

- Drainage

The recommended minimum pavement cross slope of 2 percent adequately provides for drainage. Sloping in one direction instead of crowning is preferred and usually simplifies the drainage and surface construction. A smooth surface is essential to prevent water ponding and ice formation. On unpaved shared use paths, particular attention should be paid to drainage to avoid erosion.

- Lighting

Lighting for shared use paths is important and should be considered where night usage is expected, such as paths serving college students or commuters, and at highway intersections. Lighting should also be considered through underpasses or tunnels, and when nighttime security could be an issue.

- Restriction of Motor Vehicle Traffic

Shared use paths may need some form of physical barrier at highway intersections to prevent unauthorized motor vehicles from using the facilities. Provisions can be made for a lockable, removable (or reclining) barrier post to permit entrance by authorized vehicles.

- Railroad Crossings

Railroad-highway grade crossings shall be at 60° to 90° degrees with the 90° degrees being the ideal crossing angle to the rails.\* The greater the crossing deviates from this ideal crossing angle, the greater is the potential for a bicyclist's front wheel to be trapped in the flangeway causing loss of steering control. Consideration should be given to the crossing surface materials and to the flangeway depth and width.

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\* Rev. 1/15