

- Signed Shared Roadway - Signed-shared roadways are designated by bike route signs, and serve either to provide continuity to other bicycle facilities (usually Bike Lanes) or designate preferred routes through high-demand corridors.
- Bike Lane - Bike lanes are established with appropriate pavement markings and signing along streets in corridors where there is significant bicycle demand and where there are distinct needs that can be served by them. The purpose should be to improve conditions for bicyclists on the streets. Bike lanes are intended to delineate the right of way assigned to bicyclists and motorists and to provide for more predictable movements by each. Bike lanes also help to increase the total capacities of highways carrying mixed bicycle and motor vehicle traffic.
- Shared-Use Path - Generally, shared use paths should be used to serve corridors not served by streets and highways or where wide utility or former railroad right-of-way exists, permitting such facilities to be constructed away from the influence of parallel streets. Shared use paths should offer opportunities not provided by the road system. They can provide a recreational opportunity or, in some instances, can serve as direct commute routes if cross flow by motor vehicles and pedestrians is minimized.
- Separated Bike Lane - A facility (also sometimes called “cycle tracks” or “protected bike lane”) located within or directly adjacent to the roadway and physically separated from the travelway. See [Separated Bike Lane Planning and Design Guide](#), which outlines planning considerations for separated bike lanes and provides a menu of design options covering typical one and two-way scenarios. The guide consolidates lessons learned from practitioners designing and implementing separated bike lanes throughout the U.S.*

The Tables in this section contain roadway design treatments and widths to accommodate bicycles found in the Federal Highway Administration Report "[Selecting Roadway Design Treatments to Accommodate Bicycles](#)", Publication Number FHWA-RD-92-073 January 1994. The controlling feature in the design of every bicycle facility is its location, whether it is on the roadway or on an independent alignment. The FHWA Report describes five basic types of facilities to accommodate bicyclists. The Shared Lane or Wide Outside Lane types may be appropriate designs for AASHTO's Shared Roadway (No Bikeway Designation) or Signed Shared Roadway types. The shoulder types may be appropriate designs for AASHTO's Shared Roadway (No Bikeway Designation). The following are FHWA definitions of their five types of bicycle facilities:

- Shared Lane - Shared motor vehicle/bicycle use of a "standard" width travel lane.
- Wide Outside Lane (or wide curb lane) - An outside travel lane with a width of at least 14 feet. Also see Table A-5-1 through A-5-6 for design treatments for various traffic operations and design factors.

* Rev.1/17