

Attachment C – Types of Bikeways and Applications

Worksession #2, Countywide Bikeways Functional Master Plan

Bikeway Type	General Characteristics	Benefits	Desirable Applications	Discussion
<p>Shared Use Path (formerly called Class I Bikeway)</p>	<ul style="list-style-type: none"> Two-way bikeway located within right-of-way of a road or Transitway Separated from travel lanes by a landscape panel If along road, located on one side of a road and intended for two-way bicycle travel 8-12 feet wide 8-10 feet vertical clearance Built to AASHTO standards Signs meet MUTCD guidelines Asphalt or Concrete Implemented by transportation agency, or under supervision of transportation agency Maintained by transportation agency Motor vehicles are prohibited May be part of a dual bikeway (road also is proposed for bike lanes or shared roadway) Signed as a bike route, unless part of a dual bikeway in which case the on-road bikeway is signed and marked as the official bike route 	<ul style="list-style-type: none"> Offers dedicated facility completely separate from motor vehicle traffic, fewer potential conflicts with motor vehicles Preferred type of facility for beginner or intermediate skill levels, especially child bicyclists Meets the needs of 90-95% of bicyclists Intended/signed for bicycle travel, but accommodates other users (pedestrians, joggers, roller-bladers) 	<ul style="list-style-type: none"> Along roads with high speeds (40 mph and higher) and high traffic volumes (15,000 ADT and higher) where complete separation from motor vehicle lanes is desired Along roads with few driveways and intersections, especially commercial driveways unless it connects to a local designation (retail center, school, library, community center, neighborhood park) Along roads that provide a connection to other shared use paths or to hard surface park trails In suburban or semi-rural crossroad communities (Olney, Potomac) 	<ul style="list-style-type: none"> Proper design (good signage and lighting) at intersections and driveway crossings is very important to minimize risk of conflict with motor vehicles Shared use paths should not be confused with sidewalks which are more narrow and are designed and intended for pedestrians. Shared use path must be maintained and cleared of debris and overhanging branches to effectively encourage people to use them For dual bikeways, the on-road bikeway should be recognized as the primary bicycle facility (e.g., signs and marking). The shared use path is considered supplementary.

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<p>Bike Lanes (formerly called Class II bikeway)</p>	<ul style="list-style-type: none"> ▪ One-way facility in roadway, adjacent to motor vehicle travel lanes ▪ Bicyclists travel in same direction as motor vehicles ▪ Bike lane located on each side of the road (should not be located on just one side) ▪ 4-6 feet wide, delineated by striping and marking ▪ 4-foot minimum on open section roads, 5-foot minimum on closed section roads, 6-feet may be desirable on high-speed roads (40 mph or higher) ▪ If on-street parking is permitted, bike lane is located between parking lane and outermost motor vehicle travel lane ▪ Identified by bike lane symbol and signage ▪ Designed and constructed to AASHTO and MUTCD standards ▪ Signed as a bike route 	<ul style="list-style-type: none"> ▪ Provides separated space for bicyclists in the roadway ▪ Designed and intended as a travel lane for bicycles only 	<ul style="list-style-type: none"> ▪ Urban streets where on-road bicycling is encouraged to minimize need for bicyclist to ride on sidewalks and separation from motor vehicles is desirable. Because urban streets often feature on-street parking, bike lanes are more desirable than shared travel lane; traffic volumes are high, but speeds are low ▪ On closed section highways, arterials and primaries with posted speeds under 40 mph; roads that feature wide outside lanes or extra pavement width that easily could be restriped to provide dedicated bike lanes ▪ Open section highways, arterials and primaries with posted speeds under 50 mph and that feature shoulders wider than 5 feet and upon which parking along the shoulder is not desired or legal. 	<ul style="list-style-type: none"> ▪ Two-way bike lanes on one-side of a road is not recommended; wrong-way riding is leading cause of bicycle accidents ▪ Bike lanes must be maintained as part of the roadway; should not collect debris, etc.
<p>Signed Shared Roadway (formerly called Class III bikeway)</p>	<p>Four categories</p>			

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1) Wide outside (curb) lane	<ul style="list-style-type: none"> ▪ Along closed section roads, outermost travel lane is at least 14 feet wide, but less than 16 feet wide ▪ Unlike bike lanes or bikeable shoulders, do not feature dedicated, marked space for bicyclists ▪ Signed as a bike route 	<ul style="list-style-type: none"> ▪ Provides adequate space for bicycle travel in the roadway ▪ Allows bicyclist to share the travel lane with motor vehicles, but allows vehicles to pass without having to leave the travel lane or cross the centerline 	<ul style="list-style-type: none"> ▪ Along any closed section highway, arterial or primary that features adequate right of way and/or pavement width 	<ul style="list-style-type: none"> ▪ County policy requires bicycle accommodation for all new roads and as part of all roadway and intersection improvement projects. This is a minimum application that helps the County meet this policy ▪ Wide curb lanes wider than 16 feet encourage the undesirable operation of two motor vehicles in one lane ▪ Must be maintained properly to keep debris from accumulating along the curb
2) Bikeable shoulder on closed section road	<ul style="list-style-type: none"> ▪ Along closed section road, the space (2-3 feet) between the outermost lane markings and the curb. ▪ Signed as a bike route, but does not feature any special pavement markings other than stripe between motor vehicle travel lane and curb 	<ul style="list-style-type: none"> ▪ If insufficient space exists for bike lanes, this extra space simply provides added level of comfort for bicyclist. ▪ Striping the outermost travel lane gives the appearance of narrower roadway and has a traffic calming effect. 	<ul style="list-style-type: none"> ▪ Along roads with wide outside lane 15 feet or less but for which designated space for bicyclists is desired and/or traffic calming is needed. 	<ul style="list-style-type: none"> ▪ Should not be signed or marked as a bike lane. ▪ Bike lanes must be at least five feet on closed section roads. ▪ Must be smooth pavement, free of obstructions, and maintained as part of the roadway to keep debris from accumulating along the curb.



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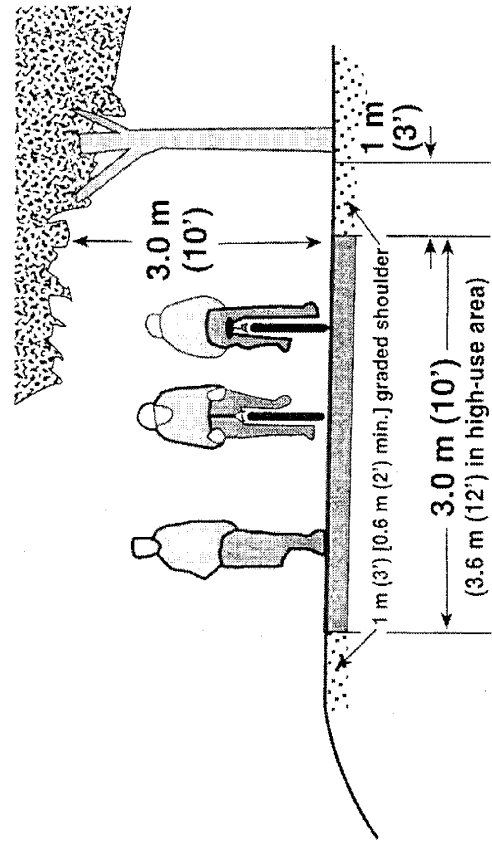
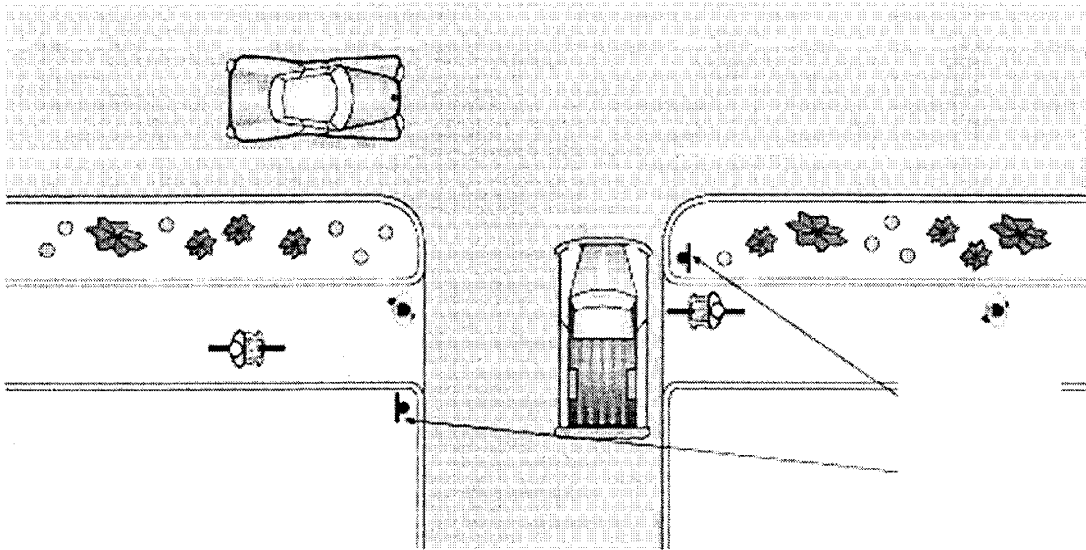
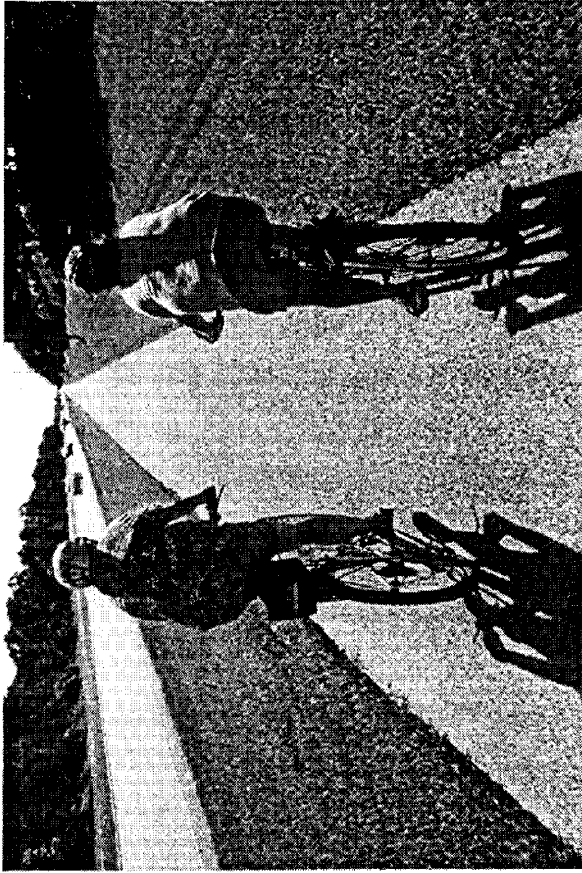
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3) Bikeable shoulder on open section road	<ul style="list-style-type: none"> 2-3 foot space between shoulder stripe and vegetation Smooth pavement (extension of road surface) and free of obstructions 	<ul style="list-style-type: none"> Allow bicyclists to travel along the road edge, which in turn allows motor vehicles to pass without having to cross the centerline. 	<ul style="list-style-type: none"> Along rural or semi-rural roads on which bicycling is popular or desired, but feature narrow travel lanes 	<ul style="list-style-type: none"> Not to be confused with standard 8 foot shoulders intended for motor vehicle emergency pullovers. Must be smooth pavement and maintained as part of the roadway.
4) Local or neighborhood street	<ul style="list-style-type: none"> Bicyclists simply share the road as is; no special accommodations needed Signed as a bike route 	<ul style="list-style-type: none"> Encourages bicyclists to travel along low volume, low speed street to reach major destinations, even if road is only open to local traffic or is one-way permanently or for only for part of the day 	<ul style="list-style-type: none"> Along neighborhood or local streets providing a direct connection to a countywide or local destination. Along road serving as part of an important route to a countywide destination. Along roads making a vital link between two major bikeway corridors 	<ul style="list-style-type: none"> Because routes along local streets tend to be complex and feature numerous turns, effective, well-designed and placed directional signage is paramount.

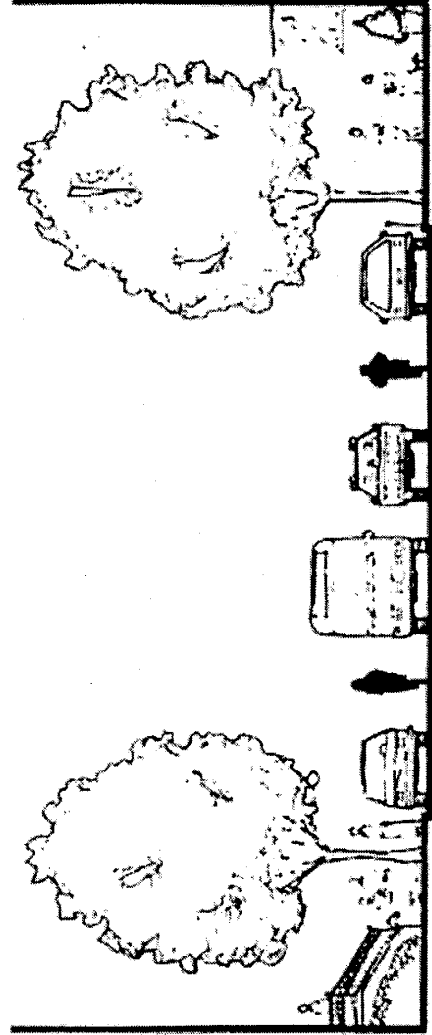
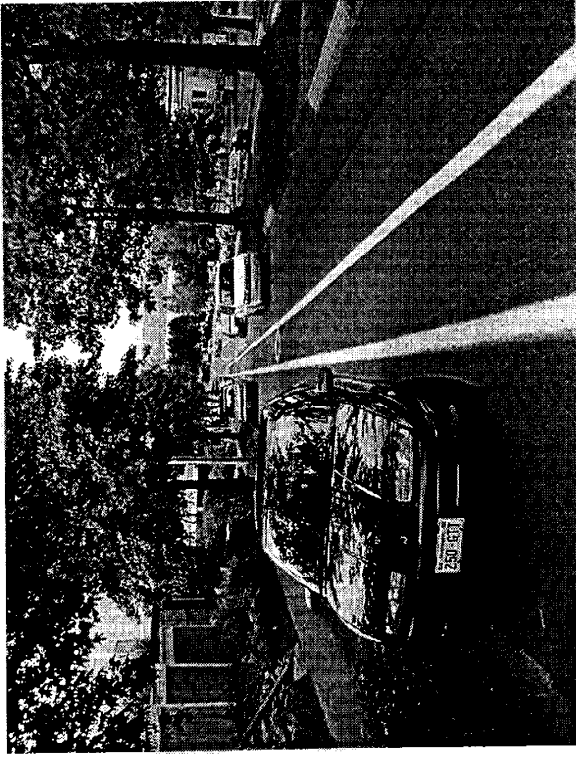
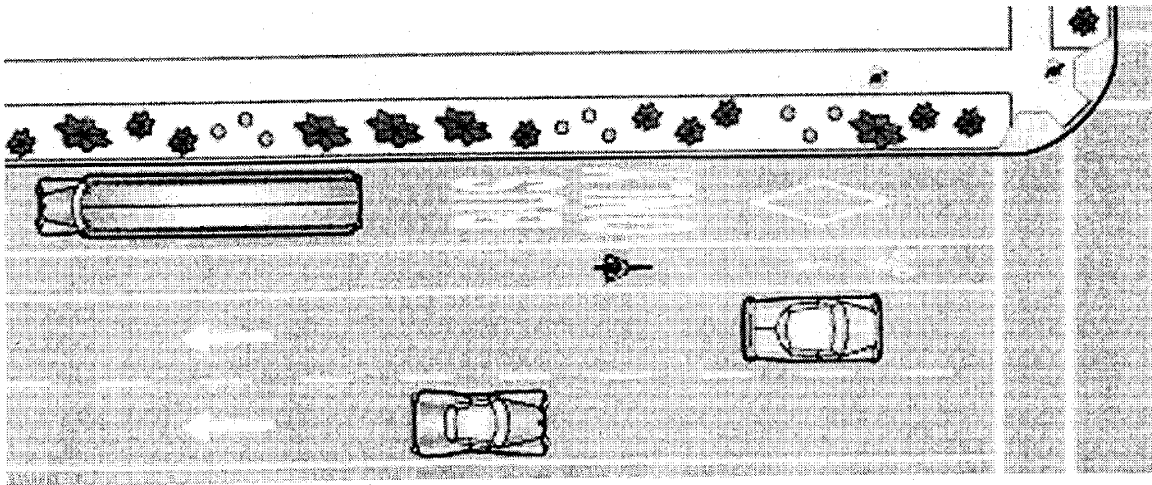
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SHARED USE PATH



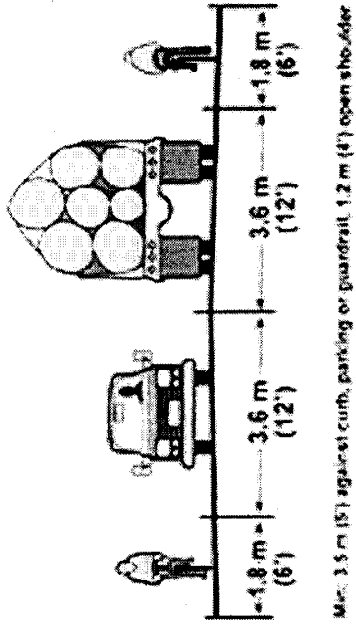
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BIKE LANES

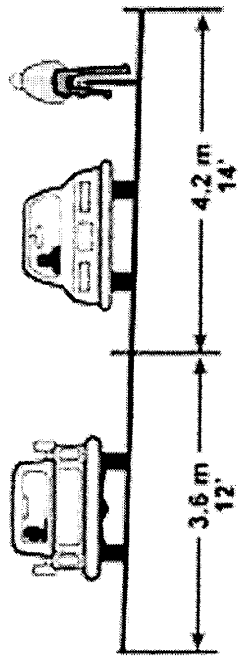
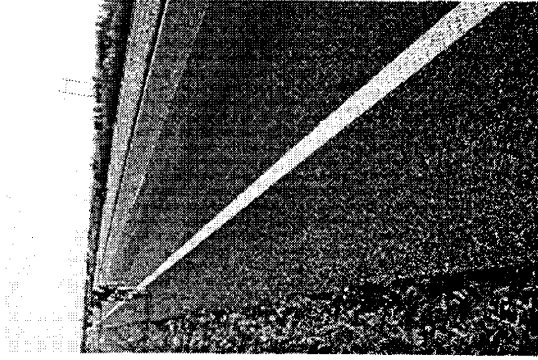


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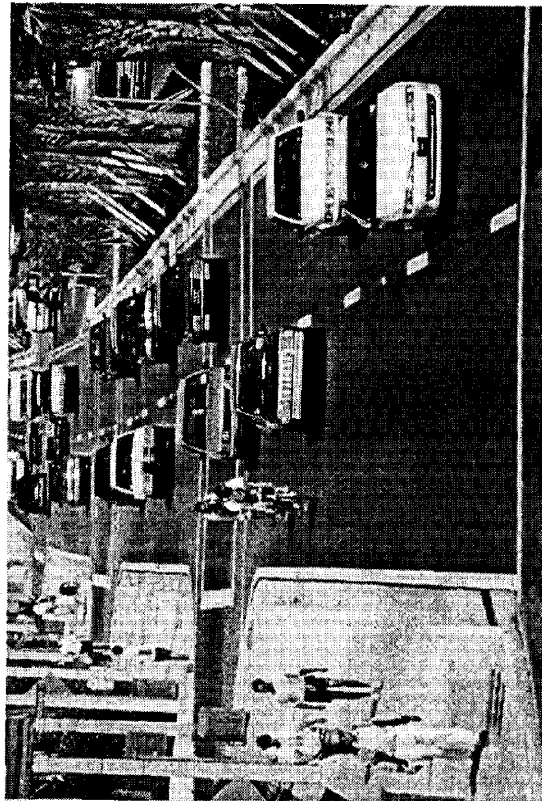
SIGNED SHARED ROADWAY



Bikeable shoulder – open section road

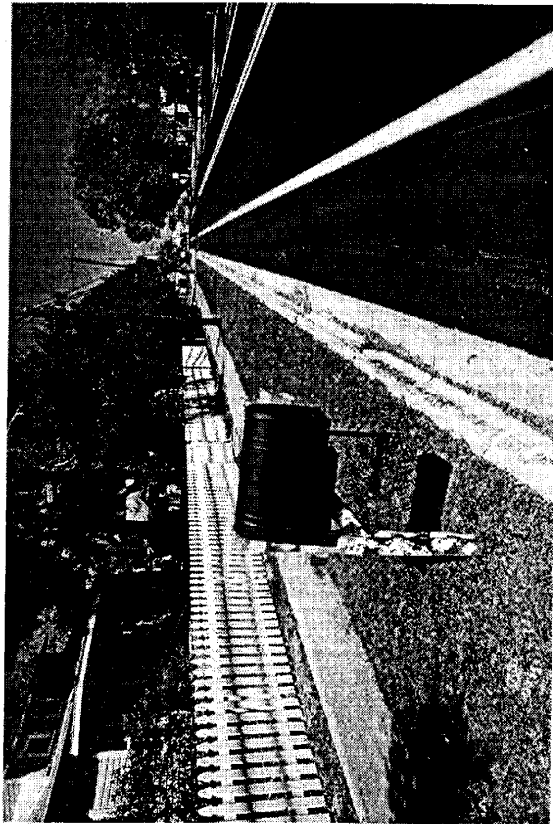


Shared Travel Lane

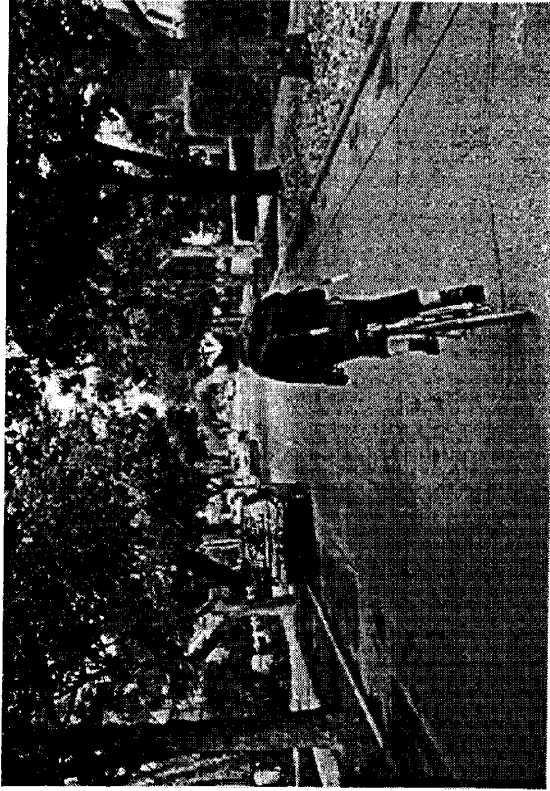


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SIGNED SHARED ROADWAY (Con't)



Bikeable shoulder – closed section road



Local/neighborhood street