

Characteristic data	Range	Rating Points	Description of characteristic data
Bicyclists Comfort Index (BCI)			$(ADT \cdot .25) + (Speed \cdot .25) + (LOSS \cdot .25) + (HV) + (Shoulder/Bike Lane) = (BCI)$
Bicycle Level of Service A+			<u>Dedicated bicycle facility</u> (separated or buffered) - good for most cyclists
Bicycle Level of Service A	4-2.51		<u>Excellent facilities</u> - good for "most cyclist" 16 years or older with a valid driver's license.
Bicycle Level of Service B	2.5-2.0		
Bicycle Level of Service C	1.99-1.5		<u>Good facilities</u> - experienced cyclist 16 years or older with a valid driver's 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 driver's license and with many years of on-road cycling experience.
Average Daily Traffic (ADT)	0-2000	4	ADT is the volume of traffic on each segment of roadway and is a useful measurement of how busy a road is. (1)
	2001-3000	3	
	3001-5000	2	
	greater than 5000	1	
Posted Speed Limits	Miles per hour		Speed used is the highest posted speed limit in a segment. (2)
	25 and less	4	
	35	3	
	45	2	
	55 and greater	1	
Level of Service of Safety (LOSS)			LOSS categories I and II represent sites with fewer-than-anticipated crashes, while Categories III and IV have more than anticipated. Because LOSS-IV sites experience such elevated crashrates-1.5 standard deviations more crashes than expected-there is a higher probability that safety countermeasures at these locations will result in larger improvements.
	I	4	low crash rate
	II	3	
	III	2	
	IV	1	high crash rate
Heavy Vehicle (HV) 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'	0	Width of shoulder including the milled rumble strip
	greater than 6'	1	
Urban Bike Lanes (UBL)	No Bike Lane	0	Presence of a bike lane on this route
	Bike Lane	1	
Sources:			
<i>The data that is collected and used to provide the BCI is primarily for state maintained roadways. The data available for local roadways is varied and in some cases the BCI evaluations may have been done as an estimate for like roadways in KY based on the same primary factors (ADT, LOSS, Posted Speed Limits, Heavy Vehicles, and Paved Shoulders)</i>			
(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 may be used to note posted speed limit signs. http://maps.kytc.ky.gov/photolog/			