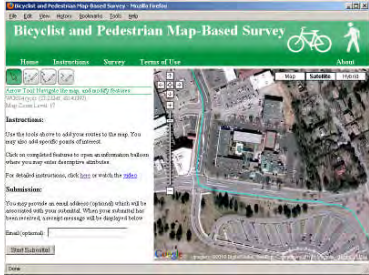


Bicyclist and Pedestrian Map-Based Survey for Blacksburg, Virginia



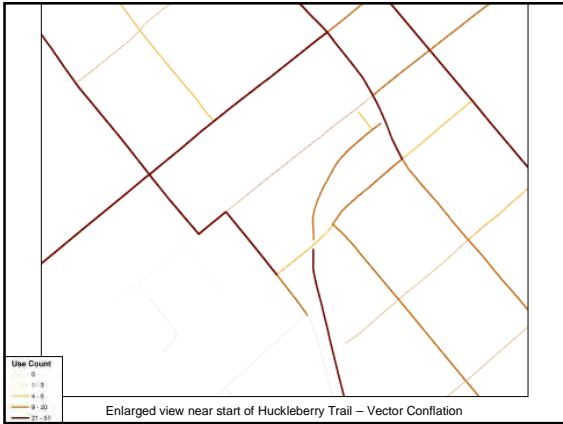
Thomas Dickerson, Peter Sforza
Virginia Tech Center for Geospatial Information Technology (CGIT)
2/17/2010

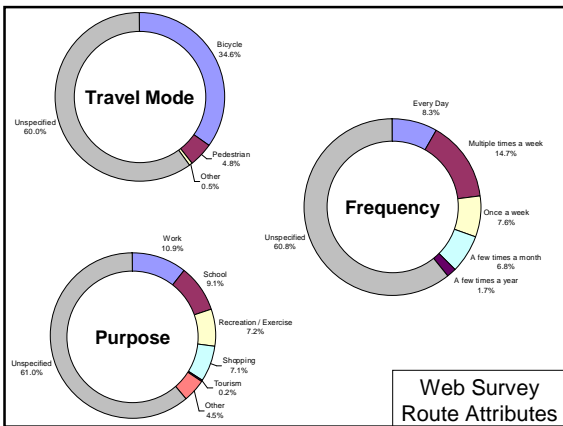
Background Information

- The map-based community input survey website was created to:
 - Collect information about commonly used routes
 - Collect other points of interest / concern
- Relatively unconstrained user input
- Self-selected respondents (non-scientific)

Public input was actively solicited in November and December of 2009

- Cycling advocacy email lists and websites
<http://www.vabike.org/crowdsourced-bike-planning-blacksburg/>
- VT News article:
<http://www.vtnews.vt.edu/story.php?relyear=2009&itemno=918>
- Article in 10/10/2009 print edition of Collegiate Times:
<http://www.collegiatetimes.com/cms/resource/frontpagepdfs/20091110.pdf>
<http://www.collegiatetimes.com/stories/14628/survey-aims-to-improve-bike-routes>
- Link on Town website
- Storefront poster at CDAC (101 S Main St, Suite 2)

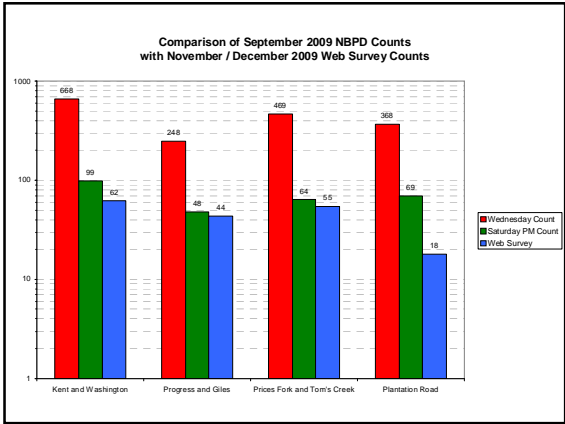




Points of Interest / Concern

- Beth and Priscilla categorized the points submitted to the web survey
- Themes in the point comments included:

Topic	Instances
Inadequate accommodation	77
Destination of trip	52
Road hazard / topography	44
Near miss	25
Bike rack location (or desired)	11
Origin of trip	9
Traffic enforcement issue	7
Education Issue	4



Findings

- The web survey route counts at intersections do not vary in proportion to the Wednesday NBPD count data (possibly due to over-representation in the web survey of accomplished bicyclists who use a diverse set of routes, and under-representation of casual / limited-purpose bicyclists)
- The relative ranking of web survey route counts at intersections is generally consistent with the traffic count data (except for the Plantation Road count location –possibly due to under-representation of VT students in the web survey)
- Major arterials are heavily followed in the web survey, even though some of these roads do not have continuous bike lanes
- Based on the web survey, alternate routes via lower-traffic roads and trails appear to be used when such alternatives do not result in a much greater overall energy expenditure

Roads / Places of Note

- Based on web survey responses, these roads experience moderate to heavy usage for a significant length, but have neither bicycle lanes nor proposed bicycle lanes in the existing town Bike Trails & Lanes GIS data:
 - North Main Street
 - South Main Street
 - Progress Street south of Giles Rd
 - Kent Street
 - Draper Road
 - Airport Road / Hubbard Street
 - Turner Street
