

TEXAS BICYCLE TOURISM TRAILS STUDY



A network of bicycle tourism trails across Texas would highlight the natural, historic, and exceptional landscapes across the many unique regions of the state. These tourism trails would attract bicyclists from around the nation and the world, showcase communities across the state, and boost economic development.

The Texas Bicycle Tourism Trails Study investigated the development of a statewide bicycle tourism trail network and was undertaken in response to the 2005 Texas Bicycle Tourism Trails Act (Texas Transportation Code § 201.9025).

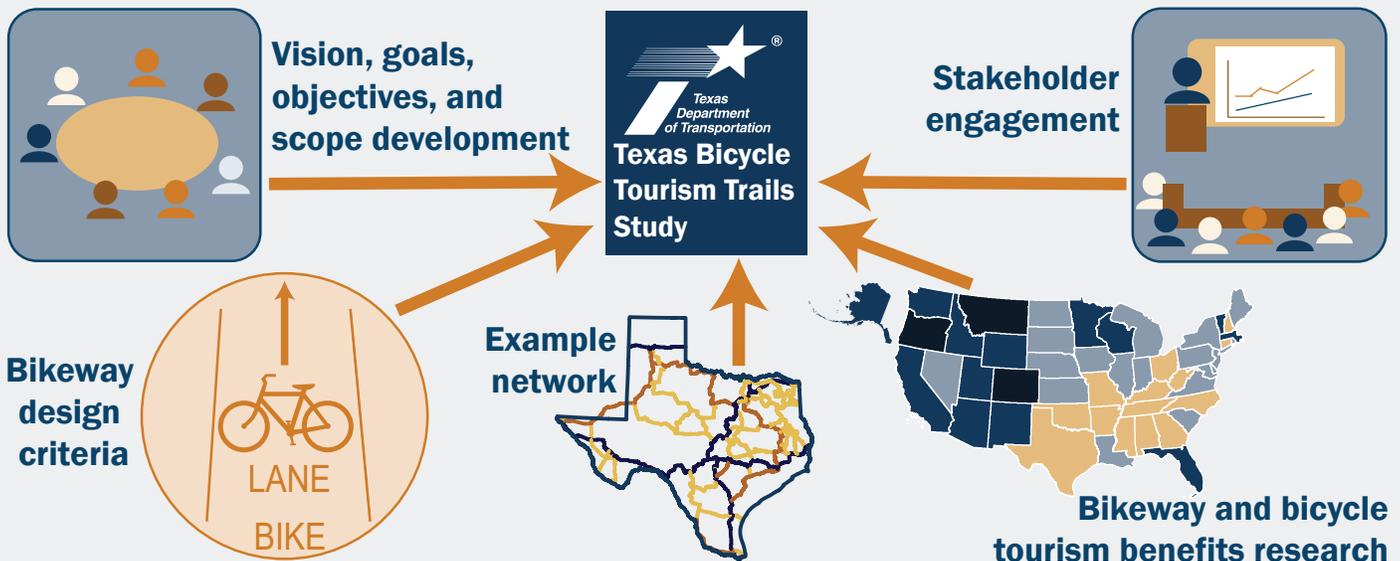
Study Goals - The study was developed under the guidance of TxDOT's Bicycle Advisory Committee (BAC) with the following goals:

- **Identify tourism trail routes** - *Where do bicycle tourists want to go?*
- **Identify benefits of bicycle tourism trails** - *How would Texas communities benefit?*
- **Foster the development of safer bicycle tourism trails** - *What types of bikeways are recommended as tourism trails?*
- **Engage stakeholders** - *Making the study a reality.*



Photos (clockwise from top left): Buffered bike lane, Austin, TX, Coppola Photography; Shared Use Path, Austin, TX, Coppola Photography; Wildflowers along Texas 71, Llano, Texas; SH 375 Transmountain Rd, El Paso, TX; Pennybacker Bridge, Loop 360, Austin, TX

Texas Bicycle Tourism Trails Planning Process



What is Bicycle Tourism?

Bicycle tourism is any travel or tourism-related activity that incorporates a bicycle. Bicycle tourism activities include, but are not limited to, long-distance bicycle touring, bike-packing, local day rides, urban cycling, and bicycle events that include races and/or destinations. Bicycle tourism activities occur in urban, suburban, and rural locations on a variety of different on-road and off-road facilities.

Where do bicycle tourists want to go?

The Bicycle Tourism Trails Example Network (right) is the output of months of data gathering, stakeholder outreach, and meetings with TxDOT's Bicycle Advisory Committee (BAC). The Example Network represents an application of qualitative and quantitative criteria established as part of the study. A more thorough analysis of local conditions and extensive stakeholder engagement would be needed to advance any route.

Attractions within 10 miles of the Example Network

-  **18** National Parks/Forests/Historic Sites
-  **110** State Parks/Forests/Historic Sites
-  **6,705** Historical markers
-  **65** Texas Main Street Communities
-  **540** Small Cities (under 5,000 people)
-  **243** Medium Cities (5,000 to 200,000 people)
-  **13** Large Urban Areas (over 200,000 people)

Elements of the Example Network:

Cross-state Spines

- Routes of statewide significance which connect to other states and link major urban areas
- May be candidates for US Bicycle Route System (USBRs)

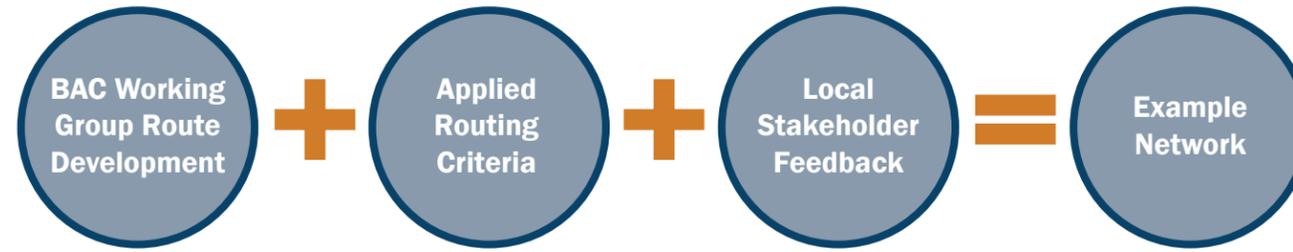
Connecting Spurs

- Routes of statewide significance which connect major urban areas, state/national parks, and other destinations
- Provide important links between cross-state spines

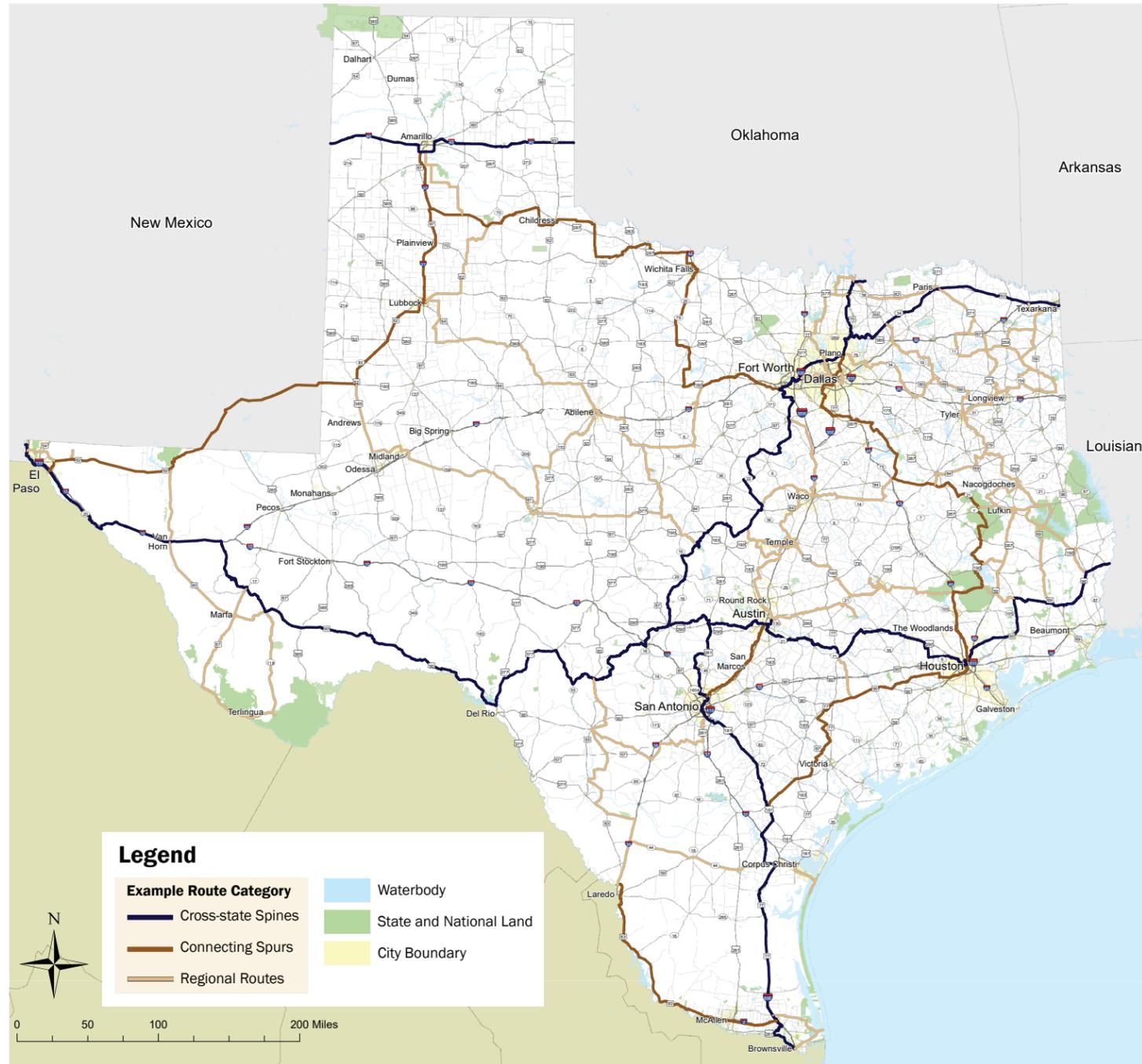
Regional Routes

- Routes of regional significance that connect to scenic areas and frequently form regional loops

Route Development Methodology Diagram



Bicycle Tourism Trails Example Network



How would Texas communities benefit?

Texas communities benefit from more connected bikeways across the state. Bicycle tourism can increase local spending. Integrated bikeway infrastructure can improve the health of local residents and quality of life for all Texans.

Bicycle tourists spend an average of \$136 per day⁽¹⁾



Proximity to trails can increase the value of homes between 1% and 6.5%⁽²⁾

People who live near shared use paths are 50% more likely to meet physical activity guidelines and 73% to 80% more likely to bicycle⁽³⁾



Trails can link bicyclists to a shared past which helps to enhance cultural awareness and establish a community's identity⁽⁴⁾

1. See synthesized research summary in BTTS Technical Memorandum 1.
 2. National Park Service. 2008. Benefits of Trails and Greenways.
 3. Sallis J, Bowles, H, Bauman A, et al. 2009. Neighborhood environments and physical activity among adults in 11 countries. American Journal of Preventative Medicine, 36 (6): 484-490, June 2009.
 4. Rails to Trails Conservancy. 2003. "Historic Preservation and Community Identity"

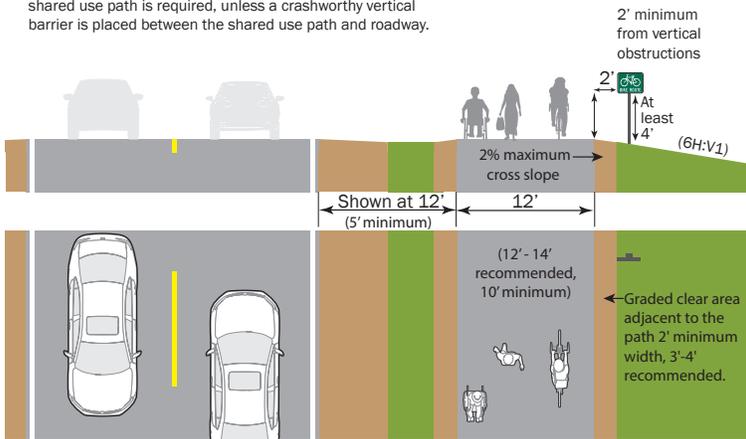
What types of bikeways are recommended as tourism trails?

Texas bicycle tourism trails could include shared use paths, bike lanes, or wide shoulders, depending on local conditions. The selected bikeway type would be subject to local conditions, current guidance, and professional engineering judgment.

Proposed Typical Sections

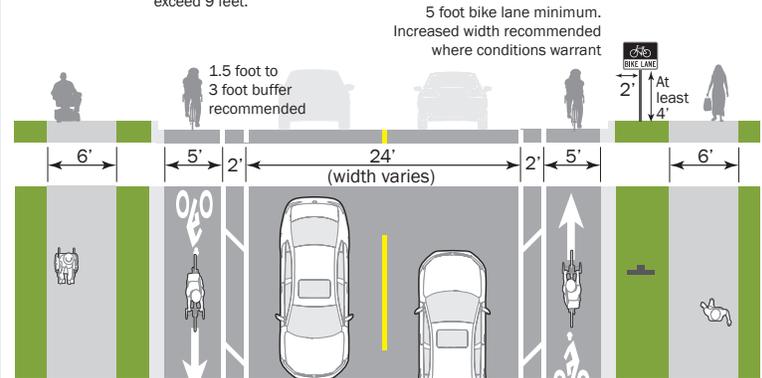
Shared Use Path

A minimum 5-foot separation between the roadway edge and shared use path is required, unless a crashworthy vertical barrier is placed between the shared use path and roadway.



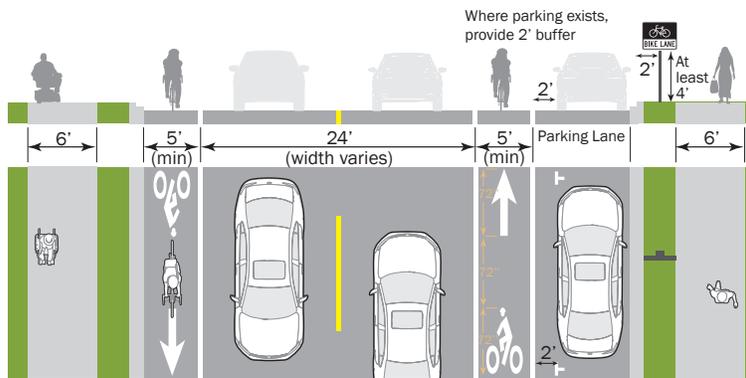
Buffered Bicycle Lane

Combined width of buffer and bike lane should not exceed 9 feet.

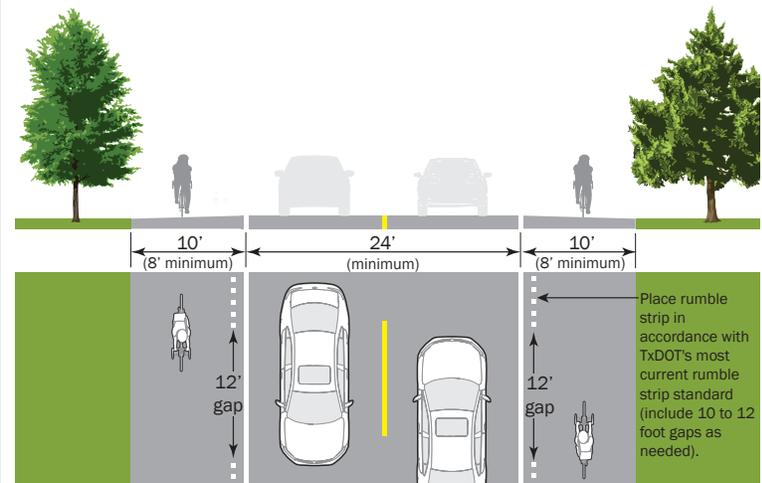


Bicycle Lane

5-foot-wide minimum bike lane
Increased width recommended where conditions warrant.



Paved Shoulder



Next Steps

The Bicycle Tourism Trails Study was a collaborative effort, involving TxDOT's Bicycle Advisory Committee (BAC), TxDOT staff, BikeTexas, state agencies, metropolitan planning organizations, and councils of governments. Continued coordination with state, regional/local partners, and the bicycling community will be necessary to make the Texas Bicycle Tourism Trail Network a reality. TxDOT's BAC unanimously approved the products resulting from TxDOT's Texas Bicycle Tourism Trails Study at their January 2018 BAC Meeting; BAC members approved the following next steps:

Incorporate study results into the Texas Transportation Plan 2045

Add the Example Bicycle Tourism Network to TxDOT's Statewide Planning Map

Partner with others to identify, fund and develop pilot projects along the Example Network



For more information on this study and TxDOT's Bicycle and Pedestrian Program activities, visit: www.txdot.gov/inside-txdot/modes-of-travel/bicycle.html