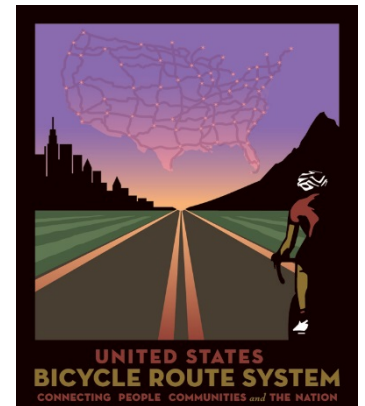


DEVELOPING U.S. BICYCLE ROUTE 41 - ST. PAUL TO GRAND PORTAGE STATE PARK

U.S. Bicycle Routes – Background

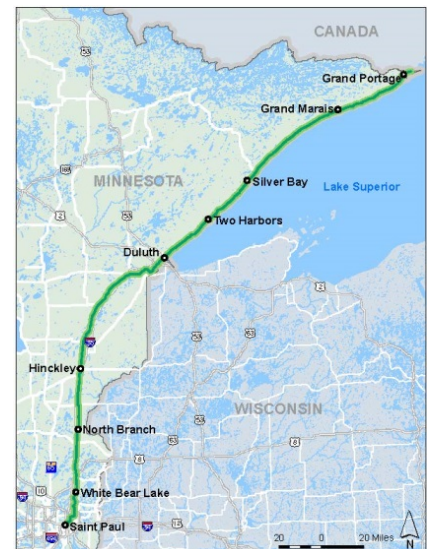


- The [U.S. Bicycle Route System](#) is an emerging network of numbered cross country bicycle routes developed to connect people to cities and places.
- The AASHTO (American Association of State Highway and Transportation Officials) Special Committee on Route Numbering officially designates each numbered route in the USBRS.
- MnDOT identified U.S. Bicycle Route 41 as a priority corridor in its [Statewide Bicycle System Plan](#).
- The Statewide Bicycle System Plan illustrates routes people can use to travel to and between Minnesota cities by bicycle. The proposed routes were developed based on comments from a cross-section of people statewide.
- USBR 41 will be Minnesota’s second USBR. USBR 45/[Mississippi River Trail](#) is the first. As of October 2015, 11,053 miles of U.S. Bicycle Routes have been established in 23 states.
- Adventure Cycling Association is working with all 50 states to develop the U.S. Bicycle Route System. A U.S. bicycle route can create more visibility for cycling across the country and help expand [bicycle tourism](#) and enhance [local economies](#) with little investment.

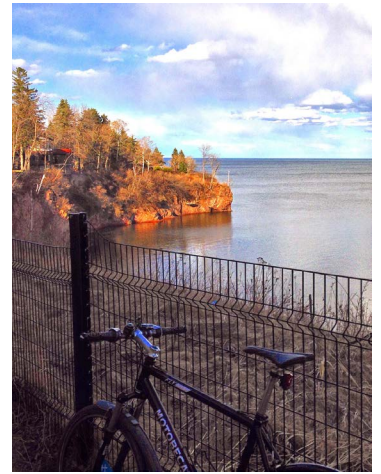


Planning U. S. Bicycle Route 41

- USBR 41 will link St. Paul to Grand Portage State Park, via Duluth. It will be approximately 325 miles long.
- U.S. Bicycle Route 41 is a designation only; it is intended to complement—not compete—with local bicycle facility planning. It is intended to build upon communities’ efforts and help move local bicycle plans forward.
- Using route-selection criteria prioritized through public input, MnDOT will work with partners to combine existing roads and trails to create a continuous bicycle route that’s “ride-ready”.
- USBR 41 will be planned with adjacent network connections in mind. It will connect to communities, points of interest, and businesses/services bicyclists need. USBR 41 will be developed to enhance local communities through:
 - **Network connections.** Where practical, USBR 41 will be part of a local bikeway network, connect to a local network, or enhance the network to serve visitors and residents for transportation and recreation.
 - **Serving bicyclists’ needs.** Connects to or near local services, such as lodging/camping, grocery stores, restaurants, bike shops, hardware stores, libraries, etc.



- **Enhancing local economy.** Represents a modest opportunity for businesses to profit from new or more frequent bicyclists seeking local services.
- **Improving health.** Encourages healthy, active transportation and recreation. In addition, seek to reach a new audience of bicyclists, particularly those identified as “interested but concerned”, to help create a demographic mode shift.
- **Improving neighborhoods and communities.** Includes equity and diversity as factors in route planning and decision-making, with the intent to help increase bicycling in underserved/non-traditional neighborhoods.
- **Cost effectiveness.** Uses existing bicycle facilities, which require no additional land acquisition or development costs.
- **Adventure.** Introduces visitors and residents to exploration and new experiences.
- **State and national significance.** Connects communities to the state bikeway network and to routes designated within the [U.S. Bicycle Route System’s national corridor plan](#).
- For those most comfortable bicycling off-road, USBR 41 will include many segments of continuous trails and paths. Maps will clearly identify those segments.



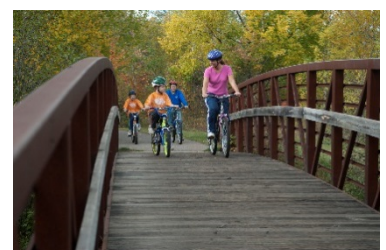
Designating and Promoting U. S. Bicycle Route 41



- MnDOT seeks willing partners; success depends on partnerships—from developing to promoting the route.
- Designation requires a resolution of support from local road and trail authorities where USBR 41 is located.
- USBR 41 will be part of Minnesota’s statewide bicycle network. MnDOT will continue to lead USBRS work. As part of the USBR 41 project, MnDOT is developing a Minnesota guide that will identify protocol for planning, implementing, managing and promoting state and U. S. bicycle routes.
- If all U.S. Bicycle Route 41 planning and map work is completed this summer, MnDOT intends to designate the route in October 2016. If not complete, MnDOT will submit an application to designate the route at the next scheduled date: May 2017.

Relationship to State and Local Trails and Bicycle Facilities

- U. S. Bicycle Route 41 will combine existing roads and trails. In some cases, USBR 41 may provide an interim roadway connection within a local or state bicycle trail network, closing a gap until funding is available to fully build continuous trail segments.
- USBR 41 may bring additional value to existing and planned bicycle facilities. For example, a local trail typically serves bicyclists from nearby, but if common with USBR 41, it also may serve bicyclists from afar or travelling long distances. By serving multiple users under a joint purpose, USBR 41 may help future local bicycle initiatives more easily raise funds and be constructed more quickly.
- USBR 41 will evolve. It will change as viable, locally-led improvements occur that are compatible with USBR 41 route criteria and better-serve a broad range of bicyclists.



USBR 41 info: <http://www.dot.state.mn.us/bike/usbr41/>

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