Appendix D: Plan Benefits

Technical Memorandum

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Project Name	City of Chico Active Transportation Plan		
Subject	Plan Benefits		

1. Introduction

Investing in Chico's active transportation network with new bicycle and pedestrian projects, programs, and policies recommended in this Plan should provide both qualitative and quantitative benefits for residents and visitors alike. This memorandum provides the methodological approach and results of the various benefit analyses conducted to assess the expected benefits associated with the implementation of the projects proposed as part of the City of Chico Active Transportation Plan (referred to as "the Plan"). The evaluated benefits include:

- Safety Benefits: *collision reduction benefits*, particularly at locations with a history of fatal and severe collisions
- Induced Demand/Mode Shift Benefits: *mobility, health, recreation, and reduced auto use benefits* associated with implementation of new bicycle facilities
- Multimodal Connectivity Benefits: improved connectivity benefits to the active transportation network associated with proposed projects

Each of the sections below describe the methodology used and results of the analysis of the benefit types listed above. Monetized benefits are also included, where applicable.

*Please note that the lists analyzed for this report were done so during the outreach process. This report was discussed during various Technical Advisory Committee meetings and other committee meetings and was utilized to guide the process of the final selected projects. These lists were subject to change due to staff input and community engagement. Due to budget and time constraints, the analyses could not be repeated for the final project list. Please see the Implementation Plan chapter for more details regarding final selected projects.

2. Safety Countermeasures

Jurisdictions should take a safe systems approach when implementing infrastructure improvements intended to improve safety on their roadways. A safe systems approach to roadway design focuses on minimizing the risk of fatality or injury for all road users, considering the possibility and likelihood of human error that often cause collisions, examining likely collision types and severity, and emphasizing the importance of considering the safety of vulnerable road users.[1] A component of this approach is to anticipate future safety challenges before they occur based on evaluation of recent historical collision data and known safety countermeasures proven to reduce the likelihood of future collisions. This type of forward thinking about improving safety is vital to ensuring jurisdictions have the best chance at proactively managing future crashes.

2.1 Methodology

Taking a proactive approach, potential safety benefits were estimated by calculating the expected reduction in collisions associated with projects proposed at locations with a history of bicycle and pedestrian collisions, and especially collisions resulting in fatal or severe injury. A list of top 15 intersection locations and top 10 roadway segment locations were identified based on bicycle and pedestrian collision hotspot locations for collisions occurring between January 1, 2016, and December 31, 2020.

While collision history was analyzed in the existing conditions chapter for a 10-year study period (between 2011 and 2020) using data from the Transportation Injury Mapping System (TIMS), the safety benefits analyzed herein utilized five-year study period, consistent with HSIP Cycle 11 funding application requirements, which requires between three and five years of collision data. Collision data was sourced from the Statewide Integrated Traffic Records System (SWITRS), which includes all collision severity types, (TIMS data does not include Property Damage Only (PDO) collisions) to understand the full scope of collisions and maximize the estimated benefits anticipated to be associated with projects proposed in the Plan. Collision data was cross-referenced with TIMS, as well as post-processed by GHD to correct data points with missing coordinate information.

To identify hotspot locations where safety benefits could be assessed, focus was first placed on locations with bicycle and pedestrian collisions resulting in fatal and severe injuries, but locations with a high incidence of bicycle and pedestrian collisions of all severity types were also considered. At some top collision locations, the projects proposed by the Plan include additional improvement types that may provide benefits other than safety benefits—those components of project recommendations (and their associated cost) are not included in the safety benefit analysis completed as part of the Plan and reported herein.

Benefits were calculated using the methodology described in the Highway Safety Manual, 1st Edition (AASHTO 2010). Crash modification factors (CMFs) from the California Local Roadway Safety Manual (LRSM) (version 1.6, April 2022) were utilized to estimate reduction in collisions. The safety countermeasures analyzed at top collision hotspot locations include only improvements consistent with the countermeasure types listed in the California LRSM.

2.2 Collision Reduction

Table 1 presents the estimated collision reduction anticipated to be associated with combination of safety countermeasures proposed at collision hotspots at intersection locations. As shown, at some locations, project recommendations include multiple proposed safety countermeasures, combining for a multiplicative crash reduction effect. At other locations, only one safety countermeasure is proposed. The safety countermeasures proposed at the 15 top intersection collision locations are expected to result in a reduction of three collisions resulting in fatalities, nine severe injury collisions, twenty-one non-severe injury collisions, and three PDO collisions, or a total of 36 collisions.

[1] *California Local Road Safety Manual (LRSM), version 1.6, April 2022* citing the Infrastructure Investment and Jobs Act (IIJA) emphasis on safe systems approach (Section 148 of Title 23, United States Code (23 U.S.C §148)).

Table 2 presents the estimated collision reduction anticipated to be associated with safety countermeasures proposed at collision hotspots along roadway segment locations. Only one safety countermeasure was proposed by the Plan for each of these locations, so unlike some intersection locations, the collision reduction factor represents the crash reduction effect of the single countermeasure listed. The safety countermeasures proposed at the 10 top segment collision locations are expected to result in a reduction of five collisions resulting in fatalities, six severe injury collisions, twenty-one non-severe injury collisions, and one PDO collision, or a total of 33 collisions.

Table 1 Collision Reduction Summary - Intersection Locations

Location Information			Countermeasures[1]			Existing Ped & Bike Collisions					Collision Reduction Factors[3]				Estimated Crash Reduction				
Location ID	Associated Plan ID(s)	Location Name	CM 1	CM2	CM3	Total Collisions	Fatal Collisions	Severe Injury Collisions	Non-Severe Injury Collisions[1]	PDO Collisions	CM 1 CRF	CM 2 CRF	CM 3 CRF	Multiplicative CRF	Fatal Collisions	Severe Injury Collisions	Non-Severe Injury Collisions	PDO Collisions	Total Collision Reduction By Location
1	P167	Esplanade / East Ave	S20PB	S21PB	0	7	1	0	5	1	0.15	0.60		0.66	1	0	4	1	6
2	P36	Esplanade / W 1st Ave	S17PB	S20PB	S21PB	5	0	0	4	1	0.25	0.15	0.6	0.75	0	0	3	1	4
3	P166	Esplanade / Main St / W/E 1st St	S20PB	S09	0	4	0	1	3	0	0.15	0.10		0.24	0	1	1	0	2
4	P136	8th St / Main St	S17PB	S21PB	0	4	0	1	3	0	0.25	0.60		0.70	0	1	3	0	4
5	P149	Esplanade / 9th Ave	S18PB	S09	S20PB	3	0	1	2	0	0.25	0.10	0.2	0.43	0	1	1	0	2
6	P146	Esplanade / 11th Ave	S18PB	S09	S20PB	3	0	1	2	0	0.25	0.10	0.2	0.43	0	1	1	0	2
7	P9	W Sacramento Ave / Bikeway 99 west of N Cedar St	NS22PB	0	0	4	0	1	3	0	0.35			0.35	0	1	2	0	3
8	P34	E 5th Ave / Sherman Ave	NS20PB	NS22PB	0	1	0	1	0	0	0.25	0.35		0.51	0	1	0	0	1
9	P43	W 1st St/Nord Ave/Walnut St	NS20PB	NS22PB	0	1	0	1	0	0	0.25	0.35		0.51	0	1	0	0	1
10	P142	Memorial Way / Vallombrosa Ave	S18PB	S20PB	0	3	0	0	3	0	0.25	0.15		0.36	0	0	2	0	2
11	P152	W Sacramento Ave / Esplanade	NS21PB	NS23PB	0	3	0	0	2	1	0.35	0.55		0.71	0	0	2	1	3
12	P103; P104	E 9th St / Linden Ave	NS20PB	NS22PB	0	1	0	1	0	0	0.25			0.25	0	1	0	0	1
13	P26; P28	E 3rd St / Woodland Ave	NS21PB	NS22PB	0	1	0	1	0	0	0.35			0.35	0	1	0	0	1
14	P133; P134	Main St / E 9th St	S21PB	0	0	1	1	0	0	0	0.60			0.60	1	0	0	0	1
15	P108	Mangrove Ave / E 9th Ave	S21PB	0	0	4	1	0	3	0	0.60			0.60	1	0	2	0	3
											Severity				**3**	**9**	**21**	**3**	**36**

Notes:
1. Non-Severe Injuries include those coded as "other visible injury" and "complaint of pain" injury.
2. "CM" = Countermeasure. Up to three countermeasures per location are allowed.
3. CRF = Collision Reduction Factor. Multiplicative CRF represents the combined effect of the up to three countermeasure types allowed at each location.

Table 2 Collision Reduction Summary - Roadway Segment Locations

Location Information			Countermeasure & Collision Reduction Factor [1,2]		Existing Ped & Bike Collisions					Estimated Crash Reduction				
Location ID	Associated Plan ID(s)[4]	Location Name	CM 1	CM1 CRF	Total Collisions	Fatal Collisions	Severe Injury Collisions	Non-Severe Injury Collisions[3]	PDO Collisions	Fatal Collisions	Severe Injury Collisions	Non-Severe Injury Collisions	PDO Collisions	Total Collision Reduction By Location
1	L114; L115	Nord Ave: W 9th St to W 1st St	R33PB	0.45	8	1	2	5	0	1	1	3	0	5
2	L122	W Lassen Ave / E Lassen Ave: Bay Ave to Cohasset Rd	R33PB	0.45	3	1	0	2	0	1	0	2	0	3
3	L23*	20th St: Park Ave to Dr Martin Luther King Pkwy	R33PB	0.45	2	0	0	2	0	0	0	1	0	1
4	L20*	W East Ave: E of Esplanade to Ceres Ave	R33PB	0.45	11	0	1	10	0	0	1	6	0	7
5	L283	Park Ave: E 11th St to E 20th St	R33PB	0.45	4	1	1	2	0	1	1	2	0	4
6	L139*	W 5th St: Walnut St to Broadway St	R32PB	0.35	2	0	2	0	0	0	1	0	0	1
7	L324*	Esplanade: E Lassen to Lindo Channel	R33PB	0.45	10	1	2	6	1	1	1	4	1	7
8	L74	W 8th Ave: Citrus Ave to Proposed Class I Path (west)	R34PB	0.8	1	1	0	0	0	1	0	0	0	1
9	L325	Humboldt Ave: Olive St to Guill St	R34PB	0.8	2	0	1	1	0	0	1	1	0	2
10	L63	Broadway: W 1st to W 8th St	R33PB	0.45	3	0	0	3	0	0	0	2	0	2
					Total Collision Reduction By Severity					**5**	**6**	**21**	**1**	**33**

Notes:
1. "CM" = Countermeasure. While up to three countermeasures per location are allowed, only one was recommended by the Plan and analyzed here.
2. CRF = Collision Reduction Factor.
3. Non-Severe Injuries include those coded as "other visible injury" and "complaint of pain" injury.
4. * = only partial extent of the segment recommended by the Plan ID project was analyzed for safety benefits due to crash locations.

2.3 Monetized Safety Benefits

Table 3 presents the monetized benefits of safety countermeasures, estimated over a five-year span. The collision reduction benefit was monetized using the KABCO injury scale, and the collision costs assigned to each severity in Appendix D of the California LRSM. The collision costs reported in the LRSM were calculated from HSM 2010 values, adjusted to 2022 dollars.

The monetized safety benefits reflect the cost benefit provided by the estimated reduction in collisions associated with safety countermeasures at intersection and roadway segment collision hotspot locations, over a five-year period.[2] As shown in Table 3, the monetized benefit from all intersection locations is upwards of $44 million, while the benefit for all roadway segments is almost $74 million

Table 3 Monetized Benefit of Safety Countermeasures

Location ID	Associated Plan ID(s)	Location Name	Monetized Safety Benefits[1]	Countermeasure Cost
Intersections				
1	P167	Esplanade / East Ave	$ 3,160,700	$ 59,000
2	P36	Esplanade / W 1st Ave	$ 1,219,100	$ 654,500
3	P166	Esplanade / Main St / W/E 1st St	$ 989,300	$ 8,250
4	P136	8th St / Main St	$ 3,981,800	$ 650,000
5	P149	Esplanade / 9th Ave	$ 3,073,600	$ 14,500
6	P146	Esplanade / 11th Ave	$ 2,758,100	$ 14,500
7	P9	W Sacramento Ave / Bikeway 99 west of N Cedar St	$ 4,651,800	$ 50,000
8	P34	E 5th Ave / Sherman Ave	$ 4,614,000	$ 51,000
9	P43	W 1st St/Nord Ave/Walnut St	$ 4,614,000	$ 51,000
10	P142	Memorial Way / Vallombrosa Ave	$ 565,200	$ 52,500
11	P152	W Sacramento Ave / Esplanade	$ 752,000	$ 257,500
12	P103; P104	E 9th St / Linden Ave	$ 4,614,000	$ 51,000
13	P26; P28	E 3rd St / Woodland Ave	$ 6,567,400	$ 16,750
14	P133; P134	Main St / E 9th St	$ 2,144,400	$ 50,000
15	P108	Mangrove Ave / E 9th Ave	$ 410,100	$ 50,000
		Intersections Total	**$ 44,115,500**	**$ 2,030,500**
Roadway Segments				
1	L114; L115	Nord Ave: W 9th St to W 1st St	$ 14,355,900	$ 501,500
2	L122	W Lassen Ave / E Lassen Ave: Bay Ave to Cohasset Rd	$ 4,881,300	$ 420,000
3	L23*	20th St: Park Ave to Dr Martin Luther King Pkwy	$ 575,700	$ 138,000
4	L20*	W East Ave: E of Esplanade to Ceres Ave	$ 6,438,600	$ 132,000
5	L283	Park Ave: E 11th St to E 20th St	$ 9,311,100	$ 237,000
6	L139*	W 5th St: Walnut St to Broadway St	$ 6,890,800	$ 29,500
7	L324*	Esplanade: E Lassen to Lindo Channel	$ 14,670,600	$ 412,000
8	L74	W 8th Ave: Citrus Ave to Proposed Class I Path (west)	$ 7,875,200	$ 599,100
9	L325	Humboldt Ave: Olive St to Guill St	$ 8,166,100	$ 2,205,900
10	L63	Broadway: W 1st to W 8th St	$ 615,100	$ 88,600
		Roadway Segments Total	**$ 73,780,400**	**$ 4,763,600**
		Grand Total	**$ 117,895,900**	**$ 6,794,100**

Notes:
Values are rounded.

[2] Reflects five-year period due to 5 years being the number of years of data used.

3. Induced Demand/Bicycle Mode Shift

Based on the research cited in National Cooperative Highway Research Program (NCHRP) Report 552, Guidelines for Analysis of Investment in Bicycle Facilities[3], some bicycle facilities proposed in the Plan may result in induced bicycling demand for the new facilities among both existing and new bicyclists. The methodology describes an approach for estimating the induced demand associated with a given bicycle facility improvement and translates the projected increase in demand to monetized benefits related to mobility, health, recreation, and decreased auto use. This section describes the application of the NCHRP 552 methodology for this project, and the anticipated benefits in terms of induced bicycling demand and monetized benefits associated with proposed bicycle facilities.

The induced bicycling demand benefits analyzed herein are calculated for each project separately and should be used for project-to project comparison only. Some benefits categories analyze the estimated benefits separately for "separated" versus "on-street" facilities. [4] The results in the following sections are reported for the top 20 benefit-producing bicycle projects, the top 10 projects categorized as separated and top 10 for those categorized as on-street. The full list of bicycle projects analyzed, and their associated benefits is provided at the end of this document.

3.1 Methodology

To estimate the induced demand benefits associated with bicycle improvements proposed in the Plan, the project team utilized the sketch planned method described in Appendix A and B of NCHRP Report 552, as well as Census population and commute pattern data, and average bicycling trip length estimates from 2021 Replica data.[5]

The NCHRP 552 methodology is centered on several assumptions[6]:

1. Existing bicyclists near a new facility will shift from the existing nearby facility to the new facility.
2. The new facility will result in induced number of bicyclists as a function of the number of existing bicyclists, relative to the attractiveness of the proposed facility (i.e., Class I shared-use path vs. Class II bicycle lanes).
3. People are more likely to ride a bicycle if they live within 1.5 miles of a facility than if they live outside that distance.

The methodology suggests that existing bicycle commute mode share can be utilized to estimate the number of existing and future bicycle ridership based on low, moderate, and high likelihood multipliers and the population within 1.5-mile, 1-mile, and 0.5-mile buffers that surround a facility. According to the NCHRP 522 research, the total rate of adult bicycling ranges from a low estimate, based on the Census bicycling commute mode share, to a high estimate, based on 0.6 percent plus three times the Census commute share.

Moreover, the highest likelihood of a member of the population to use the facility exists if they live within a 0.5-mile buffer around the facility. Thus, demand is reported at low, medium, and high estimates for the populations at each buffer distance. Each buffer area—at 0.5-, 1- and 1.5-mile distances from a proposed bicycle improvement are created using a network-based analysis in a GIS environment.

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[3] Methodology utilized here in based on National Cooperative Highway Research Program (NCHRP) Report 552, *Guidelines for Analysis of Investments in Bicycle Facilities*, Transportation Research Board of the National Academies (2006), as well as the supplemental White Paper titled "*Translating Demand and Benefits Research into Guidelines,*" available **here**, which was adapted from the demands and benefits outlined in the original NCHRP 552 report. The methodology described in the White Paper was used in the development of an online tool (no longer supported) created by the NCHRP 552 research authors.

[4] The NCHRP 552 methodology does not include Class III bike routes, so those facility types were not included in the induced demand benefits assessment. While the methodology did not originally include Class IV bikeways or Class II buffered bike lanes, as those facility types had not yet been consistently implemented at the time of report publication, Class IV facilities were analyzed using the same calculations as separated paths and Class II buffered facilities were analyzed the same as on-street bike lanes.

[5] Replica is an online platform providing data on the built environment and how people interact with it, most notably trip patterns. Replica models their data, representing movement by aggregating data from three primary sources: census demographic data, proprietary location data from telecommunications and other digital infrastructure within a region, and field observations. Replica's simulated datasets are cleaned of identifying information and calibrated against observed "ground-truth." The data is tested with field observations to ensure it is consistent with actual human behavior.

3.1.1 Existing Estimates

Existing Population Estimates

To project future bicycling demand, the existing population, and more specifically existing bicycling population near the proposed improvements, a key input to the NCHRP 552 methodology, must first be estimated. Existing population by block group for the City of Chico was estimated using 2017-2021 American Community Survey (ACS) 5-Year estimates. Using a GIS-based python script, the network analysis buffers at 0.5-mile, 1-mile and 1.5-mile distances from each proposed bicycle facility are intersected with the block groups to establish the proportion of the entire block group within a given buffer distance area. The total population within each buffer distance near the proposed improvements was estimated by multiplying the proportion of area of each buffer to the area of the whole block by the estimated block population.

Existing Bicycling Demand

Daily existing bicycling population is estimated for several categories: adult commuter bicyclists, adult-non-commuter bicyclists and child bicyclists. The calculations used to estimate existing and new bicyclists within each category are described in the following sections. The estimates of existing population and bicyclists by category for each of the bicycle facilities considered is provided at the end of this document.

Existing Bicycle Commuters

The estimated number of daily existing bicycle commuters are based on the existing bicycle commute mode share, the percent of adult population, and the percent of adult commuters for each block group, which is estimated based on U.S. Census data.[7] To identify the existing bicyclist commuter population who could shift to the new facility, the equation below is used, where (R) is the total population within each buffer distance, (A) is the percentage of adult population, (C) is the Census bicycle commute mode share, and it is assumed that 50% of adults are commuters.

*Daily existing bicycle commuters = R * A * C *0.5*

Existing Adult Bicyclists

Adult bicycling rates are calculated at high, moderate, and low estimates. The NCHRP 552 research found that total adult bicycling rates range from the Census commute mode share at the low end to 0.6 percent plus three times the Census commute mode share at the high end.[8]

$T_{high} = 0.06\% + 3C$
$T_{moderate} = 0.4\% + 1.2C$
$T_{low} = C$

To estimate existing adult bicyclists the equation below is used, where (R) is the total population within each buffer distance, (A) is the percentage of adult population, and (T) is the adult bicycling rate at high, moderate, and low estimates.

*Total existing adult bicyclists = R * A * T_i*

Existing Child Bicyclists

To estimate existing child bicyclists, the below equation is used. The population within each buffer area (R) is multiplied by the percent of population who are children (PC), then by 0.02 based on the 2017 National Household Transportation Survey (NHTS) estimate of children who ride a bicycle on a given day.

*Daily existing child bicyclists = R * PC * 0.02*

[7] 2017-2021 American Community Survey (ACS) 5-Year estimates for Total Population, Age, Means of Transportation to Work
[8] NCHRP 552, Chapter 4; Appendix A.

3.2 Future Estimates – Induced Bicycling Demand

The NCHRP 552 research cites that people who live closest to a bicycle facility are more likely to bike than those who live further from the facility. Likelihood multipliers were developed to represent this probability.[9] Using the estimated bicycling rates for each group (bicycle commuters, total adults, and children) along with the likelihood multipliers cited by the NCHRP 552 research (L), the estimates of induced bicyclists anticipated to be associated with a given facility is calculated for each group, as shown in the equations below.

*New bicyclist commuters = existing bicyclist commuters * L*

*New adult bicyclists = existing adult bicyclists * L*

*New child bicyclists = existing child bicyclists * L*

Where:
L800m = 0.51
L1600m = 0.44
L2400m = 0.15

Estimates of induced bicycling demand for each of the bicyclist groups is provided for the full list of evaluated bicycle projects iat the end of this document.

3.3 Monetized Bicycle Mode Shift Benefits

The NCHRP 552 methodology presents guidance on translating their demand and benefits research to a benefit cost analysis approach for bicycle facility investments. This methodology results in annual monetized benefits associated with mobility, health, recreation, and decreased auto use expected to result from new bicycle facilities. Each of the benefit types associated with the induced bicycling demand that is anticipated for the bicycle facilities proposed in the Plan are described in the following sections.

3.3.1 Mobility Benefits

Mobility benefits represent the time cost associated with shift to given bicycle facility type for the total number of commute trips over a commute year for new and existing bicyclist commuters[10]. This approach is based on stated preference analysis findings that establish the number of minutes, on average, bicycle commuters are willing to spend to access various facility types, as well as an hourly value of time assumption. The resulting calculation represents a per-trip benefit by facility type. The annualized mobility benefits take into account the estimated existing and induced demand to reflect the time in dollars that a new or existing bicyclist commuter is willing to spend to access the new facility. The estimated mobility benefits associated with the top-10 benefits producing bicycle projects proposed in the Plan are reported separately for separated and on-street facilities in Table 4 and Table 5 Mobility Benefits - On-Street Bike Lanes.

[9] NCHRP 552, Appendix B; Supplemental White Paper *Translating Demand and Benefits Research into Guidelines*
[10] *NCHRP Report 552, Chapter 4; NCHRP Report 552 Appendix D.*

Table 4 Mobility Benefits - Separated Facilities

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Existing Bicycle Commuters	New Bicycle Commuters	Annual Mobility Benefit
L292	Class I Shared-Use Path	Separated	776	199	$ 2,575,217
L120	Class IV Parking Buffered Bikeway	Separated	806	168	$ 2,572,576
L162	Feasibility Study (Class I or Class IV)	Separated	662	174	$ 2,208,083
L63	Class I Shared-Use Path	Separated	650	160	$ 2,139,411
L131	Class I Shared-Use Path	Separated	634	166	$ 2,112,998
L7	Class IV Bikeway	Separated	651	146	$ 2,105,075
L58	Class IV Bikeway	Separated	634	156	$ 2,086,586
L62	Class I Shared-Use Path	Separated	632	154	$ 2,076,021
L40	Class I Shared-Use Path	Separated	635	142	$ 2,052,250
L13	Class I Shared-Use Path	Separated	606	167	$ 2,041,685
Value of Time (V) [1]	**# of Minutes Commuter Willing to Spend to Access Facility (M) [2]**	**Weeks per Year [3]**	**Days per Week**	**Trips Per Day**	**Per Trip benefit [4]**
$16.20	20.38	48	5	2	$ 5.50

Source/Notes:
1. Value of travel time (VOT), Caltrans Cal B/C Parameter Guide, Version 8.1, March 2022.
2. NCHRP 552, Chapter 4; Appendix D., Translating Demand and Benefits Research into Guidelines White Paper.
3. Assumes 48 working weeks per year to accommodate vacation, sick time, etc. and to be conservative in estimate.
4. Assumes value of time (V) of $16.20 per hour, and 20.38 (M) as the time a bicyclist is willing to spend to access a separated facility. Per trip benefit is calculated by using this equation M * V/60. V is divided by 60 because the M is in minutes and V is in hours; dividing V by 60 converts it to minutes so that the result can easily be multiplied by the minutes.
5. Annual Mobility Benefit is calculated using the following equation: Annual mobility benefit = M * V/60 * (existing commuters + new commuters) * 48 * 5 * 2

Table 5 Mobility Benefits - On-Street Bike Lanes

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Existing Bicycle Commuters	New Bicycle Commuters	Annual Mobility Benefit
L117	Class II Bike Lane	On-Street	755	206	$ 2,244,312
L48	Class II Buffered Bike Lane with Green Paint	On-Street	727	205	$ 2,176,585
L45	Class II Buffered Bike Lane	On-Street	729	165	$ 2,087,840
L12	Class II Buffered Bike Lane with Green Paint	On-Street	709	175	$ 2,064,487
L110	Class II Buffered Bike Lane	On-Street	687	165	$ 1,989,754
L19	Class II Bike Lane	On-Street	656	175	$ 1,940,711
L224	Class II Bike Lane	On-Street	652	174	$ 1,929,034
L109	Class II Buffered Bike Lane	On-Street	662	159	$ 1,917,357
L111	Class II Buffered Bike Lane	On-Street	638	145	$ 1,828,612
L244	Class II Bike Lane	On-Street	629	144	$ 1,805,258
Value of Time (V) [1]	**# of Minutes Commuter Willing to Spend to Access Facility (M) [2]**	**Weeks per Year [3]**	**Days per Week**	**Trips Per Day**	**Per Trip benefit [4]**
$16.20	18.02	48	5	2	$ 4.87

Source/Notes:
1. Value of travel time (VOT), Caltrans Cal B/C Parameter Guide, Version 8.1, March 2022.
2. NCHRP 552, Chapter 4; Appendix D., Translating Demand and Benefits Research into Guidelines White Paper.
3. Assumes 48 working weeks per year to accommodate vacation, sick time, etc. and be conservative in estimate.
4. Assumes value of time (V) of $16.20 per hour, and 18.02 (M) as the time a bicyclist is willing to spend to access a separated facility. Per trip benefit is calculated by using this equation M * V/60. V is divided by 60 because the M is in minutes and V is in hours; dividing V by 60 converts it to minutes so that the result can easily be multiplied by the minutes.
5. Annual Mobility Benefit is calculated using the following equation: Annual mobility benefit = M * V/60 * (existing commuters + new commuters) * 48 * 5 * 2

3.3.2 Health Benefits

Health benefits represent the cost savings from physical activity benefits associated with induced demand anticipated to result from the proposed bicycle facilities. An annual per capita cost savings of $128, representing health benefit cost savings.[11] The annual health benefit is calculated by multiplying the annual per capita cost savings by the total number of new bicyclists anticipated with the proposed bicycle facilities.

Annual health benefits for the Top 10 benefits-producing projects are presented in tables below.

Table 6 Health Benefits - On-Street Bike Lanes

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Total New Cyclists, High	Total New Cyclists, Moderate	Total New Cyclists, Low	Annual Health Benefit, High	Annual Health Benefit, Moderate	Annual Health Benefit, Low
L48	Class II Bike Lane	On-Street	1677	771	641	$ 214,656	$ 98,688	$ 82,048
L117	Class II Buffered Bike Lane with Green Paint	On-Street	1645	768	634	$ 210,560	$ 98,304	$ 81,152
L12	Class II Buffered Bike Lane	On-Street	1410	653	541	$ 180,480	$ 83,584	$ 69,248
L224	Class II Buffered Bike Lane with Green Paint	On-Street	1406	650	545	$ 179,968	$ 83,200	$ 69,760
L19	Class II Bike Lane	On-Street	1382	644	541	$ 176,896	$ 82,432	$ 69,248
L45	Class II Buffered Bike Lane with Green Paint	On-Street	1393	637	523	$ 178,304	$ 81,536	$ 66,944
L110	Class II Bike Lane	On-Street	1382	634	524	$ 176,896	$ 81,152	$ 67,072
L109	Class II Buffered Bike Lane with Green Paint	On-Street	1312	602	502	$ 167,936	$ 77,056	$ 64,256
L244	Class II Buffered Bike Lane	On-Street	1197	555	459	$ 153,216	$ 71,040	$ 58,752
L111	Class II Buffered Bike Lane with Green Paint	On-Street	1188	552	457	$ 152,064	$ 70,656	$ 58,496
							Annual per Capita Health Cost Savings from Physical Activity [1]	$ 128

Source:
1. NCHRP 552, Appendix E.

3.3.3 Recreation Benefits

Recreation benefits represent the cost savings related to recreational activity for new bicyclists induced by the new bicycle facilities. The cost of a typical day of recreation, valued at $10 for 1 hour of recreation activity, is based on a variety of outdoor recreational activities. The average adult cycling day, for example, includes roughly 40 minutes of cycling, in addition to some preparation and clean up time. To calculate annualized health benefits, the number of new commuters is subtracted from the number of new bicyclists, then multiplied by the typical recreation day cost. The number of new commuters is subtracted from the number of new bicyclists, because the value of the facility to new commuters is already accounted for in the mobility benefit.

[11] NCHRP Report 552, Chapter 4; Appendix E, reflects the median value of 10 studies on health-related annual per capita cost savings for physical activity associated with induced bicycle use

Anticipated recreation benefits associated with induced demand resulting from the top 10 benefits-producing bicycle projects is shown in Table 7 and Table 8 for separated and on-street facilities, respectively.

Table 7 Recreation Benefits – Separated Facilities

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Total New Cyclists, High	Total New Cyclists, Moderate	Total New Cyclists, Low	Total New Bicyclist Commuters	Total New Recreation Cyclists, High[1]	Total New Recreation Cyclists, Moderate[1]	Total New Recreation Cyclists, Low[1]	Annual Recreation Benefit, High	Annual Recreation Benefit, Moderate	Annual Recreation Benefit, Low
L292	Class I Shared-Use Path	Separated	1608	743	622	199	1409	544	423	$ 5,142,850	$ 1,985,600	$ 1,543,950
L120	Class IV Bikeway	Separated	1467	670	551	168	1299	502	383	$ 4,741,350	$ 1,832,300	$ 1,397,950
L162	Class I Shared-Use Path	Separated	1415	651	543	174	1241	477	369	$ 4,529,650	$ 1,741,050	$ 1,346,850
L13	Class IV Bikeway	Separated	1337	629	518	167	1170	462	351	$ 4,270,500	$ 1,686,300	$ 1,281,150
L131	Feasibility Study	Separated	1336	620	519	166	1170	454	353	$ 4,270,500	$ 1,657,100	$ 1,288,450
L63	Class IV Parking Buffered Bikeway	Separated	1314	612	504	160	1154	452	344	$ 4,212,100	$ 1,649,800	$ 1,255,600
L150	Class I Shared-Use Path	Separated	1260	590	487	155	1105	435	332	$ 4,033,250	$ 1,587,750	$ 1,211,800
L125	Class I Shared-Use Path	Separated	1270	584	487	152	1118	432	335	$ 4,080,700	$ 1,576,800	$ 1,222,750
L58	Class I Shared-Use Path	Separated	1270	581	484	156	1114	425	328	$ 4,066,100	$ 1,551,250	$ 1,197,200
L7	Class IV Bikeway	Separated	1240	570	465	146	1094	424	319	$ 3,993,100	$ 1,547,600	$ 1,164,350
										Value of Typical Day of Recreation Time[2]		$ 10

Source/Notes:
1. Cost of "typical" recreation day, valued at $10 x 365 days per year x (total new bicyclists – total new commuters)
2. NCHRP 552, Appendix G.

Table 8 Recreation Benefits - On-Street Bike Lanes

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Total New Cyclists, High	Total New Cyclists, Moderate	Total New Cyclists, Low	Total New Bicyclist Commuters	Total New Recreation Cyclists, High[1]	Total New Recreation Cyclists, Moderate[1]	Total New Recreation Cyclists, Low[1]	Annual Recreation Benefit, High	Annual Recreation Benefit, Moderate	Annual Recreation Benefit, Low
L48	Class II Buffered Bike Lane with Green Paint	On-Street	1677	771	641	205	1472	566	436	$5,372,800	$2,065,900	$1,591,400
L117	Class II Bike Lane	On-Street	1645	768	634	206	1439	562	428	$5,252,350	$2,051,300	$1,562,200
L12	Class II Buffered Bike Lane with Green Paint	On-Street	1410	653	541	175	1235	478	366	$4,507,750	$1,744,700	$1,335,900
L224	Class II Bike Lane	On-Street	1406	650	545	174	1232	476	371	$4,496,800	$1,737,400	$1,354,150
L45	Class II Buffered Bike Lane	On-Street	1393	637	523	165	1228	472	358	$4,482,200	$1,722,800	$1,306,700
L110	Class II Buffered Bike Lane	On-Street	1382	634	524	165	1217	469	359	$4,442,050	$1,711,850	$1,310,350
L19	Class II Bike Lane	On-Street	1382	644	541	175	1207	469	366	$4,405,550	$1,711,850	$1,335,900
L109	Class II Buffered Bike Lane	On-Street	1312	602	502	159	1153	443	343	$4,208,450	$1,616,950	$1,251,950
L244	Class II Bike Lane	On-Street	1197	555	459	144	1053	411	315	$3,843,450	$1,500,150	$1,149,750
L111	Class II Buffered Bike Lane	On-Street	1188	552	457	145	1043	407	312	$3,806,950	$1,485,550	$1,138,800
										Value of Typical Day of Recreation Time[2]		$ 10

Source/Notes:
1. Cost of "typical" recreation day, valued at $10 x 365 days per year x (total new bicyclists – total new commuters)
2. NCHRP 552, Appendix G.

3.3.4 Decreased Auto Use Benefits

Decreased auto use benefits include the benefits associated with user cost savings, reduced congestion, and reduced air pollution. This benefit is calculated based on the benefit per mile associated with vehicle to bicycle mode shift as a function of location and time of day, with congestion savings ranging from 0 to 5 cents per mile and pollution savings ranging from 1 to 5 cents per mile depending on conditions. The middle range of congestion and pollution savings is used for suburban areas, which is the value used for the analysis in this study. The overall savings per mile is estimated at 8 cents per mile for suburban geographies.

To calculate the annual decreased auto use benefit, the number of new commuters is multiplied by the average round trip length, savings per mile, 48 weeks per year, 5 days per week, and 2 trips per day. In addition to the monetized benefits associated with decreased auto use, these benefits can also be described in terms of VMT reduction. The estimated VMT reduction can be utilized as an input to calculate air quality benefits using other methods, as well as provides another metric to use as a lens to view decreased auto use benefits associated with bicycle mode shift. These benefits, as well as the expected reduction in vehicle miles travelled (VMT) anticipated to be associated with proposed bicycle projects are presented in Table 9 and Table 10 for separated and on-street bicycle facilities, respectively.

Table 9 Decreased Auto Use Benefits–Separated Facilities

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Total New Bicyclist Commuters	Annual Reduced Auto Use Benefit	Daily VMT Reduction	Annual VMT Reduction
L292	Class I Shared-Use Path	Separated	199	$ 18,340	955	229,248
L162	Class I Shared-Use Path	Separated	174	$ 16,036	835	200,448
L120	Class IV Bikeway	Separated	168	$ 15,483	806	193,536
L13	Class IV Bikeway	Separated	167	$ 15,391	802	192,384
L131	Feasibility Study	Separated	166	$ 15,299	797	191,232
L63	Class IV Parking Buffered Bikeway	Separated	160	$ 14,746	768	184,320
L58	Class I Shared-Use Path	Separated	156	$ 14,377	749	179,712
L150	Class I Shared-Use Path	Separated	155	$ 14,285	744	178,560
L62	Class IV Parking Buffered Bikeway	Separated	154	$ 14,193	739	177,408
L125	Class I Shared-Use Path	Separated	152	$ 14,008	730	175,104
					Average round trip length [1]	4.8
					Congestion and pollution savings per mile in urban areas (cents)	$ 0.13
					Congestion and pollution savings per mile in suburban areas [2]	$ 0.08
					Congestion and pollution savings per mile in small towns and rural areas	$ 0.01
					Weeks per Year [3]	48
					Days per Week	5

Source/Notes:
1. Replica 2021 average trip length for one-way bicycling trips in the City of Chico is 2.4 miles.
2. We assume suburban for all areas.
3. Assumes 48 working weeks per year to accommodate vacation, sick time, etc.

Table 10 Decreased Auto Use Benefits–On-Street Bike Lanes

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Total New Bicyclist Commuters	Annual Reduced Auto Use Benefit	Daily VMT Reduction	Annual VMT Reduction
L117	Class II Bike Lane	On-Street	206	$18,985	989	237,312
L48	Class II Buffered Bike Lane with Green Paint	On-Street	205	$18,893	984	236,160
L12	Class II Buffered Bike Lane with Green Paint	On-Street	175	$16,128	840	201,600
L19	Class II Bike Lane	On-Street	175	$16,128	840	201,600
L224	Class II Bike Lane	On-Street	174	$16,036	835	200,448
L45	Class II Buffered Bike Lane	On-Street	165	$15,206	792	190,080
L110	Class II Buffered Bike Lane	On-Street	165	$15,206	792	190,080
L109	Class II Buffered Bike Lane	On-Street	159	$14,653	763	183,168
L111	Class II Buffered Bike Lane	On-Street	145	$13,363	696	167,040
L244	Class II Bike Lane	On-Street	144	$13,271	691	165,888
					Average round trip length [1]	4.8
					Congestion savings per mile in urban areas (cents)	$ 0.13
					Congestion savings per mile in suburban areas [2]	$ 0.08
					Congestion savings per mile in small towns and rural areas	$ 0.01
					Weeks per Year [3]	48
					Days per Week	5

Source/Notes:
1. Replica 2021 average trip length for one-way bicycling trips in the City of Chico is 2.4 miles.
2. We assume suburban for all areas.
3. Assumes 48 working weeks per year to accommodate vacation, sick time, etc.

3.3.5 Total Monetized Benefits

Table 11 presents a combined summary of the annualized benefits associated with the top-10 benefits-producing projects proposed across the Plan area, representing the estimated mobility, health, recreation, and decreased auto use benefits associated with the proposed bicycle facilities discussed in previous sections. For the purposes of this analysis, the moderate estimate is used for a conservative approach to assessing induced demand benefits.

Table 11 Total Annual Monetized Induced Demand Benefits

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Annual Mobility Benefit	Annual Health Benefit, Moderate	Annual Recreation Benefit, Moderate	Annual Reduced Auto Use Benefit	Total Annual Monetized Induced Demand Benefits
Separated Facilities							
L292	Class I Shared-Use Path	Separated	$2,575,217	$95,104	$1,985,600	$18,340	$4,674,261
L120	Class IV Bikeway	Separated	$2,572,576	$85,760	$1,832,300	$16,036	$4,506,672
L162	Class I Shared-Use Path	Separated	$2,208,083	$83,328	$1,741,050	$15,483	$4,047,944
L63	Class IV Parking Buffered Bikeway	Separated	$2,139,411	$78,336	$1,649,800	$14,746	$3,882,293
L131	Feasibility Study	Separated	$2,112,998	$79,360	$1,657,100	$15,299	$3,864,757
L7	Class IV Bikeway	Separated	$2,105,075	$72,960	$1,547,600	$14,008	$3,739,643
L13	Class IV Bikeway	Separated	$2,041,685	$80,512	$1,686,300	$15,391	$3,823,888
L58	Class I Shared-Use Path	Separated	$2,086,586	$74,368	$1,551,250	$14,193	$3,726,397
L62	Class IV Parking Buffered Bikeway	Separated	$2,076,021	$73,344	$1,529,350	$13,732	$3,692,447
L125	Class I Shared-Use Path	Separated	$2,023,196	$74,752	$1,576,800	$14,285	$3,689,033
On-Street Facilities							
L117	Class II Bike Lane	On-Street	$2,244,312	$98,304	$2,051,300	$18,893	$4,412,809
L48	Class II Buffered Bike Lane	On-Street	$2,176,585	$98,688	$2,065,900	$18,985	$4,360,158
L12	Class II Buffered Bike Lane with Green Paint	On-Street	$2,064,487	$83,584	$1,744,700	$16,128	$3,908,899
L45	Class II Buffered Bike Lane with Green Paint	On-Street	$2,087,840	$81,536	$1,722,800	$16,036	$3,908,212
L110	Class II Buffered Bike Lane	On-Street	$1,989,754	$81,152	$1,711,850	$15,206	$3,797,962
L224	Class II Buffered Bike Lane	On-Street	$1,929,034	$83,200	$1,737,400	$16,128	$3,765,762
L19	Class II Buffered Bike Lane with Green Paint	On-Street	$1,940,711	$82,432	$1,711,850	$15,206	$3,750,199
L109	Class II Bike Lane	On-Street	$1,917,357	$77,056	$1,616,950	$14,653	$3,626,016
L111	Class II Bike Lane	On-Street	$1,828,612	$70,656	$1,485,550	$13,271	$3,398,089
L244	Class II Buffered Bike Lane with Green Paint	On-Street	$1,805,258	$71,040	$1,500,150	$13,363	$3,389,811

3.4 Multimodal Connectivity

The bicycle and pedestrian improvement projects recommended in this Plan are intended to facilitate an active transportation network that is low stress, making it comfortable for people of all ages and abilities. Constructing new sidewalks, implementing safe crossings, as well as providing new and upgraded off- and on-street facilities, like Class I Multi-Use Paths and Class II Buffered Bicycle Lanes respectively, will enhance user comfort throughout the active transportation network, further encouraging its use.

Qualitative benefits of bicycle and pedestrian improvements can be analyzed by examining improvements to multimodal connectivity throughout the corridor. Connectivity benefits associated with the improvements recommended in this plan are assessed through the lens of Bicycle Level of Traffic Stress (LTS), which is discussed in the following section.

3.4.1 Methodology

The bicycle level of traffic stress methodology considers a variety of roadway infrastructure characteristics to determine the LTS score of a roadway or intersection, including:

- level of separation from vehicular traffic
- street width (number of lanes), daily traffic volumes and/or functional classification
- presence and width of bike lanes, parking lanes, medians and turn lanes
- frequency of bike lane blockage
- speed limit or prevailing speed of adjacent street or streets being travelled along or crossed
- intersection control type

Level of traffic stress scores are governed by the worst-case principle, meaning that the highest stress score associated with analyzed criteria will determine the LTS score of the overall segment, with LTS 1 being the lowest stress and LTS 4 being the highest stress. For a detailed description of the Bicycle LTS methodology, see Appendix A of the Plan.

3.4.2 Results

Figure 1 presents the overall low-stress network with the planned bicycling network. Conversely, Figure 2 presents the overall low stress network with the existing bicycling network. As discussed above, the overall LTS score reflects the worst-case score among the segments, approaches and crossings associated with a given segment. The scores shown in Figure 1 and Figure 2 reflect the segments with overall LTS scores of LTS 1 or LTS 2. A visual comparison between the two shows where pockets of low stress connectivity have increased. Moreover, the tables below present the changes between the existing and planned network conditions by LTS category for segments, approaches, crossing, and overall LTS.

As shown in Table 12 segments scored LTS 1 and LTS 2 increased by 22.4 and 27.5 percent, respectively. Segments scored LTS 3 and LTS 4 decreased by 59.4 and 38.1 percent, respectively. With the planned network, only 10.3 percent of all segments are considered high-stress stress, while only 21.3 percent of all segments are considered high stress with the existing network.

3.4.2.1 Segments

Table 12 Change in LTS Between Existing and Planned Networks - All Segments

LTS Category	Existing Network LTS Miles	Existing Network LTS - Percent of Total	Planned Network LTS Miles	Planned Network LTS - Percent of Total	Change in Mileage	Percent Change in Mileage
LTS1	348.9	74.0%	427.1	84.1%	78.2	22.4%
LTS2	22.1	4.7%	28.2	5.6%	6.1	27.5%
LTS3	46.0	9.7%	18.7	3.7%	-27.3	-59.4%
LTS4	54.5	11.6%	33.7	6.6%	-20.7	-38.1%
Total	471.4	100.0%	507.7	100.0%	36.2	7.7%

Notes:
Total network mileage increases with planned network because new segments are added with Class I Shared-use Paths that do not exist in existing condition.

When arterial segments are considered alone, the increase in low stress connectivity is seen more dramatically. As shown in Table 13, arterial segments scored LTS 1 or LTS 2, increased by 2,000.8 and 218.8 percent, respectively, while arterial segments scored LTS 3 or LTS 4 decreased by 62.3 and 39.1 percent, respectively. With the planned network, 49.2 percent of arterial segments are considered high stress, while 94.2 percent of arterial segments are considered high stress with the existing network.

Table 13 Change in LTS Between Existing and Planned Networks – Arterial Segments

LTS Category	Existing Network LTS Miles	Existing Network LTS - Percent of Total	Planned Network LTS Miles	Planned Network LTS - Percent of Total	Change in Mileage	Percent Change in Mileage
LTS1	1.4	1.8%	30.2	38.2%	28.8	2000.8%
LTS2	3.1	4.0%	10.0	12.7%	6.9	218.8%
LTS3	28.0	35.3%	10.6	13.3%	-17.4	-62.3%
LTS4	46.6	58.9%	28.4	35.8%	-18.2	-39.1%
Total	79.2	100.0%	79.2	100.0%	0.0	0.0%

As shown in Table 14, approaches scored LTS 1 or LTS 2 increased by 2,400 and 400 percent, respectively. Approaches scored LTS 3 or LTS 4, decreased by 21.1 and 24.3 percent, respectively. Of the approaches considered, 97.8 percent are considered high stress with the existing network, while 74.5 percent are considered high stress with the planned network. While 74.5 percent of approaches are still considered high stress with the planned network, the approach locations with recommendations that are expected to decrease the LTS score to LTS 1 or LTS 2 were strategically selected based on proximity to existing and planned bicycle facilities.

3.4.2.2 Approaches

Table 14 Change in LTS Between Existing and Planned Networks – Approaches

LTS Category	# of Existing Network Approaches by LTS Category	Existing Network Approaches by LTS Category - Percent of Total	# of Planned Network Approaches by LTS Category	Planned Network Approaches by LTS Category - Percent of Total	Change in # of Approaches by LTS Category	Percent Change in # of Approaches by LTS Category
LTS1	1	0.7%	25	18.2%	24	2400.0%
LTS2	2	1.5%	10	7.3%	8	400.0%
LTS3	19	13.9%	15	10.9%	-4	-21.1%
LTS4	115	83.9%	87	63.5%	-28	-24.3%
Total	137	100.0%	137	100.0%	0	0.0%

Notes:
Count of approaches reflect only the turn approaches that were evaluated.

As shown in Table 15, change in low stress crossings with the planned network is less dramatic because many of the crossing location in the existing network were scored LTS 1 and LTS 2, specifically at crossings between lower-stress streets. However, the number of crossings scored LTS 3 or LTS 4 still decreased by 55.3 and 75.5 percent, respectively. With the planned network, only 7.7 percent of crossings are considered high stress, while 21.7 percent are considered high stress with the existing network.

3.4.2.3 Crossings

Table 15 Change in LTS Between Existing and Planned Networks – Crossings

LTS Category	# of Existing Network Crossings by LTS Category	Existing Network Crossings by LTS Category - Percent of Total	# of Planned Network Crossings by LTS Category	Planned Network Crossings by LTS Category - Percent of Total	Change in # of Crossings by LTS Category	Percent Change in # of Crossings by LTS Category
LTS1	3300	69.3%	3764	78.3%	464	14.1%
LTS2	429	9.0%	674	14.0%	245	57.1%
LTS3	577	12.1%	258	5.4%	-319	-55.3%
LTS4	458	9.6%	112	2.3%	-346	-75.5%
Total	4764	100.0%	4808	100.0%	44	0.9%

Notes:
Total # of crossings increases with planned network because new segments and midblock crossing locations were added that do not exist in existing condition, creating new crossing locations.

Table 16 shows the change in LTS when segments, approaches and crossings are considered together as the overall LTS score. As shown, with the planned network segments with overall LTS scores of LTS 1 and LTS 2 increased by 18.6 and 112.8 percent, respectively, while segments with scores of LTS 3 and LTS 4 decreased by 45.7 and 35.6 percent, respectively. With the planned network, only 18.4 percent of segments received overall LTS scores of LTS 3 or 4, while this was the case for 32.9 percent of the existing network.

3.4.2.4 Overall LTS

Table 16 Change in LTS Between Existing and Planned Networks – Overall LTS, All Segments

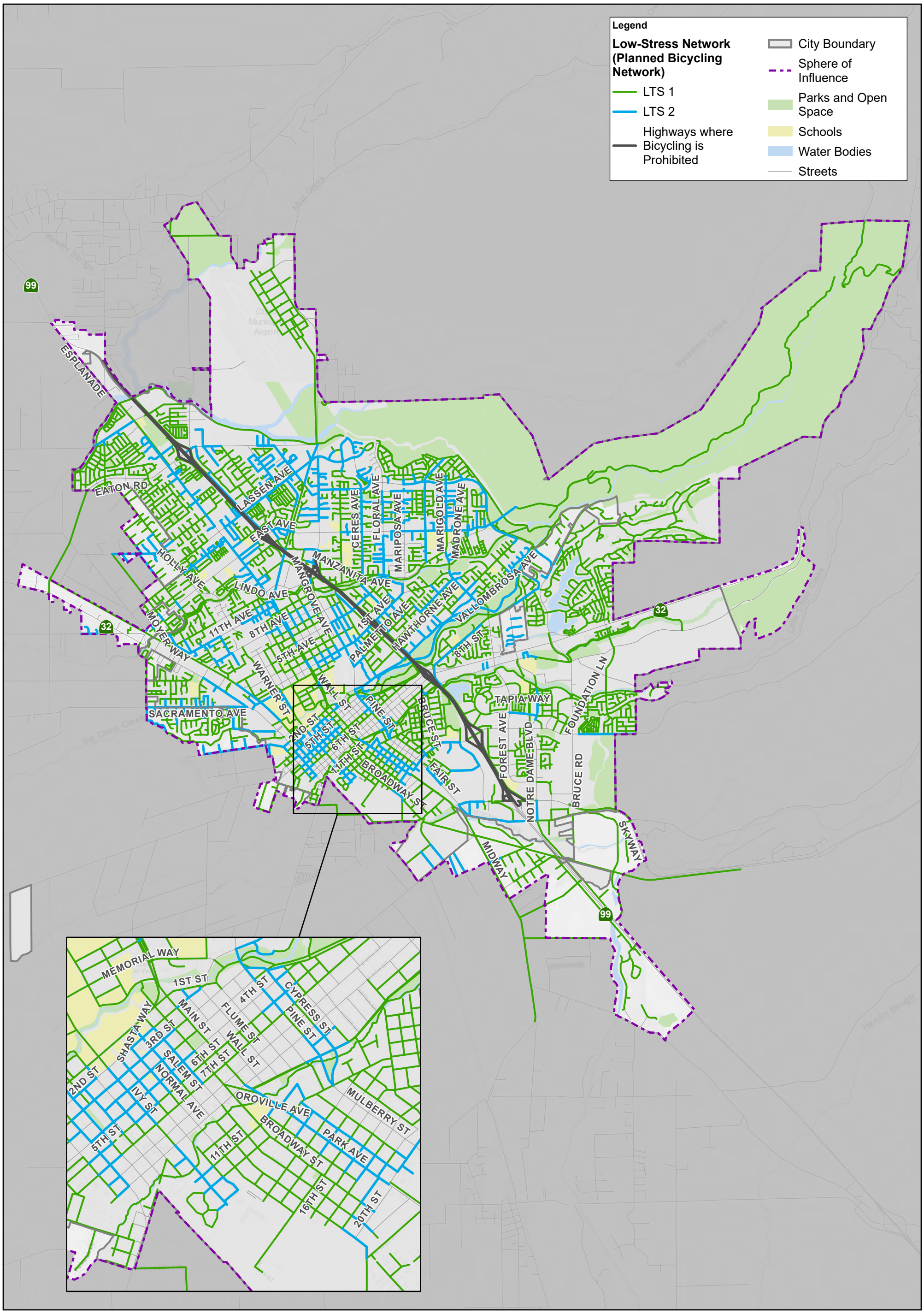
LTS Category	Existing Network LTS Miles	Existing Network LTS - Percent of Total	Planned Network LTS Miles	Planned Network LTS - Percent of Total	Change in Mileage	Percent Change in Mileage
LTS1	274.39	58.2%	325.47	64.1%	51.08	18.6%
LTS2	41.75	8.9%	88.85	17.5%	47.11	112.8%
LTS3	66.26	14.1%	35.97	7.1%	-30.29	-45.7%
LTS4	89.05	18.9%	57.38	11.3%	-31.67	-35.6%
Total	471.44	100.0%	507.67	100.0%	36.23	7.7%

Notes:
Total network mileage increases with planned network because new segments are added with Class I Shared-use Paths that do not exist in existing condition.

When the overall LTS of arterial segments alone is considered, again, improvement in low stress connectivity is seen more dramatically. With the planned network, arterial segments with overall LTS scores of 1 or 2 increased by 1,324.7 and 1,746.5 percent, respectively. With the planned network, 63.7 percent of arterial segments are considered high stress, while 97.9 percent of arterial segments with the existing network are considered high stress.

Table 17 Change in LTS Between Existing and Planned Networks – Overall LTS, Arterial Segments

LTS Category	Existing Network LTS Miles	Existing Network LTS - Percent of Total	Planned Network LTS Miles	Planned Network LTS - Percent of Total	Change in Mileage	Percent Change in Mileage
LTS1	0.41	0.5%	5.87	7.4%	5.46	1324.7%
LTS2	1.24	1.6%	22.88	28.9%	21.64	1746.5%
LTS3	20.31	25.6%	9.68	12.2%	-10.63	-52.3%
LTS4	57.26	72.3%	40.78	51.5%	-16.47	-28.8%
Total	79.21	100.0%	79.21	100.0%	0.00	0.0%



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CITY OF CHICO
ACTIVE TRANSPORTATION PLAN

LOW STRESS NETWORK (PLANNED BICYCLING NETWORK)

Project No. 12575135
Revision No. A
Date May 2023

FIGURE 1

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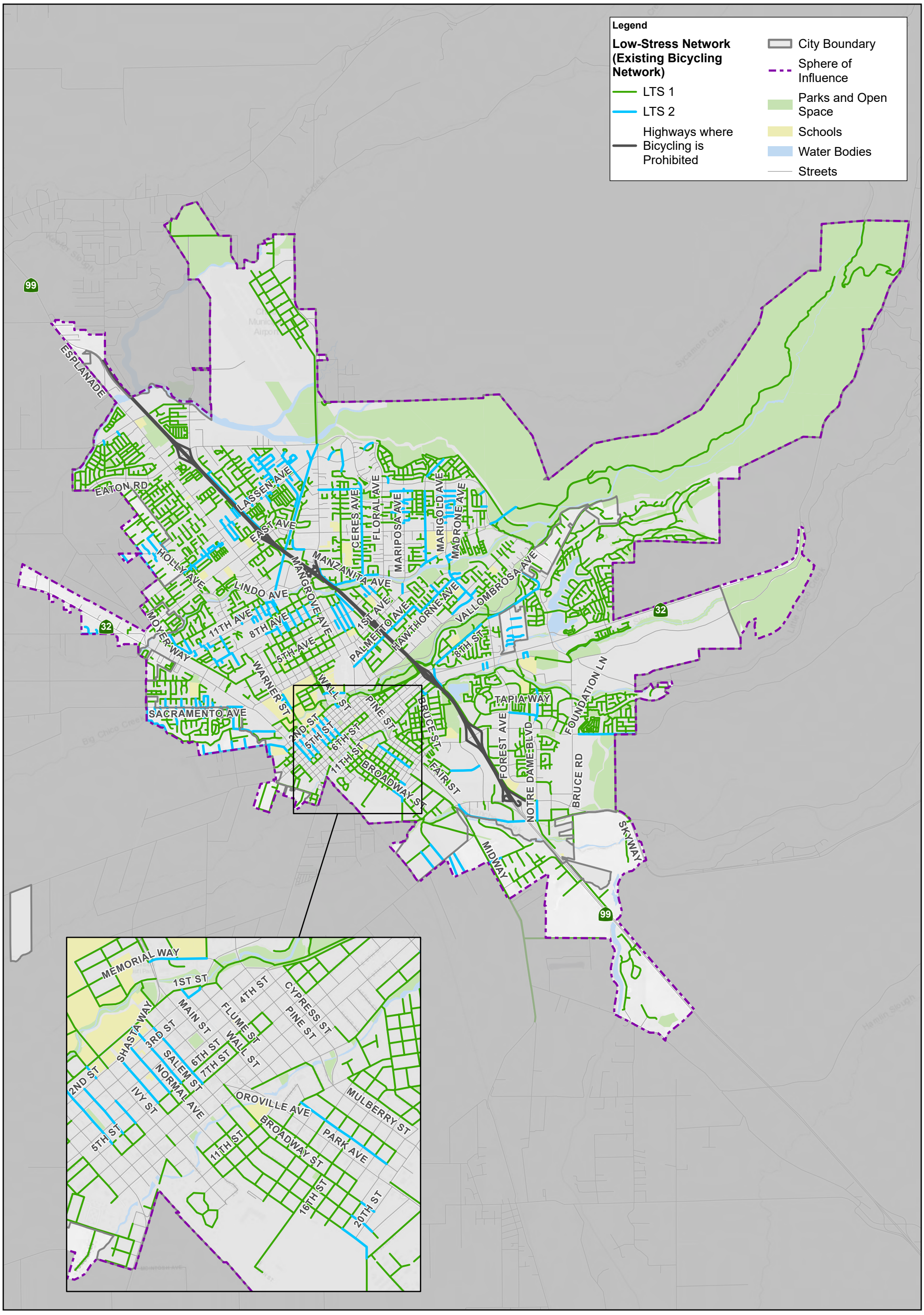

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CITY OF CHICO
ACTIVE TRANSPORTATION PLAN

LOW STRESS NETWORK (EXISTING BICYCLING NETWORK)

Project No. 12575135
Revision No. A
Date May 2023

FIGURE 2

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Data source: World Light Gray Canvas Base: Butte County, Bureau of Land Management, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA; World Light Gray Canvas Base: Butte County, Bureau of Land Management, Esri, HERE, Garmin, USGS, EPA, NPS; Boundaries, Streets: City of Chico 2021. Created by: ppeel

City of Chico Active Transportation Plan Benefits Support

Induced Demand Benefits Summaries

The sections below provide the existing population and bicycling rates, induced demand and monetized benefits associated with each bicycle project proposed in The City of Chico Active Transportation Plan.

1. Existing Estimates

1.1 Existing Population Estimates

Existing population estimates are shown in Table 1

1.2 Existing Bicycling Estimates

Existing bicycling estimates are shown in Table 2.

2. Future Estimates – Induced Bicycling Demand/Mode Shift

Estimated induced bicyclists are shown in Table 3.

Table 1 Existing Population Estimates

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	All Population Near Facility, 2400m	All Population Near Facility, 1600m	All Population Near Facility, 800m	Existing Adult Population, 2400m	Existing Adult Population, 1600m	Existing Adult Population, 800m	Existing Child Population, 2400m	Existing Child Population, 1600m	Existing Child Population, 800m
L6	Class IV Bikeway	Separated	15225	9423	2335	13214	8332	2148	27	14	0
L7	Class IV Bikeway	Separated	16378	7388	4058	14148	6514	3525	28	7	5
L13	Class IV Bikeway	Separated	12995	10201	3408	11133	9200	3102	23	13	1
L21	Class I Shared-Use Path	Separated	17062	9471	1449	14614	8165	1243	34	18	1
L23	Class IV Bikeway	Separated	7761	5360	2053	6414	4264	1584	16	16	6
L26	Class IV Bikeway	Separated	5746	3294	1051	4681	2536	869	14	11	2
L32	Class IV Bikeway	Separated	5961	2729	706	4692	2117	524	19	9	2
L39	Class IV Bikeway	Separated	15355	6647	1271	13157	5663	1116	32	12	1
L40	Class IV Bikeway	Separated	15753	7706	1519	13517	6583	1345	29	14	1
L41	Class IV Bikeway	Separated	15238	6837	1296	13066	5809	1144	31	13	1
L53	Class IV Bikeway	Separated	7793	2345	827	6005	1883	645	31	6	1
L55	Class IV Bikeway	Separated	14663	8003	963	12611	7313	885	27	5	0
L58	Class I Shared-Use Path	Separated	17047	8828	2929	14558	7926	2691	36	8	1
L61	Class IV Parking Buffered Bikeway	Separated	12052	8996	3184	10524	7728	2710	14	15	5
L62	Class IV Parking Buffered Bikeway	Separated	15006	8831	1839	12986	7706	1729	26	14	0
L63	Class IV Parking Buffered Bikeway	Separated	13883	10062	2912	12127	8713	2507	21	15	4
L64	Class IV Bikeway	Separated	10339	6549	2915	9135	5605	2455	14	10	6
L81	Class IV Bikeway	Separated	32771	13465	7638	26312	10777	5780	107	35	25
L82	Class I Shared-Use Path	Separated	11377	4067	1044	9586	3407	884	25	8	1
L99	Class I Shared-Use Path	Separated	6023	3793	2259	5195	3166	1777	7	9	8
L105	Class IV Bikeway	Separated	5734	2102	229	4662	1713	193	15	6	0
L112	Class IV Bikeway	Separated	15243	6500	1252	13085	5517	1107	29	13	1
L114	Class IV Bikeway	Separated	15742	8842	3056	13488	7887	2650	30	10	4
L115	Class IV Bikeway	Separated	12900	9058	3531	11018	8259	3249	28	7	1
L120	Class IV Bikeway	Separated	26326	11508	3425	21790	9612	2804	65	23	6
L122	Class IV Parking Buffered Bikeway	Separated	17441	13817	6647	14358	10993	5482	42	44	13
L125	Class I Shared-Use Path	Separated	14620	9659	3171	12509	8671	2899	26	10	2
L130	Feasibility Study	Separated	15935	6921	1091	13585	6039	995	32	11	0
L131	Feasibility Study	Separated	13991	9030	1777	11766	8001	1634	29	10	1
L133	Class I Shared-Use Path	Separated	5640	2919	456	4507	2347	319	17	7	2
L135	Class I Shared-Use Path	Separated	4107	1927	71	3239	1538	57	12	6	0
L144	Class I Shared-Use Path	Separated	12685	8080	1644	11086	6829	1532	19	18	1
L145	Class I Shared-Use Path	Separated	11031	7753	2029	9708	6484	1832	14	17	1
L150	Class I Shared-Use Path	Separated	13778	8036	1845	11753	7066	1707	24	11	1
L151	Class IV Bikeway	Separated	13026	7863	1527	11135	6962	1412	23	11	0
L153	Class I Shared-Use Path	Separated	7971	3104	504	6414	2452	354	24	9	2
L159	Feasibility Study	Separated	7474	4103	590	6070	3147	458	22	14	0
L162	Class I Shared-Use Path	Separated	19024	13337	2780	15838	11763	2483	47	19	1
L163	Class I Shared-Use Path	Separated	387	43	58	342	36	49	0	0	0
L164	Class IV Bikeway	Separated	18132	7706	3380	14532	6249	2636	60	18	10
L166	Class I Shared-Use Path	Separated	5339	3009	263	4657	2718	252	8	2	0
L168	Class IV Bikeway	Separated	3726	1919	267	2827	1432	198	14	8	0
L169	Class I Shared-Use Path	Separated	13288	4255	1350	10886	3405	1109	36	10	1
L171	Class I Shared-Use Path	Separated	2684	615	42	1939	439	30	12	2	0

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	All Population Near Facility, 2400m	All Population Near Facility, 1600m	All Population Near Facility, 800m	Existing Adult Population, 2400m	Existing Adult Population, 1600m	Existing Adult Population, 800m	Existing Child Population, 2400m	Existing Child Population, 1600m	Existing Child Population, 800m
L172	Class I Shared-Use Path	Separated	10290	5706	1467	8048	4650	1149	34	13	5
L173	Class I Shared-Use Path	Separated	16216	6033	1260	13831	5150	1109	34	10	0
L180	Class I Shared-Use Path	Separated	1036	1172	109	877	938	100	1	4	0
L182	Class I Shared-Use Path	Separated	6783	3199	504	5455	2417	390	19	11	0
L184	Class I Shared-Use Path	Separated	21687	8515	4119	18090	7073	3282	53	19	11
L187	Class I Shared-Use Path	Separated	11786	6412	1673	9194	4906	1279	42	23	2
L188	Class I Shared-Use Path	Separated	1979	2842	701	1526	2130	526	5	11	2
L192	Class I Shared-Use Path	Separated	2988	1494	1156	2278	1123	867	10	5	5
L201	Class I Shared-Use Path	Separated	7826	4299	1029	6295	3390	823	22	13	2
L205	Class I Shared-Use Path	Separated	7604	4006	967	6156	3134	774	20	14	2
L206	Class I Shared-Use Path	Separated	407	82	34	298	62	25	1	0	0
L207	Class I Shared-Use Path	Separated	2216	1584	898	1702	1183	671	8	6	4
L209	Class I Shared-Use Path	Separated	14577	6901	1890	12755	6314	1762	24	4	0
L210	Class I Shared-Use Path	Separated	37	22	16	30	18	13	0	0	0
L216	Class I Shared-Use Path	Separated	10405	4741	1389	8319	3872	1116	31	13	2
L220	Class I Shared-Use Path	Separated	1127	2390	430	854	1785	319	3	10	1
L221	Class IV Bikeway	Separated	3	0	0	2	0	0	0	0	0
L228	Class I Shared-Use Path	Separated	5470	3548	624	4384	2671	476	14	14	1
L230	Class I Shared-Use Path	Separated	14767	5221	5725	12870	4432	4819	21	6	10
L234	Class I Shared-Use Path	Separated	4305	1957	95	3401	1561	76	13	6	0
L235	Class I Shared-Use Path	Separated	6982	3408	877	5365	2795	738	26	9	0
L238	Class I Shared-Use Path	Separated	8915	4404	851	7277	3594	667	21	12	2
L239	Class I Shared-Use Path	Separated	615	86	31	491	65	23	1	0	0
L253	Class IV Bikeway	Separated	73	27	29	55	21	23	0	0	0
L254	Class I Shared-Use Path	Separated	567	459	47	426	334	35	1	2	0
L257	Class I Shared-Use Path	Separated	9497	3182	269	7832	2607	221	21	6	0
L259	Class I Shared-Use Path	Separated	616	189	82	521	164	66	0	0	0
L263	Class I Shared-Use Path	Separated	4104	1930	92	3238	1539	74	12	6	0
L268	Class I Shared-Use Path	Separated	5338	1562	326	4150	1184	245	18	6	0
L270	Class I Shared-Use Path	Separated	23511	10617	2109	19021	8581	1661	73	28	3
L279	Class I Shared-Use Path	Separated	7035	1896	219	5501	1502	165	23	4	0
L280	Class I Shared-Use Path	Separated	2841	1198	299	2195	925	216	10	3	1
L281	Class IV Bikeway	Separated	4927	3623	1527	4152	2853	1222	8	11	4
L283	Class IV Bikeway	Separated	7541	3976	3746	6502	3404	3045	10	5	11
L289	Class I Shared-Use Path	Separated	9202	4047	771	6915	2971	556	37	17	3
L292	Class I Shared-Use Path	Separated	21571	11154	3616	17910	9642	3171	52	16	3
L295	Class I Shared-Use Path	Separated	17130	6115	2836	14790	5491	2658	30	4	1
L297	Class IV Bikeway	Separated	5627	2952	1608	4515	2225	1214	14	11	6
L300	Class I Shared-Use Path	Separated	6217	1589	291	5032	1328	258	18	2	0
L305	Class I Shared-Use Path	Separated	2210	731	333	1711	565	248	6	2	0
L308	Class I Shared-Use Path	Separated	1716	1479	143	1464	1209	127	2	4	0
L311	Class I Shared-Use Path	Separated	14848	7096	1639	12348	5908	1354	36	14	2
L314	Class I Shared-Use Path	Separated	1474	1541	988	1111	1153	735	5	6	4
L323	Class I Shared-Use Path	Separated	1737	1417	965	1308	1060	721	5	5	4
L324	Class IV Bikeway	Separated	18595	10489	4188	15254	8534	3409	53	27	8
L325	Class I Shared-Use Path	Separated	12016	6720	3984	10272	5604	3252	22	14	9

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	All Population Near Facility, 2400m	All Population Near Facility, 1600m	All Population Near Facility, 800m	Existing Adult Population, 2400m	Existing Adult Population, 1600m	Existing Adult Population, 800m	Existing Child Population, 2400m	Existing Child Population, 1600m	Existing Child Population, 800m
L326	Class I Shared-Use Path	Separated	17172	4460	1895	14213	3562	1546	42	11	4
L8	Class II Buffered Bike Lane with Green Paint	On-Street	21505	10524	4592	17059	8312	3554	70	31	13
L12	Class II Buffered Bike Lane with Green Paint	On-Street	18451	8971	2921	15733	8008	2633	37	9	2
L19	Class II Bike Lane	On-Street	16452	8980	2978	14036	8056	2712	31	9	1
L20	Class II Buffered Bike Lane with Green Paint	On-Street	32134	13422	8480	25834	10624	6725	102	36	21
L24	Class II Buffered Bike Lane	On-Street	6720	2776	390	5312	2125	309	21	9	0
L25	Class II Bike Lane	On-Street	6150	2501	171	4904	1925	134	18	9	0
L33	Class II Bike Lane	On-Street	3950	1621	67	3077	1311	54	12	4	0
L35	Class II Bike Lane	On-Street	3990	588	31	3064	463	23	14	0	0
L37	Class II Buffered Bike Lane with Green Paint	On-Street	14291	7435	2923	12469	6198	2400	19	18	6
L38	Class II Buffered Bike Lane with Green Paint	On-Street	12366	6471	2738	10734	5362	2232	17	14	6
L42	Class II Buffered Bike Lane with Green Paint	On-Street	18881	9945	5190	15266	7876	4073	53	31	16
L45	Class II Buffered Bike Lane	On-Street	24472	9593	3308	20546	8161	2759	52	16	7
L47	Class II Bike Lane	On-Street	12256	7232	2295	10633	6601	2147	21	4	0
L48	Class II Buffered Bike Lane with Green Paint	On-Street	20068	12283	4578	16457	10316	3903	52	26	7
L50	Class II Bike Lane	On-Street	12744	10272	1887	10934	9351	1755	24	10	0
L60	Class II Buffered Bike Lane with Green Paint	On-Street	8780	5532	3409	7681	4768	2828	11	8	8
L66	Class II Bike Lane	On-Street	5696	4392	3565	5056	3733	2840	5	8	11
L67	Class II Buffered Bike Lane	On-Street	7004	4441	4125	6082	3764	3275	9	5	13
L68	Class II Bike Lane	On-Street	10215	5360	4192	9029	4684	3454	14	6	12
L71	Class II Buffered Bike Lane	On-Street	5997	1766	956	4726	1366	779	18	5	2
L75	Class II Buffered Bike Lane	On-Street	2377	1380	1135	1821	1034	850	7	5	5
L76	Class II Buffered Bike Lane with Green Paint	On-Street	2533	2276	898	1932	1706	671	8	8	4
L80	Class II Bike Lane	On-Street	10459	3949	1737	8055	3050	1317	41	12	5
L87	Class II Bike Lane	On-Street	11745	5647	1170	9000	4319	932	43	19	0
L97	Class II Bike Lane	On-Street	6255	4201	2522	5457	3561	1981	6	7	8
L100	Class II Buffered Bike Lane	On-Street	4122	4502	2706	3541	3681	2129	5	10	9
L101	Class II Buffered Bike Lane	On-Street	5254	4527	1832	4351	3692	1420	9	10	6
L109	Class II Buffered Bike Lane	On-Street	15044	9024	3533	12937	7850	3244	28	13	1
L110	Class II Buffered Bike Lane	On-Street	15702	9364	3848	13385	8162	3541	31	10	1
L111	Class II Buffered Bike Lane	On-Street	14552	8910	1696	12529	7615	1543	27	17	1
L113	Class II Buffered Bike Lane	On-Street	14115	8916	2051	12203	7548	1862	23	18	2
L117	Class II Bike Lane	On-Street	19210	10198	4527	16123	9064	4068	43	8	3
L121	Class II Bike Lane	On-Street	11308	2221	813	9100	1788	642	37	5	1
L126	Class II Buffered Bike Lane	On-Street	12951	8814	2906	11269	7847	2600	20	11	3
L136	Class II Buffered Bike Lane with Green Paint	On-Street	4568	3166	469	3785	2501	364	10	9	1
L139	Class II Bike Lane	On-Street	15721	7320	3626	13663	6314	3294	27	12	2
L141	Class II Bike Lane	On-Street	153	13	22	125	11	18	0	0	0

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	All Population Near Facility, 2400m	All Population Near Facility, 1600m	All Population Near Facility, 800m	Existing Adult Population, 2400m	Existing Adult Population, 1600m	Existing Adult Population, 800m	Existing Child Population, 2400m	Existing Child Population, 1600m	Existing Child Population, 800m
L142	Class II Bike Lane	On-Street	109	8	7	90	7	5	0	0	0
L143	Class II Bike Lane	On-Street	108	9	21	88	8	17	0	0	0
L154	Class II Buffered Bike Lane	On-Street	11824	5001	1684	10455	4378	1532	18	7	1
L158	Class II Buffered Bike Lane	On-Street	5432	2068	1512	4283	1583	1135	16	6	5
L167	Class II Bike Lane	On-Street	7232	2867	610	5968	2249	486	17	9	1
L175	Class II Bike Lane	On-Street	8271	2860	760	6646	2216	601	25	8	0
L183	Class II Bike Lane	On-Street	4846	2616	580	3810	2097	450	16	7	1
L185	Class II Bike Lane	On-Street	11925	6984	2379	10480	6313	2221	18	6	0
L196	Class II Bike Lane	On-Street	9980	4019	1683	7611	2957	1197	39	16	8
L198	Class II Bike Lane	On-Street	5420	2555	557	4185	2197	490	20	4	0
L203	Class II Bike Lane	On-Street	6928	4150	1201	5491	3302	974	21	12	2
L211	Class II Bike Lane	On-Street	13031	6301	2243	11521	5584	1935	18	7	3
L222	Class II Bike Lane	On-Street	16588	8183	1493	13761	6694	1187	39	21	4
L223	Class II Bike Lane	On-Street	5759	2455	1724	4591	1854	1302	16	9	6
L224	Class II Bike Lane	On-Street	16456	13547	2889	13833	11905	2569	35	20	1
L226	Class II Bike Lane	On-Street	613	409	45	448	297	34	2	1	0
L232	Class II Bike Lane	On-Street	21257	6531	2799	18137	5417	2253	43	12	6
L236	Class II Bike Lane	On-Street	2538	447	83	1978	343	66	7	0	0
L240	Class II Bike Lane	On-Street	4263	1714	635	3366	1409	569	15	4	1
L243	Class II Bike Lane	On-Street	1898	973	881	1516	789	650	5	2	4
L244	Class II Bike Lane	On-Street	14374	9464	1826	12423	8307	1709	24	14	0
L245	Class II Bike Lane	On-Street	5489	2065	747	4276	1642	578	19	6	2
L256	Class II Bike Lane	On-Street	4167	1893	174	3411	1555	158	10	5	0
L258	Class II Bike Lane	On-Street	19781	7981	2250	16613	6736	1862	49	15	2
L260	Class II Bike Lane	On-Street	2059	891	460	1586	749	374	7	1	1
L262	Class II Bike Lane	On-Street	6266	4144	1946	4765	3094	1448	22	16	7
L267	Class II Bike Lane	On-Street	6079	2716	443	4789	2158	357	19	8	1
L269	Class II Bike Lane	On-Street	15790	3556	1592	13560	2988	1357	32	5	1
L277	Class II Bike Lane	On-Street	9536	3234	1061	8505	2983	993	12	1	0
L296	Class II Bike Lane	On-Street	10573	2770	1501	8419	2143	1096	36	7	6
L298	Class II Bike Lane	On-Street	5861	1958	420	4643	1560	334	18	5	1
L301	Class II Bike Lane	On-Street	2644	744	680	2074	563	492	8	2	3
L316	Class II Bike Lane	On-Street	1860	1008	1491	1420	755	1112	5	3	6

Table 2 Existing Bicycling Estimates

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Existing Bicyclist Commuters, 2400m	Existing Bicyclist Commuters, 1600m	Existing Bicyclist Commuters, 800m	Total Existing Bicyclist Commuters	Existing Adult Bicyclists, High, 2400m	Existing Adult Bicyclists, High, 1600m	Existing Adult Bicyclists, High, 800m	Existing Adult Bicyclists, Moderate, 2400m	Existing Adult Bicyclists, Moderate, 1600m	Existing Adult Bicyclists, Moderate, 800m	Existing Adult Bicyclists, Low, 2400m	Existing Adult Bicyclists, Low, 1600m	Existing Adult Bicyclists, Low, 800m	Existing Child Bicyclists, 2400m	Existing Child Bicyclists, 1600m	Existing Child Bicyclists, 800m	Total Existing Bicyclists, High	Total Existing Bicyclists, Moderate	Total Existing Bicyclists, Low
L120	Class IV Bikeway	Separated	482	255	69	806	2991	1560	420	1215	624	169	933	489	132	65	23	6	5871	2908	2454
L292	Class I Shared-Use Path	Separated	390	265	121	776	2417	1626	732	978	655	291	755	512	233	52	16	3	5622	2771	2347
L81	Class IV Bikeway	Separated	373	185	66	623	2363	1147	410	971	462	164	722	350	116	107	35	25	4710	2387	1978
L162	Class I Shared-Use Path	Separated	302	309	51	662	1881	1909	308	766	771	122	585	602	89	47	19	1	4827	2388	2005
L7	Class IV Bikeway	Separated	369	202	81	651	2272	1231	492	923	495	197	716	385	150	28	7	5	4686	2306	1942
L63	Class IV Parking Buffered Bikeway	Separated	331	258	60	650	2038	1583	370	821	640	148	640	500	114	21	15	4	4681	2299	1944
L58	Class I Shared-Use Path	Separated	333	236	65	634	2062	1444	399	838	582	160	647	457	123	36	8	1	4584	2259	1906
L40	Class IV Bikeway	Separated	387	210	38	635	2377	1287	230	962	518	93	750	405	72	29	14	1	4573	2252	1906
L131	Feasibility Study	Separated	302	268	65	634	1854	1642	392	748	662	157	578	523	126	29	10	1	4562	2241	1901
L62	Class IV Parking Buffered Bikeway	Separated	349	227	55	632	2150	1393	337	871	562	134	676	438	106	26	14	0	4552	2239	1892
L295	Class I Shared-Use Path	Separated	343	158	119	620	2122	969	721	861	387	289	668	304	233	30	4	1	4467	2192	1860
L130	Feasibility Study	Separated	380	208	30	618	2338	1270	184	945	511	74	734	403	57	32	11	0	4453	2191	1855
L125	Class I Shared-Use Path	Separated	301	247	67	614	1862	1520	406	754	609	161	584	477	121	26	10	2	4440	2176	1834
L13	Class IV Bikeway	Separated	268	241	97	606	1654	1490	588	669	605	234	516	470	186	23	13	1	4375	2151	1815
L150	Class I Shared-Use Path	Separated	300	243	66	609	1851	1490	401	744	599	161	579	473	127	24	11	1	4387	2149	1824
L173	Class I Shared-Use Path	Separated	400	171	31	602	2460	1049	187	995	422	75	776	330	59	34	10	0	4342	2138	1811
L55	Class IV Bikeway	Separated	349	210	39	598	2150	1296	234	868	521	93	680	410	72	27	5	0	4310	2112	1792
L41	Class IV Bikeway	Separated	378	188	31	596	2325	1148	188	943	460	76	735	361	58	31	13	1	4302	2120	1795
L61	Class IV Parking Buffered Bikeway	Separated	299	234	72	604	1828	1430	439	734	572	176	574	450	136	14	15	5	4335	2120	1798
L39	Class IV Bikeway	Separated	379	185	30	595	2335	1134	184	942	455	73	736	357	57	32	12	1	4293	2110	1790
L21	Class I Shared-Use Path	Separated	311	224	41	576	1931	1377	248	785	557	96	603	435	78	34	18	1	4185	2067	1745
L6	Class IV Bikeway	Separated	339	198	51	587	2092	1220	307	849	494	118	660	384	90	27	14	0	4247	2089	1762
L112	Class IV Bikeway	Separated	380	178	29	587	2342	1082	176	944	434	70	741	340	55	29	13	1	4230	2078	1766
L114	Class IV Bikeway	Separated	340	199	37	576	2104	1226	227	853	495	91	662	387	67	30	10	4	4177	2059	1736
L151	Class IV Bikeway	Separated	289	237	49	575	1778	1449	301	717	585	121	557	461	95	23	11	0	4137	2032	1722
L230	Class I Shared-Use Path	Separated	385	96	103	583	2360	580	635	952	228	256	751	176	197	21	6	10	4195	2056	1744
L144	Class I Shared-Use Path	Separated	339	188	38	566	2082	1157	234	836	464	92	658	363	73	19	18	1	4077	1996	1698
L115	Class IV Bikeway	Separated	284	197	71	552	1754	1217	434	710	489	172	553	377	130	28	7	1	3993	1959	1648
L184	Class I Shared-Use Path	Separated	275	165	72	512	1734	1017	441	710	409	175	529	315	135	53	19	11	3787	1889	1574
L209	Class I Shared-Use Path	Separated	323	155	40	518	2002	956	245	813	384	98	630	298	72	24	4	0	3749	1841	1546
L145	Class I Shared-Use Path	Separated	314	162	43	518	1920	997	261	772	403	104	612	310	79	14	17	1	3728	1829	1551
L270	Class I Shared-Use Path	Separated	268	163	34	464	1702	1005	204	701	408	80	516	314	62	73	28	3	3479	1757	1460
L122	Class IV Parking Buffered Bikeway	Separated	242	167	52	462	1516	1050	335	619	432	136	466	322	93	42	44	13	3462	1748	1442
L326	Class I Shared-Use Path	Separated	339	101	50	491	2096	615	301	847	245	122	654	191	93	42	11	4	3560	1762	1486
L324	Class IV Bikeway	Separated	259	157	42	459	1622	979	264	662	395	105	497	301	77	53	27	8	3412	1709	1422
L325	Class I Shared-Use Path	Separated	295	117	66	478	1809	721	406	728	292	163	569	222	126	22	14	9	3459	1706	1440
L64	Class IV Bikeway	Separated	287	140	52	480	1759	861	323	710	348	130	556	268	99	14	10	6	3453	1698	1433
L311	Class I Shared-Use Path	Separated	231	150	32	414	1442	923	196	588	373	78	445	289	60	36	14	2	3027	1505	1260
L82	Class I Shared-Use Path	Separated	284	86	21	392	1745	530	130	701	213	52	550	164	39	25	8	1	2831	1392	1179
L164	Class IV Bikeway	Separated	193	104	16	313	1224	647	107	500	261	42	370	197	28	60	18	10	2379	1204	996
L238	Class I Shared-Use Path	Separated	202	106	18	327	1244	654	111	502	263	43	391	206	34	21	12	2	2371	1170	993
L283	Class IV Bikeway	Separated	189	81	59	329	1153	496	367	463	197	148	360	151	112	10	5	11	2371	1163	978
L172	Class I Shared-Use Path	Separated	158	93	15	266	978	580	92	397	236	36	303	181	27	34	13	5	1968	987	829
L187	Class I Shared-Use Path	Separated	167	80	17	264	1045	500	105	428	201	41	324	151	29	42	23	2	1981	1001	835

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Existing Bicyclist Commuters, 2400m	Existing Bicyclist Commuters, 1600m	Existing Bicyclist Commuters, 800m	Total Existing Bicyclist Commuters	Existing Adult Bicyclists, High, 2400m	Existing Adult Bicyclists, High, 1600m	Existing Adult Bicyclists, High, 800m	Existing Adult Bicyclists, Moderate, 2400m	Existing Adult Bicyclists, Moderate, 1600m	Existing Adult Bicyclists, Moderate, 800m	Existing Adult Bicyclists, Low, 2400m	Existing Adult Bicyclists, Low, 1600m	Existing Adult Bicyclists, Low, 800m	Existing Child Bicyclists, 2400m	Existing Child Bicyclists, 1600m	Existing Child Bicyclists, 800m	Total Existing Bicyclists, High	Total Existing Bicyclists, Moderate	Total Existing Bicyclists, Low
L99	Class I Shared-Use Path	Separated	126	71	32	230	778	436	202	309	177	82	239	134	62	7	9	8	1670	822	689
L23	Class IV Bikeway	Separated	97	68	29	194	601	427	177	242	171	70	181	127	55	16	16	6	1437	715	595
L281	Class IV Bikeway	Separated	91	56	23	170	561	346	142	225	140	58	172	106	44	8	11	4	1242	616	515
L257	Class I Shared-Use Path	Separated	136	25	1	162	845	162	5	346	64	2	258	44	0	21	6	0	1201	601	491
L201	Class I Shared-Use Path	Separated	101	51	11	163	634	319	66	256	129	26	189	95	18	22	13	2	1219	611	502
L166	Class I Shared-Use Path	Separated	96	65	7	168	594	402	39	239	162	14	181	125	11	8	2	0	1213	593	495
L205	Class I Shared-Use Path	Separated	101	50	11	162	631	314	65	255	127	25	190	94	18	20	14	2	1208	605	500
L26	Class IV Bikeway	Separated	87	49	18	154	535	307	113	217	123	44	164	92	34	14	11	2	1136	565	471
L153	Class I Shared-Use Path	Separated	88	49	7	144	557	302	45	225	121	16	167	92	13	24	9	2	1083	541	451
L133	Class I Shared-Use Path	Separated	80	48	7	136	499	298	41	200	117	16	153	90	12	17	7	2	1000	495	417
L169	Class I Shared-Use Path	Separated	93	20	6	119	607	130	41	252	54	15	175	35	8	36	10	1	944	487	384
L32	Class IV Bikeway	Separated	65	31	4	100	412	190	23	169	76	9	122	56	6	19	9	2	755	384	314
L53	Class IV Bikeway	Separated	82	14	2	98	517	87	16	211	36	5	155	23	2	31	6	1	756	388	316
L234	Class I Shared-Use Path	Separated	65	29	1	96	403	182	4	163	73	2	122	55	1	13	6	0	704	353	293
L289	Class I Shared-Use Path	Separated	62	14	4	79	401	94	23	167	39	8	119	23	5	37	17	3	654	350	283
L135	Class I Shared-Use Path	Separated	62	29	1	92	385	181	5	156	73	2	117	55	1	12	6	0	681	341	283
L263	Class I Shared-Use Path	Separated	62	29	1	93	385	180	6	156	72	2	117	55	2	12	6	0	682	341	285
L235	Class I Shared-Use Path	Separated	53	26	4	82	341	169	22	140	65	8	97	46	4	26	9	0	649	330	264
L279	Class I Shared-Use Path	Separated	72	12	1	85	456	77	6	187	30	1	137	20	1	23	4	0	651	330	270
L216	Class I Shared-Use Path	Separated	41	21	7	69	284	145	43	119	61	16	74	36	9	31	13	2	587	311	234
L105	Class IV Bikeway	Separated	58	19	2	78	363	120	9	148	50	2	109	35	1	15	6	0	591	299	244
L300	Class I Shared-Use Path	Separated	58	14	1	73	370	86	8	152	33	2	110	22	1	18	2	0	557	280	226
L159	Feasibility Study	Separated	33	18	3	54	226	118	18	94	50	6	57	29	3	22	14	0	452	240	179
L182	Class I Shared-Use Path	Separated	30	14	2	46	204	92	14	85	38	5	52	24	2	19	11	0	386	204	154
L297	Class IV Bikeway	Separated	27	13	5	46	183	87	38	75	35	16	49	20	9	14	11	6	385	203	155
L228	Class I Shared-Use Path	Separated	26	14	3	43	175	98	16	73	41	5	46	23	3	14	14	1	361	191	144
L268	Class I Shared-Use Path	Separated	24	6	2	31	160	40	10	67	17	4	41	9	2	18	6	0	265	143	107
L171	Class I Shared-Use Path	Separated	22	5	0	27	139	27	1	56	10	0	40	7	0	12	2	0	208	107	88
L168	Class IV Bikeway	Separated	15	5	1	21	99	38	3	42	16	1	25	9	0	14	8	0	183	102	77
L192	Class I Shared-Use Path	Separated	14	5	3	22	91	32	24	37	13	10	22	6	6	10	5	5	189	102	76
L308	Class I Shared-Use Path	Separated	13	15	2	29	81	91	8	31	36	3	22	27	2	2	4	0	215	105	86
L188	Class I Shared-Use Path	Separated	10	9	2	22	65	65	16	25	27	6	14	13	3	5	11	2	186	98	70
L180	Class I Shared-Use Path	Separated	11	14	1	27	69	86	8	27	34	3	20	26	2	1	4	0	195	96	80
L207	Class I Shared-Use Path	Separated	10	4	2	16	64	30	17	26	14	7	16	6	4	8	6	4	145	81	60
L314	Class I Shared-Use Path	Separated	6	5	3	13	36	34	18	15	15	8	8	8	4	5	6	4	116	66	48
L323	Class I Shared-Use Path	Separated	7	4	3	13	46	29	18	17	11	8	9	7	4	5	5	4	120	63	47
L220	Class I Shared-Use Path	Separated	5	7	1	13	30	51	7	11	22	3	6	12	1	3	10	1	115	63	46
L280	Class I Shared-Use Path	Separated	8	2	1	11	53	17	4	24	7	1	12	3	0	10	3	1	99	57	40
L305	Class I Shared-Use Path	Separated	5	2	1	8	41	11	4	17	4	1	9	1	0	6	2	0	72	38	26
L239	Class I Shared-Use Path	Separated	3	1	0	4	20	2	0	8	1	0	5	0	0	1	0	0	27	14	10
L254	Class I Shared-Use Path	Separated	2	1	0	3	10	5	0	3	2	0	2	0	0	1	2	0	21	11	8
L259	Class I Shared-Use Path	Separated	1	0	0	2	10	2	1	4	1	0	1	0	0	0	0	0	15	7	3
L206	Class I Shared-Use Path	Separated	1	0	0	2	8	2	0	3	0	0	1	0	0	1	0	0	13	6	4
L163	Class I Shared-Use Path	Separated	1	0	0	1	6	0	0	2	0	0	1	0	0	0	0	0	7	3	2
L253	Class IV Bikeway	Separated	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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L210	Class I Shared-Use Path	Separated	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
L221	Class IV Bikeway	Separated	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
L316	Class II Bike Lane	On-Street	8	3	4	15	52	20	29	21	7	12	13	4	7	5	3	6	130	69	53
L117	Class II Bike Lane	On-Street	343	269	142	755	2131	1646	864	868	664	348	664	522	274	43	8	3	5450	2689	2269
L48	Class II Buffered Bike Lane with Green Paint	On-Street	287	304	136	727	1791	1860	830	728	748	331	550	588	265	52	26	7	5293	2619	2215
L45	Class II Buffered Bike Lane	On-Street	413	219	97	729	2565	1334	590	1040	538	236	795	419	185	52	16	7	5293	2618	2203
L12	Class II Buffered Bike Lane with Green Paint	On-Street	386	226	97	709	2391	1390	589	967	560	237	752	439	187	37	9	2	5127	2521	2135
L20	Class II Buffered Bike Lane with Green Paint	On-Street	378	190	62	631	2391	1185	397	983	480	159	728	358	111	102	36	21	4763	2412	1987
L110	Class II Buffered Bike Lane	On-Street	357	242	89	687	2195	1480	541	889	597	217	691	468	169	31	10	1	4945	2432	2057
L19	Class II Bike Lane	On-Street	321	244	91	656	1993	1496	556	808	602	222	626	476	176	31	9	1	4742	2329	1975
L224	Class II Bike Lane	On-Street	292	309	52	652	1812	1908	313	736	772	124	567	600	92	35	20	1	4741	2340	1967
L109	Class II Buffered Bike Lane	On-Street	353	230	79	662	2165	1413	485	870	565	191	682	442	146	28	13	1	4767	2330	1974
L111	Class II Buffered Bike Lane	On-Street	369	229	40	638	2267	1403	246	916	563	99	717	440	76	27	17	1	4599	2261	1916
L244	Class II Bike Lane	On-Street	358	226	45	629	2197	1394	273	891	563	110	696	440	84	24	14	0	4531	2231	1887
L113	Class II Buffered Bike Lane	On-Street	366	218	47	631	2247	1341	286	904	537	114	711	422	88	23	18	2	4548	2229	1895
L139	Class II Bike Lane	On-Street	384	174	77	635	2360	1067	471	956	429	185	746	334	142	27	12	2	4574	2246	1898
L37	Class II Buffered Bike Lane with Green Paint	On-Street	378	182	54	614	2322	1108	333	936	444	133	736	348	103	19	18	6	4420	2170	1844
L258	Class II Bike Lane	On-Street	332	205	63	600	2058	1253	382	837	507	153	640	398	119	49	15	2	4359	2163	1823
L222	Class II Bike Lane	On-Street	351	188	39	578	2170	1155	233	878	464	93	681	363	73	39	21	4	4200	2077	1759
L126	Class II Buffered Bike Lane	On-Street	319	203	58	580	1961	1254	354	793	507	140	618	393	107	20	11	3	4183	2054	1732
L50	Class II Bike Lane	On-Street	260	256	41	557	1610	1578	247	653	637	96	504	500	74	24	10	0	4026	1977	1669
L42	Class II Buffered Bike Lane with Green Paint	On-Street	279	160	86	526	1738	990	531	706	398	214	537	307	165	53	31	16	3885	1944	1635
L232	Class II Bike Lane	On-Street	337	133	59	529	2105	818	356	860	327	144	654	255	110	43	12	6	3869	1921	1609
L38	Class II Buffered Bike Lane with Green Paint	On-Street	348	148	49	545	2128	909	299	859	364	121	678	283	92	17	14	6	3918	1926	1635
L47	Class II Bike Lane	On-Street	304	164	50	519	1875	1011	307	759	407	123	596	315	92	21	4	0	3737	1833	1547
L185	Class II Bike Lane	On-Street	312	146	53	510	1917	899	321	773	363	125	610	280	98	18	6	0	3671	1795	1522
L68	Class II Bike Lane	On-Street	286	126	68	479	1748	770	420	703	309	171	554	239	129	14	6	12	3449	1694	1433
L8	Class II Buffered Bike Lane with Green Paint	On-Street	236	133	33	402	1494	834	210	613	338	85	452	253	60	70	31	13	3054	1552	1281
L211	Class II Bike Lane	On-Street	305	113	20	439	1883	698	129	764	284	51	596	216	37	18	7	3	3177	1566	1316
L60	Class II Buffered Bike Lane with Green Paint	On-Street	247	122	57	426	1509	751	355	606	303	143	476	234	110	11	8	8	3068	1505	1273
L154	Class II Buffered Bike Lane	On-Street	265	91	38	394	1641	560	234	663	224	93	517	172	71	18	7	1	2855	1400	1180
L269	Class II Bike Lane	On-Street	302	53	10	364	1875	327	61	762	129	25	588	99	13	32	5	1	2665	1318	1102
L67	Class II Buffered Bike Lane	On-Street	176	81	65	322	1077	497	400	431	201	163	336	151	124	9	5	13	2323	1144	960
L66	Class II Bike Lane	On-Street	154	87	53	293	940	532	326	375	211	133	293	165	100	5	8	11	2115	1036	875
L277	Class II Bike Lane	On-Street	187	69	25	281	1156	425	155	470	170	62	361	131	48	12	1	0	2030	996	834
L87	Class II Bike Lane	On-Street	173	73	16	262	1080	454	98	437	185	39	335	138	29	43	19	0	1956	985	826
L97	Class II Bike Lane	On-Street	150	79	35	264	915	488	215	366	196	88	285	149	66	6	7	8	1903	935	785
L100	Class II Buffered Bike Lane	On-Street	88	76	41	205	537	472	250	212	190	100	167	146	76	5	10	9	1488	731	618
L80	Class II Bike Lane	On-Street	119	48	24	190	747	293	147	306	118	58	227	86	45	41	12	5	1435	730	606
L101	Class II Buffered Bike Lane	On-Street	94	72	29	196	581	445	179	228	177	72	176	137	56	9	10	6	1426	698	590
L196	Class II Bike Lane	On-Street	87	32	12	131	561	204	74	231	83	30	168	59	22	39	16	8	1033	538	443
L136	Class II Buffered Bike Lane with Green Paint	On-Street	81	45	6	132	500	280	34	200	112	14	154	85	9	10	9	1	966	478	400

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L24	Class II Buffered Bike Lane	On-Street	72	36	6	114	452	222	35	182	90	14	133	68	10	21	9	0	853	430	355
L25	Class II Bike Lane	On-Street	72	36	2	110	450	219	12	180	88	5	133	67	2	18	9	0	818	410	339
L203	Class II Bike Lane	On-Street	57	29	3	89	362	186	22	152	78	9	104	54	5	21	12	2	694	363	287
L71	Class II Buffered Bike Lane	On-Street	64	20	12	96	404	122	71	165	47	29	120	35	22	18	5	2	718	362	298
L167	Class II Bike Lane	On-Street	66	22	3	90	417	135	15	172	55	5	123	38	3	17	9	1	684	349	281
L33	Class II Bike Lane	On-Street	60	27	1	88	369	164	7	149	66	3	112	51	2	12	4	0	644	322	269
L121	Class II Bike Lane	On-Street	52	10	5	67	357	67	30	151	27	11	89	17	8	37	5	1	564	299	224
L198	Class II Bike Lane	On-Street	48	24	3	76	309	155	19	127	63	8	89	46	4	20	4	0	583	298	239
L267	Class II Bike Lane	On-Street	55	13	1	68	350	88	4	144	36	0	105	24	0	19	8	1	538	276	225
L245	Class II Bike Lane	On-Street	50	10	2	63	320	68	13	133	27	6	96	19	3	19	6	2	491	256	208
L296	Class II Bike Lane	On-Street	40	10	3	53	281	67	18	122	28	7	74	16	3	36	7	6	468	259	195
L262	Class II Bike Lane	On-Street	27	17	6	50	179	114	43	76	48	18	48	32	11	22	16	7	431	237	186
L175	Class II Bike Lane	On-Street	34	14	4	53	235	90	27	100	36	11	62	23	7	25	8	0	438	233	178
L35	Class II Bike Lane	On-Street	50	8	0	59	313	48	3	127	18	0	92	13	0	14	0	0	437	218	178
L256	Class II Bike Lane	On-Street	37	16	2	55	238	105	9	97	41	4	69	30	3	10	5	0	422	212	172
L183	Class II Bike Lane	On-Street	33	10	3	46	211	66	20	89	29	8	61	17	5	16	7	1	367	196	153
L298	Class II Bike Lane	On-Street	36	6	2	45	238	42	15	100	17	6	67	10	4	18	5	1	364	192	150
L223	Class II Bike Lane	On-Street	27	11	6	45	185	76	42	75	30	17	50	18	10	16	9	6	379	198	154
L158	Class II Buffered Bike Lane	On-Street	26	9	5	40	176	58	33	72	23	14	46	14	7	16	6	5	334	176	134
L240	Class II Bike Lane	On-Street	37	5	1	43	233	36	11	92	15	5	65	7	2	15	4	1	343	175	137
L243	Class II Bike Lane	On-Street	22	12	10	44	140	71	59	57	29	24	42	21	18	5	2	4	325	165	136
L260	Class II Bike Lane	On-Street	22	11	6	39	141	69	33	57	27	13	42	20	10	7	1	1	291	145	120
L76	Class II Buffered Bike Lane with Green Paint	On-Street	13	7	2	22	81	49	17	33	20	7	20	11	4	8	8	4	189	102	77
L75	Class II Buffered Bike Lane	On-Street	10	4	3	17	68	27	23	27	11	10	17	6	5	7	5	5	152	82	62
L236	Class II Bike Lane	On-Street	13	2	1	16	87	14	3	34	5	1	23	3	1	7	0	0	127	63	50
L301	Class II Bike Lane	On-Street	8	2	1	11	57	14	10	24	6	3	12	2	1	8	2	3	105	57	39
L226	Class II Bike Lane	On-Street	2	1	0	3	11	5	0	4	2	0	2	0	0	2	1	0	22	12	8
L141	Class II Bike Lane	On-Street	2	0	0	3	12	0	1	4	0	0	3	0	0	0	0	0	16	7	6
L143	Class II Bike Lane	On-Street	2	0	0	2	9	0	1	3	0	0	1	0	0	0	0	0	12	5	3
L142	Class II Bike Lane	On-Street	2	0	0	2	9	0	0	3	0	0	2	0	0	0	0	0	11	5	4

Table 3 Estimated Induced Bicyclists

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Total New Bicyclist Commuters, 2400m	Total New Bicyclist Commuters, 1600m	Total New Bicyclist Commuters, 800m	Total New Bicyclist Commuters	Total New Adult Bicyclists, High, 2400m	Total New Adult Bicyclists, High, 1600m	Total New Adult Bicyclists, High, 800m	Total New Adult Bicyclists, Moderate, 2400m	Total New Adult Bicyclists, Moderate, 1600m	Total New Adult Bicyclists, Moderate, 800m	Total New Adult Bicyclists, Low, 2400m	Total New Adult Bicyclists, Low, 1600m	Total New Adult Bicyclists, Low, 800m	Total New Child Bicyclists, 2400m	Total New Child Bicyclists, 1600m	Total New Child Bicyclists, 800m	Total New Bicyclists, High	Total New Bicyclists, Moderate	Total New Bicyclists, Low
L48	Class II Buffered Bike Lane with Green Paint	On-Street	24	119	62	205	247	802	417	88	309	163	61	240	129	1	4	1	1677	771	641
L117	Class II Bike Lane	On-Street	36	105	65	206	300	709	430	113	278	171	83	212	133	0	0	0	1645	768	634
L292	Class I Shared-Use Path	Separated	42	104	53	199	341	698	368	127	272	143	97	211	113	1	1	0	1608	743	622
L120	Class IV Bikeway	Separated	49	91	28	168	423	664	208	161	256	81	118	197	64	1	1	2	1467	670	551

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Total New Bicyclist Commuters, 2400m	Total New Bicyclist Commuters, 1600m	Total New Bicyclist Commuters, 800m	Total New Bicyclist Commuters	Total New Adult Bicyclists, High, 2400m	Total New Adult Bicyclists, High, 1600m	Total New Adult Bicyclists, High, 800m	Total New Adult Bicyclists, Moderate, 2400m	Total New Adult Bicyclists, Moderate, 1600m	Total New Adult Bicyclists, Moderate, 800m	Total New Adult Bicyclists, Low, 2400m	Total New Adult Bicyclists, Low, 1600m	Total New Adult Bicyclists, Low, 800m	Total New Child Bicyclists, 2400m	Total New Child Bicyclists, 1600m	Total New Child Bicyclists, 800m	Total New Bicyclists, High	Total New Bicyclists, Moderate	Total New Bicyclists, Low
L12	Class II Buffered Bike Lane with Green Paint	On-Street	44	88	43	175	343	599	293	129	234	115	97	180	89	0	0	0	1410	653	541
L162	Class I Shared-Use Path	Separated	31	124	19	174	264	826	150	97	323	56	72	255	41	0	1	0	1415	651	543
L224	Class II Bike Lane	On-Street	31	124	19	174	254	823	152	94	322	57	70	255	43	0	3	0	1406	650	545
L19	Class II Bike Lane	On-Street	38	97	40	175	283	647	277	107	252	110	81	199	86	0	0	0	1382	644	541
L45	Class II Buffered Bike Lane	On-Street	40	80	45	165	359	568	297	131	223	114	95	170	89	0	2	2	1393	637	523
L110	Class II Buffered Bike Lane	On-Street	37	91	37	165	312	636	268	118	249	101	88	191	79	0	1	0	1382	634	524
L13	Class IV Bikeway	Separated	28	96	43	167	232	643	293	89	255	116	63	197	89	0	2	0	1337	629	518
L131	Feasibility Study	Separated	32	105	29	166	259	713	197	96	279	78	70	219	63	0	1	0	1336	620	519
L63	Class IV Parking Buffered Bikeway	Separated	34	99	27	160	287	681	183	109	268	72	81	205	55	0	2	1	1314	612	504
L109	Class II Buffered Bike Lane	On-Street	39	89	31	159	305	605	241	116	235	90	91	180	70	0	2	0	1312	602	502
L150	Class I Shared-Use Path	Separated	31	94	30	155	261	643	200	99	254	81	71	198	62	0	1	0	1260	590	487
L125	Class I Shared-Use Path	Separated	31	96	25	152	263	654	200	100	257	74	75	203	56	0	1	0	1270	584	487
L58	Class I Shared-Use Path	Separated	37	93	26	156	291	624	199	107	243	75	81	189	58	0	0	0	1270	581	484
L62	Class IV Parking Buffered Bikeway	Separated	40	89	25	154	306	598	168	117	235	66	88	183	52	0	1	0	1227	573	478
L61	Class IV Parking Buffered Bikeway	Separated	30	89	30	149	255	613	217	93	239	86	73	183	65	0	2	2	1238	571	474
L7	Class IV Bikeway	Separated	40	74	32	146	322	528	241	123	204	94	91	157	68	0	1	2	1240	570	465
L295	Class I Shared-Use Path	Separated	37	57	55	149	304	415	362	114	158	144	83	123	115	0	0	0	1230	565	470
L244	Class II Bike Lane	On-Street	41	86	17	144	316	600	135	122	235	52	91	183	39	0	2	0	1197	555	459
L111	Class II Buffered Bike Lane	On-Street	40	89	16	145	318	600	122	122	235	47	90	183	36	0	3	0	1188	552	457
L151	Class IV Bikeway	Separated	28	92	22	142	250	626	150	95	247	60	68	194	46	0	0	0	1168	544	450
L113	Class II Buffered Bike Lane	On-Street	38	81	20	139	318	573	140	121	222	56	89	173	42	0	4	0	1174	542	447
L50	Class II Bike Lane	On-Street	26	104	13	143	227	681	119	83	267	42	63	210	31	0	1	0	1171	536	448
L258	Class II Bike Lane	On-Street	35	78	27	140	290	541	191	107	213	73	81	167	58	1	1	0	1164	535	448
L20	Class II Buffered Bike Lane with Green Paint	On-Street	40	70	19	129	333	502	190	123	195	72	88	142	51	2	5	6	1167	532	423
L40	Class IV Bikeway	Separated	43	81	18	142	336	552	115	128	216	44	96	166	35	0	2	0	1147	532	441
L81	Class IV Bikeway	Separated	37	65	22	124	332	486	201	122	186	76	89	139	53	4	4	10	1161	526	423
L126	Class II Buffered Bike Lane	On-Street	34	80	22	136	280	539	173	108	212	67	79	161	50	0	2	1	1131	526	429
L139	Class II Bike Lane	On-Street	41	65	31	137	335	456	233	127	174	86	96	132	67	0	1	0	1162	525	433
L21	Class I Shared-Use Path	Separated	34	87	16	137	273	592	122	104	235	45	79	181	35	0	3	0	1127	524	435
L55	Class IV Bikeway	Separated	36	81	18	135	309	557	117	119	220	45	89	169	35	0	0	0	1118	519	428
L115	Class IV Bikeway	Separated	32	77	29	138	246	521	213	93	204	81	72	154	60	0	1	0	1119	517	425
L37	Class II Buffered Bike Lane with Green Paint	On-Street	41	70	23	134	331	474	166	125	184	63	96	141	50	0	5	3	1113	514	429
L130	Feasibility Study	Separated	43	80	12	135	333	547	92	124	212	35	95	168	28	0	1	0	1108	507	427
L6	Class IV Bikeway	Separated	36	77	18	131	300	525	148	113	204	54	88	157	42	0	3	0	1107	505	421
L114	Class IV Bikeway	Separated	41	76	11	128	297	527	110	113	208	42	90	159	30	1	0	2	1065	494	410
L42	Class II Buffered Bike Lane with Green Paint	On-Street	25	61	39	125	240	420	265	85	163	105	62	126	80	1	5	5	1061	489	404
L41	Class IV Bikeway	Separated	43	73	13	129	331	493	93	126	190	37	96	149	27	0	3	0	1049	485	404
L39	Class IV Bikeway	Separated	43	74	11	128	333	486	90	128	188	35	96	146	26	0	3	0	1040	482	399
L222	Class II Bike Lane	On-Street	36	71	16	123	308	497	115	112	195	46	84	150	35	0	4	1	1048	481	397
L144	Class I Shared-Use Path	Separated	38	69	16	123	296	495	115	111	194	44	84	147	35	0	4	0	1033	476	393

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Total New Bicyclist Commuters, 2400m	Total New Bicyclist Commuters, 1600m	Total New Bicyclist Commuters, 800m	Total New Bicyclist Commuters	Total New Adult Bicyclists, High, 2400m	Total New Adult Bicyclists, High, 1600m	Total New Adult Bicyclists, High, 800m	Total New Adult Bicyclists, Moderate, 2400m	Total New Adult Bicyclists, Moderate, 1600m	Total New Adult Bicyclists, Moderate, 800m	Total New Adult Bicyclists, Low, 2400m	Total New Adult Bicyclists, Low, 1600m	Total New Adult Bicyclists, Low, 800m	Total New Child Bicyclists, 2400m	Total New Child Bicyclists, 1600m	Total New Child Bicyclists, 800m	Total New Bicyclists, High	Total New Bicyclists, Moderate	Total New Bicyclists, Low
L173	Class I Shared-Use Path	Separated	44	69	13	126	349	453	92	133	175	36	102	135	28	0	2	0	1022	472	393
L184	Class I Shared-Use Path	Separated	26	65	32	123	239	435	221	88	170	85	64	130	66	0	0	3	1021	469	386
L112	Class IV Bikeway	Separated	43	69	12	124	332	463	87	124	179	34	95	141	26	0	3	0	1009	464	389
L230	Class I Shared-Use Path	Separated	43	29	47	119	336	241	315	127	85	125	97	63	95	0	1	2	1014	459	377
L38	Class II Buffered Bike Lane with Green Paint	On-Street	38	59	18	115	303	389	147	113	153	58	86	115	44	0	4	3	961	446	367
L47	Class II Bike Lane	On-Street	34	63	20	117	267	433	150	100	171	58	77	128	42	0	0	0	967	446	364
L145	Class I Shared-Use Path	Separated	34	62	17	113	269	428	129	102	167	50	77	124	38	0	4	0	943	436	356
L209	Class I Shared-Use Path	Separated	37	59	18	114	289	411	122	112	163	46	83	120	33	0	0	0	936	435	350
L122	Class IV Parking Buffered Bikeway	Separated	25	61	17	103	210	447	163	76	177	63	56	130	42	1	9	3	936	432	344
L232	Class II Bike Lane	On-Street	35	49	26	110	293	347	177	112	134	69	80	105	54	0	1	2	930	428	352
L185	Class II Bike Lane	On-Street	36	51	19	106	275	383	159	102	148	58	80	111	44	0	0	0	923	414	341
L68	Class II Bike Lane	On-Street	30	45	29	104	248	329	208	92	125	83	72	96	62	0	0	4	893	408	338
L64	Class IV Bikeway	Separated	30	51	21	102	249	368	162	93	141	62	71	108	47	0	1	2	884	401	331
L270	Class I Shared-Use Path	Separated	27	61	12	100	237	428	100	86	167	38	61	128	28	2	3	0	870	396	322
L324	Class IV Bikeway	Separated	27	58	15	100	225	416	127	80	161	48	59	120	36	1	4	1	874	395	321
L325	Class I Shared-Use Path	Separated	30	39	26	95	253	306	201	94	118	80	71	86	59	0	3	2	860	392	316
L60	Class II Buffered Bike Lane with Green Paint	On-Street	23	43	25	91	212	323	176	77	125	68	57	94	53	0	0	3	805	364	298
L311	Class I Shared-Use Path	Separated	24	58	12	94	202	396	97	75	156	37	54	120	28	1	1	0	791	364	298
L326	Class I Shared-Use Path	Separated	35	36	21	92	297	258	149	111	97	59	84	78	44	0	2	0	798	361	300
L8	Class II Buffered Bike Lane with Green Paint	On-Street	20	47	11	78	205	354	101	77	138	40	51	102	28	1	6	5	750	345	271
L211	Class II Bike Lane	On-Street	35	42	8	85	270	298	62	103	117	24	79	87	16	0	1	0	716	330	268
L154	Class II Buffered Bike Lane	On-Street	30	31	15	76	237	238	116	88	89	45	66	66	34	0	2	0	669	300	244
L67	Class II Buffered Bike Lane	On-Street	17	23	28	68	147	208	200	55	80	79	41	57	59	0	0	5	628	287	230
L283	Class IV Bikeway	Separated	17	29	26	72	160	208	182	56	77	72	41	59	53	0	0	4	626	281	229
L82	Class I Shared-Use Path	Separated	30	31	8	69	245	223	64	93	88	24	73	67	19	0	1	0	602	275	229
L66	Class II Bike Lane	On-Street	17	28	24	69	128	225	162	47	82	65	37	62	49	0	0	4	588	267	221
L238	Class I Shared-Use Path	Separated	19	40	7	66	177	283	54	64	111	20	46	84	16	1	2	1	584	265	216
L164	Class IV Bikeway	Separated	19	35	5	59	165	274	52	65	106	18	45	76	12	1	2	2	555	253	197
L172	Class I Shared-Use Path	Separated	16	36	6	58	137	249	45	50	96	18	34	73	13	1	1	2	493	226	182
L97	Class II Bike Lane	On-Street	13	27	15	55	124	207	106	43	78	43	32	60	32	0	0	2	494	221	181
L269	Class II Bike Lane	On-Street	35	17	2	54	268	134	29	104	51	9	77	37	4	1	0	0	486	219	173
L277	Class II Bike Lane	On-Street	19	24	10	53	163	178	77	61	68	30	45	52	24	0	0	0	471	212	174
L187	Class I Shared-Use Path	Separated	16	28	4	48	149	211	51	55	81	18	41	59	12	1	5	0	465	208	166
L100	Class II Buffered Bike Lane	On-Street	6	27	17	50	72	202	123	24	77	49	17	58	37	0	1	4	452	205	167
L99	Class I Shared-Use Path	Separated	11	24	14	49	104	185	101	36	72	39	28	54	30	0	0	3	442	199	164
L87	Class II Bike Lane	On-Street	16	25	4	45	155	193	48	57	72	18	42	54	12	1	4	0	446	197	158
L101	Class II Buffered Bike Lane	On-Street	6	26	11	43	77	189	87	23	70	35	19	54	26	0	2	2	400	175	146
L23	Class IV Bikeway	Separated	6	25	12	43	82	180	86	26	68	33	18	49	27	0	1	1	393	172	139
L281	Class IV Bikeway	Separated	8	21	9	38	76	149	71	26	57	27	21	41	21	0	2	2	338	152	125
L80	Class II Bike Lane	On-Street	10	15	9	34	102	122	71	36	47	28	25	33	20	1	1	1	332	148	115
L26	Class IV Bikeway	Separated	6	18	8	32	69	128	56	26	51	21	18	37	16	0	2	1	288	133	106

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L166	Class I Shared-Use Path	Separated	7	24	2	33	81	172	19	26	67	7	20	50	5	0	0	0	305	133	108
L201	Class I Shared-Use Path	Separated	6	14	3	23	82	135	32	28	53	12	20	36	8	0	2	0	274	118	89
L205	Class I Shared-Use Path	Separated	6	14	3	23	81	133	31	28	52	12	20	37	8	0	3	0	271	118	91
L153	Class I Shared-Use Path	Separated	7	17	2	26	75	127	21	26	49	8	18	35	6	0	2	1	252	112	88
L133	Class I Shared-Use Path	Separated	6	16	2	24	67	125	19	24	46	7	17	34	6	0	1	1	237	103	83
L196	Class II Bike Lane	On-Street	6	9	5	20	76	85	35	29	32	14	19	23	11	0	4	3	223	102	80
L136	Class II Buffered Bike Lane with Green Paint	On-Street	6	16	1	23	66	121	16	24	47	6	16	35	3	0	2	0	228	102	79
L257	Class I Shared-Use Path	Separated	13	5	0	18	116	64	2	42	21	0	30	15	0	0	1	0	201	82	64
L24	Class II Buffered Bike Lane	On-Street	6	13	1	20	57	93	17	18	36	6	15	27	4	0	1	0	188	81	67
L25	Class II Bike Lane	On-Street	6	13	0	19	58	92	6	19	36	1	15	27	1	0	1	0	176	76	63
L203	Class II Bike Lane	On-Street	5	9	1	15	46	78	10	17	31	4	12	20	2	0	2	0	151	69	51
L71	Class II Buffered Bike Lane	On-Street	5	6	4	15	54	50	35	20	18	14	13	13	10	0	1	0	155	68	52
L32	Class IV Bikeway	Separated	5	10	1	16	54	79	11	18	29	4	14	21	2	0	1	0	161	68	54
L234	Class I Shared-Use Path	Separated	5	11	0	16	55	77	2	20	30	1	15	21	0	0	1	0	151	68	53
L135	Class I Shared-Use Path	Separated	5	11	0	16	53	76	2	19	30	1	14	21	0	0	1	0	148	67	52
L263	Class I Shared-Use Path	Separated	5	11	0	16	52	76	3	19	29	1	14	21	1	0	1	0	148	66	53
L169	Class I Shared-Use Path	Separated	6	4	0	10	79	50	19	27	18	6	16	10	3	0	1	0	159	62	40
L235	Class I Shared-Use Path	Separated	5	8	0	13	44	69	10	15	26	3	11	17	1	1	1	0	138	59	44
L33	Class II Bike Lane	On-Street	4	9	0	13	51	69	3	17	26	1	12	20	1	0	1	0	137	58	47
L198	Class II Bike Lane	On-Street	5	8	0	13	41	65	8	15	26	3	11	18	1	1	0	0	128	58	44
L167	Class II Bike Lane	On-Street	5	6	0	11	54	55	6	21	20	2	13	14	1	0	2	0	128	56	41
L262	Class II Bike Lane	On-Street	1	6	3	10	22	48	20	8	18	8	3	12	5	0	4	3	107	51	37
L53	Class IV Bikeway	Separated	7	3	0	10	70	33	6	27	11	1	18	6	0	0	0	0	119	49	34
L105	Class IV Bikeway	Separated	4	6	0	10	48	50	4	17	19	1	10	14	0	0	1	0	113	48	35
L289	Class I Shared-Use Path	Separated	4	3	0	7	53	36	10	18	12	3	13	8	2	2	5	0	113	47	37
L216	Class I Shared-Use Path	Separated	0	4	1	5	34	56	20	10	21	6	3	10	3	1	1	1	118	45	24
L279	Class I Shared-Use Path	Separated	6	3	0	9	59	30	1	21	10	0	15	5	0	0	1	0	100	41	30
L267	Class II Bike Lane	On-Street	5	4	0	9	48	34	1	17	12	0	13	8	0	1	1	0	94	40	32
L243	Class II Bike Lane	On-Street	2	3	4	9	19	29	29	6	11	11	4	7	8	0	0	2	88	39	30
L256	Class II Bike Lane	On-Street	2	4	0	6	32	44	4	13	16	2	7	11	1	0	1	0	87	38	26
L245	Class II Bike Lane	On-Street	4	2	0	6	44	28	6	17	9	2	12	6	1	1	1	0	86	36	27
L300	Class I Shared-Use Path	Separated	5	3	0	8	49	35	3	17	11	0	11	8	0	0	0	0	95	36	27
L159	Feasibility Study	Separated	1	4	0	5	29	48	8	7	17	2	3	9	0	0	4	0	94	35	21
L297	Class IV Bikeway	Separated	0	2	1	3	22	34	18	5	12	8	3	6	3	0	3	2	82	33	20
L121	Class II Bike Lane	On-Street	1	2	1	4	42	26	14	13	8	5	7	4	4	1	1	0	88	32	21
L175	Class II Bike Lane	On-Street	1	3	0	4	31	36	13	9	12	5	3	7	2	1	1	0	86	32	18
L260	Class II Bike Lane	On-Street	2	3	2	7	19	29	16	8	10	6	4	7	4	1	0	0	72	32	23
L223	Class II Bike Lane	On-Street	0	1	1	2	22	29	20	6	10	8	3	5	4	0	2	2	77	30	18
L228	Class I Shared-Use Path	Separated	0	3	0	3	21	39	7	5	15	2	2	7	0	0	4	0	74	29	16
L183	Class II Bike Lane	On-Street	3	2	0	5	28	26	10	10	9	3	7	6	2	0	2	0	71	29	22
L35	Class II Bike Lane	On-Street	5	2	0	7	41	19	1	16	6	0	11	5	0	0	0	0	68	29	23
L296	Class II Bike Lane	On-Street	2	2	0	4	36	24	8	12	7	2	6	5	1	0	1	2	75	28	19
L182	Class I Shared-Use Path	Separated	1	3	0	4	23	36	5	6	13	1	2	7	1	0	4	0	72	28	18
L158	Class II Buffered Bike Lane	On-Street	0	1	1	2	20	20	15	5	6	6	3	3	2	0	2	2	61	23	14

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Total New Bicyclist Commuters, 2400m	Total New Bicyclist Commuters, 1600m	Total New Bicyclist Commuters, 800m	Total New Bicyclist Commuters	Total New Adult Bicyclists, High, 2400m	Total New Adult Bicyclists, High, 1600m	Total New Adult Bicyclists, High, 800m	Total New Adult Bicyclists, Moderate, 2400m	Total New Adult Bicyclists, Moderate, 1600m	Total New Adult Bicyclists, Moderate, 800m	Total New Adult Bicyclists, Low, 2400m	Total New Adult Bicyclists, Low, 1600m	Total New Adult Bicyclists, Low, 800m	Total New Child Bicyclists, 2400m	Total New Child Bicyclists, 1600m	Total New Child Bicyclists, 800m	Total New Bicyclists, High	Total New Bicyclists, Moderate	Total New Bicyclists, Low
L308	Class I Shared-Use Path	Separated	0	5	0	5	10	38	4	2	14	1	1	10	1	0	1	0	58	23	18
L180	Class I Shared-Use Path	Separated	0	5	0	5	9	37	4	2	14	1	1	10	1	0	1	0	56	23	18
L298	Class II Bike Lane	On-Street	3	1	0	4	31	15	7	10	5	3	8	3	1	0	0	0	57	22	16
L240	Class II Bike Lane	On-Street	4	0	0	4	30	13	5	11	4	2	8	1	1	0	0	0	52	21	14
L188	Class I Shared-Use Path	Separated	0	2	0	2	5	24	7	1	9	3	0	4	1	0	4	1	43	20	12
L76	Class II Buffered Bike Lane with Green Paint	On-Street	0	2	1	3	7	19	8	2	7	3	1	3	2	0	3	2	42	20	14
L192	Class I Shared-Use Path	Separated	0	1	1	2	9	11	12	3	4	4	0	2	2	0	2	2	38	17	10
L268	Class I Shared-Use Path	Separated	1	0	0	1	19	15	5	6	6	1	4	2	1	1	1	0	42	16	10
L168	Class IV Bikeway	Separated	1	1	0	2	13	15	1	4	6	0	2	3	0	1	3	0	35	16	11
L207	Class I Shared-Use Path	Separated	0	1	1	2	7	11	7	2	5	3	0	2	2	0	2	2	31	16	10
L220	Class I Shared-Use Path	Separated	0	2	0	2	2	21	3	0	9	1	0	4	0	0	4	0	32	16	10
L75	Class II Buffered Bike Lane	On-Street	0	1	1	2	7	10	11	2	4	4	0	2	2	0	2	2	34	16	10
L314	Class I Shared-Use Path	Separated	0	1	1	2	3	14	9	1	5	3	0	2	2	0	2	2	32	15	10
L323	Class I Shared-Use Path	Separated	0	1	1	2	3	11	9	1	4	4	0	2	2	0	2	2	29	15	10
L316	Class II Bike Lane	On-Street	0	0	1	1	5	7	13	1	2	6	0	1	3	0	1	3	30	14	9
L171	Class I Shared-Use Path	Separated	1	1	0	2	17	10	0	6	3	0	3	2	0	1	0	0	30	12	8
L301	Class II Bike Lane	On-Street	0	0	0	0	5	4	5	1	0	1	0	0	0	0	0	1	15	3	1
L236	Class II Bike Lane	On-Street	0	0	0	0	10	4	1	2	0	0	2	0	0	0	0	0	15	2	2
L280	Class I Shared-Use Path	Separated	0	0	0	0	6	6	2	0	1	0	0	0	0	0	0	0	14	1	0
L305	Class I Shared-Use Path	Separated	0	0	0	0	3	2	1	1	0	0	0	0	0	0	0	0	6	1	0
L226	Class II Bike Lane	On-Street	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
L254	Class I Shared-Use Path	Separated	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
L239	Class I Shared-Use Path	Separated	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
L206	Class I Shared-Use Path	Separated	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
L259	Class I Shared-Use Path	Separated	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
L141	Class II Bike Lane	On-Street	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
L143	Class II Bike Lane	On-Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
L253	Class IV Bikeway	Separated	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
L163	Class I Shared-Use Path	Separated	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
L142	Class II Bike Lane	On-Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
L210	Class I Shared-Use Path	Separated	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
L221	Class IV Bikeway	Separated	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

3. Monetized Bicycle Mode Shift Benefits

3.1 Mobility Benefits

Mobility benefits are presented in Table 4 for separated facilities, and Table 5 for on-street bike lanes.

3.2 Health Benefits

Health benefits are presented in Table 6.

3.3 Recreation Benefits

Recreation benefits are presented in Table 7.

3.4 Decreased Auto Use Benefits

Decreased auto-use benefits are presented in Table 8

3.5 Total Monetized Benefits

Table 4 Mobility Benefits - Separated Facilities

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Existing Bicycle Commuters	New Bicycle Commuters	Annual Mobility Benefit
L292	Class I Shared-Use Path	Separated	776	199	$ 2,575,217
L120	Class IV Parking Buffered Bikeway	Separated	806	168	$ 2,572,576
L162	Feasibility Study	Separated	662	174	$ 2,208,083
L63	Class I Shared-Use Path	Separated	650	160	$ 2,139,411
L131	Class I Shared-Use Path	Separated	634	166	$ 2,112,998
L7	Class IV Bikeway	Separated	651	146	$ 2,105,075
L58	Class IV Bikeway	Separated	634	156	$ 2,086,586
L62	Class I Shared-Use Path	Separated	632	154	$ 2,076,021
L40	Class I Shared-Use Path	Separated	635	142	$ 2,052,250
L13	Class I Shared-Use Path	Separated	606	167	$ 2,041,685
L295	Class IV Bikeway	Separated	620	149	$ 2,031,120
L125	Class IV Bikeway	Separated	614	152	$ 2,023,196
L150	Class IV Parking Buffered Bikeway	Separated	609	155	$ 2,017,913
L61	Class IV Bikeway	Separated	604	149	$ 1,988,860
L130	Class IV Bikeway	Separated	618	135	$ 1,988,860
L81	Class I Shared-Use Path	Separated	623	124	$ 1,973,012
L55	Class I Shared-Use Path	Separated	598	135	$ 1,936,035
L173	Class I Shared-Use Path	Separated	602	126	$ 1,922,829
L41	Class I Shared-Use Path	Separated	596	129	$ 1,914,905
L39	Class IV Bikeway	Separated	595	128	$ 1,909,622
L6	Class I Shared-Use Path	Separated	587	131	$ 1,896,416
L151	Class IV Bikeway	Separated	575	142	$ 1,893,775
L21	Class IV Bikeway	Separated	576	137	$ 1,883,210
L112	Class IV Bikeway	Separated	587	124	$ 1,877,927
L114	Class I Shared-Use Path	Separated	576	128	$ 1,859,439
L230	Class I Shared-Use Path	Separated	583	119	$ 1,854,156
L115	Class IV Parking Buffered Bikeway	Separated	552	138	$ 1,822,461
L144	Class I Shared-Use Path	Separated	566	123	$ 1,819,820
L184	Class IV Bikeway	Separated	512	123	$ 1,677,192
L209	Class I Shared-Use Path	Separated	518	114	$ 1,669,269
L145	Class I Shared-Use Path	Separated	518	113	$ 1,666,627
L326	Class IV Bikeway	Separated	491	92	$ 1,539,848
L64	Class I Shared-Use Path	Separated	480	102	$ 1,537,206
L325	Class IV Bikeway	Separated	478	95	$ 1,513,435
L122	Class I Shared-Use Path	Separated	462	103	$ 1,492,305
L270	Class I Shared-Use Path	Separated	464	100	$ 1,489,664
L324	Class I Shared-Use Path	Separated	459	100	$ 1,476,458
L311	Class I Shared-Use Path	Separated	414	94	$ 1,341,754
L82	Class IV Bikeway	Separated	392	69	$ 1,217,615

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Existing Bicycle Commuters	New Bicycle Commuters	Annual Mobility Benefit
L283	Class I Shared-Use Path	Separated	329	72	$ 1,059,140
L238	Class I Shared-Use Path	Separated	327	66	$ 1,038,010
L164	Class I Shared-Use Path	Separated	313	59	$ 982,544
L172	Class I Shared-Use Path	Separated	266	58	$ 855,764
L187	Class IV Bikeway	Separated	264	48	$ 824,069
L99	Class I Shared-Use Path	Separated	230	49	$ 736,908
L23	Class I Shared-Use Path	Separated	194	43	$ 625,976
L281	Class I Shared-Use Path	Separated	170	38	$ 549,380
L166	Class I Shared-Use Path	Separated	168	33	$ 530,891
L26	Class I Shared-Use Path	Separated	154	32	$ 491,272
L201	Class I Shared-Use Path	Separated	163	23	$ 491,272
L205	Class I Shared-Use Path	Separated	162	23	$ 488,631
L257	Class IV Bikeway	Separated	162	18	$ 475,425
L153	Class IV Bikeway	Separated	144	26	$ 449,012
L133	Class I Shared-Use Path	Separated	136	24	$ 422,600
L169	Class IV Bikeway	Separated	119	10	$ 340,721
L32	Class IV Bikeway	Separated	100	16	$ 306,385
L234	Class IV Bikeway	Separated	96	16	$ 295,820
L263	Class IV Bikeway	Separated	93	16	$ 287,896
L135	Class IV Bikeway	Separated	92	16	$ 285,255
L53	Class IV Bikeway	Separated	98	10	$ 285,255
L235	Class IV Bikeway	Separated	82	13	$ 250,919
L279	Class IV Bikeway	Separated	85	9	$ 248,277
L105	Class IV Bikeway	Separated	78	10	$ 232,430
L289	Class IV Bikeway	Separated	79	7	$ 227,147
L300	Class IV Bikeway	Separated	73	8	$ 213,941
L216	Class IV Bikeway	Separated	69	5	$ 195,452
L159	Class IV Bikeway	Separated	54	5	$ 155,834
L182	Class IV Bikeway	Separated	46	4	$ 132,062
L297	Class IV Bikeway	Separated	46	3	$ 129,421
L228	Class IV Bikeway	Separated	43	3	$ 121,497
L308	Class IV Bikeway	Separated	29	5	$ 89,802
L180	Class IV Bikeway	Separated	27	5	$ 84,520
L268	Class IV Bikeway	Separated	31	1	$ 84,520
L171	Class IV Bikeway	Separated	27	2	$ 76,596
L188	Class IV Bikeway	Separated	22	2	$ 63,390
L192	Class IV Bikeway	Separated	22	2	$ 63,390
L168	Class IV Bikeway	Separated	21	2	$ 60,749
L207	Class IV Bikeway	Separated	16	2	$ 47,542
L220	Class IV Bikeway	Separated	13	2	$ 39,619

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Existing Bicycle Commuters	New Bicycle Commuters	Annual Mobility Benefit
L314	Class IV Bikeway	Separated	13	2	$ 39,619
L323	Class IV Bikeway	Separated	13	2	$ 39,619
L280	Class IV Bikeway	Separated	11	0	$ 29,054
L305	Class IV Bikeway	Separated	8	0	$ 21,130
L239	Class IV Bikeway	Separated	4	0	$ 10,565
L254	Class IV Bikeway	Separated	3	0	$ 7,924
L206	Class IV Bikeway	Separated	2	0	$ 5,282
L259	Class IV Bikeway	Separated	2	0	$ 5,282
L163	Class IV Bikeway	Separated	1	0	$ 2,641
L253	Class IV Bikeway	Separated	0	0	$ -
L210	Class IV Bikeway	Separated	0	0	$ -
L221	Class IV Bikeway	Separated	0	0	$ -

Source/Notes:
1. Value of travel time (VOT), Caltrans Cal B/C Parameter Guide, Version 8.1, March 2022.
2. NCHRP 552, Chapter 4; Appendix D., Translating Demand and Benefits Research into Guidelines White Paper.
3. Assumes 48 working weeks per year to accommodate vacation, sick time, etc. and to be conservative in estimate.
4. Assumes value of time (V) of $16.20 per hour, and 20.38 (M) as the time a bicyclist is willing to spend to access a separated facility. Per trip benefit is calculated by using this equation M * V/60. V is divided by 60 because the M is in minutes and V is in hours; dividing V by 60 converts it to minutes so that the result can easily be multiplied by the minutes.
5. Annual Mobility Benefit is calculated using the following equation: Annual mobility benefit = M * V/60 * (existing commuters + new commuters) * 48 * 5 * 2

Table 5 Mobility Benefits - On-Street Bike Lanes

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Existing Bicycle Commuters	New Bicycle Commuters	Annual Mobility Benefit
L117	Class II Bike Lane	On-Street	755	206	$ 2,244,312
L48	Class II Buffered Bike Lane with Green Paint	On-Street	727	205	$ 2,176,585
L45	Class II Buffered Bike Lane	On-Street	729	165	$ 2,087,840
L12	Class II Buffered Bike Lane with Green Paint	On-Street	709	175	$ 2,064,487
L110	Class II Buffered Bike Lane	On-Street	687	165	$ 1,989,754
L19	Class II Bike Lane	On-Street	656	175	$ 1,940,711
L224	Class II Bike Lane	On-Street	652	174	$ 1,929,034
L109	Class II Buffered Bike Lane	On-Street	662	159	$ 1,917,357
L111	Class II Buffered Bike Lane	On-Street	638	145	$ 1,828,612
L244	Class II Bike Lane	On-Street	629	144	$ 1,805,258
L139	Class II Bike Lane	On-Street	635	137	$ 1,802,923
L113	Class II Buffered Bike Lane	On-Street	631	139	$ 1,798,252
L20	Class II Buffered Bike Lane with Green Paint	On-Street	631	129	$ 1,774,898
L37	Class II Buffered Bike Lane with Green Paint	On-Street	614	134	$ 1,746,873
L258	Class II Bike Lane	On-Street	600	140	$ 1,728,190
L126	Class II Buffered Bike Lane	On-Street	580	136	$ 1,672,141
L222	Class II Bike Lane	On-Street	578	123	$ 1,637,110
L50	Class II Bike Lane	On-Street	557	143	$ 1,634,774

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Existing Bicycle Commuters	New Bicycle Commuters	Annual Mobility Benefit
L38	Class II Buffered Bike Lane with Green Paint	On-Street	545	115	$ 1,541,359
L42	Class II Buffered Bike Lane with Green Paint	On-Street	526	125	$ 1,520,340
L232	Class II Bike Lane	On-Street	529	110	$ 1,492,315
L47	Class II Bike Lane	On-Street	519	117	$ 1,485,309
L185	Class II Bike Lane	On-Street	510	106	$ 1,438,601
L68	Class II Bike Lane	On-Street	479	104	$ 1,361,534
L211	Class II Bike Lane	On-Street	439	85	$ 1,223,745
L60	Class II Buffered Bike Lane with Green Paint	On-Street	426	91	$ 1,207,398
L8	Class II Buffered Bike Lane with Green Paint	On-Street	402	78	$ 1,120,988
L154	Class II Buffered Bike Lane	On-Street	394	76	$ 1,097,634
L269	Class II Bike Lane	On-Street	364	54	$ 976,194
L67	Class II Buffered Bike Lane	On-Street	322	68	$ 910,803
L66	Class II Bike Lane	On-Street	293	69	$ 845,412
L277	Class II Bike Lane	On-Street	281	53	$ 780,021
L97	Class II Bike Lane	On-Street	264	55	$ 744,990
L87	Class II Bike Lane	On-Street	262	45	$ 716,965
L100	Class II Buffered Bike Lane	On-Street	205	50	$ 595,525
L101	Class II Buffered Bike Lane	On-Street	196	43	$ 558,159
L80	Class II Bike Lane	On-Street	190	34	$ 523,128
L136	Class II Buffered Bike Lane with Green Paint	On-Street	132	23	$ 361,986
L196	Class II Bike Lane	On-Street	131	20	$ 352,644
L24	Class II Buffered Bike Lane	On-Street	114	20	$ 312,943
L25	Class II Bike Lane	On-Street	110	19	$ 301,266
L71	Class II Buffered Bike Lane	On-Street	96	15	$ 259,229
L203	Class II Bike Lane	On-Street	89	15	$ 242,881
L33	Class II Bike Lane	On-Street	88	13	$ 235,875
L167	Class II Bike Lane	On-Street	90	11	$ 235,875
L198	Class II Bike Lane	On-Street	76	13	$ 207,850
L267	Class II Bike Lane	On-Street	68	9	$ 179,825
L121	Class II Bike Lane	On-Street	67	4	$ 165,813
L245	Class II Bike Lane	On-Street	63	6	$ 161,142
L35	Class II Bike Lane	On-Street	59	7	$ 154,136
L256	Class II Bike Lane	On-Street	55	6	$ 142,459
L262	Class II Bike Lane	On-Street	50	10	$ 140,124
L175	Class II Bike Lane	On-Street	53	4	$ 133,117
L296	Class II Bike Lane	On-Street	53	4	$ 133,117
L243	Class II Bike Lane	On-Street	44	9	$ 123,776
L183	Class II Bike Lane	On-Street	46	5	$ 119,105

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Existing Bicycle Commuters	New Bicycle Commuters	Annual Mobility Benefit
L298	Class II Bike Lane	On-Street	45	4	$ 114,434
L223	Class II Bike Lane	On-Street	45	2	$ 109,763
L240	Class II Bike Lane	On-Street	43	4	$ 109,763
L260	Class II Bike Lane	On-Street	39	7	$ 107,428
L158	Class II Buffered Bike Lane	On-Street	40	2	$ 98,086
L76	Class II Buffered Bike Lane with Green Paint	On-Street	22	3	$ 58,385
L75	Class II Buffered Bike Lane	On-Street	17	2	$ 44,372
L236	Class II Bike Lane	On-Street	16	0	$ 37,366
L316	Class II Bike Lane	On-Street	15	1	$ 37,366
L301	Class II Bike Lane	On-Street	11	0	$ 25,689
L141	Class II Bike Lane	On-Street	3	0	$ 7,006
L226	Class II Bike Lane	On-Street	3	0	$ 7,006
L142	Class II Bike Lane	On-Street	2	0	$ 4,671
L143	Class II Bike Lane	On-Street	2	0	$ 4,671

Source/Notes:
1. Value of travel time (VOT), Caltrans Cal B/C Parameter Guide, Version 8.1, March 2022.
2. NCHRP 552, Chapter 4; Appendix D., Translating Demand and Benefits Research into Guidelines White Paper.
3. Assumes 48 working weeks per year to accommodate vacation, sick time, etc. and be conservative in estimate.
4. Assumes value of time (V) of $16.20 per hour, and 18.02 (M) as the time a bicyclist is willing to spend to access a separated facility. Per trip benefit is calculated by using this equation M * V/60. V is divided by 60 because the M is in minutes and V is in hours; dividing V by 60 converts it to minutes so that the result can easily be multiplied by the minutes.
5. Annual Mobility Benefit is calculated using the following equation: Annual mobility benefit = M * V/60 * (existing commuters + new commuters) * 48 * 5 * 2

Table 6 Health Benefits

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Total New Cyclists, High	Total New Cyclists, Moderate	Total New Cyclists, Low	Annual Health Benefit, High	Annual Health Benefit, Moderate	Annual Health Benefit, Low
L292	Class I Shared-Use Path	Separated	1608	743	622	$ 205,824	$ 95,104	$ 79,616
L120	Class IV Bikeway	Separated	1467	670	551	$ 187,776	$ 85,760	$ 70,528
L162	Class I Shared-Use Path	Separated	1415	651	543	$ 181,120	$ 83,328	$ 69,504
L13	Class IV Bikeway	Separated	1337	629	518	$ 171,136	$ 80,512	$ 66,304
L131	Feasibility Study	Separated	1336	620	519	$ 171,008	$ 79,360	$ 66,432
L63	Class IV Parking Buffered Bikeway	Separated	1314	612	504	$ 168,192	$ 78,336	$ 64,512
L150	Class I Shared-Use Path	Separated	1260	590	487	$ 161,280	$ 75,520	$ 62,336
L125	Class I Shared-Use Path	Separated	1270	584	487	$ 162,560	$ 74,752	$ 62,336
L58	Class I Shared-Use Path	Separated	1270	581	484	$ 162,560	$ 74,368	$ 61,952
L62	Class IV Parking Buffered Bikeway	Separated	1227	573	478	$ 157,056	$ 73,344	$ 61,184
L61	Class IV Parking Buffered Bikeway	Separated	1238	571	474	$ 158,464	$ 73,088	$ 60,672
L7	Class IV Bikeway	Separated	1240	570	465	$ 158,720	$ 72,960	$ 59,520
L295	Class I Shared-Use Path	Separated	1230	565	470	$ 157,440	$ 72,320	$ 60,160
L151	Class IV Bikeway	Separated	1168	544	450	$ 149,504	$ 69,632	$ 57,600
L40	Class IV Bikeway	Separated	1147	532	441	$ 146,816	$ 68,096	$ 56,448

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Total New Cyclists, High	Total New Cyclists, Moderate	Total New Cyclists, Low	Annual Health Benefit, High	Annual Health Benefit, Moderate	Annual Health Benefit, Low
L81	Class IV Bikeway	Separated	1161	526	423	$ 148,608	$ 67,328	$ 54,144
L21	Class I Shared-Use Path	Separated	1127	524	435	$ 144,256	$ 67,072	$ 55,680
L55	Class IV Bikeway	Separated	1118	519	428	$ 143,104	$ 66,432	$ 54,784
L115	Class IV Bikeway	Separated	1119	517	425	$ 143,232	$ 66,176	$ 54,400
L130	Feasibility Study	Separated	1108	507	427	$ 141,824	$ 64,896	$ 54,656
L6	Class IV Bikeway	Separated	1107	505	421	$ 141,696	$ 64,640	$ 53,888
L114	Class IV Bikeway	Separated	1065	494	410	$ 136,320	$ 63,232	$ 52,480
L41	Class IV Bikeway	Separated	1049	485	404	$ 134,272	$ 62,080	$ 51,712
L39	Class IV Bikeway	Separated	1040	482	399	$ 133,120	$ 61,696	$ 51,072
L144	Class I Shared-Use Path	Separated	1033	476	393	$ 132,224	$ 60,928	$ 50,304
L173	Class I Shared-Use Path	Separated	1022	472	393	$ 130,816	$ 60,416	$ 50,304
L184	Class I Shared-Use Path	Separated	1021	469	386	$ 130,688	$ 60,032	$ 49,408
L112	Class IV Bikeway	Separated	1009	464	389	$ 129,152	$ 59,392	$ 49,792
L230	Class I Shared-Use Path	Separated	1014	459	377	$ 129,792	$ 58,752	$ 48,256
L145	Class I Shared-Use Path	Separated	943	436	356	$ 120,704	$ 55,808	$ 45,568
L209	Class I Shared-Use Path	Separated	936	435	350	$ 119,808	$ 55,680	$ 44,800
L122	Class IV Parking Buffered Bikeway	Separated	936	432	344	$ 119,808	$ 55,296	$ 44,032
L64	Class IV Bikeway	Separated	884	401	331	$ 113,152	$ 51,328	$ 42,368
L270	Class I Shared-Use Path	Separated	870	396	322	$ 111,360	$ 50,688	$ 41,216
L324	Class IV Bikeway	Separated	874	395	321	$ 111,872	$ 50,560	$ 41,088
L325	Class I Shared-Use Path	Separated	860	392	316	$ 110,080	$ 50,176	$ 40,448
L311	Class I Shared-Use Path	Separated	791	364	298	$ 101,248	$ 46,592	$ 38,144
L326	Class I Shared-Use Path	Separated	798	361	300	$ 102,144	$ 46,208	$ 38,400
L283	Class IV Bikeway	Separated	626	281	229	$ 80,128	$ 35,968	$ 29,312
L82	Class I Shared-Use Path	Separated	602	275	229	$ 77,056	$ 35,200	$ 29,312
L238	Class I Shared-Use Path	Separated	584	265	216	$ 74,752	$ 33,920	$ 27,648
L164	Class IV Bikeway	Separated	555	253	197	$ 71,040	$ 32,384	$ 25,216
L172	Class I Shared-Use Path	Separated	493	226	182	$ 63,104	$ 28,928	$ 23,296
L187	Class I Shared-Use Path	Separated	465	208	166	$ 59,520	$ 26,624	$ 21,248
L99	Class I Shared-Use Path	Separated	442	199	164	$ 56,576	$ 25,472	$ 20,992
L23	Class IV Bikeway	Separated	393	172	139	$ 50,304	$ 22,016	$ 17,792
L281	Class IV Bikeway	Separated	338	152	125	$ 43,264	$ 19,456	$ 16,000
L166	Class I Shared-Use Path	Separated	305	133	108	$ 39,040	$ 17,024	$ 13,824
L26	Class IV Bikeway	Separated	288	133	106	$ 36,864	$ 17,024	$ 13,568
L201	Class I Shared-Use Path	Separated	274	118	89	$ 35,072	$ 15,104	$ 11,392
L205	Class I Shared-Use Path	Separated	271	118	91	$ 34,688	$ 15,104	$ 11,648
L153	Class I Shared-Use Path	Separated	252	112	88	$ 32,256	$ 14,336	$ 11,264
L133	Class I Shared-Use Path	Separated	237	103	83	$ 30,336	$ 13,184	$ 10,624
L257	Class I Shared-Use Path	Separated	201	82	64	$ 25,728	$ 10,496	$ 8,192
L234	Class I Shared-Use Path	Separated	151	68	53	$ 19,328	$ 8,704	$ 6,784
L32	Class IV Bikeway	Separated	161	68	54	$ 20,608	$ 8,704	$ 6,912
L135	Class I Shared-Use Path	Separated	148	67	52	$ 18,944	$ 8,576	$ 6,656
L263	Class I Shared-Use Path	Separated	148	66	53	$ 18,944	$ 8,448	$ 6,784

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Total New Cyclists, High	Total New Cyclists, Moderate	Total New Cyclists, Low	Annual Health Benefit, High	Annual Health Benefit, Moderate	Annual Health Benefit, Low
L169	Class I Shared-Use Path	Separated	159	62	40	$ 20,352	$ 7,936	$ 5,120
L235	Class I Shared-Use Path	Separated	138	59	44	$ 17,664	$ 7,552	$ 5,632
L53	Class IV Bikeway	Separated	119	49	34	$ 15,232	$ 6,272	$ 4,352
L105	Class IV Bikeway	Separated	113	48	35	$ 14,464	$ 6,144	$ 4,480
L289	Class I Shared-Use Path	Separated	113	47	37	$ 14,464	$ 6,016	$ 4,736
L216	Class I Shared-Use Path	Separated	118	45	24	$ 15,104	$ 5,760	$ 3,072
L279	Class I Shared-Use Path	Separated	100	41	30	$ 12,800	$ 5,248	$ 3,840
L300	Class I Shared-Use Path	Separated	95	36	27	$ 12,160	$ 4,608	$ 3,456
L159	Feasibility Study	Separated	94	35	21	$ 12,032	$ 4,480	$ 2,688
L297	Class IV Bikeway	Separated	82	33	20	$ 10,496	$ 4,224	$ 2,560
L228	Class I Shared-Use Path	Separated	74	29	16	$ 9,472	$ 3,712	$ 2,048
L182	Class I Shared-Use Path	Separated	72	28	18	$ 9,216	$ 3,584	$ 2,304
L308	Class I Shared-Use Path	Separated	58	23	18	$ 7,424	$ 2,944	$ 2,304
L180	Class I Shared-Use Path	Separated	56	23	18	$ 7,168	$ 2,944	$ 2,304
L188	Class I Shared-Use Path	Separated	43	20	12	$ 5,504	$ 2,560	$ 1,536
L192	Class I Shared-Use Path	Separated	38	17	10	$ 4,864	$ 2,176	$ 1,280
L168	Class IV Bikeway	Separated	35	16	11	$ 4,480	$ 2,048	$ 1,408
L268	Class I Shared-Use Path	Separated	42	16	10	$ 5,376	$ 2,048	$ 1,280
L207	Class I Shared-Use Path	Separated	31	16	10	$ 3,968	$ 2,048	$ 1,280
L220	Class I Shared-Use Path	Separated	32	16	10	$ 4,096	$ 2,048	$ 1,280
L314	Class I Shared-Use Path	Separated	32	15	10	$ 4,096	$ 1,920	$ 1,280
L323	Class I Shared-Use Path	Separated	29	15	10	$ 3,712	$ 1,920	$ 1,280
L171	Class I Shared-Use Path	Separated	30	12	8	$ 3,840	$ 1,536	$ 1,024
L280	Class I Shared-Use Path	Separated	14	1	0	$ 1,792	$ 128	$ -
L305	Class I Shared-Use Path	Separated	6	1	0	$ 768	$ 128	$ -
L254	Class I Shared-Use Path	Separated	1	0	0	$ 128	$ -	$ -
L239	Class I Shared-Use Path	Separated	2	0	0	$ 256	$ -	$ -
L206	Class I Shared-Use Path	Separated	0	0	0	$ -	$ -	$ -
L259	Class I Shared-Use Path	Separated	1	0	0	$ 128	$ -	$ -
L253	Class IV Bikeway	Separated	0	0	0	$ -	$ -	$ -
L163	Class I Shared-Use Path	Separated	0	0	0	$ -	$ -	$ -
L210	Class I Shared-Use Path	Separated	0	0	0	$ -	$ -	$ -
L221	Class IV Bikeway	Separated	0	0	0	$ -	$ -	$ -
L48	Class II Buffered Bike Lane with Green Paint	On-Street	1677	771	641	$ 214,656	$ 98,688	$ 82,048
L117	Class II Buffered Bike Lane with Green Paint	On-Street	1645	768	634	$ 210,560	$ 98,304	$ 81,152
L12	Class II Buffered Bike Lane with Green Paint	On-Street	1410	653	541	$ 180,480	$ 83,584	$ 69,248
L224	Class II Bike Lane	On-Street	1406	650	545	$ 179,968	$ 83,200	$ 69,760
L19	Class II Bike Lane	On-Street	1382	644	541	$ 176,896	$ 82,432	$ 69,248
L45	Class II Bike Lane	On-Street	1393	637	523	$ 178,304	$ 81,536	$ 66,944
L110	Class II Bike Lane	On-Street	1382	634	524	$ 176,896	$ 81,152	$ 67,072
L109	Class II Buffered Bike Lane with Green Paint	On-Street	1312	602	502	$ 167,936	$ 77,056	$ 64,256

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Total New Cyclists, High	Total New Cyclists, Moderate	Total New Cyclists, Low	Annual Health Benefit, High	Annual Health Benefit, Moderate	Annual Health Benefit, Low
L244	Class II Buffered Bike Lane with Green Paint	On-Street	1197	555	459	$ 153,216	$ 71,040	$ 58,752
L111	Class II Buffered Bike Lane with Green Paint	On-Street	1188	552	457	$ 152,064	$ 70,656	$ 58,496
L113	Class II Buffered Bike Lane	On-Street	1174	542	447	$ 150,272	$ 69,376	$ 57,216
L50	Class II Buffered Bike Lane	On-Street	1171	536	448	$ 149,888	$ 68,608	$ 57,344
L258	Class II Bike Lane	On-Street	1164	535	448	$ 148,992	$ 68,480	$ 57,344
L20	Class II Buffered Bike Lane	On-Street	1167	532	423	$ 149,376	$ 68,096	$ 54,144
L126	Class II Bike Lane	On-Street	1131	526	429	$ 144,768	$ 67,328	$ 54,912
L139	Class II Bike Lane	On-Street	1162	525	433	$ 148,736	$ 67,200	$ 55,424
L37	Class II Buffered Bike Lane with Green Paint	On-Street	1113	514	429	$ 142,464	$ 65,792	$ 54,912
L42	Class II Bike Lane	On-Street	1061	489	404	$ 135,808	$ 62,592	$ 51,712
L222	Class II Buffered Bike Lane with Green Paint	On-Street	1048	481	397	$ 134,144	$ 61,568	$ 50,816
L38	Class II Buffered Bike Lane	On-Street	961	446	367	$ 123,008	$ 57,088	$ 46,976
L47	Class II Buffered Bike Lane with Green Paint	On-Street	967	446	364	$ 123,776	$ 57,088	$ 46,592
L232	Class II Buffered Bike Lane	On-Street	930	428	352	$ 119,040	$ 54,784	$ 45,056
L185	Class II Bike Lane	On-Street	923	414	341	$ 118,144	$ 52,992	$ 43,648
L68	Class II Bike Lane	On-Street	893	408	338	$ 114,304	$ 52,224	$ 43,264
L60	Class II Buffered Bike Lane	On-Street	805	364	298	$ 103,040	$ 46,592	$ 38,144
L8	Class II Bike Lane	On-Street	750	345	271	$ 96,000	$ 44,160	$ 34,688
L211	Class II Buffered Bike Lane	On-Street	716	330	268	$ 91,648	$ 42,240	$ 34,304
L154	Class II Buffered Bike Lane	On-Street	669	300	244	$ 85,632	$ 38,400	$ 31,232
L67	Class II Buffered Bike Lane	On-Street	628	287	230	$ 80,384	$ 36,736	$ 29,440
L66	Class II Buffered Bike Lane	On-Street	588	267	221	$ 75,264	$ 34,176	$ 28,288
L97	Class II Buffered Bike Lane	On-Street	494	221	181	$ 63,232	$ 28,288	$ 23,168
L269	Class II Buffered Bike Lane	On-Street	486	219	173	$ 62,208	$ 28,032	$ 22,144
L277	Class II Bike Lane	On-Street	471	212	174	$ 60,288	$ 27,136	$ 22,272
L100	Class II Buffered Bike Lane with Green Paint	On-Street	452	205	167	$ 57,856	$ 26,240	$ 21,376
L87	Class II Bike Lane	On-Street	446	197	158	$ 57,088	$ 25,216	$ 20,224
L101	Class II Bike Lane	On-Street	400	175	146	$ 51,200	$ 22,400	$ 18,688
L80	Class II Bike Lane	On-Street	332	148	115	$ 42,496	$ 18,944	$ 14,720
L136	Class II Bike Lane	On-Street	228	102	79	$ 29,184	$ 13,056	$ 10,112
L196	Class II Bike Lane	On-Street	223	102	80	$ 28,544	$ 13,056	$ 10,240
L24	Class II Buffered Bike Lane	On-Street	188	81	67	$ 24,064	$ 10,368	$ 8,576
L25	Class II Buffered Bike Lane	On-Street	176	76	63	$ 22,528	$ 9,728	$ 8,064
L203	Class II Bike Lane	On-Street	151	69	51	$ 19,328	$ 8,832	$ 6,528
L71	Class II Bike Lane	On-Street	155	68	52	$ 19,840	$ 8,704	$ 6,656
L33	Class II Bike Lane	On-Street	137	58	47	$ 17,536	$ 7,424	$ 6,016
L198	Class II Bike Lane	On-Street	128	58	44	$ 16,384	$ 7,424	$ 5,632

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Total New Cyclists, High	Total New Cyclists, Moderate	Total New Cyclists, Low	Annual Health Benefit, High	Annual Health Benefit, Moderate	Annual Health Benefit, Low
L167	Class II Bike Lane	On-Street	128	56	41	$ 16,384	$ 7,168	$ 5,248
L262	Class II Bike Lane	On-Street	107	51	37	$ 13,696	$ 6,528	$ 4,736
L267	Class II Bike Lane	On-Street	94	40	32	$ 12,032	$ 5,120	$ 4,096
L243	Class II Bike Lane	On-Street	88	39	30	$ 11,264	$ 4,992	$ 3,840
L256	Class II Bike Lane	On-Street	87	38	26	$ 11,136	$ 4,864	$ 3,328
L245	Class II Bike Lane	On-Street	86	36	27	$ 11,008	$ 4,608	$ 3,456
L121	Class II Bike Lane	On-Street	88	32	21	$ 11,264	$ 4,096	$ 2,688
L175	Class II Bike Lane	On-Street	86	32	18	$ 11,008	$ 4,096	$ 2,304
L260	Class II Bike Lane	On-Street	72	32	23	$ 9,216	$ 4,096	$ 2,944
L223	Class II Bike Lane	On-Street	77	30	18	$ 9,856	$ 3,840	$ 2,304
L35	Class II Bike Lane	On-Street	68	29	23	$ 8,704	$ 3,712	$ 2,944
L183	Class II Bike Lane	On-Street	71	29	22	$ 9,088	$ 3,712	$ 2,816
L296	Class II Bike Lane	On-Street	75	28	19	$ 9,600	$ 3,584	$ 2,432
L158	Class II Bike Lane	On-Street	61	23	14	$ 7,808	$ 2,944	$ 1,792
L298	Class II Bike Lane	On-Street	57	22	16	$ 7,296	$ 2,816	$ 2,048
L240	Class II Bike Lane	On-Street	52	21	14	$ 6,656	$ 2,688	$ 1,792
L76	Class II Bike Lane	On-Street	42	20	14	$ 5,376	$ 2,560	$ 1,792
L75	Class II Bike Lane	On-Street	34	16	10	$ 4,352	$ 2,048	$ 1,280
L316	Class I Shared-Use Path	Separated	30	14	9	$ 3,840	$ 1,792	$ 1,152
L301	Class II Bike Lane	On-Street	15	3	1	$ 1,920	$ 384	$ 128
L236	Class II Bike Lane	On-Street	15	2	2	$ 1,920	$ 256	$ 256
L141	Class II Bike Lane	On-Street	1	0	0	$ 128	$ -	$ -
L142	Class II Bike Lane	On-Street	0	0	0	$ -	$ -	$ -
L143	Class II Bike Lane	On-Street	0	0	0	$ -	$ -	$ -
L226	Class II Bike Lane	On-Street	1	0	0	$ 128	$ -	$ -

Table 7 Recreation Benefits

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Total New Cyclists, High	Total New Cyclists, Moderate	Total New Cyclists, Low	Total New Bicyclist Commuters	Total New Recreation Cyclists, High	Total New Recreation Cyclists, Moderate	Total New Recreation Cyclists, Low	Annual Recreation Benefit, High	Annual Recreation Benefit, Moderate	Annual Recreation Auto Use Benefit, Low
L292	Class I Shared-Use Path	Separated	1608	743	622	199	1409	544	423	$ 5,142,850	$ 1,985,600	$ 1,543,950
L120	Class IV Bikeway	Separated	1467	670	551	168	1299	502	383	$ 4,741,350	$ 1,832,300	$ 1,397,950
L162	Class I Shared-Use Path	Separated	1415	651	543	174	1241	477	369	$ 4,529,650	$ 1,741,050	$ 1,346,850
L13	Class IV Bikeway	Separated	1337	629	518	167	1170	462	351	$ 4,270,500	$ 1,686,300	$ 1,281,150
L131	Feasibility Study	Separated	1336	620	519	166	1170	454	353	$ 4,270,500	$ 1,657,100	$ 1,288,450
L63	Class IV Parking Buffered Bikeway	Separated	1314	612	504	160	1154	452	344	$ 4,212,100	$ 1,649,800	$ 1,255,600
L150	Class I Shared-Use Path	Separated	1260	590	487	155	1105	435	332	$ 4,033,250	$ 1,587,750	$ 1,211,800
L125	Class I Shared-Use Path	Separated	1270	584	487	152	1118	432	335	$ 4,080,700	$ 1,576,800	$ 1,222,750
L58	Class I Shared-Use Path	Separated	1270	581	484	156	1114	425	328	$ 4,066,100	$ 1,551,250	$ 1,197,200
L7	Class IV Bikeway	Separated	1240	570	465	146	1094	424	319	$ 3,993,100	$ 1,547,600	$ 1,164,350
L61	Class IV Parking Buffered Bikeway	Separated	1238	571	474	149	1089	422	325	$ 3,974,850	$ 1,540,300	$ 1,186,250
L62	Class IV Parking Buffered Bikeway	Separated	1227	573	478	154	1073	419	324	$ 3,916,450	$ 1,529,350	$ 1,182,600
L295	Class I Shared-Use Path	Separated	1230	565	470	149	1081	416	321	$ 3,945,650	$ 1,518,400	$ 1,171,650
L81	Class IV Bikeway	Separated	1161	526	423	124	1037	402	299	$ 3,785,050	$ 1,467,300	$ 1,091,350
L151	Class IV Bikeway	Separated	1168	544	450	142	1026	402	308	$ 3,744,900	$ 1,467,300	$ 1,124,200
L40	Class IV Bikeway	Separated	1147	532	441	142	1005	390	299	$ 3,668,250	$ 1,423,500	$ 1,091,350
L21	Class I Shared-Use Path	Separated	1127	524	435	137	990	387	298	$ 3,613,500	$ 1,412,550	$ 1,087,700
L55	Class IV Bikeway	Separated	1118	519	428	135	983	384	293	$ 3,587,950	$ 1,401,600	$ 1,069,450
L115	Class IV Bikeway	Separated	1119	517	425	138	981	379	287	$ 3,580,650	$ 1,383,350	$ 1,047,550
L6	Class IV Bikeway	Separated	1107	505	421	131	976	374	290	$ 3,562,400	$ 1,365,100	$ 1,058,500
L130	Feasibility Study	Separated	1108	507	427	135	973	372	292	$ 3,551,450	$ 1,357,800	$ 1,065,800

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Total New Cyclists, High	Total New Cyclists, Moderate	Total New Cyclists, Low	Total New Bicyclist Commuters	Total New Recreation Cyclists, High	Total New Recreation Cyclists, Moderate	Total New Recreation Cyclists, Low	Annual Recreation Benefit, High	Annual Recreation Benefit, Moderate	Annual Recreation Auto Use Benefit, Low
L114	Class IV Bikeway	Separated	1065	494	410	128	937	366	282	$ 3,420,050	$ 1,335,900	$ 1,029,300
L41	Class IV Bikeway	Separated	1049	485	404	129	920	356	275	$ 3,358,000	$ 1,299,400	$ 1,003,750
L39	Class IV Bikeway	Separated	1040	482	399	128	912	354	271	$ 3,328,800	$ 1,292,100	$ 989,150
L144	Class I Shared-Use Path	Separated	1033	476	393	123	910	353	270	$ 3,321,500	$ 1,288,450	$ 985,500
L173	Class I Shared-Use Path	Separated	1022	472	393	126	896	346	267	$ 3,270,400	$ 1,262,900	$ 974,550
L184	Class I Shared-Use Path	Separated	1021	469	386	123	898	346	263	$ 3,277,700	$ 1,262,900	$ 959,950
L230	Class I Shared-Use Path	Separated	1014	459	377	119	895	340	258	$ 3,266,750	$ 1,241,000	$ 941,700
L112	Class IV Bikeway	Separated	1009	464	389	124	885	340	265	$ 3,230,250	$ 1,241,000	$ 967,250
L122	Class IV Parking Buffered Bikeway	Separated	936	432	344	103	833	329	241	$ 3,040,450	$ 1,200,850	$ 879,650
L145	Class I Shared-Use Path	Separated	943	436	356	113	830	323	243	$ 3,029,500	$ 1,178,950	$ 886,950
L209	Class I Shared-Use Path	Separated	936	435	350	114	822	321	236	$ 3,000,300	$ 1,171,650	$ 861,400
L64	Class IV Bikeway	Separated	884	401	331	102	782	299	229	$ 2,854,300	$ 1,091,350	$ 835,850
L325	Class I Shared-Use Path	Separated	860	392	316	95	765	297	221	$ 2,792,250	$ 1,084,050	$ 806,650
L270	Class I Shared-Use Path	Separated	870	396	322	100	770	296	222	$ 2,810,500	$ 1,080,400	$ 810,300
L324	Class IV Bikeway	Separated	874	395	321	100	774	295	221	$ 2,825,100	$ 1,076,750	$ 806,650
L311	Class I Shared-Use Path	Separated	791	364	298	94	697	270	204	$ 2,544,050	$ 985,500	$ 744,600
L326	Class I Shared-Use Path	Separated	798	361	300	92	706	269	208	$ 2,576,900	$ 981,850	$ 759,200
L283	Class IV Bikeway	Separated	626	281	229	72	554	209	157	$ 2,022,100	$ 762,850	$ 573,050
L82	Class I Shared-Use Path	Separated	602	275	229	69	533	206	160	$ 1,945,450	$ 751,900	$ 584,000
L238	Class I Shared-Use Path	Separated	584	265	216	66	518	199	150	$ 1,890,700	$ 726,350	$ 547,500
L164	Class IV Bikeway	Separated	555	253	197	59	496	194	138	$ 1,810,400	$ 708,100	$ 503,700

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Total New Cyclists, High	Total New Cyclists, Moderate	Total New Cyclists, Low	Total New Bicyclist Commuters	Total New Recreation Cyclists, High	Total New Recreation Cyclists, Moderate	Total New Recreation Cyclists, Low	Annual Recreation Benefit, High	Annual Recreation Benefit, Moderate	Annual Recreation Auto Use Benefit, Low
L172	Class I Shared-Use Path	Separated	493	226	182	58	435	168	124	$ 1,587,750	$ 613,200	$ 452,600
L187	Class I Shared-Use Path	Separated	465	208	166	48	417	160	118	$ 1,522,050	$ 584,000	$ 430,700
L99	Class I Shared-Use Path	Separated	442	199	164	49	393	150	115	$ 1,434,450	$ 547,500	$ 419,750
L23	Class IV Bikeway	Separated	393	172	139	43	350	129	96	$ 1,277,500	$ 470,850	$ 350,400
L281	Class IV Bikeway	Separated	338	152	125	38	300	114	87	$ 1,095,000	$ 416,100	$ 317,550
L26	Class IV Bikeway	Separated	288	133	106	32	256	101	74	$ 934,400	$ 368,650	$ 270,100
L166	Class I Shared-Use Path	Separated	305	133	108	33	272	100	75	$ 992,800	$ 365,000	$ 273,750
L201	Class I Shared-Use Path	Separated	274	118	89	23	251	95	66	$ 916,150	$ 346,750	$ 240,900
L205	Class I Shared-Use Path	Separated	271	118	91	23	248	95	68	$ 905,200	$ 346,750	$ 248,200
L153	Class I Shared-Use Path	Separated	252	112	88	26	226	86	62	$ 824,900	$ 313,900	$ 226,300
L133	Class I Shared-Use Path	Separated	237	103	83	24	213	79	59	$ 777,450	$ 288,350	$ 215,350
L257	Class I Shared-Use Path	Separated	201	82	64	18	183	64	46	$ 667,950	$ 233,600	$ 167,900
L169	Class I Shared-Use Path	Separated	159	62	40	10	149	52	30	$ 543,850	$ 189,800	$ 109,500
L32	Class IV Bikeway	Separated	161	68	54	16	145	52	38	$ 529,250	$ 189,800	$ 138,700
L234	Class I Shared-Use Path	Separated	151	68	53	16	135	52	37	$ 492,750	$ 189,800	$ 135,050
L135	Class I Shared-Use Path	Separated	148	67	52	16	132	51	36	$ 481,800	$ 186,150	$ 131,400
L263	Class I Shared-Use Path	Separated	148	66	53	16	132	50	37	$ 481,800	$ 182,500	$ 135,050
L235	Class I Shared-Use Path	Separated	138	59	44	13	125	46	31	$ 456,250	$ 167,900	$ 113,150
L216	Class I Shared-Use Path	Separated	118	45	24	5	113	40	19	$ 412,450	$ 146,000	$ 69,350
L289	Class I Shared-Use Path	Separated	113	47	37	7	106	40	30	$ 386,900	$ 146,000	$ 109,500

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Total New Cyclists, High	Total New Cyclists, Moderate	Total New Cyclists, Low	Total New Bicyclist Commuters	Total New Recreation Cyclists, High	Total New Recreation Cyclists, Moderate	Total New Recreation Cyclists, Low	Annual Recreation Benefit, High	Annual Recreation Benefit, Moderate	Annual Recreation Auto Use Benefit, Low
L53	Class IV Bikeway	Separated	119	49	34	10	109	39	24	$ 397,850	$ 142,350	$ 87,600
L105	Class IV Bikeway	Separated	113	48	35	10	103	38	25	$ 375,950	$ 138,700	$ 91,250
L279	Class I Shared-Use Path	Separated	100	41	30	9	91	32	21	$ 332,150	$ 116,800	$ 76,650
L297	Class IV Bikeway	Separated	82	33	20	3	79	30	17	$ 288,350	$ 109,500	$ 62,050
L159	Feasibility Study	Separated	94	35	21	5	89	30	16	$ 324,850	$ 109,500	$ 58,400
L300	Class I Shared-Use Path	Separated	95	36	27	8	87	28	19	$ 317,550	$ 102,200	$ 69,350
L228	Class I Shared-Use Path	Separated	74	29	16	3	71	26	13	$ 259,150	$ 94,900	$ 47,450
L182	Class I Shared-Use Path	Separated	72	28	18	4	68	24	14	$ 248,200	$ 87,600	$ 51,100
L188	Class I Shared-Use Path	Separated	43	20	12	2	41	18	10	$ 149,650	$ 65,700	$ 36,500
L308	Class I Shared-Use Path	Separated	58	23	18	5	53	18	13	$ 193,450	$ 65,700	$ 47,450
L180	Class I Shared-Use Path	Separated	56	23	18	5	51	18	13	$ 186,150	$ 65,700	$ 47,450
L268	Class I Shared-Use Path	Separated	42	16	10	1	41	15	9	$ 149,650	$ 54,750	$ 32,850
L192	Class I Shared-Use Path	Separated	38	17	10	2	36	15	8	$ 131,400	$ 54,750	$ 29,200
L207	Class I Shared-Use Path	Separated	31	16	10	2	29	14	8	$ 105,850	$ 51,100	$ 29,200
L220	Class I Shared-Use Path	Separated	32	16	10	2	30	14	8	$ 109,500	$ 51,100	$ 29,200
L168	Class IV Bikeway	Separated	35	16	11	2	33	14	9	$ 120,450	$ 51,100	$ 32,850
L314	Class I Shared-Use Path	Separated	32	15	10	2	30	13	8	$ 109,500	$ 47,450	$ 29,200
L323	Class I Shared-Use Path	Separated	29	15	10	2	27	13	8	$ 98,550	$ 47,450	$ 29,200
L171	Class I Shared-Use Path	Separated	30	12	8	2	28	10	6	$ 102,200	$ 36,500	$ 21,900
L280	Class I Shared-Use Path	Separated	14	1	0	0	14	1	0	$ 51,100	$ 3,650	$ -

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Total New Cyclists, High	Total New Cyclists, Moderate	Total New Cyclists, Low	Total New Bicyclist Commuters	Total New Recreation Cyclists, High	Total New Recreation Cyclists, Moderate	Total New Recreation Cyclists, Low	Annual Recreation Benefit, High	Annual Recreation Benefit, Moderate	Annual Recreation Auto Use Benefit, Low
L305	Class I Shared-Use Path	Separated	6	1	0	0	6	1	0	$ 21,900	$ 3,650	$ -
L254	Class I Shared-Use Path	Separated	1	0	0	0	1	0	0	$ 3,650	$ -	$ -
L239	Class I Shared-Use Path	Separated	2	0	0	0	2	0	0	$ 7,300	$ -	$ -
L206	Class I Shared-Use Path	Separated	0	0	0	0	0	0	0	$ -	$ -	$ -
L259	Class I Shared-Use Path	Separated	1	0	0	0	1	0	0	$ 3,650	$ -	$ -
L253	Class IV Bikeway	Separated	0	0	0	0	0	0	0	$ -	$ -	$ -
L163	Class I Shared-Use Path	Separated	0	0	0	0	0	0	0	$ -	$ -	$ -
L210	Class I Shared-Use Path	Separated	0	0	0	0	0	0	0	$ -	$ -	$ -
L221	Class IV Bikeway	Separated	0	0	0	0	0	0	0	$ -	$ -	$ -
L48	Class II Buffered Bike Lane with Green Paint	On-Street	1677	771	641	205	1472	566	436	$ 5,372,800	$ 2,065,900	$ 1,591,400
L117	Class II Bike Lane	On-Street	1645	768	634	206	1439	562	428	$ 5,252,350	$ 2,051,300	$ 1,562,200
L12	Class II Buffered Bike Lane with Green Paint	On-Street	1410	653	541	175	1235	478	366	$ 4,507,750	$ 1,744,700	$ 1,335,900
L224	Class II Bike Lane	On-Street	1406	650	545	174	1232	476	371	$ 4,496,800	$ 1,737,400	$ 1,354,150
L45	Class II Buffered Bike Lane	On-Street	1393	637	523	165	1228	472	358	$ 4,482,200	$ 1,722,800	$ 1,306,700
L110	Class II Buffered Bike Lane	On-Street	1382	634	524	165	1217	469	359	$ 4,442,050	$ 1,711,850	$ 1,310,350
L19	Class II Bike Lane	On-Street	1382	644	541	175	1207	469	366	$ 4,405,550	$ 1,711,850	$ 1,335,900
L109	Class II Buffered Bike Lane	On-Street	1312	602	502	159	1153	443	343	$ 4,208,450	$ 1,616,950	$ 1,251,950
L244	Class II Bike Lane	On-Street	1197	555	459	144	1053	411	315	$ 3,843,450	$ 1,500,150	$ 1,149,750
L111	Class II Buffered Bike Lane	On-Street	1188	552	457	145	1043	407	312	$ 3,806,950	$ 1,485,550	$ 1,138,800
L20	Class II Buffered Bike Lane with Green Paint	On-Street	1167	532	423	129	1038	403	294	$ 3,788,700	$ 1,470,950	$ 1,073,100
L113	Class II Buffered Bike Lane	On-Street	1174	542	447	139	1035	403	308	$ 3,777,750	$ 1,470,950	$ 1,124,200

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Total New Cyclists, High	Total New Cyclists, Moderate	Total New Cyclists, Low	Total New Bicyclist Commuters	Total New Recreation Cyclists, High	Total New Recreation Cyclists, Moderate	Total New Recreation Cyclists, Low	Annual Recreation Benefit, High	Annual Recreation Benefit, Moderate	Annual Recreation Auto Use Benefit, Low
L258	Class II Bike Lane	On-Street	1164	535	448	140	1024	395	308	$ 3,737,600	$ 1,441,750	$ 1,124,200
L50	Class II Bike Lane	On-Street	1171	536	448	143	1028	393	305	$ 3,752,200	$ 1,434,450	$ 1,113,250
L126	Class II Buffered Bike Lane	On-Street	1131	526	429	136	995	390	293	$ 3,631,750	$ 1,423,500	$ 1,069,450
L139	Class II Bike Lane	On-Street	1162	525	433	137	1025	388	296	$ 3,741,250	$ 1,416,200	$ 1,080,400
L37	Class II Buffered Bike Lane with Green Paint	On-Street	1113	514	429	134	979	380	295	$ 3,573,350	$ 1,387,000	$ 1,076,750
L42	Class II Buffered Bike Lane with Green Paint	On-Street	1061	489	404	125	936	364	279	$ 3,416,400	$ 1,328,600	$ 1,018,350
L222	Class II Bike Lane	On-Street	1048	481	397	123	925	358	274	$ 3,376,250	$ 1,306,700	$ 1,000,100
L38	Class II Buffered Bike Lane with Green Paint	On-Street	961	446	367	115	846	331	252	$ 3,087,900	$ 1,208,150	$ 919,800
L47	Class II Bike Lane	On-Street	967	446	364	117	850	329	247	$ 3,102,500	$ 1,200,850	$ 901,550
L232	Class II Bike Lane	On-Street	930	428	352	110	820	318	242	$ 2,993,000	$ 1,160,700	$ 883,300
L185	Class II Bike Lane	On-Street	923	414	341	106	817	308	235	$ 2,982,050	$ 1,124,200	$ 857,750
L68	Class II Bike Lane	On-Street	893	408	338	104	789	304	234	$ 2,879,850	$ 1,109,600	$ 854,100
L60	Class II Buffered Bike Lane with Green Paint	On-Street	805	364	298	91	714	273	207	$ 2,606,100	$ 996,450	$ 755,550
L8	Class II Buffered Bike Lane with Green Paint	On-Street	750	345	271	78	672	267	193	$ 2,452,800	$ 974,550	$ 704,450
L211	Class II Bike Lane	On-Street	716	330	268	85	631	245	183	$ 2,303,150	$ 894,250	$ 667,950
L154	Class II Buffered Bike Lane	On-Street	669	300	244	76	593	224	168	$ 2,164,450	$ 817,600	$ 613,200
L67	Class II Buffered Bike Lane	On-Street	628	287	230	68	560	219	162	$ 2,044,000	$ 799,350	$ 591,300
L66	Class II Bike Lane	On-Street	588	267	221	69	519	198	152	$ 1,894,350	$ 722,700	$ 554,800
L97	Class II Bike Lane	On-Street	494	221	181	55	439	166	126	$ 1,602,350	$ 605,900	$ 459,900
L269	Class II Bike Lane	On-Street	486	219	173	54	432	165	119	$ 1,576,800	$ 602,250	$ 434,350
L277	Class II Bike Lane	On-Street	471	212	174	53	418	159	121	$ 1,525,700	$ 580,350	$ 441,650
L100	Class II Buffered Bike Lane	On-Street	452	205	167	50	402	155	117	$ 1,467,300	$ 565,750	$ 427,050
L87	Class II Bike Lane	On-Street	446	197	158	45	401	152	113	$ 1,463,650	$ 554,800	$ 412,450

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Total New Cyclists, High	Total New Cyclists, Moderate	Total New Cyclists, Low	Total New Bicyclist Commuters	Total New Recreation Cyclists, High	Total New Recreation Cyclists, Moderate	Total New Recreation Cyclists, Low	Annual Recreation Benefit, High	Annual Recreation Benefit, Moderate	Annual Recreation Auto Use Benefit, Low
L101	Class II Buffered Bike Lane	On-Street	400	175	146	43	357	132	103	$ 1,303,050	$ 481,800	$ 375,950
L80	Class II Bike Lane	On-Street	332	148	115	34	298	114	81	$ 1,087,700	$ 416,100	$ 295,650
L196	Class II Bike Lane	On-Street	223	102	80	20	203	82	60	$ 740,950	$ 299,300	$ 219,000
L136	Class II Buffered Bike Lane with Green Paint	On-Street	228	102	79	23	205	79	56	$ 748,250	$ 288,350	$ 204,400
L24	Class II Buffered Bike Lane	On-Street	188	81	67	20	168	61	47	$ 613,200	$ 222,650	$ 171,550
L25	Class II Bike Lane	On-Street	176	76	63	19	157	57	44	$ 573,050	$ 208,050	$ 160,600
L203	Class II Bike Lane	On-Street	151	69	51	15	136	54	36	$ 496,400	$ 197,100	$ 131,400
L71	Class II Buffered Bike Lane	On-Street	155	68	52	15	140	53	37	$ 511,000	$ 193,450	$ 135,050
L167	Class II Bike Lane	On-Street	128	56	41	11	117	45	30	$ 427,050	$ 164,250	$ 109,500
L198	Class II Bike Lane	On-Street	128	58	44	13	115	45	31	$ 419,750	$ 164,250	$ 113,150
L33	Class II Bike Lane	On-Street	137	58	47	13	124	45	34	$ 452,600	$ 164,250	$ 124,100
L262	Class II Bike Lane	On-Street	107	51	37	10	97	41	27	$ 354,050	$ 149,650	$ 98,550
L256	Class II Bike Lane	On-Street	87	38	26	6	81	32	20	$ 295,650	$ 116,800	$ 73,000
L267	Class II Bike Lane	On-Street	94	40	32	9	85	31	23	$ 310,250	$ 113,150	$ 83,950
L245	Class II Bike Lane	On-Street	86	36	27	6	80	30	21	$ 292,000	$ 109,500	$ 76,650
L243	Class II Bike Lane	On-Street	88	39	30	9	79	30	21	$ 288,350	$ 109,500	$ 76,650
L121	Class II Bike Lane	On-Street	88	32	21	4	84	28	17	$ 306,600	$ 102,200	$ 62,050
L223	Class II Bike Lane	On-Street	77	30	18	2	75	28	16	$ 273,750	$ 102,200	$ 58,400
L175	Class II Bike Lane	On-Street	86	32	18	4	82	28	14	$ 299,300	$ 102,200	$ 51,100
L260	Class II Bike Lane	On-Street	72	32	23	7	65	25	16	$ 237,250	$ 91,250	$ 58,400
L296	Class II Bike Lane	On-Street	75	28	19	4	71	24	15	$ 259,150	$ 87,600	$ 54,750
L183	Class II Bike Lane	On-Street	71	29	22	5	66	24	17	$ 240,900	$ 87,600	$ 62,050
L35	Class II Bike Lane	On-Street	68	29	23	7	61	22	16	$ 222,650	$ 80,300	$ 58,400
L158	Class II Buffered Bike Lane	On-Street	61	23	14	2	59	21	12	$ 215,350	$ 76,650	$ 43,800
L298	Class II Bike Lane	On-Street	57	22	16	4	53	18	12	$ 193,450	$ 65,700	$ 43,800

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Total New Cyclists, High	Total New Cyclists, Moderate	Total New Cyclists, Low	Total New Bicyclist Commuters	Total New Recreation Cyclists, High	Total New Recreation Cyclists, Moderate	Total New Recreation Cyclists, Low	Annual Recreation Benefit, High	Annual Recreation Benefit, Moderate	Annual Recreation Auto Use Benefit, Low
L76	Class II Buffered Bike Lane with Green Paint	On-Street	42	20	14	3	39	17	11	$ 142,350	$ 62,050	$ 40,150
L240	Class II Bike Lane	On-Street	52	21	14	4	48	17	10	$ 175,200	$ 62,050	$ 36,500
L75	Class II Buffered Bike Lane	On-Street	34	16	10	2	32	14	8	$ 116,800	$ 51,100	$ 29,200
L316	Class II Bike Lane	On-Street	30	14	9	1	29	13	8	$ 105,850	$ 47,450	$ 29,200
L301	Class II Bike Lane	On-Street	15	3	1	0	15	3	1	$ 54,750	$ 10,950	$ 3,650
L236	Class II Bike Lane	On-Street	15	2	2	0	15	2	2	$ 54,750	$ 7,300	$ 7,300
L226	Class II Bike Lane	On-Street	1	0	0	0	1	0	0	$ 3,650	$ -	$ -
L141	Class II Bike Lane	On-Street	1	0	0	0	1	0	0	$ 3,650	$ -	$ -
L143	Class II Bike Lane	On-Street	0	0	0	0	0	0	0	$ -	$ -	$ -
L142	Class II Bike Lane	On-Street	0	0	0	0	0	0	0	$ -	$ -	$ -

Table 8 Reduced Auto Use Benefits

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Total New Bicyclist Commuters	Annual Reduced Auto Use Benefit	Daily VMT Reduction	Annual VMT Reduction
L292	Class I Shared-Use Path	Separated	199	$ 18,340	955	229,248
L162	Class I Shared-Use Path	Separated	174	$ 16,036	835	200,448
L120	Class IV Bikeway	Separated	168	$ 15,483	806	193,536
L13	Class IV Bikeway	Separated	167	$ 15,391	802	192,384
L131	Feasibility Study	Separated	166	$ 15,299	797	191,232
L63	Class IV Parking Buffered Bikeway	Separated	160	$ 14,746	768	184,320
L58	Class I Shared-Use Path	Separated	156	$ 14,377	749	179,712
L150	Class I Shared-Use Path	Separated	155	$ 14,285	744	178,560
L62	Class IV Parking Buffered Bikeway	Separated	154	$ 14,193	739	177,408
L125	Class I Shared-Use Path	Separated	152	$ 14,008	730	175,104
L295	Class I Shared-Use Path	Separated	149	$ 13,732	715	171,648
L61	Class IV Parking Buffered Bikeway	Separated	149	$ 13,732	715	171,648
L7	Class IV Bikeway	Separated	146	$ 13,455	701	168,192
L40	Class IV Bikeway	Separated	142	$ 13,087	682	163,584
L151	Class IV Bikeway	Separated	142	$ 13,087	682	163,584
L115	Class IV Bikeway	Separated	138	$ 12,718	662	158,976
L21	Class I Shared-Use Path	Separated	137	$ 12,626	658	157,824
L130	Feasibility Study	Separated	135	$ 12,442	648	155,520
L55	Class IV Bikeway	Separated	135	$ 12,442	648	155,520
L6	Class IV Bikeway	Separated	131	$ 12,073	629	150,912
L41	Class IV Bikeway	Separated	129	$ 11,889	619	148,608
L114	Class IV Bikeway	Separated	128	$ 11,796	614	147,456
L39	Class IV Bikeway	Separated	128	$ 11,796	614	147,456
L173	Class I Shared-Use Path	Separated	126	$ 11,612	605	145,152
L81	Class IV Bikeway	Separated	124	$ 11,428	595	142,848
L112	Class IV Bikeway	Separated	124	$ 11,428	595	142,848
L184	Class I Shared-Use Path	Separated	123	$ 11,336	590	141,696
L144	Class I Shared-Use Path	Separated	123	$ 11,336	590	141,696
L230	Class I Shared-Use Path	Separated	119	$ 10,967	571	137,088
L209	Class I Shared-Use Path	Separated	114	$ 10,506	547	131,328
L145	Class I Shared-Use Path	Separated	113	$ 10,414	542	130,176
L122	Class IV Parking Buffered Bikeway	Separated	103	$ 9,492	494	118,656
L64	Class IV Bikeway	Separated	102	$ 9,400	490	117,504
L270	Class I Shared-Use Path	Separated	100	$ 9,216	480	115,200
L324	Class IV Bikeway	Separated	100	$ 9,216	480	115,200
L325	Class I Shared-Use Path	Separated	95	$ 8,755	456	109,440

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Total New Bicyclist Commuters	Annual Reduced Auto Use Benefit	Daily VMT Reduction	Annual VMT Reduction
L311	Class I Shared-Use Path	Separated	94	$ 8,663	451	108,288
L326	Class I Shared-Use Path	Separated	92	$ 8,479	442	105,984
L283	Class IV Bikeway	Separated	72	$ 6,636	346	82,944
L82	Class I Shared-Use Path	Separated	69	$ 6,359	331	79,488
L238	Class I Shared-Use Path	Separated	66	$ 6,083	317	76,032
L164	Class IV Bikeway	Separated	59	$ 5,437	283	67,968
L172	Class I Shared-Use Path	Separated	58	$ 5,345	278	66,816
L99	Class I Shared-Use Path	Separated	49	$ 4,516	235	56,448
L187	Class I Shared-Use Path	Separated	48	$ 4,424	230	55,296
L23	Class IV Bikeway	Separated	43	$ 3,963	206	49,536
L281	Class IV Bikeway	Separated	38	$ 3,502	182	43,776
L166	Class I Shared-Use Path	Separated	33	$ 3,041	158	38,016
L26	Class IV Bikeway	Separated	32	$ 2,949	154	36,864
L153	Class I Shared-Use Path	Separated	26	$ 2,396	125	29,952
L133	Class I Shared-Use Path	Separated	24	$ 2,212	115	27,648
L201	Class I Shared-Use Path	Separated	23	$ 2,120	110	26,496
L205	Class I Shared-Use Path	Separated	23	$ 2,120	110	26,496
L257	Class I Shared-Use Path	Separated	18	$ 1,659	86	20,736
L234	Class I Shared-Use Path	Separated	16	$ 1,475	77	18,432
L32	Class IV Bikeway	Separated	16	$ 1,475	77	18,432
L263	Class I Shared-Use Path	Separated	16	$ 1,475	77	18,432
L135	Class I Shared-Use Path	Separated	16	$ 1,475	77	18,432
L235	Class I Shared-Use Path	Separated	13	$ 1,198	62	14,976
L169	Class I Shared-Use Path	Separated	10	$ 922	48	11,520
L53	Class IV Bikeway	Separated	10	$ 922	48	11,520
L105	Class IV Bikeway	Separated	10	$ 922	48	11,520
L279	Class I Shared-Use Path	Separated	9	$ 829	43	10,368
L300	Class I Shared-Use Path	Separated	8	$ 737	38	9,216
L289	Class I Shared-Use Path	Separated	7	$ 645	34	8,064
L216	Class I Shared-Use Path	Separated	5	$ 461	24	5,760
L159	Feasibility Study	Separated	5	$ 461	24	5,760
L308	Class I Shared-Use Path	Separated	5	$ 461	24	5,760
L180	Class I Shared-Use Path	Separated	5	$ 461	24	5,760
L182	Class I Shared-Use Path	Separated	4	$ 369	19	4,608
L297	Class IV Bikeway	Separated	3	$ 276	14	3,456
L228	Class I Shared-Use Path	Separated	3	$ 276	14	3,456
L171	Class I Shared-Use Path	Separated	2	$ 184	10	2,304
L168	Class IV Bikeway	Separated	2	$ 184	10	2,304

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Total New Bicyclist Commuters	Annual Reduced Auto Use Benefit	Daily VMT Reduction	Annual VMT Reduction
L188	Class I Shared-Use Path	Separated	2	$ 184	10	2,304
L314	Class I Shared-Use Path	Separated	2	$ 184	10	2,304
L207	Class I Shared-Use Path	Separated	2	$ 184	10	2,304
L192	Class I Shared-Use Path	Separated	2	$ 184	10	2,304
L323	Class I Shared-Use Path	Separated	2	$ 184	10	2,304
L220	Class I Shared-Use Path	Separated	2	$ 184	10	2,304
L268	Class I Shared-Use Path	Separated	1	$ 92	5	1,152
L280	Class I Shared-Use Path	Separated	0	$ -	0	-
L305	Class I Shared-Use Path	Separated	0	$ -	0	-
L254	Class I Shared-Use Path	Separated	0	$ -	0	-
L239	Class I Shared-Use Path	Separated	0	$ -	0	-
L206	Class I Shared-Use Path	Separated	0	$ -	0	-
L259	Class I Shared-Use Path	Separated	0	$ -	0	-
L253	Class IV Bikeway	Separated	0	$ -	0	-
L210	Class I Shared-Use Path	Separated	0	$ -	0	-
L163	Class I Shared-Use Path	Separated	0	$ -	0	-
L221	Class IV Bikeway	Separated	0	$ -	0	-
L117	Class II Bike Lane	On-Street	206	$ 18,985	989	237,312
L48	Class II Buffered Bike Lane with Green Paint	On-Street	205	$ 18,893	984	236,160
L12	Class II Buffered Bike Lane with Green Paint	On-Street	175	$ 16,128	840	201,600
L19	Class II Bike Lane	On-Street	175	$ 16,128	840	201,600
L224	Class II Bike Lane	On-Street	174	$ 16,036	835	200,448
L45	Class II Buffered Bike Lane	On-Street	165	$ 15,206	792	190,080
L110	Class II Buffered Bike Lane	On-Street	165	$ 15,206	792	190,080
L109	Class II Buffered Bike Lane	On-Street	159	$ 14,653	763	183,168
L111	Class II Buffered Bike Lane	On-Street	145	$ 13,363	696	167,040
L244	Class II Bike Lane	On-Street	144	$ 13,271	691	165,888
L50	Class II Bike Lane	On-Street	143	$ 13,179	686	164,736
L258	Class II Bike Lane	On-Street	140	$ 12,902	672	161,280
L113	Class II Buffered Bike Lane	On-Street	139	$ 12,810	667	160,128
L139	Class II Bike Lane	On-Street	137	$ 12,626	658	157,824
L126	Class II Buffered Bike Lane	On-Street	136	$ 12,534	653	156,672
L37	Class II Buffered Bike Lane with Green Paint	On-Street	134	$ 12,349	643	154,368
L20	Class II Buffered Bike Lane with Green Paint	On-Street	129	$ 11,889	619	148,608
L42	Class II Buffered Bike Lane with Green Paint	On-Street	125	$ 11,520	600	144,000
L222	Class II Bike Lane	On-Street	123	$ 11,336	590	141,696
L47	Class II Bike Lane	On-Street	117	$ 10,783	562	134,784
L38	Class II Buffered Bike Lane with Green Paint	On-Street	115	$ 10,598	552	132,480

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Total New Bicyclist Commuters	Annual Reduced Auto Use Benefit	Daily VMT Reduction	Annual VMT Reduction
L232	Class II Bike Lane	On-Street	110	$ 10,138	528	126,720
L185	Class II Bike Lane	On-Street	106	$ 9,769	509	122,112
L68	Class II Bike Lane	On-Street	104	$ 9,585	499	119,808
L60	Class II Buffered Bike Lane with Green Paint	On-Street	91	$ 8,387	437	104,832
L211	Class II Bike Lane	On-Street	85	$ 7,834	408	97,920
L8	Class II Buffered Bike Lane with Green Paint	On-Street	78	$ 7,188	374	89,856
L154	Class II Buffered Bike Lane	On-Street	76	$ 7,004	365	87,552
L66	Class II Bike Lane	On-Street	69	$ 6,359	331	79,488
L67	Class II Buffered Bike Lane	On-Street	68	$ 6,267	326	78,336
L97	Class II Bike Lane	On-Street	55	$ 5,069	264	63,360
L269	Class II Bike Lane	On-Street	54	$ 4,977	259	62,208
L277	Class II Bike Lane	On-Street	53	$ 4,884	254	61,056
L100	Class II Buffered Bike Lane	On-Street	50	$ 4,608	240	57,600
L87	Class II Bike Lane	On-Street	45	$ 4,147	216	51,840
L101	Class II Buffered Bike Lane	On-Street	43	$ 3,963	206	49,536
L80	Class II Bike Lane	On-Street	34	$ 3,133	163	39,168
L136	Class II Buffered Bike Lane with Green Paint	On-Street	23	$ 2,120	110	26,496
L196	Class II Bike Lane	On-Street	20	$ 1,843	96	23,040
L24	Class II Buffered Bike Lane	On-Street	20	$ 1,843	96	23,040
L25	Class II Bike Lane	On-Street	19	$ 1,751	91	21,888
L71	Class II Buffered Bike Lane	On-Street	15	$ 1,382	72	17,280
L203	Class II Bike Lane	On-Street	15	$ 1,382	72	17,280
L198	Class II Bike Lane	On-Street	13	$ 1,198	62	14,976
L33	Class II Bike Lane	On-Street	13	$ 1,198	62	14,976
L167	Class II Bike Lane	On-Street	11	$ 1,014	53	12,672
L262	Class II Bike Lane	On-Street	10	$ 922	48	11,520
L267	Class II Bike Lane	On-Street	9	$ 829	43	10,368
L243	Class II Bike Lane	On-Street	9	$ 829	43	10,368
L35	Class II Bike Lane	On-Street	7	$ 645	34	8,064
L260	Class II Bike Lane	On-Street	7	$ 645	34	8,064
L245	Class II Bike Lane	On-Street	6	$ 553	29	6,912
L256	Class II Bike Lane	On-Street	6	$ 553	29	6,912
L183	Class II Bike Lane	On-Street	5	$ 461	24	5,760
L296	Class II Bike Lane	On-Street	4	$ 369	19	4,608
L121	Class II Bike Lane	On-Street	4	$ 369	19	4,608
L175	Class II Bike Lane	On-Street	4	$ 369	19	4,608
L298	Class II Bike Lane	On-Street	4	$ 369	19	4,608
L240	Class II Bike Lane	On-Street	4	$ 369	19	4,608

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Total New Bicyclist Commuters	Annual Reduced Auto Use Benefit	Daily VMT Reduction	Annual VMT Reduction
L76	Class II Buffered Bike Lane with Green Paint	On-Street	3	$ 276	14	3,456
L223	Class II Bike Lane	On-Street	2	$ 184	10	2,304
L158	Class II Buffered Bike Lane	On-Street	2	$ 184	10	2,304
L75	Class II Buffered Bike Lane	On-Street	2	$ 184	10	2,304
L316	Class II Bike Lane	On-Street	1	$ 92	5	1,152
L301	Class II Bike Lane	On-Street	0	$ -	0	-
L236	Class II Bike Lane	On-Street	0	$ -	0	-
L226	Class II Bike Lane	On-Street	0	$ -	0	-
L141	Class II Bike Lane	On-Street	0	$ -	0	-
L143	Class II Bike Lane	On-Street	0	$ -	0	-
L142	Class II Bike Lane	On-Street	0	$ -	0	-

Plan ID	Bicycle Facility Type	NCHRP 552 Facility Category	Annual Mobility Benefit	Annual Health Benefit, Moderate	Annual Recreation Benefit, Moderate	Annual Reduced Auto Use Benefit	Total Annual Monetized Induced Demand Benefits
L292	Class I Shared-Use Path	Separated	$ 2,575,217	$ 95,104	$ 1,985,600	$ 18,340	$ 4,674,261
L120	Class IV Bikeway	Separated	$ 2,572,576	$ 85,760	$ 1,832,300	$ 16,036	$ 4,506,672
L162	Class I Shared-Use Path	Separated	$ 2,208,083	$ 83,328	$ 1,741,050	$ 15,483	$ 4,047,944
L63	Class IV Parking Buffered Bikeway	Separated	$ 2,139,411	$ 78,336	$ 1,649,800	$ 14,746	$ 3,882,293
L131	Feasibility Study	Separated	$ 2,112,998	$ 79,360	$ 1,657,100	$ 15,299	$ 3,864,757
L7	Class IV Bikeway	Separated	$ 2,105,075	$ 72,960	$ 1,547,600	$ 14,008	$ 3,739,643
L13	Class IV Bikeway	Separated	$ 2,041,685	$ 80,512	$ 1,686,300	$ 15,391	$ 3,823,888
L58	Class I Shared-Use Path	Separated	$ 2,086,586	$ 74,368	$ 1,551,250	$ 14,193	$ 3,726,397
L62	Class IV Parking Buffered Bikeway	Separated	$ 2,076,021	$ 73,344	$ 1,529,350	$ 13,732	$ 3,692,447
L125	Class I Shared-Use Path	Separated	$ 2,023,196	$ 74,752	$ 1,576,800	$ 14,285	$ 3,689,033
L150	Class I Shared-Use Path	Separated	$ 2,017,913	$ 75,520	$ 1,587,750	$ 14,377	$ 3,695,560
L295	Class I Shared-Use Path	Separated	$ 2,031,120	$ 72,320	$ 1,518,400	$ 13,455	$ 3,635,295
L40	Class IV Bikeway	Separated	$ 2,052,250	$ 68,096	$ 1,423,500	$ 12,718	$ 3,556,564
L61	Class IV Parking Buffered Bikeway	Separated	$ 1,988,860	$ 73,088	$ 1,540,300	$ 13,732	$ 3,615,980
L81	Class IV Bikeway	Separated	$ 1,973,012	$ 67,328	$ 1,467,300	$ 13,087	$ 3,520,727
L130	Feasibility Study	Separated	$ 1,988,860	$ 64,896	$ 1,357,800	$ 11,889	$ 3,423,445
L55	Class IV Bikeway	Separated	$ 1,936,035	$ 66,432	$ 1,401,600	$ 12,442	$ 3,416,509
L151	Class IV Bikeway	Separated	$ 1,893,775	$ 69,632	$ 1,467,300	$ 13,087	$ 3,443,794
L21	Class I Shared-Use Path	Separated	$ 1,883,210	$ 67,072	$ 1,412,550	$ 12,626	$ 3,375,458
L6	Class IV Bikeway	Separated	$ 1,896,416	$ 64,640	$ 1,365,100	$ 12,073	$ 3,338,229
L41	Class IV Bikeway	Separated	$ 1,914,905	$ 62,080	$ 1,299,400	$ 11,796	$ 3,288,181

L173	Class I Shared-Use Path	Separated	$ 1,922,829	$ 60,416	$ 1,262,900	$ 11,428	$ 3,257,573
L39	Class IV Bikeway	Separated	$ 1,909,622	$ 61,696	$ 1,292,100	$ 11,612	$ 3,275,030
L114	Class IV Bikeway	Separated	$ 1,859,439	$ 63,232	$ 1,335,900	$ 11,796	$ 3,270,367
L112	Class IV Bikeway	Separated	$ 1,877,927	$ 59,392	$ 1,241,000	$ 10,967	$ 3,189,286
L115	Class IV Bikeway	Separated	$ 1,822,461	$ 66,176	$ 1,383,350	$ 12,442	$ 3,284,429
L230	Class I Shared-Use Path	Separated	$ 1,854,156	$ 58,752	$ 1,241,000	$ 11,336	$ 3,165,244
L144	Class I Shared-Use Path	Separated	$ 1,819,820	$ 60,928	$ 1,288,450	$ 11,428	$ 3,180,626
L184	Class I Shared-Use Path	Separated	$ 1,677,192	$ 60,032	$ 1,262,900	$ 11,336	$ 3,011,460
L145	Class I Shared-Use Path	Separated	$ 1,666,627	$ 55,808	$ 1,178,950	$ 10,414	$ 2,911,799
L209	Class I Shared-Use Path	Separated	$ 1,669,269	$ 55,680	$ 1,171,650	$ 9,492	$ 2,906,091
L64	Class IV Bikeway	Separated	$ 1,537,206	$ 51,328	$ 1,091,350	$ 9,400	$ 2,689,284
L122	Class IV Parking Buffered Bikeway	Separated	$ 1,492,305	$ 55,296	$ 1,200,850	$ 10,506	$ 2,758,957
L325	Class I Shared-Use Path	Separated	$ 1,513,435	$ 50,176	$ 1,084,050	$ 9,216	$ 2,656,877
L326	Class I Shared-Use Path	Separated	$ 1,539,848	$ 46,208	$ 981,850	$ 8,479	$ 2,576,385
L270	Class I Shared-Use Path	Separated	$ 1,489,664	$ 50,688	$ 1,080,400	$ 9,216	$ 2,629,968
L324	Class IV Bikeway	Separated	$ 1,476,458	$ 50,560	$ 1,076,750	$ 8,755	$ 2,612,523
L311	Class I Shared-Use Path	Separated	$ 1,341,754	$ 46,592	$ 985,500	$ 8,663	$ 2,382,509
L82	Class I Shared-Use Path	Separated	$ 1,217,615	$ 35,200	$ 751,900	$ 6,359	$ 2,011,074
L283	Class IV Bikeway	Separated	$ 1,059,140	$ 35,968	$ 762,850	$ 6,636	$ 1,864,594
L238	Class I Shared-Use Path	Separated	$ 1,038,010	$ 33,920	$ 726,350	$ 6,083	$ 1,804,363
L164	Class IV Bikeway	Separated	$ 982,544	$ 32,384	$ 708,100	$ 5,437	$ 1,728,465
L172	Class I Shared-Use Path	Separated	$ 855,764	$ 28,928	$ 613,200	$ 5,345	$ 1,503,237
L187	Class I Shared-Use Path	Separated	$ 824,069	$ 26,624	$ 584,000	$ 4,516	$ 1,439,209
L99	Class I Shared-Use Path	Separated	$ 736,908	$ 25,472	$ 547,500	$ 4,424	$ 1,314,304
L23	Class IV Bikeway	Separated	$ 625,976	$ 22,016	$ 470,850	$ 3,963	$ 1,122,805
L281	Class IV Bikeway	Separated	$ 549,380	$ 19,456	$ 416,100	$ 3,502	$ 988,438
L166	Class I Shared-Use Path	Separated	$ 530,891	$ 17,024	$ 365,000	$ 2,949	$ 915,864
L26	Class IV Bikeway	Separated	$ 491,272	$ 17,024	$ 368,650	$ 3,041	$ 879,987
L201	Class I Shared-Use Path	Separated	$ 491,272	$ 15,104	$ 346,750	$ 2,396	$ 855,522
L205	Class I Shared-Use Path	Separated	$ 488,631	$ 15,104	$ 346,750	$ 2,212	$ 852,697
L153	Class I Shared-Use Path	Separated	$ 449,012	$ 14,336	$ 313,900	$ 2,120	$ 779,368
L257	Class I Shared-Use Path	Separated	$ 475,425	$ 10,496	$ 233,600	$ 1,659	$ 721,180
L133	Class I Shared-Use Path	Separated	$ 422,600	$ 13,184	$ 288,350	$ 2,120	$ 726,254
L169	Class I Shared-Use Path	Separated	$ 340,721	$ 7,936	$ 189,800	$ 1,475	$ 539,932
L32	Class IV Bikeway	Separated	$ 306,385	$ 8,704	$ 189,800	$ 1,475	$ 506,364
L234	Class I Shared-Use Path	Separated	$ 295,820	$ 8,704	$ 189,800	$ 1,475	$ 495,799
L263	Class I Shared-Use Path	Separated	$ 287,896	$ 8,448	$ 182,500	$ 1,198	$ 480,042
L135	Class I Shared-Use Path	Separated	$ 285,255	$ 8,576	$ 186,150	$ 1,475	$ 481,456
L53	Class IV Bikeway	Separated	$ 285,255	$ 6,272	$ 142,350	$ 829	$ 434,706
L235	Class I Shared-Use Path	Separated	$ 250,919	$ 7,552	$ 167,900	$ 922	$ 427,293
L279	Class I Shared-Use Path	Separated	$ 248,277	$ 5,248	$ 116,800	$ 645	$ 370,970

L105	Class IV Bikeway	Separated	$ 232,430	$ 6,144	$ 138,700	$ 737	$ 378,011
L289	Class I Shared-Use Path	Separated	$ 227,147	$ 6,016	$ 146,000	$ 922	$ 380,085
L300	Class I Shared-Use Path	Separated	$ 213,941	$ 4,608	$ 102,200	$ 461	$ 321,210
L216	Class I Shared-Use Path	Separated	$ 195,452	$ 5,760	$ 146,000	$ 922	$ 348,134
L159	Feasibility Study	Separated	$ 155,834	$ 4,480	$ 109,500	$ 461	$ 270,275
L297	Class IV Bikeway	Separated	$ 129,421	$ 4,224	$ 109,500	$ 461	$ 243,606
L182	Class I Shared-Use Path	Separated	$ 132,062	$ 3,584	$ 87,600	$ 369	$ 223,615
L228	Class I Shared-Use Path	Separated	$ 121,497	$ 3,712	$ 94,900	$ 461	$ 220,570
L308	Class I Shared-Use Path	Separated	$ 89,802	$ 2,944	$ 65,700	$ 276	$ 158,722
L180	Class I Shared-Use Path	Separated	$ 84,520	$ 2,944	$ 65,700	$ 184	$ 153,348
L268	Class I Shared-Use Path	Separated	$ 84,520	$ 2,048	$ 54,750	$ 184	$ 141,502
L171	Class I Shared-Use Path	Separated	$ 76,596	$ 1,536	$ 36,500	$ 92	$ 114,724
L188	Class I Shared-Use Path	Separated	$ 63,390	$ 2,560	$ 65,700	$ 276	$ 131,926
L192	Class I Shared-Use Path	Separated	$ 63,390	$ 2,176	$ 54,750	$ 184	$ 120,500
L168	Class IV Bikeway	Separated	$ 60,749	$ 2,048	$ 51,100	$ 184	$ 114,081
L207	Class I Shared-Use Path	Separated	$ 47,542	$ 2,048	$ 51,100	$ 184	$ 100,874
L220	Class I Shared-Use Path	Separated	$ 39,619	$ 2,048	$ 51,100	$ 184	$ 92,951
L323	Class I Shared-Use Path	Separated	$ 39,619	$ 1,920	$ 47,450	$ 184	$ 89,173
L314	Class I Shared-Use Path	Separated	$ 39,619	$ 1,920	$ 47,450	$ 184	$ 89,173
L280	Class I Shared-Use Path	Separated	$ 29,054	$ 128	$ 3,650	$ -	$ 32,832
L305	Class I Shared-Use Path	Separated	$ 21,130	$ 128	$ 3,650	$ -	$ 24,908
L239	Class I Shared-Use Path	Separated	$ 10,565	$ -	$ -	$ -	$ 10,565
L254	Class I Shared-Use Path	Separated	$ 7,924	$ -	$ -	$ -	$ 7,924
L206	Class I Shared-Use Path	Separated	$ 5,282	$ -	$ -	$ -	$ 5,282
L259	Class I Shared-Use Path	Separated	$ 5,282	$ -	$ -	$ -	$ 5,282
L163	Class I Shared-Use Path	Separated	$ 2,641	$ -	$ -	$ -	$ 2,641
L253	Class IV Bikeway	Separated	$ -	$ -	$ -	$ -	$ -
L210	Class I Shared-Use Path	Separated	$ -	$ -	$ -	$ -	$ -
L221	Class IV Bikeway	Separated	$ -	$ -	$ -	$ -	$ -
L117	Class II Bike Lane	On-Street	$ 2,244,312	$ 98,304	$ 2,051,300	$ 18,893	$ 4,412,809
L48	Class II Buffered Bike Lane	On-Street	$ 2,176,585	$ 98,688	$ 2,065,900	$ 18,985	$ 4,360,158
L12	Class II Buffered Bike Lane with Green Paint	On-Street	$ 2,064,487	$ 83,584	$ 1,744,700	$ 16,128	$ 3,908,899
L45	Class II Buffered Bike Lane with Green Paint	On-Street	$ 2,087,840	$ 81,536	$ 1,722,800	$ 16,036	$ 3,908,212
L110	Class II Buffered Bike Lane	On-Street	$ 1,989,754	$ 81,152	$ 1,711,850	$ 15,206	$ 3,797,962
L224	Class II Buffered Bike Lane	On-Street	$ 1,929,034	$ 83,200	$ 1,737,400	$ 16,128	$ 3,765,762
L19	Class II Buffered Bike Lane with Green Paint	On-Street	$ 1,940,711	$ 82,432	$ 1,711,850	$ 15,206	$ 3,750,199
L109	Class II Bike Lane	On-Street	$ 1,917,357	$ 77,056	$ 1,616,950	$ 14,653	$ 3,626,016
L111	Class II Bike Lane	On-Street	$ 1,828,612	$ 70,656	$ 1,485,550	$ 13,271	$ 3,398,089
L244	Class II Buffered Bike Lane with Green Paint	On-Street	$ 1,805,258	$ 71,040	$ 1,500,150	$ 13,363	$ 3,389,811

L113	Class II Bike Lane	On-Street	$ 1,798,252	$ 69,376	$ 1,470,950	$ 12,902	$ 3,351,480
L20	Class II Buffered Bike Lane	On-Street	$ 1,774,898	$ 68,096	$ 1,470,950	$ 13,179	$ 3,327,123
L139	Class II Bike Lane	On-Street	$ 1,802,923	$ 67,200	$ 1,416,200	$ 12,349	$ 3,298,672
L258	Class II Buffered Bike Lane	On-Street	$ 1,728,190	$ 68,480	$ 1,441,750	$ 12,810	$ 3,251,230
L37	Class II Bike Lane	On-Street	$ 1,746,873	$ 65,792	$ 1,387,000	$ 11,889	$ 3,211,554
L126	Class II Buffered Bike Lane with Green Paint	On-Street	$ 1,672,141	$ 67,328	$ 1,423,500	$ 12,534	$ 3,175,503
L50	Class II Bike Lane	On-Street	$ 1,634,774	$ 68,608	$ 1,434,450	$ 12,626	$ 3,150,458
L222	Class II Buffered Bike Lane	On-Street	$ 1,637,110	$ 61,568	$ 1,306,700	$ 11,336	$ 3,016,714
L42	Class II Bike Lane	On-Street	$ 1,520,340	$ 62,592	$ 1,328,600	$ 11,520	$ 2,923,052
L38	Class II Bike Lane	On-Street	$ 1,541,359	$ 57,088	$ 1,208,150	$ 10,783	$ 2,817,380
L47	Class II Bike Lane	On-Street	$ 1,485,309	$ 57,088	$ 1,200,850	$ 10,598	$ 2,753,845
L232	Class II Buffered Bike Lane with Green Paint	On-Street	$ 1,492,315	$ 54,784	$ 1,160,700	$ 10,138	$ 2,717,937
L185	Class II Bike Lane	On-Street	$ 1,438,601	$ 52,992	$ 1,124,200	$ 9,769	$ 2,625,562
L68	Class II Buffered Bike Lane with Green Paint	On-Street	$ 1,361,534	$ 52,224	$ 1,109,600	$ 9,585	$ 2,532,943
L60	Class II Buffered Bike Lane	On-Street	$ 1,207,398	$ 46,592	$ 996,450	$ 8,387	$ 2,258,827
L211	Class II Bike Lane	On-Street	$ 1,223,745	$ 42,240	$ 894,250	$ 7,188	$ 2,167,423
L8	Class II Buffered Bike Lane with Green Paint	On-Street	$ 1,120,988	$ 44,160	$ 974,550	$ 7,834	$ 2,147,532
L154	Class II Bike Lane	On-Street	$ 1,097,634	$ 38,400	$ 817,600	$ 7,004	$ 1,960,638
L67	Class II Bike Lane	On-Street	$ 910,803	$ 36,736	$ 799,350	$ 6,359	$ 1,753,248
L269	Class II Buffered Bike Lane	On-Street	$ 976,194	$ 28,032	$ 602,250	$ 4,977	$ 1,611,453
L66	Class II Bike Lane	On-Street	$ 845,412	$ 34,176	$ 722,700	$ 6,267	$ 1,608,555
L277	Class II Bike Lane	On-Street	$ 780,021	$ 27,136	$ 580,350	$ 4,884	$ 1,392,391
L97	Class II Bike Lane	On-Street	$ 744,990	$ 28,288	$ 605,900	$ 5,069	$ 1,384,247
L87	Class II Bike Lane	On-Street	$ 716,965	$ 25,216	$ 554,800	$ 4,147	$ 1,301,128
L100	Class II Buffered Bike Lane	On-Street	$ 595,525	$ 26,240	$ 565,750	$ 4,608	$ 1,192,123
L101	Class II Buffered Bike Lane	On-Street	$ 558,159	$ 22,400	$ 481,800	$ 3,963	$ 1,066,322
L80	Class II Bike Lane	On-Street	$ 523,128	$ 18,944	$ 416,100	$ 3,133	$ 961,305
L196	Class II Buffered Bike Lane with Green Paint	On-Street	$ 352,644	$ 13,056	$ 299,300	$ 2,120	$ 667,120
L136	Class II Bike Lane	On-Street	$ 361,986	$ 13,056	$ 288,350	$ 1,843	$ 665,235
L24	Class II Buffered Bike Lane	On-Street	$ 312,943	$ 10,368	$ 222,650	$ 1,843	$ 547,804
L25	Class II Bike Lane	On-Street	$ 301,266	$ 9,728	$ 208,050	$ 1,751	$ 520,795
L71	Class II Bike Lane	On-Street	$ 259,229	$ 8,704	$ 193,450	$ 1,382	$ 462,765
L203	Class II Buffered Bike Lane	On-Street	$ 242,881	$ 8,832	$ 197,100	$ 1,382	$ 450,195
L33	Class II Bike Lane	On-Street	$ 235,875	$ 7,424	$ 164,250	$ 1,014	$ 408,563
L167	Class II Bike Lane	On-Street	$ 235,875	$ 7,168	$ 164,250	$ 1,198	$ 408,491
L198	Class II Bike Lane	On-Street	$ 207,850	$ 7,424	$ 164,250	$ 1,198	$ 380,722

L267	Class II Bike Lane	On-Street	$ 179,825	$ 5,120	$ 113,150	$ 829	$ 298,924
L262	Class II Bike Lane	On-Street	$ 140,124	$ 6,528	$ 149,650	$ 922	$ 297,224
L245	Class II Bike Lane	On-Street	$ 161,142	$ 4,608	$ 109,500	$ 645	$ 275,895
L121	Class II Bike Lane	On-Street	$ 165,813	$ 4,096	$ 102,200	$ 553	$ 272,662
L256	Class II Bike Lane	On-Street	$ 142,459	$ 4,864	$ 116,800	$ 829	$ 264,952
L175	Class II Bike Lane	On-Street	$ 133,117	$ 4,096	$ 102,200	$ 461	$ 239,874
L243	Class II Buffered Bike Lane	On-Street	$ 123,776	$ 4,992	$ 109,500	$ 645	$ 238,913
L35	Class II Bike Lane	On-Street	$ 154,136	$ 3,712	$ 80,300	$ 369	$ 238,517
L296	Class II Bike Lane	On-Street	$ 133,117	$ 3,584	$ 87,600	$ 369	$ 224,670
L223	Class II Bike Lane	On-Street	$ 109,763	$ 3,840	$ 102,200	$ 553	$ 216,356
L183	Class II Bike Lane	On-Street	$ 119,105	$ 3,712	$ 87,600	$ 369	$ 210,786
L260	Class II Bike Lane	On-Street	$ 107,428	$ 4,096	$ 91,250	$ 369	$ 203,143
L298	Class II Bike Lane	On-Street	$ 114,434	$ 2,816	$ 65,700	$ 276	$ 183,226
L158	Class II Buffered Bike Lane with Green Paint	On-Street	$ 98,086	$ 2,944	$ 76,650	$ 369	$ 178,049
L240	Class II Bike Lane	On-Street	$ 109,763	$ 2,688	$ 62,050	$ 184	$ 174,685
L76	Class II Bike Lane	On-Street	$ 58,385	$ 2,560	$ 62,050	$ 184	$ 123,179
L75	Class II Bike Lane	On-Street	$ 44,372	$ 2,048	$ 51,100	$ 184	$ 97,704
L316	Class II Bike Lane	On-Street	$ 37,366	$ 1,792	$ 47,450	$ 92	$ 86,700
L236	Class II Buffered Bike Lane	On-Street	$ 37,366	$ 256	$ 7,300	$ -	$ 44,922
L301	Class II Bike Lane	On-Street	$ 25,689	$ 384	$ 10,950	$ -	$ 37,023
L141	Class II Bike Lane	On-Street	$ 7,006	$ -	$ -	$ -	$ 7,006
L226	Class II Bike Lane	On-Street	$ 7,006	$ -	$ -	$ -	$ 7,006
L142	Class II Bike Lane	On-Street	$ 4,671	$ -	$ -	$ -	$ 4,671
L143	Class II Bike Lane	On-Street	$ 4,671	$ -	$ -	$ -	$ 4,671