

Level of Traffic Stress Classification

- LTS 0 None. Everyone will bicycle.
- LTS 1 Very Low. All adults and some children will bicycle.
- LTS 2 Low. Most adults will bicycle.
- LTS 2.5 Moderate Low. Many adults will bicycle.
- LTS 3 Moderate High. Some adults will bicycle.
- LTS 4 High. Few adults will bicycle.
- LTS 5 Very High. Very few adults will bicycle.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	
1	Posted Speed Limit (mph)	# of Through Lanes	Mixed Traffic						Bike Lanes						Shared Use Path			Separated Bike Lanes				
2			No Parking		Parking				No Parking		Parking				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	Wide Buffer	Parked Cars		
3									Infrequently Obstructed		Frequently Obstructed	Infrequently Obstructed / Low Parking Turnover									Frequently Obstructed / High Parking Turnover	
4			Center Line	No Center Line	Center Line & High Parking Turnover	Center Line & Low Parking Turnover	No Center Line & Non-Residential	No Center Line & Residential	Bike Lane = 5.5 ft	Bike Lane = 6.0 ft		Bike Lane + Parking < 14.0 ft	Bike Lane + Parking = 14.0 - 14.5 ft	Bike Lane + Parking = 15.0 ft								
5	≤25	2-3	3 (2 ^c)	2 (1 ^d)	2.5	2	2.5	1	2	1	2.5	2.5 (2 ^a)	2	1	2.5	2	1	0	1	1	1	
6		4-5	3	n/a	3	3	n/a	n/a	2.5 (2 ^b)	2.5 (2 ^b)	2.5	3			2				2			2.5
7		≥6	4	n/a	4	4	n/a	n/a	3		3			2.5								
8	30	2-3	3	2	3	3	2.5	2	2	2	2.5	2.5	2	2	2.5	2	1	0	2	1	1	
9		4-5	4	n/a	4	4	n/a	n/a	2.5 (2 ^b)	2.5 (2 ^b)	2.5	3			2.5							
10		≥6	4	n/a	4	4	n/a	n/a	3		3			2.5								
11	35	2-3	4	n/a	4	4	n/a	n/a	3	3	n/a	n/a	2	1	0	2	1	0	2	1	1	
12		4-5																	2.5			
13		≥6																	2.5			
14	40	2-3	4	n/a	4	4	n/a	n/a	3	n/a	n/a	2.5	2 (1 ^e)	0	2.5	2 (1 ^e)	0	2.5	2 (1 ^e)	n/a		
15		4-5							4 (3 ^b)													
16		≥6							4													
17	≥45	2-3	5	n/a	5	5	n/a	n/a	4	n/a	n/a	2.5	2 (1 ^e)	0	2.5	2 (1 ^e)	0	2.5	2 (1 ^e)	n/a		
18		4-5																				
19		≥6																				

- Notes**
- a if road is residential or posted speed limit is < 25 mph
 - b if there is a raised median
 - c if ADT < 6,000 ADT
 - d if ADT < 3,000 ADT
 - e if buffer is wide

Industrial roads -- LTS is the higher of 1) the result in the segment table or 2) 2.5

Traffic Stress at Unsignalized Intersections

LTS is the more stressful of:

1. Table below

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

or

2. Street LTS (see link methodology)

Traffic Stress at Signalized Intersections

LTS of street is carried through the intersection.

Traffic Stress for Bikeways in Independent Rights-of-Way

When a bikeway in an independent right-of-way (aka a trail) crosses a street at:

1. an unsignalized location, use the above table to determine the LTS, unless there are no traffic conflicts.
2. a signalized location, the LTS is 1