



Welcome

TxDOT El Paso
2026 Bike Hearing



May 13th, 2026

Hello, I'm Jose Bocanegra, Project Manager for the 2026 TxDOT El Paso Bike Hearing. Welcome, and thank you for your participation.

This hearing has been convened to share information on transportation projects, programs, and policies affecting bicycle use in the El Paso District, and to obtain your input. Please take your time to review the material presented today and don't forget to send us your comments, by phone, email, online survey, or mail. Your input on these projects is valuable and will help benefit our community. Thank you for helping shape the future of transportation in El Paso.

Safety Minute – Bicycle Safety Facts

Bicyclist fatalities from 2020 to 2024 increased statewide by...

25%

Bicyclist fatalities from 2020 to 2024 increased in the El Paso District by...

8%

332

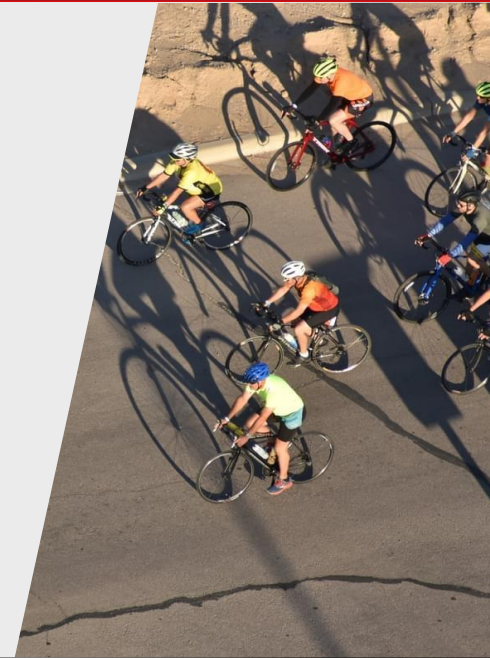
Number of traffic crashes involving bicyclists in the El Paso district from 2020-2024...

7

Number of bicycle related crashes resulting in serious injuries in the El Paso District from 2020-2024...

31

Number of bicycle related crashes resulting in fatalities in the El Paso District from 2020-2024...



Before we dive into the projects, let's take a moment for our safety minute, and what better subject tonight than bicycle safety.

Statewide, bicyclist fatalities increased by 25% from 2020 to 2024. Here in the El Paso District, that increase was 8% over the same period. While that is below the statewide rate, every life lost on our roads matters.

In the El Paso District between 2020 and 2024, there were 332 total traffic crashes involving bicyclists, 7 resulting in serious injuries, and 31 resulting in fatalities.

As you might expect, when a crash occurs between a bicycle and a vehicle, it is the cyclist who is most likely to be injured. A large percentage of these crashes can be avoided if motorists and cyclists follow the rules of the road and watch out for each other. Remember, by law, bicycles on the roadway are vehicles with the same rights and responsibilities as motorized vehicles.

A few simple things can make a big difference. Always wear a properly fitted helmet, make yourself visible with bright colors during the

day and lights at night, ride with the flow of traffic, and stay focused — no texting, no distractions. These numbers and these reminders are exactly why every project we present tonight matters. We are committed to making the El Paso region safer for everyone on the road.

Project Team Introduction



Jose A. Bocanegra
TxDOT Project Manager



Rossy Cardenas
TxDOT Deputy Project Manager



Dhruva Lahon, P.E.
Consultant Project Manager



Nate Taylor, P.E., RSP₁
Consultant Deputy Project Manager



The project team for this hearing includes myself and Rossy Cardenas on the TxDOT side, serving as Project Manager and Deputy Project Manager respectively.

Supporting the district is the consultant team from Kimley-Horn, with Dhruva Lahon serving as Consultant Project Manager and Nate Taylor as Consultant Deputy Project Manager.

Purpose of the Bike Hearing

The purpose of this public hearing is to **provide information on transportation projects** that might affect bicycle use, plans, policies, and programs for the Texas Department of Transportation (TxDOT) El Paso District and to receive public comments on those projects.

TxDOT and local partners are working collaboratively on a common goal to connect the multimodal network within the region.



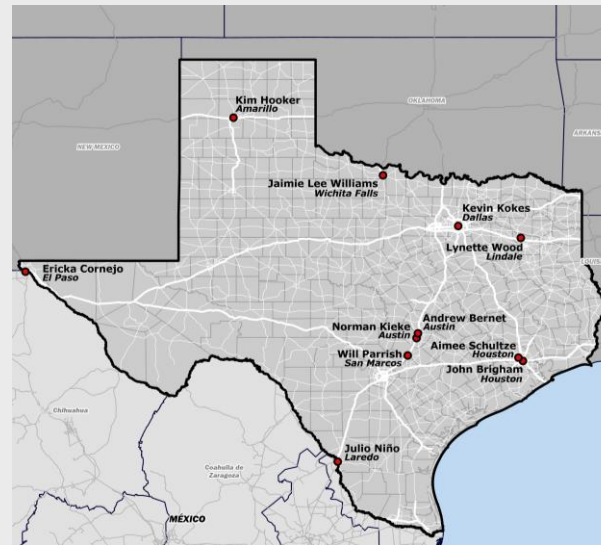
In accordance with Title 43 of the Texas Administrative Code, Section 25.55, the TxDOT El Paso District holds this annual public hearing to provide information on transportation projects that might affect bicycle use, and to receive public comments on those projects.

The purpose of this hearing is two-fold: first, to share information on plans, policies, and programs affecting bicycle use in the El Paso District; and second, to give you, the public, the opportunity to weigh in on the work we are doing.

TxDOT and our local partners are working toward a common goal, to connect the multimodal network across the region. We encourage you to leave comments and appreciate your feedback on these projects and the region's bicycle program. Your input plays an important role in that process.

TxDOT Bicycle and Pedestrian Advisory Committee (BPAC) Membership

- Appointed by the Texas Transportation Commission
- **11-person**, volunteer 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



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TxDOT has a Bicycle and Pedestrian Advisory Committee, known as the BPAC, which advises the Texas Transportation Commission on bicycle and pedestrian issues.

The BPAC is an 11-person volunteer panel serving 3-year staggered terms, made up of geographically and professionally diverse members of the public. Applications are solicited each May from stakeholder groups, professional organizations, and district staff.

As you can see on the map, the BPAC includes members from across the state, with representatives from Amarillo, Wichita Falls, Dallas, Lindale, Austin, Houston, San Marcos, and Laredo.

Representing the El Paso District is Ericka Cornejo. If you have any ideas or thoughts you would like to bring forward, Ericka is our go-to voice for the cycling community here in El Paso.

TxDOT's First Statewide Active Transportation Plan



TxDOT has completed its first Statewide Active Transportation Plan

Vision Statement for the plan:



"A safe, accessible, connected, and fully integrated pedestrian and bicycle network that increases active mobility and supports health, economic vitality, and resiliency within communities and across Texas."

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TxDOT has completed its first Statewide Active Transportation Plan, which is a significant milestone for the agency and for active transportation across Texas.

The vision statement for the plan reads: "A safe, accessible, connected, and fully integrated pedestrian and bicycle network that increases active mobility and supports health, economic vitality, and resiliency within communities and across Texas."

This plan represents a commitment to building a transportation system that works for everyone and will serve as a guiding framework for how TxDOT plans, designs, and invests in active transportation infrastructure going forward.

TxDOT's Statewide Active Transportation Plan Goals



**Improve Safety,
Comfort, and
Accessibility**



**Enhance
Connectivity**



**Address
Community
Needs**



**Support
Economic
Vitality**



**Promote Healthy
Communities**

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The Statewide Active Transportation Plan is organized around five core goals:

- First, Improve Safety, Comfort, and Accessibility, making active transportation facilities safer and more accessible for people of all ages and abilities.
- Second, Enhance Connectivity, filling gaps in the network so that pedestrians and bicyclists can get where they need to go without interruption.
- Third, Address Community Needs, making sure the plan responds to the real transportation challenges facing communities across the state.
- Fourth, Support Economic Vitality, recognizing that active transportation infrastructure contributes to local economies, tourism, and quality of life.
- And fifth, Promote Healthy Communities, encouraging physical activity and reducing reliance on single-occupancy vehicles.

These goals drive the types of projects and investments you will see presented tonight.

TxDOT's Statewide Active Transportation Plan Measures

Active Transportation Fatal Crashes

Statistic includes pedestrian fatalities

Current Value

903



Desired Trend

Source: TxDOT CRIS, 2023

Percent of Commute Trips by Biking

Current Value

0.4%



Desired Trend

Source: ACS, 2021

Bicycle Infrastructure (in miles)

Current Value

439.36



Desired Trend

FY24 Miles

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To track progress toward those goals, TxDOT has established three key measures under the Statewide Active Transportation Plan.

- The first is Active Transportation Fatal Crashes. The current value, which includes both pedestrian and bicyclist fatalities, stands at 903 statewide based on 2023 data. The desired trend is a decrease.
- The second measure is the Percent of Commute Trips by Biking. Currently only 0.4% of commute trips in Texas are made by bicycle according to 2021 American Community Survey data. The desired trend is an increase.
- The third is Bicycle Infrastructure in miles. TxDOT currently has 439.36 miles of bicycle infrastructure as of Fiscal Year 2024. The desired trend is also an increase.

These measures keep TxDOT accountable and help demonstrate the impact of the investments being made across the state, including right here in El Paso.

Bicycle Facility Toolbox

Bicycle Lane

Bicycle lanes are one-way facilities on roadways that carry bicycle traffic in the same direction as adjacent motor vehicle traffic. Bicycle lanes are delineated by striped parallel lines to the vehicle traffic lane.



Buffered Bicycle Lane

A buffered bicycle lane is a one-way bicycle lane that is separated from the adjacent motor vehicle lane by a striped buffer area that may include chevrons, diagonal lines, or wide pavement marking stripes.



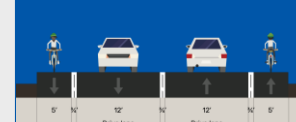
Separated Bicycle Lane

A separated (or protected) bicycle lane is a bicycle lane that is physically separated from the adjacent motor vehicle traffic by vertical elements in the street buffer. They are typically designed to operate one-way.



Bicycle Accessible Shoulder

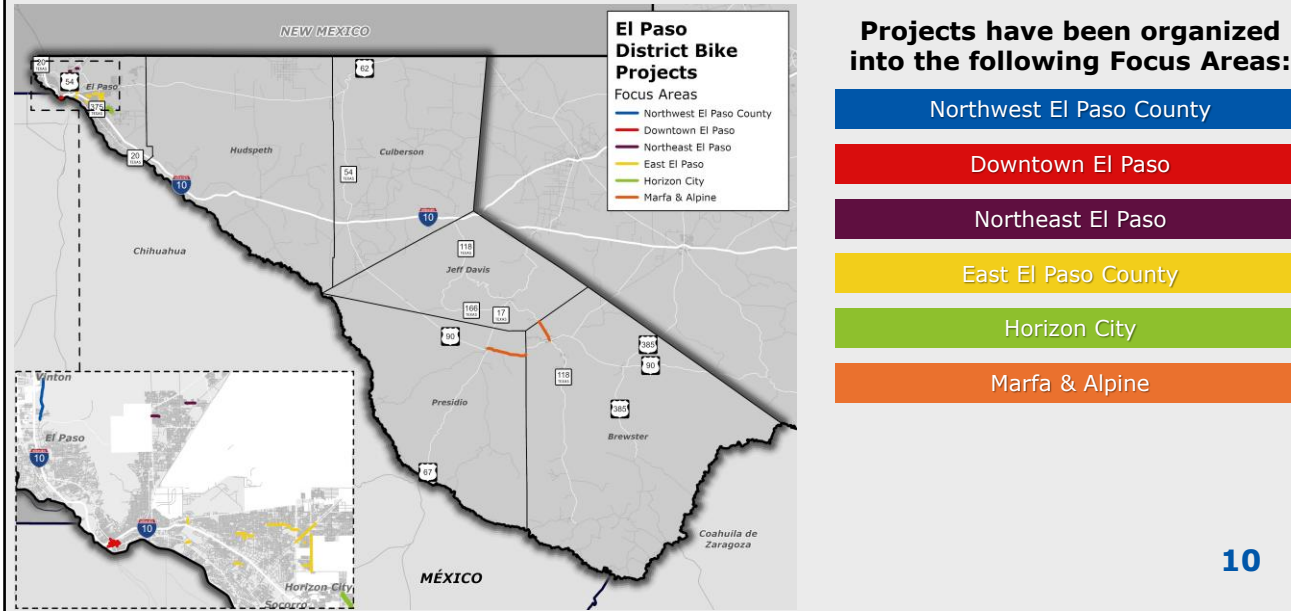
Bicycle accessible shoulders are one-way facilities on a roadway that carry bicycle traffic in the same direction as adjacent motor vehicle traffic. It is at least as wide or wider than a bicycle lane to accommodate bicyclists and paved to provide a smooth, solid surface across its width.



Before we dive into the projects, let's walk through the four types of bicycle facilities you will see tonight.

- A Bicycle Lane is a one-way striped lane on a roadway carrying bicycle traffic in the same direction as adjacent vehicle traffic.
- A Buffered Bicycle Lane is the same concept but adds a striped buffer area between the bicycle lane and vehicle traffic for extra separation.
- A Separated Bicycle Lane, sometimes called a protected bike lane, takes that a step further by using vertical elements to physically separate bicyclists from traffic.
- And a Bicycle Accessible Shoulder is a paved shoulder wide enough to accommodate bicyclists, most commonly found in rural settings.

Project Overview Map

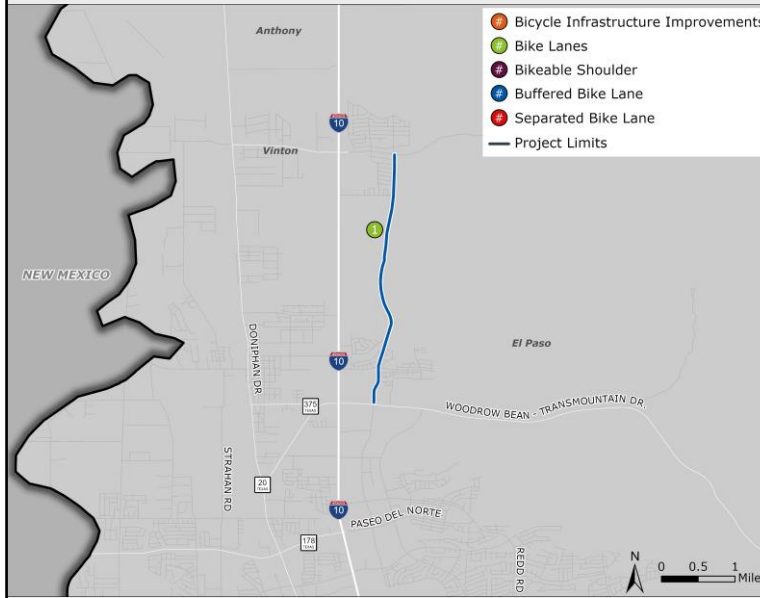


Now we will move into the project portion of tonight's hearing. Projects have been organized into six geographic focus areas: Northwest El Paso County, Downtown El Paso, Northeast El Paso, East El Paso County, Horizon City, and Marfa and Alpine. In addition, there are Districtwide, Citywide, and Future Roadways categories.

The map on this slide shows the distribution of projects across the El Paso District. As you can see, the majority of projects are concentrated in and around the El Paso metro area, with a few extending further east into Presidio and Brewster Counties.

Let's go through each focus area now.

Focus Area: Northwest El Paso County

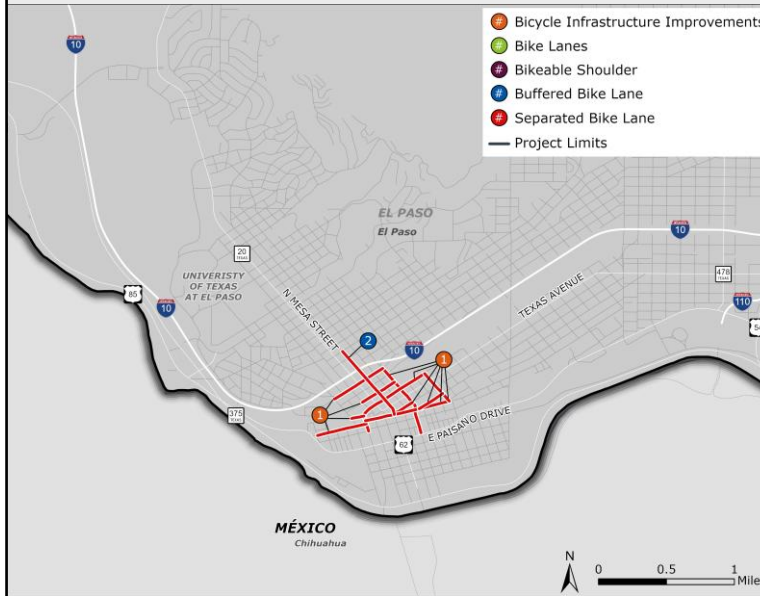


Projects in Focus Area:

1. CSJ 0924-06-638
Tom Mays/Northwestern Ext.

The first focus area is Northwest El Paso County, which includes one project. The Tom Mays/Northwestern Extension will construct a new 2-lane divided roadway with bicycle lanes running approximately 3.5 miles from Westway Boulevard to Loop 375. For more information on this project, please visit the exhibit boards.

Focus Area: Downtown El Paso



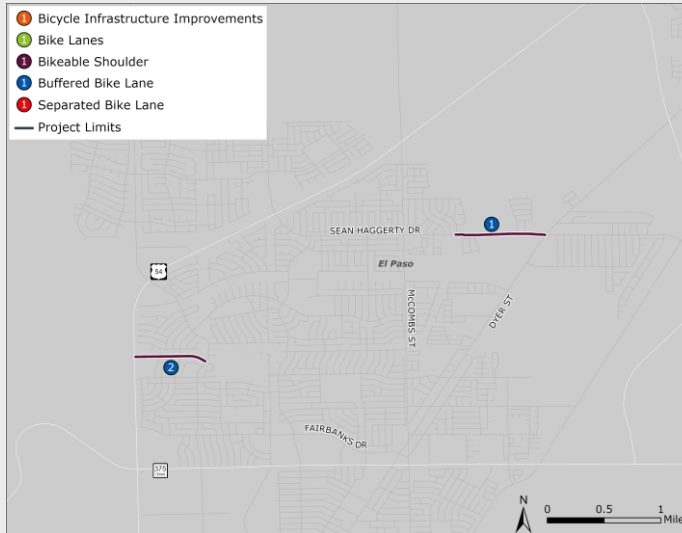
Projects in Focus Area:

1. CSJ 0924-06-570
Downtown Bicycle Improvements Phase I
2. CSJ 0924-06-571
Stanton Two-Way Cycle Track Facility

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The next focus area is Downtown El Paso, which includes two projects. The Downtown Bicycle Improvements Phase 1 will install buffered, conventional, and separated bicycle lanes at various locations throughout the downtown core, totaling approximately 3.29 miles. The Stanton Two-Way Cycle Track Facility will construct a two-way cycle track and road diet along North Stanton Street from Rio Grande Avenue to San Antonio Avenue. For more information on these projects, please visit the exhibit boards.

Focus Area: Northeast El Paso



Projects in Focus Area

1. CSJ 0924-06-611
Sean Haggerty Drive Extension
2. CSJ 0924-06-729
Sun Valley St. Improvements

The next focus area is Northeast El Paso, which includes two projects. The Sean Haggerty Drive Extension will construct a new 4-lane bridge with bicycle facilities from Nathan Bay Drive to Dyer Street. The Sun Valley Drive Improvements will reconstruct the roadway with buffered bicycle lanes from Gateway Boulevard North to Kenworthy Street. For more information on these projects, please visit the exhibit boards.

Focus Area: East El Paso County

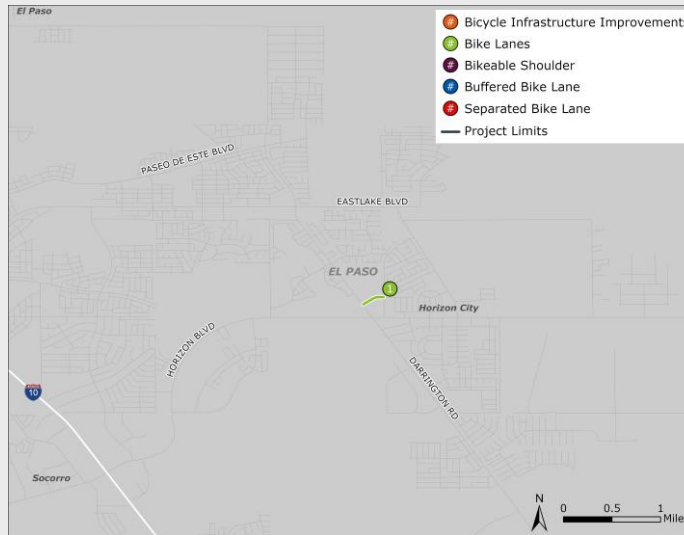


Projects in Focus Area

1. CSJ 0924-06-665
Buffalo Soldier Rd. Improvements
2. CSJ 0674-01-067
FM76 Bridge/Approach (SH20)
3. CSJ 0924-06-726
TA23 Connected Bike Lanes
4. CSJ 0924-06-725
Yermoland Dr Safety
5. CSJ 0924-06-775
Montwood and Sun Fire Roundabout
6. CSJ 0924-06-621
Tierra Este (Arterial 1)
7. CSJ 0924-06-746
2025 ELP Cevalia Ave
8. CSJ 1046-01-021
FM 659 Widening
9. CSJ 0924-06-607
Nuevo Hueco Tank Ext.

The next focus area is East El Paso County, which is the largest in tonight's hearing with nine projects spanning roadway construction, bridge replacement, bicycle lane installations, and a roundabout. Projects are located throughout the east side of El Paso and into Socorro and Horizon City. For more information on each of these projects, please visit the exhibit boards.

Focus Area: Horizon City



Projects in Focus Area

1. CSJ 0924-06-691
Delake Street

The next focus area is Horizon City, which includes one project. The Delake Street Bicycle Lanes project will install bicycle lanes from Darrington Road to Rodman Street, approximately 0.2 miles. For more information on this project, please visit the exhibit boards.

Focus Area: Marfa & Alpine



Projects in Focus Area

1. CSJ 0020-08-048
US67 Mill & Inlay
2. CSJ 0358-02-031
SH118 Mill & Inlay

The next focus area is Marfa and Alpine, which includes two projects. Both are mill and inlay projects that will resurface existing roadways while adding bicycle accessible shoulders. The US67 project covers approximately 14 miles between Marfa and the Brewster County Line, and the SH118 project covers approximately 1.25 miles into Alpine. For more information on these projects, please visit the exhibit boards.

Focus Area: Districtwide



Projects in Focus Area

1. CSJ 0924-00-124
VA FY 2026 Striping Proj. (Districtwide)

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The next category is Districtwide, which includes one project. The VA FY 2026 Striping Project will re-stripe approximately 24.2 miles of roadways across the district to include bicycle accessible shoulders. For more information on this project, please visit the exhibit boards.

Focus Area: Citywide (El Paso)



Projects in Focus Area

1. CSJ 0924-06-577
Bicycle Infrastructure Citywide

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The next category is Citywide, which includes one project. The Bicycle Infrastructure Citywide project will construct conventional, buffered, and separated bicycle lanes at various locations throughout the City of El Paso, helping to fill gaps and extend the bicycle network. For more information on this project, please visit the exhibit boards.

Focus Area: Future Roadways



Projects in Focus Area

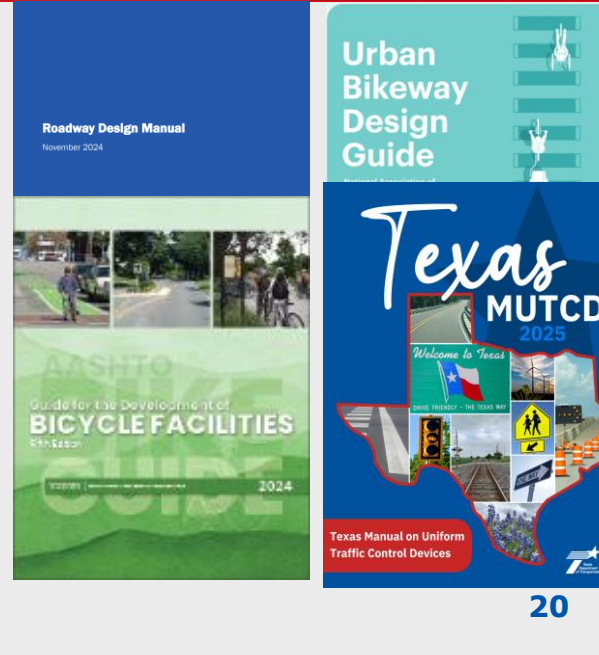
1. CSJ 0924-06-563
Arterial 1 (1682 Blvd)(PE-Final Design)

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The final category is Future Roadways, which includes one project currently in the preliminary and final design phase. The Arterial 1 project, also known as 1682 Boulevard, will construct a 4-lane divided roadway with bicycle lanes from Border Highway East to IH-10. For more information on this project, please visit the exhibit boards.

Bicycle Facility Standards and Guidelines

- TxDOT Roadway Design Manual (November 2024)
- AASHTO (American Association of State Highway and Transportation Officials)
 - Guide for the development of Bicycle Facilities (2024)
- NACTO (National Association of City Transportation Officials)
 - Urban Bikeway Design Guide (2025)
- TMUTCD (Texas Manual on Uniform Traffic Control Devices) (2025)
- TSAP (Traffic and Safety Analysis Procedures Manual) (2024)



Now let's take a few minutes to discuss the standards and guidelines that inform how TxDOT plans and designs bicycle facilities.

TxDOT relies on several key resources. The TxDOT Roadway Design Manual serves as the foundation for planning, designing, and operating bicycle and pedestrian facilities. The AASHTO Guide for the Development of Bicycle Facilities provides national design guidance, and the NACTO Urban Bikeway Design Guide builds upon those AASHTO guidelines to provide additional recommendations to help communities plan and design safe and convenient accommodations for bicyclists and pedestrians. FHWA supports the use of both of these resources to further develop non-motorized transportation networks, particularly in urban areas.

The Texas Manual on Uniform Traffic Control Devices, specifically Part 3 on Markings and Part 9 on Traffic Control for Bicycle Facilities, governs how bicycle facilities are signed and marked on our roadways. And the Traffic and Safety Analysis

Procedures Manual, Chapter 14 on Multimodal Analysis, guides how we evaluate the performance and safety of bicycle and pedestrian facilities.

Together these resources ensure that our facilities meet national standards while allowing for local context and flexibility.

TxDOT's Policy – Urban, Urban Core, Suburban, and Rural Towns



TxDOT **design guidelines** for bicycle and pedestrian facilities updated in November 2024



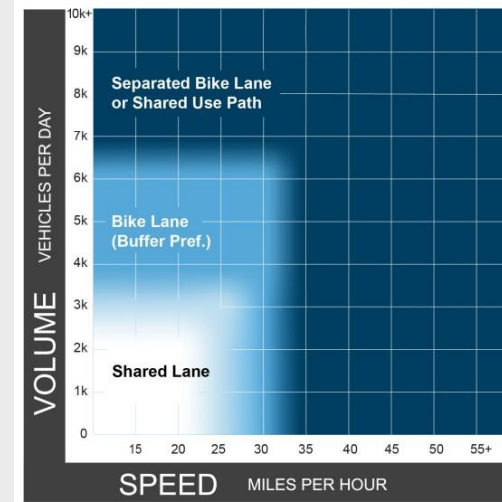
New **construction, reconstruction, or widening** projects

- Provide the recommended bicycle accommodation based on traffic volumes and speed.
- Accommodations should be designed to meet Texas Accessibility Standards/ Americans with Disabilities Act Accessibility Guidelines requirements



Projects involving **bridge replacement, bridge deck replacement, or bridge rehabilitation**

- Provide 5-foot minimum clear space (4-foot shoulder and 1-foot offset measured to the toe of the barrier). Where feasible, desirable shoulder widths should be used.
- For roadway identified on the Texas Bicycle Tourism trails Example Network, provide preferred 10-foot (minimum 8 foot) shoulder width.



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TxDOT's design guidelines for bicycle facilities were updated in November 2024. In urban, suburban, and rural town settings, for new construction, reconstruction, or widening projects, TxDOT provides the recommended bicycle accommodation based on traffic volumes and speed. As you can see on the chart, this ranges from shared lanes at low speeds and volumes, to bike lanes with a buffer preference in the middle ranges, to separated bike lanes or shared use paths at higher volumes and speeds.

For bridge replacement, bridge deck replacement, or bridge rehabilitation projects, TxDOT provides a minimum 5-foot clear space from the adjacent motor vehicle travel lane. For roadways identified on the Texas Bicycle Tourism Trails Example Network, a preferred 10-foot shoulder width is provided with an 8-foot minimum.

TxDOT's Policy – Rural Areas (Excludes Rural Towns)



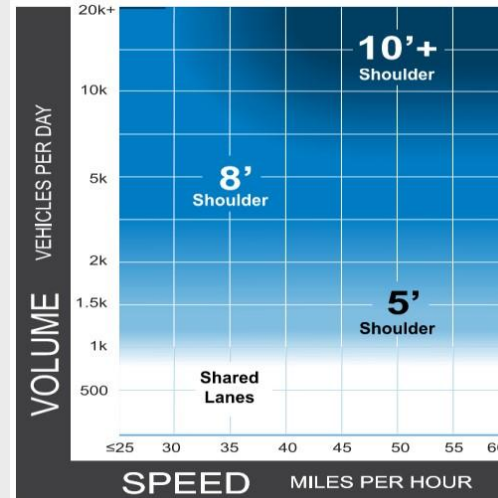
New **construction, reconstruction, or widening** projects

- When the scoping process and environmental studies indicate a need for bicycle accommodations, provide the recommended bicycle accommodation.
- In some cases, a shared use path or other locally preferred facility type may be identified during stakeholder outreach.
- Roadways indicated in TxDOT's Bicycle Tourism Trails Study should be redesigned with a minimum 8-foot shoulder, a shared use path, or another locally preferred facility type.



Projects involving **bridge replacement, bridge deck replacement, or bridge rehabilitation**

- Provide 5-foot minimum clear space (4-foot shoulder and 1-foot offset measured to the toe of the barrier). Where feasible, desirable shoulder widths should be used.
- For roadways identified on the Texas Bicycle Tourism Trails Example Network, provide preferred 10-foot (minimum 8-foot) shoulder width.



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In rural areas, excluding rural towns, bicycle accommodations are provided when the scoping process and environmental studies indicate a need. As shown on the chart, shared lanes are recommended for roadways with low speeds and low traffic volumes, and as speeds and volumes increase, wider shoulders are proposed to accommodate bicyclists.

In some cases, a shared use path or other locally preferred facility type may be identified through stakeholder outreach. Roadways on the Texas Bicycle Tourism Trails network should be designed with a minimum 8-foot shoulder, a shared use path, or another locally preferred facility type.

For bridge projects in rural areas, the same minimum 5-foot clear space standard applies, with a preferred 10-foot shoulder for roadways on the bicycle tourism trails network.

TxDOT Bicycle Accommodation Information

TxDOT bicycle accommodation information can be found online at:

<https://www.txdot.gov/projects/planning/bicycle-pedestrian-planning-designing.html>



A screenshot of the TxDOT website page titled "Bicycle and pedestrian resources". The page includes a navigation menu at the top with options like "Discover Texas", "Data and maps", "Do business", "Explore projects", "Stay safe", and "About". Below the navigation, there is a breadcrumb trail: "Home / Projects / Transportation planning". The main heading is "Bicycle and pedestrian resources". A paragraph of text states: "Bicycle and pedestrian accommodations are supported by federal and state legislation, policies, and practices. TxDOT follows its Roadway Design Manual and guidelines developed by the American Association of State Highway and Transportation Officials. All state and federally funded transportation projects are constructed in compliance with the Americans with Disabilities Act." The page is organized into four sections: "TxDOT design resources" (with links to TxDOT Bikeway Design User Guide, TxDOT Bicycle Accommodation Design Guidance, State of the Practice in Bicycle and Pedestrian Accommodation, Roadway Design Manual, and Bikeway Types); "TxDOT planning resources" (with links to Statewide Active Transportation Plan, District Bicycle Plan Pilot, Texas Pedestrian Safety Action Plan, TxDOT Bicycle and Pedestrian Count Program, Active Transportation Plan Inventory, Strategic Direction Report: Opportunities for TxDOT's Bicycle Program, and Texas Bicycle Tourism Trails Study); "National resources" (with links to AASHTO Guide for the Development of Bicycle Facilities, NACTO Urban Bikeway Design Guide, FHWA Bicycle and Pedestrian Design Publications, and FHWA Bicycle and Pedestrian Guidance); and "Americans with Disabilities Act" (with links to About the standards, Proposed Public Rights of Way Accessibility Guidelines for Sidewalks and Shared Use Paths, and Architectural Barriers Texas Accessibility Standards). The number "23" is visible in the bottom right corner of the screenshot.

For more information on TxDOT's bicycle program, including planning and design resources, funding opportunities, and the statewide active transportation plan, please visit the TxDOT website. The link is shown on this slide, or you can scan the QR code to access the page directly.

How to Comment



Verbal:

Call (915) 277-3583
and leave a message



Mail:

Kimley-Horn
Attn: El Paso Bike Hearing
2600 N Central Expy. Suite
400, Richardson, TX 75080



Email:

2026_TxDOT_ELP_BikeHearing@kimley-horn.com



Questions:

Contact: Jose Bocanegra
Jose.Bocanegra@txdot.gov
(915) 790-4365

Note: Please submit or postmark your comments
on or before Friday, June 12th, 2026

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Now for what may be the most important slide of the evening. We want to hear from you, and there are several ways to submit a comment. You can call, email, or mail us using the contact information shown on this slide.

If you have any questions, please don't hesitate to reach out to me directly. My email and phone number are also shown on this slide.

Please submit or postmark your comments on or before Friday, June 12th, 2026.

Online Interactive Map and Public Survey

Please scan the QR code below to access the online interactive map and public survey



Online Link: <https://tinyurl.com/vdjn7axw>

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In addition to the comment methods just mentioned, we also have an online interactive map and public survey available. The map allows you to drop a pin anywhere in the El Paso District and submit location-specific feedback, whether that's a general comment, a location that needs bicycle infrastructure, a missing bicycle connection, a needed connection to transit, or even your preferred bicycle route.

The survey asks questions about your travel habits and transportation needs, such as how you typically get around and how far you usually travel for work, school, or daily activities. Your responses help us better understand how people in our region move around and where we can make the biggest impact.

You can access both the map and the survey by scanning the QR code shown on this slide or by visiting the link provided. We encourage you to take a few minutes to share your thoughts.

Next Steps



1. Review

TxDOT will review/consider comments



2. Summary

A **Public Hearing Summary** will be available on TxDOT's website in Fall 2026



3. Clearance

All projects still require **environmental clearance**



4. Hearing

A **Public Hearing or Opportunity for a Public Hearing** will be held once a year for transportation projects, programs, and policies affecting bicycle use in the El Paso District

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Before we finish this presentation, let's walk through what comes next.

- First, TxDOT will review and consider all comments submitted for this public hearing.
- Second, a Public Hearing Summary will be made available on TxDOT's website in Fall 2026.
- Third, all projects presented tonight still require environmental clearance before moving forward.
- And fourth, a Public Hearing or Opportunity for a Public Hearing will be held once a year for transportation projects, programs, and policies affecting bicycle use in the El Paso District.



May 13th, 2026

Thank you!

That concludes our presentation for the TxDOT El Paso District 2026 Bicycle Public Hearing.

Thank you all for your time and participation tonight. The work being done across our district is made stronger by your involvement and your feedback. Please don't forget to submit your comments by June 12th, 2026 using the contact information provided.