
ON THE MOVE
ATRC Active Transportation Resource Center
ATRC On the Move Presents:
SYNERGY 2022
TELECONFERENCE SERIES
CONDUCTING ATP PROJECT COUNTS
MAY 25, 2022
CDPH Public Health
ATP California Active Transportation Program
Caltrans
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ATRC Teleconference Logistics
• Share your questions throughout the meeting by using the "Q&A" function
• Please complete post-webinar attendee survey
• The webinar will be recorded and posted to the ATRC website: https://caatpresources.org
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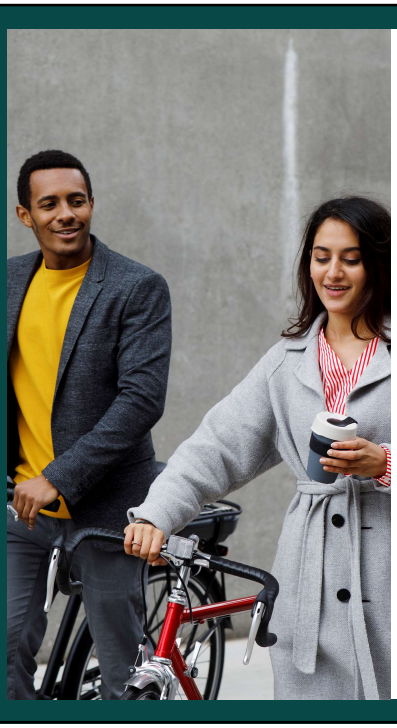

Learning Objectives

- Review pre and post count requirements for ATP projects; identify available resources to assist in bicycle and pedestrian counts and where to access them.
- Gain understanding of the status of the National Safe Routes to School (SRST) Data System and plans for California.
- Hear updates from the ATRC on the development of the statewide active transportation database, and the Evaluation and Regional Technical Assistance Program.

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Conducting ATP Project Counts: Refreshers and Reminders

Teresa McWilliam, Caltrans ATP Team

Tracy Coan, Sacramento State University, College of Continuing Education

Victoria Custodio, California Department of Public Health and the ATRC NI team

Summer Lopez, Caltrans ATP NI Projects and ATRC Coordinator

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Clarifying Pre and Post Count Requirements for ATP Projects:

INTERIM COUNT METHODOLOGY GUIDANCE

Teresa McWilliam
ATP Program Manager

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The Interim Count Guidance

- The Guidance document is located at:
- https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/ob/2019/ob19-02-attachment.pdf
- The sample calculations presented today are shown in Appendix A and B

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The 5 Steps of the Count Methodology

Type	Determining the Type of Count Data Collection needed
Number	Determining the Number of Count Locations needed
Location(s)	Selecting the Count Locations
Conducting	Conducting Pedestrian and Bicycle Counts
Calculating	Calculating the Total Volume within the Project Limits

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Step 1- Type of Count (Table 1)

Infrastructure (I)

- Automated 24-Hour Count (1 week)
- Alternative: Manual Count (3 consecutive days at am/pm peak, plus weekend mid-day)
  - Utilizing 24-hour vehicular or non-motorized count data at a nearby location to approximate the non-motorized volumes

SRTS Non-Infrastructure (NI) Programs

- Classroom Travel Tallies (at each school on 2 separate days within the same week)
- Alternative: Automated or Manual counts (same as Infrastructure)

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Step 1- *continued*

Community Wide NI Programs

- Surveys or Modeling
- Alternative: Automated or Manual counts (same as Infrastructure)

Combination (I/NI) Projects

- Use a combination of above

Plans/Planning Projects

- Counts are not required for Plan/Planning projects

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Step 1 – Interim Count Guidance Table 1

Count Data Collection Methods (Table 1)

ATP Project Types	Recommended Count Type & Method	Duration	Alternative Count Type & Method	Duration
Infrastructure (Including SRTS Infrastructure projects)	Automated 24 Hour Manual Count from Video 24 Hour	One Week	Manual In-field Counts Peak Period	4-total Hours on 3 Weekdays (T, W, TH) at 7 – 9 AM and 4 – 6 PM and 1 Weekend day 11 AM - 1 PM*
Safe Routes to School Non-Infrastructure	Classroom Student Travel Tallies (at each school in project) **	Two Days for Tallies-averaged	Automated or Manual Volume Counts (Per Infrastructure Recommendations)	
Community Wide/ Jurisdiction Wide Non-Infrastructure	Surveys***/ Modeling	Variable	Automated or Manual Volume Counts (Per Infrastructure Recommendations)	

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Interim Count Guidance Footnotes for Table

- *For manual counts, it is preferable that counts be taken on three consecutive days during the AM and PM 2-hour PEAK plus one weekend day's 2-hour peak. This interim guidance will allow an agency to opt to conduct one weekday am/pm 2-hour peak + one weekend day 2-hour peak count. If the location's 2- hour peak is different from these, that 2-hour period should be used.
- ** See Appendix A for details on the Student Travel Tallies.
- ***FHWA's Non-Motorized Transportation Pilot Program – Community Wide Evaluation Study and the Mineta Institute's Pedestrian and Bicycle Survey are two available examples. Additional ideas for collecting data to inform community-wide non-infrastructure evaluation can be also be found in Alta Planning +Design's Measure for Success: New Tools for Shaping Transportation Behavior. Your MPO may also have suggested tools and methods. See References for related links.

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Step 2- Determining the number of Count locations

- **Table 2** provides maximum/ minimum number of Infrastructure Count locations
- **Additional guidance and alternatives provided in Section 2**

Data Collection Requirements for Infrastructure Projects (Table 2)

ATP Infrastructure Project Types*	Minimum Required # of count locations (# maximum)	Alternative Minimum Required # of count locations
Small Infrastructure Projects	1	N/A
Medium Infrastructure Projects Multiple Corridors/Intersections and Networks	1 per two Corridors or Intersections (3 maximum)	0.05 * Total Centerline or Center lane Miles of Project[4]
Large Infrastructure Projects Multiple Corridors/Intersections and Networks	1 per Corridor or Intersection (7 maximum)	0.10 * Total Centerline or Center lane Miles of Project[5]

*Includes SRTS Infrastructure Projects

[4,5]Washington State DOT, A Guidebook for When and Where to Count

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Step 2- Determining the number of Count locations (Table 3)

- **Table 3** provides maximum/ minimum number of Non-Infrastructure Count locations
- **Additional guidance and alternatives provided in Section 2**

Data Collection Methodology for Non-Infrastructure (NI) Projects (Table 3)

ATP Non-infrastructure Project Types	Minimum Required #	Alternative Minimum Required #
Safe Routes to School Projects	1 Set of Tallies*/School	N/A
Community/Jurisdiction Wide	Survey***	Modeling

*See Appendix A for details on the Student Travel Tallies.

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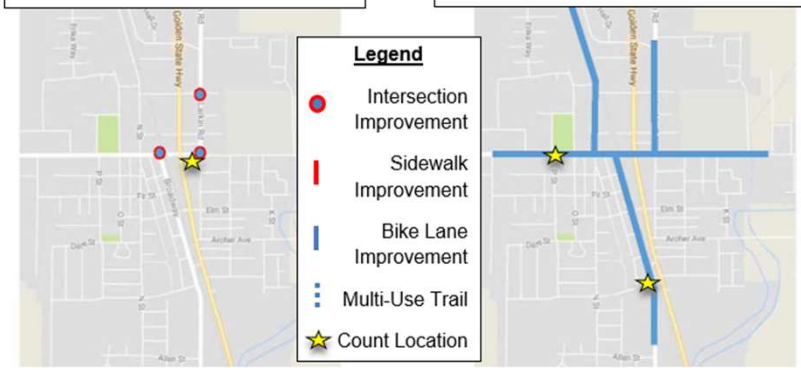
Step 2- Count Location Examples

Example 1: Small total project cost
Intersection Improvement only project-

- Only 1 count is required
- Conduct count at intersection with highest number of expected users.

Example 2: Medium total project cost
Bike lane only project-

- 4 corridors = 2 counts are required
- Conduct counts at locations with highest number of expected users.



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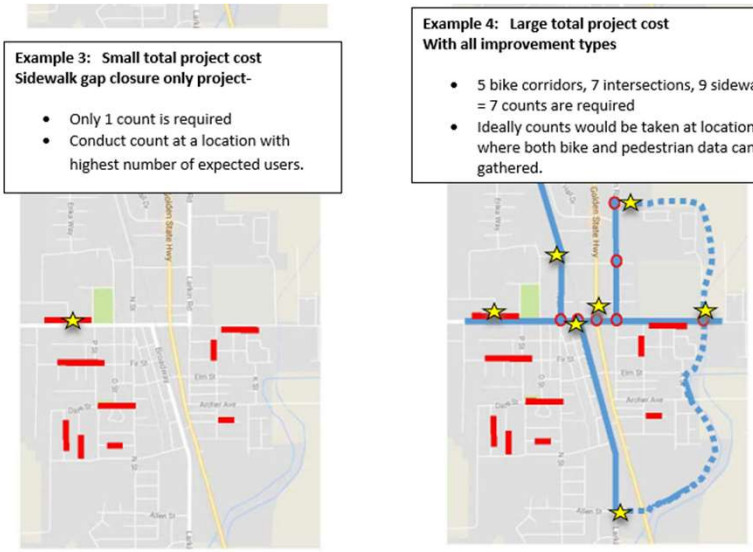
Step 2- Count Location Examples

Example 3: Small total project cost
Sidewalk gap closure only project-

- Only 1 count is required
- Conduct count at a location with highest number of expected users.

Example 4: Large total project cost
With all improvement types

- 5 bike corridors, 7 intersections, 9 sidewalks = 7 counts are required
- Ideally counts would be taken at locations where both bike and pedestrian data can be gathered.



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Step 3- Selecting Count Locations

It's recommended to choose:

- Locations where pedestrian and bicycle activity is high
- Representative locations in urban, suburban and rural areas
- Key corridors that can be used to gauge impacts of future improvements
- Locations where counts have been conducted historically
- Potential improvement areas (gaps, operationally difficult areas)

Additional guidance criteria and references are provided in Section 3.

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Step 3- Selecting Count Locations

It's recommended to choose:

- For corridors with a single count- locate centrally
- For networks separate throughout the network in varying land uses, on varying roadway types, and in locations where future improvements are expected

Additional guidance criteria and references are provided in Section 3.

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Step 4- Conducting Pedestrian & Bicycle Counts

Consistency in recording the data:

- Same Location
- Same time of day
- Same day(s) of the week
- Same time of the year (to reduce variability due to season)
  - If inclement weather or other constraints, reschedule as closely as possible.

Additional guidance and references are provided in Section 4.

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Step 4- Conducting Pedestrian & Bicycle Counts

Consistency in recording data:

- Consistent with 2016 TMG format (Inf.)
  - Direction (ex. N/S or E/W) and mode (ex. Bike/walk) for each facility (ex. Bikeway/sidewalk/trail)
  - Timestamp (automated) or aggregate into 15-minute increments (manual).

Additional guidance and references are provided in Section 4.

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Step 5- Calculating Volume Estimates

Calculating the Total Volume within the Project Limits

For ATP, the units for a project's total number of users are:
Daily Pedestrian Volume and **Daily** Bicycle Volume

- This section contains 2 steps to establish these numbers:
  1. Convert the count data collected in each location into **Daily Volume**
  2. Sum the daily trip numbers to determine **Total Project Volume** for Bicyclists and Pedestrians

Additional guidance and references are provided in Section 4.

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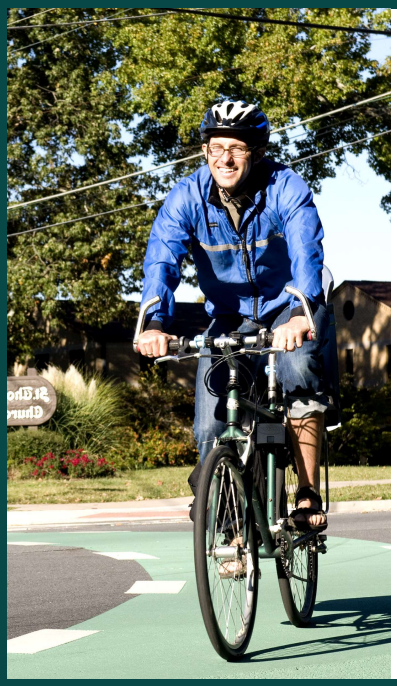

Flexibility

- We recognize the vast range of evaluation and data collection techniques that individual agencies may utilize.
- Agencies can secure approval from Caltrans if they feel they need to use a methodology that does not conform to the standards set:
- Contact your HQ ATP Program Manager for approval.
- The most important point is that it's a consistent and repeatable approach that follows similar principles to what is established in these guidelines

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Important Details

ATP Count Requirements

- Pre-construction counts must be taken no more than 6 months before Construction implementation
  - -New facilities are not required to conduct pre-counts
  - -The pre-count volume is considered to be zero
- Post counts shall be taken at least 6 months after construction is complete
- If there is a reason that the post counts can't comply with the above
  - -the agency needs to request approval from their ATP manager for an alternative date

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Important Details

ATP Count Requirements

- Two REPORTS are due at the end of the project:
  - ✓**Project Completion Report** due within 6 months of construction acceptance or the project becoming open to the public, or all NI activities are complete.
  - ✓**Final Report** is due within 180 days of the conclusion of all remaining project activities beyond the acceptance of the construction contract
    - ❖Requires an actual count

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Interim Count Guidance Wrap-up

Pre-construction counts must be taken no more than 6 months before implementation (CON)

- New facilities are not required to conduct pre-counts
- The pre-count volume is considered to be zero

Post counts shall be taken at least 6 months after construction is complete.

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Interim Count Guidance Wrap-up

Consistency in before/after counts:

- Same location
- Same time of the day
- Same day of week
- Same time of year (to reduce variability due to season)
  - ✓If inclement weather or other constraint, reschedule as close as possible.

For ATP, the units for a project's total number of users are to be in:

Daily Pedestrian Volume and *Daily Bicycle Volume*

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AUTOMATED COUNTER LOAN PROGRAM

No cost borrowing program for California Local Public Agencies (LPAs)

Tracy Coan
Sacramento State University,
College of Continuing Education

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Borrowing Equipment Available for Loan

- 2 units - MioVision
  - Camera-based collection of traffic data
- 9 units - Eco Counter
  - 2 PYRO Box
    - Bicycle & Pedestrian count data
  - 2 Pneumatic Bicycle
    - Bicycle count data
  - 5 Mobile Multi
    - Bicycle & Pedestrian count data collection

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Miovision – Scout

BENEFITS:

- Camera-based (video)traffic data collection device.
- Multi-modal Counts (Bicycle and/or Pedestrian
- Rugged & Reliable, Weather-resistant
- Remote management through the Miovision DataLink™ portal

Link for Scout overview:
https://youtu.be/puF3fb8QrNk

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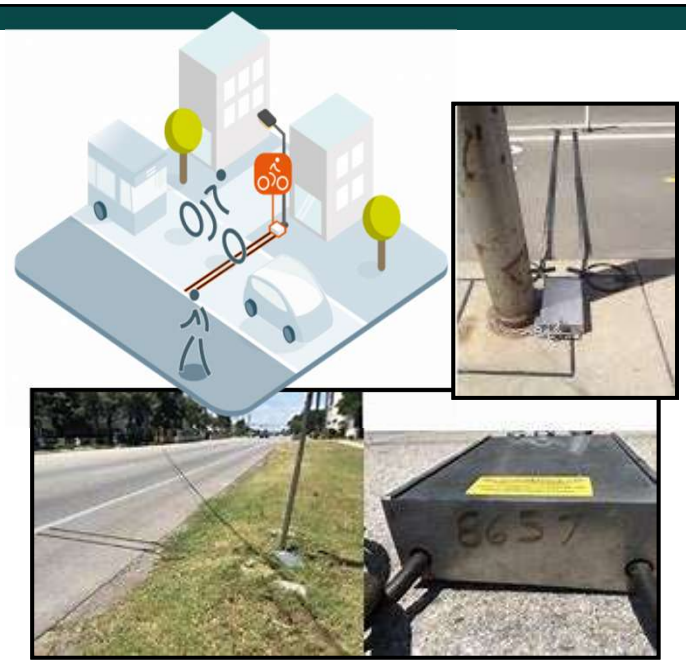
Pneumatic Counter

BENEFITS:

- Bicycle count data
- Mobile: simple and quick installation
- Measures the direction of travel
- Seamless data transmission to our data collection software – EcoVisio
- Works in all weather conditions



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PYRO-Box

BENEFITS:

- Bicycle & Pedestrian count
- Measures the direction of travel
- Seamless data transmission to our data collection software – EcoVisio
- Quick & easy installation on any post
- Works in all weather conditions

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Mobile Multi Counter

BENEFITS:

- Count and classify users for bicycles & Pedestrians
- Quick installation (< 30 minutes)
- Range: up to 6m (20') for bicycles and 4m (13') for pedestrians

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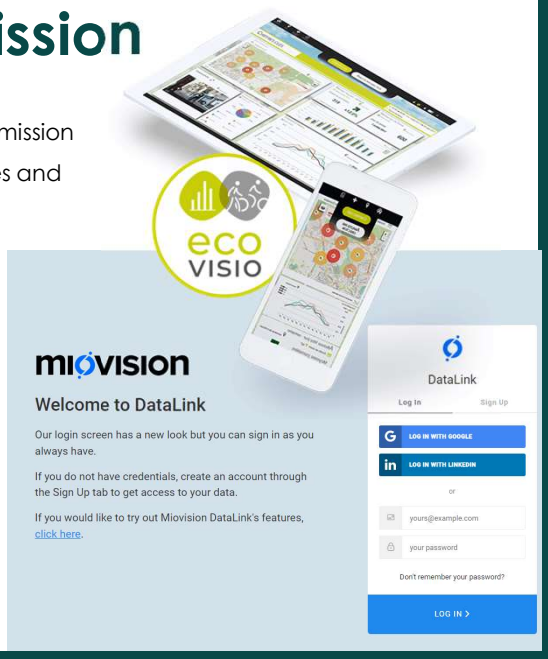
Equipment Data Transmission

ECO VISIO

- Data is transmitted via automatic and wireless data transmission
- Online data analysis platform and Manages counting sites and data
- Share data between multiple users in real time
- Export graphics for external communication

DATA LINK

- Upload data via SD card to Datalink
- Coordinate traffic data with other data collectors and communicate with your team through the platform
- Select from a range of study types
- Remotely monitor and manage equipment in the field
- Organize, store and visualize data - all in one place
- Automatically generate the visuals for your project
- 24/7 visibility of your traffic study



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AGENCY BORROWING READINESS

Follow these important tips for successful borrowing and equipment deployment.

1. Determine the type/length of data collection
2. Determine where the equipment could be placed for the best data collection results.
3. Familiarize yourself with the Loan Counter Program Guidebook
4. Complete the INTEREST FORM

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Need more information?

Ready to Borrow?

ATRC Website:
caatpresources.org
>> Technical Assistance
>> Automated Counter Loan Program
Fill out the INTEREST FORM

Email: ATRC@csus.edu

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National Center for SRTS Data System Updates

Victoria Custodio
California Department of Public Health +
Active Transportation Resource Center

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National Center for SRTS Data System *Updates as of May 2022*

- Reduced capacity as of April 1, 2022.
- Existing users received instructions on how to download previous data submissions.
- National Center for SRTS may need to shut down system by June 30, 2022, unless additional funding is secured.
- Several state SRTS coordinators are in talks with the National Center to sustain continued access to the Data System.
- If National Center for SRTS cannot sustain its Data System, Caltrans and ATRC team will update existing ATP guidance accordingly. Caltrans would receive all existing California data.

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National Center for SRTS Data System Value *ATRC Perspectives*

- System includes *free-to-users* standardized tools (student travel tallies, parent surveys) and online database for processing active travel counts for SRTS projects.
  - Helpful for those who don't have the resources to create and maintain own data system.
  - Long history of use in California: We represent ~1/3 of all user accounts in the Data System.

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National Center for SRTS Data System Value - continued

- California currently has no statewide active transportation counts database for ATP or other active transportation project evaluation.
- ATRC contractor will be finalizing counts guidance methodology and developing a new counts database in 2024.
- **Sustaining the National Center for SRTS Data System until the new counts database is established may help local agencies with SRTS projects to more easily meet interim count requirements.**

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Links for more information

National Center for SRTS Data System
https://www.saferoutesdata.org/

Data System Changes Q & A
https://saferoutesdata.org/qa.html

National Center for SRTS
https://www.saferoutesinfo.org/

UNC Highway Safety Research Center
https://www.hsrc.unc.edu/

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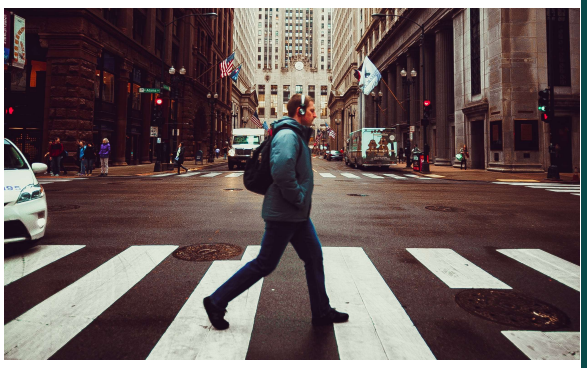
SATDB
Statewide Active Transportation Database

Goal:

To improve active transportation data collection by setting statewide methodologies for counting and storing volumes of active transportation users.



Timeline:

Fall 2022	Spring 2024	Winter 2025
Start Work	Count Guidance	Count Database

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SATDB
Statewide Active Transportation Database

Statewide Active Transportation Count Guidance:	***Statewide Active Transportation Database (SATDB):***
• Develop a standardized guidance for collecting bicycle and pedestrian count data across the state (to replace the Interim Count Guidance for ATP). • The guidance will include counting methodologies for both manual and automated counts and will include methodology to determine project level counts specific for ATP projects.	• Develop a GIS based database as a one-stop repository for statewide active transportation count data. • Database features will allow users to easily upload, view, query, quality check, map, analyze, and download bicycle and pedestrian count data. • Manual and automated counter formats will be able to upload into the database.

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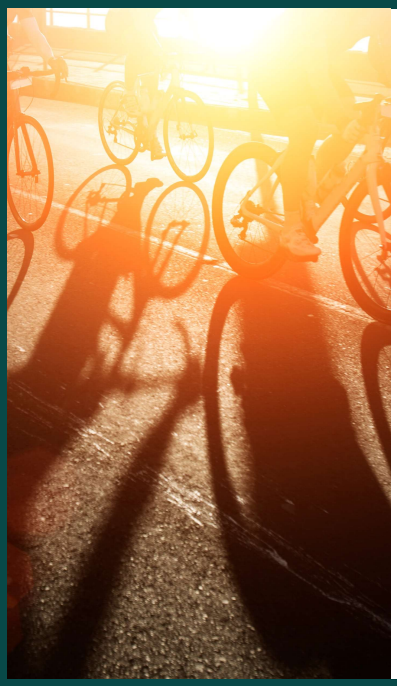

New Counts Policy

- The CTC will no longer allow COVID related user count extensions.
- All agencies that received a COVID-related user count extension must complete after-construction user counts by June 30, 2023.
- All implementing agencies must submit a narrative with after-construction user counts.
- View Full Policy Here: https://catc.ca.gov/-/media/ctc-media/documents/ctc-meetings/2022/2022-05/57-4-19-a11y.pdf

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Evaluation and Technical Assistance Program

Purpose:

The overall objective of the ATP Evaluation TA Program is to assist local agencies, particularly DACs, in gathering before and after project data for ATP reporting and other project evaluation purposes.

Timeline – 2022:

February	Spring	Summer
Release RFO	Select Consultant	Launch Program

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Evaluation and Technical Assistance Program

What's included in the Program?

Evaluation Plan

- Develop a Performance Metric Evaluation Plan for ATP

Tailored TA

- Provide regional TA that focuses on data collection and evaluation for individual projects

Data Displays and Infographics

- Create infographics with the data for both the ATP and the agencies
- Develop ATP Project Profiles

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ATP Manager Contact Information

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QUESTIONS

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Active Transportation Resource Center Non-Infrastructure (NI) Team

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https://caatpresources.org

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