U.S. Bicycle Routes in Washington

USBR 40, USBR 97 in Jefferson and Clallam Counties

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In partnership with:

Washington State Department of Transportation

May 2021

Building U.S. Bicycle Routes across Washington



The U.S. Bicycle Route System







- Developing national network of numbered and signed bicycle routes
- Officially approved by state transportation agencies and AASHTO
- Coordinated by Adventure Cycling Association

Adventure Cycling Association

- Non-Profit Mission: *To inspire and empower people to travel by bike*
  - Route network + maps + organized tours
  - *Adventure Cyclist* magazine
- 53,000 members
- Adventure Cycling Route Network provides a flexible blueprint for U.S. Bicycle Routes

The U.S. Bicycle Route System







- 1982: First routes designated
- 2003: Project restarted & task force created
- 2005: Adventure Cycling pledged staff support
- 2008: AASHTO approved process & corridor plan
- 2011: First new route designated since 1982

Currently: almost 12,000 miles in 25 states



50,000 miles when complete

The U.S. Bicycle Route System






- Uses existing roads, highways, and trails appropriate for bike touring
- U.S. Bicycle Routes connect:
  - 2+ states
  - 1 state + an international border
  - 1+ other U.S. Bicycle Routes

Bike Tourism's Economic Impact

- WA has a very healthy bike economy
  - $3.1B/year spent on the bike, traveling
- Thousands tour WA bike routes annually
  - SJI, Olympic Peninsula, IntSelkirk Loop, Apple and Wine Country
  - ACA's Pacific Coast, Northern Tier, Lewis & Clark, WA National Parks
- Spending on road by bicycle tourists:
  - $75/day if self-contained camping
  - $150-$300+/day if sag wagon or wallet camping
  - Start/end of major tour $100-$1000+

What do Bike Tourists Seek?

Bike-Friendly Roads to ride

- Cities and counties have ability to roll out their favored routes
- Predictable routes on quiet byways or paths

Services

- Lodging – camping, hotels/motels, B&Bs
- Food & Water – calories needed, most buy food same day; Grocers, restaurants, cafes and pubs enjoy great patronage
- Kit and gear – bike shops, sport and hardware stores benefit

Scenery, Country, Culture

- The Olympic Peninsula is packed in this category!

U.S. Bicycle Routes in Washington

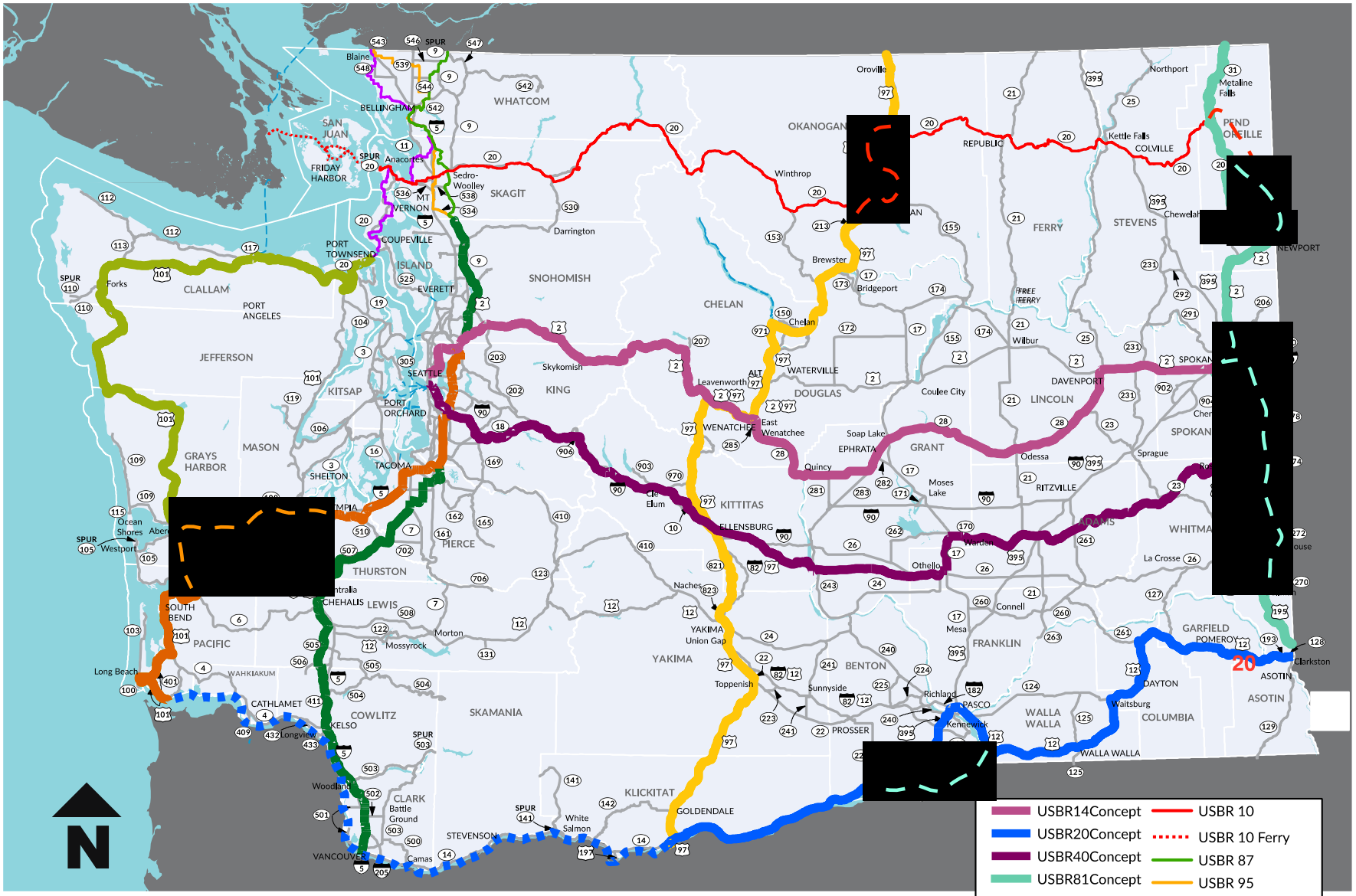






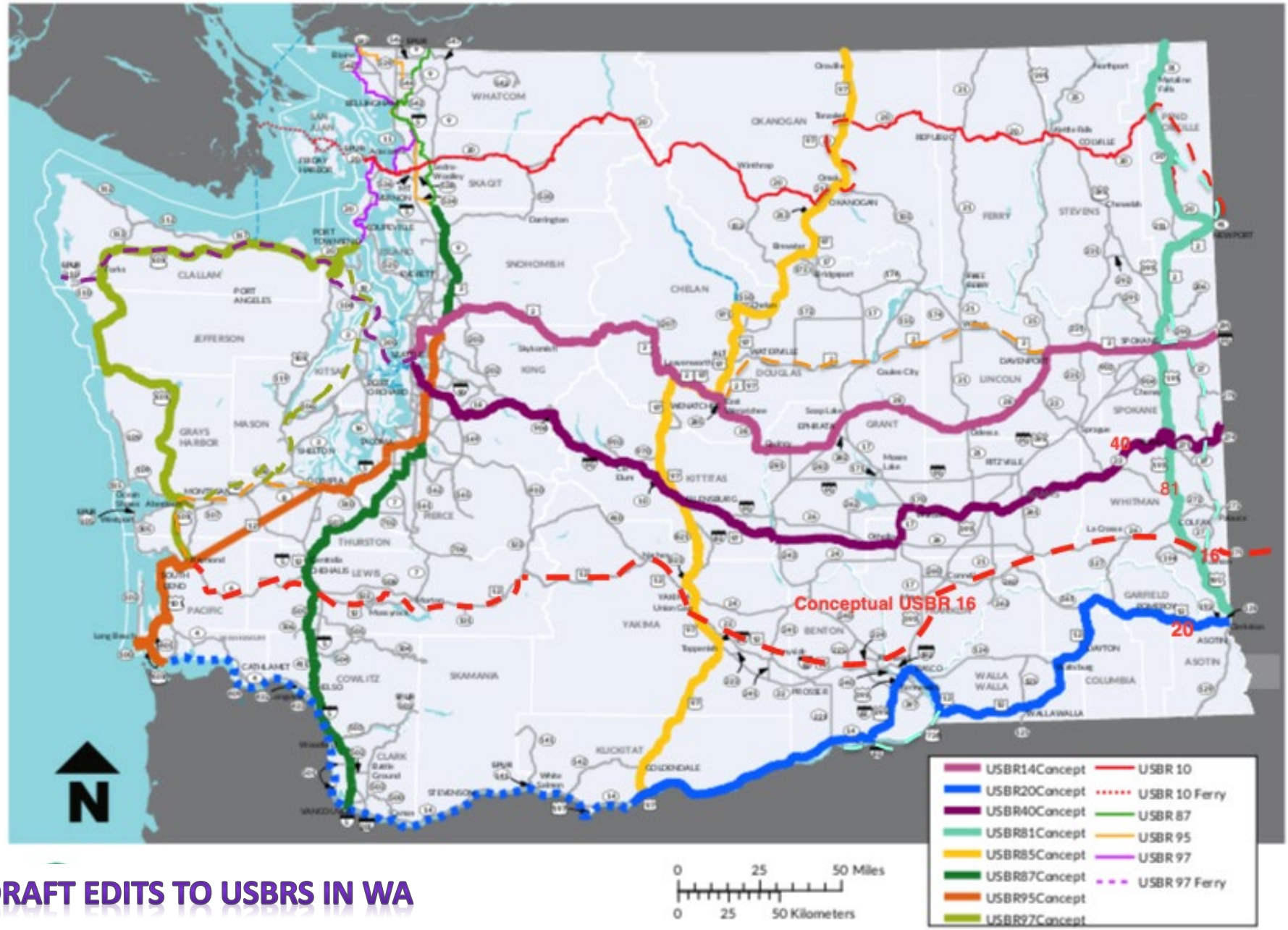
- U.S. Bicycle Route 10 was first designated in 2014
  - Pilot project, conceptually following Adventure Cycling Northern Tier Route, took 4+ years to complete
- USBR 87, 95, and 97 segments designated in 2017
  - Whatcom, Skagit, Island Co.
- USBR 20, 81 & 40 segments in Palouse are pending

Currently Approved (Designated) and Proposed (Conceptual) U.S.Bike Routes



WSDOT

Currently Approved (Designated) and Proposed (Conceptual) U.S.Bike Routes



DRAFT EDITS TO USBRS IN WA

USBRS Designation Process

- Gather route nominations from local agencies and stakeholders (TAC, Bike Clubs, CofCs, electeds)
- Harmonize route selections collaboratively
- Vet with city & county engineers and planners
- Gain Recommendations of Support from regional transportation boards (or individual agencies)
- WSDOT, w/ neighboring state DOT seeks state to state letter of agreement and AASHTO approval
  - WSDOT also provides key overview and staff support
  - WA Bikes coordinator facilitates, informs and advises

Designating U.S. Bicycle Routes



Agreements are gathered from all road owners.


USBR 10 at Washington Pass

USBR Suitability Considerations

Which is your best existing route?

- Connectivity link pop. centers +/- 50mi of corridor
- Traffic & Road Safety AVT and %Truck, speed, road width, shoulder/lane, crossings, surface
- Scenic/Cultural/Historic features for travellers
- Services (basics needed every 40-60 miles)
  - Camping / Lodging / Food / Water
  - Parks / Restrooms
  - Supplies, laundromats, shops, restaurants, WiFi cafes
- Courtesy (safe passing manners, friendly people)



USBR 97 on Fidalgo Island

USBR and Liability

- USBR designation does not require road improvement, signage or traffic changes
  - Any legal road is a candidate
  - Shared roadways are the norm
- USBR designation does not create additional liability
  - Designation merely states this is a favored way for cyclists
- Liability can be reduced by encouraging cyclists to ride on our better ways (feature one or two favored roads rather than having to perfect all roads)

USBR 10 near Ione

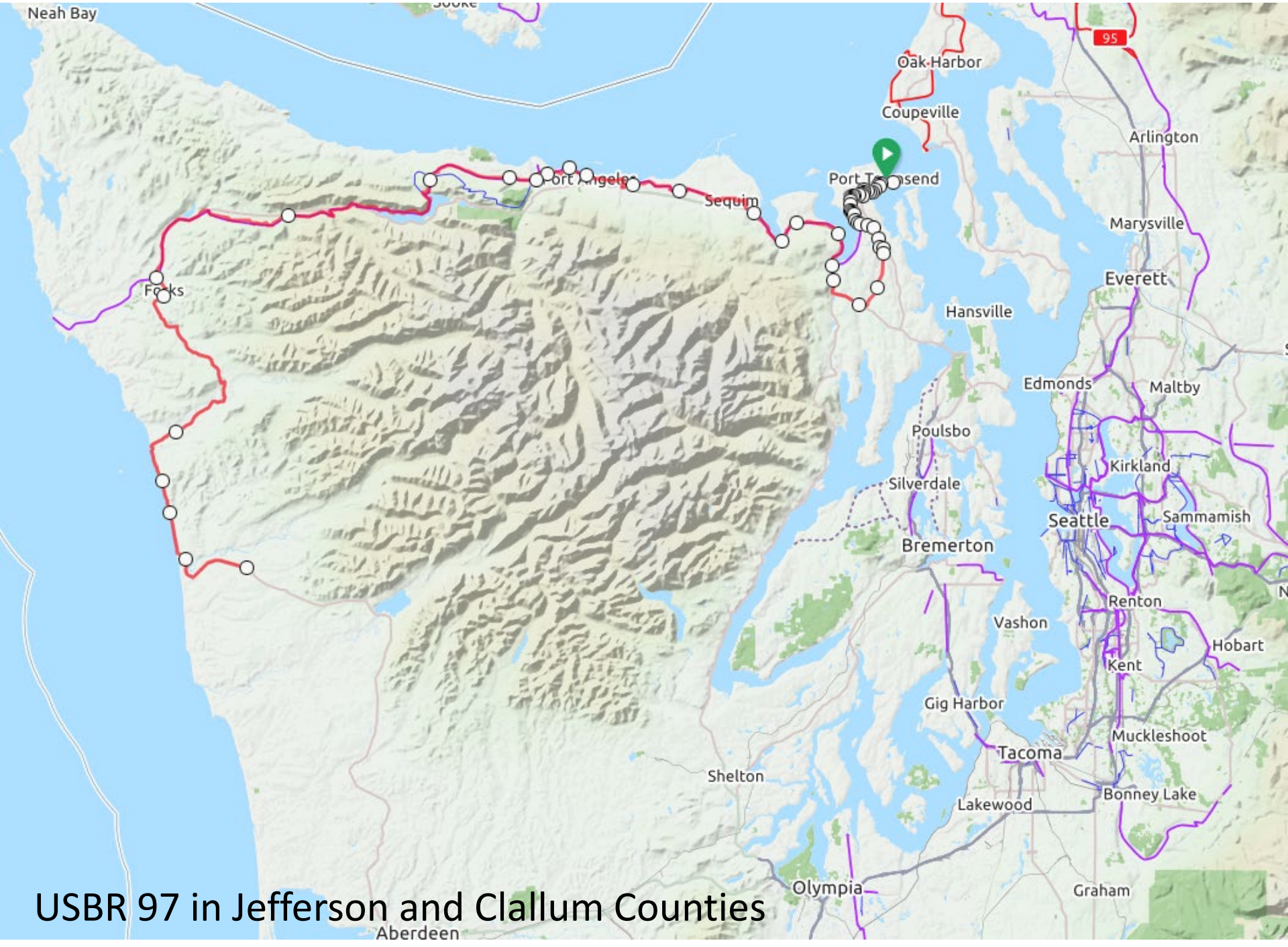


What's in it for PRTPO?

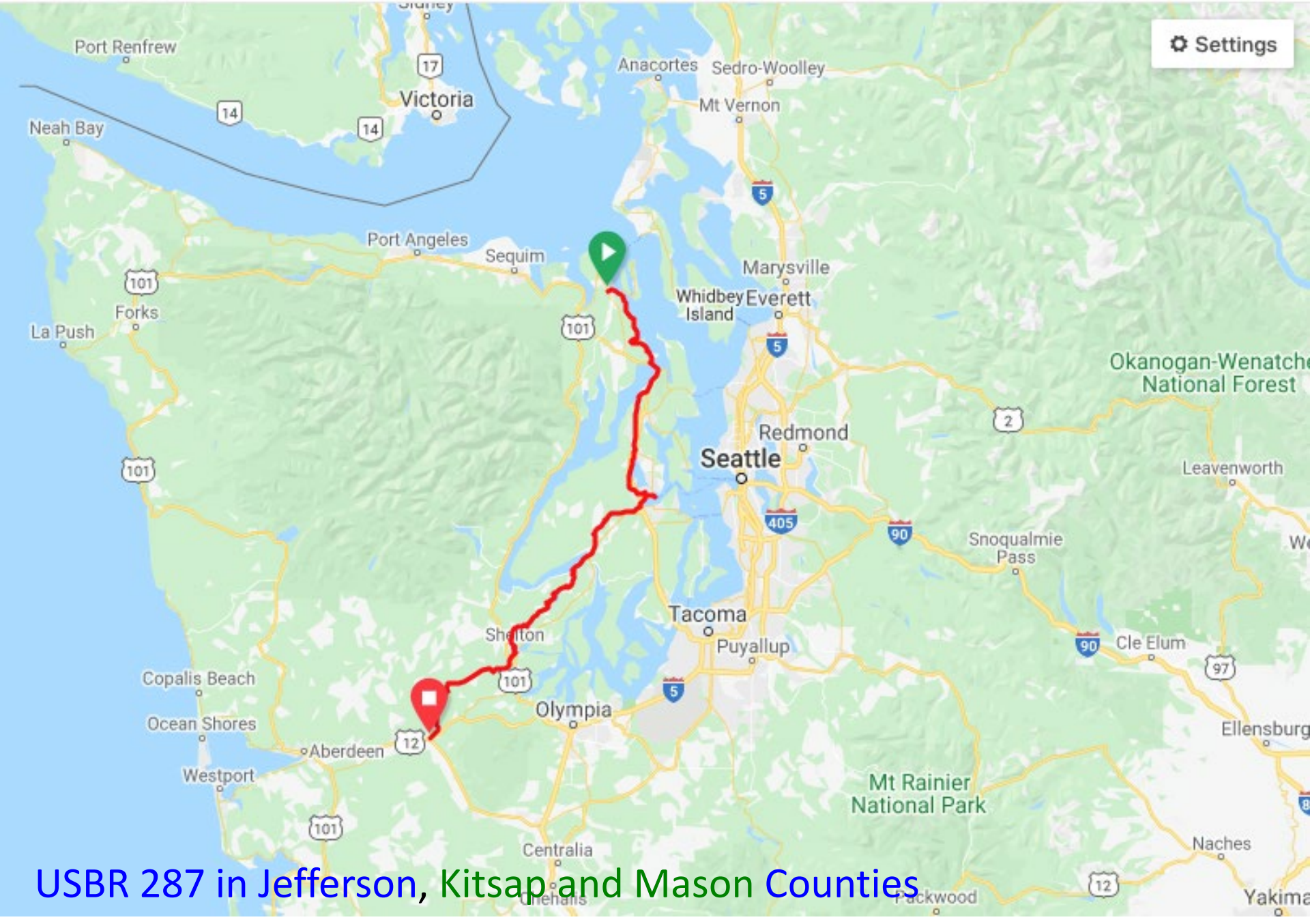
- National and International Status
  - With designation ODT and PRTPO become the crown jewel
  - 139 miles of paved off-grade trails = heaven for touring
  - Will be on every Open Street Cycling Map in the world
- Recognizes the Olympic Peninsula
  - Puts upper OP on Pacific Coast "must list"
  - Takes advantage of the incredibly safe infrastructure in PRTPO's venue – proper due for all the hard work!
  - Takes Peninsula bicycle touring to the tipping point
- Takes ODT to its rightful place as the premier trail
  - What's in a number? USBR 97 is the new Pacific Coast Route, USBR 40 is the new Transamerica GART!

USBR 97 Conceptual Corridor

- Starts at Peace Arch (Blaine/White Rock)
  - Existing: Blaine>B'ham>Anacortes>Coupeville>
  - Proposed: Pt.Townsend>Pt.Angeles>Forks>
  - Future: Aberdeen>Ilwaco>Astoria OR
- Puts our Pacific Coast Trail on the Pacific!
  - Features alternate (USBR 287) through Kitsap/Mason to Elwah and Montecello
  - Allows USBR 95 to follow metro corridor to Olympia before turning to the coast



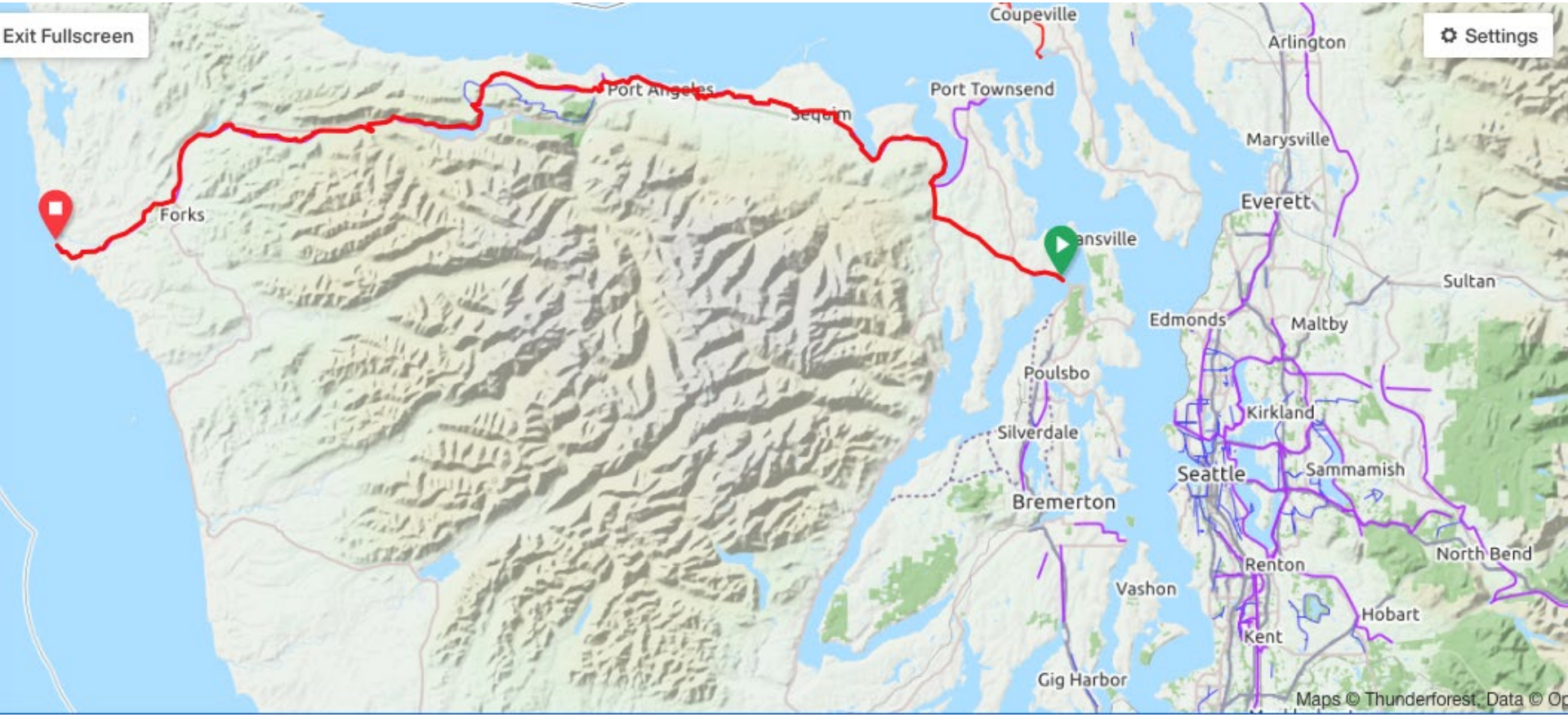
USBR 97 in Jefferson and Clallum Counties



USBR 287 in Jefferson, Kitsap and Mason Counties

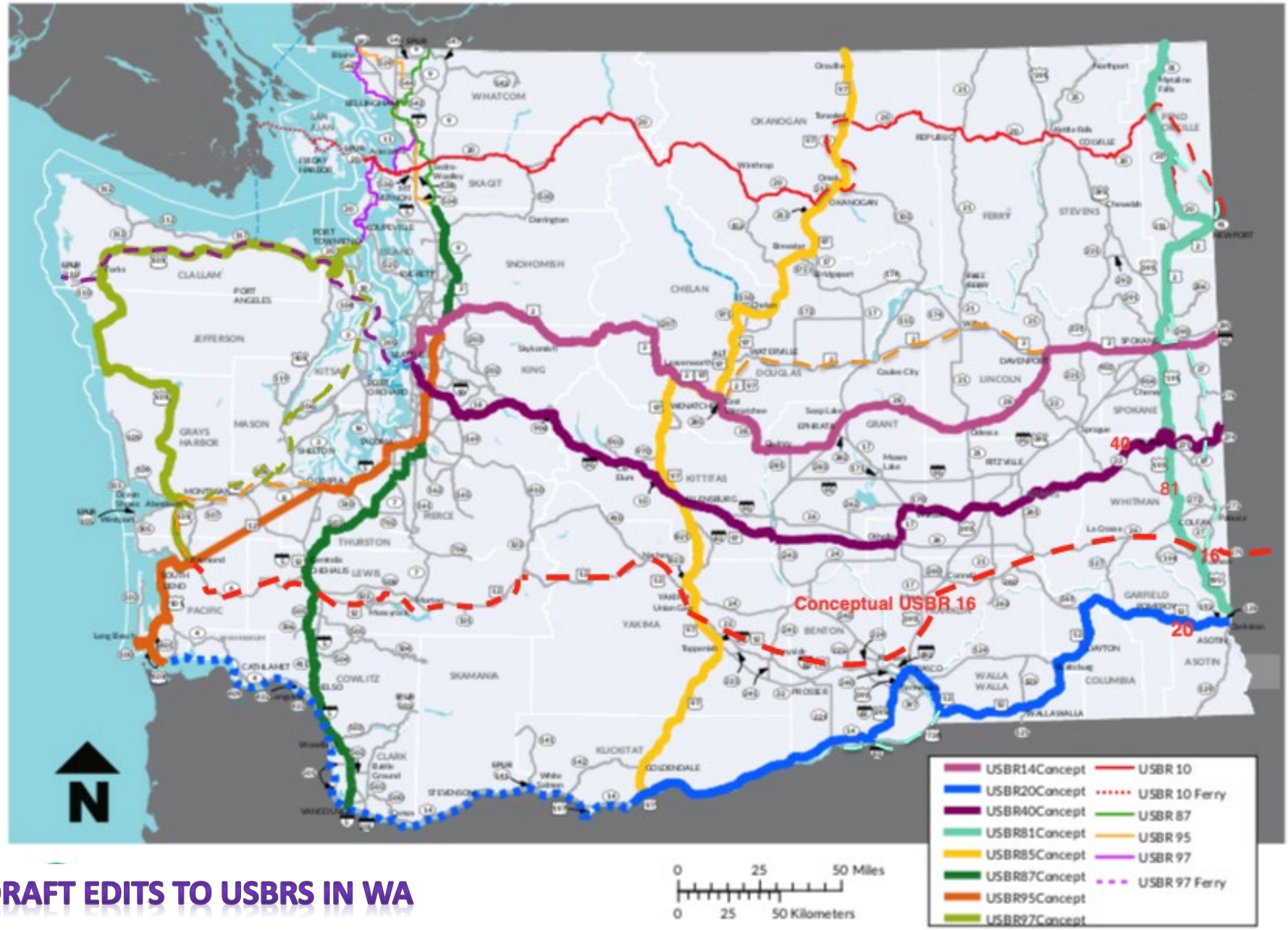
USBR 40 Concept Corridor in WA

- Tekoa to Seattle---La Push (Great American Rail Trail Transcontinental Route)
- Via Beverly Trestle, Iron Horse SP and Cascade to Sound Greenway
- Branch route to SW WA possible
- Extension from Seattle => Winslow Ferry thru Kitsap County to Hoods Canal Br. to ODT to Pacific Ocean at La Push



USBR 40 in Jefferson and Clallum Counties

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