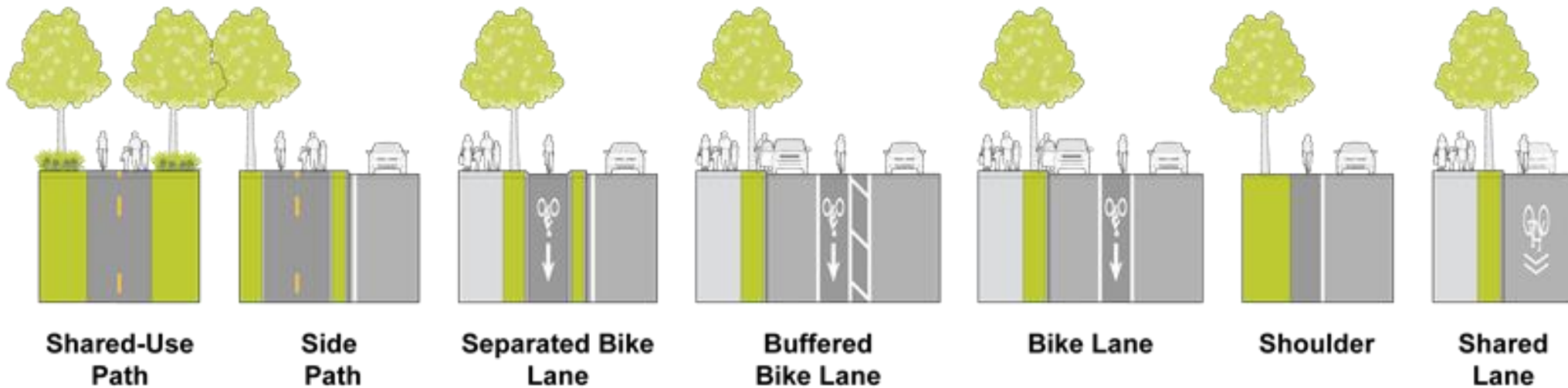


**MDOT** MARYLAND DEPARTMENT OF TRANSPORTATION

# Bicycle Network Accessibility Analysis

# Levels of Traffic Stress



**+** SEPARATION FROM TRAFFIC **-**





# MDOT LTS Scale

LTS	Target Audience	Bicycle Facility Types
0	All ages and abilities	Shared-use paths, rail trails
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

# Bicycle Accessibility

“Bikescore”: How many goods, services and community amenities are within a low-stress bike trip compared to driving?





# Network Configuration

Stress Level	Distance
LTS 0-1	1.67
LTS 0-1	5 miles
LTS 0-2	1.67 miles
LTS 0-2	5 miles
Driving	1.67
Driving	5

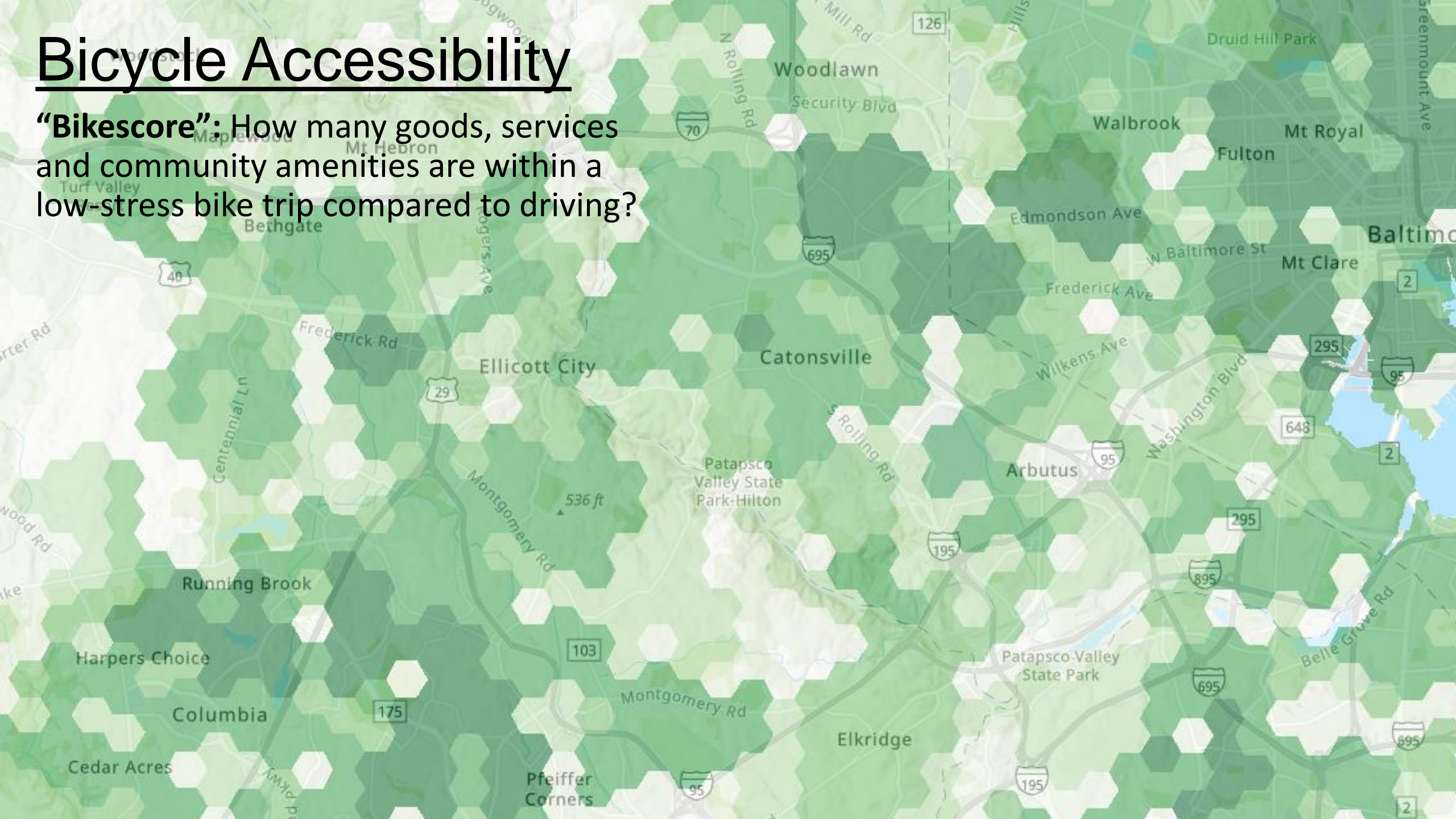
# BNA Scoring Categories

Category	Weight	Subcategory
People	15	Population
Opportunity	20	Employment, K-12, vocational/technical school, higher education
Core Services	20	Doctors, dentist, hospital, pharmacies, supermarkets, social services
Recreation	15	Parks, Recreational Trails, Community Centers
Retail	15	Retail shopping
Transit	15	Transit stations and centers



# Bicycle Accessibility

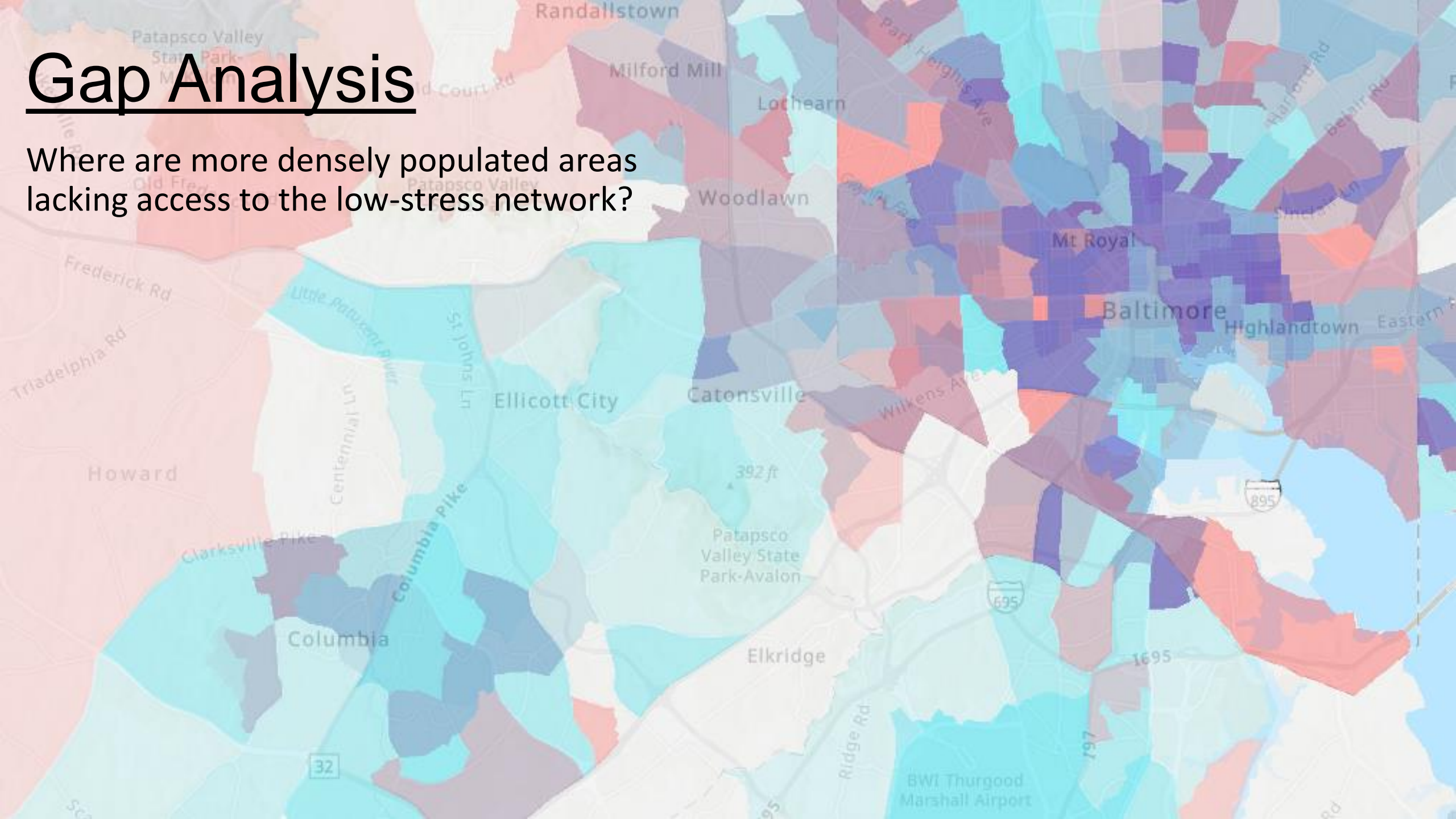
**“Bikescore”:** How many goods, services and community amenities are within a low-stress bike trip compared to driving?





# Gap Analysis

Where are more densely populated areas lacking access to the low-stress network?





# Uses

- Maryland Bicycle Pedestrian Master Plan Existing Conditions
- Guidance for VRU Assessment, Pedestrian Safety Action Plan and Context Driven recommendations
- Equity analysis
- Proposed project impacts
- Replicable process for local use

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