



Texas

RANKING # 30

REGIONAL RANKING » SOUTH #6

GOVERNOR: Greg Abbott

DOT COMMISSIONER: Lt. Gen. Joe Weber

BICYCLE/PEDESTRIAN COORDINATOR: Teri Kaplan

STATE ADVOCACY GROUP: Bike Texas

CATEGORY SCORES

SCORING: 5 = HIGH 1 = LOW

3 LEGISLATION AND ENFORCEMENT

3 POLICIES AND PROGRAMS

1 INFRASTRUCTURE AND FUNDING

4 EDUCATION AND ENCOURAGEMENT

1 EVALUATION AND PLANNING

TOP 10 SIGNS OF SUCCESS



1% OR MORE OF PEOPLE COMMUTING BY BIKE

SAFE PASSING LAW (3 FEET OR GREATER)



COMPLETE STREETS POLICY

DEDICATED STATE FUNDING



ACTIVE STATE ADVOCACY GROUP

STATE BICYCLE PLAN (ADOPTED 2005 OR LATER)



SHARE THE ROAD CAMPAIGN

VULNERABLE ROAD USER LAW



BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN

2% OR MORE FEDERAL FUNDS SPENT ON BIKE/PED

OVERALL POINTS

35 of 100

2014: 31 of 100

FEEDBACK

- TxDOT has planned some investments in tools that will support bicycle plan development such as a GIS inventory all of the bikeways by facility type in the state and a consultant to develop a Strategic Direction Report for their Pedestrian and Bicycle Program. Make sure that these investments lead to the development of plans and performance measures that can contribute to short and long-term visions, goals, and policies that will advance bicycling and walking.
- TxDOT should update its Engineering Design Standards to include protected bike lanes and other measures to accommodate bicycles on TxDOT system roads. Explore what changes might be necessary to allow the routine construction of newer types of bike infrastructure, such as protected bike lanes, bike specific traffic signals, and bike boxes on TxDOT system roads. This may include a formal adoption, endorsement, or policy statements regarding the NACTO Urban Streets Design and Bikeway Design Guides.
- Texas was one of the first states to adopt a statewide Safe Routes to School program. Identify dedicated funding to maintain this program for both infrastructure and educational investments.
- Adopt a mode share goal for biking to encourage the integration of bicycle transportation needs into all transportation and land use policy and project decisions.
- Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.
- The state could spend more federal funding on bicyclists and pedestrians. Adopt project prioritization criteria for federal funds that incentivize bicycle projects and accommodations.

The Bicycle Friendly States ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. It asks comprehensive questions across 5 categories: Legislation and Enforcement, Policies and Programs, Infrastructure and Funding, Education and Encouragement, Evaluation and Planning. The results listed above provide only a snap shot of the full application. They are intended to offer some ideas for further growth in bicycle friendliness. For more information, visit www.bikeleague.org/states or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.