

- Recommended Bikeways**
- Multi-Use Paths
 - Buffered or Protected Bike Lanes
 - Bike Lanes
 - Neighborhood Byways
 - Neighborhood Byways Crossings & Improvements
 - Shared Roadways*
 - Bikeways Proposed in Univ. of Utah Bicycle Master Plan
 - Requires Further Study
 - Transvalley Corridor**

- Existing Bikeways**
- All Existing Bikeways
 - Natural Surface Trails (Bonneville Shoreline)

- Existing Transit Facilities**
- TRAX/Streetcar/FrontRunner Stop
 - ||||| TRAX/Streetcar/FrontRunner Line

*Includes marked & signed shared roadways

**The exact alignment for the Transvalley Corridor (800 S/900 S) is pending. Per the 1992 Salt Lake City Open Space Plan, the Transvalley Corridor is an opportunity to link "the City east of I-15 to the City west of I-15 and provide a pedestrian and bicycle route from the foothills, through the urban area, into the wetlands." The map shows a western terminus based on the City's 1992 Open Space Plan. Due to changes in this area of the city, a different western connection may now be appropriate, possibly extending to the Salt Lake Marina or Antelope Island.

Note: The protected bike lanes on 200 E (South Temple to 900 S) and 300 E (100 S to 600 S) are both shown on the map, but only one of the two options will be constructed.

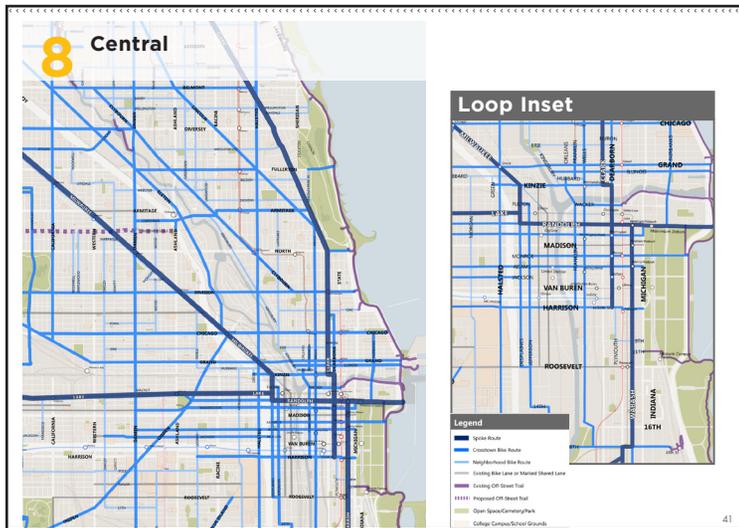


CHICAGO, IL

LOCATION	YEAR	PUBLICATION	RESPONSIBLE AGENCY
CHICAGO, IL	2012	CHICAGO STREETS FOR CYCLING 2020	CITY OF CHICAGO

KEY MAP FEATURES

Full Map (Click to view full size)



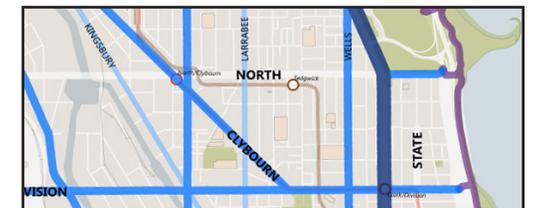
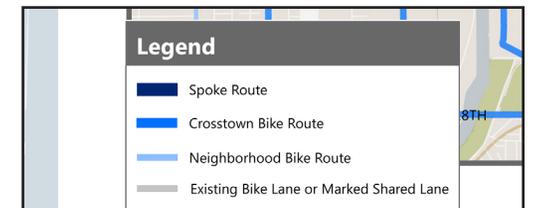
Inset map provides additional information about important area

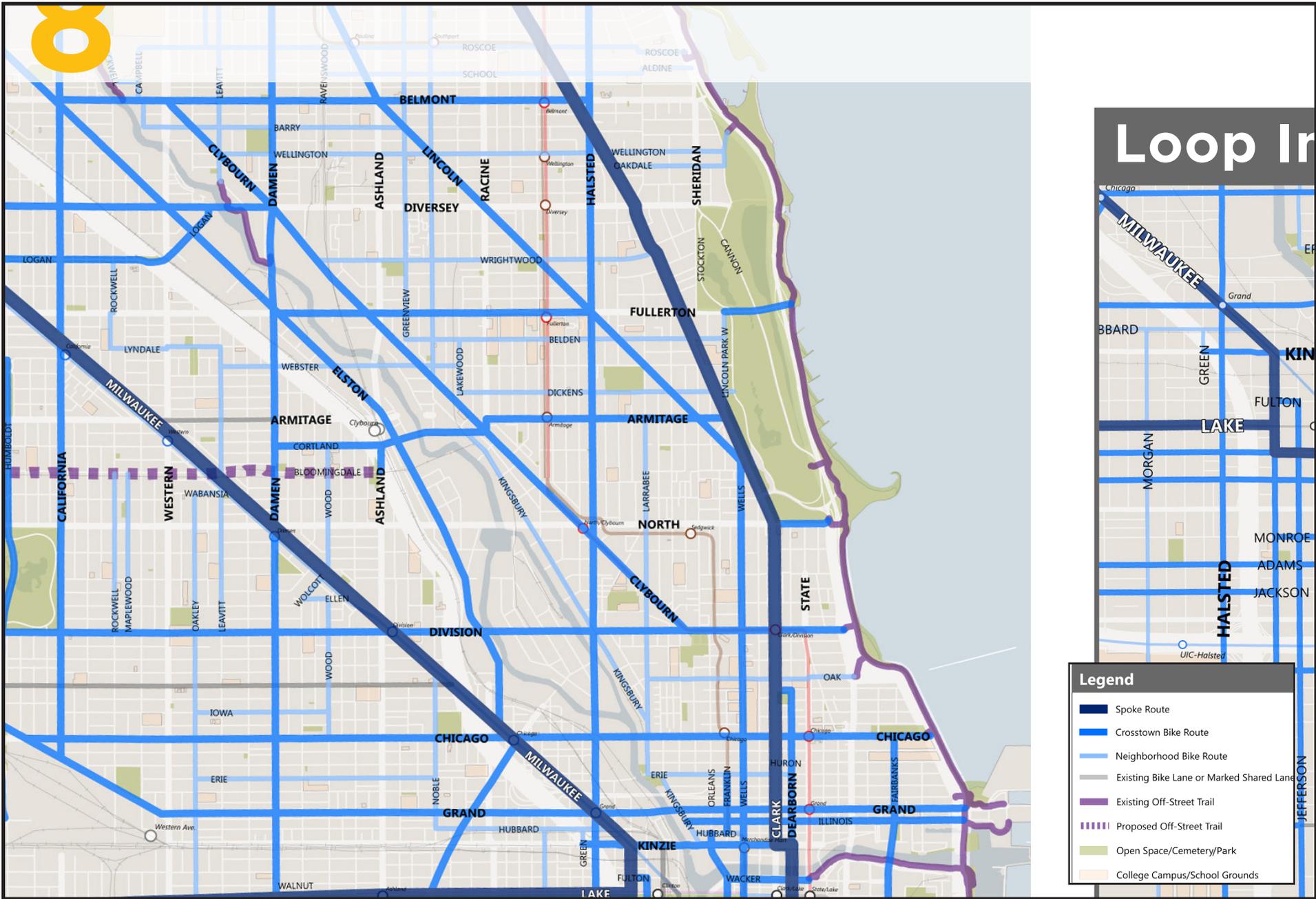


Route hierarchy shown using line thickness and color saturation



Shows connections to network of off-street trails



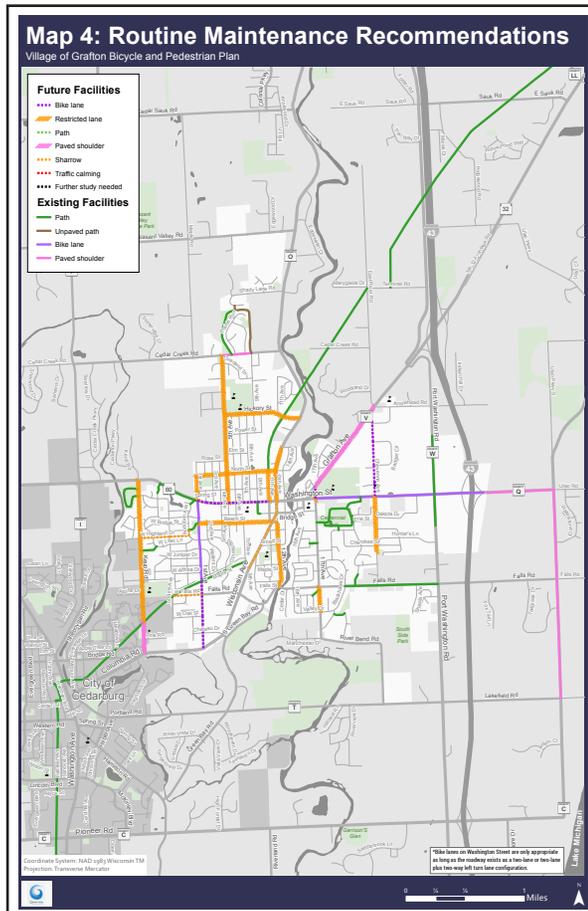


GRAFTON, WI

LOCATION	YEAR	PUBLICATION	RESPONSIBLE AGENCY
GRAFTON, WI	2015	VILLAGE OF GRAFTON BICYCLE AND PEDESTRIAN PLAN	VILLAGE OF GRAFTON

KEY MAP FEATURES

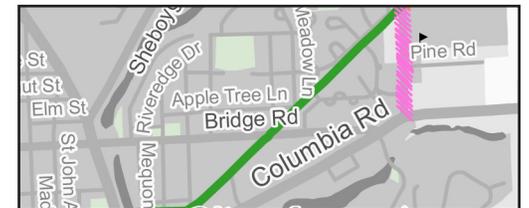
Full Map (Click to view full size)



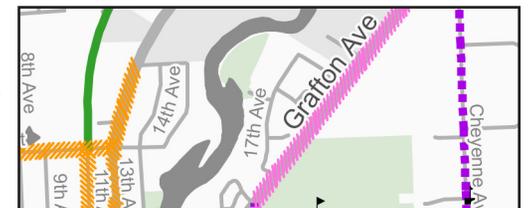
Shows ‘restricted lanes,’ a unique facility where bicyclists share a lane with parking and right-turning vehicles

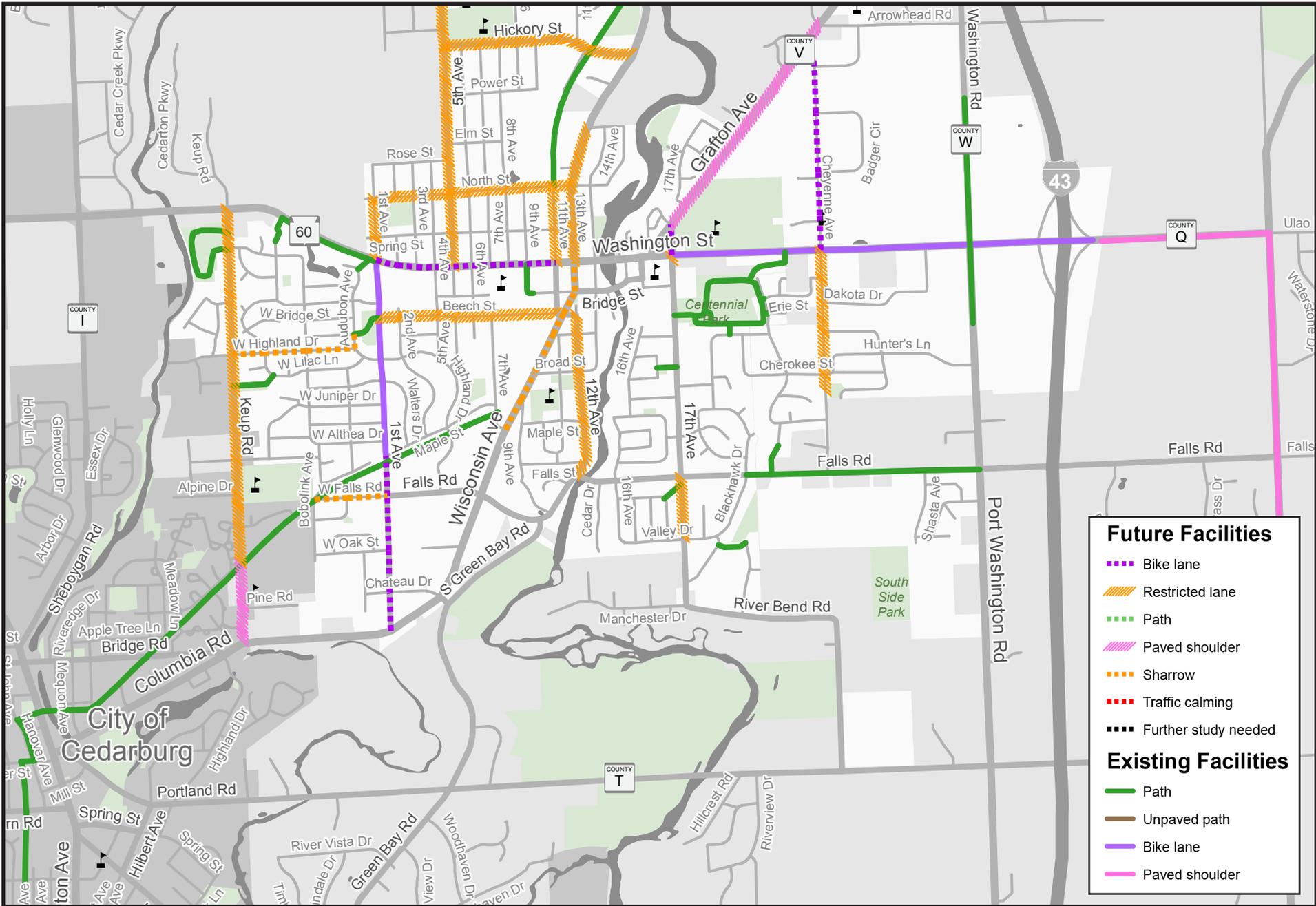


Highlights future and existing paved shoulders, an important bike facility in more rural communities



Highlights streets keyed for future traffic calming



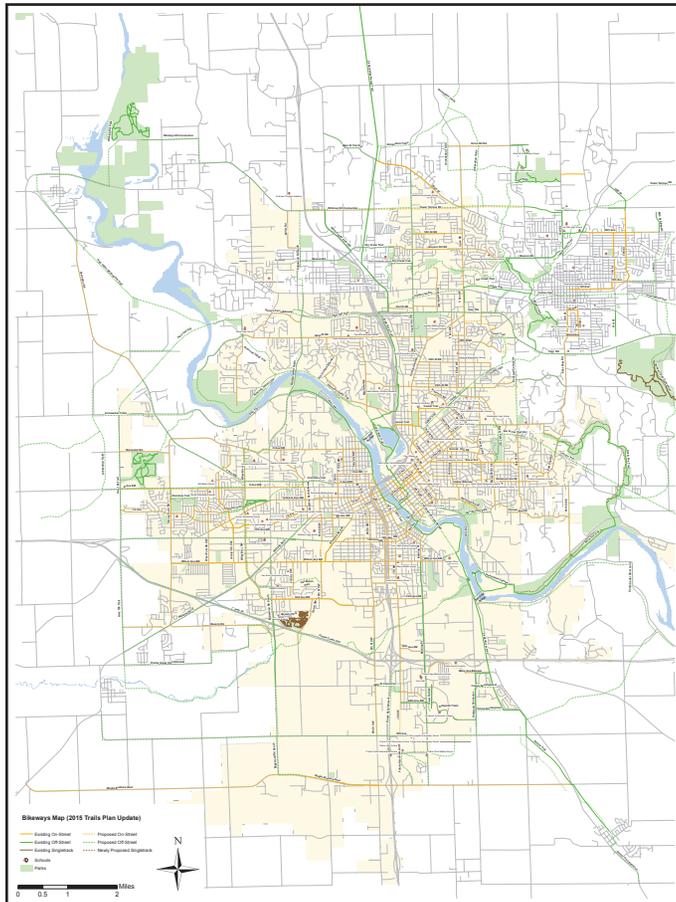


CEDAR RAPIDS, IA

LOCATION	YEAR	PUBLICATION	RESPONSIBLE AGENCY
CEDAR RAPIDS, IA	2015	CEDAR RAPIDS COMPREHENSIVE TRAILS PLAN	CORRIDOR METROPOLITAN PLANNING ORGANIZATION

KEY MAP FEATURES

Full Map (Click to view full size)

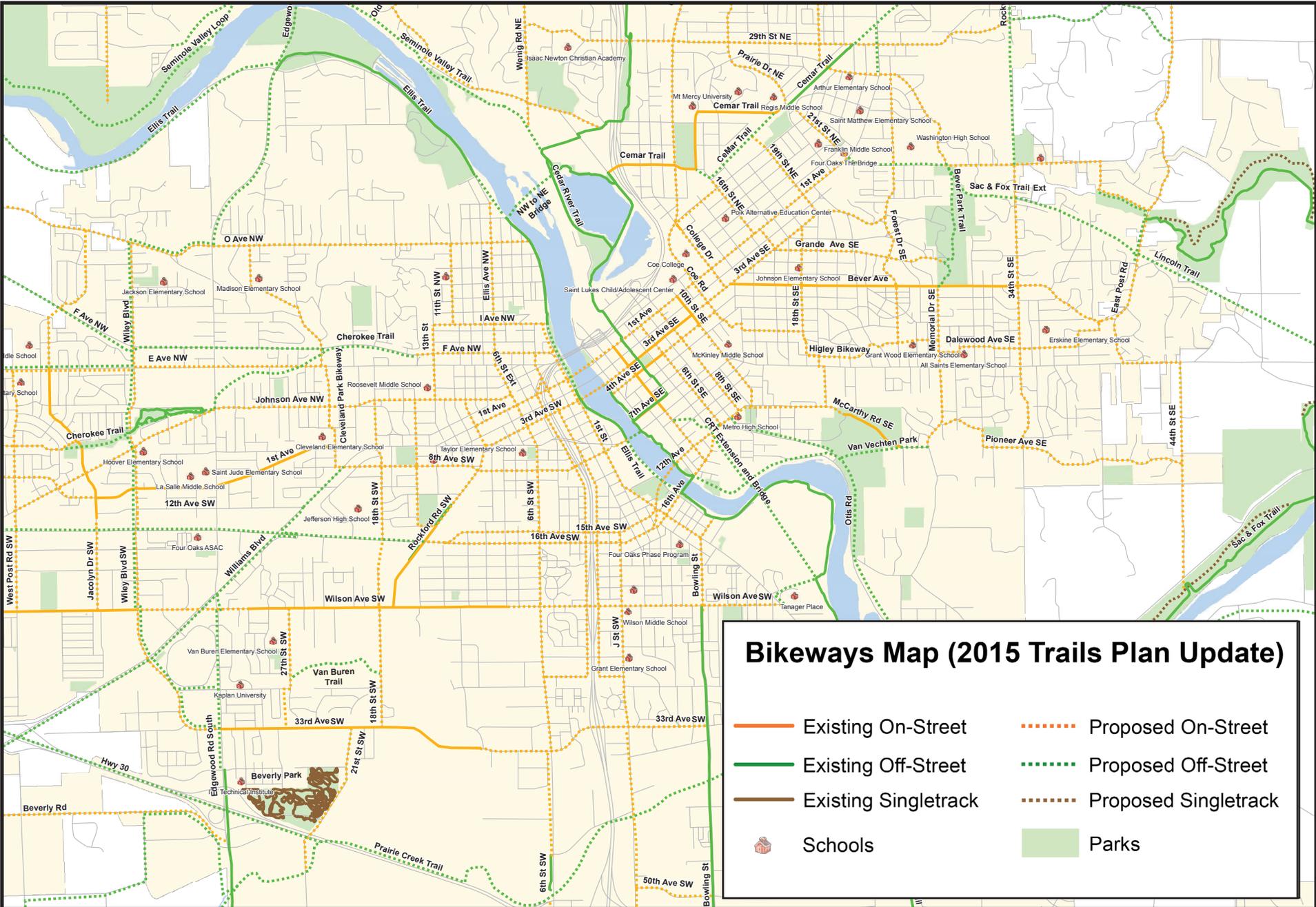


Highlights nearby jurisdictions



Includes flexible facility typologies





SEATTLE, WA

LOCATION	YEAR	PUBLICATION	RESPONSIBLE AGENCY
SEATTLE, WA	2015	SEATTLE BICYCLE MASTER PLAN UPDATE	SEATTLE DEPARTMENT OF TRANSPORTATION

KEY MAP FEATURES

Full Map (Click to view full size)



Unique symbology for proposed facilities

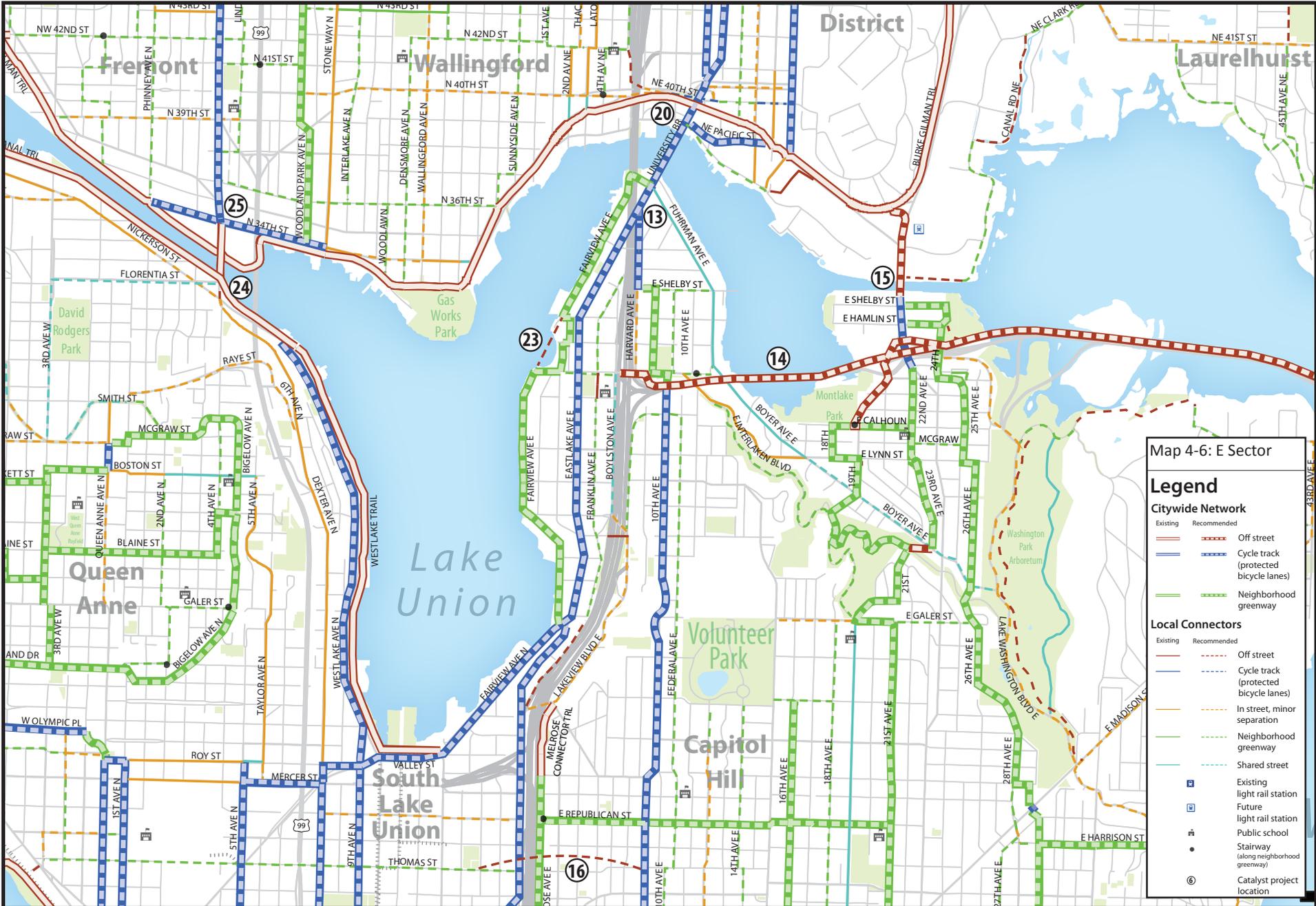


Recommendation hierarchy delineated by line weight



Neighborhood names highlighted to orient users

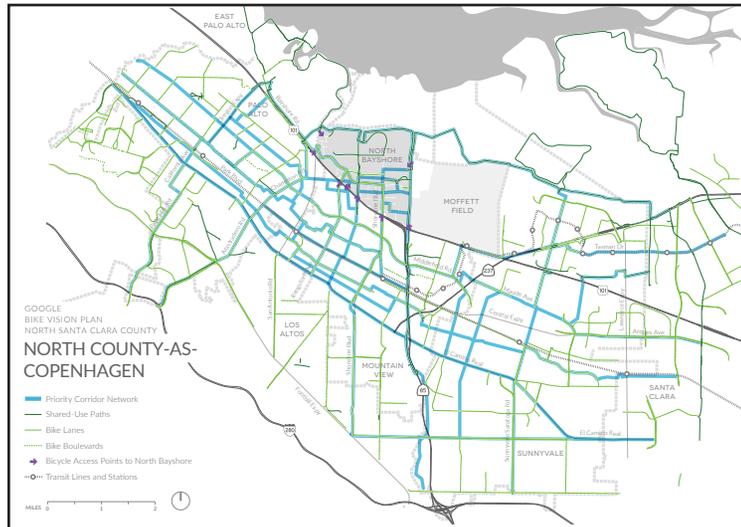




NORTH SANTA CLARA COUNTY, CA

LOCATION	YEAR	PUBLICATION	RESPONSIBLE AGENCY
NORTH SANTA CLARA COUNTY, CA	2015	GOOGLE BIKE VISION PLAN	GOOGLE

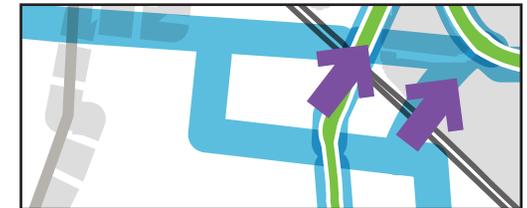
Full Map (Click to view full size)



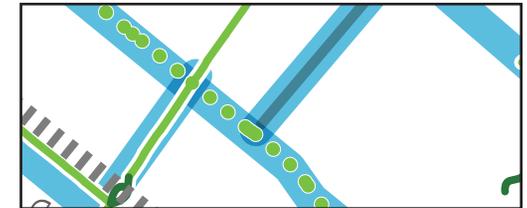
KEY MAP FEATURES



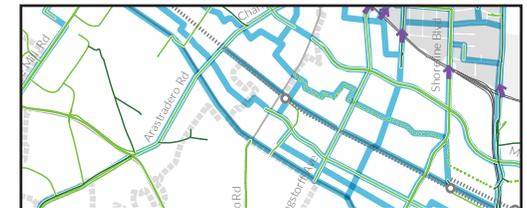
Identifies bike access points to Google's North Bayshore campus

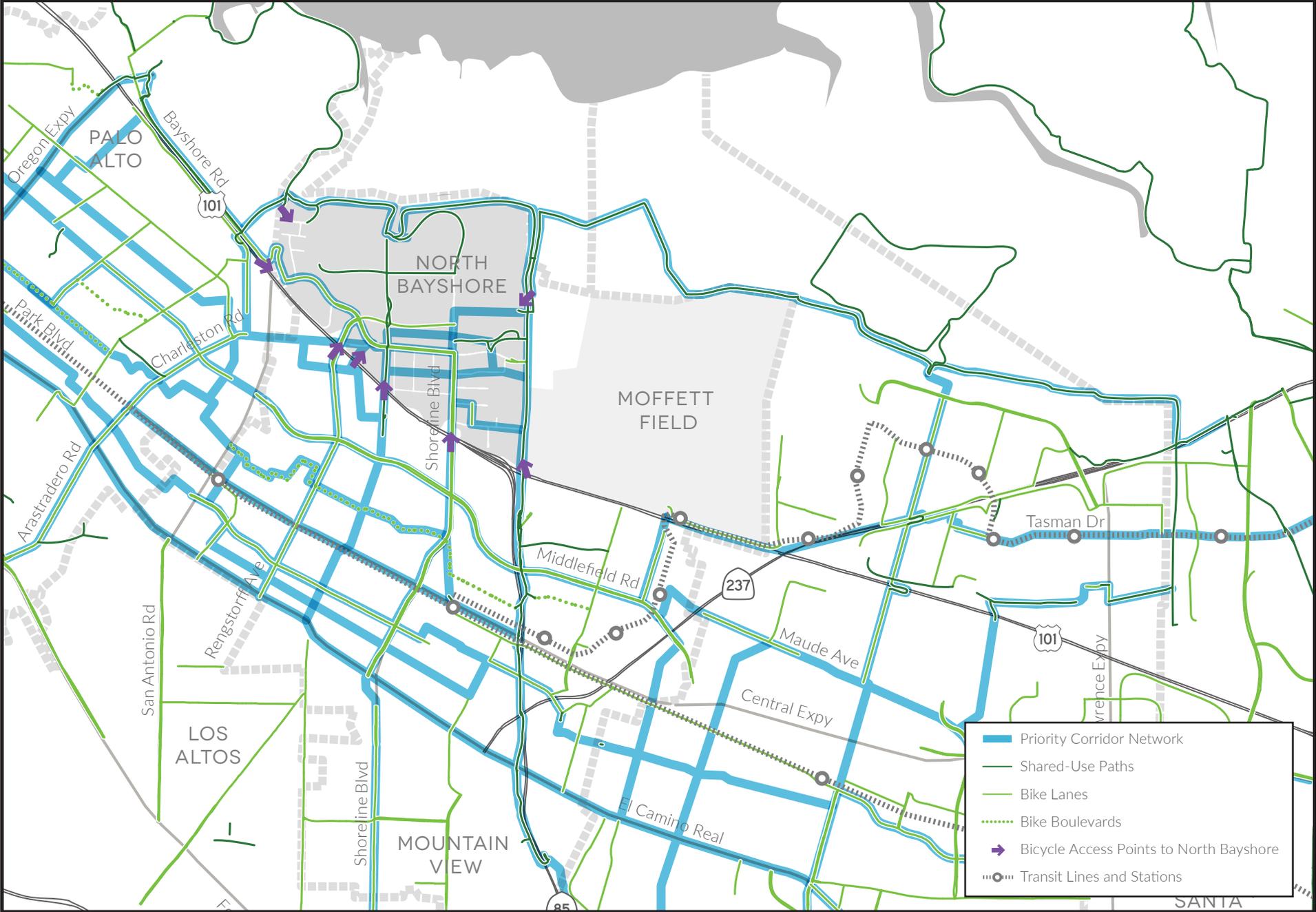


Different line weights allow for layered information



Clear color scheme and organization



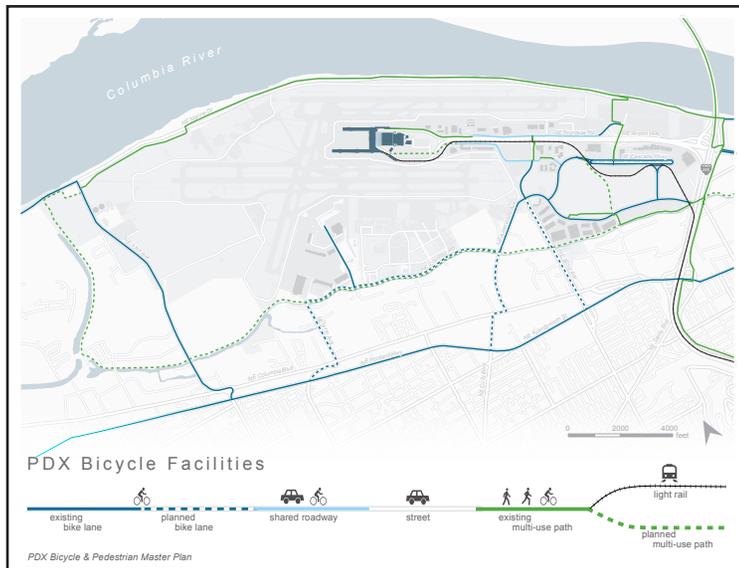


PORT OF PORTLAND, OR

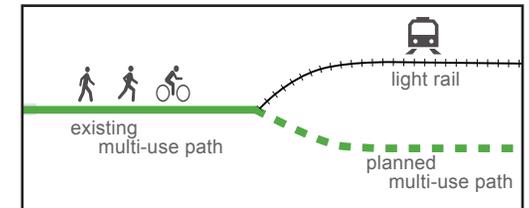
LOCATION	YEAR	PUBLICATION	RESPONSIBLE AGENCY
PORTLAND, OR	2014	PORTLAND INTERNATIONAL AIRPORT BICYCLE AND PEDESTRIAN MASTER PLAN	PORT OF PORTLAND

KEY MAP FEATURES

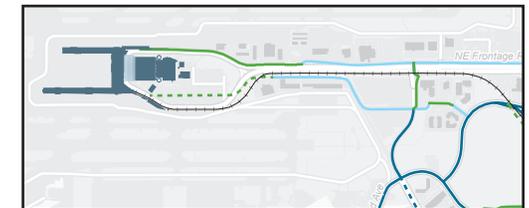
Full Map (Click to view full size)



Legend integrates facility types with user types

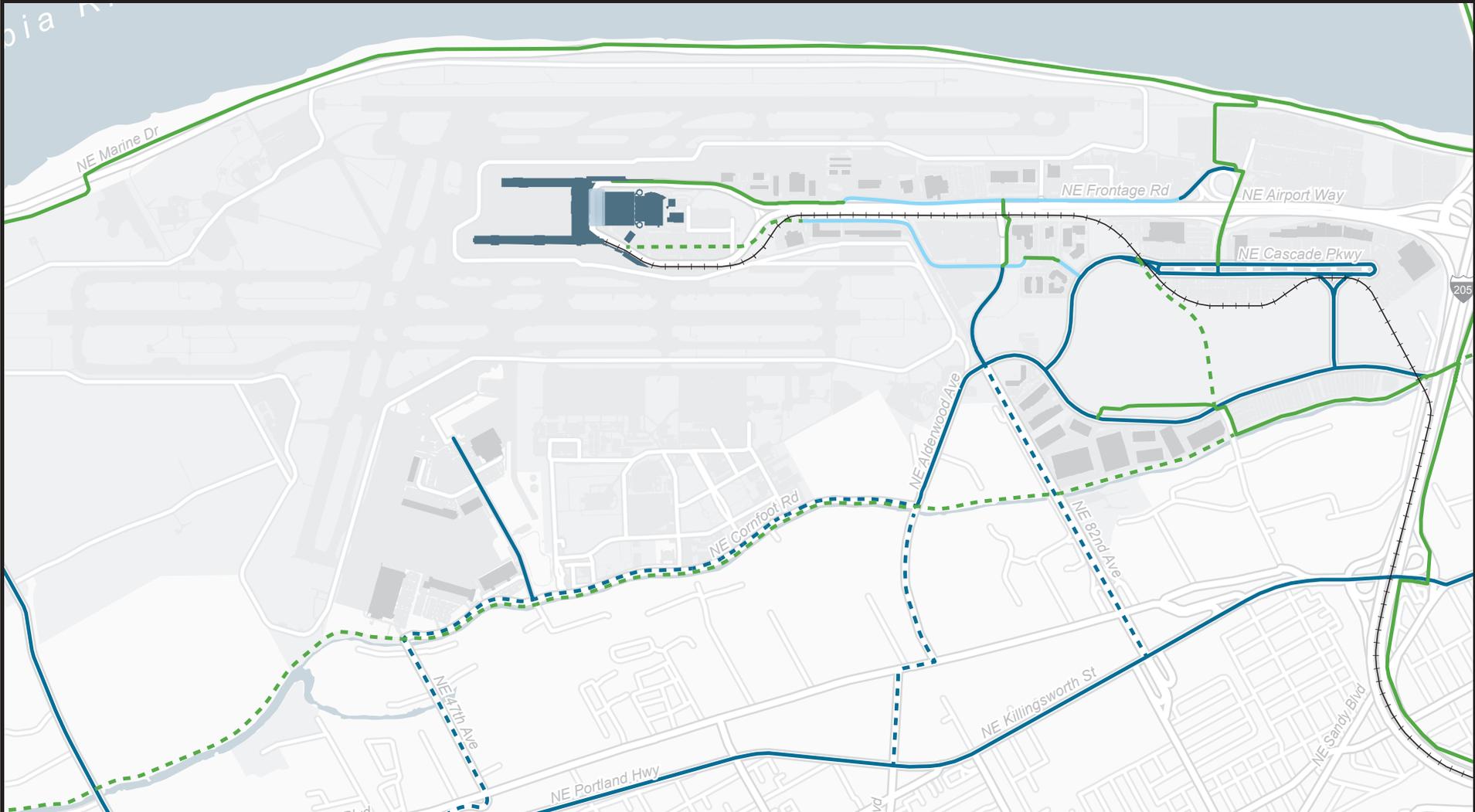


Simple color palette and contextual background layers including buildings and waterways



Highlights connections to citywide bike network and other multimodal options





PDX Bicycle Facilities

					
existing bike lane	planned bike lane	shared roadway	street	existing multi-use path	planned multi-use path

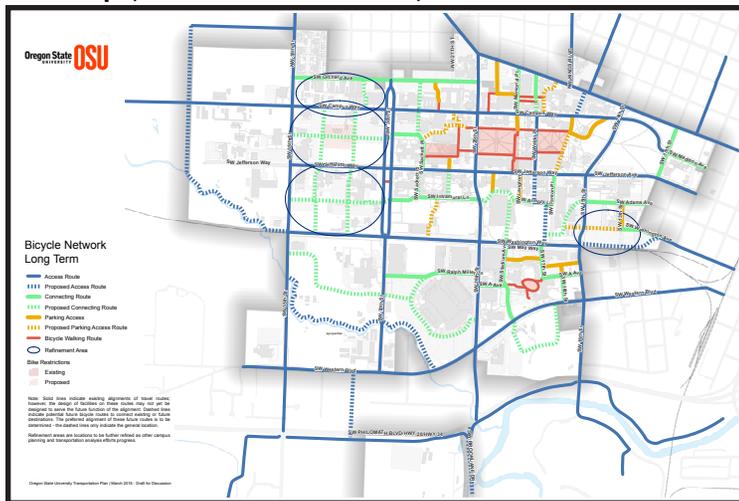
 light rail

OREGON STATE UNIVERSITY

LOCATION	YEAR	PUBLICATION	RESPONSIBLE AGENCY
CORVALLIS, OR	2015	OREGON STATE UNIVERSITY TRANSPORTATION PLAN	OREGON STATE UNIVERSITY

KEY MAP FEATURES

Full Map (Click to view full size)



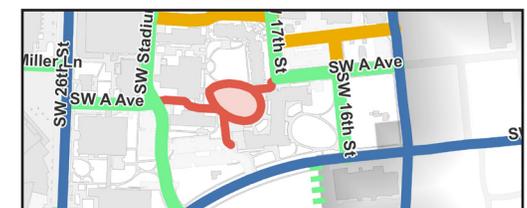
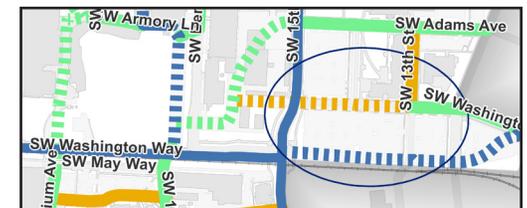
Highlights dismount zones

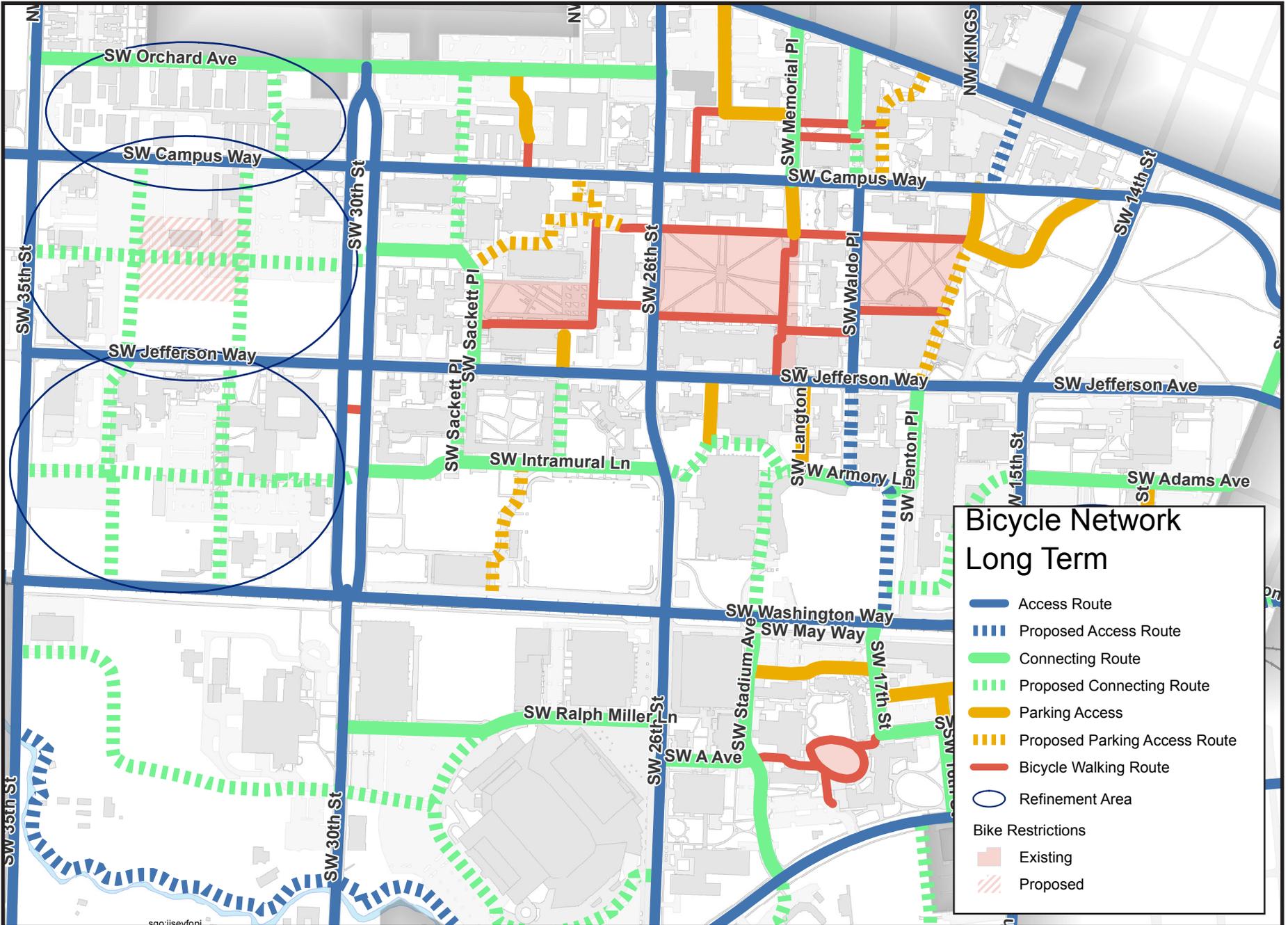


Identifies areas for further refinement



Highlights bicycle parking access routes



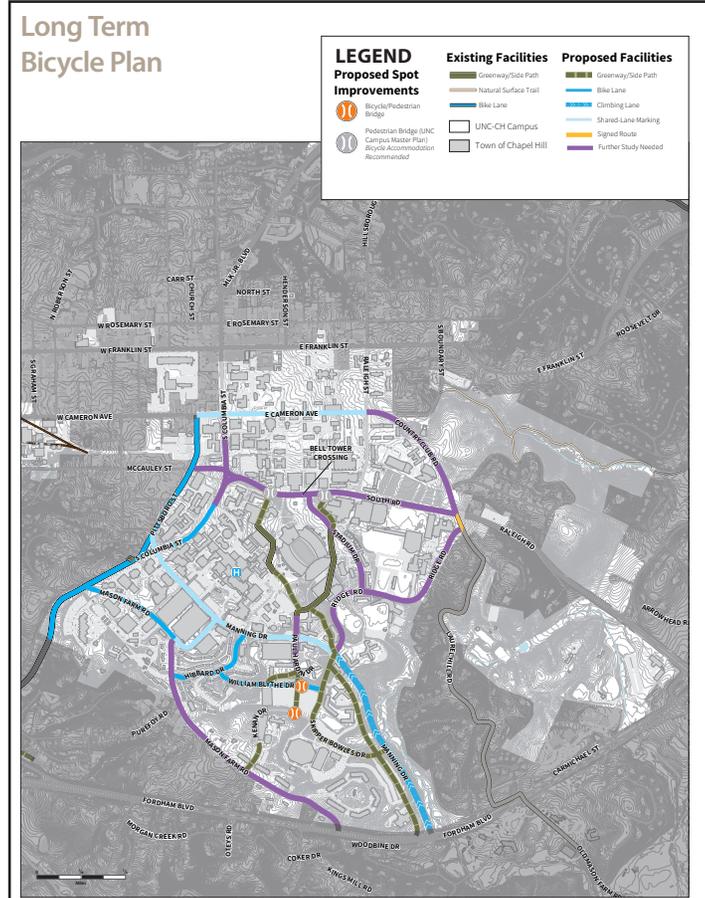


UNIVERSITY OF NORTH CAROLINA

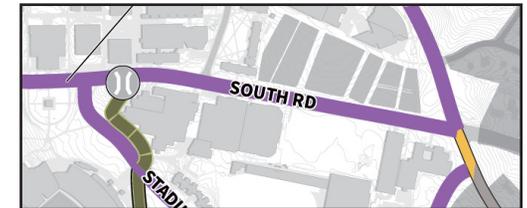
LOCATION	YEAR	PUBLICATION	RESPONSIBLE AGENCY
CHAPEL HILL, NC	2014	UNC CHAPEL HILL BIKE MASTER PLAN	UNIVERSITY OF NORTH CAROLINA

KEY MAP FEATURES

Full Map (Click to view full size)



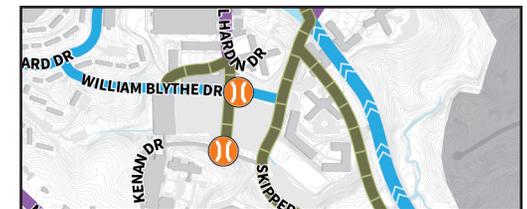
Shows recommended bridges with clean icons

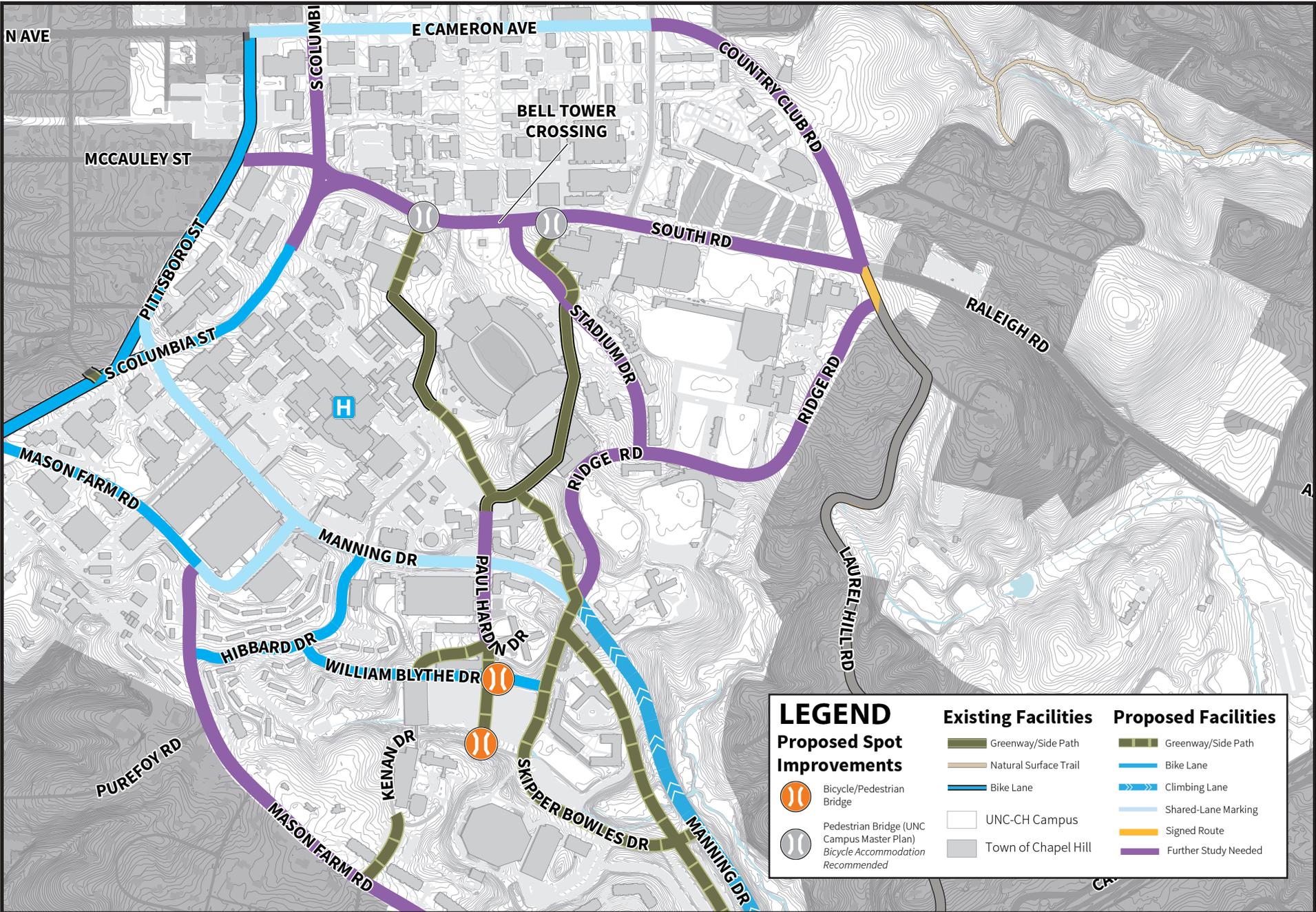


Clever symbology for climbing lanes



Shows greenways





LEGEND		Existing Facilities	Proposed Facilities
Proposed Spot Improvements		Greenway/Side Path	Greenway/Side Path
Natural Surface Trail		Bike Lane	Climbing Lane
Bike Lane		UNC-CH Campus	Shared-Lane Marking
Bicycle/Pedestrian Bridge		Town of Chapel Hill	Signed Route
Pedestrian Bridge (UNC Campus Master Plan)			Further Study Needed
Bicycle Accommodation Recommended			

NEXT STEPS

This resource highlights different approaches and techniques for mapping existing and proposed bicycle networks.

As demonstrated by the best practices highlighted here, there have been significant positive advances in this area in recent years.

To build on this progress, it will be important to institutionalize these techniques so that they become standard practice across jurisdictions and at all scales.

The following next steps are offered to inform the continued development of this national capacity and they will involve partners and stakeholders at all levels.

1. Identify a consistent set of bicycle facility types and community destinations that can serve as a baseline for bicycle network planning efforts across jurisdictions and geographic locations. The tables below are intended to inform this conversation.
2. Undertake a significant national push to research, apply, and document methodologies for measuring bicycle network connectivity and tracking change in connectivity over time.
3. Examine ways to integrate bicycle network infrastructure data into national infrastructure databases and data management systems.
4. Continue to identify and promote strategies for integrating bicycle network planning into ongoing planning processes at the local, MPO, and State level (e.g. resurfacing, TIP and STIP, Highway Safety Improvement Program, project design and development, MPO certification review).

BICYCLE FACILITY TYPES

- Bike Lane
- Buffered Bike Lane
- Climbing Lane (i.e., bike lane on uphill side only)
- Separated Bike Lane or Protected Bike Lane or Cycle Track
- Bike Boulevard
- Shared Use Path
- Other (such as shared lane marking and paved shoulder)

COMMUNITY DESTINATIONS

- Bike share stations
- Bus stops
- Community centers
- Community colleges
- Community service center
- High density residential
- Major retail and entertainment
- Parks
- Places of worship
- Public libraries
- Retirement homes
- Schools
- Government offices
- Universities or colleges
- Major tourist destinations
- Hospitals and other health care facilities
- Transit centers



U.S. Department of Transportation
Federal Highway Administration

**For More Information Visit: http://www.fhwa.dot.gov/environment/bicycle_pedestrian
Publication Number: FHWA-HEP-16-054**