



the new york city  
bicycle survey



MAY 2006  
Bike  
Month  
NYC



City of New York  
Department of City Planning  
Transportation Division  
May 2007

# The New York City Bicycle Survey

A Report Based on the Online Public Opinion Questionnaire  
Conducted for Bike Month 2006



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City of New York

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May 2007

*The New York City Bicycle Survey* was initiated by the Department of City Planning (DCP) to generate data and solicit feedback from the public on bicycling issues in the city. The views documented in this report are not necessarily those of the DCP or the City of New York.

The preparation of this report was financed in part through funds from the U.S. Department of Transportation PIN #X500.57.121. This document is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The contents of this report reflect the views of the author, who is responsible for the facts and accuracy of the data presented within. The contents do not necessarily reflect the views or policies of the U.S. Department of Transportation. This report does not constitute a standard, specification, or regulation.

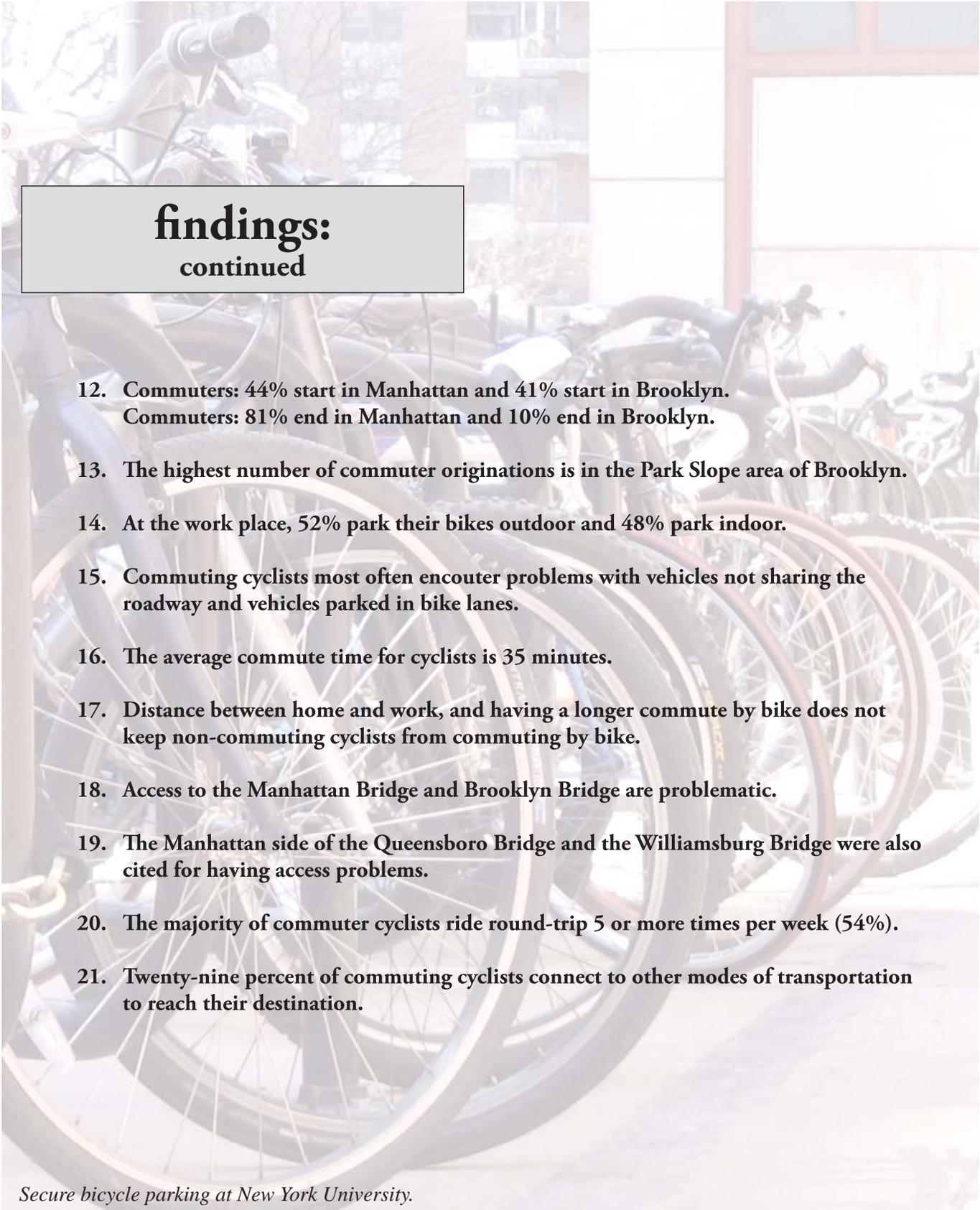
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## findings

1. Most cyclists ride for recreation and exercise.
2. Commuter cyclists ride the most frequently.
3. The majority of respondents use the NYC Cycling Map (78%).
4. When riding on-street, the majority of riders prefer streets with bike lanes and signs (93%).
5. The majority of cyclists prefer riding on off-street bike facilities to on-street (76%).
6. Cyclists categorized more bike lanes with buffers and greenways as the most important designs to be implemented.
7. The majority of cyclists want more on-street bike racks (95%).
8. Cyclists park and lock at sign posts 82% of the time and CityRacks 64%.
9. The most common reason that non-commuting cyclists do not commute by bike is because of driver behavior/traffic and lack of safe storage at work.
10. The most common reason commuter cyclists do commute by bike is because it is healthy/good exercise and because it is environmentally friendly.
11. Bicycle commuters have been commuting by bike on average for 5.7 years.

*The Centre Street bike lane leading to the Brooklyn Bridge in Lower Manhattan.*



**findings:  
continued**

12. **Commuters: 44% start in Manhattan and 41% start in Brooklyn.  
Commuters: 81% end in Manhattan and 10% end in Brooklyn.**
13. **The highest number of commuter originations is in the Park Slope area of Brooklyn.**
14. **At the work place, 52% park their bikes outdoor and 48% park indoor.**
15. **Commuting cyclists most often encounter problems with vehicles not sharing the roadway and vehicles parked in bike lanes.**
16. **The average commute time for cyclists is 35 minutes.**
17. **Distance between home and work, and having a longer commute by bike does not keep non-commuting cyclists from commuting by bike.**
18. **Access to the Manhattan Bridge and Brooklyn Bridge are problematic.**
19. **The Manhattan side of the Queensboro Bridge and the Williamsburg Bridge were also cited for having access problems.**
20. **The majority of commuter cyclists ride round-trip 5 or more times per week (54%).**
21. **Twenty-nine percent of commuting cyclists connect to other modes of transportation to reach their destination.**

*Secure bicycle parking at New York University.*

## introduction: overview and purpose of research

The Department of City Planning's (DCP) Transportation Division created and implemented *The New York City Bicycle Survey* for BikeMonthNYC 2006. This report presents the major findings of the online survey and their implications for transportation and bicycle planning in the city. The purpose of the survey was twofold: to promote bicycling as a viable, healthy, and affordable form of transportation in the city in conjunction with Bike Month; and to collect data and public feedback from New York City cyclists. *The New York City Bicycle Survey* builds upon previous research and data collected for Bike Month. In 2005, DCP hosted *The State of Cycling in New York City* which was an interactive event that was designed to evaluate what is working well in the city cycling environment and what needs improvement. This report, in addition to many others, can be found on the DCP website at [www.nyc.gov/html/dcp/html/transportation/main.shtml](http://www.nyc.gov/html/dcp/html/transportation/main.shtml). For BikeMonth2006, DCP focused on continuing the dialogue with cyclists but expanding the number of participants. The results of the survey will assist the DCP Transportation Division to better plan for bicycle facilities in the city.

BikeMonthNYC celebrated its fifteenth year in 2006. The annual event held in May continues to grow and expand while attracting more featured events, organizations, and participants. Some of the featured activities include the Five Boro Bike Tour that takes thousands of cyclists around each of the boroughs on a 42-mile ride, Bike to Shea to watch a Mets baseball game, Tour de Bronx, Tour de Brooklyn, and various rides and events sponsored by groups like the Five Borough Bicycle Club, Time's Up!, Fast & Fabulous, Transportation Alternatives, Recycle-A-Bicycle, and the New York Bicycle Messenger Association. City agencies such as the DCP, Parks & Recreation (DPR), and Transportation (DOT), as well as all five Borough President's Offices participate in BikeMonthNYC.

*The New York City Bicycle Survey* was posted online starting May 1, 2006. Initially, the survey was scheduled to be online for three months, but due to the overwhelming success and continued responses, the survey was extended for an additional three months. A total of 1,086 people took the survey. The survey was designed to ask a broad array of questions in order to gather information from cyclists about their age, gender, skill level, reasons for riding, riding preferences, commutation, etc. (the complete survey is available in the Appendix). The responses were analyzed and are graphically represented in this document with descriptive analysis. The survey is not intended to be a rigorous mathematical or scientific study but instead to suggest general trends and an overall profile of the cycling community, as well as key issues for future planning.

## General Information

The survey was completed by 674 men and 400 women (Figure 1). They were given three choices to classify their riding level and ability; experienced, moderate and beginner. They self-identified as 62% experienced and 33% moderate (Figure 2). That a relatively small percentage of respondents identified themselves as beginners (4%) suggests some level of cycling skill predominates among ridership.

Figure 1 - What is your gender?

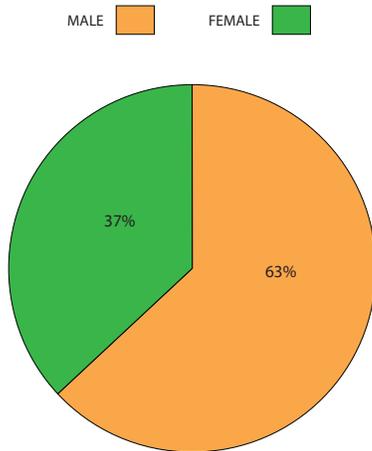


Figure 2 - How would you classify yourself as a biker?

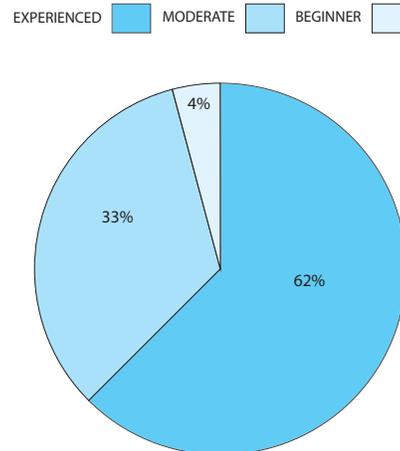


Figure 3 - Female: How would you classify yourself as a biker?

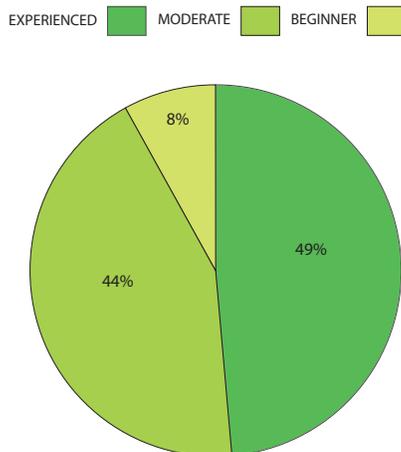
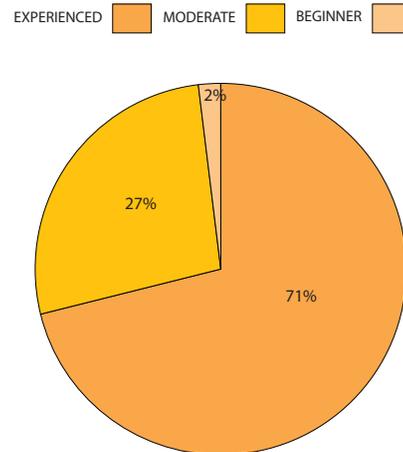


Figure 4 - Male: How would you classify yourself as a biker?



- 96% classified themselves as being an experienced or moderately skilled bicycle rider.
- Male responses identified as 71% experienced and 27% moderately skilled.
- Female responses identified as 49% experienced and 44% as moderately skilled.

The majority of people who took the survey (96%) are New York City residents. The other 4% of respondents are from New Jersey and other New York counties around the city. When asked if they were a member of a cycling club or advocacy organization, 55% responded positively.

The age breakdown of respondents show 61% are between the ages of 21-40 years and 32% between the ages of 41-62 years (Figure 5).

People were asked the question, *Why do you ride a bicycle in New York City?* Four broad options were given to choose from: recreation, exercise, errands/shopping and commuting (work/school) with the option to check more than one category. Recreation received the highest positive response at 91% followed by exercise at 83%, errands/shopping at 79% and commuting at 76% (Figure 6). All four categories rated very high and 373 people responded positively to all four categories. Commuting received the most negative responses with 232 people or 24%. Of those 232 people, 87% said they ride for both exercise and recreational purposes and 45% ride for errands/shopping. The data suggests that while commuting rated very highly with over three out of four respondents identifying as commuters, more cyclists ride to enjoy the healthy recreational and exercise aspects of cycling.

Figure 5 - What is your age?

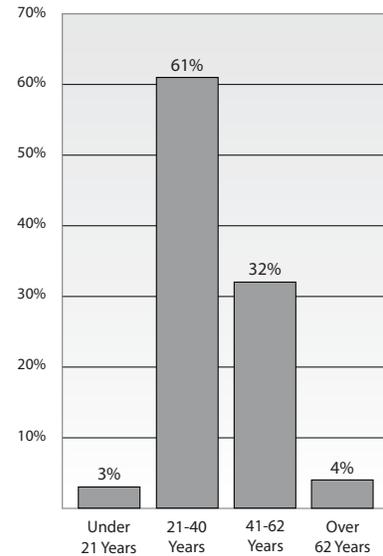
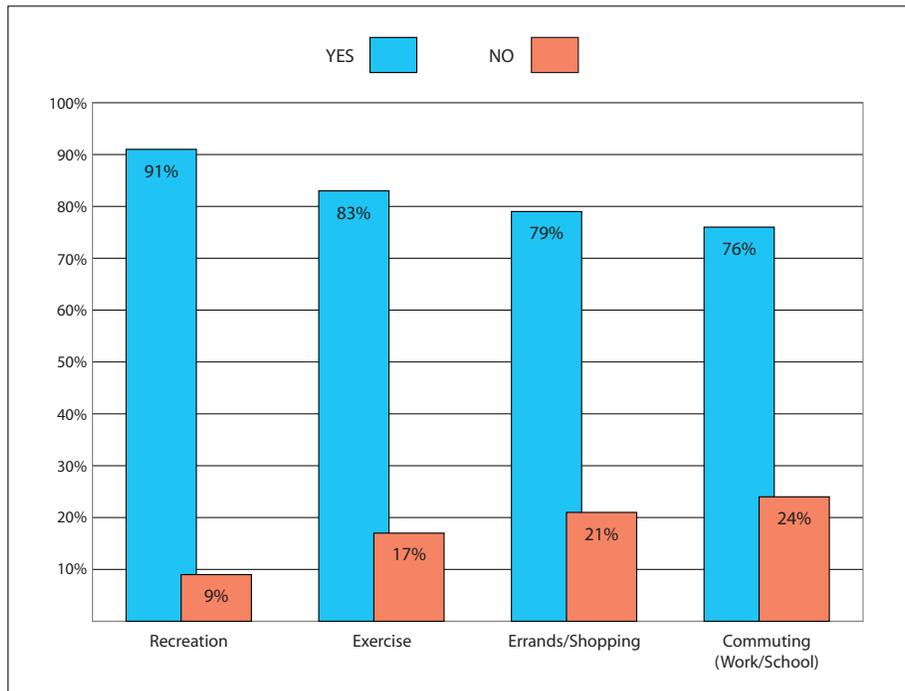


Figure 6 - Why do you ride a bicycle in New York City?



People were asked how many miles a week (Figure 7) and how many times a week (Figure 8) they ride their bikes. They were given the same four categories to choose from: commuting, exercise, recreation, errands/shopping and, again, they could choose multiple categories. The relationships between activity and riding distance suggest that various functions of cycling have different catchment areas. Those who ride in order to do errands/shopping are riding fewer total miles per week (45% are riding 1-5 miles per week). Cyclists who ride long distances for errands are clearly in the minority (only 5% are riding over 25 miles per week). This most likely reflects a preference for completing errands within local neighborhoods, with cyclists riding shorter distances to pick up items like groceries and other sundries.

For the other three activities—commuting, exercise, and recreation—riders show a willingness to travel longer distances. A significant number of respondents in each of these three categories ride over 25 miles per week. Exercise cyclists claim the greatest percentage of long distance riding (45% are riding more that 25 miles per week), surpassing the commuters (39% are riding more than 25 miles per week). Overall, most respondents are willing to travel long distances around the city for commuting, exercise, and recreational purposes.

Figure 7 - How many miles a week do you ride?

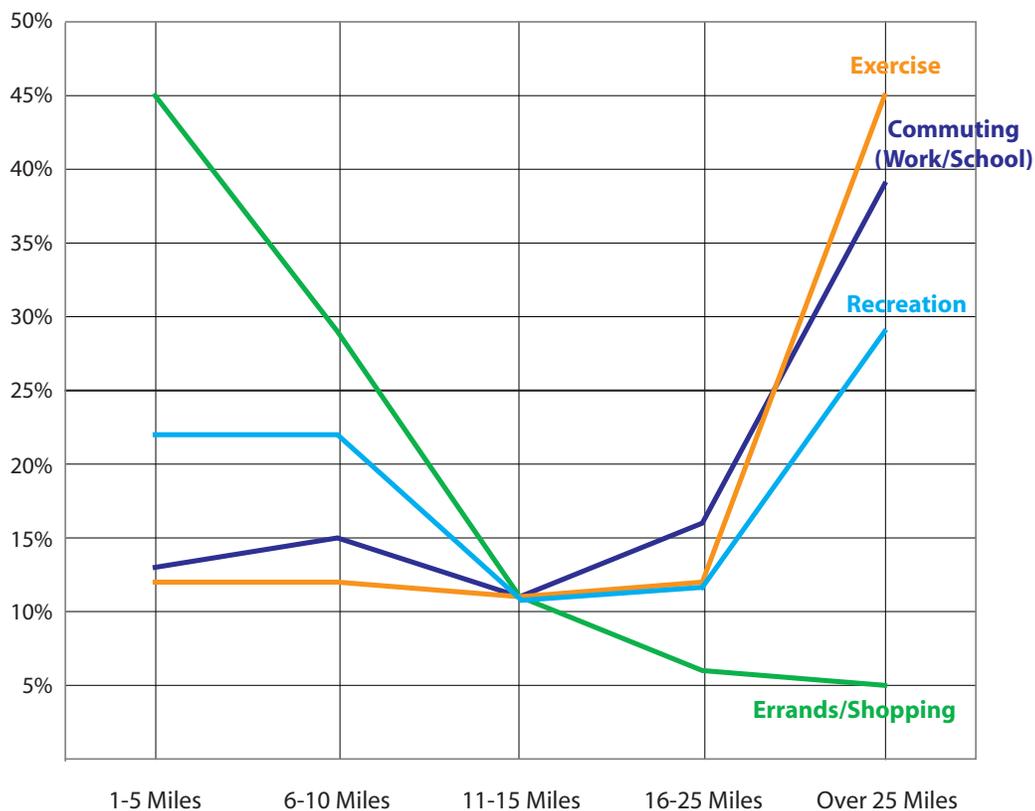
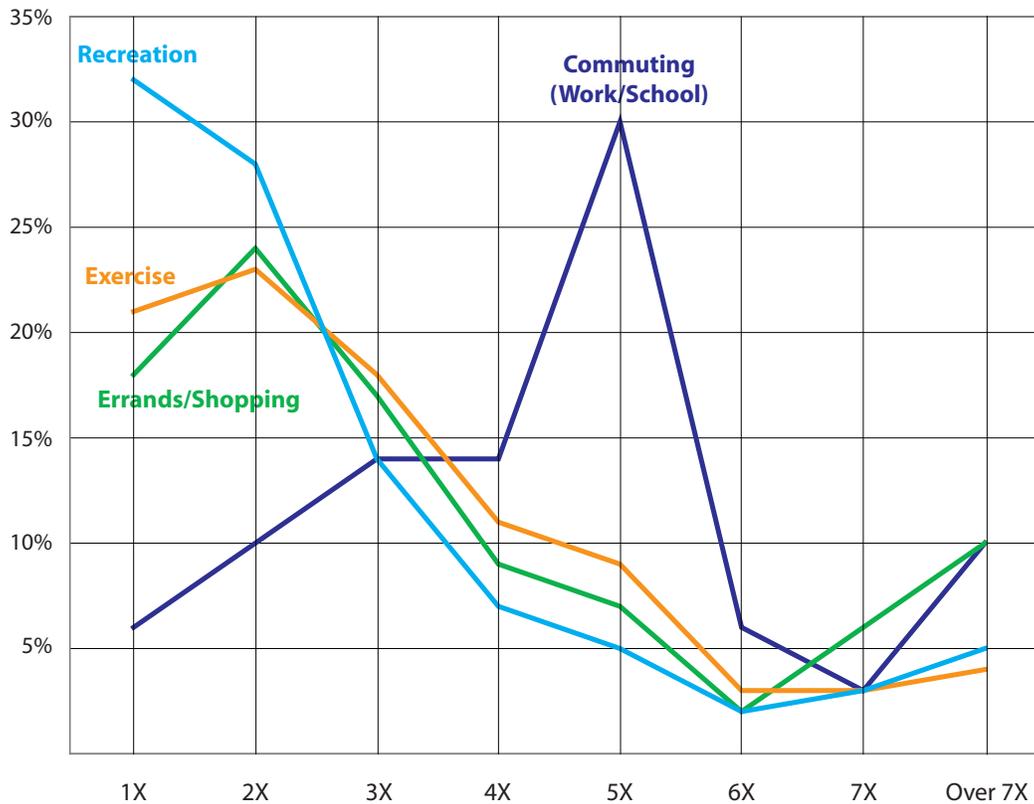


Figure 8 charts the responses to the question *How many times a week do you ride?* The results indicate that the majority of people who ride for recreation, exercise, and errands/shopping generally ride one to three times per week. Most recreation users (60%) cycle one or two times per week, which suggests that these riders might be focusing on weekend trips.

Not surprising, a substantial number of commuters (30%) ride five times per week. Among commuters and errand/shopping riders, 10% of each group riders very frequently (over seven times per week). Drawing from the data in both Figure 7 and Figure 8, we see a distinct profile for cyclists focused on exercise. A combined 62% of exercise riders cycle one to three times per week. As noted above, 45% of these respondents ride for exercise over 25 miles per week. This suggests that many of these cyclists ride longer distances per week with fewer rides.

Figure 8 - How many times a week do you ride?



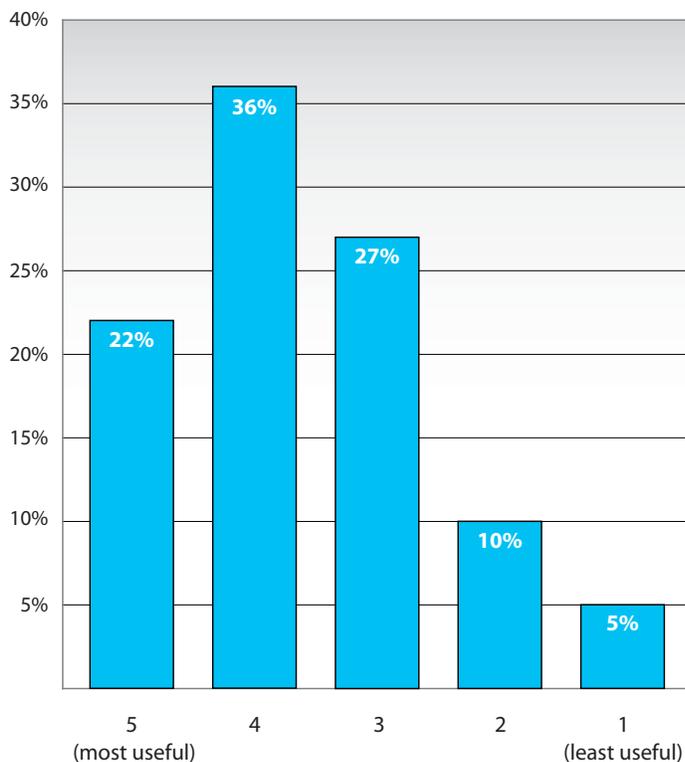
The following summarizes some key findings about general riding habits:

- 45% who bike for exercise ride over 25 miles per week
- 60% who bike for recreation ride 1 to 2 times per week
- 45% who bike for shopping/errands ride 1 to 5 miles per week
- 59% who bike for shopping/errands ride 1 to 3 times per week
- 39% who commute ride over 25 miles per week
- 30% who commute ride 5 times per week
- 58% who commute ride 3 to 5 times per week

## The New York City Cycling Map

One set of questions in the survey addresses the New York City Cycling Map. Each year at the beginning of May, DCP and the New York City Department of Transportation produce and release a new and updated version of the NYC Cycling Map. The map shows all the city cycling facilities including greenways and bike lanes. Last year, 200,000 free maps were distributed throughout the city and were available by going to the DCP website, calling 311 the city’s phone number for government information and non-emergency services, or going to the DCP bookstore at 22 Reade Street in Manhattan. The NYC Cycling Map continues to get very high approval ratings from users. When asked to rate the usefulness of the map on a scale

Figure 9 - How would you rate the usefulness of the NYC Cycling Map on a scale of 1 to 5?



from 1 to 5 (5 being the most useful and 1 the least useful), 85% gave the map a rating of 5, 4, or 3 (Figure 9).

When asked if they use the map to plan their bike routes, 78% responded positively (Figure 10). Even among people who do use the cycling map, the majority found it to be relatively useful. Of the 22% who responded that they did not use the cycling map (Figure 10), 54% rated its usefulness at 5, 4, or 3 (Figure 9). Having such a large percentage of respondents (78%) use the cycling map to plan their routes suggests that users are looking for Class 1 (greenways, off-street) and Class 2 (on-street, striped, bike lanes) bicycle facilities, both of which are clearly shown in the map.

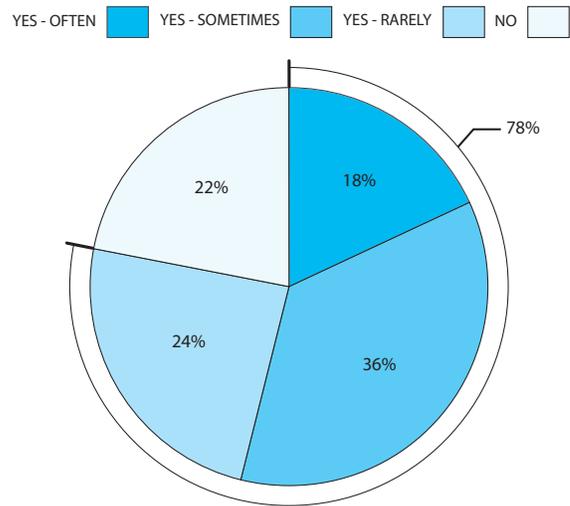
In 2006, DCP expanded the Transportation Division’s website for Bike Month by adding more documents and information. When queried in the bike survey on how to further enhance the website with regards to

bicycle and greenway planning, and given four specific options, 74% percent said they would like to comment on particular projects, 72% said they would like more information on current studies, 66% said they would like more studies and reports to be available, and 15% checked the *Other* category and added a comment. These *Other* comments generally fell into two categories: people who did not know of the DCP website and therefore could not comment on its content (24%) and those who wanted more information on cycling in the city (65%). The latter group included comments on lane and greenway conditions, lane closures, bike parking locations, routing information on how to get from one location to another, and general suggestions. Overall, these comments and questions suggest the value of an interactive web interface for generating public feedback.

Some key findings on the NYC Cycling Map:

- 85% of respondents rated the NYC Cycling Map a 3, 4 or 5 in usefulness
- 54% of respondents use the NYC Cycling Map often or sometimes
- 78% of respondents use the NYC Cycling Map

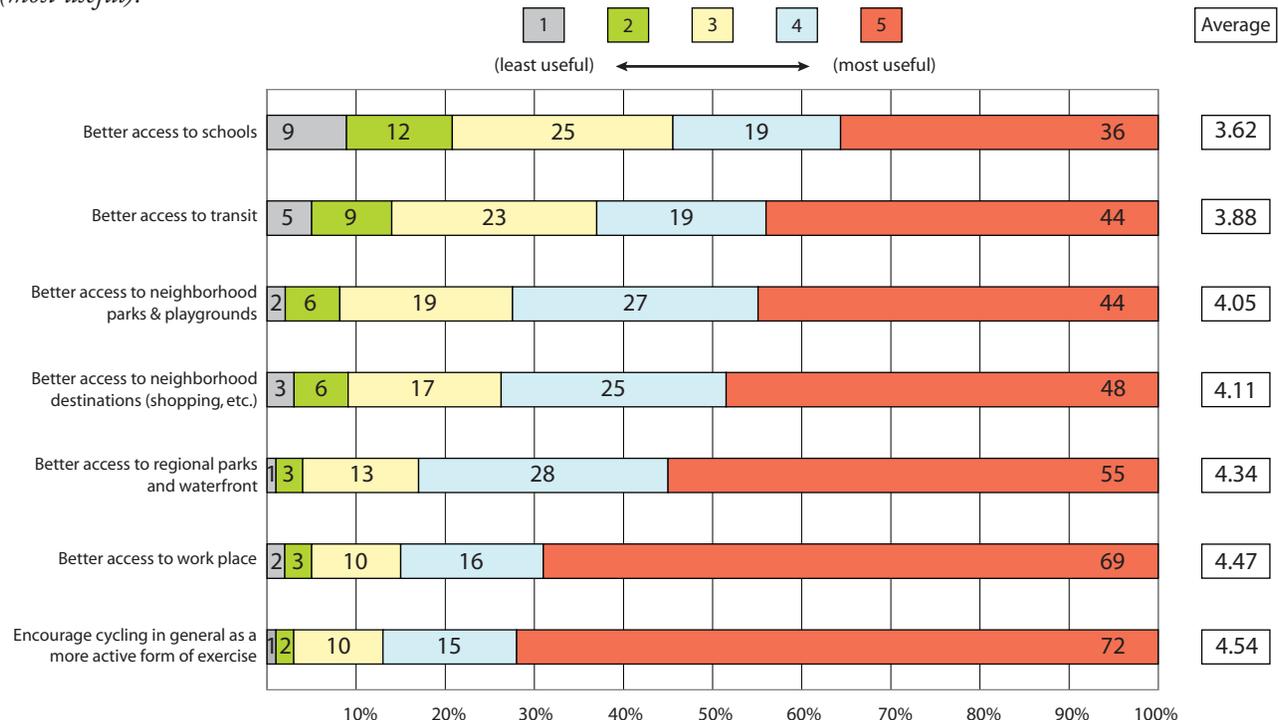
Figure 10 - Do you use the NYC Cycling Map to plan your routes?



### Bicycle Facilities & Riding Preferences

Survey respondents were asked a series of questions about bicycle facilities and their riding preferences. The first question was *Why should bike facilities be improved and expanded?* Seven categories were listed and people were asked to rank them from the least useful (1) to the most useful (5). The results are below in Figure 11. The category with the highest ranking *Encourage cycling in general as a more active form of exercise* received a ranking of most useful (5) by 72% of respondents. *Better access to work place* followed closely with 69% of respondents ranking it most useful (5). These two categories also had the highest average rankings.

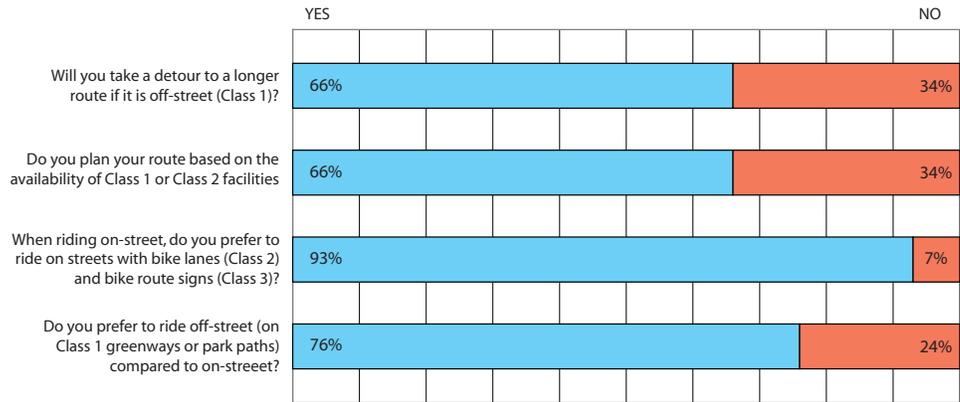
Figure 11 - Why should bike facilities be improved and expanded? Rank your answers on a scale of 1 (least useful) to 5 (most useful).



Looking across all seven categories shows that averages in each category rated very highly suggesting that riders want better bike facilities in general. The lowest ranking category *Better access to schools*, still had 55% of respondents ranking it as a 4 or 5 in usefulness with an average of 3.62. Each of the categories reflects a specific need for cyclists in the city.

Riders were then asked four questions about riding preferences (Figure 12). Two-thirds of respondents said that they plan their rides around both existing Class 1 (off-street greenways) and Class 2 (on-street, striped bike lanes) facilities and would take a longer route in order to ride on a Class 1 bike facility. Just over three-fourths of respondents (76%) prefer to ride off-street on greenways while 93% overwhelmingly responded affirmatively to a preference for riding in marked and signed bike lanes while riding on-street. While direct routes are always important in transportation, a majority of respondents would ride a longer route if it was off-street and away from motor vehicle traffic. Though, if riding on-street, riders want a defined space

Figure 12 - Please tell us about your riding preferences.



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Figure 13 - Please tell us about your riding preferences (by level of experience).

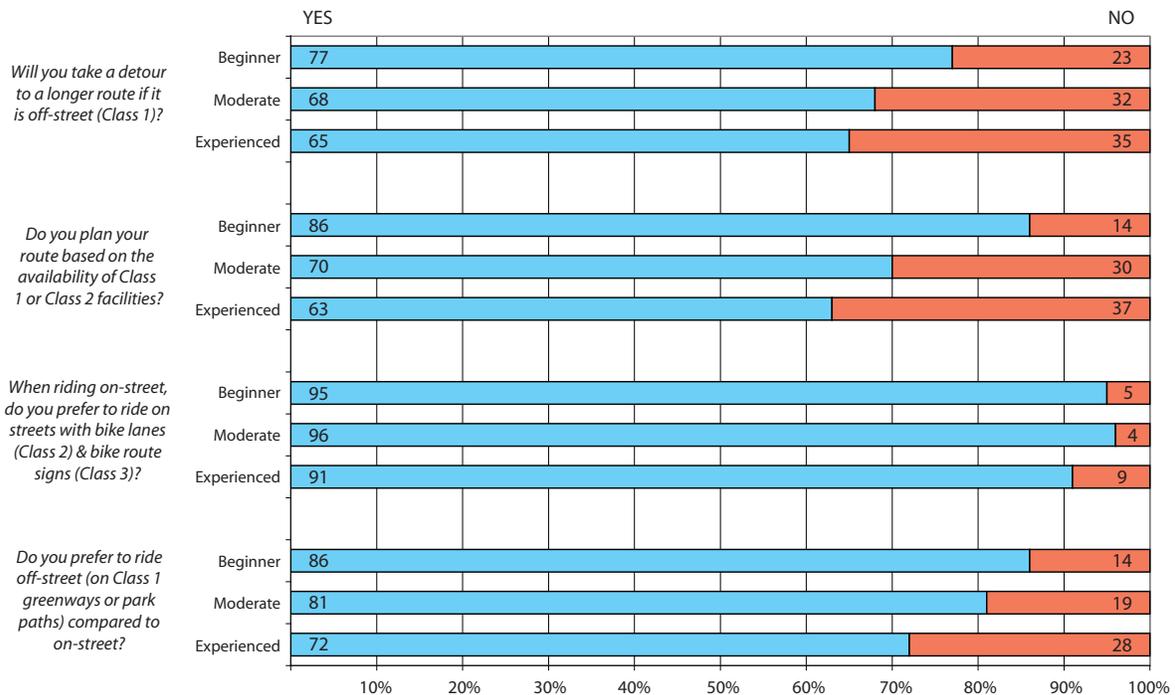
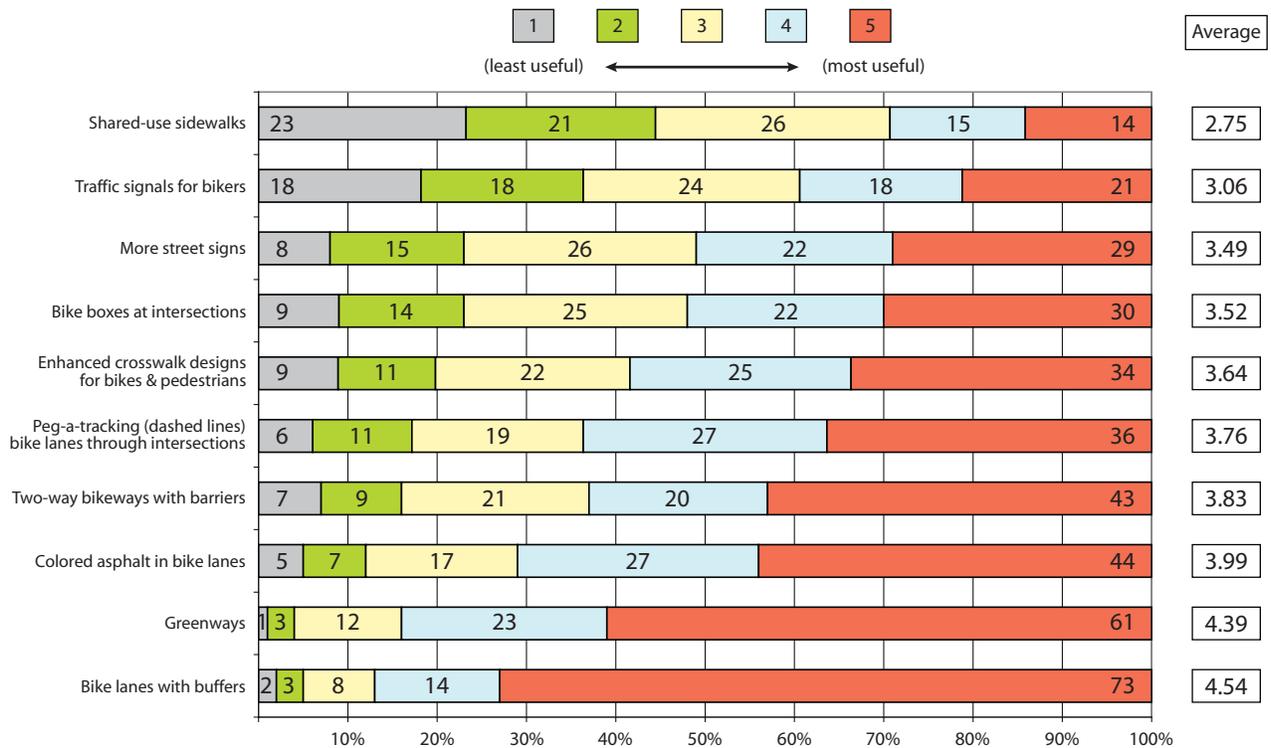


Figure 14 - What design features would you like to see implemented? Rank your answers on a scale of 1 (least important) to 5 (most important).



of bike lanes and signs. The survey shows this is predominantly because cyclists feel that motorists do not share the road (see Figure 21 and Figure 31). As seen in Figure 13, riding preferences are affected by the riders’ experience levels with riders who identify as beginners and moderates more often planning their routes around existing facilities—especially Class 1 facilities.

People were then asked about bicycle facility design features that they would like to see implemented in the city. Ten design options were listed and participants were asked to rank their usefulness on a scale from 1 to 5 (Figure 14). *Bike lanes with buffers* and *Greenways* were overwhelmingly the most popular choices.<sup>1</sup> Almost three-fourths (73%) of respondents ranked *Bike lanes with buffers* most useful (5). A combined 87% gave a usefulness rating of 4 or 5. *Greenways* were also ranked as most useful by 61% of riders (5) with 84% ranking its usefulness a 4 or 5. *Colored asphalt on bike lanes* and *Two-way bikeways with barriers* both received high average usefulness ratings as well. Taken together, the high rankings of these four features suggest that riders are most interested in demarcated, differentiated, or otherwise dedicated bicycle lanes and greenways. All of the categories received high average scores, suggesting that cyclists feel a general need for all of these types of bicycle facilities.

<sup>1</sup> Class 2 bike facilities are on-street bike lanes that are five feet wide. A buffer is usually two to five feet wide and are located between the bike lane and vehicle lane. A buffer gives the rider additional space away from the moving (or parked) vehicle. A bike lane with a buffer requires more available road space to be implemented.



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## Bicycle Parking

Riders were asked a series of questions about bicycle parking. The CityRacks program provides free bicycle racks on sidewalks throughout the city and is administered by the Department of Transportation. The survey indicates that 64% (674) of riders use CityRacks (Figure 16). Following from that question, the survey divided those who did and did not use CityRacks and asked them where they park their bikes (Figure 17 and Figure 18). The results in Figure 18 show that people who use CityRacks are also using the full range of non-bicycle rack facilities (parking meters, posts, etc.) for bike parking throughout the city.

Figure 16 - Do you park your bike at racks provided by the City?

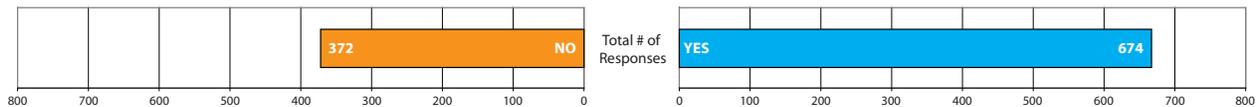


Figure 17 - Those who **do not** use CityRacks: Where do you park your bike?

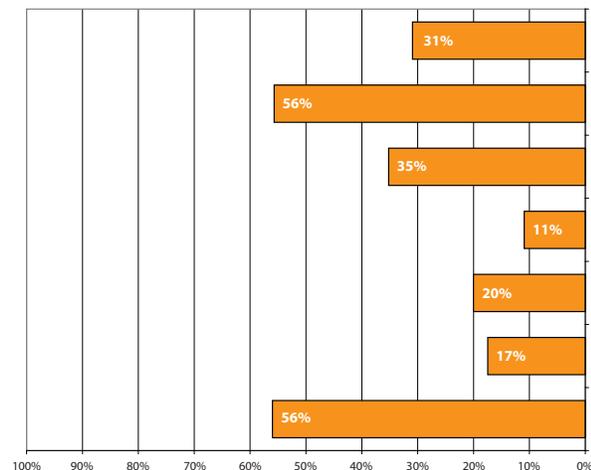
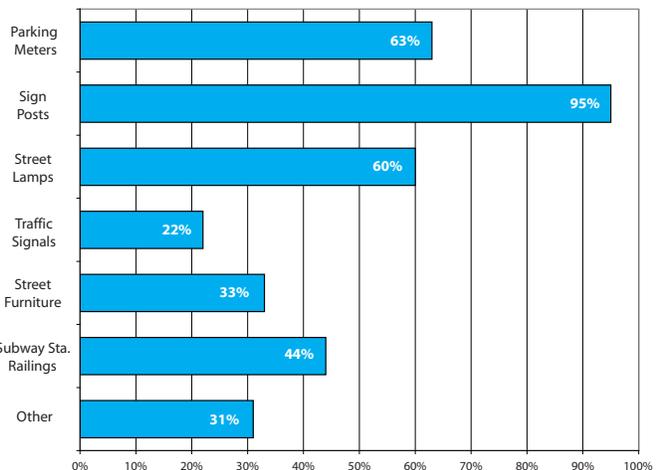


Figure 18 - Those who **do** use CityRacks: Where else do you park your bike?



An overwhelming majority of riders who do use CityRacks park and lock at sign posts (95%), followed by parking meters (63%) and street lamps (60%). Most riders who do not use CityRacks park at sign posts (56%) or in *Other* locations (56%). Of the 180 people who chose *Other*, 78% typed in comments that they never park their bikes on the street and that they only park inside or in a secure and safe area.

Some aggregate data is listed below (not graphically represented) to give an overall sense of bicycle parking habits.

- 82% of riders park and lock their bikes at sign posts
- 64% of riders park and lock their bikes at CityRacks
- 53% of riders park and lock their bikes at parking meters
- 52% of riders park and lock their bikes at street lamps

The vast majority of respondents (985 or 95%) wanted more bike racks located throughout the city (Figure 19). The follow-up question asked *Where would you like more bike racks?* (Figure 20) and then offered five options. A sixth option, *Other*, offered room to add a comment. *Curbside* was the most popular answer (80%) with *Work Place* and *Subway Stations* following close behind at 72% and 67% respectively.

The *Other* category generated 228 comments. Within these comments, the two locations most frequently mentioned were “everywhere” (20%) and “parks” (16%). Most of the other comments listed specific places such as Times Square and Penn Station or general locations like in office buildings or business areas. The need for secure parking areas was also mentioned in 12% of the other responses.

Figure 19 - Would you like more bike racks?

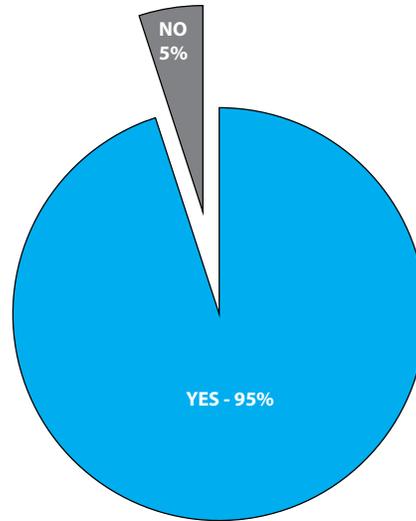
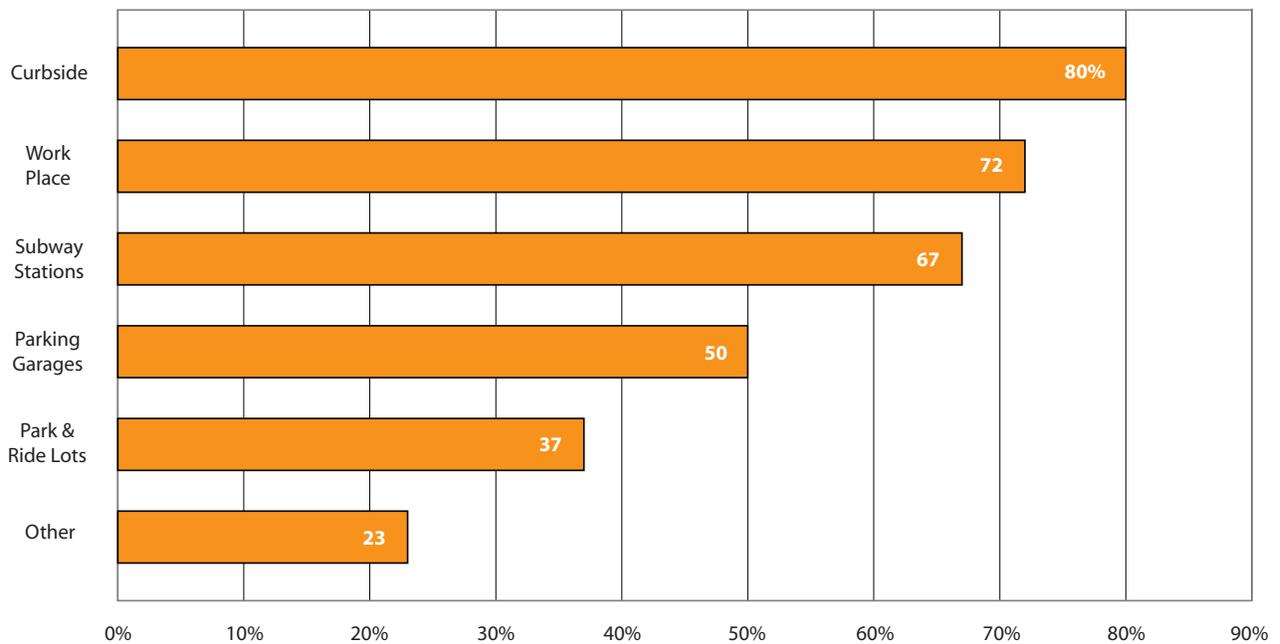


Figure 20 - Where would you like more bike racks?



## Commuting

Questions about commuting comprised a major area of interest in the survey. The first question was *If you do not commute by bicycle to work, why not?* Seven options were available to be ranked on a scale of 1 to 5 (5 being the most important and 1 being the least important). The two categories that most influenced non-commuters were *Too much traffic/driver behavior* and *No safe storage facility for my bike* with each rated by approximately 50% of respondents as most important (5). At the other end of the scale, the two options that non-commuters rated the least important were *Longer commute by bike* (62%) and *I work too far from home* (57%) with respondents rating them a 1. Considering this data together with the data in Figure 7, one might infer that riding long distance is not a disincentive for bicycle commuters, nor is it viewed as one of the important reasons why non-commuters choose not to ride to work.

Figure 21 - If you do not commute by bicycle to work, why not? Rank each reason on a scale of 1 (least important) to 5 (most important).

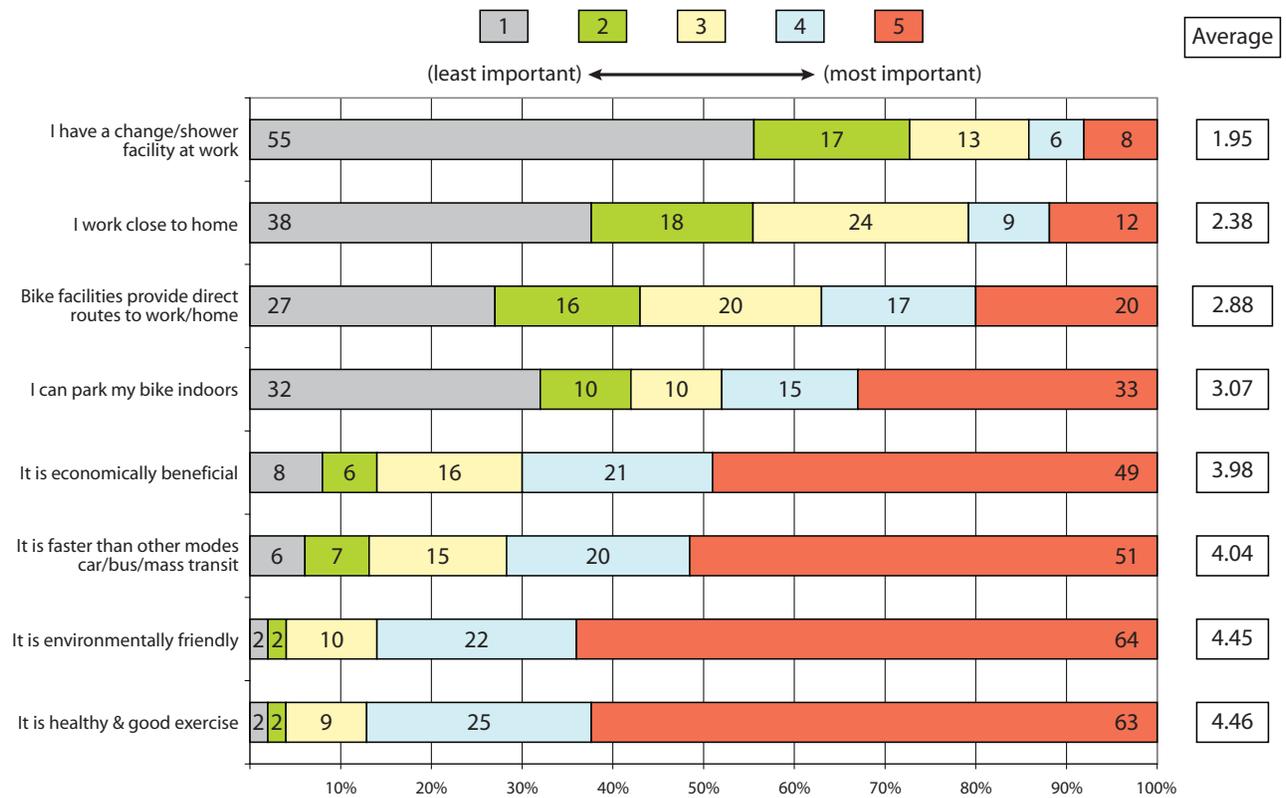


The next question in the survey asked respondents who do commute by bicycle to rank their reasons for commuting from a list of eight categories (Figure 22). The two categories deemed the most important to riders (rated a 5) were *It is healthy and good exercise* (63%) and *It is environmentally friendly* (64%).

For commuters interested in exercise, cycling to work/school can also be about achieving health benefits. A near majority of commuters also ranked two other reasons for commuting as most important: *It is faster than other modes car/bus/mass transit* and *It is economically beneficial*.

Overall, two of the categories were seen as least important by a larger percentage of respondents: *I have a change/shower facility at work* with 55% ranking it a 1 and *I work close to home* with 38% ranking it a 1. This mirrored earlier findings that the distance between home and work is not as important a factor to bicycle commuters (see Figure 7).

Figure 22 - If you do commute by bicycle to work, why (rank each reason on a scale of 1 to 5)?



Respondents were asked for how many months and years they have been commuting by bicycle (Figure 23) and how many round trips by bicycle per week they make (Figure 24). The bulk of riders (69%) have been commuting for six years or less. The preponderance of riders at the shorter side of the spectrum suggests that the public is making good use of improvements to their bicycle network and infrastructure completed within the last five years. As the city continues to expand the bicycle and greenway network, we can expect that more people will be encouraged to commute by bike.

Figure 23 - How long have you been commuting to work by bicycle?

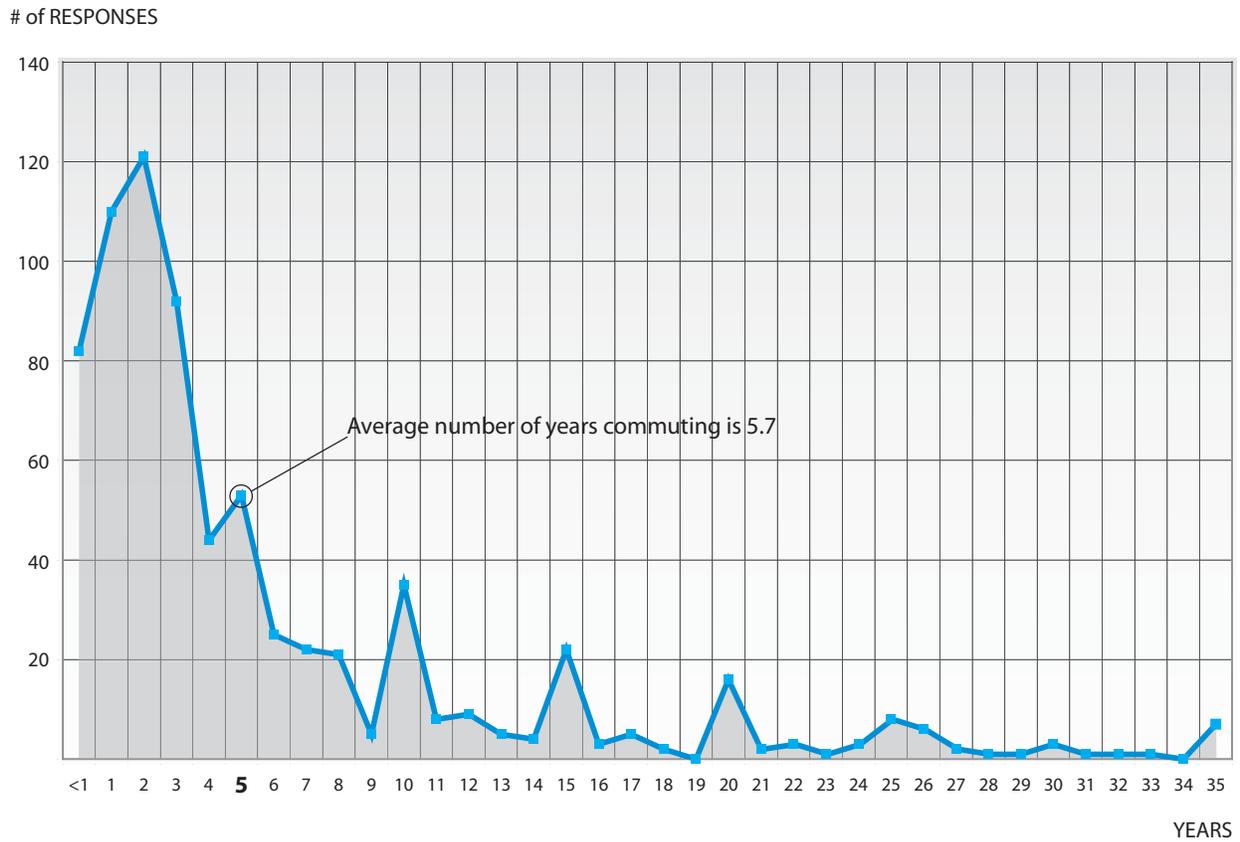


Figure 24 - How many round trips per week do you commute by bike?

Figure 24 shows the number of times commuters ride per week. Well over half of the responses reflect commuters traveling five or more times per week (54%). This suggests that commuter cyclists are dedicated to their mode of transportation.

This was reiterated when respondents were asked if they commute year-round (including the winter) or seasonally. The majority (62%) said they commute year-around while 38% commute seasonally (not graphically represented).

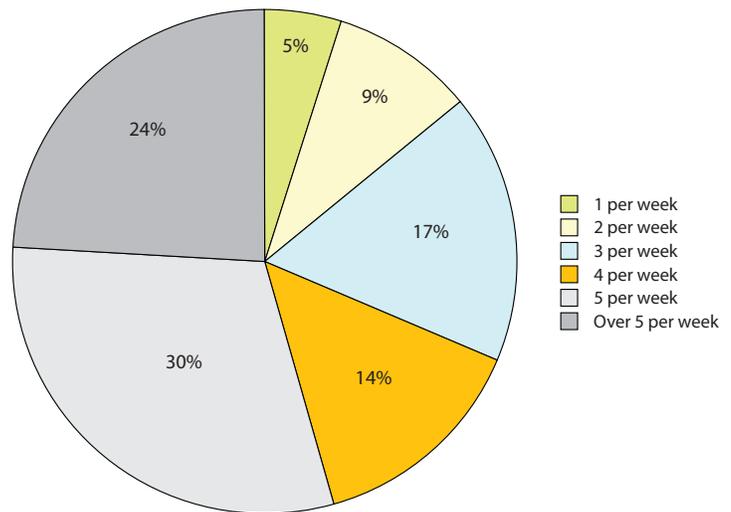


Figure 25 - Do you bicycle to other transportation modes (subway, commuter rail, bus, ferry) to reach your destination?

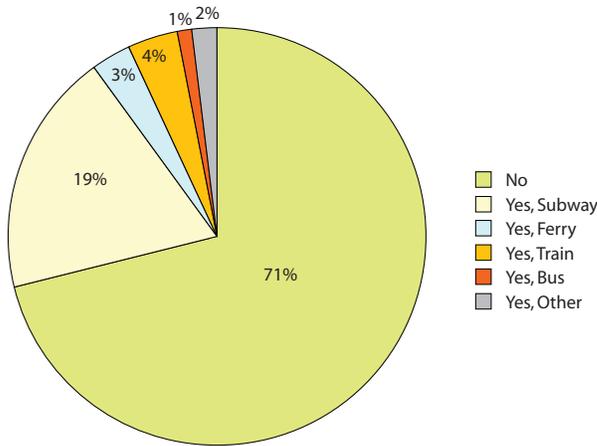


Figure 26 - Is this transit connection essential to your ability to commute by bicycle?

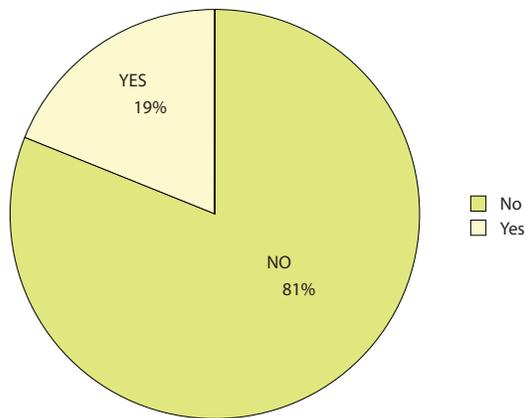
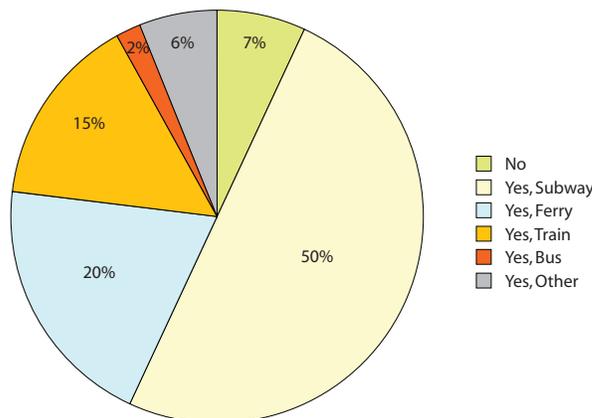


Figure 26A - Of the 19% above in Figure 26 who responded affirmatively, Do you bicycle to other transportation modes to reach your destination?



The next two questions focused on whether bicycle commuters use multiple modes of transportation to get to their destinations. The results in Figure 25 indicate that over 70% of respondents do not connect to other transportation modes. However, 19% or 166 people said they do connect to the New York City subway system. While connections to all modes of transportation are important, the subway system is the most used transit connection for these cyclists.

Among the positive responses to using additional transportation modes, riders who also utilized bus connections numbered the fewest. This may be partially or even largely because New York City Transit does not allow bikes on buses. While many cities have a bikes-on-bus program, in 2005 New York City discontinued their only bikes-on-bus service (the QBX1) which provided bike access over the Bronx-Whitestone Bridge connecting Queens and the Bronx.

One hundred and eight people (19%) responded affirmatively to the follow-up question *Is this transit connection essential to your ability to commute by bicycle?* (Figure 26). Figure 26A shows the breakdown of their responses to the question *Do you bicycle to other transportation modes to reach your destination?* We might infer that among those who said a transit connection is essential to their ability to commute by bicycle, reliance on Ferry 20% and Train 15% service is greater than among the larger pool of respondents who use additional transportation modes.

Additional commuting questions identified transit patterns between boroughs. *Where does your commutation trip begin?* found bicycle commuters divided fairly evenly between Manhattan (44% or 355) and Brooklyn (41% or 330) as a starting point (combined 85% of all responses) (Figure 27). The response to *Where does your commutation trip end?* was overwhelmingly focused on Manhattan as the major destination for commuters with 81% (652) of responses. Brooklyn was the second most common destination, at 10% (84) of respondents. This information highlights broader commuting patterns where Manhattan is the most common destination due its high concentration of business districts, schools, and job centers. Manhattan also has the most complete and connected bicycle and greenway network of all the boroughs. For intra-Manhattan bicycle commuters, improved waterfront greenways around the perimeter of the island and better Class 2 bike lanes running north-south may reflect high rates of bicycle commuting. Brooklyn has the second most complete bicycle network. For Brooklyn bicycle commuters, having three bridge crossings into Manhattan with bike paths may increase and encourage ridership. Queens, with a about the same population as Brooklyn, has over five times fewer commuter originations than Brooklyn. Perhaps what Figure 27 and Figure 28 highlight the most is the need for more bicycle and greenway facilities in the other boroughs; especially Queens and the Bronx.

Figure 27 - Where does your commutation trip begin?

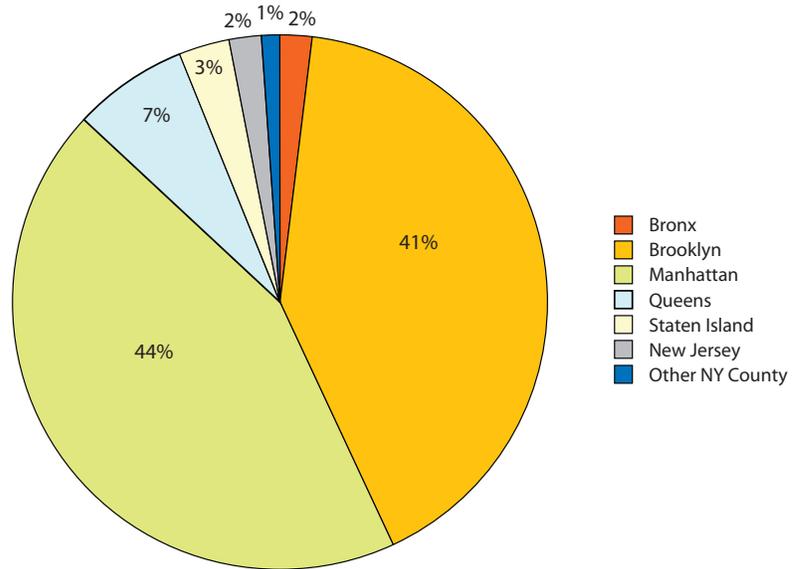
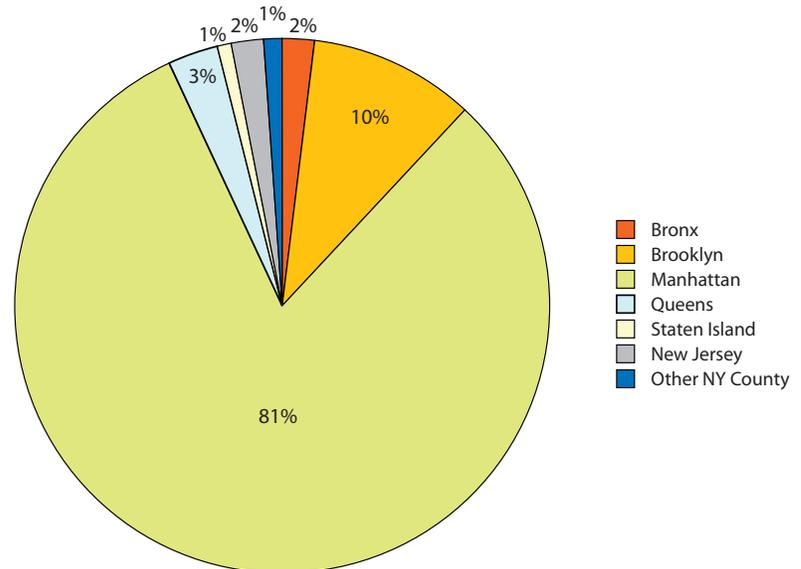
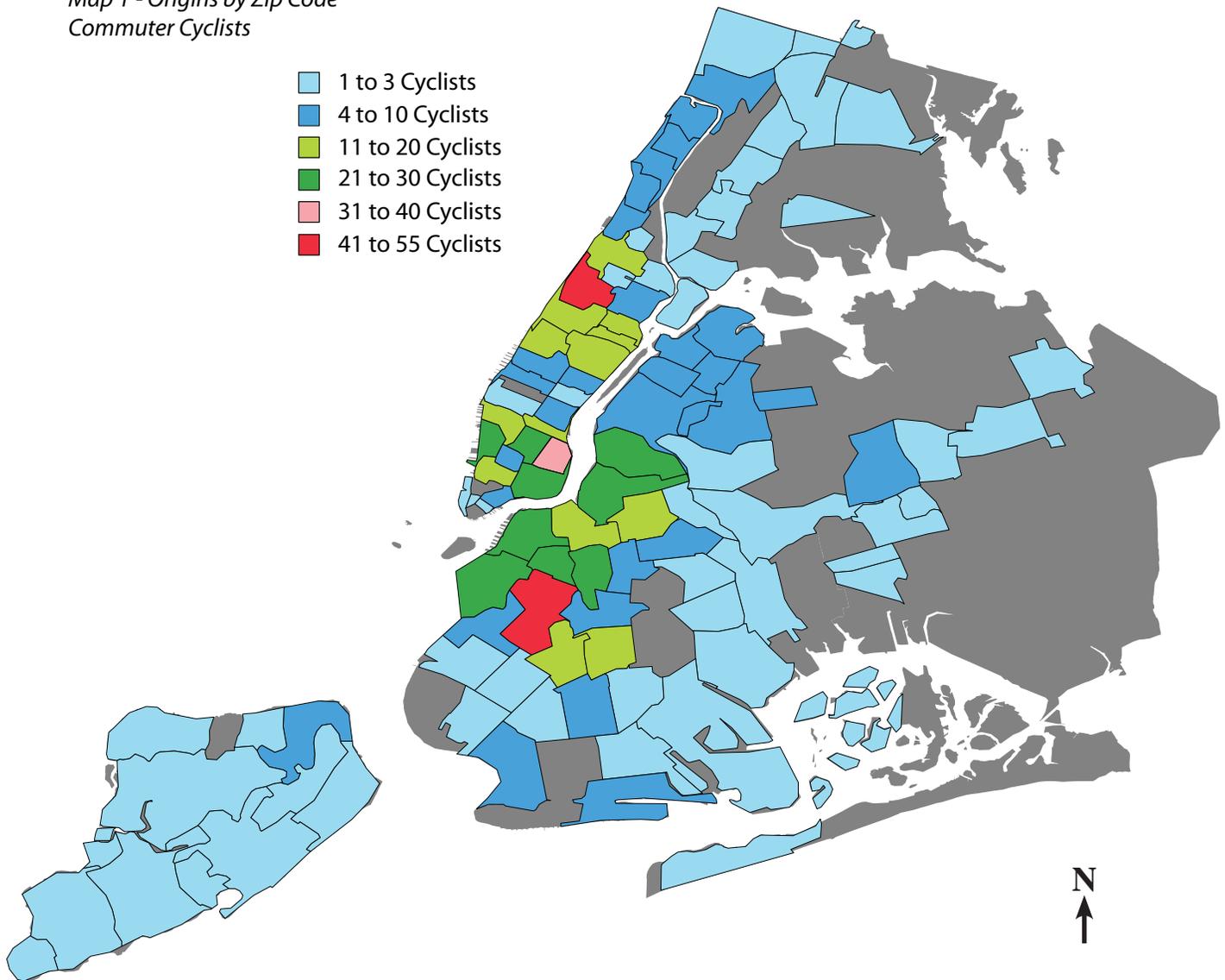


Figure 28 - Where does your commutation trip end?



Perhaps what Figure 27 and Figure 28 highlight the most is the need for more bicycle and greenway facilities in the other boroughs; especially Queens and the Bronx.

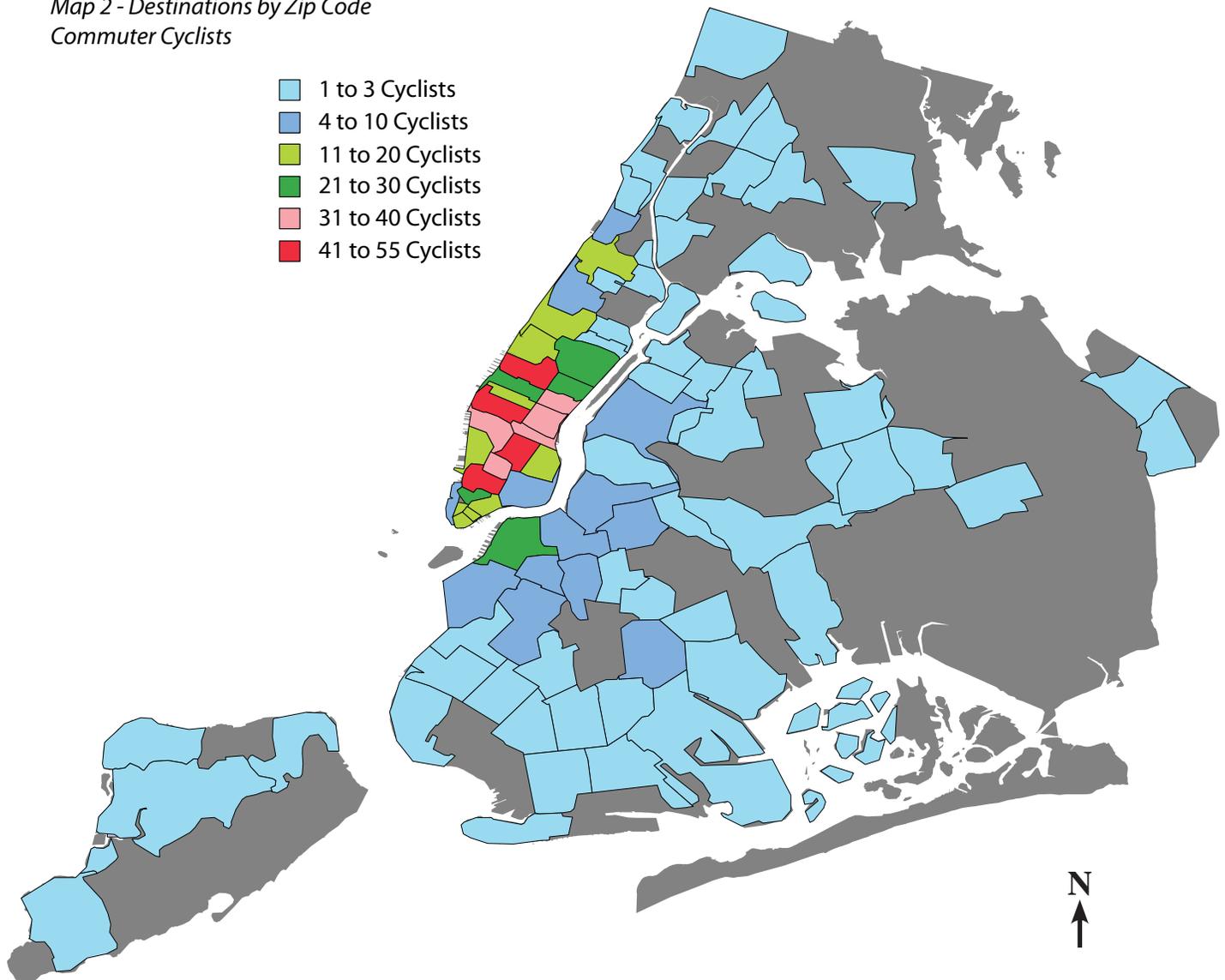
Map 1 - Origins by Zip Code  
Commuter Cyclists



DCP asked respondents to give their commute origins and destinations by zip code. Map 1, above, shows the 797 responses to cyclists origins (see Appendix 4 for complete data). The most originations are from zip code 11215 in Park Slope, Brooklyn (52); zip code 10025 in Manhattan Valley, Manhattan (41); and zip code 10009 in the East Village, Manhattan (31). The zip codes along the western edges of Brooklyn that are close to Manhattan and the East River bridges have a substantial number of commuter originations. Brooklyn also has a number of commuters cycling from closer to the center of the borough and Prospect Park.

Not included in this map are 19 originations from New Jersey, eight from other New York counties, and one from Pennsylvania.

Map 2 - Destinations by Zip Code  
Commuter Cyclists



Map 2, above, shows the destinations of commuter cyclists by zip code. Clearly, Manhattan is the destination for most commuter cyclists. The most destinations are to zip code 10001 in the Penn Station/Midtown South area (52); zip code 10019 in Midtown (50); zip code 10003 at Union Square (45); and zip code 10013 in Tribeca/Civic Center (42). Other zip codes that received many destinations are: zip code 10012 in Soho/NYU (40); 10017 in United Nations/Grand Central (36); 10010 in the Flatiron (35); 10011 in Chelsea (35); 10016 in Kips Bay/Murray Hill (35). The Brooklyn zip code of 11201 is the only area outside of Manhattan that received more than ten mentions with 23.

Not included in this map are 10 destinations to New Jersey and nine to other New York counties.

Questions about bicycle parking in the Commuting section of the survey echo findings above in the section focused on Bicycle Parking (Figure 21). Respondents were asked where they park their bikes at their homes and at their commuting destinations and given a few general categories to choose from. The results are represented in Figure 29 and Figure 30. The overwhelming majority of bicycle commuters park their bikes inside their homes (92%). The data on bicycle parking at work reflects a fairly even distribution between those who park indoors (48%) and those who park outdoors (52%). Together with the data from Figure 21 that showed over half of non-commuting cyclists (234) do not commute by bike because there is no safe storage/parking facility at their destination, this information suggests the need to address concerns about bicycle parking within the larger picture of bicycle commuting.

Figure 29 - At your residence where do you park your bike?

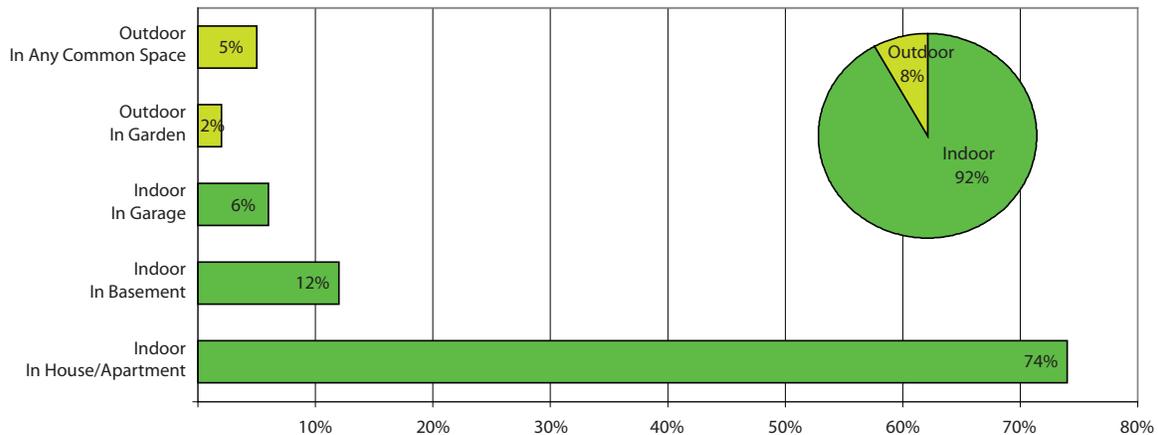


Figure 30 - At your work place where do you park your bike?

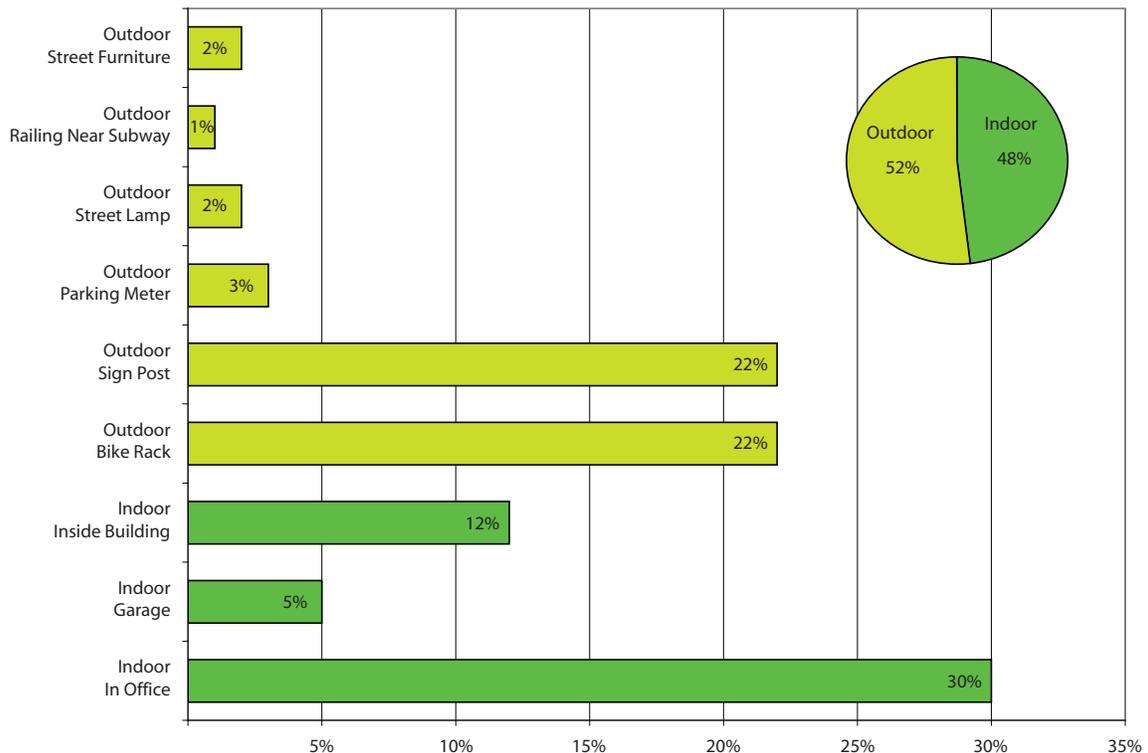
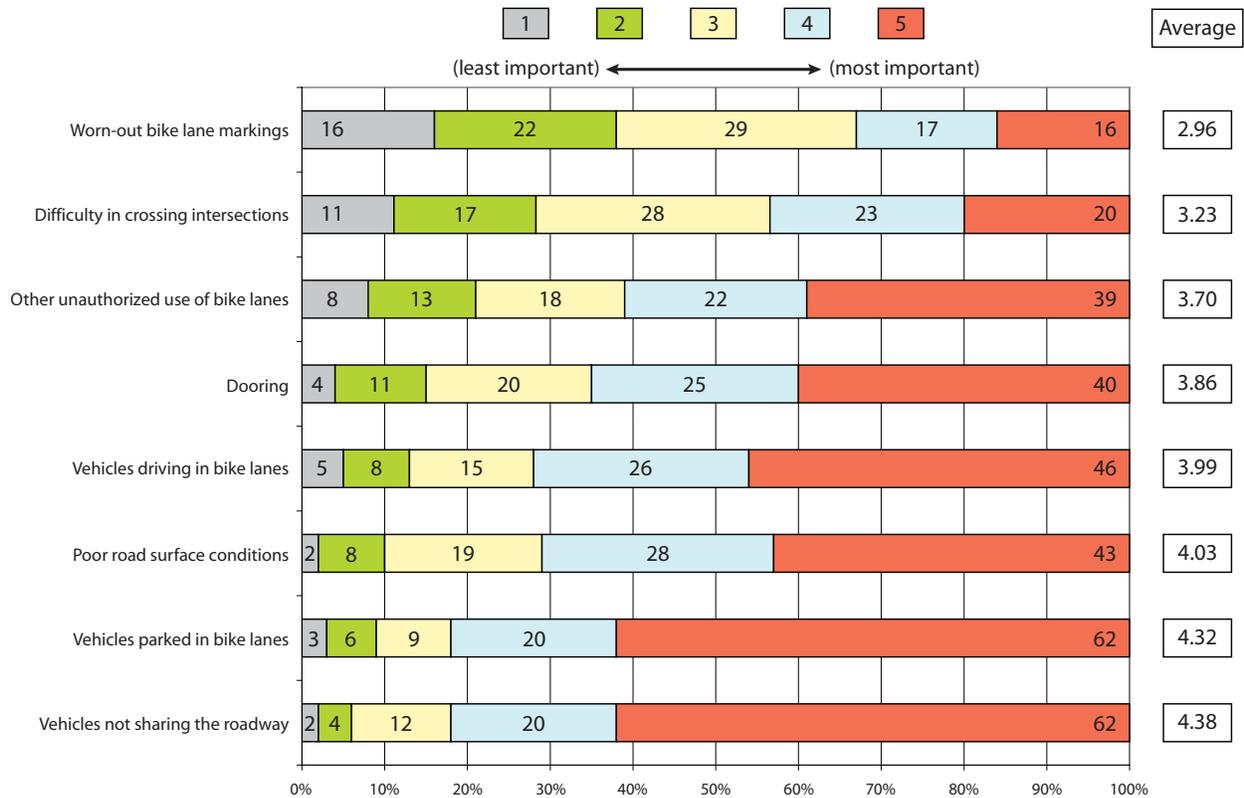


Figure 31 - While commuting, what particular problems do you regularly encounter on your route?  
Rank your answers on a scale of 1 to 5

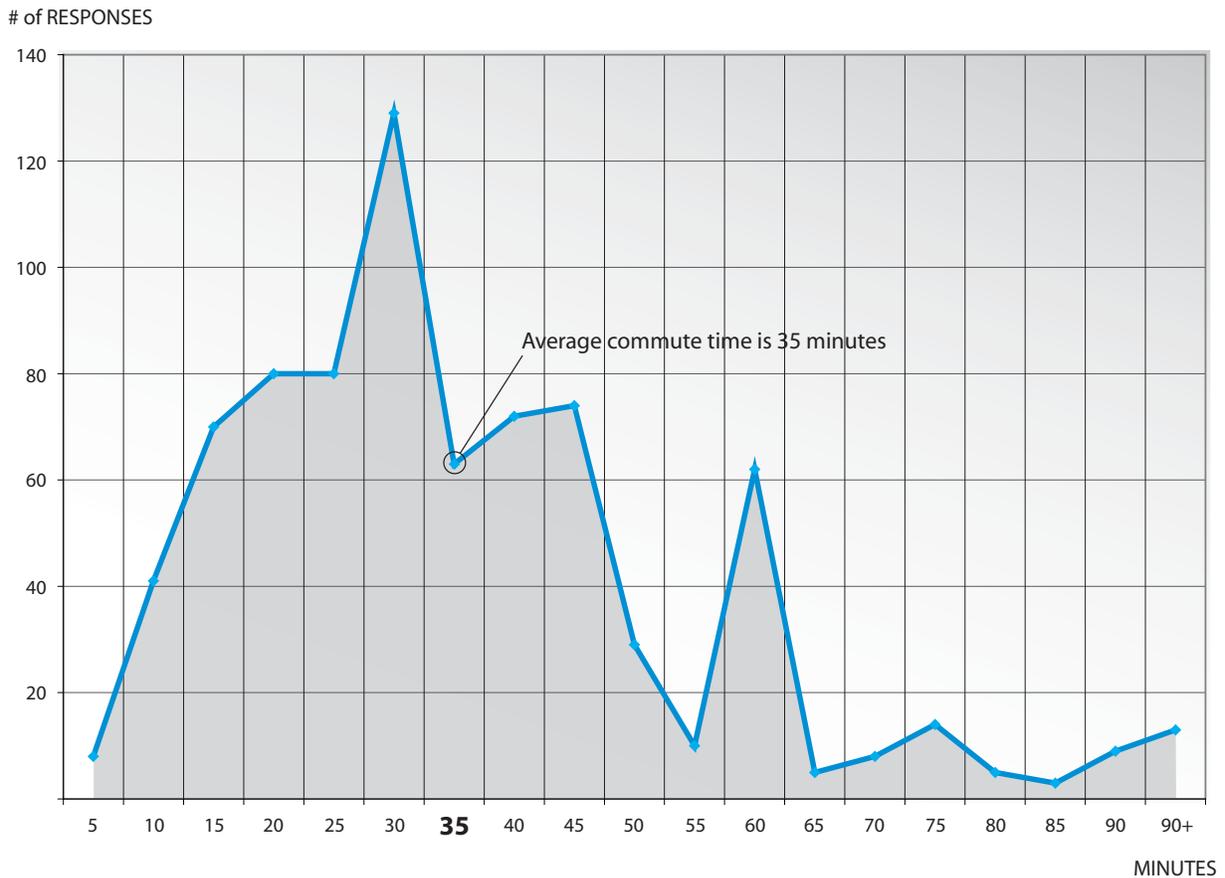


The final set of questions on bicycle commuting focused on problems riders come across en route. Respondents were asked to rank the importance of eight potential problems they may encounter during their bicycle commute on a scale from 1 to 5 (with 5 being the most important and 1 being the least). Almost all of the responses averaged high scores; especially those dealing with motor vehicle traffic and behavior. *Vehicles not sharing the roadway* and *Vehicles parked in bike lanes* received the most ratings of 5 (62% for both) and the highest average scores of 4.38 and 4.32, respectively. *Vehicles driving in bike lanes* and *Dooring*, both car-related issues, were next with averages of 3.99 and 3.86.

These findings are consistent with the data represented in Figure 21 regarding the reasons why respondents do not commute by bicycle. Figure 21 showed that the category with the highest response average at 3.83 was *Too much traffic/driver behavior*. For both commuter cyclists and cyclists who choose not to commute by bike, cooperation and coordination with motor vehicle drivers and the roadway system is crucial to fostering increased city cycling.

The final question on commuting addressed the length of time it takes to ride to work (one way and not round trip) and answers are represented in Figure 32 below. Out of 779 responses, the average commute time is 35 minutes with the majority of responses peaking at 30 minutes. The graph also shows that the overall majority (93%) of bicycle commuters ride 60 minutes or less. Four-fifths of commuters (80) ride 45 minutes or less where as just over half (53%) ride 30 minutes or less. Data on length of commute corroborates the above mentioned conclusion that, on balance, longer distances do not act as a disincentive for cyclists in deciding whether to ride to work or school.

Figure 32 - How much time does it take you to commute to work (round to the nearest five-minute period)?

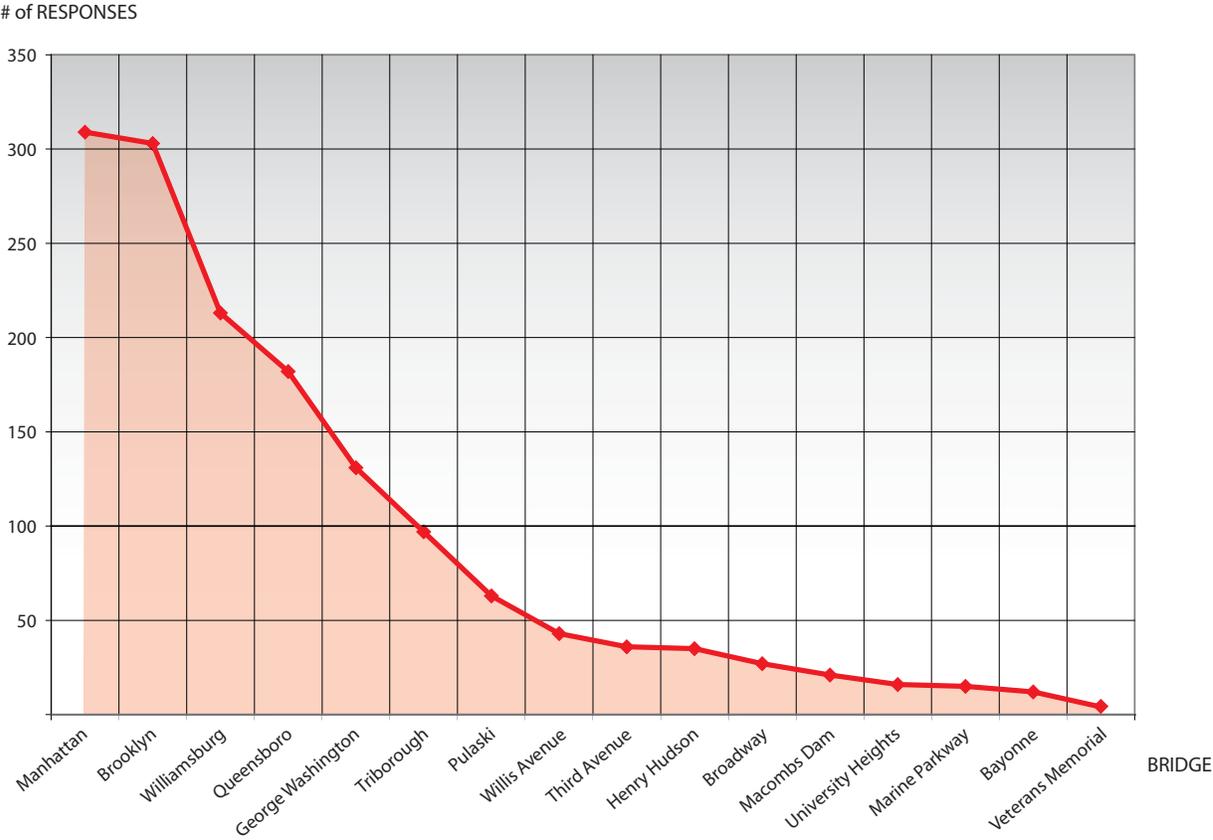


### Bridges

A final set of questions about bridges offers detailed data on where problems in the bridge infrastructure in the bicycle network exist (Figure 33 and Figure 34). Respondents were asked if they encounter problems entering or exiting bridge pathways. Riders were asked to identify from a list of 16 bridges which ones presented problems. The four bridges crossing the East River (Manhattan, Brooklyn, Williamsburg and Queensboro) received the most mentions followed by the George Washington Bridge and the Triborough Bridge. Riders were also asked to check which side of the bridge had problems.

The Manhattan Bridge received the most mentions overall at 309, with 230 on the Brooklyn side and 229 on the Manhattan side of the bridge. The Brooklyn Bridge was almost as frequently cited with 303 mentions, 222 on the Manhattan side and 205 on the Brooklyn side. Given that data from the survey (Figure 27 and Figure 28) already indicate that 41% of bicycle commuters start their trips in Brooklyn and 81% of commuters end their trips in Manhattan, it is not surprising that the Manhattan, Brooklyn and Williamsburg Bridges factor in the largest number of bridge crossings and therefore are most frequently cited. On the positive side, such frequent references to these bridges confirms their integral roles within the bicycle network. It is also notable that the George Washington Bridge, the only bicycle access between Manhattan and New Jersey, was frequently cited though only 2% of commuters start and end their bicycle trips in New Jersey.

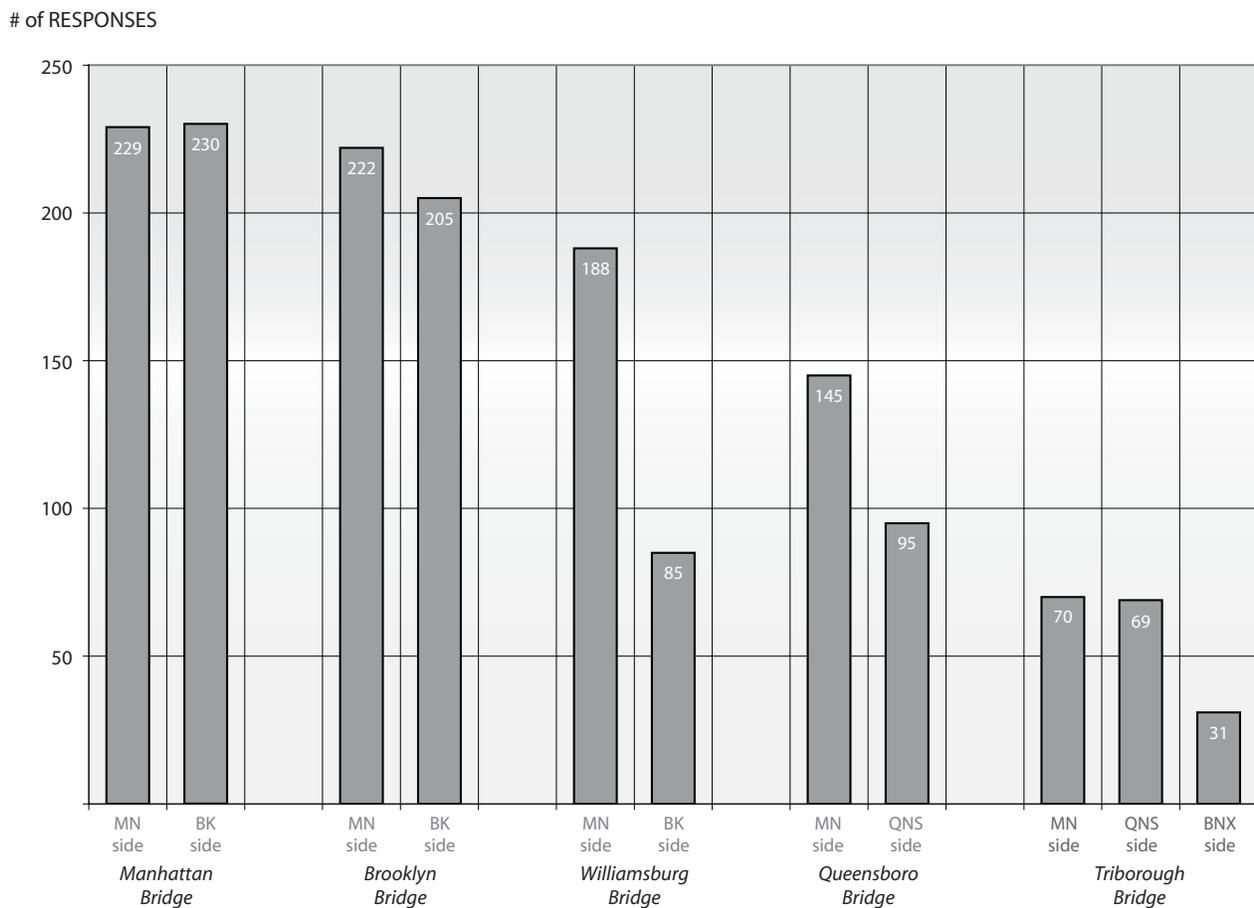
Figure 33 - Do you encounter problems entering or exiting bridge paths? Please check the bridge and location/s. Response indicates total number of responses.



Looking more closely at the data on problems entering and exiting bridge paths on each side of the bridge (Figure 34), the Manhattan Bridge garnered fairly even responses for accessing either the Manhattan side or Brooklyn side of the bridge, as did the Brooklyn Bridge. However, the Manhattan sides of the Williamsburg Bridge and the Queensboro Bridge are clearly more problematic for cyclists. This is reflected in the 38% differential in the Williamsburg Bridge responses and the 20% differential in the Queensboro Bridge responses disfavoring the Manhattan sides.

While the survey did not ascertain what exactly the problems are at these locations, a few people added in the open comment section of the survey that the Manhattan side of the Williamsburg Bridge is particularly difficult to access from Delancey Street.

Figure 34 - Do you encounter problems entering or exiting bridge paths? Please check the bridge and location/s. Results indicate responses to each side of the bridge.



*A number of cyclists mentioned conflicts with pedestrians while riding on the bridges. The photos on the right are of the Brooklyn Bridge bicycle and pedestrian pathway. Pedestrians are designated to walk on the south side (on the left in the top two photos) while bicycles are on the north side (on the right in the top two photos). The cyclist in the middle photo alerted the pedestrians in the bike path by blowing a whistle. The bottom photo shows some of the faded markings on the Brooklyn Bridge.*





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**appendix 1:**  
bicycle survey

The following pages contain the bicycle survey as it appeared on the website.

[Exit this survey >>](#)



## Bicycle User Survey 2006, NYC Department of City Planning

### 1. PURPOSE

The NYC Department of City Planning conducts numerous pedestrian, bicycle, and greenway development projects in the City, including the Greenway and Bicycle Master Plans, the annual NYC Cycling Map, the Manhattan Waterfront Greenway, the Staten Island South and West Shore Greenway Master Plan, the Bicycle Parking Needs Study, and many more.

The Bike User Survey is being conducted as part of Bike Month 2006 to follow up on information gathered at the interactive session "State of Bicycling in NYC" (<http://www.nyc.gov/html/dcp/html/transportation/stateofcycle.shtml>) hosted by the NYC Department of City Planning in May 2005.

Through this survey, we hope to obtain feedback from a wide spectrum of bike riders in the city with the aim of addressing their concerns. The survey will provide us with detailed information and valuable input as we plan current and future projects.

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## Bicycle User Survey 2006, NYC Department of City Planning

### 2. INSTRUCTIONS REGARDING THE SURVEY

PLEASE COMPLETE THIS SURVEY IF AND ONLY IF YOU RIDE A BICYCLE IN NEW YORK CITY.

THE SURVEY CONSISTS OF 29 QUESTIONS OVER FOUR PAGES AND WILL TAKE YOU APPROXIMATELY 15 MINUTES TO COMPLETE. PLEASE RESPOND TO ALL THE QUESTIONS. COMPLETING THE ENTIRE SURVEY WILL HELP US BETTER UNDERSTAND YOUR NEEDS AND CONCERNS AND ASSIST US IN OUR CURRENT AND FUTURE PLANNING PROJECTS.

Please follow these instructions when filling out the survey.

- 1) Provide as much detail as possible (up to a limit of 200 characters) when you answer open-ended questions.
- 2) Use abbreviations to denote boroughs, as follows: BX for the Bronx, BK for Brooklyn, MN for Manhattan, QN for Queens and SI for Staten Island.

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## Bicycle User Survey 2006, NYC Department of City Planning

### 3. SURVEY PAGE 1

IMPORTANT: IF YOU HAVE REACHED THIS PAGE DIRECTLY FROM THE WEBLINK, PLEASE SCROLL DOWN TO THE BOTTOM OF THE PAGE AND CLICK "PREVIOUS" TO READ THE INSTRUCTIONS BEFORE PROCEEDING WITH THE ACTUAL SURVEY.

#### 1. Why do you ride a bicycle in New York City?

	Yes/No	How many miles/week?	How many times/week?
Commuting (Work/School)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Errands/Shopping	<input type="text"/>	<input type="text"/>	<input type="text"/>
Exercise	<input type="text"/>	<input type="text"/>	<input type="text"/>
Recreation	<input type="text"/>	<input type="text"/>	<input type="text"/>

#### 2. Please tell us a bit about yourself.

	Are you a NYC resident?	What is your age?	What is your gender?	How would you classify yourself as a biker?
Please choose one from each category on the right.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

#### 3. Are you a member of a cycling club or advocacy organization?

Yes  No

#### 4. Do you use the NYC Cycling map to plan your routes?

5. How would you rate the usefulness of the NYC Cycling Map on a scale of 1 to 5?

1 (least useful)      2      3      4      5 (most useful)

6. How would you like to see NYC Department of City Planning's Transportation Planning website enhanced with respect to bicycle and greenway planning?

- I'd like the ability to comment on particular projects.
- I'd like studies and reports to be more available.
- I'd like more information on current studies and upcoming meetings.
- Other (please specify)

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## Bicycle User Survey 2006, NYC Department of City Planning

### 4. SURVEY PAGE 2

**7. Please tell us a bit about your riding preferences.**

	Yes	No
Do you prefer to ride off-street (on Class 1 greenways or park paths) compared to on-street?	<input type="radio"/>	<input type="radio"/>
When riding on-street, do you prefer to ride on streets with bike lanes (Class 2) and bike route signs (Class 3)?	<input type="radio"/>	<input type="radio"/>
Do you plan your route based on the availability of Class 1 or Class 2 facilities?	<input type="radio"/>	<input type="radio"/>
Will you take a detour to a longer route if it is off-street?	<input type="radio"/>	<input type="radio"/>

**8. Why should bike facilities be improved and expanded? Rank your answer on a scale of 1 to 5.**

	1 (least useful)	2	3	4	5 (most useful)
Better access to work place	<input type="radio"/>				
Better access to neighborhood destinations like shopping areas/banks/post office	<input type="radio"/>				
Better access to neighborhood parks and playgrounds	<input type="radio"/>				
Better access to regional parks/the waterfront	<input type="radio"/>				
Better access to transit	<input type="radio"/>				
Better access to schools	<input type="radio"/>				
Encouraging cycling in general as a more active form of exercise	<input type="radio"/>				

**9. What design features would you like to see implemented? Rank your answers on a scale of 1 to 5.**

	1 (least important)	2	3	4	5 (most important)
Bike lanes with buffers	<input type="radio"/>				
Colored asphalt for designated bike lanes	<input type="radio"/>				
Two-way bikeways with barriers	<input type="radio"/>				
Shared-use sidewalks	<input type="radio"/>				
Greenways	<input type="radio"/>				

More street signs	<input type="radio"/>				
Bike boxes at intersections	<input type="radio"/>				
Traffic signals dedicated to bikers	<input type="radio"/>				
Enhanced crosswalk designs to accommodate bikers and pedestrians	<input type="radio"/>				
Peg-a-tracking (dashed lines) to mark bike lanes through intersections	<input type="radio"/>				

10. Do you park your bike at racks provided by the City?

Yes  No

11. Where else do you lock your bike?

- Parking meters
  - Sign posts
  - Street lamps
  - Traffic signals
  - Street furniture, such as benches
  - Subway station staircase railings
  - Other (please specify)
- 

12. Would you like more bike racks?

Yes  No

13. If yes, where?

- Curbside
  - Work place
  - Parking garages
  - Subway stations
  - Park-and-ride lots
  - Other (please specify)
- 

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## Bicycle User Survey 2006, NYC Department of City Planning

### 5. SURVEY PAGE 3

14. If you do not commute by bicycle to work, why not? Rank each reason on a scale of 1 to 5.

	1 (least important)	2	3	4	5 (most important)
I work too far from home	<input type="radio"/>				
Roadway surface conditions are poor	<input type="radio"/>				
No safe storage facility for my bike	<input type="radio"/>				
Too much traffic/Driver behavior	<input type="radio"/>				
No shower/change facility at work	<input type="radio"/>				
No bike lanes/routes from my residence to work location	<input type="radio"/>				
It is a longer commute by bicycle	<input type="radio"/>				

15. If you do commute by bicycle to work, why? Rank each reason on a scale of 1 to 5.

	1 (least important)	2	3	4	5 (most important)
I work close to home	<input type="radio"/>				
It is healthy and good exercise	<input type="radio"/>				
It is environmentally-friendly	<input type="radio"/>				
It is faster than a car or mass transit (subway/bus etc)	<input type="radio"/>				
I have a shower/change facility at work	<input type="radio"/>				
I can park my bike indoors	<input type="radio"/>				
Bike facilities provide direct routes between work/home	<input type="radio"/>				
It is economically beneficial	<input type="radio"/>				

16. Please tell us about your commutation patterns.

I commute  Time of the year  Frequency (in round trips/week)

17. How long have you been commuting to work by bicycle?

Years Months

Please round to the closest quarter.

18. How much time does it take you to commute to work?

Hours Minutes

Please round your answer to the nearest five-minute period.

19. Do you bicycle to other transportation modes (subway, commuter rail, bus, ferry) to reach your destination?

20. Is this transit connection essential to your ability to commute by bicycle?

21. Where do you park your bicycle?

At your residence

At your work place

Please select the one that you use most often

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## Bicycle User Survey 2006, NYC Department of City Planning

### 6. SURVEY PAGE 4

22. Where does your commutation trip begin and end?

Borough/County/State

From

To

23. Please provide us with your origination and destination ZIP CODE. If you have multiple destinations, type in more than one zip code separated by commas.

Origin

Destination

24. Please list the major streets you use to commute to work by bike. (LIMIT YOUR ANSWER TO A MAXIMUM COMBINED TOTAL OF SIX STREETS WITHIN NEW YORK CITY.)

Example 1: You list two streets in BK (Bergen Street and Clinton Street) and four streets in MN (Lafayette Street, Fourth Avenue, Park Avenue, East 20th Street) for a total of six streets listed.

Example 2: You list one street in QNS (Greenpoint Avenue), three streets in BK (Greenpoint Avenue, Lorimer Street, Berry Street) and two streets in MN (Allen Street and the Bowery) for a total of six streets listed.

The Bronx	<input type="text"/>
Brooklyn	<input type="text"/>
Manhattan	<input type="text"/>
Queens	<input type="text"/>
Staten Island	<input type="text"/>

25. While commuting, what particular problems do you regularly encounter on your route? Rank your answers on a scale of 1 to 5.

	1 (least impact)	2	3	4	5 (most impact)
Vehicles parked in bike lanes	<input type="radio"/>				
Vehicles driving in bike lanes	<input type="radio"/>				
Vehicles not sharing the roadway	<input type="radio"/>				
Other unauthorized use of bike lanes	<input type="radio"/>				
Poor road surface conditions	<input type="radio"/>				

Worn-out bike lane markings	<input type="checkbox"/>				
Dooring	<input type="checkbox"/>				
Difficulty in crossing intersections	<input type="checkbox"/>				

**26. Where do you consistently encounter the problems listed below? (IMPORTANT: PLEASE LIST THE BOROUGH)**

**Example 1: High Traffic Volumes- BK, Third Avenue between Dean Street and Union Street**  
**Example 2: Difficulty in crossing intersections-MN, Sixth Avenue and West 23rd Street**

Poor road surface conditions	<input type="text"/>
Worn-out bike lane markings	<input type="text"/>
Lack of connectivity between bike facilities	<input type="text"/>
Difficulty in crossing intersections	<input type="text"/>
Vehicles in bike lanes	<input type="text"/>
Dooring	<input type="text"/>
High traffic volumes	<input type="text"/>
Speeding traffic	<input type="text"/>
Presence of heavy vehicles like trucks	<input type="text"/>

**27. Do you encounter problems entering or exiting bridge paths? PLEASE CHECK THE BRIDGE AND LOCATION/S.**

	The Bronx	Brooklyn	Manhattan	Queens	Staten Island
Brooklyn Bridge	<input type="checkbox"/>				
Manhattan Bridge	<input type="checkbox"/>				
Williamsburg Bridge	<input type="checkbox"/>				
Queensboro Bridge	<input type="checkbox"/>				
Triborough Bridge	<input type="checkbox"/>				
Willis Avenue Bridge	<input type="checkbox"/>				
Third Avenue Bridge	<input type="checkbox"/>				
Macombs Dam Bridge	<input type="checkbox"/>				
University Heights Bridge	<input type="checkbox"/>				
Broadway Bridge	<input type="checkbox"/>				
Henry Hudson Bridge	<input type="checkbox"/>				
George Washington Bridge	<input type="checkbox"/>				
Pulaski Bridge	<input type="checkbox"/>				
Marine Parkway Bridge	<input type="checkbox"/>				
Veterans Memorial Bridge	<input type="checkbox"/>				
Bayonne Bridge	<input type="checkbox"/>				

28. Please provide additional comments if any.

29. Please provide us with your e-mail address if you would like to be contacted regarding current or future planning projects or other bike-related activities.

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## Bicycle User Survey 2006, NYC Department of City Planning

### 7. THANK YOU

We would like to take this opportunity to thank you for taking the time to complete the survey. The information you have provided will enhance our planning efforts for current and future projects.

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## appendix 2: response rates

The number of responses to each question are listed in the chart below.

Question 1	1082	Question 16	798
Question 2	1080	Question 17	724
Question 3	1079	Question 18	779
Question 4	1077	Question 19	852
Question 5	993	Question 20	581
Question 6	997	Question 21	937
Question 7	1049	Question 22	811
Question 8	1046	Question 23	797
Question 9	1046	Question 24	728
Question 10	1046	Question 25	823
Question 11	992	Question 26	740
Question 12	1034	Question 27	570
Question 13	998	Question 28	405
Question 14	510	Question 29	654
Question 15	743		

## **appendix 3: question 28 comments**

A useful component of the survey was the inclusion of an open-ended question to gather respondents' feedback beyond the purview of the predefined questions and allow riders the an opportunity to offer comments on anything related to cycling in the city. The 405 responses are listed in the following pages. The three topics most frequently mentioned were bridges, motor vehicles and bicycle facilities. Cyclists offered comments about bridges 114 times. These remarks mainly referred to problems with exiting and entering the four bridges spanning the East River (Brooklyn, Manhattan, Williamsburg and Queensboro) and lane conflicts with pedestrians while riding on bridges. The preponderance of comments related to bicycling on and around the bridges may be slightly inflated since the final question in the survey (#27) addressed riding on bridges and was fresh in the minds of respondents.

Confirming the emergence of car traffic as a key source of tension for cyclists elsewhere in the survey, motor vehicles were mentioned 95 times in the open-ended comments. Commonly cited issues included vehicles parking in bike lanes, driver behavior, taxis, and concerns around sharing the road. Also in line with the survey's structured questions, bicycle facilities were mentioned 65 times. These comments usually included calls for more bike lanes, more buffered bike lanes, more greenways, and suggestions for a facility at a specific location. Overall, the free-form comments corroborated the major findings of the survey questions, and allowed for more detailed elaboration and input.

1	Please provide new infrastructure on Delancey! We have a superb bridge path but it dumps you in the middle of a dead street. Give us an on-street median greenway.
2	I actually longboard on bike lanes. Longboarding is nearly as fast as biking in the city and more portable but requires better pavement conditions, so that is a priority.
3	The turn at the MN side of the manhattan bridge is too sharp, and there is not a good way to get into the street easily.
4	Complete/expand the dedicated bike paths along the Hudson and East Rivers -- and add a bike pathway along the East River in Brooklyn -- should be the highest priority.
5	thanks for caring!!
6	Cars are having no respect for bikers.
7	Crossing heavy traffic intersections at bridges is always hairy. Enforcing speed limits on residential sts & higher fines for cars that block bike lanes would help.
8	Biking in NYC is dangerous - we need more greenways to protect us from CARS and drivers with ROAD RAGE, they are out of control especially during rush hours
9	Why can't I bike across the Broadway Bride, between the Bronx and Manhattan Island?
10	poor road conditions are a dreadful hindrance to bicycling in Manhattan.
11	Call me to discuss in detail
12	my biggest problem in the city is that cars refuse to share the road with bikers. they tail us, beep, speed by at very close distances, and often cut me off.
13	Real, segregated bike lanes with buffers; enforcement against cars & peds that use bike lanes; adequate, safe sheltered street parking are the top three needs.
14	providing bike access or a FUNCTIONAL bus / bike rack connection on the Whitestone Bridge would make a very useful connection
15	double parking & honking at cyclists is the major problem i have encountered.
16	I frequently bike on the greenway that runs next to the Belt Parkway and in many places the conditions are HORRIBLE. The bridges are terrifying--there is no guard rail!
17	If bike lanes are not enforced, they are worse than useless, because the law says we must use them. This includes the presence of pedestrians in bike lanes.
18	Taxis drive like maniacs, pedestrians need to be sensitized to the presence of bicycles.
19	Top problems for cyclists: delivery cyclists going wrong way on street, taxi drivers that do not signal or obey traffic laws (sweeping lane changes, sudden stops, etc)
20	Would love to have a bike path along the queens waterfront
21	The lack of traffic law enforcement by the NYPD is appalling.
22	We NEED more bike lanes, please!
23	It is extremely difficult to find a legal route onto the Manhattan bridge when approaching from the west. The Queensboro Manhattan side entrance is very out of the way
24	MORE BIKE LANE BUFFERS PLS ESPECIALLY ON BUSY MN CROSSTOWN STREETS LIKE 34 ST
25	DELANCEY is a nightmare. I feel the least safe I have ever felt in my life riding on that street. I always get harassed by motorists, almost run over, unhelped by the NYPD.
26	NYC Bike Map: adjust grey/white border segments to conform to either miles or kilometers.
27	If I had a safe place to store my bike at work I would bike every day. Would like to see something done to encourage safe bike storage at the workplace.
28	On-street bike lanes as currently laid out are a joke -- no one pays any attention to them. Colored pavement might help.
29	1. Mounted Police should clean up after their horses or put diapers on the horses 2. Place bike paths between sidewalk & parked cars 3. More designated bike ways
30	in general difficult approach to bridge access ramps
31	There are no bike lanes on Jay sty or Adams st when getting onto the MN bridge or continuing into BK when getting off the bridge
32	signage drops off for MN Bridge at point of BK Bridge crossing.
33	JJ Byrne Bridge (QN,BK) is difficult also
34	Q.7 should ask about the degree of influence. Q.8 does not provide options for the best answers - encourage cycling as transportation; alert motorists to share the road.
35	NYCDOT just cut off my path from the Queensboro in Queens by converting a piece of 23rd St. under the Bridge to one way.
36	I used to commute by bike when I worked in midtown and lived in Chinatown so I answered those questions from that time. My commute now is a 45-second walk.
37	Please create safe bike lanes and greenways on the east side of Manhattan
38	The City must improve infrastructure for cycling and enforce existing laws to protect cyclists or cycling will continue to be dangerous, discouraging potential cyclists.
39	Need legal bridge sidewalk use on all Harlem River Br crossings, need southbound connector from Willis Br to Paladino Av
40	Drivers need to educated that they must share the road with cyclists.
41	I hope you finish the Citywide Greenway soon -- with no compromises against bicyclists!
42	I think the best possible improvement that DOT could make would be to have bike lanes that are separated from the rest of traffic - ie adding a barrier b/n cars & bikes.

43	1. Most current bike lanes are too close to parked cars and the dangers of opening doors 2. I would go out of my way to ride in wide, well-designed bike lanes
44	Thank You for the survey
45	Cars out of Central Park at all times - they don't need to be there and they speed!!!!
46	Riding around the pillars on the GW Bridge is very dangerous. Visibility is very poor and it's virtually impossible to see oncoming riders/runners/walkers.
47	NYPD cease open hostility toward cyclists and work to protect cyclists from dangerous drivers. ticket bladers, runners, and walkers that use greenway bike lanes.
48	need dedicated left turn signal from GWB exit ramp onto Ft Washington Ave north
49	Prosecute dangerous drivers
50	I work from home & do not commute
51	Cars should be ticketed more than bikes for traffic infringements.
52	Access to the MN sides of the Queensboro and Williamsburg Bridge bike lines is ridiculously dangerous
53	Cars parked in bike lanes is the single biggest problem I encounter. It happens consistently in every route and every bike lane I use.
54	People who designed these paths on the bridges probably never rode a bike on the bridge.
55	There is no proper and legal way to get from downtown MN onto the Brooklyn Bridge without going 6 blocks out of the way.
56	I would greatly appreciate more bike lanes. I am a young biker and would go out of my way to use them. There are not nearly enough for this size of a city.
57	I like the questions you asked--I can see the thought that went into the questionnaire and I get the sense it was written by people who ride!
58	more bike lanes, leading to flatbush and around flatbush
59	Path betw wmsburg & park slope sorely needed. Better signs on brooklyn side of bridges. Dooring needs bigger penalties/awareness (recent taxi stickers appreciated).
60	Verrazano Bridge needs bike access somehow
61	I wish there was a 2-way bike path on MN-Canal street on the short span between christie st and the manhattan bridge bike entrance. It would help and would be safer.
62	Police should stop harassing bikers.
63	jaywalkers are a major problem for cars and bicycles
64	Needs to be more/better signs designating the separate ped and bike paths on the Manhattan bridge. The MN side entrance/exit to the Manhattan bridge is dangerous.
65	good survey, thanks for collecting the feedback.
66	Bike lanes are great. Nobody enforces them and they are just used as double parking lanes. Why are all of the bike lanes located to the far east or far west of MN?
67	I'd like some more control on unruly drivers who curse at me while i ride on the side of the road :-)
68	Thanks for this opportunity - need more indoor parking for bikes, and more driver ed. regarding bikers.
69	i'm a consultant with many clients all over manhattan so commuting is not an option for me
70	we need more bike racks, as many blocks have no street signs or meters to lock up; landlord refuses to allow me to bring my bike up freight elevator to park in my office.
71	please install on-street greenways
72	There should be no cars in the parks, not Central park and not Prospect park. Parks are not for people to drive in, it is not safe!
73	Access to Williamsburg Bridge from the Manhattan side is extremely dangerous!
74	I would commute much more often if the routes were safe!
75	this survey is weak
76	we need more bike paths
77	we need more racks and indoor bike parking. also, neither cycling map nor city sites (that I can find) detail available parking options.
78	I am a freelancer and so go to multiple destinations for work, often in one day. This survey doesn't seemed geared to this organization of time & transport.
79	you people need to get w/ it, please.
80	More bike lanes please!
81	It's better if the city provided 5 to 10 complete bike routes that transverse the ENTIRE city as opposed to painting bike lanes on select roads for a few miles at a time.
82	New bike lane on Tillary to the bridge is splendid - more like this please. MN Chambers desperately needs a bike lane down to the West Side Greenway.
83	The worst part of the commute is Adams Street in BK. Lots of cars & bike lanes always blocked. There should be a delayed light for bikers only to get on bklyn bridge.
84	even cops park in bike lanes and open their doors without regard

85	As an exercise cyclist there needs to be better connectivity to Central Park with bike lanes and non-street Greenways as too many people park/unload in the bike lanes.
86	No East Side Park Bike Lanes
87	The MN side of the Manhattan Bridge is a disaster with a one-way street going the wrong direction from where people want to go, poor light timings, and oblivious peds.
88	The entrance/exit to the Manhattan Bridge is extremely dangerous from any street or direction.
89	The 2 biggest problems in my opinion are drivers violating traffic laws namely running lights or stop signs & hazardous road conditions
90	Brooklyn Bridge Bike path needs better markings to keep the tourists off it.
91	I ride Broadway in BK from Boyland St all the way to the Williamsburg Bridge. The condition of the road surface is in a really poor state, potholes, ridges, etc.
92	Bike path needed on Riverside drive
93	I think a lot could be done around driver education on basic traffic rules and regs as well as sharing the road. Cars are so hostile towards bicycles and pedestrians!
94	I see the NYPD passing cars parked/driving in the bike lanes. If the NYPD wants the bikers to obey the traffic laws they need to start enforcing the bike lane laws.
95	All of the east river bridges on the MN side are very dangerous (esp. Manhattan & Williamsburg). Cars don't wait for cyclist to get across. They seem to aim at us.
96	a separate bike traffic light at the BK side of the Brklyn Brdg would be wonderful; the Manhattan Bridge on the MN side is a terrible place to bike-- but I do it everyday!
97	The bridge bike lanes are fabulous (Williamsburg, Manhattan, Brooklyn)
98	more money needs to be spent on all aspects of biking
99	I think the main problem is that there is no continuous education for cab, car, and truck drivers about being aware and considerate of cyclists on the road.
100	The NYPD bike seizures are BOGUS!
101	Pulaski Bridge path access to/from the East is terrible.
102	Ticketing of bicyclists for infractions such as missing bells or reflectors is abusive and egregious. I have yet to see a vehicle ticketed for blocking a bike lane.
103	QNS side of Pulaski bridge intersection is very dangerous (consistently harassed by motor vehicles in Astoria). There needs to be more investment in bike infrastructure.
104	Manhattan side of Williamsburg Bridge is incredibly dangerous. The Triborough needs a ramp. Brooklyn Bridge entrances are both dangerous.
105	Motorists, peds & delivery vans seem to have idea that bike lanes exist simply for additional parking and driving. Lanes need to be clearly marked BIKE LANE.
106	Please help promote safer bike conditions in NYC! Thank you!
107	This is a good start. Bikes are important to the city and it's good to see some recognition.
108	People in cars are oblivious to cyclists. They constantly swerve into the bike lane without looking and turn without signaling. I have been doored & clipped several times.
109	Manhattan Bridge is Excellent, 59th Street Bridge is exceptionally difficult to get to by avenues going north
110	The main problem is that drivers in NYC are dangerous and inconsiderate (especially of people that ride their bikes) and there are not bike lanes anywhere that I commute.
111	More money should be spent to encourage bicycling, and not to ticket or arrest them!
112	To all public servants of NYC: You are not above the law. Stop parking your cars in the bike lanes.
113	Please work to eliminate motorized vehicles from central park. They are hazardous, as there are too many joggers and cyclists. They also drive much too fast.
114	Bikes are constant harassed for taking up a whole lane. Cars are always parked in bike lanes. Bike lanes are made for getting doored so I hardly ever ride in them.
115	Everything that can be done to accommodate bicycles will be a great improvement to the city and a benefit to all of its residents
116	Houston St is one of the most perilous streets for cyclists. Drivers are increasingly reckless and irresponsible near bridges, tunnels, and highway entrances/exits.
117	all bronx bridges could use some talc for bikers
118	a full two wide lane separated bike road that runs north/south e.g. in the middle of Park Ave would solve most problems for commuters. bike lanes are not very useful
119	Drivers: slow down and don't cut off bikes. Peds need to acknowledge that bikes are NOT as dangerous as cars and keep out of bike lane. Share the road education.
120	The city should have bike only sections of greenways - the no pedestrian rule should be enforced with ticketing. Double parking too.
121	It isn't just the cars - it's careless pedestrians who step out into the street without looking against traffic signals and/or jaywalking
122	The city could be a better place if non-cycling people felt safe to bike. This can only happen when the city REALLY promotes cycling+infrastructure improvements.
123	there are not enough bike lanes and not enough enforcement of cars parked in the lanes. there's a lack of awareness on the part of vehicles and peds about bikes.
124	Cyclists must dismount at Newtown Creek bridge Metropolitan Ave.
125	One of the biggest problems is getting people and cars to respect bike lanes.
126	I can't wait until the Greenpath on the east side of Manhattan is properly finished. Bike map should show access roads to Greenway. I keep getting stuck at stairways.

127	I commute 6 miles one way & ride on 3 sidewalks during the trip. Cops hassle me about riding on the wide sidewalks but no bike paths are available in high traffic location.
128	intersection off MN bridge is a NIGHTMARE crossing; no easy access uptown w/one way traffic off left of bridge. BK Bridge on BK side, cars do not honor traffic lights.
129	It is great you are taking a serious look into this. I look forward to hearing more about your changes.
130	Triboro bridge is dangerous and inconvenient for cyclists. There should be a way to commute that does not require carrying a bike up and down many flights of stairs.
131	MN BR: BK side, entering from Jay St. is treacherous w/trucks exiting BQE. MN side, peds crossing Canal St. to/from Forsythe are unaware of bikes at bridge path.
132	Thanks for providing the survey!
133	cab drivers are completely erratic and never yield to bikers.
134	would love to see bike racks on buses like Seattle and Austin
135	Cars in Central Park biggest problem, including service vehicles.
136	MH side of W'burg bridge...crossing guards only help the cars. cars run the red light all the time. super dangerous
137	Access to the Manhattan Bridge on Brklyn side is very dangerous. How do I get from Jay St past the auto exit ramp to the bike ramp without getting crushed by trucks?
138	wmsbg bridge entrance on MN side is hard to get to. I ride along delancey st & merge with heavy traffic. delancey needs buffered bike lane from bowery to the bridge.
139	ticketing bikes for minor traffic violations while so many cars break laws with impunity is bad policy.
140	paths are too small and dangerous
141	more bike lanes please!
142	Due to one way streets it is hard to enter and exit the bridge legally/safely
143	Open Central park pathways for bikes like all other urban city parks, impose speed limit for pedestrian safety
144	Greenpoint Avenue. bridge, BKLN and QNS
145	Queensboro brdg shoots you out into traffic on the MN side. Very dangerous. If you turn left onto 60th St after coming off the bridge, it's hard to make a left onto 2nd Ave.
146	Queens Plaza area at Queensboro bridge landing is dangerous for cyclists. Needs to be a more direct and safe access to the bike lane on the bridge from Queens.
147	ask questions related to other types of riding, besides commuting to work
148	what about a cross MN car free route on weekends linking Queensboro bridge to Central Park, also MN eastside waterfront park down to Brooklyn Bridge
149	make city more bike friendly-more greenways, more safe laces to store bikes, police more attuned to bike theft
150	Please do something about Chinatown - it is the most biker unfriendly area of Manhattan - perhaps a separate bike lane or traffic enforcement of parked delivery trucks
151	We need a bike lane on First Ave in MN
152	A bike lane on McGuinness Blvd. coming off the Pulaski Bridge would be great.
153	Buses weaving in and out of my lane of travel (being the right-hand side of the road) are particularly dangerous.
154	As for question 15, the presence of a direct route via bike facilities to work does not strongly influence my decision to commute by bike because there isn't a direct route.
155	The pedestrians on the Brooklyn bridge do not read the signs, a few police or other uniformed official to teach them would be good. This is a problem all summer.
156	There needs to be more facilities to park bikes and penalties for cars or pedestrians blocking the bike paths
157	The Hudson River Park is the first 1/2 of my commute. It is safe well lit, enjoyable riding, no matter what time of the year. The paths are well maintained year round.
158	GW Bridge very confusing to enter.
159	have cops stop harassing critical mass
160	There should be a comprehensive bike locker program so that bikes are not stolen. Bike lockers are common in SF and I think they would work well.
161	make bad drivers accountable. ticket them. file accident reports. teach bike awareness. and stop harassing critical mass. thanks.
162	Bikeways along City Hall Park, both sides Adams St always filled vehicles forcing bikes out into bus and truck lanes. It's only a matter of time before a tragedy is caused.
163	Difficult to cross streets and service lanes at the same time to get to bridge bike path at Tillary
164	Difficulty crossing off-ramp traffic from bridge, many large vehicles,
165	please add more bike racks throughout Brooklyn and Manhattan, especially near restaurants. Additional bike lanes would be great too!
166	Thank you.
167	I work from home.
168	Buses are my biggest safety issue. The greenway in the 80's/90's needs repair! Runners/peds on the bike/skate only sections is out of hand. I love riding in NYC.

169	Kamikaze cyclists as well as packs of hoodlum youths are a menace on the Brooklyn Bridge.
170	Question 7: If dedicated bikeways were well-designed, maintained, not cluttered with peds/carriages/dog walkers, then I would prefer them & ride further to use them.
171	More bike lanes are good to encourage those that don't bike regularly. I don't use them cuz they're underdesigned or out of the way. I ride with traffic as traffic-- it's safer.
172	I would like to most see is extra-wide right lanes with or without 'shared lane' markings -- i believe bicyclists do best when they act and are treated as any other vehicle.
173	Schedule is variable with no warning-cyclists must use very indirect route to get to greenway or riverside--terrible compare to car access to bridge!
174	Re: proposed Qns East river greenway: please provide a dedicated bike land along Vernon Blvd!!!!
175	manhattan bridge access for pedestrians and cyclists is abysmal
176	Pls. fix road surface/please get cars out of bike lanes, including police vehicles. Please publicize dangers of dooring.
177	Please put a stop sign up at the car exit to the Queensboro bridge in MN where it crosses the bike lane exit on E 60 St
178	bike lanes need buffers to make safe to cyclists if you want us to use them instead of purposely using streets that don't have bike lanes
179	Essentially the city should be promoting cycling more to work. There should be a vehicle law reducing the amount of cars from out of town that come into the city.
180	POLICE need to ticket drivers that threaten to hit riders with there vehicles
181	this city has a long way to go in terms of encouraging cycling and mass transit. not only is it dangerous to cycle in this city, the buses are impeded by heavy car traffic
182	Hudson River bike path: promote pedestrian use of walking paths
183	Bike lanes throughout the city would be so cost effective for all New Yorkers!
184	your new 8th Avenue bike lane is great!
185	The entry/ramp to the GWB needs to be redesigned
186	I appreciate your efforts with this survey. Please share it with your colleagues at PD and DOT. Many of the biggest problems start there.
187	I've stopped using the wonderful 2nd Ave buffered lane since I was doored there 4 weeks ago. Cars abuse that lane so badly. Need enforcement!!
188	The entrances are narrow and windy, and pavement is not well maintained, and there are slippery metal plates on sidewalk approach
189	Pedestrians and cyclists squeezed together on GWB.
190	please make cycling safe in our beloved NYC. cycling is good for NYC and please help improve the greatest city in the world!! NYC!!
191	Traffic on MN side of Williamsburg bridge is often trouble. I oppose a Helmet Law!
192	Need the Verrazano Narrows Bridge bike -ped paths completed. TBTA should drop the ban on cycle riding on bridge paths. Goethals Bridge to open in 2006
193	Exit of Queensboro Bridge is dangerous. Too sharp a curve to go to First Ave, crossing 60th St is dangerous due to exiting traffic from ramp. Need a street light there.
194	There is an empty lane off the Q-bridge in Queens that could be used as a bike lane. Instead, it is blocked and bikes are forced to ride against traffic to 28th St.
195	Dirt and sand and gravel in bike lanes
196	Improve the path on the east side of Manhattan
197	I feel like I'm risking my life by riding my bike in NYC. Please help, mostly by educating drivers. Make NYC a more bike friendly place!
198	Very hazardous bridge exit in Manhattan. Bike traffic Manhattan bound crosses bike traffic going from 60th St onto bridge. Speed bumps/curbs are needed to slow bikes.
199	current bike paths in MN are more dangerous than streets
200	Make drivers more aware of danger of dooring
201	Figuring out how to get ON the bridges is often very difficult
202	please plan more greenways and buffered lanes
203	Need more bike lanes and more enforcement to keep cars/trucks out. There should be public education campaign about sharing the road with bikes/pedestrians.
204	I would like to see the bike path on the Goethals Bridge re-opened, Access to the Brooklyn Bridge from Brooklyn needs improvement
205	vehicles, especially livery and cabs speed excessively in central park
206	In the 15 years I have lived on SI it has become horrible to ride. Children will never learn to ride bicycles because someone will kill them in the roads.
207	My commute is 60 mi. one way. More bike lanes/signs to alert drivers to share the road bikes might make trips safer and encourage me to use the bike for most errands.
208	Why do many mta, dot, tbta bridges say:
209	go back to 9/11 carpool only into ALL of Manhattan! Follow England and other nations who have made cycling safer by encouraging less cars through congestion pricing.
210	RE: Question 7 - I prefer well paved roads. RE: Question 8 - I prefer wider bike lanes because I can remain in the bike lane when I swerve to avoid being 'doored'.

211	I would LOVE to commute to work but rarely do so because I don't feel safe even if using bike lanes. Please enforce cars in the way of bike lanes!!
212	I would like to be able to take my bike on the bus that crosses the Verrazano Bridge so that I can get to Staten Island with my bicycle from Brooklyn.
213	I would love to commute however Staten Island - Richmond Ave, Rich Terrace and Hylan Blvd are way too dangerous & high volume, poor road conditions
214	The biggest problem is not the cars but the pedestrians. They don't think of cyclists as vehicles and will blatantly walk out in front of cyclists against their red.
215	Access to bridges in general is just terrible
216	would use bike if safe
217	Figure out easier access to the West side greenway from 72nd Street, east side greenway - b/w 59-86 is a mess and connects to nothing!!!
218	Traffic signals timed to 25 mph would make major streets more pleasant for cyclists and peds. I'd bet that slowing down the slaloming traffic would improve flow too.
219	Ocean parkway bike path is in poor condition. Huge cracks in the cement. Terrible ride. No clear markings for peds to stay out of bike lane.
220	Bike lanes and accessways are always afterthoughts in planning.
221	The city has done a nice job with the greenways. I look forward to additional improvements related to bicycling.
222	Need far more bike lanes in Manhattan especially cross town
223	I go out of my way to ride on the Hudson Greenway because it makes my commute much safer.
224	Pedestrian traffic in bike areas on Greenway / bridges is common and dangerous. Existing signage isn't working. Thanks for conducting this survey!
225	Drivers need to be more aware of their surroundings, and stop parking in the bike lanes!
226	i've had my bike stolen many times at work because i cannot bring my bike into my office. I'm considering no longer biking to work. please find a SOLUTION!!!
227	Williamsburg Brdg MN entrance is very dangerous! Traffic is often re-routed with barrels, bikers don't know which way cars are going. Curb cuts not in the right places.
228	Encouraging one-way traffic in Central Park loop, especially for cyclists and rollerbladers.
229	Instead of, or in addition to, mandating bike access for workplaces, incentives should be considered to promote bicycle parking at workplaces.
230	The Roosevelt Island Bridge is in horrible condition - very unsafe for cyclists.
231	Bridge & street traffic flow is always dangerous
232	It is very difficult to turn onto the bridge bikeway with speeding traffic pinning you in, ditto exiting in Manhattan
233	Awkward and dangerous
234	It would be nice to see drivers cited for parking in bike lanes. Cops just ignore it.
235	Second Ave needs a bike lane! There is no unbroken southbound route for the east side.
236	Crosstown bike lane in MN, W106th Street, & bike lane in MN, West End Ave, I'd be able to take my child to preschool on a bike and increase commute to 5 days/week.
237	cars are rude to bicyclists and they leave us no room
238	Please enforce the bikes and skates only policy on the west side bikeway. It's extremely dangerous if there are joggers, peds, people with dogs, and strollers on it.
239	Brooklyn Bridge needs more bike & pedestrian signs - tourists don't know, and are often standing/walking/lounging in the bike lane.
240	The biggest dangers I face are pedestrians...those exiting cars without looking for bikes and those who cross against the light in front of me at intersections.
241	Getting on and off the brooklyn bridge in Manhattan is confusing and unsafe.
242	office building bike access!!
243	most of the bike lanes are useless or more dangerous than the street. Need to be separated or there needs to be real enforcement about no parking etc in the bike lane
244	THE CITY DESPERATELY NEEDS TO ENFORCE SPEED LIMITS AND GET AN OPERABLE BIKE PLAN IN MOTION BEFORE WE RUN OUT OF OIL.
245	Cars run stop signs frequently; pedestrians do not pay attention
246	Overall the city is getting to be a better place to ride. I plot my rides to minimize interaction with commuting car traffic.
247	PLEASE complete the connector between the HH bridge and the west-side greenway!
248	park police are ridiculous with their ticketing- i was 20ft off the greenway, thought it was legal area and wasn't given a warning but a \$50 ticket while dozens did same
249	No available bike lanes from Central Park to/from midtown on East Side; Cars in Central Park pollute and are dangerous to bikers, pedestrians and kids
250	If there's any way to clear the inbound bike path on Adams Street, please do it. Policemen and court officers should not park their cars in the bike lane.
251	the South lanes are too often closed
252	although i rarely commute by bike due to lack of secure parking, i encounter these issues on recreational rides

253	More street bike lanes are needed. There are none on 9th Avenue. I went down 13th Street to avoid 14th Street (MN) and it is in horrible condition!
254	I hope New York can be made as bike and pedestrian friendly as London.
255	This survey didn't accommodate irregular bicycling patterns to well.
256	it's very scary riding a bike in nyc. I can't say how many times I've almost been run over by a city bus or a private driver. cabbies are pretty good in general.
257	The 'bike' side of the Manhattan bridge has too many walkers. There needs to be better signs/enforcement.
258	The Queensboro Bridge has been very difficult to cross in the mornings because construction workers are parked all over the pedestrian/bike path.
259	1. Spacey, camera-wielding peds on the bridges are often more problematic than cars. 2. North bike lane on MAN bridge is a big improvement over the south. Thanks!
260	We need many more bike racks in midtown. I commuted by bike during the transit strike and I would do it every day if I could park my bike around 58th and Madison.
261	I used to commute to work when I worked in midtown. I would ride thru Central Park and lock the bike on the street or in the basement of the office bldg.
262	I would like to see better enforcement of vehicles which park or drive in bike lanes. I often see police that watch this happen and do nothing.
263	The BK exit from the Manhattan Bridge is an accident waiting to happen
264	Bike lanes need physical barriers or they are USELESS!
265	Bridge access ramps too narrow
266	I no longer live in NYC, but I still work there part time. I would love to be able to use public transportation/biking to commute but there is no secure parking.
267	The stairs on the Queens side of the Triborough Bridge are WAY too steep!
268	it's very frustrating to see cyclists victimized by ticketing blitzes by the NYPD that cars are spared.
269	The road surface is extremely rough on the NJ side of the GWB
270	There should be some type of accountability for aggression from car drivers towards bicyclists.
271	Corporate/Building benefits to encourage them to provide indoor bike storage would be GREAT
272	biking is extremely dangerous. car drivers should be more educated. or better yet, make all cars, except taxis illegal in manhattan.
273	Brooklyn Bride on/off in Brooklyn is most hazardous and filled with potholes
274	I don't cross the bridges from the BX because conditions for cyclists are too scary
275	car free parks is not as important as enforcing the current laws. Keep cars out of bike lanes, encourage commuting by bike, get the city used to sharing ALL roadways
276	Biggest threat is cars running reds
277	Cars should be the last priority, not the first.
278	Most important thing is more active enforce and educate people about traffic laws -- peds who step into the street without looking, cyclists who go against traffic, etc.
279	entering delancey st in manhattan from Williamsburg bridge is VERY dangerous, cars speed at the lights for unexplainable reasons.
280	Driver behavior and lack of dedicated bike lanes makes it unsafe to bike in most NYC streets. I would bike much more often if it were safe.
281	Biggest danger is w/aggressive drivers in midtown Manhattan
282	It's difficult to get to the pedestrian entrance of the GW Bridge, there's no bike lane around there that feeds into it. I've done it on foot & on bike and either way it's messy.
283	A law requiring landlords to allow people to bring their bikes to their offices would be terrific. Most important thing you could do.
284	City needs to provide a bike lane connecting the brooklyn bridge to the west side greenway
285	Double parked cars are a constant nuisance when biking in the city.
286	This survey is geared towards people who commute to work. There should be a survey relating to people who do not bike to work due to the dangerous conditions.
287	Top priority improve both sides of Queensboro Bridge. MN side first, connecting West side safely to entrance. Extend path along existing medians N side in QNS?
288	Consider bike lane construction: starting w/ the bldgs, move out to pedestrian sidewalk, curb, bike lane, physical barrier, on street parking lane, auto traffic & repeat
289	bike parking is impossible
290	Recently, Hudson River Greenway has been the site of numerous construction projects. Not dangerous but disruptive.
291	Double-parking is biking's biggest enemy, and there seems to be no NYPD ticketing to reduce/prevent it.
292	No longer commuting due to layoff
293	I commuted by bike every day before moving to BKLN, but now I do not because people speed excessively in BKLN and I do not feel safe to ride more often.
294	The key to safer streets for all NYC residents is better enforcement of existing traffic laws. This will make our streets safer for all users!

295	Entry is difficult to find, not illuminated, roads narrow and dangerous.
296	Delancey approach to Williamsburg bridge is suicidally treacherous, but my safer (Ave. B) alternative is inconvenient
297	Queensboro bridge MN entrance sucks. Manhattan bridge MN entrance has signs that lead you in an enormous circle. Harlem river bridges bike lanes are just sidewalks.
298	Willis Ave bridge sidewalk needs a ramp and crossing on Bronx side (or a bike lane).
299	Please get rid of the stupid gates by the ped and bike paths on the BRKLN side of the Manhattan Bridge. Please build a separate ped/bike path on the Verrazano Bridge.
300	I walk to work because it's so close to my home (10 blocks)
301	thank you for conducting this study and hearing our voices. it's very appreciated. thank you for caring about our lives.
302	exiting from the curving bridge path onto the sidewalk is lethal!!! One slightly wrong move and a cyclist could be thrown into fast moving cars coming off the bridge!
303	Greenway signage in the Bronx is very poor
304	Please improve Queensboro Bridge approach on both sides! Please provide eastward path on Queens side of bridge. Please fix lights on QB Bridge.
305	The cycling situation has improved greatly but there's a long way to go before it is safe/viable for average riders to ride throughout the city.
306	Please get the bike lane signs and lines repainted on the ENTIRE Brooklyn Bridge! Please remove the temporary fencing on the MN (north) side of the Manhattan bridge.
307	Help! It's dangerous out there. Taxis especially disregard bicyclists' safety (and existence).
308	I wish I could ride to Museums and sporting events and put my bike in a secure place, like checking a coat, where it would be watched by a guard.
309	connect the east river greenway between 34th and 63rd
310	With all respect, the approach to Manhattan Bridge is terrible. It's still easier to use Jay Street. You made it more difficult AND more dangerous. MN side: too short.
311	In early spring Borough President Scott Stringer spoke about holding a Transportation Summit. What happened?
312	Many times if there is construction, there aren't offered alternatives to the only access. This could be addressed with a shuttle system.
313	pedestrians and taxis are biggest problem
314	Indoor parking for commuters is a major major problem
315	I'M AFRAID OF DYING WHEN RIDING ON STREETS
316	Bike lanes are ok, but they perpetuate the idea that cars should have primacy, that bikes don't belong on streets and make motorists dangerously hostile to cyclists.
317	On weekends there Brooklyn bridge is very crowded. On my last trip I crashed into the railing.
318	Bayonne Bridge Requires cyclist to dismount, try that in Road shoes
319	thanks for doing this survey
320	I do not use bridges
321	The biggest problem with biking in the city is a lack of respect from drivers. This mostly comes from drivers not understanding they must share the road with cyclists.
322	No interior bike storage is the number one reason that I do not commute to work on my bike.
323	I don't commute to work. I'm a musician who plays drums.
324	SUV's are the biggest new hazard cutting into the bicyclist in Manhattan
325	I've encountered a problem called 'selective enforcement' with NYPD where cars are allowed to use a street but not cyclists. NYPD should notify cyclists beforehand.
326	bikers are just as reckless as drivers
327	Appalling lack of bike lanes on First and Second Aves
328	Triborough Bike Lane is hard to find on the Queens side
329	Biggest problems I face are cars intentionally cutting me off and pedestrians stepping in front of my path
330	I have been an easy target for ticketing by bike police Yet I rarely see cars being ticketed. I am frequently cut off by traffic not using their turn signals at intersections!
331	need Verrazano bridge bike path
332	I don't have to cross a bridge
333	I love the bike path on the West side. Can't there be a few more north/south routes separated from traffic? Also where are adequate bike lanes for crosstown routes?
334	Bicycle riding is a disaster in New York. I pay as much taxes as any car owner but more street space and resources are given to each individual car. This is outrageous.
335	It is difficult to enter the Brooklyn Bridge on the Manhattan sound when approaching from the southside.
336	traffic enforcement saves lives!

337	I think that the Williamsburg bridge improvements are great. I feel like I am still in the midst of the city and not about to get attacked like on both sides of Manhattan Bridge
338	Thanks for taking action! There are way too few bike paths...
339	Traffic
340	I would like the process for getting a bike rack in my neighborhood to involve a simple phone call to one person
341	help with bike safety is necessary
342	No bike rails on steps of Bronx side of Triborough Bridge
343	Manhattan Bridge is dangerous with all those cars turning under to get on the highway. I've seen quite a few terrible mishaps there and I always fear for my life there.
344	SUVs, wider cars are bad for bikes - they hog road space. The crucial shoulder btw parked cars & moving traffic is getting narrower. Bikes get squeezed. Scary!
345	2nd Ave (14th-Houston) has bike lane/ First Ave (Houston - 14th) does not.
346	more parking facilities need to be created throughout city
347	The city REALLY does not do enough for bicycling, and even seems to subtly discourage it.
348	Bridges need better access points and directions
349	Cars are regularly parked blocking bike path under the FDR. Runners, walkers, and especially people walking backwards in the bike path are a hazard under the FDR.
350	More enforcement of traffic rules, please!
351	when not commuting by bike I use bus AND Subway (question 19). West side greenway is JEWEL! undervalued and underappreciated-I would not commute without it!
352	Cars should be ticketed for endangering cyclists (dbl parking, dooring, cutting off at intersections, honking, verbally threatening). They need bike education from the DMV.
353	The 'right turn permitted after stopping' at Boerum/Adams and Atlantic in BK should be discontinued - no one stops!
354	The Washington Bridge is so dangerous for bikes that I think you should take it off your bike map or fix it. The sidewalk is way too small and the roadway is a death trap.
355	Cars are never ticketed or policed
356	Center St/Park Row at Manhattan end of Brooklyn Bridge worst stretch in daily commute - vehicles parked along entire length of bike lane & heavy car & pedestrian traffic
357	My biggest problem is finding a place to park at work. My building does not always allow me to bring my bike in.
358	Some buses should have bike racks... I've seen this in California. Provisions should be made for cyclists to cross the Verrazano, Whitestone & Throggs Neck Bridges.
359	Brooklyn bridge has a real problem with peds & bikers 'sharing' . Peds don't know etiquette
360	If there were secure parking I would bike to do errands, shopping, etc. If there were showers at work, I'd bike to work daily.
361	traffic all over brooklyn is heavy. prospect park should not be a park and not a thru street, and grand army plaza is too congested.
362	Bridges around Grand Street (BK), Metropolitan Ave. bridge and few blocks later state dismount and walk bicycles, but there are obstructions on the walking path.
363	you need a section for people who bike AS their work
364	I lived in Germany for 26 years where bicycle paths separated from car traffic by greenways or at least a curb are the norm.
365	The Manhattan Bridge North side is great.
366	thanks for the opportunity to comment. Please evaluate the pollution and disruption to greenway by helicopters on westside highway. They idle irresponsibly for hours.
367	The Willis Ave Bridge is unusable since you can't safely cross on the BX side when entering from MN. Also the Madison Br is difficult on BX side, coming from MN.
368	Driver Awareness of bike lanes and rules severely lacking! Please help educate drivers!
369	Fewer ridiculous tickets to cyclists (no bell tickets!). Focus on real problems like unusable bike lanes (too narrow, too close to parked car doors, parked vehicles, etc).
370	More bike lanes please!!! More access to city streets safely! Thank you
371	PLEASE ALLOW BIKES IN OFFICE BLDGS - IT WORKED DURING THE TRANSIT STRIKE. I WOULD COMMUTE EVERY DAY BY BIKE AND BE MUCH HEALTHIER!!!!
372	I think experienced cyclists have few problems. The city is very inhospitable to less experienced bikers and needs to take into account their needs.
373	Please feel free to contact me!! I love to bike in the City and I am happy to help!
374	bicycles are more than just exercise, don't forget bike messengers
375	In memory of Derek Lake: R.I.P. 06-26-06
376	Get motorists to yield along west side highway when turning right (west) going downtown like on 38th St. i've almost been killed there many times. more signs please!
377	Bike Route signs can be vague, perhaps need more signs or road markings...like colored road markings
378	Ped and driver general ignorance do not look out or respect cyclists. European cities see cycling as a norm. NYC public is very ignorant. Walk right in front of cyclists.

379	please do something to enforce the illegal parking of cars/trucks in bike lanes.
380	exiting the bike path on the Manhattan bridge is extremely dangerous, people tend to walk up the bridge on that side and the turn is really steep.
381	My commute - I bike from my house to the DeKalb subway station and then take the train to work. I don't bike because of the traffic in Manhattan not the time or distance.
382	The greenway needs to be accessible at more places. Currently no access between 125th and 168th.
383	Please help add bike lanes and barriers in Manhattan--make it bike friendly, not dangerous. My friend who lives in Harlem is always getting hurt, mostly by dooring.
384	The Brooklyn side entrance to the Manhattan bridge needs serious rethinking
385	excessive crackdowns and surveillance by the police have made me uncomfortable about riding in the city
386	MORE PARKING!!!! IT SHOULD BE REQUIRED FOR EVERY BUILDING WITH A CAR GARAGE AT A MINIMUM
387	please, please enforce bike lane regs! PUBLIC EDUCATION CAMPAIGNS! Please!
388	3 cyclists died in June 06 already! stop cracking down on cyclists & crack down on drivers endangering cyclists. should be working with us not against us.
389	I love bicycling in New York, I would like to see bike lanes reserved for bikes, but this may be a pipe dream.
390	Thank you. #1 problem is bike lanes that are too few, poorly maintained and ignored by motorists.
391	No entrance on Willis ave. bridge for bikers
392	Bike racks should be required for new commercial developments. The new Atlas Mall in Glendale, Queens has NO bike parking and very unfriendly bike rules.
393	Right now the biggest reason NYC should be doing more to support alternate transportation is to reduce traffic congestion AND pollution.
394	Broadway in Brklyn is the most double parked, truck used, potholed, speeded on, and uncomfortable yet most direct route from many places in BK to the W-burg bridge.
395	The biggest obstacle other than traffic that I encounter is the fact that I am not allowed to bring my bike into my building at work. I must park it on street.
396	The focus of NYC planning with regard to bicycle/traffic policy should be on driver ed, increasing awareness and respect towards cyclists, & improve street surfaces!
397	please add Master Bike Shop on to your next printing of your NYC Cycling map - they are great on the Westside of Manhattan
398	Please make it easier to get onto and off Manhattan bridge, esp. BK
399	Two issues: Hudson River Park bike lanes are always filled with peds or runners; 8th Ave bike lanes have taxis/trucks parked in them too often.
400	More dedicated bike lanes! Bicycles are the most cost-effective, healthy, environmentally sound mode of transportation. Cars are killing us, wake up people!
401	Thank you for your effort to improve biking in the city!
402	I would be more than willing to help you with any case study on any issue raised in this survey, provided its under contract and in agreement with compensation.
403	The Greenway needs completion in upper Manhattan - continuation upriver from GW Bridge to Dyckman and beyond. The path at 79th St needs completion.
404	Need paths, routes, directions to link to Westchester
405	Reduce travel and car parking lanes on Upper East and dedicate to expanded sidewalks and bike space.

**appendix 4:**  
**zip code origin & destination**

The origins and destinations of commuter cyclists are listed on the following two pages.

**Origins of Commuter Cyclists by Zip Code**

Zip Code	#						
07024	2	10025	41	10463	4	11221	5
07030	3	10026	3	10467	1	11222	26
07047	1	10027	13	10469	1	11225	5
07087	2	10028	14	10470	2	11226	11
07093	1	10029	5	10471	3	11228	1
07302	2	10030	2	10472	1	11229	3
07306	1	10031	5	10516	1	11230	5
07307	1	10032	5	10591	1	11231	27
07310	1	10033	6	10704	1	11232	5
07631	1	10034	6	10965	1	11233	1
07641	1	10035	2	11050	1	11234	1
07666	1	10036	6	11101	4	11235	4
07901	1	10038	5	11102	8	11236	2
08816	1	10040	4	11103	5	11237	3
10001	3	10128	11	11104	4	11238	24
10002	23	10280	3	11105	5	11361	1
10003	23	10301	5	11106	7	11365	1
10005	1	10303	1	11201	24	11367	1
10006	2	10304	2	11204	2	11372	4
10009	31	10305	1	11205	16	11375	7
10010	11	10306	2	11206	13	11377	5
10011	17	10307	2	11207	1	11378	1
10012	6	10308	1	11210	1	11385	3
10013	13	10309	1	11211	29	11415	1
10014	24	10310	1	11212	1	11416	1
10016	9	10312	1	11214	4	11417	1
10017	1	10314	3	11215	52	11418	1
10019	9	10451	1	11216	7	11576	1
10021	15	10454	1	11217	26	11697	1
10022	6	10456	1	11218	13	11743	1
10023	14	10457	1	11219	2	18940	1
10024	16	10458	1	11220	3		

Respondents who originated in small, unique zip codes in Manhattan are included in this chart. Graphic representation of this data, Map 1 on page 20, places those unique zip codes into the larger area zip code.

**Destinations of Commuter Cyclists by Zip Code**

Zip Code	#						
07036	1	10027	19	10301	1	11212	1
07086	1	10028	3	10303	1	11213	1
07102	1	10031	4	10309	1	11215	10
07302	1	10032	2	10314	3	11216	2
07470	1	10033	2	10451	1	11217	4
07601	1	10034	1	10452	1	11218	2
07666	1	10035	2	10457	1	11219	1
07922	1	10036	27	10458	2	11220	1
07932	1	10037	1	10460	2	11222	3
07974	1	10038	20	10461	2	11223	1
10001	50	10041	2	10468	2	11224	1
10002	8	10045	1	10471	2	11229	1
10003	44	10055	1	10474	2	11230	2
10004	17	10080	2	10601	1	11231	4
10005	12	10104	3	10707	1	11232	2
10006	11	10105	2	10708	1	11234	1
10007	23	10106	1	10962	1	11236	1
10009	11	10111	1	11010	1	11237	1
10010	35	10112	4	11050	1	11238	5
10011	35	10118	1	11101	10	11362	1
10012	39	10123	1	11102	1	11367	1
10013	42	10128	3	11103	1	11368	1
10014	18	10151	1	11104	1	11370	1
10016	35	10167	1	11106	1	11374	1
10017	30	10168	2	11107	1	11375	1
10018	19	10170	1	11201	23	11377	1
10019	32	10174	2	11203	5	11385	1
10020	6	10271	2	11204	2	11426	1
10021	23	10276	1	11205	6	11432	1
10022	29	10278	2	11206	5	11439	1
10023	14	10280	1	11208	1	11590	1
10024	11	10281	4	11209	2	11735	1
10025	7	10282	1	11210	3	12590	1
10026	1	10286	1	11211	7		

Respondents whose destinations are in small, unique zip codes are included in this chart. Graphic representation of this data, Map 2 on page 21, places those unique zip codes into the larger area zip code.



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## credits

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The New York City Department of City Planning would like to thank all the people who took the time to fill out the survey. Your input and comments will help us to plan better bike facilities throughout the city.