

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 road suitability ratings were created by an 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. (Steep → >8%).

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.
- Identify deficiencies in road networks for bicycle riding.
- Provide maps for cyclists that include information about road networks as well as information about bicycle laws and safety.

Criteria used to assess road suitability for cycling

Criteria	Maximum Assigned Score
Roadway conditions	20
Shoulder width / interaction hazard	40
Traffic type (volume and percentage heavy vehicles)	20
Terrain	10
Posted speed limits	10

Suitability Score	Points
5 – Most suitable	90 – 100
4 – Good	80 – 89
3 – Average	70 – 79
2 – Fair	60 – 69
1 – Least suitable	0 – 59

Definitions:

- (5) Most suitable road for cycling. Highly recommended bicycle route with low vehicular traffic and separation from the vehicle traffic either by very wide lanes or ample shoulder space. Low interaction hazard.
- (4) Good road for cycling. Recommended bicycle route although interaction hazard may be slighter higher than a Category 5 route. Possibly higher posted speed limits than a Category 5 route (> 45 mph).
- (3) Average road for cycling. It has higher levels of vehicle traffic and greater interaction hazard. Little or no separation from moving vehicles at lower volumes of traffic, which generally include local or less traveled county roads.
- (2) Fair road for cycling. Vehicles move at faster speeds. Higher percentage of heavy vehicle traffic.
- (1) Least suitable road for cycling. It may include any combination of the following factors that make cycling questionable.
 - Bicycle traffic forbidden.
 - High vehicle/ cyclist interaction level; no additional space for cyclists.
 - Very high volumes of traffic or larger percentages of heavy vehicles.
 - Dirt or gravel road.