

Recommended Facility Types and Terminology

The following overview outlines the type of facilities recommended for local plans in the North Central Texas Region based on [American Association of State Highway and Transportation Officials](#) (AASHTO) and the [National Association of City Transportation Officials](#) (NACTO). Comprehensive transportation plans may also include other types of walking and bicycling facilities for local mobility based on the context of the area in which they are located. For a more detailed reference of this information please review the AASHTO [Guide for the Development of Bicycle Facilities 2012 Fourth Edition](#) Chapter 2, and the bicycle and pedestrian facilities type overview developed by [NCTCOG](#) based on AASHTO and NACTO guidance.

I. On-Street Facility Types

- a. Bicycle Boulevard-A street segment, or series of contiguous street segments, that has been modified to accommodate through bicycle traffic and minimize through motor traffic.
- b. Bike Lane-A portion of roadway that has been designated for preferential or exclusive use by bicyclists by pavement markings. It is intended for one-way travel, usually in the same direction as the adjacent traffic lane, unless designed as a contra-flow lane. Bike lanes are typically 5-7 feet in width and should be determined by the context and anticipated use including the speed, volume, and type of vehicle in adjacent lanes.
- c. Cycle Track-Space that is intended to be exclusively or primarily used for bicycles, and are separated from motor vehicle travel lanes, parking lanes, and sidewalks. Cycle tracks may be one-way or two-way, and may be at street level, at sidewalk level, or at an intermediate level. They may be designed as “protected bike lanes” using planters, curbs, parked cars, or post to separate bicyclists and auto traffic on busy streets.
- d. Paved Shoulders-the portion of the roadway contiguous with the traveled way that accommodated stopped vehicles, emergency use, and lateral support of sub-base, base and surface courses. These facilities are generally used in rural areas for bicycle accommodations on roadways with higher speeds or traffic volumes.
- e. Shared-Lanes and Marked Shared-Lane- A lane travel way that is open to both bicycle and motor vehicle travel, and can include a pavement marking symbol that indicates an appropriate bicycle positioning in the lane. These facilities are generally used on space-constrained roads upon which marked bike lanes are not feasible. Shared lanes with no special provisions are on minor roads with low volumes of traffic where bicyclists can share the road. Shared lanes with wide outside lanes are on major roads where bike lanes are not selected due to space constraints or other limitations.

II. Off-Street Facility Types

- a. Shared Use Path (Trail) - A bikeway physically separated from motor vehicle traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths located adjacent to a roadway are called sidepaths. AASHTO recommends typical widths ranging from 10 feet to 14 feet, with the wider values applicable to areas with high use and/or a wider variety of user groups.

III. Other Local Facilities not included in AASHTO and NACTO guidance

- a. Nature and Equestrian Trails-Trails that have a permeable surface typically located in areas where a natural experience is desired, or area where constraints prevent the building of paved surface trails.
- b. Private-Privately maintained shared use paths and sidewalks. Typically located on private property or within a subdivision and maintained by a Property Owners Association.
- c. Signed Bike Route-A signed bike route is typically designated along more lightly traveled residential or secondary roads and is indicated by signs with or without a specific route number.
- d. Wide Sidewalks-Wide sidewalks have a greater width than standard sidewalks to accommodate higher volumes of users. However, the facility width does not comply with AASHTO guidelines for a shared use path that safely accommodates a range of non-motorized users.