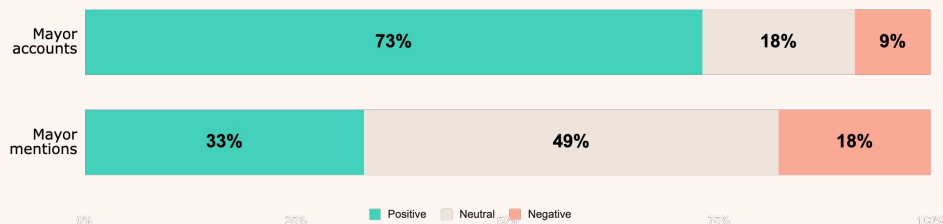
Map of Houston Existing HC and LC bike lanes



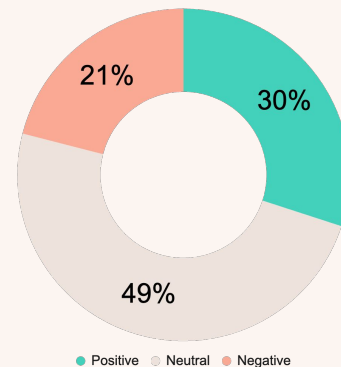
15% of respondents citywide say a lack of bike lanes is a barrier. However, in Districts E and H, less than 10% cite this concern—considerably lower than average. These two districts have relatively strong existing bike infrastructure, including both high-comfort (HC) lanes and local (LC) lanes, which may reduce perceived gaps. In contrast, District I (22%) and District K (18%) rank among the highest in reporting insufficient bike lanes.

Zencity Organic Social Media Data

Sentiment Comparison



Bike Lane Removal Sentiment



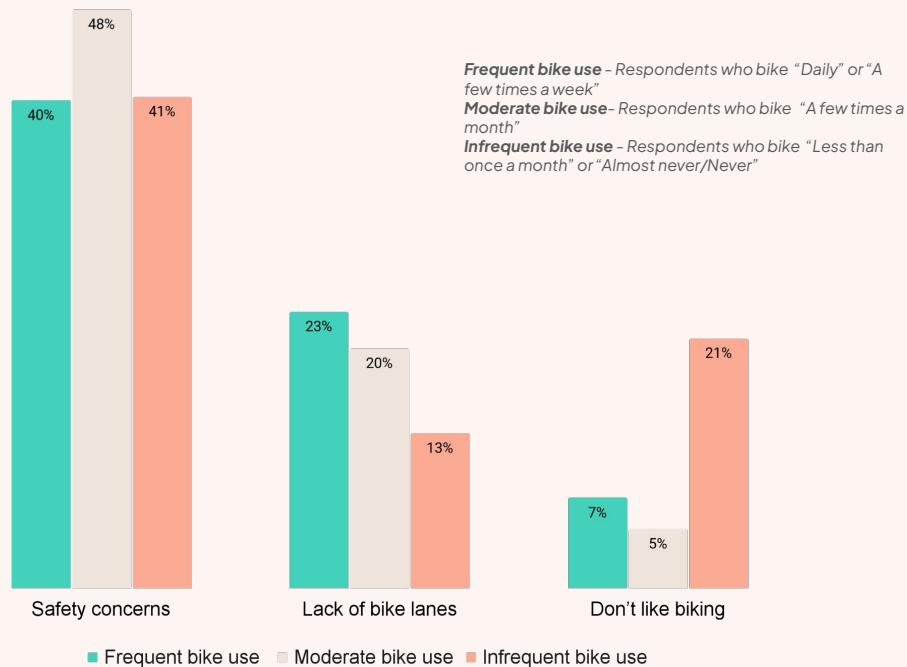
Between July and September, discourse around Mayor Whitmire was anchored in crime and safety, with positive official messaging about first responders balancing critical narratives on transparency and priorities. Bike lane removals, while secondary in scale, became highly visible in September—driven by protests, safety concerns, and accusations of dishonesty. This discourse has tied transportation policy to broader evaluations of trust, accountability, and leadership credibility, giving the issue symbolic importance beyond its numeric share of total interactions.

What prevents you from biking more often in the city?

Single select

Barriers to biking differ across levels of riding frequency, with safety emerging as the most significant issue for those who bike the least. Nearly half of infrequent cyclists (48%) identify safety concerns as their primary barrier, a higher share than among moderate (41%) or frequent riders (40%). Lack of bike lanes is also cited by 20% of infrequent users, suggesting infrastructure plays a role but is secondary to safety fears. Interestingly, moderate users stand out for attitudinal resistance—21% say they simply do not like biking. Overall, the data underscores that perceptions of safety are the biggest obstacle preventing occasional riders from biking more often.

What prevents respondents from biking more, by frequency biking



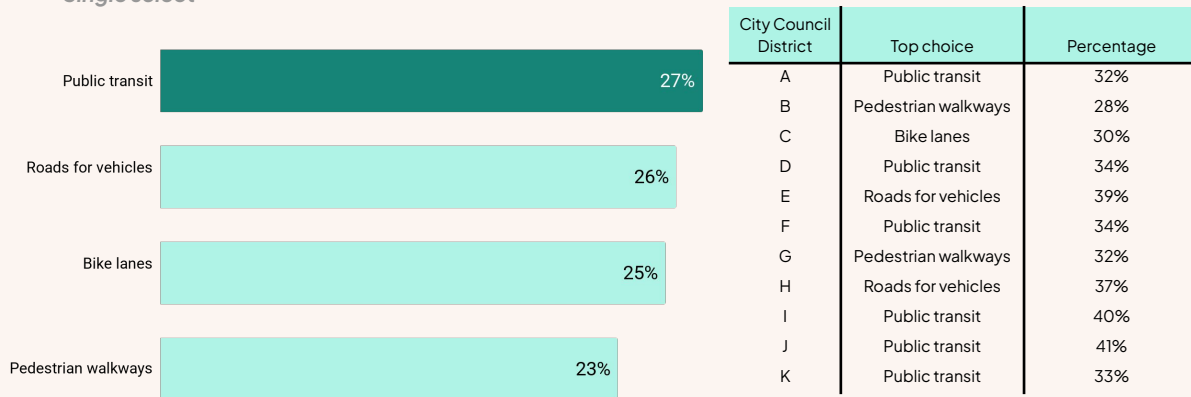
| 04

Transportation Infrastructure

Prioritizing Transportation Infrastructure

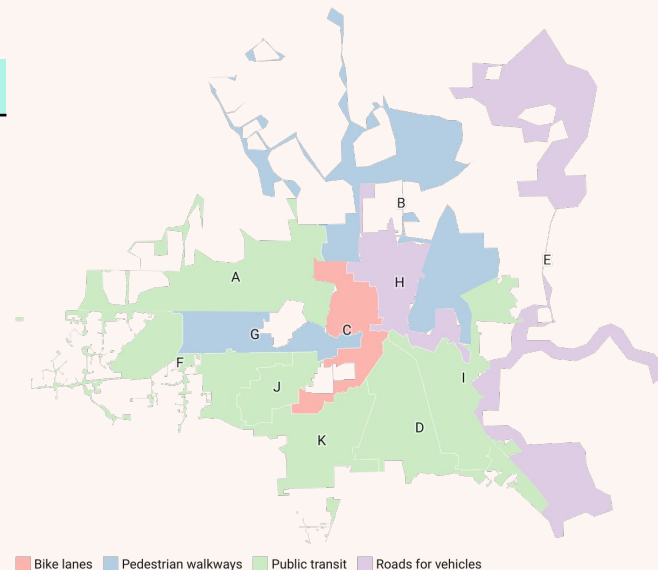
If the city had to prioritize developing one of the following types of transportation infrastructure, what should it be?

Single select



Public transit emerged as the top priority, but residents were nearly evenly split across all options.

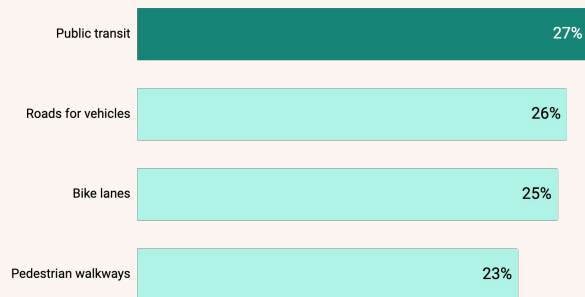
Survey responses show that while public transit led overall with 27% of mentions — and was the top choice in 5 of the city’s 11 districts — roads (26%), bike lanes (25%), and pedestrian walkways (23%) followed closely behind. The results highlight both strong interest in expanding transit and the fact that transportation needs are diverse and broadly distributed across the city.



Prioritizing Transportation Infrastructure

If the city had to prioritize developing one of the following types of transportation infrastructure, what should it be?

Single select



Social media shows growing enthusiasm for transit, but also rising calls for bigger investments. Engagement with **Houston METRO's Facebook page rose 71% in the past six months**, echoing the survey's top choice of public transit. The most popular posts highlighted the 500 IAH Downtown Direct bus and new bus shelter designs. While residents welcomed these steps, many comments pressed for expanded rail and broader system connections, showing that expectations go well beyond incremental improvements.

Houston, TX Transportation & Infrastructure Pulse

Powered by
Zencity

Source breakdown ⓘ

Houston METRO (100%)
Interactions: 20,848 · ↑ 70.9%

Interactions: 5,197

Aviation ✓ Pulse Analysis - MET X

Houston METRO
Apr 10, 2025

✈ Getting to George Bush Intercontinental Airport just got way easier! ✈

Starting April 13, METRO's new 500 IAH Downtown Direct

Show all
👍👍👍 2862 🔄 742 💬 426

"Long, long overdue. Thanks. Next up: a commuter train to IAH along the Hardy corridor."

❤️ 88

"They look great. It would be nice if they planted trees around the shelter for extra natural shading. Also, would be cool if they had next bus ETA display like I've seen in other cities."

❤️ 36

Interactions: 1,660

Public Transport: ✓ Pulse Analysis - MET X

Houston METRO
Jun 5, 2025

📢 Big news, Houston! 📢

METRO is pilot testing brand-new bus shelters with upgraded ventilation to keep you COOL in the heat ☀ and a fresh design to keep you DRY during those pop-up

Show all
👍👍👍 899 🔄 71 💬 213

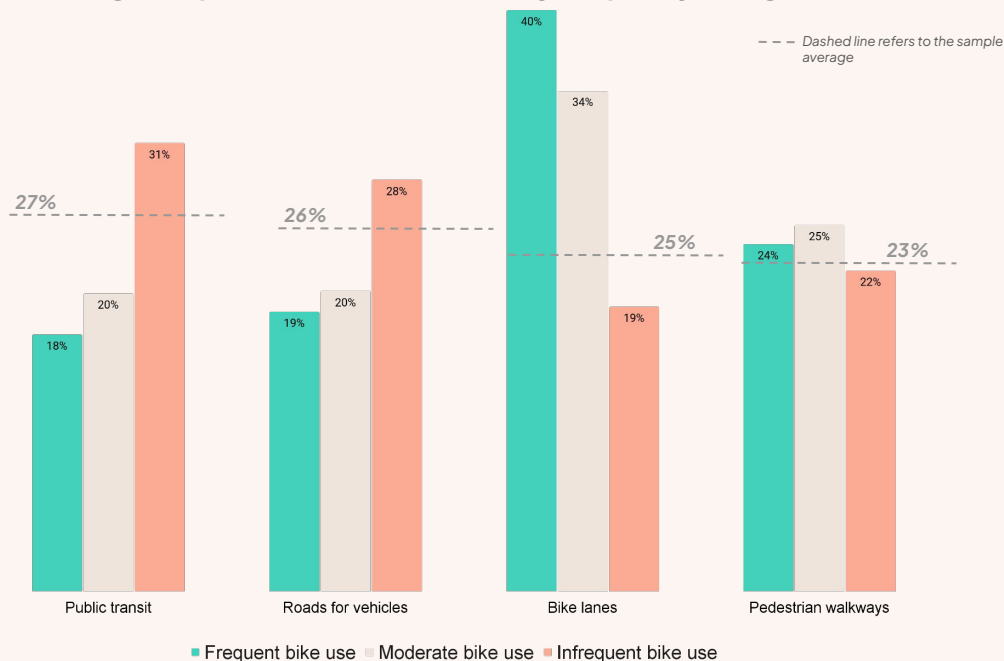
If the city had to prioritize developing one of the following types of transportation infrastructure, what should it be?

Single select

Preferences for transportation investment shift noticeably depending on biking frequency.

Frequent cyclists strongly favor bike lanes, with 40% identifying them as the top priority, far exceeding support among infrequent riders (19%). Moderate users also lean toward bike infrastructure (34%), though at lower levels. In contrast, those who bike infrequently prioritize public transit (31%) and roads (28%) far more than regular cyclists. Pedestrian walkways receive a fairly consistent level of support across all groups, averaging around one-quarter.

Prioritizing Transportation Infrastructure, by frequency biking



If the city had to prioritize developing one of the following types of transportation infrastructure, what should it be?

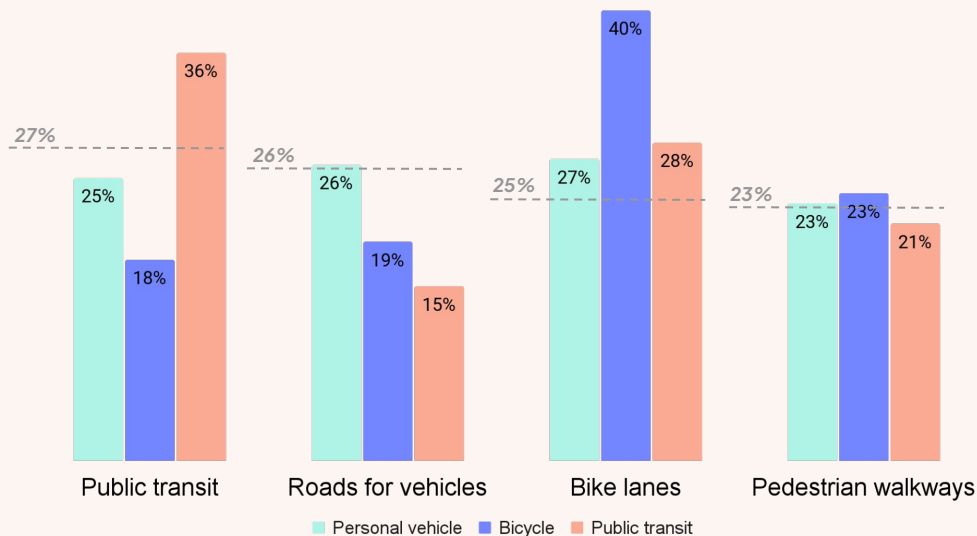
Single select

Preferences for transportation investment differ by transportation mode frequency.

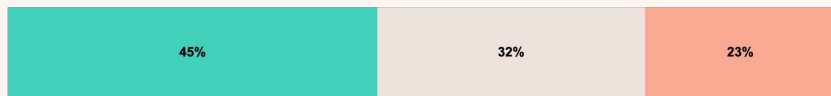
Public transit is the leading choice overall, with strongest support among transit users (36%). Cyclists favor bike lanes (40%), while drivers lean slightly toward roads (26%). Pedestrian walkways remain consistently valued across groups, highlighting the need for a balanced, multimodal development approach.

Prioritizing Transportation Infrastructure, by transportation mode frequency (“daily” + “a few times a week”)

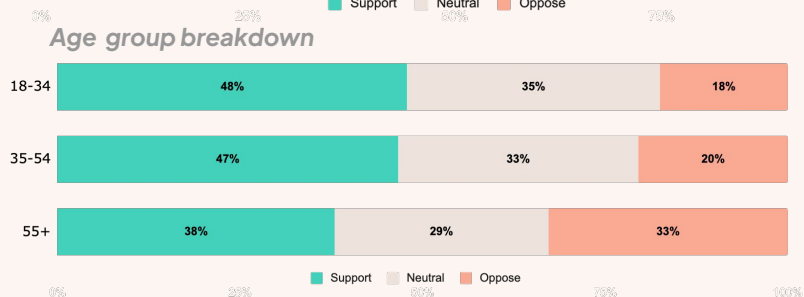
--- Dashed line refers to the sample average



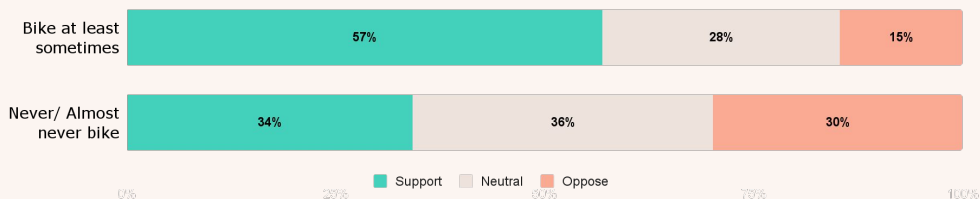
Would you support removing some car lanes or parking spaces to make room for protected bike lanes?



Age group breakdown



Support for protected bike lanes, by frequency of cycling



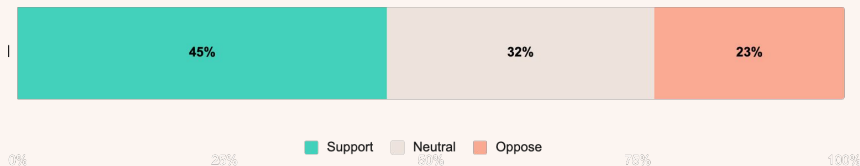
Support for protected bike lanes outweighs opposition, especially among younger residents and those who bike.

Overall, 45% supported the tradeoff of car space for bike lanes, compared to 23% opposed. Support peaked among ages 18–34 (48%), while opposition was highest among 55+ (33%) — though more in that group still supported (38%). Residents who bike at least sometimes were strongly in favor (57% support, 15% oppose), while even those who rarely bike leaned slightly supportive (34% vs. 30%).

Bike at least sometimes - Refers to respondents who bike "Daily," "A few times a week," "A few times a month" or "Less than once a month"

Never/ Almost never bike - Refers to respondents who bike "Almost never/ Never"

Would you support removing some car lanes or parking spaces to make room for protected bike lanes?



Similarly, a [post](#) showing the removal of Austin Street bikeway drew **twice as much negativity as support**.

Leading responses called the move “turning back progress,” highlighted safety risks of forcing bikes back into traffic, and emphasized the loss of a valued commuting option.

Comment:

Yay! This is great news! Get bikes off the street 🙌



69

Sub-comment:

Bikes will now be **ON THE STREET** as a result. If you want bikes off the street, you should be in favor of having **dedicated shared use paths throughout the city**.



121

Interactions: 3,028

13% 27%

Bicycle & Dockle: ✓

Pulse Analysis - Bike X



@BikeHouston

Mar 31, 2025

Tweet

The Austin Street bikeway is being removed right now.
pic.x.com/9J4qj7mkzy



365

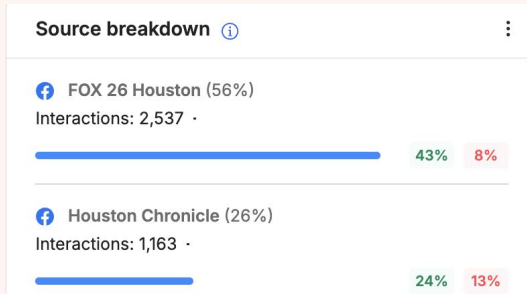
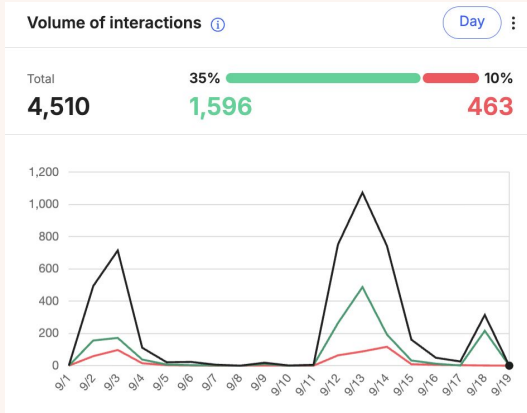


132



308

Naked Bike Ride Protest Highlighted Safety & Leadership Concerns

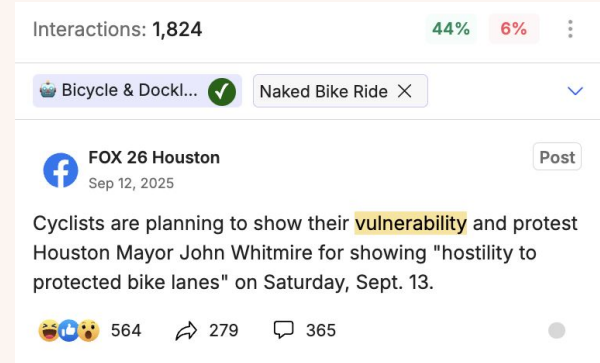


"I am in favor of protected bike lanes. I drive and it makes it safer for me as well"

"We need more bike lanes, not less. Will cut down on road maintenance costs, traffic, and healthcare."

While nudity drew humor and criticism, many comments centered on:

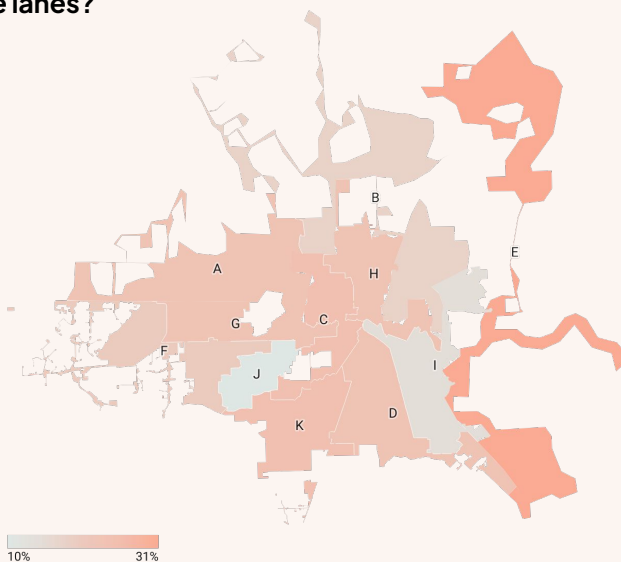
- **Cyclist safety and vulnerability** on Houston's roads.
- **Opposition to the Mayor's stance on protected bike lanes.**
- **Driver perspectives** acknowledging bike lanes improve predictability and safety.



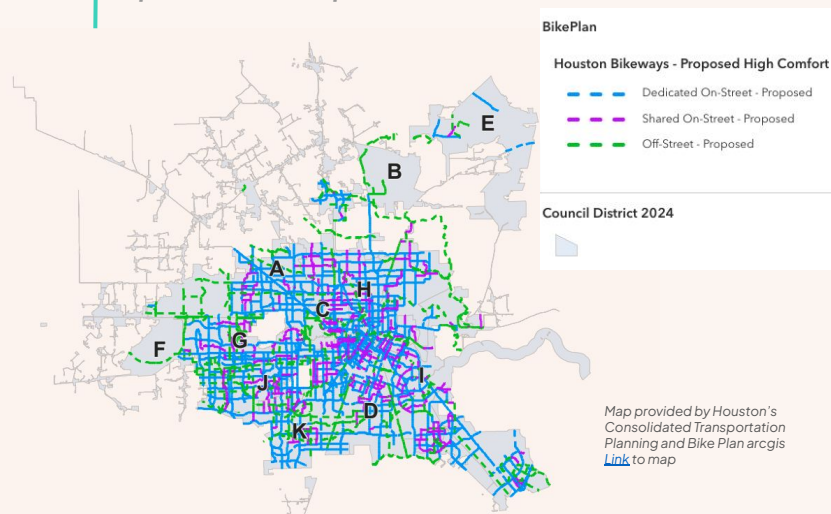
Would you support removing some car lanes or parking spaces to make room for protected bike lanes?

Single select

City Council District	% Oppose removing some car lanes/parking space for bike lanes
A	23%
B	18%
C	25%
D	23%
E	31%
F	20%
G	23%
H	23%
I	14%
J	10%
K	25%



Map of Houston Proposed HC and LC bike lanes

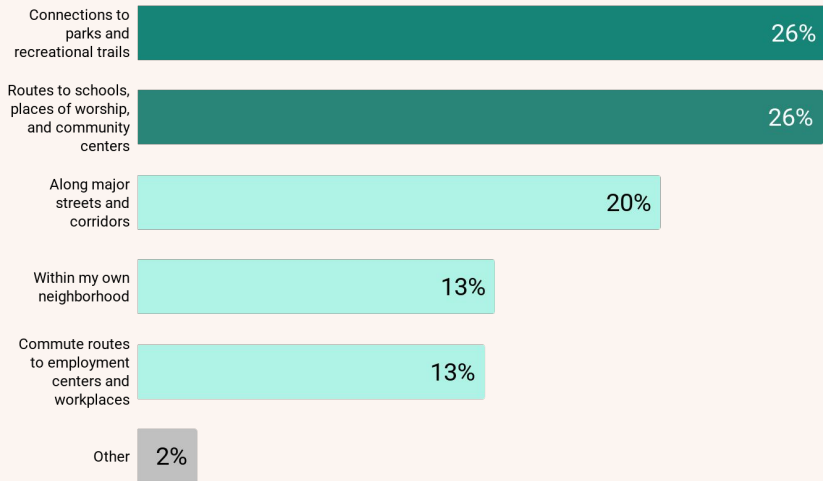


Opposition varies by district: Districts E (31%), C (25%), and K (25%) show the highest resistance, whereas District I (14%) and J (10%) show the least. This pattern suggests that the presence (or absence) of existing bike infrastructure may influence how residents respond to proposals that reduce space for cars in favor of protected biking facilities.

Improving Bike Infrastructure

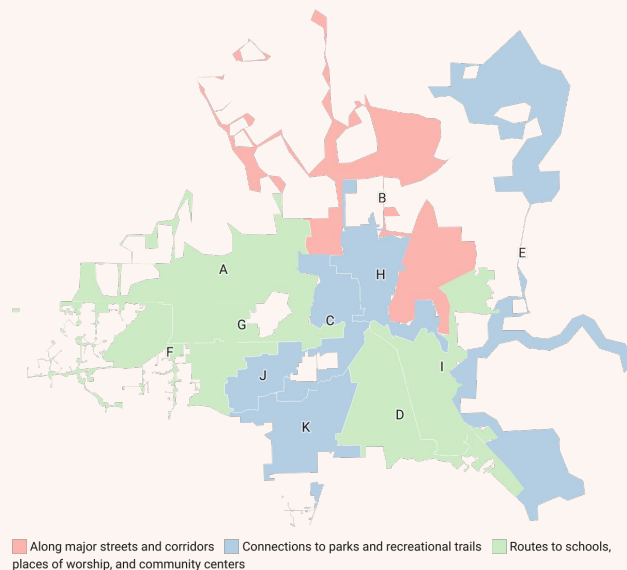
Where in Houston would you most like to see improvements to bike infrastructure and/or safety?

Single select



Across Houston, residents most want improvements to bike infrastructure that strengthen connections to parks and recreational trails (26%) and routes to schools, places of worship, and community centers (26%), with corridors, neighborhoods, and workplace commutes ranking lower. District-level variation reflects local context. Inner-loop areas like District C and District K strongly emphasize park and trail access, while suburban districts, including A, D, F, G, and I, prioritize community-oriented routes. District B, meanwhile, stands out in emphasizing major streets and corridors, highlighting concerns about biking along high-traffic roadways.

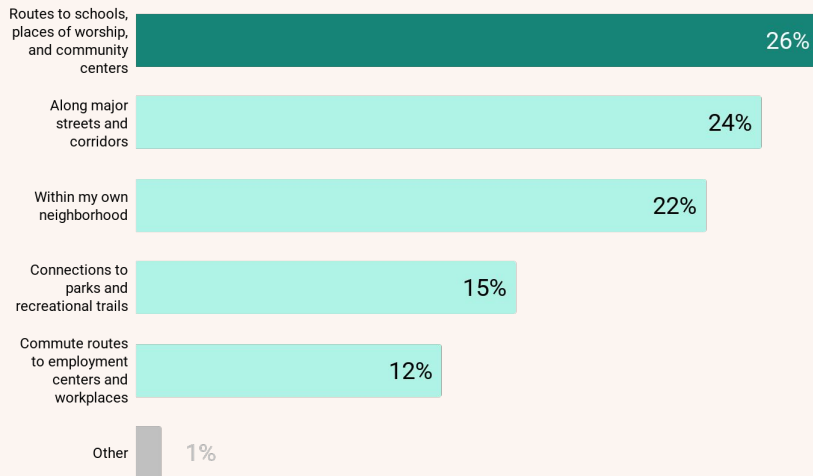
Map of Improving Bike Infrastructure/Safety Prioritization, by City Council District



Improving Sidewalk Infrastructure

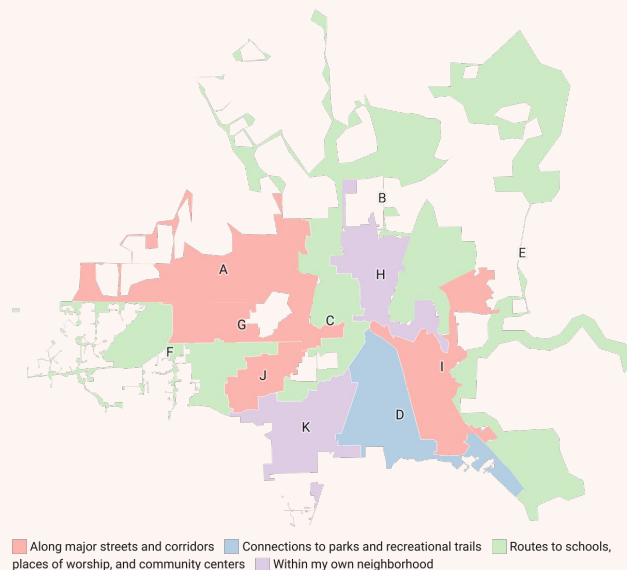
Where would you most like to see sidewalk improvements?

Single select



Houston residents prioritize sidewalks near schools and community centers (26%), followed by major corridors (24%) and neighborhoods (22%). Districts B, C, E, and F stress community-serving routes, while A, G, I, and J focus on busy streets. H and K emphasize neighborhood sidewalks, highlighting concerns with local walkability and safe everyday mobility.

Map of Improving Sidewalk Prioritization, by City Council District



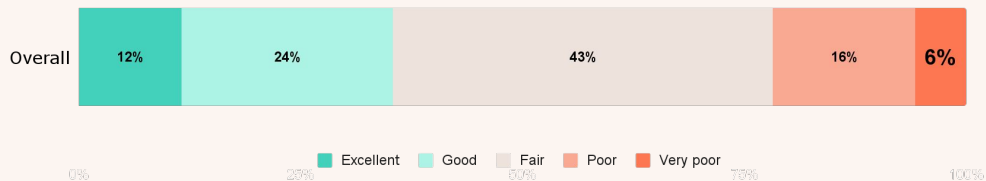
| 05

Current Policy

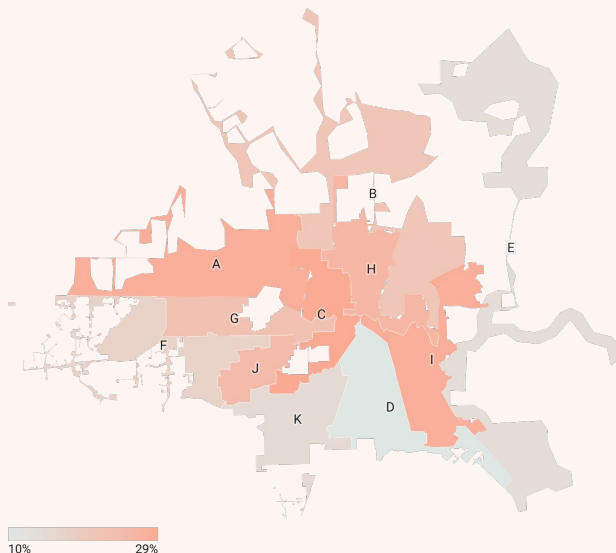


City's Current Safety Efforts

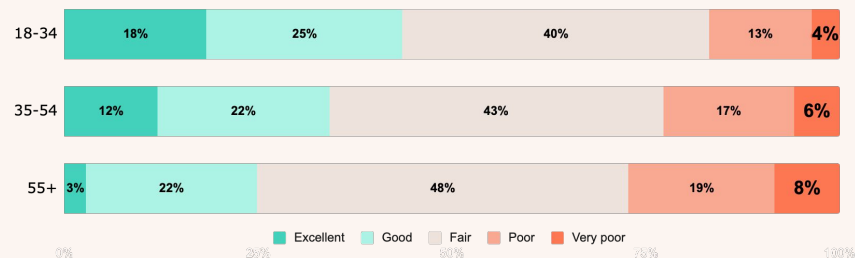
How would you rate the city's current efforts to ensure safe transportation for all users?



City Council District	% Rate city's efforts as "Poor" or "Very poor"
A	28%
B	21%
C	29%
D	10%
E	14%
F	17%
G	23%
H	26%
I	28%
J	25%
K	15%

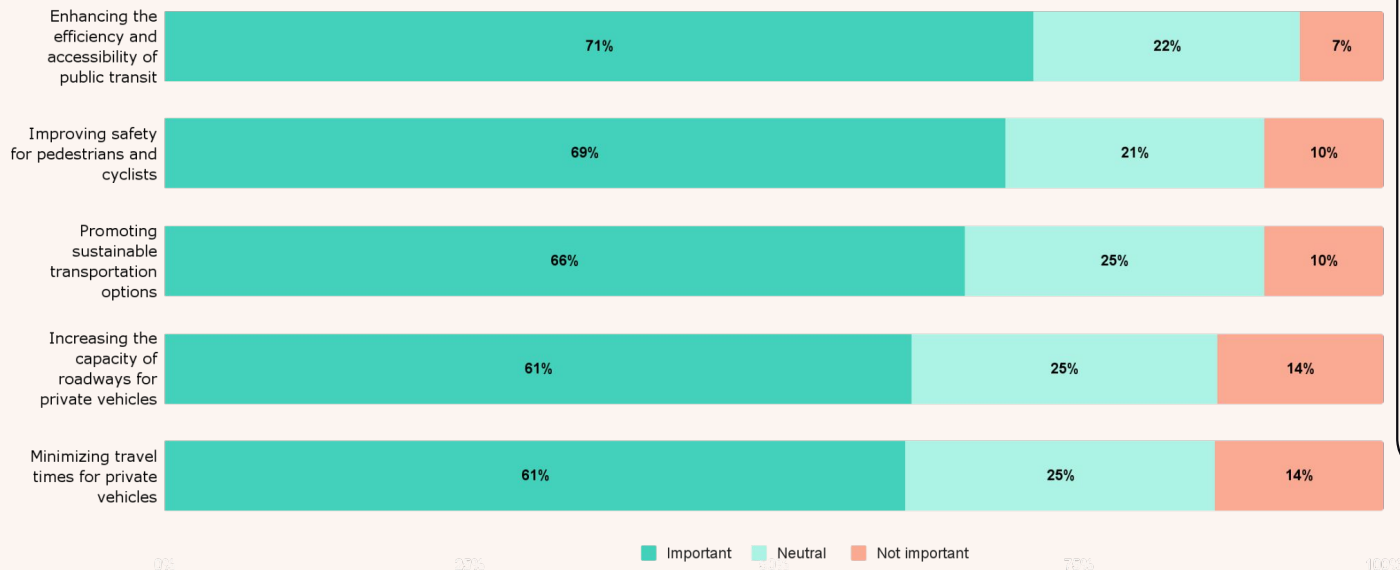


Most Houstonians view transportation safety efforts moderately: 43% rate them “fair,” only 12% “excellent.” Younger adults are more positive (18% vs. 3% of seniors). Negative views peak in Districts A, C, H, I, and J (25% or more), but only 10% in D. Generational and district differences strongly shape evaluations of the city's safety initiatives.



When considering potential changes to Houston's transportation network, how would you weigh the following considerations?

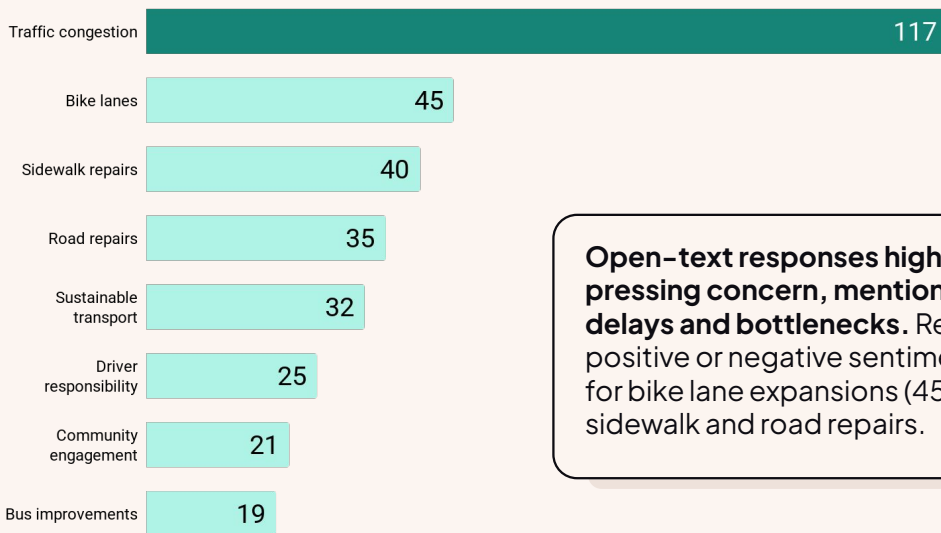
Scale: "Extremely important" to "Not at all important"



Residents place strong emphasis on expanding and diversifying Houston's transportation network beyond car use. The highest priorities are enhancing public transit efficiency and accessibility (71%) and improving pedestrian and cyclist safety (69%), reflecting demand for more reliable alternatives and safer streets. Sustainability also ranks highly, with 65% considering it important.

Do you have any additional comments or suggestions about improving transportation and safety in our city?

Open-text

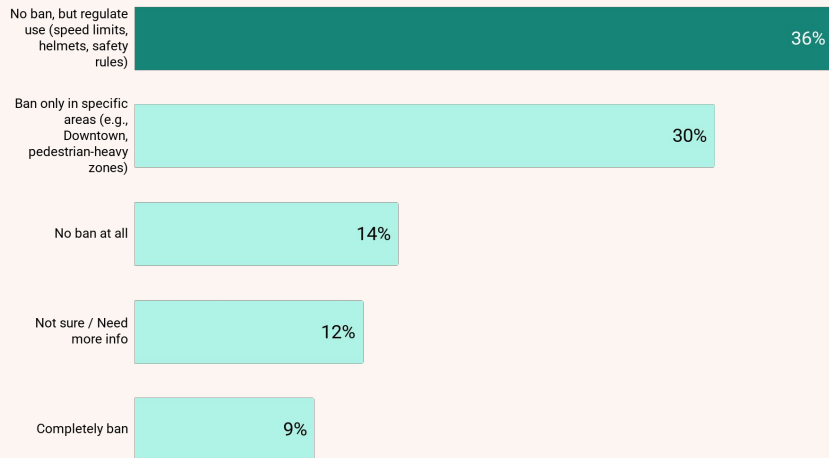


Open-text responses highlight traffic congestion as the most pressing concern, mentioned 117 times, reflecting frustration with delays and bottlenecks. Residents also frequently expressed either positive or negative sentiment toward current bike lanes and proposals for bike lane expansions (45). Many respondents also pointed to sidewalk and road repairs.

| 06

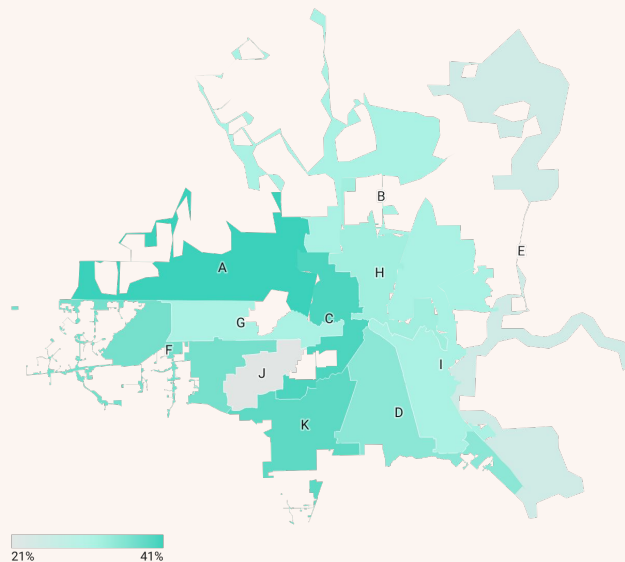
Potential Ban on E-Scooters

What approach do you think Houston should take toward e-scooters and all-terrain vehicles (ATVs)?

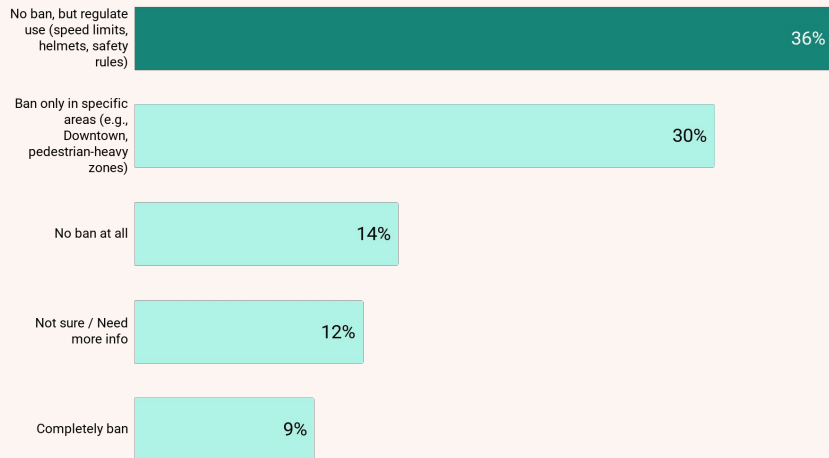


Houston residents prefer regulating e-scooters (36%) over banning them, favoring rules like speed limits and helmets. Support peaks in Districts A, C, and K, but is lowest in E and J, where safety concerns are higher. About 30% back targeted bans in crowded areas, while only 9% want a full ban, showing broad openness to managed integration.

City Council District	%No ban, but regulate use (speed limits, helmets, safety rules)
A	41%
B	32%
C	40%
D	35%
E	25%
F	37%
G	32%
H	33%
I	32%
J	21%
K	39%

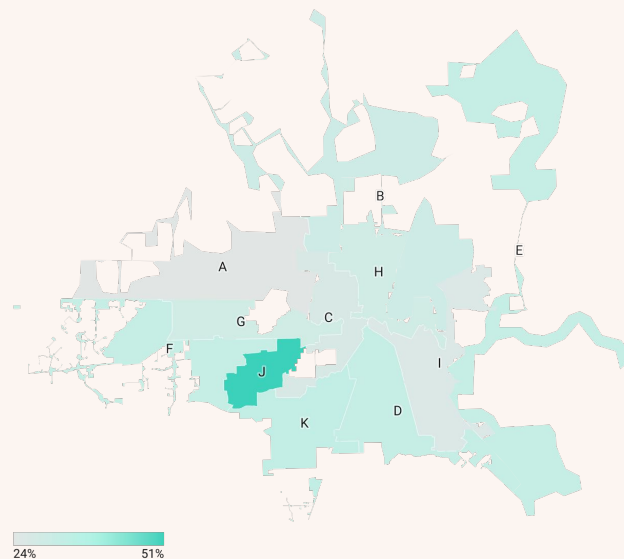


What approach do you think Houston should take toward e-scooters and all-terrain vehicles (ATVs)?



About 30% of residents support banning e-scooters only in busy areas. District J leads at 51%, with K, E, and D also above average. A (24%), I (26%), and C (27%) show the least support, favoring regulation instead. These contrasts highlight differing expectations across districts on balancing safety concerns with micromobility access.

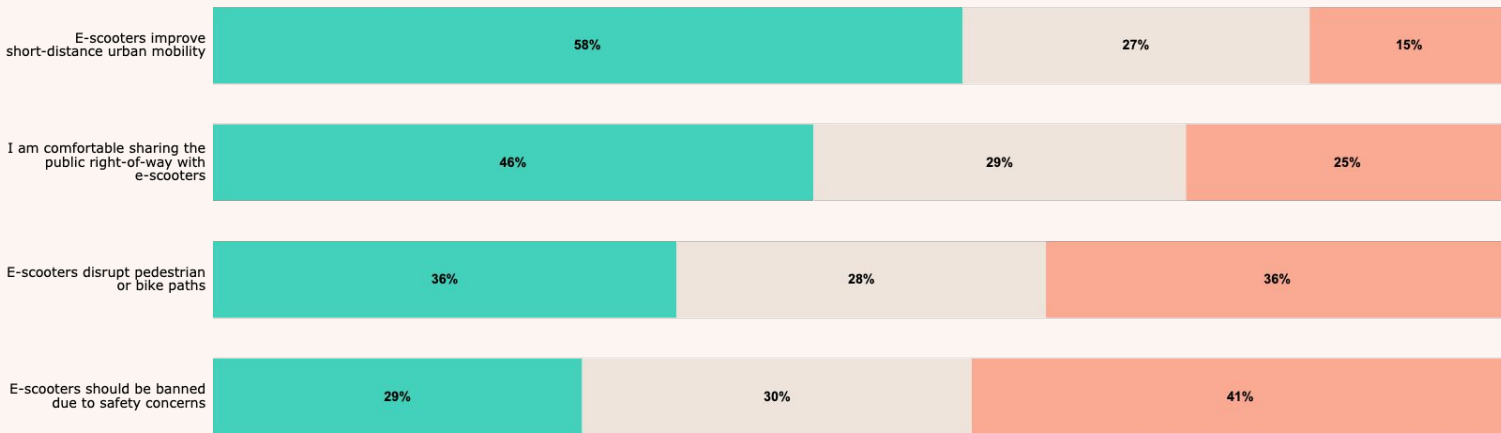
City Council District	% Ban only in specific areas (e.g., Downtown, pedestrian-heavy zones)
A	24%
B	30%
C	27%
D	32%
E	32%
F	32%
G	29%
H	29%
I	26%
J	51%
K	33%



General Sentiment Towards E-scooters

How much do you agree or disagree with the following statement (below statements)

■ Agree
■ Neutral
■ Disagree

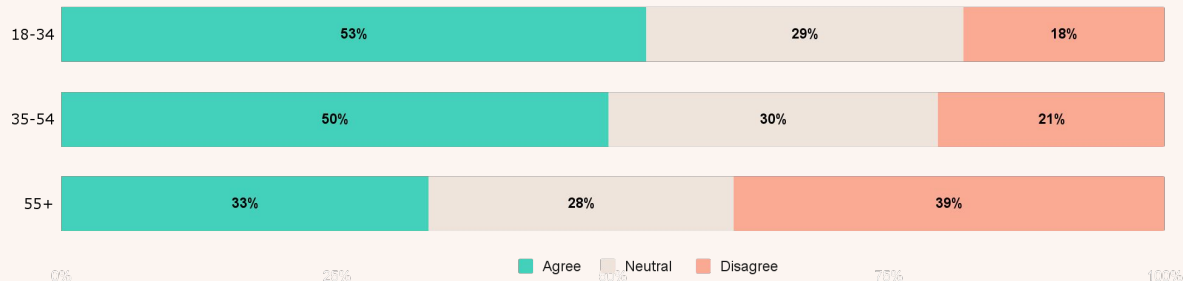


Public opinion on e-scooters reflects both recognition of their benefits and concern about their impacts. A clear majority (58%) agree that e-scooters improve short-distance mobility, highlighting their role in filling gaps within Houston's transportation network. However, attitudes toward coexistence are more divided: while 46% are comfortable sharing the right-of-way, one-quarter are not. Views on disruption are evenly split, with 36% seeing e-scooters as problematic and 36% disagreeing. Calls for a complete ban remain in the minority, with 29% in favor and 41% opposed.

General Sentiment Towards E-scooters

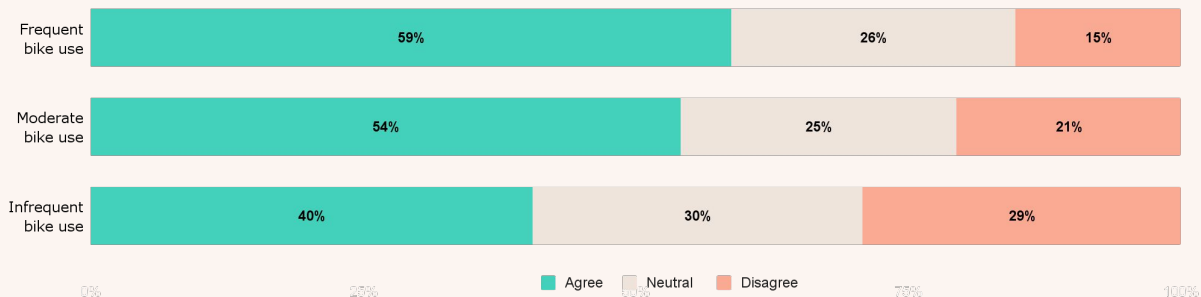
How much do you agree or disagree that I am comfortable sharing the public right-of-way with e-scooters

Age group breakdown



How much do you agree or disagree that E-scooters disrupt pedestrian or bike paths.

E-scooters disrupting pedestrian/bike paths, by frequency biking



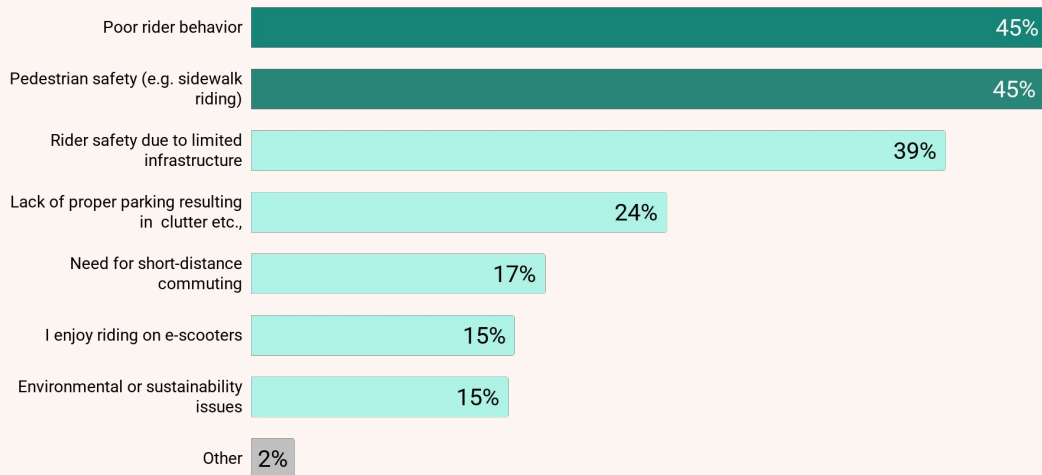
Younger residents are more open to e-scooters (53% comfortable) than seniors (33%, with 40% uneasy). Frequent cyclists are most critical, 59% citing disruption, while only 40% of infrequent riders agree. **Overall, younger and less bike-dependent residents accept e-scooters, while older and frequent cyclists see them as competition for space.**

Frequent bike use - Respondents who bike "Daily" or "A few times a week"

Moderate bike use - Respondents who bike "A few times a month"

Infrequent bike use - Respondents who bike "Less than once a month" or "Almost never/Never"

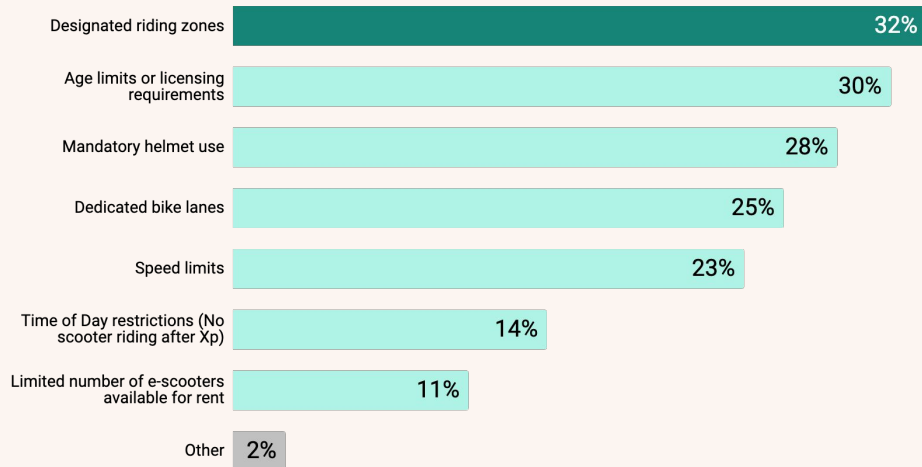
Which of the following would influence your opinion on banning e-scooters?



Choice	Overall	18-34	55+	Black	
Poor rider behavior	45%	-10	+17	-5	
Pedestrian safety (e.g. sidewalk riding)	45%	-5	+8	-0	
Rider safety due to limited infrastructure	39%	-3	-1	+7	
I enjoy riding on e-scooters	23%	+8	-9	+5	
					More likely than average
					Less likely than average

Top concerns about banning e-scooters are poor rider behavior (45%) and pedestrian safety (45%), followed by infrastructure gaps (39%). Older adults are more sensitive to these risks, while younger riders emphasize enjoyment. Black respondents highlight infrastructure concerns and benefits. Overall, opinions balance safety issues with recognition of e-scooters' practical and personal value.

Would you consider supporting e-scooter use if any of the following regulations were introduced?



Support for e-scooters hinges on clear rules. Top measures are designated riding zones (32%) and age limits or licensing (30%), followed by helmets (28%) and bike lanes (25%). Speed limits (23%), time restrictions (14%), and rental caps (11%) draw less backing. Overall, residents favor safe, structured integration over unrestricted use.

