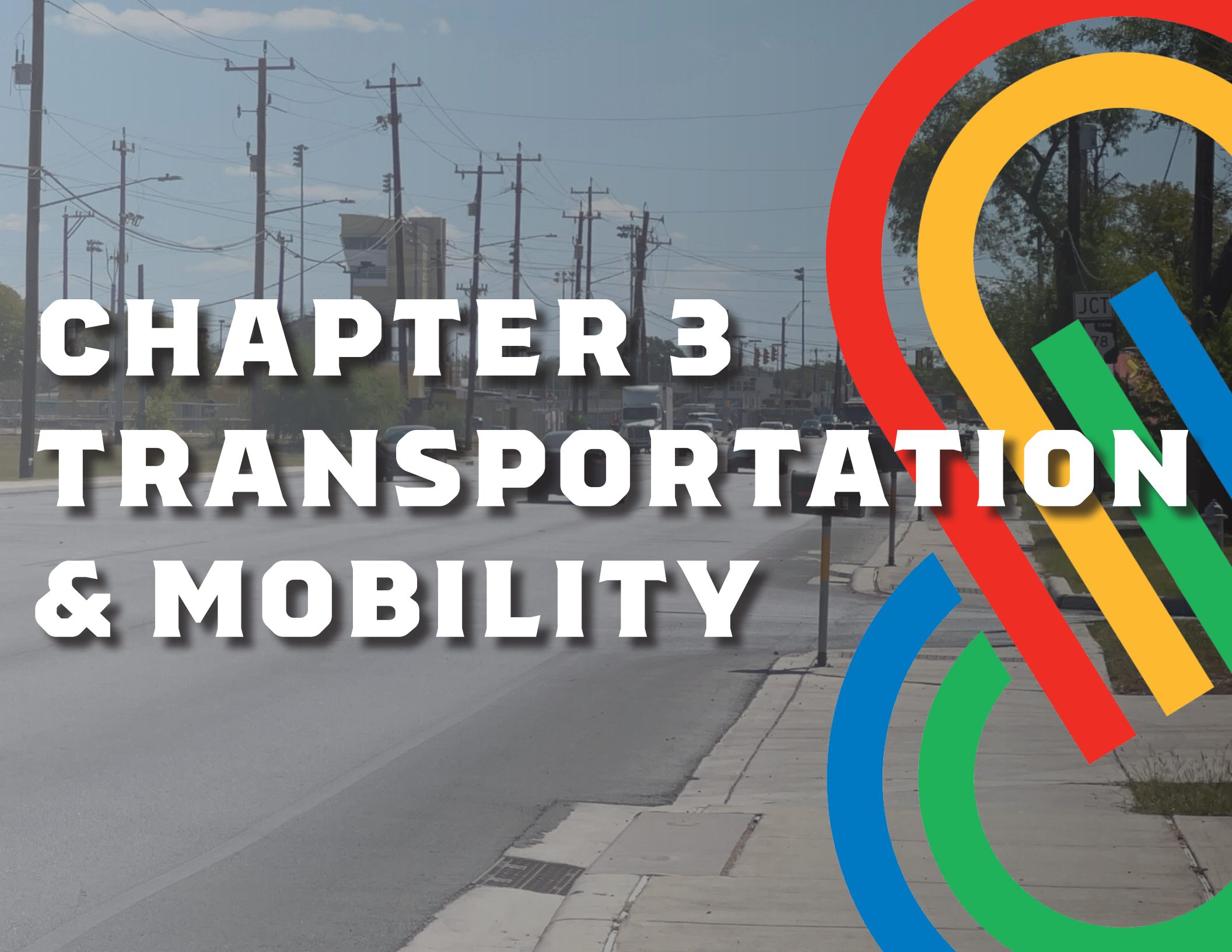

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CHAPTER 3 TRANSPORTATION & MOBILITY

Transportation & Mobility

This chapter presents a discussion on priorities, existing conditions, and needs related to transportation in Converse. A city's transportation system is central to sustainable growth and quality of life, shaping how residents move through the community and how businesses connect to customers and workers. The close relationship between transportation and land use also provides a framework for planning holistic improvements that benefit every part of the City.

In Converse, much of the roadway network has already been built, placing greater emphasis on maintaining and improving existing streets rather than expanding the system with new corridors. Ensuring these roads provide appropriate access, are well maintained, and are designed for multiple users is a growing priority. Pedestrian and bicycle accommodations are also an important part of the network. A well-developed active transportation system not only expands travel choices but also creates a more resilient and connected city. By investing in these options, Converse can link neighborhoods, parks, and destinations.

The following sections of this chapter provide a framework for how transportation is considered in Converse:

- Why Transportation & Mobility Matters
- Transportation Priorities
- Functional Classifications
- Existing Transportation Network
- Demographic & Commuting Patterns
- Previous Transportation Planning Efforts
- Transportation Needs
- Transportation Recommendations



S. Seguin Rd Midblock Crossing



S. Seguin Rd Southbound

Why Transportation & Mobility Matters

Transportation is one of the most visible ways a city expresses its priorities. Streets, sidewalks, trails, and transit not only connect people to destinations but also influence how neighborhoods grow, how businesses thrive, and how safe and welcoming the community feels. By coordinating transportation planning across modes, Converse can improve efficiency, reduce costs, and unlock broader community benefits. A connected, multimodal network will reduce congestion, expand travel options, strengthen resilience, and ensure that investments in infrastructure also advance quality of life and long-term economic vitality.

Expanding Travel Choices

Providing a range of mobility options—safe sidewalks, bike lanes, trails, and regional transit connections—makes it easier for residents to move through the city without always relying on cars. As Converse grows, investing in these options will help reduce congestion, improve air quality, and make daily trips more convenient. Well-designed networks also expand access for those who cannot or choose not to drive, ensuring that mobility is equitable across age groups and income levels.

Designing for Resilience and Redundancy

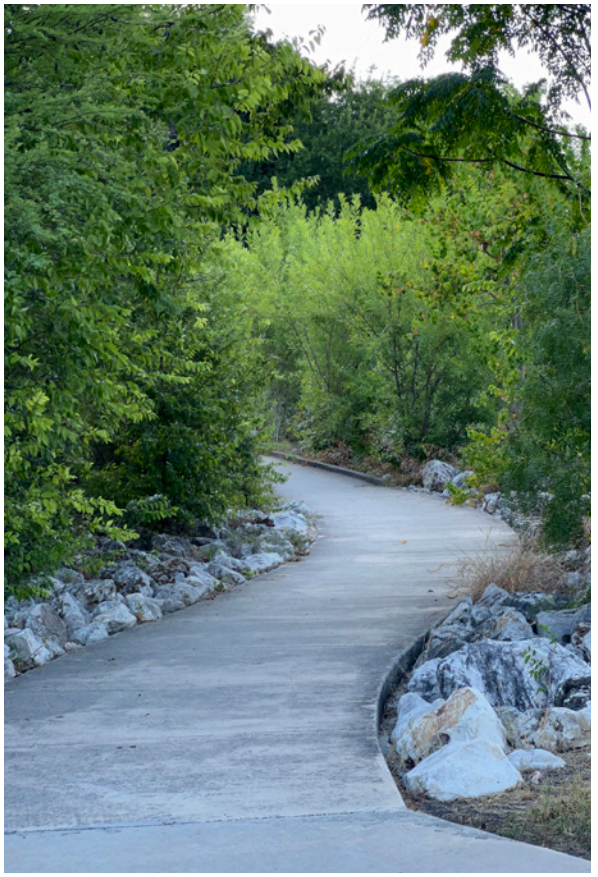
A resilient transportation system adapts to both everyday pressures and unexpected disruptions. Creating connected networks with multiple routes prevents over-reliance on single corridors and shortens travel distances, while incorporating green infrastructure—such as permeable pavements, bioswales, and roadside rain gardens—reduces flooding risks that can damage roads or disrupt travel. These strategies help protect long-term public investments and reduce maintenance costs, while also giving residents confidence that they will have safe, reliable options even during extreme weather events or emergencies.

Corridors as Community Spaces

Mobility corridors are more than just conduits for cars; they are some of Converse's most visible public spaces. Streetscapes designed with trees, shade, safe crossings, and pedestrian amenities make travel more comfortable and inviting while also shaping the character of surrounding neighborhoods. Thoughtful design can turn corridors into places where people want to walk, bike, and gather, reinforcing a sense of community identity and pride.

Mobility as a Foundation for Growth

Reliable transportation underpins economic vitality by supporting local businesses, improving access to jobs, and guiding fiscally sustainable development. Well-connected roadway and trail systems allow development to grow without creating unnecessary infrastructure costs, while compact, coordinated growth patterns ensure that the City makes the most of its investments. Strong mobility connections also attract businesses and residents seeking convenient access to daily needs.



Transportation Priorities

Common themes related to transportation in Converse emerged through public and stakeholder engagement and contribute to the list of priorities in this chapter.

Mobility

Ease of movement to, from and around the City is a top priority for Converse. When asked, "In your opinion, how can we support all Converse residents to thrive and prosper in our community?", the most commonly-selected answer by respondents (64% of respondents) was better/more convenient access to retail, services, and entertainment options in the City (see Appendix A: Community Engagement Summary). Residents have a desire to move around the City more easily. Changes to the configuration and design of roadways can help alleviate mobility issues within the City. Mobility for cyclists and pedestrians is also a high priority. Additions and improvements to active transportation infrastructure, such as wide shared-use paths, sidewalks and bike lanes, should be considered.

Connectivity

A well-connected transportation network shortens trips, reduces congestion, and makes walking and biking more practical. New roadway and trail connections also provide redundancy, offering alternatives when routes are blocked. Connectivity can be improved not only through infrastructure but also by adopting development standards that discourage cul-de-sacs and encourage short blocks with multiple access points. Stakeholders echoed this need, citing the disjointed nature of existing housing developments and the barriers created by dead ends. Public feedback also highlighted expanding active transportation options, particularly linking neighborhoods to the trail system.

Transportation needs vary across land uses. Higher-density areas benefit from added pedestrian and bicycle facilities—such as bike lanes and shared-use paths—that allow travel without reliance on private vehicles. The Future Land Use Plan (Chapter 2) identifies growth areas expected to attract visitors and change traffic patterns, underscoring the importance of tailoring improvements to support development.

Active transportation is a city priority, especially in creating links between neighborhoods, natural features like Featherlite Pond, and major destinations such as Converse City Park. These connections will enhance mobility, support recreation, and reinforce the city's broader transportation goals.

Resilience

Creating a resilient and robust transportation system means investing in a variety of travel options, including active transportation, along with improving road safety and infrastructure. This ensures that Converse's transportation network is adaptable, supporting sustainable growth and providing reliable options for all residents and visitors.

Roadway maintenance is an important component of resilience because it contributes to a high-quality road system that can serve its users for as long as possible. Although many of the roads in Converse are the responsibility of the Texas Department of Transportation (TxDOT), the local roads are under the City's maintenance jurisdiction and should be maintained efficiently. The top-ranked response when asked to rank infrastructure investments the City should focus on was improving the appearance and quality of key road corridors (see Appendix A: Community Engagement Summary). This further underscores roadway maintenance as a priority for residents of Converse.

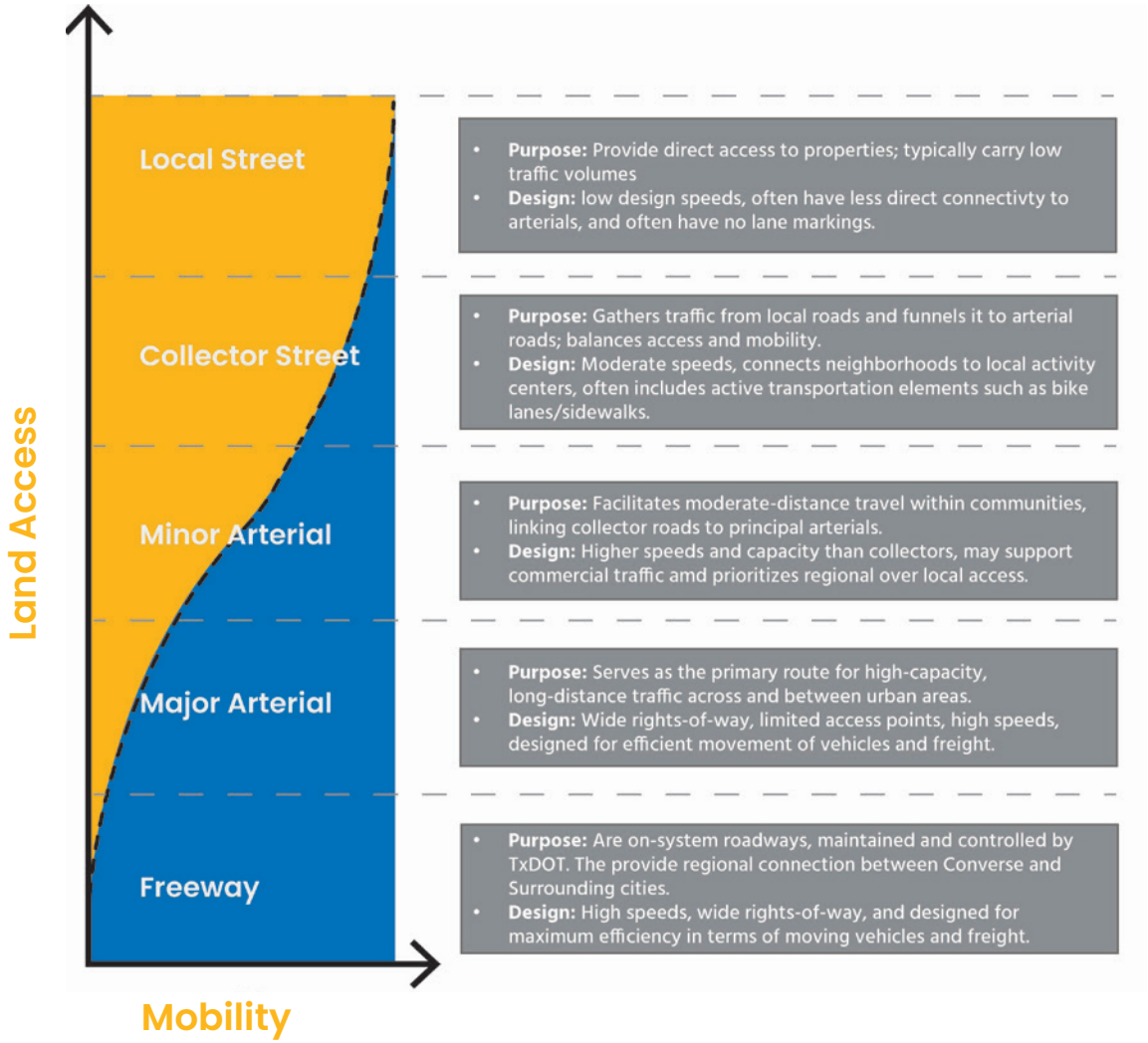
Functional Classification

The existing street network in Converse consists of Freeways, Major Arterials, Minor Arterials and Local Roads. This classification system is used to categorize roads based on their function within the overall transportation system, balancing access and mobility.

As the functional classification tier increases, mobility increases, but land access often decreases. Conversely, as the classification tier decreases toward local streets, land access becomes easier, but mobility decreases.

While the functional classification system provides a framework for transportation planning, it is not without limitations. One key limitation is that it may not adequately account for the diversity of street typologies and contexts within a city. Streets often serve multiple functions and may require a more nuanced classification system that considers factors such as land use, context and community priorities, such as walking and biking.

State and federal standards and guidelines are important starting points for transportation planning, but cities should develop street classification systems that better align with their goals for safety, growth, development, and character. By creating more tailored classification systems, cities can ensure that their transportation networks are not only efficient but also reflect the unique needs and values of their communities.



Existing Transportation Network

Streets

Several of the large roads within Converse are on-system, meaning they are controlled and maintained by TxDOT and outside of the City of Converse's jurisdiction. These include: FM 1876/ Gibbs Sprawl Road, FM 1516/S. Seguin Road, Loop 1604 and FM 78.

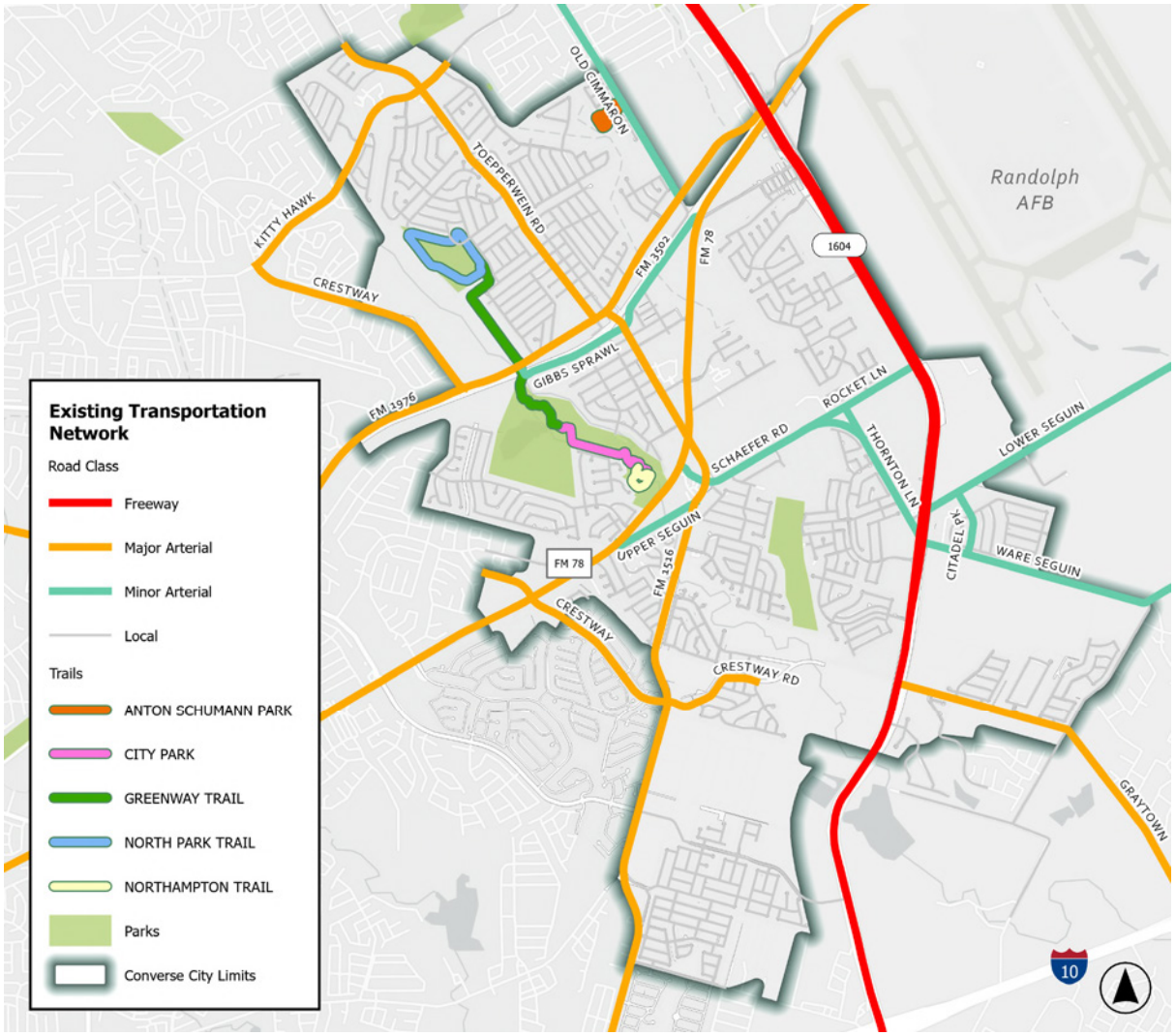
City-maintained arterials and local roads connect these on-system roads and provide access to various land uses.

Active Transportation

Several trails connect major recreational areas in Converse, as shown in Map 10.

Many roads in Converse have sidewalks on at least one side, although no database currently exists that inventories the location of all existing sidewalks and the gaps in the sidewalk network.

While no dedicated bike facilities currently exist in Converse, several Alamo Area Metropolitan Planning Organization (AAMPO) TIP Projects include sidewalk and bike facilities, including along Toepperwein Road, Crestway Road and FM 1516.



Map 10. Existing Transportation Network

Demographics & Commuting Patterns

Car ownership rates can indicate the level of dependence on personal vehicles, which in turn affects traffic congestion, parking demand, and the need for alternative transportation options. Understanding car ownership trends helps anticipate future infrastructure needs and prioritize investments in regional transit, biking and pedestrian infrastructure. In Converse, 64.0% of households have two or more vehicles (Figure 9), slightly higher than Bexar County with 58.4%. Additionally, only 2.2% of Converse households have no vehicle access, much lower than 6.3% countywide. This could indicate that development patterns in Converse have historically favored car-oriented travel or that residents of Converse are more reliant on personal vehicles than the county as a whole.

Figure 9. Number of Cars Available per Household

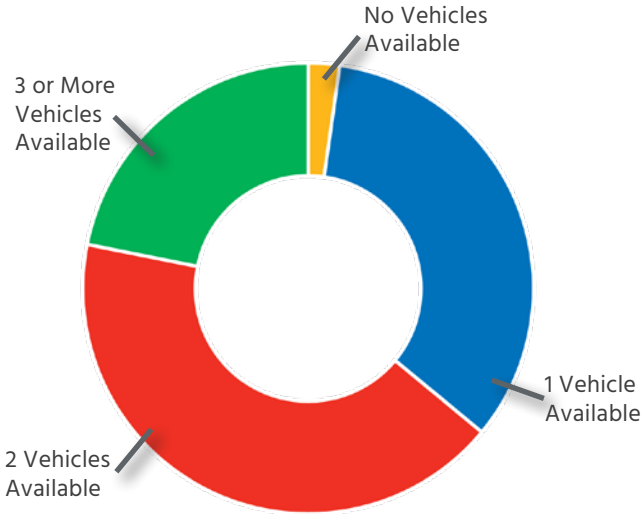
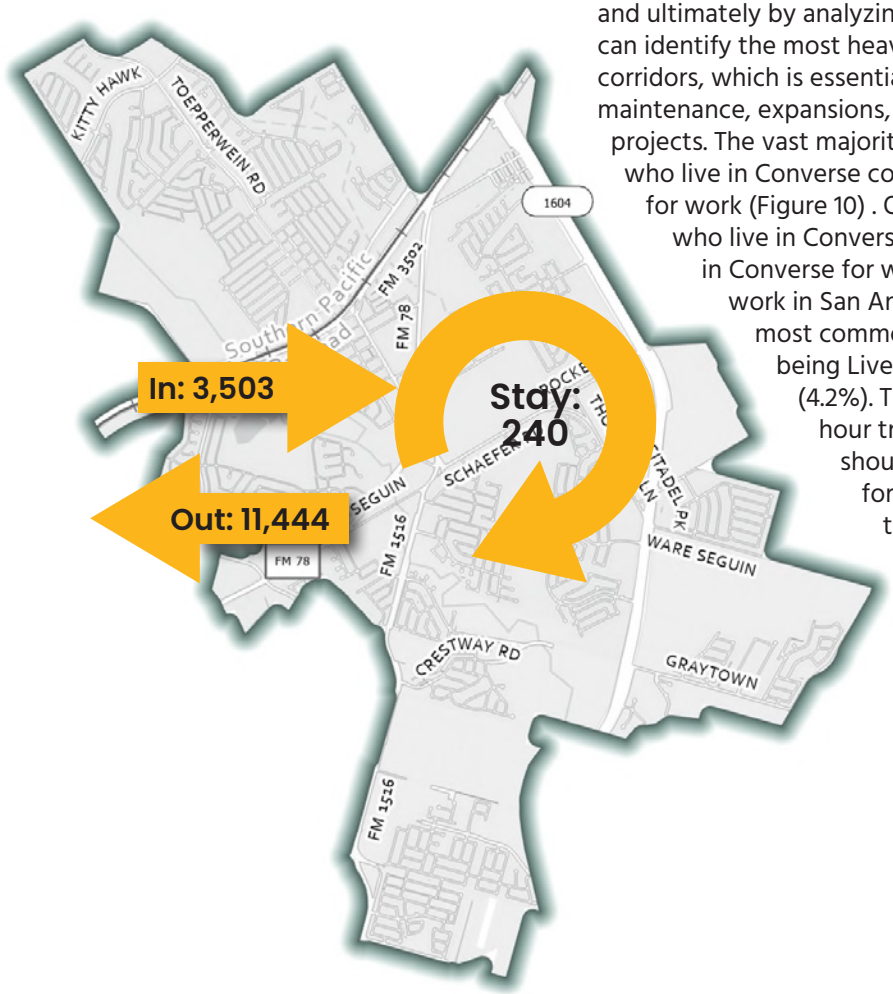


Figure 10. Inflow and Outflow of Workers in Converse



Commuting data provides insights into where residents and non-residents are going each day and ultimately by analyzing commuting data, we can identify the most heavily traveled routes and corridors, which is essential for prioritizing road maintenance, expansions, and new construction projects. The vast majority of employed people who live in Converse commute out of the City for work (Figure 10) . Of the 11,684 workers who live in Converse, only 204 (2.1%) stay in Converse for work. Over half (53.6%) work in San Antonio, with the next most common work destinations being Live Oak (5.2%) and Austin (4.2%). This suggests that peak-hour traffic flow to the west should be inspected closely for appropriate flow, and that there may be a lack of employment opportunities within Converse itself.

Transportation Needs Summary

After the review of existing transportation conditions, opportunities for improvement arose in order to align the transportation network within Converse with the priorities discussed previously.

Mobility

On AAMPO's Mobility 2050 Metropolitan Transportation Plan (MTP), Loop 1604 is planned to become a 4-lane expressway with four frontage lanes total. This should improve mobility through Converse by increasing capacity along this major roadway. Within Converse itself, several projects identified in the AAMPO FY 2023-2026 TIP include upsizing roadways from two to four lanes, including Rocket Lane, Toepperwein and FM 1516. These expansions will contribute to greater mobility by increasing capacity and allowing better flow of traffic to key areas within the City.

Public feedback also indicates that there is a desire for increased alternative forms of mobility. There are no existing dedicated bike facilities within the City of Converse, although several are planned or under construction. Transit services beyond the typical fixed-route bus service could also be expanded, including solutions like on-demand microtransit.

Updating the Major Thoroughfare Plan to clarify roadway classifications and design standards would help support local improvements complement regional projects and respond to community priorities.

Connectivity

The existing roadway network is largely built out, with little room for the construction of new roads. The City should focus on utilizing existing right-of-way to create the appropriate road design for the various land uses. With the changes to land use proposed in the Future Land Use Plan, additional roadway and active transportation infrastructure will be needed to help increase connectivity to key areas of higher density.

In addition, the existing trail network is an asset to the community and should be built upon to create a comprehensive shared-use active transportation network. Several ongoing and planned roadway projects include bike lanes and sidewalks and will contribute to this connectivity. These funded projects could be maximized by adding connections between these active transportation facilities.

The extent of the existing sidewalk network is unknown, and a full sidewalk inventory is needed to assess gaps and prioritize implementation of new sidewalks. The City of Converse's 2025 ADA Transition Plan includes plans for inventories of physical barriers at City facilities and of program barriers to City-provided services during the 2025-2026 and 2026-2027 Fiscal Years. Any plan to address active transportation needs must include a comprehensive public engagement component. This will allow the City to properly identify and prioritize the most appropriate treatments based on input from those who live and work in Converse.

Resilience

Aging infrastructure, increasing traffic demands and constrained funding create the opportunity for increased attention to resilience. Deferred maintenance accelerates pavement deterioration along the performance curve, leading to exponentially higher rehabilitation costs and reduced service life of critical assets. There is currently insufficient funding for routine roadway maintenance. This increases vulnerability to service disruptions from extreme weather events and other stressors.

Additionally, a resilient transportation system includes a robust and easy-to-use active transportation network. This ensures that residents can move around the City in a manner that best suits their lifestyle and budget without having to rely on automobiles which increase congestion and have negative health and environmental effects.

The City of Converse's Proposed Streets Maintenance Plan provides a foundation which, accompanied by up-to-date pavement condition data, could be updated to create a list of prioritized needs for when funding becomes more readily available. This update could also be integrated into processing of and permitting for new developments.

Transportation Recommendations

Roadway Recommendations

Updates to the 2012 Major Thoroughfare Plan are proposed to create the 2025 Major Thoroughfare Plan shown in Map 11 on the following page. The Major Thoroughfare map has been updated to account for roadways constructed or extended since the map was adopted in 2012, reflect the changes in roadway classifications and show changes in land use patterns and Future Land Use designations that have been identified in this Comprehensive Plan.

The changes are:

- **Schaefer Road/Rocket Lane from FM 78 to Loop 1604** - Upgrade from Minor Arterial to Major Arterial. This section has been expanded from 2- to 4-lane divided, indicating that it is a Major Arterial.
- **Binz Engleman Road from FM 1517 to Loop 1604** - Added to Major Thoroughfare Plan as Major Arterial. This road is partially completed, new proposed alignment connects existing end of Binz Engleman Road to FM 1516 at existing intersection.
- **Crestview Road from FM 1517 to Loop 1604** - Realigned to match existing alignment of Crestview Road and extend to intersect with Loop 1604 at Graytown Road.
- **New Minor Arterial between Crestview Road and Binz Engleman Road** - Added to Major Thoroughfare Plan. This road will increase connectivity in this area and create route redundancy in the case that FM 1516 or Loop 1604 is unavailable.

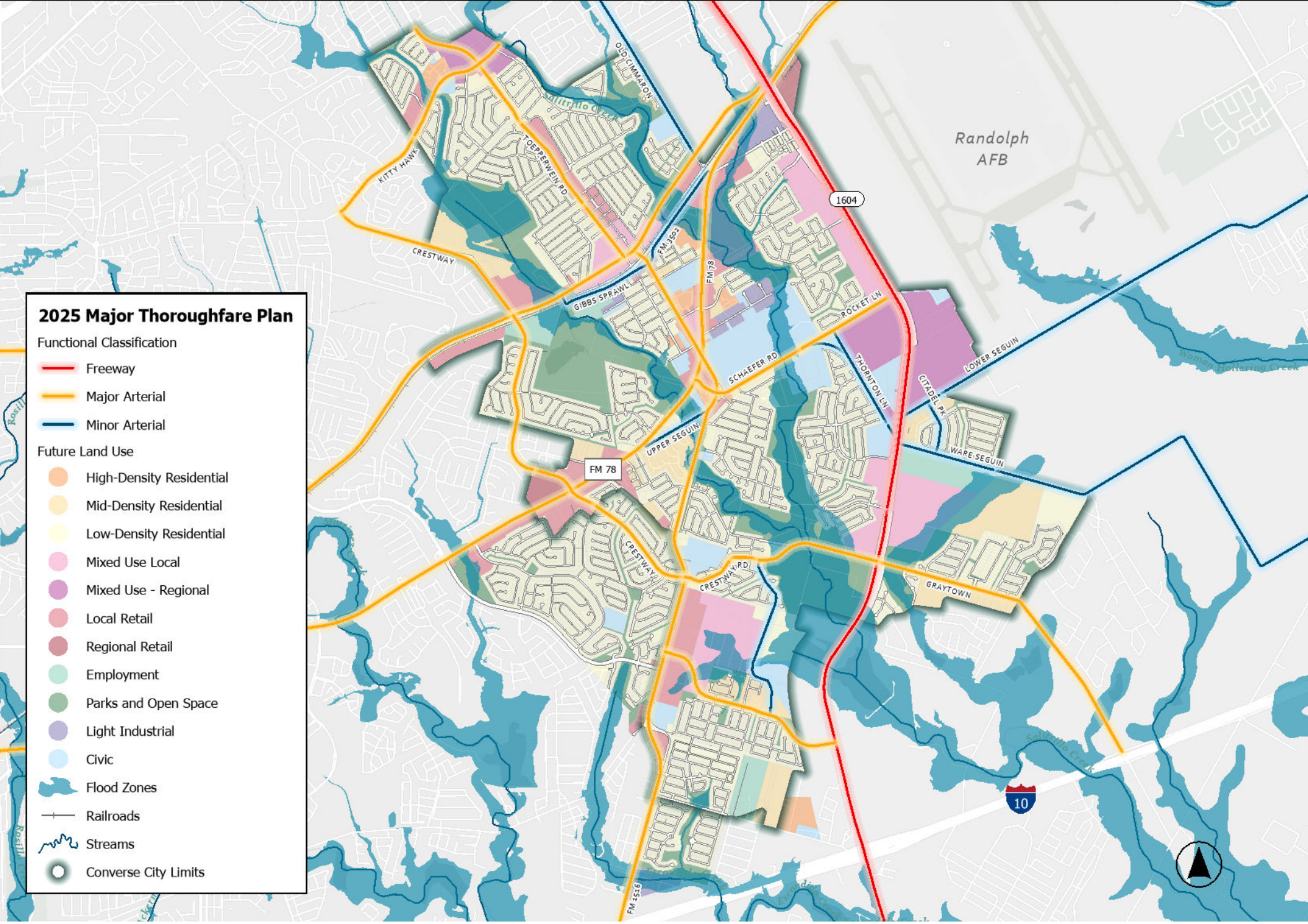
In addition to changes to the Major Thoroughfare Plan map, it is recommended that the City of Converse adopt more robust definitions of the roadway functional classifications. The City's Code of Ordinances describes the design standards for arterial streets, collector streets and local streets. However, these do not align with the functional classification system used on its Major Thoroughfare Plan map. This decreases understanding between the City of Converse and potential interested stakeholders, including TxDOT, AAMPO, surrounding cities, or private developers. A detailed list of design standards and typical cross sections for major arterials, minor arterials and local streets should be developed to accompany the updated Major Thoroughfare Plan map. Future updates to the Major Thoroughfare Plan map should include the addition of a collector class as lower-class roads that connect local destinations like neighborhoods and parks. A mixed-use street class would also provide a recommended configuration for roads that connect future mixed-use districts in Converse.

Additionally, the City of Converse should consider adopting typical cross sections that are context-sensitive in order to appropriately serve the various existing and planned land uses within the City. Contextual alternatives help decision makers and transportation design professionals select a street that aligns with the goal in each unique area. These context-sensitive alternatives can vary by lane width, active transportation facility, on-street parking, median width, etc. The Context Sensitive Solutions (CSS) Design Manual, written by the Institute of Transportation Engineers and the Congress for New Urbanism, provides a guide on how this emerging practice can be implemented during the thoroughfare planning process. Recommended updates to the design standards and typical cross sections are included later in this chapter.

The Proposed Street Maintenance Plan should also be updated to create a list of prioritized projects for when funding becomes more readily available. Pavement condition data can be used to identify areas with maintenance needs, beginning with the most severe issues and the goal of regular preventative maintenance. The plan should be publicly available and updated every 3 to 5 years with new condition data and funding adjustments.

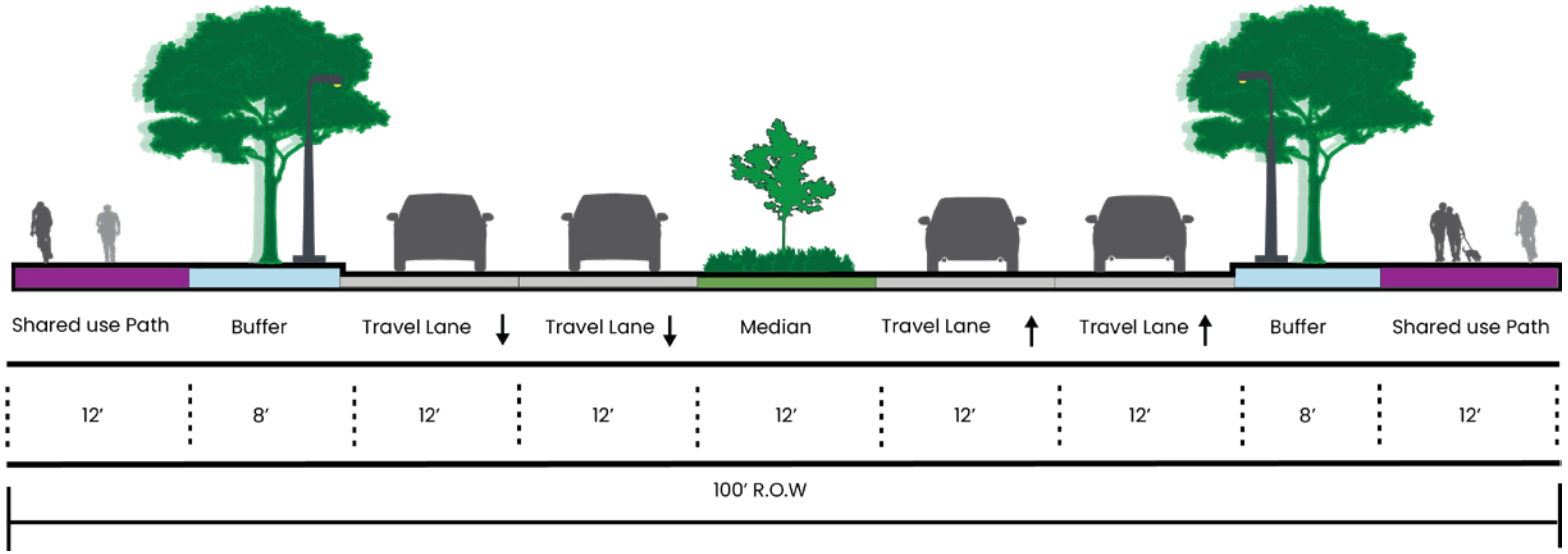
In 2025, the City of Converse was awarded a grant through Safe Streets For All (SS4A), a federal funding program for increasing roadway safety. The grant includes funding to create a Vision Zero Action Plan, with additional funding for demonstration activities. This will help the city identify areas with safety issues and prioritize future roadway improvements.

In reviewing previous transportation studies and planning efforts, it is recommended that the City of Converse complete a comprehensive Master Transportation Plan that analyzes current and projected traffic volumes, crash data, level of service, and other important data to create comprehensive and detailed network recommendations.



Map 11. 2025 Major Thoroughfare Plan

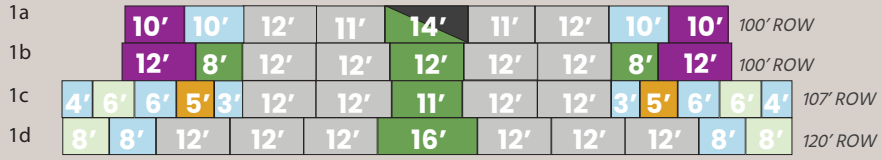
Major Arterial - Typical 100' ROW



Alternative Configurations

1a- Five Lane Major Arterial (w/Two Way Left Turn (TWLT))
1b- Median Divided Major Arterial (w/Shared-Use Path)
1c- Median Divided Major Arterial (w/Bike Lanes & Buffers)
1d- Six Lane Major Arterial (w/Median)

Pedestrian Space
Shared-Use Path
Auto Lane
Protected Bike Lane
Buffers
Median
TWLT/Island
Parking



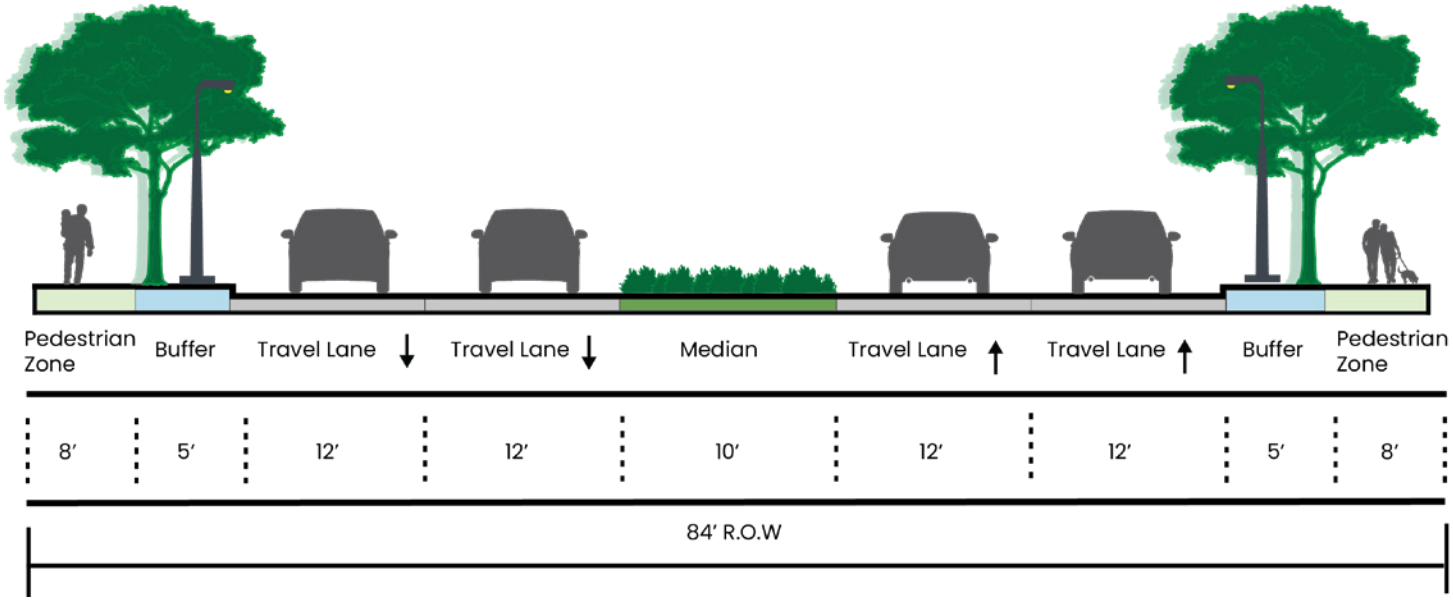
Additional Considerations

1a — When traffic volumes are greater than 18,000 and ROW is constrained.

1b-1c — Consider this configuration when traffic volumes are greater than 18,000 and pedestrian accommodations are emphasized. When median is employed accessibility to regional commercial and other services should not be prioritized over throughout.

1d — Where ADT is greater than 38,000 three lane configuration may be considered.

Minor Arterial - Typical 84' ROW

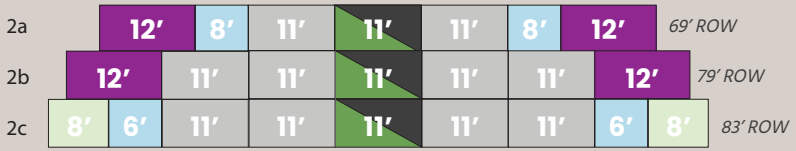


Alternative Configurations

2a- Three Lane Minor Arterial (w/TWLT)

2b- Five Lane Minor Arterial (w/TWLT & Shared-Use Path)

2c- Five Lane Minor Arterial (w/TWLT & Buffer)



Pedestrian Space

Shared-Use Path

Auto Lane

Protected Bike Lane

Buffers

Median

TWLT/Island

Parking

Additional Considerations

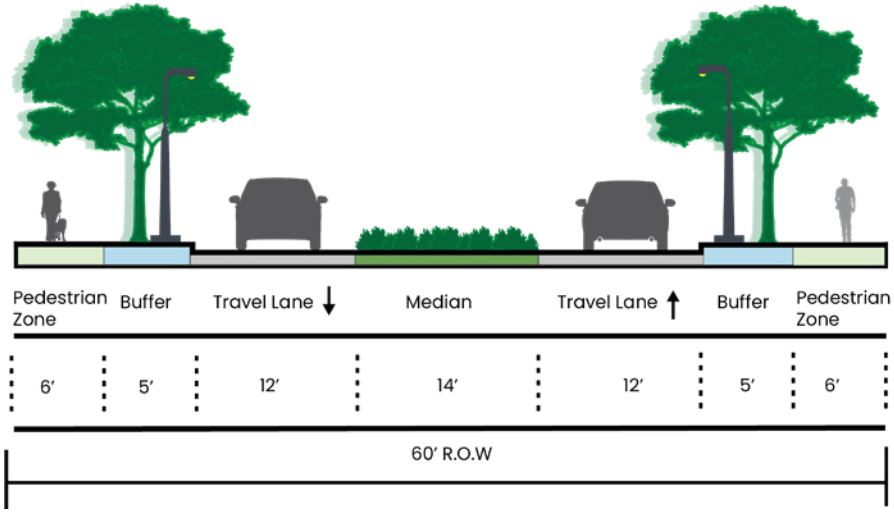
2a May consider including single lane arterial where daily traffic volumes per day are between 12,000-18,000 and projected population growth will not be significant in the future.

2b In areas where this is high demand for active transportation options may consider a road configuration that includes a shared-use path to enhance pedestrian connectivity to greenspace and reduce pedestrian conflicts with the roadway.

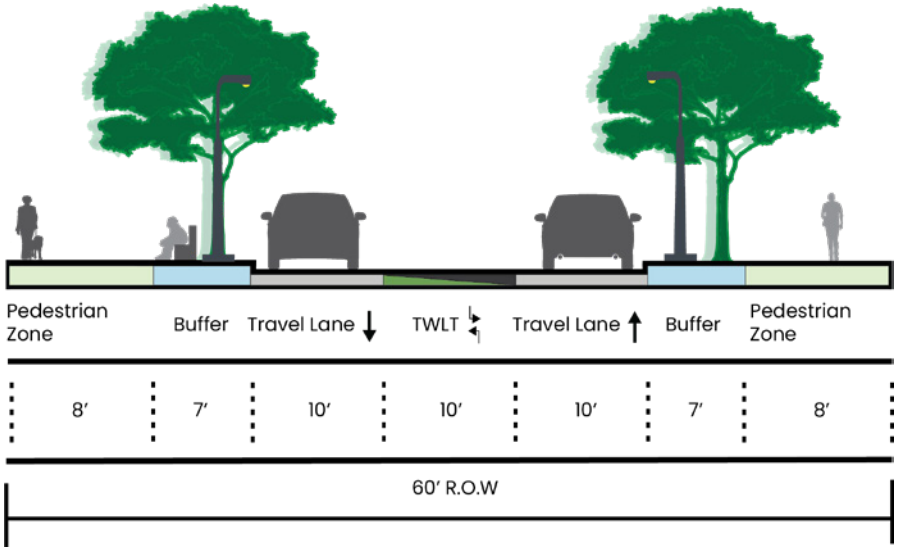
2c This configuration may be considered in areas with daily traffic volumes that are greater than 18,000 and significant development growth is expected.

Collector - Typical 60' ROW

3a - Residential Collector



3b - Commercial Collector



A collector street is a type of road that serves as an intermediate link between local streets and arterial roads, providing connectivity within a neighborhood or district and facilitating traffic flow to and from arterial roads. Typically wider than local streets, collectors are designed to handle moderate traffic volumes and provide access to residential, commercial, and industrial areas.

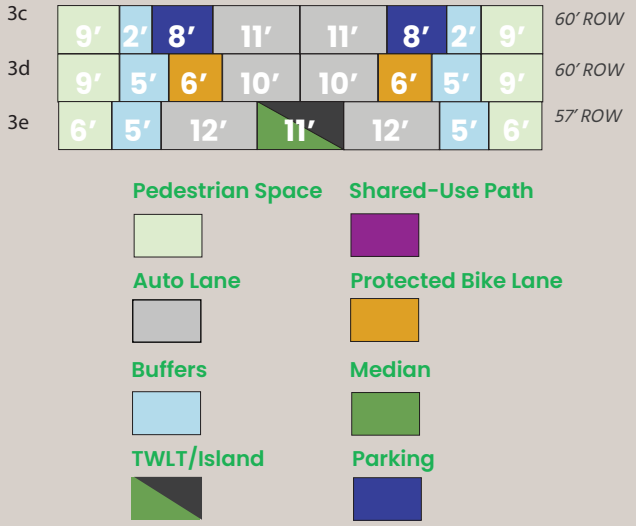
Commercial collectors should be utilized on roads that need to balance throughput with accessibility to commercial land uses. Providing a two-way left turn (TWLT) instead of a landscaped median provides better line of sight and increases the number of access points.

Alternative Configurations

3c- Collector (w/On Street Parking)

3d- Urban Collector (w/Bike Lanes)

3e- Industrial Collector



Mixed-Use Street - Typical 56' ROW

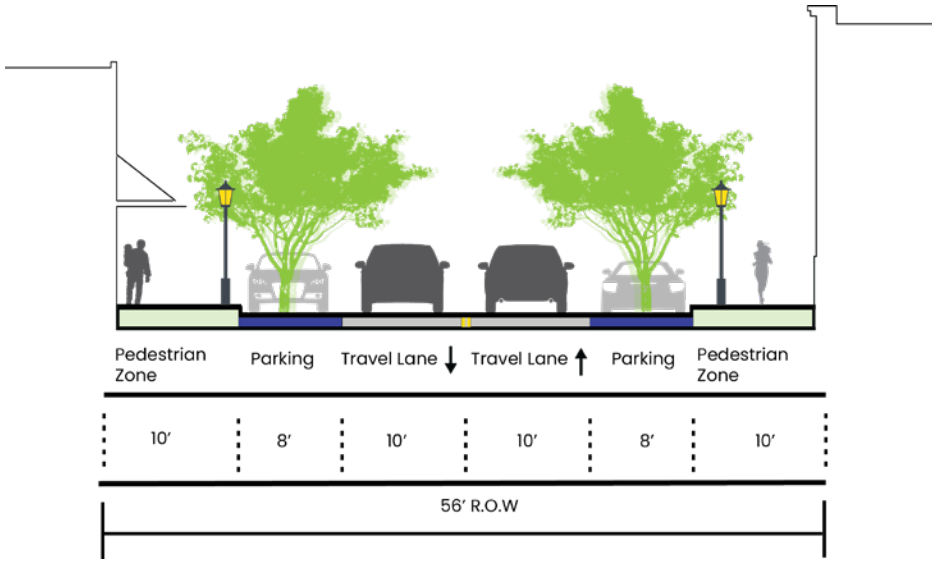
Mixed-use street sections are integral to creating vibrant, pedestrian-friendly environments in mixed-use districts. These sections are tailored to areas designated for multi-family residences, mixed-use developments, and mid-density infill projects. They prioritize walkability while ensuring adequate parking and reasonable automobile flow.

Key elements of these street sections include on-street parallel parking, 10-foot-wide auto lanes and street trees that separate parking spaces. These features not only enhance the aesthetic appeal of the streets but also serve practical purposes. On-street parking supports local businesses by providing convenient access for customers, while narrower auto lanes help naturally calm traffic, improving safety for pedestrians and cyclists.

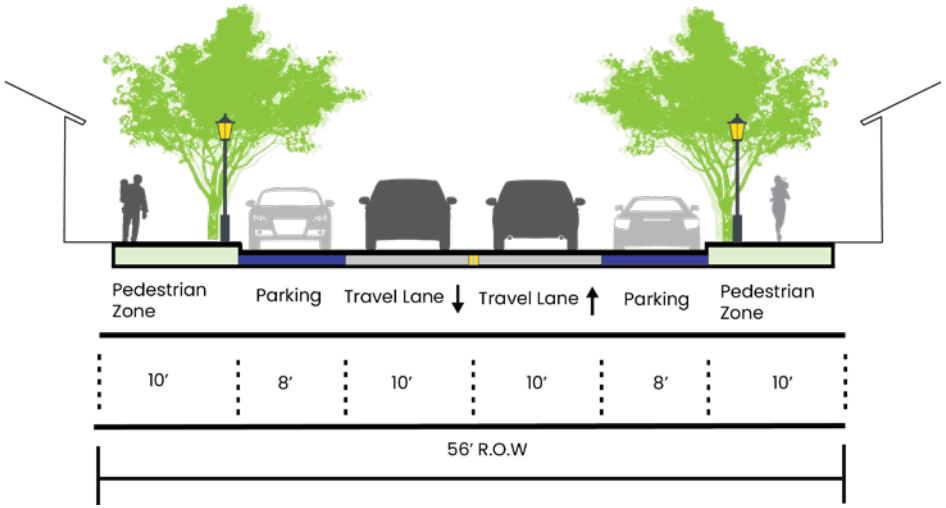
Depending on the specific context, alternative design elements can further enhance the streetscape. For retail and commercial areas, landscaped bump-outs between every three to six parking spaces can add greenery and a sense of place. In residential zones, space for trees in landscaped areas or tree grates along the sidewalk can provide shade and improve the overall environment.

Additionally, existing shade trees within building setbacks in residential areas should be preserved and integrated into the streetscape design. These elements collectively contribute to creating inviting, accessible, and sustainable streetscapes that benefit residents, businesses, and visitors alike.

5a - Mixed-use Commercial



5b - Mixed-use Residential



Additional Considerations

5a - 5b

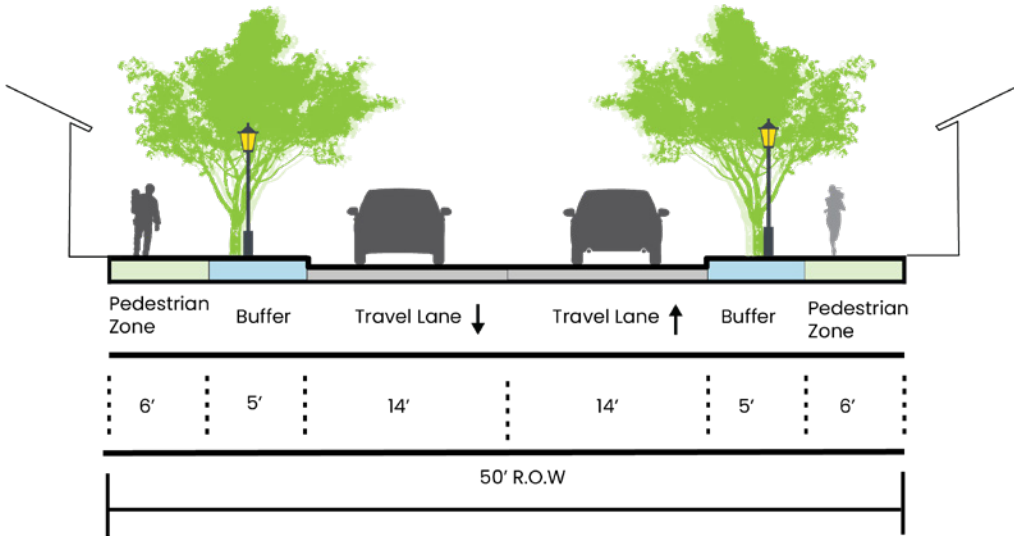
May include traffic lanes that are between 10-12' in width, though 10' is preferred for areas where pedestrian accessibility and safety is prioritized.

On mixed-use streets, choose the smallest curb radius that can accommodate the design vehicle. In pedestrian oriented areas where safety and walkability are prioritized, smaller actual corner radii are preferred and actual corner radii exceeding 15' should be the exception [1]

1 Guide, Urban Street Design, and Global Designing Cities Initiative. "National Association of City Transportation Officials (NACTO)." (2013).

Local – Typical 50′ ROW

The purpose of local roads is to primarily provide access to residential properties, rather than accommodating high-speed throughput. Local streets should be a multi-functional space that prioritizes the needs of all road users, not just vehicles. This type of street is designed to be safe and accessible for pedestrians, cyclists and motorists alike.



Alternative Configurations

6a- On-street Parking Local

6a



Pedestrian Space

Shared-Use Path

Auto Lane

Protected Bike Lane

Buffers

Median

TWLT/Island

Parking

Additional Considerations

6a On local streets where on-street parking is permitted the 6a-On-street Parking Local configuration should be utilized.

Pavement markings are not necessary on local streets as these streets are typically designed with a focus on slower speeds and a more relaxed traffic compared to roads with a higher functional classification.

Future Active Transportation Network and Facilities

The existing active transportation conditions within Converse reveal opportunities for increased mobility and connections for cyclists and pedestrians. There are currently no dedicated bike facilities within the City. Several trails provide paths for cyclists and pedestrians and connect key destinations, primarily on the western side of the City. These trails are a valuable resource for active transportation within the City and provide the base of the 2025 Active Transportation Plan shown in Map 12. The Active Transportation Plan is informed by ongoing and planned projects, the Converse Greenway Trail Master Plan, Future Land Use Plan discussed in this Comprehensive Plan and stakeholder/public input.

The City should use the following as best practices when implementing the Active Transportation Plan:

- **Holistic Approach:** Take a comprehensive view of transportation planning that considers the needs of pedestrians, cyclists and motorists. Ensure that active transportation is integrated into broader transportation and land use planning efforts.
- **Data Driven Decisions:** Prioritizing active transportation can often feel daunting as it may be a paradigm shift from an auto-centric planning approach. Therefore, it is important to base planning and implementation decisions on reliable data and evidence, including traffic counts, crash statistics, demographic information, and public input. Use data to identify priority areas for investment and measure the effectiveness of interventions over time.
- **Incremental Implementation:** Start with small-scale, low-cost interventions to test ideas and build momentum. Implement pilot projects or temporary installations to gather feedback and evaluate effectiveness before committing to larger-scale investments.
- **Community Engagement:** Involve community members in the planning, design and implementation process to ensure that projects reflect local priorities and values. Seek input from diverse stakeholders, including residents, businesses, advocacy groups and local government agencies. Education should be a significant portion of engagement efforts as residents may need additional information and context to help elected officials make transportation policy decisions that accomplish the community's vision and goals.
- **Monitoring and Evaluation:** Establish mechanisms for monitoring and evaluating the performance of active transportation projects. Measure indicators such as mode share, safety outcomes, accessibility, and user satisfaction to track progress and inform future decision making.

The Active Transportation Plan identifies proposed dedicated bike facilities and trails, which are intended for both cyclists and pedestrians. Although an integral part of Converse's active transportation network, sidewalks are not included in the Active Transportation Plan. An up-to-date sidewalk inventory and prioritized list of sidewalk projects should be developed. The ADA Transition Plan, which is underway as of 2025, should serve as a guide for the development and implementation of needed sidewalk improvements.



Active Transportation Facility Design Considerations

Designing safe, accessible, and connected active transportation infrastructure requires more than simply adding sidewalks or bike lanes. It involves thoughtful consideration of how people move through and experience the public realm. Best practices emphasize creating facilities that are comfortable for all users, from children walking to school to older adults running errands, and that integrate seamlessly with surrounding land uses and street functions.

Many of these best practices are drawn from national design guides such as the Federal Highway Administration's Small Town and Rural Multimodal Networks Guide, the American Association of State Highway and Transportation Officials' Guide for the Development of Bicycle Facilities, and the National Association of City Transportation Officials' Urban Street Design Guide. These sources emphasize principles of safety, accessibility, and context sensitivity that can be applied to communities of all sizes.

Elements such as sidewalk width, buffer zones, and surface materials play an important role in determining whether facilities are both functional and inviting. Wider sidewalks in commercial areas, for example, support higher pedestrian volumes and outdoor activities like café seating. Adequate buffer zones help separate people on foot from moving vehicles and reduce safety risks. Materials also affect long term maintenance and environmental performance, with permeable options providing opportunities for stormwater management.

Sidewalks

Sidewalks provide a dedicated pedestrian space along streets, separating people from vehicular traffic and ensuring safe, accessible movement. The dimensions of sidewalks can vary widely depending on the land use context and pedestrian demand within an area.

Design Considerations

Width: Generally, within residential areas sidewalks should be no smaller than 5-6 feet at a minimum. In mixed-use or other commercial contexts sidewalks should be 8-12 feet.

Buffer Zone : There should be a minimum of 2-6 feet of separation between a sidewalk and the edge of roadway, using landscaping, street furniture, or parking. This buffer zone should increase significantly as the design speed of a roadway increases to maintain a safe pedestrian environment.

Materials : Concrete is the most commonly accepted material for the construction of sidewalks given its durability. However concrete does not allow for water infiltration and can exacerbate stormwater runoff. Permeable pavement is an alternative that allows for on-site water infiltration, but may cost more in terms of upfront installation and maintenance.



Complete Sidewalk Example

Trails & Shared-Use Paths

Trails and shared-use paths are dedicated off-road facilities for pedestrians, bicyclists, and other non-motorized users. They provide both recreational and transportation benefits, often following natural corridors, parks, or rail lines. These facilities are designed to create safe, comfortable environments away from vehicle traffic and to serve as key connectors between neighborhoods, schools, employment centers, and parks. Shared use paths and trails frequently incorporate green infrastructure elements like vegetated buffers, bioswales, or permeable surfaces to manage stormwater and enhance the surrounding landscape.

Design Considerations

Width: The standard width of a shared-use path to comfortably and safely accommodate pedestrians and cyclists is 10-14 feet. High-volume areas will often require widths between 12-16 feet to accommodate all users.

Materials : Often asphalt or concrete is preferred in urban settings, but compacted gravel or permeable pavements are commonly used in parks and natural areas.

Lighting and Wayfinding : Pedestrian-scale lighting every 50 feet on urban trails and trail markers every 1/4 - 1/2 mile and at intersections are typically needed as well.

Mode separation : Whenever feasible, it is recommended that pavement markings, such as striped centerlines, are used to separate walking and biking paths to reduce conflicts.

Road Crossing & Intersection Treatments : When trails or paths must cross minor or major arterials, grade-separated crossings are necessary in most cases. When crossing lower volume roads, raised crossings with warning signs, flashing beacons, or signalized controls are recommended.



Shared Use Path

Bike Lanes

Bike lanes are dedicated on-street facilities that give bicyclists a defined, predictable space within the roadway. They are most effective in corridors where moderate vehicle speeds and volumes make shared travel lanes uncomfortable or unsafe, but full separation is not feasible. Bike lanes work well on collectors and arterials that connect neighborhoods to schools, parks, and commercial destinations, and they provide a cost-effective way to expand bicycle networks using existing roadway space.

Design Considerations

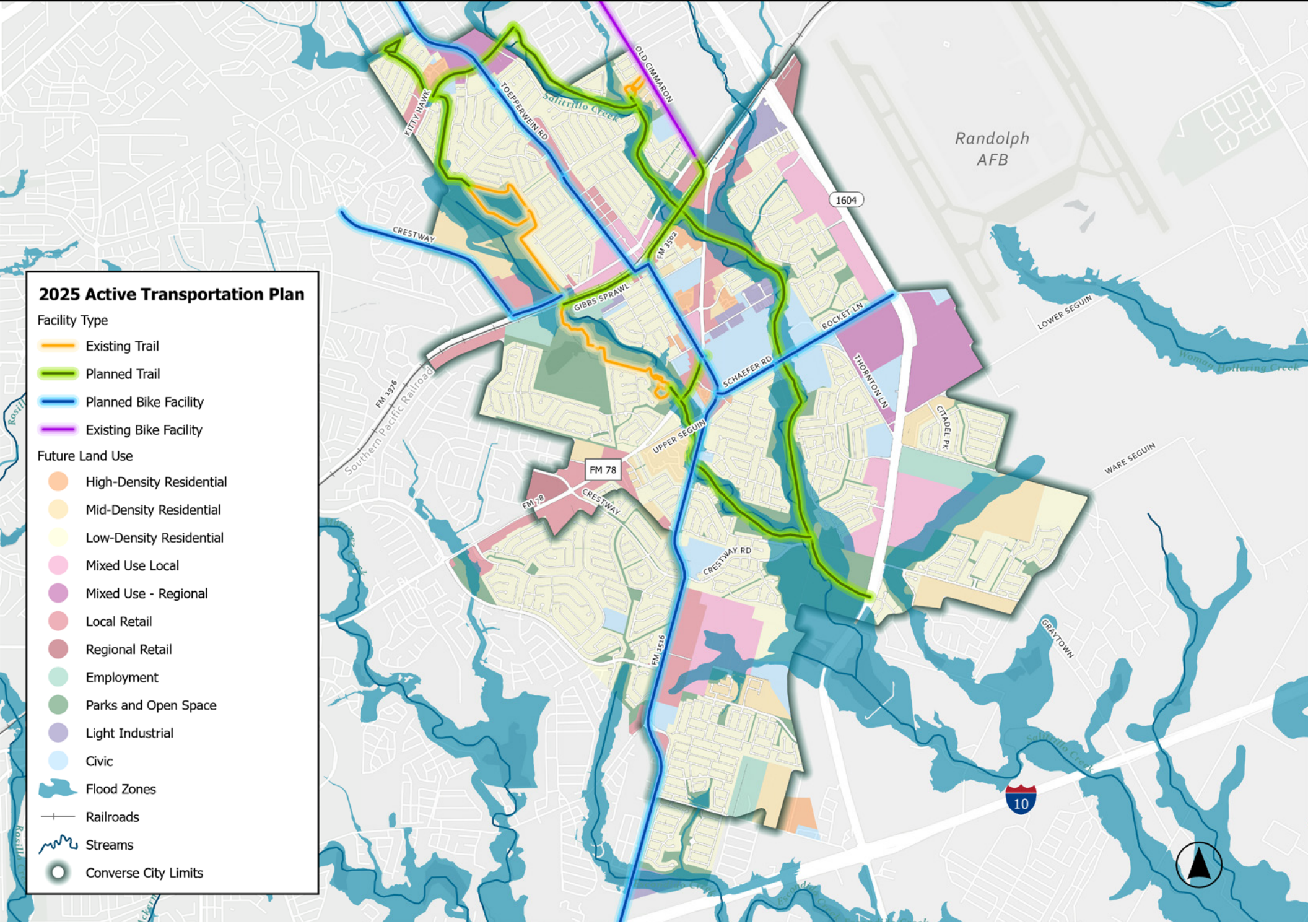
Width: Protected bike lanes with one direction of traffic should be at least 6–7 feet with an additional 3+ feet buffer from travel lanes. If a two-way bike lane is desired, between 8–10 feet should be allocated for travel lanes. Conventional bike lanes with widths of 5–6 feet without a buffer are common but discouraged in most contexts due to potential mode conflicts. Instead, a buffered bike line with bollards is encouraged where right-of-way or budget is constrained.

Road Crossing & Intersection Treatments : Intersection treatments such as green conflict pavement markings and bike boxes are effective methods of reducing conflicts with automobiles. For roadways with significant rights-of-way, median refuge islands for bicycles are encouraged to help bicyclists cross in stages. Additionally, pedestrian controlled hybrid beacons installed at mid-block crossings are another option for crossing high-speed/high-volume roadways.

Materials : In most contexts asphalt is the preferred material for bike lanes due to its low cost, ease of maintenance, and smooth ride. Concrete is also common as well, though it is typically a more expensive option.



Bike



Map 12. 2025 Active Transportation Plan


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