CITY OF EMMETT
MASTER PATHWAY PLAN
POLICIES & STANDARDS*
Adopted June 26, 2012

*[*These master pathway policies and standards accompany the City of Emmett Master Pathway Plan Map, dated 5/01/2012 (revised). The two (2) documents are to be used in conjunction with each other.]*

This document is divided into four main sections:

A. Purpose – outlines the overarching purpose and goals of the plan
B. Bike Lane Standards - establishes the design standards for on-street bike lanes
C. Separated Multiple-Purpose Pathways – establishes the design standards for off-street, multi-use pathways (used by both pedestrians and bicyclists)
D. Other General Pathway Guidelines – contains general standards and guidelines applicable to the design and function of Emmett's pathway system

A. Purpose

1. Develop a pathway system that will link important community destinations such as parks, schools, neighborhoods, the Emmett historic district, Gem Island Sports Complex and Gem County pathways.

2. Create a pathway system that is both recreational and provides a viable transportation alternative to motorized transportation.

3. Establish the Payette river corridor as a greenway for recreation, water rehabilitation projects, community open space, flood control, and habitat preservation.

4. Use the Master Pathway Plan as the basis for successful pathway and bike lane development and implementation, including being a tool in seeking funding.

The purpose of this Master Pathway Plan is to lay the groundwork for the location and design of future bike lanes and multi-use pathways in the City of Emmett. It is <u>not</u> a plan to build or acquire right-of-way for any particular segment identified on the map. If the City, a property owner, a private developer or other entity does construct a bike lane or pathway, it will need to be done in substantial compliance with this plan.

B. Bike Lane Standards

1. Design Standards

   The American Association of State Highway and Transportation Officials (AASHTO) has developed national standards and guidelines for bicycle lanes. These standards and guidelines have been embraced by the Idaho Transportation Department and the City of Emmett to protect the safety of pathway and bike lane users and to provide a consistent policy direction to highway planners and engineers.

   AASHTO design guidelines divide pathways into two categories: separate/detached pathways (Class I) and road-side bike lanes (Class II).

   Definitions:

   Pathways are defined as facilities that provide for pedestrian and bicycle travel.

   - **A Class I Pathway or Bike Lane** provides for multi-use two-way travel completely separated and detached from any streets or roads. The pathways should comply with standards and guidelines developed under the American Disabilities Act.

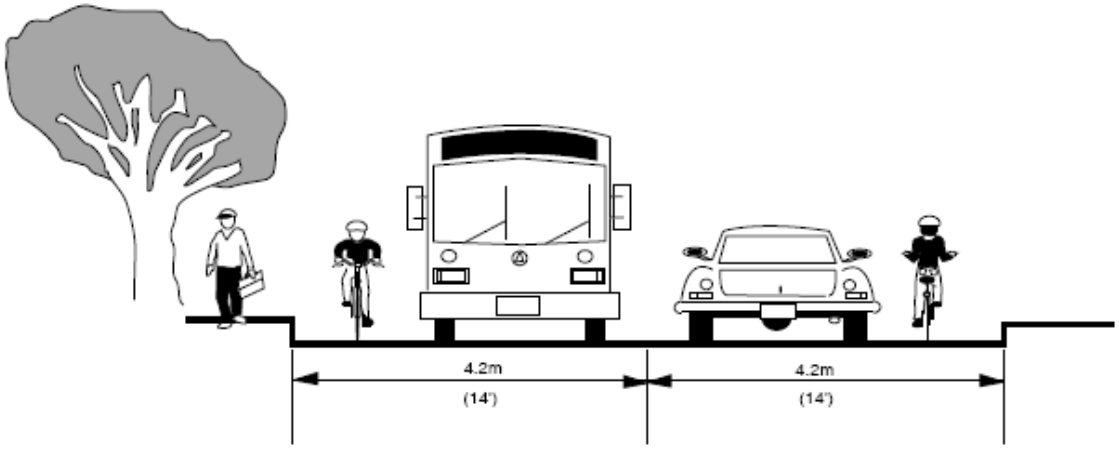
   - **A Class II Pathway or Bike Lane** provides a striped lane for one-way bike travel along a street or highway auto travel lane. Bike lanes are intended to delineate the portion of the right of way assigned to bicycles and automobiles and to provide for more predictable movements by each.

   - **A Class II Bike Lane** is a portion of the roadway that is designated for preferential use by bicyclists.

   a. Shared Lanes

      On a shared facility, bicyclists and motorists share the same travel lanes. Shared facilities are common on city street systems and roads with limited right-of-way width. It can be considered an acceptable solution when there is inadequate width to provide bike lanes or shoulder bikeways. A lane with 4.2 meters (14 feet) of total usable width is desired in an urban setting which allows a motor vehicle and a bicycle to operate side by side. Usable width would normally be from curb face to lane stripe, but adjustments need to be made for drainage grates, parking, and longitudinal ridges between pavement and gutter sections. Widths greater than 4.2 meters (14 feet) may encourage the undesirable operation of two motor vehicles in one lane. In this situation, consideration should be given to striping a bicycle lane or shoulder bikeway. Where bicycle travel is significant these roadways may be signed as bicycle routes.

Shared Lanes

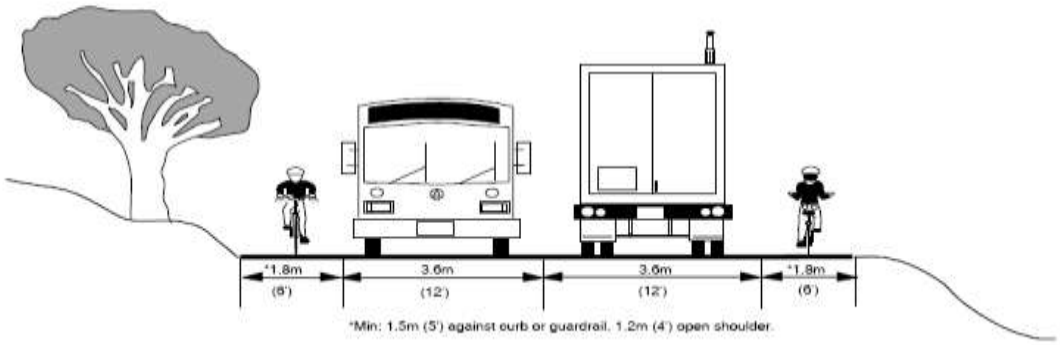


b. Shoulder Bikeways

Smooth, paved roadway shoulders provide a suitable area for bicycling conflicting little with faster-moving motor-vehicle traffic. The majority of rural bicycle travel on the state highway system is accommodated on shoulder bikeways. Roadway shoulders for bikeways should be 1.8 meters (6 feet) wide or greater. This provides ample width for bicycle traffic. If there are severe physical width limitations, a minimum 1.2 meter (4 feet) shoulder may be adequate.

Shoulder areas against a typical curb face should have a 1.5 meter (5 feet) minimum width or 1.2 meters (4 feet) from the longitudinal joint between a curb and gutter and the pavement edge. Shoulder widths of 1.5 meters (5 feet) are recommended from the face of a guardrail or other roadside barriers. Adding or improving shoulders can often be the best way to accommodate bicyclists in rural areas, and they are also a benefit to motor vehicle traffic. Even minimal width shoulders, 0.6-0.9 meters (2-3 feet), is an improvement over no shoulder at all. Rumble strips are not recommended for roadway shoulders because they create a rough and inappropriate surface for bicycles. However, when it is determined that rumble strips are a necessary design treatment for safety reasons, then a minimum 0.3 meter (1 foot) wide smooth surface should be provided between the shoulder stripe and the rumble strip.

Shoulder Bikeway



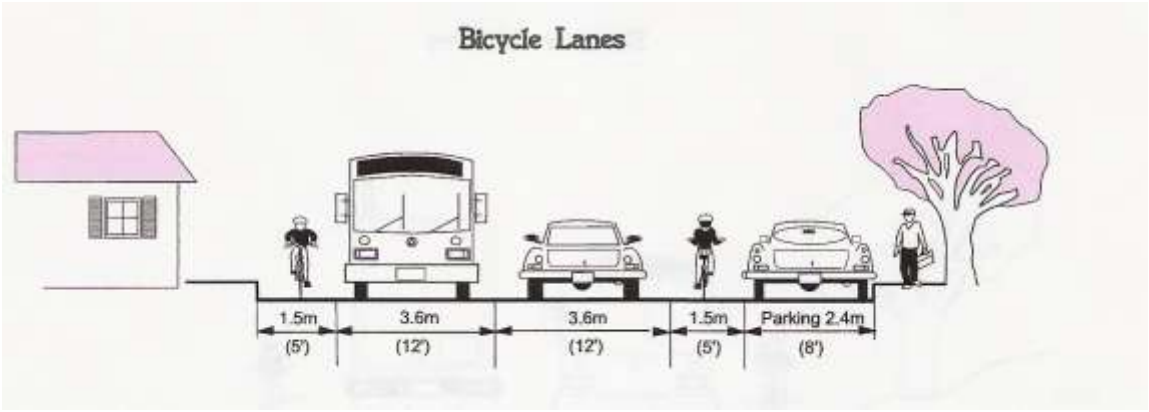
c. Dedicated Bicycle Lanes

Where bicycle travel and demand are substantial, a portion of the roadway is designated for preferential/primary use by bicyclists. Bike lanes are common in urban areas. Bike lanes must always be well marked and signed to call attention to their preferential use by bicyclists. (See the Manual on Uniform Traffic Control Devices (MUTCD) for detailed specifications on signs, symbols, etc.)

Bike lanes are established on arterial and collector streets (as designated on the Master Pathway Plan map). The minimum width for a dedicated bike lane is 1.2 meters (4 feet) or 1.5 meters (5 feet) from the face of a curb or guardrail. There should be a clear riding zone of 4 feet if there is a longitudinal joint between the pavement and the curb-and-gutter section. Bike lanes in excess of 6 feet wide are undesirable as they may be mistaken for a motor vehicle lane or parking area. Bike lanes must always be well marked and signed to call attention to their preferential use by bicyclists.

If on –street parking is permitted, the bike lane must be placed between the parking area and the travel lane and have a minimum width of 1.5 meters (5 feet).

Dedicated bike lanes must always be one-way facilities and carry bicycle traffic in the same direction as adjacent motor vehicle traffic.



C. Separated Multiple-Use Pathways

- **A Class I Separated Multiple-Use Path** is physically separated from motor vehicle traffic by open space or barrier, and it may be within the roadway or independent right of way. It is normally a two-way facility. May be appropriate in corridors not served by other bikeways, if there are few intersecting roadways.

Where a separated path must be parallel and near a roadway, there must be a 1.5 meter (5 foot) minimum width separating the pathway from the roadway, or a physical barrier of sufficient height [usually 1.4 meters (4.5 feet) minimum is adequate] must be installed.

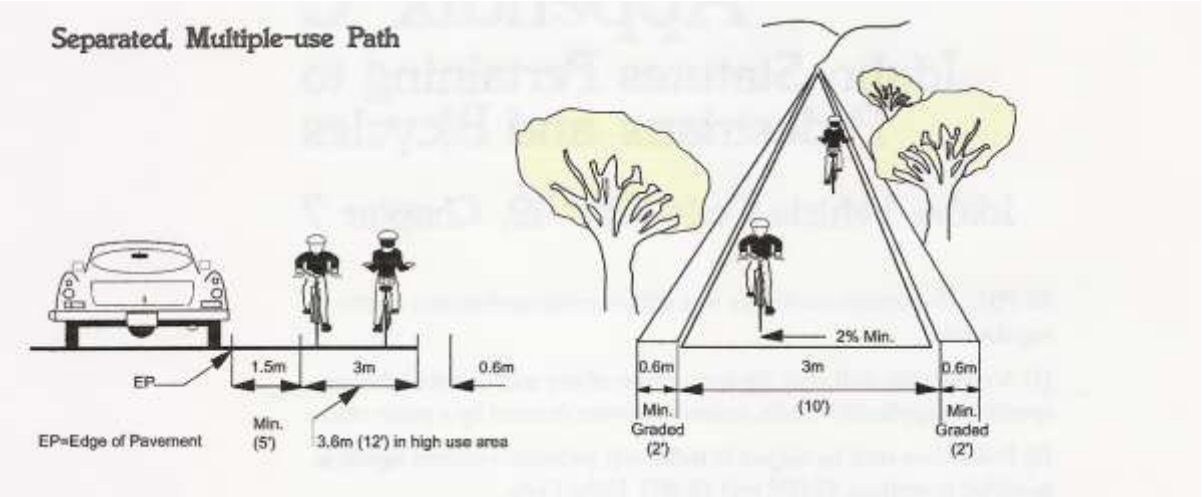
Three (3) meters (10 feet) is the standard, minimum width for a separated multiple-use path. Paths should be 3.6 meters (12 feet) wide in areas with high bicycle volume or where they are used by a combination of bicyclists, pedestrians, skaters and joggers. A minimum 0.6 meter (2 foot) graded area should be maintained adjacent to both sides of the pavement to provide clearance (shy distance) from poles, trees, fences and other obstructions.

Separated multiple-use pathways are the safest for travel and create opportunities for recreation besides bicycling. The paths provide excellent bicycle transportation, especially where the path is truly isolated from motor vehicles, such as along green ways or railroad corridors. Special care must be taken to limit the number of at-grade crossings with streets or driveways. Poorly designed paths can put cyclists in a position where the driver of a motor vehicle does not expect them. Motorists are generally looking for traffic on the roadway and may not see a cyclist on a nearby path.

Paths with two-way bicycle traffic should not be placed on or adjacent to roadways. Otherwise, a portion of the cyclists ride against the normal flow of motor vehicle traffic, which is contrary to the rules of the road, with the following consequences:

- Bicyclists and motorists may collide, as right-turning drivers at intersections and driveways rarely look to their right. The drivers fail to see approaching bicyclists who are riding against traffic.
- Some bicyclists ride improperly against the normal flow of traffic to reach the path or continue on against traffic where the path ends. Wrong-way riding is a major cause of bicycle/motor vehicle accidents.

Pathways of 2.4 meters (8 feet) or less are not recommended in most situations because they become overcrowded and potentially hazardous.



1. Unless otherwise approved by the Emmett City Council, all off-street pathways shall be constructed with a hard, smooth, all-weather surface.

2. When possible, landscaping is the first choice for creating separation between an off-street pathway and adjacent properties. Vegetative buffers have the dual purpose of creating a natural privacy screen, providing habitat for wildlife that live in the creek corridor, and stabilizing the creek bank. Landscaping can also be an effective barrier to unwanted access where needed. When landscaping is not feasible, other physical barriers in accordance with the guidelines above must be used.

3. Neighbors adjacent to a pathway can potentially provide 24-hour surveillance of the trail and can become an ally to the Emmett Police Department. Though some screening and setback of the trail may be needed for privacy of adjacent neighbors, complete blocking of the trail from neighborhood view should be discouraged. This eliminates the potential of neighbors' "eyes on the trail," and could result in a "tunnel effect" for pathway users.

4. Vertical clearance along the pathway should be maintained so as not to present hazards to pedestrians or bikers.

D. Other General Pathway Guidelines

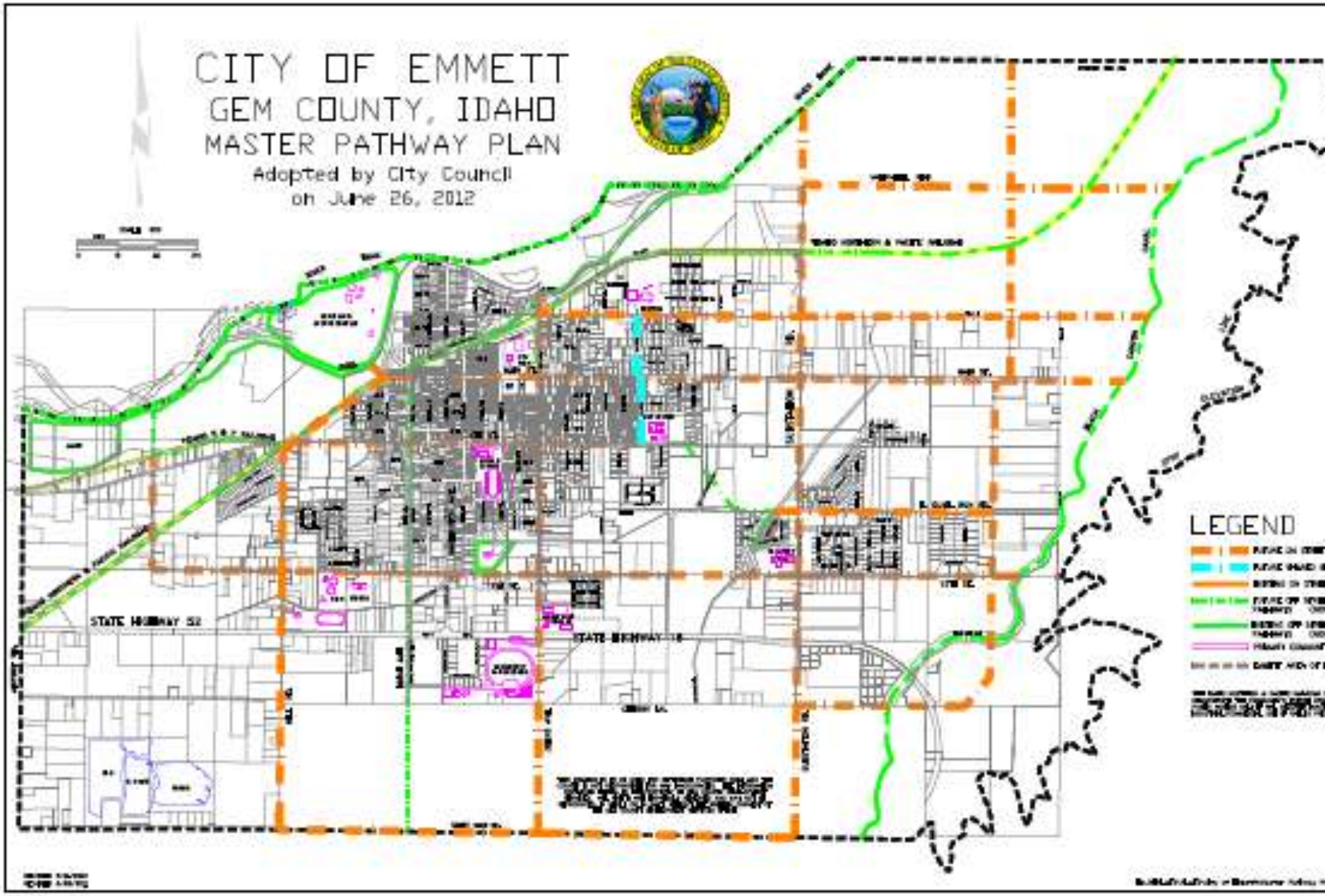
1. Future public city parks are planned within the Area of City Impact east of Substation Road as the population and annexations expand east of the existing city limits. As parkland is acquired, it is the City's goal to connect both bike lanes and multi-use pathways to these public parks. Potential corridors for the multi-use pathways include irrigation and drainage basins, as these entities may allow.

2. The Idaho Northern & Pacific Railroad (INPR) corridor is shown on the Master Pathway Plan map to demonstrate the community's future commitment to acquire public access to this right-of-way only if rail becomes inactive or is abandoned. Until such time as INPR does vacate or abandon the rail, industrial and/or commercial use of the rail is the community's priority.

3. As funding and construction of the pathway system materializes, the City's goal is to provide pedestrian and bicyclist amenities along its pathways. It is beyond the scope of this Master Plan to identify the exact standards for these amenities (a separate pathway facilities plan will cover this). However, examples of planned amenities include:

    - benches
    - trash receptacles
    - distance and location markers
    - bicycle racks
    - directional signs

4. Public safety is a high priority for the City of Emmett's pathway system. To enhance safety as the system expands, guidelines and/or ordinances will be adopted in such areas as leashing rules, safety lighting, yield and stop signs and ensuring open access and visual corridors are protected.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