

TYPES OF BIKEWAYS



PAVED SHOULDERS

Paved shoulders are typical of highways and roads in rural areas, and **provide important safety benefits to minimize run-off-the-road crashes**, especially on higher speed (greater than 40 mph) roads. While paved shoulders are not dedicated bikeways, for bicyclists, paved shoulders provide important operating space. Adequate width (4' minimum) and bike friendly rumble strips are important design considerations.



BUFFERED BIKE LANES

Buffered bike lanes **add a striped buffer space between the bicycle lane and the motor vehicle traffic lane**, and where applicable, between an adjacent parking lane. Used on higher volume, higher speed streets, the buffered space effectively establishes the minimum 3 foot passing space required in many states, including Mississippi, and additionally, provides room for bicyclists to pass each other and avoid obstacles in bike lanes including the opening of parked car doors.



BIKE LANES

Bike lanes **provide dedicated operating space for bicyclists, and with paved shoulders**, have traditionally served as the foundation for bike networks for more experienced bicyclists. While bike lanes remain a good option for urban streets with moderate traffic volumes and speeds, creating more lateral distance between bicyclists and motor vehicles either with buffers or physically separated facilities is important for people of all ages and abilities.



SEPARATED BIKE LANES

Separated bike lanes **add a vertical element, such as plastic posts, bollards, medians or on-street parking**, that physically separates bicyclists from motor vehicle traffic. Combining vertical and horizontal separation clearly delineates the designated space for bicyclists and ensures a relatively safe and comfortable facility on higher volume, higher speed streets, including multilane streets and streets with higher truck volumes.



BIKE BOULEVARDS

Bike boulevards are **lower volume, lower speed local streets that offer a safe and comfortable option for bicycling compared to major streets**. Relatively low cost improvements such as shared lane pavement markings (sharrows), signage and mini-traffic circles reinforce the role of bike boulevards as safe and comfortable places to bicycle and discourage motor vehicle through traffic in neighborhoods.



SHARED USE PATHS/SIDEPATHS

Unlike the various bike lane types, **shared use paths and sidepaths are designed for use by both pedestrians and bicyclists**. Sidepaths are located within the street or road right-of-way, while shared use paths are located within an independent right-of-way. Shared use paths/sidepaths have become increasingly popular with the growing demand for walking and bicycling, and can provide important connections for longer distance trips.