



BICYCLE FRIENDLY STATE REPORT CARD

TEXAS

RANKED

27

OF 50

STATE ADVOCACY GROUP:

BIKETEXAS

Successes & Suggestions

The Bicycle Friendly State report card is based on over 100 data points for each state and input from state agencies and advocates. Based on the information we obtained for Texas, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Texas.

The Texas DOT has set a goal to reduce fatal crashes on state-owned roads to zero by 2050. To achieve this will require significant dedicated resources for safety projects, including dedicated bicycle and pedestrian infrastructure.

TxDOT is updating its Roadway Design Manual to have dedicated chapters for bicycle and pedestrian infrastructure. Ensure that there is a budget and process for training TxDOT staff, contractors, and city officials on the updated Manual.

The Texas Department of Transportation is taking some exciting steps to improve data on bicycling and walking. Examples include a statewide inventory of bicycle and pedestrian infrastructure and a statewide bicycle and pedestrian count program. These data improvements should facilitate project development, implementation, and evaluation as well as community and state planning.

Dedicate state funding for bicycle projects and programs, such as Safe Routes to School, eliminating network gaps, providing access over or under limited access highways, and other efforts that will improve bicyclist mobility and safety.

Active transportation is an important part of community health and promotion of physical activity. Texas should consider investing more in active transportation where communities have high rates of physical inactivity, obesity, diabetes, or other health issues associated with physical inactivity.

Texas has set a safety target [https://safety.fhwa.dot.gov/hsp/spm/state_safety_targets/] that anticipates an increase in the number of non-motorized fatalities and serious injuries. While this target may reflect current trends, it is also a statement of goals and Texas should set goals that reflect a commitment to improving road safety and reaching zero deaths and serious injuries.

Add bicycle safety as an emphasis area in the state Strategic Highway Safety Plan and aggressively fund bike safety projects.

Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety. The League has a white paper that provides examples of how other states have adopted and implemented this type of law: https://bikeleague.org/sites/default/files/BFS_WP-Safe_Passing_Law-07_2018.pdf

Many states understand the connection between transportation and health. Consider how the state DOT can work with public health stakeholders to enable physical activity and mitigate the negative effects of emissions, limited access to resources, and traffic violence.

Texas has a high number of bicyclist fatalities. On May 30, 2019, the Texas Transportation Commission approved a goal of zero fatalities on Texas roadways by 2050 and to cut fatal crashes in half by 2035. Ensure that bicycle safety is a major emphasis in all transportation projects, programs and policies to address this issue. Update your state's safety target reported to FHWA to reflect the goal of zero fatalities.

	Infrastructure & Funding	C-
	Education & Encouragement	C
	Legislation & Enforcement	C-
	Policies & Programs	C-
	Evaluation & Planning	B-

Get the full breakdown of each category and grade average on the next page.

Bicycle Friendly Actions bikeleague.org/bicycle-friendly-actions	Action Taken?
Complete Streets Law / Policy	✓
Safe Passing Law (3ft+)	
Statewide bike plan last 10 years	
2% or more federal funds on bike/ped	
Bicycle Safety Emphasis Area	


Federal Data on Biking		Rank
Ridership	0.3% of commuters biking to work	41/50
Safety	16.7 fatalities per 10K bike commuters ⁱ	39/50
Spending	\$1.93 per capita FHWA spending on biking and walking ⁱⁱ	40/50


ⁱ This figure is based upon the Census Bureau's American Community Survey (ACS) 5-year estimate.


ⁱⁱ This figure is based upon fatalities reported over a five-year period according to the National Highway Administration (NHTSA)'s Fatality Analysis Reporting System and the 2015 5-year ACS estimate of the number of bicycle commuters.


ⁱⁱⁱ FHWA spending is based upon projects coded using any of three project types associated with bicycling and walking projects through the Federal Highway Administration (FHWA)'s Fiscal Management Information System. To calculate per capita spending we used a five-year average for fiscal years 2011-2016 and the 2015 5-year ACS state population estimate.


Category Breakdown: TEXAS

 Infrastructure & Funding Ranked 30 of 50 States C-	
DESIGN AND EXISTENCE OF INFRASTRUCTURE Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	C
STATE TRANSPORTATION FUNDING Does the state allocate funding to bicycling or limit state funding for bicycling?	D
USE OF FEDERAL TRANSPORTATION FUNDING Does the state take advantage of available federal funding for biking and walking?	C-
PLANNED AND RECENTLY BUILT BICYCLE & PEDESTRIAN FACILITIES How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	A

 Policies & Programs Ranked 25 of 50 States C-	
COMPLETE STREETS Does the state have a complete streets policy and processes to support its implementation?	C-
DESIGN AND ACCESS POLICIES Does the state have policies in place to ensure good design and access for people who bike and walk?	B-
STATE OF PRACTICE DEVELOPMENT Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	C-
SUSTAINABLE TRANSPORTATION POLICIES Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	C

 Education & Encouragement Ranked 34 of 50 States C	
STATE DOT EDUCATION & ENCOURAGEMENT SUPPORT Does the state DOT support bicycling and walking events and education materials?	B
MODE SHARE & ADVOCACY Do people bike to work and are they organized to advocate for improvements?	D

 Evaluation & Planning Ranked 23 of 50 States B-	
STATE DOT BICYCLE & PEDESTRIAN PLANS Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	B
BICYCLE AND PEDESTRIAN SAFETY Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	D+
UNDERSTANDING PEOPLE WHO BIKE AND WALK Does the state have programs in place to collect data on people who walk and bike?	B-
FORMAL USER GROUP ENGAGEMENT Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	A

 Legislation & Enforcement Ranked 38 of 50 States C-	
LAWS THAT REGULATE DRIVER BEHAVIOR AND METHODS OF ENFORCEMENT Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	D+
LAWS THAT RESTRICT THE BEHAVIOR OF PEOPLE WHO BIKE AND WALK How does the state unnecessarily restrict the behavior of people who bike and walk?	A-
LAWS THAT CREATE PROTECTIONS FOR PEOPLE WHO BIKE AND WALK Does the state have laws that provide specific protections for people who bike and walk?	F

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:
BIKELEAGUE.ORG/BFA/AWARDS

The Bicycle Friendly State ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.

WE'RE ALL IN THIS
TOGETHER!




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