cambridge bicycle plan 2020

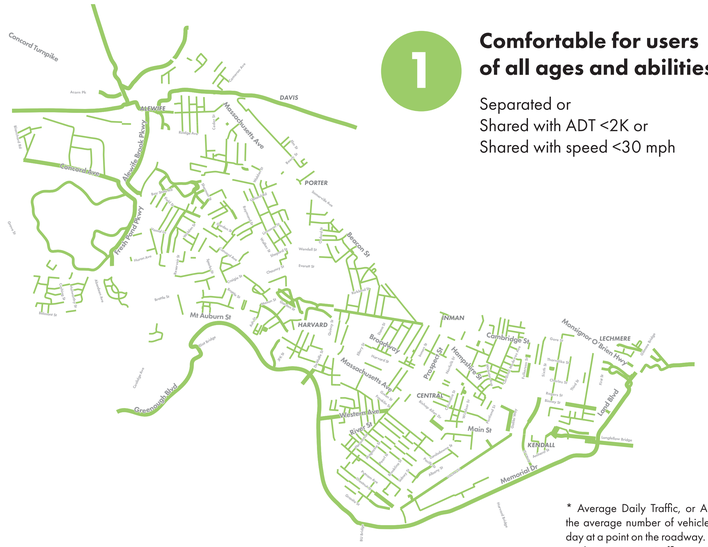
DRAFT BICYCLE LEVEL OF COMFORT JUNE 2019

How comfortable is your route?

CONCEPT

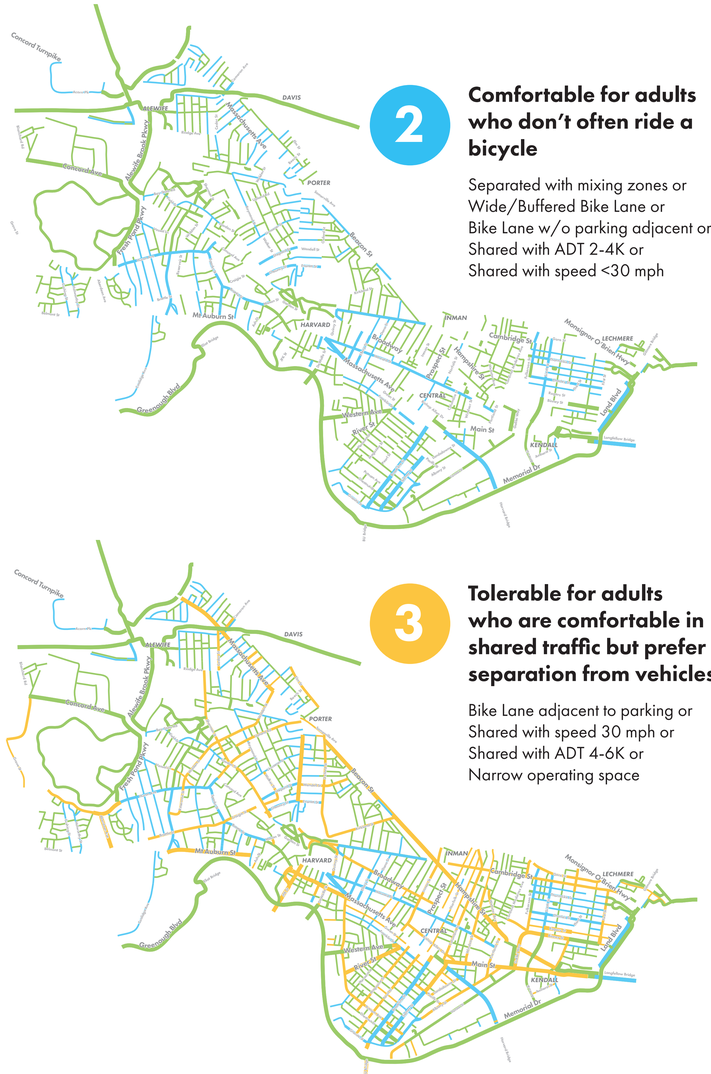
Bicyclists have varying levels of tolerance for traffic stress created by volume, speed, and proximity of adjacent traffic. Their tolerance may vary by time of day or trip purpose. A person's tolerance is likely to change over time and with bicycling experience.

The Cambridge Bicycle Level of Comfort analysis is based on the Dutch concept of increased separation from traffic as volume and speed increase and the provision of safe crossings of major roadways.



1 **Comfortable for users of all ages and abilities**

Separated or
Shared with ADT <2K or
Shared with speed <30 mph

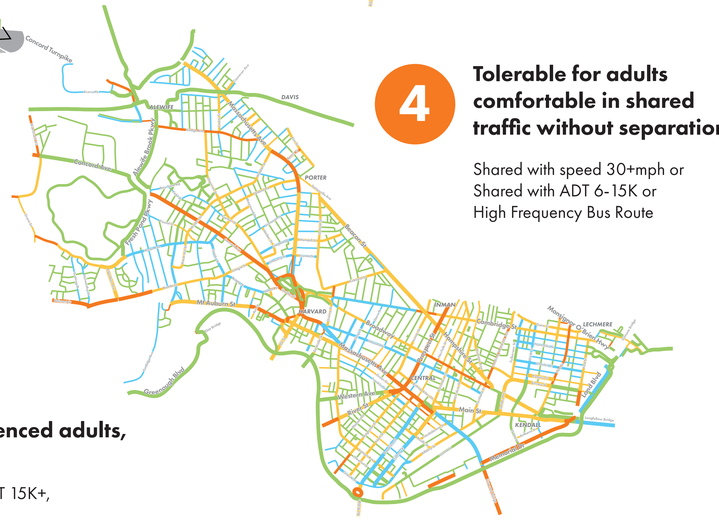


2 **Comfortable for adults who don't often ride a bicycle**

Separated with mixing zones or
Wide/Buffered Bike Lane or
Bike Lane w/o parking adjacent or
Shared with ADT 2-4K or
Shared with speed <30 mph

3 **Tolerable for adults who are comfortable in shared traffic but prefer separation from vehicles**

Bike Lane adjacent to parking or
Shared with speed 30 mph or
Shared with ADT 4-6K or
Narrow operating space



4 **Tolerable for adults comfortable in shared traffic without separation**

Shared with speed 30+mph or
Shared with ADT 6-15K or
High Frequency Bus Route

5 **Intolerable even for most experienced adults, often perceived as unrideable**

Shared with speed 35+ mph, or shared with ADT 15K+,
2+ Travel Lanes per direction

* Average Daily Traffic, or ADT, is the average number of vehicles per day at a point on the roadway. In this analysis, extensive traffic count data from The City of Cambridge and MassDOT were used to estimate ADT for each roadway segment, filling in gaps with local knowledge and data from comparable roadways.

EXISTING CONDITIONS ANALYSIS

Bicycle Level of Comfort

1 2 3 4 5

high comfort — low comfort

TOOLE DESIGN

0 ¼ ½ ¾ 1 Miles

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