

# 2007 Citywide Bicycle Counts Report



November 2007

**SFMTA**

Municipal Transportation Agency

Table of Contents

Introduction.....	1
Methodology.....	1
Results.....	1
Recommendations.....	4
Conclusions.....	5
Appendices.....	6
Appendix A – Citywide Bicycle Count Locations Map.....	7
Appendix B – Volume Distribution.....	8
Appendix C – Sidewalk Riding Table.....	9
Appendix D – Helmet Use Table.....	10
Appendix E – Wrong-way Rider Table.....	11
Appendix F – Rider Gender Table.....	12
Appendix G – Weather Data.....	13

## Introduction

Starting in August 2006, the MTA Bicycle Program conducted its first Citywide Bicycle Count, with the goal of developing a baseline of cycling use around the City. This baseline can then be compared to bicycle counts conducted on a periodic basis, so that cycling trends can be identified and measured. These bicycle counts are not meant to establish the number of cyclists, something that could be better done through a survey with a representative sample of the City's residents, or through Census results. They are instead intended to help identify trends in cycling use over time.

## Methodology

Counts were conducted in August due to the typically dry weather and longer days encouraging cycling, and the availability of summer interns to assist with the count. September would be ideal as school would be in session, and variability due to vacations would be minimized. Also, September is when a nation-wide count takes place. Unfortunately, the person-power available then 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.

Counts were conducted in 33 locations, with 31 counts conducted 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. One of these locations, 5<sup>th</sup> and Market Streets, was counted during all three periods. The evening peak period was chosen as the focus, as there is a better mix of trips than in the morning, where a greater majority of trips are work-related. Counts were only conducted during fair weather. A detailed weather report for both the 2007 and 2006 counts can be found in Appendix G.

Counts were focused around the downtown core in order to capture bicycle commuters on some of the City's most heavily used bicycle routes. A secondary cordon established approximately midway across the City along key bicycle routes was used to count cross-town riders. Lastly, some count locations were established in outlying neighborhoods. A map of the count locations is shown in Appendix A.

At each count location, cyclists on all legs of an intersection were counted, with each movement counted (i.e. left and right turns, through, etc). Most count locations were the intersection of two bicycle routes in order to maximize coverage of the City's bicycle route network. Cyclists riding on sidewalks were counted and grouped separately from cyclists riding on the street (Appendix C). Wrong-way riding was also counted (Appendix D). At locations where the volume wasn't so high as to demand all the attention of the counter, helmet use and cyclist gender were also recorded (Appendices E & F, respectively). Locations for which data was not collected are noted in the appendices.

## Results

The 2007 counts showed a 15% overall increase in the number of cyclists compared to the 2006 counts. Some locations saw an increase of up to 300% from 2006 to 2007. This increase is

especially significant when viewed in light of the injunction against the City's Bicycle Plan. This injunction has stopped the City from installing any new bicycle facilities since June 2006. Despite a lack of improvements or additions to the City's bicycle route network, cycling use in San Francisco appears to be increasing. A summary table of the intersections counted is shown below.

*Table 1: 2007 Volumes with 2006 Volume Comparison*

Intersection	Time	2006 Total	2007 Total	Percent Change
11th & Howard	5:00 PM - 6:30 PM	227	<b>250</b>	10%
11th & Market	5:00 PM - 6:30 PM	545	<b>585</b>	7%
14th & Folsom	8:00 AM - 9:00 AM	163	<b>200</b>	23%
17th & Valencia	5:00 PM - 6:30 PM	441	<b>541</b>	23%
23rd & Potrero	5:00 PM - 6:30 PM	35	<b>34</b>	-3%
2nd & Townsend	5:00 PM - 6:30 PM	101	<b>106</b>	5%
3rd & Islais Creek	5:00 PM - 6:30 PM	42	<b>26</b>	-38%
5th & Market	1:00 PM - 2:00 PM	156	<b>152</b>	-3%
5th & Market	5:00 PM - 6:30 PM	468	<b>519</b>	11%
5th & Market	8:00 AM - 9:00 AM	378	<b>397</b>	5%
5th & Townsend	5:00 PM - 6:30 PM	254	<b>266</b>	5%
7th & 16th	5:00 PM - 6:30 PM	67	<b>122</b>	82%
7th & Kirkham	5:00 PM - 6:30 PM	35	<b>45</b>	29%
8th & Townsend	5:00 PM - 6:30 PM	167	<b>214</b>	28%
Alemany & Geneva	5:00 PM - 6:30 PM	9	<b>28</b>	211%
Arguello & Lake	5:00 PM - 6:30 PM	136	<b>165</b>	21%
Broadway & Columbus	5:00 PM - 6:30 PM	95	<b>80</b>	-16%
Broadway & Embarcadero	5:00 PM - 6:30 PM	393	<b>369</b>	-6%
Cervantes & Marina	5:00 PM - 6:30 PM	240	<b>292</b>	22%
Cesar Chavez & Harrison	5:00 PM - 6:30 PM	39	<b>48</b>	23%
Embarcadero & Townsend	5:00 PM - 6:30 PM	195	<b>259</b>	33%
Embarcadero to/from Ferry Building	5:00 PM - 6:30 PM	84	<b>55</b>	-35%
Fell & Scott	5:00 PM - 6:30 PM	202	<b>250</b>	24%
Golden Gate & Masonic	5:00 PM - 6:30 PM	42	<b>38</b>	-10%
Great Highway & Sloat	5:00 PM - 6:30 PM	50	<b>53</b>	6%
Illinois & Mariposa/Terry Francois	5:00 PM - 6:30 PM	36	<b>62</b>	72%
JFK & Transverse*	5:00 PM - 6:30 PM	300	<b>175</b>	-42%
Lake Merced & Winston	5:00 PM - 6:30 PM	29	<b>44</b>	52%
Masonic & Panhandle	8:00 AM - 9:00 AM	152	<b>172</b>	13%
McAllister & Polk	5:00 PM - 6:30 PM	223	<b>266</b>	19%
O'Shaughnessy & Portola	5:00 PM - 6:30 PM	23	<b>29</b>	26%
Page & Scott	5:00 PM - 6:30 PM	376	<b>420</b>	12%
Polk & Sutter	5:00 PM - 6:30 PM	158	<b>181</b>	15%
Randall & San Jose	5:00 PM - 6:30 PM	28	<b>112</b>	300%
Stockton & Sutter	5:00 PM - 6:30 PM	37	<b>74</b>	100%
Totals**:		5626	6454	15%

\* The JFK & Transverse count for 2006 has been deemed inaccurate, please see below for explanation.

\*\* All totals exclude the JFK & Transverse counts.

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

While most locations saw an increase in the number of cyclists from 2006 to 2007, some locations saw a drop. The intersections of 23<sup>rd</sup> Street & Potrero Avenue, 5<sup>th</sup> & Market Streets (midday count), and Golden Gate & Masonic Avenues had drops of 3-10% from 2006 to 2007. Looking at the raw numbers for these intersections, the difference in cyclists counted is actually quite small. These intersections, however, will be monitored to see if a trend develops.

The following intersections saw a larger drop from 2006 to 2007: 3<sup>rd</sup> Street & Islais Creek, Broadway & Columbus Avenue, Broadway & Embarcadero, Embarcadero/Ferry Building, and John F. Kennedy & Transverse Drives. A discussion of possible reasons for the volume drops follows.

*3<sup>rd</sup> Street & Islais Creek:* During the 2006 counts, there was only one bridge across Islais Creek, the 3<sup>rd</sup> Street Bridge. However, during the 2007 counts, there was a second bridge, one block east of 3<sup>rd</sup> Street, on Illinois Street, which was not officially open during the count. This bridge will be multi-modal, serving bicycles, pedestrians, freight, and vehicular traffic once it opens. The counter on the 3<sup>rd</sup> Street Bridge noted that several bicyclists used the Illinois Street Bridge despite it not being officially open. The drop in volume from 2006 to 2007 can be partially attributed to this. Another factor that could contribute to the drop in volumes is the new T-Third Street Muni streetcar line. Some bicyclists could have switched modes and possibly now ride the new line downtown, instead of cycling.

*Broadway & Embarcadero, Broadway & Columbus Avenue:* It is indeterminate why these intersections saw a drop in 2007 from the 2006 counts. Neither of the counters noted anything unusual at either location. These intersections will be monitored in future counts to see if a trend develops.

*Embarcadero/Ferry Building:* The counting methodology used for this location is not optimal. While it is impossible to attribute the decrease in volume from 2006 to 2007 solely to the counting methodology, recommendations for improving the counting methodology at this location have been made further below. It is also possible an event or other trip generator outside the knowledge of MTA staff caused a spike in the 2006 volume for this location.

*John F. Kennedy & Transverse Drives:* This location saw the largest drop in volume from 2006 to 2007 of all locations counted. The 2007 counts recorded a 42% drop, with 125 fewer cyclists counted than the 2006 counts. In an effort to understand why this location saw such a dramatic drop, it was discovered that a cycling club does several laps through this location on Tuesday and Thursday evenings. Going back through the count records for 2006, this intersection was counted on a Tuesday evening. The 2007 count was conducted on a Wednesday evening. Therefore, it is very likely that the 2006 volume for this location is artificially inflated. Based on this, the 2006 volume has been deemed inaccurate and will be removed from the count record. The 2007 count will be used as the baseline from now on.

## Recommendations

While the 2007 counts went smoothly, a few general observations and comments are worth noting. First, the required person-power is difficult to obtain. Although there are many interns available during summer, many of them have left, or are in the process of leaving during the count period in August. To this end, the 2007 counts were conducted over a three week period, as opposed to the two week period used in 2006. Additionally, some full-time staff was used to cover gaps in intern availability. Acquiring person-power for the downtown count can be problematic, as twelve locations need to be counted simultaneously.

To address this shortage of person-power, the Citywide Bicycle Count should be officially incorporated into the MTA Summer Intern Program. All supervisors and interns should be aware of the count, and interns should have it assigned as one of their required tasks for the summer. While most supervisors and interns were flexible and were willing to help, this strategy could help secure sufficient personnel.

While most of the intersections were straightforward and routine to count, a few of them warrant comment.

*3<sup>rd</sup> Street & Islais Creek:* It is probable that the new Illinois Street Bridge will become the preferred route for cyclists once it opens. The 3<sup>rd</sup> Street Bridge's lack of accommodation for cyclists makes the Illinois Street Bridge a more attractive alternative. Additionally, it is likely that bicycle route #5, which runs on Illinois Street, will be re-aligned to take advantage of the new bridge, instead of its current alignment which routes cyclists onto the 3<sup>rd</sup> Street Bridge. It is recommended that the location of this count be changed from the 3<sup>rd</sup> Street Bridge to the new bridge on Illinois Street.

*Embarcadero/Ferry Building:* The count at the Ferry Building is aimed to capture bicycle ferry commuters. The location of the counter(s) needs to be selected to best achieve this goal. In the 2006 and 2007 counts, the counter was located in front of the building, on the Embarcadero. This is not an optimal position, or number of counters, to capture bicycle traffic heading to and from the ferries. First, there might be cyclists entering and exiting the building whose destination is the Ferry Building itself, not necessarily a ferry. Secondly, due to the size of the Ferry Building, and its multitude of entries and exits, one person standing in front is not sufficient to capture all bicycle traffic. It is recommended that two counters be used for this location, and that they position themselves behind the building, at the two ferry terminals. This will allow efficient, accurate counting of bicycle trips originating and terminating at the ferry terminals.

*Downtown Locations in General:* Special attention needs to be paid to downtown locations, as they can be more problematic to count than periphery locations. 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 not be taken on these days. Another issue that arises in downtown counts is heavy volume. Some locations recorded more than 500 cyclists during the 2007 count. In these situations, use of a click-counter is recommended. Future organizers of the Citywide Bicycle Count can use past volumes to

determine which intersections might warrant a click-counter. For the 2007 counts, the general rule of thumb used was if past volumes exceeded 300 bicycles, a click-counter was recommended.

### Conclusion

The 2007 Citywide Bicycle Count was successful in its goal of capturing a sample of bicycle use across the City. Since the 2007 count was the first count that had an established baseline for comparison purposes, it is difficult to make specific conclusions about bicycle use or patterns. However, it is possible to make general observations. The recorded increase in volume of fifteen percent over the 2006 count indicates bicycling in San Francisco is on the rise. As more and more counts are done, and additional data becomes available, it will be possible to remark upon specific trends.

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.

## Appendices

Appendix A.....	Citywide Bicycle Count Locations Map
Appendix B.....	Volume Distribution Map
Appendix C.....	Sidewalk Riding Table
Appendix D.....	Helmet Use Table
Appendix E.....	Wrong-way Rider Table
Appendix F.....	Rider Gender Table
Appendix G.....	Weather Data



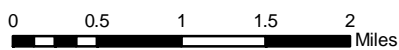
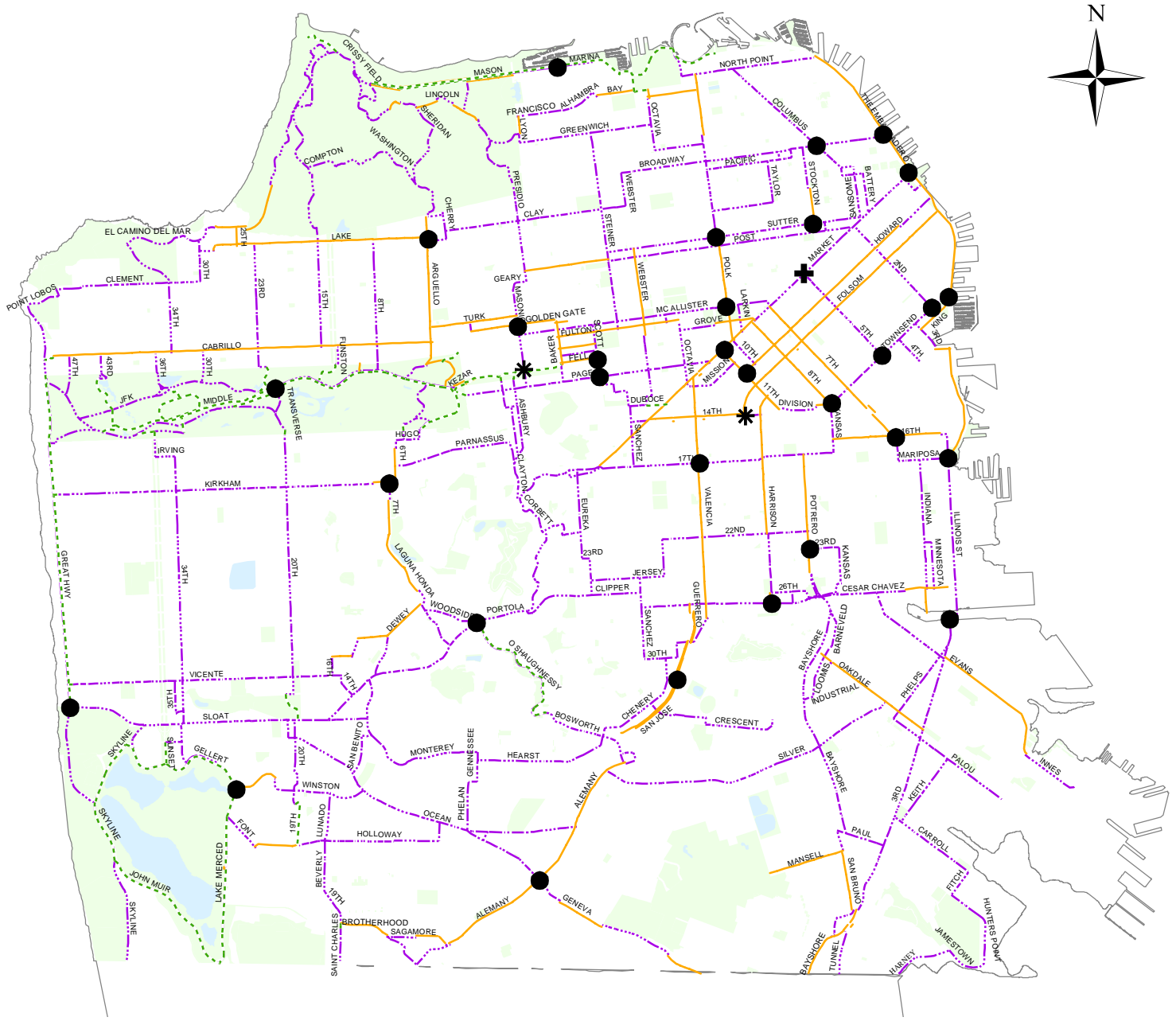
# Appendix A: Citywide Bicycle Count Locations Map

## Count Locations

- \* AM
- + AM/PM/Midday
- PM

## Bicycle Network

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



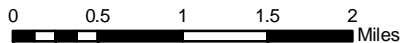
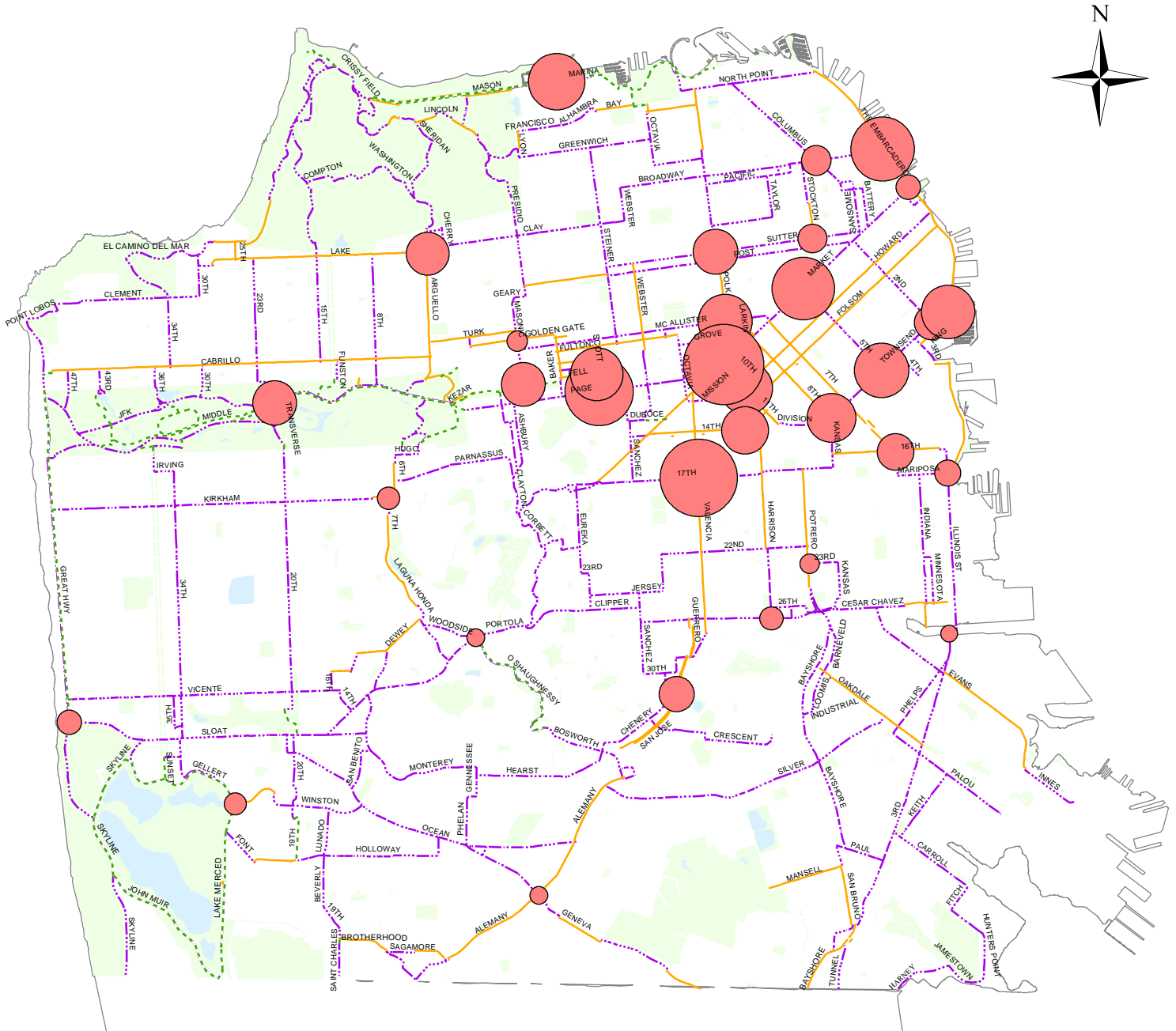
# Appendix B: Volume Distribution Map

## Bicycle Volume

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

## Bicycle Network

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



## Appendix C: Sidewalk Riding

Intersection	Sidewalk Riders	% Sidewalk Riders
11th & Howard	14	5.6%
11th & Market	Data Not Available	-
14th & Folsom	1	0.5%
17th & Valencia	9	1.7%
23rd & Potrero	7	20.6%
2nd & Townsend	8	7.5%
3rd & Islais Creek	Data Not Available	-
5th & Market (Midday)	19	12.5%
5th & Market (Evening)	26	5.0%
5th & Market (Morning)	4	1.0%
5th & Townsend	6	2.3%
7th & 16th	0	0.0%
7th & Kirkham	10	22.2%
8th & Townsend	11	5.1%
Alemanya & Geneva	6	21.4%
Arguello & Lake	9	5.5%
Broadway & Columbus	3	3.8%
Broadway & Embarcadero	5	1.4%
Cervantes & Marina*	285	97.6%
Cesar Chavez & Harrison	5	10.4%
Embarcadero & Townsend*	104	40.2%
Embarcadero to/from Ferry Building	Data Not Available	-
Fell & Scott	50	20.0%
Golden Gate & Masonic	8	21.1%
Great Highway & Sloat*	50	94.3%
Illinois & Mariposa/Terry Francois	2	3.2%
JFK & Transverse*	15	8.6%
Lake Merced & Winston*	32	72.7%
Masonic & Panhandle*	165	95.9%
McAllister & Polk	10	3.8%
O'Shaughnessy & Portola	3	10.3%
Page & Scott	0	0.0%
Polk & Sutter	5	2.8%
Randall & San Jose	Data Not Available	-
Stockton & Sutter	1	1.4%

\* 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 D: Helmet Use

Intersection	No Helmet	% No Helmet	Helmet	% Helmet
11th & Howard	93	37.2%	157	62.8%
11th & Market	Data Not Available	-	-	-
14th & Folsom	32	16.0%	168	84.0%
17th & Valencia	147	27.2%	394	72.8%
23rd & Potrero	20	58.8%	14	41.2%
2nd & Townsend	25	23.6%	81	76.4%
3rd & Islais Creek	Data Not Available	-	-	-
5th & Market (Midday)	76	50.0%	76	50.0%
5th & Market (Evening)	119	22.9%	400	77.1%
5th & Market (Morning)	91	22.9%	306	77.1%
5th & Townsend	54	20.3%	212	79.7%
7th & 16th	35	28.7%	87	71.3%
7th & Kirkham	7	15.6%	38	84.4%
8th & Townsend	55	25.7%	159	74.3%
Alemaný & Geneva	12	42.9%	16	57.1%
Arguello & Lake	28	17.0%	137	83.0%
Broadway & Columbus	34	42.5%	46	57.5%
Broadway & Embarcadero	Data Not Available	-	-	-
Cervantes & Marina	75	25.7%	217	74.3%
Cesar Chavez & Harrison	Data Not Available	-	-	-
Embarcadero & Townsend	Data Not Available	-	-	-
Embarcadero to/from Ferry Building	Data Not Available	-	-	-
Fell & Scott	Data Not Available	-	-	-
Golden Gate & Masonic	11	28.9%	27	71.1%
Great Highway & Sloat	12	22.6%	41	77.4%
Illinois & Mariposa/Terry Francois	17	27.4%	45	72.6%
JFK & Transverse	51	29.1%	124	70.9%
Lake Merced & Winston	17	38.6%	27	61.4%
Masonic & Panhandle	40	23.3%	132	76.7%
McAllister & Polk	90	33.8%	176	66.2%
O'Shaughnessy & Portola	6	20.7%	23	79.3%
Page & Scott	112	26.7%	308	73.3%
Polk & Sutter	75	41.4%	106	58.6%
Randall & San Jose	70	62.5%	42	37.5%
Stockton & Sutter	26	35.1%	48	64.9%

### 2007 Summary:

Percent of riders counted wearing a helmet	<b>72%</b>
Percent of riders counted not wearing a helmet	<b>28%</b>

### 2006 Summary:

Percent of riders counted wearing a helmet	<b>65%</b>
Percent of riders counted not wearing a helmet	<b>35%</b>

## Appendix E: Wrong-way Riding

Intersection	Wrong Way	% Wrong Way
11th & Howard	0	0.0%
11th & Market	Data Not Available	-
14th & Folsom	0	0.0%
17th & Valencia	11	2.0%
23rd & Potrero	0	0.0%
2nd & Townsend	2	1.9%
3rd & Islais Creek	Data Not Available	-
5th & Market (Midday)	0	0.0%
5th & Market (Evening)	12	2.3%
5th & Market (Morning)	1	0.3%
5th & Townsend	8	3.0%
7th & 16th	0	0.0%
7th & Kirkham	0	0.0%
8th & Townsend	7	3.3%
Alemaný & Geneva	3	10.7%
Arguello & Lake	0	0.0%
Broadway & Columbus	4	5.0%
Broadway & Embarcadero	0	0.0%
Cervantes & Marina	0	0.0%
Cesar Chavez & Harrison	0	0.0%
Embarcadero & Townsend	0	0.0%
Embarcadero to/from Ferry Building	Data Not Available	-
Fell & Scott	0	0.0%
Golden Gate & Masonic	0	0.0%
Great Highway & Sloa	0	0.0%
Illinois & Mariposa/Terry Francois	6	9.7%
JFK & Transverse	0	0.0%
Lake Merced & Winston	0	0.0%
Masonic & Panhandle	Data Not Available	-
McAllister & Polk	6	2.3%
O'Shaughnessy & Portola	2	6.9%
Page & Scott	0	0.0%
Polk & Sutter	0	0.0%
Randall & San Jose	8	7.1%
Stockton & Sutter	8	10.8%

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

## Appendix F: Rider Gender

Intersection	Female Riders	% Female Riders	Male Riders	% Male Riders
11th & Howard	79	31.6%	171	68.4%
11th & Market	Data Not Available	-	-	-
14th & Folsom	39	19.5%	161	80.5%
17th & Valencia	137	25.3%	404	74.7%
23rd & Potrero	8	23.5%	26	76.5%
2nd & Townsend	19	17.9%	87	82.1%
3rd & Islais Creek	Data Not Available	-	-	-
5th & Market (Midday)	31	20.4%	121	79.6%
5th & Market (Evening)	136	26.2%	383	73.8%
5th & Market (Morning)	107	27.0%	290	73.0%
5th & Townsend	Data Not Available	-	-	-
7th & 16th	30	24.6%	92	75.4%
7th & Kirkham	10	22.2%	35	77.8%
8th & Townsend	42	19.6%	172	80.4%
Alemanya & Geneva	3	10.7%	25	89.3%
Arguello & Lake	39	23.6%	126	76.4%
Broadway & Columbus	11	13.8%	69	86.3%
Broadway & Embarcadero	Data Not Available	-	-	-
Cervantes & Marina	76	26.0%	216	74.0%
Cesar Chavez & Harrison	Data Not Available	-	-	-
Embarcadero & Townsend	Data Not Available	-	-	-
Embarcadero to/from Ferry Building	Data Not Available	-	-	-
Fell & Scott	Data Not Available	-	-	-
Golden Gate & Masonic	16	42.1%	22	57.9%
Great Highway & Sloat	7	13.2%	46	86.8%
Illinois & Mariposa/Terry Francois	15	24.2%	47	75.8%
JFK & Transverse	27	15.4%	148	84.6%
Lake Merced & Winston	9	20.5%	35	79.5%
Masonic & Panhandle	56	32.6%	116	67.4%
McAllister & Polk	64	24.1%	202	75.9%
O'Shaughnessy & Portola	4	13.8%	25	86.2%
Page & Scott	86	20.5%	334	79.5%
Polk & Sutter	56	30.9%	125	69.1%
Randall & San Jose	20	17.9%	92	82.1%
Stockton & Sutter	18	24.3%	56	75.7%

### 2007 Summary:

Percent of riders counted female	<b>24%</b>
Percent of riders counted male	<b>76%</b>

### 2006 Summary:

Percent of riders counted female	<b>25%</b>
Percent of riders counted male	<b>75%</b>

## Appendix G: Weather Data

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

Source: The Weather Underground, Inc., <http://www.wunderground.com>