

Bowling Green 2016 Bicycle Comfort Level Rating Map

Bicycle Comfort Levels

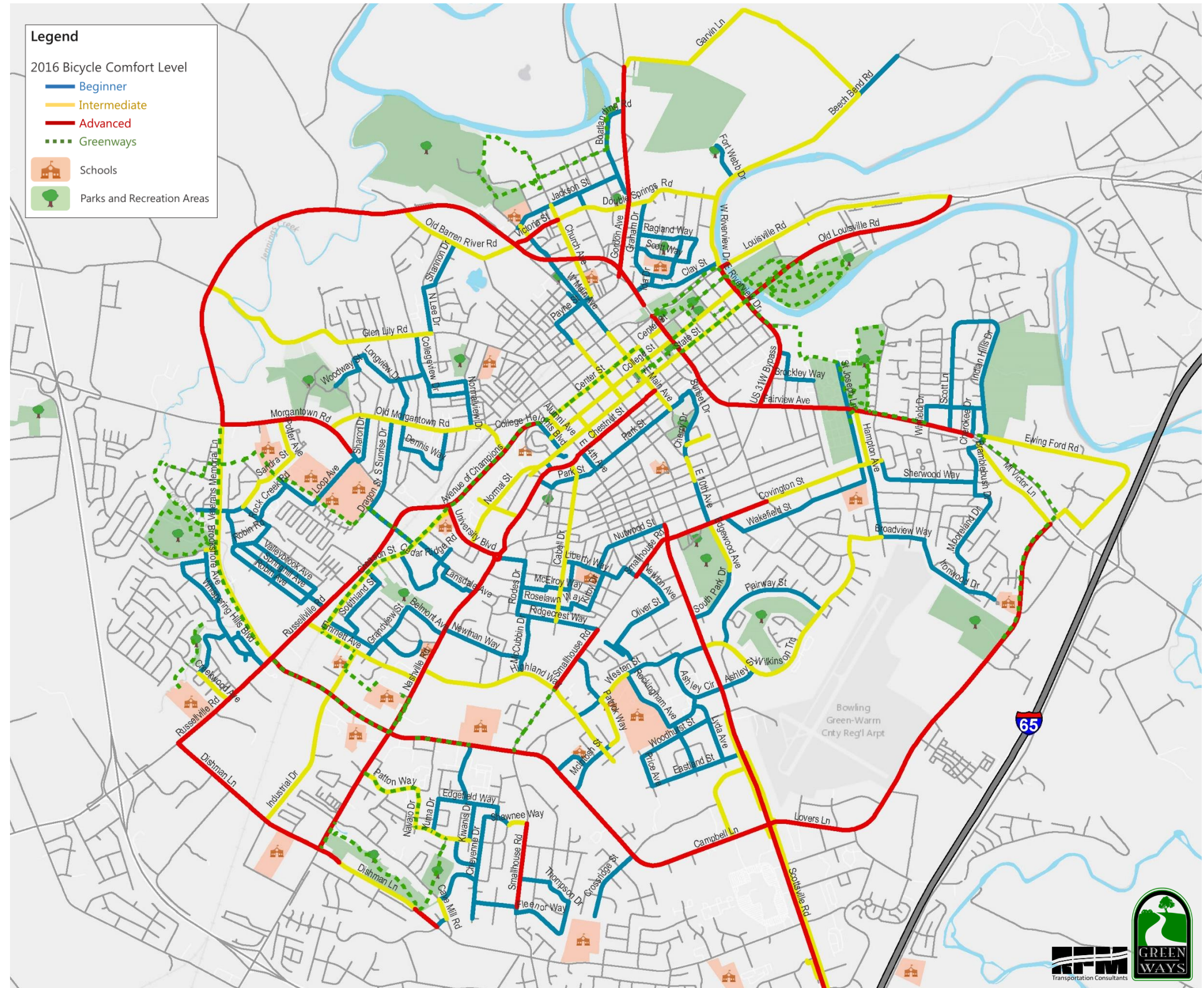
Blue: Beginning riders, including children accompanied by an adult

Yellow: Intermediate riders who have the skill to ride as a vehicle in traffic

Red: Advanced riders who have the skill to navigate heavy vehicular traffic

Green: Greenways/off-road shared-use paths that are separated from vehicular traffic; suitable for all skill levels

The comfort level rating helps bicyclists of different skill levels find a suitable route within their neighborhood or to their destination. All the routes are within the vehicular travel lane on public streets, with the exception of the Greenways/Shared-Use paths.



Greenways Commission of Bowling Green and Warren County

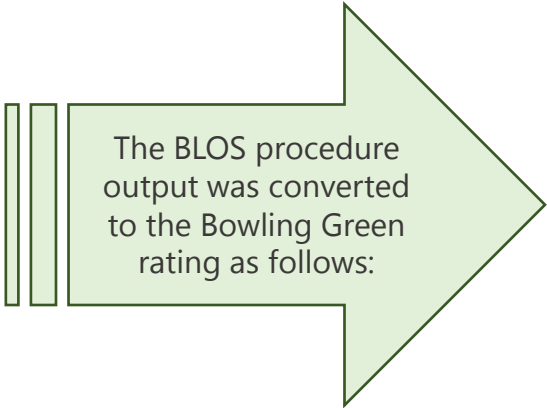
1141 State Street Bowling Green, Kentucky 42101 270.842.1953 www.warrenpc.org/greenways



2016 Bicycle Comfort Rating Map

Background: The 2016 update of Bowling Green’s Bicycle Comfort Rating Map incorporates the bicycle level of service (BLOS) methodology as developed by the Kentucky Transportation Cabinet (KYTC). This methodology uses five roadway-specific criteria to determine a level of service for each roadway segment. A brief description of each of these criteria is given below:

Criteria	Source	Miles Available (% of Network)	Comment
Average Daily Traffic (ADT)	KYTC and City	36.5%	Latest available traffic volumes for all vehicle classes. Unknown ADT defaulted to 1,999 and therefore received the most favorable score.
Heavy Vehicle ADT	KYTC	23.1%	Latest available traffic volumes for single and multi-unit trucks. Based on known data, 6% was used as the default truck % (likely too high for non-classified streets), but this only impacted streets having an ADT of 2,500 or more.
Speed	KYTC	36.5%	Posted speed limit. Unknown speed defaulted to 24 mph and, therefore, received the most favorable score.
Critical Rate Factor	KYTC and KY State Police	Unknown	Some crash summary is available on state and local routes in Bowling Green; however, because the data is not mapped, the extent of coverage is unknown. Although beyond the scope of this update, the CRF could theoretically be calculated and used in the BLOS analysis. This is not recommended, however, as the crash data would likely skew results. Currently, crash rates have no bearing in the comfort assessment.
Shoulder Width	KYTC	36.5%	Although shoulder width is known for over one-third of the network, only 6.6% of roads have a shoulder width of 8’ or more. Roadways with unknown shoulder width defaulted to 0’ and, therefore, received no credit for shoulder.



KYTC Index	BLOS	Bowling Green Rating
≥ 2.5	A	Beginner
2.25	B	
2.0		
1.75	C	Intermediate
1.5		
1.25	D	
1.0		
0.75	E	Advanced
0.5		
0.25		

Since 2006:

- Approximately 27 miles of roadways have been improved, primarily due to the addition of shoulders.
- Approximately 7 miles of roadways have worsened, likely due to increases in ADT or truck traffic. It should be noted that ADT volumes over 5,000 have no impact on the comfort index since 5,000 is the maximum volume considered in the analysis.
(Note: It is unknown whether the 2006 analysis used the KYTC methods or similar comfort level thresholds.)

Future Enhancements: This analysis should be updated as conditions for bicycling improve in Bowling Green. The routes will continue to be evaluated by the Greenways Commission and the bicycling public.

The final results were adjusted so that no segment could improve from the 2006 analysis results if speed and volume data were unknown, *unless input provided by the Greenways Commission and the local bicycling community justified a new rating.*

The 108 miles in the roadway network are classified as follows:

- Beginner – 43.4 miles**
- Intermediate – 34.2 miles**
- Advanced – 30.5 miles**
- Greenways/Shared-Use Paths – 28.6 miles**



This project was funded by a Kentucky Bicycle and Bikeway Commission’s
Paula Nye Memorial Bicyclist and Pedestrian Education Grant

