Name of the cycling path_____

Cycling infrastructure evaluation sheet				
Nr.	Criteria	Description	Evaluation	Evaluation scale
(A) Safety				
1.	Safety in junctions	From perspective of cyclist		1-10 subjective grade
2.	Visability	From perspective of other road users		1-10 subjective grade
(B) Directness				
3.	Curve factor	Curve factor is relation between direct air-drawn line between two ending pionts of cycling route and the physically built cycling infrastructure in this route. The less value of curve factor the more direct is cycling route. Recomended value of curve factor is 1.4. For instance - if cycling route in direct line is 11km and built track is 12km long the value is 1.09. If the begining part of the same route is 7km and the built track is 8km long the value is 1.42. This means that efectivness of cycling track is reached only after 8th kilometer.		1-10 grade scale 1 - indirect 10 - direct Calculation: Direct line distance is 100%=10. Surpluss lenght (%) of indirect part of cycling track and get %=grade. Example: 12km=100%. 8km=66.66% 100-66.66=33.33% Grade: 3
4.	Time factor	Number of intersections per km where cyclist is not on the main road and thus forced to give way to other users and loose travel time. Main cycling routes should have as little as possible or none intersections like this. Number of forced stops on the route are indicators of how cycling friendly it is. Recomended number of stops per 1km is 1,56. Otherwise there will be increased number of cyclists crossing the red light.		1-10 subjective grade
(C) Connectivity				
5.	Network	Number of connections with other main cycling routes		1-10 subjective grade
6.	Continuity	No infrastructure gaps (in intersections, bridges, etc.)		-1 grade for each case
7.	Compatibility	Easy acces from cycling track/lane to destinations on other side of the driveway (shops, doors, side streets etc.)		1-10 subjective grade
(D) Comfort				
8.	Pavement	Smoothiness, manholes and other holes		1-10 subjective grade
9.	Curbes	They should be smooth and even with no height difference		-1 grade for each case
10.	Geometry of path	Smooth turns, no sharp trajectories		-1 grade for each case
11.	Obstacles	Trees, lamp posts, sign posts etc.		-1 grade for each case
12.	Night visibility	Sufficient lighting, no dark areas		-1 grade for each case
13.	Readability	Sufficient amount of readable signs and vertical marks		-1 grade for each case
14.	Socializing	Possibility for two cyclists to ride along and communicate		1-10 subjective grade
15.	Diversity of bikes	Appropriate path for all kinds of bikes, including tricycles and bicycles with trailers, tandems etc.		1-10 subjective grade
(E) Attractiveness				
16.	Environment	Does urban and natural environment of the path trigger positive emotions?		1-10 subjective grade
17.	Innovation	Use of innovative technologies (cyclist counter, green wave traffic lights, responsive lighting etc.)		1-10 subjective grade
18.	Additional infrastructure	Use of bike racks, benches, rest areas, foot and hand rest before traffic lights, safety barriers etc.		1-10 subjective grade

Notes:

Evaluated by:

Name, last name_____

Date_____