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 3
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