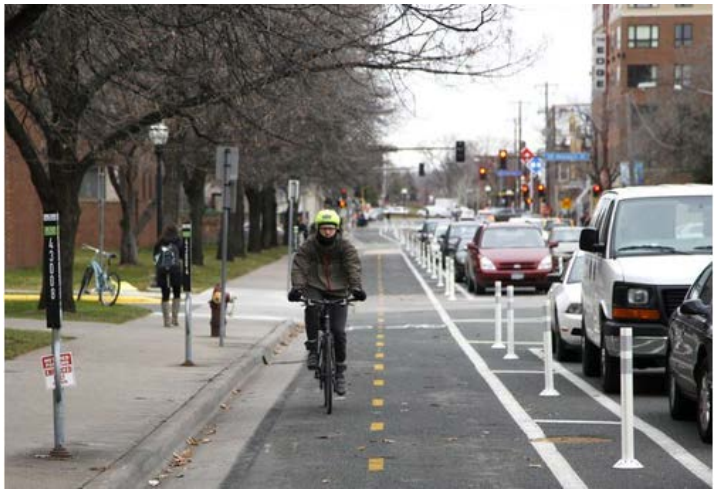
LTS and Bicycle Accessibility

TAP subgroup meeting 8/24/17

Why LTS?

- Useful framework for describing networks actually used by bicyclists
- Assists in bicyclist routing
- Improve bicycle accessibility metrics

LTS 1



http://newdealprogressives.org/blog/wp-content/uploads/2016/01/bike-1.png

http://www.northeastern.edu/peter.furth/wp-content/uploads/2014/05/CIMG1663.jpg

LTS 2

https://www.minnpost.com/sites/default/files/imagecache/article_detail/park-ave-bike-lane_main.jpg

LTS 3

LTS 4

Project Goals

- Determine scalable LTS framework using OSM data
- Apply LTS in national bicycle accessibility calculations
- Develop & present metrics assessing quality of bike access

Project Timeline

- TAP subgroup feedback period (2 wks)
- AO implements LTS framework and performs test studies (8 wks)
- Preliminary results shared with subgroup, followed by comment period (2 wks)
- Preliminary results shared with full TAP at Autumn 2017 meeting, followed by comment period (2 wks)
- AO implements full national evaluation, presents draft relevant reporting materials at TRB TAP 2018 meeting.

Feedback on LTS framework

- Input on proposed LTS / OSM approximation
- Discussion points listed in memo

Possible Bike Access Metrics

- Difference between LTS 2 (“interested but concerned”) and LTS 4 (whole network)
- Simply use LTS 2
- Difference between LTS 2 and LTS 3
- Other possible metrics

Proposed Cities

- Minneapolis
- Washington, D.C.
- Seattle
- Miami