Application

01971 - 2014 Multiuse Trails and Bicycle Facilities

02114 - 5th St. SE Pedestrian/Bicycle Bridge Replacement

Regional Solicitation - Bicycle and Pedestrian Facilities

Status:	Submitted
Submitted Date:	12/01/2014 3:24 PM

Primary Contact

Name:*		Gina		Mitteco
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Title:	Pedestrian Bicycle Coordinator			
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Fax:				
What Grant Programs are you most interested in?	Regional Solicitation - Bicycle and Pedestrian Facilities			

Organization Information

Name:	STATE OF MN
Jurisdictional Agency (if different):	

Organization Type:	State Government
Organization Website:	
Address:	MN DOT MS725 1500 W COUNTY RD B2 #250
*	ROSEVILLE (City) Minnesota (State/Province) 55113 (Postal Code/Zip)
County:	Ramsey
Phone:*	651-366-3452 Ext.
Fax:	
PeopleSoft Vendor Number	0000024577A36

Project Information

Project Name	5th St. SE Pedestrian/Bicycle Bridge Replacement
Primary County where the Project is Located	Hennepin
Jurisdictional Agency (If Different than the Applicant):	MnDOT

Brief Project Description (Limit 2,800 characters; approximately 400 words)

The proposed project will replace the existing 5th Street pedestrian bridge over I-35W in Southeast Minneapolis to bring this high volume pedestrian and bicycle crossing up to modern bicycle, pedestrian, and ADA standards. The existing structure was built in 1971 and is only 8 feet wide, which is substandard for shared use paths, especially for this crossing that carries high volumes of pedestrian and bicycle traffic. The bridge was constructed prior to the adoption of ADA standards, and as such, has non-compliant approaches with running slopes of 7.85% on the west helix and up to 10% on the east approach. Current ADA standards call for a maximum running slope of 5%. The substandard width and inaccessible approaches are problematic for this crossing that carries approximately 1080 bicyclists and 540 pedestrians each day according to the 2013 Minneapolis Bicyclist and Pedestrian Count Report (see report in attachments pages 4-5). The bridge is located in a high-density area of Minneapolis and close to regional destinations such as the University of Minnesota and Downtown Minneapolis, which likely drives the high levels of existing usage. The bridge is scheduled for maintenance work in 2018, but the project scope will only repair the deck and cannot address the substandard bridge width and ADA issues unless the bridge is fully replaced. The cost of full replacement is significantly more than the programmed repair and cannot be funded by state bridge maintenance dollars alone because the bridge is structurally sound and not in need of replacement for structural reasons. MnDOT is seeking federal funding to upgrade the project from a repair to full replacement in order to leverage the existing MnDOT bridge maintenance investment and bring the bridge up to modern trail and accessibility standards. The new 14-foot wide bridge will have ADA accessible approaches (maximum 5% grade), lighting, and include

aesthetic enhancements. A new bridge in this location will better serve the many pedestrians and bicyclists that already use the bridge, be accessible to people that cannot use the current bridge due to the steep slopes on the bridge approaches, and provide a safe alternative to nearby crossings of I-35W at University and 4th, which are high-traffic interchange locations. University Avenue and NB I-35W was documented by the City of Minneapolis as the 7th highest intersection in the City for bicyclist-motorist crashes from 2000-2010 (see attached City report, page C-17).

Include location, road name/functional class, type of improvement, etc.

Project Length (Miles) 0.1

Connection to Local Planning:

Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by MnDOT and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable documents and pages.

Connection to Local Planning

The 5th Street Bikeway is shown in the City of Minneapolis Bikeways Master Plan (http://www.minneapolismn.gov/www/groups/public/@publicworks/documents/webcontent/convert_261366.pdf). It is also the current route for the Mississippi River Trail, a designated State Bikeway and part of the US Bike Route System (Route 45). The crossing is also located within a Tier 1 Priority Regional Bicycle Transportation Corridor as identified in the Metropolitan Councils Draft Transportation Policy Plan.

Project Funding

Are you applying for funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount $2,089,738.00

Match Amount $522,434.00

Minimum of 20% of project total

Project Total $2,612,172.00

Match Percentage *Minimum of 20%* *Compute the match percentage by dividing the match amount by the project total*	20.0%
Source of Match Funds	State Bridge Improvement Program
Preferred Program Year	
Select one:	2018

Project Information

County, City, or Lead Agency	MnDOT
Zip Code where Majority of Work is Being Performed	55414
(Approximate) Begin Construction Date	05/14/2018
(Approximate) End Construction Date	08/17/2018
LOCATION	
From: **(Intersection or Address)** *Do not include legal description;* *Include name of roadway if majority of facility runs adjacent to a single corridor.*	5th Street SE and I-35W, Minneapolis
To: **(Intersection or Address)**	5th Street SE and I-35W, Minneapolis
Type of Work *Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park & Ride, etc.)*	Pedestrian/Bicycle Bridge Replacement
BRIDGE/CULVERT PROJECTS **(If Applicable)**	
Old Bridge/Culvert?	Yes
New Bridge/Culvert?	Yes
Structure is Over/Under **(Bridge or culvert name):**	

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$118,735.00
Removals (approx. 5% of total cost)	$150,000.00
Roadway (grading, borrow, etc.)	$90,000.00
Roadway (aggregates and paving)	$0.00
Subgrade Correction (muck)	$0.00

Storm Sewer	$0.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$0.00
Traffic Control	$30,800.00
Striping	$118,735.00
Signing	$0.00
Lighting	$73,220.00
Turf - Erosion & Landscaping	$0.00
Bridge	$1,148,550.00
Retaining Walls	$550,000.00
Noise Wall	$0.00
Traffic Signals	$0.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$215,882.00
Other Roadway Elements	$0.00
Totals	**$2,495,922.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	**Cost**
Path/Trail Construction	$0.00
Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$12,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$0.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$0.00
Other Bicycle and Pedestrian Elements	$104,250.00
Totals	**$116,250.00**

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	$0.00
Stations, Stops, and Terminals	$0.00
Support Facilities	$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	$0.00
Vehicles	$0.00
Transit and TDM Contingencies	$0.00
Other Transit and TDM Elements	$0.00
Totals	**$0.00**

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	$0.00
Totals	**$0.00**

Totals

Total Cost	$2,612,172.00
Construction Cost Total	$2,612,172.00
Transit Operating Cost Total	$0.00

Requirements - All Projects

All Projects

1.The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

Check the box to indicate that the project meets this requirement. Yes

2.Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement. Yes

3.Applicants must not submit an application for the same project in more than one funding sub-category.

Check the box to indicate that the project meets this requirement. Yes

4.The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Multiuse trails & bicycle facilities must be between $125,000 and $5,500,000. Pedestrian facilities and Safe Routes to School must be between $125,000 and $1,000,000.

Check the box to indicate that the project meets this requirement. Yes

5.The project must comply with the Americans with Disabilities Act.

Check the box to indicate that the project meets this requirement. Yes

6.The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement. Yes

7.The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

Check the box to indicate that the project meets this requirement. Yes

8.The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

9.The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

10.The project applicant must send written notification regarding the proposed projected to all affected communities and other levels and units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

Requirements - Bicycle and Pedestrian Facilities Projects

1.All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

Check the box to indicate that the project meets this requirement. Yes

2.The project must exclude costs for study completion, preliminary engineering, design, construction engineering, or other similar costs (eligible costs include construction and materials, right-of-way, and land acquisition).

Check the box to indicate that the project meets this requirement. Yes

3.The project must exclude work which is required as a condition of obtaining a permit or concurrence for a different transportation project.

Check the box to indicate that the project meets this requirement. Yes

4.Seventy percent of the project cost must fall under one of the following eligible activities:

Check the box to indicate that the project meets this requirement. Yes

For Safe Routes to School Projects Only

5.All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

Check the box to indicate that the project meets this requirement.

6.All schools benefiting from the SRTS program must conduct after-implementation surveys. These include the student tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the project meets this requirement.

7. The applicant must have a Safe Routes to School plan or planning process established to be eligible for funding. MnDOT staff will notify Metropolitan Council staff of all agencies eligible for funding. If an applicant has a new Safe Routes to School plan and has not previously notified MnDOT Safe Routes to School staff of the plan, the applicant should contact Nicole Campbell (Nicole.M.Campbell@state.mn.us; 651-366-4180) prior to beginning an application to discuss the plan and confirm eligibility. MnDOT staff will send updated applicant eligibility information to Metropolitan Council staff, if necessary.

Check the box to indicate that the applicant understands this requirement and will contact MnDOT Safe Routes to School staff, if necessary, to confirm funding eligibility.

Other Attachments

File Name	Description	File Size
2013 Bike Count Report.pdf	City of Minneapolis 2013 Ped/Bike Counting Report See pages 4-5	2.4 MB
City of Minneapolis Bike Crash Report.pdf	City of Minneapolis Bicycle Crash Report Data 2000-2010 See page C-17	118 KB
Location Map 5th St Ped Bike Bridge_27987.pdf	location map and concept	59 KB
Photos and Map.pdf	Photos of existing bridge and map of project area	753 KB

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor	Yes
Tier 2, RBTN Corridor	
(Tier 1 or Tier 2)	
Direct connection to the RBTN	
OR	
Project is not located on or directly connected to the RBTN, but is part of a local system and identified within an adopted county or city plan	
Upload Map	BikeCorridors.pdf

Measure A: Cost Effectiveness

Existing Population Within One Mile (Integer Only)	40892
Existing Employment Within One Mile (Integer Only)	50142

Completed by Metropolitan Council Staff

Total Project Cost	$2,612,172.00
Cost Effectiveness for Population	$63.88
Cost Effectiveness for Employment	$52.10
Upload Map	population employment.pdf

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty	
Project located in Concentrated Area of Poverty	
Projects census tracts are above the regional average for population in poverty or population of color	Yes
Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly.	

Response (Limit 1,400 characters; approximately 200 words)	The project is located in an area with above average concentrations of race or poverty. The area also has many destinations such as transit routes, places of worship, the Marcy Open School, Dinkytown, downtown and the U of M. A new crossing of I-35W that meets modern trail and ADA standards will enable residents, students, and employees of the area to safely walk or bike to destinations in the area along a route that has fewer traffic conflicts than adjacent crossings, is well-lit at night, and provides a greater sense of comfort and safety. The current 5th Street crossing of I-35W is not ADA accessible and challenging to climb for many bicyclists. The new bridge approaches will be designed at a 5% maximum slope in order to meet ADA standards. This design is also more user-friendly to bicyclists, families with children in strollers, and elderly residents with mobility devices. Those that cannot access the current bridge due to its ADA deficiencies must use adjacent bridges that cross I-35W at interchange locations with high vehicular traffic volumes and have a greater potential for crashes. The nearby crossing at University and I-35W was identified in a City of Minneapolis study as the 7th highest intersection in the City for bicyclist-motorist crashes. An improved 5th St. crossing gives disadvantaged populations a safe and more comfortable alternative to University and 4th.
Upload Map	SocioEconomic.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Minneapolis	0.05
	0

Total Project Length

Total Project Length	0.1

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
Minneapolis	0.05	0.05	97.0	1.0	97.0
		0	**97**	**1**	**97**

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	0.05
Total Housing Score	97.0

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Closes a Gap on or off the RBTN including improving bikeability for all age/experience levels within urban, high demand corridors that may already have a continuous bikeway facility (in urban high-demand corridors, this could include adding an off-road trail where there is only an on-street bike lane or adding a bike lane where only a trail exists)

Closes a Gap Yes

Provides a Facility That Crosses or Circumvents a Physical Barrier (bridge or tunnel; on or off the RBTN) including a river or stream, railroad corridor, freeway, or multi-lane highway

Provides a Facility That Crosses or Circumvents a Physical Barrier Yes

Improves Continuity and/or Connections Between Jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)

Improves Continuity and/or Connections Between Jurisdictions

Response (Limit 1,400 characters; approximately 200 words)

The project proposes to replace an existing substandard crossing of I- 35W with a 14- foot wide pedestrian/bicycle bridge that meets ADA standards in a high-demand area within a Tier-1 RBTN corridor. The existing bridge, built in 1971, does not meet current design standards due to inadequate width (8-feet) and steep running slopes on the approaches (7.85% on the west and up to 10% on the east). The running slopes do not meet ADA standards, are a challenge for bicyclists to climb, and pose a safety concern for bicyclists descending steep slopes within a confined space. Despite these inadequacies, the bridge is heavily used due its proximity to the U of M and many other destinations. The City of Minneapolis estimates that the bridge serves 1040 bicyclists and 540 pedestrians daily (2013 Minneapolis Bicyclist and Pedestrian Count Report). Adjacent roadways that cross I-35W nearby include 4th Street and University Avenue. This one-way pair has sidewalks and bike lanes that accommodate those who are comfortable riding and walking alongside vehicular traffic as well as those who cannot or prefer not to climb the slopes at the existing 5th St. crossing. However, the interchange crossings have safety issues due to high volumes of turning vehicles entering and exiting the Interstate. The intersection of I-35W and University Avenue is one of the city's top-ten bicycle crash locations.

Measure B: Project Improvements

Response (Limit 1,400 characters; approximately 200 words)	The project will correct existing deficiencies on the RBTN by replacing an existing substandard pedestrian and bicycle bridge with one that meets modern trail and ADA accessibility standards. The current bridge is only 8-feet wide and has steep running slopes on the bridge approaches that do not meet ADA standards (7.85% on the west and up to 10% on the east). The existing bridge has also been noted by the neighborhood as being unattractive and uninviting due to the chain link fence cage around the structure, and lack of pedestrian lighting. A new bridge would be built to meet the needs of this high-demand crossing by increasing the width to 14-feet, which exceeds MnDOTs standard pedestrian bridge width. The bridge will meet ADA standards by constructing approaches at a maximum 5% grade. The new bridge would also include pedestrian scale lighting, which will improve safety after dark. Aesthetic enhancements such as decorative iron railings will be more inviting to users and ensure that the bridge is considered an amenity rather than an eyesore to the surrounding neighborhood. Though there isnt a documented pedestrian/bicycle crash problem at the existing 5th Street crossing, a new bridge will provide an ADA accessible and more bikeable alternative to 4th and University Avenues. University Avenue is the 7th highest intersection in the City for bicyclist-motorist crashes.

Measure A: Transit Connections

Existing Routes Directly Connected to the Project	2, 6, 118, 250, 252, 261, 263, 264, 270, 288, 684
Planned Transitways Directly Connected to the Project (alignment and mode determined and identified in the 2030 TPP)	Central Avenue Arterial BRT
Existing Routes Indirectly Connected Within One Mile of the Project	2, 3, 4, 6, 7, 10, 11, 17, 22, 25, 30, 59, 61, 111, 113, 114, 115, 118, 129, 141, 250, 252, 261, 263, 264, 270, 272, 288, 355, 465, 475, 490, 535, 552, 553, 558, 579, 597, 652, 684, 695, 698, 789, 824, 825, 888-Northstar Commuter Rail, METRO Green Line

Planned Transitways Indirectly Connected Within One Mile of the Project (alignment and mode determined and identified in the 2030 TPP)	Central Avenue Arterial BRT
Upload Map	TransitConnections.pdf

Response

Met Council Staff Data Entry Only

Route Ridership Directly Connected	5963202.0
Transitway Ridership Directly Connected	4192000.0
Route Ridership Indirectly Connected	3.1715945E7
Transitway Ridership Indirectly Connected	0

Measure B: Pedestrian Connections

Response (Limit 1,400 characters; approximately 200 words)

The 5th Street pedestrian/bicycle bridge is located in a dense neighborhood of Minneapolis that is walkable, has continuous sidewalk connections, is near several transit lines and is less than 1/2 mile from Dinkytown. Schools within approximately 1/2 mile of the bridge include Marcy Open School and Minniapple International Montessori. The largest generator of pedestrian activity is likely the University of Minnesota campus which is approximately 1 mile to the east of the bridge (including TCF Stadium which is home to many large events). The Central Avenue NE commercial corridor (and future transitway) is also within 1 mile of the bridge as are some areas of Downtown Minneapolis. The 5th street pedestrian/bicycle bridge provides a direct and safe connection to many of these destinations and will offer pedestrians an ADA accessible crossing of I-35W that is completely separated from traffic.

Measure C: Multimodal Facilities

Response (Limit 1,400 characters; approximately 200 words)

The 5th Street pedestrian/bicycle bridge is within close proximity to many local and express bus routes (individually identified in the automatic map that was generated with the application) and is within 1 mile of the existing West Bank Green Line transit station. It is alson within 1 mile to the Central Avenue NE Corridor which is identified as a planned future transitway in the TPP. According to the WalkScore website(www.walkscore.com), the bridge is also within 1 mile of 10 Nice Ride stations with three of the stations within 1/2 mile of the bridge. There are also four car share locations within one mile of the bridge according to Walk Score. The bridge will enhance access to these multi-modal facilities by providing an ADA accessible, bikeable, and well-lit pedestrian and bicycle bridge that meets modern trail standards and can handle the high volume of users today and in the future. The crossing will be completely separate from vehicular traffic, which will provide a crossing of I-35W that people of all ages and abilities can access safely.

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment

1)Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred

100%

Stakeholders have been identified Yes

40%

Stakeholders have not been identified or contacted

0%

2)Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed

100%

Layout or Preliminary Plan started Yes

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion 07/31/2015

3)Environmental Documentation (10 Percent of Points)

EIS

EA

PM Yes

Document Status:

Document approved (include copy of signed cover sheet) 100%

Document submitted to State Aid for review 75%

Document in progress; environmental impacts identified

50%

Document not started Yes

0%

Anticipated date or date of completion/approval 04/03/2017

4)Review of Section 106 Historic Resources (15 Percent of Points)

No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated Yes

80%

Historic/archaeological review under way; determination of adverse effect anticipated

40%

Unknown impacts to historic/archaeological resources

0%

Anticipated date or date of completion of historic/archeological review: 10/03/2016

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (15 Percent of Points)

(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)

No Section 4f/6f resources located in the project area

100%

Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

100%

Section 4f resources present within the project area, but no known adverse effects

Yes

80%

Adverse effects (land conversion) to Section 4f/6f resources likely

30%

Unknown impacts to Section 4f/6f resources in the project area

0%

6)Right-of-Way (15 Percent of Points)

Right-of-way or easements not required

Yes

100%

Right-of-way or easements has/have been acquired

100%

Right-of-way or easements required, offers made

75%

Right-of-way or easements required, appraisals made

50%

Right-of-way or easements required, parcels identified

25%

Right-of-way or easements required, parcels not identified

0%

Right-of-way or easements identification has not been completed

0%

Anticipated date or date of acquisition

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project

Yes

100%

Railroad Right-of-Way Agreement is executed (include signature page)

100%

Railroad Right-of-Way Agreement required; Agreement has been initiated

60%

Railroad Right-of-Way Agreement required; negotiations have begun

40%

Railroad Right-of-Way Agreement required; negotiations not begun

0%

Anticipated date or date of executed Agreement

8)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion

50%

Construction plans have not been started Yes

0%

Anticipated date or date of completion 12/08/2017

9)Letting

Anticipated Letting Date 03/09/2018

Minneapolis Bicyclist & Pedestrian Count Report 2013

December 31, 2013[1]

Introduction

Since 2007, the Minneapolis Public Works Department has conducted annual bicyclist and pedestrian traffic counts at locations throughout the city. Public Works partners with Transit for Livable Communities (TLC) to conduct the counts.

The counts are conducted by trained volunteers during the second week of September. Most counts are conducted on weekdays from 4:00-6:00 p.m. or 6:30 a.m.-6:30 p.m. and models are used to estimate daily traffic over a 24-hour period. Public Works also collects bicycle traffic data from automated counters located along paths.

To determine annual changes in non-motorized traffic, Public Works counts 30 benchmark locations for bicyclists and 23 benchmark locations for pedestrians. Public Works has over 300 additional non-motorized locations that are counted once every three years. Data are also available for over 100 historical locations where special counts were conducted.

Key 2013 Findings

Following substantial increases from 2011 and 2012, bicycle traffic increased again in 2013 to the highest level since counts began in 2007. Pedestrian traffic leveled off in 2013 with only a marginal increase since 2012.

From 2007-2013:

- The number of bicyclists counted at 30 benchmark locations increased 76 percent.
- The number of pedestrians counted at 23 benchmark locations increased 25 percent.

From 2012-2013:

- The number of bicyclists counted at 30 benchmark locations increased 11 percent.
- The number of pedestrians counted at 23 benchmark locations increased two percent.

Top Bicycling Locations (estimated daily traffic):

1. Washington Ave SE Bridge (7,370)
2. 15th Ave SE north of University Ave SE (4,330)
3. Midtown Greenway west of Cedar Ave S (4,110)
4. 15th Ave SE north of 5th St SE (3,860)
5. Midtown Greenway west of Hennepin Ave S (3,750)

Top Walking Locations (estimated daily traffic):

1. Nicollet Mall north of 7th St S (20,320)
2. Washington Ave SE west of Union St SE (19,990)
3. Washington Ave SE Bridge (19,710)
4. 6th St S east of Nicollet Mall (13,270)
5. Oak St SE south of Washington Ave SE (10,650)

Bicyclist Sidewalk and Path Riding

- The percentage of bicyclists riding on a sidewalk or path is highest when a separated path is present (91 percent).
- Bicyclist sidewalk riding is 17 percent when bike lanes are present, 13 percent on streets with shared lane markings and four percent on streets designated as bicycle boulevards.
- When no bicycle facility is present, sidewalk riding is correlated to the volume of motor vehicle traffic. Sidewalk riding is highest when the ADT>15,000 (41 percent) and lowest when the ADT<5,000 vehicles per day (23 percent).

Data and Methodology

This report includes maps of estimated daily traffic (EDT) for bicyclists and pedestrians and complete data for 475 Minneapolis locations counted between 2007 and 2013. A complete guide to Public Works' non-motorized count operations and methodology can be found online: www.minneapolismn.gov/bicycles/data.

[1] This report is published annually by the Traffic & Parking Division within the Minneapolis Public Works Department. For questions about this report please contact Simon Blenski at 612-333-1274 or simon.blenski@minneapolismn.gov.

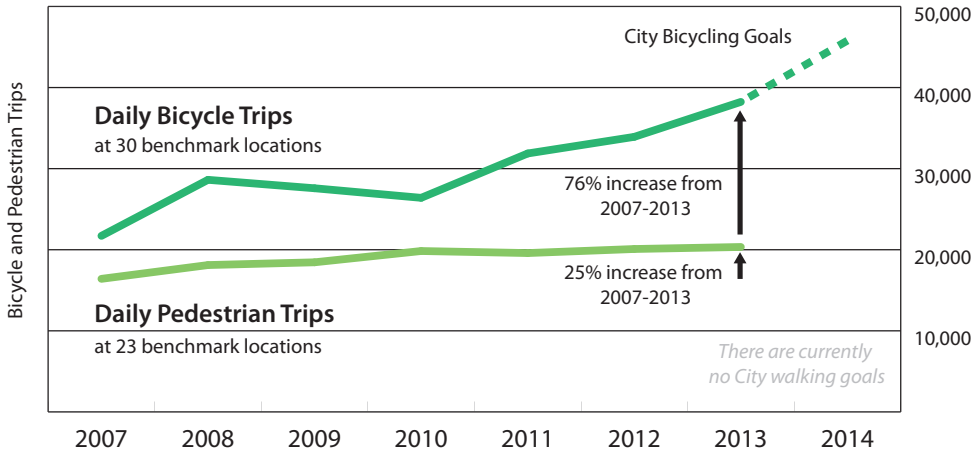


Figure 1 - Daily bicycle and pedestrian trips at annual benchmark locations. From 2007 to 2013, the number of bicyclists counted increased 76% and the number of pedestrians increased 24%.

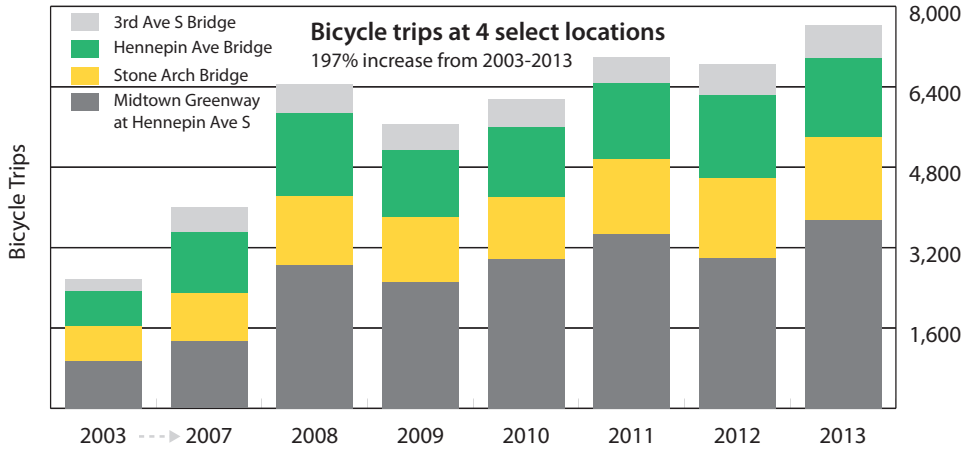


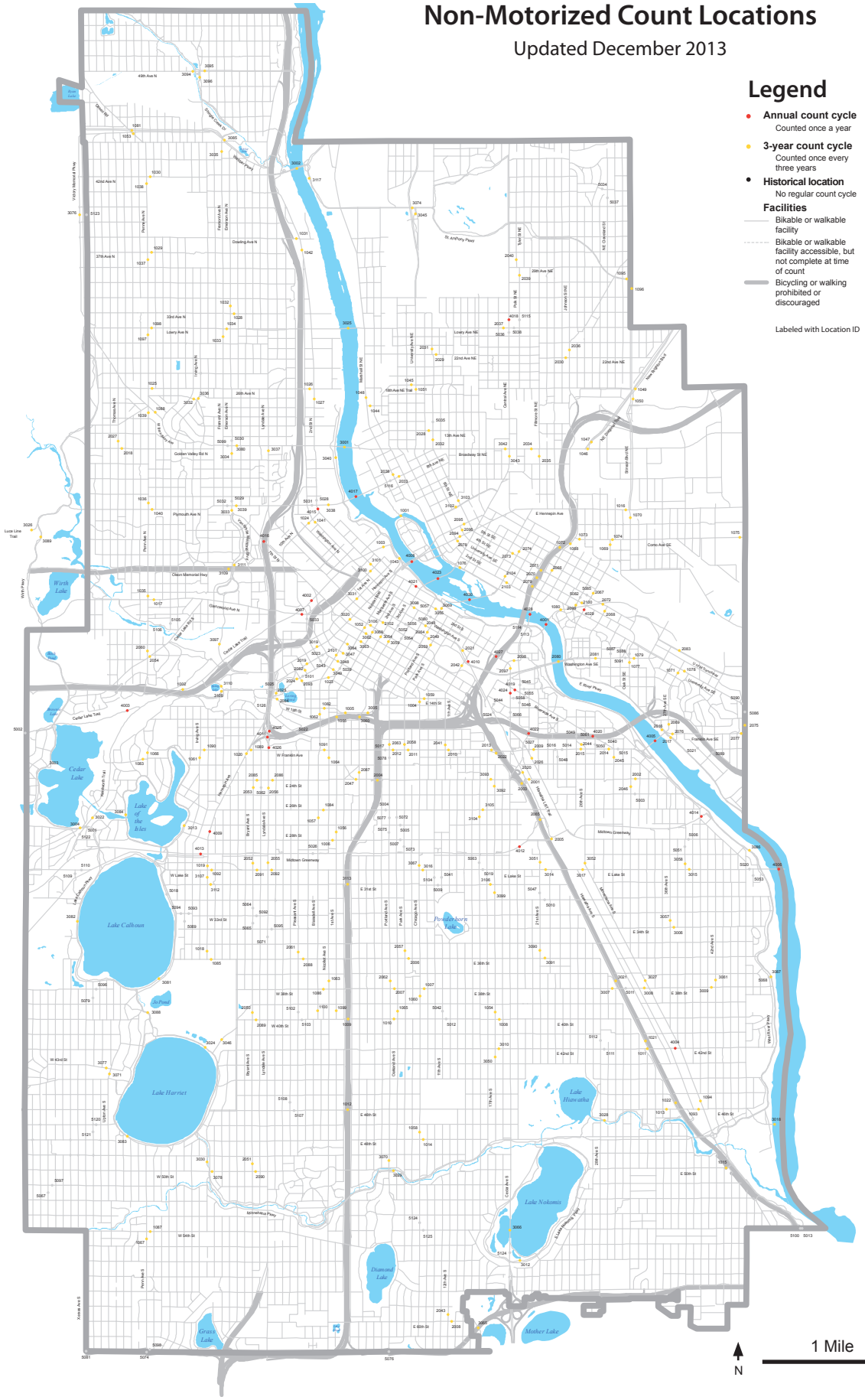
Figure 2 - Bicyclist counts were conducted at four locations in 2003. From 2003 to 2013, the number of bicyclists counted at these locations increased 197%.

Figure 3 - Beginning in 2008, bicyclist riding position was recording during the counts. This table shows the percentage of bicyclists riding on a sidewalk or path with and without the presence of different bicycle facilities. The sample includes counts from 2008-2013.

Bicycle Facility Type	Sample	Sidewalk or Path %
Path (where street riding is not an option)	99	100%
Path (all)	184	95%
Path (where street riding is an option)	85	91%
Bike Lanes/Path	2	79%
Wide Shoulder	21	45%
None (ADT>15,000)	90	41%
None (ADT=5,000-15,000)	195	32%
Buffered Bike Lanes	4	27%
None (ADT<5,000)	144	23%
Bike Lanes	121	17%
Shared Lane Markings	12	13%
Transit Mall	1	7%
Protected Bike Lanes	3	4%
Bike Boulevard	11	4%

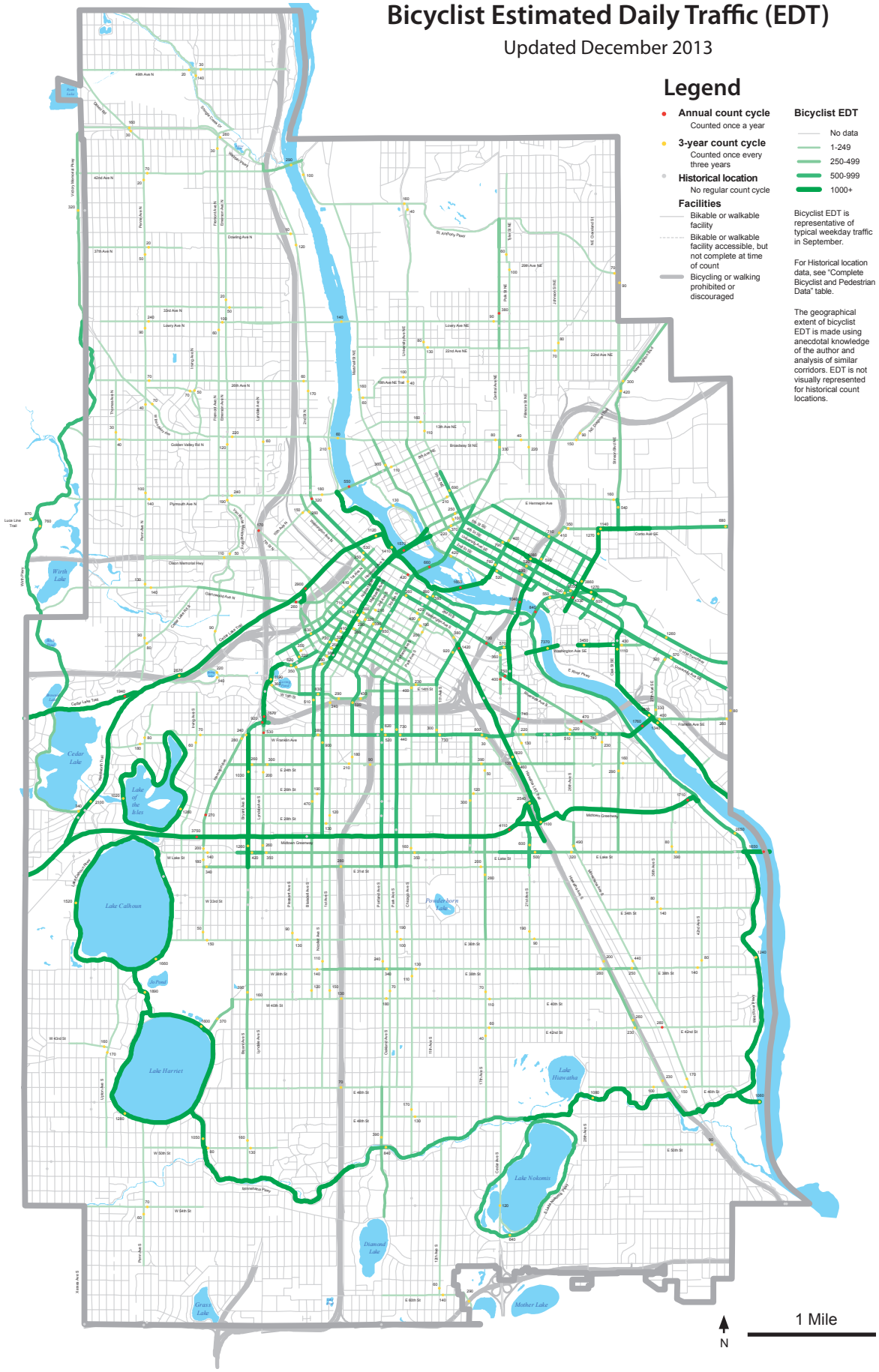
Non-Motorized Count Locations

Updated December 2013



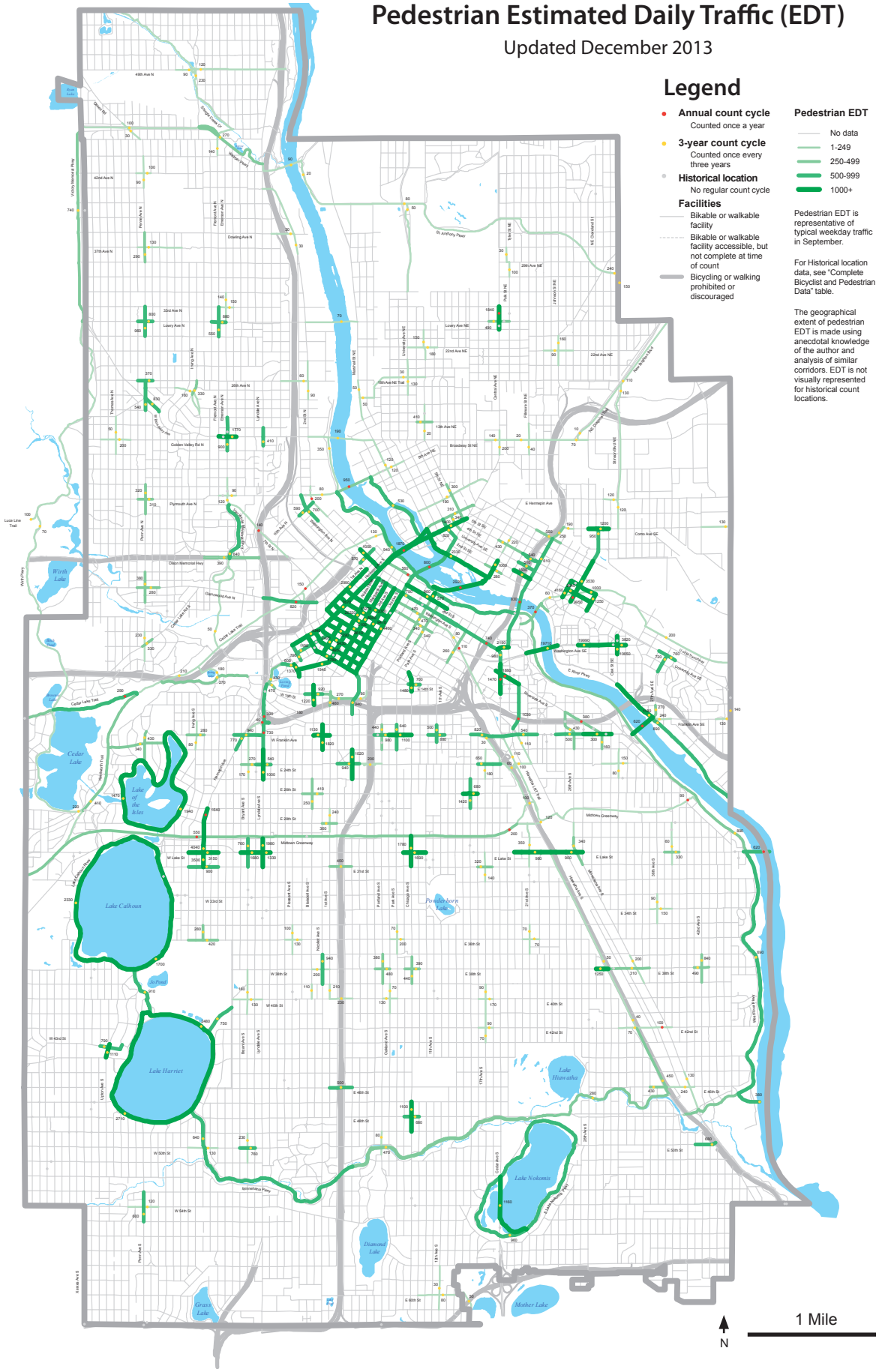
Bicyclist Estimated Daily Traffic (EDT)

Updated December 2013



Pedestrian Estimated Daily Traffic (EDT)

Updated December 2013



Complete Bicyclist and Pedestrian Data 2007-2013

ID	Location	Year	Date	Hours	Bicycle Facility	Bicyclist EDT	Pedestrian EDT	Sidewalk/Path
4001	Bridge 9 (Dinkytown Greenway) over Mississippi River	2013	9/11/13	2	Path	840	370	100%
		2012	9/26/12	2	Path	590	380	100%
		2011	9/13/11	2	Path	680	370	100%
		2010	9/21/10	2	Path	330	510	100%
		2009	9/8/09	2	Path	530	240	100%
		2008	9/10/08	2	Path	390	340	100%
		2007	9/12/07	2	Path	170	220	-
4002	Cedar Lake Trail north of Royalston Ave N Exit* *In 2011, this location was moved slightly to include traffic on Phase III of the trail.	2013	9/10/13	2	Path	2900	150	100%
		2012	9/26/12	2	Path	2120	180	100%
		2011	9/28/11	2	Path	2310	180	100%
		2010	9/16/10	2	Path	520	40	100%
		2009	9/9/09	2	Path	720	60	100%
		2008	9/9/08	2	Path	1170	60	100%
		2007	Multiple	12	Path	520	20	-
4003	Cedar Lake Trail west of Kenilworth Trail	2013	9/10/13	2	Path	1940	290	100%
		2012	9/26/12	2	Path	1470	600	100%
		2011	9/14/11	2	Path	830	360	100%
		2010	9/16/10	2	Path	680	210	100%
		2009	9/17/09	2	Path	1220	240	100%
		2008	9/10/08	2	Path	850	210	100%
		2007	9/12/07	2	Path	920	140	-
4004	E 42nd St east of Minnehaha Ave S	2013	9/11/13	2	Shared Lane Markings	260	100	15%
		2012	9/11/12	2	Shared Lane Markings	140	50	15%
		2011	9/14/11	2	Shared Lane Markings	120	120	8%
		2010	9/14/10	2	None (Low ADT)	60	220	82%
		2009	9/8/09	2	None (Low ADT)	140	30	22%
		2008	9/9/08	2	None (Low ADT)	170	130	24%
		2007	9/11/07	2	None (Low ADT)	260	-	-
4005	E Franklin Ave Bridge over Mississippi River	2013	9/10/13	2	Bike Lanes	1760	620	23%
		2012	9/26/12	2	Bike Lanes	1630	1220	21%
		2011	9/13/11	2	Bike Lanes	1560	920	33%
		2010	9/29/10	2	Bike Lanes	1490	560	38%
		2009	9/15/09	2	Wide Shoulder	1600	770	63%
		2008	9/9/08	2	Wide Shoulder	1430	750	66%
		2007	9/12/07	2	Wide Shoulder	990	630	-
4006	E Lake St Bridge over Mississippi River	2013	9/12/13	2	Wide Shoulder	1650	620	24%
		2012	9/13/12	2	Wide Shoulder	1910	920	30%
		2011	9/13/11	2	Wide Shoulder	1780	670	34%
		2010	9/14/10	2	Wide Shoulder	1380	870	38%
		2009	9/8/09	2	Wide Shoulder	1430	470	32%
		2008	9/10/08	2	Wide Shoulder	1280	1050	38%
		2007	9/11/07	2	Wide Shoulder	1260	390	-
4007	Glenwood Ave N west of Royalston Ave N	2013	9/10/13	2	Buffered Bike Lane	260	820	24%
		2012	9/11/12	2	None (Moderate ADT)	250	830	37%
		2011	9/14/11	2	None (Moderate ADT)	210	220	29%
		2010	9/14/10	2	None (Moderate ADT)	270	280	28%
		2009	9/9/09	2	None (Moderate ADT)	230	360	20%
		2008	9/9/08	2	None (Moderate ADT)	210	430	51%
		2007	Multiple	12	None (Moderate ADT)	200	320	-

ID: Annual Benchmark Location, 3-Year Cycle, Historical/Special Count
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EDT: Estimated Daily Traffic - Daily estimates based on September weekday counts.

Facility: Low ADT<5,000, Moderate ADT=5,000-15,000, High ADT>15,000
Sidewalk/Path: Percentage of bicyclists riding on sidewalk or path, not collected in 2007.

ID	Location	Year	Date	Hours	Bicycle Facility	Bicyclist EDT	Pedestrian EDT	Sidewalk/Path
4008	Hennepin Ave S Bridge over Mississippi River	2013	9/10/13	12	None (High ADT)	1570	1870	31%
		2012	9/11/12	12	None (High ADT)	1640	1740	35%
		2011	9/13/11	12	None (High ADT)	1500	1770	43%
		2010	Multiple	12	None (High ADT)	1380	2080	53%
		2009	Multiple	12	None (High ADT)	1320	2070	59%
		2008	9/9/08	2	None (High ADT)	1640	1780	73%
		2007	9/11/07	12	None (High ADT)	1210	1570	-
4009	Hennepin Ave S north of W 28th St	2013	9/10/13	2	None (High ADT)	270	1640	30%
		2012	10/16/12	2	None (High ADT)	330	1670	30%
		2011	9/14/11	2	None (High ADT)	350	1880	33%
		2010	9/14/10	2	None (High ADT)	360	2070	28%
		2009	9/9/09	2	None (High ADT)	350	1540	15%
		2008	9/9/08	2	None (High ADT)	610	1420	23%
		2007	9/12/07	2	None (High ADT)	340	2150	-
4010	Hiawatha LRT Trail east of 11th Ave S* *Location not counted in 2011, 2012, and 2013 due to construction of the Green Line LRT. A 3-year rolling average was used.	2013	-	-	-	1420	110	-
		2012	-	-	-	1390	110	-
		2011	-	-	-	1420	120	-
		2010	9/14/10	2	Path	1450	100	100%
		2009	9/8/09	2	Path	1290	90	100%
		2008	9/10/08	2	Path	1440	50	100%
		2007	9/19/07	12	Path	810	120	-
4011	Loring Bikeway Bridge over Lyndale Ave S	2013	9/10/13	2	Path	920	40	100%
		2012	9/11/12	2	Path	920	30	100%
		2011	9/13/11	2	Path	690	20	100%
		2010	9/16/10	2	Path	480	50	100%
		2009	9/15/09	2	Path	650	40	100%
		2008	9/10/08	2	Path	500	40	100%
		2007	9/17/07	12	Path	310	30	-
4012	Midtown Greenway east of Cedar Ave S* *Location not counted in 2011 due to equipment failure. A 3-year rolling average was used.	2013	9/11/13	2	Path	4110	200	100%
		2012	9/13/12	2	Path	3590	70	100%
		2011	-	-	Path	2700	-	100%
		2010	Multiple	24	Path	2570	-	100%
		2009	Multiple	24	Path	2650	-	100%
		2008	Multiple	24	Path	2710	-	-
		2007	Multiple	24	Path	1880	30	-
4013	Midtown Greenway west of Hennepin Ave S	2013	9/11/13	2	Path	3750	550	100%
		2012	9/13/12	2	Path	3000	360	100%
		2011	Multiple	24 & 2	Path	3470	280	100%
		2010	9/14/10	2	Path	2970	230	100%
		2009	9/24/09	2	Path	2520	290	100%
		2008	Multiple	24 & 2	Path	2860	-	-
		2007	9/11/07	2	Path	1350	230	-
4014	Midtown Greenway west of W River Pkwy	2013	9/11/13	2	Path	1710	90	100%
		2012	9/13/12	2	Path	1570	100	100%
		2011	Multiple	24	Path	1130	-	100%
		2010	Multiple	24	Path	970	-	100%
		2009	Multiple	24	Path	870	-	100%
		2008	Multiple	24	Path	1100	-	-
		2007	Multiple	24 & 2	Path	760	30	-

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Facility: Low ADT<5,000, Moderate ADT=5,000-15,000, High ADT>15,000
Sidewalk/Path: Percentage of bicyclists riding on sidewalk or path, not collected in 2007.

ID	Location	Year	Date	Hours	Bicycle Facility	Bicyclist EDT	Pedestrian EDT	Sidewalk/Path
4015	2nd St N south of Plymouth Ave N	2013	9/10/13	2	Bike Lanes	320	200	5%
		2012	9/11/12	2	Bike Lanes	250	200	0%
		2011	9/14/11	2	Bike Lanes	250	380	0%
		2010	9/16/10	2	Bike Lanes	190	120	5%
		2009	9/8/09	2	Bike Lanes	240	50	4%
		2008	9/9/08	2	Bike Lanes	250	90	4%
		2007	9/11/07	12	Bike Lanes	240	80	-
4016	7th St N over I-94	2013	9/10/13	2	Bike Lanes	170	140	21%
		2012	9/12/12	2	Bike Lanes	130	120	12%
		2011	9/14/11	2	Bike Lanes	100	130	20%
		2010	9/14/10	2	Bike Lanes	70	90	29%
		2009	9/8/09	2	None (Moderate ADT)	90	180	53%
		2008	9/10/08	2	None (Moderate ADT)	150	140	34%
		2007	9/11/07	2	None (Moderate ADT)	60	180	-
4017	Plymouth Ave N Bridge over Mississippi River* *Location not counted in 2012 due to bridge rehabilitation. A 3-year rolling average was used. Restricted access in 2011 prevented accurate sidewalk counts.	2013	9/11/13	2	Protected Bike Lanes	550	950	5%
		2012	-	-	-	320	470	-
		2011	9/13/11	2	Wide Shoulder	390	450	-
		2010	9/14/10	2	Wide Shoulder	230	440	52%
		2009	9/8/09	2	Wide Shoulder	330	500	71%
		2008	9/9/08	2	Wide Shoulder	370	300	53%
		2007	9/12/07	2	Wide Shoulder	270	540	-
4018	Central Ave NE north of Lowry Ave NE	2013	9/11/13	2	Shared Lane Markings	380	1840	50%
		2012	9/20/12	2	None (High ADT)	360	1640	51%
		2011	9/13/11	2	None (Moderate ADT)	410	1380	56%
		2010	9/21/10	2	None (Moderate ADT)	270	1540	78%
		2009	9/8/09	2	None (Moderate ADT)	330	1700	60%
		2008	9/9/08	2	None (Moderate ADT)	280	1050	73%
		2007	9/11/07	2	None (Moderate ADT)	160	790	-
4019	Riverside Ave S east of Cedar Ave S	2013	9/10/13	2	Bike Lanes	750	1880	13%
		2012	9/11/12	2	Bike Lanes	790	1800	10%
		2011	9/13/11	2	None (Moderate ADT)	700	2050	19%
		2010	9/14/10	2	None (Moderate ADT)	720	2210	26%
		2009	9/15/09	12	None (Moderate ADT)	810	1550	22%
		2008	9/9/08	12	None (Moderate ADT)	650	1220	22%
		2007	9/11/07	12	None (Moderate ADT)	540	1320	-
4020	Riverside Ave S over I-94* *Pedestrian count not conducted in 2012 due to proximate sidewalk closures. Location not counted in 2011 due to reconstruction of Riverside Ave S. A 3-year rolling average was used.	2013	9/12/13	2	Bike Lanes	470	380	7%
		2012	9/11/12	2	Bike Lanes	260	-	2%
		2011	-	-	-	390	320	-
		2010	9/14/10	2	Bike Lanes	480	340	3%
		2009	9/8/09	2	None (Moderate ADT)	300	300	17%
		2008	9/9/08	2	None (Moderate ADT)	460	400	22%
		2007	9/11/07	2	None (Moderate ADT)	300	260	-
4021	1st St S west of 3rd Ave S	2013	Multiple	12	Bike Lanes	420	560	21%
		2012	Multiple	12	Bike Lanes	320	20	12%
		2011	9/13/11	12	None (Moderate ADT)	290	620	20%
		2010	Multiple	12	None (Moderate ADT)	270	630	19%
		2009	Multiple	12	None (Moderate ADT)	290	580	15%
		2008	9/9/08	2	None (Moderate ADT)	230	470	22%
		2007	9/11/07	12	None (Moderate ADT)	280	410	-

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Sidewalk/Path: Percentage of bicyclists riding on sidewalk or path, not collected in 2007.

ID	Location	Year	Date	Hours	Bicycle Facility	Bicyclist EDT	Pedestrian EDT	Sidewalk/Path
4022	20th Ave S over I-94	2013	9/10/13	2	Bike Lanes	740	1030	6%
		2012	9/11/12	2	Bike Lanes	970	840	6%
		2011	9/13/11	2	Bike Lanes	1140	920	7%
		2010	9/14/10	2	Bike Lanes	860	850	5%
		2009	9/8/09	2	None (Moderate ADT)	1050	990	7%
		2008	9/9/08	2	None (Moderate ADT)	1040	710	8%
		2007	9/12/07	2	None (Moderate ADT)	970	700	-
4023	3rd Ave S Bridge over Mississippi River	2013	Multiple	12	Wide Shoulder	660	800	34%
		2012	Multiple	12	Wide Shoulder	630	810	41%
		2011	9/13/11	12	Wide Shoulder	520	780	45%
		2010	Multiple	12	Wide Shoulder	550	630	47%
		2009	Multiple	12	Wide Shoulder	510	830	55%
		2008	9/9/08	2	Wide Shoulder	580	820	77%
		2007	9/11/07	12	Wide Shoulder	500	690	-
4024	Cedar Ave S south of Riverside Ave S	2013	9/10/13	2	None (High ADT)	400	1470	25%
		2012	9/11/12	2	None (High ADT)	260	1530	20%
		2011	9/13/11	2	None (High ADT)	320	1360	42%
		2010	9/14/10	2	None (High ADT)	260	1680	42%
		2009	9/15/09	12	None (High ADT)	300	1270	26%
		2008	9/9/08	12	None (High ADT)	340	1120	22%
		2007	9/11/07	12	None (High ADT)	280	1300	-
4025	Lyndale Ave S north of Loring Bikeway Bridge *Location not counted in 2011. Estimate based on historic counts and proximate locations (4011 & 4026).	2013	9/11/13	2	Path	1670	390	99%
		2012	9/11/12	2	Path	1290	510	97%
		2011	9/13/11	2	Path	1230	520	100%
		2010	-	-	-	1150	570	-
		2009	9/15/09	2	Path	1300	550	99%
		2008	9/10/08	2	Path	1170	610	100%
		2007	9/17/07	12	Path	910	520	-
4026	Lyndale Ave S north of W Franklin Ave	2013	9/10/13	2	None (High ADT)	530	730	47%
		2012	9/11/12	2	None (High ADT)	400	580	54%
		2011	9/13/11	2	None (High ADT)	520	980	52%
		2010	9/14/10	2	None (High ADT)	640	1110	52%
		2009	9/8/09	2	None (High ADT)	640	1140	44%
		2008	9/10/08	2	None (High ADT)	660	1090	52%
		2007	9/12/07	2	None (High ADT)	580	-	-
4027	Washington Ave S over I-35W	2013	9/10/13	2	Bike Lanes	700	740	21%
		2012	10/16/12	2	Bike Lanes	770	690	27%
		2011	9/28/11	2	None (High ADT)	540	740	45%
		2010	9/14/10	2	None (High ADT)	550	900	45%
		2009	9/24/09	2	None (High ADT)	620	730	54%
		2008	9/10/08	2	None (High ADT)	890	1150	44%
		2007	Multiple	12	None (High ADT)	760	1040	-
4028	10th Ave SE Bridge over Mississippi River	2013	9/10/13	2	Bike Lanes	1040	830	3%
		2012	9/26/12	2	Bike Lanes	1020	830	4%
		2011	9/13/11	2	Bike Lanes	1010	940	11%
		2010	9/16/10	2	Wide Shoulder	970	860	24%
		2009	9/9/09	2	Wide Shoulder	870	700	33%
		2008	9/9/08	2	Wide Shoulder	1090	660	77%
		2007	9/27/07	2	Wide Shoulder	990	950	-

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Facility: Low ADT<5,000, Moderate ADT=5,000-15,000, High ADT>15,000
Sidewalk/Path: Percentage of bicyclists riding on sidewalk or path, not collected in 2007.

ID	Location	Year	Date	Hours	Bicycle Facility	Bicyclist EDT	Pedestrian EDT	Sidewalk/Path
4029	15th Ave SE north of University Ave SE	2013	9/11/13	2	Bike Lanes	4330	9950	2%
		2012	9/18/12	2	Bike Lanes	4310	11390	2%
		2011	9/13/11	2	Bike Lanes	3810	10280	5%
		2010	9/16/10	2	Bike Lanes	3030	6830	3%
		2009	9/9/09	2	Bike Lanes	3080	7450	4%
		2008	9/9/08	2	Bike Lanes	2730	6700	2%
		2007	9/11/07	2	Bike Lanes	2950	-	-
4030	Stone Arch Bridge over Mississippi River	2013	Multiple	12	Path	1650	2920	100%
		2012	9/11/12	12	Path	1590	2380	100%
		2011	Multiple	12	Path	1500	2870	100%
		2010	9/14/10	12	Path	1250	2330	100%
		2009	Multiple	12	Path	1300	2690	100%
		2008	Multiple	12	Path	1370	3330	100%
		2007	9/11/07	12	Path	940	2120	-
1001	Boom Island Pedestrian Bridge over Mississippi River	2011	9/13/11	2	Path	130	530	100%
1002	Cedar Lake Trail under I-394	2013	9/10/13	2	Path	2670	210	100%
		2012	9/18/12	2	Path	2020	190	100%
		2011	9/14/11	2	Path	1200	270	100%
		2010	9/14/10	2	Path	820	120	100%
		2009	9/17/09	2	Path	1140	140	100%
		2007	9/11/07	2	Path	520	300	-
1003	Cedar Lake Trail west of W River Pkwy	2011	9/13/11	2	Path	1120	130	100%
1004	Chicago Ave S south of E 14th St	2012	9/19/12	2	None (Moderate ADT)	400	1480	1%
		2011	9/14/11	2	Bike Lanes	330	1780	2%
		2009	9/17/09	2	None (Low ADT)	240	950	15%
1005	E 16th St east of 1st Ave S	2011	9/14/11	2	Bike Lanes	290	270	14%
1006	E 28th St west of 1st Ave S	2012	9/12/12	2	None (Moderate ADT)	130	360	32%
1007	E 38th St east of Chicago Ave S	2011	9/14/11	2	None (Moderate ADT)	130	390	56%
		2010	9/14/10	2	None (Moderate ADT)	70	420	31%
1008	E 40th St east of 17th Ave S	2011	9/13/11	2	Bike Boulevard	110	170	5%
1009	E 40th St Pedestrian Bridge over I-35W	2012	9/12/12	2	Path	130	230	100%
		2012	10/2/12	2	Path	130	420	100%
		2007	9/12/07	2	Path	130	210	-
1010	E 40th St west of Oakland Ave S	2011	9/13/11	2	Bike Boulevard	180	130	23%
1011	E 42nd St west of Hiawatha Ave S	2011	9/13/11	2	None (Low ADT)	230	70	61%
1012	E 46th St over I-35W	2011	9/14/11	2	None (Moderate ADT)	70	500	23%
1013	E 46th St west of 36th Ave S	2011	9/13/11	2	None (Moderate ADT)	100	430	30%
1014	E 48th St east of Chicago Ave S	2011	9/13/11	2	None (Low ADT)	130	680	32%
		2008	9/9/08	2	None (Low ADT)	80	370	31%
1015	E 50th St west of Hiawatha Ave S	2011	9/13/11	2	None (Low ADT)	90	680	12%
1016	E Hennepin Ave west of 18th Ave SE	2011	9/13/11	2	None (High ADT)	160	120	28%
1017	Glenwood Ave N east of Penn Ave N	2011	9/14/11	2	None (Moderate ADT)	140	280	26%
1018	Hennepin Ave S north of W 36th St	2011	9/14/11	2	None (Moderate ADT)	50	280	44%
1019	Hennepin Ave S north of W Lake St	2011	9/14/11	2	None (High ADT)	200	4040	10%
		2008	Multiple	12	None (High ADT)	340	2890	24%
1020	Hennepin Ave S south of W Franklin Ave	2011	9/13/11	2	None (High ADT)	280	770	21%
1021	Hiawatha Ave S north of E 42nd St	2011	9/13/11	2	Path	260	40	100%
1022	Hiawatha Ave S north of E 46th St	2011	9/13/11	2	Path	230	450	93%
1023	Loring Greenway west of Nicollet Mall	2011	9/14/11	2	Path	280	1940	100%
1024	10th Ave N west of Washington Ave N	2011	9/14/11	2	Bike Lanes	150	590	3%

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ID	Location	Year	Date	Hours	Bicycle Facility	Bicyclist EDT	Pedestrian EDT	Sidewalk/Path
1025	26th Ave N east of Penn Ave N	2013	9/11/13	2	Bike Lanes	70	370	36%
		2012	9/13/12	2	Bike Lanes	90	600	39%
		2011	9/13/11	2	Bike Lanes	90	500	24%
		2010	9/14/10	2	Bike Lanes	50	720	33%
		2009	9/8/09	2	Bike Lanes	100	750	-
		2008	9/10/08	2	Bike Lanes	70	220	21%
1026	26th Ave N west of 2nd St N	2011	9/14/11	2	Bike Lanes	60	60	0%
1027	2nd St N south of 26th Ave N	2011	9/14/11	2	Bike Lanes	170	90	0%
1028	33rd Ave N east of Emerson Ave N	2012	9/11/12	2	None (Low ADT)	50	150	30%
1029	37th Ave N east of Penn Ave N	2011	9/13/11	2	None (Low ADT)	20	130	50%
1030	42nd Ave N east of Penn Ave N	2011	9/14/11	2	Bike Lanes	70	100	8%
1031	Dowling Ave N west of Washington Ave N	2011	9/14/11	2	None (Moderate ADT)	10	30	0%
1032	Emerson Ave N north of 33rd Ave N	2012	9/11/12	2	None (Low ADT)	20	140	50%
1033	Fremont Ave N south of Lowry Ave N	2011	9/13/11	2	Buffered Bike Lanes	60	550	55%
1034	Lowry Ave N east of Fremont Ave N	2011	9/13/11	2	Bike Lanes	100	880	70%
1035	Penn Ave N north of Glenwood Ave N	2011	9/14/11	2	None (Moderate ADT)	130	380	44%
1036	Penn Ave N north of Plymouth Ave N	2011	9/14/11	2	None (Moderate ADT)	100	320	42%
		2009	9/15/09	2	None (Moderate ADT)	120	400	50%
1037	Penn Ave N south of 37th Ave N	2011	9/13/11	2	None (Moderate ADT)	50	290	44%
1038	Penn Ave N south of 42nd Ave N	2011	9/14/11	2	None (Moderate ADT)	20	90	25%
1039	Penn Ave N south of W Broadway Ave	2011	9/15/11	2	None (Moderate ADT)	40	540	63%
		2009	9/15/09	2	None (Moderate ADT)	90	180	33%
1040	Plymouth Ave N east of Penn Ave N	2011	9/14/11	2	None (Moderate ADT)	140	310	19%
		2009	9/15/09	2	None (Moderate ADT)	170	190	21%
1041	Washington Ave N south of 10th Ave N	2011	9/14/11	2	None (Moderate ADT)	260	700	37%
1042	Washington Ave N south of Dowling Ave N	2011	9/14/11	2	None (Moderate ADT)	120	30	0%
1043	W River Pkwy south of Cedar Lake Trail	2011	9/13/11	2	Path	1410	940	82%
1044	16th Ave NE east of Marshall St NE	2011	9/13/11	2	Shared Lane Markings	60	50	45%
1045	18th Ave Trail NE west of University Ave NE	2011	9/20/11	2	Path	100	30	100%
1046	Broadway St NE west of NE Diagonal Trail	2011	9/13/11	2	None (High ADT)	150	70	72%
1047	NE Diagonal Trail north of Broadway St NE	2011	9/13/11	2	Path	90	10	100%
1048	Marshall St NE north of 16th Ave NE	2011	9/13/11	2	None (Moderate ADT)	160	50	19%
1049	New Brighton Blvd NE east of Stinson Blvd NE	2013	9/13/13	2	Path	300	110	93%
		2011	9/13/11	2	Path	340	70	87%
		2008	9/10/08	2	Path	260	60	90%
1050	Stinson Blvd NE south of New Brighton Blvd NE	2013	9/13/13	2	Path	420	130	87%
		2011	9/13/11	2	Path	510	100	91%
		2008	9/10/08	2	Path	410	80	81%
1051	University Ave NE south of 18th Ave NE Trail	2011	9/20/11	2	None (Moderate ADT)	40	130	63%
1052	Nicollet Mall north of 7th St S	2011	Multiple	12	Transit Mall	1310	20320	7%
		2007	9/11/07	12	Transit Mall	440	17890	-
1053	Osseo Rd south of N 45th Ave	2011	9/14/11	2	None (Moderate ADT)	30	30	0%
1054	17th Ave S north of E 40th St	2011	9/13/11	2	None (Low ADT)	70	90	0%
1055	1st Ave S south of E 16th St	2011	9/14/11	2	Bike Lanes	240	460	19%
1056	1st Ave S north of E 28th St	2012	9/12/12	2	Bike Lanes	120	240	9%
1057	Blaisdell Ave S south of W 26th St	2011	9/14/11	2	Bike Lanes	470	250	14%
1058	Chicago Ave S north of E 48th St	2011	9/13/11	2	None (Moderate ADT)	170	1100	36%
		2008	9/9/08	2	None (Moderate ADT)	120	650	25%
1059	E 14th St east of Chicago Ave S	2012	9/19/12	2	None (Low ADT)	230	700	22%
		2011	9/14/11	2	None (Moderate ADT)	340	1750	16%
		2009	9/17/09	2	None (Moderate ADT)	160	400	26%

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1060	Chicago Ave S south of E 38th St	2011	9/14/11	2	None (Moderate ADT)	110	440	29%
		2010	9/14/10	2	None (Moderate ADT)	70	220	85%
1061	Irving Ave S south of W Franklin Ave	2011	9/13/11	2	None (Low ADT)	60	80	0%
1062	LaSalle Ave S south of W 15th St	2011	9/13/11	2	None (Moderate ADT)	510	1220	16%
1063	Nicollet Ave S north of W 38th St	2011	9/20/11	2	None (Moderate ADT)	110	940	76%
1064	Nicollet Ave S south of W Franklin Ave	2011	9/13/11	2	None (Moderate ADT)	900	1820	19%
1065	Oakland Ave S north of E 40th St	2011	9/13/11	2	None (Low ADT)	70	70	0%
1066	Penn Ave S north of W 21st St	2011	9/13/11	2	None (Low ADT)	80	430	13%
1067	Penn Ave S south of W 54th St	2011	9/14/11	2	None (Moderate ADT)	60	600	33%
		2009	9/17/09	2	None (Moderate ADT)	100	850	58%
1068	10th Ave SE south of Como Ave SE	2011	9/15/11	2	Bike Lanes	410	250	7%
1069	15th Ave SE south of Como Ave SE	2008	9/10/08	2	None (Moderate ADT)	1270	950	16%
1070	18th Ave SE south of E Hennepin Ave	2011	9/13/11	2	None (Moderate ADT)	540	120	29%
1071	27th Ave SE south of University Ave SE	2011	9/13/11	2	Bike Lanes	320	720	19%
1072	8th St SE over I-35W	2011	9/14/11	2	None (Moderate ADT)	710	350	8%
1073	Como Ave SE east of 10th Ave SE	2011	9/15/11	2	Bike Lanes	350	190	3%
1074	Como Ave SE east of 15th Ave SE	2008	9/10/08	2	None (Moderate ADT)	1140	1200	16%
1075	Como Ave SE west of 33rd Ave SE	2011	9/13/11	2	Bike Lanes	680	130	1%
1076	Main St SE east of 3rd Ave S Bridge	2011	9/13/11	2	Path	420	2330	47%
1077	Oak St SE south of Washington Ave SE	2009	9/15/09	2	None (Moderate ADT)	1110	10650	34%
1078	University Ave SE east of 27th Ave SE	2011	9/13/11	2	None (High ADT)	570	760	43%
1079	Washington Ave SE east of Oak St SE	2009	9/15/09	2	None (Moderate ADT)	430	3820	41%
1080	Dinkytown Greenway under University Ave SE	2013	9/11/13	2	Path	550	60	100%
		2011	9/15/11	2	Path (future)	80	90	100%
1081	Victory Memorial Pkwy east of Osseo Rd	2011	9/14/11	2	Path	160	100	100%
1082	W 15th St east of LaSalle Ave S	2011	9/13/11	2	Bike Lanes	830	920	5%
1083	W 21st St west of Penn Ave S	2011	9/13/11	2	None (Low ADT)	180	340	22%
1084	W 26th St east of Blaisdell Ave S	2011	9/14/11	2	Bike Lanes	190	410	30%
1085	W 36th St east of Hennepin Ave S	2011	9/14/11	2	None (Moderate ADT)	150	420	20%
1086	W 38th St west of Nicollet Ave S	2011	9/20/11	2	None (Moderate ADT)	140	200	26%
1087	W 54th St east of Penn Ave S	2011	9/14/11	2	None (Low ADT)	70	120	15%
		2009	9/17/09	2	None (Low ADT)	70	40	31%
1088	W Broadway Ave east of Penn Ave N	2011	9/15/11	2	None (Moderate ADT)	70	830	31%
		2009	9/15/09	2	None (Moderate ADT)	130	540	44%
1089	W Franklin Ave east of Hennepin Ave S	2011	9/13/11	2	None (Moderate ADT)	240	940	23%
1090	W Franklin Ave east of Irving Ave S	2011	9/13/11	2	None (Moderate ADT)	70	280	0%
1091	W Franklin Ave west of Nicollet Ave S	2013	9/18/13	2	None (Moderate ADT)	380	1130	28%
		2012	9/26/12	2	None (Moderate ADT)	470	1300	35%
		2011	9/13/11	2	None (Moderate ADT)	420	880	24%
		2010	9/14/10	2	None (Moderate ADT)	340	870	37%
		2009	9/8/09	2	None (Moderate ADT)	330	1030	24%
		2008	9/9/08	2	None (Moderate ADT)	420	1150	30%
1092	W Lake St east of Hennepin Ave S	2011	9/15/11	2	None (High ADT)	140	3150	29%
		2008	Multiple	12	None (High ADT)	170	1940	24%
1093	E 46th St west of Minnehaha Ave S	2011	9/13/11	2	None (Moderate ADT)	150	240	72%
		2008	9/9/08	2	None (Moderate ADT)	240	420	77%
1094	Minnehaha Ave S north of E 46th St	2011	9/13/11	2	Bike Lanes	170	130	27%
		2008	9/9/08	2	Bike Lanes	360	150	29%
1095	St Anthony Pkwy NE west of Stinson Pkwy NE	2011	9/15/11	2	Path	70	240	93%
1096	Stinson Pkwy NE south of St Anthony Pkwy NE	2011	9/15/11	2	None (Low ADT)	90	150	12%
1097	Penn Ave N south of Lowry Ave N	2012	9/11/12	2	None (Moderate ADT)	90	960	50%
1098	Lowry Ave N east of Penn Ave N	2012	9/11/12	2	Bike Lanes	240	800	50%

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1099	1st Ave S north of E 40th St	2012	10/2/12	2	Buffered Bike Lanes	150	210	20%
1100	Blaisdell Ave S north of W 40th St	2013	9/10/13	2	Bike Lanes	120	110	9%
2001	E 24th St east of Hiawatha LRT Trail	2012	9/11/12	2	None (Moderate ADT)	460	100	100%
		2009	9/15/09	2	None (Low ADT)	410	70	100%
		2008	9/9/08	12	None (Low ADT)	410	100	100%
2002	E 24th St east of 31st Ave S	2012	9/11/12	2	None (Low ADT)	160	150	7%
2003	E 24th St Pedestrian Bridge over Hiawatha Ave S	2012	9/11/12	2	Path	130	60	100%
		2009	9/15/09	2	Path	110	40	100%
		2008	9/9/08	12	Path	120	60	100%
2004	E 24th St Pedestrian Bridge over I-35W	2012	9/13/12	2	Path	90	200	100%
		2010	9/22/10	2	Path	50	240	100%
2005	E 28th St east of Hiawatha Ave S	2013	9/10/13	2	Path	1100	120	100%
		2012	9/11/12	2	Path	1140	190	100%
		2011	9/13/11	2	Path	1150	360	100%
		2010	9/28/10	2	Path	570	130	100%
		2009	9/8/09	2	Path	930	150	100%
		2008	9/9/08	2	Path	1030	170	100%
		2007	9/11/07	2	Path	1000	30	-
2006	E 36th St east of Park Ave S	2012	9/11/12	2	None (Moderate ADT)	100	200	27%
2007	E 38th St east of Portland Ave S	2012	9/11/12	2	None (Moderate ADT)	340	480	18%
2008	E 60th St east of 12th Ave S	2012	9/11/12	2	None (Low ADT)	140	80	42%
		2010	9/28/10	2	None (Low ADT)	50	60	11%
2009	E Franklin Ave east of Minnehaha Ave S	2012	9/27/12	2	Bike Lanes	380	540	20%
		2007	Multiple	12	None (Moderate ADT)	500	900	-
2010	E Franklin Ave east of 11th Ave S	2012	9/11/12	2	None (High ADT)	730	880	54%
		2009	9/16/09	2	None (Moderate ADT)	630	1220	36%
2011	E Franklin Ave east of Park Ave S	2012	9/11/12	2	None (High ADT)	440	1100	43%
		2008	9/25/08	2	None (High ADT)	580	1500	48%
2012	E Franklin Ave east of Portland Ave S	2012	9/11/12	2	None (High ADT)	520	850	66%
		2008	9/9/08	2	None (High ADT)	600	940	25%
2013	E Franklin Ave under Hiawatha Ave S	2012	9/11/12	2	None (High ADT)	800	820	30%
2014	E Franklin Ave west of Riverside Ave S	2013	9/17/13	2	Bike Lanes	740	300	7%
		2009	9/17/09	2	None (Moderate ADT)	530	1070	34%
2015	E Franklin Ave west of 26th Ave S	2012	9/13/12	2	Bike Lanes	510	500	14%
		2009	9/15/09	2	None (Moderate ADT)	500	780	19%
2016	E River Pkwy north of Franklin Ave SE	2012	9/18/12	2	Path	1800	1180	92%
		2009	9/15/09	2	Path	1740	790	82%
		2008	9/10/08	2	Path	1670	910	74%
2017	E River Pkwy south of Franklin Ave SE	2009	9/15/09	2	Path	1340	890	68%
		2008	9/10/08	2	Path	900	660	100%
2018	Golden Valley Rd east of Thomas Ave N	2012	9/19/12	2	None (Moderate ADT)	40	200	57%
2019	Harmon Pl north of Spruce Pl	2012	9/11/12	2	None (Low ADT)	350	1190	13%
2020	Hiawatha LRT Trail north of E 24th St	2012	9/11/12	2	Path	1820	110	100%
		2009	9/15/09	2	Path	2180	50	100%
		2008	9/9/08	12	Path	1860	80	100%
2021	Hiawatha LRT Trail west of 11th Ave S	2009	9/15/09	12	Path	380	80	100%
2022	Little Earth Trail south of E Franklin Ave	2012	9/11/12	2	Path	30	30	100%
2024	Loring Park Path west of Willow St	2012	9/11/12	2	Path	620	600	100%
		2010	9/30/10	2	Path	620	290	100%
2025	Loring Park Path north of Oak Grove St	2012	9/13/12	2	Path	1190	430	98%
		2009	9/15/09	2	Path	1360	520	100%
		2007	Multiple	12	Path	860	470	-

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2026	Minnehaha Ave S south of E Franklin Ave	2012	9/27/12	2	Bike Lanes	130	110	12%
		2007	Multiple	12	None (Moderate ADT)	300	380	-
2027	Thomas Ave N north of Golden Valley Rd	2012	9/19/12	2	None (Low ADT)	30	50	83%
2028	13th Ave NE west of 5th St NE	2012	9/20/12	2	None (Low ADT)	160	410	13%
		2009	9/15/09	2	None (Low ADT)	220	180	14%
2029	22nd Ave NE east of 5th St NE	2012	9/13/12	2	Bike Boulevard	130	180	8%
2030	22nd Ave NE west of Johnson St NE	2012	9/13/12	2	Bike Boulevard	70	90	0%
		2009	9/15/09	2	None (Low ADT)	50	120	60%
		2008	9/9/08	2	None (Low ADT)	70	40	36%
2031	5th St NE north of 22nd Ave NE	2012	9/13/12	2	Bike Boulevard	80	150	0%
		2007	9/18/07	2	None (Low ADT)	100	170	-
2032	5th St NE south of 13th Ave NE	2012	9/20/12	2	Bike Boulevard	110	20	0%
		2009	9/15/09	2	None (Low ADT)	100	90	53%
2033	8th Ave NE east of Marshall St NE	2012	9/11/12	2	None (Low ADT)	110	120	38%
		2009	9/15/09	2	None (Low ADT)	170	90	21%
2034	Broadway St NE west of Fillmore St NE	2012	9/11/12	2	None (High ADT)	40	20	50%
2035	Fillmore St NE south of Broadway St NE	2013	9/10/13	2	None (Low ADT)	220	40	9%
		2012	9/11/12	2	None (Low ADT)	120	0	4%
		2011	9/14/11	2	None (Low ADT)	170	30	3%
		2010	9/14/10	2	None (Low ADT)	290	130	11%
		2009	9/9/09	2	None (Low ADT)	130	80	23%
		2008	9/10/08	2	None (Low ADT)	230	40	13%
2036	Johnson St NE north of 22nd Ave NE	2012	9/13/12	2	None (Moderate ADT)	80	160	0%
		2009	9/15/09	2	None (Low ADT)	110	300	45%
		2008	9/9/08	2	None (Low ADT)	70	420	23%
2037	Lowry Ave NE east of Central Ave NE	2012	9/20/12	2	None (High ADT)	90	490	35%
		2007	9/27/07	12	None (Moderate ADT)	70	290	-
2038	Marshall St NE north of 8th Ave NE	2012	9/11/12	2	Bike Lanes	300	120	7%
		2009	9/15/09	2	None (Moderate ADT)	230	130	11%
2039	Polk St NE south of 29th Ave NE	2012	9/25/12	2	None (Low ADT)	100	100	5%
2040	Tyler St NE north of 29th Ave NE	2012	9/25/12	2	None (Low ADT)	60	30	25%
2041	11th Ave S north of E Franklin Ave	2012	9/11/12	2	Bike Lanes	300	500	47%
		2009	9/16/09	2	None (Moderate ADT)	310	720	18%
2042	11th Ave S south of Hiawatha LRT Trail	2012	9/13/12	2	Bike Lanes	920	260	30%
		2007	9/19/07	12	None (Moderate ADT)	540	300	-
2043	12th Ave S north of E 60th St	2012	9/11/12	2	None (Low ADT)	60	30	17%
		2010	9/28/10	2	None (Low ADT)	40	50	0%
2044	26th Ave S north of E Franklin Ave	2012	9/13/12	2	None (Low ADT)	220	430	12%
		2009	9/15/09	2	None (Moderate ADT)	160	440	28%
2045	29th Ave S south of E Franklin Ave	2013	9/17/13	2	None (Low ADT)	230	160	20%
		2009	9/17/09	2	None (Low ADT)	250	350	16%
2046	31st Ave S south of E 24th St	2012	9/11/12	2	None (Low ADT)	290	80	5%
2047	3rd Ave S north of E 24th St	2012	9/11/12	2	None (Low ADT)	180	1020	14%
2048	3rd St S west of Portland Ave S	2012	9/11/12	2	Bike Lanes	420	470	14%
2049	4th St S west of Park Ave S	2012	9/12/12	2	Bike Lanes	190	340	5%
2050	Bryant Ave S north of W 40th St	2012	9/11/12	2	Shared Lane Markings	390	160	9%
		2009	9/16/09	2	Shared Lane Markings	210	200	5%
2051	Bryant Ave S north of W 50th St	2012	9/11/12	2	Shared Lane Markings	160	230	9%
2052	Bryant Ave S north of W Lake St	2013	9/10/13	2	Bike Boulevard	1260	760	2%
		2012	9/11/12	2	Bike Boulevard	1160	660	3%
		2009	9/15/09	2	None (Low ADT)	1190	490	3%
		2008	9/29/08	2	None (Low ADT)	800	480	4%

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2053	Bryant Ave S south of W 24th St	2013	9/11/13	2	Bike Boulevard	1030	170	0%
		2012	9/11/12	2	Bike Boulevard	900	210	1%
		2010	8/25/10	2	None (Low ADT)	800	200	1%
		2009	Multiple	12	None (Low ADT)	610	210	1%
2054	Cedar Lake Rd S east of Penn Ave S	2012	9/19/12	2	None (Low ADT)	80	330	6%
2055	Lyndale Ave S north of W Lake St	2012	9/18/12	2	None (High ADT)	260	1980	47%
		2009	9/15/09	2	None (Low ADT)	290	1920	36%
2056	Lyndale Ave S south of W 24th St	2012	9/13/12	2	None (High ADT)	200	1000	41%
		2010	8/25/10	2	None (High ADT)	460	1180	45%
2057	Park Ave S north of E 36th St	2012	9/11/12	2	Bike Lanes	190	70	26%
2058	Park Ave S north of E Franklin Ave	2012	9/11/12	2	Bike Lanes	730	640	26%
		2008	9/25/08	2	Bike Lanes	620	970	23%
2059	Park Ave S south of 4th St S	2012	9/12/12	2	Bike Lanes	200	340	13%
2060	Penn Ave S north of Cedar Lake Rd S	2012	9/19/12	2	None (Low ADT)	90	230	65%
2061	Pleasant Ave S north of W 36th St	2012	9/19/12	2	None (Low ADT)	90	100	29%
2062	Portland Ave S north of E 38th St	2012	9/11/12	2	Bike Lanes	240	380	11%
2063	Portland Ave S north of E Franklin Ave	2012	9/11/12	2	Bike Lanes	620	440	19%
		2008	9/9/08	2	Bike Lanes	650	380	15%
2064	Portland Ave S south of 3rd St S	2012	9/11/12	2	Bike Lanes	490	470	8%
2065	Sabo Bridge over Hiawatha Ave S	2013	9/10/13	2	Path	2540	100	100%
		2012	9/11/12	2	Path	2050	120	100%
		2011	9/13/11	2	Path	2330	80	100%
		2010	9/28/10	2	Path	1930	50	100%
		2009	9/8/09	2	Path	2070	80	100%
		2008	9/9/08	2	Path	2310	200	100%
2066	10th Ave SE north of 5th St SE	2012	9/11/12	2	Bike Lanes	590	610	7%
		2009	9/22/09	2	None (Moderate ADT)	600	520	28%
		2008	9/10/08	2	None (Moderate ADT)	460	500	40%
2067	15th Ave SE north of 5th St SE	2012	9/11/12	2	Bike Lanes	3860	3530	3%
		2008	9/9/08	12	Bike Lanes	3580	3840	11%
2068	17th Ave SE south of 5th St SE	2009	9/17/09	2	None (Low ADT)	600	1250	6%
2069	27th Ave SE north of Franklin Ave SE	2012	9/18/12	2	Bike Lanes	330	270	11%
		2008	9/10/08	2	None (Low ADT)	250	190	36%
2070	4th St SE over I-35W	2012	9/20/12	2	None (High ADT)	520	510	30%
		2010	9/29/10	2	None (Moderate ADT)	740	770	1%
		2007	9/11/07	2	None (Moderate ADT)	740	850	-
2071	5th St SE west of 10th Ave SE	2012	9/11/12	2	Path	1080	540	100%
		2009	9/22/09	2	None (Low ADT)	1010	1040	36%
		2008	9/10/08	2	None (Low ADT)	970	1040	32%
2072	5th St SE west of 17th Ave SE	2009	9/17/09	2	None (Low ADT)	1270	1000	20%
2073	5th St SE west of 6th Ave SE	2012	9/11/12	2	Bike Boulevard	790	430	1%
		2010	9/14/10	2	Bike Lanes	600	270	-
2074	6th Ave SE north of 5th St SE	2012	9/11/12	2	None (Low ADT)	400	220	0%
		2010	9/14/10	2	None (Low ADT)	260	230	2%
2075	Emerald St SE north of Franklin Ave SE	2012	9/11/12	2	None (Low ADT)	80	140	27%
		2009	9/17/09	2	None (Low ADT)	30	250	33%
2076	Franklin Ave SE east of E River Pkwy	2009	9/15/09	2	None (Moderate ADT)	400	240	25%
		2008	9/10/08	2	None (Moderate ADT)	470	250	100%
2077	Franklin Ave SE west of Emerald St SE	2012	9/11/12	2	None (Moderate ADT)	260	130	12%
		2009	9/17/09	2	None (Moderate ADT)	230	230	9%
2078	University Ave SE south of E Hennepin Ave	2012	9/12/12	2	None (Moderate ADT)	220	820	23%

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2079	University Ave SE west of 10th Ave SE	2012	9/19/12	2	Bike Lanes	690	1600	18%
		2009	9/15/09	2	Bike Lanes	1000	1970	46%
		2007	Multiple	12	Bike Lanes	1410	2180	-
2080	Washington Ave SE Bridge over Mississippi River	2012	9/13/12	12	Path	7370	19710	100%
		2009	Multiple	12	Path	6850	14220	100%
2081	Washington Ave SE west of SE Union St	2009	Multiple	12	None (Moderate ADT)	3450	19990	58%
		2008	Multiple	12	None (Moderate ADT)	3080	19970	65%
2082	Spruce Pl east of Harmon Pl	2012	9/11/12	2	None (Low ADT)	220	700	7%
2083	U of M Transitway east of 25th Ave SE	2013	9/11/13	2	Path	1260	200	100%
		2011	9/14/11	2	Path	780	80	-
		2010	9/14/10	2	Path	820	110	100%
		2009	9/9/09	2	Path	750	90	22%
		2008	Multiple	12	Path	920	160	56%
2084	Oak Grove St east of Hennepin Ave S	2012	9/13/12	2	Bike Lanes	360	470	20%
		2009	9/15/09	2	None (Moderate ADT)	250	270	47%
		2007	Multiple	12	None (Moderate ADT)	160	360	-
2085	W 24th St east of Bryant Ave S	2013	9/11/13	2	None (Low ADT)	260	270	8%
		2012	9/11/12	2	None (Low ADT)	250	390	8%
		2010	8/25/10	2	None (Moderate ADT)	390	520	12%
		2009	Multiple	12	None (Moderate ADT)	320	410	9%
2086	W 24th St east of Lyndale Ave S	2012	9/13/12	2	None (Low ADT)	300	540	19%
		2010	8/25/10	2	None (Moderate ADT)	490	910	20%
2087	E 24th St west of 3rd Ave S	2012	9/11/12	2	None (Low ADT)	210	940	17%
2088	W 36th St east of Pleasant Ave S	2012	9/19/12	2	None (Moderate ADT)	130	130	24%
2089	W 40th St east of Bryant Ave S	2012	9/11/12	2	None (Low ADT)	160	130	23%
		2009	9/16/09	2	None (Low ADT)	120	170	8%
2090	W 50th St east of Bryant Ave S	2012	9/11/12	2	None (Moderate ADT)	130	760	64%
2091	W Lake St east of Bryant Ave S	2012	9/11/12	2	None (High ADT)	420	1680	19%
		2009	9/15/09	2	None (High ADT)	500	1370	27%
		2008	9/29/08	2	None (High ADT)	390	1350	26%
2092	W Lake St east of Lyndale Ave S	2012	9/18/12	2	None (High ADT)	350	1330	38%
		2009	9/15/09	2	None (High ADT)	270	1300	52%
2093	Willow St south of Yale Pl	2012	9/11/12	2	None (Moderate ADT)	590	1370	5%
		2010	9/30/10	2	None (Low ADT)	400	1090	4%
2094	E Hennepin Ave east of University Ave SE	2012	9/12/12	2	None (Moderate ADT)	370	1400	21%
2095	1st Ave NE east of 4th St NE	2012	9/12/12	2	None (Moderate ADT)	250	310	18%
2096	4th St NE south of 1st Ave NE	2012	9/12/12	2	None (Moderate ADT)	100	340	20%
2097	Cedar Ave S south of Washington Ave S	2012	9/12/12	2	None (Moderate ADT)	360	980	21%
2098	Washington Ave S east of Cedar Ave S	2012	9/12/12	2	None (High ADT)	570	2190	17%
2099	14th Ave SE south of 4th St SE	2009	9/15/09	2	None (Moderate ADT)	790	4160	36%
2100	4th St SE east of 14th Ave SE	2009	9/15/09	2	None (Moderate ADT)	1050	2040	22%
2101	LaSalle Ave S south of 10th St S	2009	9/16/09	2	None (Moderate ADT)	720	2420	26%
2102	5th St S west of 2nd Ave S	2009	9/15/09	2	None (Moderate ADT)	210	3300	38%
2103	2nd St SE east of 6th Ave SE	2013	9/12/13	2	None (Low ADT)	520	280	0%
2104	6th Ave SE north of 2nd St SE	2013	9/12/13	2	Bike Lanes	760	1060	0%
3001	Broadway Ave Bridge over Mississippi River	2013	9/10/13	2	None (High ADT)	60	190	83%
		2009	9/16/09	2	None (High ADT)	210	150	98%
3002	Camden Bridge over Mississippi River	2013	9/24/13	2	Path	290	90	100%
		2010	9/14/10	12	Path	190	50	88%
3004	Cedar Lake Pkwy west of Kenilworth Trail	2009	9/15/09	2	Path	340	220	78%
3005	E 16th St east of 3rd Ave S	2013	9/11/13	2	Bike Lanes	430	80	12%
		2009	9/22/09	2	None (Moderate ADT)	180	130	26%

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3006	E 34th St east of 36th Ave S	2013	9/11/13	2	None (Low ADT)	140	150	11%
		2009	9/17/09	2	None (Low ADT)	60	170	18%
3007	E 38th St west of Hiawatha Ave S	2013	9/19/13	2	None (Moderate ADT)	260	1250	44%
3008	E 38th St west of Minnehaha Ave S	2013	Multiple	12	None (Moderate ADT)	250	310	22%
3009	E 38th St west of 42nd Ave S	2013	9/25/13	2	None (Low ADT)	140	490	22%
		2009	9/22/09	2	None (Low ADT)	150	430	30%
3010	E 42nd St east of 17th Ave S	2013	9/10/13	2	None (Moderate ADT)	60	90	18%
		2010	9/30/10	2	None (Moderate ADT)	90	40	6%
3012	E Lake Nokomis Pkwy east of Cedar Ave S	2013	9/30/13	2	Path	640	960	97%
		2010	9/16/10	2	Path	220	490	98%
3013	E Lake of the Isles Pkwy south of W 27th St	2013	9/11/13	2	Path	1260	1940	96%
		2010	9/14/10	2	Path	930	1780	86%
3014	E Lake St east of 21st Ave S	2013	9/11/13	2	None (High ADT)	500	980	76%
		2009	9/15/09	2	None (High ADT)	520	1360	55%
3015	E Lake St east of 38th Ave S	2013	9/12/13	2	None (High ADT)	390	330	38%
3016	E Lake St east of Chicago Ave S	2013	9/17/13	2	None (High ADT)	350	1690	48%
		2008	9/9/08	2	None (High ADT)	400	1700	56%
3017	E Lake St west of Minnehaha Ave S	2013	9/10/13	2	None (High ADT)	320	900	55%
		2010	9/14/10	2	None (High ADT)	240	4900	60%
		2009	9/15/09	2	None (High ADT)	480	1000	60%
3018	Ford Pkwy Bridge over Mississippi River	2013	9/10/13	2	Bike Lanes	1060	380	89%
		2012	9/26/12	2	Bike Lanes	1020	650	76%
		2011	9/13/11	2	Bike Lanes	1050	370	9%
		2010	9/16/10	2	Bike Lanes	570	240	89%
		2009	9/8/09	2	Bike Lanes	890	360	-
		2008	9/9/08	2	Bike Lanes	1030	800	10%
3019	Hennepin Ave S north of 12th St S	2013	9/10/13	2	Bike Lanes	630	4340	13%
3020	Hennepin Ave S north of 7th St S	2013	9/10/13	2	Shared Lane Markings	710	7670	8%
		2011	7/26/11	12	Shared Lane Markings	990	-	10%
		2007	9/11/07	12	Bike Lanes	1550	7010	-
3021	Hiawatha Ave S north of E 38th St	2013	9/19/13	2	None (High ADT)	200	50	87%
		2009	9/16/09	2	Path	290	140	91%
		2008	9/9/08	12	Path	260	120	91%
3022	Kenilworth Trail north of Cedar Lake Pkwy	2013	9/11/13	2	Path	2100	410	100%
		2009	9/15/09	2	Path	1800	250	100%
3024	Lake Harriet Pkwy west of Roseway Rd	2013	9/10/13	2	Path	1600	2480	91%
		2009	9/15/09	2	Path	2090	2750	91%
3025	Lowry Ave Bridge over Mississippi River	2013	9/10/13	2	Bike Lanes/Path	140	70	67%
3026	Luce Line Trail west of Wirth Pkwy	2013	9/12/13	2	Path	870	100	100%
		2010	9/29/10	2	Path	650	140	100%
3027	Minnehaha Ave S north of E 38th St	2013	Multiple	12	Bike Lanes	440	200	14%
3028	Minnehaha Pkwy east of 28th Ave S	2013	9/11/13	2	Path	1080	280	100%
3029	Minnehaha Pkwy east of Portland Ave S	2013	9/12/13	2	Path	840	470	98%
		2009	9/15/09	2	Path	850	280	98%
3030	Minnehaha Pkwy north of W 50th St	2013	9/10/13	2	Path	1050	640	85%
		2009	9/16/09	2	Path	1240	570	83%
3031	1st Ave N south of 4th St N	2012	9/12/12	2	Protected Bike Lanes	410	2990	6%
		2010	9/16/10	2	Protected Bike Lanes	580	2780	2%
		2009	9/17/09	2	None (High ADT)	240	3540	13%
3032	25th Ave N west of Irving Ave N	2010	10/7/10	2	None (Low ADT)	70	160	0%
3033	7th St N south of Plymouth Ave N	2013	9/11/13	2	Bike Lanes	190	120	16%
		2009	9/15/09	2	None (Moderate ADT)	110	200	45%

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3034	Emerson Ave N south of W Broadway Ave	2013	9/18/13	2	Bike Lanes	120	900	74%
		2007	9/26/07	12	None (Moderate ADT)	70	840	-
3035	Fremont Ave N south of 44th Ave N	2013	9/11/13	2	None (Low ADT)	30	140	83%
		2009	9/15/09	2	None (Moderate ADT)	80	100	73%
3036	Irving Ave N north of 25th Ave N	2010	10/7/10	2	None (Low ADT)	50	330	33%
3037	Lyndale Ave N south of W Broadway Ave	2013	9/10/13	2	None (Moderate ADT)	60	410	18%
		2012	9/12/12	2	None (Moderate ADT)	50	530	70%
		2011	9/14/11	2	None (Moderate ADT)	70	370	15%
		2010	9/28/10	2	None (Moderate ADT)	50	380	56%
		2009	9/8/09	2	None (Moderate ADT)	40	470	63%
		2008	9/10/08	2	None (Moderate ADT)	140	600	36%
3038	Plymouth Ave N east of 2nd St N	2007	9/11/07	12	None (Moderate ADT)	180	80	-
3039	Plymouth Ave N east of Emerson Ave N	2013	9/11/13	2	Bike Lanes	240	90	9%
		2009	9/15/09	2	None (Moderate ADT)	150	170	10%
3040	N W River Rd south of W Broadway Ave	2013	9/10/13	2	Path	210	350	90%
		2009	9/16/09	2	None (Low ADT)	150	180	100%
3042	Broadway St NE west of Central Ave NE	2013	9/11/13	2	None (High ADT)	80	140	75%
		2010	9/22/10	2	None (High ADT)	60	80	17%
3043	Central Ave NE south of Broadway St NE	2013	9/11/13	2	Shared Lane Markings	330	200	12%
		2010	9/22/10	2	None (High ADT)	100	100	16%
3045	University Ave NE Path south of St Anthony Pkwy	2013	9/12/13	2	Path	40	50	100%
		2010	9/14/10	2	Path	20	20	100%
3046	Roseway Rd north of Lake Harriet Pkwy	2013	9/10/13	2	Bike Lanes	370	750	12%
		2009	9/15/09	2	Bike Lanes	520	530	11%
3047	10th St S east of LaSalle Ave S	2013	9/11/13	2	Bike Lanes	320	6430	3%
		2009	9/16/09	2	None (Moderate ADT)	370	5450	11%
3048	11th St S east of LaSalle Ave S	2013	9/10/13	2	Bike Lanes	250	4950	12%
3049	12th St S east of LaSalle Ave S	2013	9/10/13	2	Bike Lanes	380	1780	37%
3050	17th Ave S south of E 42nd St	2013	9/10/13	2	None (Low ADT)	40	70	14%
		2010	9/30/10	2	None (Low ADT)	20	20	0%
3051	21st Ave S north of E Lake St	2013	9/11/13	2	None (Low ADT)	600	350	13%
		2009	9/15/09	2	None (Low ADT)	560	190	11%
3052	26th Ave S north of E Lake St	2013	9/10/13	2	Bike Lanes	490	340	7%
		2010	9/14/10	2	None (Low ADT)	460	410	26%
		2009	9/15/09	2	None (Low ADT)	550	340	30%
3054	2nd Ave S north of 7th St S	2013	9/11/13	2	None (Moderate ADT)	390	9410	17%
		2010	Multiple	12	None (Moderate ADT)	350	6900	9%
		2007	9/11/07	12	Bike Lanes	440	6260	-
3055	2nd St S west of Portland Ave S	2013	9/11/13	2	Bike Lanes	990	960	2%
		2009	9/17/09	2	Bike Lanes	460	460	2%
		2007	9/11/07	12	Bike Lanes	530	830	-
3057	36th Ave S north of E 34th St	2013	9/11/13	2	None (Low ADT)	80	90	38%
		2009	9/17/09	2	None (Low ADT)	100	30	21%
3058	38th Ave S north of E Lake St	2013	9/12/13	2	None (Low ADT)	80	60	40%
3059	3rd Ave S north of 7th St S	2013	9/11/13	2	None (High ADT)	850	4400	24%
3060	3rd Ave S south of E 16th St	2013	9/11/13	2	None (Moderate ADT)	590	940	14%
		2009	9/22/09	2	None (Moderate ADT)	470	890	14%
3061	42nd Ave S north of E 38th St	2013	9/25/13	2	None (Low ADT)	80	840	53%
		2009	9/22/09	2	None (Low ADT)	30	380	50%
3062	7th St S west of Marquette Ave S	2013	9/16/13	2	None (High ADT)	290	6100	2%
3063	8th St S west of Marquette Ave S	2013	9/17/13	2	None (Moderate ADT)	260	6610	47%
3064	9th St S east of LaSalle Ave S	2013	9/10/13	2	Bike Lanes	410	7290	15%

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3065	Bloomington Ave S over Hwy 62	2013	9/10/13	2	None (Moderate ADT)	290	50	5%
		2012	9/12/12	2	None (Moderate ADT)	100	40	5%
		2011	9/14/11	2	None (Moderate ADT)	130	80	15%
		2010	9/14/10	2	None (Moderate ADT)	280	30	7%
		2009	9/24/09	2	None (Moderate ADT)	270	80	0%
		2008	9/9/08	2	None (Moderate ADT)	310	120	0%
3066	Cedar Ave S north of E Lake Nokomis Pkwy	2013	9/30/13	2	Path	120	1160	96%
		2010	9/16/10	2	None (High ADT)	30	40	83%
3067	Chicago Ave S north of E Lake St	2013	9/17/13	2	None (Moderate ADT)	160	1780	42%
		2008	9/9/08	2	None (Moderate ADT)	190	1430	53%
3068	Marquette Ave S north of 7th St S	2013	9/11/13	2	None (Moderate ADT)	320	8300	5%
		2010	9/30/10	2	Bike Bus Shared Lanes	300	8080	15%
		2007	9/11/07	12	Bike Lanes	650	6150	-
3069	Portland Ave S north of 2nd St S	2013	9/11/13	2	Bike Lanes	580	570	5%
		2009	9/17/09	2	Bike Lanes	530	1100	1%
		2007	9/11/07	12	Bike Lanes	320	480	-
3070	Portland Ave S over Minnehaha Creek	2013	9/12/13	2	Bike Lanes	390	80	13%
		2009	9/15/09	2	None (Moderate ADT)	80	20	53%
3071	Upton Ave S south of W 43rd St	2013	9/10/13	2	None (Moderate ADT)	170	1110	27%
		2008	9/10/08	2	None (Moderate ADT)	190	1150	24%
3074	St Anthony Pkwy over University Ave NE	2013	9/12/13	2	Path	160	80	100%
		2010	9/14/10	2	Path	170	60	100%
3076	Victory Memorial Pkwy north of 39th Ave N	2013	9/24/13	2	Path	320	740	98%
		2010	9/14/10	2	Path	250	480	94%
3077	W 43rd St west of Upton Ave S	2013	9/10/13	2	None (Low ADT)	160	790	19%
		2008	9/10/08	2	None (Moderate ADT)	110	850	43%
3078	W 50th St east of Minnehaha Pkwy	2013	9/10/13	2	None (Moderate ADT)	80	130	73%
		2009	9/16/09	2	None (Moderate ADT)	60	130	58%
3080	W Broadway Ave east of Emerson Ave N	2013	9/18/13	2	None (Moderate ADT)	220	1770	86%
		2007	9/26/07	12	None (Moderate ADT)	90	1170	-
3081	E Lake Calhoun Pkwy south of W 36th St	2013	9/10/13	2	Bike Lanes/Path	1660	1700	88%
		2009	9/17/09	2	Bike Lanes/Path	2210	3140	91%
3082	W Lake Calhoun Pkwy north of Rose Lane	2013	9/11/13	2	Path	1520	2330	95%
3083	W Lake Harriet Pkwy east of S Sheridan Ave	2009	9/22/09	2	Path	1280	2710	95%
3084	W Lake of the Isles Pkwy north of Dean Pkwy	2013	9/11/13	2	Path	1020	1470	92%
3085	Webber Pkwy south of 44th Ave N	2013	9/11/13	2	Path	260	270	71%
		2009	9/15/09	2	Path	240	280	62%
3086	W River Pkwy north of E Lake St	2013	9/11/13	2	Path	2650	890	89%
		2010	9/22/10	2	Path	730	390	74%
3087	W River Pkwy south of E 37th St	2013	9/12/13	2	Path	1240	690	97%
		2010	9/14/10	2	Path	1100	850	95%
3088	William Berry Pkwy north of W Lake Harriet Pkwy	2013	Multiple	12	Path	1890	910	94%
3089	Wirth Pkwy south of Luce Line Trail	2013	9/12/13	2	Path	760	70	98%
		2010	9/29/10	2	Path	680	50	99%
3090	21st Ave S north of E 36th St	2013	9/12/13	2	None (Low ADT)	190	70	3%
3091	E 36th St east of 21st Ave S	2013	9/12/13	2	None (Low ADT)	90	70	0%
3092	17th Ave S south of E 24th St	2013	9/12/13	2	None (Low ADT)	50	180	33%
3093	E 24th St west of 17th Ave S	2013	9/12/13	2	None (Moderate ADT)	390	650	40%
3094	49th Ave N over Shingle Creek	2012	9/27/12	2	Bike Lanes	20	90	75%
3095	49th Ave N east of Humboldt Ave N	2012	9/27/12	2	Path	30	120	100%
3096	Humboldt Ave N south of 49th Ave N	2012	9/27/12	2	Path	140	230	100%
3097	Van White Memorial Blvd over Cedar Lake Trail	2013	9/10/13	2	Path	90	50	94%

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ID	Location	Year	Date	Hours	Bicycle Facility	Bicyclist EDT	Pedestrian EDT	Sidewalk/Path
3098	Washington Ave S east of 3rd Ave S	2013	9/10/13	2	None (High ADT)	260	790	18%
3099	17th Ave S south of E 31st St	2013	9/11/13	2	None (Low ADT)	280	140	2%
3100	2nd Ave N west of 2nd St N	2013	9/11/13	2	None (Moderate ADT)	250	570	2%
3101	2nd St N north of 2nd Ave N	2013	9/11/13	2	None (Moderate ADT)	530	1050	2%
3102	3rd Ave NE west of 5th St NE	2013	9/12/13	2	Path	210	190	2%
3103	5th St NE north of 3rd Ave NE	2013	9/12/13	2	Bike Lanes	690	300	8%
3104	Bloomington Ave S south of E 26th St	2013	9/12/13	2	None (Moderate ADT)	300	1420	66%
3105	E 26th St east of Bloomington Ave S	2013	9/12/13	2	None (Moderate ADT)	120	680	70%
3106	6th St S east of Nicollet Mall	2013	9/12/13	2	Bike Lanes	300	13270	8%
		2009	9/15/09	2	None (High ADT)	210	8860	19%
3106	E 31st St west of 17th Ave S	2013	9/11/13	2	None (Moderate ADT)	200	320	30%
3107	Hennepin Ave S north of W 31st St	2013	9/11/13	2	None (Moderate ADT)	180	3500	22%
3108	Kenwood Pkwy west of Spring Lake Trail	2013	9/12/13	2	Path	140	270	71%
3109	Olson Memorial Hwy east of Van White Blvd	2013	9/10/13	2	None (High ADT)	50	390	78%
3110	Spring Lake Trail north of Kenwood Pkwy	2013	9/12/13	2	Path	220	180	100%
3111	Van White Memorial Blvd north of Olson Memorial Hwy	2013	9/10/13	2	Path	110	640	45%
3112	W 31st St east of Hennepin Ave S	2013	9/11/13	2	None (Moderate ADT)	340	900	7%
3113	E 31st St under I-35W	2013	9/19/13	2	None (High ADT)	280	450	55%
		2008	9/10/08	2	None (Moderate ADT)	220	470	70%
5001	Cedar Lake Pkwy east of Kenilworth Trail	2009	9/15/09	2	None (Moderate ADT)	610	270	37%
5002	Cedar Lake Trail west of Ewing Ave S	2009	9/17/09	2	Path	1480	190	100%
5003	E 25th St east of 31st Ave S	2009	9/16/09	2	None (Low ADT)	170	170	21%
5004	E 26th St west of Portland Ave S	2010	9/16/10	12	None (Moderate ADT)	320	770	63%
5005	E 27th St east of Oakland Ave S	2011	9/13/11	2	None (Low ADT)	50	230	11%
5006	E 28th St east of 38th Ave S	2010	9/13/10	2	None (Low ADT)	240	280	0%
5007	E 28th St west of Park Ave S	2010	Multiple	12	None (Moderate ADT)	170	270	46%
5009	E 31st St west of 11th Ave S	2011	9/13/11	2	None (Moderate ADT)	300	130	17%
5010	E 32nd St east of 21st Ave S	2009	Multiple	12	None (Low ADT)	290	470	23%
5011	E 38th St east of Hiawatha Ave S	2009	9/16/09	2	None (Moderate ADT)	330	680	52%
		2008	9/9/08	12	None (Moderate ADT)	220	630	76%
5012	E 40th St east of 11th Ave S	2009	9/16/09	2	None (Low ADT)	70	40	7%
5013	E Fort Snelling Trail south of E 54th St	2010	9/30/10	2	Path	200	170	100%
5014	E Franklin Ave east of 23rd Ave S	2009	9/24/09	2	None (Moderate ADT)	280	600	29%
5015	E Franklin Ave east of 29th Ave S	2009	9/17/09	2	None (Moderate ADT)	620	600	29%
5016	E Franklin Ave west of 23rd Ave S	2009	9/24/09	2	None (Moderate ADT)	300	730	32%
5017	E Franklin Ave west of Portland Ave S	2008	9/9/08	2	None (High ADT)	760	1090	40%
5018	E Lake Calhoun Pkwy north of W 32nd St	2010	Multiple	12	Path	990	2450	100%
		2009	9/15/09	2	Path	2180	3750	100%
5019	E Lake St east of Bloomington Ave S	2011	Multiple	12	None (High ADT)	330	1580	57%
5020	E Lake St west of 47th Ave S	2008	9/10/08	2	None (High ADT)	420	630	45%
5021	E River Terrace north of Seymour Ave SE	2011	9/13/11	2	None (Low ADT)	50	70	44%
5022	Groveland Ave over I-94	2011	9/14/11	2	None (Low ADT)	80	180	6%
5023	Harmon Pl east of 12th St S	2009	9/15/09	2	None (Low ADT)	840	950	4%
5024	Hiawatha LRT Trail south of 16th Ave S	2009	9/17/09	2	Path	1820	100	100%
5025	Irene Whitney Bridge over I-94	2009	9/15/09	2	Path	120	-	100%
5026	Midtown Greenway west of Blaisdell Ave S	2009	9/15/09	2	Path	3490	250	100%
5027	Minnehaha Ave S north of E Franklin Ave	2007	Multiple	12	None (High ADT)	220	560	-
5028	2nd St N north of Plymouth Ave N	2007	9/11/07	12	Bike Lanes	170	70	-
5029	Emerson Ave N north of Plymouth Ave N	2009	9/15/09	2	None (Moderate ADT)	120	90	61%
5030	Emerson Ave N north of W Broadway Ave	2007	9/26/07	12	None (Moderate ADT)	70	500	-
5031	Plymouth Ave N west of 2nd St N	2007	9/11/07	12	None (Moderate ADT)	130	60	-
5032	Plymouth Ave N west of Emerson Ave N	2009	9/15/09	2	None (High ADT)	220	490	42%

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ID	Location	Year	Date	Hours	Bicycle Facility	Bicyclist EDT	Pedestrian EDT	Sidewalk/Path
5033	Royalston Ave N south of Glenwood Ave N	2007	Multiple	12	Bike Lanes	260	260	-
5034	34th Ave NE Path west of Cleveland St NE	2010	9/14/10	2	Path	0	70	-
5035	5th St NE north of 13th Ave NE	2009	9/15/09	2	None (Low ADT)	60	120	17%
5036	Central Ave NE south of Lowry Ave NE	2007	9/27/07	12	None (High ADT)	110	720	-
5037	Cleveland St NE south of 34th Ave NE Path	2010	9/14/10	2	None (Low ADT)	20	50	100%
5038	Lowry Ave NE west of Central Ave NE	2007	9/27/07	12	None (Moderate ADT)	70	350	-
5039	Nicollet Mall north of 12th St S	2007	9/11/07	12	Transit Mall	580	9710	-
5040	Riverside Ave S north of E Franklin Ave	2009	9/17/09	2	None (Moderate ADT)	330	160	23%
5041	11th Ave S north of E 31st St	2011	9/13/11	2	None (Low ADT)	110	130	29%
5042	11th Ave S north of E 40th St	2009	9/16/09	2	None (Low ADT)	30	60	0%
5043	12th St S south of Harmon Pl	2009	9/15/09	2	None (Moderate ADT)	310	450	16%
5044	16th Ave S north of Hiawatha LRT Trail	2009	9/17/09	2	None (Low ADT)	210	720	100%
5045	19th Ave S north of 4th St S	2010	9/14/10	2	None (Moderate ADT)	560	870	21%
5046	19th Ave S south of 5th St S	2011	9/13/11	2	Path	140	420	100%
5047	21st Ave S north of E 32nd St	2009	Multiple	12	None (Low ADT)	460	710	27%
5048	23rd Ave S south of E Franklin Ave	2009	9/24/09	2	None (Low ADT)	40	250	43%
5049	25th Ave S over I-94	2009	9/16/09	2	None (Moderate ADT)	210	500	27%
5050	27th Ave S north of E Franklin Ave	2009	9/15/09	2	None (Low ADT)	290	170	33%
5051	38th Ave S south of E 28th St	2010	9/13/10	2	None (Low ADT)	90	100	0%
5052	3rd Ave S south of 4th St S	2008	9/9/08	12	None (Moderate ADT)	370	3240	17%
5053	47th Ave S south of E Lake St	2008	9/10/08	2	None (Low ADT)	90	110	29%
5054	4th Ave S north of 6th St S	2009	9/16/09	2	None (Moderate ADT)	130	1850	56%
5055	4th St S east of 19th Ave S	2010	9/14/10	2	None (Low ADT)	820	2640	16%
5056	4th St S east of 3rd Ave S	2009	9/15/09	2	None (Moderate ADT)	560	2290	10%
		2008	9/9/08	12	None (Moderate ADT)	460	2970	13%
5057	5th Ave S north of Washington Ave S	2008	9/10/08	2	None (Moderate ADT)	260	950	23%
5058	5th St S west of 19th Ave S	2011	9/13/11	2	None (Low ADT)	70	430	43%
5061	9th St S east of 25th Ave S	2009	9/16/09	2	None (Low ADT)	20	190	33%
5062	Aldrich Ave S south of W 24th St	2010	8/25/10	2	None (Low ADT)	220	200	2%
5063	Bloomington Ave S north of E Lake St	2011	Multiple	12	None (Moderate ADT)	310	1650	50%
5064	Bryant Ave S north of W 33rd St	2007	9/18/07	12	Shared Lane Markings	100	200	-
5065	Bryant Ave S south of W 33rd St	2009	9/22/09	2	Shared Lane Markings	490	90	7%
5066	Cedar Ave S south of 6th St S	2011	9/13/11	2	None (High ADT)	770	2200	16%
5067	Chowen Ave S north of W 52nd St	2010	9/16/10	2	None (Low ADT)	30	70	0%
5068	Edmund Blvd S south of E 37th St	2010	9/14/10	2	None (Low ADT)	70	280	7%
5069	Irving Ave S south of W 33rd St	2010	9/21/10	2	None (Low ADT)	60	130	0%
5071	Lyndale Ave S south of W 34th St	2007	9/18/07	12	None (Moderate ADT)	40	60	-
5072	Oakland Ave S north of E 27th St	2011	9/13/11	2	None (Low ADT)	60	290	8%
5073	Park Ave S south of E 28th St	2010	Multiple	12	None (High ADT)	340	440	21%
5074	Penn Ave S over Hwy 62	2009	9/15/09	2	None (Moderate ADT)	260	120	43%
5075	Portland Ave S north of E 28th St	2013	9/10/13	2	Buffered Bike Lane	830	220	8%
		2012	9/11/12	2	Bike Lanes	430	250	19%
		2011	9/13/11	2	Bike Lanes	670	280	9%
		2010	9/29/10	2	Bike Lanes	520	290	6%
		2009	9/9/09	2	Bike Lanes	480	140	19%
		2008	9/10/08	2	Bike Lanes	550	90	11%
5076	Portland Ave S over Hwy 62	2013	9/10/13	2	None (Moderate ADT)	160	50	22%
		2012	9/19/12	2	None (Moderate ADT)	130	540	24%
		2011	9/13/11	2	None (Moderate ADT)	50	90	30%
		2010	10/14/10	2	None (Moderate ADT)	70	70	31%
		2009	9/9/09	2	None (Moderate ADT)	150	110	21%
		2008	9/9/08	2	None (Moderate ADT)	130	70	76%

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5077	Portland Ave S south of E 26th St	2010	9/16/10	12	None (High ADT)	220	530	22%
5078	Portland Ave S south of E Franklin Ave	2008	9/9/08	2	Bike Lanes	630	980	15%
5079	Washburn Ave S north of W 39th St	2010	9/14/10	2	None (Low ADT)	10	50	0%
5080	Washington Ave S east of 5th Ave S	2008	9/10/08	2	None (High ADT)	340	1210	41%
5081	Xerxes Ave S over Hwy 62	2010	9/14/10	2	None (High ADT)	180	90	60%
5082	14th Ave SE north of 4th St SE	2009	9/15/09	2	None (Moderate ADT)	720	4360	24%
5085	5th St SE west of 15th Ave SE	2008	9/9/08	12	None (Moderate ADT)	1190	1370	23%
5086	Emerald St SE south of University Ave SE	2009	9/15/09	2	None (Low ADT)	50	470	22%
5087	Harvard St SE south of SE Beacon St	2010	Multiple	12	None (Moderate ADT)	970	5530	26%
5088	Oak St SE north of Washington Ave SE	2009	9/15/09	2	None (Moderate ADT)	580	3040	21%
5089	Seymour Ave SE Pedestrian Bridge over I-94	2011	9/13/11	2	Path	10	110	100%
5090	University Ave SE west of Emerald St SE	2009	9/15/09	2	None (High ADT)	300	580	24%
5091	Washington Ave SE west of Oak St SE	2009	9/15/09	2	None (High ADT)	1160	9720	37%
5092	W 33rd St east of Bryant Ave S	2009	9/22/09	2	None (Low ADT)	100	240	5%
		2007	9/18/07	12	None (Low ADT)	50	120	-
5093	W 33rd St east of Irving Ave S	2010	9/21/10	2	None (Low ADT)	40	280	0%
5094	W 33rd St west of Irving Ave S	2010	9/21/10	2	None (Low ADT)	50	270	0%
5095	W 34th St east of Lyndale Ave S	2007	9/18/07	12	None (Low ADT)	20	80	-
5096	W 39th St east of Washburn Ave S	2010	9/14/10	2	None (Low ADT)	30	70	60%
5097	W 52nd St east of Chowen Ave S	2010	9/16/10	2	None (Low ADT)	20	50	0%
5098	W 62nd St Path east of Penn Ave S	2010	9/14/10	2	Path	40	30	100%
5099	W Broadway Ave west of Emerson Ave N	2007	9/26/07	12	None (Moderate ADT)	110	1750	-
5100	W Fort Snelling Trail south of E 54th St	2010	9/30/10	2	Path	600	180	100%
5101	Yale Pl east of Willow St	2010	9/30/10	2	None (Low ADT)	570	800	4%
5102	Pleasant Ave S north of W 40th St	2009	9/15/09	2	None (Low ADT)	90	150	12%
5103	W 40th St east of Pleasant Ave S	2009	9/15/09	2	Bike Lanes	270	70	8%
5104	10th Ave S south E Lake St	2011	9/13/11	2	None (Low ADT)	270	330	31%
5105	Morgan Ave N north of W Chestnut Ave	2012	9/11/12	2	None (Low ADT)	20	40	0%
5106	Bassett's Creek Trail west of Morgan Ave N	2012	9/11/12	2	Path	90	80	100%
5107	W 46th St east of Grand Ave S	2012	9/11/12	2	None (Moderate ADT)	50	500	33%
5108	Grand Ave S north of W 46th St	2012	9/11/12	2	None (Low ADT)	70	510	38%
5109	Market Plaza south of W Lake St	2012	9/11/12	2	None (Moderate ADT)	170	360	24%
5110	W Lake St east of Market Plaza	2012	9/11/12	2	None (High ADT)	50	230	50%
5111	E 42nd St east of 28th Ave S	2012	9/11/12	2	None (Moderate ADT)	170	390	26%
5112	28th Ave S north of E 42nd St	2012	9/11/12	2	None (Moderate ADT)	150	300	31%
5113	20th Ave S Trail south of W River Pkwy	2012	9/19/12	2	Path	350	240	100%
5114	W River Pkwy west of 20th Ave S Trail	2012	9/19/12	2	Path	950	470	94%
5115	Polk St NE north of Lowry Ave NE	2013	9/10/13	2	None (Low ADT)	140	150	11%
5116	8th Ave NE west of Marshall St NE	2013	9/10/13	2	None (Moderate ADT)	290	200	12%
5117	St Anthony Pkwy south of Camden Bridge	2013	9/24/13	2	Path	100	20	95%
5120	W 47th St east of Washburn Ave S	2013	9/16/13	2	None (Low ADT)	230	350	18%
5121	Washburn Ave S south of W 47th St	2013	9/16/13	2	None (Low ADT)	100	180	37%
5122	Kenilworth Trail south of Cedar Lake Pkwy	2013	9/11/13	2	Path	2150	420	100%
		2009	9/15/09	2	Path	2020	190	100%
5123	Xerxes Ave N north of 39th Ave N	2013	9/24/13	2	None (Low ADT)	30	120	17%
		2010	9/14/10	2	None (Low ADT)	40	50	0%
5124	Chicago Ave S north of E 54th St	2013	10/18/13	2	Bike Lanes	60	70	25%
5124	SE Approach Path to Cedar Ave S over Lake Nokomis	2010	9/16/10	2	Path	10	660	100%
5125	E 54th St east of Chicago Ave S	2013	10/18/13	2	Bike Lanes	50	80	10%
5126	Loring Bikeway south of Oak Grove St	2012	9/13/12	2	Path	1560	520	98%
		2009	9/15/09	2	Path	1060	320	100%
		2007	Multiple	12	Path	970	420	-

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Weather Data

					Temperature (°F)				Wind (mph)	
Year	Date	Day	Share	Rain	High	Low	Normal	Departure	Average	Max
2007	9/11/07	Tuesday	39%	0	61	46	54	-9	15.1	29
	9/12/07	Wednesday	10%	0	67	41	54	-8	7.4	16
	9/19/07	Wednesday	21%	0	70	55	63	3	8	22
	9/26/07	Wednesday	29%	0.28″	68	45	57	0	5.8	33
	9/27/07	Thursday	1%	0	72	52	62	5	6.7	31
2008	9/9/08	Tuesday	53%	0	69	45	57	-6	5.3	14
	9/10/08	Wednesday	47%	0	70	55	63	0	12.3	21
2009	9/8/09	Tuesday	5%	0	80	60	70	6	9.2	20
	9/9/09	Wednesday	12%	0	80	61	71	8	6	14
	9/15/09	Tuesday	44%	0	84	58	71	10	3.1	12
	9/16/09	Wednesday	12%	0	75	60	68	7	6.1	9
	9/17/09	Thursday	16%	0	82	59	71	11	3.3	9
	9/22/09	Tuesday	5%	Trace	70	60	65	6	3.5	10
	9/23/09	Wednesday	2%	Trace	78	62	70	12	4.1	9
	9/24/09	Thursday	4%	Trace	78	58	68	10	3.4	9
2010	8/25/10	Wednesday	1%	0	83	63	73	3	4.2	10
	9/14/10	Tuesday	48%	0	68	53	61	-1	5.1	14
	9/16/10	Thursday	19%	0	56	50	53	-8	9	22
	9/21/10	Tuesday	4%	0.53″	77	53	65	6	8.7	29
	9/22/10	Wednesday	5%	0	65	48	57	-2	9.7	35
	9/28/10	Tuesday	6%	0	66	54	60	4	7.7	14
	9/29/10	Wednesday	5%	0	74	52	63	7	8.8	18
	9/30/10	Thursday	10%	0	72	49	61	4	5.7	16
	10/7/10	Thursday	2%	0	74	46	60	7	3.3	12
2011	9/13/11	Tuesday	65%	0	70	54	62	-1	10.1	24
	9/14/11	Wednesday	26%	0	60	41	51	-12	12.1	22
	9/15/11	Thursday	6%	0	58	36	47	-15	3.4	9
	9/20/11	Tuesday	2%	0.04″	73	55	64	4	14.5	29
	9/28/11	Wednesday	1%	0	81	56	69	13	2.4	9
2012	9/11/12	Tuesday	50%	0	95	63	79	15	12.9	24
	9/12/12	Wednesday	8%	0.09″	78	56	67	3	5.1	16
	9/13/12	Thursday	19%	0	75	53	64	1	5	18
	9/18/12	Tuesday	3%	0	61	43	52	-9	6.5	16
	9/19/12	Wednesday	8%	Trace	76	52	64	3	12.2	30
	9/20/12	Thursday	3%	0	66	50	58	-2	10.9	25
	9/25/12	Tuesday	1%	0	68	45	57	-1	5.6	13
	9/27/12	Thursday	3%	0	69	41	55	-2	1.6	7
	10/2/12	Tuesday	1%	0	72	44	58	3	4.6	12
	10/16/12	Tuesday	1%	Trace	65	62	59	10	6	15
2013	9/10/13	Tuesday	37%	0.02″	86	66	76	12	7.2	15
	9/11/13	Wednesday	33%	0	76	57	67	3	8.1	20
	9/12/13	Thursday	18%	0	70	49	60	-3	11.2	22
	9/17/13	Tuesday	3%	0.03″	67	48	58	-4	11.8	23
	9/18/13	Wednesday	2%	0.14″	75	60	68	7	8.6	17
	9/19/13	Thursday	2%	0.18″	78	64	71	10	8	30
	9/24/13	Tuesday	2%	0	76	53	65	7	7.4	15
	9/25/13	Wednesday	1%	0	74	54	64	6	8.6	17
	9/30/13	Monday	1%	0	80	58	69	13	11.6	22
	10/18/13	Friday	1%	0.02″	53	38	46	-2	8	21

Share: Percentage of total annual counts conducted on count date.
Weather Data Source: Minnesota Climatology Working Group, www.climate.umn.edu

Appendix C:
Complete Bicyclist-Motorist Crash Data 2000-2010

Crashes by Year

Year	Count	Percent
2000	298	10.0%
2001	269	9.0%
2002	233	7.8%
2003	234	7.9%
2004	298	10.0%
2005	258	8.7%
2006	252	8.5%
2007	327	11.0%
2008	255	8.6%
2009	275	9.2%
2010	274	9.2%
Total	2,973	100.0%

Crashes by Month

Month	Count	Percent
January	30	1.0%
February	52	1.7%
March	85	2.9%
April	213	7.2%
May	341	11.5%
June	413	13.9%
July	459	15.4%
August	439	14.8%
September	406	13.7%
October	305	10.3%
November	151	5.1%
December	79	2.7%
Total	2,973	100.0%

Crashes by Day

Year	Count	Percent
Sunday	280	9.4%
Monday	423	14.2%
Tuesday	501	16.9%
Wednesday	476	16.0%
Thursday	473	15.9%
Friday	484	16.3%
Saturday	336	11.3%
Total	2,973	100.0%

Crashes by Time

Time Period	Count	Percent
Midnight - 3:00 a.m.	141	4.7%
3:00-6:00 a.m.	29	1.0%
6:00-9:00 a.m.	246	8.3%
9:00 a.m. - Noon	291	9.8%
Noon - 3:00 p.m.	482	16.2%
3:00-6:00 p.m.	869	29.2%
6:00-9:00 p.m.	624	21.0%
9:00 - Midnight	291	9.8%
Total	2,973	100.0%

Distance From Intersection

Year	Count	Percent
Center (at Intersection)	1,219	41.0%
0-50 ft	1,188	40.0%
> 50 ft	566	19.0%
Total	2,973	100.0%

Crash Circumstance

Circumstance	Count	Percent
Not-Applicable	2355	79.0%
Hit and Run	615	20.7%
Hit and Run & Police Chase	2	0.1%
Police Chase	1	0.0%
Total	2,973	100.0%

Vehicle Type (other than bicycle)

Year	Count	Percent
Automobile	2,756	93.5%
Truck	43	1.5%
Taxi	41	1.4%
Bus	40	1.4%
Emergency Vehicle	18	0.6%
Motorcycle	9	0.3%
Pedestrian	4	0.1%
Limousine	3	0.1%
Not-Applicable	3	0.1%
Unknown or Other	32	1.1%
Total	2,949*	100.0%

*There were 24 non-bicycle pairings due to crashes involving three or more vehicles or coding error.

Injury Severity

Injury Severity	Count	Percent
Type-C	1,781	59.9%
Type-B	671	22.6%
Type-A	122	4.1%
Fatal	12	0.4%
Unknown or Not-Applicable	387	13.0%
Total	2,973	100.0%

Bicyclist Condition

Bicyclist Condition	Count	Percent
Normal	2,453	83.2%
Unknown or Other	297	10.1%
Had Been Drinking	100	3.4%
Under the Influence	70	2.4%
Not-Applicable	16	0.5%
Aggressive	5	0.2%
Drug Use	4	0.1%
Fatigued or Asleep	2	0.1%
Ill or Challenged	2	0.1%
Total	2,949*	100.0%

*There were 24 non-bicycle pairings due to crashes involving three or more vehicles or coding error.

Motorist Condition

Motorist Condition	Count	Percent
Normal	2,310	77.4%
Unknown or Other	616	20.7%
Under the Influence	19	0.6%
Not-Applicable	15	0.5%
Had Been Drinking	14	0.5%
Drug Use	4	0.1%
Aggressive	2	0.1%
Fatigued or Asleep	2	0.1%
Commercial Driver Over 0.04 BAC	1	0.0%
Ill or Challenged	0	0.0%
Total	2,983	100.0%

*The "Motorist Condition" total exceeds the number of crashes by 10 due to crashes involving three or more vehicles or coding error.

Bicyclist Age (2009-2010 only)

Bicyclist Age	Count	Percent
4 to 12	46	8.4%
13 to 17	37	6.7%
18 to 24	120	21.9%
25 to 34	110	20.0%
35 to 44	70	12.8%
45 to 54	52	9.5%
55 to 64	17	3.1%
65 and older	12	2.2%
Unknown or Other	85	15.5%
2009-2010 Total	549	100.0%

Weather Type

Weather Type	Count	Percent
Clear	2,132	71.7%
Cloudy	649	21.8%
Rain	142	4.8%
Unknown or Other	27	0.9%
Snow	16	0.5%
Sleet or Hail	6	0.2%
Fog, Smoke or Smog	1	0.0%
Total	2,973	100.0%

Road Surface Type

Road Surface Type	Count	Percent
Dry	2,648	89.1%
Wet	252	8.5%
Unknown or Other	32	1.1%
Snow or Slush	26	0.9%
Ice or Packed Snow	13	0.4%
Debris	1	0.0%
Not-Applicable	1	0.0%
Total	2,973	100.0%

Bicyclist Contributing Factors

Bicyclist Contributing Factors	Count	Percent
No Clear Factor	1,278	43.2%
Failure to Yield Right-of-Way	394	13.3%
Disregarding a Traffic Control Device	373	12.6%
Improper Lane Use	273	9.2%
Driver Inattentive or Distracted	162	5.5%
Non-Motorist Error	160	5.4%
Failure to Use Headlights	47	1.6%
Other Factors	41	1.4%

Bicyclist Contributing Factors	Count	Percent
Other Human Factors	32	1.1%
Illegal Speeding	26	0.9%
Chemical Impairment	24	0.8%
Unknown	20	0.7%
Vision Obstructed by Other Factors	20	0.7%
Defective Brakes	18	0.6%
Improper Turning	17	0.6%
Following Too Close	14	0.5%
Driving Left of Center, Not Passing	12	0.4%
Driver Inexperience	11	0.4%
Improper Passing	6	0.2%
Defective Lights	5	0.2%
Impeding Traffic Flow	5	0.2%
Weather	5	0.2%
Improper Parking, Stopping or Starting	4	0.1%
Other Vehicle Factors	4	0.1%
Improper Signaling	2	0.1%
Over-Correcting	2	0.1%
Skidding	2	0.1%
Use of Cell Phone, Citizen Band or 2-Way Radio	1	0.0%
Vision Obstructed by Sun or Lights	1	0.0%
Total	2,959*	100.0%

*The "Bicyclist Contributing Factor" total is less than the number of crashes by due to crashes involving three or more vehicles or coding error.

Motorist Contributing Factors

Motorist Contributing Factors	Count	Percent
No Clear Factor	1,116	37.5%
Failure to Yield Right-of-Way	947	31.9%
Driver Inattentive or Distracted	254	8.5%
Improper Lane Use	155	5.2%
Disregarding a Traffic Control Device	143	4.8%
Vision Obstructed by Other Factors	72	2.4%
Other Human Factors	43	1.4%
Improper Turning	32	1.1%
Other Factors	27	0.9%
Unknown	26	0.9%
Vision Obstructed by Sun or Lights	25	0.8%
Illegal Speeding	24	0.8%
Improper Passing	20	0.7%
Non-Motorist Error	13	0.4%
Following Too Close	12	0.4%
Improper Backing	12	0.4%

Motorist Contributing Factors	Count	Percent
Chemical Impairment	11	0.4%
Improper Parking, Stopping or Starting	10	0.3%
Weather	10	0.3%
Driving Left of Center, Not Passing	5	0.2%
Driver Inexperience	4	0.1%
Failure to Use Headlights	2	0.1%
Other Vehicle Factors	2	0.1%
Use of Cell Phone, Citizen Band or 2-Way Radio	2	0.1%
Vision Obstructed by Windshield Glass	2	0.1%
Defective Brakes	1	0.0%
Improper Signaling	1	0.0%
Not-Applicable	1	0.0%
Skidding	1	0.0%
Total	2,973	100.0%

Bicyclist Pre-Crash Maneuver

Bicyclist Contributing Factors	Count	Percent
Bicyclist Riding Across Roadway	1360	46.0%
Bicyclist Riding With Traffic	883	29.8%
Bicyclist Riding Against Traffic	456	15.4%
Bicyclist Making Left Turn	90	3.0%
Bicyclist Slowing, Stopping or Starting in Traffic	56	1.9%
Unknown or Other	56	1.9%
Bicyclist Making Right Turn	32	1.1%
Bicyclist Slowing, Stopping or Starting in Traffic	20	0.7%
Bicyclist Making U-Turn	4	0.1%
Not-Applicable	2	0.1%
Total	2,959*	100.0%

*The "Bicyclist Pre-Crash Maneuver" total is less than the number of crashes by due to crashes involving three or more vehicles or coding error.

Motorist Pre-Crash Maneuver

Motorist Contributing Factors	Count	Percent
Vehicle Following Roadway	1255	42.2%
Vehicle Making Left Turn	555	18.7%
Vehicle Making Right Turn	488	16.4%
Vehicle Starting in Traffic	204	6.9%
Vehicle Making Right Turn on Red	144	4.8%
Vehicle Parked Legally	81	2.7%
Vehicle Stopping in Traffic	63	2.1%
Vehicle Slowing in Traffic	24	0.8%

Motorist Contributing Factors	Count	Percent
Vehicle Passing	23	0.8%
Vehicle Starting From Park	23	0.8%
Vehicle Merging	21	0.7%
Vehicle Making U-Turn	20	0.7%
Unknown or Other	14	0.5%
Vehicle Backing	13	0.4%
Vehicle Making Left Turn on Red	11	0.4%
Vehicle Entering Park	8	0.3%
Vehicle Avoiding Object in Roadway	7	0.2%
Vehicle Changing Lanes	7	0.2%
Vehicle Following Wrong Way	6	0.2%
Not-Applicable	2	0.1%
Vehicle Parked Illegally	1	0.0%
Vehicle Parked off Roadway	1	0.0%
Total	2,973	100.0%

Corridors with the Highest Number of Bicyclist-Motorist Crashes (2000-2010)

	Corridor	From	To	Crashes
1	E-W Lake St (Lagoon)	Calhoun Pkwy	West River Pkwy	226
2	E-W Franklin Ave	Hennepin Ave S	West River Pkwy	205
3	Portland Ave S	2nd St S	Minnehaha Pkwy	127
4	Hennepin Ave S (1st Ave NE)	Dunwoody Blvd/I-94	Central Ave NE	126
5	Lyndale Ave S	Oak Grove	W 42nd St	111
6	Cedar Ave S	Washington Ave S	E 42nd St	110
7	E-W 26th St	Hennepin Ave S	Hiawatha Ave S	109
8	E-W 28th St	Hennepin Ave S	Hiawatha Ave S	107
9	West Broadway Ave N/Broadway St NE	Penn Ave N	Stinson Blvd NE	96
10	Nicollet Mall/Nicollet Ave S	Washington Ave S	Midtown Greenway	88
11	University Ave SE	1st Ave NE	Emerald St SE	83
12	Washington Ave N-S	Plymouth Ave N	Cedar Ave S	76
13	Park Ave S	Washington Ave S	E 42nd St	72
14	E-W 24th St	Hennepin Ave S	Cedar Ave S	68
15	E-W 31st St	Calhoun Pkwy	Cedar Ave S	67
16	Lowry Ave N-NE	Penn Ave N	Johnston St NE	63
17	Central Ave NE	37th Ave NE	2nd St SE	61
18	E-W 35th St	Hennepin Ave S	Hiawatha Ave S	59
19	3rd Ave S	1st St S	E 24th St	57
20	Hiawatha Ave S	E 26th St	E 46th St	55
21	Hennepin Ave S	Vineland Pl	W 36th St	54
22	Minnehaha Ave S	E Franklin Ave	E 46th St	49

	Corridor	From	To	Crashes
23	E-W 38th St	Kings Hwy/Dupont Ave S	Hiawatha Ave S	44
24	Marquette Ave S	1st St S	Grant St S	37
25	4th St SE	1st Ave NE	Oak St SE	34
26	E-W 36th St	Hennepin Ave S	Cedar Ave S	32
27	Riverside Ave S	Cedar Ave S	E Franklin Ave	31
28	2nd Ave S	1st St S	12th St S	20

Intersections with the Highest Number of Bicyclist-Motorist Crashes (2000-2010)

	Street 1	Street 2	Crashes
1	E Franklin Ave	Cedar Ave S	20
2	7th St N	Hennepin Ave S	19
3	3rd St N	Hennepin Ave S	17
4	E 26th St	Hiawatha Ave S	17
5	W Franklin Ave	Nicollet Ave S	17
6	W Franklin Ave	Lyndale Ave S	16
7	University Ave SE	I-35W NB Ramp	14
8	E 28th St	Portland Ave S	14
9	Vineland Place W	Lyndale Ave S	14
10	E Franklin Ave	Chicago Ave S	13
11	5th St N	Hennepin Ave S	12
12	E Franklin Ave	3rd Ave S	12
13	Grant St W	Nicollet Mall	12
14	E Franklin Ave	Portland Ave S	11
15	Lowry Ave NE	Central Ave NE	11
16	W 24th St	Lyndale Ave S	11
17	W 22nd St	Lyndale Ave S	11
18	6th St S	Cedar Ave S	10
19	E 31st St	Portland Ave S	10
20	E 26th St	Portland Ave S	10
21	5th St SE	15th Ave SE	9
22	W 26th St	Nicollet Ave S	9
23	E Lake St	Park Ave S	9
24	W 28th St	Hennepin Ave S	9
25	W 26th St	Lyndale Ave S	9
26	E 17th St	Portland Ave S	8
27	26th Ave NE	Central Ave NE	8
28	Franklin Ave E	Elliot Ave S	8
29	7th St S	Marquette Ave S	8
30	8th St N	Hennepin Ave S	8
31	E Franklin Ave	Bloomington Ave S	8
32	Washington Ave S	3rd Ave S	8
33	E Franklin Ave	Park Ave S	8
34	E Franklin Ave	5th Ave S	8

	Street 1	Street 2	Crashes
35	E 28th St	5th Ave S	8
36	E 28th St	Hiawatha Ave S	8
37	E Lake St	Snelling Ave S	8
38	E Lake St	Bloomington Ave S	8
39	W 28th St	Blaisdell Ave S	8
40	E 35th St	2nd Ave S	8
41	E Lake St	Stevens Ave S	8
42	W 28th St	Lyndale Ave S	8
43	University Ave SE	10th Ave SE	7
44	E Lake St	Chicago Ave S	7
45	W 25th St	Lyndale Ave S	7
46	E 24th St	Cedar Ave S	7
47	Washington Ave N	Hennepin Ave S	7
48	9th St N	Hennepin Ave S	7
49	4th St N	Hennepin Ave S	7
50	Broadway St NE	Marshall St NE	7

50’

SE 9TH AVE.

SE 8TH AVE.

SE FRONTAGE RD.

14’

14’

14’

8’

14’

5th St. SE Pedestrian/Bicycle Bridge Location Map

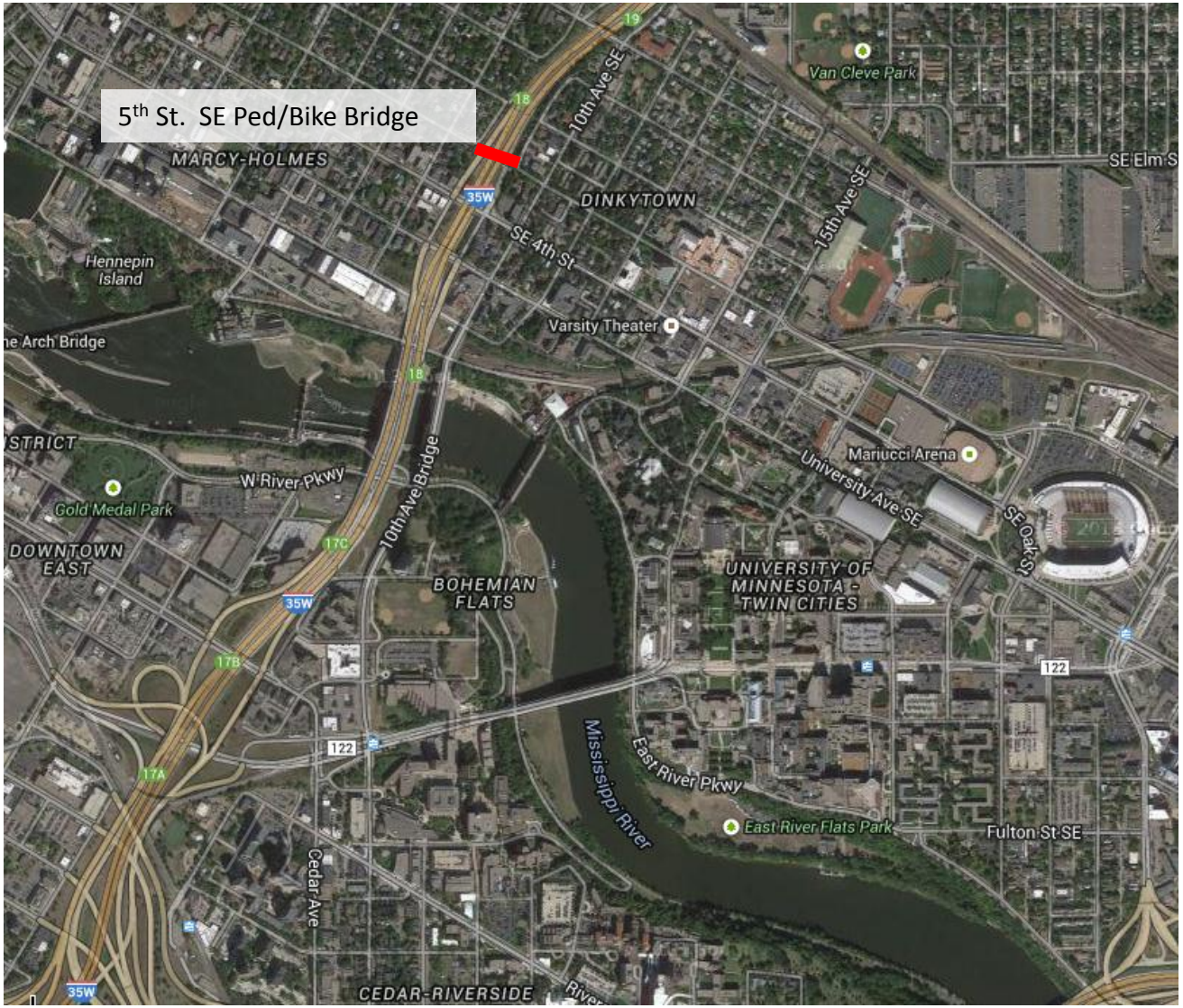


Image source: Google

5th St. SE Existing Pedestrian/Bicycle Bridge Photos

Source: MnDOT

Source: MnDOT

Source: MnDOT

Source: Google street view

RBTN Evaluation and Major Barriers

Multiuse Trails and Bicycle Facilities Project: 5th St. SE Pedestrian/Bicycle Bridge Replacement | Map ID: 1416950722615

Results

Project **IN** TIER 1 Bicycle Transport Corridor.

Project
RBTN Tier 1
RBTN Tier 2
Principal Arterials
Minor Arterials

0 0.0125 0.025 0.05 0.075 0.1 Miles

Created: 11/25/2014
LandscapeRSA1

For complete disclaimer of accuracy, please visit
http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

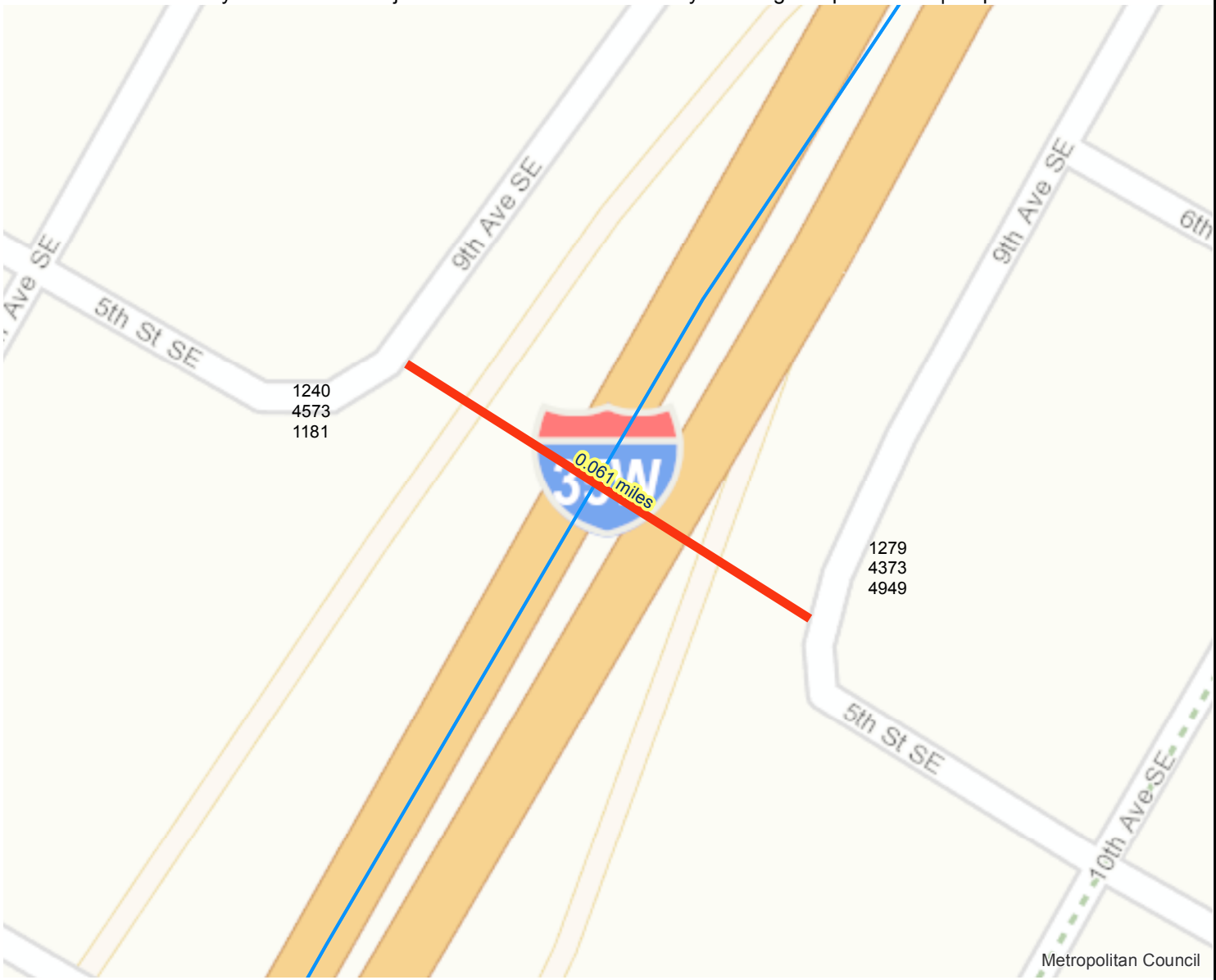
METROPOLITAN COUNCIL

Population Summary

Multiuse Trails and Bicycle Facilities Project: 5th St. SE Pedestrian/Bicycle Bridge Replacement | Map ID: 1416950722615

Results

Within ONE Mile of project:
Total Population: 40892
Total Employment: 50142



Project
School
2010 TAZ

0 0.0125 0.025 0.05 0.075 0.1 Miles

Created: 11/25/2014
LandscapeRSA4

METROPOLITAN COUNCIL

Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: 5th St. SE Pedestrian/Bicycle Bridge Replacement | Map ID: 1416950722615

Results

Project **IN** area of above average concentration of race or poverty.

Project

Concentrated area of poverty

Racially concentrated area of poverty

Above reg'l avg conc of race/poverty

0 0.0125 0.025 0.05 0.075 0.1 Miles

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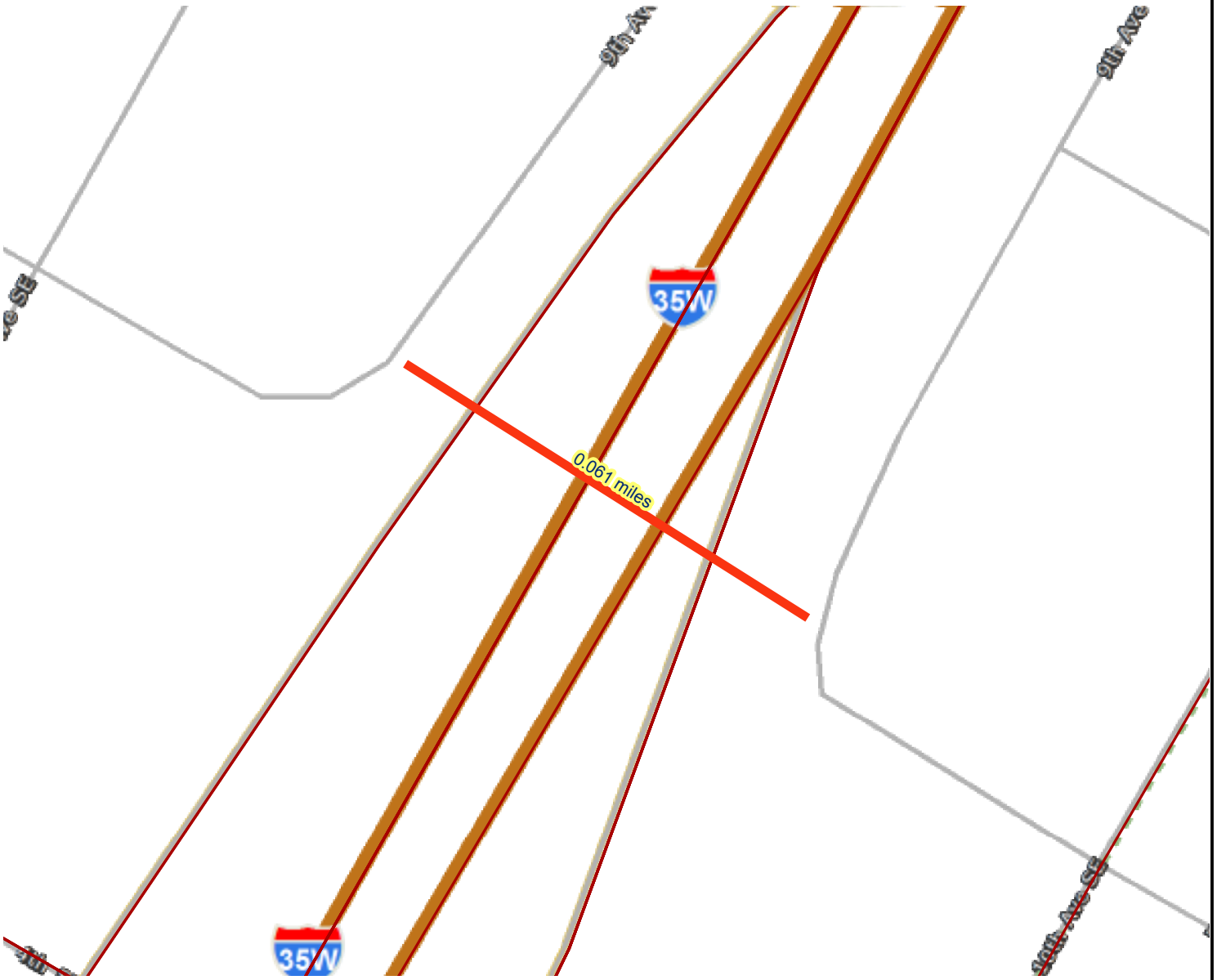
METROPOLITAN COUNCIL

Transit Connections

Multiuse Trails and Bicycle Facilities Project: 5th St. SE Pedestrian/Bicycle Bridge Replacement | Map ID: 1416950722615



Results

Transit with a Direct Connection to project:
2 6 118 250 252 261 263 264 270 288 684

Transit within QTR mile of project:
2 4 6 118 250 252 261 263 264 270 288
684

Transit within HALF mile of project:
2 3 4 6 25 61 118 141 250 252 261
263 264 270 288 684 825

Transit within ONE mile of project:
2 3 4 6 7 10 11 17 22 25 30
59 61 111 113 114 115 118 129 141 250 252
261 263 264 270 272 288 355 465 475 490 535
552 553 558 579 597 652 684 695 698 789 824
825 888 901 902
*Central

**indicates Planned Alignments*

Project — Transit Routes

• Active Stop

0 0.0125 0.025 0.05 0.075 0.1 Miles

Created: 11/25/2014
LandscapeRSA3

METROPOLITAN COUNCIL