

Definitions

Bikeway

A generic term for any road, street, path or way which in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or shared with other transportation modes.

Bicycle Facilities

A broad term which includes bikeways, shared roadways, shoulders (which may be used by bicyclists), traffic control devices, shelters, and parking facilities for bicycles.

The following are a glossary of the most commonly found bicycle facilities:

Bike Lanes

A bike lane is that portion of a roadway that has been designated for preferential or exclusive use by bicyclists. Bike lanes provide a dedicated travel lane within the street. Bicyclists travel one-way with the flow of traffic.



Example of a Bike Lane

Source: www.pedbikeimages.org/ Dan Burden

IDOT Guidance

The minimum width of a bike lane varies based on the roadway cross section.

For curbed streets without parking, bike lanes must be at least 4 feet wide (not including gutter pan) on each side of the road with longitudinal pavement markings, bike lane symbols, and Bike Lane signage.

For roadways with no curb and gutter, the minimum width of a bike lane should be 4 ft.

If parking is permitted, the bike lane should be placed between the parking area and the travel lane, and the shared area for parking and bike lanes is 15 ft.

Shared Roadway

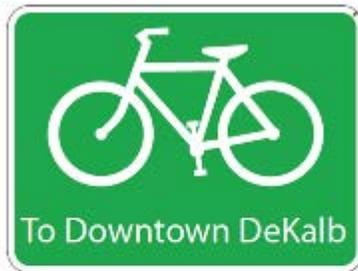
A shared roadway is defined as roadway where a separate bicycle lane is not designated and which may be legally used by bicyclists, regardless of whether the facility is specifically designated as a bikeway. On a shared roadway facility, bicyclists and motorists share the same travel lanes without a striped separation. Shared roadways include:

- Roads and streets with no bicycle provisions.
- Wide outside/curb lanes
- Roadway shoulders
- Designated bicycle routes

Bicycle Route/Signed Shared Roadway

Bicycle routes are specially designated shared roadways that are preferred for bicycle travel for certain recreation or transportation purposes. The 1999 AASHTO *Guide for the Development of Bicycle Facilities* also refers to a designated bicycle route as a signed shared roadway and lists the following reasons for designating signed bicycle routes:

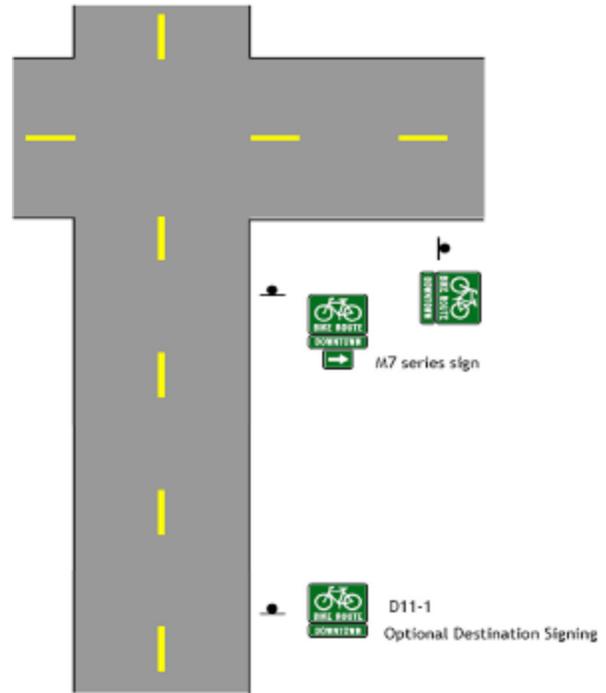
- The route provides continuity to other bicycle facilities such as bike lanes and shared-use paths.
- The road is a common route for bicyclists through a high-demand corridor.
- In rural areas, the route is preferred for bicycling because of low motor vehicle traffic volumes or paved shoulder availability.
- The route extends along local neighborhood streets and collectors that lead to internal neighborhood destinations, such as a park, school, or commercial district.



Sample Bike Route Signage

These types of signs would provide wayfinding to local cyclists and visitors in the area.

Source: ATA

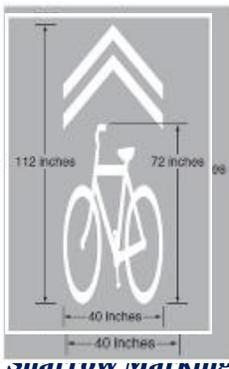


Typical Signed Shared Route Signage

Source: AASHTO Guide for the Development of Bicycle Facilities

Bike route signs may also be used on streets with bike lanes, as well as on shared-use paths. AASHTO recommends that bike route signs always include destination, direction, and distance information, regardless of the type of facility on which they are used.

Shared Lane Marking (Sharrow)



The Shared Lane Pavement Marking (Sharrow) shown here may be used to:

- Assist bicyclists with lateral positioning in a shared lane with on-street parallel parking in order to reduce the chance of a bicyclist's impacting the open door of a parked vehicle,
- Assist bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane,
- Alert road users of the lateral location bicyclists are likely to occupy within the traveled way,
- Encourage safe passing of bicyclists by motorists, and

Sharrow Marking

Source: MUTCD, Part 9, 2009

- Reduce the incidence of wrong-way bicycling. Wrong-way riding is a major cause of bicycle crashes nationally and violates the *Illinois Vehicle Code* (625 ILCS 5/11-1505). Shared Lane Markings should not be placed on roadways that have a speed limit above 35 mph.



Example of a Shared Lane

AASHTO Guidance:

If used in a shared lane with on-street parallel parking, Shared Lane Markings should be placed so that the centers of the markings are at least 11 feet from the face of the curb, or from the edge of the pavement where there is no curb.

If used on a street without on-street parking that has an outside travel lane that is less than 14 feet wide, the centers of the Shared Lane Markings should be at least 4 feet from the face of the curb, or from the edge of the pavement where there is no curb.

Shared Lane Markings should be placed immediately after

an intersection and spaced at intervals not greater than 250 feet thereafter.

Bicycle Path/Shared-Use Path/ Side Path

A shared-use path is a facility physically separated from the roadway and intended for bicycle and other non-motorized transportation (e.g., pedestrians, disabled persons in wheelchairs, in-line skaters). The terms path and trail are generally describing the same facility.

Shared-use paths serve a variety of purposes. They can be located along roadway right-of-way, abandoned railroad rights-of-way, along river banks, and other similar areas.

Shared use facilities are appropriate where there are few crossings with driveways and streets, due to the increased stopping distance required by a bicycle compared to a pedestrian.

IDOT Guidance

Shared-use paths should be a minimum of 10 ft wide with a 2 ft wide graded turf or gravel area adjacent to the path. Three feet is more desirable to provide additional clearance from trees, poles, walls, fences, guardrails, or other lateral obstructions.

For urban roadways, shared used paths should be separated horizontally from motorized traffic by at least



Shared Use Path on Annie Glidden Rd

5 ft. Paths should be no less than 10 ft from the edge of the traffic lane in a rural section.

Paved Shoulders

A shoulder is the portion of the roadway adjacent to the traveled way, for accommodation of stopped vehicles, emergency use, and lateral support of sub-base, base, and surface courses, often used by cyclists where paved. Bicycle accommodation on rural roadways includes paving a portion of the shoulder including paving shoulder at least 4 foot beyond edge of safety rumble strip. Paved shoulders are good for motorist safety and also provide a place for bicyclists to ride.



IDOT Guidance

When providing paved shoulders for bicycle use, widths of 4 to 8 ft are recommended, depending on the posted speed limit an average daily traffic of the roadway (IDOT BDE Manual, Figure 17-2.A).

Sidewalk

A sidewalk is defined as that portion of a street or highway right-of-way, beyond the curb or edge of roadway pavement, which is intended for use by pedestrians. Sidewalks provide many benefits including safety, mobility, and healthier communities. Typical recommended sidewalk width is a minimum 5 feet paved. Sidewalks are not usually recommended bicycle facilities.



Wide Curb Lane

A wide outside lane allows a motorist to safely pass a cyclist while remaining in the same lane. They are usually preferred in urban areas where shoulders are not provided.

AASHTO Guidance

A distance of 14 ft from the edge of pavement to the centerline or lane line is recommended for shared use in a wide curb lane.

What facilities do bicyclists use?

Most bicyclists ride on paved roads but off-road bicycle facilities still play a large role in bicyclist mobility. According to the National Survey of Pedestrian and Bicyclist Attitudes and Behaviors, after paved roads, sidewalks and paths are the most common facilities used by bicyclists. Shoulders and bicycle lanes are commonly used on-road facilities.

| Most Common Facilities Used by Bicyclists | Percent |
|--|----------------|
| Paved Roads (not on shoulder) | 48.1 |
| Sidewalks | 13.6 |
| Bicycle Paths/Walking Paths/Trails | 13.1 |
| Shoulders of paved roads | 12.8 |
| Bicycle lanes on roads | 5.2 |
| Unpaved roads | 5.2 |
| Other | 2.1 |

Source: The 2002 National Survey of Pedestrian and Bicyclist Attitudes and Behaviors

[This should be removed or updated as it is 16 years old](#)

