

Column Heading	Definition
F_Seg_ID	This is a unique ID number for each study segment within the bicycle study network.
Street	The street name of the study segment
From	The study segment start point
To	The study segment end point
Length (miles)	The length of the study segment
Traffic Vol. (ADT)	Denotes the average daily (motor vehicle) traffic volume that occurs on the study segment
Bicycle QOS (Score)	Indicates the numerical Bicycle Quality of Service (BQOS) score of the study segment.
Bicycle QOS (Grade)	Indicates the BQOS letter grade of the study segment. Each segment is rated from "A" to "F", where "A" indicates the best bicycle conditions and "F" indicates the worst bicycle conditions
Final Facility Selected (see Figure 7 – Facility Selection and Cost Decision Tree)	Indicates the retrofit facility selected for each individual network segment, including: <ul style="list-style-type: none"> • Trail – for off-road facilities • S – for restriping projects • R1A – for bikelane • R3 – for paved shoulder • SP – for sidepaths • CSN – for Corridor Study Needed • Existing – for roads or trails that currently have bicycle facilities • LOS – for roads that meet or exceed the target Level of Service standards ("B" for non-state roads, "C" for state roads)
Target BQOS Score	Depicts the numerical target Bicycle Quality of Service score for individual road segments
Delta BQOS Score	Shows the numeric difference between the target BQOS score and the existing BQOS score for individual road segments
100% Delta BQOS	Denotes the Delta BQOS score converted to a 100 percentile scale, for use in calculating the Benefit-Cost ratio
100% LD Score	Denotes each segment's Latent Demand score converted to a 100 percentile scale, for use in calculating the Benefit-Cost ratio
100% Public Input Score	Indicates the public input score on a 100 percentile scale, for use in calculating the Benefit-Cost ratio
Benefit Score	The score of the numerator of the Benefit-Cost ratio = $(0.4) \times (\Delta BQOS) + (0.4) \times (\text{Latent Demand}) + (0.2) \times (\text{Public Input})$
Unit Facility Cost	Shows the unit cost of the facility selected for individual segments via the Facility Selection & Cost Decision Tree
100% B/C Ratio	Each segments Benefit-Cost ratio converted to a 100 percentile scale
Priority Group (I, II & III)	Indicates the priority group in which the segment falls: <ul style="list-style-type: none"> • Priority I – These are study segments that have the highest priority for retrofit construction. • Priority II – These segments represent the second tier of retrofit candidates. • Priority III – These segments have the lowest priority and represent the "long-term" bicycle network
Facility Cost	The cost to construct the bicycle facility (unit cost x length)
Cumulative Cost	A running total of network segment facility costs
Fund. Alloc.	Funding Allocation – states whether or not a particular segment falls within the anticipated funding through the Year 2020; "FA" indicates yes, "-" indicates no