

LaPorte Trails Master Plan

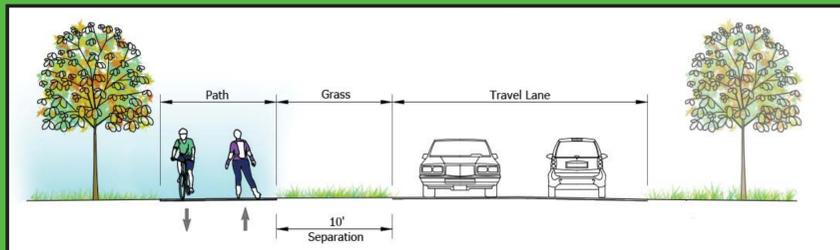
BICYCLE FACILITY TYPES:

SHARED - USE

Often called trails, shared-use paths are distinct from vehicular lanes and are viewed as a separate entity. Users are non-motorized including but not limited to: bicyclists, roller skaters, wheelchair users, runners, walkers, etc. These facilities are most commonly designed for two-way travel.

Minimum path width is 8' with 2' shoulders on each side. This should only be used in the most restrictive areas. Desirable is a 10' path with 2' shoulders.

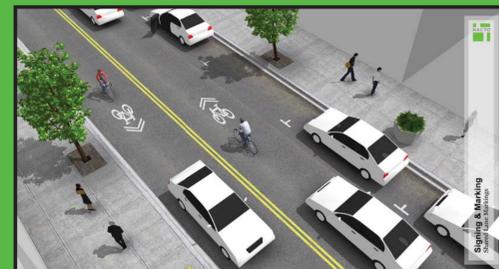
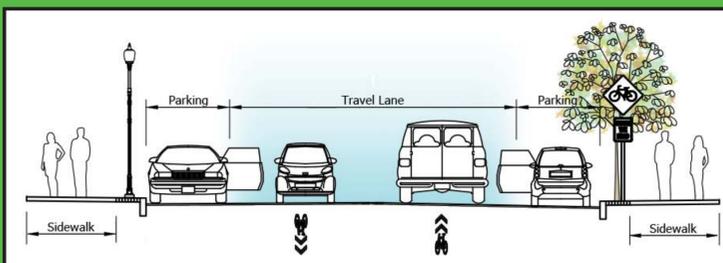
Separation requirements vary; however, typically without a curb the minimum separation from the outside edge of the shoulder to edge of the path is 10'. With a curb, the minimum separation is typically 5' from back of curb to edge of path.



SHARED ROADWAY

Shared roadways are described as those that have been identified by signing as preferred bike routes. They are open to both bicycle and motor vehicle travel. They are suitable in urban areas on streets with low speeds and/or low volume of vehicles per day.

Shared pavement markings should be in the center of the roadway to show the route the cyclist is supposed to use. Pavement markings bring awareness to the driver to prepare for on street bicyclists.



BICYCLE BOULEVARD

Bicycle boulevards are lightly-trafficked streets that give priority to the bicycle. It provides bicyclists, especially those who are not comfortable riding on busy streets a safer and more relaxing place to ride. All types of vehicles are allowed, but the roadway is modified as needed to enhance bicycle safety and convenience. Typically these modifications will also calm traffic and improve pedestrian safety. In a sense, it is a shared roadway but at intersections, it utilizes traffic diversion methods to prevent through traffic.

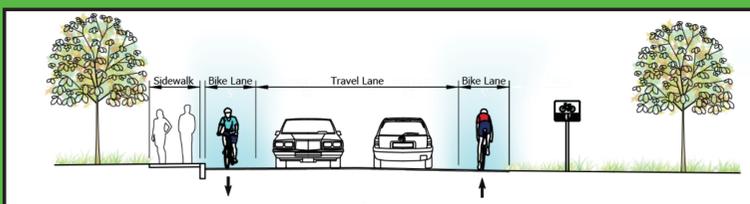
The environment is created through a variety of traffic calming and design elements such as speed humps, traffic circles, curb extensions, medians, and traffic signals. Although many routes have no bike lane, bicyclists are free to use the middle of the street, sharing road space with cars.



BIKE LANE

Bike lanes designate a separate space for bicyclists to ride on through the use of pavement markings and signage. Conventional bike lanes are located next to the travel lanes and flows in the same direction as vehicular traffic.

Bike lanes can be a minimum of 4' wide and a maximum of 7' wide. If bike lanes are alongside on-street parking, 6' - 7' wide is desirable due to car doors opening into the bike lane.



CYCLE TRACK

A cycle track is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. A cycle track is physically separated from vehicular traffic and distinct from the sidewalk. It can offer more security and is appropriate for riders of all experience.

Separation buffers can come in different forms such as: a median, on-street parking spaces, bollards, etc.

