

CAPITOL REGION COUNCIL OF GOVERNMENTS

Bike / Pedestrian Count Project



October 2009

Introduction

In 2008, the Capitol Region Council of Governments (CRCOG) updated the Regional Bike/Ped Plan, “The CRCOG Commitment to a Walkable and Bikeable Region”. The plan highlights the positive impacts that walking and bicycling can have on local and state economies as well as on our overall health, air quality, and mobility. The plan also lists a set of recommended action steps that CRCOG will carry out in an effort to support the communities in our region in their Bike/Ped planning. Collecting bicycling and pedestrian data falls under recommendations 2.3 and 3.3 in the plan.

The plan provides a snapshot of the current walking and bicycling patterns in our region, however, much of the data represents commuters traveling to and from work. At this time, there is no data source that allows us to truly understand what mode choices people are using for recreation or everyday activities in our region. Whereas vehicle counts are typically conducted as part of standard traffic studies, and bus ridership figures are collected to study ridership, there is not a comparable effort to collect data on bicycle and pedestrian volumes.

In September 2009, CRCOG participated in the National Bike/Ped Documentation Project (NBPD), a project sponsored by the Institute of Transportation Engineers and co-sponsored by Alta + Planning and Design. The nationwide effort provides a consistent model of data collection and ongoing data for use by planners, governments, and bicycle and pedestrian professionals. The purpose of the project is to encourage agencies nationwide to start conducting bicycle/pedestrian counts and surveys in a consistent manner similar to motor vehicle counts. Working in conjunction with the NBPD, we modified the count and instruction forms to represent our region. The purpose of participating in the NBPD was to initiate a bicyclist/pedestrian data collection program for the Capitol Region. The data collected for this project is a snapshot of the current bicyclist and pedestrian travel at select locations in our region and will serve as a baseline for future data collection efforts. We plan to simplify and standardize the data collection program so that we can collect this data at more locations in the future.

This report is a summary of the project.

Gage Interest in Project

For this effort, we presented the project purpose and goals to the CRCOG Bike/Ped Planning Committee during our June meeting. After which we began the process of determining count locations using a multiple-step process. First, we set criteria for count locations:

1. Bicycle commute routes
2. High crash areas
3. Near bus stops, high pedestrian/bicycle traffic, town centers
4. Multi-use paths

Second, we sent a message to Town/City Staff (Engineers and Planners) in our region to inform them of the project and also request recommended count locations in their towns/city. Third, we developed a survey to collect feedback from bicycle commuters and recruit volunteers. A count location matrix was developed and each count location was considered based on meeting the selection criteria and the ability to place a volunteer counter. From the survey we were successful in recruiting volunteers to participate in the project.

In July, we invited volunteers to participate in a Webinar titled, “Measuring Walking” sponsored by the Association of Pedestrian and Bicycle Professionals. Presenters Michael Jones, Principal, and Jennifer Donlon, Senior Planner, of Alta Planning + Design, discussed the National Bicycle and Pedestrian Documentation Project, the latest pedestrian and bicycle automatic counters, and techniques for extrapolating hourly counts to forecast demand at specific times of day or year. This provided an opportunity for a detailed discussion of the procedures and methodology for conducting the counts in our region.

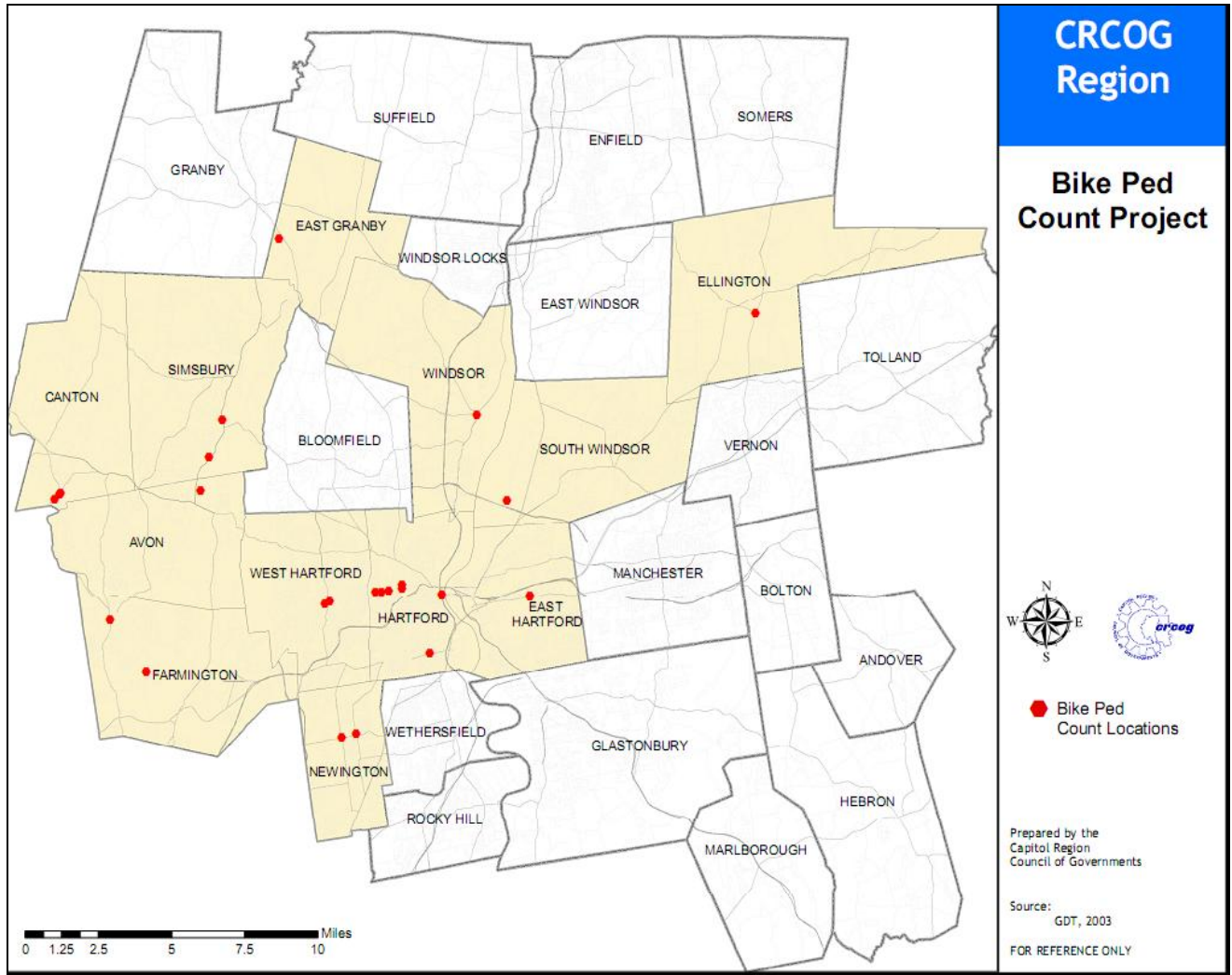
Count Methodology/Implementation

It was determined by CRCOG staff that counts would be conducted at intersections (including where paths/trails crossed) and screen line counts would be conducted on trails. In addition, it was determined that bicyclists and pedestrians would be counted at each location, as opposed to bicycle-only or pedestrian-only counts conducted in larger regions.

We developed count forms and detailed instructions for our volunteers. In addition, a training session, with an animated powerpoint presentation was developed as an opportunity for volunteers to ask questions and receive their packet of count forms. We held three training sessions to better accommodate our volunteers’ various schedules. CRCOG staff reviewed count locations within the Hartford metro area, to observe the intersection and determine the number of volunteers required to conduct the count. Based on the site reviews, it was determined that of the 25 proposed count locations, only one required 2 volunteer counters and the remainder could be completed by a single volunteer. The count effort included 12 towns/city and 25 count locations.

Figure 1 shows the towns where counts took place. For this first counting effort, we sought to maximize the number of participants, to count in a variety of situations, and we relied on towns to volunteer their recommendations for count locations. As a result, we did not have counts in every town and we did not have weekday and weekend counts at every count location. In future years, we will work to expand the program to all CRCOG towns and to provide more count periods (weekday and weekend) at each location.

Figure 1



The NBPD recommended that counts take place the week of September 7th through the 12th, 5:00 to 7:00 PM during the weekday and 12:00 to 2:00 PM during the weekend. We modified the count period to take place at 4:00 to 6:00 PM during the weekday period which represents the standard peak commute times in our region. We were also flexible with the days to count since it was close to the Labor Day holiday, it was the start of the school year and a large event was being held in Hartford on Tuesday September 8th that was anticipated to disrupt am and pm peak travel times. The first week, counts were conducted on Wednesday, Thursday, and Saturday (September 9, 10, and 12) and on Tuesday and Saturday (September 15 and 19) the week of September 14th.

Both bicyclist and pedestrians were counted and recorded on an intersection diagram (see Figure 2). Bicyclists were recorded by the direction they approached the intersection and their destination (turning right, going straight, and turning left.) Counters also recorded if a bicyclist was travelling the wrong way or riding on the sidewalk. Pedestrians were counted as they crossed the intersection and recorded for the appropriate crosswalk. Diagonal crossings by pedestrians were also recorded. The counter noted if a pedestrian was using a wheelchair or cane, pushing a stroller, or using a skateboard or roller blades. Bicyclists and pedestrians counted were recorded by male and female.

Figure 2

Modes	Female	Male	Total
Bike, right direction			
Bike, on sidewalk			
Bike, wrong direction			
Pedestrian			
Ped: Wheelchair, cane			
Ped: Stroller			
Ped: Skateboard, Rollerblades, scooter			
Other (Please Label)			
Total			

NORTH

Street _____

Time

Street _____

Count Summaries and Findings

Table 1 represents a summary of the total bicyclist/pedestrian counts. During the weekday, at the locations where we counted, bicycles represented 21% of the total count and during the weekend, bicycles represent 33% of the total counts. In Table 2, Females represented 29% and males represented 71% of the total number of bicyclists, while females represented 52% and males represented 48% of the total number of pedestrians.

	Weekday		Weekend	
	Number	Percent	Number	Percent
Bicyclists	621	21%	513	33%
Pedestrians	2304	79%	1053	67%
Total	2925	100%	1566	100%

	Female weekday/weekend		Male Weekday/weekend		Total#	Total%
	Number	Percent	Number	Percent		
Bicyclists	331	29%	803	71%	1134	100%
Pedestrians	1755	52%	1602	48%	3357	100%

Tables 3 and 4 summarize the weekday and weekend intersection counts, showing the total number and percentage of bicyclists and pedestrians counted at each intersection during the count period and also listing the 15 minute period with the highest bike and pedestrian count.

Not surprisingly, the highest numbers of bicyclists and pedestrians were counted within the City of Hartford and in West Hartford Center during both the weekday and weekend count period. The peak 15 minute period varied from location to location, so we are unable to draw any conclusions regarding this peak. Most of our counters remarked that they were surprised by the high number of bicyclists at most count locations.

Overall, over 60% of the bicyclists observed at the intersection counts were riding either on the sidewalk or on the wrong side of the road (facing traffic rather than riding with traffic in accordance with the vehicle code, see Figure 3). Counters reported pedestrians crossing diagonally at 6 of the 13 intersection locations. Pedestrians were noted crossing diagonally at locations where there are high pedestrian volumes and a mix of land uses (e.g. retail, office, and residential uses) in Hartford, Newington and West Hartford (see Figure 4).

Our count form was not set up to report whether pedestrians were crossing in accordance with the traffic signal, so we cannot draw any conclusions about this aspect of pedestrian behavior. However, anecdotally, several counters noted that many pedestrians disregarded the traffic signals and that at one location (Farmington Ave and Sisson Ave) the pedestrian button did not appear to be working. Several counters suggested that beginning the count at 4 PM missed the flow of students going home in the afternoon and that it would be useful to begin the count at 3 to get a sense of the volume of students walking and bicycling.

Table 3
Weekday Intersection Count (4:00 – 6:00 PM)

Intersection	Bicycle		Pedestrian		Total		Peak 15 min
	#	%	#	%	#	%	
Franklin & Brown, Hartford	47	18%	215	82%	262	100%	5:00 – 5:15
Asylum & Sigourney, Hartford	11	10%	93	89%	104	100%	4:45 – 5:15
Farmington & Sisson, Hartford	41	14%	251	86%	292	100%	5:15 – 5:30
Farmington & Sigourney, Hartford	29	12%	208	88%	237	100%	5:45 – 6:00
Woodland & Farmington, Hartford	40	31%	90	69%	130	100%	5:15 – 5:30
Silver Lane & Applegate, E. Hartford	15	3%	29	66%	44	100%	5:15 – 5:30
Cedar & Main, Newington	18	19%	74	80%	92	100%	4:15 – 4:30
Cedar & Willard, Newington	1	3%	28	97%	29	100%	4:00 – 4:15
Farmington & Main, W. Hartford	30	11%	255	89%	285	100%	4:00 – 4:15
Farmington & LaSalle, W. Hartford	10	2%	408	98%	418	100%	4:15 – 4:30
Maple & Broad, Windsor	9	15%	50	85%	59	100%	5:15 – 5:30
Total	251	13%	1701	87%	1952	100%	

Table 4
Weekend Intersection Count (12:00 – 2:00 PM)

Intersection	Bicycle		Pedestrian		Total		Peak 15 min
	#	%	#	%	#	%	
Franklin & Brown, Hartford	28	11%	223	89%	251	100%	12:15 – 12:30
Farmington & Sigourney, Hartford	13	12%	93	88%	106	100%	1:15 – 1:30
Farmington & Whitney, Hartford	8	4%	206	96%	214	100%	1:15 – 1:30
Woodland & Farmington, Hartford	35	36%	63	64%	98	100%	1:30 – 1:45
Main & Somers Rd, Ellington	13	87%	2	13%	15	100%	1:45 – 2:00
Total	97	14%	587	86%	684	100%	

Figure 3

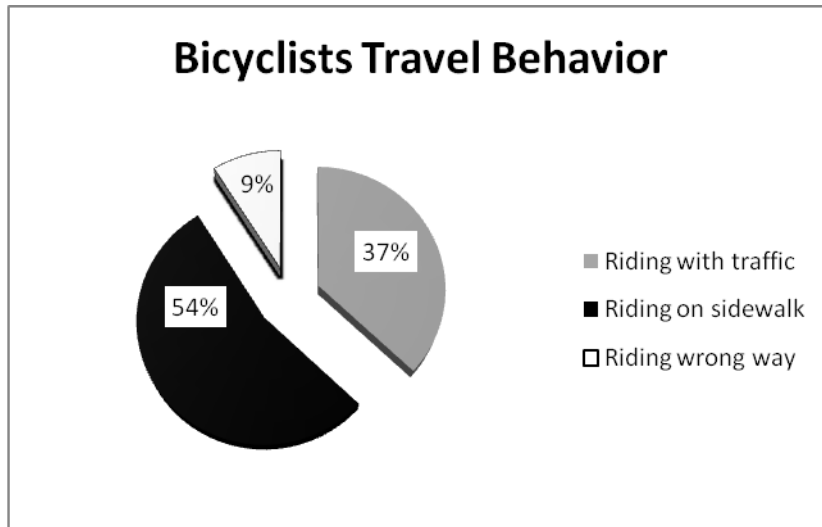
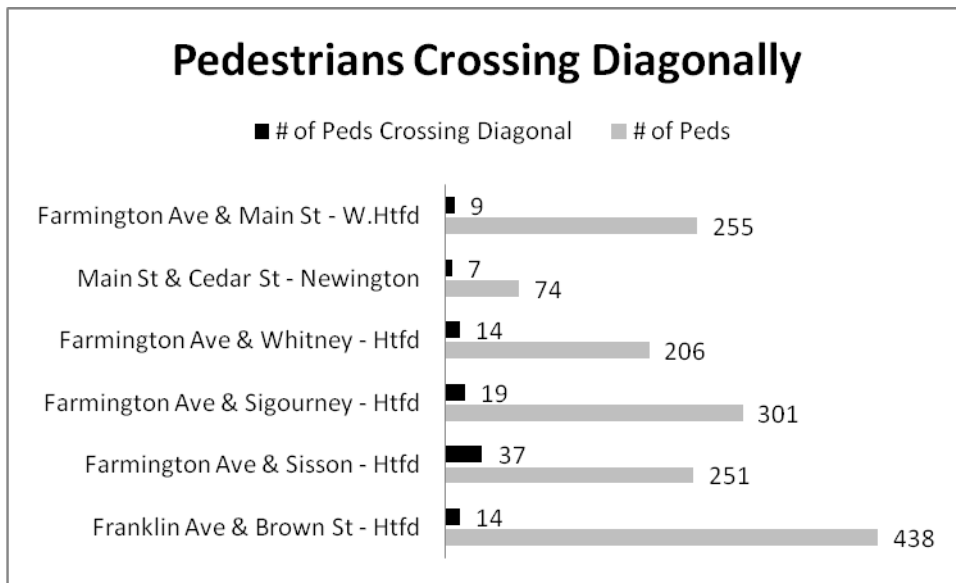


Figure 4



Tables 5 and 6 summarize the weekday and weekend counts at trails and bridges, showing the total number of bicyclists and pedestrians counted at each location during the count period and also listing the 15 minute period with the highest bike and pedestrian count. We have categorized all the counts in Collinsville as trail counts, because these intersections are used by Farmington River trail users. In general, bicyclists made up 38% of the total users during the weekday and 47% during the weekend. Females represented 35% and males represented 65% of all bicyclists on trails and bridges, compared to 16% and 84% respectively on road (see figures 5 and 6).

Note that count forms used for trail and bridge counts were not the same as forms used for intersection counts. Volunteers that counted on the trails and bridges were also asked to identify bicyclists with or without helmets, see appendix. Overall, 75% of the bicyclists observed wore helmets.

Table 5
Weekday Trail/Bridge Count (4:00 – 6:00 PM)

Trail/Bridge	Bicycle		Pedestrian		Total		Peak 15 min
	#	%	#	%	#	%	
Bridge & Front St., Collinsville	43	56%	34	44%	77	100%	4:00 – 4:15
Bridge & Center St., Collinsville	42	48%	46	52%	88	100%	5:00 – 5:15
Center & Maple Ave., Collinsville	45	50%	45	50%	90	100%	4:15 – 4:30
Bridge & River St., Collinsville	34	39%	54	61%	88	100%	4:00 – 4:15
Riverfront Bridge, Hartford	37	10%	337	90 %	374	100%	5:15 – 5:30
FVT, Farmington	59	73%	22	27%	81	100%	5:00 – 5:15
FVT, Farmington	38	67%	19	33%	57	100%	4:45 – 5:00
FVT, Simsbury	30	64%	17	36%	47	100%	5:30 – 5:45
FVT, E. Granby	30	77%	9	23%	39	100%	5:15 – 5:30
FVT, Avon	12	38%	20	63%	32	100%	5:15 – 5:30
Total	370	38%	603	62%	973	100%	

Table 6
Weekend Trail/Bridge Count (12:00 – 2:00 PM)

Trail/Bridge	Bicycle		Pedestrian		Total		Peak 15 min
	#	%	#	%	#	%	
Bridge & Front St., Collinsville	69	22%	246	78%	315	100%	1:00 – 1:15
Bridge & Center St., Collinsville	68	52%	63	48%	131	100%	12:15 – 12:30
Center & Maple Ave., Collinsville	66	55%	54	45%	120	100%	1:15 – 1:30
Bridge & River St., Collinsville	73	48%	78	52%	151	100%	1:00 – 1:15
FVT, Simsbury	110	82%	24	18%	134	100%	12:15 – 12:30
Bissell Bridge, South Windsor	30	97%	1	3%	31	100%	1:45 – 2:00
Total	416	47%	466	53%	882	100%	

Figure 5

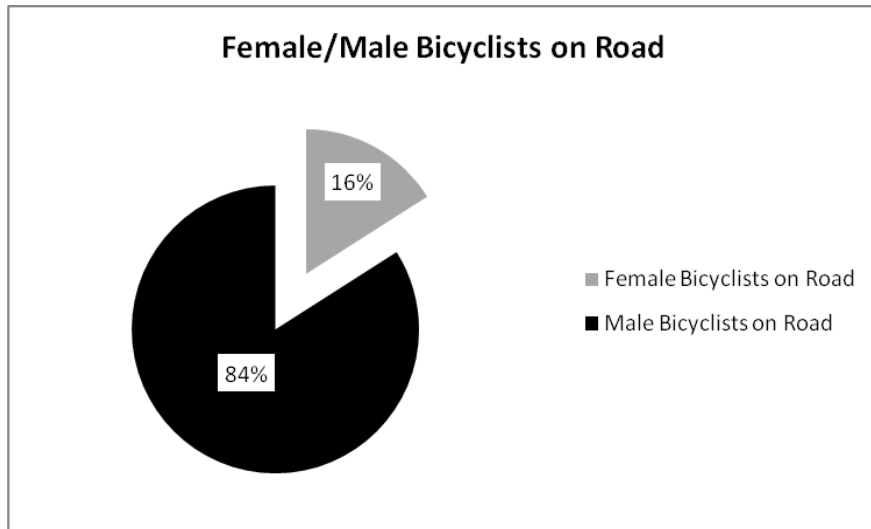


Figure 6

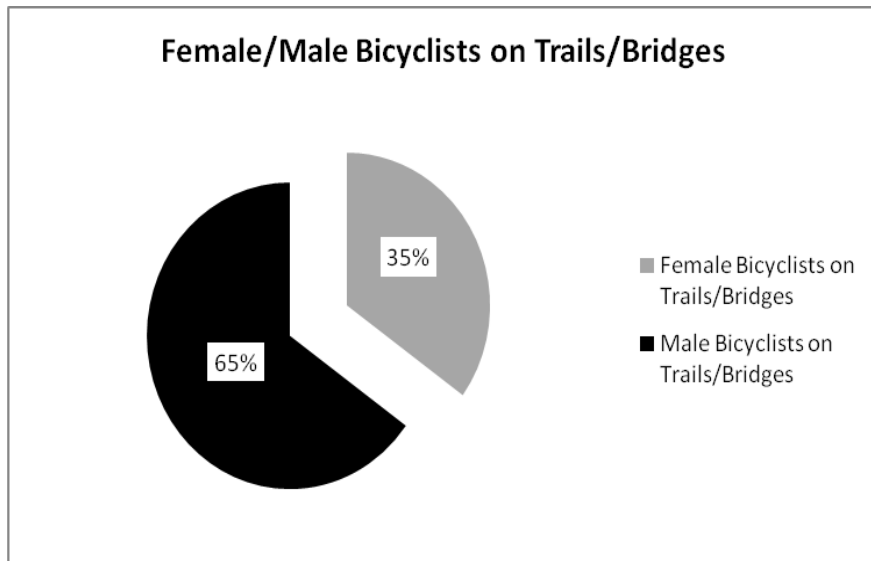
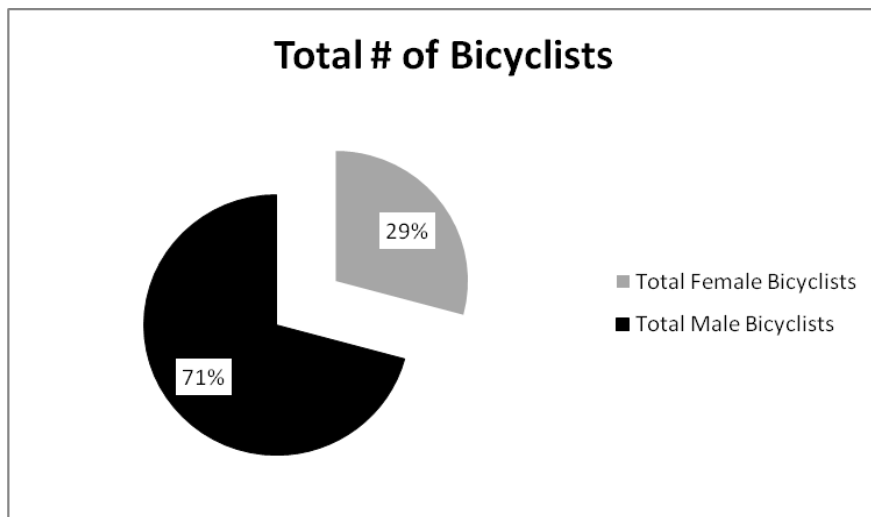


Figure 7



Next Steps

While our first bike/ped count was limited in scope, we learned very valuable information and we can use this information as a baseline for future counts. We have identified a number of refinements that will enable us to enrich our data, and to improve the efficiency of our count. One of our major goals is to expand the count to include all CRCOG municipalities. Following is a list of next steps for the counting program:

- Expand our count program to all 29 CRCOG municipalities: In this first effort, we found that we were able to cover the most locations in towns where either a town staff member or a member of a neighborhood organization took on the project, identifying count locations and enlisting volunteers to help with the count. We will try to enlist an “organizer” in each town. Town staff involvement is especially helpful.
- Expand count periods: We would like to be able to extend the afternoon peak counting period to include school dismissal. It would be useful to count the am peak on weekdays also.
- Modify count forms to collect all relevant data: We would like to work with the region’s town engineers and planners to be certain that our count form records all the data of interest to them. We particularly are interested in refining the form to include information on whether pedestrians pay attention to the traffic signal when they cross the road.
- Enable ongoing counting: We will make count forms and instructions (including suggested count locations, count periods, and an animated demonstration) available on our website so that volunteers can perform counts as they are available.

We believe that developing a rich bicycle/pedestrian database will will not only serve engineering and planning staff within local governments, but it will also be useful to businesses that would want to understand how customers might access their business.

Appendix A
Count Summaries by Town

Collinsville

Modes	Female	Male	Total
Bike, right direction	145	281	426
Bike, on sidewalk	3	7	10
Bike, wrong direction	1	3	4
Pedestrian	323	252	575
Ped: Wheelchair, cane	0	0	0
Ped: Stroller	15	13	28
Ped: Skateboard, Rollerblades, scooter	14	3	17
Total	501	559	1060

Hartford

Modes	Female	Male	Total
Bike, right direction	18	108	126
Bike, on sidewalk	20	116	136
Bike, wrong direction	4	23	27
Pedestrian	796	949	1745
Ped: Wheelchair, cane	11	4	15
Ped: Stroller	18	1	19
Ped: Skateboard, Rollerblades, scooter	0	0	0
Total	867	1201	2068

East Hartford

Modes	Female	Male	Total
Bike, right direction	0	3	3
Bike, on sidewalk	2	10	12
Bike, wrong direction	0	0	0
Pedestrian	12	14	26
Ped: Wheelchair, cane	2	1	3
Ped: Stroller	0	0	0
Ped: Skateboard, Rollerblades, scooter	0	0	0
Total	16	28	44

Ellington

Modes	Female	Male	Total
Bike, right direction	1	10	11
Bike, on sidewalk	0	0	0
Bike, wrong direction	0	2	2
Pedestrian	0	2	2
Ped: Wheelchair, cane	0	0	0
Ped: Stroller	0	0	0
Ped: Skateboard, Rollerblades, scooter	0	0	0
Total	1	14	15

Farmington Valley Trail – Avon, East, Granby, Farmington, Simsbury

Bicycles				Total	Pedestrians		Total	Total
Female		Male		Bike	Female	Male	Ped	Bike/Ped
helmet	no helmet	helmet	no helmet					
90	16	124	49	279	62	49	111	390

Newington

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Modes	Female	Male	Total
Bike, right direction	0	9	9
Bike, on sidewalk	1	9	10
Bike, wrong direction	0	0	0
Pedestrian	44	56	100
Ped: Wheelchair, cane	1	0	1
Ped: Stroller	0	0	0
Ped: Skateboard, Rollerblades, scooter	0	1	1
Total	46	75	121

South Windsor – Bissell Bridge

Bicycles				Total	Pedestrians		Total	Total
Female		Male		Bike	Female	Male	Ped	Bike/Ped
helmet	no helmet	helmet	no helmet					
9	5	9	7	30	0	1	1	31

West Hartford

Modes	Female	Male	Total
Bike, right direction	5	12	17
Bike, on sidewalk	11	11	22
Bike, wrong direction	0	1	1
Pedestrian	382	226	608
Ped: Wheelchair, cane	3	0	3
Ped: Stroller	45	5	50
Ped: Skateboard, Rollerblades, scooter	0	2	2
Total	446	257	703

Windsor

Modes	Female	Male	Total
Bike, right direction	0	1	1
Bike, on sidewalk	0	8	8
Bike, wrong direction	0	0	0
Pedestrian	23	19	42
Ped: Wheelchair, cane	1	1	2
Ped: Stroller	3	0	3
Ped: Skateboard, Rollerblades, scooter	0	3	3
Total	27	32	59

Appendix B
Count Summaries by Location

Collinsville – Bridge St/Front St (Wed Sept 9th 4-6pm)

Modes	Female	Male	Total
Bike, right direction	10	24	34
Bike, on sidewalk	2	7	9
Bike, wrong direction	0	0	0
Pedestrian	17	15	32
Ped: Wheelchair, cane	0	0	0
Ped: Stroller	2	0	2
Ped: Skateboard, Rollerblades, scooter	0	0	0
Total	31	46	77

Collinsville – Bridge St/Front St (Sat Sept 12th 12-2pm)

Modes	Female	Male	Total
Bike, right direction	24	44	68
Bike, on sidewalk	1	0	1
Bike, wrong direction	0	0	0
Pedestrian	134	92	226
Ped: Wheelchair, cane	0	0	0
Ped: Stroller	9	4	13
Ped: Skateboard, Rollerblades, scooter	6	1	7
Total	174	141	315

Collinsville – Center St/Maple Ave (Wed Sept 9th 4-6pm)

Modes	Female	Male	Total
Bike, right direction	12	33	45
Bike, on sidewalk	0	0	0
Bike, wrong direction	0	0	0
Pedestrian	27	15	42
Ped: Wheelchair, cane	0	0	0
Ped: Stroller	0	1	1
Ped: Skateboard, Rollerblades, scooter	0	2	2
Total	39	51	90

Collinsville – Center St/Maple Ave (Sat Sept 12th 12-2pm)

Modes	Female	Male	Total
Bike, right direction	25	39	64
Bike, on sidewalk	0	0	0
Bike, wrong direction	0	2	2
Pedestrian	26	26	52
Ped: Wheelchair, cane	0	0	0
Ped: Stroller	2	0	2
Ped: Skateboard, Rollerblades, scooter	0	0	0
Total	53	67	120

Collinsville – Bridge St/Center St (Wed Sept 9th 4-6pm)

Modes	Female	Male	Total
Bike, right direction	10	32	42
Bike, on sidewalk	0	0	0
Bike, wrong direction	0	0	0
Pedestrian	23	21	44
Ped: Wheelchair, cane	0	0	0
Ped: Stroller	0	2	2
Ped: Skateboard, Rollerblades, scooter	0	0	0
Total	33	55	88

Collinsville – Bridge St/Center St (Sat Sept 12th 12-2pm)

Modes	Female	Male	Total
Bike, right direction	26	41	67
Bike, on sidewalk	0	0	0
Bike, wrong direction	1	0	1
Pedestrian	30	31	61
Ped: Wheelchair, cane	0	0	0
Ped: Stroller	0	0	0
Ped: Skateboard, Rollerblades, scooter	2	0	2
Total	59	72	131

Collinsville – Bridge St/River St (Wed Sept 9th 4-6pm)

Modes	Female	Male	Total
Bike, right direction	11	22	33
Bike, on sidewalk	0	0	0
Bike, wrong direction	0	1	1
Pedestrian	30	21	51
Ped: Wheelchair, cane	0	0	0
Ped: Stroller	0	3	3
Ped: Skateboard, Rollerblades, scooter	0	0	0
Total	41	47	88

Collinsville – Bridge St/River St (Sat Sept 12th 12-2pm)

Modes	Female	Male	Total
Bike, right direction	27	46	73
Bike, on sidewalk	0	0	0
Bike, wrong direction	0	0	0
Pedestrian	36	31	67
Ped: Wheelchair, cane	0	0	0
Ped: Stroller	2	3	5
Ped: Skateboard, Rollerblades, scooter	6	0	6
Total	71	80	151

Hartford – Riverfront Bridge (Wed Sept 9th 4-6pm)

Bicycles				Pedestrians	
Female		Male		Female	Male
helmet	no helmet	helmet	no helmet		
6	0	23	8	138	199

Hartford – Franklin Ave/Brown St (Wed Sept 16th 4-6pm)

Modes	Female	Male	Total
Bike, right direction	0	7	7
Bike, on sidewalk	1	36	37
Bike, wrong direction	0	3	3
Pedestrian	87	123	210
Ped: Wheelchair, cane	0	1	1
Ped: Stroller	4	0	4
Ped: Skateboard, Rollerblades, scooter	0	0	0
Total	92	170	262

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Hartford – Franklin Ave/ Brown St (Sat Sept 12th 12-2pm)

Modes	Female	Male	Total
Bike, right direction	0	9	9
Bike, on sidewalk	0	15	15
Bike, wrong direction	0	4	4
Pedestrian	107	113	220
Ped: Wheelchair, cane	0	0	0
Ped: Stroller	3	0	3
Ped: Skateboard, Rollerblades, scooter	0	0	0
Total	110	141	251

Hartford – Woodland/Farmington (Thu Sept 10th 4-6pm)

Modes	Female	Male	Total
Bike, right direction	6	10	16
Bike, on sidewalk	11	10	21
Bike, wrong direction	1	2	3
Pedestrian	48	36	84
Ped: Wheelchair, cane	2	0	2
Ped: Stroller	4	0	4
Ped: Skateboard, Rollerblades, scooter	0	0	0
Total	72	58	130

Hartford – Woodland/Farmington (Sat Sept 12th 12-2pm)

Modes	Female	Male	Total
Bike, right direction	2	10	12
Bike, on sidewalk	0	23	23
Bike, wrong direction	0	0	0
Pedestrian	34	29	63
Ped: Wheelchair, cane	0	0	0
Ped: Stroller	0	0	0
Ped: Skateboard, Rollerblades, scooter	0	0	0
Total	36	62	98

Hartford – Farmington/Sisson (Wed Sept 9th 4-6pm)

Modes	Female	Male	Total
Bike, right direction	3	12	15
Bike, on sidewalk	3	11	14
Bike, wrong direction	3	9	12
Pedestrian	102	143	245
Ped: Wheelchair, cane	4	0	4
Ped: Stroller	2	0	2
Ped: Skateboard, Rollerblades, scooter	0	0	0
Total	117	175	292

Hartford – Farmington/Sigourney (Thu Sept 10th 4-6pm)

Modes	Female	Male	Total
Bike, right direction	1	15	16
Bike, on sidewalk	2	9	11
Bike, wrong direction	0	2	2
Pedestrian	98	106	204
Ped: Wheelchair, cane	0	0	0
Ped: Stroller	4	0	4
Ped: Skateboard, Rollerblades, scooter	0	0	0
Total	105	132	237

Capitol Region Council of Governments - Bike / Pedestrian Count Project

Hartford – Farmington/Sigourney (Sat Sept 20th 12-2pm)

Modes	Female	Male	Total
Bike, right direction	0	9	9
Bike, on sidewalk	0	4	4
Bike, wrong direction	0	0	0
Pedestrian	33	58	91
Ped: Wheelchair, cane	0	0	0
Ped: Stroller	1	1	2
Ped: Skateboard, Rollerblades, scooter	0	0	0
Total	34	72	106

Hartford – Farmington/Whitney (Sat Sept 12th 12-2pm)

Modes	Female	Male	Total
Bike, right direction	0	5	5
Bike, on sidewalk	0	2	2
Bike, wrong direction	0	1	1
Pedestrian	95	105	200
Ped: Wheelchair, cane	3	3	6
Ped: Stroller	0	0	0
Ped: Skateboard, Rollerblades, scooter	0	0	0
Total	98	116	214

Hartford – Asylum/Sigourney (Sun Sept 20th 12-2pm)

Modes	Female	Male	Total
Bike, right direction	0	0	0
Bike, on sidewalk	3	6	9
Bike, wrong direction	0	2	2
Pedestrian	54	37	91
Ped: Wheelchair, cane	2	0	2
Ped: Stroller	0	0	0
Ped: Skateboard, Rollerblades, scooter	0	0	0
Total	59	45	104

East Hartford – Silver lane/Applegate (Thu Sept 10th 4-6pm)

Modes	Female	Male	Total
Bike, right direction	0	3	3
Bike, on sidewalk	2	10	12
Bike, wrong direction	0	0	0
Pedestrian	12	14	26
Ped: Wheelchair, cane	2	1	3
Ped: Stroller	0	0	0
Ped: Skateboard, Rollerblades, scooter	0	0	0
Total	16	28	44

Ellington – SR 83/SR 286 (Sun Sept 13th 12-2pm)

Modes	Female	Male	Total
Bike, right direction	1	10	11
Bike, on sidewalk	0	0	0
Bike, wrong direction	0	2	2
Pedestrian	0	2	2
Ped: Wheelchair, cane	0	0	0
Ped: Stroller	0	0	0
Ped: Skateboard, Rollerblades, scooter	0	0	0
Total	1	14	15

Capitol Region Council of Governments - Bike / Pedestrian Count Project

Farmington Valley Trail – Red Oak Hill, Farmington (Thu Sept 10th 4-6pm)

Bicycles				Pedestrians		Total
Female		Male		Female	Male	
helmet	no helmet	helmet	no helmet			
15	4	25	15	16	6	81

FVT – Sand Hill Rd./SR10/202 Crossing, Simsbury (Thu Sept 10th 4-6pm)

Bicycles				Pedestrians		Total
Female		Male		Female	Male	
helmet	no helmet	helmet	no helmet			
7	5	10	8	9	8	47

FVT – Salmon Brook Bridge, East Granby (Thu Sept 10th 4-6pm)

Bicycles				Pedestrians		Total
Female		Male		Female	Male	
helmet	no helmet	helmet	no helmet			
15	2	10	3	2	7	39

FVT – SR 177, Unionville (Thu Sept 10th 4-6pm)

Bicycles				Pedestrians		Total
Female		Male		Female	Male	
helmet	no helmet	helmet	no helmet			
7	0	21	10	10	9	57

FVT – Sperry Park, Avon (Thu Sept 10th 4-6pm)

Bicycles				Pedestrians		Total
Female		Male		Female	Male	
helmet	no helmet	helmet	no helmet			
3	2	4	3	12	8	32

FVT – South of SR10, Simsbury (Sun Sept 13th 12-2pm)

Bicycles				Pedestrians		Total
Female		Male		Female	Male	
helmet	no helmet	helmet	no helmet			
43	3	54	10	13	11	134

Newington – Cedar/Willard (Wed Sept 16th 4-6pm)

Modes	Female	Male	Total
Bike, right direction	0	0	0
Bike, on sidewalk	1	0	1
Bike, wrong direction	0	0	0
Pedestrian	9	19	28
Ped: Wheelchair, cane	0	0	0
Ped: Stroller	0	0	0
Ped: Skateboard, Rollerblades, scooter	0	0	0
Total	10	19	29

Newington – Cedar/Main St (Thu Sept 10th 4-6pm)

Modes	Female	Male	Total
Bike, right direction	0	9	9
Bike, on sidewalk	0	9	9
Bike, wrong direction	0	0	0
Pedestrian	35	37	72
Ped: Wheelchair, cane	1	0	1
Ped: Stroller	0	0	0
Ped: Skateboard, Rollerblades, scooter	0	1	1
Total	36	56	92

South Windsor – Bissell Bridge (Sun Sept 13th 12-2pm)

Bicycles				Pedestrians		Total
Female		Male		Female	Male	
helmet	no helmet	helmet	no helmet			
9	5	9	7	0	1	31

West Hartford – Main St/Farmington (Thu Sept 10th 4-6pm)

Modes	Female	Male	Total
Bike, right direction	3	7	10
Bike, on sidewalk	9	10	19
Bike, wrong direction	0	1	1
Pedestrian	129	105	234
Ped: Wheelchair, cane	2	0	2
Ped: Stroller	14	4	18
Ped: Skateboard, Rollerblades, scooter	0	1	1
Total	157	128	285

West Hartford – Farmington/LaSalle (Thu Sept 10th 4-6pm)

Modes	Female	Male	Total
Bike, right direction	2	5	7
Bike, on sidewalk	2	1	3
Bike, wrong direction	0	0	0
Pedestrian	253	121	374
Ped: Wheelchair, cane	1	0	1
Ped: Stroller	31	1	32
Ped: Skateboard, Rollerblades, scooter	0	1	1
Total	289	129	418

Windsor – Broad St/Maple (Tue Sept 15th 4-6pm)

Modes	Female	Male	Total
Bike, right direction	0	1	1
Bike, on sidewalk	0	8	8
Bike, wrong direction	0	0	0
Pedestrian	23	19	42
Ped: Wheelchair, cane	1	1	2
Ped: Stroller	3	0	3
Ped: Skateboard, Rollerblades, scooter	0	3	3
Total	27	32	59