

Statewide Active Transportation Plan

Bicycle and Pedestrian Advisory Committee Meeting



July 25, 2025

Statewide Vision for Active Transportation

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.

SATP Development Timeline

WE ARE HERE



★ Steering Committee



July 25, 2025

Outreach Round 3

Caroline Mays Video

Round 3 Outreach Results

- 1,057 total comments
- 155 in-person attendees (not including TxDOT staff and project team)



Outreach: Abilene, Corpus Christi, Laredo, Ft. Worth, Houston

Outreach: Texarkana, Austin, El Paso, San Antonio

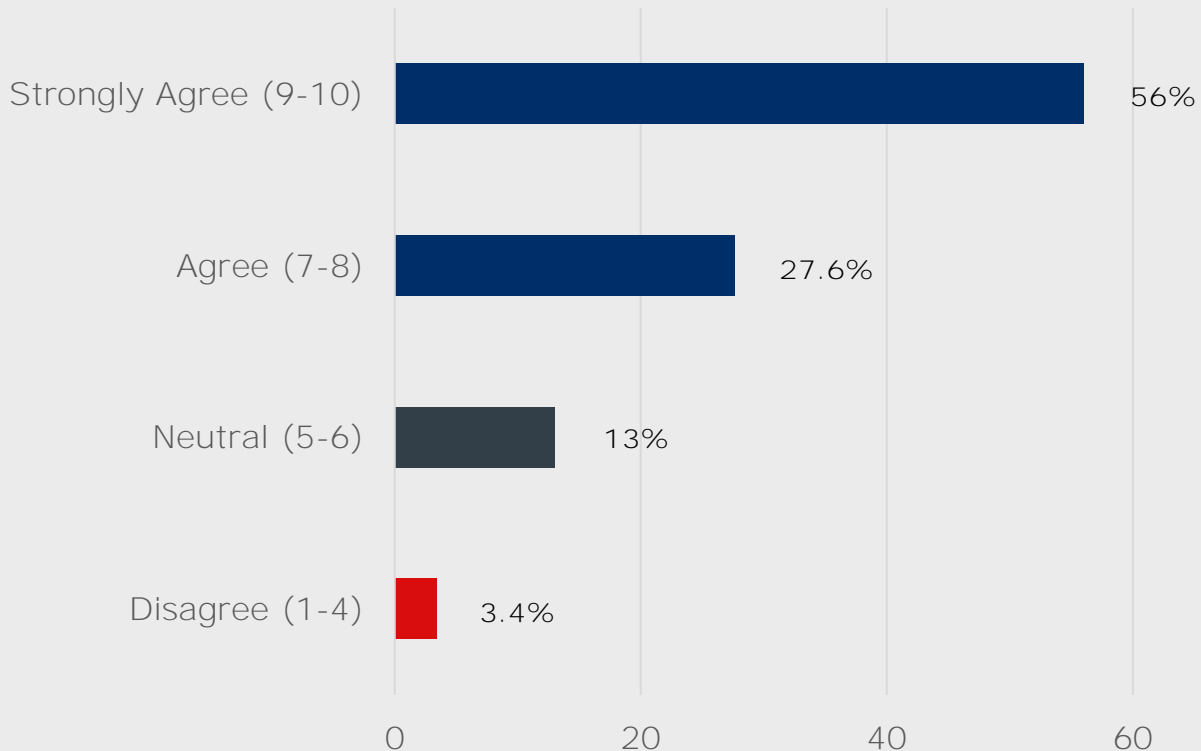
Survey Results: Rank the five priority actions identified in the SATP by ideal implementation order.

Highest
Priority



Priority Actions, In Order of Preference	
↑	Improve the flexibility of funding sources and consider developing a dedicated multimodal streets fund. Identify new and innovative funding sources and grants.
	Identify and make investments in critical corridors by creating a Priority Investment Network. Identify potential candidate routes for designation on the U.S. Bicycle Route System.
	Develop internal and external training that includes design examples and prototypes to support local and regional governments in developing consistent bicycle and pedestrian infrastructure.
	Lead an active transportation education campaign. Identify partnership opportunities with local governments and non-profits to generate awareness of active transportation resources and benefits.
	Enhance data collection with new technologies or through private entities. Collect geospatial data to improve analysis. Provide publicly accessible progress reporting.

Survey Results: How Much Do You Agree with the Proposed Priority Steps? (1-10 Scale)

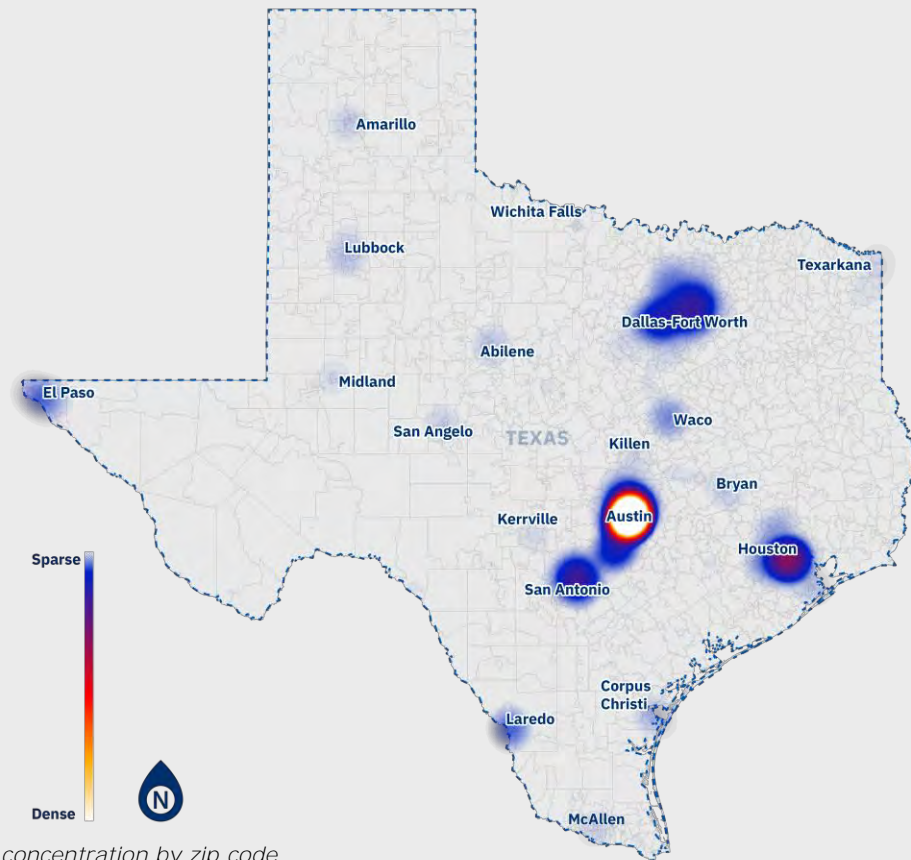


83.6%

of respondents
agreed or strongly
agreed with the
SATP's proposed
priorities.

Common Comment Themes & Locations

- Bike Infrastructure Suggestions – 318
- Funding Priorities – 128
- Planning or Policy Suggestions – 120
- Public Transportation Investment – 58
- Pedestrian Safety & Walkability – 42
- Education – 36
- Equity & Accessibility – 34
- Traffic & Road Safety Improvements – 34
- Environmental & Climate Concerns – 18
- Incentivizing & Rebate Program - 9



What We Heard – Missing Steps or Considerations



Lower vehicle speeds and safer street crossings



Safe access for all mobility types and roadway users



Consistent design standards across the state



Improved maintenance of facilities (sidewalks and bike lanes)



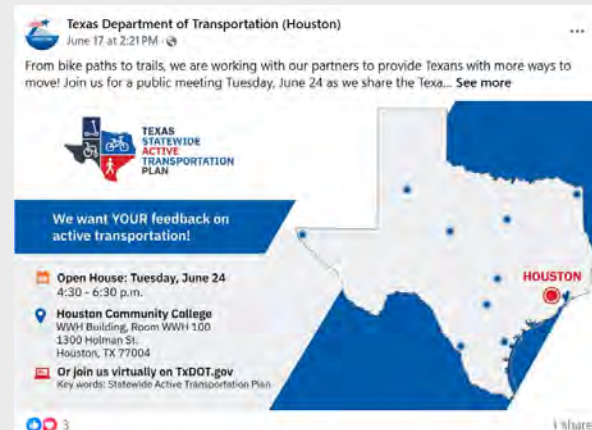
Dedicated funding needed to advance active transportation projects



Targeted investments to address community need


Social Media Engagement

- **Worked with TxDOT's Communication Division and Public Information Officers from each TxDOT district**
 - Provided content to TxDOT districts to be shared on social media accounts which was shared by 10 districts and a total of seven posts on X, eight posts on Facebook, four posts on Instagram, and one post on NextDoor.
- The combined reach for these posts was 26,082 views, 339 interactions, and 73 shares and reposts.



Follow-up: MPO Partners & Emphasis Area Work Groups


- May 21 – MPO update
 - 18 MPO's represented.
 - Discussed how to work together to accomplish plan vision.
 - Focus areas: Development of the priority investment network, how to incorporate the statewide plan into MPO plans, and sharing resources and training information.
- May 27 – EAWG follow-up
 - Shared how input was used. Asked for support in sharing information about Round 3 outreach.

 Texas Department of Transportation


Connecting you with Texas.

Action: Identify and invest in statewide active transportation networks.

- Define and identify a Priority Investment Network (PIN) to direct investments in critical corridors.
- Make initial investments in the Bicycle Tourism and Trail Network (BTNN).
- Identify a candidate route for the U.S. Bicycle Route System (USBRS).

 Multiple EAWG's (safe design)

Network: Increase safe, multimodal access in networks (instead of just "corridor focus"). (Single word could instead be "Access")



16

Compliance with TxDOT Strategic Public Engagement Guidance

- English, Spanish and ASL presentation videos with captions.
- 508 compliance check on engagement website and materials.
- Multiple ways to comment (electronic and hard copy survey and comment card, email)
- Venues:
 - ✓ Convenient and reachable by transit and on foot/by bike
 - ✓ Provided wayfinding
 - ✓ No charge for parking
 - ✓ Considered distances, stairs and pavement conditions, furniture height and amenities



July 25, 2025

Executive Summary Review

Executive Summary Highlights

Advancing Active Transportation in Texas

Advancing Strategies with Initial Steps Toward Implementation

Implementing the SATP will be a collaborative effort with Connecting Texas 2050 and the Texas Statewide Multimodal Transit Plan (SMTTP). Advancing active transportation in Texas will require partnerships with internal and external stakeholders working together to navigate the state's evolving transportation needs. It will require a combination of TxDOT-led and TxDOT-supported efforts, including thoroughly engaging the public and stakeholders before active transportation projects are implemented.

Achieving SATP goals will be achieved as key actions are implemented. Accelerating implementation requires priority actions to be taken over the next five years, including the following priority steps:





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Next Steps

SATP Development Timeline – Next Steps

WE ARE HERE



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NEXT STEPS: UPDATE AND FINALIZE PLAN.
SEND TO STAKEHOLDERS AND ALL INTERESTED PARTIES.

Discussion and Consideration for Action

- Proposed Action:
 - Concur with the overall content, challenges, strategies, and actions to advance active transportation in Texas as presented with the 2050 Statewide Active Transportation Plan.



July 25, 2025

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SS4A - Amarillo

**Public Engagement: Input from over
6,900 comments across various platforms**

3 representative projects presented

1_Traffic Calming near 5 schools



Summary

Traffic calming improvements near five schools, including the Hamlet Elementary School, San Jacinto Elementary School, Margaret Wills Elementary School, Olsen Park Elementary School, and Crocket Middle School.

Estimated Total Cost

**\$654,000
Awarded**

*** Priority 1 of 16**

The focus on traffic calming near schools stemmed from community engagement findings and crash data. The five schools were selected based on crash history and public input. Three of the schools are in a disadvantaged community, meeting Federal Highway Administration (FHWA) equity priorities, which ensures the proposed project addresses critical safety issues while aligning with grant requirements.

10_Cross 5 lanes to reach library



Estimated Total Cost

\$2,644,000

Submitted for Funding

*** Priority 10 of 16**

13_Downtown to 6th St. connector



Estimated Total Cost

\$19,121,000

Submitted for Funding

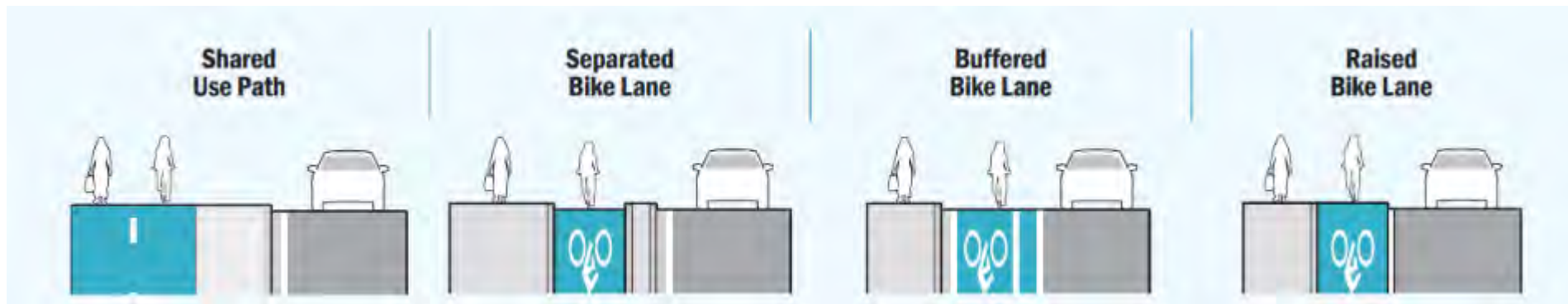
*** Priority 13 of 16**



Houston - Galveston Area Council (H-GAC) SS4A Safety Action Plans

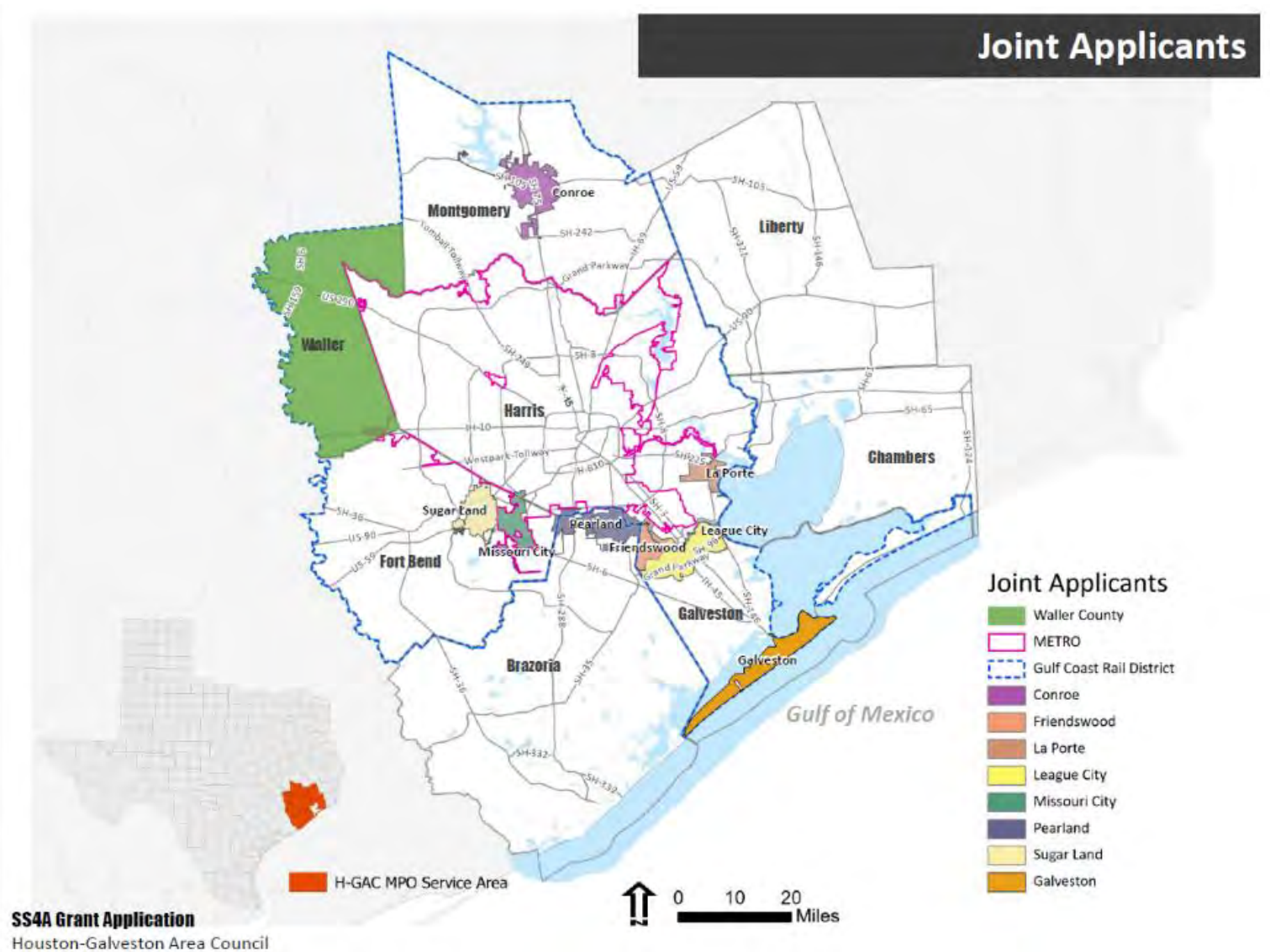
H-GAC Award: \$4M SS4A Grant from the U.S. DOT

- Lead Agency: Houston-Galveston Area Council
- Purpose: Develop a Regional Safety Action Plan
- Local Support: H-GAC is assisting 11 local agencies with their Safety Action Plans
- Goal: Eliminate roadway fatalities and serious injuries



Safety Action Plans To Be Developed For:

- Waller County
- METRO
- Gulf Coast Rail District
- City of Conroe
- City of Friendswood
- City of La Marque
- City of League City
- City of Missouri City
- City of Pearland
- City of Sugar Land
- City of Galveston



H-GAC Safety Action Plans

Prioritizing safety for all users:

- Pedestrians
- Bicyclists
- Public transit users
- Motorists
- Freight operators

*Safety Action Plans (formerly the Safe Streets for All (SS4A) Action Plans) anticipate a February 2025 start.





Harris County SS4A

Vision Zero Composite High Injury Network (2014-2018) with Bicycle and Pedestrian Hot Spots (2016-2018)

Hot Spot - All Pedestrian & Bicycle Crashes



Vision Zero High Injury Network

- Vehicular High Injury Network
- Bicycle High Injury Network
- Pedestrian High Injury Network

Harris County Precincts

- Precinct 1
- Precinct 2
- Precinct 3

Harris County Vision Zero Plan

High Injury
Network segments

High Risk
Corridors

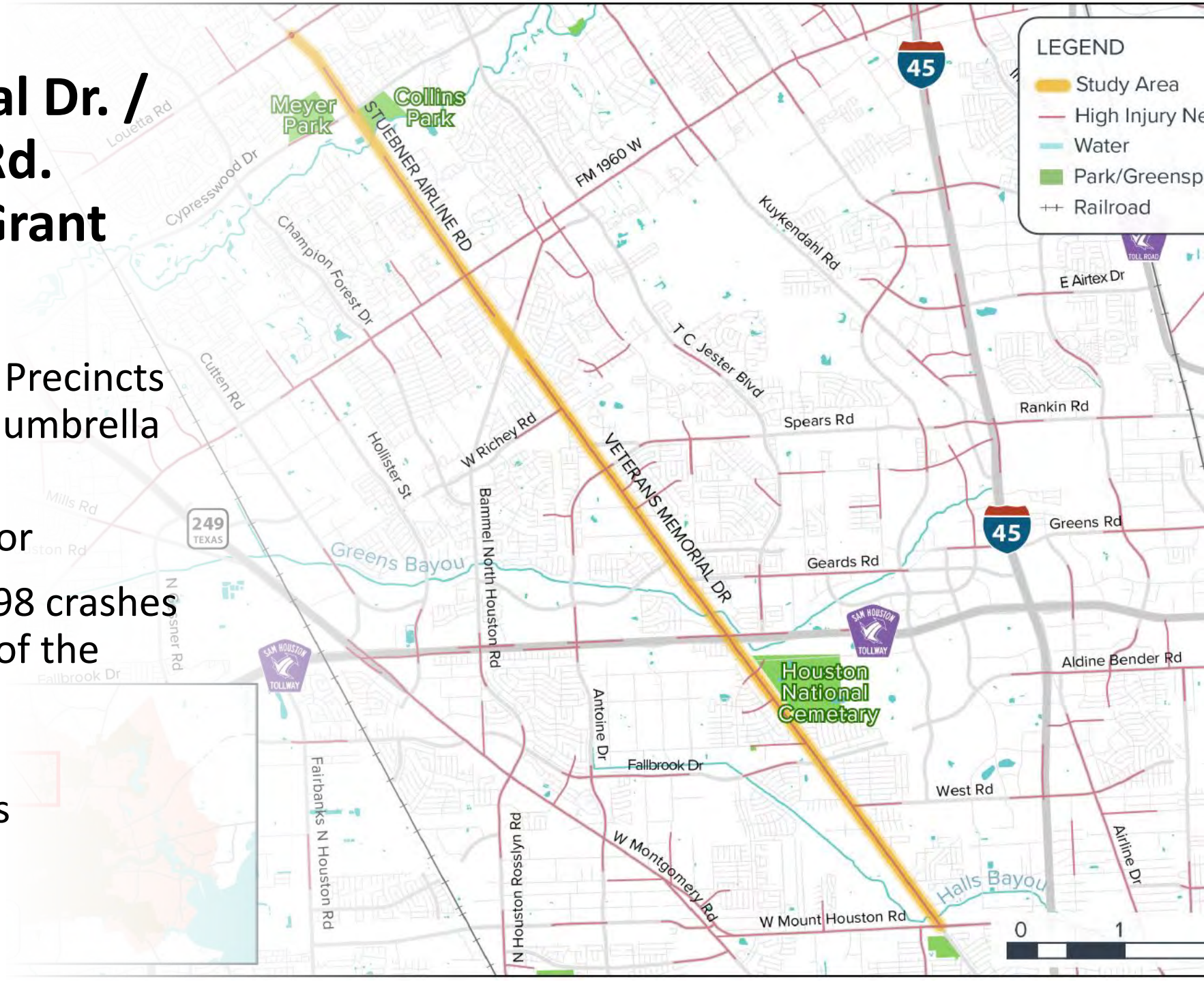


Table 1. High Risk Corridor Locations

No.	Roadway	Corridor Limits	Length (mi)
1	Rankin Road	East of IH 45 NBFR to Imperial Valley Drive	1.0
2	Veterans Memorial Dr	FM 1960 to N Sam Houston Parkway W	4.2
3	Aldine Mail Road	Aldine Westfield Road to Easthampton Drive	2.6
4	Antoine Drive	Veterans Memorial Drive to N Sam Houston Parkway W	1.7
5	Stuebner Airline Road	North of Spring Cypress Road to FM 1960	5.2
6	Veterans Memorial Dr	N Sam Houston Parkway W to SH 249	3.4
7	W Montgomery Road	SH 249 to Wavell Street	2.0
8	Spencer Highway	Galveston Road to Somerton Drive	8.0
9	Dominion Park Drive	Kuykendahl Road to IH 45 Southbound Frontage Road	0.5
10	W Mount Houston Rd	IH 45 Northbound Frontage Road to Airline Drive	0.9
11	Barbers Hill Road	Garth Road to Crosby Barbers Hill Road	0.5
12	Hollow Tree Lane	Cali Drive to IH 45 Northbound Frontage Road	1.0
13	Ella Boulevard	At Barren Springs Drive	n/a
14	Jones Road	Grant Road to Ranchstone Drive	4.0
15	West Road	Veterans Memorial Drive to IH 45	1.75
16	Atascocita Road	Kings Parkway to FM 1960	0.9
17	Grant Road	Perry Road to SH 249	0.5
18	Louetta Road	SH 249 to Cannaberry Way	8.4
19	Airline Drive	N of West Road to Canino Road	3.5
20	Homestead Road	N of Tidwell Road to S of Miley Street	2.5
21	Homestead Road	S of Old Humble Road to Winfield Road	0.6
22	Huffman Cleveland Rd	Hickory Ridge Drive to Commons Vista Drive	1.7
23	W Lake Houston Pkwy	Pine Cup Drive to Atascocita Middle School	1.0
24	Bissonnet Street	Sugar Land Howell Road to Synott Road	1.3

Veterans Memorial Dr. / Stuebner Airline Rd. Implementation Grant Project

- Partnership between Precincts 1, 2, and 3 under the umbrella of Harris County
- 10.2-mile-long corridor
- From 2018-2022, 3,298 crashes occurred within 30ft of the corridor
 - 19 fatalities
 - 87 serious injuries



Project Elements to Improve Safety

Vehicle Intersection Improvements

Vehicle Access Management

Strategic Pedestrian Access

Strategic Transit Access

Other Vehicle Safety Improvements

