

DRAFT STATE BIKE NETWORK PLAN

PURPOSE OF THE PLANNED NETWORK

Provide connections to:

- Towns and cities
- Local bike networks
- State and national parks
- State Park Trails
- Neighboring state and provincial routes

Follow desirable routes

- That use scenic byways if possible
- Incorporating Adventure Cycling routes
- Recreational bicycling routes
- That use roadways with lower traffic volumes (below 750-1,000 vehicles per day)
- That use roadways with near continuous opportunities for safely exiting the traveling lane, via wide shoulders (regardless of surface type), shallow inslopes, or other physical features that would typically allow a bicyclist to come to a controlled stop outside of the motor-vehicle travel lane in an emergency.
- That utilize roadways with wide shoulders (regardless of shoulder surface type), in particular on roadways with traffic volumes above 750 vehicles per day
- Using State park trails where possible
- That avoid energy development and farm-to-market routes, where feasible

Route Category	Definition	Infrastructure Expectation
Tier 1 Primary State Bike Corridors	<p>Low traffic volume paved roadways on the state highway system, or paved County Major Collectors (CMCs)</p> <p>Do not have bikeable shoulders; low traffic volumes make these roadways comfortable for most confident bicyclists</p> <p>Follow scenic byways and backways, connect to several State Parks and local or regional based destinations</p>	<p>No expectation of wide, bikeable shoulders</p> <p>Traffic volumes below 750 ADT, with ADT of 1,000 considered acceptable</p> <p>Typically suitable for confident bicyclists</p> <p>NDDOT could use signage to improve awareness of bicycle traffic</p>
Tier 2 Secondary State Bike Corridors	<p>Low traffic volume roadways on state highway system or County Major Collectors (CMCs)</p> <p>Paved or unpaved roadways, do not have bikeable shoulders</p> <p>Generally suitable for confident, recreational bicyclists</p> <p>Supplement the Tier 1 network</p>	<p>No expectation of wide, bikeable shoulders</p> <p>Established along roadways with traffic volumes below 1,500 ADT</p> <p>Comfortable for confident recreational bicyclists</p> <p>NDDOT could use signage to improve awareness of bicycle traffic</p>
Tier 3 Regional Bike Connector Corridors	<p>Located along roadways with greater than 1,500 ADT providing critical intra-urban, statewide, and interstate connections</p> <p>High-volume and/or high-speed state roadways</p> <p>Identified in locations where there is no suitable Tier 1 or Tier 2 connection to a key destination</p>	<p>Bikeable shoulder with a minimum width of 5 feet</p> <p>Follow Interregional Corridors or State Corridors that have bikeable shoulders</p> <p>NDDOT priority for shoulder construction to support vehicle safety and provide other benefits</p>