

#### MULTI-USE TRAILS & SIDEPATHS

Multi-use trails are often placed within individual park sites as loop trails. However, they present opportunities for alternate transportation corridors when designed to connect people and destinations.

Opportunities for multi-use trail corridors include

- Along street rights-of-way where a sidewalk cannot be accommodated on both sides (also called a sidepath when wide enough to accommodate bicycles and pedestrians)
- Floodplains, drainage corridors, or waterways
- Abandoned rail rights-of-way or rail corridors
- Utility easements

Multi-use trails are often quite popular in a community, and local support often grows as trail networks are developed which increase connectivity.



#### BUFFERED BICYCLE LANES

Buffered bicycle lanes are bicycle lanes with an added physical buffer, either vertical, horizontal, or both, that separates the bicyclist from vehicular traffic.

Appropriate roads for buffered bicycle lanes have the following characteristics:

- 40-55 mph speed limits
- Arterials and collectors
- Any street or route along which additional separation for user safety is desired.

Buffered bicycle lanes provide additional protection desired by riders of all ages and abilities. Buffered bicycle lanes may occur in each direction of vehicular flow (along both sides of a street) or in two-directional flow along one side of a street (also called a cycle track).



#### SIDEWALKS: PEDESTRIAN SPINES

Pedestrian spines are applicable where heavy volumes of pedestrian traffic exist, such as commercial corridors, near recreational amenities, or along corridors where high densities of housing connect pedestrians to goods and services.

Appropriate roads for pedestrian spines:

- Urban
- Various speeds
- Various traffic volumes and land uses (see previous paragraph)

Pedestrian spines may be challenging to retrofit along existing corridors which were constructed with few design controls, unlimited curb cuts, and overhead power poles. They are most easily implemented with appropriate site design requirements as new development occurs.



#### STANDARD BICYCLE LANES

Bicycle lanes are most appropriate along urban roads with lower speeds, either arterials or collectors where separation is needed from vehicular traffic.

Appropriate roads for bicycle lanes:

- Urban
- Lower-speeds (between 25 and 45 mph)
- Arterials and collectors

Bicycle lanes are easy to implement in the short term if pavement widths are wide enough to accommodate them, at which point they become a matter of roadway re-striping. They offer a baseline level of separation and protection from vehicular traffic, with added width offering more separation. Bicycle lanes should be 6' in width, but can be as narrow as 4' in constrained situations that provide critical connections. The side of a bicycle lane should not include the street gutter.



#### SIGNED BICYCLE ROUTES

Signed bicycle routes usually occur in rural areas along roads with speeds up to 55 mph, but with lower ADTs (up to 5,000 vehicles per day). Routes are typically designated along two-lane roads, as opposed to multi-lane, higher-volume roadways. These routes are not bikeways. Signed routes are relatively easy to implement with the addition of route signage.

Appropriate roads for signed bicycle routes:

- Rural
- Speeds up to 55 mph
- Lower ADT (up to 5,000)

#### SHARROWS

Sharrows should be utilized on urban streets that have a maximum speed of 35 mph, with low traffic volumes. Sharrows are suitable for narrow roads, since they give the cyclist use of the entire travel lane. For purposes of Helena-West Helena's network, these streets are predominately residential in nature, and are designated because of their connectivity across the community.

Appropriate roads for sharrows:

- Residential or local streets; collectors if low traffic volumes
- Lower traffic volumes (under 5,000 ADT)
- Road widths that are too narrow for bicycle lanes

Sharrows should not be utilized along streets with higher traffic volumes or speeds, since they do not offer the bicyclist protection from vehicular traffic.

