

2011 Bicycle Counts Report

Portland Bureau of Transportation
February 2012



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2011 Bicycle Counts Report

Portland Bureau of Transportation



Introduction

The Portland Bureau of Transportation (PBOT) has counted bicycles for decades to collect data about the number of people bicycling in Portland and where they ride. Data is also collected about gender and helmet use. This report identifies the key findings from bicycle counts conducted between July 20 and September 30, 2011.

Increasing the number of Portlanders who bike benefits the city by reducing traffic congestion, improving air quality, lowering individual transportation costs and improving individual health. The annual bicycle counts are a principal means for PBOT to assess its progress toward making the bicycle an integral part of daily life in Portland.

Findings of the 2011 Bicycle Counts:

- 4 percent more bicycles were counted on the Broadway, Steel, Burnside and Hawthorne bridges than in 2010.
- 7 percent more bicycles were counted at 123 non-bridge locations than in 2010.
- 6.4 percent more bicycles were counted citywide (both bridge and non-bridge locations) than in 2010.
- 80 percent of people on bikes were counted wearing helmets citywide, 3 percent more than in 2010.
- 85 percent of females and 77 percent of males were counted wearing helmets citywide.
- 69 percent of people on bikes were counted as male and 31 percent were counted as female, the same as in 2010.
- 61 percent more bicycles were counted at 11 locations on newly-developed Neighborhood Greenways than in 2010.

Note: Data is only compared year-to-year at same locations.

Methodology

The majority of bicycle counts are conducted by volunteers and City of Portland staff, who visually count and then record passing bicycles at street corners and on bridges during two-hour time slots called a “peak period.” In the last ten years, PBOT added several automatic bicycle counters on bridges and trails. These counters provide a more complete picture of the ebb and flow of bicycle traffic over the course of the day and throughout the year.

For visual counts, volunteers record counts for each direction during peak periods at a location and report the number to PBOT staff. A 24-hour average bicycle count for the location is calculated by multiplying the recorded peak period count by five. This is a standard traffic engineering calculation that has been validated by comparing extrapolated visual counts with comparable results from automated counters.

Prior to 2008 the majority of counts were concentrated in the center of the city. Since then, PBOT has worked to increase the total number of count locations and expand the locations across the city, with extra focus on adding locations in Southwest and East Portland. In 2008, there were 121 locations and in 2011 there were 156.

To determine year-on-year percentage change in counts, PBOT staff compare only those locations and their count totals that were recorded for both years. New locations and the total counts recorded at them are not compared to previous years’ totals.

General Findings

The 2011 Bicycle Counts show a continuation of a two-decade increase in the number of bicycles counted in Portland. Of 127 locations that were counted in both 2010 and 2011 (including the bicycle-friendly Willamette River bridges and trails), 83 locations showed an increase and 44 locations showed a decrease compared to 2010. Overall, the number of bicycles counted in 2011 increased approximately 6.4 percent compared to 2010. Helmet use increased approximately 3 percent compared to 2010; this matches the highest rate observed (80 percent) since PBOT began recording helmet use. The split of male to female cyclists was approximately the same in 2011 as 2010, with 69 percent of people on bikes counted as male and 31 percent counted as female.

Sixty-one percent more bicycles were counted at 11 locations on newly-developed Neighborhood Greenways in 2011 than in 2010. Nine locations saw an increase in the counts and two locations saw a decrease.

More locations were counted in 2011 than any prior year. With more coverage in all districts of Portland, the base of data will provide even greater detail for future comparisons.

Bridge Counts

The number of bicycles counted on the four principal, bicycle-friendly bridges over the Willamette River – the Hawthorne, Burnside, Steel and Broadway bridges – has been a tool PBOT uses to analyze overall bicycle ridership for years. Since counts began, the number of bicyclists crossing these four bridges has grown steadily. The reported numbers reflect an average of weekday bicycle trips on the bridges, which for the Hawthorne, Burnside, Steel and Broadway bridges were 8,044, 2,175, 3,703, and 4,335, respectively.

Counters on the Broadway Bridge were inoperative during the summer. The 4,335 number is derived from data collected on the bridge in October, which was then seasonally adjusted based on summer and fall counts on the Hawthorne Bridge. The Burnside Bridge count was a one-day count. Peak recorded use on the Hawthorne, Steel and Broadway Bridges was 8,908, 4,761 and 4,652, respectively.

In 2011 Portlanders took an average of approximately 18,257 daily weekday bicycle trips across the Willamette River on these four bridges (compared to approximately 17,580 in 2010 and 15,750 in 2009).

Bridge Counts: 2011 Compared to 2010

BRIDGE	2011	2010	% CHANGE
Bridge Total	18,257	17,576	3.8%
Hawthorne	8,044	7,133	12.8%
Steel	3,703	3,287	12.7%
Broadway	4,335	5,291	- 18%
Burnside	2,175	1,865	16.6%

Non-Bridge Counts

The number of bicycles counted at non-bridge locations citywide also increased. At 123 non-bridge locations that were also counted in 2010, the number of bicycles counted in 2011 was 7 percent higher than in 2010. At 29 non-bridge locations that have been counted for more than 10 years, the number of bicycles counted has increased 225 percent.

Since 2001, the number of bicycles counted by PBOT increased in each of Portland's geographic districts. The largest increase was in North Portland, which saw a 280 percent increase overall at 5 locations. The Central City saw a 253 percent increase at 5 locations, Southeast saw a 233 percent increase and Southwest saw a 209% increase.

Non-Bridge Counts: 2011 Compared to 2010 and 2001

DISTRICT/ LOCATION	% CHANGE SINCE 2000/01	# OF LOCATIONS	% CHANGE SINCE 2010	# OF LOCATIONS
Citywide Total	225%	29	7%	123
Central City (west side)	253%	5	3%	16
North	280%	5	11%	14
Northeast	130%	5	16%	18
Southeast	233%	7	2.5%	24
East	Na	Na	18%	16
Northwest*	187%	3	7%	7
Southwest*	209%	4	3%	28

*excludes Central City

In 2011, all districts experienced growth in the number of bikes counted compared to 2010. East and Northeast Portland increased the most, with 18 and 16 percent more bikes counted respectively. Southeast and Southwest Portland increased the least, with 2.5 and 3 percent more bikes counted respectively.

Two locations stood out for significant decreases in the bicycles counted. At SE Ankeny and SE 6th, 22 percent fewer bicycles were counted in 2011 and counts in Tom McCall Waterfront Park were also down compared to the previous year.

Several locations stood out for above average increases in the numbers of bicycles counted. At N Williams and N Russell, counts increased 30 percent; at NE Going and NE 9th, counts increased 52 percent; and at NE Going and NE 37th, counts increased 104 percent. As previously noted, bicycle counts at 11 locations on new Neighborhood Greenways increased 61 percent on average.

Helmet Counts

Helmet use in Portland has been trending upward since the early 1990s. In 1992, 44 percent of people on bikes were counted wearing a helmet and in 2011 approximately 80 percent were. 2011 matches the highest percentage recorded along with 2008.

Southwest had the highest percentage of riders wearing a helmet for a district, where approximately 90 percent of riders were counted wearing one. East Portland had the lowest percentage of riders wearing a helmet for a district, where 58 percent of riders were counted wearing one.

The percentage of people counted wearing helmets citywide increased 3 percentage points in 2011, from 77 to 80 percent. The percentage of helmet use increased in all districts, with Northwest increasing the most at 5.8 percentage points and East Portland increasing the least at 0.5 percentage points.

Since 1992, women have been counted wearing helmets at a higher rate than men. In 2011 approximately 85 percent of females and 77 percent of males were counted wearing a helmet respectively. Compared to 2010, helmet use among women increased 2 percentage points, while helmet use by men increased 3 percentage points.

Percentage with Helmets: 2011 Compared to 2010

DISTRICT/ LOCATION	% 2010	% 2011	CHANGE IN % POINTS
Citywide Total	77%	80%	3.0
Central City (west side)	75.2%	79.9%	4.7
North	81.4%	84.2%	2.8
Northeast	77.3%	78.6%	1.3
Southeast	74.4%	76.8%	2.4
East	57.6%	58.1%	0.5
Northwest*	71.2%	76.9%	5.8
Southwest*	88.2%	90.0%	1.8

*excludes Central City

Gender Counts

Women have been counted on bicycles at significantly lower numbers than men in Portland. In 2011, women on bikes represented 31.4 percent of those counted. The gender split for women cycling increased 0.2 percentage points citywide compared to 2010.

The percentage of women counted on bicycles varied among Portland's districts. The highest percentage of women was counted in Northeast Portland (35 percent) and the lowest percentage in East Portland (19 percent). North Portland had the largest one-year increase of females, where the percentage counted increased by 2.6 percentage points. The percentage of riders counted as females decreased by 1.1 percentage points in both Southeast and Southwest Portland.

The range of female rider percentage ranged from a low of 7 percent at SW Barbur Blvd and SW Capitol to a high of 58 percent at N Failing and N Missouri.

Percentage Female: 2011 Compared to 2010

DISTRICT/ LOCATION	% 2010	% 2011	CHANGE IN % POINTS
Citywide Total	31.2%	31.4%	0.2
Central City (west side)	30.9%	31.6%	0.7
North	32.0%	34.6%	2.6
Northeast	33.9%	35.4%	1.5
Southeast	33.4%	32.2%	-1.2
East	19.5%	19.3%	-0.2
Northwest*	32.8%	32.0%	-0.8
Southwest*	24.7%	23.6%	-1.1

*excludes Central City

Seasonal Change in Counts

PBOT's Bicycle Counts Report documents counts taken during Portland's summer, the driest and warmest season of the year. In 2011, counts were taken between July 20 and September 30.

In recent years, PBOT has more consistently collected bicycle counts throughout the year on selected bridges. In 2010 and 2011, the bureau recorded bicycle counts on the Hawthorne Bridge from fall through spring. Results of these counts are shown in the figure titled: "Summer and Winter Comparison of Bicycle Trips" in this report's appendix. As illustrated, winter counts were approximately half the 2011 summer counts. Counts from October, November and December 2011 are higher than counts from the same months in 2010. Counts from October 2011 exceed the summer counts from 2007 and November 2011 counts approach those from the summer of 2006.

Crash Findings

The Portland Bureau of Transportation traditionally reports a bicycle crash index number in the Bicycle Counts Report. This number is calculated by dividing an annual reported crash figure by the total daily bicycle count for the Broadway, Steel, Burnside and Hawthorne bridges combined. The annual reported bicycle crash data is compiled by the Oregon Department of Transportation from self-reported crashes and police crash investigations and serves as the official crash record for the State of Oregon. The crash data from the most recent year is not typically released in time for PBOT's Bicycle Counts Report, so the crash index lags one year behind the counts. For example, this report discusses the 2011 counts and the 2010 crash data.

The twenty-year trend for bike crashes compared to Portland bridge counts is downward. However, data show that since 2008 the number of reported bicycle crashes in Portland has increased and the

crash index number has risen accordingly. While total crashes have increased, the number involving a serious injury has decreased. Also, the number of bicycle fatalities in Portland has remained relatively stable in recent years.

The Portland Police Bureau changed its policy regarding mandatory crash investigations for bicycle-related crashed in January 2008. Before, a bicycle rider would have to sustain a trauma-level injury to warrant a crash investigation by Portland Police. Since 2008, a bicycle rider has to be transported by ambulance to a hospital to warrant a crash investigation. This change resulted in an increase in the number of bicycle-related crash investigations. From 2003 through 2007, an average of 70 crashes were investigated a year. From 2008 through 2010, an average of 271 crashes were investigated a year. The number of Police crash investigation influences the ODOT crash data used here.

Because of this new reporting threshold for investigating crashes, current bicycle crash data no longer offer an “apples to apples” comparison to data reported before 2008.

Locations with Highest, Lowest Percentage Female: 2011 Compared to 2010

RANK (2011)	LOCATION	% TRIPS BY WOMEN (2011)	% TRIPS BY WOMEN (2010)	TOTAL DAILY TRIPS (2011)
1	N Failing & Missouri	58%	38%	295
2	N Skidmore & Michigan (new)	45%	-	830
3	N Bryant & Missouri (new)	44%	-	250
4	NE Tillamook & 74th	44%	29%	455
5	NE Irving & 20th	44%	40%	1,335
6	SE Belmont & 16th	43%	35%	810
7	SW Moody & River Pkwy	42%	41%	1,860
8	SW Moody & Gibbs	41%	36%	1,755
9	SE Taylor & 41 st /42 nd	41%	40%	1,205
10	N Vancouver & Ainsworth	41%	45%	1,060
...				
119	NE Prescott & Cully (new)	17%	-	290
120	SW Multnomah & 45 th	17%	23%	350
121	NE Maywood Pl & I-205 Path	16%	20%	280
122	SW Canyon Ct & Skyline	16%	12%	660
123	SW Multnomah & 25 th (new)	16%	-	415
124	SW Kingston & Rose Garden (new)	15%	-	360
125	NE Halsey & 122 nd	15%	20%	335
126	N Union Path I-5 Ramp	11%	14%	610
127	SW Capitol Hwy & Vermont	11%	29%	330
128	SW Barbur Blvd & Capitol Hwy	7%	9%	290

Bicycle Counts: Inner Southeast Portland pre-2000 to 2011

Location	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000	pre-2000
SE Harrison & Ladd (Circle)*	3,600	3,935	3,955	3,975	1,755	1,850	1,855				900		1,260
Springwater & Oaks Bottom Path	2,950	2,745	2,770	2,643	2,500								
SE Ankeny & 28th	2,815	2,780	2,410	2,605	1,705								
SE Clinton & 26th	2,655	2,750	2,345	2,710	1,770	1,515		1,250			595	650	
Eastbank Espl., N. of Hawthorne Br.				2,785				2,027		1,003	1,181		
SE Salmon & 34th	2,130	2,280	2,115	2,400	1,465								
Springwater Corridor (S. of Ivon)				2,543				1,157					
SE Spokane & Springwater	2,000	2,080	1,050	2,860	1,885	1,410							
SE Lincoln & 41st	1,880	1,795	1,965	1,925	1,025	1,015			725		575		
SE Salmon & 7th	1,795	1,335	1,760	1,885	1,420	1,010					470		120
SE Clay & 12th	1,470	1,340	1,100	1,235	965								
SE Taylor & 41st	1,205	1,185	1,245	950	955	700					325		
SE Springwater & Johson Creek	1,175	730	775	775	1,020								
SE Clay & 7th	1,075	1,095	905	1,025									
SE Clinton & 13th	1,030	855	695										
SE Ankeny & 6th	990	1,265	1,455		970	855		680				725	750
SE Gladstone & 42nd		895	905	715	490	430							290
SE Umatilla & 19th	915	870											
SE Belmont & 16th	810	720	610	725	455	425			375		240		
SE Milwaukie & Mitchell	755	890	635	765									
SE Clay & Water		765	655										
SE Gladstone & 26th	735	650	765	645	565	420							350
SE Woodward & 71st	590	755	550	490									
SE Spokane & 15th	550	260											
SE Milwaukie & Powell		600	780	740	500								
SE Woodstock & 46th		600	580	660	635								
SE Center & 72nd	485	220	350	310	330								
Sellwood Bridge	455	395	480		485	455							415
SE Woodstock & 52nd	450												
SE Milwaukie & Bybee	315	455	375	535	405								
SE Mill & 87th	205	415											
SE Center & 52nd		280	355										
SE Center & 9th		115		95	50	*Ladd's Circle was counted at SE corner pre 2008 and NW corner since 2008.							

Bicycle Counts: Inner Northeast Portland pre-2000 to 2011

Location	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000	pre-2000
NE Multnomah & Wheeler	2,785	2,815	1,730	1,190									
NE Irving & 12th	1,670	1,710	1,635	1,655	1,360	850					540	475	505
NE Going & 9th	1,585	1,040	490	515									
NE Tillamook & 28th	1,440	1,425	1,490										
NE Irving & 20th	1,335	1,100	1,040		1,010	890						275	375
NE Glisan & 28th	1,310	1,385											
NE Broadway & 7th	1,270	1,200	1,560	1,765	1,525	1,205							365
NE Everett & 53rd	1,220	1,005		845	765	595	400						
NE Grant Pl & 33rd	1,115	1,095	750	1,165	680	710							
NE Couch & 41st	1,020	525			570								
NE Multnomah & 7th	1,005		1,180	1,275		860					415	465	380
NE Davis & 41st		950	915	875	615								
NE Weidler & 7th		850			1,330	1,205		655			700	725	745
NE Holladay & 7th	835												
NE Skidmore & 9th		535	460	695	455								
NE Morris & 7th	755												
E Burnside & 74th	745	530	455	500	405	440	365						
NE Going & 37th	735	360	230	270									
NE Weidler & MLK	540	500	850	1,025	655	505					740		655
NE Multnomah & 47th	535	290	545	505	400	285			215		170	190	195
NE Klickitat & 27th	470												
NE Irving & 21st	465	455	460		435								
NE Tillamook & 74th	455	350	240	320									
NE Holman & 27th		280											
NE Prescott & Cully	290		180	360									
NE Siskiyou & 72nd		165	185	160									
NE Alberta & Cully	250												
NE Killingsworth & Cully	195	140											
NE Alberta & 72nd	155	70											

Bicycle Counts: North Portland pre-2000 to 2011

Location	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000	pre-2000
N Vancouver & Russell	4,105		3,225	3,600	2,325	1,900			1,075		950	850	530
N Interstate/Lloyd/Oregon	3,995	4,510		3,525									
N Williams & Russell		3,095	2,675	2,745	2,105	885		880			560	610	295
N Multnomah & Wheeler	1,605	2,815	1,730	1,190									
N Interstate & Larrabee	1,240	1,105	1,230	1,705	1,295	1,245							
N Interstate & Greeley	1,060	1,275	1,185	1,340	960	1,010			390				255
N Vancouver & Ainsworth	890	990		1,200	615	580		410			265	220	168
N Flint & Tillamook	875		685	820	590	535					915	835	400
N Willamette & Waud Bluff Trail	830		765	610									
N Skidmore & Michigan	625												
N Concord & Willamette	615	440											
N Denver & Rosa Parks	610		800	740	515	450					135		
N Union Path & I-5	585	545	465	510									
N Going & Greeley	475	595		520	460								
N Michigan & Rosa Parks													
N Portsmouth & Willis	295		215	260	215								
N Failing & Missouri	260	210	175	200									
N Willamette & Philadelphia	250	280			150								
N Bryant & Missouri				190									
N Bryant & Concord	235	200											
N Bryant & Wabash	150	125	195										
N Central & N Burr	85	110											
N Wabash & N Halleck		125											
N Smith & St. Louis		125		155	100								
N Chautauqua & Willis		125											
N Willis & Woolsey	45			155									
N Port Center Wy & Cement Rd		20	35	30	45								
N Fessenden & Peninsula X-ing			365	280	275								

Bicycle Counts: East Portland pre-2000 to 2011

Location	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000	pre-2000
SE Springwater & I-205 Path	1,205	965		375									
SE Springwater & 122nd	815		525	425	405								
SE Flavel & 92nd	730	630	385	410	265	555							365
NE Airport Wy & I-205 path	585	355	510	445									
E Burnside & I-205 path		580	465	450									
E Burnside & 122nd	565	400	365		425	450							
NE Marine Drive & PDX Trail	465	420			195								
NE Halsey & 122nd	335	300	195	335									
SE Springwater & 92nd					490								
NE Maywood Place & I-205 Path	280	150	260	205									
SE Mill & 135th	270		195	130									
SE Powell & 122nd	235	270	215	325									
SE Bush & 122nd	235	205											
SE Market & 130th	205	360	250										
SE Division & 96th	195	160	170	215									
SE Division & 122nd		360	185	275									
SE Main & 96th (East side)		225											
NE 102 & Pacific	185												
SE Holgate & 112th	150	165	220										
SE Holgate & 100th	175	155											
SE Powell & 148th		160	190	205	180								
NE Fremont & 122nd	155	140	175	150	75								
NE Halsey & 92nd	145	150	160	190	120	110							
NE Halsey & 148th	145	95	100	155									
SE Powell & 162nd		80	215	160									
SE Steele I-205 Overpass	75												
SE Flavel & Deardorf			40										
NE Marine Drive & Port Path			300	25									
NE Prescott & I-205	70												

Bicycle Counts: Southwest Portland* pre-2000 to 2011

Location	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000	pre- 2000
SW Moody & Gibbs	1,755	1,740	1,425	1,585	1,360	580							440
SW Terwilliger & Campus Drive	1,180	1,145	945	945	950	930							
SW Barbur & Hamilton	1,030	750	705	990	525	460					310		165
SW Terwilliger & Westwood	965	905	730										
SW Barbur & Terwilliger	950	1,020	895			570			350		175		
SW Capitol Hwy & Terwilliger	795	825	750	515	565								
SW Terwilliger & Sheridan	710	720	755	645	585	1,050							620
SW Capitol & Sunset	680	625	615	655	585	400			370			330	390
SW Canyon Ct & Skyline	660	540	455	580	385	260							
SW Humphrey & Patton	480	435	350	370		235							
SW Palantine & Riverview Cemetary	475	560	420										
SW Bond & Curry	445	540	430		405								
SW Arthur & 1st	440	415	315	485									
SW Taylors Ferry & Terwilliger	415	430	275	580									
SW Multnomah & 25th	415												
SW Kingston & Rose Garden	360			380									
SW Willamette Greenway & Miles	360	370	275	225	225								
SW Multnomah & 45th	350	365	325		240	295						160	210
SW Bertha & Vermont	350	245	175	135									
SW Capitol Hwy & Vermont	330	345	295	335	225	225							
SW Terwilliger & 2nd	330	285	260	370									
SW Barbur & Capitol Hwy	290	275	150	230									
SW Capitol Hwy & 35th	240												
SW BH Hwy & Shattuck	235	305	230	270	165								
SW Vista & Montgomery	150	120	85										
SW Corbett & Nebraska	105	115		110									
SW Troy & Capitol Hill	80	75	90	110									
SW Illinois & 45th	80	45											
SW 18th & Trail south of Sunset Hw	75	175											
SW Arnold & 35th	50	20	15	40									
SW Hamilton & 45th	45	30	80	50									

*Southwest Portland excludes bicycle counts in the Central City.

Bicycle Counts: Northwest Portland* pre-2000 to 2011

Location	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000	pre-2000
NW Lovejoy & 9th	2,160	1,530	2,095	2,325									
NW Naito & 9th	1,475	1,715	980	1,185	770								
NW Johnson & 14th	1,035	1,030	1,055										
NW Overton & 18th		775	695	555	375								
NW Johnson & 19th	1,000		415	525	635				200		255		
NW Johnson & 18th	880	720	785		660	650				445		410	
NW Thurman & 24th	515	635	680	660									
NW Glisan & 16th		500	330	440	335	215		375				230	360
NW Thurman & 14th	365	415	485	565	415								
NW Wardway & Nicolai			290	305									
NW Bridge Ave & St. Johns Br.	185		235		110								
NW Thompson & Skyline				215									
NW Couch & 15th	230	195	215	200	185	120						70	95

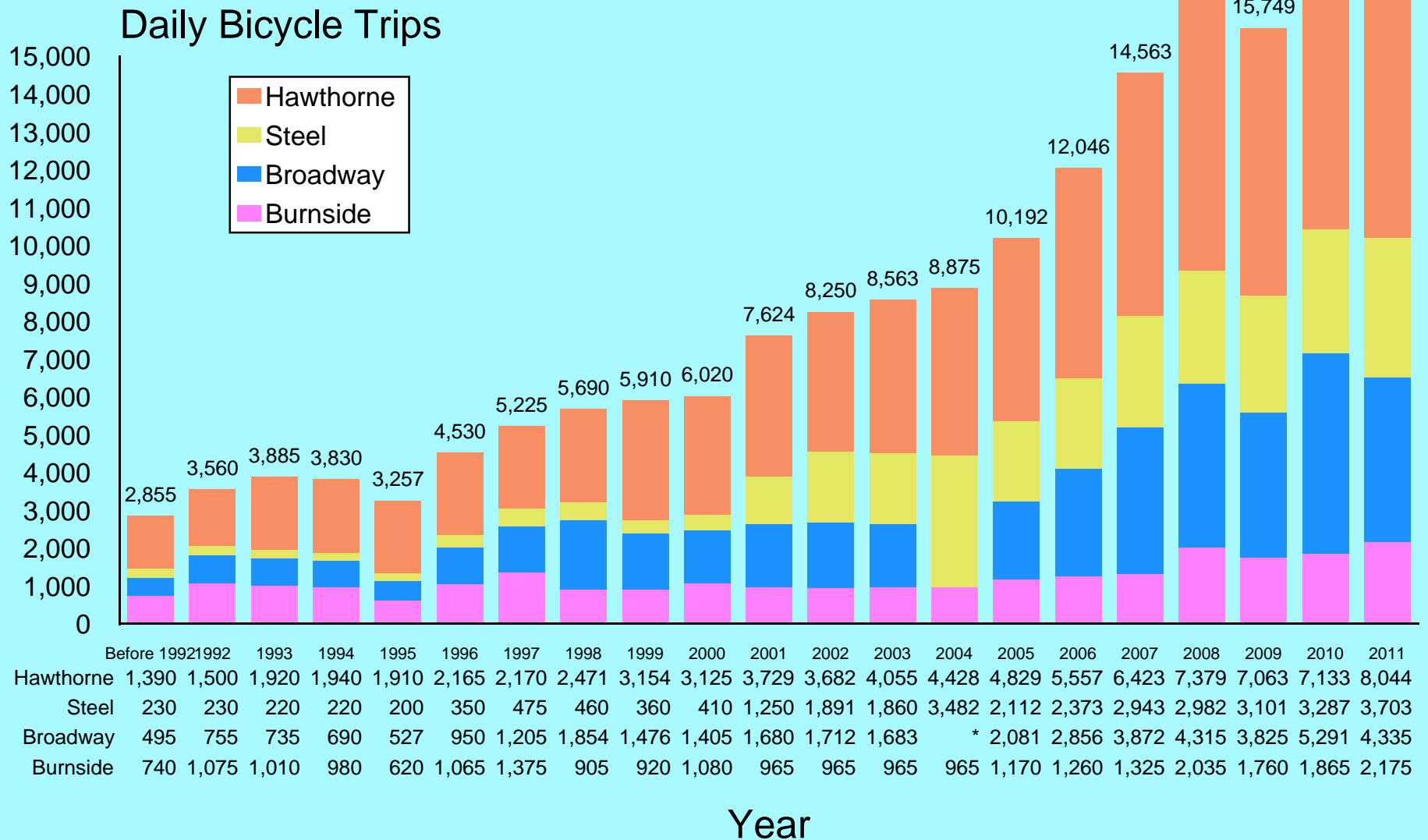
*Northwest Portland excludes bicycle counts in the Central City.

Bicycle Counts: Central City Portland pre-2000 to 2011

Location	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000	pre-2000
SW Waterfront Park & Morrison	3,460	3,835	3,390	2,995	2,680	2,200				1,490	715		1,215
SW Waterfront Park & Ankeny	2,985	3,365	2,510	2,650	2,200	2,100					875		810
NW Broadway & Hoyt	2,405		1,915										
SW Waterfront Park & Harbor Way	2,205	2,210		1,960	1,450	955	1,020						815
NW Broadway & Couch	1,870	1,785	1,815										
SW Moody & River Parkway	1,860	1,655	1,290	1,700		720				955			
SW Broadway & Montgomery	1,300	1,010	1,075										
SW Broadway & Main	1,255	795											
SW Broadway & 6th (S of I405)	1,125	1,405	1,025	1,090									
SW Naito & Clay			1,125										
SW Naito & Ankeny				840									
SW Broadway & Jackson	960	680			565	515						345	255
SW River Parkway & River Dr					745								
SW Jefferson & 13th	825	650	770	495	590	385						335	230
SW Broadway & Mill	780	620	750	735									
SW Park & Oak	760	645											
SW Stark & 9th	755												
SW Stark & 9th			665										
SW Main & 9th			635										
SW Salmon & 14th	530	665	520	540	430	370						210	245
SW Burnside & 13th/Stark	435	460	480										
SW 6th & Jackson	385	360	360	435	260	595							240
SW Park & Market	365	325											
SW Taylor & 13th	0	175	305	360	370	180		220				250	195

Average Daily Bicycle Traffic

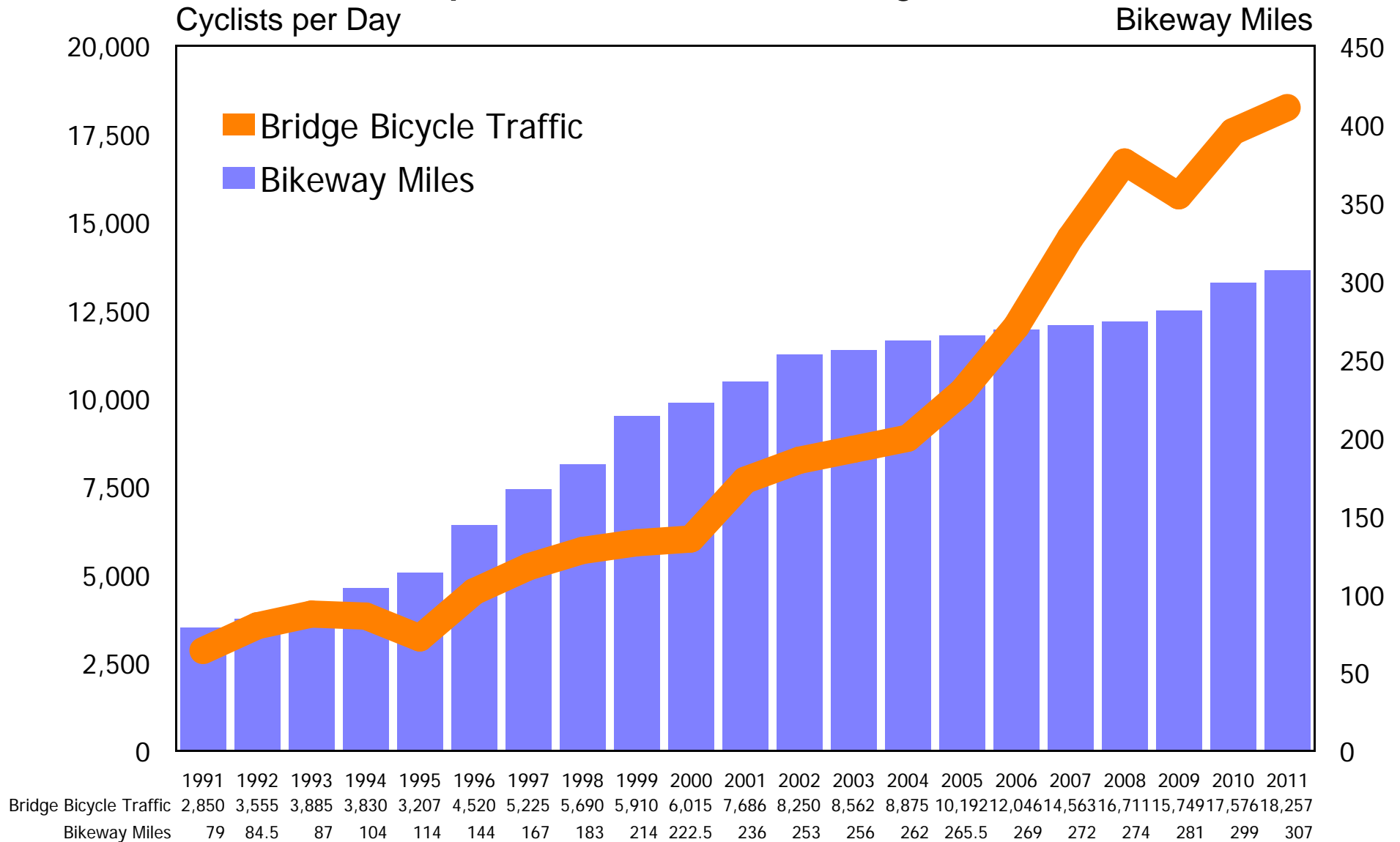
4 Main Willamette River Bicycle Bridges



Based on either 24-hour hose counts or extrapolated from 4-6 pm counts

* Broadway Bridge closed for construction during time of count.

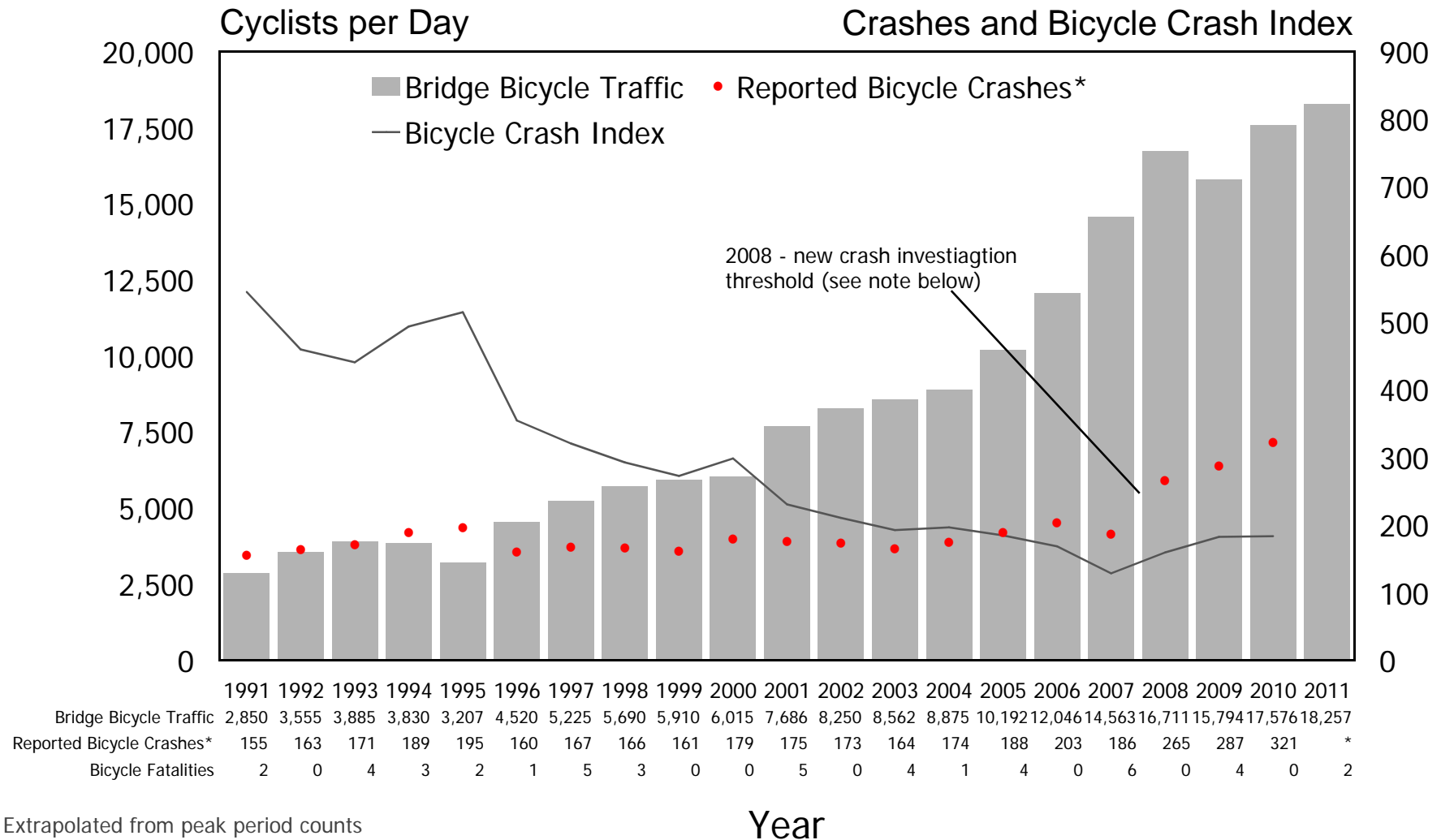
Bicycle Traffic across Four Main Portland Bicycle Bridges Juxtaposed with Bikeway Miles



Extrapolated from peak period counts

Year

Bicycle Bridge Traffic and Bicycle Crash Reports 1991-2011

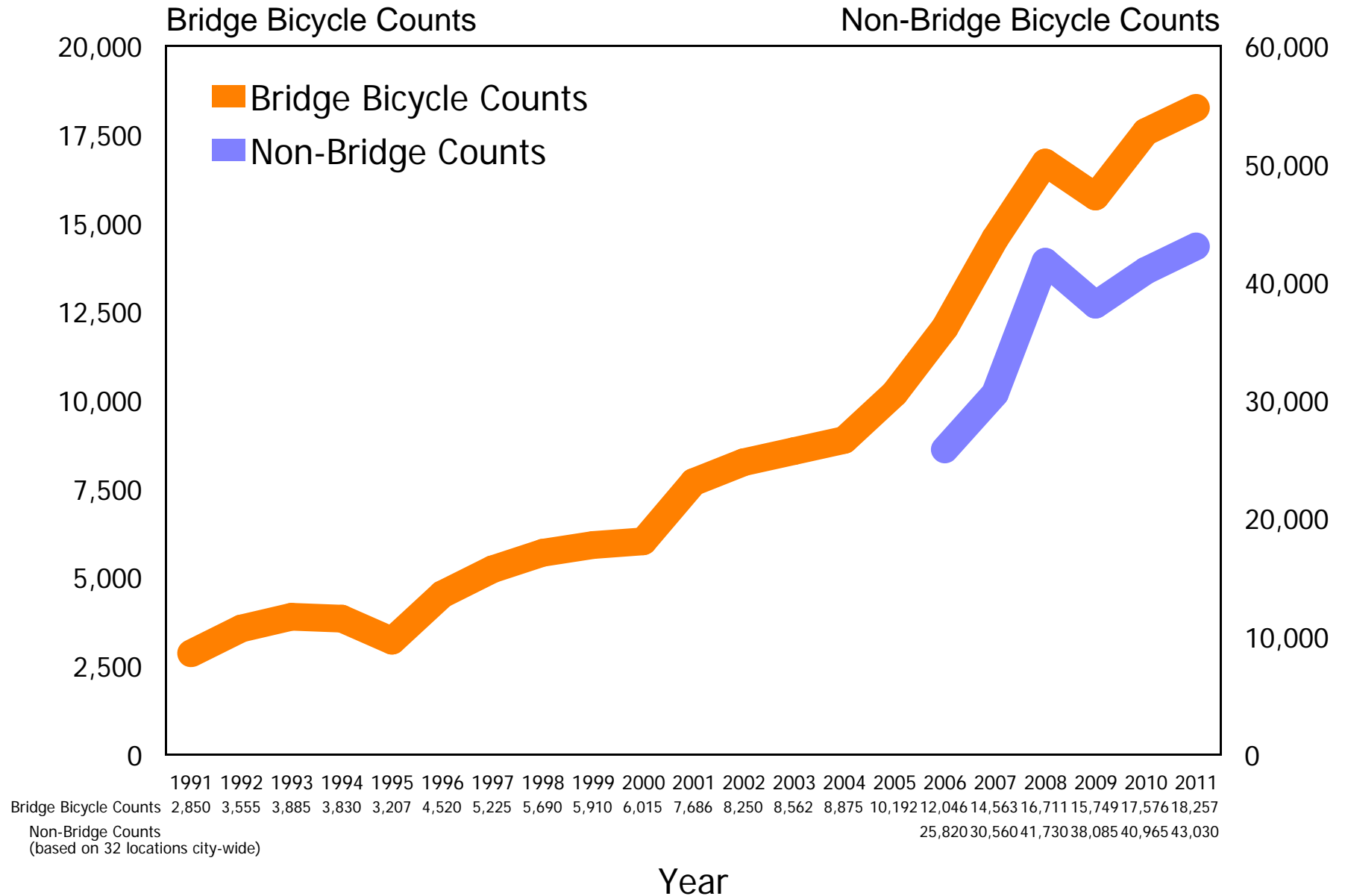


"Bicycle Crash Index" represents an indexing of annual reported crashes to daily bicycle trips across the four main bicycle bridges. The rate is calculated by dividing the number of crashes by the bicycle bridge traffic and multiplied by 10,000 to provide an index on the same scale as the reported bicycle crash data.

*2008-2010 Reported Bicycle Crashes data reflects a decision by the Portland Police Bureau to lower the threshold for reporting bicycle-involved crashes. This change, beginning in January 2008 means that crashes previously unreported by Portland Police are now entering the reporting system. There have been no indications in the operation of our system that leads the city to conclude that the increase in reported crashes is representative of changes in actual crash activity within the city.

Bicycle Traffic at City Count Locations

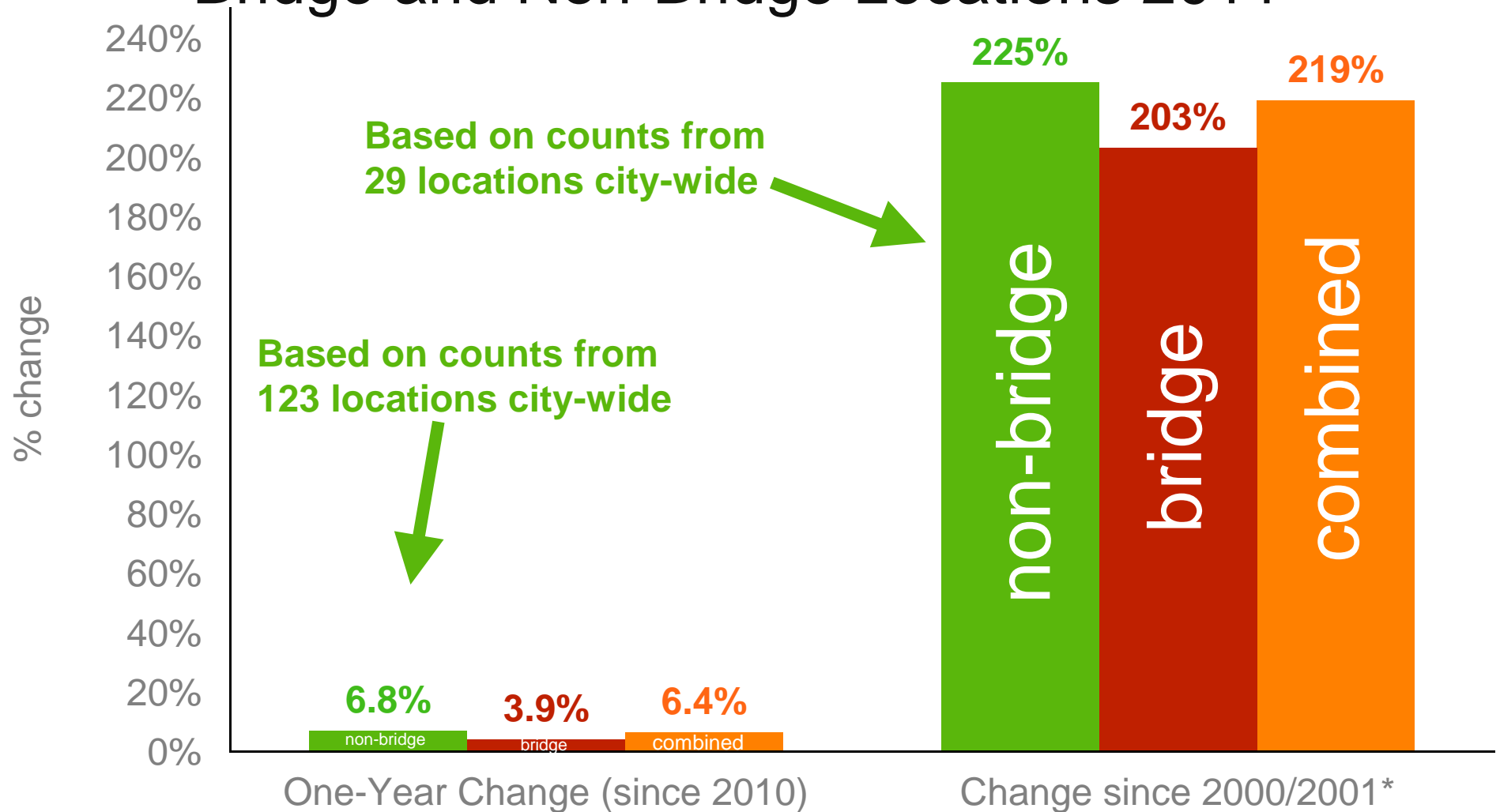
Bridge and Non-Bridge Traffic



Based on 24-hour hose counts or extrapolated from peak period counts

Changes in Bicycle Traffic

Bridge and Non-Bridge Locations 2011



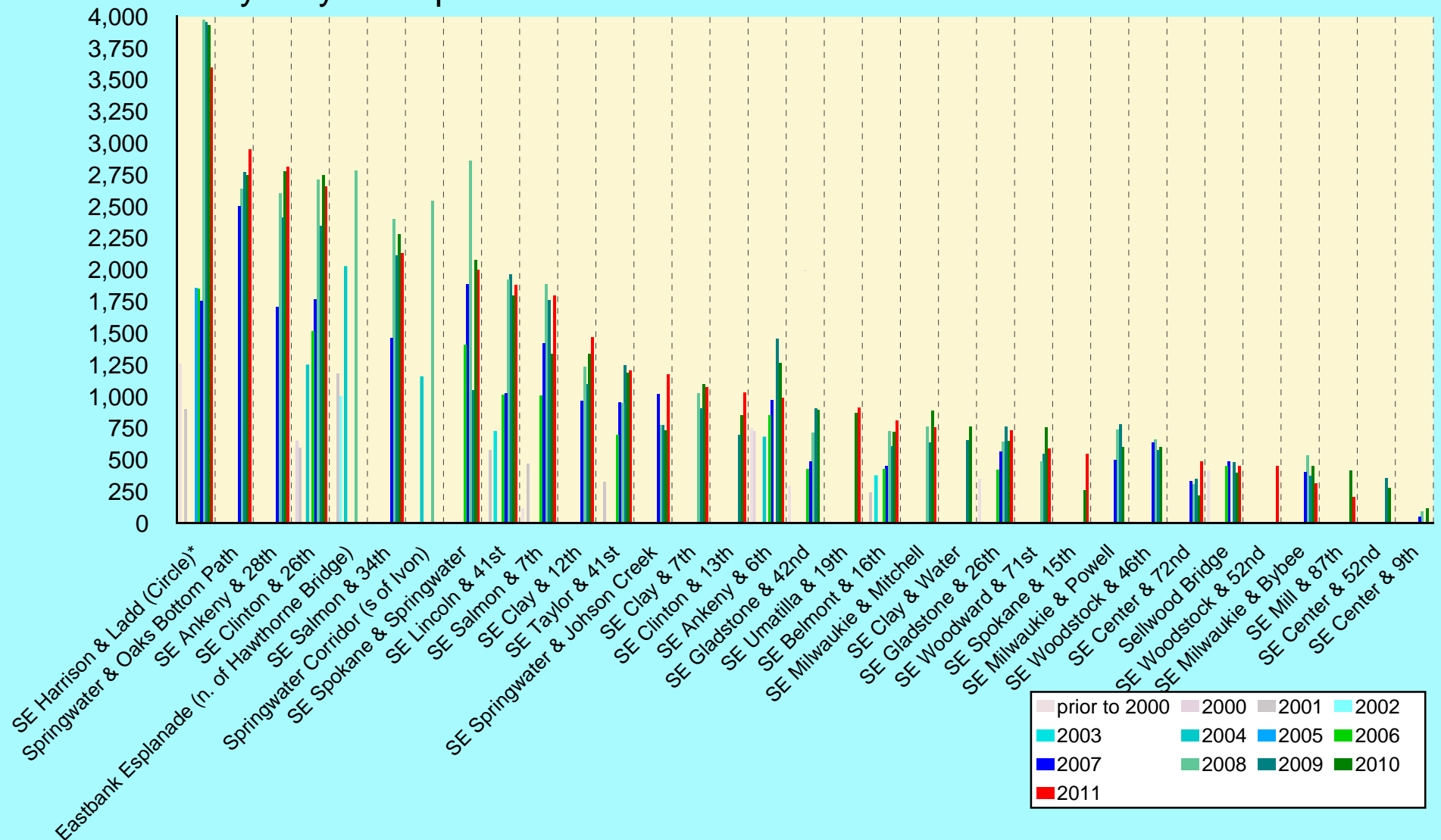
Based on manual and automated bicycle counts

*used the higher of data available 2000/2001

- Non-Bridge Locations
- Bridges (Hawthorne, Burnside, Steel & Broadway)
- Combined Bridge & Non-Bridge

Daily Bicycle Traffic Inner SE Portland 2011 Counts Compared to Previous Years

Daily Bicycle Trips

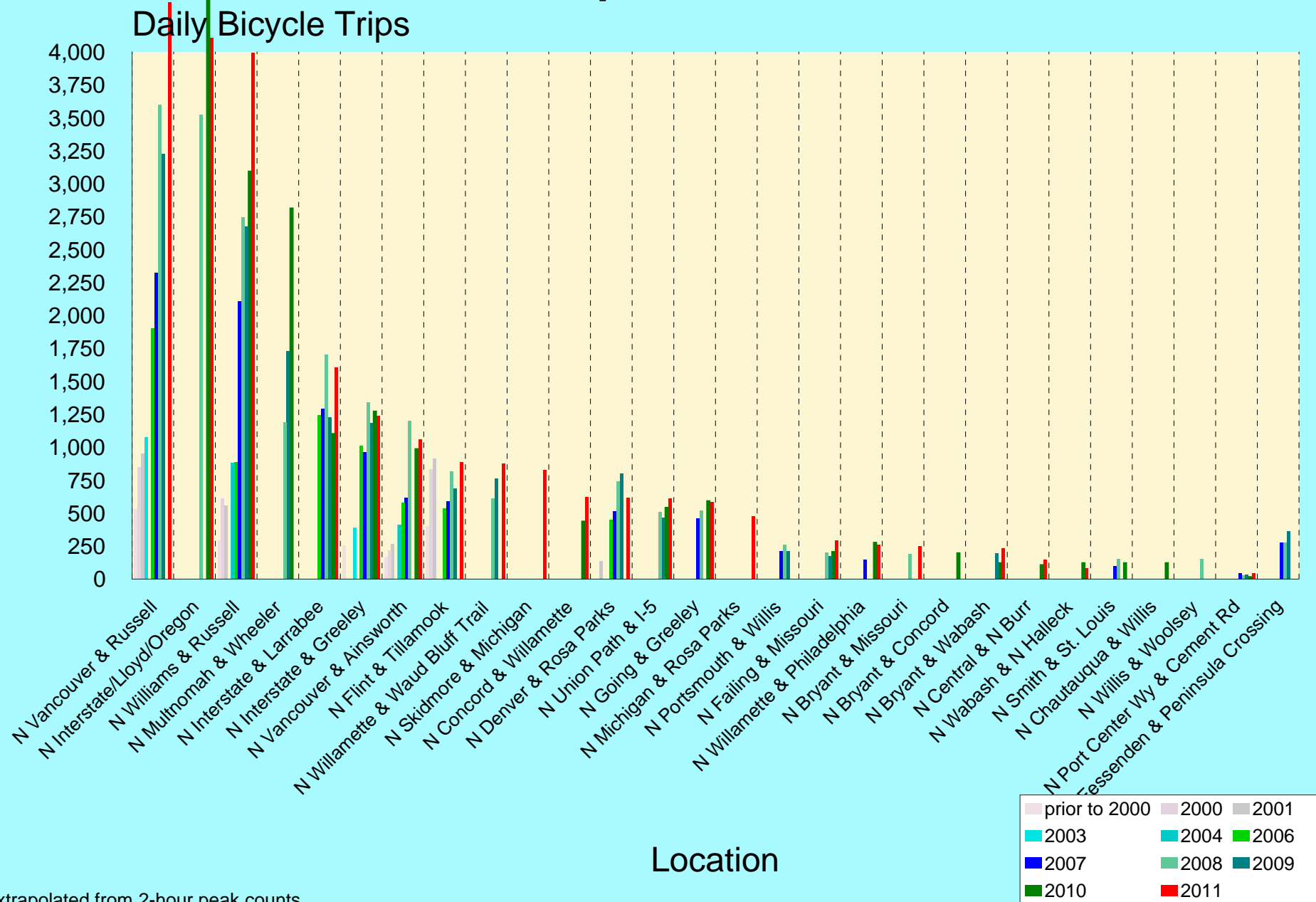


Based on either 24-hour hose counts or extrapolated from 2-hour peak counts

*Counted at NW corner of circle, compared to counts at SE corner in the years prior to 2008.

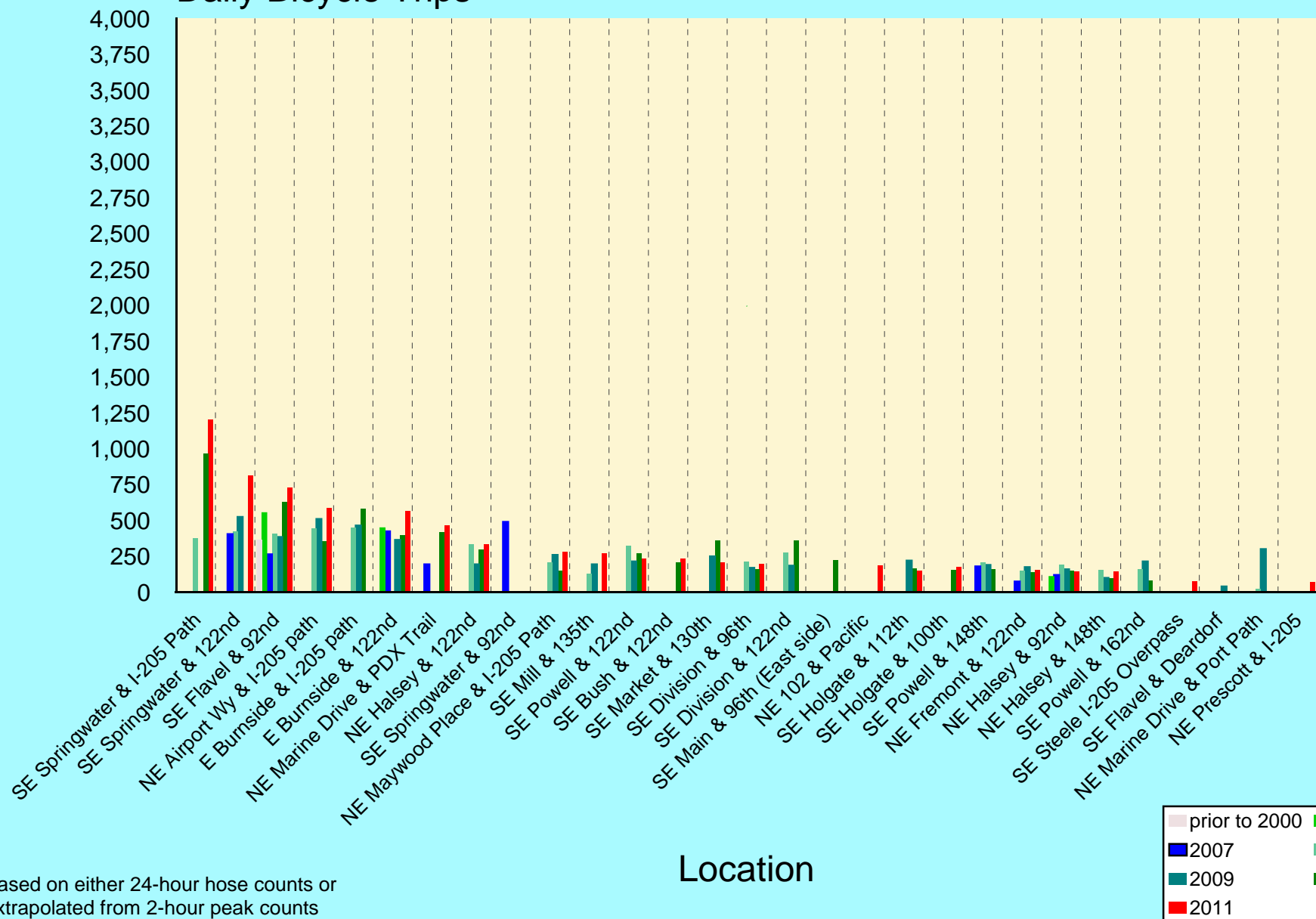
Location

Daily Bicycle Traffic North Portland 2011 Counts Compared to Previous Years



Daily Bicycle Traffic East Portland 2011 Counts Compared to Previous Years

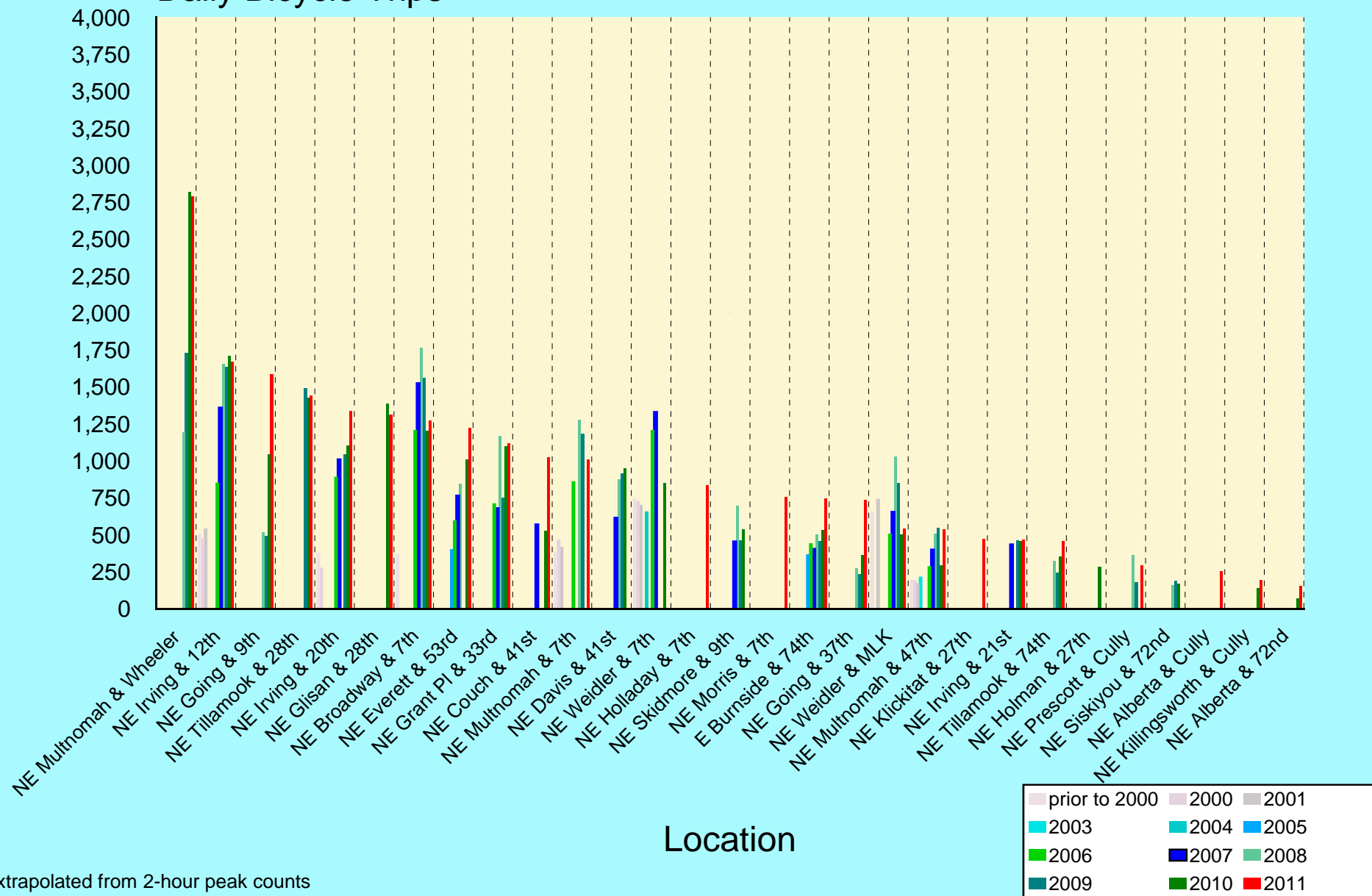
Daily Bicycle Trips



Based on either 24-hour hose counts or extrapolated from 2-hour peak counts

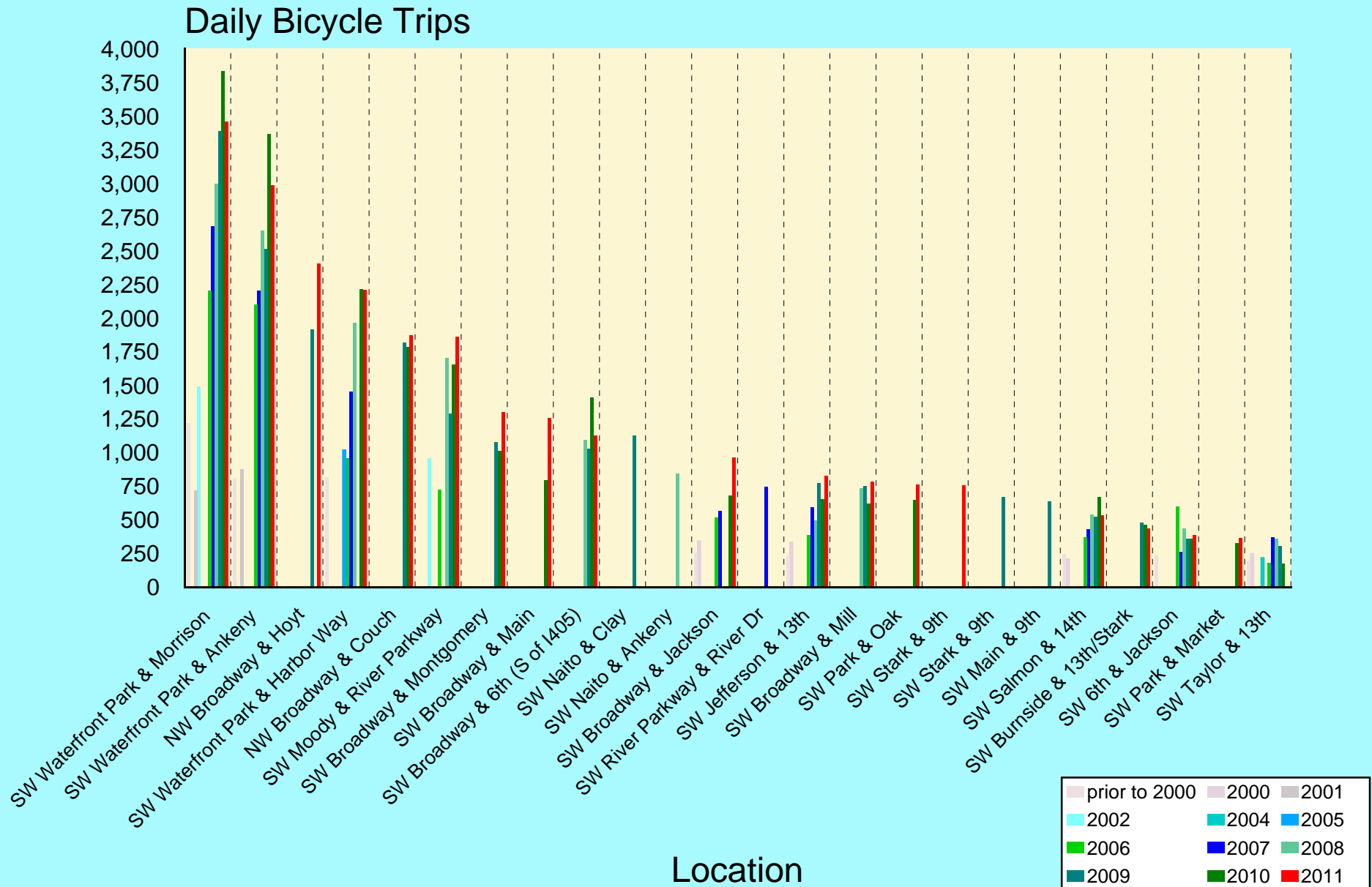
Daily Bicycle Traffic Inner NE Portland 2011 Counts Compared to Previous Years

Daily Bicycle Trips



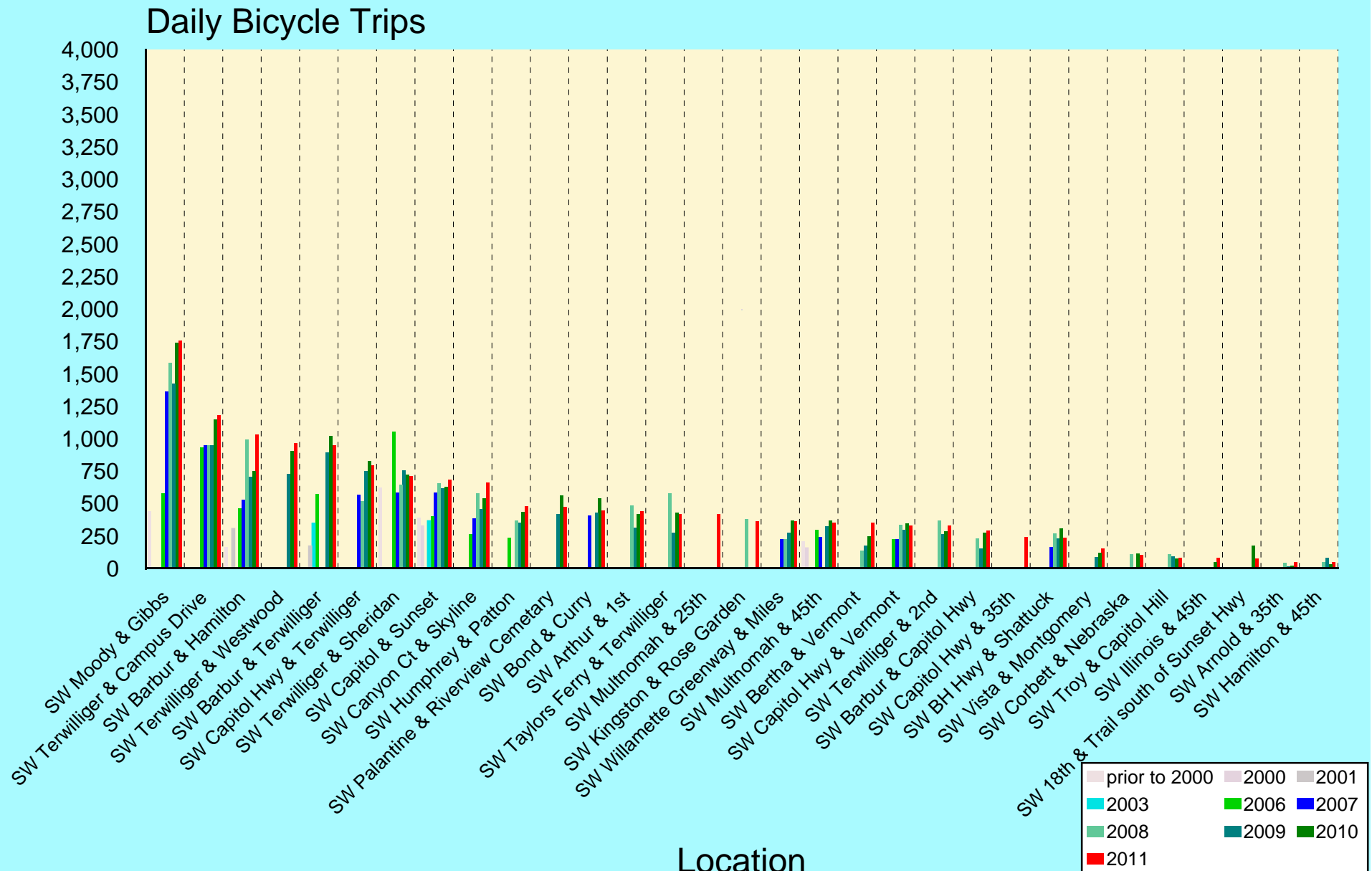
Extrapolated from 2-hour peak counts

Daily Bicycle Traffic West Portland (Central City) 2011 Counts Compared to Previous Years



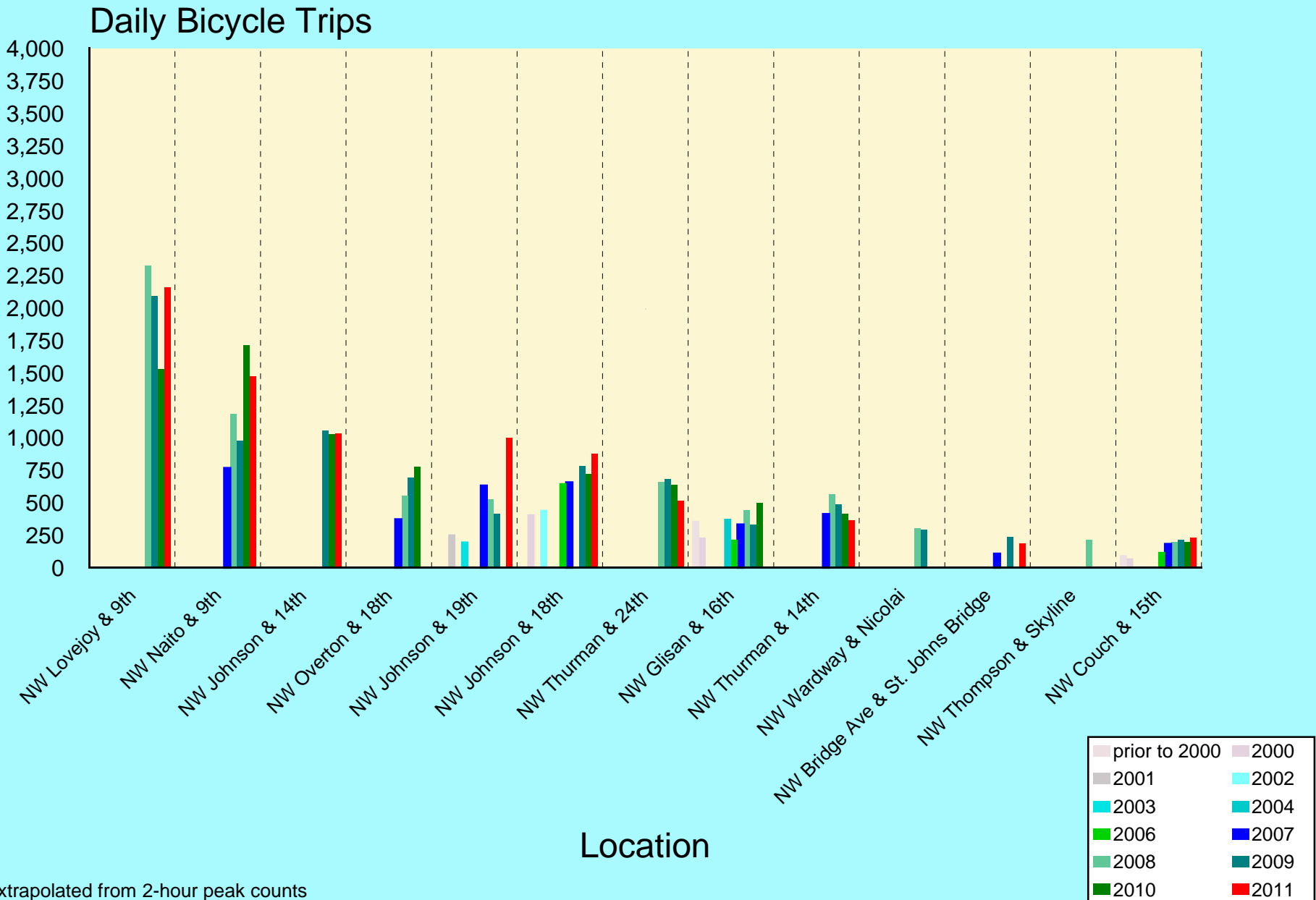
Extrapolated from 2-hour peak counts

Daily Bicycle Traffic Southwest Portland (not incl. Central City) 2011 Counts Compared to Previous Years



Extrapolated from 2-hour peak counts

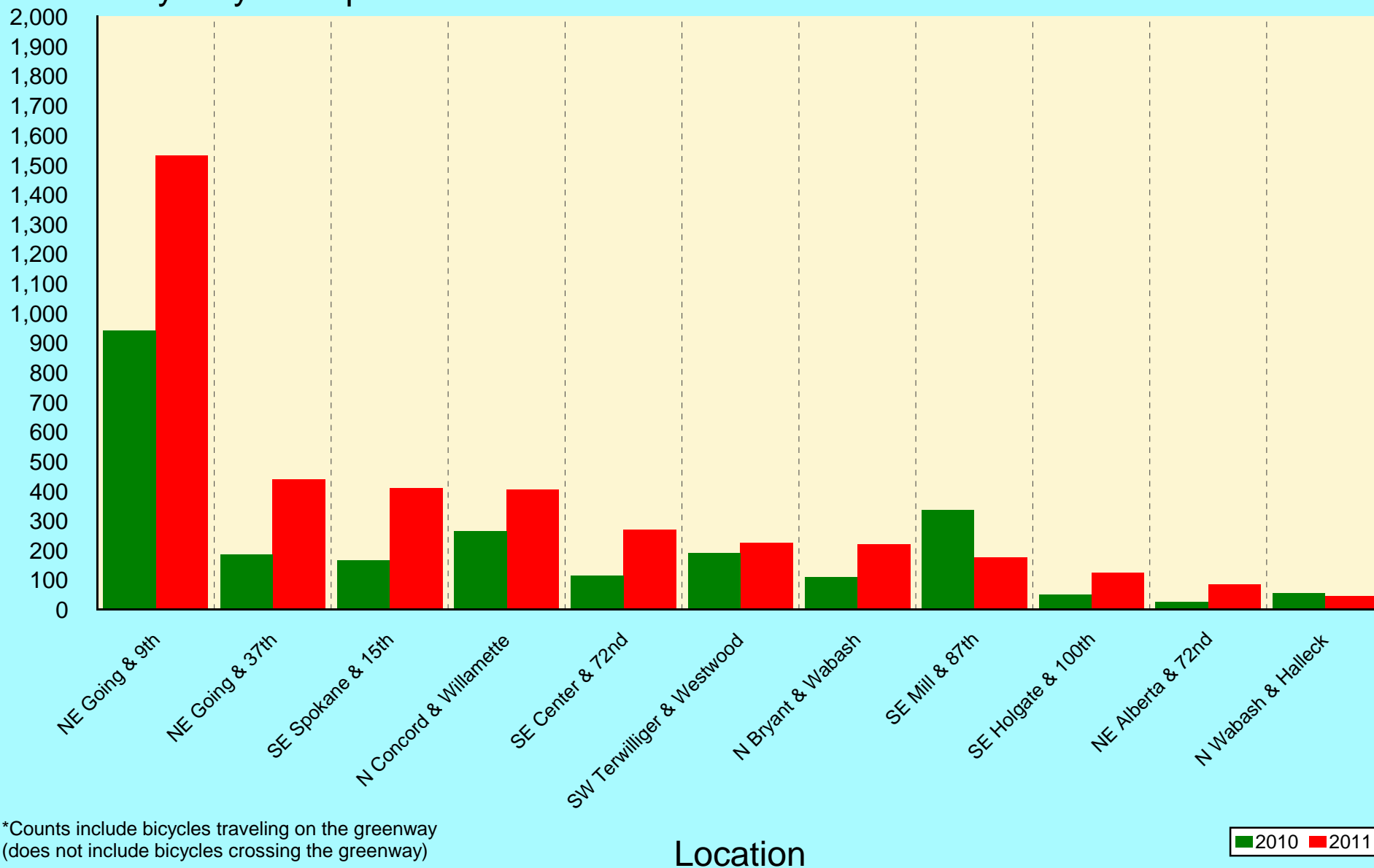
Daily Bicycle Traffic Northwest Portland (not incl. Central City) 2011 Counts Compared to Previous Years



Extrapolated from 2-hour peak counts

Daily Bicycle Traffic New Greenways 2011 Counts Compared to Previous Year

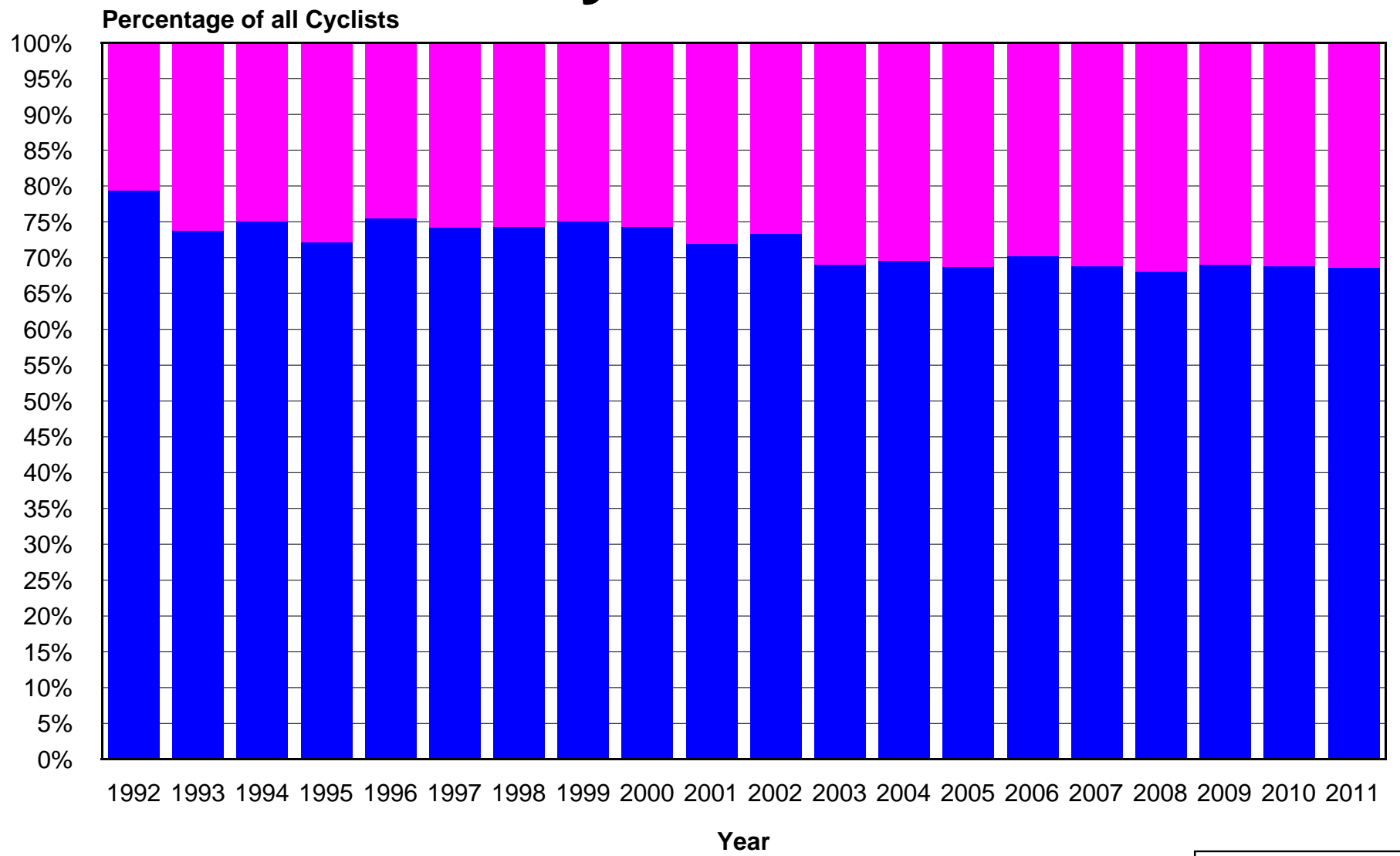
Daily Bicycle Trips*



*Counts include bicycles traveling on the greenway
(does not include bicycles crossing the greenway)

Extrapolated from 2-hour peak counts

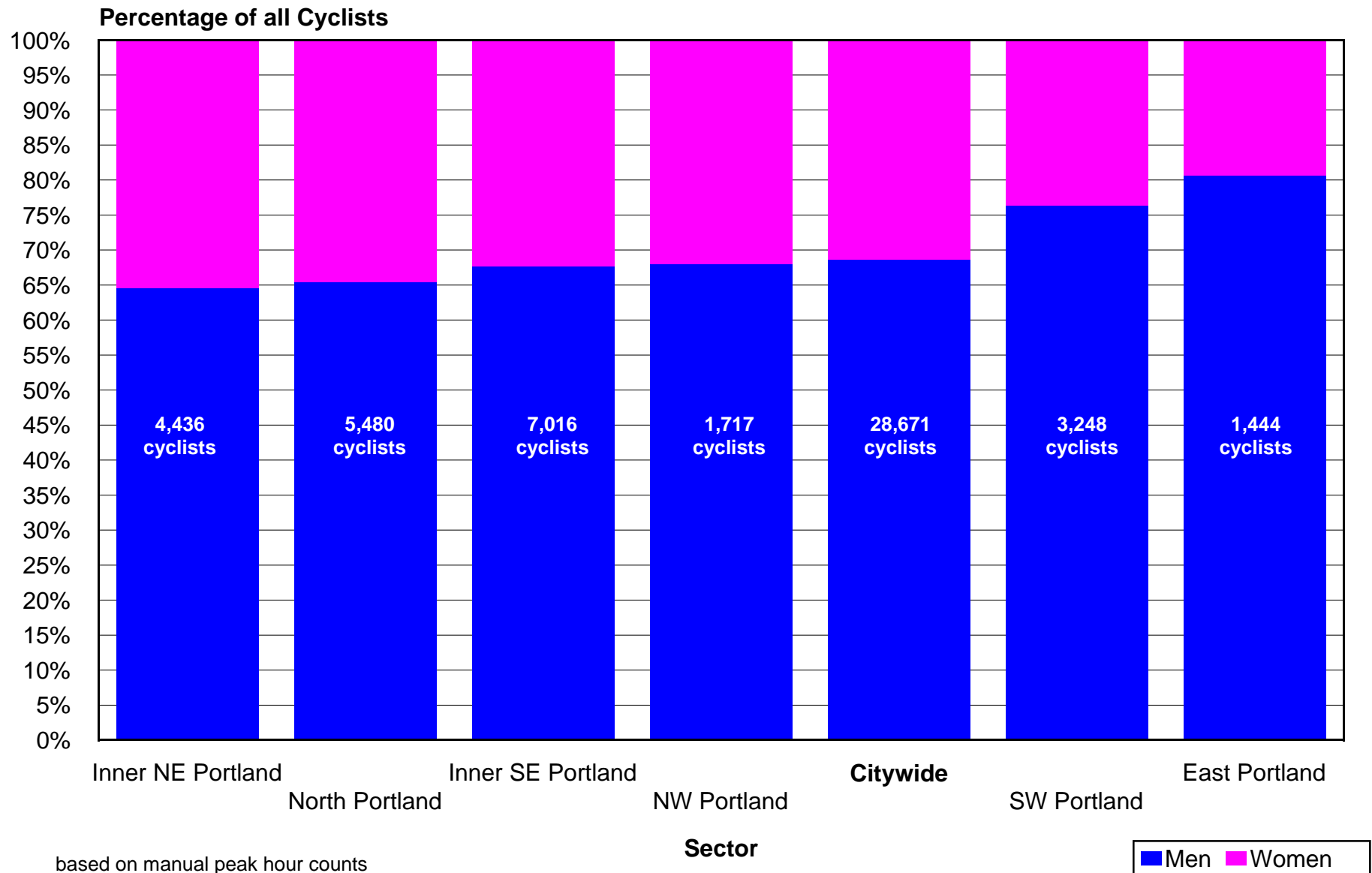
City of Portland Bicycle Counts by Year By Gender



based on manual peak hour counts

City of Portland Bicycle Counts by Sector 2011

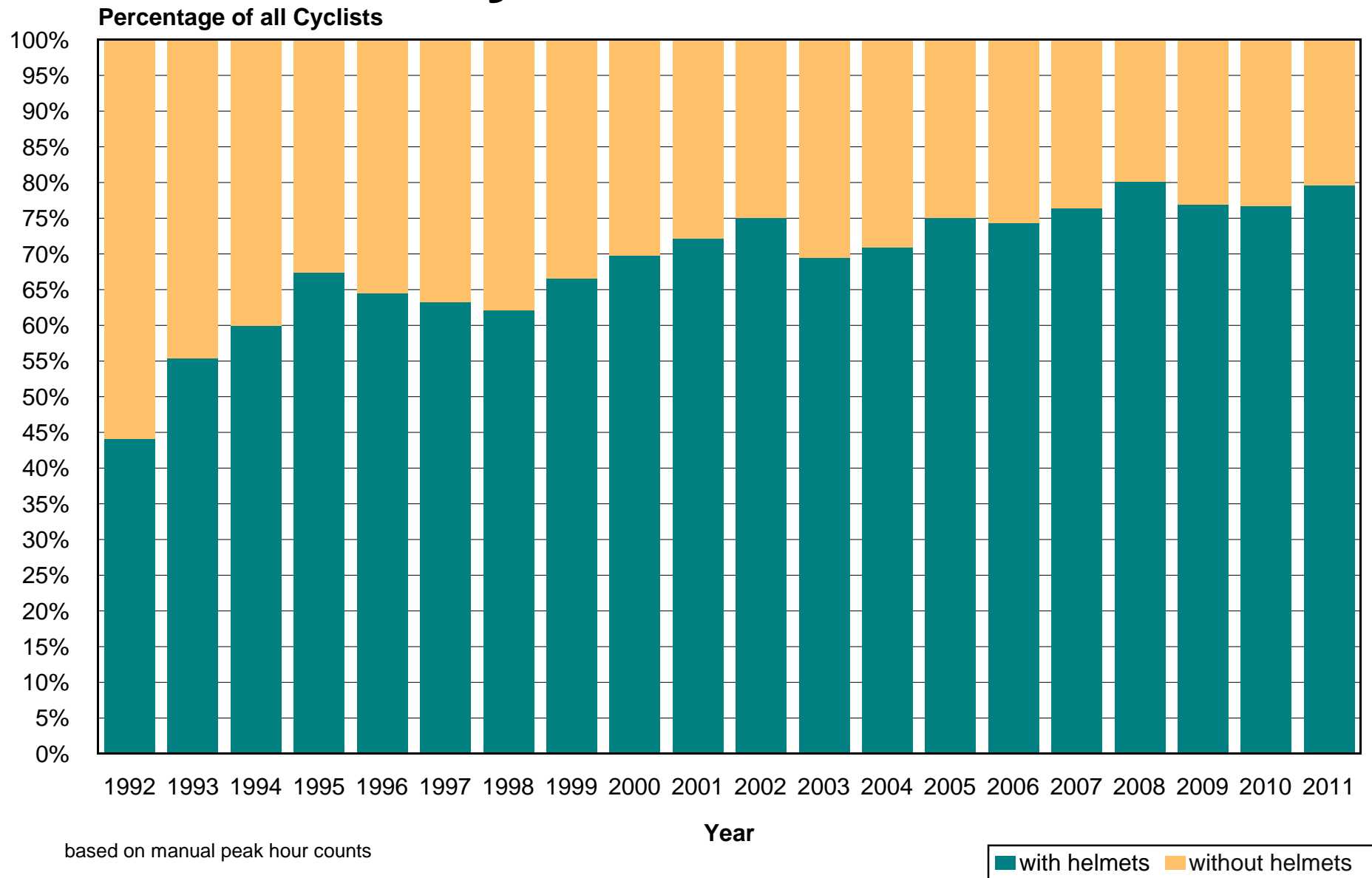
By Gender



based on manual peak hour counts

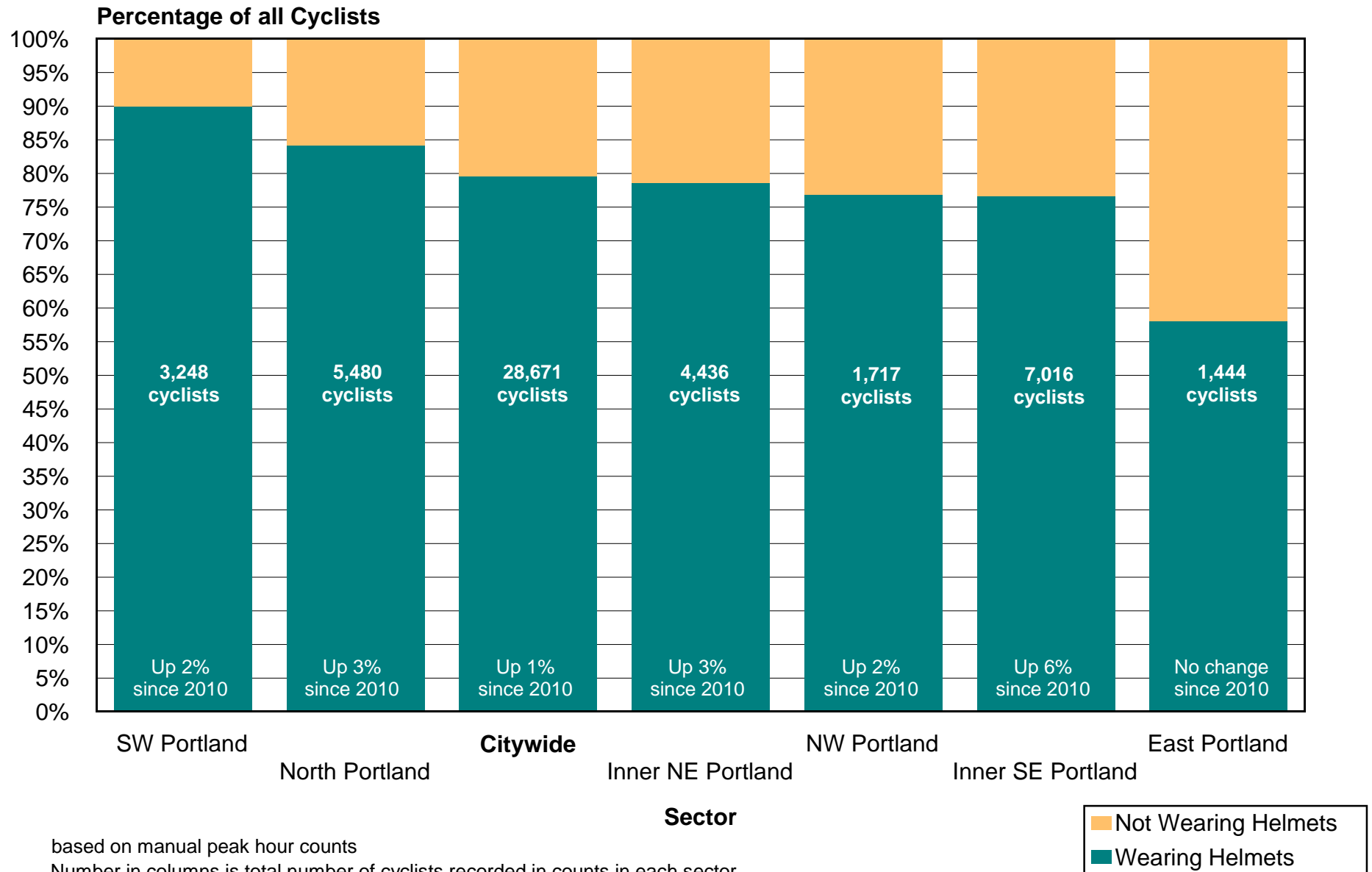
Number in columns is total number of cyclists recorded in counts in each sector.

City of Portland Bicycle Counts by Year By Helmet Use



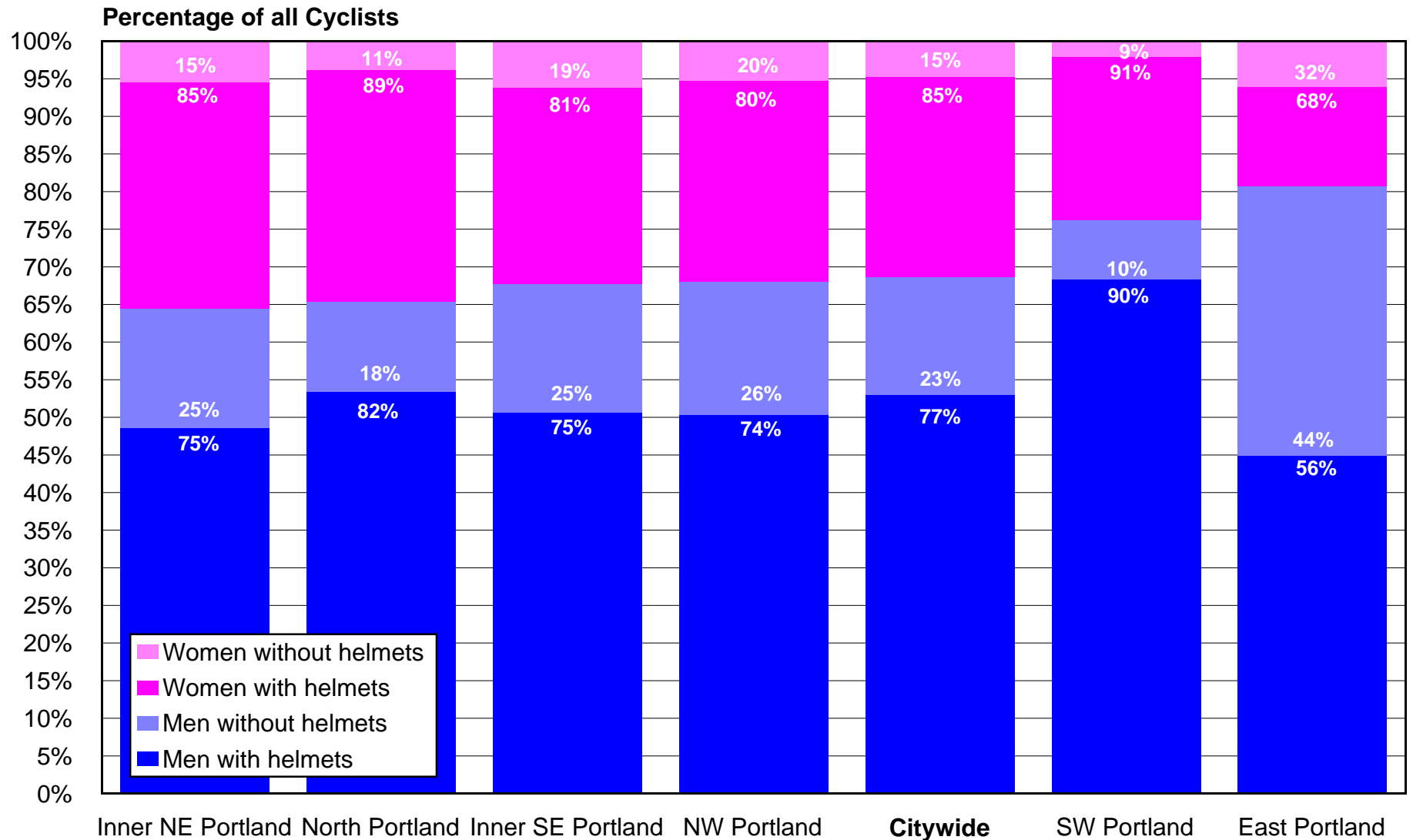
City of Portland Bicycle Counts by Sector 2011

By Helmet Use



City of Portland Bicycle Counts by Sector 2011

By Gender and Helmet Use

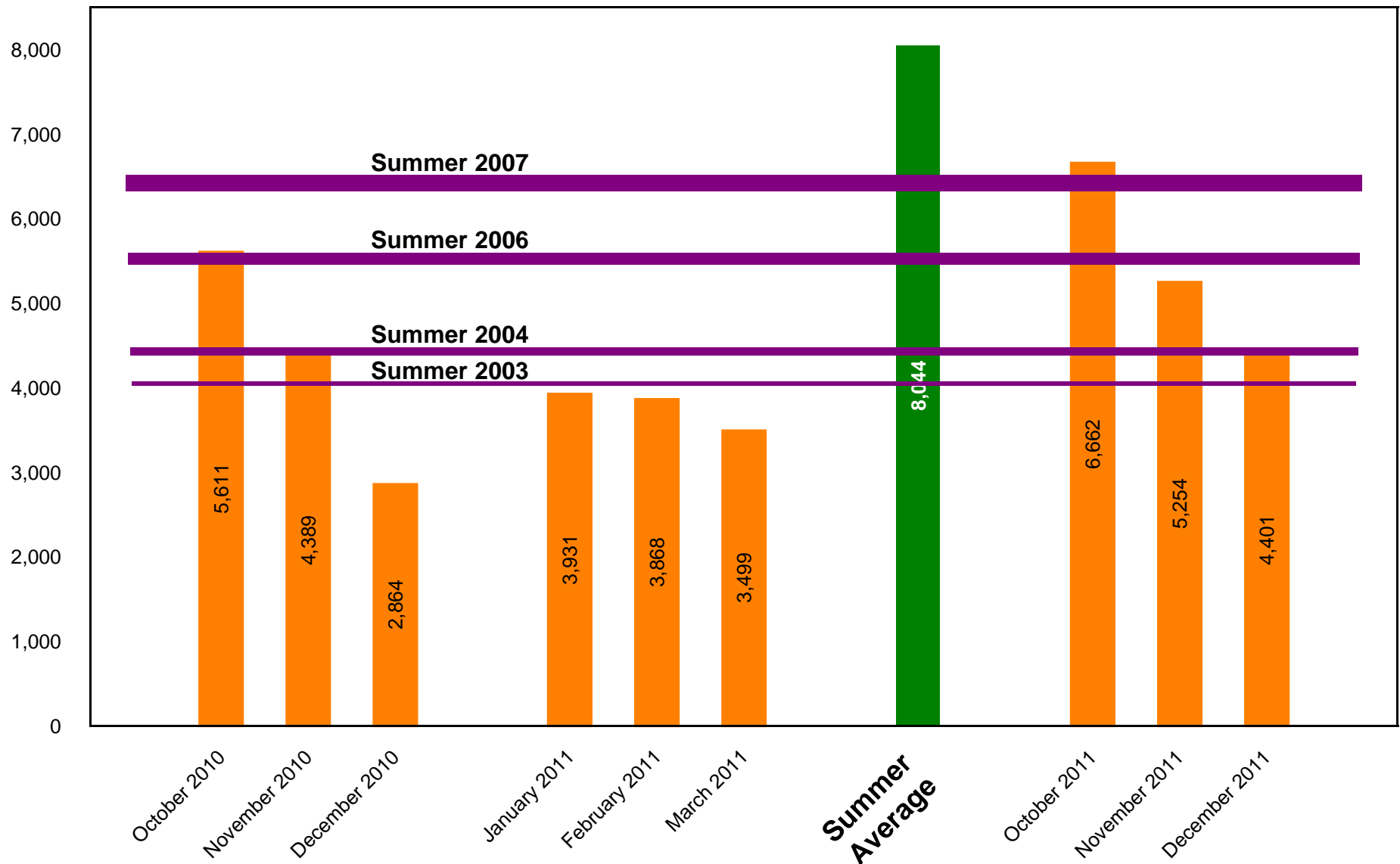


based on manual peak hour counts

Summer and Winter Comparison of Bicycle Trips

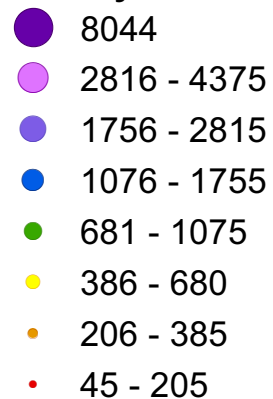
2011 Hawthorne Bridge Counts Compared to Past Peaks

Daily Trips

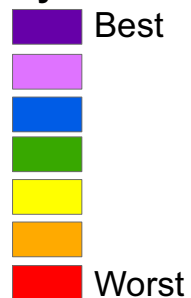


Legend

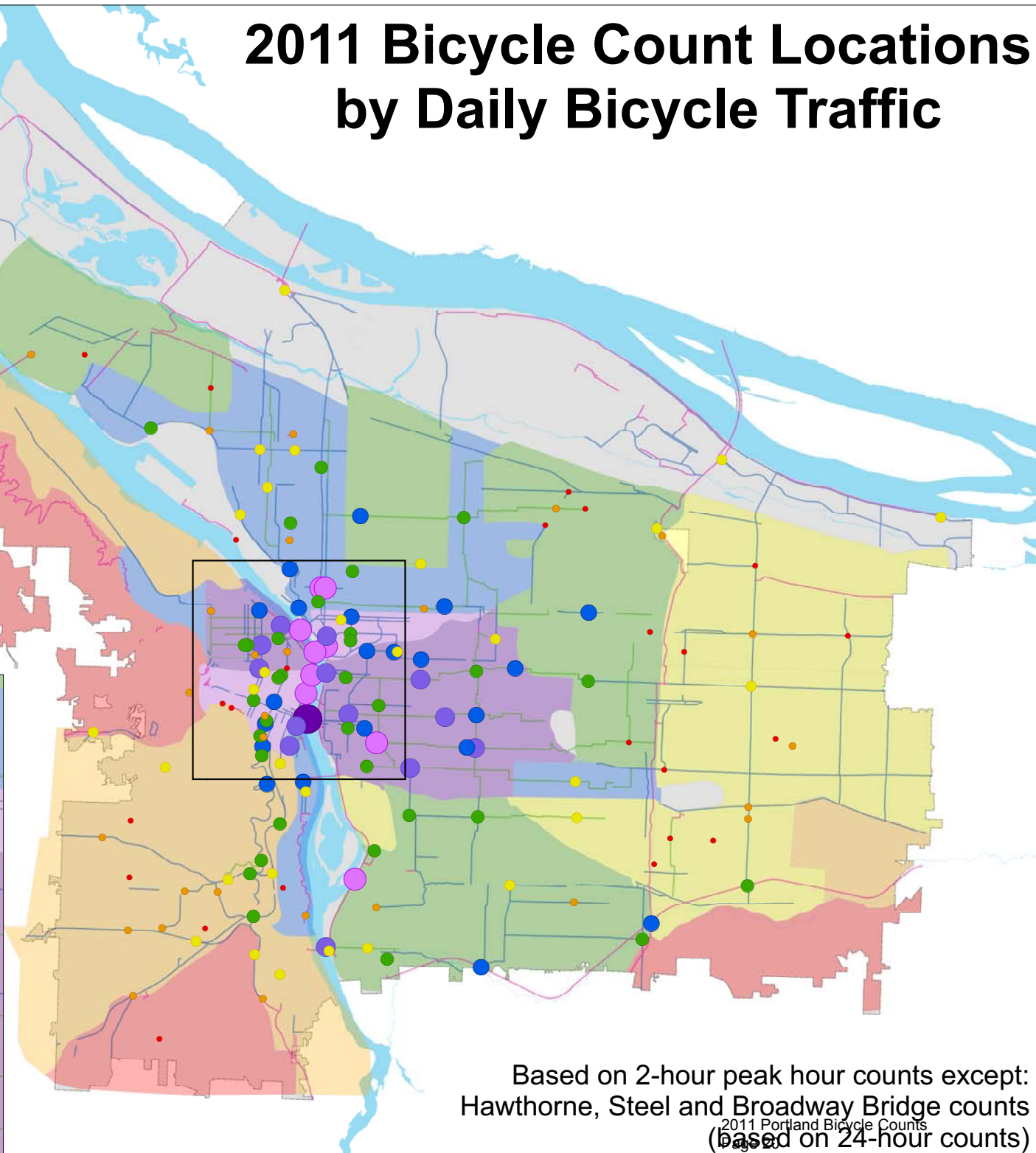
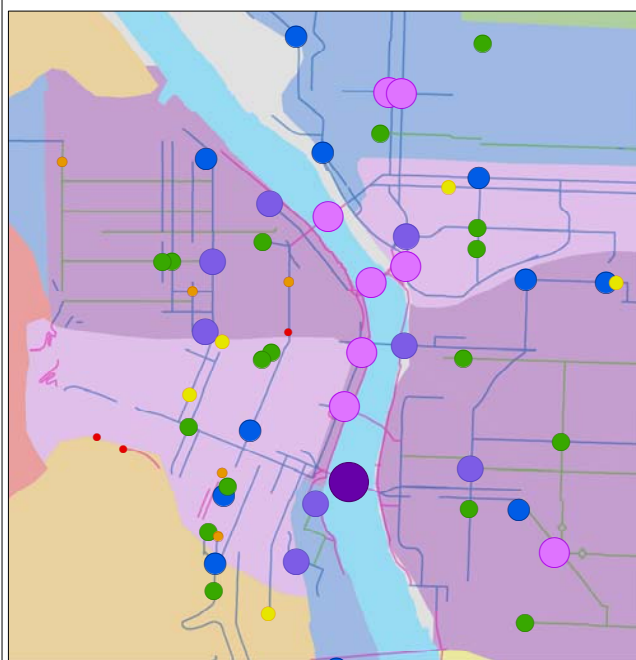
Total Cyclists



Cycle Zone Index



2011 Bicycle Count Locations by Daily Bicycle Traffic



Based on 2-hour peak hour counts except:
Hawthorne, Steel and Broadway Bridge counts
(based on 24-hour counts)

2011 Bicycle Count Locations by Percentage of Women

Legend

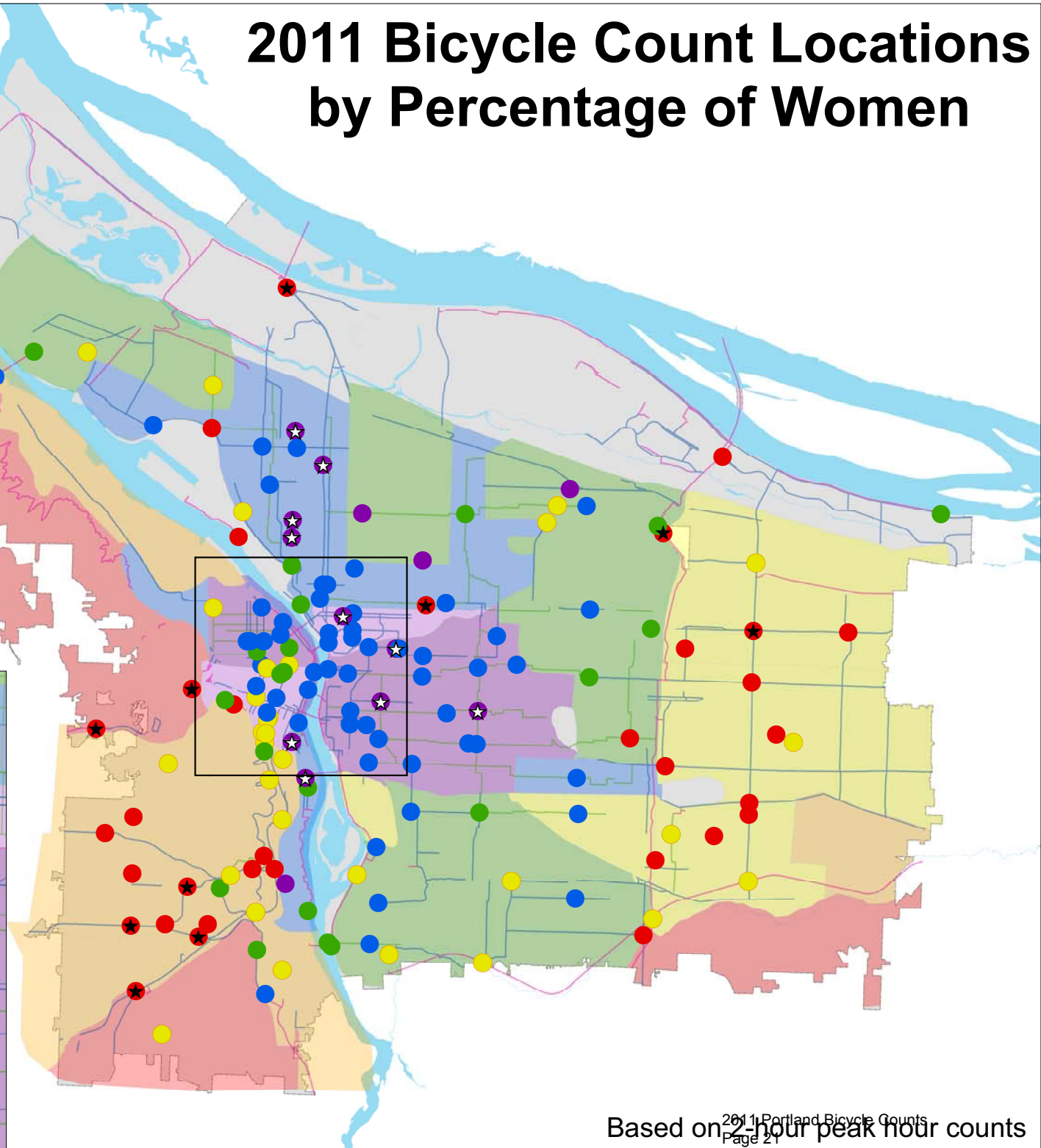
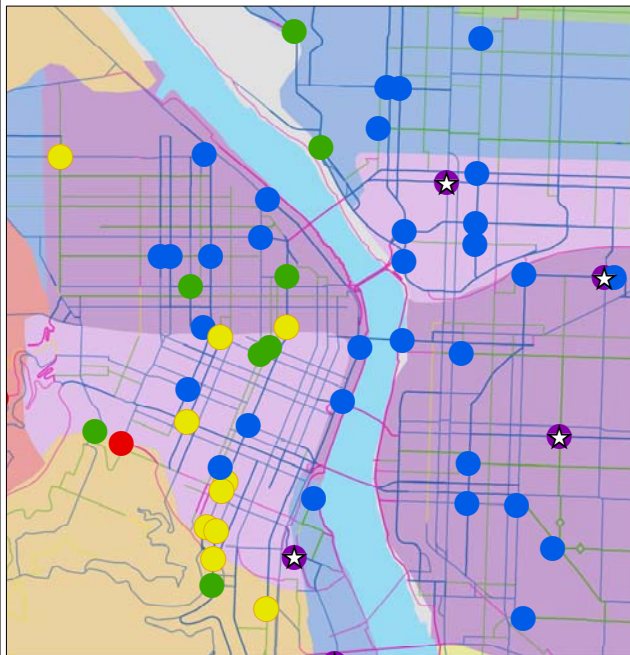
- ☆ Top 10 by % Females*
- ★ Bottom 10 by % Females*
- * for locations with 50 or more cyclists

Percent Female Cyclists

- greater than 40%
- 31 - 40%
- 26 - 30%
- 20 - 25%
- less than 20%

Cycle Zone Index

- Best
-
-
-
-
- Worst



2011 Bicycle Count Locations by Percentage of Helmet Use

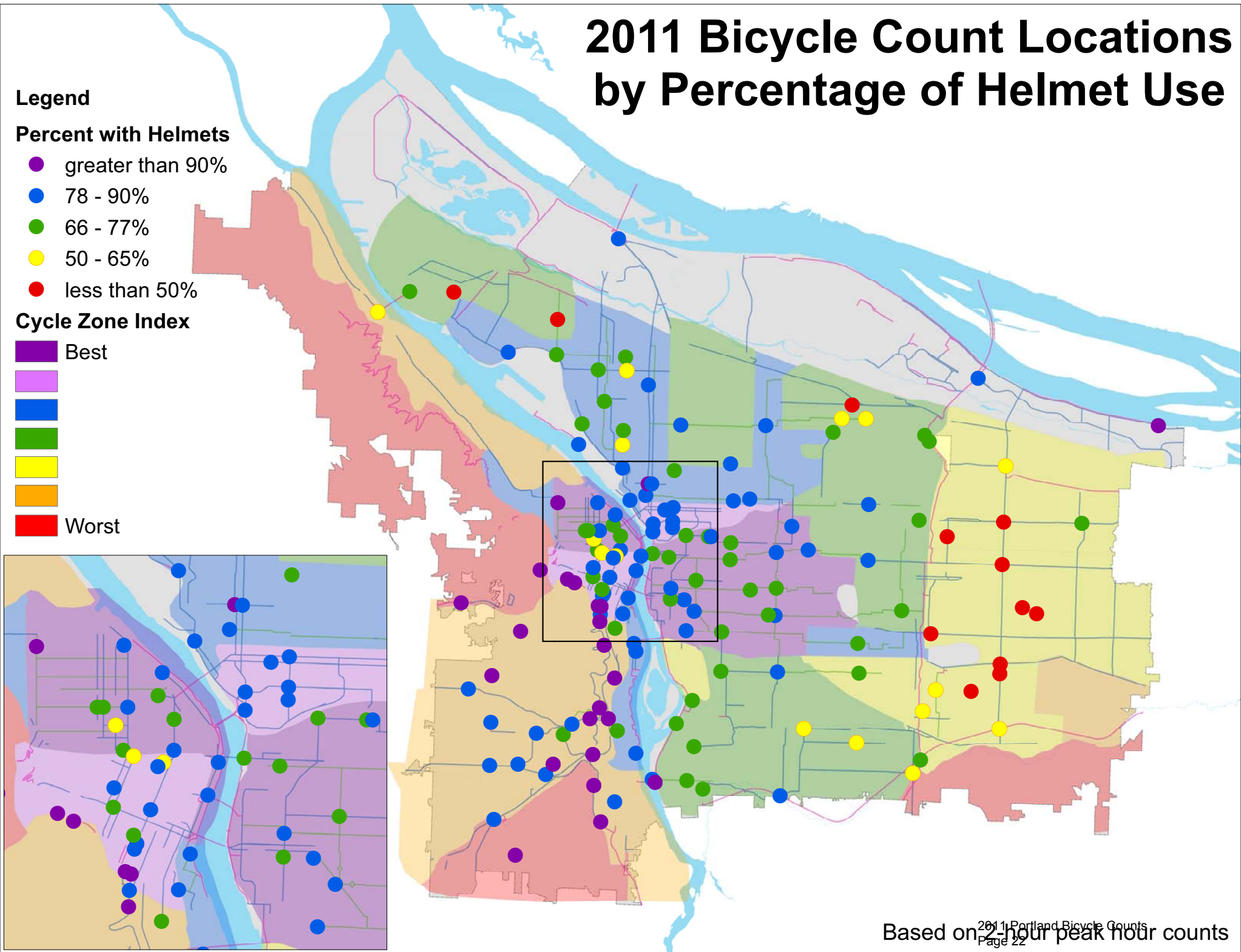
Legend

Percent with Helmets

- greater than 90%
- 78 - 90%
- 66 - 77%
- 50 - 65%
- less than 50%

Cycle Zone Index

- Best
-
-
-
-
- Worst



City of Portland Bicycle Counts by Year

Gender and Helmet Use

Citywide

Year	Male Cyclists			Female Cyclists			Percentages												Male Cyclists as % of all cyclists		Female Cyclists as % of all cyclists		Based on
							Male Cyclists			Female Cyclists			All Cyclists										
	w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	w/ helmets	w/o helmets	w/ helmets	w/o helmets					
1992	153	205	358	46	47	93	42.7%	57.3%	79%	49%	51%	21%	44%	56%	33.9%	45.5%	10.2%	10.4%	451 cyclists				
1993	229	211	440	101	55	156	52.0%	48.0%	74%	65%	35%	26%	55%	45%	38.4%	35.4%	16.9%	9.2%	596 cyclists				
1994	75	54	129	28	15	43	58.1%	41.9%	75%	65%	35%	25%	60%	40%	43.6%	31.4%	16.3%	8.7%	172 cyclists				
1995	842	401	1,243	320	162	482	67.7%	32.3%	72%	66%	34%	28%	67%	33%	48.8%	23.2%	18.6%	9.4%	1,725 cyclists				
1996	904	548	1,452	335	135	470	62.3%	37.7%	76%	71%	29%	24%	64%	36%	47.0%	28.5%	17.4%	7.0%	1,922 cyclists				
1997	2,126	1,428	3,554	900	337	1,237	59.8%	40.2%	74%	73%	27%	26%	63%	37%	44.4%	29.8%	18.8%	7.0%	4,791 cyclists				
1998	2,229	1,518	3,747	901	395	1,296	59.5%	40.5%	74%	70%	30%	26%	62%	38%	44.2%	30.1%	17.9%	7.8%	5,043 cyclists				
1999	1,978	1,109	3,087	764	264	1,028	64.1%	35.9%	75%	74%	26%	25%	67%	33%	48.1%	27.0%	18.6%	6.4%	4,115 cyclists				
2000	2,364	1,111	3,475	899	301	1,200	68.0%	32.0%	74%	75%	25%	26%	70%	30%	50.6%	23.8%	19.2%	6.4%	4,675 cyclists				
2001	3,734	1,618	5,352	1,632	457	2,089	69.8%	30.2%	72%	78%	22%	28%	72%	28%	50.2%	21.7%	21.9%	6.1%	7,441 cyclists				
2002	363	126	489	138	40	178	74.2%	25.8%	73%	78%	22%	27%	75%	25%	54.4%	18.9%	20.7%	6.0%	667 cyclists				
2003	1,854	891	2,745	910	322	1,232	67.5%	32.5%	69%	74%	26%	31%	69%	31%	46.6%	22.4%	22.9%	8.1%	3,977 cyclists				
2004	1,401	637	2,038	674	216	890	68.7%	31.3%	70%	76%	24%	30%	71%	29%	47.8%	21.8%	23.0%	7.4%	2,928 cyclists				
2005	1,064	393	1,457	528	136	664	73.0%	27.0%	69%	80%	20%	31%	75%	25%	50.2%	18.5%	24.9%	6.4%	2,121 cyclists				
2006	4,316	1,703	6,019	2,048	502	2,550	71.7%	28.3%	70%	80%	20%	30%	74%	26%	50.4%	19.9%	23.9%	5.9%	8,569 cyclists				
2007	6,649	2,366	9,015	3,369	724	4,093	73.8%	26.2%	69%	82%	18%	31%	76%	24%	50.7%	18.1%	25.7%	5.5%	13,108 cyclists				
2008	12,944	3,784	16,728	6,754	1,108	7,862	77.4%	22.6%	68%	86%	14%	32%	80%	20%	52.6%	15.4%	27.5%	4.5%	24,590 cyclists				
2009	11,340	3,887	15,227	5,619	1,219	6,838	74.5%	25.5%	69%	82%	18%	31%	77%	23%	51.4%	17.6%	25.5%	5.5%	22,065 cyclists				
2010	12,436	4,422	16,858	6,332	1,324	7,656	73.8%	26.2%	69%	83%	17%	31%	77%	23%	50.7%	18.0%	25.8%	5.4%	24,514 cyclists				
2011	15,193	4,478	19,671	7,628	1,372	9,000	77.2%	22.8%	69%	85%	15%	31%	80%	20%	53.0%	15.6%	26.6%	4.8%	28,671 cyclists				

City of Portland Bicycle Counts by Year

Gender and Helmet Use

North

Year	Male Cyclists			Female Cyclists			Percentages									Male Cyclists as % of all cyclists		Female Cyclists as % of all cyclists		Based on
							Male Cyclists			Female Cyclists			All Cyclists							
	w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	w/ helmets	w/o helmets	w/ helmets	w/o helmets					
1992	62	45	107	16	6	22	58%	42%	83%	73%	27%	17%	60%	40%	48%	35%	12%	5%	129 cyclists	
1993	0	0	0	0	0	0													0 cyclists	
1994	0	0	0	0	0	0													0 cyclists	
1995	40	19	59	19	2	21	68%	32%	74%	90%	10%	26%	74%	26%	50%	24%	24%	3%	80 cyclists	
1996	0	0	0	0	0	0													0 cyclists	
1997	156	146	302	71	29	100	52%	48%	75%	71%	29%	25%	56%	44%	39%	36%	18%	7%	402 cyclists	
1998	197	119	316	92	40	132	62%	38%	71%	70%	30%	29%	65%	35%	44%	27%	21%	9%	448 cyclists	
1999	170	128	298	60	28	88	57%	43%	77%	68%	32%	23%	60%	40%	44%	33%	16%	7%	386 cyclists	
2000	403	133	536	159	41	200	75%	25%	73%	80%	21%	27%	76%	24%	55%	18%	22%	6%	736 cyclists	
2001	821	375	1,196	359	91	450	69%	31%	73%	80%	20%	27%	72%	28%	50%	23%	22%	6%	1,646 cyclists	
2002	88	28	116	63	10	73	76%	24%	61%	86%	14%	39%	80%	20%	47%	15%	33%	5%	189 cyclists	
2003	301	161	462	153	42	195	65%	35%	70%	78%	22%	30%	69%	31%	46%	25%	23%	6%	657 cyclists	
2004	148	65	213	69	32	101	69%	31%	68%	68%	32%	32%	69%	31%	47%	21%	22%	10%	314 cyclists	
2005	0	0	0	0	0	0													0 cyclists	
2006	1,197	349	1,546	694	112	806	77%	23%	66%	86%	14%	34%	80%	20%	51%	15%	30%	5%	2,352 cyclists	
2007	1,058	361	1,419	543	95	638	75%	25%	69%	85%	15%	31%	78%	22%	51%	18%	26%	5%	2,057 cyclists	
2008	3,762	822	4,584	2,238	272	2,510	82%	18%	65%	89%	11%	35%	85%	15%	53%	12%	32%	4%	7,094 cyclists	
2009	1,615	411	2,026	873	119	992	80%	20%	67%	88%	12%	33%	82%	18%	54%	14%	29%	4%	3,018 cyclists	
2010	1,823	476	2,299	929	153	1,082	79%	21%	68%	86%	14%	32%	81%	19%	54%	14%	27%	5%	3,381 cyclists	
2011	2,924	660	3,584	1,690	206	1,896	82%	18%	65%	89%	11%	35%	84%	16%	53%	12%	31%	4%	5,480 cyclists	

Northwest

Year	Male Cyclists			Female Cyclists			Percentages									Male Cyclists as % of all cyclists		Female Cyclists as % of all cyclists		Based on
							Male Cyclists			Female Cyclists			All Cyclists							
	w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	w/ helmets	w/o helmets	w/ helmets	w/o helmets					
1992	4	18	22	4	5	9	18%	82%	71%	44%	56%	29%	26%	74%	13%	58%	13%	16%	31 cyclists	
1993	52	40	92	22	14	36	57%	43%	72%	61%	39%	28%	58%	42%	41%	31%	17%	11%	128 cyclists	
1994	0	0	0	0	0	0													cyclists	
1995	59	63	122	15	11	26	48%	52%	82%	58%	42%	18%	50%	50%	40%	43%	10%	7%	148 cyclists	
1996	19	28	47	12	7	19	40%	60%	71%	63%	37%	29%	47%	53%	29%	42%	18%	11%	66 cyclists	
1997	231	233	464	82	43	125	50%	50%	79%	66%	34%	21%	53%	47%	39%	40%	14%	7%	589 cyclists	
1998	180	173	353	63	39	102	51%	49%	78%	62%	38%	22%	53%	47%	40%	38%	14%	9%	455 cyclists	
1999	200	161	361	75	33	108	55%	45%	77%	69%	31%	23%	59%	41%	43%	34%	16%	7%	469 cyclists	
2000	270	207	477	84	72	156	57%	43%	75%	54%	46%	25%	56%	44%	43%	33%	13%	11%	633 cyclists	
2001	304	140	444	133	40,176	68	68%	32%	72%	77%	23%	28%	71%	29%	49%	23%	22%	6%	617 cyclists	
2002	150	80	230	54	29	83	65%	35%	73%	65%	35%	27%	65%	35%	48%	26%	17%	9%	313 cyclists	
2003	18	9	27	9	4	13	67%	33%	68%	69%	31%	33%	68%	33%	45%	23%	23%	10%	40 cyclists	
2004	66	52	118	16	8	24	56%	44%	83%	67%	33%	17%	58%	42%	46%	37%	11%	6%	142 cyclists	
2005	35	29	64	22	2	24	55%	45%	73%	92%	8%	27%	65%	35%	40%	33%	25%	2%	88 cyclists	
2006	87	53	140	31	26	57	62%	38%	71%	54%	46%	29%	60%	40%	44%	27%	13%	16%	197 cyclists	
2007	322	133	455	150	51	201	71%	29%	69%	75%	25%	31%	72%	28%	49%	20%	23%	8%	656 cyclists	
2008	867	257	1,124	387	86	473	77%	23%	70%	82%	18%	30%	79%	21%	54%	16%	24%	5%	1,597 cyclists	
2009	870	324	1,194	381	77	458	73%	27%	72%	83%	17%	28%	76%	24%	53%	20%	23%	5%	1,652 cyclists	
2010	898	411	1,309	489	151	640	69%	31%	667%	76%	24%	33%	71%	29%	46%	21%	25%	8%	1,949 cyclists	
2011	892	308	1,200	415	102	517	74%	26%	70%	80%	20%	30%	76%	24%	52%	18%	24%	6%	1,717 cyclists	

City of Portland Bicycle Counts by Year

Gender and Helmet Use

Northeast

Year	Male Cyclists			Female Cyclists			Percentages									Male Cyclists as % of all cyclists		Female Cyclists as % of all cyclists		Based on
	w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	Total	Male Cyclists			Female Cyclists			All Cyclists							
							w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	Total					
1992	70	71	141	17	16	33	50%	50%	81%	52%	48%	19%	50%	50%	40%	41%	10%	9%	174 cyclists	
1993	177	171	348	79	41	120	51%	49%	74%	66%	34%	26%	55%	45%	38%	37%	17%	9%	468 cyclists	
1994	67	38	105	24	9	33	64%	36%	76%	73%	27%	24%	66%	34%	49%	28%	17%	4%	138 cyclists	
1995	311	110	421	124	66	190	74%	26%	69%	65%	35%	31%	71%	29%	51%	18%	20%	11%	611 cyclists	
1996	412	301	713	128	79	207	58%	42%	78%	62%	38%	23%	59%	41%	45%	33%	14%	9%	920 cyclists	
1997	736	517	1,253	335	124	459	59%	41%	73%	73%	27%	27%	63%	37%	43%	30%	20%	7%	1,712 cyclists	
1998	929	770	1,699	393	180	573	55%	45%	75%	69%	31%	25%	58%	42%	41%	34%	17%	8%	2,272 cyclists	
1999	656	367	1,023	254	97	351	64%	36%	74%	72%	28%	26%	66%	34%	48%	27%	18%	7%	1,374 cyclists	
2000	627	367	994	262	83	348	63%	37%	74%	75%	24%	26%	66%	34%	47%	27%	20%	6%	1,342 cyclists	
2001	1,416	690	2,106	615	177	792	67%	33%	73%	78%	22%	27%	70%	30%	49%	24%	21%	6%	2,898 cyclists	
2002	0	0	0	0	0	0													0 cyclists	
2003	402	272	674	233	126	359	60%	40%	65%	65%	35%	35%	61%	39%	39%	26%	23%	12%	1,033 cyclists	
2004	246	134	380	116	47	163	65%	35%	70%	71%	29%	30%	67%	33%	45%	25%	21%	9%	543 cyclists	
2005	0	0	0	0	0	0													0 cyclists	
2006	927	494	1,421	464	140	604	65%	35%	70%	77%	23%	30%	69%	31%	46%	24%	23%	7%	2,025 cyclists	
2007	985	362	1,347	540	134	674	73%	27%	67%	80%	20%	33%	75%	25%	49%	18%	27%	7%	2,021 cyclists	
2008	1,408	480	1,888	839	181	1,020	75%	25%	65%	82%	18%	35%	77%	23%	48%	17%	29%	6%	2,908 cyclists	
2009	1,452	469	1,921	878	190	1,068	76%	24%	64%	82%	18%	36%	78%	22%	49%	16%	29%	6%	2,989 cyclists	
2010	1,794	617	2,411	1,028	210	1,238	74%	26%	66%	83%	17%	34%	77%	23%	49%	17%	28%	6%	3,649 cyclists	
2011	2,157	707	2,864	1,330	242	1,572	75%	25%	65%	85%	15%	35%	79%	21%	49%	16%	30%	5%	4,436 cyclists	

Southeast

Year	Male Cyclists			Female Cyclists			Percentages									Male Cyclists as % of all cyclists		Female Cyclists as % of all cyclists		Based on
	w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	Total	Male Cyclists			Female Cyclists			All Cyclists							
							w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	Total					
1992	1	12	13	0	2	2	8%	92%	87%	0%	100%	13%	7%	93%	7%	80%	0%	13%	15 cyclists	
1993	0	0	0	0	0	0													0 cyclists	
1994	0	0	0	0	0	0													0 cyclists	
1995	302	143	445	91	60	151	68%	32%	75%	60%	40%	25%	66%	34%	51%	24%	15%	10%	596 cyclists	
1996	294	184	478	146	41	187	62%	38%	72%	78%	22%	28%	66%	34%	44%	28%	22%	6%	665 cyclists	
1997	598	340	938	250	111	361	64%	36%	72%	69%	31%	28%	65%	35%	46%	26%	19%	9%	1,299 cyclists	
1998	452	267	719	181	93	274	63%	37%	72%	66%	34%	28%	64%	36%	46%	27%	18%	9%	993 cyclists	
1999	679	363	1,042	286	86	372	65%	35%	74%	77%	23%	26%	68%	32%	48%	26%	20%	6%	1,414 cyclists	
2000	690	296	986	281	74	355	70%	30%	74%	79%	21%	26%	72%	28%	51%	22%	21%	6%	1,341 cyclists	
2001	1,101	377	1,478	480	148	628	74%	26%	70%	76%	24%	30%	75%	25%	52%	18%	23%	7%	2,106 cyclists	
2002	0	0	0	0	0	0													0 cyclists	
2003	953	397	1,350	458	136	594	71%	29%	69%	77%	23%	31%	73%	27%	49%	20%	24%	7%	1,944 cyclists	
2004	941	386	1,327	473	129	602	71%	29%	69%	79%	21%	31%	73%	27%	49%	20%	25%	7%	1,929 cyclists	
2005	1,029	364	1,393	506	134	640	74%	26%	69%	79%	21%	31%	76%	24%	51%	18%	25%	7%	2,033 cyclists	
2006	1,339	569	1,908	623	193	816	70%	30%	70%	76%	24%	30%	72%	28%	49%	21%	23%	7%	2,724 cyclists	
2007	2,151	882	3,033	1,130	310	1,440	71%	29%	68%	78%	22%	32%	73%	27%	48%	20%	25%	7%	4,473 cyclists	
2008	3,386	1,148	4,534	1,755	388	2,143	75%	25%	68%	82%	18%	32%	77%	23%	51%	17%	26%	6%	6,677 cyclists	
2009	3,526	1,444	4,970	1,869	554	2,423	71%	29%	67%	77%	23%	33%	77%	23%	48%	20%	25%	7%	7,393 cyclists	
2010	3,667	1,461	5,128	2,062	509	2,571	72%	28%	67%	80%	20%	33%	74%	26%	48%	19%	27%	7%	7,699 cyclists	
2011	3,566	1,178	4,744	1,831	441	2,272	75%	25%	68%	81%	19%	32%	77%	23%	51%	17%	26%	6%	7,016 cyclists	

City of Portland Bicycle Counts by Year

Gender and Helmet Use

East

Year	Male Cyclists			Female Cyclists			Percentages									Male Cyclists as % of all cyclists		Female Cyclists as % of all cyclists		Based on
							Male Cyclists			Female Cyclists			All Cyclists							
	w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	w/ helmets	w/o helmets				
1992	0	0	0	0	0	0											0 cyclists			
1993	0	0	0	0	0	0											0 cyclists			
1994	0	0	0	0	0	0											0 cyclists			
1995	0	0	0	0	0	0											0 cyclists			
1996	0	0	0	0	0	0											0 cyclists			
1997	0	0	0	0	0	0											0 cyclists			
1998	0	0	0	0	0	0											0 cyclists			
1999	0	0	0	0	0	0											0 cyclists			
2000	0	0	0	0	0	0											0 cyclists			
2001	0	0	0	0	0	0											0 cyclists			
2002	0	0	0	0	0	0											0 cyclists			
2003	0	0	0	0	0	0											0 cyclists			
2004	0	0	0	0	0	0											0 cyclists			
2005	0	0	0	0	0	0											0 cyclists			
2006	71	153	224	16	18	34	32%	68%	87%	47%	53%	13%	34%	66%	28%	59%	6%	7%	258 cyclists	
2007	241	187	428	61	37	98	56%	44%	81%	62%	38%	19%	57%	43%	46%	36%	12%	7%	526 cyclists	
2008	511	337	848	150	45	195	60%	40%	81%	77%	23%	19%	63%	37%	49%	32%	14%	4%	1,043 cyclists	
2009	506	372	878	143	57	200	58%	42%	81%	72%	29%	19%	60%	40%	47%	35%	13%	5%	1,078 cyclists	
2010	551	467	1,018	178	69	247	54%	46%	80%	72%	28%	20%	58%	42%	44%	37%	14%	5%	1,265 cyclists	
2011	648	517	1,165	191	88	279	56%	44%	81%	68%	32%	19%	58%	42%	45%	36%	13%	6%	1,444 cyclists	

Southwest

Year	Male Cyclists			Female Cyclists			Percentages									Male Cyclists as % of all cyclists		Female Cyclists as % of all cyclists		Based on
							Male Cyclists			Female Cyclists			All Cyclists							
	w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	Total	w/ helmets	w/o helmets	w/ helmets	w/o helmets	w/ helmets	w/o helmets					
1992	16	59	75	9	18	27	21%	79%	74%	33%	67%	26%	25%	75%	16%	58%	9%	18%	102 cyclists	
1993	0	0	0	0	0	0													0 cyclists	
1994	8	16	24	4	6	10	33%	67%	71%	40%	60%	29%	35%	65%	24%	47%	12%	18%	34 cyclists	
1995	130	66	196	71	23	94	66%	34%	68%	76%	24%	32%	69%	31%	45%	23%	24%	8%	290 cyclists	
1996	179	35	214	49	8	57	84%	16%	79%	86%	14%	21%	84%	16%	66%	13%	18%	3%	271 cyclists	
1997	405	192	597	162	30	192	68%	32%	76%	84%	16%	24%	72%	28%	51%	24%	21%	4%	789 cyclists	
1998	471	189	660	172	43	215	71%	29%	75%	80%	20%	25%	73%	27%	54%	22%	20%	5%	875 cyclists	
1999	273	90	363	89	20	109	75%	25%	77%	82%	18%	23%	77%	23%	58%	19%	19%	4%	472 cyclists	
2000	374	108	482	113	28	141	78%	22%	77%	80%	20%	23%	78%	22%	60%	17%	18%	4%	623 cyclists	
2001	92	36	128	45	1	46	72%	28%	74%	98%	2%	26%	79%	21%	53%	21%	26%	1%	174 cyclists	
2002	125	18	143	21	1	22	87%	13%	87%	95%	5%	13%	88%	12%	76%	11%	13%	1%	165 cyclists	
2003	180	52	232	57	14	71	78%	22%	77%	80%	20%	23%	78%	22%	59%	17%	19%	5%	303 cyclists	
2004	0	0	0	0	0	0													0 cyclists	
2005	0	0	0	0	0	0													0 cyclists	
2006	695	85	780	220	13	233	89%	11%	77%	94%	6%	23%	90%	10%	69%	8%	22%	1%	1,013 cyclists	
2007	1,892	441	2,333	945	97	1,042	81%	19%	69%	91%	9%	31%	84%	16%	56%	13%	28%	3%	3,375 cyclists	
2008	1,753	317	2,070	747	64	811	85%	15%	72%	92%	8%	28%	87%	13%	61%	11%	26%	2%	2,881 cyclists	
2009	1,588	242	1,830	584	53	637	87%	13%	74%	92%	8%	26%	88%	12%	64%	10%	24%	2%	2,467 cyclists	
2010	1,763	257	2,020	605	59	664	87%	13%	75%	91%	9%	25%	88%	12%	66%	10%	23%	2%	2,684 cyclists	
2011	2,223	257	2,480	701	67	768	90%	10%	76%	91%	9%	24%	90%	10%	68%	8%	22%	2%	3,248 cyclists	