DRAFT NETWORK
Conventional Bike Lanes

Conventional bike lanes are painted on the roadways. They may or may not have a buffer between vehicle traffic or swinging car doors.
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Protected Bike Lanes

Protected bike lanes (also known as cycle tracks) are physically separated from vehicle traffic in some way and can be one-way or two-way. This physical separation could take the form of a curb or landscaped area. It could also be a physical object such as bollards, planters, fences, walls, or even parked cars.
Shared Use Paths

Shared use paths are physically separated from the roadway by open space or some other physical barrier. On a shared use path, a variety of different users mix together and share the facility, including pedestrians, cyclists, skaters, and others.
Shared Street / Bike Boulevard
Level of Traffic Stress Cycling Levels

**LTS 1**
8 - 80
LTS 1 is a level that most children & their parents would find comfortable and safe for riding.

**LTS 2**
Interested & Concerned
LTS 2 bicycle riders are representative of a typical mainstream adult & can accept some degree of stress while riding along a roadway.

**LTS 3**
Enthusiastic & Confident
LTS 3 bicycle riders can tolerate some stress even though they may prefer to ride with a lower level of traffic stress.

**LTS 4**
Strong & Fearless
LTS 4 is tolerated for any significant distance only by "strong and fearless" bicycle riders who are comfortable riding in a mixed-traffic environment.
## Level of Traffic Stress Evaluation Matrix

<table>
<thead>
<tr>
<th>Typical Street Designation</th>
<th>Typical # of Lanes</th>
<th>Prevailing Speed (based on Type)</th>
<th>Traffic Volume</th>
<th>Shared Street</th>
<th>Bicycle Boulevard</th>
<th>Bike Lane</th>
<th>Buffered Bike Lane</th>
<th>Protected Bike Lane</th>
<th>Two-Way Cycle Track</th>
<th>Separated Bike Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Access</td>
<td>2-lanes</td>
<td>&lt;500</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Residential Local</td>
<td>2-lanes</td>
<td>500-1,500</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Residential Collector</td>
<td>2-lanes</td>
<td>1,500-3,000</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
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<td>1</td>
</tr>
<tr>
<td>Commercial/Industrial Collector</td>
<td>3-4 lanes</td>
<td>3,000-10,000</td>
<td>3</td>
<td>3</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Minor Arterial</td>
<td>3-4 lanes</td>
<td>10,000-20,000</td>
<td>4</td>
<td>4</td>
<td>3</td>
<td>2</td>
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<tr>
<td>Major Arterial</td>
<td>4+ lanes</td>
<td>&gt;20,000</td>
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### Most NKC Roads Today

- **Street**: Diamond Parkway

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Howell / Macken Park
Armour / Hospital Path
East / West Connection

18th Ave or 16th Ave
East / West Connection

14th Ave
Howell / Iron / Rail ROW

Made with Streetmix
Howell / Iron / Rail ROW
Armour under I-35
Birmingham to Chouteau
Timeline

March April May June July August September October

Legend

Advisory Committee Meetings .................. #4: 8/21
Advisory Committee Mobile Workshop
Partner Meetings............................. Levee District, Harrah’s
Focus Group Meetings
Public Workshop............................. First: 6/19 Last: 9/7
Public Demonstration........................ Potentially late July
Online engagement updates................. 6/10, 7/1, 8/5