



COURTESY TRAVEL OREGON

# Guide to Bicycle Camping



Adventure Cycling Association



## **4 Introduction**

Why Bicycle Camping?

## **5 Bicycle Camping Basics**

How are cycling visitors different?

Welcoming visitors arriving by bicycle

Bicycle Campsites: A Small Footprint

No-Turn-Away Policies: No Visitor Left Stranded

## **8 Nuts and Bolts of Bicycle Camping**

Amenities

Capacity

Location

Communications

## **12 Bicycle Travel and Tourism Trends**

Why travel by bicycle?

Who are bicycle travelers?

What is their economic impact?

Where do they ride?

## **17 Partner with Adventure Cycling**

## **18 Bicycle Camping Best Practices**

## **20 Case Study**

Bicycle Campsites: Montana State Parks

## **21 Case Study**

Bicycle Campsites: Oregon State Parks

## **22 Case Study**

No-Turn-Away Policy: Virginia State Parks

## **23 Case Study**

Turned Away at Capitol Reef National Park

## **24 Case Study**

Turned Away Despite A No-Turn-Away Policy:  
Minnesota State Parks

## **28 Appendix**

Campsite Improvement Bid: Montana State Parks

No-Turn-Away Policy: Arkansas State Parks

No-Turn-Away Policy: Virginia State Parks

Bicycle Camping Survey: Oregon State Parks

## **34 Endnotes**



# Introduction

Campgrounds are well equipped to handle motorized visitors and RVs but may be unfamiliar with the idea of providing specific services and accommodations for people who arrive by bicycle. Adventure Cycling Association's *Guide to Bicycle Camping*<sup>2</sup> will help campground and park managers identify how bicycle camping can best fit with their existing services and accommodations to effectively serve cycling visitors.

## Why Bicycle Camping?

Busy campgrounds are used to turning away motorized visitors who have the flexibility to drive elsewhere, but bicycle travelers don't have that luxury. After a full day of riding, they need to refuel and rest to prepare for the next day of riding, and often only need accommodations for one night.

Providing bicycle camping shows that your campground is committed to:

- **Welcoming cycling visitors** by providing amenities, policies, and services that are specific to their needs.
- **Ensuring that they won't be turned away** and left stranded after a long day of riding, even if the campground is full.
- **Providing a quality experience** for all visitors, no matter what mode they choose to travel by.



A cyclist pays \$5 for an Oregon State Parks hiker/biker site.

# Bicycle Camping Basics

## How are cycling visitors different?

People who choose to travel by bicycle or on foot are self-powered, which makes getting to their destination part of the fun and the challenge. They are more vulnerable to unplanned factors such as weather, terrain, flat tires, illness, or injury. This can affect when and if they arrive at a campground as planned. The unpredictable nature of bike touring makes it less practical to make reservations in advance.

With no motorized support, visitors arriving by bicycle have limited alternatives if a campground is full, especially if other accommodations are more than a few miles away or there is limited daylight.

## Welcoming visitors arriving by bicycle

Campgrounds can welcome bicycle travelers and avoid having to turn them away by taking two simple steps:

- **Providing bicycle campsites.** A bicycle campsite (also called hiker/biker or bike-in site) is a campsite specifically outfitted for people arriving by bicycle and, if applicable, other nonmotorized visitors like hikers and kayakers.
- **Implementing a no-turn-away policy or directive.** A no-turn-away policy or directive<sup>2</sup> guarantees an emergency camping space for bicycle travelers traveling solo or with a small, noncommercial group who arrive at a full campground without motorized support. A no-turn-away policy guarantees space for bike travelers only when a campground is full, and they otherwise have to occupy regular campsites, which typically aren't outfitted specifically for bicyclists.

## Bicycle Campsites: A Small Footprint

### | What makes a bicycle campsite?

- **Nonreservable** — These sites should be nonreservable and set aside for bicyclists and other nonmotorized visitors only. Regular first-come, first-served campsites are not a substitute because motorized visitors have an advantage in being able to arrive early.
- **Shared site** — The space should be able to accommodate the peak number of touring cyclists typical for your area so that no cyclist would need to be turned away.
- **Minimal space and resources** — Bicyclists travel lightly and have a small footprint. Bicycle campsites don't require RV-sized parking spaces, hookups for generators, or giant tent spots, which saves on costs and reduces maintenance. A site that could fit one RV camper could fit multiple bicycle campers, particularly because bicycle campers often prefer shared sites.
- **Separate fee** — The fee charged should be a per-person fee based on the level of services provided (typically \$5–10), which is usually less than other RV or tent sites.
- **Bicycle-specific amenities** — The amenities listed below require relatively small investment but improve bicycle travelers' camping experiences immensely. See page 7 for more information about these amenities.

"Hiker/bikers pay per person, making the site revenue on par with other sites when considered on a per-person basis, yet hiker/biker sites are often much less expensive and use far less land than other camping options."

— Oregon State Parks, 2014 Survey Report



A hiker/biker site at Oregon State Parks.



N. LEWIS, SHEPANDOAH NATIONAL PARK

## No-Turn-Away Policies: No Visitor Left Stranded

A no-turn-away policy typically allows for:

- **One-night accommodation for cyclists touring without motorized support**
- **Is not guaranteed for large or commercial tour groups if space is limited**
- **A fee consistent with the level of service provided**
- **At minimum a tent space and a place to park a bike**
- **Other amenities can be provided if possible**

A no-turn-away policy is recommended for all campgrounds, but is particularly necessary for campgrounds without bicycle campsites. A bicycle campsite is preferred because it is a shared site that should provide a no-turn-away function by accommodating the peak number of cycling visitors.

All no-turn-away bike camping policies are available to download at [adventurecycling.org/noturnaway](https://adventurecycling.org/noturnaway). For examples of no-turn-away policies, see page 29.

### Make it official

Many park campgrounds “unofficially” don’t turn away visitors arriving by bicycle, and it’s common to think that a no-turn-away policy isn’t necessary. However, we have heard from bicycle travelers who have been turned away from both campgrounds with policies and without them, so making an official written policy is critical to ensuring that it is followed consistently.

Why officially adopt a no-turn-away policy?

- It communicates the existence of the policy to the public as well as campground staff and hosts.
- It allows for consistent training and implementation of the policy.
- It can be referenced by bicycle travelers if it is not being implemented consistently.

# Nuts and Bolts of Bicycle Camping

There are many practical and logistical considerations for implementing bicycle camping, including what kinds of amenities to provide and how to determine demand and location. These factors can vary, but this information will help you evaluate what will work best for your campground.

## Amenities

Bicycle travelers are generally self-sufficient and prepared and need at minimum a place to set up their tent and park their bicycle. However, a few simple amenities can vastly improve their camping experience.

### | Bike Parking



Bike racks should provide two points of contact with the bike frame, not the wheel, to support the weight of a loaded bike.

### | Bike Repair Stations



Bike repair can include any or all of the elements shown, including the bike stand or clamp, tools, and floor pump.

### | Lockers



Lockers are most useful when they provide secure storage for food and valuables.

### | Group Picnic Area



At minimum, a covered group picnic area should be provided. If resources allow, some campgrounds provide an enclosed space with a fully equipped kitchen.

### | Electrical Outlets

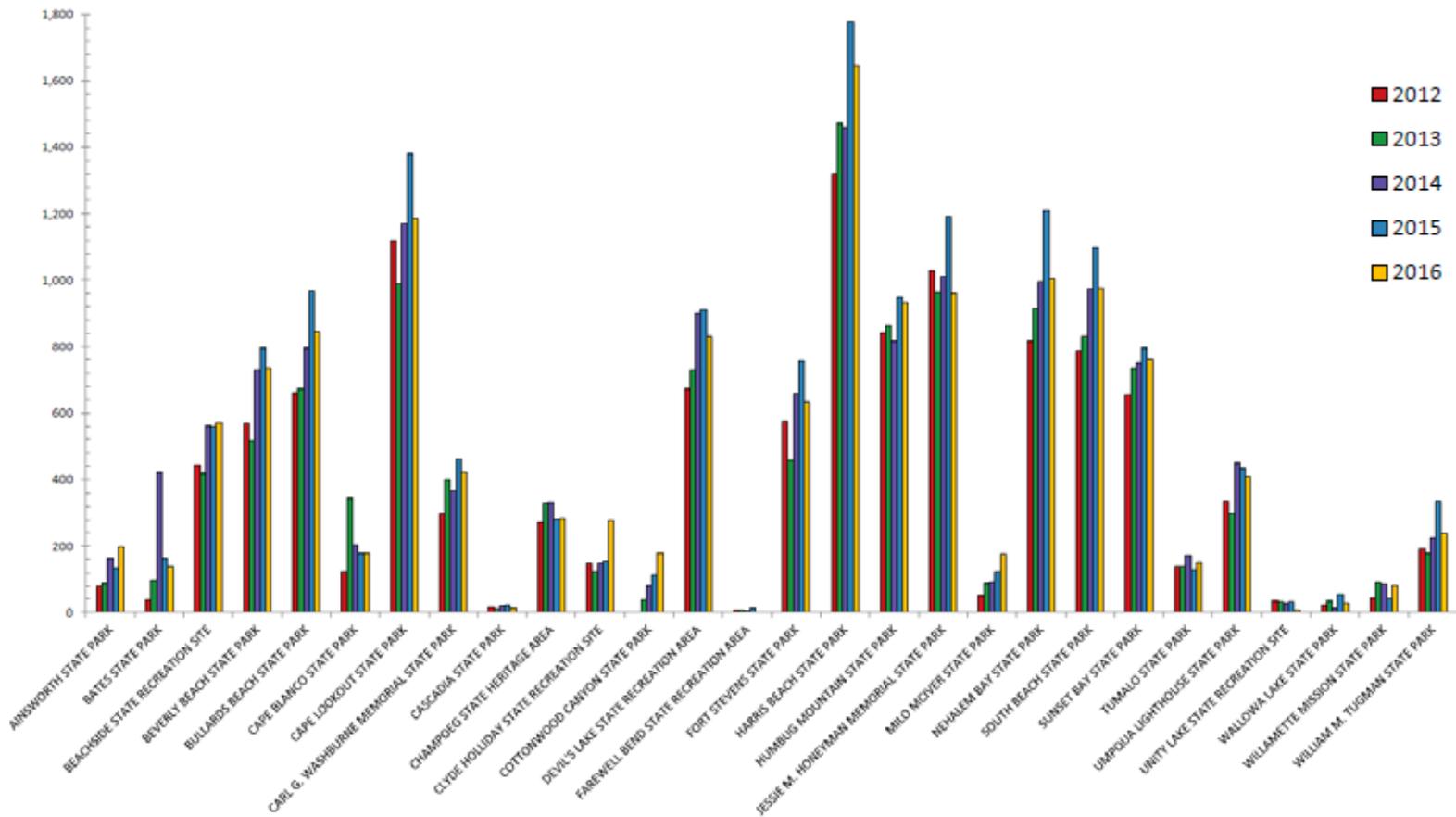


Electrical outlets can be solar-powered and are best located either in a secure place (inside of lockers) or at another central place like the group picnic area.

### | Showers



Showers are always welcome at the end of a long day of cycling. They're not essential but are a popular amenity.



**Oregon State Parks**  
Hiker/Biker Visitation 2012 - 2016

## Capacity

If you are seeing visitors arriving by bicycle, it is important to start tracking visitation numbers to determine demand and capacity needed for bicycle camping. Campgrounds along well-known, popular routes like the Pacific Coast Bicycle Route could see up to 20 bike campers per day in the peak season, while many bike routes will have peak numbers of five to 10 bike campers per day. Even if your campground is not along a known bike route, you may still see demand for bike camping.

Oregon State Parks counts between 10,600 and 14,000 visitors using their hiker/biker sites each year and about 90–96% are bicyclists. The numbers below show that the demand is steadily increasing. Tracking visitation is critical to understanding the demand for bike camping in your area.



Adventure Cycling created this map to help Tennessee State Parks prioritize bike camping along Adventure Cycling and U.S. Bicycle Routes (USBR).

## Tennessee State Parks Proximity to Bicycle Touring Routes

### Location

A good indicator of whether your campground will receive visitors arriving by bicycle is whether the campground is in proximity to local, state, or national bicycle routes. Adventure Cycling Association has worked with a number of state park systems to create maps like the example below showing which campgrounds have the closest proximity to Adventure Cycling and U.S. Bicycle Routes (USBR).<sup>3</sup>

Five miles is typically the maximum distance cyclists go out of their way to get to a campsite, since it results in a 10-mile round-trip ride. Print and digital Adventure Cycling maps list bicycle camping within five miles of routes, and service additions can be requested at [adventurecycling.org/mapcorrections](https://adventurecycling.org/mapcorrections).

## Communications

Once you have implemented a no-turn-away policy and bike camping sites in your park system or campground, it is important to let the public know it exists so they can use it. Incorporating implementation of your no-turn-away policy into staff training is also critical to ensure that staff know the policy exists and can implement it consistently.



Oregon State Parks' hiker/biker camp sign.

### | Best Practices

- Post bike camping information on your park or campground's website.
- Make sure the information is clear and easy to find.
- If your bike camping sites are along an Adventure Cycling route(s), email [cartography@adventurecycling.org](mailto:cartography@adventurecycling.org) to include it on the print and digital maps.
- For bicycle camping sites, include at minimum where sites are located, amenities provided, fee charged, capacity provided, and any specific rules or policies.
- For no-turn-away policies, include at minimum the policy text, how the policy works if more detail is needed, and why your park/campground adopted the policy.
- Promote bike camping offerings through other communications like social media, newsletters, blog posts, and ads.
- Survey cycling visitors to learn what's working and what needs improvement.

A survey is a great way to find out what kinds of bike camping improvements would best serve touring cyclists' needs. Every two years Oregon State Parks surveys visitors who use their hiker/biker campsites, which led them to add solar-powered electrical outlets inside of storage lockers as an amenity.<sup>4</sup>

Check out the example survey questions on page 31 and bike camping communications examples on page 17–18 to get started.



# Bicycle Travel and Tourism Trends

## Why travel by bicycle?

From overnight trips to cross-country adventures, thousands of people travel by bicycle in the U.S. each year because the slower pace allows them to connect with communities and landscapes along the way.

Bicycle travel is a type of adventure travel, which is defined by the Adventure Travel Trade Association as a mix of nature, physical activity, and culture. The top three reasons people choose adventure travel activities like bicycle touring are:

1. **Transformation and personal growth**
2. **Expanded worldview**
3. **Learning! Bicycle travelers want to engage and connect with the people and places they encounter.**<sup>5</sup>



Adventure Travel Trade Association / [adventuretravel.biz](http://adventuretravel.biz)

## Who are bicycle travelers?

People who choose to travel by bicycle long distances need to have the time for it and are usually either retired or in a life transition. People with full-time jobs and/or families also make the time for bike travel, but tend to do shorter trips (overnight or a few weeks) that are closer to home.

According to the Institute for Tourism & Recreation Research (2014)<sup>6</sup>:

- 58% of bicycle travelers make over \$75,000 per year
- 82% have a college education
- 8.1% are international tourists
- 52 is the average age



## What is their economic impact?

Bicycle travelers spend up to 40% more than motorized travelers because they are self-powered and require more frequent services like food and accommodations. Nationally, bicycle tourism accounts for about \$83 billion of the \$139 billion spent on bicycling each year (Outdoor Industry Association, 2017). Campgrounds that welcome and accommodate bicycle travelers can help bring these economic benefits to nearby communities.<sup>7</sup>

## Where do they ride?

Bicycle travelers can be found on any road or trail — paved, dirt, or gravel — that allows bicycling. Long-distance bike paths or trails provide the highest level of comfort for beginning cyclists, while more experienced cyclists are more comfortable riding on roads with traffic.

Many touring cyclists choose to follow bike route networks in the U.S. that have been mapped and sometimes officially designated and signed. The major national networks include the Adventure Cycling Route Network and the U.S. Bicycle Route System, and state-level networks are often designated as Scenic Bikeways.

## National Routes: Adventure Cycling Route Network

Adventure Cycling's Route Network provides over 48,600 miles (as of 2019) of mapped cross-country routes along hundreds of parks and campgrounds.<sup>8</sup> People interested in riding the routes can purchase print or digital maps or use the Bicycle Route Navigator app. All maps provide service listings including food, lodging, campgrounds, bike shops, post offices, libraries, etc.



## National Routes: U.S. Bicycle Route System

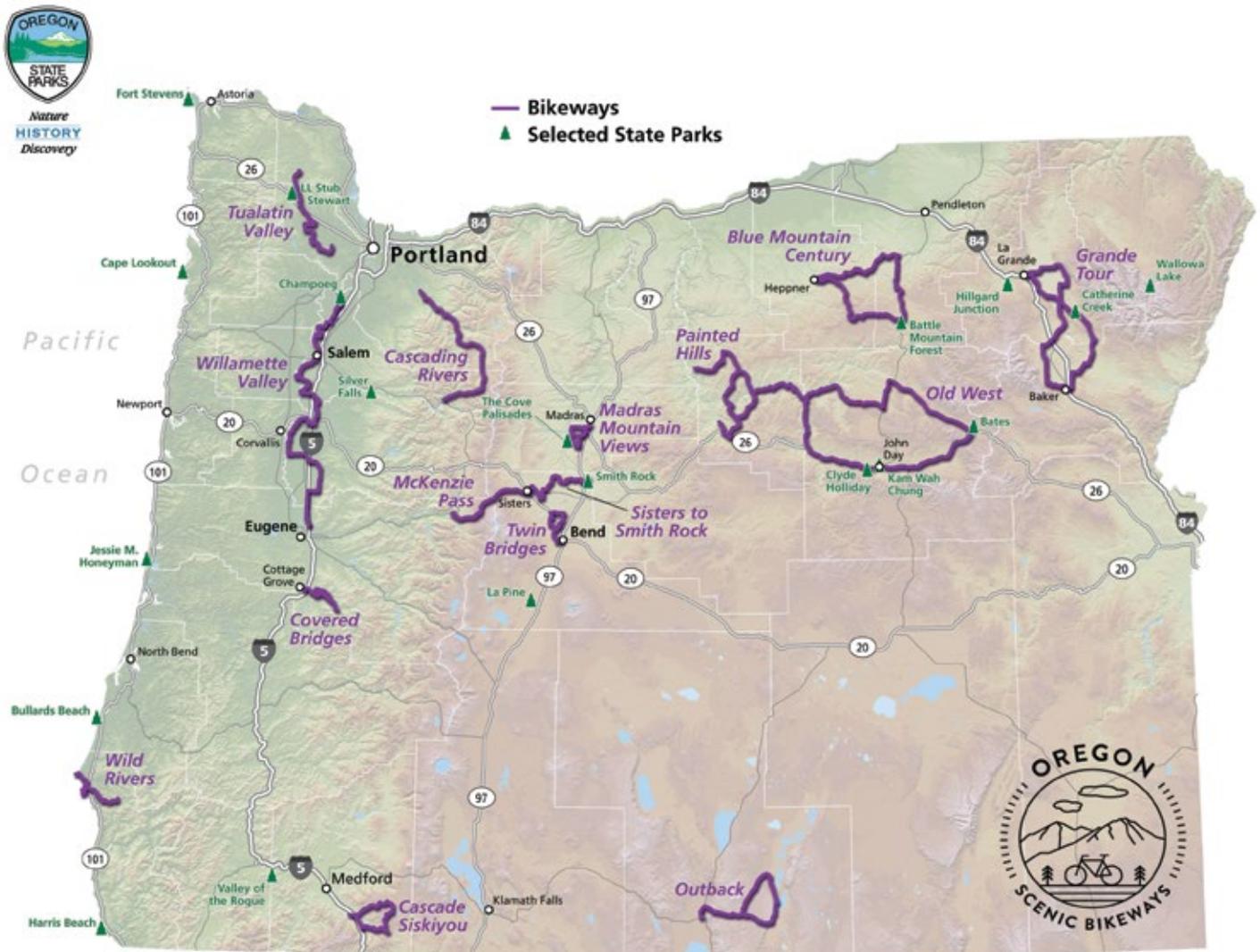
Adventure Cycling routes and other bike travel routes are integrated into a standardized public network of numbered and signed routes called the U.S. Bicycle Route System, which are officially approved by road owners and state transportation agencies. Many national parks have supported U.S. Bicycle Route designation, such as North Cascades, Chesapeake & Ohio Canal, Indiana Dunes, and Mammoth Caves. The USBRS will eventually encompass over 50,000 miles of designated and signed bicycle routes with freely available maps.<sup>9</sup>



The USBRS Corridor Plan (updated June 2019) is the blueprint for coordinating state designation of national routes.

## | State Routes: Scenic Bikeways

Scenic bikeways are state-designated bike routes that showcase parks and tourism attractions, and are often shorter loops or out-and-back routes. Oregon's Scenic Bikeway<sup>10</sup> routes are overseen by the Oregon Parks and Recreation Department, and promoted by Travel Oregon. Other states, like Maine and Tennessee, are also creating scenic bikeway routes.





# Partner with Adventure Cycling

Adventure Cycling Association works to inspire, empower, and connect a growing community of bicycle travelers. It is the largest bicycle nonprofit in North America with over 50,000 members. In addition to providing bicycle travel resources and assistance, we work to improve bicycle travel conditions across the country. One of our advocacy program areas is focused on partnering with parks to improve bicycle tourism experiences and remove barriers to bicycle travel.<sup>11</sup>

We offer expertise, guidance, support, and resources to help parks work toward their bicycle-related goals:

- Increase bicycle camping
- Improve bicycle safety and road conditions
- Organize car-free days and Bike Your Park Day rides
- Track bicycle visitation
- Designate U.S. Bicycle Routes
- Provide how-to resources for bike amenities

If your park or campground is interested in partnering with Adventure Cycling or would like more information and resources, please email Saara Snow at [ssnow@adventurecycling.org](mailto:ssnow@adventurecycling.org) or visit [adventurecycling.org/parks](https://adventurecycling.org/parks).



"I love the Oregon SP hiker/  
biker campsites! They make  
a long bike trip worthwhile."  
– Respondent in Oregon  
State Parks 2012 Survey

"I have learned to treasure  
state parks with hiker/biker  
sites on my bicycle trip down  
the West Coast. I know about  
the importance of a no-turn-  
away policy especially for  
remote sites. Bike travelers  
need only little space and  
basic infrastructure such as  
a shower and drinking water."  
– Bike traveler,  
Pacific Coast Route

# Bicycle Camping Best Practices

1. **Welcome visitors arriving by bicycle and keep their needs in mind when creating or changing policies, fees, amenities, and services.**
  - a. Keep staff informed of bicycle-specific policies, amenities, and services.
2. **Implement an official no-turn-away policy or directive for bicycle travelers.**
  - a. If the campground is full and there are no available overflow sites, then designate a tent space for the bicycle traveler.
  - b. Policy instructions should be clearly outlined to maintain consistency in implementation.
  - c. Post no-turn-away policy on your website and let the public know it exists.<sup>12</sup>
3. **Provide bicycle campsites that do not require reservations.<sup>13</sup>**
  - a. Nonreservable, preferably shared sites
  - b. Only for visitors arriving by bicycle or other nonmotorized transportation
  - c. Accessible by touring bicycle, not hike-in sites
  - d. Charge prices consistent with services and space provided (usually between \$5–\$10)
  - e. Locate site near restroom facilities and water
  - f. Clearly mark with signs showing that these sites are available even if the rest of the campground is full



**4. Provide as many bicycle-specific amenities as possible or applicable at hiker/biker campsites.<sup>14</sup>**

- a. Bicycle repair stations<sup>15</sup>
- b. Bicycle parking
- c. Covered group picnic areas
- d. Lockers that are wildlife-proof for food and valuables
- e. Electrical outlets for charging mobile devices
- f. Showers

**5. Communicate bicycle-specific policies, amenities, services, and other information to the public so they know what to expect and what's available.**

- a. Include in print and online materials and maps
- b. Work with tourism to promote bicycle camping as a bike tourism experience<sup>16</sup>
- c. Post on campground and park signs, bulletin boards, and kiosks

**6. Make the reservation process as flexible and nonrestrictive as possible.**

- a. Exempt bicycle travelers from two- or three-day minimum reservations.<sup>17</sup>
- b. Allow cancellations 24 hours before the reserved time, as opposed to multiple days in advance.
- c. Allow flexibility for the maximum number of tents per site since touring cyclists need less space.

**7. Track how many cyclists are camping at your campground to compare year-to-year use.**

**8. Survey bicycle campers and visitors to learn what is working and what needs improvement.**

**9. Provide safe bicycle infrastructure and markings as appropriate when developing or improving roads to or within your campground.**

- a. Safe passing signs<sup>18</sup>
- b. Separated bicycle infrastructure like bike paths or lanes
- c. Rumble strips that safely accommodate bicyclists<sup>19</sup>

**10. Partner with tourism, transportation, bicycle/trail groups, business, and other interested parties on statewide bicycle tourism initiatives and promotion.<sup>20</sup>**

"Hiker/biker campgrounds are the best idea ever. I applaud Oregon State Parks for developing them. Logistics are difficult for bikers and daily distances are difficult to predict. To be able to push a few extra miles to a camp and know you won't be turned away is the greatest luxury."

– Respondent in Oregon State Parks 2012 survey

"Your prices are Great! 5 bucks — WOW! Nice. Free showers — great! Nice job, Oregon! Leading the way for hiker/bikers."

– Respondent in Oregon State Parks 2012 Survey



*A hiker/biker site at Placid Lake State Park in Montana, which charges a reduced per-person fee.*

# Case Study

## Bicycle Campsites: Montana State Parks

In 2015, Montana State Parks recognized the need for bicycle camping at their campgrounds along Adventure Cycling routes. They worked with Adventure Cycling to identify four priority campgrounds within five miles of three cross-country bike routes for bike camping improvements.

Each “bike-in” campsite can accommodate up to 10 people, and amenities include bike racks, bear-proof lockers, a bike clamp for repairs, and a covered picnic area with electrical outlets. Additionally, instead of charging the usual \$18–\$28 for tent camping, there is now a specific bicycle campsite fee of \$6. These are relatively small investments for Montana State Parks but go a long way in showing visitors arriving by bicycle that their needs have been considered.<sup>21</sup>

### Hiker/Biker Campsites

- How many: Four shared sites at four state parks along three Adventure Cycling routes
- Cost: \$37,000–\$53,000 per site depending on the site, see page 28 for bid tabulations (2015)
- Funding: A \$200,000 grant from the Office of Tourism
- Construction: Contracted



*Oregon State Parks includes one hike-bike pod per shared hiker/biker campsite.*

# Case Study

## Bicycle Campsites: Oregon State Parks

Oregon State Parks is installing 11 overnight “hike-bike pods” at hiker/biker campsites along the Oregon Coast, which include a bike repair station and pump, covered lockers, and solar-powered electrical outlets inside the lockers. The hiker/biker campsites are group sites separated from the RV and individual tent sites to ensure that no one showing up by bicycle will be turned away. There is also a day-use version of the bike pods, called a bike hub.

### Hike-Bike Pods

- How many: Six pods installed as of 2019; 11 planned by the 2022 Oregon State Parks Centennial
- Cost: \$9,500 each
- Funding: Oregon State Parks Foundation<sup>22</sup> with help from grants from REI, Travel Oregon, and the Juan Young Trust
- Construction: Oregon Corrections Enterprises (OCE), which saved money on labor
- Installation: Park staff



*Cyclists set up camp at Beverly Beach State Park in Oregon.*

# Case Study

## No-Turn-Away Policy: Virginia State Parks

In 2012, Virginia State Parks decided to implement a no-turn-away policy when they learned about the need for accommodating bicycle travelers when campgrounds are full. Then-Director Joe Elton explained:

“I credit the Virginia Bicycling Federation with helping us understand the special circumstances that long-distance touring cyclists can find themselves in when the campgrounds are full and there is no reasonable alternative place to overnight. Once we understood the challenges, we called on our Operations Chief and the Campground Design and Management Working Group to come up with a practical solution to the problem. These are experienced rangers who work routinely with all kinds of campers to find ways to enhance the outdoor recreation and camping experience. We believe our approach provides a simple, practical solution that makes Virginia an even more attractive destination for outdoor enthusiasts.

**“Put simply, we want the Commonwealth to be the most welcoming place you ever bicycled.”**

You can read Virginia State Parks’ no-turn-away policy in the Appendix on page 30.<sup>23</sup>

# Case Study

## Turned Away at Capitol Reef National Park

Capitol Reef National Park is located on Adventure Cycling's Western Express Route and U.S. Bicycle Route 70. Fruita Campground is the only campground in the park, and with only 71 campsites it can fill up quickly.

"I arrived at Capitol Reef at approximately 6:00 pm and went directly to the camp host's site to inquire about camping arrangements. The camp host said there was nothing available and I'd have to ride 7–10 miles (at least an hour by bicycle) and camp on BLM land outside the park. I informed the host there were three other bikers that will be arriving soon and they will be looking to make camping arrangements too.

"I politely asked the host if I could ask other campers if they might be willing to share their site to avoid riding the additional distance. After riding 85 miles, I didn't have the desire or energy to ride another 7–10. The camp host informed me I was not allowed to ask other campers if they wanted to share. Not wanting to argue the point, I decided to fill up my water bottles and ride the additional miles necessary in order to camp.

"While filling my water bottles, a woman asked me if I'd like to camp with her and her family. She had overheard and was clearly sympathetic to my situation. About a half hour later, the other three bikers arrived and she accommodated them too."

**Issue:** In May 2018, Todd Gardner was turned away by a campground host at Fruita Campground while on a bike tour along with three other bicycle travelers. In a remote desert landscape, turning away self-powered visitors, especially at night, results in at best a frustrating inconvenience and at worst a potentially dangerous situation.

**Solution:** The park could set aside one of the regular tent campsites as a nonreservable shared bicycle campsite. In Todd's case, having a dedicated nonmotorized campsite would've provided needed accommodations for not only him, but the three other cyclists who arrived after him as well.

**Why not require reservations?** The park has stated that the campground is now reservation only, and touring cyclists can reserve a site. However, touring cyclists and their plans are vulnerable to frequent changes due to the adventurous nature of bicycle travel. Bicycle camping and no-turn-away policies offer the flexibility needed for nonmotorized travelers.

**Why not provide first-come, first-served sites?** This type of nonreservable site favors motorists who are able to arrive earlier in the day and claim the site. Since they are not shared sites, like bike campsites, they do not utilize space as effectively.

# Case Study

## Turned Away Despite A No-Turn-Away Policy: Minnesota State Parks

Minnesota State Parks adopted a no-turn-away policy in 2011 and updated it in 2017. Adventure Cycling has since received comments that touring cyclists were turned away at Itasca State Park and Gooseberry Falls State Park. Major bike routes run through both parks: Itasca is along the Northern Tier bicycle route and U.S. Bicycle Route 45; Gooseberry Falls is along 2.5 miles of the Gitchi-Gami State Trail, also designated as U.S. Bicycle Route 41.

"Is the Minnesota policy new? I toured there in 2016 and neither Itasca or Crow Wing had hiker/ biker sites. At the time, neither had a no turn away policy either. I got turned away at Itasca my first night there."

– Bike traveler's comments on an Adventure Cycling blog post

"Your campground staff at Gooseberry Falls isn't aware of this policy. We were flat out told it doesn't exist & bounced at the end of a long windy day with a big storm bearing down on the north shore. We made it clear any tiny spot would do, but they told us to hit the road. Sheer luck that we found a hotel room down the road. It doesn't appear to be posted anywhere that it can be referenced online via phone, etc. in order to inform your staff, either.

– Bike traveler's feedback to Minnesota State Parks on Twitter



**Issues:** The no-turn-away policy was never put on the state park website or communicated to the public. Campground staff were also unaware of the existence of the policy, signifying that it has not been widely shared internally or incorporated into staff training.

**Solutions:** Minnesota State Parks already has a no-turn-away policy but it needs to be widely shared, both with the public and with the staff who are responsible for implementing it. Posting the policy on Minnesota State Parks website, as well as promoting it through other communications would help to make it known to the public. A training with campground staff should incorporate not only policy implementation but why the policy is necessary and important for accommodating touring cyclists.



“Each year’s worth of survey data has proved very useful to point the way for Oregon Parks and Recreation Department to create a more comfortable and safe stay.

“With the increasing popularity of bicycle tourism, other states are requesting the survey results and information on improvements so they can try to catch up to Oregon’s reputation as the best place for bicycle tourism.

“Montana State Parks, Arkansas Department of Parks and Tourism, the Minnesota Department of Transportation, and even County Clare in Ireland have asked for information on OPRD hiker/biker sites.”

– Oregon State Parks’ 2014 hiker-biker survey report

# BIKE TRAVEL WEEKEND



FIRST WEEKEND IN JUNE

[BIKETRAVELWEEKEND.ORG](http://BIKETRAVELWEEKEND.ORG)



Adventure  
Cycling  
Association



**LAST WEEKEND IN SEPTEMBER**

**BIKEYOURPARKDAY.ORG**

# Appendix

## Campsite Improvement Bid: Montana State Parks

### Wayfarers and Whitefish Lake State Parks - Recreational Bicycle Camping

#### Bid Tabulations

Prepared by Montana FWP - Design & Construction

4/14/2016

	Bid Item	Quantity	Unit	Unit Price	Bid Price (Engineer's Estimate)
1	Mobilization, Insurance and Bonding	1	ls	\$2,500.00	\$2,500.00
2	Brush Removal	1	ls	\$800.00	\$800.00
3	Picnic Shelter w/Picnic Table	1	ea	\$15,000.00	\$15,000.00
4	Bicycle Rack	4	ea	\$550.00	\$2,200.00
5	Salvage and Install Fire Ring	1	ea	\$200.00	\$200.00
6	2 Compartment Food Storage Locker	2	ea	\$1,800.00	\$3,600.00
8	Whitefish Tent Pad	3	ea	\$1,200.00	\$3,600.00
9	Topsoil, Seed, and Fertilize	1	ls	\$1,200.00	\$1,200.00
10	Electrical improvement	1	ls	\$10,100.00	\$10,100.00
<b>BASE BID - Whitefish Lake State Park</b>					<b>\$39,200.00</b>
1	Mobilization, Insurance and Bonding	1	ls	\$4,300.00	\$4,300.00
2	Picnic Shelter w/Picnic Table	1	ea	\$15,000.00	\$15,000.00
3	Bicycle Rack	3	ea	\$550.00	\$1,650.00
4	Salvage and Install Bike Rack	2	ea	\$300.00	\$600.00
5	Fire Ring	1	ea	\$300.00	\$300.00
6	Trash Receptacle	1	ea	\$1,200.00	\$1,200.00
7	2 Compartment Food Storage Locker	2	ea	\$1,800.00	\$3,600.00
8	Wayfarers Tent Pad	9	ea	\$1,400.00	\$12,600.00
9	1" HDPE Water Service Line	213	lf	\$30.00	\$6,390.00
10	Water Spigot	1	ea	\$2,300.00	\$2,300.00
11	1" Curb Valve	1	ea	\$650.00	\$650.00
12	1" Stop/Drain Valve	1	ea	\$750.00	\$750.00
13	Access Trail	405	lf	\$8.00	\$3,240.00
14	Topsoil, Seed, and Fertilize	1	ls	\$3,000.00	\$3,000.00
15	Electrical improvement	1	ls	\$9,700.00	\$9,700.00
<b>BASE BID - Wayfarers State Park</b>					<b>\$65,280.00</b>
<b>TOTAL CONSTRUCTION COST</b>					<b>\$104,480.00</b>



## No-Turn-Away Policy: Virginia State Parks

### Narrative of policy to be inserted into the Virginia State Park Campground Management and Operations Manual, Chapter 4 Reservations and Registration.

In an effort to promote the use of Virginia State Parks by touring bicyclist, park managers of parks that provide overnight camping and associated support facilities are to designate an area in which ride-in bicyclists can camp. Unlike other campers using RV and tents arriving with vehicles, bicyclist travel long distances, carrying their gear with no vehicular support. Under normal circumstances, the camping bicyclist will either possess advance reservations made through Virginia State Parks Reservation Center or utilize the honor camp system in place at each of the parks.

However, in the event that the bicyclist(s) arrive without a reservation and all designated and developed campsites in the park campgrounds are full, the manager should designate a non-intrusive area for the touring bicyclist(s) who requires camping for the night. This special accommodation shall only apply under the following conditions:

- 1. There are no reasonable alternative camping accommodations available, such as a nearby private or public campground that can be reached within the time allowed before darkness**
- 2. The bicyclist(s) is not accompanied by or joined by a motor vehicle that could transport the bicyclist to other accommodations**
- 3. The bicycle camping party is not larger than four individuals**

If the bicyclist camping stay extends beyond the period of full capacity, the bicyclist must then relocate to a standard campsite. This special bicycle camping area may not be able to provide standard campsite amenities such as a fire ring, lantern post, and picnic table, but must be located within the legally required distance of 500 feet from bath houses and drinking water sources.

This policy does not supersede the use of Virginia State Parks Special Use Permits being issued for organized bicyclist events or situations where large groups of bicyclists stage an event adjacent to a state park site and plan to camp overnight within the state park. All applicable fees and regulations shall apply.

The Virginia State Park standard camping site fee established in the annual Virginia State Park fee document established under Virginia Administrative Code 4VAC5-36-90 shall be utilized for touring bicyclist visiting Virginia State Parks.

## Bicycle Camping Survey: Oregon State Parks

1. Name of the Oregon State Park where you are filling out this survey: \_\_\_\_\_
2. Today's date: \_\_\_\_\_
3. Are you traveling by bicycle or hiking? (CHECK ONE)
  - Bicycle       Hiking
4. Have you completed a similar Oregon State Park hiker-biker campground survey before?
  - No    Yes *If yes, please complete this survey if you have additional information to share about your experience.*
5. In what town or State Park did you start this cycling or hiking trip?  
 Name of town or State Park: \_\_\_\_\_
6. Before this trip, had you ever visited an Oregon State Park hiker/biker campground? (CHECK ONE)
  - No       Yes
7. Which of the following best describes your group type? (CHECK ONE)
  - Solo                                       With an organized group
  - With friends and/or family    Other (write response) \_\_\_\_\_
8. If you are traveling with a group, how many people are in the group? \_\_\_\_\_
9. For you and your group members, please write in the following information.
 

YOURSELF	CURRENT AGE _____	GENDER _____	MEMBER #3	CURRENT AGE _____	GENDER _____
MEMBER #2	CURRENT AGE _____	GENDER _____	MEMBER #4	CURRENT AGE _____	GENDER _____
10. Where do you live? (WRITE RESPONSES) Zip/Postal code \_\_\_\_\_ Country \_\_\_\_\_
11. If you are with a group, is your group using a support vehicle on this trip? (CHECK ONE)
  - No       Yes
12. Before this trip, did you know about Oregon State Park hiker-biker campgrounds?
  - No    Yes *if yes, how did you first learn about Oregon State Park hiker-biker campgrounds? (CHECK ONE)*
    - Oregon State Park website or brochure
    - Adventure Cycling Association map or resource
    - Discovered a hiker-biker campground during a previous visit to an Oregon State Park
    - Other (WRITE RESPONSE) \_\_\_\_\_

13. What information did you wish you knew before your trip that you know now? (WRITE RESPONSE)

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14. How important is it to you that each of the following amenities be provided at a hiker/biker site? (CHECK ONE BOX FOR EACH)

AMENITY	IMPORTANT	NEITHER	NOT IMPORTANT
Group Shelter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bike fix it station (a bike stand with basic tools and a pump)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Electrical plug ins for charging devices and other uses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Food and gear storage lockers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increased enforcement of park rules at hiker/biker sites	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fire pit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

15. Suggestions and comments on how to improve the items listed above (WRITE RESPONSE).

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16. If there was one thing (amenity or concern) that you would change or add to the park you are in now what would it be?

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17. How satisfied were you with the following facilities/services provided at this hiker/biker site? (CHECK ONE BOX FOR EACH)

FACILITIES/SERVICES	SATISFIED	NEUTRAL	UNSATISFIED
Cleanliness of site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Interactions with park staff and volunteers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Directional signs within park to hiker/biker site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Presence of park rangers at hiker/biker site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Proximity of drinking water	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Proximity of restroom	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Proximity of shower ( <i>applicable for parks that have showers</i> )	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Amount of space at the hiker/biker site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Firewood for purchase	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

18. Suggestions and comments on how to improve the items listed above (WRITE RESPONSE).

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19. Which of the following items did you bring with you on this trip? (CHECK ALL THAT APPLY)

- Laptop/tablet computer       GPS device       Cell Phone

20. List any additional Oregon State Parks where you feel hiker/biker campgrounds would be useful to you in the future.

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Were you concerned that your personal items were not safe at this hiker-biker campground? (CHECK ONE)

- No  
 Yes *If yes, was it due to* (CHECK ALL THAT APPLY):  other people    wildlife    Other \_\_\_\_\_

21. Was it easy to locate the hiker/biker campsite once you entered the park?

- No       Yes

22. Do you have any suggestions to make it easier to find once you are in the park?

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23. Tell us anything else we can do to improve your experience at State Parks hiker-biker campgrounds (WRITE RESPONSE).

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24. If you are interested in receiving additional questions about hiker/biker sites, provide your email here:

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# Endnotes

- 1 Download PDF at [adventurecycling.org/parks](https://adventurecycling.org/parks) under the Bicycle Camping header
- 2 See all no-turn-away bike camping policies at [adventurecycling.org/noturnaway](https://adventurecycling.org/noturnaway)
- 3 More proximity map examples at [adventurecycling.org/parks](https://adventurecycling.org/parks) under Bicycle Camping header
- 4 Oregon State Parks survey results available at [adventurecycling.org/parks](https://adventurecycling.org/parks) under the Bicycle Camping header
- 5 Building Bicycle Tourism resources: [adventurecycling.org/biketourism](https://adventurecycling.org/biketourism)
- 6 [adventurecycling.org/sites/default/assets/File/USBRS/Research/Multi-dayCyclingStudyWeb.pdf](https://adventurecycling.org/sites/default/assets/File/USBRS/Research/Multi-dayCyclingStudyWeb.pdf)
- 7 Economic Impact: [adventurecycling.org/economicimpact](https://adventurecycling.org/economicimpact)
- 8 Interactive map of Adventure Cycling Route Network: [adventurecycling.org/routenetwork](https://adventurecycling.org/routenetwork)
- 9 U.S. Bicycle Route System: [adventurecycling.org/usbrs](https://adventurecycling.org/usbrs). Find USBRS maps at [adventurecycling.org/USBRSmaps](https://adventurecycling.org/USBRSmaps)
- 10 Oregon Scenic Bikeways: [oregonstateparks.org/index.cfm?do=thingstodo.dsp\\_scenicBikeways](https://oregonstateparks.org/index.cfm?do=thingstodo.dsp_scenicBikeways)
- 11 See [adventurecycling.org/about/advocacy](https://adventurecycling.org/about/advocacy) and How to be Bicycle Travel Friendly: [adventurecycling.org/advocacy/building-bike-tourism/bike-travel-friendly/](https://adventurecycling.org/advocacy/building-bike-tourism/bike-travel-friendly/)
- 12 Posted no-turn-away policies:
  - Nevada State Parks: [parks.nv.gov/about/frequently-asked-questions](https://parks.nv.gov/about/frequently-asked-questions)
  - Tennessee State Parks: policy at [tnstateparks.com/about/policies](https://tnstateparks.com/about/policies) and description at [tnstateparks.com/activities/biking](https://tnstateparks.com/activities/biking)
  - Virginia State Parks: [dcr.virginia.gov/state-parks/biking](https://dcr.virginia.gov/state-parks/biking) (linked at the bottom of the page)
- 13 Hiker/biker campsites:
  - California State Parks: [parks.ca.gov/?page\\_id=26837](https://parks.ca.gov/?page_id=26837)
  - Glacier National Park: [nps.gov/glac/planyourvisit/camping.htm#CP\\_JUMP\\_5204139](https://nps.gov/glac/planyourvisit/camping.htm#CP_JUMP_5204139)
  - Grand Canyon National Park: [nps.gov/grca/planyourvisit/bicycling.htm](https://nps.gov/grca/planyourvisit/bicycling.htm)
  - Montana State Parks: [stateparks.mt.gov/camping](https://stateparks.mt.gov/camping)
  - Natchez Trace Parkway: [nps.gov/natr/planyourvisit/bicycle-only-campgrounds.htm](https://nps.gov/natr/planyourvisit/bicycle-only-campgrounds.htm)
  - Oregon State Parks: [oregonstateparks.org/index.cfm?do=visit.dsp\\_find](https://oregonstateparks.org/index.cfm?do=visit.dsp_find) (under Facilities)
  - Yellowstone National Park: [nps.gov/yell/planyourvisit/campgrounds.htm](https://nps.gov/yell/planyourvisit/campgrounds.htm) (See “B” under Campground Details)
- 14 Oregon State Parks Foundation’s Hiker-Biker Amenities Improvement Project: [oregonstateparksfoundation.org/bikepod-installation-project](https://oregonstateparksfoundation.org/bikepod-installation-project)
- 15 Minnesota State Parks’ bike tune up stations: [dnr.state.mn.us/tuneup/index.html](https://dnr.state.mn.us/tuneup/index.html);  
Kansas State Parks and AAA Bike Service Points Program: [youtube.com/watch?v=Ks1uqW4iflk](https://youtube.com/watch?v=Ks1uqW4iflk)
- 16 Travel Oregon article: [traveloregon.com/things-to-do/outdoor-recreation/bicycling/bike-camping-oregon-two-wheeled-vagabond](https://traveloregon.com/things-to-do/outdoor-recreation/bicycling/bike-camping-oregon-two-wheeled-vagabond)
- 17 Vermont State Parks, under Camping Policies and Rules, “People travelling to the park under their own power (hiking or paddling) or camping in a group camping area may make 1 night reservations”: [vtstateparks.com/camping.html#reservations](https://vtstateparks.com/camping.html#reservations)
- 18 New Bicycle Safety Signs Raise Awareness on the Natchez Trace Parkway: [nps.gov/natr/learn/news/new-bicycle-safety-signs-raise-awareness-on-the-natchez-trace-parkway.htm](https://nps.gov/natr/learn/news/new-bicycle-safety-signs-raise-awareness-on-the-natchez-trace-parkway.htm)
- 19 Rumble Strip Best Practices: [adventurecycling.org/rumblestrips](https://adventurecycling.org/rumblestrips)
- 20 Pedal Minnesota partnership: [exploreminnesota.com/pedal-mn/](https://exploreminnesota.com/pedal-mn/); Oregon Bicycle Tourism Partnership: [industry.traveloregon.com/industry-resources/product-development/bicycle-tourism-development/oregon-bicycle-tourism-partnership/](https://industry.traveloregon.com/industry-resources/product-development/bicycle-tourism-development/oregon-bicycle-tourism-partnership/)
- 21 Montana State Parks: [stateparks.mt.gov/camping](https://stateparks.mt.gov/camping)
- 22 Oregon State Parks Foundation’s Hiker-Biker Amenities Improvement Project: [oregonstateparksfoundation.org/bikepod-installation-project](https://oregonstateparksfoundation.org/bikepod-installation-project)
- 23 Virginia State Parks no-turn-away policy: [dcr.virginia.gov/state-parks/biking](https://dcr.virginia.gov/state-parks/biking) (linked at the bottom of the page)



