

## CYCLING IN THE CITY

**Cycling Trends in NYC** 

May 2019

## Cycling in the City Table of Contents

#### Introduction

#### **Methods**

#### A Snapshot

**Number of Cyclists** 

**Bicycle Network Totals and Trips per Day** 

#### **Trends over Time**

**Citywide Total and Frequent Cyclists** 

**Daily Cycling** 

**Peer Cities** 

**Commuters by Borough** 

**Cycling by Male and Female** 

**East River Bridges** 

**Growth by Bridge** 

**Midtown** 

**Uptown** 

Citi Bike

#### **Appendix**

**Data Types, Sources, and Limitations** 

**Estimate of Daily Cycling** 

**East River Bridge Average Trips** 

**Midtown Average Trips** 

**Uptown Average Trips** 

Over the past two decades, New York City has seen tremendous growth in cycling, reflecting broad efforts to expand the city's bicycle infrastructure. In the mid-1990s, the New York City Department of Transportation (DOT) established a bicycle program to oversee development of the city's fledgling bike network. Since then, DOT has led the charge to build an expansive network that serves an ever growing number of New Yorkers. These efforts were accelerated following the release of PlaNYC in 2007, which set ambitious goals toward creating a more sustainable city, and have been expanded further—with increased emphasis on transportation safety and equity—under the framework of OneNYC.

In the last five years, DOT has expanded and enhanced the on-street bike network by more than 330 miles, including more than 82 protected lane miles, with 20 miles installed in 2018. DOT installed over 66 lane miles of bike facilities, including 55 lane miles of dedicated cycling space in 2018.

With this expansion of bicycle routes on City streets, along with the miles of new greenway paths in public parks, and the introduction of bike share, there have never been more people biking in New York City. The creation of local bike networks beyond the Manhattan Core—in communities such as Jamaica and Bath Beach—encourages people to use a bicycle to get around their own neighborhoods, run errands, or visit friends. Completion of critical links in the protected bike lane network in places like Sunnyside, Midtown Manhattan, and the Lower East Side makes riding a bike more accessible for cyclists of all ages and abilities. Miles of protected on-street bike lanes are emboldening the more cautious and risk-averse New Yorkers to take to the streets on a bike, while the expanding reach of Citi Bike makes cycling increasingly more convenient for quick trips and multi-modal commutes—even for those who do not own a bicycle.

This Cycling in the City brief, which will be updated annually, seeks to answer two basic questions:

- How frequently are New Yorkers using cycling as a mode of transportation?
- How is that frequency changing over time?





Understanding who is biking in New York City and how often they ride is incredibly valuable, but cycling demographics and trends are very challenging to evaluate. Historically, evaluation of cyclist activity in New York City was centered on counting the number of bicycles entering and exiting the core. However, cycling has grown and matured dramatically as a mode of transportation since the first counts were conducted in 1980. New Yorkers are using bikes for a much wider variety of trips, making it even more difficult to assess bicycle use in the City.

In an effort to better understand the widening breadth of cycling, DOT partnered with the New York City Department of Health and Mental Hygiene (DOHMH) to include several questions about cycling in DOHMH's annual Community Health Survey. Beginning in 2009, and expanding in 2013, these questions shed light on how frequently New York City residents cycle each day, each week, and each year, as well as for what purpose they bike. The recent introduction of DOT's Citywide Mobility Survey provides another important data source to better understand the transportation choices of New Yorkers.

By focusing on the cyclist and not the trip, these surveys provide a more holistic approach to quantifying cycling activity, especially when used in combination with national surveys, ongoing bike counts, and Citi Bike trip data. Taken as a whole, this information helps paint a more accurate picture of cycling in New York City than we have ever had before.

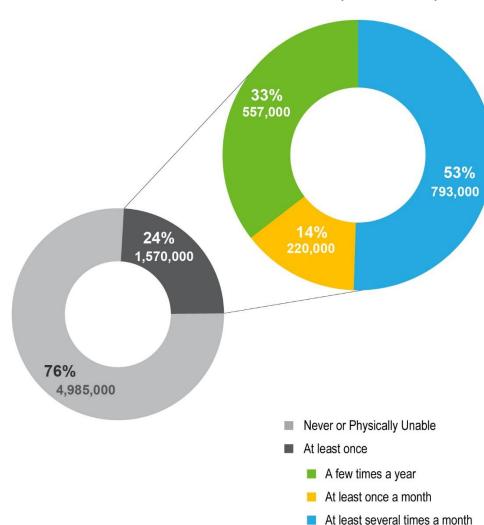
This brief examines these data sources in order to provide a **snapshot** of cycling in the city today and an evaluation of **trends over time**, providing a better understanding of how cycling has grown over the past decades.

For details regarding the data presented in this document, please consult the Data Types, Sources, and Limitations page of the Appendix.

# Cycling in the City A Snapshot

#### **NUMBER OF CYCLISTS**

Percent of Adult New Yorkers who Ride a Bike (NYC DOHMH)



24% of adult New Yorkers, nearly
1.6 million people, ride a hike
(at least once in past year)

Of those adult New Yorkers, nearly eight hundred thousand (793,000) ride a bicycle regularly (at least several times a month)



Community Health Survey Population Estimate = 6.56 million Adult New Yorkers. NYC Department of Health and Mental Hygiene 2017 Community Health Survey

#### **BICYCLE NETWORK TOTALS & TRIPS PER DAY**

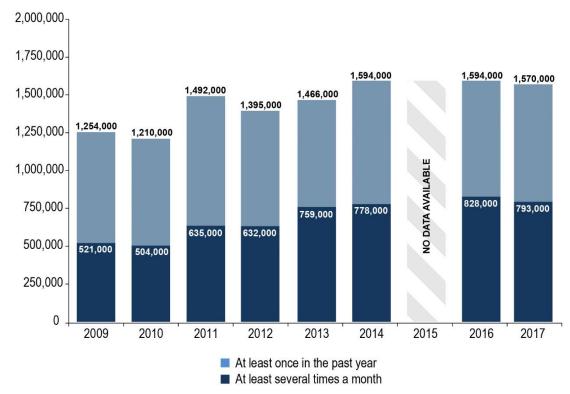


## Cycling in the City Trends Over Time

#### **CITYWIDE TOTAL AND** FREQUENT CYCLISTS

Since 2009, the NYC DOHMH Community Health Survey has asked respondents how many times they rode a bike in the past 12 months. Since even the most avid cyclist must begin riding a bike at some point, a clear upward trend in both novice and experienced cyclists illustrates the widening appeal of cycling.

#### Number of Adult New Yorkers Who Rode a Bike at Least Once in the Past Year



#### +26% Growth

in the number of New Yorkers who ride a bike several times a month, 2012-2017

#### +175k Increase

in the number of New Yorkers who bike at least once a year, 2012-2017



#### DAILY AND ANNUAL CYCLING

The Decennial Census and the American Community Survey (ACS) Journey to Work data provide long-term statistics on the number of people in New York City who use a bicycle as their primary mode of commuting to work (Daily Bike Commuters).

Commuters typically make two commute trips each day (Daily Bike Commute Trips) and research shows that commuting represents approximately one-in-five travel trips in New York City, therefore we can estimate that there are approximately four additional non-commuting bike trips for each commuting bike trip (Total Daily Cycling Trips).

Census data is available for 1980, 1990, 2000 and American Community Survey data has been collected annually since 2005. Because the sample size is smaller for the ACS, a rolling three year average is used for each year after 2000 (e.g. the 2017 number is based on the 2015, 2016, and 2017 surveys).



#### **Estimates of Daily Cycling Activity by Year**

	1980	1990	2000	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Bike Commuters (to work)	9,700	9,600	15,000	16,500	18,200	20,900	23,500	24,400	25,000	26,900	31,500	37,600	41,800	45,000	45,800	48,800
Bike Commute Trips (to work)	19,400	19,200	30,000	33,000	36,400	41,800	47,000	48,900	50,000	53,800	63,000	75,200	83,600	90,000	91,600	97,600
Total Daily Cycling Trips	100,000	100,000	150,000	170,000	180,000	210,000	240,000	240,000	250,000	270,000	320,000	380,000	420,000	450,000	460,000	490,000
Total Annual Cycling Trips (in millions)	36.6	36.5	54.8	62.1	65.7	76.7	87.8	87.6	91.3	98.6	117.1	138.7	153.3	164.3	167.9	178.8

+134% Growth

in daily cycling between 2007 and 2017

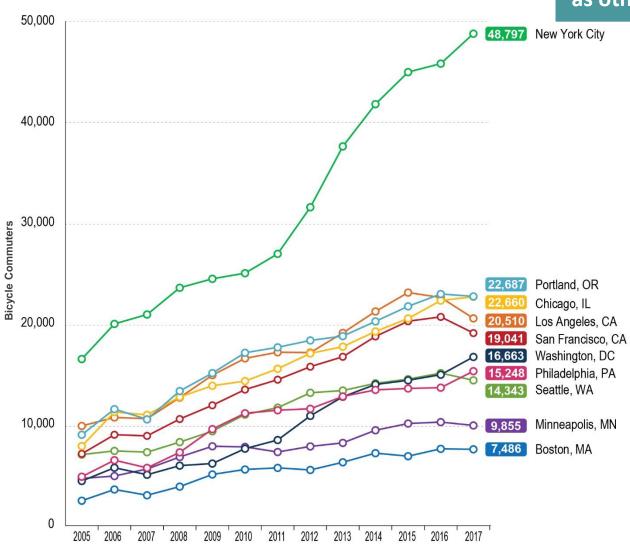
+55% Growth

in daily cycling between 2012 and 2017

+9.1%
Average Annual Growth Rate
of daily cycling between
2012 and 2017

#### PEER CITIES

Commute to Work - Rolling Three Year Average Comparing NYC to Other Cities



Cycling to work in NYC has grown nearly **2x faster** as other major cities (2012 and 2017)

Percent Growth: 2012-2017

**+55%** New York

**+27%** Peer Cities

+20% Los Angeles, CA

+24% Portland, OR

+33% Chicago, IL

+21% San Francisco, CA

+9% Seattle, WA

**+54%** Washington DC

+32% Philadelphia

+27% Minneapolis, MN

**+38%** Boston, MA

Peer cities include Los Angeles, CA; San Francisco, CA; Portland, OR; Seattle, WA; Minneapolis, MN; Chicago, IL; Boston, MA; Washington, D.C.; Philadelphia, PA

#### **COMMUTERS BY BOROUGH**

As the cycling population grows, the American Community Survey has become a more reliable source for citywide commuter cycling numbers. When it was first launched in 2005, the number of commuter cyclists was close to or completely within the margin of error for the survey, making it difficult to look at growth by borough.

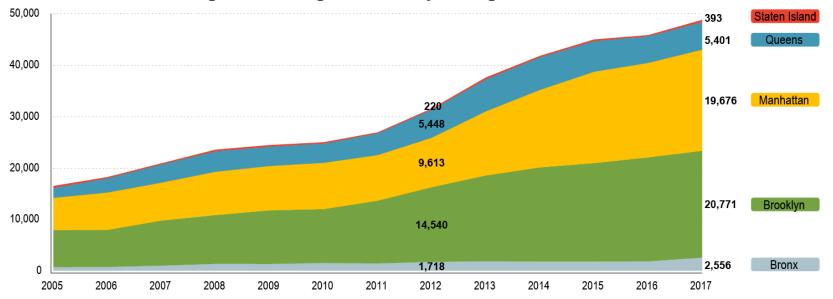
In the past five years the totals for both Brooklyn and Manhattan have grown enough to stand alone, but totals for the Bronx, Queens, and Staten Island still remain close to the margin of error.

Although year by year numbers may vary, the overall trend shows city-wide growth. To supplement this data beyond commute to work trips, DOT continues to develop additional sources of survey data, such as the Citywide Mobility Survey, which will be offered for a third year in 2019

American Community Survey data has been collected annually since 2005. Because the sample size is smaller for the ACS, a rolling three year average is used for each year after 2000 (e.g. the 2017 number is based on the 2015, 2016, and 2017 surveys).



#### Commute to Work – Rolling 3 Year Average from ACS by Borough



Each year represents the average of the three years before the number represented, 2017 is the average of 2015, 2016, and 2017

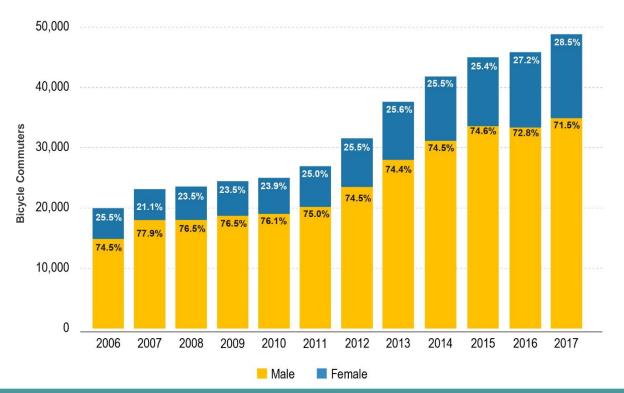
#### **CYCLING BY MALE AND FEMALE**

Understanding the gap between male and female cyclists is important to the growth and improvement of the bicycle network as a whole. Sources that track cycling by sex include Journey to Work, Citi Bike, and regular bike counts.

The gap in New York City closely mirrors the national trend of one female cyclist for every three male cyclists (FHA, 2009). While there is still much to improve upon, the overall cycling population is growing and both the ACS and Citi Bike trip numbers show that growth among female cyclists is outpacing growth among male cyclists.

American Community Survey data has been collected annually since 2005. Because the sample size is smaller for the ACS, a rolling three year average is used for each year after 2000 (e.g. the 2017 number is based on the 2015, 2016, and 2017 surveys). Note: The Census Bureau specifically words questions to capture a person's biological sex and not their gender.

#### Commute to Work – Rolling 3 Year Average from ACS by Sex



Female commuter cycling increased more than 2x faster

than male commuter cycling from 2014 to 2017

**Average Annual Growth Rate:** 2014-2017

+3.9% Male

**+9.3%** Female

25.5% of all Citi Bike subscriber trips (4.1 million) were made by females in 2018



#### **EAST RIVER BRIDGES**

Many New York City cyclists use the Queensboro, Williamsburg, Manhattan and Brooklyn bridges to connect between the boroughs and the Manhattan core. Comparing counts on these bridges from year to year is useful to show trends in cycling use over time. The growth of Citi Bike and the launch of NYC Ferry Service on the East River, however, has changed the role of these bridges as an indicator of overall cycling activity, but they remain important to understanding how cycling has evolved in recent years.

From 1980-2013, NYC DOT conducted periodic manual East River bridge bike counts. In 2014, NYC DOT installed automated counters, which provide continuous 24 hour data every day of the year that is averaged on a monthly basis.

Note: From 1980 to 2013, a multiplier of between 1.25 and 1.59 was applied to 12-hour 7am-7pm bicycle counts. This multiplier was developed from three years of automated count data collected since January 2014 and provides an estimated 24 hour count. Individual totals for each bridge are available in the appendix of document.

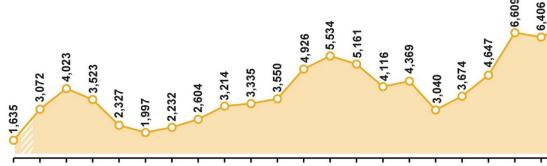
East River Bridge Average 24-Hour Weekday Bicycle Counts

1992 1993 1995

1991

1989

1987



1996

1997

2000

1998

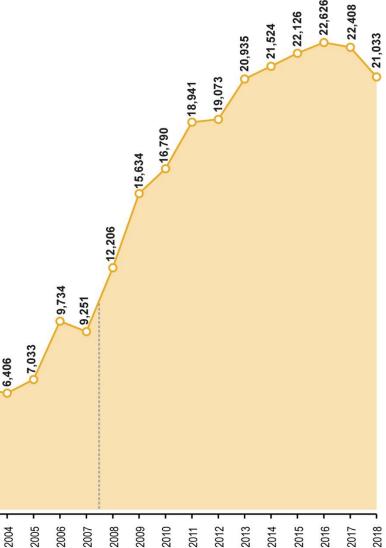
2002

2001

2003

+5.6%

10 Year Average Annual Growth Rate of Cycling on the East River bridges



#### **GROWTH BY BRIDGE**

**East River Bridges** 

Percent Growth: 2013-2018

+10% Manhattan Bridge

-11% Brooklyn Bridge

**+19%** Queensboro Bridge

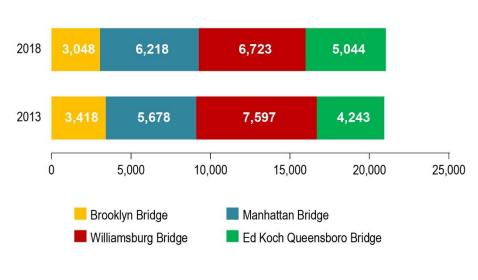
-11% Williamsburg Bridge

#### +.5% All East River Bridges



# on the Queensboro Bridge between 2013 and 2018, the highest of the East River bridges

#### Cyclist Counts at East River Bridges (24-Hour Average)



#### MIDTOWN—CROSSING 50th STREET

NYC DOT also counts cyclists entering and leaving the core at 50<sup>th</sup> Street along the avenues and Hudson River Greenway. This data was first recorded in 1980, and has been collected annually since 1985, and three times per year—typically in May, July, and September—since 2007.

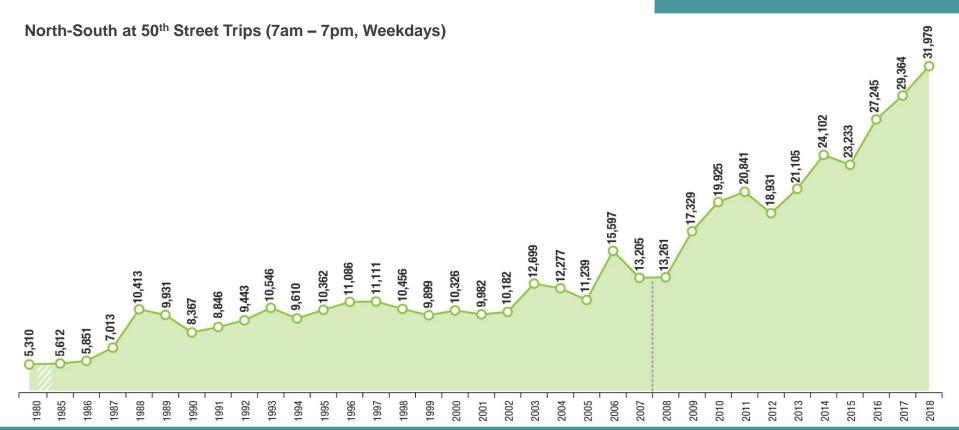
Midtown is the heart of the city where jobs and other activities are heavily concentrated, this density is both an opportunity and a challenge for growing cycling. Through Citi Bike and the enhancement of the bicycle network, cycling in midtown has seen solid growth with the potential for more.

Note: Individual totals for each street are available in the appendix of document.

**+9.2%** 

10-Yr Avg. Annual Growth (2008 – 2018)

**455%**5-Year Cycling Growth (2013 – 2018)



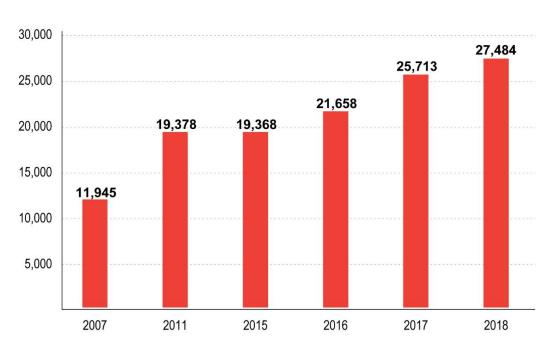
#### **UPTOWN—CROSSING 86th STREET**

NYC DOT periodically counts cyclists at 86<sup>th</sup> Street along the avenues, the Hudson and East River Greenways, and inside Central Park. This data—typically collected in October—was first recorded in 2007, again in 2011, and on a yearly basis starting in 2015.

Since 2007 the network of protected bike lanes has expanded in both the Upper West Side and the Upper East Side. In 2015 cars were banned from large portions of Central Park. Also, beginning in 2015 and continuing in phases until 2017, Citi Bike expanded north to 130<sup>th</sup> Street. All of these factors to contribute to the growth in cycling in this part of the city.

Note: Individual totals for each street are available in the appendix of document.

#### North-South at 86<sup>th</sup> Street Trips (7am – 7pm, Weekdays)



#### +42% Growth

in cycling on 86<sup>th</sup> Street between 2015 and 2018

#### +7% Growth

in cycling on 86<sup>th</sup> Street between 2017 and 2018



#### **CITI BIKE**

In 2013, New York City launched the first phase of Citi Bike—the largest bike share system in North America. The Citi Bike system did not expand in 2018, though there are plans to double the size of the system within five years. The City also launched a dockless bike share pilot program in July 2018 that contributed an additional 100,000+ cycling trips that year.

Bike share makes it more convenient for New Yorkers—even those who don't own a bicycle—to make short trips by bike and provides an important supplement to the existing transportation network, facilitating multi-modal trips.

Trips per day is averaged from January through December.

#### Average Citi Bike Trips by Month, 3-Year Trend

+8% Growth
in daily Citi Bike
use from 2017 to 2018

Year-Round Average
Trips per Day on
Citi Bike

2016: **38,491** 2017: **44,824** 

2018: 48,315



#### 17.6 million Citi Bike trips in 2018



# Cycling in the City Appendix



## DATA TYPES, SOURCES AND LIMITATIONS

The ideal source of cycling data is robust, comprehensive, and goes far back in time. In reality, information about cycling in New York City is very difficult to collect due to the geographically dispersed nature of cycling activity, the wide variety of trip types, and variations in ridership affected by weather. This brief evaluates data from a variety of sources, each with its own strengths and limitations.

Bike Counts are conducted at specific locations either by human observers or automated machines. Typically, manual counts are conducted from 7am-7pm on a non-holiday weekday with no precipitation. The counting season lasts from April to October. The strengths of this approach are that these numbers represent actual bike trips, and that in New York City, regular counts have been conducted at some locations since as far back as 1980, including the four East River bridges that connect Queens and Brooklyn to the Manhattan core and at 50th Street in Midtown. The limitations are that the geographic data points are limited; and that they emphasize longer distance, inter-borough trips that are often taken by commuters. From 1980-2006, NYC DOT performed manual East River bridge bike counts only once per year. Starting in 2007, three counts were conducted annually in May, July, and September. In 2008, the number of counts further increased to 10 monthly counts at each location. In 2013, NYC DOT installed automatic counters on the four East River Bridges that now collect data 24-hours per day, 365 days per year, providing much more complete data set for these particular locations.

Citi Bike Data accounts for every trip taken on a Citi Bike and therefore provides very comprehensive data about the number of trips over time, as well as detailed information about origin, destination, time, and distance traveled. However, this data set is limited to cyclists using Citi Bikes and to trips that begin and end within the Citi Bike service area, which—at this point in time—covers only a small portion of the city's streets. In addition, it is difficult to determine how many Citi Bike trips are new cycling trips rather than trips that would have been made using a personal bike anyway.

As the years pass, these data will provide a strong sense of the magnitude of change in cycling use. System expansion will allow these robust trip data to capture cycling trends in new neighborhoods each year.

**Bike Use Surveys** collect information about cycling from samples of the general population. These surveys do not typically provide information about where people are cycling, but they are more geographically encompassing and can more accurately gauge the number of people who are biking, including those who may not ride past typical count locations or use bike share. The following are two major sources of cycling survey data that are used in this brief, one collected at the national level, and the second collected at a citywide level.

National Surveys, including the Decennial Census and the American Community Survey (ACS) ask respondents which mode of transportation they use to get to work. Known as, "Journey to Work," this data set was collected as part of the long form of the Census from 1980 to 2000 and since 2005 is collected as part of the ACS. The strength of this data set is that it can be used to compare cities across the country but it also has several limitations. As part of the Census, the sample size was large (approximately 1 in 6 commuters), but it was only collected every ten years. As part of the ACS, the sample size is smaller (about 2.75% of households, or 240,000 each month of the year) but it is collected annually on a rolling basis. To address the smaller sample size, this report uses a three year rolling average to determine change over time.

The Journey to Work data set is also limited in that non-commuting bike trips, such as recreational or utility trips, are excluded. It also only accounts for the primary mode of commuting and therefore does not necessarily include bike trips made as part of multi-modal commutes or by occasional bike commuters. Seasonal variations in commuting patterns can also affect the data; respondents may answer the question differently depending on the time of year they are asked.

Citywide Surveys such as the NYC DOHMH Community Health Survey and the NYC DOT Mobility Survey ask respondents specific questions about their bicycle use, providing information about cyclists who may only bike to work occasionally or who regularly bike but not for commuting purposes. The sample size for these surveys is smaller than the national surveys (between 1,000 and 10,000 people depending on the survey).

#### **ESTIMATE OF DAILY CYCLING**

The Daily Cycling Trip estimate begins with the Journey to Work data from the American Community Survey. It provides estimates of how many people use a bicycle for daily commuting trips to work. According to an average of the last three years of Journey to Work data (2015-17), there are approximately 48,800 bicycle commuters in New York City who take 97,600 trips daily (assuming that each commuter takes two trips). The New York State 2009 NHTS Comparison Report (Oak Ridge National Laboratory, 2012) indicates that 18.2% of trips that New Yorkers take using personal vehicles are commuting trips to work. This would indicate that potentially 536,000 (97,600/18.2%) total bicycle trips are taken each day. For the purposes of this report, a more conservative assumption that bike commute trips are 20% of total bike trips is used, resulting in an estimate of 488,000 daily cycling trips in 2017.

The NYC DOT Mobility Survey provides an opportunity to validate these assumptions. The survey asks how many days of the previous seven the respondent used a bicycle. The number of people who responded to this question in 2017 with a number of days greater than zero represents approximately 8.9% of all adult New Yorkers (out of a survey estimate of 6.74 million total adult New Yorkers, 590,000 adult New Yorkers rode a bike in the last seven days.) According to the survey, these New Yorkers biked an average of 3.13 days. Multiplying the number of New Yorkers who rode by the average number of days biked, and dividing by seven, yields an average of 260,000 New Yorkers biking on a typical day. Conservatively assuming an average of two bicycle trips per cyclist (there and back again) results in an estimate of 520,000 daily cycling trips.

Although, the methodology used for each of these estimates is quite different, they both arrive at a relatively similar total number of trips. Therefore, it is appropriate to apply the one-in-five commute cycling trips to total cycling trips ratio assumption in order to establish estimates dating back to 1980. In addition, the growth of the Daily Cycling Trip estimate generally follows a pattern similar to the Midtown and East River Bridge bike counts.



### **Cyclist Counts At East River Bridge Locations 24-Hour Weekday Counts**

Count Year	Brooklyn Bridge	Manhattan Bridge	Williamsburg Bridge	Ed Koch Queensboro Bridge	Grand Total
1980	866	N/A	221	548	1,635
1985	1,269	N/A	594	1,209	3,072
1986	2,144	N/A	636	1,243	4,023
1987	2,270	N/A	557	695	3,523
1988	1,374	N/A	427	526	2,327
1989	959	N/A	364	674	1,997
1990	1,495	N/A	376	362	2,232
1991	1,645	N/A	N/A	959	2,604
1992	1,492	N/A	548	1,174	3,214
1993	1,659 1,814	N/A N/A	547 665	1,130	3,335
1994 1995	2,384	N/A N/A	1,006	1,071 1,536	3,550 4,926
1995	2,364	N/A N/A	1,198	2,093	5,534
1997	2,243	N/A N/A	1,198	1,252	5,161
1997	1,550	N/A N/A	1,548	1,252	4,116
1996	1,542	N/A N/A	1,521	1,306	4,116
2000	1,059	N/A	1,110	870	3,040
2001	1,205	207	1,200	1,063	3,674
2002	1,364	767	1,692	824	4,647
2003	1,458	929	2,101	2,120	6,609
2004	1,977	1,203	1,476	1,751	6,406
2005	1,876	1,165	2,438	1,555	7,033
2006	1,785	2,217	3,887	1,845	9,734
2007 (avg.)	2,105	1,846	3,333	1,967	9,251
2007 (avg.)	2,148	2,993	4,232	2,832	12,206
2009 (avg.)	3,051	3,550	5,630	3,402	15,634
2010 (avg.)	2,704	4,041	6,205	3,841	16,790
2010 (avg.)	2,704	4,952	6,719	4,288	18,941
2012 (avg.)	3,175	5,270	6,620	4,008	19,073
2012 (avg.)	3,418	5,678	7,597	4,243	20,935
2014 (avg.)	3,408	6,132	7,154	4,830	21,524
2015 (avg.)	3,435	6,223	7,290	5,178	22,126
2016 (ova.)	2 640	6 202	7.590	5 202	22 626
2016 (avg.)	<b>3,640</b> 2,944	6,203	<b>7,580</b> 6,156	5,203	22,626
April		5,355 6.454		4,148	18,602
May June	3,600 4,077	6,454 7,091	7,473 8,380	4,994 5,478	22,521 25,026
July	4,077	6,626	8,116	5,478	25,026
August	3,881	5,685	7,949	5,767	23,283
September	3,428	6,214	7,949	5,632	23,265
October	3,101	5,994	7,082	4,504	20,681
2017 (avg.)	3,157	6,573	7,272	5,406	22,408
April	2,758	5,087	5,797	4,039	17,680
May	3,052	6,593	7,114	5,151	21,910
June	3,244	7,122	7,940	5,612	23,918
July	3,181	6,777	7,454	5,451	22,863
August	3,454	6,970	7,631	6,038	24,093
September	3,237	6,933	7,760	5,830	23,760
October	3,175	6,528	7,208	5,722	22,633
2018 (avg.)	3,048	6,218	6,723	5,044	21,033
April	2,239	4,680	4,960	3,807	15,686
May	3,604	7,287	7,454	5,551	23,897
June	3,383	7,203	7,664	5,717	23,968
July	3,336	6,552	7,286	5,587	22,760
August	3,228	6,121	6,838	5,196	21,383
September	2,963	6,025	6,749	4,998	20,735
October	2,580	5,660	6,112	4,452	18,804

#### Notes:

- 1. Count is on a single mid-summer weekday from 1980, and 1985-2006, on three separate weekdays in May, July, and September 2007, and from April to October after 2007.
- 2. There is no data available for the Williamsburg Bridge in 1991.
- 3. The Manhattan Bridge path opened to cycling in 2001.
- 4. From 1980 to 2013, a multiplier of between 1.25 and 1.59 was applied to 12 hour 7am-7pm bicycle counts. This multiplier was developed from the three years of automated count data collected since January 2014 and provides an estimated 24 hour count.
- 5. From January 2014 onward, data was primarily automated and is an average of each month excluding holidays and days with precipitation.



NEW YOR	RK CITY		de de la constitue de la const	May (b)		<u> </u>	//	//	//	//			//		//		//		
			weren	Twelth A	Elevent A	Tenth Av	Minth Ave	Eighth Ave	Broadway	(b) Seventh	Sixth Av	E FIRTH AN	Nadison P	Park Ave	lexington,	Third Av	s second Ave	(P) Ties Ave (P) Total	
		, Hu	dson RI	TWEIT	Flenc	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	Mint	tight /	Bros	'	3		Mad	491	Textitu	TN /	'secon	File	
1	980		160	167	119	315	642	657	414	648	320	434	298	119	490	307	220	5,310	
	985		16	264	307	558	372		533	772	607	349	478	151	384	617	204	5,612	
	986 987		N/A 30	315 409	353 477	588 649	383 427		357 568	968 860	383 520	272 871	426 361	263 294	531 658	710 543	302 346	5,851 7,013	
	988		13	217	476	500	708		861	1,594	1,581	1,240	222	847	1,120	687	347	10,413	
	989		16	213	575	802	549		657	1,369	1,188	1,079	932	561	946	767	277	9,931	
	990 991		8 219	117 262	465 339	494 921	865 113		568 892	1,361 1,186	648 574	850 1,026	570 1,069	641 586	916 653	614 606	250 400	8,367 8,846	
	992		48	224	537	993	958		596	1,007	948	789	509	864	957	636	377	9,443	
	993		7	375	632	1,182	682		776	1,343	1,211	839	965	641	816	698	379	10,546	
	994 995		39 47	278 402	425 477	1,139 810	828 1,043		873 885	1,343 1,064	617 609	1,057 1,159	754 693	388 474	814 1,477	807 753	248 469	9,610 10,362	
1	996		35	113	341	1,090	1,345		820	1,506	1,204	1,030	836	640	872	874	380	11,086	
	997		31	136	298	1,214	856		666	1,090	932	1,397	871	855	1,311	933	521	11,111	
	998 999		62 152	160 491	241 522	929 874	1,162 726		730 759	982 1,608	1,098 587	961 744	516 751	927 737	1,481 857	879 666	328 425	10,456 9,899	
2	000		72	442	568	798	1,160	810	584	1,329	588	686	905	498	710	797	379	10,326	
(J	001 uly)	2,113	11	149	213	754	1,443	412	627	1,132	427	609	597	382	447	354	312	9,982	
(July	002 -Oct**)	2,366	3	165	414	599	715	664	473	1,053	617	610	433	456	641	707	266	10,182	
(July	003 /-Sept)	2,885	85	137	501	845	783	791	721	1,433	937	729	907	486	454	648	357	12,699	
	004 y-Aug)	2,686	42	323	238	963	1,138	739	557	1,358	810	623	756	345	711	645	343	12,277	
(J	005 uly)	2,037	55	264	172	794	845	689	464	1,315	946	344	990	393	694	696	541	11,239	
	006 ept)	1,958	36	535	325	1,069	1,212	1,144	1,029	1,182	1,683	1,018	1,175	808	962	829	632	15,597	
2007***	May	2,404	63	370	514	1,048	656	1,040	761	1,327	825	688	1,210	649	795	764	430	13,544	42.005
2007***	Jul-Aug Sept	2,392	87 129	387 229	403 467	866 847	598 1,337	899 873	618 502	941 1,002	596 971	891 1,129	1,037 884	776 787	936 549	711 624	245 395	12,383 13,688	13,205
	May	2,384	38	311	483	949	742	525	594	715	1,285	596	778	650	985	667	278	11,980	
2008	July	4,581	115	316	510	1,001	745	611	459	1,028	917	723	1,155	593	1,023	785	344	14,906	13,621
	Sept May	3,597 3,287	70 116	322 422	459 536	1,105 1,132	854 1,038	536 722	704 863	1,134 849	1,237 1,216	739 728	900	722 772	701 966	519 886	379 369	13,978 14,963	
2009	July	5,520	68	451	538	1,132	1,171	771	756	1,367	1,131	813	694	727	1,067	1,013	777	18,055	17,329
	Sept	5,440	87	479	642	1,385	1,226	894	741	1,360	1,144	979	898	801	1,170	1,045	677	18,968	
	May	3,985	108	558	657	1,277	1,525	1,065	949	1,445	894	858	1,389	1,004	1,201	970	638	18,523	
2010	July Sept	5,036 5,629	120 131	547 584	529 714	1,315	1,312	1,009	816 740	1,549	1,202	905	1,064	807 960	1,132	1,121	907 938	19,371 21,882	19,925
	May	5,267	150	572	702	1,536	1,491	1,303	791	1,468	1,047	865	1,405	886	1,281	1,093	689	20,546	
2011	July	5,486	109	529	556	1,353	1,432	674	895	1,635	1,323	914	1,084	1,028	1,214	1,245	1,122	20,599	20,841
	Sept	5,676	120	600	399	1,555	1,618	1,238	867	1,584	1,390	831	831	930	1,292	1,386	1,062	21,379	
2012	May July	5,573 6,170	102 128	309 601	474 634	850 1,428	914 1,477	N/A 661	749 N/A	1,209	1,458 1,353	916 1,085	877 1,284	529 1,022	951 1,292	1,092 1,505	987 1,295	16,990 21,572	18,931
	Sept	4,622	72	349	562	1,092	1,082	748	755	1,817	1,645	907	901	656	827	1,261	935	18,231	,,
	May	5,461	89	375	561	1,361	1,576	964	718	1,709	1,431	910	755	696	943	1,297	1,055	19,901	
2013	July	6,255	132	399	410	1,696	1,470	1,195	750	1,814	1,197	1,037	1,047	704	1,149	2,088	1,435	22,778	21,105
	Sept May	5,308 5,224	N/A 103	606 607	509 683	1,469 1,565	1,833	965 1,167	782 833	1,563 1,651	1,049 1,205	972 1,077	697 1,639	842 916	746 1,324	1,553 1,365	1,742 1,519	20,636 22,687	
2014	July	6,857	157	598	738	1,728	1,821	1,120	878	1,692	1,288	1,112	1,409	946	1,363	2,341	1,784	25,832	24,102
	Sept	5,841	114	413	659	1,810	1,896	1,088	874	2,119	1,245	1,362	1,002	916	1,163	2,156	1,128	23,786	
2045	May	5,065	165	374	640	1,623	1,853	1,072	825	1,757	1,386	824	1,023	938	1,107	2,246	1,638	22,536	22 222
2015	July Sept	5,425 5,429	116 131	477 436	675 719	1,579 1,878	1,917 2,257	1,112	785 1,037	1,608 2,147	1,221	1,211	1,103 1,274	896 1,093	836 1,078	1,588 2,375	1,469	22,018 25,145	23,233
	May	6,532	176	553	783	1,974	2,093	1,522	643	1,819	1,377	996	1,314	1,197	974	1,975	1,648	25,576	
2016	July	6,995	139	540	759	1,945	2,242	1,305	1,324	1,855	1,704	1,135	1,264	974	1,133	2,036	2,023	27,373	27,245
	Sept	6,476	206	620	698	2,193	2,338	1,240	1,149	1,932	1,816	1,366	1,410	1,188	1,247	2,706	2,201	28,786	
2017	May July	5,001 7,615	215 154	672 576	771 910	2,199	2,240 2,518	1,204	1,119	1,682 1,639	1,832	1,079	1,563 980	1,394	1,358 1,399	2,258 3,321	1,994 1,867	26,581 30,040	29,364
	Sept	6,519	228	688	857	2,301	2,467	1,495	1,490	2,060	1,957	1,394	1,500	1,313	1,716	2,863	2,623	31,471	
	May	6,638	233	968	818	2,366	2,523	1,661	1,330	1,739	2,105	1,194	1,603	1,468	1,639	2,548	2,116	30,949	
2018	July	7,824	148	754	980	2,310	2,752	1,646	1,319	1,786	2,102	1,544	1,473	1,296	1,158	2,526	2,295	31,913	31,979
	Sept	6,659	199	889	1,050	2,335	2,707	1,746	1,529	2,058	2,196	1,321	1,567	1,401	1,758	2,849	2,810	33,074	

<sup>(</sup>a) Two-way Roadway
(b) Protected Bicycle Lane
\*7:00AM-7:00PM
\*\*\*Monday Count
\*\*\*Starting in 2007, counts were conducted three times per year (Spring, Summer and Fall)

#### New York City 12-Hour Uptown Bicycle Count at 86th Street\* New York City Department of Transportation Transportation Planning & Management

NEW YORK CITY	Higher river of the specific o																			
2007	1,597	207	338	573	217	486	636	2,314	2,535	285	234	658	263	223	314	297	399	144	225	11,945
2011	3,326	321	256	717	515	594	1,008	4,360	4,162	784	218	559	590	392	631	362	290	151	142	19,378
2015	1,919	309	301	512	609	724	1,075	4,795	4,796	549	243	471	181	403	940	893	236	219	193	19,368
2016	2,085	327	383	287	1,094	854	855	5,429	5,611	613	304	373	245	329	1,024	1,099	318	243	185	21,658
2017	3,203	328	442	389	1,116	1,137	1,310	5,786	5,913	730	354	565	77	455	1,924	1,187	366	237	194	25,713
2018	3,170	465	451	431	1,093	1,426	1,541	6,056	5,694	825	439	773	283	579	2,092	1,073	593	264	236	27,484

Uptown counts are 12 hour bicycle counts that take place in October at 86th St
(a) Two-way Roadway
(b) Protected Bicycle Lane
\* 7:00AM-7:00PM