

TOMPKINS COUNTY BICYCLING SUITABILITY MAP

Who is this map for?

The map can be used by anyone ranging from the beginner to the more expert cyclist. However, the rankings and bike suitability ratings were created for the average cyclist. Therefore, there may be disagreements with the ratings. So far, the Tompkins County Bicycle Suitability map is subject to review. The average cyclist can be defined as one who prefers routes with less traffic and more room for safe cycling, and is familiar with the rules of the road. The cyclist should be confident on roadways yet be more confident on less steep grades. The steepness of roads is not included as part of the road rating, but is instead indicated separately by single (steep) and double (very steep) arrows at appropriate locations (Steep → 4%-8%; Very Steep →→ >8%). Dirt and gravel roads are indicated on the map but are not rated for bicycling for the purpose of this map and no steepness indicator arrows are provided for them.

What are the goals of this map?

- Identify roads that are most suitable for cycling.
- Rank roads based on their cycling suitability defined by different road criteria and guidelines.
- Raise bicycle awareness in order to facilitate increased bicycle riding in Tompkins County.
- Provide maps for cyclists that include information about road networks as well as information about bicycle laws and safety.

Criteria used to assess bike suitability for cycling

We divided criteria bike suitability for cycling into three categories:

- (1) **Roads outside of the City of Ithaca with Annual Average Daily Traffic (AADT) volumes of *greater than or equal to 5,000* vehicles per day. For these roads, shoulder condition was the most important criteria – also factored in were posted speed, road condition, and traffic volume.**

Total Suitability Score

5 – Excellent (Most suitable)

4 – Very Good

3 – Good

Definitions:

(5) Excellent (most suitable) road for cycling. Highly suitable bicycle route with good separation from the vehicle traffic by having a very wide paved shoulder space, a low posted speed limit, and/or an AADT of between 5,000 and 10,000 vehicles per day. Low interaction hazard.

(4) Very good road for cycling. Suitable bicycle route although interaction hazard may be slightly higher than a Category 5 road. With higher posted speed limit and/or an AADT of greater than 10,000 vehicles per day.

(3) Good road for cycling. Still suitable bicycle route although interaction hazard may be slightly higher than a Category 4 road. With higher posted speed limit than a Category 5 road and/or a noticeably poorer overall shoulder condition (width/condition) than a Category 4 road.

- (2) **Roads outside of the City of Ithaca with Annual Average Daily Traffic (AADT) volumes of *less than 5,000* vehicles per day. For these roads, traffic volume was most important criteria, followed by road condition, then shoulder condition.**

Total Suitability Score

- 5 – Excellent (Most suitable)
- 4 – Very Good
- 3 – Good
- 2 – Fair

Definitions:

(5) Excellent (most suitable) road for cycling. Highly suitable bicycle route with usually an AADT of less than 1,000 vehicles per day and an excellent road condition. May be rated high due to presence of a wide, paved shoulder. Low interaction hazard.

(4) Very good road for cycling. Suitable bicycle route although interaction hazard may be slightly higher than a Category 5 road. Usually has an AADT of less than 1,000 vehicles per day with a very good, but not excellent, road condition. Generally no paved shoulder.

(3) Good road for cycling. Still suitable bicycle route although interaction hazard may be slightly higher than a Category 4 road. Usually has an AADT of less than 1,000 vehicles per day but only a fair-to-good road condition. No paved shoulders.

(2) Fair road for cycling. Still usable bicycle route although interaction hazard may be slightly higher than a Category 3 road. Has an AADT of up to 5,000 vehicles per day and a good, but not excellent, road condition.

(3) Streets in the City of Ithaca. For these streets, traffic volume was the only criteria used to determine bicycle suitability. In general, streets in the City of Ithaca are narrow with no bike lanes and have parked cars on one or both sides of the street.

Total Volume Ranking

| | |
|----------|----------------------------------|
| Very Low | Less than 1,000 vehicles per day |
| Low | 1,000 – 4,999 vehicles per day |
| Medium | 5,000 - 10,000 vehicles per day |
| Heavy | More than 1,000 vehicles per day |