Active Transportation
Bicycle Database Clearinghouse

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September 24, 2014
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/
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, nonprofit, 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@iisusk.in.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

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Metro
When to Conduct Counts

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

Bicycle/Pedestrian Data Collection - Screenline Count Form

**Bicyclists**

Count bicyclists when they cross this imaginary line.

- Bikes - Right to Left
- Bikes - Left to Right

**Pedestrians**

Count pedestrians when they cross this imaginary line.

- Pedestrians - Right to Left
- Pedestrians - Left to Right

Make additional marks to count other characteristics.

- Female
- Sidewalk Riding
- Wrong Way Riding
- Other:
- Other:
- Wheelchair/Special Needs
- Skateboard/Scooter/Skates
- Child
- Other:
Supervisor Form for Manual Counts

Bicycle/Pedestrian Data Collection - Screenline Supervisor Form

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 schematic.

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 Schematic below. Use 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

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

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

Bicycle
- Female
- Handicapped
- Special Needs

Pedestrian
- Elderly
- Special Needs
- Child

Pages
How did you get to the station or stop?

**Bus Riders**
- Waited: 84%
- Hopped on a bus: 10%
- Walked: 6%

**Train Riders**
- Waited: 66%
- Hopped on a train: 25%
- Walked: 9%

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

**Bus Riders**
- Traveling to station/stop: 10 min
- Waiting at station/stop: 10 min
- Total time before boarding bus/train: 20 min

**Train Riders**
- Traveling to station/stop: 12 min
- Waiting at station/stop: 7 min
- Total time before boarding train: 19 min
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.
Active Transportation & Special Programs

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