State of Texas

Pedestrian and Bicyclist Safety Program Technical Assessment

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Technical Assessment Team

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Team members appreciated the opportunity to serve and hope Texas will consider and implement the proposed recommendations to improve its pedestrian and bicycle safety program.

Introduction

The mission of the National Highway Traffic Safety Administration (NHTSA) is to reduce deaths, injuries, and economic and property losses resulting from motor vehicle crashes. In its ongoing effort to reduce traffic crashes and the resulting fatalities and injuries, NHTSA offers Highway Safety Program Assessments to the States.

The Highway Safety Program Assessment process is an assistance tool that allows State management to review various highway safety programs. Program assessments are provided for occupant protection, impaired driving, EMS, traffic records, motorcycle safety, police traffic services, driver education, and pedestrian and bicyclist safety.

The purpose of an assessment is to enable State management to review all components of a given highway safety program, identify the program's strengths and accomplishments, and identify opportunities for improvement. An assessment can be used as a management tool for planning and for making decisions about how to best use available resources. The highway safety program assessments provide an organized approach and well-defined procedures that States can use to meet these objectives. The assessments are cooperative efforts among State highway safety offices, other State agencies, and NHTSA; in some instances, the private sector also participates.

Program assessments are based on the Uniform Guidelines for State Highway Safety Programs required by Congress and are periodically updated through a public review process. For each highway safety program area, the criteria against which State programs are assessed were developed using these uniform guidelines and augmented by current best practices.

NHTSA staff facilitate the assessment process by assembling a team to review all components of a given highway safety program, document the program's strengths and accomplishments, and identify areas for improvement. The assessment team is composed of individuals with demonstrated competence in the various components of the specific highway safety program area under review.

The State of Texas voluntarily requested NHTSA's assistance in assessing its pedestrian and bicyclist safety program. This assessment report reflects the Team's findings based on the Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 14: Pedestrian and Bicycle Safety (2006), current practice, and the Team's expertise. Although the State Highway Safety Office requested the assessment, not all recommendations are solely its responsibility; however, the office may be able to facilitate implementation of many recommendations.

conducted the Texas Pedestrian and Bicyclist Safety Program Assessment from June 4, 2025, to September 18, 2025.

Organization of Report

The report is organized for quick review of the assessment results. The Team's priority recommendations appear first, followed by summary results for each component area: Program Management, Education, Enforcement, Engineering, Emergency Medical Services, and Accessibility. The summaries present the Team's findings in response to questions from the Pedestrian and Bicyclist Safety Program Technical Advisory and correspond to the *Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 14: Pedestrian and Bicycle Safety (2006)*. They also reflect current best practices.

Priority Recommendations

Program Management

- Continue the use of Congestion Mitigation and Air Quality funds for On-Call Bicycle and Pedestrian Implement the newly created Statewide Active Transportation Plan.
- Expand the Pedestrian Action Safety Plan analysis tool to create a program planning and management document for design and construction of projects in all 25 TxDOT districts.
- Develop strategies that use media, education, and outreach to produce prevention-focused projects targeting road users identified as susceptible to injuries and fatalities in Texas.
- Explore public–private partnership funding sources to complement existing governmental funding for pedestrian and bicyclist safety programs.
- Monitor highway safety laws pertaining to pedestrian and bicyclist safety to educate stakeholders on their application to the pedestrian and bicyclist safety programs.

Enforcement

- Emphasize the lifesaving benefits of enforcing pedestrian and bicyclist laws in both basic recruit training academies and in-service training for law enforcement officers, giving equal emphasis to pedestrian and bicyclist education and enforcement.
- Create and distribute a compilation of best practices from around the State for training officers in effective enforcement countermeasures specific to pedestrian and bicyclist safety.
- Strive to involve law enforcement personnel during the planning stages of roadway engineering modifications at all levels of government.
- Formalize a process to inform State and local law enforcement agencies of new roadway engineering applications and technology to address:
    1. How the applications should be properly used (specific to pedestrians and bicyclists); and
    2. What enforcement actions are authorized by statute based on the implementation of the new roadway engineering applications and technology.

Engineering

- Revise the 2018 RRFB and PHB memo from the Traffic Safety Division Director and related content in the TxDOT Roadway Design Manual to allow use of pedestrian hybrid beacons (PHBs) at pedestrian crossings on higher-speed roads (posted speed limits of 45 and 50 mph).
- Revise the TxDOT Roadway Design Manual to provide clearer guidance on when to install a marked crosswalk at uncontrolled crossings. Also develop rues for the appropriate level of traffic control for uncontrolled marked crosswalks based on average daily traffic, posted speed limit, number of travel lanes, and presence of a raised median. These measures will promote greater consistency in implementation and traffic control across the State.
- Create a Bicycle Safety Action Plan (BSAP) to identify bicyclist-specific high-crash locations and corridors and other high-risk locations and corridors; update the BSAP periodically (at least every five years).

- Expand the Roadway Safety Audit (RSA) pilot program to conduct RSAs for high-crash and high-risk pedestrian and bicyclist locations and corridors. Use the RSA process with independent, multidisciplinary input for both pedestrian and bicyclist design projects and for existing locations.
- Establish a schedule to update the Pedestrian Safety Action Plan (PSAP) at intervals of approximately every five years.
- Continue developing Texas-specific crash reduction factors (CRFs) based on completed in-State safety projects, and review and revise related factors (for example, service life) in the HSIP handbook to improve uniformity.
- Continue developing a data warehouse to enable access to and sharing of crash, exposure, and project data among key stakeholders.

Emergency Medical Services

- Integrate EMS, trauma registry, Crash Records Information System (CRIS), hospital cost, and medical examiner data into a unified dataset for analysts, researchers, policymakers, and others involved in injury prevention. This unified dataset will help inform decisions about healthcare savings for various prevention options.
- Encourage joint participation of EMS, law enforcement, engineering, and other safety partners whenever road safety projects are considered (for example, Road Safety Audits, post-crash reviews, and new project designs).
- Define and include the specific data elements needed in the Injury Surveillance System (ISS) to document and report the costs of bicyclist and pedestrian injuries in Texas. Use this cost data to inform decisions about healthcare savings and the cost effectiveness of prevention options.

Accessibility

- Continue collaborating with local transit agencies and local jurisdictions to relocate transit stops to reduce conflicts between crossing pedestrians and high-speed traffic.
- Identify and pursue additional funding sources to support sidewalk repair and/or sidewalk construction on local roads.
- Identify and pursue additional funding sources for pedestrian-scale lighting on both local and State roadways.
- Complete the Statewide multimodal plan to identify and understand gaps in transportation access. Reevaluate travel demand forecasting models that assume travel can only occur as single-occupancy vehicle trips.
- Evaluate how existing transportation funding and resources are allocated between road capacity projects and projects that are designed to increase pedestrian connectivity and safety.

Assessment Results

Program Management

Advisory

Developing, implementing, and evaluating a comprehensive State Pedestrian and Bicyclist Safety Program (PBSP) is critical for effectively addressing and promoting pedestrian and bicyclist safety. Each state typically designates a lead agency responsible for managing the PBSP. Formal designation of a single state agency to lead this effort through legislation, executive order, or other documentation institutionalizes commitment and provides for leadership and coordination of effort. The PBSP should be supported and informed by multidisciplinary stakeholders, including those representing engineering, education, enforcement, and EMS and associated injury surveillance systems. Involving stakeholders allows for varying perspectives for identifying, developing, planning, and implementing activities, leading to better decision-making and the likelihood of success. Stakeholders can secure resources to garner support and assist with implementation. At a minimum, this group is responsible for participating in strategic planning for the PBSP by providing input for designing and developing pedestrian and bicyclist safety program plans. They can also greatly assist in promoting and implementing planned efforts.

The foundation of any safety plan is data. State safety plans should frame the State's existing pedestrian and bicyclist safety conditions and issues using a combination of crash, roadway, citation/adjudication, and EMS/Injury Surveillance System (ISS) data. The plan should have identified safety goals and performance measures organized by the responsible party and resources to track success. The pedestrian and bicyclist safety plan must also incorporate a communications plan or strategy that keeps all stakeholders informed and engaged. Dedicated or allocated funding from various sources allows for predictable planning and demonstrates a committed constituency of program supporters to implement the plan. Lastly, integrating the PBSP into a State's Strategic Highway Safety Plan (SHSP), Highway Safety Plan (HSP), Highway Safety Improvement Program (HSIP), and other relevant plans bridges the gap between plan and action.

States should evaluate their program and plans annually, identifying successful outcomes, ongoing challenges, potential solutions, and recommendations for improvement. This process should be dynamic rather than static and actively reported to stakeholders and the public.

Each State should enact and enforce traffic laws and regulations that protect pedestrians and bicyclists from motor vehicle crashes and promote safe driving, walking, and cycling practices.

Summary

The Texas pedestrian and bicyclist safety program is in strong shape. The Statewide Active Transportation Plan provides a unified vision for identifying and advancing strategic active transportation priorities and should be prioritized. TxDOT should expand the Pedestrian Action Safety Plan analysis tool to support program planning and management across all 25 districts, and extend the four bicycle safety pilot plans to the remaining 21 districts. Development of additional strategies—including media, education, and outreach—aimed at prevention-focused projects for road users susceptible to injuries and fatalities is underway and should be continued to broaden existing programs.

Explore public–private partnerships and utilities collaborations to supplement funding and scale safety initiatives Statewide. For example, utilities can educate workers on public roadways and provide additional resources to augment government funding.

Maintain accurate data collection and continually review data systems (including non-motorized counting and data quality control) to identify and address safety gaps. Use data-driven methods to evaluate infrastructure improvements and inform decision-makers about the return on investment for pedestrian and bicyclist safety projects.

Provide training and technical assistance to stakeholders and grantees to strengthen program management, problem identification, and countermeasures. Consider a Grants Management Manual to accompany the TxDOT Policy and Procedure Manual used by the Traffic Safety Office. Embrace a Safer by Design philosophy, ensuring every project aligns with safety objectives and incorporates relevant design approaches.

Expand outreach to a broad set of stakeholders and advocacy groups to ensure clear communication during policy development and project implementation. Emphasize driver–pedestrian and driver–bicyclist interactions and education surrounding emerging safety technologies.

Ensure policy and education efforts address both infrastructure projects and behavior-change initiatives, with emphasis on improving driver interactions with pedestrians and bicyclists.

Recommendations

- **Implement the newly created Statewide Active Transportation Plan.**
- **Expand the Pedestrian Action Safety Plan analysis tool to create a program planning and management document for design and construction of projects in all 25 TxDOT districts.**
- **Develop strategies that include the use of media, education, and outreach to produce prevention-focused projects that target identified high-risk population groups and communities.**
- **Explore public and private partnership funding sources to complement existing governmental funding for pedestrian and bicyclist safety programs.**
- **Monitor highway safety laws pertaining to pedestrian and bicyclist safety to educate stakeholders on their application to the pedestrian and bicyclist safety programs.**
- Expand the list of stakeholders and organizations that represent the pedestrian and bicyclist safety advocacy groups to ensure effective communication in the development of TxDOT policies affecting pedestrians and bicyclists.
- Expand data systems to collect the necessary data elements to fill in any gaps pertaining to pedestrian and bicyclist activities, including non-motorized counting and data quality control.
- Review the training and technical assistance on program management, problem identification, and countermeasures for stakeholders and grantees. Consider generating a Grants Management Manual that is available to grantees that outlines the technical assistance and training for the management of

highway safety grants. This manual would be a companion to the Policy and Procedure Manual used by TxDOT Traffic Safety Division.

- Consider the development and implementation of a program that evaluates infrastructure improvements, including a return on investment, that pertain to pedestrian and bicyclist safety projects.

Education

Advisory

Each State's Pedestrian and Bicyclist Safety Program (PBSP) should include a comprehensive, data-driven education and public outreach (communications) plan that is evaluated to determine message reach and effectiveness. The State and stakeholders should use various data to identify target audiences (e.g., crash, demographic, geographic, appropriate messages, delivery methods, reach of education, and outreach) and evaluate the plan's effectiveness based on the use of dedicated resources and quantified outcomes. An effective education and communications plan is based on data and research that helps determine the target audience, the most effective and efficient methods of reaching the audience, the personnel and funding resources (needed, available, and in use), identifies appropriate content and supports program and policy efforts. A good communications plan reflects the overall efforts outlined in a pedestrian and bicyclist safety program or traffic safety strategic plan. A comprehensive communications plan has objectives that address, but are not limited to, increasing knowledge of a safety best practice or law, focusing on safe practices by all road users, changing behavior to reduce crashes, encouraging or conveying the benefits of walking and bicycling for the target audience(s). In addition to educating on best practices and promoting behavior change, to be most effective, the communications plan should complement programmatic efforts such as enforcement and engineering actions to address pedestrian and bicyclist safety. The plan should be reviewed and revised based on changing conditions and priorities.

Having a designated lead agency to coordinate communications and education efforts to promote pedestrian and bicyclist safety will likely significantly impact reaching intended audiences with effective content-appropriate information. On the State level, this communications and education effort should be coordinated with multiple stakeholders that include, at a minimum, traffic engineering, law enforcement (including regular and high visibility enforcement), public health, education and driver licensing agencies, pedestrian and bicyclist safety advocates, as well as non-traditional entities such as business. It should provide outreach to, coordinate with, and include school, business, professional driver education, and community-based education efforts, involve all appropriate State and local agencies through funded and unfunded activities and objectives, and provide access to training and outreach programs and materials. The agency leading this outreach should initiate or offer resources to acquire knowledge of the related efforts of all entities involved in pedestrian and bicyclist safety activities or programs, including local and statewide public awareness campaigns. These campaigns should identify the extent of the safety problem, highlight mode-specific practices for safely sharing the road, including using pedestrian and bicyclist-specific infrastructure, discuss the rules of the road and State laws, and visibility and conspicuity in the traffic system. New or improved roadway designs and infrastructure to address pedestrian and bicyclist safety may not be intuitive for all roadway users (pedestrians, bicyclists, and motorists) to navigate. Public education is critical for teaching all road users how to navigate new or improved roadway designs and infrastructure. Education should include on-bike safety training for children and

adults. Information relayed to the public should reflect the audience for which it serves, taking into account the language and channels or methods the audience uses to convey information both orally and in writing

A multidisciplinary group of stakeholders allows for greater reach and implementation of education and outreach efforts. An interdisciplinary group of stakeholders includes those with traditional responsibility for addressing traffic safety, specifically pedestrian and bicyclist safety, such as law enforcement, health care community, bicyclist and pedestrian advocacy groups, public safety, transportation departments, pre-licensing driver education, and schools, as well as untraditional stakeholders such as private businesses. Integrating pedestrian and bicyclist safety messages and education into other program efforts can help elevate its effectiveness.

A variety of funding resources can support a rigorous education or outreach campaign. States should use earned, donated (unpaid), owned and paid media (print, broadcast/cable, outdoor, digital/social), traditional and non-traditional partnerships, experiential-based events and activities, and other channels that are culturally and linguistically appropriate to reach key demographic groups including high-risk populations (e.g., children, seniors, new immigrants). Each media effort should include a means by which the resources spent can be evaluated for effectiveness in reaching its appropriate audience.

Summary

Texas does not have a standalone education and public communications and outreach plan focused specifically on bicyclist and pedestrian safety. However, communications and outreach efforts and initiatives for pedestrian and bicyclist safety are outlined within the TxDOT Active Transportation Plan (ATP) and the TxDOT Texas Pedestrian Safety Action Plan. Additionally, Texas has developed a comprehensive Statewide Action Plan aimed at developing pedestrian and bicyclist safety and implementation strategies. These plans are administered by TxDOT, and communication and outreach efforts are delivered by the TxDOT District through their Traffic Safety Specialists, TxDOT grantees, Public Information Officers (PIOs), and other community stakeholders.

Bicyclist and pedestrian planning professionals and stakeholders use data to develop, evaluate, and update communication and outreach efforts within the Statewide ATP through surveys, focus groups, and interviews. They also utilize the Crash Records Information System and replica data sets to inform plan development.

TxDOT implements its communication and outreach initiatives with the help of a Bicycle and Pedestrian Advisory Committee that includes stakeholders and partners. The Advisory Committee advises the Texas Transportation Commission on bicyclist and pedestrian issues. Members are selected by the Commission to serve voluntarily and represent areas throughout the State. Representatives include the public, bicyclists, pedestrians, and other interested parties to help ensure effective communication and outreach with the bicycling and pedestrian communities. Committee perspectives are considered in the development of departmental policies affecting bicyclists and pedestrians, including the design, construction, and maintenance of highways.

The State and other stakeholders use a variety of means to reach target audiences through TxDOT's campaign, which includes broadcast and cable TV, radio, out-of-home (outdoor and gas station TV), paid digital ads, social media, and outreach through street team activations.

The State promotes and publicizes safety efforts and messages through “earned media,” “owned” media, and “paid” media. TxDOT also promotes and publicizes its efforts on the TxDOT website with pages on bicycle safety and pedestrian safety; there is a newsroom page, and active social media channels (Facebook, Instagram, X, and YouTube) for posts and videos.

In Texas, various State and other organizations sponsor on-bike safety training for both children and adults. These trainings are funded through TxDOT traffic safety grants. Presentations are available upon request for community groups, organizations, schools, and businesses. The trainings cover foundational commuter skills, helmet fitting, hand signals, bike maintenance, bike handling techniques, on-road application of the learned skills, scanning and signaling practice, crash-avoidance techniques, and real-world riding experiences on roads, neighborhoods, and trails.

In Texas, motorists, pedestrians, and bicyclists are educated on new roadway engineering applications and projects. Through the use of the TxDOT Safer by Design tool, existing and future infrastructure data are gathered to educate the public on 1) project scope and safety impacts; 2) pedestrian and bicycle route alternatives; 3) roadway, pedestrian, and bicycle design policies; and 4) costs, quality, and design requirements specific to pedestrian and bicycle safety. In addition, the Texas A&M Transportation Institute has several grants, among other organizations, that develop outreach and educational content on pedestrian and bicyclist safety.

Recommendations

- Evaluate and document local efforts addressing pedestrian and bicyclist safety communication and outreach that complement and support existing and planned high-visibility pedestrian and bicyclist safety enforcement activities.
- Consider developing a State-sponsored Driver Education Course focused on pedestrian and bicyclist awareness and safety, if deemed necessary or applicable.
- Explore partnering with the Texas Department of Licensing and Regulation (TDLR) to identify resources that support driver education professionals in the areas of pedestrian and bicyclist safety training.

Enforcement

Advisory
Each State's Pedestrian and Bicyclist Safety Program (PBSP) should be supported by law enforcement personnel trained to understand, investigate, and document the pedestrian and bicyclist crash problem, including who is involved, the causation factors, and where these crashes are occurring, as well as the traffic laws that contribute to the safety of non-motorized roadway users. This includes laws that provide for increased penalties for motorists that engage in high-risk behaviors that can lead to serious injury or death of non-motorized users, including speeding and distracted and impaired driving, as well as require bicyclists and pedestrians to follow the same rules of the road as motorists (e.g., refraining from walking or bicycling while distracted or impaired).

Agency policy should require ongoing analysis of all available crash, citation, and contact data; the timely and accurate reporting of crash data; and the deployment of proven countermeasures such as high visibility enforcement and other technologies to decrease pedestrian and bicyclist crashes. Enforcement should be coupled with community-based education and outreach conducted with State and local media, walking and bicycling organizations, and advocates to increase public awareness of the pedestrian and bicyclist safety problem, applicable laws, and safety best practices.

Agency leadership should encourage creative strategies to promote safe pedestrian, bicyclist, and motorist behaviors, such as:

- *a written warning program or citation diversion classes for violators;*
- *collaboration with roadway engineers, planners, advocates, and elected officials to identify*

solutions (e.g., infrastructure, signage, policy) for addressing high, non-motorized crash locations and unsafe roadway user behaviors; and

- *the requirement for transparency in the reporting of all pedestrian and bicyclist safety enforcement activities, including the rationale, goals, results, and next steps in promoting safety.*

Summary

In Texas, law enforcement responsibilities are shared between State and local police agencies. Responsibility for the enforcement of pedestrian and bicycle laws is shared between all law enforcement entities.

Current training on completion of the State CR-3 crash report form is limited to the basic academy. If additional training is offered, it is not widely known by officers in the field. For officers seeking a higher level of knowledge regarding crash investigation, intermediate and advanced crash investigation courses are offered through third party training institutions. The investigation of pedestrian- or bicyclist-involved crashes is covered more in-depth in the intermediate and advanced courses should an officer seek this training. Currently, the CR-3 crash report form makes the collection of data regarding pedestrian or bicyclist involvement straightforward, and it includes a very direct method of documenting distraction of all parties within the form. The extent to which the documentation is completed by the investigating officer varies.

Historically, training on the enforcement of pedestrian and bicyclist safety laws has been minimally addressed in the basic recruit academy, and tenured officers have little opportunity for pedestrian and bicyclist statute familiarization during “in-service” training. Without this training on the statutes, it is difficult to promote uniformity of violation identification or statute interpretation.

Texas has one of the best open-source crash databases in the country, and data is available that can help develop effective countermeasures to reduce pedestrian and bicyclist crashes, deaths, and injuries. TxDOT can provide analysis of crash data, locations, and times for agencies that do not conduct independent analysis. While it is difficult to determine how widespread data analysis is used by law enforcement agencies to identify location and causation of pedestrian and bicyclist crashes, there does not appear to be an example of the use of data analysis to develop and/or evaluate pedestrian and bicyclist crash countermeasures. Based on interviews, it appears that TxDOT is working to develop and train officers in the use of effective countermeasures that are coupled with their focused initiatives in pedestrian and bicyclist safety operations.

Through TxDOT, pedestrian and bicyclist education materials are widely available to agencies, and some agencies are disseminating safety information at bicycle rodeos and other community events. Traffic Safety Specialists are available to assist agencies in these educational efforts.

Other than certain grant-funded initiatives, few law enforcement agencies conduct independent training or participate in focused High Visibility Enforcement (HVE) of the statutes specifically protecting pedestrians and bicyclists, and when they do, effective crash countermeasures are not provided.

Law enforcement officers currently have the option to issue a written warning and divert a citation for observed violations.

Law enforcement is informed of infrastructure project timelines via a project tracker; however, involvement of law enforcement in identifying and selecting infrastructure improvement projects is not proactively sought. TxDOT is piloting Roadway Safety Audits, and law enforcement has been invited to participate in these audits.

While opportunities exist for recognition, there is currently no formalized recognition program for officers who have shown an interest in increasing bicyclist and pedestrian safety. Such recognition encourages the continued involvement of officers in traffic safety efforts and recognizes individual lifesaving efforts on the part of the officer. Texas is currently exploring ways to add this recognition to existing recognition opportunities.

Recommendations

- **Emphasize the lifesaving benefit of enforcing pedestrian and bicyclist laws in both the basic recruit training academy and in-service training for law enforcement officers, giving equal emphasis to pedestrian and bicyclist education and enforcement.**
- **Create and distribute a compilation of best practices from around the State for training officers in effective enforcement countermeasures specific to pedestrian and bicyclist safety.**
- **Strive to involve law enforcement personnel during the planning stages of roadway engineering modifications at all levels of government.**
- **Formalize a process to inform State and local law enforcement agencies of new roadway engineering applications and technology to address the questions:**
    1. **How should they be properly used (specific to pedestrians and bicyclists), and**
    2. **What enforcement actions are authorized by statute based on the implementation of the new roadway engineering applications and technology?**
- Stress the importance of collection and documentation of pedestrian and bicyclist information and unique crash scene evidence (particularly in the narrative section of the crash report) during basic law enforcement officer training on crash investigation. This will enable the development of effective crash and injury countermeasures.
- Develop and implement an online or in-person pedestrian and bicyclist enforcement and education training program as a prerequisite to awarding pedestrian and bicyclist educational and enforcement grants. Require officers to complete the training prior to participating in the grant-funded initiative.
- Require agencies to develop a policy that is supportive of both pedestrian and bicyclist safety prior to awarding traffic safety grants specific to pedestrian and bicyclist enforcement and education.
- Continue to identify recognition opportunities for officers who show dedication and devotion to the education and enforcement of laws protecting vulnerable roadway users.

Engineering

Advisory

Every roadway project should consider highway traffic safety engineering that considers the safe movement of pedestrians and bicyclists throughout a roadway network. This highway traffic safety engineering component should be incorporated into the design, construction, operation, and maintenance elements of a project and seek to balance the benefits and costs that will result in the best return on investment.

Each State's Pedestrian and Bicyclist Safety Program (PBSP) should include a policy incorporating a traffic safety engineering component coordinated with the State's local roads engineering program, State and local education programs, law enforcement agencies, Metropolitan Planning Organizations, and transit systems. Recognizing that roadway geometrics, pavement markings, and signage influence the behavior of all transportation modes (including pedestrians and bicyclists), States should use proven national engineering guidelines, strategies, and research-based best practices as guidance for incorporating pedestrian and bicyclist safety engineering designs (including accessibility) into their roadway projects.

States should analyze all available data (roadway, behavioral, demographic, and socioeconomic), field observations, and public input to plan, design, and maintain all roadway projects. Problem identification and evaluation of pedestrian and bicyclist crashes requires creating and maintaining crash databases at the State and local levels. The crash database should contain the elements that identify the frequency and type of crashes, including the contributing causes. This data should be used to evaluate and select appropriate engineering solutions to counteract the causation of pedestrian and bicyclist conflicts with motorists. In addition, Roadway Safety Audits are encouraged to identify and implement pedestrian and bicyclist safety improvements in existing and future roadway projects.

While a roadway network systems approach to planning, design, and maintenance is encouraged, states should also identify, select, and install the appropriate countermeasures to address high pedestrian and bicyclist crash (spot) locations at intersections and multi-lane roadways.

States should consider adopting a Complete Streets (or similar) program incorporating safe and convenient walking and bicycling facilities into urban transportation projects. A Complete Streets approach changes the way transportation decisions are made by incorporating design guidelines that address the safe movement of pedestrians and bicyclists in urban areas and on State highways that may serve as main streets in small communities.

States should encourage public involvement in the planning and design of all pedestrian and bicycle roadway improvement projects. Emphasis should be given to assessing and addressing the transportation needs of underserved communities (racial/ethnic, low income, children, seniors, people with disabilities) where walking and bicycling are the primary mode of travel, and transit riders (safe walking and bicycling routes to transit with well-maintained infrastructure).

All completed projects should be evaluated to assess the return on investment and the overall impact on safety. The evaluation findings should guide future improvements and be shared with the public.

Summary

The engineering tools, procedures, and policies being used by TxDOT are impressive. The TxDOT Roadway Design Manual (updated in November 2024) is one of the best with respect to the design and inclusion of pedestrian and bicyclist facilities. Per State law, Texas requires the consideration of bicyclist and pedestrian accommodations into the planning and implementation of all roadway projects. TxDOT has also adopted Public Right-of-Way Accessibility Guidelines (PROWAG) for accommodating pedestrians with disabilities. For example, the implementation of a Leading Pedestrian Interval requires the use of accessible pedestrian signals at traffic signals so that vision-impaired pedestrians can be informed when the "walk" sign is illuminated for their crossing. The TxDOT Design Division has adopted the new AASHTO Guide for the Development of Bicycle Facilities (5th Edition), published in December 2024. The 2nd edition of the AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities is also referenced in the Guide. While the TxDOT Roadway Design Manual is very good, some additions or changes are recommended as a part of this assessment. Texas is making excellent progress in developing an updated TxDOT Manual on Uniform Traffic Control Devices that is in substantial conformance with the Federal Manual published in December 2023.

While Texas road design policies align with Complete Streets (CS) principles, there is no Statewide CS policy. A CS policy should be pursued and adopted by the State Legislature.

Texas recently completed the 2050 Statewide Active Transportation Plan (SATP) in July 2025, informed by stakeholder input gathered over the prior two years, and it is posted online. The SATP is part of a coordinated strategy to improve walking and bicycling travel in Texas. The SATP 2050 goals are to: 1) improve safety, comfort, and accessibility; 2) enhance connectivity; 3) address community needs; 4) support economic vitality; and 5) promote healthy communities.

The Highway Safety Improvement Program (HSIP)–Statewide Transportation Improvement Program (STIP) includes a substantial emphasis on pedestrian and bicyclist safety projects. Approximately 14% of the STIP budget is dedicated to these projects, and all other safety projects must incorporate pedestrian and bicyclist safety considerations.

For HSIP countermeasure project evaluation, fatal and serious injury crashes are combined and averaged, a practice widely recommended to avoid focusing solely on fatal crashes. Texas is working to develop Texas-specific Crash Reduction Factors (CRFs). All police crash reports are entered electronically, enabling rapid identification of high-crash locations and enabling effective evaluation of safety projects.

Texas maintains a strong approach to obtaining stakeholder input when roadways involve right-of-way (ROW) acquisitions or capacity additions, including the introduction of new bike lanes.

The PSAP (Pedestrian Safety Action Plan) was completed in September 2023 to identify high-crash corridors and locations, as well as high-risk locations characterized by roadway and geometric features. The PSAP should be updated approximately every five years to identify new high-crash and high-risk

corridors for future project development. A BSAP (Bicycle Safety Action Plan) should be developed to identify bicycle-specific high-crash locations and corridors to focus resources on improving bicycling safety. The Road Safety Audit (RSA) Pilot Program should be expanded to evaluate locations in the PSAP and BSAP high-crash areas. RSAs should utilize an independent multidisciplinary team that includes law enforcement and human factors representatives. RSAs can be conducted for project designs before finalization to identify safety improvements or issues prior to implementation. The SATP and HSIP initiatives should continue to be integrated with CS principles, ensuring safe, accessible, and connected infrastructure for pedestrians and bicyclists as projects are developed and implemented. Ongoing emphasis should be placed on using a multidisciplinary approach in project planning and evaluation to address safety, accessibility, and community needs.

Recommendations

- **Revise the 2018 RRFB and PHB memo from the Traffic Safety Division Director and related content in the TxDOT Roadway Design Manual to allow for the use of pedestrian hybrid beacons (PHBs) at pedestrian crossings on higher speed roads (those with posted speed limits of 45 mph and 50 mph).**
- **Modify the TxDOT Roadway Design Manual to develop better guidance on when to install a marked crosswalk at an uncontrolled crossing. Furthermore, develop guidelines on the level of traffic control that should be implemented for uncontrolled marked crosswalks based on average daily traffic, posted speed limit, number of travel lanes, and the presence of a raised median. Both measures will provide more uniformity in uncontrolled marked crosswalk implementation and traffic control across the State.**
- **Create a Bicycle Safety Action Plan (BSAP) to identify bicyclist-specific high-crash locations and corridors, as well as high-risk locations and corridors, and update periodically (at least every five years).**
- **Expand the Roadway Safety Audit (RSA) Pilot Program to conduct RSAs for high-crash pedestrian and bicyclist locations and corridors as well as high-risk locations and corridors. Also use the RSA process with independent multiple disciplinary input for pedestrian and bicyclist design projects as well as existing locations.**
- **Create a schedule to conduct future Pedestrian Safety Action Plan (PSAP) updates at intervals of approximately every five years.**
- **Continue to work on developing Texas-specific crash reduction factors (CRFs) for safety improvements developed in Texas based on completed safety projects. Review and revise other factors such as Service Life for projects in the HSIP handbook for improved uniformity.**
- **Continue to develop a data warehouse to access and share data and information among key stakeholders.**
- Modify the TxDOT Roadway Design Manual and the Traffic Signal Manual to encourage the use of flashing yellow arrows to call a protected left-turn phase when there is a pedestrian crossing conflict (based on pedestrian push button actuation) at locations where pedestrians experience conflicts with left-turning motorists. This should be listed as an optional treatment for TxDOT and local agencies to consider.

- Develop a Complete Streets Policy that is adopted by the State legislature for all new roadway construction projects or roadway improvements.
- Develop an engineering and/or an educational program addressing safe bicycling routes to transit that will link transit and bicycles.
- Explore opportunities for additional training and research through the Texas Local Technical Assistance Program (Tx-LTAP) for improved pedestrian and bicyclist safety.

Emergency Medical Services

Advisory

Each State's Pedestrian and Bicyclist Safety Program (PBSP) should include an emergency medical services (EMS) component with the most up-to-date technologies, systems, and practices for responding to traffic crashes and other roadway incidents and improving injury outcomes. The State's EMS system should be able to react promptly to bicyclist and pedestrian injuries that occur at locations not accessible to ambulances. States should have a statewide 9-1-1 system that easily interfaces with a wide range of communications technologies, including wireless and voice-over-Internet Protocol (VoIP), identifies the location of the caller, and recognizes the technology generating the call to quickly route the information (photo, video) to the appropriate first responders.

States should require all emergency medical technicians and paramedics to complete training that conforms to NHTSA's National Emergency Medical Services Education Standards and mandates or promotes the use of the Centers for Disease Control and Prevention's (CDC) Guidelines for Field Triage of Injured Patients at the local level to determine injury severity, manage the patient's injuries and select the safest and most appropriate hospital emergency department (ED). Protocols should also be in place to ensure safe and efficient transport to the ED using the most expeditious mode.

All EMS data should be entered into a National EMS Information System-compliant (NEMSIS) reporting system that enables states and EMS stakeholders to assess needs and performance regularly. EMS data should also be captured via a statewide Injury Surveillance System (ISS) that is integrated with the trauma registry, emergency department (ED), hospital discharge, and vital records, linked to the State's crash database, and accessible to government officials, stakeholders, researchers, and the public for identifying at-risk communities and modes, emerging injury problems and trends; and for policy and program decision-making.

States are encouraged to leverage creative strategies to promote bystander care, such as Good Samaritan apps and Stop-the-Bleed training, capitalize on in-vehicle technology systems that transmit crash and location data to call centers and street-level traffic cameras to enhance incident detection and encourage the delivery of traffic safety education and best practices through community-based, para-medicine programs.

Summary

Even with strong engineering, enforcement, education, and accessibility efforts, bicyclists and pedestrians still sustain injuries. In Texas and nationwide, people rely on an efficient EMS and trauma care system as the final link in a chain that can reduce fatalities and mitigate the impact of serious injuries. Texas EMS has worked hard to be well-positioned to meet that expectation. Under the leadership of the Texas EMS Office in the Department of State Health Services and the Governor's EMS and Trauma Advisory Council, the system has established Regional Advisory Councils, identified resources, educated personnel, designated hospitals, established medical oversight, and begun capturing data to monitor how well the system is functioning. These efforts position Texas to meet expectations for rapid, appropriate care across a wide range of patient needs, including bicyclist and pedestrian injuries as well as cardiac, stroke, and pediatric emergencies.

Although Texas meets or is well on its way to meeting most EMS elements assessed, there is still room for improvement. America's fire service has reduced demand for fire suppression through a multi-pronged fire prevention approach. Modern fire prevention includes technologies such as sprinklers, smoke and carbon monoxide detectors, building codes and code enforcement, and public education on simple measures like stop, drop, and roll. EMS should embrace a similar preventive approach to reduce injuries before they occur and lessen the demand for acute trauma care responses. One advantage of this culture shift is that many strategies to reduce bicyclist and pedestrian injuries will have overlapping benefits with other injury causes.

Involving EMS in injury prevention will best happen in partnership with other traffic safety and public health stakeholders. Relationships among local and regional EMS leaders, law enforcement, public educators, traffic engineers, community advocates, epidemiologists, and policymakers require sustained collaboration and investment of time and resources. EMS brings an essential perspective to these efforts. EMS and trauma data can illuminate injury severity, types of injuries, locations, time of day, and other factors. When combined with CRIS data and cost-of-care information, this data enhances our understanding of where, why, and how injuries occur and the resources they consume. The better that combined data is, the more effectively we can describe the injury problem and design targeted prevention strategies. Because rapid EMS response is often essential, the EMS workforce in Texas is well-qualified. EMS responders are typically trusted and non-threatening members of their communities, making them an ideal channel for delivering bicyclist and pedestrian safety messaging.

Three priority roles for EMS in bicyclist and pedestrian safety emerge:

- First, turning injury data into actionable information requires combining EMS and trauma registry data with CRIS and healthcare cost data to better describe injury severity, mechanisms, locations, time of day, and resource use, and using this integrated data to prioritize countermeasures, evaluate interventions, and estimate healthcare cost savings and return on investment.
- Second, building and sustaining partnerships involves engaging EMS leaders with law enforcement, traffic engineers, public health and epidemiologists, educators, community advocates, and

policymakers to promote joint activities such as Road Safety Audits, post-crash reviews, education campaigns, and community outreach.

- Third, transforming EMS culture toward prevention means balancing the traditional emphasis on acute care with proactive injury-prevention roles, leveraging the trusted, community-facing EMS workforce to deliver targeted safety messaging. Additional benefits include the wide distribution and trust of EMS responders, making them effective messengers for safety education, and the potential to reduce demand for acute trauma care across multiple injury types. In sum, maximizing EMS contributions will require turning rich clinical and response data into actionable insights, deepening multidisciplinary partnerships, and shifting EMS culture to incorporate prevention as a core mission, thereby improving countermeasure targeting, reducing injuries, and lessening the burden on trauma care resources.

Recommendations

- **Take steps to combine EMS, trauma registry, CRIS, hospital cost, and medical examiner data for use by analysts, researchers, policymakers, and others involved in injury prevention.**
- **Encourage the joint participation of EMS, law enforcement, engineering, and other safety partners whenever road safety projects are being considered, including Road Safety Audits, post-crash reviews, and new project designs.**
- **Identify and include the data necessary for use in the Injury Surveillance System (ISS) to document and report the cost of bicyclist and pedestrian injuries in Texas, so that cost data can inform decisions about healthcare savings and prevention options.**
- Create injury prevention data briefs using the Spectrum of Prevention model to disseminate best practice strategies for bicyclist and pedestrian injuries.
- Continue working to implement NG-9-1-1 Statewide, with particular attention to rural areas where this work may be most challenging.
- Identify ways to capture data on trauma patients who arrive at non-designated hospitals to achieve the most complete picture of trauma care in Texas.
- Investigate the use of AI to identify crashes using video from the State's existing and future street-level traffic cameras, with the goal of enabling the earliest possible dispatch of emergency services to crashes.
- Use the State's existing EMS personnel and agency recognition program to highlight programs and individuals excelling in injury prevention, and encourage replication of the best practices.
- Create a continuing education module for EMS personnel that illustrates options for and the importance of EMS involvement in locally based injury prevention efforts.

Equity and Accessibility

Advisory

Given the multidisciplinary nature of the highway safety problem, implementation of a comprehensive pedestrian and bicyclist safety program requires coordination among several State and local agencies as

well as public and private entities to build and promote pedestrian and bicycle networks that are safe and accessible.

States should consider transportation policy and design that enables safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. States should have a policy that guides transportation investment and programs toward areas with documented needs. States should evaluate the effectiveness of public communication efforts and ensure information is accessible to users with different communication needs.

States should use proven national engineering guidelines, strategies, and research-based best practices to guide pedestrian and bicyclist safety engineering designs in roadway projects. States should encourage public involvement in planning and designing roadways and consider neighborhoods and communities where walking, biking, and access to transit services are prevalent. This engineering component should improve the safety of pedestrians and bicyclists through the design, construction, operation, and maintenance of engineering measures such as:

- *Pedestrian, bicyclist, and school bus loading zone signals, signs, and markings;*
- *Parking regulations;*
- *Traffic-calming or other approaches for slowing traffic and improving safety;*
- *On-road facilities (e.g., bike lanes, buffered bike lanes, separated bike lanes);*
- *Lighting;*
- *Sidewalk design;*
- *Pedestrian facilities (e.g., sidewalks, crosswalks and crossings, curb ramps);*
- *Off-road facilities (e.g., trails and shared-use paths);*
- *Accommodations to ensure routes and facilities are usable by people with varying needs.*

Summary

The underlying question addressed in this accessibility section is: what would it take to make the State of Texas a safe and comfortable place for people who walk, roll, and bike in and around their communities to reach where they need and want to go?

This largely comes down to resources and priorities. While TxDOT has adopted the new PROWAG guidelines and maintains an ADA transition plan to ensure compliance on State facilities, the timeline for these corrections extends beyond the lifetimes of many readers of this report today. This is based on a $1.6 billion investment need identified in the TxDOT ADA plan, compared to an ADA annual budget of $25 million.

The lack of pedestrian accessibility and connectivity affects not only safety on State-managed roads but also requires local jurisdictions to make improvements to their infrastructure. In both cases, more funding is needed—potentially from the State in addition to Federal and local sources—to address this unmet need.

It is also useful to consider a systemic or public health approach to accessibility in safety. If pedestrians and bicyclists are navigating unsafe conditions because they have no better options to get where they need to go, what can be done to improve their choices?

A systemic approach that expands options would ensure there are: 1) protected, separated facilities for people traveling outside of vehicles (sidewalks and protected bike infrastructure); 2) crossings that minimize conflicts through lower speeds; 3) better sightlines and lighting; and 4) reductions in unrestricted right turns on red. Integrating universal design principles and ADA accessibility standards into these improvements helps ensure safe, usable infrastructure for all users.
A good example of this systemic approach is TxDOT's efforts to work with transit agencies that have bus stops located midblock on a State right-of-way to relocate those stops to signalized crossings, so transit riders can cross safely without long detours. The City of Houston has also undertaken projects to reduce conflicts between pedestrians crossing to stops where there is no signalized intersection. Ensuring that these initiatives are designed and implemented with input from stakeholders helps guarantee more effective outcomes.

Proactively thinking about how people walk, roll, and bike to navigate their communities—and about the choices they make and how to reduce high-risk choices, such as traveling along rural roads with no pedestrian or bike infrastructure—could be addressed through increased State support for public transit service. The Statewide Multimodal Plan in development will analyze where gaps exist, and additional service could support safety and accessibility goals.

Additionally, increased public transit access could support a Transportation Demand Management (TDM) strategy that relieves congestion, reducing the need for roadway capacity projects and contributing to shorter travel times. Savings from TDM strategies could enable more funding to fill gaps in pedestrian connectivity and accessibility.

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Additionally, increased public transit access could support a Transportation Demand Management (TDM) strategy that relieves congestion, reducing the need for roadway capacity projects and contributing to shorter travel times. Savings from TDM strategies could enable more funding to fill gaps in pedestrian connectivity and accessibility.

Recommendations

- **Identify and pursue additional funding sources to support sidewalk repair and/or sidewalk constructions on local roads.**
- **Improve process for educating contractors and ensuring local jurisdictions are educating contractors regarding the underlying reason for maintaining pedestrian access, as well as proper construction mitigation strategies.**
- **Identify and pursue additional funding for pedestrian-scale lighting for both local and State roadways.**
- **Reevaluate travel demand forecasting models that assume travel can only occur as single-occupancy vehicle trips.**
- **Complete the Statewide multimodal plan to understand gaps in transportation access.**
- **Evaluate how existing transportation funding and resources are allocated between road capacity projects and projects that are designed to increase pedestrian connectivity and safety.**
- Continue to collaborate with local transit agencies and local jurisdictions to re-locate transit stops to reduce conflict between crossing pedestrians and high-speed traffic.
- Consider what additional demographic data might be useful for understanding crash patterns and targeting safety interventions.
- Consider collecting data on the demographics of people who end up in collections or have their

licenses revoked due to non-payment of traffic citations to understand what interventions are necessary to ensure drivers remain licensed.

- Consider collecting ADA transition plans from eligible local jurisdictions and offering technical assistance to jurisdictions that need help improving or completing their plans.
- Consider offering stipends and childcare to increase community participation.
- Improve guidance and training for police about current laws that clarify that pedestrians may walk in the roadway if sidewalks are inaccessible, unsafe, or nonexistent.
- Consider collecting data on how citations for pedestrian and bicyclist safety violations, such as jaywalking, compared to the demographics of the State population.
- Consider the use of speed governor/intelligent speed assistance programs in publicly owned vehicle fleets.

Appendix A - Questions, Status, and Conclusions

The Status and Conclusions below reflect the individual assessors' review of the information provided at specific moments throughout the assessment process. The assessors used these notes to develop the final report. The individual notes should not be construed as the final assessment report findings.

Status Definitions

- **Current Practice** (defined as the State fully meets the objective of this question)
- **In Development** (defined as the State is actively in the process of implementing the objective of this question or has partially achieved the question's objective)
- **Under Consideration** (defined as a documented proposal or plan for achieving this question's objective is being considered for implementation but has not yet been approved, and no action has been taken)
- **Not At This Time** (defined as This question's objective has neither been implemented nor is it being considered for implementation. This also should be used for question objectives considered "not applicable" to the State.

Program Management

1. Does your State have a plan that describes its program to address pedestrian and bicyclist safety?

Current Practice

Texas has developed a comprehensive Statewide Active Transportation Plan (SATP) to establish a unified vision for the identification and implementation of strategic active transportation priorities and policies across Texas through 2050. The SATP was recently completed, and implementation will start soon.

Texas has several other documents that outline methodologies for crash analysis, countermeasure identification and selection, roadway network screening tools, and implementation guidelines, but this is not a plan in the sense that it is a document that guides and manages a comprehensive program for pedestrian and bicyclist safety.

As an example, the Pedestrian Safety Action Plan (PSAP) was initiated to address the rising number of pedestrian-related crashes occurring on Texas roadways and provide the Texas Department of Transportation staff with a plan to identify and analyze locations of concern for pedestrian safety so suggested countermeasures can be implemented. The PSAP states that analysis results can also be used by Texas Metropolitan Planning Organizations as they strive to program roadway investments that create safer conditions for pedestrians within their jurisdictions. This is a document that complements the SATP.

2. Is the State's pedestrian and bicyclist safety program plan a component of another plan?

Current Practice

Texas recently completed a comprehensive pedestrian and bicyclist safety program plan, and they have a separate Pedestrian Safety Action Plan (PSAP) that was completed in 2023. This is not a planning or program management document, rather it provides Texas Department of Transportation (TxDOT) District staff with an engineering analysis tool which identifies locations of concern for pedestrian safety (not bicyclist) as well as suggested countermeasure investments to create safer conditions for pedestrians. This document complements the PSAP.

Regarding bicycles, TxDOT has developed several district bike plans and has more in the works. While many bikeways are planned and funded at the local level, TxDOT is working with local communities to develop bikeway networks integrated with the State system to improve safety, connectivity, and access within and between TxDOT districts. TxDOT is working to develop regional plans to further provide safe, thoughtfully designed well-maintained facilities for bicyclists within each district and between districts, providing connectivity across the State. The next step for the State is to plan more effectively for bicycle travel and develop an approach that can be applied across Texas. Each plan analyzes the needs for bicycle infrastructure on the State highway system, prioritizes locations for bicycling improvements, and identifies what role

different routes should play in the bicycling network. It also incorporates the public and stakeholder feedback received.

In September 2024, the pilot planning process for the district bicycle plans was complete, and plans were finalized for the Bryan, Laredo, Pharr, and San Antonio districts. This pilot developed an approach that can be applied in all 25 TxDOT districts, and it included technical studies, stakeholder engagement, and virtual public events. In the future, TxDOT will develop the remaining district bicycle plans.

3. Does your State's Highway Safety Improvement Plan (HSIP) and Highway Safety Plan (HSP) include efforts that are aimed at reducing pedestrian and bicyclist injuries and fatalities?

Current Practice

No supporting documentation, such as the Highway Safety Improvement Program (HIS) nor the Triennial Highway Safety Plan (3HSP), was provided during the initial data submission; however, an internet search found the HSIP Guidelines (dated July 2023), the 3HSP, and the Strategic Highway Safety Plan (SHSP). Review of these documents demonstrates that Texas is concentrating effort at reducing pedestrian and bicyclist injuries and fatalities.

The SHSP includes efforts aimed at reducing pedestrian and bicyclist injuries and fatalities. Section 6.8 of the SHSP addresses Vulnerable Road Users, and Texas is utilizing the Safe System Strategy approach. In the case of pedestrians and bicyclists, Texas considers separating users in terms of time and/or space. These aspects address both infrastructure and behavior by looking to dedicated transportation space for users moving at different speeds and, subsequently, reduce adverse interactions between users. Ultimately, every road user has a responsibility to use the road safely, whether they are driving, biking, walking, riding, or traveling by other modes and act within the limits of the road system's design.

Texas is using the approach to address infrastructure facilities to reduce fatal and serious injury crashes and has recognized that intersections are particularly problematic since they not only involve vehicles, but also vulnerable road users such as pedestrians and bicyclists. Pedestrians use the roadway at intersections, as well as other types of infrastructure, so it is important to consider countermeasures that increase visibility through lighting and other proven approaches. For the part of the driver, there are countermeasures that increase attentiveness so that they can be more aware of the possibility of the presence of pedestrians. The focus of a Safe System is to reduce risk and, subsequently, death and serious injury related to traffic crashes (vehicle occupants, pedestrians, and bicyclists). As part of the planning process, the representatives for this section of the SHSP considered behavioral countermeasures as well as engineering solutions addressing conflict points, speed reduction, visibility, and space for vulnerable road users.

In the Texas 3HSP, pedestrian and bicyclist safety is shown as a core performance measure as required by the National Highway Traffic Safety Administration. The 3HSP states that TxDOT will work in conjunction with stakeholders and regional coalitions to reduce the incidence of

pedestrian and bicyclist fatalities and the associated traffic crashes to improve the pedestrian and bicyclist crash situation in Texas. The goal is to reduce the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050, as directed by the Texas Transportation Commission.

Strategies used include media, education and outreach, and prevention-focused projects that are conducted at local and Statewide levels to reach the overall driving and non-motorized traveling public, but with emphasis on the identified high-risk population groups and high-risk areas and communities in Texas. These efforts are designed to achieve the most effective impact on reducing overall pedestrian and bicyclist fatalities and injuries.

4. Is there a variety of funding resources used to adequately support efforts to reduce pedestrian and bicyclist crashes, injuries and fatalities?

Current Practice

The Texas Department of Transportation (TxDOT) facilitates a variety of grants, programs, and initiatives to help local governments build and maintain roads and provide public transportation services within their jurisdictions through the Local Government Assistance, Grant, and Match Programs. These funding source programs include:

1. Transportation Alternatives Set-Aside Program (TASA): administered by TxDOT for the purpose of funding construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation. Eligible projects include sidewalks, bike lanes, pedestrian signals, traffic calming, lighting, and safety infrastructure. The source of these funds is the Federal Surface Transportation Block Grant.
2. Transportation Alternatives (TA) Program: administered by TxDOT under the Unified Transportation Program. The purpose of these funds is to support nonmotorized transportation projects. Funding use includes pedestrian and bicycle infrastructure, safety improvements, and connectivity enhancements.
3. Unified Transportation Safety Program funds: administered by TxDOT. The purpose is to target safety improvements including pedestrian and bicyclist safety. Funds are used for infrastructure upgrades, signage, and signal improvements.
4. Traffic Safety Grants: administered by TxDOT and the National Highway Traffic Safety Administration. The purpose of these funds is to support behavioral highway safety programs such as education, enforcement, and outreach. Funding use includes pedestrian and bicycle safety campaigns, law enforcement training, and community engagement.
5. Highway Safety Improvement Program (HSIP): administered by TxDOT. The purpose of these funds is to provide data-driven safety projects to reduce fatalities and serious injuries. Funds are used for pedestrian crossings, signal upgrades, and road diets. These projects are typically included in TxDOT's Statewide Transportation Improvement Program and HSIP annual reports.

6. NHTSA Highway Safety Grants (Section 402, 405): administered by NHTSA in partnership with TxDOT. The purpose of these funds is for behavioral safety programs. Funds are used for pedestrian and bicycle safety education, enforcement, and outreach.

5. Is there an existing statute or formal guidance that tasks a specific entity with leading and coordinating the effort to reduce pedestrian and bicyclist crashes, injuries, and fatalities?

Current Practice

The Texas Health and Safety Code Title 9, Chapter 758 titled "Bicycle Safety" gives formal guidance that TxDOT is explicitly authorized to establish and administer a Statewide bicycle safety education program, including adopting rules, certifying instructors, and overseeing a dedicated safety fund. The Texas Transportation Code grants TxDOT broad road safety improvement authority, which is implemented through programs such as the Highway Safety Improvement Program, under which pedestrian and bicycle safety countermeasures are funded. The Public Transportation Office houses a Statewide coordinator for bicyclist and pedestrian programs.

6. Is there a Statewide group of multidisciplinary stakeholders that works with the lead agency to develop, implement and evaluate the PBSP?

Current Practice

TxDOT's Bicycle and Pedestrian Advisory Committee (BPAC) advises the Texas Transportation Commission on bicycle and pedestrian issues. Members are selected by the commission to serve as volunteers for three-year terms. It is a multidisciplinary group composed of representatives from Metropolitan Planning Organizations, local government (cities and counties), public health experts, law enforcement advocacy groups, academia, transportation engineers and planners.

By involving representatives of the public, including bicyclists, pedestrians, and other interested parties, TxDOT helps ensure effective communication with the bicycling and pedestrian communities. Bicyclist and pedestrian perspectives will be considered in the development of departmental policies affecting bicyclists and pedestrians, including the design, construction, and maintenance of highways. The BPAC works with TxDOT staff on important initiatives, including:

- Pedestrian Safety Action Plan
- State of the Practice in Bicycle and Pedestrian Accommodation
- Strategic Direction Report
- Bike Stripe
- Texas Bicycle Tourism Trails Study

There are eleven BPAC members that represent all parts of Texas. These members serve a three-year term, and they meet every three months, and the meetings are open to the public.

7. Does the Pedestrian and Bicyclist Safety Program (PBSP) regularly communicate with stakeholders to inform them about the status of the PBSP, coordinate resources, and/or share best practices and

other information?

Current Practice

Most Texas Department of Transportation (TxDOT) districts have quarterly meetings to share resources, best practices, and education. For example, there is a City of Amarillo team that meets, and then there is a TxDOT Vision Zero Coalition (VZA) that leads pedestrian and bicyclist safety discussions. In these meetings, TxDOT distributes information from the National Highway Traffic Safety Administration (NHTSA) to partnering agencies and the public. TxDOT uses various VZA resources like Teens in the Driver's Seat, a peer-to-peer program for teens that focuses solely on traffic safety and addresses all major risks for this age group. TxDOT also distributes information from the VZA website. As an example, NHTSA provides information about the Bicycle Safety Month (held in May).

8. Does the lead agency and stakeholders group (if applicable) use data (e.g., crash, roadway, EMS, citation, and adjudication) to identify the extent of the State's pedestrian and bicyclist safety crash problem, clarifying the who, where, when, and why of crashes as well as the crash outcomes?

Current Practice

A comprehensive database of reported motor vehicle crashes in Texas, including pedestrian and bicyclist involvement, is used to identify high-injury locations, frequency, and contributing crash factors. This is the best source in Texas. The Crash Records Information System (CRIS) is a comprehensive reporting of law enforcement crash reports and current withing two months from the time of the crash. However, this report has large sections of missing data in many variables. With the proper queries, it is possible to clarify the who, where, when, and why of crashes as well as the crash outcomes. The Texas Department of Transportation (TxDOT) Bicycle and Pedestrian Program has compiled a set of resources to answer questions about non-motorized counting, from site selection and counter setup to quality control and data uses.

This is a great idea, but it does not appear to be representative of the State, with minimal data capture. The Fatality Analysis Reporting System (FARS) reports all fatal crashes involving pedestrians or bicyclists in Texas. With the proper queries, it is possible to clarify the who, where, when, and why of crashes as well as the crash outcomes. TxDOT data is incorporated into the FARS data system, but it is two years behind the Texas data, making CRIS the preferred choice for analysis. Strava Metro is an organization that partners with public agencies of all sizes (Departments of Transportation, Planning Organizations, Trail Organizations, cities and more) to improve infrastructure for bicyclists and pedestrians. Whether they are planning and building new infrastructure or measuring the impact and behavior change after a project is complete, thousands of public agencies around the world use Metro data to evaluate and improve bicycle and pedestrian infrastructure, analyze patterns of people moving in their regions and make impactful, data-driven decisions. Strava is a new tool (2024) and does not report on crash data, but it does provide State and county level data. It is a useful source of information about the frequency of travel (i.e., exposure data). Combined with CRIS, it is helpful to prioritize limited funds for bicyclist and pedestrian safety.

9. Is the BPSP re-evaluated and updated, and is this information shared with stakeholders and/or the public?

In Development

The Texas Department of Transportation (TxDOT) recently developed a comprehensive Statewide Active Transportation Plan (SATP) to establish a unified vision for the identification and implementation of strategic active transportation priorities and policies across Texas through 2050. This plan is new and was published in July 2025.

The SATP provides recommendations for improving conditions for bicycling, walking, rolling, or other modes that are typically human-powered, non-motorized transportation, but may also include smaller electric-powered micromobility options such as e-scooters and e-bikes.

TxDOT has completed District Bike Plans (DBP) in four of their 25 districts. The content of the bike plan includes:

- Executive summary
- Introduction
- Community and stakeholder outreach
- Existing Conditions
- Needs assessment
- Bikeway development priorities
- Prioritization methodology
- Bicycle tourism trails network
- Refinement
- Bikeway functions and design selection
- Implementation

Public involvement is an important part of the SATP and the DBPs. Planners work with district staff to collect data, create the plan, and build a list of stakeholders who would be beneficial in the planning process and public involvement.

10. Does the State provide training and/or technical assistance on program management, problem identification, and countermeasures for stakeholders and grantees?

Current Practice

Each year, in early November, the Texas Department of Transportation (TxDOT)-BTS (Behavioral Traffic Safety) releases a general grants Request for Proposal (RFP). The RFP is announced in the Texas Register; the RFP, RFP training video, and RFP Frequently Asked Questions are updated and posted each year on the internet.

11. Does the State evaluate funded safety programs, to include employing some measure of effectiveness?

Current Practice

The Texas Department of Transportation Highway Safety Office safety grants include an end-of-year evaluation called an Annual Report, which is presented to the National Highway Traffic Safety Administration. This evaluation is for the Behavior Highway Safety Program.

12. Does guidance exist for conducting program evaluation?

Current Practice

Chapter 6, Sections 6, 7, and 8 of the Traffic Safety Program Manual outlines an evaluation program. Project evaluation brings the traffic safety process full circle, as the results help managers determine whether or not any of the preceding steps need adjustments. Evaluation is an ongoing process in the management of the Texas Behavioral Traffic Safety Program.

The traffic safety program efforts involve:

- Problem identification
- Countermeasure development
- Countermeasure implementation
- Evaluation

The purpose of the evaluation is to allow all involved to:

- Assess project and/or program effectiveness
- Improve countermeasures
- Allocate scarce resources more efficiently

Without evaluations, those involved could not know:

- When to make adjustments to countermeasure development or implementation
- If programs and individual projects are accomplishing their intended results
- If one program is more or less effective than another

Using evaluation results, project managers arrive at one of three possible decision outcomes:

- To continue with the activity as it is
- To modify the activity to improve performance
- To place the subgrantee on “High Risk” status or cancel the activity for lack of progress or poor performance

The evaluation component is included in the Annual Report that is made to the National Highway Traffic Safety Administration.

13. Does your State have laws and/or policies specifically addressing pedestrian and/or bicyclist safety?

Current Practice

Texas has laws that specifically address pedestrian and bicycle safety. These are found in Title 7, Subtitle C, Chapter 551 and 522.

For pedestrians, Texas law covers:

- Traffic control signals
- Pedestrian right-of-way if a control signal is present
- Pedestrian right-of-way at crosswalk
- Pedestrian to keep right
- Use of sidewalk
- Solicitation by pedestrians
- Local authorization for solicitation by pedestrians
- Drivers to exercise due care
- Ordinances relating to pedestrians
- Blind pedestrians
- Train occupying crossings

For bicyclists, Texas law covers:

- Moped and electric bicycles
- Rights and duties of bicyclists
- General operation
- Operation of a roadway
- Safety equipment
- Competitive racing
- Regulation of bicycles
- Operation of electric bicycles
- Bicycles and sidewalks

14. Does the State monitor or assess the need for pedestrian and bicyclist safety legislation?

Current Practice

There are several advocacy organizations, with Bike Texas being a major one, that pursue legislation to address areas of legislation where improvements need to be made. Bike Texas actively monitors proposed legislation for bills that would impact bicyclists if passed, and the organization normally works behind the scenes each session to get one or more bills introduced that would improve bicycle safety and access in Texas. Bike Texas is occasionally invited to sit on a number of TxDOT and other project advisory boards, which has provided an opportunity to encourage pedestrian and bicycle friendly designs to be considered and incorporated into upcoming projects.

The Executive Director of Farm&City mentioned that he was not aware of any formal State process for assessing the need for pedestrian and bicyclist safety legislation. In practice, proposals are often shaped more by political feasibility than by data or public health priorities. For example, during the 2017–2022 Strategic Highway Safety Plan process, several action items were removed due to concerns about their likelihood of passing. In their opinion, legislation tends to advance when supported by influential agencies. The 2025 passage of SB 2039, a

vulnerable road user bill, was widely seen as having the backing of the Texas Department of Public Safety. While agencies like the Texas Department of Transportation and the Texas Department of Public Safety cannot lobby, their informal support—or lack thereof—often influences legislative outcomes. At times, agency resistance to pedestrian safety reforms is evident in public forums, where staff may question established safety principles or shift focus to individual behavior rather than systemic solutions. The opinions of Farm&City also included that, while many public servants are committed to safety, a cautious political climate can limit innovation and delay meaningful reform.

15. Does the State inform stakeholders of the technological advances such as vehicle, infrastructure, and communications or mobile applications that may affect the safety of pedestrians and bicyclists?

In Development

There was no response to the question, and it appears that a program to share technology advances may be in development, although it is not clear as to the extent of sharing technological advances. The Texas Department of Transportation provides a host of reference maps, traffic count maps, roadway inventory information, crash reports and records, bicycle and pedestrian counts, and a Statewide planning map, to name a few.

Education

16. Does your State have an education and public outreach (communications) plan focusing on bicyclist and pedestrian safety, which is included in a Statewide traffic safety education and public outreach plan or another plan (e.g., Highway Safety Plan)?

Current Practice

Texas does not have a specific education and public communications and outreach plan focusing on bicyclist and pedestrian safety. However, the communications and outreach efforts and initiatives for pedestrian and bicyclist safety are outlined within the TxDOT Active Transportation Plan and the TxDOT Texas Pedestrian Safety Action Plan. In addition, Texas has developed a comprehensive Statewide Action Plan aimed at developing pedestrian and bicyclist safety strategies and implementation strategies. These plans are administered by TxDOT, and communication and outreach efforts are to be delivered by the TxDOT district, through their Traffic Safety Specialists, TxDOT grantees, Public Information Officers (PIOs), and other community stakeholders. Communication and outreach efforts are in alignment with guidance plans.

17. Does the State Highway Safety Office, or designated lead agency for pedestrian and bicyclist safety, use data to develop, evaluate, and update this communications plan, and how often is it evaluated and updated, and by whom?

Current Practice

The bicyclist and pedestrian planning professionals and stakeholders use data to develop, evaluate, and update communication and outreach efforts within the Statewide Active Transportation Plan through the use of surveys, focus groups, interviews. They utilize Crash Records Information System (CRIS) and replica data sets to influence plan development. For

example, data is used to develop District Bike Plans, and CRIS data is used for the Pedestrian Safety Action Plan. In addition, pedestrian and bicyclist crash statistics are pulled prior to each campaign to determine areas of increased focus within the State and to update media materials (press releases, etc.). Surveys are also gathered annually during outreach activations to collect public feedback. A large study was conducted to test messaging on unsafe driving behaviors including around pedestrian safety.

18. Are funding sources specifically used to implement the communication plan activities?

Current Practice

Texas has a FY 2025 Approved Project List reflecting the funded organization, project title, funding sources, and funding totals. The funding sources, sections 402 and 405G, are used to implement communication and outreach activities identified in Texas' safety plans. Pedestrian and bicyclist safety communication and outreach educational materials are distributed to the

public by the TxDOT districts, Traffic Safety Specialists (TSSs), TxDOT grantees, PIOs, and other community stakeholders.

19. Is this plan implemented with the help of a multidisciplinary group of stakeholders that includes non-traditional and/or multicultural partners?

Current Practice

TxDOT implements their communication and outreach initiatives with the help of a Bicycle and Pedestrian Advisory Committee that includes stakeholders and partners. The Advisory Committee advises the Texas Transportation Commission on bicyclist and pedestrian issues. Members are selected by the commission to serve voluntarily and represent areas throughout the State. Representatives include the public, bicyclists, pedestrians, and other interested parties to help ensure effective communication and outreach with the bicycling and pedestrian communities. Committee perspectives are considered in the development of departmental policies affecting bicyclists and pedestrians, including the design, construction, and maintenance of highways. In addition, TxDOT coordinates with Traffic Safety Specialists (TSSs) and PIOs throughout the State for selecting specific locations for street team activations. The work of other safety organizations, such as the Texas Pedestrian Safety Forum and Bike Texas, helps inform campaign messaging and share out educational materials.

20. Does the pedestrian and bicyclist safety communications plan complement and support existing and planned traffic engineering activities that address pedestrian and bicyclist safety?

Current Practice

Texas hosts meetings with key district and division staff to address safety. TxDOT implements their communication and outreach initiatives with the help of a Bicycle and Pedestrian Advisory Committee that includes stakeholders and partners. The Advisory Committee advises the Texas Transportation Commission on bicyclist and pedestrian issues. Representatives include the public, bicyclists, pedestrians, and other interested parties to help ensure effective communication and outreach with the bicycling and pedestrian communities. Committee

perspectives are considered in the development of departmental policies affecting bicyclists and pedestrians, including the design, construction, and maintenance of highways. In addition, TxDOT coordinates with TSSs and Public Information Officers throughout the State for selecting specific locations for street team activations. The work of other safety organizations, funded by TxDOT, such as the Texas Pedestrian Safety Forum and Bike Texas, helps inform campaign messaging and share out educational materials.

21. Does the pedestrian and bicyclist safety communication plan complement and support existing and planned high visibility pedestrian and bicyclist safety enforcement activities?

Current Practice

The TxDOT Traffic Safety Division provides grants and coordinates with local law enforcement on a project needs basis. TxDOT implements their communication and outreach initiatives with the help of a Bicycle and Pedestrian Advisory Committee that includes stakeholders and partners. The Advisory Committee advises the Texas Transportation Commission on bicyclist and pedestrian issues. Representatives include the public, bicyclists, pedestrians, and other interested parties to help ensure effective communication and outreach with the bicycling and pedestrian communities. Committee perspectives are considered in the development of departmental policies affecting bicyclists and pedestrians, including the design, construction, and maintenance of highways. In addition, TxDOT coordinates with TSSs and Public Information Officers throughout the State for selecting specific locations for street team activations. The work of other safety organizations, such as the Texas Pedestrian Safety Forum and Bike Texas, helps inform campaign messaging and share out educational materials.

It is suggested the State evaluate and documents local efforts addressing pedestrian and bicyclist safety communication and outreach efforts that complement and support existing and planned high visibility pedestrian and bicyclist safety enforcement activities.

22. Do the State and/or other stakeholders use a variety of means to reach target audiences?

Current Practice

The State and other stakeholders use a variety of means to reach target audiences through TxDOT's campaign, which includes broadcast/cable TV, radio, out-of-home (outdoor and gas station TV), paid digital ads, social media, and outreach through street team activations. There is a box folder that includes 2025 paid media summary listing platforms, markets, and timing. The State provided a link that shows these projects.

23. Does the State promote or publicize its efforts and/or safety messages through donated (unpaid) advertisements (e.g. Public Service Announcements, print, billboards, bus shelters)?

Current Practice

The State promotes and publicizes safety messages through donated (unpaid) advertisements (e.g. Public Service Announcements, print, billboards, bus shelters) that are negotiated for substantial added value (donated media) from media vendors. Evidence provided is included in the FY24 added value reports from TV (bonus spots), radio traffic (bonus spots), and transit

(bonus bus panels and overrides).

In addition, Texas' campaign includes broadcast/cable TV, radio, out-of-home (outdoor and gas station TV), paid digital ads, social media, and outreach through street team activations. There is a box folder that includes 2025 paid media summary listing platforms, markets, and timing.

24. Does the State promote or publicize its efforts and/or safety messages through "earned media" (e.g., pro-active mentions or messaging directly targeted to news media, blogs, retweets, Likes, newsletters, or other non-directly controlled distributors)?

Current Practice

The State promotes and publicizes safety efforts and messages through "earned media." Annual public relations activities include distributing a Statewide news release, securing local news interviews, and promoting outreach events with local media advisories. Evidence includes

FY25 press releases and sample media advisory, as well as other non-directly controlled distributors.

25. Does the State promote or publicize its efforts and/or safety messages through "owned media" (e.g., state and local agency-operated websites, social media channels, mobile apps, blogs, brochures)?

Current Practice

The State promotes and publicizes its safety efforts and/or safety messages through "owned media."

The State promotes and publicizes its efforts on the TxDOT.gov web pages that include pages on bicycle safety and pedestrian safety, a newsroom page; they also use Facebook, Instagram, X, and YouTube channels for posts and videos. Campaign videos are shown on screens at TxDOT office buildings and DMV offices. In addition, TxDOT funds and uses the Texas A&M Transportation Institute's (TTI)'s Walk. Bike. Safe. website to display safety messages and resources, and they post pedestrian- and bicycle-related safety messages regularly on Facebook.

26. Does the State promote or publicize efforts using paid advertising?

Current Practice

The State promotes and publicizes efforts using paid advertising. The number of impressions generated by each paid media platform is included in annual campaign reports. Impression numbers were provided by media vendors and third-party services. Evidence was provided in the box folder summary table of FY24, paid media platforms, and impressions.

27. Does your State or an organization(s) sponsor on-bike safety training for children and/or adults?

Current Practice

In Texas, various State and other organizations sponsor on-bike safety training for children and adults. The Ghisallo Cycling Initiative conducts safety trainings in Austin and San Antonio. These

are funded through a Texas Department of Transportation traffic safety grant. They provide presentations and similar informational sessions as well as on-bicycle skills and safety clinics called Beginning City Cycling clinics (Becoming a Bicycle Commuter and Basic Bike Maintenance), which are focused on using one's bike for transportation and commuting. Presentations are available upon request for community groups, organizations, schools, and businesses. These presentations teach other foundational commuter skills, such as helmet fitting, the ABCD Quick Check, hand signals, bike handling techniques, as well as an on-road application of the learned skills through a group ride around the neighborhood. In addition, the North Central Texas Council of Governments (NCTCOG), based in the Dallas–Fort Worth metroplex, is dedicated to educating, supporting, and promoting the safe use of bicycles. Through its network of volunteer League Cycling Instructors, the organization offers: on bike safety training that ranges from one-on-one "Learn to Ride" sessions for teens (13+) and adults to group workshops like Novice, Urban Cycling, and E Bike Essentials. Classes typically include helmet fitting, bike-handling drills,

scanning and signaling practice, crash-avoidance techniques, and real-world riding experiences on roads and trails.

28. Are local level pedestrian and bicyclist safety education and outreach programs based on data?

Current Practice

In Texas, there are local level pedestrian and bicyclist safety education and outreach programs that are based on data. Problem statements are developed and must include traffic safety data indicating the problem to be solved by an entity. Strategic plans about where the project resources will be implemented are based on crash data. The North Central Texas Council of Governments (NCTCOG) utilizes pedestrian and bicycle data to identify Campaign activities that include paid advertising, outreach events, local social media campaign coordination, and online educational resources. Outreach advertising is targeted at audiences in the area of the 105 Primary and Secondary Pedestrian Safety Corridors identified in the Regional Pedestrian Safety Action Plan. Primary and Secondary Safety Corridors were identified through a crash density analysis.

29. Does your State and/or an organization(s) work with businesses to provide pedestrian and bicyclist safety education programs to their employees?

Current Practice

Texas works with businesses to provide pedestrian and bicyclist safety education programs to their employees. Upon request, presentations and similar informational sessions and on-bicycle skills and safety clinics called Beginning City Cycling clinics are focused on using one's bike for transportation and commuting. Other presentations are offered such as Becoming a Bicycle Commuter and Basic Bike Maintenance. These presentations cover the basics of becoming a bicycle commuter and riding in the city. Other presentations are offered for community groups, organizations, schools, and businesses. such as clinics for beginners, a 2-hour clinic for adults ages 18+ to learn and practice the skills necessary to feel comfortable and confident riding on city streets. The two-hour clinic covers foundational commuter skills, such as helmet fitting, the

ABCD Quick Check, hand signals, bike handling techniques, as well as an on-road application of the learned skills through a group ride around the neighborhood.

30. Does the State have a driver education course, and does it include information on pedestrian and bicyclist safety?

Current Practice

Texas Department of Licensing and Regulation has curriculum standards that include requiring information on pedestrian and bicyclist safety in driver education courses. The State does not have a State driver education course, however, each provider develops its own driver education course content according to the State's curriculum standards. The curriculum standards include a Driver Education Course, Program of Organized Instruction (POI) for Driver Education and Traffic Safety Adult 6-Hour Course, POI for Driver Education and Traffic Safety (Adult Six-Hour) Driving Safety (Defensive Driving), Course of Organized Instruction (COI) for Driving Safety. In addition, State law establishes two driver education courses: 1. Adult and Minor Driver Education and 2. Adult (6-hour) Driver Education Course.

Although the State has various methods of driver education curriculum and outreach, it is suggested that TxDOT consider the development of a State-sponsored Driver Education Course, specific to pedestrian and bicyclist awareness and safety, if deemed necessary or applicable.

31. Does the State have a mandatory curriculum, and does it address pedestrian and bicyclist safety?

Current Practice

The Texas Department of Licensing and Regulation (TDLR) has mandatory curriculum standards that address pedestrian and bicyclist safety in driver education courses. TDLR does not have a State mandatory curriculum. Each provider develops its own driver education course content according to the TDLR's curriculum standards. State law gives the Texas Department of Licensing and Regulation the authority to govern these courses from development to implementation. TDLR has revised the Program of Organized Instruction (POI) for these courses, which are the standards for curriculum that must be used by providers. State law establishes two driver ed courses: 1. Adult and Minor Driver Education and 2. Adult (6-hour) Driver Education Course.

32. Does the State's driver's license written examination include questions about pedestrian and bicyclist safety?

Current Practice

In Texas, SB 2041, effective September 2009, required an applicant for a driver's license to demonstrate knowledge of motorists' rights and responsibilities in relation to bicyclists: [Amended language to Section 521.161, Transportation Code, (b) (1) (D) (b) The examination must include: (1) a test of the applicant's: (D) knowledge of motorists' rights and responsibilities in relation to bicyclists].

33. Is pedestrian and bicyclist safety training, resources and information provided to driver education professionals?

In Development

In Texas, each year driver education professionals are required to complete a continuing education course (professional development) prior to renewing their instructor license. Some of the content in these continuing education courses may include pedestrian and bicyclist safety training. TDLR has a webpage for driver education professionals (Curriculum Resources for Driver Education and Safety Providers); however, at this time, there are not any resources for pedestrian and bicyclist safety training.

Texas A&M Transportation Institute (TTI) has a grant from TxDOT that has developed resources that driver education providers can access to supplement their curriculum to cover pedestrian and bicyclist safety. The resources, including a supplemental curriculum, video series, and toolkit, are all available on a webpage. The Region 6 Education Service Center, funded by the Texas SHSO, provides continuing education to driver education providers in Texas.

It is suggested that TxDOT explore identifying resources to support driver educational professionals, specifically addressing pedestrian and bicyclist safety training..

34. Does the State provide multicultural/lingual pedestrians and bicyclists safety education?

Current Practice

In Texas, all campaign materials developed for paid media, outreach, and PR are produced in English and Spanish. The box folder includes cards, posters, and street team images. TTI's Walk. Bike. Safe. Texas grant has educational materials available. Finally, a brochure intended for law enforcement to use (for educating violators) during a traffic stop involving a pedestrian and/or bicyclist is available. Also, Southside Driving School has a program for the deaf and hard of hearing population.

35. Are pedestrian and bicyclist safety messages integrated into other programs such as other traffic safety programs, science, health, and physical education school curriculums at all levels, and school and employer wellness programs?

Current Practice

Texas has pedestrian and bicyclist safety messages integrated into other traffic safety programs and through academics (curriculum and standards). These messages contain essential knowledge and skills about various topics including bicycle helmets, pedestrian and defensive driving, and tickets. The Texas Education Agency has Texas Essential Knowledge and Skills for each subject. Below are examples for pedestrian and bicyclist safety messages that are part of this academic curriculum: 1. bicycle helmets (Health Education - Kindergarten and grade 1), 2. pedestrians (Physical Education – Kindergarten and grades 1-4). TDLR also oversees driving safety courses (defensive driving and ticket dismissal).

36. Are motorists, pedestrians, and bicyclists educated on new roadway engineering applications? If so, how?

Current Practice

In Texas, motorists, pedestrians, and bicyclists are educated on new roadway engineering applications and projects. Using the TxDOT Safe Roads Design Tool, existing and future infrastructure data is gathered to educate the public on such things as project scope and safety impacts, pedestrian and bicycle route alternatives, and roadway, pedestrian, bicycle design policies, costs, quality, and design requirements specific to pedestrian and bicyclist safety. In addition, Texas A&M Transportation Institute has a grant from TxDOT that specializes in developing many types of outreach and educational content on pedestrian and bicyclist safety, and this includes videos and other materials educating all road users (bicyclists, pedestrians, and motorists) on new infrastructure and other related issues. The educational materials and videos are displayed on a webpage that can be accessed by roadway engineers and other pedestrian and bicyclist safety stakeholders. A new video is being developed that highlights new types of bicycle infrastructure to educate motorists on how they can and should be used.

Enforcement

37. Are law enforcement personnel specifically trained to investigate crashes involving pedestrians or bicyclists?

In Development

As in many states, no specific training on pedestrian and bicycle crash investigations is offered in the basic police academy. Rather, it is mentioned peripherally when discussing general crash investigations and reporting.

Also, as with many states, training specific to pedestrian and bicycle crash investigations is offered by outside agencies if officers enroll in this training. It is encouraging that the City of Austin has detectives who specifically train in crashes involving vulnerable roadway users, which include pedestrians and bicyclists, and Texas DPS has specialists who have been trained. Typically, officers who are specially trained in pedestrian and bicyclist crash investigation are called to a scene of only the most serious crashes that involve death or serious bodily injury, leaving the majority of these crashes investigated by the initial responder without special training in documenting evidence at a scene unique to these types of crashes.

38. Is distraction or impairment of all involved parties documented on the crash report?

Current Practice

While many states use a surreptitious method of documentation of distraction and impairment of vulnerable roadway users, the State of Texas crash report form CR-3 uses a straightforward process of capturing both impairment and distraction of all parties involved in a crash.

Based on this documentation procedure, it would easily facilitate the mining of data for analysis and reporting of trends leading to efficient development of effective countermeasures.

39. Is there a State policy requiring timely crash reporting?

Current Practice

Chapter 550, subchapter D, section 550.062 states, "A law enforcement officer who, in the regular course of duty, investigates a motor vehicle collision shall make a written report of the collision if the collision resulted in injury to or the death of a person or damage to the property of any one person to the apparent extent of $1,000 or more. The report required by Subsection (a) must be filed electronically with the department not later than the 10th day after the date of the collision."

Internal agency controls are relied on to ensure compliance with the 10-day filing requirement.

40. Are law enforcement agency policies in place supporting both pedestrian and bicyclist safety?

Not At This Time

While examples may exist of policies specifically supportive of pedestrian and bicyclist safety, interviews during the on-site portion and afterwards revealed no awareness of an agency that has a specific policy supportive of pedestrian or bicyclist safety. Instead, many agencies have generalized policies supporting traffic enforcement.

41. Are law enforcement personnel trained in both pedestrian and bicyclist safety, to include relevant State laws?

In Development

While it appears there is ample training on pedestrian and bicyclist safety, and there are statutes available to officers who show an interest in this specific specialty, this question is specific to training of officers on relevant State statutes While basic traffic law may be taught in the recruit police academy, which would expose all officers to the training, specific attention to pedestrian and bicyclist statutes is not evident. DPS offers specific training in traffic safety, which includes relevant and specific pedestrian and bicyclist safety statutes. Further, DPS provides a document available to all agencies explaining newly enacted pedestrian and bicyclist-specific statutes, along with other traffic statute changes.

42. Are law enforcement personnel trained in effective measures to reduce both pedestrian and bicyclist crashes?

In Development

No evidence was provided that produced examples of training in data-driven countermeasures supporting the reduction of pedestrian and bicycle crashes. However, in a recent (March 2025) TxDOT Be Safe Drive Smart Pedestrian and Bicyclist Safety Campaign, a toolkit was provided to agencies identified by TxDOT that provided dates, times, and location data to be used by the agency for engagement efforts. If available, examples of training in effective countermeasures would allow for a "Current Practice" finding. Follow-up interviews revealed that members of TxDOT are looking at the development of specific countermeasures to assist agencies in their pedestrian and bicyclist engagement.

43. Do State and/or local law enforcement agencies conduct data analysis to identify where and why pedestrian and bicyclist-motor vehicle collisions occur and who is involved, and use this analysis to

develop and evaluate countermeasures?

In Development

Texas has one of the best open-source crash databases in the country, and the data is available to support the development of effective countermeasures to reduce pedestrian and bicyclist crashes, deaths, and injuries. TxDOT has provided analysis of crash data, locations, and times for agencies that do not conduct independent analysis.

While it is difficult to determine how widespread data analysis is used by agencies to identify location and causation of pedestrian and bicyclist crashes, there does not appear to be an example of the use of data analysis to develop and/or evaluate pedestrian and bicyclist crash countermeasures.

Based on interviews, TxDOT is working to develop and train officers in the use of effective countermeasures, coupled with their focused initiatives in pedestrian and bicyclist safety operations.

44. Do State and local law enforcement agencies conduct high-visibility enforcement (HVE) at pedestrian and bicyclist-motor vehicle crash hot spots? Is HVE coupled with public outreach and education? Are the results captured and reported?

Current Practice

In a recent (March 2025) TxDOT Be Safe Drive Smart Pedestrian and Bicyclist Safety Campaign, a toolkit was provided to agencies identified by TxDOT that provided dates, times, and hotspot location data to be used by the agency for engagement efforts. Further included in the toolkit is information to be used during the engagement encounters, along with public awareness campaign templates to be used in advance and during the operation. How the data is captured and reported is unclear.

45. Are State and local law enforcement agencies included in infrastructure improvement project identification and selection (e.g., a road safety audit, intersection redesign, installation of new signals, crosswalks, bike boxes or lanes, pedestrian refuge islands)? Do they conduct enforcement and/or education activities following project completion?

In Development

Using a project tracker, law enforcement is informed of infrastructure projects, but this question speaks primarily to the involvement of law enforcement in the identification of and selection of infrastructure improvement projects. TxDOT is piloting Roadway Safety Audits at this time, and law enforcement has been invited to participate in these Audits. No examples of post-implementation awareness and education were provided.

46. Do State and/or local law enforcement agencies use automated enforcement (if allowed by law) and/or other technology (e.g., technology that measures safe passing distance, such as C3FT, to enforce safe passing laws, automated speed enforcement, red light cameras) to decrease pedestrian and bicyclist crashes? Do they issue an activity and/or impact report? Do State statutes allow for the

use of automated enforcement?

Not At This Time

Texas law does not allow the use of automated enforcement of any kind.

47. Do State and local law enforcement agencies partner with walking and biking organizations and/or advocates to address non-motorist safety?

Current Practice

Documentation was presented that showed multiple examples of well-developed coordination between law enforcement and pedestrian and bicyclist advocacy groups. Subsequent interviews supported this conclusion.

48. Is a brochure or pocket card listing all applicable pedestrian and bicyclist safety laws available to law enforcement?

Current Practice

Both TXDOT and the City of Austin provided examples of both pedestrian and bicyclist statutes made available to officers either online or in printable format for use in their engagement efforts.

49. Are pedestrian and bicyclist safety educational materials (e.g., brochures, posters, flyers, stickers, pocket guides, coloring books) available for officer use during a traffic stop, an interaction with a pedestrian, bicyclist, or motorist, or in conjunction with a school visit or community event?

Current Practice

Following the on-site interviews, an example of a pedestrian and bicyclist-specific toolkit was provided as evidence that information is available to agencies to use in educational encounters, etc. This is supported by engagement with a Traffic Safety Specialist who provides additional materials and equipment to use in special traffic safety-centric events. Traffic Safety Specialists are working to acquire equipment to support bicycle rodeos at a greater capacity, with bicycles, helmets, and guides for conducting bicycle rodeos.

50. Does your State or a local jurisdiction have a ticket diversion program or a written warning initiative for pedestrians, bicyclists, and/or motorists that violate traffic laws?

Current Practice

Although there is no Statewide diversion program or guidance in place specific to pedestrian or bicyclist violations, warnings are at the discretion of the officer (but with no written guidance on their use).

51. Does your State have a program to recognize law enforcement for exemplary achievements in addressing both pedestrian and bicyclist safety?

Under Consideration

There is currently no State program to recognize law enforcement for exemplary achievements in addressing pedestrian and bicyclist safety. TxDOT revealed during the interview process that

they are exploring ways to incorporate recognition for exemplary pedestrian and bicyclist safety practices in conjunction with their current recognition of other categories of exemplary achievement.

52. Does law enforcement regularly receive information on new roadway engineering applications and technology, and how they should be properly used (specific to pedestrians and bicyclists), and what enforcement actions are authorized by statute based on the implementation of the new roadway engineering applications and technology?

Not At This Time

There is no formal process for law enforcement to regularly receive information on the following: 1. new roadway engineering applications and technology specific to pedestrians and bicyclists; 2. how they should be properly used; and 3. what enforcement actions are authorized by statute based on the implementation of the new roadway engineering applications and technology. Should an agency be interested in such an update, it is incumbent on the agency or officer to seek out clarification on the applications or technology from either their local engineers or through contact with the State.

While discussions may take place at various coalition meetings, a more formalized and institutionalized process would ensure that agencies and officers are familiarized with new technologies prior to their implementation.

Engineering

53. Is there a Department of Transportation unit, program, or policy specifically focused on pedestrian and bicyclist safety?

Current Practice

There is an organizational chart and a list of Statewide and district pedestrian and bicycle coordinators for all 25 TxDOT districts, along with a table of names, phone numbers, and email addresses for the Statewide and district bicycle and pedestrian coordinators. There are three Statewide pedestrian and bicyclist coordinators on the list, dated May 14, 2025.

The FY 25-28 list of Statewide Transportation Program (STIP) projects included 56 that contained the word "Bicycle" in the project description and another 52 that contained the word "Bike," along with about 111 projects that included the word "Ped" or "Pedestrian" in the project description (many of these had an overlap with bike and bicycle projects.) The STIP does not include the Program Lead's name but does include the "District" and "Project Sponsor", which is the entity responsible for the initiation and implementation of the project. Project Sponsors include "TxDOT", "Bike Texas", or "District" name, or other types of sponsors (such as "University of Houston - Clear Lake" or "Great Springs Project").

The HSIP budget for Texas is about $350 million per year, with $48 million dedicated strictly to pedestrian and/or bicyclist safety projects (14%). Additionally, all other projects have to include pedestrian and bicyclist safety components in those projects (where relevant). This percentage

and the dedication to pedestrian and bicyclist safety improvements in the HSIP are impressive.

54. Does the DOT pedestrian and bicyclist safety unit, program, or policy provide guidance on identification, selection, and implementation of engineering-focused countermeasures?

Current Practice

The TxDOT Roadway Design Manual, dated November 15, 2024, contains 24 chapters, plus an index and three appendices. Chapter 18 (Bicycle Facilities) describes design criteria and considerations for the design of bicycle facilities. Chapter 19 (Pedestrian Facilities) describes design criteria and considerations for the design of pedestrian facilities. This includes updates for Public Right-of-Way Accessibility Guidelines (PROWAG) criteria, which TxDOT has adopted. The following statement provides excellent guidance: "Because the FHWA encourages the use of PROWAG as best practice, TxDOT designers must use PROWAG to achieve accessible design requirements in the Public ROW." The TxDOT Roadway Design Manual adopted the current AASHTO Guide for the Development of Bicycle Facilities, 5th Edition, published in December 2024.

TxDOT requires all local agencies that use State or Federal funding to follow the TxDOT Roadway Design Manual and to include the consideration of pedestrian and bicyclist safety projects in all roadway design projects. They must also follow PROWAG and the AASHTO Guide for the Design of Bicycle Facilities. While a few suggestions will be provided to further enhance Chapter 19 of the Roadway Design Manual, the TxDOT Manual is one of the best and most comprehensive that has been reviewed as a part of the NHTSA evaluations.

TxDOT is also in the process of providing an updated State version of the Manual on Uniform Traffic Control Devices (MUTCD) in substantial conformance with the 11th Edition of the Federal Manual, and there are no known issues with the process. The Texas version of the MUTCD 11th Edition is expected to be adopted prior to the January 2026 Federal deadline.

55. Does DOT traffic engineering partner with local transportation agency engineering departments as well as State and local education and enforcement agencies to address pedestrian and bicyclist safety? Is there a traffic engineering partnership through the Local Technical Assistance Program (LTAP) that incorporates pedestrian and bicycle safety programs and designs into roadway projects?

Current Practice

TxDOT works with local agencies, and local agencies are required to follow TxDOT policies and the Roadway Design Manual for pedestrian and bicyclist accommodations and traffic control when using State or Federal funds. The TxDOT website for local government programs states: "The Local Government Programs Section provides guidance and training for local governments, including municipalities, counties or regional mobility authorities in the development of transportation projects under TxDOT oversight. The program addresses both Federal and State requirements but does not address public transportation, aviation, or turnpike projects. Local governments are responsible for ensuring all project requirements are met and, if Federal funding is involved, advance funding agreement provisions are met. These projects allow local

governments to administer a project and minimize the use of TxDOT resources."

With respect to the Tx-LTAP (Local Technical Assistance Program), the initial response stated there is no LTAP in Texas. However, a Google search indicates that there is a Tx-LTAP site at the University of Texas at Arlington Extension and Extended Campus. This is a resource that could be used more, especially for training opportunities for State and local staff.

TxDOT also has a close working relationship with Texas A & M Transportation Institute (TTI), who assisted in providing responses to the assessment questions.

56. Does the State have a policy that requires consideration to accommodate the safe movement of pedestrians and bicyclists in all roadway project planning, design, and/or maintenance?

Current Practice

The Roadway Design Manual states, "43 TAC §25.53 specifies that TxDOT must take bicycle accommodation into consideration during the planning and implementation of all construction and rehabilitation projects: §25.53 Bicycle Use on the State Highways:
The department will commence consideration of bicycle use on the State highway system by:
(1) seeking comments on policies and certain highway improvement projects from the Bicycle Advisory Committee;
(2) taking bicycle accommodation into consideration during the planning and implementation of all construction and rehabilitation projects; and
(3) compiling research related to bicycle hazards, and developing guidelines for prioritizing maintenance that takes these hazards into consideration.
(Source Note: The provisions of this §25.53 adopted to be effective February 22, 1995, 20 TexReg 965; amended to be effective May 15, 2008, 33 TexReg 3776.)"

TxDOT Roadway Design Manual, pg. 18-4 for bicyclists (references 43 TAC §25.53) and TxDOT Roadway Design Manual pgs. 19-3 and 19-4 for pedestrian accommodations per 23 USC 217(g)(1) also states: “Bicycle and pedestrian needs must be given 'due consideration' under Federal surface transportation law (23 U.S.C. 217(g)(1). This consideration should include, at a minimum, a presumption that bicyclists and pedestrians, including persons with disabilities, will be accommodated in the design of new and improved transportation facilities.”

57. Does the State have a Complete Streets policy or guidance for reconstruction/rehabilitation projects on portions of State highways that serve as main streets in small communities?

Under Consideration

While the Roadway Design Manual has substantial guidance that supports a Complete Streets Policy, no such policy exists. During the interview process, it was reported that TxDOT was working to develop a Complete Streets Policy, but the respondents were not sure who had the authority to approve the policy (the Texas legislature, a transportation commission, or TxDOT). It would be most effective for a Statewide Complete Streets Policy to be adopted by the State legislature.

Several cities within Texas, including Austin, San Antonio, El Paso, and Dallas, have adopted Complete Streets policies at the local level. Furthermore, on November 12, 2022, the Regional Transportation Council of the North Central Texas Council of Governments (NCTCOG) adopted Resolution 22-04, supporting a regional model for Complete Streets for context-sensitive design.

58. Does the State have a policy that requires an investment in transportation programs with a focus on road users susceptible to injuries and fatalities?

Current Practice

TxDOT addresses road users susceptible to injuries and fatalities in the following ways:

1. Environmental Justice: TxDOT's policies are guided by Federal requirements like Executive Order 12898 on Environmental Justice. This order mandates that Federal agencies identify and address disproportionately high and adverse effects of their programs on road users susceptible to injuries and fatalities. TxDOT's Environmental Affairs Division utilizes a Community Impacts Assessment Toolkit for compliance with this order, as well as Title VI and other related policies.
2. Title VI Compliance: TxDOT, as a recipient of Federal funding, is required to comply with Title VI of the Civil Rights Act of 1964, which prohibits discrimination based on race, color, or national origin in programs and activities receiving Federal financial assistance. TxDOT's Title VI policy also extends to protecting individuals from discrimination based on sex, age, or disability.
3. Justice40 Initiative: TxDOT's efforts are aligned with the Justice40 Initiative, aiming to direct at least 40% of the benefits from certain Federal programs and initiatives to road users susceptible to injuries and fatalities.
4. Inclusive Public Engagement: TxDOT's Strategic Public Engagement Guidance emphasizes inclusive strategies for engaging with road users susceptible to injuries and fatalities during the planning and implementation of transportation projects. The public involvement process is designed to ensure that the needs and input of these communities are considered.
5. Transportation Alternatives (TA) Program: TxDOT administers the Federal TA funding program for projects that improve accessibility, safety, and mobility for pedestrians and bicyclists, and mitigate congestion, particularly in non-urban, small urban, and medium urban communities.
6. Multimodal Transportation: TxDOT's approach includes multimodal transportation programs that enhance options for walking, biking, and transit, which can be particularly important for underserved populations.

In essence, TxDOT's policies, guided by Federal and State requirements and initiatives like the Justice40 Initiative, are designed to address the gaps in awareness and education in transportation, ensure fair participation of all communities in decision-making, and address the specific needs of road users

susceptible to injuries and fatalities.

59. Does traffic engineering have a process to gather input on project planning, design, and/or maintenance from stakeholders, interest groups. and/or the public?

Current Practice

The TxDOT Policy, adopted January 27, 2011, states: "The Texas Department of Transportation (TxDOT) commits to purposefully involve the public in planning and project implementation by providing for early, continuous, transparent, and effective access to information and decision-making processes. TxDOT will regularly update public involvement methods to include best practices in public involvement and incorporate a range of strategies to encourage broad participation reflective of the needs of the State's population."

The Public Involvement Handbook has been updated, effective July 2025. The Handbook states: "A notice and opportunity to comment is required in the following situations: • Acquisition of new right-of-way (including a temporary or permanent easement); • Added capacity; or • Construction of a highway at a new location." There are two situations in which a notice and opportunity to comment may need to be provided after environmental clearance of a project (as stated in Section 3.2 of the Handbook). While the addition of bicycle lanes qualifies as a requirement for public input, it is unknown if the same level of stakeholder input is needed for other bicyclist and pedestrian safety projects that do not involve ROW acquisition or added motor-vehicle or bicycle lanes. A Comment for Public Response Matrix Handbook provides standards for documenting comments and responses resulting from a notice and opportunity to comment, public meeting, and opportunity for a public hearing, or a public hearing for State and Federal projects (updated April 2025). A Spanish language version is also available.

The online TxDOT Public Involvement Toolkit contains guidance and templates for conducting and documenting public involvement in connection with the environmental review of a project.

60. Does the State have its own bicycle and pedestrian roadway design manual or use a standard (national) design guide that establishes guidance and standards for pedestrians and bicyclists?

Current Practice

The TxDOT Roadway Design Manual provides excellent design guidance for bicyclist facilities (Chapter 18) and pedestrian facilities (Chapter 19). In addition to the TxDOT Roadway Design Manual, there is a TxDOT Bikeway Design User Guide that is a summary of Chapter 18 of the TxDOT Roadway Design Manual with quick links to the Roadway Design Manual. It is a useful summary of bikeway elements and needs, with greater detail contained in the Bicycle chapter of the TxDOT Roadway Design Manual. The Bikeway Design User Guide was developed before the development of Chapter 18 and was updated after the recent updates to Chapter 18 of the Roadway Design Manual. Texas also adopts the latest edition of the AASHTO Guide for the Development of Bicycle Facilities (5th Edition, December 2024). There is no similar guide for pedestrian facilities, which are adequately documented in Chapter 19 of the TxDOT Roadway Design Manual. This chapter does reference the AASHTO Guide for the Planning, Design, and

Operation of Pedestrian Facilities, 2nd Edition, which was released in December 2021.

61. Does the State use data for planning, design, and maintenance?

Current Practice

The list of data elements available by TxDOT and used for planning and design of roadway safety projects for bicyclist and pedestrian facilities is impressive. Where needed, pedestrian and bicyclist count data are obtained largely by TTI or other consultants under contract with TxDOT. All crash data in Texas is input electronically by the police and is more quickly available for analysis than in states that are partially or entirely relying on paper crash reports. For pedestrian or bicyclist crash data to be captured in the Statewide database, there must be at least one motor vehicle involved in the crash. Pedestrian/bicycle crashes and bicycle/bicycle crashes are not captured in the crash database, nor are bicyclist falls or other crashes that do not involve a motor vehicle. TxDOT does not rely on Streetlight or INRIX data (or other Big Data sources) for pedestrian or bicyclist counts because it is not sufficiently accurate.

62. Does the State use data to identify and address systemic issues and high-crash locations?

Current Practice

There is a Texas Pedestrian Safety Action Plan (PSAP), which is a screening tool for identifying pedestrian safety improvements on the State highway system. The PSAP features two methods of Statewide pedestrian crash analysis: 1. systemic; and 2. targeted (also known as traditional or hot spot corridors and locations). Systemic analysis is a data-driven process that identifies road and crash context attributes corresponding to pedestrian crashes (risk factors) to further identify locations of potential risk elsewhere in the roadway network. The proactive nature of systemic analysis makes it an ideal complement to more traditional (targeted) crash analysis. A data-driven approach is used to identify suggested pedestrian countermeasures for the resulting roadway segments from each of these parallel analyses (high-crash locations or corridors and high-risk locations or corridors). The first PSAP was completed in September 2023. The intent is to conduct this analysis "periodically", but the time interval for conducting future PSAPs has not yet been defined.

TxDOT has not yet created a Bicycle Safety Action Plan (BSAP) to identify high-crash corridors and locations and high-risk corridors or locations.

Texas recently completed a Statewide Active Transportation Plan to improve conditions for bicycling, walking, and other human-powered modes of transportation (July 2025). This plan, which includes bicycle safety, aims to create a unified vision for strategic priorities and policies through 2050. TxDOT also has a Bicycle Safety Campaign focused on educating the public and promoting safe riding practices.

63. Does the State have a data warehouse that is used to access and share data and information among key stakeholders such as law enforcement, health providers and institutions, educators, researchers, and transportation and transit providers?

In Development

The Texas Department of Transportation (TxDOT) has a data infrastructure that functions somewhat as a "warehouse" of transportation data for evaluating roadway safety projects. The following are the key components:

- Crash Records Information System (CRIS): a centralized database maintained by TxDOT for collecting reportable motor vehicle crash data from law enforcement.
- CRIS Query Tool: a public online tool for querying, extracting, and analyzing publicly available crash data from CRIS.
- Automated Crash Data Extract Files: provides crash data directly from CRIS as CSV files for users needing larger datasets.
- TxDOT Traffic Safety Data Portal: offers interactive visualizations and dashboards with insights into crash data and key emphasis areas.
- Statewide Traffic Analysis and Reporting System (STARS II): a database with detailed traffic data and statistics, including annual average daily traffic data.
- Numetric Crash Data Analysis Tool: a platform for advanced visualization and analysis of crash data to identify high-risk areas.

TxDOT has retained a consultant to evaluate and establish a comprehensive data warehouse for use in traffic safety studies.

64. Does the State use the formalized Road Safety Audit (RSA) process to identify needed pedestrian and bicyclist safety infrastructure improvements on existing or planned roadways and do multiple stakeholders, including the public, participate in this process? Is the RSA process used by local road agencies?

In Development

TxDOT has conducted some Road Safety Assessments (RSAs) as a pilot project. TxDOT plans to formalize a program to use RSAs as a formal examination of existing or future roadways to identify and mitigate safety issues, according to the Federal Highway Administration. RSAs are conducted by independent, multidisciplinary teams and will include input from law enforcement officials and human factor experts. Once an RSA program is developed, it should include the assessment of pedestrian and bicyclist safety. RSAs should also be conducted on designs to ensure they optimize pedestrian and bicyclist safety before the design is finalized and built.

65. Is there a process in place to identify a return on investment and evaluate a completed project's impact on roadway user safety? Do the return on investment findings impact decisions on future improvements? Are the findings shared with project stakeholders and the public?

Current Practice

TxDOT updated its Highway Safety Improvement Program Guidelines in 2025, and these are managed by their Traffic Safety Division. TxDOT calculates a Safety Improvement Index (SII) for each proposed project. A SII is the ratio of the annual savings in preventable crash costs that is expected to occur at a location to the cost of constructing the proposed improvement. The SII formula is a mathematical representation of the ratio of the historical costs of preventable

crashes to the costs of construction; it provides no evaluation of the appropriateness of the type of construction. The SII was designed as a comparison device for project prioritization and is not to be used as a measure for independent projects.

The Crash Reduction Factors (CRFs) used by TxDOT are derived from national numbers from the CMF Clearinghouse (HSIP Work Codes Table contained in Appendix B to the Guideline) and are not Texas-specific. The costs for fatal and severe injury crashes are combined and averaged, which is highly desirable. Additionally, the cost for non-incapacitating injuries is also included in the SII calculation. The Guideline states, "The average cost of each type of crash is based on the comprehensive cost figures provided by the National Safety Council." (page 24), and: "As of this publication, the cost per crash will be $4,100,000 for K or A crashes and $340,000 for B crashes. Only preventable KAB crashes addressed by the project countermeasures are used to calculate each proposal's SII."

Texas has initiated a consultant project to evaluate projects completed in 2021 (and the following years) to create Texas-specific CRFs. Crash costs are also nationwide numbers and not Texas-specific. In the HSIP guide, there were some project service life values that were not consistent, but the consultant study is expected to reevaluate these numbers as well.

66. Does the State have an engineering and/or educational program addressing safe walking and bicycling routes to transit? Does it link transit and bicycles?

Current Practice

Two individuals from the 2050 Statewide Active Transportation Plan (SATP) Steering Committee are representatives from Transit. Links within the SATP include the Statewide Multimodal Transit Plan.

The "Walk.Bike.Safe.Texas" website includes good information about pedestrian safety near bus stops, along with driver and pedestrian safety tips. This information unfortunately, does not appear to exist for bicyclists' access to transit. There is a link to some bicyclist safety information, but it did not appear to relate to transit access and was general bicyclist safety information.

There is also a TTI study (funded by TxDOT) titled Improving Pedestrian Safety Near Bus Stops that appears to be an ongoing study. The ultimate goal of the study is to reduce pedestrian fatalities and injuries near bus stops, contributing to broader "vision zero" goals of eliminating traffic fatalities and serious injuries, according to TTI. The study also aligns with efforts to improve bus stop accessibility and encourage the use of public transportation. Bicycles are not mentioned in this study.

The ADA Transit Plan includes an analysis of transit stops to accommodate pedestrians of all abilities. As part of the ADA Self-Evaluation and Transition Plan that was completed in 2022, a total of 4,419 miles of sidewalk and 131,920 curb ramps were evaluated for compliance with

ADA guidelines. The ADA team evaluated 6,156 bus stop locations and found that numerous locations did not have bus stop boarding areas or alighting facilities. Where the bus stop boarding area did exist, a high number had accessible slopes and dimensional deficiencies. This ADA Transit Plan targets and prioritizes areas for accessibility improvements.

67. Does State roadway infrastructure development and prioritization include consideration of pedestrian and bicyclist accommodation and safety?

Current Practice

A TxDOT document prepared in October 2021 titled "State of the Practice in Bicycle and Pedestrian Accommodations" provides the goal for pedestrian and bicycle projects. The goal is to "Effectively institutionalize the consideration, design, and construction of safe, reliable, and integrated bicycle and pedestrian infrastructure in conjunction with traditional TxDOT transportation project development processes." Phase 1 is to make bicyclist and pedestrian considerations a full component of TxDOT's project planning and development, and Phase 2 is to develop guiding principles that represent best practices for bicycle facility design. These concepts have been included in the 2025 TxDOT Roadway Design Manual. Any local project that uses State or Federal funding must follow the guidance of the Texas Roadway Design Manual to include consideration for pedestrian and bicyclist safety projects in all roadway projects.

68. Does the State have its own roadway design manual, guidance, or statement for following national standards and regulations for the design, construction, and maintenance of pedestrian and bicycle facilities?

Current Practice

The TxDOT Roadway Design Manual includes comprehensive design guidance for bicycle facilities (Chapter 18) and pedestrian facilities (Chapter 19). Not only was the TxDOT Roadway Design Manual updated in 2025, but Texas State Law also adopted the current edition of the AASHTO Guide for the Development of Bicycle Facilities. The 5th Edition of the AASHTO Bike Design Guide was published in December 2024. The AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities (2nd Edition), published in December 2021, is also referenced in the TxDOT Roadway Design Manual.

Local agencies throughout the State that use State and Federal funds are required to utilize the TxDOT Roadway Design Manual to include consideration of pedestrian and bicyclist safety projects in their roadway projects.

Emergency Medical Services

69. Does the State have a current EMS Plan and, if so, is pedestrian and bicyclist safety addressed in that plan?

Current Practice

Texas has a Strategic Plan for the Texas Emergency Healthcare System. This is an excellent and up-to-date document (2024) that addresses a range of subjects for managing and preventing time-sensitive conditions. The Governor's EMS and Trauma Advisory Council (GETAC) developed

the plan. While the plan does not specifically address pedestrian and bicyclist safety, it does identify unintentional injuries as accounting for nearly a third of potential years of life lost. Specific objectives and strategies in the plan include:

1. Identify data-driven opportunities to reduce the burden of injury, stroke, and cardiac disease;
2. Incorporate safety and injury prevention into the fabric of organizational culture and operations, utilizing effective methodologies;
3. Identify evidence-based prevention strategies that increase capacity for a safe and healthy lifestyle;
4. Integrate equity into injury prevention strategies, ensuring all individuals have access to safety and protection from injury;
5. Develop an injury prevention agenda based on trauma registry data and current injury trends;
6. Create injury prevention data briefs using the Spectrum of Prevention Model for the dissemination of best practice strategies;
7. Adopt the national goal of achieving zero preventable deaths related to injury and time-sensitive illness and minimizing trauma and disease-related disability.

While the words "pedestrian" and "bicyclist" do not appear in any of these objectives or strategies, it is easy to see how the approaches called for in this plan can translate into fewer and better-managed pedestrian and bicyclist injuries.

70. Does the State have a 9-1-1 system that is accessible statewide? Does it have or is it migrating to enhanced (E-9-1-1) capabilities?

Current Practice

The Commission on State Emergency Communications (CSEC) serves as the State's lead agency and administrator for the Statewide 9-1-1 program. However, Texas has taken a bifurcated approach to managing 9-1-1. There is a Statewide program via CSEC and also the locally established Emergency Communication Districts (ECD) over which CSEC does not have oversight authority. A 9-1-1 entity map that lists all the 9-1-1 authorities in Texas was provided. Each authority operates and maintains its own 9-1-1 network. The Texas comprehensive Statewide 9-1-1 system is accessible to residents and visitors across the State to assure access to emergency assistance. This is achieved through the network of regional 9-1-1 authorities and councils of governments that manage local public safety answering points (PSAPs). All 9-1-1 calls in Texas, whether from landline or cellular phones or through text messaging, arrive at the PSAP with automatic number identification (ANI) and automatic location identification (ALI) information.

71. Is the State working to implement Next Generation 9-1-1 (NG-9-1-1)?

Current Practice

Texas is making good progress towards implementing NG9-1-1 Statewide with oversight from the CSEC. A document was provided that illustrates how of the 76 9-1-1 authorities in Texas,

progress to "intermediate status" went from 11% in 2022 to 51% in 2024. Intermediate status means that the 9-1-1 authority has implemented and made operational all i3 Core functions, and all calls are routed by GIS boundaries and location information. Additionally, an i3 PSAP multimedia call handling system has been implemented. Infrastructure and applications are being refined to incorporate advanced call- and data-delivery interfaces. Governance agreements are in place, and the model is functioning. Systems in the intermediate status are said to be NG9-1-1 "READY". The Federal Communications Commission (FCC) holds domain over Telcom providers, and most issues with progressing to full NG9-1-1 capabilities are with the more rural carriers. Cellular phone bills include modest equalization fees to cover costs. The

The Texas legislature also appropriates revenue to the CSEC, and local 9-1-1 systems received $150 million in American Rescue Plan Act money.

72. Does the State prepare and educate EMS personnel using the current version of the National Emergency Medical Services Education Standards?

Current Practice

Texas-approved EMS Education Programs are based on the national EMS education standards and meet national education training standards that address (minimum) the following areas:

1. program sponsorship;
2. program direction and administration;
3. medical direction;
4. instructor personnel;
5. financial resources;
6. physical resources, including classroom and laboratory facilities, equipment and supplies, and learning resources;
7. clinical and field internship resources;
8. academic and administrative policies, procedures, and records requirements;
9. program evaluation;
10. curriculum;
11. delivery of instruction by distance learning technology.

Texas uses the National Registry of EMTs certification as the basis for State EMS personnel licensing at all levels. The State was an early adopter of the EMS Compact and is able to share its personnel and investigative data with other states. All these activities demonstrate Texas's commitment to protecting vulnerable people served by the EMS system through quality education and programs of accountability for its EMS personnel.

73. Are EMS personnel trained in and required to use an algorithm such as the CDC's Guidelines for Field Triage of Injured Patients for assessing injury severity and appropriate treatment facility (e.g., a designated trauma center or community hospital ED)?

In Development

Texas is a delegated EMS practice State, which means that supervising medical direction physicians are responsible for issuing guidance to EMS personnel and agencies working under their supervision. The State is subdivided into EMS regions, each with an EMS regional advisory council (RAC). Field triage and transportation algorithms are established by the RAC's physician medical director rather than at a Statewide level. Some of the RACs are using the current CDC Guidelines verbatim, while others have modified them based on local resources. While this approach may sound as if it could lead to inconsistencies, it makes sense for Texas. Each RAC has a trauma plan with requirements for transport guidance. Time and distance limitations in frontier and rural areas can make it difficult to go directly to a level I or II trauma center. The GETAC has a task force for quality assurance that looks at whether or not trauma patients got to the most appropriate hospital from their initial scene transport in an appropriate timeframe. This is an ongoing matter of importance to trauma systems in general, and Texas is looking at these cases on an ongoing basis. Texas has also implemented a wristband project that all EMS agencies must use. The wristbands provide a single identifying number that can allow a patient to be tracked from the point of injury through transport, then initial stabilization at the first receiving hospital, and finally transfer to more definitive care. Ultimately, EMS personnel statewide are clear on their best local hospital destination(s) for trauma care, and those transport destination decisions are monitored through the quality assurance and quality improvement (QA/QI) process.

74. Does the State have a transport protocol that promotes safety first? Does it address mode (e.g., ground versus air)?

Current Practice

The GETAC has an air medical committee that provides guidance to the RACs on the appropriate use of air transport. Each RAC has its own specific air medical use protocols. In some rural areas, air medical transport may be the first arriving agency due to vast travel distances. In the more urban cities, helicopters are used for rapid transport when ground ambulances would be delayed due to heavy traffic. There is online continuing education that is widely used for EMS available, which describes air medical safety matters, such as landing zone operations, etc. Trauma center personnel also receive this one-hour course. Another EMS safety issue being examined is safe practices for child transports in ambulances. The RAC QA/QI programs are where safety issues would most likely be seen and dealt with. The RAC QA/QI programs are strong and have mechanisms for accountability.

75. Is the State's patient care reporting system NEMSIS compliant?

Current Practice

Texas has a Statewide patient care reporting system that is a national EMS information system (NEMSIS) version 3.5 compliant as of November 2023. Incidents must be entered into the system within 90 days, and shortening that interval is currently under consideration. This requirement only applies to ambulance services (not non-transporting agencies) but covers all 9-1-1 responses as an ambulance is dispatched to every 9-1-1 medical call. Providers have the option of using free data entry software that was developed by the State or using any of about

30 other approved third-party vendor software packages. Texas monitors the data quality in its system, and patient care reports average about 97% completeness. Texas uploads its EMS incidents to the NEMSIS every three hours.

76. Is NEMSIS data used to assess the quality of EMS provider performance?

Current Practice

Texas is using the NEMSIS 3.5 dataset, which enhances the accuracy and efficiency of documentation, facilitates better health information exchange, and aims to improve patient care. By adhering to NEMSIS 3.5, Texas contributes to the NEMSIS dataset, which supports national benchmarking, research, and the development of public health strategies. Each EMS provider agency has the opportunity to use its own data for system enhancement. The 22 RACs also use the data to enhance their regional response. Quality assurance is an important part of the RAC medical director's role and takes several different forms. The medical directors have full access to all the NEMSIS data for the agencies and personnel they supervise. The performance of QA and QI by medical directors is overseen by the Texas Medical Board. The State provides (free of charge) NEMSIS data input software that does not have many additional tools for agency-level QA/QI. Many ambulance agencies choose to use a 3rd party vendor's software so they can get access to QA/QI tools and pre-programmed output reports. Texas has also developed a QR code system that enables EMS agencies to access patient follow-up information from the receiving hospitals.

77. Does the State have a trauma registry?

In Development

The State of Texas maintains a comprehensive trauma registry through the Emergency Medical Services and Trauma Registries (EMSTR) system, overseen by the Texas Department of State Health Services (DSHS). This registry collects data on various traumatic events, including traumatic brain injuries (TBIs), spinal cord injuries (SCIs), submersion injuries, and other significant trauma cases, as mandated by Texas law. Hospitals should report all TBIs, SCIs, traumatic injuries, and submersions to the EMSTR. In addition, EMSTR also follows the inclusion criteria as defined by the National Trauma Data Standard (NTDS) including: 1. hospital admission as defined by the NTDS and International Trauma Data Exchange (ITDX) trauma inclusion criteria; 2. patient transfer via EMS transport (including air ambulance) from one hospital to another hospital; or 3. death resulting from the traumatic injury (independent of hospital admission or hospital transfer status). Non-designated general hospitals are not required to submit information to the EMSTR. The same is true for free-standing emergency facilities. Similarly, medical examiner data is not consistently included in the registry. While the Texas trauma registry is no doubt capturing important information about the vast majority of trauma cases in the State, there are still gaps, and some patients who meet the criteria for entry into the registry are likely not getting entered.

78. Does the State have a statewide Injury Surveillance System (ISS) that captures EMS and other data, and is the ISS publicly accessible and integrated with the crash database?

In Development

Texas has an excellent start on an Injury Surveillance System (ISS) that may shed light on bicyclist and pedestrian injuries. The State's comprehensive statewide ISS is known as the EMSTR. It collects reportable event data from EMS providers, hospitals, justices of the peace, medical examiners, and rehabilitation facilities. EMSTR integrates data from multiple sources, including the NEMSIS EMS Registry, the Acute Traumatic Injury Registry, the Traumatic Brain Injury/Spinal Cord Injury Registry, and the Submersion Registry. It also incorporates national standards like the NEMSIS Version 3.5 and the National Trauma Data Bank (NTDB). While raw EMSTR data is not openly available due to privacy concerns, DSHS provides aggregated surveillance reports and data presentations on topics such as EMS cardiac data, stroke performance improvement, and motor-vehicle traffic trauma incidents involving children. These reports are accessible through the DSHS website. There is a process for researchers to request data. The system is shared with select stakeholders and used for research and public health planning. The ISS is linked to the Crash Records Information System (CRIS) database maintained by TxDOT. One opportunity for Texas is to improve the quality of all data sources. Medical examiner data was mentioned as one challenge due to the variety of clinical qualifications that medical examiners have. Another opportunity for Texas in the future will be to link the EMSTR and related data with hospital cost data, emergency department data from general hospitals, rehabilitation data, and similar sources to get a complete picture of all injuries in the State. Having a truly comprehensive ISS allows advocates, policy makers, researchers, and clinicians to make the best-informed decisions to reduce preventable injuries and deaths.

79. Does the State have a public education and outreach program promoting bystander care?

In Development

At present, it does not appear that Texas has any sort of Statewide public education and outreach program for bystander care. At the RAC and local provider level, there is an array of public education and bystander care offerings, including Stop the Bleed, CPR, AED use, child safety seats, drowning prevention, and Narcan administration. There is also a Statewide injury prevention committee and a Texas trauma coordinators forum that play roles in public education and bystander care. To date, it does not appear that there has been any evaluation of the importance of bystander or the need for more programs.

80. Does the State have a Good Samaritan law that provides immunity to volunteers or bystanders who provide lifesaving assistance to a crash victim?

Current Practice

Texas has detailed provisions in the State code for assigning and excluding liability for emergency care that is provided outside of hospitals as well as inside healthcare facilities. Notably, this section of Texas law includes provisions for pandemic care. The portion of the language providing protection from liability covers laypersons, as well as healthcare professionals, including EMS personnel who voluntarily provide assistance at emergency sites outside of their usual practice setting, provided that the assistance is not willful, wanton, negligent, or given with the expectation of payment. These provisions parallel what is in place in

other states.

81. Are the State's 9-1-1 call center(s) or public safety answering points (PSAPs) able to receive data from Advanced Automatic Collision Notification (AACN) technologies, such as OnStar®, when a crash occurs? Do they have the capability to interface with apps such as Good Samaritan?

In Development

The decentralized design of the Texas 9-1-1 call-taking and dispatch system has resulted in varying levels of PSAP capabilities for receiving AACN information. At present, most AACN information is received from a third-party, such as OnStar, which comes into the PSAP via a voice telephone call from a proprietary center. None of the PSAPs reported the ability at the present time to receive AACN data directly from the crash vehicle and to push that data out to responding agencies and personnel. It was reported, "certain Texas PSAPs have begun integrating AACN data and applications like GoodSAM into their emergency response protocols. The adoption and capabilities can differ by region." The extent and type of AACN integration that will evolve are dependent on the NG9-1-1 vendor and technology used by a local PSAP.

82. Are street-level traffic cameras monitored to detect and dispatch EMS to the scene of pedestrian and bicycle crashes?

In Development

Texas is similar to many other states that have some traffic camera coverage of key roadways. Mostly, this coverage is used for traffic monitoring and management, with lesser use for crash detection and improving EMS responses. No areas are currently reporting monitoring traffic cameras to identify crashes and initiate responses as of today. The idea of using AI to do automated crash identification was mentioned as a possible future direction for traffic cameras.

83. Do State injury prevention and local EMS agencies partner with law enforcement to address non-motorist safety? Do they partner with DOT and/or local government roadway agencies?

In Development

Having EMS partner with law enforcement, local roadway agencies, and other stakeholders is an effective force multiplier. It sends a powerful signal to the public that the diverse agencies are working in partnerships for a common goal of saving lives. Texas has made great strides in encouraging and supporting these partnerships through the Texas SHSP. Other local examples of cooperation between EMS, law enforcement, libraries, bike shops, and other groups indicate a joint commitment to safety. In the larger urban settings, there are numerous fire-based EMS models. Anecdotally, these are likely the places where EMS is involved in prevention, presumably because of the fire service culture of prevention. The partnership gaps are outside the silo of a healthcare mindset. Engineering was specifically cited as having a disconnect from health partnerships. The GETAC was mentioned as the glue that can hold all of these important partnerships together.

84. Are EMS personnel permitted and or encouraged to deliver traffic safety education at school and

community-based settings? And if so, do they?

In Development

There are no perceived barriers to EMS involvement in school- or community-based delivery of traffic safety education. While there are no specific Statewide resources for EMS personnel to do this type of outreach, several examples were given of ways RACs and their local EMS providers are delivering relevant messages. Anecdotally, it seems there is more EMS participation with school-based programs in urban areas where partnerships with trauma centers are more common. EMS involvement in this type of outreach is important for a few reasons. The EMS culture is shifting to the realization that preventing the injury (or illness) is a more effective approach to saving a life than through providing excellent but resource intensive acute care. Communities also view EMS as a credible and trusted source of safety information. When EMS speaks, people tend to listen.

85. Does the State have EMS agencies that provide off-road capability for crashes that occur on bike/pedestrian trails where an ambulance cannot gain access?

In Development

Texas has no centralized resource list for specialized off-road capabilities. Rather, specialty resources exist within agencies that have identified a need for them. Beyond that, it also sounds as if agencies within a specific area (or RAC) are willing to share specialty resources for larger events or specific incidents. The Texas Department of Emergency Management plays a role in transferring resources from one part of the State to another during major incidents or during other times of need. It seems that no analysis has been done on response delays to off-road bicyclist or pedestrian emergencies due to specialty resource limitations.

86. Is there a recognition program for EMS personnel where contributions to pedestrian and bicyclist safety can be acknowledged?

Current Practice

Texas meets the standard for this question through an established awards recognition program with criteria for acknowledging professionals or organizations that have made significant positive impacts on their communities beyond emergency response. This can encompass public education initiatives and community engagement programs, which could include efforts to promote pedestrian and bicyclist safety. The Texas EMS awards program was reported to be well-known and highly regarded among the provider community. This is an excellent foundation for encouraging injury prevention activities relevant for bicyclists and pedestrians as part of the EMS culture.

Accessibility

87. Does the State monitor whether local jurisdictions have completed comprehensive ADA transition plans and are investing in the infrastructure changes outlined in those plans, and if so, how?

Under Consideration

The 2016 FHWA guidance is referenced and supported through TxDOT's subrecipient resources. TxDOT outlines ADA and accessibility responsibilities for subrecipients, including requirements

consistent with FHWA guidance.

88. Does the State increase representative participation in engagement activities by providing stipends, childcare, meals, and/or transportation for community members?

In Development

There are no stipends or childcare provided; however, when TXDOT has meetings, they ensure engagement through an accessible format, whether through assisted technology or sign language.

89. Does the State agency staff and leadership reflect the demographics of your State and include people with disabilities?

In Development

The State collects demographic data on staffing, committees, workgroups, and taskforces. TxDOT employs individuals with disabilities, both temporary and permanent.

90. Does the State's public communication plan include considerations of how to best communicate with community members with sensory and intellectual disabilities?

Current Practice

The State maintains a public communication plan that includes strategies to ensure effective communication for people with disabilities, particularly those with sensory and intellectual needs. The plan is designed to meet their specific accessibility requirements.

91. Is it legal in the State for pedestrians to walk or roll in the roadway if the sidewalk is inaccessible, unsafe, or if there is no sidewalk on their side of the street and no accessible signalized crossing?

In Development

Texas pedestrians are allowed to walk or roll in the roadway under certain conditions. These laws clarify when pedestrians may walk in the roadway if sidewalks are inaccessible, unsafe, or nonexistent.

However, a wheelchair user shared a story about being pulled over by a police officer for riding their wheelchair in the street when the sidewalk was inaccessible, demonstrating that more guidance and training for police about current law is necessary.

92. Does the State track how citations for pedestrian and bicyclist violations, such as jaywalking, compare to the demographics of the State population?

Not At This Time

There is no Statewide citation system in Texas. The Texas Research and Crash Committee (TRCC) maintains a connection with the Department of Public Safety (DPS) and occasionally analyzes Texas Highway Patrol citation data. However, since DPS primarily operates in rural areas and on highways, its jurisdiction limits the number of pedestrian or bicyclist-related citations that are recorded or analyzed.

93. Is the State considering and/or implementing the use of speed governor/intelligent speed assistance programs in publicly owned vehicles?

Not At This Time

Texas currently has no active Intelligent Speed Assistance (ISA) programs deployed within State or municipal fleets, including those operated by TxDOT, the Department of Public Safety (DPS), or school districts. There are no known pilot projects or publicly announced plans to implement ISA technology in public sector passenger vehicles. While Texas enforces Federal and industry-standard speed limiter regulations for heavy commercial vehicles, these measures do not constitute ISA, which actively prevents or warns drivers from exceeding speed limits based on GPS or camera input. A review of available sources, including the Texas Department of Transportation and relevant reporting from Texas Standard, confirms the absence of Statewide ISA initiatives.

94. Does the State track the demographics of people who end up in collections or have their licenses revoked due to non-payment of traffic citations?

Not At This Time

Texas does not systematically track or publicly report the demographics of individuals affected by license suspensions or citation collections. Texas Standard reports that nearly one million Texans currently have their driver licenses suspended or blocked due to unpaid traffic fines, and many are road users susceptible to injuries and fatalities on Texas highways.

95. Does the State inventory and analyze its strategic plans and related guidelines to address safety and accessibility?

Current Practice

The State of Texas inventories and analyzes strategic plans and related guidelines to address both safety and accessibility. TxDOT maintains documentation of roads, facilities, and infrastructure elements through ADA self-evaluations and implementation plans. These include reports that demonstrate ADA compliance and identify accessibility barriers across State-maintained facilities. TxDOT's spot inspection program, coordinated under its ADA Division, ensures that ongoing and completed projects meet Federal accessibility standards. Manuals and strategic plans from various TxDOT divisions (design, construction, and traffic operations) are regularly reviewed to ensure ADA compliance. Additionally, professional ADA consultants, including licensed engineers, provide technical guidance and conduct necessary evaluations. These efforts align with the requirements of the ADA Transition Plan, Section 504 of the Rehabilitation Act, and the FHWA's ADA/Section 504 regulations.

96. Does the State have a policy to ensure sidewalks are maintained and accessible?

In Development

While the State of Texas has a policy framework to ensure sidewalks are maintained and accessible, and sidewalks on the State highway system are subject to inspection and ADA compliance review as part of TxDOT's broader maintenance and infrastructure policies, significant investments are needed to ensure an accessible and connected pedestrian network.

An estimated $1.6 billion in investments is needed to address deficiencies identified through the TxDOT ADA plan. TxDOT's current annual ADA budget is $25 million, which, at this investment rate, will take more than 64 years to complete the ADA improvements needed on State facilities. Sidewalks are missing on major TxDOT facilities in urban areas such as North Lamar in Austin.

This is not to say that TxDOT is not building sidewalks. Last year, TxDOT spent $400 M on sidewalks along highway projects. However, these were built along new highway projects, not on existing facilities where the demand for pedestrian connectivity might be greater. A more effective strategy would be to use the high injury network to target sidewalk construction spending. In most of the big cities, the property owner is responsible for maintaining the adjacent sidewalk. Some larger cities, like Austin, have dedicated city funding available for sidewalk repairs and a complaint system to monitor which repairs should be prioritized. However, even sidewalk repair and clearance from debris and foliage remains a problem Statewide.

There is no State funding to support sidewalk repairs or construction on local roads, although TxDOT does facilitate the distribution of Federal TAP funds.

97. Does the State have a policy to ensure safe construction zone access for pedestrians and bicyclists?

In Development

TAMES (TxDOT Accessibility Management Enterprise System) incorporates Temporary Pedestrian Access Routes (TPARs) into broader accessibility and work zone guidelines. While there is no standalone "TPAR Policy," the guidance is integrated across multiple TxDOT manuals and Federal references.

Below are key TPAR policies and guidance:

1. TxDOT Roadway Design Manual (Chapter 6) Guidelines for maintaining pedestrian access in construction zones, addressing: Minimum widths: 4 feet (5 feet preferred for passing), Surface: Firm, stable, slip-resistant, ADA compliance features: Detectable warnings, signage, barriers.
2. TxDOT Bicycle and Pedestrian Accommodation Toolkit Covers: ADA and PROWAG compliance, Planning/designing temporary pedestrian routes, Coordination with local agencies for network continuity.
3. TxDOT Standard Specifications (Item 502) "Barricades, Signs, and Traffic Handling" section outlines: Temporary traffic control for pedestrians, Maintaining ADA-compliant access, Contractor responsibility within Traffic Control Plans (TCPs).
4. TxDOT Accessibility Program Guidelines: ADAAG and PROWAG references, best practices for ramps, warnings, and detours in work zones.
5. Texas Manual on Uniform Traffic Control Devices (TMUTCD) Part 6, Chapter 6D emphasizes: Pedestrian and bicyclist safety in work zones, Temporary walkways, detours, and signage, Standards for TTC devices accommodating non-drivers.

6. Federal Guidelines (FHWA and ADA) TPAR policies align with: FHWA MUTCD Part 6: Temporary Traffic Control, ADA Standards for Accessible Design (e.g., width, slope), PROWAG: Detailed accessibility in public rights-of-way.
7. Traffic Control Plan Standard Sheets (TCP Series) Show layouts for: Temporary signs, ramps, barriers, ADA-compliant detours, crosswalks, tactile surfaces.
8. Additionally, the TxDOT.gov website provides a phone number as well as an online portal to report issues with sidewalks, pedestrian, and bicycle paths.

Despite stated policies, on both State and local rights-of-way, construction detours (or lack thereof) create significant barriers and safety challenges for pedestrians, and in particular, disabled pedestrians. Examples were shared of both negative and positive experiences with pedestrian right-of-way connectivity during the I-35 expansion.

In Waco, disability advocates worked with TxDOT to try to ensure information around what crossings were open and closed during construction was updated and communicated daily. A disabled person in Austin, despite attempts to communicate with TxDOT construction teams, experienced day-to-day challenges with reaching key destinations along the I-35 expansion route and described that her friends and colleagues in the disability community also experience similar frustrations. Inviting impacted communities to an open-house regarding construction closures does not equate addressing access barriers either in planning or in the actual implementation of temporary accessible detours on site on a day-to-day basis.

It is not only TxDOT construction projects that can result in barriers. Local projects also fail to maintain connected, accessible routes for pedestrians. Even if wheelchair routes are maintained, signage to direct pedestrians to detour is not likely to be accessible to blind or low vision users.

TxDOT should do more to educate contractors about the underlying reason for maintaining pedestrian access, as well as proper construction mitigation strategies. Better engagement with community members impacted by construction projects is also recommended, both before the project to discuss possible mitigation strategies and to develop communication protocols during the project.

98. Does the State have a policy around pedestrian-scale street lighting?

In Development

Texas addresses pedestrian-scale street lighting through policies outlined in the Texas Manual on Uniform Traffic Control Devices (Texas MUTCD). The Texas MUTCD incorporates guidance from the Federal Highway Administration (FHWA) and sets standards for roadway lighting to enhance visibility and safety for all users, including pedestrians and bicyclists. Specifically, lighting for pedestrian and active transportation user safety is guided by MUTCD Part 6 (Temporary Traffic Control) and other relevant chapters. These standards apply to urban and suburban areas where pedestrian activity is expected, and lighting design considerations are

incorporated to improve safety outcomes in accordance with Federal and State statutes. The TxDOT Illumination Manual also addresses appropriate lighting for pedestrians. The question, like for all engineering safety improvements, becomes about adequate funding for investment in lighting. This needs to be prioritized, considering the high percentage of fatal bicyclist and pedestrian crashes that occur in inadequate lighting conditions.

According to TxDOT's Crash Records Information System (CRIS) in 2020-2024: By mode: 82.0% of fatal pedestrian crashes (3166 out of 3859 total fatal pedestrian crashes) and 64.4% of fatal bike crashes (286 crashes out of 444 total fatal bike crashes) occurred in dark or dimly lit conditions. In urban areas, 81.2% of fatal pedestrian crashes (2261/2783) occurred in dark or dimly lit conditions. In rural areas, 84.1% of fatal pedestrian crashes (905/1076) occurred in dark or dimly lit conditions. In urban areas, 67.1% of fatal bike crashes (204/304) occurred in dark or dimly lit conditions. In rural areas, 58.6% of fatal bike crashes (82/140) occurred in dark or dimly lit areas.

99. Does the State have a policy to ensure land-use and zoning decisions take into consideration the safety and access needs of people walking, rolling, biking or riding transit?

Not At This Time

Texas does not have a Statewide policy that explicitly mandates local governments to incorporate the needs of pedestrians, bicyclists, transit users, or people with disabilities in land-use or zoning decisions. While TxDOT divisions such as Right-of-Way, Design, Construction, and TPP may provide guidance or tools that support multimodal access (e.g., through context-sensitive design or complete streets principles), actual land-use authority remains decentralized. This means that consideration for active transportation and equitable access varies by city, county, and MPO. Some regions have implemented policies to encourage walkable and transit-accessible development, but these are not required or standardized across the State.

100. Does the State have a policy to ensure pedestrian and bicyclist safety is considered in transit planning decisions?

In Development

The Texas Department of Transportation (TxDOT) includes pedestrian and bicyclist safety in its transit planning through multiple policy mechanisms. One of the key forums is the Bicycle and Pedestrian Advisory Committee (BPAC), which helps shape agency policies and planning decisions to support active transportation and multimodal safety. The BPAC includes representatives from various disciplines and regions and emphasizes safe access to transit for non-motorized users. Additionally, the ADA Office at TxDOT participates in planning discussions and provides accessibility guidance to ensure inclusive infrastructure.

Kudos to the transit agencies and city governments of Houston and Austin, who are specifically collaborating around transit stop access and connectivity to sidewalks and safe crossing infrastructure. The City of Houston is relocating mid-block transit stops where there is no crossing infrastructure located immediately after intersections, so that pedestrians will be able to cross more easily with crossing infrastructure. The City of Austin coordinates with CapMetro

to prioritize missing sidewalk segments between transit stops and key destinations.

101. Do first responders and dispatchers receive training in communicating with people with physical and intellectual disabilities, and those experiencing mental health crises?

Current Practice

In Texas, law enforcement officers, dispatchers, and 9-1-1 call takers are trained to communicate effectively with individuals experiencing mental health issues and those with physical and intellectual disabilities. The Texas Commission on Law Enforcement (TCOLE) mandates this training through its Basic Telecommunicator Licensing Course (#1080), which includes components on crisis communication for persons with mental illness and trauma-informed call handling. This curriculum prepares dispatchers to respond appropriately to emergencies involving individuals with various cognitive and physical challenges.

102. Does the State track whether crash victims have a physical, intellectual, or sensory disability or were experiencing a mental health crisis at the time of the incident?

Not At This Time

Texas does not currently track whether crash victims have a disability or were experiencing a mental health crisis at the time of a crash. The CR-3 Crash Reporting Form used by law enforcement officers does not include a dedicated data field for documenting such conditions. While officers may optionally include relevant details in the narrative section, this is a free-text field and not systematically captured or coded for statistical tracking or analysis. As a result, this type of data is not accessed or analyzed in any routine or standardized manner.

103. Does the State analyze its transit stops to identify whether they have ADA-compliant sidewalks and crossings within a half-mile walk/roll shed?

In Development

TxDOT evaluates ADA compliance near transit stops using the TxDOT Accessibility Management Enterprise System (TAMES). Through TAMES, TxDOT's Civil Rights Division and ADA staff can monitor and document the condition of sidewalks, curb ramps, and pedestrian crossings. The system includes a Compliance Management Module, which shows granular data and photos of those features alongside remediation tracking tools. These capabilities enable systematic and ongoing assessment of pedestrian infrastructure in the transit walk/roll shed.

TxDOT is in the process of completing the Statewide multimodal plan to better understand transit access throughout the rest of the State, and where transit stop facilities exist on local roads.

104. Does the State collect demographic travel and commuting mode data to analyze and identify safety needs and accessibility for those reliant on walking, rolling, or biking to school, work, and essential services?

Current Practice

The State collects travel mode data disaggregated by demographics and performs related safety

and accessibility analyses. This includes the use of the Census Index & Crash Rate dashboard to identify needs.

105. Does the State analyze the demographics of the census tracts that have the most crashes and how the demographics of these census tracts compare to the State's population and or census tracts with fewer crashes?

Current Practice

The State uses high injury network analysis and conducts demographic assessments of adjacent census tracts. These efforts are supported by the Census Index & Crash Rate dashboard.

106. Does the State have a policy to prioritize safety interventions at intersections and corridors that experience the highest crash rates, including crashes that may be underreported because there are no serious/injuries or deaths, or the police were not called?

In Development

Texas prioritizes safety interventions at intersections and corridors with high-crash rates through systemic analysis and planning. This includes the use of tools such as the TxDOT Accessibility Management Enterprise System (TAMES) and crash data dashboards. The following systems support collaboration across multiple divisions: 1. design, 2. construction, 3. transportation planning and programming (TPP), and 4. traffic operations. These are used to identify high-risk areas and allocate safety improvements accordingly.

While this prioritization works to allocate resources among potential sidewalk or road safety improvement projects, the larger question remains of how resources are allocated between road capacity or repair projects and projects that are about increasing pedestrian connectivity and access.

107. Does the State have a "Safe Routes to School" program that prioritizes safety interventions at schools where a larger percentage of children are walking/rolling/biking to school and where children are exposed to higher crash risks?

Current Practice

Texas administers a Safe Routes to School (SRTS) program through the Transportation Alternatives (TA) Set-Aside Program, managed by TxDOT. The funding process prioritizes projects serving schools where higher percentages of students walk, bike, or roll, and where the crash risk is elevated. This prioritization aligns with Federal guidance and TxDOT's scoring criteria for TA Set-Aside applications.

108. Does the State have data to understand how the age, race, disability, income, immigration status, and/or housing status of crash victims reflect or do not reflect the demographics of the State?

Current Practice

The State collects travel mode data disaggregated by demographics and conducts safety and accessibility analyses using tools like the Census Index & Crash Rate Dashboard, which supports demographic assessments of adjacent census tracts and high injury network analysis. These

efforts help identify needs and prioritize safety interventions in areas with the highest risk, including corridors and intersections with underreported crashes. The dashboard is maintained by the Texas TRCC.

Appendix B – Recommendations with Linked Questions

The Technical Assessment Team's recommendations are as follows. Priority recommendations are listed in bold, and associated questions are included when applicable.

Program Management Recommendations

- **Implement the newly created Statewide Active Transportation Plan.**
  - **Linked Question(s):**
    - 1. Does your State have a plan that describes its program to address pedestrian and bicyclist safety?
- **Expand the Pedestrian Action Safety Plan analysis tool to create a program planning and management document for the design and construction of projects in all 25 TxDOT districts.**
  - **Linked Question(s):**
    - 2. Is the State's pedestrian and bicyclist safety program plan a component of another plan?
      4. Is there a variety of funding resources used to adequately support efforts to reduce pedestrian and bicyclist crashes, injuries, and fatalities?
      6. Is there a Statewide group of multidisciplinary stakeholders that works with the lead agency to develop, implement, and evaluate the PBSP?
      7. Does the Pedestrian and Bicyclist Safety Program (PBSP) regularly communicate with stakeholders to inform them about the status of the PBSP, coordinate resources, and/or share best practices and other information?
- **Develop strategies that include the use of media, education, and outreach to produce prevention-focused projects that target identified high-risk population groups and communities.**
  - **Linked Question(s):**
    - 3. Does your State's Highway Safety Improvement Plan (HSIP) and Highway Safety Plan (HSP) include efforts that are aimed at reducing pedestrian and bicyclist injuries and fatalities?
      4. Is there a variety of funding resources used to adequately support efforts to reduce pedestrian and bicyclist crashes, injuries, and fatalities?
      6. Is there a Statewide group of multidisciplinary stakeholders that works with the lead agency to develop, implement, and evaluate the PBSP?
      7. Does the Pedestrian and Bicyclist Safety Program (PBSP) regularly communicate with stakeholders to inform them about the status of the PBSP, coordinate resources, and/or share best practices and other information?
      8. Does the lead agency and stakeholders group (if applicable) use data (e.g., crash, roadway, EMS, citation, and adjudication) to identify the extent of the State's pedestrian and bicyclist safety crash problem, clarifying the who, where, when, and why of crashes, as well as the crash outcomes?
      10. Does the State provide training and/or technical assistance on program management, problem identification, and countermeasures for stakeholders and

grantees?

- **Explore public and private partnership funding sources to complement existing governmental funding for pedestrian and bicyclist safety programs.**
    - **Linked Question(s):**
        - 4. Is there a variety of funding resources used to adequately support efforts to reduce pedestrian and bicyclist crashes, injuries, and fatalities?
          7. Does the Pedestrian and Bicyclist Safety Program (PBSP) regularly communicate with stakeholders to inform them about the status of the PBSP, coordinate resources, and/or share best practices and other information?
          9. Is the BPSP re-evaluated and updated, and is this information shared with stakeholders and/or the public?
- **Monitor highway safety laws pertaining to pedestrian and bicyclist safety to educate stakeholders on their application to the pedestrian and bicyclist safety programs.**
    - **Linked Question(s):**
        - 5. Is there an existing statute or formal guidance that tasks a specific entity with leading and coordinating the effort to reduce pedestrian and bicyclist crashes, injuries, and fatalities?
          6. Is there a Statewide group of multidisciplinary stakeholders that works with the lead agency to develop, implement, and evaluate the PBSP?
          7. Does the Pedestrian and Bicyclist Safety Program (PBSP) regularly communicate with stakeholders to inform them about the status of the PBSP, coordinate resources, and/or share best practices and other information?
          8. Does the lead agency and stakeholders group (if applicable) use data (e.g., crash, roadway, EMS, citation, and adjudication) to identify the extent of the State's pedestrian and bicyclist safety crash problem, clarifying the who, where, when, and why of crashes as well as the crash outcomes?
          13. Does your State have laws and/or policies specifically addressing pedestrian and/or bicyclist safety?
          14. Does the State monitor or assess the need for pedestrian and bicyclist safety legislation?
- Expand the list of stakeholders and organizations that represent the pedestrian and bicyclist safety advocacy groups to ensure effective communication in the development of TxDOT policies affecting pedestrians and bicyclists.
    - Linked Question(s):
        - 6. Is there a statewide group of multidisciplinary stakeholders that works with the lead agency to develop, implement, and evaluate the PBSP?
          7. Does the Pedestrian and Bicyclist Safety Program (PBSP) regularly communicate with stakeholders to inform them about the status of the PBSP, coordinate resources, and/or share best practices and other information?
          9. Is the BPSP re-evaluated and updated, and is this information shared with stakeholders and/or the public?

10. Does the State provide training and/or technical assistance on program management, problem identification, and countermeasures for stakeholders and grantees?

- Expand data systems to collect the necessary data elements to fill in any gaps pertaining to pedestrian and bicyclist activities, including non-motorized counting and data quality control.
    - Linked Question(s):
        - 8. Does the lead agency and stakeholders group (if applicable) use data (e.g., crash, roadway, EMS, citation, and adjudication) to identify the extent of the State's pedestrian and bicyclist safety crash problem, clarifying the who, where, when, and why of crashes as well as the crash outcomes?
- Review the training and technical assistance on program management, problem identification, and countermeasures for stakeholders and grantees. Consider generating a Grants Management Manual that is available to grantees that outlines the technical assistance and training for the management of highway safety grants. This Manual would be a companion to the Policy and Procedure Manual used by TxDOT Traffic Safety Division.
    - Linked Question(s):
        - 10. Does the State provide training and/or technical assistance on program management, problem identification, and countermeasures for stakeholders and grantees?
          11. Does the State evaluate funded safety programs, to include employing some measure of effectiveness?
          12. Does guidance exist for conducting program evaluation?
- Consider the development and implementation of a program that evaluates infrastructure improvements, including a return on investment, that pertain to pedestrian and bicyclist safety projects.
    - Linked Question(s):
        - 9. Is the BPSP re-evaluated and updated, and is this information shared with stakeholders and/or the public?
          11. Does the State evaluate funded safety programs, to include employing some measure of effectiveness?
          12. Does guidance exist for conducting program evaluation?

Education Recommendations

- Evaluate and document local efforts addressing pedestrian and bicyclist safety communication and outreach efforts that complement and support existing and planned high-visibility pedestrian and bicyclist safety enforcement activities.
    - Linked Question(s):
        - 21. Does the pedestrian and bicyclist safety communication plan complement and support existing and planned high visibility pedestrian and bicyclist safety enforcement activities?
- Consider the development of a State-sponsored Driver Education Course, specific to pedestrian and

bicyclist awareness and safety, if deemed necessary or applicable.
    - Linked Question(s):
        - 30. Does the State have a driver education course, and does it include information on pedestrian and bicyclist safety?
- Explore assisting the Texas Department of Licensing and Regulation (TDLR) in identifying resources to support driver educational professionals in the areas of pedestrian and bicyclist safety training.
    - Linked Question(s):
        - 33. Are pedestrian and bicyclist safety training, resources, and information provided to driver education professionals?

Engineering Recommendations

- **Revise the 2018 RRFB and PHB memo from the Traffic Safety Division Director and related content in the TxDOT Roadway Design Manual to allow for the use of pedestrian hybrid beacons (PHBs) at pedestrian crossings on higher speed roads (those with posted speed limits of 45 mph and 50 mph).**
    - **Linked Question(s):**
        - 54. Does the DOT pedestrian and bicyclist safety unit, program, or policy provide guidance on the identification, selection, and implementation of engineering-focused countermeasures?
- **Modify the TxDOT Roadway Design Manual to develop better guidance on when to install a marked crosswalk at an uncontrolled crossing. Furthermore, develop guidelines on the level of traffic control that should be implemented for uncontrolled marked crosswalks based on average daily traffic, posted speed limit, number of travel lanes, and the presence of a raised median. Both measures will provide more uniformity in uncontrolled marked crosswalk implementation and traffic control across the State.**
    - **Linked Question(s):**
        - 54. Does the DOT pedestrian and bicyclist safety unit, program, or policy provide guidance on the identification, selection, and implementation of engineering-focused countermeasures?
- **Create a Bicycle Safety Action Plan (BSAP) to identify bicyclist-specific high-crash locations and corridors, as well as high-risk locations and corridors, and update periodically (at least every five years).**
    - **Linked Question(s):**
        - 62. Does the State use data to identify and address systemic issues and high-crash locations?
- **Expand the Roadway Safety Audit (RSA) Pilot Program to conduct RSAs for high-crash pedestrian and bicyclist locations and corridors, as well as high-risk locations and corridors. Also, use the RSA process with independent multiple disciplinary input for pedestrian and bicyclist design projects, as well as existing locations.**
    - **Linked Question(s):**
        - 64. Does the State use the formalized Road Safety Audit (RSA) process to identify

needed pedestrian and bicyclist safety infrastructure improvements on existing or planned roadways, and do multiple stakeholders, including the public, participate in this process? Is the RSA process used by local road agencies?

- **Create a schedule to conduct future Pedestrian Safety Action Plan (PSAP) updates at intervals of approximately every five years.**
    - **Linked Question(s):**
        - 62. Does the State use data to identify and address systemic issues and high crash locations?
- **Continue to develop Texas-specific crash reduction factors (CRFs) for safety improvements developed in Texas based on completed safety projects. Review and revise other factors, such as Service Life, for projects in the HSIP handbook for improved uniformity.**
    - **Linked Question(s):**
        - 65. Is there a process in place to identify a return on investment and evaluate a completed project's impact on roadway user safety? Do the return on investment findings impact decisions on future improvements? Are the findings shared with project stakeholders and the public?
- **Continue to develop a data warehouse to access and share data and information among key stakeholders.**
    - **Linked Question(s):**
        - 63. Does the State have a data warehouse that is used to access and share data and information among key stakeholders such as law enforcement, health providers and institutions, educators, researchers, and transportation and transit providers?
- Modify the TxDOT Roadway Design Manual and the Traffic Signal Manual to encourage the use of flashing yellow arrows to call a protected left-turn phase when there is a pedestrian crossing conflict (based on pedestrian push button actuation) at locations where pedestrians experience conflicts with left-turning motorists. This should be listed as an optional treatment for TxDOT and local agencies to consider.
    - Linked Question(s):
        - 54. Does the DOT pedestrian and bicyclist safety unit, program, or policy provide guidance on identification, selection, and implementation of engineering-focused countermeasures?
- Develop a Complete Streets Policy that is adopted by the State legislature for all new roadway construction projects or roadway improvements.
    - Linked Question(s):
        - 57. Does the State have a Complete Streets policy or guidance for reconstruction/rehabilitation projects on portions of State highways that serve as main streets in small communities?
- Develop an engineering and/or an educational program addressing safe bicycling routes to transit that will link transit and bicycles.
    - Linked Question(s):

        - 66. Does the State have an engineering and/or educational program addressing safe walking and bicycling routes to transit? Does it link transit and bicycles?
- Explore opportunities for additional training and research through the Tx-LTAP for improved pedestrian and bicyclist safety.
    - Linked Question(s):
        - 55. Does DOT traffic engineering partner with local transportation agency engineering departments as well as State and local education and enforcement agencies to address pedestrian and bicyclist safety? Is there a traffic engineering partnership through the Local Technical Assistance Program (LTAP) that incorporates pedestrian and bicycle safety programs and designs into roadway projects?

Emergency Medical Services Recommendations

- **Take steps to combine EMS, trauma registry, CRIS, hospital cost, and medical examiner data for use by analysts, researchers, policy makers, and others involved in injury prevention.**
    - **Linked Question(s):**
        - 78. Does the State have a Statewide Injury Surveillance System (ISS) that captures EMS and other data, and is the ISS publicly accessible and integrated with the crash database?
- **Encourage the joint participation of EMS, law enforcement, engineering, and other safety partners whenever road safety projects are being considered. This could include Road Safety Audits, post-crash reviews, new project designs, etc.**
    - **Linked Question(s):**
        - 83. Do State injury prevention and local EMS agencies partner with law enforcement to address non-motorist safety? Do they partner with DOT and/or local government roadway agencies?
- **Identify and include the data necessary for use in the Injury Surveillance System (ISS) to document and report the cost of bicyclist and pedestrian injuries in Texas. That cost data will help inform decisions about healthcare savings for various prevention options.**
    - **Linked Question(s):**
        - 78. Does the State have a Statewide Injury Surveillance System (ISS) that captures EMS and other data, and is the ISS publicly accessible and integrated with the crash database?
- Create injury prevention data briefs using the Spectrum of Prevention model to disseminate the best practice strategies for bicyclist and pedestrian injuries.
    - Linked Question(s):
        - 69. Does the State have a current EMS Plan and, if so, is pedestrian and bicyclist safety addressed in that plan?
- Continue working to implement NG-9-1-1 Statewide while being particularly attentive to rural areas where this work may be the most challenging.
    - Linked Question(s):

        - 71. Is the State working to implement Next Generation 9-1-1 (NG-9-1-1)?
- Identify ways to capture data on trauma patients who arrive at non-designated hospitals to give the most complete picture of trauma care in Texas.
    - Linked Question(s):
        - 77. Does the State have a trauma registry?
- Investigate the use of AI to identify crashes using video from the State's existing (and future) street-level traffic cameras. The goal is to have the earliest possible dispatch of emergency services to crashes.
    - Linked Question(s):
        - 82. Are street-level traffic cameras monitored to detect and dispatch EMS to the scene of pedestrian and bicycle crashes?
- Use the State's existing EMS personnel and agency recognition program to highlight EMS programs and people who are doing excellent work in injury prevention. Encourage others to replicate the best programs.
    - Linked Question(s):
        - 86. Is there a recognition program for EMS personnel where contributions to pedestrian and bicyclist safety can be acknowledged?
- Create a continuing education module for EMS personnel that illustrates options for and the importance of EMS involvement in locally based injury prevention efforts.
    - Linked Question(s):
        - 72. Does the State prepare and educate EMS personnel using the current version of the National Emergency Medical Services Education Standards?

Accessibility Recommendations

- Improve the process for educating contractors and ensuring local jurisdictions are educating contractors regarding the underlying reasons for maintaining pedestrian access, as well as proper construction mitigation strategies.
    - Linked Question(s):
        - None
- Evaluate how existing transportation funding and resources are allocated between road capacity projects and projects that are designed to increase pedestrian connectivity and safety.
    - Linked Question(s):
        - None
- Reevaluate travel demand forecasting models that assume travel can only occur as single-occupancy vehicle trips.
    - Linked Question(s):
        - None

Appendix C – Participants

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Appendix D – State-Specific Acronyms and Abbreviations

Acronym	Definition
AACN	Advanced Automatic Collision Notification
ATP	Active Transportation Plan
AASHTO	American Association of State Highway Transportation Officials
BPAC	Bicycle and Pedestrian Advisory Committee
BSAP	Bicycle Safety Action Plan
BTS	Behavioral Traffic Safety
CMF	Crash Modifications Factors
CRF	Crash Reduction Factors
CRIS	Crash Records Information System
CS	Complete Streets
CSEC	Commission on State Emergency Communications
DSHS	Department of State Health Services
ECD	Emergency Communication Districts
EMSTR	Emergency Medical Services and Trauma Registries
GETAC	Governor's EMS and Trauma Advisory Council
HVE	High Visibility Enforcement
ISA	Intelligent Speed Assistance
ISS	Injury Surveillance System
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Devices
NCTCOG	North Central Texas Council of Governments
NEMSIS	National EMS Information System
NG9-1-1	Next Generation 9-1-1
PROWAG	Public Right-of-Way Accessibility Guidelines
PASP	Pedestrian Action Safety Plan
PBSP	Pedestrian and Bicyclist Safety Program
PSAP	Public Safety Answering Points
PHB	Pedestrian Hybrid Beacon
PIO	Public Information Officer
RAC	EMS Regional Advisory Council
RSA	Roadway Safety Audit
SATP	Statewide Active Transportation Plan
SII	Safety Improvement Index
STIP	Statewide Transportation Improvement Program
TAMES	TxDOT Accessibility Management Enterprise System
TCOLE	Texas Commission on Law Enforcement

TDLR	Texas Department of Licensing and Regulation
TRCC	Texas Research and Crash Committee
TRF	Traffic Safety Division
TTI	Texas A&M Transportation Institute

Appendix E – National Acronyms and Abbreviations

*National acronyms listed here may not appear elsewhere in this document.

Acronym	Definition
ADA	Americans with Disabilities Act
CDC	Center for Disease Control and Prevention
ED	Emergency Department
HSP	Highway Safety Plan
HSIP	Highway Safety Improvement Program
NHTSA	National Highway Traffic Safety Administration
SHSP	Strategic Highway Safety Plan