



TxDOT Statewide Bicycle & Pedestrian Program

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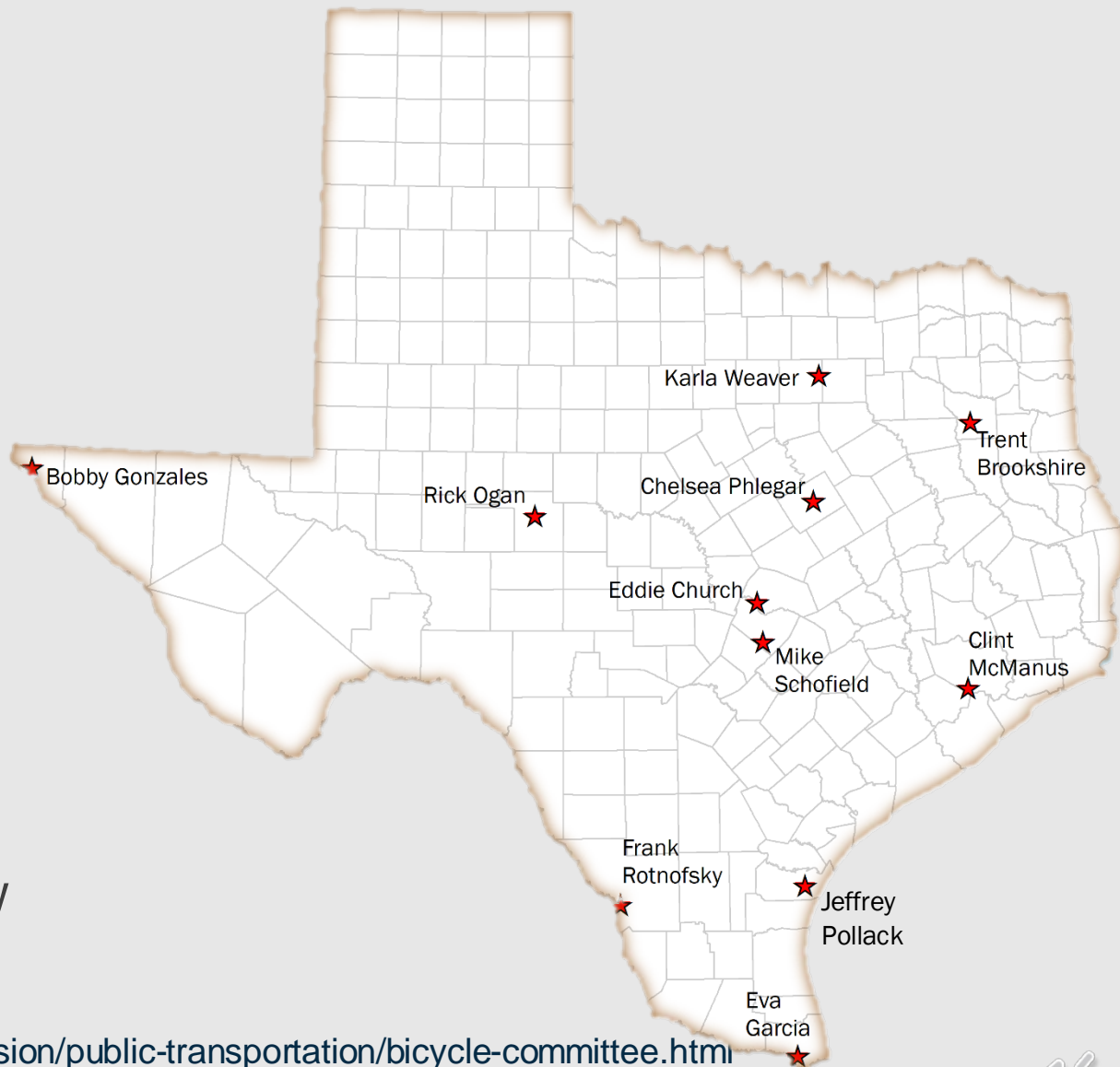
<https://www.txdot.gov/inside-txdot/modes-of-travel/bicycle.html>



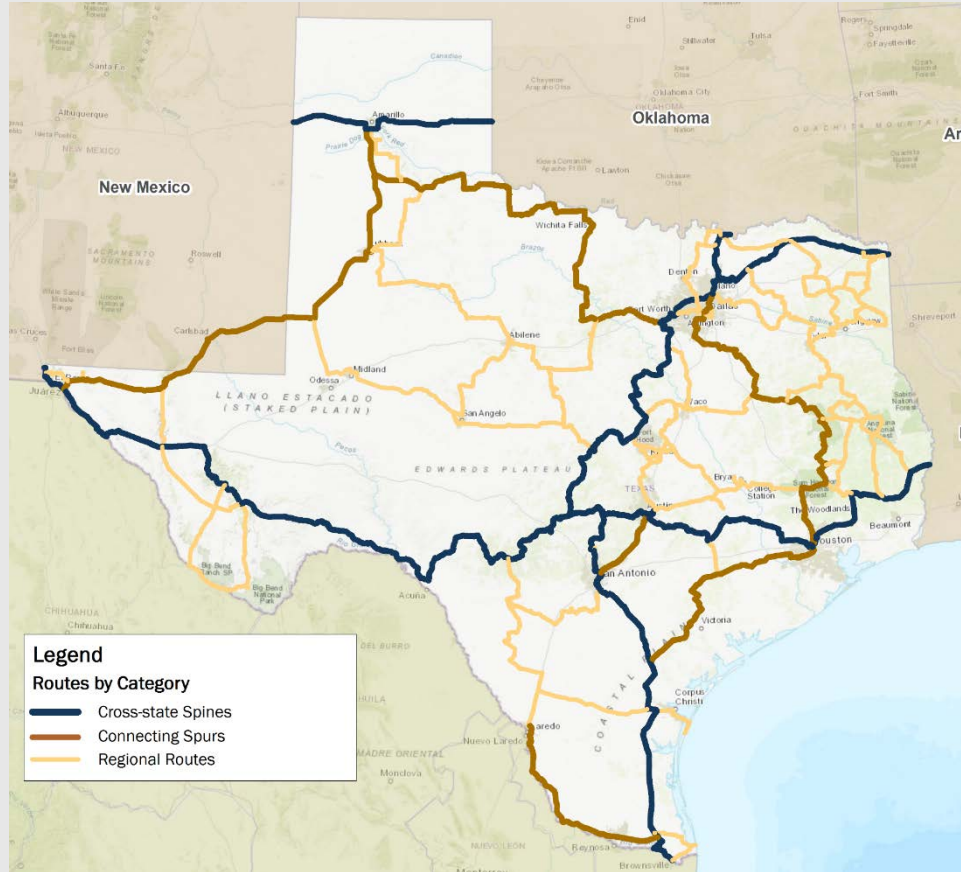
2021



- Appointed by Texas Transportation Commission
- 11-person, voluntary panel
- 3-year staggered terms
- Geographically and professionally diverse members of the public
- Solicit applications each May from stakeholder groups, professional organizations, and district staff
- Recruit representatives of pedestrian and accessibility issues



<https://www.txdot.gov/inside-txdot/division/public-transportation/bicycle-committee.html>



BTTS Example Network

Study completed in 2018 in collaboration with BAC:

- ✓ Established a methodology to form a bicycle tourism network
- ✓ Identified recommended bikeway designs for all-ages-and-abilities
- ✓ Estimated construction and maintenance costs
- ✓ Created excitement about bicycle tourism and long-distance bicycle infrastructure
- ✓ Initiated dialogue about bicycle tourism within TxDOT and between state agencies

Example Network routes represent an application of the qualitative and quantitative criteria established as part of this study. A more thorough analysis of local conditions and extensive stakeholder engagement is needed for all routes.

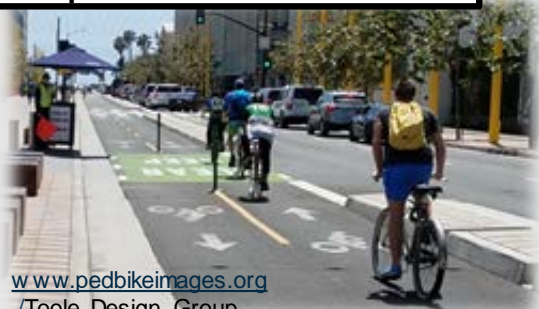
<https://www.txdot.gov/inside-txdot/modes-of-travel/bicycle/plan-design/tourism-study.html>



Shared use paths



Separated bike lanes



www.pedbikemages.org
/Toole Design Group

Bicycle signals



www.pedbikemages.org /
Adam Coppola Photography

Facilitate BAC recommendations on:

- Incorporating bikeways into TxDOT's project development processes
 - Promote data collection
 - Initiate TxDOT District bike plans
 - Develop scoping tools
 - Engage stakeholders in design development
 - Develop TxDOT bike/ped design expertise
- Bikeway design guidance
 - Bikeway selection
 - Linear design
 - Intersections and conflict points
 - Maintenance considerations



“Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted.”

- 23 USC §217(g)(1)

- Target design user
 - Interested but concerned bicyclists
- Exceptions from bicycle accommodations
- Planning principles
 - Safety
 - Comfort
 - Connectivity
- Context considerations
 - Driveways
 - Traffic mix
- Bicycle accommodation selection guidance
 - Bikeway type
 - Land use context
 - Roadway characteristics
- Bikeway design recommendations

<https://ftp.txdot.gov/pub/txdot-info/ptn/bike-acco-design-guide.pdf>





Transportation Alternatives 2013 – 2021			
Population Category	Applied	Selected	Funding Awarded (millions)
Small Urban (5,001 to 200,000 people)	143	51	\$74.2
Nonurban (less than 5,001 people)	90	74	\$62.5
Total	233	125	\$136.7

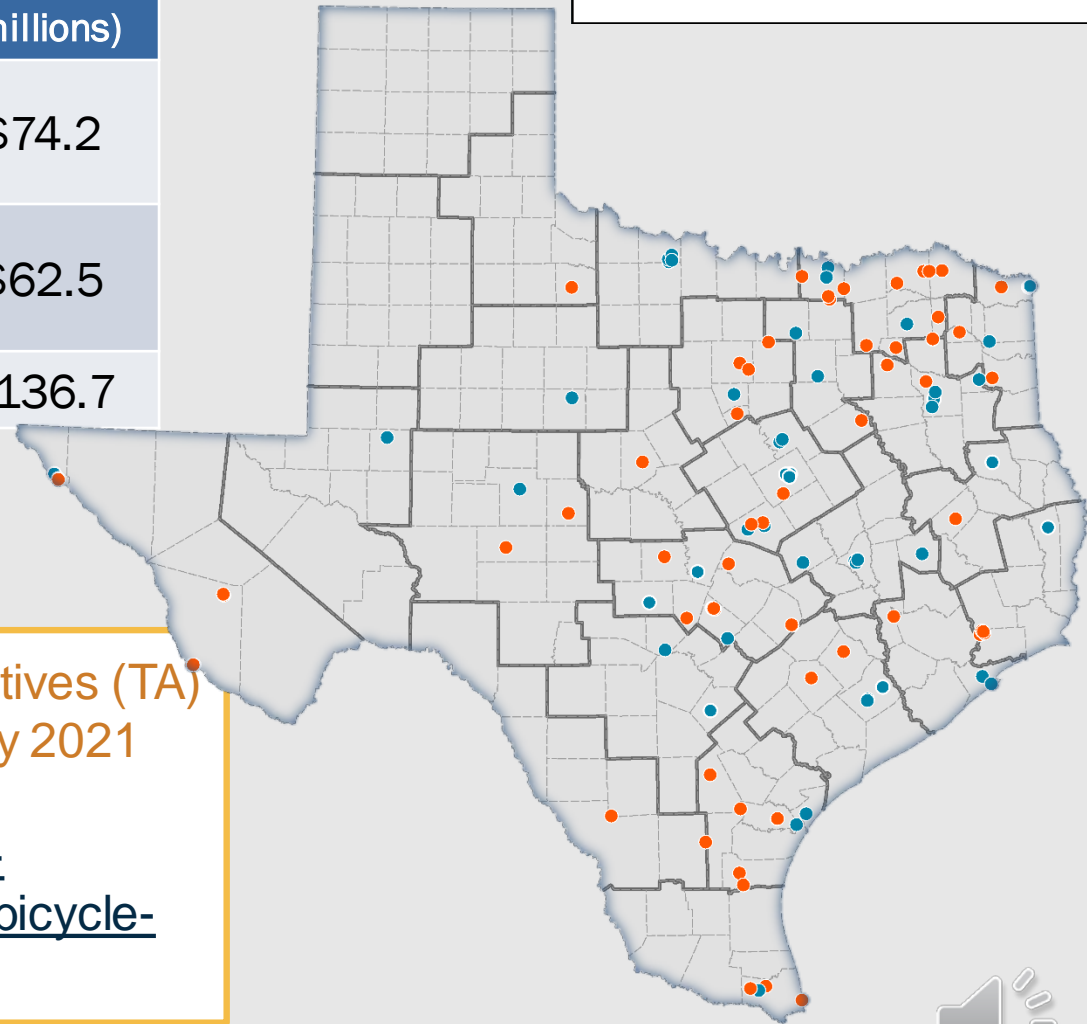
Awarded Bike/Ped Infrastructure

●

 TA Nonurban

●

 TA Small Urban



TxDOT's 2021 Transportation Alternatives (TA)
Call for Projects opened in January 2021
Visit our website for details:
<https://www.txdot.gov/inside-txdot/division/public-transportation/bicycle-pedestrian.html>