



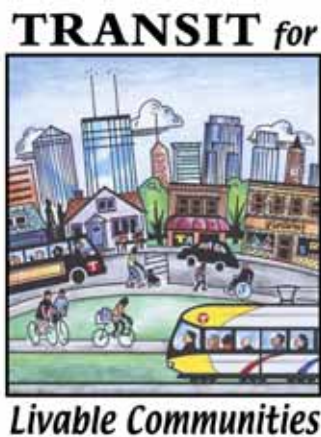
Pedestrian and Bicycle Count Report

Bike Walk Twin Cities 2009

Prepared by

Bike Walk Twin Cities, a program of Transit for Livable
Communities

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Executive Summary

This annual report, the 2009 Bike Walk Twin Cities Pedestrian and Bicycle Count Report, provides a detailed local view of bicycling and walking¹ at numerous locations across the Twin Cities. This ongoing collection of accurate, timely data about non-motorized traffic supplements existing data on motorized traffic to develop a more complete picture of overall travel behavior in our communities.

According to the American Community Survey, more than 10% of workers in Minneapolis commute by biking (4.3%) or walking (6.1%), compared to the national average of 3.3%. In addition, the American Community Survey showed that Minneapolis is second in share of bicycle commuting in the nation among large cities (behind Portland, Ore.), with a 68% increase in biking from 2006-2008.

The data reported here will create a foundation for understanding the role of biking and walking in the Twin Cities transportation system, and help inform decisions on future investments to best meet community needs for years to come. The data also monitor trends and patterns to evaluate investments in bicycle and pedestrian projects as part of the Federal Non-Motorized Transportation Pilot (NTP) Program.

Largely through investments made possible by the Minneapolis NTP, administered by Bike Walk Twin Cities/Transit for Livable Communities, Minneapolis is set to expand its bikeways by 40% in the coming year, launch the nation's first large-scale bike sharing program, and connect major existing trails to on-street facilities. Communities across the NTP area are investing pilot funds to reduce walking barriers through design improvements,



Figure 1 - Bicycling and walking are part of the Twin Cities identity

Top Bicycling Locations	
Midtown Greenway west of Blaisdell Ave	698
15th Ave SE, between 4th & University	633
Midtown Greenway, west of Hennepin	564
Sabo Bridge over Hiawatha Av	494
E Lake Calhoun Pkwy south of W 36th St	441
Lake Harriet Pkwy west of Roseway Rd	418
Kenilworth Trail south of Cedar Lake Pkwy	403
SW LRT Trail, east of Beltline Blvd	364
Hiawatha LRT Trail south of S 16th Ave	364
Kenilworth Trail north of Cedar Lake Pkwy	359
Summit, west of Fairview	354
East River Pkwy north of SE Franklin Ave	347
Franklin Ave Bridge over Mississippi River	315
Lake St Bridge over Mississippi River	311
Cedar Lake Trail west of S Ewing Ave	295
Cedar Lake Trail, west of Kennilworth trail	287
Hiawatha LRT Trail, south of 11th Ave S	279
Loring Park Entrance north of W 15th St	271
East River Pkwy south of SE Franklin Ave	267
Cedar Lake Trail, under I-395	260

¹ Bike Walk Twin Cities identifies walking as including all individuals using any sort of assistive device including but not limited to; walkers, canes, wheelchairs (automatic or manual) crutches, segways, skateboards, in-line skates (all variations), strollers, and/or being carried by another pedestrian (such as a small child)

introduce Minnesota’s first bicycle boulevards, and create safer connections to key destinations. In addition, the Minneapolis NTP has invested significantly in outreach, education, and measurement as key components of lasting mode shift. A full listing of these projects can be found in Map II in the appendix; further information about BWTC-funded projects through the NTP is available at <http://www.bikewalktwincities.org>.

Key Observations

1. Bicycling and walking are on the rise! From 2007-2009, there was a 13% increase in biking. Walking patterns fluctuated, with a decline of 3% from 2007-2009, but an increase of 6% from 2008-2009. Overall, biking and walking together are up 3% from 2007-2009.

Implication: Community efforts and individual behavior are shifting more transportation trips to bicycling and walking. We’re on the right track. To be able to assess ongoing progress, BWTC/TLC is committed to continued accurate measurement. For example, beginning spring 2010, we will incorporate automated counting at several locations for 24-hour data collection. We are also working with other pilot communities to develop a model and protocol, transferable to any community, to collect, interpret, and forecast bike/walk data.

2. Minnesotans are year round bicyclists and walkers. New monthly count data indicates that even on the worst winter day 68% of walkers continue to walk and 20% of bicyclists bike. On a clear winter day, 36% of bicyclists are out and 81% of walkers.

Implication: While the cold temperatures may discourage some riders and walkers, other factors, such as strong winds and snow and ice-covered roadways and trails, influence the decision to walk or bicycle on any given day. Those who must reach a transit stop or final destination by foot or bicycle contend with weather as best they can. To maximize bicycling and walking, we cannot fail to pay attention to winter pavement conditions. Policy and practice of maintaining streets, trails,

Top Walking Locations	
SE Oak St south of SE Washington Ave	1922
SE Washington Ave west of SE Oak St	1764
15th Ave SE, between 4th & University	1347
S 10th St east of S LaSalle Ave	981
SE 14th Ave north of SE 4th St	794
SE 14th Ave south of SE 4th St	754
SE Washington Ave east of SE Oak St	693
N 1st Ave south of N 4th St	638
E Lake Calhoun Pkwy south of W 36th St	628
S 5th St west of S 2nd Ave	598
SE Oak St north of SE Washington Ave	549
Lake Harriet Pkwy west of Roseway Rd	547
W Lake Harriet Pkwy east of S Sheridan Ave	507
S LaSalle Ave south of S 10th St	436
S 4th St east of S 3rd Ave	413
Riverside Ave, East of Cedar Ave	408
SE 4th St east of SE 14th Ave	370
SE University Ave west of SE 10th Ave	363
S Lyndale Ave north of W Lake St	345
S 4th Ave north of S 6th St	334



Figure 2 – Walking is a year round activity.

and sidewalks for year-round accessibility is critical to functional bicycling and walking transportation systems that serve all users reliably.

3. Bicyclists are using lights and wearing helmets. In winter (November – February), 74% of bicyclists observed used lights after dark². Helmet use is also high, with 64% of cyclists observed wearing helmets (March-October, when daylight levels allow observation of helmet use).

Implication: This is encouraging evidence of safe behavior. Educational efforts through the Bike Walk Ambassadors (funded through Bike Walk Twin Cities) and other local organizations reinforce and expand a culture of safe practices. Outreach extends to workplaces, neighborhoods, places of worship, and schools. Through collaborative training programs, 37 new instructors have been certified by the League of American Bicyclists, who, through the numerous classes they offer, create safer, more confident urban cyclists throughout the community.

4. The overall gender breakdown of all nonmotorized trips showed a predominance of males: 63% male, 37% female, 2% children. Bicycling had a stronger predominance of males (72%) than walking (53%).

Implication: TLC count observations are consistent with national data that show a ratio of male and female bicyclists of three to one.³ According to Jenifer Dill at Portland State University “Addressing women’s concerns about safety and utility ‘will go a long way’ toward increasing the number of people on two wheels”. Research indicates women to be more risk averse than

Top On-Street Bicycling Locations	
15th Ave SE, between 4th & University	633
Summit, west of Fairview	354
Franklin Ave Bridge over Mississippi River	315
Lake St Bridge over Mississippi River	311
SE 5th St west of SE 17th Ave	253
Minnehaha Pkwy north of W 50th St	248
Hennepin Ave Bridge over Mississippi River	237
S Bryant Ave north of W Lake St	237
SE Washington Ave west of SE Oak St	232
10th Ave. bridge over Mississippi River	223

Top Walking Locations Outside of Downtown and the University of Minnesota Campus	
E Lake Calhoun Pkwy south of W 36th St	628
Lake Harriet Pkwy west of Roseway Rd	547
W Lake Harriet Pkwy east of S Sheridan Ave	507
Riverside Ave, East of Cedar Ave	408
S Lyndale Ave north of W Lake St	345
Cedar Ave, South of Riverside Ave	304
Central Ave NE, north of Lowry	282
Hennepin Ave S, north of 28th	277
W Lake St east of S Bryant Ave	249
E Lake St east of S 21st Ave	246



Figure 3 – The perception of safety can impact the likelihood that people will choose to bike

² It should be noted that TLC chooses to observe helmet use (Mar-Oct) and light use (Nov-Feb, when there is darkness during the count period) for the monthly counts.

³ Thunderhead Alliance, “Bicycling and Walking in the U.S. Thunderhead Alliance Benchmarking Report”, 2007, status of bicycling p 8.

men, suggesting that safer infrastructure facilities, such as separated paths and traffic calmed streets, can make bicycling more desirable⁴. Bike Walk Twin Cities -- through several community projects -- is investing in bicycle boulevards, a design for urban streets proven across the country to be more welcoming to less traffic-confident riders.

⁴ "How to Get More Bicyclists on the Road - *To boost urban bicycling figure out what women want*", Linda Baker, Scientific American Magazine, October 16, 2009

Federal Non-Motorized Transportation Pilot Program (NTP)

The NTP Program is a federally funded demonstration program in four U.S. communities: Marin County, California; Minneapolis, Minnesota; Columbia, Missouri; and Sheboygan, Wisconsin. TLC administers the program in the Minneapolis area; it is known here as Bike Walk Twin Cities (BWTC). Each of the four pilots will determine the extent to which increased investments in planning, education, and infrastructure result in more people walking and bicycling for transportation. Approximately \$22 million in federal transportation funds through the SAFETEA-LU bill is available to each community over a four-year period (2006-2010).

Each of the designated communities, following a similar protocol, conduct annual counts to establish benchmark measures across the pilot area and at specific project locations. The count data will be valuable to demonstrate the extent that our investments encourage and enable more people to walk and bike. A summary of the count results from each of the other pilot communities can be found on the Federal Highway Administration website - <http://www.fhwa.dot.gov/environment/bikeped/nntp.htm>.

In September of 2009 TLC partnered with numerous local organizations to conduct the counts, totaling 183 locations. This report will focus on the 41 locations that are now being counted annually for BWTC program measurement, and highlight several locations specifically related to projects funded through the pilot program. These locations have been selected because they are representative of diverse walking and bicycling environments in and around Minneapolis, in addition to locations impacted by BWTC funded projects. The appendix includes a full list of count results for all 183 locations counted in September 2009.