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 sidewalks
  • On-street bikeways
## MDOT LTS Scale

<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</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 https://tinyurl.com/4zasvmst
• Questions or corrections
• Current data and more parameters

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