

# Bicycle Improvements - Tools for Reducing Level of Traffic Stress



- Low cost and easy to install
- Works on roads too narrow for bike lanes
- Fairly high stress



- Effective in many environments
- Clearly allocates roadway space
- May not do enough to reduce stress



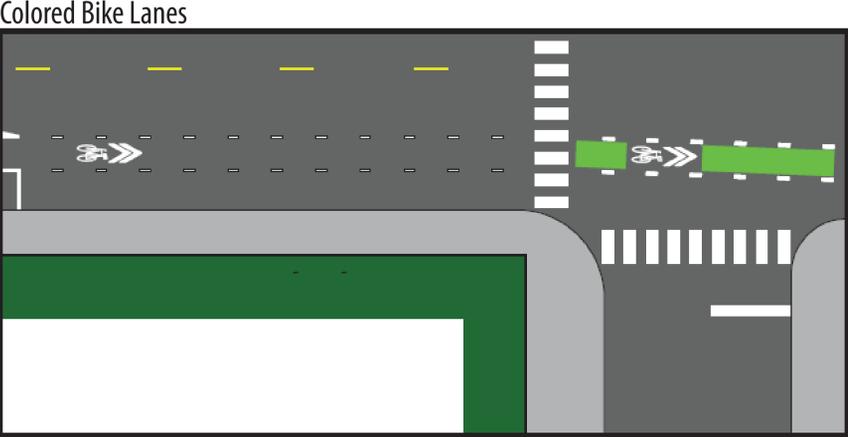
- Better separation than bike lanes
- Helps eliminate dooring conflict
- Requires more space than bike lanes



- Excellent separation
- Sight lines must be kept clear at intersections
- May require signals



- Highest level of separation
- Low stress for nearly everyone
- Crossings, intersections, and bike/ped conflicts are complex



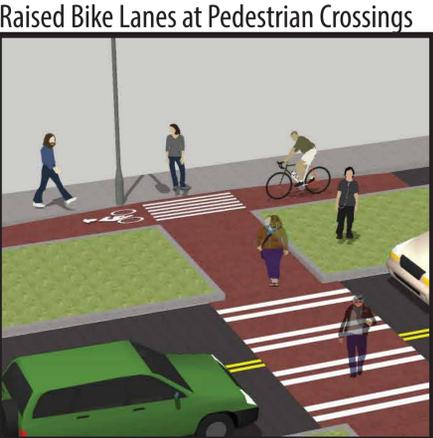
- Can be continuous or installed only at conflict points (e.g. intersections)



- Helps mitigate conflicts between modes of transportation



- Helps mitigate bike/bus conflicts, improves visibility and slows bicyclists at pedestrian crossings



- Slows down bicyclists, improves visibility

**Q: What is "Level of Traffic Stress?"**  
 A: "Level of Traffic Stress" (LTS) refers to how stressfull a roadway feels to a bicyclist. It is based on traffic speed and the width of the roadway, including travel, parking, and bike lanes.

<b>LTS 1 - Low Stress</b>	Comfortable for nearly everyone; bicyclists feel at home
<b>LTS 2 - Low/Moderate Stress</b>	Comfortable for most bicyclists, though some may prefer slower speeds
<b>LTS 3 - Moderate/High Stress</b>	Stressful to many, most would prefer more separation or slower speeds
<b>LTS 4 - High Stress</b>	Stressful for everyone; bicyclists feel unwelcome

**Q: Who is the target user?**  
 A: Everyone. Bicycle improvements should balance the needs of all users, including those who do not use a bicycle.

← More Confident Less Confident →

**Typical Adult Population**

← Requires Less Accommodation Requires More Accommodation →

 <b>&lt;1%</b>	 <b>7%</b>	 <b>60%</b>	 <b>33%</b>
Strong & Fearless	Enthused & Confident	Interested but Concerned	Not Interested / Not a Bicyclist