



FALL 2-HOUR COUNT LOCATIONS WITH NEW BIKE LANES.



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

Bicycling on the sidewalk, while legal in most areas outside of downtown Minneapolis, is generally not very safe. When cyclists are in unpredictable locations, conflicts with vehicles at driveways and intersections are more likely. Bicycles on sidewalks also are a nuisance for people walking, especially if bicyclists are careless or riding too fast.

BWTC and our partners have been monitoring sidewalk riding since fall of 2008, to determine where it is most prevalent and whether changes to the roadway increase or decrease this behavior. We now have comparative data from 2008 and 2010 along four roadways where bike lanes were installed in 2009 (Riverside Avenue) and 2010 (7th Street North, Como Avenue in St Paul, and the Franklin Ave Bridge). Some of these projects were completed just weeks before the counts occurred, making it difficult to determine the impact of new bike lanes on the volume of bicyclists. But, our counters were able to observe changes in bicyclist behavior related to riding in the street or on the sidewalk.

**New bike lanes dramatically affect sidewalk riding behavior**

The number and percentage of bicyclists riding on the sidewalks declined at each location—by 40-80% or more. The decline in sidewalk-riding at these locations also represented a significant portion of the overall decline across count locations, accounting for 71% of the overall decrease in bicyclists riding on sidewalks.

Clearly this is strong evidence that the addition of bicycle lanes encourages bicyclists to use the street instead of the sidewalk. After new bike lanes were added on Riverside Avenue in 2009, sidewalk riding dropped by 85%, even as the volume of bicycles and pedestrians increased.



# Safe Sidewalks

## Change in Bicyclists riding on sidewalks at Locations with NEW BIKE LANES 2008 to 2010

Locations listed in order of greatest percentage reduction.

MAP ID	Locations with new bike lanes	FALL 2008			FALL 2010			CHANGE 2008 to 2010		
		Bike Facility in 2008	Bicyclists on Sidewalk	Percent of Bicyclists Counted	Bike Facility in 2010	Bicyclists on Sidewalk	Percent of Bicyclists Counted	Percent Reduction/Increase	Change in Number of Bicyclists on Sidewalk	Change in Percentage of Actual Bikes on Sidewalk
6	Riverside Ave, over I-94	None	20	26.0%	NEW BIKE LANE	3	3.3%	-87.2%	-17	-85.0%
17	7th St. N., over I-94	None	10	43.5%	NEW BIKE LANE	4	20.0%	-54.0%	-6	-60.0%
535	Come Ave, W. of Raymond	None	10	18.2%	NEW BIKE LANE	4	10.0%	-45.0%	-6	-60.0%
26	Franklin Ave. Bridge	None	189	63.6%	NEW BIKE LANE	113	36.0%	-43.4%	-76	-40.2%

Data represents two-hour observations (4:00pm-6:00pm on September weekday).

### Improvements for bicycles benefit pedestrians

Conflicts between bicyclists and pedestrians are a major consideration for BWTC as we strive to improve conditions for both bicycling and walking in the Twin Cities. To better identify locations with high risk of conflict, TLC has developed a Sidewalk Bicycling Index. This index uses observations from the bicycle counts to determine the likelihood a person will encounter a bicyclist along a corridor during a 10 minute walk. The following chart shows the results of the Sidewalk Bicycle Conflict Index at locations observed during Fall 2010.



## BWTC 2010 FALL BICYCLE COUNTS - SIDEWALK BICYCLING INDEX

Index reflects likelihood of encountering bicyclist on sidewalk during a 10 minute walk (based on 2-hour count observation).

	COUNT LOCATIONS	BICYCLISTS USING SIDEWALK	SIDEWALK BICYCLING INDEX
Count locations with bike lanes	11	95	0.5
Count locations without bike lanes	12	248	1.3
Total count locations where sidewalk bicycling is tracked*	23	343	0.9

\*Excludes bridge locations, where overall volumes and frequent connections to off-street facilities inflate totals compared to overall locations.

This index is a basic tool to identify where bicycle volumes on a sidewalk may create unsafe conditions for walkers. In its present state the index does not account for other factors, such as pedestrian demographics, volumes, sidewalk width, or weather conditions. More work will be done to include these data points and develop a tool to help identify locations where strategies to separate bicycles and pedestrians should be taken into consideration.

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