

## SHARED USE PATHS

Shared use paths are facilities on exclusive right-of-way and with minimal cross flow by motor vehicles. Users are non-motorized and may include bicyclists, inline skaters, roller skaters, wheelchair users (both non-motorized and motorized) and pedestrians including walkers, runners, and people with baby strollers and people waking dogs. Shared use paths are most commonly designed for two-way travel, and the following guidance assumes a two-way facility is planned unless otherwise stated. When paths are planned, it is desirable to provide paths on both sides of the roadway to decrease the likelihood of children crossing the road. Pavement design for shared use paths are recommended by the Materials Division.

- Separation Between Shared Use Paths and Roadways

When two-way shared use paths are located adjacent to a roadway, wide separation between a shared use path and the adjacent highway is desirable to demonstrate to both the bicyclist and the motorist that the path functions as an independent facility for bicyclists and others. When this is not possible a minimum distance of 5 feet is required\* between the edge of the shoulder and the shared use path and a suitable physical barrier is recommended. For curb and/or curb and gutter streets, the shared use path shall be a minimum of 5.5 feet from the face of the curb. Consideration should be given to future signs or mailboxes, which may require additional clearance. Such barriers serve both to prevent path users from making unwanted movements between the path and the highway shoulder and to reinforce the concept that the path is an independent facility. Where used, the barrier should be a minimum of 42 inches high (54 inches on structures), to prevent bicyclists from toppling over it. A barrier between a shared use path and adjacent highway should not impair sight distance at intersections, and should be designed to not be a hazard to motorists or bicyclist.

- Width and Clearance

The paved width and the operating width required for a shared use path are primary design considerations. Under most conditions, a recommended paved width for a two-directional shared use path is 10 feet. In rare instances, a reduced width of 8 feet can be adequate. This reduced width should be used only where the following condition prevail

- (1) bicycle traffic is expected to be low, even on peak days or during peak hours
- (2) pedestrian use of the facility is not expected to be more than occasional
- (3) there will be good horizontal and vertical alignment providing safe and frequent passing opportunities

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\* Rev. 1/09