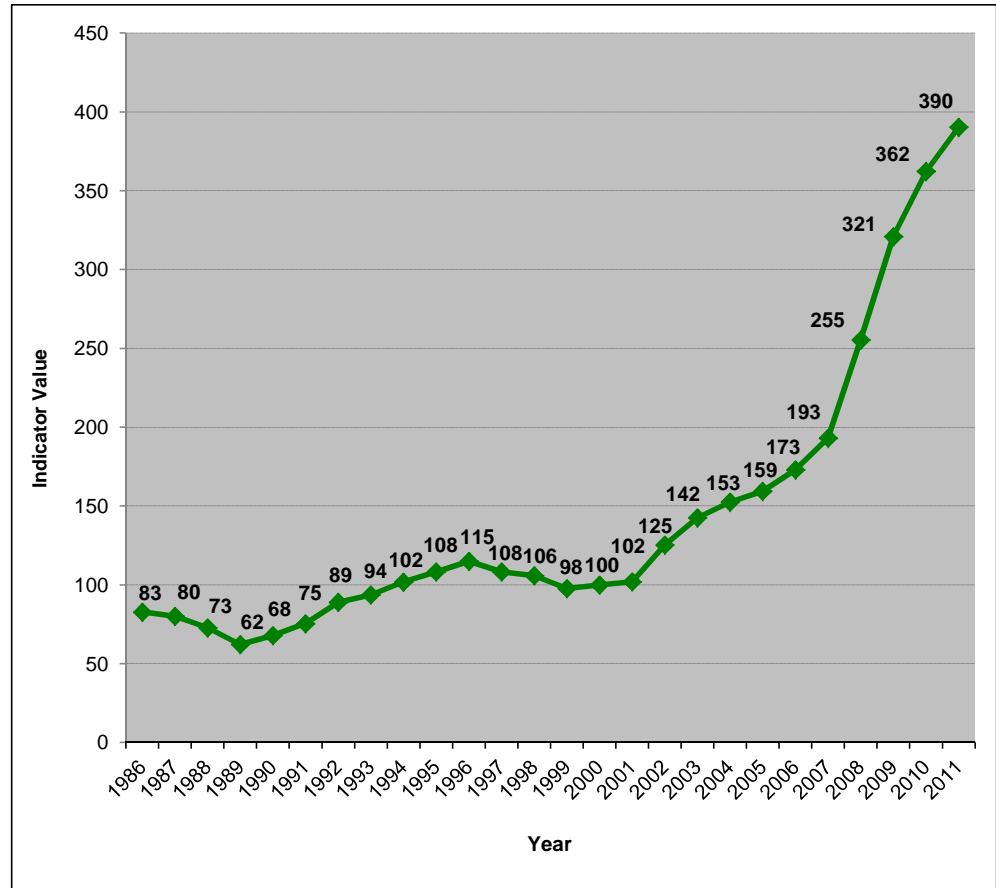


NYC Commuter Cycling Indicator

Based on Counts at Selected Commuter Locations

Indexed to Year 2000 = 100

Year	Value for Indicator	Index of Value for Indicator: 100 for Yr 2000	Year to Year Growth (% Change)	Year to Year Growth (Cyclists Counted)
1986	3,997	83	n/a	n/a
1987	3,867	80	-3%	-130
1988	3,513	73	-9%	-354
1989	3,005	62	-14%	-508
1990	3,277	68	9%	272
1991	3,645	75	11%	368
1992	4,294	89	18%	649
1993	4,518	94	5%	224
1994	4,918	102	9%	400
1995	5,229	108	6%	311
1996	5,551	115	6%	322
1997	5,229	108	-6%	-322
1998	5,114	106	-2%	-115
1999	4,716	98	-8%	-398
2000	4,829	100	2%	113
2001	4,927	102	2%	98
2002	6,046	125	23%	1,119
2003	6,879	142	14%	834
2004	7,366	153	7%	486
2005	7,693	159	4%	327
2006	8,355	173	9%	662
2007	9,327	193	12%	971
2008	12,328	255	32%	3,001
2009	15,495	321	26%	3,167
2010	17,491	362	13%	1,996
2011	18,846	390	8%	1,356



Notes:

1. Value for Indicator comes from weekday 12 hour (7am-7pm) counts at 6 key NYC locations
2. From 1985 until 2006, this count was taken only once per year. Due to volatility the "Value for Indicator" in this period is the average of the current year's count and the count of the prior and subsequent years
3. The value for 2007 is the average of 3 counts taken in May, August & September
4. The value for 2008-2011 is the average of 10 counts taken between April and October



Bicycle Program

**New York City Cyclist Counts At Selected Commuter Locations
Weekday Counts, 7am to 7pm**

Count	Facility						Grand Total
	Staten Island Ferry	Brooklyn Bridge	Manhattan Bridge	Williamsburg Bridge	Queensboro Bridge	Hudson River Greenway at 50th St.	
1980	207	623	N/A	146	344	761	2,081
1985	231	913	N/A	392	759	1,145	3,440
1986	224	1,542	N/A	420	780	1,256	4,222
1987	327	1,633	N/A	368	436	1,565	4,329
1988	244	988	N/A	282	330	1,206	3,050
1989	202	690	N/A	240	423	1,606	3,161
1990	170	1,075	N/A	248	227	1,084	2,804
1991	341	1,183	N/A	N/A	602	1,741	3,867
1992	290	1,073	N/A	362	737	1,802	4,264
1993	293	1,193	N/A	361	709	2,196	4,752
1994	241	1,305	N/A	439	672	1,881	4,538
1995	386	1,715	N/A	664	964	1,736	5,465
1996	387	1,613	N/A	791	1,314	1,579	5,684
1997	318	1,698	N/A	1,022	786	1,679	5,503
1998	335	1,115	N/A	966	692	1,392	4,500
1999	366	1,109	N/A	1,004	820	2,039	5,338
2000	389	762	N/A	733	546	1,880	4,310
2001	253	867	147	792	667	2,113	4,839
2002	104	981	546	1,117	517	2,366	5,631
2003	354	1,049	661	1,387	1,331	2,885	7,667
2004	303	1,422	856	974	1,099	2,686	7,340
2005	290	1,349	829	1,609	976	2,037	7,090
2006	105	1,284	1,578	2,566	1,158	1,958	8,649
2007 (avg.)	252	1,626	1,313	2,257	1,292	2,586	9,327
May	341	1,574	1,280	1,644	1,100	2,404	8,343
August	266	1,689	1,522	2,284	1,244	2,392	9,397
September	149	1,616	1,137	2,842	1,533	2,963	10,240
2008 (avg.)	235	1,688	2,210	2,903	1,891	3,400	12,328
April	153	1,325	2,058	2,855	1,538	2,795	10,724
May	194	1,776	2,960	2,840	2,116	1,880	11,766
May*	188	1,728	2,609	2,743	2,001	2,384	11,653
June	132	1,638	2,557	2,931	1,704	3,276	12,238
July	212	1,594	1,955	2,884	2,194	3,666	12,505
August	318	1,642	2,073	3,021	2,116	4,185	13,355
August*	373	1,781	2,127	2,864	1,836	4,581	13,562
September	269	1,991	2,302	3,081	2,092	4,040	13,775
September*	312	1,892	1,960	3,397	1,377	3,597	12,535
October	203	1,512	1,497	2,416	1,940	3,599	11,167
2009 (avg.)	256	2,294	2,606	3,823	2,225	4,289	15,495
April	185	1,585	1,828	3,202	1,660	2,309	10,769
May	209	2,601	2,371	3,420	1,751	3,840	14,192
May*	143	1,845	2,385	3,423	1,676	3,287	12,759
June	161	2,504	2,245	3,802	2,396	4,426	15,534
July	339	2,943	2,624	4,200	2,963	4,329	17,398
August*	309	2,376	2,365	3,966	2,423	5,520	16,959
August	345	2,505	3,821	3,941	2,641	4,970	18,223
September*	332	2,172	2,683	4,330	2,556	5,440	17,513
September	272	1,930	2,778	4,038	2,016	4,419	15,453
October	268	2,479	2,962	3,911	2,172	4,354	16,146
2010 (avg.)	378	2,153	2,984	4,296	2,626	5,055	17,491
April	356	2,062	2,404	3,909	2,235	4,452	15,418
May	403	2,466	3,453	4,076	2,574	6,190	19,162
May*	354	2,212	2,929	3,934	2,173	3,985	15,587
June	237	1,376	2,407	3,845	2,590	5,230	15,685
July	427	2,104	2,646	3,891	2,020	4,213	15,301
August*	284	2,528	2,771	5,110	3,070	6,372	20,135
August	492	2,306	2,990	4,866	3,035	5,055	18,744
September	403	1,938	3,402	4,408	3,355	5,125	18,631
September*	399	2,683	3,366	4,693	2,619	5,629	19,389
October	427	1,853	3,467	4,226	2,586	4,294	16,853
2011 (avg.)	368	2,322	3,617	4,515	2,904	5,120	18,846
April	436	2,630	2,714	4,612	2,443	5,161	17,996
May	295	2,463	4,207	4,215	2,528	5,262	18,970
May*	365	2,668	4,286	4,264	2,164	5,267	19,014
June	418	2,145	3,954	4,709	2,467	5,561	19,254
July	445	2,104	3,648	4,614	2,624	4,876	18,311
August	381	2,755	3,696	5,007	3,558	6,032	21,429
August*	346	2,514	3,067	4,479	3,433	5,486	19,325
September	308	2,217	3,326	4,402	3,311	4,300	17,864
September*	386	1,896	3,849	4,235	3,333	5,676	19,375
October	296	1,830	3,425	4,614	3,182	3,578	16,925

Notes:

- Count is on a single mid-summer weekday from 7am to 7pm from 1980, and 1985-2006
- There is no data available for 12th Avenue in 1986 and the Williamsburg Bridge in 1991
- The Hudson River Greenway and Manhattan Bridge path opened to cycling in 2001
- For years prior to availability of the Hudson River Greenway, data for 9th, 10th, 11th and 12th avenues are shown as a proxy.
* Count is from the DOT Screenline Count which is done three times per year



Bicycle Program

New York City Cyclist Counts by Year

Weekday Counts, 7am to 7pm, At Selected Commuter Locations

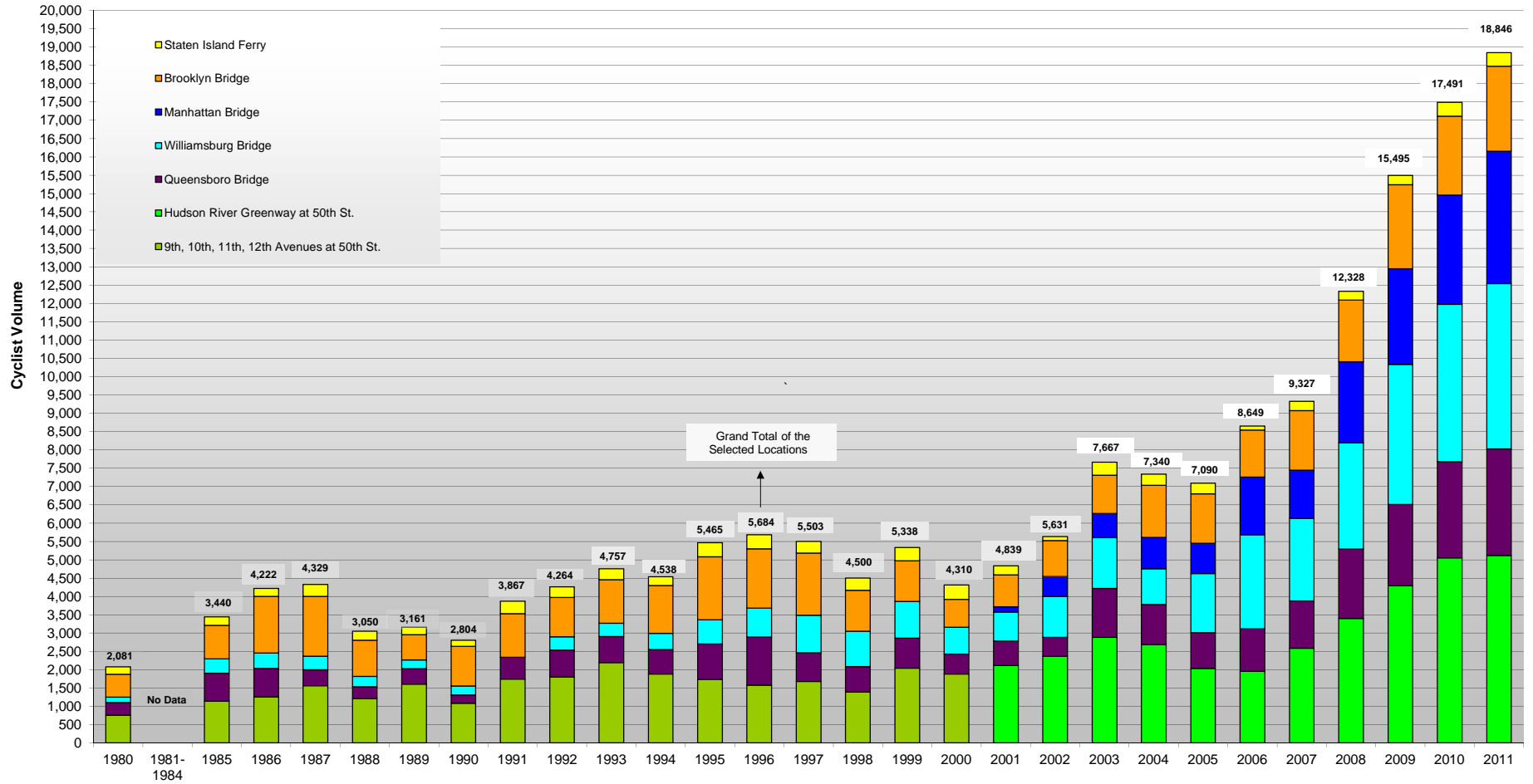
Year	Facility							Grand Total		
	Staten Island Ferry	Brooklyn Bridge	Manhattan Bridge	Williamsburg Bridge	Queensboro Bridge	Hudson River Greenway at 50th St.	9th, 10th, 11th, 12th Avenues at 50th St.			
1980	207	623	N/A. See Note	146	344	N/A. See Note	761	2,081		
1981-1984	N/A	N/A		N/A	N/A		N/A	N/A	N/A	N/A
1985	231	913		392	759		1,145	3,440		
1986	224	1,542		420	780		1,256	4,222		
1987	327	1,633		368	436		1,565	4,329		
1988	244	988		282	330		1,206	3,050		
1989	202	690		240	423		1,606	3,161		
1990	170	1,075		248	227		1,084	2,804		
1991	341	1,183		N/A	602		1,741	3,867		
1992	290	1,073		362	737		1,802	4,264		
1993	293	1,193		361	709		2,196	4,752		
1994	241	1,305		439	672		1,881	4,538		
1995	386	1,715		664	964		1,736	5,465		
1996	387	1,613		791	1,314		1,579	5,684		
1997	318	1,698		1,022	786		1,679	5,503		
1998	335	1,115		966	692		1,392	4,500		
1999	366	1,109		1,004	820		2,039	5,338		
2000	389	762	733	546	1,880	4,310				
2001	253	867	147	792	667	2,113	4,839			
2002	104	981	546	1,117	517	2,366	5,631			
2003	354	1,049	661	1,387	1,331	2,885	7,667			
2004	303	1,422	856	974	1,099	2,686	7,340			
2005	290	1,349	829	1,609	976	2,037	7,090			
2006	105	1,284	1,578	2,566	1,158	1,958	8,649			
2007	252	1,626	1,313	2,257	1,292	2,586	9,327			
2008	235	1,688	2,210	2,903	1,891	3,400	12,328			
2009	256	2,294	2,606	3,823	2,225	4,289	15,495			
2010	378	2,153	2,984	4,296	2,626	5,055	17,491			
2011	368	2,322	3,617	4,515	2,904	5,120	18,846			

Notes:

1. Count is on a single mid-summer weekday from 7am to 7pm from 1980, and 1985-2006
2. There is no data available for 12th Avenue in 1986 and the Williamsburg Bridge in 1991
3. The value for 2007 is the average of 3 counts taken in May, August & September
4. The value for 2008-2011 is the average of 10 counts taken between April and October
5. The Hudson River Greenway and Manhattan Bridge path opened to cycling in 2001
6. For years prior to availability of the Hudson River Greenway, data for 9th, 10th, 11th and 12th avenues are shown as a proxy



New York City Cyclist Counts at Selected Commuter Locations Weekday, 7AM to 7PM, 1980-2011



Notes:

1. Count is on a single summer weekday from 7am to 7pm from 1980, and 1985-2006
2. There is no data available for 12th Avenue in 1986 and the Williamsburg Bridge in 1991
3. The value for 2007 is the average of 3 counts taken in May, August & September
4. The value for 2008-2011 is the average of 10 counts taken between April and October
5. The Hudson River Greenway and Manhattan Bridge path opened to cycling in 2001
6. For years prior to availability of the Hudson River Greenway, data for 9th, 10th, 11th and 12th avenues are shown as a proxy
7. 9th through 12th Avenues is removed from the count from 2001 forward when the Hudson River Greenway enters the count



2011 NYC Commuter Cycling Indicator

An Estimate of Trends in Regular Cycling for Transportation

The Commuter Cycling Indicator is an analysis of *trends* in cycling that makes use of the most robust data available to estimate changes in commuter¹ cycling levels over time. The Commuter Cycling Indicator is not an estimate of the total number of cyclists² in New York City.

Since 1985, DOT has been conducting regular 12 hour counts of cyclists entering and exiting the center of Manhattan. The counts include cyclists crossing the four East River bridges, entering and exiting the Staten Island Ferry at the Whitehall Terminal and each avenue and the Hudson River Greenway at 50th Street. This data set is the most robust, long-term count in NYC and is the basis of the NYC Commuter Cycling Indicator. The counts were conducted once per year from 1985 to 2006, three times per year in 2007 and ten times per year from 2008 to present.

Census Bureau data are not used for the indicator because they systematically undercount cycling. The limitations of the Census data include the omission of non-work trips, which account for 82% of all travel in New York City and a forced choice of one primary mode of travel, ignoring multimodal trips and people who vary their commute mode.

The bicycle count data is converted to an indicator through four primary steps:

1. Removing Irregular, Primarily Non-Commuter Data

An analysis of the avenue data from the counts at 50th Street showed that cyclist volumes fluctuated significantly from year to year and that the daily peaks were in the middle of the day indicating that much of the cyclist volume crossing 50th Street is made up of working cyclists (messengers and food delivery). The volumes of working cyclists are dependent on certain kinds of economic activity and are not commutation trips. Therefore, the NYC Commuter Cycling Indicator excludes the avenue counts and uses solely the counts of the four East River Bridges, Hudson River Greenway and the Staten Island Ferry. The bicycle counts on the bridges, ferry and on the Hudson River Greenway show less variability and because they are limited access facilities; they indicate that a cyclist is taking a long trip rather than the typically short trip of a working cyclist.

2. Creating a Historical Proxy for the Hudson River Greenway

Since regular counts began in 1985, the Hudson River Greenway and the Manhattan Bridge bicycle path were added to the inventory of cycling facilities. The Manhattan Bridge serves a similar market of cycling as the nearby Brooklyn Bridge. For many cyclists, the Hudson River Greenway provides an alternative to nearby avenues. Therefore, to keep the indicator as a conservative estimate of commuter

¹ While many consider commuting as referring to the journey to and from work, our usage here is in concert with the Webster's definition of commute: "to travel regularly, between points at some distance"

² Over half a million New Yorkers ride a bike at least several times a month according to a citywide survey by the Department of Health and Mental Hygiene.



cyclist volumes over time, counts for Ninth, Tenth, Eleventh and Twelfth Avenues are included in the indicator up to the year 2000. In 2001, when an interim version of the Hudson River Greenway opened, these avenues are dropped from the indicator.

The results of step one and two are the raw data that compose the indicator and are attached in chart and table form.

3. Adjust for Annual Volatility of Counts

One drawback of the counts before 2007 is that they were conducted on a single day during the summer and thus may not be a robust indicator of a given year’s cyclist volume. In 2007, the count was conducted three times (spring, summer, fall) and since 2008 there are now 10 counts per year. To account for the volatility prior to 2007, the indicator is based on an average of the given year’s count and the counts of the preceding and subsequent years.

4. Index Count to Base 100 for Year 2000

Since the count is not a count of all cyclists in New York City, it is important that it be clear that the indicator is the best estimate of *trends* in cycling levels in the City over time. Thus, rather than presenting the number of cyclists counted, an index is created using the year 2000 as a baseline. All values for each year have been divided by the value for the year 2000 and multiplied by 100. Indexing the year 2000 to 100 allows for simple comparisons between values.

Indicator Results

Despite the conservative removal of the westerly avenues from the indicator in 2001, the indicator shows a clear and accelerated growth in regular cycling in New York City. It is estimated that commuter cycling is almost 4 times greater in 2011 than in 2000. The table below illustrates the growth in regular cycling.

NYC Commuter Cycling Indicator for Selected Years

Year	Indicator
1986	83
1990	68
1995	108
2000	100
2005	159
2006	173
2007	193
2008	255
2009	321
2010	362
2011	390