

Level of Traffic Stress Criteria

- Segments (Tables 1-4)
- Pocket Lanes on Intersection Approaches (Table 5)
- Crossings (Table 6)

Table 1: LTS for Segment by Bikeway Type

Segment Type	Level of Traffic Stress
Stand-alone paths	LTS = 1
Segregated paths (sidepaths, cycle tracks)	LTS = 1
Bike lanes	LTS can vary from 1 to 4; see Tables 2 and 3
Mixed traffic	LTS can vary from 1 to 4; see Table 4

Table 2

LTS Criteria for Bike Lanes Alongside a Parking Lane

	LTS \geq 1	LTS \geq 2	LTS \geq 3	LTS \geq 4
Street width (thru lanes per direction)	1	(n.a.)	2 or more	(n.a.)
Sum of bike lane and parking lane width	15 ft or more	14 or 14.5 ft ^a	13.5 ft or less	(n.a.)
Speed limit or prevailing speed	25 mph or less	30 mph	35 mph	40 mph or more
Bike lane blockage	rare	(n.a.)	frequent	(n.a.)
^a If speed limit < 25 mph, or land use is residential with little parking turnover, then any width is acceptable for LTS 2.				

Note: Dimensions aggregate using Weakest Link logic

Example applying Table 2, showing how dimensions combine using “weakest link” logic

Suppose a street has the characteristics circled below. Over the four dimensions, the worst LTS is 3; therefore, the segment as a whole has LTS 3.

	LTS \geq 1	LTS \geq 2	LTS \geq 3	LTS \geq 4
Street width (thru lanes per direction)	1	(n.a.)	2 or more	(n.a.)
Sum of bike lane and parking lane width	15 ft or more	14 or 14.5 ft ^a	13.5 ft or less	(n.a.)
Speed limit or prevailing speed	25 mph or less	30 mph	35 mph	40 mph or more
Bike lane blockage	rare	(n.a.)	frequent	(n.a.)



Table 3

Criteria for Bike Lanes Not Alongside a Parking Lane

	LTS \geq 1	LTS \geq 2	LTS \geq 3	LTS \geq 4
Street width (thru lanes per direction)	1	2, if directions are separated by a raised median	more than 2, or 2 without a separating median	(n.a.)
Bike lane width	6 ft or more	5.5 ft or less	(n.a.)	(n.a.)
Speed limit or prevailing speed	30 mph or less	(n.a.)	35 mph	40 mph or more
Bike lane blockage	rare	(n.a.)	frequent	(n.a.)

Note: Dimensions aggregate using Weakest Link logic

Table 4

Criteria for Mixed Traffic

Speed Limit or Prevailing Speed	Street Width		
	2-3 lanes	4-5 lanes	6+ lanes
Up to 25 mph	LTS 1 ^a or 2 ^a	LTS 3	LTS 4
30 mph	LTS 2 ^a or 3 ^a	LTS 4	LTS 4
35+ mph	LTS 4	LTS 4	LTS 4

^a Use lower value for streets without marked centerlines and with ADT \leq 3000; use higher value otherwise.

Table 5
Criteria for Bike Lanes and Mixed Traffic on Intersection Approaches in the Presence of a Right Turn Lane

Configuration	Level of Traffic Stress
Single RT lane up to 150 ft long, starting abruptly while the bike lane continues straight; intersection angle such that turning speed is ≤ 15 mph.	LTS ≥ 2
Single RT lane longer than 150 ft ,starting abruptly while the bike lane continues straight; intersection angle such that turning speed is ≤ 20 mph.	LTS ≥ 3
Single RT lane in which the bike lane shifts to the left, but intersection angle and curb radius are such that turning speed is ≤ 15 mph.	LTS ≥ 3
Single RT lane with any other configuration; dual RT lanes; or RT lane plus option (through-right) lane	LTS = 4

Note: “Bike lane” here means either a pocket bike lane (between the RT lane and a through lane), or a bike lane marked within the right turn lane. These criteria do not apply if a segregated bike lane is kept to the right of a right turn lane and provided a safe means of crossing.

Table 6

Criteria for Unsignalized Crossings

a. NO CROSSING ISLAND	Width of Street Being Crossed		
Speed Limit or Prevailing Speed	Up to 3 lanes	4 - 5 lanes	6+ lanes
Up to 25 mph	LTS 1	LTS 2	LTS 4
30 mph	LTS 1	LTS 2	LTS 4
35 mph	LTS 2	LTS 3	LTS 4
40+	LTS 3	LTS 4	LTS 4

b. WITH CROSSING ISLAND	Width of street being crossed		
Speed Limit or Prevailing Speed	Up to 3 lanes	4 - 5 lanes	6+ lanes
Up to 25 mph	LTS 1	LTS 1	LTS 2
30 mph	LTS 1	LTS 2	LTS 3
35 mph	LTS 2	LTS 3	LTS 4
40+	LTS 3	LTS 4	LTS 4