

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

Bicycle Level of Traffic Stress (LTS)

Nate Evans, Active Transportation Planner

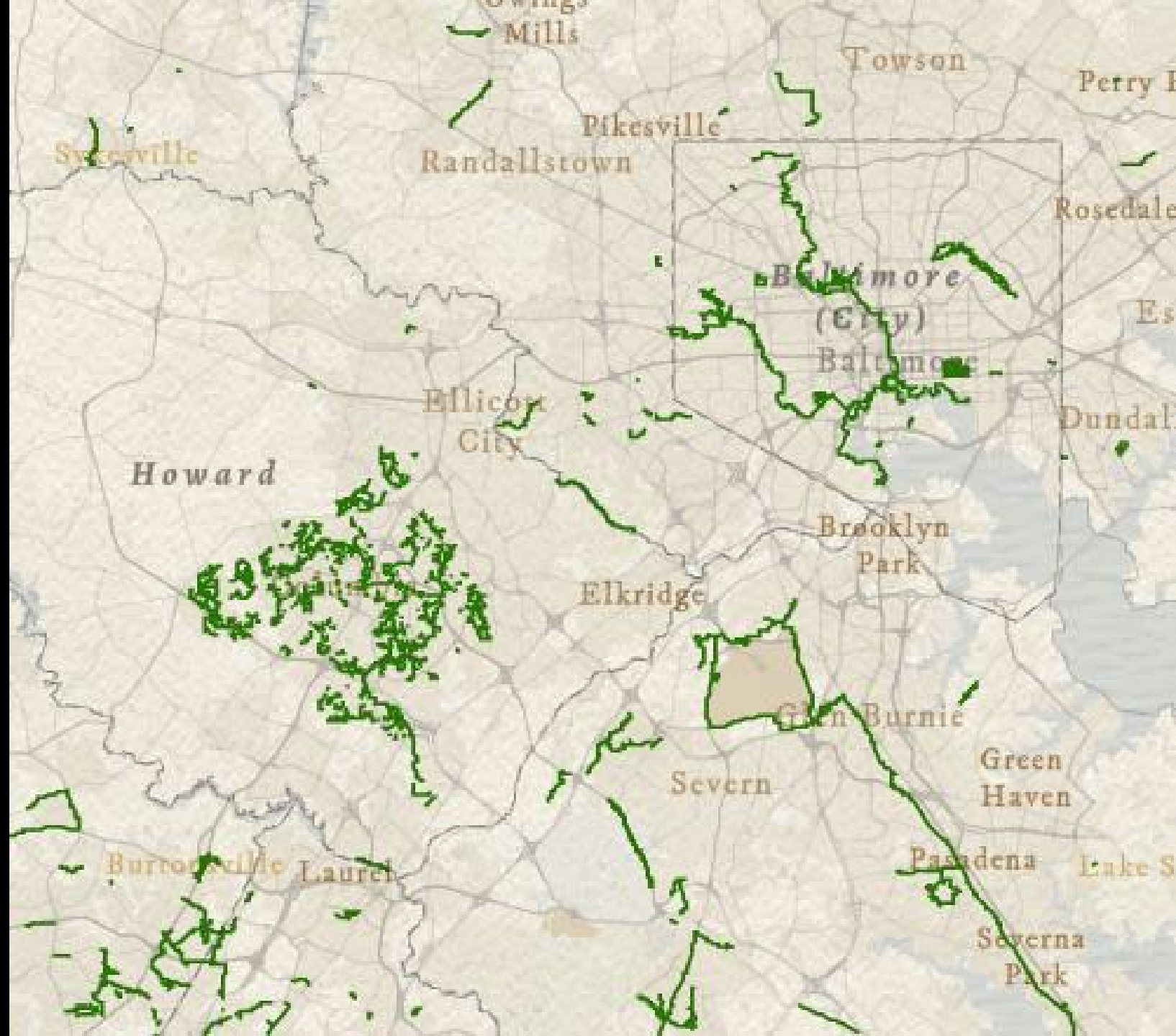
Why LTS?



- 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

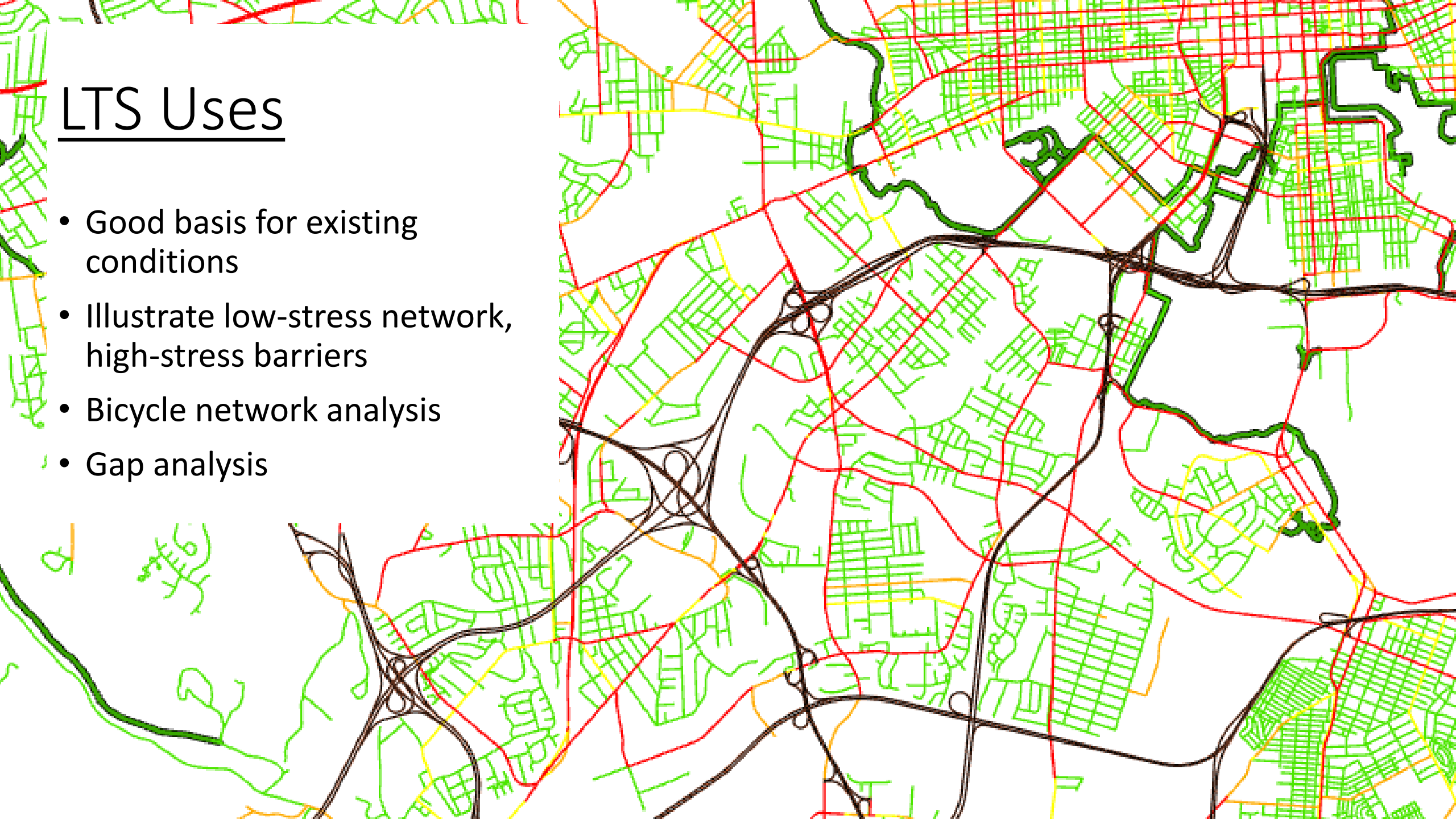


MDOT LTS Scale

LTS	Target Audience	Bicycle Facility Types
0	All ages and abilities	Rail-trails, shared-use path
1	Almost everyone	Protected bikeways, sidepaths
2	Interested but concerned	Bike lanes, bike boulevards
3	Enthused and confident	Bike lanes, shared lanes, shoulders
4	Strong and fearless	No bike facility or bike lane on a major roadway
5	Bicycle Access Prohibited	Bicycle access is prohibited by managing roadway agency

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

76.9811048°W 39.5535549°N

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Measure	To Measure	Roadway Functional Class	Annual Average Daily Traffic (AADT)	R
2.976	3.305	5	4445	
3.76	4.63	3	15321	
0	0.17	7	0	
0	0.27	7	0	
0	0.1	7	0	

Pop-up

▲ Maryland_Bicycle_LTS_MDOT (1)
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Maryland_Bicycle_LTS_MDOT - 7ef055f8-db4c-4a58-82d9-b41940e1...

From Measure	7.44
To Measure	7.48
Roadway Functional Class	3
Annual Average Daily Traffic (AADT)	35962
Roadway Speed Limit	50
Roadway Access Control	3
Bike Facility Type	Standard
Pocket Lane	<Null>
Bike Eligible?	1
Number of Motor Vehicle Lanes	5
Speed Limit Derived (from OMOC)?	0
AADT Derived?	0

76.9661322°W 39.5596796°N M: 7.45

25 | 3

<Null>

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Next Steps

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

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