

## **Purpose and Policy**

### **U.S. Numbered Bicycle Routes**

Adopted October 14, 1979

Revised June 30, 1982

Revised May 15, 2009

#### **Purpose**

The purpose of the U.S. bicycle route numbering and marking system is to facilitate travel between the states over routes which have been identified as being more suitable than others for cycling.

#### **Definition**

A bicycle route is any road, street, path or way which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

#### **Policies**

1. The Executive Committee of the American Association of State Highway and Transportation Officials shall have full authority to review the U.S. numbered bicycle route system and the numbering and marking thereof, to make additions, changes, extensions, revisions or reductions in said route system and to revise the numbering or marking thereof.
2. Before approving any addition, change, extension, revision or reduction in the U.S. numbered bicycle route system, or the numbering or marking of any U.S. numbered bicycle route, the Executive Committee shall consult the State Highway or Transportation Department of the State or States through or within which such addition, change, extension, revision or reduction is located.
3. The State Highway or Transportation Department, by a favorable vote on the adoption of this purpose and policy, agrees and pledges its good faith that it will not erect U.S. markers on any route without the authorization, consent or approval of the Executive Committee of the American Association of State Highway and Transportation Officials, notwithstanding the fact that the changes proposed are entirely within that State.
4. U.S. Bicycle Routes must connect two or more states, a State and an international border, or two or more U.S. Bicycle Routes.
5. The bicycle route marker included in the Manual on Uniform Traffic Control Devices is recommended for use to all travel map makers, also for use by the State Highway and Transportation Departments.
6. Any proposal that would exploit the prestige of the U.S. numbered bicycle route system, especially when it appears to be for the purpose of benefiting businesses located along such a proposed route, shall constitute reason for denying any application to make such an addition to the system.
7. Since the U.S. numbered system was established by joint action of the State Highway or Transportation Departments, only those applications for change in or addition to the U.S. numbered system from the Member State Highway or Transportation Department involved shall be considered by the Executive Committee. Those local officials, organizations, groups, or individuals interested in a change or in an addition to the system should contact their State Highway or Transportation Department and not the Executive Committee. The Executive Committee shall consider only those applications from State Highway or Transportation Departments that are filed on the official form and are complete in all detail to the degree that the Executive Committee can evaluate the need for an adequacy of the proposed route from the

application form submitted and without a representative of the State Highway or Transportation Department appearing before the Committee to supply additional information.

8. No person or group of persons shall be allowed to appear either before the Executive Committee or its Route Numbering Subcommittee except in the case of a State Highway or Transportation Department requesting reconsideration of an action by the Executive Committee in regard to an application filed by that Department.
9. In case a proposed change or addition to the U.S. numbered bicycle route system involves two or more States, the proposal shall be given official consideration only when all affected State Highway or Transportation Departments have filed applications to cover the complete proposal.
10. State DOTs should affirm that routes chosen for a US Bike Route are appropriate for bicycling. States are encouraged to utilize the AASHTO Guide for Development of Bicycle Facilities and/or their own state policies and procedures for selecting appropriate bicycling routes for a proposed US Bike Route.