Report
on
Bicycle & Pedestrian Counts

City of Minneapolis Department of Public Works
October 22, 2007

For additional information or questions pertaining to this report, please contact Shaun Murphy at 612-673-2335 or shaun.murphy@ci.minneapolis.mn.us.

Introduction:

In September 2007, the Minneapolis Public Works Department conducted bicycle and pedestrian counts in partnership with Transit for Livable Communities (TLC). The purpose of this effort was to collect bicycle and pedestrian traffic data, before the majority of Non-Motorized Transportation Pilot Program (NTP) projects were implemented, in order to determine the impact of the NTP program on bicycling and walking use. This was the first time the Public Works Department organized a bicyclist and pedestrian count on a city-wide scale.

The counts were conducted on the following days, under the described weather conditions:

- Tuesday, September 11th – High **61**, Low **46**, Average Wind **15.1 mph**
- Wednesday, September 12th – High **67**, Low **41**, Average Wind **7.4 mph**
- Wednesday, September 19th – High **70**, Low **55**, Average Wind **8.0 mph**
- Wednesday, September 26th – High **68**, Low **45**, Average Wind **5.8 mph**
- Thursday, September 27th – High **72**, Low **52**, Average Wind **6.7 mph**

No appreciable precipitation was received during these five days.

Locations & Count Methodology:

Counts were performed at a total of 57 locations. Count locations were chosen based upon one or more of the following criteria:

- Availability of historical bicycle and/or pedestrian count data
- Presence of a funded or anticipated NTP project
- Perceived high levels of bicycle and/or pedestrian traffic
- Geographic distribution

Public Works counted 41 locations at mid-block, similar to the automatic vehicle counts conducted biennially in Minneapolis. In each of these locations, a real or imaginary line was drawn perpendicular to a street or multi-use path, offset from an intersection. In some cases this was precisely mid-block, and in others it was only slightly offset from an intersection. Each time a pedestrian or bicyclist crossed the line, he or she was counted. Where it was possible, one person counted multiple mid-block segments from an intersection. This resulted in a clustering of count locations in certain areas, typically at lower volume intersections.

In addition to the **41** count locations organized by Public Works, TLC counted **11** mid-block locations. Public Works also collected count data from **3** automatic "loop detector" counters on the Midtown Greenway, which counts bicycles but not pedestrians. **2** locations, Bryant and Lyndale Avenues between 33rd and 34th Streets, were counted in 2006. The total number of locations therefore, equals **57**.

12 hour counts were performed at 25 of the 57 count locations, organized by Public Works. 2 hour counts were performed at 11 locations organized by TLC, and at 1 location organized by Public Works. 24 hour counts were collected from the 3 Midtown Greenway automatic counters. The counts at the 17 remaining locations varied in duration from 8 hours to 11.75 hours.

In order to make estimations for the 17 incomplete 12 hour counts, the percentages for each 15 minute period for the 25 -12 hour count locations were averaged. These percentages were then applied to the missing time slots for the incomplete 12 hour counts. A complete description of the count locations, dates, and times are in the table on pages 10 and 11.

Staffing and Community Involvement:

The Minneapolis Public Works Department received significant help in conducting the counts from community volunteers and partner agencies. 71 people assisted in the count effort, including 52 members of the public who donated their time, 6 Metro Transit employees, 2 Downtown Minneapolis TMO employees, 3 City of Minneapolis employees, and 8 Americorps staff. Public Works obtained AmeriCorps assistance through its partnership with Groundwork Minneapolis, a nonprofit focused on green space development and environmental consciousness through neighborhood, government, and other nonprofit partnerships. Out of the total 276 hours of counts conducted, 50% of the hours were covered by AmeriCorps.

Estimation Methodology:

In order to effectively compare the counts with existing vehicle average daily traffic (ADT) data, and in order to compare the 2 hour, 12 hour, and 24 hour bicycle and pedestrian counts with each other, 24 hour count estimates were extrapolated from the actual count data.

Estimations are based on the assumption that 75% of bicycle and pedestrian traffic occurs between 6:30 am and 6:30 pm (the hours of the bicycle and pedestrian counts). The 75% figure originates from Robert Seyfried, Director of Transportation Safety at the Northwestern University Center for Public Safety, and is based upon vehicle traffic between 7:00 am and 7:00 pm.[1] Public Works staff will continue to research the applicability of this figure to bicycle and pedestrian counts, in addition to adjusting this figure for the 6:30 am to 6:30 pm time frame.

TLC counts were conducted between the hours of 4:00 pm and 6:00 pm. 24 hour estimations are based on the assumption that 20% of all bicycle traffic and 18% of all pedestrian traffic occurs during this afternoon peak period. These figures originate from a 15 minute period analysis of the 25 - 12 hour count locations, also collected in September 2007.[2] Public Works staff will continue to research the applicability of these figures as well, particularly since they rely on the 75% assumption.

The results which follow are first grouped in ranking charts. These tables *rank the locations which were counted in this effort,* and are *not intended* to imply that other locations in Minneapolis, which were not counted, do not contain significant volumes of bicyclists or pedestrians. A complete list of results can be found following these ranking charts. They can also be found graphically in the accompanying maps.

The Minneapolis Department of Public Works intends to expand the number of count locations in the future. If you have suggestions for locations for future counts, please forward them to us using the contact information on the title page of this report.

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[1] Fundamentals of Traffic Engineering, University of California, 2007

[2] Supporting data is available - for detailed tables please contact Minneapolis Public Works.

Top 25 Count Locations for Bicyclists*

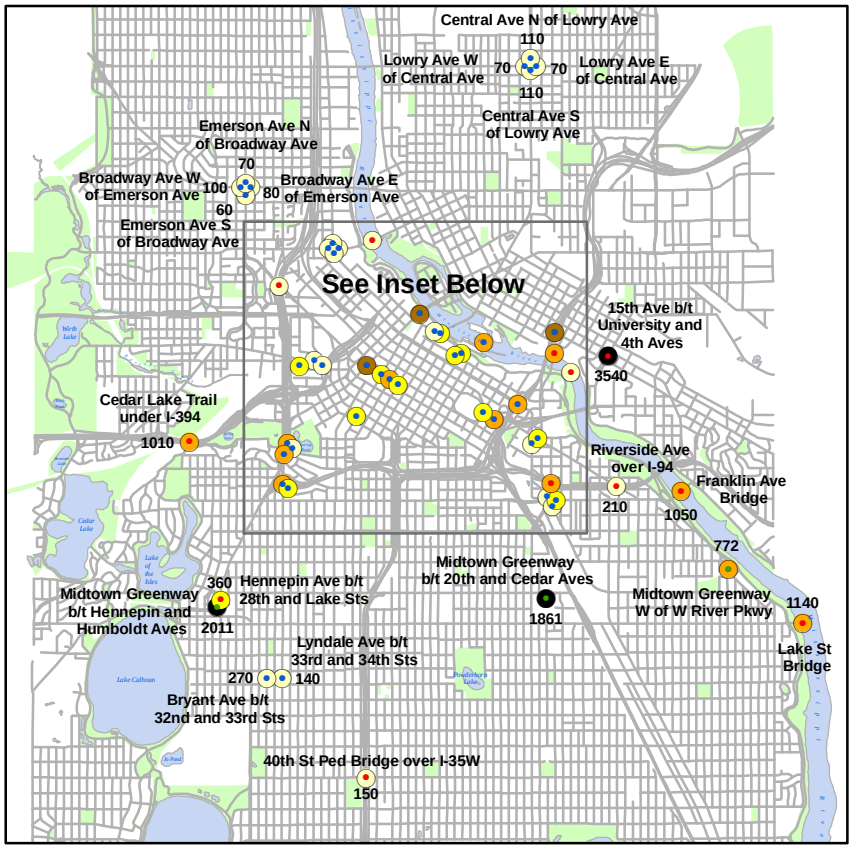
Rank	Count Location #	Count Location	Bicyclist EDT^
1	4	15th Ave SE b/t University & 4th Aves	3540
2	43	Midtown Greenway b/t Hennepin & Humboldt Aves	2011†
3	42	Midtown Greenway b/t Cedar & 20th Aves	1861†
4	29	Hennepin Ave b/t 6th & 7th Sts	1540
5	56	University Ave over I-35W	1400
6	30	Hennepin Ave Bridge over Mississippi River	1200
7	33	Lake St Bridge over Mississippi River	1140
8	26	Franklin Ave Bridge over Mississippi River	1050
9	21	Cedar Lake Trail under I-394	1010
10	7	20th Ave S over I-94	1000
11	1	10th Ave Bridge over Mississippi River	990
12	55	Stone Arch Bridge over Mississippi River	970
13	35	Loring Bikeway South of 15th St	940
14	36	Loring Bikeway under I-94	910
15	37	Loring Park Entrance North of 15th St	850
16	32	Hiawatha Trail East of 11th Ave S	800
17	44	Midtown Greenway West of W River Pkwy	772†
18	57	Washington Ave over I-35W	760
19	41	Marquette Ave b/t 6th & 7th Sts	650
20	47	Nicollet Mall b/t 11th & 12th Sts	580
21	53	Riverside Ave East of Cedar Ave	540
22	2	11th Ave S South of LRT	540
23	11	2nd St S West of Portland Ave	530
24	20	Cedar Lake Trail East of I-94	510
25	12	3rd Ave Bridge over Mississippi River	490

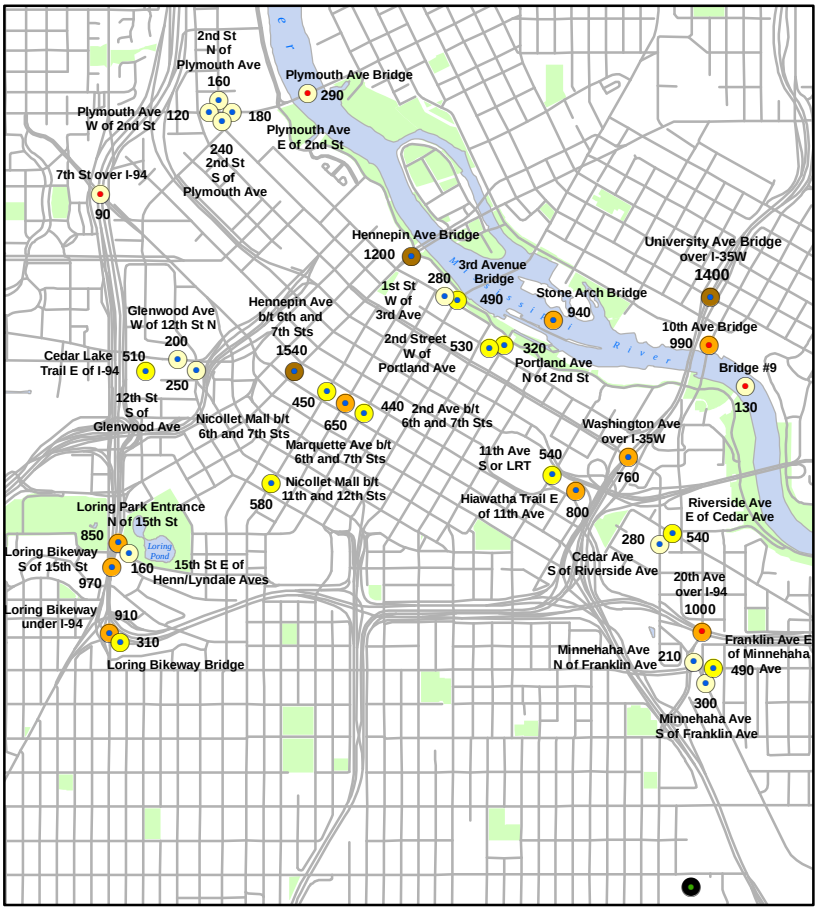
* 24 hour estimate based upon actual counts conducted in 2007, during a 2-hour, 12-hour, or 24-hour period, depending upon location.

^ Estimated Daily Traffic

† Actual figures not based on estimates.

City of Minneapolis
24-Hour Bicyclist EDT (Estimated Daily Traffic)





City of Minneapolis
Public Works Department,
October 2007

Legend

Length of Count
- 2 Hours
- 12 Hours
- 24 Hours

Bicyclist Numbers
- 0 - 300
- 301 - 600
- 601 - 1200
- 1201 - 1800
- 1801 - 3600

All counts were conducted at mid-block locations, after the I-35W Bridge Collapse (August 1, 2007).

Estimates are based upon the following assumptions:
12-hour counts (6:30 am to 6:30 pm) = 75% of 24-Hour Total
2-hour counts (4:00 pm to 6:00 pm) = 20% of 24-Hour Total

All Estimated 2-Hour Counts except 10th Avenue Bridge conducted by Transit for Livable Communities (TLC), September 11-12, 2007.

All Estimated 12-Hour Counts conducted by Minneapolis Department of Public Works, September 11, 19, 26, 2007.

Bryant and Lyndale Avenue Counts conducted May 9, 2006.

Midtown Greenway 24-Hour Counts collected by Minneapolis Department of Public Works, represented as averages for all 5 days of the counts (September 11, 12, 19, 26, & 27, 2007).

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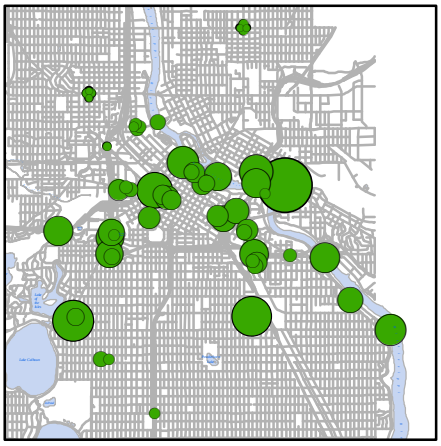


This map shows each location with the number of bicyclists represented by the size each circle. Areas not yet counted may constitute significant numbers as well.

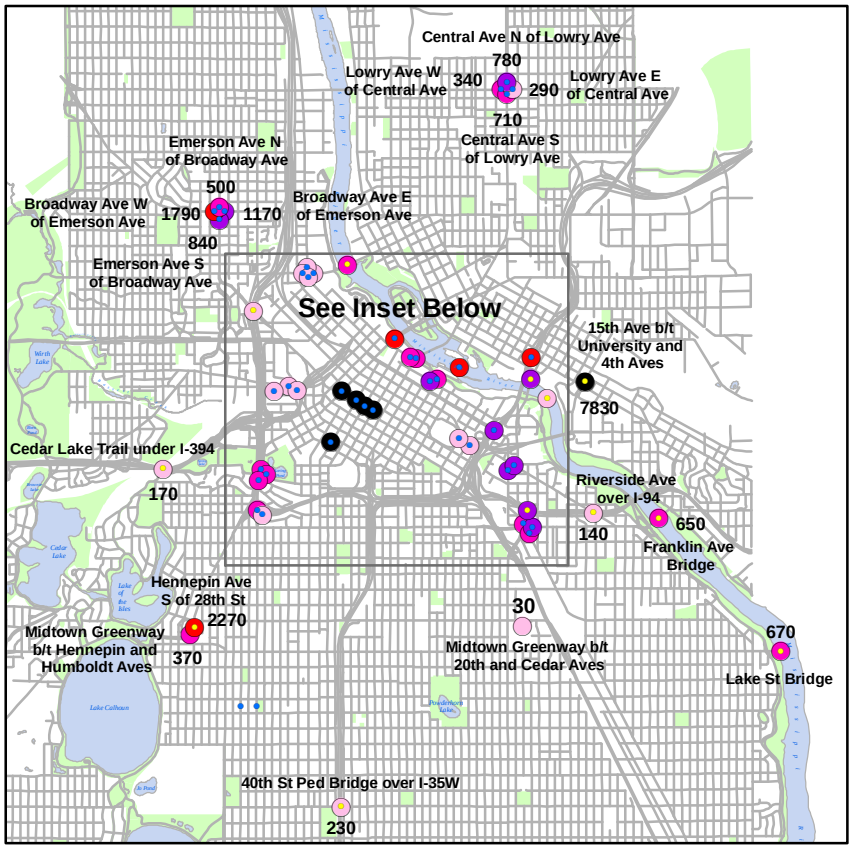
Top 25 Count Locations for Pedestrians*

Rank	Count Location #	Count Location	Pedestrian EDT^
1	48	Nicollet Mall b/t 6th & 7th Sts	17890
2	47	Nicollet Mall b/t 11th & 12th Sts	9700
3	4	15th Ave SE b/t University & 4th Aves	7830
4	29	Hennepin Ave b/t 6th & 7th Sts	7010
5	8	2nd Ave b/t 6th & 7th Sts	6260
6	41	Marquette Ave b/t 6th & 7th Sts	6150
7	31	Hennepin Ave South of 28th St	2270
8	55	Stone Arch Bridge over Mississippi River	2180
9	56	University Ave over I-35W	2120
10	17	Broadway Ave West of Emerson Ave	1790
11	30	Hennepin Ave Bridge over Mississippi River	1560
12	53	Riverside Ave East of Cedar Ave	1320
13	19	Cedar Ave South of Riverside Ave	1300
14	16	Broadway Ave East of Emerson Ave	1170
15	57	Washington Ave over I-35W	1030
16	1	10th Ave Bridge over Mississippi River	940
17	27	Franklin Ave East of Minnehaha Ave	900
18	25	Emerson Ave South of Broadway Ave	840
19	7	20th Ave S over I-94	830
20	11	2nd St S West of Portland Ave	830
21	22	Central Ave North of Lowry Ave	780
22	49	Plymouth Ave Bridge over Mississippi River	720
23	39	Lowry Ave West of Central Ave	710
24	12	3rd Ave Bridge over Mississippi River	690
25	33	Lake St Bridge over Mississippi River	660

* 24 hour estimate based upon actual counts conducted in 2007, during a 2-hour, 12-hour, or 24-hour period, depending upon location.

^ Estimated Daily Traffic

City of Minneapolis
24-Hour Pedestrian EDT (Estimated Daily Traffic)



City of Minneapolis
Public Works Department,
October 2007

Legend

Length of Count
- 2 Hours
- 12 Hours

Pedestrian Numbers
- 0 - 200
- 201 - 600
- 601 - 1400
- 1401 - 6000
- 6001 - 18000

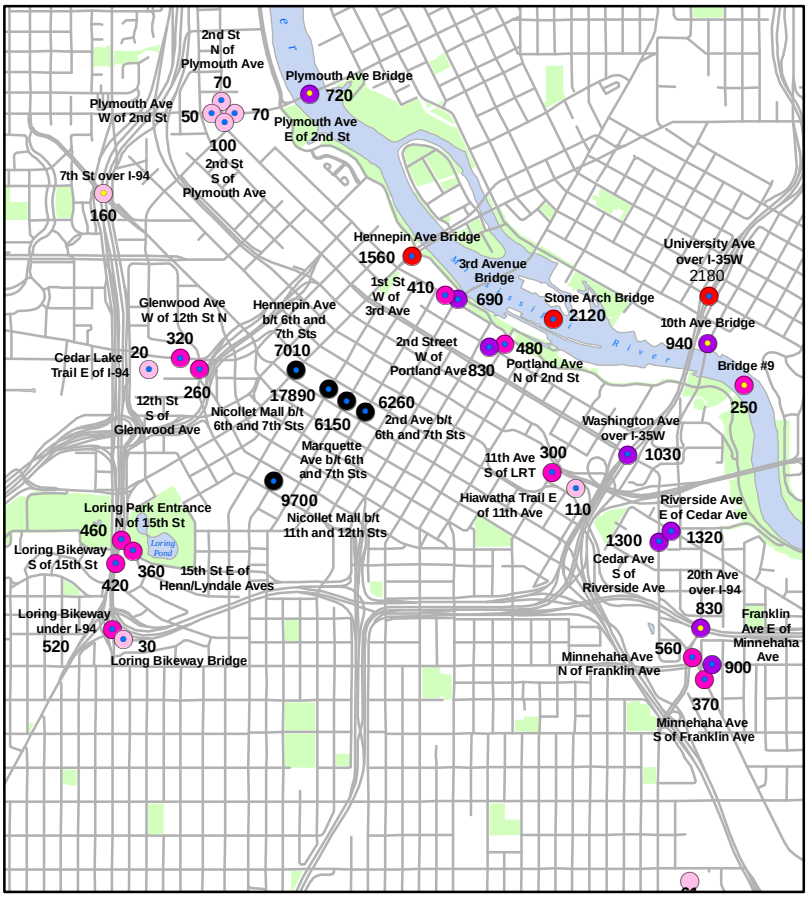
All counts were conducted at mid-block locations, after the collapse of the I-35W Bridge (August 1, 2007).

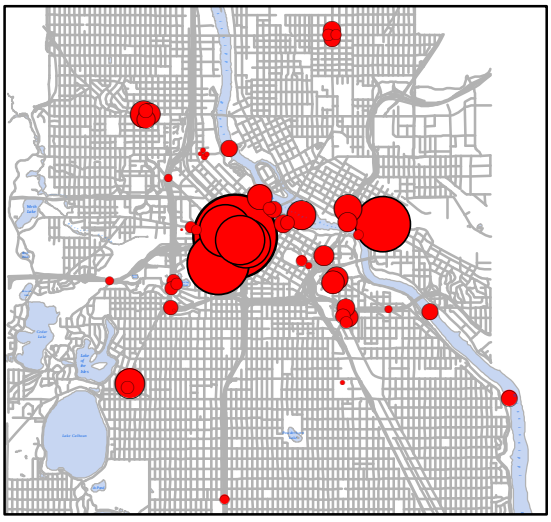
Estimates based upon the following assumptions:
12-hour counts (6:30 am to 6:30 pm) = 75% of 24-Hour Total
2-hour counts (4:00 pm to 6:00 pm) = 18% of 24-Hour Total

All Estimated 2-Hour Counts except 10th Avenue Bridge conducted by Transit for Livable Communities (TLC), September 11-12, 2007.

All Estimated 12-Hour Counts conducted by Minneapolis Department of Public Works, September 11, 19, 26, 2007.

Midtown Greenway 2-Hour Pedestrian Counts conducted by TLC, September 11, 2007.





This map shows each location with the number of pedestrians represented by the size each circle. Areas not yet counted may constitute significant numbers as well.

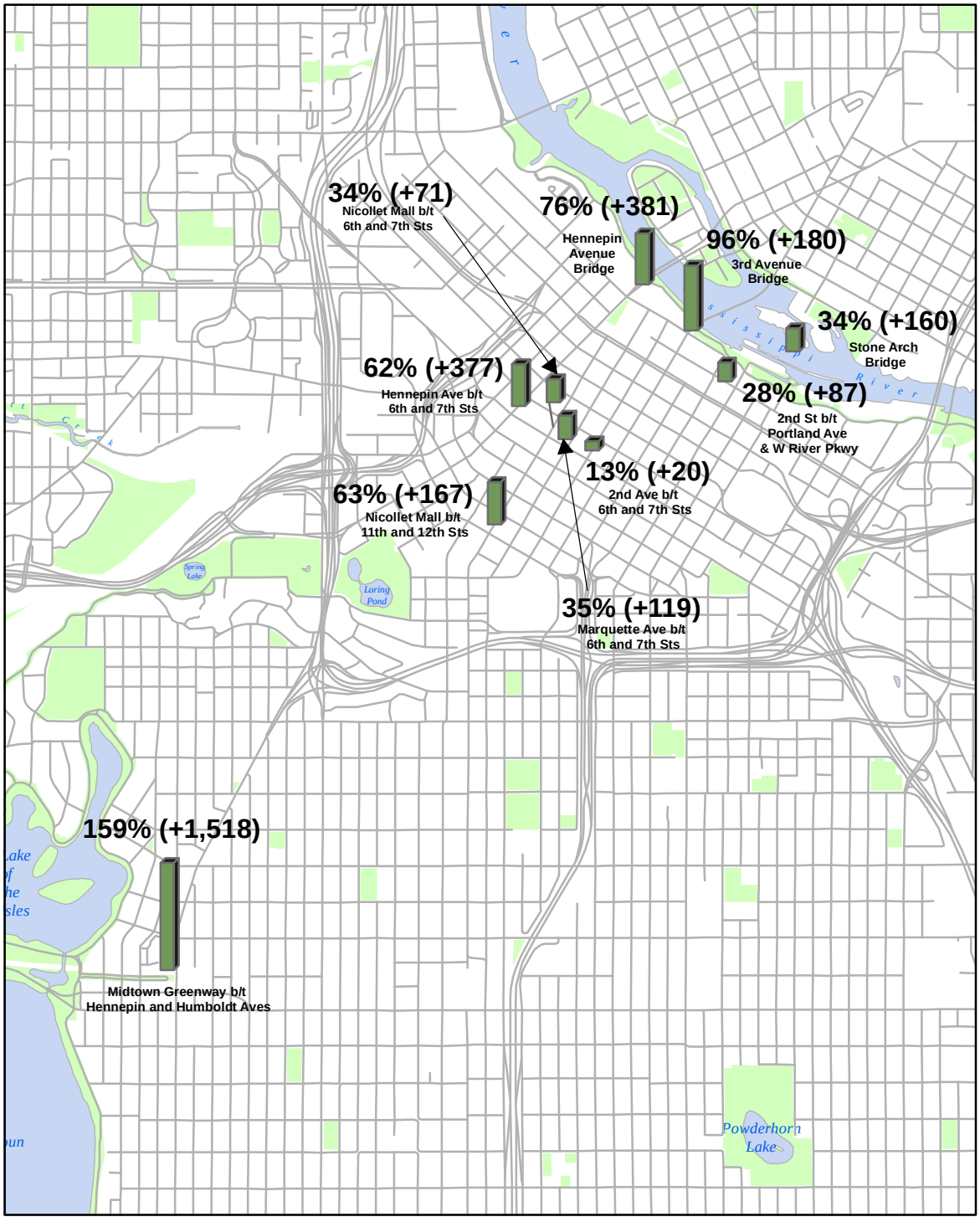
Change in Bicyclists at 10 Count Locations b/t 2003 & 2007

The following table shows change in the volume of bicyclists at ten locations where historical data was available, comparing September 10, 2003 with September 11, 2007. At four of the locations, 12 hour data was compared. At five of the locations, the range of data available varied from 7.5 to 11.5 hours. On the Midtown Greenway, 24 hour data was compared over 24 days (May 30 to June 22). The average trend for these 10 locations shows a 77% increase in bicyclists. The average trend for the 9 downtown locations (excluding the Midtown Greenway) shows a 51% increase.

The weather on September 10, 2003 was windy and warm (High 88, Low 69), while September 11, 2007 was windy and cool (High 61, Low 46). 2007 counts were taken after the I-35W Bridge collapse (August 1, 2007). The Midtown Greenway was only partially complete in 2003. Phase 2 was completed in 2004, and Phase 3 was completed in 2006.

Ranking	Count Location	% Change	Time Compared	2003 Count	2007 Count
1	Midtown Greenway b/t Hennepin & Humboldt Aves	159%	24 Hours	22945	59374
2	3rd Ave Bridge	96%	6:30 to 6:30	188	368
3	Hennepin Ave Bridge	76%	6:30 to 6:30	512	901
4	Nicollet Mall b/t 11th & 12th Sts	63%	6:30 to 6:30	266	433
5	Hennepin Ave b/t 6th & 7th Sts	62%	8:00 to 6:00	607	984
6	Marquette Ave b/t 6th & 7th Sts	35%	6:30 to 6:00	344	463
7	Stone Arch Bridge	34%	6:30 to 6:00	474	634
8	Nicollet Mall b/t 6th & 7th Sts	34%	6:30 to 6:00	211	282
9	2nd St S West of Portland Ave	28%	6:30 to 6:30	310	397
10	2nd Ave b/t 6th & 7th Sts	13%	6:30 to 2:00	156	176

City of Minneapolis
Percentage Change in Bicyclists (2003-2007)



Midtown Greenway Counts Comparison Dates:
June 2003 and June 2007
(Midtown Greenway Phase 2 completed November 2004, Phase 3 completed September 2006)

Overall trend shows an increase of 77% between 2003 and 2007 (51% when excluding the Midtown Greenway).
Public Works will continue to expand the number of locations in future years in order to monitor this upward trend.

Weather Conditions on September 11, 2007:
High 61, Low 46, Average Wind 15mph

Weather Conditions on September 10, 2003:
High 88, Low 69, Average Wind 16mph

Downtown Counts Conducted after the I-35W Bridge Collapse (August 1, 2007)

Minneapolis Public Works Department, October 2007

Data for all Count Locations

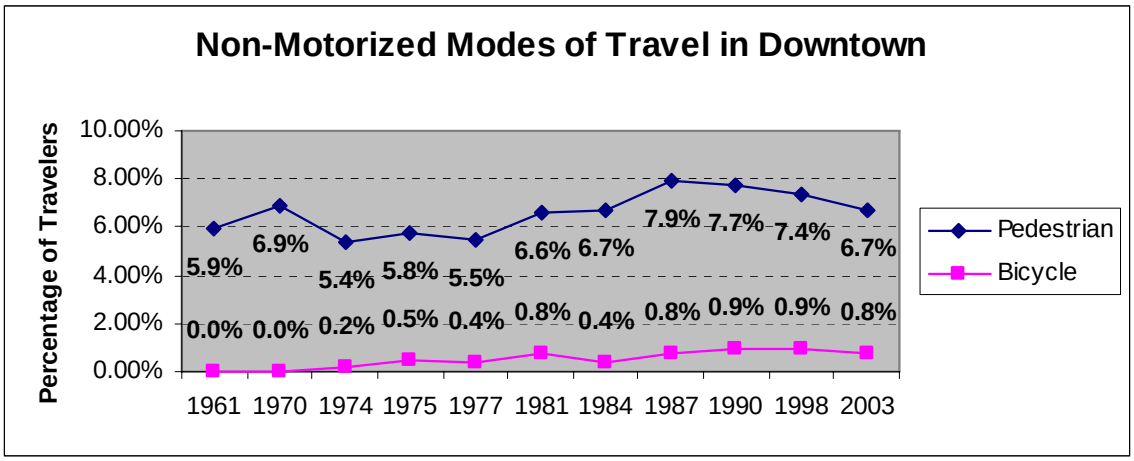
#	Count Location	Date	Con-ducted by	Hours of Count	No. of Hrs	Bicyclists (Actual)	Pedestrians (Actual)	Bicyclists (24 Hour Est.)	Pedestrians (24 Hour Est.)
1	10th Ave Bridge over Mississippi River	9/27/07	PW	4:00 to 6:00	2	197	170	990	940
2	11th Ave S South of LRT	9/19/07	PW	6:30 to 5:30	***11***	345	200	540	300
3	12th St N South of Glenwood Ave	9/19/07, 9/26/07	PW	6:30 to 7:00, 8:00 to 6:30	***11***	173	180	250	260
4	15th Ave SE b/t University & 4th Aves	9/11/07	TLC	4:00 to 6:00	2	707	1410	3540	7830
5	15th St East of Hennepin/Lyndale Aves	9/19/07, 9/26/07	PW	8:00 to 6:00	***10***	98	229	160	360
6	1st St S West of 3rd Ave	9/11/07	PW	6:30 to 6:30	12	208	306	280	410
7	20th Ave S over I-94	9/12/07	TLC	4:00 to 6:00	2	200	149	1000	830
8	2nd Ave b/t 6th & 7th Sts	9/11/07	PW	6:30 to 6:30	12	329	4692	440	6260
9	2nd St N North of Plymouth Ave	9/11/07	PW & TLC	6:30 to 6:00	***11.5***	113	46	160	70
10	2nd St N South of Plymouth Ave	9/11/07	PW & TLC	6:30 to 6:00	***11.5***	163	74	240	100
11	2nd St S West of Portland Ave	9/11/07	PW	6:30 to 6:30	12	397	620	530	830
12	3rd Ave Bridge over Mississippi River	9/11/07	PW	6:30 to 6:30	12	368	517	490	690
13	40th St Pedestrian Bridge over I-35W	9/12/07	TLC	4:00 to 6:00	2	29	41	150	230
14	7th St N over I-94	9/11/07	TLC	4:00 to 6:00	2	18	29	90	160
15	Bridge #9 over Mississippi River	9/12/07	TLC	4:00 to 6:00	2	26	45	130	250
16	Broadway Ave East of Emerson Ave	9/26/07	PW	6:30 to 6:30	12	63	877	80	1170
17	Broadway Ave West of Emerson Ave	9/26/07	PW	6:30 to 6:30	12	76	1344	100	1790
18	Bryant Ave S b/t 32nd & 33rd Sts	5/9/06	PW	7:00 to 7:00	12	101	Not Collected	270	Not Collected
19	Cedar Ave South of Riverside Ave	9/11/07	PW	6:30 to 6:30	12	210	973	280	1300
20	Cedar Lake Trail East of I-94	9/19/07, 9/26/07	PW	6:30 to 7:00, 8:00 to 6:30	***11***	353	14	510	20
21	Cedar Lake Trail under I-394	9/12/07	TLC	4:00 to 6:00	2	201	17	1010	90
22	Central Ave North of Lowry Ave	9/26/07	PW	6:30 to 6:30	12	83	588	110	780
23	Central Ave South of Lowry Ave	9/26/07	PW	6:30 to 6:30	12	80	533	110	340
24	Emerson Ave North of Broadway Ave	9/26/07	PW	6:30 to 6:30	12	51	373	70	500
25	Emerson Ave South of Broadway Ave	9/26/07	PW	6:30 to 6:30	12	47	630	60	840
26	Franklin Ave Bridge over Mississippi River	9/12/07	TLC	4:00 to 6:00	2	209	112	1050	620
27	Franklin Ave East of Minnehaha Ave	9/19/07, 9/26/07	PW	7:00 to 6:30	***11.5***	362	660	490	900
28	Glenwood Ave West of 12th St N	9/19/07, 9/26/07	PW	6:30 to 7:00, 8:00 to 6:30	***11***	137	223	200	320
29	Hennepin Ave b/t 6th & 7th Sts	9/11/07	PW	6:30 to 6:30	12	1157	5256	1540	7010

#	Count Location	Date	Con-ducted by	Hours of Count	No. of Hrs	Bicyclists (Actual)	Pedestrians (Actual)	Bicyclists (24 Hour Est.)	Pedestrians (24 Hour Est.)
30	Hennepin Ave Bridge over Mississippi River	9/11/07	PW	6:30 to 6:30	12	901	1173	1200	1560
31	Hennepin Ave South of 28th St	9/11/07	TLC	4:00 to 6:00	2	63	391	360	2270
32	Hiawatha Trail East of 11th Ave S	9/19/07	PW	6:30 to 6:30	12	603	85	800	110
33	Lake St Bridge over Mississippi River	9/11/07, 9/12/07	TLC	4:00 to 6:00	2	275, 181 (228)*	76, 161 (119)*	1140	660
34	Loring Bikeway Bridge over Lyndale Ave S	9/19/07	PW	6:30 to 6:30	12	229	19	310	30
35	Loring Bikeway South of 15th St	9/19/07, 9/26/07	PW	8:00 to 6:00	***10***	595	271	970	420
36	Loring Bikeway under I-94	9/19/07	PW	6:30 to 6:30	12	681	390	910	520
37	Loring Park Entrance North of 15th St	9/19/07, 9/26/07	PW	8:00 to 6:00	***10***	524	298	850	460
38	Lowry Ave East of Central Ave	9/26/07	PW	6:30 to 6:30	12	49	216	70	290
39	Lowry Ave West of Central Ave	9/26/07	PW	6:30 to 6:30	12	50	258	70	710
40	Lyndale Ave S b/t 33rd & 34th Sts	5/9/06	PW	7:00 to 7:00	12	205	Not Collected	140	Not Collected
41	Marquette Ave b/t 6th & 7th Sts	9/11/07	PW	6:30 to 6:30	12	486	4611	650	6150
42	Midtown Greenway b/t Cedar & 20th Aves	9/07	PW	12:00 to 12:00	24	Not Applicable	5	1861^	30↑
43	Midtown Greenway b/t Hennepin & Humboldt Aves	9/07	PW	12:00 to 12:00	24	Not Applicable	66	2011^	370↑
44	Midtown Greenway West of W River Pkwy	9/07	PW	12:00 to 12:00	24	Not Applicable	Not Collected	772^	Not Collected
45	Minnehaha Ave North of Franklin Ave	9/19/07, 9/26/07	PW	7:00 to 6:30	***11.5***	156	410	210	560
46	Minnehaha Ave South of Franklin Ave	9/19/07, 9/26/07	PW	7:00 to 6:30	***11.5***	218	274	300	370
47	Nicollet Mall b/t 11th & 12th Sts	9/11/07	PW	6:45 to 6:30	***11.75***	431	7228	580	9700
48	Nicollet Mall b/t 6th & 7th Sts	9/11/07	PW	6:30 to 6:30	12	327	13415	450	17890
49	Plymouth Ave Bridge over Mississippi River	9/12/07	TLC	4:00 to 6:00	2	57	129	290	720
50	Plymouth Ave East of 2nd St N	9/11/07	PW & TLC	6:30 to 6:00	***11.5***	122	51	180	70
51	Plymouth Ave West of 2nd St N	9/11/07	PW & TLC	6:30 to 6:00	***11.5***	84	37	120	50
52	Portland Ave North of 2nd St S	9/11/07	PW	6:30 to 6:30	12	240	360	320	480
53	Riverside Ave East of Cedar Ave	9/11/07	PW	6:30 to 6:30	12	405	986	540	1320
54	Riverside Ave over I-94	9/11/07, 9/12/07	TLC	4:00 to 6:00	2	60, 23 (42)*	39, 13 (26)*	210	140
55	Stone Arch Bridge over Mississippi River	9/11/07	PW	6:30 to 6:30	12	704	1590	940	2120
56	University Ave over I-35W	9/11/07, 9/27/07	PW	7:00 to 9:00, 12:30 to 6:30	***8***	811	1211	1400	2180
57	Washington Ave over I-35W	9/11/07, 9/26/07	PW	7:15 to 6:30	***11.25***	546	753	760	1030

* Parenthetical numbers indicate an average of counts taken over 2 days.
^ Actual figures not based on estimates (Average of September 11, 12, 19, 26, & 27, 2007).
↑ Based on 2 hour counts conducted by TLC, 9/11/07.

Other Data:

Minneapolis Public Works Department: Previous to the 2007 counts, the Minneapolis Public Works Department collected bicyclist and pedestrian counts as part of the Downtown Cordon Count, which also counts vehicle occupants and transit users. This count has occurred sporadically in September since 1961, at 35 locations encircling the Downtown West neighborhood. Pedestrian travel has remained somewhat steady at the cordon count boundary, while travel by bicycle has slowly increased.



Two other government agencies have previously conducted detailed bicycle and pedestrian surveys in Minneapolis:

US Census Bureau: The US Census Bureau has surveyed Minneapolitans every ten years, asking about the mode of transportation used in the "commute to work" trip. Respondents were asked:

How did this person usually get to work LAST WEEK? If this person usually used more than one method of transportation during the trip, mark the box of the one used for most of the distance.

Year	Bicycle	Walked	Total Commuters
1980	1,824 **(0.99%)**	16,446 **(8.95%)**	183,689
1990	3,014 **(1.60%)**	14,798 **(7.85%)**	188,558
2000	3,856 **(1.90%)**	13,488 **(6.61%)**	203,951

The decennial survey (also known as the Long Form Survey) was administered to one out of six Americans, and was distributed in March during each census year. It was discontinued in 2000 and replaced by the American Community Survey (ACS). The ACS is characterized by a much smaller sample size, but it is distributed year-round on an annual basis.

In 2005, the ACS sampling size was increased to an adequate level, surveying approximately 7,500 Hennepin County residents annually. Previous to 2005, the ACS captured approximately 2,000 surveys in Hennepin County per year. The American

Community Survey is intended to provide accurate data by 2010, when reliable 5-year averages for the years 2005-2009 will be available. Data for the years 2000 to 2006 follows:

Year	Bicycle	Walked	Total Commuters
2000	5,276 **(2.63%)**	9,840 **(4.99%)**	197,271
2001	5,940 **(3.00%)**	7,979 **(4.02%)**	198,597
2002	1,708 **(0.89%)**	9,596 **(4.99%)**	192,330
2003	2,543 **(1.44%)**	8,717 **(4.94%)**	176,359
2004	4,331 **(2.30%)**	8,683 **(4.62%)**	188,077
2005	4,589 **(2.42%)**	11,004 **(5.81%)**	189,294
2006	4,835 **(2.50%)**	13,735 **(7.10%)**	193,591

In spite of the small sampling size and fluctuating numbers, several organizations (including the US Census Bureau) have begun to publicize the annual results. Minneapolis has recently been referred to as the #2 Bicycling City in the United States, thanks to a publicized comparative ranking for 2005 results. The ranking compared the 50 cities with the most workers over the age of 16. A ranking table for the 2005 ACS follows:

Rank	Bicycling	(Ntl 0.4%)	Walking	(Ntl 2.5%)
1	Portland, OR	3.5%	Boston	12.5%
2	**Minneapolis**	**2.4%**	Washington DC	10.0%
3	Seattle	2.3%	San Francisco	9.6%
4	Tucson	2.2%	New York City	9.4%
5	San Francisco	1.8%	Philadelphia	8.1%
6	Sacramento	1.8%	Honolulu	6.9%
7	Washington DC	1.7%	Seattle	6.9%
8	Oakland	1.5%	**Minneapolis**	**5.8%**
9	Honolulu	1.4%	Chicago	5.5%
10	Denver	1.4%	Baltimore	5.4%
11	Austin	1.3%	Denver	4.8%
12	New Orleans	1.0%	Portland, OR	4.3%
13	Boston	0.9%	Milwaukee	4.3%
14	Philadelphia	0.9%	New Orleans	4.2%
15	Albuquerque	0.8%	Sacramento	3.7%

Metropolitan Council: In the year 2000, the Metropolitan Council issued a Travel Inventory Behavior. These surveys were issued in diary form. Respondents were asked to keep track of all trips over a specified period of time. Results indicate that other trips are more likely to be taken by bicycle or on foot (when compared to the work trip):

All Trips:

	Minneapolis	Seven County Metro
Bicycle	4.5%	1.5%
Walk	13.6%	5.6%