Bicycle and Pedestrian Identification/Guide Signs

MPRB and St. Paul trail identification signs are fairly similar in style: blue blade signs with white bicycle and pedestrian icons.

MPRB signs vary from the standard Minnesota Manual on Uniform Traffic Control Devices (MMUTCD) bicycle and pedestrian identification signs.

MPRB signs vary from the lane assignment signs used by Minneapolis Department of Public Works (DPW)

Bicycle and Pedestrian Identification/Guide Pavement Markings

MPRB striping differs from other agency practices and standards. Other agencies use a yellow centerline stripe, while MPRB centerline striping color varies between white, green, or yellow.

MPRB trails are sometimes separated into two-way bicycle lanes and pedestrian lanes under narrower conditions than advised by MnDOT guidelines.

MPRB and Minneapolis DPW bicycle and pedestrian symbol markings differ in size and style.
Signs and Markings at Intersections of Two Trails

Generally, the lower volume trail is stop controlled at an intersection of two trails.

MPRB and Minneapolis DPW crosswalk markings differ: MPRB has used diagonal hashed crosswalk marking to warn trail users of intersections with other trails or sidewalks, while Minneapolis DPW has used zebra crosswalk markings with advance yield markings at one location.

Signs and Markings at Trail Crossings of Driveways, Maintenance Roads, and Parking Lot Entrances

MPRB Trail Crossings at Parking Lot Entrances

MPRB markings at parking lots vary: sometimes zebra or standard crosswalks are marked, and sometimes there are no markings. Sometimes there is a stop sign for cross traffic at parking lot entrances.

MPRB practice differs from MnDOT Bikeway Facility Design Manual and Three Rivers Park District guidance. Both agencies recommend against signing and marking trail crossings of driveways, parking lot entrances, and maintenance roads.

Three Rivers Park District recommends stop or yield control on maintenance roads at trail crossings.
Assignment of Priority at Trail Crossings

Guidance allows consideration of stopping roadway traffic at trail crossings. MnDOT Trail Crossing study recommends that roadway stop or yield signs only be used at crossings where the roadway speed limit is below 35 mph and traffic volumes are below 5000 ADT. Minneapolis DPW and Three Rivers Park District guidance also allow consideration of stopping roadway traffic at trail crossings.

Signs

Guidance is consistent about use of advance warning signs on the roadway approach to trail crossings. Advance warning signs should be used for mid-block crossings, with placement determined by Table 2C-4 in the MMUTCD. Parking should be prohibited in advance of mid-block crossings. Advance warning signs should not be used at all-way stop or signalized intersections.

Guidance varies on when to install stop or yield signs on trail approaches to intersections or mid-block crossings. Minneapolis DPW and Three Rivers Park District are moving towards using yield signs instead of stop signs whenever feasible, generally determined by volumes on the roadway approach and sight lines for trail and roadway users. St. Paul tends not to install stop signs on trails.

Guidance and practices vary for stop ahead and yield ahead signage. MnDOT Bikeway Facility Design Manual recommends stop ahead or yield ahead signs be placed 150 ft in advance of trail approaches to stop or yield controlled intersections. Minneapolis DPW does not typically recommend stop ahead signage on trails. Three Rivers Park District only recommends using stop ahead or advanced intersection warning signs when sight lines do not allow trail users to see an intersection within an adequate stopping distance.

Minneapolis DPW recommends bicycle route signs at trail intersections, in a similar style to street signs.

Markings:

Guidance varies on the style of crosswalk markings. MnDOT and American Association of State Highway and Transportation Officials (AASHTO) guidance recommend high visibility crosswalk markings for trail crossings. Minneapolis DPW and St. Paul recommend zebra crosswalk markings at mid-block crossings.

Guidance is consistent about recommending marked crosswalks at signalized and all way stop controlled intersections. Most agencies follow FHWA Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations to determine whether to mark midblock crossings.
Signs and Pavement Markings for Trail Speed Limits

MPRB has marked 10 MPH speed limits on pavement on shared use and bicycle trails. Other local agencies do not mark speed limits on trails.

Signs and Pavement Markings for Yielding to Other Trail Users

Several sign styles may be used, but there is not guidance on when to use.

Materials for Signs

Metal signs are typically used. Retroreflective signs are preferred.

Materials for Pavement Markings

Most agencies use durable markings (epoxy, poly preform, or thermoplastic) on new projects, particularly projects that receive federal funding. Latex paint is typically used for maintenance of existing markings.