

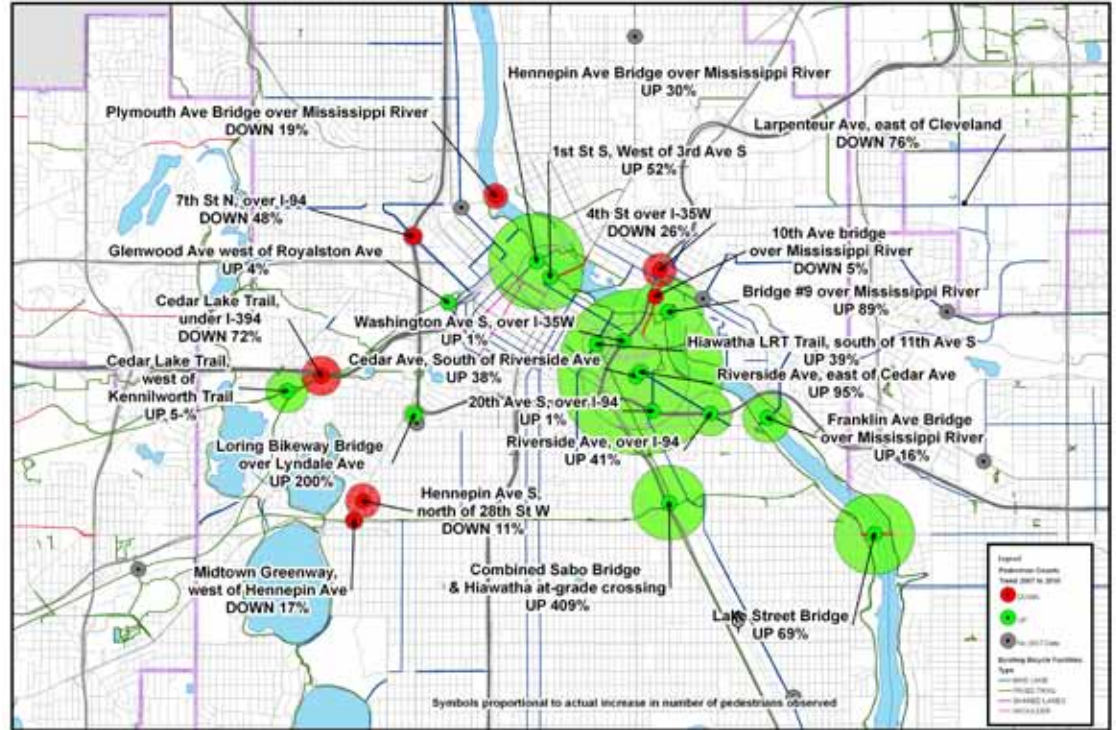


March 2011
Walking is up 17% from 2007-2010.

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.



U.S. Department of Transportation
Federal Highway Administration



FALL 2007

2,522



FALL 2010

2,951



2-HOUR WALKING COUNTS

Count Location

15th Ave SE north of University Ave, SE Mpls*				
20th Ave S, over I-94, SE Mpls	149	151	2	1.3%
Bridge #9 over Mississippi River, SE Mpls	45	85	40	88.9%
Riverside Ave, over I-94, SE Mpls	39	55	16	41.0%
10th Ave bridge over Mississippi River, downtown Mpls	170	161	-9	-5.3%
Hennepin Ave Bridge over Mississippi River, downtown Mpls	249	324	75	30.1%
Hiawatha LRT Trail, south of 11th Ave S, downtown Mpls	18	25	7	38.9%
Washington Ave S, over I-35W	140	142	2	1.4%
2nd St N south of Plymouth Ave, N Mpls*				No Ped Data 2007
7th St N, over I-94, N Mpls	29	15	-14	-48.3%
Plymouth Ave Bridge over Mississippi River, N Mpls	118	95	-23	-19.5%
Central Ave NE, north of Lowry, NE Mpls*				No Ped Data 2007
42nd St E, east of Minnehaha Ave. S, SE Mpls				No Ped Data 2007
Franklin Ave Bridge over Mississippi River, SE Mpls	122	142	20	16.4%
Lyndale Ave S, north of Franklin, S Mpls*				No Ped Data 2007
Lake Street Bridge, SE Mpls	76	129	53	69.7%
Hennepin Ave S, north of 28th St W, S Mpls	426	381	-45	-10.6%
Glenwood Ave west of Royalston Ave, N Mpls	53	55	2	3.8%
Cedar Lake Trail, west of Kennilworth Trail, S Mpls	30	45	15	50.0%
Midtown Greenway, west of Hennepin Ave, S Mpls	71	59	-12	-16.9%
Cedar Lake Trail, under I-394, S Mpls	81	23	-58	-71.6%
4th St over I-35W, SE Mpls*	153	112	-41	-26.8%
1st St S, West of 3rd Ave S, downtown Mpls	66	100	34	51.5%
Loring Bikeway Bridge over Lyndale Ave, S Mpls	2	6	4	200.0%
Cedar Ave, South of Riverside Ave, SE Mpls	239	331	92	38.5%
Riverside Ave, east of Cedar Ave, SE Mpls	235	459	224	95.3%
Como Ave, west of Raymond, St. Paul				No Ped Data 2007
University Ave, west of Prior, St. Paul*				No Ped Data 2007
SW LRT Trail, east of Beltline Blvd, St. Louis Park*				No Ped Data 2007
Combined Sabo Bridge & Hiawatha at-grade crossing SE Mpls*	11	56	45	409.1%

*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

2007-2010

Count Location	Fall 2007	Fall 2010	Change	%Change
Totals for All Locations Counted in 2007 and 2010	2,522	2,951	429	17.0%



Walk Talk

Jacara Warfield

“I walk Monday-Friday to get to and from work. I can also walk over to the grocery store after work and catch a cab home. Three years ago I bought a house closer to work so I could walk. I don’t like to drive and I save the cost of the car note, insurance, etc. I could have bought a car, but instead, I bought a house. . . . I don’t mind walking in the winter so much. It’s fine if people have shoveled. I plan my route based on where people do and don’t shovel.”

High Volume Increases

Hennepin Avenue Bridge

Volume of people walking in 2 hour period:
324, up 30%

30%

Cedar Ave just south of Riverside
(331, up 39%)

39%

Riverside over I-94
(55, up 41%)

41%

Bridge #9 at the University of Minnesota
(85, up 89%)

89%

Riverside Avenue east of Cedar
(459, up 95%)

95%

Sabo Bridge*
(56, up 400%)

400%

*in 2007, count was at the Hiawatha Crosswalk; 2010 data combines Hiawatha crossing and Sabo Bridge.

Minneapolis may be the number one bicycling city in America, but walking still accounts for more of the city's nonmotorized mode share. According to the American Community Survey (ACS) in 2009 walking accounted for 6.4% of the Minneapolis commute, compared to 3.9% for bicycling. Walking trends observed at 23 locations show that, although the numbers fluctuate year to year, walking saw a strong 17% increase from 2007-2010. Walking increased at 15 of 22 locations, most notably on Riverside Avenue, where rates of pedestrian traffic were up 41% over I-94 and up 95% at the intersection with Cedar Avenue.

Significance of Walking Numbers

Walking is a mode of transportation in which a little congestion is a good thing. As with increased rates of bicycling, numerous people along the street provide a clear message to motorists to slow down and drive carefully. Additionally, the presence of “eyes on the street” is a strong deterrent to crime and vandalism.

Walking levels at BWTC count locations range from the sporadic passersby on the Hiawatha LRT trail, where pedestrians come by less than once every 5 minutes, to the intersection of Riverside and Cedar, with a two-hour total of 459, or nearly four people a minute.

Walking is inexpensive and even in the worst weather does not call for much special gear. BWTC's monthly counts show that people who walk keep walking all year. During the winter months, December to February, BWTC data shows that three out of four people keep walking to get where they're going. This data emphasizes a significant issue for winter walking: the need for prompt snow removal on sidewalks and at street crossings. Often after heavy snowfall, sidewalks, crosswalks, and bus stops become challenging or even impassable, especially for people using assistive devices, such as a walker or wheel chair.

Mixed Results on Cedar Lake Trail

Two notable trail locations show decreases: the Midtown Greenway west of Hennepin (down 58 or 17%) and the Cedar Lake Trail just west of Kenilworth (down 58 or 72%). A number of factors may account for the change. Both locations are along continuous trails frequently used by runners and long-distance walkers (as noted by counters). Additionally the baseline numbers are relatively low (both below 100), making it easy for small factors such as a platoon of runners to have a significant impact. Other locations with declines will need to be monitored in future counts to see if the decreases are trends or anomalies.

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

