

Definitions

Many of following definitions are based on those found in the appropriate sources: Georgia Code; AASHTO Guide for the Development of Bicycle Facilities (Fourth Edition); the NACTO Urban Bikeway Design Guide (Second Edition), or guidelines from the Federal Highway Administration.

| General Terms |
|--|
| <p>Bicycle – The Official Code of Georgia classifies bicycles as vehicles, and the code and regulations that apply to vehicles apply to bicycles, unless the term “motor vehicle” is used.</p> |
| <p>Bicycle facilities – A general term denoting improvements and provision to accommodate or encourage bicycling, including parking and storage facilities, and shared roadways regardless of whether they are specifically designated for bicycle use.</p> |
| <p>Bikeshare – A program and facilities for short-term bicycle rental, usually accessed at kiosks with dedicated bicycles and docking stations. Within the Savannah area, “CAT Bike” is the bikeshare program administered by Chatham Area Transit (CAT) at the time of this writing.</p> |
| <p>Bikeway – A general term for any road, street, path, or way which in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.</p> |
| <p>Bikeway network – Here this term means the total network of bikeways identified in a referenced plan, regardless of whether the recommended type of facility exists or is proposed. The contents of the bikeway network may differ depending upon which plan is being discussed (e.g. previously adopted Bikeway Plan of 2000 or this newly adopted Non-motorized Transportation Plan).</p> |
| <p>Crosswalk – May be either marked or unmarked. Marked crosswalks have lines or other markings on the pavement. Unmarked crosswalks exist wherever a sidewalk approaches on one side of a roadway and continues on the other side of the roadway. <i>Thus, most intersections in central business districts have crosswalks on all four sides, even if no stripes or bars are on the pavement.</i> The definition of crosswalk is important for understanding what the Georgia code says about pedestrian right-of-way.</p> |
| <p>Lane diet – Within the Non-motorized Transportation Plan, this term describes an action in which the <i>width</i> of one or more roadway lanes is reduced, while total number of lanes remains unchanged. Reasons for such actions, depending on the situation, might include: to allow space to stripe a bicycle lane or to reduce motor vehicle speeds.</p> |
| <p>Pedestrian – Person who travels on foot or who uses assistive devices, such as a wheelchair, for mobility.</p> |
| <p>Road diet – Within the Non-motorized Transportation Plan, this term describes an action in which the <i>number</i> of lanes on a given roadway is reduced, e.g. a four-lane roadway being converted to a 3-lane roadway. Reasons for such action, depending upon the situation, are generally to improve safety for multiple types of users by: allowing space to stripe a bicycle lane, providing a protected pedestrian refuge area in the center of the road to facilitate crossings, providing a lane for left-turning vehicles to exit the main traffic stream.</p> |

Sidewalk – A paved facility intended for pedestrian travel. It is not designed for bicycle travel. Sidewalks are usually narrower than shared use paths, although central business districts, where many pedestrians are expected, often have wider sidewalks. Certain characteristics (such as proximity to building entrances) still make those wider sidewalks inappropriate for bicycle travel – i.e. width is not a fail-safe way to distinguish between sidewalks and shared use paths. Local ordinances may specify whether and where bicycles are allowed on sidewalks.

Specific Types of Bikeway Facilities or Treatments



MPC / Jane Love



www.pedbikemages.org / Lyubov Zuyeva

Bicycle lane – A portion of roadway that has been designated for preferential or exclusive use by bicyclists, by lane stripes with bike symbols, and, if used, signs. It is intended for one-way travel, usually in the same direction as the adjacent traffic lane, unless designed as a contra-flow lane. Two-way streets usually have one bicycle lane on each side. One special type of bicycle lane is a “*buffered bicycle lane*,” which has additional pavement area between it and the regular travel lane.

The lower image is an example of a **buffered bicycle lane**.



www.pedbikemages.org / Carl Sundstrom



Georgia Bikes! / Brent Buice


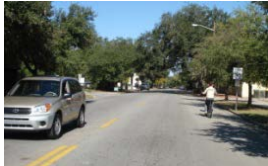



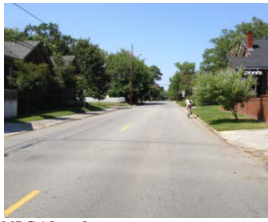
Cycle track – A type of bikeway that is physically protected from the adjacent motor vehicle traffic by some kind of barrier, such as a parking lane, tubular markers within a buffer area, raised or mountable curbs (in the case of “raised cycle tracks”), street furnishings, or low vegetation. Cycle tracks may be *one-way* (like an extra-protected, conventional bicycle lane) or *two-way*.

The lower image is an example of a two-way cycle track.



Google[®] Maps

Paved shoulder (narrow) – Within this plan, these are distinguished from regular “paved shoulders” in the following way: The pavement outside the line (and free of longitudinal joints and rumble strips) has width equal to or greater than 3 feet but less than 4 feet (unless on a road segment having posted speed limit greater than 45 mph, in which case widths less than 5 feet are also considered “narrow”). These are mostly referenced as existing conditions in certain segments, rather than as recommendations.

| | |
|--|---|
|  <p>www.pedbikeimages.org / Dan Burden</p> | <p>Paved shoulder (standard) – A paved portion of roadway contiguous with the traveled way that accommodates stopped vehicles, emergency use, and lateral support of subbase, base and surface courses, and which may be used by bicyclists and pedestrians. Within this plan, the paved area must have at least 4 feet free of longitudinal joints or rumble strips (unless on segments having speed limit greater than 45 mph, in which case it must have at least 5 feet).</p> |
|  <p>MPC / Jane Love</p>  <p>MPC / Jane Love</p> | <p>Shared lane – A lane of a traveled way that is open to bicycle and motor vehicle travel. It may or may not contain a pavement marking called a “<i>sharrow</i>” (share + arrow).</p> <p>The lower image shows a sharrow on Barnard St.</p> |
|  <p>MPC / Joanna Bounds</p>  <p>www.pedbikeimages.org / Reuben Moore</p> | <p>Shared use path – A facility shared by multiple types of users, such as bicyclists, pedestrians, skaters, and runners, and that is physically separated from the motor vehicle traffic by an open space or barrier. Shared use paths are usually two-way facilities. Such a path may be within an independent right-of-way or within the highway right-of-way. The latter type can be called a “<i>sidepath</i>,” and is located immediately adjacent and parallel to the roadway.</p> <p>The lower image is an example of a sidepath.</p> |
|  <p>MPC / Jane Love</p> | <p>Wide curb lane (or wide outside lane) – A wide travel lane, next to curb or edge of roadway, which is at least 14 feet wide, not counting the gutter pan or the area used by on-street parking. This is essentially a wider-than-usual shared lane. (The reason that this segment of Paulsen St., pictured at left, has wide curb lanes, while Habersham St. pictured for “Shared Lane” above does not, is because on-street parking is not allowed on this segment of Paulsen St.)</p> |