

Bikeway and Trail Facilities

The planning team recommended specific types of bikeway and trail facilities for each segment by reviewing traffic counts, road context, and physical constraints, and by considering whether the segment was part of the “all ages and abilities” network. The following table shows the different types of bikeway and trail facilities that make up the “menu” of facility types that were considered for the recommended bikeway and trail network. More information on the facility selection process can be found in Chapter 5 of the Plan.

Types of Bikeway and Trail Facilities



Shared-Use Paths

- Part of the “all ages and abilities” network
- Fully separated from a street or road
- Typically paved and 10-12 feet wide
- Often installed along rail or utility corridors or next to rivers
- Low-stress experience for many types of users (bicyclists, pedestrians, joggers)



Sidepaths (Shared Use Paths along a Roadway)

- Part of the “all ages and abilities” network
- Fully separated and located immediately next to and parallel to a roadway
- Provide a comfortable space for pedestrians
- Typically paved and 10-12 feet wide
- Paths next to urban and suburban roadways can increase hazards to bicyclists if there are numerous driveways and intersections
- Typically used on medium and high-volume streets with few intersections or driveways



Rail with Trail

- Part of the “all ages and abilities” network
- Run parallel to an active railroad
- Usually have barrier separation between the path and the railroad
- Open lines of communication with the railroad can make this a viable option



Bike Lanes

- Designate space for bicyclists on medium-to-high volume streets with markings and signs
- Located next to motor vehicle travel lanes; goes in the same direction as motor vehicle traffic
- Usually 5 feet wide; can be wider with a painted “buffer” marking
- Typically can be added by removing on-street parking, reducing the number of travel lanes, or through reconstruction

Types of Bikeway and Trail Facilities



Paved Shoulders (3'-6' wide)

- Benefit all road users and lengthen roadway life
- Serve more experienced bicyclists used to fast-moving traffic
- Can be used by pedestrians
- Recommended paved shoulder width depends mostly on the anticipated average daily traffic (ADT)



Minor Enhancements/Shared Lane Markings (Sharrows)

- Used to indicate a shared bicyclist/motorist lane
- Indicate where bicyclists should position themselves in the lane
- Typically used on low-volume local streets



Minor Enhancements/Signed Routes

- Help bicyclists navigate low traffic, low-stress streets
- Quickly and affordably expand the bicycle network using existing residential and town roads
- Alert drivers that bicyclists may be present
- May include destinations, distance, and direction



Traffic Calming

- Usually used on neighborhood streets to slow speeds
- Can include curb extensions, speed humps, neighborhood traffic circles, and pedestrian islands
- Can be hazardous to bicyclists if not properly designed
- Fire departments and school bus operators may object to traffic calming treatments; they should be a part of the planning process