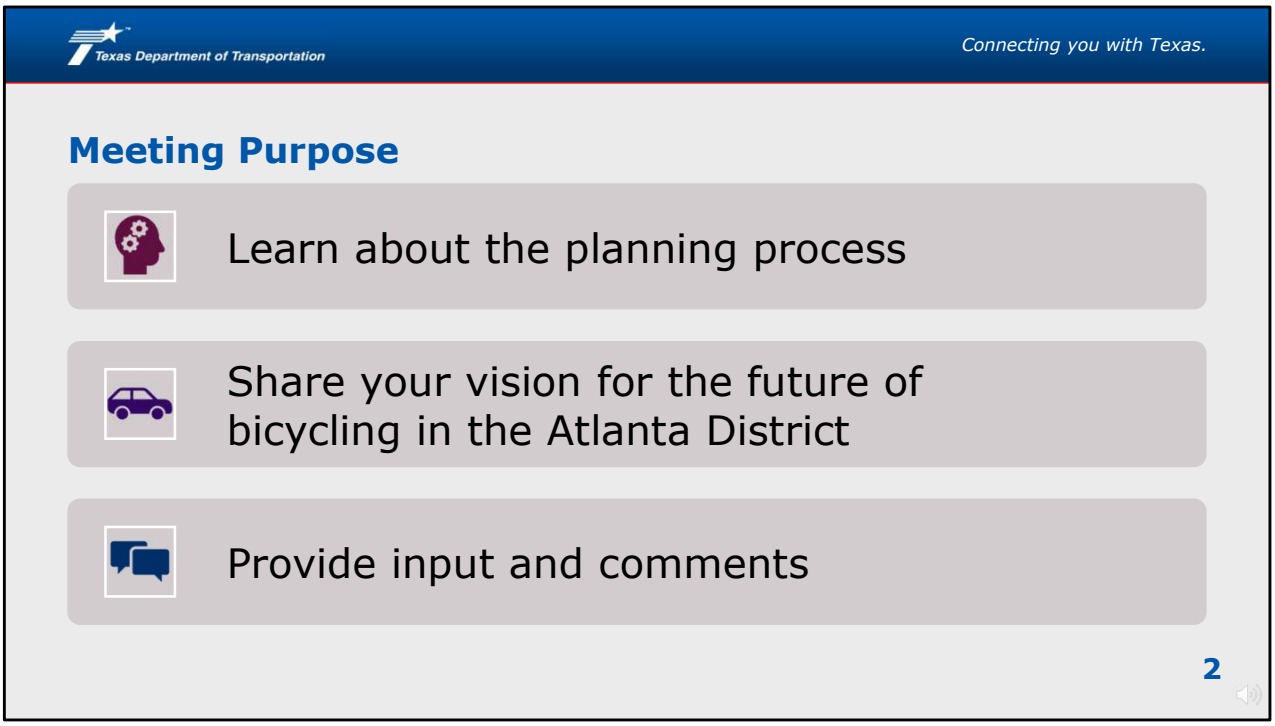
Script: The Texas Department of Transportation welcomes you to this virtual public meeting for the Atlanta District Bicycle Plan.

Your participation and input are essential to shaping plans that will guide bicycle transportation planning and future investment decisions within the Atlanta District and across Texas.

This presentation was pre-recorded and made available online on Feb. 17, 2026, to provide flexibility for public review and comment.



Script: During this virtual meeting, TxDOT invites you to learn about the District Bicycle Plan planning process and share your vision for the future of bicycling in the Atlanta District.

You'll have opportunities to provide input through an online survey and interactive map, as well as by submitting written comments. Your feedback is a vital part of this effort.

We encourage you to share information about this plan with your colleagues, friends and neighbors, and to direct them to TxDOT so they can also participate and provide input. The project webpage can be found at www.TxDOT.gov by searching the keywords "Atlanta District Bicycle Plan."

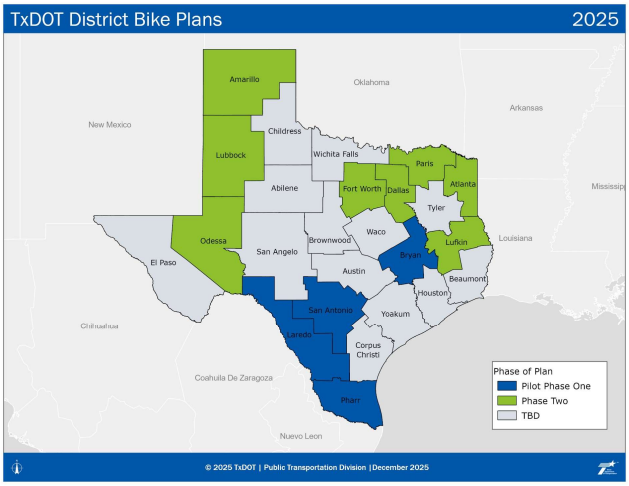
This presentation will provide an overview of why District Bicycle Plans are needed, how the plan is being developed, and how you can participate in the planning process. Toward the end of the presentation, we'll walk through the steps for completing the online survey, using the interactive input map, and submitting comments.

Texas Department of Transportation

Connecting you with Texas.

District Bicycle Plans Overview

- Four District Bicycle Plans were completed in Pilot Phase I.
- Eight Districts, including Atlanta, are developing plans in Phase II.
- The Phase I and II approach will be used to develop Bicycle Plans for all 25 TxDOT districts.



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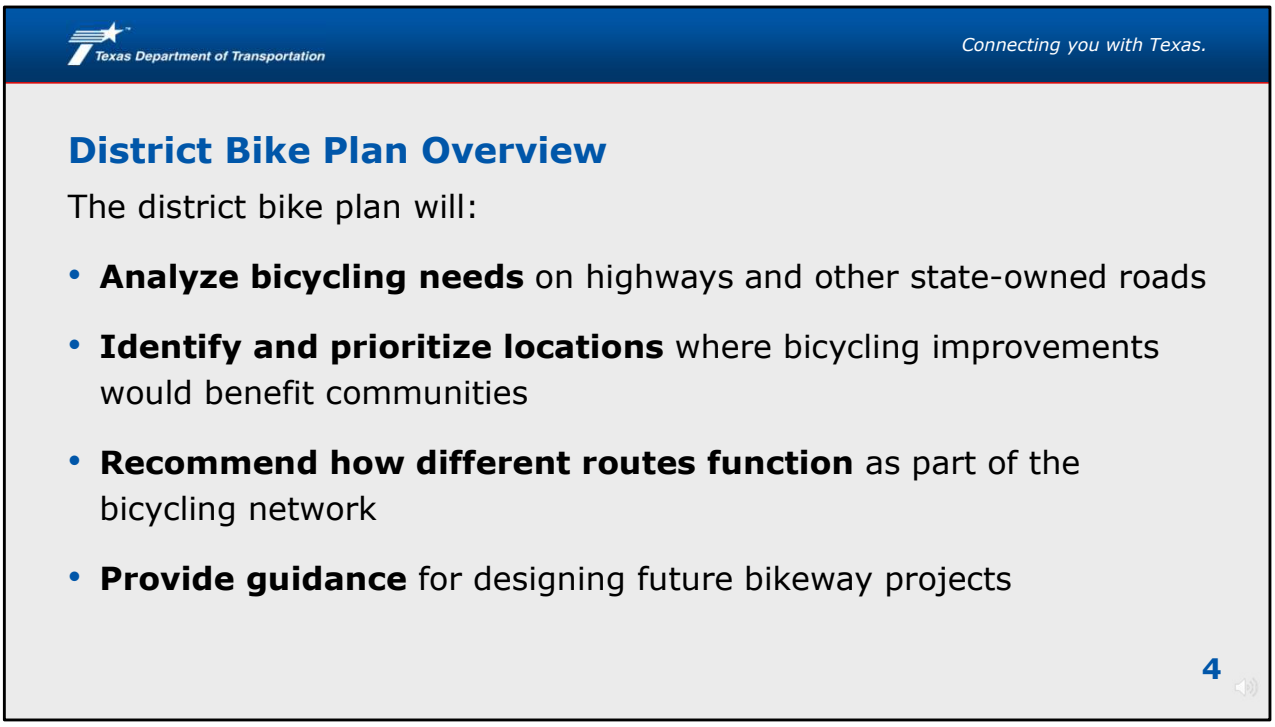
Script: The State of Texas' on-system transportation network consists of roadways owned, operated and maintained by TxDOT. In total, TxDOT manages more than 80,000 miles of farm-to-market, ranch-to-market, state, U.S. and Interstate highways—more roadway mileage than any other state in the country. This network connects communities, regions and destinations both within Texas and beyond its borders.

TxDOT operates through 25 Districts, each responsible for the construction and maintenance of state highways across multiple counties. Because conditions, needs, and priorities vary by region, planning at the district level is a critical part of addressing transportation challenges statewide.

This effort focuses on developing districtwide bicycle plans across Texas using a consistent, scalable approach. That approach was established during a Pilot Phase, which produced bicycle plans for the Bryan, Laredo, Pharr and San Antonio Districts. Building on that foundation, the current Phase II effort expands the program to eight additional districts, including the Atlanta District. The Pilot Phase and Phase II districts are highlighted on the map shown on this slide.

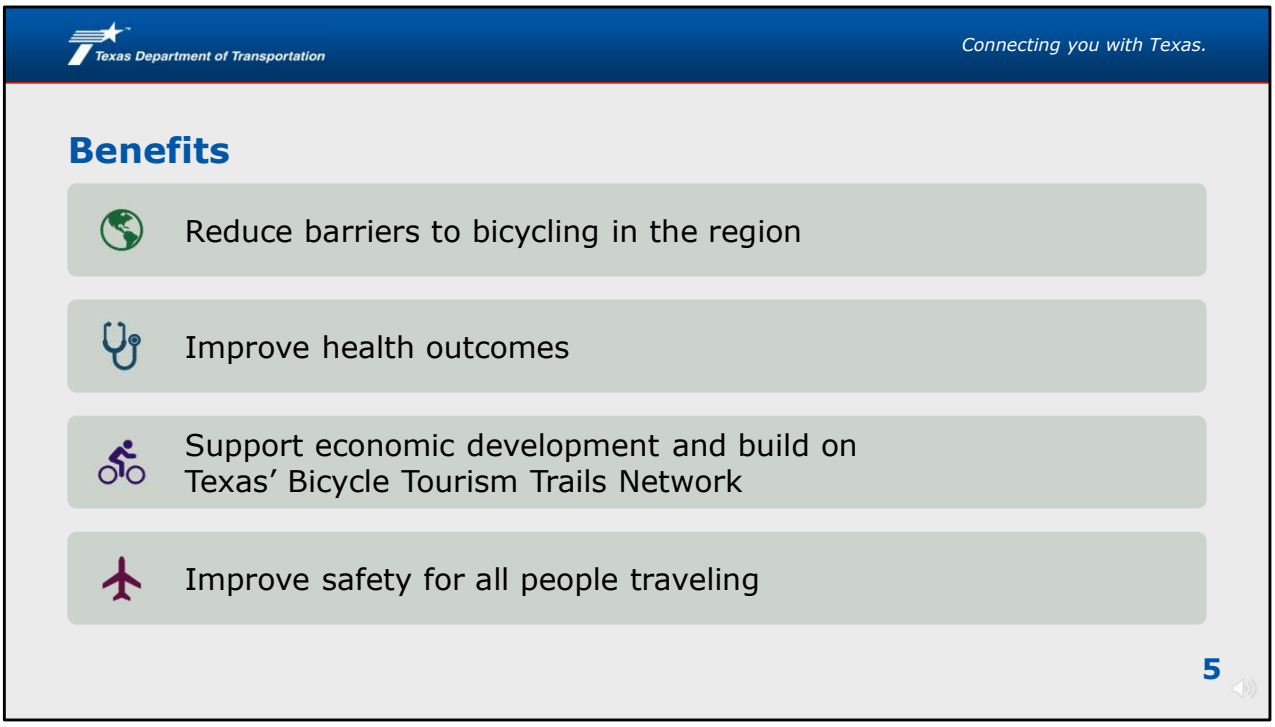
Through these District Bicycle Plans, TxDOT works in coordination with local communities to improve bicycling conditions along and across state-owned roadways, with a focus on safety, connectivity and access. At the same time, many cities and counties are advancing bicycling improvements on their local

street networks. Together, these efforts help create a more connected and supportive bicycling system across TxDOT districts.



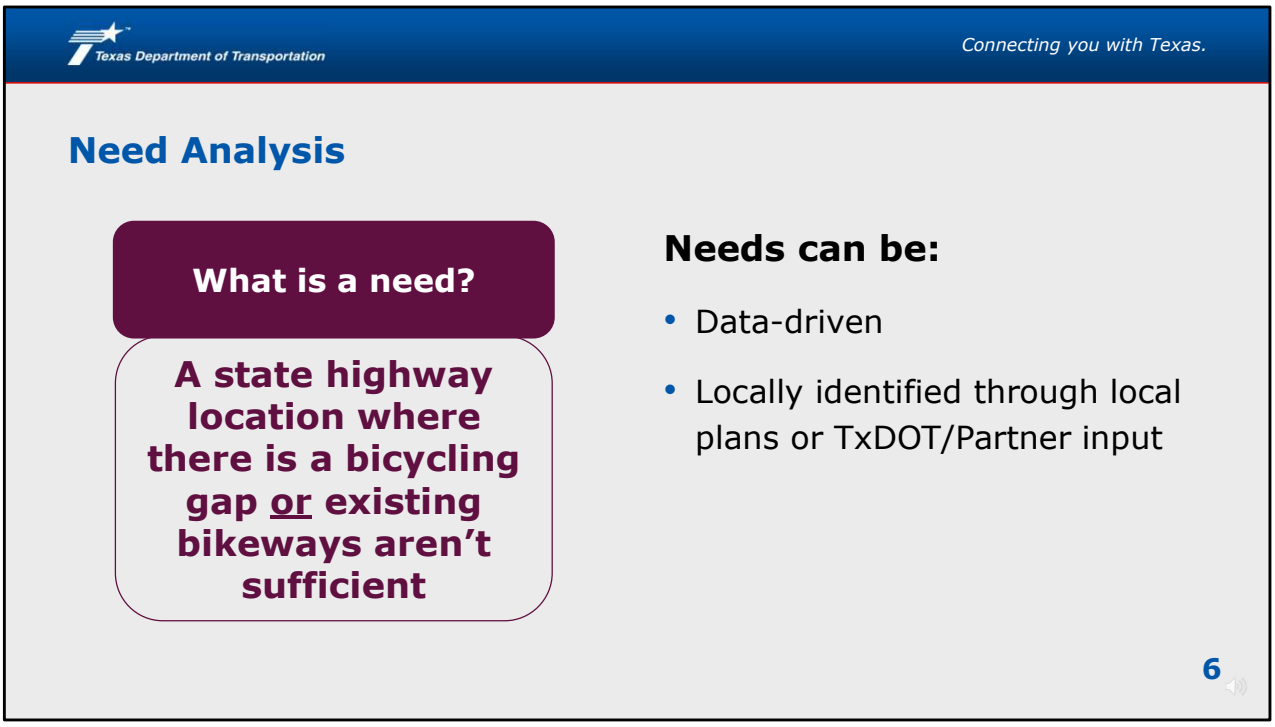
Script: The District Bicycle Plan evaluates bicycling needs along the state highway system and other state-owned roadways. It will identify and prioritize locations where bicycling improvements would most benefit communities and clarify the role different routes play within the broader bicycling network.

This effort includes technical analysis, coordination with stakeholders and opportunities for public input—including this virtual public meeting.



Script: The benefits of developing such a plan include the potential to:

- Reduce barriers to bicycling in the region by enhancing safety along state highways and improving crossing locations,
- Improve health outcomes through additional opportunities for outdoor recreation and active transportation,
- Support economic development and build on Texas' Bicycle Tourism Trails Network, and
- Improve safety for all people traveling and moving goods by reducing conflicts.



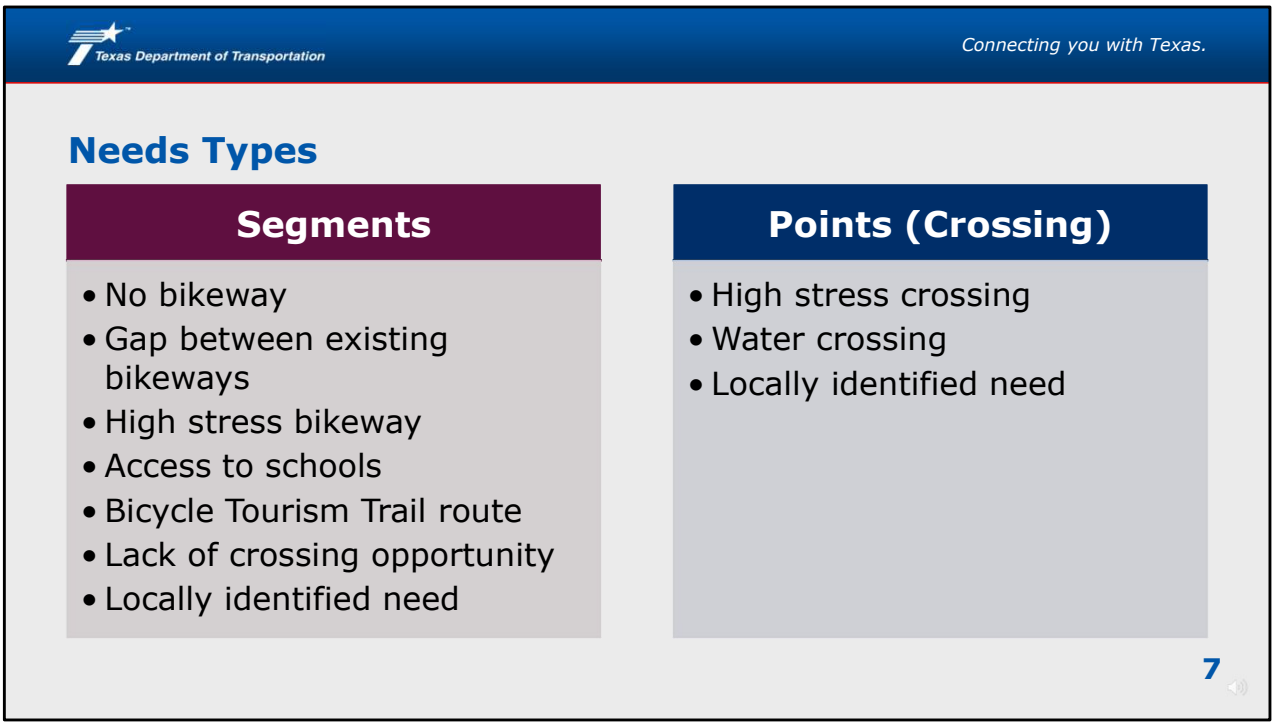
Script: Now that we've discussed the purpose of the District Bicycle Plan and the benefits it can bring, this slide explains how the plan identifies bicycling needs within the district.

In this planning effort, a need is defined as a location on the state highway system where there is a gap in the bicycling network, or where an existing bikeway does not adequately meet current conditions or user needs.

To identify these needs, the plan combines data-driven analysis with local knowledge. This includes reviewing roadway characteristics, crash history and potential bicycling demand, as well as coordinating with city, county and regional partners to better understand conditions on highways and other state-owned roads.

Some needs occur in locations where no bikeway exists today. Others occur where a bikeway is present, but the facility type, width or design is not sufficient for how people travel now.

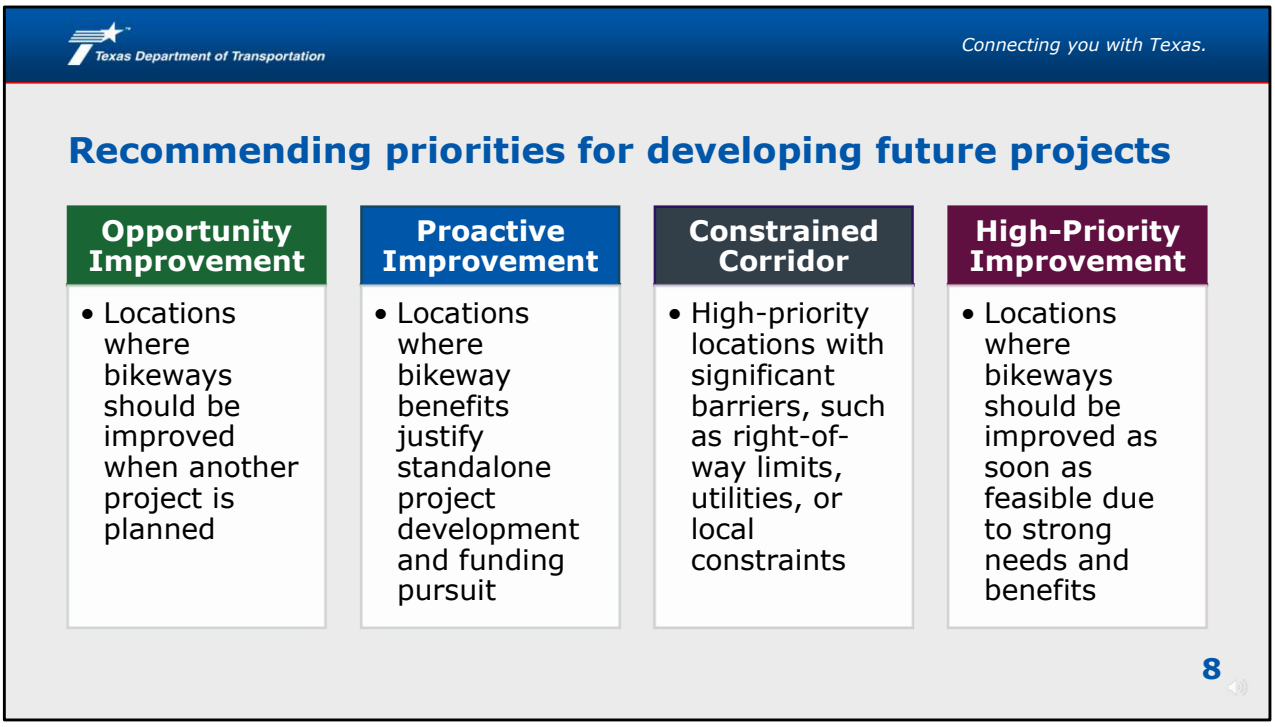
Together, this process helps build a clear picture of where improvements would make the bicycling network safer, more connected and more comfortable for people biking throughout the district.



Script: Some needs are represented as segments of the state road network. These include locations where bikeways are missing, areas where traffic volumes and speeds create high-stress conditions, places where existing bikeways are not sufficient for children traveling to school or for recreational riders on long-distance routes, and stretches of roadway where bicyclists lack safe crossing opportunities.

Other needs are represented as points on the roadway system. These include locations where existing crossings are stressful for bicyclists to use, as well as bridges over streams or rivers that do not currently include a bikeway.

Both segment and point needs also include locations where a bicycling need has been identified through a previous plan or by a local agency or partner.



Script: Wherever one or more bicycling needs are identified through this planning process, TxDOT applies a prioritization approach to assess the potential benefits of improving bikeways. This process considers a range of factors, including safety, public health, potential users, nearby destinations and locations where short trips could reasonably be made by bicycle.

Based on the resulting prioritization scores, the plan recommends how bikeway improvements at each location should move toward project development, recognizing that different locations require different implementation strategies.

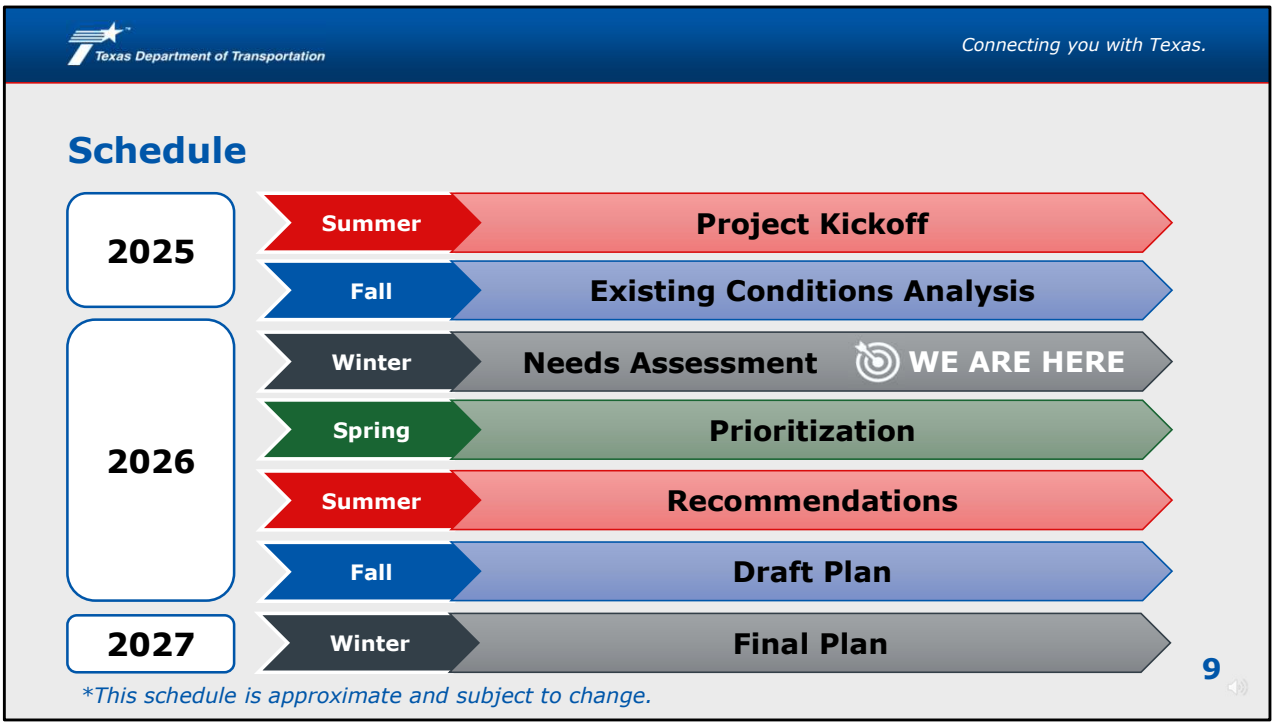
In many locations, bikeway improvements are expected to occur as part of other TxDOT projects, such as roadway repaving, restriping or signal upgrades. Because funding is limited, improvements on highways and other state-owned roads are often timed to coincide with planned construction or maintenance activities. These locations are identified as Opportunity Improvements.

In some locations, the plan recommends that TxDOT proactively develop a bikeway project and pursue funding, rather than waiting for another project to occur. These Proactive Improvements are locations where prioritization scores indicate strong benefits from bikeway investments.

Other locations are identified as Constrained Corridors. These are areas with high bicycling needs and potential benefits, but where significant barriers—such as right-of-way limitations, utility conflicts or other constraints—make near-term improvements more challenging. In these corridors, the plan helps document constraints and identify

opportunities to advance improvements over time as conditions change.

The highest-priority locations are those with the most pressing needs or greatest potential benefits. For these High-Priority Improvements, TxDOT or its local partners may begin developing bikeway projects as soon as feasible. Recent federal funding opportunities may help advance some of these projects.



Script: The development of the Atlanta District Bicycle Plan follows a structured schedule designed to ensure the plan is thorough, coordinated and responsive to input from partners and the public.

The process began in summer 2025 with project kickoff, including coordination with TxDOT staff and key partners, and confirmation of the planning approach.

In fall 2025, the project moved into an existing conditions analysis. During this phase, current bicycling conditions on the state highway system were evaluated, including roadway characteristics, traffic conditions, safety data and existing bikeways.

The needs assessment phase occurs in winter 2025–2026, when bicycling needs are identified across the district using both data-driven analysis and input from local partners and the public. We are currently at this point in the schedule.

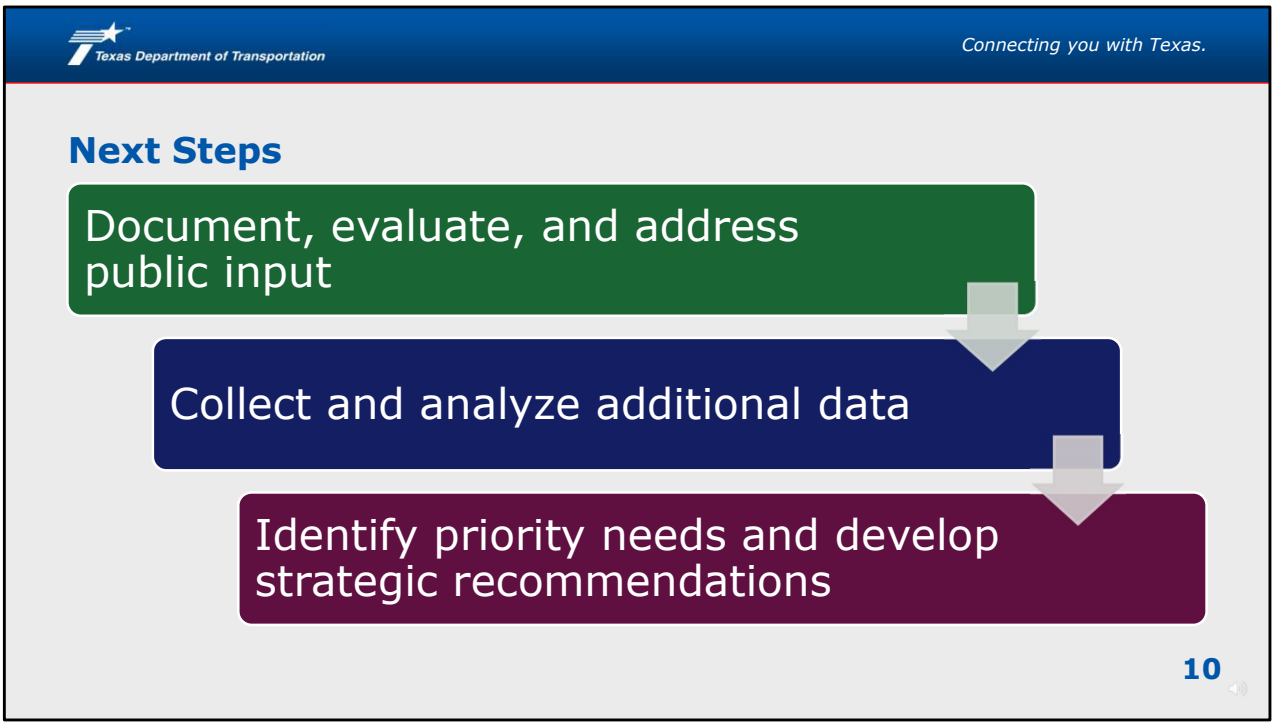
In spring 2026, identified needs will be prioritized to assess potential benefits and determine how different locations should move forward toward implementation.

The project then would advance to recommendations in summer 2026, developing guidance for bikeway improvements and identifying how routes can function together as part of a districtwide bicycling network.

A draft District Bicycle Plan will be prepared in fall 2026 and shared for review, providing an opportunity for input from local partners and the public.

The final District Bicycle Plan is scheduled for completion in winter 2027, incorporating feedback received throughout the planning process. Timing is subject to change.

Opportunities for public and stakeholder input, including this virtual public meeting, are integrated throughout the schedule.

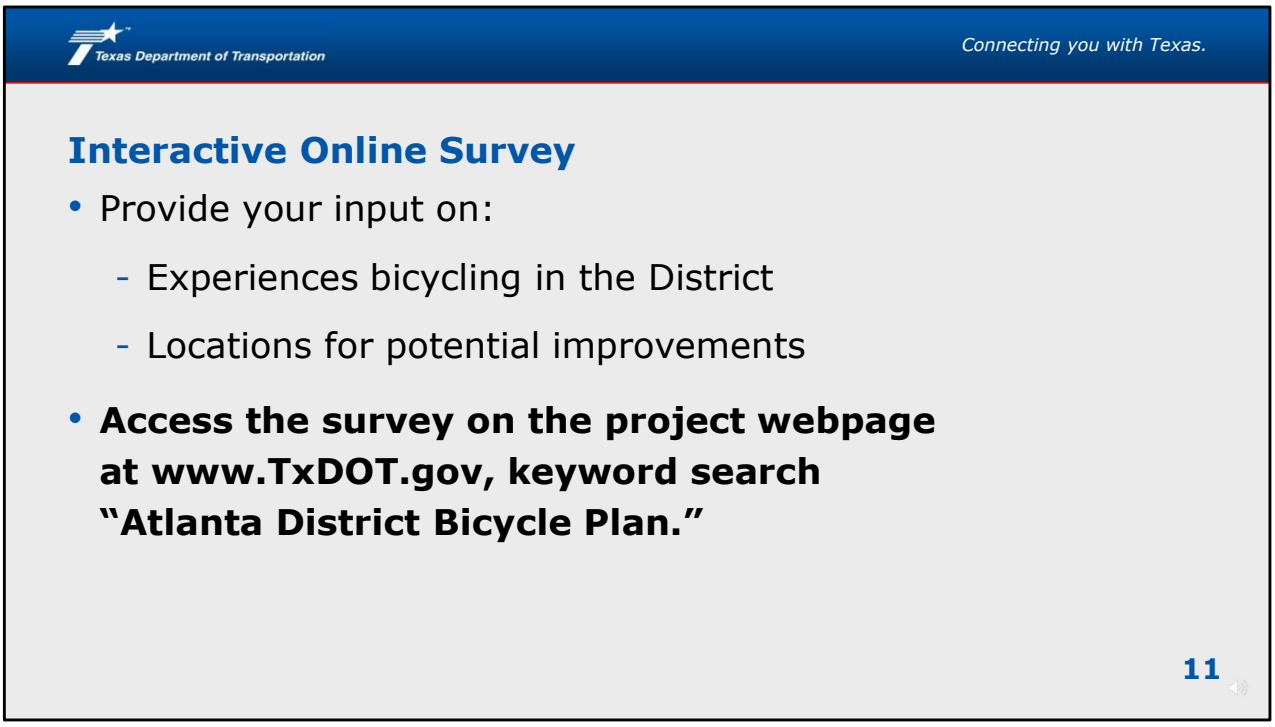


Script: TxDOT staff will use public input and survey responses as part of their review of the technical work completed this spring.

Community members' on-the-ground knowledge plays an important role in shaping the Atlantia District Bicycle Plan recommendations.

Following the close of the public meeting and survey period, TxDOT will document, evaluate, and address public input received through comments and the interactive survey. The project team will also collect and analyze any additional data needed to refine the analysis.

Using this information, TxDOT will then identify priority needs across the district and begin developing strategic recommendations to guide future bicycle improvements on state-owned roadways.



Script: An interactive online survey is available to gather public input on bicycling priorities. The survey asks for experiences bicycling in the District and feedback on locations where bikeway improvements are needed.

The survey includes a combination of multiple-choice questions, open-ended responses, and an interactive map where participants can identify specific locations and corridors.

The survey can be accessed through the project webpage at www.TxDOT.gov by searching the keyword "Atlanta District Bicycle Plan."

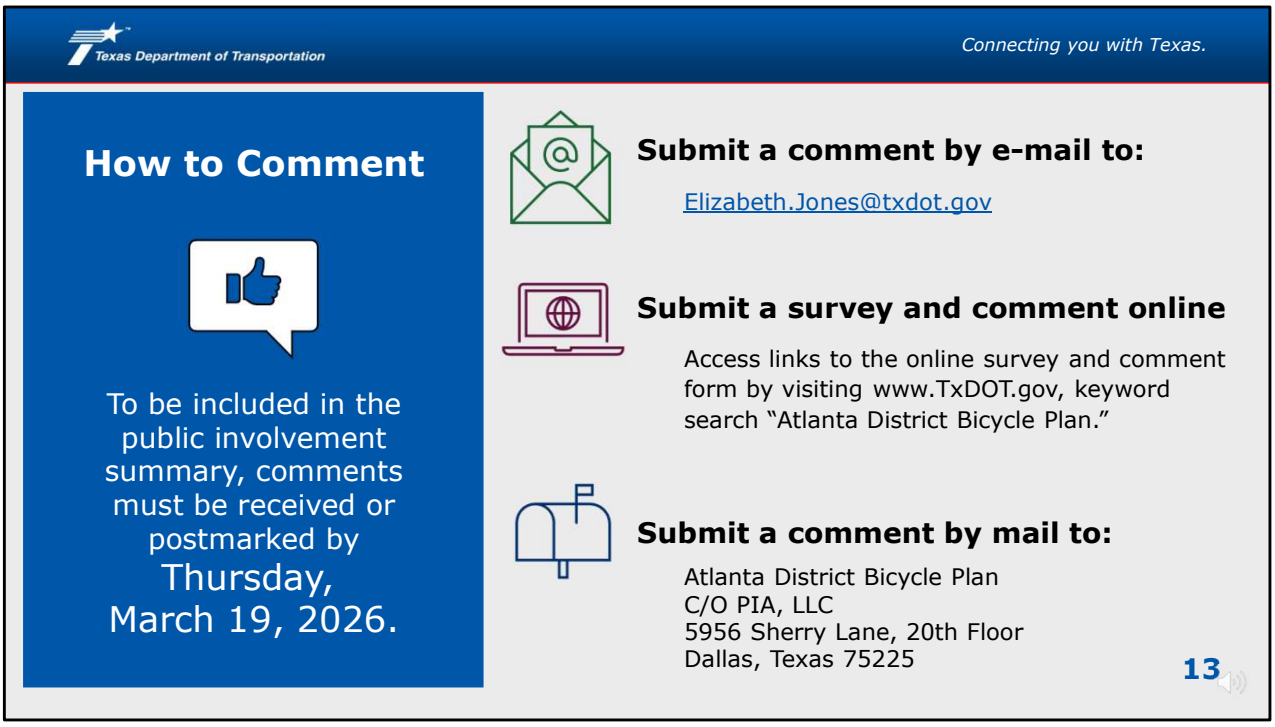
Script: Let's make sure you know how to access the virtual public meeting materials.

The project webpage contains all materials presented in the virtual public meeting, including this presentation in both English and Spanish, a link to the online survey, and a comment form.

You may download and review the materials at your convenience.

Visit the project webpage at www.TxDOT.gov, keyword search "Atlanta District Bicycle Plan" or you may access the webpage by scanning this QR code with your electronic device.

If you need technical assistance, please contact the team at (737) 285-6184.



Script: Your feedback is an important part of TxDOT's planning process.

You can submit a written comment via email to Elizabeth.Jones@txdot.gov.

You may also fill out our online survey and submit your comments online.

Access both the online survey and the online comment form by visiting www.TxDOT.gov, keyword search "Atlanta District Bicycle Plan".

Additionally, you may submit comments via postal mail to: District Bicycle Plans c/o PIA, LLC, 5956 Sherry Lane, 20th Floor, Dallas, Texas 75225.

To be included in the public involvement summary, all comments must be postmarked or received by Thursday, March 19, 2026.

Should you have any questions or comments at any time during the planning process about the district bicycle plan, you may contact the TxDOT Project Manager at 737-285-6184 or Elizabeth.Jones@txdot.gov

Script: Thank you for participating in this virtual public meeting.

Please remember to submit comments by Thursday, March 19, 2026.

If you have questions about the District Bicycle Plan, contact information is on the screen.

Thank you for your participation in the development of the Atlanta District Bicycle Plan.

This concludes the presentation.