



Results from the 2011 City of Los Angeles  
Bicycle and Pedestrian Count

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## Acknowledgements

LACBC thanks the hundreds of passionate volunteers who gave their time to collect data on people bicycling and walking across the city. This effort would not have been possible without all of our amazing volunteers and the LA cycling community. A HUGE thanks to Joe Skala who worked tirelessly over many months to organize and analyze all of the count data and write this report.

We also thank Eco Counter for donating a pneumatic tube counter for the count and for providing their time and expertise to both LACBC and the Los Angeles Department of Transportation. Learn more about [Eco Counter](#).

## Executive Summary

In September of 2011, the Los Angeles County Bicycle Coalition (LACBC) conducted the second Los Angeles Bicycle and Pedestrian Count (Count). The objectives of the Count are to raise awareness of the frequency of bicycling and walking in the city and to gather the data necessary to inform policy and planning decisions related to these forms of active transportation.

The 2011 Count results show that bicyclists and pedestrians throughout Los Angeles use our public streets and sidewalks for daily transportation, recreation, and other purposes to an ever greater extent. A total of 15,115 bicyclists and 76,740 pedestrians were counted over two days.

### ***Key Findings***

Based on the totals from the 33 intersections with complete data, and comparisons with data from 2009, we found the following:

- There has been a significant increase in the number of people who bicycle in Los Angeles. Furthermore, there is evidence that much of this increase is among people who ride bicycles for so-called practical reasons: for commuting, running errands, etc.
- Bicycle infrastructure has a positive effect on the overall rate of bicycle ridership, the number of women bicyclists, and occurrence of safe bicycling practices. The highest numbers of people on bicycles were observed on streets with bicycle infrastructure, especially Class I and II bikeways. Streets that received new bicycle infrastructure between 2009 and 2011 saw major increases in ridership.
- Despite the general increase in the number of people who bicycle, the proportion of female bicyclists has remained basically unchanged at below 20%.

### ***Primary Recommendations***

Based on these findings, we make the following primary recommendations:

- 1) Increase investment in bicycle infrastructure, especially Class I and II bikeways and the creation of bicycle boulevards. Future infrastructure improvements should also be geared toward promoting further increases in bicycling for utilitarian purposes.
- 2) Work to increase the number of women bicyclists. Enhanced infrastructure is one factor contributing to increased female ridership, but other barriers must also be identified and resolved.
- 3) Increase funding to research issues relevant to encouraging bicycling and walking in Los Angeles and for tracking changes in bicycling and walking rates.

## Introduction

The City of Los Angeles has not conducted regular citywide pedestrian or bicycle counts in recent history. LACBC responded to this lack of data on the utilization of public space by people who walk and bicycle by organizing the first volunteer-directed Count in 2009. The Count is conducted in order to raise awareness about the needs of this often overlooked population and to measure the volume of cyclist and pedestrian traffic across the city of Los Angeles. The 2011 count was organized by LACBC staff and volunteers. LACBC convened over 150 volunteers, with over 1000 volunteer hours, to conduct counts at 54 intersections during three time periods: two weekday (morning and evening) and one weekend (midday). During those times, over 15,000 cyclists and more than 75,000 pedestrians were counted. Just like automobile users, cyclists and pedestrians make use of our streets for a variety of reasons, including commuting to work and school, running errands, to visit family and friends, and for recreation and exercise.

This year's count data adds to the effort started in 2009 to create an important set of baseline indicators that can be used for evaluating initiatives aimed at education, engineering, encouragement, and enforcement. It is also a useful tool for monitoring utilization of streets by people who bike and walk in order to establish usage trends and project future demands. The methodology adopted—with slight variations for site-specific needs—is the approach developed by the National Bicycle and Pedestrian Documentation Project (NBPD). The NBPD aims to establish consistent national bicycle and pedestrian count and survey methodologies and to generate a national database of bicycle and pedestrian count information. Variations were made to accommodate the city of Los Angeles' needs. LACBC would like to conduct subsequent bicycle counts in partnership with the City on an annual or biennial basis in order to capture the effects of changes in infrastructure, attitudes, the economy, and other trends on patterns of public thoroughfare use among cyclists and pedestrians.

## About the Los Angeles County Bicycle Coalition

Founded in 1998, the Los Angeles County Bicycle Coalition (LACBC) is the largest nonprofit membership-supported advocacy organization working to create a more bicycle-friendly Los Angeles County. The mission of the LACBC is to improve the bicycling environment and as a result has expanded to include issues relating to pedestrian-friendly streets, all modes of alternative transportation, and urban planning policy in and around Los Angeles County. Through advocacy, education and outreach, LACBC brings together the diverse bicycling community in a united mission to make the entire L.A. region a safe and enjoyable place to ride.

The LACBC works with citizens, community organizations, government agencies, and elected officials to improve active transportation policies in L.A. County, conduct bicycling education classes, and organize bicycle rides and other activities.



## Count Objectives

The primary objective of the 2011 count was to continue to build a resource for informed policy and planning initiatives related to bicycling and walking in Los Angeles. Known as an auto-centric city, the City of Los Angeles has not vigorously prioritized active, or “people powered,” transportation options. However since the first Count in 2009, momentum is growing among elected officials, city staff, and the broader community to make Los Angeles a better city for cycling. A new Bicycle Master Plan was adopted in March of 2011 and Mayor Villaraigosa has called upon staff to implement 40 miles of new bikeways a year. Additionally, the city passed the first ever Anti-Harassment Ordinance in the U.S., allowing bicyclists to bring civil lawsuits against those who harass them and endanger their safety. The city has also drafted a new bicycle parking ordinance requiring that any new development includes both short and long term bicycle parking.

The LACBC hopes that municipal officials and engaged citizens will be further motivated by the findings of the Count to work for much needed expansion and improvements in engineering, education, encouragement, and enforcement in areas where bicycling and walking are prevalent. The Count provides the foundation for formulating the best policy and planning. Data from this year provides a measure of the impact of improvements in on-street bicycle infrastructure in several locations. Future counts will continue to measure the effect of such interventions for bicycling and walking. Data collected regarding bicycling behavior also provides the LACBC and others with information for safety and encouragement programs. Finally, these counts contribute to the National Bicycle and Pedestrian Documentation Project (NBPD), an ongoing effort to record bicycling and walking activities throughout the country.

## Count Methodology

### **National Bicycle and Pedestrian Documentation Project (NBPD)**

The Count methodology was based on the NBPD methodology which was developed by the Institute of Transportation Engineers and other transportation professionals. The core of the NBPD methodology includes:

- Consistent count days and times
- Consistent count methods and materials
- Centralized data collection and analysis
- Open access to all research professionals and public agencies

In accordance with the principle of consistent count days and times, this year’s count was conducted in the second week of September and on the same days and times as in 2009. The NBPD methodology was further customized for relevance at the local level by the LACBC, as described in the following sections.

### **Meetings with City of LA Department of Transportation Staff & Bicycle Advisory Committee**

Before the 2009 count, the Bicycle Count team presented the project summary, methodology and process to the City of Los Angeles’ Bicycle Advisory Committee, whose members represent bicycle issues on behalf of the LA City Council Districts.

The team also met with city of Los Angeles staff from the Bikeways and Survey Department of LADOT. We were able to obtain important feedback on our locations, methodology, and process. Specifically, LADOT expressed that directionality of bicyclists and pedestrians would be useful for them, and we added that component to the bicycle count forms. For the 2011 we again met with LADOT staff to review our methodology, locations, and discuss automated count technologies.

LACBC reached out to automated count technology companies in an effort to test different count technologies and assist with data collection at high-volume intersections. We were also interested in collecting count data over a period of 24 hours. Additionally, many cities across the U.S. and Europe have invested in automated count systems for collecting data on cycling and walking along key corridors. LACBC is interested in seeing the city of Los Angeles and cities across Los Angeles County invest in automated count systems to help collect regular and consistent data on active transportation.

We contacted the French company Eco-Counter, based out of Montreal, Canada as they have supplied automated counters to the cities of San Francisco, Chicago, and many other cities in the U.S., Canada, and Europe. Eco-Counter generously donated one of their Pneumatic Tube counters to LACBC to use at one of our count locations. Eco-Counter also met with staff from LADOT in the Survey and Bikeways divisions to provide information on their various automated count systems. Eco-Counter & LADOT Survey staff aided LACBC with the installation of the Tube counter on Hoover Blvd just south of 30<sup>th</sup> Street and just north of the University of Southern California campus.

### **Number of Count Locations**

The National Pedestrian and Bicycle Documentation Project recommends conducting counts at one intersection for every 15,000 residents. Applied to the City of Los Angeles, with a population of 3,792,621 people according to the 2010 Census, this recommendation would require 253 locations, which was not feasible given existing resources.

Before the 2009 count, LACBC conducted an online survey targeting the informed cycling public as well as field research to identify 56 target intersections. A sufficient number of volunteers were recruited to collect data at 54 intersections.

### **Count Location Selection**

Selection of count locations followed the criteria developed by the NBPD data collection and analysis program. These criteria include:

- Pedestrian and bicycle activity areas or corridors (employment centers, near schools, parks, etc.)
- Locations near proposed major bicycle/pedestrian improvements, particularly locations identified by the Bicycle Plan and the Sharrows Pilot Program.
- Representative locations in the urbanized area
- Key corridors that can be used to gauge the impacts of future improvements
- Locations where bicycle collision numbers are high

Maps 2-7 in Appendix 2 overlay the Count results on U.S. Census Journey to Work (CJW) data. The CJW shows areas within the city where high concentrations of people reported either walking or biking as their primary mode of travel to work. As the maps show, most of the Count locations correspond to areas of higher utilization of these active transportation modes.

### **Count Dates and Times**

NBPD methodology suggests performing counts during three key peak-travel periods: weekday morning, weekday evening, and weekend mid-day. LACBC followed this approach by conducting counts during three time periods over the course of two days: on Tuesday, September 7<sup>th</sup> at both 7:00-9:00 AM and 4:00-6:00 PM and on Saturday, September 13<sup>th</sup> from 11:00 AM-1:00 PM.

### **Count Procedure/Materials**

Just over 150 manual counters staffed Count locations. They used standardized count forms and were provided with instructions and in-person training for how to properly use the forms (see Appendix 3, Figure 1). Counters recorded the number of pedestrians and bicyclists and their direction of travel. Counters also recorded the number of female bicyclists and made observations regarding bicycling behavior, including wrong-way riding, helmet use, and riding on the sidewalk.

## 2011 Count Locations

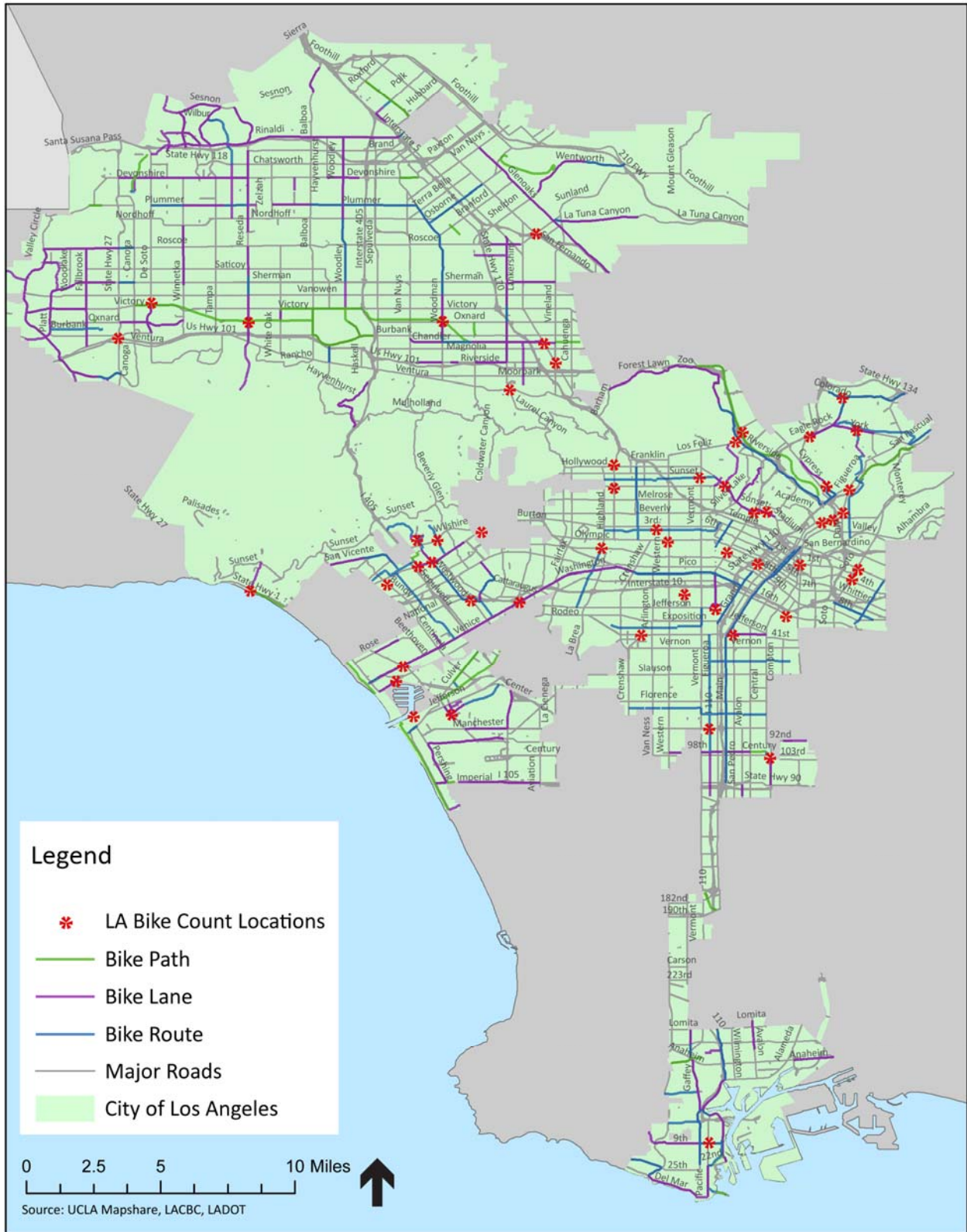
Table 1 below lists the 2011 Count locations. Following table 1 is map 1, which displays the distribution of these locations across the city.

**Table 1**  
**2011 Los Angeles Bicycle and Pedestrian Count Locations**

Intersection		Intersection	
1	1st & Alameda	28	Manchester & Hoover
2	1st & Soto	29	MLK & Main
3	4th & Wilton	30	MLK & Leimert
4	7th & Alvarado	31	National Blvd & Overland
5	7th & Figueroa	32	National Pl & Overland
6	8th & LaBrea	33	Ohio & Sepulveda
7	9th & Pacific	34	Orange Line & Reseda
8	30th & Hoover	35	Park & Glendale
9	Adams & Normandie	36	PCH & Temescal Cyn
10	Ballona Creek & Marvin Braude Bike Path	37	San Fernando & Tuxford
11	Bluff Creek & Lincoln	38	Santa Monica & Highland
12	Broadway & Ave 19	39	Santa Monica & Westwood
13	Broadway Bridge	40	Santa Monica & Wilshire
14	Burbank & Topanga Cyn	41	Sunset & Hyperion
15	Century & Central	42	Sunset & Echo Park
16	Cesar Chavez & Soto	43	Van Nuys & Glenoaks
17	Colorado & Eagle Rock	44	Van Nuys & Laurel Canyon
18	Cypress & Merced	45	Venice & Lincoln
19	Figueroa & Pasadena	46	Venice & National
20	Fountain & Vermont	47	Ventura & Laurel Canyon
21	Hollywood & Highland	48	Verdugo & Eagle Rock
22	Idaho & Bundy	49	Washington & Marvin Braude
23	Kittridge & DeSoto	50	Washington & Compton
24	LA River & BaumBridge	51	Wilshire & Westholme
25	Lankershim & Vineland	52	Wilshire & Western
26	LeConte & Westwood	53	Woodman & Orange Line
27	LosFeliz & Riverside	54	York & Ave 50



# Map 1 Los Angeles Bicycle and Pedestrian Count Locations



## 2011 Count Results

### Part One – 2011 Findings

Data were collected at 54 intersections. These locations are listed in Table 1, which is repeated below. A complete count (a full morning, evening, and weekend count) was obtained at 33 of those intersections. These 33 intersections are highlighted in yellow. The primary analysis of cyclist and pedestrian counts by time periods, intersection infrastructure, and rider gender and behavior draws only upon the data from those 33 locations where data are complete. The remaining 21 locations without complete data are included in the summary tables in Appendix 1 at the end of this report. Similarly, 17 intersections had complete data for both years (2009, 2011) the count was conducted. Those intersections are discussed in the comparative analysis section below.

**Table 1**  
**2011 Los Angeles Bicycle and Pedestrian Count Locations**

Intersection		Intersection	
1	1st & Alameda	28	Manchester & Hoover
2	1st & Soto	29	MLK & Main
3	4th & Wilton	30	MLK & Leimert
4	7th & Alvarado	31	National Blvd & Overland
5	7th & Figueroa	32	National Pl & Overland
6	8th & LaBrea	33	Ohio & Sepulveda
7	9th & Pacific	34	Orange Line & Reseda
8	30th & Hoover	35	Park & Glendale
9	Adams & Normandie	36	PCH & Temescal Cyn
10	Ballona Creek & Marvin Braude Bike Path	37	San Fernando & Tuxford
11	Bluff Creek & Lincoln	38	Santa Monica & Highland
12	Broadway & Ave19	39	Santa Monica & Westwood
13	Broadway Bridge	40	Santa Monica & Wilshire
14	Burbank & Topanga Cyn	41	Sunset & Hyperion
15	Century & Central	42	Sunset & Echo Park
16	Cesar Chavez & Soto	43	Van Nuys & Glenoaks
17	Colorado & Eagle Rock	44	Van Nuys & Laurel Canyon
18	Cypress & Merced	45	Venice & Lincoln
19	Figueroa & Pasadena	46	Venice & National
20	Fountain & Vermont	47	Ventura & Laurel Canyon
21	Hollywood & Highland	48	Verdugo & Eagle Rock
22	Idaho & Bundy	49	Washington & Marvin Braude
23	Kittridge & DeSoto	50	Washington & Compton
24	LA River & BaumBridge	51	Wilshire & Westholme
25	Lankershim & Vineland	52	Wilshire & Western
26	LeConte & Westwood	53	Woodman & Orange Line
27	LosFeliz & Riverside	54	York & Ave 50

Much of the analysis in this report focuses on bicycling as the Count was primarily oriented towards people who bicycle. In addition, when choosing intersections, LACBC gave priority to those where we expected to observe many bicyclists. As a result, our choices do not correspond perfectly with all areas of the city where many people may walk.

(Note: Unless otherwise indicated, all tables and maps<sup>1</sup> referred to in the text appear at the end of this report in Appendices 1 and 2, respectively. Tables and maps appear in the appendix in the order in which they are discussed in the report.)

## **Section One: Complete Intersections**

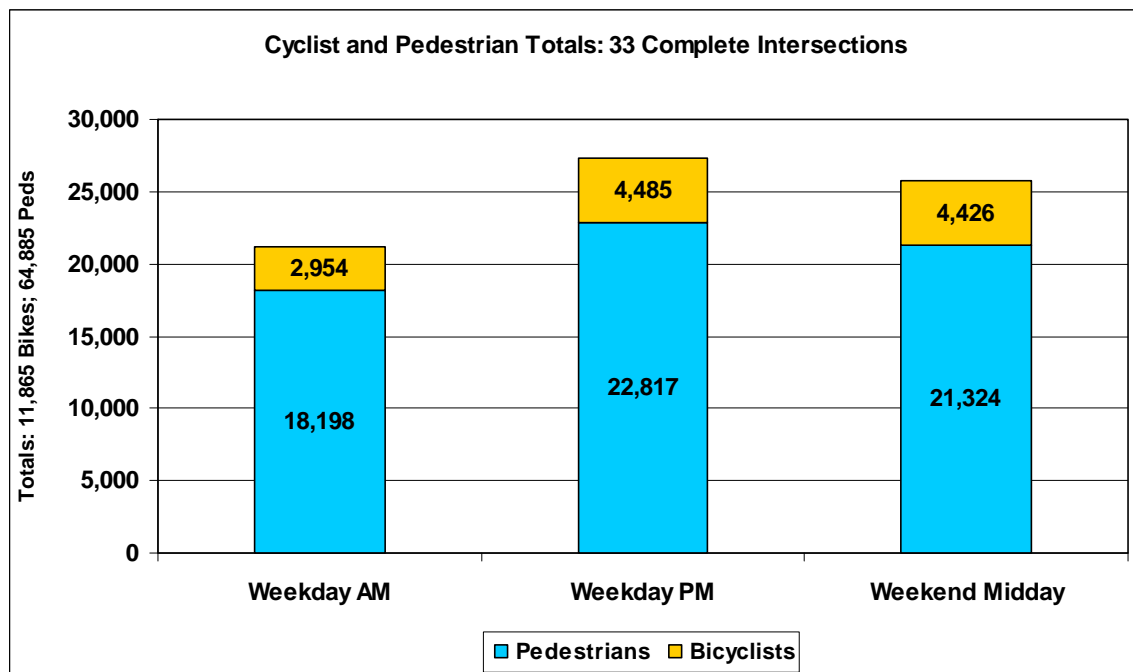
### ***General Findings***

**Tables 2-3: Pedestrian & Bicyclist Count Data** show the data collected at the 33 locations where complete counts were conducted.

Main findings:

1. The total number of bicyclists counted at these intersections was 11,865<sup>2</sup>. The total number of pedestrians was 64,885. The weekday evening count had the greatest number of both cyclists and pedestrians; however its margin over the weekend total is small. The ratio of cyclists to pedestrians was similar across the evening and weekend time periods. On the other hand, there were 35% more cyclists and 20% more pedestrians during the evening count than during the morning count.

**Figure 1**



<sup>1</sup> The maps represent data from all 54 intersections from which data were collected, not just the 33 complete intersections.

<sup>2</sup> That is 79% of the total number of bicyclists counted (15,115).

1. Totaling up the counts for all three time periods, the greatest number of cyclists was counted at the Ballona Creek & Marvin Braude bike paths (1,903). For all three time periods, the greatest number of pedestrians was counted at the intersection of Hollywood and Highland (7,450).

2. Of the 33 intersections in the study with complete data, the ten intersections with the highest total number of bicyclists were:

- |  |                                |
|--|--------------------------------|
| 1. Ballona Creek & Marvin Braude (1,903) | 6. Century & Central (509)     |
| 2. 30th & Hoover (1,425)                 | 7. Venice & National (372)     |
| 3. Washington & Marvin Braude (1,132)    | 8. Ohio & Sepulveda (365)      |
| 4. 7 <sup>th</sup> & Alvarado (661)      | 9. Woodman & Orange Line (357) |
| 5. 7 <sup>th</sup> & Figueroa (516)      | 10. Sunset & Hyperion (333)    |

The ten intersections with the highest total number of pedestrians were:

- |                                       |                                   |
|---------------------------------------|-----------------------------------|
| 1. Hollywood & Highland (7,450)       | 6. Cesar Chavez & Soto (5,515)    |
| 2. 7 <sup>th</sup> & Alvarado (7,319) | 7. Sunset & Hyperion (2,349)      |
| 3. 7 <sup>th</sup> & Figueroa (6,709) | 8. 1 <sup>st</sup> & Soto (2,135) |
| 4. Wilshire & Western (6,129)         | 9. Van Nuys & Glenoaks (1,884)    |
| 5. LeConte & Westwood (6,076)         | 10. Orange Line & Reseda (1,718)  |

3. The five intersections with the highest number of cyclists during the weekday AM count were:

- |  |                                     |
|--|-------------------------------------|
| 1. 30 <sup>th</sup> and Hoover (442)   | 4. 7 <sup>th</sup> & Figueroa (162) |
| 2. Ballona Creek & Marvin Braude (426) | 5. Ohio & Sepulveda (156)           |
| 3. Washington & Marvin Braude (181)    |                                     |

The five intersections with the lowest number of cyclists during the weekday AM count were:

- |                                |  |
|--------------------------------|--|
| 1. National Pl & Overland (19) | 4. San Fernando & Tuxford (26)                   |
| 2. Park & Glendale (20)        | 5. Wilshire & Western and Century & Central (31) |
| 3. Burbank & Topanga Cyn (22)  |  |

The five intersections with the highest number of cyclists during the weekday PM count were:

- |  |                                     |
|--|-------------------------------------|
| 1. 30 <sup>th</sup> & Hoover (643)     | 4. Washington & Marvin Braude (335) |
| 2. 7 <sup>th</sup> & Alvarado (442)    | 5. 7 <sup>th</sup> & Figueroa (239) |
| 3. Ballona Creek & Marvin Braude (400) |                                     |

The five intersections with the lowest number of bicyclists during the weekday PM count were:

- |                                  |                                |
|----------------------------------|--------------------------------|
| 1. Burbank & Topanga Cyn (23)    | 4. Park & Glendale (38)        |
| 2. 4 <sup>th</sup> & Wilton (35) | 5. San Fernando & Tuxford (40) |
| 3. Wilshire & Westholme (37)     |                                |

The five intersections with the highest number of bicyclists from the weekend midday count were:

- |   |                                    |
|---|------------------------------------|
| 1. Ballona Creek & Marvin Braude (1077) | 4. 30 <sup>th</sup> & Hoover (340) |
| 2. Washington & Marvin Braude (616)     | 5. Los Feliz & Riverside (132)     |
| 3. Century & Central (405)              |                                    |

Lastly, the five intersections with the lowest number of cyclists from the weekend midday count were:

- |                                |                                  |
|--------------------------------|----------------------------------|
| 1. Wilshire & Westholme (11)   | 4. 4 <sup>th</sup> & Wilton (26) |
| 2. National Pl & Overland (24) | 5. LeConte & Westwood (28)       |
| 3. San Fernando & Tuxford (25) |                                  |

4. Certain intersections saw a higher relative proportion of bicyclists either during the week or on the weekend. [Table 4](#) lists the average number of cyclists counted during the week and weekend. It also includes whether an intersection has any form of bicycle infrastructure. As shown on the table, some intersections had a much higher number of people bicycling during one time period over the other. For example, an average of 543 cyclists were counted during the week at 30<sup>th</sup> & Hoover, whereas a relatively smaller number (340) were observed on the weekend. By contrast, Ballona Creek & Marvin Braude saw a large disparity between its average weekday (413) and weekend (1077) counts. Finally, the counts at some intersections were virtually unchanged from weekday to weekend. Orange Line & Reseda, for instance had an average of 105 bicyclists on the weekday counts and 115 on the weekend.

In general, it would appear that any difference between the weekday and weekend ridership totals is related to three factors: 1) the type of bicycling (recreational vs. utilitarian) for which many or most cyclists are using a given thoroughfare; 2) (and related to #1) the presence of certain types of bicycling infrastructure; and 3) the proximity of a thoroughfare to major transit nodes and/or institutions (e.g.,

universities). Returning to the three examples above, we see that 30<sup>th</sup> and Hoover likely has a greater proportion of weekday bicycle traffic due to its proximity to USC. Conversely, Ballona Creek and Marvin Braude is at the intersection of two Class I bike paths popular with recreational riders who are more likely to be out during the weekend. Finally, Orange Line and Reseda sits at a major bus line in and a Class I bike path. If there is any pattern at all to the use of certain streets and paths during the week versus the weekend, it is largely related to the location of the intersection and not the presence of a certain kind of infrastructure<sup>3</sup>.

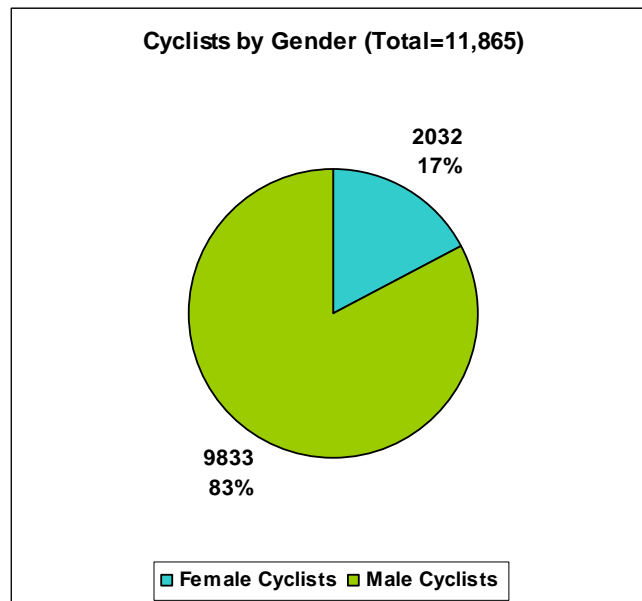
5. Maps 2-7 show bicyclist and pedestrian volumes at the count locations overlaid on the U.S. Census' Journey to Work (CJW) data. The CJW shows areas within the city where high concentrations of people reported either walking or biking as their primary mode of travel to work. As the maps show, most of the Count locations correspond to areas of higher utilization of these active transportation modes. More notably, *the volume of bicyclists and pedestrians counted at each time point in these areas appears in many instances to exceed the total from the CJW*. This suggests that the level of active transportation utilization in Los Angeles is underreported in the U.S. Census data.

### Gender

**Tables 5-8** show the data collected relating to the gender of bicyclists observed during the Count. Main findings:

1. Figure 2 illustrates the overall proportions of female and male riders for the 33 complete intersections. As the graph shows, fewer than 1 in 5 cyclists counted were women. The proportion of women cyclists did not vary by time period.<sup>4</sup> Thus, while female ridership remains quite low in comparison to men, the rate of bicycling among women was not related to the time of day or the time of the week.

**Figure 2**



<sup>3</sup> The presence of bicycle infrastructure is related to higher overall ridership, as discussed in the Infrastructure section below.

<sup>4</sup> The percentage of women cyclists for the entire count of all 54 intersections was 16%, so at 17% the 33 intersections discussed here are a close approximation.

2. The five intersections with the highest percentages of women cyclists were:

- |                                     |  |
|-------------------------------------|--|
| 1. 30th & Hoover (38%)              | 4. Ballona Creek (20%)   |
| 2. Wilshire & Westholme (26%)       | 5. Le Conte & Westwood, National Pl & Overland, Ohio & Sepulveda, and Orange Line & Reseda (19%) |
| 3. Washington & Marvin Braude (21%) |  |

The five intersections with the lowest percentages were:

- |  |   |
|--|---|
| 1. Van Nuys & Laurel Canyon (0%)   | 4. 1 <sup>st</sup> & Soto and Cypress & Merced (6%) |
| 2. San Fernando & Tuxford (4%)   | 5. Century & Central and Wilshire & Western (8%)    |
| 3. Cesar Chavez & Soto, Hollywood & Highland, and Van Nuys & Glenoaks (5%) |   |

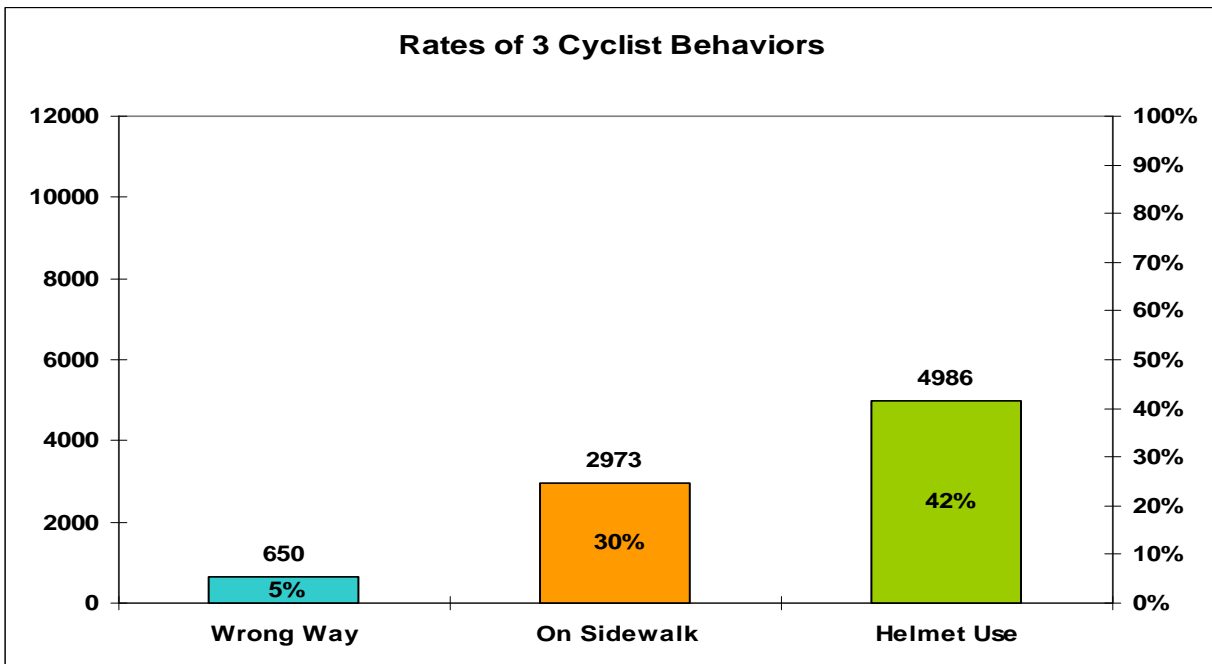
3. Seven of the 8 intersections with the highest percentage of women bicyclists have some form of bicycle infrastructure. Only three of the 9 intersections with the lowest percentages have infrastructure for cycling. This will be discussed further in the *Infrastructure* section below.

## Bicycling Behavior

[Tables 9-12](#) provide data on helmet use, wrong-way riding, and sidewalk riding. Main findings:

1. Figure 3 shows the incidence of wrong-way riding, sidewalk riding, and helmet use for the 33 target intersections. A small percentage (5%) of cyclists were observed riding the wrong way down the street. Almost one-third of the cyclists counted at these intersections were riding on the sidewalk<sup>5</sup>. Taken together, over one-third of the cyclists counted at the 33 intersections were engaged in these behaviors. Finally, less than half (42%) of the cyclists counted were wearing a helmet.

**Figure 3**



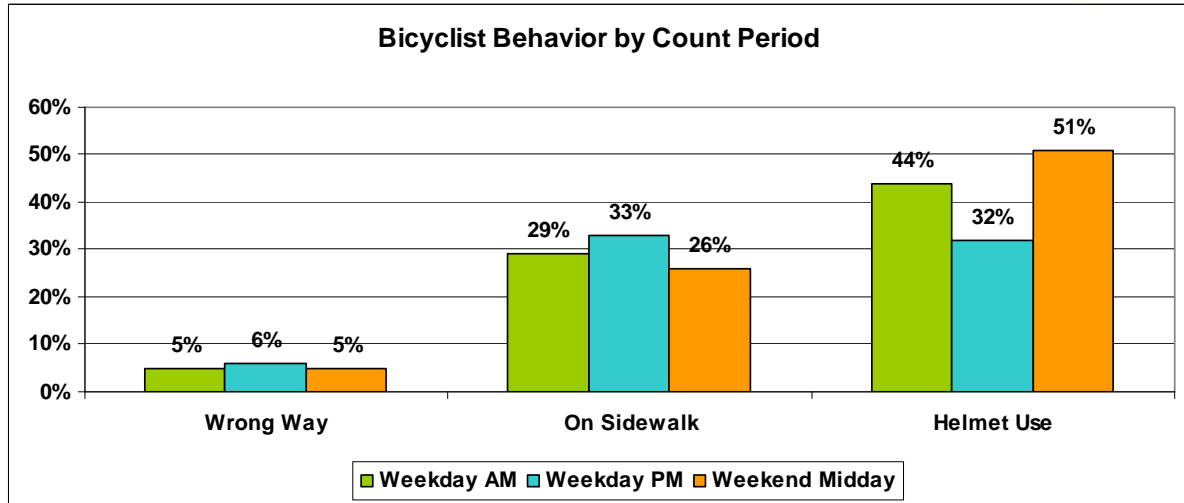
2. Figure 4 shows that the distribution of these behaviors was not even among the three time periods, especially for the rate of helmet use. Forty-four percent of riders counted during the morning wore helmets. That percentage fell to 32% during the evening and rose to 51% during the weekend count. The number of cyclists riding on the sidewalk occurred in a reverse, though not as drastic, trend, rising from 29% to 33% from morning to evening, then falling to 26% during the weekend<sup>6</sup>. Wrong way riding stayed constant, never varying by more than 1% from one count period to another. In short, cyclists were observed wearing helmets more frequently on the weekend. On the other hand, cyclists were less—though not substantially—likely to be observed riding on the sidewalk during the weekend. The frequency of wrong-way riding stayed essentially unchanged across time periods.

<sup>5</sup> Ballona Creek & Marvin Braude was omitted from the total for sidewalk riding because there is no available sidewalk at either of the intersecting paths. The percentage of sidewalk riders was calculated from the total number of bicyclists counted at the remaining 32 intersections (N=9,962).

<sup>6</sup> As with the aggregate percent in figure 3, Ballona Creek & Marvin Braude was not included.



Figure 4



3. Helmet use and sidewalk riding appear to vary depending on the time period. The frequency of all three behaviors also varies by intersection. The five intersections with the highest overall percentage of helmeted cyclists were:

1. Century & Central (74%)
2. Los Feliz & Riverside (73%)
3. Ballona Creek (68%)
4. Wilshire and Westholme (66%)
5. Sunset & Hyperion (62%)

The five intersections with the lowest overall percentage of helmeted cyclists were:

1. 30th & Hoover (5%)
2. Van Nuys & Glenoaks (10%)
3. Van Nuys & Laurel Canyon (14%)
4. Cesar Chavez & Soto (15%)
5. 1<sup>st</sup> & Soto (18%)

All five of the intersections with the highest observed rates of helmet use have streets with some kind of bicycle infrastructure. Two of the five intersections with the lowest percentages (30th & Hoover and Van Nuys & Glenoaks) have bicycle infrastructure. These two intersections also happen to have had the lowest absolute rates of helmet use among all 33 of the target intersections.

4. The five intersections with the highest overall percentages of sidewalk riding were:

1. Van Nuys & Glenoaks (84%)
2. Van Nuys & Laurel Canyon (74%)
3. Burbank & Topanga Canyon (71%)
4. Cesar Chavez & Soto (69%)
5. Wilshire & Western (67%)

The five intersections with the lowest overall percentages of sidewalk riding were:<sup>7</sup>

- |                                    |                                   |
|------------------------------------|-----------------------------------|
| 1. Washington & Marvin Braude (4%) | 4. Woodman & Orange Line (11%)    |
| 2. Sunset & Hyperion (9%)          | 5. 4 <sup>th</sup> & Wilton (14%) |
| 3. Park & Glendale (11%)           |                                   |

With the exception of Van Nuys & Glenoaks<sup>8</sup> none of the intersections with the highest rates of sidewalk riding have bicycle infrastructure. On the other hand, four of the five intersections with the lowest overall rates of sidewalk riding have some kind of infrastructure. In addition, two of the intersections with the lowest rates of sidewalk riding (Washington & Marvin Braude and Woodman & Orange Line) have a Class I bike path (and thus no sidewalk) running in one direction.

5. The five intersections with the highest percentages of wrong way riding are:

- |                                     |                            |
|-------------------------------------|----------------------------|
| 1. Van Nuys & Glenoaks (44%)        | 4. Century & Central (14%) |
| 2. Burbank and Topanga Canyon (25%) | 5. Cypress & Merced (13%)  |
| 3. Van Nuys & Laurel Canyon (20%)   |                            |

While the overall percentage of wrong way riders is low, the frequency of this behavior at some intersections was in fact quite high. Three of the five intersections with the highest rate of wrong way riding have bicycle infrastructure.

The five intersections with the lowest rates of wrong way riding were:

- |  |  |
|--|--|
| 1. Ohio & Sepulveda, and Wilshire & Westholme (0%)   | 4. 7 <sup>th</sup> & Figueroa and National Pl & Overland (3%)                          |
| 2. 4 <sup>th</sup> & Wilton, Park & Glendale, Venice & National, and Washington & Marvin Braude (1%) | 5. 1 <sup>st</sup> & Alameda, 8 <sup>th</sup> & LaBrea, and Colorado & Eagle Rock (4%) |
| 3. San Fernando & Tuxford, Sunset & Hyperion, and York & Ave 50 (2%)                                 |  |

Given that this list includes a total of 15, or nearly half, of the 33 target intersections goes to show how infrequently wrong way riding was observed. Although some intersections saw a high rate of this behavior, its overall prevalence was low.

<sup>7</sup> This list includes only intersections with an existing sidewalk running in at least one direction.

<sup>8</sup> Glenoaks has a Class II bike lane south of Van Nuys. North of Van Nuys, there is no bike lane and the road becomes one designated by LADOT as unsuitable for bicycling.

## ***Infrastructure***

**Table 13** below describes some of the differences in bicyclist volumes at each location. In this table, intersections have been ranked from the highest total number of bicyclists observed to the lowest total number. The rightmost column indicates the type of infrastructure. A '1' signifies that at least one of the directions features a Class I Bike Path, which is an off-road facility. A '2' signifies that at least one of the directions features a Class II Bike Lane. For analytic purposes, Class III Bike Routes, which are shared roads marked with signs were broken out into two categories: lanes marked with "sharrows" (a shared-lane marking imprinted on the surface of the road at regular intervals) are indicated with a '3' in the table; roads whose Class III status is designated by street signage are indicated with a '4'.

Table 13 has been color-coded to better illustrate the relationship between the number of people bicycling and the type of bicycle infrastructure provided at the intersection. The top 10 intersections feature either Class I or Class II bikeways. Note that ridership at intersections with no bicycle infrastructure tend to have ridership on par with intersections with Class III Bike Routes. Four of the six intersections with Class III routes are in the bottom one-third of ridership totals.

Table 13 – Cyclists by Infrastructure

Intersection	Total Cyclists	Infrastructure Type
Ballona Creek	1903	1
30th & Hoover	1425	2
Washington & Marvin Braude	1132	1
7th & Alvarado	661	2
7th & Figueroa	516	2
Century & Central	509	2
Venice & National	372	2
Ohio & Sepulveda	365	2
Woodman & Orange Line Station	357	1
Sunset & Hyperion	333	2
Orange Line & Reseda	324	1
Cesar Chavez & Soto	303	none
Wilshire & Western	296	none
1st & Soto	277	none
LeConte & Westwood	277	2
Figueroa & Pasadena	254	none
Fountain & Vermont	250	3
Los Feliz & Riverside	232	4
1st & Alameda	231	none
Cypress & Merced	211	2
Van Nuys & Laurel Canyon	182	none
Van Nuys & Glenoaks	177	2
York & Ave 50	168	2
Hollywood & Highland	160	none
8th & LaBrea	139	none
Colorado & Eagle Rock	138	4
Santa Monica & Wilshire	135	none
4th & Wilton	102	3, 4
National Pl & Overland	91	none
San Fernando & Tuxford	91	none
Park & Glendale	87	4
Burbank & Topanga Canyon	85	none
Wilshire & Westholme	82	3,4

Key: 1=Bike Path; 2=Bike Lane; 3=Bike Sharrows; 4=Bike Route

**Table 14** shows the percentage of women riders by infrastructure type. These intersections are ranked according to the percentage of women cyclists. As mentioned in the *Gender* section, the highest percentages of women cyclists were at intersections that have at least one street with bicycle infrastructure.

**Table 14 - % Female by Infrastructure**

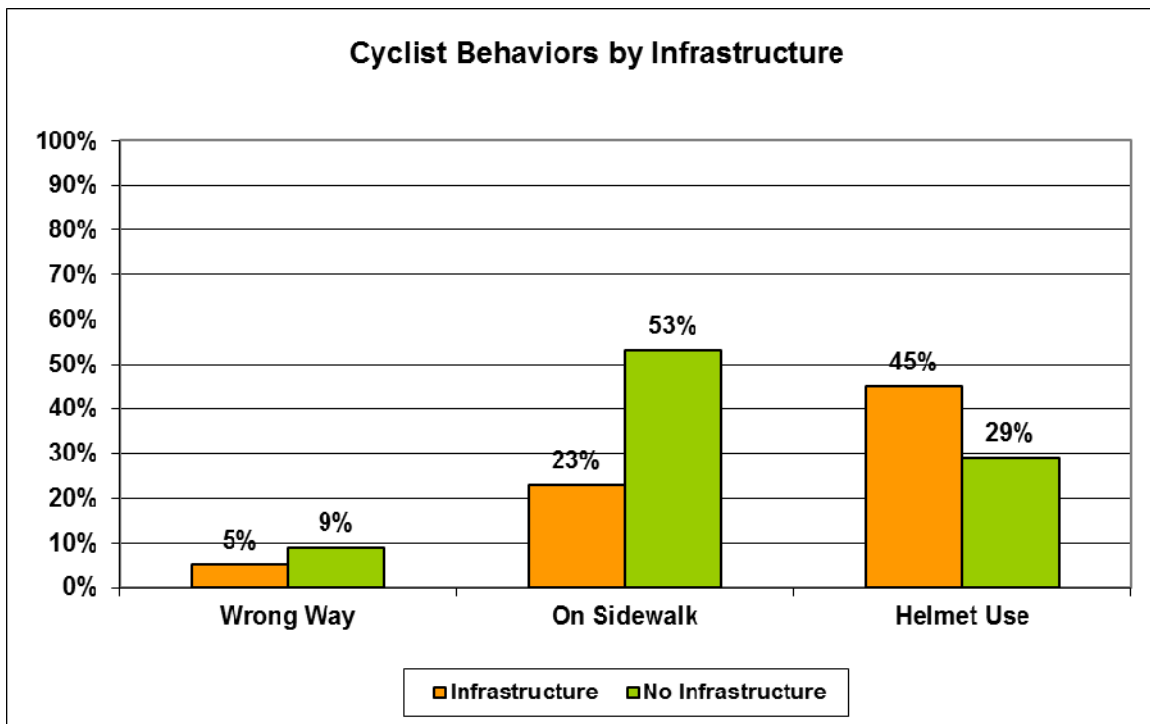
Intersection	% Female Cyclists	Infrastructure Type
McClintock & Hoover	38%	2
Wilshire & Westholme	26%	4
Washington & Marvin Braude	21%	1
Ballona Creek & Marvin Braude	20%	1
LeConte & Westwood	19%	2
Ohio & Sepulveda	19%	2
Orange Line & Reseda	19%	1
National Pl & Overland	19%	none
4th & Wilton	17%	3, 4
8th & LaBrea	17%	none
7th & Alvarado	16%	2
Los Feliz & Riverside	14%	4
Venice & National	13%	2
Sunset & Hyperion	13%	2
Santa Monica & Wilshire	12%	none
Woodman & Orange Line Station	12%	1
1st & Alameda	12%	none
7th & Figueroa	12%	2
Colorado & Eagle Rock	12%	4
Park & Glendale	11%	4
Figueroa & Pasadena	11%	none
Burbank & Topanga Cyn	11%	none
Fountain & Vermont	10%	3
York & Ave 50	10%	2
Century & Central	8%	2
Wilshire & Western	8%	none
1st & Soto	6%	none
Cypress & Merced	6%	2
Cesar Chavez & Soto	5%	none
Hollywood & Highland	5%	none
Van Nuys & Glenoaks	5%	2
San Fernando & Tuxford	4%	none
Van Nuys & Laurel Canyon	0%	none

Key: 1=Bike Path; 2=Bike Lane; 3=Bike Sharrows; 4=Bike Route

The percentage of female cyclists counted at intersections with some form of bicycle infrastructure was 19%, more than double the percentage observed at intersections without any kind of infrastructure (9%). It would seem that the rate of female ridership is related to the presence of bicycling infrastructure, particularly Class I or II bikeways.

[Tables 15-20](#) show the frequency of bicycling behaviors and infrastructure. As with gender, there is a clear relationship between the presence of some kind of bicycle infrastructure and the frequency of both helmet use and sidewalk riding. Figure 7 displays the incidence of wrong-way riding, sidewalk riding, and helmet use when bicycle infrastructure is present and when it is absent.

**Figure 7**



As figure 7 shows, over one-half of the people riding through intersections without bicycle infrastructure were on the sidewalk. By contrast, less than one-quarter of the riders observed at intersections where infrastructure was present were on the sidewalk. Helmet use followed a reverse pattern. Forty-five percent of people riding through intersections where infrastructure was present were wearing helmets. On the other hand, that percentage drops to 29% on streets with no infrastructure. Finally, we see that the frequency of wrong-way riding through intersections with no infrastructure is nearly double that of intersections with infrastructure. The rate of wrong-way riding is nevertheless low in any case.

### **Section Two: Additional Summary Findings**

In addition to data from the 33 complete intersections we looked at all intersections that had complete data for a single time period (weekday AM, weekday PM, or weekend midday). Forty-four intersections had complete data for just the weekday morning period, 41 had a complete count for the weekday evening, and 48 had a complete count for the weekend.

While this method does not allow us to make general statements about the data, it does provide a fuller picture of the information collected at each time period.

[Tables 21-23](#) show the bicyclist totals at intersections with complete data at each time period; [tables 24-29](#) show the incidence of bicyclist behaviors and the prevalence of female riders at each time period.

Main findings:

1. The ten intersections with the highest number of bicyclists during the AM count were:

- |  |  |
|--|--|
| 1. 30 <sup>th</sup> & Hoover (442)     | 6. 7 <sup>th</sup> & Figueroa (162)              |
| 2. Ballona Creek & Marvin Braude (426) | 7. Ohio & Sepulveda and PCH & Temescal Cyn (156) |
| 3. Venice & Lincoln (195)              | 8. Venice & National (127)                       |
| 4. Washington & Marvin Braude (181)    | 9. 7 <sup>th</sup> & Alvarado (117)              |
| 5. MLK & Main (165)                    | 10. LeConte & Westwood (113)                     |

The ten intersections with the highest number of bicyclists during the PM count were:

- |  |                                     |
|--|-------------------------------------|
| 1. 30 <sup>th</sup> & Hoover (643)     | 6. 7 <sup>th</sup> & Figueroa (239) |
| 2. 7 <sup>th</sup> & Alvarado (442)    | 7. LA River & Baum Bridge (174)     |
| 3. Ballona Creek & Marvin Braude (400) | 8. Wilshire & Western (171)         |
| 4. Washington & Marvin Braude (335)    | 9. Venice & National (158)          |
| 5. Venice & Lincoln (242)              | 10. Woodman & Orange Line (143)     |

The ten intersections with the highest number of bicyclists during the weekend count were:

- |   |                                      |
|---|--------------------------------------|
| 1. Ballona Creek & Marvin Braude (1077) | 6. MLK & Main (163)                  |
| 2. Washington & Marvin Braude (616)     | 7. Los Feliz & Riverside (132)       |
| 3. Century & Central (405)              | 8. Sunset & Hyperion (131)           |
| 4. 30 <sup>th</sup> & Hoover (340)      | 9. Cesar Chavez & Soto (124)         |
| 5. LA River & Baum Bridge (203)         | 10. 7 <sup>th</sup> & Figueroa (115) |

2. Bicyclist Behaviors: The frequency of bicyclist behaviors for this group of intersections was consistent with those of the 33 complete intersections discussed above. The rate of wrong-way riding was 5% for the AM count, 6% for the PM count, and 5% for the weekend count. Twenty-eight percent of cyclists were observed using the sidewalk during the AM count, 30% during the PM count, and 23% on the weekend. Helmet use was at 43% during the AM count, 33% during the PM, and 50% on the weekend.

3. Female ridership was also nearly equivalent to the 33 complete intersections. Sixteen percent of the bicyclists in the AM intersections were women. During the PM count, 17% of the bicyclists were female. Finally, female ridership was at 15% on the weekend.

[Tables 30-33 Pedestrian & Bicyclist Count Data for all Locations](#) provides all of the data collected during the AM, PM and weekend counts.

**Part Two – 2009 – 2011 Comparison**

LACBC also conducted the Bicycle and Pedestrian Count in 2009. A total of 17 intersections have complete counts for both 2009 and 2011, allowing us to compare them for changes in rates of ridership, frequency of behaviors, etc. In addition, a larger number of intersections were available for comparison at each separate time period (AM, PM, weekend).

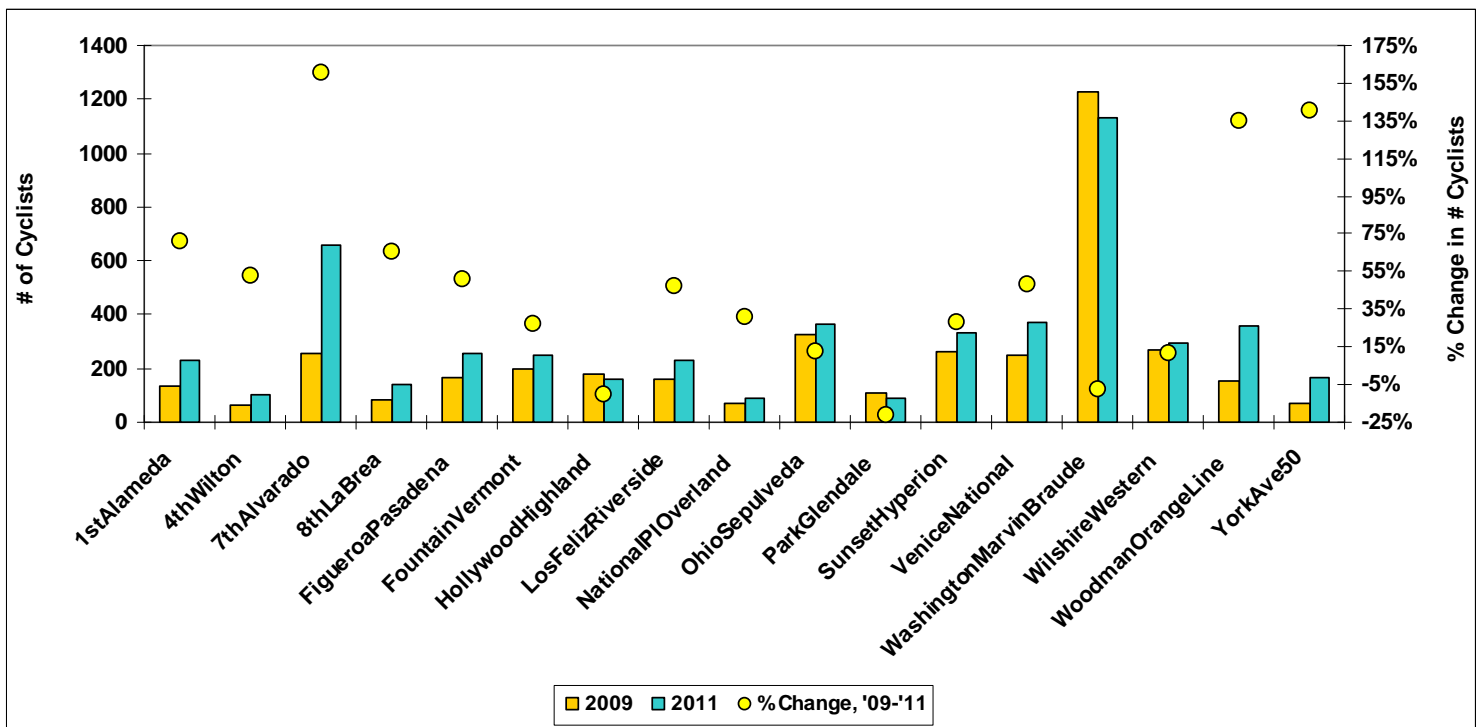
**Section One: Complete Intersections**

[Table 34](#) lists the 17 intersections with complete data, along with their total number of bicyclists for 2009 and 2011. Table 33 also shows the percent change in the number of bicyclists counted between the two years.

***General Findings***

Figure 8 shows the number of cyclists counted at each of the 17 intersections for 2009 and 2011. The percent change in the number of cyclists counted at each intersection is indicated by the yellow dots.

**Figure 8**

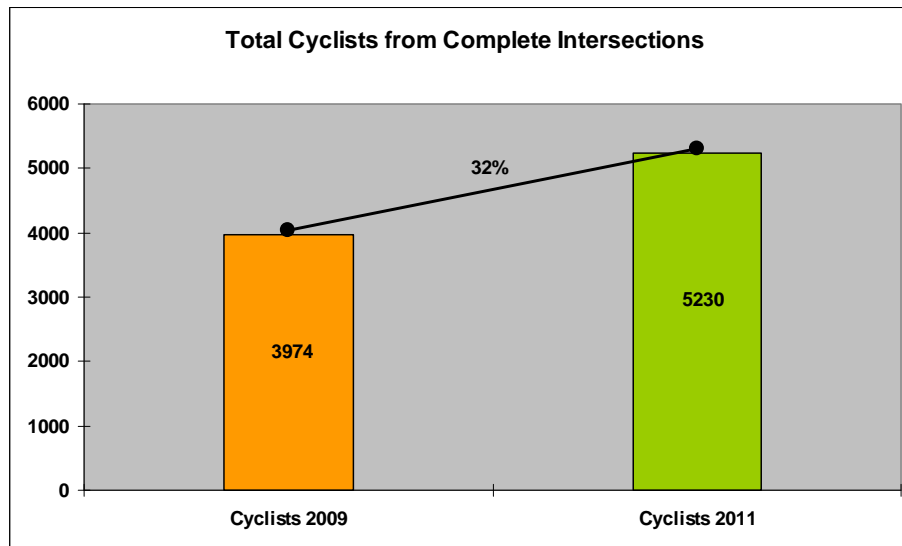


As illustrated by figure 8, most intersections saw increased ridership from 2009 to 2011. Only three intersections had a decrease. None of the other 14 had less than a double-digit percentage increase in



the number of bicyclists. Overall, the number of bicyclists counted at these 17 intersections went up 32% from 2009 to 2011.

**Figure 9**



The five intersections with the greatest percentage increases in ridership were:

- |                                      |                                    |
|--------------------------------------|------------------------------------|
| 1. 7 <sup>th</sup> & Alvarado (161%) | 4. 1 <sup>st</sup> & Alameda (71%) |
| 2. York & Ave 50 (150%)              | 5. 8 <sup>th</sup> & LaBrea (65%)  |
| 3. Woodman & Orange Line (135%)      |                                    |

The five intersections with the lowest increases were:

- |                                 |                             |
|---------------------------------|-----------------------------|
| 1. National Pl & Overland (31%) | 4. Ohio & Sepulveda (12%)   |
| 2. Sunset & Hyperion (28%)      | 5. Wilshire & Western (11%) |
| 3. Fountain & Vermont (27%)     |                             |

Three intersections had declines in observed ridership:

1. Washington & Marvin Braude (-8%)
2. Hollywood & Highland (-10%)
3. Park & Glendale (-22%)

**Tables 35-37** show the counts for these intersections by time period. These tables also show the percent change in the number of bicyclists at each intersection and overall. Main findings:

1. All three time periods showed a total increase in the number of bicyclists. The AM and weekend periods had nearly equal percentage increases (AM=18%, weekend=16%). The PM count for these intersections, however, had a huge gain of 56%.

2. None of the intersections saw declines in ridership during the weekend. Some intersections during the weekday counts did show declines.

3. Most of the total gain in ridership was driven by increases in the AM and PM time periods, suggesting that a larger share of the people counted in 2011 were riding for non-recreational purposes.

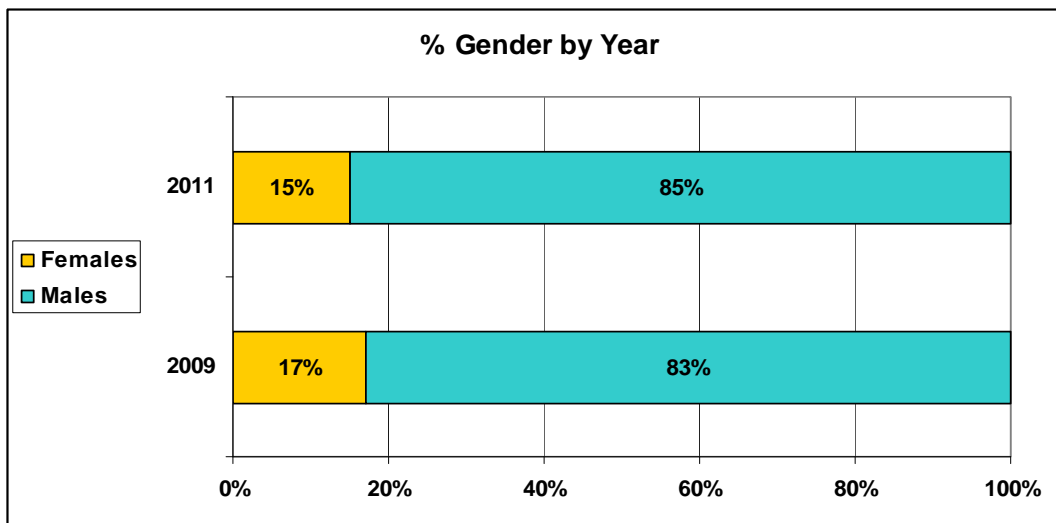
### **Gender**

[Table 38](#) shows the number of female riders in 2009 and 2011 along with the percentage of female bicyclists at each intersection and overall. The data from this table shows three main findings.

1. These intersections had an 18% increase in the number of women bicycling counted from 2009 to 2011. However, an increase is to be expected given that the total number of people counted also went up.

2. The proportion of women bicyclists actually declined slightly at these intersections from 2009 to 2011. Figure 10 displays this change.

**Figure 10**



While the decrease (2%) was not substantial, it does suggest that the general rate of female ridership is stagnant.

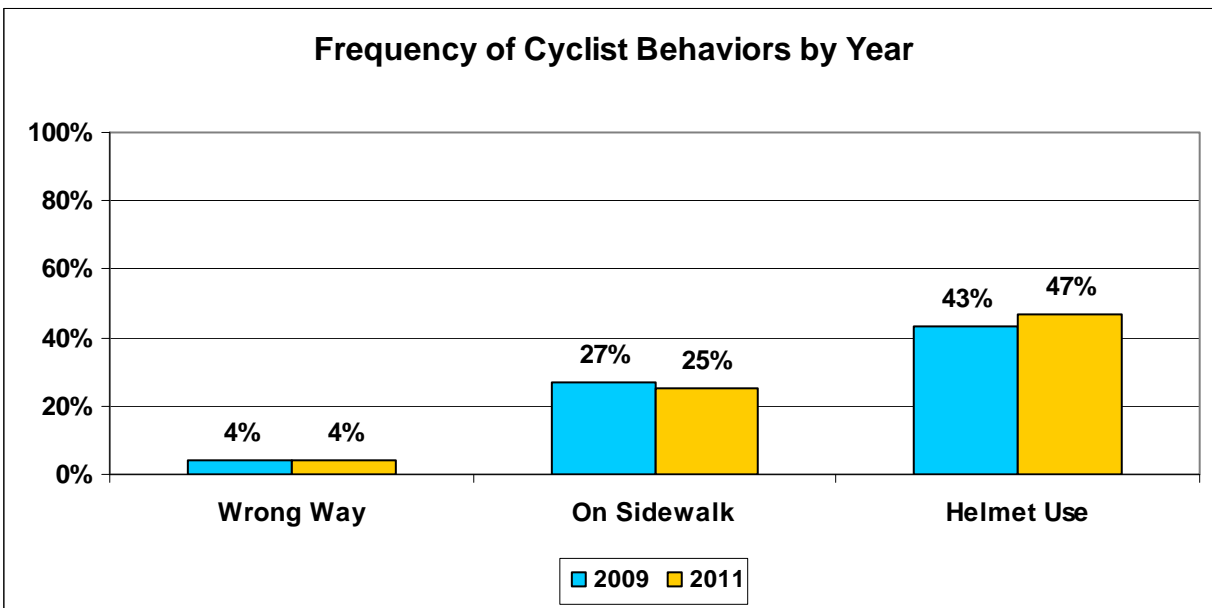
3. The percentage of women bicyclists evened out across intersections from 2009 to 2011. Whereas in 2009 there was a high degree of variation in the proportion of female to male cyclists across the intersections, the count in 2011 showed greater consistency from one intersection to the next in the percentage of female cyclists. However, this also means that many intersections saw declines in the percentage of women bicyclists.

## Bicyclist Behaviors

[Tables 39-41](#) show the number of bicyclists observed wearing helmets, riding on the sidewalk, or riding the wrong way for 2009 and 2011 at the 17 target intersections. The tables also include the percentage of the behaviors for each year. Main findings:

1. The incidence of the three target behaviors did not vary greatly from one year to the other, as shown in figure 11.

Figure 11



Wrong way riding saw no change in overall frequency. Sidewalk riding declined slightly and helmet use increased by a small margin.

## Infrastructure

Observations of any changes in ridership related to infrastructure among these 17 intersections are complicated by the fact that four of these intersections (4<sup>th</sup> & Wilton, 7<sup>th</sup> & Alvarado, Fountain & Vermont, and York & Ave 50) underwent some form of bicycle infrastructure enhancement between 2009 and 2011. These four intersections have been omitted from the part of this section that compares intersections with bicycle infrastructure and those without.

[Tables 42 and 43](#) show the number of bicyclists counted in 2009 and 2011 at intersections with infrastructure and those without<sup>9</sup>. The tables also display the type of infrastructure and the percent change in the number of cyclists from one year to the other.

<sup>9</sup> Here, we omit from analysis the four intersections that received new infrastructure between those years.

The primary finding here is that of the 13 intersections with data available for both years, those without any infrastructure had the greatest overall increase (30%) in the number of cyclists. Despite a more modest gain in ridership of 16%, the intersections with infrastructure constituted a larger share of the total number of cyclists counted.

[Tables 44 and 45](#) show the number of bicyclists counted in 2009 and 2011 at intersections that received bicycle infrastructure (either entirely new or an improvement to existing infrastructure) between 2009 and 2011 and those intersections that did not. Main findings:

1. The four intersections that received bicycle infrastructure improvements between 2009 and 2011 saw a 101% increase in the number of bicyclists. The remaining 13 intersections saw a relatively modest, but still impressive, increase of 19%.

2. Certain types of bicycle infrastructure brought larger increases in ridership. Streets that received Class II bikeways (7<sup>th</sup> & Alvarado and York & Ave 50) Had triple-digit percentage gains in ridership between 2009 and 2011. Streets that received Class III bikeway improvements (4<sup>th</sup> & Wilton and Fountain & Vermont) also had large percentage increases, but not to the same degree.

To summarize the observed relationship between infrastructure and the number of people on bicycles, we found that: 1) Among intersections that received no changes to their existing state between 2009 and 2011, the greatest percentage increase in cyclists was on streets with no bicycle infrastructure. However, more cyclists overall used streets with infrastructure than without. 2) Streets that received new bicycle infrastructure between 2009 and 2011 saw double the number of cyclists from one year to the other, whereas the remaining streets saw a gain of just under 20%.

## **Section Two – Individual Time Periods**

[Tables 46-48](#) show the total number of bicyclists counted at intersections with complete AM, PM, or weekend counts. The tables also show the percent change in the counts at each intersection and the percent change in the total number of cyclists between the two years. Main findings:

1. Although not every intersection saw higher ridership—several, in fact, recorded declines—the overall number of bicyclists increased for all three time periods.

2. The AM and PM time periods had the highest overall increase in the number of bicyclists, with gains of just over 20%. The weekend time period also showed an increase of 15%.

[Tables 49-51](#) show the change in female ridership by time period. The AM period showed almost no change in the proportion of female bicyclists, while the weekend total declined from 21% to 17%. The PM count had a large jump in the percentage of women cyclists from 9% in 2009 to 19% in 2011.

[Tables 52-60](#) show the incidence of bicyclist behaviors by time period for 2009 and 2011. By and large, the proportion of behaviors did not change from one year to the other. The exception was the PM time period, which had slightly substantial decreases in both sidewalk riding and helmet use.

## Summary and Recommendations

### Summary of Findings

The 2011 Bicycle Count revealed the following general facts about bicycling in Los Angeles:

--Bicycling is on the increase in Los Angeles. From 2009 to 2011, there has been a significant rise in the number of people utilizing bicycles as a way to travel to work and school, run errands, and enjoy the outdoors. The greatest increases in bicycle ridership occurred during the weekday time periods. This, along with the fact that streets without bicycling infrastructure had a higher percent increase in ridership than streets with infrastructure<sup>10</sup>, suggests that many people use their bikes during the week for daily transportation purposes. Also, high numbers of people bicycling were observed in areas near major workplace and transit locations.

-- Bicycling infrastructure matters a great deal, provided it is of the right kind. Even though there were strong increases in the number of people bicycling at nearly every intersection for which we have data, far more people use streets with infrastructure than those without. Furthermore, intersections that had infrastructure installed between 2009 and 2011 saw tremendous jumps in ridership. The presence of infrastructure is also related to a higher rate of female ridership and the occurrence of increased helmet use and decreased sidewalk riding. The most heavily utilized thoroughfares are those with either Class I or Class II bikeways. Streets that received Class II infrastructure between 2009 and 2011 saw the most substantial jumps in ridership. Class III bikeways, on the other hand, show little to no difference in their utilization by people bicycling over unimproved streets<sup>11</sup>.

-- The number female bicyclists remains low. In 2011, as in 2009, women constituted less than one-fifth of all bicyclists counted. The proportion of female bicyclists does not seem to vary greatly with time period. A greater percentage of women were observed riding on streets with some form of bicycle infrastructure, particularly Class I or II bikeways.

-- The incidence of the observed bicyclist behaviors of wrong-way riding, riding on the sidewalk, and helmet use has also stayed fairly constant from 2009 to 2011. For 2011, the occurrence of these behaviors varies slightly by time of the week, especially between the week and weekend. All three vary quite a bit with the presence of bicycle infrastructure. Wrong-way and sidewalk riding occur with much less often on streets that have some sort of infrastructure. Helmet use was observed more often on streets with bicycle infrastructure.

### Policy Recommendations

The City of Los Angeles Bicycle Master Plan outlines three major citywide goals: 1) increase the number and types of people who bicycle in the city; 2) make every street a safe place to ride a bicycle; and 3) make the City of Los Angeles a bicycle-friendly community. Policy 1.1.2 in the Plan outlines a goal of

<sup>10</sup> Not including streets that received new infrastructure between 2009 and 2011. Also, it is worth noting again that streets with infrastructure are still utilized to a far greater degree than those without.

<sup>11</sup> The exception here being streets such as 4<sup>th</sup> that have low traffic volumes and relatively easy passage for bicycles without separated lanes.

reducing auto trips and greenhouse gas emissions in the city by increasing the number of commute to work trips from the current .9%<sup>12</sup> to 3% by 2020 and increasing the number of all daily trips made by bicycle to 5%. Our findings show that while cycling is on the rise there a lot of work to do in order to achieve these goals. Therefore, we make the following policy recommendations:

1) Increase the implementation of Class I and II bikeways, and bicycle boulevards over Class III bikeways, wherever possible. In most cases, Class III bike routes are utilized by people bicycling at the same rate as streets without infrastructure<sup>13</sup>, so their continued installation absent additional enhancements is not advised. This finding is consistent with other research indicating that the creation of separated bikeways, along with other techniques such as traffic calming, is a large component of fostering a robust cycling population.<sup>14</sup> Additionally we encourage the implementation of 'non-standard' treatments such as buffered and protected Class II facilities, as research conducted in other cities has shown a larger increase in cycling with the implementation of these types of improvements.<sup>15</sup>

2) Identify additional streets to receive bicycle infrastructure enhancements and include them in updates to the Bicycle Master Plan. Some streets that have shown large increases in ridership are not due to receive any bicycle infrastructure.<sup>16</sup> These streets must be included in any updates to the existing Bicycle Master Plan and/or future bicycle plans furthermore identifying similar routes, especially near transit and major trip generators should be identified for future counts.

3) Future bicycle infrastructure enhancements should be geared toward facilitating bicycling for utilitarian purposes (e.g., commuting, errands, etc.). Our data suggest that many bicycling trips in Los Angeles are for basic transportation and not recreation. This means that bicycling infrastructure should a) link to major transit, occupational, and commercial sites to the greatest possible extent and b) should form a continuous network, in order to make it easier for bicyclists to traverse the city safely and efficiently.

4) Encourage female ridership. Creating a larger bikeway network will help, but other work must be done to identify and eliminate any other barriers to increasing the number of women bicycling. Again we strongly encourage the implementation of treatments such as buffered and protected bicycle lanes.<sup>17</sup>

<sup>12</sup> Based on 2010 Journey to Work Data from the American Community Survey

<sup>13</sup> Provided the street is not already favorable for bicycling.

<sup>14</sup> Dill, J. (2009) Bicycling for transportation and health: The role of infrastructure, *Journal of Public Health Policy*, 30, pp. 95-110.

Pucher, J. (2001) Cycling safety on bikeways vs. roads. *Transportation Quarterly*, 55, pp. 9-11.

Pucher, J. and Buehler, R. (2008) Making cycling irresistible: Lessons from the Netherlands, Denmark and Germany, *Transport Reviews*, 28, pp. 495-528.

<sup>15</sup> *ibid*

<sup>16</sup> These intersections are (increase in parentheses): 1<sup>st</sup> & Alameda (71%), 8<sup>th</sup> & LaBrea (65%), and Figueroa & Pasadena (51%).

<sup>17</sup> Baker, L. How to get more bicyclists on the road, *Scientific American*, October 2009.

Dill, J. (2009) Bicycling for transportation and health: The role of infrastructure, *Journal of Public Health Policy*, 30, pp. 95-110.

Garrard, J. Rose, G. & Lo SK. (2008) Promoting transportation cycling for women: the role of bicycle infrastructure. *Preventive Medicine*. 46. pp. 55-9

5) Fund and conduct annual bicycle counts. In order to measure how the city is achieving its stated goal of increasing the rate of cycling, data on cycling needs to be gathered regularly and in a consistent manner. The Bicycle Master Plan outlines two policies to track bicycle use. There has been minimal movement to implement either policy since the Plan was adopted and we urge the city to identify resources to fund annual bicycle counts.

6) Invest in automated count technology. Permanent automated count technology can be installed on existing bicycle paths and lanes to gather year-round data. The city should also invest in automated temporary counting systems, such as pneumatic tubes, in order to conduct before and after counts with new infrastructure projects and yearly counts on an expanded selection of streets.

7) Conduct surveys of people cycling. The Bicycle Plan outlines a policy to conduct annual surveys. In addition to the methods outlined in the plan we recommend conducting surveys in conjunction with counts through conducting intercept surveys utilizing the methodology developed by the National Bicycle and Pedestrian Documentation Project.



**Appendix 1 – Data Tables**

**Table 2  
Bicyclist Totals from 33 Complete Intersections**

<b>Intersection</b>	<b>Total Bicyclists</b>	<b>Weekday AM</b>	<b>Weekday PM</b>	<b>Weekend Midday</b>
1st & Alameda	231	85	92	54
1st & Soto	277	69	125	83
4th & Wilton	102	41	35	26
7th & Alvarado	661	117	442	102
7th & Figueroa	516	162	239	115
8th & LaBrea	139	45	59	35
30th & Hoover	1425	442	643	340
Ballona Creek & Marvin Braude	1903	426	400	1077
Burbank & Topanga Cyn	85	22	23	40
Century & Central	509	31	73	405
Cesar Chavez & Soto	303	69	110	124
Colorado & Eagle Rock	138	34	51	53
Cypress & Merced	211	62	84	65
Figueroa & Pasadena	254	52	136	66
Fountain & Vermont	250	56	104	90
Hollywood & Highland	160	70	60	30
LeConte & Westwood	277	113	136	28
Los Feliz & Riverside	232	47	53	132
National Pl & Overland	91	19	48	24
Ohio & Sepulveda	365	156	132	77
Orange Line & Reseda	324	72	137	115
Park & Glendale	87	20	38	29
San Fernando & Tuxford	91	26	40	25
Santa Monica & Wilshire	135	39	43	53
Sunset & Hyperion	333	78	124	131
Van Nuys & Glenoaks	177	40	70	67
Van Nuys & Laurel Canyon	182	47	74	61
Venice & National	372	127	158	87
Washington & Marvin Braude	1132	181	335	616
Wilshire & Westholme	82	34	37	11
Wilshire & Western	296	31	171	94
Woodman & Orange Line Station	357	109	143	105
York & Ave 50	168	32	70	66
<b>Totals</b>	<b>11865</b>	<b>2954</b>	<b>4485</b>	<b>4426</b>

**Table 3**



### Pedestrian Totals from 33 Complete Intersections

Intersection	Pedestrian Totals	Weekday AM	Weekday PM	Weekend Midday
1st & Alameda	1438	434	658	346
1st & Soto	2135	779	1023	333
4th & Wilton	355	142	116	97
7th & Alvarado	7319	1533	3200	2586
7th & Figueroa	6709	3884	759	2066
8th & LaBrea	740	96	309	335
Ballona Creek	460	54	138	268
Burbank & Topanga Cyn	299	90	96	113
Century & Central	1170	551	311	308
Cesar Chavez & Soto	5515	1357	1933	2225
Colorado & Eagle Rock	984	310	289	385
Cypress & Merced	552	176	185	191
Figueroa & Pasadena	747	227	322	198
Fountain & Vermont	1521	318	664	539
Hollywood & Highland	7450	1401	2989	3060
LeConte & Westwood	6076	914	1665	869
Los Feliz & Riverside	430	192	159	161
McClintock & Hoover	1677	417	592	668
National Pl & Overland	214	27	103	84
Ohio & Sepulveda	597	162	265	170
Orange Line & Reseda	1718	767	676	275
Park & Glendale	634	248	131	255
San Fernando & Tuxford	125	47	39	39
Santa Monica & Wilshire	1198	467	424	307
Sunset & Hyperion	2349	313	681	1355
Van Nuys & Glenoaks	1884	710	644	530
Van Nuys & Laurel Canyon	1277	336	463	478
Venice & National	909	358	340	211
Washington & Admiralty	438	110	169	159
Wilshire & Westholme	528	212	192	124
Wilshire & Western	6129	1210	2901	2018
Woodman & Orange Line Station	531	182	194	155
York & Ave 50	777	174	187	416
<b>Totals</b>	<b>64885</b>	<b>18198</b>	<b>22817</b>	<b>21324</b>

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**Table 4**  
**Bicyclist Totals - Weekday and Weekend**

Intersection	Total Bicyclists	Weekday AM	Weekday PM	Weekday Average	Weekend Midday	Infrastructure
1st & Alameda	231	85	92	89	54	none
1st & Soto	277	69	125	97	83	none
4th & Wilton	102	41	35	38	26	3, 4
7th & Alvarado	661	117	442	280	102	2
7th & Figueroa	516	162	239	201	115	2
8th & LaBrea	139	45	59	52	35	none
30th & Hoover	1425	442	643	543	340	2
Ballona Creek & Marvin Braude	1903	426	400	413	1077	1
Burbank & Topanga Cyn	85	22	23	23	40	none
Century & Central	509	31	73	52	405	2
Cesar Chavez & Soto	303	69	110	90	124	none
Colorado & Eagle Rock	138	34	51	43	53	4
Cypress & Merced	211	62	84	73	65	2
Figueroa & Pasadena	254	52	136	94	66	none
Fountain & Vermont	250	56	104	80	90	3
Hollywood & Highland	160	70	60	65	30	none
LeConte & Westwood	277	113	136	125	28	2
Los Feliz & Riverside	232	47	53	50	132	4
National Pl & Overland	91	19	48	34	24	none
Ohio & Sepulveda	365	156	132	144	77	2
Orange Line & Reseda	324	72	137	105	115	1
Park & Glendale	87	20	38	29	29	4
San Fernando & Tuxford	91	26	40	33	25	none
Santa Monica & Wilshire	135	39	43	41	53	none
Sunset & Hyperion	333	78	124	101	131	2
Van Nuys & Glenoaks	177	40	70	55	67	2
Van Nuys & Laurel Canyon	182	47	74	61	61	none
Venice & National	372	127	158	143	87	2
Washington & Marvin Braude	1132	181	335	258	616	1, 2
Wilshire & Westholme	82	34	37	36	11	4
Wilshire & Western	296	31	171	101	94	none
Woodman & Orange Line Station	357	109	143	126	105	1
York & Ave 50	168	32	70	51	66	2
<b>Totals</b>	<b>11865</b>	<b>2954</b>	<b>4485</b>	<b>3720</b>	<b>4426</b>	

**Key: 1=Bike Path; 2=Bike Lane; 3=Bike Sharrows; 4=Bike Route**

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**Table 5**  
**Female Bicyclists - All Time Periods**

Intersection	Total Cyclists	Female	%Female
1st & Alameda	231	27	12%
1st & Soto	277	18	6%
4th & Wilton	102	17	17%
7th & Alvarado	661	106	16%
7th & Figueroa	516	60	12%
8th & LaBrea	139	23	17%
30th & Hoover	1425	539	38%
Ballona Creek & Marvin Braude	1903	372	20%
Burbank & Topanga Cyn	85	9	11%
Century & Central	509	43	8%
Cesar Chavez & Soto	303	16	5%
Colorado & Eagle Rock	138	16	12%
Cypress & Merced	211	13	6%
Figueroa & Pasadena	254	29	11%
Fountain & Vermont	250	25	10%
Hollywood & Highland	160	8	5%
LeConte & Westwood	277	54	19%
Los Feliz & Riverside	232	33	14%
National Pl & Overland	91	17	19%
Ohio & Sepulveda	365	71	19%
Orange Line & Reseda	324	61	19%
Park & Glendale	87	10	11%
San Fernando & Tuxford	91	4	4%
Santa Monica & Wilshire	135	16	12%
Sunset & Hyperion	333	43	13%
Van Nuys & Glenoaks	177	8	5%
Van Nuys & Laurel Canyon	182	0	0%
Venice & National	372	49	13%
Washington & Marvin Braude	1132	241	21%
Wilshire & Westholme	82	21	26%
Wilshire & Western	296	25	8%
Woodman & Orange Line Station	357	42	12%
York & Ave 50	168	16	10%
<b>Totals</b>	<b>11865</b>	<b>2032</b>	<b>17%</b>

**Table 6**  
**Female Bicyclists: Weekday AM**

<b>Intersection</b>	<b>Total AM Cyclists</b>	<b>Female AM</b>	<b>%Female AM</b>
1st & Alameda	85	9	11%
1st & Soto	69	1	1%
4th & Wilton	41	5	12%
7th & Alvarado	117	14	12%
7th & Figueroa	162	22	14%
8th & LaBrea	45	10	22%
Ballona Creek	426	61	14%
Burbank & Topanga Cyn	22	3	14%
Century & Central	31	6	19%
Cesar Chavez & Soto	69	0	0%
Colorado & Eagle Rock	34	0	0%
Cypress & Merced	62	2	3%
Figueroa & Pasadena	52	5	10%
Fountain & Vermont	56	3	5%
Hollywood & Highland	70	5	7%
LeConte & Westwood	113	24	21%
Los Feliz & Riverside	47	10	21%
McClintock & Hoover	442	187	42%
National Pl & Overland	19	5	26%
Ohio & Sepulveda	156	30	19%
Orange Line & Reseda	72	8	11%
Park & Glendale	20	2	10%
San Fernando & Tuxford	26	1	4%
Santa Monica & Wilshire	39	3	8%
Sunset & Hyperion	78	17	22%
Van Nuys & Glenoaks	40	4	10%
Van Nuys & Laurel Canyon	47	0	0%
Venice & National	127	19	15%
Washington & Admiralty	181	28	15%
Wilshire & Westholme	34	12	35%
Wilshire & Western	31	3	10%
Woodman & Orange Line Station	109	14	13%
York & Ave 50	32	3	9%
<b>Totals</b>	<b>2954</b>	<b>516</b>	<b>17%</b>

**Table 7**  
**Female Bicyclists: Weekday PM**

<b>Intersection</b>	<b>Total PM Cyclists</b>	<b>Female PM</b>	<b>%Female PM</b>
1st & Alameda	92	9	10%
1st & Soto	125	11	9%
4th & Wilton	35	6	17%
7th & Alvarado	442	84	19%
7th & Figueroa	239	21	9%
8th & LaBrea	59	5	8%
30th & Hoover	643	232	36%
Ballona Creek & Marvin Braude	400	110	28%
Burbank & Topanga Cyn	23	1	4%
Century & Central	73	5	7%
Cesar Chavez & Soto	110	7	6%
Colorado & Eagle Rock	51	10	20%
Cypress & Merced	84	8	10%
Figueroa & Pasadena	136	13	10%
Fountain & Vermont	104	9	9%
Hollywood & Highland	60	0	0%
LeConte & Westwood	136	29	21%
Los Feliz & Riverside	53	1	2%
National Pl & Overland	48	12	25%
Ohio & Sepulveda	132	30	23%
Orange Line & Reseda	137	26	19%
Park & Glendale	38	5	13%
San Fernando & Tuxford	40	1	3%
Santa Monica & Wilshire	43	6	14%
Sunset & Hyperion	124	19	15%
Van Nuys & Glenoaks	70	2	3%
Van Nuys & Laurel Canyon	74	0	0%
Venice & National	158	18	11%
Washington & Marvin Braude	335	66	20%
Wilshire & Westholme	37	6	16%
Wilshire & Western	171	9	5%
Woodman & Orange Line Station	143	14	10%
York & Ave 50	70	7	10%
<b>Totals</b>	<b>4485</b>	<b>782</b>	<b>17%</b>

**Table 8**  
**Female Bicyclists: Weekend Midday**

<b>Intersection</b>	<b>Total WKND Cyclists</b>	<b>Female WKND</b>	<b>%Female WKND</b>
1st & Alameda	54	9	17%
1st & Soto	83	6	7%
4th & Wilton	26	6	23%
7th & Alvarado	102	8	8%
7th & Figueroa	115	17	15%
8th & LaBrea	35	8	23%
30th & Hoover	340	120	35%
Ballona Creek & Marvin Braude	1077	201	19%
Burbank & Topanga Cyn	40	5	13%
Century & Central	405	32	8%
Cesar Chavez & Soto	124	9	7%
Colorado & Eagle Rock	53	6	11%
Cypress & Merced	65	3	5%
Figueroa & Pasadena	66	11	17%
Fountain & Vermont	90	13	14%
Hollywood & Highland	30	3	10%
LeConte & Westwood	28	1	4%
Los Feliz & Riverside	132	22	17%
National Pl & Overland	24	0	0%
Ohio & Sepulveda	77	11	14%
Orange Line & Reseda	115	27	23%
Park & Glendale	29	3	10%
San Fernando & Tuxford	25	2	8%
Santa Monica & Wilshire	53	7	13%
Sunset & Hyperion	131	7	5%
Van Nuys & Glenoaks	67	2	3%
Van Nuys & Laurel Canyon	61	0	0%
Venice & National	87	12	14%
Washington & Marvin Braude	616	147	24%
Wilshire & Westholme	11	3	27%
Wilshire & Western	94	13	14%
Woodman & Orange Line Station	105	14	13%
York & Ave 50	66	6	9%
<b>Totals</b>	<b>4426</b>	<b>734</b>	<b>17%</b>

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**Table 9**  
**Frequency of Bicyclist Behaviors - All Time Periods**

<b>Intersection</b>	<b>Total Cyclists</b>	<b>Wrong Way Riding</b>	<b>Wrong Way %</b>	<b>Sidewalk Use</b>	<b>Sidewalk %</b>	<b>Helmet Use</b>	<b>Helmet %</b>
1st & Alameda	231	9	4%	98	42%	70	30%
1st & Soto	277	14	5%	110	40%	49	18%
4th & Wilton	102	1	1%	14	14%	41	40%
7th & Alvarado	661	50	8%	213	32%	301	46%
7th & Figueroa	516	14	3%	208	40%	96	19%
8th & LaBrea	139	6	4%	78	56%	37	27%
30th & Hoover	1425	75	5%	333	23%	70	5%
Ballona Creek & Marvin Braude	1903	0	0%	0	0%	1300	68%
Burbank & Topanga Cyn	85	21	25%	60	71%	20	24%
Century & Central	509	73	14%	71	14%	375	74%
Cesar Chavez & Soto	303	27	9%	210	69%	45	15%
Colorado & Eagle Rock	138	6	4%	61	44%	62	45%
Cypress & Merced	211	28	13%	53	25%	74	35%
Figueroa & Pasadena	254	25	10%	83	33%	100	39%
Fountain & Vermont	250	27	11%	100	40%	85	34%
Hollywood & Highland	160	8	5%	96	60%	65	41%
LeConte & Westwood	277	22	8%	56	20%	147	53%
Los Feliz & Riverside	232	14	6%	66	28%	170	73%
National Pl & Overland	91	3	3%	25	27%	43	47%
Ohio & Sepulveda	365	0	0%	78	21%	258	71%
Orange Line & Reseda	324	16	5%	125	39%	112	35%
Park & Glendale	87	1	1%	10	11%	47	54%
San Fernando & Tuxford	91	2	2%	52	57%	20	22%
Santa Monica & Wilshire	135	16	12%	43	32%	77	57%
Sunset & Hyperion	333	7	2%	29	9%	207	62%
Van Nuys & Glendoaks	177	78	44%	148	84%	17	10%
Van Nuys & Laurel Canyon	182	37	20%	134	74%	25	14%
Venice & National	372	2	1%	87	23%	142	38%
Washington & Marvin Braude	1132	10	1%	44	4%	554	49%
Wilshire & Westholme	82	0	0%	16	20%	54	66%
Wilshire & Western	296	24	8%	197	67%	102	34%
Woodman & Orange Line Station	357	30	8%	42	12%	136	38%
York & Ave 50	168	4	2%	33	20%	85	51%
<b>Totals</b>	<b>11865</b>	<b>650</b>	<b>5%</b>	<b>2973</b>	<b>25%</b>	<b>4986</b>	<b>42%</b>

**Table 10**  
**Frequency of Bicyclist Behaviors - Weekday AM**

Intersection	Total Cyclists	Wrong Way Riding	Wrong Way %	Sidewalk Use	Sidewalk %	Helmet Use	Helmet Use %
1st & Alameda	85	6	7%	41	48%	37	44%
1st & Soto	69	7	10%	17	25%	15	22%
4th & Wilton	41	0	0%	3	7%	17	41%
7th & Alvarado	117	0	0%	65	56%	42	36%
7th & Figueroa	162	1	1%	65	40%	9	6%
8th & LaBrea	45	0	0%	31	69%	21	47%
30th & Hoover	442	26	6%	69	16%	36	8%
Ballona Creek & Marvin Braude	426	0	0%	0	0%	346	81%
Burbank & Topanga Cyn	22	4	18%	15	68%	5	23%
Century & Central	31	21	68%	12	39%	0	0%
Cesar Chavez & Soto	69	21	30%	51	74%	11	16%
Colorado & Eagle Rock	34	0	0%	11	32%	19	56%
Cypress & Merced	62	7	11%	11	18%	41	66%
Figueroa & Pasadena	52	1	2%	18	35%	19	37%
Fountain & Vermont	56	3	5%	14	25%	32	57%
Hollywood & Highland	70	0	0%	56	80%	35	50%
LeConte & Westwood	113	4	4%	18	16%	62	55%
Los Feliz & Riverside	47	5	11%	11	23%	35	74%
National Pl & Overland	19	0	0%	7	37%	11	58%
Ohio & Sepulveda	156	0	0%	27	17%	108	69%
Orange Line & Reseda	72	3	4%	2	3%	28	39%
Park & Glendale	20	0	0%	2	10%	15	75%
San Fernando & Tuxford	26	0	0%	14	54%	3	12%
Santa Monica & Wilshire	39	0	0%	12	31%	27	69%
Sunset & Hyperion	78	2	3%	9	12%	41	53%
Van Nuys & Glenoaks	40	13	33%	34	85%	1	3%
Van Nuys & Laurel Canyon	47	12	26%	29	62%	16	34%
Venice & National	127	1	1%	22	17%	62	49%
Washington & Marvin Braude	181	4	2%	11	6%	111	61%
Wilshire & Westholme	34	0	0%	9	26%	26	76%
Wilshire & Western	31	0	0%	28	90%	2	6%
Woodman & Orange Line Station	109	16	15%	17	16%	44	40%
York & Ave 50	32	0	0%	7	22%	16	50%
<b>Totals</b>	<b>2954</b>	<b>157</b>	<b>5%</b>	<b>738</b>	<b>25%</b>	<b>1293</b>	<b>44%</b>



**Table 11**  
**Frequency of Bicyclist Behaviors - Weekday PM**

Intersection	Weekday PM	Wrong Way Riding	Wrong Way %	Sidewalk Use	Sidewalk %	Helmet Use	Helmet Use %
1st & Alameda	92	2	2%	46	50%	19	21%
1st & Soto	125	4	3%	52	42%	16	13%
4th & Wilton	35	1	3%	9	26%	11	31%
7th & Alvarado	442	50	11%	133	30%	233	53%
7th & Figueroa	239	0	0%	88	37%	57	24%
8th & LaBrea	59	6	10%	31	53%	9	15%
30th & Hoover	643	43	7%	202	31%	0	0%
Ballona Creek & Marvin Braude	400	0	0%	0	0%	201	50%
Burbank & Topanga Cyn	23	0	0%	19	83%	2	9%
Century & Central	73	19	26%	15	21%	21	29%
Cesar Chavez & Soto	110	2	2%	70	64%	22	20%
Colorado & Eagle Rock	51	6	12%	26	51%	16	31%
Cypress & Merced	84	7	8%	23	27%	20	24%
Figueroa & Pasadena	136	23	17%	32	24%	63	46%
Fountain & Vermont	104	1	1%	44	42%	29	28%
Hollywood & Highland	60	1	2%	25	42%	17	28%
LeConte & Westwood	136	18	13%	34	25%	59	43%
Los Feliz & Riverside	53	3	6%	19	36%	31	58%
National Pl & Overland	48	1	2%	15	31%	22	46%
Ohio & Sepulveda	132	0	0%	38	29%	84	64%
Orange Line & Reseda	137	4	3%	108	79%	39	28%
Park & Glendale	38	1	3%	7	18%	12	32%
San Fernando & Tuxford	40	2	5%	30	75%	5	13%
Santa Monica & Wilshire	43	3	7%	7	16%	20	47%
Sunset & Hyperion	124	1	1%	15	12%	64	52%
Van Nuys & Glenoaks	70	30	43%	57	81%	7	10%
Van Nuys & Laurel Canyon	74	15	20%	52	70%	5	7%
Venice & National	158	0	0%	41	26%	50	32%
Washington & Marvin Braude	335	5	1%	22	7%	132	39%
Wilshire & Westholme	37	0	0%	4	11%	21	57%
Wilshire & Western	171	24	14%	89	52%	76	44%
Woodman & Orange Line Station	143	1	1%	7	5%	45	31%
York & Ave 50	70	4	6%	13	19%	36	51%
Totals	4485	277	6%	1373	31%	1444	32%

**Table 12**  
**Frequency of Bicyclist Behaviors - Weekend MIDDAY**

Intersection	Weekend MIDDAY	Wrong Way Riding	Wrong Way %	Sidewalk Use	Sidewalk %	Helmet Use	Helmet Use %
1st & Alameda	54	1	2%	11	20%	14	26%
1st & Soto	83	3	4%	41	49%	18	22%
4th & Wilton	26	0	0%	2	8%	13	50%
7th & Alvarado	102	0	0%	15	15%	26	25%
7th & Figueroa	115	13	11%	55	48%	30	26%
8th & LaBrea	35	0	0%	16	46%	7	20%
30th & Hoover	340	6	2%	62	18%	34	10%
Ballona Creek & Marvin Braude	1077	0	0%	0	0%	753	70%
Burbank & Topanga Cyn	40	17	43%	26	65%	13	33%
Century & Central	405	33	8%	44	11%	354	87%
Cesar Chavez & Soto	124	4	3%	89	72%	12	10%
Colorado & Eagle Rock	53	0	0%	24	45%	27	51%
Cypress & Merced	65	14	22%	19	29%	13	20%
Figueroa & Pasadena	66	1	2%	33	50%	18	27%
Fountain & Vermont	90	23	26%	42	47%	24	27%
Hollywood & Highland	30	7	23%	15	50%	13	43%
LeConte & Westwood	28	0	0%	4	14%	26	93%
Los Feliz & Riverside	132	6	5%	36	27%	104	79%
National Pl & Overland	24	2	8%	3	13%	10	42%
Ohio & Sepulveda	77	0	0%	13	17%	66	86%
Orange Line & Reseda	115	9	8%	15	13%	45	39%
Park & Glendale	29	0	0%	1	3%	20	69%
San Fernando & Tuxford	25	0	0%	8	32%	12	48%
Santa Monica & Wilshire	53	13	25%	24	45%	30	57%
Sunset & Hyperion	131	4	3%	5	4%	102	78%
Van Nuys & Glendoaks	67	35	52%	57	85%	9	13%
Van Nuys & Laurel Canyon	61	10	16%	53	87%	4	7%
Venice & National	87	1	1%	24	28%	30	34%
Washington & Marvin Braude	616	1	0%	11	2%	311	50%
Wilshire & Westholme	11	0	0%	3	27%	7	64%
Wilshire & Western	94	0	0%	80	85%	24	26%
Woodman & Orange Line Station	105	13	12%	18	17%	47	45%
York & Ave 50	66	0	0%	13	20%	33	50%
<b>Totals</b>	<b>4426</b>	<b>216</b>	<b>5%</b>	<b>862</b>	<b>19%</b>	<b>2249</b>	<b>51%</b>

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**Table 15**  
**Frequency of Wrong-Way Riding - Infrastructure Present**

Intersection	Total Cyclists	Wrong Way	% Wrong Way	Infrastructure Type
Van Nuys & Glenoaks	177	78	44%	2
Century & Central	509	73	14%	2
Cypress & Merced	211	28	13%	2
Fountain & Vermont	250	27	11%	3
7th & Alvarado	661	50	8%	2
LeConte & Westwood	277	22	8%	2
Woodman & Orange Line Station	357	30	8%	1
Los Feliz & Riverside	232	14	6%	4
30th & Hoover	1425	75	5%	2
Orange Line & Reseda	324	16	5%	1
Colorado & Eagle Rock	138	6	4%	4
7th & Figueroa	516	14	3%	2
Sunset & Hyperion	333	7	2%	2
York & Ave 50	168	4	2%	2
4th & Wilton	102	1	1%	3, 4
Park & Glendale	87	1	1%	4
Venice & National	372	2	1%	2
Washington & Marvin Braude	1132	10	1%	1, 2
Ballona Creek & Marvin Braude	1903	0	0%	1
Ohio & Sepulveda	365	0	0%	2
Wilshire & Westholme	82	0	0%	4
<b>Totals</b>	<b>9621</b>	<b>458</b>	<b>5%</b>	

**Key: 1=Bike Path; 2=Bike Lane; 3=Bike Sharrows; 4=Bike Route**

**Table 16**  
**Frequency of Wrong-Way Riding - No Infrastructure**

<b>Intersection</b>	<b>Total Cyclists</b>	<b>Wrong Way</b>	<b>% Wrong Way</b>	<b>Infrastructure Type</b>
Burbank & Topanga Cyn	85	21	25%	none
Van Nuys & Laurel Canyon	182	37	20%	none
Santa Monica & Wilshire	135	16	12%	none
Figueroa & Pasadena	254	25	10%	none
Cesar Chavez & Soto	303	27	9%	none
Wilshire & Western	296	24	8%	none
1st & Soto	277	14	5%	none
Hollywood & Highland	160	8	5%	none
1st & Alameda	231	9	4%	none
8th & LaBrea	139	6	4%	none
National Pl & Overland	91	3	3%	none
San Fernando & Tuxford	91	2	2%	none
<b>Totals</b>	<b>2244</b>	<b>192</b>	<b>9%</b>	

**Table 17**  
**Frequency of Sidewalk Riding - Infrastructure Present**

<b>Intersection</b>	<b>Total Cyclists</b>	<b>Sidewalk Use</b>	<b>% On Sidewalk</b>	<b>Infrastructure Type</b>
Van Nuys & Glenoaks	177	148	84%	2
Colorado & Eagle Rock	138	61	44%	4
7th & Figueroa	516	208	40%	2
Fountain & Vermont	250	100	40%	3
Orange Line & Reseda	324	125	39%	1
7th & Alvarado	661	213	32%	2
Los Feliz & Riverside	232	66	28%	4
Cypress & Merced	211	53	25%	2
Venice & National	372	87	23%	2
30th & Hoover	1425	333	23%	2
Ohio & Sepulveda	365	78	21%	2
LeConte & Westwood	277	56	20%	2
York & Ave 50	168	33	20%	2
Wilshire & Westholme	82	16	20%	4
Century & Central	509	71	14%	2
4th & Wilton	102	14	14%	3, 4
Woodman & Orange Line Station	357	42	12%	1
Park & Glendale	87	10	11%	4
Sunset & Hyperion	333	29	9%	2
Washington & Marvin Braude	1132	44	4%	1, 2
<b>Totals</b>	<b>7718</b>	<b>1787</b>	<b>23%</b>	

**Key: 1=Bike Path; 2=Bike Lane; 3=Bike Sharrows; 4=Bike Route**

**Table 18**  
**Frequency of Sidewalk Riding - No Infrastructure**

<b>Intersection</b>	<b>Total Cyclists</b>	<b>Sidewalk Use</b>	<b>% On Sidewalk</b>	<b>Infrastructure Type</b>
Van Nuys & Laurel Canyon	182	134	74%	none
Burbank & Topanga Cyn	85	60	71%	none
Cesar Chavez & Soto	303	210	69%	none
Wilshire & Western	296	197	67%	none
Hollywood & Highland	160	96	60%	none
San Fernando & Tuxford	91	52	57%	none
8th & LaBrea	139	78	56%	none
1st & Alameda	231	98	42%	none
1st & Soto	277	110	40%	none
Figueroa & Pasadena	254	83	33%	none
Santa Monica & Wilshire	135	43	32%	none
National Pl & Overland	91	25	27%	none
Totals	2244	1186	53%	

**Table 19**  
**Frequency of Helmet Use - Infrastructure Present**

<b>Intersection</b>	<b>Total Cyclists</b>	<b>Helmet Use</b>	<b>% Helmet Use</b>	<b>Infrastructure Type</b>
Century & Central	509	375	74%	2
Los Feliz & Riverside	232	170	73%	4
Ohio & Sepulveda	365	258	71%	2
Ballona Creek & Marvin Braude	1903	1300	68%	1
Wilshire & Westholme	82	54	66%	4
Sunset & Hyperion	333	207	62%	2
Park & Glendale	87	47	54%	4
LeConte & Westwood	277	147	53%	2
York & Ave 50	168	85	51%	2
Washington & Marvin Braude	1132	554	49%	1, 2
7th & Alvarado	661	301	46%	2
Colorado & Eagle Rock	138	62	45%	4
4th & Wilton	102	41	40%	3, 4
Venice & National	372	142	38%	2
Woodman & Orange Line Station	357	136	38%	1
Cypress & Merced	211	74	35%	2
Orange Line & Reseda	324	112	35%	1
Fountain & Vermont	250	85	34%	3
7th & Figueroa	516	96	19%	2
Van Nuys & Glenoaks	177	17	10%	2
30th & Hoover	1425	70	5%	2
<b>Totals</b>	<b>9621</b>	<b>4333</b>	<b>45%</b>	

**Key: 1=Bike Path; 2=Bike Lane; 3=Bike Sharrows; 4=Bike Route**

**Table 20**  
**Frequency of Helmet Use - No Infrastructure**

<b>Intersection</b>	<b>Total Cyclists</b>	<b>Helmet Use</b>	<b>% Helmet Use</b>	<b>Infrastructure Type</b>
Santa Monica & Wilshire	135	77	57%	none
National Pl & Overland	91	43	47%	none
Hollywood & Highland	160	65	41%	none
Figueroa & Pasadena	254	100	39%	none
Wilshire & Western	296	102	34%	none
1st & Alameda	231	70	30%	none
8th & LaBrea	139	37	27%	none
Burbank & Topanga Cyn	85	20	24%	none
San Fernando & Tuxford	91	20	22%	none
1st & Soto	277	49	18%	none
Cesar Chavez & Soto	303	45	15%	none
Van Nuys & Laurel Canyon	182	25	14%	none
Totals	2244	653	29%	

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**Table 21**  
**Intersections with Complete AM Counts**

<b>Intersection</b>	<b>Total Bicyclists</b>
1st & Alameda	85
1st & Soto	69
4th & Wilton	41
7th & Alvarado	117
7th & Figueroa	162
8th & LaBrea	45
Adams & Normandie	69
Ballona Creek & Marvin Braude	426
Burbank & Topanga Cyn	22
Century & Central	31
Cesar Chavez & Soto	69
Colorado & Eagle Rock	34
Cypress & Merced	62
Figueroa & Pasadena	52
Fountain & Vermont	56
Hollywood & Highland	70
Idaho & Bundy	97
LeConte & Westwood	113
LosFeliz & Riverside	47
Manchester & Hoover	44
30th & Hoover	442
MLK & Main	165
MLK & Leimert	19
National Pl & Overland	19
Ohio & Sepulveda	156
Orange Line & Reseda	72
Park & Glendale	20
PCH & Temescal Cyn	156
San Fernando & Tuxford	26
Santa Monica & Wilshire	39
Sunset & Hyperion	78
Sunset & Echo Park	67
Van Nuys & Glenoaks	40
Van Nuys & Laurel Canyon	47
Venice & Lincoln	195
Venice & National	127
Ventura & Laurel Canyon	18
Verdugo & Eagle Rock	45
Washington & Marvin Braude	181
Washington & Compton	57
Wilshire & Westholme	34
Wilshire & Western	31
Woodman & Orange Line	109
York & Ave50	32
<b>Total</b>	<b>3886</b>

**Table 22**  
**Intersections with Complete PM Counts**

<b>Intersection</b>	<b>Total Bicyclists</b>
1st & Alameda	92
1st & Soto	125
4th & Wilton	35
7th & Alvarado	442
7th & Figueroa	239
8th & LaBrea	59
9th & Pacific	99
Ballona Creek & Marvin Braude	400
Bluff Creek & Lincoln	56
Burbank & Topanga Cyn	23
Century & Central	73
Cesar Chavez & Soto	110
Colorado & Eagle Rock	51
Cypress & Merced	84
Figueroa & Pasadena	136
Fountain & Vermont	104
Hollywood & Highland	60
LA River & Baum Bridge	174
LeConte & Westwood	136
LosFeliz & Riverside	53
30th & Hoover	643
National Blvd & Overland	22
National Pl & Overland	48
Ohio & Sepulveda	132
Orange Line & Reseda	137
Park & Glendale	38
PCH & Temescal Cyn	117
San Fernando & Tuxford	40
Santa Monica & Westwood	142
Santa Monica & Wilshire	43
Sunset & Hyperion	124
Sunset & Echo Park	88
Van Nuys & Glenoaks	70
Van Nuys & Laurel Canyon	74
Venice & Lincoln	242
Venice & National	158
Washington & Marvin Braude	335
Wilshire & Westholme	37
Wilshire & Western	171
Woodman & Orange Line	143
York & Ave50	70
<b>Total</b>	<b>5425</b>

**Table 23**  
**Intersections with Complete Weekend**  
**Counts**

<b>Intersection</b>	<b>Total Bicyclists</b>
1st & Alameda	54
1st & Soto	83
4th & Wilton	26
7th & Alvarado	102
7th & Figueroa	115
8th & LaBrea	35
9th & Pacific	58
Adams & Normandie	58
Ballona Creek & Marvin Braude	1077
Burbank & Topanga Cyn	40
Century & Central	405
Cesar Chavez & Soto	124
Colorado & Eagle Rock	53
Cypress & Merced	65
Figueroa & Pasadena	66
Fountain & Vermont	90
Hollywood & Highland	30
Idaho & Bundy	64
Kittridge & DeSoto	46
LA River & Baum Bridge	203
Lankershim & Vineland	43
LeConte & Westwood	28
LosFeliz & Riverside	132
Manchester & Hoover	58
30th & Hoover	340
MLK & Main	163
MLK & Leimert	14
National Pl & Overland	24
Ohio & Sepulveda	24
Orange Line & Reseda	77
Park & Glendale	115
PCH & Temescal Cyn	29
San Fernando & Tuxford	25
Santa Monica & Highland	75
Santa Monica & Westwood	101
Santa Monica & Wilshire	53
Sunset & Hyperion	131
Van Nuys & Glenoaks	67
Van Nuys & Laurel Canyon	61
Venice & Lincoln	107
Venice & National	87
Ventura & Laurel Canyon	65
Verdugo & Eagle Rock	64
Washington & Marvin Braude	616
Wilshire & Westholme	11

**Table 23 - Continued**

Wilshire & Western	94
Woodman & Orange Line	105
York & Ave50	66
Total	5569

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**Table 24**  
**Intersections with Complete AM Counts - Bicyclist Behaviors**

Intersection	Total Bicyclists	Wrong Way	Wrong Way %	Sidewalk Use	Sidewalk %	Helmet Use	Helmet %
1st & Alameda	85	6	7%	41	48%	37	44%
1st & Soto	69	7	10%	17	25%	15	22%
4th & Wilton	41	0	0%	3	7%	17	41%
7th & Alvarado	117	0	0%	65	56%	42	36%
7th & Figueroa	162	1	1%	65	40%	9	6%
8th & LaBrea	45	0	0%	31	69%	21	47%
Adams & Normandie	69	0	0%	57	83%	9	13%
Ballona Creek & Marvin Braude	426	0	0%	NA	NA	346	81%
Burbank & Topanga Cyn	22	4	18%	15	68%	5	23%
Century & Central	31	21	68%	12	39%	0	0%
Cesar Chavez & Soto	69	21	30%	51	74%	11	16%
Colorado & Eagle Rock	34	0	0%	11	32%	19	56%
Cypress & Merced	62	7	11%	11	18%	41	66%
Figueroa & Pasadena	52	1	2%	18	35%	19	37%
Fountain & Vermont	56	3	5%	14	25%	32	57%
Hollywood & Highland	70	0	0%	56	80%	35	50%
Idaho & Bundy	97	2	2%	17	18%	43	44%
LeConte & Westwood	113	4	4%	18	16%	62	55%
LosFeliz & Riverside	47	5	11%	11	23%	35	74%
Manchester & Hoover	44	1	2%	31	70%	0	0%
30th & Hoover	442	26	6%	69	16%	36	8%
MLK & Main	165	7	4%	91	55%	11	7%
MLK & Leimert	19	2	11%	12	63%	0	0%
National Pl & Overland	19	0	0%	7	37%	11	58%
Ohio & Sepulveda	156	0	0%	27	17%	108	69%
Orange Line & Reseda	72	3	4%	2	3%	28	39%
Park & Glendale	20	0	0%	2	10%	15	75%
PCH & Temescal Cyn	156	1	1%	20	13%	127	81%
San Fernando & Tuxford	26	0	0%	14	54%	3	12%
Santa Monica & Wilshire	39	0	0%	12	31%	27	69%
Sunset & Hyperion	78	2	3%	9	12%	41	53%
Sunset & Echo Park	67	5	7%	9	13%	39	58%
Van Nuys & Glenoaks	40	13	33%	34	85%	1	3%
Van Nuys & Laurel Canyon	47	12	26%	29	62%	16	34%
Venice & Lincoln	195	9	5%	66	34%	63	32%
Venice & National	127	1	1%	22	17%	62	49%
Ventura & Laurel Canyon	18	6	33%	6	33%	7	39%
Verdugo & Eagle Rock	45	1	2%	14	31%	14	31%
Washington & Marvin Braude	181	4	2%	11	6%	111	61%
Washington & Compton	57	2	4%	37	65%	57	100%
Wilshire & Westholme	34	0	0%	9	26%	26	76%
Wilshire & Western	31	0	0%	28	90%	2	6%
Woodman & Orange Line	109	16	15%	17	16%	44	40%
York & Ave50	32	0	0%	7	22%	16	50%
Totals	3886	193	5%	1098	28%	1663	43%

**Table 25**  
**Intersections with Complete PM Counts - Bicyclist Behaviors**

Intersection	Total Bicyclists	Wrong Way	Wrong Way %	Sidewalk Use	Sidewalk %	Helmet Use	Helmet %
1st & Alameda	92	2	2%	46	50%	19	21%
1st & Soto	125	4	3%	52	42%	16	13%
4th & Wilton	35	1	3%	9	26%	11	31%
7th & Alvarado	442	50	11%	133	30%	233	53%
7th & Figueroa	239	0	0%	88	37%	57	24%
8th & LaBrea	59	6	10%	31	53%	9	15%
9th & Pacific	99	4	4%	63	64%	11	11%
Ballona Creek & Marvin Braude	400	0	0%	NA	NA	201	50%
Bluff Creek & Lincoln	56	0	0%	7	13%	23	41%
Burbank & Topanga Cyn	23	0	0%	19	83%	2	9%
Century & Central	73	19	26%	15	21%	21	29%
Cesar Chavez & Soto	110	2	2%	70	64%	22	20%
Colorado & Eagle Rock	51	6	12%	26	51%	16	31%
Cypress & Merced	84	7	8%	23	27%	20	24%
Figueroa & Pasadena	136	23	17%	32	24%	63	46%
Fountain & Vermont	104	1	1%	44	42%	29	28%
Hollywood & Highland	60	1	2%	25	42%	17	28%
LA River & Baum Bridge	174	6	3%	10	6%	104	60%
LeConte & Westwood	136	18	13%	34	25%	59	43%
LosFeliz & Riverside	53	3	6%	19	36%	31	58%
30th & Hoover	643	43	7%	202	31%	0	0%
National Blvd & Overland	22	4	18%	8	36%	8	36%
National Pl & Overland	48	1	2%	15	31%	22	46%
Ohio & Sepulveda	132	0	0%	38	29%	84	64%
Orange Line & Reseda	137	4	3%	108	79%	39	28%
Park & Glendale	38	1	3%	7	18%	12	32%
PCH & Temescal Cyn	117	0	0%	6	5%	58	50%
San Fernando & Tuxford	40	2	5%	30	75%	5	13%
Santa Monica & Westwood	142	11	8%	53	37%	85	60%
Santa Monica & Wilshire	43	3	7%	7	16%	20	47%
Sunset & Hyperion	124	1	1%	15	12%	64	52%
Sunset & Echo Park	88	2	2%	12	14%	32	36%
Van Nuys & Glenoaks	70	30	43%	57	81%	7	10%
Van Nuys & Laurel Canyon	74	15	20%	52	70%	5	7%
Venice & Lincoln	242	1	0%	89	37%	52	21%
Venice & National	158	0	0%	41	26%	50	32%
Washington & Marvin Braude	335	5	1%	22	7%	132	39%
Wilshire & Westholme	37	0	0%	4	11%	21	57%
Wilshire & Western	171	24	14%	89	52%	76	44%
Woodman & Orange Line	143	1	1%	7	5%	45	31%
York & Ave50	70	4	6%	13	19%	36	51%
Totals	5425	305	6%	1621	30%	1817	33%

**Table 26**  
**Intersections with Complete Weekend Counts - Bicyclist Behaviors**

Intersection	Total Bicyclists	Wrong Way	Wrong Way %	Sidewalk Use	Sidewalk %	Helmet Use	Helmet %
1st & Alameda	54	1	2%	11	20%	14	26%
1st & Soto	83	3	4%	41	49%	18	22%
4th & Wilton	26	0	0%	2	8%	13	50%
7th & Alvarado	102	0	0%	15	15%	26	25%
7th & Figueroa	115	13	11%	55	48%	30	26%
8th & LaBrea	35	0	0%	16	46%	7	20%
9th & Pacific	58	6	10%	32	55%	9	16%
Adams & Normandie	58	13	22%	38	66%	8	14%
Ballona Creek & Marvin Braude	1077	0	0%	NA	NA	753	70%
Burbank & Topanga Cyn	40	17	43%	26	65%	13	33%
Century & Central	405	33	8%	44	11%	354	87%
Cesar Chavez & Soto	124	4	3%	89	72%	12	10%
Colorado & Eagle Rock	53	0	0%	24	45%	27	51%
Cypress & Merced	65	14	22%	19	29%	13	20%
Figueroa & Pasadena	66	1	2%	33	50%	18	27%
Fountain & Vermont	90	23	26%	42	47%	24	27%
Hollywood & Highland	30	7	23%	15	50%	13	43%
Idaho & Bundy	64	1	2%	11	17%	28	44%
Kittridge & DeSoto	46	1	2%	35	76%	7	15%
LA River & Baum Bridge	203	0	0%	0	0%	158	78%
Lankershim & Vineland	43	7	16%	27	63%	9	21%
LeConte & Westwood	28	0	0%	4	14%	26	93%
LosFeliz & Riverside	132	6	5%	36	27%	104	79%
Manchester & Hoover	58	24	41%	40	69%	3	5%
30th & Hoover	340	6	2%	62	18%	34	10%
MLK & Main	163	6	4%	60	37%	85	52%
MLK & Leimert	14	1	7%	10	71%	5	36%
National PI & Overland	24	2	8%	3	13%	10	42%
Ohio & Sepulveda	24	0	0%	13	54%	13	54%
Orange Line & Reseda	77	9	12%	15	19%	7	9%
Park & Glendale	115	0	0%	1	1%	106	92%
PCH & Temescal Cyn	29	0	0%	0	0%	29	100%
San Fernando & Tuxford	25	0	0%	8	32%	12	48%
Santa Monica & Highland	75	5	7%	45	60%	22	29%
Santa Monica & Westwood	101	1	1%	25	25%	69	68%
Santa Monica & Wilshire	53	13	25%	24	45%	30	57%
Sunset & Hyperion	131	4	3%	5	4%	102	78%
Van Nuys & Glenoaks	67	35	52%	57	85%	9	13%
Van Nuys & Laurel Canyon	61	10	16%	53	87%	4	7%
Venice & Lincoln	107	4	4%	28	26%	26	24%
Venice & National	87	1	1%	24	28%	30	34%
Ventura & Laurel Canyon	65	0	0%	40	62%	18	28%
Verdugo & Eagle Rock	64	5	8%	9	14%	38	59%
Washington & Marvin Braude	616	1	0%	11	2%	311	50%
Wilshire & Westholme	11	0	0%	3	27%	7	64%

**Table 26 - Continued**

Wilshire & Western	94	0	0%	80	85%	24	26%
Woodman & Orange Line	105	13	12%	18	17%	47	45%
York & Ave50	66	0	0%	13	20%	33	50%
Totals	5569	290	5%	1262	23%	2758	50%



**Table 27**  
**Intersections with Complete AM Counts - Female Cyclists**

Intersection	Total Bicyclists	Female Bicyclists	Female %
1st & Alameda	85	9	11%
1st & Soto	69	1	1%
4th & Wilton	41	5	12%
7th & Alvarado	117	14	12%
7th & Figueroa	162	22	14%
8th & LaBrea	45	10	22%
Adams & Normandie	69	6	9%
Ballona Creek & Marvin Braude	426	61	14%
Burbank & Topanga Cyn	22	3	14%
Century & Central	31	6	19%
Cesar Chavez & Soto	69	0	0%
Colorado & Eagle Rock	34	0	0%
Cypress & Merced	62	2	3%
Figueroa & Pasadena	52	5	10%
Fountain & Vermont	56	3	5%
Hollywood & Highland	70	5	7%
Idaho & Bundy	97	19	20%
LeConte & Westwood	113	24	21%
LosFeliz & Riverside	47	10	21%
Manchester & Hoover	44	4	9%
30th & Hoover	442	187	42%
MLK & Main	165	11	7%
MLK & Leimert	19	1	5%
National Pl & Overland	19	5	26%
Ohio & Sepulveda	156	30	19%
Orange Line & Reseda	72	8	11%
Park & Glendale	20	2	10%
PCH & Temescal Cyn	156	9	6%
San Fernando & Tuxford	26	1	4%
Santa Monica & Wilshire	39	3	8%
Sunset & Hyperion	78	17	22%
Sunset & Echo Park	67	10	15%
Van Nuys & Glenoaks	40	4	10%
Van Nuys & Laurel Canyon	47	0	0%
Venice & Lincoln	195	36	18%
Venice & National	127	19	15%
Ventura & Laurel Canyon	18	3	17%
Verdugo & Eagle Rock	45	4	9%
Washington & Marvin Braude	181	28	15%
Washington & Compton	57	2	4%
Wilshire & Westholme	34	12	35%
Wilshire & Western	31	3	10%
Woodman & Orange Line	109	14	13%
York & Ave50	32	3	9%
<b>Totals</b>	<b>3886</b>	<b>621</b>	<b>16%</b>


**Table 28**  
**Intersections with Complete PM Counts - Female Cyclists**

<b>Intersection</b>	<b>Total Bicyclists</b>	<b>Female Bicyclists</b>	<b>Female %</b>
1st & Alameda	92	9	10%
1st & Soto	125	11	9%
4th & Wilton	35	6	17%
7th & Alvarado	442	84	19%
7th & Figueroa	239	21	9%
8th & LaBrea	59	5	8%
9th & Pacific	99	5	5%
Ballona Creek & Marvin Braude	400	110	28%
Bluff Creek & Lincoln	56	9	16%
Burbank & Topanga Cyn	23	1	4%
Century & Central	73	5	7%
Cesar Chavez & Soto	110	7	6%
Colorado & Eagle Rock	51	10	20%
Cypress & Merced	84	8	10%
Figueroa & Pasadena	136	13	10%
Fountain & Vermont	104	9	9%
Hollywood & Highland	60	0	0%
LA River & Baum Bridge	174	15	9%
LeConte & Westwood	136	29	21%
LosFeliz & Riverside	53	1	2%
30th & Hoover	643	232	36%
National Blvd & Overland	22	5	23%
National Pl & Overland	48	12	25%
Ohio & Sepulveda	132	30	23%
Orange Line & Reseda	137	26	19%
Park & Glendale	38	5	13%
PCH & Temescal Cyn	117	18	15%
San Fernando & Tuxford	40	1	3%
Santa Monica & Westwood	142	24	17%
Santa Monica & Wilshire	43	6	14%
Sunset & Hyperion	124	19	15%
Sunset & Echo Park	88	13	15%
Van Nuys & Glenoaks	70	2	3%
Van Nuys & Laurel Canyon	74	0	0%
Venice & Lincoln	242	47	19%
Venice & National	158	18	11%
Washington & Marvin Braude	335	66	20%
Wilshire & Westholme	37	6	16%
Wilshire & Western	171	9	5%
Woodman & Orange Line	143	14	10%
York & Ave50	70	7	10%
<b>Totals</b>	<b>5425</b>	<b>918</b>	<b>17%</b>

**Table 29**  
**Intersections with Complete Weekend Counts - Female Cyclists**

<b>Intersection</b>	<b>Total Bicyclists</b>	<b>Female Bicyclists</b>	<b>Female %</b>
1st & Alameda	54	9	17%
1st & Soto	83	6	7%
4th & Wilton	26	6	23%
7th & Alvarado	102	8	8%
7th & Figueroa	115	17	15%
8th & LaBrea	35	8	23%
9th & Pacific	58	5	9%
Adams & Normandie	58	2	3%
Ballona Creek & Marvin Braude	1077	201	19%
Burbank & Topanga Cyn	40	5	13%
Century & Central	405	32	8%
Cesar Chavez & Soto	124	9	7%
Colorado & Eagle Rock	53	6	11%
Cypress & Merced	65	3	5%
Figueroa & Pasadena	66	11	17%
Fountain & Vermont	90	13	14%
Hollywood & Highland	30	3	10%
Idaho & Bundy	64	14	22%
Kittridge & DeSoto	46	3	7%
LA River & Baum Bridge	203	24	12%
Lankershim & Vineland	43	6	14%
LeConte & Westwood	28	1	4%
LosFeliz & Riverside	132	22	17%
Manchester & Hoover	58	0	0%
30th & Hoover	340	120	35%
MLK & Main	163	9	6%
MLK & Leimert	14	2	14%
National Pl & Overland	24	0	0%
Ohio & Sepulveda	24	11	46%
Orange Line & Reseda	77	27	35%
Park & Glendale	115	3	3%
PCH & Temescal Cyn	29	0	0%
San Fernando & Tuxford	25	2	8%
Santa Monica & Highland	75	7	9%
Santa Monica & Westwood	101	4	4%
Santa Monica & Wilshire	53	7	13%
Sunset & Hyperion	131	7	5%
Van Nuys & Glenoaks	67	2	3%
Van Nuys & Laurel Canyon	61	0	0%
Venice & Lincoln	107	19	18%
Venice & National	87	12	14%
Ventura & Laurel Canyon	65	11	17%
Verdugo & Eagle Rock	64	7	11%
Washington & Marvin Braude	616	147	24%

**Table 29 - Continued**



Wilshire & Westholme	11	3	27%
Wilshire & Western	94	13	14%
Woodman & Orange Line	105	14	13%
York & Ave50	66	6	9%
Totals	5569	847	15%

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**Table 30**  
**Bicyclist Totals - All Intersections**

<b>Intersection</b>	<b>Total Bicyclists</b>	<b>Weekday AM</b>	<b>Weekday PM</b>	<b>Weekend Midday</b>
1st & Alameda	231	85	92	54
1st & Soto	277	69	125	83
4th & Wilton	102	41	35	26
7th & Alvarado	661	117	442	102
7th & Figueroa	516	162	239	115
8th & LaBrea	139	45	59	35
9th & Pacific	157	ND	99	58
30th & Hoover	1425	442	643	340
Adams & Normandie	127	69	ND	58
Ballona Creek & Marvin Braude	1903	426	400	1077
Bluff Creek & Lincoln	82	ND	56	26
Broadway & Ave 19	58	58	ND	ND
Broadway Bridge	151	61	90	ND
Burbank & Topanga Cyn	85	22	23	40
Century & Central	509	31	73	405
Cesar Chavez & Soto	303	69	110	124
Colorado & Eagle Rock	138	34	51	53
Cypress & Merced	211	62	84	65
Figueroa & Pasadena	254	52	136	66
Fountain & Vermont	250	56	104	90
Hollywood & Highland	160	70	60	30
Idaho & Bundy	161	97	ND	64
Kittridge & DeSoto	46	ND	ND	46
LA River & Baum Bridge	377	ND	174	203
Lankershim & Vineland	43	ND	ND	43
LeConte & Westwood	277	113	136	28
Los Feliz & Riverside	232	47	53	132
Manchester & Hoover	102	44	ND	58
MLK & Main	328	165	ND	163
MLK & Leimert	33	19	ND	14
National Blvd & Overland	46	ND	22	24
National Pl & Overland	91	19	48	24
Ohio & Sepulveda	365	156	132	77
Orange Line & Reseda	324	72	137	115
Park & Glendale	87	20	38	29
PCH & Temescal Cyn	273	156	117	ND
San Fernando & Tuxford	91	26	40	25
Santa Monica & Highland	75	ND	ND	75
Santa Monica & Westwood	243	0	142	101
Santa Monica & Wilshire	135	39	43	53

**Table 30 - Continued**

Sunset & Hyperion	333	78	124	131
Sunset & Echo Park	155	67	88	ND
Van Nuys & Glenoaks	177	40	70	67
Van Nuys & Laurel Canyon	182	47	74	61
Venice & Lincoln	544	195	242	107
Venice & National	372	127	158	87
Ventura & Laurel Canyon	83	18	0	65
Verdugo & Eagle Rock	109	45	0	64
Washington & Marvin Braude	1132	181	335	616
Washington & Compton	57	57	ND	ND
Wilshire & Westholme	82	34	37	11
Wilshire & Western	296	31	171	94
Woodman & Orange Line	357	109	143	105
York & Ave50	168	32	70	66

**Key: ND = No data collected for that time period**

**Table 31**  
**Female Bicyclists - All Intersections**

<b>Intersection</b>	<b>Total Bicyclists</b>	<b>Female Bicyclists</b>
1st & Alameda	231	27
1st & Soto	277	18
4th & Wilton	102	17
7th & Alvarado	661	106
7th & Figueroa	516	60
8th & LaBrea	139	23
9th & Pacific	157	10
30th & Hoover	1425	539
Adams & Normandie	127	8
Ballona Creek & Marvin Braude	1903	372
Bluff Creek & Lincoln	82	10
Broadway & Ave 19	58	7
Broadway Bridge	151	18
Burbank & Topanga Cyn	85	9
Century & Central	509	43
Cesar Chavez & Soto	303	16
Colorado & Eagle Rock	138	16
Cypress & Merced	211	13
Figueroa & Pasadena	254	29
Fountain & Vermont	250	25
Hollywood & Highland	160	8
Idaho & Bundy	161	33
Kittridge & DeSoto	46	3
LA River & Baum Bridge	377	39
Lankershim & Vineland	43	6
LeConte & Westwood	277	54
Los Feliz & Riverside	232	33
Manchester & Hoover	102	4
MLK & Main	328	20
MLK & Leimert	33	3
National Blvd & Overland	46	5
National PI & Overland	91	17
Ohio & Sepulveda	365	71
Orange Line & Reseda	324	61
Park & Glendale	87	10
PCH & Temescal Cyn	273	27
San Fernando & Tuxford	91	4
Santa Monica & Highland	75	7
Santa Monica & Westwood	243	28
Santa Monica & Wilshire	135	16

**Table 31 - Continued**

Sunset & Hyperion	333	43
Sunset & Echo Park	155	23
Van Nuys & Glenoaks	177	8
Van Nuys & Laurel Canyon	182	0
Venice & Lincoln	544	102
Venice & National	372	49
Ventura & Laurel Canyon	83	14
Verdugo & Eagle Rock	109	11
Washington & Marvin Braude	1132	241
Washington & Compton	57	2
Wilshire & Westholme	82	21
Wilshire & Western	296	25
Woodman & Orange Line	357	42
York & Ave50	168	16



**Table 32**  
**Bicyclist Behaviors - All Intersections**

Intersection	Total Bicyclists	Wrong Way	Sidewalk Use	Helmet Use
1st & Alameda	231	9	98	70
1st & Soto	277	14	110	49
4th & Wilton	102	1	14	41
7th & Alvarado	661	50	213	301
7th & Figueroa	516	14	208	96
8th & LaBrea	139	6	78	37
9th & Pacific	157	10	95	20
30th & Hoover	1425	75	333	70
Adams & Normandie	127	13	95	17
Ballona Creek & Marvin Braude	1903	0	0	1300
Bluff Creek & Lincoln	82	0	7	33
Broadway & Ave 19	58	0	16	32
Broadway Bridge	151	1	30	67
Burbank & Topanga Cyn	85	21	60	20
Century & Central	509	73	71	375
Cesar Chavez & Soto	303	27	210	45
Colorado & Eagle Rock	138	6	61	62
Cypress & Merced	211	28	53	74
Figueroa & Pasadena	254	25	83	100
Fountain & Vermont	250	27	100	85
Hollywood & Highland	160	8	96	65
Idaho & Bundy	161	3	28	71
Kittridge & DeSoto	46	1	35	7
LA River & Baum Bridge	377	6	10	262
Lankershim & Vineland	43	7	27	9
LeConte & Westwood	277	22	56	147
Los Feliz & Riverside	232	14	66	170
Manchester & Hoover	102	25	71	3
MLK & Main	328	13	151	96
MLK & Leimert	33	3	22	5
National Blvd & Overland	46	5	12	25
National Pl & Overland	91	3	25	43
Ohio & Sepulveda	365	0	78	258
Orange Line & Reseda	324	16	125	112
Park & Glendale	87	1	10	47
PCH & Temescal Cyn	273	1	26	185
San Fernando & Tuxford	91	2	52	20
Santa Monica & Highland	75	5	45	22
Santa Monica & Westwood	243	12	78	154

**Table 32 - Continued**

Santa Monica & Wilshire	135	16	43	77
Sunset & Hyperion	333	7	29	207
Sunset & Echo Park	155	7	21	71
Van Nuys & Glenoaks	177	78	148	17
Van Nuys & Laurel Canyon	182	37	134	25
Venice & Lincoln	544	14	183	141
Venice & National	372	2	87	142
Ventura & Laurel Canyon	83	6	46	25
Verdugo & Eagle Rock	109	6	23	52
Washington & Marvin Braude	1132	10	44	554
Washington & Compton	57	2	37	57
Wilshire & Westholme	82	0	16	54
Wilshire & Western	296	24	197	102
Woodman & Orange Line	357	30	42	136
York & Ave50	168	4	33	85

**Table 33**  
**Pedestrian Totals - All Intersections**

Intersection	Total Pedestrians	Weekday	Weekday	Weekend
		AM	PM	Midday
1st & Alameda	1438	434	658	346
1st & Soto	2135	779	1023	333
4th & Wilton	355	142	116	97
7th & Alvarado	7319	1533	3200	2586
7th & Figueroa	6709	3884	759	2066
8th & LaBrea	740	96	309	335
9th & Pacific	942	ND	356	586
30th & Hoover	1677	417	592	668
Adams & Normandie	729	466	ND	263
Ballona Creek & Marvin Braude	460	54	138	268
Bluff Creek & Lincoln	98	ND	65	33
Broadway & Ave 19	32	32	ND	ND
Broadway Bridge	88	32	56	ND
Burbank & Topanga Cyn	299	90	96	113
Century & Central	1170	551	311	308
Cesar Chavez & Soto	5515	1357	1933	2225
Colorado & Eagle Rock	984	310	289	385
Cypress & Merced	552	176	185	191
Figueroa & Pasadena	747	227	322	198
Fountain & Vermont	1521	318	664	539
Hollywood & Highland	7450	1401	2989	3060
Idaho & Bundy	406	215	ND	191
Kittridge & DeSoto	137	ND	ND	137
LA River & Baum Bridge	113	ND	62	51
Lankershim & Vineland	76	ND	ND	76
LeConte & Westwood	6076	1902	3305	869
Los Feliz & Riverside	430	110	159	161
Manchester & Hoover	1195	908	ND	287
MLK & Main	1756	937	ND	819
MLK & Leimert	114	57	ND	57
National Blvd & Overland	156	ND	71	85
National Pl & Overland	214	27	103	84
Ohio & Sepulveda	597	162	265	170
Orange Line & Reseda	1718	767	676	275
Park & Glendale	634	248	131	255
PCH & Temescal Cyn	473	203	270	ND
San Fernando & Tuxford	125	47	39	39
Santa Monica & Highland	432	210	ND	222
Santa Monica & Westwood	855	ND	495	360
Santa Monica & Wilshire	1198	467	424	307
Sunset & Hyperion	2349	313	681	1355
Sunset & Echo Park	1922	712	1210	ND
Van Nuys & Glenoaks	1884	710	644	530
Van Nuys & Laurel Canyon	1277	336	463	478
Venice & Lincoln	993	484	408	101

**Table 33 - Continued**

Venice & National	909	358	340	211
Ventura & Laurel Canyon	993	421	ND	572
Verdugo & Eagle Rock	222	180	ND	42
Washington & Marvin Braude	438	110	169	159
Washington & Compton	123	123	ND	ND
Wilshire & Westholme	528	212	192	124
Wilshire & Western	6129	1210	2901	2018
Woodman & Orange Line	531	182	194	155
York & Ave50	777	174	187	416
Totals	76740	24084	27450	25206

Key: ND = No data collected for that time period

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**Table 34**  
**Intersections with Complete Data for 2009 & 2011**

<b>Intersection</b>	<b>Bicycle Totals, '09</b>	<b>Bicycle Totals, '11</b>	<b>% Change</b>
1st & Alameda	135	231	71%
4th & Wilton	67	102	52%
7th & Alvarado	254	661	161%
8th & LaBrea	84	139	65%
Figueroa & Pasadena	168	254	51%
Fountain & Vermont	197	250	27%
Hollywood & Highland	179	160	-10%
Los Feliz & Riverside	158	232	47%
National Pl & Overland	70	91	31%
Ohio & Sepulveda	325	365	12%
Park & Glendale	111	87	-22%
Sunset & Hyperion	260	333	28%
Venice & National	251	372	49%
Washington & Marvin Braude	1230	1132	-8%
Wilshire & Western	266	296	11%
Woodman & Orange Line	152	357	135%
York & Ave 50	70	168	140%
<b>Total</b>	<b>3974</b>	<b>5230</b>	<b>32%</b>

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**Table 35**  
**Intersections with Complete Data,**  
**2009 & 2011 - AM Count**

<b>Intersection</b>	<b>Total Cyclists, '09</b>	<b>Total Cyclists, '11</b>	<b>% Change, '09-'11</b>
1st & Alameda	45	85	91%
4th & Wilton	31	41	32%
7th & Alvarado	78	117	51%
8th & LaBrea	35	45	29%
Figueroa & Pasadena	47	52	11%
Fountain & Vermont	59	56	-5%
Hollywood & Highland	63	70	11%
LosFeliz & Riverside	51	47	-8%
National Pl & Overland	21	19	-7%
Ohio & Sepulveda	115	156	36%
Park & Glendale	30	20	-33%
Sunset & Hyperion	64	78	22%
Venice & National	86	127	48%
Washington & Marvin Braude	184	181	-2%
Wilshire & Western	74	31	-58%
Woodman & Orange Line	67	109	64%
York & Ave50	22	32	45%
<b>Totals</b>	<b>1070</b>	<b>1266</b>	<b>18%</b>

**Table 36**  
**Intersections with Complete Data,**  
**2009 & 2011 - PM Count**

<b>Intersection</b>	<b>Total Cyclists, '09</b>	<b>Total Cyclists, '11</b>	<b>% Change, '09-'11</b>
1st & Alameda	51	92	80%
4th & Wilton	18	35	94%
7th & Alvarado	115	442	284%
8th & LaBrea	52	59	13%
Figueroa & Pasadena	80	136	70%
Fountain & Vermont	79	104	32%
Hollywood & Highland	72	60	-16%
LosFeliz & Riverside	67	53	-21%
National Pl & Overland	31	48	55%
Ohio & Sepulveda	111	132	19%
Park & Glendale	43	38	-12%
Sunset & Hyperion	78	124	59%
Venice & National	89	158	79%
Washington & Marvin Braude	319	335	5%
Wilshire & Western	128	171	34%
Woodman & Orange Line	49	143	192%
York & Ave50	34	70	106%
<b>Totals</b>	<b>1415</b>	<b>2200</b>	<b>56%</b>

**Table 37**  
**Intersections with Complete Data,**  
**2009 & 2011 - Weekend Count**

<b>Intersection</b>	<b>Total Cyclists, '09</b>	<b>Total Cyclists, '11</b>	<b>% Change, '09-'11</b>
1st & Alameda	39	54	138%
4th & Wilton	18	26	144%
7th & Alvarado	61	102	167%
8th & LaBrea	23	35	152%
Figueroa & Pasadena	47	66	140%
Fountain & Vermont	59	90	153%
Hollywood & Highland	44	30	68%
LosFeliz & Riverside	65	132	203%
National Pl & Overland	18	24	133%
Ohio & Sepulveda	99	24	24%
Park & Glendale	38	115	303%
Sunset & Hyperion	83	131	158%
Venice & National	76	87	114%
Washington & Marvin Braude	727	616	85%
Wilshire & Western	64	94	147%
Woodman & Orange Line	61	105	172%
York & Ave50	31	66	213%
<b>Totals</b>	<b>1553</b>	<b>1797</b>	<b>16%</b>

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**Table 38**  
**Intersections with Complete Data for 2009 & 2011 - Female Cyclists**

Intersection	Bicycle Totals '09	Female Cyclists, '09	Female %, '09	Bicycle Totals '11	Female Cyclists, '11	Female %, '11
1st & Alameda	135	19	16%	231	27	12%
4th & Wilton	67	12	22%	102	17	17%
7th & Alvarado	254	5	2%	661	106	16%
8th & LaBrea	84	9	12%	139	23	17%
Figueroa & Pasadena	168	13	8%	254	29	11%
Fountain & Vermont	197	23	13%	250	25	10%
Hollywood & Highland	179	39	28%	160	8	5%
Los Feliz & Riverside	158	26	20%	232	33	14%
National Pl & Overland	70	30	76%	91	17	19%
Ohio & Sepulveda	325	59	22%	365	71	19%
Park & Glendale	111	15	15%	87	10	11%
Sunset & Hyperion	260	36	16%	333	43	13%
Venice & National	251	26	12%	372	49	13%
Washington & Marvin Braude	1230	304	33%	1132	241	21%
Wilshire & Western	266	17	7%	296	25	8%
Woodman & Orange Line	152	18	13%	357	42	12%
York & Ave 50	70	15	27%	168	16	10%
Totals	3974	663	17%	5230	782	15%

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**Table 39**  
**Intersections with Complete Data, 2009 & 2011 - Wrong-Way Riding**

<b>Intersection</b>	<b>Bicycle Totals '09</b>	<b>Wrong Way, '09</b>	<b>Wrong Way %, '09</b>	<b>Bicycle Totals '11</b>	<b>Wrong Way, '11</b>	<b>Wrong Way %, '11</b>
1st & Alameda	135	8	6%	231	9	4%
4th & Wilton	67	2	2%	102	1	1%
7th & Alvarado	254	3	1%	661	50	8%
8th & LaBrea	84	2	2%	139	6	4%
Figueroa & Pasadena	168	2	1%	254	25	10%
Fountain & Vermont	197	25	12%	250	27	11%
Hollywood & Highland	179	1	1%	160	8	5%
Los Feliz & Riverside	158	12	7%	232	14	6%
National Pl & Overland	70	4	5%	91	3	3%
Ohio & Sepulveda	325	10	3%	365	0	0%
Park & Glendale	111	9	8%	87	1	1%
Sunset & Hyperion	260	6	2%	333	7	2%
Venice & National	251	4	2%	372	2	1%
Washington & Marvin Braude	1230	45	4%	1132	10	1%
Wilshire & Western	266	6	2%	296	24	8%
Woodman & Orange Line	152	2	1%	357	30	8%
York & Ave 50	70	6	8%	168	4	2%
<b>Totals</b>	<b>3974</b>	<b>142</b>	<b>4%</b>	<b>5230</b>	<b>221</b>	<b>4%</b>

**Table 40**  
**Intersections with Complete Data, 2009 & 2011 - Sidewalk Riding**

Intersection	Bicycle Totals '09	Sidewalk Use, '09	Sidewalk %, '09	Bicycle Totals '11	Sidewalk Use, '11	Sidewalk %, '11
1st & Alameda	135	71	52%	231	98	42%
4th & Wilton	67	18	26%	102	14	14%
7th & Alvarado	254	73	29%	661	213	32%
8th & LaBrea	84	48	57%	139	78	56%
Figueroa & Pasadena	168	34	20%	254	83	33%
Fountain & Vermont	197	90	45%	250	100	40%
Hollywood & Highland	179	89	50%	160	96	60%
Los Feliz & Riverside	158	48	30%	232	66	28%
National Pl & Overland	70	23	33%	91	25	27%
Ohio & Sepulveda	325	70	21%	365	78	21%
Park & Glendale	111	29	26%	87	10	11%
Sunset & Hyperion	260	25	10%	333	29	9%
Venice & National	251	72	29%	372	87	23%
Washington & Marvin Braude	1230	130	11%	1132	44	4%
Wilshire & Western	266	198	74%	296	197	67%
Woodman & Orange Line	152	33	22%	357	42	12%
York & Ave 50	70	26	36%	168	33	20%
Totals	3974	1071	27%	5230	1293	25%

**Table 41**  
**Intersections with Complete Data, 2009 & 2011 - Helmet Use**

Intersection	Bicycle Totals '09	Helmet Use, '09	Helmet Use %, '09	Bicycle Totals '11	Helmet Use, '11	Helmet Use %, '11
1st & Alameda	135	38	28%	231	70	30%
4th & Wilton	67	25	37%	102	41	40%
7th & Alvarado	254	112	44%	661	301	46%
8th & LaBrea	84	39	46%	139	37	27%
Figueroa & Pasadena	168	68	40%	254	100	39%
Fountain & Vermont	197	57	29%	250	85	34%
Hollywood & Highland	179	86	48%	160	65	41%
Los Feliz & Riverside	158	114	72%	232	170	73%
National Pl & Overland	70	34	48%	91	43	47%
Ohio & Sepulveda	325	218	67%	365	258	71%
Park & Glendale	111	36	32%	87	47	54%
Sunset & Hyperion	260	94	36%	333	207	62%
Venice & National	251	92	37%	372	142	38%
Washington & Marvin Braude	1230	552	45%	1132	554	49%
Wilshire & Western	266	70	26%	296	102	34%
Woodman & Orange Line	152	59	39%	357	136	38%
York & Ave 50	70	27	38%	168	85	51%
<b>Total</b>	<b>3974</b>	<b>1715</b>	<b>43%</b>	<b>5230</b>	<b>2443</b>	<b>47%</b>

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**Table 42**  
**Intersections with Complete Data,**  
**2009 & 2011 - No Infrastructure**

<b>Intersection</b>	<b>Bicycle Totals, '09</b>	<b>Bicycle Totals, '11</b>	<b>% Change</b>
1stAlameda	135	231	71%
8thLaBrea	84	139	65%
Figueroa Pasadena	168	254	51%
Hollywood Highland	179	160	-10%
National Pl Overland	70	91	31%
Wilshire Western	266	296	11%
<b>Totals</b>	<b>901</b>	<b>1171</b>	<b>30%</b>

**Table 43**  
**Intersections with Complete Data,**  
**2009 & 2011 - Infrastructure Present**

<b>Intersection</b>	<b>Bicycle Totals, '09</b>	<b>Bicycle Totals, '11</b>	<b>% Change</b>
Los Feliz Riverside	158	232	47%
Ohio Sepulveda	325	365	12%
Park Glendale	111	87	-22%
Sunset Hyperion	260	333	28%
Venice National	251	372	49%
Washington Admiralty	1230	1132	-8%
Woodman Orange Line	152	357	135%
<b>Totals</b>	<b>2486</b>	<b>2878</b>	<b>16%</b>

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**Table 44**  
**Intersections with Complete Data,**  
**09-'11 - Infrastructure Improvements**

<b>Intersection</b>	<b>Total Cyclists, '09</b>	<b>Total Cyclists, '11</b>	<b>% Change, '09-'11</b>
4th & Wilton	67	102	52%
7th & Alvarado	254	661	161%
Fountain & Vermont	197	250	27%
York & Ave50	70	168	140%
<b>Totals</b>	<b>588</b>	<b>1181</b>	<b>101%</b>

**Table 45**  
**Intersections with Complete Data,**  
**09-'11 - No Infrastructure Improvements**

<b>Intersection</b>	<b>Total Cyclists, '09</b>	<b>Total Cyclists, '11</b>	<b>% Change, '09-'11</b>
1stAlameda	135	231	71%
8thLaBrea	84	139	65%
Figuroa Pasadena	168	254	51%
Hollywood Highland	179	160	-10%
Los Feliz Riverside	158	232	47%
National Pl Overland	70	91	31%
Ohio Sepulveda	325	365	12%
Park Glendale	111	87	-22%
Sunset Hyperion	260	333	28%
Venice National	251	372	49%
Washington Marvin Braude	1230	1132	-8%
Wilshire Western	266	296	11%
Woodman Orange Line	152	357	135%
<b>Totals</b>	<b>3389</b>	<b>4049</b>	<b>19%</b>

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**Table 46**  
**Intersections with Complete AM Data,**  
**2009 & 2011**

<b>Intersection</b>	<b>Total Cyclists, '09</b>	<b>Total Cyclists, '11</b>	<b>% Change, '09-'11</b>
1st & Alameda	45	85	91%
4th & Wilton	31	41	32%
7th & Alvarado	78	117	51%
7th & Figueroa	138	162	17%
8th & LaBrea	35	45	29%
Figueroa & Pasadena	47	52	11%
Fountain & Vermont	59	56	-5%
Hollywood & Highland	63	70	11%
Idaho & Bundy	39	97	149%
LeConte & Westwood	96	113	18%
LosFeliz & Riverside	51	47	-8%
National Pl & Overland	21	19	-7%
Ohio & Sepulveda	115	156	36%
Orange Line & Reseda	83	72	-13%
Park & Glendale	30	20	-33%
PCH & Temescal Cyn	75	156	108%
Santa Monica & Wilshire	55	39	-29%
Sunset & Echo Park	54	67	24%
Sunset & Hyperion	64	78	22%
Venice & National	86	127	48%
Verdugo & Eagle Rock	28	45	61%
Washington & Marvin Braude	184	181	-2%
Washington & Compton	80	57	-28%
Wilshire & Westholme	20	34	74%
Wilshire & Western	74	31	-58%
Woodman & Orange Line	67	109	64%
York & Ave50	22	32	45%
<b>Totals</b>	<b>1736</b>	<b>2108</b>	<b>21%</b>

**Table 47**  
**Intersections with Complete PM Data,**  
**2009 & 2011**

<b>Intersection</b>	<b>Total Cyclists, '09</b>	<b>Total Cyclists, '11</b>	<b>% Change, '09-'11</b>
1st & Alameda	51	92	80%
4th & Wilton	18	35	94%
7th & Alvarado	115	442	284%
7th & Figueroa	166	239	44%
8th & LaBrea	52	59	13%
9th & Pacific	58	99	71%
30th & Hoover	977	643	-34%
Ballona Creek & Marvin Braude	265	400	51%
Bluff Creek & Lincoln	35	56	60%
Burbank & Topanga Cyn	29	23	-19%
Colorado & Eagle Rock	42	51	23%
Figueroa & Pasadena	80	136	70%
Fountain & Vermont	79	104	32%
Hollywood & Highland	72	60	-16%
LA River & Baum Bridge	117	174	49%
LeConte & Westwood	171	136	-20%
LosFeliz & Riverside	67	53	-21%
National Pl & Overland	31	48	55%
Ohio & Sepulveda	111	132	19%
Park & Glendale	43	38	-12%
Santa Monica & Westwood	110	142	30%
Sunset & Hyperion	78	124	59%
Sunset & Echo Park	98	88	-10%
Venice & National	89	158	79%
Washington & Marvin Braude	319	335	5%
Wilshire & Westholme	38	37	-3%
Wilshire & Western	128	171	34%
Woodman & Orange Line	49	143	192%
York & Ave50	34	70	106%
<b>Totals</b>	<b>3518</b>	<b>4288</b>	<b>22%</b>



**Table 48**  
**Intersections with Complete Weekend Data,**  
**2009 & 2011**

<b>Intersection</b>	<b>Total Cyclists, '09</b>	<b>Total Cyclists, '11</b>	<b>% Change, '09-'11</b>
1st & Alameda	39	54	138%
1st & Soto	49	83	169%
4th & Wilton	18	26	144%
7th & Alvarado	61	102	167%
8th & LaBrea	23	35	152%
30th & Hoover	280	340	121%
Adams & Normandie	53	58	109%
Ballona Creek & Marvin Braude	862	1077	125%
Burbank & Topanga Cyn	25	40	160%
Cesar Chavez & Soto	49	124	253%
Figueroa & Pasadena	47	66	140%
Fountain & Vermont	59	90	153%
Hollywood & Highland	44	30	68%
Idaho & Bundy	54	64	119%
LA River & Baum Bridge	95	203	214%
LeConte & Westwood	41	28	68%
LosFeliz & Riverside	65	132	203%
National Pl & Overland	18	24	133%
Ohio & Sepulveda	99	24	24%
Park & Glendale	38	115	303%
PCH & Temescal Cyn	237	29	12%
Santa Monica & Highland	57	75	132%
Santa Monica & Westwood	90	101	112%
Santa Monica & Wilshire	38	53	139%
Sunset & Hyperion	83	131	158%
Venice & Lincoln	184	107	58%
Venice & National	76	87	114%
Ventura & Laurel Canyon	30	65	217%
Verdugo & Eagle Rock	46	64	139%
Washington & Marvin Braude	727	616	85%
Wilshire & Westholme	22	11	50%
Wilshire & Western	64	94	147%
Woodman & Orange Line	61	105	172%
York & Ave50	31	66	213%
<b>Totals</b>	<b>3765</b>	<b>4319</b>	<b>15%</b>

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**Table 49**  
**Female Cyclists -**  
**Intersections with Complete AM Data, 2009 & 2011**

Intersection	Total Cyclists, '09	Female Cyclists, '09	Female %, '09	Total Cyclists, '11	Female Cyclists, '11	Female %, '11
1st & Alameda	45	9	20%	85	9	11%
4th & Wilton	31	7	23%	41	5	12%
7th & Alvarado	78	2	3%	117	14	12%
7th & Figueroa	138	4	3%	162	22	14%
8th & LaBrea	35	4	10%	45	10	22%
Figueroa & Pasadena	47	3	5%	52	5	10%
Fountain & Vermont	59	4	7%	56	3	5%
Hollywood & Highland	63	9	13%	70	5	7%
Idaho & Bundy	39	4	10%	97	19	20%
LeConte & Westwood	96	25	26%	113	24	21%
LosFeliz & Riverside	51	9	18%	47	10	21%
National Pl & Overland	21	6	29%	19	5	26%
Ohio & Sepulveda	115	19	17%	156	30	19%
Orange Line & Reseda	83	12	15%	72	8	11%
Park & Glendale	30	4	12%	20	2	10%
PCH & Temescal Cyn	75	12	16%	156	9	6%
Santa Monica & Wilshire	55	0	0%	39	3	8%
Sunset & Echo Park	54	5	9%	67	10	15%
Sunset & Hyperion	64	9	14%	78	17	22%
Venice & National	86	12	14%	127	19	15%
Verdugo & Eagle Rock	28	5	18%	45	4	9%
Washington & Marvin Braude	184	41	22%	181	28	15%
Washington & Compton	80	0	0%	57	2	4%
Wilshire & Westholme	20	5	23%	34	12	35%
Wilshire & Western	74	8	10%	31	3	10%
Woodman & Orange Line	67	7	11%	109	14	13%
York & Ave50	22	6	25%	32	3	9%
Totals	1736	228	13%	2108	295	14%

**Table 50**  
**Female Cyclists -**  
**Intersections with Complete PM Data, 2009 & 2011**

Intersection	Total Cyclists, '09	Female Cyclists, '09	Female %, '09	Total Cyclists, '11	Female Cyclists, '11	Female %, '11
1st & Alameda	51	5	9%	92	9	10%
4th & Wilton	18	1	6%	35	6	17%
7th & Alvarado	115	1	0%	442	84	19%
7th & Figueroa	166	16	10%	239	21	9%
8th & LaBrea	52	3	6%	59	5	8%
9th & Pacific	58	1	2%	99	5	5%
30th & Hoover	977	0	0%	643	232	36%
Ballona Creek & Marvin Braude	265	57	21%	400	110	28%
Bluff Creek & Lincoln	35	3	9%	56	9	16%
Burbank & Topanga Cyn	29	2	5%	23	1	4%
Colorado & Eagle Rock	42	1	2%	51	10	20%
Figueroa & Pasadena	80	3	4%	136	13	10%
Fountain & Vermont	79	5	6%	104	9	9%
Hollywood & Highland	72	9	12%	60	0	0%
LA River & Baum Bridge	117	11	9%	174	15	9%
LeConte & Westwood	171	34	20%	136	29	21%
LosFeliz & Riverside	67	5	7%	53	1	2%
National Pl & Overland	31	7	21%	48	12	25%
Ohio & Sepulveda	111	17	15%	132	30	23%
Park & Glendale	43	6	14%	38	5	13%
Santa Monica & Westwood	110	11	10%	142	24	17%
Sunset & Hyperion	78	8	10%	124	19	15%
Sunset & Echo Park	98	9	9%	88	13	15%
Venice & National	89	10	11%	158	18	11%
Washington & Marvin Braude	319	66	21%	335	66	20%
Wilshire & Westholme	38	9	24%	37	6	16%
Wilshire & Western	128	8	6%	171	9	5%
Woodman & Orange Line	49	5	10%	143	14	10%
York & Ave50	34	5	15%	70	7	10%
<b>Totals</b>	<b>3518</b>	<b>314</b>	<b>9%</b>	<b>4288</b>	<b>782</b>	<b>18%</b>

**Table 51**  
**Female Cyclists -**  
**Intersections with Complete Weekend Data, 2009 & 2011**

Intersection	Total Cyclists, '09	Female Cyclists, '09	Female %, '09	Total Cyclists, '11	Female Cyclists	Female %, '11
1st & Alameda	39	5	13%	54	9	17%
1st & Soto	49	0	0%	83	6	7%
4th & Wilton	18	4	22%	26	6	23%
7th & Alvarado	61	2	3%	102	8	8%
8th & LaBrea	23	4	17%	35	8	23%
30th & Hoover	280	85	30%	340	120	35%
Adams & Normandie	53	5	9%	58	2	3%
Ballona Creek & Marvin Braude	862	253	29%	1077	201	19%
Burbank & Topanga Cyn	25	4	16%	40	5	13%
Cesar Chavez & Soto	49	3	6%	124	9	7%
Figueroa & Pasadena	47	2	4%	66	11	17%
Fountain & Vermont	59	5	8%	90	13	14%
Hollywood & Highland	44	5	11%	30	3	10%
Idaho & Bundy	54	7	13%	64	14	22%
LA River & Baum Bridge	95	15	16%	203	24	12%
LeConte & Westwood	41	4	10%	28	1	4%
LosFeliz & Riverside	65	7	11%	132	22	17%
National Pl & Overland	18	5	28%	24	0	0%
Ohio & Sepulveda	99	23	23%	24	11	46%
Park & Glendale	38	5	13%	115	3	3%
PCH & Temescal Cyn	237	31	13%	29	0	0%
Santa Monica & Highland	57	7	12%	75	7	9%
Santa Monica & Westwood	90	12	13%	101	4	4%
Santa Monica & Wilshire	38	6	16%	53	7	13%
Sunset & Hyperion	83	12	14%	131	7	5%
Venice & Lincoln	184	49	27%	107	19	18%
Venice & National	76	4	5%	87	12	14%
Ventura & Laurel Canyon	30	2	7%	65	11	17%
Verdugo & Eagle Rock	46	4	9%	64	7	11%
Washington & Marvin Braude	727	197	27%	616	147	24%
Wilshire & Westholme	22	4	18%	11	3	27%
Wilshire & Western	64	1	2%	94	13	14%
Woodman & Orange Line	61	8	13%	105	14	13%
York & Ave50	31	7	23%	66	6	9%
Totals	3765	787	21%	4319	733	17%

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**Table 52**  
**Wrong-Way Riding -**  
**Intersections with Complete AM Data, 2009 & 2011**

Intersection	Total Cyclists, '09	Wrong Way, '09	Wrong Way %, '09	Total Cyclists, '11	Wrong Way, '11	Wrong Way %, '11
1st & Alameda	45	2	4%	85	6	7%
4th & Wilton	31	0	0%	41	0	0%
7th & Alvarado	78	1	1%	117	0	0%
7th & Figueroa	138	0	0%	162	1	1%
8th & LaBrea	35	1	3%	45	0	0%
Figueroa & Pasadena	47	0	0%	52	1	2%
Fountain & Vermont	59	7	12%	56	3	5%
Hollywood & Highland	63	1	1%	70	0	0%
Idaho & Bundy	39	2	5%	97	2	2%
LeConte & Westwood	96	1	1%	113	4	4%
LosFeliz & Riverside	51	1	2%	47	5	11%
National Pl & Overland	21	2	10%	19	0	0%
Ohio & Sepulveda	115	1	1%	156	0	0%
Orange Line & Reseda	83	0	0%	72	3	4%
Park & Glendale	30	5	15%	20	0	0%
PCH & Temescal Cyn	75	4	5%	156	1	1%
Santa Monica & Wilshire	55	3	5%	39	0	0%
Sunset & Echo Park	54	5	9%	67	5	7%
Sunset & Hyperion	64	1	2%	78	2	3%
Venice & National	86	1	1%	127	1	1%
Verdugo & Eagle Rock	28	0	0%	45	1	2%
Washington & Marvin Braude	184	6	3%	181	4	2%
Washington & Compton	80	8	10%	57	2	4%
Wilshire & Westholme	20	0	0%	34	0	0%
Wilshire & Western	74	4	5%	31	0	0%
Woodman & Orange Line	67	2	2%	109	16	15%
York & Ave50	22	2	9%	32	0	0%
Totals	1736	58	3%	2108	57	3%

**Table 53**  
**Sidewalk Riding -**  
**Intersections with Complete AM Data, 2009 & 2011**

Intersection	Total Cyclists, '09	Sidewalk Use, '09	Sidewalk Use %, '09	Total Cyclists, '11	Sidewalk Use	Sidewalk %
1st & Alameda	45	24	54%	85	41	48%
4th & Wilton	31	10	31%	41	3	7%
7th & Alvarado	78	55	70%	117	65	56%
7th & Figueroa	138	35	25%	162	65	40%
8th & LaBrea	35	20	57%	45	31	69%
Figueroa & Pasadena	47	9	18%	52	18	35%
Fountain & Vermont	59	21	36%	56	14	25%
Hollywood & Highland	63	33	52%	70	56	80%
Idaho & Bundy	39	6	14%	97	17	18%
LeConte & Westwood	96	24	25%	113	18	16%
LosFeliz & Riverside	51	21	41%	47	11	23%
National Pl & Overland	21	7	34%	19	7	37%
Ohio & Sepulveda	115	23	20%	156	27	17%
Orange Line & Reseda	83	0	0%	72	2	3%
Park & Glendale	30	8	25%	20	2	10%
PCH & Temescal Cyn	75	4	5%	156	20	13%
Santa Monica & Wilshire	55	12	22%	39	12	31%
Sunset & Echo Park	54	7	12%	67	9	13%
Sunset & Hyperion	64	4	6%	78	9	12%
Venice & National	86	22	26%	127	22	17%
Verdugo & Eagle Rock	28	5	18%	45	14	31%
Washington & Marvin Braude	184	17	9%	181	11	6%
Washington & Compton	80	32	40%	57	37	65%
Wilshire & Westholme	20	3	15%	34	9	26%
Wilshire & Western	74	59	79%	31	28	90%
Woodman & Orange Line	67	11	17%	109	17	16%
York & Ave50	22	6	25%	32	7	22%
<b>Totals</b>	<b>1736</b>	<b>473</b>	<b>27%</b>	<b>2108</b>	<b>572</b>	<b>27%</b>

**Table 54**  
**Helmet Use -**  
**Intersections with Complete AM Data, 2009 & 2011**

Intersection	Total Cyclists, '09	Helmet Use, '09	Helmet Use %, '09	Total Cyclists, '11	Helmet Use	Helmet %
1st & Alameda	45	11	25%	85	37	44%
4th & Wilton	31	14	44%	41	17	41%
7th & Alvarado	78	3	4%	117	42	36%
7th & Figueroa	138	78	57%	162	9	6%
8th & LaBrea	35	19	53%	45	21	47%
Figueroa & Pasadena	47	23	48%	52	19	37%
Fountain & Vermont	59	19	31%	56	32	57%
Hollywood & Highland	63	34	54%	70	35	50%
Idaho & Bundy	39	21	54%	97	43	44%
LeConte & Westwood	96	49	51%	113	62	55%
LosFeliz & Riverside	51	39	76%	47	35	74%
National Pl & Overland	21	10	49%	19	11	58%
Ohio & Sepulveda	115	76	66%	156	108	69%
Orange Line & Reseda	83	32	39%	72	28	39%
Park & Glendale	30	16	52%	20	15	75%
PCH & Temescal Cyn	75	66	88%	156	127	81%
Santa Monica & Wilshire	55	34	62%	39	27	69%
Sunset & Echo Park	54	25	46%	67	39	58%
Sunset & Hyperion	64	31	48%	78	41	53%
Venice & National	86	37	42%	127	62	49%
Verdugo & Eagle Rock	28	18	64%	45	14	31%
Washington & Marvin Braude	184	112	61%	181	111	61%
Washington & Compton	80	26	33%	57	57	100%
Wilshire & Westholme	20	16	82%	34	26	76%
Wilshire & Western	74	19	26%	31	2	6%
Woodman & Orange Line	67	29	44%	109	44	40%
York & Ave50	22	9	41%	32	16	50%
Totals	1736	862	50%	2108	1080	51%

**Table 55**  
**Wrong-Way Riding -**  
**Intersections with Complete PM Data, 2009 & 2011**

Intersection	Total Cyclists, '09	Wrong Way, '09	Wrong Way %, '09	Total Bicyclists, '11	Wrong Way, '11	Wrong Way %, '11
1st & Alameda	51	2	3%	92	2	2%
4th & Wilton	18	1	3%	35	1	3%
7th & Alvarado	115	1	1%	442	50	11%
7th & Figueroa	166	3	2%	239	0	0%
8th & LaBrea	52	1	2%	59	6	10%
9th & Pacific	58	19	33%	99	4	4%
30th & Hoover	977	50	5%	643	43	7%
Ballona Creek & Marvin Braude	265	1	0%	400	0	0%
Bluff Creek & Lincoln	35	0	0%	56	0	0%
Burbank & Topanga Cyn	29	0	0%	23	0	0%
Colorado & Eagle Rock	42	0	0%	51	6	12%
Figueroa & Pasadena	80	2	2%	136	23	17%
Fountain & Vermont	79	18	22%	104	1	1%
Hollywood & Highland	72	1	1%	60	1	2%
LA River & Baum Bridge	117	1	0%	174	6	3%
LeConte & Westwood	171	0	0%	136	18	13%
LosFeliz & Riverside	67	1	1%	53	3	6%
National Pl & Overland	31	1	2%	48	1	2%
Ohio & Sepulveda	111	9	8%	132	0	0%
Park & Glendale	43	3	7%	38	1	3%
Santa Monica & Westwood	110	0	0%	142	11	8%
Sunset & Hyperion	78	2	2%	124	1	1%
Sunset & Echo Park	98	3	3%	88	2	2%
Venice & National	89	3	3%	158	0	0%
Washington & Marvin Braude	319	14	4%	335	5	1%
Wilshire & Westholme	38	0	0%	37	0	0%
Wilshire & Western	128	2	1%	171	24	14%
Woodman & Orange Line	49	1	2%	143	1	1%
York & Ave50	34	3	9%	70	4	6%
<b>Totals</b>	<b>3518</b>	<b>136</b>	<b>4%</b>	<b>4288</b>	<b>214</b>	<b>5%</b>



**Table 56**  
**Sidewalk Riding -**  
**Intersections with Complete PM Data, 2009 & 2011**

Intersection	Total Cyclists, '09	Sidewalk Use, '09	Sidewalk Use %, '09	Total Cyclists, '11	Sidewalk Use, '11	Sidewalk %, '11
1st & Alameda	51	28	54%	92	46	50%
4th & Wilton	18	3	17%	35	9	26%
7th & Alvarado	115	0	0%	442	133	30%
7th & Figueroa	166	76	46%	239	88	37%
8th & LaBrea	52	27	52%	59	31	53%
9th & Pacific	58	26	45%	99	63	64%
30th & Hoover	977	375	38%	643	202	31%
Ballona Creek & Marvin Braude	265	NA	NA	400	NA	NA
Bluff Creek & Lincoln	35	17	49%	56	7	13%
Burbank & Topanga Cyn	29	24	82%	23	19	83%
Colorado & Eagle Rock	42	18	43%	51	26	51%
Figueroa & Pasadena	80	25	31%	136	32	24%
Fountain & Vermont	79	46	58%	104	44	42%
Hollywood & Highland	72	36	50%	60	25	42%
LA River & Baum Bridge	117	22	18%	174	10	6%
LeConte & Westwood	171	41	24%	136	34	25%
LosFeliz & Riverside	67	16	24%	53	19	36%
National Pl & Overland	31	9	29%	48	15	31%
Ohio & Sepulveda	111	32	28%	132	38	29%
Park & Glendale	43	7	16%	38	7	18%
Santa Monica & Westwood	110	23	21%	142	53	37%
Sunset & Hyperion	78	59	76%	124	15	12%
Sunset & Echo Park	98	19	19%	88	12	14%
Venice & National	89	26	29%	158	41	26%
Washington & Marvin Braude	319	53	16%	335	22	7%
Wilshire & Westholme	38	10	26%	37	4	11%
Wilshire & Western	128	101	79%	171	89	52%
Woodman & Orange Line	49	16	33%	143	7	5%
York & Ave50	34	20	59%	70	13	19%
<b>Totals</b>	<b>3518</b>	<b>1151</b>	<b>33%</b>	<b>4288</b>	<b>1104</b>	<b>26%</b>

**Table 57**  
**Helmet Use -**  
**Intersections with Complete PM Data, 2009 & 2011**

Intersection	Total Cyclists, '09	Helmet Use, '09	Helmet %, '09	Total Cyclists, '11	Helmet Use, '11	Helmet %, '11
1st & Alameda	51	10	19%	92	19	21%
4th & Wilton	18	4	22%	35	11	31%
7th & Alvarado	115	75	65%	442	233	53%
7th & Figueroa	166	61	37%	239	57	24%
8th & LaBrea	52	26	50%	59	9	15%
9th & Pacific	58	0	0%	99	11	11%
30th & Hoover	977	432	44%	643	0	0%
Ballona Creek & Marvin Braude	265	113	43%	400	201	50%
Bluff Creek & Lincoln	35	12	34%	56	23	41%
Burbank & Topanga Cyn	29	6	21%	23	2	9%
Colorado & Eagle Rock	42	16	39%	51	16	31%
Figueroa & Pasadena	80	34	42%	136	63	46%
Fountain & Vermont	79	16	20%	104	29	28%
Hollywood & Highland	72	24	33%	60	17	28%
LA River & Baum Bridge	117	75	64%	174	104	60%
LeConte & Westwood	171	82	48%	136	59	43%
LosFeliz & Riverside	67	42	63%	53	31	58%
National Pl & Overland	31	14	44%	48	22	46%
Ohio & Sepulveda	111	59	53%	132	84	64%
Park & Glendale	43	15	34%	38	12	32%
Santa Monica & Westwood	110	79	72%	142	85	60%
Sunset & Hyperion	78	17	22%	124	64	52%
Sunset & Echo Park	98	31	32%	88	32	36%
Venice & National	89	28	32%	158	50	32%
Washington & Marvin Braude	319	84	26%	335	132	39%
Wilshire & Westholme	38	28	74%	37	21	57%
Wilshire & Western	128	29	22%	171	76	44%
Woodman & Orange Line	49	16	33%	143	45	31%
York & Ave50	34	7	21%	70	36	51%
<b>Totals</b>	<b>3518</b>	<b>1429</b>	<b>41%</b>	<b>4288</b>	<b>1544</b>	<b>36%</b>

**Table 58**  
**Wrong-Way Riding -**  
**Intersections with Complete Weekend Data, 2009 & 2011**

Intersection	Total Cyclists, '09	Wrong Way, '09	Wrong Way %, '09	Total Cyclists, '11	Wrong Way, '11	Wrong Way %, '11
1st & Alameda	39	4	10%	54	1	2%
1st & Soto	49	10	20%	83	3	4%
4th & Wilton	18	1	6%	26	0	0%
7th & Alvarado	61	1	2%	102	0	0%
8th & LaBrea	23	0	0%	35	0	0%
30th & Hoover	280	118	42%	340	6	2%
Adams & Normandie	53	0	0%	58	13	22%
Ballona Creek & Marvin Braude	862	0	0%	1077	0	0%
Burbank & Topanga Cyn	25	0	0%	40	17	43%
Cesar Chavez & Soto	49	14	29%	124	4	3%
Figueroa & Pasadena	47	0	0%	66	1	2%
Fountain & Vermont	59	0	0%	90	23	26%
Hollywood & Highland	44	0	0%	30	7	23%
Idaho & Bundy	54	0	0%	64	1	2%
LA River & Baum Bridge	95	4	4%	203	0	0%
LeConte & Westwood	41	0	0%	28	0	0%
LosFeliz & Riverside	65	10	15%	132	6	5%
National Pl & Overland	18	1	6%	24	2	8%
Ohio & Sepulveda	99	0	0%	24	0	0%
Park & Glendale	38	1	3%	115	0	0%
PCH & Temescal Cyn	237	1	0%	29	0	0%
Santa Monica & Highland	57	0	0%	75	5	7%
Santa Monica & Westwood	90	1	1%	101	1	1%
Santa Monica & Wilshire	38	0	0%	53	13	25%
Sunset & Hyperion	83	0	0%	131	4	3%
Venice & Lincoln	184	2	1%	107	4	4%
Venice & National	76	1	1%	87	1	1%
Ventura & Laurel Canyon	30	0	0%	65	0	0%
Verdugo & Eagle Rock	46	0	0%	64	5	8%
Washington & Marvin Braude	727	25	3%	616	1	0%
Wilshire & Westholme	22	0	0%	11	0	0%
Wilshire & Western	64	0	0%	94	0	0%
Woodman & Orange Line	61	0	0%	105	13	12%
York & Ave50	31	2	6%	66	0	0%
<b>Totals</b>	<b>3765</b>	<b>196</b>	<b>5%</b>	<b>4319</b>	<b>131</b>	<b>3%</b>

**Table 59**  
**Sidewalk Riding -**  
**Intersections with Complete Weekend Data, 2009 & 2011**

Intersection	Total Cyclists, '09	Sidewalk Use, '09	Sidewalk Use %, '09	Total Cyclists, '11	Sidewalk Use, '11	Sidewalk %, '11
1st & Alameda	39	19	49%	54	11	20%
1st & Soto	49	25	51%	83	41	49%
4th & Wilton	18	5	28%	26	2	8%
7th & Alvarado	61	18	30%	102	15	15%
8th & LaBrea	23	14	61%	35	16	46%
30th & Hoover	280	125	45%	340	62	18%
Adams & Normandie	53	44	83%	58	38	66%
Ballona Creek & Marvin Braude	862	0	0%	1077	NA	NA
Burbank & Topanga Cyn	25	12	48%	40	26	65%
Cesar Chavez & Soto	49	35	71%	124	89	72%
Figueroa & Pasadena	47	0	0%	66	33	50%
Fountain & Vermont	59	23	39%	90	42	47%
Hollywood & Highland	44	20	45%	30	15	50%
Idaho & Bundy	54	9	17%	64	11	17%
LA River & Baum Bridge	95	7	7%	203	0	0%
LeConte & Westwood	41	20	49%	28	4	14%
LosFeliz & Riverside	65	21	32%	132	36	27%
National Pl & Overland	18	7	39%	24	3	13%
Ohio & Sepulveda	99	15	15%	24	13	54%
Park & Glendale	38	14	37%	115	1	1%
PCH & Temescal Cyn	237	3	1%	29	0	0%
Santa Monica & Highland	57	46	81%	75	45	60%
Santa Monica & Westwood	90	17	19%	101	25	25%
Santa Monica & Wilshire	38	11	29%	53	24	45%
Sunset & Hyperion	83	5	6%	131	5	4%
Venice & Lincoln	184	68	37%	107	28	26%
Venice & National	76	24	32%	87	24	28%
Ventura & Laurel Canyon	30	10	33%	65	40	62%
Verdugo & Eagle Rock	46	14	30%	64	9	14%
Washington & Marvin Braude	727	60	8%	616	11	2%
Wilshire & Westholme	22	8	36%	11	3	27%
Wilshire & Western	64	38	59%	94	80	85%
Woodman & Orange Line	61	14	23%	105	18	17%
York & Ave50	31	10	32%	66	13	20%
<b>Totals</b>	<b>3765</b>	<b>761</b>	<b>20%</b>	<b>4319</b>	<b>783</b>	<b>18%</b>

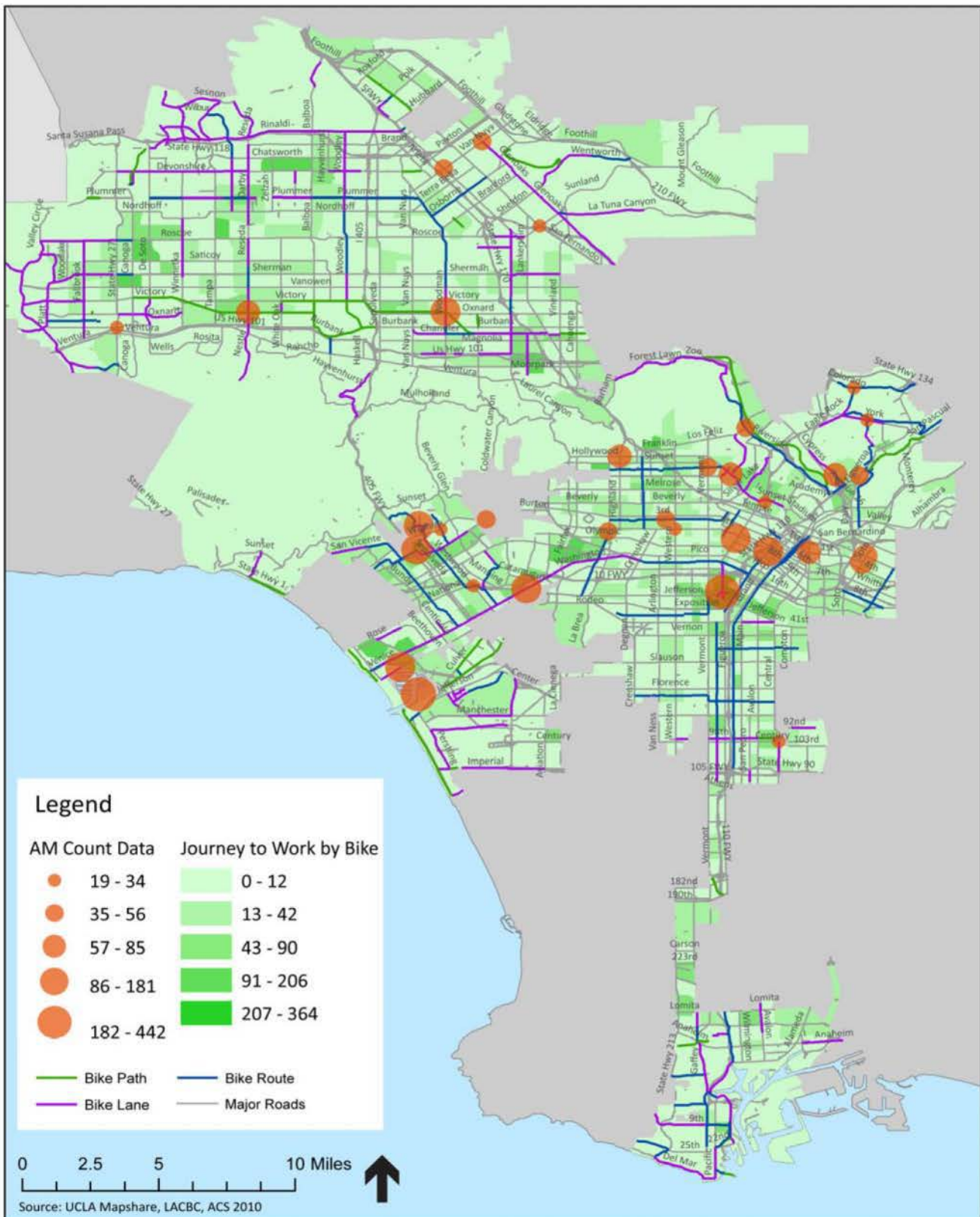
**Table 60**  
**Helmet Use -**  
**Intersections with Complete Weekend Data, 2009 & 2011**

Intersection	Total Cyclists, '09	Helmet Use, '09	Helmet Use %, '09	Total Cyclists, '11	Helmet Use	Helmet %
1st & Alameda	39	17	44%	54	14	26%
1st & Soto	49	21	43%	83	18	22%
4th & Wilton	18	7	39%	26	13	50%
7th & Alvarado	61	34	56%	102	26	25%
8th & LaBrea	23	7	30%	35	7	20%
30th & Hoover	280	5	2%	340	34	10%
Adams & Normandie	53	1	2%	58	8	14%
Ballona Creek & Marvin Braude	862	552	64%	1077	753	70%
Burbank & Topanga Cyn	25	12	48%	40	13	33%
Cesar Chavez & Soto	49	11	22%	124	12	10%
Figueroa & Pasadena	47	18	38%	66	18	27%
Fountain & Vermont	59	23	39%	90	24	27%
Hollywood & Highland	44	28	64%	30	13	43%
Idaho & Bundy	54	27	50%	64	28	44%
LA River & Baum Bridge	95	61	64%	203	158	78%
LeConte & Westwood	41	19	46%	28	26	93%
LosFeliz & Riverside	65	52	80%	132	104	79%
National Pl & Overland	18	10	56%	24	10	42%
Ohio & Sepulveda	99	83	84%	24	13	54%
Park & Glendale	38	6	16%	115	106	92%
PCH & Temescal Cyn	237	205	86%	29	29	100%
Santa Monica & Highland	57	26	46%	75	22	29%
Santa Monica & Westwood	90	56	62%	101	69	68%
Santa Monica & Wilshire	38	31	82%	53	30	57%
Sunset & Hyperion	83	36	43%	131	102	78%
Venice & Lincoln	184	75	41%	107	26	24%
Venice & National	76	27	36%	87	30	34%
Ventura & Laurel Canyon	30	14	47%	65	18	28%
Verdugo & Eagle Rock	46	22	48%	64	38	59%
Washington & Marvin Braude	727	356	49%	616	311	50%
Wilshire & Westholme	22	13	59%	11	7	64%
Wilshire & Western	64	22	34%	94	24	26%
Woodman & Orange Line	61	22	36%	105	47	45%
York & Ave50	31	14	45%	66	33	50%
Totals	3765	1913	51%	4319	2184	51%

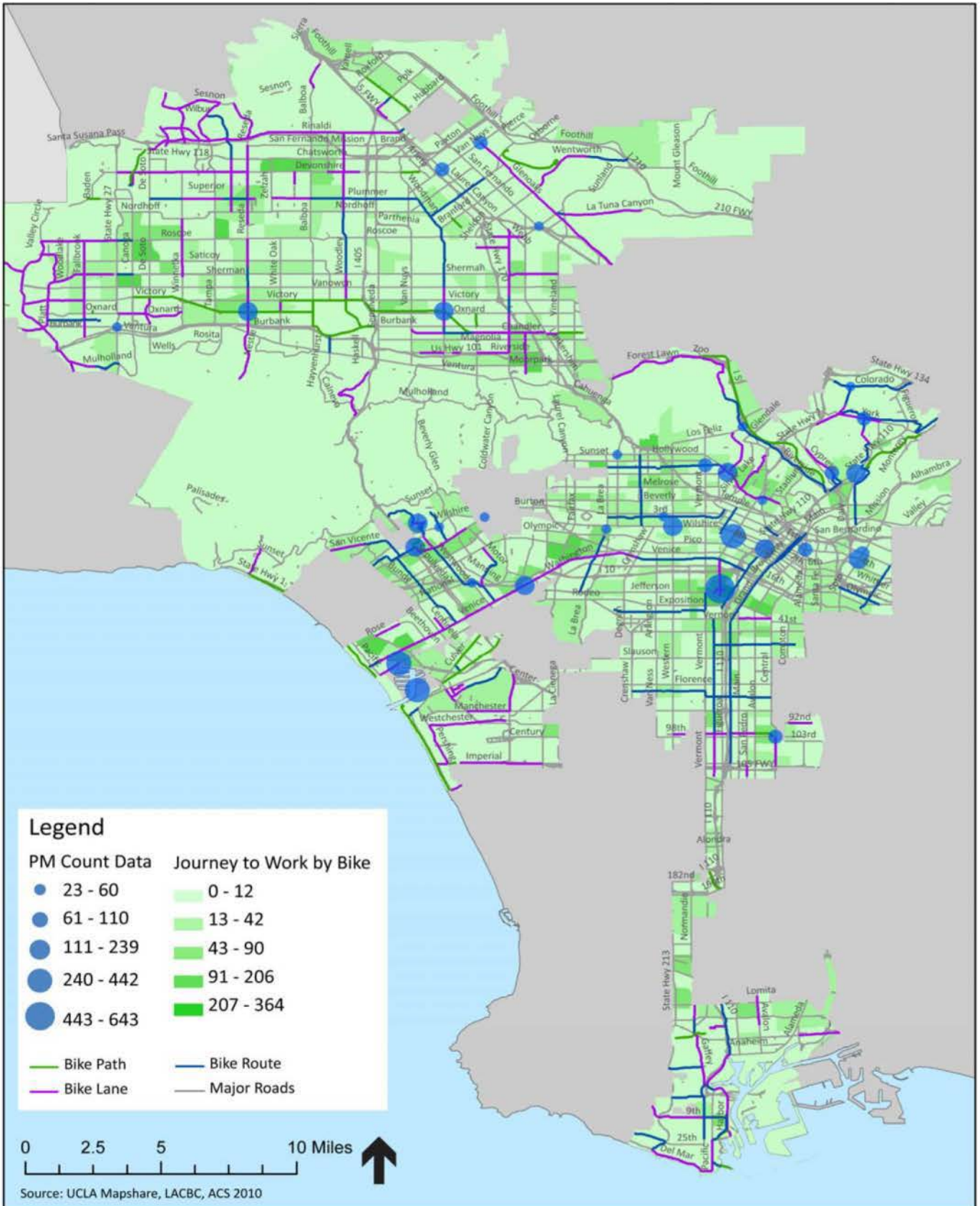
[RETURN TO TEXT](#)

# Appendix 2 - Maps

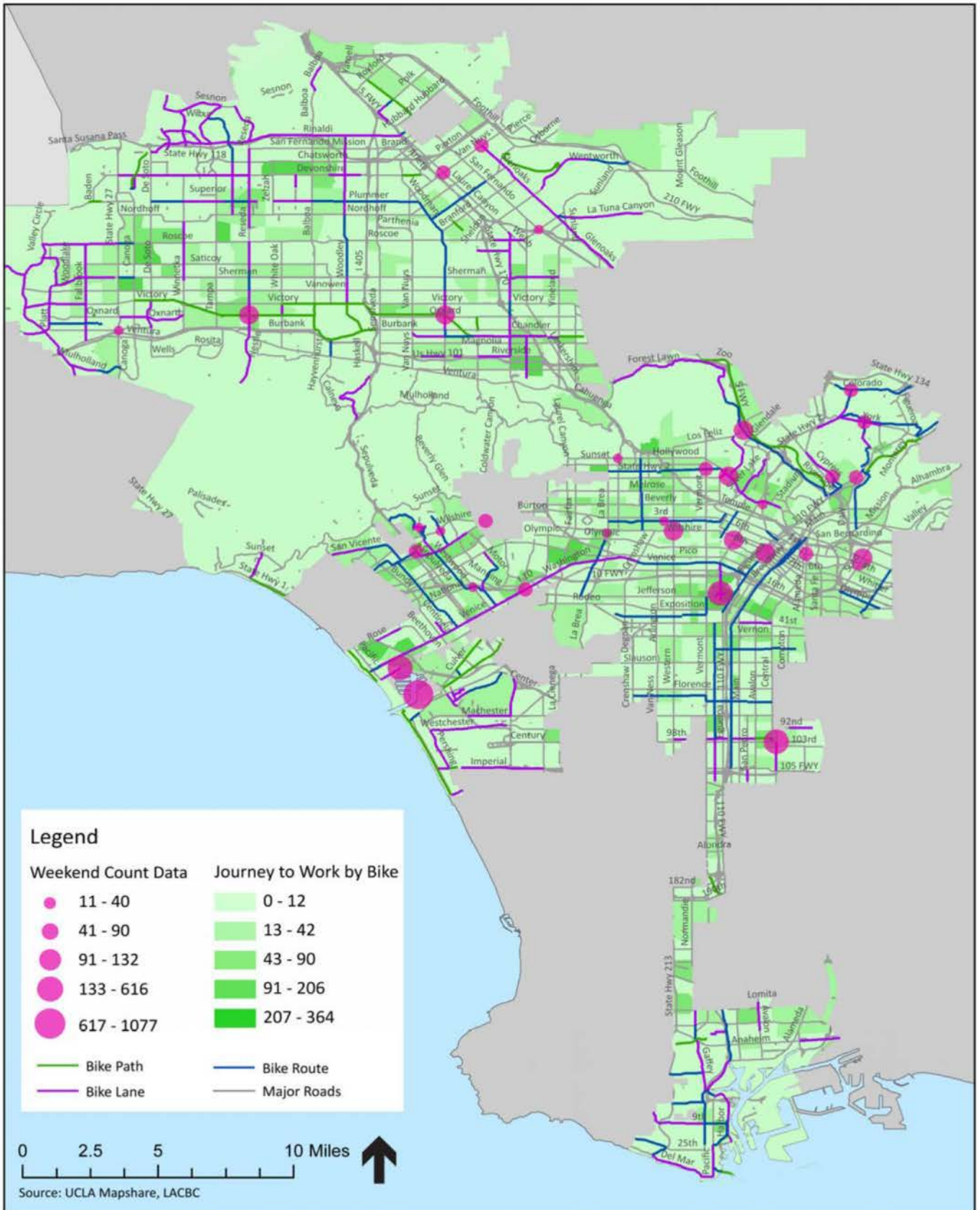
## Map 2: AM Bike Count Data



### Map 3: PM Bike Count Data

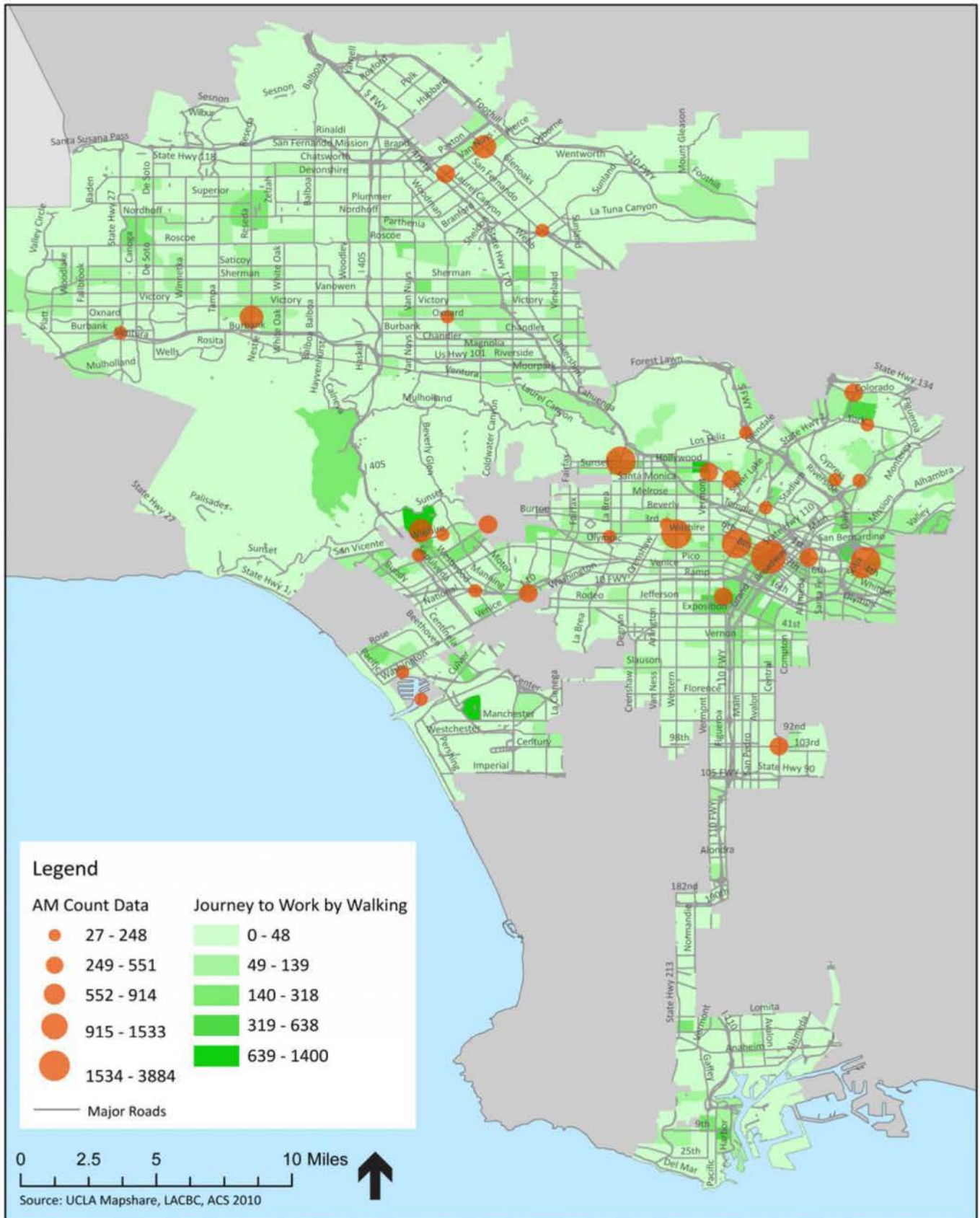


# Map 4: Weekend Count Data

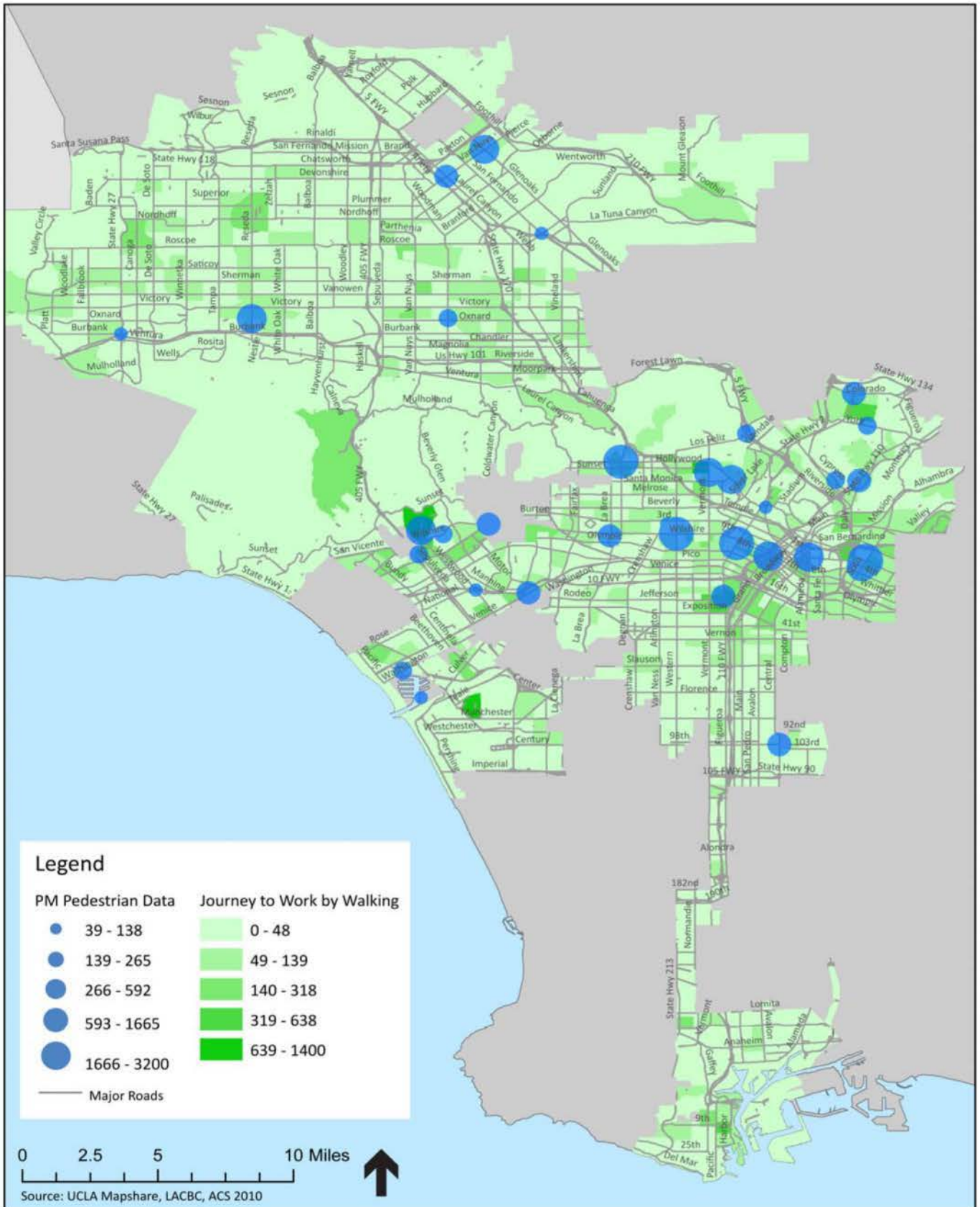




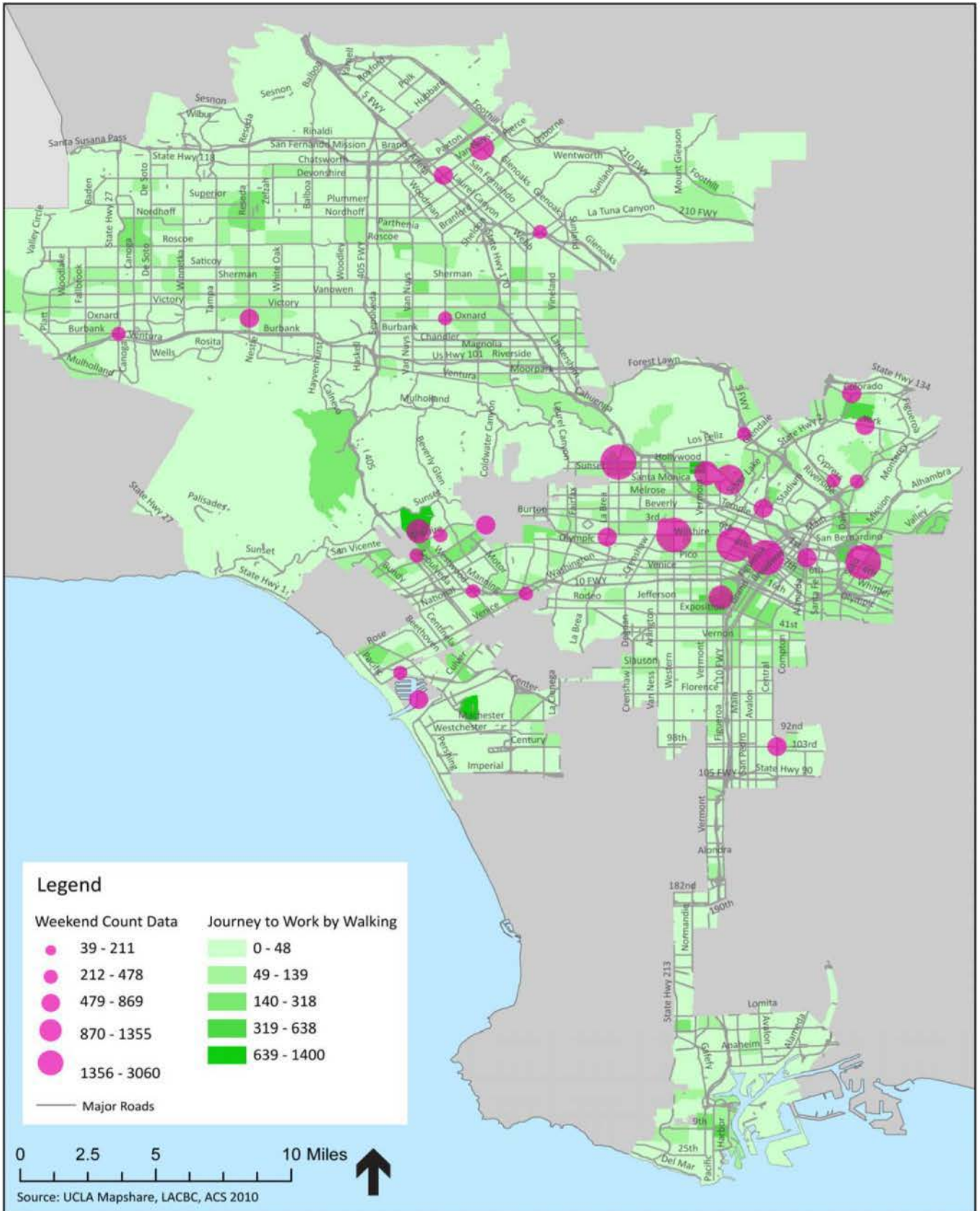
### Map 5: AM Pedestrian Count Data



### Map 6: PM Pedestrian Count Data



### Map 7: Weekend Pedestrian Count Data



# Appendix 3 – Count Forms

## LACBC BICYCLE AND PEDESTRIAN COUNT FORM - Page 1

► Count all bicyclists and pedestrians as they enter the intersection, according to their direction of travel, mode of travel, gender, etc. Use one intersection graphic per 15-minute interval.

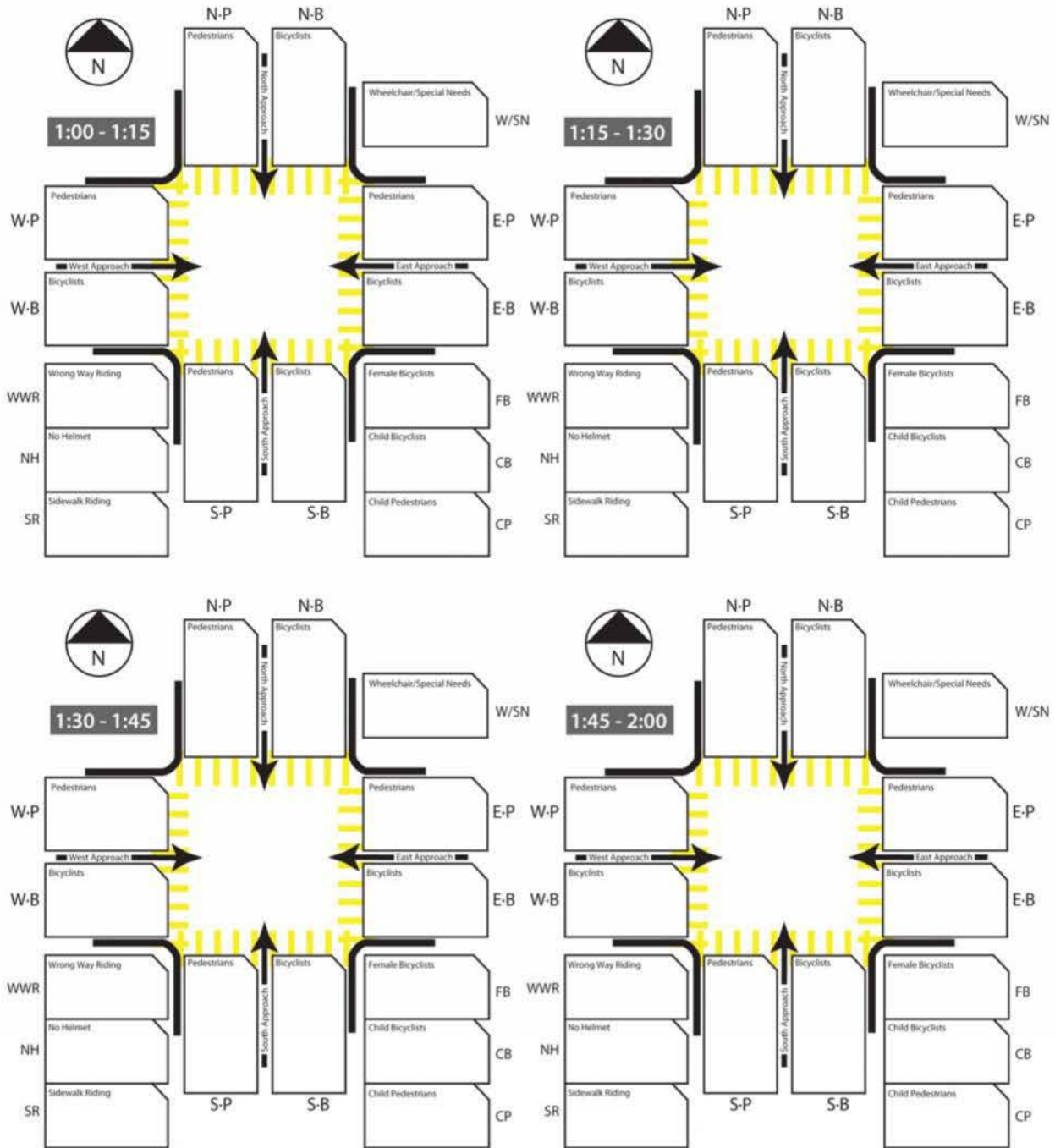
Name	Location	Date
Weather	Street North-South ↓ East-West ↔	Time Start End

The form consists of four identical intersection diagrams arranged in a 2x2 grid, each representing a 15-minute interval. Each diagram shows a four-way intersection with a central yellow hatched area. The approaches are labeled: North Approach (top), South Approach (bottom), West Approach (left), and East Approach (right). Pedestrian and bicyclist counts are recorded for each approach. Categories include: N-P (North Pedestrians), N-B (North Bicyclists), W-P (West Pedestrians), W-B (West Bicyclists), E-P (East Pedestrians), E-B (East Bicyclists), S-P (South Pedestrians), S-B (South Bicyclists), W/SN (Wheelchair/Special Needs), WWR (Wrong Way Riding), FB (Female Bicyclists), NH (No Helmet), CB (Child Bicyclists), SR (Sidewalk Riding), CP (Child Pedestrians), and W/SN (Wheelchair/Special Needs). A north arrow is present in the top left of each diagram.

LACBC BICYCLE AND PEDESTRIAN COUNT FORM - Page 2

► Count all bicyclists and pedestrians as they enter the intersection, according to their direction of travel, mode of travel, gender, etc. Use one intersection graphic per 15-minute interval.

Name	Location	Date
Weather	Street North-South ↓ East-West →	Time Start End





- ▶ Upon finishing your count shift, please use this sheet to enter your counts for each box (N·P, N·B etc) for each of the 15 minute intervals.
- ▶ Please then add up the totals for each column and enter them at the bottom of the sheet. Please turn in all 3 sheets together.

Name
Weather

Location
Street
North-South ↓
East-West ↔

Date
Time
Start
End

Bicycle and Pedestrian Count - Tally Sheet															
Time Period	North Approach		South Approach		East Approach		West Approach		Other						
	N·P	N·B	S·P	S·B	E·P	E·B	W·P	W·B	WWR	NH	SR	W/SN	FB	CB	CP
:00-:15															
:15-:30															
:30-:45															
:45-1:00															
1:00-1:15															
1:15-1:30															
1:30-1:45															
1:45-2:00															
Total	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Wrong Way Riding	No Helmet	Sidewalk Riding	Wheelchair	Female	Child Bike	Ped
Combined Totals															