



Peer Exchange Report

Active Transportation Peer Exchange

Summary

This interactive discussion, hosted by the National Operations Center of Excellence and ITS America, offered an opportunity to explore select key topics of interest related to advancing Active Transportation in 2024.

Active transportation networks—including bike lanes, sidewalks, and multi-use trails—help create vibrant communities by providing safe, comfortable, convenient, reliable, efficient, and affordable ways for people to get around. The videos below features remarks from industry experts exploring topics such as: road and curb use, emerging modes and technologies, and policy needs and considerations.

Input from this forum is being leveraged to promote knowledge sharing around the state of the industry and associated challenges, needs, considerations, and future-facing opportunities.

Discussion Topics

Spotlight Topic #1: Reimagining Road/Curb

- Ken McLeod, American League of Bicyclists
- Peter Koonce, City of Portland

Spotlight Topic #2: Emerging Modes and Data Streams

- Michelle Boucher & Ian Adams, MassDOT
- Josh Cantor, GMU

Spotlight Topic #3: State of Policy Needs/Considerations

- Judy Shanley, National Center for Mobility Management
- Randy Dittberner, P.E., PTOE, Lee Engineering
- Tim Mitchell, MnDOT

Discussion Questions and Answers

1. What do you see as being key initiatives to improve active transportation?



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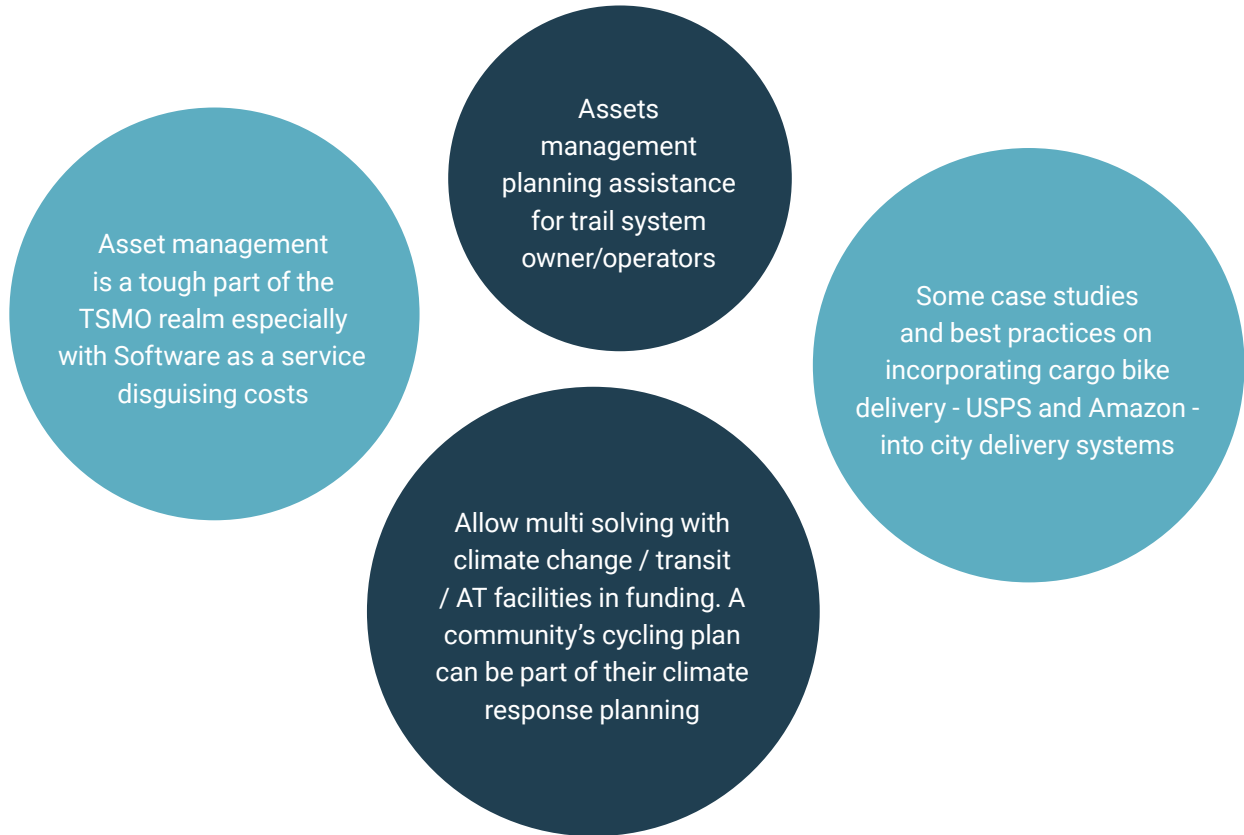
Discussion Questions and Answers

1. What do you see as being key initiatives to improve active transportation?

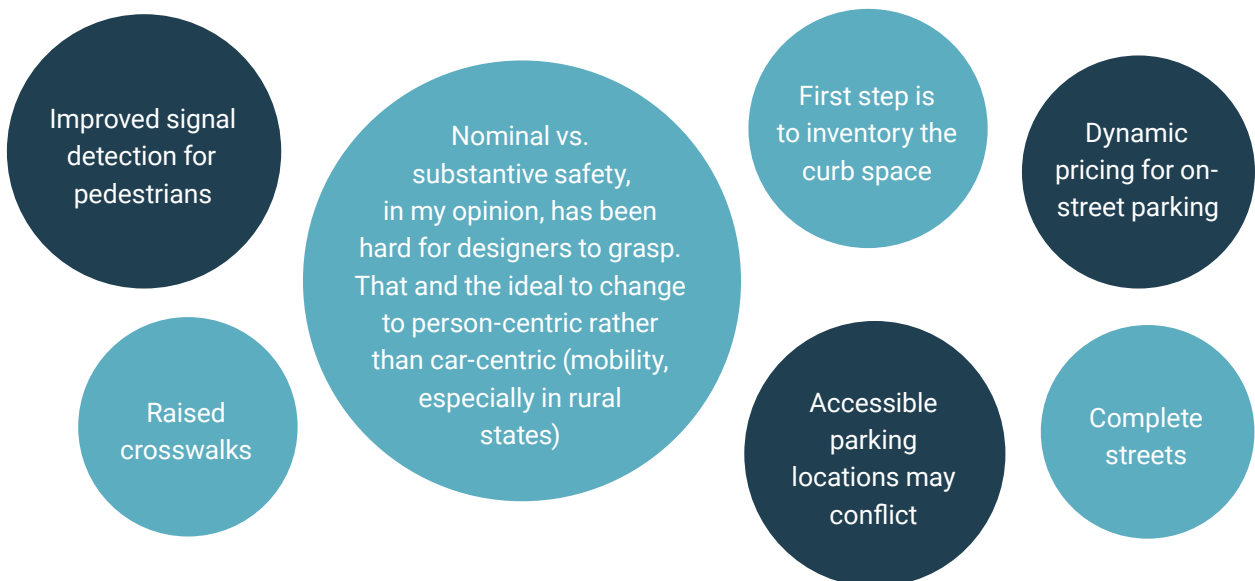


Discussion Questions and Answers

2. Where can TSMO programs assist these active transportation initiatives?



3. What are the TSMO solutions to reimagining curb use?



Discussion Questions and Answers

4. How have you seen on-demand modes/services change needs and best practices? How have TSMO professionals responded to this?

Designating Uber/Lyft drop off pick up locations keeping ped safety in mind

Scooters and Bikeshare introduced unique new demands, managing that space is important

Nominal vs. substantive safety. Safe system approach and including multiple stakeholders. Again, people-centric vs. car-centric (mobility, especially in rural state like KS)

Allowed for more flexibility for variety of mode use. This has led to a focus on addressing safety for all modes

5. Where is there room for growth/change looking forward?

Additional safety training and just overall educational training for either students or current practitioners

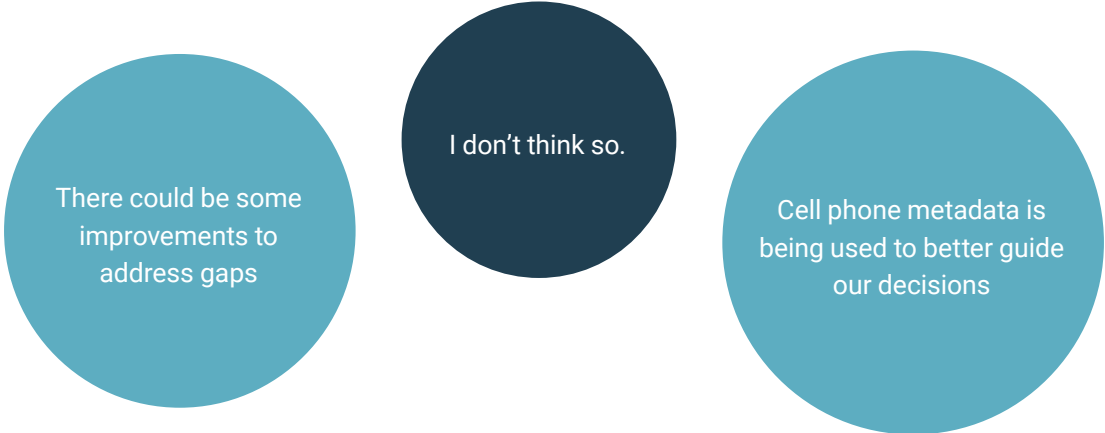
The SMART grant program has been well received, I want to know more about the best practices from these projects and from across the globe

Collecting data will allow for data driven decisions

Much of the existing data infrastructure is car-centered

Discussion Questions and Answers

6. Are the data approaches of operations professionals suitable for the data streams coming from emerging modes?



7. What are some of the current challenges/hurdles in leveraging this data or connecting it with operations data?



Discussion Questions and Answers

8. What do you see as being the role of the public sector vs. private sector in this space?

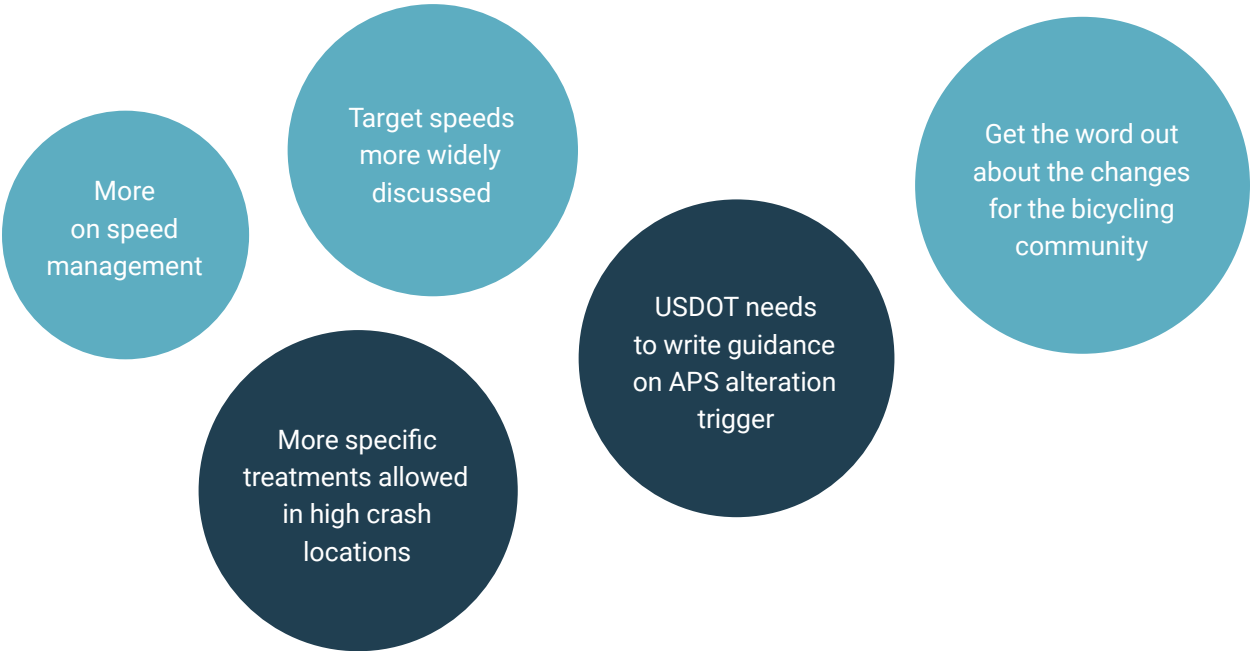


9. Looking forward, what could be done to improve awareness of existing resources, policies, and/or best practices as the industry continues to evolve?



Discussion Questions and Answers

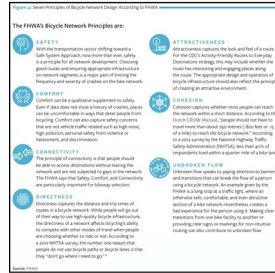
10. Where do we go next with MUTCD?



Presentations

BUILDING BETTER BIKE NETWORKS

Not Just Facilities, but how they fit together to provide direct, connected, routes that are easy to navigate and which feel good to use



Traditional Signal Detection does not meet the mark



Reimagining Roadways - Building a Bicycle Friendly America for Everyone

Ken McLeod - League of American Bicyclists

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Reimagining Intersections with TSMO

Peter Koonce, P.E., Portland, OR

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Micromobility Counts – Background and Reasons to Count

- Effort to collect bicycle and pedestrian count began in 2020 with the design of a pilot program with 13 stations
- Currently the counter network contains 43 continuous count stations with publicly available data.
 - Variety of facility types and counting technologies
- The data supports several needs within the agency
 - Facility monitoring
 - Seasonal trends
 - Year-over-year growth
 - Regional planning
 - Well-informed projects and design
 - Benefits of new facilities
 - Design considerations
 - Research
 - Network Use
 - Safety
 - Calibration of 'big data' resources

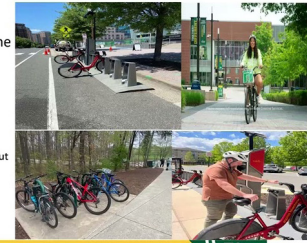


6/13/2024

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Bike Transportation

- Bikes
 - Bike racks by most buildings, in some parking lots, and at transit centers
 - Free bike registration
 - Give away free bike u-locks and bike lights
 - Free bike checkout
 - Partner with Mason Recreation so students and employees can check out bikes for 24 hours at no cost
 - Capital Bikeshare
 - 3 stations at Fairfax, 1 at Mason Square (Arlington) Campus



MassDOT Bicycle & Pedestrian Count Program

Ian Adams, Michelle Boucher - MassDOT

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Active Transportation - George Mason University

Josh Cantor - George Mason University

[WATCH NOW](#)

Presentations

Bicycle push buttons

- Push buttons for use only by bicyclists do not need to comply with pedestrian push button location provisions.
- Location determined by engineering judgment, considering bicyclists' reach without dismounting.
- Regulatory sign shall be used.




R10-24

Lee Engineering

Active Transportation Changes in the 11th Edition of the MUTCD

Randy Dittberner, P.E., PTOE - Lee Engineering

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Policy Catalysts → Operational Implementation Policy Needs

- Include all people regardless of mobility ability, age, geographic area, demographics.
- Integrate in community planning, such as Human Services Coordinated Transportation Planning, Healthy Aging Programs, Population Health Plans, etc.
- Continuous evaluation, assess formative and summative aspects of the work.
- An informed workforce that embraces a cross-discipline and inclusive approach
- Universal design and mobility



Active Transportation - A Key Tenet of TSMO!

Judy Shanley - National Center For Mobility Management

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What's Been Happening



- Advisory Committee Recommendations
 - Leading Pedestrian Interval Deployment
 - Pedestrian Phase/Timing Updates
 - Flashing Yellow Considerations
 - Automatic Recall
 - Right Turn on Red Evaluation
- Moving Greater Minnesota Forward Shared Mobility Program
- Accommodating People on Bicycle Through Work Zones Guidance Document (2021)
- Room for Increased Concept Development and Deployment

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The Intersection of TSMO and Active Transportation - MnDOT Experience

Tim Mitchell - MnDOT

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Next Steps

Based on the discussions during the peer exchange, NOCoE will build upon this knowledge with the following resources and activities:

1. Develop an Active Transportation web portal that will incorporate these resources, additional resources from FHWA, AASHTO, NCHRP, etc. as well as the Transportation Operations Manual (TOM).
2. Develop a Best Practices Report on Active Transportation and provide to TSMO practitioners.
3. Notate and recommended additions or updates to the TOM.