

Wayzata Boulevard Corridor Bikeway Study

Characteristics of Bikeway Types

Source: Hennepin County 2040 Bicycle Transportation Plan

Type	On-street Bikeways		Protected Bikeway Off-street
	Bicycle Boulevard	Bike lane	Multi-use trail
Treatment	Urban/suburban	Urban/suburban	Urban/suburban/rural
Land use context	None	Low to moderate	High
Level of separation from motor vehicle traffic	Low	Moderate	N/A
Traffic volume (motor vehicles)*	25-30 mph	Varies	N/A
Posted speed limit	Local or collector	All**	Independent right-of-way along minor or principal arterial
Street type	N/A	5' (with parking), 6' (curb adjacent)	8' with 2' clear zone each side (one-way); preferred 10' with 2' clear zone each side (two-way)
Minimum widths	Both	Pavement maintenance	New
Construct new or as part of pavement maintenance (re-striping)			

* Traffic volume (average daily traffic): Low is less than 3,000 ADT; Moderate is 3,000 - 15,000 ADT; High is above 15,000 ADT

** All = Streets where bicycle use is not prohibited

Bikeway types will vary based on roadway and land use context

A buffer is a delineated space between the bikeway and travel lane; A clear zone is a space free of obstructions

These guidelines are based on national guidance

Bicycle Boulevard

A bicycle boulevard is typically suited for a low-speed, low-volume street. A bicycle boulevard prioritizes biking by turning stop signs to prioritize bike movements, giving bicycles the right of way, and using traffic calming (i.e. bump outs or traffic circles), vehicle diverters, enhanced signage for bicycling and other means. They are intended to improve safety and comfort and to provide an alternative to higher speed roadways that may be more intimidating for those with less experience or confidence in biking.

Roadway Characteristics

- Urban/suburban context
- No separation from motor vehicles
- Low vehicle traffic volumes
- 25-30 MPH (posted speed)
- Local or collector street
- Best for interested but concerned population
- Also serves enthusiastic and confident as well as strong and fearless populations



Multi-use trail

Paved multi-use trails provide a shared space for bicycling, walking and other non-motorized uses. They offer a high quality bicycling environment preferred by people in the enthusiastic and confident bicycling group and the interested and concerned group.

Some multi-use trail facilities provide designated lanes for bicycles and pedestrians, especially where there are higher volumes. Sometimes multi-use trails are outside of the street right-of-way, and often are sited along abandoned or active rail corridors, waterways or through parks. There are many cases in Hennepin County where multi-use trails are situated along roadways to both increase the comfort of the bikeway for all users, especially families and to increase safety along major county roads in suburban and rural settings where motor vehicle speeds and volumes make on-street bikeways less appropriate.

The county system currently has a robust network of off-street multi-use trails that provide complete separation from motor vehicle traffic and minimal intersections with roadways. One example is the Cedar Lake LRT Regional Trail.

Roadway Characteristics

- Urban/suburban/rural context
- High separation from motor vehicles
- Moderate vehicle traffic volumes
- Minimum width 8 feet with 2 foot clear zone on each side (two-way)
- Preferred width 10 feet or greater with a 2 foot clear zone on each side (two-way)
- Best for interested but concerned group and children
- Also serves enthusiastic and confident group; and strong and fearless groups
- Might not serve the enthusiastic and confident or the strong and fearless groups riding if the trail is poorly maintained, has a soft surface, does not take a direct route, or has high pedestrian volumes



Bike Lane

Bike lanes provide a dedicated space for bicycling alongside motor vehicle traffic. Bike lanes can be a low-cost option when adequate right-of-way is available, and often can be incorporated into roadway repaving or re-striping projects.

Roadway Characteristics

- Urban/suburban context
- Low to moderate separation from motor vehicles
- Moderate vehicle traffic volumes
- Speed limit varies
- Minimum width 5 feet (parking adjacent) or 6 feet (curb adjacent)
- Best for enthusiastic and confident; and strong and fearless groups
- Also serves interested but concerned group for critical connections, depending on context

