

**Table 2-1  
Types of Bikeways and Applications**

<b>Bikeway Type</b>	<b>General Characteristics</b>	<b>Benefits</b>	<b>Desirable Applications</b>	<b>Discussion</b>
<p>Shared Use Path  (formerly called Class I Bikeway)</p>	<ul style="list-style-type: none"> <li>▪ Two-way bikeway located within right-of-way of a road or transitway</li> <li>▪ Separated from travel lanes by a landscape panel</li> <li>▪ If along road, located on one side of a road and intended for two-way bicycle travel</li>   <li>▪ 8-12 feet wide</li> <li>▪ 8-10 feet vertical clearance</li> <li>▪ Built to AASHTO standards</li> <li>▪ Signs meet MUTCD guidelines</li> <li>▪ Asphalt or Concrete</li>   <li>▪ Implemented by transportation agency, or under supervision of transportation agency</li> <li>▪ Maintained by transportation agency</li> <li>▪ Motor vehicles are prohibited</li>   <li>▪ May be part of a dual bikeway (road also is proposed for bike lanes or shared roadway)</li> <li>▪ 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</li> </ul>	<ul style="list-style-type: none"> <li>▪ Offers dedicated facility completely separate from motor vehicle traffic, fewer potential conflicts with motor vehicles</li> <li>▪ Preferred type of facility for beginner or intermediate skill levels, especially child bicyclists</li> <li>▪ Meets the needs of 90-95% of bicyclists</li> <li>▪ Intended/Designed for bicycle travel, but accommodates other users (pedestrians, joggers, roller-bladers)</li> </ul>	<ul style="list-style-type: none"> <li>▪ 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</li> <li>▪ 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)</li> <li>▪ Along roads that provide a connection to other shared use paths or to hard surface park trails</li> <li>▪ In suburban or semi-rural crossroad communities (Olney, Potomac)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Proper design (good signage and lighting) at intersections and driveway crossings is very important to minimize risk of conflict with motor vehicles</li> <li>▪ Shared use paths should not be confused with sidewalks which are more narrow and are designed and intended for pedestrians.</li> <li>▪ Shared use path must be maintained and cleared of debris and overhanging branches to effectively encourage people to use them</li> <li>▪ 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.</li> </ul>

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Bike Lanes  (formerly called Class II bikeway)	<ul style="list-style-type: none"> <li>▪ One-way facility in roadway, adjacent to motor vehicle travel lanes</li> <li>▪ Bicyclists travel in same direction as motor vehicles</li> <li>▪ Bike lane located on each side of the road (should not be located on just one side)</li> <li>▪ 4-6 feet wide, delineated by striping and marking</li> <li>▪ 4-foot minimum on open section roads, 5-foot minimum on closed section roads, 6-foot or greater may be desirable on high-speed roads (40 mph or higher)</li> <li>▪ If on-street parking is permitted, bike lane is located between parking lane and outermost motor vehicle travel lane</li> <li>▪ Identified by bike lane symbol and signage</li> <li>▪ Designed and constructed to AASHTO and MUTCD standards</li> <li>▪ Signed as a bike route</li> </ul>	<ul style="list-style-type: none"> <li>▪ Provides separated space for bicyclists in the roadway</li> <li>▪ Designed and intended as a travel lane for bicycles only</li> </ul>	<ul style="list-style-type: none"> <li>▪ 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</li> <li>▪ 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</li> <li>▪ 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.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Two-way bike lanes on one-side of a road is not recommended by AASHTO and is illegal in Maryland; wrong-way riding is leading cause of bicycle accidents</li> <li>▪ Bike lanes must be maintained as part of the roadway; should not collect debris, etc.</li> </ul>
Signed Shared Roadway  (formerly called Class III bikeway)	Four categories			

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1) Wide outside (curb) lane	<ul style="list-style-type: none"> <li>▪ Along closed section roads, outermost travel lane is at least 14 feet wide, but less than 16 feet wide</li> <li>▪ Unlike bike lanes or bikeable shoulders, does not feature dedicated, marked space for bicyclists</li> <li>▪ Signed as a bike route</li> </ul>	<ul style="list-style-type: none"> <li>▪ Provides adequate space for bicycle travel in the roadway</li> <li>▪ 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</li> </ul>	<ul style="list-style-type: none"> <li>▪ Along any closed section highway, arterial or primary that features adequate right of way and/or pavement width</li> </ul>	<ul style="list-style-type: none"> <li>▪ 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</li> <li>▪ Wide curb lanes wider than 16 feet encourage the undesirable operation of two motor vehicles in one lane</li> <li>▪ Must be maintained properly to keep debris from accumulating along the curb</li> </ul>
2) Bikeable shoulder on closed section road	<ul style="list-style-type: none"> <li>▪ Along closed section road, the space (2-3 feet) between the outermost lane markings and the curb.</li> <li>▪ Signed as a bike route, but does not feature any special pavement markings other than stripe between motor vehicle travel lane and curb</li> </ul>	<ul style="list-style-type: none"> <li>▪ If insufficient space exists for bike lanes, this extra space simply provides added level of comfort for bicyclist.</li> <li>▪ Striping the outermost travel lane gives the appearance of narrower roadway and has a traffic calming effect.</li> </ul>	<ul style="list-style-type: none"> <li>▪ 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.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Should not be signed or marked as a bike lane. Bike lanes must be at least five feet on closed section roads.</li> <li>▪ Must be smooth pavement, free of obstructions, and maintained as part of the roadway to keep debris from accumulating along the curb.</li> </ul>

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