Active Transportation Bicycle Database Clearinghouse

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Modeling Task Force

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SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Purpose of Creating the Bicycle Database Clearinghouse

- To develop a standard methodology for collecting and documenting bicycle (and pedestrian) activity
  - (apples to apples)
- To develop a more accurate estimate of current state of bicycling and bicycle-to–transit access
- To develop a database for local and regional planners to better measure and report bicycle (and pedestrian) activity

Products

- Literature review of existing methodologies/best practices
- Standard set of methodologies
- Count Data
- Survey data
- Protocol manual for receiving and archiving data
- Training manual
- Database Clearinghouse
  http://www.bikecounts.luskin.ucla.edu/

Bike Count Data Clearinghouse

Welcome to the Bike Count Data Clearinghouse!

What is the Bike Count Data Clearinghouse?
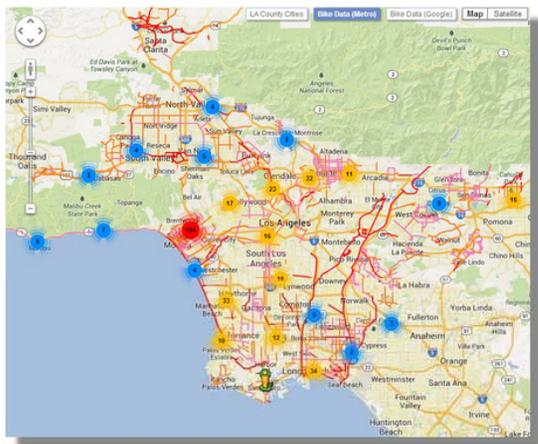
The Bike Count Data Clearinghouse is a one-stop repository for bicycle count data throughout LA County and beyond. This tool allows users to easily view, query, and download bicycle count volumes. Bicycle count data collected in Los Angeles County prior to December 2012 is already loaded into the clearinghouse. Going forward, local agencies throughout the Southern California Association of Governments (SCAG) region and beyond can upload their count data to the clearinghouse website.

The goal of this collaborative effort is to streamline and enhance the use of count data in active transportation planning and policy.

SCAG has also developed a bicycle count training manual, which provides guidance and standardized methodologies that municipalities, nonprofi ts, and consultants should use when conducting bicycle and pedestrian counts. As an additional component of the Bike Count Data Clearinghouse effort, SCAG assessed the potential for bicycle counts to inform and validate travel demand modeling, as well as estimations of reductions in emissions.

This project is co-sponsored by SCAG and the Los Angeles County Metropolitan Transportation Authority (Metro).

Contact: BikeClearinghouse@luskin.ucla.edu

Bike Count Data Clearinghouse Project Documents

1) Conducting Bicycle and Pedestrian Counts: A Manual for Jurisdictions in Los Angeles County and Beyond — **Download PDF**

2) Recommended Count Form - Supervisor Form — **Download PDF**

3) Recommended Count Form - Tally Form — **Download PDF**

4) Literature Review — **Download PDF**

5) Bike Counts, Travel Demand Modeling, and Benefits Estimation: a White Paper — **Download PDF**

CONDUCTING BICYCLE AND PEDESTRIAN COUNTS

A Manual for Jurisdictions in Los Angeles County and Beyond

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M **Metro**

When to Conduct Counts

- During screen-line counts of motor vehicles
- Adding Bike/Ped counts to manual intersection counts
- Traffic Warrants
- EIRs
- Conduct bike/ped specific counts

Automatic counters

- Video vs. loop detector vs. tube vs...
- Permanent or portable
- Manual upload or automatic
- Durability
- Costs
- What data does it not collect?
  - Gender
  - Age
  - Helmet usage

How to Conduct Manual Counts

- Specific time periods/frequencies
  - (same as motor vehicles?)
- Specific minimum data attributes
  - Helmets/no helmets
  - Gender
  - Children
  - Sidewalk riding
  - "Other" to allow cities flexibility to add data they are looking to obtain.

Sample Form Template
for Manual Counts

Supervisor Form for Manual Counts

Bicycle/Pedestrian Data Collection - Screenline Supervisor Form

Date _____ DAY _____ MONTH 20 _____ YEAR

Location _____ STREET PATH
BETWEEN _____ AND _____

Count Periods at This Location
① __:__ AM PM START __:__ AM PM END
② __:__ AM PM START __:__ AM PM END
③ __:__ AM PM START __:__ AM PM END

Pages _____ PAGE OF _____ TOTAL

Show Them Where to Count...

Mark where the counter should be located with an "X" on the Count Location Schematic below. Then, draw in the counter's screenline.

Label the street the counter will be counting on, as well as the nearest cross streets, as they will appear from the count location.

Indicate which way will be "left to right" and "right to left" on the arrows below.
Also mark cardinal directions (N, S, E, or W. Note that NW, SE, etc. are not allowed) as they will appear to the counter. If you are not sure which cardinal direction to assign because the street does not run exactly north-south or east-west, please consult any previous counts and be consistent with what has been chosen in the past.

Count Location Schematic

LEFT TO RIGHT   N / S / E / W

CROSS STREET/PATH NAME

COUNT STREET/PATH NAME

CROSS STREET/PATH NAME

N / S / E / W   RIGHT TO LEFT

Bikeway Type at This Location
Record the bikeway type present at this location, if any, including sub-options.

☐ BIKE PATH   ☐ BIKE LANE   ☐ BIKE ROUTE   ☐ BIKE BOULEVARD   ☐ NONE
        ☐ COLORED ☐ PAINTED BUFFER ☐ PHYSICAL BUFFER   ☐ SHARROWS   ☐ SHARROWS

Additional Variables to Count
Indicate any additional attributes the counter should count using the checkboxes below.

Bicycle   ☐ FEMALE   ☐ WRONG WAY RIDING   ☐ SIDEWALK RIDING   ☐ OTHER: _____   ☐ OTHER: _____

Pedestrian   ☐ WHEELCHAIR/ SPECIAL NEEDS   ☐ SKATEBOARD/ SCOOTER/SKATES   ☐ CHILD   ☐ OTHER: _____   ☐ OTHER: _____
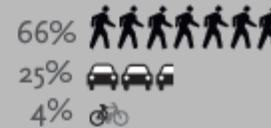
How did you get to the station or stop?

Bus Riders | **Train Riders**

	Bus Riders		Train Riders
walked	84%		66%
drove or dropped off	10%		25%
biked	3%		4%

2012 survey

How long did it take you to get to the station/stop and how long did you wait?

	traveling to station/stop	waiting at station/stop	total time before boarding bus/train
BUS RIDERS	10	+ 10	= 20 min
TRAIN RIDERS	12	+ 7	= 19 min

2012 survey

Location ID: 197
Street: 11Th St @ Montana Ave
Maximum Hourly Volume Observed: 20
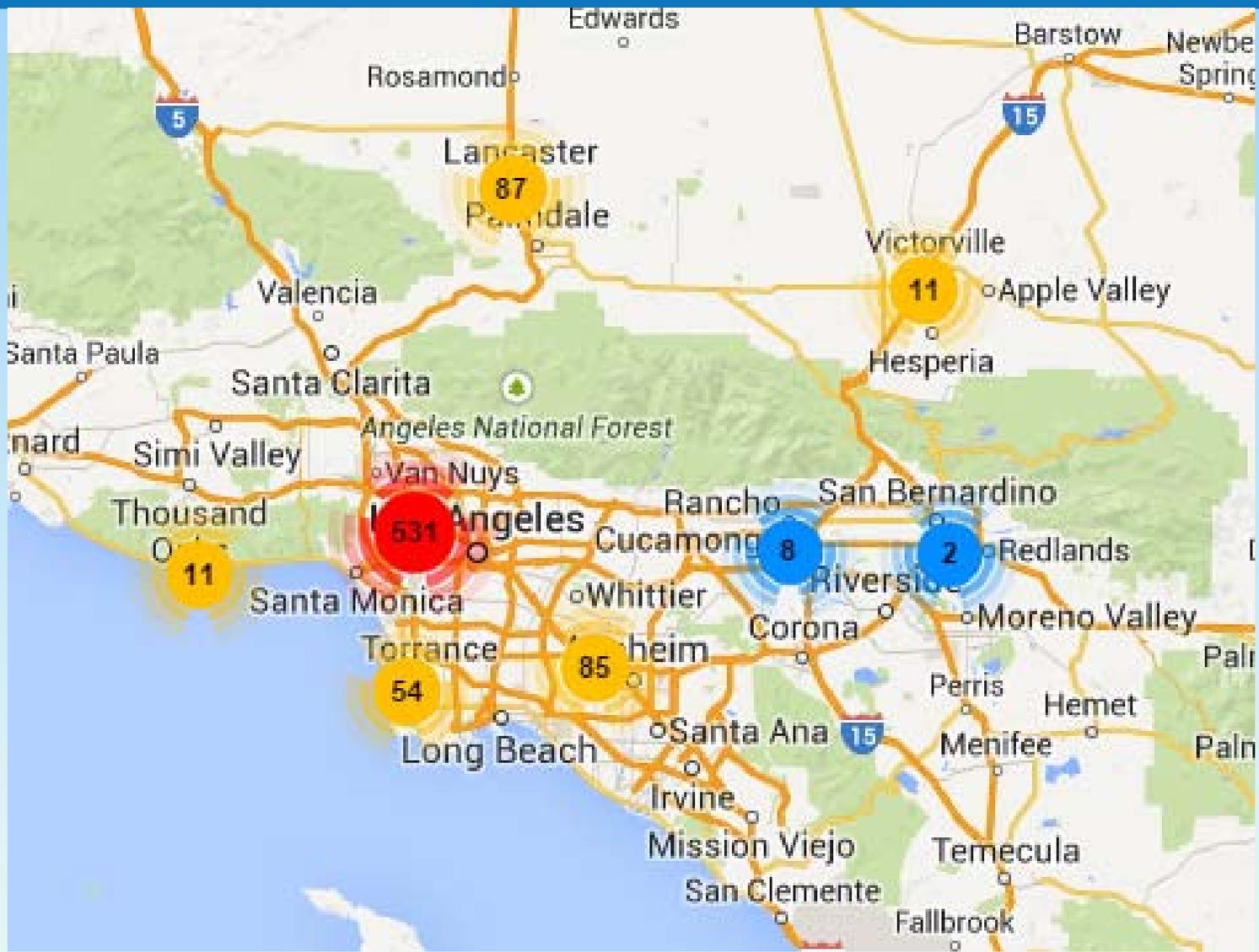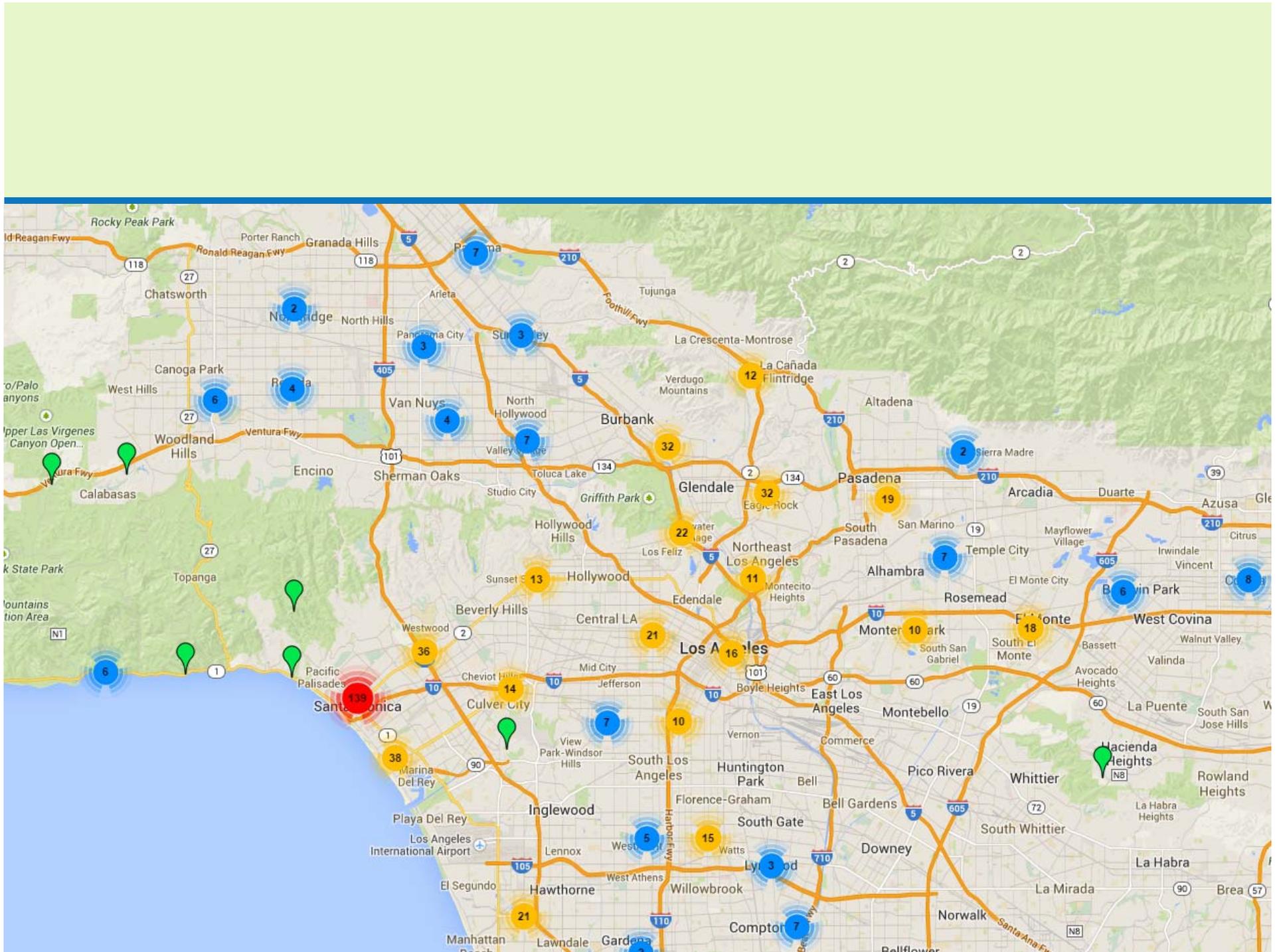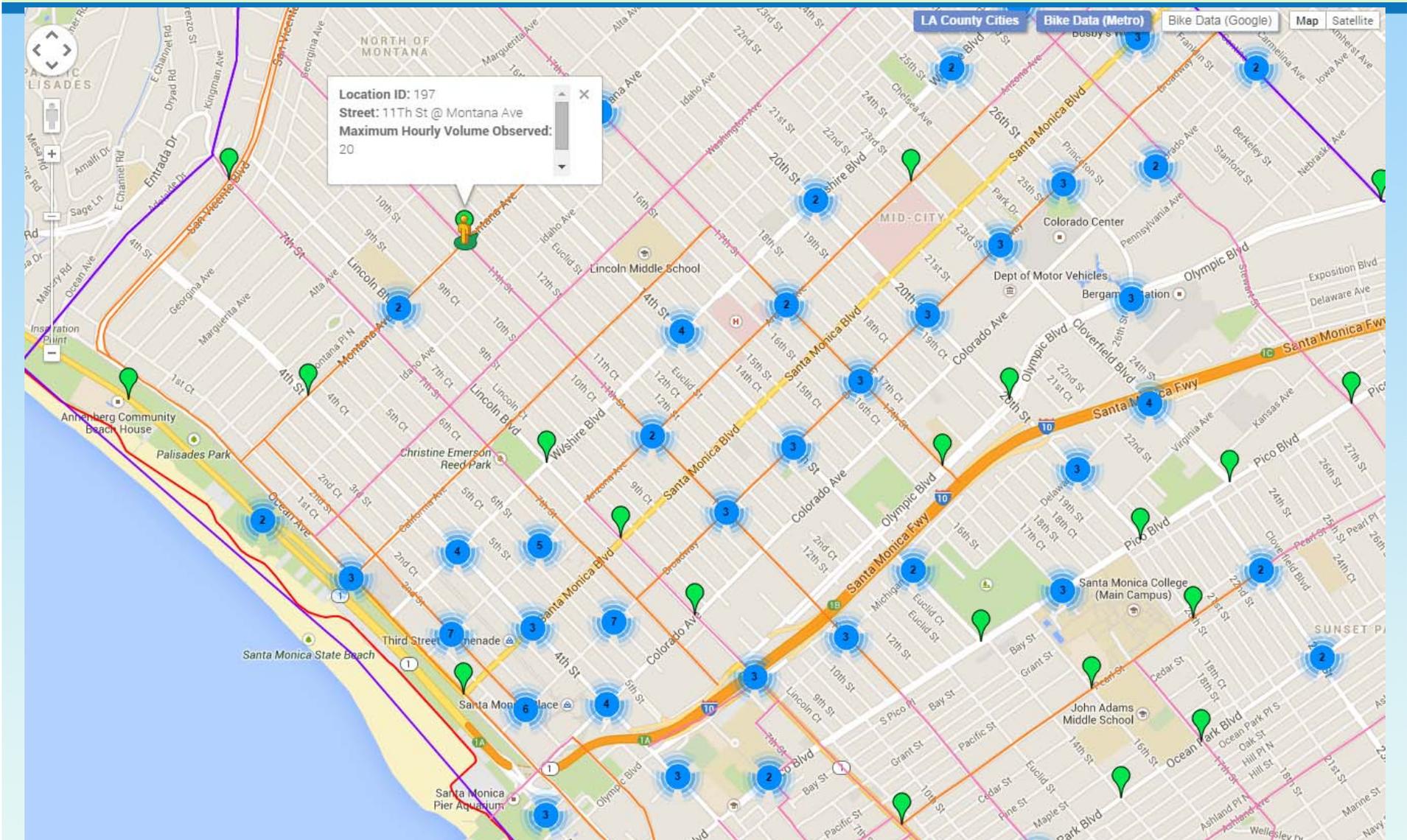
Tools For Which Data Can Be Used

- Metro Bicycle Investment Scenario Analysis Model
- • Integrated Transportation and Health Impact Modeling Tool (ITHIM)
- • Health Economic Assessment Tool (HEAT)
- • NCHRP 552 Bike Cost Tool
- • Quantifying the Cost of Physical Inactivity
- • California Air Resources Board method for calculating emissions reductions
- • Rojas-Rueda, et al method for quantifying benefits from a bikeshare system

Problems with Implementation

- Not every city conducting counts
- Other Data (traffic warrants, Land-Use EIRs) not getting into system
- Difficult to get knowledge of this database to the right people in each city.

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