**What's the difference between a greenway and a trail?**

Greenways and trails are located in urban, suburban and rural places. Greenways are designed for use by most people whether they walk, bike or wheelchair roll. Trails are often more rustic and may be over difficult terrain for all people to use. The Greenway offers a safe place for bicyclists, walkers, runners, and more — of all ages and abilities — to commute, exercise, and visit new destinations.

Bikeway- a path for the use of bicyclists. Mass DOT: What is a “bikeway”?

A facility intended for bicycle travel which designates space for bicyclists distinct from motor vehicle traffic. A bikeway does not include shared lanes, sidewalks, signed routes, or shared lanes with shared lane markings, but does include bicycle boulevards.

East Coast Greenway: Greenway defined

Traffic separated. Includes a physical barrier that combines both horizontal spacing and vertical elements to protect trail users from motor vehicles. • Firm surface. Easily navigable by a touring bicycle or wheelchair; may be paved or fine stone dust surface or other natural surface that a touring bicycle can easily and comfortably navigate. • Publicly accessible. Open and free to the public every day of the year. In a few areas, we have incorporated fee-charging ferry service, but we seek crossings that minimize cost and provide frequent service. • Wide enough for shared use. We aim for a 12 foot wide pathway but understand that may not always be achieved initially. In more rural areas, where use may be lower, a narrower width may suffice. All new trails are expected to be designed and built according to best practices (E.g., AASHTO standards for shared-use paths). • Avoids steep grades and steps that prohibit wheelchair access and make bicycle access difficult. See AASHTO guidelines on the acceptable grade of a shared-use path. • Integrated recreation and transportation infrastructure. The trail must route through a town or city center. Connects people to where they work, live, and play. • Responsive to new design. In addition to shared-use path designs, an on-road facility that provides a physical barrier separating users from motor vehicles may also be designated. The term “physical barrier” will be interpreted to include firm, fixed objects such as concrete barriers, planters, guard rail or vehicle railing or bollards. Bicycle lanes separated from motor vehicle traffic by flexible vertical delineators are generally not eligible for designation, although our new design exceptions may allow for designation of such facilities upon further review of the roadway context. In an instance where the facility prohibits pedestrian and wheelchair use, it may be designated as East Coast Greenway provided that there is a parallel facility for pedestrians and wheelchair users which is designated as well. These criteria are meant as a guide. For questions and guidance, contact us: [info@greenway.org](mailto:info@greenway.org)

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“Bikeway” means a linear, durably surfaced pathway, designed and constructed to safely accommodate usage by bicyclists and pedestrians for the purpose of recreational enjoyment and/or travel within or between communities. Bikeways must be principally separate, off-road facilities, and must connect destinations including public parks and open space areas, municipal and business centers, schools and other public facilities and/or regional or local bikeways. Bikeway, as defined herein includes “bicycle trails or paths” as defined in § 31-1-23 of the R.I. Gen. Laws, but also includes facilities designated to accommodate compatible uses other than bicycles. Bikeways must prohibit motorized vehicle usage except by authorized public safety or maintenance vehicles.

“Greenway” means corridor of protected open space managed for conservation, recreation and/or transportation purposes.

“Local bikeway” means a bikeway as defined herein that is constructed, owned and operated by state or municipal agencies and/or a non-profit groups which is open to the public and is consistent with the State Greenspace and Greenways Plan, and that is principally designed to: 1. Connect public parks and greenspace areas to municipal and business centers, schools and other public facilities, or otherwise accommodate recreational travel demands, generally within a single municipality, watershed or similar sub-state area, 2. Serve as a collector or feeder to a regional bikeway corridor designated in the State Greenspace and Greenways Plan; 3. Accommodate bicycle and pedestrian circulation needs within a single park or greenspace area managed for public recreational use and enjoyment.

“Recreational greenway” means a greenway as defined herein, that is managed principally for public recreational use and enjoyment, but that also provides transportation, conservation, agricultural preservation or other functions as subsidiary benefits. Recreational greenways, include but are not limited to, land, water, and associated facilities (trails, river ways, walkway or paths, signage, etc.) providing a continuous corridor connecting parks, recreational sites, and other destinations within or between communities.