MAG Bicycles Count Project

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Acceptance of Final Report

- Overview of MAG Bicycles Count final report for formal committee acceptance
- Next steps: acceptance by TRC, Management Committee, and Regional Council
Project Need

- Why count bikes?
  - Lack of existing data on bicycling
  - More data analysis for grant applications
  - Need for data to evaluate air quality benefits
18-month study with ChenRyan Associates

- February 2013-July 2014
- Determine ideal methodology and comprehensive network of count stations
- Perform data collection
- Analyze data
- Lay foundation for future data collection
Manual Counts

- 84 locations (56 weekday, 28 weekend)
- Counts were done over 2-hour peak period
  - Noted whether cyclist is on sidewalk or in street
  - Noted wrong-way riding

Note: Cyclists in the travel lane and the bike lane were recorded as the same movement.
Automated Counts

- 44 locations
- 24-hour continuous counts over two week periods (October-November 2014)
  - Pneumatic Tubes laid in street, bike lane, or path
Study Sites
Findings

- Generally, bike paths experienced greater average hourly volumes during weekdays and weekends than bike lanes or roadways without bikeways.
- Between 30% and 94% of cyclists in MAG region ride on the sidewalk
  - Varied based on presence or lack of bikeway, number of lanes, and presence or lack of right-turn lane
Average Daily Bicycle Volumes

[Bar chart showing average daily bicycle volumes for different routes and days of the week]
Average Hourly Weekday Volumes

MAG Region, average of 37 automated count stations, October-November 2014
Average Hourly Weekend Volumes

MAG Region, average of 37 automated count stations, October-November 2014
Average Daily Bicycle Volumes

![Graph showing average daily bicycle volumes for different days of the week. The graph compares three categories: Bike Path, Bike Lane, and No Facility, indicating differences in usage across the week.](Graph.png)
Data Uses

Data can help us evaluate:
- Bicycling trends in the region over time
- Variation in volumes by bikeway type
- Levels of sidewalk and wrong-way riding
- Cycling-related emissions reductions and health benefits
Data Uses

- The data can be used:
  - To enhance transportation safety studies and transportation planning process
  - To perform before-and-after studies when new bikeways are built
  - In the evaluation of project applications
Future Data Collection

- Continue automated counts for 2014 and 2015
  - At the same 44 locations counted in 2013
  - Then assess whether region-wide automated counts should be conducted annually or bi-annually

- Work with MAG member agencies to continue manual counts as a supplement to automated counts
  - Example: T.B.A.G. volunteers conduct annual manual counts in City of Tempe
Future Data Collection

- Loan automated counters (owned by MAG) to member agencies
- Encourage MAG member agencies to install permanent bike counters
  - Example: Consolidated Canal in City of Mesa
Action Requested

- Recommend acceptance of MAG Bicycles Count project final report.
Two handouts included in agenda packet
  - Map of automated count stations by phase
  - List of automated count stations by phase
Half of sites in Fall 2014, half in Spring 2015
Counts will tentatively start September 29, 2014
MAG Bicycles Count Phase II

Count Stations by Phase

- Phase I
- Phase II
- Phase III
- Phase IV
- Phase V
- Phase VI
- Phase VII
- Phase VIII

Fall 2014

Spring 2015