

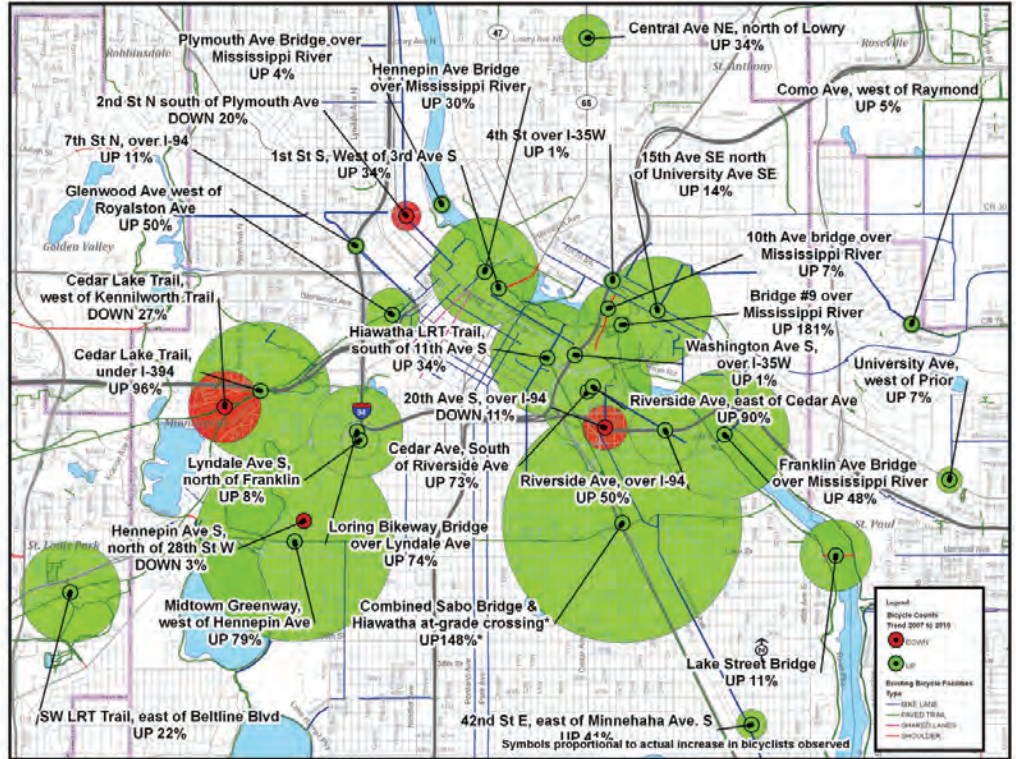


March 2011  
Bicycling is up 33% from 2007-2010.

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](http://www.bikewalktwincities.org).



U.S. Department of Transportation  
Federal Highway Administration



FALL 2007

4,102



FALL 2010

5,468



**2-HOUR BICYCLE COUNTS**

Count Location	Fall 2007	Fall 2010	Change	%Change
15th Ave SE north of University Ave, SE Mpls*	514	585	71	13.8%
20th Ave S, over I-94, SE Mpls	200	179	-21	-10.5%
Bridge #9 over Mississippi River, SE Mpls	26	73	47	180.8%
Riverside Ave, over I-94, SE Mpls	60	90	30	50.0%
10th Ave bridge over Mississippi River, SE Mpls	197	210	13	6.6%
Hennepin Ave Bridge over Mississippi River, downtown Mpls	234	305	71	30.3%
Hiawatha LRT Trail, south of 11th Ave S, downtown Mpls	229	307	78	34.1%
Washington Ave S, over I-35W, downtown Mpls	116	117	1	0.9%
2nd St N south of Plymouth Ave, N Mpls*	45	36	-9	-20.0%
7th St N, over I-94, N Mpls	18	20	2	11.1%
Plymouth Ave Bridge over Mississippi River, N Mpls	57	59	2	3.5%
Central Ave NE, north of Lowry, NE Mpls*	40	54	14	35.0%
42nd St E, east of Minnehaha Ave. S, SE Mpls	14	19	5	35.7%
Franklin Ave Bridge over Mississippi River, SE Mpls	212	314	102	48.1%
Lyndale Ave S, north of Franklin, S Mpls*	113	122	9	8.0%
Lake Street Bridge, SE Mpls	280	311	31	11.1%
Hennepin Ave S, north of 28th St W, S Mpls	79	77	-2	-2.5%
Glenwood Ave west of Royalston Ave, N Mpls	34	51	17	50.0%
Cedar Lake Trail, west of Kennilworth Trail, S Mpls	201	147	-54	-26.9%
Midtown Greenway, west of Hennepin Ave, S Mpls	306	547	241	78.8%
Cedar Lake Trail, under I-394, S Mpls	122	239	117	95.9%
4th St over I-35W, SE Mpls*	145	147	2	1.4%
1st St S, West of 3rd Ave S, downtown Mpls	47	63	16	34.0%
Loring Bikeway Bridge over Lyndale Ave, S Mpls	69	120	51	73.9%
Cedar Ave, South of Riverside Ave, SE Mpls	45	78	33	73.3%
Riverside Ave, east of Cedar Ave, SE Mpls	92	175	83	90.2%
Como Ave, west of Raymond, St. Paul	38	40	2	5.3%
University Ave, west of Prior, St. Paul*	58	62	4	6.9%
SW LRT Trail, east of Beltline Blvd, St Louis Park*	276	338	62	22.5%
Combined Sabo Bridge & Hiawatha at-grade crossing* SE Mpls	235	583	348	148.1%

\*These locations were counted as intersections in 2007 an adjustment factor was used to estimate screenline total (adjustment for bicycling only).

Totals for All Locations Counted in 2007 and 2010	Fall 2007	Fall 2010	Change	%Change
	4,102	5,468	1,366	33.3%

**2007-2010**

Count Location	Fall 2007	Fall 2010	Change	%Change
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<b>Totals for All Locations Counted in 2007 and 2010</b>	<b>Fall 2007</b>	<b>Fall 2010</b>	<b>Change</b>	<b>%Change</b>
	<b>4,102</b>	<b>5,468</b>	<b>1,366</b>	<b>33.3%</b>



# Bike Talk

## Leela Bergerud

“My back yard literally butts up to the Greenway right off Cedar Lake so it seemed practically criminal to not get on the Greenway - especially since I've been freelancing downtown. . . . It was slick and just as fast as driving and saved me anywhere from \$7-\$12 in parking a day, not to mention that I was able to incorporate exercise into my basic routine.”

## High Volume Increases

**Hennepin Avenue over Mississippi River**  
(volume of bicycles 547 in 2-hour period, up 30%)

30%

**Franklin Bridge over Mississippi River**  
(now 314, up 48%)

48%

**Midtown Greenway**  
(547, up 79%)

79%

**Riverside Avenue east of Cedar**  
(now 175, up 90%)

90%

**Sabo Bridge\***  
(now 583, up 148%)

148%

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

In 2010, Bicycling Magazine rated Minneapolis the #1 Bicycling city in America. Four years of bicycle counts indicate a growing bicycle movement. Bicycling increased 33% between 2007 and 2010, based on data collected at 31 locations.

### Midtown Greenway a barometer for bicycling

The Midtown Greenway, as both a recreational destination and a key commuter corridor for Twin Cities bicyclists, provides a snapshot of bicycling trends. In 2007 there were already more than 300 bicyclists during the two-hour count period, making the Greenway one of the busiest bicycle facilities in Minneapolis. By 2010, this same two hour period saw another 241 bicyclists, or a 79% increase.

One factor contributing to the growth of Greenway traffic is, no doubt, the opening of the Sabo Bridge in November 2007. The new bridge allows bicyclists to connect all the way from the Uptown area to the Mississippi River Parkway, without having to stop and wait for a signal at Hiawatha Avenue (SR 55). Combined observations at the Hiawatha intersection (before the bridge existed) and the new bridge crossing show an additional 348 bicyclists making the crossing, with 100 fewer using the crosswalk. Overall this is a 150% increase over 2007. This data provides strong evidence that infrastructure investments yield results for increasing bicycling.

### Bike-a-Minute

Research confirms that increases in bicycling correlate with decreased crash rates, supporting the notion that the increased presence of bicyclists makes motorists more aware of the need to watch out for conflict. A 2-hour count of 120 bicyclists is equal to a bike a minute, significantly increasing the likelihood motorists will anticipate seeing bicyclists on that roadway.

Some modest infrastructure improvements have helped push the Riverside Avenue corridor above the Bike-a-Minute threshold. In fall 2009 the City of Minneapolis added bicycle lanes to Riverside Avenue through a 4-3 conversion or “road diet.” This simple conversion, which only required restriping the roadway, provided a key facility for bicyclists and resulted in an overall 75% increase in bicycling along the corridor. Even more significant, more bicyclists now use the bike lanes instead of riding on the sidewalks, increasing comfort and safety for people walking on Riverside Avenue.

### Other locations with mixed results

One notable and unexpected decline for bicycling is on the Cedar Lake Trail west of Kenilworth, where there was a drop of 54 bicyclists, or 27%, from 2007 to 2010 (pedestrian numbers also declined, by 58 or 72%). Separate observations on the same day, less than a half mile away along the same trail, where the Cedar Lake Trail crosses under I-394, saw an increase of 96%, or 117 bicyclists. These mixed results are puzzling, but BWTC counters have noted significant numbers of recreational bicyclists and joggers making a loop around the Cedar Lake and Kenilworth Trails. There may be a decrease in the number of recreational bicyclists making this loop, while at the same time a significant increase in commuter bicyclists making the connection from downtown to the Midtown Greenway using the Kenilworth Trail, a route that bypasses the Cedar Lake count location.

BIKE WALK TWIN CITIES, A PROGRAM OF  
TRANSIT FOR LIVABLE COMMUNITIES  
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SAINT PAUL, MN 55104

