

When this is not possible and the distance between the **outside*** edge of the **paved** shoulder and the shared use path is less than 5 feet, a suitable physical barrier is recommended. A suitable physical barrier is defined as dense shrubbery, railing or chain link fence. 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.

Curb and/or Curb and Gutter Typical Sections:

For curb and/or curb and gutter streets, the separation between face of the curb to the edge of the shared use path shall be a minimum of 8 feet in order to meet the minimum lateral offset distance to install signs for the roadway and the shared use path in accordance with MUTCD Part 2 and Part 9. If signs are required on the outside of the shared use path due to horizontal and vertical grade changes then a minimum of 6.5' of right of way from the edge of the path shall be provided otherwise, a minimum 3' of right of way shall be provided. See [Appendix A, Figure A-5-4](#).

- **Width and Clearance**

The paved width and the operating width required for a shared use path are primary design considerations. Under most conditions, the recommended paved width for a two-directional shared use path is 10 feet. See [Appendix A, Figure A-5-5](#). However in rare instances, a reduced width of 8 feet can be adequate. This reduced width should be used only where the following conditions 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, and
- (4) during normal maintenance activities the path will not be subjected to maintenance vehicle loading conditions that would cause pavement edge damage.

* Rev. 1/10