CYCLING IN THE CITY

Cycling Trends in NYC

September 2021

Introduction

Methods

A Snapshot

- Number of Cyclists
- Bicycle Network Totals and Trips per Day

Trends over Time

- Daily and Annual Cycling
- Citywide Total & Frequent Cyclists
- Peer Cities
- Commuters by Borough
- Cycling by Male and Female
- Citi Bike
- Midtown
- East River Bridges

Appendix

- Data Types, Sources, and Limitations
- Estimate of Daily Cycling
- East River Bridge Average Trips
- Midtown Average Trips

Image: Warren St, Manhattan

This Cycling in the City brief, which will be updated annually, seeks to answer two basic questions:

- ***How frequently are New Yorkers using cycling as a mode of transportation?***

- ***How is that frequency changing over time?***

Over the past two decades, New York City has seen tremendous growth in cycling, reflecting broad efforts to expand the city's bicycle infrastructure. In the mid-1990s, the New York City Department of Transportation (DOT) established a bicycle program to oversee development of the city's fledgling bike network. Since then, DOT has led the charge to build an expansive network that serves an ever growing number of New Yorkers. These efforts were accelerated following the release of PlaNYC in 2007, which set ambitious goals toward creating a more sustainable city. In 2019, following an increase in cyclist fatalities, the City developed the Green Wave Plan, which committed substantial resources to further expand cycling infrastructure throughout the five boroughs.

Also in 2019, DOT launched a Commercial Cargo Bicycle Pilot program, which incentivizes delivery and logistics businesses to make deliveries via bicycle.

As part of the Green Wave, DOT installed 29.5 lane-miles of protected bike lanes in 2020. DOT also installed 10.4 lane miles of dedicated cycling space in Priority Bicycle Districts—neighborhoods with comparatively high numbers of cyclist fatalities and severe injuries and few dedicated cycling facilities.

Image: 6th Ave, Manhattan

Image: Flatbush Ave, Brooklyn

Understanding who is biking in New York City and how often they ride is incredibly valuable, but cycling demographics and trends are very challenging to evaluate. Historically, evaluation of cyclist activity in New York City was centered on counting the number of bicycles entering and exiting the core. However, cycling has grown and matured dramatically as a mode of transportation since the first counts were conducted in 1980. New Yorkers are using bikes for a much wider variety of trips, making it even more difficult to assess bicycle use in the City.

In an effort to better understand the widening breadth of cycling, DOT partnered with the New York City Department of Health and Mental Hygiene (DOHMH) to include a question about cycling in DOHMH's annual Community Health Survey. This, question, along with other questions relating to cycling frequency, cyclist comfort, and reasons for riding a bicycle, are included in DOT's annual Citywide Mobility Survey as of 2017.

By focusing on the cyclist and not the trip, these surveys provide a more holistic approach to quantifying cycling activity, especially when used in combination with national surveys, on-going bike counts, and Citi Bike trip data. Taken as a whole, this information helps paint a more accurate picture of cycling in New York City than we have ever had before.

*This brief examines these data sources in order to provide a **snapshot** of cycling in the city today and an evaluation of **trends over time**, providing a better understanding of how cycling has grown over the past decades.*

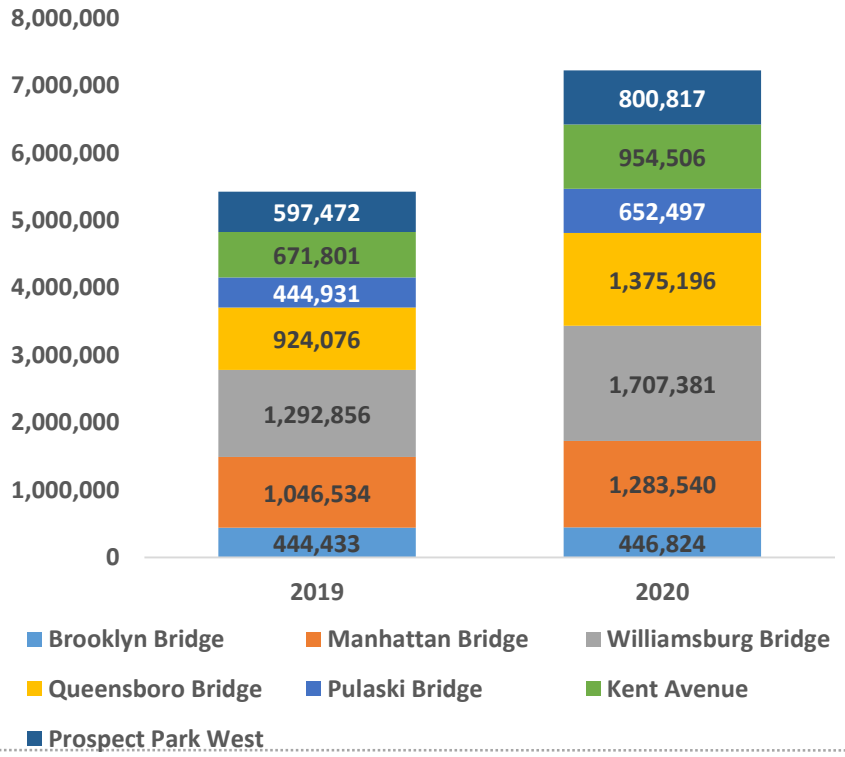
For details regarding the data presented in this document, please consult the Data Types, Sources, and Limitations page of the Appendix.

CYCLING IN 2020

The COVID-19 pandemic, which affected much of the world in 2020 and continues into 2021, also disrupted transportation routines. Though physical counts, which are typically conducted by human enumerators, were extremely limited during much of 2020, DOT was able to count cyclists via automated counters on bridges and other protected bike lanes. Comparing automated counts from May to December in 2020 to the same locations and time period a year prior shows the increases in cycling that resulted from the COVID-19 pandemic.

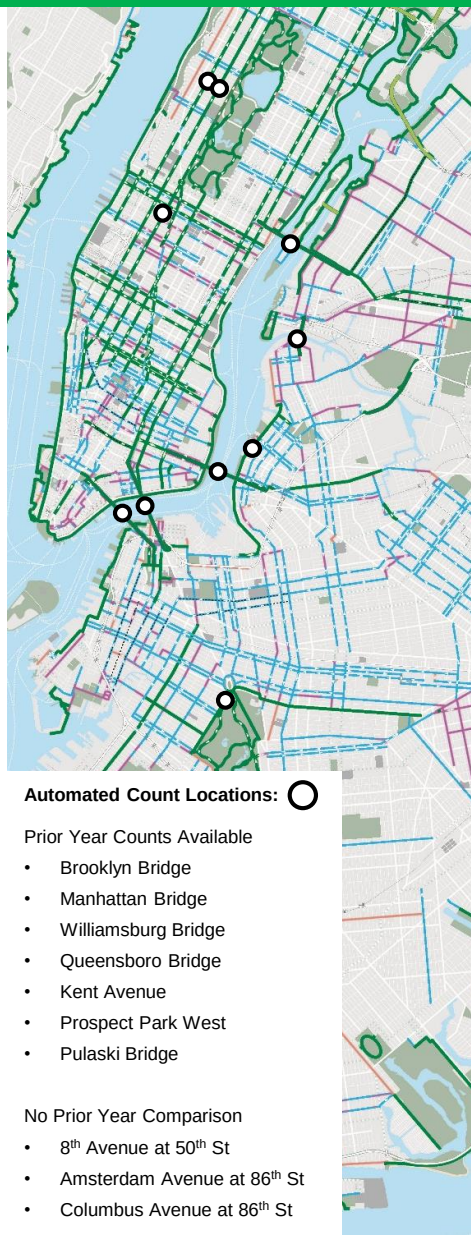
These data, along with Citi Bike system data, are available at NYC's Open Data Portal.

May to December 2019 vs 2020 Trip Totals – Selected Automated Counter Locations



+33% Growth in cycling **an addition of 1.8 million trips** at these locations between 2019 and 2020

+63% Growth in weekend cycling **an addition of 900,000 trips** at these locations between 2019 and 2020



Automated Count Locations:

Prior Year Counts Available

- Brooklyn Bridge
- Manhattan Bridge
- Williamsburg Bridge
- Queensboro Bridge
- Kent Avenue
- Prospect Park West
- Pulaski Bridge

No Prior Year Comparison

- 8th Avenue at 50th St
- Amsterdam Avenue at 86th St
- Columbus Avenue at 86th St

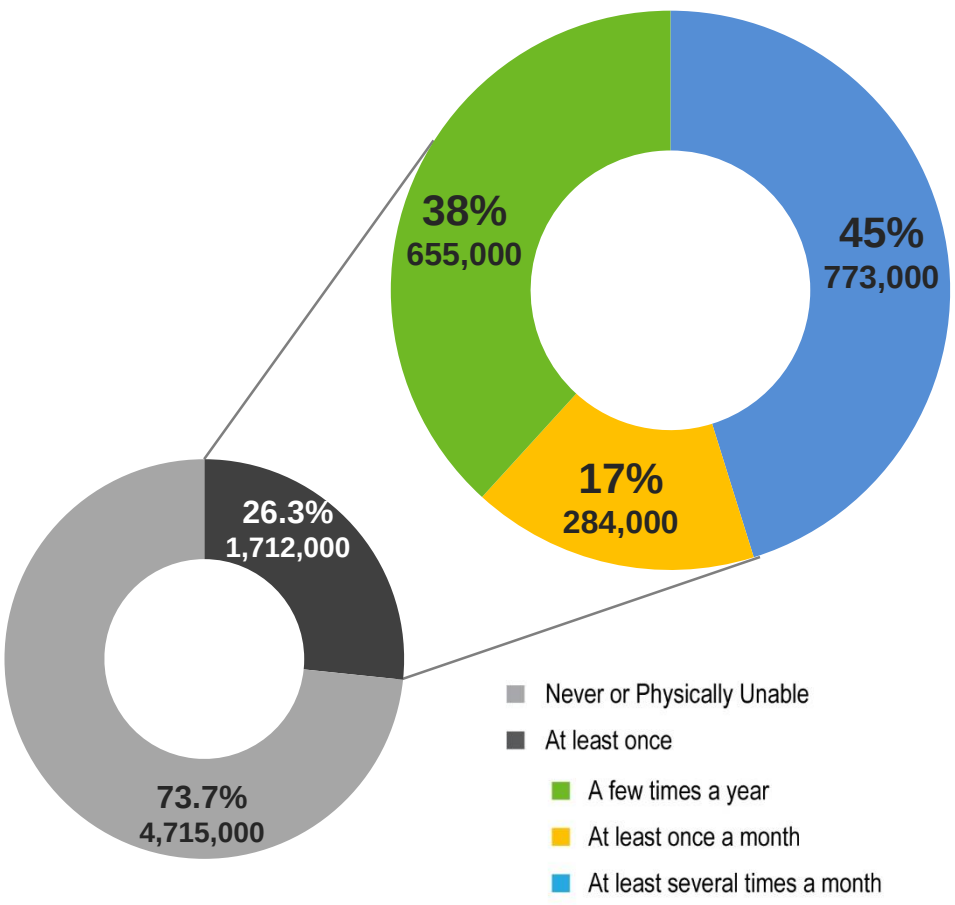
Cycling in the City

A SNAPSHOT

1

NUMBER OF CYCLISTS

Percent of Adult New Yorkers who Ride a Bike (NYC DOHMH)



Source: Community Health Survey administered by NYC Department of Health and Mental Hygiene. Community Health Survey 2020 percentages are weighted to the adult residential population per the American Community Survey, 2019

26% of adult New Yorkers, more than 1.7 million people, **ride a bike** (at least once in past year)

Image: 38th St, Manhattan

Of those adult New Yorkers, nearly **eight hundred thousand** (773,000) **ride a bicycle regularly** (at least several times a month)

BICYCLE NETWORK TOTALS & TRIPS PER DAY

Image: 5th Ave, Manhattan

On a typical day, there are about 530,000 cycling trips made in New York City

1,375 lane miles of bike lanes installed in New York City as of 2020; 74 lane miles installed in 2020

546 lane miles of protected bike lanes installed in New York City as of 2020; 29.5 protected bike lane miles installed in 2020

Cycling in the City

TRENDS OVER TIME

2

DAILY AND ANNUAL CYCLING

The Decennial Census and the American Community Survey (ACS) Journey to Work data provide long-term statistics on the number of people in New York City who use a bicycle as their primary mode of commuting to work (Daily Bike Commuters).

Commuters typically make two commute trips each day (Daily Bike Commute Trips) and research shows that commuting represents approximately one-in-five travel trips in New York City, therefore we can estimate that there are approximately four additional non-commuting bike trips for each commuting bike trip (Total Daily Cycling Trips).

Census data is available for 1980, 1990, 2000 and American Community Survey data has been collected annually since 2005. Because the sample size is smaller for the ACS, a rolling three year average is used for each year after 2000 (e.g. the 2019 number is based on the 2017, 2018, and 2019 surveys).
** The latest American Community Survey data that is available comes from 2019.*

Image: Southern Blvd, Bronx

Estimates of Daily Cycling Activity by Year *

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Bike Commuters (to work)	23,500	24,400	25,000	26,900	31,500	37,600	41,800	45,000	45,800	48,800	50,900	52,700
Bike Commute Trips (to work)	47,000	48,800	50,000	53,800	63,000	75,200	83,600	90,000	91,600	97,600	101,800	105,400
Total Daily Cycling Trips	240,000	240,000	250,000	270,000	320,000	380,000	420,000	450,000	460,000	490,000	510,000	530,000
Total Annual Cycling Trips (in millions)	87.6	87.6	91.3	98.6	116.8	138.7	153.3	164.3	167.9	178.9	186.2	193.5

+116% Growth
in daily cycling between 2009 and 2019

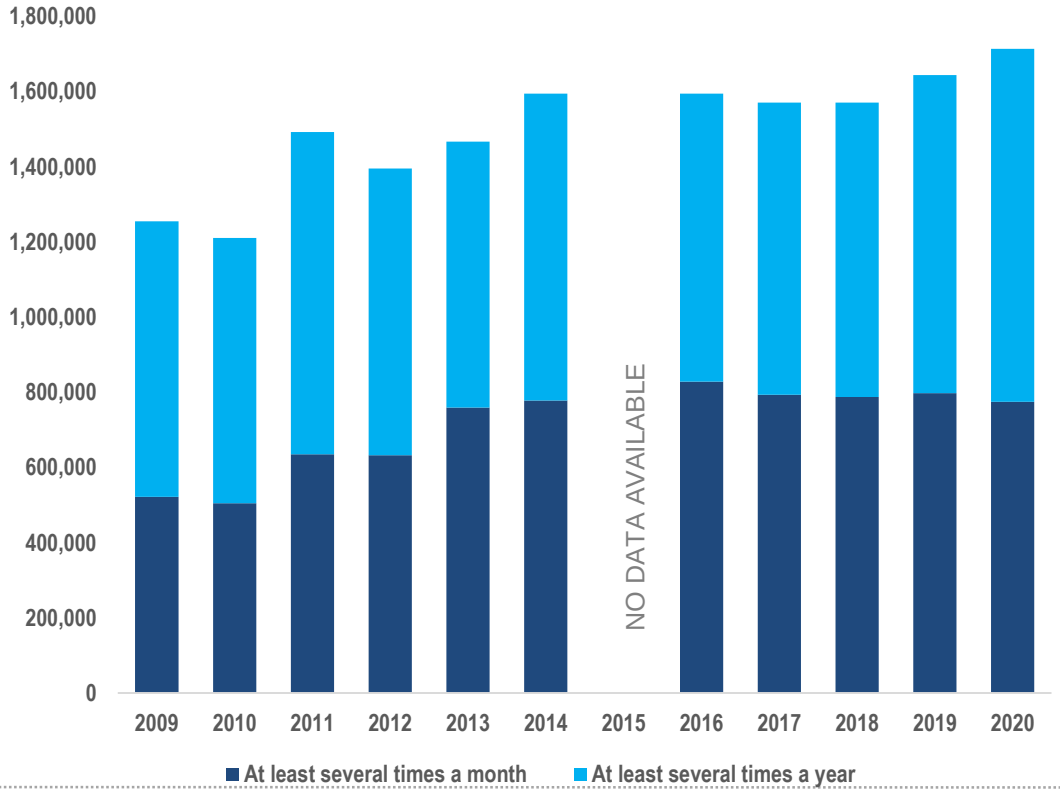
+26% Growth
in daily cycling between 2014 - 2019

+4.7%
Average Annual Growth Rate of daily cycling (2014-2019)

CITYWIDE TOTAL AND FREQUENT CYCLISTS

Since 2009, the NYC DOHMH Community Health Survey has asked respondents how many times they rode a bike in the past 12 months. Since even the most avid cyclist must begin riding a bike at some point, a clear upward trend in both novice and experienced cyclists illustrates the widening appeal of cycling.

Number of Adult New Yorkers Who Rode a Bike at Least Once in the Past Year



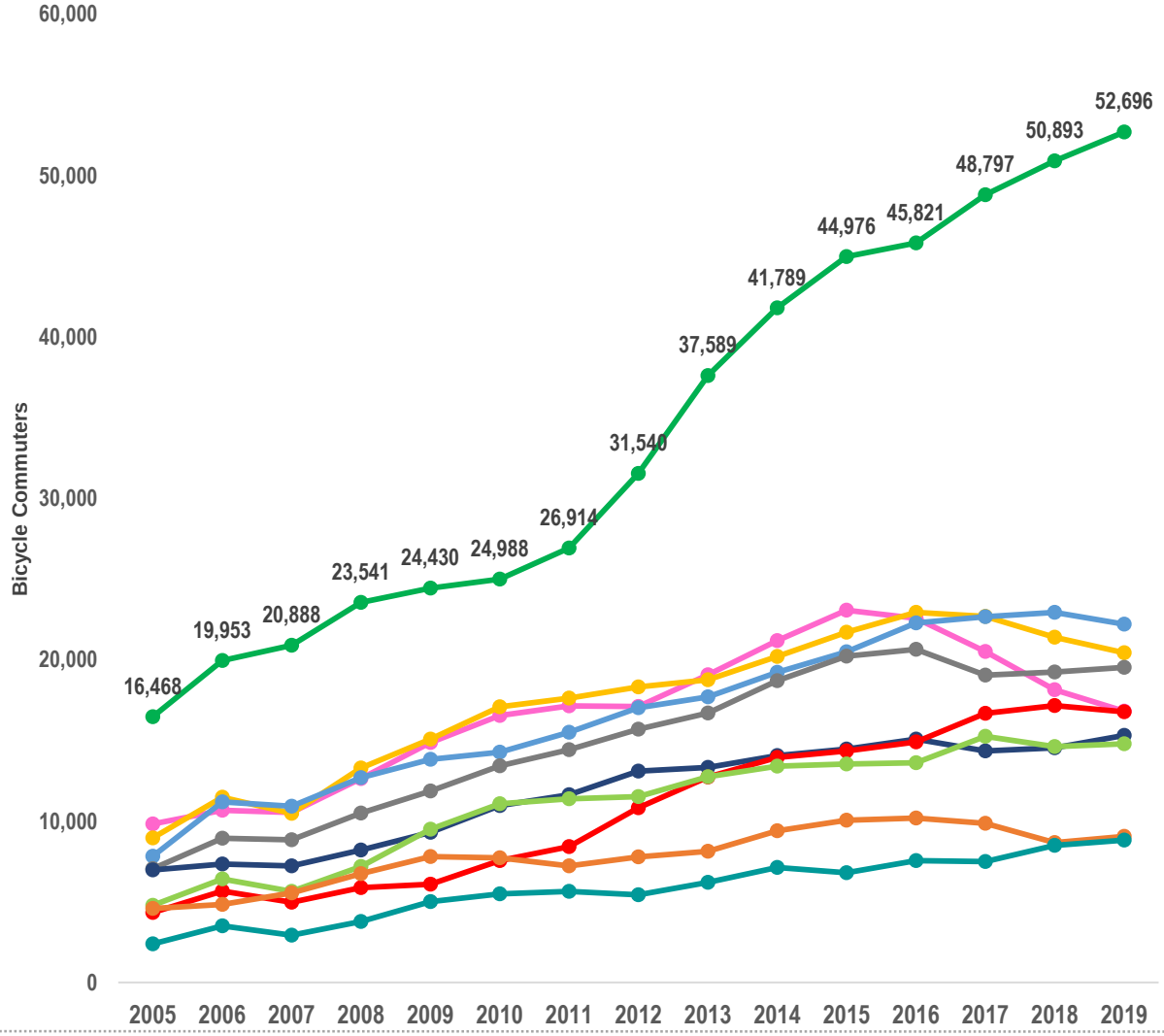
+4.3% Increase
or approximately 70,000 more New Yorkers rode a bike at least once in 2020 compared to 2019

Image: Kissena Blvd, Queens

PEER CITIES

Commute to Work - Rolling Three Year Average
Comparing NYC to Other Cities *

Cycling to work in NYC has grown more than 5x faster than peer city average (2014-2019)



Percent Growth: 2014-2019

+26%	New York City
+5%	Peer City Average
-21%	Los Angeles, CA
+1%	Portland, OR
+16%	Chicago, IL
+4%	San Francisco, CA
+9%	Seattle, WA
+20%	Washington DC
+10%	Philadelphia, PA
-4%	Minneapolis, MN
+24%	Boston, MA

*Peer cities include Los Angeles, CA; San Francisco, CA; Portland, OR; Seattle, WA; Minneapolis, MN; Chicago, IL; Boston, MA; Washington, D.C.; Philadelphia, PA. * The latest American Community Survey data that is available comes from 2019.*

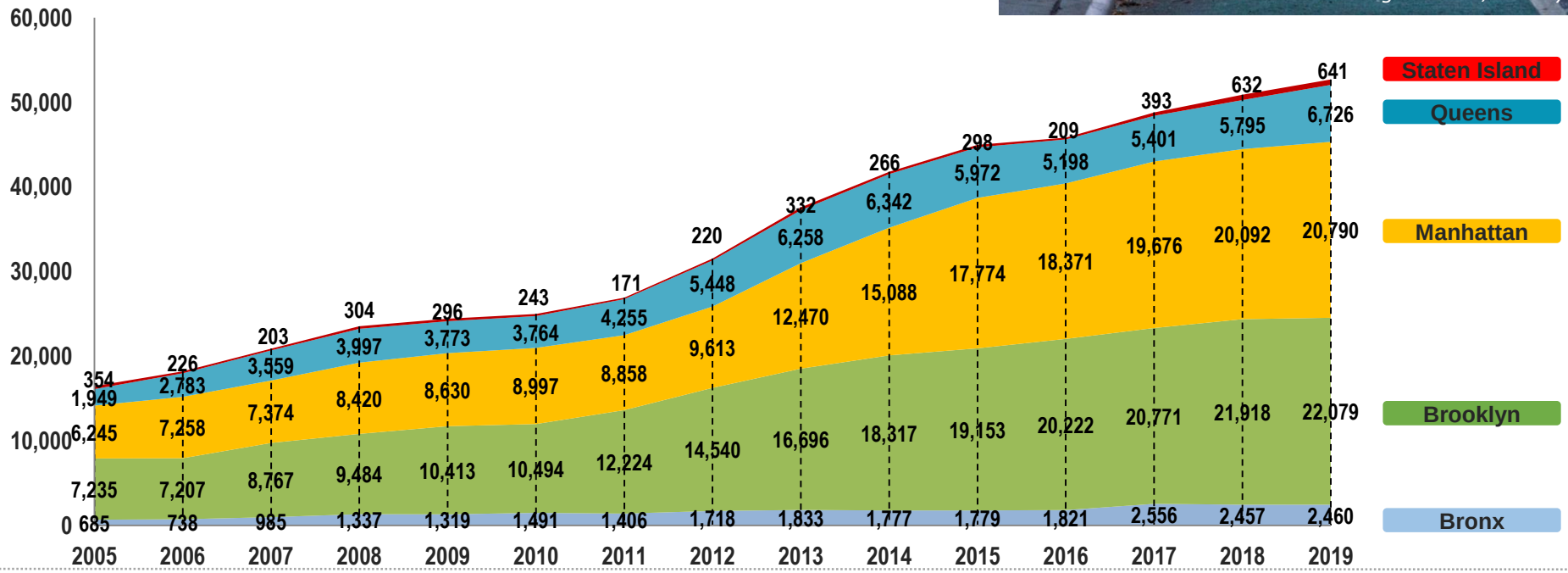
COMMUTERS BY BOROUGH

As the cycling population grows, the American Community Survey has become a more reliable source for citywide commuter cycling numbers. When it was first launched in 2005, the number of commuter cyclists was close to or completely within the margin of error for the survey, making it difficult to look at growth by borough.

In the past five years the totals for both Brooklyn and Manhattan have grown enough to stand alone, but totals for the Bronx, Queens, and Staten Island still remain close to the margin of error. Although year by year numbers may vary, the overall trend shows city-wide growth.

*American Community Survey data has been collected annually since 2005. Because the sample size is smaller for the ACS, a rolling three year average is used for each year after 2000 (e.g. the 2019 number is based on the 2017, 2018, and 2019 surveys). * The latest American Community Survey data that is available comes from 2019.*

Commute to Work – Rolling 3 Year Average from ACS by Borough *



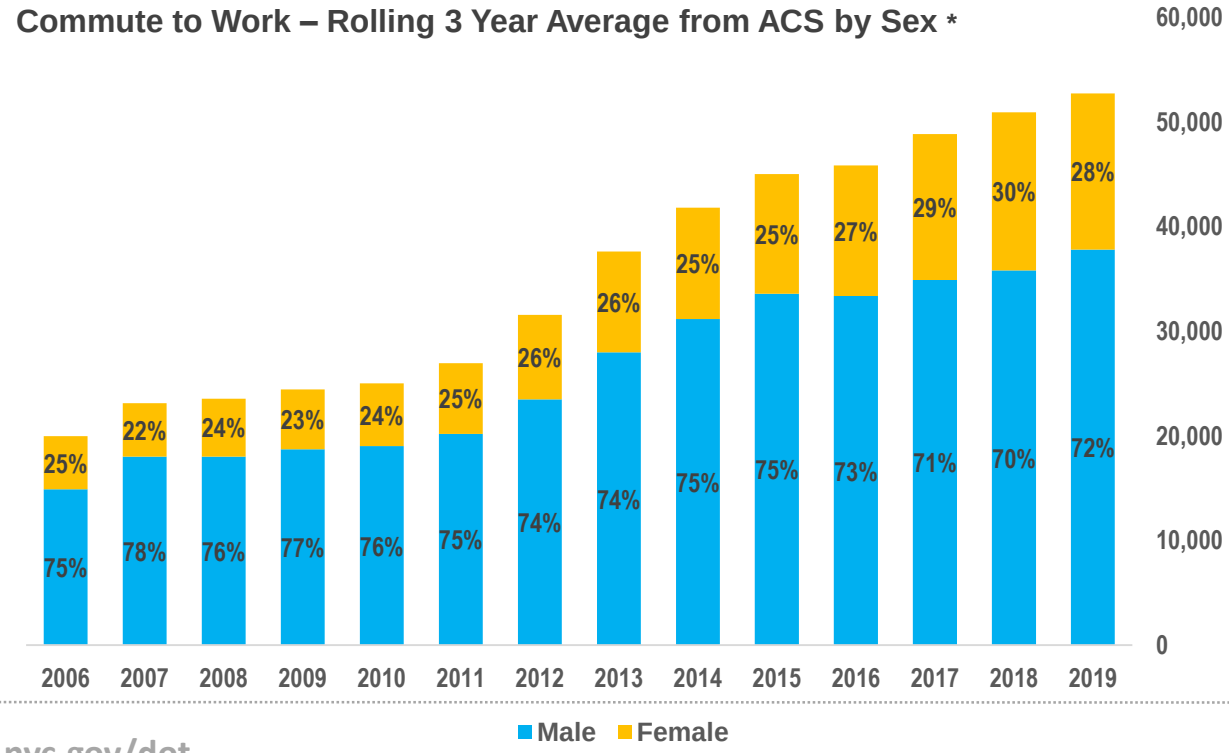
CYCLING BY MALE AND FEMALE

Understanding the gap between male and female cyclists is important to the growth and improvement of the bicycle network as a whole. Sources that track cycling by sex include Journey to Work, Citi Bike, and regular bike counts.

The gap in New York City closely mirrors the national trend of one female cyclist for every three male cyclists (FHA, 2009). While there is still much to improve upon, the overall cycling population is growing and both the ACS and Citi Bike trip numbers show that growth among female cyclists is outpacing growth among male cyclists.

American Community Survey data has been collected annually since 2005. Because the sample size is smaller for the ACS, a rolling three year average is used for each year after 2000 (e.g. the 2019 number is based on the 2017, 2018, and 2019 surveys). Note: The Census Bureau specifically words questions to capture a person's biological sex and not their gender
** The latest American Community Survey data that is available comes from 2019.*

Commute to Work – Rolling 3 Year Average from ACS by Sex *



+10% Ten Year Average Annual Growth Rate of Female Commuter Cycling

Average Annual Growth Rate (2016-2019)

+4.3% Male

+6.1% Female

28% of all Citi Bike subscriber trips (5.5 million) were made by females in 2020

Image: Whitehall St, Manhattan

CITI BIKE

Since its 2013 launch, Citi Bike has grown to include more than 20,000 bikes at nearly 1,500 stations across Brooklyn, Queens, Manhattan, and the Bronx, and New York City's bike share system has seen over 130 million trips. When an ongoing system expansion is completed in 2024, the service will cover 70 square miles, reaching half of New York City's residential population with over 40,000 bikes.

Bike share makes it more convenient for New Yorkers—even those who don't own a bicycle—to make short, point-to-point trips by bicycle and has become an integral part of New York's transportation network.

Trips per day is averaged from January through December.

Despite the impacts of COVID-19, 2020 Citi Bike ridership reached 95% of pre-COVID levels

Year-Round Average Citi Bike Trips per Day

2018: 48,376

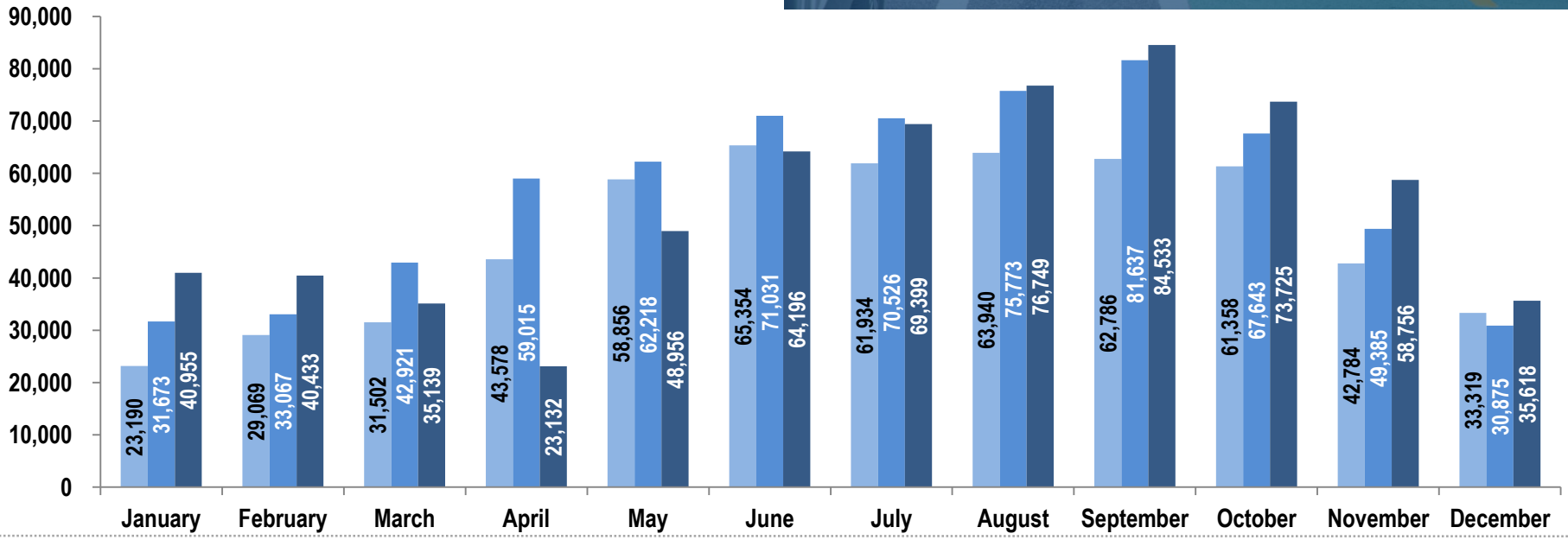
2019: 56,504

2020: 54,459

Image: Fort Hamilton Pkwy, Brooklyn

19.5 million Citi Bike trips in 2020

Average Citi Bike Trips by Month, 3-Year Trend



MIDTOWN – CROSSING 50TH STREET

NYC DOT also counts cyclists entering and leaving the core at 50th Street along the avenues and Hudson River Greenway. This data was first recorded in 1980, and has been collected annually since 1985, and three times per year—typically in May, July, and September—since 2007.

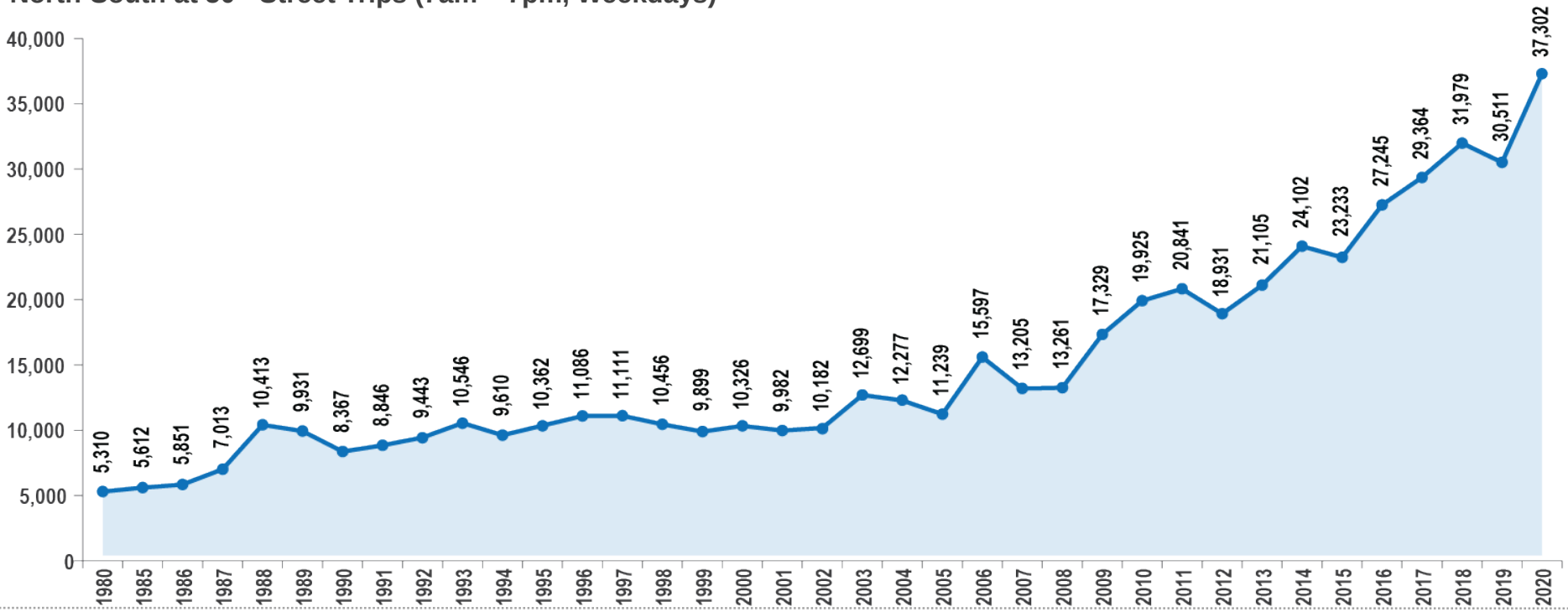
Midtown is the heart of the city where jobs and other activities are heavily concentrated, this density is both an opportunity and a challenge for growing cycling. Through Citi Bike and the enhancement of the bicycle network, cycling in midtown has seen solid growth with the potential for more.

+6.5%
10-Yr Avg. Annual Growth
(2010 – 2020)

+61%
5-Year Cycling Growth
(2015 – 2020)

Note: Individual totals for each street are available in the appendix of document.

North-South at 50th Street Trips (7am – 7pm, Weekdays)



EAST RIVER BRIDGES

Many New York City cyclists use the Queensboro, Williamsburg, Manhattan and Brooklyn bridges to connect between the boroughs and the Manhattan core. Comparing counts on these bridges from year to year is useful to show trends in cycling use over time. The growth of Citi Bike and the launch of NYC Ferry Service on the East River, however, has changed the role of these bridges as an indicator of overall cycling activity, but they remain important to understanding how cycling has evolved in recent years.

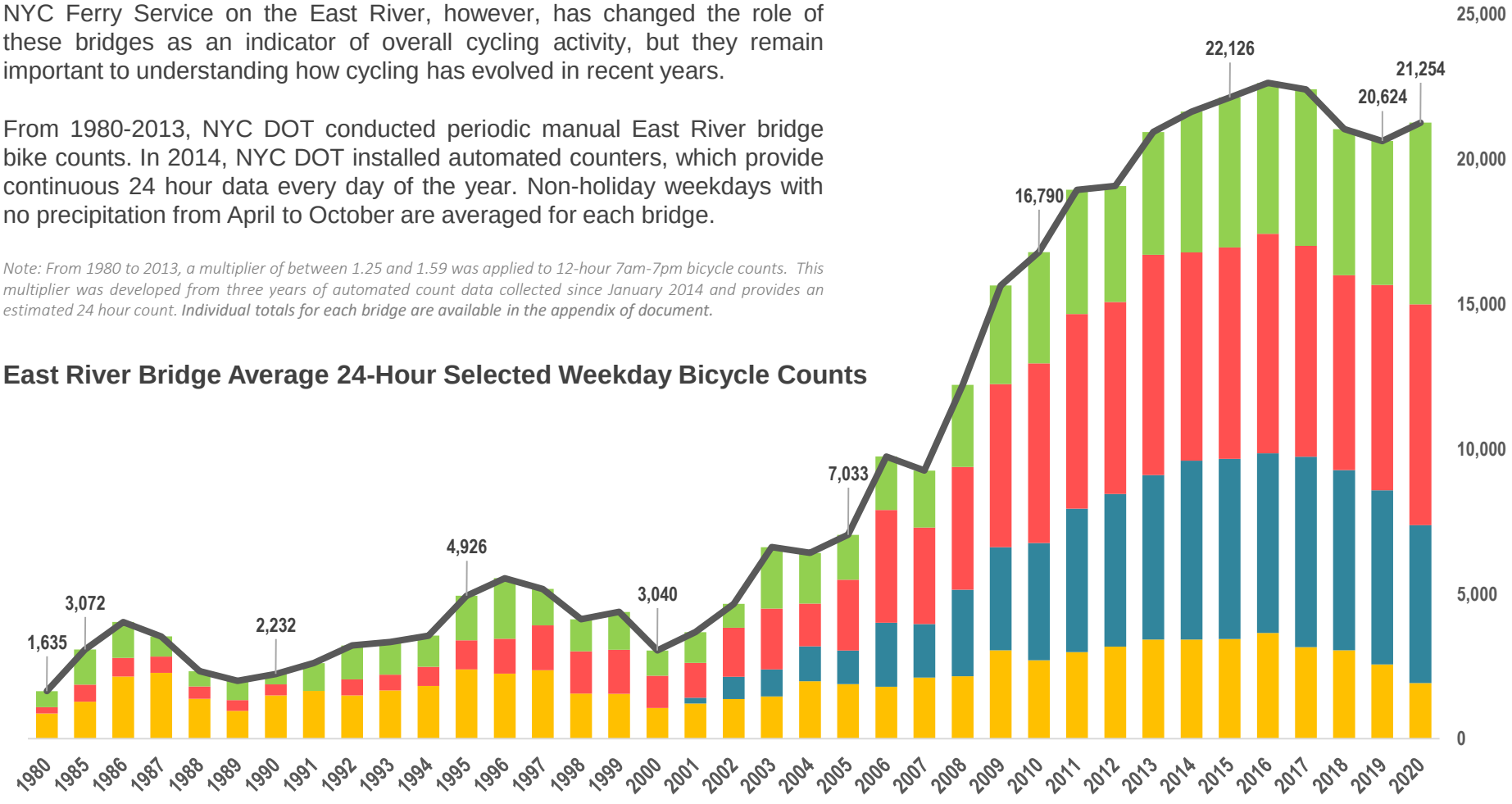
From 1980-2013, NYC DOT conducted periodic manual East River bridge bike counts. In 2014, NYC DOT installed automated counters, which provide continuous 24 hour data every day of the year. Non-holiday weekdays with no precipitation from April to October are averaged for each bridge.

*Note: From 1980 to 2013, a multiplier of between 1.25 and 1.59 was applied to 12-hour 7am-7pm bicycle counts. This multiplier was developed from three years of automated count data collected since January 2014 and provides an estimated 24 hour count. **Individual totals for each bridge are available in the appendix of document.***

+2.4%

10 Year Average Annual Growth Rate of Cycling on the East River bridges

East River Bridge Average 24-Hour Selected Weekday Bicycle Counts



TRENDS OVER TIME

TOTAL TRIPS BY BRIDGE

East River Bridges Percent Growth (2015-2020)

-30% Brooklyn Bridge

+12% Manhattan Bridge

+22% Williamsburg Bridge

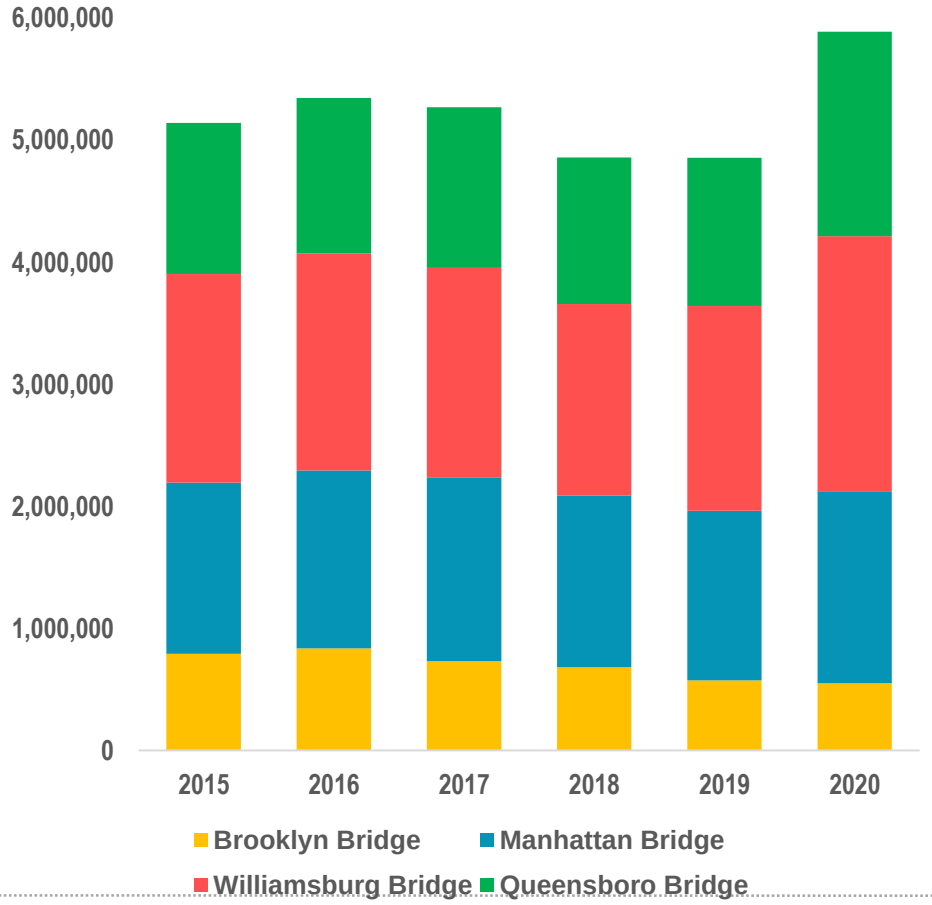
+35% Queensboro Bridge

+15% *All East River Bridges*

Image: 2nd Ave, Manhattan

+21% Growth in cycling on all East River Bridges between 2019 and 2020

Cyclist Counts at East River Bridges (Total Trips Per Year – All Days)



Cycling in the City

APPENDIX

3

DATA TYPES, SOURCES AND LIMITATIONS

The ideal source of cycling data is robust, comprehensive, and goes far back in time. In reality, information about cycling in New York City is very difficult to collect due to the geographically dispersed nature of cycling activity, the wide variety of trip types, and variations in ridership affected by weather. This brief evaluates data from a variety of sources, each with its own strengths and limitations.

Bike Counts are conducted at specific locations either by human observers or automated machines. Typically, manual counts are conducted from 7am-7pm on a non-holiday weekday with no precipitation. The counting season lasts from April to October. The strengths of this approach are that these numbers represent actual bike trips, and that in New York City, regular counts have been conducted at some locations since as far back as 1980, including the four East River bridges that connect Queens and Brooklyn to the Manhattan core and at 50th Street in Midtown. The limitations are that the geographic data points are limited; and that they emphasize longer distance, inter-borough trips that are often taken by commuters. From 1980-2006, NYC DOT performed manual East River bridge bike counts only once per year. Starting in 2007, three counts were conducted annually in May, July, and September. In 2008, the number of counts further increased to 10 monthly counts at each location. In 2013, NYC DOT installed automatic counters on the four East River Bridges that now collect data 24-hours per day, 365 days per year, providing much more complete data set for these particular locations.

Citi Bike Data accounts for every trip taken on a Citi Bike and therefore provides very comprehensive data about the number of trips over time, as well as detailed information about origin, destination, time, and distance traveled. However, this data set is limited to cyclists using Citi Bikes and to trips that begin and end within the Citi Bike service area, which—at this point in time—covers only a small portion of the city's streets. In addition, it is difficult to determine how many Citi Bike trips are new cycling trips rather than trips that would have been made using a personal bike anyway.

As the years pass, these data will provide a strong sense of the magnitude of change in cycling use. System expansion will allow these robust trip data to capture cycling trends in new neighborhoods each year.

Bike Use Surveys collect information about cycling from samples of the general population. These surveys do not typically provide information about where people are cycling, but they are more geographically encompassing and can more accurately gauge the number of people who are biking, including those who may not ride past typical count locations or use bike share. The following are two major sources of cycling survey data that are used in this brief, one collected at the national level, and the second collected at a citywide level.

National Surveys, including the Decennial Census and the American Community Survey (ACS) ask respondents which mode of transportation they use to get to work. Known as, "Journey to Work," this data set was collected as part of the long form of the Census from 1980 to 2000 and since 2005 is collected as part of the ACS. The strength of this data set is that it can be used to compare cities across the country but it also has several limitations. As part of the Census, the sample size was large (approximately 1 in 6 commuters), but it was only collected every ten years. As part of the ACS, the sample size is smaller (about 2.75% of households, or 240,000 each month of the year) but it is collected annually on a rolling basis. To address the smaller sample size, this report uses a three year rolling average to determine change over time.

The Journey to Work data set is also limited in that non-commuting bike trips, such as recreational or utility trips, are excluded. It also only accounts for the primary mode of commuting and therefore does not necessarily include bike trips made as part of multi-modal commutes or by occasional bike commuters. Seasonal variations in commuting patterns can also affect the data; respondents may answer the question differently depending on the time of year they are asked.

Citywide Surveys such as the NYC DOHMH Community Health Survey and the NYC DOT Mobility Survey ask respondents specific questions about their bicycle use, providing information about cyclists who may only bike to work occasionally or who regularly bike but not for commuting purposes. The sample size for these surveys is smaller than the national surveys (between 1,000 and 10,000 people depending on the survey).

ESTIMATE OF DAILY CYCLING

The Daily Cycling Trip estimate begins with the Journey to Work data from the American Community Survey. It provides estimates of how many people use a bicycle for daily commuting trips to work. According to an average of the last three years of Journey to Work data (2017-19), there are approximately 52,700 bicycle commuters in New York City who take 105,400 trips daily (assuming that each commuter takes two trips). The New York State 2009 NHTS Comparison Report (Oak Ridge National Laboratory, 2012) indicates that 18.2% of trips that New Yorkers take using personal vehicles are commuting trips to work. This would indicate that potentially 579,000 (105,400/18.2%) total bicycle trips are taken each day. For the purposes of this report, a more conservative assumption that bike commute trips are 20% of total bike trips is used, resulting in an estimate of 530,000 daily cycling trips in 2019.

The 2019 NYC DOT Citywide Mobility Survey provides an opportunity to validate these assumptions. The survey includes a trip diary, where respondents list every trip they took in the last seven days. According to the survey results, which distinguish Citi Bike trips from other bike trips, 13.4% of the respondent's bike trips were taken using Citi Bike. Multiplying the monthly total amount of 2019 Citi Bike trips by 13.4% and then adding that amount to the monthly Citi Bike trips yields an approximate amount of total bike trips for each month. Similarly, multiplying the total amount of Citi Bike trips in a year by 13.4%, adding the total yearly Citi Bike trips, then dividing the result by 365 days yields an average daily amount of approximately 470,000.cycling trips.

Although, the methodology used for each of these estimates is quite different, they both arrive at a relatively similar total number of trips. Therefore, it is appropriate to apply the one-in-five commute cycling trips to total cycling trips ratio assumption in order to establish estimates dating back to 1980. In addition, the growth of the Daily Cycling Trip estimate generally follows a pattern similar to the Midtown and East River Bridge bike counts.

Citywide Mobility Survey: https://www1.nyc.gov/html/dot/html/about/citywide-mobility-survey.shtml

Image: Franklin St, Brooklyn

NEW YORK CITY DOT

NYCDOT nyc_dot nyc_dot NYCDOT

Cyclist Counts At East River Bridge Locations
24-Hour Weekday Counts

Count Year	Brooklyn Bridge	Manhattan Bridge	Williamsburg Bridge	Ed Koch Queensboro Bridge	Grand Total
1980	866	N/A	221	548	1,635
1985	1,269	N/A	594	1,209	3,072
1986	2,144	N/A	636	1,243	4,023
1987	2,270	N/A	557	695	3,523
1988	1,374	N/A	427	526	2,327
1989	959	N/A	364	674	1,997
1990	1,495	N/A	376	362	2,232
1991	1,645	N/A	N/A	959	2,604
1992	1,492	N/A	548	1,174	3,214
1993	1,659	N/A	547	1,130	3,335
1994	1,814	N/A	665	1,071	3,550
1995	2,384	N/A	1,006	1,536	4,926
1996	2,243	N/A	1,198	2,093	5,534
1997	2,361	N/A	1,548	1,252	5,161
1998	1,550	N/A	1,463	1,102	4,116
1999	1,542	N/A	1,521	1,306	4,369
2000	1,059	N/A	1,110	870	3,040
2001	1,205	207	1,200	1,063	3,674
2002	1,364	767	1,692	824	4,647
2003	1,458	929	2,101	2,120	6,609
2004	1,977	1,203	1,476	1,751	6,406
2005	1,876	1,165	2,438	1,555	7,033
2006	1,785	2,217	3,887	1,845	9,734
2007 (avg.)	**2,105**	**1,846**	**3,333**	**1,967**	**9,251**
2008 (avg.)	**2,148**	**2,993**	**4,232**	**2,832**	**12,206**
2009 (avg.)	**3,051**	**3,550**	**5,630**	**3,402**	**15,634**
2010 (avg.)	**2,704**	**4,041**	**6,205**	**3,841**	**16,790**
2011 (avg.)	**2,981**	**4,952**	**6,719**	**4,288**	**18,941**
2012 (avg.)	**3,175**	**5,270**	**6,620**	**4,008**	**19,073**
2013 (avg.)	**3,418**	**5,678**	**7,597**	**4,243**	**20,935**
2014 (avg.)	**3,423**	**6,166**	**7,192**	**4,855**	**21,635**
2015 (avg.)	**3,435**	**6,223**	**7,290**	**5,178**	**22,126**
2016 (avg.)	**3,640**	**6,203**	**7,580**	**5,203**	**22,626**
2017 (avg.)	**3,157**	**6,573**	**7,272**	**5,406**	**22,408**
2018 (avg.)	**3,048**	**6,218**	**6,723**	**5,044**	**21,033**
April	2,239	4,680	4,960	3,807	15,686
May	3,604	7,287	7,454	5,551	23,897
June	3,383	7,203	7,664	5,717	23,968
July	3,336	6,552	7,286	5,587	22,760
August	3,228	6,121	6,838	5,196	21,383
September	2,963	6,025	6,749	4,998	20,735
October	2,580	5,660	6,112	4,452	18,804
2019 (avg.)	**2,558**	**6,008**	**7,089**	**4,968**	**20,624**
April	2,318	5,495	5,729	4,048	17,590
May	2,589	6,031	7,384	4,984	20,988
June	2,716	6,334	7,770	5,319	22,139
July	2,607	6,099	7,159	5,270	21,135
August	2,528	5,936	7,156	5,146	20,767
September	2,654	6,358	7,766	5,355	22,132
October	2,492	5,806	6,662	4,655	19,614
2020 (avg.)	**1,914**	**5,449**	**7,624**	**6,267**	**21,254**
April	866	2,059	3,189	2,669	8,783
May	1,592	3,642	5,780	5,022	16,035
June	2,106	5,569	8,279	6,870	22,823
July	2,059	5,739	8,540	6,953	23,290
August	2,197	6,725	9,167	7,450	25,539
September	2,336	7,318	9,452	7,667	26,773
October	2,239	7,093	8,964	7,242	25,537

Notes:

1. Count is on a single mid-summer weekday from 1980, and 1985-2006, on three separate weekdays in May, July, and September 2007, and from April to October after 2007.
2. There is no data available for the Williamsburg Bridge in 1991.
3. The Manhattan Bridge path opened to cycling in 2001.
4. From 1980 to 2013, a multiplier of between 1.25 and 1.59 was applied to 12 hour 7am-7pm bicycle counts. This multiplier was developed from the three years of automated count data collected since January 2014 and provides an estimated 24 hour count.
5. From January 2014 onward, data was primarily automated and is an average of weekdays from each month excluding holidays and days with precipitation.

NEW YORK CITY DOT

Bicycle and Greenway Program

New York City 12-Hour Midtown Bicycle Count at 50th Street*

New York City Department of Transportation

Transportation Planning& Management

		Hudson River Greenway (b)	Twelfth Ave (a)	Eleventh Ave (a)	Tenth Ave (b)	Ninth Ave (b)	Eighth Ave (b)	Broadway (b)	Seventh Ave	Sixth Ave	Fifth Ave	Madison Ave	Park Ave (a)	Lexington Ave	Third Ave	Second Ave (b)	First Ave (b)	Total	
1980			160	167	119	315	642	657	414	648	320	434	298	119	490	307	220	**5,310**	
1985			16	264	307	558	372		533	772	607	349	478	151	384	617	204	**5,612**	
1986			N/A	315	353	588	383		357	968	383	272	426	263	531	710	302	**5,851**	
1987			30	409	477	649	427		568	860	520	871	361	294	658	543	346	**7,013**	
1988			13	217	476	500	708		861	1,594	1,581	1,240	222	847	1,120	687	347	**10,413**	
1989			16	213	575	802	549		657	1,369	1,188	1,079	932	561	946	767	277	**9,931**	
1990			8	117	465	494	865		568	1,361	648	850	570	641	916	614	250	**8,367**	
1991			219	262	339	921	113		892	1,186	574	1,026	1,069	586	653	606	400	**8,846**	
1992			48	224	537	993	958		596	1,007	948	789	509	864	957	636	377	**9,443**	
1993			7	375	632	1,182	682		776	1,343	1,211	839	965	641	816	698	379	**10,546**	
1994			39	278	425	1,139	828		873	1,343	617	1,057	754	388	814	807	248	**9,610**	
1995			47	402	477	810	1,043		885	1,064	609	1,159	693	474	1,477	753	469	**10,362**	
1996			35	113	341	1,090	1,345		820	1,506	1,204	1,030	836	640	872	874	380	**11,086**	
1997			31	136	298	1,214	856		666	1,090	932	1,397	871	855	1,311	933	521	**11,111**	
1998			62	160	241	929	1,162		730	982	1,098	961	516	927	1,481	879	328	**10,456**	
1999			152	491	522	874	726		759	1,608	587	744	751	737	857	666	425	**9,899**	
2000			72	442	568	798	1,160	810	584	1,329	588	686	905	498	710	797	379	**10,326**	
2001 (July)		2,113	11	149	213	754	1,443	412	627	1,132	427	609	597	382	447	354	312	**9,982**	
2002 (July-Oct)**		2,366	3	165	414	599	715	664	473	1,053	617	610	433	456	641	707	266	**10,182**	
2003 (July-Sept)		2,885	85	137	501	845	783	791	721	1,433	937	729	907	486	454	648	357	**12,699**	
2004 (July-Aug)		2,686	42	323	238	963	1,138	739	557	1,358	810	623	756	345	711	645	343	**12,277**	
2005 (July)		2,037	55	264	172	794	845	689	464	1,315	946	344	990	393	694	696	541	**11,239**	
2006 (Sept)		1,958	36	535	325	1,069	1,212	1,144	1,029	1,182	1,683	1,018	1,175	808	962	829	632	**15,597**	
2007* **	**May**	2,404	63	370	514	1,048	656	1,040	761	1,327	825	688	1,210	649	795	764	430	**13,544**	
	Jul-Aug	2,392	87	387	403	866	598	899	618	941	596	891	1,037	776	936	711	245	**12,383**	**13,205**
	Sept	2,963	129	229	467	847	1,337	873	502	1,002	971	1,129	884	787	549	624	395	**13,688**	
2008	**May**	2,384	38	311	483	949	742	525	594	715	1,285	596	778	650	985	667	278	**11,980**	
	July	4,581	115	316	510	1,001	745	611	459	1,028	917	723	1,155	593	1,023	785	344	**14,906**	**13,621**
	Sept	3,597	70	322	459	1,105	854	536	704	1,134	1,237	739	900	722	701	519	379	**13,978**	
2009	**May**	3,287	116	422	536	1,132	1,038	722	863	849	1,216	728	1,061	772	966	886	369	**14,963**	
	July	5,520	68	451	538	1,191	1,171	771	756	1,367	1,131	813	694	727	1,067	1,013	777	**18,055**	**17,329**
	Sept	5,440	87	479	642	1,385	1,226	894	741	1,360	1,144	979	898	801	1,170	1,045	677	**18,968**	
2010	**May**	3,985	108	558	657	1,277	1,525	1,065	949	1,445	894	858	1,389	1,004	1,201	970	638	**18,523**	
	July	5,036	120	547	529	1,315	1,312	1,009	816	1,549	1,202	905	1,064	807	1,132	1,121	907	**19,371**	**19,925**
	Sept	5,629	131	584	714	1,480	1,527	1,206	740	1,475	1,534	1,061	1,300	960	1,341	1,262	938	**21,882**	
2011	**May**	5,267	150	572	702	1,536	1,491	1,303	791	1,468	1,047	865	1,405	886	1,281	1,093	689	**20,546**	
	July	5,486	109	529	556	1,353	1,432	674	895	1,635	1,323	914	1,084	1,028	1,214	1,245	1,122	**20,599**	**20,841**
	Sept	5,676	120	600	399	1,555	1,618	1,238	867	1,584	1,390	831	831	930	1,292	1,386	1,062	**21,379**	
2012	**May**	5,573	102	309	474	850	914	N/A	749	1,209	1,458	916	877	529	951	1,092	987	**16,990**	
	July	6,170	128	601	634	1,428	1,477	661	N/A	1,637	1,353	1,085	1,284	1,022	1,292	1,505	1,295	**21,572**	**18,931**
	Sept	4,622	72	349	562	1,092	1,082	748	755	1,817	1,645	907	901	656	827	1,261	935	**18,231**	
2013	**May**	5,461	89	375	561	1,361	1,576	964	718	1,709	1,431	910	755	696	943	1,297	1,055	**19,901**	
	July	6,255	132	399	410	1,696	1,470	1,195	750	1,814	1,197	1,037	1,047	704	1,149	2,088	1,435	**22,778**	**21,105**
	Sept	5,308	N/A	606	509	1,469	1,833	965	782	1,563	1,049	972	697	842	746	1,553	1,742	**20,636**	
2014	**May**	5,224	103	607	683	1,565	1,809	1,167	833	1,651	1,205	1,077	1,639	916	1,324	1,365	1,519	**22,687**	
	July	6,857	157	598	738	1,728	1,821	1,120	878	1,692	1,288	1,112	1,409	946	1,363	2,341	1,784	**25,832**	**24,102**
	Sept	5,841	114	413	659	1,810	1,896	1,088	874	2,119	1,245	1,362	1,002	916	1,163	2,156	1,128	**23,786**	
2015	**May**	5,065	165	374	640	1,623	1,853	1,072	825	1,757	1,386	824	1,023	938	1,107	2,246	1,638	**22,536**	
	July	5,425	116	477	675	1,579	1,917	1,112	785	1,608	1,221	1,211	1,103	896	836	1,588	1,469	**22,018**	**23,233**
	Sept	5,429	131	436	719	1,878	2,257	1,104	1,037	2,147	1,405	1,075	1,274	1,093	1,078	2,375	1,707	**25,145**	
2016	**May**	6,532	176	553	783	1,974	2,093	1,522	643	1,819	1,377	996	1,314	1,197	974	1,975	1,648	**25,576**	
	July	6,995	139	540	759	1,945	2,242	1,305	1,324	1,855	1,704	1,135	1,264	974	1,133	2,036	2,023	**27,373**	**27,245**
	Sept	6,476	206	620	698	2,193	2,338	1,240	1,149	1,932	1,816	1,366	1,410	1,188	1,247	2,706	2,201	**28,786**	
2017	**May**	5,001	215	672	771	2,199	2,240	1,204	1,119	1,682	1,832	1,079	1,563	1,394	1,358	2,258	1,994	**26,581**	
	July	7,615	154	576	910	2,177	2,518	1,220	1,413	1,639	1,802	1,110	980	1,339	1,399	3,321	1,867	**30,040**	**29,364**
	Sept	6,519	228	688	857	2,301	2,467	1,495	1,490	2,060	1,957	1,394	1,500	1,313	1,716	2,863	2,623	**31,471**	
2018	**May**	6,638	233	968	818	2,366	2,523	1,661	1,330	1,739	2,105	1,194	1,603	1,468	1,639	2,548	2,116	**30,949**	
	July	7,824	148	754	980	2,310	2,752	1,646	1,319	1,786	2,102	1,544	1,473	1,296	1,158	2,526	2,295	**31,913**	**31,979**
	Sept	6,659	199	889	1,050	2,335	2,707	1,746	1,529	2,058	2,196	1,321	1,567	1,401	1,758	2,849	2,810	**33,074**	
2019	**May**	5,844	29	390	993	2,281	2,546	1,494	1,442	2,336	1,608	1,324	1,269	1,100	1,213	2,673	2,465	**29,007**	
	July	5,987	127	551	960	2,287	2,517	1,659	1,406	2,323	1,731	1,394	1,393	1,332	1,155	3,052	2,433	**30,307**	**30,511**
	Sept	6,136	131	583	1,039	2,259	2,636	1,668	1,433	2,691	2,039	1,440	1,399	1,447	1,566	3,312	2,441	**32,220**	
2020	**Sept**	7,264	120	926	1,397	2,740	3,224	1,954	1,539	2,657	1,932	1,131	1,396	1,067	1,084	5,032	3,839	**37,302**	**37,302**

(a) Two-way Roadway
(b) Protected Bicycle Lane
* 7:00AM-7:00PM
** Monday Count
***Starting in 2007, counts were conducted three times per year (Spring, Summer and Fall)
****Because of COVID-19,counts were not conducted in May or July of 2020