Traffic Stress Assessment

Level of Traffic Stress

Bicyclists have varying levels of tolerance for stress created by volume, speed, and proximity of automobile traffic. Their tolerance is likely to change over time and with bicycling experience.

The Level of Traffic Stress Assessment is based on the Dutch concept of low-stress bike facilities to encourage high levels of bicycle use:

- Lower stress facilities have increased separation from traffic as volume speed increase along roadways.
- Low stress crossings provide a refuge and/or a traffic signal at major roadways.

The highest stress point of a trip can act as a barrier to cycling. For instance, if it is difficult to cross a busy arterial from a local street, the crossing may prevent some riders from choosing that route. This has the effect of creating “stress” islands within a community.

A central goal of this plan will be to enable seamless stress trips throughout the city which will require improvements to some intersections and street sections.

The following defines the four Dutch Stress types utilized to evaluate Fort Collins Streets:

**Level of Traffic Stress 1**
Tolerable for users from 8 (children) to 80 (seniors)

**Level of Traffic Stress 2**
Tolerable for the mainstream adult population ('interested but concerned')

**Level of Traffic Stress 3**
Tolerable for adult population comfortable in shared traffic but who may prefer some separation ('enthused and confident')

**Level of Traffic Stress 4**
Tolerable for adult population comfortable in shared traffic with no separation ('strong and fearless')
Do you AGREE or DISAGREE with the results of the Level of Traffic Stress Assessment?

- Use GREEN dots to AGREE
- Use RED dots to DISAGREE

Please add your comments regarding safety concerns to the map (Note: Please use the map on the table for this exercise!)

**Comments?**
Stress Connectivity Assessment

The LTS 1 network is a patchwork of disconnected islands of low-stress streets and trails.

LTS 2 streets connect some of the LTS 1 network islands. This system is comfortable for the mainstream adult rider.

LTS 1, 2 & 3 streets and trails represent a network which is comfortable for "enthused and confident" riders.

Many LTS 4 streets are arterials with bike lanes which are less comfortable due to high speeds and traffic volume.

When roadway LTS ratings are combined with intersection LTS ratings, a full picture of the existing network emerges.