

Lake Norman Regional Bicycle Plan Terminology

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Study Area- The portions of the region directly affected by the recommendations made as a part of the plan.

Bicycle Route- A system of multi-purpose paths and designated roads identified by consistent signage. These facilities are designated by the agencies having authority over the roadways and multi-purpose paths included in the route.

Bicycle Lane- A portion of a roadway reserved for preferential or exclusive use by bicycles through striping and/or pavement markings. A lane is at least four feet wide, not including concrete gutter pan. The shoulder must be at least four-feet wide to be classified as a striped bike lane with a bicycle logo installed on the lane.

Wide Outside Lane- The through lane closest to the curb and gutter of a roadway that allow motorists to move safely past bicyclists without changing lanes. They are wider than the adjacent inner lane and are typically 14 feet wide. Dedicated right turn only lanes are not used for wide outside lanes.

Wide Paved Shoulder- The part of the highway that is adjacent to the regularly traveled portion of the highway, and is on the same level as the highway. A paved shoulder bicycle facility refers to additional pavement width of at least four feet that has been added to an existing roadway in order to more safely accommodate bicycles, although any paving outside of the striped lane can be considered a paved shoulder.

Design Bicyclist- Persons who are comfortable riding a bicycle near traffic on roads with moderate volumes, either on a wide-outside lane, paved shoulder, or a bicycle lane. This user's needs are best met through striped bicycle lanes, wide outside lanes, or, where there are lower amounts of traffic, wide paved shoulders. Very low-volume signed shared roadways may also be appropriate.

Experienced Bicyclist- Persons who are comfortable riding *with* traffic as opposed to the "design bicyclist", who is comfortable operating *near* traffic. In rural areas these bicyclists value long stretches of road with few curb cuts or turning movements. In urban areas they can easily operate on roads in traffic with prevailing speeds up to 25 mph. Their needs are best met by signed shared roadways, wide outside lanes, paved shoulders, and dedicated bicycle lanes.

Novice Bicyclist- Relatively inexperienced bicyclists traveling relatively short distances at a low rate of speed. These bicyclists typically value scenic views and recreation destinations, such as parks. Their needs are best met by low-volume,

low-speed residential roads with signage, and, where necessary, traffic calming. In more urban areas these users' needs are best met with dedicated multi-purpose paths.

Multi-Purpose Path- A paved pathway physically separated from motor vehicle traffic, and can either be within the highway right-of-way or within an independent right-of way and easements. Multi-use pathways include bicycle paths, rail to trails or other facilities built for bicycle and pedestrian traffic. These travel surfaces are ten to 12 feet wide, with two-foot gravel screening shoulders on either side. Total facility clear width is 20 feet.

Shared Roadway – A roadway which is identified for bicycle route designation. This may be an existing, standard, low volume street with signage only; or a road with paved shoulders.

Main Route – The primary, continuous bicycle route of the Plan, encircling Lake Norman and connecting various destinations within the Lake's vicinity. The Spine Route may consist of any of the above described facilities.

Excursion Route – One of many secondary bicycle routes branching off the Main Route to provide alternative routes to various destinations in the Study Area. An Excursion Route may consist of any of the above described facilities.