



2014 City of Saint Paul Bicycle and Pedestrian Count Report

December 31st, 2014



The Most Livable
City in America



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In September of 2014 the City of Saint Paul Department of Public Works conducted a bicycle and pedestrian count. With the help of 45 volunteers, bicycle and pedestrian data was manually tabulated for 88 screen lines at 43 count sites throughout the city. The counts were performed mid-week from 4:00 - 6:00 pm during the second week of September. To analyze changes in annual rates of walking and bicycling, 33 count locations measured in 2013 were measured again in 2014.

Key Findings

Top 2014 Bicycling Locations

(Location totals reflect tabulated 2-hour peak counts)

1. Marshall Ave Bridge (347)
2. Ford Parkway Bridge (249)
3. Summit Ave east of Fairview Ave (232)
4. Mississippi River Blvd south of Jefferson (217)
5. U of M Transitway west of Energy Park Dr (192)
6. Marshall Ave west of Cleveland Ave (150)
7. Summit Ave east of Dale St (120)
8. Summit Ave east of Western (119)
9. Raymond Ave south of Como Ave (86)
10. Energy Park Dr southwest of U of M Transitway (79)

Top 2014 Walking Locations

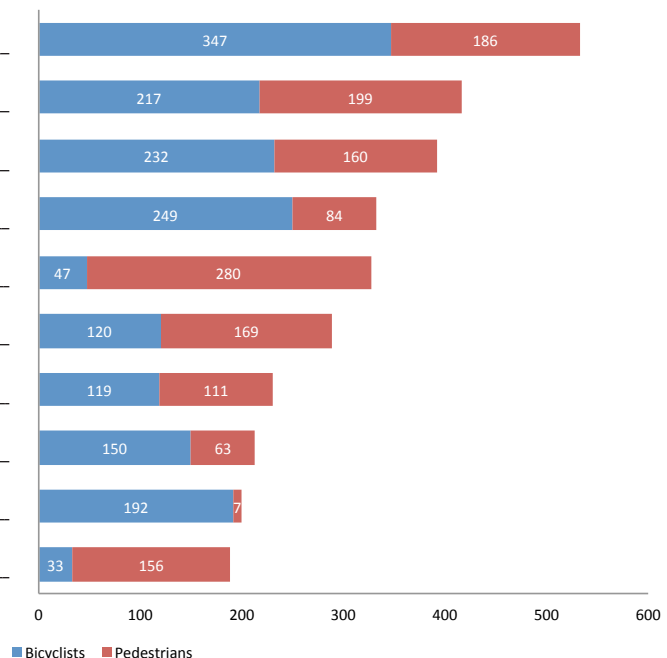
(Location totals reflect tabulated 2-hour peak counts)

1. Lexington Pkwy south of Como Lake Dr (280)
2. Mississippi River Blvd south of Jefferson (199)
3. Marshall Ave Bridge (186)
4. Summit Ave east of Dale St (169)
5. Summit Ave east of Fairview (160)
6. Kellogg Blvd east of Broadway Ave (156)
7. Dale St north of Charles Ave (129)
8. Wabasha St Bridge (124)
9. Broadway Ave north of Kellogg Blvd (121)
10. Summit Ave east of Western Ave (111)

Top 2014 Total Non-Motorized Locations (Bicycle + Pedestrian Counts)

(Location totals reflect tabulated 2-hour peak counts)

1. Marshall Ave Bridge (533)
2. Mississippi River Blvd south of Jefferson Ave (416)
3. Summit Ave east of Fairview (392)
4. Ford Pkwy Bridge (333)
5. Lexington Pkwy south of Como Lake Dr (327)
6. Summit Ave east of Dale St (289)
7. Summit Ave east of Western Ave (230)
8. Marshall Ave west of Cleveland Ave (213)
9. U of M Transitway west of Energy Park Dr (199)
10. Kellogg Blvd east of Broadway Ave (189)



Contact Info

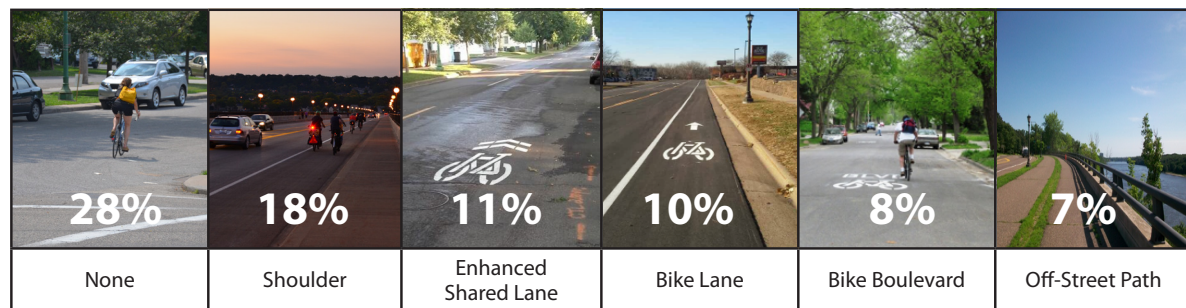
For questions or additional information about this report, contact Luke Hanson at 651-266-6146 or luke.hanson@ci.stpaul.mn.us

Sidewalk Riding

Bicyclists riding on sidewalks were measured and tabulated at each of the count locations. Locations with off-street trail facilities were recorded separately and not tabulated as sidewalks. 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.

- Overall, 14% of bicyclists counted in 2014 rode on sidewalks.
- Locations without any bicycle facilities recorded the highest percentage of sidewalk riding (28%).
- Locations with off-street paths recorded the lowest percentage of sidewalk riding (7%).

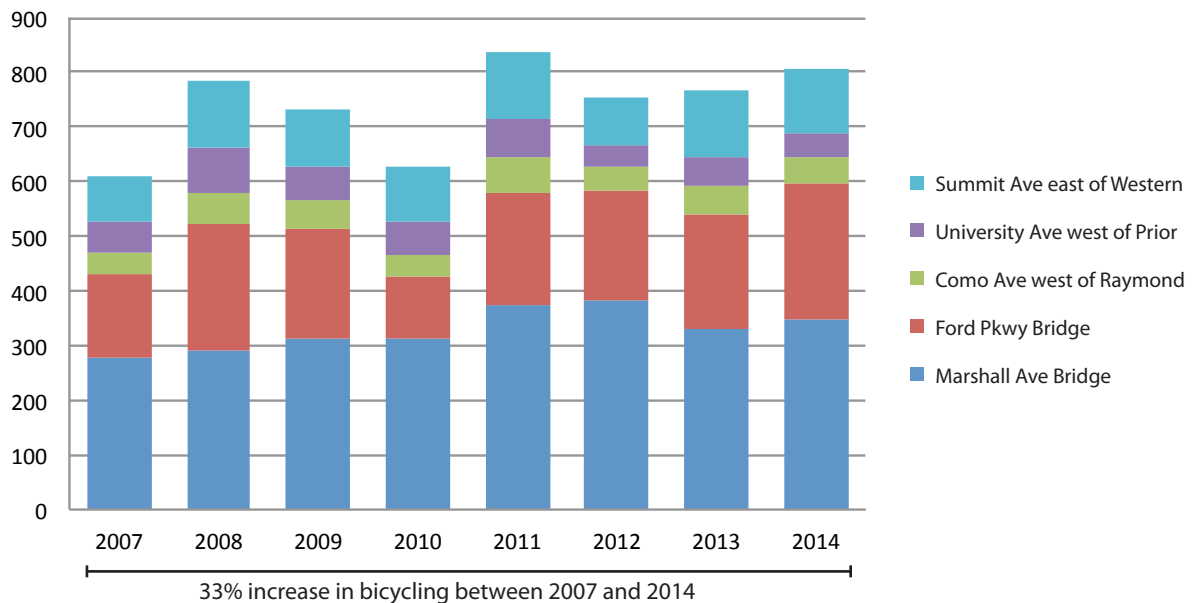
Figure 1 - Percentage of Bicyclists Riding on Sidewalks by Bicycle Facility Type*



*(These figures exclude bridge locations where off-street paths feed directly onto sidewalk facilities)

Figure 2 - Bicycle Traffic at 5 Select Locations, 2007 - 2014*

(Location totals reflect tabulated 2-hour peak counts)



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

Why Measure Non-Motorized Traffic?

Counts are conducted to better understand the distribution of non-motorized traffic in Saint Paul and to measure annual changes in rates of walking and bicycling. The data collected from the counts is utilized in the following ways:

- To gain a more complete understanding of non-motorized traffic and behavior in Saint Paul.
- To understand where and how bicyclists and pedestrians travel throughout the City.
- To identify how bicycle and pedestrian traffic changes over time and in response to investments in infrastructure.
- To allow the City to make better-informed decisions on future infrastructure and safety investments for non-motorized transportation.

Measuring and Methodology

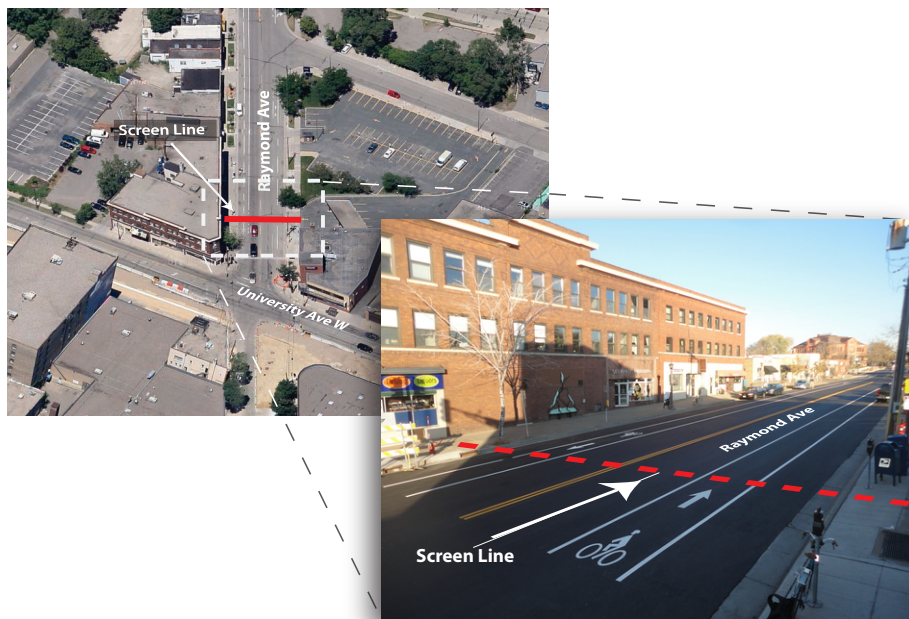
Manual Field Counts

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 the second week in 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 other bicycle and pedestrian counts and reflects the methodology promoted by the National Bicycle & Pedestrian Documentation Project¹. While an adjustment factor is sometimes utilized to extrapolate peak count data to estimate daily traffic counts, in the absence of long-duration count data to verify extrapolation factors, this report reflects only raw two-hour peak counts.

Figure 3 - Screen Line Example - Raymond Ave north of University Ave W



¹ The National Bicycle & Pedestrian Documentation Project, co-sponsored by Alta Planning & Design and the Institute of Transportation Engineers Pedestrian and Bicycle Council, aims to provide a consistent model of data collection and ongoing data for planners, governments, and bicycle and pedestrian professionals

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 bicycle and pedestrian infrastructure to measure utilization and guide future non-motorized infrastructure investments.

Volunteers captured screen line data at 43 locations, recording information for multiple screen lines at most sites. The number of participating volunteers determined the number of locations counted. 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.

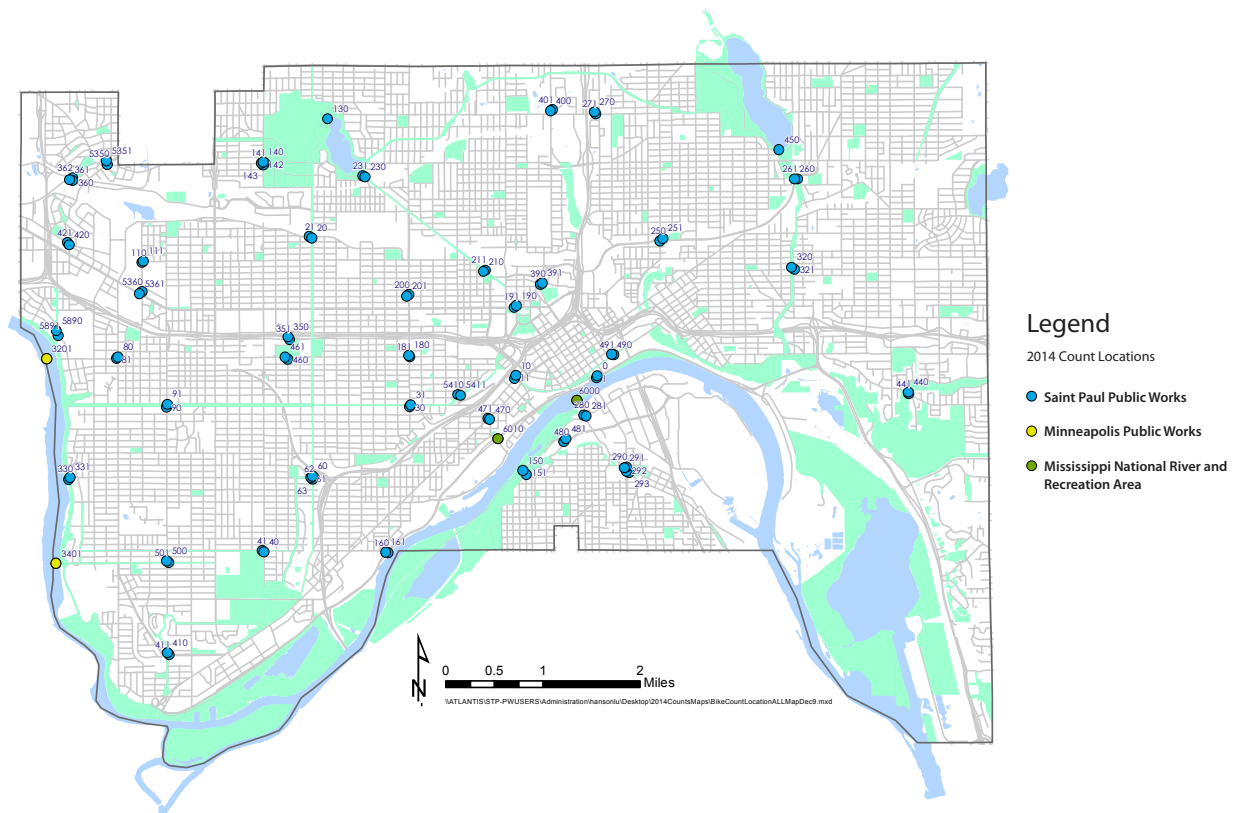
Also reflected in this report are bicycle and pedestrian counts performed by the Minneapolis Public Works Department (MPW), the Mississippi National River and Recreational Area (MNRRA), and Transit for Livable Communities (TLC). From 2007 to 2013, TLC has conducted annual bicycle and pedestrian counts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

Weather

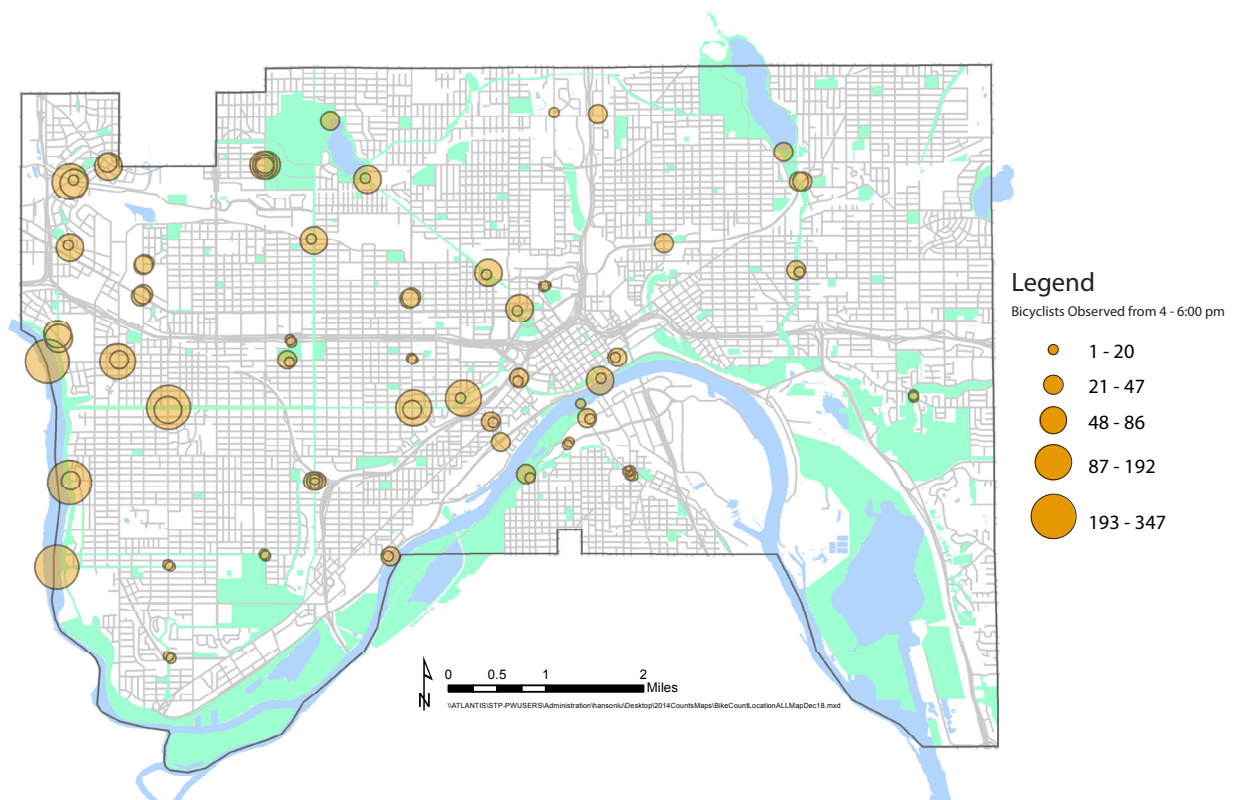
The majority of 2014 counts were performed on Tuesday, September 9th, from 4:00 – 6:00 pm. Weather conditions for the 9th recorded a high of 75 degrees, overcast conditions, wind gusts up to 21 mph, and precipitation totaling 0.18 inches. There was no precipitation recorded during the 4:00 – 6:00 pm counting period, but rain and thunderstorms were forecasted for the evening following the counts. While the direct relationship between forecasted weather and rates of walking and bicycling remains inconclusive, adverse weather conditions have been established as having a significant impact on recorded rates of non-motorized traffic². It is reasonable to infer that the threat of inclement weather on September 9th influenced the recorded rates of walking and bicycling.

² Federal Highway Administration, Traffic Monitoring Guide, "Traffic Monitoring for Non-Motorized Traffic," September 2013. <http://www.fhwa.dot.gov/policyinformation/tmguide>

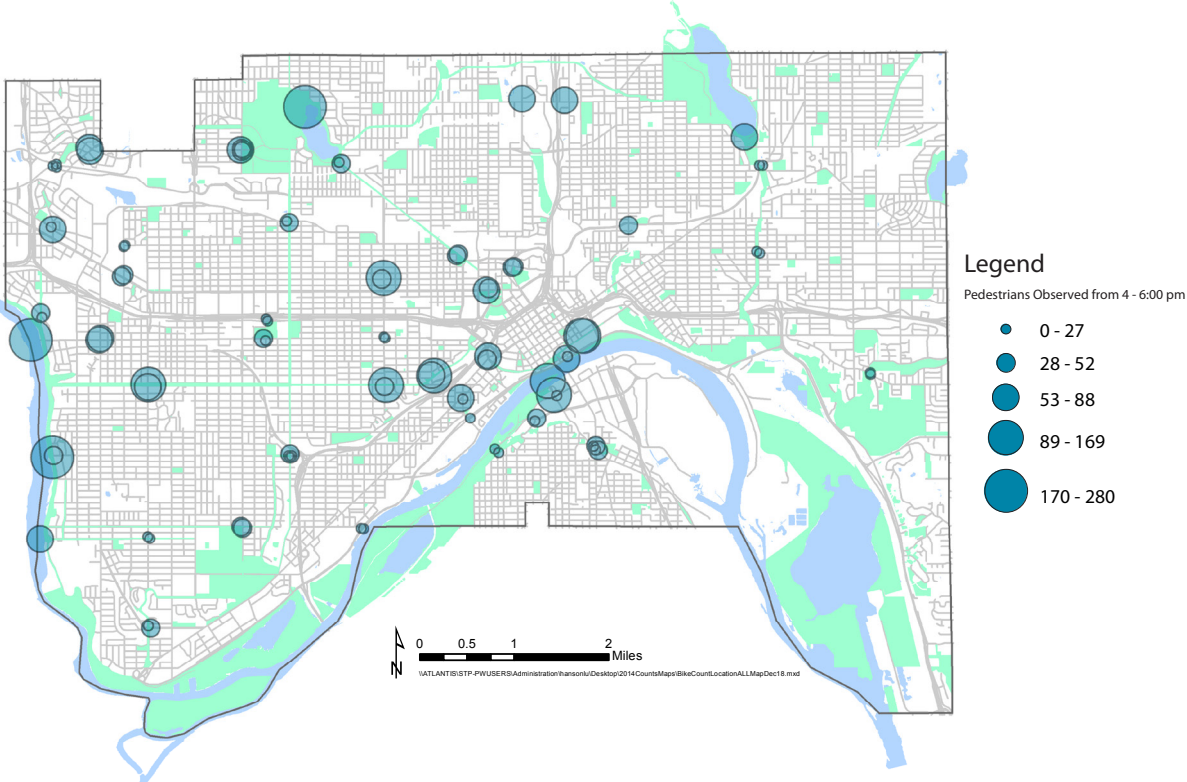
2014 Bicycle and Pedestrian Count Locations



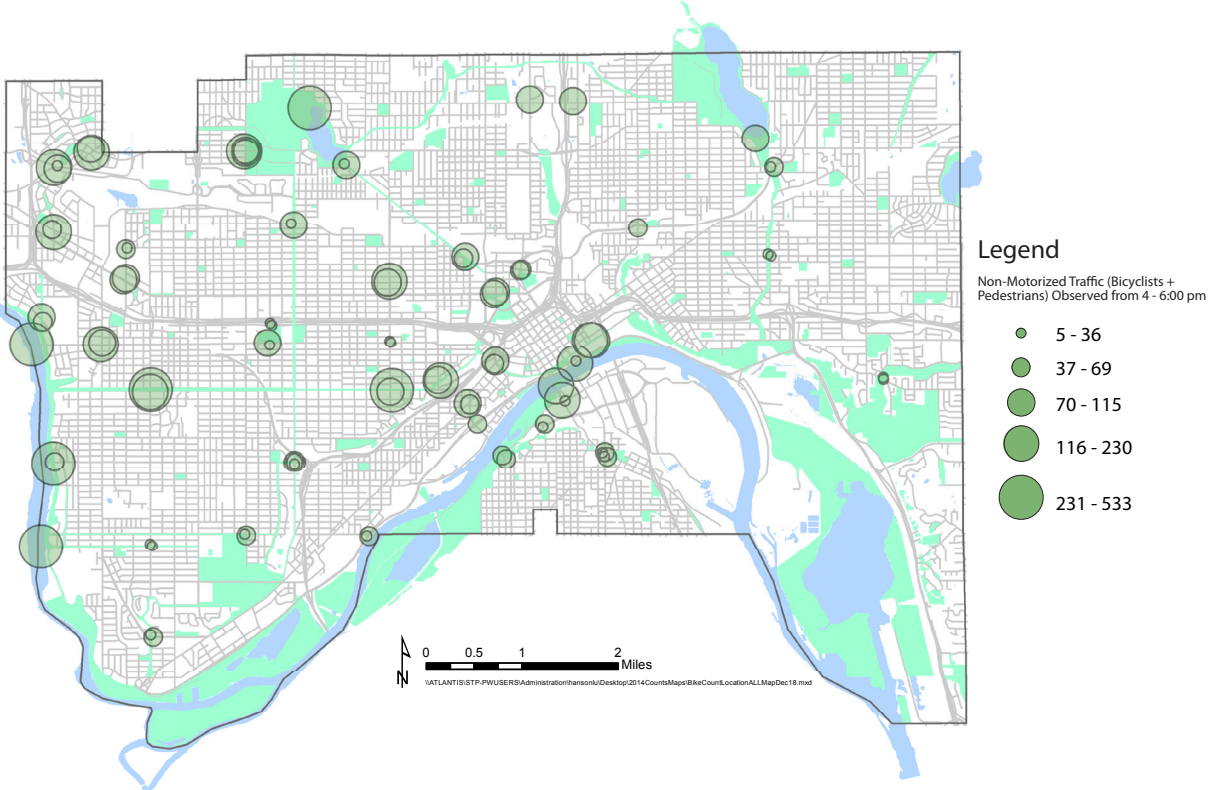
2014 Observed Peak Hour (4 - 6 p.m.) Bicycle Traffic



2014 Observed Peak Hour (4 - 6 p.m.) Pedestrian Traffic



2014 Observed Peak Hour (4 - 6 p.m.) Non-Motorized Traffic



2013 - 2014 Changes in Non-Motorized Traffic

33 Count locations measuring 55 screen lines were counted in both 2013 and 2014. While the data records a decrease in non-motorized traffic in 2014 (a decrease of 7% in bicycling and 2% in walking), the data is too limited to infer an overall reduction in non-motorized traffic in 2014. Instead, this decrease is likely reflective of the threat of inclement weather on September 9th, 2014 (the primary day of data collection).

2013 - 2014 Changes in Non-Motorized Traffic Table

(Location totals reflect tabulated 2-hour peak counts)

ID#	Location	2013 Bicyclists	2014 Bicyclists	% Change 2013 - 2014	2013 Pedestrians	2014 Pedestrians	% Change 2013 - 2014
0	Jackson St north of Shepard Rd	19	17	-11%	17	12	-29%
1	Shepard Rd west of Jackson St	69	75	9%	89	66	-26%
10	Kellogg Blvd north of Smith Ave	19	34	79%	89	73	-18%
11	Smith Ave west of Kellogg Blvd	40	19	-53%	210	42	-80%
20	Lexington Pkwy Bridge south of Pierce Butler Rt	51	57	12%	94	39	-59%
21	Pierce Butler Rt west of Lexington Pkwy	3	5	67%	18	0	-100%
30	Dale St south of Summit Ave	9	30	233%	78	41	-47%
31	Summit Ave east of Dale St	168	120	-29%	151	169	12%
40	Hamline Ave south of Highland Pkwy	11	13	18%	26	41	58%
41	Highland Pkwy west of Hamline Ave	5	5	0%	19	28	47%
60	Lexington Pkwy north of Jefferson Ave	11	14	27%	14	30	114%
63	Jefferson Ave west of Lexington Pkwy	21	31	48%	8	18	125%
90	Fairview Ave south of Summit Ave	81	59	-27%	96	70	-27%
91	Summit Ave east of Fairview Ave	268	232	-13%	214	160	-25%
110	Prior Ave south of Minnehaha Ave	30	36	20%	7	10	43%
111	Minnehaha Ave east of Prior Ave	26	25	-4%	4	2	-50%
130	Lexington Pkwy south of Como Lake Dr	117	47	-60%	296	280	-5%
150	Smith Ave Bridge north of Cherokee Ave	37	24	-35%	32	27	-16%
151	Cherokee Ave east of Smith Ave	18	19	6%	33	24	-27%
180	Dale St north of Marshall Ave	9	14	56%	16	11	-31%
181	Marshall Ave east of Dale St	20	10	-50%	32	13	-59%
190	Park St north of University Ave	57	50	-12%	41	52	27%
191	University Ave west of Park St	4	14	250%	25	68	172%
200	Dale St north of Charles Ave	13	34	162%	78	129	65%
201	Charles Ave west of Dale St	6	30	400%	45	45	0%
210	Galtier St south of Como Ave	6	6	0%	9	40	344%
211	Como Ave east of Galtier Sr	130	65	-50%	24	40	67%
230/231	Como Blvd south of Gateway Dr/Gateway Dr west of Como Blvd*	130	73	-44%	41	62	51%
250/251	Payne Ave south of Phalen Blvd/Phaleb Blvd east of Payne Ave**	36	28	-22%	37	31	-16%
270/271	Gateway Trl north of Arlington Ave/Arlington Ave east of Gateway Trl***	33	37	12%	53	58	9%
280	Wabasha St north of Fillmore Ave	55	37	-33%	88	103	17%
281	Fillmore Ave east of Wabasha St	7	4	-43%	3	18	500%
290	Robert St north of Cesar Chavez St	18	4	-78%	90	38	-58%
293	Cesar Chavez st west of Robert St	16	11	-31%	26	16	-38%
320	Johnson Pkwy north of Margaret St	2	23	1050%	2	12	500%
321	Margaret St east of Johnson Pkwy	22	10	-55%	15	18	20%
330	Mississippi River Blvd south of Jefferson Ave	132	217	64%	154	199	29%
331	Jefferson Ave east of Mississippi River Blvd	6	25	317%	22	37	68%
350	Griggs St Bridge north of Concordia Ave	40	18	-55%	17	15	-12%
351	Concordia Ave east of Griggs St	2	1	-50%	27	6	-78%
360	Energy Park Dr southwest of U of M Transitway	110	79	-28%	11	6	-45%
361	U of M Transitway west of Energy Park Dr	225	192	-15%	10	7	-30%
390	Jackson St south of Mt Airy St	11	5	-55%	24	41	71%
391	Mt Airy St east of Jackson St	6	5	-17%	6	45	650%
400/401	Jackson St south of Timberlake Rd/Timberlake Rd east of Jackson St**	18	20	11%	49	65	33%
410	Edgecumbe Rd north of St Paul Ave	19	14	-26%	12	5	-58%
411	St Paul Ave east of Edgecumbe Rd	11	6	-45%	25	39	56%
420	Raymond Ave south of Territorial Dr	50	59	18%	75	75	0%
421	Territorial Dr west of Raymond Ave	32	16	-50%	29	25	-14%
5351	Como Ave west of Raymond Ave	53	47	-11%	50	57	14%
5361	University Ave west of Prior Ave	49	45	-8%	26	42	62%
5411	Summit Ave east of Western Ave	125	119	-5%	158	111	-30%
5890	Pelham Blvd north of Otis Ave	50	50	0%	20	32	60%
3201	Marshall Ave Bridge	330	347	5%	111	186	68%
3401	Ford Pkwy Bridge	211	249	18%	68	84	24%
Total		3047	2826	-7%	3014	2963	-2%

*(Screen lines for this count location were combined in 2013 and tabulated separately in 2014. The 2014 results were aggregated to match the format of 2013)

***(Screen lines for this count location were combined in 2014 and tabulated separately in 2013. The 2013 results were aggregated to match the format of 2014)

Complete Bicycle and Pedestrian Count Data

ID#	Location	Agency	Year	Date	Duration	Bicycle Facility	Bicyclists	Pedestrians	Sidewalk %	Total Non-Motorized
0	Jackson St north of Shepard Rd	PW	2014	9/9/14	4 - 6 PM	NONE	17	12	35%	29
		PW	2013	9/10/13	4 - 6 PM	NONE	19	17	57.9%	36
1	Shepard Rd west of Jackson St	PW	2014	9/9/14	4 - 6 PM	Off-Street Path	75	66	0%	141
		PW	2013	9/10/13	4 - 6 PM	Off-Street Path	69	89	0.0%	158
10	Kellogg Blvd north of Smith Ave	PW	2014	9/9/14	4 - 6 PM	NONE	34	73	74%	107
		PW	2013	9/10/13	4 - 6 PM	NONE	19	89	21.1%	108
11	Smith Ave west of Kellogg Blvd	PW	2014	9/9/14	4 - 6 PM	NONE	19	42	63%	61
		PW	2013	9/10/13	4 - 6 PM	NONE	40	210	72.5%	250
20	Lexington Pkwy Bridge south of Pierce Butler Rt	PW	2014	9/9/14	4 - 6 PM	Off-Street Path	57	39	11%	96
		PW	2013	9/10/13	4 - 6 PM	Off-Street Path	51	94	9.8%	145
21	W Pierce Butler under Lexington Pkwy Bridge	PW	2014	9/9/14	4 - 6 PM	Shoulder	5	0	0%	5
		PW	2013	9/10/13	4 - 6 PM	Shoulder	3	18	0.0%	21
30	Dale St south of Summit Ave	PW	2014	9/9/14	4 - 6 PM	NONE	30	41	20%	71
		PW	2013	9/10/13	4 - 6 PM	NONE	9	78	22.2%	87
31	Summit Ave east of Dale St	PW	2014	9/9/14	4 - 6 PM	Bike Lane	120	169	4%	289
		PW	2013	9/10/13	4 - 6 PM	Bike Lane	168	151	2.4%	319
40	Hamline Ave south of Highland Pkwy	PW	2014	9/9/14	4 - 6 PM	NONE	13	41	31%	54
		PW	2013	9/10/13	4 - 6 PM	NONE	11	26	9.1%	37
41	Highland Pkwy west of Hamline Ave	PW	2014	9/9/14	4 - 6 PM	Bike Lane	5	28	0%	33
		PW	2013	9/10/13	4 - 6 PM	Bike Lane	5	19	0.0%	24
60	Lexington Pkwy north of Jefferson Ave	PW	2014	9/9/14	4 - 6 PM	NONE	14	30	14%	44
		PW	2013	9/10/13	4 - 6 PM	NONE	11	14	63.6%	25
61	Jefferson Ave west of Lexington Pkwy	PW	2014	9/9/14	4 - 6 PM	Bicycle Boulevard	31	18	3%	49
		PW	2013	9/10/13	4 - 6 PM	Bicycle Boulevard	21	8	19.0%	29
62	Lexington Pkwy south of Jefferson Ave	PW	2014	9/9/14	4 - 6 PM	NONE	7	19	14%	26
63	Jefferson Ave east of Lexington Pkwy	PW	2014	9/9/14	4 - 6 PM	Bike Lane	32	21	13%	53
80	Cleveland Ave north of Marshall Ave	PW	2014	9/9/14	4 - 6 PM	NONE	22	56	9%	78
81	Marshall Ave west of Cleveland Ave	PW	2014	9/9/14	4 - 6 PM	Bike Lane	150	63	8%	213
90	Fairview Ave south of Summit Ave	PW	2014	9/9/14	4 - 6 PM	Shoulder	59	70	29%	129
		PW	2013	9/10/13	4 - 6 PM	Shoulder	81	96	32.1%	177
91	Summit Ave east of Fairview Ave	PW	2014	9/9/14	4 - 6 PM	Bike Lane	232	160	3%	392
		PW	2013	9/10/13	4 - 6 PM	Bike Lane	268	214	4.1%	482
110	Prior Ave south of Minnehaha Ave	PW	2014	9/9/14	4 - 6 PM	Bike Lane	36	10	0%	46
		PW	2013	9/10/13	4 - 6 PM	Bike Lane	30	7	0.0%	37
111	Minnehaha Ave east of Prior Ave	PW	2014	9/9/14	4 - 6 PM	Bike Lane	25	2	0%	27
		PW	2013	9/10/13	4 - 6 PM	Bike Lane	26	4	0.0%	30
130	Lexington Pkwy south of Como Lake Dr	PW	2014	9/9/14	4 - 6 PM	Off-Street Path	47	280	13%	327
		PW	2013	9/10/13	4 - 6 PM	Off-Street Path	117	296	4.3%	413
140	Hamline Ave north of Como Ave / Horton Ave	PW	2014	9/9/14	4 - 6 PM	NONE	42	46	5%	88
141	Como Ave west of Hamline Ave	PW	2014	9/9/14	4 - 6 PM	Bike Lane	73	42	8%	115
142	Hamline Ave south of Como Ave / Horton Ave	PW	2014	9/9/14	4 - 6 PM	NONE	27	52	48%	79
143	Horton Ave east of Hamline Ave	PW	2014	9/9/14	4 - 6 PM	Off-Street Path, Shared Lane	69	69	0%	138
150	Smith Ave Bridge north of Cherokee Ave	PW	2014	9/9/14	4 - 6 PM	Shoulder	24	27	13%	51
		PW	2013	9/10/13	4 - 6 PM	Shoulder	37	32	10.8%	69
151	Cherokee Ave east of Smith Ave	PW	2014	9/9/14	4 - 6 PM	NONE	19	24	58%	43
		PW	2013	9/10/13	4 - 6 PM	NONE	18	33	61.1%	51
160	Shepard Rd / Sam Morgan Trl north of Otto Ave	PW	2014	9/11/14	4 - 6 PM	Off-Street Path	45	15	0%	60
161	Otto Ave at Shepard Rd / Sam Morgan Trl	PW	2014	9/11/14	4 - 6 PM	NONE	5	19	0%	24
180	Dale St north of Marshall Ave	PW	2014	9/9/14	4 - 6 PM	NONE	14	11	29%	25
		PW	2013	9/10/13	4 - 6 PM	NONE	9	16	66.7%	25
181	Marshall Ave east of Dale St	PW	2014	9/9/14	4 - 6 PM	NONE	10	13	50%	23
		PW	2013	9/10/13	4 - 6 PM	NONE	20	32	15.0%	52
190	Park St north of University Ave	PW	2014	9/9/14	4 - 6 PM	Bike Lane	50	52	6%	102
		PW	2013	9/10/13	4 - 6 PM	Bike Lane	57	41	3.5%	98
191	University Ave west of Park St	PW	2014	9/9/14	4 - 6 PM	NONE	14	68	86%	82
		PW	2013	9/10/13	4 - 6 PM	NONE	4	25	25.0%	29
200	Dale St north of Charles Ave	PW	2014	9/9/14	4 - 6 PM	NONE	34	129	35%	163
		PW	2013	9/10/13	4 - 6 PM	NONE	13	78	84.6%	91
201	Charles Ave west of Dale St	PW	2014	9/9/14	4 - 6 PM	Bicycle Boulevard	30	45	23%	75
		PW	2013	9/10/13	4 - 6 PM	Bicycle Boulevard	6	45	33.3%	51
210	Galtier St south of Como Ave	PW	2014	9/9/14	4 - 6 PM	NONE	6	40	67%	46
		PW	2013	9/10/13	4 - 6 PM	NONE	6	9	16.7%	15
211	Como Ave east of Galtier St	PW	2014	9/9/14	4 - 6 PM	Bike Lane	65	40	17%	105
		PW	2013	9/10/13	4 - 6 PM	Bike Lane	69	24	15.9%	93

PW = Saint Paul Department of Public Works

ID#	Location	Agency	Year	Date	Duration	Bicycle Facility	Bicyclists	Pedestrians	Sidewalk %	Total Non-Motorized
230	Como Blvd south of Gateway Dr	PW	2014	9/9/14	4 - 6 PM	NONE	53	50	9%	103
230/231	Como Blvd south of Gateway Dr / Gateway Dr west of Como Blvd *	PW	2013	9/10/13	4 - 6 PM	NONE	130	41	45.4%	171
231	Gateway Dr west of Como Blvd	PW	2014	9/9/14	4 - 6 PM	Off-Street Path	20	12	0%	32
250/251	Payne Ave south of Phalen Blvd / Phalen Blvd east of Payne Ave **	PW	2014	9/11/14	4 - 6 PM	Off-Street Path, Shoulders	29	30	59%	59
250	Payne Ave south of Phalen Blvd	PW	2013	9/10/13	4 - 6 PM	Shoulders	12	15	58.3%	27
251	Phalen Blvd east of Payne Ave	PW	2013	9/10/13	4 - 6 PM	Off-Street Path, Shoulders	24	22	12.5%	46
260	Johnson Pkwy north of Phalen Blvd	PW	2014	9/9/14	4 - 6 PM	Off-Street Path, Shoulders	26	9	23%	35
261	Phalen Blvd east of Johnson Pkwy	PW	2014	9/9/14	4 - 6 PM	Bike Lane	23	16	65%	39
270/271	Gateway State Trl north of Arlington Ave / Arlington Ave east of Gateway State Trl **	PW	2014	9/9/14	4 - 6 PM	Off-Street Path, NONE	37	58	46%	95
270	Gateway ST Trl north of Arlington Ave	PW	2013	9/10/13	4 - 6 PM	Off-Street Path	19	25	0.0%	44
271	Arlington Ave east of Gateway ST Trl	PW	2013	9/10/13	4 - 6 PM	NONE	14	28	78.6%	42
280	Wabasha St north of Fillmore Ave	PW	2014	9/9/14	4 - 6 PM	Bike Lane	37	103	38%	140
		PW	2013	9/10/13	4 - 6 PM	Bike Lane	55	88	27.3%	143
281	Fillmore Ave east of Wabasha St	PW	2014	9/9/14	4 - 6 PM	NONE	4	18	25%	22
		PW	2013	9/10/13	4 - 6 PM	NONE	7	3	14.3%	10
290	Robert St north of Cesar Chavez St	PW	2014	9/11/14	4 - 6 PM	NONE	4	38	100%	42
		PW	2013	9/10/13	4 - 6 PM	NONE	18	90	83.3%	108
291	Cesar Chavez st west of Robert St	PW	2014	9/11/14	4 - 6 PM	Bike Lane	11	16	45%	27
		PW	2013	9/10/13	4 - 6 PM	Bike Lane	16	26	12.5%	42
292	Robert St south of Cesar Chavez St	PW	2014	9/11/14	4 - 6 PM	NONE	4	22	25%	26
293	Cesar Chavez St east of Robert St	PW	2014	9/11/14	4 - 6 PM	Bike Lane	14	44	50%	58
310	Ruth St N north of Burns Ave	PW	2013	9/10/13	4 - 6 PM	Bike Lane	1	10	0.0%	11
311	Burns Ave east of Ruth St N	PW	2013	9/10/13	4 - 6 PM	Bike Lane	8	18	0.0%	26
320	Johnson Pkwy north of Margaret St	PW	2014	9/9/14	4 - 6 PM	Shoulder	23	12	0%	35
		PW	2013	9/10/13	4 - 6 PM	Shoulder	2	2	0.0%	4
321	Margaret St east of Johnson Pkwy	PW	2014	9/9/14	4 - 6 PM	NONE	10	18	0%	28
		PW	2013	9/10/13	4 - 6 PM	NONE	22	15	0.0%	37
330	Mississippi River Blvd south of Jefferson Ave	PW	2014	9/18/14	4 - 6 PM	Off-Street Path, Bike Lane	217	199	0%	416
		PW	2013	9/10/13	4 - 6 PM	Off-Street Path, Bike Lane	132	154	0%	286
331	Jefferson Ave east of Mississippi River Blvd	PW	2014	9/18/14	4 - 6 PM	Bicycle Boulevard	25	37	0%	62
		PW	2013	9/10/13	4 - 6 PM	Bicycle Boulevard	6	22	0%	28
340	US 10/61 south of Bruns Ave	PW	2013	9/10/13	4 - 6 PM	NONE	9	7	77.8%	16
341	Burns Ave west of US 10/61	PW	2013	9/10/13	4 - 6 PM	Off-Street Path	1	1	100.0%	2
350	Griggs St Bridge north of Concordia Ave	PW	2014	9/9/14	4 - 6 PM	Off-Street Path	18	15	0%	33
		PW	2013	9/10/13	4 - 6 PM	Off-Street Path	40	17	50.0%	57
351	Concordia Ave east of Griggs St	PW	2014	9/9/14	4 - 6 PM	NONE	1	6	0%	7
		PW	2013	9/10/13	4 - 6 PM	NONE	2	27	0.0%	29
360	Energy Park Dr southwest of U of M Transitway	PW	2014	9/9/14	4 - 6 PM	NONE	79	6	9%	85
		PW	2013	9/10/13	4 - 6 PM	NONE	110	11	23.6%	121
361	U of M Transitway west of Energy Park Dr	PW	2014	9/9/14	4 - 6 PM	Off-Street Path	192	7	0%	199
		PW	2013	9/10/13	4 - 6 PM	Off-Street Path	225	10	6.7%	235
362	N/S Desire Path over train tracks	PW	2014	9/9/14	4 - 6 PM	NONE	5	5	0%	10
380	Marion St Bridge south of Saint Anthony Ave	PW	2013	9/10/13	4 - 6 PM	NONE	6	62	83.3%	68
381	Saint Anthony Ave west of Marion St	PW	2013	9/10/13	4 - 6 PM	NONE	5	11	60.0%	16
390	Jackson St south of Mt Airy St	PW	2014	9/9/14	4 - 6 PM	NONE	5	41	20%	46
		PW	2013	9/10/13	4 - 6 PM	NONE	11	24	9.1%	35
391	Mt Airy St east of Jackson St	PW	2014	9/9/14	4 - 6 PM	NONE	5	45	20%	50
		PW	2013	9/10/13	4 - 6 PM	NONE	6	6	16.7%	12
400/401	Jackson St south of Timberlake Rd / Timberlake Rd east of Jackson St **	PW	2014	9/9/14	4 - 6 PM	NONE	20	65	50%	85
400	Jackson St south of Timberlake Rd	PW	2013	9/11/13	4 - 6 PM	NONE	6	22	83.3%	28
401	Timberlake Rd east of Jackson St	PW	2013	9/11/13	4 - 6 PM	NONE	12	27	100.0%	39
410	Edgecumbe Rd north of St Paul Ave	PW	2014	9/9/14	4 - 6 PM	NONE	14	5	7%	19
		PW	2013	9/10/13	4 - 6 PM	NONE	19	12	5.3%	31
411	St Paul Ave east of Edgecumbe Rd	PW	2014	9/9/14	4 - 6 PM	NONE	6	39	50%	45
		PW	2013	9/10/13	4 - 6 PM	NONE	11	25	36.4%	36
420	Raymond Ave south of Territorial Dr	PW	2014	9/9/14	4 - 6 PM	Bike Lane	59	75	0%	134
		PW	2013	9/10/13	4 - 6 PM	Bike Lane	50	75	14.0%	125
421	Territorial Dr west of Raymond Ave	PW	2014	9/9/14	4 - 6 PM	NONE	16	25	0%	41
		PW	2013	9/10/13	4 - 6 PM	NONE	32	29	15.6%	61

* (Screen lines at this location were tabulated together in 2013)

** (Screen lines at this location were tabulated together in 2014)

PW = Saint Paul Department of Public Works

ID#	Location	Agency	Year	Date	Duration	Bicycle Facility	Bicyclists	Pedestrians	Sidewalk %	Total Non-Motorized
430	Trout Creek Trail north of Arlington Ave E	PW	2013	9/11/13	4 - 6 PM	Off-Street Path	7	7	0.0%	14
431	Arlington Ave E south of Trout Creek Trail	PW	2013	9/11/13	4 - 6 PM	NONE	33	37	69.7%	70
440	Battle Creek Trl north of Upper Afton Rd	PW	2014	9/9/14	4 - 6 PM	Off-Street Path	10	22	0%	32
441	Upper Afton Rd east of Battle Creek Trl	PW	2014	9/9/14	4 - 6 PM	NONE	4	10	25%	14
450	Wheelock Pkwy north of Johnson Pkwy	PW	2014	9/9/14	4 - 6 PM	Off-Street Path, Shoulder	25	76	0%	101
460	Griggs St south of Marshall Ave	PW	2014	9/9/14	4 - 6 PM	Bicycle Boulevard (UC)	13	23	0%	36
461	Marshall Ave west of Griggs St	PW	2014	9/9/14	4 - 6 PM	Bike Lane	41	45	20%	86
470	Smith Ave south of W 7th St	PW	2014	9/9/14	4 - 6 PM	NONE	16	15	38%	31
471	W 7th st west of Smith Ave	PW	2014	9/9/14	4 - 6 PM	NONE	19	49	68%	68
480	Ohio St south of Plato Blvd	PW	2014	9/9/14	4 - 6 PM	Off-Street Path	17	15	0%	32
481	Plato Blvd east of Ohio St	PW	2014	9/9/14	4 - 6 PM	NONE	9	33	56%	42
490	Broadway Ave north of Kellogg Blvd	PW	2014	9/9/14	4 - 6 PM	Bike Lane	9	121	33%	130
491	Kellogg Blvd east of Broadway Ave	PW	2014	9/9/14	4 - 6 PM	Off-Street Path (Closed)	33	156	67%	189
500	Fairview Ave north of Ford Pkwy	PW	2014	9/9/14	4 - 6 PM	Shoulder	14	11	14%	25
501	Ford Pkwy east of Fairview	PW	2014	9/9/14	4 - 6 PM	NONE	4	20	50%	24
3201	Marshall Ave Bridge	MPW	2014	9/25/14	4 - 6 PM	Off-Street Path, Bike Lane	347	186	31%	533
		TLC	2013	9/10/13	4 - 6 PM	Off-Street Path, Bike Lane	330	111		441
		TLC	2012		4 - 6 PM	Off-Street Path, Bike Lane	381	165		546
		TLC	2011		4 - 6 PM	Off-Street Path, Bike Lane	372	116		488
		TLC	2010		4 - 6 PM	Off-Street Path, Bike Lane	311	129		440
		TLC	2009		4 - 6 PM	Off-Street Path, Bike Lane	311	100		411
		TLC	2008		4 - 6 PM	Off-Street Path, Bike Lane	290	141		431
3401	Ford Pkwy Bridge	MPW	2014	9/18/14	4 - 6 PM	Off-Street Path, Shoulder	249	84	90%	333
		TLC	2013	9/10/13	4 - 6 PM	Off-Street Path, Shoulder	211	68		279
		TLC	2012		4 - 6 PM	Off-Street Path, Shoulder	204	116		320
		TLC	2011		4 - 6 PM	Off-Street Path, Shoulder	206	77		283
		TLC	2010		4 - 6 PM	Off-Street Path, Shoulder	114	66		180
		TLC	2009		4 - 6 PM	Off-Street Path, Shoulder	204	62		266
		TLC	2008		4 - 6 PM	Off-Street Path, Shoulder	234	134		368
		DKCO	2013		4 - 6 PM	Off-Street Path	61	5		66
		DKCO	2012		4 - 6 PM	Off-Street Path	33	3		36
5350	Raymond Ave south of Como Ave	PW	2014	9/9/14	4 - 6 PM	Enhanced Shared Lane	86	88	15%	174
5351	Como Ave west of Raymond Ave	PW	2014	9/9/14	4 - 6 PM	Bike Lane	47	57	4%	104
		TLC	2013	9/10/13	4 - 6 PM	Bike Lane	53	50		103
		TLC	2012		4 - 6 PM	Bike Lane	42	47		89
		TLC	2011		4 - 6 PM	Bike Lane	67	65		132
		TLC	2010		4 - 6 PM	Bike Lane	40	77		117
		TLC	2009		4 - 6 PM	Bike Lane	51	100		151
		TLC	2008		4 - 6 PM	Bike Lane	55	94		149
5360	Prior Ave north of University Ave	PW	2014	9/9/14	4 - 6 PM	Bike Lane	38	48	34%	86
5361	University Ave west of Prior Ave	PW	2014	9/9/14	4 - 6 PM	NONE	45	42	18%	87
		TLC	2013	9/10/13	4 - 6 PM	NONE	49	26		75
		TLC	2012		4 - 6 PM	NONE	41	37		78
		TLC	2011		4 - 6 PM	NONE	69	27		96
		TLC	2010		4 - 6 PM	NONE	62	28		90
		TLC	2009		4 - 6 PM	NONE	62	26		88
		TLC	2008		4 - 6 PM	NONE	84	26		110
5410	Western Ave north of Summit Ave	PW	2014	9/9/14	4 - 6 PM	NONE	8	66	50%	74
5411	Summit Ave east of Western Ave	PW	2014	9/9/14	4 - 6 PM	Bike Lane	119	111	3%	230
		TLC	2013	9/10/13	4 - 6 PM	Bike Lane	125	158		283
		TLC	2012		4 - 6 PM	Bike Lane	84	73		157
		TLC	2011		4 - 6 PM	Bike Lane	122	168		290
		TLC	2010		4 - 6 PM	Bike Lane	102	82		184
		TLC	2009		4 - 6 PM	Bike Lane	103	128		231
		TLC	2008		4 - 6 PM	Bike Lane	121	153		274
5890	Pelham Blvd north of Otis Ave	PW	2014	9/9/14	4 - 6 PM	Enhanced Shared Lane	50	32	4%	82
		TLC	2013	9/10/13	4 - 6 PM	Enhanced Shared Lane	50	20		70
5891	Otis Ave east of Pelham Blvd	PW	2014	9/9/14	4 - 6 PM	NONE	54	15	0%	69
6000	Wabasha St Bridge	MNRRRA	2014	9/10/14	4 - 6 PM	Bike Lane	15	124	47%	139
6001	Shepard Rd under the Smith Ave Bridge	MNRRRA	2014	9/9/14	4 - 6 PM	Off-Street Path	39	18	0%	57

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

City of Saint Paul Bicycle and Pedestrian Count Form

Name: _____ Date: _____

Screen Line Location (see attached map): _____

Start time: _____ End time: _____

Weather (temperature/conditions): _____

Instructions:

- Count all bicyclists and pedestrians crossing your screen line.
- A person crossing both screen lines is counted once on each sheet.
- A person passing through an intersection without crossing a screen line is not counted.
- Use tally marks in groups of 5 to indicate each bicyclist or pedestrian (4 = ||||, 5 = |||||).
- Count the number of people bicycling, rather than the number of bicycles.
- If issues arise (distractions, traffic) and you lose track, make a note on the back of this sheet.

Time	Bicyclists			Pedestrians	
	Street	Trail	Sidewalk	Walking	Assisted ¹
4:00 - 4:15					
4:15 - 4:30					
4:30 - 4:45					
4:45 - 5:00					
5:00 - 5:15					
5:15 - 5:30					
5:30 - 5:45					
5:45 - 6:00					
Total					

¹ Includes individuals using wheelchairs, skateboards, roller blades or other devices. **Someone riding a bicycle is a bicyclist, someone walking a bicycle is a pedestrian.**

Questions?

Please call Luke Hanson at 651-266-6146