

# AASHTO U.S. Bicycle Route System

TASK ASSIGNMENT: MPD 068-14



# Final Report

AASHTO U.S. BICYCLE ROUTE SYSTEM

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*Task Assignment: MPD 068-14*

Prepared for:



Prepared by:



Expect More. Experience Better.

In collaboration with:



August 31, 2015



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# 1. Introduction

## 1.1 Background

The U.S. Bicycle Route (USBR) System is a developing national network of designated bicycle routes that will link urban, suburban, and rural areas using a variety of appropriate bicycling facilities including local streets, trails, pathways, and state highways.<sup>1</sup> The purpose of the USBR System is to facilitate travel between states over routes that are easily accessible and agreeable to bicyclists.<sup>2</sup>

The USBR System is established by stitching together available roads and pathways to answer the question: *What bicycle route options are available to travel across Arizona if you are unfamiliar with the state's road network?*

USBRs are catalogued and designated by the American Association of State Highway and Transportation Officials (AASHTO) Special Committee on U.S. Route Numbering. State Departments of Transportation (DOTs) work in coordination with local agencies, organizations, and volunteers to identify and develop the routes, which are then submitted for approval to AASHTO for USBR number designations. According to the Adventure Cycling Association (ACA), 18 states and the District of Columbia have established over 8,992 miles of the USBR System. Currently, more than 40 states are working to establish USBRs.

The National Corridor Plan identifies 50-mile-wide corridors where a USBR could be recognized and developed. Arizona corridors documented in the National Corridor Plan include 66, 70, 79, and 90. AASHTO has not yet designated these corridors as USBRs. The purpose of this project is to complete the steps necessary for these corridors to receive USBR designation.

The following tasks have been undertaken:

- ▲ Identify route alternatives for designation as USBRs within each of the four Arizona prioritized corridors (i.e., 66, 70, 79, and 90) as shown in **Figure 1** below
- ▲ Evaluate route alternatives utilizing criteria established by the AASHTO Task Force on Numbered Bicycle Routes and ACA's Route Criteria
- ▲ Obtain stakeholder and agency input regarding route alternatives
- ▲ Prepare draft routes and select a preferred route
- ▲ Secure agency agreements in the form of council resolutions of support or agency letters of support
- ▲ Develop a promotion plan to publicize the USBR System in Arizona
- ▲ Prepare a final report that includes the necessary documentation for submission to the AASHTO Special Committee on U.S. Route Numbering

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<sup>1</sup> <http://www.adventurecycling.org/routes-and-maps/us-bicycle-route-system/>

<sup>2</sup> <http://route.transportation.org/Pages/USBicycleRoutes.aspx>

## 2. Guiding Resource Documents

The following AASHTO documents establish existing USBR policies and the processes for developing and designating routes. These documents are found in **Appendix A** and provide underlying information on the current state of USBRs and the requirements for a route to be officially designated.

### **Purpose and Policy Statement, U.S. Numbered Bicycle Routes**

The Purpose and Policy Statement for U.S. Numbered Bicycle Routes was adopted in 1979 and most recently revised in 2009 by the AASHTO Special Committee on U.S. Route Numbering. This committee also sets policy for the numbering of the U.S. Interstate Highway System.

The document defines the purpose of the USBR number and marking system and establishes policies for state DOTs for developing USBRs. It also provides recommended guidelines and standards for the implementation of USBRs, including the AASHTO Guide for the Development of Bicycle Facilities and the Manual on Uniform Traffic Control Devices (MUTCD).

### **Corridor and Route Criteria for U.S. Bike Routes System**

The route criteria developed by the AASHTO Task Force on Numbered Bicycle Routes serve as guiding principles for selecting and/or recognizing routes for inclusion in the USBR System. Primary considerations for selecting USBR corridors include:

- ▲ Ability to meet planning, design, and operational criteria established in the AASHTO Guide for Development of Bicycle Facilities
- ▲ Provide access to destinations with scenic, historic, cultural, and recreational values
- ▲ Link metropolitan areas and key attractions, including major existing and planned bike routes
- ▲ Offer services and amenities such as food and lodging

Primary considerations for the selection of specific roads, streets, highways and pathways for inclusion into a proposed USBR include:

- ▲ Meet planning, design, and operational criteria in the AASHTO Guide for Development of Bicycle Facilities
- ▲ Use of low-traffic and/or off-road bikeways when possible
- ▲ Inclusion of spurs to target destinations
- ▲ Avoidance of unsuitable terrain, such as excessively hilly or winding roads

### **National Corridor Plan**

In 2008, AASHTO's Board of Directors passed a resolution in support of the National Corridor Plan (**Figure 1**). The plan identifies 50-mile-wide corridors throughout the country where a USBR could be identified and developed. Arizona has four corridors that have not yet been designated by AASHTO as USBRs: 66, 70, 79, and 90.





The goal of The United States Bicycle Route System is to connect America through a network of numbered interstate bicycle routes.

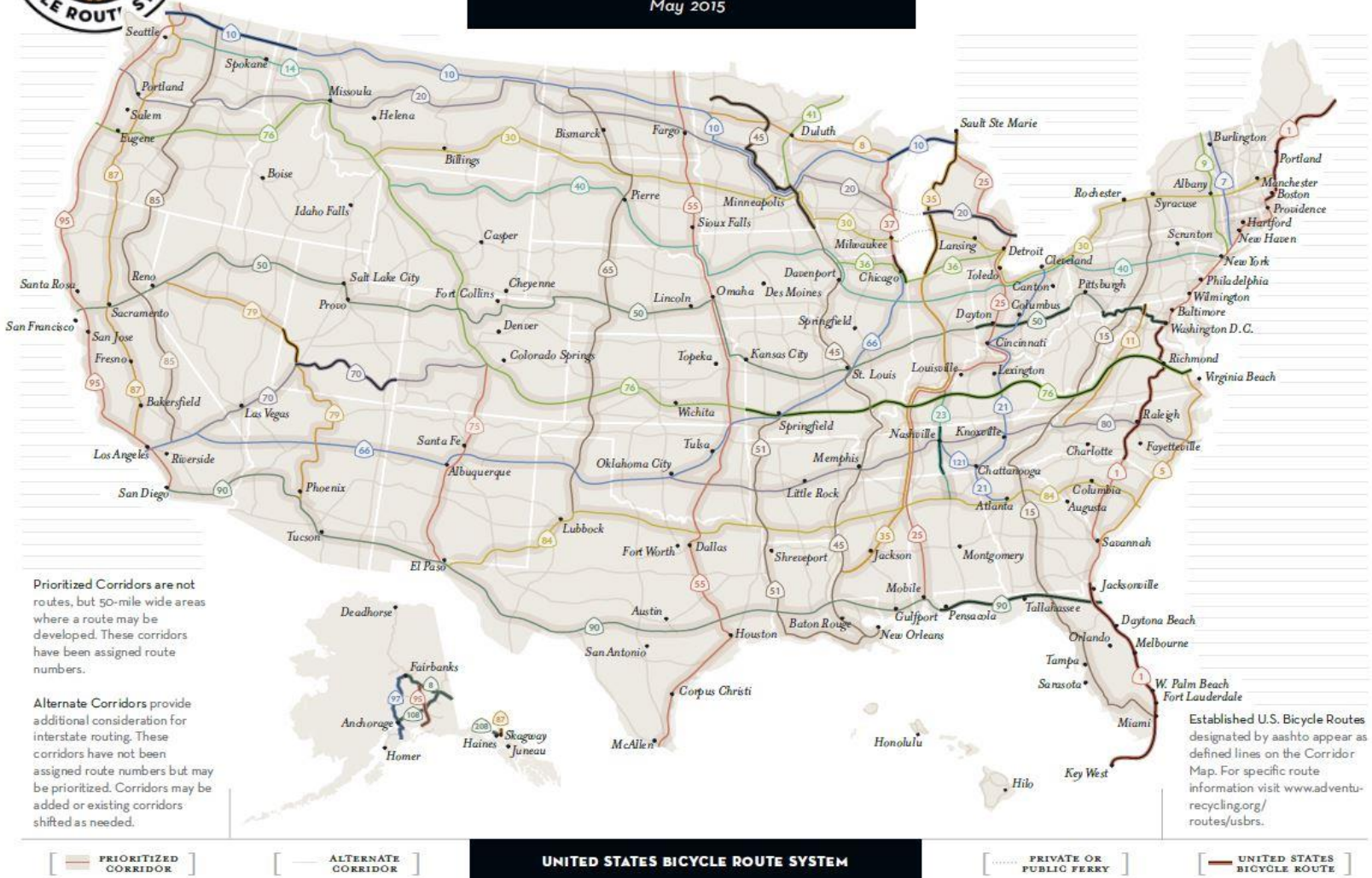


Figure 1 - National Corridor Plan

### 3. Corridor Goals

The Arizona Department of Transportation (ADOT) Route Committee developed goals for each USBR corridor during Route Committee Meeting No. 1 (May 2014). The goals informed the identification and selection of route alternatives within each prioritized corridor, as well as the criteria used to select the preferred alternatives for each USBR.

A summary of the corridor goals for each proposed USBR in Arizona is provided below.

#### 3.1 USBR 66

1. Connect California and New Mexico via a route that includes iconic, scenic, or historic destinations that exist along Historic Route 66
2. Provide a comfortable route for cyclists

#### 3.2 USBR 70

1. Elicit support from the Utah and Nevada DOTs
2. Ensure a coordinated effort while developing the preferred route alignment for submission to AASHTO for official designation

#### 3.3 USBR 79

1. Provide a route between the Utah border and Phoenix that offers access to the Grand Canyon
2. Ensure the route has access to services necessary for cyclists
3. Provide a comfortable route for cyclists
4. Ensure the route provides connections to other USBRs and state cycling networks

#### 3.4 USBR 90

1. Connect Phoenix to New Mexico via a route that provides access to Tucson.
2. Provide a comfortable route for cyclists
3. Provide a scenic route
4. Develop a route that is highly supported by relevant stakeholders

##### 3.4.1 Route Within the Phoenix and Tucson Metro Areas

1. Provide a comfortable route for cyclists using a combination of on-street facilities and off-street, separated shared-use paths
2. Create connections with established and planned bicycle-oriented infrastructure
3. Provide access to key destinations along the route

## 4. Route Evaluation Criteria

Route evaluation criteria, as shown in Table 1, were developed based on multiple sources including:

- ▲ USBR guiding resource documents
- ▲ Bicycle route criteria developed by other states
- ▲ ACA Route Selection Criteria for planning long-distance routes using existing roadways and shared-use paths

Evaluation criteria reflect features and characteristics deemed important for routes that would be part of a USBR in Arizona. The criteria are divided into two categories: roadway factors and contextual factors.

### 4.1 Roadway Factors

Roadway factors include measures such as average annual daily traffic (AADT), posted speed limit, and presence of paved shoulders. These are scored on a 4-factor scale (0 – 3). The scoring scheme for each criterion is informed by recognized sources such as AASHTO guiding documents and ACA criteria. For example, ACA criteria states that the ideal AADT is fewer than 1,000 vehicles-per-day (vpd); thus, routes that have fewer than 1,000 vpd receive a score of 3 for that criterion.

Two roadway factors pertain to urban areas only. The first is side friction, a measure of features such as driveways or on-street parking. Routes that have a lot of vehicles turning in and out of driveways or shopping centers or those with many vehicles parked along the side of the road present challenges to cyclists who may be riding in a bicycle lane or along a shoulder.

The second urban criterion is intersection comfortability, which describes the extent to which intersections facilitate bicycle crossings. Routes that score low in this criterion might include instances where a designated bike lane disappears as the road reaches a major intersection (e.g., to make way for a vehicle right-turn lane). Another example is where a separated shared-use path crosses an arterial street without intersection accommodations to help the cyclist cross the arterial.

### 4.2 Contextual Factors

Contextual factors include those that cannot be easily scored on a 0 – 3 scale, but are equally important for routes that are part of the USBR System. For example, the U.S. Task Force on Numbered Bicycle Routes, Corridor and Route Criteria for the USBR System states that a primary consideration should be that the route “avoid[s] extremely hilly and limited visibility winding roads when feasible”.

Another primary consideration is that routes should “include spurs to...multimodal nodes such as airports and rail, bus, and transit stations”.<sup>3</sup> Further, contextual factors consider aspects of the route that may not be specific to the road itself, but instead to the attractions and services available along and near it. For example, the availability of services such as water, food, and lodging is essential for routes within the USBR System. Cyclists may ride along the route for many hours each day and require places to refill water, eat, and sleep.

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<sup>3</sup> US Task Force on Numbered Bicycle Routes. *Corridor and Route Criteria for U.S. Bike Route System*. Revised June 2006.

Contextual factors are split into two categories: segment- and route-level factors.

**Segment-level factors** are evaluated for individual segments that constitute the route.

**Route-level factors** are evaluated at the whole-route scale. These factors include criteria such as whether the route provides connections to the USBR proposals of neighboring states (i.e., California, New Mexico, Utah, and Nevada). It is not appropriate to evaluate individual segments against this criterion since there are only two segments per route that could connect to a neighboring state. However, it is essential that Arizona and neighboring states coordinate and agree on the location of inter-state connections.

The other route-level factor pertains to the route's ability to provide connections to other designated bicycle routes and systems within Arizona. For example, the Tucson region has implemented an urban loop, and cities within the Phoenix region have developed an extensive canal path system. Providing a connection to these facilities should be encouraged when determining final routes.

**Table 1 - ADOT AASHTO USBRS Evaluation Criteria**

Roadway Factors	3	2	1	0	Score	Notes
Average daily traffic	0 -1000 vpd	1,000 - 10,000 vpd	10,000 - 20,000 vpd	20,000+ vpd		ACA criteria states that fewer than 1,000 vpd is ideal
Average Daily Truck Traffic (data only for state-owned routes)	0 to 100 vpd	100-500 vpd	500-2000 vpd	>2000 vpd		
Posted speed limit	< 25 mph	30 - 35 mph	40 - 45 mph	> 50 mph		
Type of bicycle infrastructure available	Shared-use path	Bike lane or paved shoulder with effective width of 4' or greater	Paved shoulder with effective width of 2' to 4'	Paved shoulder with effective width of less than 2' or no shoulder		Effective shoulder width considers the pavement width that is usable for cycling. Shoulders that contain rumble strips have a reduced effective width because the portion of the shoulder with the rumble strip cannot be counted for this measurement.
Side friction (urban areas only)	Almost none	Light	Medium	Heavy		Consider heavily used on-street parking, high volume of right turns, side streets, and driveways
Major intersection crossings comfortability level (urban areas only)	All intersections have bike facilities (e.g., bicycle buffer)	Some intersections have bike facilities	Few intersections have bike facilities	No intersections have bike facilities		Consider bike lane drops, approach widths, pavement markings, pedestrian signals, and medians at mid-block crossings (e.g., HAWK)
<b>Total (Score)</b>						

Contextual Factors	YES/NO
<b>Segment-Level</b>	
Routing: easy to follow with limited turns; is well marked or has easily identified permanent landmarks to enable navigation (wayfinding)	
Destinations identified as important by the Office of Tourism (scenic, cultural, historical, recreational, universities, tourist attractions) are along or can be easily accessed (within 2.5 miles) by the segment. Analyst will make note of number of services to which the route connects. Note: Analyst can refer to <a href="http://arizonaguide.com/places-to-visit">http://arizonaguide.com/places-to-visit</a>	
Other modes that provide inter-city travel (airports with commercial service, Amtrak station, intercity bus depot) are along or can be easily accessed (within 2.5 miles) of the segment	
Availability of services (bicycle shops, food/water, lodging/camping, convenience/grocery stores, hospitals) along the segment. Analyst will make note of and document number of services to which the route connects.	
Terrain: relatively flat to limited rolling; limited winding and sharp curves. Analyst will note length and % of steep grades.	
<b>Route-Level</b>	
Includes or intersects major existing and planned bicycle routes that are suitable for travel by touring bicycles (including urban shared-use paths)	
Neighboring-state existing or proposed USBRs are connected to the route	
<b>Total (Yes)</b>	



## 5. Route Alternatives and Scoring

Route alternatives were scored by breaking each alternative into individual segments. Segments were identified as stretches of road or paths with similar characteristics, such as speed limit, traffic volumes, or grade. Segments were delineated when there was a significant change to the roadway characteristics. Each route alternative was broken into its respective segments, and each segment was evaluated using the AASHTO USBR System criteria.

Scoring included a roadway factors score and a contextual factors score.

To calculate the overall alternative score, each segment's score was adjusted based on its contribution to the length of the route. The overall alternative final score was calculated by adding the adjusted scores for all of the segments within the route alternative with the route-level factors score.

**Figures 2 - 10** show the route segment alternatives and segment scoring results for each USBR.



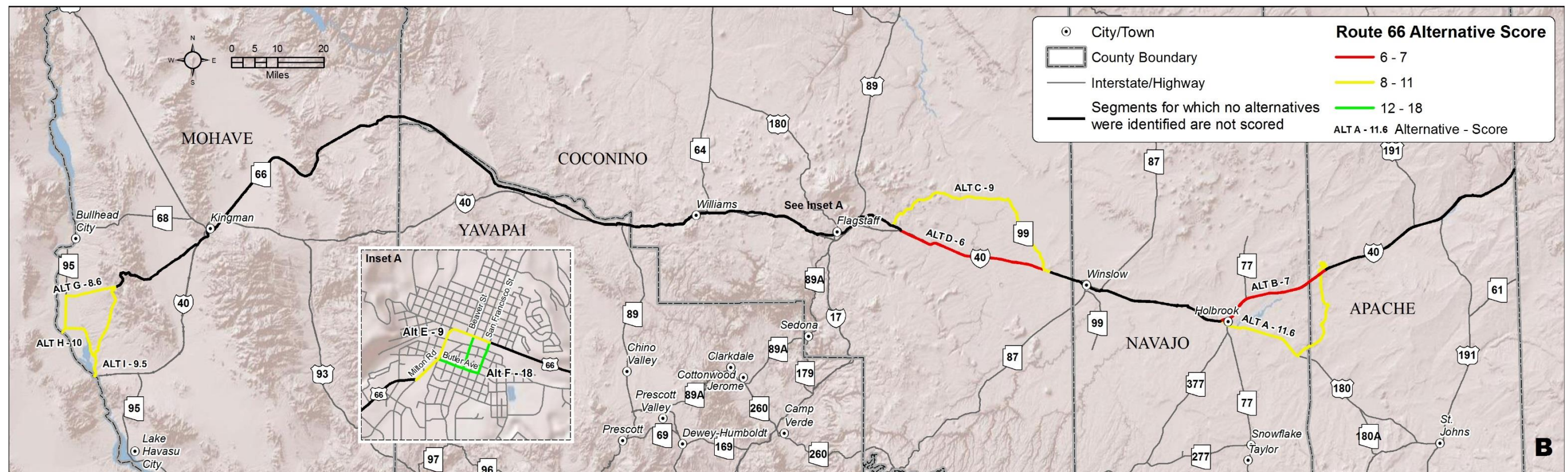
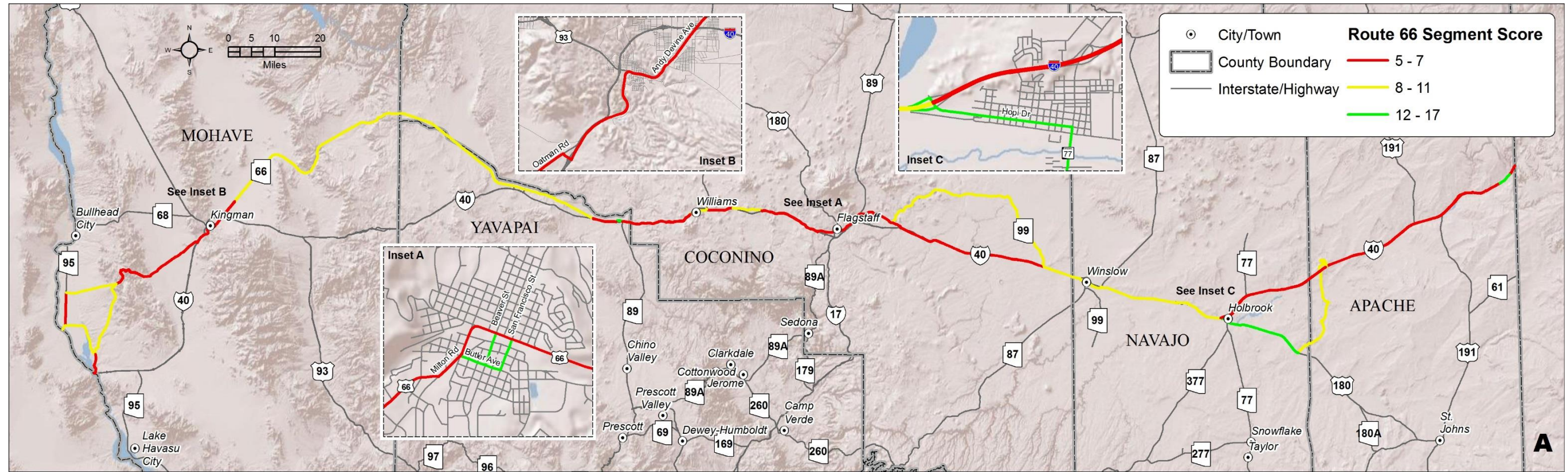


Figure 2 - Segment (A) and Alternative (B) Scores for USBR 66



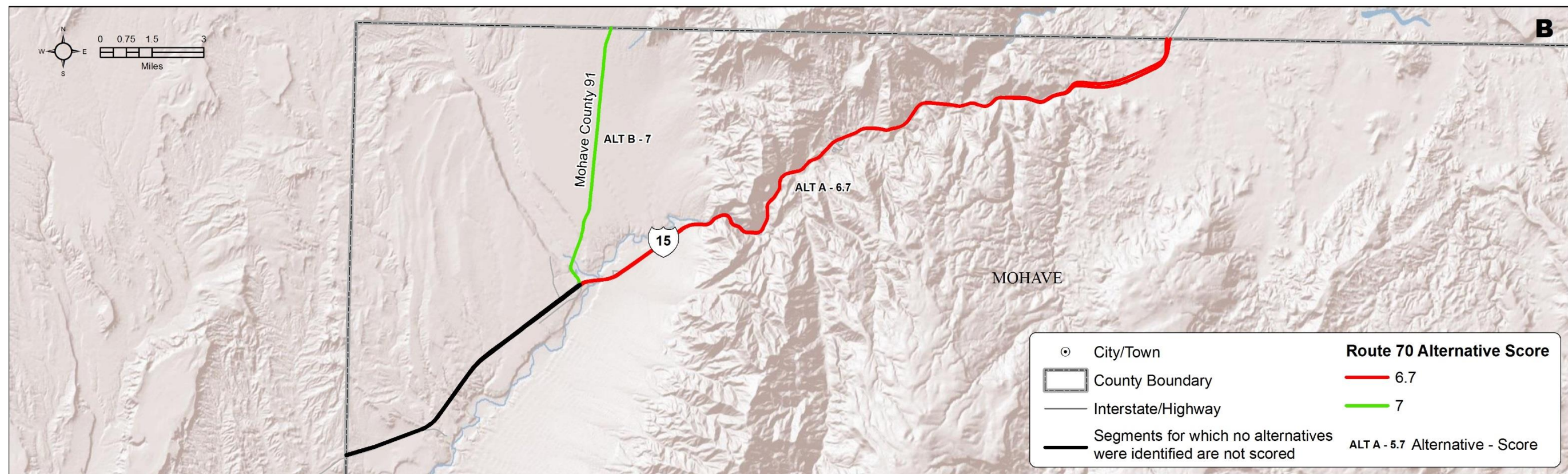


Figure 3 - Segment (A) and Alternative (B) Scores for USBR 70



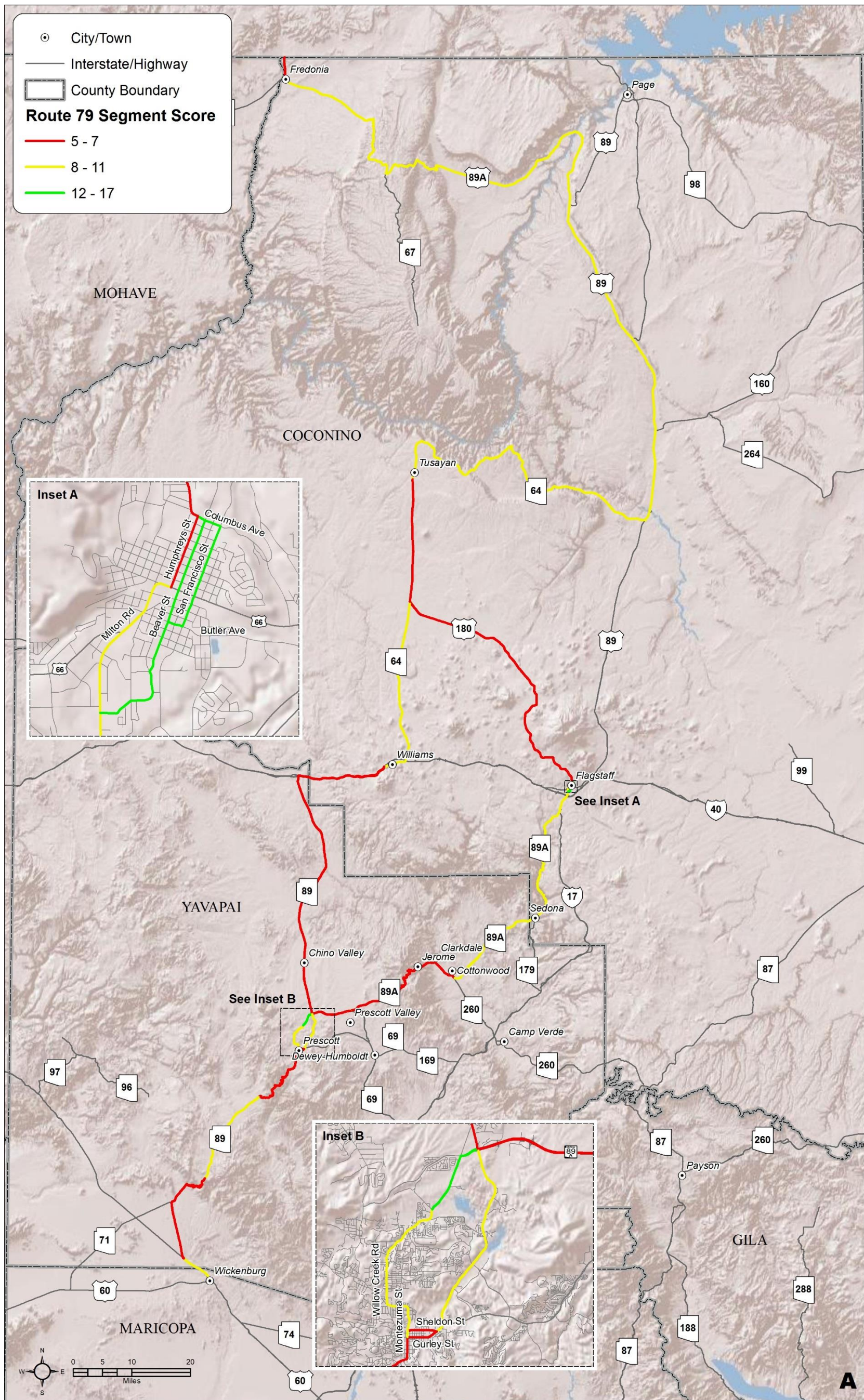


Figure 4 - Segment Score for USBR 79



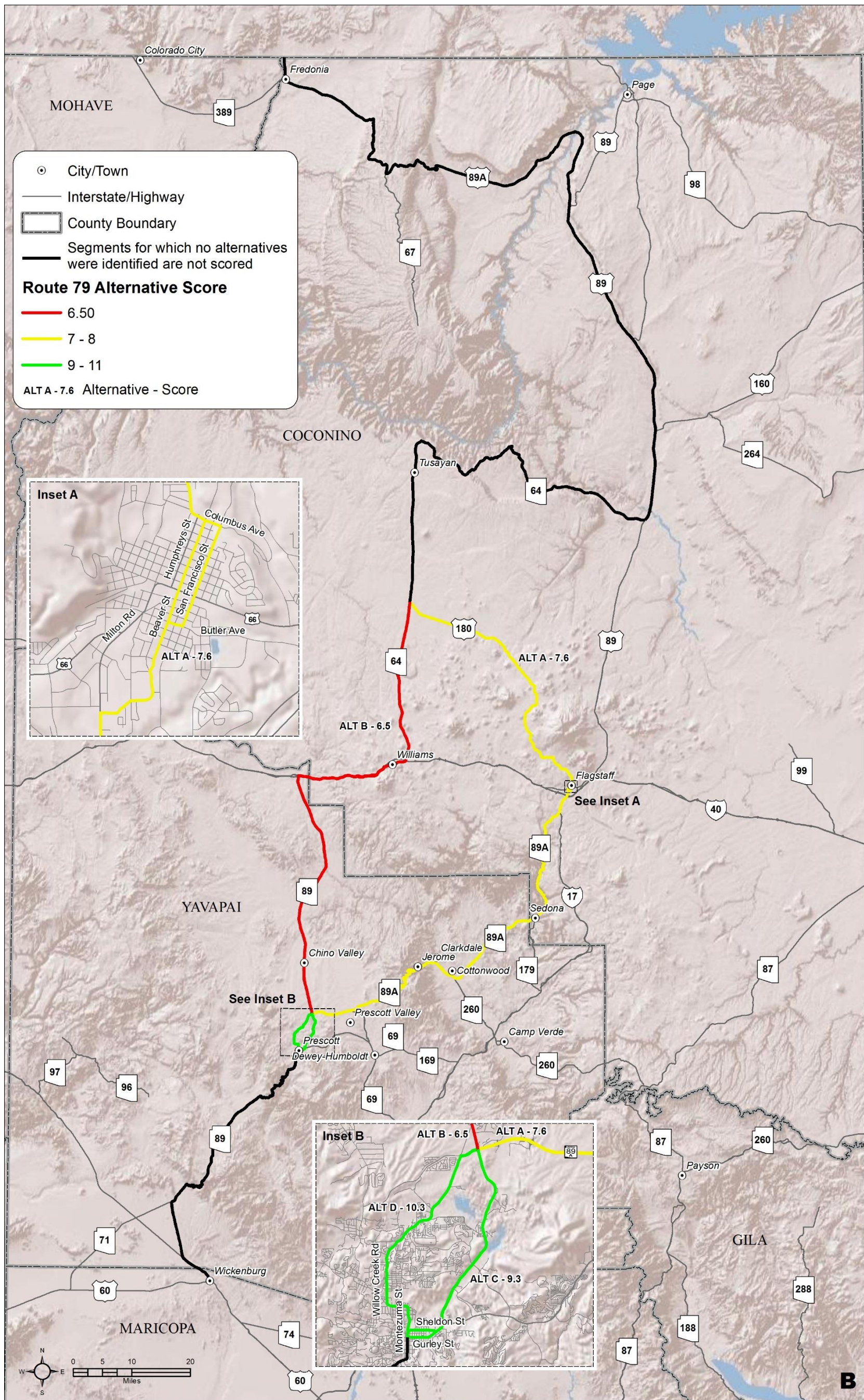


Figure 5 - Alternatives Score for USBR 79











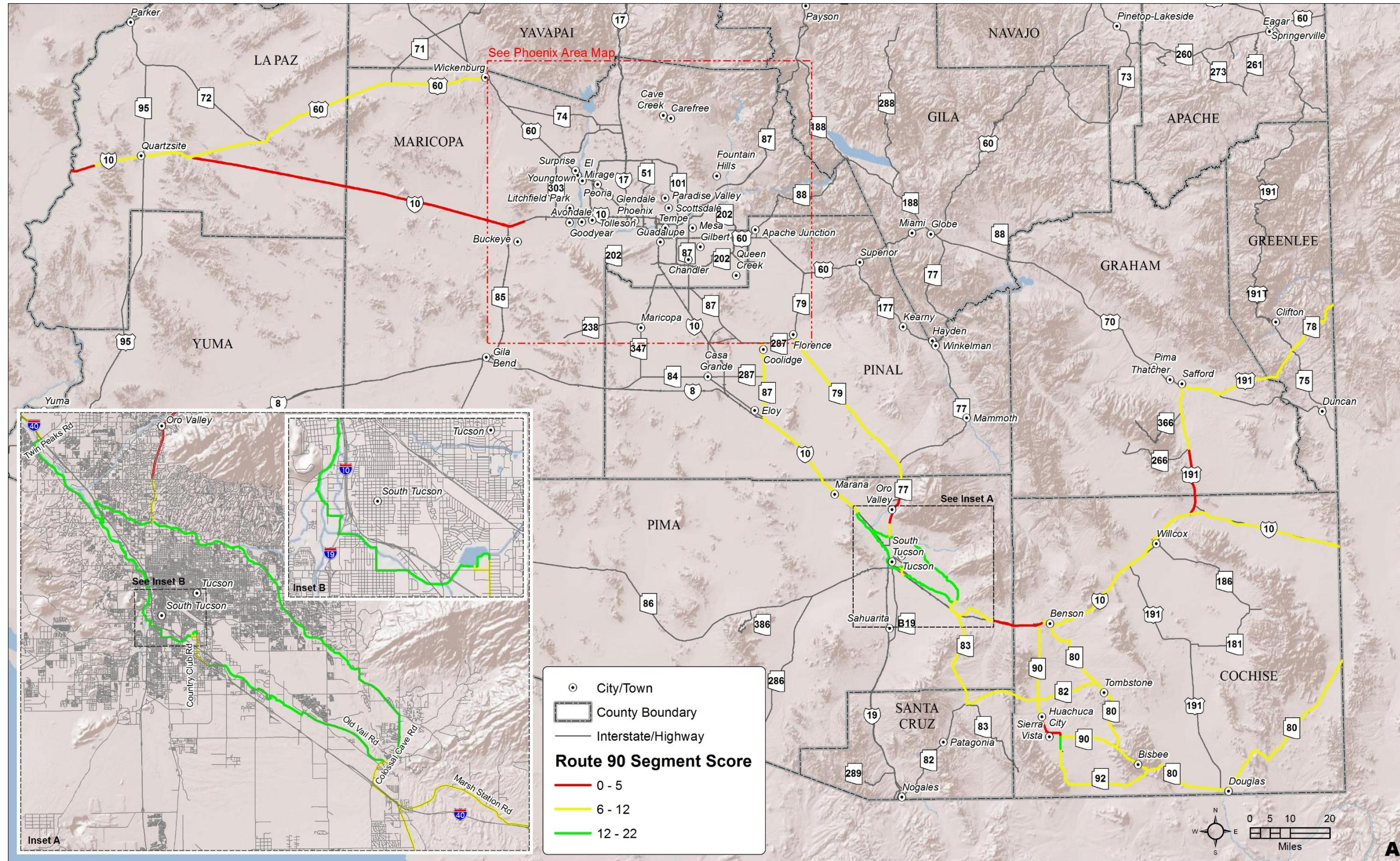


Figure 8 - Alternatives Score for USBR 90 Outside of Phoenix Metro Area







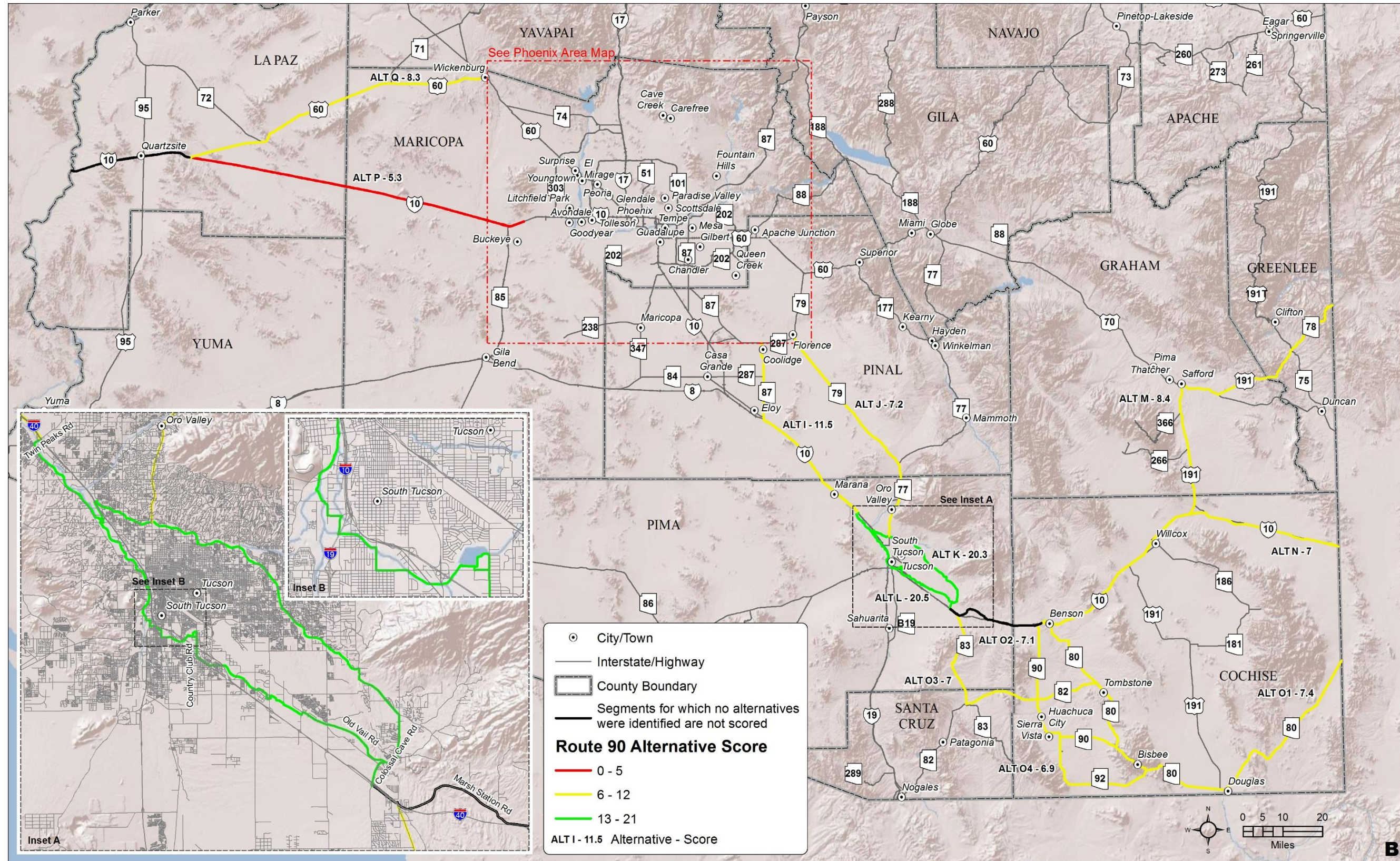


Figure 10 - Alternatives Scores for USBR 90 Outside of Phoenix Metro Area



## 6. Highest-Scoring Routes

The highest-scoring routes for each USBR (USBR 66, 70, 79, and 90) are described below.

### 6.1 USBR 66

The highest scoring route for USBR 66 includes Alternative A through Petrified Forest National Park, Alternative C along AZ-99 and Luepp Road, Alternative F through Flagstaff, and Alternative H through Oatman and into California.

### 6.2 USBR 70

The highest scoring route for USBR 70 uses Mohave County Road 91 instead of I-15 as the connection to and from Utah. However, as previously mentioned, this project does not intend to propose USBR 70 for designation without full concurrence and cooperation from both Nevada and Utah. This is important because if Arizona designates a route unfavorable to an adjacent state, the state is left without the option of creating a connection with Arizona's route.

### 6.3 USBR 79

The highest scoring route for USBR 79 includes SR 64 through Grand Canyon National Park and continues south using Alternative A through Flagstaff, Sedona, Cottonwood, and Jerome to reach the City of Prescott. The route through Prescott uses Alternative D comprising Willow Creek Road, Whipple Street, and Montezuma Street. The connection between Prescott and Wickenburg does not have any alternatives and will follow SR 89 to Wickenburg.

### 6.4 USBR 90 Within the Phoenix Area

The route within the Phoenix metropolitan area was split into three areas: west valley, central Phoenix, and east valley.

- ▲ Alternative B H A is the highest scoring route through the west valley and includes a segment of Lake Pleasant Parkway and a connection to New River and Skunk Creek trails.
- ▲ Alternative E B is the highest scoring route through central Phoenix (Central Alternatives) and includes Campbell Avenue, 36th Street, Oak Street, and 68th Street to eventually connect with Mill Avenue in Tempe.
- ▲ Alternative G C A is the highest scoring east valley alternative and takes riders through Mesa, Gilbert, and Queen Creek to eventually to Coolidge along SR 87 via Attaway Road.

### 6.5 USBR 90 Outside of the Phoenix Area

- ▲ The highest scoring routes for USBR 90 west of the Phoenix metropolitan area is Alternative Q (I-10, US 60) which connects to Wickenburg. The route also connects to USBR 79 at Wickenburg.
- ▲ South and east of the Phoenix metropolitan area, the highest scoring route alternatives follow SR 87 through Coolidge (Alternative I). Alternative I connects to the I-10 Frontage Road and then continue past Picacho Peak towards Tucson.

- ▲ The highest scoring route in the Tucson metro area utilizes as much of the Tucson Urban Loop as possible. Local streets are utilized to fill gaps in the loop.
- ▲ The route south of Tucson follows the shoulders of I-10 and connects with New Mexico via Alternative M, which includes Safford, US 191, and SR 78.

While the routes described above received the highest scores, they were not necessarily preferred by stakeholders and the ADOT Route Committee. Thus, the next step in the process refined the alternatives based on conversations with the committee and key stakeholders associated with each route, such as municipalities, tribal governments, and others. Engineering judgment and stakeholder preferences were elicited during these conversations; as a result, route modifications were made as necessary.

## 7. Draft Recommended Routes

The next step in the project is to present the highest scoring routes to the ADOT Route Committee for consideration as the USBR draft recommended routes. The highest scoring routes were also presented to the Maricopa Association of Governments (MAG) Bicycle and Pedestrian Committee for input and review.

In some cases, the highest-scoring route was not considered to be draft recommended route due to considerations such as engineering judgment, scenic quality, tourism, or the personal experiences of MAG and/or ADOT Route Committee members. The study team considered this input and identified the USBR draft recommended routes presented to stakeholders during the next phase of the study.

### 7.1 USBR 66

The draft recommended route for USBR 66 is the same as the highest-scoring route for USBR 66. No changes are recommended.

### 7.2 USBR 70

The draft recommended route for USBR 70 is the same as the highest-scoring route for USBR 66. No changes are recommended. However, designation decisions are contingent upon input from the Utah Department of Transportation (UDOT).

### 7.3 USBR 79

The draft recommended route for USBR 79 is the same as the highest-scoring route for USBR 79. No changes are recommended. No changes are recommended.

However, the Route Committee recognized the tradeoffs between providing a scenic route through Sedona or providing a flatter and more comfortable route that bypasses Sedona and Oak Creek Canyon. The ADOT Route Committee agreed that providing a route through some of Arizona's most popular and iconic areas is important, and that the highest-scoring route (SR 89A) should be pursued as the recommended route. However, the ADOT Route Committee also recognized the deficiencies and pitfalls of SR 89A for bicyclists; thus, decisions were contingent on stakeholder input obtained during the next phase of the project.

### 7.4 USBR 90 Within the Phoenix Area

Identification of the USBR 90 draft recommended route in the Phoenix area required consideration of the future improvement plans of local agencies and municipalities. For example, a city's roadway improvement plan may create a condition that transforms a currently unsuitable road into a highly suitable and desirable road for cyclists within the next two years.

For some segments, the ADOT Route Committee determined that the highest scoring route for USBR 90 was not the draft recommended route to be shared with stakeholders. Specifically, there are three areas where deviations from the highest scoring routes were made in consideration of MAG and ADOT Route Committee member input, field review of existing conditions, and consideration of local agency improvement plans.

### 7.4.1 West Valley Alternatives

Because Lake Pleasant Parkway has minimal shoulders along the roadway, there was discussion about the road's suitability for bicyclists. However, the City of Peoria is in the process of improving Lake Pleasant Parkway to include 8- to 12-foot shoulders, some segments with bike lanes, and new pavement surfaces. The New River Trailhead at Deer Valley Road will provide better access to the New River Trail when completed by summer 2016. As a result, in consideration of these near-term improvements, it was decided that USBR 90 should include Lake Pleasant Parkway and Deer Valley Road as the draft recommended route.

### 7.4.2 East Valley Alternatives through Pinal County

Route and MAG committee members expressed concern about designating Hunt Highway as a draft recommended route. The study team's field review confirmed that the newly completed sections of Hunt Highway between Empire Boulevard and Thompson Road and segments of Bella Vista Road lack paved shoulders and bicycle lanes. The study team decided that Hunt Highway is not a viable alternative for designation as a USBR.

Alternative D utilizes SR 79 and routes bicyclists through Florence before connecting to US 60. Alternative D then follows the ACA Southern Tier Route through Apache Junction and Mesa before ultimately connecting to Tempe. SR 79 and US 60 provide wide, paved shoulders suitable for bicycling. Given the deficiencies of the Hunt Highway and SR 87 alternatives, it was decided that Alternative D (SR 79 and US 60) would serve as the draft recommended route.

## 7.5 USBR 90 Outside of the Phoenix Area

Discussions for USBR 90 outside of the Phoenix area focused on route alternatives in southeast Arizona. Route alternatives require tradeoffs between route directness and scenic access to some of Arizona's popular tourist destinations. This discussion pertained specifically to the following areas:

- ▲ The ADOT Route Committee felt that bypassing Bisbee and Tombstone is a disservice to the touring bicyclist. The USBR should connect to these destinations to provide an "Arizona experience." The study team recognizes that some routes in this area lack wide shoulders; however, traffic volumes on many of these roads are sufficiently low. After consideration of field conditions and ADOT Route Committee input, it was decided that the draft recommended route would comprise SR 83 through Sonoita, SR 82, and SR 80 through Tombstone, Bisbee, and Douglas.
- ▲ In the Tucson area, ADOT Route Committee members suggested following the northern Loop along the Rillito River. The Loop consists of a network of shared-use paths that parallel a series of washes and drainage systems. The northern Loop provides scenic views of the Catalina Mountains, while the southern Loop provides better access to downtown Tucson. However, the northern loop includes network gaps that will be completed within the next 2 to 5 years. As such, after further discussion with the ADOT Route Committee, it was determined that the southern portion of the Loop would be the draft recommended route through Tucson. Following completion of the northern Loop, ADOT can apply to alter the USBR designation.

## 8. Stakeholder Review of Draft Recommended Routes

Draft recommended routes in accordance with those presented in Section 7 were distributed to stakeholders for review and comment. Stakeholders comprise three groups:

The first group of stakeholders includes jurisdictions and land management agencies that have OWNERSHIP of the facilities (i.e., roadways, shared-use paths) that would be included within the proposed route. These stakeholders include ADOT, counties, cities, towns, other state and federal agencies, and tribal governments.

The second group of stakeholders includes other jurisdictions and land management agencies that do not have ownership of facilities (i.e., roadways, shared-use paths) that would be included within the proposed route. Instead, these stakeholders manage the lands adjacent to the proposed route. These include counties, cities, towns, other state and federal agencies, and tribal governments.

The third set of stakeholders are BICYCLING INTEREST groups, advocacy organizations, and event providers. Individuals within these organizations provide in-depth knowledge of the cycling environment within localities and regions throughout Arizona. They are also likely potential users of the USBR System.

### 8.1 USBR 66

**Table 2** lists agencies and organizations that were asked to review and provide comment on the Draft USBR 66 Recommended Route and indicates if comments were received.

**Figure 11** shows the route modifications suggested by various stakeholders upon review of the Draft Recommended Route for USBR 66. Technical Memorandum 4 provides a complete list of all comments and suggestions received from stakeholders throughout the project.

**Table 2 - USBR 66 Stakeholder Identification**

Stakeholder Name	Initial Point of Contact	Comments Received
ADOT Flagstaff District	Audra Merrick, District Engineer	✓
ADOT Holbrook District	Lynn Johnson, District Engineer	✓
ADOT Kingman District	Mike Kondelis, District Engineer	✓
Apache County	Delwin Wengert, County Manager	✓
Coconino County	Cynthia Seelhammer, County Manager	✓
Mohave County	Mike Hendrix, County Administrator	✓
Navajo County	James Jayne, County Manager	✓
Yavapai County	Phil Bourdon, County Administrator	✓
City of Flagstaff	Kevin Burke, City Manager	✓ (through Flagstaff Metropolitan Planning Organization (FMPO))
City of Holbrook	Ray Alley, City Manager	-



Stakeholder Name	Initial Point of Contact	Comments Received
City of Kingman	John Dougherty, City Manager	✓
City of Williams	Brandon Buchanan, City Manager	✓
City of Winslow	Stephen J Pauken, City Manager	✓
Coalition of Arizona Bicyclists	Bob Beane, President	✓
Arizona Bicycle Club	Kristi Moore, President	-
Flagstaff Biking Organization	Anthony Quintile, Board Member	✓
Fort Mojave Indian Tribe	Wayne Nelson, Tribal Planner, Roads Department	-
Hualapai Tribe	Philip Wisely, Director of Public Services	✓ (telephone conversation indicating support)
Navajo Nation	Karen Benally, Planning Department Manager, Division of Transportation	-
Kaibab National Forest	Mike Williams, Forest Supervisor	✓
Coconino National Forest	Earl Stewart, Forest Supervisor	✓
Petrified Forest National Park	Brad Traver, Superintendent	✓

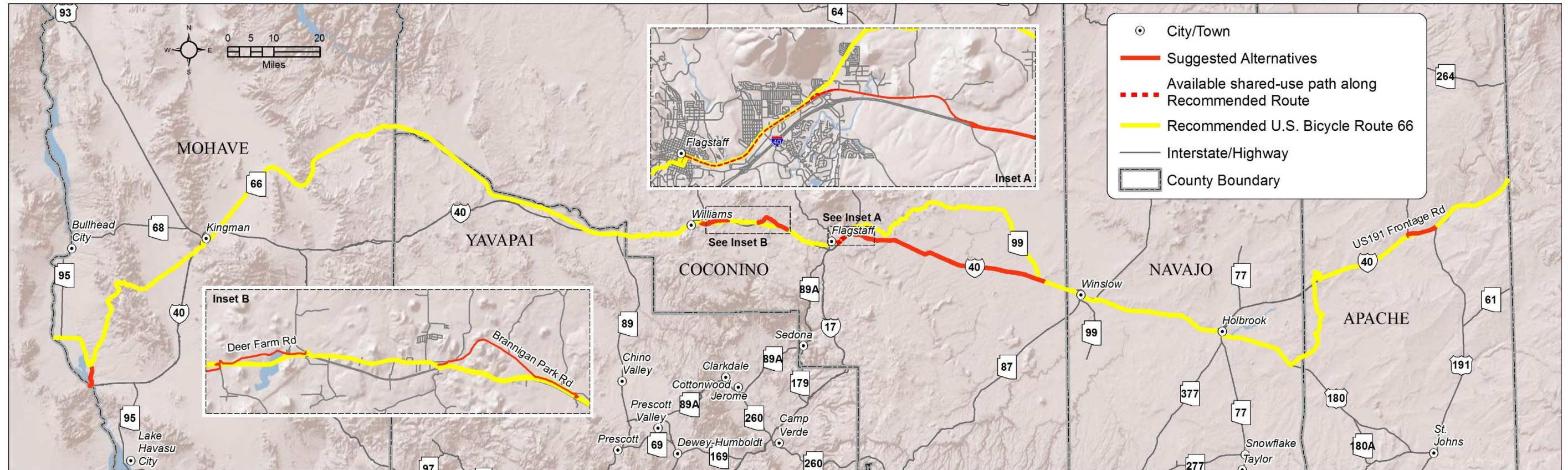


Figure 11 - Stakeholder Suggested Modifications for USBR 66

## 8.2 USBR 70

**Table 3** lists agencies and organizations that were asked to review and provide comment on the Draft USBR 70 Recommended Route and indicates if comments were received.

**Figure 12** shows the route modifications suggested by various stakeholders upon review of the Draft Recommended Route for USBR 70. Technical Memorandum 4 provides a complete list of all comments and suggestions received from stakeholders throughout the project.

**Table 3 - USBR 70 Stakeholder Identification**

Stakeholder Name	Initial Point of Contact	Comments Received
ADOT Flagstaff District	Audra Merrick, District Engineer	✓
Coalition of Arizona Bicyclists	Bob Beane, President	-
Mohave County	Mike Hendrix, County Administrator	✓

Additionally, conference calls with representatives from UDOT and the Nevada Department of Transportation (NDOT) were conducted. While neither agency had comments at that time, both indicated that they did not have current plans to peruse designation of USBR 70. Because the designation of USBR 70 in Arizona is contingent upon coordination with UDOT and NDOT, it was decided that USBR 70 would not be proposed for designation during this phase of USBR designation efforts.





Figure 12 - Stakeholder Suggested Modifications for USBR 70

### 8.3 USBR 79

**Table 4** lists agencies and organizations that were asked to review and provide comment on the Draft USBR 79 Recommended Route and indicates if comments were received.

**Figure 13** shows the route modifications suggested by various stakeholders upon review of the Draft Recommended Route for USBR 79. Technical Memorandum 4 provides a complete list of all comments and suggestions received from stakeholders throughout the project.

**Table 4 - USBR 79 Stakeholder Identification**

Stakeholder Name	Initial Point of Contact	Comments Received
ADOT Flagstaff District	Audra Merrick, District Engineer	✓
ADOT Prescott District	Alvin Stump, District Engineer	✓
Coconino County	Cynthia Seelhammer, County Manager	✓
Maricopa County	Tom Manos, County Manager	✓
Yavapai County	Phil Bourdon, County Manager	✓
City of Cottonwood	Mark Luffman, Cottonwood Bicycle Advisory Committee	✓ (responded to survey by providing contact information for future updates; did not provide comments)
	Doug Bartosh, City Manager	✓ (responded that he would forward the information to others)
City of Flagstaff	Kevin Burke, City Manager	✓ (through FMPO)
City of Prescott	Craig McConnell, City Manager	✓
City of Sedona	Tim Ernster, City Manager	✓
City of Williams	Brandon Buchanan, City Manager	✓
Town of Fredonia	Christy Riddle, Town Manager	-
Town of Jerome	Candace Gallagher, Town Manager	-
Town of Prescott Valley	Larry Tarkowski, Town Manager	-
Town of Tusayan	Will Wright, Town Manager	-
Town of Wickenburg	Joshua Wright, Town Manager	-
Coconino National Forest	Earl Stewart, Forest Supervisor	✓
Kaibab National Forest	Mike Williams, Forest Supervisor	✓
Prescott National Forest	Teresa Chase, Supervisor	-

AASHTO U.S. Bicycle Route System

Stakeholder Name	Initial Point of Contact	Comments Received
Grand Canyon National Park	Dave Uberuaga, Superintendent	✓
Navajo Nation	Karen Benally, Department Manager	-
Prescott Alternative Transportation	Bob McCarty, Operations Manager	-
Coalition of Arizona Bicyclists	Bob Beane, President	-
Arizona Bicycle Club	Kristi Moore, President	-
Flagstaff Biking Organization	Anthony Quintile, Board Member	✓
Verde Valley Cyclists Coalition	Lars Romig, President	-



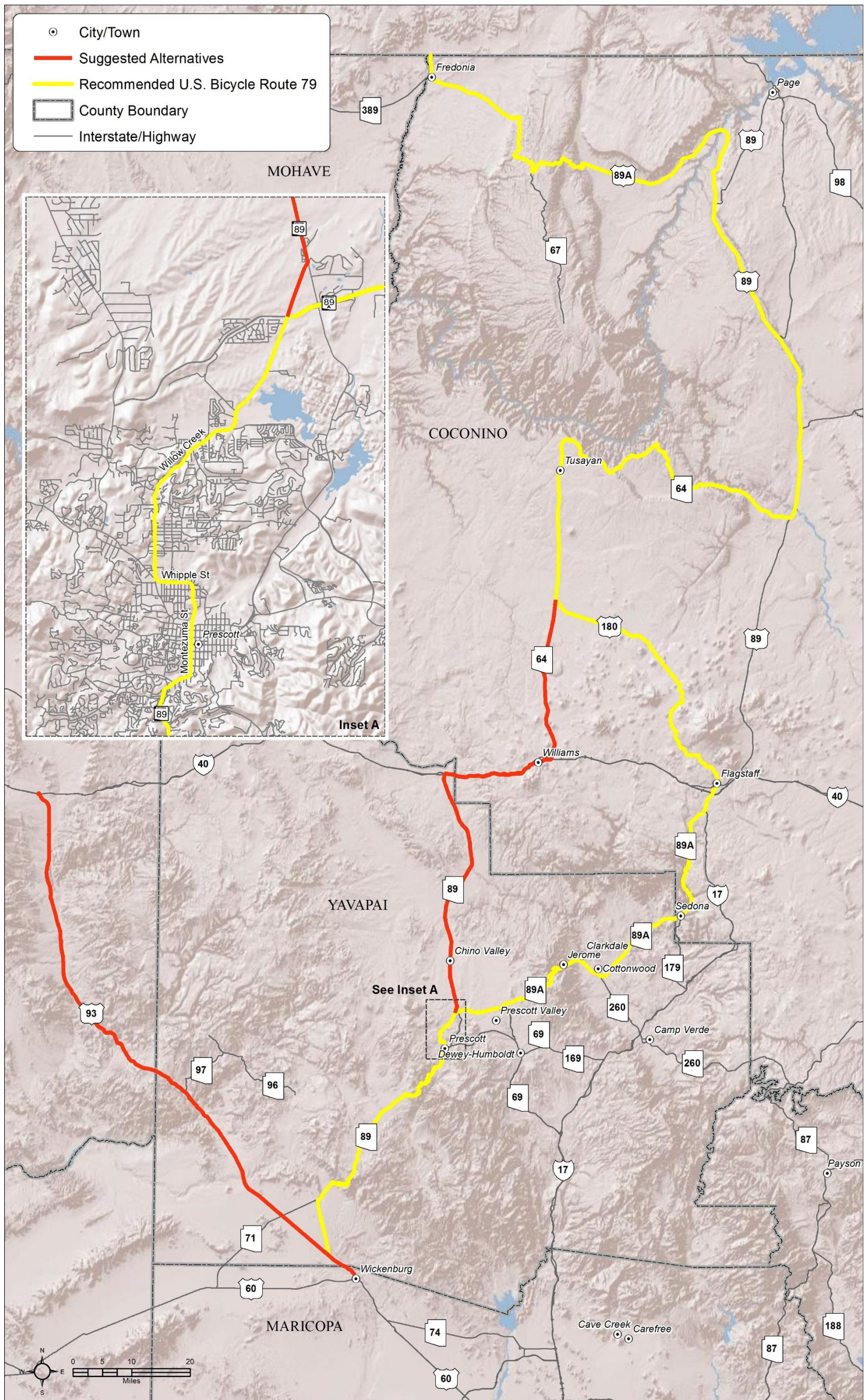


Figure 13 - Stakeholder Suggested Modifications for USBR 79



## 8.4 USBR 90

**Table 5** and **Table 6** list agencies and organizations that were asked to review and provide comment on the Draft USBR 90 (Within Phoenix Metro Area and Outside of Phoenix Metro Area, respectively) Recommended Route and indicate if comments were received.

**Figure 14** shows the route modifications suggested by various stakeholders upon review of the Draft Recommended Route for USBR 90. Technical Memorandum 4 provides a complete list of all comments and suggestions received from stakeholders throughout the project.

**Table 5 - USBR 90 (Within the Phoenix Metro Area) Stakeholder Identification**

Stakeholder Name	Initial Point of Contact	Comments Received
ADOT Phoenix Maintenance District	Mark Poppe, Assistant District Engineer Traffic and Electrical Operations	✓
Maricopa County	Tom Manos	✓
City of Apache Junction	George Hoffman, City Manager	✓
City of Glendale	Brenda Fischer, City Manager	✓
City of Mesa	Chris Brady, City Manager	✓
City of Peoria	Carl Swenson, City Manager	✓
City of Phoenix	Ed Zuercher, City Manager	✓
City of Scottsdale	Fritz Behring, City Manager	✓
City of Tempe	Andrew Ching, City Manager	✓
Coalition of Arizona Bicyclists	Bob Beane, President	-
Flood Control District of Maricopa County	William Wiley, District Chief Engineer and General Manager	✓
Salt River Project	Jim Duncan, Senior Analyst, Water Engineering	✓
Phoenix Metro Bike Club	Armando Charvet, President	-
Arizona Bicycle Club	Kristi Moore, President	-
Tempe Bicycle Action Group	Patrick Valandra, President	-

**Table 6 - USBR 90 (Outside of Phoenix Metro Area) Stakeholder Identification**

Stakeholder Name	Initial Point of Contact	Comments Received
ADOT Prescott District	Alvin Stump, District Engineer	✓
ADOT Safford District	William Harmon, District Engineer	✓
ADOT Tucson District	Roderick Lane, District Engineer	-

AASHTO U.S. Bicycle Route System

Stakeholder Name	Initial Point of Contact	Comments Received
ADOT Yuma District	Paul Patane, District Engineer	-
Cochise County	Michael Ortega, County Administrator	✓
La Paz County	Dan Field, County Administrator	-
Pima County	Chuck Huckelberry, County Administrator	✓
Pima Association of Governments	Gabe Thum, Senior Transportation Planner	-
Pinal County	Greg Stanley, County Manager	✓
Santa Cruz County	Carlos Rivera, County Manager	✓
City of Bisbee	Jestin Johnson, City Manager	✓
City of Coolidge	Robert Flatley, City Manager	-
City of Douglas	Carlos De La Torre, City Manager	-
City of South Tucson	Luis Gonzales, City Manager	-
City of Tombstone	Jack Wright, Public Works Director	✓
City of Tucson	Martha Durkin, Interim City Manager	✓
Town of Florence	Charles Montoya, Town Manager	-
Town of Marana	Gilbert Davidson, Town Manager	✓
Town of Quartzsite	Skylor Miller, Town Manager	-
Colorado River Indian Tribes	Gregory Fisher, Tribal Planner, Planning Department	-
Coronado National Forest	Jim Upchurch, Forest Supervisor	-
Arizona Bicycle Club	Kristi Moore, President	-
Coalition of Arizona Bicyclists	Bob Beane, President	-
Cochise Bicycle Advocates	John Wettack, President	✓
Greater Arizona Bicycling Association	Wayne Cullop, President	-
Living Streets Alliance	Duncan Benning, Bicycle Committee Chair	-
Perimeter Bicycling Association	Richard DeBernardis, President	-
Santa Cruz Valley Bicycle Advocates Committee	John Pilger, President	-

AASHTO U.S. Bicycle Route System

Stakeholder Name	Initial Point of Contact	Comments Received
Tucson-Pima County Bicycle Advisory Committee	David Bachman-Williams, Chair	-



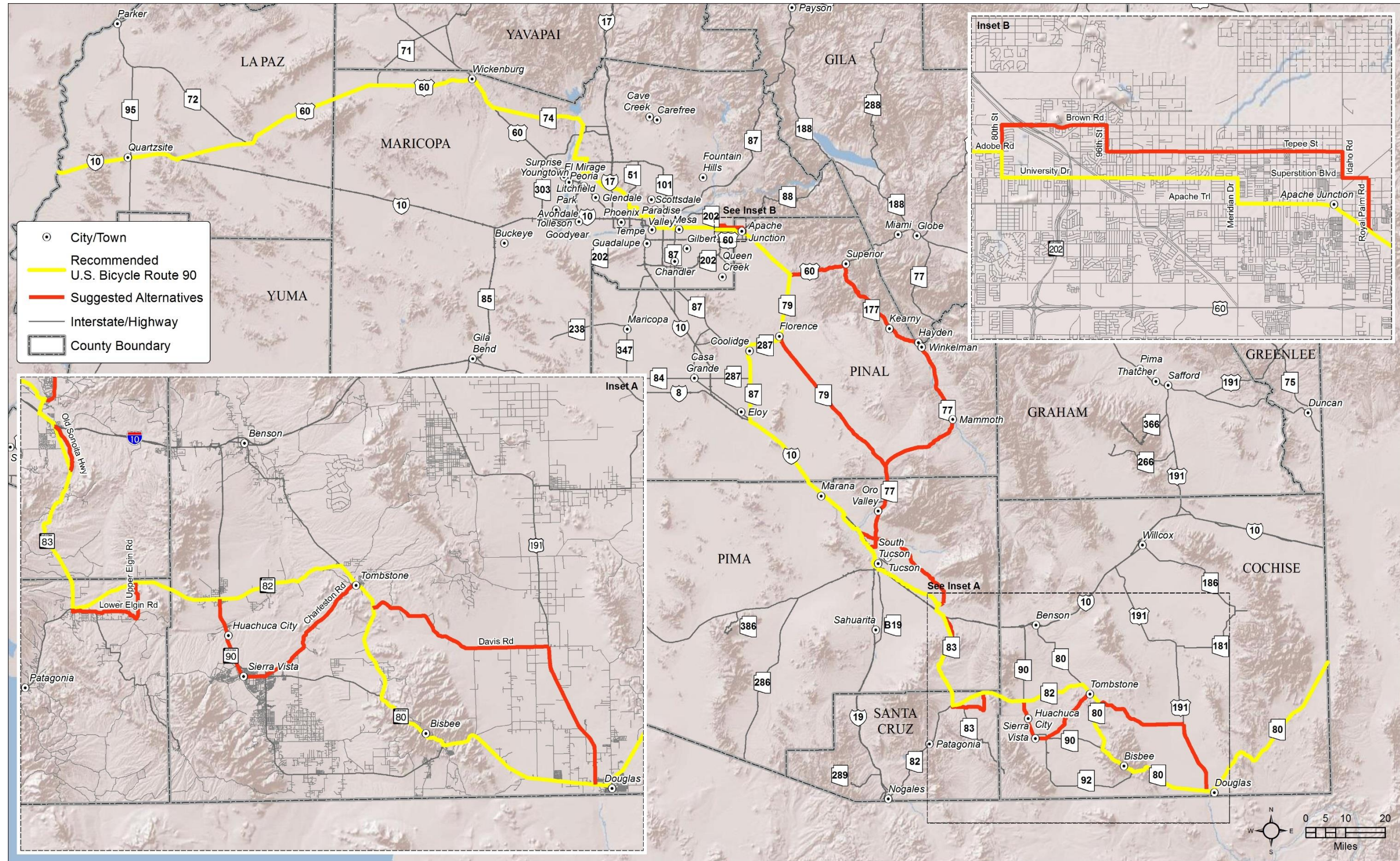


Figure 14 - Stakeholder Suggested Modifications for USBR 90



## 9. Roadway Owner Review of Updated Routes and Provision of Formal Concurrence

After the initial set of comments and suggested modifications were collected from stakeholders, an updated set of recommended routes was developed. These routes were distributed to agencies that either owned or had operational authority over roadways, trails, or paths included in the route.

Conference calls were offered to each roadway-owning agency to review the updated recommended route, and to discuss the specific route segments that the agency owned. Agencies were asked to provide formal, written concurrence for the route designation. Formal support could be given in the form of a letter of support signed by an administrative figure, such as a mayor, city manager, or county administrator, or as a formal resolution passed by a municipal council or a county board of supervisors. Both forms of concurrence are equally acceptable. These letters and resolutions of concurrence provided formal documentation of the agreed-upon route and recognition of the agency’s support for the route.

The following section summarizes the results from this effort and includes any additional modifications that were made to the updated routes in order to achieve agency concurrence.

### 9.1 USBR 66

#### 9.1.1 Roadway Owners

**Table 7** lists the agencies identified as roadway owners of roads and paths that are part of the USBR 66 Updated Route. Each of these stakeholders received the updated route and were contacted by email, telephone/conference call, or in-person to discuss the route segment(s) within their jurisdiction. The main point of contact at the agency is shown. Additionally, the table indicates whether formal concurrence was received from the agency. **Table 8** lists adjacent states which provided concurrence of connection points.

**Table 7 - Roadway Owners for USBR 66**

Roadway Owner	Main Point of Contact	Concurrence Received
Apache County	Ferrin Crosby, County Engineer	Apache County did not provide concurrence
Coconino County	Tim Dalegowski, County Transportation Planner	✓
Mohave County	Steve Latoski, County Public Works Director	Mohave County did not provide concurrence <sup>4</sup>
Yavapai County	Tim Stotler, County Assistant Engineer	Yavapai County did not provide concurrence
City of Flagstaff	Martin Ince, Multi-Modal Planner (FMPO)	✓
City of Kingman	Frank Marbury, Assistant City Engineer	✓

<sup>4</sup> Although Mohave County did not provide concurrence for the designation of USBR 66 along County-owned roads at this time, the County Board of Supervisors did pass a resolution supporting the “development and future designation of USBR 66...upon completion of infrastructure improvements necessary to establish facilities meeting minimum engineering standards for bikeway operation satisfactory to Mohave County.”



Roadway Owner	Main Point of Contact	Concurrence Received
City of Williams	Kyle Christiansen, City Public Works Director	✓
City of Winslow	Stephen J Pauken, City Manager	✓
Kaibab National Forest	Deirdre McLaughlin, ADOT Liaison to the Forest	✓
Petrified Forest National Park	Brad Traver, Superintendent	✓

**Table 8 – Adjacent States for USBR 66**

Adjacent State	Main Point of Contact	Concurrence Received
Caltrans	Richard Dennis, Office of System and Freight Planning Chief, Division of Planning, District 8	✓
New Mexico Department of Transportation	Roza Kozub, Urban and Regional Planner Supervisor	✓

### 9.1.2 Roadway Owners Review and Comment Modifications

**Table 9** lists comments for the USBR 66 Updated Route suggested by roadway owners and that led to route modification. These modifications will be reflected in the final recommended route that will be submitted to AASHTO.

**Table 9 - USBR 66 Route Modifications based on Roadway Owner Input**

No.*	Roadway Owner Comment <i>Comments are paraphrased</i>	Resolution/Modification
2	Suitability of Old Highway 66 east of Seligman: There are no shoulders and no room for bicyclists along this high-speed road. There is too much liability that comes with officially designating the route as fit for bicyclists, and the only way it can be considered is if the road was widened to include shoulders	Initial suggested modification to have the route include I-40 between Williams and Seligman and then use AZ-66 west of Seligman
11	Use multi-modal path along US 89 in Flagstaff (on the north side of the road until Country Club, then it switches to the south side of the road with an underpass connection)	Provide bicyclists the choice to remain on the road and use the shoulder or use the shared-use path. This will be noted on the map and the turn-by-turn directions. However, note that a couple of short section are shoulder-less and bicyclists would need to use lane (per ARS 28-815.A.4.)
20/21	The pavement along Old Highway 66 between SR 89 and Walnut Canyon is in very poor condition for more than two miles and will not be rehabilitated for a few years. Recommend using Townsend-Winona to SR 89 to reach the Flagstaff city center. In this stretch of SR 89, there is 1/3 mile that does not have shoulders and has high traffic. The rest of the route is well-suited for bicycling and has a much better surface than the alternative.	Recommend route be modified to have bicyclists exit the I-40 at Townsend-Winona Road and take the road to SR 89 and into Flagstaff. When the original Old Highway 66 is resurfaced/rehabbed, we can consider formally modifying the route.

No.*	Roadway Owner Comment <i>Comments are paraphrased</i>	Resolution/Modification
22	Just east of Williams, instead of using I-40, stay on Garland Prairie Rd down to Bearizona Blvd	Modify as suggested. Bearizona Boulevard is scheduled to be paved in the next few years, which will make it even a better route.
26	The US 191 Frontage Road in Apache County needs to be improved in order to make the route bicycle-safe to current bike route standards.	Modify route to avoid US 191 Frontage Road. Instead, remain on the shoulders of I-40 through that portion of the route

*\*Comment numbers are consistent with those identified in the Appendix of Technical Memorandum 4.*

## 9.2 USBR 70

### 9.2.1 Roadway Owners

**Table 10** lists the agencies identified as roadway owners of roads and paths that are part of the USBR 70 Updated Route. Each of these stakeholders was provided with the updated route and contacted via email, telephone/conference call, or in-person meetings to discuss the route segments within their jurisdiction. The main point of contact at the agency is shown. As previously described, roadway owners are ultimately asked to provide formal concurrence and support for the designation of the USBR for which they have partial ownership.

**Table 10 - Roadway Owners for USBR 70**

Roadway Owner	Main Point of Contact	Concurrence Received
Mohave County	Steve Latoski, County Public Works Director	Mohave County did not provide concurrence

### 9.2.2 Roadway Owner Review Comments and Modifications

**Table 11** lists comments for the USBR 70 Updated Route suggested by roadway owners and that led to a modification of the route. These route modifications will be reflected in the Final Recommended Route that will be submitted to AASHTO.

Nevada Department of Transportation and Utah Department of Transportation were connected and do not have immediate plans to designate USBR 70. As such, ADOT will not seek to designate UBR 79 at this time.

**Table 11 - USBR 70 Route Modifications based on Roadway Owner Input**

No.*	Roadway Owner Comment <i>Comments are paraphrased</i>	Resolution/Modification
28	Use Mohave County 91 parallel and south of I-15 between Mesquite and the Beaver Dam Traffic Interchange	Recommend to modify as suggested

*\*Comment numbers are consistent with those identified in the Appendix of Technical Memorandum 4.*



## 9.3 USBR 79

### 9.3.1 Roadway Owners

**Table 12** lists the agencies identified as Roadway Owners of roads and paths that are part of the USBR 79 Updated Route. Each of these stakeholders was provided with the updated route and was contacted by email, telephone/conference call, or in-person meeting to discuss the route segments within their jurisdiction. The main point of contact at the agency is shown. As previously described, the roadway owners are ultimately asked to provide formal concurrence and support for the designation of the USBR for which they have partial ownership.

Utah Department of Transportation was connected and does not have immediate plans to designate USBR 79.

**Table 12 - Roadway Owners for USBR 79**

Roadway Owner	Main Point of Contact	Concurrence Received
Yavapai County	Byron Jaspers, County Engineer	Yavapai County did not provide concurrence
City of Prescott	Ian Mattingly, City Traffic Engineer	City of Prescott did not provide concurrence <sup>5</sup>
City of Williams	Kyle Christiansen, City Public Works Director	✓
Grand Canyon National Park	Vicky Stinson, ADOT liaison for Grand Canyon National Park	Grand Canyon National Park did not provide concurrence

### 9.3.2 Review Comments and Modifications

**Table 13** lists comments for the USBR 79 Updated Route suggested by roadway owners and that led to a modification of the route. These route modifications will be reflected in the Final Recommended Route that will be submitted to AASHTO.

Formal concurrence was not received from Utah regarding a connection point.

**Table 13 - USBR 79 Route Modifications based on Roadway Owner Input**

No. *	Roadway Owner Comment <i>Comments are paraphrased</i>	Resolution/Modification
38	Through Grand Canyon National Park, bicyclists should use the Grand Canyon Greenway shared-use path between the Kaibab Trailhead and Tusayan.	This path will likely be very crowded with pedestrians, especially during peak times.
39	There is concern about promoting bicycling on the highway through the Park since it has narrow or no shoulders the whole time and there is a very high volume of traffic, including a lot of drivers who are unfamiliar with the area and/or operating large recreational vehicles.	There are no alternatives to using the roadway through the Grand Canyon. The alternate route would be 89A north from Flagstaff all the way to the Utah border. This option is not favorable, as the Grand Canyon is the single biggest attraction along the proposed route.

<sup>5</sup> Although the City of Prescott did not provide concurrence for USBR 79 at this time, the City did establish a Pedestrian and Bicycle Working Group for USBR 79 and this group has developed a proposal for discussion with Yavapai County on the development of USBR 79 on County land.

## 9.4 USBR 90 Within the Phoenix Metro Area

### 9.4.1 Roadway Owners

**Table 14** lists the agencies identified as roadway owners of roads and paths that are part of the USBR 90 Updated Route Within the Phoenix Metro Area. Each of these stakeholders was provided with the updated route and was contacted by email, telephone/conference call, or in-person meeting to discuss the route segments within their jurisdiction. The main point of contact at the agency is shown. As previously described, the roadway owners are ultimately asked to provide formal concurrence and support for the designation of the USBR for which they have partial ownership.

**Table 14 - Roadway Owners for USBR 90 Within the Phoenix Metro Area**

Roadway Owner	Main Point of Contact	Concurrence Received
Maricopa County	Denise Lacey, County DOT Systems Planning Branch Manager	✓
City of Apache Junction	Larry Kirch, City Development Services Director	✓
City of Glendale	Purab Adabala, City Senior Transportation Analyst	✓
City of Mesa	Jim Hash, City Bicycle and Pedestrian Coordinator	✓
City of Peoria	Brandon Forrey, City Transportation Planning Engineer	✓
City of Phoenix	Joe Perez, City Bicycle Coordinator	✓
City of Scottsdale	Susan Conklu, City Transportation Planner	✓
City of Tempe	Susan Taaffe, City Public Works Supervisor	✓
Flood Control District of Maricopa County	Scott Vogel, Engineering Division Manager	✓
Salt River Project	Jim Duncan, Senior Analyst, Water Engineering	✓

### 9.4.2 Review Comments and Modifications

**Table 15** lists comments for the USBR 90 Updated Route Within the Phoenix Metro area suggested by roadway owners and that led to a modification of the route. These route modifications will be reflected in the Final Recommended Route that will be submitted to AASHTO.



**Table 15 - USBR 90 Within Phoenix Metro Area Route Modifications based on Roadway Owner Input**

No.*	Roadway Owner Comment <i>Comments are paraphrased</i>	Resolution/Modification
50	Suggested alternative through Apache Junction: Left Old West Hwy for 3 1/2 miles Right S. Royal Palm Rd for 1 mile Left E. Superstition Blvd for 1/2 mile Right Idaho Road for 1/2 mile Left Teepee St for 5 miles (turns into Adobe Road) Right N. 96th. St. for 1/2 mile Left E. Brown Road for 2 miles (crosses SH 202) Left N. 80th St. for 1 mile Right Adobe Road to continue original route	With the addition of new bicycle lanes on Apache Trail, this alternative no longer provides better bicycle facilities to traverse through the City. The route using Apache Trail should be used.
58	Suggest an alternate route to avoid a section of Adobe Road that is owned by the County instead of the City of Mesa  From Adobe St, turn left onto Mountain Rd Turn right onto Cholla St (Cholla turns into Quarterline Rd) Turn right onto 101 <sup>st</sup> Pl Turn left onto Adobe St Turn right onto 96 <sup>th</sup> St	Modify as suggested
59	Suggested alternate route at cross-cut canal in Phoenix Heading west on Oak St, cross over canal bridge Turn right onto Cross Cut Canal Path Turn left onto Osborn Rd Turn right onto 40 <sup>th</sup> St Turn left onto Campbell Ave Turn right onto 20 <sup>th</sup> St	Modify as suggested
60	Suggested alternate route for 20 <sup>th</sup> Street between Bethany Home Rd and Maryland St in Phoenix From 20 <sup>th</sup> St, turn left onto Clarmont Dr Turn right onto 18 <sup>th</sup> St (18 <sup>th</sup> St turns into Maryland St after 90 degree curve)	Modify as suggested
61	Small segment of the New River Trail in Peoria has been paved between Mary Ann Dr and Albert Ln	Adjust route to use newly paved section
66	The addition of bike lanes on Apache Trail has been approved and should be completed by June 1. Given these enhanced facilities, the route should be modified as follows:  Stay on Old West Trail for an additional 0.9 miles to Apache Trail (instead of turning onto Royal Palms Rd) and follow for 2.3 miles Turn right onto Delaware St and continue for 1 mile Turn left onto Teepee St and follow original route	Modify as suggested

\*Comment numbers are consistent with those identified in the Appendix of Technical Memorandum 4.

## 9.5 USBR 90 Outside of the Phoenix Metro Area

### 9.5.1 Roadway Owners

**Table 16** lists the agencies identified as roadway owners of roads and paths that are part of the USBR 90 Updated Route outside of the Phoenix area. Each of these stakeholders was provided with the updated route and was contacted by email, telephone/conference call, or in-person meeting to discuss the route segments within their jurisdiction. The main point of contact at the agency is shown. As previously described, roadway owners are ultimately asked to provide formal concurrence and support for the designation of the USBR for which they have partial ownership. Concurrence was also requested from New Mexico Department of Transportation (DOT) and Caltrans regarding connection points. New Mexico DOT and Caltrans provided a formal letter of concurrence.

**Table 16 - Roadway Owners for USBR 90 Outside of Phoenix Metro Area**

Roadway Owner	Main Point of Contact	Concurrence Received
City of Bisbee	Thomas Klimek, City Public Works Director	✓
City of Sierra Vista	Sharon Flissar, City Engineer; Don Brush, City Community Development Director	✓
City of Tombstone	Dustin Escapule, City Mayor	✓
City of Tucson	Ann Chanecka, City Bicycle and Pedestrian Program Coordinator	✓
Town of Marana	Brian Varney, Town Planner	✓
Cochise County	Karen Lamberton, County Transportation Planner	✓
Pima County	Matt Zoll, County Bicycle Coordinator	✓
Santa Cruz County	Jesus Valdez, County Engineer	✓

**Table 17 – Adjacent States for USBR 90**

Adjacent State	Main Point of Contact	Concurrence Received
Caltrans	Richard Dennis, Office of System and Freight Planning Chief, Division of Planning, District 8	✓
New Mexico Department of Transportation	Roza Kozub, Urban and Regional Planner Supervisor	✓

### 9.5.2 Review Comments and Modifications

**Table 18** lists comments for the USBR 90 Updated Route outside of the Phoenix area that were suggested by roadway owners and led to a modification of the route. These route modifications will be reflected in the Final Recommended Route that will be submitted to AASHTO.



**Table 18 - USBR 90 Outside of Phoenix Metro Area Route Modifications based on Roadway Owner Input**

No.*	Roadway Owner Comment <i>Comments are paraphrased</i>	Resolution/Modification
45	Use Old Sonoita Highway/Charolais Rd to avoid section SR 83 near I-10	Modify as suggested
48	Use Davis Road and SR 191 between Tombstone and Douglas as an option for riders to avoid steep grades through Bisbee and Douglas	Route along Davis Road will be included as an option on maps and the turn-by-turn
62	In Santa Cruz County, use Elgin Road instead of Lower Elgin to avoid an unpaved section	Modify as suggested
63	A new section of the Loop Path in Tucson was just paved. The path now continues along the Santa Cruz west of I-19 to Silverlake Rd	Modify route to utilize newly paved section of the Loop Path
64	Frye Blvd in Sierra Vista is not suitable for bicycling. Recommended modification is: West on Charleston Rd (turns into Martin Luther King Jr Pkwy); use shared-use path on north side of road Turn right onto Coronado Dr Turn left onto SR 90 Turn right to continue on SR 90	Modify as suggested
65	Mule Pass Tunnel on SR 80 in Bisbee is not suitable for bicycle travel and is not safe for bicycling. Instead use the following: From SR 80 NB, turn right to take ramp to West Blvd Turn right onto West Blvd Turn right onto N. Old Divide Rd Turn right to re-enter SR 80	Old Divide Rd was washed out a few years ago and is currently being reconstructed. There are very steep grades on the road, but low volumes. Modify as suggested
67	There are plans to extend the Loop Path further north so that there is an off-street path option from essentially Picacho to Vail. As these extensions are completed, the USBR 90 routing should be updated to use these improved facilities instead of the frontage roads.	Adjust route as additional sections of the Loop Path are completed

*\*Comment numbers are consistent with those identified in the Appendix of Technical Memorandum 4.*

## 10. Final Recommended Routes and AASHTO Submission

### 10.1 Final Recommended Routes

The maps in **Figures 15-21** show the Final Recommended Routes for each USBR. The Final Recommended Routes include the modifications suggested by stakeholders during the process of seeking agency concurrence *if* the modification resulted in the agency providing concurrence.

In some instances, when modifications were suggested by an agency but concurrence was not obtained, modifications were not incorporated into the Final Recommended Route as the project team and ADOT Route Committee considered the non-modified route to be preferable for future designation.

It should be noted that additional modifications may be made to the routes after they are formally designated as a USBRs by AASHTO. Modifications can be submitted to the AASHTO committee. It can be expected that modifications to the current recommended routes will occur as additional improvements are made to roads, paths, and trails throughout the state.

Turn-by-turn directions for each of the Final Recommended Routes can be found in **Appendix B**.

### 10.2 Routes to be Submitted to AASHTO for Designation

Of the four USBRs identified within Arizona, only USBR 90 will be submitted to AASHTO at this time. USBR 90 is the only route that received formal concurrence from all roadway owning agencies along the route; these concurrences can be found in **Appendix C**. The map and turn-by-turn directions reflect the supported route and will be included in the AASHTO designation application.

While it is still desirable to seek concurrence and designation for USBRs 66, 70, and 79, these routes do not currently have unanimous approval from agencies and thus cannot be submitted for designation at this time. ADOT and bicycle advocates and agencies throughout Arizona will continue to work towards obtaining concurrence from agencies and adjacent states with ownership along USBRs 66, 70, and 79. If additional concurrences are received from the required stakeholders, each route will be submitted to AASHTO for formal USBR designation.

**Appendix D** includes concurrences that have been obtained for USBR 66.

ADOT intends to continue to discuss these routes with agencies along USBR 66 that did not provide concurrence.

To date, no concurrences have been obtained for USBR 70 and only one concurrence has been obtained for USBR 79. Concurrence for USBR 70 will not be pursued until the Utah and Nevada state DOTs also pursue designation for the routes.





Figure 15 - Final Recommended Route for USBR 70



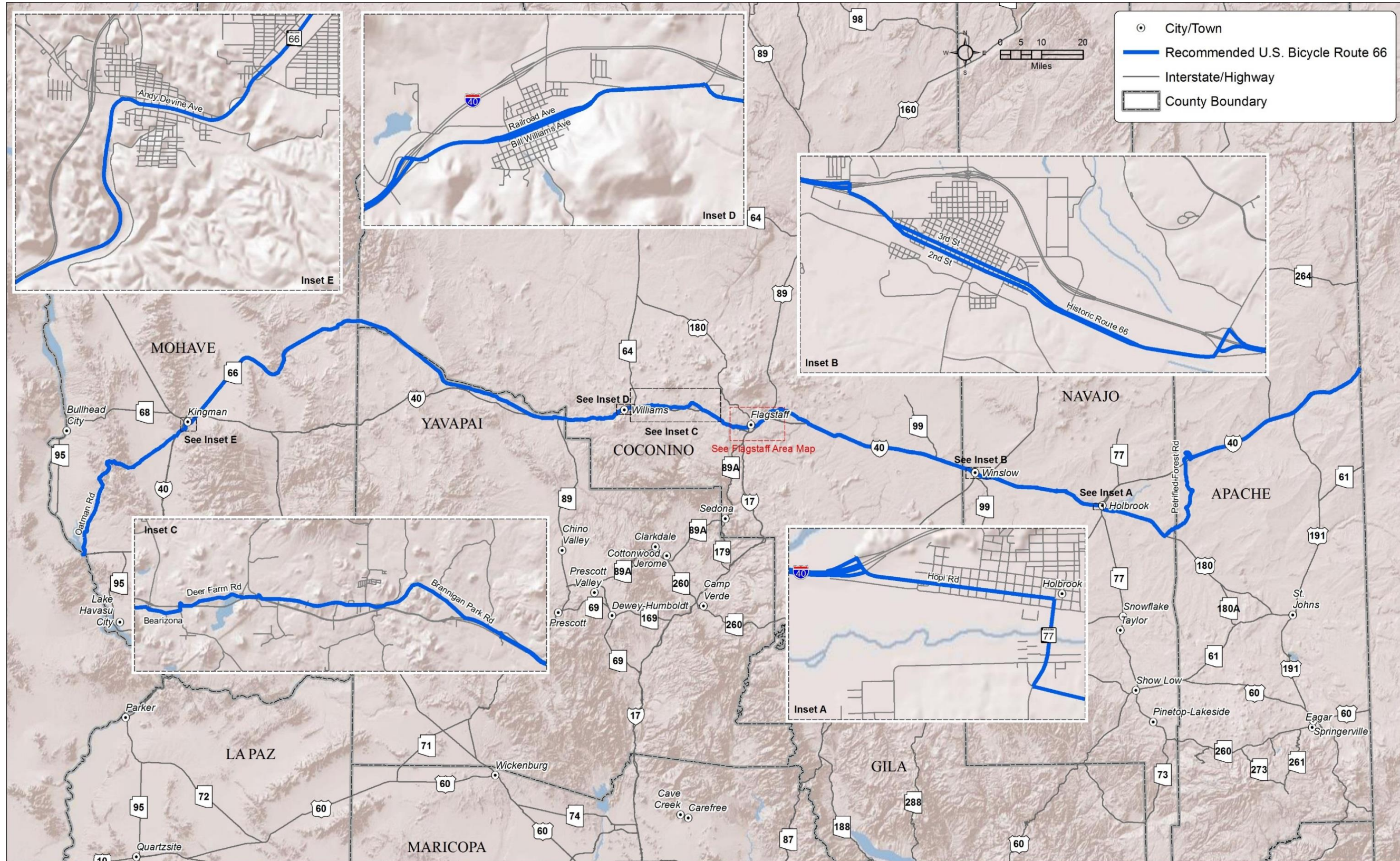


Figure 16 - Final Recommended Route for USBR 66



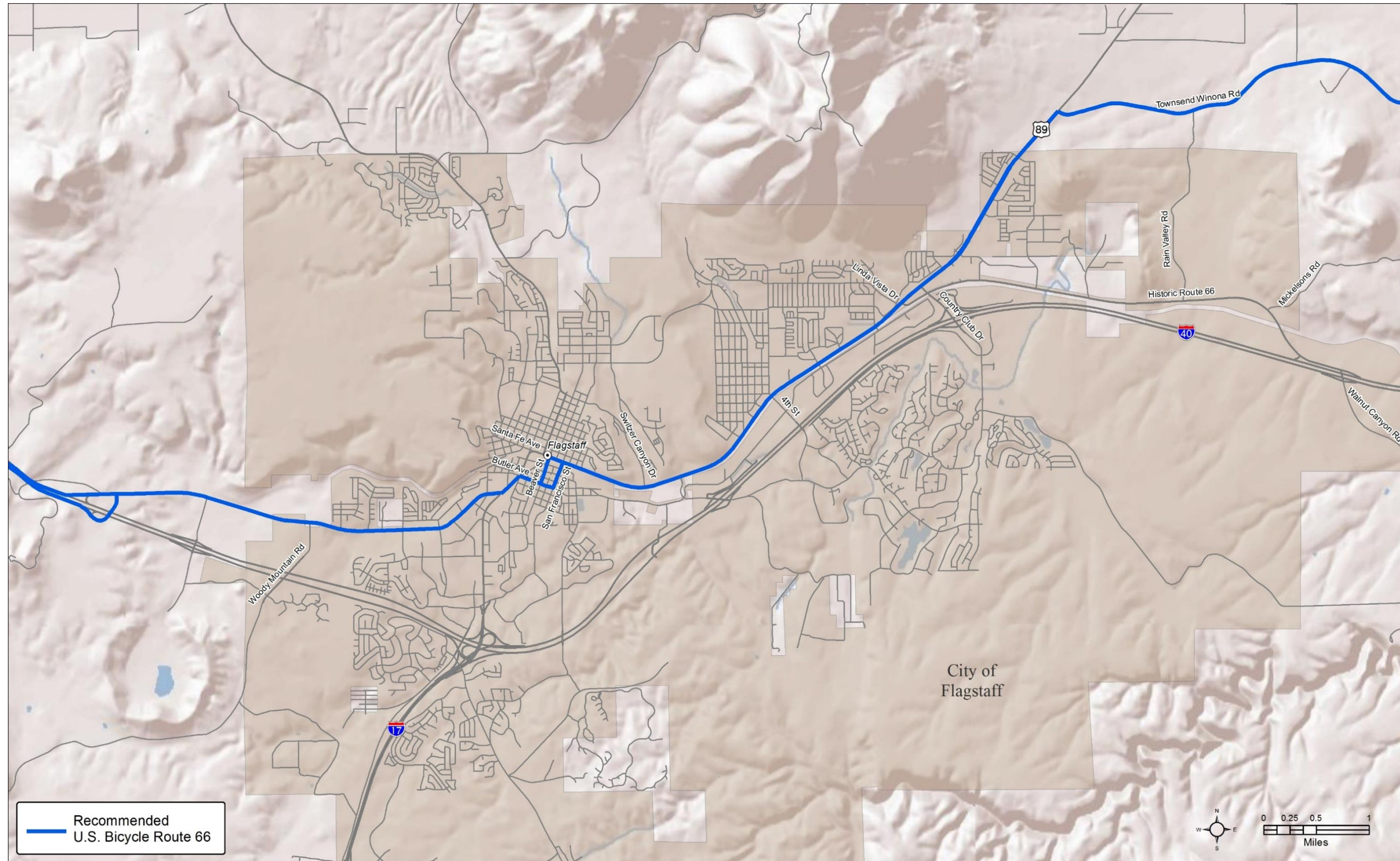
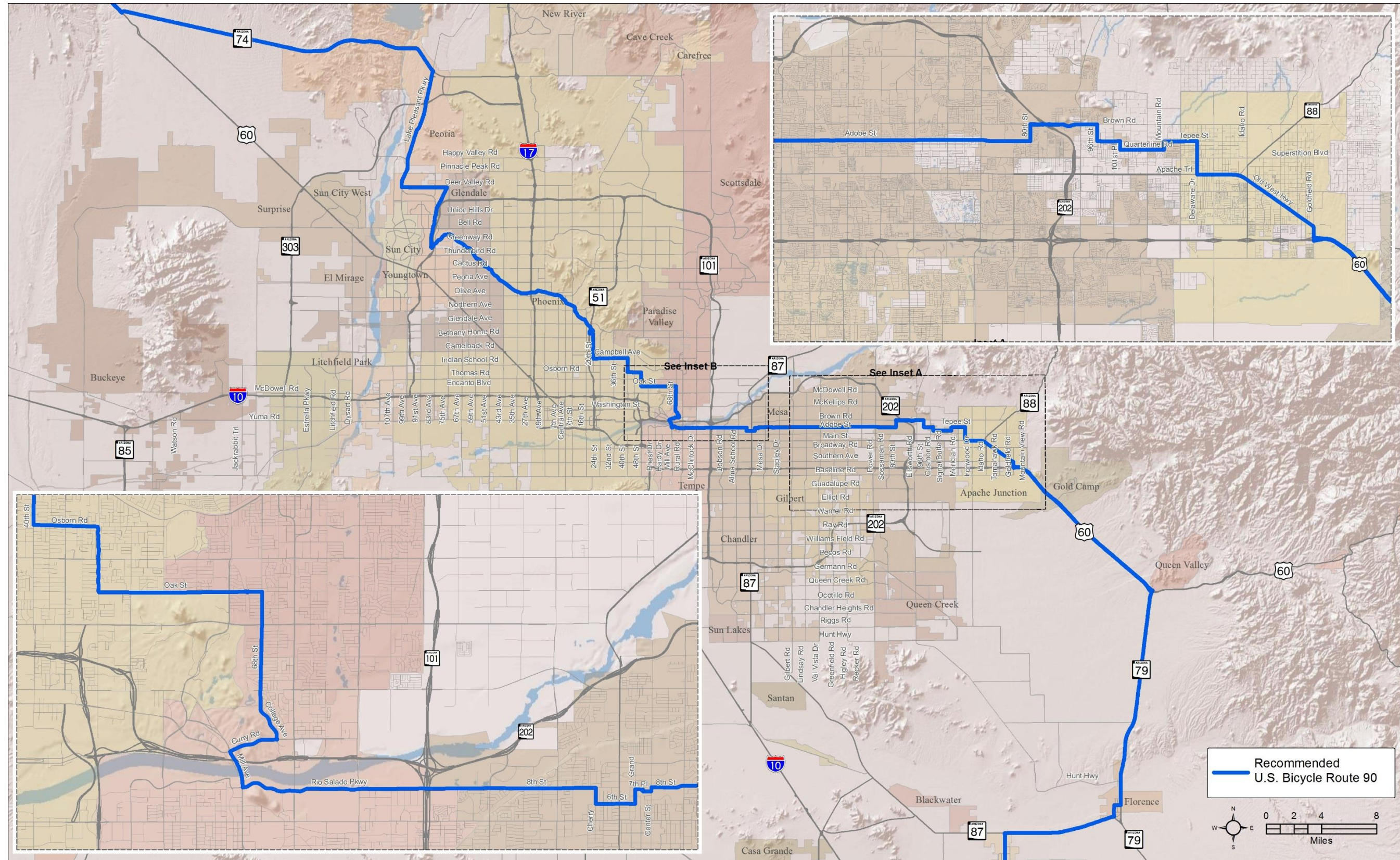


Figure 17 - Final Recommended Route for USBR 66 through the Flagstaff Area









**Figure 19 - Final Recommended Route for USBR 90 Within the Phoenix Metropolitan Area**



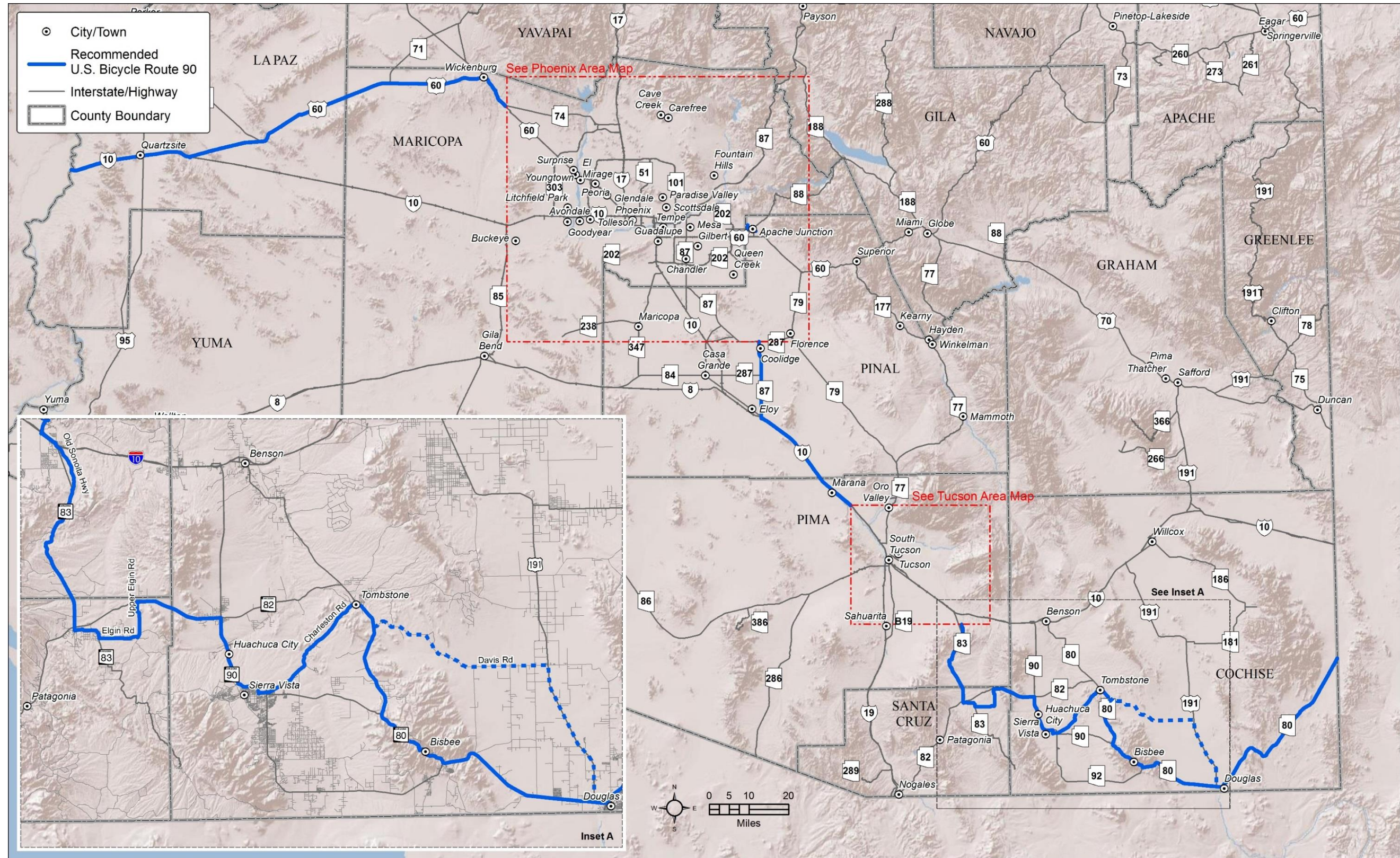


Figure 20 - Final Recommended Route for USBR 90 Outside of the Phoenix and Tucson Metropolitan Areas



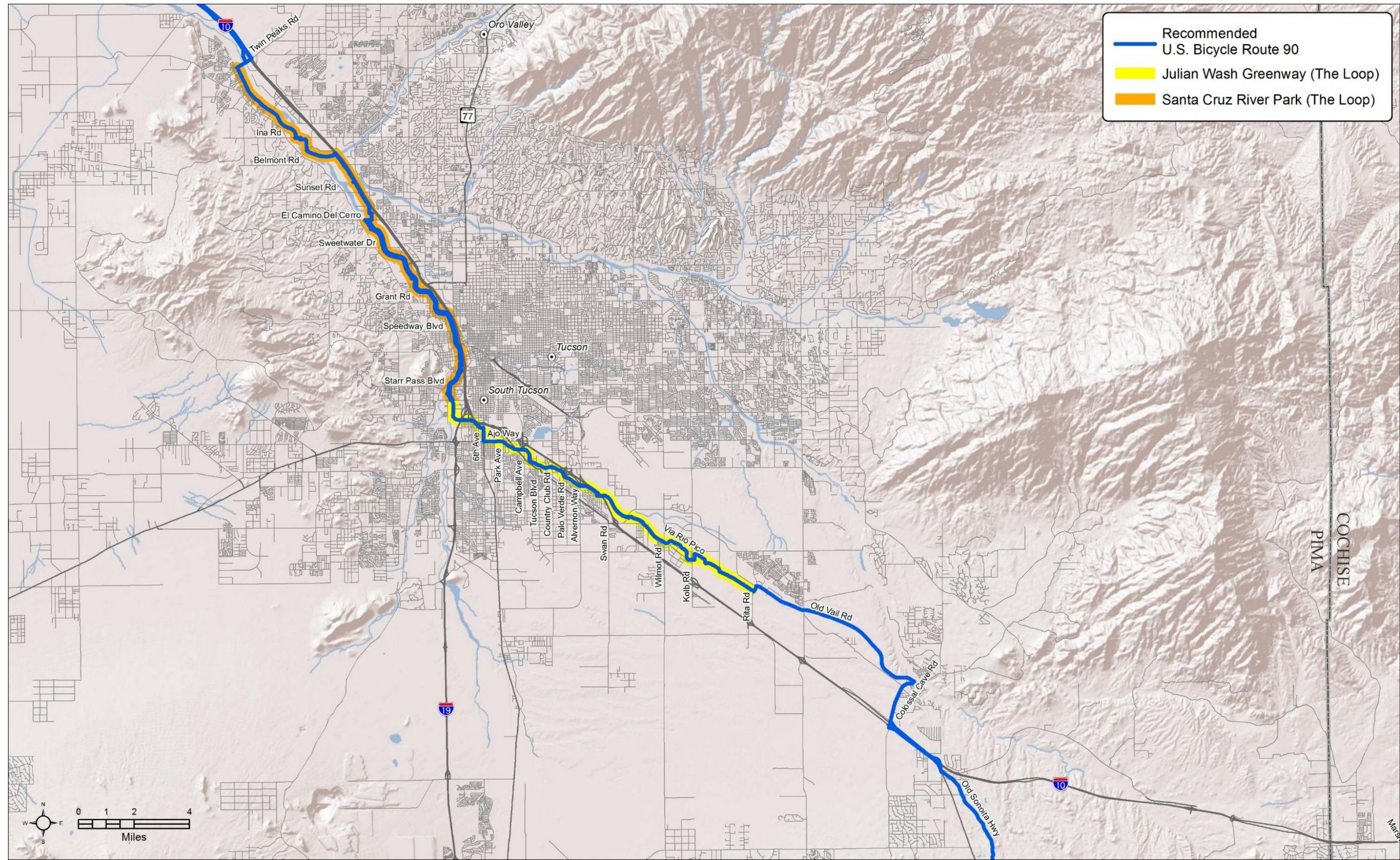


Figure 21 - Final Recommended Route for USBR 90 in the Tucson Area



# Appendix A

## *USBR Guiding Documents*



# *A1. Purpose and Policy Statement, U.S. Numbered Bicycle Routes*

## **Purpose and Policy**

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

Adopted October 14, 1979

Revised June 30, 1982

Revised May 15, 2009

#### **Purpose**

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

#### **Definition**

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

#### **Policies**

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



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

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

## *A2. U.S. Task Force on Numbered Bicycle Routes, Corridor and Route Criteria for U.S. Bike Route System*



## **US Task Force on Numbered Bicycle Routes Corridor and Route Criteria for U.S. Bike Route System April 2006; Revised June 2006**

It is the aim of the AASHTO Task Force on Numbered Bicycle Routes to encourage the development of a coordinated system of interstate bicycle routes. The Task Force is charged with developing a recommended national systems-level or corridor-level plan for use in designating potential future U.S. bicycle routes. In developing this corridor plan, the task force recognized the need to establish guiding principles for selecting and/or recognizing routes for inclusion.

The Route/Corridor Criteria provide guidance to the Task Force for developing the corridor-level plan. The Specific Route Criteria may be incorporated at a local level as the corridor plan is adopted by state and local agencies and state routes are designated. The criteria are broken down into Primary and Secondary considerations in order to prioritize the criteria.

While the following criteria provide a guide for consistency, they are not intended to supersede state and local agencies' policies on designing cycling facilities nor are they intended to create a uniform approach which might be determined unfeasible, given the expanse and varying terrain and population densities across the U.S. When choosing a corridor/route and the specifics of a given route implementation, the totality of the route must be considered. It may well be that portions of a route do not meet these criteria but that when taken all together, they represent the best choice to achieve the goal of the route.

### **Corridor Criteria - considerations when choosing corridors**

#### **Primary Considerations - Corridors should meet as many of the following as practicable:**

1. Meet the planning, design, and operational criteria in the AASHTO Guide for Development of Bicycle Facilities. .
2. Access destinations and regions with high tourism potential, including routes that incorporate important scenic, historic, cultural, and recreational values.
3. Link major metropolitan areas to connect key attractions and transportation nodes.
4. Reasonably direct in connecting cities or attractions.
5. Make natural connections between adjoining states, Canada, and Mexico when possible..
6. Have more or less even distribution north to south, east to west, though route density will need to consider both population density (greater populations may equal higher route densities) and available, suitable roads.
7. Include major existing and planned bike routes, including both on-road facilities and off-road shared use paths and trails that are suitable for road bikes.

### **Secondary Consideration**

8. Offer services and amenities such as restaurants, accommodations, camping, bicycle shops, and convenience/grocery stores at appropriate intervals.

### **Specific Route Criteria - considerations when choosing roads and trails**

#### **Primary Considerations- Specific Routes should meet as many of the following as practicable:**

1. Meet the planning, design, and operational criteria in the AASHTO Guide for Development of Bicycle Facilities.
2. Offer services and amenities such as restaurants, accommodations, camping, bicycle shops, and convenience/grocery stores at appropriate intervals.
3. Go into the centers of metropolitan areas, using low-traffic and/or off-road bikeways when possible. Bypass routes could be considered to accommodate users who don't wish to enter the city or who are seeking a less urban experience.
4. Include spurs to target destinations (universities or other educational institutions, recreational areas, or other attractions) and to multimodal nodes such as airports and rail, bus, and transit stations.
5. Follow natural corridors and provide terrain suitable for cycling, avoiding extremely hilly and limited visibility winding roads when feasible.
6. Consider appropriate combinations of low daily traffic, low truck traffic, wide paved shoulders, lane striping, adequate sight distance, and traffic speed in order to be bicycle friendly.
7. In urban areas, be suitable for utility cycling (commuting, access to shopping, schools and universities, recreation centers, etc.). Consideration should be given to bicycle routes that can be used as evacuation routes for emergency situations.
8. Include major existing and planned bike routes, including both on-road facilities and off-road shared use paths and trails that are suitable for road bikes.

### **Secondary Consideration**

9. May include short stretches of high quality unpaved roads if needed to connect highly desirable paved road sections. (These roads should maintain the standard of road bike suitability).



# Appendix B

## *Turn-by-Turn Directions for Each USBR*

## *B1. USBR 66 Turn by Turn Directions*



## U.S. BICYCLE ROUTE 66 TURN-BY-TURN DIRECTIONS

Updated: June 17, 2015

Turn	Starting Point of Route or Realignment	Segment Length (miles)	Turn location and Rd name/designation	General Direction of Travel
<b>Route begins</b>	Route begins at Speedy's Convenience Store in the WB rest stop along I-40			
1	Grants Rd	0.5	Turn left onto underpass	West
2	I-40 underpass at Grants Rd	0.1	Turn right onto the south Frontage Rd	South
3	Frontage Rd	7.9	Turn right onto Allentown Rd	West
4	Allentown Rd	0.1	Turn left onto north Frontage Rd	North
5	Frontage Rd	3.2	Turn left after Exit 348 onto St. Anslem Rd	West
6	St. Anslem Rd	0.25	Turn right onto S Frontage Rd	South
7	S Frontage Rd	1.5	Turn right onto Pine Springs Rd/I-40 underpass	West
8	Pine Springs Rd/ I-40 underpass	0.1	Turn left onto I-40 ramp	North
9	I-40	34.7	Exit I-40 at Exit 311 for Petrified Forest Rd; turn right onto Park Rd	West
10	Park Rd	6.1	Follow Park Rd into Petrified Forest National Park and over I-40 (Petrified Forest National Park)	South
11	Petrified Forest Rd	22.5	Turn right onto US 180	Southwest
12	US 180	17.5	Turn right to continue on US 180/Navajo Blvd toward Holbrook	West
13	US 180/Navajo Blvd	0.5	Turn left onto US 180/Hopi Dr	North
14	US 180/Hopi Dr	1.7	Turn left onto I-40 ramp	West
15	I-40	8.1	Exit I-40 at Exit 277 towards Joseph City; turn right onto Hwy 40B/Main St	West
16	Main St	2.5	Turn left onto overpass towards I-40 ramp	West
17	Overpass Rd	0.1	Turn right onto south Frontage Rd/Jackrabbit Rd	South
18	South frontage Rd/Jackrabbit Rd	5	Turn right onto I-40 underpass road, just after Jackrabbit Trading Post	West
19	I-40 underpass at Jackrabbit Rd	0.1	Turn left onto I-40	North
20	I-40	12.2	Take Exit 257 towards Payson/Second Mesa/SR 87; turn left onto SR87/I-40 Business	West
21	SR 87/I-40 Business	0.4	Turn right onto SR 87 towards Winslow/Payson; SR 87 turns into 3rd St (City of Winslow)	South
22	3rd St * EB riders will use 2nd St	5.1	Turn right onto Hipkoe Dr/I-40 overpass	West
23	Hipkoe Dr/I-40 overpass	0.1	Turn left onto I-40	North
24	I-40	40.6	Take Exit 211 towards Winona and turn right onto Townsend Winona Rd/County Hwy 394 (Coconino County)	West
25	Townsend-Winona Rd/County Hwy 394	10.2	Turn left onto US 89 toward Flagstaff (ADOT/Coconino County)	Northwest
26	US 89 *starting at Snowflake Dr, there is an option to use the shared-use path (part of the Flagstaff Urban Trail System) on the north side of this road instead of using the roadway shoulders)	6.4	Turn left onto Beaver St (City of Flagstaff) *EB cyclists will use San Francisco St	Southwest/West
27	Beaver St *EB cyclists will use San Francisco St	0.3	Turn right onto Butler Ave (City of Flagstaff)	South
28	Butler Ave	0.2	Turn left onto Milton Rd (ADOT)	West
29	Milton Rd	0.3	Turn right onto I-40 Business/Historic US 66 (Coconino County)	South
30	I-40 Business/Historic US 66	4.3	Enter onto I-40	West
31	I-40	5.9	Take Exit 185 and turn right; turn right onto Hughes Ave/Transwestern Rd	West
32	Hughes Ave	0.1	Turn left onto Brannigan Park Rd (Kaibab National Forest/Coconino County)	North
33	Brannigan Park Rd	10	Follow the paved road onto Old Route 66 (Coconino County)	West
34	Old Route 66	2.5	Continue on Wagon Wheel Rd/Old Hwy 66 (Coconino County)	West
35	Parks-Wagon Wheel Rd/Old Hwy 66	4.3	Turn left onto Deer Farms Rd (Coconino County)	West
36	Deer Farms Rd/Circle Pines Rd	4.6	Circle Pines Rd will take a sharp turn and head south towards I-40; cross over I-40 on the overpass onto Garland Prairie Rd	West/South
37	Garland Prairie Rd	0.26	After cattle guard, turn right onto Bearizona Blvd/ Route 51A (dirt road) (City of Williams)	South
38	Bearizona Blvd/Route 51A	1.9	Turn left onto Hwy 66 (City of Williams)	West

Turn	Starting Point of Route or Realignment	Segment Length (miles)	Turn location and Rd name/designation	General Direction of Travel
39	Hwy 66	1.2	Continue on Hwy 66 as it turns into Bill Williams Ave/Railroad Ave (City of Williams)	West
40	Bill Williams Ave/Railroad Ave	2.6	Turn left onto I-40 ramp	West
41	I-40	15.6	Take Exit 146 towards Ash Fork/Prescott; turn right onto Historic Route 66 towards Ash Fork	West
42	Historic Route 66/Lewis Ave *EB cyclists will take Park Ave	1.4	Turn right onto I-40	West
43	I-40	5.1	Take Exit 139 towards Crookton Rd; turn right onto Crookton Rd/Historic Route 66 (Yavapai County)	West
44	Old Route 66/Crookton Rd	17.5	Turn left onto Historic Route 66/I-40 Business toward Seligman (Yavapai County)	West/Northwest
45	Histroic Route 66	78.5	At Kingman Airport, continue on Andy Devine Ave/SR 66 (City of Kingman)	Northwest/Southwest
46	Andy Devine Ave/ Historic Route 66	8.5	At Y-intersection with the Casson's Circle, make a left onto Historic Route 66 through the canyon (ADOT)	Southwest/West
47	Andy Devine Ave/ US 66	4.9	Turn right on McConnico Rd (underpass) (ADOT)	Southwest
48	Historic Route 66/ underpass under I-40	0.5	Continue under I-40 on McConnico; turn left onto Oatman Hwy (Mohave County)	Northwest
49	Oatman Hwy/County Hwy 10	22.8	Continue onto Oatman Topock Hwy (Mohave County)	Southwest/West
50	Oatman-Topock Hwy	24.7	Turn right onto I-40	South
51	I-40	0.75		Route Ends
Terminus	Route ends at the bridge over the Colorado River, marking the state boundary between Arizona and California	406.16	Total Mileage *Your actual mileage will vary	



## *B2. USBR 70 Turn by Turn Directions*

## U.S. BICYCLE ROUTE 70 TURN-BY-TURN DIRECTIONS

Updated: June 24, 2015

Turn	Starting Point of Route or Realignment	Segment Length (miles)	Turn location and road name/designation	General Direction of Travel
<b>Route begins</b>	Route begins at the border of Arizona and Utah along Old Highway 91			
1	Old Hwy 91/Mohave County Hwy 91	7.75	Cross under I-15 on Mohave County Hwy 91	
2	Mohave County Hwy 91	9.4		
Terminus	Route ends at border of Arizona and Nevada as road turns into Hillside Dr	17.15	Total Mileage *Your actual mileage will vary	



## *B3. USBR 79 Turn by Turn Directions*

## U.S. BICYCLE ROUTE 79 TURN-BY-TURN DIRECTIONS

Updated: June 24, 2015

Turn	Starting Point of Route or Realignment	Segment Length (miles)	Turn location and Rd name/designation	General Direction of Travel
<b>Route begins</b>	At the entrance of the Kanab Airport (Kanab Airport Rd) in Kanab, Utah			
1	proceed south along US 89A into Fredonia	4.6	Stay straight at Pratt St to stay on US 89A	South
2	US 89A	39.1	Turn left at "Y" in Jacob Lake and follow US 89A	Southeast
3	US 89A	41	Stay on US 89A and over Colorado River at Marble Canyon (enter Navajo Indian Reservation)	East
4	US 89A	14	At T intersection in Bitter Springs, turn right onto US 89	South
5	US 89	42.8	Stay straight at intersection with US 160/Navajo Trail (towards Tuba City)	South
6	US 89A	15.6	Just south of Cameron, turn right onto SR 64/ Desert View Dr	South
7	SR 64/Desert View Dr	30.5	Pass ranger station to enter Grand Canyon National Park; continue on SR 64/Rim Dr (Grand Canyon National Park)	West
8	SR 64	21.6	At T intersection, turn left on SR 64 towards Flagstaff	West
9	SR 64	5.6	At roundabout in Tusayan, take 2nd exit to continue straight on SR 64	South
10	SR 64	0.6	At second roundabout, take 2nd exit to continue straight on SR 64 towards Flagstaff	South
11	SR 64	49.5	At intersection with I-40, continue under the Hwy into Williams Highway 66/Railroad Ave (City of Williams)	South
12	Highway 66/RailRd Ave	4	Turn left onto I-40 ramp	West
13	I-40	15.6	Take exit 146 towards Ash Fork/Prescott; turn left on AZ 89 towards Prescott	West
14	AZ 89	42.6	Turn right onto Willow Creek Rd (Yavapai County/City of Prescott)	South
15	Willow Creek Rd	1	Continue straight through intersection with Pioneer Pkwy to continue on Willow Creek Rd (City of Prescott)	Southwest
16	Willow Creek Rd	6	Turn left onto Whipple St (City of Prescott)	South
17	Whipple St/Montezuma St	2.4	Keep right onto White Spar Rd/ SR 89	East/South
18	SR 89	42.3	Stay straight at intersection of SR 89 and AZ-71; continue towards Wickenburg	Southwest
19	SR 89	9.7	Bear left/continue onto US 93 towards Wickenburg	South
	US 93	6.1	Finish in Wickenburg, AZ	Southeast
Terminus	Route ends at the roundabout in Wickenburg, AZ; cyclists may pick up USBR 90 in Wickenburg and continue on to New Mexico	394.6	Total Mileage * Your actual milage will vary	



## *B4. USBR 90 Turn by Turn Directions*

## U.S. BICYCLE ROUTE 90 TURN-BY-TURN DIRECTIONS

Updated: July 8, 2015

Turn	Starting Point of Route	Miles on this facility	Turn location and Rd name/designation	General Direction of Travel
Route begins	At the intersection between AZ Hwy 80 and State Line Rd/Chile Pepper Rd			
1	Proceed south along SR 80 towards Douglas	48.2	At intersection with G Ave, turn right to continue on SR 80	Southwest
2	SR 80	22.3	At the roundabout take the first exit to continue on SR 80	Northwest
<b>**route alternative to avoid steep grades through Bisbee (for designated route, skip to Turn 3)</b>				
2a	SR 80	1.5	Turn right onto US 191	West
3a	US 191	18.3	Turn left onto Davis Rd (Cochise County)	North
4a	Davis Rd	24	Turn right onto SR 80	Northwest/West
<b>**route alternate ends in Tombstone, proceed to Turn 5</b>				
3	SR 80	1.6	Bear left at fork with Main St/Old Bisbee and continue on SR 80	Northwest
4	SR 80	1.7	Turn right onto ramp for West Blvd; follow ramp around and turn right onto West Blvd (City of Bisbee)	Northwest
5	West Blvd	0.35	West Blvd turns into Old Divide Rd (Cochise County) at a sharp hairpin turn	West
6	Old Divide Rd	1.3	Turn right onto SR 80	North
7	SR 80	5.5	At intersection with SR 90, keep right to stay on SR 80	Northwest
8	SR 80	15.8	Turn left onto 1st St (City of Tombstone)	North/Northwest
9	1st St	0.1	Turn right onto Allen St (City of Tombstone)	South
10	Allen St	0.1	Turn left onto Summer St (City of Tombstone); Summer St turns into Charleston Rd (City of Tombstone/Cochise County)	West
11	Charleston Rd	16.2	Cross State Route 90 to continue on Martin Luther King Jr Pkwy (City of Sierra Vista) *a shared use path is available on the south side of the road	Southwest
12	Martin Luther King Jr Pkwy	1	Turn right onto Coronado Dr (City of Sierra Vista)	South
13	Coronado Dr	0.85	Turn left onto SR 90	West
14	SR 90	2.5	Turn right to continue on SR 90 towards Huachuca City	
15	SR 90	8.7	Turn left onto SR 82	North
16	SR 82	10.8	Turn left onto upper Elgin Rd (Santa Cruz County)	West
17	Upper Elgin Rd	4.75	Turn left onto Elgin Rd (Santa Cruz County)	South
18	Elgin Rd	4.65	Turn right onto SR 83	West
19	SR 83	1.1	Keep left on SR 83	North
20	SR 83	2.7	Turn right to continue on SR 83 through Sonoita	West
21	SR 83	19.5	Turn right onto Charolais Rd	North
22	Charolais Rd	6.1	Turn right onto SR 83	North
23	SR 83 overpass	0.4	Turn right before I-10 entrance ramp towards Marsh Station Rd/Frontage Rd	North
24	Overpass	<0.1	Turn left onto Frontage Rd	North
25	Frontage Rd	2.3	Turn right onto Colossal Cave Rd (Pima County/City of Tucson)	West
26	Colossal Cave Rd	1.8	Turn left onto Mary Ann Cleveland Way (Pima County/City of Tucson)	North
27	Mary Ann Cleveland Way	5.1	At intersection with Houghton Rd, stay straight on Old Vail Rd (City of Tucson)	West
28	Old Vail Rd	1.9	Turn left onto Rita Rd (City of Tucson)	West
29	Rita Rd	0.2	Turn right onto The Loop Path at Julian Wash (Pima County)	South
30	Julian Wash Greenway Path (The Loop)	6.7	At end of the existing Loop Path, continue straight onto Drexel Rd (Pima County)	Northwest
31	Drexel Rd	1	Turn right onto Catalina Ave (Pima County)	West
32	Catalina Ave	0.1	Turn left onto The Julian Wash Greenway Path (The Loop) (Pima County)	North
33	The Julian Wash Greenway Path (The Loop)	4.1	At the end of the Trail, cross Park Ave and make a left to continue on the trail on the south side of Ajo Way (Pima County/City of Tucson)	West



Turn	Starting Point of Route	Miles on this facility	Turn location and Rd name/designation	General Direction of Travel
34	The Loop Path adjacent to Ajo Way	0.4	At 2nd Ave, cross Ajo Way at the designated crossing and continue on the path adjacent to Ajo Way	West
35	The Loop Path adjacent to Ajo Way	0.3	At 6th Ave, turn right to follow the Loop Path	West
36	The Loop Path adjacent to 6th Ave	0.5	Turn left at the north side of 44th St at designated crossing to continue on The Loop Path	North
37	The Loop Path adjacent to 44th St	0.1	Bear right to continue on the separated Loop Path	West
38	The Loop Path	0.3	Cross 10th Ave at designated crossing and continue on The Loop Path	Northwest
39	The Loop Path	0.28	Cross under the freeway and continue adjacent to the river on the Santa Cruz River Path (Pima County)	West
40	Santa Cruz River Park Path (The Loop)	0.95	Proceed under Silverlake Road and continue on the Santa Cruz River Path	North
41	Santa Cruz River Park Path (The Loop)	8.4	Turn right onto pathway adjacent to El Camino del Cerro (City of Tucson)	North
42	Santa Cruz River Park Path (adjacent to El Camino del Cerro)	0.25	Turn left onto Santa Cruz River Park Path (Pima County)	East
43	Santa Cruz River Park Path (The Loop)	1.7	Continue on Santa Cruz River Park path (do not follow the Rillito River Park Loop path that crosses underneath I-10 and heads east)	North
44	Santa Cruz River Park Path (The Loop)	0.7	Cross Orange Grove Road	North
45	Santa Cruz River Park Path (The Loop)	0.55	Turn left onto Walker Road/Santa Cruz River Park Loop Path (do not proceed north into Sports Park) (Pima County/Town of Marana)	North
46	Santa Cruz River Park Path (The Loop)	1.85	Turn left onto Ina Road (Town of Marana)	North
47	Ina Road	0.2	Turn right onto Santa Cruz River Loop Path (West Bank) (Town of Marana)	West
48	Santa Cruz River Park Loop Path	3.5	At Twin Peaks Road, take ramp on left and make a right turn to continue eastbound on Twin Peaks Road. *Note: adhere to 'Walk you Bicycle' signage on this ramp (Town of Marana)	North
49	Twin Peaks Rd	0.5	Turn left onto I-10 entrance ramp and continue on the I-10 Frontage Rd	East
50	I-10 Frontage Rd/N Casa Grande Hwy (turns into Camino Adelante Rd)	33	Camino Adelante Rd turn into Phillips Rd as the road curves to the west (ADOT)	Northwest
51	Phillips Rd *EB/SB bicyclists must turn left on Phillips Rd/5th St (0.34 miles after exiting freeway at Picacho) to cross underneath the highway onto the east side and continue across Eisenhower St to reach Camino Adelante Rd	260 feet	Turn right onto Eisenhower St toward SR 87/Coolidge/Florence (ADOT)	Southwest
52	Eisenhower St (access road) *EB/SB bicyclists should be sure to keep right onto the access road/Peak Ln (toward Picacho) at the freeway interchange between SR 87 and I-10 (after passing underneath the I-10)	0.5	Merge onto SR 87 toward Coolidge	Northwest
53	SR 87	0.4	Stay in the right lane towards SR 87 North and the Casa Grande Ruins National Monument	North
54	SR 87	18.8	Turn right onto Hwy 287 East towards Florence	North
55	Hwy 287	8	At fork, stay in left lane and turn left towards Florence/Business SR 79	East
56	Business SR 79/Main St	0.8	Turn right onto Butte Ave (ADOT)	North
57	Butte Ave	0.5	Turn left onto SR 79/Pinal Pkwy	East
58	SR 79/Pinal Pkwy Ave	15.8	Turn left onto ramp for US 60 towards Phoenix	North
59	US 60/Superstition Fwy	13.7	Take exit 198 for Goldfield Rd and make a right onto Goldfield Rd (City of Apache Junction)	Northwest
60	Goldfield Rd	0.3	Turn left onto Old West Hwy (City of Apache Junction)	North
61	Old West Hwy	2.7	Continue west onto Apache Trail (City of Apache Junction)	Northwest
62	Apache Trail	1.3	Turn right onto Delaware Dr (City of Apache Junction)	West
63	Delaware Dr	1	Turn left onto Tepee St (City of Apache Junction)	North
64	Tepee St	0.5	Tepee St turns into Adobe Rd/St at Meridian St (City of Mesa/Maricopa County)	West
65	Adobe Rd/St	0.5	Turn left onto Mountain Rd (City of Mesa)	West

Turn	Starting Point of Route	Miles on this facility	Turn location and Rd name/designation	General Direction of Travel
66	Mountain Rd	0.25	Turn right onto Cholla Rd (Maricopa County/City of Mesa)	South
67	Cholla Rd	0.5	Cholla Rd turns into Quarterline Rd at Signal Butte Rd; continue on Quarterline Rd (Maricopa County)	West
68	Quarterline Rd	0.82	Turn right onto 101st Pl (Maricopa County)	West
69	101st Pl	0.25	Turn left onto Adobe Rd (City of Mesa/Maricopa County)	North
70	Adobe Rd	0.69	Turn right onto 96th St (Maricopa County)	West
71	96th St	0.5	Turn left onto Brown Rd (City of Mesa)	North
72	Brown Rd	2	Turn left onto 80th St (City of Mesa)	West
73	80th St	0.5	Turn right onto Adobe St (City of Mesa/Maricopa County)	South
74	Adobe St	7.5	Adobe St turns into 8th St at Gilbert Rd (City of Mesa)	West
75	8th St	2.5	Turn left onto Center St (City of Mesa)	West
76	Center St	0.06	Turn right onto 7th Pl (City of Mesa)	South
77	7th Pl	0.13	Turn right onto MacDonald St (City of Mesa)	West
78	McDonald St	0.03	Turn left onto 7th Pl (City of Mesa)	North
79	7th Pl	0.12	Turn left onto Grand St (City of Mesa)	West
80	Grand St	0.22	Turn right onto 6th St (City of Mesa)	South
81	6th St	0.6	Turn right onto Cherry (City of Mesa)	West
82	Cherry	0.25	Turn left onto Rio Salado Pkwy (City of Mesa/City of Tempe)	North
83	Rio Salado Pkwy	5.5	Turn right onto Mill Avenue (City of Tempe)	West
84	Mill Avenue	0.6	Turn right onto Curry Rd (City of Tempe)	North
85	Curry Rd	0.75	Turn left onto College Ave (City of Tempe)	East
86	College Ave	1.4	College Ave turns into 68th St at Continental Dr (City of Scottsdale)	North
87	68th St	1	Turn left onto Oak St (City of Scottsdale/City of Phoenix)	North
88	Oak St	2.51	Cross over canal at a bridge and continue straight; Turn right onto Cross Cut Canal Path (west side of 48th St) (SRP/City Phoenix)	West
89	Cross Cut Canal Path	1	Turn left onto Osborn Rd (City of Phoenix)	North
90	Osborn Rd	1	Turn right onto 40th St (City of Phoenix)	West
91	40th St	1	Turn left onto Campbell Ave (City of Phoenix)	North
92	Campbell Ave	2.5	Turn right onto 20th St (City of Phoenix)	West
93	20th St	1.81	Turn left at Claremont Street (City of Phoenix)	North
94	Claremont St	0.25	turn right onto 18th St (City of Phoenix)	West
95	18th St	0.2	Turn right onto Maryland Ave (City of Phoenix)	North
96	Maryland Ave	0.23	Turn left onto the Arizona Canal Trail (west side of canal) (SRP/City of Phoenix)	East
97	Arizona Canal Trail (west side)	0.72	230 feet after Trail crosses underneath Glendale Ave, turn right and cross over the canal bridge; turn left and continue on the EAST side of the canal Trail (SRP/City of Phoenix (east of 51st Ave)/City of Glendale (west of 51st Ave))	Northwest
98	Arizona Canal Trail (east side)	9.5	0.5 miles north of Cactus Rd underpass, turn right at fork (Thunderbird Paseo Park Sign) to cross the Channel (FCD of Maricopa County/City of Glendale)	Northwest
99	Arizona Diversion Trail Crossing	0.15	Turn left onto Arizona Diversion Channel Trail NORTH side (FCD of Maricopa County/ City of Glendale)	Northeast
100	Arizona Diversion Channel Trail (north side)	0.68	At Trail fork 260 feet east of 59th Ave, keep left and continue on the north side of the Trail under 59th Ave (FCD of Maricopa County/City of Glendale (east of 73rd Ave)/City of Peoria (west of 59th Ave))	Northwest
101	Arizona Diversion Channel Trail (north side). (Arizona Diversion Channel Trail changes to Skunk Creek Trail at the 73rd Ave alignment)	2.8	At fork 0.2 miles east of 75th Ave, turn left onto concrete Path and cross Diversion Channel to the south side of the Channel. (FCD of Maricopa County/City of Peoria)	Northwest
102	Arizona Diversion Channel Crossing	0.11	160 feet west of 75th Ave, turn right onto asphalt Skunk Creek Trail (FCD of Maricopa County/City of Peoria)	South/West



Turn	Starting Point of Route	Miles on this facility	Turn location and Rd name/designation	General Direction of Travel
103	Skunk Creek Trail (south side)	1	At fork 0.2 miles east of 83rd Ave, keep right onto concrete Skunk Creek Trail (FCD of Maricopa County/City of Peoria)	West/Southwest
104	Skunk Creek Trail (south side)	0.6	Turn right onto New River Trail bridge and cross over channel (FCD of Maricopa County/City of Peoria)	Southwest
105	New River Trail bridge	0.08	On the north side of the bridge, turn right onto the New River Trail (FCD of Maricopa County/City of Peoria)	Northwest
106	New River Trail (west side)	0.4	When Trail curves left, turn right over Trail bridge to continue on New River Trail (City of Peoria)	North
107	New River Trail (west side)	3	At fork 150 feet south of Beardsley Rd, keep right to continue on New River Trail (City of Peoria)	North
108	New River Trail (west side)	1.25	After Trail makes a 180 degree turn, exit trail and turn right onto Deer Valley Rd (City of Peoria)	Northeast
109	Deer Valley Rd	3.2	Turn right onto Lake Pleasant Pkwy (City of Peoria)	West
110	Lake Pleasant Pkwy	8.8	Turn left onto SR 74/ Morrystown New River Hwy	North
111	SR 74/Morrystown New River Hwy	24	Turn right onto US 60 towards Wickenburg	Northwest/West
112	US 60	9.7	Enter roundabout and take 2nd exit to stay on US 60	Northwest
113	US 60	64.5	Enter roundabout and take 2nd exit to stay on US 60	West/Southwest
114	US 60	14.3	Stay in the right lane and merge onto I-10 West Westbound	Southwest
115	I-10	29.7	Take Exit 1 for Ehrenberg - Parker; turn right onto Juneau Ave	West
116	Juneau Ave	200 ft	Turn left onto Frontage Rd	North
117	Frontage Rd	0.6	Follow signs and paved path adjacent to the freeway to enter onto pedestrian bridge over Colorado River	West
118	Pedestrian bridge		At bridge end, follow path down to Hobsonway/Frontage road in California	Route Ends
Terminus	Route ends at the Ehrenberg pedestrian bridge, which marks the state line between California and Arizona	573.24	Total Mileage * Your actual mileage will vary	

# **Appendix C**

## *Formal Agency Concurrences for USBR 90*



RESOLUTION NO. 15-21

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF APACHE JUNCTION, MARICOPA AND PINAL COUNTIES, ARIZONA, STATING ITS SUPPORT FOR THE DEVELOPMENT OF U.S. BICYCLE ROUTE 90 THROUGH THE CITY OF APACHE JUNCTION.

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

WHEREAS, the American Association of State Highway and Transportation Officials ("AASHTO") has designated a corridor that crosses Arizona and connect the Arizona/New Mexico Border north of Douglas, AZ to the Arizona/California border near Ehrenburg, AZ and Blythe, CA to be developed as United States Bike Route 90 ("USBR 90"); and

WHEREAS, the Arizona Department of Transportation is supportive of AASHTO designated bicycle routes through Arizona, subject to ongoing collaboration with affected jurisdictions to designate specific facilities the routes will traverse; and

WHEREAS, the proposed USBR 90 traverses through the City of Apache Junction and a map (set forth in Exhibit A) depicting the preferred route is herein incorporated into this resolution by reference and is expected to provide a benefit to local residents and businesses; and

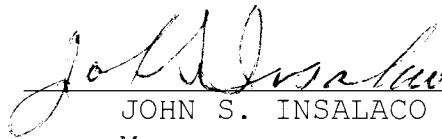
WHEREAS, the City of Apache Junction has duly considered the proposed USBR 90 route and found it to be a suitable route through the Arizona corridor and desires that the route be formally designated so that it can be appropriately mapped and potentially signed, thereby promoting bicycle tourism in the Apache Junction area.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF APACHE JUNCTION, ARIZONA, THAT:

- 1) It hereby expresses its approval and support for the development of USBR 90 through the City of Apache Junction as depicted on the attached map (Exhibit A) and requests that the appropriate government officials take action to officially designate the route accordingly as soon as possible.
- 2) The City of Apache Junction may choose to post and maintain signs for the bicycle route once the designation has been made.

PASSED AND ADOPTED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF APACHE JUNCTION, ARIZONA THIS 20 DAY OF June, 2015.

SIGNED AND ATTESTED TO THIS 20 DAY OF June, 2015.

  
\_\_\_\_\_  
JOHN S. INSALACO  
Mayor

ATTEST:

  
\_\_\_\_\_  
KATHLEEN CONNELLY  
City Clerk

APPROVED AS TO FORM:


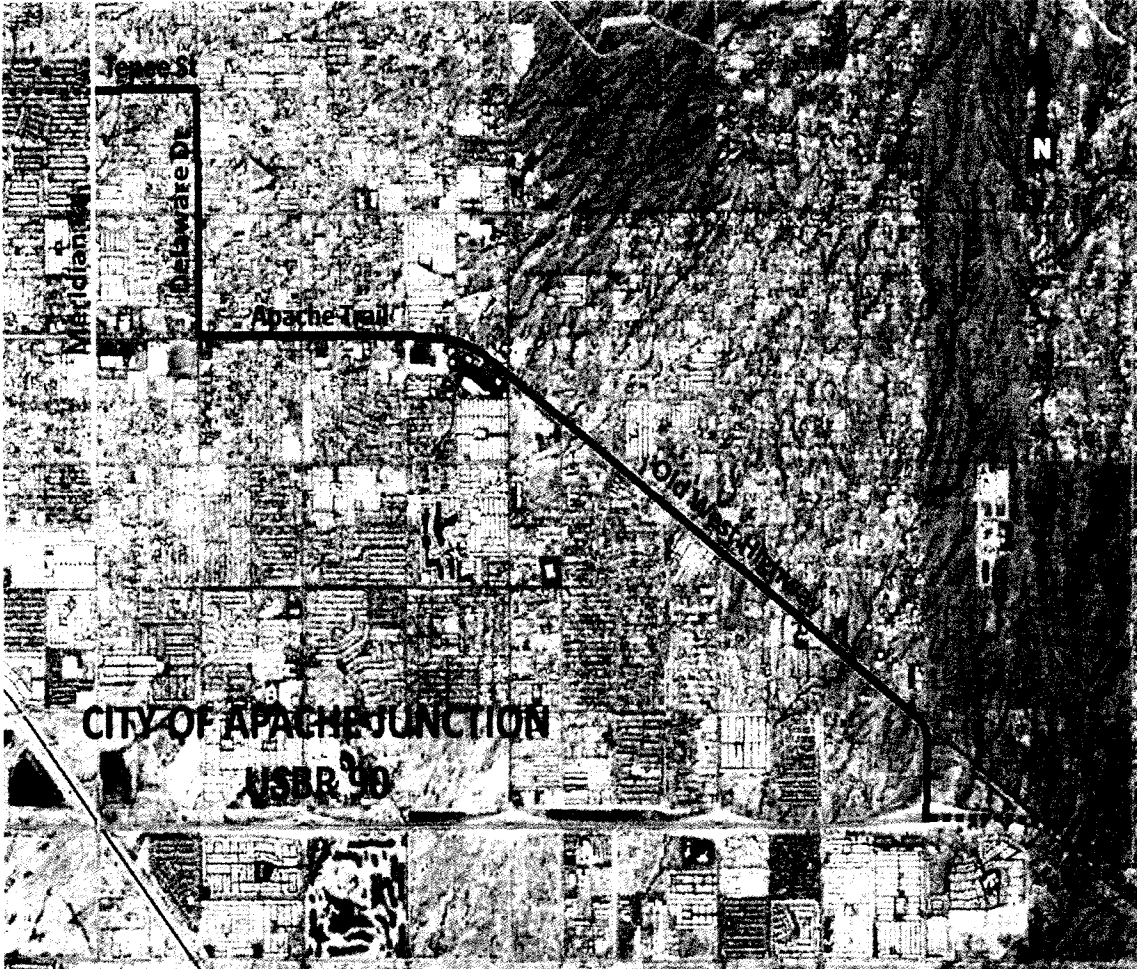
 5.31.15  
\_\_\_\_\_  
R. JOEL STERN  
City Attorney



EXHIBIT A

Apache Junction USBR 90



5/27/2015

Michael Sanders  
Arizona Department of Transportation  
206 S. 17<sup>th</sup> Avenue, MD 310B  
Phoenix, Arizona 85007

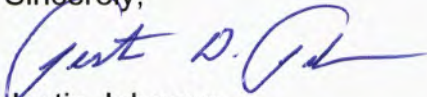
Dear Mr. Sanders:

The City of Bisbee would like to offer our support for the designation of proposed U.S. Bicycle Route 90 (USBR 90) through the City. We recognize that bicycle tourism is a growing industry in North America, contributing \$47 billion a year to the economies of communities that provide facilities for such tourists. As a community, we stand to benefit from this opportunity both economically and from the health and environmental related benefits of encouraging bicycle travel in our region.

The U.S. Bicycle Route System is a bicycle based transportation system sponsored by the American Association of State Highway and Transportation Officials (AASHTO). Our City lies within a much larger corridor (USBR 90) that crosses Arizona and connects major historical and iconic landmarks, cities, and destinations in southern Arizona.

The proposed route for USBR 90, as describe in **Figure 1** below, will provide a benefit to our residents and businesses and we endorse having the route mapped and may choose to have it signed, thereby promoting bicycle tourism in our area. Therefore the City of Bisbee hereby expresses its support for USBR 90, and requests that the appropriate officials nominate the route for AASHTO designation as soon as this can be achieved.

Sincerely,



Justin Johnson  
City Manager  
City of Bisbee  
Bisbee, AZ, 85603  
520-249-5067/jjohnson@bisbeeaz.gov





**Figure 1 - United States Bicycle Route 90 through the City of Bisbee**

**DEPARTMENT OF TRANSPORTATION**

DIVISION OF PLANNING

DISTRICT 8

464 WEST FOURTH STREET, MS 1221, 12<sup>th</sup> FLOOR

SAN BERNARDINO, CA 92401-1400

MAIN (909) 383-4147

TTY 711

www.dot.ca.gov/dist8

*Serious Drought.  
Help save water!*

July 31, 2015

Mr. Michael Sanders  
Bicycle and Pedestrian Program  
Multimodal Planning Division  
Arizona Department of Transportation (AZDOT)  
206 S. 17<sup>th</sup> Ave., Mail Drop 310B  
Phoenix, AZ 85007

Dear Mr. Michael Sanders,

The California Department of Transportation (Caltrans) is aware of the proposed east-west US Bike Route 90 corridor. The proposed corridor will provide a national bicycle route that will connect the states of California, Arizona, New Mexico, Texas, Louisiana, Mississippi, Alabama, and Florida.

Caltrans acknowledges the connection at Frontage Road N in La Paz County Arizona to Hobson Way in Riverside County California on the north I-10 pedestrian bridge. The connection is supported by the City of Blythe. Caltrans concurs with AZDOT on the planned route alignment.

Please do not hesitate to contact me at (909) 383-4147 or Richard Dennis at (909) 383-6040 regarding this letter or other matters relating to the US Bicycle Route System.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ray I. Deselle".

RAY I. DESSELLE  
Deputy District Director  
Planning





Google earth

© 2015 Google

Ehrenberg



## Cochise County Board of Supervisors

Public Programs...Personal Service  
www.cochise.az.gov

**PATRICK G. CALL**  
Chairman  
District 1

**JAMES E. VLAHOVICH**  
County Administrator

**ANN ENGLISH**  
Vice-Chairman  
District 2

**ARLETHE G. RIOS**  
Clerk of the Board

**RICHARD R. SEARLE**  
Supervisor  
District 3

Received

JUN 15 REC'D

TPD Admin. Section

May 12, 2015

Michael Sanders  
Arizona Department of Transportation  
206 S. 17<sup>th</sup> Avenue, MD 310B  
Phoenix, Arizona 85007

**Re: Letter of Support for USBR90 Designation**

Dear Mr. Sanders:

The American Association of State Highway and Transportation officials (AASHTO), in coordination with the Adventure Cycling Association, have been working nation-wide to develop a connected United States Bike Route system. These designated bicycle corridors are intended to encourage multi-modal travel options and promote bicycle tourism activities. Cochise County is already a bicyclist destination with a number of bicycling events occurring throughout the County during various time of the year contributing to our local economy and providing premier biking opportunities for both professional and recreational riders.

Arizona Department of Transportation, working with local jurisdictions and with AASHTO, has identified a proposed route through Cochise County, identified as US Bicycle Route 90. This route is located on the State Highway system along portions of Highways 82, 90, 80 and 191 and potentially on three Cochise County maintained roadways: Charleston Road, Davis Road and Old Divide Road (see attached USBR90 proposed route map).

Cochise County supports the concept of a nationally designated bicycle route and desires that this route be formally designated and appropriately mapped. Our support is contingent on the understanding that at this time this is a route designation only and does not convey any additional requirements for improvements such as signing, striping or additional shoulder width. Although these are highly desired features there is a lack of dedicated funding sources to support the construction or maintenance of such features. Cochise County also encourages national efforts to seek support at the congressional level for funding multi-modal travel opportunities such as might be needed to enhance the performance and safety of this proposed bicycle route through Arizona.

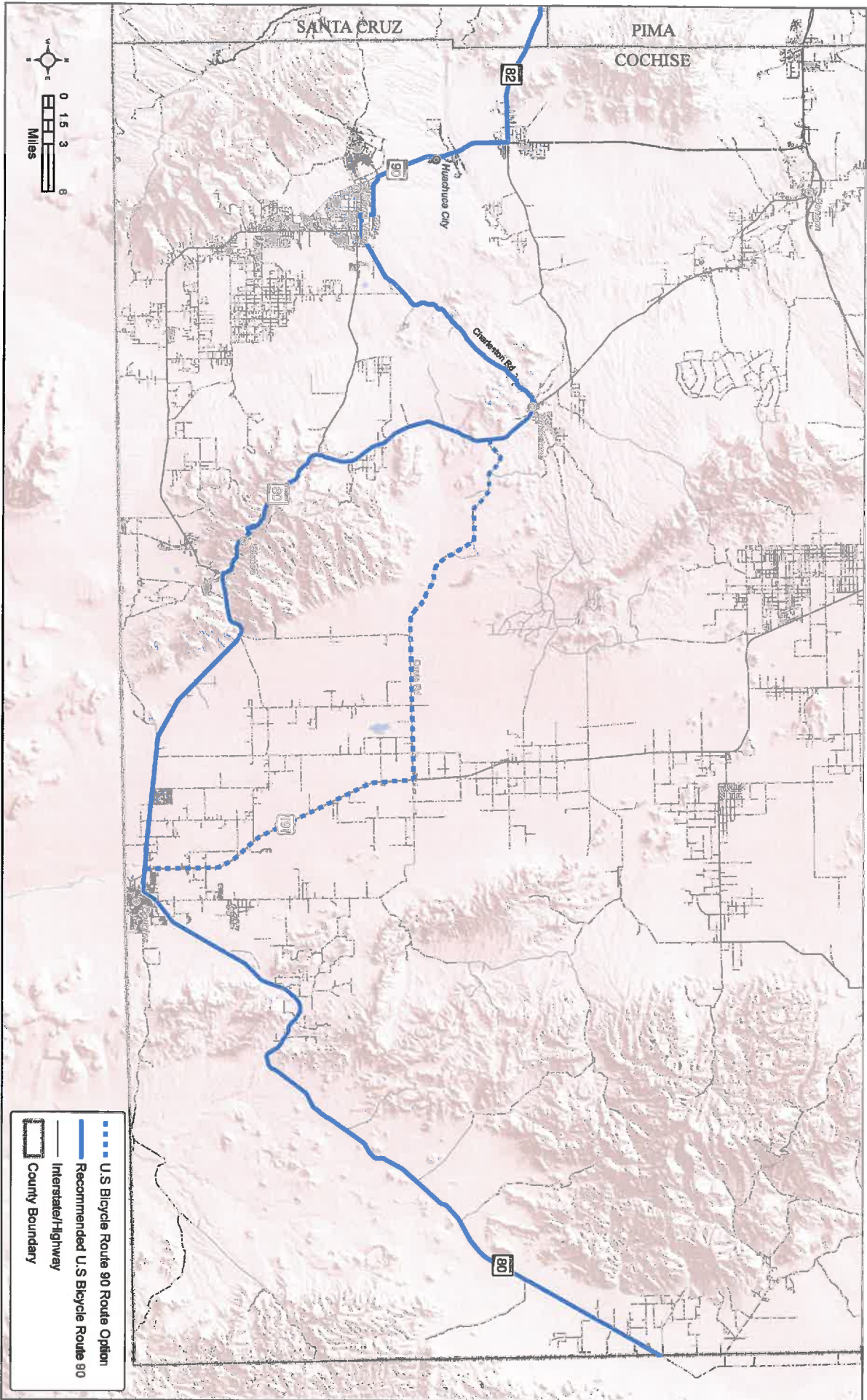
Cochise County is situated in a unique scenic, cultural and recreational area making many sites within our County key cycling destinations. We look forward to the development of this proposed bicycle route and wish you success in your endeavors to connect to the already established 8,000 miles of designated bicycle routes in adjacent States.

Sincerely,

Patrick Call  
Chairman, Cochise County Board of Supervisors

1415 Melody Lane, Building G  
Bisbee, Arizona 85603  
520-432-9200  
520-432-5016 fax  
board@cochise.az.gov







# Flood Control District of Maricopa County

[www.fcd.maricopa.gov](http://www.fcd.maricopa.gov)

**William D. Wiley, P.E.**  
Chief Engineer and  
General Manager  
2801 West Durango Street  
Phoenix, Arizona 85009  
Phone: 602-506-1501  
Fax: 602-506-4601

February 23, 2015

Mr. Michael Sanders  
Arizona Department of Transportation  
206 S. 17<sup>th</sup> Avenue, MD 310B  
Phoenix, Arizona 85007

Dear Mr. Sanders:

The Flood Control District of Maricopa County (FCDMC) would like to offer our support for the designation of proposed U.S. Bicycle Route 90 (USBR 90) across certain properties owned by the FCDMC. We recognize that bicycle tourism is a growing industry in North America, contributing \$47 billion a year to the economies of communities that provide facilities for such tourists. As a community, we stand to benefit from this opportunity both economically and from the health and environmental related benefits of encouraging bicycle travel in our region.

The U.S. Bicycle Route System is a bicycle based transportation system sponsored by the American Association of State Highway and Transportation Officials (AASHTO). FCDMC property lies within a much larger corridor (USBR 90) that crosses Arizona and connects the Arizona/New Mexico border north of Douglas, AZ to the Arizona/California border near Ehrenburg, AZ and Blythe, CA. The specific segments through FCDMC property to be designated as USBR 90 include:

- Arizona Canal Diversion Channel Trail between Maryland Avenue and 51<sup>st</sup> Avenue
- Skunk Creek Trail between 51<sup>st</sup> Avenue and New River Trail / Rio Vista Park
- New River Trail between Skunk Creek Trail / Rio Vista Park and the Greenway Road alignment

Please note that management of trail uses on portions of these route segments is performed by the Cities of Glendale, Peoria, and Phoenix; the FCDMC requests that the project proponents coordinate with those municipalities along with continued review of project features by FCDMC. The proposed route for USBR 90 will provide a benefit to our neighboring residents and businesses and we endorse having the route mapped and potentially signed, thereby promoting bicycle tourism in our area; therefore, the Flood Control District of Maricopa County hereby expresses its support for USBR 90, and requests that the appropriate officials nominate the route for AASHTO designation as soon as this can be achieved.

Sincerely,

A handwritten signature in black ink, appearing to read "Bill Wiley", written over a horizontal line.

William D. Wiley, P.E.  
Chief Engineer and General Manager



Michael Sanders  
Page 2  
February 23, 2015

cc: Mr. Dick Bowers  
Acting City Manager  
City of Glendale  
5850 W. Glendale Avenue, Suite 431  
Glendale, Arizona 85301

Mr. Carl Swenson  
City Manager  
City of Peoria  
8401 W. Monroe Street  
Peoria, Arizona 85345

Mr. Ed Zuercher  
City Manager  
City of Phoenix  
200 W. Washington, 12<sup>th</sup> Floor  
Phoenix, Arizona 85003

RESOLUTION NO. 4957 NEW SERIES

A RESOLUTION OF THE COUNCIL OF THE CITY OF  
GLENDALE, MARICOPA COUNTY, ARIZONA, STATING ITS  
SUPPORT FOR THE DEVELOPMENT OF U.S. BICYCLE  
ROUTE 90.

WHEREAS, bicycle tourism is a growing industry in North America, contributing to the economies of communities that provide facilities for such tourists; and

WHEREAS, the American Association of State Highway and Transportation Officials (AASHTO) has designated an east/west corridor crossing the state of Arizona to be developed as United States Bike Route 90 "(USBR 90);" and

WHEREAS, the Arizona Department of Transportation is supportive of AASHTO designated bicycle routes through Arizona, subject to ongoing collaboration with affected jurisdictions to designate specific facilities the routes will traverse; and

WHEREAS, the proposed USBR 90 traverses through the City of Glendale, a map and description of route of which is incorporated into this resolution as Exhibit A, and is expected to provide a benefit to local residents and businesses; and

WHEREAS, the City of Glendale has considered the proposed route and found it to be a suitable route through the City and desires that the route be formally designated so that it can be appropriately mapped and potentially signed, consequently promoting bicycle tourism in our area.

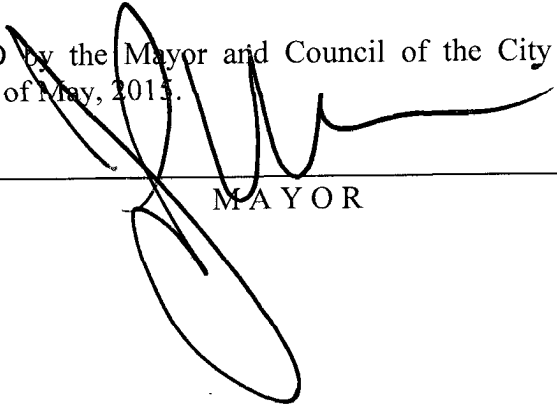
NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF GLENDALE as follows:

SECTION 1. That the Council hereby expresses its approval and support for the development of USBR 90.

SECTION 2. That the City Manager or designee is authorized to take action to officially designate the route accordingly.




PASSED, ADOPTED AND APPROVED by the Mayor and Council of the City of Glendale, Maricopa County, Arizona, this 26<sup>th</sup> day of May, 2013.



---

MAYOR

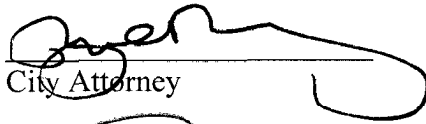
ATTEST:



---

City Clerk (SEAL)

APPROVED AS TO FORM:



---

City Attorney

REVIEWED BY:



---

Acting City Manager

## EXHIBIT A

### USBR 90 Route Through City of Glendale Maintenance Jurisdiction



- Arizona Canal Trail from the east city limits (west side of 51<sup>st</sup> Avenue) to 0.56 miles northwest of Cactus Road (55<sup>th</sup> Avenue Alignment)
- Arizona Diversion Channel crossing at the 55<sup>th</sup> Avenue alignment
- Arizona Diversion Channel Trail on the north side of the Arizona Diversion channel from 55<sup>th</sup> Avenue alignment to the west city limits (73<sup>rd</sup> Avenue alignment)



## MARANA RESOLUTION NO. 2015-057

---

RELATING TO TOURISM; SUPPORTING THE DEVELOPMENT OF UNITED STATES BICYCLE ROUTE 90 WITHIN THE TOWN OF MARANA

WHEREAS, the bicycle tourism industry is a growing industry in North America, contributing to the economies of communities that provide facilities for such tourists; and

WHEREAS, the American Association of State Highway and Transportation Officials (AASHTO) has designated an east / west corridor crossing the state of Arizona to be developed as United States Bicycle Route 90 (USBR 90); and

WHEREAS, the Arizona Department of Transportation is supportive of AASHTO designated bicycle routes through Arizona, subject to ongoing collaboration with affected jurisdictions to designate specific facilities the routes will traverse; and

WHEREAS, the proposed USBR 90 traverses the Town of Marana utilizing the following Town-owned roads and shared-use paths and is expected to provide a benefit to the local residents and businesses:

- Tiffany Loop from the west frontage road to Twin Peaks Road
- Twin Peaks Road from Tiffany Loop west to the Santa Cruz River Shared-Use Path
- Santa Cruz River Shared-Use Path from Twin Peaks Road south to Ina Road

WHEREAS, the Town has duly considered the proposed route and found it to be a suitable route through the Town of Marana at this time and desires that the route be formally designated so that it can be appropriately mapped and potentially signed, thereby promoting bicycle tourism in our area; and

WHEREAS the Mayor and Council of the Town of Marana find that this resolution is in the best interests of the Town of Marana and its residents.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE TOWN OF MARANA, that the Marana Town Council supports the development of USBR 90 through the Town of Marana as depicted on Exhibit 'A' attached to this resolution.

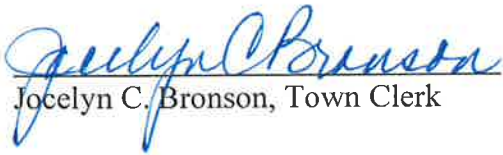
IT IS FURTHER RESOLVED that the Town Manager and staff are hereby directed and authorized to undertake all other and further tasks required or beneficial to carry out the terms, obligations, conditions, and objectives of this resolution.

PASSED AND ADOPTED by the Mayor and Council of the Town of Marana, Arizona,  
this 16<sup>th</sup> day of June, 2015.

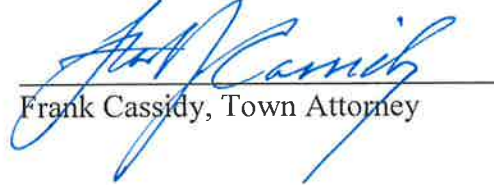


Mayor Ed Honea

ATTEST:

  
Jocelyn C. Bronson, Town Clerk

APPROVED AS TO FORM:

  
Frank Cassidy, Town Attorney









# Maricopa County

Department of Transportation

June 4, 2015

Director's Office  
2901 W. Durango Street  
Phoenix, AZ 85009  
Phone: 602-506-4700  
Fax: 602-506-4858  
www.mcdot.maricopa.gov

Michael Sanders  
Arizona Department of Transportation  
206 S. 17<sup>th</sup> Avenue, MD 310B  
Phoenix, Arizona 85007

Dear Mr. Sanders:

The Maricopa County Department of Transportation (MCDOT) would like to offer our support for the designation of proposed U.S. Bicycle Route 90 (USBR 90) through our jurisdiction. We recognize that bicycle tourism is a growing industry in North America, contributing \$47 billion a year to the economies of communities that provide facilities for such tourists. Maricopa County residents stand to benefit from this opportunity both economically and from the health and environmental related benefits of encouraging bicycle travel in our region.

The U.S. Bicycle Route System is a bicycle based transportation system sponsored by the American Association of State Highway and Transportation Officials (AASHTO). Our county lies within a much larger corridor (USBR 90) that crosses Arizona and connects the Arizona/New Mexico border north of Douglas, Arizona to the Arizona/California border near Ehrenburg, Arizona and Blythe, California.

The proposed route for USBR 90 will include the following MCDOT owned, operated, or maintained streets (for graphical representation see attached map):

- Adobe Road from Meridian Road to 300 feet west of Meridian Road
- Cholla Road from Mountain Road and 110th Street
- Quarterline Road from Signal Butte Road and 101st Place
- 101st Place from Quarterline Road and Adobe Road
- Adobe Road from Crismon Road and 96th Street
- 96th Street from Adobe Road and Brown Road
- Adobe Road from 125 feet east of 66th Way to Recker Road
- Adobe Road from Recker Road and Higley Road (south half only)

MCDOT hereby expresses its support for USBR 90.

Sincerely,

Jennifer Toth, P.E.  
Transportation Director/County Engineer

dl  
Enclosures (1)



# USBR 90 through Maricopa County Jurisdiction



- Adobe Road from Meridian Road to 300 feet west of Meridian Road
- Cholla Road from Mountain Road and 110th Street
- Quarterline Road from Signal Butte Road and 101st Place
- 101st Place from Quarterline Road and Adobe Road
- Adobe Road from Crismon Road and 96th Street
- 96th Street from Adobe Road and Brown Road
- Adobe Road from 125 feet east of 66th Way to Recker Road
- Adobe Road from Recker Road and Higley Road (south half only)

April 8, 2015

Michael Sanders  
Arizona Department of Transportation  
206 S. 17<sup>th</sup> Avenue, MD 310B  
Phoenix, Arizona 85007

Dear Mr. Sanders:

The City of Mesa would like to offer our support for the designation of proposed U.S. Bicycle Route 90 (USBR 90) through our jurisdiction per the attached diagrams. We recognize that bicycle tourism is a growing industry in North America, contributing \$47 billion a year to the economies of communities that provide facilities for such tourists. As a community, we stand to benefit from the opportunity both economically and from the health and environmental related benefits of encouraging bicycle travel in our region.

The U.S. Bicycle Route System is a bicycle based transportation system sponsored by the American Association of State Highway and Transportation Officials (AASHTO). Our city lies within a much larger corridor (USBR 90) that crosses Arizona and connects the Arizona/New Mexico border north of Douglas, AZ to the Arizona/California border near Ehrenburg, AZ and Blythe, CA.

The proposed route for USBR 90 will provide a benefit to our residents and businesses and we endorse having the route mapped and may choose to have it signed, thereby promoting bicycle tourism in our area. Therefore, the City of Mesa hereby expresses its support for USBR 90, and requests that the appropriate officials nominate the route for AASHTO designation as soon as this can be achieved.

Sincerely,



John Giles  
Mayor

*Attachments*



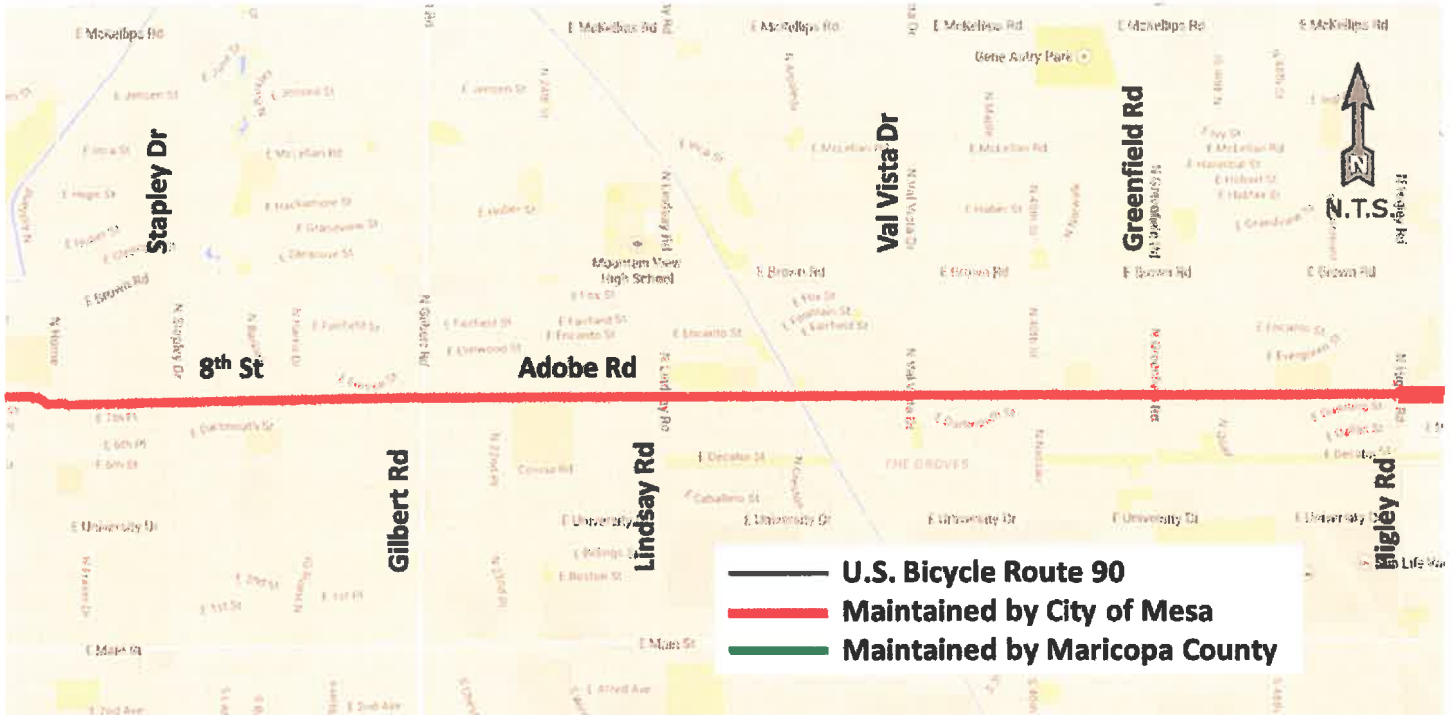
USBR 90 Through City of Mesa Jurisdiction  
(east to west)  
*Page 1 of 3*



- Adobe Rd from 300 feet west of Meridian Rd to Mountain Rd
- Mountain Rd from Adobe Rd to Cholla Rd
- Cholla Rd from 110<sup>th</sup> St to Signal Butte Rd
- Adobe Rd from 101<sup>st</sup> Pl to Crismon Rd
- Brown Rd from 96<sup>th</sup> St to 80<sup>th</sup> St
- 80<sup>th</sup> St from Brown Rd to Adobe Rd
- Adobe Rd from 80<sup>th</sup> St to 125 feet east of 66<sup>th</sup> Way
- Adobe Rd from Recker Rd to Higley Rd (north half only)

*Continued on the next page*

USBR 90 Through City of Mesa Jurisdiction  
(east to west)  
Page 2 of 3

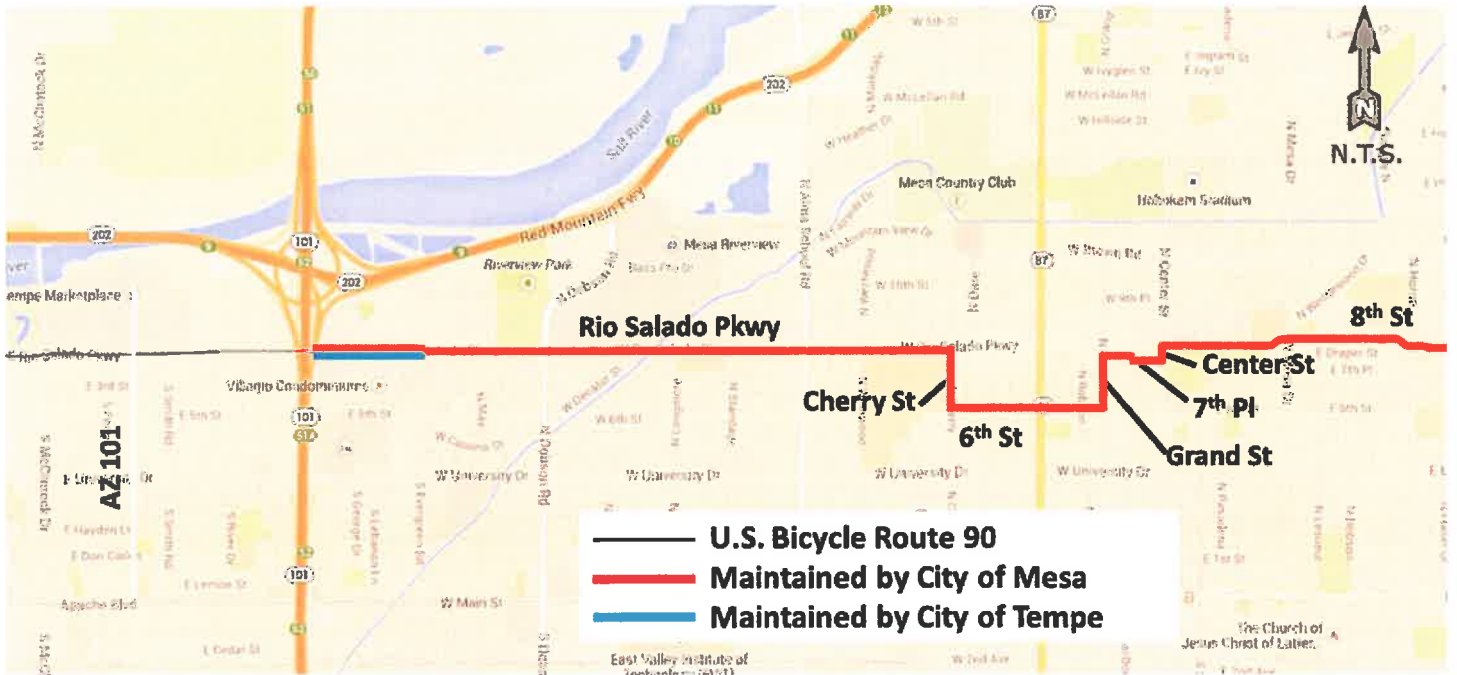


- Adobe Rd from Higley Rd to Gilbert Rd
- 8<sup>th</sup> St from Gilbert Rd to Center St

*Continued on the next page*



USBR 90 Through City of Mesa Jurisdiction  
(east to west)  
*Page 3 of 3*



- Center St from 8<sup>th</sup> St to 7<sup>th</sup> Pl
- 7<sup>th</sup> Pl from Center St to Grand St
- Grand St from 7<sup>th</sup> Pl to 6<sup>th</sup> St
- 6<sup>th</sup> St from Grand St to Cherry St
- Cherry St from 6<sup>th</sup> St to Rio Salado Pkwy
- Rio Salado Pkwy from Cherry St to Evergreen Rd
- Rio Salado Pkwy from Evergreen Rd to SR 101 Loop (north half only)



January 21, 2015

Michael N. Sanders  
Bicycle & Pedestrian Program Coordinator  
Arizona Department of Transportation  
206 S. 17<sup>th</sup> Ave., Mail Drop 310B  
Phoenix, AZ 85007

Subject: Letter of Acknowledgement for US Bicycle Routes 66 and 90

Dear Mr. Sanders,

The New Mexico Department of Transportation (NMDOT) is aware of the following two US Bicycle Route (USBR) corridors that will potentially pass through New Mexico and Arizona, therefore requiring connection points along our shared border:

- USBR 66, an east-west bicycle route from Chicago to Santa Monica, and
- USBR 90, an east-west bicycle route from the Florida coast to San Diego.

Regarding USBR 66, NMDOT acknowledges and accepts the following connection point at the New Mexico-Arizona border: NM State Highway 118/Grant Road, which is a frontage road along the I-40 corridor. Volunteer planning efforts in New Mexico have also identified this connection point as ideal.

Regarding USBR 90, NMDOT acknowledges the Arizona Department of Transportation's planning efforts to determine the following connection point at the New Mexico-Arizona border: NM State Highway 80/AZ State Highway 80, near Rodeo, NM. This connection point is acceptable. Currently NMDOT has no planning efforts underway for USBR 90 and this connection point would be analyzed as part of the planning process, should NMDOT pursue designation.

Thank you and please do not hesitate to contact me at (505) 476-3742 or [rosa.kozub@state.nm.us](mailto:rosa.kozub@state.nm.us) for additional information about USBRs 66 and 90 in New Mexico.

Sincerely,

  
Rosa Kozub  
Urban & Regional Planner Supervisor  
Bicycle, Pedestrian, Equestrian Coordinator  
New Mexico Department of Transportation

Cc: Kerry Irons, Adventure Cycling Association  
Brent Crowther, Kimley-Horn

**Susana Martinez**  
Governor

**Tom Church**  
Cabinet Secretary

#### Commissioners

**Pete K. Rahn**  
Chairman  
District 3

**Ronald Schmeits**  
Vice Chairman  
District 4

**Dr. Kenneth White**  
Secretary  
District 1

**David Sepich**  
Commissioner  
District 2

**Butch Mathews**  
Commissioner  
District 5

**Jackson Gibson**  
Commissioner  
District 6





**City of Peoria**

**ENGINEERING DEPARTMENT**

9875 North 85th Avenue  
Peoria, Arizona 85345  
T 623.773.7212  
F 623.773.7211  
[engineering@peoriaaz.gov](mailto:engineering@peoriaaz.gov)

April 14, 2015

Arizona Department of Transportation  
Attn: Mr. Michael Sanders  
206 S. 17<sup>th</sup> Avenue, MD 310B  
Phoenix, AZ 85007

Re: Letter of Support for proposed United States Bicycle Route 90

Dear Mr. Sanders:

The City of Peoria would like to offer our support for the designation of proposed U.S. Bicycle Route 90 (USBR 90) through our jurisdiction along a portion of Lake Pleasant Parkway, Deer Valley Road, and the multi-use paths along New River and Skunk Creek, per the attached diagrams. We recognize that bicycle tourism is a growing industry in North America, contributing \$47 billion a year to the economies of communities that provide facilities for such tourists. As a community, we stand to benefit from this opportunity both economically and from the health and environmental related benefits of encouraging bicycle travel in our region.

The U.S. Bicycle Route System is a bicycle based transportation system sponsored by the American Association of State Highway and Transportation Officials (AASHTO). Our city lies within a much larger corridor (USBR 90) that crosses Arizona and connects the Arizona/New Mexico border north of Douglas, AZ to the Arizona/California border near Ehrenburg, AZ and Blythe, CA.

The proposed route for USBR 90 will provide a benefit to our residents and businesses and we endorse having the route mapped and may choose to have it signed, thereby promoting bicycle tourism in our area. Therefore, the City of Peoria hereby expresses its support for USBR 90, and requests that the appropriate officials nominate the route for AASHTO designation as soon as this can be achieved.

Sincerely,

A handwritten signature in blue ink, appearing to read "Andrew Granger".

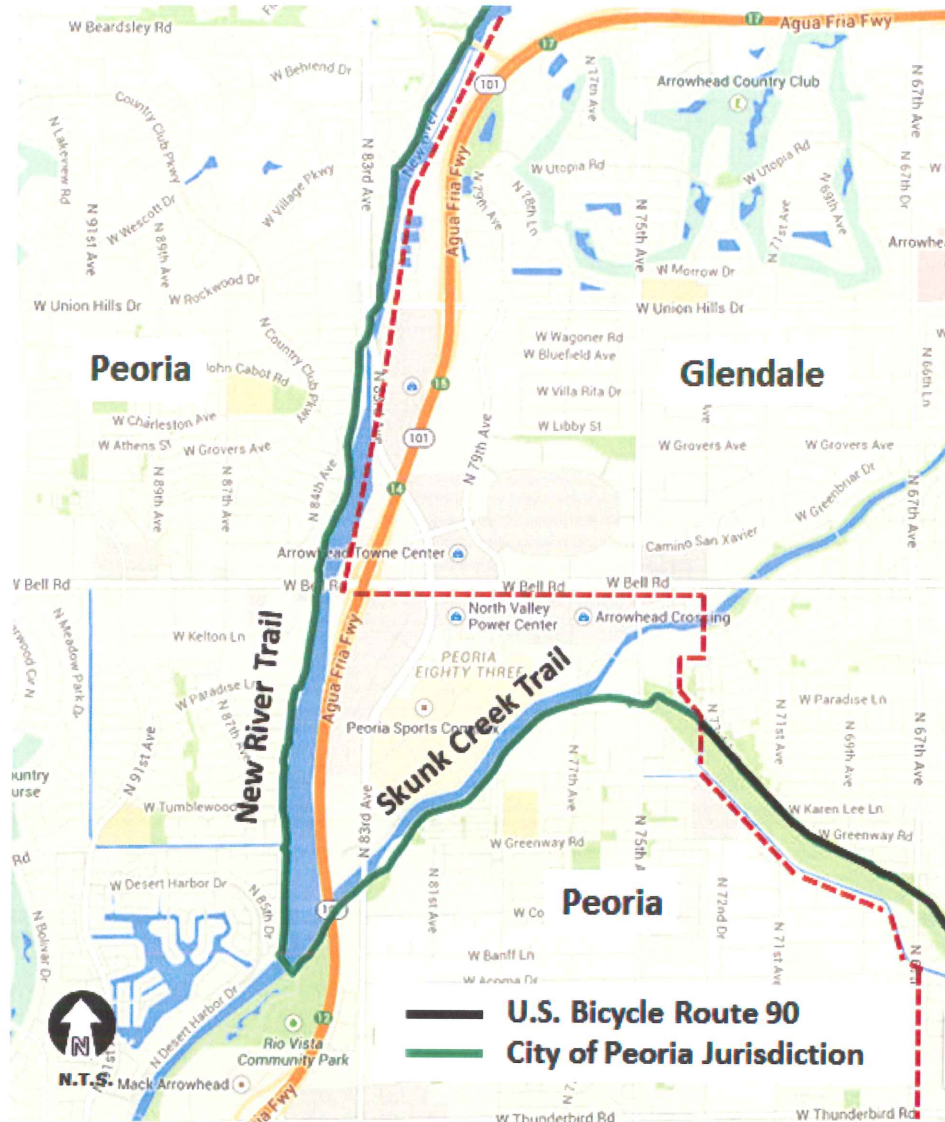
Andrew Granger, P.E.  
Engineer Director

c: Susan Daluddung, Deputy City Manager  
John Sefton, Community Services Director

*Attachments*

I:\Traffic\Bike Program\U.S. Bike Route 90\letter\_ADOT\_Sanders\_Support\_041415.docx

# USBR 90 Route Through City of Peoria Jurisdiction (page 1 of 3)



- Arizona Diversion Channel Trail / Skunk Creek Trail on the north side of the Arizona Diversion Channel from the east city limits (73<sup>rd</sup> Avenue alignment) to New River Trail bridge
- New River Trail from Skunk Creek Trail to Deer Valley Road



# USBR 90 Route Through City of Peoria Jurisdiction (page 2 of 3)



- Deer Valley Road from New River Trail to Lake Pleasant Pkwy







**City of Phoenix**  
STREET TRANSPORTATION DEPARTMENT

April 8, 2015

Michael Sanders  
Arizona Department of Transportation  
206 S. 17<sup>th</sup> Avenue, MD 310B  
Phoenix, Arizona 85007

Dear Mr. Sanders:

The City of Phoenix would like to offer its support for the designation of proposed U.S. Bicycle Route 90 (USBR 90) through our jurisdiction. We recognize that bicycle tourism is a growing industry in North America, contributing \$47 billion a year to the economies of communities that provide facilities for such tourists. As a community, we stand to benefit from this opportunity both economically and from the health and environmental related benefits of encouraging bicycle travel in our region.

The U.S. Bicycle Route System is a bicycle-based transportation system sponsored by the American Association of State Highway and Transportation Officials (AASHTO). Our city lies within a much larger corridor (USBR 90) that crosses Arizona and connects the Arizona/New Mexico border north of Douglas, AZ to the Arizona/California border near Ehrenburg, AZ and Blythe, CA.

The proposed route for USBR 90 will provide a benefit to our residents and businesses and we endorse having the route mapped. We may choose to have it signed, thereby promoting bicycle tourism in our area. The City of Phoenix hereby expresses its support for USBR 90 and requests that the appropriate officials nominate the route for AASHTO designation as soon as this can be achieved.

If you have any questions or need additional information, please contact Joe Perez at 602-534-9529 or [joseph.perez@phoenix.gov](mailto:joseph.perez@phoenix.gov).

Sincerely,

Ray Dovalina, Jr., PE  
Street Transportation Director

TLG  
TLG:JP:ns:S:\TSD\PEREZ\Support for USBR.doc



**City of Phoenix**  
STREET TRANSPORTATION DEPARTMENT

Received

MAY 01 REC'D

TPD Admin. Section

April 27, 2015

Michael Sanders  
Arizona Department of Transportation  
206 S. 17<sup>th</sup> Avenue, MD 310B  
Phoenix, Arizona 85007

Re: U.S. Bicycle Route System through Phoenix

Dear Mr. Sanders:

Thank you for your recent phone call regarding Mr. Dovalina's letter dated April 8, 2015, expressing City of Phoenix's support for designation of proposed U.S. Bicycle Route 90 (USBR 90) and the specific roads of USBR 90 through the City of Phoenix. We support the designation of proposed USBR through the City of Phoenix and we concur that the following route (from East to West) is an appropriate route:

- Oak St from 56th St to the Cross Cut Canal Path (west side of 48th St)
- Cross Cut Canal Path from Oak St to Osborn Rd
- Osborn Rd from Cross Cut Canal Path to 40th St
- 40th St from Osborn Rd to Campbell Ave
- Campbell Ave from 40th St to 20th St
- 20th St from Campbell Ave to Claremont St
- Claremont St from 20th St to 18th St
- 18th St from Claremont St to Maryland Ave
- Maryland Ave from 18th St to Arizona Canal Trail
- Arizona Canal Trail from Maryland Ave to west city limits (west side of 51st Ave)

The U.S. Bicycle Route System is a bicycle based transportation system sponsored by the American Association of State Highway and Transportation Officials (AASHTO). Phoenix lies within a much larger corridor (USBR 90) that crosses Arizona and connects the Arizona/New Mexico border north of Douglas, AZ to the Arizona/California border near Ehrenburg, AZ and Blythe, CA. Please see attached exhibits and contact me at 602-534-9529 or [joseph.perez@phoenix.gov](mailto:joseph.perez@phoenix.gov), if you have additional questions.

Sincerely,

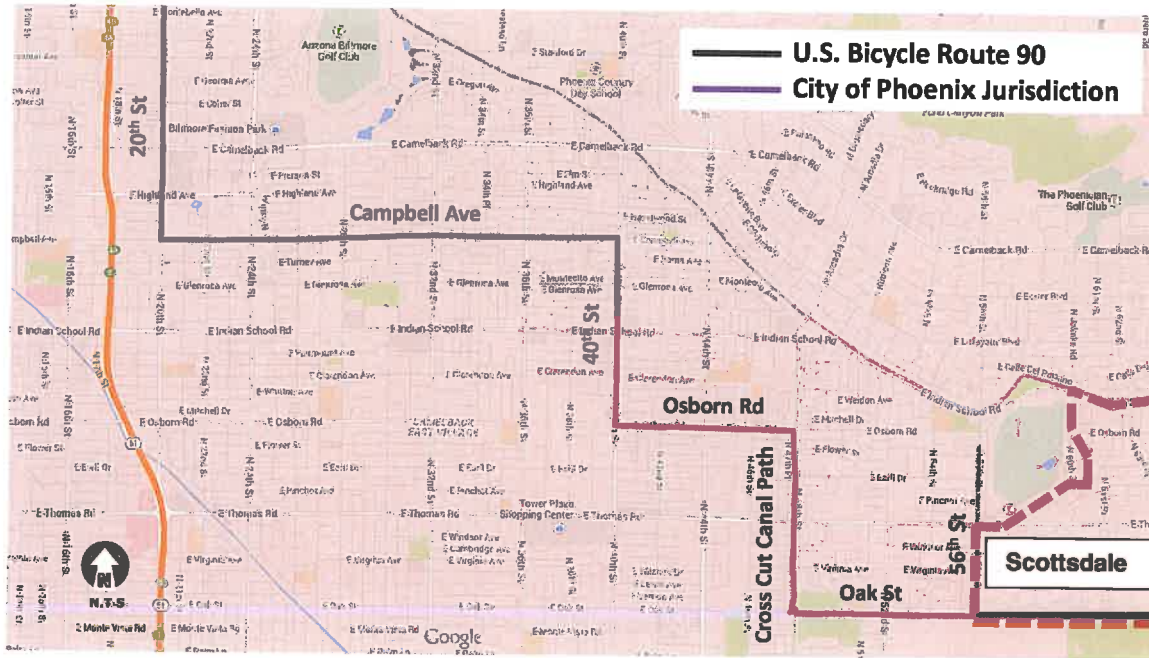
Joseph Perez, EIT, MPA  
Bicycle Coordinator

TLG:JP:ns:S:\TSD\PEREZ\Support for USBR - 4-28-15.doc

TLG



# USBR 90 Route Through City of Phoenix Jurisdiction (page 1 of 3)

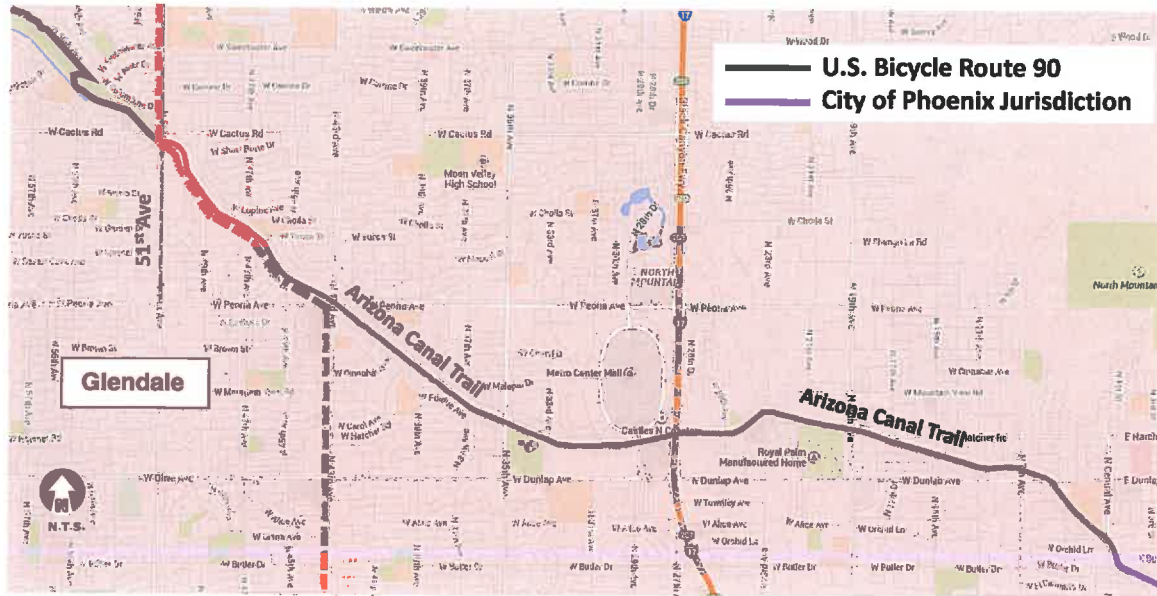


- Oak St from 56<sup>th</sup> St to the Cross Cut Canal Path (west side of 48<sup>th</sup> St)
- Cross Cut Canal Path from Oak St to Osborn Rd
- Osborn Rd from Cross Cut Canal Path to 40<sup>th</sup> St
- 40<sup>th</sup> St from Osborn Rd to Campbell Ave
- Campbell Ave from 40<sup>th</sup> St to 20<sup>th</sup> St





## USBR 90 Route Through City of Phoenix Jurisdiction (page 3 of 3)



- Arizona Canal Trail from Maryland Ave to west city limits (west side of 51<sup>st</sup> Ave)

RESOLUTION NO. 2015- 35

**A RESOLUTION OF THE BOARD OF SUPERVISORS OF PIMA COUNTY, ARIZONA,  
STATING ITS SUPPORT FOR THE DEVELOPMENT OF U.S. BICYCLE ROUTE 90.**

WHEREAS, bicycle tourism is a growing industry in North America, contributing to the economies of communities that provide facilities for such tourists; and

WHEREAS, the American Association of State Highway and Transportation Officials (AASHTO) has designated an east/west corridor crossing the state of Arizona to be developed as United States Bike Route 90 (USBR 90); and

WHEREAS, the Arizona Department of Transportation is supportive of AASHTO designated bicycle routes through Arizona, subject to ongoing collaboration with affected jurisdictions to designate specific facilities the routes will traverse; and

WHEREAS, the proposed USBR 90 traverses through Pima County using the following County-owned roads and share use paths, and is expected to provide a benefit to local residents and businesses:

- *Colossal Cave Road between I-10 and Dawn Drive*
- *Colossal Cave Road between the southern boundary of Acacia Elementary School and Mary Ann Cleveland Way*
- *Mary Ann Cleveland Way between Colossal Cave Road and Red Iron Trail*
- *The Loop Pathway including the Julian Wash Greenway and the Santa Cruz River Park alignments*

WHEREAS, Pima County has duly considered the proposed route and found it to be a suitable route through the Arizona corridor at this time and desires that the route be formally designated so that it can be appropriately mapped, thereby promoting bicycle tourism in our area.

WHEREAS, remaining segments of The Loop including Harrison Greenway, Pantano Wash River Park, and Rillito River Park are currently in various stages of planning and design. Following completion of these segments, the preferred alignment through the jurisdiction will include the use of the following:

- *The Loop including the Harrison Greenway, Pantano Wash River Park, Rillito River Park and Santa Cruz River Park*



Upon the completion of this alignment, Pima County requests that the designated route for USBR 90 be formally modified to include the preferred alignment and that existing mapping be updated to reflect the preferred alignment.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF PIMA COUNTY AS FOLLOWS:

Section 1. THAT the Board of Supervisors hereby expresses its approval and support for the development of USBR 90.


Section 2. THAT, the various County officers and employees are authorized to take action to officially designate the route accordingly, including provisions to formally modify the route upon completion of the preferred alignment.

PASSED AND ADOPTED by the Chair and Board of Pima County this 2nd of June, 2015.

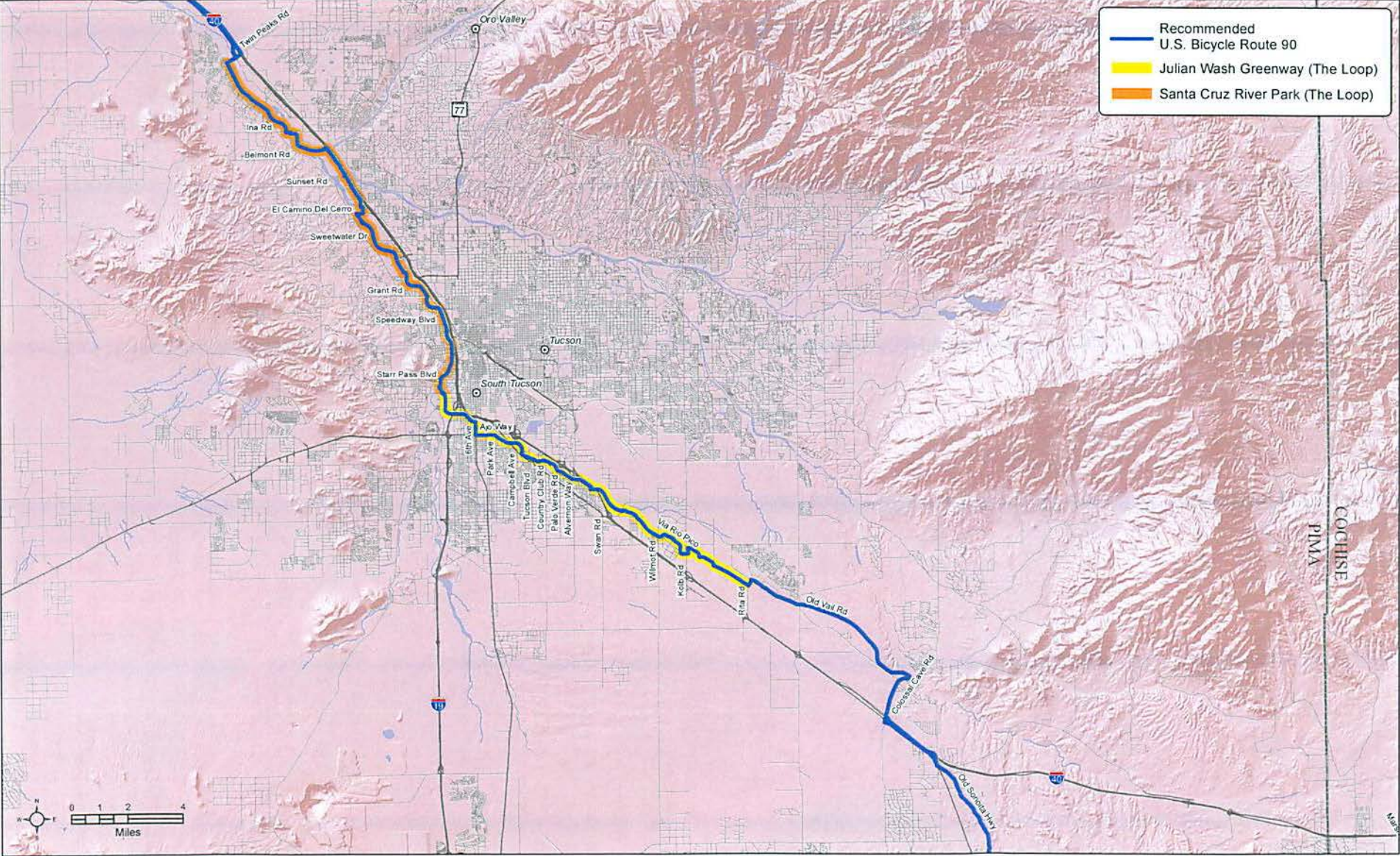
  
Chair, Pima County Board of Supervisors

ATTEST:

APPROVED AS TO FORM:

  
Pima County Clerk of the Board

  
Pima County Attorney  
**ANDREW FLAGG**





**RESOLUTION NO. 2015-05**

**A RESOLUTION OF THE SANTA CRUZ COUNTY BOARD OF SUPERVISORS IN  
SUPPORT OF THE DEVELOPMENT OF U.S. BICYCLE ROUTE 90**

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

**WHEREAS**, the American Association of State Highway and Transportation Officials (AASHTO), as part of a national effort to build a United States Bike Route System (USBR) throughout the country along with Arizona Department of Transportation (ADOT), has designated a corridor within Santa Cruz County to be developed as United States Bike Route 90 (USBR 90); and

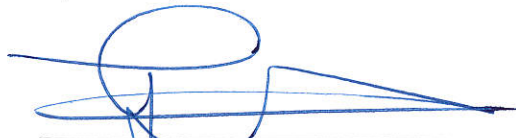
**WHEREAS**, the Arizona Department of Transportation and other stakeholders have proposed a specific route to be designated as USBR 90, a map of which is herein incorporated into this Resolution by reference; and

**WHEREAS**, the proposed USBR 90 traverses through Santa Cruz County and is expected to provide a benefit to local residents and businesses; and

**WHEREAS**, Santa Cruz County has duly considered the proposed route using Upper Elgin Road and Elgin Road and found it to be a suitable route through the Arizona corridor and desires that the route be formally designated so that it can be appropriately mapped and potentially signed, thereby promoting bicycle tourism in our area.

**NOW, THEREFORE, BE IT RESOLVED** that the Santa Cruz County Board of Supervisors hereby expresses its approval and support for the development of USBR 90 and requests that the appropriate government officials take action to officially designate the route accordingly as soon as possible.

**PASSED AND ADOPTED** this 3rd day of June, 2015.



John Maynard, Chairman



Rudy Molera, Vice-Chairman



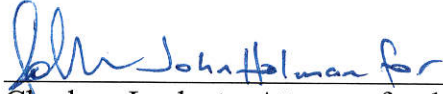
Manny Ruiz, Member

**ATTEST:**



Melinda Meek, Clerk of the Board

**APPROVED AS TO FORM**



Charlene Laplante, Attorney for the Board

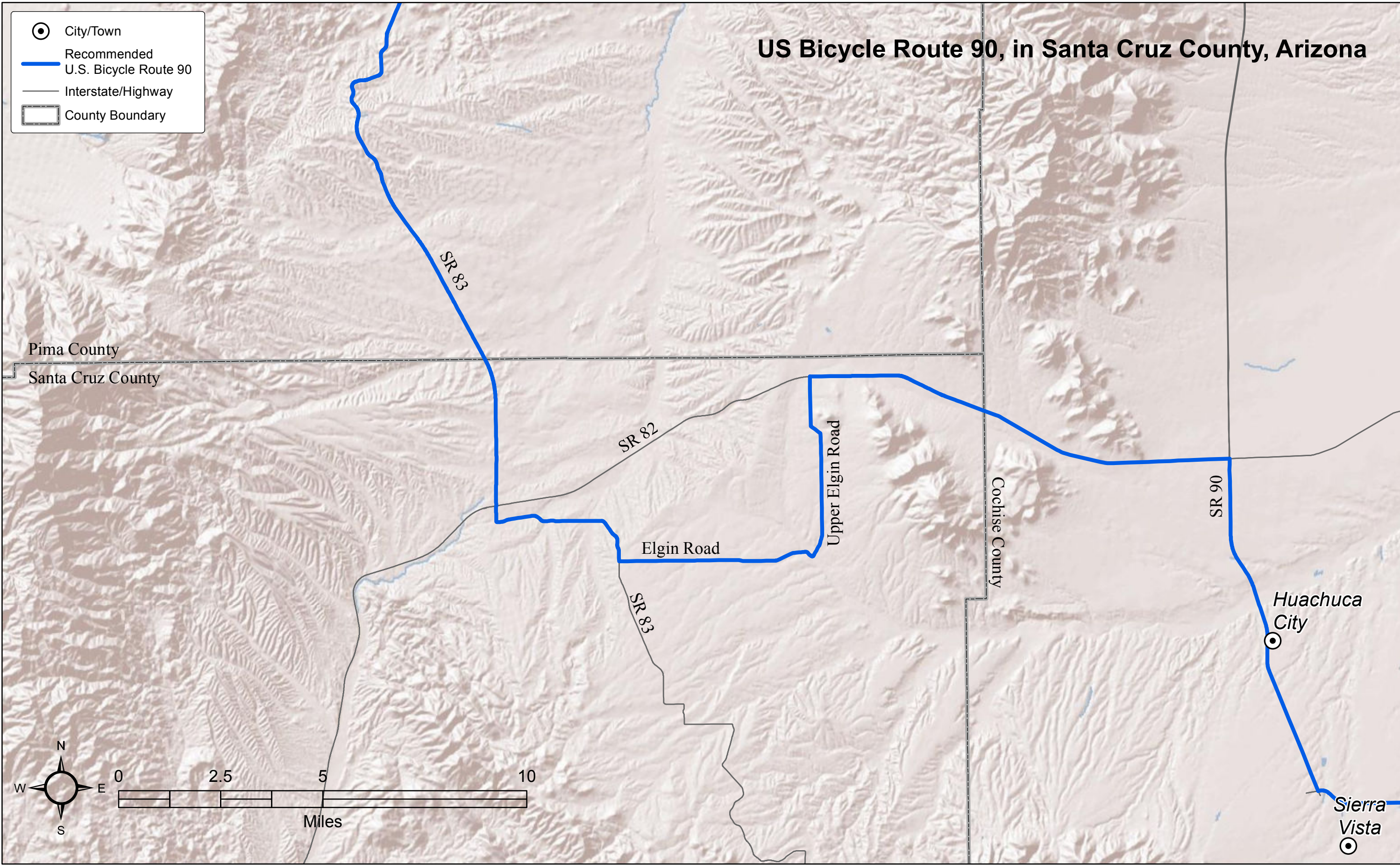






# US Bicycle Route 90, in Santa Cruz County, Arizona

- City/Town
- Recommended U.S. Bicycle Route 90
- Interstate/Highway
- County Boundary





RESOLUTION NO. 10178

A RESOLUTION OF THE COUNCIL OF THE CITY OF SCOTTSDALE, MARICOPA COUNTY, ARIZONA, STATING ITS SUPPORT FOR THE DEVELOPMENT OF U.S. BICYCLE ROUTE 90.

WHEREAS, bicycle tourism is a growing industry in North America, contributing to the economies of communities that provide facilities for such tourists; and

WHEREAS, the America Association of State Highway and Transportation Officials (AASHTO) has designated an east/west corridor crossing the state of Arizona to be developed as United States Bike Route 90 (USBR 90); and

WHEREAS, the Arizona Department of Transportation is supportive of AASHTO-designated bicycle routes through Arizona, subject to ongoing collaboration with affected jurisdictions to designate specific bikeways the routes will traverse; and

WHEREAS, the proposed USBR 90, which traverses the CITY OF SCOTTSDALE as shown in the map attached hereto as Exhibit "A", is expected to provide a benefit to local residents and businesses; and

WHEREAS, the CITY OF SCOTTSDALE has duly considered the proposed route and found it to be a suitable route and desires that the route be formally designated so that it can be appropriately mapped and potentially signed, thereby promoting bicycle tourism in the area.

NOW, THEREFORE, BE IT RESOLVED by the council of the city of Scottsdale as follows:

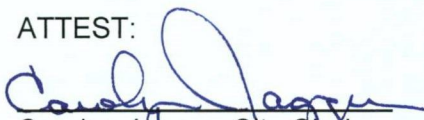
Section 1. The Council hereby expresses its support for the development of USBR 90.

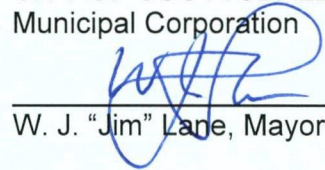
Section 2. Staff is authorized to take action to officially designate USBR 90 within the City of Scottsdale.

PASSED AND ADOPTED by the Mayor and Council of the CITY OF SCOTTSDALE this 16<sup>th</sup> day of June, 2015.

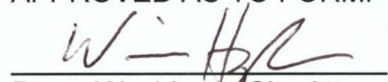
CITY OF SCOTTSDALE, an Arizona  
Municipal Corporation

ATTEST:

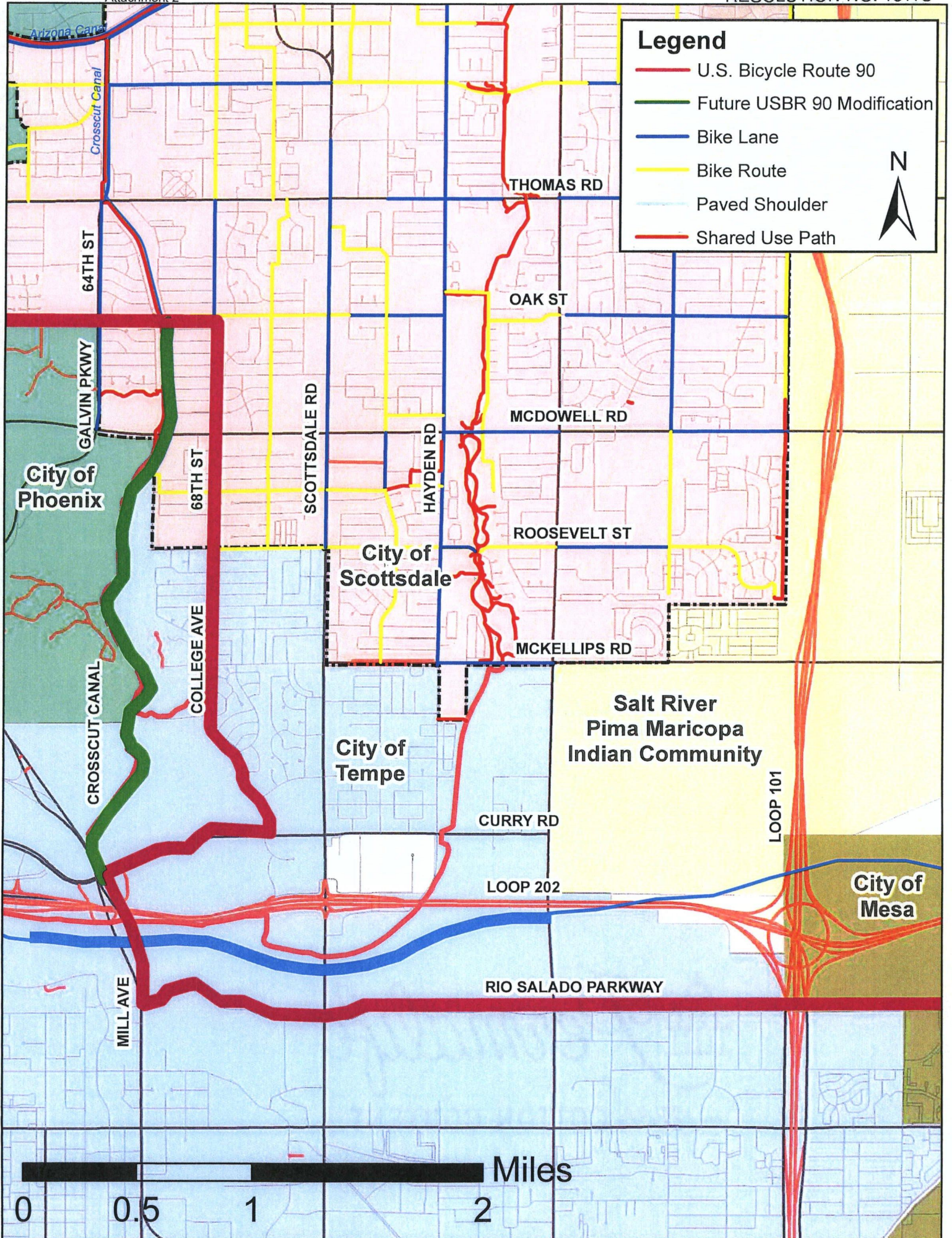
  
Carolyn Jagger, City Clerk

  
W. J. "Jim" Lane, Mayor

APPROVED AS TO FORM:

  
Bruce Washburn, City Attorney  
By: William Hylen, Senior Assistant City Attorney







RESOLUTION 2015-051

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF SIERRA VISTA, COCHISE COUNTY, ARIZONA; STATING SUPPORT FOR THE DEVELOPMENT OF U.S. BICYCLE ROUTE 90; AND AUTHORIZING AND DIRECTING THE CITY MANAGER, CITY CLERK, CITY ATTORNEY OR THEIR DULY AUTHORIZED OFFICERS AND AGENTS TO TAKE ALL STEPS NECESSARY TO CARRY OUT THE PURPOSES AND INTENT OF THIS RESOLUTION.

WHEREAS, bicycle tourism is a growing industry in North America, contributing to the economies of communities that provide facilities for such tourists; and

WHEREAS, the American Association of State Highway and Transportation Officials (AASHTO) has designated an East/West corridor crossing the state of Arizona to be developed as United States Bike Route 90 (USBR 90); and

WHEREAS, the Arizona Department of Transportation is supportive of AASHTO designated bicycle routes through Arizona, subject to ongoing collaboration with affected jurisdictions to designate specific facilities the routes will traverse; and

WHEREAS, the proposed USBR 90 traverses through the City and is expected to provide a benefit to local residents and businesses; and

WHEREAS, the City has duly considered the proposed route and found it to be a suitable route through the Arizona corridor and desires that the route be formally designated so that it can be appropriately mapped and potentially signed, thereby promoting bicycle tourism in our area.

NOW, THEREFORE, BE IT RESOLVED THAT THE MAYOR AND CITY COUNCIL OF THE CITY OF SIERRA VISTA, ARIZONA AS FOLLOWS:

SECTION 1

That the following Goals of VISTA 2030, the City of Sierra Vista General Plan, are reaffirmed: Transportation and Circulation Goals 3-1, and 3-2; Parks and Recreation Goal 10-2, and Economic Development Goal 15-5.

SECTION 2

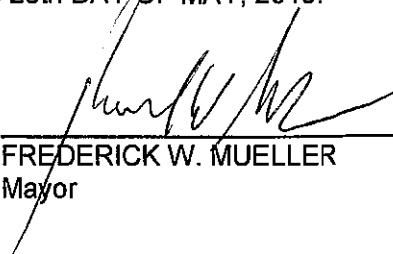
That the Mayor and City Council hereby expresses its support for the development of United States Bike Route 90 (USBR 90).



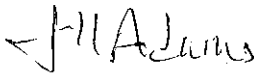
SECTION 3

The City Manager, City Clerk, City Attorney, or their duly authorized officers and agents are hereby authorized and directed to take all steps necessary to carry out the purposes and intent of this Resolution.

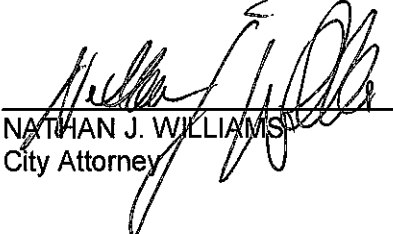
PASSED AND ADOPTED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SIERRA VISTA, ARIZONA, THIS 28th DAY OF MAY, 2015.

  
\_\_\_\_\_  
FREDERICK W. MUELLER  
Mayor

ATTEST:

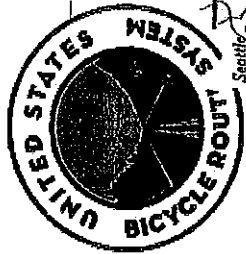
  
\_\_\_\_\_  
JILL ADAMS  
City Clerk

APPROVED AS TO FORM:

  
\_\_\_\_\_  
NATHAN J. WILLIAMS  
City Attorney

PREPARED BY:  
Donald Brush  
Director, Community Development

The goal of The United States Bicycle Route System is to connect America through a network of numbered interstate bicycle routes.

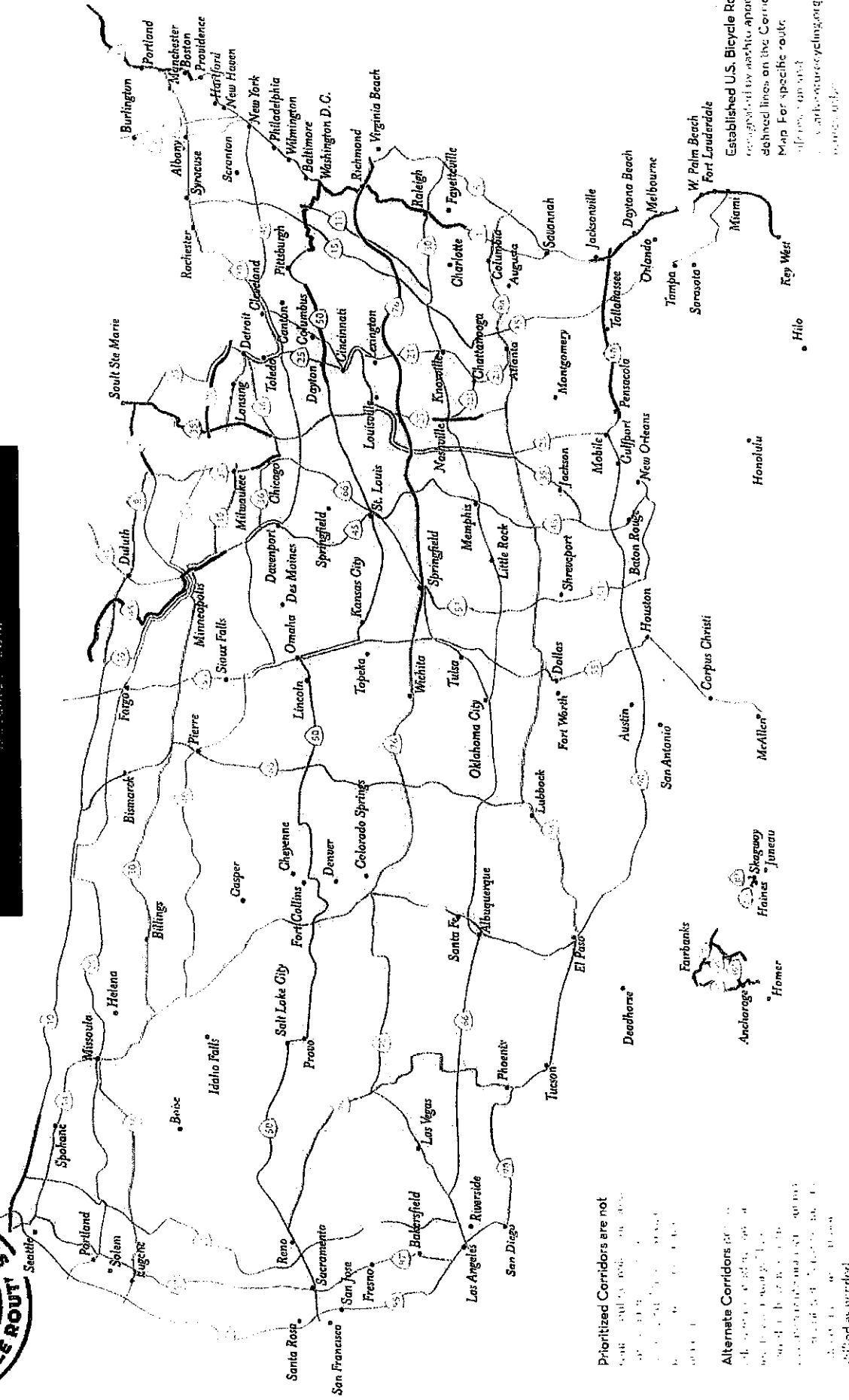


NATIONAL CORRIDOR PLAN

December 2004

Adventure Cycling Association  
America's bicycle travel experts

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS  
**AASHTO**  
THE VOICE FOR INTERSTATE HIGHWAYS



**Prioritized Corridors** are not established U.S. Bicycle Routes. They are routes that have been identified as high priority for development and are shown as dotted lines on this map.

**Alternate Corridors** are routes that have been identified as alternate routes to established U.S. Bicycle Routes. They are shown as dashed lines on this map.

**Established U.S. Bicycle Routes** are routes that have been established by the U.S. Department of Transportation and are shown as solid lines on this map.

— PRIORITY CORRIDOR  
- - - ALTERNATE CORRIDOR  
— UNITED STATES BICYCLE ROUTE SYSTEM  
— PRIVATE OR PUBLIC FERRY  
— UNITED STATES BICYCLE ROUTE

UNITED STATES BICYCLE ROUTE SYSTEM





EXHIBIT C







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*P.O. Box 52025  
Mail Station: PAB106  
Phoenix, Arizona 85072-2025  
(602) 236-5900  
www.srpnet.com*

April 14, 2015

Michael Sanders  
Arizona Department of Transportation  
206 South 17<sup>th</sup> Avenue, MD 310B  
Phoenix, Arizona 85007

Re: United States Bicycle Route in Arizona

Dear Mr. Sanders:

SRP would like to offer support for the designation of proposed U.S. Bicycle Route 90 (USBR 90) through our jurisdiction. As manager of the United States Bureau of Reclamation canal system within the metro-Phoenix area, SRP not only supports but also requires per federal regulation non-motorized public recreational access to the canal banks. SRP actively participates with local government jurisdictions to allow not only for public access but also allow for the construction of improvements to better facilitate this use.

The U.S. Bicycle Route System is a bicycle-based transportation system sponsored by the American Association of State Highway and Transportation Officials (AASHTO). SRP jurisdiction lies within a much larger corridor (USBR 90) that crosses Arizona and connects the Arizona/New Mexico border north of Douglas, Arizona to the Arizona/California border near Ehrenburg, Arizona and Blythe, California.

The proposed route for USBR 90 will provide another benefit to residents and businesses that utilize the existing canal system for both recreational and commuter bicycling and we endorse having the route mapped. SRP also may permit the placement of signs as long as they are compatible with required canal operations and maintenance. Therefore, SRP hereby expresses its support for USBR 90, and requests that the appropriate officials nominate the route for AASHTO designation as soon as this can be achieved.

If you have any questions, please contact me at 602-236-5380 or email, [jim.duncan@srpnet.com](mailto:jim.duncan@srpnet.com).

Sincerely,

A handwritten signature in blue ink that reads "James Duncan". The signature is fluid and cursive, with the first name "James" being more prominent.

James Duncan  
Principal Engineering Analyst

**RESOLUTION NO. R2015.21**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, TO ADOPT THE UNITED STATES BIKE ROUTE 90 THROUGH TEMPE.**

WHEREAS, the City of Tempe is a bicycle-friendly community with more than 175 miles of bikeways; and

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

WHEREAS, the American Association of State Highway and Transportation Officials has designated a corridor in Tempe comprising of Rio Salado Parkway to Mill Avenue to Curry Road to College Avenue to be developed as part of United States Bike Route 90; and

WHEREAS, the Arizona Department of Transportation and other stakeholders, have proposed a specific route to be designated as United States Bike Route 90, a map of which is herein incorporated into this resolution by reference; and

WHEREAS, the proposed United States Bike Route 90 traverses through Tempe, including the Tempe Town Lake, Rio Salado, Papago Park and Downtown Tempe areas and is expected to provide a benefit to local residents and businesses; and

WHEREAS, the City of Tempe has duly considered said proposed route, its connections to neighboring communities and determined it to be a suitable route through Tempe and desires that the route be formally designated so that it may be appropriately mapped and potentially signed, thereby promoting bicycle tourism in Tempe;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, that:

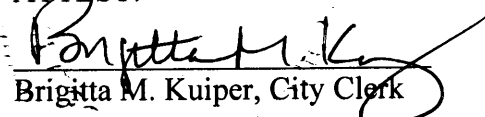
Section 1. The City Council hereby approves the portion of United States Bike Route 90 through Tempe comprising of Rio Salado Parkway to Mill Avenue to Curry Road to College Avenue.

Section 2. That the Mayor is hereby authorized to take such further actions as may be needed to effectuate this approval.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, THIS 19th day of March, 2015.

  
Mark W. Mitchell, Mayor

ATTEST:

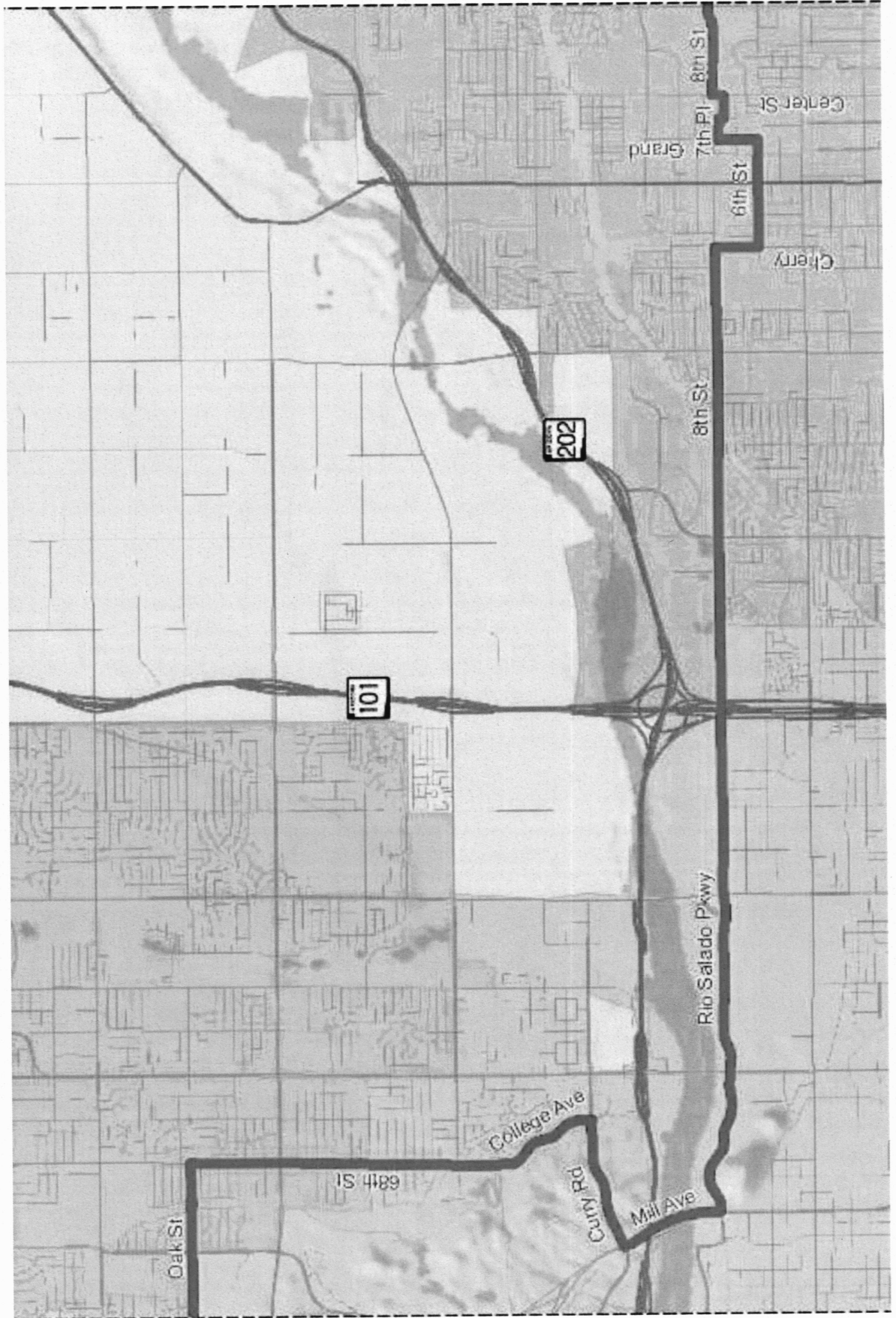
  
Brigitta M. Kuiper, City Clerk

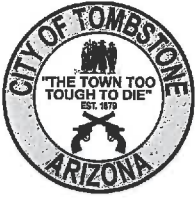
APPROVED AS TO FORM:

  
Judith R. Baumann, City Attorney



# Map of Route Through Tempe





# City of Tombstone

## Office of the Mayor Dustin Escapule

P.O. Box 339 613 E. Allen Street\*  
Tombstone, AZ 85638

Phone (520) 457-2202 e-mail: [mayor@cityoftombstone.com](mailto:mayor@cityoftombstone.com) Fax (520) 457-3516

Received

JUN 15 REC'D

TPD Admin. Section

June 9, 2015

Michael Sanders  
Arizona Department of Transportation  
206 S. 17<sup>th</sup> Avenue, MD 310B  
Phoenix, Arizona 85007

Dear Ms. Sanders:

The City of Tombstone would like to offer our support for the designation of proposed U.S. Bicycle Route 90 (USBR 90) through the City. We recognize that bicycle tourism is a growing industry in North America, contributing \$47 billion a year to the economies of communities that provide facilities for such tourists. As a community, we stand to benefit from this opportunity both economically and from the health and environmental related benefits of encouraging bicycle travel in our region.

The U.S. Bicycle Route System is a bicycle based transportation system sponsored by the American Association of State Highway and Transportation Officials (AASHTO). Our City lies within a much larger corridor (USBR 90), that crosses Arizona and connects major historical and iconic landmarks, cities, and destinations in southern Arizona.

The proposed route for USBR 90 will include the following City-owned roads:

- 1<sup>st</sup> Street between Fremont Street and Allen Street
- Allen Street between 1st Street and Sumner Street
- Sumner Street between Allen Street and Old Charleston Road
- Charleston Road between Old Charleston Road and Victory Trail

We expect that the route will provide a benefit to our residents and businesses and we endorse having the route mapped and may choose to have it signed, thereby promoting bicycle tourism in our area. Therefore the City of Tombstone hereby expresses its support for USBR 90, and requests that the that the appropriate officials nominate the route for AASHTO designation as soon as this can be achieved.

Sincerely,

Dustin Escapule  
Mayor  
Tombstone, AZ 85638  
(520) 457-2202





CITY OF  
TUCSON  
DEPARTMENT OF  
TRANSPORTATION

June 4, 2015

Michael Sanders  
Arizona Department of Transportation  
206 S. 17<sup>th</sup> Avenue, MD 310B  
Phoenix, Arizona 85007

Dear Mr. Sanders:

The City of Tucson would like to offer our support for the designation of proposed U.S. Bicycle Route 90 (USBR 90) through the City. We recognize that bicycle tourism is a growing industry in North America, contributing \$47 billion a year to the economies of communities that provide facilities for such tourists. As a community, we stand to benefit from this opportunity both economically and from the health and environmental related benefits of encouraging bicycle travel in our region.

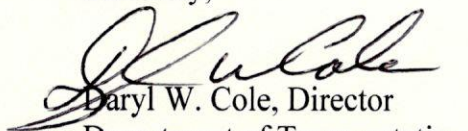
The U.S. Bicycle Route System is a bicycle based transportation system sponsored by the American Association of State Highway and Transportation Officials (AASHTO). Our City lies within a much larger corridor (USBR 90) that crosses Arizona and connects major historical and iconic landmarks, cities, and destinations in southern Arizona.

The proposed route for USBR 90 through the City is shown in Figure 1 (attached) and will include the following City-owned or maintained roads and trails:

- Colossal Cave Road between Dawn Drive and Trotter Sisters Drive
- Mary Ann Cleveland Way between Red Iron Trail and Houghton Road
- Old Vail Road between Houghton Road and Rita Road
- Rita Road between Old Vail Road and The Loop
- The Loop following the Julian Wash Greenway and Santa Cruz River alignments

We expect that the route will provide a benefit to our residents and businesses and we endorse having the route mapped and may choose to have it signed, thereby promoting bicycle tourism in our area. Therefore the City of Tucson hereby expresses its support for USBR 90, and requests that the appropriate officials nominate the route for AASHTO designation as soon as this can be achieved.

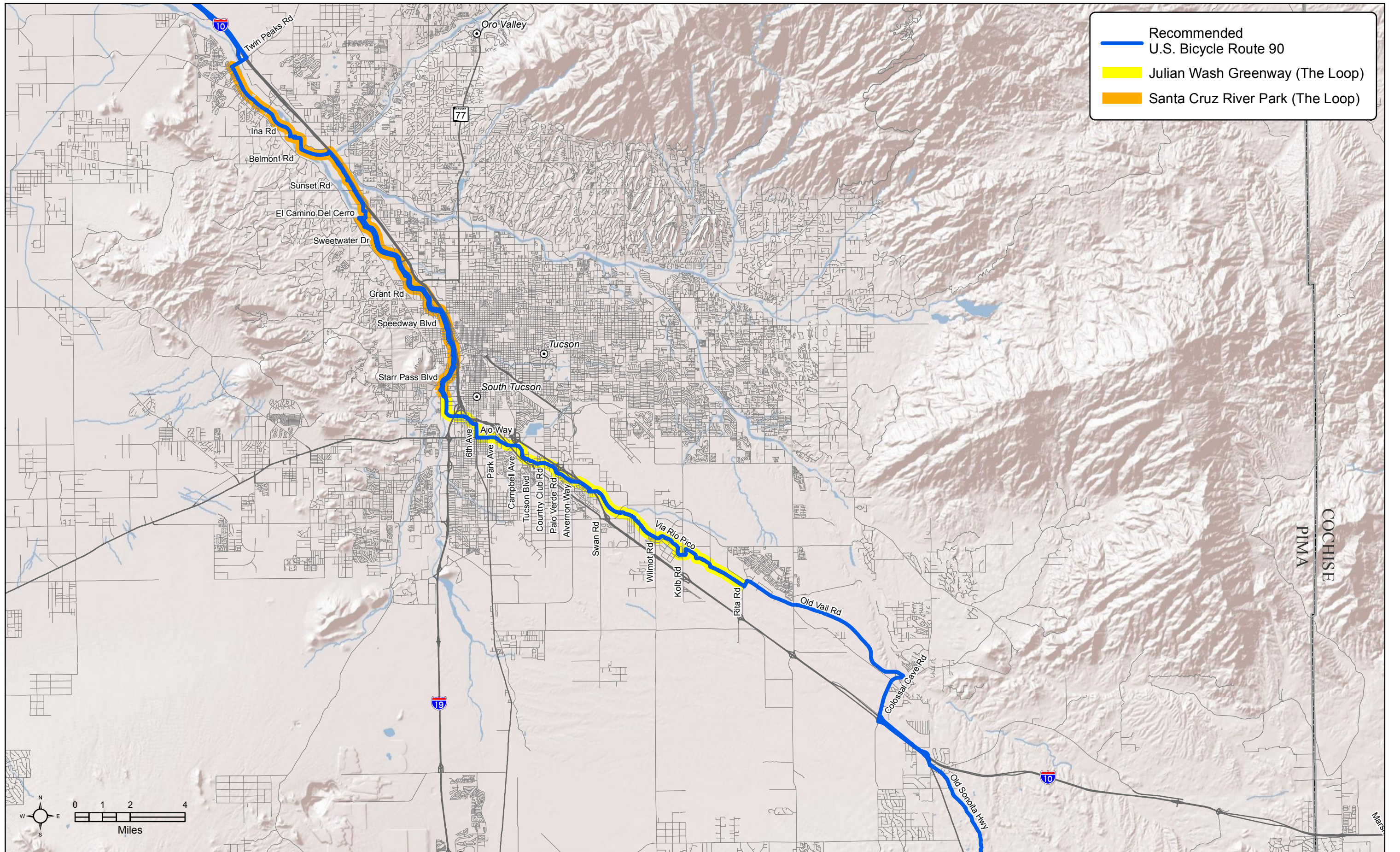
Sincerely,

  
Daryl W. Cole, Director  
Department of Transportation

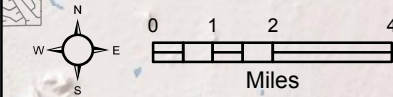
DWC/AC/rw  
Attachment as stated

P.O. Box 27210 • Tucson, AZ 85726-7210  
(520) 791-4371 • Fax (520) 791-5641 • TTY (520) 791-2639  
[www.cityoftucson.org](http://www.cityoftucson.org)





- Recommended U.S. Bicycle Route 90
- Julian Wash Greenway (The Loop)
- Santa Cruz River Park (The Loop)





# **Appendix D**

## *Formal Agency Concurrences for USBR 66*

**DEPARTMENT OF TRANSPORTATION**  
DIVISION OF PLANNING  
DISTRICT 8  
464 WEST FOURTH STREET, MS 1221, 12<sup>th</sup> FLOOR  
SAN BERNARDINO, CA 92401-1400  
MAIN (909) 383-4147  
TTY 711  
www.dot.ca.gov/dist8



*Serious drought.  
Help save water!*

Received

FEB 24 2015

TPD Admin. Section

February 20, 2015

Mr. Michael Sanders  
Bicycle and Pedestrian Program  
Multimodal Planning Division  
Arizona Department of Transportation (AZDOT)  
206 S. 17<sup>th</sup> Ave., Mail Drop 310B  
Phoenix, AZ 85007

Dear Mr. Michael Sanders,

The California Department of Transportation (Caltrans) is aware of the proposed east-west US Bike Route 66 corridor. The proposed corridor will provide a national bicycle route that will connect the states of California, Arizona, New Mexico, Texas, Oklahoma, Kansas, Missouri, and Illinois.

Caltrans acknowledges the connection at Mohave Valley Highway in Mohave County Arizona to K Street in San Bernardino County California. Caltrans also acknowledges the connection at I-40 in Mohave County Arizona to I-40 in San Bernardino County California. The connection is supported by the City of Needles. Caltrans concurs with AZDOT on the planned route alignment (attachment).

Please do not hesitate to contact me at (909) 383-4147 or Richard Dennis at (909) 383-6040 regarding this letter or other matters relating to the US Bicycle Route System.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ray I. Deselle".

RAY I. DESSELLE  
Deputy District Director  
Planning





**COCONINO COUNTY, ARIZONA  
RESOLUTION NO. 2015-16**

**A RESOLUTION BY THE COCONINO COUNTY BOARD OF SUPERVISORS;  
STATING ITS SUPPORT FOR THE DEVELOPMENT OF  
U.S. BICYCLE ROUTE 66**

---

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

**WHEREAS**, the American Association of State Highway and Transportation Officials (AASHTO) has designated a corridor within Coconino County to be developed as United States Bike Route 66 (USBR 66); and

**WHEREAS**, the Arizona Department of Transportation and other stakeholders, have proposed a specific route to be designated as USBR 66, a map of which is herein incorporated into this resolution by reference; and

**WHEREAS**, the proposed USBR 66 traverses through Coconino County and is expected to provide a benefit to local residents and businesses; and

**WHEREAS**, Coconino County has duly considered said proposed route and determined it to be a suitable route through Coconino County and desire that the route be formally designated so that it can be appropriately mapped, thereby promoting bicycle tourism in the greater Coconino County Community.

**NOW THEREFORE IT IS HEREBY RESOLVED** by Coconino County that Coconino County hereby expresses its approval and support for the development of USBR 66 and requests that the appropriate government officials take action to officially designate the route accordingly as soon as possible.

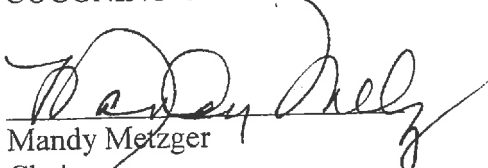
**PASSED AND ADOPTED** by the Coconino County Board of Supervisors in Flagstaff, Arizona this 21<sup>st</sup> day of April, 2015.

**AYES:** 4  
**NOES:** 0  
**ABSENT:** 1



**APPROVED:**

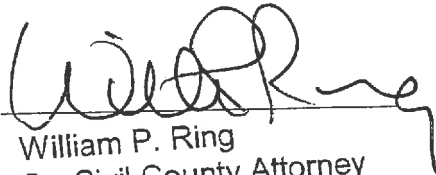
COCONINO COUNTY BOARD OF SUPERVISORS

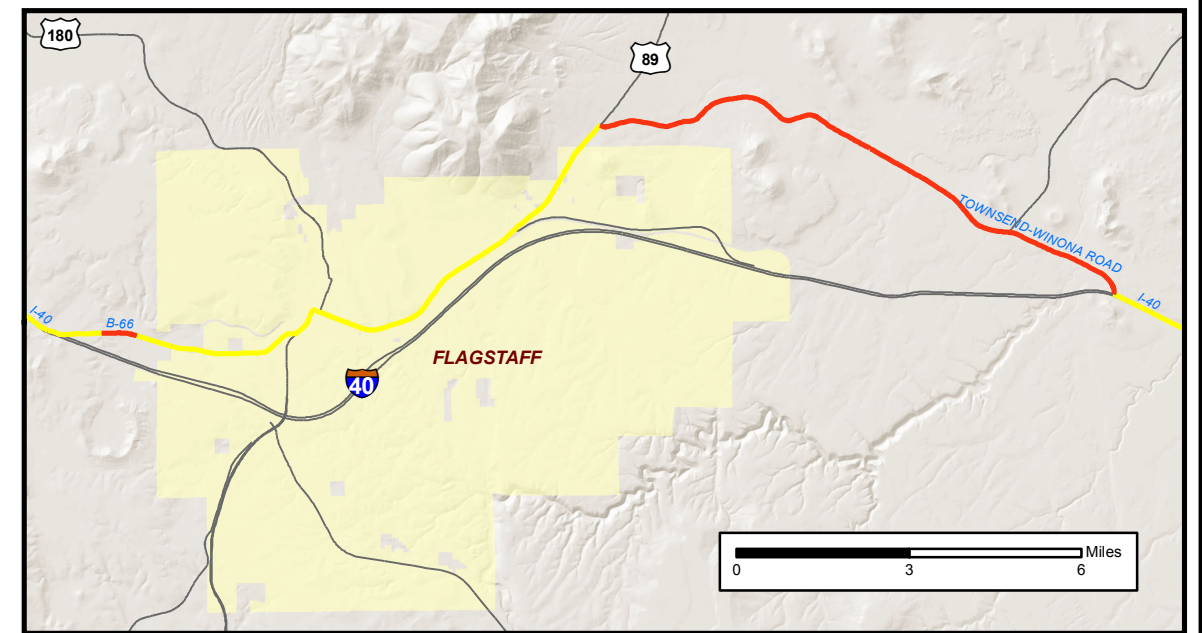
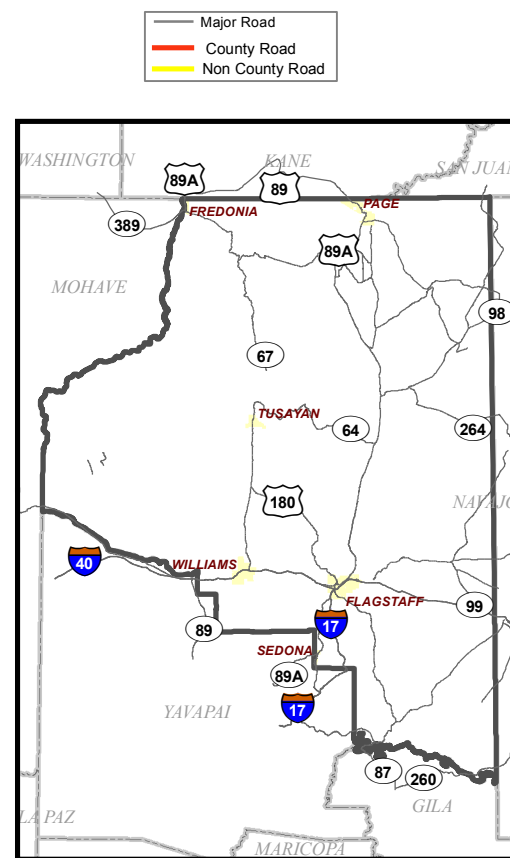
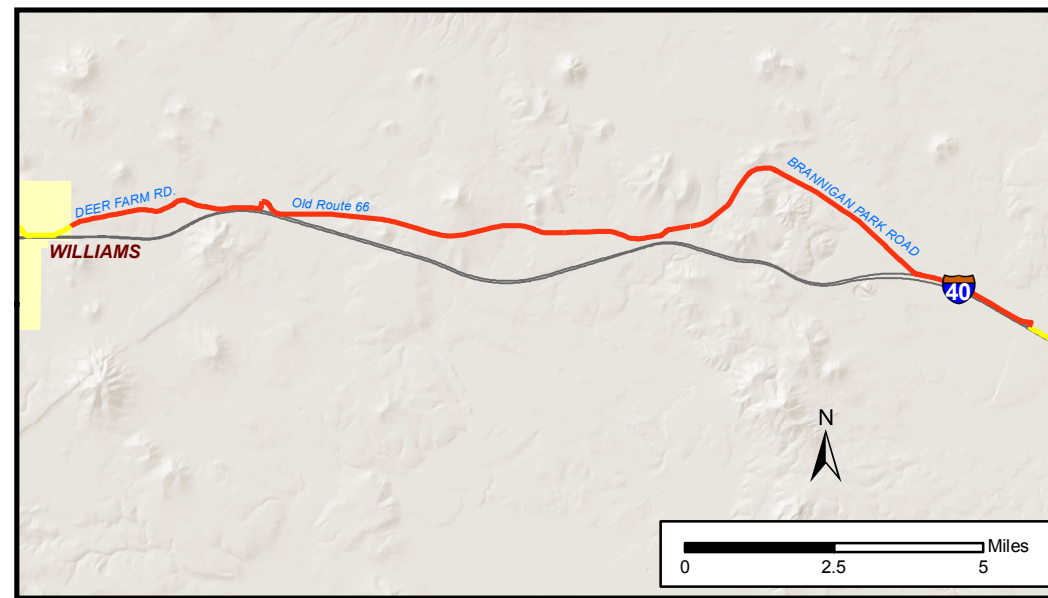
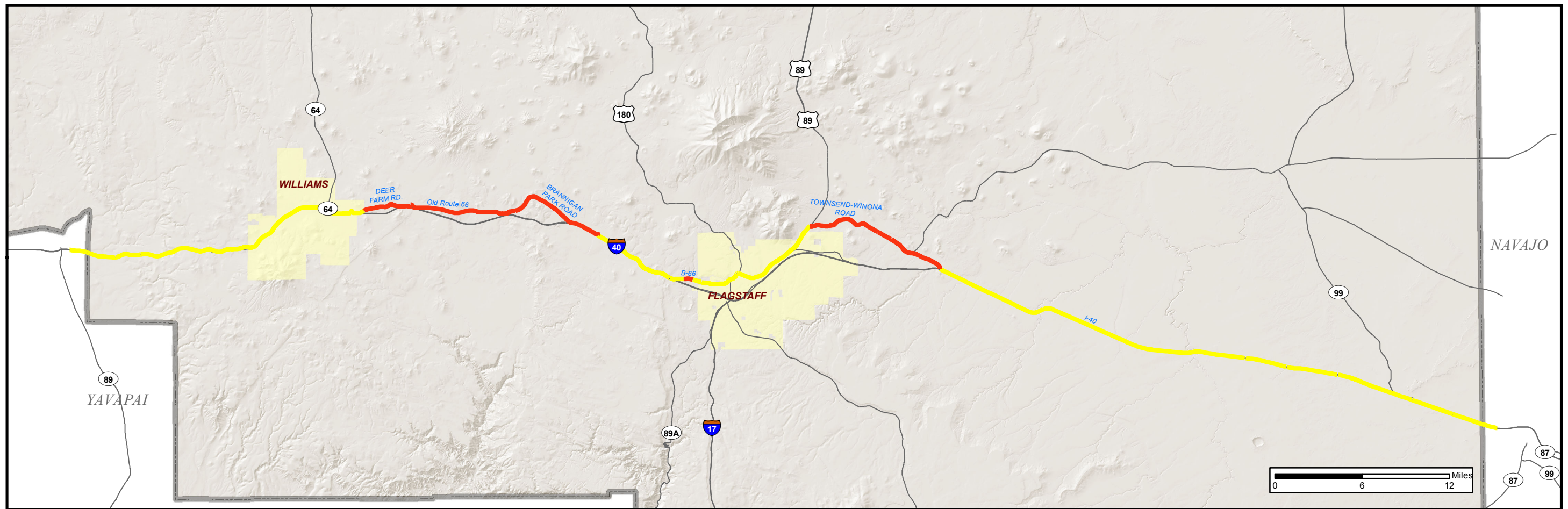
  
Mandy Metzger  
Chair

**ATTEST:**

  
Clerk of the Board

**APPROVED AS TO FORM:**

  
William P. Ring  
Sr. Civil County Attorney  
RESOLUTION 2015-16



**COCONINO COUNTY ARIZONA**  
 These data are for Planning purposes only.  
 No warranty of accuracy is implied or given.  
 March, 2015

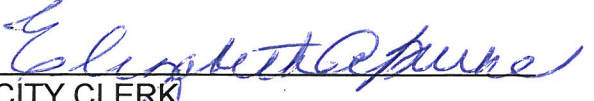
**U.S. Bicycle Route 66**



**CERTIFICATION**

I, ELIZABETH A. BURKE, City Clerk of the City of Flagstaff, Arizona, do hereby certify that the attached is a true and correct copy of Resolution No. 2015-27, adopted by the Flagstaff City Council at their Meeting held on June 16, 2015.

**IN WITNESS WHEREOF**, I have hereunto set my hand and impressed the official Seal of the City of Flagstaff this 30th day of June, 2015.

  
CITY CLERK

(SEAL)

**RESOLUTION NO. 2015-27**

**RESOLUTION OF THE COUNCIL OF THE CITY OF FLAGSTAFF, ARIZONA,  
STATING ITS SUPPORT FOR THE DEVELOPMENT OF U.S. BICYCLE  
ROUTE 66**

**RECITALS:**

**WHEREAS**, bicycle tourism is a growing industry in North America, contributing to the economies of communities that provide facilities for such tourists; and

**WHEREAS**, the American Association of State Highway and Transportation Officials (AASHTO) has designated an east/west corridor crossing the state of Arizona to be developed as United States Bicycle Route 66 (USBR 66); and

**WHEREAS**, the Arizona Department of Transportation is supportive of AASHTO designated bicycle routes through Arizona, subject to ongoing collaboration with affected jurisdictions to designate specific facilities the routes will traverse; and

**WHEREAS**, the proposed USBR 66 traverses through Flagstaff and is expected to provide a benefit to local residents and businesses; and

**WHEREAS**, the City has duly considered the proposed route and found it to be a suitable route through the Arizona corridor and desires that the route be formally designated so that it can be appropriately mapped and potentially signed, thereby promoting bicycle tourism in our area.

**ENACTMENTS:**

**NOW, THEREFORE, BE IT RESOLVED THAT THE COUNCIL OF THE CITY OF FLAGSTAFF  
AS FOLLOWS:**

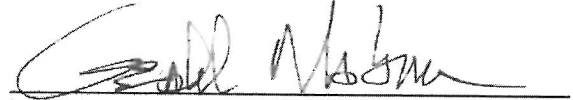
Section 1. That the Council hereby expresses its approval and support for the development of USBR 66.

Section 2. That Staff is authorized to take action to officially designate the route accordingly using the following City-owned roads and paths:

- Flagstaff Urban Trails System (FUTS)
- U.S. Highway 89
- Route 66
- Beaver Street
- San Francisco Street
- Butler Avenue




PASSED AND ADOPTED by the City Council of the City of Flagstaff this 16<sup>th</sup> day of June, 2015.

  
MAYOR

ATTEST:

  
CITY CLERK

APPROVED AS TO FORM:

  
CITY ATTORNEY



**File Code:** 2730  
**Date:** June 14, 2015

Received

JUN 25 REC'D

TPD Admin. Section

Michael Sanders  
Arizona Department of Transportation  
206 S. 17th Avenue, MD 310B  
Phoenix, Arizona 85007

Dear Mr. Sanders:

I offer my support for the designation of proposed U.S. Bicycle Route 66 (USBR 66) thru the Williams Ranger District, Kaibab National Forest. I recognize that bicycle tourism is a growing industry in North America, contributing \$47 billion a year to the economies of communities that provide facilities for such tourists. This route encourages bicycle visitors to the area, provides economic benefits locally, and supports the health and environmental related benefits of encouraging bicycle travel in the region.

The U.S. Bicycle Route System is a bicycle based transportation system sponsored by the American Association of State Highway and Transportation Officials (AASHTO). The Williams Ranger District of the Kaibab National Forest lies within a much larger corridor (USBR 66) that crosses Arizona and connects major historical and iconic landmarks, cities, and destinations along the Historic Route 66 corridor. The proposed route for USBR 66 includes Forest Service Road US-66, commonly referred to as Brannigan Park Road.

I endorse having the route mapped and signed, thereby promoting bicycle use in the area. Therefore I express my support for USBR 66, and request that the appropriate officials nominate the route for AASHTO designation as soon as this can be achieved.

Sincerely,

DANELLE D. HARRISON  
District Ranger

cc: MSanders@azdot.gov; amy.minowitz@kimley-horn.com







*City of Kingman*

310 NORTH FOURTH STREET • KINGMAN • ARIZONA • 86401 • 928 • 753-5561  
[www.ci.kingman.az.us](http://www.ci.kingman.az.us)

June 4, 2015

Michael Sanders  
Arizona Department of Transportation  
206 S. 17<sup>th</sup> Avenue, MD 310B  
Phoenix, Arizona 85007

Dear Mr. Sanders:

The City of Kingman would like to offer our support for the designation of proposed U.S. Bicycle Route 66 (USBR 66) through the City. We recognize that bicycle tourism is a growing industry in North America, contributing \$47 billion a year to the economies of communities that provide facilities for such tourists. As a community, we stand to benefit from this opportunity both economically and from the health and environmental related benefits of encouraging bicycle travel in our region.

The U.S. Bicycle Route System is a bicycle based transportation system sponsored by the American Association of State Highway and Transportation Officials (AASHTO). Our City lies within a much larger corridor (USBR 66) that crosses Northern Arizona and connects many of the state's historic cities and towns such as Kingman, Seligman, Williams, Flagstaff, and Winslow, just to name a few. There are also many other historic interests, several National Parks, and other beautiful scenery to see along the way.

The proposed USBR 66 through the City of Kingman can be found in Figure 1 below and includes the following City-owned roads that would be included in the designation:

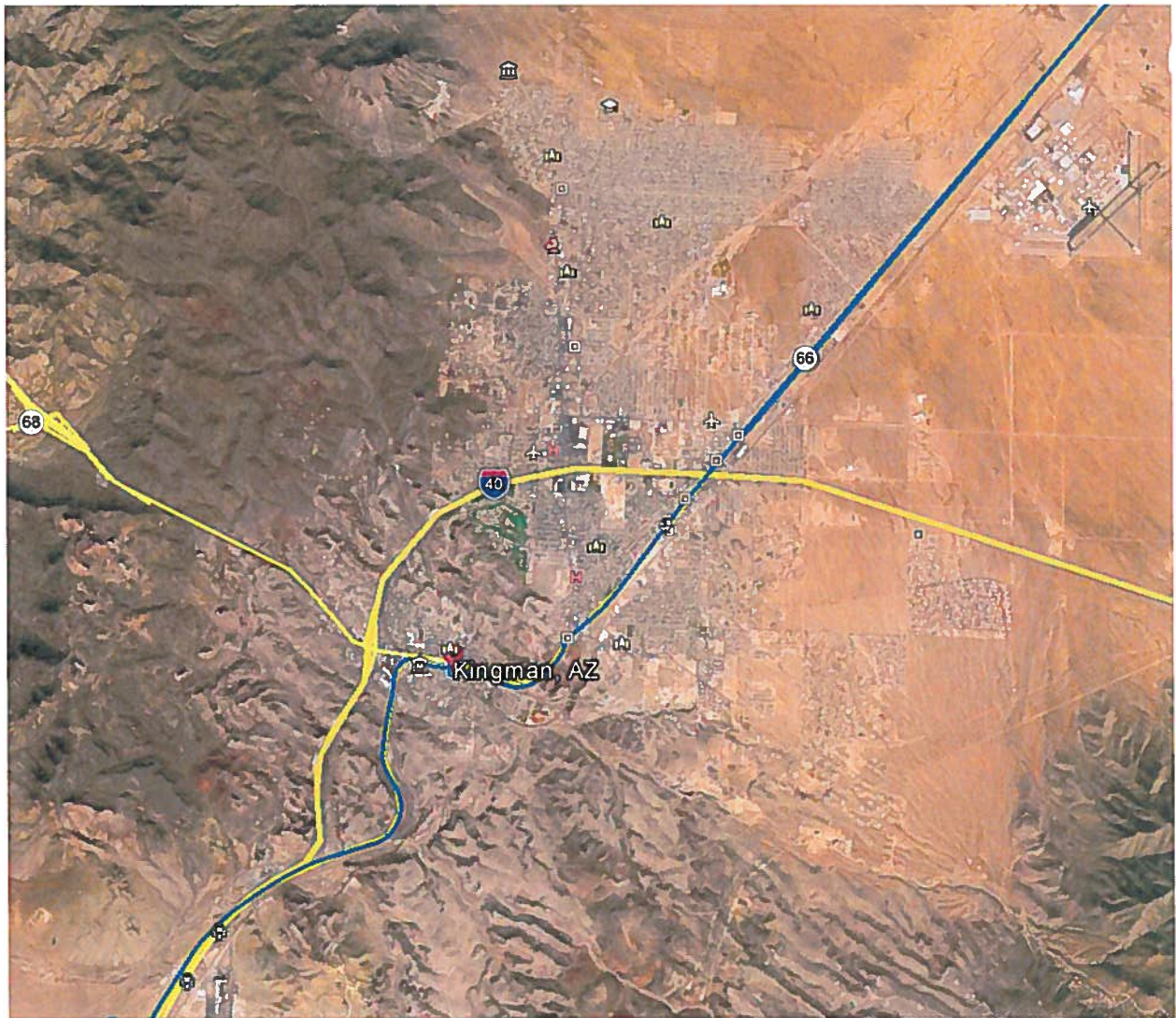
- Andy Devine Avenue between Michael Street and Grandview Avenue

The proposed route for USBR 66 will provide a benefit to our residents and businesses and we endorse having the route mapped and may choose to have it signed, thereby promoting bicycle tourism in our area. Therefore City hereby expresses its support for USBR 66, and requests that the appropriate officials nominate the route for AASHTO designation as soon as this can be achieved.

Sincerely,

Richard Anderson, Mayor

Figure 1: Proposed USBR 66 through the City of Kingman







January 21, 2015

Michael N. Sanders  
Bicycle & Pedestrian Program Coordinator  
Arizona Department of Transportation  
206 S. 17<sup>th</sup> Ave., Mail Drop 310B  
Phoenix, AZ 85007

Subject: Letter of Acknowledgement for US Bicycle Routes 66 and 90

Dear Mr. Sanders,

The New Mexico Department of Transportation (NMDOT) is aware of the following two US Bicycle Route (USBR) corridors that will potentially pass through New Mexico and Arizona, therefore requiring connection points along our shared border:

- USBR 66, an east-west bicycle route from Chicago to Santa Monica, and
- USBR 90, an east-west bicycle route from the Florida coast to San Diego.

Regarding USBR 66, NMDOT acknowledges and accepts the following connection point at the New Mexico-Arizona border: NM State Highway 118/Grant Road, which is a frontage road along the I-40 corridor. Volunteer planning efforts in New Mexico have also identified this connection point as ideal.

Regarding USBR 90, NMDOT acknowledges the Arizona Department of Transportation's planning efforts to determine the following connection point at the New Mexico-Arizona border: NM State Highway 80/AZ State Highway 80, near Rodeo, NM. This connection point is acceptable. Currently NMDOT has no planning efforts underway for USBR 90 and this connection point would be analyzed as part of the planning process, should NMDOT pursue designation.

Thank you and please do not hesitate to contact me at (505) 476-3742 or [rosa.kozub@state.nm.us](mailto:rosa.kozub@state.nm.us) for additional information about USBRs 66 and 90 in New Mexico.

Sincerely,

A handwritten signature in blue ink, appearing to read "Rosa Kozub", is written over a light blue background.

Rosa Kozub  
Urban & Regional Planner Supervisor  
Bicycle, Pedestrian, Equestrian Coordinator  
New Mexico Department of Transportation

Cc: Kerry Irons, Adventure Cycling Association  
Brent Crowther, Kimley-Horn

**Susana Martinez**  
Governor

**Tom Church**  
Cabinet Secretary

#### Commissioners

**Pete K. Rahn**  
Chairman  
District 3

**Ronald Schmeits**  
Vice Chairman  
District 4

**Dr. Kenneth White**  
Secretary  
District 1

**David Sepich**  
Commissioner  
District 2

**Butch Mathews**  
Commissioner  
District 5

**Jackson Gibson**  
Commissioner  
District 6





# United States Department of Interior

NATIONAL PARK SERVICE  
Petrified Forest National Park  
P.O. Box 2217  
1 Park Road  
Petrified Forest, Arizona 86028



A5431

February 23, 2015

Michael Sanders  
Arizona Department of Transportation  
206 S. 17<sup>th</sup> Avenue, MD 310B  
Phoenix, Arizona 85007

Received

FEB 25 2015

TPD Admin. Section

Dear Mr. Sanders:

Petrified Forest National Park would like to offer our support for the designation of proposed U.S. Bicycle Route 66 (USBR 66) through the park. We recognize that bicycle tourism is a growing industry in North America, contributing \$47 billion a year to the economies of communities that provide facilities for such tourists. We support the route to encourage bicycle visitors to the park, benefit our local communities economically, and support the health and environmental related benefits of bicycle travel in our region.

The U.S. Bicycle Route System is a bicycle based transportation system sponsored by the American Association of State Highway and Transportation Officials (AASHTO). Petrified Forest lies within a much larger corridor (USBR 66) that crosses Arizona and connects communities across our region.

The proposed route for USBR 66 will provide a benefit to our area businesses and we endorse having the route mapped and may choose to have it signed, thereby promoting bicycle tourism in our area. Therefore Petrified Forest National Park hereby expresses its support for USBR 66, and requests that the appropriate officials nominate the route for AASHTO designation as soon as this can be achieved.

Sincerely,

Bradley S. Traver  
Superintendent

**RESOLUTION NO. 1318**

**A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF WILLIAMS, COCONINO COUNTY, ARIZONA, STATING ITS SUPPORT FOR THE DEVELOPMENT OF U.S. BICYCLE ROUTE 66 and 79.**

**RECITALS:**

WHEREAS, bicycle tourism is a growing industry in North America, contributing to the economies of communities that provide facilities for such tourists; and

WHEREAS, the American Association of State Highway and Transportation Officials (AASHTO) has designated an EAST/WEST corridor crossing the state of Arizona to be developed as United States Bike Route 66 (USBR 66) and a NORTH/SOUTH corridor to be developed as USBR 79; and

WHEREAS, the Arizona Department of Transportation is supportive of AASHTO designated bicycle routes through Arizona, subject to ongoing collaboration with affected jurisdictions to designate specific facilities the routes will traverse; and

WHEREAS, the proposed USBR 66 and USBR 79 traverse through the City and is expected to provide a benefit to local residents and businesses; and

WHEREAS, the City has duly considered the proposed route and found it to be a suitable route through the Arizona corridor and desires that the route be formally designated so that it can be appropriately mapped and potentially signed, thereby promoting bicycle tourism in our area.

**ENACTMENTS:**

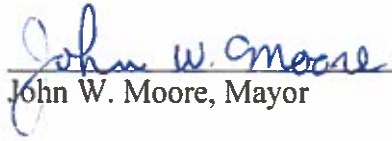
NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF WILLIAMS AS FOLLOWS:

Section 1. THAT the Council hereby expresses its approval and support for the development of USBR 66 and USBR 79.

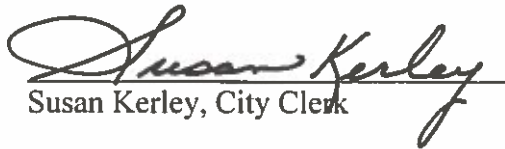
Section 2. THAT, Staff is authorized to take action to officially designate the route accordingly using the following City-owned roads:

- Bearizona Boulevard (USBR 66 only)
- Highway 64/Historic Route 66
- East and West Railroad Avenue

PASSED AND ADOPTED by the Mayor and Council of the City this 9<sup>th</sup> of April, 2015.

  
John W. Moore, Mayor

ATTEST:

  
Susan Kerley, City Clerk

APPROVED AS TO FORM:

  
City Attorney



**Mayor**  
Robin R. Boyd

(928) 289-2422  
Fax (928) 289-3742  
TDD (928) 289-4784



**Discover Winslow-A City in Motion**

**Council Members**  
Peter Cake  
Thomas R. Chacon, Sr.  
Curtis Hardy  
Marshall Losey  
Bob Schlesinger  
Harold Soehner

February 10, 2015

Mr. Michael Sanders  
Arizona Department of Transportation  
206 South 17<sup>th</sup> Avenue, MD 310B  
Phoenix, Arizona 85007

Dear Mr. Sanders:

The City of Winslow would like to offer our support for the designation of proposed U.S. Bicycle Route 66 (USBR 66) through the City of Winslow. We recognize that bicycle tourism is a growing industry in North America, contributing \$47 billion a year to the economies of communities that provide facilities for such tourists. As a community, we stand to benefit from this opportunity both economically and from the health and environmental related benefits of encouraging bicycle travel in our region.

The U.S. Bicycle Route System is a bicycle based transportation system sponsored by the American Association of State Highway and Transportation Officials (AASHTO). Our city lies within a much larger corridor USBR 66 that crosses Arizona.

The proposed route for USBR 66 will provide a benefit to our residents, city and businesses and we endorse having the route mapped thereby promoting bicycle tourism in our area. Therefore, the City of Winslow hereby expresses its support for USBR 66, and requests that the appropriate officials nominate the route for AASHTO designation as soon as this can be achieved.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Boyd", is written over a horizontal line.

Robin R. Boyd  
Mayor

/smw