

2015 - 2016 City of Saint Paul Bicycle and Pedestrian Count Report

August 1, 2017

Since 2013, the City of Saint Paul Department of Public Works has conducted annual bicycle and pedestrian counts mid-week in September. In 2016, with the help of 40 volunteers, bicycle and pedestrian data was manually tabulated for 95 screen lines throughout the city. The number of participating volunteers determined the number of locations counted.

KEY FINDINGS

Traffic at Annual Benchmark Locations

Benchmark locations for bicycle and pedestrian traffic are counted each year to measure annual changes in non-motorized traffic. 30 benchmark sites for bicycle traffic and 25 benchmark sites for pedestrian traffic have been counted annually since 2013. The counts performed in 2016 at benchmark locations recorded a 14% increase in both bicycle and pedestrian traffic from 2015. Poor weather in 2015 required many of the counts to be rescheduled and pushed back into late September/early October, and may account for the large increase in observed bicycle and pedestrian traffic in 2016.

2015 - 2016 Changes in Non-Motorized Traffic

The number of people bicycling at 30 benchmark locations increased by 14%

The number of people walking at 25 benchmark locations increased by 14%

2013 - 2016 Changes in Non-Motorized Traffic

The number of people bicycling at 30 benchmark locations increased by 2%

The number of people walking at 25 benchmark locations increased by 10%

Top Bicycling Locations Measured in 2016

(Location totals reflect tabulated 2-hour peak counts)

1. Marshall Avenue Bridge (437)
2. Summit Ave east of Fairview Ave (246)
3. Ford Parkway Bridge (193)
4. U of M Transitway west of Energy Park Dr (185)
5. Mississippi River Blvd south of Jefferson Ave (181)

Top Walking Locations Measured in 2016

(Location totals reflect tabulated 2-hour peak counts)

1. Lexington Pkwy south of Como Lake Dr. (363)
2. Kellogg Blvd east of Broadway Ave (244)
3. Mississippi River Blvd south of Jefferson Ave (215)
4. Kellogg Blvd north of Smith Ave (175)
5. Summit Ave east of Dale St (165)

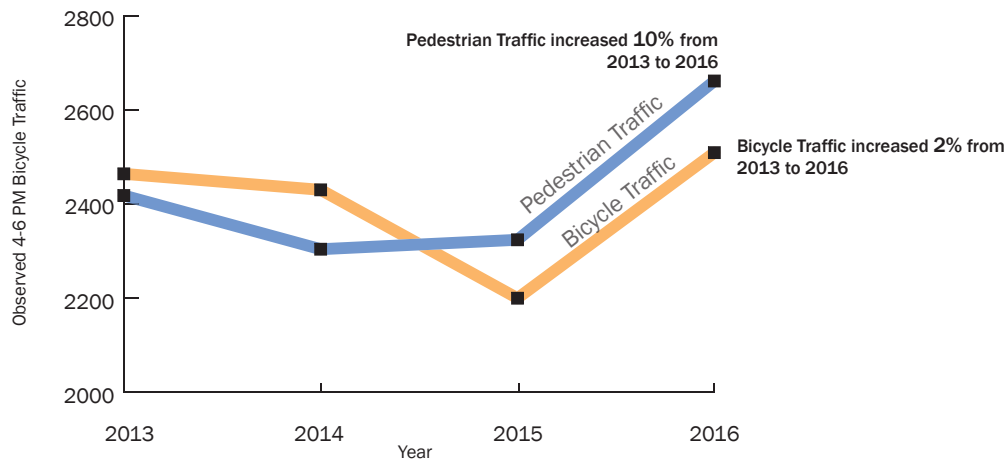


Contact Info

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Figure 1 - Observed Bicycle and Pedestrian Traffic at Benchmark Locations, 2013 - 2016

(Location totals reflect tabulated 2-hour peak counts)



Sidewalk Riding

Bicyclist riding position has been tabulated at all count locations since 2013. High sidewalk ridership percentages may reflect roadway environments where riding in the street feels uncomfortable, and are a useful metric in understanding how bicycle facilities influence riding behavior. **Table 1** details the percentage of bicyclists riding on sidewalks by bicycle facility type, incorporating 291 observations from count data collected between 2013 and 2016. The presence of dedicated bicycle facilities (off-street paths, bike lanes, bike boulevards, and enhanced shared lanes) corresponds with a smaller percentage of sidewalk riding.

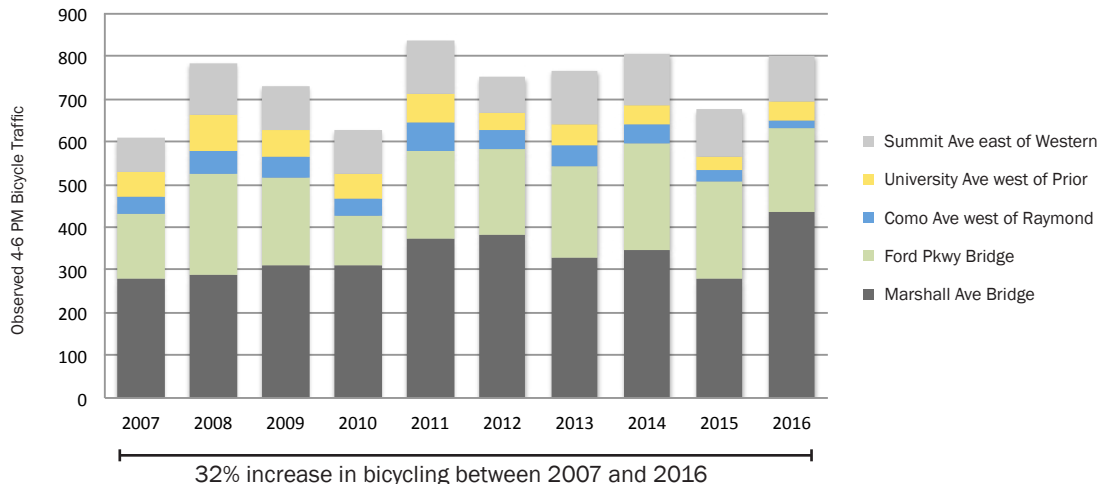
Note that locations without adjacent sidewalk facilities, bike/ped bridges, bridges where off-street trail facilities lead directly on to sidewalk facilities, and off street paths/trails that lack an adjacent, separate sidewalk were omitted when calculating sidewalk riding percentage.

Table 1 - Percentage of Bicyclists Riding on Sidewalks by Bicycle Facility Type

Bike Facility	Number of Observations	% of Bicyclists Riding on Sidewalks
Rideable Shoulder	n=20	43%
No Bicycle Facility	n=141	30%
Enhanced Shared Lane	n=8	11%
Bicycle Lane	n=80	9%
Bicycle Boulevard	n=18	8%
Off Street Path	n=24	1%

Figure 2 - Bicycle Traffic at 5 Select Locations, 2007 - 2016*

(Location totals reflect tabulated 2-hour peak counts)



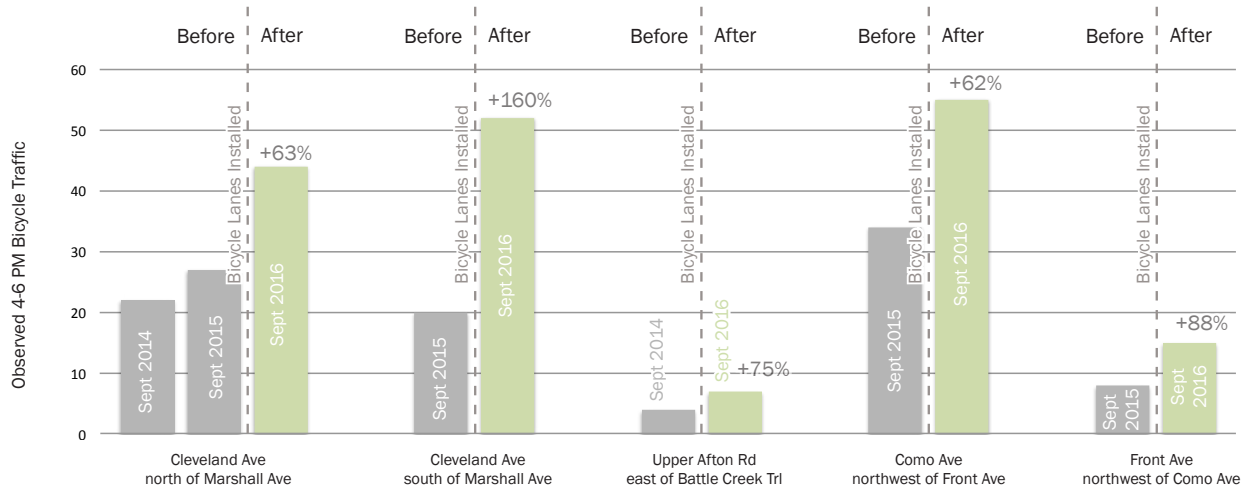
*(Locations recording the longest range of standardized annual count data in Saint Paul)

Bicycle Traffic following the Implementation of New Bicycle Facilities

To measure changes in bicycle traffic following the implementation of bicycle facilities, five screenlines were counted before and after the implementation of new bicycle lanes in 2015 and 2016. The counts reflect observed 4 PM - 6 PM peak hour bicycle traffic. The screenlines on Cleveland Avenue, Como Avenue, and Front Avenue were counted multiple times. All locations recorded an increase in bicycle traffic following the installation of bike lanes. Public Works will continue to collect bicycle and pedestrian traffic data at these locations to monitor changes over time, and will explore additional data collection methods to extend the duration of future count periods.

Figure 3 - Bicycle Traffic at 5 Locations Before and After Bike Lane Projects

(Location totals reflect tabulated 2-hour peak counts)



MNDOT PERMANENT INDEX MONITORING SITES

As a component of the Minnesota Department of Transportation (MnDOT) Minnesota Bicycle and Pedestrian Counting Initiative, MnDOT invested in two permanent index monitoring sites for non-motorized traffic in Saint Paul. Permanent index sites represent a variety of biking and walking facility types and geographies across Minnesota, and are intended to be used to extrapolate short duration counts into annual estimates and develop performance indicators for state-wide goals. In coordination with Saint Paul City staff, MnDOT installed an inductive loop counter for counting bicycles on Summit Avenue between Fairview and Wheeler Avenues in 2015. The counter does not include technology to count pedestrians. In late 2016, another permanent counter was installed on Jackson Street on the Capital City Bikeway between 4th and 5th Streets. This counter incorporates an inductive loop and an infrared beam to count both bicyclists and pedestrians.

Summit Avenue Permanent Index Site:

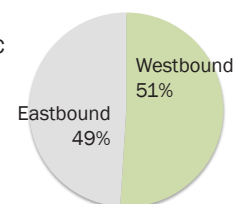
Annual Traffic Profile

The permanent counter installed on Summit Avenue east of Fairview Avenue measured bicycle traffic continuously throughout 2016. From January through December, a total of 195,269 bicycles were counted, and average annual daily bicycle traffic was calculated at 536 bicycles a day¹. Measured directionality was nearly equally distributed, with 51 percent of annual bicycle traffic traveling westbound, and 49 percent traveling eastbound.

Table 2 - 2016 Bicycle Traffic Summary, Summit Ave east of Fairview Ave

Time Period	January - December (2016)
2016 Bicycle AADT	536
2016 Total Bicycle Traffic	195,268
Busiest Day of Year	6/5/16 (1,994)

Figure 4 - Distribution of Annual Bicycle traffic by Direction



¹ When adjusted to censor count periods where Summit was either closed to traffic or held a special event.

Figure 5 - Monthly Bicycle Traffic and Average High Temperature, Summit Ave east of Fairview Ave

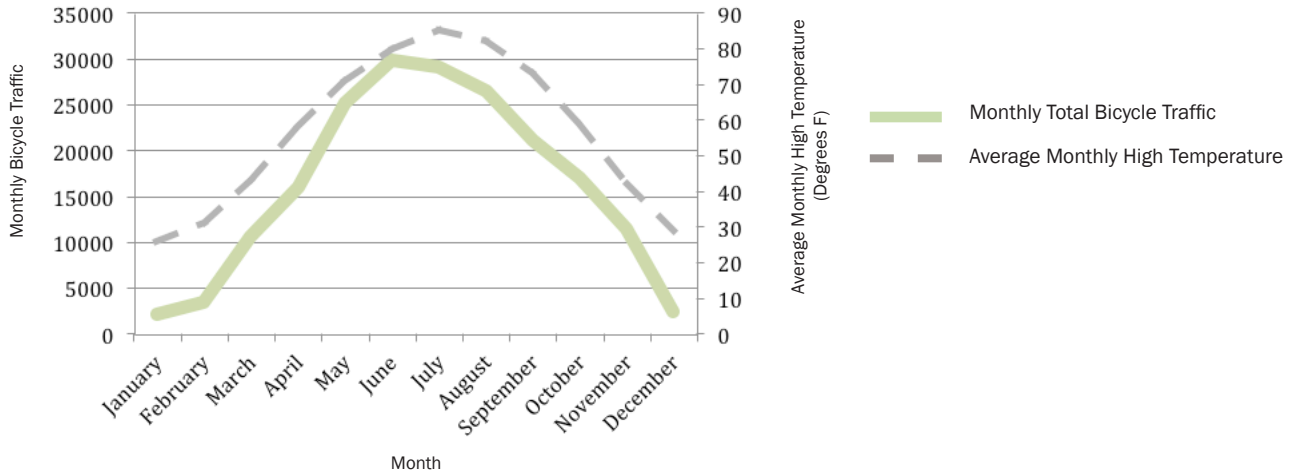


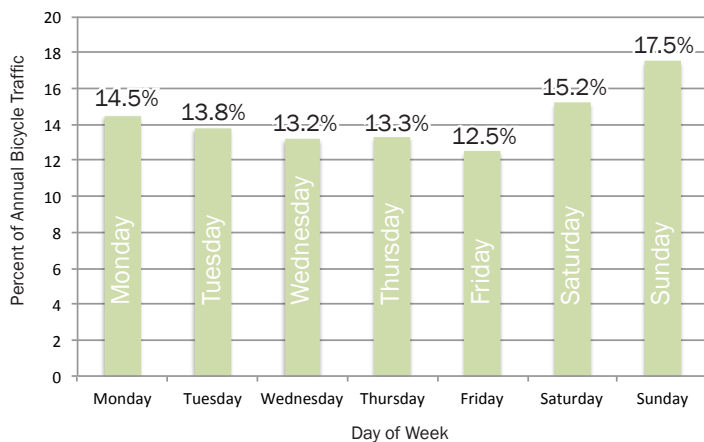
Table 3 - 2016 Monthly Bicycle Traffic, Summit Ave east of Fairview Ave

Month	Monthly Bicycle ADT	Monthly Bicycle Traffic	Busiest Day of Month
January	69	2,160	1/31 (142)
February	119	3,434	2/27 (814)
March	341	10,589	3/12 (1,223)
April	537	16,087	4/17 (1,315)
May	814	25,224	5/30 (1,479)
June	996	29,901	6/5 (1,994)
July	942	29,189	7/9 (1,439)
August	857	26,565	8/21 (1,265)
September	730	21,151	9/18 (1,129)
October	548	17,003	10/2 (1,007)
November	384	11,536	11/5 (974)
December	79	2,430	12/1 (228)

Monthly Traffic Profile

Table 3 details the distribution of recorded bicycle traffic by month. The bicycle traffic recorded is characterized by seasonality, with 76 percent of all bicycle traffic measured between May and October. **Figure 5** depicts the distribution of bicycle traffic throughout the year, with seasonality clearly identifiable as bicycle traffic peaked in the summer months, and trailed off substantially as temperatures decreased into the fall and winter.

Figure 6 - Average Annual Distribution of Bicycle Traffic by Day, Summit Ave east of Fairview Ave



Daily Traffic Profile

The distribution of annual bicycle traffic by day of week is illustrated in **Figure 6**. Sunday was the busiest day of the week for bicycle traffic, recording 17.5 percent of annual traffic volumes. Saturday was the second busiest day of the week, with 15.2 percent of annual traffic volumes. Overall, 67 percent of total annual bicycle traffic measured on Summit Avenue occurred during weekdays, and 33 percent occurred during the weekend.

Hourly Traffic Profile

Graphing the hourly profile of annual bicycle traffic on Summit Avenue yields two distinct traffic patterns. On weekdays, the distribution of bicycle traffic is representative of a typical “commuter” pattern, with distinct peak periods during the morning and evening commute hours. This weekday traffic pattern is presented in **Figure 7**. Note that eastbound and westbound traffic present a near equal distribution of traffic throughout the day. On weekends, the hourly traffic profile builds slowly to a PM peak, observable in **Figure 8**. Researchers have characterized this pattern as “recreational” or “multipurpose,” as the traffic is not indicative of typical commuting. Again, eastbound and westbound traffic are nearly equally distributed throughout the day.

Figure 7 - Hourly Weekday Profile of Annual Bicycle Traffic, Summit Ave east of Fairview Ave

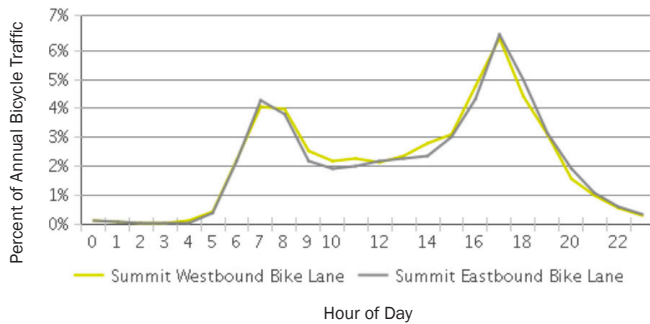
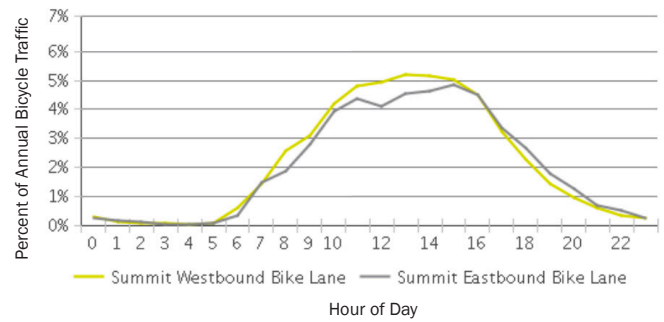


Figure 8 - Hourly Weekend Profile of Annual Bicycle Traffic, Summit Ave east of Fairview Ave



MEASURING AND METHODOLOGY

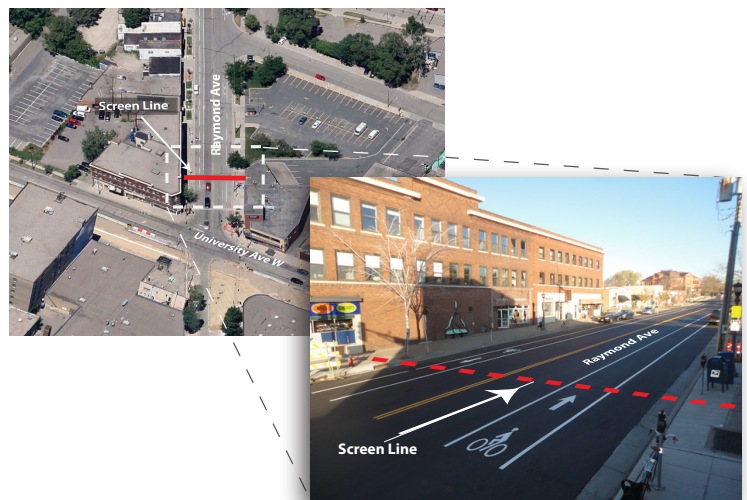
Manual Field Counts

To measure and record non-motorized traffic, Public Works utilized manual field counts conducted by volunteers at designated locations throughout the city. These counts were conducted from 4 – 6:00 pm to capture ‘peak hour’ traffic and were administered mid-week during September.

Manual field counts utilize an imaginary screen line drawn across the street and abutting sidewalks or paths. Bicyclists and pedestrians crossing the screen line are recorded. Emphasis is placed on recording individuals rather than the number of actual bicycles (i.e., two individuals riding a tandem bicycle would be recorded as two bicyclists). Individuals using assistive devices, such as a stroller or skateboard, are also tabulated and are recorded as pedestrians. This model is consistent with the methodology outlined for manual counts in the MnDOT Bicycle and Pedestrian Data Collection Manual, and is based on the model promoted by the National Bicycle & Pedestrian Documentation Project.

Non-automated count data included in this report is presented as tabulated 2-hour peak counts, except for the maps on pages 8 and 9, which present estimated September weekday

Figure 9 - Screen Line Example : Raymond Ave north of University Ave W

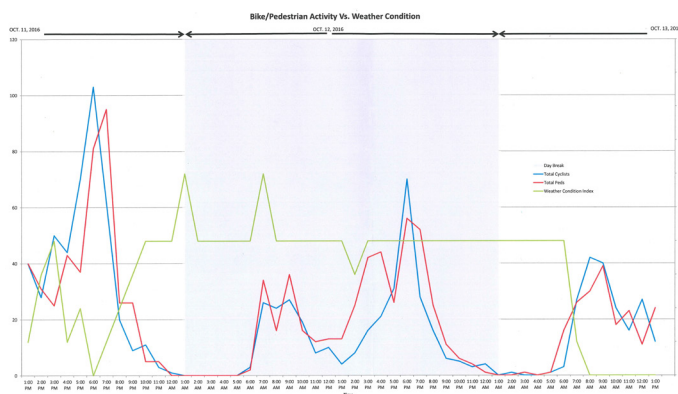


bicycle and pedestrian traffic. To develop these figures, a simple adjustment model was applied to extrapolate the 2-hour count data collected to an estimated September weekday daily bicycle and pedestrian traffic figure. This extrapolation model makes the following assumptions: 1.) That 22 percent of daily weekday September bicycle traffic occurs between 4 PM and 6 PM, and 2.) That 18 percent of daily weekday September pedestrian traffic occurs between 4 PM and 6 PM. These traffic assumptions were derived from reviewing data from automated bicycle and pedestrian counters (permanent inductive loop and infrared counters) and 48-hour video counts conducted by Public Works in 2015 and 2016.

Limitations

Due to the inherent variation present in datasets with small sample sizes, there are challenges to extrapolating short-duration counts to daily traffic estimates. A recent study (Hankey et al. 2014) suggests that using 2-hour counts to estimate average annual daily traffic can yield a margin of error as high as 40 percent. Extrapolating counts with a static factor also assumes that non-motorized traffic patterns are uniform across all count sites. In reality, traffic patterns are influenced by a number of factors including adjacent land use and facility type, and traffic patterns are expected to vary across count sites. Manual counts are also limited by the weather conditions present during the count periods, as weather is a primary determinant of bicycle and pedestrian traffic volumes. Given the short two-hour duration of data collection for manual counts (small sample size), manual counts are particularly sensitive to the weather conditions present during the day of the count, as even the threat of poor weather has been demonstrated to impact recorded traffic volumes.

Figure 10 - Non-Motorized Traffic Volumes Compared to a Calculated Weather Index at Summit Avenue and Ayd Mill Road



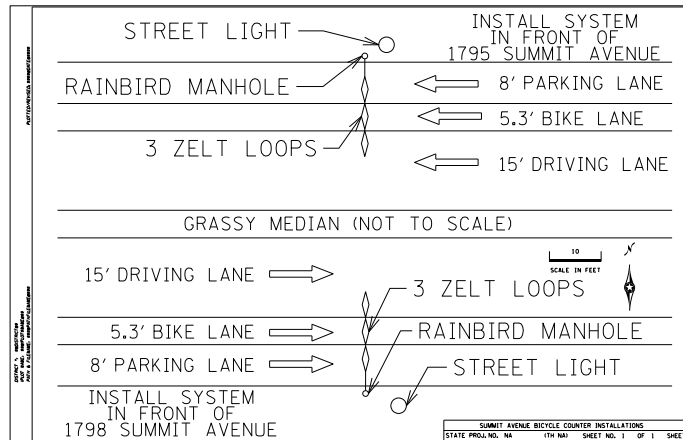
Automated Counts

The automated permanent counter installed on Summit Avenue between Fairview Avenue and Wheeler Avenue consists of two separate counting sensors and two sets of inductive loops embedded into the pavement to measure both eastbound and westbound traffic. When a bicycle passes over one of the loops, the metal in the bicycle’s wheel decreases the loop’s inductance, registering a count.

Following installation of the Summit Avenue counter in 2015, in-field validation counts were performed to confirm that the counter was working properly. These counts confirmed that the counter was initially producing a 15 percent to 20 percent over-count as a result of interference from motorized traffic. Following these counts, the outermost inductive loop embedded in the roadway surface (of three total in each direction) was turned off to correct for the over-count. Validation counts following this adjustment confirmed that the counter was no longer over-counting bicycle traffic, instead yielding consistent 5 to 6 percent undercount. To correct for the undercount, a 5 percent extrapolation factor was applied to the raw data collected from the counter.

With the raw data adjusted, a visual analysis of the full 2016 count dataset was performed to identify invalid counts. No invalid counts resulting from counter malfunction were identified, though outliers reflecting high traffic values were identified. The dates of the outliers were recorded and compared against events or street closures scheduled for Summit Avenue in 2016. Approximately 48 hours of count data were removed to censor periods where Summit was either closed to traffic or held a special event.

Figure 11 - Summit Avenue Counter Site Plan



Count Locations

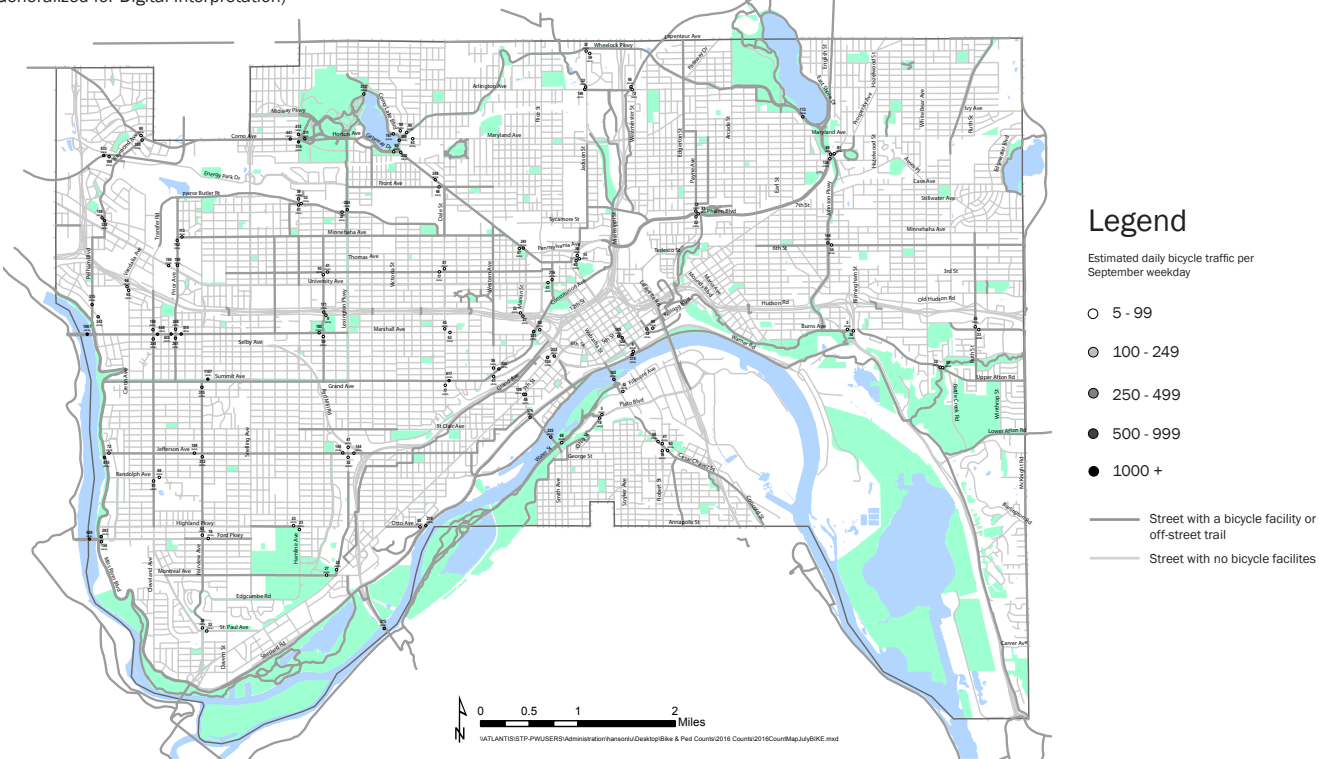
Public Works identified count locations representing a diversity of walking and bicycling environments throughout Saint Paul. With the aim of better understanding where and how bicyclists and pedestrians travel throughout the city, care was taken to select locations near existing and planned bicycle and pedestrian infrastructure to measure utilization and guide future non-motorized infrastructure investments.

Volunteers counted non-motorized traffic across 95 screenlines in 2016. In most cases, volunteers were asked to collect data at locations identified by Public Works. However, effort was taken to accommodate volunteers who were limited to locations near their work or homes, resulting in geographic disparity in the locations counted.

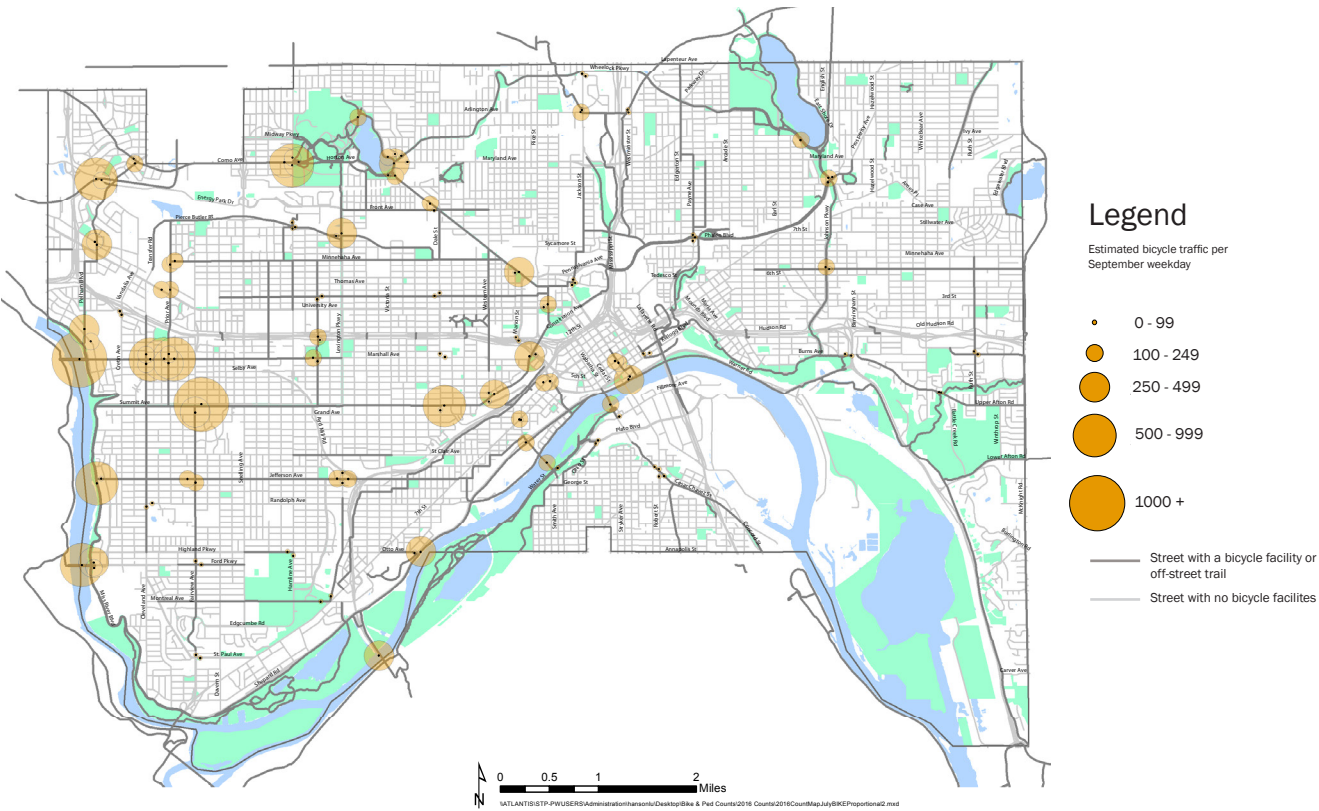
Also reflected in this report are bicycle and pedestrian counts performed by the Minneapolis Public Works Department (MPW), the Mississippi National River and Recreational Area (MNRRA), and Transit for Livable Communities (TLC). From 2007 to 2013, TLC has conducted annual bicycle and pedestrian counts throughout the Twin Cities, including six locations in Saint Paul. TLC counts were conducted as part of the Bike Walk Twin Cities federal Non-motorized Transportation Pilot Program. The data from these counts are included in the 'Complete Bicycle and Pedestrian Count Data' section of this report.

Estimated September Weekday Bicycle Traffic

(Generalized for Digital Interpretation)

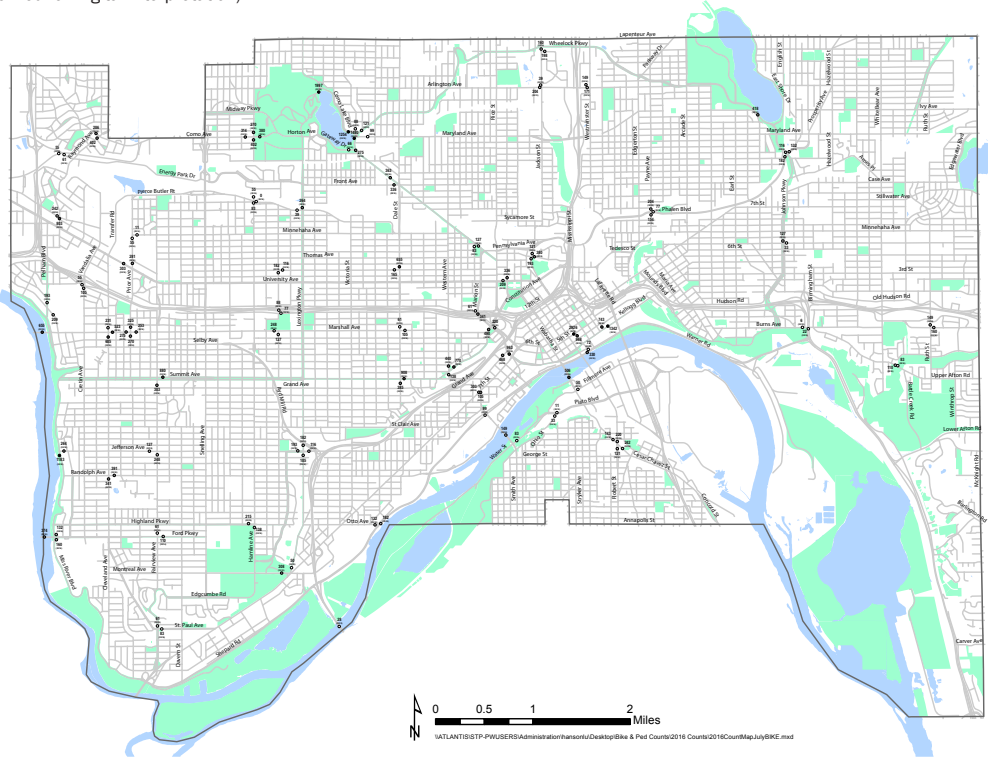


Estimated September Weekday Bicycle Traffic

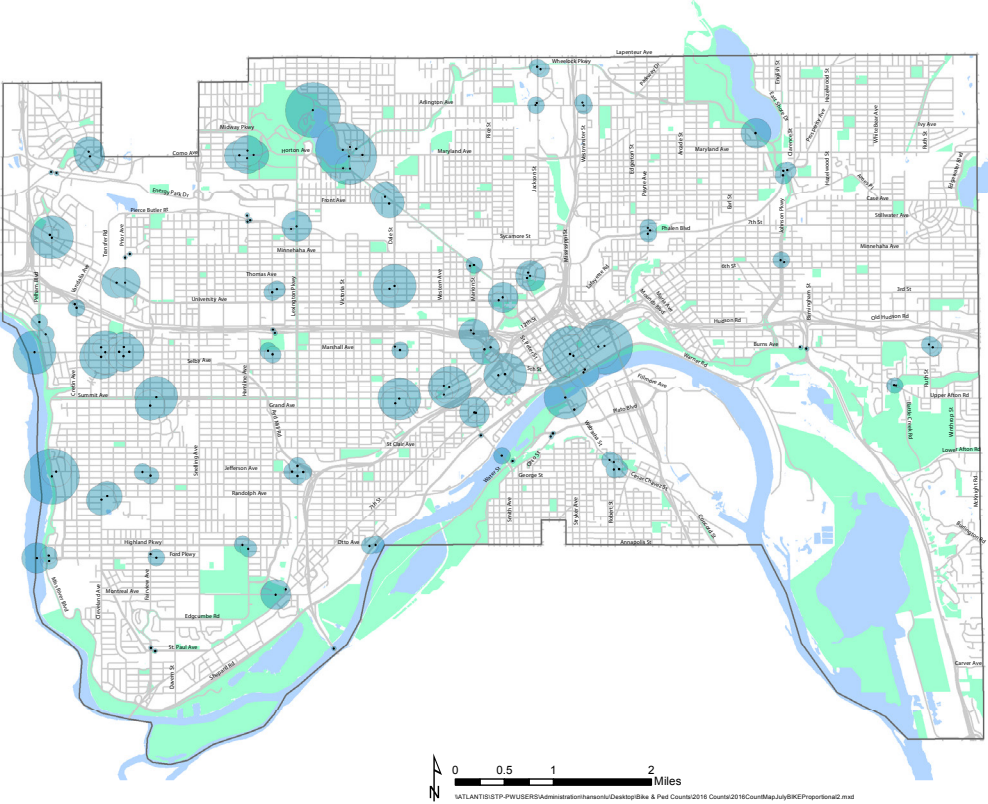


Estimated September Weekday Pedestrian Traffic

(Generalized for Digital Interpretation)



Estimated September Weekday Pedestrian Traffic



CHANGE IN TRAFFIC AT ANNUAL BENCHMARK LOCATIONS

Change in Bicycle Traffic at 30 Benchmark Locations (2013 - 2016)

ID#	LOCATION	2013	2014	2015	2016	2013 - 2016 Change (%)	2015 - 2016 Change (%)
1	Shepard Rd west of Jackson St	69	75	67	83	20%	24%
10	Kellogg Blvd north of Smith Ave	19	34	40	45	137%	13%
20	Lexington Pkwy Bridge south of Pierce Butler Rt	51	57	52	63	24%	21%
31	Summit Ave east of Dale St	168	120	115	137	-18%	19%
61	Jefferson Ave west of Lexington Pkwy	21	31	23	32	52%	39%
81	Marshall Ave west of Cleveland Ave	153*	150	161	144	-6%	-11%
90	Fairview Ave south of Summit Ave	81	59	56	70	-14%	25%
91	Summit Ave east of Fairview Ave	268	232	212	246	-8%	16%
150	Smith Ave Bridge north of Cherokee Ave	37	24	25	50	35%	100%
160	Shepard Rd / Sam Morgan Trl north of Otto Ave	61*	45	74	62	2%	-16%
190	Park St north of University Ave	57	50	47*	48	-16%	2%
201	Charles Ave west of Dale St	6	30	20	17	183%	-15%
211	Como Ave east of Galtier St	69	65	51	58	-16%	14%
251	Phalen Blvd east of Payne Ave	24	21	31	18	-25%	-42%
280	Wabasha St north of Fillmore Ave	55	37	39*	36	-35%	-7%
291	Cesar Chavez st west of Robert St	16	11	9	13	-19%	44%
320	Johnson Pkwy north of Margaret St	2	23	13	32	1500%	146%
321	Margaret St east of Johnson Pkwy	22	10	8	12	-45%	50%
330	Mississippi River Blvd south of Jefferson Ave	132	217	181	181	37%	0%
350	Griggs St Bridge north of Concordia Ave	40	33*	18	38	-5%	111%
360	Energy Park Dr south of U of M Transitway	110	79	57	42	-62%	-26%
361	U of M Transitway west of Energy Park Dr	225	192	208	185	-18%	-11%
390	Jackson St south of Mt Airy St	11	5	14	14	27%	0%
420	Raymond Ave south of Territorial Dr	50	59	52	75	50%	44%
491	Kellogg Blvd east of Broadway Ave	23*	33	16	20	-14%	25%
3201	Marshall Ave Bridge	330	347	281	437	32%	56%
3401	Ford Pkwy Bridge	211	249	227	193	-9%	-15%
5351	Como Ave west of Raymond Ave	53	47	27	45*	-15%	66%
5361	University Ave west of Prior Ave	49	45	32	43	-12%	34%
5890	Pelham Blvd north of Otis Ave	50	50	44	70	40%	59%
	Total	2463	2430	2200	2509	+ 2%	+ 14%

*An imputed average was calculated for these locations as a result of roadway construction or street closures during the counting period

Change in Pedestrian Traffic at 25 Benchmark Locations (2013 - 2016)

ID#	LOCATION	2013	2014	2015	2016	2013 - 2016 Change (%)	2015 - 2016 Change (%)
1	Shepard Rd west of Jackson St	89	66	85	60	-33%	-29%
10	Kellogg Blvd north of Smith Ave	89	73	76	175	97%	130%
11	Smith Ave west of Kellogg Blvd	210	42	49	85	-60%	73%
20	Lexington Pkwy Bridge south of Pierce Butler Rt	94	39	31	48	-49%	55%
30	Dale St south of Summit Ave	78	41	52	70	-10%	35%
31	Summit Ave east of Dale St	151	169	159	165	9%	4%
60	Lexington Pkwy north of Jefferson Ave	14	30	34	33	136%	-3%
90	Fairview Ave south of Summit Ave	96	70	90	55	-43%	-39%
91	Summit Ave east of Fairview Ave	214	160	168	160	-25%	-5%
130	Lexington Pkwy south of Como Lake Dr	296	280	295	363	23%	23%
191	University Ave west of Park St	25	68	48	38	52%	-21%
200	Dale St north of Charles Ave	78	129	126	119	53%	-6%
250	Payne Ave south of Phalen Blvd	15	19	32	28	87%	-13%
280	Wabasha St north of Fillmore Ave	88	103	92*	92	5%	0%
290	Robert St north of Cesar Chavez St	90	38	51	40	-56%	-22%
320	Johnson Pkwy north of Margaret St	2	12	15	23	1050%	53%
330	Mississippi River Blvd south of Jefferson Ave	154	199	212	215	40%	1%
391	Mt Airy St east of Jackson St	6	45	49	69	1050%	41%
420	Raymond Ave south of Territorial Dr	75	75	84	146	95%	74%
490	Broadway Ave north of Kellogg Blvd	131*	121	138	135	3%	-2%
491	Kellogg Blvd east of Broadway Ave	168*	156	105	244	45%	132%
3201	Marshall Ave Bridge	111	186	130	119	7%	-8%
3401	Ford Pkwy Bridge	68	84	82	68	0%	-17%
5351	Como Ave west of Raymond Ave	50	57	82	56*	12%	-32%
5361	University Ave west of Prior Ave	26	42	39	55	112%	41%
	Total	2418	2304	2324	2661	+ 10%	+ 14%

*An imputed average was calculated for these locations as a result of roadway construction or street closures during the counting period

COMPLETE BICYCLE AND PEDESTRIAN MANUAL COUNT DATA

(2007 - 2016)

ID #	LOCATION	AGENCY	YEAR	DATE	DURATION	BIKE FACILITY	Bicycles	Pedestrians	Sidewalk %
0	Jackson St north of Shepard Rd	PW	2016	9/13/16	4 - 6 PM	NONE	2	13	0%
		PW	2015	9/29/15	4 - 6 PM	NONE	20	14	20%
		PW	2014	9/9/14	4 - 6 PM	NONE	17	12	35%
		PW	2013	9/10/13	4 - 6 PM	NONE	19	17	58%
1	Shepard Rd west of Jackson St	PW	2016	9/13/16	4 - 6 PM	Off-Street Path	83	60	0%
		PW	2015	9/29/15	4 - 6 PM	Off-Street Path	67	85	0%
		PW	2014	9/9/14	4 - 6 PM	Off-Street Path	75	66	0%
		PW	2013	9/10/13	4 - 6 PM	Off-Street Path	69	89	0%
10	Kellogg Blvd north of Smith Ave	PW	2016	9/20/16	4 - 6 PM	NONE	45	175	67%
		PW	2015	9/22/15	4 - 6 PM	NONE	40	76	45%
		PW	2014	9/9/14	4 - 6 PM	NONE	34	73	74%
		PW	2013	9/10/13	4 - 6 PM	NONE	19	89	21%
11	Smith Ave west of Kellogg Blvd	PW	2016	9/20/16	4 - 6 PM	NONE	23	85	48%
		PW	2015	9/22/15	4 - 6 PM	NONE	24	49	42%
		PW	2014	9/9/14	4 - 6 PM	NONE	19	42	63%
		PW	2013	9/10/13	4 - 6 PM	NONE	40	210	73%
20	Lexington Pkwy Bridge south of Pierce Butler Rt	PW	2016	9/14/16	4 - 6 PM	Off-Street Path	63	48	0%
		PW	2015	9/29/15	4 - 6 PM	Off-Street Path	52	31	0%
		PW	2014	9/9/14	4 - 6 PM	Off-Street Path	57	39	11%
		PW	2013	9/10/13	4 - 6 PM	Off-Street Path	51	94	10%
21	W Pierce Butler under Lexington Pkwy Bridge	PW	2016	9/14/16	4 - 6 PM	Shoulder	6	7	0%
		PW	2015	9/29/15	4 - 6 PM	Shoulder	3	0	0%
		PW	2014	9/9/14	4 - 6 PM	Shoulder	5	0	0%
		PW	2013	9/10/13	4 - 6 PM	Shoulder	3	18	0%
30	Dale St south of Summit Ave	PW	2016	9/13/16	4 - 6 PM	NONE	17	70	12%
		PW	2015	9/22/15	4 - 6 PM	NONE	8	52	38%
		PW	2014	9/9/14	4 - 6 PM	NONE	30	41	20%
		PW	2013	9/10/13	4 - 6 PM	NONE	9	78	22%
31	Summit Ave east of Dale St	PW	2016	9/13/16	4 - 6 PM	Bike Lane	137	165	1%
		PW	2015	9/22/15	4 - 6 PM	Bike Lane	115	159	2%
		PW	2014	9/9/14	4 - 6 PM	Bike Lane	120	169	4%
		PW	2013	9/10/13	4 - 6 PM	Bike Lane	168	151	2%
40	Hamline Ave south of Highland Pkwy	PW	2015	9/22/15	4 - 6 PM	NONE	5	25	0%
		PW	2014	9/9/14	4 - 6 PM	NONE	13	41	31%
		PW	2013	9/10/13	4 - 6 PM	NONE	11	26	9%
41	Highland Pkwy west of Hamline Ave	PW	2015	9/22/15	4 - 6 PM	Bike Lane	5	39	0%
		PW	2014	9/9/14	4 - 6 PM	Bike Lane	5	28	0%
		PW	2013	9/10/13	4 - 6 PM	Bike Lane	5	19	0%
60	Lexington Pkwy north of Jefferson Ave	PW	2016	9/14/16	4 - 6 PM	NONE	9	33	33%
		PW	2015	9/22/15	4 - 6 PM	NONE	6	34	17%
		PW	2014	9/9/14	4 - 6 PM	NONE	14	30	14%
		PW	2013	9/10/13	4 - 6 PM	NONE	11	14	64%
61	Jefferson Ave west of Lexington Pkwy	PW	2016	9/14/16	4 - 6 PM	Bicycle Boulevard	32	35	25%
		PW	2015	9/22/15	4 - 6 PM	Bicycle Boulevard	23	35	13%
		PW	2014	9/9/14	4 - 6 PM	Bicycle Boulevard	31	18	3%
		PW	2013	9/10/13	4 - 6 PM	Bicycle Boulevard	21	8	19%
62	Lexington Pkwy south of Jefferson Ave	PW	2014	9/9/14	4 - 6 PM	NONE	7	19	14%
63	Jefferson Ave east of Lexington Pkwy	PW	2014	9/9/14	4 - 6 PM	Bike Lane	32	21	13%
70	Fairview Ave south of Jefferson Ave	PW	2015	9/22/15	4 - 6 PM	Shoulders	47	45	6%
71	Jefferson Ave east of Fairview Ave	PW	2015	9/22/15	4 - 6 PM	Bicycle Boulevard	42	23	1%
80	Cleveland Ave north of Marshall Ave	PW	2016	Multiple	4 - 6 PM	NONE	44	42	14%
		PW	2015	Multiple	4 - 6 PM	NONE	27	62	37%
		PW	2014	9/9/14	4 - 6 PM	NONE	22	56	9%
81	Marshall Ave west of Cleveland Ave	PW	2016	Multiple	4 - 6 PM	Bike Lane	144	95	4%
		PW	2015	Multiple	4 - 6 PM	Bike Lane	161	81	5%
		PW	2014	9/9/14	4 - 6 PM	Bike Lane	150	63	8%
82	Cleveland Ave south of Marshall Ave	PW	2016	Multiple	4 - 6 PM	Bike Lane	52	110	17%
		PW	2015	10/1/15	4 - 6 PM	NONE	20	119	30%
90	Fairview Ave south of Summit Ave	PW	2016	Multiple	4 - 6 PM	Shoulder	70	55	19%
		PW	2015	Multiple	4 - 6 PM	Shoulder	56	90	20%
		PW	2014	9/9/14	4 - 6 PM	Shoulder	59	70	29%
		PW	2013	9/10/13	4 - 6 PM	Shoulder	81	96	32%

ID #	LOCATION	AGENCY	YEAR	DATE	DURATION	BIKE FACILITY	Bicycles	Pedestrians	Sidewalk %
91	Summit Ave east of Fairview Ave	PW	2016	Multiple	4 - 6 PM	Bike Lane	246	160	1%
		PW	2015	Multiple	4 - 6 PM	Bike Lane	212	168	3%
		PW	2014	9/9/14	4 - 6 PM	Bike Lane	232	160	3%
		PW	2013	9/10/13	4 - 6 PM	Bike Lane	268	214	4%
110	Prior Ave south of Minnehaha Ave	PW	2014	9/9/14	4 - 6 PM	Bike Lane	36	10	0%
		PW	2013	9/10/13	4 - 6 PM	Bike Lane	30	7	0%
111	Minnehaha Ave east of Prior Ave	PW	2014	9/9/14	4 - 6 PM	Bike Lane	25	2	0%
		PW	2013	9/10/13	4 - 6 PM	Bike Lane	26	4	0%
120	Griggs St south of Charles Ave	PW	2016	9/14/16	4 - 6 PM	Bicycle Boulevard	21	33	3%
		PW	2015	9/22/15	4 - 6 PM	Bicycle Boulevard	36	20	0%
121	Charles Aves east of Griggs St	PW	2016	9/14/16	4 - 6 PM	Bicycle Boulevard	9	21	11%
		PW	2015	9/22/15	4 - 6 PM	Bicycle Boulevard	25	16	0%
130	Lexington Pkwy south of Como Lake Dr	PW	2016	9/13/16	4 - 6 PM	Off-Street Path	47	363	6%
		PW	2015	10/2/15	4 - 6 PM	Off-Street Path	42	295	7%
		PW	2014	9/9/14	4 - 6 PM	Off-Street Path	47	280	13%
		PW	2013	9/10/13	4 - 6 PM	Off-Street Path	117	296	4%
140	Hamline Ave north of Como Ave / Horton Ave	PW	2016	9/14/16	4 - 6 PM	NONE	47	49	11%
		PW	2014	9/9/14	4 - 6 PM	NONE	42	46	5%
141	Horton Ave east of Hamline Ave	PW	2014	9/9/14	4 - 6 PM	Off-Street Path, Enhanced Shared Lane	69	69	0%
142	Hamline Ave south of Como Ave / Horton Ave	PW	2016	9/14/16	4 - 6 PM	NONE	115	73	2%
		PW	2014	9/9/14	4 - 6 PM	NONE	27	52	48%
143	Como Ave west of Hamline Ave	PW	2016	9/14/16	4 - 6 PM	Bike Lane	98	57	6%
		PW	2014	9/9/14	4 - 6 PM	Bike Lane	73	42	8%
150	Smith Ave Bridge north of Cherokee Ave	PW	2016	9/20/16	4 - 6 PM	Shoulder	50	27	54%
		PW	2015	9/22/15	4 - 6 PM	Shoulder	25	25	16%
		PW	2014	9/9/14	4 - 6 PM	Shoulder	24	27	13%
		PW	2013	9/10/13	4 - 6 PM	Shoulder	37	32	11%
151	Cherokee Ave east of Smith Ave	PW	2016	9/20/16	4 - 6 PM	NONE	15	15	50%
		PW	2015	9/22/15	4 - 6 PM	NONE	15	25	33%
		PW	2014	9/9/14	4 - 6 PM	NONE	19	24	58%
		PW	2013	9/10/13	4 - 6 PM	NONE	18	33	61%
160	Shepard Rd / Sam Morgan Trl north of Otto Ave	PW	2016	9/13/16	4 - 6 PM	Off-Street Path	62	33	0%
		PW	2015	9/22/15	4 - 6 PM	Off-Street Path	74	21	0%
		PW	2014	9/11/14	4 - 6 PM	Off-Street Path	45	15	0%
161	Otto Ave at Shepard Rd / Sam Morgan Trl	PW	2016	9/13/16	4 - 6 PM	Off-Street Path	14	24	0%
		PW	2015	9/22/15	4 - 6 PM	NONE	18	24	67%
		PW	2014	9/11/14	4 - 6 PM	NONE	5	19	0%
180	Dale St north of Marshall Ave	PW	2016	9/28/16	4 - 6 PM	NONE	10	11	0%
		PW	2014	9/9/14	4 - 6 PM	NONE	14	11	29%
		PW	2013	9/10/13	4 - 6 PM	NONE	9	16	67%
181	Marshall Ave east of Dale St	PW	2016	9/28/16	4 - 6 PM	NONE	14	19	29%
		PW	2014	9/9/14	4 - 6 PM	NONE	10	13	50%
		PW	2013	9/10/13	4 - 6 PM	NONE	20	32	15%
190	Park St north of University Ave	PW	2016	9/13/16	4 - 6 PM	Bike Lane	48	61	0%
		PW	2015	9/29/15	4 - 6 PM	Bike Lane	1	1	0%
		PW	2014	9/9/14	4 - 6 PM	Bike Lane	50	52	6%
		PW	2013	9/10/13	4 - 6 PM	Bike Lane	57	41	4%
191	University Ave west of Park St	PW	2016	9/13/16	4 - 6 PM	NONE	9	38	89%
		PW	2015	9/29/15	4 - 6 PM	NONE	18	48	67%
		PW	2014	9/9/14	4 - 6 PM	NONE	14	68	86%
		PW	2013	9/10/13	4 - 6 PM	NONE	4	25	25%
200	Dale St north of Charles Ave	PW	2016	9/13/16	4 - 6 PM	NONE	18	119	78%
		PW	2015	9/30/15	4 - 6 PM	NONE	11	126	91%
		PW	2014	9/9/14	4 - 6 PM	NONE	34	129	35%
		PW	2013	9/10/13	4 - 6 PM	NONE	13	78	85%
201	Charles Ave west of Dale St	PW	2016	9/13/16	4 - 6 PM	Bicycle Boulevard	17	30	12%
		PW	2015	9/30/15	4 - 6 PM	Bicycle Boulevard	20	28	10%
		PW	2014	9/9/14	4 - 6 PM	Bicycle Boulevard	30	45	23%
		PW	2013	9/10/13	4 - 6 PM	Bicycle Boulevard	6	45	33%
210	Galtier St south of Como Ave	PW	2016	9/13/16	4 - 6 PM	NONE	6	15	33%
		PW	2015	10/1/15	4 - 6 PM	NONE	3	27	67%
		PW	2014	9/9/14	4 - 6 PM	NONE	6	40	67%
		PW	2013	9/10/13	4 - 6 PM	NONE	6	9	17%

ID #	LOCATION	AGENCY	YEAR	DATE	DURATION	BIKE FACILITY	Bicycles	Pedestrians	Sidewalk %
211	Como Ave east of Galtier St	PW	2016	9/13/16	4 - 6 PM	Bike Lane	58	23	7%
		PW	2015	10/1/15	4 - 6 PM	Bike Lane	51	21	10%
		PW	2014	9/9/14	4 - 6 PM	Bike Lane	65	40	17%
		PW	2013	9/10/13	4 - 6 PM	Bike Lane	69	24	16%
220	Victoria north of Maryland	PW	2015	9/30/15	4 - 6 PM	NONE	22	16	9%
221	Wheelock Pkwy east of Victoria	PW	2015	9/30/15	4 - 6 PM	NONE	20	22	30%
222	E. Como Blvd & Como Lake Trail south of Maryland	PW	2015	9/30/15	4 - 6 PM	Off-Street Path	82	269	5%
223	Maryland East of Victoria	PW	2015	9/30/15	4 - 6 PM	NONE	14	18	29%
224	E. Como Lake Dr & Como Lake Trail west of Victoria	PW	2015	9/30/15	4 - 6 PM	Off-street Path	37	228	0%
230	Como Blvd south of Gateway Dr	PW	2014	9/9/14	4 - 6 PM	NONE	53	50	9%
		PW	2013	9/10/13	4 - 6 PM	NONE	94	33	10%
231	Gateway Dr west of Como Blvd	PW	2014	9/9/14	4 - 6 PM	Off-Street Path	20	12	0%
		PW	2013	9/10/13	4 - 6 PM	Off-Street Path	36	8	0%
250	Payne Ave south of Phalen Blvd	PW	2016	9/28/16	4 - 6 PM	Shoulder	7	28	100%
		PW	2015	9/22/15	4 - 6 PM	Shoulder	7	32	71%
		PW	2014	9/11/14	4 - 6 PM	Shoulder	8	19	100%
		PW	2013	9/10/13	4 - 6 PM	Shoulders	12	15	58%
251	Phalen Blvd east of Payne Ave	PW	2016	9/28/16	4 - 6 PM	Off-Street Path, Shoulder	18	14	0%
		PW	2015	9/22/15	4 - 6 PM	Off-Street Path, Shoulder	31	9	0%
		PW	2014	9/11/14	4 - 6 PM	Off-Street Path, Shoulder	21	11	10%
		PW	2013	9/10/13	4 - 6 PM	Off-Street Path, Shoulder	24	22	13%
252	Payne Ave north of Phalen Blvd	PW	2016	9/28/16	4 - 6 PM	Shoulder	16	37	81%
260	Johnson Pkwy north of Phalen Blvd	PW	2016	9/13/16	4 - 6 PM	Off-Street Path, Shoulder	28	33	0%
		PW	2015	10/1/15	4 - 6 PM	Off-Street Path, Shoulder	21	11	10%
		PW	2014	9/9/14	4 - 6 PM	Off-Street Path, Shoulder	26	9	23%
261	Phalen Blvd west of Johnson Pkwy	PW	2015	10/1/15	4 - 6 PM	Bike Lane	19	21	0%
262	Phalen Blvd east of Johnson Pkwy	PW	2016	9/13/16	4 - 6 PM	Bike Lane	18	24	100%
		PW	2015	10/1/15	4 - 6 PM	NONE	3	23	100%
		PW	2014	9/9/14	4 - 6 PM	Bike Lane	23	16	65%
270	Gateway State Trl north of Arlington Ave E	PW	2014	9/9/14	4 - 6 PM	Off-Street Path	21	27	0%
	Gateway State Trl north of Arlington Ave E	PW	2013	9/10/13	4 - 6 PM	Off-Street Path	19	25	0%
271	Arlington Ave E east of Gateway State Trl	PW	2014	9/9/14	4 - 6 PM	None	16	31	100%
	Arlington Ave E east of Gateway State Trl	PW	2013	9/10/13	4 - 6 PM	None	14	28	79%
280	Wabasha St north of Fillmore Ave	PW	2016	9/13/16	4 - 6 PM	Bike Lane	36	92	44%
		PW	2014	9/9/14	4 - 6 PM	Bike Lane	37	103	38%
		PW	2013	9/10/13	4 - 6 PM	Bike Lane	55	88	27%
281	Fillmore Ave east of Wabasha St	PW	2015	9/13/16	4 - 6 PM	NONE	10	9	30%
		PW	2014	9/9/14	4 - 6 PM	NONE	4	18	25%
		PW	2013	9/10/13	4 - 6 PM	NONE	7	3	14%
290	Robert St north of Cesar Chavez St	PW	2016	9/13/16	4 - 6 PM	NONE	9	40	67%
		PW	2015	9/22/15	4 - 6 PM	NONE	4	51	100%
		PW	2014	9/11/14	4 - 6 PM	NONE	4	38	100%
291	Cesar Chavez st west of Robert St	PW	2013	9/10/13	4 - 6 PM	NONE	18	90	83%
		PW	2016	9/13/16	4 - 6 PM	Bike Lane	13	26	23%
		PW	2015	9/22/15	4 - 6 PM	Bike Lane	9	15	11%
		PW	2014	9/11/14	4 - 6 PM	Bike Lane	11	16	45%
292	Robert St south of Cesar Chavez St	PW	2013	9/10/13	4 - 6 PM	Bike Lane	16	26	13%
293	Cesar Chavez St east of Robert St	PW	2014	9/11/14	4 - 6 PM	NONE	4	22	25%
310	Ruth St N north of Burns Ave	PW	2016	9/20/16	4 - 6 PM	Bike Lane	14	44	50%
		PW	2015	10/1/15	4 - 6 PM	Bike Lane	8	27	25%
		PW	2013	9/10/13	4 - 6 PM	Bike Lane	5	62	60%
311	Burns Ave east of Ruth St N	PW	2016	9/20/16	4 - 6 PM	Bike Lane	1	10	0%
		PW	2013	9/10/13	4 - 6 PM	Bike Lane	5	29	20%
		PW	2015	10/1/15	4 - 6 PM	Bike Lane	2	47	50%
		PW	2013	9/10/13	4 - 6 PM	Bike Lane	8	18	0%
320	Johnson Pkwy north of Margaret St	PW	2016	9/13/16	4 - 6 PM	Shoulder	32	23	0%
		PW	2015	10/1/15	4 - 6 PM	Shoulder	13	15	0%
		PW	2014	9/9/14	4 - 6 PM	Shoulder	23	12	0%
		PW	2013	9/10/13	4 - 6 PM	Shoulder	2	2	0%
321	Margaret St east of Johnson Pkwy	PW	2016	9/13/16	4 - 6 PM	NONE	12	6	8%
		PW	2015	10/1/15	4 - 6 PM	NONE	8	5	0%
		PW	2014	9/9/14	4 - 6 PM	NONE	10	18	0%
		PW	2013	9/10/13	4 - 6 PM	NONE	22	15	0%

ID #	LOCATION	AGENCY	YEAR	DATE	DURATION	BIKE FACILITY	Bicycles	Pedestrians	Sidewalk %
330	Mississippi River Blvd south of Jefferson Ave	PW	2016	9/14/16	4 - 6 PM	Off-Street Path, Bike Lane (SB Only)	181	215	0%
		PW	2015	9/29/15	4 - 6 PM	Off-Street Path, Bike Lane (SB Only)	181	212	0%
		PW	2014	9/18/14	4 - 6 PM	Off-Street Path, Bike Lane (SB Only)	217	199	0%
		PW	2013	9/10/13	4 - 6 PM	Off-Street Path, Bike Lane (SB Only)	132	154	0%
331	Jefferson Ave east of Mississippi River Blvd	PW	2016	9/14/16	4 - 6 PM	Bicycle Boulevard	16	48	19%
		PW	2015	9/29/15	4 - 6 PM	Bicycle Boulevard	20	52	0%
		PW	2014	9/18/14	4 - 6 PM	Bicycle Boulevard	25	37	0%
		PW	2013	9/10/13	4 - 6 PM	Bicycle Boulevard	6	22	0%
340	US 10/61 south of Bruns Ave	PW	2015	9/22/15	4 - 6 PM	NONE	11	4	18%
		PW	2013	9/10/13	4 - 6 PM	NONE	9	7	78%
341	Burns Ave west of US 10/61	PW	2015	9/22/15	4 - 6 PM	Off-Street Path	1	1	100%
		PW	2013	9/10/13	4 - 6 PM	Off-Street Path	1	1	100%
350	Griggs St Bridge north of Concordia Ave	PW	2016	9/13/16	4 - 6 PM	Off-Street Path	38	16	100%
		PW	2014	9/9/14	4 - 6 PM	Off-Street Path	18	15	0%
		PW	2013	9/10/13	4 - 6 PM	Off-Street Path	40	17	50%
351	Concordia Ave east of Griggs St	PW	2016	9/13/16	4 - 6 PM	NONE	2	14	50%
		PW	2014	9/9/14	4 - 6 PM	NONE	1	6	0%
		PW	2013	9/10/13	4 - 6 PM	NONE	2	27	0%
360	Energy Park Dr south of U of M Transitway	PW	2016	9/14/16	4 - 6 PM	NONE	42	11	41%
		PW	2015	9/22/15	4 - 6 PM	NONE	57	34	18%
		PW	2014	9/9/14	4 - 6 PM	Shoulder (NB only)	79	6	9%
		PW	2013	9/10/13	4 - 6 PM	Shoulder (NB only)	110	11	24%
		PW	2016	9/14/16	4 - 6 PM	Off-Street Path	185	10	8%
361	U of M Transitway west of Energy Park Dr	PW	2015	9/22/15	4 - 6 PM	Off-Street Path	208	32	0%
		PW	2014	9/9/14	4 - 6 PM	Off-Street Path	192	7	0%
		PW	2013	9/10/13	4 - 6 PM	Off-Street Path	225	10	7%
		PW	2016	9/14/16	4 - 6 PM	Off-Street Path	185	10	8%
362	N/S Desire Path over train tracks	PW	2014	9/9/14	4 - 6 PM	NONE	5	5	0%
370	Hamline Ave north of Pierce Butler Rte	PW	2016	9/13/16	4 - 6 PM	NONE	13	10	0%
371	Pierce Butler Rte east of Hamline Ave	PW	2016	9/13/16	4 - 6 PM	Shoulder	7	0	0%
372	Hamline Ave south of Pierce Butler Rte	PW	2016	9/13/16	4 - 6 PM	NONE	9	15	22%
380	Marion St Bridge south of Saint Anthony Ave	PW	2013	9/10/13	4 - 6 PM	NONE	6	62	83%
381	Saint Anthony Ave west of Marion St	PW	2013	9/10/13	4 - 6 PM	NONE	5	11	60%
390	Jackson St south of Mt Airy St	PW	2016	9/13/16	4 - 6 PM	NONE	14	35	14%
		PW	2015	10/1/15	4 - 6 PM	NONE	14	12	22%
		PW	2014	9/9/14	4 - 6 PM	NONE	5	41	20%
		PW	2013	9/10/13	4 - 6 PM	NONE	11	24	9%
391	Mt Airy St east of Jackson St	PW	2016	9/13/16	4 - 6 PM	NONE	3	69	33%
		PW	2015	10/1/15	4 - 6 PM	NONE	5	49	20%
		PW	2014	9/9/14	4 - 6 PM	NONE	5	45	20%
392	Jackson St north of Mt Airy St	PW	2013	9/10/13	4 - 6 PM	NONE	6	6	17%
		PW	2016	9/13/16	4 - 6 PM	NONE	8	22	0%
400	Jackson St / Trout Brook Trl south of Timberlake Rd	PW	2015	10/1/15	4 - 6 PM	NONE	16	36	25%
		PW	2014	9/9/14	4 - 6 PM	Off-Street Path	7	29	29%
401	Timberlake Rd east of Jackson St	PW	2013	9/11/13	4 - 6 PM	Off-Street Path	6	22	83%
		PW	2016	9/13/16	4 - 6 PM	NONE	13	36	100%
410	Edgecumbe Rd north of St Paul Ave	PW	2013	9/11/13	4 - 6 PM	NONE	12	27	100%
		PW	2016	9/13/16	4 - 6 PM	NONE	8	11	38%
		PW	2014	9/9/14	4 - 6 PM	NONE	14	5	7%
411	St Paul Ave east of Edgecumbe Rd	PW	2013	9/10/13	4 - 6 PM	NONE	19	12	5%
		PW	2016	9/13/16	4 - 6 PM	NONE	7	15	86%
		PW	2014	9/9/14	4 - 6 PM	NONE	6	39	50%
420	Raymond Ave south of Territorial Dr	PW	2013	9/10/13	4 - 6 PM	NONE	11	25	36%
		PW	2016	9/14/16	4 - 6 PM	Bike Lane	75	146	4%
		PW	2015	9/22/15	4 - 6 PM	Bike Lane	52	84	4%
		PW	2014	9/9/14	4 - 6 PM	Bike Lane	59	75	0%
		PW	2013	9/10/13	4 - 6 PM	Bike Lane	50	75	14%
421	Territorial Dr west of Raymond Ave	PW	2016	9/14/16	4 - 6 PM	NONE	24	44	0%
		PW	2015	9/22/15	4 - 6 PM	NONE	15	31	7%
		PW	2014	9/9/14	4 - 6 PM	NONE	16	25	0%
		PW	2013	9/10/13	4 - 6 PM	NONE	32	29	16%
430	Trout Creek Trail north of Arlington Ave E	PW	2013	9/11/13	4 - 6 PM	Off-Street Path	7	7	0%
431	Arlington Ave E south of Trout Creek Trail	PW	2013	9/11/13	4 - 6 PM	NONE	33	37	70%
440	Battle Creek Trl north of Upper Afton Rd	PW	2016	9/13/16	4 - 6 PM	Off-Street Path	13	15	0%
		PW	2014	9/9/14	4 - 6 PM	Off-Street Path	10	22	0%

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441	Upper Afton Rd east of Battle Creek Trl	PW	2016	9/13/16	4 - 6 PM	Bike Lane	7	20	43%
		PW	2014	9/9/14	4 - 6 PM	NONE	4	10	25%
450	Wheelock Pkwy north of Johnson Pkwy	PW	2014	9/9/14	4 - 6 PM	Off-Street Path, Shoulder	25	76	0%
460	Griggs St south of Marshall Ave	PW	2014	9/9/14	4 - 6 PM	Bicycle Boulevard (UC)	13	23	0%
461	Marshall Ave west of Griggs St	PW	2014	9/9/14	4 - 6 PM	Bike Lane	41	45	20%
470	Smith Ave south of W 7th St	PW	2014	9/9/14	4 - 6 PM	NONE	19	19	38%
471	W 7th st west of Smith Ave	PW	2014	9/9/14	4 - 6 PM	NONE	24	55	68%
480	Ohio St south of Plato Blvd	PW	2015	9/22/15	4 - 6 PM	Off-Street Path	4	6	0%
		PW	2014	9/9/14	4 - 6 PM	Off-Street Path	17	15	0%
481	Plato Blvd east of Ohio St	PW	2015	9/22/15	4 - 6 PM	NONE	1	2	100%
		PW	2014	9/9/14	4 - 6 PM	NONE	9	33	56%
490	Broadway Ave north of Kellogg Blvd	PW	2016	9/14/16	4 - 6 PM	Bike Lane	7	135	29%
		PW	2015	9/29/15	4 - 6 PM	Bike Lane	22	138	73%
		PW	2014	9/9/14	4 - 6 PM	Bike Lane	9	121	33%
491	Kellogg Blvd east of Broadway Ave	PW	2016	9/14/16	4 - 6 PM	NONE	20	244	75%
		PW	2015	9/29/15	4 - 6 PM	NONE	16	105	50%
		PW	2014	9/9/14	4 - 6 PM	NONE	33	156	67%
		PW	2016	9/14/16	4 - 6 PM	NONE	9	121	33%
500	Fairview Ave north of Ford Pkwy	PW	2014	9/9/14	4 - 6 PM	Shoulder	14	11	14%
501	Ford Pkwy east of Fairview	PW	2014	9/9/14	4 - 6 PM	NONE	4	20	50%
510	Jackson St south of 5th St	PW	2015	9/21/15	4 - 6 PM	Bike Lane	27	176	19%
511	5th St west of jackson St	PW	2015	9/21/15	4 - 6 PM	NONE	24	532	29%
520	Kellogg Blvd southeast of John Ireland Blvd	PW	2016	9/28/16	4 - 6 PM	NONE	21	40	76%
		PW	2015	9/30/15	4 - 6 PM	NONE	49	35	65%
521	John Ireland Blvd southwest of Kellogg Blvd	PW	2016	9/28/16	4 - 6 PM	Bike Lane	78	89	18%
		PW	2015	9/30/15	4 - 6 PM	Bike Lane	109	88	12%
530	Prior Ave north of Marshall Ave	PW	2016	9/14/16	4 - 6 PM	Bike Lane	55	59	16%
		PW	2015	10/1/15	4 - 6 PM	Bike Lane	41	50	7%
531	Marshall Ave east of Prior Ave	PW	2016	9/14/16	4 - 6 PM	Bike Lane	115	46	5%
		PW	2015	10/1/15	4 - 6 PM	Bike Lane	86	37	2%
532	Prior Ave south of Marshall Ave	PW	2016	9/14/16	4 - 6 PM	Enhanced Shared Lane	58	49	9%
		PW	2015	10/1/15	4 - 6 PM	Enhanced Shared Lane	48	34	8%
533	Marshall Ave west of Prior Ave	PW	2016	9/14/16	4 - 6 PM	Bike Lane	141	50	3%
		PW	2015	10/1/15	4 - 6 PM	Bike Lane	112	51	5%
540	Lexington Pkwy north of Montreal Ave	PW	2015	9/30/15	4 - 6 PM	NONE	5	9	80%
541	Montreal Ave west of Lexington Pkwy	PW	2015	9/30/15	4 - 6 PM	Bike Lane	6	56	17%
550	Como Ave northwest of Front Ave	PW	Multiple	9/13/16	4 - 6 PM	Bike Lane	55	66	18%
		PW	2015	9/1/15	4 - 6 PM	NONE	34	61	44%
551	Front Ave west of Como Ave	PW	Multiple	9/13/16	4 - 6 PM	Bike Lane	15	61	53%
		PW	2015	9/1/15	4 - 6 PM	NONE	8	45	75%
560	Cleveland Ave south of Randolph Ave	PW	2016	9/13/16	4 - 6 PM	Bike Lane	18	62	17%
561	Randolph Ave east of Cleveland Ave	PW	2016	9/13/16	4 - 6 PM	NONE	15	71	20%
580	Cretin Ave south of Beverly Rd	PW	2016	9/28/16	4 - 6 PM	NONE	14	19	21%
581	Beverly Road west of Cretin Ave	PW	2016	9/28/16	4 - 6 PM	NONE	15	10	67%
582	Cretin Ave east-west crosswalk south of Beverly Rd	PW	2016	9/28/16	4 - 6 PM	NONE	9	20	-
3201	Marshall Ave Bridge	PW	2016	Multiple	4 - 6 PM	Off-Street Path, Bike Lane	437	119	26%
		PW	2015	9/22/15	4 - 6 PM	Off-Street Path, Bike Lane	281	130	31%
		MPW	2014	9/25/14	4 - 6 PM	Off-Street Path, Bike Lane	347	186	31%
		TLC	2013	9/10/13	4 - 6 PM	Off-Street Path, Bike Lane	330	111	-
		TLC	2012	-	4 - 6 PM	Off-Street Path, Bike Lane	381	165	-
		TLC	2011	-	4 - 6 PM	Off-Street Path, Bike Lane	372	116	-
		TLC	2010	-	4 - 6 PM	Off-Street Path, Bike Lane	311	129	-
		TLC	2009	-	4 - 6 PM	Off-Street Path, Bike Lane	311	100	-
		TLC	2008	-	4 - 6 PM	Off-Street Path, Bike Lane	290	141	-
		TLC	2007	-	4 - 6 PM	Off-Street Path, Bike Lane	280	76	-
3401	Ford Pkwy Bridge	PW	2016	Multiple	4 - 6 PM	Off-Street Path, Shoulder	193	68	90%
		PW	2015	Multiple	4 - 6 PM	Off-Street Path, Shoulder	227	82	84%
		MPW	2014	9/18/14	4 - 6 PM	Off-Street Path, Shoulder	249	84	90%
		TLC	2013	9/10/13	4 - 6 PM	Off-Street Path, Shoulder	211	68	-
		TLC	2012	-	4 - 6 PM	Off-Street Path, Shoulder	204	116	-
		TLC	2011	-	4 - 6 PM	Off-Street Path, Shoulder	206	77	-
		TLC	2010	-	4 - 6 PM	Off-Street Path, Shoulder	114	66	-
		TLC	2009	-	4 - 6 PM	Off-Street Path, Shoulder	204	62	-
		TLC	2008	-	4 - 6 PM	Off-Street Path, Shoulder	234	134	-
TLC	2007	-	4 - 6 PM	Off-Street Path, Shoulder	153	119	-		

ID #	LOCATION	AGENCY	YEAR	DATE	DURATION	BIKE FACILITY	Bicycles	Pedestrians	Sidewalk %
3402	Ford Pkwy Ramp to north Mississippi River Blvd	PW	2016	9/13/16	4 - 6 PM	None	65	24	9%
		PW	2015	9/29/15	4 - 6 PM	None	111	37	18%
3403	Ford Pkwy Ramp to south Mississippi River Blvd	PW	2016	9/13/16	4 - 6 PM	None	35	29	46%
		PW	2015	9/29/15	4 - 6 PM	None	31	19	19%
3601	I-35E Bridge over the Mississippi River	DKCO	2013	-	4 - 6 PM	Off-Street Path	61	5	-
		DKCO	2012	-	4 - 6 PM	Off-Street Path	33	3	-
5350	Raymond Ave south of Como Ave	PW	2016	9/28/16	4 - 6 PM	Enhanced Shared Lane	35	73	14%
		PW	2015	9/22/15	4 - 6 PM	Enhanced Shared Lane	66	85	12%
		PW	2014	9/9/14	4 - 6 PM	Enhanced Shared Lane	86	88	15%
5351	Como Ave west of Raymond Ave	PW	2016	9/28/16	4 - 6 PM	Bike Lane	20	52	25%
		PW	2015	9/22/15	4 - 6 PM	Bike Lane	27	82	4%
		PW	2014	9/9/14	4 - 6 PM	Bike Lane	47	57	4%
		TLC	2013	9/10/13	4 - 6 PM	Bike Lane	53	50	-
		TLC	2012	-	4 - 6 PM	Bike Lane	42	47	-
		TLC	2011	-	4 - 6 PM	Bike Lane	67	65	-
		TLC	2010	-	4 - 6 PM	Bike Lane	40	77	-
		TLC	2009	-	4 - 6 PM	Bike Lane	51	100	-
		TLC	2008	-	4 - 6 PM	Bike Lane	55	94	-
		TLC	2007	-	4 - 6 PM	Bike Lane	38	84	-
5360	Prior Ave north of University Ave	PW	2016	9/14/16	4 - 6 PM	Bike Lane	44	51	18%
		PW	2015	10/1/15	4 - 6 PM	Bike Lane	34	62	35%
		PW	2014	9/9/14	4 - 6 PM	Bike Lane	38	48	34%
5361	University Ave west of Prior Ave	PW	2016	9/14/16	4 - 6 PM	NONE	43	55	67%
		PW	2015	10/1/15	4 - 6 PM	NONE	32	39	66%
		PW	2014	9/9/14	4 - 6 PM	NONE	45	42	18%
		TLC	2013	9/10/13	4 - 6 PM	NONE	49	26	-
		TLC	2012	-	4 - 6 PM	NONE	41	37	-
		TLC	2011	-	4 - 6 PM	NONE	69	27	-
		TLC	2010	-	4 - 6 PM	NONE	62	28	-
		TLC	2009	-	4 - 6 PM	NONE	62	26	-
		TLC	2008	-	4 - 6 PM	NONE	84	26	-
		TLC	2007	-	4 - 6 PM	NONE	58	23	-
5410	Western Ave north of Summit Ave	PW	2016	9/20/16	4 - 6 PM	NONE	8	80	38%
		PW	2015	9/22/15	4 - 6 PM	NONE	6	39	0%
		PW	2014	9/9/14	4 - 6 PM	NONE	8	66	50%
5411	Summit Ave east of Western Ave	PW	2016	9/20/16	4 - 6 PM	Bike Lane	110	140	4%
		PW	2015	9/22/15	4 - 6 PM	Bike Lane	109	127	0%
		PW	2014	9/9/14	4 - 6 PM	Bike Lane	119	111	3%
		TLC	2013	9/10/13	4 - 6 PM	Bike Lane	125	158	-
		TLC	2012	-	4 - 6 PM	Bike Lane	84	73	-
		TLC	2011	-	4 - 6 PM	Bike Lane	122	168	-
		TLC	2010	-	4 - 6 PM	Bike Lane	102	82	-
		TLC	2009	-	4 - 6 PM	Bike Lane	103	128	-
		TLC	2008	-	4 - 6 PM	Bike Lane	121	153	-
5412	Irving Ave south of Summit Ave	PW	2016	9/20/16	4 - 6 PM	NONE	9	25	-
5890	Pelham Blvd north of Otis Ave	PW	2016	9/14/16	4 - 6 PM	Enhanced Shared Lane	70	35	11%
		PW	2015	9/22/15	4 - 6 PM	Enhanced Shared Lane	44	19	7%
		PW	2014	9/9/14	4 - 6 PM	Enhanced Shared Lane	50	32	4%
		TLC	2013	9/10/13	4 - 6 PM	Enhanced Shared Lane	50	20	-
5891	Otis Ave east of Pelham Blvd	PW	2016	9/14/16	4 - 6 PM	NONE	54	38	2%
		PW	2015	9/22/15	4 - 6 PM	NONE	53	13	8%
		PW	2014	9/9/14	4 - 6 PM	NONE	54	15	0%
6010	Shepard Rd under the Smith Ave Bridge	MNRRRA	2014	9/9/14	4 - 6 PM	Off-Street Path	39	18	0%
9021	Larpenteur east of Cleveland	TLC	2013	9/10/13	4 - 6 PM	Bike Lane	27	13	-
		TLC	2012	-	4 - 6 PM	Bike Lane	26	13	-
		TLC	2011	-	4 - 6 PM	Bike Lane	24	16	-
		TLC	2010	-	4 - 6 PM	Bike Lane	24	21	-
		TLC	2009	-	4 - 6 PM	Bike Lane	27	20	-
		TLC	2008	-	4 - 6 PM	Bike Lane	27	26	-
		TLC	2007	-	4 - 6 PM	Bike Lane	18	23	-

Agency Key:
PW = Saint Paul Department of Public Works
MPW = Minneapolis Public Works Department
TLC = Transit for Livable Communities
DKCO = Dakota County
MNRRRA = Mississippi National River Recreational Area

Weather Conditions During Manual Count Periods (2013 - 2016)

Year	Date	Rain (in)	Temperature (F)			Wind (mph)	
			High	Low	Average	Max	Average
2016	9/13/16	Trace	66	55	61	21	10.8
	9/14/16	0.00	70	46	58	10	3.4
	9/20/16	0.01	79	54	67	15	5.1
	9/28/16	0.00	62	50	56	18	9.3
2015	9/1/15	0.00	84	68	76	10	4.9
	9/21/15	0.00	80	55	68	23	10.8
	9/22/15	0.00	72	61	67	14	4.3
	9/29/15	0.00	62	46	54	20	7.2
	9/30/15	0.00	63	41	52	13	4.2
	10/1/15	0.00	63	43	53	15	6.5
2014	9/9/14	0.22	75	61	68	15	5.8
	9/11/14	0.00	57	43	50	18	8.5
	9/18/14	0.00	74	47	61	15	6.5
	9/25/14	Trace	76	59	68	14	6.9
2013	9/10/13	0.04	80	67	74	16	6.0
	9/11/13	0.00	85	62	74	21	7.6

Source: Minnesota Department of Natural Resources, www.dnr.state.mn.us/climate