

Appendix D: Level of Traffic Stress Methodology

Intersections: Original Level of Traffic Stress
Unsignalized Intersections

LTS is the more stressful of (1) and (2) below:

1. Intersection LTS (see table; right)
- Or
2. Street Segment LTS (see previous pages)

Posted Speed Limit on Street Being Crossed	# of Lanes of Street Being Crossed					
	No Median Refuge			Median Refuge (≥6 ft wide)		
	2 to 3	4 to 5	6+	2 to 3	4 to 5	6+
≤25	1	2	4	1	1	2
30	1	2	4	1	2	3
35	2	3	4	2	3	4
≥40	3	4	4	3	4	4

Intersections: Original Level of Traffic Stress
Signalized Intersections

LTS of the street segment (see pages 8-13) is carried through the intersection.

Intersections: Revised Level of Traffic Stress
Unsignalized Intersections

LTS is the more stressful of (1) and (2) below:

1. Intersection LTS (see table; right)
- Or
2. Street Segment LTS (see previous pages)

Posted Speed Limit on Street Being Crossed	# of Lanes of Street Being Crossed					
	No Median Refuge			Median Refuge (≥6 ft wide)		
	2 to 3	4 to 5	6+	2 to 3	4 to 5	6+
≤25	1	2	4	1	1	2
30	2	2.5	4	1	2	2.5
35	2.5	3	4	1	2.5	3
≥40	3	4	4	2	2.5	4

Intersections: Revised Level of Traffic Stress
Signalized Intersections

LTS of the street segment (see pages 8-13) is carried through the intersection.

Street Segments: Revised Level of Traffic Stress

Bikeway: Mixed Traffic

Posted Speed Limit (mph)	# of Through Lanes	Mixed Traffic					
		No Parking		Parking			
		Center Line	No Center Line	Center Line & High Parking Turnover	Center Line & Low Parking Turnover	No Center Line & Non-Residential	No Center Line & Residential
≤25	2-3	3 (2c)	2 (1d)	2.5	2	2.5	2 (1d)
	4-5	3	n/a	3	3	n/a	n/a
	≥6	4	n/a	4	4	n/a	n/a
30	2-3	3	2	3	3	2.5	2
	4-5	4	n/a	4	4	n/a	n/a
	≥6	4	n/a	4	4	n/a	n/a
35	2-3						
	4-5	4	4	4	4	n/a	n/a
	≥6						
40	2-3						
	4-5	4	4	4	4	n/a	n/a
	≥6						
≥45	2-3						
	4-5	5	5	5	5	n/a	n/a
	≥6						

Street Segments: Revised Level of Traffic Stress
Bikeway: Bike Lanes

Posted Speed Limit (mph)	# of Through Lanes	Bike Lanes						
		No Parking			Parking			
		Infrequently Obstructed		Frequently Obstructed	Infrequently Obstructed / Low Parking Turnover			Frequently Obstructed / High Parking Turnover
		Bike Lane ≤ 5.5 ft	Bike Lane ≥ 6.0 ft		Bike Lane + Parking	Bike Lane + Parking = 14.0 - 14.5 ft	Bike Lane + Parking = 15.0 ft	
≤25	2-3	2	1	2.5	2.5 (2a)	2	1	2.5
	4-5	2.5 (2b)	2.5 (2b)	2.5	3			
	≥6	3			3			
30	2-3	2	2	2.5	2.5	2	2	2.5
	4-5	2.5 (2b)	2.5 (2b)	2.5	3			
	≥6	3			3			
35	2-3							
	4-5	3			3			
	≥6							
40	2-3	3			n/a			
	4-5	4 (3b)						
	≥6	4						
≥45	2-3				n/a			
	4-5	4						
	≥6							

Street Segments: Revised Level of Traffic Stress

Bikeway: Sidepaths, Independent Rights-of-Way and Separated Bike Lanes

Posted Speed Limit (mph)	# of Through Lanes	Shared Use Path			Separated Bike Lanes			
		Sidepath with Buffer < 5 ft (and no railing) OR Many Driveways	Sidepath with Buffer ≥ 5 ft (or railing) AND Few Driveways	Independent ROW	Flex Posts	Separated Bike Lanes with Buffer < 5 ft (and no railing) OR Many Driveways	Separated Bike Lanes with Buffer ≥ 5 ft (or railing) AND Few Driveways	Parked Cars
≤25	2-3	2 (1f)	1	0	1	2 (1f)	1	1
	4-5				2			
	≥6				2.5			
30	2-3	2 (1f)	1	0	2	2 (1f)	1	1
	4-5				2.5			
	≥6				2.5			
35	2-3	2 (1f)	1	0	2	2 (1f)	1	1
	4-5				2.5			
	≥6				2.5			
40	2-3	2	2 (1e)	0	2.5	2	2 (1e)	n/a
	4-5							
	≥6							
≥45	2-3	2	2 (1e)	0	2.5	2	2 (1e)	n/a
	4-5							
	≥6							

