OUTLINE:

• Introduction

• Initial Efforts

• Need For a Data-Centric Focus

• Best Practices to Achieve Success

• Moving Forward
INTRODUCTION:

- Why implement a non-motorized program...desired results
- How does the program compare to the motorized program
PURPOSE:

• Develop a Statewide Non-Motorized Traffic Monitoring Program.

• The goal is to develop a statistically valid bike & ped data collection program that is consistent with the FHWA reporting format and is uploadable to the FHWA Traffic Monitoring Analysis System (TMAS).

• This data will be usable by other FDOT units; as well as by the Department’s external customers, including federal, state, regional and local agencies, partners, stakeholders and the traveling public.
INITIAL EFFORTS:

• Pilot study, existing programs research

• Quantify local efforts, identify stakeholders

• Survey Monkey...160 sent out, 75 replies (so far) in two days
NEED A DATA-CENTRIC FOCUS:

- What questions are we trying to answer?
  
  - *This data collection effort should provide non-motorized traffic patterns, bicycle and pedestrian exposure, and quantification of bicycle and pedestrian infrastructure.*

- What specific data are we trying to collect?

- Establish clear communications with stakeholders and customers
BEST PRACTICES TO ACHIEVE SUCCESS:

• Hire proven consultants

• Ensure resources are available...people, devices, time, champions

• Small achievements and incremental implementation

• What defines success? Have quantifiable goals

• Establish a scope and stick to it. Keep your identity
MOVING FORWARD

• Keeping the goals relevant and current

• Incorporating the program into routine operations

• Life cycle considerations
QUESTIONS?

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