

Bicyclists frequently ride side-by-side on shared use paths, and on narrow paths bicyclists have a tendency to ride near the middle of the path. For these reasons, and because of the higher potential for bicycle crashes, lateral clearances on horizontal curves should be calculated based on the sum of the stopping sight distances for bicyclists traveling in opposite directions around the curve. Where this is not possible or feasible, consideration should be given to widening the path through the curve, installing a yellow center line stripe, installing a “Curve Ahead” warning sign in accordance with the MUTCD, or some combination of these alternatives.

- Path-Roadway Intersections

Intersections between paths and roadways are often the most critical issue in shared use path design. Due to the potential conflicts at these junctions, careful design is of paramount importance to the safety of path users and motorists. Solutions are provided in the AASHTO guide and should be considered as guidelines, and not as absolutes. Each intersection is unique, and will require sound engineering judgment on the part of the designer as to the appropriate solution. Shared use paths should cross roadways as close to an intersecting road as practical, however, in no case should the crossing be closer than 4 feet from the edge of the parallel travelway. As the Path approaches the crossing it should be aligned with the destination of the crossing on the other side of the road. **CG-12*** Curb should be appropriately aligned and be the same width as the path. The crossing should also be perpendicular (or nearly so) to the road being crossed. Normally, two **CG-12** curb are recommended at each corner where a path crosses an intersection. Sight distance should be evaluated and sound engineering judgment must be used in locating crossings. There may be situations, such as low traffic volumes where the crossing should be located further from the intersection.

When a Shared Use **Path** intersects a road, with no sidewalk, the **path** should slope to a relatively level (1%± slope) area at the road elevation and the curb opening should be the same width as the path. This layout would be similar to the Typical Alternate Plan seen in VDOT’s **CG-12** Standard. The level area shall have a Detectable Warning Surface in accordance with **IIM-LD-55**. If a sidewalk intersects a Shared Use Path, then the sidewalk must also slope to the same relatively level area as the Shared Use Path.

When a paved shared use path or trail crosses a gravel road or drive, the road or drive should be paved a minimum of 3 feet, on each side of the path or trail.

- Signing and Marking

Adequate signing and marking are essential on shared use paths, especially to alert bicyclists to potential conflicts and to convey regulatory messages to both bicyclists and motorists at highway intersections. In addition, guide signing, such as to indicate directions, destinations, distances, route numbers and names of crossing streets, should be used in the same manner as they are used on highways. In general, uniform application of traffic control devices, as described in the MUTCD, provides minimum traffic control measures which should be applied.

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