



Statewide Active Transportation Plan

Texas Pedestrian Safety Coalition



September 23, 2025

Purpose of Presentation

- Plan process and recommendations
- Round 3 outreach results
- Plan implementation

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

SATP Goals



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.

SATP Challenges

- 1** Texas cities are rapidly growing, increasing traffic congestion.
- 2** Current funding for active transportation does not meet demand and need.
- 3** Pedestrians and bicyclists are disproportionately represented in roadway fatalities.
- 4** Confusion about rules of the road.
- 5** Many active transportation routes are not comfortable for all users.
- 6** Limited space can lead to less than optimum active transportation facility or network designs.
- 7** Emerging roadway design techniques and technologies have not been integrated to their fullest extent to improve active transportation.
- 8** Active transportation is not considered in every planning and design process.
- 9** Active transportation travel options do not accommodate the local community needs.
- 10** Statewide network for long-distance active transportation needs further investments.
- 11** Physical barriers limit access to opportunities, especially for people with disabilities.
- 12** Limited connections to other travel modes, including transit.
- 13** Multimodal connections and amenities serving ports of entry are limited.
- 14** Many active transportation facilities are not well-maintained.
- 15** The economic impact of active transportation is not well understood.
- 16** Coordination between land use planning and active transportation implementation needs further integration.

SATP Strategies



Improve active transportation safety.



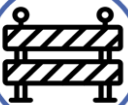
Integrate active transportation early in project planning and scoping.



Develop and expand active transportation networks statewide.



Prioritize more active transportation infrastructure.



Address physical barriers in the active transportation networks.



TxDOT to work with partners and communities to develop plans, increase awareness, and implement active transportation.



Integrate active transportation with other travel modes.



Implement and integrate optimal designs to improve travel experience.



Improve infrastructure conditions through maintenance and repair.

SATP Priority Actions

Accelerating
implementation
requires
identifying
priorities for the
**next five
years.**



Identify and make investments in critical corridors by creating a **Priority Investment Network**. Designate routes to integrate into other statewide and federal networks and plans.



Lead an active transportation **education campaign**. Create awareness of partnership opportunities and resources with local governments and non-profits.



Develop **internal and external training** that includes design examples and prototypes to support local and regional governments in developing consistent bicycle and pedestrian infrastructure.



Enhance data collection with new technologies and by partnering with private agencies. Collect geospatial data to improve analysis. Provide public access to progress reporting.



Improve the **flexibility of existing funding** sources and consider developing a dedicated multimodal streets fund. Identify new and innovative funding sources and grants.



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Outreach Round 3

OUTREACH ROUND 3 PUBLIC MEETING INFORMATION

In-person meetings were conducted in summer 2025 in the following cities:

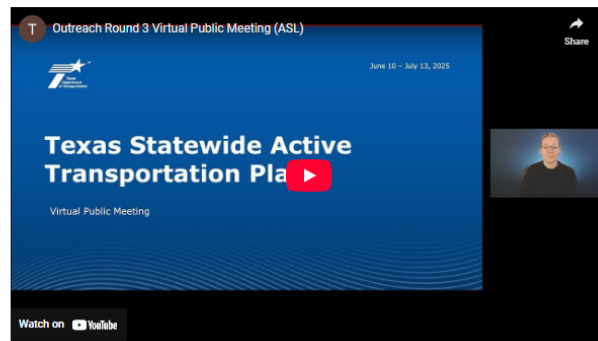
Abilene, Austin, Corpus Christi, El Paso, Fort Worth, Houston, Laredo, Lubbock, San Antonio, Texarkana

The Outreach Round 3 Summary will be available on this site shortly.

Outreach Round 3 Video Presentation (English)

Outreach Round 3 Video Presentation (Spanish)

Outreach Round 3 Video Presentation (ASL)



Please click the links below to view or download the Outreach Round 3 materials.

Draft SATP
Executive Summary



Draft Statewide Active
Transportation Plan



Exhibit Boards



Plan Fact Sheet



Presentation &
Script



Presentación y
Escritura



Round 3 Outreach Results

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





ABILENE



CORPUS CHRISTI



LAREDO



FORT WORTH



HOUSTON



TEXARKANA



AUSTIN



EL PASO



SAN ANTONIO

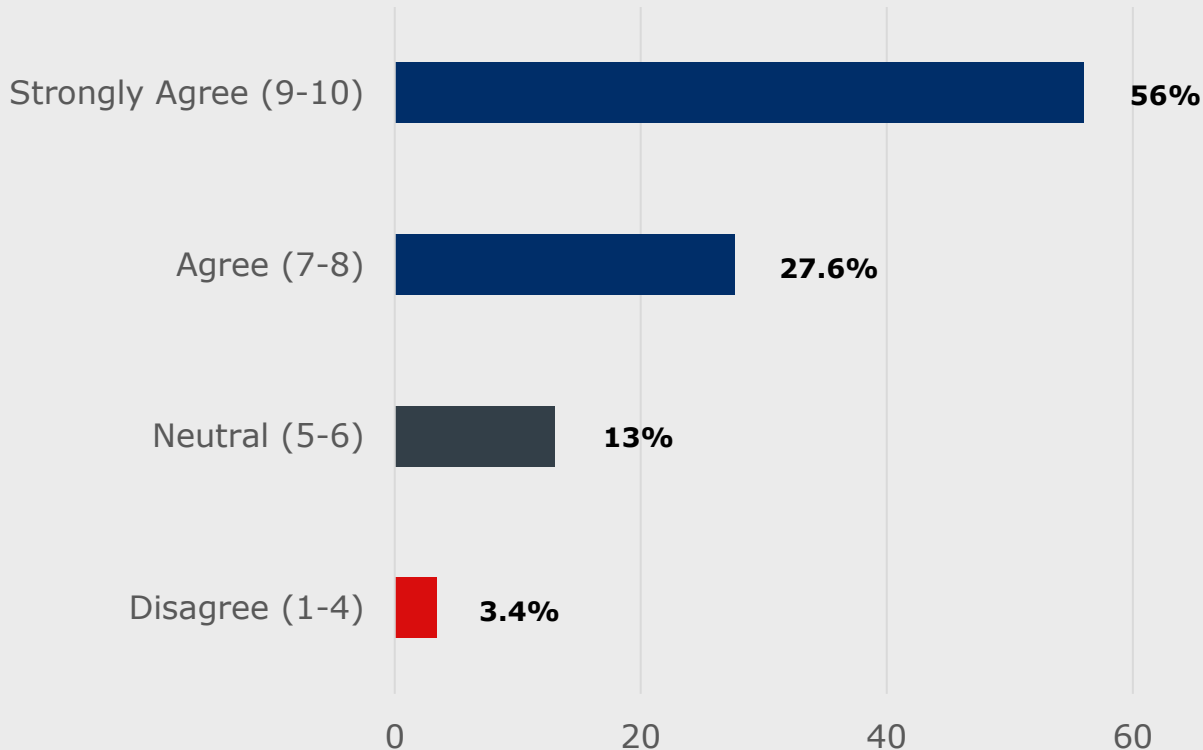
Survey Results: Rank the five priority actions identified in the SATP by ideal implementation order.

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 Written Responses



Design for lower vehicle speeds and safer street crossings.

Improve active transportation safety.



Safe access for all mobility types and roadway users.

Address physical barriers in the active transportation networks.



Consistent design standards across the state.

Implement and integrate optimal designs to improve travel experience.



Improved maintenance of facilities (sidewalks and bike lanes).

Improve conditions through maintenance and repair.



Dedicated funding needed to advance active transportation projects.

Fund and construct more active transportation infrastructure.

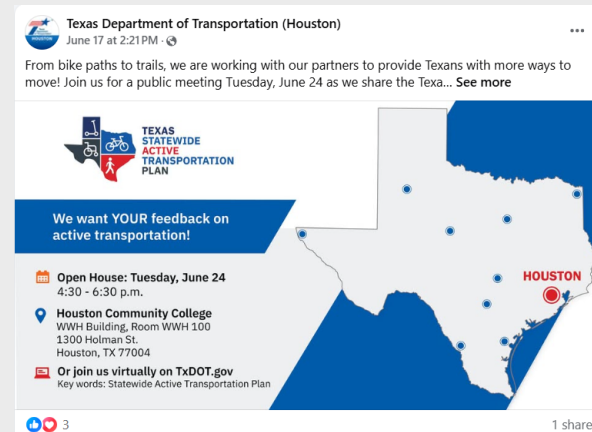


Targeted investments to address community need.

Fund and construct more active transportation infrastructure.

Social Media Engagement

- Social media posts were shared on the official TxDOT accounts by the TxDOT Communications Division
 - Posts were also shared on accounts of TxDOT districts with in-person public hearings
 - 25 posts on X
 - 14 posts on Facebook
 - 10 posts on Instagram
 - 1 post on LinkedIn
 - 5 posts 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 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 (BTTN).
- Identify a candidate route for the U.S. Bicycle Route System (USBRS).

 Multiple EAWG's (safe design)

Legend

- Interstate
- State Highway
- County Road
- Local Road
- Water
- Air
- Rail

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



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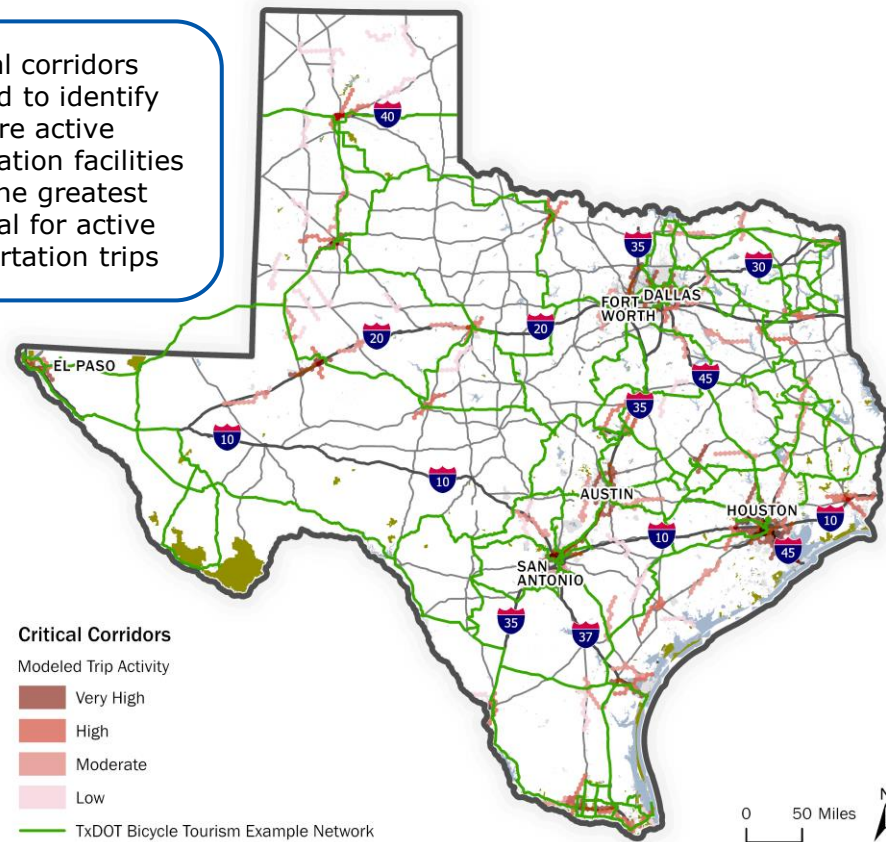
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Next Steps

SATP Implementation

- Potential Priority Investment Network Inputs:
 - SATP Critical Corridors
 - Bicycle Tourism Trails
 - Pedestrian Safety Action Plan
 - District Bike Plans
 - TxDOT Comprehensive Accessibility Program
 - ADA Transition Plan

Critical corridors modeled to identify where active transportation facilities have the greatest potential for active transportation trips





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