

**Alternative Bicycle Level of Traffic Stress – Calculations and Assumptions**

#	Roadway Segment Limits	Existing					Alternative 1				
		On-street Parking	Speed Limit (mph)	# of Lanes	Bicycle Lane (Width)	LTS	On-Street Parking	Assumed Speed (mph)	# of Lanes	Bicycle Lane (Width)	LTS
1	S. Livermore Ave to Maple Ave	Yes	30	4	No	4	No	<30	4	5' bike lane 3' buffer	1
	Maple Ave to Estates St	Yes	30	4	No	4	No	<30	4	5' bike lane 3' buffer	1
2	Estates St to Madison Ave	Yes	30	4	No	4	No	<30	4	6' bike lane 2' buffer	1
3	Madison Ave to Loyola Way	No	30	4	Yes (7')	3	No	<30	4	7' bike lane 3' buffer	1
	Loyola Way to N. Mines Rd	No	40	4	Yes (7')	3	No	35-40	4	6' bike lane 2' buffer	2
4	N. Mines Rd to Vasco Rd	No	40	4	Yes (7')	3	No	35-40	4	6' bike lane 3' buffer	2

#	Roadway Segment Limits	Alternative 2					Alternative 3				
		On-Street Parking	Assumed Speed (mph)	# of Lanes	Bicycle Lane (Width)	LTS	On-Street Parking	Assumed Speed (mph)	# of Lanes	Bicycle Lane (Width)	LTS
1	S. Livermore Ave to Maple Ave	Yes	<30	2	5' bike lane 2' buffer	1	Yes	<30	2	Class IV 5' bikeway 2' buffer	1
	Maple Ave to Estates St	Yes	<30	2	5' bike lane 2' buffer	1	Yes	<30	2	Class IV 6' bikeway 3' buffer	1
2	Estates St to Madison Ave	Yes	<30	2	6' bike lane 3' buffer	1	Yes	<30	2	7' bike lane varies buffer	1
3	Madison Ave to Loyola Way	No	<30	4	7' bike lane 3' buffer	1	No	<30	2	7' bike lane varies buffer	1
	Loyola Way to N. Mines Rd	No	35-40	4	6' bike lane 2' buffer	2	No	35-40	2	7' bike lane varies buffer	1
4	N. Mines Rd to Vasco Rd	No	35-40	4	7' bike lane 4' buffer	2	No	35-40	2	7' bike lane varies buffer	1

#	Roadway Segment Limits	Hybrid Alternative				
		On-Street Parking	Assumed Speed (mph)	# of Lanes	Bicycle Lane (Width)	LTS
1	S. Livermore Ave to Maple Ave	No	<30	2	6' bike lane 4' buffer	1
	Maple Ave to Estates St	Yes	<30	3	6' bike lane 2' buffer	2
2	Estates St to Madison Ave	Yes	<30	4	6' bike lane 2' buffer	2
3	Madison Ave to Loyola Way	No	<30	4	7' bike lane 3' buffer	1
	Loyola Way to N. Mines Rd	No	35-40	4	6' bike lane 2' buffer	2
4	N. Mines Rd to Vasco Rd	No	35-40	4	7' bike lane 3' buffer	2

### Assumptions

- All the alternatives are assumed to result in a reduction of prevailing speed due to the proposed traffic calming measures.
- As per the methodology described in Appendix 6, the position of on-street parking (concerning alternatives 2 & 3) will have no impact on LTS calculations. However, the report illustrates that positioning of parking away from bicyclists results in reduced door-zone conflicts and might have an impact on LTS.