

CENTRAL INDIANA RIDE GUIDE

DEFINITIONS

Indianapolis Metropolitan Planning Organization

MULTI-USE PATH

- » intended for multiple users including pedestrians, bicyclists, and other non-motorized users
- » materials vary (concrete pavers, asphalt, gravel, etc.); if unpaved, designated as such on maps
- » widths vary, often at least 8' wide clearance
- » typically bidirectional
- » may parallel roadways, waterways, utility corridors, railways, or travel through other off-street areas
- » maybe directly adjacent to roadway curb or separated by a natural or other material buffer
- » may have a name or special signage associated with it
- » appropriate for all ages/abilities

PROTECTED BIKE LANE

- » intended for bicycle users
- » designated space, often painted lanes, within the roadway
- » include buffer from motorized vehicles such as vertical bollards, concrete curbs, a lane of parked cars, etc.
- » may parallel the direction of motorized vehicle travel or may be a separated, on-street 2-way bicycle facility
- » appropriate for all ages/abilities

UNPROTECTED BIKE LANE

- » intended for bicycle users
- » designated space, often painted lanes, within the roadway
- » often parallel the direction of motorized vehicle travel
- » may include sharing space with roadway turn lanes at intersections
- » appropriate for alert bicycle riders

SECONDARY LINKS

- » Off-Street connections through public or semi-public space
- » May be paved or unpaved
- » May provide a shorter connection between two bikeways, or may provide access from a bikeway to an interior destination
- » May be narrower paths than MUP
- » May have restricted access during certain days/hours, especially if located in a residential subdivision or school/corporate/etc. campus

SIDEWALK

- » **NOT SHOWN ON RIDE GUIDE**
- » primarily intended for pedestrian users
- » typically concrete
- » width varies but may be over 8' wide clearance where buildings are abutting the sidewalk
- » appropriate for all pedestrian users
- » NOT shown on the Ride Guide due to unpredictable pedestrian movements from the perspective of a bicycle rider. Preferred area for rider to dismount.



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GUIDING PRINCIPLES

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PRIORITIZE PURPOSEFUL TRIPS

- » A purposeful trip is one that requires being somewhere on time or carrying something (work equipment, delivery items, purchases, etc.) during the trip. For example: commuting, running errands, going to school or the dentist, etc.
- » Can include recreation bike facilities, but those are not the focus (sometimes a trail through a park can be a shortcut to staying on a Multi-Use Path, for example)
- » Bicycling as transportation includes wearing clothing appropriate for the destination (formal or informal), not special clothing designed for speed or exercise.

ALL ABILITIES

- » A new or out-of-practice bicycle rider should be able to use any of the facilities with at least moderate comfort
- » Bike Lanes are labeled as “protected” or “unprotected” as a nod that comfort and safety on protected lanes will be higher than on unprotected ones.

MAP-BASED RESOURCE

- » A trip-based resource is different than a map-based resource. For example, transit systems often have both route maps and a “trip planner” tool (trip-based query system) that have different purposes.
- » Having small connector segments connecting to building entrances makes sense for trip-based queries, but not for a static map.

CROWDSOURCE TOOL

- » Our region is 1,500+ square miles. Identifying a significant amount of amenities would be very costly and time-consuming for staff.
- » Amenities may include bike racks, public restrooms, park and ride locations, bike shops, etc.
- » Annually during May, frequent bicycle users can help IMPO identify amenity locations both on- and off- of the map’s identified bikeways, and also notify IMPO when any of those facilities are moved, inoperable, or removed.

IDENTIFYING NEEDED INVESTMENTS

- » Mapping existing all-ages bikeways and unprotected bike lanes creates a visual inventory of facilities
- » Areas with fewer or no bikeway facilities can be identified as priorities for investment, further narrowing investment priorities by comparing to population and destination data.

A REFERENCE, NOT A PERSUASION

- » Mapped bikeways can be a reference for someone looking for a direct, safe route to a destination.
- » Bicycling advocacy organizations may encourage new, occasional, or regular riders to use various facilities including bikeways and streets, often in group settings, to establish their confidence.



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ACKNOWLEDGMENTS

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PEDESTRIAN-FOCUSED TRANSPORTATION IS DIFFERENT FROM BICYCLE-FOCUSED TRANSPORTATION

- » This is mostly due to speed and distance covered
- » A person running or walking for recreation will need more frequent bathrooms and water stops than someone on a bicycle, who might not need any depending on their destination.
- » While purposeful bicycle trips may be short or long, purposeful pedestrian trips are short by nature.

RUNNING IS DIFFERENT FROM WALKING

- » Walking is much slower and more likely to be a segment of a purposeful trip and not an entire purposeful trip for the majority of people, especially outside urban areas.
- » Running fits much more in the “recreational” category than “transportation”.

A BIKEWAY CATEGORY ON THE RIDE GUIDE IS DIFFERENT THAN A BIKEWAY DESIGN TYPE

- » Several of our region’s bikeway plans include bikeway design types but often describe them more from an engineering perspective than an experience perspective. For example, a protected bike lane may include design subtypes such as a) next to traffic, b) between cars and sidewalk, c) a cycle track, etc.
- » The Ride Guide simplifies various engineering types into basic bikeway types for ease of reference by people seeking a bikeway from their origin to their destination, which may use various design types.

“MICROMOBILITY” VEHICLES MAY OR MAY NOT BE ALLOWED ON BIKEWAYS IN THE RIDE GUIDE

- » Municipalities and Counties in Central Indiana have various definitions of “micromobility” and may permit or prohibit them.
- » Generally, micromobility includes powered vehicles that do not exceed 20mph, regardless of power supply. Any vehicle exceeding 20mph is discouraged (or may be prohibited in some jurisdictions) on bikeways.
- » Often includes e-bikes, scooters, one-wheelers, e-skateboards, etc.
- » Often does not include, but depending on jurisdiction may include, golf carts and electric dirt bikes or mo-peds.

