

Appendix A – Field Investigation Form

The Selection Tool within the BIKESAFE expert system requires a number of inputs describing the geometrics and operations of the location in question. The system uses

these inputs to refine the selection of applicable countermeasures. Included on the following page is a form that may be used in the field to acquire these data elements.

BICYCLE COUNTERMEASURE SELECTION SYSTEM FIELD INVESTIGATION FORM

Location:	Completed by:
	Date:

Area Type	
Urban CBD	
Urban Other	
Suburban	
Rural	

Location	
Intersection	
Midblock	

Roadway Functional Class	
Local	
Collector	
Minor Arterial	
Major Arterial	

Number of Through Lanes	
≤ 2 lanes	
3-4 lanes	
≥ 5 lanes	

Motor Vehicle Speed ^A	
≤ 30 mph	
31-44 mph	
> 45 mph	

Traffic Volume (Average Daily Traffic)	
< 10,000	
10,000-25,000	
> 25,000	

Signalization	
Traffic signal present (removal is NOT an option)	
Traffic signal present (removal IS an option)	
No signal present (installation is NOT an option)	
No signal present (installation IS an option)	

Bike Facilities	
Bike lane	
Wide curb lane	
Paved shoulder	
None or other	

Comments

Notes

^A Use 85th percentile speed if available. If not available, add 9 mi/h to the posted speed limit as a surrogate measure for the 85th percentile speed. Prior research has shown that 85th percentile speeds for vehicles traveling on many urban and suburban streets (including arterial, collector, and local classifications) generally exceed the posted limit by 6 to 14 mi/h. (D.L. Harkey, H.D. Robertson, and S.E. Davis, "Assessment of Current Speed Zoning Criteria," *Transportation Research Record 1281*, Transportation Research Board, Washington, DC 1990.)

Appendix B – Case Study Matrix

Included on the following pages is a matrix that shows the specific countermeasures addressed by each of the case studies included in Chapter 6.

TURNING RESTRICTIONS	MERGE AREA REDESIGN	REPETITIVE/SHORT TERM MAINTENANCE	MAJOR MAINTENANCE	HAZARD IDENTIFICATION PROGRAM	MINI CIRCLES	CHICANES	SPEED TABLES/HUMPS/CUSHIONS	VISUAL NARROWING	TRAFFIC DIVERSION	RAISED INTERSECTION	SEPARATE SHARED USE PATH	PATH INTERSECTION TREATMENTS	INTERSECTION WARNING TREATMENTS	SHARE THE PATH TREATMENTS	INSTALL SIGNAL/OPTIMIZE TIMING	BIKE-ACTIVATED SIGNAL	SIGN IMPROVEMENTS	PAVEMENT MARKING IMPROVEMENTS	SCHOOL ZONE IMPROVEMENTS	LAW ENFORCEMENT	BICYCLIST EDUCATION	MOTORIST EDUCATION	PRACTITIONER EDUCATION	BIKE PARKING	TRANSIT ACCESS	BICYCLIST PERSONAL FACILITIES	BIKE MAPS	WAYFINDING	EVENTS/ACTIVITIES	AESTHETICS/LANDSCAPING	
		X																													
	X										X						X	X													
															X																X
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