

For Federal Highway Administration

**Separated Bike Lanes Planning and Design Guide
Project Evaluation Checklist
Prepared September 2014**

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Project Evaluation Checklist

Use the following checklist to perform a holistic project evaluation of a separated bike lane facility. The items provided below represent a range of evaluation suggestions; not all are required and other measures not on the list are also available to practitioners for evaluation.

By evaluating a separated bike lane project using a wide range of criteria, planners will be better able to communicate the wide range of benefits that such facilities provide beyond improvements to cyclist safety. This checklist should be used in conjunction with Appendix E, which provides detailed instructions on volume and crash data collection pre- and post-implementation.

Safety

1. Crashes – Measure pre-/post-SBL statistics for all users (cyclists, pedestrians, motor vehicle occupants)
2. Injuries / Serious injuries – Measure pre-/post-SBL statistics for all users (cyclists, pedestrians, motor vehicle occupants)
3. Fatalities – Measure pre-/post-SBL statistics for all users (cyclists, pedestrians, motor vehicle occupants)
4. Excessive Speeding – Measure pre-/post-SBL percentages of motorists exceeding speed limit

Mobility

1. Volumes – Measure pre-/post-SBL volume data for all users (cyclists, pedestrians, motorists, transit)
2. Travel Time – Measure pre-/post-SBL effects on all users through travel time runs (cyclists, motorists, transit)
3. Level of Service – Measure pre-/post-SBL Level of Service for all users (cyclists, pedestrians, motorists, transit – consider a multi-modal LOS measure or specific bicycle and pedestrian LOS criteria)
4. Simplification of roadway network and changes to complicated intersections – Number of nodes simplified; Percentage of conflicting movements reduced
5. Pedestrian Mobility – Number of intersections with reduced crossing distances; Percentage of crossing distance reductions; Number of pedestrian refuge islands installed

Economic Vitality / Street Vitality + Quality of Life

1. Beautification – Number of street trees planted; Number of landscaped medians constructed; Number of street planters installed
2. Sidewalk Cycling – Reduction in number of cyclists using sidewalk
3. Parking Availability – Number of spaces lost or gained; Changes to parking demand and utilization; Changes to parking pricing

4. Effects on Loading and Unloading – Number of dedicated loading zones created; Effects of changes to loading and unloading regulations
5. Public Space – Square footage of new pedestrian plaza or public space created; Changes in usage of public space (quantitative and/or qualitative studies of changes – i.e. percentage change in number of users of public space or pre-/post-SBL surveys on public space changes)
6. Economic Effects – Compare pre-/post-SBL retail or other sales metrics along separated bike lane corridor (with before/after of comparison corridor); Compare pre-/post-SBL values of commercial rents along separated bike lane corridor (with before/after of comparison corridor); Perform pre-/post-SBL surveys or testimonials of merchants along separated bike lane corridor
7. Perception of Safety – Perform pre-/post-SBL surveys on all street users (cyclists, pedestrians, motorists, transit users)

