

# Bikeway and Trail Facility Types

The Plan's infrastructure recommendations are categorized into a menu of seven facility types, as listed below. The descriptions are color-coded to match the colors used on the bikeway and trail recommendations map. Some of these facility types include variations, such as wider versions, versions with additional striped buffers, and two-way versions. Additional planning and design guidance will be provided in the final Plan document.

During the Fall 2015 Open Houses, people were asked to prioritize these types of facilities. The results are shown in the column below.

### Priority Rating

High Medium Low



Not along a roadway



Along a roadway



#### Path

A shared-use path or trail can be located along a road right-of-way or in an independent right-of-way such as a stream valley, greenway, along a utility corridor, or an abandoned railroad corridor. Paths as part of county corridors should be at least 10 feet wide, and wider where higher use is expected.



#### Bike Lanes

A bike lane designates space for the preferential or exclusive use of bicycles. Standard bike lanes are typically 5 feet wide but wider variations can be advantageous. A common variation is the buffered bike lane, which places a 1 to 3-foot wide painted buffer between the bike lane and adjacent travel lane.



#### Separated Bike Lanes

A separated bike lane, sometimes called a cycle track or protected bike lane, is a bicycle facility that is physically separated from both the street and the sidewalk. Separated bike lanes can be one way for bicycles on each side of a two-way street, or two-way and installed on one or both sides of the street.



#### Advisory Bike Lanes

Advisory bike lanes delineate preferred space for bicyclists and pedestrians, giving them right-of-way in that space. Cars travel down the center of the narrow roadway and merge into the advisory bike lane when passing an oncoming vehicle. Advisory bike lanes are suited to very low-traffic roads.

*This facility type was not included in the Open House survey. It was later identified as an opportunity based on the unique constraints and opportunities afforded by certain roadways and traffic volumes in St. Croix County.*



#### Paved Shoulders

Paved shoulders that serve as a bicycle accommodation are typically 4 or 5 feet wide. Many roads in the county have paved shoulders but lack continuity through intersections. Climbing lanes are a variation that provides a paved shoulder or bike lane in the uphill direction, but not the downhill direction.



#### Wider Paved Shoulders

Higher traffic roads can be improved for bicycling through the provision of wider (6 to 8 feet) paved shoulders. Some roads in the county have wider paved shoulders but lack continuity through intersections.



#### Minor Enhancements

Low-cost, strategically-placed pavement markings and signage can enhance bike routes and existing trails. Shared lane markings, or Sharrows (see image), can increase awareness of bicyclist presence, indicate lane positioning, and aid in wayfinding. Signs can aid in wayfinding and raise awareness of the rules of the road.



Shared Lane Marking/Sharrows



Shared Road/Signed Route