Appendix B.
Public Life Public Space - Cycling Findings

Note: The cycling findings are incorporated into Chapter 2.3 Multimodal Operations: Bicycle. The full report on cycling, as prepared by Gehl Architects, is provided herein.
LEVELS OF CYCLISTS IN WEEKDAYS

Respectable levels of cyclists between 12th St and 2nd St

More people cycling in the southern end of Market Street than the northern

Cyclist peaks are found in morning and afternoon along the entire street.

Between 4th and 5th St the amount of cyclists is also increasing in afternoon.

There is generally little cycling in side streets.

- Generally more people cycling in streets south from Market Street.
- UN Plaza is the most used side street for cyclists in weekdays.
LESS PEOPLE CYCLING IN THE WEEKEND

Less people cycling in the weekend.
Drastic weekend decrease west of Annie St Commuting rather than leisure traffic.
Slightly lower levels of cycling traffic north from Annie St as in weekdays
Side streets located by Retail Heart - 4th St and 2nd St as well as Stockton, Grant, Geary and Montgomery St - see increasing volumes of cyclists in the weekend.

Weekend cyclist traffic, spring 2011
total amount of cyclists 8 am - 6 pm

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CYCLING SEASONAL VARIATIONS

More people cycling in the summer than in spring, especially in the weekends.

All locations but Market Street by Powell St increase in summer.

More people cycling in the summer than in spring, especially in the weekends.

All locations but Market Street by Powell St increase in summer.
## Comparing Cycling Activity to Other Streets

Respectable levels of cyclists in Market Street compared to other U.S. and Australian Streets.

<table>
<thead>
<tr>
<th>Location</th>
<th>Weekday Bicycle Traffic</th>
<th>Saturday Bicycle Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Copenhagen Nørrebrogade (2011)</td>
<td>36,000</td>
<td></td>
</tr>
<tr>
<td>Utrecht Smakkelaarsveld (2007)</td>
<td>22,000</td>
<td></td>
</tr>
<tr>
<td>Toronto West Spadina (2010)</td>
<td>15,630</td>
<td></td>
</tr>
<tr>
<td>Portland North Williams Avenue (2010)</td>
<td>3,000</td>
<td></td>
</tr>
<tr>
<td>Minneapolis 15th Ave N of University Ave (2008)</td>
<td>2,990</td>
<td></td>
</tr>
<tr>
<td>Melbourne Swanston Street (2004)</td>
<td>2,590</td>
<td></td>
</tr>
<tr>
<td>San Francisco Market Street (2010)</td>
<td>2,900</td>
<td>1,400</td>
</tr>
<tr>
<td>San Francisco Market Street NE of Powell St (2011)</td>
<td>2,000</td>
<td>820</td>
</tr>
</tbody>
</table>

* between 7 am - 7 pm
* between 7 am - midnight
* between 6 am - midnight
* between 8 am - 10 pm
* between 8 am - 10 pm

CYCLIST AGE AND GENDER

Age

Market Street
San Francisco

1% 65 +
99% 16 - 64

U.S.

20% 60 +
8% 30 - 60
72% 16 - 29

Denmark

23% 60 +
39% 30 - 60
38% 16 - 29

Australia

1% 60 +
17% 16 - 29
82% 30 - 60

Gender

Market Street
San Francisco

29% 29%
71% 71%

Portland
U.S.

36% 36%
63% 63%

Copenhagen
Denmark

45% 45%
55% 55%

Melbourne
Australia

33% 33%
67% 67%

DAILY BICYCLE SHARE

San Francisco
U.S.
2.5%
71%

Portland
U.S.
4%

Copenhagen
Denmark
36%

Melbourne
Australia
5%

New York
U.S.
1%

U.S.
1%

Denmark
16%

Australia
2%