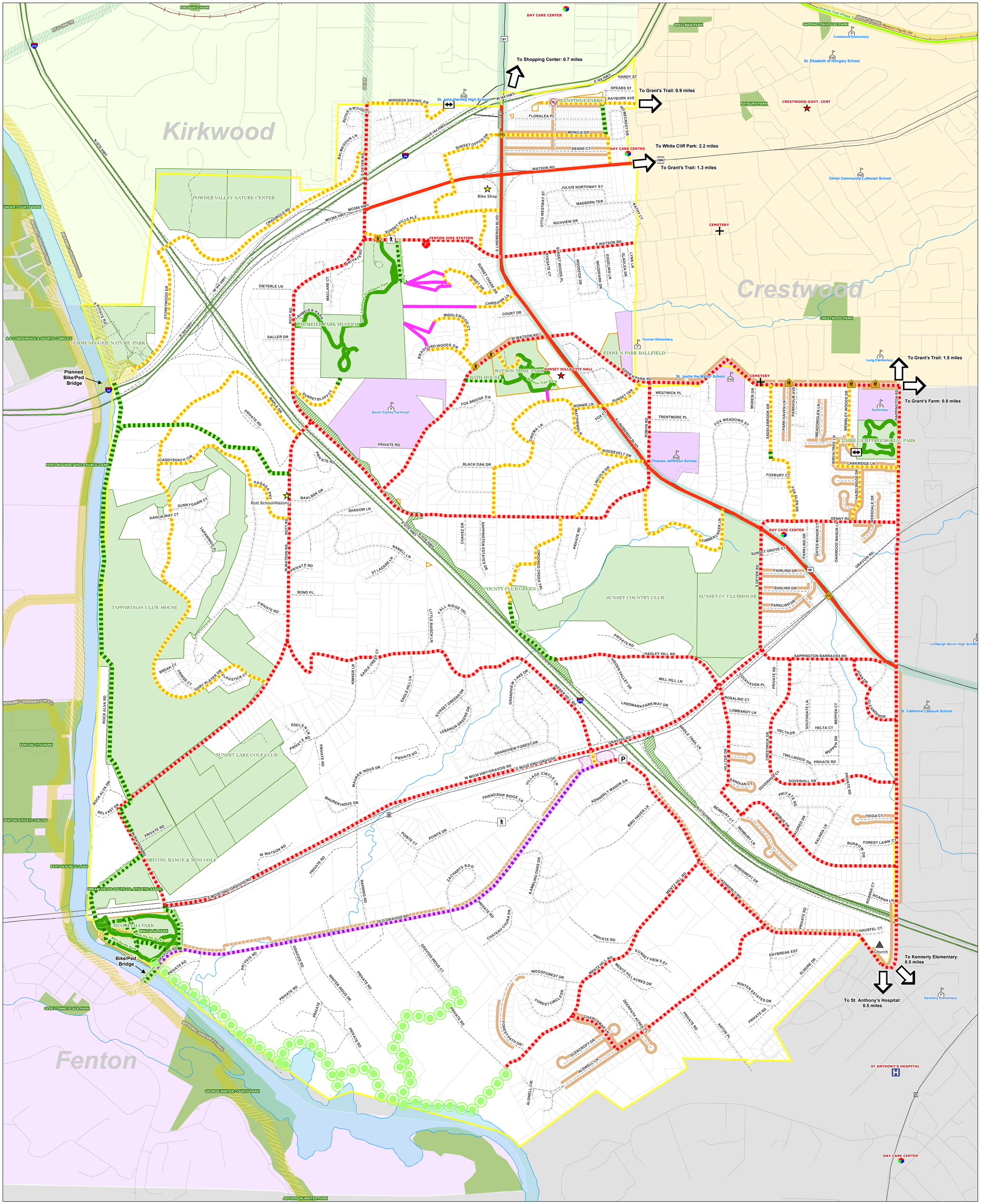
City of Sunset Hills
Bikeable/Walkable Communities Project

Bicycle & Pedestrian Facilities Plan



Legend

- Existing Accommodation
- Existing Trail
- Planned Accommodation
- Planned Bike Lane
- Planned Bike Route
- Planned Trail
- Potential Easement Trail
- Planned Greenways
- Existing Sidewalk
- Planned Sidewalk
- Potential Sidewalk
- Potential Connection
- Planned Crossing
- Commuter Parking
- Cross Walk Symbol
- No Bicycle
- Pedestrian Crossing
- School Crossing
- Existing GRG Route
- Existing GRG Trail
- Proposed GRG Route
- Proposed GRG Trail
- Destinations
- Church
- Grant's Trail
- Cemetery
- City Hall
- Fire Station
- Hospital
- Day Care Center
- Public School
- Private School
- School Property
- Park/Open Space
- Planned Park/Greenway
- Commuter Parking Lot
- EWG Open Space
- Interstate
- US Highway
- State Route
- SH Street Centerlines
- SH Parcels
- SH City Owned Parcels
- Bodies of Water
- Railways
- Streams

On-Street Treatment Typology

Graphic: James Pona & Associates

Treatment Type	Applicability	Design Treatment[1]
Accommodation on Shared Roadway.	For busier roads with physical limitations that do not allow for widening in conformance with an official bicycle facility (such as a signed bike route or bike lane). Accommodation roadways are intended for use by experienced bicyclists who are comfortable traveling on roadways.	Urban Section (i.e. with curbs): Wide outside lanes – 14' recommended, not including gutter pan. (A 13' wide outside lane would provide some level of accommodation when the preferred widths are not available.) 15' is preferred where extra space is required for maneuvering such as on steep grades or at railroad crossings which are not perpendicular to the direction of travel. Widening can often be accomplished through lane re-striping, and by reducing the width of the inside lane or left turn lane. Rural Section: (i.e. no curbs) A paved shoulder of any width up to 4' is better than none at all; however, it cannot be signed as a bicycle facility. A width greater than 4' is preferred, excluding gutter pans and rumble strips. 5' is recommended from obstructions such as guardrails, signs, etc. Additional width is also recommended for higher bicycle traffic, motor vehicle speeds above 45 mph, and for higher truck/bus traffic. Warning Signage: "Share the Road with Bicycles" signs every 1/4-mile.
Bicycle Lane (Class II Bikeway)	For busier roads with higher speeds and traffic volumes, including collectors and arterials with an urban or rural section. (Where roads may not be of sufficient width to enable the installation of bicycle lanes, consider reductions in vehicle speeds and/or traffic volumes to accommodate bicycles as per Type a treatment.) "Busier road" is defined as either a road with permitted speeds of up to 35 mph and volumes of 10,000 + vehicles per day, or permitted speeds of 40 mph+ and volumes of 1200+ vehicles per day.	Urban Section (i.e. with curbs): Min. 5' shoulders with 5' striped bicycle lanes (5', 12', 12', 5'). Widen shoulder on busier roads to provide more separation between motor vehicle lane and bike lane. 4-lane Rural Section: Min. 8'+ shoulders with 5' striped bicycle lanes (5', 3', 12', 12', 12', 3', 5'). Widen shoulder to provide more separation between motor vehicle lane and bike lane. 2-lane Urban Section: Min. 5' striped bike lane, excluding gutter pan. With curb parking, add 5' bike lane between parking and motor vehicle lane. (Min. 13' between curb and motor vehicle lane, including gutter pan.) 4-lane Urban Section. Min. 5' striped bike lane, excluding gutter pan. With curb parking, add 5' for bike lane between parking and motor vehicle lane. (Min. 13' between curb lane and motor vehicle lane, including gutter pan.)
Bicycle Route - Signed Shared Roadway (Class III Bikeway)	Bicycle routes should be so-marked if they are continuous and meet standards identified in the AASHTO publication, "Guide for the Development of Bicycle Facilities," and if they are at least one mile long. Shorter bike routes may be marked if they connect with other bike routes.	14' outside lanes, "Bicycle Route" and "Share the Road with Bicycles" Signs.

[1] Consult MoDOT Policy document, PBIC, AASHTO Guide, and MUTCD for specific design guidance and standards.

0 0.15 0.3 0.6 Miles

1 inch equals 568.4 feet

TRAILNET

Trailnet in Association with James Pona & Associates and Southwestern Illinois GIS Resource Center October 9, 2007
Reference data courtesy of
City of Sunset Hills (2007) and
St. Louis County Department of Planning (2006)