

Development of Performance Measures for Non-motorized Dynamics-OR10-035
Requisition #846 QA1
2/23/2012

Q: Under “Research Objectives”, does “vehicle and non-motorized use patterns” refer to traffic *paths* (routes) or to trip *purposes* or to some other factor?

Answer: This would refer to the use of different modes of traffic and their respective patterns in relationship to specific areas.

Q: The second research objective specifies that “research team should identify cultural issues associated with **pedestrian** incidents”. Are we to take from this that MDOT is not interested in cultural issues related to **bicycle** incidents?

Answer: It should read cultural relationships related to non-motorized etc... non-motorized covers both and all that are non-motorized. Previous research has shown devices that have been successful around the nation and within Michigan are not successful in all areas.

Q: Where MDOT specifies an inventory database, is MDOT primarily interested in the format of the data or is MDOT interested in receiving an actual database. If the latter, is there a particular database format or program which MDOT prefers?

Answer: Yes, there needs to be a database and the data should be reference per our linear referencing system with an optional GPS reference. The linear reference system is available through our PR Finder that is online.

Q: MDOT has specified four target *communities*; however MDOT has named four *cities*. Does MDOT define community to mean the strictly within the city limits, does it include the surrounding township(s), does it include the entire MPO area, or is there some other definition?

Answer: The communities referenced are a general location for roadways and intersection where MDOT is interested in how non-motorized traffic interacts with all related elements that are relevant to this research. Data can come from anywhere.

Q: Does the term “facilities” include such things as bicycle parking (racks) or is the term meant to include only such things as sidewalks, walking/biking paths, bike lanes, crosswalks, pedestrian refuge areas in intersections and the like? What about such things as bikes on buses?

Answer: Facilities and infrastructure are being used interchangeably in this instance. If a researcher is going to determine if there is a potential relationship between non-motorized characteristics / patterns and available facilities then they are going to have to know what is available in terms of all of the above mentioned and more.