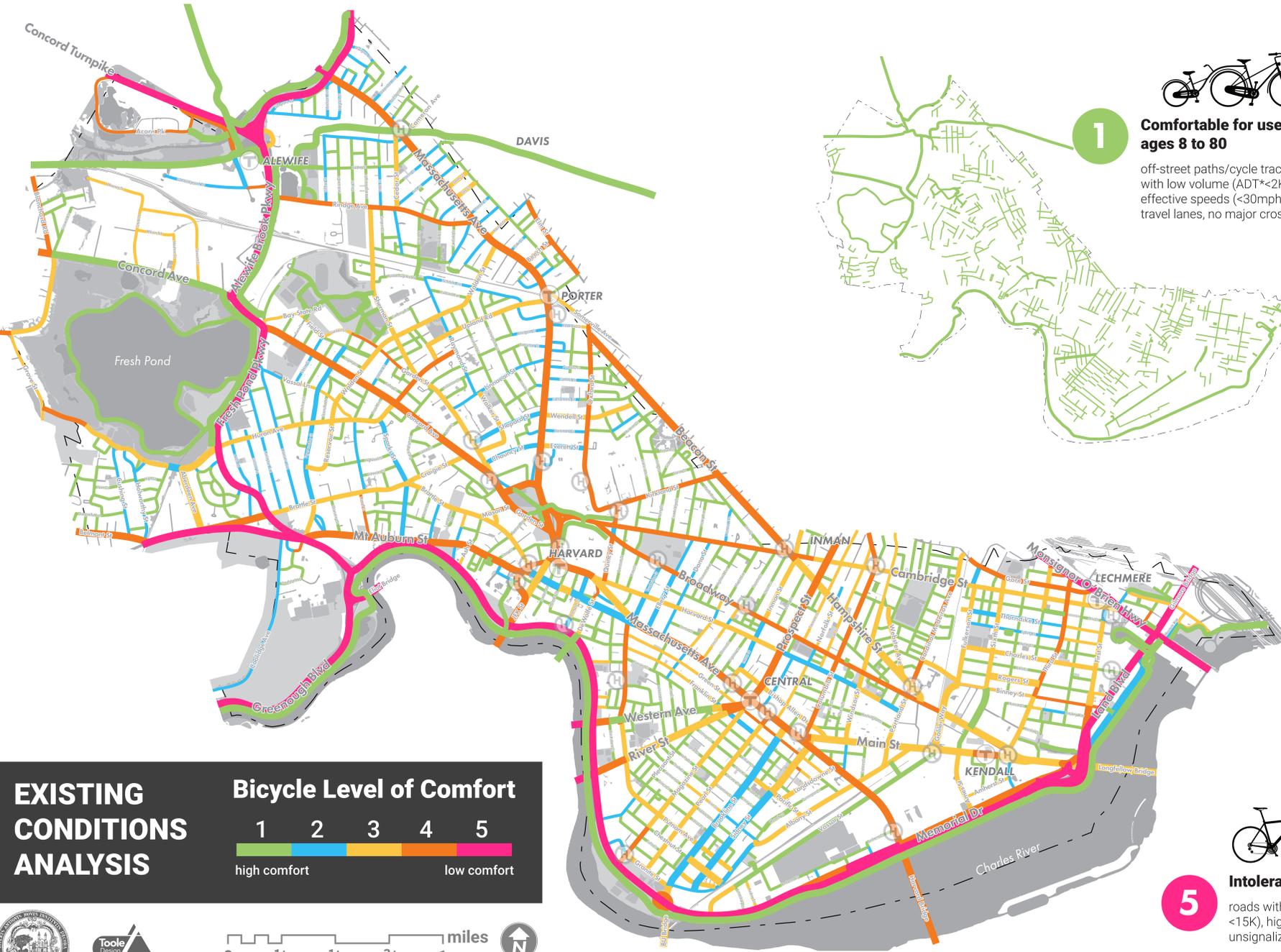


How comfortable is **your route?**

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 along with the provision of safe crossings of major roadways.

This analysis was customized for the experience of average bicyclists in Cambridge. It is intended to inform the bicycle network plan by providing a baseline of current levels of comfort for the general population and may not reflect the experience of every individual bicyclist. While pavement quality impacts bicycling comfort, it was not included in the analysis as it is impacted by routine maintenance activities.



1 **Comfortable for users from ages 8 to 80**

off-street paths/cycle tracks; roads with low volume (ADT* < 2K), low effective speeds (< 30mph), and 1-2 travel lanes, no major crossings



* 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.



5 **Intolerable even for most experienced adults**

roads without bike lanes with very high volume (AADT* < 15K), high speeds (45mph), and 4 travel lanes; unsignalized crossings of these roads

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

roads with bike lanes not adjacent to parked vehicles; road without bike lanes having moderate volume (ADT* 2-4K), low speed (30mph), or 1-2 travel lanes; signalized crossings of major roads



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

roads with bike lanes adjacent to parked vehicles or roads without bike lanes having higher volume (ADT* 4-6K), higher speeds (35mph), or 2-3 travel lanes; unsignalized crossing of these roads; roads with narrow operating space



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

roads without bike lanes having high traffic volume (AADT* 6-15K), higher speeds (30-40mph), or 3-4 travel lanes; unsignalized crossing of these roads, or roads with high frequency bus routes

