



# Bicycle Lane Ordinance Clarifications and Recommendations

*June 2, 2025*

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



**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.

**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.

**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.



Bicycle lanes are marked on the roadway and are intended for cyclists but are not necessarily physically separated from traffic. Bike lanes will include striping, bike symbols and bike signs. Parking is not allowed in Bike Lanes.



A multi-use lane is a lane marked on a roadway and designed for use by pedestrians and cyclists. Allowable uses include motor vehicle parking, walking, biking, trash collection, recreation etc.





Multi-Use Path, also known as a shared-use path, is designated to accommodate the movement of pedestrians and cyclists. Multi-Use Paths are typically wider than sidewalk (6-10 feet wide) and are separated from the roadway.



## CHAPTER 16 - MOTOR VEHICLES AND TRAFFIC

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### Article IX. - Operation of Vehicles

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#### **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).

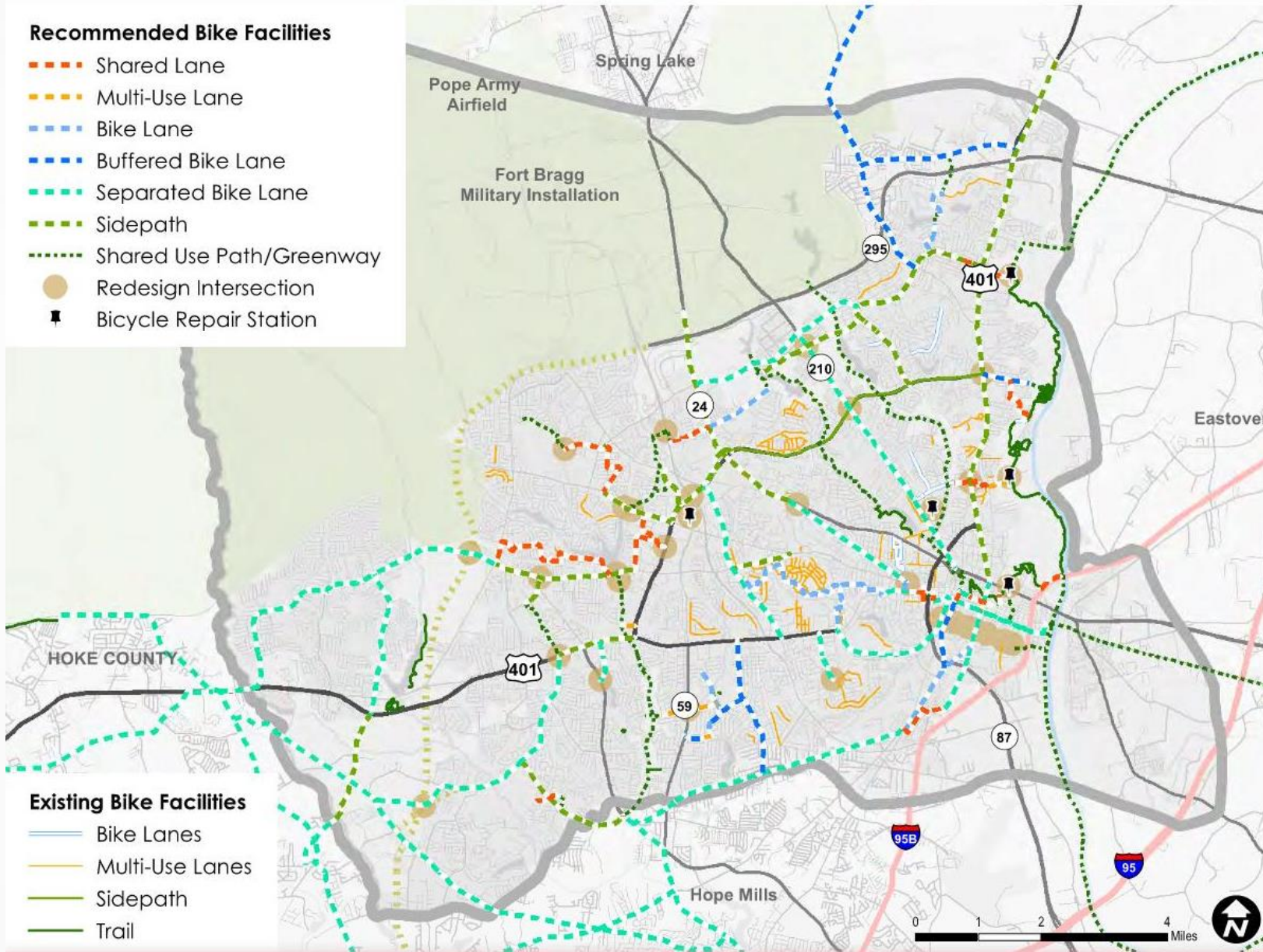


# Bike Plan (Updated 2020)

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
<b>SOURCES</b>								
GO BONDS	\$ 340,000	100,000	-	-	-	-	-	440,000
CAPITAL RATE PAY GO	-	-	100,000	100,000	100,000	100,000	100,000	500,000
<b>SOURCES TOTAL</b>	<b>\$ 340,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>940,000</b>

## Current Bicycle Plan Projects

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

<sup>A</sup>Resurfacing Complete – Pavement Markings Installed

<sup>B</sup>Resurfacing Complete – Pavement Markings To Be Installed

*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.

Should the proposed ordinance be adopted, it will take us several months to review the previous Bicycle Plan against the updated ordinance and provide new recommendations; Staff suggest waiting until the Bicycle Plan Update in FY27 is completed for future project recommendations.

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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