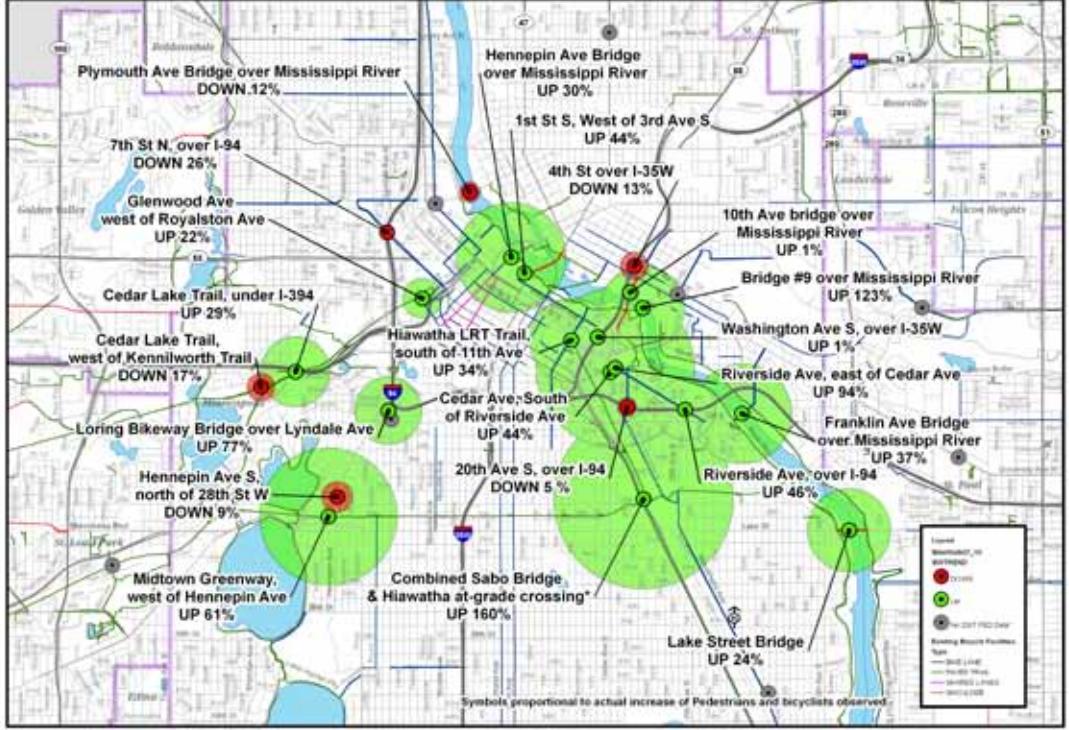




March 2011 Bike Walk Twin Cities Count Report Bicycling and Walking Up 30% from 2007-2010

BIKE WALK TWIN CITIES - FALL 2 HOUR COMBINED PEDESTRIAN AND BICYCLE COUNT COMPARISON 2007 & 2010



Bike Walk Twin Cities (BWTC), a program of Transit for Livable Communities, is part of a nationwide effort to compile reliable, year-over-year data about nonmotorized transportation—people who get around by bicycling or walking. BWTC, along with many local partners, conducts counts each year in September from 4-6 pm at more than 100 locations, including 30 benchmark locations used to measure changes in bicycling and walking. For additional data from the BWTC measurement program, please visit www.bikewalktwincities.org.



U.S. Department of Transportation
Federal Highway Administration

FALL 2007

FALL 2010

5,526

7,163



2-HOUR COMBINED BICYCLE AND PEDESTRIAN COUNTS 2007-2010

Count Location	Fall 2007	Fall 2010	Change	%Change
20th Ave S, over I-94, SE Mpls	349	330	-19	-5.4%
Bridge #9 over Mississippi River, SE Mpls	71	158	87	122.5%
Riverside Ave, over I-94, SE Mpls	99	145	46	46.5%
10th Ave bridge over Mississippi River, SE Mpls	367	371	4	1.1%
Hennepin Ave Bridge over Mississippi River, downtown Mpls	483	629	146	30.2%
Hiawatha LRT Trail, south of 11th Ave S, downtown Mpls	247	332	85	34.4%
Washington Ave S, over I-35W, downtown Mpls	256	259	3	1.2%
7th St N, over I-94, N Mpls	47	35	-12	-25.5%
Plymouth Ave Bridge over Mississippi River, N Mpls	175	154	-21	-12.0%
Franklin Ave Bridge over Mississippi River, SE Mpls	334	456	122	36.5%
Lake Street Bridge, SE Mpls	356	440	84	23.6%
Hennepin Ave S, north of 28th St W, S Mpls	505	458	-47	-9.3%
Glenwood Ave west of Royalston Ave, N Mpls	87	106	19	21.8%
Cedar Lake Trail, west of Kennilworth Trail, S Mpls	231	192	-39	-16.9%
Midtown Greenway, west of Hennepin Ave, S Mpls	377	606	229	60.7%
Cedar Lake Trail, under I-394, S Mpls	203	262	59	29.1%
4th St over I-35W, SE Mpls*	298	259	-39	-13.1%
1st St S, West of 3rd Ave S, downtown Mpls	113	163	50	44.3%
Loring Bikeway Bridge over Lyndale Ave, S Mpls	71	126	55	77.5%
Cedar Ave, South of Riverside Ave, SE Mpls	284	409	125	44.0%
Riverside Ave, east of Cedar Ave, SE Mpls	327	634	307	93.9%
Combined Sabo Bridge & Hiawatha at-grade crossing* SE Mpls	246	639	393	159.8%
Totals for All Locations Counted in 2007 and 2010	Fall 2007	Fall 2010	Change	%Change
	5,526	7,163	1,637	29.6%

This table reflects only locations where both bicycling and walking were counted.



Bike/Walk Talk

Peter Bretl

“Regarding the hardships of bike commuting, they are, in my view, nearly non-existent. Yes, I've been cold; yes, I've gotten rained on; but nearly every day that I ride, I see something beautiful that I'd likely have missed in a car. I feel the rush of the ride rather than the frustration of the traffic jam, and I burn calories, not gas! On top of it all, I have at my disposal a remarkable system of trails and a pro-bike culture that I'm proud to be a part of. . . . Twin Citians have all of this in their own backyard. They should appreciate it, and do their part to keep Portland from sneaking back into first place as America's best biking city.”

High Volume Increases

Hennepin Avenue Bridge combined biking walking (629, up 30%) **30%**

Midtown Greenway west of Hennepin combined biking walking (606, up 61%) **61%**

Riverside Avenue east of Cedar (634, up 94%) **94 %**

Sabo Bridge & Hiawatha at-grade crossing* (639, up 160%) **160%**

*The 2007 count was at the Hiawatha Avenue crosswalk; 2010 data combines the Sabo Bridge and crosswalk.

About Counting

Bike Walk Twin Cities (BWTC), a program of Transit for Livable Communities, is part of a nationwide pilot program to increase bicycling and walking as a means of transportation (www.fhwa.dot.gov/environment/bikeped/ntpp.htm). Also see www.smartmobility.us/). The Minneapolis area is one of four communities to receive \$25 million to fund new bicycling and walking infrastructure—such as bikeways, sidewalks, and improved crosswalks—as well as planning studies, other capital projects (e.g., bike centers, bike sharing, etc.) outreach, and education.

An unprecedented effort to measure bicycling and walking as a form of transportation

One element of the pilot program is an unprecedented effort to measure actual rates of bicycling and walking. In fall 2007, Bike Walk Twin Cities, with help from local partners and in conjunction with other pilot communities in California, Missouri and Wisconsin, initiated a program to count people bicycling and walking. The 2010 count marks the fourth year of data collection and is a benchmark for the pilot program. The protocol and methodology for the counts is based on a national protocol that has been standardized among the four pilot communities in coordination with Volpe Center of the United States Department of Transportation. Each September BWTC volunteers, trained and monitored for quality assurance, count nonmotorized traffic on weekdays from 4-6 pm at locations across the Twin Cities, including 30 benchmarking locations. With the help of a graduate capstone class at the University of Minnesota's Humphrey Institute, we have confirmed 4-6 pm as the best period for capturing a representative sample of overall volume of bicycles and people walking.

Bicycling and walking combined up 30% from 2007-2010

Many communities are experiencing a rise in bicycling and walking. The reasons for the increase are similar: more emphasis on health and active living, higher gas prices, more community commitment to sustainable investments, greater social acceptance, and fun.

Value Added: Safety

Safety is part of the story, as both cause and effect. Improved facilities and educational programs create safer travel conditions for bicyclists and walkers. And more bicyclists and walkers on the street create, through more visibility and driver awareness, greater safety. Transportation studies from the US and around the world indicate that as nonmotorized travel increases, safety rises too. A reasonable way to gauge how visible bicycles and pedestrians are to motorists is to think of count locations in terms of bicyclists or walkers per minute. Seeing a person along the roadway at least once a minute greatly increases the awareness of nonmotorized traffic. On Riverside Avenue, the number of bicyclists and walkers almost doubled, from an average of 3.6 to 6.5 bicycles and pedestrians per minute. The result is a street environment in which motorists expect to see bicycles in the bike lane and people entering the crosswalk.

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Increases Follow Investments

The rates of bicycling and walking are up in the Twin Cities, even in locations without new bicycling and walking infrastructure. However, the data for locations with new facilities, such as the Sabo Bridge (160% increase overall) and the Riverside Avenue corridor (up 83%) show that dramatic increases follow investments. At the time of the 2010 counts, very few BWTC-funded infrastructure projects were open. In 2011, several projects started in 2010 will be fully open and several more new projects will begin or complete construction. As these projects are opened and become familiar to residents, rates of bicycling and walking should rise as well. Overall, BWTC-funded projects will add more than 90 miles of new bikeways and sidewalks in the Twin Cities area.

2007-2010 Trends

Bicycling up 33%, Walking up 17%, Sidewalk riding down

From 2007-2010, bicycling increased by 33% overall, with the highest volume increases (number of cyclists) at such locations as the Franklin Avenue bridge over the Mississippi River, the Midtown Greenway, the Cedar Lake Trail under I-394, and at the Sabo Bridge. Full details about bicycling increases are available on a separate document: "Bicycling is up 33% from 2007-2010."

Walking also increased from 2007-2010, by 17%, with the highest volume increases (number of people walking) along Riverside Avenue, Cedar Avenue south of Riverside, and the Hennepin Avenue Bridge over the Mississippi River. For more information about walking, see the separate document: "Walking is up 17% from 2007-2010."

Along with the overall increases in bicycling and walking, BWTC data confirm that when bicycle lanes are added to streets, rates of bicycle riding on sidewalks fall dramatically. BWTC data for both bicycling and walking is helping identify some of the highest areas of risk for bicycle-pedestrian conflicts—and showing how infrastructure makes streets safer for all users. For more about these trends, see the separate document: "New bike lanes mean safer sidewalks."

More ways to count nonmotorized transportation

In addition to the annual September counts, since February 2009 BWTC has coordinated monthly counts at five locations to gauge seasonal rates of bicycling and walking. The monthly counts also track the number of cyclists wearing helmets and using lights after dark. For more about monthly counts and data about helmet and light use, visit www.bikewalktwincities.org/bicycling-walking-counts.

In the summer of 2010, BWTC also began deploying automated counters that track the rate and direction of travel. The 24-hour data from these counters provide the ability to more accurately correlate 2-hour count data to overall rates of bicycling and walking traffic.

BWTC also conducts surveys of people bicycling and walking to gather information about the purpose and length of nonmotorized trips. For the latest data about nonmotorized transportation in the Twin Cities, visit www.bikewalktwincities.org/bicycling-walking-counts.



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