

ANDERSON ROAD: ADDITIONAL FACTORS

Criteria	Result	Notes
In General Plan Transportation Element?	Yes	From the General Plan Transportation Element: "Corridor plans" identified in the General Plan Transportation Element warrant special treatment because of existing impact problems or operational issues. Corridor plans should take into consideration adjacent land uses and result in streets that are both functional and aesthetic. The plans should utilize innovative means of slowing traffic, where appropriate, and provide safe access for pedestrians and bicyclists. Mitigation shall be incorporated to protect residences and sensitive receptors from noise, air pollution and other traffic related impacts.
On TIP Prioritized List?	Yes	Presence on the City's Transportation Implementation Plan Prioritized list indicates the project is a 5-year transportation priority for the City, if resources allow.
Near School?	Yes	The presence of a school fronting an arterial or collector street where vehicle volumes and speeds are higher is a risk indicator to design streets for slower vehicle speeds to allow drivers more reaction time and to reduce injuries and/or fatalities when collisions occur.
On Designated Bike Route?	Yes	The Bicycle Action Plan designates corridors where bicyclists are encouraged to ride. These corridors should also receive bicycling comfort/safety enhancements when the opportunity exists to allow access for less skilled bicyclists.
Multi-Use Path Available?	No	Many arterial streets in Davis include off-street multi-use paths (MUP) enabling less skilled bicyclists to avoid close interaction with vehicles. The absence of MUPs on an arterial street indicates a need to prioritize bicycling safety and comfort to enable access for less skilled bicyclists since no alternative off-street facility exists.
Bicycle Level of Traffic Stress (LTS)	3	<p>Level of Traffic Stress (LTS) is a rating given to a road segment or crossing indicating the traffic stress it imposes on bicyclists. Levels of traffic stress range from 1 to 4 as follow:</p> <p>LTS 1 (suitable for all): Strong separation from all except low speed, low volume traffic. Simple crossings. Suitable for children.</p> <p>LTS 2 (suitable for 60% of population): Except in low speed / low volume traffic situations, cyclists have their own place to ride that keeps them from having to interact with traffic except at formal crossings. Physical separation from higher speed and multilane traffic. Crossings that are easy for an adult to negotiate. Corresponds to design criteria for Dutch bicycle route facilities. A level of traffic stress that most adults can tolerate, particularly those sometimes classified as "interested but concerned." (60% of population)</p> <div style="border: 2px solid red; border-radius: 15px; padding: 5px; background-color: #ffe6e6;"> <p>LTS 3 (suitable for 10% of population): Involves interaction with moderate speed or multilane traffic, or close proximity to higher speed traffic. A level of traffic stress acceptable to those classified as "enthused and confident."</p> </div> <p>LTS 4 (suitable for 1% of population): Involves interaction with higher speed traffic or close proximity to high speed traffic. A level of stress acceptable only to those classified as "strong and fearless." LTS measures comfort/stress levels by segment.</p> <p>Source: Mekuria, Maaza, Peter G. Furth, and Hilary Nixon, Low-Stress Bicycling and Network Connectivity, San Jose, CA: Mineta Transportation Institute, 2012.</p>