

### Definition of Facility Type

A **SHARED LANE** is a lane of a traveled way that is open to both bicycle and motor vehicle travel. (AASHTO 2012) \*Sometimes has "sharrow" markings.

A **BICYCLE OR BIKE LANE** is a portion of roadway that has been designated for preferential or exclusive use by bicyclists by pavement markings and, if used, signs. It is intended for one-way travel, usually in the same direction as the adjacent traffic lane, unless designed as a contra-flow lane. (AASHTO 2012)

**BUFFERED BIKE LANES** are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. A buffered bike lane is allowed as per MUTCD guidelines for buffered preferential lanes (NACTO section 3D-01) \*for CoJ inventory, buffered bike lanes are at-grade, striping buffer only.

**PROTECTED BIKE LANES** 1) have some sort of physical, stationary, vertical separation between moving motor vehicle traffic and the bike lane. Examples of vertical separation include plastic posts, bollards, curbs, planters, raised bumps or parked cars. Protected bike lanes must 2) define and allocate space exclusively for people on bikes, not shared with pedestrians or motorized traffic except for brief mixing zones where necessary and at intersections. If the designs are sidewalk level, there must be separate, identified space for people on bikes and people on foot in order for the facility to be considered a protected bike lane. Protected bike lanes 3) are part of the street grid. In some instances, a protected lane may be separated from the road by landscaping or other features, but it runs parallel and proximate to the roadway. This distinguishes protected bike lanes from off-street pathways that follow waterways or rail corridors. (People for Bikes)

A **SHARED-USE PATH (SUP) OR "TRAIL"** is a (paved) bikeway physically separated from motor vehicle traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared-use paths may also be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users. Most shared use paths are designed for 2-way travel. The appropriate paved width for a shared use path is dependent on the context, volume, and mix of users. The minimum paved width for a two-directional shared use path is 10 ft. Typically, widths range from 10 to 14 ft, with the wider values applicable to areas with high use and/or a wider variety of user groups. (AASHTO 2012) \*Sometimes referred to as multi-use paths (MUP) or trails.

A **RECREATIONAL PATH** is a (paved) bikeway physically separated from motor vehicle traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Recreational paths may also be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users. Most recreational paths are designed for 2-way travel. The recreational path DOES NOT meet the SUP min width of 10' and is generally a meandering nature path entirely contained within a public recreation area.

\*NOT INCLUDED IN NETWORK MAP: Paved shoulders and unpaved trails.