Baltimore Regional Transportation Board

Update on Regional Bicycle and Pedestrian Counts

Presentation to BPAG

July 21, 2021

BMC

Previously Discussed

- **Existing and Emerging Count Technology**
- **Reasons for Conducting Bike/Ped Counts**
- **Developing a Count Program**
  - Determine Existing and Historic Counts
  - Determine Purpose of Data Collection
  - Site Selection
- **Short Duration Count Types**
  - Cyclical (annual/biannual)
  - Targeted (before/after)

Agenda

- Timeline
- Proposed Goals of Regional Bicycle and Pedestrian Counts
- Updated Proposed Counts Locations
- Meeting with AMT Consulting
- Proposed Methodology to Prioritize Count Sites

Timeline

January	Initial 30 count sites proposed by BMC staff
May/June	Feedback requested from jurisdictions (Share count goals, cyclical count sites, targeted count sites)
June 29	BPAG Bike/Ped Counts Work Group meeting
June 30	Kick off meeting with AMT Consulting
July 21	BPAG meeting (Recommended count goals and method to prioritize sites)
August	Present program and recommendations to BMC leadership
September - October	Initial counts conducted

Proposed Goals of Regional Bicycle and Pedestrian Counts

- Inform prioritization of bike/ped improvements
- Begin process to determine baseline bike/ped volumes
- Track before/after volumes in locations with improvements
- Determine user type (commuter, recreational, mix)
- Assist in the selection of continuous count locations
- Contribute to statewide bike/ped count database
- Document increase/ decrease of users on a facility over time
- Leverage the use of emerging technologies

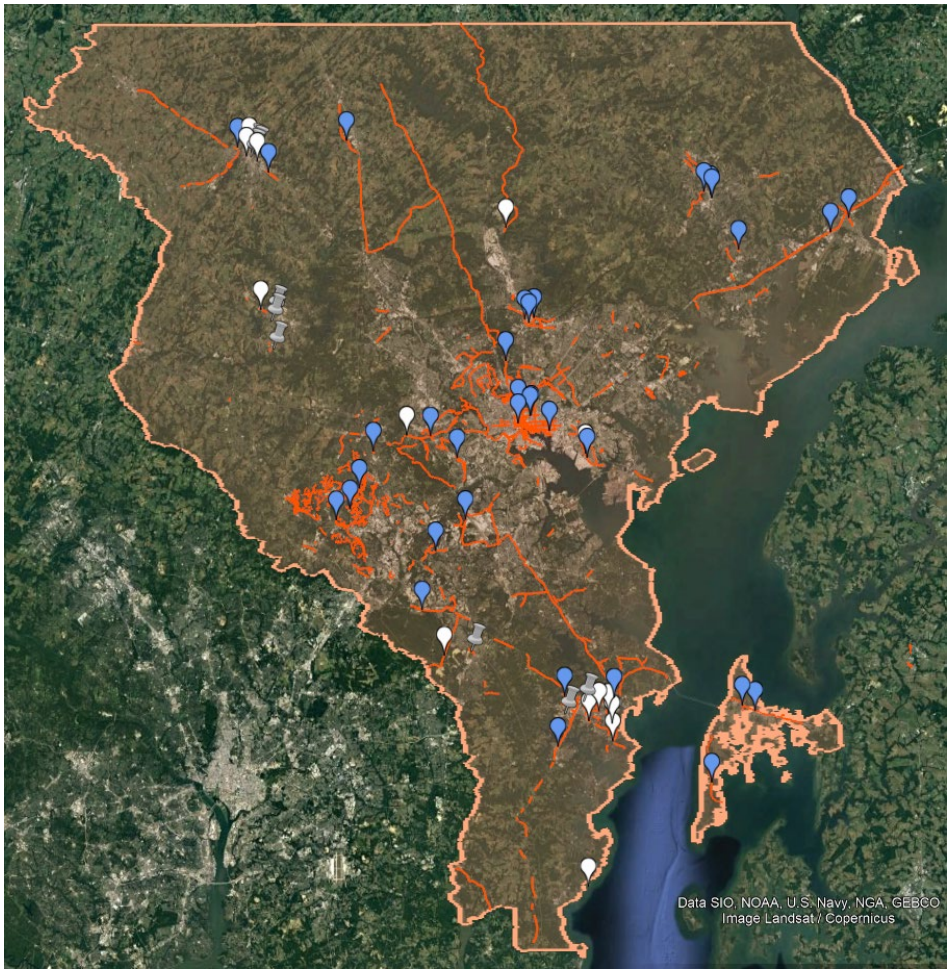
Updated Proposed Count Locations

60 Proposed Sites

30	BMC Proposed
30	BPAG Members Proposed

48	Cyclical Counts
12	Targeted Counts

20	Intersection Counts
40	Screenline Counts



BMC

BRTB

Meeting with AMT Consulting

- **Technology**
  - Scout Video Units (SVU)/MioVision Non-Intrusive and power packs
  - Mount to pole or tree
  - Cannot attach to u-channel poles, speed cameras, ped crossing, traffic signal poles
  - Telescopic arms lifts the camera
- **Data Limitations**
  - Rain can obscure data collection
  - Daylight/illuminated area at night required
- **Data Reliability**
  - Data reviewed by person at 2-3x speed, spot checked by 2-3 people

Meeting with AMT Consulting

- **Data Collection**
  - Directional volume
  - User type - bicyclist, pedestrian, scooter user
  - Helmet usage
  - Mid-block crossing
- **Final Product**
  - Data in the same format as MDOT counts
  - Aerial view interactive PDF
  - RAW video files
- **Count Duration and Cost**
  - One day
  - Two day
  - Seven day

Cost Estimates

One Day Counts

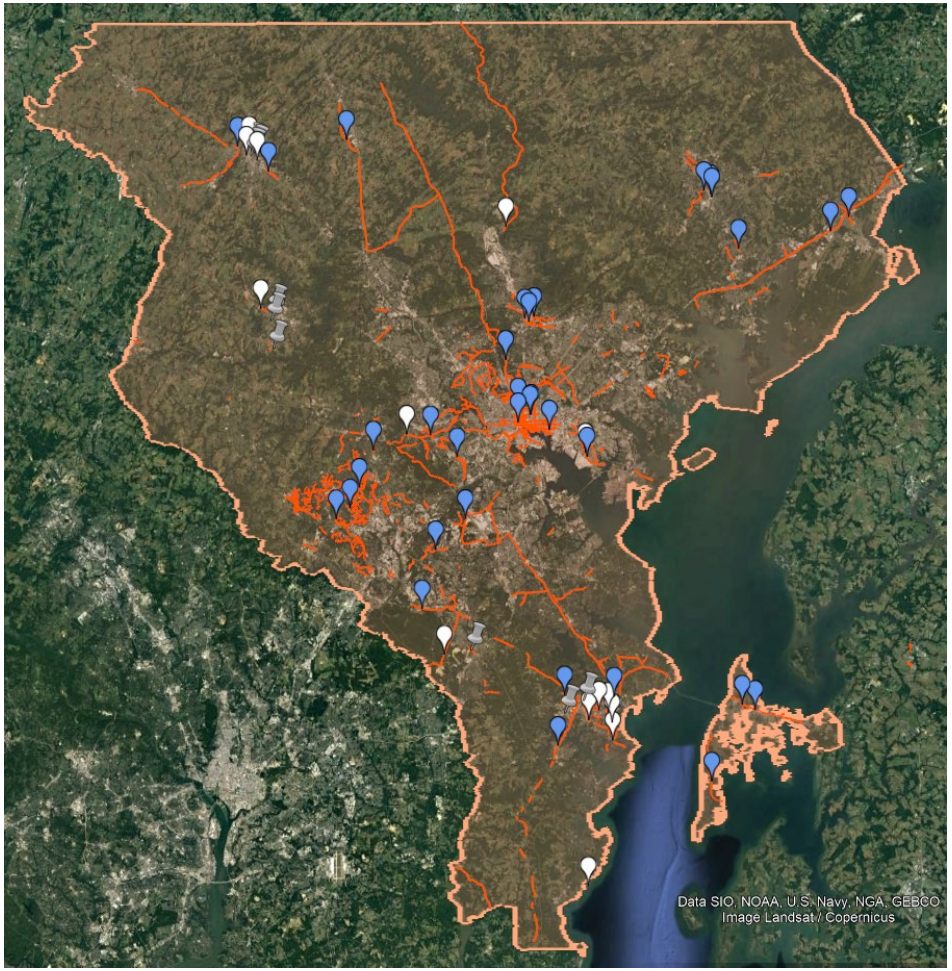
$400	Per Site
$12,000	30 Sites
$24,000	60 Sites

Two Day Counts

$600	Per Site
$18,000	30 Sites
$36,000	60 Sites

Seven Day Counts

$1,500	Per Site
$45,000	30 Sites
$90,000	60 Sites



Proposed Methodology to Prioritize Count Sites

Number of count sites located in each jurisdiction proportional to population

Count site rankings provided by jurisdictions considered

Located on a facility that crosses multiple jurisdictions

Located on a facility that connects with transit, major employment centers, or educational facilities

Located in a Short Trip Opportunity Area (STOA)

For More Information

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