



## BICYCLE LEVEL OF TRAFFIC STRESS TABLE

Vehicle Volumes <sup>1</sup>			Posted Speed			Conflict Factors <sup>2</sup>	All Ages & Abilities Treatments		
			20	25	30+		Protected Bike Lane	Shared Street <sup>3</sup>	Neighborhood Greenway <sup>4</sup>
< 1,500	Bike lane	No Parking	LTS 1	LTS 1	LTS 2	Add 1 up to LTS 4	LTS 1	LTS 1	LTS 1
		Parking	LTS 1	LTS 1	LTS 3				
	No bike lane		LTS 1	LTS 2	LTS 3				
1,500 - 3k	Bike lane	No Parking	LTS 2	LTS 2	LTS 2		LTS 1	LTS 1	LTS 2
		Parking	LTS 2	LTS 2	LTS 3				
	No bike lane		LTS 2	LTS 2	LTS 3				
3k - 6k	Bike lane	No Parking	LTS 2	LTS 2	LTS 2		LTS 1	n/a	n/a
		Parking	LTS 2	LTS 2	LTS 3				
	No bike lane		LTS 3	LTS 3	LTS 4				
> 6k	Bike lane	No Parking	LTS 3	LTS 3	LTS 4		LTS 1	n/a	n/a
		Parking	LTS 3	LTS 4	LTS 4				
	No bike lane		LTS 3	LTS 4	LTS 4				

<sup>1</sup> If volumes are not available, a mix of functional class and volumes may be used to estimate AADT in the following way: Use the <1500 category for local streets in neighborhood slow zones. Use the 1500-3k category for local streets outside of neighborhood slow zones. Use the 3k - 6k category for any collector street and any 1-lane minor arterial street. Use the >6k category for any major arterial and 2+ lane/direction minor arterial.

<sup>2</sup> If any of the following conflict factors are present, add 1 to the LTS score: industrial, commercial, or hotel uses; key bus route; valet zone; pick-up/drop-off zone; cab stand; or school.

<sup>3</sup> For shared streets to meet all ages and abilities criteria, prevailing vehicle speeds should not exceed 10 mph.

<sup>4</sup> For neighborhood greenways to meet all ages and abilities criteria, horizontal and/or vertical deflection measures should be used to keep prevailing vehicle speeds under 20 mph.