



2050

Texas Statewide Active Transportation Plan

About the Plan

The Statewide Active Transportation Plan is a collaborative effort by the Texas Department of Transportation (TxDOT), its partners, and the public to provide recommendations to improve statewide conditions for walking, biking, rolling, or other forms of non-motorized travel. This plan also includes recommendations for smaller electric-powered micro mobility options such as e-scooters and e-bikes. The SATP will inform future TxDOT decisions through a set of strategies and actions supported by a set of progress measures intended to monitor progress. The SATP places an emphasis on constructing a walkable and bikeable transportation network that aligns with community efforts across Texas. It also addresses current challenges while building on the momentum of recent efforts. TxDOT has been actively increasing its investments toward developing and amending policies, programs, and projects to better meet the needs of those who walk, bike, and roll in Texas.

2050 SATP Vision Statement

“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.”

The SATP was developed with partnership from across Texas including TxDOT Divisions, community organizations, advocacy groups, and the public. The SATP places an emphasis on:

- Construction of accessible walkable and bikeable transportation networks across Texas;
- Addressing current challenges including safety, travel choice, community needs, and workforce connectivity; and
- Increasing active transportation investments, prioritizing projects that yield the greatest results, and amending policies, programs to better meet the needs of those who walk, bike, and roll in Texas.

SATP Goals

The SATP is grounded by six goals that guided the plan’s development. These goals, which are based on *Connecting Texas 2050* goals and tailored to active transportation priorities, identify key areas that should be advanced through thoughtful active transportation infrastructure investments and modifications to policies that align with active transportation.



Improve Safety, Comfort, and Accessibility

Design safety and comfort by providing low stress-level facilities



Enhance Connectivity

Connect community destinations through plans and project development activities and build more connective infrastructure



Address Community Needs

Providing mobility options for people who don’t have vehicle access or rely on active transportation modes



Support Economic Vitality

Increase accessibility and connect the workforce



Promote Healthy Communities

Make it easier for Texans to live healthy and active lifestyles

TxDOT hosted more than 30 open houses and stakeholder meetings during the Statewide Active Transportation Plan planning process, generating input from more than 4,800 individuals, stakeholders, and other groups during public engagement Round 1.

Statewide Survey Key Findings

Key take-aways of the SATP statewide survey include:



77%

don't feel safe using active transportation in Texas



83%

want better connected trails



63%

want improved roadway crossings



74%

want improved sidewalks

SATP Participants

Development of the plan required input from a variety of perspectives. Participants throughout Texas volunteered their time to offer a comprehensive set of viewpoints and experience for consideration. Participation include representation from:



Challenge	Potential Strategies
1 Texas cities are rapidly growing, increasing traffic congestion.	<ul style="list-style-type: none"> Build more sidewalks, bikeways, and trails. Identify key active transportation connections with existing and future transit investments. Support development patterns that reduce trip lengths so that more travel can be accomplished through walking and biking.
2 Current funding for active transportation doesn't cover demand and need.	<ul style="list-style-type: none"> Increase funding for active transportation. Further integrate active transportation in existing transportation funding programs. Consider the need for active transportation enhancements during maintenance activities. Promote partnerships to amplify public and private funding support.
3 Pedestrians and bicyclists are disproportionately represented in roadway fatalities.	<ul style="list-style-type: none"> Prioritize vulnerable road users such as bicyclists and pedestrians in roadway design. Maximize physical separation of pedestrians and bicyclists from auto travel. Expand investments in safe intersection and crossing designs. Evaluate posted speeds to prioritize vulnerable user safety at potential risk areas. Invest in travel safety education and enforcement.
4 Confusion about rules of the road.	<ul style="list-style-type: none"> Clarify regulations through effective signage. Invest in driver education related to active transportation. Promote awareness through public information materials and campaigns. Support training and education of new and young riders through local bike rodeos.
5 Many of Texas' active transportation routes are not comfortable for all users.	<ul style="list-style-type: none"> Invest in active transportation infrastructure designed to maximize safety and comfort. Develop strategies to enhance lighting to improve bicyclist and pedestrian visibility. Perform regular maintenance and sweeping to ensure passable and smooth surfaces. Evaluate posted speeds based on roadway usage and surrounding context. Maximize physical separation of pedestrians and bicyclists from auto travel.
6 Limited space (ROW) can lead to less than optimum active transportation designs.	<ul style="list-style-type: none"> Develop design guidance for space-constrained corridors. Evaluate posted speeds to prioritize vulnerable user safety at potential risk areas. Prioritize key active transportation corridors to optimize safety and connectivity.
7 Emerging design techniques and technologies have not been integrated to their fullest extent.	<ul style="list-style-type: none"> Provide active transportation design training opportunities. Invest in pilot projects to test the effectiveness of emerging practices and technologies in both rural and urban contexts.

Challenge	Potential Strategies
8 Active transportation is not considered in every planning and design process.	<ul style="list-style-type: none"> Strengthen active transportation considerations in existing project development processes. Provide active transportation design training opportunities. Monitor progress and report results.
9 Lack of sufficient travel options to accommodate local community needs.	<ul style="list-style-type: none"> Build more sidewalks, bikeways, and trails. Develop and implement projects that spur local investment in underserved communities. Prioritize projects that have strong community support.
10 Lack of a statewide network for long-distance active transportation.	<ul style="list-style-type: none"> Identify a statewide active transportation priority network (PIN), including the establishment of routes on the U.S. Bicycle Route System (USBRS). Partner with local and regional agencies on funding and construction of a statewide active transportation network.
11 Physical barriers limit access to key destinations, especially for people with disabilities.	<ul style="list-style-type: none"> Prioritize projects that overcome barriers to active transportation with a focus on connecting to areas of rapid economic growth. Develop design guidance for space-constrained corridors to achieve key connections. Develop innovative design examples to overcome barriers.
12 Limited active transportation connections to other modes such as transit facilities.	<ul style="list-style-type: none"> Identify key active transportation connections with existing and future transit facilities. Promote transit-supportive roadway designs that include active transportation elements.
13 Lack of multimodal connections and amenities serving ports of entry.	<ul style="list-style-type: none"> Construct active transportation connections to transit hubs and parking areas near ports-of-entry.
14 Many existing active transportation facilities are not well-maintained.	<ul style="list-style-type: none"> Maintain state of good repair to ensure active transportation facilities are useable. Establish a funding mechanism for the maintenance and upkeep of active transportation facilities statewide.
15 The economic impact of active transportation is not universally understood.	<ul style="list-style-type: none"> Research the role of active transportation as an economic development tool. Identify and measure the impacts of active transportation to the economy.
16 Lack of coordination between land use planning and active transportation implementation.	<ul style="list-style-type: none"> Support development patterns that reduce trip lengths so that more travel can be accomplished through walking and biking. Partner with governmental entities and businesses to identify priority improvements. Promote inter-jurisdictional collaboration to design infrastructure that facilitates a safe, consistent travel experience. Continue to partner and participate in the creation of local and regional active transportation planning.