

A Guide to Bicycle Camping



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Bicycle Camping 101



Introduction

Many campgrounds may be unfamiliar with the idea of providing specific services and accommodations for people who arrive by bicycle. A *Guide to Bicycle Camping* is a resource to help campground managers understand this market, why bicycle travelers are different from motorized visitors, and how to address their needs. While many of the examples focus on state parks, the information in this guide is relevant for all types of campground managers including state and national parks, other federal land management agencies, counties and municipalities, and private campgrounds.

These how-to's, best practices, case studies, and examples provide a starting point for implementing or improving bicycle camping services, amenities, policies, and communications. While campgrounds vary in what they offer, this guide will help campground managers identify how bicycle camping can best fit with their existing services and accommodations to effectively serve people arriving by bicycle.

Adventure Cycling is tracking where bicycle camping is available for touring cyclists across the country. Please let us know what accommodations your campground offers by contacting Saara Snow at ssnow@adventurecycling.org. Visit www.adventurecycling.org/parks for more bicycle camping information and resources.

The Bicycle Travel Market

Offering bicycle camping not only shows bicycle travelers that they're welcome, it encourages healthy, sustainable, and fun discovery of the outdoors while increasing visitation and economic impacts.



Cyclists camp at Cape Lookout State Park in Oregon.

seek out quieter roads through rural communities, and their spending makes a noticeable difference for small businesses and local economies. Nationally, bicycle tourism accounts for \$83 billion of the \$139 billion spent on bicycling each year (Outdoor Industry Association). Campgrounds that welcome and accommodate bicycle travelers can help bring these economic benefits to nearby communities.

➤ **Who are bicycle travelers?** Thousands of people travel by bicycle in the U.S. each year for fun, fitness, and discovery. They ride both long-distance (multiple days, months, years) and short-distance tours (overnights, weekends). “Self-contained” bicycle travelers carry their own gear and travel in small groups. They are self-powered, and unplanned factors such as weather, terrain, flat tires, and illness or injury can make reservations an impractical option. Also, having no motorized support means they have limited options if a campground is full, especially if other accommodations are far away or there is limited daylight. Given that bicycle travelers tend to move on to their next destination quickly, they often only need accommodations for one night. Bicycle travelers also travel more lightly and require less space than motorized travelers.

➤ **Where do they ride?** [Adventure Cycling’s Route Network](#) (page 5) provides over 46,000 miles of mapped cross-country routes that intersect hundreds of parks and campgrounds. These and other bike travel routes are also integrated into a larger public network of numbered and signed routes called the [U.S. Bicycle Route System](#), which are officially approved by state transportation agencies. Bicycle travelers typically ride on paved roads and paths, although touring on dirt roads and trails (bikepacking) has become more popular.

➤ **What economic impact do they have?** Bike travelers spend [up to 40% more](#) than motorized travelers because they travel more slowly, spend more time in an area, and require more frequent services (food, accommodations, etc.). They also

The Adventure Cycling Route Network



Adventure Cycling's Route Network encompasses over 46,000 miles of mapped bicycle routes. (2018)

The Case for Bicycle Camping

Campgrounds are well equipped to handle motorized visitors and RVs but often don't consider how the needs of non-motorized visitors like bicycle travelers are different. The main challenges that bicycle travelers encounter include:



Campers arriving by bicycle pay a \$5 fee to use hiker/biker sites at Oregon state parks.

1. **Being turned away** from campgrounds when they are full and alternative accommodations are unavailable or unreachable.
2. **Lack of bicycle camping** (hiker/biker) sites that are tailored for visitors arriving by bicycle and provide bicycle-specific amenities.
3. **Inflexible camping reservations**, especially two-to three-day minimum stay requirements, can be a barrier for bicycle travelers who are unable to predict their estimated arrival time.

Bicycle camping is a simple and affordable way to ensure that people arriving by bicycle are always accommodated. Campgrounds can address these challenges by offering the following:

- **Bicycle (hiker/biker) campsites:** nonreservable sites outfitted for bicyclists with a more affordable fee than the larger sites for motorized travelers.
- **No-turn-away policy:** guarantees an emergency camping space for self-contained bicycle travelers who arrive at a full campground with no nearby alternative accommodations.
- **Flexible reservations:** no minimum-stay requirements and first-come, first-serve camping options for bicycle travelers.

Bicycle camping requires minimal space and resources. Self-contained bicycle travelers who carry their own gear need at minimum a space for their tent and a place to park their bike. See page 7 for bicycle camping amenities that are low cost, low risk, and improve bicycle travelers' camping experiences immensely.

Bicycle Camping 101

Nuts and Bolts of Bicycle Camping

There are many practical and logistical considerations for implementing bicycle camping, including what kinds of amenities to provide, what they cost, and where there is demand for bicycle camping. These factors vary widely, but this information will help you evaluate what's possible for your campground. The costs estimated below are reported from various projects and can vary widely. Contact Saara Snow at ssnow@adventurecycling.org for more specific examples of products, companies, and costs.

Amenities

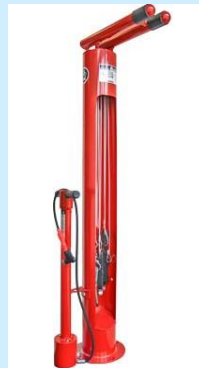
Bike Parking



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

\$90–\$600

Bike Repair Stations



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

\$200–\$1800

Lockers



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

\$700–\$1,000+

Group Shelters



At minimum, shelters provide a covered group picnic area, but depending on funding could include an enclosed space with a fully equipped kitchen.

\$3,400–\$15,000+

Electrical Outlets



Electrical outlets can be solar-powered and are best located either in a secure place (inside of lockers) or at a hangout/cooking area (group shelters).

\$500–\$10,000+

Showers



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

Cost varies

Bicycle Camping 101

Location

Evaluating your campground's cycling visitation can be difficult if you don't have a way to track it, but a good indicator is whether the campground is in proximity to bicycle routes, whether local, state, or national. Long-distance touring cyclists often follow Adventure Cycling routes, and we can create maps (below) showing which campgrounds have the closest proximity to our routes. Since a five-mile detour results in a 10-mile round-trip ride, that is the maximum distance that cyclists typically go out of their way to get to a campsite. Bicycle camping that is within five miles of Adventure Cycling routes is listed on our maps.



Adventure Cycling created this map to show the proximity of Tennessee state park campgrounds to Adventure Cycling and U.S. Bicycle Routes.

Bicycle Camping 101

Partnering with Adventure Cycling

Adventure Cycling Association works to inspire and empower people to travel by bicycle and is the largest bicycle nonprofit in North America with over 53,000 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 the bicycling experience.

We work with parks and campgrounds on:

- Improving bicycle safety and road conditions
- Increasing bicycle camping offerings
- Organizing car-free days and Bike Your Park Day rides
- Tracking bicycle visitation
- Designating U.S. Bicycle Routes
- Providing how-to resources for bike parking and repair station amenities

Partnership essentially works like free consultation, and we provide expertise, guidance, support, and resources to help parks work toward their bicycle-related goals. Email Saara Snow at ssnow@adventurecycling.org or visit www.adventurecycling.org/parks for more information and resources.



Bicycle Camping Best Practices

“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

- 1 Welcome bicycle travelers and keep their needs in mind when updating or creating policies, fee structures, amenities, and services.
 - a. Keep staff informed of bicycle-specific policies, amenities, and services to better serve bicycle travelers.
- 2 Communicate bicycle-specific policies, amenities, services, and other information to the public so they know what to expect and what’s available.
 - a. Website ([Virginia](#), [Nevada](#))
 - b. Brochure for nonmotorized travelers
 - c. Newsletters and emails
 - d. State park maps
 - e. Signs and bulletin boards
 - f. Social media
 - g. Other state park promotional materials
- 3 Make the reservation process as flexible and nonrestrictive as possible.
 - a. Exempt bicycle travelers from two- or three-day minimum reservations ([Vermont](#))
 - b. Allow cancellations 24 hours before the reserved time, as opposed to multiple days in advance
- 4 Provide hiker/biker campsites that do not require reservations ([Oregon](#), [California](#), [Montana](#)).
 - a. Nonreservable individual or group 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
- 5 Implement an official no-turn-away policy or directive (See examples on pages 16–25).
 - a. If the campground is full and there are no available overflow sites, then designate a space for the bicycle traveler to camp in
 - b. Policy instructions should be clearly outlined to maintain consistency in implementation

“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

c. Post no-turn-away policy on your website and let the public know it exists ([Virginia](#), [Nevada](#))

- 6 Provide as many bicycle-specific amenities as possible or applicable.
 - a. Bicycle repair stations ([Oregon](#))
 - b. Bicycle parking
 - c. Covered group shelters ([Oregon](#))
 - d. Lockers that are wildlife proof for food and valuables
 - e. Electrical outlets for charging mobile devices
 - f. Showers
- 7 Provide bicycle infrastructure and safety markings as appropriate when developing or improving state park roads.
 - a. Safe passing signs
 - b. Sharrows
 - c. Separated bicycle infrastructure like bike paths or lanes
- 8 Count how many cyclists are camping at your campground to compare year-to-year use.
- 9 Survey cyclists or conduct a study to gather information on bicycle facilities and services, what is working, and what needs improvement ([Massachusetts](#), Oregon survey examples on page 26).
- 10 Partner with tourism, transportation, bicycle/trail groups, business, and other interested parties on statewide bicycle tourism initiatives and promotion ([Oregon](#), [Minnesota](#), Montana).



Hiker/Biker Sites: Montana

In 2014, a Montana tourism study was published showing that touring cyclists 1) visit all parts of the state and don't stick to main routes, and 2) spend 40% more per trip because they stay three days longer on average than motorized tourists. This caught the attention of state agencies, and a statewide Bicycle Tourism Partnership was formed to develop and promote bike tourism.

Through this partnership, the Office of Tourism gave Montana State Parks a \$200,000 grant for hiker/biker campsite improvements and developments. State Parks worked with Adventure Cycling to develop a map showing where state parks aligned with popular bike touring routes, and four campgrounds were chosen for the improvements.

Each hiker/biker site included bike racks, bear-proof lockers, a bike repair clamp, electrical outlets, and a covered picnic area. They cost \$37,000–\$53,000 depending on the site conditions and the extent of work involved. Additionally, instead of charging the usual \$18–\$28 for tent camping, there is now a specific hiker/biker campsite fee of \$6 for residents and \$12 for visitors.



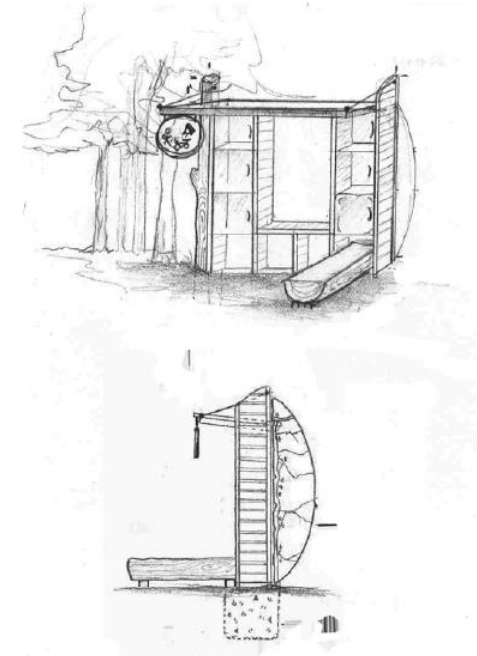
A new hiker/biker site at Salmon Lake State Park in Montana.

Case Studies

Hiker/Biker Sites: Oregon

Oregon State Parks installed overnight “bike pods” at four state parks, which include a bike repair station and pump, covered lockers, and solar-powered electrical outlets inside the lockers. There is one pod per bicycle camping site, which are group sites rather than individual tent sites, to assure that no one showing up by bicycle will be turned away.

The pods were funded by the Oregon State Parks Foundation and an REI grant, and most of the improvements were built by Oregon Corrections Enterprises (OCE), which saved money on labor. Each bike pod cost about \$8,400 and they were installed by park staff. There is also a day-use version of the bike pods, called a bike hub.



A photo and design drawings of one of Oregon State Parks' bike pods.

Case Studies

No-Turn-Away Policy: Virginia

In 2012, when Virginia State Parks learned about the need for accommodating bicycle travelers when campgrounds are full, they went to work and created a no-turn-away policy. 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 Craig Seaver 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.”

The policy specifies that it only applies to bicycle travelers who are “carrying their gear with no vehicular support,” and that “the bicycle camping party is not larger than four individuals.” These kinds of specifications can help with preventing visitors circumventing the policy by parking just outside the park and riding in, especially in more popular parks. See page 21 for Virginia State Parks’ full policy.



Cyclists set up camp at Beverly Beach State Park in Oregon (left). A bike clamp offers easier bike maintenance at Montana state parks.

Surveying Cycling Visitors: Oregon

Oregon State Parks counts between 10,600 and 14,000 visitors using their hiker/biker sites each year, particularly along Adventure Cycling's Pacific Coast Route, and about 90–96% are bicyclists. Until recently the sites didn't have amenities for bicyclists, so in 2012 they did a survey of hiker/biker campers. The survey provided a list of desired future improvements, and visitors gave feedback and ideas of what they thought would be most useful. Oregon State Parks took that feedback and added new features like electrical outlets for charging devices (which was a frequent request), food storage lockers, group shelters, bike repair stations, and showers in prioritized parks.

In 2016, Oregon State Parks did another survey to see how these new amenities were performing in three specific parks to inform future improvements in other parks and prevent funding unneeded improvements. See page 26 for copies of the survey questions they used on both of these surveys.



If a campground is full, make sure to let cyclists know that bicycle camping is still available. Also clearly sign the bicycle campsite so they can find it.

“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.”

“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 survey report

No-Turn-Away Policy Examples

Massachusetts State Parks

MassParks Program Guidance

Camping Program

Date: May 9, 2013

Subject: Touring Cyclists and Backpackers

The Massachusetts Department of Conservation and Recreation will accommodate “self-contained” touring cyclists and backpackers who arrive at DCR campgrounds without a reservation even when the campground is full.

Background

Most bicycle tourists plan their trip in advance and make camping reservations ahead of time to accommodate their stay. All bicycle tour organizations plan ahead and make reservations when planning a tour. Nonetheless, there are times when mechanical issues or weather impedes a touring cyclist or hiker’s schedule and they must seek alternative camping accommodations at the last minute. Whereas the touring cyclist may not have the capacity to find alternate accommodations, MassParks campgrounds will accommodate these stranded cyclists or backpackers as outlined in the procedure below.

MassParks procedure for touring cyclists and backpackers:

When our campgrounds have available sites, MassParks campgrounds welcome cycling tourists or backpackers with or without reservations.

When our campgrounds are **full**, in the interest of public safety, MassParks campgrounds will accommodate “self-contained”* cyclists or backpackers in an area that provides the cyclist or backpacker “reasonable accommodation” for their needs.

- The area need not be a designated campsite but should provide reasonable space, privacy, and access to normal campground amenities (toilet facilities, showers, etc.) provided to other tent campers
- MassParks shall not routinely block reservations or hold a site or sites for such emergency accommodations
- Applicable fees shall apply
- The camping accommodation shall be provided for one night only unless extenuating circumstances require otherwise

- Campgrounds may limit this accommodation to groups of four or fewer if public safety is not a significant concern and a larger group would have a negative impact on the camping environment

*“Self-contained” means that the individual is travelling with all of their gear, (tent, clothing, sleeping equipment, etc.) on their bicycle, in a bicycle trailer, or in their backpack.

“Supported” tours, where camping gear is carried by a van or other motorized vehicle, have the alternative to transport their riders to an alternate location. Therefore, the public safety concerns are diminished. MassParks is not required to accommodate supported bicycle tourists or backpackers when our campgrounds are at capacity.

This guidance establishes a framework for decision making at the field level. It is rare that a touring cyclist or backpacker arrives at an already full campground without a reservation and no alternative camping option. And the circumstances of each incident will vary with the weather, time of day, number and age of travelers seeking accommodation, and other factors that have aligned to produce the situation. MassParks is confident in its field managers to consider these unique factors in the context of public health and safety concerns for the travelers and other campers, the overall campground environment, and MassParks’ spirit of hospitality and support for healthy transportation in Massachusetts.

This accommodation is not a substitute for good trip planning. Cyclists or backpackers planning to visit one of MassParks’ popular campgrounds by foot, bicycle, or car can get the best choice of campsites and services by reserving their site through our reservations service provider ReserveAmerica at www.reserveamerica.com or by calling ReserveAmerica at 866.422.6762.

No-Turn-Away Policy Examples

Michigan State Parks

Department of Natural Resources
Parks and Recreation Policy #8.1
Revised May 12, 2009

Camping Policy

POLICY

It is the policy of the Parks and Recreation Division to provide limited-term recreational camping opportunities. Camping is permitted only in established campgrounds on designated sites, or in designated areas, following payment of established fees. Camping is prohibited in any other area of State Parks or Recreation Areas. According to State Administrative Rules, campgrounds shall not be used as places for permanent or semi-permanent residence, or as a base for the operation of commercial business.

PRD Policy 8.1

A. Backpack and Bicycle Camping

For a camp entering the park on bike or hiking.

1. When all designated campsites are full, backpack and bicycle camps will be accommodated in the Group Use Area or in some other location in the park or recreation area. The intent is to accommodate backpack or bike camps.
2. These camp permits (in locations other than standard campsites) are to be written for one night only, and entered into CRS on an auxiliary site.
3. The campers may be required to leave by 10:00 AM the next morning or register to a standard campsite.
4. The camping fee will be determined by amenities available to the campers and up to four persons per camp.

No-Turn-Away Policy Examples

Minnesota State Parks

Department of Natural Resources

Parks and Trails Division's Camping Policy (#011), last updated Feb. 24, 2011

Emergency Camping

Park Managers have the authority to allow emergency overnight camping, for one night, in excess of the normal camping capacity of a park. The park manager has the authority to assign the camping location, the fee to be charged based on services provided, checkout time, and any other requirements necessary for efficient implementation of this emergency camping process.

No-Turn-Away Policy Examples

Nevada State Parks

(Original at: <http://parks.nv.gov/about/frequently-asked-questions>)

Division of State Parks

General Title #00-23	General No Turn Away from Campgrounds	3/2010	Page 1 of 1
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REFERENCES: Nevada Bicycle Advisory Board memo, dated November 11, 2009
PURPOSE: It is the policy of the Division of State Parks to help promote bicycle touring within Nevada. This policy should guarantee that touring bicyclists would not be turned away from a park should they be full, especially since campgrounds are sometimes the only option these riders have after a long day.
ORGANIZATION: This policy provides guidelines for employees to follow when touring bicyclists are looking to camp in our parks.
PRIOR POLICY: New policy.

PROCEDURES:

- I. Park supervisors should make every attempt to accommodate touring cyclists who are seeking camping facilities in parks that allow camping even if the campground or the overflow campground are full. Park staff will recommend alternative locations for overnight use if the campgrounds and overflow areas are at maximum capacity. These bicyclists travel long distances, typically carrying their gear with no vehicular support. It would guarantee touring bicyclist a campsite in areas where they might not typically be able to check into a hotel and find other accommodations especially during periods of peak visitation. All applicable park fees and regulations would apply.
- II. This would not have a significant impact upon State Parks, but it would be useful to promote Nevada as a bicycle touring destination and positively impact the small towns and shops along the state's rural highways. Bicycle tourists tend to spend significantly more money than other cross-country tourists because they spend more time enjoying the areas they visit and require more services.

No-Turn-Away Policy Examples

Tennessee State Parks

Bicycle Tourist Camping Policy

Available at <https://tnstateparks.com/about/policies> and <https://tnstateparks.com/activities/biking>

First Issue Date:

- 02-12-2018

I. PURPOSE

In an effort to promote the use of Tennessee State Parks by touring bicyclists, park managers of state parks that provide overnight camping and associated support facilities are to designate an area in which ride-in bicyclists can camp when all other established campsites are fully occupied.

II. SCOPE

This policy to provide alternative camping to bicyclists applies to all Tennessee State Parks that offer overnight camping.

III. AUTHORITY

Tennessee Code Annotated §§ 11-1-101 and 11-1-108; Rules of the Tennessee Department of Environment and Conservation 0400-02-02-.05.

IV. BACKGROUND

Unlike other campers using recreational vehicles and vehicles with tents, bicyclists travel long distances, carrying their gear with no vehicular support. While all campers are encouraged to make advance reservations, bicyclists sometimes do not make advance reservations or are unable to do so based on the circumstances of their ride, and the existing campground is fully occupied upon the bicyclist's arrival.

V. GUIDELINES AND POLICY

- A. Park managers should designate a nonintrusive area for bicyclist camping outside of any established campsite to be used only under the circumstances described in this policy ("Alternative Bicycle Campsite"). In the event that bicyclists arrive without a reservation

and all designated and developed campsites in the park are full, the park manager should allow a special accommodation at the Alternative Bicycle Campsite under the following conditions:

- i. There are no reasonable alternative camping accommodations available, such as a nearby private or public campground that can be reached before dusk or through reasonable efforts by the bicyclist(s).
 - ii. The bicyclist(s) is not accompanied by or joined by a motor vehicle that could transport the bicyclist to other accommodations.
 - iii. The bicycle camping party is not larger than four individuals.
 - iv. If the bicyclist's camping stay extends beyond the period of full capacity, the bicyclist(s) must then relocate to a standard campsite once one is available.
- B. The Alternative Bicycle Campsite may provide standard campsite amenities such as a fire ring, lantern post, and picnic table if available; however, it is not required.
 - C. The Alternative Bicycle Campsite must be located within the legally required distance of 500 feet from bath houses and drinking water sources.
 - D. This policy does not supersede or invalidate the Tennessee State Parks special use permits, which should be used for organized bicyclist events or situations where large groups of bicyclists plan to camp overnight within the state park.
 - E. All applicable park fees and regulations associated with camping and campgrounds shall apply to bicyclist campers under this policy.
 - F. Fees associated with bicyclist camping under this policy should be equivalent to those for primitive campsites.

No-Turn-Away Policy Examples

Virginia State Parks

(Original at: <http://www.dcr.virginia.gov/state-parks/biking>)

Narrative of policy 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, bicyclists 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 nonintrusive 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.

DCR-Campground Management Manual 4-10, 10/1/11

No-Turn-Away Policy Examples

Washington State Parks

PROCEDURE

Effective Date: 8/17/15

Approved By: 

Supersedes: Directive 86-3, dated July 13, 2000

Reference(s): WAC 352-32-010, Definitions, WAC 352-32-030(9),(12), Camping;
PRO 65-1012, Emergency Areas

PRO 65-8 Hiker/Biker Accommodations

Purpose

To define the manner by which hikers and cyclists without reservations may be accommodated within state parks.

Definitions

1. **Emergency Area** – An area in the park separate from the designated overnight camping sites, which may be used for camping when no alternative camping facilities are available within the park or within a reasonable distance from the park based on the visitor's mode of transportation.
2. **Hiker/Biker** – Individual that arrives at a park by foot or bicycle seeking overnight accommodations.
3. **Hiker/Biker Campsite** – A campsite that is to be used solely by visitors arriving at the park on foot or bicycle.

Procedure

1. **Accommodations of hiker/biker visitors without reservations**
 - 1.1 Area manager will ensure park maintains a list of potential sites that may accommodate overnight camping within a 10-15 minute walk/ride/drive from the park.
 - 1.2 Area manager will ensure staff is trained to provide accommodations to hiker/biker visitors in the manner described by this procedure and Procedure #65-1012, Emergency Areas.

- 1.3 Staff may offer any (all) available designated camping sites and charge the appropriate fee (see State Parks campsite fee schedule) for the site selected by the visitor.
 - 1.3.1 Offer a hiker/biker or other primitive campsite and charge applicable "primitive" fee.
 - 1.3.2 Offer space at any available group camp area and charge applicable "primitive" fee.
 - 1.3.3 Offer any available standard campsite at the applicable fee for the particular site.
 - 1.3.4 Offer any available utility campsite at the applicable fee for the particular site.
- 1.4 If all designated camping sites are unavailable, provide alternative accommodation recommendations outside the park that are within a 10-15 minute walk/ride, provided sufficient daylight remains for travel.
- 1.5 If no campsite options exist for accommodating a hiker/biker overnight, staff may allow visitors to stay in the emergency area pursuant to Procedure 65-1012, Emergency Areas.
- 1.6 Hiker/bikers are not required to accept a standard or utility campsite at the applicable fee before being afforded the opportunity to stay overnight in an emergency area pursuant to Procedure 65-1012, Emergency Areas.

No-Turn-Away Policy Examples

Wisconsin State Parks

Department of Natural Resources

NONMOTORIZED CAMPER ACCOMMODATIONS

State park, recreation area, and southern forest lands with developed campsites welcome persons traveling through an area via nonmotorized methods, i.e., canoes, kayaks, bicycles, thru-hiking. It is recognized that such travelers are susceptible to conditions that impact travel time, making it difficult to schedule daily stopping locations. As a result, booking reservations in advance for campsites may not be possible.

It is the intent of the state park, recreation area, and southern forest program to be “thru-traveler” friendly, encouraging nonmotorized travel, and accommodating nonmotorized travelers overnight whenever possible.

State park, recreation area, and southern forest properties that offer camping shall provide space designated for individuals or small groups traveling exclusively by bicycle, foot or nonmotorized watercraft. If a fee is normally charged, it shall be no more than the current resident family campsite rate, for one night, in accordance with the following guidelines:

Nonmotorized travelers (bikers, hikers, boaters, etc.) are encouraged to utilize the established campsite reservation system to ensure that a site will be available upon arrival.

- State park, recreation area, and southern forest properties that offer camping shall not turn away nonmotorized traveling campers solely because the family campground or group camp sites are full. Properties with camping shall provide a space for nonmotorized travelers, unless an appropriate location is not available within the property.
- If the family campground is full and a group campsite or equestrian campsite is available, the individuals should be accommodated and registered as family campers at the resident rate (up to six people per group for one night only) and allowed to camp on a group or equestrian campsite. These campers shall not have exclusive use of a group campsite unless they pay the normal group campsite rate.
- If a group or equestrian campsite is not available, nonmotorized travelers shall be assigned to camp in an area designated for such specific use, for a maximum of one night. Each group of up to six persons shall pay the current resident family campsite rate.
- The nonmotorized traveler camping area shall meet the following criteria:

A “common area” shall be provided to set up camp in place of individually marked campsites.

If possible, the camping area shall be located away from designated day-use areas.

If possible, the camping area shall be located near or adjacent to an existing family campground or group camp area.

The camping area shall have access to drinking water and restroom facilities.

The camping area may provide other amenities, as deemed appropriate or available, such as picnic tables, fire rings, etc. At a minimum a flat, cleared or mowed area for placing tents should be available.

Properties that do not have locations meeting the above criteria are not required to provide overnight camping areas designated for nonmotorized travelers. In such cases staff should be trained to refer them to the nearest state or local park, or private campground.

Due to capacity limitations, it may not be possible to accommodate large groups in a nonmotorized traveler area.

Each property should predetermine a capacity for the nonmotorized traveler camping area. Except in emergency situations, potential campers may be turned away when capacity is reached.

(Emergency is defined as a situation where nonmotorized travelers arrive near nightfall; where personal exhaustion, injury, or equipment breakdowns exist; or when alternate accommodations cannot be readily obtained at nearby parks or private campgrounds.)

Property staff may turn away persons who abuse the intent of this policy by parking motor vehicles away from camp areas and bike, walk, or boat short distances to the campground.

For attendance reporting purposes, nonmotorized travelers camping on these specialized camping areas shall be report resident family campers.

Bicycle Camping Survey Examples

Oregon State Parks Surveys

If your state park is seeing overnight bicycling visitors and you'd like to find out what kinds of improvements would best serve their needs, a survey is a great way to gather that information. Oregon State Parks surveys visitors that use their hiker/biker campsites every two years, and their example survey questions can help get you started. Visit www.adventurecycling.org/parks for Oregon State Parks' survey results.

2014 Survey

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. 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 _____

9. Where do you live? **(write responses)** Zip/Postal code _____ Country _____

10. Is your group using a support vehicle on this trip? **(check one)**

- No Yes

11. 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
 - Discovered a hiker-biker campground during a previous visit to an Oregon State Park
 - Other (write response) _____

12. What information did you wish you knew before your trip that you know now? **(write response)**

13. How important is it to you that each of the following amenities be provided at a hiker/biker site?**(check one box for each)**

<i>Amenity</i>	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"/>

14. Suggestions and comments on how to improve the items listed above **(write response)**.

15. 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?

16. How satisfied were you with the following facilities/services provided at this hiker/biker site? **(check one box for each)**

<i>Facilities/services</i>	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 (applicable for parks that have showers)	<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"/>

17. Suggestions and comments on how to improve the items listed above (**write response**).

18. Which of the following items did you bring with you on this trip? (**check all that apply**)

- Laptop/tablet computer GPS device Cell Phone

19. Which of the following would you use if provided at Oregon State Park hiker-biker campgrounds? (**check all that apply**)

- Food/gear storage locker Floor pump for tires Bicycle stand

20. 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. On this trip, what activities have you done or plan to do? (**check all that apply**)

- Visit a museum Visit a farmer's market Attend a ranger-led program
 Visit a brewpub/brewery Visit a downtown Visit historic places
 Hike Dine out Stay in a hotel/bed and breakfast
 Other (**please describe**): _____

22. Tell us anything else we can do to improve your experience at State Parks hiker-biker campgrounds (**write response**)

Bicycle Camping Survey Examples

2016 Survey

The Oregon Parks and Recreation Department recently made improvements to hiker/biker sites at Milo McIver, Champoeg and Bullards Beach State Parks. We are seeking your feedback on these improvements to help us make future changes at these and other hiker/biker sites.

1. Name of the 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. Before this trip, had you ever visited an Oregon State Park hiker/biker campground? **(check one)**
 Yes No
5. Before this trip, did you know about Oregon State Park hiker/biker campgrounds?
 Yes No
6. If yes, how did you first learn about Oregon State Park hiker/biker campgrounds? **(check one)**
 Oregon State Park website or brochure
 Discovered a hiker/biker campground during a previous visit to an Oregon State Park
 Other (write response) _____
7. If you checked **Oregon State Park website or brochure**, was the information adequate?
 Yes No
8. Which of the following best describes your group type? **(check one)**
 Solo With an organized group With friends and/or family
9. If you are traveling with a group, how many people are in the group? _____

10. What information did you wish you knew before your trip?

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

- No Yes

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

12. Which type of hiker/biker camp do you prefer? (Check only one)

- Hiker/biker camp with small individual sites
 One large hiker/biker site as a shared space

13. Did you use any of the following amenities provided at the hiker/biker site?

<i>Amenity</i>	Yes	No	Amenity not present
Group Shelter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bike fix-it station (bike stand with basic tools and pump)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Electrical plug-ins for charging devices	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Food and gear storage lockers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fire pit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

14. How did the amenities you used **improve** your enjoyment of the site and/or increase the comfort of your stay?

15. How did any amenities in the hiker/biker site **detract** from your enjoyment and/or comfort of your stay?

16. Which **one** amenity from the **list above** would you want to see in all state parks hiker/biker sites?

17. Do you have suggestions for improving any of the amenities at the site?

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

19. Tell us anything else we can do to improve your experience at State Parks hiker/biker campgrounds.

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