

Bicycle Level Of Service and Complete Streets Policy

Iowa Bicycle Summit 2007

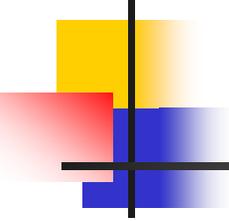
Kent A. Ralston





Complete Streets Policy

A *Complete Street* is a street that serves all potential road users. This type of policy has most often been applied for pedestrians and bicyclists, but may also apply to transit facilities.



Complete Streets Policy

Johnson County Council of Governments *Complete Streets Policy*
Adopted October 25, 2006

- All new roadway projects, or major reconstruction projects (not including maintenance), funded in whole or in part by JCCOG under this policy shall accommodate travel by pedestrians and bicyclists, except where:
 1. Bicyclists and pedestrians are prohibited by law (such as interstate highways);
 2. The cost would be excessively disproportionate to the need or probable use (at least 20% of the overall project cost);

*The proposed third exception (*Alternative, nearby bicycle and pedestrian accommodations already exist*) was not accepted by the Urbanized Area Policy Board.



Complete Streets Policy

- Required in JCCOG funding applications
- Included in the JCCOG Long Range Multi-Modal Transportation Plan
- All exceptions considered by the JCCOG Urbanized Area Policy Board
- *No specific design guidelines*





Bicycle Level Of Service and Complete Streets Policy

- How might Bicycle Level of Service be used?
 - As a tool to determine if a street is “complete”
 - To compare design alternatives when projects are proposed
 - To determine project priorities

Bicycle Level Of Service and Complete Streets Policy



No sidewalk

No paved shoulder

BLOS/BCI Calculator Form

To calculate BLOS/BCI following for the

BLOS and BCI for the following road segment

n, fill out the fields left empty.

Some details on [here](#).

measures are

Through lanes per

Lanes per direction:

1

Width of outside

Outside lane width:

12 ft

Paved shoulder (Def=0)

Paved shoulder/bikelane width:

0 ft

Bi-directional Traffic

Bidirectional ADT traffic volume:

4000 (veh/day)

Posted speed limit

Posted speed limit:

55 mph

Percentage of heavy

Heavy vehicle percentage:

2%

FHWA's pavement

FHWA's pavement condition rating:

4

Percentage of road

% of segment with occupied on-street parking:

0%

On-street parking

Score

Level-of-service

Compatibility Level

Goes through red

BLOS:

3.87

D (3.51-4.50)

Moderately Low

Calculate

Reset

*Calculator courtesy of the League of Illinois Bicyclists

Bicycle Level Of Service and Complete Streets Policy



6' paved shoulders

BLOS/BCI Calculator Form

BLOS and BCI for the following road segment

To calculate BLOS and BCI for the following road segment, fill out the fields left empty.

Some details [here](#).

Through lane

Width of outside

Paved shoulder (Def=0)

Bi-directional

Posted speed limit

Percentage of heavy vehicles

FHWA's pavement condition rating

Percentage of segment with occupied on-street parking

On-street parking

Goes through

Lanes per direction: 1

Outside lane width: 12 ft

Paved shoulder/bikelane width: 6 ft

Bidirectional ADT traffic volume: 4000 (veh/day)

Posted speed limit: 55 mph

Heavy vehicle percentage: 2%

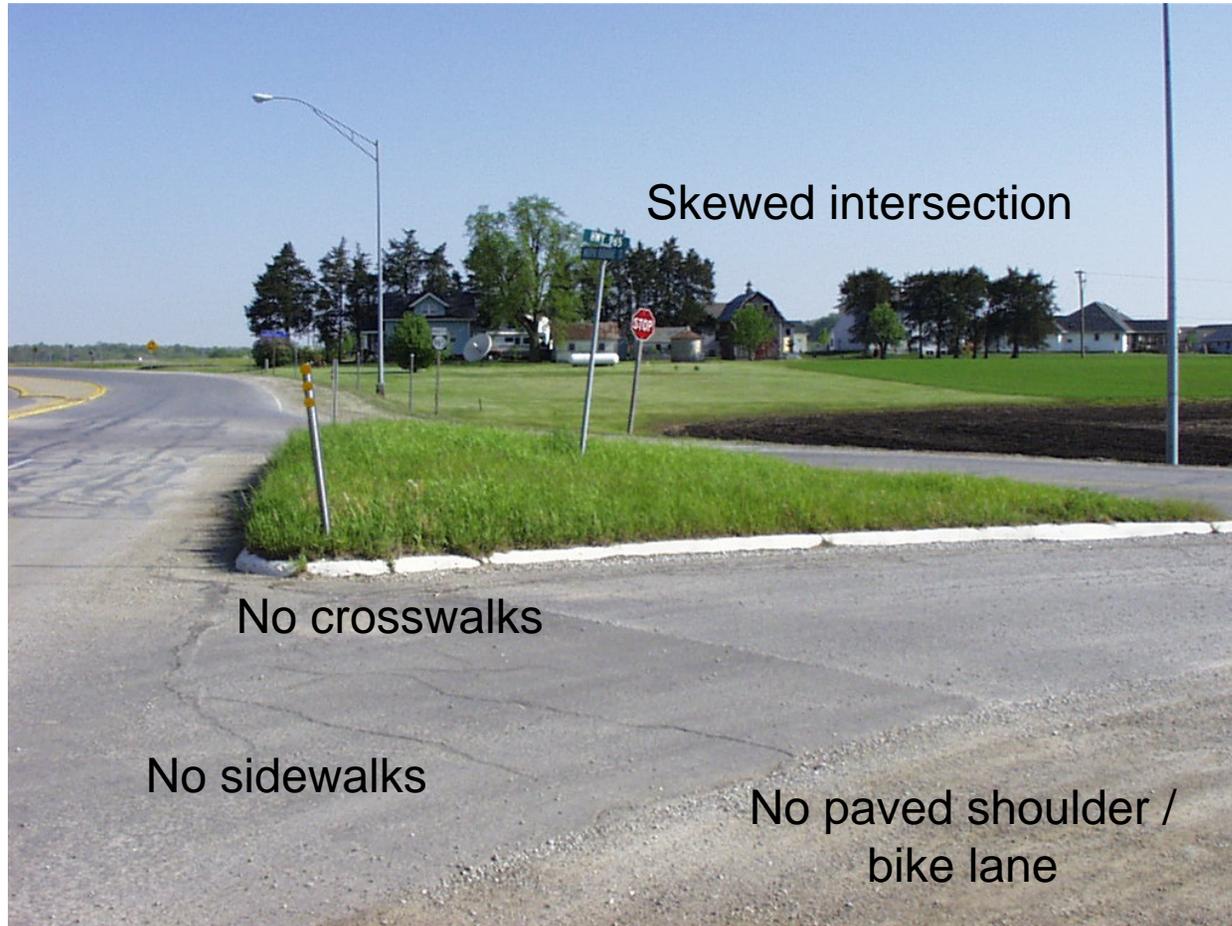
FHWA's pavement condition rating: 5

% of segment with occupied on-street parking: 0%

	Score	Level-of-service	Compatibility Level
BLOS:	1.55	B (1.51-2.50)	Very High

*Calculator courtesy of the League of Illinois Bicyclists

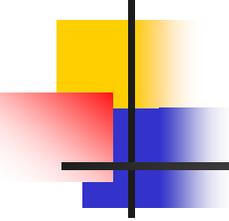
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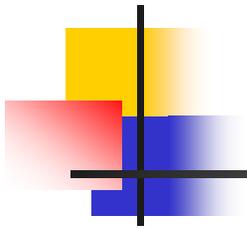


Modern arterial street design



Limitations of Bicycle Level of Service

- Does not account for access control
- Discounts intersections
- Does not include wide sidewalks or separated trails
- Cannot account for downtown-type situations
- Does not consider other factors that make a community bike friendly



Questions???