

**APPENDIX G – BICYCLE SURVEY METHODOLOGY AND RESULTS**

To support preparation of this guide, two surveys, one for regional managers, and one for on-site managers, were distributed to gain a better understanding of bicycle issues on federal lands (see attached survey questions and results). Two surveys were used because it was believed that the issues faced at the regional and on-site levels were possibly different (i.e. more broad/policy based at the regional level, more local/specific at the onsite, land unit level). While intended for regional managers, a number of land unit managers responded to this survey as well. Surveys were designed to collect data from a variety of sources; not to produce statistically valid results across all federal lands. The survey sought information such as the types of bicycling common at a particular land unit (road, trail, separated pathway), potential barriers to promoting bicycling, how bicycles are tracked and other concerns managers have regarding bicycling on Federal lands. Specific questions are attached in the following sections. Survey results assisted in case study selection (Chapter 3) and common issues identified in the survey are discussed in Chapter 4. Surveys were distributed via email containing a link to the Survey Monkey website between November 2007 and February 2008. Survey response rate is unknown due to a "snowball" type survey distribution method where managers passed surveys along to others with an interest or knowledge of bicycling issues. A brief overview of survey distribution for each agency follows.

**NPS** – Washington Support Office (WASO) Transportation Planner Gay Page recommended that Western Transportation Institute (WTI) mail the 7 Regional Federal Lands Highway Coordinators requesting completion of the managers' survey and distribution of survey links to 10-15 NPS units within their region to complete the land unit survey. A total of 35 NPS surveys consisting of 13 management and 22 land unit surveys were completed.

**USFS**- Regional Landscape Architect Chris Spurl emailed the ten regional recreation planners requesting they complete the manager's survey and recommend five or six National Forests within their region to complete the land unit survey. A total of 13 FS surveys consisting of five management and eight land unit surveys were completed.

**FWS** – Alternative Transportation Coordinator Nathan Caldwell provided a list of bicycling volume data. Refugees from this list with high numbers or a high percentage of bicyclists were targeted for surveys. A request to complete surveys was provided to the FWS Electronic Refuge Update- a monthly newsletter for FWS employees, but the request was not published in the survey. Mr. Caldwell emailed several Refuge managers and WTI called several managers requesting survey completion. A total of nine surveys from 1 manager and 8 land units were completed.

**BLM**-Travel Management Coordinator Jack Placchi of the Colorado State Office sent an email request to the other 13 Travel Management Coordinators. A total of 32 surveys consisting of 12 management and 20 land unit surveys were completed.

Considered collectively, 28 managers completed the regional level survey and 57 managers completed the land unit survey. The following sections present:

- a) overall observations from the survey results
- b) detailed land unit managers survey results
- c) tables containing current biking activities on public lands and comments from the land unit survey questions, organized by agency (NPS, USFS, FWS, BLM)
- d) detailed regional level managers survey results

**Overall Observations from Bicycling Survey**

Land units surveyed varied widely in terms of size, annual visitation, topography and proximity to urban areas. Units ranged from a 91 acre urban park in downtown St. Louis, Missouri to a 5.6 million acre rural national forest in Alaska. Bicycle issues are unique to each land unit and what may be appropriate for one unit may not work for another

Table 16 shows what types of biking are common and who is biking. For example, 55% of the 22 NPS managers who responded to the survey reported road biking is common at their land unit. Results indicate road biking is more prevalent on NPS lands and mountain biking more prevalent on BLM lands. Biking is much more common for adults than children.

**Table 19: Types of Biking on Public Lands.**

Agency	# of responses	What bicycling is common?				Who commonly bicycles?			
		Mountain	Roadway	Pathways	Uncommon	Adults	Children	Employees	Not common
NPS	22	23%	55%	23%	32%	82%	41%	27%	18%
USFS	8	75%	75%	0%	13%	100%	13%	0%	13%
U.S.F&WS	8	14%	29%	29%	29%	75%	63%	25%	25%
BLM	20	90%	42%	26%	0%	95%	45%	15%	0%

**Current Agency Activity relative to bicycling** - Few managers reported regular bicyclist counts. Table 17 shows the percentage of land units that track bike use, have specific goals to increase biking and common issues that prevent managers from promoting biking.

Table 20: Tracking Bikes and Common Issues.

Agency	# of responses	Who tracks the number of bicycles?	Who has specific goals to increase # of bicyclists and pedestrians?	Most likely issues to prevent promotion of bicycling.
NPS	22	14%	9%	Safety, Funding, Environmental Impact
USFS	8	25%	0%	Funding, Environmental Impact, Topographic/design constraints
U.S.F&WS	8	25%	14%	Funding, Safety, Environmental Impact
BLM	20	47%	5%	Funding, Topographic/design constraint, Environmental Impact

**Barriers to bicycling-** The issues that are most likely to prevent promotion of biking are lack of funding (across the spectrum from planning to construction to maintenance of bicycling facilities), bicyclist safety, environmental impacts and topographic/design constraints.





**Demand for bicycling-** Demand for bicycling varies significantly. Demand is high in some places and managers are reacting to increased bike use, such as at Colorado National Monument. In other places, managers report very little interest. In Moab, Utah, Golden Gate National Recreation Area (NRA), and Glacier NP, the public has requested more time when roads are closed to autos to allow more time for safe bicycling.



**Support for bicycling** - The overwhelming majority of managers surveyed reported that they support for bicycling and are bicyclists themselves. Managers are interested in having bicycle facility experts available and they see value in programs such as shared bikes, though this support may not be representative of agency -wide support and attitudes.

Managers were asked what support and incentives would be required to encourage bicycle promotion. Almost every response mentions funding as a major factor. In the words of one NPS manager, "Specific policy and funding dedicated, not just to alternative transportation program in general, but to bicycle facilities."

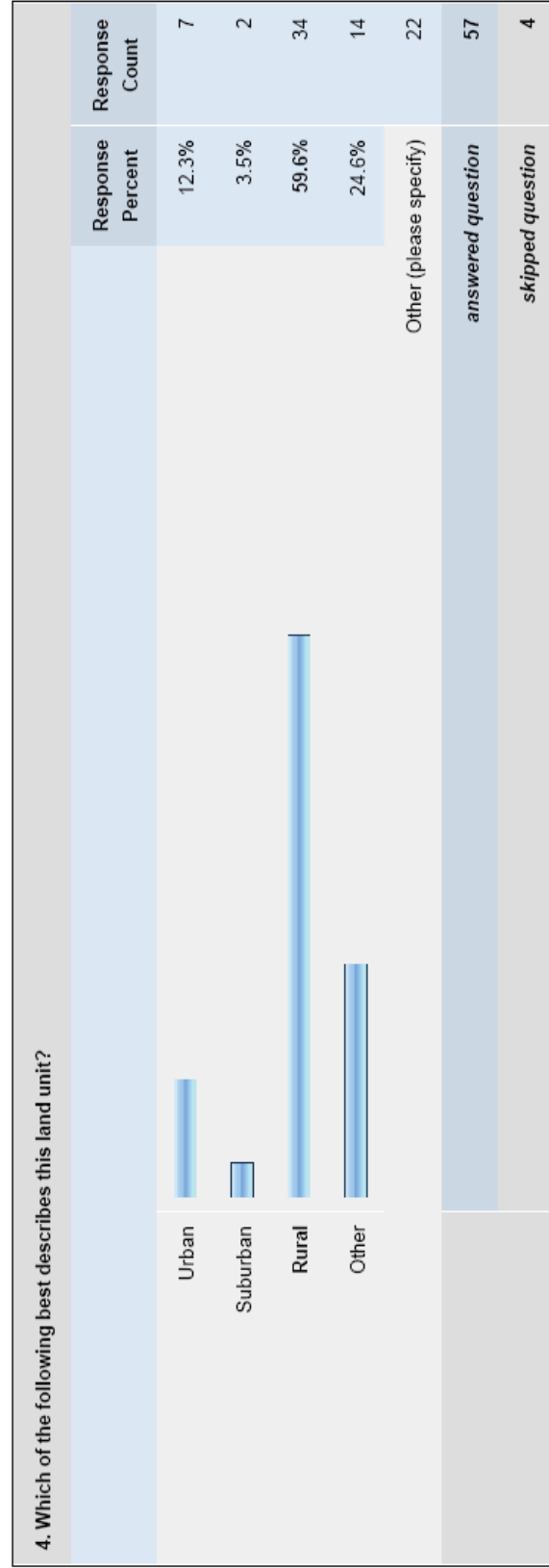
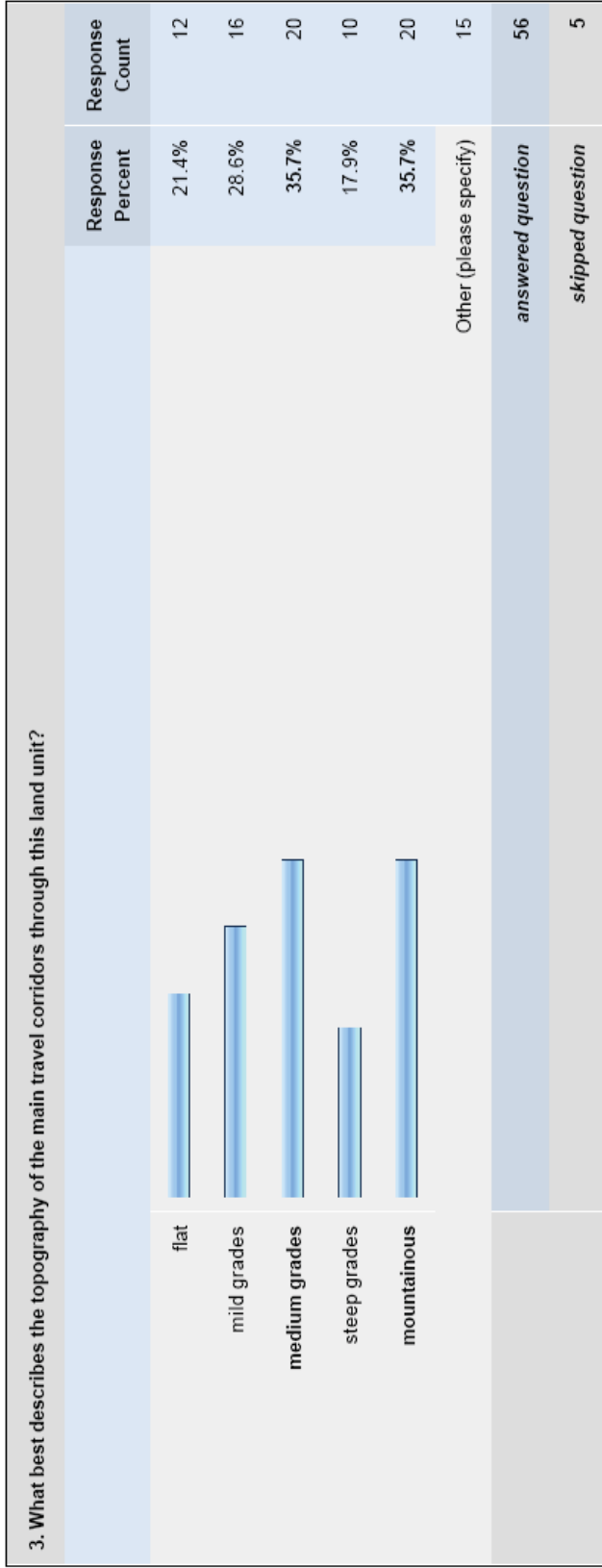
Other support and incentives managers would need to encourage biking includes: education on low cost items, brochures addressing safety elements, congressional staff support, demand by public, and partnerships/collaboration between agencies and bicycle organizations.

### FHWA Bicycles Land Unit Questionnaire

1. Which Federal Agency do you work for?			
		Response Percent	Response Count
Bureau of Land Management		34.5%	20
Fish and Wildlife Service		13.8%	8
Forest Service		13.8%	8
National Park Service		37.9%	22
		<i>answered question</i>	58
		<i>skipped question</i>	3

2. Please list			
		Response Percent	Response Count
Name of Land Unit you manage		100.0%	60
Size of Land unit (acres)		98.3%	59
		<i>answered question</i>	60
		<i>skipped question</i>	1

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5. What type of bicycling commonly occurs in this land unit? (check all that apply)		
	Response Percent	Response Count
Mountain biking on trails	52.5%	31
Biking on roadways with paved shoulders or bike lanes	50.8%	30
Biking on separated multi-use pathways (multi uses may include pedestrians, roller blades, and other non-motorized users)	20.3%	12
None- bicycling is not common in this land unit	10.2%	6
Other (please specify in comment field)	20.3%	12
	Comment	26
	answered question	59
	skipped question	2

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6. Who commonly bicycles in this land unit? (check all that apply)		
	Response Percent	Response Count
Adults	88.5%	54
Children	42.6%	26
Employees bicycling to and from work	18.0%	11
Bicycling is not common in this land unit	11.5%	7
Other (please specify in comment field)	3.3%	2
Comment		9
		<b>61</b>
		<b>0</b>
		<i>answered question</i>
		<i>skipped question</i>

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7. How likely are the following issues to prevent promotion of bicycling at this land unit?							
	Very Likely	Likely	Neutral	Unlikely	Very Unlikely	Rating Average	Response Count
Concerns about effects on wildlife	3.3% (2)	13.3% (8)	26.7% (16)	41.7% (25)	15.0% (9)	3.52	60
Concerns about bicyclist safety	18.3% (11)	30.0% (18)	23.3% (14)	21.7% (13)	6.7% (4)	2.68	60
Lack of interest, not a priority	3.3% (2)	21.7% (13)	18.3% (11)	33.3% (20)	23.3% (14)	3.52	60
Lack of planning funds or resources	20.3% (12)	50.8% (30)	15.3% (9)	8.5% (5)	5.1% (3)	2.27	59
Lack of construction funds or resources	26.7% (16)	43.3% (26)	16.7% (10)	8.3% (5)	5.0% (3)	2.22	60
Lack of maintenance funds or resources	28.3% (17)	40.0% (24)	15.0% (9)	10.0% (6)	6.7% (4)	2.27	60
Not an appropriate use	5.1% (3)	10.2% (6)	18.6% (11)	33.9% (20)	32.2% (19)	3.78	59
Environmental impact to construct bicycle facility	8.3% (5)	36.7% (22)	20.0% (12)	25.0% (15)	10.0% (6)	2.92	60
Historic roads or roadside features	5.1% (3)	6.8% (4)	27.1% (16)	40.7% (24)	20.3% (12)	3.64	59
Topographic/design constraints	13.3% (8)	26.7% (16)	16.7% (10)	30.0% (18)	13.3% (8)	3.03	60
Lack of knowledge about how bicycles may impact operations	1.7% (1)	8.3% (5)	33.3% (20)	38.3% (23)	18.3% (11)	3.63	60
Other	33.3% (3)	0.0% (0)	66.7% (6)	0.0% (0)	0.0% (0)	2.33	9
				Other (please specify)			13
				<i>answered question</i>			60
				<i>skipped question</i>			1



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8. What types of bicycle projects would you like to encourage at this land unit? (Check all that apply.)		
	Response Percent	Response Count
Widened paved shoulders or bicycle lanes	50.0%	30
Shared-use paths for bicycles and other non-motorized users separate from roadway	51.7%	31
<b>Mountain biking trails</b>	55.0%	33
More bicycle parking racks or lockers	21.7%	13
Integration of bicycles with transit system(bike racks on transit)	11.7%	7
Shared bicycle programs for employees or visitors (for example, having bicycles available through grant program for free use)	16.7%	10
More options for bicycle availability (for example-bike rentals with unique bikes such as tandems, four wheel bikes, tricycles, etc. )	11.7%	7
Establish bicycle routes (maps and way finding signs)	48.3%	29
Limited auto access (auto free zones or times when roads are closed to autos)	15.0%	9
Showers	6.7%	4
Safe connections for bicyclist and		




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pedestrians between campgrounds, visitor centers, trailheads and other attractions		40.0%	24
None- I would not encourage bicycle projects at this land unit		5.0%	3
Other (specify in comment field)		8.3%	5
Comment		23.3%	14
		<i>answered question</i>	60
		<i>skipped question</i>	1

9. Would you like to have bicycle facility experts available to help plan improvements at this land unit?			
		Response Percent	Response Count
Yes		54.2%	32
No		18.6%	11
No preference		27.1%	16
		<i>answered question</i>	59
		<i>skipped question</i>	2

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10. What support and incentives would be required for you to promote bicycling facilities or operations at this land unit?		Response Count
		45
	<i>answered question</i>	45
	<i>skipped question</i>	16

11. Are bicycle facilities tracked at this land unit? (for example, miles of bike lanes on roadway, miles of bicycle trails, bicycle parking, etc.)			
		Response Percent	Response Count
I'm not aware of how bicycle facilities are tracked here		10.0%	6
No		60.0%	36
Yes		30.0%	18
If yes, describe method and information tracked (database, bike lane/ trail length, maintenance, costs, funding...)			
		<i>answered question</i>	60
		<i>skipped question</i>	1

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12. How frequently are the number of bicycles that travel in this land unit tracked?		
	Response Percent	Response Count
Bicycles are tracked on a regular basis	14.0%	8
Bicycles are tracked sporadically	21.1%	12
Bicycles are not tracked at this land unit	59.6%	34
Don't know	5.3%	3
Describe frequency and methods (survey, observation, counters...)		
	<i>answered question</i>	57
	<i>skipped question</i>	4

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13. Does this land unit have specific goals to increase the number of visitors who travel by bicycle? (Federal transportation policy calls for increasing the percentage of trips made by bicycling and walking to 15.8%)		
	Response Percent	Response Count
Yes, this land unit has a specific goal (specify in comment field)	8.5%	5
No, this land unit does not have a specific goal	83.1%	49
I'm not aware of a specific goal	8.5%	5
	Comment	16
	<i>answered question</i>	59
	<i>skipped question</i>	2

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14. Does this land unit have any of the following programs to manage or promote bicycling? (Check all that apply.)		
	Response Percent	Response Count
Maps or online materials showing specific bicycle routes	58.5%	24
Way finding signs on roads or trails for bicyclists	36.6%	15
Bicycle rodeos or other safety education programs	9.8%	4
Bicycle tours by park employees or private groups	22.0%	9
Bicycle festivals, races or other events	46.3%	19
Limited auto access (road closures to vehicles/open to bikes)	29.3%	12
Transit system that accommodates bicycles	14.6%	6
Incentives to bicycle such as reduced entrance or camping fees	9.8%	4
Other	12.2%	5
Provide specifics/details here.		20
<b>answered question</b>		<b>41</b>
<b>skipped question</b>		<b>20</b>

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**15. Do you have any data or evidence suggesting bicycling demand on your land unit? Check all that apply.**

	Response Percent	Response Count
Before/after studies of areas where bicycle facilities have been incorporated	0.0%	0
Visitor surveys	17.9%	10
Comments from public	46.4%	26
Increased use when roads closed to vehicles/open to bicyclists	8.9%	5
None	51.8%	29
	Other (please specify)	10
	<i>answered question</i>	56
	<i>skipped question</i>	5



**16. Does this land unit currently have a transit system?**

	Response Percent	Response Count
No	76.7%	46
Yes	23.3%	14
	If yes, describe type and specify if system accommodates bikes:	15
	<i>answered question</i>	60
	<i>skipped question</i>	1

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17. What are the main concerns regarding bicycling on this land unit?		Response Count
		56
	<i>answered question</i>	56
	<i>skipped question</i>	5

18. How can the Federal Highway Administration assist you to create more opportunities for bicycling at this land unit?		Response Count
		48
	<i>answered question</i>	48
	<i>skipped question</i>	13

19. Do you yourself, bicycle?		Response Percent	Response Count
Yes		76.7%	46
No		23.3%	14
	Comment		19
	<i>answered question</i>		60
	<i>skipped question</i>		1



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20. Briefly describe your		Response Percent	Response Count
Job title/position		100.0%	60
Years at this agency		100.0%	60
Years at this land unit		100.0%	60
Role in transportation planning		90.0%	54
	<i>answered question</i>		60
	<i>skipped question</i>		1

21. Please provide any other comments regarding bicycling use on Federal Lands.		Response Count
		18
	<i>answered question</i>	18
	<i>skipped question</i>	43

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National Park Service Survey Land Unit Survey Summary

National Park Service Survey Summary				What bicycling is common?				Who bicycles?				
Land Unit/ Location	Size (acres)	Annual Visitation (2006)	Topography of the main travel corridors	Character	Mountain Roadway	Pathways	Uncommon	Comment	Adults	Children	Employees	Uncommon
Apostle Islands National Lakeshore, Wisconsin	69,000 acres (only 2592 on the mainland however)	190,105	mild grades. Most of unit is road less islands, or water in designated wilderness. I will confine answers to the 2592 acres of mainland, non-wilderness land we manage.	Rural				A small number of people bicycle TO the park on paved roads but there is no bicycle use beyond these front country nodes. Total paved road mileage in the park is miniscule.				x
Carlsbad Caverns National Park, New Mexico	45,800	407,367	steep grades	Rural, wilderness	x			Very little biking pressure				x
Casa Grande Ruins National Monument, Arizona	472.5 (only about 3 acres and a one mile entrance road are open to the public)	90,455	flat	Suburban				Bicycling on the entrance road between the visitor center and the City of Coolidge. We are used as a "checkpoint" for some bicycle races. At times we have an issue with unlawful use of mountain bikes in/over sites closed to the public, though they tend to be in the minority of users. One employee regularly bikes to and from work (about 5-6 miles round-trip).	x		x	
Cedar Breaks National Monument, Utah	6,000	528,870	mild and medium grades and exceptional scenic views	wilderness character	x			Would like to develop a separate hiking biking trail alongside a 6 mile scenic drive. Mountain biking is very popular especially in our gateway community of Brian Head, Utah. we would like to connect our campground with Brian Head, but would allow biking ONLY on paved trail.	x	x		

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National Park Service Survey Land Unit Survey Summary

National Park Service Survey Summary				What bicycling is common?				Who bicycles?					
Land Unit/ Location	Size (acres)	Annual Visitation (2006)	Topography of the main travel corridors	Character	Mountain	Roadway	Pathways	Uncommon	Comment	Adults	Children	Employees	Uncommon
Colorado National Monument	25,000	654,190	steep grades, mountainous. steep, winding, narrow, no shoulders	Rural, on edge of urban areas	x				Intense bicycle use -pressure for pro races	x			
Cuyahoga Valley National Park, Ohio	33,000	2,469,289	mild grades. The main trunk trail is in the valley and is relatively flat. Access route into and out of the valley can have a more challenging slope.	Rural, surrounded by suburban	x	x				x	x	x	
Death Valley national Park, California	3.3 million	771,530	mountainous	wilderness	x					x		x	
Denali National Park and Preserve, Alaska	6 million	1,180,731	mountainous	Remote - wilderness	x	x	x		Most common is biking on unpaved road without shoulders (the main park road).	x	x	x	
Denali National Park and Preserve, Alaska	6 million	1,180,731	medium grades	Rural, wilderness					Cycling the park road which is a 90-mile dirt road with no shoulders	x			
Devils Tower National Monument, Wyoming	1347	337,508	flat, mild and medium grades	Rural				x					x
Glacier Bay National Park and Preserve, Alaska	3.3 million	414,116	mild grades	Alaska bush community		x				x	x	x	

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National Park Service Survey Land Unit Survey Summary

National Park Service Survey Summary				What bicycling is common?				Who bicycles?					
Land Unit/ Location	Size (acres)	Annual Visitation (2006)	Topography of the main travel corridors	Character	Mountain	Roadway	Pathways	Uncommon	Comment	Adults	Children	Employees	Uncommon
Great Sand Dunes National Park and Preserve, Colorado	149137	259,130	mild grades to steep, mountainous	Rural		x			Most trails are in wilderness where cycling is not allowed. Our primary backcountry road has long sections of soft sand not conducive to cycling.	x			
Jefferson National Expansion Memorial, St. Louis, Missouri	91	2,830,404	flat	Urban			x			x			
Lyndon B. Johnson National Historical Park, Texas	700	89,952	mild grades	Rural				x	The LBJ Ranch will be opening to increased activity and opportunity as Mrs. Johnson's life estate has ended. The Johnson daughters are avid cyclists. The park has held two bike events in 2007 and has several larger rides planned for 2008.	x	x		
National Mall & Memorial Parks, Washington, DC	6839	3,803,244	flat and mild grades	Urban	x	x	x		you name it, we have it	x	x	x	
Petrified Forest National Park, Arizona	125,000	581,801	mild grades	Rural				x					x
Rocky Mountain National Park, Colorado	265,000	2,927,920	mountainous	Rural		x				x			

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National Park Service Survey Land Unit Survey Summary

National Park Service Survey Summary				What bicycling is common?				Who bicycles?					
Land Unit/ Location	Size (acres)	Annual Visitation (2006)	Topography of the main travel corridors	Character	Mountain	Roadway	Pathways	Uncommon	Comment	Adults	Children	Employees	Uncommon
Saguaro National Park, Arizona	91,000	3,140,395	medium grades	Rural, on the edge of suburbia...	x	x				x	x		
San Antonio Missions National Historical Park, Texas	835	1,173,771	mild grades	Urban		x	x			x			
Theodore Roosevelt National Park, North Dakota	70,447	441,937	steep grades	wild, natural					biking on roads without much shoulder	x			
Timpanogos Cave National Monument, Utah	250	110,840	mountainous	Surrounded by FS lands including wilderness, but are just a few miles from the Wasatch Front urban area.					We have lots of biking but there are no paved shoulders or bike lanes, which creates a very dangerous situation for the bikers.	x			
Whiskeytown National Recreation Area, California	42,000	756,041	mountainous	Rural	x				Biking on roadways without paved shoulders or bike lanes	x			

**National Park Service Land Unit Survey Comments**

<p><b>7. How likely are the following issues to prevent promotion of bicycling at this land unit?</b></p> <p>Lack of planning funds or resources: We don't currently have an area for bikes to be parked and secured. Rangers generally unlock the outdoor classroom to allow bike users to park there so long as no school group is there. Not an appropriate use: Other than on the entrance road (about one mile long) there is no other lawful use for bikes. Therefore other than bike races that use our visitor center as a "checkpoint" (this happens under 10 times a year) we don't get many bike users.</p> <p>There are already many bike tour groups that use the park scenic drive as a destination.. but current road widths make this a dangerous practice! The NPS is actively working with Brian Head, Cedar City, Panguitch and other gateway communities to establish a safe bike/hike trail system on Cedar Mountain and through Cedar Breaks.</p> <p>Courting disaster here with growing bike and auto/truck &amp; commercial hauling commuter uses</p> <p>Since cycling exists in the more conventional form it is more a matter to trying to determine if mountain biking in the park is appropriate and sustainable</p> <p>The Gateway Arch grounds are separated from the downtown street grid by a busy frontage road and depressed interstate highway (Memorial Drive/I-70). Bicycle routes have been designated through downtown so there is increased interest and support. However, crossing Memorial Drive to access the park grounds is a safety concern.</p> <p>To begin, we will allow bicycles to share the one-way Ranch roads.</p> <p>Conflicts with vehicles during the busy season, although bicycling is allowed. We may just not want to promote it too much during the busiest times. A bicyclist must be in good physical condition to make long rides in the park.</p>
<p><b>8. What types of bicycle projects would you like to encourage at this land unit?</b></p> <p>Currently no bike racks) exist. The park has only a limited need and could/might use an area of parking lot to mount a 5 rack unit. Having more than 5 visitors with bikes at the park is, at this time, very rare.</p> <p>difficult if not impossible topography for widened road or creation of pathways</p> <p>As an objective manager I wouldn't say that I want to encourage mountain bike use but I do feel that it needs to be properly evaluated with an informed decision being made as to future mountain bike use.</p> <p>Improved information for bicycle users.</p> <p>Expand capacity for bikes on busses</p> <p>A park partner already rents bicycles (including tandems) on the riverfront adjacent to the park. This has been a positive visitor experience.</p> <p>We have had preliminary discussions about closing our East District's 8 mile scenic loop drive to vehicles on occasions, so that bicyclists (and walkers) could use it without worrying about motor vehicles. Some staff support this, while others do not. Don't know if we'll ever implement such a plan, but we have at least thought about and discussed it...</p>
<p><b>10. What support and incentives would be required for you to promote bicycling facilities or operations at this land unit?</b></p>

**National Park Service Land Unit Survey Comments**

Cooperation from adjacent land owners and jurisdictions (and money of course) since most of the bike path development would be outside our boundaries.
Due to the nature and generally limited public use area, park level promotion of bike use is not likely. However city level promotion of use in Coolidge area could result in increased use to get to park. However note that many visitors (likely over 50%) come from cities and towns more than 30 miles away (one way).
There is already interest... availability of planning, design and implementation funds is what will make this happen.
Changes in vehicle uses currently allowed and required by lawsuit. <i>There are safety issues between commuter and commercial traffic who have right-of-way through the park, and bicyclists. Note: italics text is comment for clarification and is not part of survey respondents original response.</i>
No incentives are necessary it is more a matter of providing the necessary planning resources.
Funding and planning
Support funding for NPS and for concessioner, and expertise (consultation)
Funding
Funding to plan and build a bike path that parallels our main entrance road.
Having a safer, pedestrian and bicycle friendly connection, such as an overpass, between the downtown proper and the Arch grounds would encourage more bicycle use in the park.
Public interest in proposals and options.
The park will be planning the appropriate future use of newly acquired lands and expects to include mountain bike trails as part of the mix.
Construction funding for multi-use path separate from Bear Lake Road
We'd need greater support of the local bicycling community for adherence to local regulations. Specifically, the Tucson area is very bicycle-friendly, with lots of bicyclists in the area. Our 8 mile loop drive is a very popular bicycle ride. However, as a scenic drive, with some topographic constraints, the speed limit is only 15 mph. On some sections bicyclist far exceed the speed limit, prompting complaints from motorist and walkers, enforcement problems, and safety concerns (significant numbers of injury accidents). We need the local bicycle community to buy into our regulations, and not just use and promote our scenic drive as a good training ride.
Utah 92 runs through the Monument, so we would need UDOT to take the leadership for adding bike lanes, as it would not make sense for the NPS to do anything in our short section of the road.

**11. Are bicycle facilities tracked at this land unit? (for example, miles of bike lanes on roadway, miles of bicycle trails, bicycle parking, etc.)**

2 bike racks. It's pretty simple.
We have 2.5 miles of designated multi-use trail (for mountain bikes, horses, hikers), and portions of our 8 mile loop drive has designated bike lanes (probably less than 1,500 feet) for sections that are uphill.
We don't have anything except a bike rack for visitors, so it is easy to track. However, if we had more it would be tracked in our Facility Management Software System.

**National Park Service Land Unit Survey Comments**

**12. How frequently are the number of bicycles that travel in this land unit tracked?**

During race "checkpoints" we count how many people pass through.  
 Daily - some days upwards of 100 cyclists  
 The LBJ Ranch has been closed to visitor access since 1972 except for tours on NPS-operated tour buses. The park is in planning to allow increased access and opportunities to the public.  
 We keep internal numbers of bike tour participants but not total numbers of riders in the park  
 In our East District, number of bicyclists are tracked/counted during hours that the entrance station is staffed. But there is bicycle use both before and after the entrance station is staffed.

**13. Does this land unit have specific goals to increase the number of visitors who travel by bicycle?**

safety is huge concern right now -  
 Improving integration with other transit (more bicycles on buses) and improving information distribution.  
 A park planning document for the LBJ Ranch after Mrs. Johnson's life was drafted several years ago. It prescribes allowing bicycles on the Ranch.  
 As I said above, we have a very short section of Utah 92 that runs through the Monument, so UDOT would have to take the leadership role.

**14. Does this land unit have any of the following programs to manage or promote bicycling?**

No parking fee for bicycles while vehicles have to pay to park.  
 We are used as a "checkpoint" by some bike races. Though we don't "hold" the race ourselves  
 sharing the road emphasis, signs, brochures and park website - increased enforcement  
 cycling information is on the park website  
 We do not have any promotion programs in progress.  
 A park partner operates a bicycle rental facility immediately adjacent to the park on the riverfront.  
 bicycle patrols as well  
 "Ride The Rockies" event uses park every few years

**15. Do you have any data or evidence suggesting bicycling demand on your land unit?**

Strong interest in providing for mountain bike use.  
 Antidotal, it seems bicycle use is increasing. We haven't analyzed our visitor use stats to validate that assumption.  
 There have been organized mountain bike races held at Whiskeytown NRA

**16. If this land unit has a transit system, describe type and specify if system accommodates bikes:**



**National Park Service Land Unit Survey Comments**

It's a ferry system to road less islands where bikes are not permitted, so the answer is effectively "no,"
It is an excursion train that runs through the valley which does offer service to cyclist wishing to use both types of transportation
Bus system; some buses accommodate up to 2 bicycles and the NPS would like to increase this to 4.
Shuttle bus system that can accommodate only two bikes per bus.
Seasonal bus service from Gustavus to Glacier Bay Lodge during the visitor season
A tour bus system that we hope to eliminate as the buses are old and the schedules are limiting to visitor use and convenience.
Washington Metropolitan Area Transit Authority - Rail and Bus
Visitor Transportation System (shuttle buses) in the Bear Lake Road corridor and links to the Town of Estes Park
Limited access through city bus system. Access to two units through private tour bus operations.

**17. What are the main concerns regarding bicycling on this land unit?**

No known demand for mountain bike trails. No desire to have shared trails with hikers. Additional trails would fragment the acreage and require maintenance we can't afford.
Visitor safety. Narrow winding road is dangerous and we do not promote bicycle usage.
No bike racks currently. Safety as the road has no real shoulders and a small ditch on each side. Many visitors are coming from a distance that would not be generally biked (50-60+ miles round trip) and the only use that bikes do/can serve at this site do to it's nature is up and down the entrance.
Cedar Breaks is an ideal location to provide a combination of paved and marked widened road shoulders and separate bike lanes.
Exponential growth of all uses - vehicles, trucks and commercial hauling and increased biking on same road. Road is historic and topography cannot accommodate wider road surface We are trying to prevent inevitable fatalities
Is mountain biking appropriate and sustainable at this NPS unit.
Inadequate camping and bicycle storage facilities; a bicyclist has to ride a great distance in one day if traveling the entire 90-mile park road. Also, inadequate capacity on bus systems to haul bicycles, and the need for improving orientation information.
Buses only accommodate two bikes per bus, campgrounds/bike racks are too far apart so that visitors who wish to bike the 90-mile road have to ride over 50 miles in one day.
bicycle on road use: safety, low demand, historic road and features bicycle off road use: not permitted due to impact to natural resources and visitor experience
Rider safety
Demand is self-limiting due to the nature of our unpaved roads and trails. For cyclists who do cycle along our paved roads, safety is a primary concern. If funds were available, our recently completed General Management Plan provides the possibility for a bike path that parallels the entrance road (about 4 miles) plus a path from the campground to the dunes parking lot area. Obviously, beyond funding, construction of such paths may be limited by environmental and/or cultural resource impact concerns.
Bike trails have not been a part of the LBJ Ranch. If we were to offer off-road, single-track trails for ATB's we would introduce a new feature to the landscape.

**National Park Service Land Unit Survey Comments**

Existing roadways are too narrow - no off-road infrastructure (either paved route along existing transportation corridors or mountain bike tracks).
Steep terrain makes construction difficult and costly and precludes many recreational bicyclists from using the park. Public support has not been significant, probably from lack of adequate awareness of possible bike trail plans.
SAFETY, and the intermingling of bicyclist with motorists, hiker/walkers and equestrians.
Promotion and marketing of bicycle opportunities. Some opportunity to increase bicycle accessibility particularly as the park develops in the coming years.
Distances are far and terrain is rugged. Bicycle use on the roads has increased in the past 20 years, but is still fairly light. We are far from population centers. This is a specialized activity that is available (and it's great!) However, seeing the park by bicycle would not be an option for the majority of our visitors.
Currently there are no bike lanes or shoulders for bikers to use, making it very dangerous for them.
Conflict between mountain bikes and equestrian use on trails. Damage to trails from mountain bike use. Safety of bike users and pedestrians on trails.

**18. How can the Federal Highway Administration assist you to create more opportunities for bicycling at this land unit?**

Help us work with adjacent jurisdictions and fund the construction of shoulder bike lanes and appropriate signage. Do NOT forward our interest to the mountain biking community!
I don't believe that the FHWA can help use to the nature of the park site. They might be able to help the City of Coolidge though, to increase bike use in the city around the park.
help with planning, design, funding and construction
Improve alternate county road to divert vehicle traffic, evaluate engineering needs to look at some widened section of road????
Planning funding.
Funding and consultation for above projects.
This land unit is currently not pursuing more opportunities for bicycling.
Unsure at this time.
Because the interstate highway bisects the park, a safer connection such as an overpass between the downtown street grid and the Gateway Arch grounds is needed in order to encourage both pedestrians and bicyclists to use the park more fully.
Planning and funding in order to widen the one-way Ranch roads to allow for a hike and bike lane.
Supporting design and construction funding.
not certain...
Provide financial assistance to promote existing opportunities and to develop new ones.
No needs at this time except additional bike racks.
work with Utah Dept of Transportation to encourage them to add bike lanes or shoulders to their roads.
A study would be helpful

National Park Service Land Unit Survey Comments

**19. Do you yourself, bicycle?**

Not currently.
not in my unit - too scary
Recreationally, mainly in summer
mountain bike on adjacent USFS land
For pleasure.
ATB
mountain bike and recreational bike trails
not an avid bicyclist, but enjoy riding now and then...
avid bicyclist
mountain and road

**Please provide any other comments regarding bicycling use on Federal Lands.**

would love to see this happen at as many park units as possible. Cedar Breaks has an annual visitation of 550,000 visitors per year and many would enjoy the option to bike / hike through the park.
Bicycling is growing everywhere. In general it can be a good thing. In this unit we have great concerns about bicycle safety and court mandates about right of way road sections for commuter and commercial hauling
I think cycling should be encouraged on paved and dirt roads as a way to see federal lands. Entrance fees should be reduced or waived for cyclists. I think on some federal lands mountain biking opportunities should be provided. I think bicycles should not be allowed in Wilderness.
This is an excellent way to promote energy conservation and wellness for our employees and visitors.
A discreet portion of FHWA funds should be allocated for development and promotion of bicycling facilities on public lands as a vital part of the intermodal transportation system.
I love to bicycle, and love to see visitors bicycling. However, I do not want to see trails on national park lands open to mountain bikes, except in rare places as appropriate.

**APPENDIX G – BICYCLE SURVEY METHODOLOGY AND RESULTS**

U.S. Forest Service Land Unit Survey Summary

Forest Service Survey Summary			What bicycling is common?				Who bicycles?					
Land Unit	Size (acres)	Topography of the main travel corridors	Character	Mountain	Roadway	Pathway	Uncommon	Comment	Adults	Children	Employees	Uncommon
Ashley NF	1.5 million	A mix of very steep grades in Utah and mild grades in Wyoming.	Rural	x	x			Several biking events permitted annually.	x			
Boise NF, Idaho	2.2 million	mountainous	Minimally developed	x	x				x	x		
Caribou-Targhee NF	3 million	Varies from flat in some places, medium to steep grades in others.	Rural	x					x			
Chugach NF	5.6 million	mountainous	Wild, undeveloped	x	x				x			
Cibola National Forest and Grasslands	1.87 million	Forest and Grasslands units in 3 different states -- NM, TX and OK. Travel corridors vary widely from flat to mountainous	We border both major metropolitan areas and small rural communities.	x	x		x	There are many mountain bikers near the Albuquerque area; in the rural grasslands there are virtually no bicyclers.	x			x
Coronado NF, Arizona	2 million	mountainous	Urban		x			Sabino and Madera canyon are favored by bikes. Both are narrow canyons, and bikes have been regulated to occur only at certain times. Mt. Lemmon is a favored road with a steep grade for nearly 30 miles and is used by bike for training and for the speed trip downhill.	x			
Gila NF	3.3 million	medium grades	Rural		x				x			
Santa Fe NF	1.57 million	medium grades	Rural	x				Forest has a minor amount of mountain biking--mostly concentrated around Santa Fe and in the Jemez NRA	x			

**U.S. Forest Service Land Unit Survey Comments**  
**7. How likely are the following issues to prevent promotion of bicycling at this land unit?**

no comments

**8. What types of bicycle projects would you like to encourage at this land unit?**

The greatest impediment to bicycling as a transportation means is adequate shoulders or bike lanes on state and county roads. Traffic is too heavy to allow safe bicycling without wider shoulders or lanes since there is no place to get off these roads. Forest roads typically have much less use so bicycling on the forest road itself is generally safe. Some additional use on trails would be appropriate, but in our erodible soils, bikes tend to create more damage than hiking; shared use on our roads is not appropriate to encourage because of safety issues.

**10. What support and incentives would be required for you to promote bicycling facilities or operations at this land unit?**

Funding for maintenance and operations is always an issue. Planning funds seem more available. Hope to tie this in with Byways/Backway existing programs.  
 None. We do what we can when we can. It's a question of work priorities more than anything else. Maintaining and managing what we already have comes first.  
 Safe connections via state and county roads to sites and facilities on national forest land.  
 Our unit's recreation budget has decreased over 30% in two years. We can barely fund our full time people, and we are understaffed as it is. Not only would we need money to fund projects, we would need assistance in personnel to plan, prepare NEPA documentation, and design any bicycle facilities.  
 To make it work here we would need City and County support

**11. Are bicycle facilities tracked at this land unit? If yes, describe method and information tracked (database, bike lane/ trail length, maintenance, costs, funding...)**

5 year FS survey (NVUM) gives very general info - not biking specific.  
 only miles of trails open to bicycle use.  
 This information is available via our travel plan maps that show restrictions and designations of allowed uses.

**12. How frequently are the number of bicycles that travel in this land unit tracked?**

One district in particular has an avid mountain bike user groups. This group occasionally compiles numbers and areas of use.  
 We have an annual bike race that attracts hundreds of riders which we have the ability to track

**13. Does this land unit have specific goals to increase the number of visitors who travel by bicycle?**

no comments

**U.S. Forest Service Land Unit Survey Comments**

**14. Does this land unit have any of the following programs to manage or promote bicycling?**

There are bicycle events which operate under special use permit --the Forest does not sponsor these events.  
Some races are held here, but the Forest does not organize them, we permit them

**15. Do you have any data or evidence suggesting bicycling demand on your land unit?**

National Visitor Use Monitoring Process

**16. If this land unit has a transit system, describe type and specify if system accommodates bikes:**

a shuttle system operates in Sabino Canyon

**17. What are the main concerns regarding bicycling on this land unit?**

Difficult to maintain existing Mt. Bike trails with current budget and skills. Adding new facilities is a concern due to flat or declining budgets. I think as soon as we are discovered - the sport will boom locally.

Bicyclist safety. Shared use of trails with motorized uses.

Safety riding along state and county roads that access National Forest Land.

Near the Albuquerque metropolitan area we have mountain biking competing with motorized use, so there are conflicts in some sections of that particular district. Our land unit is not contiguous, so it presents some challenges to bicycle planning; any bike use is fairly localized to a certain community.

Safety and accidents. Sabino has limited road width and extensive pedestrian use. Madera, is frequented by bikers who speed down hill risking on coming traffic accidents. Often bikers exhibit rude behaviors to Forest Service personnel.

Its remoteness and the actual use it would get except for certain events.

Increasing use on trails would have erosion impacts in some locations; shared use with cars/trucks on our road system would present some significant safety concerns because of rough surfaces and sight distance.

**18. How can the Federal Highway Administration assist you to create more opportunities for bicycling at this land unit?**

When completing highway projects construct bike paths or wide shoulders where there is adequate space and terrain allows.

Require FHWA funded projects on State roads passing through public lands to include separated pathways for bikes as a part of construction or reconstruction

They could take the role of bringing together communities and the land agencies to spearhead particular projects. For example, the City of Grants, NM, has recently taken the lead in a bike trail and we are able to leverage a small amount of funding and assistance for them.

Supports our efforts in the Gila bike race every year.

**19. Do you yourself, bicycle?**

For pleasure only.

APPENDIX G – BICYCLE SURVEY METHODOLOGY AND RESULTS

U.S. Fish and Wildlife Service Land Unit Survey Summary

Fish and Wildlife Service Survey Summary		What bicycling is common?				Who bicycles?							
Land Unit/ Location	Size (acres)	Topography of the main travel corridors	Character	Mountain	Roadway	Pathways	Uncommon	Comment	Adults	Children	Employees	Uncommon	
Arapaho NWR Complex	23,000 acres in Colorado, 21,000 acres in Wyoming	flat	Rural				x	Public use from out of the area do not bring bicycles for recreation. Local users do not tend to bicycle in this rural area. Though we are close to Walden, narrow state highways make bicycling from town dangerous. Public use is low (about 7,000/yr). Most use is wildlife viewing-people like to drive cars and take pictures of wildlife. At 8,200 feet, cold temperatures and altitude also limit interest in bicycling from out of area visitors. With approximately 1200 people living in Jackson County, local public use is also low and bicycling is not often seen in the area.					x
Cabo Rojo and Cartagena NWR's	Cabo Rojo:1,856: Cartagena 1,043	flat	Rural	x									
Chincoteague NWR	14000	flat	adjacent to resort town			x		shared use of paved wildlife tour loop	x	x	x		
Horicon NWR	21000	flat	Rural		x			Some biking on gravel roads as well.	x	x			
McGregor District of the Upper Mississippi River National Wildlife and Fish Refuge	91662	steep grades- The unit is on the floodplain of the Mississippi River, the only travel through the unit is via highway or by boat. Road adjacent to the Refuge are steep.	Rural				x	The Refuge lies in the floodplain of the Mississippi River, there are no bike trails. Biking does occur on highways adjacent to the Refuge (Great River Road), but little if any biking occurs on the Refuge.					x

APPENDIX G – BICYCLE SURVEY METHODOLOGY AND RESULTS

U.S. Fish and Wildlife Service Land Unit Survey Summary

Fish and Wildlife Service Survey Summary		What bicycling is common?				Who bicycles?					
Land Unit/ Location	Size (acres)	Topography of the main travel corridors	Character	Mountain Roadway	Pathways	Uncommon	Comment	Adults	Children	Employees	Uncommon
Trempealeau NWR	6226	flat	Rural				Biking on multi use gravel roads and pathways	X	X	X	
Upper Mississippi River National Wildlife and Fish Refuge	240000	mild grade	Rural	x	x			X	X		
Vieques National Wildlife Refuge	17700	medium grade	Rural				Mountain biking on graveled roads also used by vehicles.	X	X		

U.S. Fish and Wildlife Service Land Unit Survey Comments

**7. How likely are the following issues to prevent promotion of bicycling at this land unit?**

We have some issues with large groups, especially for-profit tour groups.

**8. What types of bicycle projects would you like to encourage at this land unit? (Check all that apply.)**

We can allow bicycling on the auto tour loop and provide for wildlife viewing and public safety. The interest in bicycling is low, and would not be the best use of funds at this station. The one exception is a private group interested in constructing a multi-use trail from the town of Walden to the Brocker Overlook on the Refuge, along Highway 14 (Cache la Poudre Scenic Byway). But, the group has to develop rights-of-way and the trail from town to the refuge boundary before it would make sense to expend funds on the refuge.

I would not encourage on-Refuge bicycle paths, but would support off refuge paths adjacent to or on highways which border the Mississippi River.

We would like to have a "park and bike" program with free bikes available, but making helmets available has always been an issue.

**10. What support and incentives would be required for you to promote bicycling facilities or operations at this land unit?**

We are about to start an alternative transportation study. Having those results will be important. Our biggest problem is inadequate trails in adjacent community linking users to refuge



Abandonment of railroad lines adjacent to the river would provide a tremendous opportunity to establish bike trails, would reduce noise/pollution associated with rail traffic, would increase safety of visiting public - support/incentives for abandonment or relocation of rail lines

Funding for improvements to facilities, public education and promotion

Money to complete trails and support for a staff person to ride the trail once a day to pick up trash and conduct outreach to those encountered on the trail.

Funds for planning, design, implementation and upkeep of biking facilities. Also, funds to inform bikers about safety issues - appropriate gear, unexploded ordinance awareness, etc.

**11. Are bicycle facilities tracked at this land unit? If yes, describe method and information tracked (database, bike lane/ trail length, maintenance, costs, funding...)**

trail lengths, maintenance costs

We have no on Refuge bicycle facilities

trail length, maintenance, costs to construct

**12. How frequently are the number of bicycles that travel in this land unit tracked?**

The use is not observed by staff in numbers that justify tracking.

trail counters and volunteers conducting surveys

Counting devices have been purchased and will be in use spring 08

direct observation, counters

Bicycles are observed during the weekends - Sat. and Sun. and numbers are documented.

**13. Does this land unit have specific goals to increase the number of visitors who travel by bicycle?**

I think this may come out of the alternative transportation study

There are currently no on-Refuge bicycle facilities ... its a floodplain.

We have plans to connect bike trail units to each other. Including the Mississippi River Trail, Great River Trail and Illinois Great River Trail.

Increase wildlife observation through bicycle use.

Although CCP calls for improvements to promote biking

**14. Does this land unit have any of the following programs to manage or promote bicycling? (Check all that apply.)**

A portion of the Wisconsin Great River State Bike Trail runs through the Refuge

**15. Do you have any data or evidence suggesting bicycling demand on your land unit?**

The Wisconsin Department of Natural Resources tracks use on the Great River State Bike Trail

We have documented numbers of bikers on the refuge during the weekends, Sat. and Sun. since 2006.

**16. Does this land unit currently have a transit system? If yes, describe type and specify if system accommodates bikes:**

Bikes are allowed on all roadways and trails. About half of these trails are closed to vehicle traffic.  
 The graveled roads do not have any designated areas for bikers.

**17. What are the main concerns regarding bicycling on this land unit?**

lack of funding and staff to administer a new public use program. Arapaho NWR has only 4 PFT staff to administer lands in Colorado and Wyoming. Public use is good for where we are located, but is low overall. Infrastructure must be used to stay in good condition, or it's a maintenance nightmare. With only one maintenance worker we don't need more facilities to maintain for the limited use we would get by bicyclists. Also, bicycling is to be used on NWRs as a means for wildlife related recreation and there could be an increased law enforcement demand to ensure compliance, particularly if a new program is implemented. With only one dual function officer, (the Refuge Manager) time constraints and priorities would limit the ability or interest in expending LE efforts to ensure compliance with a new program.

safety when crossing vehicle roads and possible disturbance of breeding shorebirds during certain months of the year  
 Again, connection w/ local community. Lack of a trail that travels the main corridor to the beach which means people ride on road w/ cars.  
 Safety on perimeter roads.

The Refuge lies on the floodplain of the Mississippi River - any bike trails would require filling of wetlands and continual maintenance due to flooding. The Refuge itself is not a good location for bike trails, however, there is tremendous opportunities to develop very scenic and unique bike trails along the railroad/highways that border and in some cases run through or cross the Refuge. Unfortunately, the costs of abandoning rail lines or developing bike paths adjacent to rail lines or highways is very expensive.

Safety - the Refuge is somewhat remote and not staffed at all hours when biking is occurring. Break-downs or water can become problematic. Gravel roads flood or need to be graded , creating temporary hazards for bikes.

Choosing the correct surface. On our trail in Illinois the surface was limestone Lithofication and a bicyclist was injured after falling due to soft trail conditions. We want to pave this portion of the trail since this runs through a sand prairie and we believe it would be a safer surface. We need funding to complete this project. We have roughly 20-30 miles of trails waiting to be funded that would provide connection to existing trails. These trails link with the Great River Road and provide access to four states along the Mississippi River trail system.

Appropriate roads or trails for bikers - designing trails, upkeep of trails. Safety - Preventing bikers from entering areas with unexploded ordinances.

**18. How can the Federal Highway Administration assist you to create more opportunities for bicycling at this land unit?**

I think, due to low use and local interest, other than the potential multi-use trail, that the funds would be put to better use at a higher public use station.

Provide funds for bike crossings, signs and educational/promotional material

not sure

convince the rail lines they need to abandon their current tracks along the River.

Streamline funding process so that it is easier to work with partners and to figure out what funds are available and how to apply.

Provide funding for trails and staffing to help monitor trails.

Design biking trails within the refuge. Provide a way to keep the bikers safe from entering areas with unexploded ordinances.

**19. Do you yourself, bicycle?**

Not here, but I have in the past

I ride to work almost daily

I bike to work

I ride my bike to work in summer. I have never been on an overnight bike ride and don't plan too. Just a casual bicyclist. Ride to work to get exercise and live more lightly on the land.

**Please provide any other comments regarding bicycling use on Federal Lands.**

Bicycling seems to be very compatible with the Service mission and the Refuge's purposes. It's a great family activity.

We have a high demand for bicycle use on this refuge. We need to ensure we are offering safe experiences.

The National Wildlife Refuge system as a whole has undergone significant reductions in workforce over the last two years. We currently do not have the staff or resources to manage development of bike trails on Refuge lands. Our "wildlife first" mission will often be in conflict with development of bike trails and the site specific and secondary impacts trails would have on fish and wildlife resources.

We are ready and willing to promote biking at Trempealeau - We are under- staffed and funded so new programs often get put on the back burner.

With designated bike trails and appropriate signage, biking on the refuge will be very popular. This is also a great way to help alleviate global warming.

**APPENDIX G – BICYCLE SURVEY METHODOLOGY AND RESULTS**

Bureau of Land Management Land Unit Survey Summary

Bureau of Land Management Survey Summary				What bicycling is common?				Who bicycles?				
Land Unit	Size (acres)	Topography of the main travel corridors	Character	Mountain	Roadways	Pathways	Uncommon	Comment	Adults	Children	Employees	Uncommon
Arizona Strip District	3.2 million	Combination of mild to steep and mountainous grades. Mohave desert environment to ponderosa pine mountains.	Rural. National Monuments	X					X			
BLM Yuma Field Office	1.2 million	Flat grades	Rural	X				Biking on routes within two Long-term Visitor Areas (3000 acres & 11,000 acres)	X			
Boise Front Special Recreation Management Area	12,000	mountainous	Urban interface	X					X	X		
Glenwood Springs Field Office	580,000	Mild, medium, steep and mountainous grades.	Suburban	X					X			
Grand Junction Field Office	1.1 million	mountainous	Rural	X	X	X			X	X	X	
Grand Junction Field Office	1.3 million	High Desert to Rocky Mt. foot hills	Rural	X	X				X			
Gunnison Field Office - Colorado	600,000	We have a variety of terrain ranging from mild grades to mountainous	Rural	X	X	X			X	X		

**APPENDIX G – BICYCLE SURVEY METHODOLOGY AND RESULTS**

Bureau of Land Management Land Unit Survey Summary

Bureau of Land Management Survey Summary				What bicycling is common?				Who bicycles?				
Land Unit	Size (acres)	Topography of the main travel corridors	Character	Mountain	Roadways	Pathways	Uncommon	Comment	Adults	Children	Employees	Uncommon
Hassayampa Field Office	3 million	undulating desert landscapes, leading into deep ravines or mountain areas.	urban interface	X					X			
Little Snake Field Office	1.3 million	medium grades	Rural		X				X			
McInnis Canyons NCA	123,430	We have a mix of all grades and difficulty levels.	Rural	X					X	X		
Missoula Field Office	160,000	mountainous	Rural	X					X			
Newcastle Field Office	292,168	mountainous	Rural	X	X				X			
Phoenix District	3 million	Flat, mild, medium and mountainous grades.	Urban	X					X			
Pinedale Field Office WY 100	1,300	Combination mild, medium and steep grades	Urban Interface			X		The 4 mile Pinedale pathway is an urban interface multi-use non-motorized path accommodating all modes of human powered travel. On public lands in general for this area, a variety of cycling opportunities occur from road bike cycling to off road / trail adventure cycling.	X	X		
Rawlins Field Office	3.5 million	Healthy and uniform mix of flat to mountainous grades.	Mainly rural, but the recent boom in oil and gas exploration is changing the settings from middle country to industrial	X	X			Lots of out of the area travelers from both in-state and out of state	X		X	

Bureau of Land Management Land Unit Survey Summary

Bureau of Land Management Survey Summary		What bicycling is common?				Who bicycles?						
Land Unit	Size (acres)	Topography of the main travel corridors	Character	Mountain	Roadways	Pathways	Uncommon	Comment	Adults	Children	Employees	Uncommon
Royal Gorge Field Office	800,000	Steep grades	Rural	X					X	X		
St. George Field Office	635,000	medium grades	urban interface	X	X	X			X	X	X	
Uncompahgre Field Office	~900,000	We have all of the above in the acres that we manage.	A little bit of rural, suburban and urban.	X	X	X			X	X		
White Mountains NRA	1 million	mountainous	National Rec Area	X					X			

**Bureau of Land Management Land Unit Survey Comments**

**7. How likely are the following issues to prevent promotion of bicycling at this land unit?**

The desert presents challenges to those not accustomed to the environment and is not a friendly place for children. Bicycle advocates who poach unauthorized trails, without benefit of environmental study and approval process. We divert scarce resources toward law enforcement and restoration of environmental damage, taking those resources away from providing sustainable trails. Until the past decade, cycling was not considered very appropriate given the standard traditional activities such as hunting, equestrian and motorized activities. Some folks now promote alternative modes of getting around to enjoy this wonderful country. There is not a lack of interest from the public, but rather a lack of interest on the part of transportation planners to spend transportation funding on bicycle facilities. There is also the issue of not enough staff to accommodate all areas and all requests.

**8. What types of bicycle projects would you like to encourage at this land unit?**

multiple use trails motorized and bicycle together  
 Biking can link resources; seamless management among agencies from urban to rural or natural areas is plausible and benefits derived from this may include: reduction in smog (motorized travel is now being used to get to these areas). Bicycling planning and initiation should be incorporated as the idea of the interstate highway system was envisioned decades ago. Have bike will travel. Provide for safety.

**Bureau of Land Management Land Unit Survey Comments**

<p><b>10. What support and incentives would be required for you to promote bicycling facilities or operations at this land unit?</b></p> <p>Funding and indication of public desire in this area.</p> <p>Additional staff and funding are needed.</p> <p>Reliable, on-going funding for planning, construction and maintenance.</p> <p>We presently have about 100,000 bicycle visitors /year.</p> <p>We actively work in partnership with bicycle advocates to manage mostly mountain bike trail opportunities. The road bikers would like more paved shoulders along the highways but the BLM doesn't manage these. They would also like to see the existing paved shoulders swept free of gravel periodically to make them safer. Right now we have few resources that we can devote to mountain bike trail development. More resources would provide more incentive to develop and maintain trails. Though things are improving we still have problems with bicyclists creating their own "pirated" trails that are poorly designed and cause inappropriate impacts to resources. We need to continue to educate bikers that this behavior reduces their chances for more trails. Instead we need to encourage them to work cooperatively with land managers to take the time to design and build sustainable trails that are easier to maintain and minimize negative impacts to resources.</p> <p>At the land unit, it's disjointed. Like I pointed out in Q-8, we need to incorporate seamless management across agency boundaries and integrate a networking system similar to the interstate system with feeder trails allowing for alternative travel choices.</p> <p>More outspoken demand for them from the locals</p> <p>We already promote bicycle facilities and operations. We need our partners to expand their capacity to maintain, take care of, and market what we have already available. We also need additional funding and capacity to work with our partners and volunteers.</p> <p>Staff time and funding</p> <p>I would need funding to construct and maintain mountain bike trails.</p> <p>Funding and staffing.</p> <p>Increased internal support for planning, implementation and management.</p> <p>Management by-off. The Continental Divide National Scenic Trail runs through my land unit, as well as right through town. The CDNST receives a fair amount of bicycle use.</p> <p>Support from adjoining land management agencies (US Forest Service), access funding so we can implement trail systems that have already been planned but lack funding.</p> <p>Construction and maintenance funding.</p> <p>There is always the need for signs, brochures, maps, volunteers or workers for maintenance and construction, complete inventories of what is already on the ground, etc.</p>
<p><b>11. Are bicycle facilities tracked at this land unit? If yes, describe method and information tracked (database, bike lane/ trail length, maintenance, costs, funding...)</b></p>

**Bureau of Land Management Land Unit Survey Comments**

Trail facilities including bike trails are managed in a multi-agency coalition. Trails are maintained using funds from the 7 agency coalition. Bicycle use is estimated periodically by sampling visitor use at trailheads, and along trail routes.
Geographic Information Systems (GIS)
GIS inventory of bike trails. Traffic counters at bike trail systems
Global Position System (GPS) mapping of trails and traffic counters at trailheads.
We don't have a formal database but we have clear information about the numbers of miles of single track trail that allows mountain bike use. We don't track maintenance costs because a lot of our maintenance is done in cooperative projects with volunteers. We don't have funding specifically earmarked to manage bike trails so any figures would only be rough estimates of the amount of money we spend from our overall recreation and maintenance budget to manage bike trails.
All trails are GPS'd and on GIS maps. Mileages are available in a table. We cooperate with Mesa County to include bike trails in the countywide trail inventory and database. We have trail counters on several trails to track use.
Bicycle use is not specifically tracked. All non-motorized use is tracked.
Currently, we know how many miles of bicycle trails we have (in GIS). We will be expanding the information to include maintenance requirements and costs in Facilities and Asset Management System.
We maintain a database of length, condition, type, amenities available, etc.
We have a Recreation Management Information System database that we are required to keep updated as well as any facilities are recorded in a separate database to keep track of assets on the ground.

**12. How frequently are the number of bicycles that travel in this land unit tracked? Describe frequency and methods (survey, observation, counters...)**

Traffic counters on main roads monthly
Bicycles (along with other uses) are tracked by observation at limited locations, and the results are used to estimate overall use.
Monthly traffic counter data is collected.
Monthly
We have only rough estimates of the amount of biking use we have on the unit based on observation when we are out in the field.
Trail counters which are read at least monthly.
Observation and web site blogs
By observation and by interpreting trail counter data at trailhead. Counter data is collected monthly.
Counters are in place to record 24/7.
The only method right now that we have is observations from users, seasonal or permanent employees. We do have counters in place in some areas but those areas are used by other users and not just bicycles so we have numbers just not the numbers by use with counters.
Bicycles are tracked by observation from recreation specialists.



**Bureau of Land Management Land Unit Survey Comments**

**13. Does this land unit have specific goals to increase the number of visitors who travel by bicycle? (Federal transportation policy calls for increasing the percentage of trips made by bicycling and walking to 15.8%)**

<p>There are at least 30 miles of bicycle trails in an area close to Yuma, Arizona that have been mapped and promoted by a local bike club. There are also a couple of competitive mountain bike courses within the BLM Yuma Field Office that have not been used for competitive events in recent years.</p>
<p>Demand for access for bicycles is high. We do not focus on marketing bicycle access, instead we attempt to satisfy rising demand.</p>
<p>Our area has an active lifestyle with a higher percentage of the population participating in outdoor recreation activities than many other parts of the country. Biking activities are already causing some unacceptable impacts in some areas. Our goal is to manage biking in an attempt to meet the public demand but we are not interested in actively promoting mountain biking to draw in a lot of visitors from outside the area. We feel this could result in an increase in undesirable impacts. As part of the county trails commission I know they have clear goals to increase the number of highway miles that have comfortable paved shoulders to accommodate road bikers both for local users and the regular bike tours that come through this area in the summer. We are not concerned about resource impacts coming from this type of activity.</p>
<p>The specific goal is to allow access for bicycle use. However, there is nothing more to address the needs of bicyclists including health and safety issues.</p>
<p>We are in the process through travel management planning of designating roads and trails for a variety of uses including bicycling.</p>
<p>Although our land unit is within an MPO, which has a goal of increasing use.</p>
<p>We are currently working on a trail system near Ridgway with the Ridgway State Park to create a single track trail system.</p>

**14. Does this land unit have any of the following programs to manage or promote bicycling? Provide specifics/details here.**

<p>We explored a partnership with the Parks &amp; Recreation Division from the City of Yuma for assistance with a variety of programs that would include, hiking, biking, canoeing, and other outdoor recreation activities.</p>
<p>None of these. We may manage a race, but this is sponsored by a club.</p>
<p>None</p>
<p>Partnerships with local and regional organized bike groups, Visitors and Conference Bureaus, Chambers, and Visitor Centers.</p>
<p>none of the above</p>
<p>Other than sending folks to nice areas for backcountry cycling or to the Pinedale Pathway (developed non-motorized cycling route) we provide no other specific programs to promote cycling. We do provide maps for finding backcountry/front country routes.</p>
<p>BLM issues permits for a number of commercial and competitive bike events.</p>
<p>We will be working on getting maps and brochures done for areas that are currently being planned for travel management or trail systems but right now it is very limited. We have groups that do rides and events in certain areas that help promote the area for bicycles such as rides on the Paradox and Tabeguache Trails.</p>

**15. Do you have any data or evidence suggesting bicycling demand on your land unit?**

<p></p>
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**Bureau of Land Management Land Unit Survey Comments**

A mountain biking group has officially requested a race on one of our trails.
Observing more bicycles on the Continental Divide National Scenic Trail CDNST
We are actively involved with local transportation planning and have received much public comment from local workshops, expos, etc.

**16. Does this land unit currently have a transit system? If yes, describe type and specify if system accommodates bikes:**

The system consists of a network of routes for public access to and through the public lands to support the multiple uses that occur.
We live and work in the desert , Colorado Great Basin
Within the urban corridor of the city.

**17. What are the main concerns regarding bicycling on this land unit?**

Some areas are not conducive to bicycling, such as deep sandy secondary unpaved roads. Other concerns are bicyclists' safety - highways leading to the National Monuments in this region have no shoulder and bicyclists are very unsafe on these state highways. Bicyclists and companies promoting bicycling in this region are fairly common on the paved state highways but they do it under unsafe conditions.
We have a lack of staff and funding to more actively promote and manage biking opportunities. A partnership had been established with a local trails group to assist with trail related workloads. The trails group has not been active in the last 2 years.
Social Interaction with pedestrians on trails (bicycles traveling at excessive speeds.
Creating enough environmentally sustainable trails to satisfy demand so that bandit trails are not created by users.
Keeping mountain bikers on designated trails - preventing user-created trails. Providing appropriate opportunities and settings for a wide variety of cyclists. Inadequate staffing to patrol and maintain high-use mountain bike trail systems. Creating connections between trail systems.
Poached mountain bike trails built by the public with out authorization from the federal land owner BLM)
Resource impacts that come primarily from the creation of illegal and inappropriate trail by mountain bikers. Resource impacts that come from the quantity of mountain bikers using our trails. Our minimal capability to manage and maintain a large system of single track trails for bike use.
Lack of access to drinkable water.
Lack of demand
Poached and unauthorized trails. Tight funding and capacity to work with partners and volunteers.
Steep terrain may lead to erosion if trails are laid out in a fashion that is attractive to mountain bikers.
Developing trails where there is public access.
None, some areas are too sandy or soft for mountain bike use,
Where to promote front country and backcountry opportunities. Planning opportunities are limited to heavy workload in fluid mineral development. Other priorities and needs for enhancing recreation and visitor services.
Amount of local interest, demand, and safety.

**Bureau of Land Management Land Unit Survey Comments**

Lack of resources to meet demand for mountain biking. User created mountain bike trails and the associated resource impacts. Land tenure issues (private land, railroads) that are a barrier to connectivity between public land and adjacent communities.

I am afraid that the federal process to obtain rights-of-way, easements, and R&PP lands is so cumbersome and costly that we are preventing some bicycling/transportation opportunities at the local level (small cities).

Our public lands always have controversy over closing off one use for another so it is a constant balancing act for us to try and keep everyone happy. There is also policies and laws that we have to follow such as Colorado Land Health Standards, Threatened and Endangered Species Act, Cultural laws and policies, Travel Management policies, etc.

None

**18. How can the Federal Highway Administration assist you to create more opportunities for bicycling at this land unit?**

Encourage a shoulder on state highways in this region.

Funding for staff to conduct the necessary project level planning and management.

Funding grants for trail construction, maintenance of bicycle and multi-use non-motorized trails.

Providing grants to fund projects.

Opportunities for funding or other support to develop and maintain mountain bike trails would be useful. Increasing the amount of safe paved shoulders along state and federal highways would increase the opportunities for road bikers. Periodic sweeping of the gravel that build up on paved shoulders, particularly in the spring, would increase safety and comfort for road bikers.

I suggest the FHA and ALL other agencies need to work together to chart out a course for seamless opportunities. Dream big and the results are big, don't dream, and there are minimal results.

funding following demand

Funding

Provide funding for a mountain bike trail head off the highway. Put up signs along the right of way identifying a trailhead.

Promote agency awareness and support local governments.

Open a line of communication between FHWA and BLM, get interest groups on board, and make this a priority to the point where management will have to sign off on it.

Provide additional resources (grants) to assist with improving and expanding trail systems and access.

FHA must stand firm in its commitment to increase bicycling. What I see in Utah is that UDOT has a "complete streets" philosophy, but they are not willing to push this philosophy on the cities who receive federal funding. Federally funded projects must be made to include bicycling opportunities.

You have already helped by providing funding for travel management planning which I hope continues however there is a big need for signs to help direct users on the land to the right areas and trails as well as possible underpasses on Highways to link areas which area very costly.

**19. Do you yourself, bicycle?**

**Bureau of Land Management Land Unit Survey Comments**

Infrequently
Commute to work daily (150+) days per year, mountain bike and road bike recreationally.
I am handicapped and can not use a bicycle
On 2-tracks and paved roads. If there were more opportunities, I would ride more

**Please provide any other comments regarding bicycling use on Federal Lands.**

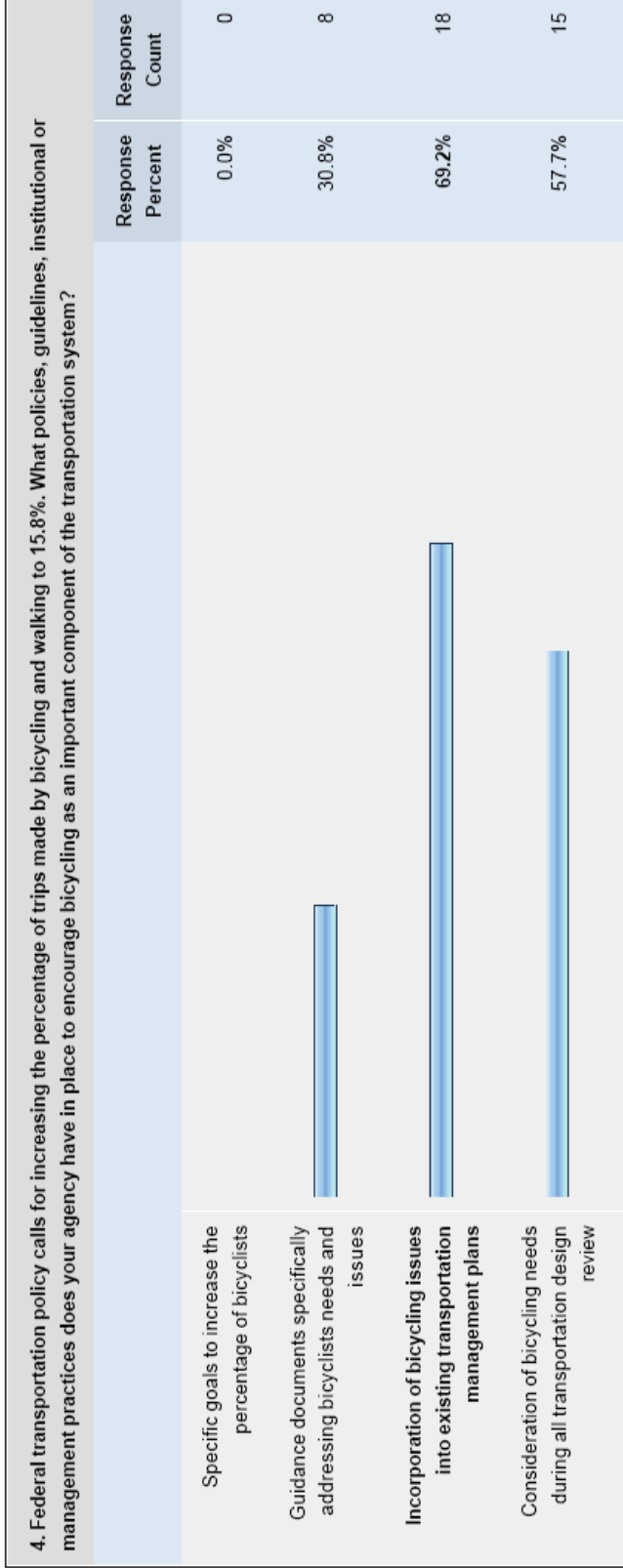
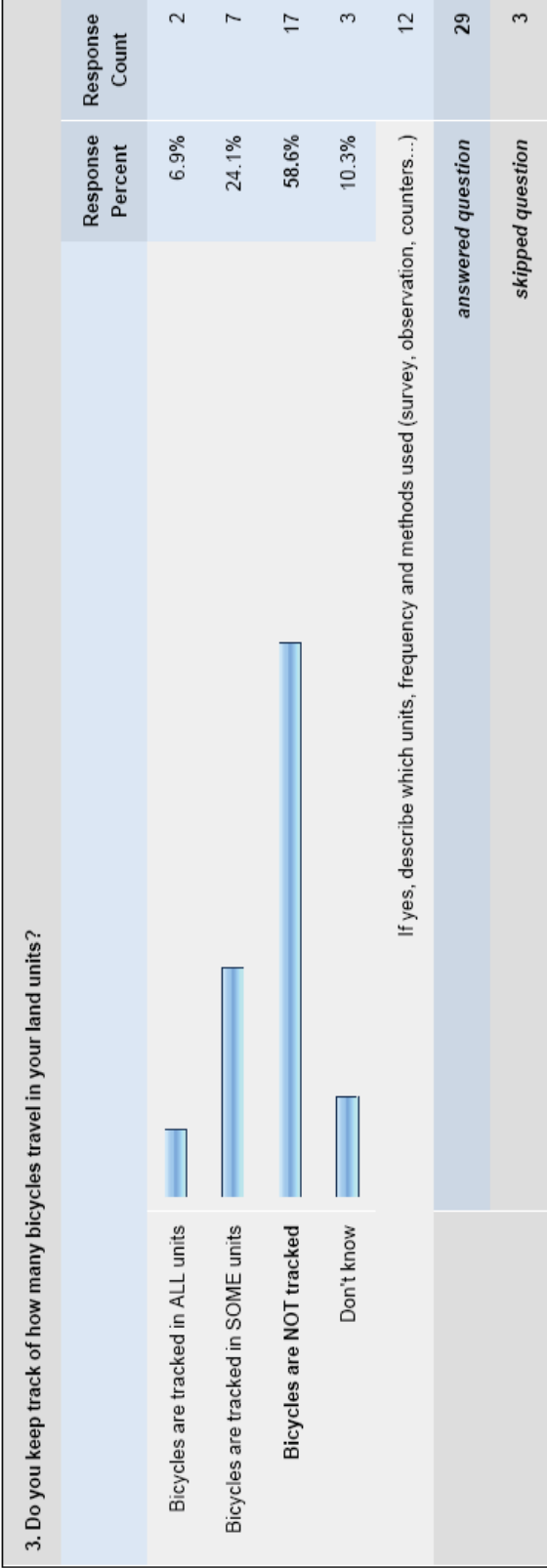
<p>We have topography and weather conditions (for a major part of the year) that are ideal for biking. It is anticipated that we will develop a transportation plan to cover the Yuma area in the next 3 years. The transportation plan will address bike trails.</p> <p>The bicycle use on our lands is all recreational. We do have several employees and associates who bicycle to work and for pleasure. This is on public streets, not on BLM lands.</p> <p>We are getting increased demands from the free ride segment of the mountain biking population that would like to see more extreme opportunities for their sport. We aren't always able to meet their needs because the type of facilities they want are more hazardous (exposing us to high liability) and have the potential to cause more impacts to resources</p> <p>Bicycling has been and still is underrated as far as a transportation vehicle. There are numerous incentives to get America moving for health reasons, and this should spill over onto redefining the value of a bicycle. Put the idea into the minds of people and there will be more dialogue on bicycling adequacy as a SAFE transportation option. I do stress safe because I will not and do not take my bicycle on streets to contend with crazy motorists. Many potential users have probably just settled for what is and what will be.</p> <p>Workload related to other land use activities including fluid mineral development restricts ability promote cycling opportunities.</p> <p>IMBA has helped a lot regarding user education (really important) and getting the idea out there. Much of our federal lands is very suitable for bicycle use. I would like to close routes to motorized use just for bicycle use. the more attention BLM gets, the more foreseeable BLM would incorporate bicycle use in the Land Use Plans.</p>
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**FHWA Bicycles- Managers Questionnaire**











1. What Agency do you work for?		
	Response Percent	Response Count
Bureau of Land Management	38.7%	12
Fish and Wildlife Service	3.2%	1
Forest Service	16.1%	5
National Park Service	41.9%	13
	<i>answered question</i>	31
	<i>skipped question</i>	1

2. List each land unit that you manage.	
	Response Count
	28
	<i>answered question</i>
	28
	<i>skipped question</i>
	4

APPENDIX G – BICYCLE SURVEY METHODOLOGY AND RESULTS



APPENDIX G – BICYCLE SURVEY METHODOLOGY AND RESULTS

Partnerships or collaboration with surrounding communities on bicycling/pedestrian issues		34.6%	9
Employee and/or visitors incentives to bicycle (specify in comment)		15.4%	4
Input to your State Transportation Improvement Plan (STIP) (required for FHWA/FTA funded projects)		3.8%	1
Discounted entry fees for bicyclists or pedestrians		7.7%	2
Discounted camping fees for bicyclists		7.7%	2
Auto free areas or specific times when roads closed to automobiles		7.7%	2
Promoting bicycling onsite with visitors centers maps and/or signage		15.4%	4
Integrating bicycle travel with transit travel		23.1%	6
Participation in bicycle safety or education campaigns		7.7%	2
Other		7.7%	2
Comment and/or Other (please specify)			13
<b>answered question</b>			<b>26</b>
<b>skipped question</b>			<b>6</b>

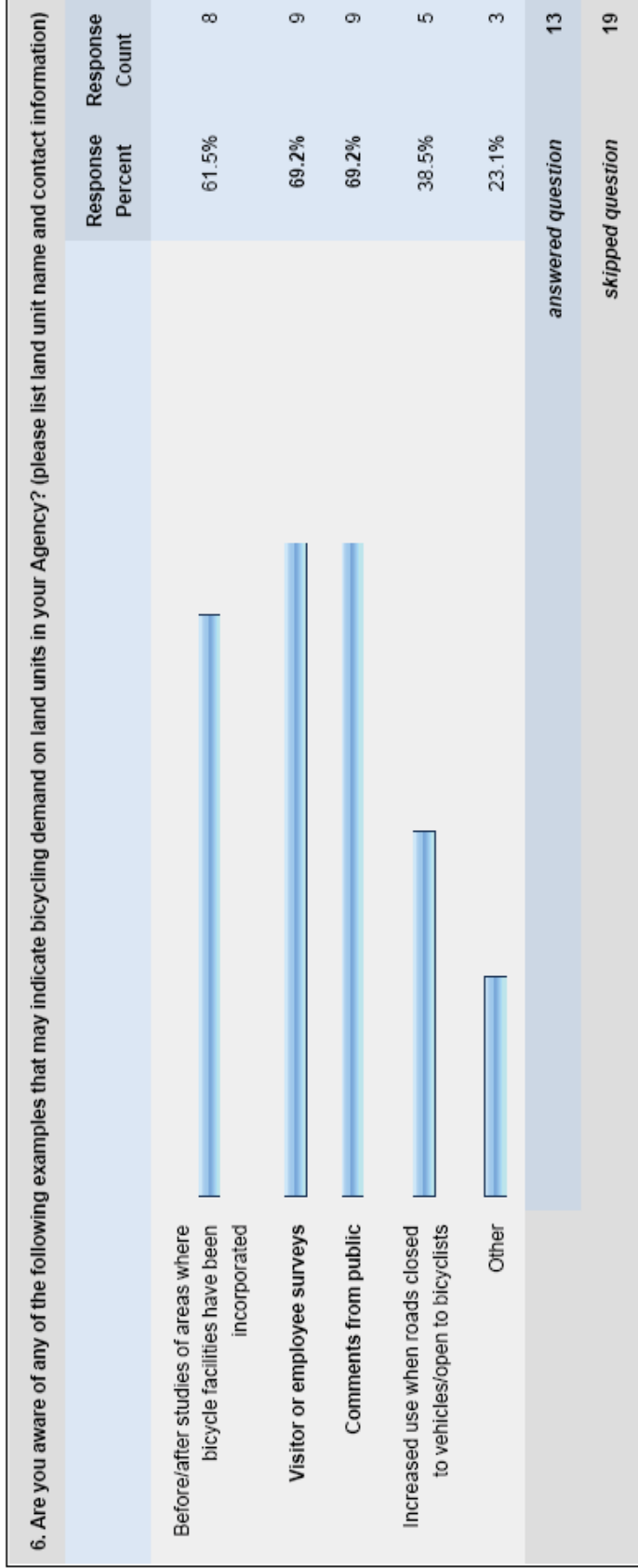
APPENDIX G – BICYCLE SURVEY METHODOLOGY AND RESULTS

5. How likely are the following issues to prevent you from promoting bicycling?							
	Very Likely	Likely	Neutral	Unlikely	Very Unlikely	Rating Average	Response Count
Concerns about effects on wildlife	3.7% (1)	22.2% (6)	40.7% (11)	14.8% (4)	18.5% (5)	3.22	27
Concerns about bicyclist safety	14.8% (4)	11.1% (3)	44.4% (12)	18.5% (5)	11.1% (3)	3.00	27
Lack of interest, not a priority	11.5% (3)	11.5% (3)	23.1% (6)	38.5% (10)	15.4% (4)	3.35	26
Lack of planning funds or resources	18.5% (5)	22.2% (6)	40.7% (11)	14.8% (4)	3.7% (1)	2.63	27
Lack of construction funds or resources	33.3% (9)	33.3% (9)	14.8% (4)	14.8% (4)	3.7% (1)	2.22	27
Lack of maintenance funds or resources	37.0% (10)	37.0% (10)	11.1% (3)	11.1% (3)	3.7% (1)	2.07	27
Not an appropriate use	7.4% (2)	14.8% (4)	11.1% (3)	44.4% (12)	22.2% (6)	3.59	27
Environmental impact to construct bicycle facility	14.8% (4)	29.6% (8)	37.0% (10)	11.1% (3)	7.4% (2)	2.67	27
Historic roads or roadside features	3.7% (1)	22.2% (6)	40.7% (11)	22.2% (6)	11.1% (3)	3.15	27
Topographic/design constraints	18.5% (5)	14.8% (4)	22.2% (6)	33.3% (9)	11.1% (3)	3.04	27
Lack of knowledge about how bicycles may impact operations	3.8% (1)	3.8% (1)	42.3% (11)	38.5% (10)	11.5% (3)	3.50	26
Liability concerns	3.7% (1)	7.4% (2)	44.4% (12)	29.6% (8)	14.8% (4)	3.44	27
Lack of support from within Agency	7.4% (2)	18.5% (5)	18.5% (5)	40.7% (11)	14.8% (4)	3.37	27
Other (specify below)	40.0% (2)	0.0% (0)	60.0% (3)	0.0% (0)	0.0% (0)	2.20	5
					Specify other or add a comment		7
					<b>answered question</b>		<b>28</b>

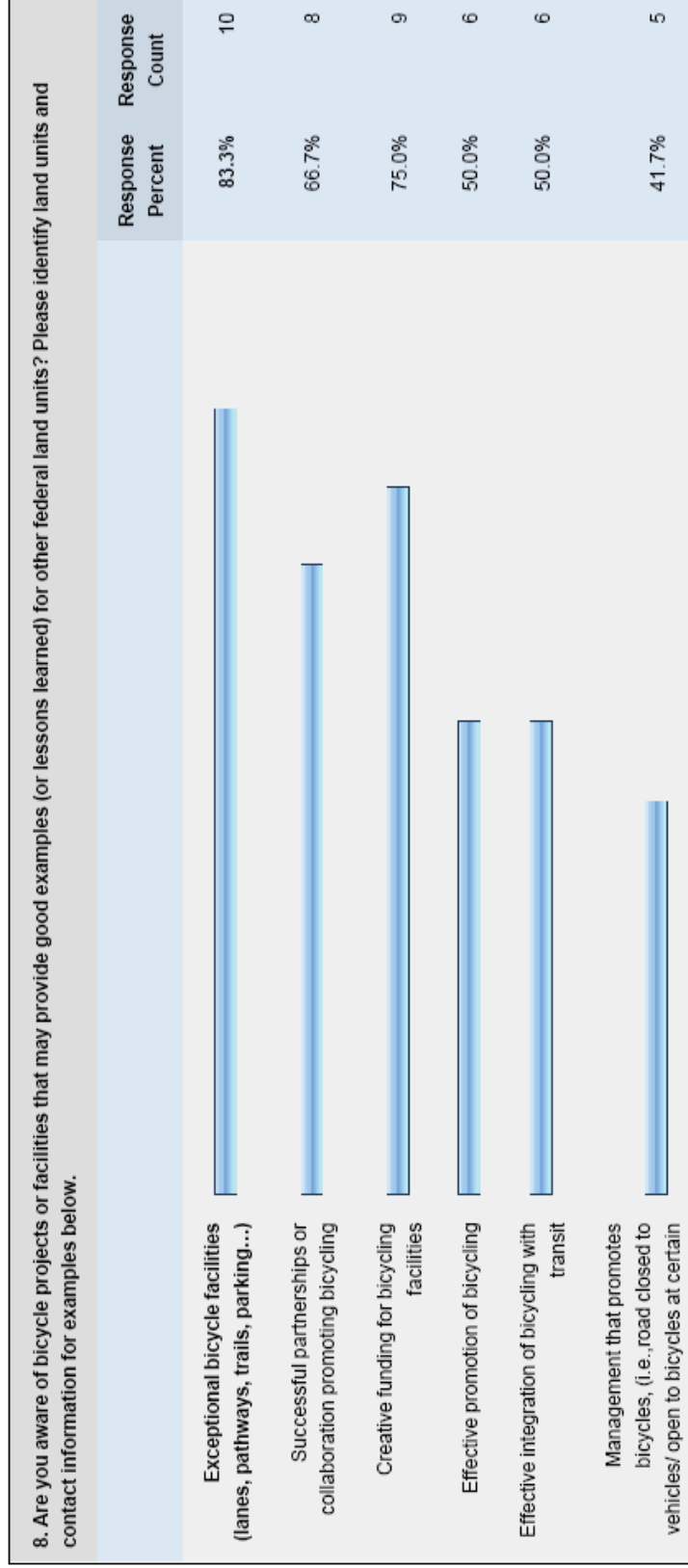
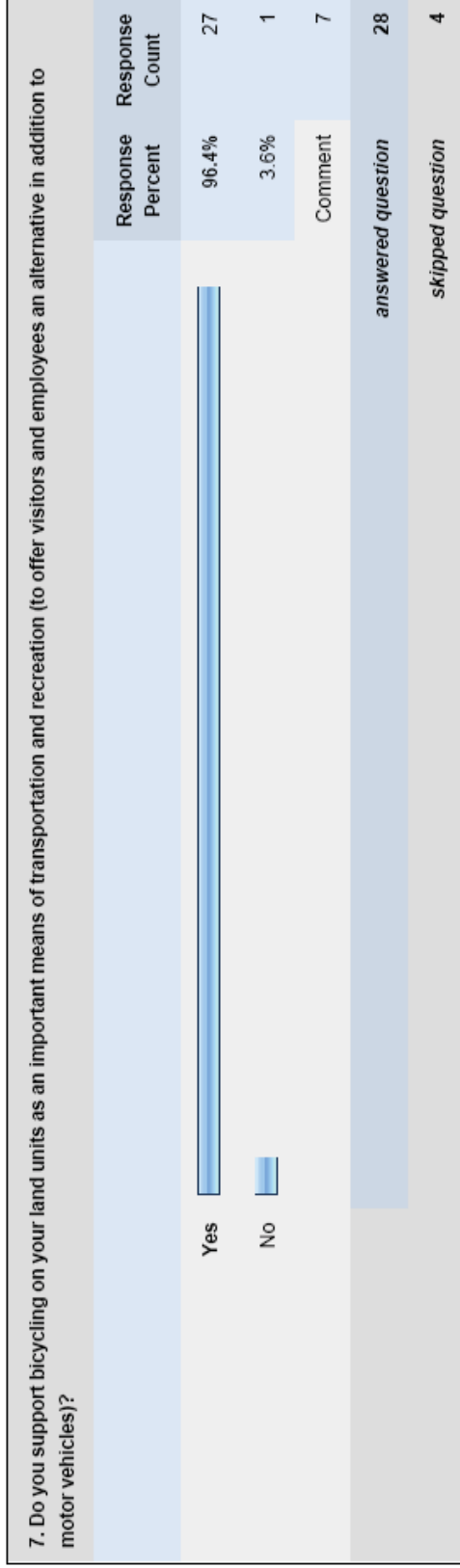


**APPENDIX G – BICYCLE SURVEY METHODOLOGY AND RESULTS**

*skipped question* 4



## APPENDIX G – BICYCLE SURVEY METHODOLOGY AND RESULTS



**APPENDIX G – BICYCLE SURVEY METHODOLOGY AND RESULTS**

times/locations)	0.0%	0
Other		
	<i>answered question</i>	<b>12</b>
	<i>skipped question</i>	<b>20</b>

<b>9. What support and incentives would be required to encourage promoting bicycling facilities or operations at your Agency's land units?</b>		
		<b>Response Count</b>
		17
	<i>answered question</i>	<b>17</b>
	<i>skipped question</i>	<b>15</b>

<b>10. Would you like to have bicycle facility experts available to help plan improvements at land units under your management?</b>		
	<b>Response Percent</b>	<b>Response Count</b>
Yes	63.0%	17
No	18.5%	5
Don't know	18.5%	5
	Comment	7
	<i>answered question</i>	<b>27</b>
	<i>skipped question</i>	<b>5</b>

APPENDIX G – BICYCLE SURVEY METHODOLOGY AND RESULTS

13. Briefly describe your	Response Percent	Response Count
Job title/position	100.0%	28
Years at this agency	100.0%	28
Years managing these land units	85.7%	24
Role in transportation planning	100.0%	28
	<i>answered question</i>	<b>28</b>
	<i>skipped question</i>	<b>4</b>

14. Please provide any other comments regarding bicycle use on Federal Lands.	Response Count
	7
	<i>answered question</i>
	<i>skipped question</i>
	<b>25</b>

National Park Service Regional Manager Survey Comments

<b>2. List each land unit that you manage. (NPS)</b>
97 Intermountain Regional Parks

APPENDIX G – BICYCLE SURVEY METHODOLOGY AND RESULTS

Capulin Volcano National Monument
Dinosaur National Monument
Glacier National Park
I work in the Pacific West Regional Office
Midwest Region Transportation Manager
National Mall & Memorial Parks, Washington, DC
National responsibility for all park units, for major construction activities
NPS Alaska Region Transportation Coordinator
Organ Pipe Cactus National Monument

**9. What support and incentives would be required to encourage promoting bicycling facilities or operations at your Agency's land units? (NPS)**

<p>Funding to put in acceptable measures. Most roads in national parks are narrow in the first place. Ample funding would be required to build facilities which would be safe and yet protect the natural and cultural resources within a specific park unit.</p>
<p>Funding of facility improvements for bicycle facilities is always a great encouragement. Need education on what and how; what are low cost things that can be done.</p>
<p>Roads within the majority of National Park areas were designed to park standards, this means they have minimal road width and little or no shoulders. Creating additional bike facilities and roads would require widening road prisms or construction separate trails. Widening roads often requires an environmental assessment because of the culturally or natural significant area they are crossing. Creating new bike trails is currently financially difficult, and creates a future maintenance burden on a currently over loaded system. Financial assistance would be the major factor that would provide the incentive to promote more bicycling facilities.</p>
<p>Specific policy and funding dedicated, not just to alternative transportation program in general, but to bicycle facilities.</p>

brochures explaining opportunities and addressing possible safety elements

**14. Please provide any other comments regarding bicycle use on Federal Lands. (NPS)**

Alaska has the challenges of diverse, remote access. Bicycle facilities are and will continue to be worthy of consideration, but realistic implementation may not be feasible nor desirable for all Alaska units.

As a service we do not adequately promote use or activities!

**U.S. Forest Service Regional Managers Survey Comments**

**2. List each land unit that you manage. (USFS)**

Alaska Region - Chugach & Tongass National Forests

Intermountain Region USDA Forest Service

Lake Tahoe Basin Management Unit

Rocky Mountain Region - Arapaho/Roosevelt, White River, GMUG, Pike/San Isabel, San Juan, Rio Grande, Medicine Bow/Routt, Shoshone, Bighorn, Black Hills, Nebraska

**9. What support and incentives would be required to encourage promoting bicycling facilities or operations at your Agency's land units? (USFS)**

Studies that show that biking does not disturb wildlife or habitat significantly when done responsibly.

Have more requirements to include separate paths and lanes on state roads funded by FHWA traveling thru public lands. Have more funding programs specifically targeting bicycling facilities.

congressional staff support at the local level administrative support at the national level

Maintenance funding and bicycle specific funding would be very helpful to promote bicycle facilities. Further education and studies of the benefits of bike paths for personal health, community health, socio-economic vitality, etc. would be helpful to support environmental analysis.

**14. Please provide any other comments regarding bicycle use on Federal Lands. (USFS)**

Bicycling is a growing form of recreation and transportation. Communities that have good bicycle networks are serving as the model for sustainable lifestyles and health communities. Shifting away from carbon based transportation is critical for environmental sustainability and clearly bicycles play an important role.

**U.S. Fish and Wildlife Service Regional Managers Survey Comments**

**2. List each land unit that you manage. (FWS)**

Coordinate trails program at the national level

**9. What support and incentives would be required to encourage promoting bicycling facilities or operations at your Agency's land units? (FWS)**

Studies that show that biking does not disturb wildlife or habitat significantly when done responsibly.

**14. Please provide any other comments regarding bicycle use on Federal Lands. (FWS)**

Federal Lands should be leaders in appropriate use of bicycling.

**Bureau of Land Management Regional Managers Survey Comments**

**2. List each land unit that you manage. (BLM)**

Alaska statewide BLM managed lands
All Colorado BLM Lands
Arkansas Headwaters Recreation Area
Grand Junction Field Office
Gunnison Gorge National Conservation Area; Lower Gunnison, San Miguel and Dolores Rivers within the Uncompahgre Field Office (Colorado)
Kemmerer Field Office
Kremmling Field Office
Little Snake
State of Nevada
Utah
Statewide OHV and Travel Management Coordinator for BLM Alaska

**9. What support and incentives would be required to encourage promoting bicycling facilities or operations at your Agency's land units? (BLM)**

In Alaska, lack of suitable trails limits the off-road mountain biking opportunities. Highway construction funds are spent on bike paths, but in the Interior of the State the permafrost soils cause frost heaving resulting in unusable trail conditions.
Upper management - Line Officers, Partnerships/collaboration between agency and bicycle organizations. Funding.
Increased funding for construction of sustainable trails.



**APPENDIX G – BICYCLE SURVEY METHODOLOGY AND RESULTS**

<p>Most of what we do with bicycling in my BLM experience is to plan, construct and maintain mountain bike trails that are destinations (i.e., people transport their bikes to the trailhead, ride the trail, and transport their bikes back home). I think that using bikes as means of transportation that carries people onto and across Federal lands is a dimension of transportation that I've not seen many land managers take on. To be honest, our workloads have increased, time spent doing paperwork is increasing, our dollars don't go as far as they once did, and my office is heading into a major planning effort. The American people are electing officials who are increasingly hostile toward government, and they then act accordingly. It's puzzling to me, but true. The best I can say on this subject, I'm afraid, is the old, worn-out mantra -- give us more money. Money for staff, contractors, planning, and maintenance. That means cyclic deferred maintenance money. It could do great things for the local communities, and give people a direct, tangible benefit from a government program.</p>
<p>Facilities might include watering stations, shade/rain shelters, restrooms and bike-in campsites. Another opportunity that exists is to work cooperatively with adjacent communities to link municipal bike paths to the public lands. This would give local residents and visitors the opportunity to access and enjoy public lands via bicycle without having to drive to an access point on public lands. By creating this kind of connectivity we may also reduce the need for staging areas on the public lands.</p>
<p>Bicycle constituents/groups that are willing to partner with us to fund, construct, maintain and monitor bicycle trail systems.</p>
<p>A demand for it by the public</p>
<p>Additional funding. We cannot maintain the facilities we have at the present level. Without dedicated funding and staff we could not take on this task.</p>
<p>Areas close to communities, such as Anchorage, Fairbanks, and Juneau have infrastructure to support biking activities. Many of these areas have bike paths that are supported through SAFETEA-LU projects.</p>

**14. Please provide any other comments regarding bicycle use on Federal Lands. (BLM)**

<p>Most of what we do with bicycling in my BLM experience is to plan, construct and maintain mountain bike trails that are destinations (i.e., people transport their bikes to the trailhead, ride the trail, and transport their bikes back home). I think that using bikes as means of transportation that carries people onto and across Federal lands is a dimension of transportation that I've not seen many land managers take on. One reason for this is that if bikes use an existing road, it's usually managed by the local county, state or Federal Highways, and there's not much role for BLM to play. What's being missed, however, is the opportunity to provide trails more or less away from the roads, perhaps paralleling or even using the roads for some segments, but away from roads. These kinds of trails would encourage more bike use because they would be safer (away from motor vehicles) and would offer a quieter, more leisurely and aesthetically pleasing experience.</p>
<p>It may be a shock to upper management, but one size does not fit all</p>

**APPENDIX G – BICYCLE SURVEY METHODOLOGY AND RESULTS**

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BLM Nevada manages 48 million acres, mostly in remote areas of the state. Bicycles may use any routes on public land but the primary mode of transportation in Nevada is motorized because of the remoteness of the lands we administer. Some communities have established mountain bike trails with BLM partnerships.