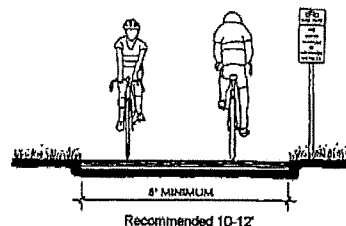
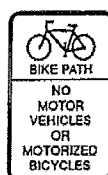


On-Street versus Off-Street

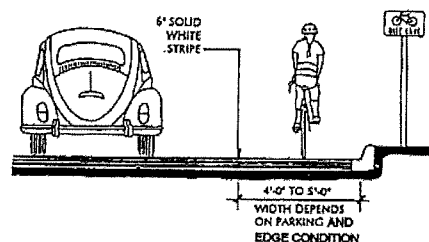
In Marin, as everywhere, there is a tremendous diversity of opinion on what is the best type of bikeway to focus on constructing. Caltrans identifies three types of Bikeways in Chapter 1000 of its Highway Design Manual as follows:

Multi-Use Pathway: Many paved pathways exist in Marin County that do not conform to established Caltrans design standards. This plan documents those paved pathways as functional transportation and recreational facilities. All new facilities are proposed to be built to Caltrans standards.

Class I Bike Path

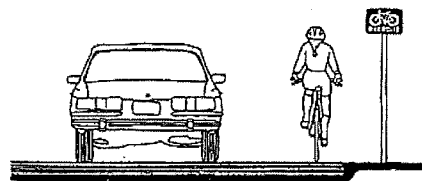


Class II Bike Lane



Class I Bikeway: Typically called a bike path. Provides for bicycle travel on a paved right of way completely separated from any street or highway. Could also be a shared bike and pedestrian use.

Class III Bike Route



Class II Bikeway: Referred to as a bike lane. Provides a striped and stenciled lane for one-way travel on a street or highway.

Class III Bikeway: Referred to as a bike route. Provides for shared use with pedestrian or motor vehicle traffic, is identified by signing and may include the use of "sharrows" (Shared Roadway Bicycle Marking stencils).

Multipurpose Trail: If a pathway is to be used primarily for recreational use and will not be constructed with transportation funding, it may be constructed to reflect local conditions and needs and need not necessarily meet Caltrans standards.

Class III/Shoulders: In addition, in many areas (such as in rural areas), separate bicycle lanes are often not feasible. For this reason, the designation "Class III/Shoulders" has been developed for this plan, to capture the existing and proposed shoulder conditions along certain roads.

Figure 1-1: Class I, II, and III Bikeways