

---

**CHAPTER 1 – INTRODUCTION**

Why should Federal land managers be interested in bicycling? Bicycling networks and programs can assist land managers by:

- Reducing transportation-related pollution and impacts on the environment;
- Providing better access to remote/sensitive areas;
- Enhancing the quality of visitor experiences;
- Dispersing visitors away from heavily used developed areas;
- Reducing automobile-related congestion and parking shortages;
- Promoting good health among the participants; and
- Creating a more balanced transportation and recreation network to preserve the landscape for future generations.

Eighty-seven million people bicycle in the United States (Bikes Belong, 2006). The U.S. bicycle industry sold \$6.2 billion in bicycles and equipment in 2005 (National Sporting Goods Association, 2005). Every state's department of transportation has a bicycle and pedestrian coordinator and, as of 2003, 29 of the 50 states had adopted statewide bicycle or bicycle and pedestrian plans (Wilkinson and Chauncey, 2003).

The Federal Highway Administration's (FHWA) Federal Lands Highways Program (FLHP) recognizes the value of bicycling facilities as important transportation and recreation links to connect gateway communities, visitor centers, campgrounds, trailheads, and other attractions on Federal lands. FLHP partners with agencies such as the National Park Service (NPS), the U.S. Forest Service (USFS), the U.S. Fish and Wildlife Service (FWS) and the Bureau of Land Management (BLM) to plan, design, construct, and rehabilitate highways and bridges on public lands. Though many of the principles and practices in this guide are applicable to the Bureau of Indian Affairs and Tribal lands, issues unique to the Tribes are beyond the scope of this guide.

Each of the Federal Land Management Agencies has a unique mission. This guide seeks to promote a transportation network that supports agency missions.

*"The **National Park Service** preserves unimpaired the natural and cultural resources and values of the National Park System for the enjoyment, education, and inspiration of this and future generations."*

*"The **U.S. Forest Service** manages national forests for multiple uses and for the sustained yield of renewable resources such as water, forage, wildlife, wood, and recreation."*

*The **U.S. Fish and Wildlife Service** mission is "working with others to conserve, protect and enhance fish, wildlife, and plants and their habitats for the continuing benefit of the American people."*

*Working with its partners at the local, state, and national levels, the **Bureau of Land Management** will meet its mission of "sustaining the health, diversity, and*

---

*productivity of the public lands for the use and enjoyment of present and future generations."*

It is our goal to further advance and promote safe non-motorized networks, especially for bicyclists, on Federal lands. It is understood that bicycles are not appropriate everywhere, and issues such as bicycle/traffic safety, limited right-of-way, funding, wildlife and environmental impacts, and agency policies are acknowledged and discussed. The Safe, Accountable, Flexible & Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU) Federal transportation legislation states that in the planning, design, and operation of transportation facilities, bicyclists and pedestrians should be included as a matter of routine, and the decision to not accommodate them should be the exception rather than the rule (FHWA, 2007).

## DOCUMENT ORGANIZATION

This guide is organized by the following chapters:

Chapter 2, **Bicycling Benefits**, describes how Federal land transportation systems are unique, and the many benefits non-motorized networks and bicycling can offer Federal lands.

Chapter 3, **Existing Bicycle Facilities and Programs**, describes programs already underway beginning with several case studies demonstrating the diversity of bicycling projects on Federal lands around the country. Next, it provides examples of NPS lands that have taken the step (unique on Federal lands) to limit automobile access on roadways at certain times. Finally, Chapter 3 describes bicycling organizations and programs from around the country that could be of great benefit to Federal lands.

Chapter 4, **Bicycling Policies**, presents a brief overview of each agency's mission and summarizes policies, initiatives and Congressional acts that support non-motorized networks and bicycling projects. This chapter describes how Federal transportation funding for bicycling and pedestrian travel has steadily increased over the past 17 years.

Chapter 5, **Bicycling Issues on Federal Lands**, presents issues faced by land managers regarding bicycle facilities and bicycle use. Each issue is followed by a list of relevant resources and examples of how various agencies have addressed the issues. The purpose of this chapter is to raise awareness of the multitude of toolkits, design guides, advocacy/support groups and online resources that have been developed to specifically address bicycle and pedestrian travel.

Chapter 6, **Findings and Recommended Actions**, presents findings and recommends actions that land unit managers and regional and higher level managers can take to further advance bicycle use and provide safe non-motorized travel networks on Federal lands.

Detailed supplementary information is provided in the appendices. Appendix A contains bicycling definitions including clarification on bicycling terminology such as bikeway, bike path, bike lane, bike route, greenway and shared-use path. Appendix B contains funding and details on the North Moab Recreation Area Alternative Transportation Project and information on partners who make bicycling a priority in the Lake Tahoe basin. Appendix C provides a summary of six FWS compatibility determinations on wildlife refuges that relate to bicycling. Appendix D contains an annotated bibliography of useful bicycling references and toolkits organized by subject. Appendix E contains useful online bicycling resources organized by subject. Appendix F contains a summary of bicycle facility funding sources. Appendix G

summarizes the survey methodology and results of surveys distributed to Federal land managers to learn more about bicycling issues. Appendix H contains a glossary of abbreviations used throughout this guide.

