



# BRYANT AVENUE

## Bicycling & Walking UP 121% 2007 - 2011

### Bike Walk Twin Cities Fall Counts

The Nonmotorized Transportation Pilot Program administered by Transit for Livable Communities.

#### Bryant Avenue Bicycle Boulevard

The Bryant Avenue bicycle boulevard adds traffic calming elements and intermittent green paint and sharrows to enhance walking and bicycling on what is already a low volume/low traffic street. For cyclists, Bryant Avenue provides a north south alternative to Lyndale Avenue, from Whittier to Lynnhurst. A new median assists bicycles and pedestrians in crossing Franklin Avenue. The Bryant bike boulevard also connects to the existing Loring Bicycle Bridge, discouraging bicyclists from riding on the narrow sidewalk between Franklin and the bridge.

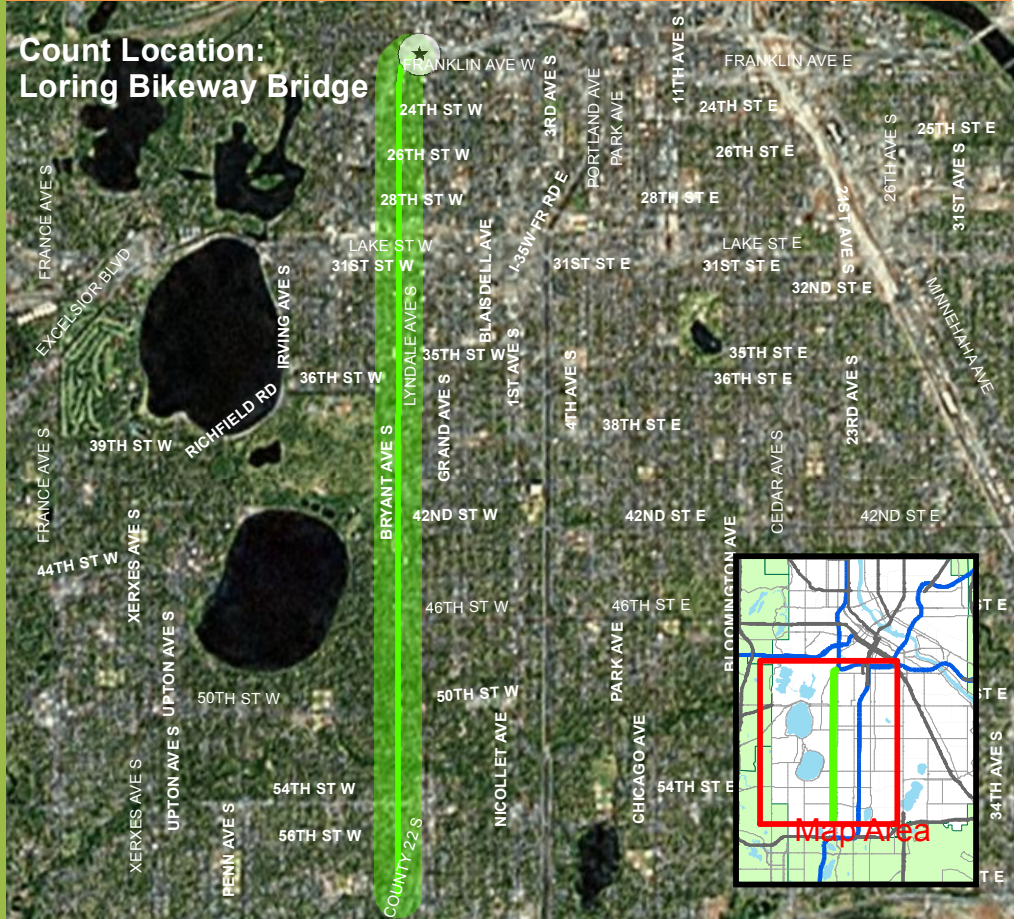
**Project length: 4.5 Miles**  
**BWTC Award: \$150,000**  
**Completed: Summer 2011**

**2011 Yearly Estimate\***  
**Bicycles 335,000**  
**Pedestrians - 18,000**



U.S. Department of Transportation  
 Federal Highway Administration

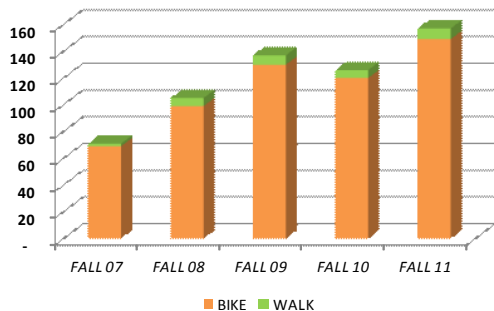
Count Location:  
 Loring Bikeway Bridge



\*Annual Estimations calculated using the National Bicycle and Pedestrian Documentation Protocol Extrapolation Model, developed by Alta Planning & Design

WEEKDAY TWO HOUR COUNTS (4-6 PM)	FALL 2007	FALL 2011	CHANGE 2007-
BICYCLING	69	149	↑ 116%
WALKING	2	8	↑ 300%
<b>TOTAL ACTIVE TRANSPORTATION</b>	<b>71</b>	<b>157</b>	<b>↑ 121%</b>

Weekday Counts at Loring Bicycle Bridge



Above: Installing pavement markings (August 2011, Leslie Foreman)  
 Right: A Bicyclist using the new experimental green shared lanes on Bryant (Sept 2011, TLC)

