

U.S. Bicycle Route System

Implementation Preparedness:
Survey of State Bicycle and Pedestrian
Coordinators

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The AASHTO Task Force on U.S. Bicycle Routes

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Bicycle and Pedestrian Programs

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U.S. Bicycle Routes System Implementation Preparedness: Survey of State Bicycle and Pedestrian Coordinators

Summary

Thirty-two states have expressed interest in developing routes for the U.S. Bicycle Routes System, although interest levels varied. Nearly all of the responding states have some bicycle-touring resources in place; many have established touring routes. Limited staffing and funding were the most frequently cited barriers to implementation.

Background

The American Association for State Highway and Transportation Officials (AASHTO) U.S. Bicycle Route System Task Force submitted the U.S. Bicycle Routes Application to the Special Committee on Route Numbering in May 2009 paving the way for states to apply for national designation. As Adventure Cycling Association (ACA) began leading regional meetings with agency staff and non-government organizations interested in implementation, it became apparent more information needed to be acquired from the state agencies as to their level of interest and what potential barriers might exist. This information will be particularly helpful for states to know as the application requires two or more states to apply together where a U.S. Bicycle Route (USBR) didn't previously exist. The survey was designed to ascertain state interest, potential barriers, and other relevant information, such as existing bike routes and trail systems, managers of those systems, and potential collaborators.

A couple of items to take into account when reading the results of this survey:

- The survey was sent to the bicycle and pedestrian coordinators for each state Department of Transportation (DOT). This is the chain of communication established through the AASHTO process. We have no way of knowing how many of the surveys were answered collaboratively or with department-wide input.
- Since the structure each state department of transportation is diverse and working relationships with divisions and other local transportation authorities varies widely from state to state, one must understand this isn't a full representation of the state's stance. Departments of natural resource, conservation, parks and recreation, local transportation authorities and tourism all have a stake in the U.S. Bicycle Route System.
- Note that of the fifty states (plus Washington, D.C.) sent surveys, thirty-eight states responded, and of those who responded not all states answered all questions, so the summary only reflects the answers received. There may be more activities, mapped routes, barriers to implementation, and plans in place than this summary lists.

Survey Questions

The questions that are summarized in this report and have data compilation are as follows:

- What is your state's interest level in developing USBR(s) and if little or no interest, why?
- Does your state have any of the following? Where are they and who manages them:
 - Cross state bike routes
 - Long distance bike routes
 - Rural/scenic bike routes
 - Suburban routes/network

- Urban networks
 - Compatible road designations (such as scenic by-ways)
 - Long trails suitable for bike travel (i.e. easy to locate, paved or compatible surface for touring bike, multiple miles)
 - Other biking information (we can't think of everything!)
- Do you foresee your state doing any of the following (Y/N and feel free to explain)? (*Note: U.S. Bicycle Routes may be mapped and/or signed.*)
 - State-wide bike plan
 - USBR planning
 - USBR Routing
 - Mapping
 - Signing
 - Other marking
 - Brochures
 - Will you be doing these things within the state DOT or by contract or partnering with any of the following:
 - Advocacy organization
 - Local, regional or state government agency
 - Tourist organization
 - Other
 - Do you work with a volunteer/advocacy group or steering committee of some sort, or are you organizing one? Who? At what level or service? Please elaborate.
 - What other staff will be involved in the process of implementing a USBR? Please list names and title and if they are at the state or one of the district offices of your DOT.
 - Please review the latest version of the corridor plan. The plan continues to evolve as states begin planning, routes emerge, and good ideas are presented. Please suggest any changes you might make (be as specific as you can but you don't need to detail actually roads unless you feel comfortable doing so)
 - Do you foresee the USBR maps for your state being put into GIS? Does your state have the capability to do this? Do you ever contract with organizations for this type of work?
 - What do you see as the major barriers to your state implementing USBR(s)?

Results Summarized

Nine states indicated they are very interested in implementation, followed by twelve that are relatively interested and another nine that want to implement but must focus on other priorities first. In addition, two states that failed to answer the question are known to be actively pursuing route development for the USBRS and two more states are interested but have not pursued it from a state-lead effort. Therefore, in total, thirty-two states indicated they have some level of interest in pursuing implementation.

	INTEREST LEVEL				
	Highly Interested	Interested	Interested, Other Priorities/Concerns	Little or No Interest	No Response
STATE	Arizona California ¹ Georgia Louisiana Maine Mississippi Nevada New Mexico Tennessee	Iowa Kentucky Massachusetts Minnesota Missouri North Dakota Pennsylvania Rhode Island South Dakota Utah Virginia West Virginia	Arkansas Colorado Illinois Indiana Maryland Michigan New York ² Oregon Vermont Washington Wyoming	Connecticut Montana South Carolina	Alabama Alaska Delaware Florida ³ Hawaii Idaho Kansas North Carolina Nebraska New Hampshire New Jersey Ohio Oklahoma Texas Wash., D.C. Wisconsin ⁴

COMMENTS

1. City of San Jose responding. They are actively working with other local jurisdictions and state bike/ped coordinator.
2. State bike/ped coordinator currently unreachable. Westchester County responding. State bike routes could be incorporated into USBR
3. We know they are highly interested as ACA and Georgia DOT are working on implementation.
4. We know they are interested and have contracted and are planning on future work with the Wisconsin Bike Federation to pursue interest in Corridor 30.

States with current bicycle touring routes of some sort:

- 15 states have cross-state routes in place, four states include Adventure Cycling routes in their inventory;
- 15 states have long trails (separated pathways) in place which are compatible with bicycle touring;
- 13 states have urban/suburban routes in place;
- 11 states have road designations (such as scenic byways) compatible with bicycle routes;
- 9 states have long distance routes in place, six states include Adventure Cycling routes in their inventory;
- 7 states have rural/scenic routes in place

Nearly every responding state has some sort of bicycle touring resource in place such as maps, brochures, event promotion, complete streets programs, policies, Bicycle Friendly Community efforts, outreach/partnership with advocacy organizations, state level advisory committee, etc.

- 22 states anticipate planning and routing activities in support of the USBRS.
- 25 state DOTs are working in support of bicycling with other state agencies (parks, tourism, etc.), local or regional governmental or tourism agencies, and state bicycle advocacy organizations.
- Barriers to implementation (several states noted more than one barrier)

- 15 states cited limited staffing/funding
- 10 states cited state or local institutional resistance/inertia
- 9 states cited infrastructure needs
- 7 states cited lack of interest/priority/local support
- 5 states cited safety/liability concerns

Complete data for each question was compiled in excel spreadsheets which are available upon request. Contact Ginny Sullivan at gsullivan AT adventurecycling.org or call 800-755-2453 x229 to receive the spreadsheets electronically.