Best Practice Findings from the Columbus Pedestrian and Bicyclist Data Collection Pilot Project
Speakers

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Agenda

• Introduction and Purpose
• Counting Devices
• 2014 Program and Results
• Future Plans
Introduction and Purpose
Introduction

Mid-Ohio Regional Planning Commission (MORPC) Bicycle & Pedestrian Count Program

National Bicycle & Pedestrian Documentation Project (NBPD)

USDOT Mayor’s Challenge for Safer People, Safer Streets
Counting Devices
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<td>An infrared beam is sent from the transmitter to the receiver; when an object (person) breaks the beam for more than a set time, a count is registered</td>
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**Types of Automated Counters**
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Guidebook on Pedestrian and Bicycle Volume Data Collection
Other Technology – Not Used in Pilot Project
Counter Deployment and Siting
Street Types & Context

Wide, mixed traffic, arterial streets

Downtown arterial streets
Street Types & Context

Narrow, mixed traffic, residential streets

Shared-use paths
Street Types & Context
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Street Types & Context
Location Map and Program Schedule
- Seven rotations
- Equipment deployment/redeployment, data downloading
- Duration:
  - Pneumatic tubes and active infrared: two weeks
  - Inductive loops: four weeks

![Program Schedule](image)
Program Results
Average Daily Bicyclists (Monday – Sunday)
Percent Difference Between Weekday and Weekend Values
Percent Difference Between Weekday and Weekend Values

R² = 0.0731
Protected Bicycle Lanes (Two-way Cycle Track)
FRA-23-12.24 PID 86661

Summit Street
Evaluation Plan
Columbus Ohio

March 4, 2015

Prepared by:
City of Columbus
50 West Gay Street
Columbus, OH 43215

Protected Bicycle Lanes Evaluation Plan
• 3 year evaluation
• Crash Data
• Bicycle and pedestrian counts at 3 locations
• Video collection at 10 locations
• Leverage Queue Box experiment videos
Thank you
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