



City of San Francisco 2008 Bicycle Count Report

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SFMTA

Municipal Transportation Agency

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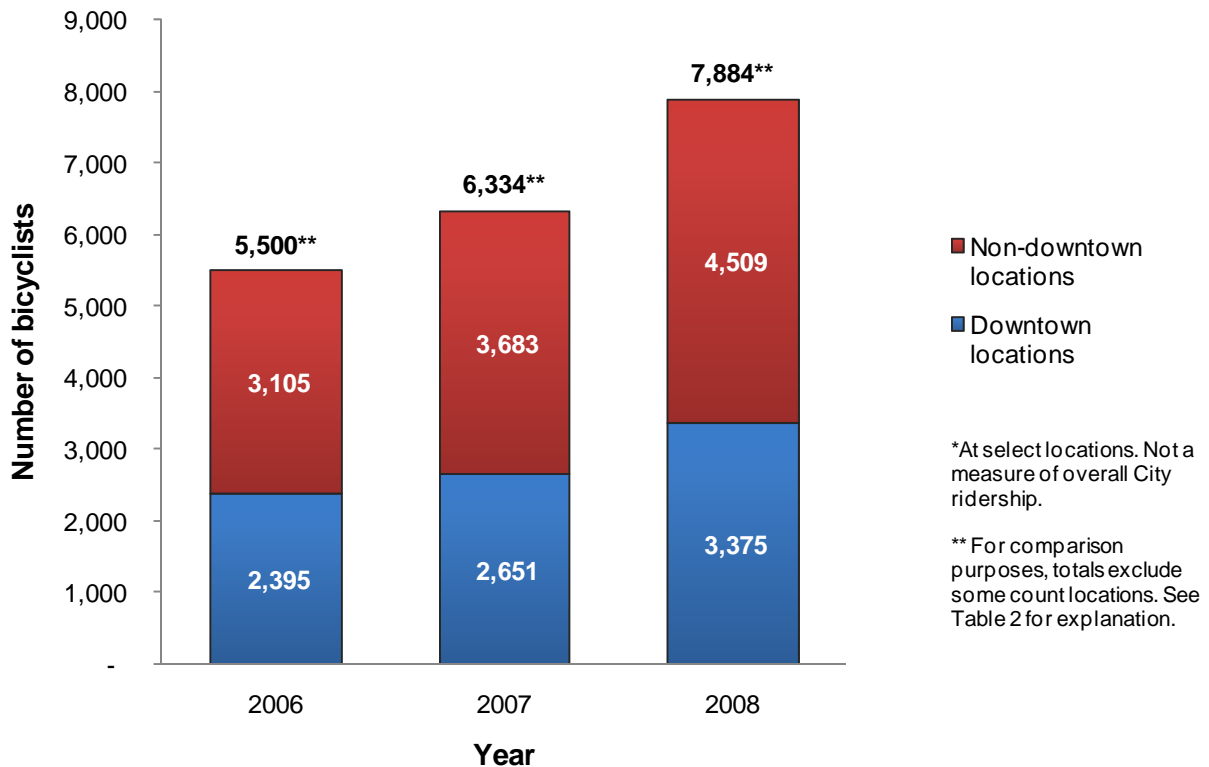
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Report Highlights

- The 2008 counts showed a statistically significant **24.5 percent overall increase** in the number of observed bicyclists compared to the 2007 counts.
- Since the 2006 baseline counts, there has been a statistically significant **43.3 percent overall increase** in the number of observed bicyclists.
- **Eleven count locations** saw statistically significant increases in bicyclist volumes during the p.m. peak from 2007 to 2008. **Seventeen count locations** saw statistically significant increases in bicyclist volumes during the p.m. peak from 2006 to 2008.
- **None of the 33 count locations** saw a statistically significant decrease in the number of bicyclists from 2007 to 2008.
- The number of “high volume” locations (300+ bicyclists counted during the observation period) **jumped to 12 in 2008**, up from six in 2006 and 2007. For the first time, three count locations saw **more than 600 bicyclists**.
- **Women represented 27 percent of bicyclists**, up from 24 percent in 2007.

Figure 1: San Francisco Bicycle Counts (2006-08)*



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 around the City. In 2007 and 2008, the SFMTA conducted its second and third annual bicycle counts. By comparing the 2007 and 2008 data to the baseline 2006 data, the SFMTA has been able to identify and measure some basic trends in bicycle ridership throughout San Francisco. Furthermore, the bicycle counts will inform the City's bicycle planning efforts by providing the data needed to evaluate the efficacy and efficiency of the City's bicycle network, as well as identifying locations where additional infrastructure improvements are needed.

It is important to note, however, that the SFMTA bicycle counts are not meant to measure the exact number of people who bicycle in San Francisco, nor are they intended to determine travel mode splits. Identifying the exact level of bicycle ridership in San Francisco could be accomplished better through a combination of U.S. Census results, a representative survey of the City's residents (see Table 1) and automatic bicycle counters¹. These counts are instead designed to help identify basic trends in bicycle use over time.

Table 1: Existing Measures of Bicycle Ridership in San Francisco

	S.F.	CA	U.S.
Percentage of trips to <u>work</u> by bicycle (2000 U.S. Census)*	2.1%	0.8%	0.4%
Percentage of trips to <u>work</u> by bicycle (2007 American Community Survey)*	2.7%	0.9%	0.5%
Estimated percentage of <u>all</u> trips by bicycle (2008)**	5.9%		
Estimated daily number of bicycle trips (2008)**	128,000		

* Does not include workers who worked at home.

** The "2008 State of Cycling" report is an additional SFMTA report that estimates daily bicycle ridership and travel mode splits. Roughly 800 responses from phone and intercept surveys were used to estimate that 128,000 bicycle trips are made each day in San Francisco, and that 5.9% of all trips in San Francisco are made by bicycle. Data from the SFMTA bicycle counts was not used to determine these figures. Go to www.sfmta.com/bikes to see the full results of the "2008 State of Cycling" report.

¹ Please see discussion of automatic counters in the "Recommendations" section.

Methodology

Since 2006 all of San Francisco's bicycle counts have been conducted in August due to the typically dry weather and longer days that generally encourage bicycling and because of the availability of SFMTA summer interns to assist with the counts. September would be the ideal month² for the bicycle counts as school would be in session and variability in bicycle volumes due to vacations would be minimized. In addition, September is traditionally the month when many other U.S. cities conduct their bicycle counts. Unfortunately, most SFMTA interns have returned to school by September and available personnel is significantly diminished. While the volume counted in August might be slightly less than that of September, as long as consistency is maintained, a clear trend should be visible.

All of the bicycle counts were performed manually by SFMTA staff. Observers attended an hour long training session prior to field observation. A total of 35 counts were conducted. The counts were conducted at 33 locations, with 31 counts occurring during the evening peak period from 5:00-6:30 p.m. Three counts took place in the morning peak period from 8:00-9:00 a.m., and one during the midday period from 1:00-2:00 p.m. Bicyclists at 5th and Market streets were counted during all three periods. The evening peak period was chosen as the focus of the bicycle counts, as there is a better mix of trips than in the morning when the majority of trips are work-related. Counts were only conducted during fair weather. A detailed weather report for the 2006-08 counts can be found in Appendix I.

Counts were focused around the downtown core in order to capture the volume of bicycle commuters on some of the City's most heavily used bicycle routes. Twelve of the 33 locations were counted simultaneously on August 14 as part of the downtown cordon count in order to capture travel in and out of the downtown core. A secondary cordon, established approximately midway across the City along key bicycle routes, was used to count cross-town riders. These 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 A.

At each count location, bicyclists on all legs of an intersection were counted manually, with each movement noted – left turn, right turn or straight through the intersection.

² Please see discussion of September counts in the "Recommendations" section.

Bicyclists riding on sidewalks were counted and grouped separately from cyclists riding on the street (Appendix E). Wrong-way riders were also counted (Appendix F). At locations where the volume was not so high as to demand all the attention of the observer³, helmet use and cyclist gender were also recorded (Appendices C & D, respectively). Locations for which portions of the data were not collected are noted in the appendices.

Results

Citywide Results

The 2008 counts showed a statistically significant⁴ 24.5 percent increase in the number of observed bicyclists compared⁵ to the 2007 counts and an overall statistically significant 43.3 percent increase from the 2006 baseline counts. In comparison, the increase from 2006 to 2007 was 14 percent.

The observed increases in bicycle ridership are especially significant when viewed in light of the legal injunction against the City's Bicycle Plan. The injunction, which began in June of 2006, has prevented the City from installing any new bicycle facilities⁶ such as bicycle lanes, shared roadway pavement markings ("sharrows") or bicycle racks. Despite the lack of improvements or additions to the City's bicycle route network, bicycling in San Francisco is increasing. Given the myriad of factors that contribute to bicycle use, it is difficult to estimate if there would be a larger observed increase in bicyclists over this time period if the injunction had not been in place. The dramatic growth trend in bicyclists does emphasize, however, the need to ensure that the growing numbers of both experienced and beginner bicyclists have adequate and safe bicycling facilities.

Downtown vs. Non-downtown Results

The downtown locations showed a statistically significant 27.3 percent increase in bicycle volumes from 2007 to 2008. The non-downtown locations showed a statistically significant 22.4 percent increase in bicycle volumes from 2007 to 2008. This number suggests that bicyclist travel to and from downtown is increasing at a faster rate than in

³ Please see discussion of "high volume" locations in the "Recommendations" section.

⁴ Percent change is statistically significant at a 95 percent confidence level.

⁵ All longitudinal comparisons omit the JFK/Transverse, Ferry Building, and 3rd/Illinois Street Bridge counts.

⁶ There are approximately 208 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"). The number of miles has not changed since May of 2006.

other areas in the City. See Appendices G and H for the count data by downtown and non-downtown locations.

Table 2: 2006-08 San Francisco Bicycle Count Data⁷

Intersection	Time	2006 Total	2007 Total	2008 Total	% Change (06-07)	% Change (07-08)	% Change (06-08)
11th & Howard	5:00 p.m. - 6:30 p.m.	227	250	333	10.1%	33.2%	46.7%
11th & Market	5:00 p.m. - 6:30 p.m.	545	585	726	7.3%	24.1%	33.2%
14th & Folsom	8:00 a.m. - 9:00 a.m.	163	200	214	22.7%	7.0%	31.3%
17th & Valencia	5:00 p.m. - 6:30 p.m.	441	541	690	22.7%	27.5%	56.5%
23rd & Potrero	5:00 p.m. - 6:30 p.m.	35	34	73	-2.9%	114.7%	108.6%
2nd & Townsend	5:00 p.m. - 6:30 p.m.	101	107	140	5.9%	30.8%	38.6%
3rd St. Bridge / Illinois St. Bridge*	5:00 p.m. - 6:30 p.m.	42	26	16	-38.1%	-38.5%	-61.9%
5th & Market	1:00 p.m. - 2:00 p.m.	156	152	163	-2.6%	7.2%	4.5%
5th & Market	5:00 p.m. - 6:30 p.m.	468	519	615	10.9%	18.5%	31.4%
5th & Market	8:00 a.m. - 9:00 a.m.	378	397	409	5.0%	3.0%	8.2%
5th & Townsend	5:00 p.m. - 6:30 p.m.	254	266	306	4.7%	15.0%	20.5%
7th & 16th	5:00 p.m. - 6:30 p.m.	67	122	144	82.1%	18.0%	114.9%
7th & Kirkham	5:00 p.m. - 6:30 p.m.	35	45	47	28.6%	4.4%	34.3%
8th & Townsend	5:00 p.m. - 6:30 p.m.	167	214	264	28.1%	23.4%	58.1%
Alemany & Geneva	5:00 p.m. - 6:30 p.m.	9	28	28	211.1%	0.0%	211.1%
Arguello & Lake	5:00 p.m. - 6:30 p.m.	136	165	175	21.3%	6.1%	28.7%
Broadway & Columbus	5:00 p.m. - 6:30 p.m.	95	80	94	-15.8%	17.5%	-1.1%
Broadway & Embarcadero	5:00 p.m. - 6:30 p.m.	393	369	594	-6.1%	61.0%	51.1%
Cervantes & Marina	5:00 p.m. - 6:30 p.m.	240	292	490	21.7%	67.8%	104.2%
Cesar Chavez & Harrison	5:00 p.m. - 6:30 p.m.	39	48	54	23.1%	12.5%	38.5%
Embarcadero & Townsend	5:00 p.m. - 6:30 p.m.	195	259	319	32.8%	23.2%	63.6%
Embarcadero to/from Ferry Building**	5:00 p.m. - 6:30 p.m.	84	55	350	-34.5%	536.4%	316.7%
Fell & Scott	5:00 p.m. - 6:30 p.m.	202	250	302	23.8%	20.8%	49.5%
Golden Gate & Masonic	5:00 p.m. - 6:30 p.m.	42	38	47	-9.5%	23.7%	11.9%
Great Highway & Sloat	5:00 p.m. - 6:30 p.m.	50	53	39	6.0%	-26.4%	-22.0%
Illinois & Mariposa/Terry Francois	5:00 p.m. - 6:30 p.m.	36	62	56	72.2%	-9.7%	55.6%
JFK & Transverse***	5:00 p.m. - 6:30 p.m.	300	186	270	-38.0%	45.2%	-10.0%
Lake Merced & Winston	5:00 p.m. - 6:30 p.m.	29	44	47	51.7%	6.8%	62.1%
Masonic & Panhandle	8:00 a.m. - 9:00 a.m.	152	172	212	13.2%	23.3%	39.5%
McAllister & Polk	5:00 p.m. - 6:30 p.m.	223	266	295	19.3%	10.9%	32.3%
O'Shaughnessy & Portola	5:00 p.m. - 6:30 p.m.	23	29	29	26.1%	0.0%	26.1%
Page & Scott	5:00 p.m. - 6:30 p.m.	376	420	578	11.7%	37.6%	53.7%
Polk & Sutter	5:00 p.m. - 6:30 p.m.	158	181	209	14.6%	15.5%	32.3%
Randall & San Jose	5:00 p.m. - 6:30 p.m.	28	72	97	157.1%	34.7%	246.4%
Stockton & Sutter	5:00 p.m. - 6:30 p.m.	37	74	95	100.0%	28.4%	156.8%
	1. TOTALS***	5626	6415	8250	14.0%		
	2. TOTALS****	5500	6334	7884		24.5%	43.3%

* Count location was changed from 3rd Street bridge (2006-07) to Illinois Street bridge (2008).

** Count location was changed from Embarcadero at Market Street (2006-07) to the two ferry terminals behind the Ferry Building (2008).

*** 2006 count for JFK/Transverse was found to be inaccurate. For comparison purposes, JFK/Transverse was omitted from these totals.

**** For comparison purposes, these totals exclude the observations from the 2 changed count locations in 2008, in addition to JFK & Transverse.

A map showing the relative distribution of the volume of bicyclists counted throughout the City can be found in Appendix B.

⁷ There are two "TOTALS" listed in Table 2 because a few count locations had to be omitted from the final totals in order to allow for comparisons across years. In the first "TOTALS" column, the JFK/Transverse count was omitted from the 2006 to 2007 comparison due to an inaccuracy in the count at that location. The resulting percentage change was a **14 percent increase** between 2006 and 2007. In the second "TOTALS" column, the Ferry Terminal and Illinois Street Bridge counts were omitted (in addition to

Trends at Specific Locations in the P.M. Peak Hour⁸

Eleven locations showed statistically significant increases in bicyclist volumes from 2007 to 2008 during the p.m. peak hour (Table 3). No locations showed statistically significant decreases in bicyclist volumes from 2007 to 2008.

Seventeen locations showed statistically significant increases in bicyclist volumes from 2006 to 2008 during the p.m. peak hour (Table 4). No locations showed statistically significant decreases in bicyclist volumes from 2006 to 2008.

Table 3: Locations with Statistically Significant Increases in PM Peak Hour Volumes (2007-08)

	2007 p.m. Peak Volumes	2008 p.m. Peak Volumes	% change
11th & Market	419	522	24.6%
11th & Howard	173	232	34.1%
8th & Townsend	149	191	28.2%
Embarcadero & Townsend	180	240	33.3%
Embarcadero & Broadway	326	458	40.5%
5th & Market	322	443	37.6%
17th & Valencia	360	485	34.7%
23rd & Potrero	27	50	85.2%
Randall & San Jose	49	76	55.1%
Scott & Page	286	418	46.2%
Marina & Cervantes	197	352	78.7%

JFK/Transverse count) because these count locations were changed from 2007 to 2008. The resulting percentage change was a **24.5 percent increase** in bicyclists between 2007 and 2008, and an **overall increase of 43.3 percent** from 2006 to 2008.

⁸ When measuring statistical significance of the bicycle counts, it is important to note that the number of cyclists counted at a location may vary by +/-10 percent from one day to the next. This means that what may seem like an important increase or decrease in bicycle volumes is really just natural variation. The changes in bicycle volumes which are statistically significant changes outside of this normal daily variation have been highlighted. As more data is collected, the City will be able to determine a more accurate daily variation at each count location and will be able to develop a better understanding of what changes in bicycle volumes are statistically significant.

Table 4: Locations with Statistically Significant Increases in PM Peak Hour Volumes (2006-08)

	2006 p.m. Peak Volumes	2008 p.m. Peak Volumes	% change
11th & Market	390	522	33.8%
11th & Howard	156	232	48.7%
8th & Townsend	123	191	55.3%
Embarcadero & Townsend	131	240	83.2%
Embarcadero & Broadway	236	458	94.1%
Sutter & Stockton	32	69	115.6%
Polk & McAllister	169	214	26.6%
5th & Market	314	443	41.1%
7th & 16th	59	105	78.0%
Illinois & Mariposa/T.F.	26	43	65.4%
17th & Valencia	325	485	49.2%
23rd & Potrero	24	50	108.3%
Randall & San Jose	24	76	216.7%
Scott & Fell	147	222	51.0%
Scott & Page	292	418	43.2%
Geneva & Alemany	8	22	175.0%
Marina & Cervantes	183	352	92.3%

Rider Gender and Helmet Use

Rider gender and helmet usage were not measured for statistical significance in 2008 because the data was not collected at a consistent number of locations from 2006-08. This inconsistency is due to the challenges presented by high volume locations (see discussion of "high volume" locations below). Nevertheless, some general trends have been observed.

The previously observed share of male and female bicyclists showed no dramatic changes, with a slight 3 percent increase in the number of female bicyclists from 2007 to 2008 (24 percent to 27 percent).

Tables 5 & 6: Rider Gender (2006-08) and Helmet Use (2006-08)⁹

Male/Female Ridership (2006-08)			
	2006	2007	2008
% Male	75	76	73
% Female	25	24	27

Helmet/No Helmet (2006-08)			
	2006	2007	2008
% Helmet	65	72	67
% No Helmet	35	28	33

⁹ Percentages are based on total reported male/female riders and helmet/no helmet riders, not on the total number of cyclists counted citywide.

Conversely, the level of observed helmet usage dropped roughly five percent from 2007 to 2008 (72 percent to 67 percent), but the 2008 helmet usage rates still correspond closely with the ratio in 2006. See Appendices C and D for more detailed numbers on rider gender and helmet use.

Sidewalk & Wrong-way Riding

As San Francisco continues to move forward planning and constructing a world-class 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, one of these bicyclist behaviors was observed. At those locations without a multi-use path, the percentage of bicyclists counted using the sidewalk ranged from less than one percent (i.e., 17th and Valencia) to close to 30 percent (i.e., Cesar Chavez and Harrison). The percentage of bicyclists riding the wrong-way was much lower overall, with the highest share being 25 percent at Alemany and Geneva. See Appendices E & F for more detailed data on sidewalk and wrong-way riding.

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

Further Discussion of Noteworthy Count Locations

- Illinois Street Bridge: In 2008, the count at the 3rd Street Bridge was moved to the Illinois Street Bridge in order to capture ridership on this newly constructed facility. It should be noted that a number of bicyclists were observed still using the 3rd Street Bridge. While the Illinois Street Bridge offers better facilities for bicyclists, Bicycle Route Five has not yet been realigned and it is possible that many bicyclists are not aware that the Illinois Street Bridge is open to bicyclists. Finally, as noted in the 2007 report, the recently opened T Third Street Muni streetcar line might have permanently absorbed some bicycle ridership from this area to and from downtown. Future bicycle counts might want to plan for simultaneous counts on these two facilities to better observe ridership trends in this corridor.

- Ferry Terminals: In 2008, the count at Embarcadero and Market was moved to the two ferry terminals located behind the Ferry Building in order to better capture the number of bicyclists commuting into the City via ferries. It was observed that a large percentage of the 350 counted bicyclists at the ferry terminals had rental bicycles, indicating that this is also a popular route for tourists.
- Illinois Street & Mariposa/Terry A. Francois Boulevard: The decrease in bicycle volumes at this location from 2007 to 2008 was not found to be statistically significant.
- Great Highway & Sloat: The decrease in bicycle volumes at this location from 2007 to 2008 was not found to be statistically significant.
- Cesar Chavez & Harrison: Cesar Chavez serves as one of the City's major automobile corridors given its connection to Highway 101. Despite the high vehicular speeds on this street, the number of bicyclists counted at this location has increased since 2006. At the same time, the observers at this location have consistently noticed that a large number of bicyclists ride on 26th Street and Alabama Street, the streets that run parallel to Cesar Chavez and Harrison Street, respectively. Projects 5-5 and 5-6¹⁰ in the City's Bicycle Plan propose significant changes to this roadway, including the addition of bicycle lanes. Future observations should consider simultaneous counts at these parallel locations to better monitor bicyclist travel throughout this corridor.

¹⁰ Please go to www.sfmta.com/bikes for more information on these specific projects.

A Note on Gas Prices

The summer of 2008 saw gas prices in the Bay Area and across the United States rise to historic levels. As Figure 2 indicates, the average price of a gallon of gasoline (approximately \$4.16 per gallon in San Francisco) in August of 2008, during which the bicycle counts were conducted, was significantly higher than in 2006 and 2007. While it is difficult to isolate the effect of gas prices on bicycle ridership, it is logical to assume that the higher gas prices were at least a potential contributing factor to the observed increase in the 2008 counts. The increased demand that transit agencies saw throughout the Bay Area – 6 to 8 percent increase in the first quarter of 2008, with BART ridership increasing by about 17,000 daily trips over the previous year¹¹ – also indicates that the high gas prices forced many individuals to make fundamental shifts in their travel behavior. Additional counts will enable the SFMTA to better pinpoint the effects of gas prices on bicycle ridership.

Figure 2: Average Retail Gas Prices in San Francisco & California (2006-08)*



¹¹ "Next Stop, Your House." Michael Bernick. *San Francisco Daily Journal*. November 4, 2008.

Recommendations

Recommendations from Alta Planning + Design

As part of the "2008 State of Cycling" report authored by *Alta Planning + Design*, a review of the SFMTA's bicycle count program was undertaken. Several key recommendations from that report are listed below:

- **Collect 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. In order to understand the true cause of an apparent 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 by the 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.
- **The SFMTA should work with BART, AC Transit, and Golden Gate Transit to collect bicycle use data at adjacent ferry terminals and stations.** Transit is a key destination in trip-linking cycling and transit 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 bicycle-to-transit plays in bicycle volumes.
- **The SFMTA should work with bicycle messenger companies or the San Francisco Bicycle Messenger Association (SFBMA) to maintain data about numbers of messengers operating and typical routes.** While commuters must make trip choices based on a variety of possible modes, bicycle messengers are professional riders whose trip choice 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 the SFMTA. Understanding the level of bicycle courier use in downtown San Francisco could lead to a more accurate understanding of changes in bicycle volumes in that area.
- **The SFMTA should 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.

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 the lack of rider variation due to summer vacations. Conducting bicycle counts in September, however, has been a great challenge for the SFMTA. The bicycle counts require a tremendous amount of manpower – 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. Unfortunately, most of the summer interns have returned to school by September.

While the 2006-08 bicycle counts conducted in August have been extremely valuable, it is recommended that SFMTA make the transition to September bicycle counts in order to maximize the benefits of the NBPD. This transition will be made easier with the SFMTA's pilot program to install automatic bicycle counters in 2008-09 (see discussion below). Only about 15 of the 33 count locations, however, will be covered by the initial automatic bicycle counters project. Therefore, manual counts will still be required for at least the next year or two. One potential solution to the "manpower" issue in September is for the SFMTA to hire temporary workers to supplement the gaps left by departing interns. The SFMTA is currently assessing the costs of hiring temporary counters in September. This investment will not only strengthen the SFMTA's bicycle count effort, but also enable San Francisco to incorporate its data into the NBPD database.

Maintain High Training Standards for Summer Interns

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

Ensure SFMTA Methodology is Compatible with National Bicycle Count Efforts

The SFMTA has been careful to ensure that its bicycle counts follow bicycle count best practices and a consistent methodology. Nevertheless, it is recommended that the SFMTA thoroughly review and incorporate in future counts the methodology put forth by the NBPD. For example, the NBPD has disseminated sample count forms, surveys and tabulation methodologies. The SFMTA should further integrate these best practices to ensure consistency with national standards.

Count Locations

After three successive counts, many of the "location challenges" have been managed. The proposed location changes from 2007 (Illinois Street Bridge and ferry terminals) were implemented in the hope that they will provide more meaningful observations. As suggested above, however, certain locations such as Illinois Street Bridge and Cesar Chavez/Harrison might benefit from simultaneous counts on parallel streets. Bicyclists appear to be avoiding certain designated bicycle routes and simultaneous counts might provide better insights as to the reasons why. Furthermore, as bicycle facilities are constructed post-injunction, simultaneous counts might illustrate the full impact of the Bicycle Plan's targeted infrastructure investments.

Locations adjacent to the Mission Bay Development project should also be monitored closely as the counts may be influenced by the completion of this major development project. Counts at Townsend at 5th Street, 2nd Street, and the Embarcadero, as well as at 7th Street and 16th Street, Illinois Street and Mariposa Street and Illinois Street Bridge, should be tracked carefully as this project progresses. As potential bicycle volumes in the area grow, it may be necessary to relocate or add count locations outside the area of influence of this development.

Finally, special attention should continue to be paid to downtown locations as they can be more problematic to count than periphery locations given their high volumes. 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 cancelled on days when events are scheduled.

High Volume Locations

The 2008 counts reveal that bicycling is a growing mode of travel in San Francisco. While this trend is to be celebrated, the sheer volume at many of the count locations presents another set of challenges for the bicycle counts. As Table 7 shows, in 2008 there were 12 locations where more than 300 bicyclists were counted during the one to one and a half hour observation period.

Table 7: Number of High Volume Locations by Year

# of Bicyclists	2006	2007	2008
300+	6*	6	12
500+	1	3	5
600+	0	0	3

* Total excludes inaccurate JFK/Transverse count

As part of the SFMTA count methodology, locations with more than 300 bicyclists all require the use of "click-counters." The high volumes at these locations, however, 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 rise, the chance for counting error increases while the amount of "auxiliary" data that is gathered decreases. One solution to this problem is to increase the number of counters per location. With limited manpower, however, that is not necessarily practical. Another potential solution is automatic bicycle counters, but automatic counters will never be able to capture rider gender or helmet use. Future organizers of the citywide bicycle count should continue to consult past volumes to determine the utilization of click-counters as well as where to potentially allocate additional counters.

Automatic Bicycle Counters

While the manual citywide bicycle counts have allowed the SFMTA to identify various bicycling trends, they ultimately only produce a snapshot view of bicycling in San Francisco. In order to address many of the limitations of the manual counts and to provide continuous data of bicycle ridership throughout the City, the SFMTA is currently working to install automatic bicycle counters at the 33 count locations. Automatic bicycle counters are a proven technology that provides a continuous stream of ridership data in a fast, cost-effective and safe manner.

In late 2008 and early 2009, the SFMTA will be conducting a pilot test of ZELT Inductive Loop Counters¹² at select locations throughout the City. Inductive loop counters are installed one to three inches below the road surface. Each time a bicycle goes over the loop, the system detects the bicycle's electromagnetic signature and registers a count. These counters are invisible to the public and are designed to be able to distinguish between bicyclists and other users of the street, such as automobiles or pedestrians. Furthermore, they require minimal maintenance as their batteries last for roughly 10 years. Depending on the pilot test results, the SFMTA hopes to install the first round of 30 counters at 15 locations in mid to late 2009.

The main drawback of the automatic bicycle counters are their inability to detect rider gender, helmet usage or other forms of bicyclist behavior. 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 to also validate the automatic counts.

Conclusion

The 2008 Citywide Bicycle Count was successful in its goal of capturing a sample of bicycle use across the City. While it is difficult to make specific conclusions about bicycle use or patterns from the bicycle counts, it is possible to make general observations. The recorded increase in volume of 24.5 percent over the 2007 count and 43.3 percent over the 2006 count indicates that bicycling in San Francisco is on the rise. As future counts are done and additional data from the automatic bicycle counters becomes available, it will be possible to remark more conclusively on specific trends at certain locations and throughout San Francisco.

The citywide bicycle count is an evolving project, one with a core foundation of established techniques and a consistent methodology. However, new lessons will continue to be learned. It is important to make changes and improvements in the counts when circumstances warrant. In the future, new locations may be added and the methodology may further be refined. As long as a careful eye is directed towards consistency, the goal of capturing bicycle use trends in San Francisco will be met.

¹² See www.eco-compteur.com for more information.

Appendices

Appendix A.....	Citywide Bicycle Count Locations Map
Appendix B.....	Relative Volume Distribution Map
Appendix C.....	Rider Gender
Appendix D.....	Helmet Use
Appendix E.....	Sidewalk Riders
Appendix F.....	Wrong-way Riders
Appendix G & H.....	Downtown & Non-downtown Cordon Counts
Appendix I.....	Weather Data

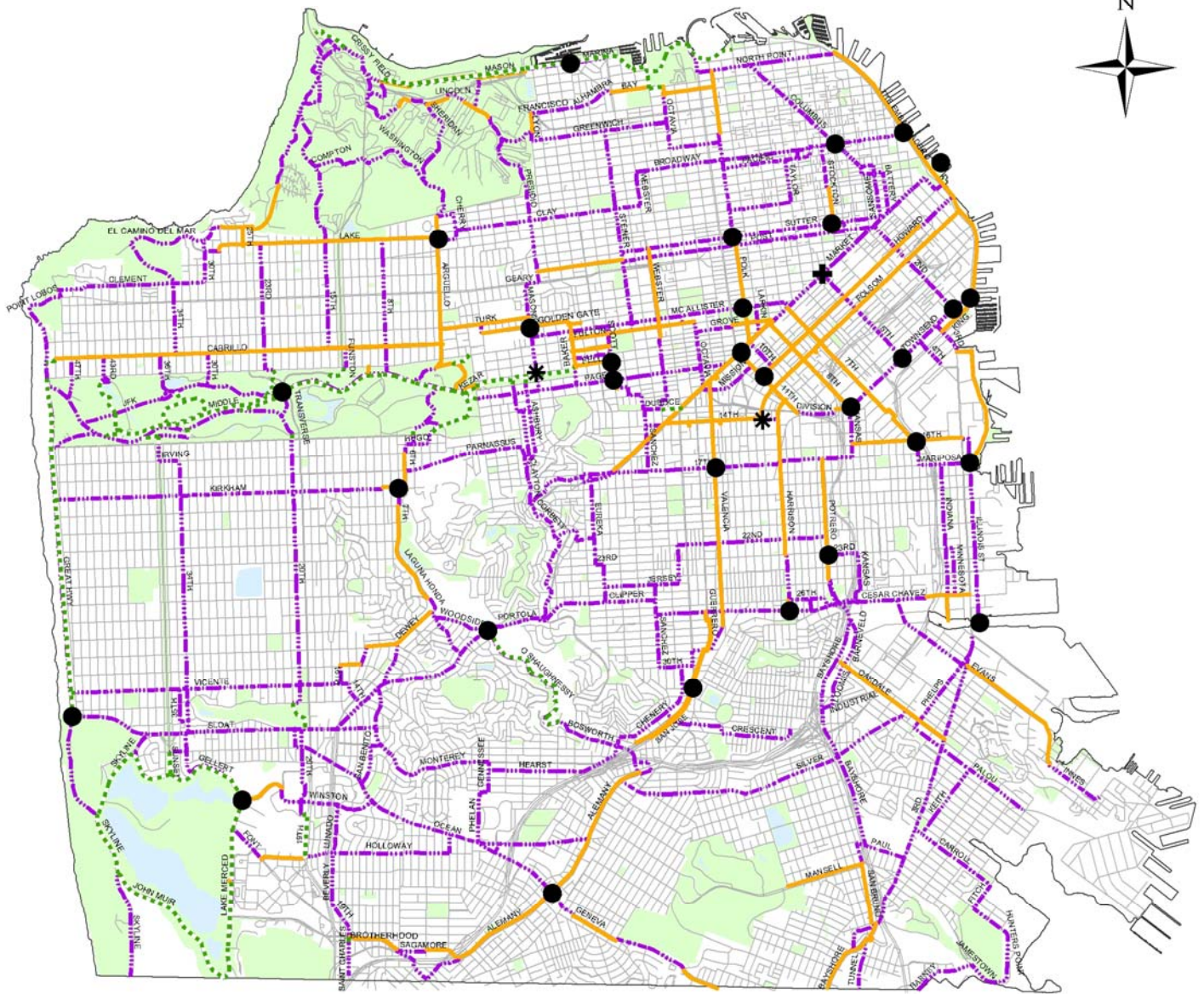
Appendix A: Citywide Bicycle Count Locations Map AM and PM

Count Locations

- * a.m.
- + a.m./p.m./Midday
- p.m.


Bicycle Network

- Bike Paths
- Bike Lanes
- Bike Routes (includes wide curb lanes)






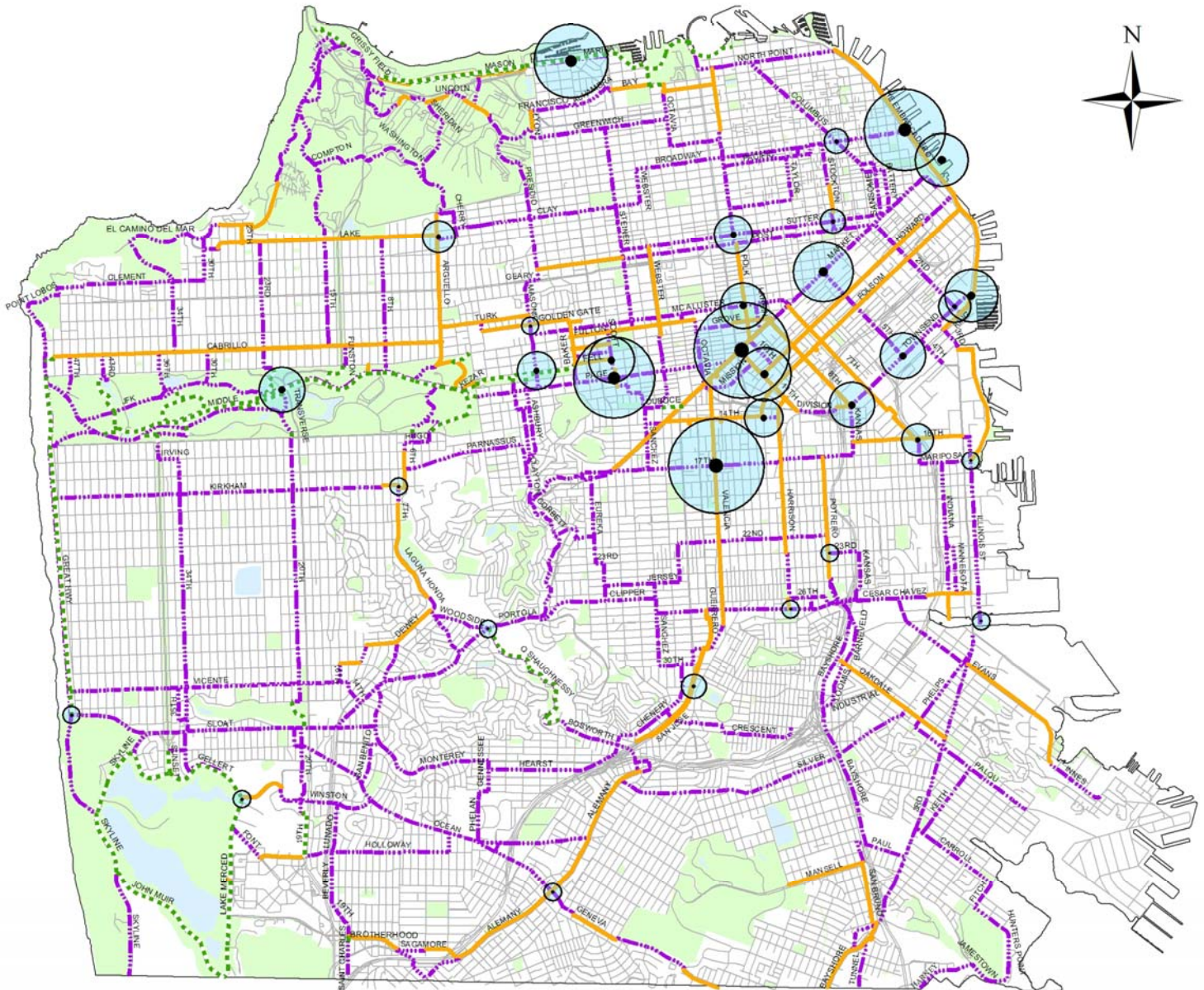
Appendix B: Relative Volume Distribution Map

Bicycle Volume

 Relative volume - for actual number, please see table in Results section

Bicycle Network

-  Bike Paths
-  Bike Lanes
-  Bike Routes (includes wide curb lanes)



* 5th and Market volume is average of a.m., Midday and p.m. counts

Appendix C: Rider Gender

Intersection	Female Riders	% Female Riders	Male Riders	% Male Riders
11th & Howard	Data Not Available			
11th & Market				
14th & Folsom				
17th & Valencia	216	31.3%	474	68.7%
23rd & Potrero	10	13.7%	63	86.3%
2nd & Townsend	34	24.3%	106	75.7%
Illinois Street Bridge & Marin	3	18.8%	13	81.3%
5th & Market (Midday)	Data Not Available			
5th & Market (Evening)				
5th & Market (Morning)				
5th & Townsend				
7th & 16th				
7th & Kirkham	11	23.4%	36	76.6%
8th & Townsend	Data Not Available			
Alemany & Geneva	4	14.3%	24	85.7%
Arguello & Lake	39	22.3%	136	77.7%
Broadway & Columbus	11	11.7%	83	88.3%
Broadway & Embarcadero	Data Not Available			
Cervantes & Marina*				
Cesar Chavez & Harrison	14	25.9%	40	74.1%
Embarcadero & Townsend*	Data Not Available			
Embarcadero to/from Ferry Building				
Fell & Scott				
Golden Gate & Masonic	15	31.9%	32	68.1%
Great Highway & Sloat*	7	17.9%	32	82.1%
Illinois & Mariposa/Terry Francois	9	16.1%	47	83.9%
JFK & Transverse*	70	25.9%	200	74.1%
Lake Merced & Winston*	7	14.9%	40	85.1%
Masonic & Panhandle*	78	36.8%	134	63.2%
McAllister & Polk	88	29.8%	207	70.2%
O'Shaughnessy & Portola	6	20.7%	23	79.3%
Page & Scott	161	27.9%	417	72.1%
Polk & Sutter	58	27.8%	151	72.2%
Randall & San Jose	32	33.0%	65	67.0%
Stockton & Sutter	Data Not Available			
Total :	873	27.3%	2,323	72.7%

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

Male/Female Ridership Trends (2006-08)			
	<u>2006</u>	<u>2007</u>	<u>2008</u>
% Male	75	76	73
% Female	25	24	27

Appendix D: Helmet Usage

Intersection	No Helmet	% No Helmet	Helmet	% Helmet
11th & Howard	Data Not Available			
11th & Market				
14th & Folsom				
17th & Valencia	246	35.7%	444	64.3%
23rd & Potrero	39	53.4%	34	46.6%
2nd & Townsend	33	23.6%	107	76.4%
Illinois Street Bridge & Marin	4	25.0%	12	75.0%
5th & Market (Midday)	Data Not Available			
5th & Market (Evening)				
5th & Market (Morning)				
5th & Townsend				
7th & 16th				
7th & Kirkham	12	25.5%	35	74.5%
8th & Townsend	Data Not Available			
Alemany & Geneva	14	50.0%	14	50.0%
Arguello & Lake	35	20.0%	140	80.0%
Broadway & Columbus	43	45.7%	61	64.9%
Broadway & Embarcadero	Data Not Available			
Cervantes & Marina*				
Cesar Chavez & Harrison	26	48.1%	28	51.9%
Embarcadero & Townsend*	Data Not Available			
Embarcadero to/from Ferry Building				
Fell & Scott				
Golden Gate & Masonic	16	34.0%	31	66.0%
Great Highway & Sloat*	25	64.1%	14	35.9%
Illinois & Mariposa/Terry Francois	10	17.9%	46	82.1%
JFK & Transverse*	89	33.0%	181	67.0%
Lake Merced & Winston*	13	27.7%	34	72.3%
Masonic & Panhandle*	49	23.1%	163	76.9%
McAllister & Polk	90	30.5%	205	69.5%
O'Shaughnessy & Portola	6	20.7%	23	79.3%
Page & Scott	214	37.0%	364	63.0%
Polk & Sutter	71	34.0%	138	66.0%
Randall & San Jose	32	33.0%	42	43.3%
Stockton & Sutter	Data Not Available			
Total :	1,067	33.3%	2,139	66.7%

* Percentages are based on total reported total helmet use, not on the total number of cyclists counted citywide.

Helmet/No Helmet (2006-08)			
	<u>2006</u>	<u>2007</u>	<u>2008</u>
% Helmet	65	72	67
% No Helmet	35	28	33

Appendix E: Sidewalk Riders

Intersection	Sidewalk Riders (2007)	% Sidewalk Riders (2007)	Sidewalk Riders (2008)	% Sidewalk Riders (2008)
11th & Howard	14	5.6%	11	3.3%
11th & Market	Data Not Available	Data Not Available	48	6.6%
14th & Folsom	1	0.5%	Data Not Available	
17th & Valencia	9	1.7%	5	0.7%
23rd & Potrero	7	20.6%	11	15.1%
2nd & Townsend	8	7.5%	0	0.0%
3rd & Islais Creek	Data Not Available	Data Not Available	0	0.0%
5th & Market (Midday)	19	12.5%	18	11.0%
5th & Market (Evening)	26	5.0%	35	5.7%
5th & Market (Morning)	4	1.0%	19	4.6%
5th & Townsend	6	2.3%	2	0.7%
7th & 16th	0	0.0%	3	2.1%
7th & Kirkham	10	22.2%	13	27.7%
8th & Townsend	11	5.1%	14	5.3%
Alemanya & Geneva	6	21.4%	6	21.4%
Arguello & Lake	9	5.5%	19	10.9%
Broadway & Columbus	3	3.8%	12	12.8%
Broadway & Embarcadero	5	1.4%	0	0.0%
Cervantes & Marina*	285	97.6%	441	90.0%
Cesar Chavez & Harrison	5	10.4%	15	27.8%
Embarcadero & Townsend*	104	40.2%	113	35.4%
Embarcadero to/from Ferry Building	Not applicable to this location			
Fell & Scott	50	20.0%	28	9.3%
Golden Gate & Masonic	1	2.6%	14	29.8%
Great Highway & Sloat*	50	94.3%	15	38.5%
Illinois & Mariposa/Terry Francois	2	3.2%	1	1.8%
JFK & Transverse*	15	8.6%	18	6.7%
Lake Merced & Winston*	32	72.7%	33	70.2%
Masonic & Panhandle*	165	95.9%	210	99.1%
McAllister & Polk	10	3.8%	43	14.6%
O'Shaughnessy & Portola	3	10.3%	0	0.0%
Page & Scott	0	0.0%	8	1.4%
Polk & Sutter	5	2.8%	3	1.4%
Randall & San Jose	Data Not Available	Data Not Available	21	21.6%
Stockton & Sutter	1	1.4%	Data Not Available	

* The sidewalk in these locations is a multi-use path

Note: Bicycling on the sidewalk in San Francisco is generally illegal, except in certain situations regarding children (SFTC Article 5, SEC. 96). The counting of sidewalk riders in the Citywide Bicycle Count in no way condones this practice.

Appendix F: Wrong-way Riders

Intersection	Wrong Way Riders (2007)	% Wrong Way Riders (2007)	Wrong Way Riders (2008)	% Wrong Way Riders (2008)
11th & Howard	0	0.0%	3	0.9%
11th & Market	Data Not Available		29	4.0%
14th & Folsom	0	0.0%	Data Not Available	
17th & Valencia	11	2.0%	4	0.6%
23rd & Potrero	0	0.0%	7	9.6%
2nd & Townsend	2	1.9%	0	0.0%
3rd & Islais Creek	Data Not Available		1	6.3%
5th & Market (Midday)	0	0.0%	1	0.6%
5th & Market (Evening)	12	2.3%	3	0.5%
5th & Market (Morning)	1	0.3%	4	1.0%
5th & Townsend	8	3.0%	4	1.3%
7th & 16th	0	0.0%	0	0.0%
7th & Kirkham	0	0.0%	8	17.0%
8th & Townsend	7	3.3%	5	1.9%
Alemany & Geneva	3	10.7%	7	25.0%
Arguello & Lake	0	0.0%	12	6.9%
Broadway & Columbus	4	5.0%	13	13.8%
Broadway & Embarcadero	0	0.0%	0	0.0%
Cervantes & Marina*	0	0.0%	0	0.0%
Cesar Chavez & Harrison	0	0.0%	5	9.3%
Embarcadero & Townsend*	0	0.0%	0	0.0%
Embarcadero to/from Ferry Building	Not applicable to this location			
Fell & Scott	0	0.0%	9	3.0%
Golden Gate & Masonic	0	0.0%	6	12.8%
Great Highway & Sloat*	0	0.0%	1	2.6%
Illinois & Mariposa/Terry Francois	6	9.7%	0	0.0%
JFK & Transverse*	0	0.0%	9	3.3%
Lake Merced & Winston*	0	0.0%	2	4.3%
Masonic & Panhandle*	Data Not Available		2	0.9%
McAllister & Polk	6	2.3%	19	6.4%
O'Shaughnessy & Portola	2	6.9%	0	0.0%
Page & Scott	0	0.0%	1	0.2%
Polk & Sutter	0	0.0%	2	1.0%
Randall & San Jose	8	7.1%	15	15.5%
Stockton & Sutter	8	10.8%	Data Not Available	

* The sidewalk in these locations is a multi-use path

Note: This table captures bicyclists traveling in the wrong direction while riding in traffic. Wrong-way riding is illegal in California, as stated in CVC 21650.1.

Appendix G: Downtown Cordon Counts (2006-08) change AM and PM to a.m. and p.m.

Downtown Cordon Intersections	Time	2006 Total	2007 Total	2008 Total	% Change (06-07)	% Change (07-08)	% Change (06-08)
11th & Howard	5:00 p.m. - 6:30 p.m.	227	250	333	10.1%	33.2%	46.7%
11th & Market	5:00 p.m. - 6:30 p.m.	545	585	726	7.3%	24.1%	33.2%
2nd & Townsend	5:00 p.m. - 6:30 p.m.	101	107	140	5.0%	32.1%	38.6%
5th & Townsend	5:00 p.m. - 6:30 p.m.	254	266	306	4.7%	15.0%	20.5%
8th & Townsend	5:00 p.m. - 6:30 p.m.	167	214	264	28.1%	23.4%	58.1%
Broadway & Columbus	5:00 p.m. - 6:30 p.m.	95	80	94	-15.8%	17.5%	-1.1%
Broadway & Embarcadero	5:00 p.m. - 6:30 p.m.	393	369	594	-6.1%	61.0%	51.1%
Embarcadero & Townsend	5:00 p.m. - 6:30 p.m.	195	259	319	32.8%	23.2%	63.6%
Ferry Building Terminals*	5:00 p.m. - 6:30 p.m.	84	55	350	-34.5%	536.4%	316.7%
McAllister & Polk	5:00 p.m. - 6:30 p.m.	223	266	295	19.3%	10.9%	32.3%
Polk & Sutter	5:00 p.m. - 6:30 p.m.	158	181	209	14.6%	15.5%	32.3%
Stockton & Sutter	5:00 p.m. - 6:30 p.m.	37	74	95	100.0%	28.4%	156.8%
TOTALS*		2395	2651	3375	10.7%	27.3%	40.9%

* For comparison purposes, these totals exclude the Ferry Building Terminal count, which was relocated in 2008.

Appendix H: Non-downtown Cordon Counts

Non-Downtown Cordon Intersections	Time	2006 Total	2007 Total	2008 Total	% Change (06-07)	% Change (07-08)	% Change (06-08)
14th & Folsom	8:00 a.m. - 9:00 a.m.	163	200	214	22.7%	7.0%	31.3%
17th & Valencia	5:00 p.m. - 6:30 p.m.	441	541	690	22.7%	27.5%	56.5%
23rd & Potrero	5:00 p.m. - 6:30 p.m.	35	34	73	-2.9%	114.7%	108.6%
3rd St. Bridge / Illinois St. Bridge*	5:00 p.m. - 6:30 p.m.	42	26	16	-38.1%	-38.5%	-61.9%
5th & Market	1:00 p.m. - 2:00 p.m.	156	152	163	-2.6%	7.2%	4.5%
5th & Market	5:00 p.m. - 6:30 p.m.	468	519	615	10.9%	18.5%	31.4%
5th & Market	8:00 a.m. - 9:00 a.m.	378	397	409	5.0%	3.0%	8.2%
7th & 16th	5:00 p.m. - 6:30 p.m.	67	122	144	82.1%	18.0%	114.9%
7th & Kirkham	5:00 p.m. - 6:30 p.m.	35	45	47	28.6%	4.4%	34.3%
Alemany & Geneva	5:00 p.m. - 6:30 p.m.	9	28	28	211.1%	0.0%	211.1%
Arguello & Lake	5:00 p.m. - 6:30 p.m.	136	165	175	21.3%	6.1%	28.7%
Cervantes & Marina	5:00 p.m. - 6:30 p.m.	240	292	490	21.7%	67.8%	104.2%
Cesar Chavez & Harrison	5:00 p.m. - 6:30 p.m.	39	48	54	23.1%	12.5%	38.5%
Fell & Scott	5:00 p.m. - 6:30 p.m.	202	250	302	23.8%	20.8%	49.5%
Golden Gate & Masonic	5:00 p.m. - 6:30 p.m.	42	38	47	-9.5%	23.7%	11.9%
Great Highway & Sloat	5:00 p.m. - 6:30 p.m.	50	53	39	6.0%	-26.4%	-22.0%
Illinois & Mariposa/Terry Francois	5:00 p.m. - 6:30 p.m.	36	62	56	72.2%	-9.7%	55.6%
JFK & Transverse***	5:00 p.m. - 6:30 p.m.	300	186	270	-38.0%	45.2%	-10.0%
Lake Merced & Winston	5:00 p.m. - 6:30 p.m.	29	44	47	51.7%	6.8%	62.1%
Masonic & Panhandle	8:00 a.m. - 9:00 a.m.	152	172	212	13.2%	23.3%	39.5%
O'Shaughnessy & Portola	5:00 p.m. - 6:30 p.m.	23	29	29	26.1%	0.0%	26.1%
Page & Scott	5:00 p.m. - 6:30 p.m.	376	420	578	11.7%	37.6%	53.7%
Randall & San Jose	5:00 p.m. - 6:30 p.m.	28	72	97	157.1%	34.7%	246.4%
TOTALS*		3105	3683	4509	18.6%	22.4%	45.2%

* For comparison purposes, these totals exclude the JFK/Transverse (inaccurate in 2006) and the Illinois St. Bridge (location moved in 2008).

Appendix I: Weather Data

Intersection	Time	2006		2007		2008	
		Temperature (°F)	Conditions	Temperature (°F)	Conditions	Temperature (°F)	Conditions
11th & Howard	5:00 p.m. - 6:30 p.m.	65°	Scattered Clouds	65°	Partly Cloudy	69°	Clear
11th & Market	5:00 p.m. - 6:30 p.m.	65°	Scattered Clouds	65°	Partly Cloudy	65°	Clear then foggy
14th & Folsom	8:00 a.m. - 9:00 a.m.	64°	Scattered Clouds	66°	Scattered Clouds	60°	Partly Cloudy
17th & Valencia	5:00 p.m. - 6:30 p.m.	62°	Mostly Cloudy	72°	Partly Cloudy	70°	Clear
23rd & Potrero	5:00 p.m. - 6:30 p.m.	68°	Partly Cloudy	68°	Partly Cloudy	70°	Clear
2nd & Townsend	5:00 p.m. - 6:30 p.m.	65°	Scattered Clouds	65°	Partly Cloudy	68°	Clear
3rd & Islais Creek (Marin/Illinois in 2008)	5:00 p.m. - 6:30 p.m.	64°	Scattered Clouds	66°	Scattered Clouds	73°	Clear
5th & Market	1:00 p.m. - 2:00 p.m.	65°	Partly Cloudy	68°	Partly Cloudy	76°	Clear
5th & Market	5:00 p.m. - 6:30 p.m.	63°	Partly Cloudy	68°	Partly Cloudy	59°	Mostly Cloudy
5th & Market	8:00 a.m. - 9:00 a.m.	56°	Clear	55°	Partly Cloudy	60°	Mostly Cloudy
5th & Townsend	5:00 p.m. - 6:30 p.m.	65°	Scattered Clouds	65°	Partly Cloudy	68°	Clear
7th & 16th	5:00 p.m. - 6:30 p.m.	63°	Partly Cloudy	66°	Scattered Clouds	70°	Clear
7th & Kirkham	5:00 p.m. - 6:30 p.m.	62°	Mostly Cloudy	66°	Scattered Clouds	66°	Mostly Cloudy
8th & Townsend	5:00 p.m. - 6:30 p.m.	65°	Scattered Clouds	65°	Partly Cloudy	67°	Clear
Alemany & Geneva	5:00 p.m. - 6:30 p.m.	64°	Scattered Clouds	68°	Partly Cloudy	68°	Partly Cloudy
Arguello & Lake	5:00 p.m. - 6:30 p.m.	64°	Scattered Clouds	68°	Partly Cloudy	68°	Clear
Broadway & Columbus	5:00 p.m. - 6:30 p.m.	65°	Scattered Clouds	65°	Partly Cloudy	68°	Clear then foggy
Broadway & Embarcadero	5:00 p.m. - 6:30 p.m.	65°	Scattered Clouds	65°	Partly Cloudy	70°	Clear
Cervantes & Marina	5:00 p.m. - 6:30 p.m.	66°	Partly Cloudy	73°	Clear	71°	Clear
Cesar Chavez & Harrison	5:00 p.m. - 6:30 p.m.	64°	Scattered Clouds	65°	Partly Cloudy	60°	Partly Cloudy
Embarcadero & Townsend	5:00 p.m. - 6:30 p.m.	65°	Scattered Clouds	65°	Partly Cloudy	68°	Clear
Embarcadero to/from Ferry Building	5:00 p.m. - 6:30 p.m.	65°	Scattered Clouds	65°	Partly Cloudy	70°	Clear
Fell & Scott	5:00 p.m. - 6:30 p.m.	68°	Partly Cloudy	65°	Scattered Clouds	58°	Mostly Cloudy
Golden Gate & Masonic	5:00 p.m. - 6:30 p.m.	68°	Partly Cloudy	68°	Partly Cloudy	64°	Clear
Great Highway & Sloat	5:00 p.m. - 6:30 p.m.	66°	Partly Cloudy	68°	Partly Cloudy	58°	Mostly Cloudy
Illinois & Mariposa/Terry Francois	5:00 p.m. - 6:30 p.m.	66°	Partly Cloudy	66°	Scattered Clouds	73°	Clear
JFK & Transverse	5:00 p.m. - 6:30 p.m.	66°	Partly Cloudy	65°	Scattered Clouds	63°	Cloudy
Lake Merced & Winston	5:00 p.m. - 6:30 p.m.	68°	Partly Cloudy	72°	Partly Cloudy	60°	Mostly Cloudy
Masonic & Panhandle	8:00 a.m. - 9:00 a.m.	68°	Partly Cloudy	65°	Scattered Clouds	62°	Mostly Cloudy
McAllister & Polk	5:00 p.m. - 6:30 p.m.	65°	Scattered Clouds	65°	Partly Cloudy	65°	Partly Cloudy
O'Shaughnessy & Portola	5:00 p.m. - 6:30 p.m.	62°	Mostly Cloudy	68°	Partly Cloudy	68°	Clear
Page & Scott	5:00 p.m. - 6:30 p.m.	68°	Partly Cloudy	65°	Partly Cloudy	64°	Clear
Polk & Sutter	5:00 p.m. - 6:30 p.m.	65°	Scattered Clouds	65°	Partly Cloudy	65°	Partly Cloudy
Randall & San Jose	5:00 p.m. - 6:30 p.m.	66°	Partly Cloudy	72°	Partly Cloudy	70°	Clear
Stockton & Sutter	5:00 p.m. - 6:30 p.m.	65°	Scattered Clouds	65°	Partly Cloudy	65°	Clear
	2006 Avg. Temp:	65°	2007 Avg. Temp:	66°	2008 Avg. Temp:	66°	

Source: The Weather Underground, Inc., www.wunderground.com