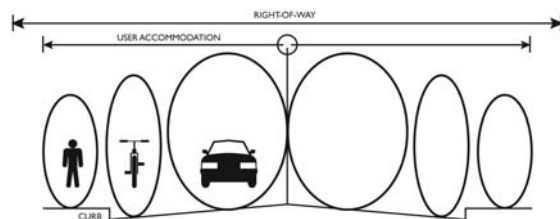


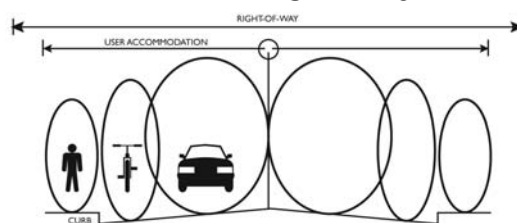
Figure 3-1 Summary of Multi-modal Accommodations (Fig. 5-6 of Guide)

Case 1: Separate Accommodation for All Users



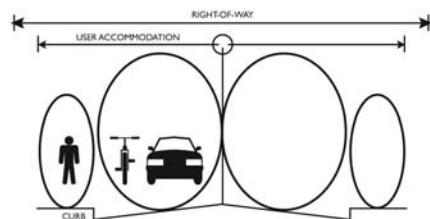
- Often the preferred option to provide safe, convenient, and comfortable travel for all users.
- Appropriate for areas with moderate to high levels of pedestrian and bicycle activity.
- Appropriate for roadways with moderate to high motor vehicle speeds.
- Appropriate in areas without substantial environmental or right-of-way constraints.

Case 2: Partial Sharing for Bicycles and Motor Vehicles



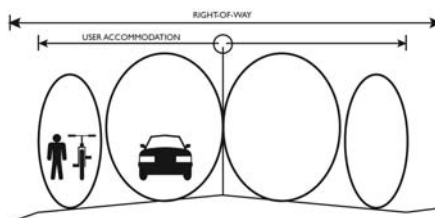
- Used in areas where the width necessary to provide Case 1 accommodation is not available.
- Under Case 2, pedestrians are provided with a sidewalk or separate path while space for bicyclists and drivers overlap somewhat.
- Appropriate in areas with low motor vehicle speeds and low to moderate motor vehicle volumes.

Case 3: Shared Bicycle/Motor Vehicle Accommodation



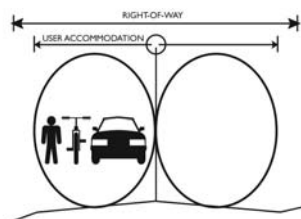
- Under Case 3, pedestrians remain separate but bicycle and motor vehicle space is shared.
- Used in densely developed areas where right-of-way is constrained.
- Also applicable to most residential/local streets where speeds and traffic volumes are low.

Case 4: Shared Bicycle/Pedestrian Accommodation



- Under Case 4, pedestrians and bicyclists share the shoulder.
- Common in rural or sparsely developed areas.
- Appropriate for areas with infrequent pedestrian and bicycle use.

Case 5: Shared Accommodation for All Users



- Under Case 5, all users share the roadway.
- Appropriate where user demands and motor vehicle speeds are very low or when severe constraints limit the feasibility of providing separate accommodation.

Source: MassHighway