Bicycle Level of Traffic Stress (LTS)

Nate Evans, Active Transportation Planner
Why LTS?

• 2019 MDOT Bicycle & Pedestrian Master Plan Goals
• Simplifies and personalizes bike network evaluation
  • Bike facilities
  • Traffic speeds
  • Traffic volumes
• Measurable and manageable
Transition

- MDOT SHA One Maryland One Centerline
- Bicycle Inventory
  - Shared-use path and sidepaths
  - On-street bikeways
<table>
<thead>
<tr>
<th>LTS</th>
<th>Target Audience</th>
<th>Bicycle Facility Types</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>All ages and abilities</td>
<td>Rail-trails, shared-use path</td>
</tr>
<tr>
<td>1</td>
<td>Almost everyone</td>
<td>Protected bikeways, sidepaths</td>
</tr>
<tr>
<td>2</td>
<td>Interested but concerned</td>
<td>Bike lanes, bike boulevards</td>
</tr>
<tr>
<td>3</td>
<td>Enthused and confident</td>
<td>Bike lanes, shared lanes, shoulders</td>
</tr>
<tr>
<td>4</td>
<td>Strong and fearless</td>
<td>No bike facility or bike lane on a major roadway</td>
</tr>
<tr>
<td>5</td>
<td>Bicycle Access Prohibited</td>
<td>Bicycle access is prohibited by managing roadway agency</td>
</tr>
</tbody>
</table>
LTS Uses

- Good basis for existing conditions
- Illustrate low-stress network, high-stress barriers
- Bicycle network analysis
- Gap analysis
LTS Limitations

- Timestamped
- Data assumptions
- No intersection analysis

Review data on what contributes to a segment’s LTS score
Next Steps

• Review technical memo and data
• Questions or corrections
• Current data and more parameters

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