

Criteria for Establishment of US Bicycle Routes in Florida

United States Bicycle Routes (USBR), Specific Route Criteria: Below are criteria to use when selecting a route within a USBR corridor(s). These criteria provide an objective process for evaluating route options, but should be followed by a subjective review of the highest scored candidates to establish the final route. Reflecting on the specific purpose of the corridor can help to narrow final route selection. Route options are scored on a scale from 3 = Fulfills selection criteria to 0 = Does not contribute to meeting selection criteria. NA may be used when the criteria does not apply.

Macro Criteria	3	2	1	0	NA
Within USBR corridor, with an emphasis on intrinsic scenic and cultural qualities of the corridor itself.					
Supports natural connections between adjoining states, Canada, or Mexico.					
Includes or intersects major existing and planned bicycle routes (interstate, cross-state, or intrastate), including both on-road facilities and off-road paths that are suitable for touring bikes and bicycle travel.					
Provides access to scenic, cultural, historical and recreational destinations. (May not be directly on route but are nearby.)					
Links metropolitan areas to connect cyclists to transportation hubs or major attractions.					
Provides reasonably direct route in connecting cities or attractions along the corridor.					
Total					
Micro Criteria	3	2	1	0	NA
Meets established state or local design criteria for bicycle facilities, or the AASHTO Guide for Development of Bicycle Facilities. (Low volume or low speed roads without specific accommodation can be appropriate. High traffic roads may be necessary as short links.)					
Connects to at least one neighboring state's USBR or another country's suitable roadway, bicycle route, or trail system.					
Utilizes already established and successful routes or trails when possible.					
Provides access to services and amenities. Daily needs include food, water and overnight accommodations (including camping) at appropriate intervals (40-60 miles). Amenities and services not required daily include restaurants, libraries, and bicycle shops.					
Ferry or shuttle crossings of water bodies or other barriers have regularly scheduled service available to cyclists. An alternate route should be identified for when ferries or shuttles are out of service (seasonal) or when scheduled service is infrequent.					
Considers difficulty of the region's topography, avoiding extreme climbs and hills. Topography considerations should be balanced against scenic values, points of interest, access to services, and route directness.					
Easy to follow with limited turns; is well marked or has easily identified permanent landmarks to enable navigation.					
Total					