

## **Background information on USBR route designation to share with local agencies:**

There is no inherent liability for local agencies per the federal Transportation Research Board: [http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_lrd\\_53.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_lrd_53.pdf) [Some states have specific issues or have already addressed this issue. Supply local information when available.]

To view AASHTO information on the US Bicycle Route System: <http://route.transportation.org/Pages/USBicycleRoutes.aspx>

Signage is nice, but not required. There are a number of ways a route can be designated including maps (paper or Internet), signs, pavement markings, downloadable GPS coordinates, etc.

The choice of roads for a US Bicycle Route is a tradeoff between low traffic, direct routing, access to services (bike shops, motels, campgrounds, etc.), access to points of interest, and scenic roads. The best route for a family weekend bike ride may not be the best route for someone on a multi-day long distance bicycle trip.

Long distance bicycle tourists are experienced road riders and used to varying quality of road surface, absence of paved shoulders, and car and truck traffic. The number of cyclists who might use a given route is difficult to predict, but five to ten riders per day (1,000-2,000 per season) would be considered a significant increase in usage once a route is designated.

A change in the route can be proposed to the Caltrans and they propose the change to AASHTO. AASHTO has accepted every new route and route change requested by state DOTs. Route changes can be made twice per year.

Designating a USBR does not impose any constraints or restrictions on the use of a road, street, trail or right-of-way. It's current or future status or use for any other purpose is not changed.

There is no requirement that roads for US Bicycle Routes meet the guidelines in the AASTHO Guide for Bicycle Facilities. This was explicitly considered and it has been written into the process that there are no specific requirements for road or trail standards. It is recognized that local "engineering judgment" will determine when a road is suitable for inclusion in a USBR designation.

[If there is already cyclo-tourist traffic on local sections of the proposed route, highlight that information.]