



DESCRIPTION

Trails are for people walking, biking, and using low-powered vehicles like scooters. Except for emergency and maintenance vehicles, motor vehicles are prohibited from traveling along trails. Many trails are adjacent to parkways and parallel to rivers, streams, and lakes, while some run along abandoned and active rail or utility corridors. In addition to recreational uses, trails serve an important transportation function for non-motorized users, providing a low-stress environment separate from motor vehicles. See [parkway guidance](#) if trail is adjacent to a parkway.

Examples include the Northeast Diagonal Trail, Cedar Lake Trail, and Midtown Greenway.

TYPICAL CHARACTERISTICS

Miles	-115 miles
Right of Way Width	Varies
Effective Right of Way	Varies
Functional Class	N/A
Jurisdiction	<ul style="list-style-type: none"> • City of Minneapolis • Hennepin County • Minneapolis Park and Recreation Board
Route	N/A
Modal Network	All Ages and Abilities Bikeway Network
Snow Emergency Route	No
Historic Street	No

TYPICAL DESIGN AND OPERATIONS

See [Street Design Guidance chapter](#) for more information

A. Sidewalk

1. 6'-8' typical pedestrian clear width
2. 2'+ frontage width to any obstructions
3. Sidewalk should be separate from the bikeway when possible or use a [shared use path](#) if the separated facilities are not feasible.
4. Sidewalk should typically be made of concrete to provide color differentiation from the adjacent bikeway.
5. Sidewalk and bikeway should be separated with vegetation or with a detectable edge. See [sidewalk-level protected bike lanes guidance](#) for more details on detectable edges.

B. Boulevard and Furnishing

1. 6'+ typical width
2. Trails regularly include opportunities for ecological function, stormwater capture, placemaking elements like benches and art, wayfinding, and act as ecological corridors.
3. Street trees and landscaped boulevards should be prioritized to support an attractive environment and provide a number of other benefits. See [street trees guidance](#) for more details. Wider boulevard and furnishing zones should be used when feasible to support features that make the pedestrian environment more attractive and comfortable, support tree health, and maximize [green stormwater infrastructure](#).
4. Sign posts, lighting, utilities, plantings, and furnishings may be located in the buffer areas, provided a minimum of 2' clearance is maintained from fixed objects to the bikeway operating area, and a minimum of 1.5' clearance is provided from the back-of-curb to the fixed object. Narrower clearance can be used for short stretches in constrained right of way.

See [boulevards and furnishings guidance](#) for more details.

C. Bikeway

1. 2-way trails should be encouraged wherever feasible to support bicycle access and bikeway network connectivity.
2. Sidewalk should be separate from the bikeway when possible or use a [shared use path](#) if the separated facilities are not feasible.
3. 10'-14' typical width for 2-way bikeway generally with striped centerline; 8' minimum width can be used for short stretches in constrained right of way
4. 6'-8' typical width for 1-way bikeway; 4' minimum width can be used for short stretches in constrained right of way; bike symbol should be included at start and end of block
5. Use materials such as asphalt or colored concrete to visually differentiate the bikeway operating area from the sidewalk. The trail materials should be maintained consistently whenever there are driveways or other access points across the bikeway and changes in grades should be minimized as possible as possible.
6. If not adjacent to a roadway, the trail should accommodate emergency and maintenance vehicle access.
7. See the Shared Use Path section of the [MnDOT Bicycle Facility Design Manual](#) (page 5-3) for additional details on trail design.

D. Transit	Transit service not provided, although future transit may be planned within the adjacent right of way
E. Freight	Motor vehicles are prohibited from trails, except for emergency and maintenance vehicles.
F. Roadway	Motor vehicles are prohibited from trails, except for emergency and maintenance vehicles. If trail is adjacent to a parkway or different type of street, see guidance for that street type.
G. Design speed	N/A
H. Design vehicle	N/A
I. Control vehicle	N/A
J. Motor Vehicle Property Access	No private motor vehicle property access from trails. Non-motorized property access should be provided at regular interval to connect to other streets and adjacent land uses.
K. Intersection Traffic Control	Stop control, yield control, or signal control
L. Intersection details	<ol style="list-style-type: none"> Raised pedestrian crossings should generally be included when a trail crosses an Urban Neighborhood street and should be considered when crossing a parkway. See shared use path crossing guidance for additional details on trail design at intersections.

TYPICAL CROSS SECTIONS

Figure 2.11.1:
Trail with separate 2-way bikeway and adjacent pedestrian zone

