



Proposed RALA Bikeability Measures August 2013

Town and County
Segment Name:
Segment Begins:
Segment Ends
Date:

Feature	Measure (Best Conditions = 3 Good=2 Poor=1)	Score:
Lane Width —estimated from edge “fog line” (if available, use pavement edge if not) to yellow line.	Lane Width ≥14feet	= 3
	Lane Width 13.5-11ft	= 2
	Lane Width ≤ 11	=1
Lane Pavement Condition	Good (smooth)	= 3
	Fair (cracked)	= 2
	poor (broken)	= 0
Shoulder Width --estimated from edge “fog line” to pavement edge.	Width ≥ 4 ft	= 3
	Width 3-2 ft	= 1
	Width ≤2	= 0
Shoulder Pavement Condition	Good (smooth)	= 3
	Fair (cracked)	= 2
	poor (broken)	= 0
Storm Drains —note—one score for installation, one for type of grate.	No drain	= 3
	at grade	= 2
	below grade	= 1
	above grade	= 1
	No drain or safe grate	= 3
	unsafe grate	= 1
Posted Speed Limit	≤25 mph	=3
	≥30 mph	=2
	≥40 mph	=1
On street parking	None	= 3
	Back in angled	= 2
	Parallel parking	= 0
	Drive in Angled	= 0
How strongly do you agree with the following statement?	This Segment is bikeable	Strongly Agree =5, Strongly Disagree =1
Any other bike specific facilities ON ROAD:	For example: SLMs, bike lanes, bike route or Share the Road signage	= 3 for each feature
Any other bike usable facilities OFF ROAD	For Example: Shared use paths, racks	= 3 for each feature
Other Considerations	For Example: debris or structures in shoulders, industrial traffic. LIST	SUBTRACT 1 for each feature
TOTAL BIKEABILITY SCORE		



Lane Width

Lane width is a critical factor in assessing the bikeability of any given roadway. In general, wider roads are more bikeable, simply because there is more space for bicycles to operate away from the mainstream flow of traffic.

Estimate the lane width using your feet or a tape measure at a single location (BE CAREFUL—an estimate is ok) measuring from the center side of the fog line to the middle of the yellow or double yellow. If there is no fog line, measure from edge of pavement to road center. For a single lane road, estimate total width and divide in half. Assess Lane Width according to the following scale:

- 3 = Wide Lane ≥ 14 ft
- 2 = Medium Width Lane 13.5-11 ft
- 1 = Narrow Lane ≤ 11 ft

Lane Pavement Condition

A road with bad pavement is not a safe or comfortable road to ride on. As you look at pavement, consider whether you'd like to ride a bicycle with a 1 inch tire over it. Assess the Lane Pavement Condition according to the following scale:

- 3 = Good Pavement is generally smooth and crack free.
- 2 = Fair Pavement is pavement that has some cracks and only occasional broken sections.
- 0 = Poor Pavement is pavement that is generally very cracked, and has broken sections with chunks of pavement that are not solidly attached to the surrounding pavement.

Shoulder Width

Although technically NOT bike/ped specific facilities, wide shoulders in good condition provide bicyclists with a place to ride, and many riders feel more comfortable riding on road shoulders than in travel lanes. Four feet of space is the minimum safe operating space for bicycle operation, so shoulders four feet or wider are best for bike traffic. Shoulders less than four feet may improve a rider's perceived comfort, but they don't necessarily improve safety. Estimate shoulder width from the fog line to the edge of pavement using your feet or a tape measure. Assess Shoulder Width according to the following scale:

- 3 = Shoulder Width ≥ 4 ft
- 1 = Shoulder Width 3-2 ft
- 0 = Shoulder Width ≤ 2

Shoulder Pavement Condition

Even if a shoulder exists, the condition of its pavement may make it an undesirable or unsafe place to ride. As you look at pavement, consider whether you'd like to ride a bicycle with a 1 inch tire over it. Assess the Shoulder Pavement Condition according to the following scale:

- 3 = Good Pavement is generally smooth and crack free.
- 2 = Fair Pavement is pavement that has some cracks and only occasional broken sections.
- 0 = Poor Pavement is pavement that is generally very cracked, and has broken sections with chunks of pavement that are not solidly attached to the surrounding pavement.



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Storm Drains

As a common feature along the edge of roads in neighborhoods, storm drains impact the bikeability of communities. Good storm drains have grates that cannot snag a bicycle wheel and are installed so that the top of the grate is at the same level as the surrounding pavement (“at grade”) to make them safer to ride over. Grates that have openings that a bike wheel can slip into or which are installed either below (in a hole!) or above (creating a thing to hit) are unsafe. Assess the Storm Drain Conditions according to the following scale:

- 3 = no drains
- 2 = at grade
- 1 = below grade
- 1 = above grade
- 3 = safe grate (or no drain)
- 1 = unsafe grate

Posted Speed Limit

The speed at which traffic is moving directly affects the bikeability of any given road. As a general rule, slower roads feel more bikeable than fast ones. Assess the Posted Speed Limit according to the following scale:

- 3 = ≤ 25 mph (speed limit is 25 mph or less)
- 2 = ≥ 30 mph (speed limit equal to or greater than 30 mph)
- 1 = ≥ 40 mph (speed limit equal to or greater than 40 mph)

On Street Parking

In general, cars parked along a road’s edge make a road less bikeable. Parked cars not only force bicyclists further into a travel lane, they also can move unpredictably into the path of bicyclist. Parallel parking includes the hazards of opening doors. Angled drive-in parking means that motorists need to back out into travel lanes, and it is often hard to for operators to see on coming bicyclist. Back in angled parking—where drivers have to back into parking spots—are probably the safest for cycling, but is used rarely due to the challenges it presents to drivers. Assess the On Street Parking conditions according to the following scale:

- 3 = None
- 2 = Back in angled
- 0 = Parallel parking
- 0 = Drive in Angled

This Segment is Bikeable

This assessment is subjective. Basically, it asks the reviewer to consider all variables and decide whether for them, the segment being assessed IS or IS NOT very bikeable. Assess overall bikeability according to the following scale:

- 5 = Strongly Agree with the statement “This Segment is Bikeable”
- 1 = Strongly Disagree with the statement “This Segment is Bikeable”



Any Other Bicycle Specific Facilities (On Road)?

This assessment considers whether there are any additional features on the segment which indicate that it is designed to accommodate bicyclists. This could include bike lanes or shared lane markings on the roadway, route finding signs. For each bike friendly feature on the roadway that has not already been captured, add three points. So, for example, if on a segment you see a sign that says “bike route” and had a shared lane marking, you could add 6 points.

Any Other Bicycle Specific Facilities (Off Road)?

This assessment considers whether there are any additional features on the segment which offer separation for bicyclists from roadway traffic. Examples include multi use paths, or bicycle racks at key destinations along the segment. So for example, if there is a bike rack at a store front on the segment under review, you could add 3 points.

Other Considerations?

This assessment considers problems that might be outside the scope of the categories listed here. Are there pole wires running into an area where a bicyclist might ride? Is there debris or sand in the road? Are there bushes or garbage cans in the part of the way a bicyclist would use? Subtract 1 point from the score for every additional issue you identify which would compromise the bikeability of the roadway.

Total Bikeability

Add up the rankings you have provided. 35 is the highest possible score; 5 is the lowest possible score.