

## Tier 1 State Bike Corridors

Low traffic volume roadways (less than 750 Average Annual Traffic (AADT)) and connect to cities and key destinations. Signage is a minimum infrastructure expectation. These roadways generally do not have bikeable shoulders; however, their low traffic volumes make these roadways comfortable for most confident bicyclists.

## Tier 2 State Bike Corridors

Low traffic volume roadways (less than 1500 AADT) and connect with Tier 1 routes. Signage is a minimum infrastructure expectation. These roadways generally do not have bikeable shoulders and can be paved or unpaved. Tier 2 Corridors are generally suitable for confident, recreational bicyclists, though some bicyclists may prefer other routes in order to stay on paved surfaces.

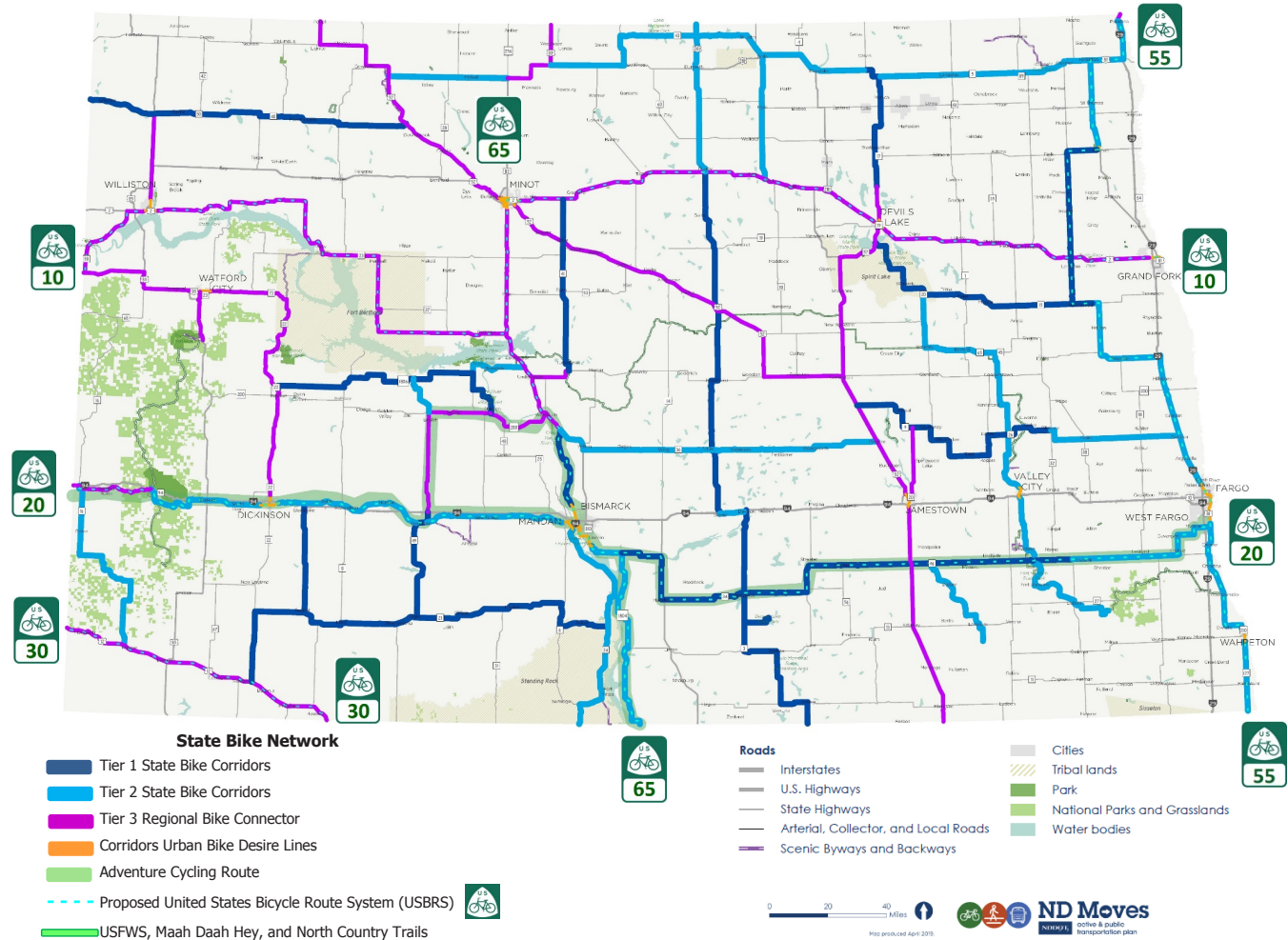
## Tier 3 State Bike Corridors

Higher traffic roadways that provide connections in locations without low-traffic roadways. Five-foot shoulders are a minimum infrastructure expectation. These routes are typically high-volume and/or high-speed state roadways where separation between cyclists and motorists is important for bicyclist safety and comfort. Because of the cost, it may take decades to meet these infrastructure expectations.

The U.S. Bicycle Route System (USBRS) is a developing national network of public bike travel routes. Over 13,500 miles are rideable today – and many routes are signed.

The proposed North Dakota Bicycle Network consists of five United States Bicycle Routes, USBR 10 travels along the northern portion of the state, USBR 20 travels east to west along the

# NORTH DAKOTA PROPOSED STATE BICYCLING NETWORK



central/southern portion of the state, USBR 55 travels along the eastern border of North Dakota, USBR 65 travels the center of the state from South Dakota to Minot, and USBR 30 travels along the southwest corner of the state.

Coordination with Local Public Agencies (LPAs) is necessary to meet the infrastructure expectations outlined above. Producing a memorandum of understanding (MOU) between NDDOT and LPAs, such as county or city governments, may be developed to

document the specific details for implementing the State Bike Network. Little infrastructure is needed to support Tier 1 and Tier 2 system development off the state highway system.

Research has shown that bicycle networks can give rural areas increased opportunities by a well-connected bicycle network in the state and within communities.



## Benefits

The Outdoor Industry Association released a study in 2017 which found that bicycling participants spend \$83 billion on 'trip-related' sales (bicycle tourism) and generate \$97 billion in retail spending. Bicycle recreation spending also contributes to the creation of 848,000 jobs.<sup>2</sup>

The University of Minnesota Tourism Center research shows that bicycling contributed to \$780 million in economic activity in 2014 and produced a total of \$14.3 million of bicycle event economic activities. The economic impacts related to health show that bicycle commuting lowers medical costs and prevents 12 - 61 deaths per year, saving \$100 million to \$500 million per year.<sup>3</sup>

A 2013 Montana study showed that bike tourists spend \$75 a day, compared to the average tourist's \$58 per day; the potential for multi-day bike tourism in the state could bring in \$377 million.<sup>4</sup>

Incorporating/improving pedestrian and bicycle networks has also been used to address storm management and flooding issues.<sup>5</sup>

According to a 2011 national study pedestrian and bicycle infrastructure only projects create 11.41 jobs per \$1 million of spending while road infrastructure only projects create approximately 7.75 jobs per \$1 million of expenditures.<sup>6</sup>

## References

1. Federal Highway Administration Bicycle and Pedestrian Planning, Programming, and Project Development (September 26, 2019)
2. The Outdoor Recreation Economy (2017)
3. Assessing the Economic Impact and Health Effects of Bicycling in Minnesota (2016)
4. Analysis Of Touring Cyclists: Impacts, Needs, And Opportunities For Montana (2013)
5. Case Studies in Realizing Co-Benefits of Multimodal Roadway Design and Gray and Green Infrastructure (2018)
6. Pedestrian and Bicycle Infrastructure: A National Study Of Employment Impacts (2011)

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## North Dakota Bicycle Network

As part of ND Moves Active and Public Transportation Plan, NDDOT has developed a planned State Bike Network. The State Bike Network is a 20-year vision to connect key transportation and recreation destinations across the state. It is primarily meant for long-distance bicycle trips, with the understanding that some network segments may be used for shorter connections between urban areas and destinations outside of built up areas, such as State Parks.

The identification of the State Bike Network is designed to address needs of users currently traveling longer distance across North Dakota on bike. It is not meant for casual or inexperienced bicyclists.

Federal surface transportation law (23 U.S.C. 217) states that bicycle and pedestrian needs must be given "due consideration" and transportation plans and projects shall provide for safety and contiguous routes for bicyclists and pedestrians.<sup>1</sup>



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