



Bicycle Lane Ordinance Clarifications and Recommendations

September 2, 2025

Request: Council directed staff to research current bicycle lane code vagueness and return with recommendations.

Action: Reviewed Greensboro & Charlotte Bicycle Lane Ordinances, as well as supporting NCDOT information.



Bicycle Lane

Bicycle Lane: A bicycle lane is a portion of the roadway that has been designated by striping, signing, and pavement markings for the preferential and exclusive use of bicyclists. The street or portions of streets designated for traffic are established as bicycle lanes for the use of bicycles.

- Intended for bicyclist.
- Denoted with striping, symbols, and signs.
- Parking, walking, etc. not allowed in Bicycle Lane.



Multi-Use Lane: A Multi-Use lane is a portion of the roadway that has been designated by striping for the preferential use for motor vehicle parking, pedestrian walking, and recreating.

- Intended for all users.
- Denoted with striping only.
- Parking, exercising, etc. allowed.

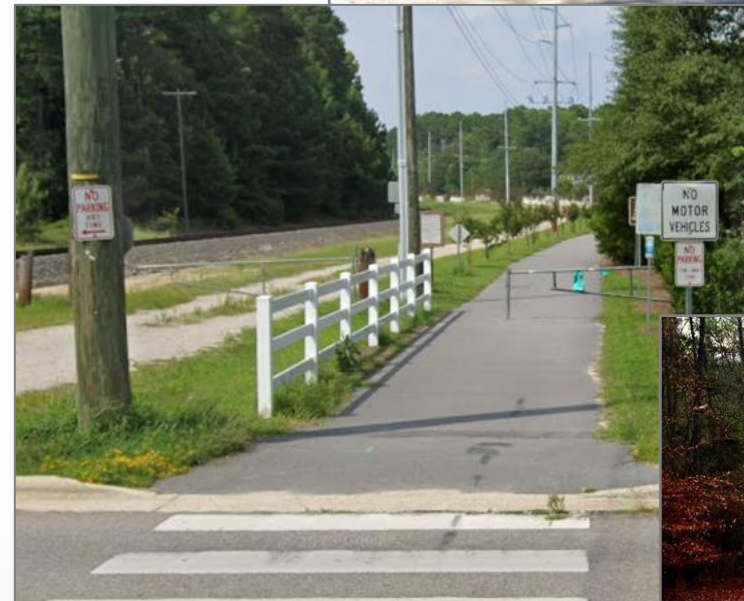


Multi-Use Path

Multi-Use Path: A shared-use path, greenway, or multi-use path is a pathway designed to accommodate the movement of pedestrians, cyclists, and other active lifestyles.

- Intended for pedestrians and non-motorized uses.

- Typically 6-10 feet wide and separated from the road.



CHAPTER 16 - MOTOR VEHICLES AND TRAFFIC

Article IX. - Operation of Vehicles

Sec. 16-263. Driving on Roadways Laned for Traffic.

All vehicles operated on any roadway which has been clearly marked with lanes for traffic shall be driven as nearly as practical entirely within a single lane and shall not be removed from such lane until the driver has first ascertained that such move can be made with safety.

Chapter 16

Article IX

Sec. 16-263 Driving on Roadways Laned for Traffic [ADD TO EXISTING]

1. Notwithstanding any other ordinance, no person shall drive a vehicle on or across a designated bicycle lane in such manner as to interfere with the safety and passage of people operating bicycles thereon. Pursuant to N.C.G.S. §14-4(b) a violation of this section shall be an infraction with a penalty of not more than fifty dollars (\$50.00).

Chapter 16

Article X Parking

Sec. 16-320 [NEW]

Blocking or obstructing public bicycle lanes.

1. When official traffic signs are in place designating a bicycle lane, it shall be unlawful to operate, drive, stop, stand or park a motor vehicle on or across a designated bicycle lane, except when it is reasonable and necessary:

- (a) To enter or leave a driveway; or
- (b) To enter or leave a legal curbside parking space; or
- (c) To cross an intersection; or
- (d) To make a turn within an intersection; or
- (e) To comply with the direction of any law enforcement officer or other person authorized to enforce this rule; or
- (f) To avoid an obstacle that leaves fewer than ten feet available for the free movement of vehicular traffic.

2. When official traffic signs are in place, designating a bicycle lane, it shall be unlawful for any person to drive, enter, stop, stand or park any motor vehicle within a bicycle lane. Pursuant to N.C.G.S. §14-4(b) a violation of this section shall be an infraction with a penalty of not more than fifty dollars (\$50.00).

Bike Plan (Updated 2020)

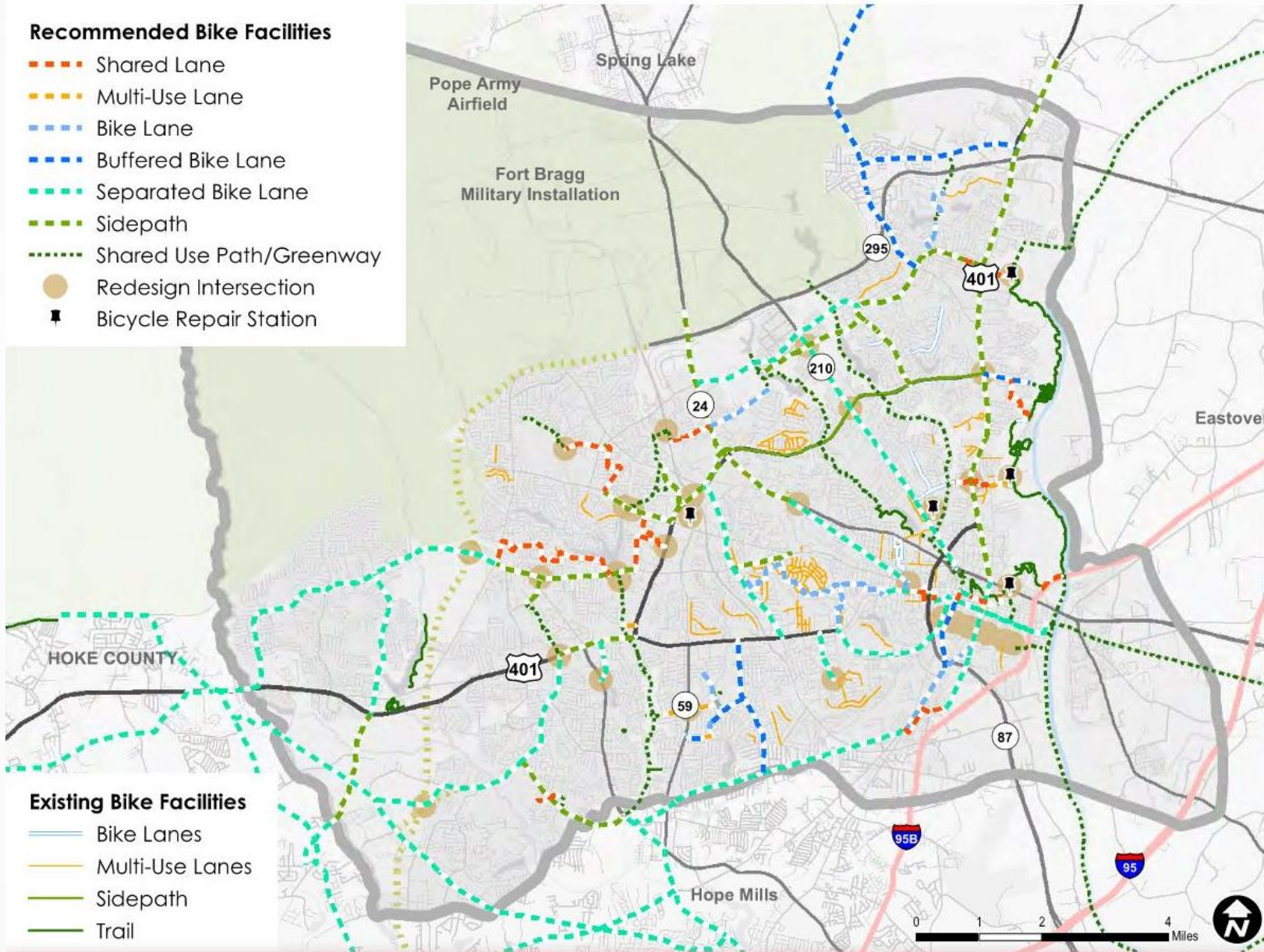
171 Projects
Recommended

Recommended Bike Facilities

-  Shared Lane
-  Multi-Use Lane
-  Bike Lane
-  Buffered Bike Lane
-  Separated Bike Lane
-  Sidepath
-  Shared Use Path/Greenway
-  Redesign Intersection
-  Bicycle Repair Station

Existing Bike Facilities

-  Bike Lanes
-  Multi-Use Lanes
-  Sidepath
-  Trail



Current Bicycle Plan Projects

| DESCRIPTION | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | TOTAL |
|----------------------|-------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| SOURCES | | | | | | | | |
| GO BONDS | \$ 340,000 | 100,000 | - | - | - | - | - | 440,000 |
| CAPITAL RATE PAY GO | - | - | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 | 500,000 |
| SOURCES TOTAL | \$ 340,000 | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 | 940,000 |

Current Bicycle Plan Projects

| Location | From | To | Cost | Recommended Project | | Length (ft.) |
|-------------------------------|--------------|------------|------------------|------------------------------|----------|---------------|
| | | | | Rank | Score | |
| Winslow Street ^B | Southern Ave | Rankin St | \$140,000 | 16 | 58.4 | 5,500 |
| Coventry Road ^A | Camelot Dr | Ireland Dr | \$100,000 | 23 | 55.1 | 4,073 |
| McGilvary Street ^A | Branson St | Robeson St | \$100,000 | 34 | 51.9 | 6,600 |
| McRae Drive ^A | McGill Dr | McBain Dr | \$60,000 | N/A; Selected for Continuity | | 2,200 |
| Total | - | - | \$400,000 | - | - | 18,373 |

^AResurfacing Complete – Pavement Markings Installed

^BResurfacing Is Planned

All projects align with proposed ordinance revisions

We anticipate requesting approval and matching funds for a municipal agreement in FY26 to update the Bicycle Plan in FY27.

We are continuing to utilize the 2020 Bicycle Plan.

Future Bicycle Plan projects will be reviewed against the proposed ordinance, should the ordinance be adopted.

We will provide Council with bicycle lane updates as future agenda items to inform where we are planning/converting/removing Bicycle Plan projects. This will include cost, location, and timelines.

Options:

Option 1 – Approve the Code of Ordinance amendments and place them on Consent Agenda for adoption.

Option 2 – Do not approve the recommended changes and provide further direction.

Recommended Action:

Option 1 – Approve the Code of Ordinance amendments and place them on Consent Agenda for adoption.



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