

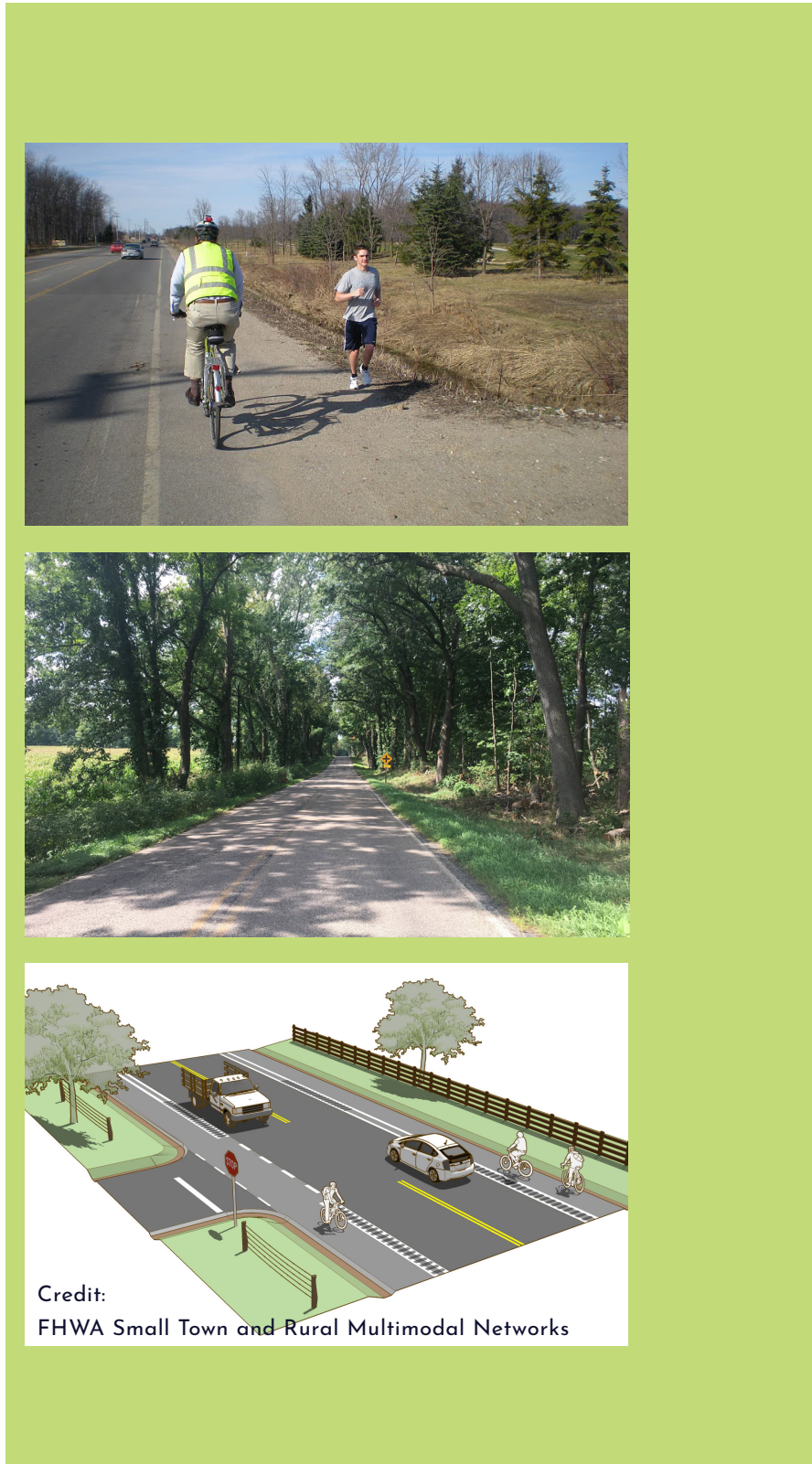
Priority Paved Shoulder Routes

Bicyclists riding between communities in rural areas seek routes that strike a balance between directness of route, the amount of traffic, topography, scenery, and the presence of a paved shoulder. The Priority Paved Shoulder routes identify the locations that meet those criteria and would benefit most from the addition of a wide paved shoulder. Given the default speed on rural roads is 55 mph, the speed differential between bicyclists and motorists is substantial and a crash between the two will almost always result in a fatality or serious injury for the bicyclist. For pedestrians, a paved shoulder is the only place in most cases to walk along the road. Thus paved shoulders should be viewed as important lifesaving safety features of a roadway.

Beyond the safety benefits for pedestrians and bicyclists, the paved shoulders provide benefits to road longevity and motorized user safety. Federal Highway Administration’s design guide for *Small Town and Rural Multimodal Networks* provides excellent guidance on how paved shoulder widths, markings at intersections, incorporation of rumble strips, etc. The minimum width for a paved shoulder is 4’ wide. Michigan Department of Transportation and other federal agencies do not recognize a 3’ wide paved shoulder as a bicycle facility.

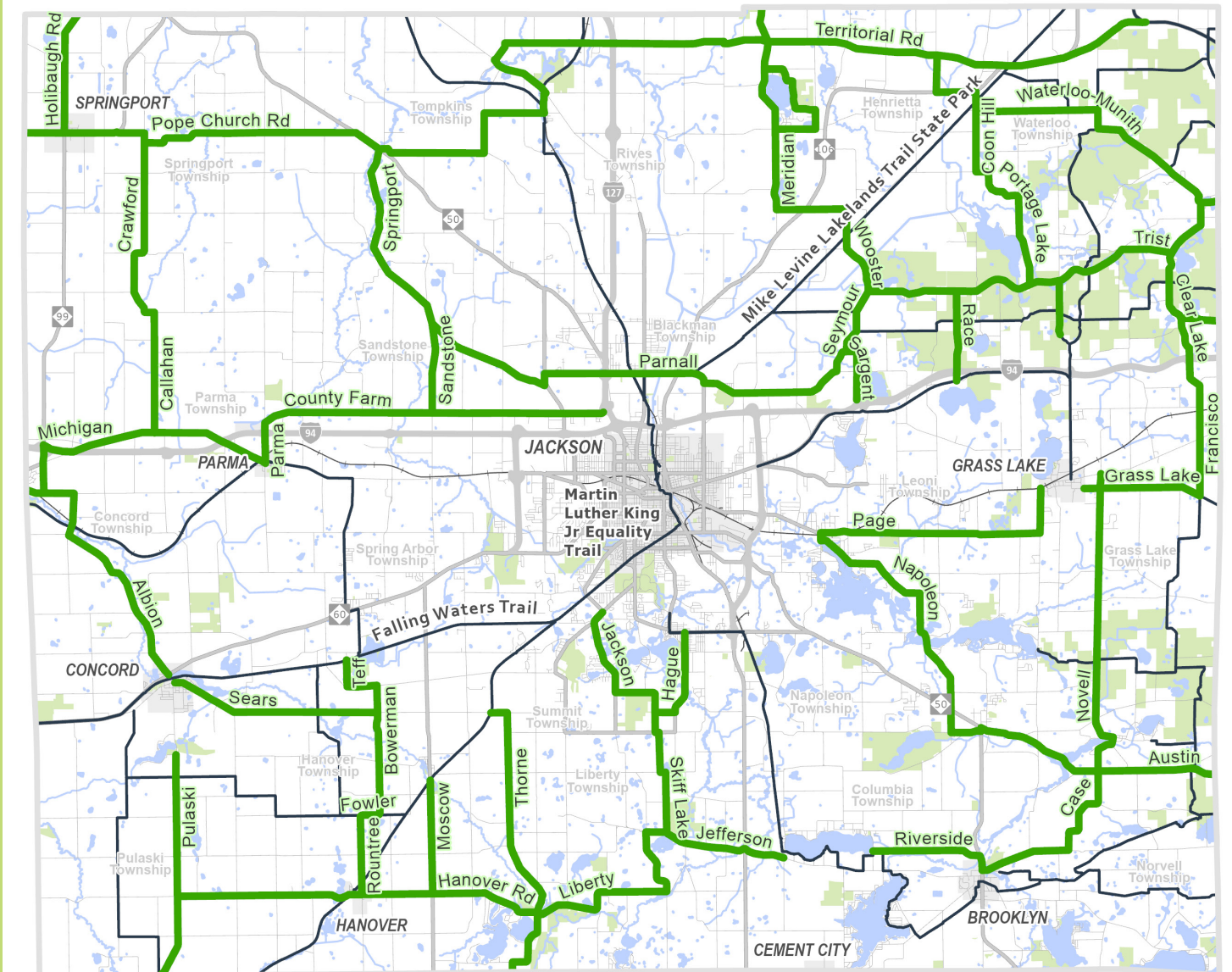
Public Would Like to See Built First:

- + Popular road route for cyclists (Seymour Road, O’Leary Rd, Clear Lake Road and Trist Road, Race Road)
- + Connection to Jackson College and Dahlem Nature Center (Jackson Road, Browns Lake Road and Wickwire)
- + Albion Road between Concord/Falling Waters Trail and Albion Connection to Meridian-Baseline State Park (N Meridian Road, Coonhill Road, Wooster Road)
- + Popular road route for cyclists between Hanover and the Falling Waters trail (Roundtree Road, Bowerman Road, Sears Road and Thorne Road)



Credit:
FHWA Small Town and Rural Multimodal Networks

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-  Regional | County Nonmotorized Network
-  Priority Paved Shoulder Routes