

Executive Summary

This annual report, the 2013 Bike Walk Twin Cities Pedestrian and Bicycle Count Report, provides a detailed view of bicycling and walking at benchmark locations across the Twin Cities. This ongoing collection of annual data about nonmotorized traffic supplements existing data on motorized traffic to develop a more complete picture of overall travel behavior in our communities.

KEY FINDINGS

1. Rates of bicycling and walking

Annual counts at 43 benchmark locations in the Twin Cities metro indicate that bicycling increased 78 percent and walking 16 percent between 2007 and 2013. Overall, active transportation (bicycling and walking together) rose by 45 percent from 2007 to 2013. Between 2012 and 2013, bicycling increased 13 percent, walking decreased 6 percent, and active transportation increased 4 percent. The findings are based on manual 2-hour counts conducted by specially-trained volunteers at locations encompassing a broad range of street types and facilities and representing all areas of Minneapolis and several adjacent communities. The 2013 counts are the highest ever recorded for bicycle trips, and the second highest ever recorded for pedestrian trips (down slightly from the record high of 2012).

2013 KEY FINDINGS SUMMARY*

2007-2013

Bicyclists: +78%

Pedestrians: +16%

Nonmotorized: +45%

2012-2013

Bicyclists: +13%

Pedestrians: -6%

Nonmotorized: +4%

*Based on data from 43 benchmark locations.

2. Impact of new facilities

Count locations with new facilities (new bike lanes or other improvements) showed higher increases in bicycling than locations without improvements. Trails where extensions were built to improve network connections saw the greatest increases in bicycle use. Increased pedestrian traffic seems less related to facilities improvements and more related to major destinations. Count data continue to demonstrate that fewer bicyclists ride on sidewalks when there is a dedicated bicycling facility available. This has safety benefits for all road users, making sidewalks clearer for pedestrians and making bicyclists more visible and predictable to motorists.

3. Mode share

Bridges provide a unique opportunity for the study of movement and the proportion of traffic using different modes in a network. A comparison of motorized and nonmotorized traffic on bridges over the Mississippi River shows that the nonmotorized share of traffic ranges from 11-26 percent and averages 16 percent.

4. Gender

The data show that the rate of increase in bicycling and walking has been similar for men and women. The gender split, averaging 29 percent female bicyclists from 2008-2013 (with a range of 27-32 percent), remains roughly the same as it was in 2008, when gender data collection began. The gender difference for walking is not as pronounced, with an average of 45 percent women pedestrians from 2008 to 2013.

5. Seasonality

In addition to annual counts, BWTC has conducted monthly counts at six locations since 2008. The monthly count data indicate that from 2008-2013, while absolute numbers of bicyclists are much lower in winter months, bicycling increased at a higher rate in winter than in summer months.



I. Introduction

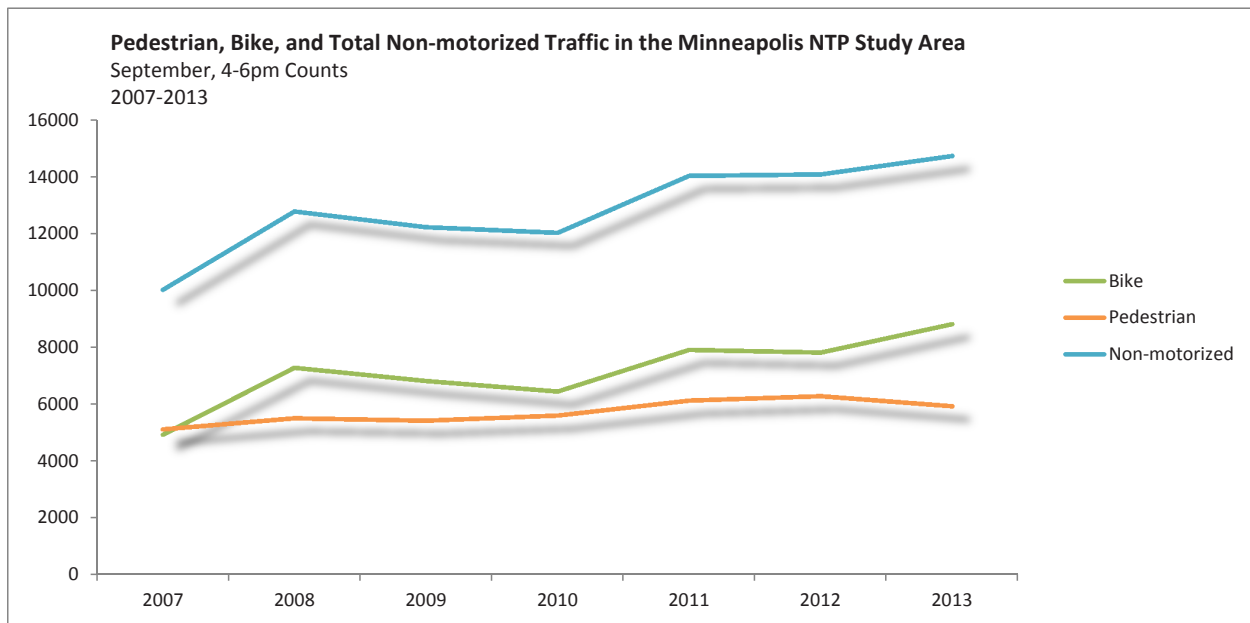
Bike Walk Twin Cities counts of bicycle and pedestrian traffic at 43 benchmark locations reveal that since 2007 bicycling has increased by 78 percent and walking by 16 percent. Since 2007, total non-motorized trips have increased by 46 percent. From 2012 to 2013, bicycling increased by 13 percent, walking declined by 6 percent, and nonmotorized trips increased by 4 percent.

The dramatic increases are consistent with the findings of the American Community Survey (ACS) as well as counts conducted by the City of Minneapolis, both of which show that trips made by walking and bicycling have never been higher.

Since 2007, 7 of the 43 benchmark locations have more than doubled in the amount of observed bicycle traffic. Over that same period, 5 of the 43 benchmark locations have seen more than double the amount of pedestrian traffic. There likely are many other locations that are not part of this count program where non-motorized travel has more than doubled. For instance, counts conducted by the City of Minneapolis show ten additional such locations, of which eight have improved facilities. Not surprisingly, the locations that have shown the greatest increases in bicycling are along corridors that have been improved for bicycling or where trail extensions have been made to fill network gaps.

In terms of pedestrian traffic, the greatest increases in walking are in places where new destinations have been built: for example, near the new Twins Stadium and other recent developments in downtown Minneapolis.

Investments in new bike facilities have had the additional benefit of greatly reducing the rate of bicyclists riding on sidewalks, which is inherently dangerous both for bicyclists and pedestrians.



LOCATIONS WITH INCREASES GREATER THAN 100%, 2007-2013

Bicycling

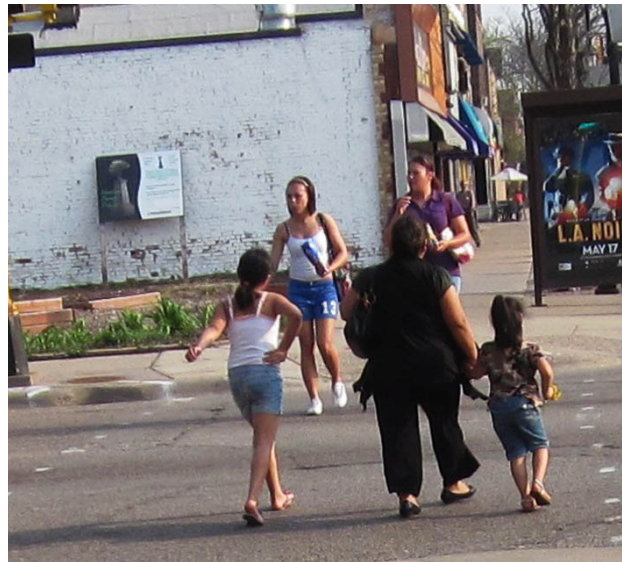
Name | Count location | Percentage

1. **Bridge 9** | Loc. 3 | 546%
2. **Cedar Lake Trail, under I-94** | Loc. 43 | 388%
3. **42nd St. E, east of Minnehaha** | Loc. 25 | 285%
4. **Cedar Lake Trail at Royalston with new extension** | Loc. 70 | 278%
5. **Loring Bikeway Bridge** | Loc. 74 | 167%
6. **26th Ave. N, east of Penn** | Loc. 15 | 114%
7. **Midtown Greenway, west of Hennepin Ave.** | Loc. 42 | 106%

Walking

Name | Count location | Percentage

1. **Sabo Bridge & 28th St. crossing Hiawatha** | Loc. 27 & 28 | 255%
2. **Cedar Lake Trail at Royalston with new extension** | Loc. 70 | 203%
3. **Loring Bikeway Bridge** | Loc. 74 | 200%
4. **Glenwood Ave., west of Royalston Ave.** | Loc. 38 | 177%
5. **26th Ave. N, east of Penn** | Loc. 15 | 160%
6. **U of M Transitway, east of 25th Ave. SE** | Loc. 5 | 113%



II. Facilities Analysis

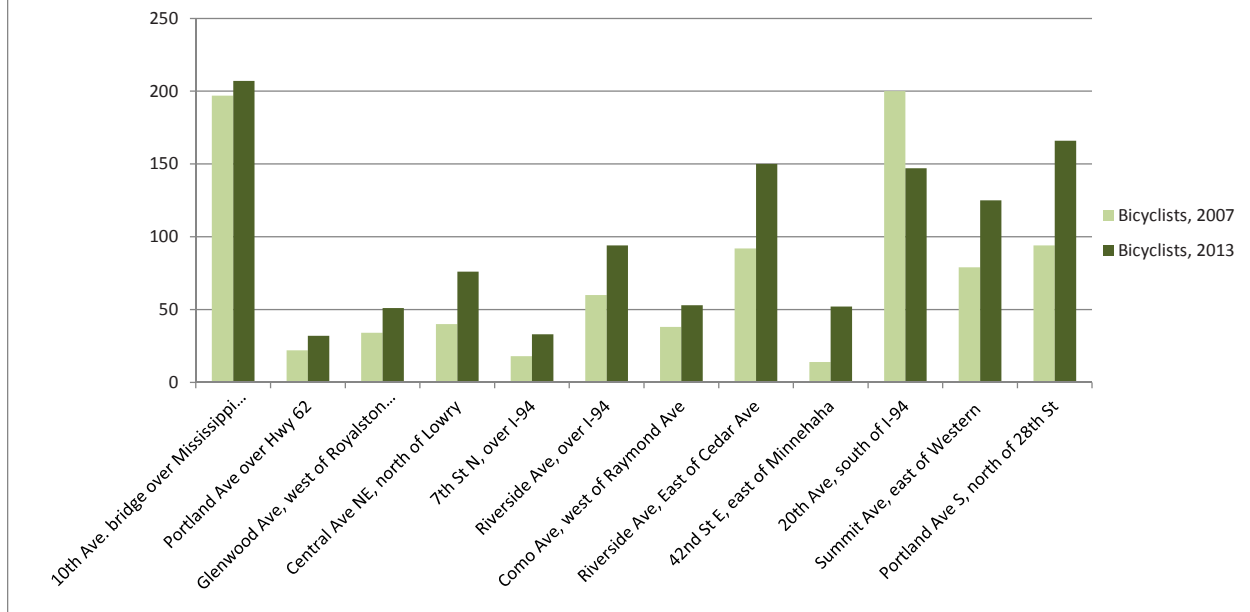
BICYCLING

Locations with new bikeway facilities showed higher increases in bicycling than locations without improvements. For example, two locations in north Minneapolis, 7th Street N. over I-94 and Lyndale Ave. N. south of Broadway, averaged nearly the same when neither had bike lanes. In 2009, the 7th Street location had 13 bicyclists in the two hour count period, while the Lyndale location had 12. After bike lanes were added in 2012, the 7th Street location doubled to 26 and was up to 33 in 2013. Meanwhile the Lyndale location (still without bike lanes) recorded only 10 in 2012 and 11 bicyclists in 2013.

Trails where new extensions were built to complete network connections saw perhaps the greatest increases in bicycle use. For example, bicycling increased by 53 percent from 2012 to 2013 at Bridge 9 along the Dinkytown Greenway, which was completed in August 2013. From 2007 to 2013, bicycling increased 546 percent at the Bridge 9 location. Along the Cedar Lake Trail extension near downtown, bicycling increased 278 percent from 2007 to 2013. This route into downtown was completed in 2011. (The Cedar Lake Trail extension was not a BWTC project, but is one of the benchmark count locations.)



Total Bicyclists at Locations with Improved Facilities, 2007-2013



WALKING

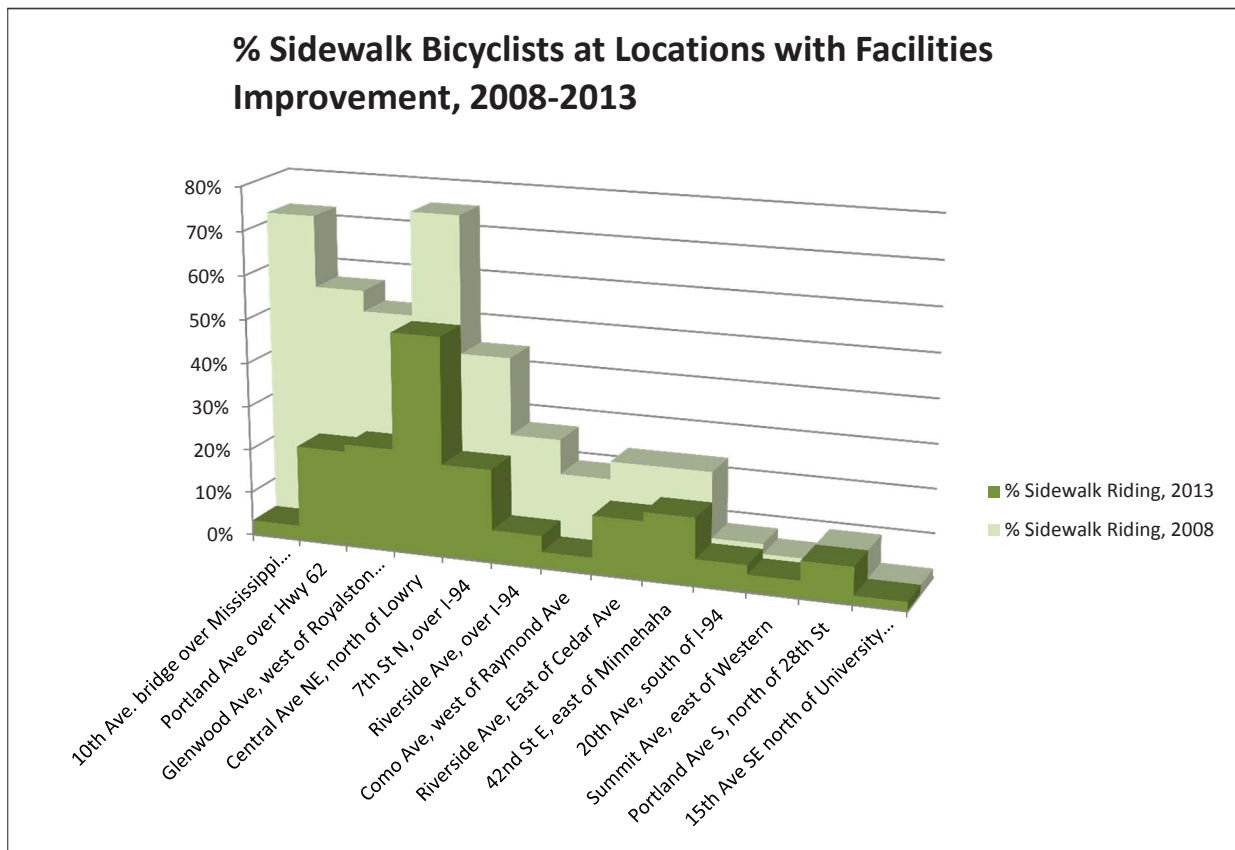
Facility improvement did not correlate as highly with increased walking. This may be due to a scarcity of counts conducted in areas where major pedestrian improvements (e.g. new sidewalks) were made. In addition, increased pedestrian traffic seems less related to facilities improvements and more related to major destinations. For instance, the count location Glenwood Avenue, west of Royalston, near the Twins Stadium, saw a 177 percent increase from 2007 to 2013.

Some of the improvements for bicyclists resulted in an improved environment for pedestrians. For instance, “road diets” (4-3 lane conversions with bike lanes) have been found to significantly decrease car-pedestrian crashes (and all other crash types) by simplifying the roadway and reducing what is known as the “multiple threat” pervasive with 4-lane roadways. Bike lanes also provide a buffer zone for pedestrians. BWTC funding and encouragement resulted in road diets at the following locations: Riverside Ave., 10th Ave. SE, Franklin Ave. Bridge, 27th Ave. SE, Fremont Ave. N., parts of Glenwood Ave., Douglas Drive, and Marshall Ave.



SIDEWALKS

An especially salient count finding demonstrates that bike lanes significantly reduce the incidence of bicycles riding on the sidewalk. BWTC 2013 count data again show a high incidence of sidewalk riding on streets with high traffic volumes and no dedicated space for bicyclists. When cyclists do not feel safe on the roadway, a high percentage will use the sidewalk. Yet, research shows that riding on the sidewalk may actually be more dangerous for cyclists than the roadway and also problematic for pedestrians. BWTC observations indicate fewer sidewalk riders at locations with designated facilities for bicyclists. The data demonstrate that improvements in the design of the built environment encourage safer behavior.



5 worst locations without facilities, 2013		Total Bicyclists	Total Sidewalk Bicyclists	% Sidewalk 2013
18	Lyndale Ave N, south of Broadway	11	2	18%
24	Franklin Ave, west of Nicollet	76	21	28%
37	Hennepin Ave, north of 28th St	53	16	30%
81	Cedar Ave, South of Riverside Ave	79	20	25%
536	University Ave, west of Prior	49	32	65%

12%

**average rate of sidewalk riding
at 32 benchmark locations**

(This excludes all count locations along bike paths as well as bridge locations where off-street paths, e.g., the East and West River Parkways, route bicyclists directly onto the sidewalks: Ford Parkway, Lake Street, Franklin Avenue, and Hennepin Avenue bridges.)

100%

**locations with new bicycle facilities
showing both increases in bicycle use
and decreases in sidewalk riding**

65%

**highest rate of sidewalk riding, on
University Avenue in Saint Paul**

8% versus 24%

**the rate of bicycles riding on sidewalks at locations with on-street bicycle
facilities (8 percent) versus at locations without facilities (24 percent)**

(As above, this does not include off-street paths or locations where off-street facilities feed directly onto bridge sidewalks.)

Two of the locations with high sidewalk riding rates (see next page) have existing bicycle facilities. On Central Ave., sharrows (aka shared lane markings) were added just north of Lowry Ave. in 2012. While these markings have reduced the incidence of sidewalk riding (down from a high of 78 percent in 2010) sharrows do not appear to be as effective in encouraging bicyclists to use the street as do bike lanes, where cyclists have their own dedicated space on the roadway. This is much less important when motorized traffic is light, as in the case of E. 42nd Street or Bryant Ave., south of Lake Street. Sharrows in these low-traffic locations tend to be highly effective.

In the case of 26th Street N., surface conditions may play a role in the choice to ride on the sidewalk instead of the street. The bike lanes on 26th Street are riddled with potholes. When the street was in much better shape in 2008, sidewalk riding was 21 percent. Counters have also noted that the bike lanes themselves are often ignored by motorists, who have continued to use them for parking their cars with little fear of enforcement over the years.

LOCATIONS WITH LEAST BICYCLE-RIDING ON SIDEWALKS IN 2013

Name | Count location | Percentage

1. **Bryant Ave., north of Lake St.** | Loc. 149 | 1.5%
2. **Como Ave., west of Raymond** | Loc. 535 | 1.9%
3. **15th Ave. SE, north of University Ave. SE** | Loc. 1 | 2.1%
4. **10th Ave. Bridge over Mississippi River** | Loc. 7 | 3.4%
5. **Summit Ave., east of Western** | Loc. 541 | 4.0%

LOCATIONS WITH RATES OF BICYCLE-RIDING ON SIDEWALKS OF 25% OR GREATER

Name | Count location | Percentage

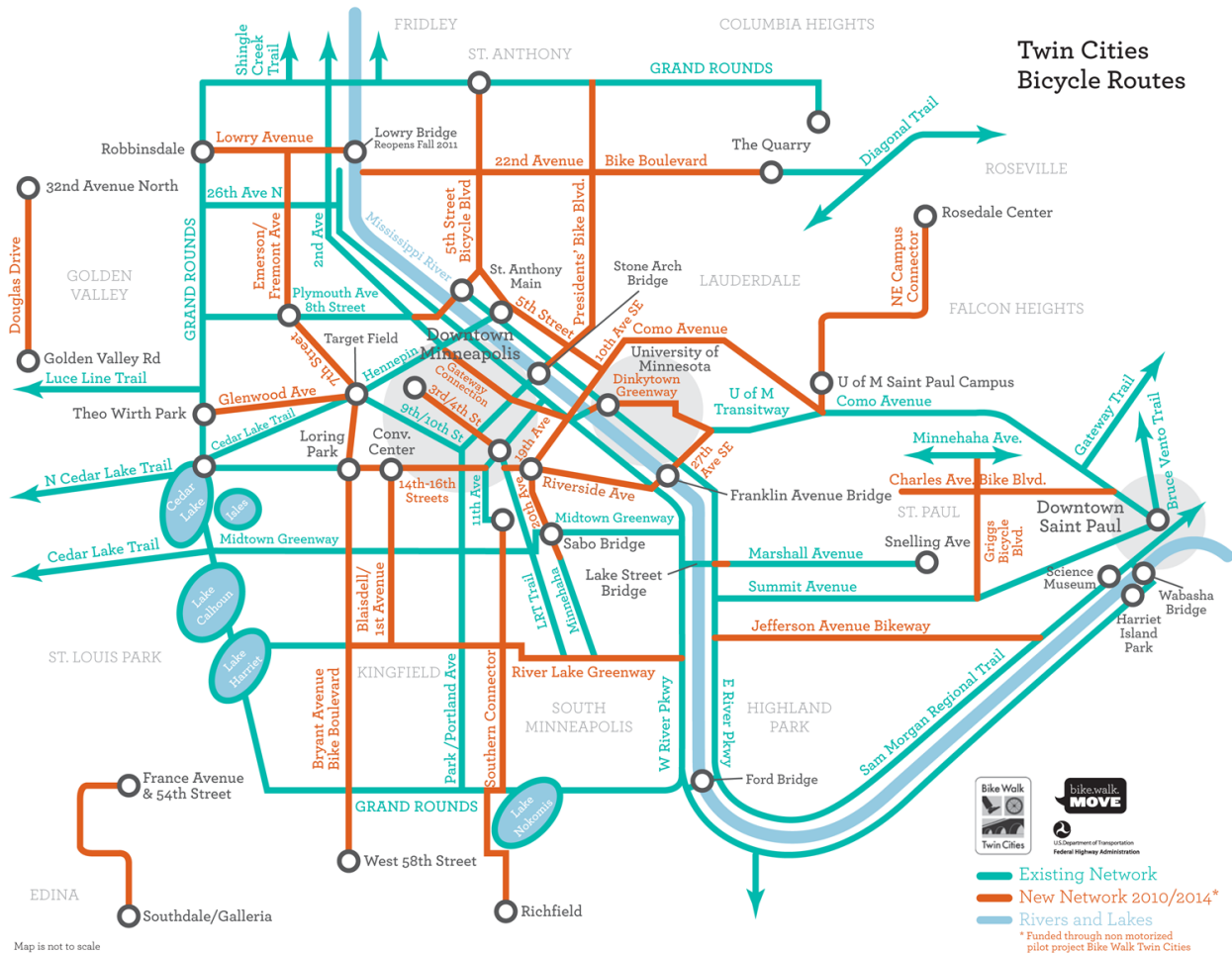
1. **University Ave., west of Prior** | Loc. 6 | 65%
2. **Central Ave. NE, north of Lowry Ave.** | Loc. 21 | 50%
3. **Lyndale Ave. S, north of Franklin** | Loc. 29 | 47%
4. **26th St. N, east of Penn Ave. N** | Loc. 15 | 40%
5. **Hennepin Ave., north of 28th St.** | Loc. 37 | 30%
6. **Franklin Ave., west of Nicollet** | Loc. 24 | 29%
7. **Cedar Ave., south of Riverside Ave.** | Loc. 81 | 25%



III. Network Effects

One of the outcomes of the BWTC federal Nonmotorized Transportation Pilot Program is the expansion of the network of routes in the Twin Cities. BWTC infrastructure investments sought to fill gaps in the existing network of off-street trails and to greatly increase the on-street routes between off-street paths. An example of a network gap that was filled is the connection from the LRT trail into downtown Minneapolis, with a new segment of bike path extending from 11th Avenue to 3rd and 4th Streets South. The network of new routes is shown in orange in the map below.

In order to measure the impact of the expanded network, BWTC analyzed the count data with the following question in mind: do new facilities attract new users, or simply encourage current walkers and/or bicyclists to switch to a different route?

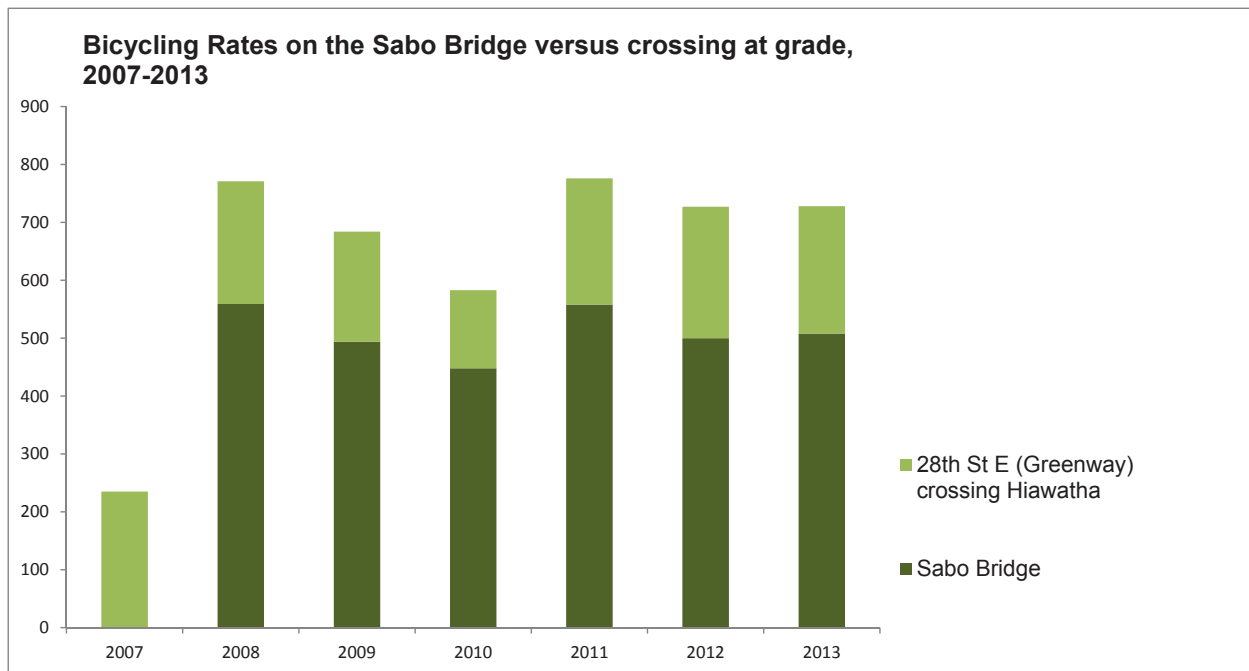


By conducting counts along several distinct corridors that lead to many of the same destinations, and by having representative counts throughout an entire system, we can begin to answer this question. The following analysis demonstrates that observation at as many points as possible is critical for understanding a network, and network effect. Too few data points may result in a skewed understanding of real trends.



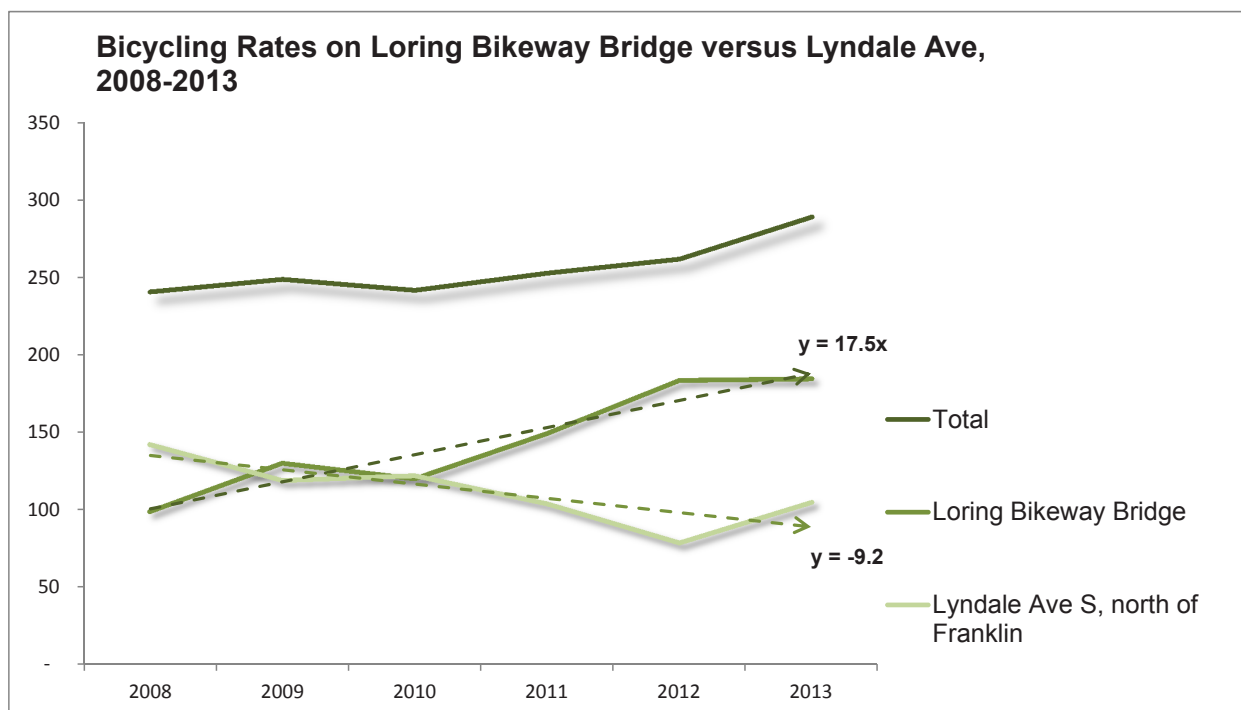
The Sabo Bridge and 28th Street crossing Hiawatha:

Because of their proximity, it is essential that these two locations are considered as a pair. Before the Sabo Bridge was built, crossing Hiawatha at 28th Street (at grade) was the only option to continue on the Midtown Greenway. With the new Sabo Bridge, a second option was introduced. In 2007 (before the bridge was built) there were 235 at-grade crossings in a two hour period. In 2013 there were 220 at grade crossings—a 6 percent decrease. But when combined with the observed 573 bridge crossings, we can document a total increase along this corridor of 237 percent. It appears the new bridge has helped to encourage new users.



The Loring Bikeway Bridge and Lyndale Avenue: This is a good example of network offset. Looking at the two locations over time, it is clear that the Loring Bikeway Bridge is moving some bicyclists from Lyndale Avenue up onto the bridge (presumably commuters using the Bryant Ave. Bike Boulevard). Like the Sabo Bridge, the Loring Bikeway Bridge is attracting new users. This is indicated by the slopes of the trendlines that fit the data-points for each location. That is, the average annual increase in ridership on the bridge is greater than the average annual decrease in ridership at the Lyndale location. If cyclists were simply moving from one to the other, the slopes would be much more similar.

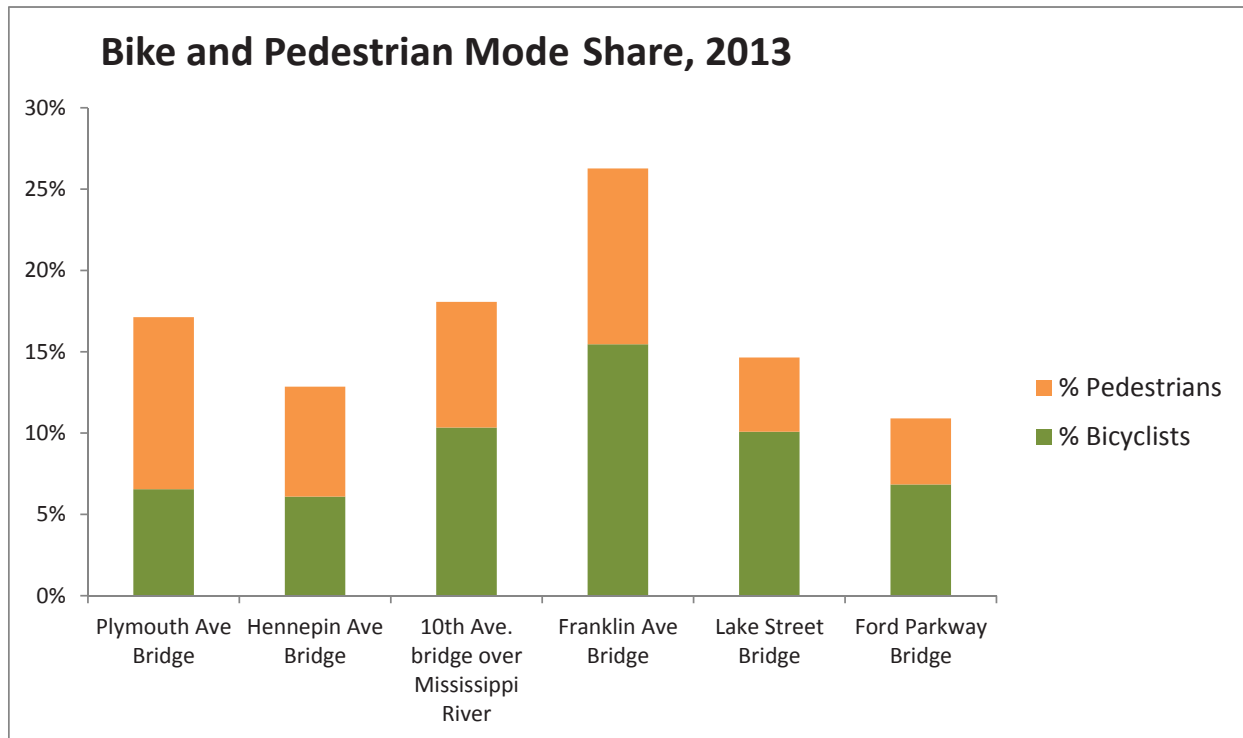
This graphic shows that while more bicyclists are diverting to the Loring Bikeway Bridge, there is also a net increase in bicycle traffic. The same is true on the Sabo Bridge. This is to say that good facilities do, in fact, attract new users.



The new Dinkytown Greenway and increases on Bridge 9: Two locations where there were significant increases in bicycling from 2012 to 2013 are the U of M Transitway and Bridge 9, with increases of 56 percent and 38 percent, respectively. Much of this increase likely is due to the August 2013 opening of the newly completed Dinkytown Greenway, which connects these two locations via an off-street trail along a rail corridor. It will be interesting to see how much more growth occurs along the Greenway and these connecting locations as more people discover this new trail. This is another example of the network effect.

IV. Bridges and Mode Share

Bridges provide a unique opportunity for the study of movement and the proportions of users in a network. This is because there are no alternative routes around or over geographic boundaries such as rivers. Traffic must concentrate on these routes, whereas in other parts of a network a user might decide to use one route or another for various reasons. Bridges control for this variation.



The following analysis of bridges over the Mississippi River is used to understand mode-share—the share of motorized and nonmotorized traffic—in the study area. Looking at these comparisons, we get a better understanding of the extent to which biking and walking can contribute to a transportation network. This is one of the questions posed by the legislation enabling the federal Nonmotorized Transportation Pilot Program.

For this analysis, we compared motorized data—Annual Average Daily Trips (AADT) from the City of Minneapolis to nonmotorized data—Estimated Daily Trips (EDT) from the annual bicycling and walking counts.

MODE SHARE ON BRIDGES

<u>Bridge Location</u>	<u>Bicycles</u>	<u>Pedestrians</u>	<u>Motor Vehicles</u>
Plymouth Avenue	7%	11%	82%
Hennepin Avenue	6%	7%	87%
10th Avenue	10%	8%	82%
Franklin Avenue	15%	11%	74%
Lake Street	10%	5%	85%
Ford Parkway	7%	4%	89%
Overall	9%	7%	84%



V. Gender



Within the larger results showing increased bicycling and walking from 2007 to 2013, data show that the rate of increase has been similar for men and women. The gender split, of 28-32 percent female bicyclists, remains roughly the same as it was in 2008, the first year gender observations were made. The average across the count years is 29 percent women cyclists. The gender difference for walking is not as pronounced, with an average of 45 percent women walking from 2008 to 2013.

Additionally, just as a proportional analysis of mode share may be best executed through an analysis of a city's bridges, so too is a proportional analysis of the gender make-up of bicyclists appropriate with a bridge analysis.

In looking at this data from the 6 bridge locations, the female share is similar to what was observed at the 43 benchmark locations across the NTP study area.

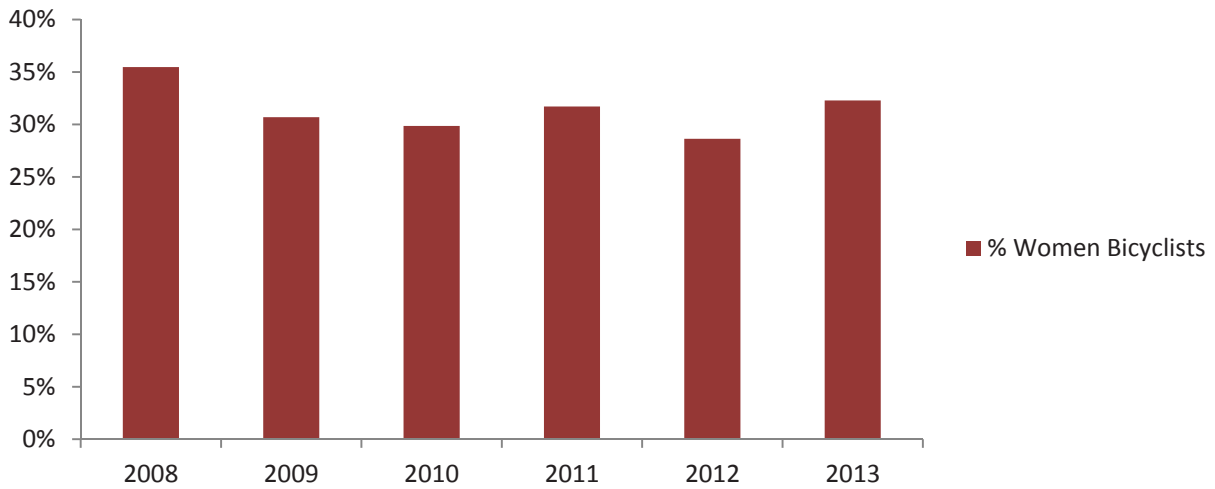
LOCATIONS WHERE WOMEN BICYCLISTS ARE MORE THAN 35% IN 2013

Name | Count location | Percentage

1. **Larpenteur Ave., east of Cleveland**
Loc. 902 | 44%
2. **Pelham Blvd., north of Otis** | 42%*
3. **20th Ave., south of I-94** | Loc. 2 | 41%
4. **Lake St. Bridge** | Loc. 32 | 39%
5. **E. 42nd St., east of Minnehaha Ave.**
Loc. 25 | 37%
6. **Polk St. NE, north of Lowry** | 37%*
7. **Franklin Ave. Bridge** | Loc. 26 | 36%
8. **Plymouth Ave. Bridge** | Loc. 19 | 36%

*new count location in 2013

% Women Bicyclists, 6 Bridge Locations, Minneapolis



VI. The Minnesota Factors: Weather & Seasonality

WEATHER

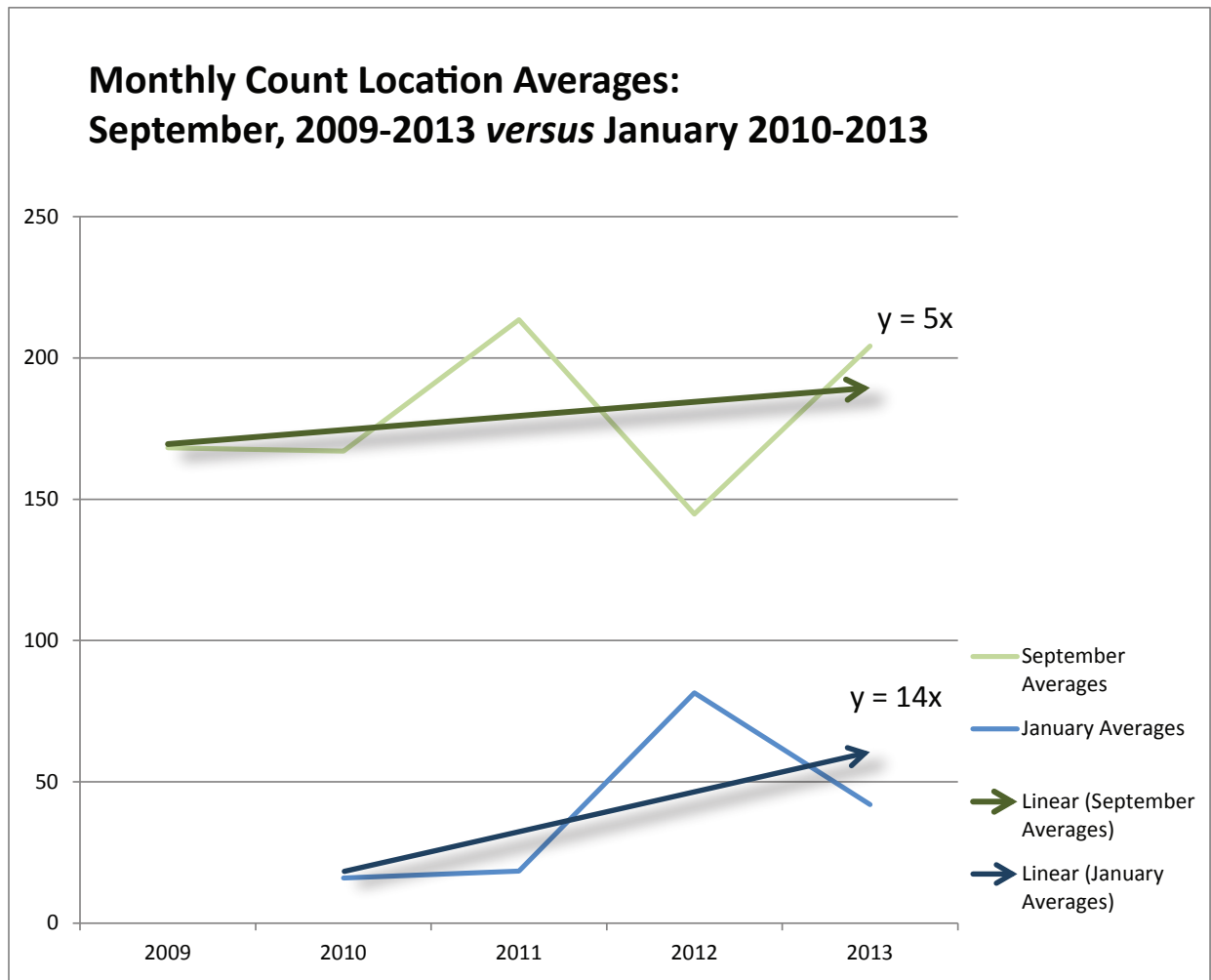
Each year counts have been conducted the second week of September, beginning on a Tuesday, consistent with a national protocol/methodology. By doing duplicate counts (two or more counts for a given location) on several different days, and sometimes into the following week, we have been able to document that some days tend to have higher number of bicyclists than others. Almost always the fluctuations appear to be weather related. An early rain in the morning, for instance, will dissuade some people from biking to work on that particular day, and hence, even if the temperatures are ideal and there is not a cloud in the sky by afternoon, there may be fewer cyclists counted than another day where it did not rain in the morning.

BWTC is working with the Volpe Center at the US DOT to create a model that attempts to calculate a weather adjustment, through a linear regression model. This report does not utilize the model, which is still in development. However it should be noted that most of the counts for this report were conducted on Tuesday, September 10, 2013, when rain fell during the morning hours. Duplicate counts at 8 different locations show that the following day had, on average, 12 percent higher bicycle volumes, but lower walk volumes. This may be indicative that some cyclists switch to walking when weather is less than ideal, and when weather is perceived to be “nicer,” some walkers may switch to bicycling.



SEASONAL VARIATION

More important, perhaps, than the weather variation during the annual counts, is the significant decline in bicycling during the colder season. In addition to our annual counts conducted every September, monthly counts have been conducted at six locations since February 2009. The monthly count data indicate that, while absolute numbers of bicyclists are lower during winter months, bicycling in winter increased over the last five years at a higher rate than in summer months during the same time period.



VII. Annual Count Effort

When the Nonmotorized Transportation Pilot (NTP) Program was authorized by Congress in December, 2005, the stated goal was to “determine the extent to which bicycling and walking could become part of the transportation solution.” The four pilot communities (Marin County, CA, Sheboygan County, WI, City of Columbia, MO, and Minneapolis-Saint Paul, MN) all agreed to conduct counts at key “benchmark” locations: locations counted on an annual basis. Bike Walk Twin Cities began conducting counts in 2007 as part of this Congressional mandate to measure the overall impact of the pilot program. Counts conducted by BWTC have also been used to measure the impact of project-specific investments in an attempt to determine which types of facilities (new sidewalks, bike lanes, etc.) are the most effective in encouraging increased walking and bicycling.

THE VOLUNTEER
EFFORT BY THE
NUMBERS....

330

**total volunteer hours in 2013,
including observations, training, and
transport to and from locations.**

This equals more than two months of work for a single person, or ~\$8800 of value, based on the average Minneapolis salary (indeed.com).

132

**hours counting in 2013,
including all redundant counts**

This is 3.3 work weeks.

60

**total volunteers for
BWTC count in 2013**

66

**observations
in 2013**

1233

hours counting for observations from 2007 to 2013

This equals 61.7 work weeks or 15.4 months or 1.3 years of counting alone. This does not include training or transport.

CHANGES IN METHODOLOGY

Because of the nature of the NTP pilot program, we are always innovating. That is true today and was true in 2007 and 2008. Our current dataset is based on observations that started in September 2007. At that time, as an organization we were concerned with bicyclist safety, which meant that count locations focused on intersection movements. After that and since, we have focused on understanding total bike and pedestrian traffic across the NTP area. Because of this change in approach, we changed our methodology, in 2008 and afterward, from monitoring intersection movements to observing bicyclists and pedestrians crossing a screen line. In 2008, we also started recording gender observations. To understand total trends, we can use intersection observations to deduce the number of bicyclists and pedestrians that crossed a screen line on one of the legs, but we cannot speculate on the variables that we also started tracking as of 2008, such as gender. As such, some of the data and charting capture trends or changes from 2007, while some are limited to 2008 and subsequent years.



NEW BENCHMARK LOCATIONS

BWTC is dedicated to continuing to support the nonmotorized community in the metro area by expanding our data collection effort to respond to local needs and new projects. In 2013, we added four new benchmark locations in anticipation of improvements to these corridors. The four locations are:

- Pelham Blvd., north of Otis Ave., Saint Paul (neighborhood effort to add bicycle facilities)
- Polk St. NE, north of Lowry Ave., Minneapolis (bicycle boulevard project to open in 2014)
- 8th Ave. NE, west of Marshall Ave., Minneapolis (neighborhood effort to add bicycle facilities)
- Dinkytown Greenway, Minneapolis (opened in August 2013)

This new baseline data will help us continue to measure how improvements or changes in infrastructure impact rates of bicycling and walking.

New 2013 Count Locations		Total Bicyclists	Total Pedestrians	Total Non-Motorized
83	Polk St NE, north of Lowry	27	26	53
84	8th Ave NE, west of Marshall St	58	35	93
589	Pelham Blvd, north of Otis	50	20	70
85	Dinkytown Greenway, under University Ave SE	110	10	120



Since 2007, comprehensive, strategic investments made by the Bike Walk Twin Cities federal Nonmotorized Transportation Pilot Program have greatly expanded the network for bicycling and walking, adding more than 75 miles of new bikeways and sidewalks. BWTC also provided start-up and expansion funds for Nice Ride Minnesota bike sharing, for the University of Minnesota Bike Center, SPOKES bike/walk connect in the Seward neighborhood of Minneapolis, and the Community Partners Bike Library at Cycles for Change. BWTC investments have also included planning studies, community outreach and education, and the measurement efforts reflected in this report. To date, the infrastructure investments have included several “firsts” for Minnesota: bicycle boulevards, bicycle traffic signals, advisory bike lanes, leading pedestrian interval signals, and “bicycles may use full lane” signage in strategic locations. While there are still investments being made through this pilot program (11 remaining projects yet to be completed), 2013 counts reveal that the investments made to date have had a significant impact in increasing walking and bicycling in Minneapolis and surrounding communities.

Appendix

ID #	Location	BWTG Total Non-Motorized Count 2007-2012											Δ 2007-2013	Δ 2012-2013
		2007	2008	2009	2010	2011	2012	2013						
1	15th Ave SE north of University Ave SE	1,843	1,888	1,980	1,935	2,627	2,912	2,656	44%	-9%				
2	20th Ave, south of I-94	349	383	395	330	394	345	332	-5%	-4%				
3	Bridge 9	71	143	171	158	194	176	234	230%	33%				
5	U of M Transitway, East of 26th Ave SE	145	214	161	186	192	198	287	98%	45%				
6	Riverside Ave, over I-94	99	134	124	145	139	136	162	64%	19%				
7	10th Ave, bridge over Mississippi River	367	386	419	371	408	352	355	-3%	1%				
9	Hennepin Ave Bridge	483	646	476	629	713	661	653	35%	-1%				
11	LRT Trail, west of 11th Ave S	247	347	304	332	406	347	362	47%	-1%				
13	Washington Ave S, Over I-39W	256	385	281	259	279	276	272	6%	-1%				
15	26th Ave N, east of Penn	32	38	151	125	114	125	28	-11%	-78%				
16	2nd St N, south of Plymouth Ave	64	86	69	63	115	85	98	53%	15%				
17	7th St N, over I-94	47	38	39	35	33	47	57	21%	21%				
18	Lyndale Ave N, south of Broadway	111	130	100	82	94	104	84	-24%	-19%				
19	Plymouth Ave Bridge	175	156	178	154	172	168	280	60%	67%				
20	Filmore St NE, south of Broadway	36	53	44	89	44	60	51	42%	-15%				
21	Central Ave NE, north of Lowry	273	316	348	321	323	234	406	49%	74%				
22	Bloomington Ave over Hwy 62	60	83	73	68	38	27	66	11%	144%				
23	Portland Ave over Hwy 62	38	52	38	27	39	121	41	7%	-66%				
24	Franklin Ave, west of Nicollet	247	300	244	238	259	328	279	13%	-15%				
25	42nd St E, east of Minnehaha	51	78	39	48	35	35	70	37%	100%				
26	Franklin Ave Bridge	334	432	474	456	529	544	463	39%	-15%				
27/28	Sabo Bridge and 28th St crossing Hiawatha	246	797	708	632	820	670	832	238%	24%				
29	Lyndale Ave S, north of Franklin	278	328	315	320	286	183	235	-16%	28%				
30	Portland Ave S, north of 28th St	143	198	120	162	187	129	204	43%	58%				
32	Lake Street Bridge	356	431	411	440	488	546	441	24%	-19%				
34	Ford Parkway Bridge	273	368	266	180	283	320	279	2%	-13%				
37	Hennepin Ave, north of 28th St	505	411	347	458	415	407	348	-31%	-14%				
38	Glenwood Ave, west of Royalsion Ave	87	117	97	106	93	198	198	128%	0%				
39	Cedar Lake Trail, west of Kennilworth Trail	231	290	334	192	254	400	440	90%	10%				
42	Midtown Greenway, west of Hennepin Ave	377	673	645	606	659	643	709	88%	10%				
43	Cedar Lake Trail, under I-394	203	277	284	262	362	438	571	181%	30%				
64	1st St S, West of 3rd Ave S	113	129	141	163	115	98	185	64%	89%				
70	Cedar Lake Trail at Royalsion with new trail extension	162	244	162	147	607	454	607	274%	34%				
74	Loring bikeway Bridge	71	105	137	126	157	187	190	168%	2%				
75	Lyndale Ave, north of Loring Bikeway Bridge	267	342	360	323	365	349	403	51%	15%				
81	Cedar Ave, south of Riverside Ave	284	354	359	409	345	325	343	21%	6%				
82	Riverside Ave, East of Cedar Ave	327	382	505	634	561	480	487	49%	1%				
535	Como Ave, west of Raymond Ave	122	149	151	117	132	89	103	-15%	16%				
536	University Ave, west of Prior	81	110	88	90	96	78	75	-8%	-4%				
541	Summit Ave, east of Western	216	274	231	184	290	157	283	31%	80%				
901	SW LRT Trail, east of Ballline Blvd	336	449	408	382	317	592	445	32%	-25%				
902	Larpentaur Ave, east of Cleveland	41	53	47	45	40	39	40	-2%	3%				
		10,045	12,769	12,224	12,029	14,009	14,063	14,654	46%	4%				

BWTTC Bike Count 2007-2013												
ID #	Location	2007	2008	2009	2010	2011	2012	2013	Δ 2007-2013	Δ 2012-2013		
1	15th Ave SE north of University Ave SE	514	598	633	585	787	862	866	68%	0%		
2	20th Ave, south of I-94	200	221	214	179	229	194	147	-27%	-24%		
3	Bridge 9	26	87	117	73	137	108	168	546%	56%		
5	U of M Transitway, East of 25th Ave SE	128	195	151	166	173	182	251	96%	39%		
6	Riverside Ave, over I-94	60	77	68	90	78	79	94	57%	19%		
9	10th Ave, bridge over Mississippi River	197	232	223	210	218	204	207	5%	1%		
9	Hennepin Ave Bridge	234	327	237	305	348	366	351	50%	-4%		
11	Hawatha LRT Trail, south of 11th Ave	229	333	279	307	379	322	336	47%	4%		
13	Washington Ave S, Over I-35W	116	178	131	117	127	153	140	21%	-8%		
15	26th Ave N, east of Penn	7	10	23	11	14	18	14	114%	-22%		
16	2nd St N, south of Plymouth Ave	45	65	55	36	53	50	63	39%	26%		
17	7th St N, over I-94	18	23	13	20	17	26	33	83%	27%		
18	Lyndale Ave N, south of Broadway	13	20	12	8	9	10	11	-16%	10%		
19	Plymouth Ave Bridge	57	69	75	59	85	73	110	93%	51%		
20	Filmore St NE, south of Broadway	31	48	33	59	40	44	44	40%	0%		
21	Central Ave NE, north of Lowry	40	55	66	54	68	38	76	89%	100%		
22	Bloomington Ave over Hwy 62	40	61	61	64	27	20	58	45%	190%		
23	Portland Ave over Hwy 62	22	34	25	10	17	25	32	44%	28%		
24	Franklin Ave, west of Nicollet	58	88	68	77	91	94	76	32%	-19%		
25	42nd St E, east of Minnehaha	14	36	27	19	20	27	52	285%	93%		
26	Franklin Ave Bridge	212	297	315	314	351	326	352	66%	8%		
27/28	Sabo Bridge and 28th St crossing Hawatha	235	771	684	583	776	637	793	237%	24%		
28	Lyndale Ave S, north of Franklin	113	142	119	122	104	79	105	-7%	33%		
30	Portland Ave S, north of 28th St	94	143	91	118	148	85	166	77%	95%		
32	Lake Street Bridge	280	290	311	311	372	381	330	18%	-13%		
34	Ford Parkway Bridge	153	234	204	114	206	204	211	38%	3%		
37	Hennepin Ave, north of 28th St	79	104	70	77	62	70	53	-33%	-24%		
38	Glenwood Ave, west of Royaston Ave	34	41	40	51	52	49	51	50%	4%		
39	Cedar Lake Trail, west of Kennilworth Trail	201	244	287	147	195	293	388	93%	32%		
42	Midtown Greenway, west of Hennepin Ave	306	597	564	547	597	572	631	106%	10%		
43	Cedar Lake Trail, under I-394	122	186	260	239	305	404	534	338%	32%		
64	1st St S, West of 3rd Ave S	47	46	44	63	47	27	69	47%	156%		
70	Cedar Lake Trail at Royalston with new trail extension	153	234	154	137	568	423	580	278%	37%		
74	Loring bikeway Bridge	69	99	130	120	149	183	184	167%	1%		
75	Lyndale Ave, north of Loring Bikeway Bridge	176	233	259	223	256	258	333	89%	29%		
81	Cedar Ave, South of Riverside Ave	45	69	55	78	70	51	79	76%	55%		
82	Riverside Ave, East of Cedar Ave	92	108	97	175	166	157	150	63%	-4%		
535	Como Ave, west of Raymond Ave	38	55	51	40	67	42	53	39%	26%		
536	University Ave, west of Prior	58	84	62	62	69	41	49	-16%	20%		
541	Summit Ave, east of Western	79	121	103	102	122	84	125	58%	49%		
901	SW LRT Trail, east of Belline Blvd	276	382	364	338	267	507	394	43%	-22%		
902	Lanpenaur Ave, east of Cleveland	18	27	27	24	24	26	27	53%	4%		
Totals		4,929	7,264	6,802	6,434	7,890	7,793	8,786	78%	13%		

BWTTC Pedestrian Count 2007-2013										
ID #	Location	2007	2008	2009	2010	2011	2012	2013	Δ 2007-2013	Δ 2012-2013
1	15th Ave SE north of University Ave SE	1,329	1,290	1,347	1,350	1,840	2,050	1,790	35%	-13%
2	20th Ave, south of I-94	149	162	181	151	165	151	185	24%	23%
3	Bridge 9	45	56	54	85	57	68	66	47%	-3%
5	U of M Transitway, east of 25th Ave SE	17	19	10	20	9	16	36	113%	125%
6	Riverside Ave, over I-94	39	57	56	55	60	57	88	74%	19%
7	10th Ave, bridge over Mississippi River	170	154	196	161	190	148	148	-13%	0%
9	Hennepin Ave Bridge	249	319	239	324	365	295	302	21%	2%
11	Hiawatha LRT Trail, south of 11th Ave	18	14	25	25	27	26	26	45%	1%
13	Washington Ave S, Over I-35W	140	207	150	142	152	123	132	-6%	7%
15	28th Ave N, east of Penn	25	28	128	114	100	107	65	160%	-39%
16	2nd St N, south of Plymouth Ave	19	21	14	27	62	35	35	87%	0%
17	7th St N, over I-94	29	15	26	15	16	21	24	-17%	14%
18	Lyndale Ave N, south of Broadway	98	110	88	74	85	94	73	-26%	-22%
19	Plymouth Ave Bridge	118	87	103	95	87	95	170	44%	79%
20	Filmore St NE, south of Broadway	4	5	11	30	4	16	7	57%	-56%
22	Booming Ave over Hwy 62	232	261	282	267	255	196	330	42%	68%
23	Portland Ave over Hwy 62	16	18	13	17	22	96	9	-44%	-91%
24	Franklin Ave, west of Nicollet	189	212	176	161	168	234	203	7%	-13%
25	42nd St E, east of Minnehaha	37	42	12	29	15	8	18	-52%	125%
26	Franklin Ave Bridge	122	135	159	142	178	218	111	-9%	-49%
27/28	Sabo Bridge and 28th St crossing Hiawatha	11	26	24	49	44	33	39	255%	18%
29	Lyndale Ave S, north of Franklin	166	186	196	198	182	104	130	-22%	25%
30	Portland Ave S, north of 28th St	49	55	29	44	39	44	38	-22%	-14%
32	Lake Street Bridge	76	141	100	129	116	165	111	46%	-33%
34	Ford Parkway Bridge	119	134	62	66	77	116	68	-43%	-41%
37	Hennepin Ave, north of 28th St	426	307	277	381	353	337	295	-31%	-12%
38	Glenwood Ave, west of Royalsdon Ave	53	76	57	55	41	149	147	177%	-1%
39	Cedar Lake Trail, west of Kennilworth Trail	30	46	47	45	59	107	52	73%	-51%
42	Midtown Greenway, west of Hennepin Ave	71	76	81	59	62	71	78	10%	10%
43	Cedar Lake Trail, under I-394	81	91	24	23	57	34	37	-54%	9%
64	1st St S, West of 3rd Ave S	66	83	97	100	68	71	116	76%	63%
70	Cedar Lake Trail at Royalsdon with new trail extension	9	10	8	10	39	31	27	2003%	-13%
74	Loring Bikeway Bridge	2	6	7	6	8	4	6	200%	50%
75	Lyndale Ave, north of Loring Bikeway Bridge	91	109	101	100	109	91	70	-23%	-23%
81	Cedar Ave, South of Riverside Ave	239	285	304	331	275	274	264	10%	-4%
82	Riverside Ave, East of Cedar Ave	235	274	408	459	396	323	337	43%	4%
535	Como Ave, west of Raymond Ave	84	94	100	77	65	47	50	-40%	6%
536	University Ave, west of Prior	23	26	26	28	27	37	26	12%	-30%
541	Summit Ave, east of Western	136	153	128	82	168	73	158	16%	116%
901	SW LRT Trail, east of Bellline Blvd	60	67	44	44	50	85	51	-15%	-40%
902	Larpenleur Ave, east of Cleveland	23	26	20	21	16	13	13	-44%	0%
Totals		5,116	5,505	5,422	5,595	6,119	6,270	5919	16%	-6%

Count reports from previous years, with past results, key findings, and additional background information and materials, are available at www.bikewalktwincities.org.