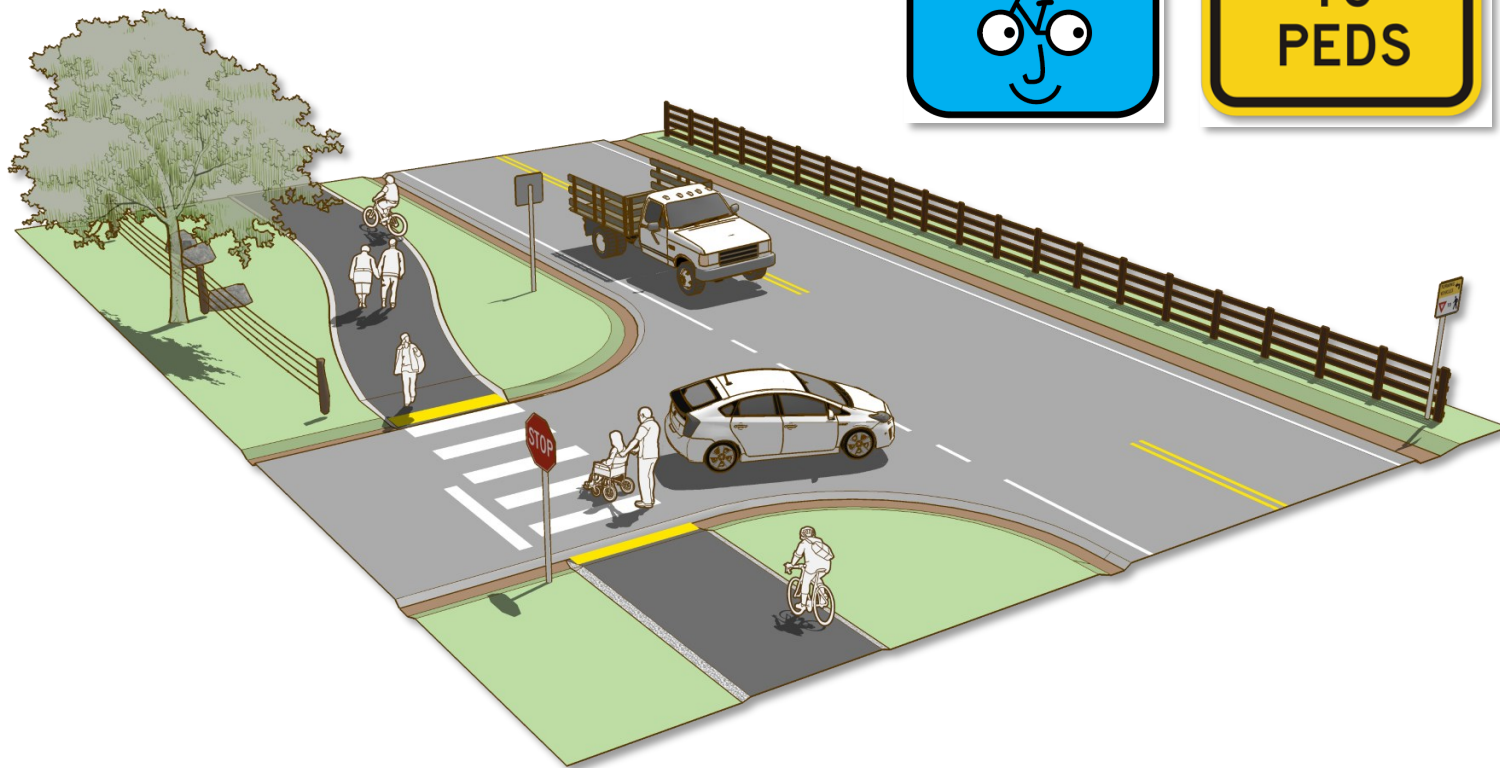


OFF-STREET FACILITIES

Multi-Use Trails/Paths are paved facilities dedicated to cycling or shared with pedestrians or other non-motorized users. Most often located along waterfronts, creeks, railroad rights-of-way or utility easements, they are completely separated from the roadway and have few conflict points with motor vehicle traffic (cross streets and driveways). For this reason, trails are the most preferred facility for most bicyclists.

EXAMPLES: Portions of the North Ridge and North Liberty Trail are located within railroad right-of-way; the Clear Creek Trail meanders through the Clear Creek floodplain.

NOTE: Users should operate on the right side of the trail; bicyclists should ride at a reasonable rate of speed and yield to pedestrians and slower moving trail users.

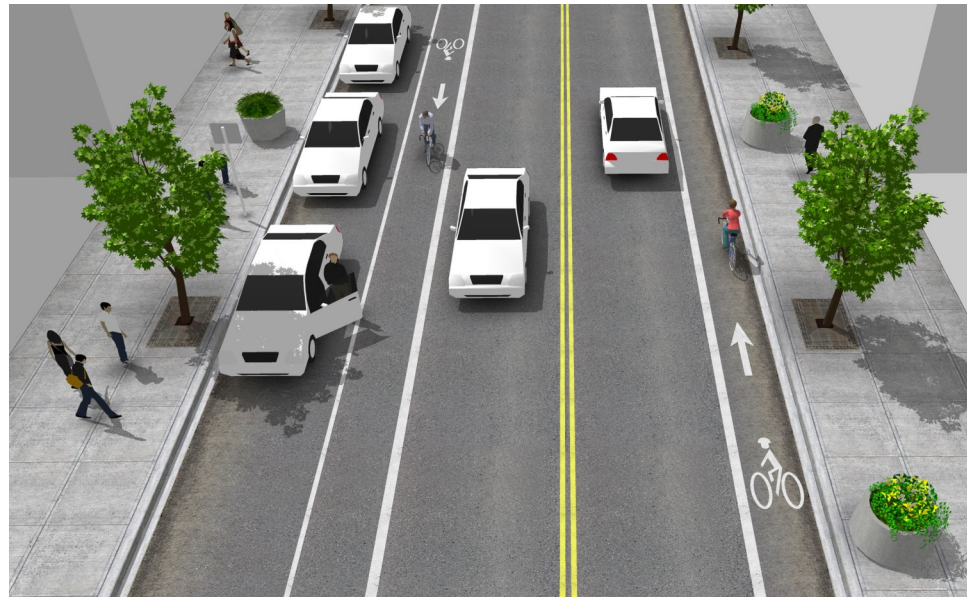


Sidepaths/Wide Sidewalks are shared use facilities, typically 8-10 feet in width, located immediately adjacent and parallel to a roadway. Similar to trails, sidepaths provide an extra degree of separation from automobiles that is preferred by many bicyclists. Controlling access—limiting the number of curb cuts or driveway that cross the path—is essential for ensuring these facilities provide a safe and efficient facility for bicyclists. MPO communities typically provide a sidepath along one side of all arterial streets. This system is expanded as arterial streets are extended or as rural roadways are reconstructed to urban standards.

EXAMPLES: The wide sidewalk located on the north side of Oakdale Boulevard is a good example of a sidepath with limited street intersections and driveways.

NOTE: Although in many situations the sidepath will have the right-of-way, bicyclists should always approach intersections and driveways with caution and be prepared to stop. As with trails, bicyclists should ride at a reasonable speed and yield the right-of-way to pedestrians and slower moving users.

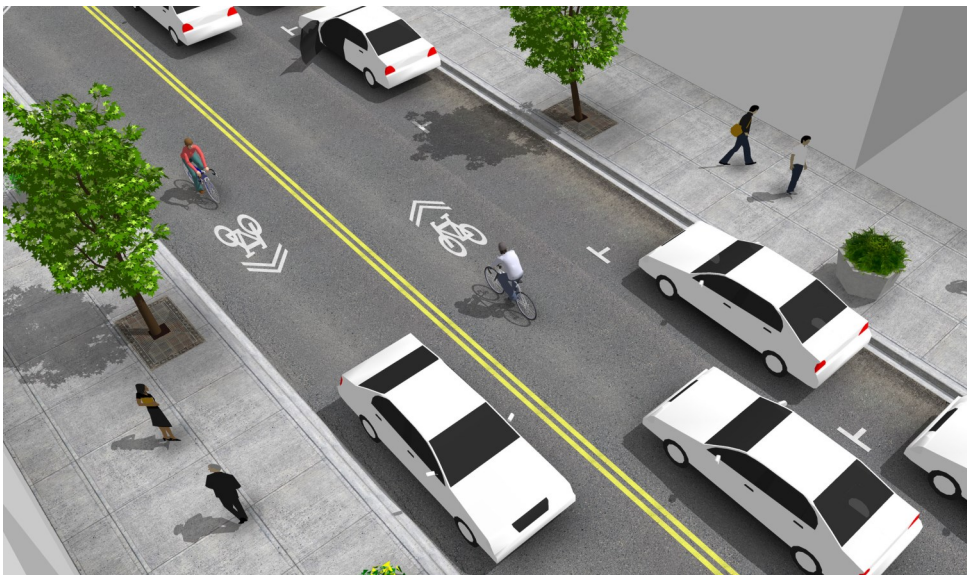
ON-STREET FACILITIES



Bike Lanes designate an exclusive space for bicyclists on the roadway through the use of pavement markings and signage. Conventional bike lanes are located adjacent to motor vehicle travel lanes and flow in the same direction as motor vehicle traffic. Bike lanes are typically on the right side of the street, between the adjacent travel lane and curb, road edge, or parking lane.

Bike lanes enable bicyclists to ride at their preferred speed without interference from prevailing traffic conditions. Bike lanes provide a sense of safety and predictability that encourages less confident or experienced bicyclists to feel comfortable on arterial and collector streets where the volume or speed of cars might otherwise make bicyclists feel vulnerable. Bicyclists may leave the bike lane to pass other bicyclists, make left turns, avoid obstacles or debris, and avoid other conflicts with other users of the street.

NOTE: Roadways with a pavement width of at least 30 feet are necessary in order to provide bike lanes with the recommended minimum 5 feet of space while preserving 10-foot travel lanes for automobiles. Two-lane roads that meet this minimum pavement width are identified as potential bike lanes. (Most streets in the four metro communities have pavement widths of 28 feet or less.)



Shared Lane Markings or “sharrows” are pavement markings used to emphasize a shared lane environment for bicycles and automobiles. Sharrows are intended for use along convenient or popular bicycle routes that lack adequate space for bike lanes. Though their effectiveness for demonstrating the proper positioning of a bicyclist in the lane is frequently disputed, shared lane markings can help reinforce the legitimacy of bicycle traffic on the streets that lack adequate space for bike lanes or other facilities. They may also function to support a complete bicycle network in a number of other important ways, such as:

- Alerts motor vehicle drivers to the potential presence of bicyclists along the street.
- Indicates a proper path for bicyclists through difficult or potentially hazardous situations.
- Advertises the presence of bikeway routes to all users.
- Provides a wayfinding element along bike routes.
- Demonstrated to increase the distance between bicyclists and parked cars, keeping bicyclists out of the “door zone.”
- Reduces the incidence of wrong-way bicycling.
- Reduces the incidence of sidewalk riding.
- Requires no additional street space.
- Provides a wayfinding element along bike routes.



“Bicyclist May Use Full Lane” signs have been shown to be the most consistently comprehended device for communicating increased awareness of the roadway rights of bicyclists and also increased perceptions of safety.

NOTE: Roadways that provide convenient, low stress connections to important destinations or facilities are identified for potential shared lane markings. In the past, metro communities have used “Share the Road” signs along these routes. Recent research indicates that “Bicyclist May Use Full Lane” signs are more effective in communicating the rights of bicyclists to drivers and making bicyclists feel safer as they take the lane. Routes identified for shared lane markings may be further enhanced as Bicycle Boulevards where other changes, such as traffic calming, wayfinding signage, and pedestrian accommodations may be considered .