

**2013 HOUSE TRANSPORTATION**

**HCR 3023**

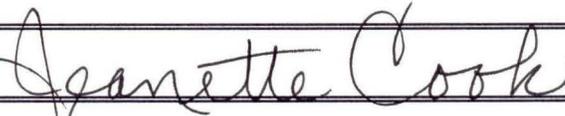
# 2013 HOUSE STANDING COMMITTEE MINUTES

House Transportation Committee  
Fort Totten Room, State Capitol

HCR 3023  
02-08-13  
Job # 18616

Conference Committee

Committee Clerk Signature



## Explanation or reason for introduction of bill/resolution:

A concurrent resolution directing the Legislative Management to study the feasibility and desirability of creating and encouraging the use of paved bike paths throughout the state.

## Minutes:

Attachment 1-6

**Chairman Ruby** opened the hearing on HCR 3023.

**Representative Gruchella** introduced HB 3023. He explained that there are not many bike trails in North Dakota. A person who wants to ride a lot needs to go to other states to do it. He stated that the question is why there are no bike trails in the state of North Dakota. There used to be some federal money available for trails. North Dakota took advantage of some of that money, but not too much. We are envisioning a trail that can be accessed and a rider could go 20, 30, or 40 miles to different locations. Some places that do this have a couple of hundred miles of trails without riding on a highway. Many of the trails are on abandoned railroad beds. He provided hand-outs that give information from other states. See attachments 1-4. Representative Gruchella stated that industries have developed around these trails. There are bike shops, restaurants, hotels, and bed and breakfasts. We would envision something like that in North Dakota if we would get some of these trails developed.

**Representative Fransvog:** What is the law now? Can you ride your bikes on a regular highway?

**Representative Gruchella:** North Dakota does not have a minimum speed limit, so you can ride your bike right down the middle of the interstate if you want to.

**Representative Fransvog:** Can you ride your bike on a walking path?

**Representative Gruchella:** Bicycles have to follow the same laws as a motor vehicle. So, a bike cannot be ridden on sidewalks.

**Representative Kreun:** If the path is designated for both walking and biking, can they be used for both?

**Representative Kreun:** From your study, how much usage do you get in the summer versus winter?

**Representative Gruchella:** It is amazing how many people are riding now in the winter. They make fat tired bicycles that are running all over in 20 below weather. Winter riding is getting more common all the time.

**Representative Heller:** Do any other states charge fees for usage on these paths, to help pay for building the trails?

**Representative Gruchella:** No, we have never had to pay to ride on any trails in the states that we have been in.

**Chairman Ruby:** That is a good point, because some of the cost of snowmobile trails, for instance, is borne by the people that license their machines.

**Airk Spencer, Recreation Division Manager for the North Dakota Parks and Recreation Department,** spoke to support for HCR 3023. He provided written testimony and a book, 2013-2017 North Dakota State Comprehensive Outdoor Recreation Plan RECREATIONAL TRAIL NEEDS. See attachment #5 and #6.

**Representative Kreun:** Wasn't there a study done on for some type of trail between Grand Forks and Fargo?

**Airk Spencer:** I'm not familiar with that. The Department of Transportation used to do a bike/pedestrian plan for the state of North Dakota when there was federal funding available for that.

**Mark Zimmerman, Director for North Dakota Parks and Recreation,** spoke to support HCR 3023. He would like the study resolution be conducted to encourage efforts to establish bike trails in the state. He also does a lot of cycling. He added that many trails have established events connected with the trails that are part of economic development as well. Fort Stevenson State Park sponsors a week long bike ride usually in western North Dakota. There have been 400-500 people riding. It has an economic impact in the little towns that are passed through. The North Dakota Department of Transportation has put rumble strips on the highway, and it is difficult for the bikers to ride with these on the road. We need to encourage bike trails off the road. It is no longer possible to go back to the Watford City area with the traffic out there.

**Representative Kreun:** Who do you think would be the best group to bring all of this together?

**Mark Zimmerman:** Probably Parks and Recreation.

**Representative Heller:** When you did this study, how many households were contacted in the study?

**Airk Spencer:** We conducted 805 phone surveys. The survey was done on a population over 18 years of age. The calls were weighted so they included all of the planning regions of the state. The margin of error on our study was 95% confidence level with a margin of error of less than 5%.

There was no further testimony on HCR 3023.  
The hearing was closed on HCR 3020.

**Vice Chairman Owens moved a DO PASS and to be placed on the consent calendar on HCR 3023.**

**Representative Kreun seconded the motion.**

**Representative Kreun** expressed his surprise at the extreme success of the trails in Grand Forks.

**A roll call vote was taken. Aye 12 Nay 0 Absent 2**

**The motion carried.**

**Representative Kreun will carry HCR 3023.**

Date: 2-8-13  
 Roll Call Vote #: 1

**2013 HOUSE STANDING COMMITTEE  
 ROLL CALL VOTES  
 BILL/RESOLUTION NO. 3023**

House Transportation Committee

Check here for Conference Committee

Legislative Council Amendment Number \_\_\_\_\_

Action Taken:  Do Pass  Do Not Pass  Amended  Adopt  
 Amendment

Rerefer to Appropriations  Reconsider

Motion Made By Owens Seconded By Kreun

*place on consent calendar*

Representatives	Yes	No	Representatives	Yes	No
Chairman Dan Ruby	✓		Rep. Lois Delmore	✓	
Vice Chairman Mark Owens	✓		Rep. Edmund Gruchalla	✓	
Rep. Rick Becker	✓		Rep. Kylie Oversen	✓	
Rep. David Drovdal	A				
Rep. Robert Frantsvog	✓				
Rep. Brenda Heller	✓				
Rep. Curtiss Kreun	✓				
Rep. Mike Schatz	A				
Rep. Gary Sukut	✓				
Rep. Don Vigesaa	✓				
Rep. Robin Weisz	✓				

Total (Yes) 12 No 0

Absent 2

Floor Assignment Kreun

If the vote is on an amendment, briefly indicate intent:

**REPORT OF STANDING COMMITTEE**

**HCR 3023: Transportation Committee (Rep. Ruby, Chairman) recommends DO PASS and BE PLACED ON THE CONSENT CALENDAR (12 YEAS, 0 NAYS, 2 ABSENT AND NOT VOTING). HCR 3023 was placed on the Tenth order on the calendar.**

**2013 SENATE TRANSPORTATION**

**HCR 3023**

# 2013 SENATE STANDING COMMITTEE MINUTES

**Senate Transportation Committee**  
Lewis and Clark Room, State Capitol

HCR 3023  
3/22/2013  
Recording job number 20355

Conference Committee

Committee Clerk Signature *NBP*

**Explanation or reason for introduction of bill/resolution:**

To study the feasibility and desirability of creating and encouraging the use of paved bike paths throughout the state.

**Minutes:**

Attached testimony: 2

**Chairman Oehlke** opened the hearing on HCR 3023

**Representative Ed Gruchalla**, District 45, this is a constituent bill. Bike trails are an industry, along them there are hotels, bike shops, coffee shops, restaurants, outfitters, etc... North Dakota may have missed the boat; the intent of this resolution was to see if there is any place where we can do something like that.

**Al Thompson**, Central Dakota Cyclist Group in Bismarck and Mandan, in favor of this resolution Attached testimony #1 outlining the health advantages and the economic impact of cycling.

**Mark Zimmerman**, Director of North Dakota Parks and Recreation Department, He thinks a feasibility study of construction and use of paved bike paths throughout North Dakota a worthwhile effort and urged passage of HCR 3023. See attached testimony #2

No additional testimony Hearing closed

**Senator Flakoll** Moved DO PASS

**Senator Sitte** Seconded

Roll call vote: YES 7 NO 0 ABSENT NOT VOTING 0

Carrier **Senator Axness**



**REPORT OF STANDING COMMITTEE**

**HCR 3023: Transportation Committee (Sen. Oehlke, Chairman)** recommends **DO PASS** (7 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING). HCR 3023 was placed on the Fourteenth order on the calendar.

**2013 TESTIMONY**

**HCR 3023**

# |



Outdoors

- Hunting
- Archaeology and Paleontology
- Bicycling
- Birding
- Camping
- Fall Foliage
- Fishing
- Geocaching
- Golfing
- Hiking
- Horseback Riding
- Motorcycling
- Outdoor Photography
- Rock Climbing
- Search
- Winter Activities



[Home](#) > [Outdoors](#) > [Bicycling](#)

## OUTDOORS

# Biking in South Dakota

*South Dakota is an undiscovered gem when it comes to biking.*

But organizations like the International Mountain Bicycling Association (IMBA) are taking notice. In 2000, IMBA gave South Dakota one of only two "A" grades for its trails. Whatever kind of ride you're looking for, we've got it: strenuous mountain climbs, leisurely rides on old railroad beds, fun fat-tire outings and serious road rides.



### George S. Mickelson Trail

The premier trail within South Dakota's state park system, this 109-mile jewel stretches the length of the Black Hills. It follows an abandoned railroad bed, and climbs gently into jagged cliffs and pine forests. The Mickelson Trail has a crushed limestone surface and wide path. It tops out at 6,100 feet but rarely exceeds a 4-percent grade (making it perfect for leisure riders). Trestle bridges and railroad tunnels add to the trail's charm. You can start your adventure at any of 14 trailheads. There is a small user fee.

For a brochure, call (605) 773-3391 or visit [www.mickelsontrail.com](http://www.mickelsontrail.com).

### State Park Trails

South Dakota's state parks are loaded with trails. Generally, fat-tire riders share track with hikers. Biking terrain ranges from open prairie to gravel river-bottom trails. Nine state parks and recreation areas also have designated horse trails that are great for fat-tire riding. The dirt trails at Sica Hollow cover 15 miles of steep, wooded ravine and flat prairie. Newton Hills, another popular fat-tire ride, offers six miles of trail through dense forest and grassland.

For information, call (605) 773-3391; take a look at Game, Fish and Parks' [State Park Bicycle Tours brochure \(PDF\)](#), or visit [Game, Fish and Parks' website](#).

### Black Hills National Forest Trails

Hard-core mountain bikers love riding "The Hills." Nearly all of the 1.2-million-acre forest is open to bikers, except Black Elk Wilderness Area. Hiking trails often prove challenging courses. Take Crow Peak, near Spearfish. This hard-and-fast ascent covers 1,600 feet (via a series of switchbacks) in just 3.5 miles. The multipurpose Centennial Trail extends 111 miles with terrain ranging from dirt and grass to rocks and water. You'll encounter daunting climbs and sometimes daring descents on this rugged outing.

For information, call Black Hills National Forest at (605) 673-2251 or visit [www.fs.fed.us/bhntf](http://www.fs.fed.us/bhntf).

### Sioux Falls Greenway

A paved 14-mile route, the Greenway Trail makes a sweeping loop around Sioux Falls. Portions of the trail follow the Big Sioux River. At Falls Park, you can view the city's namesake, the falls of the Big Sioux River, as they tumble over quartzite cliffs. The Greenway preserves a stretch of nature within the bustling metro area.

### Yankton Biking Trail

This is a leisurely, beautiful ride along the Missouri River. The paved trail covers approximately 10 miles between the city of Yankton and nearby Lewis and Clark Recreation Area. Starting at Riverside Park in Yankton, you'll ride along Missouri River shoreline, wind through residential areas and across open fields, and end up back at the river. An alternate start – West Side Park in Yankton – skips much of the residential area.

### Spearfish Canyon

Sheer limestone cliffs flank this 19-mile trek on U.S. Highway 14A through Spearfish Canyon. The route, which has been designated a National Forest Scenic Byway, winds its way through stunning mountain scenery. Bikers ride on paved highway and should be extremely cautious of traffic.

[Destinations](#) [Attractions](#) [Lodging](#) [Outdoors](#) [Dining](#) [Shopping](#) [Events](#) [Trip Planner](#) [Vacations Packages](#) [About SD](#)

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#2

 Wisconsin Department of Natural Resources

Wisconsin State Park System

**Bicycle Trails**

Wisconsin's many miles of trails and varied terrain make it an ideal place for bicycling. The League of American Bicyclists ranked Wisconsin No. 2 in the nation and No. 1 in the Midwest for bicycling.

There are more than one thousand miles of great off-road bicycling opportunities on public lands throughout Wisconsin. Below is a list of designated bicycle trails on Wisconsin DNR properties. There are three different kinds of experiences for bicyclists on Wisconsin's state trails:

- [Bicycle touring trails](#) - Easier trails such as paved or limestone -surfaced former railroad corridors. Generally appropriate for all ability levels and bikes with skinny tires.
- [Off-road bicycle trails](#) - Intermediate-level trails, often in the woods with a variety of surfacing, from native soil to wood chips. Appropriate for families with more adventurous riders and hybrid or mountain bikes.
- [Constructed mountain bike trails](#) - Specially constructed, challenging, narrow-width trails built to the trail standards of the International Mountain Bicycling Association (IMBA).



Biking in the Kettle Moraine Forest.

Bicyclists can help do their part to minimize the spread of [invasive species](#). This [invasive species poster \[PDF\]](#) can be downloaded and put up to alert bicyclists to the issue of invasive species and what they can do about it.

**Bicycle touring trails**

The following list includes state trails and trails two or more miles long in state parks, forests, and wildlife areas. Some additional parks and forests have shorter connecting trails, and many have low-traffic roads which also are good for bicycling. Most have limestone surfaces which pack down to make for good riding for skinny-tired as well as mountain bikes. Ride attentively—burrowing animals sometimes dig holes in the limestone. Click on the park, forest, or trail name for more information.

A dollar sign (\$) indicates that bikers age 16 and older must have a [state trail pass](#).

Park, Forest, or Trail Name	Miles	Fee	Surface
<a href="#">400 State Trail</a>	22	\$	Limestone (7.5 miles have parallel horse trail)
<a href="#">Ahnapee State Trail</a>	46		Limestone
<a href="#">Badger State Trail</a>	40	\$	Asphalt 6 miles, limestone 34 miles
<a href="#">Bearskin State Trail</a>	18.3	\$	Granite
<a href="#">Capital City State Trail</a>	10	\$	Asphalt
<a href="#">Chippewa River State Trail</a>	26	\$	Asphalt 10 miles, seal coat 10 miles
<a href="#">Elroy-Sparta State Trail</a>	32.5	\$	Limestone
<a href="#">Fox River State Trail</a>	20	\$	Asphalt 5.4 miles, limestone 8.6 miles
<a href="#">Gandy Dancer State Trail</a>	47.3	\$	Limestone
<a href="#">Glacial Drumlin State Trail</a>	52	\$	Asphalt 7.5 miles, limestone 41.5 miles
<a href="#">Great River State Trail</a>	24	\$	Limestone
<a href="#">Green Circle State Trail</a>	24		Asphalt and granite
<a href="#">Hank Aaron State Trail</a>	5		Asphalt
<a href="#">Hillsboro State Trail</a>	4	\$	Limestone
<a href="#">La Crosse River State Trail</a>	21	\$	Limestone
<a href="#">Mascoutin Valley State Trail</a>	19		Varies

**Wisconsin State Parks**

**Find**

a Wisconsin state park, forest, recreation area or trail.

**Camping opportunities**

in state parks and forests.

**How to buy**

a vehicle admission sticker or state trail pass.

**Get Outdoors!**

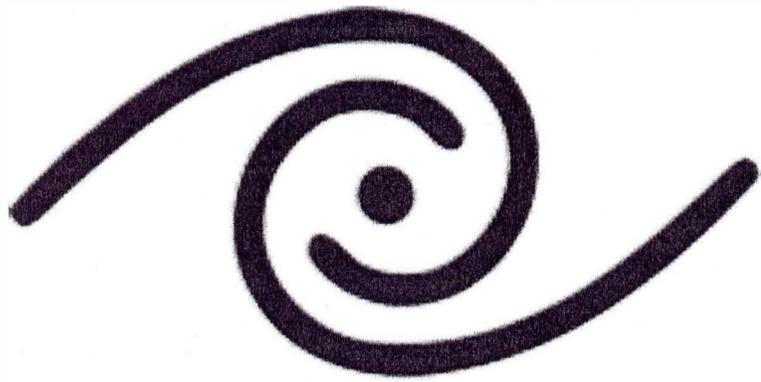
to attend a nature program or event with family and friends.

**Contact information**

For more information, contact:

[Wisconsin State Parks](#)

#3



# leave no trace



## North Dakota biking trails

Whether you're looking for a short trek on a paved bike trail, a long-distance ride on North Dakota's scenic highways, or an exciting off-road mountain bike ride, North Dakota has a route to meet your request.

All of North Dakota's state parks allow biking on trails, with the exception of some nature trails.

Check out the NDDOT [Bicycle Safety](#) webpage before you head out for tips on staying safe while riding.



### Paved Trails

All of the state's major cities have developed systems of paved bike trails offering cyclists with miles of riding opportunities.

One recommended route in Bismarck/Mandan allows riders to get on the trail at Pioneer Park in northwest Bismarck, travel south along the Missouri River past the Grant Marsh Bridge, through Sertoma Park, over the Expressway Bridge and into Mandan, across the Heart River and south to Fort Abraham Lincoln State Park (12 miles each way). Or, stay on the trail system in Sertoma Park and complete the 3.1 mile loop which parallels the Missouri River and passes by the Dakota Zoo.

### Long Distance Routes

With its low traffic and quiet country roads, North Dakota is great for cross-country bike trips. For particularly scenic treks, check out North Dakota's designated scenic byways and backways on the ND State Highway Map (backways are non-paved surfaces and more suitable for mountain bikes).

Some scenic areas to ride in North Dakota include:

- Little Missouri National Grassland
- Theodore Roosevelt National Park\*
- Lewis and Clark Trail (state highways 1804 and 1806)
- Pembina Gorge/Walhalla Area
- Turtle Mountains/Lake Metigoshe
- Sheyenne National Grassland

\*The park's 36-mile scenic loop includes several turnouts with interpretive signing and offers spectacular views of North Dakota's Badlands. The loop starts at the Medora Visitor Center and follows the Little Missouri River for the first six miles, then turns east. Maps are available at the visitor center.

### Mountain Biking

North Dakota's varied topography offers mountain bikers many choices for riding. From the one million acres of rugged buttes in the Little Missouri National Grassland to the rolling hills of the Turtle Mountains, North Dakota has many areas for mountain biking waiting to be discovered. Contact your city or county parks department for information on mountain biking opportunities in your area.

The following state parks have trails on which you may mountain bike:

- |                                                   |                                              |
|---------------------------------------------------|----------------------------------------------|
| • <a href="#">Beaver Lake State Park</a>          | • <a href="#">Lake Sakakawea State Park</a>  |
| • <a href="#">Fort Abraham Lincoln State Park</a> | • <a href="#">Lewis and Clark State Park</a> |
| • <a href="#">Fort Ransom State Park</a>          | • <a href="#">Sully Creek State Park</a>     |
| • <a href="#">Fort Stevenson State Park</a>       | • <a href="#">Turtle River State Park</a>    |
| • <a href="#">Lake Metigoshe State Park</a>       |                                              |

### Trail use in State Forests, Recreation

#### Areas and Natural Areas

North Dakota's State Forests, Recreation Areas and Natural Areas also offer many opportunities for trail users. Click [here](#) for more information and to view trail maps.

Some recommended riding areas and trails on federal and state-managed land include:

Trails	Location/Contact	Description
<a href="#">Maah Daah Hey Trail</a>	161 21st St. W. Dickinson, ND 58601 701.225.5151	The Maah Daah Hey Trail is a 120-mile non-motorized trail open for biking, hiking and horseback riding. The trail begins at Sully Creek State Park approximately five miles south of historic Medora and meanders north through the south and north units of Theodore Roosevelt National Park. Biking within TRNP is not allowed; bikers should use Buffalo Gap

#4

## Bicycling in Minnesota Maps

### Adjacent Areas

- [Wisconsin](#)
- [Iowa](#)
- [North Dakota](#)
- [South Dakota](#)
- [Manitoba](#)
- [Ontario](#)

### Are we missing your map?

[Email us](#) a link and we'll add it to the list.

### Bicycle Maps in Minnesota

#### State and National Maps

- [2013 Draft State Bicycle Map](#) (PDF, 29 MB) Available Spring 2013
- [2001 MnDOT Bicycle Maps](#) The last bicycle map MnDOT produced was in 2001.
- [State Trails](#) State Trails managed by the Dept. of Natural Resources
- [MnDOT Interactive Basemap](#) An online map with various data layers you can choose from.
- [Mississippi River Trail](#) On and off-road facilities along the Mississippi River.
- [Adventure Cycling, US Bike Route Maps](#) U.S. Bicycle Route System draft corridor map.

#### Greater Minnesota Maps

- [Bemidji](#)
- [Brainerd Lakes Area](#)
- [Duluth-Superior](#)
- [Grand Forks/East Grand Forks](#)
- [Mankato Area](#)
- [Northfield](#)
- [Rochester](#)
- [Mesabi Trail](#)
- [Central Lakes Trail](#)
- [Lake Wobegon Trail](#)

#### Twin Cities Maps

- [Cyclopath](#) A bicycle map you can edit or use for routing.
- [Twin Cities Bike Map](#)
- [Twin Cities Bikeways](#)
- [Grand Rounds Scenic Byway](#)
- [Three Rivers Park District](#)
- [Twin Cities Bicycling Club Atlas](#)
- [Pocket Maps by Minnehaha Media](#)
- [NiceRide Minnesota Station Map](#)
- [Anoka County](#)
- [Carver County](#)
  - [Chanassen](#)
- [Dakota County](#)
  - [Lakeville](#)
  - [Rosemount](#)
- [Hennepin County](#)
  - [Active Living Hennepin County](#)
  - [Bloomington](#) (PDF, 14 MB)
  - [Edina](#)
  - [Hopkins](#)
  - [Minneapolis](#)
- [Ramsey County](#)
  - [St. Paul](#)

#### Other Bicycle Map Websites

- [Adventure Cycling](#) Long-distance bicycle trip-planning tips and routes.
- [Minnesota Trails](#)
- [Bikely](#) Cyclists sharing knowledge of good bicycle routes.
- [Map My Ride](#) Mapping and sharing routes
- [Pedaling.com](#) Routes & Rides for Recreational & Avid Cyclists
- [American Trails Organization](#) National Trails Resource.
- [Explore Minnesota Tourism](#) Biking Guide
- [Bikemap.net](#) Map your favorite tracks - or find new route ideas.

TESTIMONY – HOUSE CONCURRENT RESOLUTION 3023  
HOUSE TRANSPORTATION COMMITTEE  
FEB. 8, 2013 – 9:30 AM  
FORT TOTTEN ROOM

Mr. Chairman, members of the House Transportation Committee, my name is Arik Spencer, Recreation Division Manager for the North Dakota Parks and Recreation Department (NDPRD). I appear today in favor of HCR 3023 as the Department is in support of efforts that encourage trail use and participation in outdoor recreation activities.

The subject of paved bike trails is a timely one as NDPRD recently completed the 2013-2017 State Comprehensive Outdoor Recreation Plan or SCORP, which measures outdoor recreation supply and demand. As part of this process, we took a closer look at trail needs in ND and developed a Recreational Trail Needs Assessment component of the SCORP, copies of which have been provided to the committee members. The purpose of the Recreational Trail Needs Assessment was to measure trail supply and demand through surveys of both North Dakota citizens and outdoor recreation providers. This information is then used to make planning and funding decisions at the state and local level. Briefly, I would like to share some of these findings with you.

- Overall, North Dakotans are more interested in paved multi-use trails than any other type of trail. (Recreational Trail Needs Assessment, page 5).
  - Overall, 46.9% of households are interested in paved trails
  - Of those, 34.3% are very interested in paved trails
- 29% of outdoor recreation providers report that demand for paved multi-use trails exceeds supply (Recreational Trail Needs Assessment, page 11).
- Outdoor recreation providers also report, of the 1773 miles of paved trail in ND, approximately 50% are in either adequate or poor condition (Recreational Trail Needs Assessment, page 12).

These findings, when compared to all other types of recreational facilities studied during the SCORP process, make non-motorized trails in general, a primary funding priority in all planning regions of the state over the next five years.

Other studies have shown the economic and health benefits of trails within communities. This can be seen locally through the number of people and charity events that utilize trails. In addition there are alternate transportation benefits which result from the development of paved trails. Given this information, the NDPRD has worked hard over the years to aid communities in their trail development efforts. Although requests for aid exceed what is offered by two to three times typically, we still over 1 million dollars annually in matching grants to communities.

In closing, trails provide many benefits to our citizens and visitors and we support your consideration of this study resolution. Mr. Chairman this concludes my remarks; I would be pleased to answer any questions the committee may have.



2013 - 2017  
North Dakota

# State Comprehensive Outdoor Recreation Plan

## RECREATIONAL TRAIL NEEDS





# 2013 - 2017 North Dakota State Comprehensive Outdoor Recreation Plan

## RECREATIONAL TRAIL NEEDS

GOVERNOR  
Jack Dalrymple

NORTH DAKOTA PARKS AND RECREATION DEPARTMENT  
Mark Zimmerman  
*Director*

Gordon Weixel  
*Public Information Officer*

RECREATION DIVISION  
Arik Spencer  
*Recreation Division Manager*

Jessica Riepl & Kevin Stanekiewicz  
*Recreation Division Staff*

*The mission of the North Dakota Parks and Recreation Department is to provide and enhance outdoor recreation opportunities through diverse parks and programs that conserve the state's natural diversity.*

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**Acknowledgements:** This publication was prepared by the North Dakota Parks and Recreation Department with Clearwater Communications. Special thanks are extended to Dana Schaar, project manager, and Robin Pursley, graphic designer, both of Clearwater Communications and to Mark Winkelman of Winkelman Consulting for surveying North Dakota households and outdoor recreation providers and analyzing the resulting data.

**Photo Credits:** North Dakota Parks and Recreation Department, North Dakota Department of Commerce Tourism Division, Bismarck Parks and Recreation District, Mandan Parks and Recreation, and Valley City Parks and Recreation.

**Accessibility:** The North Dakota Parks and Recreation Department's facilities, programs, and employment procedures are open to all, regardless of age, sex, race, color, disability, religion, national origin, or political affiliation. Contact us prior to your visit if you need an accommodation for a disability. For more information, contact North Dakota Parks and Recreation Department, 1600 East Century Avenue, Suite 3, Bismarck, ND 58503; phone 701-328-5357; or Relay North Dakota TTY Service 800-366-6888.

## Recreational Trail Needs

This *Recreational Trail Needs* publication is one component of the 2013-2017 *North Dakota State Comprehensive Outdoor Recreation Plan* (SCORP) prepared by the North Dakota Parks and Recreation Department. It was financed in part by a planning grant from the National Park Service, U.S. Department of the Interior, under the provisions of the Land and Water Conservation Fund (LWCF) Act of 1965 (PL 88-578, as amended).

# North Dakota Trails

Recreational trails are found in all areas of North Dakota and are used for a wide variety of purposes. Paved multi-use trails in cities and towns offer close-to-home recreation opportunities, such as walking, running, bicycling, and roller blading, and a few even come equipped with exercise stations. Unpaved trails are more common in state and federal parks and recreation areas, offering opportunities for hiking, mountain biking, and horseback riding. Motorized trails are also available throughout the state for both Off-Highway Vehicles (OHV), such as ATVs and dirt bikes, and snowmobiles. Less common are paddling trails for canoes and kayaks on rivers and lakes in North Dakota. Cross-country ski trails offer outdoor recreation opportunities for North Dakotans during the winter.

The availability of support facilities along trails can affect a user's interest level and are categorized as follows:

- Primitive trails have neither restrooms nor running water.
- Semi-modern trails have restrooms but no running water.
- Modern trails have permanent restrooms and running water.

North Dakota trail enthusiasts have formed a variety of trail user and advocacy groups at the state, regional, and local levels to support the development and maintenance of trail systems. Among the most active state and regional trail groups are:

- Maah Daah Hey Trail Association
- North Country Trail Association
- North Dakota Cycling Federation
- North Dakota Dirt Riders
- Snowmobile North Dakota

A survey of North Dakota households reveals 58 percent of North Dakota households are interested in using non-motorized trails of all kinds. This high level of trail interest offers the opportunity for the state's trail community to come together to develop a more comprehensive system of trails throughout North Dakota that meets the needs of the state's citizens and visitors.



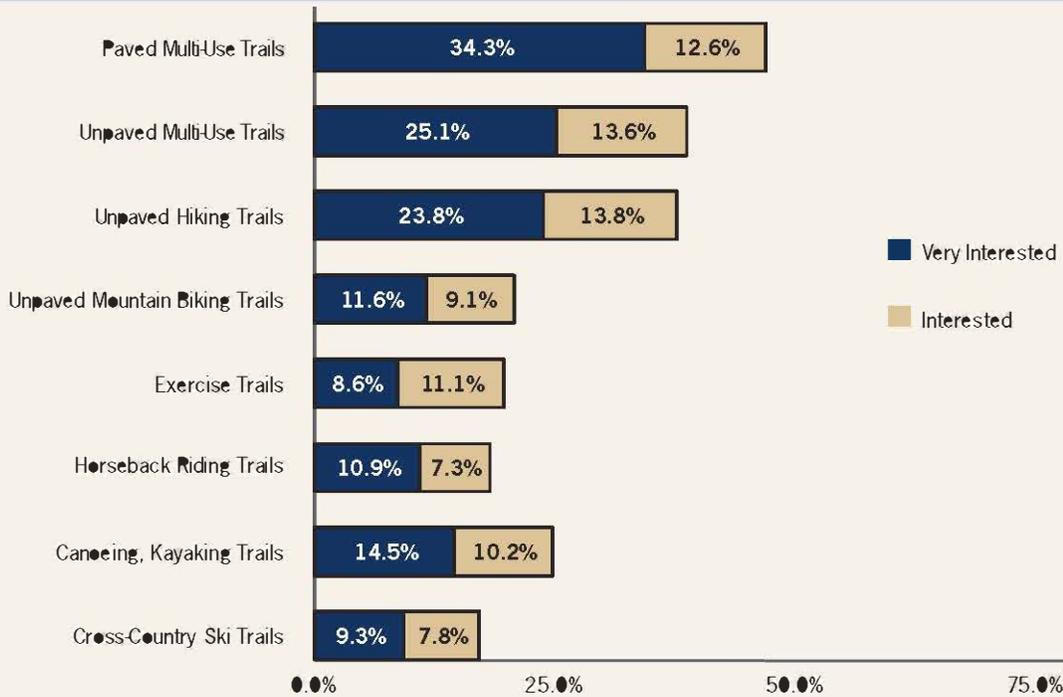
# North Dakotans' Perspectives on Recreational Trails

A 2012 survey of North Dakota households was conducted to assess interest in outdoor recreation activities and to identify the perceived quantity and quality of facilities for these activities. Non-motorized trail usage is the second most popular outdoor recreation activity for North Dakota households, with 58 percent interested in using trails for walking, running, bicycling, or horseback riding.

The specific trail activities that interest the most North Dakota households include:

- Using paved multi-use trails (the term “multi-use” refers to walking, jogging, or bicycling in the context of the North Dakota household survey) (47 percent).
- Using modern trails (45 percent).

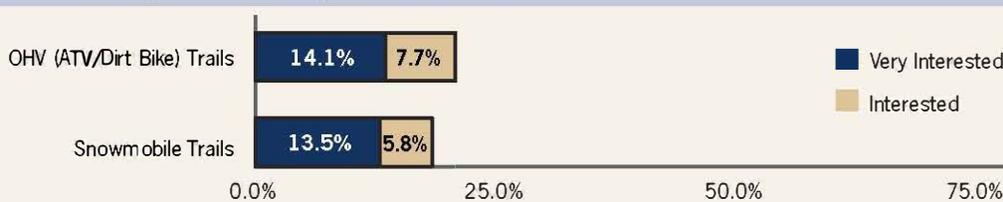
## Non-Motorized Trail Usage Interest by North Dakotans



## Non-Motorized Trail Usage Interest by North Dakotans Based on Amenities



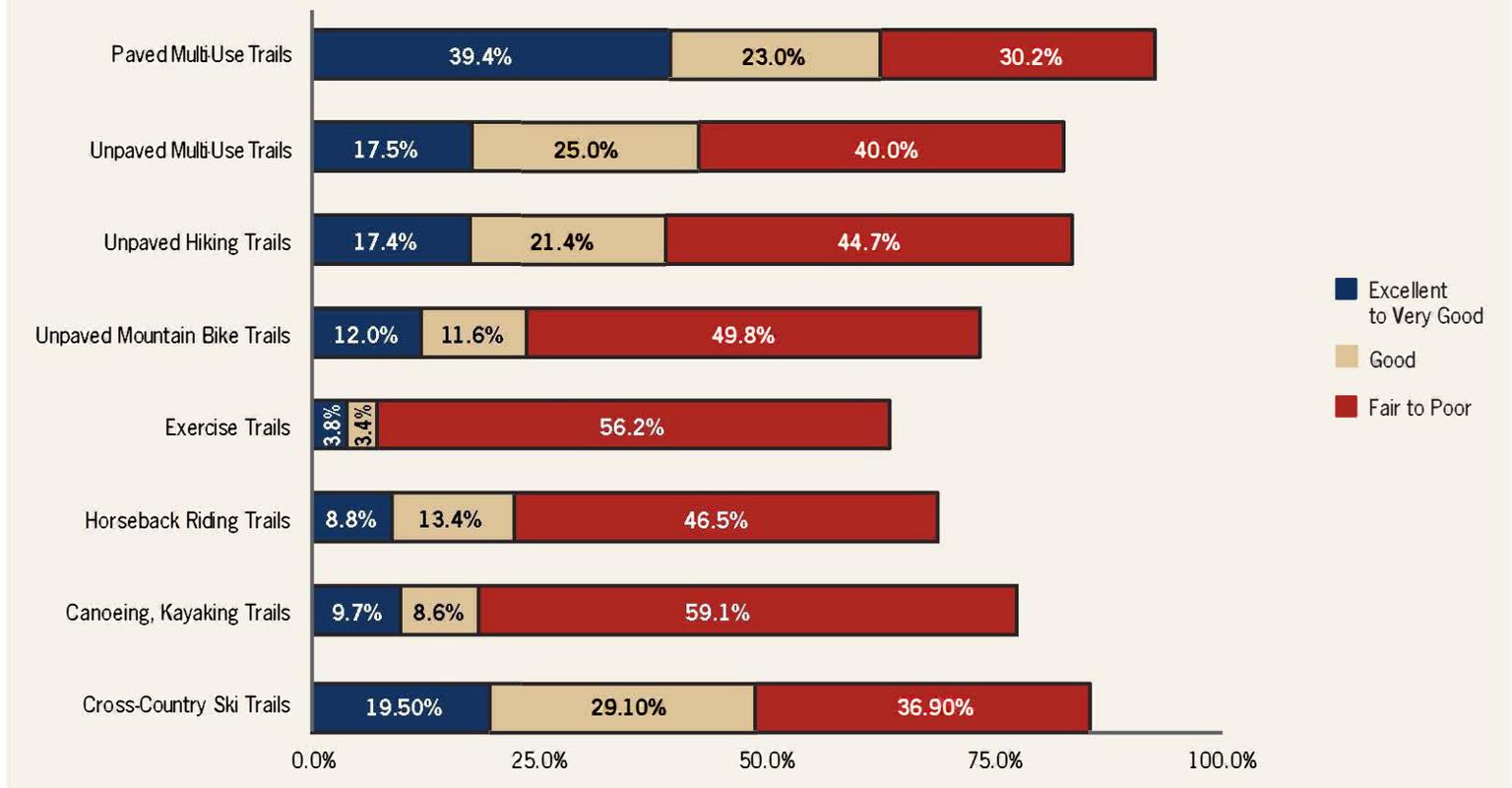
## Motorized Trail Usage Interest by North Dakotans



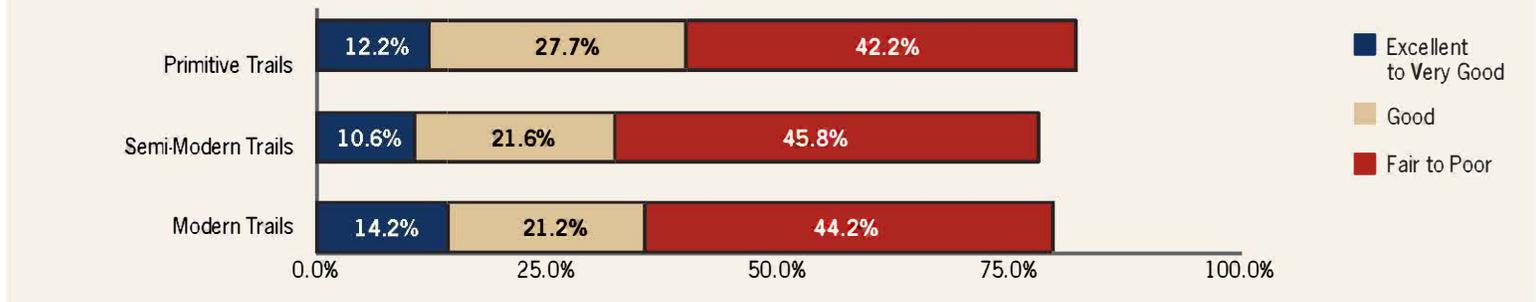
The quality and quantity of trails are critical to the recreation user's experience. North Dakota households that expressed interest in using trails were asked to rate the number of trails and the overall condition of those trails in their area on a five-point scale: excellent, very good, good, fair, or poor. Thirty-nine percent of North Dakota households rate the number and condition of paved multi-use trails as excellent or very good. In contrast, fair or poor ratings are given to:

- Paddling trails for canoeing or kayaking (59 percent).
- Exercise trails with exercise machines or equipment at stations (56 percent).

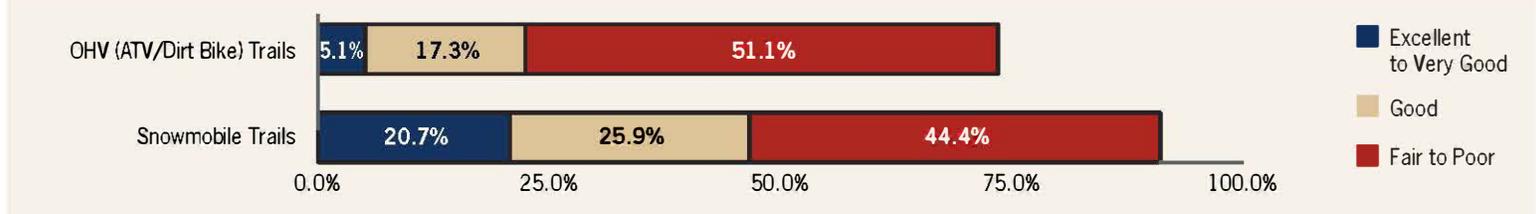
### Adequate Quality and Quantity of Non-Motorized Trails in North Dakota



### Adequate Quality and Quantity of Non-Motorized Trails in North Dakota Based on Amenities

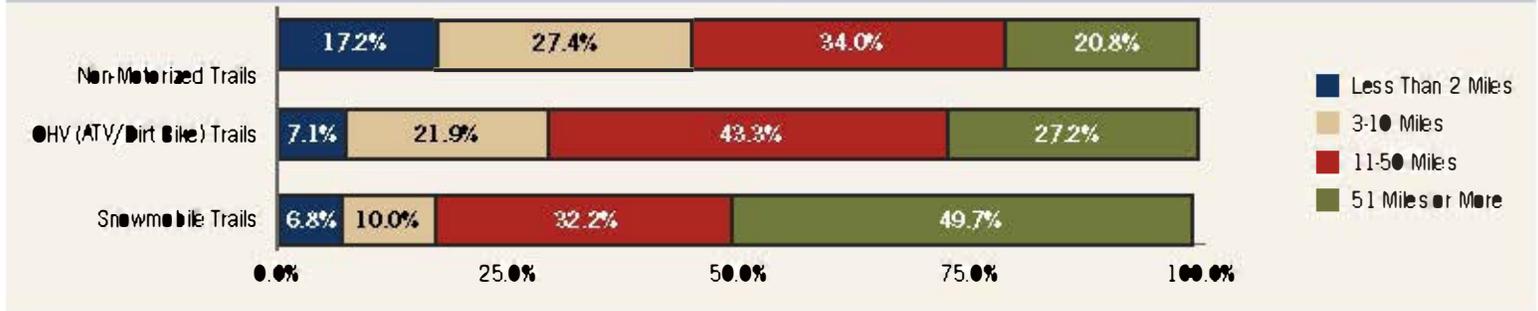


### Adequate Quality and Quantity of Motorized Trails in North Dakota



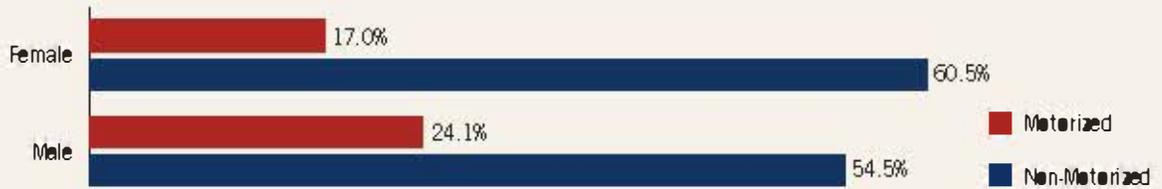
North Dakota households are willing to travel farther to use motorized trails than non-motorized trails, with half of North Dakota households interested in snowmobiling willing to drive more than 50 miles to use trails.

### Farthest Distance North Dakota Trail Users Are Willing to Travel

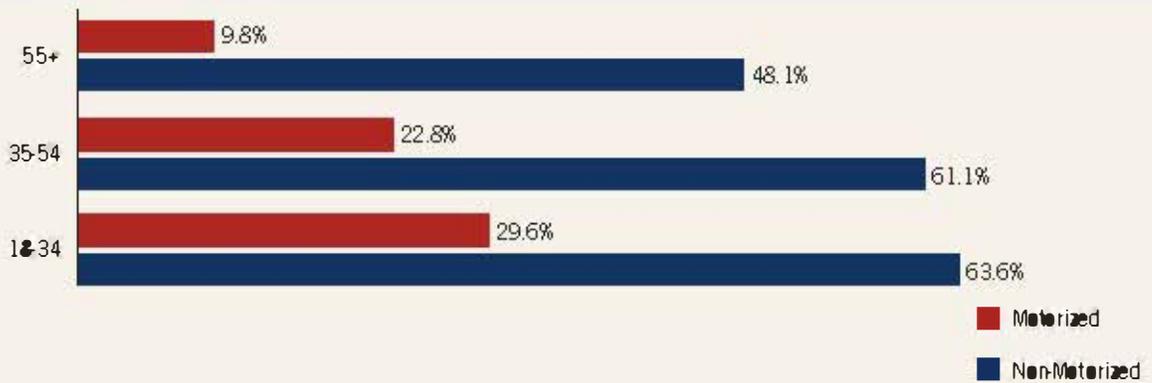


Interest in trails varies when considering the demographics of North Dakotans or North Dakota households. Women are more interested in using non-motorized trails than men. Also, interest in using trails tends to increase with higher levels of education and income.

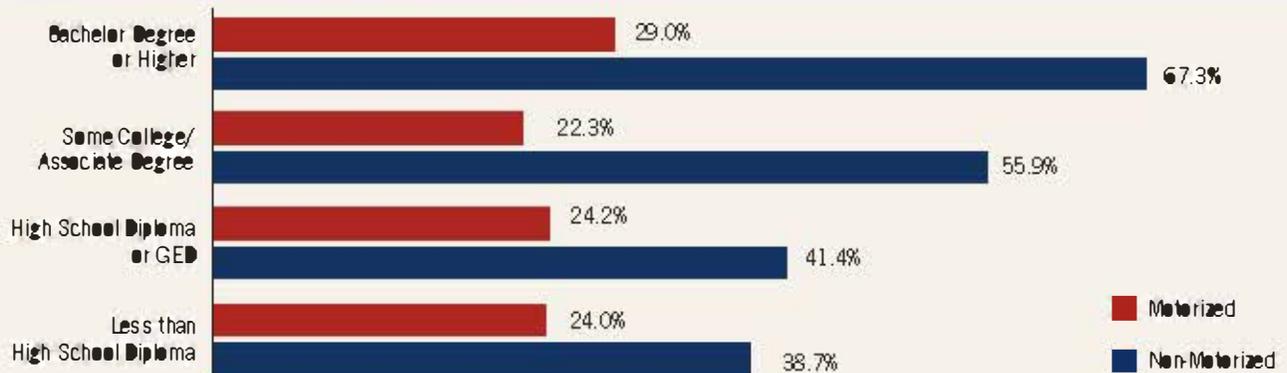
### Trail Usage Interest by Gender



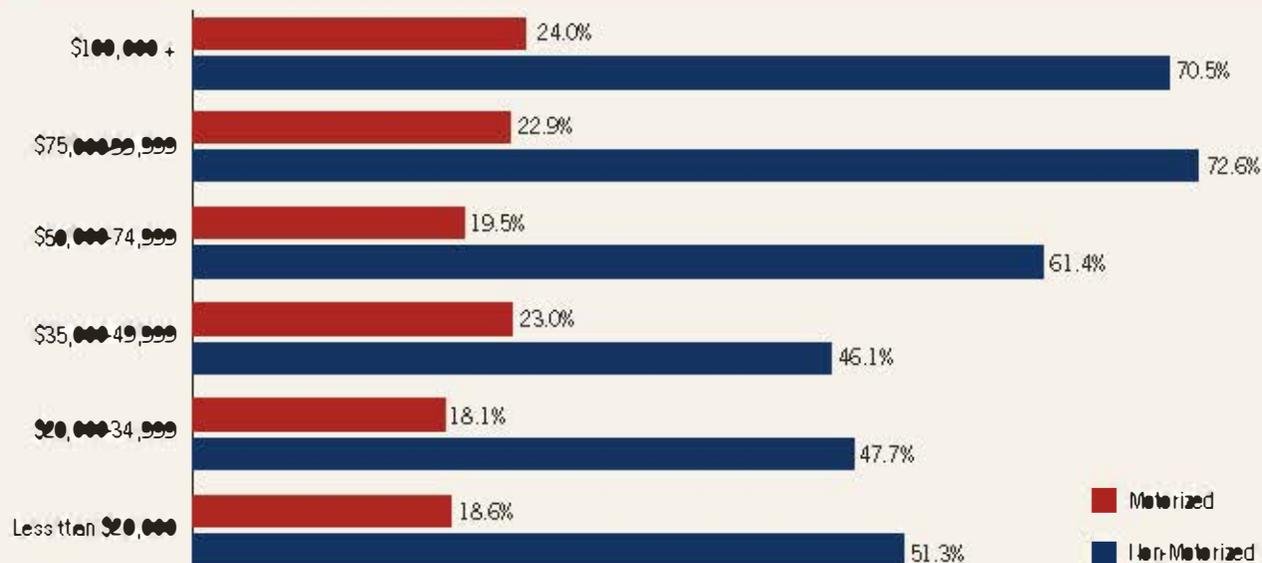
### Trail Usage Interest by Age



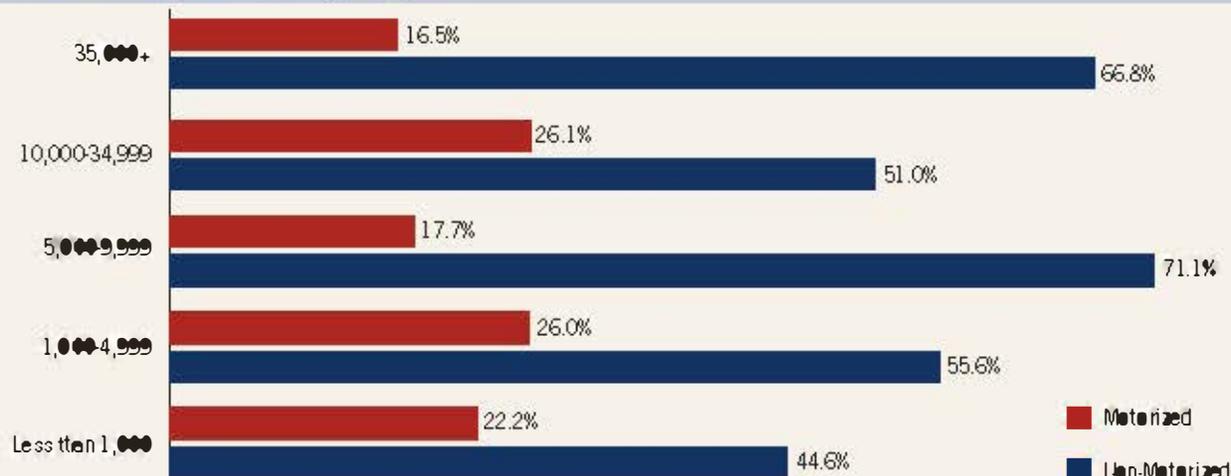
### Trail Usage Interest by Education Level



## Trail Usage Interest by Household Income Level



## Trail Usage Interest by Community Population



When asked what outdoor activities or facilities they would like to see offered or expanded at parks, recreation areas, and outdoor sports complexes in North Dakota, the largest number of North Dakota households expressed interest in trails for non-motorized use (paved/unpaved multi-use trails; hiking trails; horseback riding trails; etc.).



Comparing North Dakota households' interest in using different types of trails with their rating of the number and condition of such trails (excellent/very good versus fair/poor) provides a strength-weakness grid. The quality/quantity percentage in the chart shows the difference between the percentage of households that rated a type of trail excellent or very good versus fair or poor.

Modern and semi-modern trails, as well as unpaved multi-use and hiking trails, are primary weaknesses throughout the state. This means there is a high level of interest in these types of trails, but the overall number and condition is rated fair or poor. In contrast, paved multi-use trails are primary strengths in North Dakota.

### Strength-Weakness Trail Grid

Trail Type	Interest Level	Quality/Quantity Rating	Strength/Weakness Category
<b>NON-MOTORIZED</b>			
Paved Multi-Use	46.9%	9.2%	Primary Strength
Unpaved Multi-Use	38.7%	-22.5%	Primary Weakness
Unpaved Hiking	37.5%	-27.3%	Primary Weakness
Paddling for Canoeing/Kayaking	24.7%	-49.4%	Secondary Weakness
Unpaved Mountain Biking	20.7%	-37.8%	Secondary Weakness
Exercise with Stations	19.7%	-52.4%	Secondary Weakness
Horseback Riding	18.2%	-37.7%	Secondary Weakness
Cross-Country Skiing	17.1%	-17.4%	Secondary Weakness
<b>NON-MOTORIZED AMENITIES</b>			
Modern	44.8%	-30.0%	Primary Weakness
Semi-Modern	37.3%	-35.2%	Primary Weakness
Primitive	20.7%	-30.0%	Secondary Weakness
<b>MOTORIZED</b>			
●HV (ATV/Dirt Bike)	21.8%	-46.0%	Secondary Weakness
Snowmobile	19.3%	-23.7%	Secondary Weakness



# North Dakota Providers' Perspectives on Recreational Trails

A 2012 survey of North Dakota outdoor recreation providers was completed to assess perceived demand for various outdoor recreation facilities, as well as inventory the quantity and condition of such facilities, and also to solicit input on future demand and needs. Almost 200 North Dakota outdoor recreation providers reported on the demand for and condition of trails under their management. The types of trails for which the highest proportion of providers say demand exceeds supply include:

- Paved multi-use trails (29 percent).
- Unpaved multi-use trails (26 percent).
- Off-Highway Vehicle (ATV/dirt bike) trails (21 percent).

## Trail Demand Assessed by North Dakota Providers

Trails	Demand Greatly Exceeds Supply	Demand Slightly Exceeds Supply	Overall Demand Exceeds Supply
<b>NON-MOTORIZED</b>			
Paved Multi-Use	16%	13%	29%
Unpaved Multi-Use	11%	15%	26%
Unpaved Hiking Only	7%	9%	16%
Unpaved Mountain Biking Only	7%	12%	19%
Cross-Country Skiing	6%	9%	15%
Exercise with Stations	7%	6%	13%
Horseback Riding	4%	8%	12%
Paddling for Canoes/Kayaks	3%	4%	7%
<b>NON-MOTORIZED AMENITIES</b>			
Primitive	6%	10%	16%
Semi-Modern	5%	9%	14%
Modern	6%	7%	13%
<b>MOTORIZED</b>			
OHV (ATV/Dirt Bike)	15%	6%	21%
Snowmobile	7%	7%	14%

Providers with the following types of trails report some are in poor condition:

- 33 percent with Off-Highway Vehicle (ATV/dirt bike) trails.
- 30 percent with unpaved multi-use trails.
- 20 percent with unpaved mountain biking trails.

Based on overall mileage reported by North Dakota providers, the following types of trails have the highest number of miles in poor condition:

- Off-Highway Vehicle (ATV/dirt bike) trails (47 percent).
- Unpaved mountain biking trails (35 percent).
- Cross country skiing trails (17 percent).

## Overall Trail Condition Assessed by North Dakota Providers

Trails	Good Condition	Adequate Condition	Poor Condition	Total Miles
<b>NON-MOTORIZED</b>	49.4%	41.5%	9.2%	1,773
Paved Multi-Use	62.2%	30.4%	7.5%	362
Unpaved Multi-Use	49.1%	41.1%	9.7%	853
Unpaved Hiking Only	31.7%	65.4%	3.3%	240
Unpaved Mountain Biking Only	43.1%	22.4%	34.5%	58
Cross-Country Skiing	57.0%	26.2%	16.8%	149
Exercise with Stations	100.0%	0.0%	0.0%	3
Horseback Riding	29.3%	70.7%	0.0%	58
Paddling for Canoes/Kayaks	50.0%	48.0%	2.0%	50
<b>NON-MOTORIZED AMENITIES</b>	50.5%	47.6%	1.9%	
Primitive	58.9%	39.0%	2.2%	
Semi-Modern	29.1%	68.4%	2.5%	
Modern	48.2%	50.9%	0.9%	
<b>MOTORIZED</b>	69.5%	29.3%	1.2%	2,879
OHV (ATV/Dirt Bike)	0.0%	52.8%	47.2%	72
Snowmobile	71.3%	28.7%	0.0%	2,807

Twenty-three percent of providers report non-motorized trails are among the top five categories of outdoor facilities that most need to be improved or expanded to better meet the needs of their users.



# Statewide and Regional Priorities for Trails

Based on analysis of the demand for and supply of outdoor recreation facilities in North Dakota, facility needs are prioritized into three levels: primary, secondary, and tertiary. Non-motorized trails are a primary need statewide, as well as in each of the eight planning regions. Motorized trails are a tertiary need statewide, as well as in Regions One, Two, Four, Six, and Seven.

## Statewide Trail Priorities

### Primary Need: Non-Motorized Trails

North Dakota households are interested in using:

- Trails for walking, running, bicycling, or horseback riding (58 percent).
- Paved multi-use trails (47 percent).
- Modern trails (45 percent).

Primary weaknesses identified by households throughout the state include modern and semi-modern trails, unpaved multi-use trails, and unpaved hiking trails.

North Dakota providers report demand exceeds supply for:

- Paved multi-use trails (29 percent).
- Unpaved multi-use trails (26 percent).

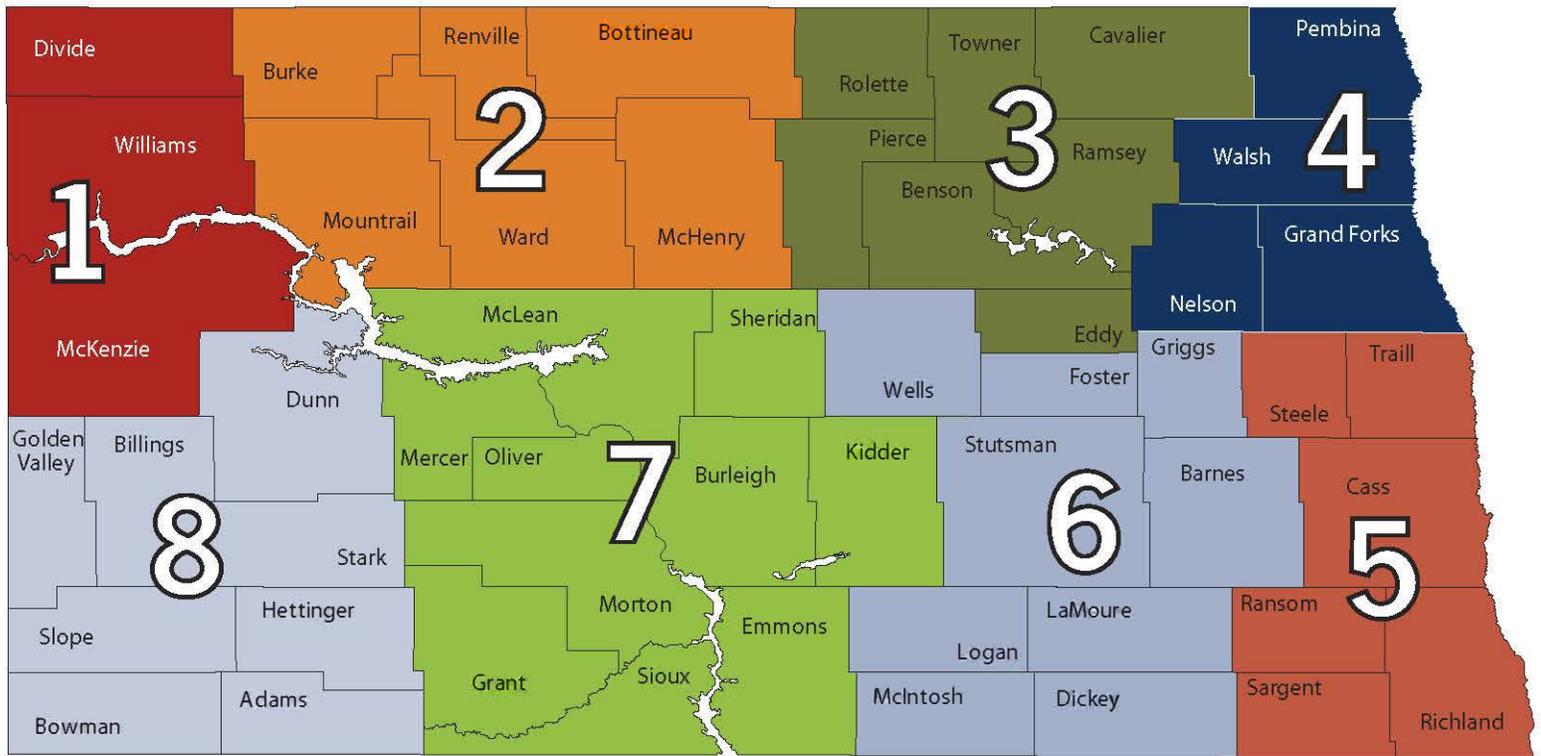
Providers with the following types of trails report some are in poor condition:

- 30 percent with unpaved multi-use trails.
- 20 percent with unpaved mountain biking trails.

### Tertiary Need: Motorized Trails

Twenty-one percent of North Dakota providers report demand exceeds supply for Off-Highway Vehicle (ATV/dirt bike) trails. One in three providers with these trails report some are in poor condition.





## Region One Trail Priorities

### Primary Need: Non-Motorized Trails

North Dakota households in Region One are interested in using:

- Trails for walking, running, bicycling, or horseback riding (55 percent).
- Modern trails (46 percent).
- Paved multi-use trails (46 percent).
- Unpaved hiking trails (43 percent).
- Unpaved multi-use trails (41 percent).

Primary weaknesses identified by Region One households include modern and semi-modern trails, paved and unpaved multi-use trails, and unpaved hiking trails.

Region One providers report demand exceeds supply for:

- Paved multi-use trails (31 percent).
- Unpaved multi-use trails (31 percent).
- Horseback riding trails (23 percent).

One in three providers with unpaved multi-use trails, unpaved hiking trails, and primitive trails report some are in poor condition.

### Tertiary Need: Motorized Trails

Twenty-three percent of Region One providers report demand exceeds supply for Off-Highway Vehicle (ATV/dirt bike) trails.

## Region Two Trail Priorities

### Primary Need: Non-Motorized Trails

North Dakota households in Region Two are interested in using:

- Trails for walking, running, bicycling, or horseback riding (68 percent).
- Modern trails (56 percent).
- Paved multi-use trails (55 percent).
- Unpaved hiking trails (52 percent).
- Unpaved multi-use trails (47 percent).
- Semi-modern trails (47 percent).

Primary weaknesses identified by Region Two households include modern and semi-modern trails, paved and unpaved multi-use trails, and unpaved hiking trails.

Region Two providers report demand exceeds supply for:

- Unpaved multi-use trails (24 percent).
- Paved multi-use trails (20 percent).

Providers with the following types of trails report some are in poor condition:

- 50 percent with unpaved mountain biking trails.
- 43 percent with unpaved multi-use trails.
- 33 percent with paved multi-use trails.
- 33 percent with unpaved hiking trails.
- 33 percent with modern trails.
- 20 percent with primitive trails.

### Tertiary Need: Motorized Trails

Twenty-four percent of Region Two providers report demand exceeds supply for Off-Highway Vehicle (ATV/dirt bike) trails and 20 percent say the same for snowmobile trails.

## Region Three Trail Priorities

### Primary Need: Non-Motorized Trails

North Dakota households in Region Three are interested in using:

- Trails for walking, running, bicycling, or horseback riding (61 percent).
- Paved multi-use trails (53 percent).
- Modern trails (48 percent).
- Unpaved multi-use trails (41 percent).

Primary weaknesses identified by Region Three households include modern and semi-modern trails, paved and unpaved multi-use trails, and unpaved hiking trails.

One in four Region Three providers report demand exceeds supply for paved and unpaved multi-use trails. Half of providers with semi-modern trails report some are in poor condition.

## Region Four Trail Priorities

### Primary Need: Non-Motorized Trails

North Dakota households in Region Four are interested in using:

- Trails for walking, running, bicycling, or horseback riding (63 percent).
- Modern trails (56 percent).
- Paved multi-use trails (53 percent).
- Semi-modern trails (46 percent).
- Unpaved multi-use trails (45 percent).
- Unpaved hiking trails (43 percent).

Primary weaknesses identified by Region Four households include semi-modern trails and unpaved hiking trails.

Region Four providers report demand exceeds supply for:

- Paved multi-use trails (35 percent).
- Unpaved multi-use trails (30 percent).
- Unpaved hiking trails (26 percent).
- Unpaved mountain biking trails (26 percent).
- Exercise trails (22 percent).
- Semi-modern trails (22 percent).
- Modern trails (22 percent).

Providers with the following types of trails report some are in poor condition:

- 50 percent with unpaved multi-use trails.
- 50 percent with unpaved hiking trails.
- 25 percent with primitive trails.
- 22 percent with paved multi-use trails.

### Tertiary Need: Motorized Trails

Twenty-six percent of providers report demand for Off-Highway Vehicle (ATV/dirt bike) trails exceeds supply.

## Region Five Trail Priorities

### Primary Need: Non-Motorized Trails

North Dakota households in Region Five are interested in using:

- Trails for walking, running, bicycling, or horseback riding (58 percent).
- Paved multi-use trails (45 percent).
- Unpaved multi-use trails (43 percent).

Primary weaknesses identified by Region Five households include unpaved multi-use trails, modern and semi-modern trails, and unpaved hiking trails.

Region Five providers report demand exceeds supply for:

- Paved multi-use trails (33 percent).
- Unpaved multi-use trails (27 percent).
- Semi-modern trails (24 percent).

## Region Six Trail Priorities

### Primary Need: Non-Motorized Trails

North Dakota households in Region Six are interested in using:

- Trails for walking, running, bicycling, or horseback riding (52 percent).
- Modern trails (42 percent).

Primary weaknesses identified by Region Six households include modern and semi-modern trails and paved and unpaved multi-use trails.

Region Six providers report demand exceeds supply for:

- Paved multi-use trails (29 percent).
- Unpaved mountain biking trails (21 percent).
- Primitive trails (21 percent).

One in four providers with unpaved multi-use trails report some are in poor condition.

### Tertiary Need: Motorized Trails

Twenty-one percent of providers report demand for Off-Highway Vehicle (ATV/dirt bike) trails exceeds supply.



## Region Seven Trail Priorities

### Primary Need: Non-Motorized Trails

North Dakota households in Region Seven are interested in using:

- Trails for walking, running, bicycling, or horseback riding (52 percent).
- Paved multi-use trails (47 percent)
- Modern trails (42 percent).

Primary weaknesses identified by Region Seven households include modern and semi-modern trails.

Region Seven providers report demand exceeds supply for:

- Paved multi-use trails (41 percent).
- Unpaved multi-use trails (31 percent).
- Unpaved mountain biking trails (25 percent).

### Tertiary Need: Motorized Trails

Twenty-two percent of providers in Region Seven report demand exceeds supply for Off-Highway Vehicle (ATV/dirt bike) trails and snowmobile trails. One in three providers with OHV trails report some are in poor condition.

## Region Eight Trail Priorities

### Primary Need: Non-Motorized Trails

Forty-five percent of North Dakota households in Region Eight are interested in using trails for walking, running, bicycling, or horseback riding.

Primary weaknesses identified by Region Eight households include modern trails.

One in three Region Eight providers with paved and unpaved multi-use trails report some are in poor condition.



# Development of *Recreational Trail Needs*

In January 2012, the North Dakota Parks and Recreation Department (NDPRD) contracted with Clearwater Communications to perform survey and planning services to develop the 2013-2017 North Dakota State Comprehensive Outdoor Recreation Plan (SCORP). While the 2013-2017 SCORP is the ninth publication of its kind, this is the first time a *Recreational Trail Needs* component has been included.

Clearwater Communications subcontracted with Winkelman Consulting to complete the research portion of the project, which included surveys of North Dakota households and outdoor recreation providers to determine demand for and supply of outdoor recreation facilities in the state. For the household survey, 205 North Dakotans over the age of 18 were surveyed by telephone in March and April 2012, resulting in a 95 percent confidence level with a maximum margin of error of  $\pm 3.5$  percent. For the provider survey, 63 percent of North Dakota's three hundred three outdoor recreation providers (192) completed the mail survey in March and April 2012, resulting in a 95 percent confidence level with a maximum margin of error of  $\pm 4.3$  percent.

The *Recreational Trail Needs* publication summarizes the research on the demand for and supply of non-motorized and motorized trails in North Dakota.



## Additional Information

Electronic versions of the 2013-2017 North Dakota State Comprehensive Outdoor Recreation Plan, as well as the *Recreational Trail Needs* and *Wetlands Priorities*, are available on the NDPRD website at [www.parkrec.nd.gov](http://www.parkrec.nd.gov).

Detailed information from the North Dakota household and outdoor recreation provider surveys, including regional data, is also available online.

For more information, contact the NDPRD at 701-328-5357 or [parkrec@nd.gov](mailto:parkrec@nd.gov).



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## AL Thompson

As a League Cycling Instructor trained by the League of American Bicyclists, our first hook to keep the interest of students is to ask every participant to think of their first bike. What one word would describe what you thought about? Common answers are: fun and freedom.

As a member of Central Dakota Cyclists, we have teamed up with Go! Bismarck Mandan and the YMCA to sponsor family bicycle rides utilizing our paved bike trails to encourage active families  
Bicycle Commuting and Public Health Information (from the League of American Bicyclists)

### 1. An American epidemic

- In 1991, 4 states reported obesity rates of over 15%; in 1997, it rose to 37 states
- Over 50% of the adult US population is overweight; 25% of the US is obese
- The result of this condition is over \$22 billion in health care and living costs

### 2. Risks

- 29% of Americans are sedentary which causes an increase in disease and death
- 80% do not get the recommended 30 minutes of moderate activity 5 days a week
- Inactivity is a factor in 10% of total deaths and 25% of chronic disease related deaths

### 3. Recommendations

- Bike commuting is a moderate physical activity 5 times a week
- Recreational bike riding is a safe, low-impact, aerobic activity for Americans of all ages
- 25% of all trips are within a mile of home; ride your bike for your health

### 4. Communities

- Residents of pre-1960's communities are more likely to walk, bike and use transit
- Typical infrastructure in American cities is designed for efficient auto use
- Americans spend 75 minutes a day in their car; 89% of all trips are by car

### 5. Challenge

- 60% of Americans want bikeways between home and stores
- 55% want more bike paths and improved road conditions for cycling
- Sustainable transport is the future; support cycling as transportation and recreation

The *Healthy Kids Summit*, hosted by the Go! Bismarck-Mandan coalition was held Monday, March 18 at the Bismarck Public Schools Career Academy on the Bismarck State College Campus. Pediatricians, physical education instructors and school nutrition professionals shared their experiences and suggestions for shaping healthier lives for our children including getting families active, eating family meals, providing more fruits and vegetables and changing what is considered "normal" in society.

Bismarck Superintendent, Tamera Uselman noted that one of three children born in 2000 are predicted to develop diabetes at some point in their lifetimes,

Moderator, Karen K. Ehrens, R.D., L.R.D., Consultant to Healthy North Dakota, noted that in a classroom of 25 North Dakota youth, six are overweight or obese, 14 don't get enough physical activity." Over half (53 percent) of adults in ND do not get enough physical activity. Eight to 18-year olds spend an

average of 7.5 hours a day using entertainment media, including TV, computers, video games, cell phones and movies

Pediatrician Dr. Joan Connell of the UND Center for Family Medicine, Bismarck mentioned the importance of families working to find ways to be active together. She emphasized that addressing childhood obesity is not simply about cosmetic appearance, but of promoting healthy behaviors for all children.

Kurt Weinberg, physical education teacher at Pioneer and Highland Acres Elementary Schools, repeated a phrase that Superintendent Uselman shared, "Movement is Magic." Although some schools in other parts of the country have cut physical education classes and have built schools without playgrounds, this has not been the case in Bismarck and Mandan. Mr. Weinberg, who has taught for more than 35 years, noted the importance of physical activity toward helping children focus and learn, especially in the climate of testing and academic strain. Mr. Weinberg and his colleagues have developed a list of suggested ideas to encourage physical activity in the classroom, as physical activity is important throughout the school day, not just during physical education classes.

Jennifer Conlon, physical education teacher at Lewis and Clark Elementary School in Mandan, shared how she has moved away from a focus on teaching sports to helping children find activities they like to do. Conlon likes to use music to inspire movement, and finds that children like to measure their daily activity with pedometers. She notes that many children have several electronic devices and games, and tries to move them away from these devices toward movement. She also pointed out that parents, teacher and all adults are role models for our children and have the opportunity to model being active. Ms. Conlon shared the online resource, [adventuresinfitness.com](http://adventuresinfitness.com), which provides ideas for being active indoors.

Bicycling generates \$133 billion in economic activity annually. Bicyclists are very low impact and don't take up a lot of space don't cause a lot of wear and tear on the highway, don't generate a lot of pollution, rarely hurt others in a collision, and are efficient and economical in almost every regard. The cost of accommodating bicyclists is minimal compared to those same costs for motor vehicles.

Yes I do commute by bicycle 3000 to 6000 miles, 12 months of the year and I am the Commuter Representative of Central Dakota Cyclists. I have taken classes from the League of American Bicyclists on how to exist with multiple modes of transportation and am comfortable bicycling in traffic. By and large drivers in Bismarck and Mandan are courteous and appreciate bicyclists that follow the rules of the road. Many bicyclists however are uncomfortable without bike lanes or paved trails



Jack Dalrymple, Governor  
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HCR 3023  
Senate Transportation Committee  
March 22, 2013

Chairman Oehlke and members of the Senate Transportation Committee. I am Mark Zimmerman, Director of North Dakota Parks and Recreation Department. I am pleased to stand in support of adoption of House Concurrent Resolution 3023. For all the right reasons this is one resolution that should be passed and considered for implementation.

In my former position at North Dakota Tourism I hosted booths at sport and travel shows throughout the Midwest. From Chicago to Milwaukee and Minneapolis and Denver and even in Winnipeg, people would stop by the North Dakota booth and inquire about bicycle trails in North Dakota. Many of these folks are dedicated cyclists who seek out the unique "out of the way" trails that offer the scenery, the history and the slower pace of recreational activity.

As Director of North Dakota Parks and Recreation our Department often fields requests from visitors to the parks about nearby bicycle trails that they can enjoy while camping. I would cite the paved bicycle trail around Lake Metigoshe as a prime example of the often quoted statement—build it and they will come. Circling Lake Metigoshe the trail takes cyclists, hikers, runners past great views of the lake and surrounding areas and even offers a stop at the Metigoshe Drive Inn!

As an avid cyclist myself, it would be an added bonus to see the start of bicycle trails between towns and cities in our state. Aside from the recreational and health benefits of trails, there is a definite economic impact to surrounding communities.

For over 20 years the Garrison community and the North Dakota Parks and Recreation Department have partnered in hosting the CANDISC (Cycling Around North Dakota in Sakakawea Country) bike ride. Thousands of cyclists have enjoyed the back roads and small towns of our state, many of them often returning for family vacations. I know of one couple that met on a CANDISC bike ride and even were married in North Dakota!

North Dakota is being discovered by many people for many reasons. A feasibility study of construction and use of paved bike paths throughout North Dakota is a worthwhile effort and I urge the passage of HCR 3023.

• • • • •  
*Play in our backyard!*