



AUSTIN BIC



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APPENDIX A: DEFINITIONS



BICYCLE

A device that a person may ride and that is propelled by human power and has two tandem wheels at least one of which is more than 14 inches in diameter. (Texas Transportation Code, Chapter 541. Definitions, Subchapter C)

BICYCLE BOULEVARD

A street on which bicycles have preference over cars and are designed in a way to effectively divert motorized traffic. Design elements may include, but are not limited to, diverters, reconfiguration of stop signs to favor the bike boulevard, traffic calming and shared lane markings, and crossing improvements at high traffic crossings.

BICYCLE FRIENDLY (BIKEABLE)

Descriptive term that describes policies, places and practices which make it easier for people to ride bicycles.

BICYCLE LANE (BIKE LANE)

An area within the roadway specifically designated for the use of bicycles.

BICYCLE NETWORK

A network of bicycle routes.

BICYCLE PATH (BIKE PATH, SEPARATED BIKEWAY)

An area not within the roadway specifically designated for the use of bicycles.

BICYCLE PLAN IMPLEMENTATION CHARTER

A document issued by the Bicycle Program that formally authorizes the existence of the Bicycle Plan and provides the Bicycle Program Manager with the authority to apply organization resources to project activities. A charter will be produced for each city department outlining the action items in this Bicycle Plan which rely on resources from that department.

BICYCLE ROUTE (BIKE ROUTE)

A segment of a bicycle network designated by the jurisdiction having authority with appropriate directional and informational markers, with or without specific bicycle route number.

BICYCLE SYSTEM

The combination of the bicycle network and end-of-trip or support facilities, such as bicycle parking and showers and changing facilities,

BICYCLIST

A person operating a bicycle.

BIKEWAY

Any road, path, or way that in some manner is specifically designated as being for the exclusive use of bicyclists.

CENTRAL AUSTIN AREA

Area defined by the Bicycle and Pedestrian Program, bound roughly by Oltorf Street to the south, Pleasant Valley Road to the east, FM 2222 to the north, and MoPac to the west. Includes 2000 Travis County Census Tracts 1.01, 2.01, 2.03, 2.04, 3.01, 3.02, 4.01, 4.02, 5.00, 6.01, 6.03, 6.04, 7.00, 8.01, 8.02, 8.03, 8.04, 9.01, 9.02, 10.00, 11.00, 12.00, 13.03, 13.04, 13.05, 14.01, 14.02, 14.03, 16.02, 16.03, 16.04, 16.05, 16.06, 19.01, 19.11, 23.04, 23.15, 23.16

COMPLETE STREET

A street that is designed and operated to enable safe access for all users, including, but not limited to, pedestrians, bicyclists, motorists, and bus riders of all ages and abilities. All users should be able to safely move along and across a complete street.¹

ELECTRIC BICYCLE

A bicycle that

- (a) is designed to be propelled by an electric motor, exclusively or in combination with the application of human power;
- (b) cannot attain a speed of more than 20 miles per hour without the application of human power; and
- (c) does not exceed a weight of 100 pounds.

(Texas Transportation Code, Chapter 541. Definitions, Subchapter C)

END-OF-TRIP FACILITIES

Includes supportive facilities for bicycling, such as bicycle parking or shower and changing facilities.

FACILITY HIERARCHY

The following describes facility hierarchy from most conservative to least conservative bicycle facility:

- Bikeway
- Multi-use Path
- Protected Bicycle Lane
- Bicycle Lane/Traffic Calming/Bicycle Boulevard
- Shoulder (greater than 8')
- Shoulder (4' to 8' wide)
- Shared Lane Marking with Wide Curb Lane (equal to or greater than 14')
**only available upon adoption of the Bicycle Shared Lane Marking into the TXMUTCD*
- Wide Curb Lane (equal to or greather than 14')
- Shared Lane Marking with Shared Lane (less than 14')
**only available upon adoption of the Bicycle Shared Lane Marking into the TXMUTCD*

1 Adapted from the definition established by Complete the Streets. (2005). *Complete the Streets*. Retrieved February 13, 2009 from <http://www.completestreets.org/>.



- Shared Lane (less than 14')
- Sidewalk

LANE DIET

A type of roadway conversion project where the existing travel lanes are narrowed to accommodate a bicycle facility.

MULTI-USE PATH

An area designed for the shared use of bicycles, pedestrians, or other designated users.

PEDESTRIAN

A person on foot. (Texas Transportation Code, Chapter 541. Definitions, Subchapter A)

PROTECTED BIKE LANE

A bicycle lane that is separated from traffic with a row of parked cars, a curb, or other physical separation.

ROAD DIET

A type of roadway conversion project where travel lanes are removed from a roadway and the space is utilized for other uses and travel modes, including bicycle lanes.

SHARED LANE

Any travel lane that is 14 feet wide or less that may be legally used by bicycles regardless of whether such facility is specifically designated as a bicycle route. The lane width is measured from the lane stripe to the edge of the gutter pan. When the lane is less than 14 feet wide, the bicyclist may take the lane.

SHARED LANE MARKING

A marking on the roadway that indicates where within a shared lane or wide curb lane a bicyclist should be positioned. The preferred shared lane pavement marking by the Federal Highway Administration and National Committee on Uniform Traffic Control Devices is the bike and chevron marking.

SIDEWALK

The portion of a highway designed for preferential or exclusive use by pedestrians.

SUPER ROUTE

Major route in a bicycle or pedestrian plan that extends over a significant portion of the specified area. Super routes will usually be wider such as a wide bike lane or bikeway/multi-use path, and other bicycle or pedestrian routes will feed into it. A super route can then be used as a major transportation corridor.

TRAFFIC CALMING

The combination of mainly physical measures that reduce the negative effects of motor vehicles, alter driver behavior and improve conditions for non-motorized street users.

Appendix A :: Definitions

UTILITARIAN BICYCLIST

A person seeking a trip destination point such as libraries, schools, recreation areas, and work centers. A bicyclist seeking a destination.

WIDE CURB LANE

The right-most through traffic lanes that are greater than 14 feet wide, measured from the lane stripe to the edge of the gutter pan. Bicyclists and motorists may share the lane side by side.

WIDE SHOULDER

Not placed on low volume roads, instead wide shoulders are used on major roads for vehicle emergencies, averting accidents and for non-motorized use such as bicycle travel.