

Sacramento Area Council of Governments
Safe Bicycle Routes to Transit
Evaluation Form

Station Name:

Evaluator:

Date:

Time:

Bike Racks	Met	Unmet	Notes
Total number of bike parking spaces:			
Total number of bike parking spaces used:			
Bike parking spaces to spare during the day, peak season			
Staple, "U", or "A" bike parking (<i>see attached</i>)			
Bike parking areas are clean & well-maintained			
Bike parking is unimpeded by permanent objects			
Bike parking is well-lighted & visible to pedestrian traffic			
Bike parking has sufficient buffer, either spatial or physical, from motor traffic			
Bike parking area is located outside of pedestrian & ADA pathways, w/ adequate room to maneuver outside of pathways			
Bike parking within 20 feet of embark			
Bike parking covered			
Bike parking area has curb-cut entrances, if applicable			
Ground surface of bike parking area is all-weather and drainable			
Bike parking is demarcated with signage			
Bike Lockers	Met	Unmet	Notes
Total number of bike lockers:			
Bike lockers are clean & well-maintained			
Bike locker area is clean & well-maintained			
Bike locker entrances are unimpeded by permanent objects			
Bike lockers are within 100 feet of embark			
Bike lockers are well-lighted & visible to pedestrian traffic			
Bike lockers have sufficient buffer, either spatial or physical, from motor traffic			
Bike locker area is located outside of pedestrian and ADA pathways, with adequate room to maneuver outside of pathways			
Bike locker area has curb-cut entrances, if applicable			
Ground surface of bike parking area is all-weather and drainable			
Bike lockers are demarcated with signage & contact information for administration			
Station Access	Met	Unmet	Notes
All actuated traffic signals for entrances to station can be activated by bikes & the location of bike-sensitive loop detectors are identified with bike loop detector pavement markings			
Signage to station is provided & is integrated for other modes and ADA access, as feasible			
Entrances to motor vehicle parking do not create conflicts with bike traffic			

**Safe Bicycle Routes to Transit
Evaluation Form**

Station Name:	
Evaluator:	
Date:	Time:

	Route Access: North	Met	Unmet	Notes
Within ¼ Mile of Station	Contiguous stretch of designated bikeway or bike friendly roadway* exists from station to nearby destinations			
	Streets with bikeways have posted speeds ≤ 35 mph			
	Streets with bikeways have 4 lanes or fewer			
	Pedestrian routes are separated from bike routes			
	Bike paths are at least eight feet wide			
	Bike lanes meet standard design criteria (5 feet w/ parking, 4 feet w/o parking)			
	Bikeways and bike friendly roadways are maintained in good condition, including good quality pavement, bike-safe drainage grates & upgraded railroad track crossings			
	No barriers, such as freeways, RR tracks or canals, prevent direct bike access to station			
	Signage to station is provided and is integrated for other modes and ADA access, as feasible			
All actuated traffic signals can be activated by bikes and the location of bike-sensitive loop detectors are identified by pavement markings				
Within ½ Mile of Station	Contiguous stretch of designated bikeway or bike friendly roadway exists from station to nearby destinations			
	Streets with bikeways have posted speeds ≤ 35 mph			
	Streets with bikeways have 4 lanes or fewer			
	Pedestrian routes are separated from bike routes			
	Bike paths are at least eight feet wide			
	Bike lanes meet standard design criteria (5 feet w/ parking, 4 feet w/o parking)			
	Bikeways and bike friendly roadways are maintained in good condition, including good quality pavement, bike-safe drainage grates & upgraded railroad track crossings			
	No barriers, such as freeways, RR tracks or canals, prevent direct bike access to station			
	Signage to station is provided and is integrated for other modes and ADA access, as feasible			
All actuated traffic signals can be activated by bikes and the location of bike-sensitive loop detectors are identified by pavement markings				
Within 1 Mile of Station	Contiguous stretch of designated bikeway or bike friendly roadway exists from station to nearby destinations			
	Streets with bikeways have posted speeds ≤ 35 mph			
	Streets with bikeways have 4 lanes or fewer			
	Pedestrian routes are separated from bike routes			
	Bike paths are at least eight feet wide			
	Bike lanes meet standard design criteria (5 feet w/ parking, 4 feet w/o parking)			
	Bikeways and bike friendly roadways are maintained in good condition, including good quality pavement, bike-safe drainage grates & upgraded railroad track crossings			
	No barriers, such as freeways, RR tracks or canals, prevent direct bike access to station			
	Signage to station is provided and is integrated for other modes and ADA access, as feasible			
All actuated traffic signals can be activated by bikes and the location of bike-sensitive loop detectors are identified by pavement markings				

* A bike friendly roadway is a local street with posted speeds ≤ 30 mph

Station Name:	
Evaluator:	
Date:	Time:

	Route Access: East	Met	Unmet	Notes
Within 1/4 Mile of Station	Contiguous stretch of designated bikeway or bike friendly roadway* exists from station to nearby destinations			
	Streets with bikeways have posted speeds ≤ 35 mph			
	Streets with bikeways have 4 lanes or fewer			
	Pedestrian routes are separated from bike routes			
	Bike paths are at least eight feet wide			
	Bike lanes meet standard design criteria (5 feet w/ parking, 4 feet w/o parking)			
	Bikeways and bike friendly roadways are maintained in good condition, including good quality pavement, bike-safe drainage grates & upgraded railroad track crossings			
	No barriers, such as freeways, RR tracks or canals, prevent direct bike access to station			
	Signage to station is provided and is integrated for other modes and ADA access, as feasible			
	All actuated traffic signals can be activated by bikes and the location of bike-sensitive loop detectors are identified by pavement markings			
Within 1/2 Mile of Station	Contiguous stretch of designated bikeway or bike friendly roadway exists from station to nearby destinations			
	Streets with bikeways have posted speeds ≤ 35 mph			
	Streets with bikeways have 4 lanes or fewer			
	Pedestrian routes are separated from bike routes			
	Bike paths are at least eight feet wide			
	Bike lanes meet standard design criteria (5 feet w/ parking, 4 feet w/o parking)			
	Bikeways and bike friendly roadways are maintained in good condition, including good quality pavement, bike-safe drainage grates & upgraded railroad track crossings			
	No barriers, such as freeways, RR tracks or canals, prevent direct bike access to station			
	Signage to station is provided and is integrated for other modes and ADA access, as feasible			
	All actuated traffic signals can be activated by bikes and the location of bike-sensitive loop detectors are identified by pavement markings			
Within 1 Mile of Station	Contiguous stretch of designated bikeway or bike friendly roadway exists from station to nearby destinations			
	Streets with bikeways have posted speeds ≤ 35 mph			
	Streets with bikeways have 4 lanes or fewer			
	Pedestrian routes are separated from bike routes			
	Bike paths are at least eight feet wide			
	Bike lanes meet standard design criteria (5 feet w/ parking, 4 feet w/o parking)			
	Bikeways and bike friendly roadways are maintained in good condition, including good quality pavement, bike-safe drainage grates & upgraded railroad track crossings			
	No barriers, such as freeways, RR tracks or canals, prevent direct bike access to station			
	Signage to station is provided and is integrated for other modes and ADA access, as feasible			
	All actuated traffic signals can be activated by bikes and the location of bike-sensitive loop detectors are identified by pavement markings			

* A bike friendly roadway is a local street with posted speeds ≤ 30 mph

**Safe Bicycle Routes to Transit
Evaluation Form
Page 4**

Station Name:	
Evaluator:	
Date:	Time:

	Route Access: West	Met	Unmet	Notes
Within 1/4 Mile of Station	Contiguous stretch of designated bikeway or bike friendly roadway* exists from station to nearby destinations			
	Streets with bikeways have posted speeds ≤ 35 mph			
	Streets with bikeways have 4 lanes or fewer			
	Pedestrian routes are separated from bike routes			
	Bike paths are at least eight feet wide			
	Bike lanes meet standard design criteria (5 feet w/ parking, 4 feet w/o parking)			
	Bikeways and bike friendly roadways are maintained in good condition, including good quality pavement, bike-safe drainage grates & upgraded railroad track crossings			
	No barriers, such as freeways, RR tracks or canals, prevent direct bike access to station			
	Signage to station is provided and is integrated for other modes and ADA access, as feasible			
	All actuated traffic signals can be activated by bikes and the location of bike-sensitive loop detectors are identified by pavement markings			
Within 1/2 Mile of Station	Contiguous stretch of designated bikeway or bike friendly roadway exists from station to nearby destinations			
	Streets with bikeways have posted speeds ≤ 35 mph			
	Streets with bikeways have 4 lanes or fewer			
	Pedestrian routes are separated from bike routes			
	Bike paths are at least eight feet wide			
	Bike lanes meet standard design criteria (5 feet w/ parking, 4 feet w/o parking)			
	Bikeways and bike friendly roadways are maintained in good condition, including good quality pavement, bike-safe drainage grates & upgraded railroad track crossings			
	No barriers, such as freeways, RR tracks or canals, prevent direct bike access to station			
	Signage to station is provided and is integrated for other modes and ADA access, as feasible			
	All actuated traffic signals can be activated by bikes and the location of bike-sensitive loop detectors are identified by pavement markings			
Within 1 Mile of Station	Contiguous stretch of designated bikeway or bike friendly roadway exists from station to nearby destinations			
	Streets with bikeways have posted speeds ≤ 35 mph			
	Streets with bikeways have 4 lanes or fewer			
	Pedestrian routes are separated from bike routes			
	Bike paths are at least eight feet wide			
	Bike lanes meet standard design criteria (5 feet w/ parking, 4 feet w/o parking)			
	Bikeways and bike friendly roadways are maintained in good condition, including good quality pavement, bike-safe drainage grates & upgraded railroad track crossings			
	No barriers, such as freeways, RR tracks or canals, prevent direct bike access to station			
	Signage to station is provided and is integrated for other modes and ADA access, as feasible			
	All actuated traffic signals can be activated by bikes and the location of bike-sensitive loop detectors are identified by pavement markings			

* A bike friendly roadway is a local street with posted speeds ≤ 30 mph

**Safe Bicycle Routes to Transit
Evaluation Form
Page 5**

Station Name:	
Evaluator:	
Date:	Time:

	Route Access: South	Met	Unmet	Notes
Within 1/4 Mile of Station	Contiguous stretch of designated bikeway or bike friendly roadway* exists from station to nearby destinations			
	Streets with bikeways have posted speeds ≤ 35 mph			
	Streets with bikeways have 4 lanes or fewer			
	Pedestrian routes are separated from bike routes			
	Bike paths are at least eight feet wide			
	Bike lanes meet standard design criteria (5 feet w/ parking, 4 feet w/o parking)			
	Bikeways and bike friendly roadways are maintained in good condition, including good quality pavement, bike-safe drainage grates & upgraded railroad track crossings			
	No barriers, such as freeways, RR tracks or canals, prevent direct bike access to station			
	Signage to station is provided and is integrated for other modes and ADA access, as feasible			
	All actuated traffic signals can be activated by bikes and the location of bike-sensitive loop detectors are identified by pavement markings			
Within 1/2 Mile of Station	Contiguous stretch of designated bikeway or bike friendly roadway exists from station to nearby destinations			
	Streets with bikeways have posted speeds ≤ 35 mph			
	Streets with bikeways have 4 lanes or fewer			
	Pedestrian routes are separated from bike routes			
	Bike paths are at least eight feet wide			
	Bike lanes meet standard design criteria (5 feet w/ parking, 4 feet w/o parking)			
	Bikeways and bike friendly roadways are maintained in good condition, including good quality pavement, bike-safe drainage grates & upgraded railroad track crossings			
	No barriers, such as freeways, RR tracks or canals, prevent direct bike access to station			
	Signage to station is provided and is integrated for other modes and ADA access, as feasible			
	All actuated traffic signals can be activated by bikes and the location of bike-sensitive loop detectors are identified by pavement markings			
Within 1 Mile of Station	Contiguous stretch of designated bikeway or bike friendly roadway exists from station to nearby destinations			
	Streets with bikeways have posted speeds ≤ 35 mph			
	Streets with bikeways have 4 lanes or fewer			
	Pedestrian routes are separated from bike routes			
	Bike paths are at least eight feet wide			
	Bike lanes meet standard design criteria (5 feet w/ parking, 4 feet w/o parking)			
	Bikeways and bike friendly roadways are maintained in good condition, including good quality pavement, bike-safe drainage grates & upgraded railroad track crossings			
	No barriers, such as freeways, RR tracks or canals, prevent direct bike access to station			
	Signage to station is provided and is integrated for other modes and ADA access, as feasible			
	All actuated traffic signals can be activated by bikes and the location of bike-sensitive loop detectors are identified by pavement markings			

* A bike friendly roadway is a local street with posted speeds ≤ 30 mph