

## AGENDA REPORT

TO: Mayor & City Commission  
FROM: Ken Hibl, City Manager  
DATE: September 30, 2009  
RE: U.S. Bicycle Route (BR) 20



For the Agenda of October 5, 2009

**Background.** The National Transportation Authority has approved a plan for an official U.S. Bicycle Route System (*see copy of att'd Adventure Cycling Association news release*). As reflected on the att'd U.S. Bicycle Route System map, US Bicycle Route (BR) 20 traverses through central Michigan – specifically through the City of Clare on the Pere Marquette Trail. We have been asked (*see copy of att'd email from Mr. Scott Anderson of Anderson Consulting*) to consider adopting a resolution of support for the continued development of U.S. BR-20. Based on the potential benefits of the proposed route system, a number of which are outlined in the attached American Association of State Highway & Transportation Officials (AASHTO) PowerPoint presentation, I believe it is prudent to support the request.

**Issues & Questions Specified.** Should the City Commission adopt a resolution of support for the development of US. BR-20?

**Alternatives.**

1. Adopt the proposed resolution of support.
2. Do not adopt the proposed resolution of support.
3. Set aside decision regarding this matter to a later date.

**Financial Impact.** There is no fiscal expenditure required of the City to adopt the resolution of support. Once the route is officially designated, the City will incur costs estimated to be no more than \$300 to purchase and erect signage along the route. The fiscal impact upon local businesses is potentially significant – particularly when the current trail gap between downtown Clare and the Clare Moose Lodge is eliminated and the trail is ultimately extended to Evert and points west.

**Recommendation.** I recommend that the City Commission support the development of U.S. BR-20 by adoption of Resolution 2009-106 (*copy att'd*).

**Attachments.**

1. News Release.
2. U.S. Bicycle Route System Map.
3. Email.
4. AASHTO PowerPoint Slides.
5. Resolution 2009-106.



## Adventure Cycling Association

**FOR IMMEDIATE RELEASE**

**October 28, 2008**

Contacts: Jim Sayer

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Ginny Sullivan

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### **New Plan for Official U.S. Bicycle Route System Approved by National Transportation Authority**

*States start work on interstate routes \* New system could eventually become largest in the world*

**Missoula, Montana** —The United States is on a path to creating what could become the largest official bicycle route network in the world, thanks to the approval of a new plan by America's leading authority on national route designations. The American Association of State Highway and Transportation Officials (AASHTO) has just approved a National Corridor Plan laying out the framework and guidelines for the development of this system.

The plan identifies corridors connecting America's urban, rural, and suburban areas. The corridors cover well over 50,000 miles, which, if transformed into routes along roads and trails, would create the largest official bicycle route network in any country or on any continent. By comparison, the planned Euro-Vélo network in Europe is projected to be 60,000 kilometers or 36,000 miles.

The U.S. plan has been under development for nearly four years under the auspices of an AASHTO task force on national bicycle routes, with representatives from federal and state transportation agencies and nonprofit organizations. The plan has gone through more than a dozen revisions—with input from hundreds of federal and state officials, cycling advocacy groups, and individuals—as well as review and approval by AASHTO's committees on traffic engineering, design, and non-motorized transportation.

John Horsley, executive director of AASHTO, praised the adoption of the national plan: "Bicycling is an increasingly popular transportation option that helps our environment and improves the quality of life for many Americans. AASHTO is pleased to be working with Adventure Cycling to foster the development of a national system of bicycle routes. State departments of transportation can now collaborate with local agencies and neighboring states to begin establishing these routes throughout the United States."

Jim Sayer, executive director of Adventure Cycling Association (ACA) added: "We are very pleased to have AASHTO's stamp of approval on this plan. Because the process of developing the plan was so collaborative, and with national interest in cycling on the rise, we are already seeing a number of states jump ahead to create official interstate routes." Adventure Cycling is the largest membership cycling group in North America and provided significant staff support in the creation of the plan. The financial contributions of the Educational Foundation of America, the Lazar Foundation, Bikes

Belong, and members of Adventure Cycling made this staff support possible.

The development of a U.S. route system follows the path of many other countries and regions that are establishing bicycle networks for transportation, recreation, and tourism. The United Kingdom has rapidly grown its National Cycle Network from 4,000 miles in 2000 to more than 12,000 miles today. Other European countries with major networks include Germany (approximately 7,000 miles), Denmark (2,400 miles), the Netherlands (2,700 miles) and Switzerland (3,000 miles). Other notable networks can be found in Western Australia and the Province of Quebec, which unveiled its very popular 2,400 mile La Route Verte (the "Green Way") in August 2007.

Research is showing that well-designed cycling networks generate major increases in non-motorized trips. In the United Kingdom, for example, the national network triggered growth in these trips from 85.5 million in 2000 to 338 million in 2006. Similar gains are being seen in Quebec, which is also using the network to promote province-wide economic development and tourism.

"We have seen tremendous interest from states that want to make cycling a much more prominent part of their transportation and tourism portfolios" said Adventure Cycling's Ginny Sullivan, who has served as the lead staff coordinator for the project.

Now that the plan has been approved, states and nonprofits are free to work together and develop official interstate routes. According to Sullivan, several states are already moving forward, including Virginia, Michigan, and Florida. Numerous other states have also shown an increasing interest in creating routes that link urban, suburban, and rural destinations.

"We know this route network will not materialize overnight," said Sullivan. "But then again, neither did the Interstate Highway System. We're just thrilled to see the high level of interest right now."

For more information about the U.S. Bicycle Route System project, go to [www.adventurecycling.org/usbrs](http://www.adventurecycling.org/usbrs). Web pages include the corridor plan and criteria, a corridor plan map, and information about other national and provincial route networks.

*Adventure Cycling Association is the largest membership cycling group in North America with over 44,000 members. A nonprofit organization, Adventure Cycling's mission is to inspire people of all ages to travel by bicycle. It produces routes and maps for cycling in North America, organizes tours, and publishes Adventure Cyclist magazine. Contact Adventure Cycling at (800) 755-BIKE (2453), [info@adventurecycling.org](mailto:info@adventurecycling.org), or visit [www.adventurecycling.org](http://www.adventurecycling.org).*

*The American Association of State Highway and Transportation Officials (AASHTO) advocates transportation-related policies and provides technical services to support states in their efforts to efficiently and safely move people and goods. Information about AASHTO is available at [www.transportation.org](http://www.transportation.org).*

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

**CORRIDOR PLAN**  
SEPT. 2009

THE UNITED STATES  
**BICYCLE ROUTE SYSTEM**

**Adventure Cycling Association**  
America's bicycle travel experts

AMERICAN ASSOCIATION OF  
TRANSPORTATION OFFICIALS  
**AASHTO**  
THE VOICE OF TRANSPORTATION



**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
- ===== UNITED STATES BICYCLE ROUTE

Connecting People, Communities, and the Nation

PRIVATE OR PUBLIC FERRY

## Ken Hibl

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**From:** Scott C. Anderson [scottcanderson@earthlink.net]  
**Sent:** Friday, September 25, 2009 12:27 AM  
**To:** Bob Lepley; Scott Adkins City of St. Clair; Julius Suchy City of Vassar; Daren Kaschinske Frankenmuth; Keith Baker City of Midland; Ken Hibl City of Clare; John Shay City of Ludington  
**Subject:** U. S. Bike Route 20 - Draft resolution of support  
**Attachments:** USBR 20 draft resolution.doc

Gentlemen,

First of all, in case you don't all know each other, let me introduce you - all of you are City Managers or other municipal officials along the proposed route of U. S. Bike Route 20. We will be having a discussion about this, incidentally, at a post-conference after the Mid-America Trails and Greenways Conference in Kalamazoo in late October. Our discussion will be Wed., 10/28; if you would like to come, you are certainly invited, let me know and I'll send the details.

Several of you have offered that your City Council might be willing to pass a resolution of support. I enclose herewith a draft of such a resolution, for your consideration. Of course, you don't have to submit it to your governing body in this form at all; this is just a draft with some ideas to get you started.

If your City Council passes this or any similar resolution of support, I would ask you to submit one copy of the resolution to:

Michigan Department of Transportation  
Bureau of Transportation Planning  
Intermodal Services Unit  
ATTN: Mr. Josh DeBruyn, Bicycle and Pedestrian Coordinator P. O. Box 30050 Lansing, MI 48909

I would also ask that you submit one copy to me:

Scott Anderson  
Anderson Consulting  
7035 Springborn Rd.  
China Twp., MI 48054.

I will copy the resolution and distribute it to the various organizations that have been working to develop the routes, thus saving you the need to distribute many copies at your community's expense.

As always, please let me know if you have any questions or concerns. Thank you for working with us on this exciting project!

Regards,  
Scott Anderson  
Anderson Consulting  
China Township, MI

Encl.

## US Numbered Bicycle Routes

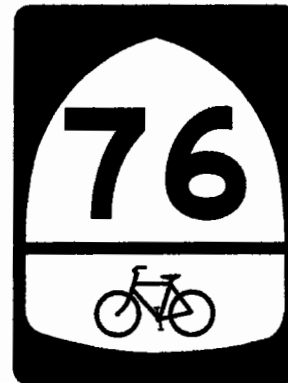
### Expanding the Vision

### History of US Numbered Bicycle Routes

- Initial concept of transcontinental bicycle routes begun in 1970s
- First AASHTO policy on US Numbered Bike Routes developed in 1979
- M1-9 route marker added to 1978 MUTCD

### History of US Numbered Bicycle Routes

- Current AASHTO policy in place since 1982
    - similar to AASHTO US Highway policy
  - Two US numbered routes established by state DOTs & AASHTO in 1982
    - 76 - Illinois to Virginia
    - 1 - North Carolina to Virginia
- ...but no new routes or extensions established since then



### Benefits of Route Designation

- Improved route guidance for through bicyclists
- Increased tourism opportunities
- Economic development for local communities
- Bicycle tourism is a multimillion dollar industry in many states

### Partners

- AASHTO
- State DOTs
- County and local road agencies
- National & regional bicycle route organizations

## AASHTO

- "Owners" of the US Bicycle Route system
- US Numbered Bicycle Routes are administered by AASHTO through same committees and processes as US Numbered Route System

## State and Local Agencies

- Routes may follow roads under varying jurisdictions
  - State
  - County
  - Local / municipal
- Intergovernmental agreements may be needed
- State DOTs will serve as liaisons with AASHTO

## National & Regional Bicycle Route Organizations

- Adventure Cycling Association
- East Coast Greenways
- Mississippi River Trail
- ... and others
- These organizations perform a role similar to the one filled by national auto trail associations in the 1920s prior to the US Highway System

## National & Regional Bicycle Route Organizations

- These organizations have spent decades researching, mapping, and planning long-distance routes
- Thousands of bicyclists are already using these groups' maps and materials

The National Bicycle Route Network



## Recent Developments

- March 2003 meeting at USDOT with FHWA, AASHTO, Adventure Cycling, East Coast Greenway, and state DOT representatives
- Proposed recognition of a national bicycle route network in pending Federal transportation legislation (SAFETEA)

### **Pending Issues**

- **Current name of the M1-9 marker in MUTCD is misleading**
  - "Interstate Bicycle Route Marker" name implies exclusive use on Interstate Highway System
  - Change to "US Numbered Bicycle Route Marker" would make intended use clearer

### **Pending Issues**

- **Current MUTCD language for use of M1-9 marker is ambiguous**
  - doesn't differentiate well between M1-8 and M1-9
  - MUTCD doesn't make it clear that AASHTO coordination & approval is required for use of the M1-9 marker

### **Impacts On Agencies**

- **Cost**
- **Liability**

### **Cost**

- **Installation of route markers**
- **Maintenance of route markers**
  - Total cost nationwide: unknown
- **Bicycle route organizations may be able to assist with mapping and publicity**

### **Liability**

- **Studies in 1980s indicated that designation of a roadway as a bicycle route didn't affect liability of agency for bicyclist injuries**
  - Bikes will already be legally using the route (unless prohibited), so exposure already exists
  - If roadway meets AASHTO and MUTCD guidelines, liability is already minimized

### **Liability**

- **Potential TRB or NCHRP 20-7 study to update legal research on bicycle facility designation and effect on agency liability**
  - NCHRP study proposal up for review at this time
  - TRB A3B07 committee has issued Call For Papers on this topic for 2004 TRB sessions

### **What Happens Next?**

- **Discussion with AASHTO Task Force on NMT**
- **Determination of Draft Route Numbers**
  - Multidisciplinary task force composed of different partners
  - At least one AASHTO SCOTE member needed for this task force

### **What Happens Next?**

- **MUTCD language modifications recommended to FHWA through NCUTCD**
  - To sponsors fall 2003
  - If approved, to FHWA for next MUTCD (after 2003 Edition)

### **What Happens Next?**

- **Presentation of draft route numbers to State DOTs for review**
- **Coordination between route organizations, AASHTO, and local jurisdictions on implementation**

### **What Happens Next?**

- **Coordinated application to AASHTO by state DOTs for contiguous interconnected routes across multiple states**
- **AASHTO review and approval of applications**
- **Sign installation by state DOTs or local agencies**

### **What Happens Next?**

**...many happy bicyclists following the US Numbered Bicycle Routes across the United States**

### **Questions?**

## **RESOLUTION 2009-106**

### **A RESOLUTION OF THE CLARE CITY COMMISSION STATING ITS SUPPORT FOR THE DEVELOPMENT OF U.S. BICYCLE ROUTE 20.**

**WHEREAS**, bicycle tourism is a growing industry in North America, presently contributing approximately \$47 billion dollars a year nationally to the economies of communities that provide facilities for said tourism; and

**WHEREAS**, the American Association of State Highway and Transportation Officials (AASHTO) has designated a corridor crossing the lower peninsula of the State of Michigan to be developed as United States Bike Route 20 (USBR 20); and

**WHEREAS**, the Michigan Trails & Greenways Alliance, with the cooperation of the Michigan Department of Transportation (MDOT) and other stakeholders, have proposed a specific route to be designated as USBR 20, a map of which is herein incorporated into this resolution by reference; and

**WHEREAS**, the proposed USBR 20 traverses through the City of Clare and is expected to provide a benefit to local residents and businesses; and

**WHEREAS**, the Clare City Commission has duly considered said proposed route and determined it to be a suitable route through the City of Clare and desire that the route be formally designated so that it can be appropriately mapped and signed, thereby promoting bicycle tourism in the Greater Clare Area Community.

**NOW THEREFORE IT IS HEREBY RESOLVED** by the Clare City Commission that the City of Clare hereby expresses its approval and support for the development of USBR 20 and requests that the appropriate government officials take action to officially designate the route accordingly as soon as possible.

**BE IT FURTHER RESOLVED** by the Clare City Commission that the City of Clare agrees to post and maintain signs for said bicycle route once said designation has been made.

**ALL RESOLUTIONS AND PARTS OF RESOLUTIONS INSOFAR AS THEY CONFLICT WITH THE PROVISIONS OF THIS RESOLUTION BE AND THE SAME ARE HEREBY RESCINDED.**

The Resolution was introduced by Commissioner \_\_\_\_\_ and supported by Commissioner \_\_\_\_\_. The Resolution declared adopted by the following roll call vote:

**YEAS:**

**NAYS:**

**ABSENT:**

Resolution approved for adoption on this 5<sup>th</sup> day of October 2009.

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DIANE SCHMIDT  
City Clerk