



Pedestrian and Bicyclist Data

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Performance Measures for Transportation and Livable Communities

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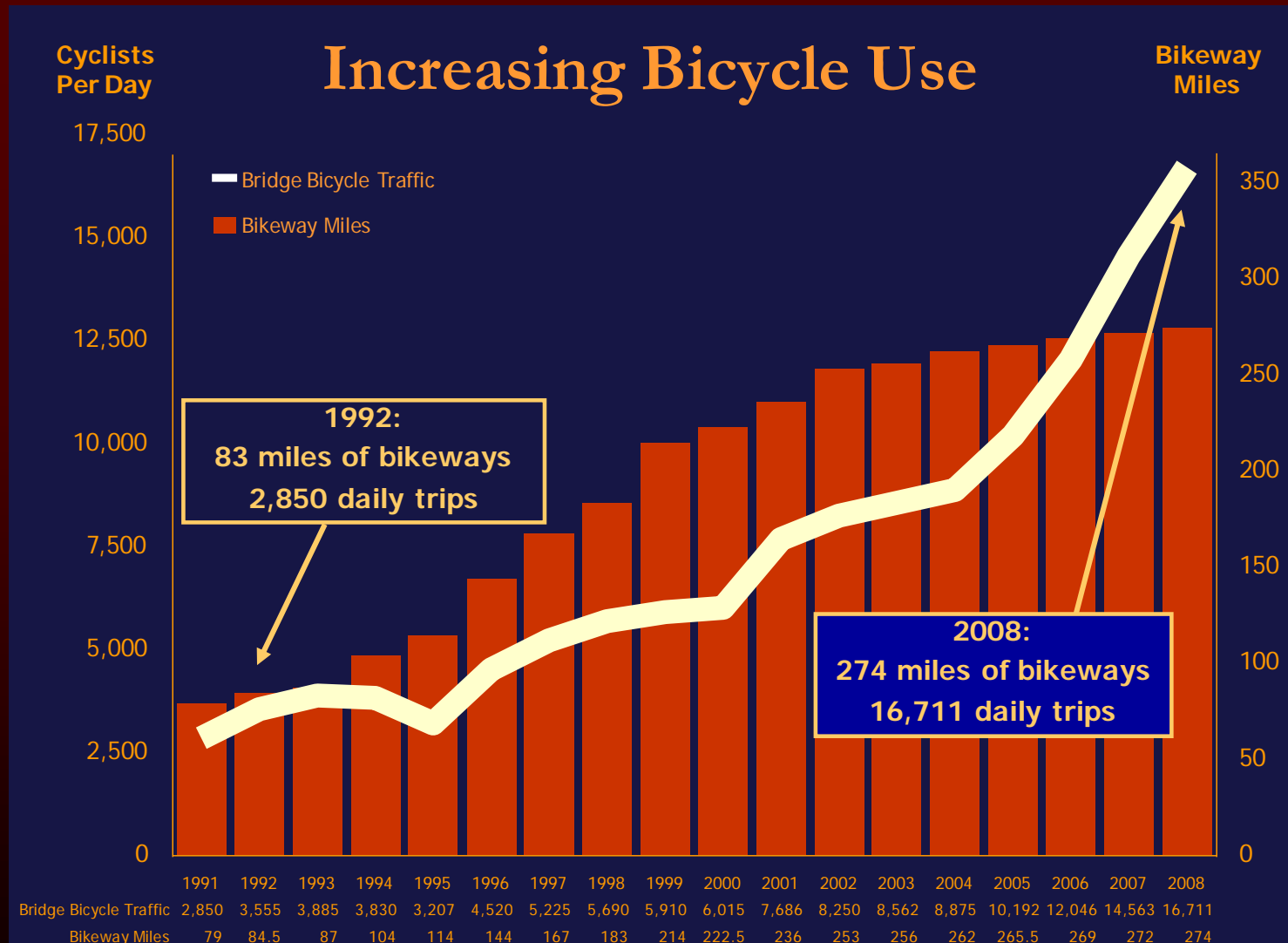
Overview

- Why is bicycling & walking data important?
- What data do we need?
- National / international activities

Why is bicycling and walking data important?

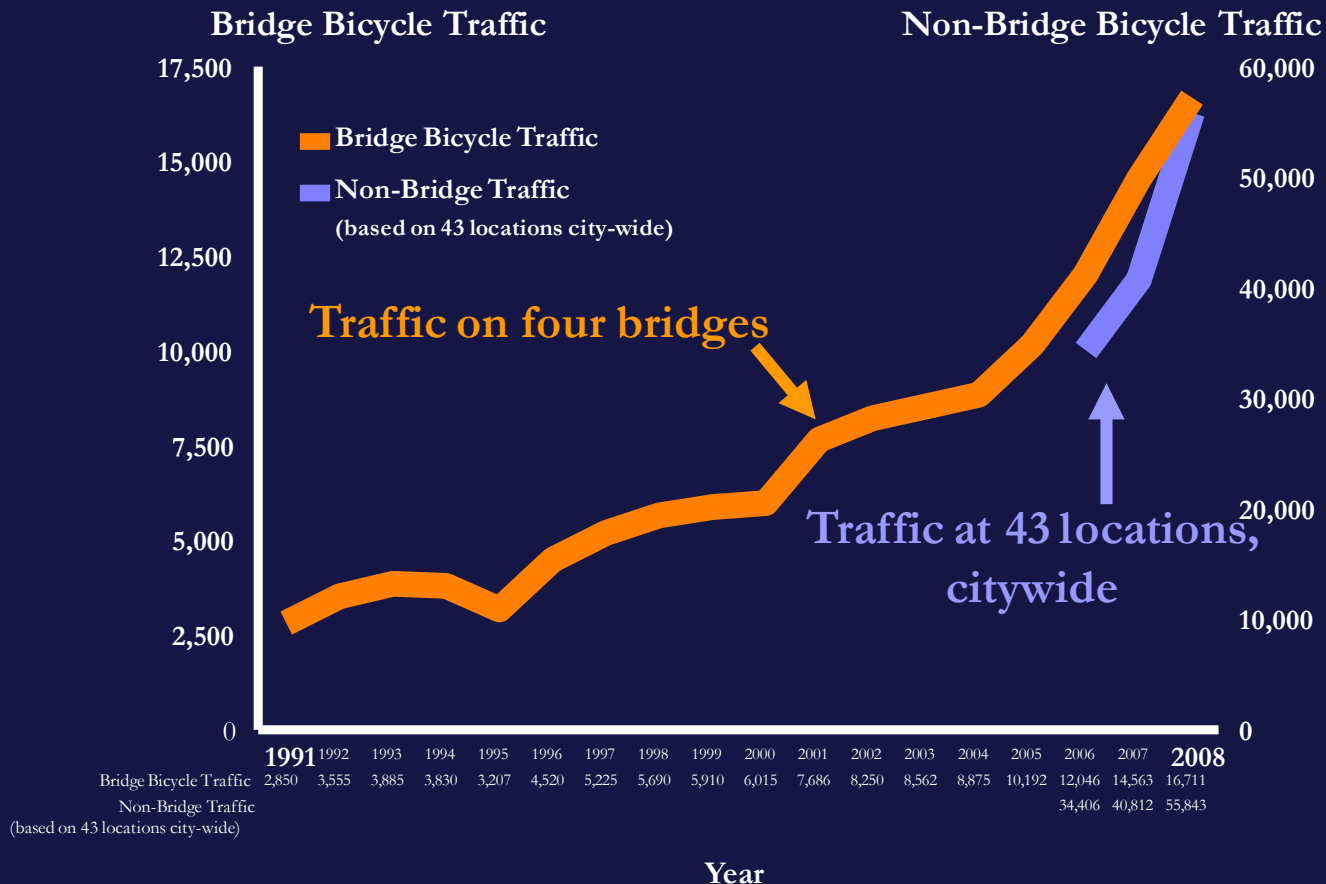
- Same reasons as for other modes
 - Support policy decisions/changes
 - Plan for cost-effective investments
 - Design safe facilities and infrastructure
 - Measure performance and progress toward goals
- “What gets measured, gets done”
- “If you’re not counted, you don’t count”

Portland Examples



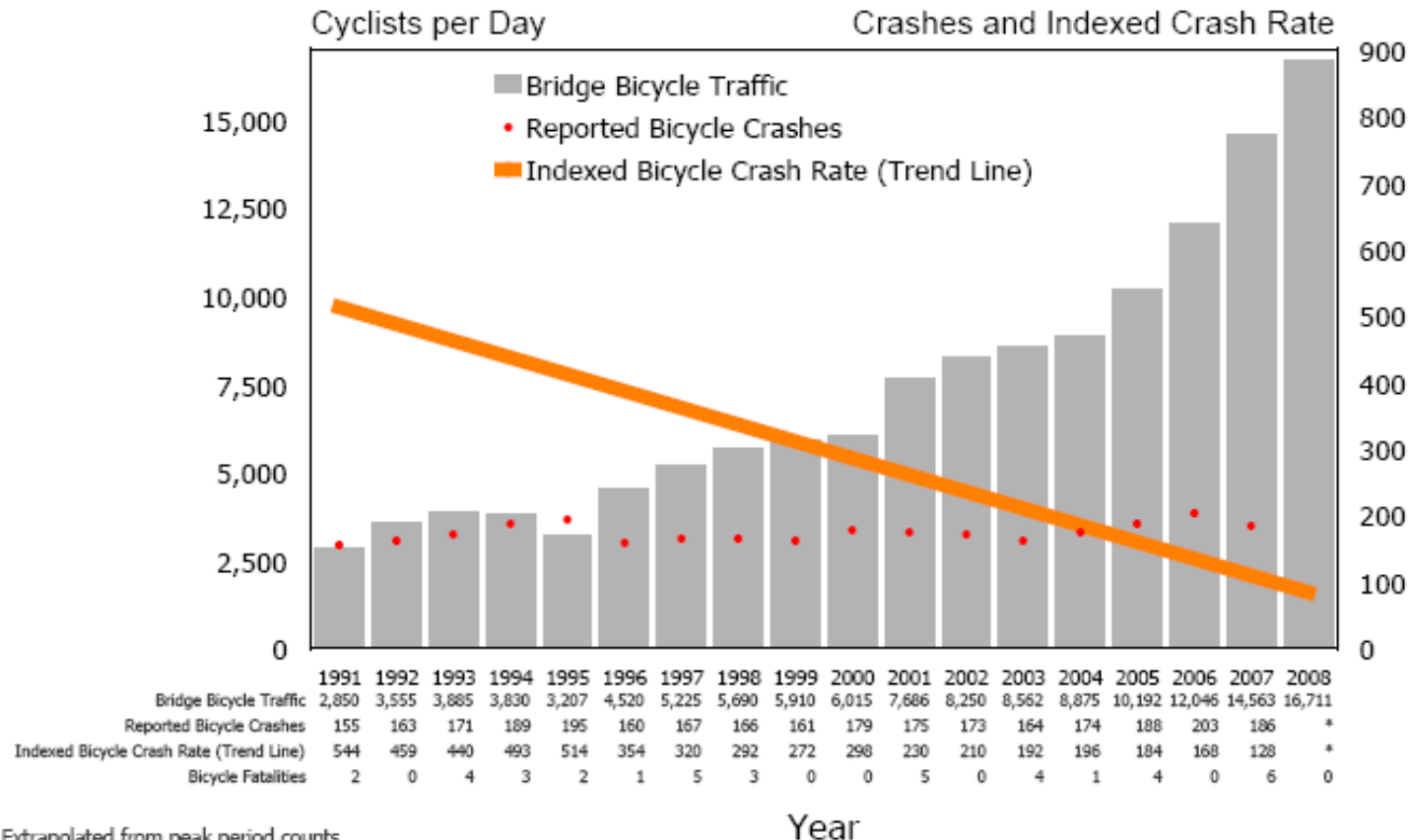
Portland Examples

Bicycle Traffic at City Count Locations Bridge & Non-Bridge Traffic



Portland Examples

Combined Bicycle Traffic over Four Main Portland Bicycle Bridges Juxtaposed with Bicycle Crashes



Extrapolated from peak period counts

"Crash Rate" represents an indexing of annual reported crashes to daily bicycle trips across the four main bicycle bridges.

*2008 Reported Bicycle Crashes data not yet available

What data do we need?

- Maintain focus on users and uses of data!
 - Who needs information (based on your data)?
 - What decisions are they making?
- Avoid collecting data only because:
 - "that's what our program plan lists..."
 - "that's what my boss said to do..."
 - "that's what others are doing..."

What data do we need to measure livable communities?

- “More transportation choices”
 - Quality and safety of facilities
- “Reliable access” to opportunities
 - Accessibility (but what mode?)
- “...healthy, safe, walkable neighborhoods”
 - Pedestrian & bicyclist safety, facilities
- Where do bike/pedestrian counts fit?

Output vs. Outcome Measures

- Providing access to safe facilities is only part of the overall goal
- Ultimately the goal/outcome should be:
 - More people choosing bicycling and walking as a travel mode
 - Improved safety for bicycling and walking
- Therefore, counts and travel surveys measure outcome

National Activities

- Alta/ITE National Bicycle and Pedestrian Documentation Project
- ABW Benchmarking Report
- FHWA Update of Traffic Monitoring Guide
 - Supporting state-of-practice review
- NCHRP 8-78: Demand Forecasting Methods
- NCHRP 7-19: Count Collection Methods/Equipment
- TRB Ped/Bike Data Subcommittee
- And probably lots more!!

Key Challenges

- Consistency among state/local agencies to permit national aggregation
- Validity at the state/local level
 - Sampling approaches to avoid bias
- Process automation
 - Yet another collateral duty for constrained data collection personnel??

Intl. Scan Tour - Monitoring

- Bike "barometers": counters in highly visible locations



Queen Louise Bridge, Copenhagen: 36,000 ADBT



Concluding Thoughts

- Biking/walking data important for same reasons as other modes
- Focus on users and users
 - Who?
 - What decisions?
- Output: Access to facilities and destinations
- Outcome: Safety and facility usage

Questions?

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