Memorandum
City of Lawrence
Planning and Development Services

TO: David L. Corliss, Lawrence City Manager
CC: Scott McCullough, Director, Planning and Development Services
FROM: Jessica Mortinger, Transportation Planner
DATE: November 12, 2014
RE: Annual Bicycle & Pedestrian Count Program

Background

In September 2014, the MPO staff concluded our 6th Annual Bicycle and Pedestrian Counts as part of our annual submission to the National Bicycle and Pedestrian Documentation Project (NBPDP). The count would not have been possible without the help of 28 volunteers from our community.

This year we counted 20 locations throughout our community, including bicycle and pedestrian activity areas or corridors (downtown, near schools, parks, etc.); locations near proposed major bicycle or pedestrian improvements or recently built improvements (ex: 9th Street Corridor), coordinated count locations that were desired by the University of Kansas and places where counts have been conducted historically. Our data has been submitted to the NBPDP database and a summary report is posted online at: www.lawrenceks.org/assets/mpo/bicycle/BikeCountLawrence.pdf.

Transportation planners use the data to conduct counts before and after facilities are built to calculate the number of trips attracted to the facility. The 12th Street Lighted Pathway is a good example of how counts before (September 2011) and after (September 2012) the installation of the lighted pathway can indicate the success of the planned facility.

12th Street- Lighted Pathway Location Before and After Bicycles & Pedestrians

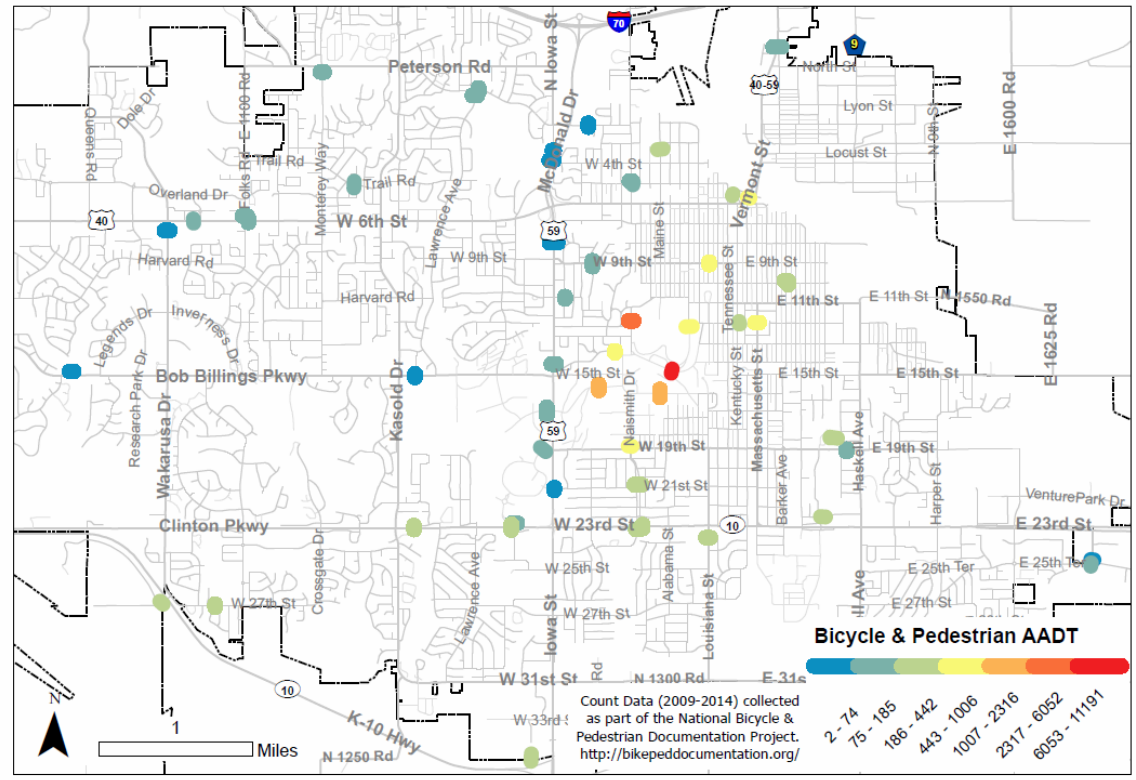
		2011	2012
Weekday	10am - 12pm	32	45
	5pm - 7pm	71	70
	9pm-11pm	42	114
Saturday	12pm - 2pm	*131	78
	9pm-11pm	49	233

* KU Football Game day
Data collected as part of the MPO Bicycle and Pedestrian Counts

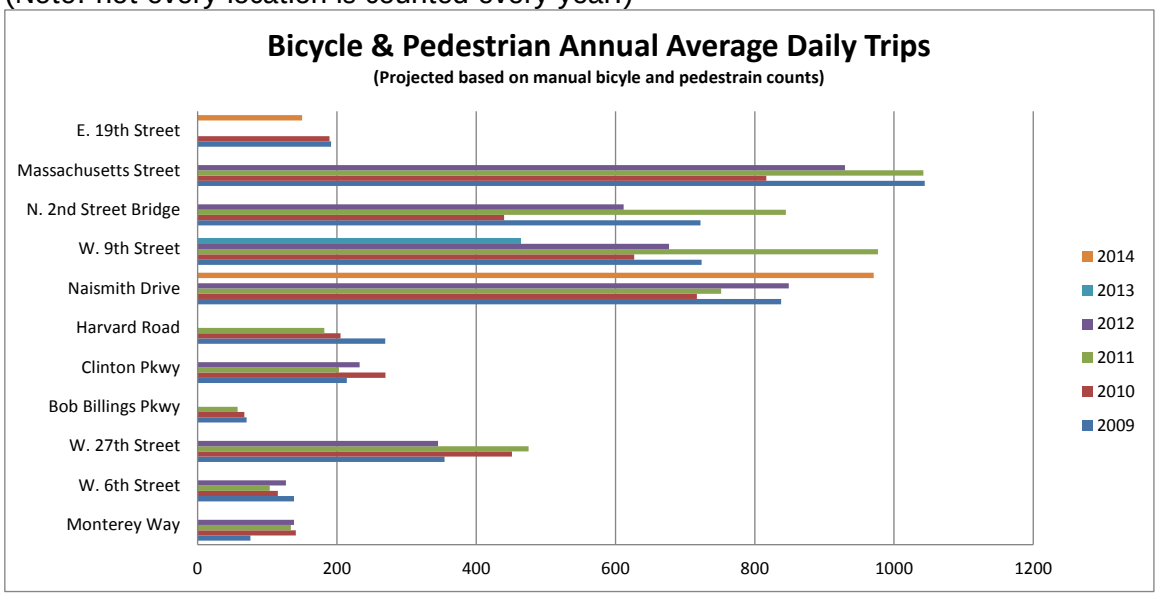
The counts for this particular location included special count times (when the lights are activated). These counts indicate that usage in this corridor has more than tripled for both weekend and weeknights between 9 and 11pm, reflecting that improved pedestrian elements support pedestrian use.

Based on 2009-2014 bicycle & pedestrian counts, we project average daily trips in the corridors we count. They range from 1000 daily trips on Crescent Road to a projected 230 daily trips on 9th Street west of Connecticut. The map below shows the 2009-2014 locations counted and their projections.

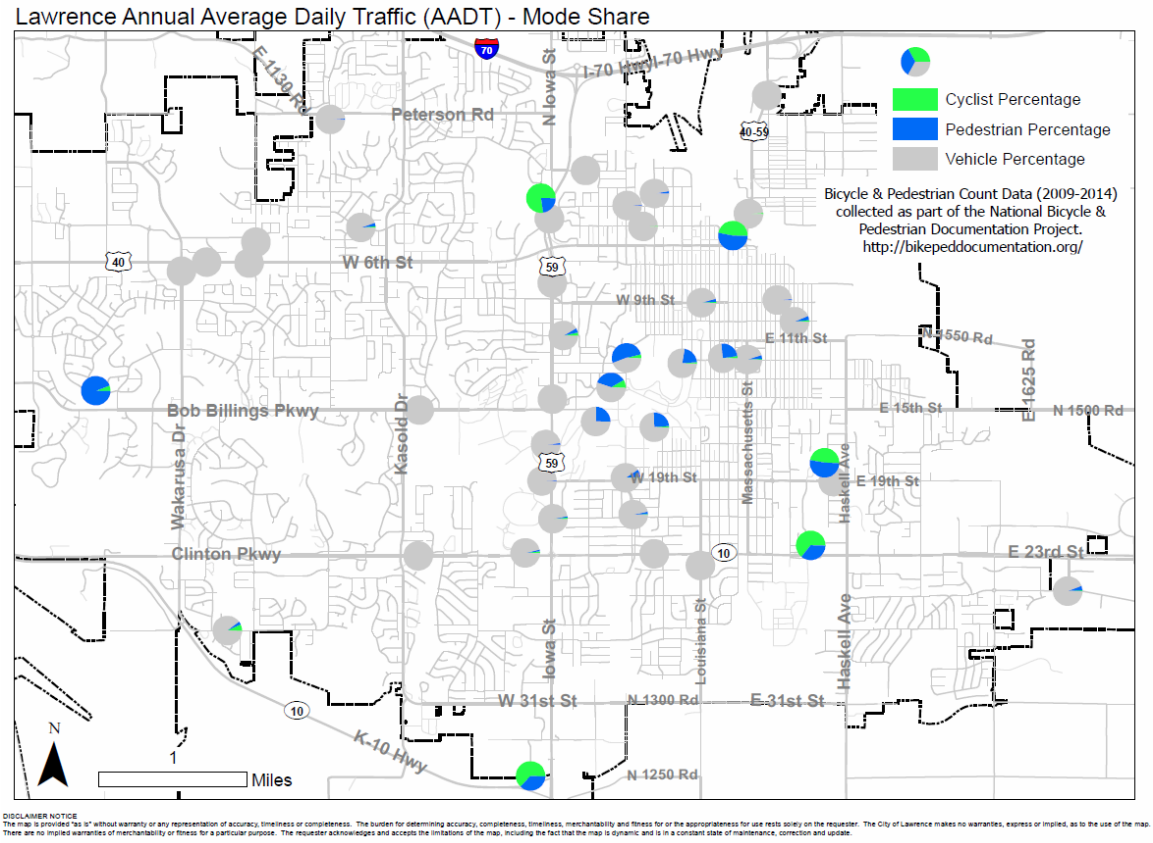
Lawrence Bicycle & Pedestrian Annual Average Daily Trips (AADT)



Tracking counts over time is also important to record the changes in bicycle & pedestrian activity. Here are the changes tracked from our initial 11 locations counted. (Note: not every location is counted every year.)



The MPO is collecting and tracking the data to analyze the breakdown of trip types in our region. To do this, we use the national methodology to calculate an average annual daily number of bicycle and pedestrian trips per location. We then use the KDOT annual average daily vehicle traffic count numbers to calculate the travel percentage breakdown of trips by mode. This is of particular importance to transportation planners, because changes in trip types can have large impacts on health, environment and congestion.
The map below shows the breakdown of trip modes in Lawrence based on 2009-2014 counts.



While it is too early to determine the significance of yearly changes in values with all the external conditions and factors, the data is painting a reasonable picture of the average annual trip counts for a variety of locations and on a variety of facility types. It is undeniable that there is local demand for bicycle and pedestrian infrastructure.

Conclusion

The MPO staff will continue coordinating local volunteers to conduct counts and analyze the local mode split in our corridors.