| characteristic d | ate | | B Points Description of the data | |
|--|---------------------------------|----------------|---|--|
| acterist | o. | | e Points Description Orst Con | |
| Charo | Ranse | Ratin | Dechare | |
| Bicyclists Comfort Index (BCI) | | | (ADT*.25) + (Speed*.25) + (CRF*.25) + (HV) + (Shoulder/Bike Lane) = (BLOS) | |
| Bicycle level of Service A+ | | | Dedicated bicycle facility (separated or buffered) - good for most cyclists | |
| Bicycle Level of Service A | 4-2.51 | | Excellent facilities - good for most cyclist 16 years or older with a valid drivers license. | |
| Bicycle Level of | | | | |
| Service B | 2.5-2.0 | | Cood facilities experienced evoligt 16 years or older with a valid drivers | |
| Bicycle Level of Service C | 1.99-1.5 | | <u>Good facilities</u> - experienced cyclist 16 years or older with a valid drivers license. | |
| Bicycle Level of Service D | 1.49-1.0 | | | |
| Bicycle Level of Service E | .99 and below | | <u>Minimal facilities</u> - advanced cyclist 16 years or older with a valid drivers license and with many years of on-road cycling experience. | |
| Average Daily Traffic | | | ADT is the volume of traffic on each segment of roadway and is a useful | |
| (ADT) | 0-2000 | 4 | measurement of how busy a road is. (1) | |
| | 2001-3000 | 3 | | |
| | 3001-5000 | 2 | | |
| | greater than 5000 | 1 | | |
| Speed | Miles per hour | | Speed used is the highest posted speed limit in a segment. (2) | |
| Jpeeu | 25 and less | 4 | Speed used is the highest posted speed limit in a segment. (2) | |
| | 35 | 3 | | |
| | 45 | 2 | | |
| | 55 and greater | 1 | | |
| | 55 and greater | 1 | | |
| Critical Rate Factor(CRF) | | | CRF is calculated for each route segment. Projected number estimates crashes per million vehicle miles traveled on that segment and the highest | |
| | 0 | 4 | low crash rate | |
| | 0999 | 3 | | |
| | 1-1.999 | 2 | | |
| | 2 or greater | 1 | high crash rate | |
| | | | | |
| Heavy Vehicle ADT | Trucks per day | | HV is the number of heavy vehicles and is defined in the 2010 Highway Capacity Manual. (3) | |
| | Less than 150 | 0 | | |
| | Greater than 150 | -1 | | |
| | | - | | |
| Paved Shoulder (PS) | less than 6' greater than 6' | 0 | Width of chaulder including the milled rumble state | |
| | | | Width of shoulder including the milled rumble strip | |
| | No Bike Lane | 0 | Presence of a bike lane on this route | |
| Urban Bike Lanes (UBL) | Bike Lane | 1 | | |
| Sources: | | | | |
| (1) The data collected from KYTC and available via map or download to excel: http://maps.kytc.ky.gov/trafficcounts/ (2) KYTC interactive map displays the most recent photographs taken of many state-maintained highways for a particular location or viewed as "driven" from a specified point on the | | | | |
| map. This is used to note speed limit signs. http://maps.kytc.ky.gov/photolog/ | | | | |
| | | • | As defined in the 2010 Highway Capacity Manual. KYTC will provide specific ADT if needed. | |
| http://transportation.ky.gov/Pl | anning/Pages/National-Truck-Net | work.aspx & ht | ttp://transportation.ky.gov/Planning/Pages/Coal-Haul.aspx | |
| | | 1 | | |