MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

Bicycle Level of Traffic Stress (LTS)

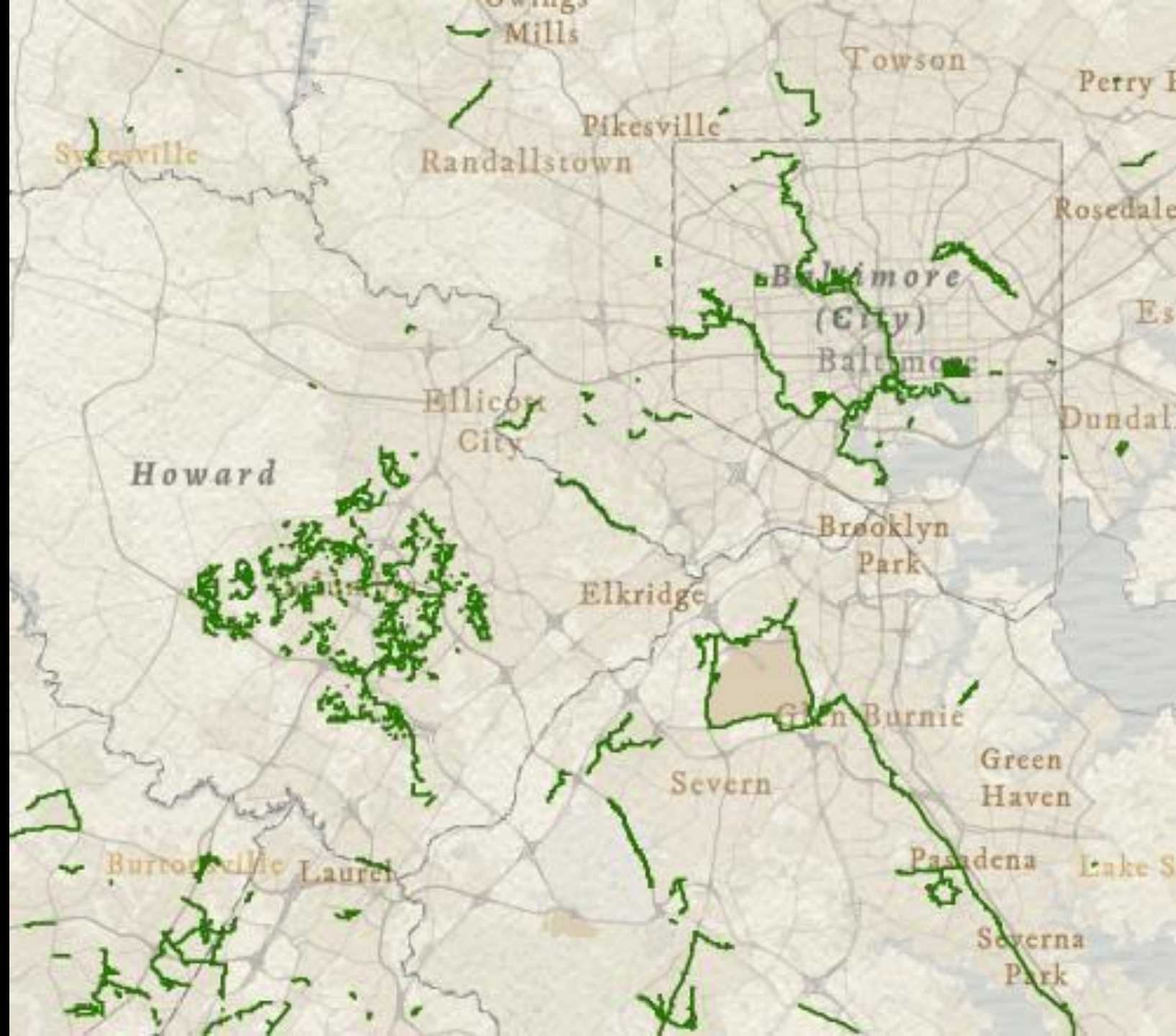Nate Evans, Active Transportation Planner

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

LTS Uses

- Good basis for existing conditions

- Illustrate low-stress network, high-stress barriers

- Bicycle network analysis

- Gap analysis
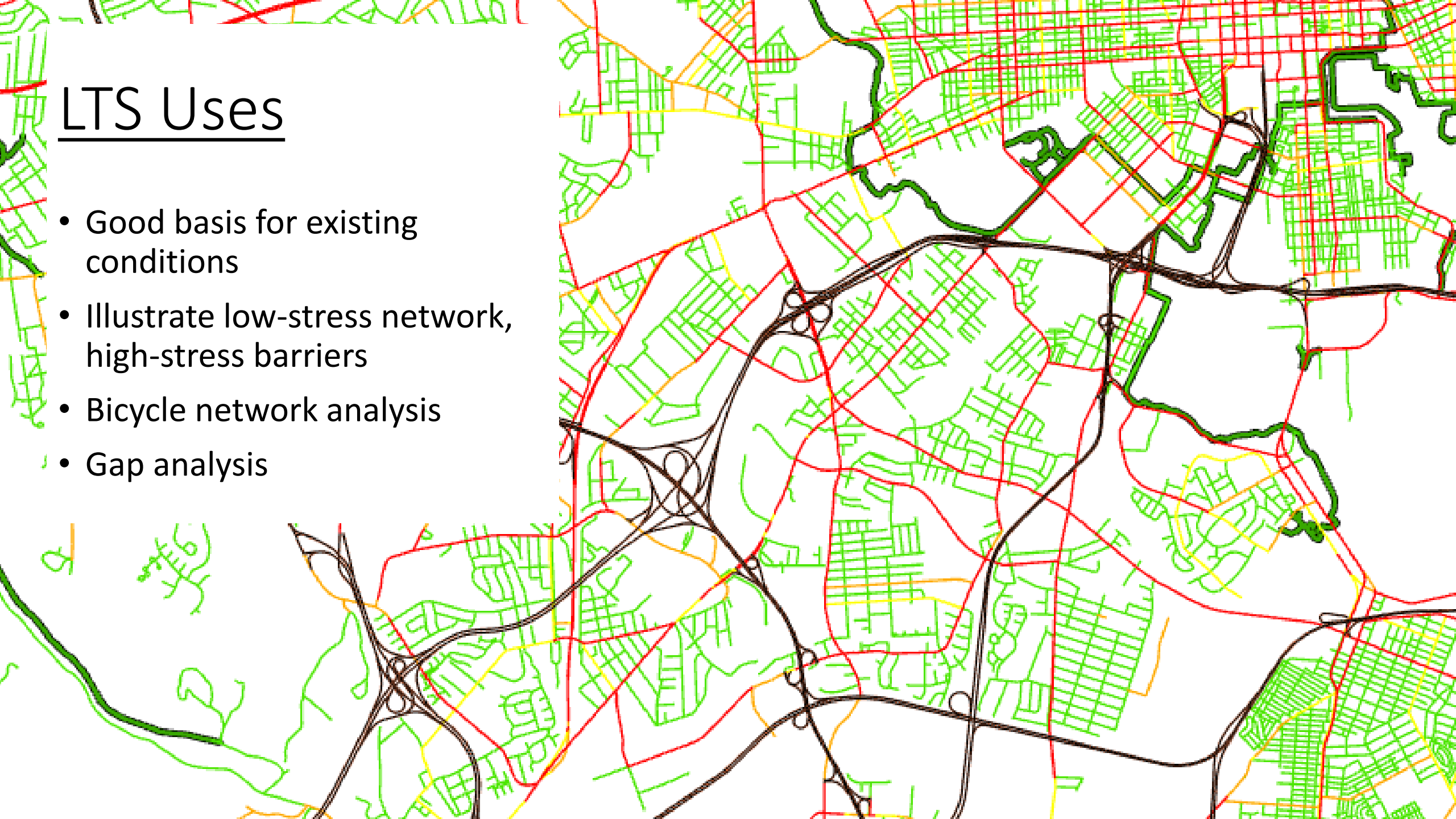
LTS Limitations

- Timestamped

- Data assumptions

- No intersection analysis

Review data on what contributes to a segment's LTS score

76.9811048°W 39.5535549°N ⌄

Measure	To Measure	Roadway Functional Class	Annual Average Daily Traffic (AADT)	R	ne
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		

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Pop-up ⌄ ☐ ✕

▲ Maryland_Bicycle_LTS_MDOT (1)
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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> | <Null>

Next Steps

- Review technical memo and data

https://tinyurl.com/4zasvmst

- Questions or corrections

- Current data and more parameters

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