

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 shall cross roadways as close to an intersecting road as practical, however, in no case should the crossing be closer than 5 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 shall be the same width as the path. The level area shall have a Detectable Warning Surface extending the full width of the path and shall be labeled on the plans as Detectable Warning Surface Required. 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.

Where a Shared Use Path cross an unpaved road or driveway, the road or driveway shall be paved a minimum of 20 feet on each side of the Shared-Use Path to reduce the amount of gravel scattered onto or along the path by motor vehicles. The pavement structure at the crossing shall be adequate to sustain the expected loading at that location. At a minimum, the pavement structure shall be the same as the Shared Use Path pavement structure.