

**TEXAS DEPARTMENT OF
TRANSPORTATION 2025-2026
EDUCATIONAL SERIES**

**BICYCLE AND
PEDESTRIAN
PROGRAM**

- Bicycle and Pedestrian Overview and Programs
- Bicycle and Pedestrian Advisory Committee
- Statewide Program Initiatives



Texas Department of Transportation (TxDOT): Public website offering information and resources for drivers, businesses, government officials, and anyone interested in learning about TxDOT.



TxDOT 2025-2026 Educational Series: Focuses on key transportation issues affecting TxDOT and Texas.





STATEWIDE BICYCLE AND PEDESTRIAN PROGRAM COORDINATION

TxDOT has statewide and regional bicycle and pedestrian coordinators who work collaboratively with local transportation planners and stakeholders to develop sidewalks, bike lanes, shared-use paths, and other facilities that support bicycling and walking. Coordinators conduct outreach and work to develop and enhance policies, plans, and processes that facilitate the integration of bicycle and pedestrian infrastructure into the state's overall transportation network through project development, design, and construction activities. TxDOT's Bicycle and Pedestrian Advisory Committee, described below, provides significant input into these activities.

CONSTRUCTION OF BICYCLE AND PEDESTRIAN INFRASTRUCTURE

In addition to incorporating bicycle and pedestrian infrastructure as part of roadway projects, there are stand-alone bicycle and pedestrian projects. The federally-funded Transportation Alternatives Set-Aside Program, and its predecessor programs, have historically provided the greatest opportunity for funding stand-alone bicycle and pedestrian projects. TxDOT administers Transportation Alternatives funding to plan and construct bicycle and pedestrian improvements in all communities statewide, regardless of size, that substantively improve mobility options for people who walk and bicycle. Project proposals are solicited and awarded on a competitive basis every other year. In large urbanized areas with populations over 200,000, Transportation Alternatives funds are also distributed directly to Metropolitan Planning Organizations (MPO) to use with other local, state, and federal sources of funding to deliver bicycle and pedestrian infrastructure in their respective areas.

Through TxDOT's Statewide Americans with Disabilities Act Pedestrian Program, TxDOT also constructs sidewalks, curb ramps, and intersection improvements to address pedestrian accessibility, mobility, and safety along the state highway system. This program uses TxDOT's inventory of existing pedestrian and bicycle infrastructure to prioritize pedestrian needs across the system, enhancing pedestrian mobility in compliance with Americans with Disabilities Act of 1990, also known as "ADA" standards.

Finally, the 2022-2027 Texas Strategic Highway Safety Plan is a statewide-coordinated safety plan that provides a comprehensive framework for reducing fatal and serious

OVERVIEW

The Texas Department of Transportation (TxDOT) is committed to planning, designing, and constructing facilities that more safely connect bicyclists and pedestrians to destinations within their communities. These efforts are combined with educational programs focused on promoting safe driving, walking, and bicycling practices supporting TxDOT's Road to Zero goal to reduce the number of deaths on Texas roadways to zero by the year 2050. More specifically, TxDOT's Bicycle and Pedestrian Program seeks to:

- Optimize the performance of bicycling and pedestrian networks by emphasizing connectivity and accessibility while supporting economic vitality;
- Improve safety by planning, designing, and constructing bicycle and pedestrian facilities that meet the needs of various roadway users; and
- Educate the public on safer driving, walking, and bicycling.

The following are key efforts and programs that support and promote TxDOT's Bicycle and Pedestrian Program.

injury crashes on Texas roadways, including both on- and off-system roadways. In 2023, a Vulnerable Road User Safety Assessment was developed as an addendum to the Strategic Highway Safety Plan to address the increasing trend in pedestrian and bicyclist fatalities in the state. This assessment combined the analysis of the Pedestrian Safety Action Plan described below, and a statewide bicycle safety analysis to identify strategies to mitigate and reduce the impact of crashes involving pedestrians and bicyclists. The Federal Highway Safety Improvement Program funds construction and operational improvements for highway safety projects based upon the priorities identified in the Texas Strategic Highway Safety Plan with the goal to achieve a significant reduction in fatalities and serious injuries on Texas roadways. With fatal and serious injury pedestrian and bicyclist crashes on the rise, and pedestrians and bicyclists more likely to sustain fatal or serious injuries compared with vehicle occupants, the Highway Safety Improvement Program contains specific pedestrian and bicyclist safety countermeasures that can be implemented using either a targeted (reactive) or systemic (proactive) methodology.

of the Highway Safety Plan increases public information and education on motorists' responsibilities pertaining to bicycle and pedestrian safety, improves problem identification and data collection on injuries and fatalities, improves "walkability" and "bikeability" of roads and streets, and increases efforts to educate pedestrians and bicyclists on laws and safety practices. Through training and education, TxDOT supports safe modes of transportation for bicyclists and pedestrians.

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

TxDOT's Bicycle and Pedestrian Advisory Committee, also known as "BPAC," advises TxDOT and the Texas Transportation Commission on bicycle and pedestrian issues and reviews and makes recommendations on matters of mutual concern for TxDOT and the bicycling and pedestrian community. The committee also contributes to the development of TxDOT policies and practices affecting bicycle use and walking, including the design, construction, and maintenance of highways, and advises the Texas Transportation Commission on matters related to the Transportation Alternatives Program. The Texas Transportation Commission appoints the eleven members of the Bicycle and Pedestrian Advisory Committee, who volunteer and serve staggered three-year terms. All Bicycle and Pedestrian Advisory Committee meetings are held in accessible formats and are open to the public to view virtually or in-person.



EDUCATION AND SAFETY GRANT PROGRAMS

TxDOT's Highway Safety Plan provides federal grant funding opportunities to state and local governmental agencies, educational institutions, and non-profit organizations to implement education and safety programs. These non-infrastructure and non-enforcement grants address targets and strategies to reduce the number of motor vehicle-related crashes, injuries, and fatalities in Texas. The bicycle and pedestrian safety program section



Bicycle and Pedestrian Advisory Committee

<https://www.txdot.gov/about/advisory-committees/bicycle-pedestrian-advisory-committee.html>

STATEWIDE PROGRAM INITIATIVES

In collaboration with the Bicycle and Pedestrian Advisory Committee, TxDOT has advanced several statewide program initiatives: developing a statewide active transportation plan, seeking to identify bicycle tourism trails, integrate context-sensitive bicycle and pedestrian elements into TxDOT project development and design processes, and strengthen technical analyses through increased data collection efforts.

STATEWIDE ACTIVE TRANSPORTATION PLAN

The Statewide Active Transportation Plan is a long-range planning effort to identify active transportation priorities and policies for Texas through 2050. The plan supports the vision of a safe, accessible, connected and fully integrated pedestrian and bicycle network that increases active mobility and supports health, economic vitality, and resiliency within communities and across Texas. Working alongside local, regional, and statewide partners, the active transportation plan establishes goals, strategies, and actions to advance active transportation in Texas. The Statewide Active Transportation Plan centered around five goals: improving safety, comfort, and accessibility; enhancing connectivity; addressing community needs; supporting economic vitality; and promoting healthy communities.

BICYCLE TOURISM TRAILS

In 2018, TxDOT and the Bicycle Advisory Committee (now the Bicycle and Pedestrian Advisory Committee) identified an aspirational statewide network of long-distance bicycle routes for tourism. The Bicycle Tourism Trails network was initially developed using available statewide data and continues to be refined based on local and regional planning, including TxDOT District bike plans. This long-distance bikeway network was incorporated into the state's long-range transportation plans and in TxDOT's Roadway Design Manual and is being incrementally developed through grants and overlapping roadway improvements.

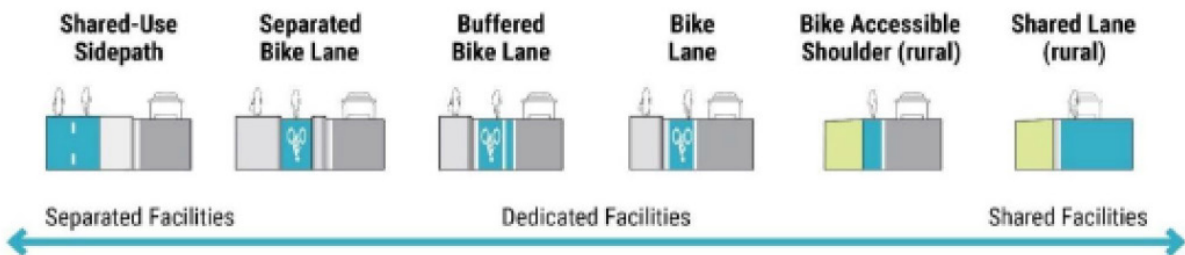
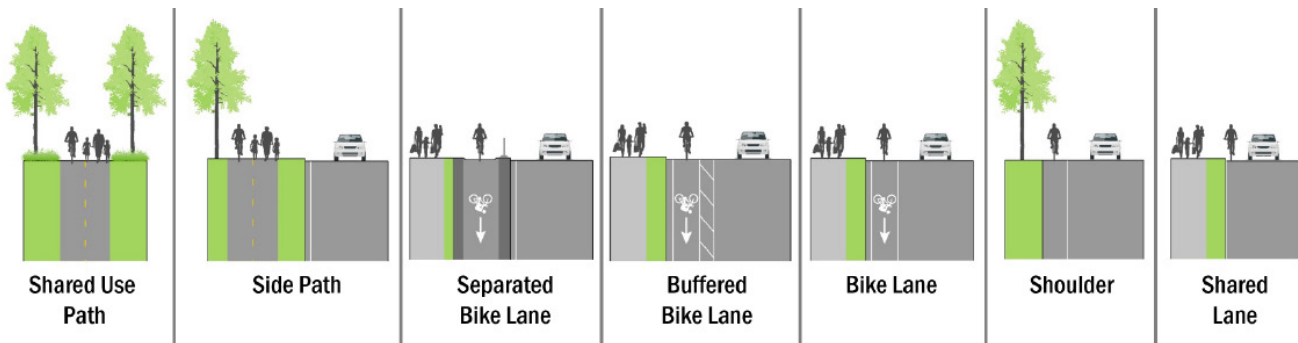
PLANNING AND PROJECT DEVELOPMENT

TxDOT and the Bicycle and Pedestrian Advisory Committee collaborated to identify opportunities to better incorporate bicycle and pedestrian infrastructure in roadway projects. This effort identified 15 enhancements to planning, project scoping, consultant procurement, design concepts, and traffic control plans, as well as training and guidance documentation. TxDOT has advanced a number of these recommendations, such as developing a statewide web-based repository of active transportation plans and development of District Bike Plans, described below.

BIKEWAY DESIGN

TxDOT and the Bicycle and Pedestrian Advisory Committee reviewed best practices in bikeway design to generate over 30 guiding principles to help inform updates to TxDOT's bikeway design policies and guidance. These

EXAMPLES OF BIKEWAY TYPES



guiding principles have informed updates to TxDOT's Roadway Design Manual. Design topics addressed through this effort include bikeway selection, linear and corridor bikeway design, intersections and conflict points, and maintenance.



District Bike Plan

<https://www.txdot.gov/projects/planning/bicycle-pedestrian-planning-designing/statewide-bicycle-analysis-district-bicycle-plan-pilot.html>

DISTRICT BIKE PLANS

In 2024, District Bike Plans were completed in four TxDOT districts (Bryan, Pharr, Laredo, and San Antonio) to improve safety, connectivity, and access within and between districts as part of a statewide pilot. Each district bike plan engaged local stakeholders and the public to analyze the need for bicycle infrastructure on the state highway system, prioritize locations for bicycling improvements, identify the role different routes play in the bicycling network, and refine the Bicycle Tourism Trails network in that District. These plans focus on developing a regional framework as TxDOT works to provide safe, thoughtfully designed, and well-maintained facilities for bicyclists. The pilot developed a planning process that will be replicated across the state, consistent with recommendations from TxDOT's Bicycle and Pedestrian Advisory Bicycle and Pedestrian Advisory, with the next phase of District Bike Plans set to begin in the fall of 2024.

PEDESTRIAN SAFETY ACTION PLAN

In September 2023, TxDOT published a statewide Pedestrian Safety Action Plan due to the rising number of pedestrian-related crashes occurring on Texas roadways. The plan focuses on a statewide hot-spot analysis of past crashes as well as a systemic approach to help prevent future crashes from occurring. Safety improvements have been identified to help mitigate pedestrian crashes, including installation of sidewalks, shared use paths,

pedestrian hybrid beacons for mid-block crossings, safety lighting, and school zones.

The Pedestrian Safety Action Plan has been supported by policy recommendations from the Federal Highway Administration and coordinates with the Texas Strategic Highway Safety Plan and Highway Safety Improvement Plan through identified strategies for reducing pedestrian crashes and project funding.

DATA COLLECTION

Additionally, TxDOT has contracted with the Texas A&M Transportation Institute, also known as "TTI", to develop a statewide bicycle and pedestrian count program. This effort includes a collection of short-term and permanent bicycle and pedestrian counts, the development of the Texas Bicycle and Pedestrian Count Exchange, a statewide database of state and locally collected pedestrian and bicycle counts, and training to advance the collection of high-quality count data by TxDOT and its public and private partners. This effort will better inform engineers and planners statewide about facility usage patterns, ultimately resulting in safer bicycle and pedestrian facilities statewide.



MISSION

Connecting you with Texas.

VISION

A forward thinking leader delivering mobility, enabling economic opportunity, and enhancing quality of life for all Texans.



VALUES

People

People are the Department's most important customer, asset, and resource. The well-being, safety, and quality of life for Texans and the traveling public are of the utmost concern to the Department. We focus on relationship building, customer service, and partnerships.

Accountability

We accept responsibility for our actions and promote open communication and transparency at all times.

Trust

We strive to earn and maintain confidence through reliable and ethical decision-making.

Honesty

We conduct ourselves with the highest degree of integrity, respect, and truthfulness.



PRIORITIES

SAFETY

Design, build, operate, and maintain our transportation system with safety as our #1 priority.

DELIVERY

Responsible program execution throughout the transportation life cycle (planning, design, construction, maintenance, and operations).

INNOVATION

Forward-thinking, technology-focused, fostering a culture of continuous improvement.

STEWARDSHIP

Professional, responsible stewards of resources.

