



Item #3

Bicycle & Pedestrian Advisory Committee

October 15, 2009

United States Bicycle Route System

Issue: The United States Bicycle Route System (USBRS), in association with American Association of State Highway and Transportation Officials (AASHTO) and Adventure Cycling Association (ACA), is designing a system of coordinated, numbered route designations across the U.S.

Recommendation: None; this is for information only.

Discussion: The USBRS goal is to connect America with a network of numbered interstate bicycle routes. A task force was formed and, over the course of several years, created a nationwide Corridor Plan. The Corridor Plan aims to coordinate routes across the U.S. and assign a national numbered designation for eventual mapping and signing. In October 2008, the AASHTO Standing Committee on Highways and Board of Directors approved the plan and the Task Force then developed a new, streamlined application process approved by the Special Committee on Route Numbering in May 2009. Please see the attachment for more information.

Ms. Virginia Sullivan, Special Projects Director at Adventure Cycling, will phone into the meeting and talk about the process for designating routes, the current status of the project, and the role Adventure Cycling is playing in coordinating the effort. Mr. Ken McGuire, Bicycle Program Manager at Caltrans, will talk about the corridors defined in California and how cities like Sacramento will become a part of the bigger system.

LS:gg
Attachments

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The goal of United States Bicycle Route System (USBRS) is to connect America with a network of numbered interstate bicycle routes. The national Corridor Plan (reverse) lays the framework for the national system. Corridors are not routes but 50-mile wide areas where a route might be developed. Routes can be established on trails or multi-modal paths and roadways. The USBRS Corridor Plan concept was based upon Corridor Criteria but is a flexible plan that can be shifted and changed as interest and needs for the network develop. Please see the 10 Fast Facts for an overview of the project.

American Association of State Highway and Transportation Officials (AASHTO) became involved in nationally designating interstate routes in the 1970's establishing a Purpose and Policy for the establishment of U.S. Numbered Bicycle Routes (USBR). Two routes were established in the early 1980s—USBR 1 (Virginia and North Carolina) and USBR 76 (Virginia, Kentucky, and Illinois). AASHTO initiated renewed interest in developing interstate routes by forming the Task Force on U.S. Numbered Bicycle Routes in 2004.

Adventure Cycling Association (ACA), one of the members of the Task Force, became staff support to the project in 2005. The Task Force proceeded to work through a six-phase plan for establishing the Corridor Plan. In 2005, ACA released an inventory Map and Report (available for review on ACA's website) on existing and proposed state bicycle routes and trails. Findings revealed that most routes stop at the state borders or do not align across state lines. The aim of the Corridor Plan is to offer a plan for coordinating routes across these borders while also assigning a national numbered designation for eventual mapping and signing.

The Corridor Plan developed through a multi-year process. First, the inventory was used as a base for forming the initial corridor framework. Then, the corridor plan went through multiple variations as it was reviewed by numerous AASHTO committees, state transportation agencies, and bicycle organizations. It continues to adapt and change as key stake holders become involved in the process of reviewing the corridors and groups begin working on route development. In October 2008, the AASHTO Standing Committee on Highways and Board of Directors approved the plan and the Task Force then developed a new, streamlined application process approved by the Special Committee on Route Numbering in May 2009.

Local agency and organization involvement is vitally important to the process of developing this interstate bicycle route system. The Task Force wishes to engage local transportation and recreation agencies and others in the process of reviewing the Corridor Plan while effectively communicating the goals and intentions of the network. Though State Departments of Transportation have the responsibility of applying for national designation through AASHTO, various organizations and agencies at all levels (state, regional, county, township, MPO, non-profit, etc.) will be involved as roads and trails are chosen for their tourism, recreation, and transportation assets. USBRS is an AASHTO program, but will have significant local agency involvement.

- The most optimal routing for many USBRs will likely involve streets and roads under local (not always state) jurisdiction.
- This is expected to be a cooperative effort between state DOTs, local agencies, non-profits and private groups.

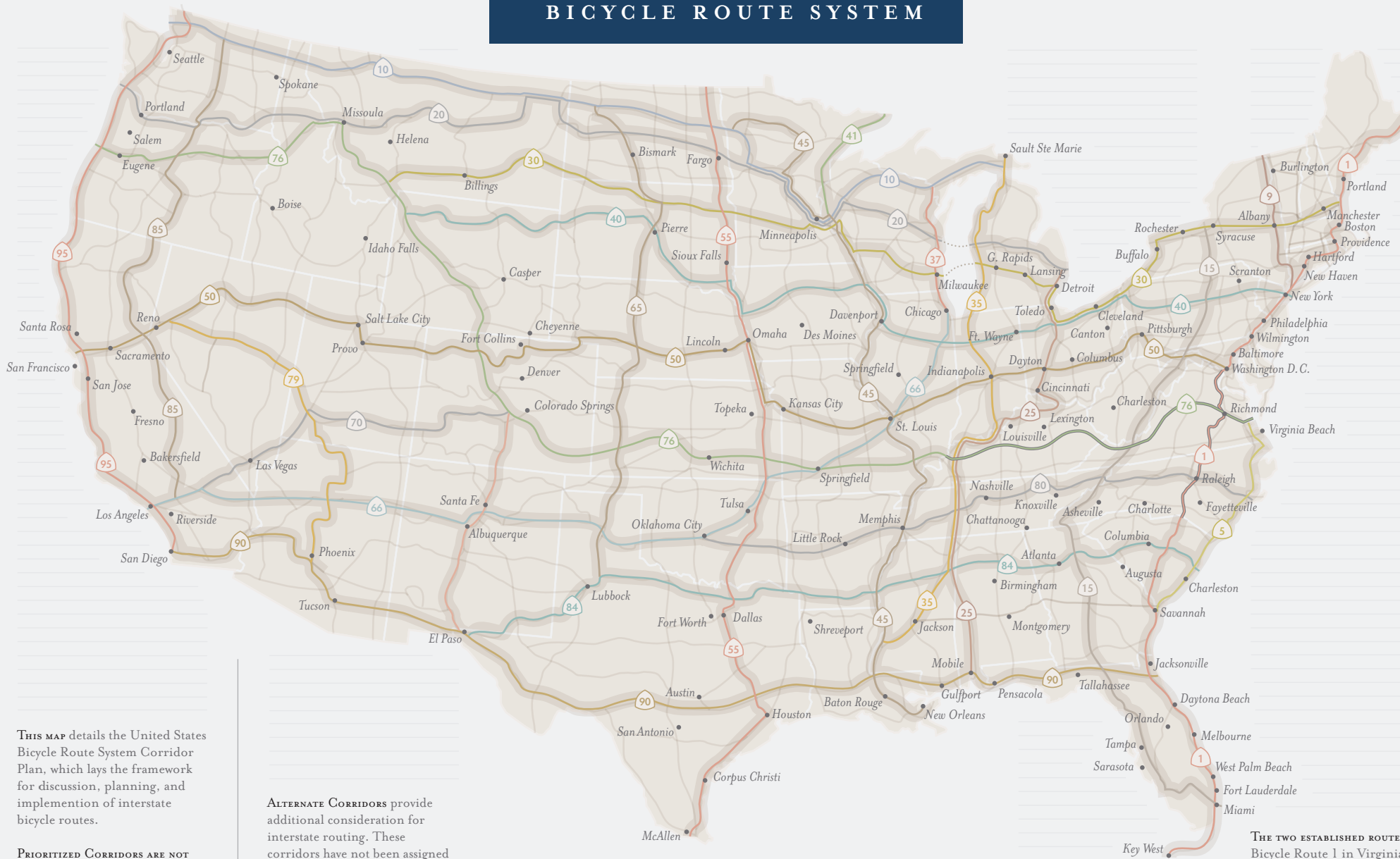
- Local agencies will have the final say as to whether a USBR will be on their streets/roads (initial feedback indicates high interest in having the national system part of local networks).

[AASHTO is a nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia, and Puerto Rico in all five transportation modes: air, highways, public transportation, rail, and water. Its primary goal is to foster the development, operation, and maintenance of an integrated national transportation system. AASHTO advocates transportation-related policies and provides technical services to support states in their efforts to efficiently and safely move people and goods. AASHTO Route Numbering <http://cms.transportation.org/?siteid=68>]

[Adventure Cycling Association is the largest non-profit bicycling organization in North America with almost 44,500 members. Our mission is to inspire people of all ages to travel by bicycle for fitness, fun and self discovery. With over 38,000 mapped miles of bicycle routes, ACA is committed to seeing a national bicycle route system established for the traveling public. www.adventurecycling.org/usbrs]

THE GOAL OF THE UNITED STATES BICYCLE ROUTE SYSTEM IS TO CONNECT AMERICA THROUGH A NETWORK OF NUMBERED INTERSTATE BICYCLE ROUTES.

THE UNITED STATES
BICYCLE ROUTE SYSTEM



THIS MAP details the United States Bicycle Route System Corridor Plan, which lays the framework for discussion, planning, and implementation of interstate bicycle routes.

PRIORITIZED CORRIDORS ARE NOT routes, but 50-mile wide areas where a route may be developed. These corridors have been assigned route numbers.

ALTERNATE CORRIDORS provide additional consideration for interstate routing. These corridors have not been assigned route numbers but may be prioritized. Corridors may be added or existing corridors shifted as needed.

THE TWO ESTABLISHED ROUTES, US Bicycle Route 1 in Virginia & North Carolina and US Bicycle Route 76 in Virginia, Kentucky & Illinois were designated through AASHTO in the 1980's.

[———] PRIORITIZED CORRIDOR

[———] ALTERNATE CORRIDOR

Connecting People, Communities, and the Nation

[.....] PRIVATE OR PUBLIC FERRY

[———] UNITED STATES BICYCLE ROUTE