



# BIKE COUNTS 2015

The bike counts for 2015 have been tabulated and analyzed and here’s what you should know about biking in Philadelphia: The overall numbers are down slightly from 2014, on a par with 2013. To see further increases in biking, Philadelphia needs better infrastructure. The count numbers show that better infrastructure attracts more cyclists and more women.

## INTERSECTION COUNTS

Top 5 Locations	Bikes per hour	Infrastructure
13th and Spruce	212	Buffered Bike Lane
Broad and Pine	186	Buffered Bike Lane
10th and Pine	153	Buffered Bike Lane
38th and Spruce	150	Bike Lane
22nd and Spruce	134	Buffered Bike Lane

## BRIDGE COUNTS

Bridge	Bikes/Hour	Percentage	Infrastructure
South Street	383	49%	Green Bike Lane
Walnut Street	144	18%	Buffered Bike Lane
Chestnut Street	102	13%	Bike Lane
Market Street	76	10%	None
Spring Garden	75	10%	Bike Lane

## ◀ SUMMARY ▶

Of the top five locations with the highest number of bikes per hour, 4 out of five are buffered bike lanes. All these locations are well connected in the bike grid and are close to popular destinations. The South Street Bridge continues to lead the Schuylkill Bridges carrying 49% of the bicycle traffic across the Schuylkill River, followed by the Walnut Street Bridge with 18% of the traffic. Together they account for two-thirds of all Schuylkill River Crossings.



# WOMEN CYCLISTS AND BEHAVIOR



Women constitute 27 percent of the cycling population nationwide. Philadelphia is ahead of the nation, with women representing 34.6 percent of the cycling population. Women appear to be more safety conscious than men. Women are less likely to ride on the sidewalk and are less likely to ride the wrong way on the street.

## TOP LOCATIONS FOR FEMALE CYCLISTS

Intersection/Bridge	% of Women Cyclists
21st and Pine	40%
22nd and Spruce	39%
44th and Walnut	38%
21st and Pine	36%
South Street Bridge	42%
Walnut Street Bridge	37%

## TOP LOCATIONS FOR SIDEWALK RIDING

Intersection/Bridge	Facility	% on sidewalk
Market St Bridge	None	30%
5th and Spring Garden	Bike Lane	24%
13th and Cecil B. Moore	None	16%
11th and Washington	Bike Lane	15%
Broad and Pine	None	15%



Although BCGP works with the City of Philadelphia to discourage sidewalk riding, this behavior was observed in 5% of the trips counted. The locations that sidewalk riding occurs coincide with minimal bike infrastructure or one-way streets. **To reduce sidewalk riding Philadelphia must make the safe choice the easy choice by creating higher quality infrastructure on which to ride legally in the locations where sidewalk riding is high.**

The number of bikes we counted were **down slightly overall** in 2015 as compared with 2014. Bridge crossings are down 4% and overall counts are down 3%. There are, however, locations that saw significant gains in 2015 including: 22nd & Fairmount (up 80%), 5th & Spring Garden (up 20%), and 44th and Walnut (up 14%).