City of San Francisco
2010 Bicycle Count Report

November 2010

SFMTA | Municipal Transportation Agency

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Report Highlights

- The 2010 counts showed a **3 percent overall increase** in the number of observed bicyclists in comparison to the 2009 counts (Figure 1).
- Since the 2006 baseline counts, there has been a **58 percent increase** in the number of observed bicyclists.
- In 2010, the location with the most observed bicyclists was **11th Street at Market Street**, totaling **818 bicyclists**. This was a **50 percent increase** from 2006.
- **Women represented 28 percent of bicyclists** in 2010, down from 29 percent in 2009, and up from 27 percent in 2008.
- The level of helmet use increased slightly from 69 percent in 2009 to **71 percent in 2010.**

Figure 1: San Francisco Citywide Bicycle Counts (2006-2010)*

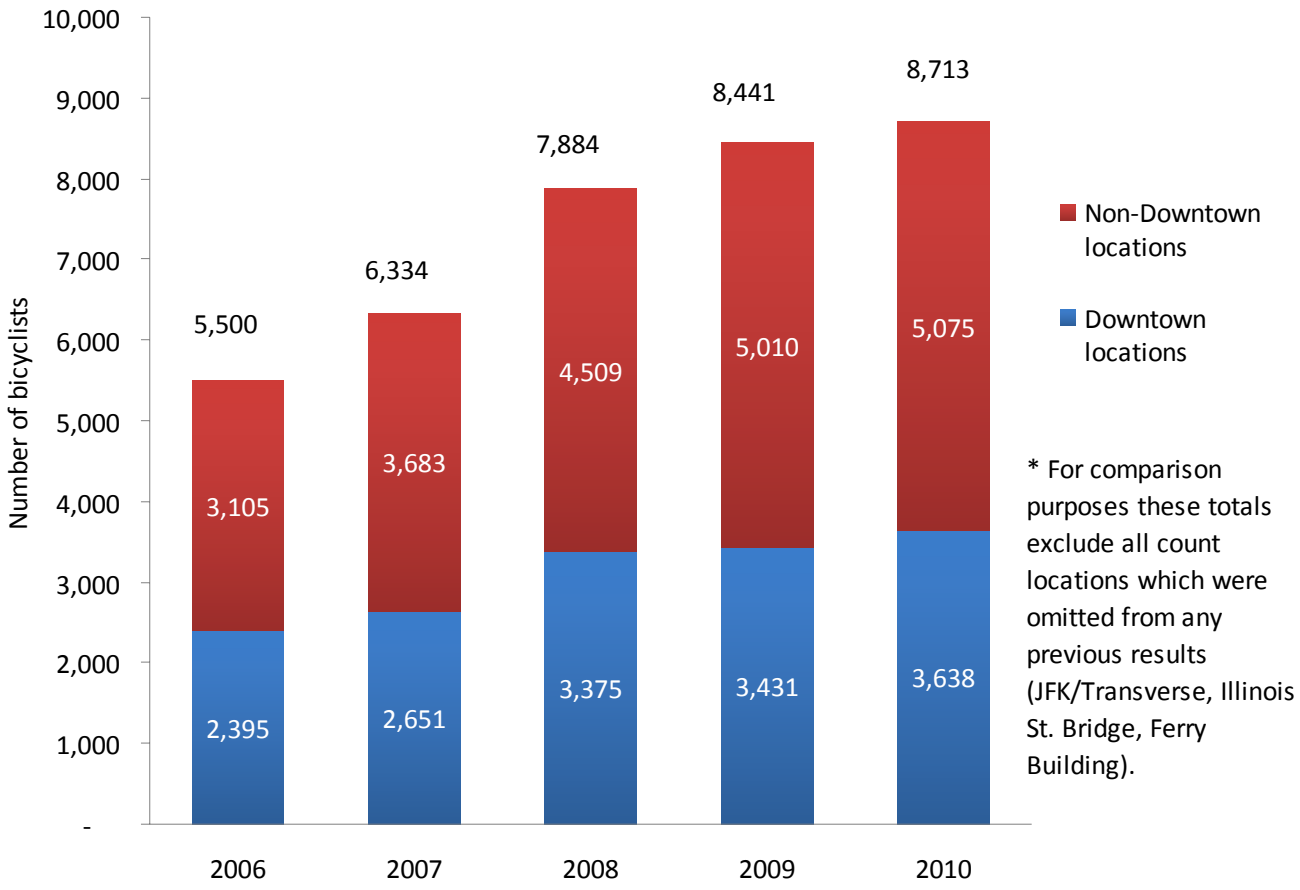

Table 1: San Francisco Citywide Bicycle Counts (2006-2010)*

	2006	2007	2008	2009	2010
Downtown locations	2,395	2,651	3,375	3,431	3,638
Non-Downtown locations	3,105	3,683	4,509	5,010	5,075
Totals*	5500	6334	7884	8441	8713
*For comparison purposes, these totals exclude all count locations which were omitted from any previous results (JFK & Transverse, Illinois St. Bridge, Ferry Building).					

Introduction

In August 2006, the San Francisco Municipal Transportation Agency (SFMTA) Bicycle Program conducted its first citywide bicycle count, with the goal of establishing a baseline of bicycling use in the City. Since then, the SFMTA has continued with bicycle counts in the first three weeks of August. The data gathered from the last five years has enabled the SFMTA to identify and measure some basic trends in bicycle ridership throughout San Francisco. The bicycle counts also inform the ongoing bicycle planning efforts in the City, providing data needed to evaluate the efficacy and efficiency of the City's bicycle network, as well as identifying locations where there is a need for additional infrastructure improvements.

The SFMTA bicycle counts are not meant to measure the exact number of people who use bicycles in San Francisco, nor are they intended to determine travel mode split. These counts are designed to help identify basic trends in bicycle use over time. Identifying the exact level of bicycle ridership in San Francisco is better accomplished through a combination of U.S. Census results, a representative survey of City residents, and automated bicycle counters.[1] These data sources are summarized in the San Francisco State of Cycling Report.

As shown in Table 1, the overall travel to work mode split for bicycling in San Francisco has increased since 2003 from 1.9 to 3.2 percent in 2009, or a 68 percent change, while the state of California and the U.S. percentage of bicycle trips to work have stayed relatively constant. Figure 2 presents the percent change in all modes to work between 2006 and 2009. As it shows, bicycling has the most consistent and largest increase over the four year period.

Table 2: American Community Survey Percentage of Bicycle Trips to Work

	SF	CA	US
Percentage of trips to work by bicycle (2003 ACS)*	1.9%	0.7%	0.4%
Percentage of trips to work by bicycle (2006 ACS)*	2.5%	0.8%	0.5%
Percentage of trips to work by bicycle (2007 ACS)*	2.7%	0.9%	0.5%
Percentage of trips to work by bicycle (2009 ACS)*	3.2%	1.0%	0.6%
Estimated percentage of all trips by bicycle (2008)**	6.0%		
Estimated daily number of bicycle trips (2008)**	128,000		

[1] Please see discussion of automated bicycle counters in the “Recommendations” section.

	SF	CA	US
* Does not include workers who worked at home. Source: 2006-08 American Community Survey, B08301 ** Source: http://www.sfmta.com/cms/rbikes/documents/2008SFStateofCyclingReport.pdf			

Figure 2: American Community Survey Travel Mode to Work Percent Change: 2006-2009

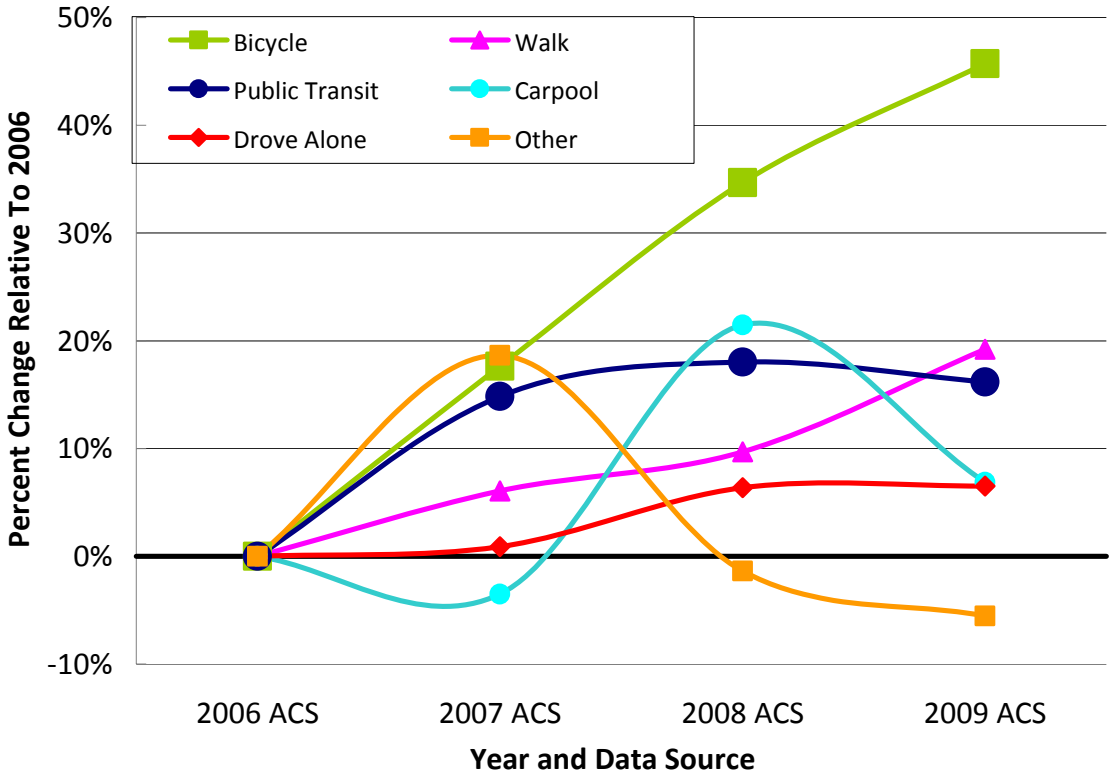

Table 3: American Community Survey Travel Mode to Work Percent Change: 2006-2009

	2006 ACS	2007 ACS	2008 ACS	2009 ACS
Drove Alone	0.0%	0.9%	6.4%	6.5%
Carpool	0.0%	-3.5%	21.5%	6.9%
Public Transit	0.0%	14.8%	18.0%	16.2%
Walk	0.0%	6.1%	9.7%	19.2%
Bicycle	0.0%	17.6%	34.7%	45.7%
Other	0.0%	18.6%	-1.4%	-5.5%

The SFMTA bicycle counts seek to complement this mode split data by offering a more detailed profile of bicyclist activity at key intersections throughout the City. While only a snapshot of bicycle use over a brief amount of time, the counts provide useful insights into bicycle use from year to year and remain a key metric for the SFMTA bicycle planning and implementation efforts.

Methodology

Since 2006, all of the San Francisco bicycle counts have been conducted in August due to the typically dry weather and longer days that generally encourage bicycling, as well as the availability of SFMTA summer interns to assist with the counts.

All of the counts were performed manually by SFMTA staff. All observers attended an hour-long training session prior to field observation. A total of 35 counts were conducted at 33 locations, with 31 counts occurring during the evening peak period, from 5:00-6:30 PM. Three counts took place in the morning peak period, from 8:00-9:00 AM, and one during the midday period, from 1:00-2:00 PM. Bicyclists at 5th and Market Streets were counted during all three periods. Counts were only conducted when it was not raining. A detailed weather report for the 2006-2010 counts can be found in Appendix A.

Counts were focused around the downtown core to capture the volume of bicycle commuters on some of the City's most heavily used bicycle routes. Twelve of the thirty-three locations were counted simultaneously on August 12th as part of the downtown cordon count in order to capture travel in and out of the downtown core. Conducting counts at multiple locations on the same day may result in counting the same bicyclists at multiple locations. For example, a bicyclist may pass two or three locations when leaving the downtown core. This cyclist is considered a new count at each location. Since the SFMTA has conducted counts at consistent locations since 2006, this effect is normalized into the overall volume numbers.

A secondary cordon, established approximately midway across the City along key bicycle routes, was used to count cross-town riders. The secondary cordon counts were not conducted simultaneously but were spaced out over a three week period. Lastly, some count locations were in outlying neighborhoods. Most count locations were at the intersection of two bicycle routes in order to maximize coverage of the City's bicycle route network. A map of the count locations is shown in Appendix B.

At each count location, bicyclists on all legs of an intersection were counted manually, with each movement noted – left turn, right turn, and straight through the intersection. Bicyclists riding on sidewalks were counted and grouped separately from bicyclists riding on the street (Appendix C). Wrong-way riders were also counted (Appendix D). At locations where the volume of bicyclists was not as high, demanding all of the attention of the observer, helmet use and cyclist gender were also recorded (Appendix E and Appendix F). [2] Locations where portions of the data were not collected are noted in the appendices.

Results

The 2010 counts, presented in Table 2 and Table 3, show a 3 percent increase in the number of observed bicyclists compared to the 2009 counts, and an overall 58 percent increase from the 2006 baseline counts.[3] In comparison, the increase from 2008 to

[2] See discussion of high volume locations in the "Recommendations" section.

[3] All longitudinal comparisons omit the JFK/Transverse, Ferry Building, and 3rd/Illinois Street Bridge counts because these locations were not included in earlier counts for various reasons.

2009 was 8 percent, 25 percent from 2007 to 2008, and 14 percent from 2006 to 2007.[4] Results from previous years are in Appendices G, H, and I.

Table 4: 2009-2010 San Francisco Bicycle Count Data

Intersection	Time*	2009 Total	2010 Total	% Change (2009-2010)
11th & Howard	PM	332	323	-3%
11th & Market	PM	808	818	1%
14th & Folsom	AM	258	252	-2%
17th & Valencia	PM	606	771	27%
23rd & Potrero	PM	74	70	-5%
2nd & Townsend	PM	133	129	-3%
3rd St. Bridge / Illinois St. Bridge	PM	13	27	108%
5th & Market	Midday	192	183	-5%
5th & Market	PM	745	796	7%
5th & Market	AM	470	625	33%
5th & Townsend	PM	325	417	28%
7th & 16th	PM	202	133	-34%
7th & Kirkham	PM	54	55	2%
8th & Townsend	PM	276	281	2%
Alemany & Geneva	PM	29	25	-14%
Arguello & Lake	PM	233	112	-52%
Broadway & Columbus	PM	63	96	52%
Broadway & Embarcadero	PM	554	498	-10%
Cervantes & Marina	PM	518	382	-26%
Cesar Chavez & Harrison	PM	57	35	-39%
Embarcadero & Townsend	PM	315	366	16%
Ferry Building Terminals**	PM	171	280	64%
Fell & Scott	PM	373	410	10%
Golden Gate & Masonic	PM	43	54	26%
Great Highway & Sloat	PM	82	38	-54%
Illinois & Mariposa/Terry Francois	PM	78	74	-5%
JFK & Transverse***	PM	410	191	-53%
Lake Merced & Winston	PM	57	42	-26%
Masonic & Panhandle	AM	228	244	7%
McAllister & Polk	PM	309	311	1%
O'Shaughnessy & Portola	PM	28	11	-61%
Page & Scott	PM	613	689	12%
Polk & Sutter	PM	203	258	27%
Randall & San Jose	PM	70	74	6%
Stockton & Sutter	PM	113	141	25%
	1. TOTALS	**9035**	**9211**	**2%**
	2. TOTALS**	**8441**	**8713**	**3%**

* AM: 8AM – 9 AM, Midday: 1 PM – 2 PM, PM: 5 PM – 6:30 PM

** Due to the high variability in tourists and ferry schedules between years, these totals exclude the Ferry Terminal counts.

[4] A table comparison of the 2006 to 2007 and 2007 to 2008 counts can be found in Appendices C&D.

Intersection	Time*	2009 Total	2010 Total	% Change (2009-2010)
***Count for JFK/Transverse was found to be inaccurate. For comparison purposes, JFK/Transverse was omitted from these totals. A map showing the relative distribution of bicyclists counted can be found in Appendix B.				

Table 5: 2006-2010 San Francisco Bicycle Count Data

Intersection	Time*	2006 Total	2010 Total	% Change (2006-2010)
11th & Howard	PM	227	323	42%
11th & Market	PM	545	818	50%
14th & Folsom	AM	163	252	55%
17th & Valencia	PM	441	771	75%
23rd & Potrero	PM	35	70	100%
2nd & Townsend	PM	101	129	28%
3rd St. Bridge / Illinois St. Bridge	PM	42	27	-36%
5th & Market	Midday	156	183	17%
5th & Market	PM	468	796	70%
5th & Market	AM	378	625	65%
5th & Townsend	PM	254	417	64%
7th & 16th	PM	67	133	99%
7th & Kirkham	PM	35	55	57%
8th & Townsend	PM	167	281	68%
Alemany & Geneva	PM	9	25	178%
Arguello & Lake	PM	136	112	-18%
Broadway & Columbus	PM	95	96	1%
Broadway & Embarcadero	PM	393	498	27%
Cervantes & Marina	PM	240	382	59%
Cesar Chavez & Harrison	PM	39	35	-10%
Embarcadero & Townsend	PM	195	366	88%
Embarcadero to/from Ferry Building**	PM	84	280	233%
Fell & Scott	PM	202	410	103%
Golden Gate & Masonic	PM	42	54	29%
Great Highway & Sloat	PM	50	38	-24%
Illinois & Mariposa/Terry Francois	PM	36	74	106%
JFK & Transverse***	PM	300	191	-36%
Lake Merced & Winston	PM	29	42	45%
Masonic & Panhandle	AM	152	244	61%
McAllister & Polk	PM	223	311	39%
O'Shaughnessy & Portola	PM	23	11	-52%
Page & Scott	PM	376	689	83%
Polk & Sutter	PM	158	258	63%
Randall & San Jose	PM	28	74	164%
Stockton & Sutter	PM	37	141	281%
	1. TOTALS	**5926**	**9211**	
	2. TOTALS**	**5542**	**8740**	**58%**

Intersection	Time*	2006 Total	2010 Total	% Change (2006-2010)
* AM: 8AM – 9 AM, Midday: 1 PM – 2 PM, PM: 5 PM – 6:30 PM ** Due to the high variability in tourists and ferry schedules between years, these totals exclude the Ferry Terminal counts. ***Count for JFK/Transverse was found to be inaccurate. For comparison purposes, JFK/Transverse was omitted from these totals. A map showing the relative distribution of bicyclists counted can be found in Appendix B.				

The observed increases in bicycle ridership are especially significant when viewed in light of the court injunction against the City's Bicycle Plan. The injunction, which began in November of 2006, prevented the City from installing new bicycle facilities, such as bicycle lanes, shared roadway pavement markings, (sharrows), and bicycle racks, until June 2010.5 Despite a lack of improvements or additions to the City's bicycle route network during this span, bicycling in San Francisco increased. Given the myriad of factors that contribute to bicycle use, it is difficult to estimate if there would have been a larger increase in bicyclist use over this time period if the injunction had not been in place.

Although the percent increase from 2009 to 2010 is lower than that from 2008 to 2009, it is clear that an increasing number of San Franciscans are choosing to travel by bicycle and this growth trend continues to emphasize the need for adequate and safe bicycling facilities and programs. This slight decrease compared to other years may be a result of the unusually cold weather conditions on the count days.

Downtown vs. Non-Downtown Results

The downtown count locations showed a 6 percent increase in bicycle volumes from 2009 to 2010. The non-downtown locations showed a 1 percent increase in bicycle volumes from 2009 to 2010. Table 4 presents the downtown and non-downtown locations. Results of the downtown and non-downtown counts are in Appendices J and K.

Table 6: Downtown and Non-Downtown Count Locations

Downtown	Non-Downtown
11th & Howard	14th & Folsom
11th & Market	17th & Valencia
2nd & Townsend	23rd & Potrero
5th & Townsend	3rd St. Bridge / Illinois St. Bridge
8th & Townsend	5th & Market
Broadway & Columbus	7th & 16th
Broadway & Embarcadero	7th & Kirkham

[5] There are approximately 258 miles of streets or paths in San Francisco that have bicycling facilities - Class I (bike path), II (bike lane), or III (shared roadway pavement markings or "sharrows").

Downtown	Non-Downtown
Embarcadero & Townsend	Alemany & Geneva
Ferry Building Terminals	Arguello & Lake
McAllister & Polk	Cervantes & Marina
Polk & Sutter	Cesar Chavez & Harrison
Stockton & Sutter	Fell & Scott
	Golden Gate & Masonic
	Great Highway & Sloat
	Illinois & Mariposa/Terry Francois
	JFK & Transverse
	Lake Merced & Winston
	Masonic & Panhandle
	O'Shaughnessy & Portola
	Page & Scott
	Randall & San Jose

These numbers show a variation in the growth rate from last year, but continue to show bicycling increases in both the downtown cordon and outlying neighborhood routes. The SFMTA will continue to monitor downtown versus non-downtown bicycle ridership, especially as new facilities are installed in the coming months and years.

Rider Gender and Helmet Use

Rider gender and helmet usage were not measured at all count locations from 2006 to 2010. This is due to the challenges presented by high volume locations (see discussion of "high volume" locations below). Despite the challenges of capturing rider characteristics at high volume locations, generally consistent trends in the data have been established over the past five years of counts.

The observed proportions of male and female bicyclists continue to suggest that the majority of people using bicycles in San Francisco are male. As Table 5 presents, in 2010, 72 percent of counted cyclists were male and 28 percent were female. However, the counts suggest that the overall number of female riders may be increasing, albeit at a slow rate. Since 2006, the female share of bicyclists has increased from 25 to 28 percent.

Table 7: Rider Gender (2006-2010) [6]

	2006	2007	2008	2009	2010
% Male	75	76	73	71	**72**
% Female	25	24	27	29	**28**

As Table 6 presents, the level of observed helmet usage increased slightly from 2009 to 2010 (69 percent to 71 percent) and showed an overall increase of six percent from the base line counts in 2006 (65 percent to 71 percent).

Table 8: Helmet Use (2006-2010)

	2006	2007	2008	2009	2010
% Helmet	65	72	67	69	71
% No Helmet	35	28	33	31	29

More detailed numbers on rider gender and helmet use are available in Appendices E and F. The SFMTA will continue to monitor trends in bicyclist demographics and helmet usage. More detailed information on bicyclist demographics can be found in the 2008 State of Cycling Report and the next State of Cycling Report that will be released in 2011.

Sidewalk & Wrong-Way Riding

As San Francisco continues to move forward with planning and constructing a continuous network of bicycle facilities, the bicycle counts reinforce the need to pay close attention to both sidewalk and wrong-way riding. At almost every count location sidewalk and/or wrong-way riding was observed. Locations in Table 7 have the highest percentages of sidewalk riding.

Table 9: Most Frequent Sidewalk Riding Locations

Location	Percent of Cyclists riding on Sidewalk	Directions with Sidewalk Riding	Existing Bicycle Facility Type
Alemany at Geneva	28	East, West, South	Shared Roadway and Signed Route
Golden Gate at Masonic	22	North, South	Bike Lane and Signed Route
Portola at O'Shaughnessy	82	East, West, North	Signed Route

At all of the count locations, the percentage of people riding the wrong-way was much lower overall than in previous years, with the highest share being 16 percent at Randall

[6] Percentages are based on total reported total male/female riders not on the total number of bicyclists counted citywide.

and San Jose Streets. Appendices C and D include more information on sidewalk and wrong-way riding.

The SFMTA does not condone wrong-way and sidewalk riding by adults because they are illegal and can endanger the people riding and other roadway users. At the same time, the observation of such behavior can highlight segments of the bicycle network where people perceive unsafe conditions or where certain facilities may be lacking. The SFMTA will continue to monitor sidewalk and wrong-way riding and implement additional bicycle safety and education campaigns on these two cycling behaviors.

2010 Weather Conditions

The 2010 counts took place during a particularly cold three weeks in August and it is likely these conditions had some negative consequence on ridership totals. With the implementation of more automated counters throughout the city, a better understanding of how weather affects ridership can be developed. More weather data is available in Appendix A.

Recommendations

Make the Transition to September Bicycle Counts

The National Bicycle and Pedestrian Documentation Project (NBPD) is an annual bicycle and pedestrian count and survey effort sponsored by the Institute of Transportation Engineers Pedestrian and Bicycle Council. It seeks to establish a standardized bicycle and pedestrian count methodology and disseminate this methodology to cities across the country. The ultimate goal is to develop a national database of count information that will provide bicycle and pedestrian planners with crucial data to support their work. The NBPD has established September as the ideal month for conducting bicycle and pedestrian counts given the mild weather conditions and less variability due to summer vacations. Conducting bicycle counts in September, however, has been a great challenge for the SFMTA. The bicycle counts require a mobilization of a tremendous amount of staff resources – roughly 20 part-time counters and one full-time staff member to coordinate the counts, compile the data, and write the report. As a result, the SFMTA has relied heavily on its summer intern program to support the bicycle counts, and, unfortunately, most of the summer interns have returned to school by September.

It is recommended that the counts continue occurring in August as performed since 2006. However, the SFMTA will provide the NBPD with count data for the month of September when the automated bicycle counter pilot program expands in 2010-2011 (see discussion below). Only 13 of the 33 count locations, however, will be covered by the initial phase of automated bicycle counters. Therefore, manual counts will still be required until expanded implementation.

Prioritize Installation of Automated Bicycle Counters

While the manual citywide bicycle counts have allowed the SFMTA to identify various bicycling trends, they only produce a “snapshot” of bicycling in the San Francisco. In

order to address many of the limitations of the manual counts and to provide continuous data on bicycle ridership throughout the City, the SFMTA is currently working to install automated bicycle counters at 13 locations. Automated bicycle counters are a proven technology that provides continuous streams of ridership data in a fast and cost-effective manner.

San Francisco's first automated counter started collecting data in March 2009 on Fell Street between Scott and Divisadero Streets. This pilot project has enabled the SFMTA to test ZELT Inductive Loop Counters.[7] Inductive loop counters are installed 1 to 3 inches below the road surface and each time a bicycle travels over the loop, the system detects its electromagnetic signature and registers a count. These counters are invisible to the public and are designed to distinguish between bicyclists and other users of the street, such as automobiles or pedestrians. Furthermore, they require minimal maintenance, as the batteries last for approximately one year. The counts collected at this location using the automated counter have proven to be accurate. An analysis was performed comparing the manual counts from the Fell Street and Scott Street location with the automated count data on Fell Street from the same day. The results between the two data sets were less than a 10 percent difference in accuracy.

Figures 3, 4, and 5 offer a brief summary of the automated count data collected on Fell Street. This type of robust data will enable the SFMTA to track changes in bicycle ridership more accurately. Figure 3 presents the percent of users on weekends and weekdays. As the figure shows, 71 percent of bicycle ridership occurs Monday through Friday and 29 percent occurs on Saturday and Sunday.

Figure 3: Percent of Weekend and Weekday Ridership on Fell Street, 2010

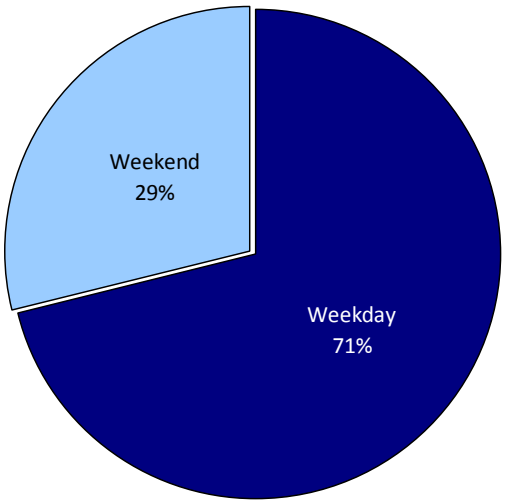

Table 10: Percent of Weekend and Weekday Ridership on Fell Street, 2010

	2010
Weekday	71.2%
Weekend	28.8%
Total	100.0%

[7] See www.eco-compteur.com for more information.

Figure 4 presents the bicycling peak hours for weekdays and weekends. The peak percent of trips on weekdays occurs between 5:00 PM and 6:00 PM (14 percent) and the peak percent of trips on weekend trips occur between 1:00 PM and 2:00 PM (9 percent). Fell Street is a one-way street, outbound from downtown, therefore it does not have a peak in counts during the AM commute time like a typical two-way street.

Figure 4: Weekend and Weekday Ridership Variation Westbound Fell Street

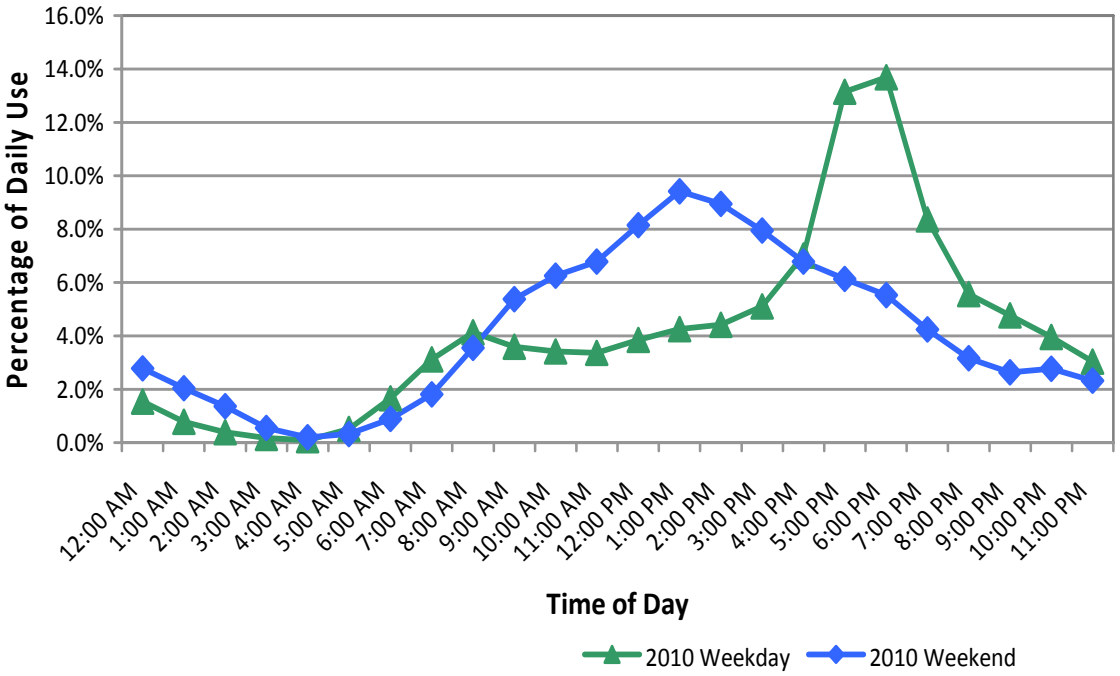

Table 11: Weekend and Weekday Ridership Variation Westbound Fell Street

Hour	2010 Weekend	2010 Weekday
12:00 AM	2.8%	1.5%
1:00 AM	2.0%	0.8%
2:00 AM	1.4%	0.4%
3:00 AM	0.6%	0.2%
4:00 AM	0.2%	0.1%
5:00 AM	0.3%	0.5%
6:00 AM	0.9%	1.7%
7:00 AM	1.8%	3.1%
8:00 AM	3.6%	4.1%
9:00 AM	5.4%	3.6%
10:00 AM	6.3%	3.4%
11:00 AM	6.8%	3.4%
12:00 PM	8.2%	3.8%
1:00 PM	9.4%	4.3%
2:00 PM	9.0%	4.4%
3:00 PM	7.9%	5.1%
4:00 PM	6.8%	7.0%

Hour	2010 Weekend	2010 Weekday
5:00 PM	6.1%	13.2%
6:00 PM	5.5%	13.7%
7:00 PM	4.2%	8.4%
8:00 PM	3.2%	5.6%
9:00 PM	2.6%	4.8%
10:00 PM	2.8%	4.0%
11:00 PM	2.3%	3.0%
Total	100.0%	100.0%

Figure 5 highlights the growth of cycling during the spring and summer months when the counter was installed. This chart reveals an overall increase in volumes for every month of data available between the two years. Noted in the figure are the percent increases for every month between 2009 and 2010. The overall average percent increase from March to September was 26 percent.

Figure 5: Monthly Ridership Totals for 2009 and 2010 for westbound Fell Street

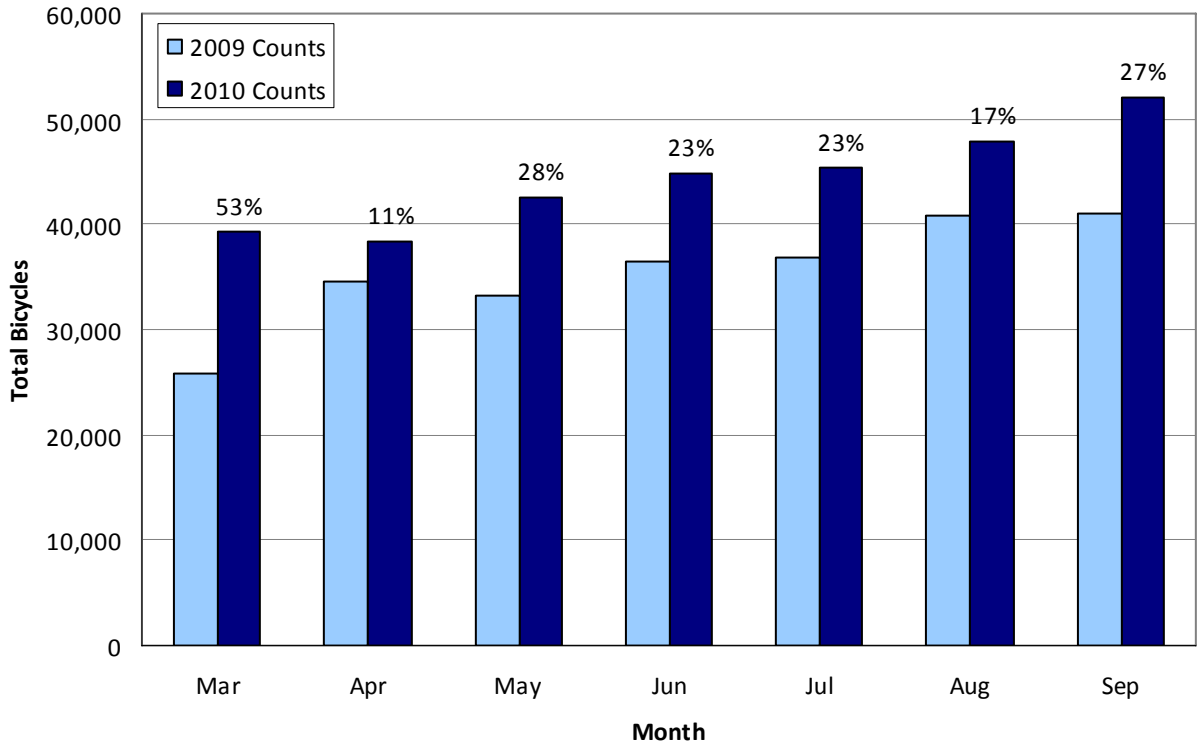

Table 12: Monthly Ridership Totals for 2009 and 2010 for Westbound Fell Street

	2009	2010	Increase
March	25,730	39244	53%
April	34,513	38391	11%
May	33,223	42506	28%
June	36,421	44847	23%
July	36,841	45438	23%
August	40,829	47832	17%
September	41,017	52055	27%

As Table 8 presents, within the next year, the SFMTA will be installing the first phase of 22 counters at 13 locations throughout the City. It is the goal of the SFMTA to eventually install automated counters at all 33 count locations throughout the City.

Table 13: Proposed 1st Phase of Automated Counter Locations

	On	Approaching	Number of Counters
1	Panhandle Path	Masonic Avenue	1
2	Market Street	11th Street/Van Ness Avenue	2
3	7th Avenue and Kirkham Street	---	4
4	Potrero Avenue	23rd Street	2
5	North Point Street	Polk Street	2
6	Polk Street	Grove Street	1
7	Grove Street	Polk Street	1
8	Valencia Street	14th Street	2
9	14th Street	Julian Avenue (east of Valencia)	1
10	Arguello Boulevard and Lake Street	---	3
11	Clipper Street	High Street and Clipper Terrace	1
12	Golden Gate Avenue	west of Baker Street	1
13	Baker Street	south of Golden Gate Avenue	1
Total			**22**

The primary drawback of the automated bicycle counters is their inability to detect rider gender, helmet usage, or to document other forms of bicyclist behavior. The SFMTA will continue with its annual bicycle counts until all of the automated counters have been installed. It is recommended that the SFMTA continue to utilize manual counts on a systematic basis to not only monitor rider gender, helmet usage, and ground conditions at the locations, but also to validate the automated counts.

Closely Monitor Count Locations

Special attention should continue to be paid at downtown locations, as they can be more difficult to count than periphery locations given the high volume of bicyclists. Furthermore, due to close proximity to AT&T Park, bicycle counts can be distorted if they are conducted on days when a ballgame or other major event is scheduled. For consistency, counts should continue to be taken on days when events are not scheduled.

Properly Account for High Volume Locations

While the observed increase in bicycling is a trend to be celebrated, the sheer volume of people on bicycles at many of the count locations presents another set of challenges for

the annual bicycle count. As Table 9 shows, in 2010 there were 12 locations where more than 300 bicyclists were counted during the 1 to 1.5 hour observation period.

Table 14: Number of High Volume Locations by Year

Number of Bicyclists	2006	2007	2008	2009	2010
300+	6*	6	12	13	12
500+	1	3	5	6	5
600+	0	0	3	4	6
* Total excludes inaccurate JFK/Transverse count					

As part of the SFMTA count methodology, locations with more than 300 bicyclists from previous counts require the use of "click-counters." However, the high volumes at these locations may be greater than the observational capacity of even the best counter. Furthermore, at these locations it is all but impossible for the observer(s) to gather much of the “auxiliary” rider data (gender, helmet use, etc.) that provides another useful dimension to the data. As the number of 300+ locations continues to increase, the chance for counting error increases, while the amount of “auxiliary” data that is gathered decreases. One solution to this problem is increasing the number of counters per location, but with limited staffing, it is not necessarily practical. Another potential solution is automated bicycle counters, but automated counters are not able to capture rider gender or helmet use. Future organizers of the citywide bicycle count should continue to consult past volumes to determine where to deploy click-counters, and/or additional counters.

Maintain High Training Standards for Manual Counting Staff

It is recommended that the citywide bicycle count continue to be officially incorporated into the SFMTA Intern Program. All supervisors and interns should be aware of the count and interns should continue to have it assigned as one of the required tasks for the summer. Thorough training of staff and interns should continue to ensure that each counter understands the proper methodology for counting bicycles.

Ensure SFMTA Methodology is Consistent with National Bicycle Count Efforts

The National Bicycle and Pedestrian Documentation Project (NBPD) is an annual bicycle and pedestrian count and survey effort sponsored by the Institute of Transportation Engineers Pedestrian and Bicycle Council. NBPD seeks to establish a standardized bicycle and pedestrian count methodology and to disseminate this methodology to cities across the country. The ultimate goal is to develop a national database of count information that will provide bicycle and pedestrian planners with crucial data to support their work.

The SFMTA has been careful to ensure that its bicycle counts follow bicycle count best practices and a consistent methodology. Nevertheless, as the NBPD refines its own sample count forms, surveys, and tabulation methodologies, the SFMTA should continually integrate these best practices to ensure consistency with national standards.

- **Collect vehicular traffic data at all bicycle count locations.** One of the key long-term goals of the SFMTA bicycle counts is to assess the effectiveness of bicycle infrastructure and program improvements in encouraging greater levels of cycling. To better understand the true cause of an increase in bicycle volumes, it is critical to identify whether or not an increase in bicycle volumes is an artifact of overall increases in transportation use or whether it is due to some other external factor controlled or influenced by SFMTA. Percent changes in motor vehicle traffic counts are used as one proxy for comparing changes in overall transportation use to changes in bicycle use. There is a need for additional automatic vehicle counts throughout San Francisco for comparing bicycle riding trends to driving trends.

- **Continue to publish the State of Cycling Report.** The State of Cycling report continues to be a valuable supplement to the Citywide Count Report. A new State of Cycling Report is scheduled for release in 2011.

- **Work with BART, AC Transit, and Golden Gate Transit to collect bicycle use data at adjacent ferry terminals and transit stations.** Transit stations are a key destination for cyclists linking trips for the purpose of regional travel. While the count effort is concerned primarily with local bicycle travel within San Francisco, it is important to understand the role bike and transit affects on bicycle volumes.

- **Work with bicycle messenger companies or the San Francisco Bicycle Messenger Association (SFBMA) to maintain data about numbers of messengers operating.** While commuters make a trip choice based on a variety of possible modes, bicycle messengers are professional riders whose mode does not vary. For this reason, volumes of bicycle messengers are likely to change based on other socio-economic factors rather than external factors controlled by SFMTA. Understanding the number of bicycle courier trips in downtown San Francisco could lead to a more accurate understanding of changes in bicycle volumes in that area.

- **Work with bicycle rental companies to maintain data about numbers of rentals and routes selected by users.** This data would allow a more specific analysis of the impact of bicycle rentals on the bicycle volumes at select locations, such as the ferry terminals.

Conclusion

The 2010 Citywide Bicycle Count was successful in its goal of capturing a sample of bicycle use across the City. The recorded increase in volume of 3 percent over the 2009 count and 58 percent over the 2006 count indicates that bicycling in San Francisco continues to rise.

As future counts occur and additional data from automated bicycle counters becomes available, it will be possible to remark more conclusively on specific trends at certain

locations and throughout San Francisco. More specifically, the 2011 bicycle counts should help explain the impacts of new infrastructure on bicycle ridership. The four years that San Francisco has been monitoring bicycle ridership without the installation of new bicycle facilities provides us with a robust data set by which to analyze the effects of the variety of network improvements to be made in the near future. With the court injunction against the Bike Plan lifted and new bicycling infrastructure being implemented at a rate higher than ever, future counts offer a unique opportunity for the SFMTA to document the impacts of new bicycle infrastructure on ridership.

Appendices

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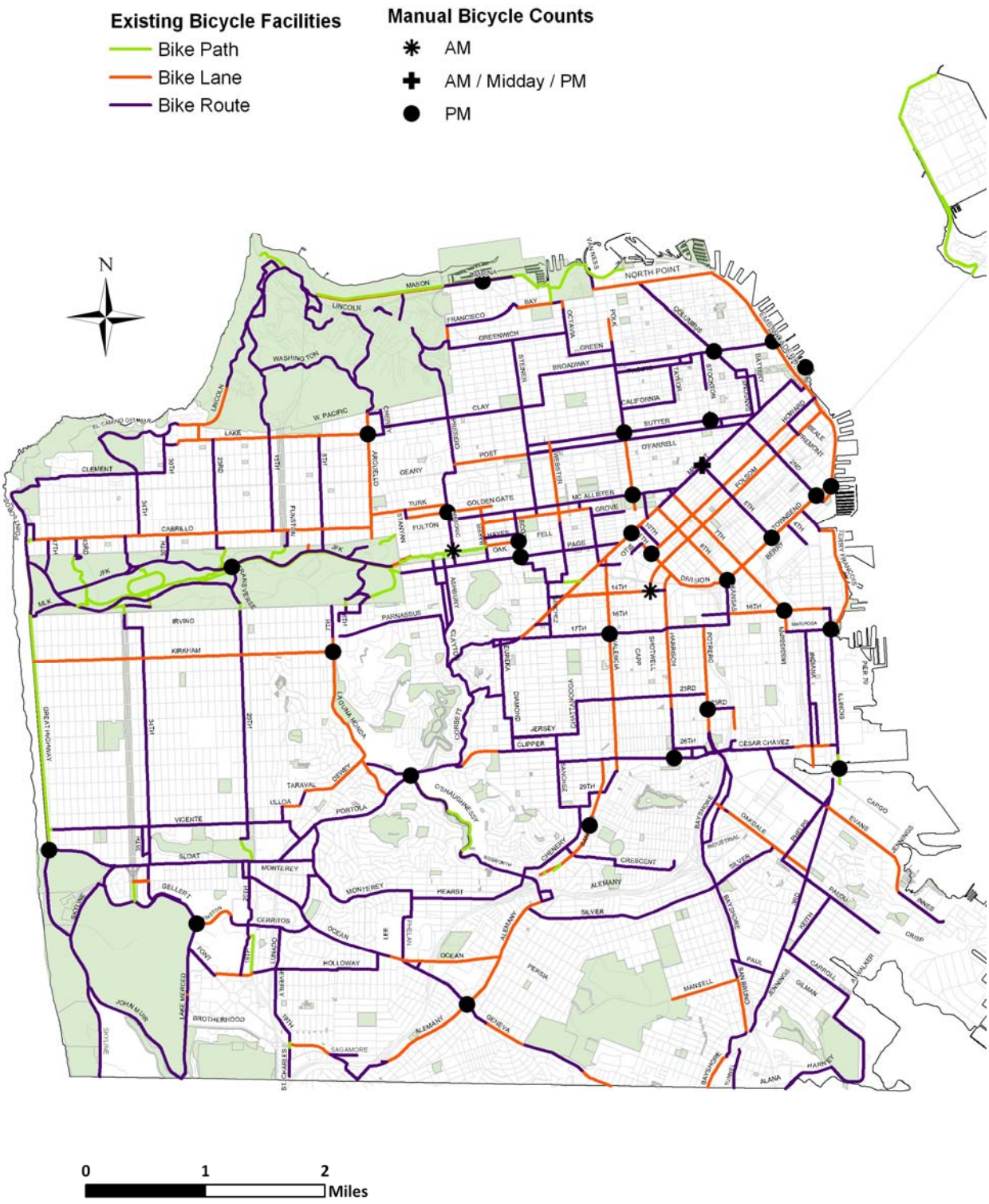
Appendix A: Weather Report (2006-2010)

Intersection	Time	2006		2007		2008		2009		2010	
		Temp (°F)	Conditions	Temp (°F)	Conditions	Temp (°F)	Conditions	Temp (°F)	Conditions	Temp (°F)	Conditions
11th & Howard	PM	65	Scattered Clouds	65	Partly Cloudy	69	Clear	69	Clear	62	Clear/Wind
11th & Market	PM	65	Scattered Clouds	65	Partly Cloudy	65	Clear then foggy	65	Clear	62	Clear
14th & Folsom	AM	64	Scattered Clouds	66	Scattered Clouds	60	Partly Cloudy	60	Clear	64	Clear
17th & Valencia	PM	62	Mostly Cloudy	72	Partly Cloudy	70	Clear	70	Clear	62	Clear
23rd & Potrero	PM	68	Partly Cloudy	68	Partly Cloudy	70	Clear	70	Overcast/Wind	63	Clear/Cool/ Wind
2nd & Townsend	PM	65	Scattered Clouds	65	Partly Cloudy	68	Clear	68	Clear	70	Clear
3rd & Islais Creek (Illinois St. in 2008/09)	PM	64	Scattered Clouds	66	Scattered Clouds	73	Clear	73	Overcast`	64	Foggy/Very windy/Cold
5th & Market	Midday	65	Partly Cloudy	68	Partly Cloudy	76	Clear	76	Clear	62	Clear
5th & Market	PM	63	Partly Cloudy	68	Partly Cloudy	59	Mostly Cloudy	59	Clear	60	Overcast
5th & Market	AM	56	Clear	55	Partly Cloudy	60	Mostly Cloudy	60	Overcast	62	Overcast
5th & Townsend	PM	65	Scattered Clouds	65	Partly Cloudy	68	Clear	68	Clear	62	Clear
7th & 16th	PM	63	Partly Cloudy	66	Scattered Clouds	70	Clear	70	Clear	62	Overcast/Cold
7th & Kirkham	PM	62	Mostly Cloudy	66	Scattered Clouds	66	Mostly Cloudy	66	Clear/Warm	60	Overcast/wind15-20 mph
8th & Townsend	PM	65	Scattered Clouds	65	Partly Cloudy	67	Clear	67	Clear	62	Clear/Wind

Intersection	Time	2006		2007		2008		2009		2010	
		Temp (°F)	Conditions	Temp (°F)	Conditions	Temp (°F)	Conditions	Temp (°F)	Conditions	Temp (°F)	Conditions
Alemany & Geneva	PM	64	Scattered Clouds	68	Partly Cloudy	68	Partly Cloudy	68	Overcast/Wind	60	Overcast/Wind/Cold
Arguello & Lake	PM	64	Scattered Clouds	68	Partly Cloudy	68	Clear	68	Clear/Wind	64	Overcast/Wind
Broadway & Columbus	PM	65	Scattered Clouds	65	Partly Cloudy	68	Clear then foggy	68	Clear	62	Foggy
Broadway & Embarcadero	PM	65	Scattered Clouds	65	Partly Cloudy	70	Clear	70	Clear	62	Clear then Foggy
Cervantes & Marina	PM	66	Partly Cloudy	73	Clear	71	Clear	71	Clear	63	Clear/Windy
Cesar Chavez & Harrison	PM	64	Scattered Clouds	65	Partly Cloudy	60	Partly Cloudy	60	Clear	62	Cleay/Overcast
Embarcadero & Townsend	PM	65	Scattered Clouds	65	Partly Cloudy	68	Clear	68	Breeze	62	Clear
Embarcadero to/from Ferry Building	PM	65	Scattered Clouds	65	Partly Cloudy	70	Clear	70	Clear	62	Clear
Fell & Scott	PM	68	Partly Cloudy	65	Scattered Clouds	58	Mostly Cloudy	58	Clear	64	Overcast/Wind/Cold
Golden Gate & Masonic	PM	68	Partly Cloudy	68	Partly Cloudy	64	Clear	64	Fog/Wind	62	Foggy/Wind/Very Cold
Great Highway & Sloat	PM	66	Partly Cloudy	68	Partly Cloudy	58	Mostly Cloudy	58	Clear	62	Overcast/Wind/Very Cold
Illinois & Mariposa/Terry Francois	PM	66	Partly Cloudy	66	Scattered Clouds	73	Clear	73	Clear	62	Clear
JFK & Transverse	PM	66	Partly Cloudy	65	Scattered Clouds	63	Cloudy	63	Clear/Wind	62	Heavely Overcast
Lake Merced & Winston	PM	68	Partly Cloudy	72	Partly Cloudy	60	Mostly Cloudy	60	Clear/Wind	64	Overcast/Wind/Cold

Intersection	Time	2006		2007		2008		2009		2010	
		Temp (°F)	Conditions	Temp (°F)	Conditions	Temp (°F)	Conditions	Temp (°F)	Conditions	Temp (°F)	Conditions
Masonic & Panhandle	AM	68	Partly Cloudy	65	Scattered Clouds	62	Mostly Cloudy	62	Overcast	60	Grey/Cold/Almost raining
McAllister & Polk	PM	65	Scattered Clouds	65	Partly Cloudy	65	Partly Cloudy	65	Windy	62	Clear/Overcast/Cool/Wind
O'Shaughnessy & Portola	PM	62	Mostly Cloudy	68	Partly Cloudy	68	Clear	68	Overcast	63	Clear
Page & Scott	PM	68	Partly Cloudy	65	Partly Cloudy	64	Clear	64	Overcast/Wind	63	Clear/Wind/Cold
Polk & Sutter	PM	65	Scattered Clouds	65	Partly Cloudy	65	Partly Cloudy	65	Clear	62	Clear
Randall & San Jose	PM	66	Partly Cloudy	72	Partly Cloudy	70	Clear	70	Breeze	60	Overcast/Wind
Stockton & Sutter	PM	65	Scattered Clouds	65	Partly Cloudy	65	Clear	65	Clear	62	Clear/Freezing
2006 Avg. Temp:		**65**	**2007 Avg. Temp:**	**66**	**2008 Avg. Temp:**	**66**	**2009 Avg. Temp:**	**66**	**2010 Avg. Temp:**	**62**	
AM: 8AM – 9 AM, Midday: 1 PM – 2 PM, PM: 5 PM – 6:30 PM											

Appendix B: 2010 Bicycle Count Locations



Appendix C: Sidewalk Riders

Intersection	2009 Total	Sidewalk Riders 2009	% Sidewalk Riders 2009	2010 Total	Sidewalk Riders 2010	% Sidewalk Riders 2010
11th & Howard	332	11	3%	323	2	1%
11th & Market	808	45	6%	818	6	1%
14th & Folsom	258	9	3%	252	3	1%
17th & Valencia	606	9	1%	771	10	1%
23rd & Potrero	74	5	7%	70	7	10%
2nd & Townsend	133	4	3%	129	9	7%
Illinois Street Bridge	13	0	0%	27	Not applicable to this location	
5th & Market (Morning)	470			625	27	4%
5th & Market (Midday)	192	17	9%	183	24	13%
5th & Market (Evening)	745	25	3%	796	17	2%
5th & Townsend	325	2	1%	417	0	0%
7th & 16th	202	16	8%	133	0	0%
7th & Kirkham	54	8	15%	55	0	0%
8th & Townsend	276	16	6%	281	4	1%
Alemany & Geneva	29	7	24%	25	7	28%
Arguello & Lake	233	17	7%	112	5	4%
Broadway & Columbus	63	0	0%	96	2	2%
Broadway & Embarcadero	554	0	0%	498	0	0%
Cervantes & Marina	518	461	89%	382	3	1%
Cesar Chavez & Harrison	57	7	12%	35	7	20%
Embarcadero & Townsend	315	134	43%	366	0	0%
Embarcadero to/from Ferry Building	171	Not applicable to this location		280	Not applicable to this location	
Fell & Scott*	373	59	16%	410	20	5%
Golden Gate & Masonic	43	12	28%	54	12	22%
Great Highway & Sloat	82	39	48%	38	0	0%
Illinois & Mariposa/Terry Francois	78	0	0%	74	0	0%
JFK & Transverse	410	69	17%	191	8	4%
Lake Merced & Winston	57	36	63%	42	5	12%
Masonic & Panhandle	228	223	98%	244	4	2%
McAllister & Polk	309	23	7%	311	31	10%
O'Shaughnessy & Portola	28	13	46%	11	9	82%
Page & Scott	613	9	1%	689	1	0%
Polk & Sutter	203	11	5%	258	5	2%
Randall & San Jose	70	16	23%	74	2	3%
Stockton & Sutter	113	11	10%	141	2	1%
TOTALS	**9035**	**1314**	**15%**	**9211**	**232**	**3%**

*This total includes those cyclists who made an illegal left turn against the red light on Fell St.

Appendix D: Wrong-Way Riders

Intersection	2009 Total	Wrong Way Riders 2009	% Wrong Way Riders 2009	2010 Total	Wrong Way Riders 2010	% Wrong Way Riders 2010
11th & Howard	332	11	3%	323	22	7%
11th & Market	808	40	5%	818	29	4%
14th & Folsom	258	10	4%	252	0	0%
17th & Valencia	606	10	2%	771	0	0%
23rd & Potrero	74	5	7%	70	11	16%
2nd & Townsend	133	7	5%	129	2	2%
Illinois Street Bridge	13	0	0%	27	Not applicable to this location	
5th & Market (Midday)	192	9	5%	183	0	0%
5th & Market (Evening)	745	21	3%	796	0	0%
5th & Market (Morning)	470	No data available		625	0	0%
5th & Townsend	325	1	0%	417	3	1%
7th & 16th	202	12	6%	133	0	0%
7th & Kirkham	54	4	7%	55	3	5%
8th & Townsend	276	4	1%	281	15	5%
Alemany & Geneva	29	0	0%	25	2	8%
Arguello & Lake	233	12	5%	112	4	4%
Broadway & Columbus	63	1	2%	96	1	1%
Broadway & Embarcadero	554	0	0%	498	6	1%
Cervantes & Marina	518	1	0%	382	0	0%
Cesar Chavez & Harrison	57	3	5%	35	3	9%
Embarcadero & Townsend	315	10	3%	366	0	0%
Embarcadero to/from Ferry Building	171	Not applicable to this location		280	Not applicable to this location	
Fell & Scott*	373	242	65%	410	No data available	
Golden Gate & Masonic	43	1	2%	54	3	6%
Great Highway & Sloat	82	0	0%	38	3	8%
Illinois & Mariposa/Terry Francois	78	4	5%	74	0	0%
JFK & Transverse	410	19	5%	191	8	4%
Lake Merced & Winston	57	0	0%	42	4	10%
Masonic & Panhandle	228	4	2%	244	4	2%
McAllister & Polk	309	19	6%	311	1	0%
O'Shaughnessy & Portola	28	4	14%	11	9	82%
Page & Scott	613	5	1%	689	1	0%
Polk & Sutter	203	7	3%	258	4	2%
Randall & San Jose	70	11	16%	74	12	16%
Stockton & Sutter	113	5	4%	141	2	1%
TOTALS	**9035**	**482**	**5%**	**9211**	**152**	**2%**

*This total includes those cyclists who made an illegal left turn against the red light on Fell St.

Appendix E: Helmet Usage

Intersection	Total	Helmet	% Helmet	No Helmet	% No Helmet
11th & Howard					
11th & Market	809	589	73%	220	27%
14th & Folsom	294	236	80%	58	20%
17th & Valencia					
23rd & Potrero	85	46	54%	39	46%
2nd & Townsend	135	95	70%	40	30%
Illinois Street Bridge	26	19	73%	7	27%
5th & Market (Midday)	147	91	62%	56	38%
5th & Market (Evening)	87	51	59%	36	41%
5th & Market (Morning)					
5th & Townsend					
7th & 16th					
7th & Kirkham	57	51	89%	6	11%
8th & Townsend					
Alemany & Geneva	30	16	53%	14	47%
Arguello & Lake	111	101	91%	10	9%
Broadway & Columbus					
Broadway & Embarcadero					
Cervantes & Marina	357	255	71%	102	29%
Cesar Chavez & Harrison	47	31	66%	16	34%
Embarcadero & Townsend					
Embarcadero to/from Ferry Building	198	102	52%	96	48%
Fell & Scott					
Golden Gate & Masonic	54	42	78%	12	22%
Great Highway & Sloat	38	36	95%	2	5%
Illinois & Mariposa/Terry Francois					
JFK & Transverse					
Lake Merced & Winston	51	38	75%	13	25%
Masonic & Panhandle					
McAllister & Polk	305	213	70%	92	30%
O'Shaughnessy & Portola	20	19	95%	1	5%
Page & Scott	601	424	71%	177	29%
Polk & Sutter					
Randall & San Jose	76	63	83%	13	17%
Stockton & Sutter	109	68	62%	41	38%
TOTALS	**3637**	**2586**	**71%**	**1051**	**29%**

Percentages are based on total reported total helmet/no helmet riders, not on the total number of bicyclists counted citywide.

Appendix F: Rider Gender

Intersection	Total 2010	Female Riders	% Female Riders	Male Riders	% Male Riders
11th & Howard					
11th & Market	809	222	27%	587	72%
14th & Folsom	294	117	46%	177	70%
17th & Valencia					
23rd & Potrero	85	21	30%	64	91%
2nd & Townsend	135	32	25%	103	80%
Illinois Street Bridge	26	3	11%	23	85%
5th & Market (Midday)	147	36	20%	111	61%
5th & Market (Evening)	87	22	3%	65	8%
5th & Market (Morning)					
5th & Townsend					
7th & 16th					
7th & Kirkham	57	19	35%	38	69%
8th & Townsend					
Alemany & Geneva	30	7	28%	23	92%
Arguello & Lake	111	25	22%	86	77%
Broadway & Columbus					
Broadway & Embarcadero					
Cervantes & Marina	357	104	27%	253	66%
Cesar Chavez & Harrison	47	14	40%	33	94%
Embarcadero & Townsend					
Embarcadero to/from Ferry Building	198	76	27%	122	44%
Fell & Scott*					
Golden Gate & Masonic	54	22	41%	32	59%
Great Highway & Sloat	38	12	32%	26	68%
Illinois & Mariposa/Terry Francois					
JFK & Transverse					
Lake Merced & Winston	51	6	14%	45	107%
Masonic & Panhandle					
McAllister & Polk	305	81	26%	224	72%
O'Shaughnessy & Portola	20	5	45%	15	136%
Page & Scott	601	152	22%	449	65%
Polk & Sutter					
Randall & San Jose	76	25	34%	51	69%
Stockton & Sutter	109	31	22%	78	55%
TOTALS	**3637**	**1032**	**28%**	**2605**	**72%**

Percentages are based on total reported total male/female riders, not on the total number of bicyclists counted citywide.

Appendix G: 2006-07 San Francisco Bicycle Count Data

Intersection	Time*	2006 Total	2007 Total	% Change (06-07)
11th & Howard	PM	227	250	10%
11th & Market	PM	545	585	7%
14th & Folsom	AM	163	200	23%
17th & Valencia	PM	441	541	23%
23rd & Potrero	PM	35	34	-3%
2nd & Townsend	PM	101	107	6%
3rd St. Bridge	PM	42	26	-38%
5th & Market	Midday	156	152	-3%
5th & Market	PM	468	519	11%
5th & Market	AM	378	397	5%
5th & Townsend	PM	254	266	5%
7th & 16th	PM	67	122	82%
7th & Kirkham	PM	35	45	29%
8th & Townsend	PM	167	214	28%
Alemany & Geneva	PM	9	28	211%
Arguello & Lake	PM	136	165	21%
Broadway & Columbus	PM	95	80	-16%
Broadway & Embarcadero	PM	393	369	-6%
Cervantes & Marina	PM	240	292	22%
Cesar Chavez & Harrison	PM	39	48	23%
Embarcadero & Townsend	PM	195	259	33%
Embarcadero to/from Ferry Building	PM	84	55	-35%
Fell & Scott	PM	202	250	24%
Golden Gate & Masonic	PM	42	38	-10%
Great Highway & Sloat	PM	50	53	6%
Illinois & Mariposa/Terry Francois	PM	36	62	72%
JFK & Transverse**	PM	300	186	-38%
Lake Merced & Winston	PM	29	44	52%
Masonic & Panhandle	AM	152	172	13%
McAllister & Polk	PM	223	266	19%
O'Shaughnessy & Portola	PM	23	29	26%
Page & Scott	PM	376	420	12%
Polk & Sutter	PM	158	181	15%
Randall & San Jose	PM	28	72	157%
Stockton & Sutter	PM	37	74	100%
1. TOTALS		**5926**	**6601**	
2. TOTALS*		**5626**	**6415**	**14.0%**

* AM: 8AM – 9 AM, Midday: 1 PM – 2 PM, PM: 5 PM – 6:30 PM
**2006 count for JFK/Transverse was found to be inaccurate. For comparison purposes, JFK/Transverse was omitted from these totals.

Appendix H: 2007-08 San Francisco Bicycle Count Data

Intersection	Time*	2007 Total	2008 Total	% Change (07-08)
11th & Howard	PM	250	333	33%
11th & Market	PM	585	726	24%
14th & Folsom	AM	200	214	7%
17th & Valencia	PM	541	690	28%
23rd & Potrero	PM	34	73	115%
2nd & Townsend	PM	107	140	31%
3rd St. Bridge / Illinois St. Bridge**	PM	26	16	-38%
5th & Market	Midday	152	163	7%
5th & Market	PM	519	615	18%
5th & Market	AM	397	409	3%
5th & Townsend	PM	266	306	15%
7th & 16th	PM	122	144	18%
7th & Kirkham	PM	45	47	4%
8th & Townsend	PM	214	264	23%
Alemany & Geneva	PM	28	28	0%
Arguello & Lake	PM	165	175	6%
Broadway & Columbus	PM	80	94	18%
Broadway & Embarcadero	PM	369	594	61%
Cervantes & Marina	PM	292	490	68%
Cesar Chavez & Harrison	PM	48	54	13%
Embarcadero & Townsend	PM	259	319	23%
Embarcadero to/from Ferry Building***	PM	55	350	536%
Fell & Scott	PM	250	302	21%
Golden Gate & Masonic	PM	38	47	24%
Great Highway & Sloat	PM	53	39	-26%
Illinois & Mariposa/Terry Francois	PM	62	56	-10%
JFK & Transverse	PM	186	270	45%
Lake Merced & Winston	PM	44	47	7%
Masonic & Panhandle	AM	172	212	23%
McAllister & Polk	PM	266	295	11%
O'Shaughnessy & Portola	PM	29	29	0%
Page & Scott	PM	420	578	38%
Polk & Sutter	PM	181	209	15%
Randall & San Jose	PM	72	97	35%
Stockton & Sutter	PM	74	95	28%
1. TOTALS		**6601**	**8520**	
2. TOTALS****		**6520**	**8154**	**25%**

* AM: 8AM – 9 AM, Midday: 1 PM – 2 PM, PM: 5 PM – 6:30 PM
** Count location was changed from 3rd Street bridge (2006-07) to Illinois Street bridge (2008).
*** Count location was changed from the Embarcadero at Market Street (2006-07) to the two ferry terminals behind the Ferry Building (2008).
**** For comparison purposes, omits changed count locations.

Appendix I: 2008-09 San Francisco Bicycle Count Data

Intersection	Time	2008 Total	2009 Total	% Change (08-09)
11th & Howard	PM	333	332	0%
11th & Market	PM	726	808	11%
14th & Folsom	AM	214	258	21%
17th & Valencia	PM	690	606	-12%
23rd & Potrero	PM	73	74	1%
2nd & Townsend	PM	140	133	-5%
3rd St. Bridge / Illinois St. Bridge	PM	16	13	-19%
5th & Market	Middday	163	192	18%
5th & Market	PM	615	745	21%
5th & Market	AM	409	470	15%
5th & Townsend	PM	306	325	6%
7th & 16th	PM	144	202	40%
7th & Kirkham	PM	47	54	15%
8th & Townsend	PM	264	276	5%
Alemany & Geneva	PM	28	29	4%
Arguello & Lake	PM	175	233	33%
Broadway & Columbus	PM	94	63	-33%
Broadway & Embarcadero	PM	594	554	-7%
Cervantes & Marina	PM	490	518	6%
Cesar Chavez & Harrison	PM	54	57	6%
Embarcadero & Townsend	PM	319	315	-1%
Ferry Building Terminals**	PM	350	171	-51%
Fell & Scott	PM	302	373	24%
Golden Gate & Masonic	PM	47	43	-9%
Great Highway & Sloat	PM	39	82	110%
Illinois & Mariposa/Terry Francois	PM	56	78	39%
JFK & Transverse	PM	270	410	52%
Lake Merced & Winston	PM	47	57	21%
Masonic & Panhandle	AM	212	228	8%
McAllister & Polk	PM	295	309	5%
O'Shaughnessy & Portola	PM	29	28	-3%
Page & Scott	PM	578	613	6%
Polk & Sutter	PM	209	203	-3%
Randall & San Jose	PM	97	70	-28%
Stockton & Sutter	PM	95	113	19%
1. TOTALS		**8520**	**9035**	
2. TOTALS*		**8170**	**8864**	**8%**

* AM: 8AM – 9 AM, Midday: 1 PM – 2 PM, PM: 5 PM – 6:30 PM
* Due to the high variability in tourists and ferry schedules between years, these totals exclude the Ferry Terminal counts.
A map showing the relative distribution of bicyclists counted can be found in Appendix B.

Appendix J: Downtown Cordon Counts (2006-2010)

Downtown Cordon Intersections	2006 Total	2007 Total	2008 Total	2009 Total	Total 2010	% Change (06-07)	% Change (07-08)	% Change (08-09)	% Change (06-09)	% Change (09-10)	% Change (06-10)
11th & Howard	227	250	333	332	323	10%	33%	0%	46%	-3%	42%
11th & Market	545	585	726	808	818	7%	24%	11%	48%	1%	50%
2nd & Townsend	101	107	140	133	129	6%	31%	-5%	32%	-3%	28%
5th & Townsend	254	266	306	325	417	5%	15%	6%	28%	28%	64%
8th & Townsend	167	214	264	276	281	28%	23%	5%	65%	2%	68%
Broadway & Columbus	95	80	94	63	96	-16%	18%	-33%	-34%	52%	1%
Broadway & Embarcadero	393	369	594	554	498	-6%	61%	-7%	41%	-10%	27%
Embarcadero & Townsend	195	259	319	315	366	33%	23%	-1%	62%	16%	88%
Ferry Building Terminals*	84	55	350	171	280	-35%	536%	-51%	104%	64%	233%
McAllister & Polk	223	266	295	309	311	19%	11%	5%	39%	1%	39%
Polk & Sutter	158	181	209	203	258	15%	15%	-3%	28%	27%	63%
Stockton & Sutter	37	74	95	113	141	100%	28%	19%	205%	25%	281%
TOTALS*	**2395**	**2651**	**3375**	**3431**	**3638**	**11%**	**27%**	**2%**	**43%**	**6%**	**52%**

Time: 5:00 p.m. - 6:30 p.m.
* For comparison purposes, the Ferry Building Terminals was omitted from these totals, which was relocated in 2008.

Appendix K: Non-downtown Cordon Counts (2006-2010)

Non-Downtown Cordon Intersections	Time	2006 Total	2007 Total	2008 Total	2009 Total	2010 Total	% Change (06-07)	% Change (07-08)	% Change (08-09)	% Change (06-09)	% Change (09-10)	% Change (06-10)
14th & Folsom	AM	163	200	214	258	252	23%	7%	21%	58%	-2%	55%
17th & Valencia	PM	441	541	690	606	771	23%	28%	-12%	37%	27%	75%
23rd & Potrero	PM	35	34	73	74	70	-3%	115%	1%	111%	-5%	100%
3rd St. Bridge / Illinois St. Bridge*	PM	42	26	16	13	27	-38%	-38%	-19%	-69%	108%	-36%
5th & Market	Midday	156	152	163	192	183	-3%	7%	18%	23%	-5%	17%
5th & Market	PM	468	519	615	745	796	11%	18%	21%	59%	7%	70%
5th & Market	AM	378	397	409	470	625	5%	3%	15%	24%	33%	65%
7th & 16th	PM	67	122	144	202	133	82%	18%	40%	201%	-34%	99%
7th & Kirkham	PM	35	45	47	54	55	29%	4%	15%	54%	2%	57%
Alemany & Geneva	PM	9	28	28	29	25	211%	0%	4%	222%	-14%	178%
Arguello & Lake	PM	136	165	175	233	112	21%	6%	33%	71%	-52%	-18%
Cervantes & Marina	PM	240	292	490	518	382	22%	68%	6%	116%	-26%	59%
Cesar Chavez & Harrison	PM	39	48	54	57	35	23%	13%	6%	46%	-39%	-10%
Fell & Scott	PM	202	250	302	373	410	24%	21%	24%	85%	10%	103%
Golden Gate & Masonic	PM	42	38	47	43	54	-10%	24%	-9%	2%	26%	29%
Great Highway & Sloat	PM	50	53	39	82	38	6%	-26%	110%	64%	-54%	-24%
Illinois & Mariposa/Terry Francois	PM	36	62	56	78	74	72%	-10%	39%	117%	-5%	106%
JFK & Transverse*	PM	300	186	270	410	191	-38%	45%	52%	37%	-53%	-36%
Lake Merced & Winston	PM	29	44	47	57	42	52%	7%	21%	97%	-26%	45%
Masonic & Panhandle	AM	152	172	212	228	244	13%	23%	8%	50%	7%	61%
O'Shaughnessy & Portola	PM	23	29	29	28	11	26%	0%	-3%	22%	-61%	-52%
Page & Scott	PM	376	420	578	613	689	12%	38%	6%	63%	12%	83%
Randall & San Jose	PM	28	72	97	70	74	157%	35%	-28%	150%	6%	164%
TOTALS*		**3105**	**3683**	**4509**	**5010**	**5075**	19%	22%	11%	61%	1%	63%

AM: 8AM – 9 AM, Midday: 1 PM – 2 PM, PM: 5 PM – 6:30 PM

* For comparison purposes, these totals exclude the observations from the 2 changed count locations in 2008.