

New York City Bicycle Lane and Trail Inventory Phase II



New York City Department of City Planning
Member of New York Metropolitan Transportation Council

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October 2001

The preparation of this report has been financed in part through funds from the US Department of Transportation, Federal Highway Administration. This document is disseminated under the sponsorship of the Department of Transportation in the interest of information exchange. The contents of this report reflect the view of the author, who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration or the New York Metropolitan Transportation Council. This report does not constitute a standard, specification, or regulation.

This project was funded by a matching grant from the Federal Highway Administration, PIN# PT2118912, Program Year 2000-2001

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Introduction

Phase I of the Bicycle Lane and Trail Inventory project provided comprehensive information on existing physical conditions of New York City's bicycle facilities. The second phase of the project focuses primarily on the usage component of bicycle facilities. The document features the extensive field data that was collected for this purpose. As further described in the analysis sections, three main factors influence the usage of bicycle facilities:

- *continuity of the facility,*
- *proximity to destinations and*
- *condition of the facility.*

Additionally, the report updates the conditions inventory by recording newly built and reconstructed bicycle facilities.

Data on non-motorized transportation modes, particularly on bicycling and walking, is severely limited. New York City currently lacks comprehensive data of bicycle lane and trail usage. Since 1980, the New York City Department of Transportation (NYCDOT) has been monitoring bicycle travel at selected locations in Manhattan. However, these surveys are not specifically taken where bicycle lanes are located. Little is also known about the amount of bicycling in the remainder of New York City and about the usage of off-street bicycle facilities.

This inventory provides such data to assist and substantiate ongoing and future bicycle planning projects. It can aid in the understanding of cycling habits and trends and therefore allow for more accurate and persuasive recommendations for the improvement of bicycle facilities in New York City. As a predecessor of the New York Metropolitan Transportation Council's (NYMTC) bicycle data collection program for the metropolitan region, which is anticipated to start in 2002, it will set the stage for a continuous and comprehensive data gathering effort.

National Examples for Bicycle Count Programs

To find examples on how bicycle data collections are undertaken in other parts of the country, an informal email survey was sent out to Bicycle Coordinators across the United States. It revealed very few models of comprehensive bicycle count programs. Even factoring in that not every possible source was reached and that not every agency responded, this indicates a lack in bicycle data collection in most cities and communities. Bicycle data collection is a labor intensive task, and as a result, most communities are without or have limited bicycle information.

The City of Portland, Oregon has its Office of Transportation work in collaboration with a local university. The task of an undergraduate class in statistics is to conduct an annual cordon count of Downtown Portland (one day, evening peak hour count in summer) and analyze the recorded data. Additionally, interns are hired to conduct manual hand counts at approximately 80 locations throughout the city, again as one day summer-time, evening peak hour counts. The city also uses pneumatic short hoses on some of their bridge paths to detect bicyclists.

Over the past three years, New York State DOT, Region 10 (Long Island) has attempted to count bikeway users and has had only moderate success. Either human error during manual counts or inherent deficiencies with automatic counters accounted for most inaccuracies. As an alternative method, the usage on the Jones Beach bikeway was recorded by videotaping the location. The camera was set up in a manned bridge tower, which provided security, power, and a person to change the tapes. Eight-hour videotapes covered all daylight hours on weekdays and weekends. The camera was zoomed so that the image was as far away as possible while keeping the user's mode discernable. The wide angle of view gave an adequate crossing time of the user through the camera view, which allowed the video to be played back at faster speed when counting the users. Using these faster playback speeds reduced nearly eighty hours of footage to less than thirty



hours of review with nearly one hundred percent accuracy.

The Pima Association of Governments in Tuscon, Arizona has just started a bicycle counting program. Bicycles will be counted in bicycle lanes and at intersections, for both through and turn movements. The private contractor uses the typical pneumatic hoses utilized for motor vehicles counts, positioned specifically for bicycle locations. Before this program, only manual counts were conducted around the University of Arizona through the use of volunteers.

The San Diego, California Association of Governments has been recording bicycle volumes at selected intersections every few years since the early 1980s. The one-day counts were taken during peak hours at 70 -80 sites. However, they are not satisfied with both the recorded data and the level of effort it takes to collect it, therefore the possibility of using video cameras and time lapse recordings is being examined. The idea is to get full day counts at fewer sites until a better understanding is reached on how bike trips are distributed by time of day and time of year, e.g. twelve-hour counts done in 1981 indicated the peak period for bikes at midday, but counts in other years were taken at traditional work commute peaks. The goal is to collect data more frequently at selected sites and to evaluate the impact of new facilities. A few cameras are already in place, sending images to traffic management centers, but these are at intersections unrelated to bicycle routes.

User Survey along Bicycle Facilities

Since 1980, NYCDOT has been monitoring bicycle travel at selected locations. Bicycle volumes are recorded on the Staten Island Ferry, on three East River bridges on which Class I bicycle paths exist, and across 50th Street in Midtown Manhattan.

In an effort to target user volumes along existing bicycle lanes, the Department of City Planning's Transportation Division conducted manual counts on most of New York City's bicycle lanes during September/October 2000. The majority of the data collected pertained to cyclists, but rollerblade and scooter data was included as well because of their propensity to utilize bicycle facilities and growing popularity as modes of transportation. Additional counts were conducted along the circuits of Central Park and Prospect Park, at three Manhattan/Bronx bridges with pedestrian and bicycle provisions, and along selected greenways, especially where bicycle lanes are scarce. A further survey was taken along the Hudson River Park Trail. This greenway was expected to open towards the end of this project, so before- and after-construction data was collected to analyze impacts of facility improvements.

Overall, user counts were conducted at forty three different locations along thirty three on- and off-street bicycle facilities.

Data Specifics

Along bicycle lanes, for every bicyclist in the corridor the following information was collected: Whether the bicyclist was traveling

- in the bicycle lane
- in the travel lane adjacent to the bike lane
- in any of the other travel lanes
- counterflow in the bicycle lane
- counterflow out of the bicycle lane
- on the sidewalk

Whether the bicyclist was

- male or female
- wearing a helmet or not
- and/or, a child under 16 years of age

Similarly, for every rollerblader and scooter in the

corridor the following information was collected:
Whether the person was traveling

- in the bicycle lane
- out of the bicycle lane
- counterflow anywhere on the road

No information was collected on the rollerblader and scooter user’s gender or use of safety equipment. The last item in the survey described observed conditions, for example, vehicles using the bicycle lane as a double parking lane, cyclists encountering conflicts with turning vehicles, truck loading and unloading in the bicycle lane, etc.

Greenway users were placed into four categories:

- bicyclists (plus helmet usage)
- bladers, scooters and skateboarders
- joggers
- walkers

Additionally, gender and direction of travel was recorded for each group.

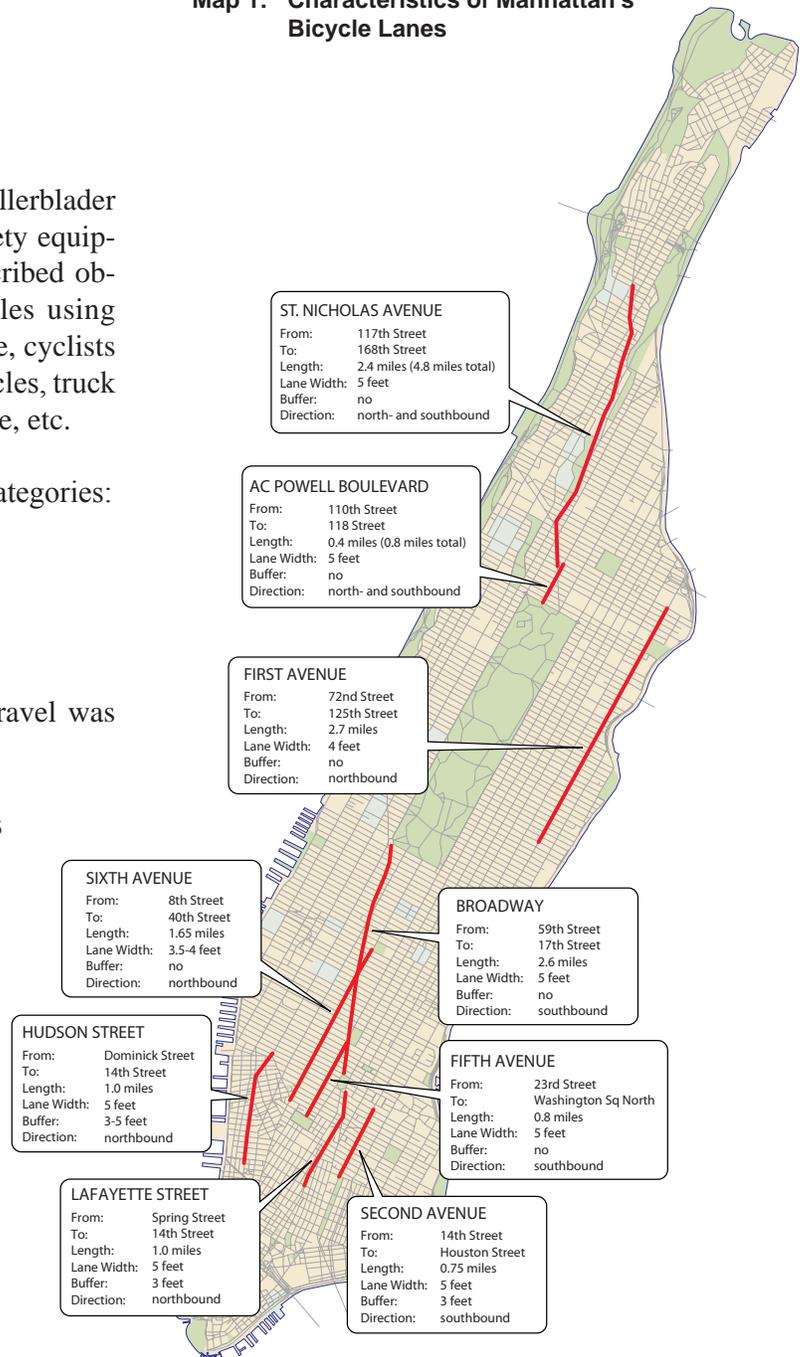
Manhattan Bicycle Lanes

On October 27th, 1999 counts were conducted by Transportation Division staff along all of Manhattan’s bike lanes, excluding the Central Park circuit. These counts, similar to NYCDOT’s Manhattan Central Business District counts, were performed for a 12 hour period from 7am to 7pm. This was the first large-scale effort focusing specifically on bike lanes. The survey was repeated on September 27th 2000 and October 3rd 2001.

The survey data was collected at the approximate midpoint of each of the bicycle lanes in Manhattan. However, because of their extreme length, two data collection points were assigned on both the Broadway bicycle lane and on the St. Nicholas Avenue bicycle lane. These two points were chosen by dividing the lane into two equal sections and then finding the approximate midpoints of both sections.

To avoid any possible confusion with turning cyclists entering/exiting the lane, the data was usually

Map 1: Characteristics of Manhattan’s Bicycle Lanes



collected at mid-block rather than at an intersection. Along the two facilities with lanes in both north- and southbound directions, St. Nicholas Avenue and Adam Clayton Powell Blvd, separate data was taken for each direction.



Table 1
1999, 2000 and 2001 Manhattan Bicycle Lane Counts

Location	1999						2000						2001						
	Cyclist	Male	Female	Male	Female	Total	Cyclist	Male	Female	Male	Female	Total	Cyclist	Male	Female	Male	Female	Total	
2nd Ave @ 7th St	741	83%	17%	17%	25%	18%	815	81%	19%	14%	26%	16%	981	81%	19%	14%	25%	16%	47
Hudson St @ Christopher	666	88%	12%	20%	32%	22%	704	87%	13%	22%	30%	23%	809	83%	17%	19%	30%	21%	83
Lafayette @ Astor Pl	1268	87%	13%	20%	28%	21%	1361	82%	18%	21%	26%	22%	1417	81%	19%	21%	25%	22%	44
5th Ave @ 14th St	941	89%	11%	20%	26%	21%	965	86%	14%	17%	19%	17%	1031	85%	15%	16%	31%	18%	77
6th Ave @ 23rd St	1754	92%	8%	20%	33%	22%	1953	92%	8%	17%	35%	19%	1733	89%	11%	17%	36%	19%	67
Bdwy @ 28th St	656	92%	8%	13%	48%	16%	824	92%	8%	18%	44%	20%	820	93%	7%	16%	40%	18%	30
Bdwy @ 48th St	908	96%	4%	17%	39%	18%	998	89%	11%	16%	43%	19%	772	93%	7%	19%	35%	20%	51
1st Ave @ 91st St	227	95%	5%	10%	55%	12%	243	93%	7%	11%	44%	13%	299	94%	6%	6%	59%	9%	5
AC Powell Blvd @ 113rd	237	91%	9%	23%	53%	26%	299	93%	7%	20%	43%	22%	294	92%	8%	16%	46%	18%	9
St Nich Ave @ 128th St	180	89%	11%	31%	57%	34%	330	91%	9%	29%	47%	30%	339	92%	8%	24%	57%	27%	3
St Nich Ave @ 151st St	148	93%	7%	25%	90%	29%	211	90%	10%	35%	73%	39%	131	82%	18%	33%	70%	40%	2
TOTAL	7726	90%	10%	19%	33%	21%	8703	88%	12%	19%	32%	20%	8626	87%	13%	18%	32%	19%	418
Data by direction for two-way streets																			
AC Powell Blvd NB	102	89%	11%	35%	55%	37%	142	91%	9%	24%	46%	26%	157	90%	10%	23%	47%	25%	3
AC Powell Blvd SB	135	93%	7%	15%	50%	18%	157	94%	6%	17%	40%	18%	137	95%	5%	8%	43%	10%	6
St Nicholas Ave /128 NB	81	88%	12%	27%	60%	31%	142	89%	11%	28%	47%	30%	149	92%	8%	26%	67%	29%	2
St Nicholas Ave /128 SB	99	89%	11%	35%	55%	37%	188	93%	7%	29%	46%	30%	190	92%	8%	23%	50%	26%	1
St Nicholas Ave /151 NB	79	93%	7%	22%	83%	27%	91	88%	12%	36%	82%	42%	68	85%	15%	33%	50%	35%	0
St Nicholas Ave /151 SB	69	94%	6%	28%	100%	32%	120	91%	9%	35%	64%	38%	63	79%	21%	34%	85%	44%	2

Analysis

Because the last annual counts on October 3rd 2001 were conducted during the final stage of this document, its data will be presented without further analysis. Additionally, circumstances from the September 11th events led to traffic restrictions and different traffic patterns in Manhattan, which makes comparison of the data to previous years problematic. The main restrictions to vehicular traffic were:

- from 6-12 am no single-occupancy private vehicles allowed into Manhattan on crossings below 63rd Street
- Brooklyn Battery Tunnel closed to traffic, Holland Tunnel open for outbound traffic only (no truck)
- no private vehicles permitted to cross south at Canal St.

Generally, locations below 14th Street saw an in-

crease in ridership compare to September 2000, while locations in Midtown Manhattan had the biggest decreases in actual numbers of cyclists.

For the first two annual surveys, user counts along Manhattan’s bicycle lanes revealed an average increase of 13 percent for bicyclists and 50 percent for rollerbladers and scooters between 1999 and 2000 (Table 1). Part of that increase might be accounted for by the different dates of the survey, the end of October in the first year as compared to September for the second survey. But the increase at each of the lanes varies enough, from 3 to 83 percent for bicyclists, that at least a portion of the additional numbers may be attributed to overall increased ridership (Chart 2). The analysis focuses mainly on bicyclists, because the low numbers of bladers and scooters may lead to inflated percentual differences between the two years (e.g., a 100 percent

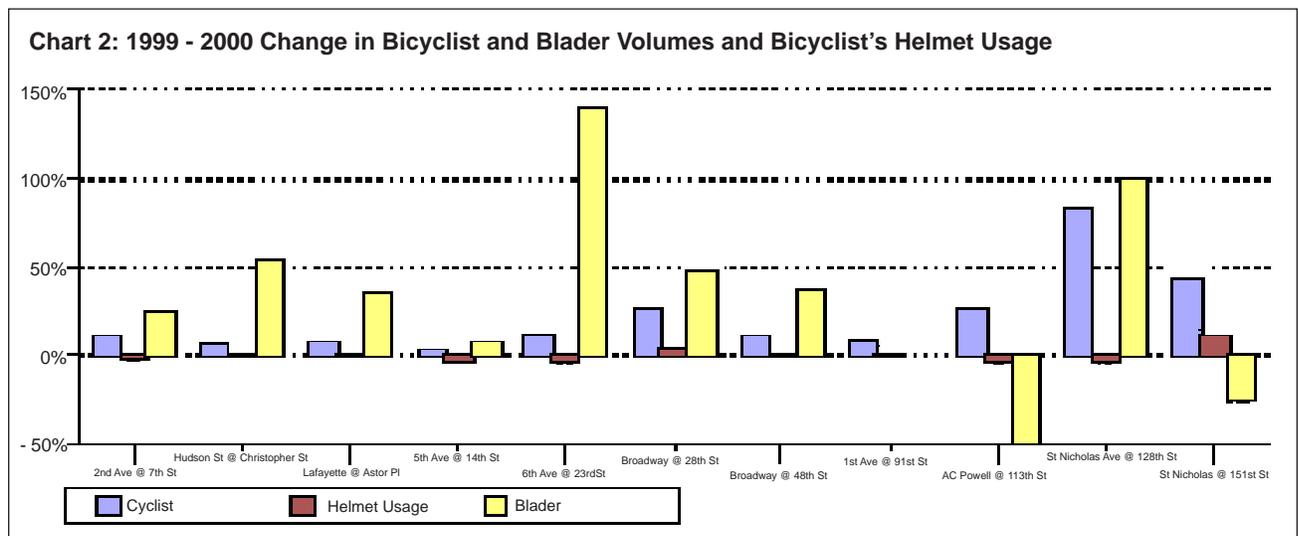
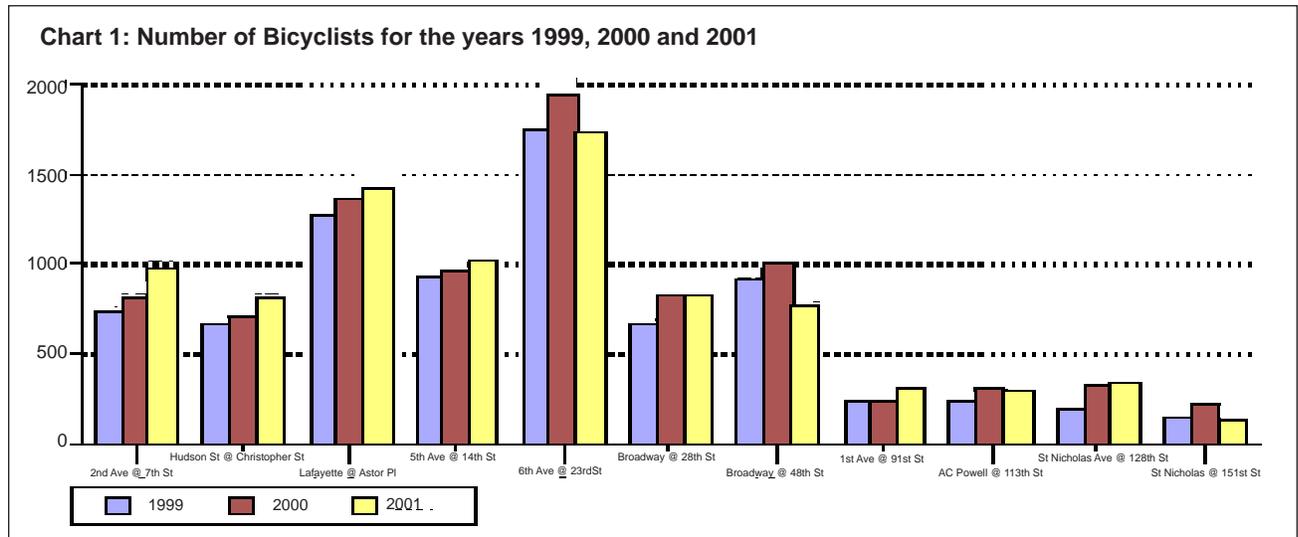
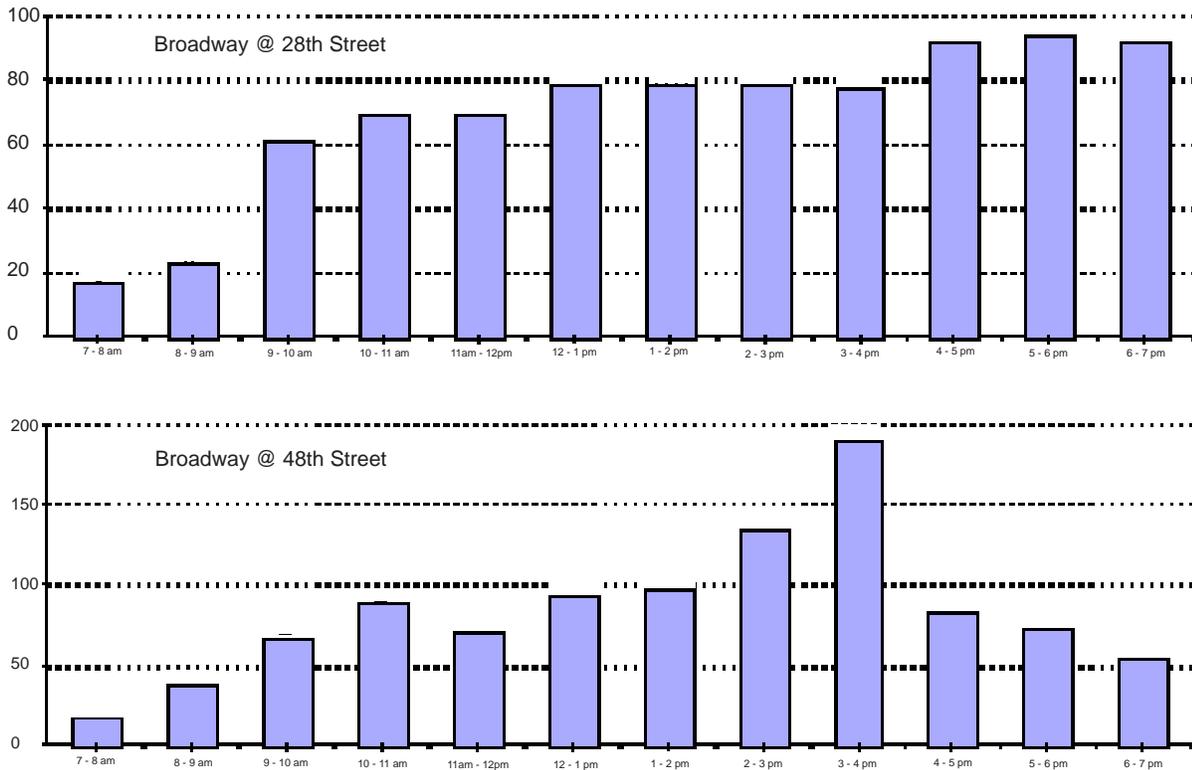




Chart 3: Hourly Bicyclist Volumes at Broadway (2000)



increase on St. Nicholas Avenue refers to only one additional blader during the 12-hour period).

A substantial difference in user volumes can be found between Manhattan’s bicycle lanes above and below 59th Street. While bicycling in the Central Business District seems to be a widespread mode of transportation, bicycle lanes in Upper Manhattan are not utilized at the same rate (Chart 2). One reason for this is unquestionably the high number of bicycle messengers observed in central Manhattan.

Examining the peak volumes during the twelve-hour period, no pattern can be found for all locations. Several bicycle lanes register evening peaks between 4:30-6:30 pm and midday peaks around 1 pm. However, a number of lanes do not reveal any significant peak periods, but rather “stand-alone” top-level volumes for fifteen minute intervals. Especially at Midtown locations, this might be caused by a fairly steady flow of bicycle messengers throughout the day. Chart 3 shows volumes for the two Broadway locations that demonstrate

the great difference in patterns even at the same facility 20 blocks apart. (for other locations see Appendix A.i)

In spite of being Manhattan’s narrowest bicycle lane on a road with high traffic volumes, the **Sixth Avenue** bicycle lane accounts for the most users in all years. An explanation is its location in the center of Midtown Manhattan and reasonable length of 1.65 miles. Between 1999 and 2000 bicyclist volumes increased by 11 percent to almost 2000 riders for the twelve-hour period. With 105 rollerbladers and scooters it has also the highest volumes for this user group, with an increase of 139 percent, due to 61 additional users in the year 2000. Around 60 percent of the bicyclists at this location were actually positioned in the bike lane, the highest percentage in any of the lanes below 110th Street. *This may be an indication that at locations with heavy traffic volumes (about 2000 vehicles/hour at Sixth Avenue during morning and evening peaks, DCP’s Midtown Manhattan Study) bicyclists are more prone to use dedicated facilities, even if they are narrow.*

The next highest bicyclist and rollerblader volumes are found along the **Lafayette Street** bicycle lane. This is a favorite with many bicyclists, a wide lane with an additional buffer, located in the center of Lower Manhattan. It has, like the two other buffered bicycle lanes, a fairly high ratio of counterflow riders. *During almost half the time of the twelve hour 2000 counts, double parked cars and unloading trucks blocked the bicycle lane, leading to a sharp increase in bicyclists forced to ride outside the lane.* Additionally, a high number of cyclists at the Astor Place location intend to turn east towards the East Village and therefore position themselves on the side of the roadway opposite the bicycle lane.

With only 0.8 miles, the centrally-located **Fifth Avenue** bicycle lane with its connection to New York University ranks in the top four of user volumes for both years. The construction work / repaving of the roadway just prior to the 2000 counts may have caused some bicyclists to avoid using this lane, where ridership increased only marginally by three percent.

Broadway is the longest bicycle lane in the center of Midtown Manhattan. Its northern survey point at West 48th Street accounted for about 1000 cyclists in the year 2000. The southern location at West 28th Street saw the highest increase in ridership (26 percent) of all bicycle lanes below 59th Street and ranks as number five in bicyclist volumes in 2000. It is probable that bicyclists prefer direct southbound avenues instead of the diagonal running Broadway because it creates irregular intersections which are difficult for bicyclists to negotiate. Additionally, its narrow and often obstructed bike lane may discourage use. However, bicyclists who ride on Broadway, especially at the northern location, are primarily positioned in the lane.

A fair number of bicyclists were also observed along the **Second Avenue** and **Hudson Street** bike lanes. Both are five foot lanes with an additional three foot buffer which attracts many counterflow cyclists, especially when adjacent streets lack bicycle facilities.

The bicycle lanes with the lowest user volumes are

First Avenue, Adam Clayton Powell Boulevard and **Saint Nicholas Avenue**. All of them are located above 59th Street. While First Avenue ridership increased by only 7 percent, the three other locations saw increases of up to 83 percent. As already mentioned, this has to be seen in relation to the actual numbers: while 199 additional bicyclists mean an increase of only 11 percent on Sixth Avenue, 150 bicyclists on Saint Nicholas Avenue account for an 83 percent increase. Nonetheless, the additional riders above 110th Street amount to a significant expansion in ridership along these facilities.

Other Bicycle Facilities

In addition to counts along Manhattan’s on-street lanes, user surveys were taken on several other bicycle facilities during September/October 2000. Because there are few on-street bike lanes in boroughs other than Manhattan, off-street greenways were also included in the survey. Additionally, the Central Park and Prospect Park loops and facilities on three Manhattan/Bronx bridges were

	Bike Lanes	Greenways	Bridges
Brooklyn	5	3	
Bronx	1	2	
Manhattan	1	2	
Queens	2	1	
Staten Island	1	0	

surveyed.

Due to the observed inconsistency of bicycle peak periods at the Manhattan locations and limited resources, remaining counts were conducted during motor vehicle peak hours. Counts were usually taken during two morning and evening peak hours and, if staff availability permitted, during two midday hours (7:30-9:30 am, 12:00-2:00 pm and 4:30-6:30 pm). For greenways used primarily for recreation, weekend, rather than weekday, counts were conducted. In general, bicycle lane counts were taken in the same manner as the Manhattan counts (see page 2). Greenway users were divided



**Table 3
Fall 2000 Additional Bicycle Lane Counts**

Boro	Bike Lane	Direction	Date	Day	Cyclist 4 / 6 hours	Male	Female	Male Helmet	Female Helmet	Total Helmet	Blader and Scooter 4 / 6 hours
BK	Adams St @ Pierrepont	NB	09/07	weekday	213 / 237	78%	22%	47%	78%	54%	5 / 5
BK	Adams St @ Pierrepont	SB	09/07	weekday	109 / 130	85%	15%	47%	65%	50%	3 / 3
BK	Bedford Ave @ Courtelyou	NB	09/21	weekday	36	92%	11%	0%	25%	3%	1
BK	Bedford Ave @ Courtelyou	SB	09/21	weekday	37	89%	11%	9%	0%	8%	1
BK	Clinton St @ Pierrepont	NB	10/04	weekday	121	74%	26%	48%	32%	44%	1
BK	Henry St @ Joralemon	SB	09/21	weekday	71	87%	13%	24%	44%	27%	3
QN	34th Ave @ 89 th St	EB	09/25	weekday	62	97%	3%	12%	50%	13%	3
QN	34th Ave @ 89 th St	WB	09/25	weekday	65	91%	9%	8%	0%	8%	5
QN	73rd Ave @ 173 rd St	EB	10/12	weekday	9	89%	11%	25%	100%	33%	0
QN	73rd Ave @ 173 rd St	WB	10/12	weekday	7	71%	29%	60%	50%	57%	0
BX	Prospect Ave @ 162 nd St	NB	10/03	weekday	24	96%	4%	0%	0%	0%	4
BX	Prospect Ave @ 162 nd St	SB	10/03	weekday	35	100%	0%	0%	---	0%	2
SI	Capodanno Blvd @ Seaview	NB	09/11	weekday	8	75%	25%	67%	100%	75%	2
SI	Capodanno Blvd @ Seaview	SB	09/11	weekday	22	55%	45%	67%	70%	68%	0
Central Park and Prospect Park loops											
MN	Central Park Drive @ E 86th	NB	10/12	weekday	668 / 1068	78%	22%	62%	78%	65%	122 / 213
MN	Central Park Drive @ E 86th	NB	10/14	weekend	2280 / 3360	72%	28%	50%	62%	54%	948 / 1308
MN	Central Park Drive @ W 86th	SB	10/12	weekday	695 / 1082	79%	21%	62%	74%	65%	110 / 200
MN	Central Park Drive @ W 86th	SB	10/15	weekend	2416 / 3408	72%	28%	55%	59%	56%	943 / 1501
BK	Prospect Park Drive @ Empire	NB	10/11	weekday	429 / 603	80%	20%	52%	67%	55%	23 / 27
BK	Prospect Park Drive @ Empire	NB	10/15	weekend	1476 / 2164	73%	27%	59%	63%	60%	103 / 116

4 hours - weekday: 7:30-9:30 and 4:30-6:30, weekend: 11:00-3:00
6 hours - weekday: plus 12:00-2:00pm, weekend:10:00-4:00

**Table 4
Fall 2000 Greenway Counts**

Boro	Greenway	Date	Day	Hours	Cyclist	Blader	Jogger	Walker	Total
BK	Eastern Pkwy @ Franklin	09/07	weekday	4h	50	6	8	564	628
BK	Ocean Pkwy @ Ave F	09/12	weekday	4h	133	2	9	167	311
BX	Pelham Pkwy @ Williamsbridge	10/04	weekday	4h	62	0	35	178	275
BX	Mosholu Pkwy @ Hull	10/04	weekday	4h	32	0	4	93	129
BK	Shore Pkwy @ 4 th Ave	09/09	weekend	6h	928	106	157	467	1658
QN	Joe Michaels Mile @ 28 th Ave	9/16	weekend	6h	568	227	232	300	1327
MN	East River East Side @ Houston	10/28	weekend	6h	220	57	637	249	1163
MN	East River West Side @ Houston	10/28	weekend	6h	108	29	139	402	678
Manhattan-Bronx Bridges									
	Broadway Bridge	10/12	weekday	4h / 6h	55 / 76	3 / 3	8 / 8	634 / 924	700 / 1011
	145th Bridge	10/11	weekday	4h / 6h	66 / 93	3 / 4	0 / 0	311 / 435	380 / 532
	Willis Bridge	10/12	weekday	4h / 6h	111 / 168	3 / 4	4 / 4	104 / 169	222 / 345

4 hours - weekday: 7:30-9:30 and 4:30-6:30, weekend: 11:00-3:00
6 hours - weekday: plus 12:00-2:00pm, weekend:10:00-4:00

into four groups: bicyclists, bladders/ scooters, joggers, and walkers.

The one-time survey of bicycle lanes and greenways primarily in boroughs other than Manhattan permits only a general comparison of the facilities. However, all these locations will be part of a future bicycle data collection program, initiated by NYMTC. Further conclusions may be drawn after follow-up counts have been conducted under this program.

Also, low volumes at some of the surveyed facilities should not be mistaken for low overall bicycle volumes in these boroughs. Designated facilities are very limited and many are not centrally located, so bicyclists might be found in much higher numbers along major connectors without bicycle facilities.

Analysis

Bicycle lanes in the Downtown Brooklyn area account for the most cyclists during weekdays in the four boroughs other than Manhattan. These volumes may be attributed to a concentration of destinations and the proximity to East River bridges. In particular, **Adams Street**, which serves as a connector to the Brooklyn Bridge path, can easily compete with bicycle volumes on most Manhattan lanes during the same peak hour periods (see Table 5). Unfortunately, it is also one of the locations with the lowest ratio of riders in the bicycle lane, because the lane is almost constantly blocked by

illegally parked vehicles.

The off-street path along **Ocean Parkway** ranks second highest with 133 bicyclists in both directions during the four hour weekday period. The on-street bicycle lane on **Bedford Avenue**, which parallels Ocean Parkway in fairly close distance, accounts for only about half the number of cyclists in the same time period. ***Bicyclists appear to prefer the additional safety that an off-street facility offers.*** Also **Clinton Street** records high volumes with 121 bicyclists. The bicycle lane with the lowest volumes is **73rd Avenue** in Queens, followed by **Father Capodanno Boulevard** in Staten Island.

It is hard to compare weekday counts along the circuits in Prospect Park and Central Park with other bicycle lanes, because recreational usage contributes to their high volumes.

During the weekend, **Central Park** draws by far the highest number of bicyclists of all count locations. ***New Yorkers use its spacious car-free loop for recreation and exercise and tourists may also enjoy a ride by renting bicycles in the park.*** About 3,400 riders were recorded during the six hour period. **Prospect Park** accounted for 2,164 bicyclists during the weekend, a volume that was exceeded along the Hudson River Trail during the follow-up counts (see Hudson River Greenway section). **Shore Parkway** in Brooklyn and **Joe Michaels Mile** in Queens recorded volumes of 1,658 and 1,327 greenway users, almost half of them bicyclists. This ratio was much lower in **East River Park**, with its ball fields, where most users are pedestrians.

The three surveyed bridges connect Manhattan and the Bronx. **Broadway Bridge** at the tip of Manhattan recorded the most users with 1,011 persons during six-hour weekday counts. However, the vast majority of these were walkers. **Willis Bridge** with the lowest overall user volumes accounts, on the other hand, for the highest bicycle volume of all three bridges. ***It appears to be a fairly desolate location, which is probably the reason for the very small number of female users.***

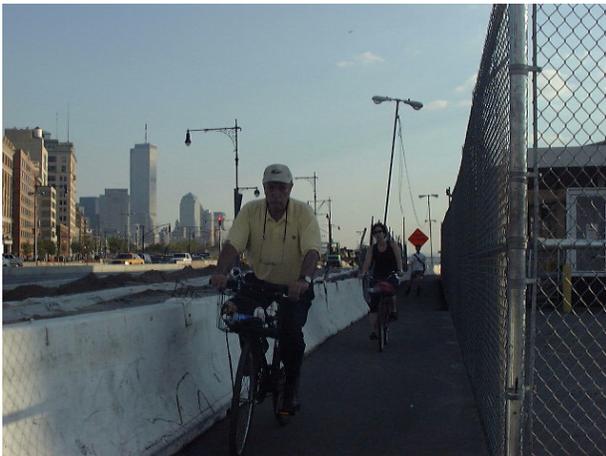
Table 5
Reference Volumes at Manhattan’s Bicycle Lanes

Manhattan Bicycle Lanes	7:30-9:30am plus 4:30-6:30pm volumes
2nd Ave @ 7th St	259
Hudson St @ Christopher	210
Lafayette @ Astor Pl	368
5th Ave @ 14th St	274
6th Ave @ 23rd St	597
Bdwy @ 28th St	240
Bdwy @ 48th St	239
1st Ave @ 91st St	92
AC Powell NB	58
AC Powell SB	60
St Nicholas/128 NB	62
St Nicholas/128 SB	70
St Nicholas/151 NB	49
St Nicholas/151 SB	54



Hudson River Greenway

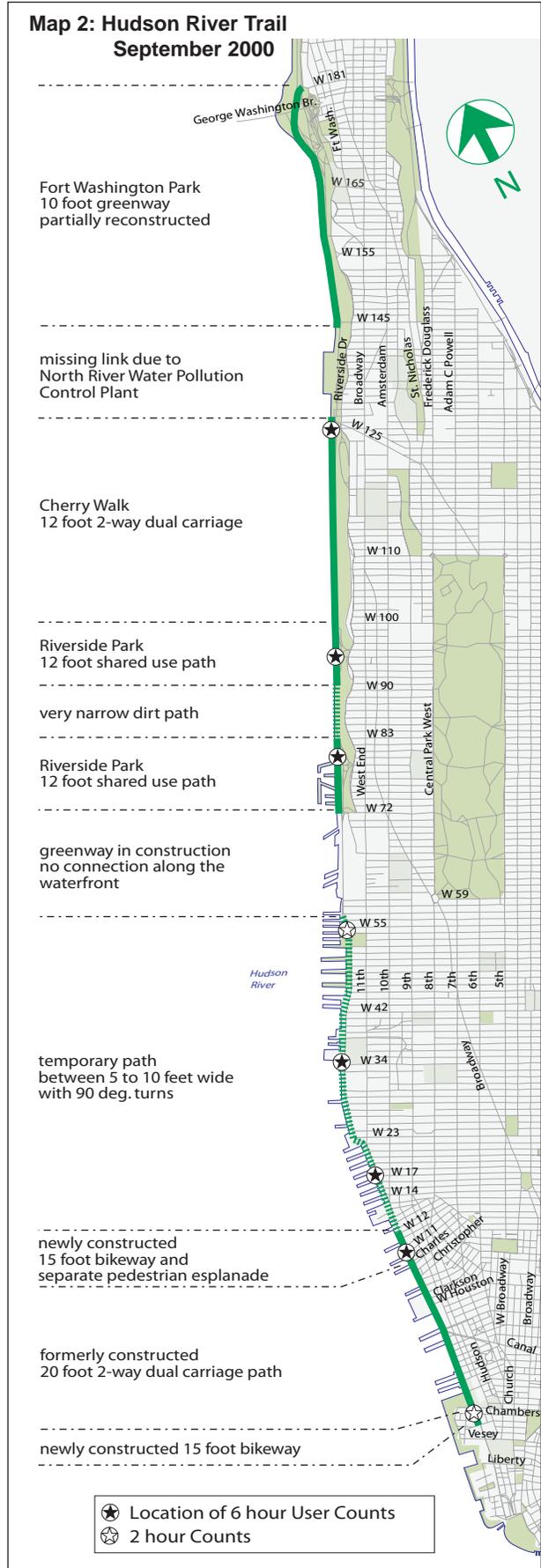
The Hudson River Park Master Plan proposes a multi-use greenway with landscaped and mostly separated bicycle and pedestrian pathways along the river front from Battery Place to West 55th Street. In the year 2000, construction on the adjacent Route 9A highway moved forward and with it, construction on the bikeway/walkway. In September, at the time of the first set of counts, a two-block segment below Chambers Street and a segment between Charles Street and West 12th Street had been newly constructed. The segment between Chambers Street and Charles Street, though not the final design, was previously constructed as a wide mixed use path of 12 feet or more. Sections north of West 12th Street were narrow interim pathways with many odd turns, lined with concrete barriers and chainlink fences, some segments being not more than five feet wide (Map 2).

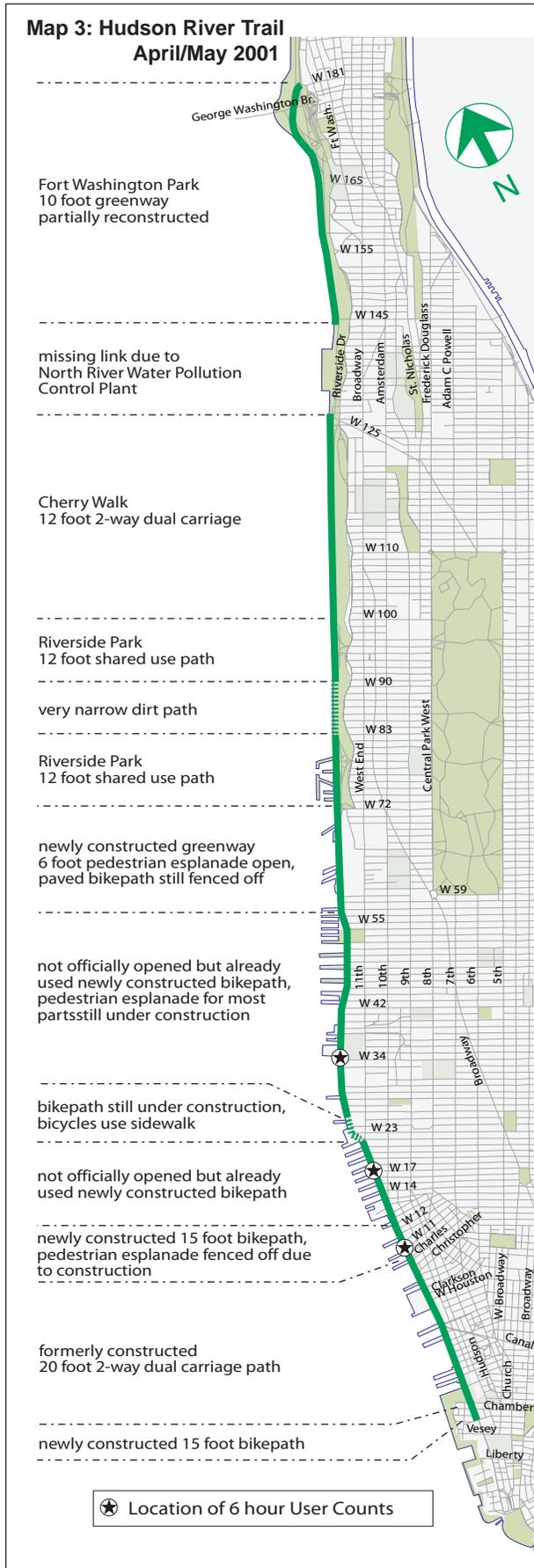


Narrow width and 90 degree turn at temporary section September, 2000

The follow-up counts were scheduled for the end of April. Though not officially open, the sections from West 12th Street up to West 59th Street had been completed as wide landscaped greenway (see Map 3). Separate pedestrian esplanades were mostly still under construction. During the week, construction crews and vehicles could still be found along the path, but on the weekends the new facility was already completely taken over by recreational New Yorkers and tourists.

While not part of the Hudson River Park, other greenway sections exist north of West 55th Street.





The Riverside Park Trail leads from West 72nd Street to West 100th Street, with a very narrow segment between West 83rd and West 90th Street. The path continues as Cherry Walk up to West 125th, a segment completed in Spring 2000. Another section runs in Ft. Washington Park from West 145th Street to West 181st Street, parts of it reconstructed in Fall 2000.

A crucial link to a continuous greenway along the waterfront was opened in April, 2001 between West 55th and 72nd streets. This improvement creates connectivity for most of Manhattan’s Hudson River waterfront and enables greenway users to travel on a continuous path from the Battery up to West 125th Street. A missing section that still existed in May 2001 between West 125th and West 145th Street is now accessible by opening a service road to greenway users.

User Counts

User counts focused on the proposed path in Hudson River Park between Battery Park and West 59th Street. With the ongoing construction, locations in this area gave the opportunity of before- and after-construction counts. Three locations were chosen for the before-counts. At West 11th Street the only finished section of the greenway existed at the time, with a wide bicycle/blader path divided from a pedestrian esplanade by a landscaped area. At West 17th and 34th streets the greenway existed only as 6 to 8 foot wide interim paths. Counts were taken simultaneously for three two-hour peak times during a September weekday and for six hours during the following weekend, both



Greenway at W 11th Street with bicycle/blader path, landscaped area and pedestrian esplanade to the right, September 2000



sunny days with temperatures ranging from 65 to 80°F. Two additional locations were covered during the midday peak. Weekday reference counts were conducted at three locations along the northern greenway sections. Greenway users were recorded in four different categories: Cyclists, Bladers/Scooters, Walkers and Joggers. Each group was further classified by gender and travel direction. (The very first set of counts specified gender only as a total for all users.)

The follow-up counts along the Hudson River Park section took place on Sunday, April 29 and Wednesday May 2, 2001, both sunny days with temperatures from 60 to 90°F. Besides having just had some of the first warm spring weeks and weekends, several newspaper articles had made New Yorkers aware of the new opportunities along the Hudson River. User volumes were recorded during the same six hour periods as the prior counts. To make it easier to keep track of the expected increase in user numbers, information on gender was omitted. *Unlike the conditions found in September, the West 11th Street location was less complete with the esplanade and lawn fenced off due to construction*



Narrow temporary path along the waterfront at West 34th Street. The unfinished bikeway can be seen to the right. September 2000

on the bulkhead. Though not officially open, a wide bike/walk path was now in place along the West 17th and 35th Streets locations. A separate pedestrian esplanade was still under construction.

Analysis

Along the three locations in Hudson River Park (at West 11th, 17th and 34th Street), user numbers decrease by about sixfold from south to north in Fall 2000. They are higher again where the greenway

Table 6
Fall 2000 and Spring 2001 Hudson River Greenway Counts

Location	Date	Hours	Cyclist	Blader/ Scooter	Jogger	Walker	Total	North bound	South bound
Weekday Counts September/October 2000									
W 11	09/12	6h	541	268	586	508	1903	48%	52%
W 17	09/12	6h	282	72	162	215	731	49%	50%
W 34	09/12	6h	157	11	24	127	319	50%	50%
Chambers	09/12	2h	91	55	228	262	636	51%	49%
W 55	09/12	2h	14	0	2	27	43	47%	53%
W 80	10/04	6h	143	22	212	350	727	56%	46%
W 95	10/04	6h	149	49	206	268	672	48%	52%
W 125	10/04	6h	95	20	51	43	209	55%	45%
Weekend Counts September 2000									
W 11	09/17	6h	1621	1026	1056	1823	5526	46%	54%
W 17	09/17	6h	758	355	277	596	1986	49%	51%
W 34	09/17	6h	456	57	87	268	868	51%	49%
Follow-up Weekday Counts May 2001									
W 11	05/02	6h	1151	530	875	696	3252	49%	51%
W 17	05/02	6h	948	331	292	485	2056	51%	49%
W 34	05/02	6h	777	118	111	242	1248	49%	51%
Follow-up Weekend Counts April 2001									
W 11	04/29	6h	2616	1647	1060	2011	7334	47%	53%
W 17	04/29	6h	2249	1020	410	819	4498	48%	52%
W 34	04/29	6h	2114	635	188	537	3474	53%	47%

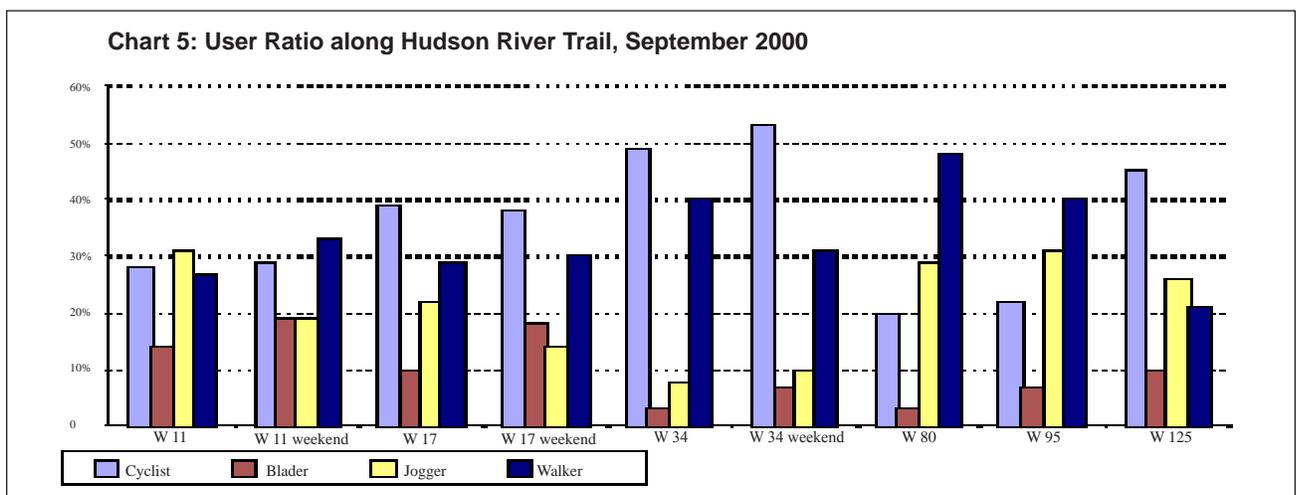
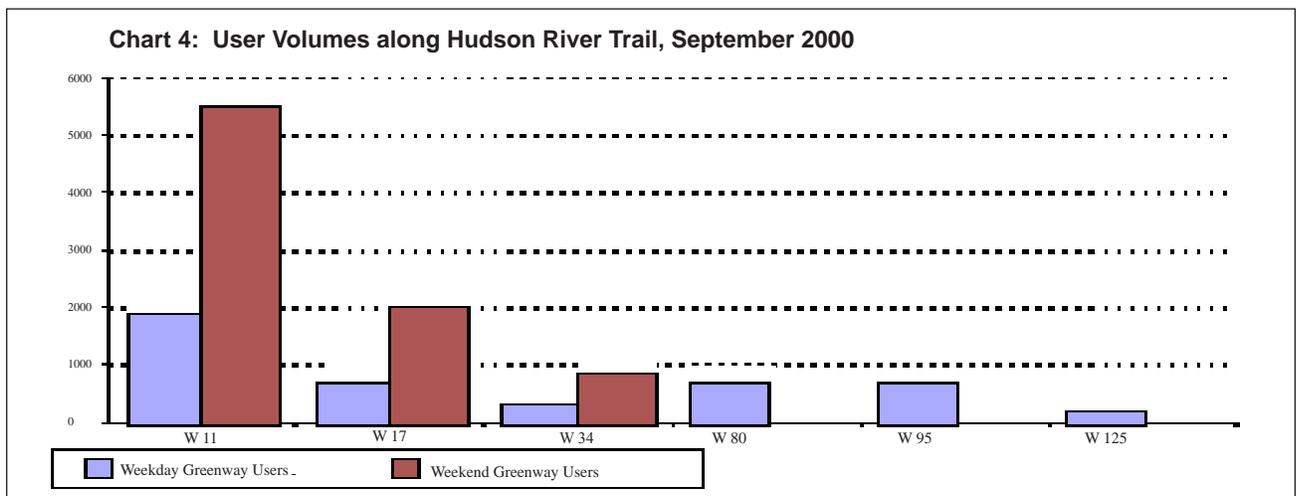


starts above West 72nd Street. From there, volumes drop towards the most northern count location at West 125th Street (Chart 4). **A clear correlation can be found between condition of the path and number of users.** At West 11th Street with its wide bikeway, river esplanade and landscaped areas, the high volume is due to plenty of recreational users even during the week. **Conditions are additionally amplified by the high density residential area next to this location.**

Locations with the lowest user numbers are West 34th Street and West 125th Street during weekdays. These locations register the highest percentage of bicyclists. **This is explicable with the adjacent non-residential land uses which translate into greater distances that most users have to travel to these locations and therefore a lower share of slower modes like jogging and walking.** Cyclists

at these locations also tended to wear helmets at a higher than average rate. This may be credited to a higher share of long distance commuter cyclists.

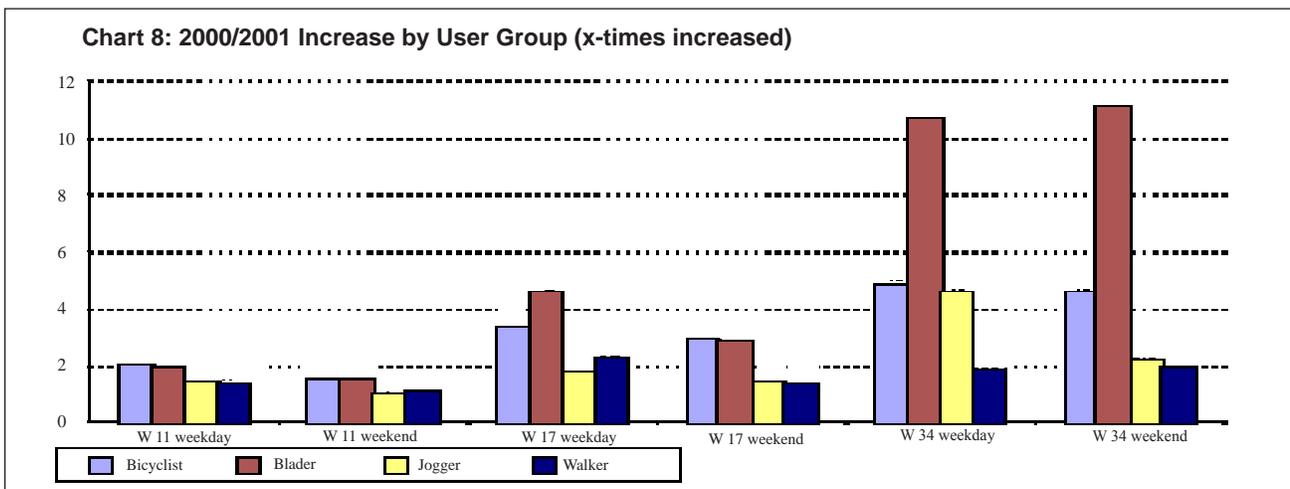
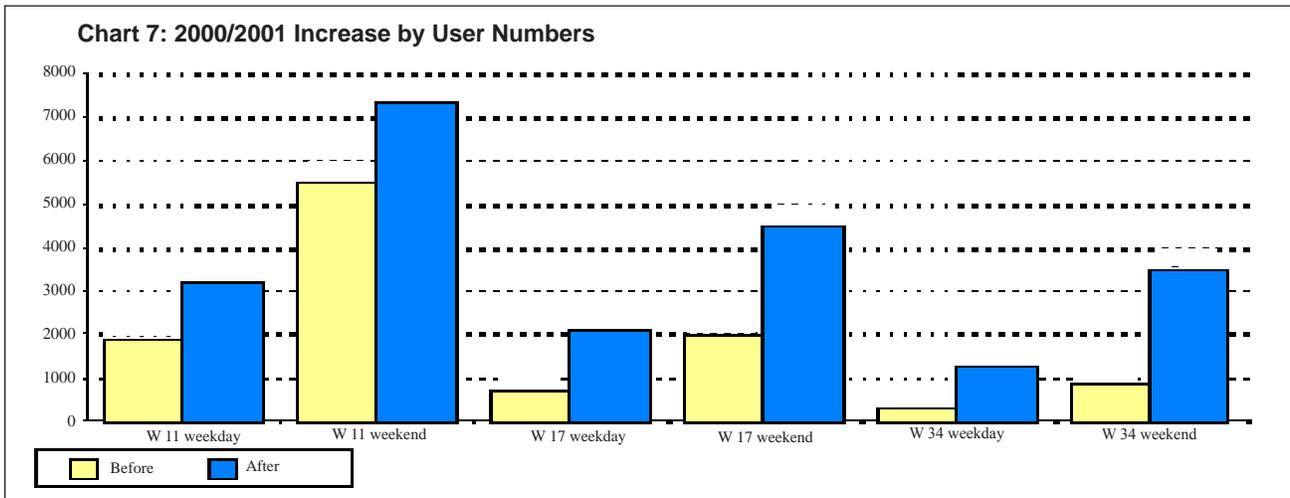
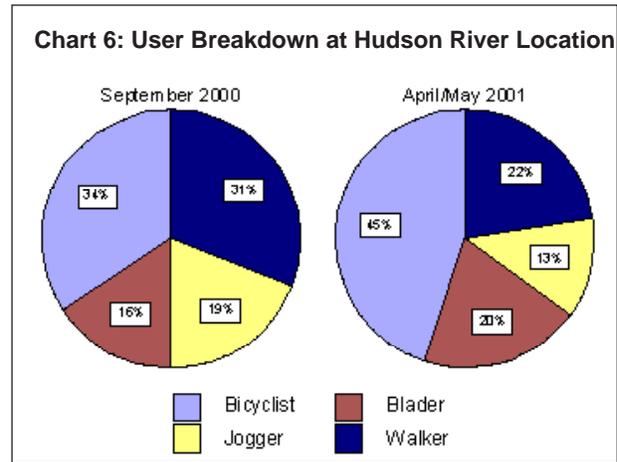
Overall, walkers and cyclists made up the largest groups of greenway users in 2000 with 33 percent and 32 percent, followed by joggers with 21 percent and bladers with 14 percent. Sixty-two percent of all path users are male. With 33 percent, cyclists have the lowest female ratio of any user group, while women account for 46 percent of all walkers. These proportions do not change significantly for the three southern locations in Hudson River Park (see Appendix A.iv.).





A very significant increase in user volumes within the Hudson River Park was registered during the follow-up counts in Spring 2001. The northern locations, where user numbers were the lowest in the year 2000, saw growth of up to 300 percent in additional users for both weekday and weekend counts. ***This change can be attributed to the improved greenway conditions along the Hudson River Park sections and the creation of the link between West 55th and 72nd Street.*** Both these changes also helped to balance the user numbers along the path, which now decrease only by a little more than half from south to north (Chart 7). Bicyclists account for the majority of the overall increase and make up 45 percent of all greenway users in Spring 2001 (Chart 6). They are the user group most equally represented at the three locations. Rollerblading

rose at the second highest rate, up to eleven-fold at the West 34th Street location (Chart 8).





Summary of Survey Data

The span of data collected along the city's bicycle facilities reveals many different usage patterns but also magnifies relations between user volumes and certain fundamental factors. For example, even though no common peak volume patterns could be found along Manhattan's bicycle lanes, other factors apply for all facilities. The most critical components for the influence of usage are continuity of the lanes and trails, proximity to destinations and the condition of the pathways. Following is a summary of elements that were found when analyzing the data:

- Bicycle lanes, which connect to desired destinations see the highest usage, even if they are relatively short and/or not in perfect condition.
- In areas with a very limited number of designated facilities, bicyclists tend to disperse on available roadways, especially if other roadways offer more direct connections.
- The highest percentage of bicyclists located in bike lanes (opposed to other traffic lanes) can be found along facilities with wide dimensions and/or heavy vehicular traffic. Wider bike lanes in areas with heavy traffic attract a high number of illegally double-parked vehicles. Traffic law enforcement in such lanes is critical for their use.
- Because off-street bicycle trails draw recreational users, they are often the destination themselves and therefore proximity to residential and commercial areas is of less importance.
- When offered facilities of comparable convenience, bicyclists prefer the additional safety of off-street trails to on-street lanes, as usage on paralleling Brooklyn facilities show.
- Even if the route does not offer the most direct connection, cyclists will go out of their way for a continuous facility in very good condition, as the rising volumes during weekday counts on Route 9A indicate.



Bicycle Lane and Trail Condition Update

The following chapter is an update of Phase One of the Bicycle Lane and Trail Inventory. It contains condition information on bicycle facilities that were newly built or reconstructed in the past year (no changes occurred in the boroughs of Staten Island and Brooklyn, which are therefore not part of this report).

Conditions were evaluated for four components: pavement, lane striping, signs and stencils on the pavement. The information is provided in the same manner as in the prior document and will be

Borough	Bike Lane	Bike Trail
Bronx	none	Bronx River Greenway Mosholu Parkway Greenway Pelham Parkway Greenway
Brooklyn	Bedford Avenue Clinton Street Henry Street Prospect Park Drive Second Street Third Street Third Avenue Union Street Tompkins Avenue	Eastern Parkway Ocean Parkway Shore Parkway
Manhattan	Adam Clayton Powell Jr. Boulevard Broadway Central Park Drives Fifth Avenue First Avenue Hudson Street/Eighth Avenue Lafayette Street/Fourth Avenue Second Avenue Sixth Avenue St. Nicholas Avenue	East River, 126 th - 63 rd Street East River, 20 th - Montgomery St. East River, Rutgers Slip - Dover St. Battery Park City Bicycle Trail Hudson River Greenway River Park Bicycle Trail Ft. Washington Park Bicycle Trail
Queens	Cross Bay Boulevard Jewel Avenue Park Drive East Seventy-Third Avenue Thirty-Fourth Avenue Rockaway Point Boulevard	Flushing Meadows/Corona Park Trail Forest Park Bicycle Trail Joe Michael's Mile Vanderbilt Motor Parkway
Staten Island	Father Capodanno Boulevard Lily Pond Avenue Midland Avenue School Road	none



BRONX

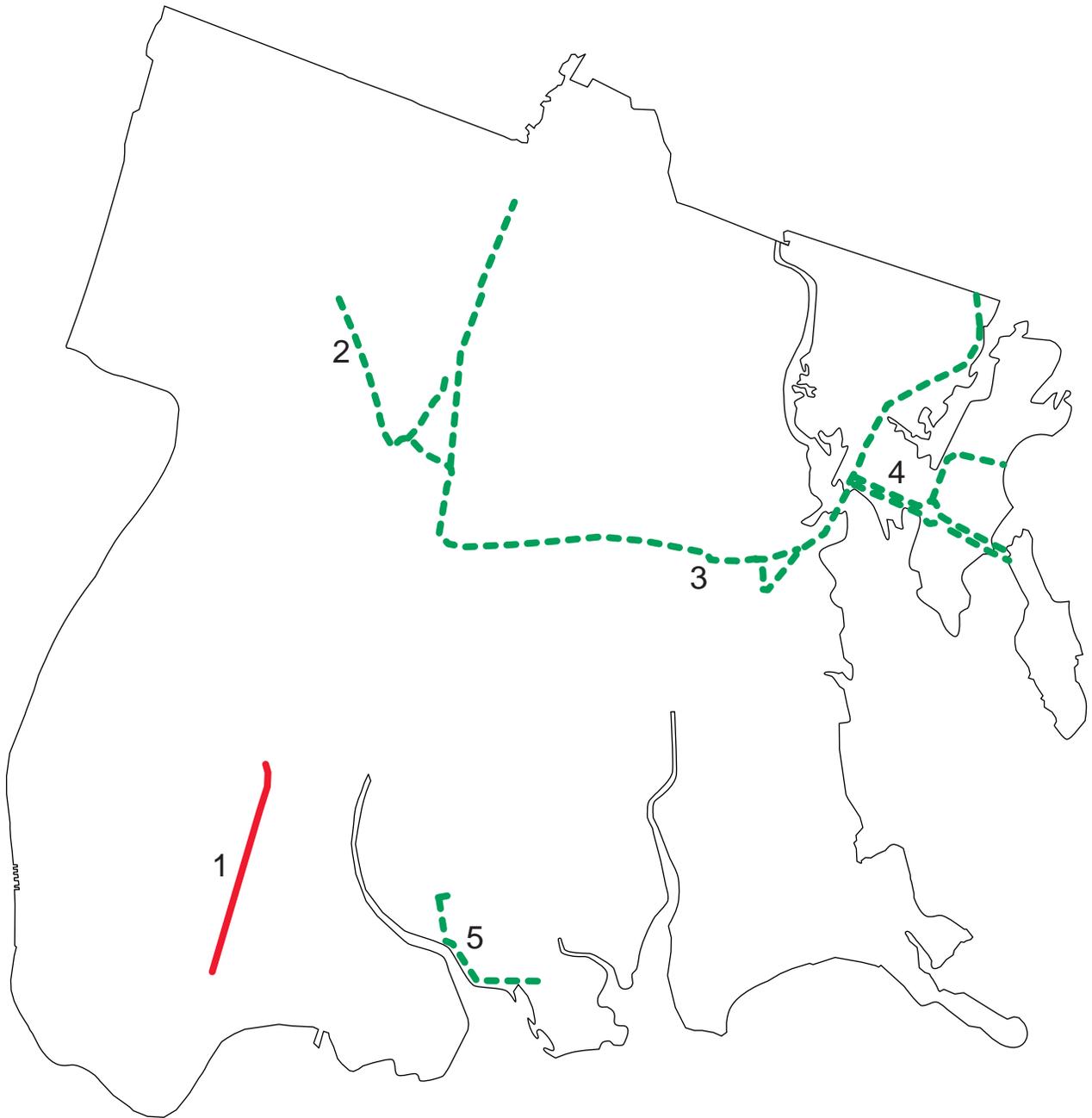
Bicycle Lanes

- 1 Prospect Avenue Bicycle Lane
opened May 2000

Bicycle Trails

- 2 Mosholu Parkway Greenway
extended in 2000
- 3 Pelham Parkway Greenway
extended Spring 1999
- 4 Pelham Bay Park Greenway
opened Spring 1999
- 5 Bronx Soundview Greenway
opened Spring 2000

————— Bicycle Lane
- - - - - Bicycle Trail





1. Prospect Avenue Bicycle Lane



From Street:	149th Street
To Street:	Crotona Park South
Length:	3.5 miles total, 1.75 miles each way
Lane Width:	6 feet
Buffer Width:	5 feet
NYC DCP Bicycle Count: Fall 2000	24 northbound and 35 southbound cyclists over a 4 hour period.



Prospect Avenue Bicycle Lane



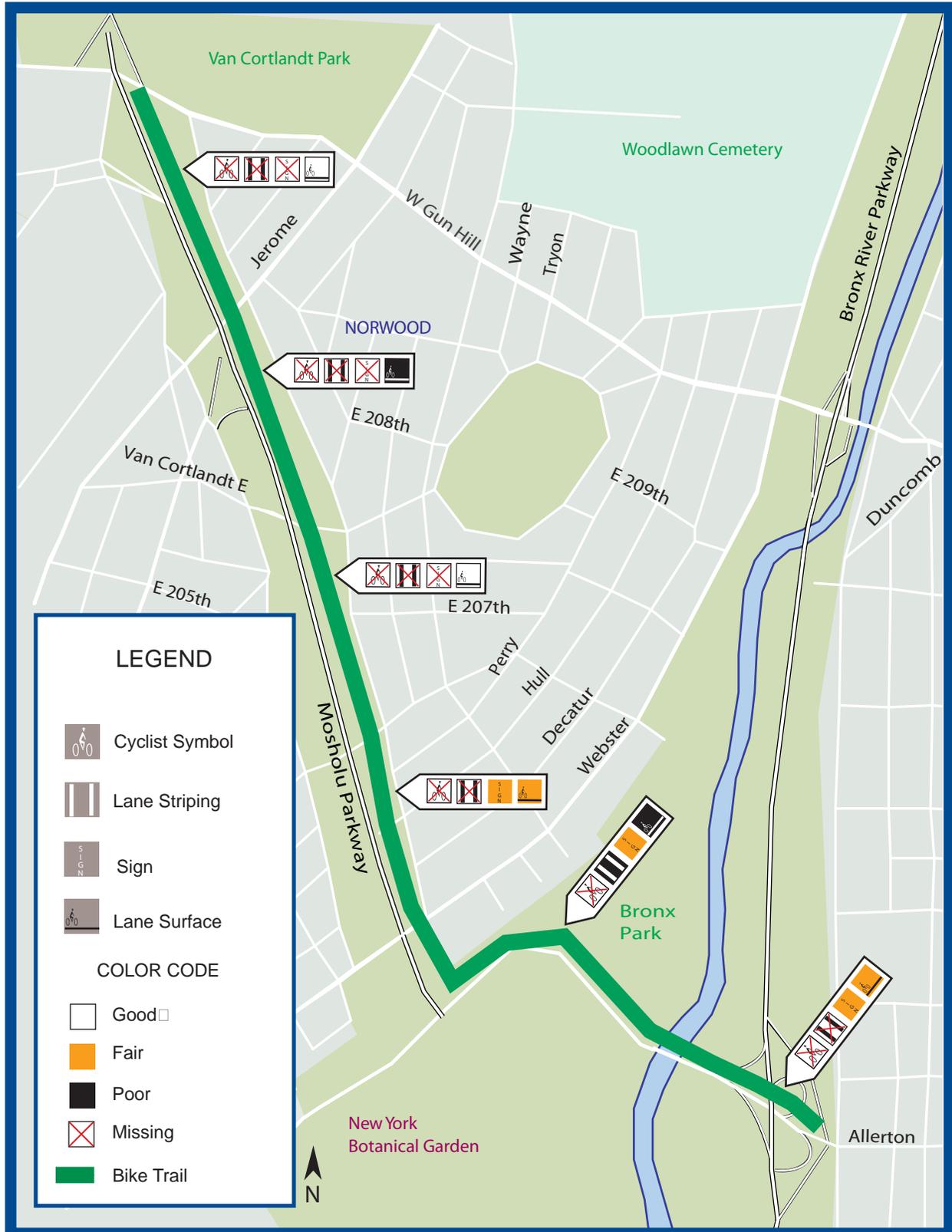
2. Mosholu Parkway Bicycle Trail



From Street:	Van Cortlandt Park South
To Street:	Bronx Park East
Length:	1.9 miles
Classification:	Shared-use path from Van Cortlandt Park South to Grand Concourse Dual carriage from Grand Concourse to Bronx Park East
Total Width:	Varies from 8-10 feet at shared-use section to 10-20 feet at dual carriage section
Wheeled Width:	6-10 feet
Buffer Width:	3 feet high metal fence for one block after Southern Boulevard No buffer on the rest of the path
Paving Material:	Asphalt
1998 Bicycle Accident Data:	2 bicycle accidents were reported along the Mosholu Parkway bike trail- One each at the Van Cortland Avenue East and at the Webster Avenue intersections
NYC DCP Bicycle Count:	32 cyclists over a 4 hour period



Mosholu Parkway Bicycle Trail



3. Pelham Parkway Bicycle Trail



From: Bronx Park
To: Pelham Bay Park / Crimi Road
Length: 3.5 miles
Classification: Shared-use path
Total Width: 8-12 feet
Wheeled Width: 8-12 feet
Buffer Width: No buffer
Paving Material: Asphalt

1998 Bicycle Accident Data: One bicyclist fatality and 3 accidents reported along the Pelham Parkway bike trail. The fatality reported at the Pelham Parkway westbound entrance intersection and one accident reported each at the Williamsburg Road, Seymour Avenue, and Eastchester Road intersections

NYC DCP Bicycle Count: 62 cyclists over a 4 hour period
Fall 2000



Pelham Parkway Bicycle Trail



4. Pelham Bay Park Bicycle Trail



From:	Pelham Bay Park / Wilkinson Avenue
To:	Branched out to City Island Bridge, Orchard Beach and Westchester County Border
Length:	5.7 miles
Classification:	Dual carriage path, shared-use path along Pelham Bridge Road
Total Width:	10-16 feet
Wheeled Width:	8-10 feet
Buffer Width:	No buffer
Paving Material:	Asphalt



Pelham Bay Park Bicycle Trail



5. Bronx Soundview Bicycle Trail



From:	Lafayette Avenue
To:	Leland Avenue
Length:	1.4 miles
Classification:	Dual carriage path
Total Width:	12 feet
Wheeled Width:	8 feet
Buffer Width:	No buffer
Paving Material:	Asphalt



Bronx Soundview Bicycle Trail



LEGEND

- Cyclist Symbol
- Blader Symbol
- Pedestrian Symbol
- Other Symbol
- Lane Striping
- Arrow Symbol
- Sign
- Lane Surface

COLOR CODE

- Good
- Fair
- Poor
- Missing
- Bike Trail



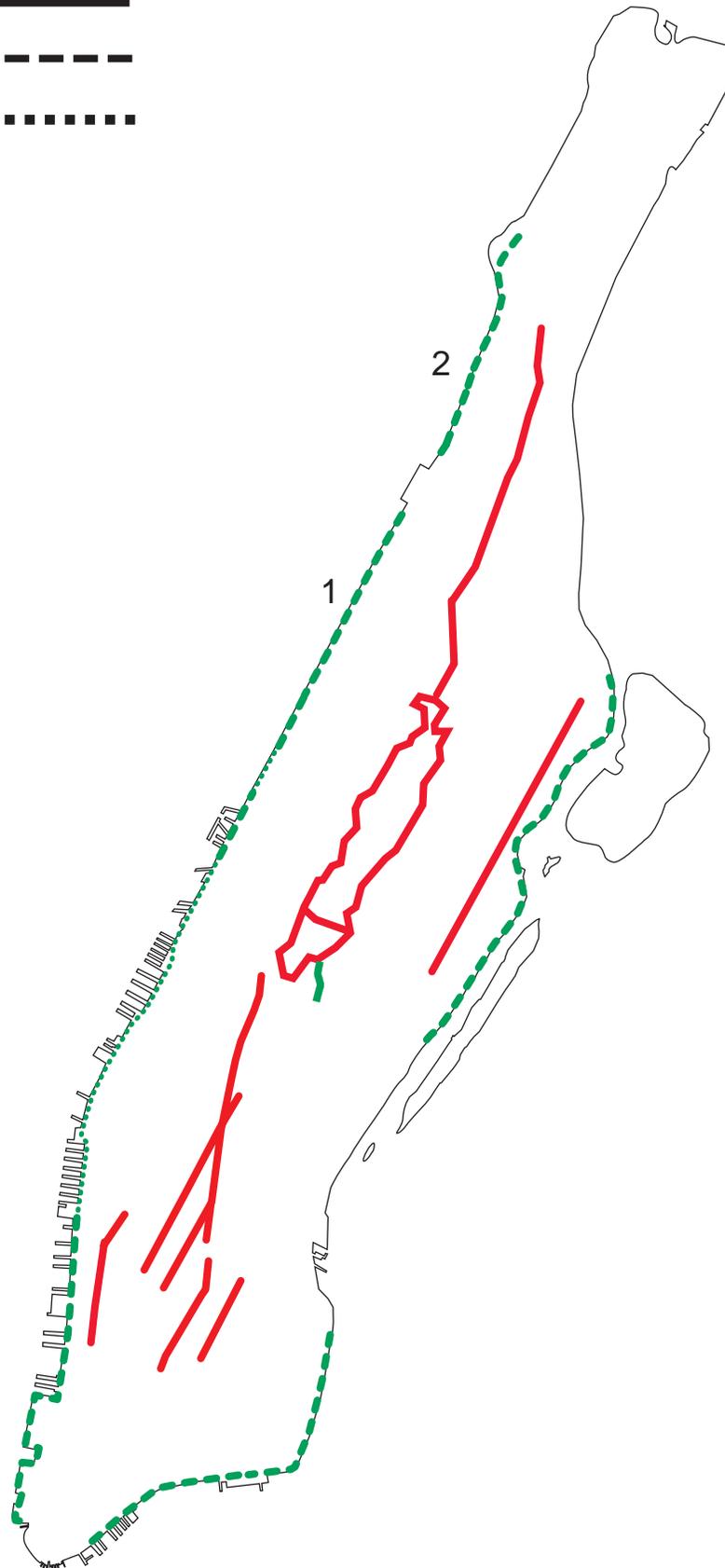
MANHATTAN

Bicycle Trails

- 1 Cherry Walk, 100th to 125th Street
opened Spring 2000
- 2 Ft. Washington Park Bicycle Trail
partially reconstructed Fall 1999



- Bicycle Lane
- Bicycle Trail
- Bicycle Trail not officially open



1. Cherry Walk Bicycle Trail



From:	W. 100th Street
To:	W. 125th Street
Length:	1.5 miles
Classification:	2-way dual carriage
Total Width:	12 feet
Wheeled Width:	4 feet each direction (8 feet total)
Buffer Width:	No buffer
Paving Material:	Asphalt



Riverside Park Bicycle Trail



2. Ft. Washington Park Bicycle Trail



From:	W. 145th Street
To:	W. 181st Street
Length:	2.0 miles
Classification:	Shared use path
Total Width:	10-12 feet
Wheeled Width:	10-12 feet
Buffer Width:	No buffer
Paving Material:	Asphalt



Ft. Washington Park Bicycle Trail



QUEENS

All of the below bicycle lanes and trails were modified or constructed as part of the Brooklyn/Queens Greenway System in the spring of 2000.

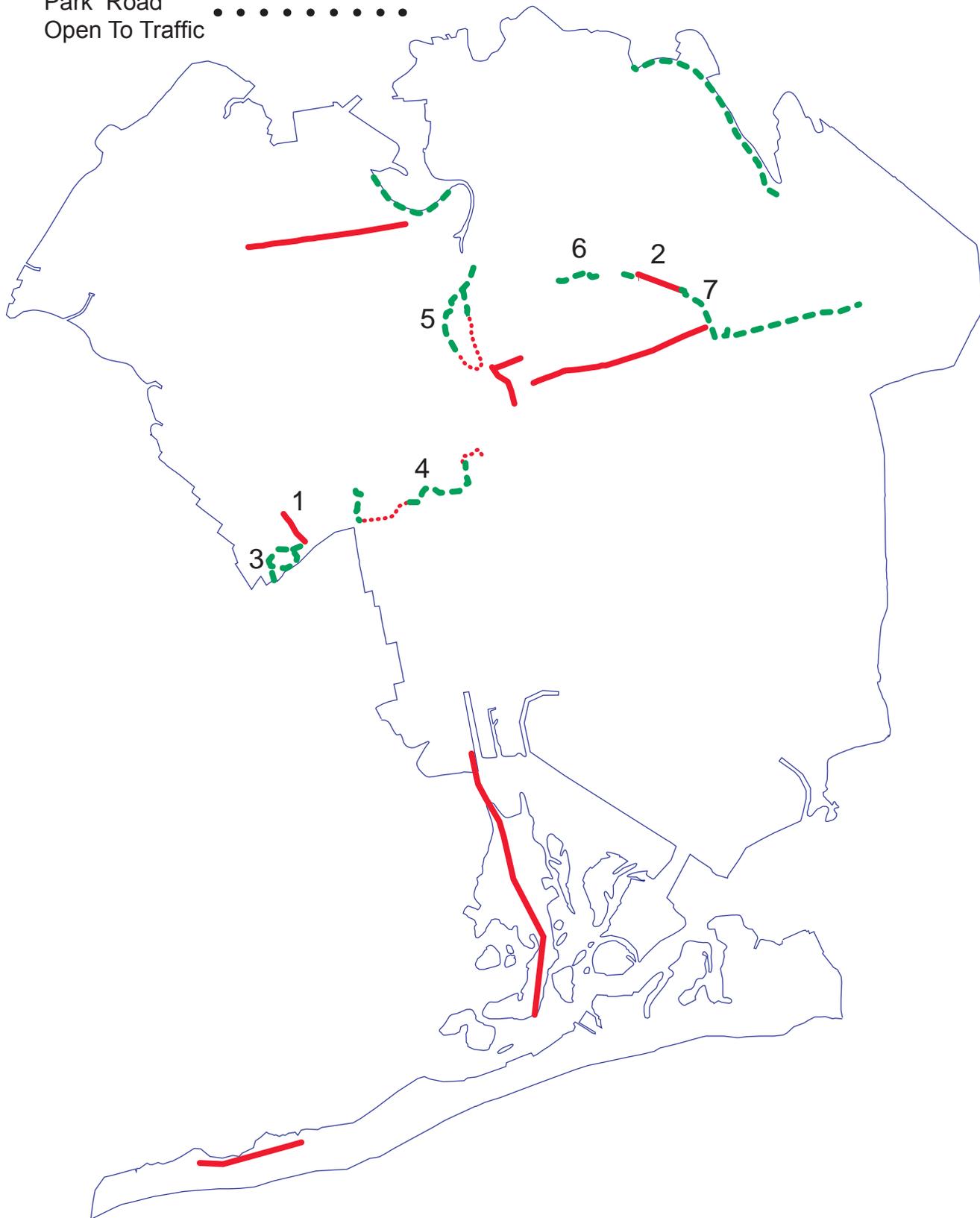
Bicycle Lanes

- 1 Cypress Hill Street
- 2 Underhill Avenue

Bicycle Trails

- 3 Highland Park Bicycle Trail
- 4 Forest Park Bicycle Trail
- 5 Flushing Meadows/Corona Park
Bicycle Trail
- 6 Kissena Park Bicycle Trail
- 7 Cunningham Park Bicycle Trail

- Bicycle Lane 
- Bicycle Trail 
- Park Road
Open To Traffic 



1. Cypress Hill Street Bicycle Lane



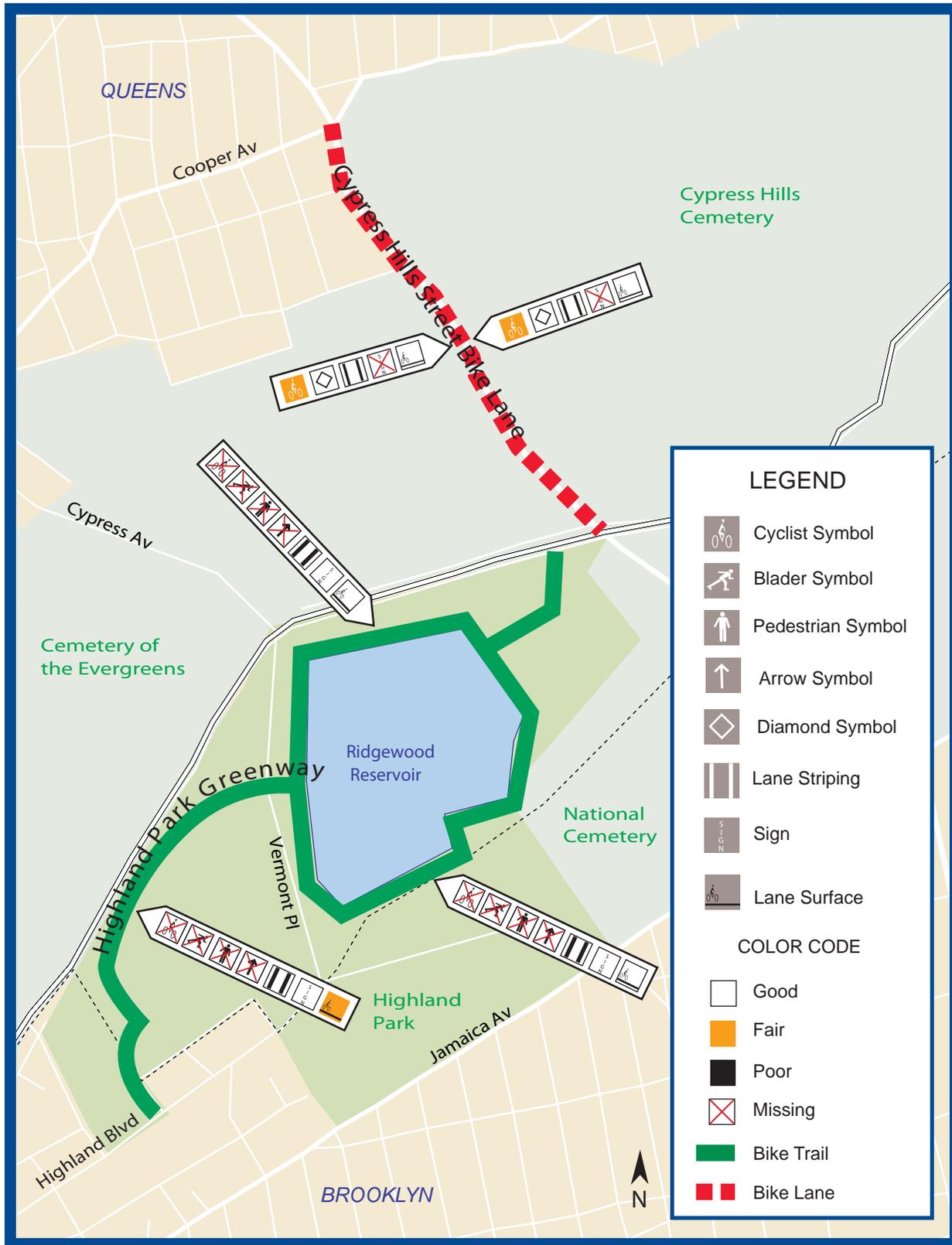
From Street: Cypress Avenue
To Street: Cooper Avenue
Length: 1.2 miles,
0.6 miles each way
Lane Width: 5-6 feet
Buffer Width: 3-3.5 feet

3. Highland Park Bicycle Trail



From: Highland Boulevard
To: Cypress Avenue
Length: 1.7 miles
Classification: Shared-use path
Total Width: 10-12 feet
Wheeled Width: 10-12 feet
Buffer Width: No buffer
Paving Material: Asphalt

Cypress Hill Street and Highland Park



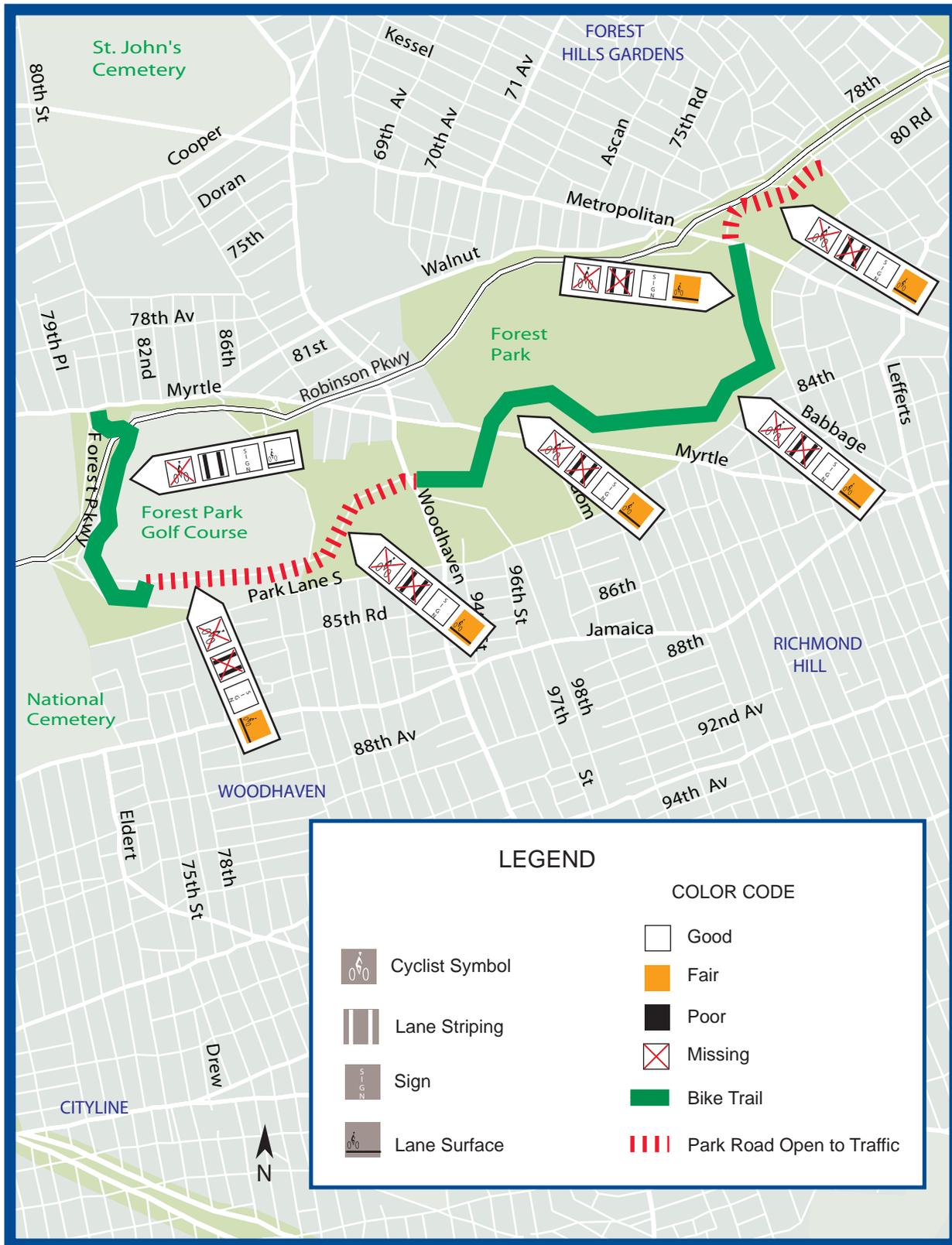
4. Forest Park Bicycle Trail



From:	Myrtle Avenue
To:	Park Lane
Length:	3.3 miles
Classification:	Shared-use path, mix of closed-off and open-to-traffic park road
Total Width:	8-24 feet
Wheeled Width:	8-24 feet
Buffer Width:	No buffer
Paving Material:	Asphalt

1998 Bicycle Accident Data: No bicycle accidents reported along the Forest Park bicycle trail

Forest Park

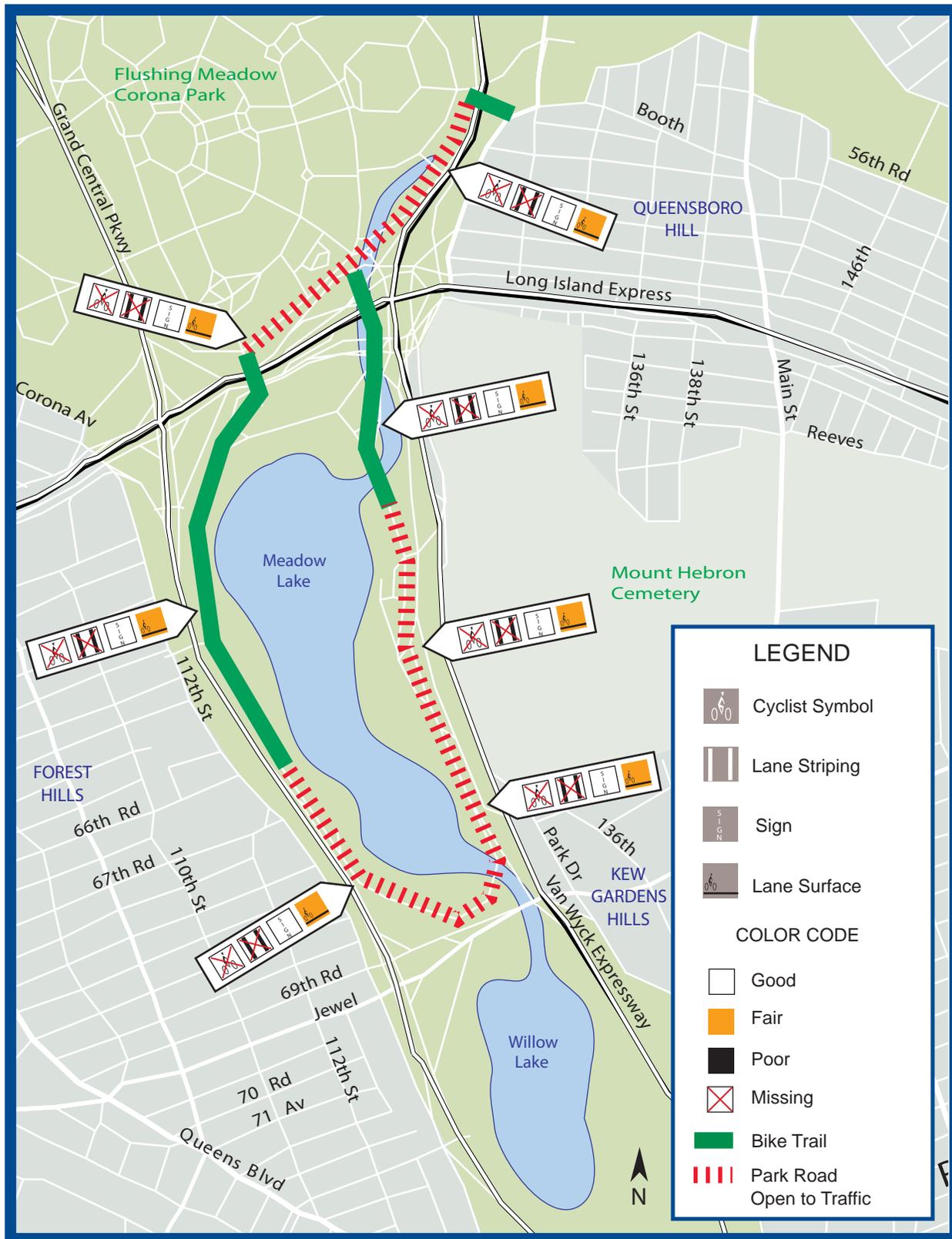


5. Flushing Meadows/Corona Park Bicycle Trail



Length:	3.5 miles
Classification:	Shared-use path, mix of closed-off and open-to-traffic park road
Total Width:	21 feet
Wheeled Width:	21 feet
Buffer Width:	No buffer
Paving Material:	Asphalt
1998 Bicycle Accident Data:	No bicycle accidents reported along the Flushing Meadows/Corona Park bicycle trail

Flushing Meadows/Corona Park



2. Underhill Avenue Bicycle Lane



From:	Utopia Parkway
To:	196th Street
Length:	0.7 miles, only eastbound
Lane Width:	4 feet
Buffer Width:	No buffer

6. Kissena Park



From-To:	Kissena Blvd to 164th St
From-To:	170th St to Utopia Pkwy
Length:	0.7 miles and 0.3 miles
Classification:	Shared-use path
Total Width:	8-12 feet
Wheeled Width:	8-12 feet
Buffer Width:	No buffer
Paving Material:	Asphalt

7. Cunningham Park



From:	196th Street
To:	Hollis Hills Terrace
Length:	1.4 miles
Classification:	Shared-use path
Total Width:	12-16 feet
Wheeled Width:	12-16 feet
Buffer Width:	No buffer
Paving Material:	Asphalt

APPENDIX A:
Summary of User Data

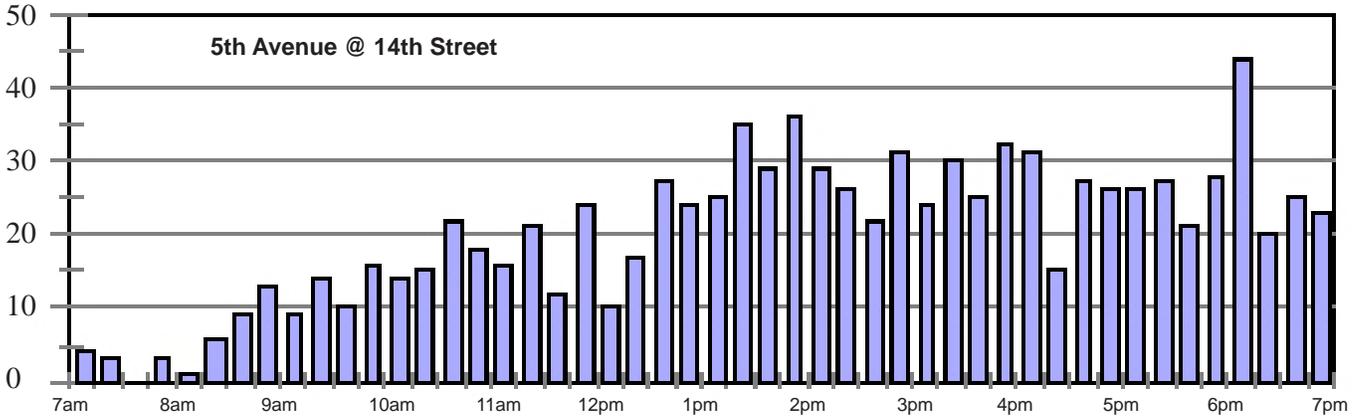
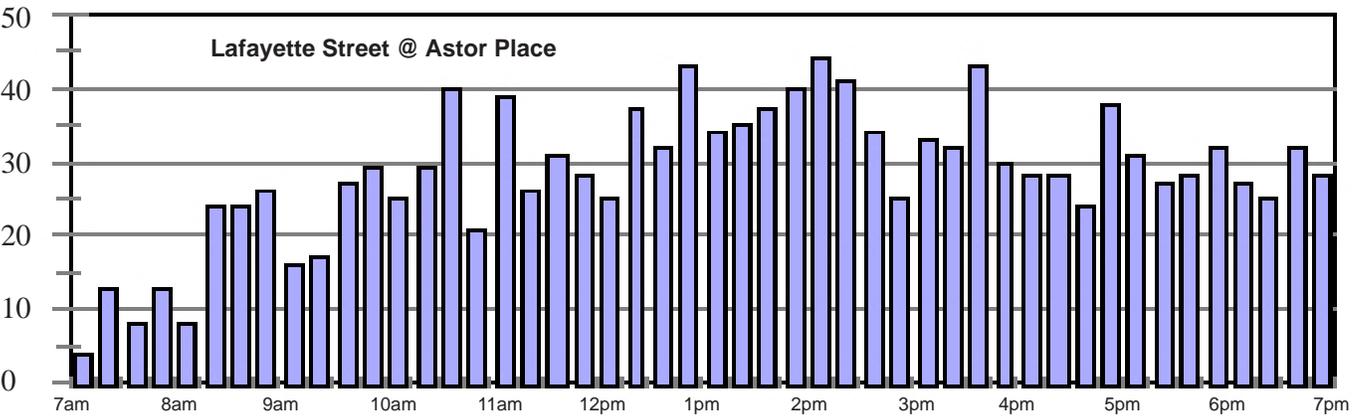
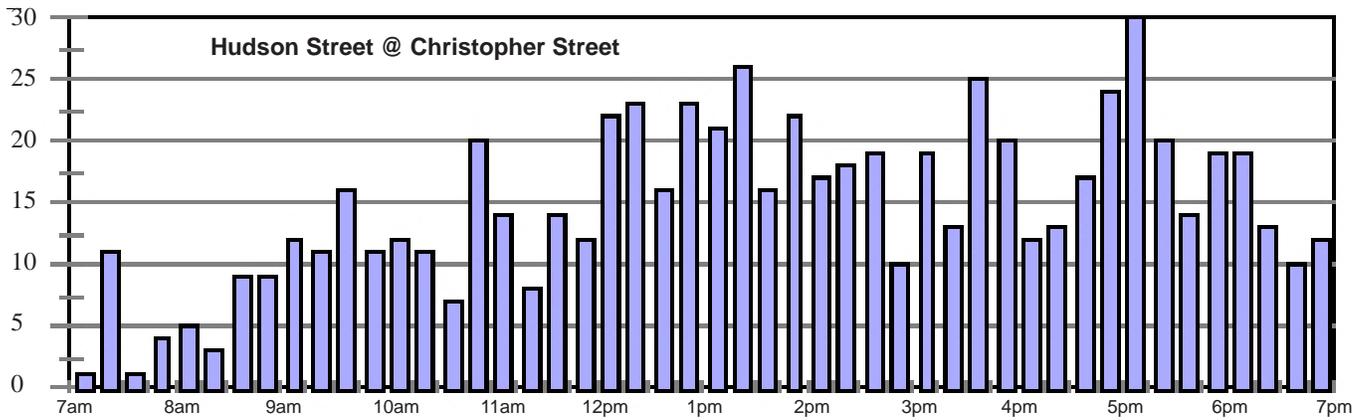
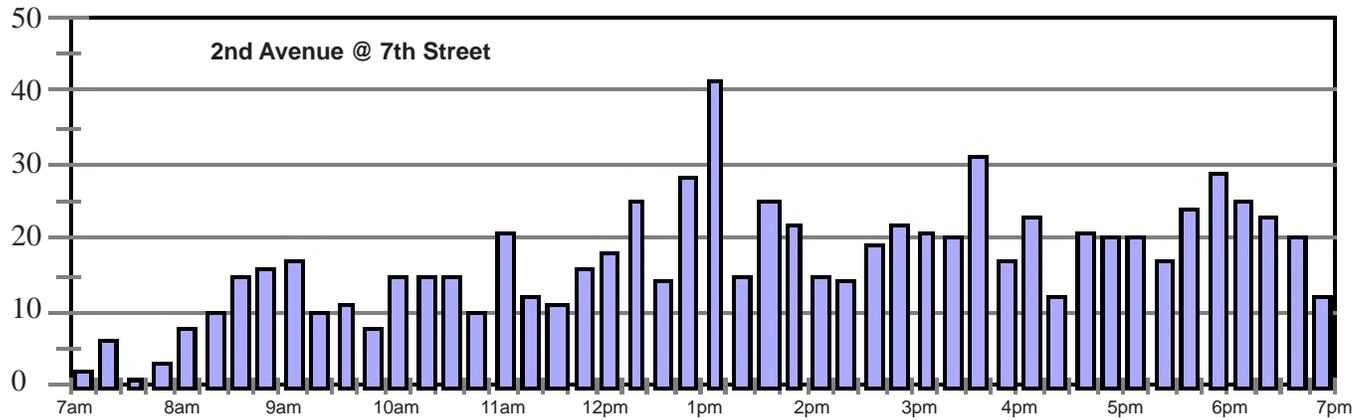
i. Manhattan Bicycle Lanes Summary plus Peak Volume Charts.....47
ii. Other Bicycle Lanes Summary.....52
iii. Bicycle Trails Summary.....52
iv. Hudson River Greenway Summary.....53

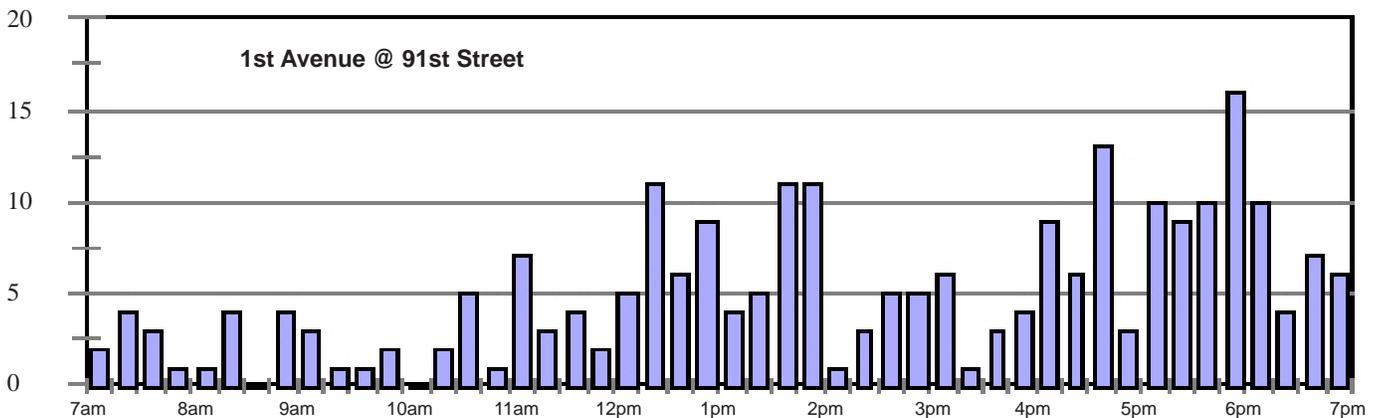
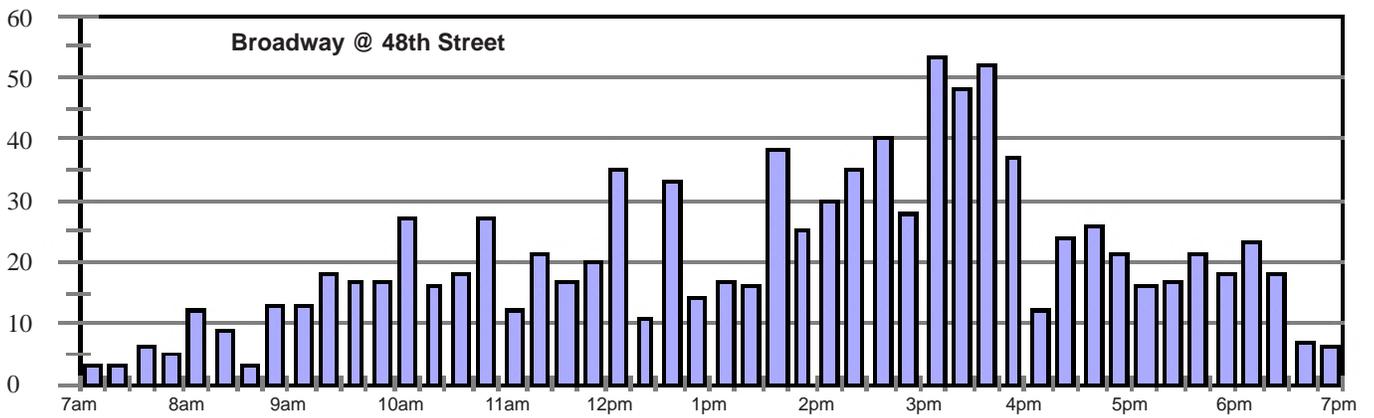
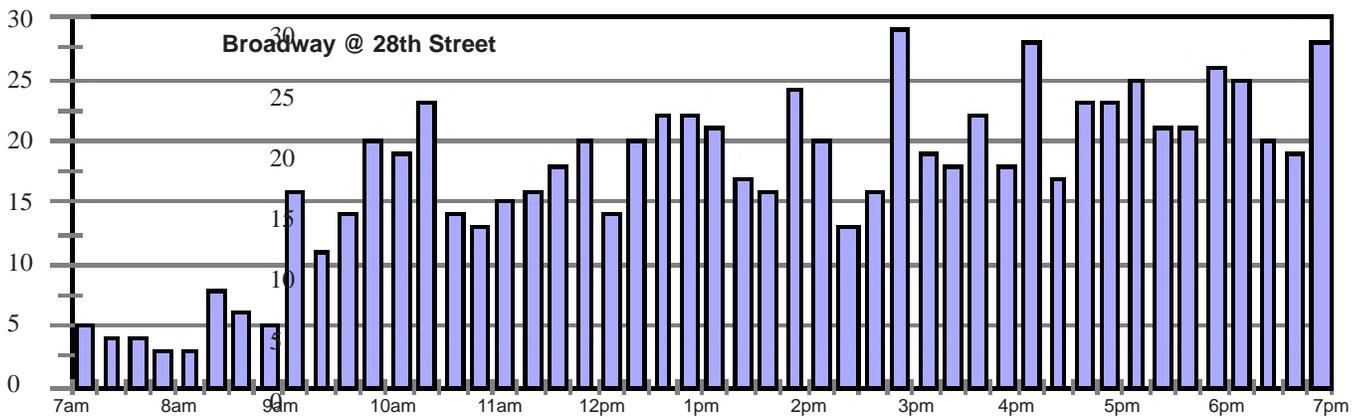
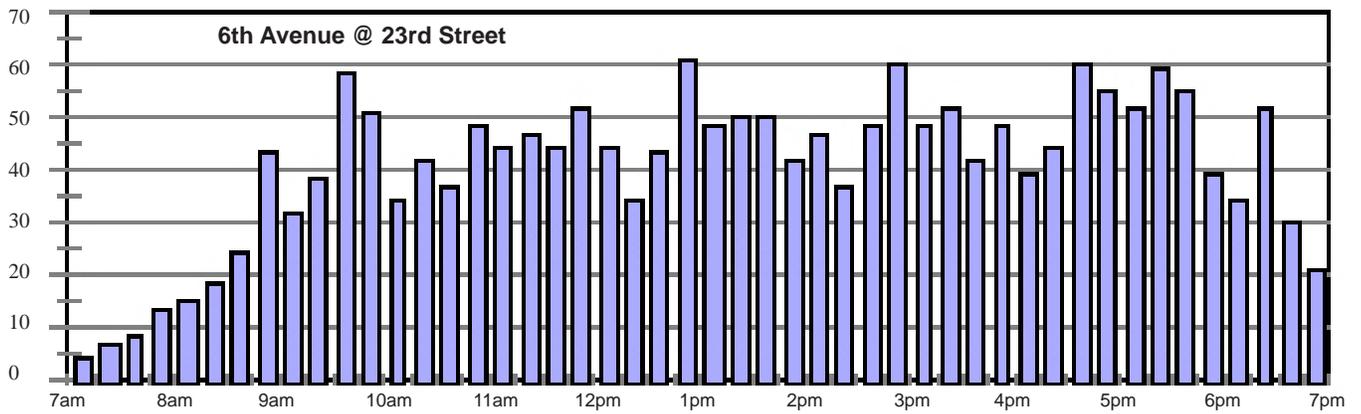
APPENDIX A.i.: Manhattan Bicycle Lanes Summary

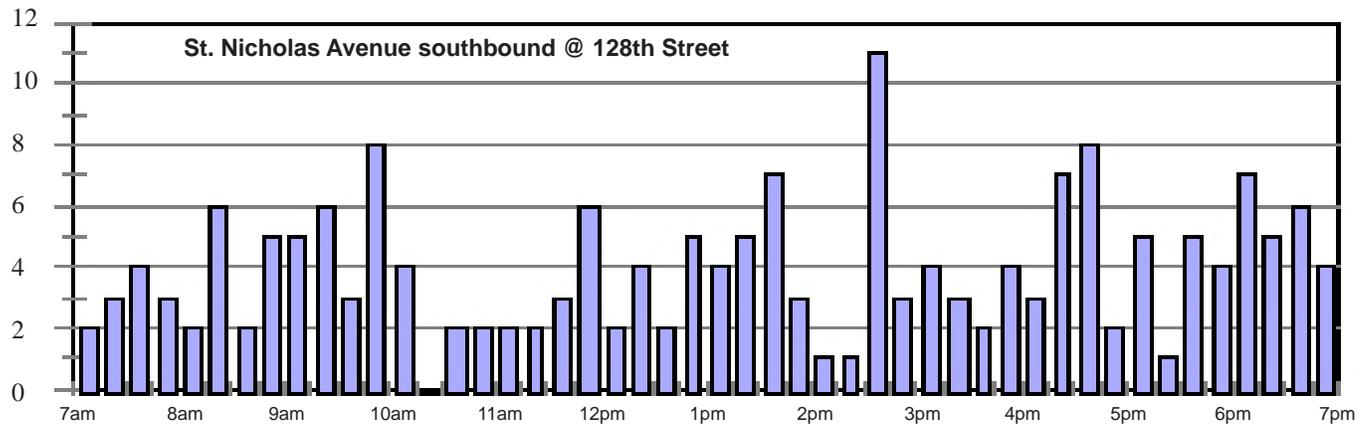
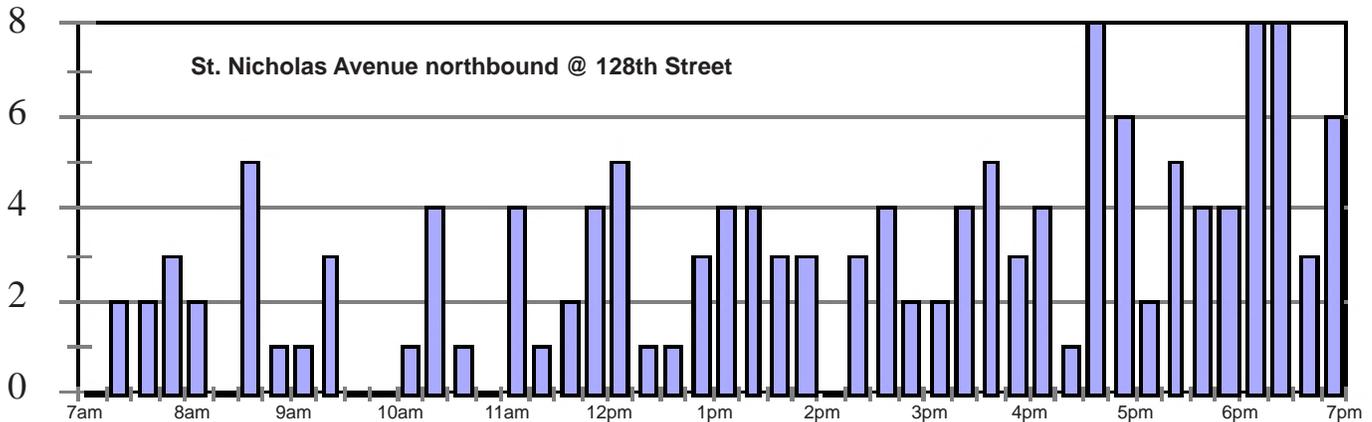
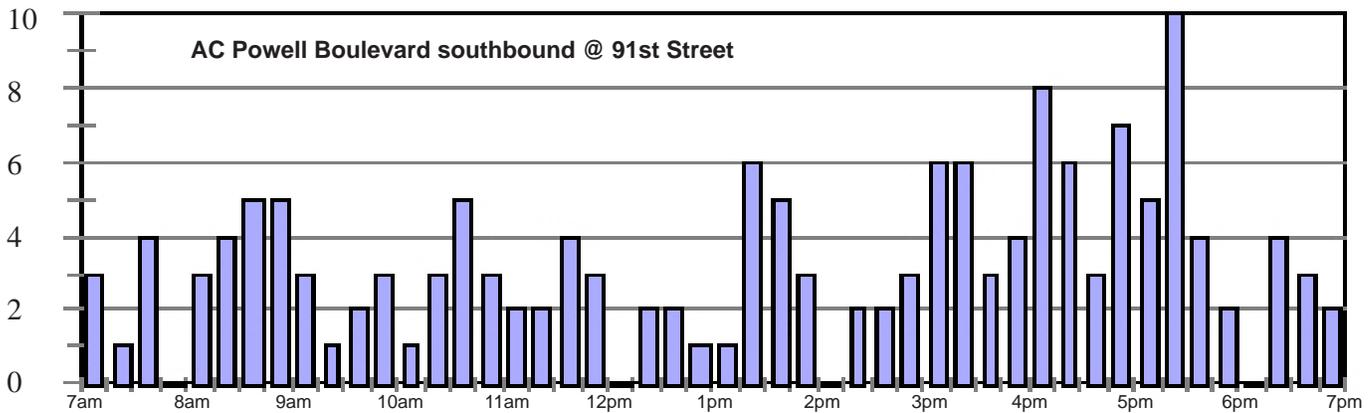
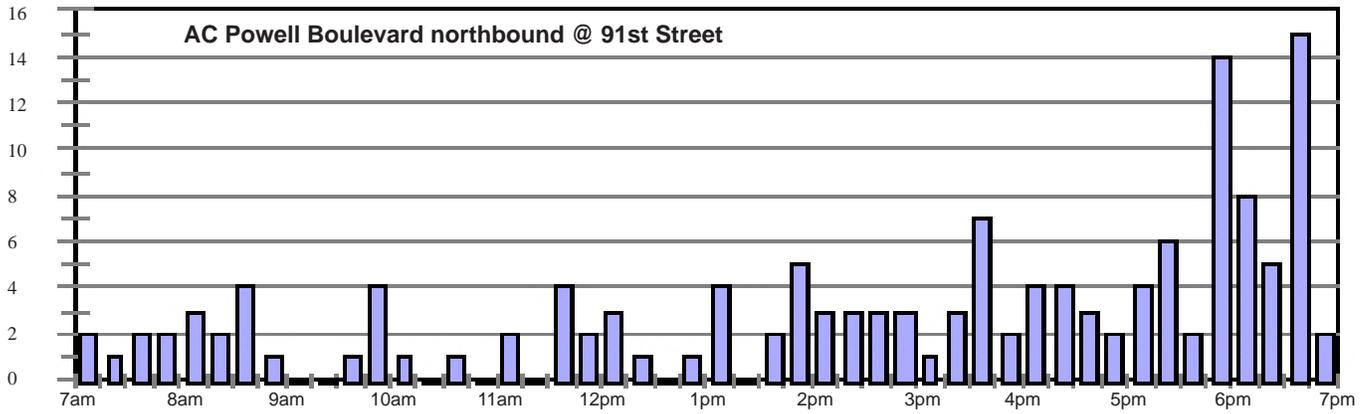
	2000										Change 2000 - 1999															
	Male	Female	% Male	% Female	%M Helmet	%F Helmet	% total Helmet	Blader/ Scooter	Bicy-clist	Male	Female	% Male	% Female	%M Helmet	%F Helmet	% total Helmet	Blader/ Scooter	# Cyclist	# Blader /Scooter	Cyclist	Blader/ Scooter	Male Cyclist	Female Cyclist	Helmet usage	Male Helmet	Female Helmet
2nd Ave @ 7th St	615	126	83%	0.17	0.25	22%	41	704	660	155	81%	19%	14%	26%	30%	23%	63	38	22	6%	25%	-2%	1%	-2%	3%	1%
Hudson St @ Christopher	586	80	88%	0.12	0.20	22%	41	704	612	92	87%	13%	22%	30%	23%	23%	63	38	22	6%	54%	-1%	1%	1%	2%	-2%
Lafayette @ Astor Pl	1268	165	87%	0.28	0.28	21%	57	1361	1116	245	82%	18%	21%	26%	22%	22%	77	93	20	7%	35%	-5%	5%	1%	1%	-2%
5th Ave @ 14th St	941	837	104	89%	11%	20%	26%	21%	830	135	86%	14%	17%	19%	17%	43	24	3	3%	8%	-3%	3%	-4%	-3%	-7%	
6th Ave @ 23rd St	1754	1614	140	92%	8%	20%	33%	22%	1953	1797	156	92%	8%	17%	35%	19%	105	199	61	11%	139%	0%	0%	-3%	2%	
Bdwy @ 28th St	656	604	52	92%	8%	13%	48%	16%	824	758	66	92%	8%	18%	44%	20%	34	168	11	26%	48%	0%	0%	5%	-4%	
Bdwy @ 48th St	908	872	36	96%	4%	17%	39%	18%	888	110	89%	11%	16%	43%	19%	56	90	15	10%	37%	-7%	1%	-1%	4%		
1st Ave @ 91st St	227	216	11	95%	5%	10%	55%	12%	0	243	93%	7%	11%	44%	13%	8	16	8	7%	Error	-2%	2%	1%	1%	-11%	
ACP Blvd @ 113rd St	237	216	21	91%	9%	23%	53%	26%	4	299	277	22	93%	7%	20%	43%	2	62	-2	26%	-50%	1%	-1%	-4%	-3%	
St. Nich Ave @ 128th St	180	159	21	89%	11%	31%	57%	34%	1	330	301	29	91%	9%	29%	47%	2	150	1	83%	100%	3%	-3%	-4%	-11%	
St. Nich Ave @ 151st St	148	138	10	93%	7%	25%	90%	29%	4	211	189	22	90%	10%	35%	73%	3	63	-1	43%	-25%	-4%	10%	11%	-17%	
ALL	7726	6960	766	90%	10%	19%	33%	21%	303	8703	7655	1048	88%	12%	19%	32%	453	977	150	13%	50%	-2%	2%	-4%	-0%	
ACP NB	102	91	11	89%	11%	35%	55%	37%	1	142	129	13	91%	9%	24%	46%	26%	1	40	0	39%	0%	2%	-2%	-11%	
ACP SB	135	126	9	93%	7%	15%	50%	18%	3	157	148	9	94%	6%	17%	40%	18%	1	22	-2	16%	-67%	1%	-1%	0%	
St.Nich/128 NB	81	71	10	88%	12%	27%	60%	31%	0	142	126	16	89%	11%	28%	47%	30%	1	61	1	75%	Error	1%	-1%	1%	
St.Nich/128 SB	99	88	11	89%	11%	35%	53%	37%	1	188	175	13	93%	7%	29%	46%	30%	1	89	0	90%	0%	4%	-7%	-6%	
St.Nich/151 NB	79	73	6	93%	7%	22%	83%	27%	1	91	80	11	88%	12%	36%	82%	42%	0	12	-1	15%	-100%	-5%	15%	14%	
St.Nich/151 SB	69	65	4	94%	6%	28%	100%	32%	3	120	109	11	91%	9%	35%	64%	38%	3	51	0	74%	0%	-3%	6%	7%	

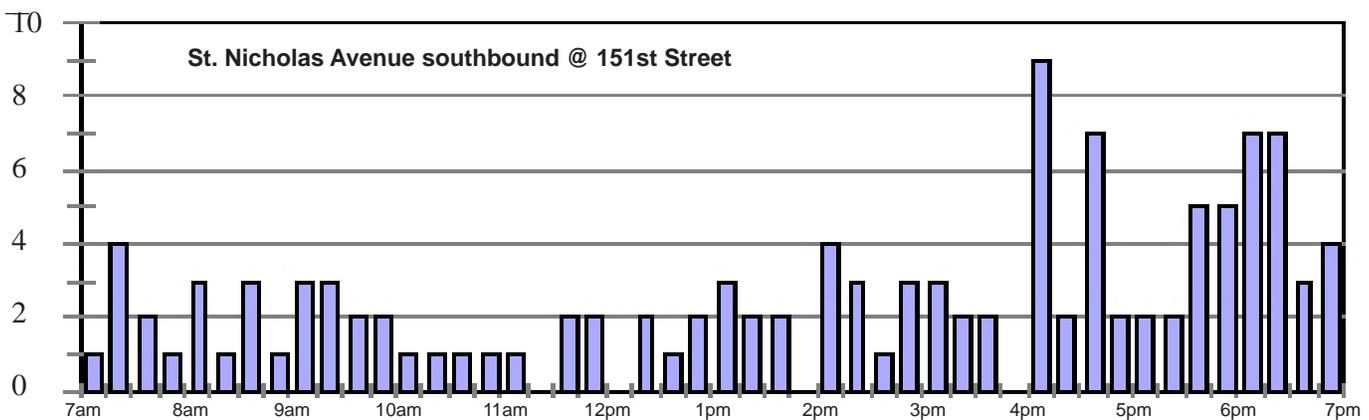
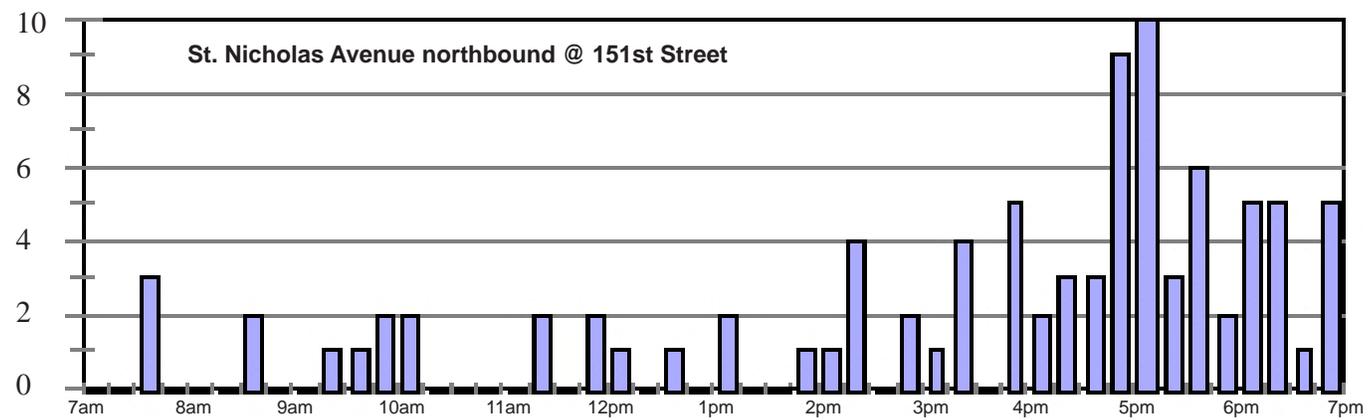
	2000										Change 2000 - 1999														
	in bike lane	adjacent	other	counter flow IN	counter flow OUT	side-walk	Total counter flow	Total illegal	Bicy-clist	in bike lane	adjacent	other	counter flow IN	counter flow OUT	side-walk	Total counter flow	Total illegal	Bicy-clist	in bike lane	adjacent	other	counter flow IN	counter flow OUT	side-walk	Total counter flow
2nd Ave @ 7th St	55%	2%	28%	8%	2%	6%	10%	16%	815	48%	5%	27%	6%	3%	10%	20%	20%	7%	3%	3%	-0%	-1%	1%	1%	4%
Hudson St @ Christopher	58%	1%	17%	14%	5%	5%	19%	704	52%	6%	16%	14%	6%	6%	26%	26%	-5%	5%	-2%	0%	-0%	0%	1%	1%	2%
Lafayette @ Astor Pl	57%	14%	18%	8%	3%	1%	10%	1361	37%	27%	25%	4%	4%	2%	9%	11%	-20%	13%	7%	7%	-5%	2%	1%	-1%	-4%
5th Ave @ 14th St	35%	14%	40%	5%	4%	3%	9%	965	35%	12%	39%	4%	4%	6%	8%	14%	1%	-1%	-1%	-1%	-1%	0%	3%	-1%	2%
6th Ave @ 23rd St	63%	10%	23%	2%	1%	1%	3%	1953	58%	9%	26%	3%	2%	2%	5%	6%	-5%	-1%	4%	4%	1%	1%	0%	2%	2%
Bdwy @ 28th St	42%	19%	30%	5%	2%	1%	7%	824	33%	31%	28%	3%	2%	2%	6%	8%	-9%	12%	-2%	-1%	-1%	0%	1%	-1%	0%
Bdwy @ 48th St	46%	10%	40%	2%	1%	1%	3%	998	57%	9%	27%	3%	2%	3%	5%	8%	-9%	11%	-13%	2%	2%	1%	2%	2%	3%
1st Ave @ 91st St	26%	14%	34%	5%	8%	13%	13%	243	33%	20%	23%	7%	4%	12%	24%	24%	7%	6%	-11%	2%	-3%	-3%	-1%	-1%	-2%
ACP Blvd @ 113rd St	79%	3%	4%	10%	1%	3%	11%	299	69%	6%	9%	6%	2%	9%	8%	17%	-11%	3%	5%	-3%	0%	0%	6%	-3%	3%
St. Nich Ave @ 128th St	75%	4%	1%	4%	2%	14%	7%	330	75%	2%	0%	8%	1%	15%	8%	23%	-0%	-2%	-1%	3%	-1%	1%	2%	3%	3%
St. Nich Ave @ 151st St	74%	1%	10%	4%	0%	10%	4%	211	68%	10%	0%	7%	0%	15%	8%	22%	-6%	9%	-10%	3%	0%	0%	4%	4%	8%
ALL	53%	10%	26%	6%	2%	3%	8%	8703	49%	14%	25%	5%	3%	5%	8%	13%	-5%	4%	-1%	-0%	0%	2%	0%	0%	2%
ACP NB	74%	4%	5%	15%	0%	2%	15%	142	63%	9%	13%	6%	1%	8%	7%	15%	-11%	5%	8%	-9%	0%	1%	6%	-8%	-2%
ACP SB	85%	1%	4%	6%	2%	4%	8%	157	74%	3%	6%	3%	9%	9%	18%	18%	-9%	1%	2%	2%	0%	0%	5%	1%	6%
St.Nich/128 NB	69%	4%	0%	6%	5%	16%	11%	142	76%	2%	0%	11%	9%	19%	5%	24%	-6%	-2%	0%	5%	-4%	-7%	-2%	2%	9%
St.Nich/128 SB	80%	4%	1%	3%	0%	12%	3%	188	74%	2%	0%	5%	1%	14%	9%	23%	-6%	-2%	-1%	-10%	2%	1%	2%	2%	5%
St.Nich/151 NB	79	71%	1%	10%	2%	0%	16%	91	65%	12%	0%	8%	1%	14%	9%	23%	-6%	11%	-10%	5%	1%	0%	6%	5%	9%
St.Nich/151 SB	69	77%	1%	11%	0%	4%	6%	120	70%	8%	0%	7%	1%	15%	7%	22%	-7%	7%	-11%	1%	0%	1%	1%	1%	12%

APPENDIX A.i.: Bicyclist Volumes at Manhattan Lanes by 15-minute Intervals (2000)









APPENDIX A.ii.:

Outer Borough Bicycle Lanes Summary

Borough	Bike Lane	at	Date	Day	Cyclist		% Male	% Female	% Male Helmet	% Female Helmet	% total Helmet	in Bike Lane	Adjacent Lane	Other Lane	Counter flow IN Bike Lane	Counter flow OUT	Side-walk	Blader/Scooter	
					4hours	6 hours												4hours	6 hours
BK	Adams NB	Pierrepont	09/07	weekday	213	237	78%	22%	47%	78%	54%	19%	45%	32%	1%	3%	1%	5	5
	Adams SB				109	130	85%	15%	47%	65%	50%	53%	28%	8%	5%	5%	2%	3	3
BK	Bedford NB	Courtiyou	09/21	weekday	36		92%	11%	0%	25%	3%	64%	0%	0%	0%	0%	19%	1	1
	Bedford SB				37		89%	11%	9%	0%	8%	65%	3%	0%	8%	3%	22%	1	1
BK	Clinton	Pierrepont	10/04	weekday	121		74%	26%	48%	32%	44%	57%	29%	0%	7%	5%	2%	1	1
BK	Henry	Joralemon	09/21	weekday	71		87%	13%	24%	44%	27%	69%	13%	0%	11%	6%	1%	3	3
QN	34th Av EB		09/25	weekday	62		97%	3%	12%	50%	13%	82%	2%	0%	3%	0%	13%	3	3
	34th Av WB				65		91%	9%	8%	0%	8%	82%	0%	0%	2%	3%	14%	5	5
QN	73rd Av EB		10/12	weekday	9		89%	11%	25%	100%	33%	100%	0%	0%	0%	0%	0%	0	0
	73rd Av WB				7		71%	29%	60%	50%	57%	29%	0%	0%	43%	0%	0%	0	0
BX	Prospect Av NB	162 nd Street	10/03	weekday	24		96%	4%	0%	0%	0%	71%	0%	0%	4%	0%	25%	4	4
	Prospect Av SB				35		100%	0%	0%	ERR	0%	46%	3%	0%	29%	0%	23%	2	2
SI	Fr. Capodanno NB	Seaview	09/11	weekday	8		75%	25%	67%	100%	75%	63%	0%	0%	25%	0%	13%	2	2
	Fr. Capodanno SB				22		55%	45%	87%	70%	88%	45%	0%	0%	5%	0%	50%	0	0
MN	Central Park NB	E 86 th Street	10/12	weekday	668	1068	78%	22%	62%	78%	65%	70%	15%	8%	6%	1%	0%	122	213
	Central Park SB		10/14	weekend	2280	3360	72%	28%	50%	62%	54%	8%	35%	54%	1%	1%	0%	948	1308
MN	Central Park NB	W 86 th Street	10/12	weekday	695	1082	79%	21%	62%	74%	65%	64%	17%	9%	3%	1%	7%	110	200
	Central Park SB		10/15	weekend	2416	3408	72%	28%	55%	59%	56%	0%	53%	44%	0%	2%	0%	943	1501
BK	Prospect Park NB	Empire Blvd	10/11	weekday	429	603	80%	20%	52%	67%	55%	74%	19%	4%	2%	0%	0%	23	27
	Prospect Park SB		10/11	weekend	1476	2164	73%	27%	59%	63%	60%	19%	51%	27%	1%	2%	0%	103	116
BK	Prospect Park SB	9 th Street	10/11	weekday	508	677	80%	20%	54%	65%	56%	70%	21%	2%	1%	2%	3%	26	32

APPENDIX A.iii.:

Bicycle Trails Summary

Borough	Greenway	Date	Day	Hours	Total	Male Total	Female Total	Cyclist	Male Cyclist	Female Cyclist	Male Helmet Usage	Female Helmet Usage	Total Helmet Usage	Blader	Male Blader	Female Blader	Jogger	Male Jogger	Female Jogger	Walker	Male Walker	Female Walker
BK	Ocean Pkwy @ Ave F	09/12	weekday	4h	311	39%	4%	133					14%	2			9				167	
BX	Pelham Pkwy @ Williamsbridge	10/04	weekday	4h	275	53%	47%	62	97%	3%	22%	0%	21%	0	--	--	35	54%	46%	178	38%	62%
BX	Mosholu Pkwy @ Hull	10/04	weekday	4h	129	60%	40%	32	91%	9%	28%	100%	34%	0	--	--	4	75%	25%	93	49%	51%
BK	Shore Pkwy @ 4 th Ave	09/09	weekend	6h	1658	64%	36%	928					25%	106			157				467	
QN	Joe Michaels Mile @ 28 th Ave	9/16	weekend	6h	1327	62%	38%	568	75%	25%	34%	29%	33%	227	47%	53%	232	66%	34%	300	48%	52%
MIN	East River East @ Houston	10/28	weekend	6h	1163	62%	38%	220	75%	25%	27%	36%	29%	57	56%	44%	637	60%	40%	249	56%	44%
MIN	East River West @ Houston	10/28	weekend	6h	678	76%	24%	108	74%	26%	18%	21%	19%	29	71%	29%	139	64%	36%	402	81%	19%
MN/BX	Broadway Bridge	10/12	weekday	4h/6h	700/1011	59%	41%	55/76	92%	8%	21%	33%	22%	3/3	67%	33%	8/8	100%	0%	834/924	55%	45%
MN/BX	145th Bridge	10/11	weekday	4h/6h	380/532	82%	18%	66/93	100%	0%	3%	--	3%	3/4	75%	25%	0/0	--	--	311/435	78%	22%
MN/BX	Willis Bridge	10/12	weekday	4h/6h	222/345	90%	10%	111/168	98%	2%	8%	0%	8%	3/4	100%	0%	4/4	100%	0%	104/169	82%	18%

4 hours - weekday, 7:30-9:30 and 4:30-6:30, weekend: 11:00-3:00
 6 hours - weekday, plus 12:00-2:00pm, weekend: 10:00-4:00
 percentages derived from total number of counted users

APPENDIX A.iv.:

Hudson River Greenway Summary

at	Day	Day	Hours	Total	Male Total	Female Total	Total Cyclist	Male Cyclist	Female Cyclist	Male Helmet Usage	Female Helmet Usage	Total Helmet Usage	Total Blader	Male Blader	Female Blader	Total Jogger	Male Jogger	Female Jogger	Total Walker	Male Walker	Female Walker
Fall 2000 Counts																					
W 11	9/12	weekday	6h	1903	66%	34%	28%					35%	14%			31%			27%		
W 17	9/12	weekday	6h	731	70%	30%	39%					38%	10%			22%			29%		
W 34	9/12	weekday	6h	319	74%	26%	49%					55%	3%			8%			40%		
Chambers	9/12	weekday	2h	636	67%	33%	14%					26%	9%			36%			41%		
W 55	9/12	weekday	2h	43	88%	12%	33%					64%	0%			5%			63%		
W 80	10/4	weekday	6h	727	50%	50%	20%	69%	31%	38%	52%	43%	3%	64%	36%	29%	49%	51%	48%	41%	59%
W 95	10/4	weekday	6h	672	57%	43%	22%	68%	32%	38%	44%	40%	7%	71%	29%	31%	58%	42%	40%	48%	52%
W 125	10/4	weekday	6h	209	70%	30%	45%	69%	31%	50%	72%	57%	10%	70%	30%	26%	76%	24%	21%	63%	37%
W 11	9/17	weekend	6h	5526	58%	42%	29%	66%	34%	33%	32%	33%	19%	59%	41%	19%	53%	47%	33%	53%	47%
W 17	9/17	weekend	6h	1986	63%	37%	38%	66%	34%	39%	38%	39%	18%	65%	35%	14%	60%	40%	30%	60%	40%
W 34	9/17	weekend	6h	868	65%	35%	53%	68%	32%	42%	49%	44%	7%	74%	26%	10%	60%	40%	31%	60%	40%
WeightAverage (AVG) all					62%	38%	32%	67%	33%	36%	38%	36%	14%	63%	37%	21%	56%	44%	33%	54%	46%
AVG 11th/17th/34th weekday					68%	32%	33%					38%	12%			26%			29%		
AVG 11th/17th/34th weekend					60%	40%	34%	66%	34%	35%	35%	35%	17%	62%	38%	17%	56%	44%	32%	56%	44%
Follow-up Counts - Spring 2001																					
W 11	5/2	weekday	6h	3252			35%					37%	16%			27%			21%		
W 17	5/2	weekday	6h	2056			46%					41%	16%			14%			24%		
W 34	5/2	weekday	6h	1248	73%	27%	62%	77%	23%	41%	62%	46%	9%	73%	27%	9%	68%	32%	19%	64%	36%
W 11	4/29	weekend	6h	7334			36%						23%			14%			27%		
W 17	4/29	weekend	6h	4498			50%						23%			9%			18%		
W 34	4/29	weekend	6h	3474			61%						18%			5%			16%		
AVG 11th/17th/34th weekday							44%					40%	15%			19%			22%		
AVG 11th/17th/34th weekend							46%						22%			11%			22%		

6 hours - weekday: 7:30-9:30, 12:00-2:00pm and 4:30-6:30, weekend: 10:00am-4:00pm (Chambers and W55 only 12:00-2:00pm)
 several counts were taken in a simplified form with summarized or no information on gender

APPENDIX B:
Data Sheets for Individual Location

i.	Manhattan Lanes.....	55
ii.	Other Bicycle Lanes.....	69
iii.	Bicycle Trails.....	80
iv.	Hudson River Greenway.....	89

SECOND AVENUE at 7th Street - September 27th, 2000

Time	Bicyclist						Total Bicyclist	Male		Total Male	Female		Total Female	Rollerblader / Scooter			Total Blader	Child <16
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk		W/O Helmet	W/ Helmet		W/O Helmet	W/ Helmet		In Bike lane	Out of Lane	Counter flow		
7:00-7:15am			1	1			2	1		1	1	1				0		
7:15-7:30am	3		2			1	6	4	2	6		0				0		
7:30-7:45am	1						1	1		1		0				0		
7:45-8:00am	3						3	3		3		0				0		
8:00-8:15am	3		5				8	6		6	2		1			1		
8:15-8:30am	8		1		1		10	5	1	6	1	3	4	1		1	2	
8:30-8:45am	11		4				15	6	4	10	2	3	5			0		
8:45-9:00am	12		2			2	16	8	6	14	2	2	1			1		
9:00-9:15am	12		3	2			17	12	4	16	1		1	1		1		
9:15-9:30am	6		4				10	4	3	7	2	1	3	1		1		
9:30-9:45am	7		3	1			11	7	1	8	2	1	3			0		
9:45-10:00am	4		2	2			8	5	1	6	1	1	2			0		
10:00-10:15am	10		3		1	1	15	9	5	14	1		1	1	1	2		
10:15-10:30am	5		5	1	2	2	15	9	2	11	3	1	4	2	2	4		
10:30-10:45am	8		4	1	1	1	15	7	2	9	4	2	6			0		
10:45-11:00am	6		1	3			10	7	2	9	1		1	1		2	3	
11:00-11:15am	11		5	1		4	21	14	4	18	3		3			0		
11:15-11:30am	2	2	5	1		2	12	11	1	12			0	2		2		
11:30-11:45am	9		2				11	7	2	9	2		2	1	1	2		
11:45-12:00pm	8		7	1			16	11	2	13	3		3		1	1		
12:00-12:15pm	12		6				18	15	2	17		1	1		1	1	2	
12:15-12:30pm	8	2	9	4		2	25	17	4	21	3	1	4			0		
12:30-12:45pm	5	1	7	1			14	9		9	5		5	2		2		
12:45-1:00pm	13	2	10	1	1	1	28	20	1	21	7		7		1	1		
1:00-1:15pm	7	12	9	4	4	5	41	33	2	35	6		6	1	1	1	3	
1:15-1:30pm	7		5		2	1	15	13	1	14	1		1	1		1	2	
1:30-1:45pm	13	2	7	1	1	1	25	18		18	7		7			0		
1:45-2:00pm	9		7	1	1	4	22	19		19	1	2	3			0		
2:00-2:15pm	4	2	4	2		3	15	13		13	2		2	1		1		
2:15-2:30pm	3	3	3	3		2	14	8	4	12	2		2		1	1		
2:30-2:45pm	9		5	1		4	19	17		17	2		2		1	1	2	
2:45-3:00pm	16		4	1	1		22	18	1	19	2	1	3		3	3		
3:00-3:15pm	13		3	1		4	21	16	1	17	4		4	2	1	3		
3:15-3:30pm	10	1	5	2	1	1	20	16	1	17	3		3	1	1	1	3	
3:30-3:45pm	14		14	2		1	31	25	3	28	2	1	3	1	3	4		
3:45-4:00pm	5		10	2			17	13	3	16	1		1			0		
4:00-4:15pm	8		10	2		3	23	18	1	19	3	1	4		2	1	3	
4:15-4:30pm	6		2		2	2	12	5	3	8		4	4		1	1	1	
4:30-4:45pm	14		2		2	3	21	14	3	17	3	1	4		1	2	3	
4:45-5:00pm	10		3		2	5	20	16	3	19	1		1			0		
5:00-5:15pm	14		3		1	2	20	13	1	14	6		6	1	1	2		
5:15-5:30pm	6	1	6	2		2	17	11	3	14	1	2	3			0		
5:30-5:45pm	10	3	8		2	1	24	19	3	22	2		2			0		
5:45-6:00pm	11	3	6	5		4	29	21	4	25	4		4	1	1	1	3	
6:00-6:15pm	15	3	2	2	1	2	25	14	1	15	5	5	10	1		1		
6:15-6:30pm	10	2	5		1	5	23	15	3	18	3	2	5			0		
6:30-6:45pm	4	1	7	1		7	20	10	3	13	5	2	7			0		
6:45-7:00pm	6		3		1	2	12	5		5	5	2	7			0		
TOTAL	391	40	224	52	28	80	815	568	93	661	114	40	154	23	20	17	60	0

Observed Conditions

8:15-8:30am, when no cars parked along curb, cyclists tend to ride in parking lane
 9:30, motor scooter in bike lane

HUDSON STREET at Christopher Street - September 27th, 2000

Time	Bicyclist						Total Bicyclist	Male			Female			Rollerblader / Scooter			Total Blader	Child <16
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk		W/O Helmet	W/ Helmet	Total Male	W/O Helmet	W/ Helmet	Total Female	In Bike lane	Out of Lane	Counter flow		
7:00-7:15am	1						1	1		1		0				0		
7:15-7:30am	7	2	1	1			11	6	3	9	2	2				0		
7:30-7:45am						1	1	1		1		0		1	1			
7:45-8:00am	2	1		1			4	1	3	4		0				0		
8:00-8:15am	2			3			5	3	1	4		1	1	1	2			
8:15-8:30am	2					1	3	2		2	1	1				0		
8:30-8:45am	3			2	1	3	9	3	3	6	2	1	3			0		
8:45-9:00am	4	1		2		2	9	4	2	6	2	1	3	1	3	3	7	
9:00-9:15am	8	1		3			12	8	3	11	1	1				0		
9:15-9:30am	6	1		2	1	1	11	5	5	10	1			1	1	2		
9:30-9:45am	8	2		4		2	16	6	8	14	1	1	2		3	3	1	
9:45-10:00am	5	3		1	1	1	11	7	4	11			0			0		
10:00-10:15am	10	1	1				12	5	4	9	1	2	3	1		1		
10:15-10:30am	7	2	1	1			11	6	3	9	2		2		1	1		
10:30-10:45am	5		2				7	6		6		1	1		1	1		
10:45-11:00am	11	1	2	2	4		20	16	3	19	1		1			1		
11:00-11:15am	7	2	3	2			14	13		13	1		1		1	0		
11:15-11:30am	5	2				1	8	5	2	7	1		1			1		
11:30-11:45am	6	3	3		1	1	14	12	1	13	1		1	1	0			
11:45-12:00pm	4	1	3	1	3		12	8	3	11	1		1		1	1		
12:00-12:15pm	7	4	3	3	3	2	22	19		19	3		3			1		
12:15-12:30pm	16		4	2		1	23	21	1	22	1		1			0		
12:30-12:45pm	8		6	1		1	16	13	1	14		2	2	3		0		
12:45-1:00pm	11		5	3	3	1	23	18	4	22	1		1			3		
1:00-1:15pm	8	1	6	2	3	1	21	14	4	18	3		3			0		
1:15-1:30pm	16	4	2	3		1	26	17	5	22	3	1	4	1		1		
1:30-1:45pm	9	2		4		1	16	9	6	15	1		1			0	1	
1:45-2:00pm	9		7	4	1	1	22	18	2	20	1	1	2			0		
2:00-2:15pm	9		3	3	1	1	17	14	2	16		1	1			0		
2:15-2:30pm	9		2	3	2	2	18	14	3	17		1	1	1		1		
2:30-2:45pm	12		3			4	19	14	3	17	2		2	2		2	1	
2:45-3:00pm	7		1	1		1	10	4	2	6	3	1	4	1		1	2	
3:00-3:15pm	11	3	1	2	1	1	19	11	7	18	1		1		1	1		
3:15-3:30pm	5		4		2	2	13	7	3	10	1	2	3		3	3		
3:30-3:45pm	10		3	9	3		25	19	5	24		1	1		1	1		
3:45-4:00pm	12	1	3	2	1	1	20	12	3	15	2	3	5		2	2		
4:00-4:15pm	4		4	4			12	11		11		1	1	1	1	2	1	
4:15-4:30pm	5		2	3	3		13	12	1	13			0			0		
4:30-4:45pm	8	1	5	2	1		17	11	2	13	3	1	4		1	1		
4:45-5:00pm	12	3	5	2	2		24	18	4	22	2		2		1	1	2	
5:00-5:15pm	19	1	4	3	2	1	30	20	7	27	2	1	3	2	1	1	4	2
5:15-5:30pm	10	2	2	3	1	2	20	12	4	16	3	1	4	1	1	2	1	
5:30-5:45pm	7		5	1		1	14	9	3	12	2		2		2	2	1	
5:45-6:00pm	13		3	2		1	19	15	3	18	1		1	3		1	4	
6:00-6:15pm	10		2	4	3		19	13	4	17	1	1	2		1	1	1	
6:15-6:30pm	7		3	3			13	7	4	11	1	1	2		1	1	2	
6:30-6:45pm	6		3	1			10	4	1	5	5		5		1	1		
6:45-7:00pm	5		3	2		2	12	7	2	9	2	1	3	2	1	1	4	
TOTAL	368	45	110	97	43	41	704	481	134	615	62	27	89	18	22	22	63	19

Observed Conditions

Many cyclists heading west on Christopher toward 9A

7:30-7:45am, taxis often parked in or next to bike lane

8:15-8:30am, when traffic backs up on Hudson St cars turning left on Christopher often drive through bike lane

2:15-2:30pm, buses and parents picking up kids at St. Lukes park next to and in bike lane

LAFAYETTE STREET at Astor Place - September 27th, 2000

Time	Bicyclist						Total Bicyclist	Male			Female			Rollerblader / Scooter			Total Blader	Child <16
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk		W/O Helmet	W/ Helmet	Total Male	W/O Helmet	W/ Helmet	Total Female	In Bike lane	Out of Lane	Count er flow		
7:00-7:15am	4						4	3	1	4			0				0	
7:15-7:30am	7	1	3	1		1	13	6	2	8	4	1	5			1	1	
7:30-7:45am	8						8	1	6	7		1	1	2			2	
7:45-8:00am	10	1	2				13	4	5	9	2	2	4	1			1	
8:00-8:15am	6		2				8	2	3	5	2	1	3	2	1	1	4	
8:15-8:30am	17	3	2	2			24	7	9	16	3	5	8				0	
8:30-8:45am	13	2	5	4			24	14	5	19	3	2	5				0	
8:45-9:00am	16	3	1	4	1	1	26	11	5	16	6	4	10	2		2	4	
9:00-9:15am	11	1	1	1		2	16	9	4	13	3		3				0	
9:15-9:30am	7	5	2	2		1	17	8	4	12	3	2	5			1	1	
9:30-9:45am	7	18	1		1		27	13	9	22	2	3	5			1	1	
9:45-10:00am	15	5	6	2	1		29	19	6	25	2	2	4				0	
10:00-10:15am	18	4	3				25	19	3	22	2	1	3				0	
10:15-10:30am	17	3	4	3	2		29	16	9	25	3	1	4		3		3	
10:30-10:45am	7	19	9	3	2		40	21	12	33	6	1	7		1		1	
10:45-11:00am	1	9	6	1	4		21	16	2	18	3		3		2		2	
11:00-11:15am	4	20	12	2		1	39	28	10	38		1	1		3		3	
11:15-11:30am	3	13	8	2			26	21	1	22	4		4		1		1	
11:30-11:45am	2	17	9		3		31	22	5	27	4		4		1		1	
11:45-12:00pm	1	20	5	1		1	28	20		20	8		8		2		2	
12:00-12:15pm		16	5		4		25	17	4	21	4		4				0	
12:15-12:30pm	1	19	13	1	3		37	27	6	33	4		4		2		2	
12:30-12:45pm		9	16		6	1	32	24	5	29	3		3	1	3		4	
12:45-1:00pm		23	14	2	4		43	29	7	36	6	1	7				0	
1:00-1:15pm	7	18	7		2		34	24	7	31	2	1	3	1			1	
1:15-1:30pm		15	13		7		35	24	5	29	6		6				0	
1:30-1:45pm		23	7		6	1	37	23	7	30	7		7				0	
1:45-2:00pm	23	7	7	2	1		40	26	5	31	7	2	9	1		1	2	
2:00-2:15pm	28	2	11	2	1		44	30	7	37	5	2	7	1		1	2	
2:15-2:30pm	25	4	9	1	1	1	41	33	5	38	3		3		1		1	
2:30-2:45pm	19	2	7	4	2		34	28	3	31	1	2	3	1		1	2	
2:45-3:00pm	18	1	3	1		2	25	15	5	20	4	1	5		2		2	
3:00-3:15pm	15	5	11	2			33	25	1	26	6	1	7			1	1	
3:15-3:30pm	17	2	10	1	1	1	32	21	10	31	1		1		1		1	
3:30-3:45pm	21	4	12	5		1	43	30	6	36	6	1	7				0	
3:45-4:00pm	17	4	7	2			30	24	3	27	2	1	3	1	1		2	
4:00-4:15pm	9	9	7	2		1	28	15	3	18	8	2	10	1			1	
4:15-4:30pm	9	5	11	3			28	15	3	18	8	2	10	2	1		3	
4:30-4:45pm	15	3	4			2	24	15	3	18	4	2	6	1			1	
4:45-5:00pm	19	5	12		1	1	38	30	4	34	3	1	4	1	5		6	
5:00-5:15pm	10	8	11	2			31	19	8	27	2	2	4		4		4	
5:15-5:30pm	12	4	7	3		1	27	17	5	22	2	3	5				0	
5:30-5:45pm	10	4	7	1	4	2	28	22	1	23	4	1	5				0	
5:45-6:00pm	15	6	11				32	23	3	26	5	1	6	1	2		3	
6:00-6:15pm	10	6	10		1		27	18	3	21	5	1	6	2	3		5	
6:15-6:30pm	9	4	9	2	1		25	14	4	18	3	4	7		1		1	
6:30-6:45pm	14	5	11	1	1		32	21	6	27	3	2	5	3	1		4	3
6:45-7:00pm	11	5	9	3			28	18	3	21	4	3	7		2		2	
TOTAL	508	362	342	68	60	21	1361	887	233	1120	178	63	241	24	43	10	77	3

Observed Conditions

many cyclists turn onto Astor Place and position themselves already in the eastern travel lane

8:15-8:30am, firetruck in bike lane

many jaywalkers

9:10 - 9:45 one to three trucks parked in bike lane

10:30 - 1:50 trucks parked in bike lane

FIFTH AVENUE at 14th Street - September 27th, 2000

Time	Bicyclist						Total Bicyclist	Male			Female			Rollerblader / Scooter			Total Blader	Child <16
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk		W/O Helmet	W/ Helmet	Total Male	W/O Helmet	W/ Helmet	Total Female	In Bike lane	Out of Lane	Counter flow		
7:00-7:15am	3		1				4	4		4		0				0		
7:15-7:30am	3						3	2		2		1	1			0		
7:30-7:45am							0			0		0				0		
7:45-8:00am			2			1	3		3	3		0		1		1		
8:00-8:15am	1						1	1		1		0				0		
8:15-8:30am	3		2	1			6	2	2	4	1	1	2			0		
8:30-8:45am	4		2		2	1	9		5	5	4	4				0		
8:45-9:00am	5		4		2	2	13	5	4	9	4	4	1	1		2	1	
9:00-9:15am	5	2			1	1	9	4		4	4	1	5			0	1	
9:15-9:30am	8	1	3		1	1	14	10	2	12		2	2		1	1	2	
9:30-9:45am	5	1	4				10	7	1	8	1	1	2		1	1	1	
9:45-10:00am	8		6			2	16	11	1	12	4		4			0		
10:00-10:15am	7		4		1	2	14	11	1	12	2		2		1	1		
10:15-10:30am	6		8	1			15	13	2	15			0			0		
10:30-10:45am	7		9	3	1	2	22	15	5	20	2		2		2	2		
10:45-11:00am	10	2	2	2	2		18	13	4	17	1		1	1		1		
11:00-11:15am	6	2	7	1			16	13	2	15	1		1		1	1		
11:15-11:30am	9		7	1	3	1	21	16	5	21			0			0		
11:30-11:45am	2	2	2	2		4	12	9	1	10	2		2			0		
11:45-12:00pm	9	2	10			3	24	14	6	20	3	1	4		1	1		
12:00-12:15pm	4		4			2	10	6	1	7	2	1	3		3	3		
12:15-12:30pm	9	2	4	1		1	17	12	3	15	2		2			0		
12:30-12:45pm	8	1	14	1	1	2	27	25	1	26	1		1	1	1	2		
12:45-1:00pm	14		8			2	24	18	4	22	1	1	2		1	1		
1:00-1:15pm	6	4	12	1	1	1	25	20	2	22	3		3	2		2		
1:15-1:30pm	9	4	15	3	1	3	35	20	8	28	7		7		1	1		
1:30-1:45pm	4	4	15	1	3	2	29	23	4	27	2		2		1	1		
1:45-2:00pm	14	2	18	2			36	32	1	33	2	1	3	1	1	2		
2:00-2:15pm	9	3	11	2	1	3	29	21	7	28		1	1	1	1	2	1	
2:15-2:30pm	9	2	10	2	3		26	19	3	22	3	1	4			0		
2:30-2:45pm	13	3	3		3		22	16	1	17	4	1	5			0		
2:45-3:00pm	8	5	13	2	1	2	31	24	3	27	3	1	4	1	2	3		
3:00-3:15pm	6	2	12		3	1	24	18	4	22	1	1	2		1	1		
3:15-3:30pm	13	3	11	1	2		30	23	5	28	2		2			0		
3:30-3:45pm	8	5	10	1		1	25	21	2	23	2		2			0		
3:45-4:00pm	18	2	11		1		32	23	8	31	1		1			0	1	
4:00-4:15pm	9	6	14			2	31	23	4	27	2	2	4			0		
4:15-4:30pm	6	1	6	2			15	10	4	14	1		1			0		
4:30-4:45pm	11	2	14				27	22	3	25	2		2		2	2	1	
4:45-5:00pm	4	9	9	1	1	2	26	20	2	22	3	1	4	1		1	1	
5:00-5:15pm	9	4	8	4		1	26	15	5	20	6		6			0		
5:15-5:30pm	10	4	10	2	1		27	18	5	23	3	1	4			0		
5:30-5:45pm	2	8	8	1	1	1	21	19	1	20		1	1			0		
5:45-6:00pm	9	5	12	1		1	28	17	1	18	9	1	10		1	1		
6:00-6:15pm	5	14	20	1		4	44	29	4	33	8	3	11		3	3		
6:15-6:30pm	7	3	7			3	20	12	5	17	3		3		3	2	5	
6:30-6:45pm	8	4	12	1			25	15	4	19	5	1	6	1		1		
6:45-7:00pm	7	5	8	1		2	23	20		20	2	1	3			0		
TOTAL	340	119	372	42	36	56	965	691	139	830	109	26	135	10	29	4	43	7

Observed Conditions

Street had been recently repaved - vehicle lanes already restriped at the time of counts, but bike lane not yet
 Location of bicyclists was registered in anticipation of where bike lane was located previously.

SIXTH AVENUE at 23rd Street - September 27th, 2000

Time	Bicyclist							Total Bicyclist	Male			Female			Rollerblader / Scooter			Total Blader	Child <16
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk	W/O Helmet		W/ Helmet	Total Male	W/O Helmet	W/ Helmet	Total Female	In Bike lane	Out of Lane	Counter flow			
7:00-7:15am	3				1		4	1	2	3	1		1				0		
7:15-7:30am	2	1	3	1			7	4	3	7			0				0		
7:30-7:45am	5	2	1				8	6	2	8			0				0		
7:45-8:00am	6	3	4				13	9	2	11	1	1	2	2		1	3		
8:00-8:15am	9	4	2				15	11	3	14	1		1		1		1		
8:15-8:30am	12	2	4				18	10	7	17	1		1	1			1		
8:30-8:45am	19	1	4				24	18	4	22	2		2	1		1	2		
8:45-9:00am	34	3	6				43	27	11	38	3	2	5	4			4		
9:00-9:15am	24		7			1	32	19	5	24	6	2	8		1		1		
9:15-9:30am	32		1	5			38	24	7	31	3	4	7	1	1	2	4		
9:30-9:45am	38	2	16			2	58	38	14	52	2	4	6	2			2		
9:45-10:00am	35	4	9	1	2		51	30	11	41	6	4	10	2			2		
10:00-10:15am	12	10	7	1	3	1	34	24	8	32	2		2	1	2		3		
10:15-10:30am	9	18	12	1	1	1	42	33	3	36	3	3	6				0		
10:30-10:45am	11	10	13	1		2	37	26	6	32	5		5		1		1		
10:45-11:00am	24	2	19		2	1	48	34	9	43	3	2	5				0		
11:00-11:15am	21	4	16		1	2	44	36	7	43	1		1				0		
11:15-11:30am	24	1	20	1		1	47	38	8	46		1	1		3		3		
11:30-11:45am	23	3	17	1			44	37	4	41	2	1	3				0		
11:45-12:00pm	33		16	1	2		52	41	10	51	1		1	1	1	1	3		
12:00-12:15pm	25	2	15		1	1	44	36	5	41	2	1	3				0		
12:15-12:30pm	14		17	2		1	34	28	6	34			0		1		1		
12:30-12:45pm	25	2	15	1			43	36	7	43			0				0		
12:45-1:00pm	31	1	21	3	4	1	61	56	3	59	2		2				0		
1:00-1:15pm	31	8	7	1		1	48	35	9	44	2	2	4	1	1	3	5		
1:15-1:30pm	31	4	12	1	1	1	50	39	6	45	1	4	5	2	1	1	4		
1:30-1:45pm	32	6	6	4	1	1	50	39	8	47	1	2	3	2			3		
1:45-2:00pm	28	2	8	3		1	42	32	7	39	2	1	3	1	2		3		
2:00-2:15pm	32	1	11	3			47	34	9	43	4		4		1	2	3		
2:15-2:30pm	20	1	10	5	1		37	32	4	36	1		1			1	1		
2:30-2:45pm	31	1	15	1			48	40	6	46	1	1	2	1		1	2		
2:45-3:00pm	37	5	16	2			60	44	8	52	5	3	8	2			3		
3:00-3:15pm	25	9	12	2			48	38	8	46	1	1	2	1			2		
3:15-3:30pm	27	5	15	3	1	1	52	47	4	51	1		1	2	1		3		
3:30-3:45pm	23	2	12		2	3	42	31	8	39	2	1	3	2	1	2	5		
3:45-4:00pm	28	3	15	2			48	43	2	45		3	3	3			4		
4:00-4:15pm	6	15	16		1	1	39	33	4	37	2		2				0		
4:15-4:30pm	27	1	12		3	1	44	31	8	39	4	1	5	5			5		
4:30-4:45pm	34	6	18		1	1	60	47	9	56	4		4	2			2		
4:45-5:00pm	35	1	16	1		2	55	36	13	49	4	2	6	1			1		
5:00-5:15pm	30	6	11		5		52	41	9	50	1	1	2		1		1		
5:15-5:30pm	38	4	12	3		2	59	46	10	56	3		3	2	5	1	8		
5:30-5:45pm	32	8	12	1	2		55	43	7	50	4	1	5	4			4		
5:45-6:00pm	27	5	7				39	33	2	35	2	2	4	1			1		
6:00-6:15pm	17	2	13	1		1	34	22	8	30	2	2	4	3	1		4		
6:15-6:30pm	40	2	7	3			52	38	10	48	4		4	2			2		
6:30-6:45pm	20	5	3	1		1	30	22	4	26	2	2	4	2	3		5		
6:45-7:00pm	15	1	4		1		21	16	3	19	2		2	2	1		3		
TOTAL	1137	178	515	56	36	31	1953	1484	313	1797	102	54	156	56	29	20	105	0	

Observed Conditions

- 8:00-8:15am, for few minutes truck in bike lane
- 10:15-10:40am, two cabs in bike lane forcing many cyclists to swerve to adjacent lane
- 1:45-2:00pm, a lot of peds - way more than bladers, scooters, boards combined - walk in bike lane
- 4:00-4:15pm, delivery truck in bike lane
- 4:45-6:30pm, several pedicabs

BROADWAY at 28th Street - September 27th, 2000

Time	Bicyclist						Total Bicyclist	Male			Female			Rollerblader / Scooter			Total Blader	Child <16
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk		W/O Helmet	W/ Helmet	Total Male	W/O Helmet	W/ Helmet	Total Female	In Bike lane	Out of Lane	Counter flow		
7:00-7:15am	4		1				5	2	1	3	1	1	2				0	
7:15-7:30am	2	2					4		4	4			0				0	
7:30-7:45am	1	1	1	1			4	3	1	4			0		1		1	
7:45-8:00am	2	1					3	2	1	3			0	1		1	2	
8:00-8:15am	2	1					3	2	1	3			0				0	
8:15-8:30am	6	1	1				8	7	1	8			0				0	
8:30-8:45am	3		3				6	4	1	5		1	1	1			1	
8:45-9:00am		2	3				5	4	1	5			0	1			1	
9:00-9:15am	8	6	2				16	12	2	14	1	1	2				0	
9:15-9:30am	6	2	1	2			11	8	1	9	1	1	2		1		1	
9:30-9:45am	9	3		1	1		14	9	4	13		1	1				0	
9:45-10:00am	7	3	9		1		20	16	3	19	1		1				0	
10:00-10:15am	8	4	6	1			19	12	5	17		2	2		1		1	
10:15-10:30am	10	3	5	2	1	2	23	21	2	23			0	1			1	
10:30-10:45am	7	3	3			1	14	9	3	12	1	1	2				0	
10:45-11:00am	7	3	3				13	11	1	12		1	1				0	
11:00-11:15am	6	5	3			1	15	12	2	14		1	1				0	
11:15-11:30am	9	2	2			3	16	15		15	1		1				0	
11:30-11:45am	6	8	4				18	13	3	16	1	1	2	1			1	
11:45-12:00pm	7	7	4		2		20	17	2	19	1		1				0	
12:00-12:15pm	4	4	3		1	2	14	14		14			0		1	1	2	
12:15-12:30pm	9	5	3	1	1	1	20	13	5	18	2		2		1		1	
12:30-12:45pm	10	6	4			2	22	17	4	21	1		1	1			1	
12:45-1:00pm	9	5	6	1		1	22	16	4	20	1	1	2	1			1	
1:00-1:15pm	6	3	9	2		1	21	18	2	20		1	1		1		1	1
1:15-1:30pm	7	1	7	2			17	13	3	16	1		1	1			1	
1:30-1:45pm	2	6	5	1	1	1	16	13	2	15	1		1				0	1
1:45-2:00pm	4	8	11		1		24	20	3	23		1	1		1		1	
2:00-2:15pm	9	3	5		2	1	20	14	5	19	1		1				0	
2:15-2:30pm	5	4	3			1	13	12	1	13			0	1		1	2	
2:30-2:45pm	5	4	6			1	16	13	2	15	1		1				0	
2:45-3:00pm	14	2	12	1			29	24	5	29			0	2	1		3	
3:00-3:15pm	6	5	7	1			19	16	3	19			0				0	
3:15-3:30pm	6	3	8	1			18	13	4	17	1		1	1			1	
3:30-3:45pm	5	4	12	1			22	20	1	21		1	1				0	
3:45-4:00pm	3	6	7	1		1	18	11	5	16	1	1	2				0	
4:00-4:15pm	7	12	6	2	1		28	17	10	27	1		1				0	
4:15-4:30pm	5	8	3	1			17	14	2	16	1		1				0	
4:30-4:45pm	6	6	8	2	1		23	19	2	21	1	1	2	1			1	
4:45-5:00pm	1	12	9		1		23	18	2	20	2	1	3				0	
5:00-5:15pm	6	9	7	2	1		25	20	3	23	2		2				0	
5:15-5:30pm	3	9	6	1	1	1	21	18	3	21			0		1		1	
5:30-5:45pm	8	8	5				21	17	2	19	1	1	2		1	2	3	
5:45-6:00pm	4	15	7				26	17	6	23	2	1	3		1		1	
6:00-6:15pm	3	14	5		3		25	20		20	2	3	5		1	2	3	
6:15-6:30pm	4	12	3	1			20	10	7	17	2	1	3				0	
6:30-6:45pm		13	6				19	15	3	18	1		1	1	1		2	
6:45-7:00pm	9	11	8				28	14	9	23	2	3	5				0	
TOTAL	270	255	232	28	19	20	824	625	137	762	35	27	62	14	13	7	34	2

Observed Conditions

- 7:00-10:00am, thirty bikes on 28th St
- 11:30-12:00pm, truck unloading in bike lane
- 1:00-1:15pm, truck doubleparked in bike lane
- 1:30-1:50pm, van parked in bike lane
- 2:00-2:15pm, people push carts in bike lane
- 4:05-4:10pm, van in bike lane
- 4:48-5:00pm, car in bike lane
- 5:29-5:35pm, car in bike lane
- 5:55-6:03pm, car in bike lane
- 6:27-6:46pm, car in bike lane

BROADWAY at 48th Street - September 27th, 2000

Time	Bicyclist						Total Bicyclist	Male			Female			Rollerblader / Scooter			Total Blader	Child <16
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk		W/O Helmet	W/ Helmet	Total Male	W/O Helmet	W/ Helmet	Total Female	In Bike lane	Out of Lane	Count er flow		
7:00-7:15am	2		1				3		2	2		1		1		1		
7:15-7:30am	3						3	2	1	3						0		
7:30-7:45am	3	1	2				6	3	2	5		1	1			0		
7:45-8:00am		1	4				5	4	1	5					1	1		
8:00-8:15am	8		1	2	1		12	7	4	11	1				1	1		
8:15-8:30am	7		2				9	7	1	8		1	1		1		1	
8:30-8:45am	2				1		3	1	1	2		1	1	2			2	
8:45-9:00am	6	1	5		1		13	9	4	13				1			1	
9:00-9:15am	12	1					13	4	7	11		2	2			1	1	
9:15-9:30am	7	2	9				18	9	8	17	1			1			1	
9:30-9:45am	5	3	9				17	14	2	16		1	1				0	
9:45-10:00am	6	2	9				17	10	6	16		1	1				0	
10:00-10:15am	13	8	6				27	24	2	26		1	1				0	
10:15-10:30am	5	7	4				16	15	1	16							0	
10:30-10:45am	10	2	6				18	14	1	15	1	2	3		1		1	
10:45-11:00am	15	3	9				27	20	5	25	1	1	2	1	2		3	
11:00-11:15am	4	2	6				12	10	2	12							0	
11:15-11:30am	12	2	6	1			21	15	2	17	2	2	4		1		1	
11:30-11:45am	7	1	8	1			17	13	3	16		1	1	1			1	
11:45-12:00pm	8	1	9	2			20	20		20				1			1	
12:00-12:15pm	19	3	13				35	29	5	34	1			3			3	
12:15-12:30pm	5	1	5				11	8	1	9	2			1			0	
12:30-12:45pm	12	2	19				33	28	5	33							0	
12:45-1:00pm	4	2	7	1			14	11	3	14							0	
1:00-1:15pm	10	1	4	2			17	12	2	14	2	1	3		2		2	
1:15-1:30pm	6	2	7			1	16	11	2	13	3		3	1			1	
1:30-1:45pm	24	6	6	1		1	38	29	6	35		3	3			1	1	
1:45-2:00pm	16	3	3	1	1	1	25	20	1	21	2	2	4				0	
2:00-2:15pm	23	3	2		1	1	30	23	3	26	3	1	4	1	1		2	
2:15-2:30pm	25	2	4	3		1	35	27	3	30	4	1	5	2			2	
2:30-2:45pm	24	5	3	5		3	40	34	3	37	2	1	3			2	2	
2:45-3:00pm	21	2	2	2		1	28	21	4	25	2	1	3	2	1		3	
3:00-3:15pm	41	2	2	3	2	3	53	37	3	40	10	3	13			1	1	
3:15-3:30pm	33	5	3	2	3	2	48	38	2	40	5	3	8	1	2		3	
3:30-3:45pm	43	4	1	2	1	1	52	41	2	43	7	2	9	1	1		2	
3:45-4:00pm	25	4	2	1	2	3	37	28	2	30	6	1	7			1	1	
4:00-4:15pm	5	1	6				12	12		12				0	2		2	
4:15-4:30pm	10		12	1	1		24	19	5	24				0	1		1	
4:30-4:45pm	8		15	1	1	1	26	15	11	26				0	3		3	
4:45-5:00pm	13		6		2		21	15	3	18	1	2	3	1			1	
5:00-5:15pm	11		5				16	10	3	13			3		1		1	
5:15-5:30pm	9		8				17	14	3	17				0	2	1	3	
5:30-5:45pm	14		6	1			21	15	6	21				0	1		1	
5:45-6:00pm	11	1	5		1		18	11	5	16		2	2	1			1	
6:00-6:15pm	2	4	15		1	1	23	18		18	2	3	5				0	
6:15-6:30pm	9		7			2	18	15	1	16	1	1	2	3		1	4	
6:30-6:45pm	3		3			1	7	4	1	5		2	2				0	
6:45-7:00pm	3		1			2	6	4	2	6				0			0	
TOTAL	564	90	268	32	19	25	998	750	142	892	60	46	106	30	17	9	56	0

Observed Conditions

10:00am-1:00pm, 52 bikes on 48th Street,
 10:00-10:15am, peds standing in bike lane
 4:00pm, most cyclists are delivery cyclists

FIRST AVENUE at 91st Street - September 27th, 2000

Time	Bicyclist						Total Bicyclist	Male			Female			Rollerblader / Scooter			Total Blader	Child <16	
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk		W/O Helmet	W/ Helmet	Total Male	W/O Helmet	W/ Helmet	Total Female	In Bike lane	Out of Lane	Counter flow			
7:00-7:15am			1	1			2	2			2						0		
7:15-7:30am			1			3	4	3			3	1					1	0	1
7:30-7:45am	3						3	2	1		3						0		0
7:45-8:00am						1	1	1			1						0		0
8:00-8:15am	1						1				0	1					1		0
8:15-8:30am	2					2	4	2			2	2			1		2		1
8:30-8:45am							0				0						0		0
8:45-9:00am	3					1	4	2	2		4						0		0
9:00-9:15am	1			1		1	3	3			3						0		0
9:15-9:30am	1						1	1			1						0		0
9:30-9:45am					1		1				0	1					1		0
9:45-10:00am	1		1				2	1			1	1					1		0
10:00-10:15am							0				0						0		0
10:15-10:30am	2						2	1	1		2						0		0
10:30-10:45am	3		1	1			5	4			4	1					1		0
10:45-11:00am					1		1		1		1						0		0
11:00-11:15am	4	1		1		1	7	5	1		6		1	1	1		1		1
11:15-11:30am			2		1		3	2	1		3						0		0
11:30-11:45am	2	1	1				4	2	1		3	1					1		0
11:45-12:00pm			2				2	1	1		2						0		0
12:00-12:15pm		1	1	1		2	5	4	1		5						0		0
12:15-12:30pm	1	5	3	1	1		11	11			11						0		0
12:30-12:45pm	1	4				1	6	5			5	1					1		0
12:45-1:00pm	1	1	4	2		1	9	7	2		9						0		0
1:00-1:15pm		2	2				4	4			4						0		0
1:15-1:30pm	2	1		1		1	5	4	1		5				1		0		1
1:30-1:45pm	1	3	5	2			11	8	2		10	1					1		0
1:45-2:00pm	5	2			2	2	11	11			11						0		0
2:00-2:15pm			1				1	1			1						0		0
2:15-2:30pm				1	2		3	3			3						0		0
2:30-2:45pm	2	3					5	5			5			1			0		1
2:45-3:00pm	1	1	1	1		1	5	5			5						0		0
3:00-3:15pm	1	3		2			6	6			6						0		0
3:15-3:30pm	1						1	1			1						0		0
3:30-3:45pm	1					2	3	3			3						0		0
3:45-4:00pm	3		1				4	4			4						0		0
4:00-4:15pm	1	2	4	1		1	9	5	2		7	2					2		0
4:15-4:30pm	3		1			2	6	6			6						0		0
4:30-4:45pm	4	5	2			2	13	11	1		12		1				1		0
4:45-5:00pm	2					1	3	2	1		3			2			0		2
5:00-5:15pm	4		4	1		1	10	9			9	1					1		0
5:15-5:30pm	4	3	2				9	8	1		9						0		0
5:30-5:45pm	2	2	3		1	2	10	10			10						0		0
5:45-6:00pm	7	1	8				16	13	2		15		1				1		0
6:00-6:15pm	4	1	2	1		2	10	10			10						0		0
6:15-6:30pm	2	1	1				4	4			4			1			0		1
6:30-6:45pm	2	2	2		1		7	5	1		6	1					1		0
6:45-7:00pm	2	3	1				6	4	1		5	1					1		0
TOTAL	80	48	57	18	10	30	243	201	24	225	10	8	18	5	2	1	8	4	

Observed Conditions

- 12:00-12:30pm, trucks in bike lane
- 1:00-1:30pm, UPS truck in bike lane
- 1:30-1:45pm, trucks in bike lane
- 2:00-2:15pm, trucks in bike lane
- 4:00-7:00pm, about 75% of the males are delivery cyclists

ADAM CLAYTON POWELL BOULEVARD northbound at 113th Street - September 27th, 2000

Time	Bicyclist						Total Bicyclist	Male			Female			Rollerblader / Scooter			Total Blader	Child <16
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk		W/O Helmet	W/ Helmet	Total Male	W/O Helmet	W/ Helmet	Total Female	In Bike lane	Out of Lane	Counter flow		
7:00-7:15am	2						2	1		1		1					0	
7:15-7:30am	1						1	1		1		0					0	
7:30-7:45am	2						2		2	2		0		1			1	
7:45-8:00am	2						2	2		2		0					0	
8:00-8:15am	1	1	1				3	3		3		0					0	
8:15-8:30am			2				2		1	1		1					0	
8:30-8:45am	4						4	1	2	3	1	1					0	
8:45-9:00am	1						1	1		1		0					0	
9:00-9:15am							0			0		0					0	
9:15-9:30am							0			0		0					0	
9:30-9:45am					1		1	1		1		0					0	
9:45-10:00am	2	1	1				4	2	1	3		1	1				0	
10:00-10:15am	1						1		1	1		0					0	
10:15-10:30am							0			0		0					0	
10:30-10:45am		1					1	1		1		0					0	
10:45-11:00am							0			0		0					0	
11:00-11:15am	2						2	2		2		0					0	
11:15-11:30am							0			0		0					0	
11:30-11:45am			1			3	4	3	1	4		0					0	
11:45-12:00pm	1					1	2	2		2		0					0	
12:00-12:15pm	3						3	2		2	1	1					0	
12:15-12:30pm						1	1	1		1		0					0	
12:30-12:45pm							0			0		0					0	
12:45-1:00pm			1				1	1		1		0					0	
1:00-1:15pm	2	1	1				4	4		4		0					0	
1:15-1:30pm							0			0		0					0	
1:30-1:45pm	2						2	2		2		0					0	
1:45-2:00pm	3	1		1			5	4	1	5		0					0	1
2:00-2:15pm	3						3	1	1	2		1	1				0	
2:15-2:30pm	2					1	3	2		2		1	1				0	
2:30-2:45pm	3						3	3		3		0					0	
2:45-3:00pm	2	1					3	1	1	2	1	1					0	
3:00-3:15pm		1					1	1		1		0					0	
3:15-3:30pm	3						3	3		3		0					0	
3:30-3:45pm	4			2		1	7	7		7		0					0	1
3:45-4:00pm			1	1			2	1	1	2		0					0	
4:00-4:15pm	1	1	1			1	4	3	1	4		0					0	1
4:15-4:30pm	3			1			4	3		3	1	1					0	1
4:30-4:45pm	3						3	3		3		0					0	
4:45-5:00pm	1	1					2	2		2		0					0	
5:00-5:15pm	2	1				1	4	3		3	1	1					0	
5:15-5:30pm	4					2	6	4	2	6		0					0	
5:30-5:45pm	1			1			2	1	1	2		0					0	
5:45-6:00pm	6	3	2	2		1	14	7	6	13	1	1					0	2
6:00-6:15pm	6		2				8	5	3	8		0					0	
6:15-6:30pm	4			1			5	2	1	3	1	1	2				0	
6:30-6:45pm	10		5				15	11	4	15		0					0	
6:45-7:00pm	2						2	1	1	2		0					0	
TOTAL	89	13	18	9	1	12	142	98	31	129	7	6	13	0	1	0	1	6

Observed Conditions

wb traffic on 110th rerouted - NB vehicles turning at 112th block intersection and bike lane

ADAM CLAYTON POWELL BOULEVARD southbound at 113th Street - September 27th, 2000

Time	Bicyclist						Total Bicyclist	Male			Female			Rollerblader / Scooter			Total Blader	Child <16
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk		W/O Helmet	W/ Helmet	Total Male	W/O Helmet	W/ Helmet	Total Female	In Bike lane	Out of Lane	Counter flow		
7:00-7:15am	1				1	1	3	3		3		0				0		
7:15-7:30am	1						1		1	1		0				0		
7:30-7:45am	2					2	4	4		4		0				0		
7:45-8:00am							0			0		0				0		
8:00-8:15am	2			1			3	3		3		0				0		
8:15-8:30am	4						4	2	2	4		0				0		
8:30-8:45am	5						5	4	1	5		0				0		
8:45-9:00am	4		1				5	5		5		0				0		
9:00-9:15am	3						3	3		3		0				0		
9:15-9:30am				1			1	1		1		0				0		
9:30-9:45am	1			1			2	2		2		0	1			1		
9:45-10:00am	2					1	3	3		3		0				0		
10:00-10:15am	1						1	1		1		0				0		
10:15-10:30am	3						3	2	1	3		0				0		
10:30-10:45am	4		1				5	3		3	2	2				0		
10:45-11:00am	2	1					3	3		3		0				0		
11:00-11:15am	2						2	1	1	2		0				0		
11:15-11:30am	1			1			2	2		2		0				0		
11:30-11:45am	2	2					4	4		4		0				0		
11:45-12:00pm	2				1		3	3		3		0				0		
12:00-12:15pm							0			0		0				0		
12:15-12:30pm	2						2	2		2		0				0		
12:30-12:45pm	1					1	2	2		2		0				0		
12:45-1:00pm	1						1		1	1		0				0		
1:00-1:15pm					1		1	1		1		0				0		
1:15-1:30pm	4					2	6	4	1	5	1	1				0		
1:30-1:45pm	4				1		5	4	1	5		0				0		
1:45-2:00pm	3						3	2	1	3		0				0	1	
2:00-2:15pm							0			0		0				0		
2:15-2:30pm	1		1				2	1		1	1	1				0		
2:30-2:45pm	2						2	2		2		0				0		
2:45-3:00pm	3						3	1	1	2	1	1				0		
3:00-3:15pm	5			1			6	6		6		0				0		
3:15-3:30pm	5					1	6	5	1	6		0				0		
3:30-3:45pm	3						3	2	1	3		0				0		
3:45-4:00pm	3			1			4	4		4		0				0	4	
4:00-4:15pm	5		1			2	8	6	2	8		0				0		
4:15-4:30pm	4		1			1	6	3	2	5	1	1				0		
4:30-4:45pm	2		1				3	1	2	3		0				0		
4:45-5:00pm	4	1		1		1	7	6		6	1	1				0		
5:00-5:15pm	5						5	4		4	1	1				0		
5:15-5:30pm	7		2	1			10	6	2	8		2				0		
5:30-5:45pm	4						4	2	2	4		0				0		
5:45-6:00pm	2						2	2		2		0				0		
6:00-6:15pm							0			0		0				0		
6:15-6:30pm	2		1	1			4	4		4		0				0		
6:30-6:45pm				1		2	3	2	1	3		0				0		
6:45-7:00pm	2						2	1	1	2		0				0		
TOTAL	116	4	9	10	4	14	157	122	25	147	6	4	10	1	0	0	1	5

ST. NICHOLAS AVENUE northbound at 128th Street - September 27th, 2000

Time	Bicyclist						Total Bicyclist	Male			Female			Rollerblader / Scooter			Total Blader	Child <16
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk		W/O Helmet	W/ Helmet	Total Male	W/O Helmet	W/ Helmet	Total Female	In Bike lane	Out of Lane	Counter flow		
7:00-7:15am							0				0						0	
7:15-7:30am	1			1			2	2			2						0	
7:30-7:45am	2						2	2			2						0	
7:45-8:00am	2				1		3	1	2		3						0	
8:00-8:15am	1			1			2	2			2						0	
8:15-8:30am							0				0						0	
8:30-8:45am	4	1					5	2	2		4		1				1	
8:45-9:00am	1						1				0	1					1	
9:00-9:15am	1						1	1			1						0	
9:15-9:30am	3						3	1	1		2		1				1	
9:30-9:45am							0				0						0	
9:45-10:00am							0				0						0	
10:00-10:15am	1						1		1		1						0	
10:15-10:30am	2	1		1			4	4			4						0	
10:30-10:45am	1						1	1			1						0	
10:45-11:00am							0				0						0	
11:00-11:15am	4						4	3			3	1					1	
11:15-11:30am	1						1	1			1						0	
11:30-11:45am	2						2	1			1	1					1	
11:45-12:00pm	3			1			4	3	1		4						0	
12:00-12:15pm	4					1	5	5			5						0	
12:15-12:30pm	1						1	1			1						0	
12:30-12:45pm	1						1	1			1						0	
12:45-1:00pm	2					1	3	2	1		3						0	
1:00-1:15pm	3			1			4	3	1		4						0	
1:15-1:30pm	3					1	4	3			3		1				1	
1:30-1:45pm	2			1			3	2			2	1					1	
1:45-2:00pm	2					1	3	2	1		3						0	
2:00-2:15pm							0				0						0	
2:15-2:30pm	2				1		3	1	1		2		1				1	
2:30-2:45pm	3			1			4	2			2		2				2	
2:45-3:00pm	1			1			2	1			1	1					1	
3:00-3:15pm	2						2	1	1		2						0	
3:15-3:30pm	3			1			4	3			3	1					1	1
3:30-3:45pm	3			2			5	3	2		5						0	
3:45-4:00pm	2					1	3	2	1		3						0	
4:00-4:15pm	1			1		2	4	3	1		4						0	1
4:15-4:30pm	1						1	1			1						0	
4:30-4:45pm	2	1		2		3	8	3	4		7	1					1	2
4:45-5:00pm	5			1			6	5	1		6						0	
5:00-5:15pm	2						2	2			2						0	
5:15-5:30pm	5						5	4			4		1		1		1	1
5:30-5:45pm	4						4		4		4						0	
5:45-6:00pm	2					2	4	3	1		4						0	
6:00-6:15pm	8						8	6	2		8						0	
6:15-6:30pm	6			1		1	8	4	3		7	1					1	
6:30-6:45pm	3						3	2	1		3						0	1
6:45-7:00pm	6						6	3	3		6						0	
TOTAL	108	3	0	16	2	13	142	92	35	127	8	7	15	0	1	0	1	6

ST. NICHOLAS AVENUE southbound at 128th Street - September 27th, 2000

Time	Bicyclist						Total Bicyclist	Male			Female			Rollerblader / Scooter			Total Blader	Child <16
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk		W/O Helmet	W/ Helmet	Total Male	W/O Helmet	W/ Helmet	Total Female	In Bike lane	Out of Lane	Counter flow		
7:00-7:15am	2						2	1	1	2			0				0	
7:15-7:30am	2	1					3		3	3			0				0	
7:30-7:45am	2			2			4	4		4			0				0	
7:45-8:00am	3						3	3		3			0				0	
8:00-8:15am	2						2		2	2			0				0	
8:15-8:30am	5					1	6	4	2	6			0				0	
8:30-8:45am	2						2		2	2			0				0	
8:45-9:00am	5						5	3	1	4	1		1				0	
9:00-9:15am	5						5	2	2	4	1		1				0	
9:15-9:30am	4			1		1	6	4	2	6			0				0	
9:30-9:45am	3						3	2	1	3			0				0	
9:45-10:00am	6	1				1	8	4	3	7		1	1				0	
10:00-10:15am	3					1	4	3	1	4			0				0	
10:15-10:30am							0			0			0				0	
10:30-10:45am	2						2	1		1		1	1				0	
10:45-11:00am	2						2	1	1	2			0				0	
11:00-11:15am	1	1					2	2		2			0				0	
11:15-11:30am	2						2	2		2			0				0	
11:30-11:45am	2					1	3	3		3			0				0	
11:45-12:00pm	4					2	6	5	1	6			0				0	
12:00-12:15pm	1					1	2	2		2			0				0	
12:15-12:30pm	2					2	4	3	1	4			0				0	
12:30-12:45pm	1			1			2	1	1	2			0				0	
12:45-1:00pm	5						5	3	2	5			0				0	
1:00-1:15pm	4						4	3		3	1		1				0	
1:15-1:30pm	3					2	5	4	1	5			0				0	
1:30-1:45pm	4					3	7	5	2	7			0				0	
1:45-2:00pm	1					2	3	2	1	3			0				0	
2:00-2:15pm	1						1	1		1			0				0	
2:15-2:30pm	1						1			0		1	1				0	
2:30-2:45pm	9					2	11	7	1	8	2	1	3				0	
2:45-3:00pm	1					2	3	2	1	3			0				0	
3:00-3:15pm	2				1	1	4	4		4			0				0	
3:15-3:30pm	1			1		1	3	2	1	3			0				0	
3:30-3:45pm	1			1			2	1		1		1	1				0	
3:45-4:00pm				1		3	4	3		3		1	1				0	
4:00-4:15pm	2			1			3	3		3			0				0	
4:15-4:30pm	4					3	7	2	4	6	1		1				0	2
4:30-4:45pm	8						8	7	1	8			0				0	5
4:45-5:00pm	1					1	2	1		1	1		1		1		0	
5:00-5:15pm	5						5	2	3	5			0				0	
5:15-5:30pm	1						1	1		1			0				0	
5:30-5:45pm	4					1	5	5		5			0				0	1
5:45-6:00pm	3					1	4	3	1	4			0				0	
6:00-6:15pm	6					1	7	5	2	7			0				0	1
6:15-6:30pm	4					1	5	2	3	5			0				0	
6:30-6:45pm	3			1		2	6	4	2	6			0				0	3
6:45-7:00pm	4						4	2	2	4			0				0	2
TOTAL	139	3	0	9	1	36	188	124	51	175	7	6	13	0	0	1	1	14

ST. NICHOLAS AVENUE northbound at 151st Street - September 27th, 2000

Time	Bicyclist						Total Bicyclist	Male			Female			Rollerblader / Scooter			Total Blader	Child <16
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk		W/O Helmet	W/ Helmet	Total Male	W/O Helmet	W/ Helmet	Total Female	In Bike lane	Out of Lane	Counter flow		
7:00-7:15am							0			0			0				0	
7:15-7:30am							0			0			0				0	
7:30-7:45am	2				1		3	1	2	3			0				0	
7:45-8:00am							0			0			0				0	
8:00-8:15am							0			0			0				0	
8:15-8:30am							0			0			0				0	
8:30-8:45am	2						2		1	1		1	1				0	
8:45-9:00am							0			0			0				0	
9:00-9:15am							0			0			0				0	
9:15-9:30am						1	1	1		1			0				0	
9:30-9:45am	1						1		1	1			0				0	
9:45-10:00am	1					1	2	2		2			0				0	
10:00-10:15am	1	1					2	2		2			0				0	
10:15-10:30am							0			0			0				0	
10:30-10:45am							0			0			0				0	
10:45-11:00am							0			0			0				0	
11:00-11:15am							0			0			0				0	
11:15-11:30am	1			1			2	1		1		1	1				0	
11:30-11:45am							0			0			0				0	
11:45-12:00pm	2						2	1	1	2			0				0	
12:00-12:15pm	1						1	1		1			0				0	
12:15-12:30pm							0			0			0				0	
12:30-12:45pm	1						1	1		1			0				0	
12:45-1:00pm							0			0			0				0	
1:00-1:15pm	2						2	1	1	2			0				0	
1:15-1:30pm							0			0			0				0	
1:30-1:45pm							0			0			0				0	
1:45-2:00pm	1						1	1		1			0				0	
2:00-2:15pm	1						1		1	1			0				0	
2:15-2:30pm	3			1			4	2	1	3		1	1				0	
2:30-2:45pm							0			0			0				0	
2:45-3:00pm	1					1	2			0		2	2				0	
3:00-3:15pm	1						1	1		1			0				0	
3:15-3:30pm	3	1					4	1	2	3		1	1				0	
3:30-3:45pm							0			0			0				0	
3:45-4:00pm	3	1				1	5	3	1	4	1		1				0	1
4:00-4:15pm	2						2		2	2			0				0	
4:15-4:30pm	2					1	3	3		3			0				0	1
4:30-4:45pm	2					1	3	3		3			0				0	1
4:45-5:00pm	2	5		2			9	6	1	7	1	1	2				0	5
5:00-5:15pm	6	1		1		2	10	5	5	10			0				0	5
5:15-5:30pm	2					1	3	2		2		1	1				0	1
5:30-5:45pm	4					2	6	3	3	6			0				0	3
5:45-6:00pm				2			2	2		2			0				0	2
6:00-6:15pm	4					1	5	3	2	5			0				0	1
6:15-6:30pm	4					1	5	4	1	5			0				0	
6:30-6:45pm	1						1			0		1	1				0	
6:45-7:00pm	3	2					5	1	4	5			0				0	
TOTAL	59	11	0	7	1	13	91	51	29	80	2	9	11	0	0	0	0	20

ST. NICHOLAS AVENUE southbound at 151st Street - September 27th, 2000

Time	Bicyclist						Total Bicyclist	Male			Female			Rollerblader / Scooter			Total Blader	Child <16
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk		W/O Helmet	W/ Helmet	Total Male	W/O Helmet	W/ Helmet	Total Female	In Bike lane	Out of Lane	Counter flow		
7:00-7:15am	1						1	1		1							0	
7:15-7:30am	2	2					4	1	3	4							0	
7:30-7:45am	2						2	2		2							0	
7:45-8:00am	1						1	1		1							0	
8:00-8:15am	3						3	1	2	3							0	
8:15-8:30am	1						1		1	1							0	
8:30-8:45am	3						3	1	2	3							0	
8:45-9:00am	1						1			0	1						1	0
9:00-9:15am	2	1					3	1	2	3							0	
9:15-9:30am	2	1					3	1	2	3							0	
9:30-9:45am	2						2	1	1	2							0	
9:45-10:00am	1					1	2	2		2							0	
10:00-10:15am	1						1	1		1							0	
10:15-10:30am	1						1	1		1							0	
10:30-10:45am	1						1		1	1							0	
10:45-11:00am	1						1			0		1					1	0
11:00-11:15am	1						1		1	1							0	
11:15-11:30am							0			0							0	
11:30-11:45am	2						2	2		2							0	
11:45-12:00pm	1			1			2	2		2							0	
12:00-12:15pm							0			0							0	
12:15-12:30pm	1					1	2	2		2							0	
12:30-12:45pm	1						1	1		1							0	
12:45-1:00pm	1				1		2	1		1		1					0	
1:00-1:15pm	2			1			3	2	1	3							0	
1:15-1:30pm	2						2	1		1		1					0	
1:30-1:45pm	1	1					2		2	2							0	
1:45-2:00pm							0			0			1				1	
2:00-2:15pm	3	1					4	3		3		1	1				0	1
2:15-2:30pm	3						3	1	1	2		1	1				0	
2:30-2:45pm	1						1	1		1							0	
2:45-3:00pm	1			1		1	3	3		3							0	
3:00-3:15pm	2					1	3	2	1	3							0	
3:15-3:30pm	1			1			2	1	1	2							0	
3:30-3:45pm	2						2	2		2							0	
3:45-4:00pm							0			0							0	
4:00-4:15pm	4					5	9	3	5	8	1				2		2	
4:15-4:30pm	2						2	1		1		1	1				0	
4:30-4:45pm	1	3				3	7	2	4	6	1						0	4
4:45-5:00pm	2						2	2		2							0	
5:00-5:15pm	2						2		2	2							0	
5:15-5:30pm	1			1			2	2		2							0	
5:30-5:45pm	2			1		2	5	3	2	5							0	2
5:45-6:00pm	5						5	3	1	4	1						0	
6:00-6:15pm	6			1			7	5	1	6		1	1				0	
6:15-6:30pm	3	1				3	7	7		7							0	3
6:30-6:45pm	3						3	1	2	3							0	
6:45-7:00pm	3			1			4	4		4							0	
TOTAL	84	10	0	8	0	18	120	71	38	109	4	7	11	1	2	0	3	10

APPENDIX B.ii.: Data Sheets for Other Bicycle Lanes

ADAMS STREET northbound at Pierrepont Street - September 7th, 2000

Time	Bicyclist						Total Bicyclist	Male			Female			Rollerblader / Scooter			Total Blader	Child <16
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk		W/O Helmet	W/ Helmet	Total Male	W/O Helmet	W/ Helmet	Total Female	In Bike lane	Out of Lane	Count er flow		
7:30-7:45am	4	11	4		1		20	3	10	13	1	6	7				0	
7:45-8:00am	3	10	3	1			17	8	7	15	0	2	2	1			1	
8:00-8:15am	5	10	5			1	21	4	12	16	1	4	5				0	1
8:15-8:30am	4	10	9				23	11	8	19	2	2	4			1	1	
8:30-8:45am	1	11	16				28	7	14	21	1	6	7				0	
8:45-9:00am	5	13	13			1	32	12	12	24	2	6	8		1		1	
9:00-9:15am	4	12	7	1			24	7	9	16	1	7	8	1			1	
9:15-9:30am		5	5				10	6	3	9	0	1	1				0	
12:00-12:15pm	2						2	1	1	2			0				0	
12:15-12:30pm	2	2					4	3		3	1		1				0	
12:30-12:45pm	2						2	2		2			0				0	
12:45-1:00pm	2	1			1		4	3	1	4			0				0	
1:00-1:15pm	2		1				3	1	1	2		1	1				0	
1:15-1:30pm	3						3	2		2	1		1				0	
1:30-1:45pm	1	1	1				3	2	1	3			0				0	
1:45-2:00pm	1	1	1				3	2	1	3			0				0	
4:30-4:45pm		2	2				4	2	1	3		1	1				0	
4:45-5:00pm		3			1		4	3	1	4			0				0	
5:00-5:15pm		4					4	2	1	3		1	1				0	
5:15-5:30pm	1	2	3		2		8	6	1	7	1		1		1	1	2	
5:30-5:45pm			1		2		3	2	1	3			0				0	
5:45-6:00pm		5	1				6	5	1	6			0				0	
6:00-6:15pm	2	2	1				5	2	1	3		2	2				0	
6:15-6:30pm	1	1	2				4	3		3		1	1				0	
TOTALS morning+ eve	30	101	72	2	6	2	213	83	82	165	9	39	48	2	1	2	5	3
TOTAL	45	106	75	2	7	2	237	99	87	186	11	40	51	2	1	2	5	3

Observed Conditions

7:30-7:35, 2 cars parked in BL, 7:50-7:56, 2 cars parked in BL, 8:00-8:15, vehicles drive in BL to turn onto Johnson, 8:27-9:30, 3 cars parked in BL
4:30-4:45, BL in front of Court Bldg. continuously used as illegal parking lane

ADAMS STREET northbound at Pierrepont Street - September 7th, 2000

Time	Bicyclist						Total Bicyclist	Male			Female			Rollerblader / Scooter			Total Blader	Child <16
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk		W/O Helmet	W/ Helmet	Total Male	W/O Helmet	W/ Helmet	Total Female	In Bike lane	Out of Lane	Count er flow		
7:30-7:45am	1	1		1			3	1	3	4			0				0	
7:45-8:00am					1		1	1		1			0	1			1	
8:00-8:15am					1		1		1	1			0				0	
8:15-8:30am			1		1		2	1	1	2			0				0	
8:30-8:45am		1			1		2	1	1	2			0				0	
8:45-9:00am	3	1					4		3	3		1	1	1			1	
9:00-9:15am						1	1	1		1			0				0	
9:15-9:30am	1					1	2	1	1	2			0				0	
12:00-12:15pm	1						1			0	1		1				0	
12:15-12:30pm		2	1				3	3		3			0				0	
12:30-12:45pm	1	1		1	1		4	4		4			0				0	
12:45-1:00pm	1		1	1	1		4	4		4			0				0	
1:00-1:15pm	1			1			2	2		2			0				0	
1:15-1:30pm	2						2	2		2			0				0	
1:30-1:45pm		1	1				2		1	1	1		1				0	
1:45-2:00pm	1	2					3	2		2		1	1				0	
4:30-4:45pm	6	3	1				10	4	4	8	1	1	2				0	
4:45-5:00pm	7	3		1			11	4	6	10		1	1				0	
5:00-5:15pm	2	7	1				10	3	7	10			0				0	
5:15-5:30pm	5	4	3				12	7	3	10	1	1	2				0	
5:30-5:45pm	6						6	3	2	5	1		1				0	
5:45-6:00pm	11	2					13	6	4	10	1	2	3				0	
6:00-6:15pm	9	3	1				13	1	7	8		5	5				0	
6:15-6:30pm	11	5	1	1			18	8	8	16	1	1	2			1	1	
TOTALS morning+ eve	62	30	8	3	4	2	109	42	51	93	5	12	17	2	0	1	3	0
TOTAL	69	36	11	6	6	2	130	59	52	111	7	13	20	2	0	1	3	0

for both directions: adjacent travel lane = cyclist rides out of bike lane on service road
other travel lane = cyclist rides out of service road on main roadway

BEDFORD AVENUE northbound at Coutelyou Road - September 21st, 2000

Time	Bicyclist						Total Bicyclist	Male			Female			Rollerblader / Scooter			Total Blader	Child <16
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk		W/O Helmet	W/ Helmet	Total Male	W/O Helmet	W/ Helmet	Total Female	In Bike lane	Out of Lane	Counter flow		
7:30-7:45am				1			1	1		1			0			0		
7:45-8:00am	3						3	3		3			0			0		
8:00-8:15am	1						1	1		1			0			0		
8:15-8:30am	1						1	1		1			0			0		
8:30-8:45am	1						1	1		1			0			0		
8:45-9:00am	1						1	1		1			0	1		1		
9:00-9:15am	1						1	1		1			0			0		
9:15-9:30am	2						2	2		2			0			0		
4:30-4:45pm	2					1	3	3		3			0			0	1	
4:45-5:00pm				1		1	2	2		2			0			0	1	
5:00-5:15pm	1						1	1		1			0			0		
5:15-5:30pm	3					4	7	6		6	2		2			0	3	
5:30-5:45pm	4			2			6	5		5		1	1			0	2	
5:45-6:00pm	1						1	1		1			0			0		
6:00-6:15pm	1			2		1	4	3		3	1		1		1	1		
6:15-6:30pm	1						1	1		1			0			0		
TOTAL	23	0	0	6	0	7	36	33	0	33	3	1	4	1	0	0	2	7

Observed Conditions

7:00-7:15, Lots of cyclists riding in all directions
 5:00-5:15, 8 cyclists travelling e-w on Cortelyou.
 5:15-5:30, 7 cyclists travelling e-w on Cortelyou.

BEDFORD AVENUE southbound at Coutelyou Road - September 21st, 2000

Time	Bicyclist						Total Bicyclist	Male			Female			Rollerblader / Scooter			Total Blader	Child <16
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk		W/O Helmet	W/ Helmet	Total Male	W/O Helmet	W/ Helmet	Total Female	In Bike lane	Out of Lane	Counter flow		
7:30-7:45am	2						2	2		2			0			0		
7:45-8:00am	1						1	1		1			0			0		
8:00-8:15am							0			0			0			0		
8:15-8:30am							0			0			0			0		
8:30-8:45am	1						1	1		1			0	1		1		
8:45-9:00am				1		1	2	2		2			0			0		
9:00-9:15am	1					1	2	2		2			0			0		
9:15-9:30am							0			0			0			0		
4:30-4:45pm	2					1	3	3		3			0			0		
4:45-5:00pm	2					1	3	2		2	1		1			0		
5:00-5:15pm	2					1	3	3		3			0			0		
5:15-5:30pm	3					1	4	2	1	3	1		1			0		
5:30-5:45pm	6			1		1	8	7	1	8			0			0		
5:45-6:00pm	2					1	3	3		3			0			0		
6:00-6:15pm	2	1		1	1		5	2	1	3	2		2			0		
6:15-6:30pm							0			0			0			0		
TOTAL	24	1	0	3	1	8	37	30	3	33	4	0	4	1	0	0	1	0

CLINTON STREET at Pierrepont Street - October 4th, 2000

Time	Bicyclist						Total Bicyclist	Male			Female			Rollerblader / Scooter			Total Blader	Child <16
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk		W/O Helmet	W/ Helmet	Total Male	W/O Helmet	W/ Helmet	Total Female	In Bike lane	Out of Lane	Counter flow		
7:30-7:45am	4	2					6	1	4	5	1		1				0	
7:45-8:00am	4	2					6	2	2	4	1	1	2				0	
8:00-8:15am	7	1					8	2	4	6	1	1	2				0	
8:15-8:30am	10	4				1	15	2	9	11		4	4				0	
8:30-8:45am	5	5					10	3	5	8	2		2				0	
8:45-9:00am	8	5					13	4	5	9	4		4		1		1	
9:00-9:15am	6	3			1		10	3	4	7	2	1	3				0	
9:15-9:30am	8	3					11	4	6	10		1	1				0	
4:30-4:45pm							0			0			0				0	
4:45-5:00pm	2	2			1		5	4		4	1		1				0	
5:00-5:15pm		1		3			4	4		4			0				0	
5:15-5:30pm		3				1	4	1		1	3		3				0	
5:30-5:45pm	2	2		2			6	5		5	1		1				0	
5:45-6:00pm	7	1					8	4	1	5	1	2	3				0	
6:00-6:15pm	2				2		4	2	1	3	1		1				0	
6:15-6:30pm	4	1		3	2	1	11	6	2	8	3		3				0	
TOTAL	69	35	0	8	6	3	121	47	43	90	21	10	31	0	1	0	1	0

Observed Conditions

8:00-8:12, 8:30-8:45, Car parked in Bike Lane
 8:45-9:00, Congestion, sanitation sweeper in Bike lane
 9:15-9:30, Peds in Bike lane standing.
 5:15-6:30, Most cyclists are delivery persons.

HENRY STREET northbound at Joralemon Street - September 21st, 2000

Time	Bicyclist						Total Bicyclist	Male			Female			Rollerblader / Scooter			Total Blader	Child <16
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk		W/O Helmet	W/ Helmet	Total Male	W/O Helmet	W/ Helmet	Total Female	In Bike lane	Out of Lane	Counter flow		
7:30-7:45am		1					1			0	1		1				0	
7:45-8:00am				1		1	2	2		2			0				0	
8:00-8:15am	1						1			0		1	1				0	
8:15-8:30am	2	1					3	1	1	2	1		1				0	
8:30-8:45am	4						4	2	1	3		1	1				0	
8:45-9:00am				1			1	1		1			0				0	
9:00-9:15am	4			1			5	2	3	5			0				0	
9:15-9:30am					1		1	1		1			0				0	
4:30-4:45pm	2						2	2		2			0				0	
4:45-5:00pm	2						2	2		2			0				0	
5:00-5:15pm	4			1			5	5		5			0	3			3	
5:15-5:30pm	3						3	2	1	3			0				0	
5:30-5:45pm	8				2		10	6	2	8	1	1	2				0	
5:45-6:00pm	11	2		1			14	7	4	11	2	1	3				0	
6:00-6:15pm	4	3		1			8	7	1	8			0				0	
6:15-6:30pm	4	2		2	1		9	7	2	9			0				0	
TOTAL	49	9	0	8	4	1	71	47	15	62	5	4	9	3	0	0	3	0

Observed Conditions

8:15-8:30, Kid on sidewalk
 8:45-9:00, Woman with 2 kids on front & back seat Man w/ child on back seat. Double parked vehicle anticipates passing cars to swerve into bike lane.
 5:00-5:15, About the same # of cyclists on Joralemon St.
 5:15-5:30, About the same # of cyclists on Joralemon St.
 5:30-5:45, UPS car parked in bike lane.
 5:45-6:00, Traffic on Henry St. is sometimes backed up- blocking bike lane.

34TH AVENUE eastbound at 89th Street - September 25th, 2000

Time	Bicyclist						Total Bicyclist	Male			Female			Rollerblader / Scooter			Total Blader	Child <16
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk		W/O Helmet	W/ Helmet	Total Male	W/O Helmet	W/ Helmet	Total Female	In Bike lane	Out of Lane	Counter flow		
7:30-7:45am	6						6	6		6			0				0	3
7:45-8:00am	4						4	3	1	4			0				0	1
8:00-8:15am	4					1	5	5		5			0				0	1
8:15-8:30am						1	1	1		1			0				0	
8:30-8:45am	2					1	3	2	1	3			0				0	1
8:45-9:00am	1	1					2	2		2			0				0	
9:00-9:15am	1						1	1		1			0				0	
9:15-9:30am						1	1	1		1			0				0	
4:30-4:45pm	3						3	3		3			0				0	1
4:45-5:00pm	2			1		1	4	4		4			0				0	2
5:00-5:15pm	5						5	4	1	5			0		1		1	2
5:15-5:30pm	7					1	8	8		8			0		1		1	2
5:30-5:45pm	3						3	3		3			0	1			1	2
5:45-6:00pm	6					1	7	3	3	6		1	1				0	1
6:00-6:15pm	1			1		1	3	2		2	1		1				0	2
6:15-6:30pm	6						6	5	1	6			0				0	3
TOTAL	51	1	0	2	0	8	62	53	7	60	1	1	2	1	2	0	3	21

Observed Conditions

7:30-7:45, several joggers use BL in the morning hours

34TH AVENUE westbound at 89th Street - September 25th, 2000

Time	Bicyclist						Total Bicyclist	Male			Female			Rollerblader / Scooter			Total Blader	Child <16
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk		W/O Helmet	W/ Helmet	Total Male	W/O Helmet	W/ Helmet	Total Female	In Bike lane	Out of Lane	Counter flow		
7:30-7:45am	3						3	3		3			0				0	
7:45-8:00am	3						3	3		3			0				0	1
8:00-8:15am	1						1		1	1			0				0	
8:15-8:30am	4						4	4		4			0				0	1
8:30-8:45am	5				2		7	5	1	6	1		1				0	3
8:45-9:00am	4						4	3	1	4			0				0	1
9:00-9:15am	1						1			0	1		1				0	1
9:15-9:30am							0			0			0				0	
4:30-4:45pm	4					1	5	4		4	1		1				0	2
4:45-5:00pm	3					2	5	5		5			0		1		1	4
5:00-5:15pm	5						5	3		3	2		2				0	1
5:15-5:30pm	6			1		1	8	7	1	8			0				0	3
5:30-5:45pm	4					1	5	5		5			0		1		1	2
5:45-6:00pm	5					2	7	7		7			0				0	2
6:00-6:15pm	2					2	4	3		3	1		1		1		1	2
6:15-6:30pm	3						3	2	1	3			0		2		2	2
TOTAL	53	0	0	1	2	9	65	54	5	59	6	0	6	0	5	0	5	25

73RD AVENUE eastbound at 173rd Street - October 16th, 2000

Time	Bicyclist						Total Bicyclist	Male			Female			Rollerblader / Scooter			Total Blader	Child <16
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk		W/O Helmet	W/ Helmet	Total Male	W/O Helmet	W/ Helmet	Total Female	In Bike lane	Out of Lane	Counter flow		
7:45-8:00am							0			0			0				0	
8:00-8:15am	1						1	1		1			0				0	1
8:15-8:30am	1						1	1		1			0				0	
8:30-8:45am							0			0			0				0	
8:45-9:00am							0			0			0				0	
9:00-9:15am							0			0			0				0	
9:15-9:30am							0			0			0				0	
4:30-4:45pm							0			0			0				0	
4:45-5:00pm	1						1	1		1			0				0	
5:00-5:15pm							0			0			0				0	
5:15-5:30pm	2						2	2		2			0				0	
5:30-5:45pm							0			0			0				0	
5:45-6:00pm	3						3	2		2	1	1					0	1
6:00-6:15pm							0			0			0				0	
6:15-6:30pm	1						1	1		1			0				0	
TOTAL	9	0	0	0	0	0	9	6	2	8	0	1	1	0	0	0	0	2

73RD AVENUE westbound at 173rd Street - October 16th, 2000

Time	Bicyclist						Total Bicyclist	Male			Female			Rollerblader / Scooter			Total Blader	Child <16
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk		W/O Helmet	W/ Helmet	Total Male	W/O Helmet	W/ Helmet	Total Female	In Bike lane	Out of Lane	Counter flow		
7:45-8:00am							0			0			0				0	
8:00-8:15am							0			0			0				0	
8:15-8:30am							0			0			0				0	
8:30-8:45am							0			0			0				0	
8:45-9:00am	1	2		1			4	1	2	3	1	1					0	1
9:00-9:15am							0			0			0				0	
9:15-9:30am							0			0			0				0	
4:30-4:45pm							0			0			0				0	
4:45-5:00pm							0			0			0				0	
5:00-5:15pm							0			0			0				0	
5:15-5:30pm							0			0			0				0	
5:30-5:45pm							0			0			0				0	
5:45-6:00pm				2			2	1		1	1	1					0	1
6:00-6:15pm							0			0			0				0	
6:15-6:30pm							0			0			0				0	
TOTAL	2	2	0	3	0	0	7	2	3	5	1	1	2	0	0	0	0	2

PROSPECT AVENUE northbound at 162nd Street - October 3rd, 2000

Time	Bicyclist						Total Bicyclist	Male			Female			Rollerblader / Scooter			Total Blader	Child <16
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk		W/O Helmet	W/ Helmet	Total Male	W/O Helmet	W/ Helmet	Total Female	In Bike lane	Out of Lane	Counter flow		
7:30-7:45am	1						1	1		1			0				0	
7:45-8:00am	1						1	1		1			0				0	
8:00-8:15am							0			0			0				0	
8:15-8:30am						1	1	1		1			0				0	
8:30-8:45am	1						1	1		1			0				0	
8:45-9:00am	2						2	2		2			0				0	
9:00-9:15am							0			0			0				0	
9:15-9:30am							0			0			0				0	
4:30-4:45pm							0			0			0		1		1	1
4:45-5:00pm							0			0			0				0	
5:00-5:15pm	2						2	2		2			0				0	
5:15-5:30pm	2						2	2		2			0				0	
5:30-5:45pm	4					3	7	7		7			0		1		1	1
5:45-6:00pm	2					1	3	3		3			0		2		2	2
6:00-6:15pm				1		1	2	1		1	1		1				0	1
6:15-6:30pm	2						2	2		2			0				0	
TOTAL	17	0	0	1	0	6	24	23	0	23	1	0	1	0	4	0	4	5

Observed Conditions

7:30-7:45, more bikes going on 163rd St

PROSPECT AVENUE southbound at 162nd Street - October 3rd, 2000

Time	Bicyclist						Total Bicyclist	Male			Female			Rollerblader / Scooter			Total Blader	Child <16
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk		W/O Helmet	W/ Helmet	Total Male	W/O Helmet	W/ Helmet	Total Female	In Bike lane	Out of Lane	Counter flow		
7:30-7:45am	1						1	1		1			0				0	
7:45-8:00am	2						2	2		2			0				0	
8:00-8:15am	2			1			3	3		3			0				0	
8:15-8:30am							0			0			0				0	
8:30-8:45am							0			0			0				0	
8:45-9:00am							0			0			0				0	
9:00-9:15am							0			0			0				0	
9:15-9:30am							0			0			0				0	
4:30-4:45pm	2			2			4	4		4			0				0	
4:45-5:00pm						2	2	2		2			0				0	1
5:00-5:15pm	3	1		1		1	6	6		6			0				0	3
5:15-5:30pm	1					1	2	2		2			0				0	
5:30-5:45pm	2			3		2	7	7		7			0				0	
5:45-6:00pm	2					2	4	4		4			0				0	
6:00-6:15pm				1			1	1		1			0		2		2	2
6:15-6:30pm	1			2			3	3		3			0				0	1
TOTAL	16	1	0	10	0	8	35	35	0	35	0	0	0	0	2	0	2	7

Observed Conditions

Southbound bike lane worn away/very faint - cars do not always respect it

FR. CAPODANNO BOULEVARD northbound at Seaview Street - September 11th, 2000

Time	Bicyclist						Total Bicyclist	Male			Female			Rollerblader / Scooter			Total Blader	Child <16
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk		W/O Helmet	W/ Helmet	Total Male	W/O Helmet	W/ Helmet	Total Female	In Bike lane	Out of Lane	Counter flow		
7:45-8:00am							0			0		0				0		
8:00-8:15am							0			0		0				0		
8:15-8:30am							0			0		0				0		
8:30-8:45am	1						1			0		1	1			0		
8:45-9:00am							0			0		0				0		
9:00-9:15am	1					1	2		1	1		1	1			0		
9:15-9:30am							0			0		0				0		
4:30-4:45pm							0			0		0				0		
4:45-5:00pm							0			0		0		2		2	2	
5:00-5:15pm							0			0		0				0		
5:15-5:30pm							0			0		0				0		
5:30-5:45pm							0			0		0				0		
5:45-6:00pm							0			0		0				0		
6:00-6:15pm	1						1		1	1		0				0		
6:15-6:30pm							0			0		0				0		
TOTAL	5	0	0	2	0	1	8	2	4	6	0	2	2	0	2	0	2	2

FR. CAPODANNO BOULEVARD southbound at Seaview Street - September 11th, 2000

Time	Bicyclist						Total Bicyclist	Male			Female			Rollerblader / Scooter			Total Blader	Child <16
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk		W/O Helmet	W/ Helmet	Total Male	W/O Helmet	W/ Helmet	Total Female	In Bike lane	Out of Lane	Counter flow		
7:45-8:00am	1						1		1	1		0				0		
8:00-8:15am							0			0		0				0		
8:15-8:30am	1						1			0		1	1			0		
8:30-8:45am				1			1	1		1		0				0		
8:45-9:00am	1						1			0		1	1			0		
9:00-9:15am	2					1	3		1	1		2	2			0		
9:15-9:30am							0			0		0				0		
4:30-4:45pm						5	5	1	2	3	2	2				0		
4:45-5:00pm							0			0		0				0		
5:00-5:15pm							0			0		0				0		
5:15-5:30pm							0			0		0				0		
5:30-5:45pm	2						2		2	2		0				0		
5:45-6:00pm						3	3	1	1	1	1	2	2			0		
6:00-6:15pm	1					1	2	1	1	2		0				0		
6:15-6:30pm	2					1	3		1	1		2	2			0		
TOTAL	10	0	0	1	0	11	22	4	8	12	3	7	10	0	0	0	0	0

CENTRAL PARK DRIVE northbound at E 86th Street - weekday, October 12th, 2000

Time	Bicyclist						Total Bicyclist	Male			Female			Rollerblader / Scooter			Total Blader	Child <16	
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk		W/O Helmet	W/ Helmet	Total Male	W/O Helmet	W/ Helmet	Total Female	In Bike lane	Out of Lane	Counter flow			
7:30-7:45am	34	1		1			36	6	19	25	1	10	11				0		
7:45-8:00am	41			2	2		45	6	29	35	1	9	10	1		1	2	1	
8:00-8:15am	33			1	1		35	6	20	26		9	1				1	3	
8:15-8:30am	22		2	5			29	7	15	22	2	5	7	3				3	
8:30-8:45am	21		2	2			25	5	11	16	1	8	9	2				2	
8:45-9:00am	21			7			28	9	14	23		5	5	3				3	
9:00-9:15am	21		1	3	1		26	9	8	17	1	8	9	3				3	
9:15-9:30am	21		3	4			28	7	13	20		8	8	2				2	1
12:00-12:15pm	22	18	13	3	1		57	14	27	41	3	13	16	1	8			9	
12:15-12:30pm	14	23	5	2	1		45	18	16	34	2	9	11	6	11			17	2
12:30-12:45pm	19	17	7	3			46	11	24	35	4	7	11	8	2	2		12	1
12:45-1:00pm	12	16	10	3	3		44	18	16	34	3	7	10	3	4	3		10	
1:00-1:15pm	17	16	7		3		43	11	23	34	4	5	9	8	3			11	
1:15-1:30pm	17	17	9	5	2		50	12	22	34	4	12	16	8	1			9	
1:30-1:45pm	18	26	7	3			54	15	27	42	6	6	12	8	6			14	
1:45-2:00pm	29	19	8	5			61	17	28	45	2	14	16	1	7	1		9	
4:30-4:45pm	30		1	2			33	16	14	30		3	3	7		2		9	
4:45-5:00pm	51			1			52	19	20	39	7	6	13	7		1		8	1
5:00-5:15pm	42		2	5			49	22	19	41	2	6	8	10		4		14	
5:15-5:30pm	45			3			48	15	25	40	1	7	8	10				10	
5:30-5:45pm	40		4	2		1	47	19	21	40	3	4	7	10				10	
5:45-6:00pm	51			2			53	14	31	45	2	6	8	16		1		17	
6:00-6:15pm	63	1	1	1		1	67	21	36	57	2	8	10	20				20	
6:15-6:30pm	64	1	1	1			67	22	35	57	2	8	10	16	2			18	
TOTALS morning+ eve	600	3	17	42	4	2	668	203	330	533	25	110	135	111	2	9	122	6	
TOTAL	748	155	83	66	14	2	1068	319	513	832	53	183	236	154	44	15	213	9	

CENTRAL PARK DRIVE southbound at W 86th Street - weekday, October 12th, 2000

Time	Bicyclist						Total Bicyclist	Male			Female			Rollerblader / Scooter			Total Blader	Child <16	
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk		W/O Helmet	W/ Helmet	Total Male	W/O Helmet	W/ Helmet	Total Female	In Bike lane	Out of Lane	Counter flow			
7:30-7:45am	45	1	2	1			49	8	31	39	1	9	10	1				1	
7:45-8:00am	43				1	1	45	11	25	36		9	9	1	1	1		3	
8:00-8:15am	38			2		6	46	7	31	38	3	5	8	1	1			2	
8:15-8:30am	24					2	26	5	13	18	2	8	10	3				3	
8:30-8:45am	27	1	2	2		3	35	11	17	28	3	4	7	1		1		2	
8:45-9:00am	32		1			5	38	13	16	29	3	6	9	5				5	
9:00-9:15am	33					4	37	10	15	25	1	11	12	1				1	
9:15-9:30am	18					1	19	5	9	14	1	4	5	3				3	
12:00-12:15pm	11	24	11			2	48	13	29	42		6	6	2	8			10	
12:15-12:30pm	14	25	14			6	59	20	22	42	4	13	17	4	6	2		12	2
12:30-12:45pm	12	22	10	2		2	48	12	25	37	2	9	11	5	11			16	
12:45-1:00pm	13	21	8		1		43	12	24	36	1	6	7	3	9	2		14	
1:00-1:15pm	11	18	16		1	1	47	13	25	38	1	8	9	1	4	1		6	
1:15-1:30pm	14	22	9		3	2	50	16	22	38	5	7	12	5	7	1		13	
1:30-1:45pm	21	15	11			1	48	10	17	27	4	17	21	6	1	1		8	
1:45-2:00pm	17	20	5	1		1	44	18	18	36	4	4	8	7	4			11	
4:30-4:45pm	30			2		6	38	18	14	32	3	3	6	7				7	1
4:45-5:00pm	28		1	5		8	42	14	18	32	6	4	10	7	1			8	1
5:00-5:15pm	35	1	2	3		5	46	22	15	37	4	5	9	8	2	2		12	2
5:15-5:30pm	40	1		5		3	49	14	28	42	5	2	7	9		1		10	
5:30-5:45pm	34	2		1		6	43	17	19	36	1	6	7	13				13	
5:45-6:00pm	45	4	1	5		4	59	14	33	47	3	9	12	15				15	
6:00-6:15pm	53	2	1	2		6	64	26	33	59	1	4	5	13		1		14	
6:15-6:30pm	50	1	1	1		6	59	16	34	50	1	8	9	11				11	
TOTALS morning+ eve	575	13	11	29	1	66	695	211	351	562	38	97	135	99	5	6	110	4	
TOTAL	688	180	95	32	6	81	1082	325	533	858	59	167	226	132	55	13	200	6	

7:30-9:30am, cars allowed through park at this time, so bikes mostly in bike lane.
 12:00-2:00pm, Central Park is closed to motorized traffic. Only city vehicles can drive through.
 4:30-6:30pm, Cars allowed through park again.

CENTRAL PARK DRIVE northbound at E 86th Street - weekend, October 14th, 2000

Time	Bicyclist						Total Bicyclist	Male			Female			Rollerblader / Scooter			Total Blader	Child <16
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk		W/O Helmet	W/ Helmet	Total Male	W/O Helmet	W/ Helmet	Total Female	In Bike lane	Out of Lane	Counter flow		
10:15-10:30am	66	30	4		2		102	29	47	76	7	19	26	9	19	1	29	3
10:30-10:45am	3	16	122	2	1		144	44	56	100	12	32	44	7	14		21	6
10:45-11:00am	4	23	106		1	1	135	24	64	88	10	37	47	4	46	1	51	1
11:00-11:15am	1	25	93	2	2		123	37	55	92	7	24	31	2	32	3	37	3
11:15-11:30am	4	43	108	6	4		165	56	62	118	17	30	47	8	46		54	4
11:30-11:45am	2	33	122		3		160	41	76	117	21	22	43	8	60		68	4
11:45-12:00pm	1	28	113		2		144	47	69	116	9	19	28	6	66	6	78	2
12:00-12:15pm	4	29	66	2	1		102	22	39	61	15	26	41	1	58	1	60	1
12:15-12:30pm	2	24	124	1	2	1	154	47	51	98	17	39	56	2	56	1	59	3
12:30-12:45pm	3	27	114	1	1		146	52	56	108	17	21	38	1	45	1	47	
12:45-1:00pm	10	26	116	5			157	48	56	104	13	40	53	2	81	2	85	5
1:00-1:15pm	13	57	72		5	1	148	67	41	108	11	29	40	2	64		66	9
1:15-1:30pm	15	59	81				155	70	46	116	14	25	39	2	69		71	10
1:30-1:45pm	3	46	56	3	4		112	49	30	79	19	14	33	1	43		44	
1:45-2:00pm	1	83	56	1			141	58	50	108	14	19	33	2	61		63	7
2:00-2:15pm	1	52	63		3		119	49	43	92	14	13	27		55		55	5
2:15-2:30pm	5	91	58	2	1		157	58	51	109	21	27	48	1	49		50	4
2:30-2:45pm	11	71	48	1	1		132	60	42	102	19	11	30	1	68		69	4
2:45-3:00pm	6	91	63	2		3	165	83	40	123	15	27	42		42		42	6
3:00-3:15pm	12	58	61		3		134	58	47	105	17	12	29		45		45	9
3:15-3:30pm	13	46	59			2	120	54	36	90	10	20	30	1	66		67	2
3:30-3:45pm	3	101	56		3		163	69	53	122	21	20	41		45		45	7
3:45-4:00pm	9	98	65		3		175	62	61	123	26	26	52	1	71		72	11
TOTAL	270	1181	1829	28	44	8	3360	1206	1222	2428	355	577	932	74	1217	17	1308	106

Observed Conditions

High number of cyclists ride out of bike lane.

10:00-10:15, Race in bike lane, cones set out for bikes in race- lane coned off. 10:30-10:45, Cones being picked up, will revert to bike lane next interval. no data for 1:00-1:30, instead 4:00-4:30

CENTRAL PARK DRIVE southbound at W 86th Street - weekend, October 15th, 2000

Time	Bicyclist						Total Bicyclist	Male			Female			Rollerblader / Scooter			Total Blader	Child <16
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk		W/O Helmet	W/ Helmet	Total Male	W/O Helmet	W/ Helmet	Total Female	In Bike lane	Out of Lane	Counter flow		
10:15-10:30am		40	29		1		70	16	35	51	6	13	19	3	27	1	31	3
10:30-10:45am		48	47		3		98	21	51	72	6	20	26	1	24		25	2
10:45-11:00am		40	30		2		72	23	30	53	10	9	19	1	38	1	40	1
11:00-11:15am		66	51		5		122	36	60	96	6	20	26		36		36	3
11:15-11:30am		58	50		1		109	33	47	80	12	17	29	1	37	1	39	3
11:30-11:45am	2	82	58				142	42	58	100	21	21	42		53		53	3
11:45-12:00pm	2	57	68		3		130	37	56	93	13	24	37		54		54	
12:00-12:15pm							141	50	62	112	9	20	29				48	
12:15-12:30pm							127	34	49	83	22	22	44				49	2
12:30-12:45pm							128	33	65	98	9	21	30				28	
12:45-1:00pm							166	55	65	120	20	26	46				40	
1:00-1:15pm							167	64	59	123	23	21	44				61	
1:15-1:30pm							163	47	66	113	20	30	50				70	
1:30-1:45pm							163	46	64	110	24	29	53				74	
1:45-2:00pm							170	72	53	125	20	25	45				60	
2:00-2:15pm							173	60	59	119	28	26	54				75	
2:15-2:30pm							161	62	57	119	20	22	42				80	
2:30-2:45pm							148	47	51	98	15	35	50				85	
2:45-3:00pm							206	66	78	144	27	35	62				91	
3:00-3:15pm							167	57	55	112	23	32	55				112	
3:15-3:30pm							174	73	56	129	15	30	45				100	
3:30-3:45pm							178	66	60	126	31	21	52				125	
3:45-4:00pm							166	48	73	121	15	30	45				110	
TOTAL	4	431	358	0	17	0	3408	1100	1350	2450	397	561	958	7	1490	4	1501	18

Observed Conditions

bike lane mostly used by joggers

starting at 12:00pm, too many cyclists - only total by gender and helmet counted

PROSPECT PARK DRIVE northbound at Empire Blvd - weekday, October 11th, 2000

Time	Bicyclist						Total Bicyclist	Male			Female			Rollerblader / Scooter			Total Blader	Child <16
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk		W/O Helmet	W/ Helmet	Total Male	W/O Helmet	W/ Helmet	Total Female	In Bike lane	Out of Lane	Counter flow		
7:30-7:45am	25			1			26	8	13	21	1	4	5	1			1	
7:45-8:00am	25						25	12	10	22		3	3				0	
8:00-8:15am	22						22	8	11	19	1	2	3				0	
8:15-8:30am	17			2			19	6	8	14	1	4	5				0	
8:30-8:45am	12			1			13	5	5	10		3	3				0	
8:45-9:00am	25						25	8	12	20	1	4	5				0	
9:00-9:15am	14			1			15	4	7	11	2	2	4				0	
9:15-9:30am	15			1			16	5	6	11	1	4	5				0	
12:00-12:15pm	9	15	5				29	8	14	22	3	4	7				0	
12:15-12:30pm	12	16	4				32	15	12	27		5	5				0	
12:30-12:45pm	13	21	2				36	13	17	30	3	3	6		1		1	
12:45-1:00pm	5	11	2	1			19	7	10	17	1	1	2				0	
1:00-1:15pm	5	6	2	1	1		15	3	9	12	2	1	3				0	
1:15-1:30pm	8	7	2				17	1	13	14	1	2	3				0	
1:30-1:45pm	4	8					12	2	6	8	1	3	4				1	
1:45-2:00pm	6	6	2				14	5	6	11	1	2	3	1	1		2	
4:30-4:45pm	22	16			1		39	18	14	32	3	4	7	1	3		4	
4:45-5:00pm	17	4	2				23	6	13	19	3	1	4	1	1		2	
5:00-5:15pm	25	5		1			31	11	18	29	2		2	2			2	
5:15-5:30pm	35						35	14	13	27	2	6	8	2			2	
5:30-5:45pm	33			1			34	16	10	26	3	5	8	2			2	1
5:45-6:00pm	36		1				37	18	8	26	3	8	11	3			3	
6:00-6:15pm	30			5			35	20	8	28	1	6	7	6			6	
6:15-6:30pm	34						34	18	8	26	4	4	8	1			1	
TOTALS morning+ eve	387	25	3	13	1	0	429	177	164	341	28	60	88	19	4	0	23	1
TOTAL	449	115	22	15	2	0	603	231	251	482	40	81	121	21	6	0	27	1

Observed Conditions

Many racing cyclists doing more than one loop.

7:30-9:30am, Park road open for cars. At 5pm, park opens for cars again.

PROSPECT PARK DRIVE southbound at 9th Street - weekday, October 11th, 2000

Time	Bicyclist						Total Bicyclist	Male			Female			Rollerblader / Scooter			Total Blader	Child <16
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk		W/O Helmet	W/ Helmet	Total Male	W/O Helmet	W/ Helmet	Total Female	In Bike lane	Out of Lane	Counter flow		
7:30-7:45am	30						30	3	22	25	2	3	5	1			1	
7:45-8:00am	22						22	5	10	15	2	5	7				0	
8:00-8:15am	18						18	5	10	15		3	3				0	
8:15-8:30am	21						21	5	11	16	2	3	5				0	
8:30-8:45am	18			1			19	8	8	16		3	3	1			1	
8:45-9:00am	17			1			18	5	6	11	1	5	6	2			2	
9:00-9:15am	18			1			19	8	8	16	1	2	3				0	
9:15-9:30am	22			1			23	2	18	20		3	3				0	
12:00-12:15pm	15	19		1			35	13	19	32		3	3				0	
12:15-12:30pm	12	18					30	14	10	24	3	3	6				0	
12:30-12:45pm	8	14					22	7	12	19	1	2	3				0	
12:45-1:00pm	2	17			1		20	3	13	16	1	3	4	2			2	
1:00-1:15pm	6	8					14	4	8	12		2	2	1			1	
1:15-1:30pm	6	8	3		1		18	6	7	13	2	3	5	1			1	
1:30-1:45pm	4	8		1			13	5	5	10	1	2	3		2		2	
1:45-2:00pm	7	9			1		17	5	9	14	1	2	3				0	
4:30-4:45pm	8	23	1				32	8	15	23	6	3	9	2		2	4	
4:45-5:00pm	14	16	6		3	5	44	13	21	34	4	6	10	1			1	
5:00-5:15pm	32	3	1		3	5	44	20	20	40	2	2	4	1			1	
5:15-5:30pm	41	1	2		1		45	17	18	35	4	6	10			1	1	
5:30-5:45pm	42	1	2	2	2		49	32	10	42	3	4	7	2			2	
5:45-6:00pm	35		1		1	4	41	25	10	35	1	5	6	6		1	7	
6:00-6:15pm	26					4	30	11	10	21	4	5	9	3			3	
6:15-6:30pm	53						53	25	10	35	7	11	18	3			3	
TOTALS morning+ eve	417	44	13	6	10	18	508	192	207	399	39	69	108	22	0	4	26	0
TOTAL	477	145	16	8	13	18	677	249	290	539	48	89	137	26	2	4	32	0

Observed Conditions

8:00-8:30, People traveling back & forth.

12:00-12:30, Many joggers & walkers. Frequent police & park service riders

4:30-4:45, Lots of kids running, police on bikes. At 5pm, park opens for cars. 6:00-6:15, # of joggers remains high.

PROSPECT PARK DRIVE northbound at Empire Blvd - weekend, October 15th, 2000

Time	Bicyclist						Total Bicyclist	Male		Total Male	Female		Total Female	Rollerblader / Scooter			Total Blader	Child <16
	In Bike Lane	Adjacent Lane	Other Lane	Counter flow in Lane	Counter flow Out of Lane	Side walk		W/O Helmet	W/ Helmet		W/O Helmet	W/ Helmet		In Bike lane	Out of Lane	Counter flow		
10:00-10:15am	3	50	26				79	25	38	63	6	10	16	1			1	3
10:15-10:30am	3	42	38		2		85	29	29	58	12	15	27	2	2		4	1
10:30-10:45am	6	52	44				102	21	50	71	11	20	31		6		6	5
10:45-11:00am	7	30	39		1		77	15	42	57	4	16	20		2		2	3
11:00-11:15am	5	31	27		1		64	12	31	43	10	11	21		5		5	2
11:15-11:30am	8	45	27		1		81	13	44	57	6	18	24	4	2		6	3
11:30-11:45am	8	29	15		1		53	15	22	37	5	11	16		3		3	
11:45-12:00pm	4	73	39				116	24	65	89	7	20	27	3	9		12	3
12:00-12:15pm	8	72	37		2		119	30	59	89	7	23	30	1	4		5	4
12:15-12:30pm	9	59	26		7		101	33	48	81	5	15	20	4	7		11	5
12:30-12:45pm	12	59	29		2		102	31	41	72	8	22	30	3	5		8	10
12:45-1:00pm	11	59	26		1		97	22	47	69	6	22	28	2			2	
1:00-1:15pm	22	30	18				70	21	29	50	11	9	20	3				
1:15-1:30pm	31	32	40		1		104	34	36	70	10	24	34	4				
1:30-1:45pm	22	42	19	2			85	25	48	73	5	7	12	5				
1:45-2:00pm	21	38	14	2	4		79	24	32	56	6	17	23	12				
2:00-2:15pm	42	60	17		1		120	49	36	85	16	19	35	8				
2:15-2:30pm	27	50	11		3		91	26	42	68	4	18	22	5				
2:30-2:45pm	34	43	17	3	2		99	37	34	71	13	15	28	6				
2:45-3:00pm	27	49	17	1	1		95	29	26	55	25	15	40	5				
3:00-3:15pm	26	34	15		2		77	26	30	56	9	12	21	7	5			6
3:15-3:30pm	34	37	26	3	1		101	40	36	76	11	14	25	3	3			17
3:30-3:45pm	29	44	13	2	3		91	47	24	71	10	10	20	9	9			11
3:45-4:00pm	17	42	13	1	3		76	26	33	59	9	8	17	6	15			5
TOTAL	416	1102	593	14	39	0	2164	654	922	1576	216	371	587	93	159	1	116	164

APPENDIX B.iii.: Data Sheets for Bicycle Trails

EASTERN PARKWAY at Franklin Avenue - weekday, September 7th, 2000

Time	Direction	Bicyclist	w/ Helmet	Blader	Jogger	Walker	Total	Male	Female
7:30 - 7:45am	eb	1				12	13	5	8
	wb	2				42	44	20	24
7:45 - 8:00am	eb	1				10	11	3	8
	wb	2				33	35	14	21
8:00 - 8:15am	eb	3	1		1	4	8	6	2
	wb	1				41	42	17	25
8:15 - 8:30am	eb	3	1			17	20	11	9
	wb					46	46	12	34
8:30 - 8:45am	eb					11	11	8	3
	wb					28	28	15	13
8:45 - 9:00am	eb	1				11	12	3	9
	wb	1	1			17	18	9	9
9:00 - 9:15am	eb	1				7	8	2	6
	wb	2	2			26	28	10	18
9:15 - 9:30am	eb					4	4	3	1
	wb	2	1			12	14	5	9
4:30 - 4:45pm	eb	1		1	1	10	13	6	7
	wb	1				12	13	6	7
4:45 - 5:00pm	eb	1				6	7	3	4
	wb	5	1			6	11	7	4
5:00 - 5:15pm	eb	4			1	20	25	15	10
	wb	1				15	16	11	5
5:15 - 5:30pm	eb	1		1	1	22	25	10	15
	wb	1		2	1	15	19	10	9
5:30 - 5:45pm	eb	2		1		26	29	18	11
	wb					14	14	7	7
5:45 - 6:00pm	eb	5	3			18	23	14	9
	wb	4	1			17	21	13	8
6:00 - 6:15pm	eb			1	1	15	17	12	5
	wb	1				11	12	5	7
6:15 - 6:30pm	eb				1	22	23	11	12
	wb	3			1	14	18	5	13
TOTAL		50	11	6	8	564	628	296	332

Observed Conditions

W/B pedestrians heading mainly for subway, almost all cyclists are male.

OCEAN PARKWAY at Avenue F - weekday, September 12th, 2000

Time	Direction	Bicyclist	w/ Helmet	Blader	Jogger	Walker	Total	Male	Female
7:30 - 7:45am	nb	1				10	11	1	
	sb	7					7	7	
7:45 - 8:00am	nb	4			2	19	25	4	
	sb	7	2				7	5	2
8:00 - 8:15am	nb	3				10	13	3	
	sb	3	1				3	3	
8:15 - 8:30am	nb	5	1		2	8	15	4	1
	sb	4					4	3	1
8:30 - 8:45am	nb	1	1		1	6	8	1	
	sb	4					4	4	
8:45 - 9:00am	nb	3	1			14	17	2	1
	sb	5				1	6	4	1
9:00 - 9:15am	nb		1			9	9		
	sb	3					3	1	2
9:15 - 9:30am	nb	3	1			9	12	3	
	sb						0		
4:30 - 4:45pm	nb	2	1			12	14	2	
	sb	1					1	1	
4:45 - 5:00pm	nb	3		1	2	15	21	3	
	sb	6	1				6	6	
5:00 - 5:15pm	nb	10	2		1	5	16	7	3
	sb	4					4	4	
5:15 - 5:30pm	nb	2	2			10	12	2	
	sb	3					3	3	
5:30 - 5:45pm	nb	6	1			10	16	6	
	sb	2					2	2	
5:45 - 6:00pm	nb	5		1		13	19	5	
	sb	3					3	3	
6:00 - 6:15pm	nb	14	3			7	21	13	1
	sb	6					6	6	
6:15 - 6:30pm	nb	9	1		1	9	19	9	
	sb	4					4	4	
TOTAL		133	19	2	9	167	311	121	12

PELHAM PARKWAY at Williamsbridge Road - weekday, October 4th, 2000

Time		Bicyclist		Total Bicyclist	Helmet Usage		Total Helmet Usage	Rollerblader / Scooter		Total Blader	Joggers		Total Jogger	Walkers		Total Walker	Total Users
		Male	Female		Male	Female		Male	Female		Male	Female		Male	Female		
7:30am- 7:45am	eb			0			0			0	2	2	4	5	6	11	15
	wb			0			0			0	2	2	4	2	5	7	11
7:45am- 8:00am	eb	3		3			0			0	2	2	2	3	2	5	10
	wb	2		2	1		1			0	1		1	1	3	4	7
8:00am- 8:15am	eb	1		1			0			0			0	5	4	9	10
	wb			0			0			0			0	3	1	4	4
8:15am- 8:30am	eb	1		1			0			0			0	5	5	10	11
	wb	2		2			0			0			0	7	6	13	15
8:30am- 8:45am	eb	1		1			0			0			0	1	7	8	9
	wb	1		1	1		1			0		1	1	1	8	9	11
8:45am- 9:00pm	eb	1	1	2			0			0			0	4	8	12	14
	wb	2		2			0			0	1		1	5	3	8	11
9:00pm- 9:15pm	eb	1		1			0			0			0	1	5	6	7
	wb	2		2			0			0		1	1		2	2	5
9:15pm- 9:30pm	eb			0			0			0	1		1			0	1
	wb	1		1			0			0			0	3	8	11	12
4:30pm- 4:45pm	eb			0	1		1			0			0		1	1	1
	wb	3		3			0			0			0		1	1	4
4:45pm- 5:00pm	eb	1		1			0			0	2		2	3		3	6
	wb	1		1	1		1			0			0	1	2	3	4
5:00pm- 5:15pm	eb	3	1	4	1		1			0		1	1	2	4	6	11
	wb	1		1			0			0	1		1	3		3	5
5:15pm- 5:30pm	eb	3		3			0			0	1	1	2		3	3	8
	wb	4		4	1		1			0	1	1	2	3	3	6	12
5:30pm- 5:45pm	eb	2		2	1		1			0			0		3	3	5
	wb	3		3	1		1			0	1	2	3	1		1	7
5:45pm 6:00pm	eb	5		5			0			0	1	3	4	1		1	10
	wb	3		3	3		3			0			0		1	1	4
6:00pm- 6:15pm	eb	2		2			0			0			0	2	4	6	8
	wb	3		3	1		1			0			0	2	7	9	12
6:15pm- 6:30pm	eb	3		3	1		1			0	1		1	2	4	6	10
	wb	5		5			0			0	2	2	4	1	5	6	15
TOTALS		60	2	62	13	0	13	0	0	0	19	16	35	67	111	178	275

Observed Conditions

Lots of schoolkids & walkers in the morning.

MOSHOLU PARKWAY at Hull Avenue - weekday, October 4th, 2000

Time		Bicyclist		Total Bicyclist	Helmet Usage		Total Helmet Usage	Rollerblader / Scooter		Total Blader	Joggers		Total Jogger	Walkers		Total Walker	Total Users
		Male	Female		Male	Female		Male	Female		Male	Female		Male	Female		
7:30am- 7:45am	nb	1		1			0			0	2	1	0	2	1	3	4
	sb			0			0			0	1		1	1	1	2	3
7:45am- 8:00am	nb	1		1			0			0			0	2	1	3	4
	sb	1		1	1		1			0			0	1	1	2	3
8:00am- 8:15am	nb			0			0			0			0			0	0
	sb	1		1			0			0			0	2	1	3	4
8:15am- 8:30am	nb			0			0			0			0		2	2	2
	sb			0			0			0			0	1	2	3	3
8:30am- 8:45am	nb			0			0			0			0	1	2	3	3
	sb	1		1	1		1			0			0		2	2	3
8:45am- 9:00pm	nb	1		1	1		1			0			0	2	1	3	4
	sb			0			0			0			0		2	2	2
9:00pm- 9:15pm	nb			0			0			0			0			0	0
	sb			0			0			0			0	3	1	4	4
9:15pm- 9:30pm	nb			0			0			0			0		2	2	2
	sb	2		2			0			0			0	2	2	4	6
4:30pm- 4:45pm	nb	1		1			0			0			0		3	3	4
	sb	1		1			0			0			0	1		1	2
4:45pm- 5:00pm	nb	2		2	1		1			0	1		1	5	1	6	9
	sb	1		1			0			0			0	4	1	5	6
5:00pm- 5:15pm	nb	1		1			0			0			0	2	1	3	4
	sb	2		2			0			0		1	1	1	1	2	5
5:15pm- 5:30pm	nb	2	1	3		1	1			0			0		1	1	4
	sb	1		1	1		1			0			0		3	3	4
5:30pm- 5:45pm	nb		1	1		1	1			0			0	1	2	3	4
	sb	1		1			0			0			0		3	3	4
5:45pm 6:00pm	nb	1		1			0			0			0	3	1	4	5
	sb	1		1			0			0			0	1		1	2
6:00pm- 6:15pm	nb	3	1	4	3	1	4			0	1		1	5	2	7	12
	sb	2		2			0			0			0	2		2	4
6:15pm- 6:30pm	nb	1		1			0			0			0	2	5	7	8
	sb	1		1			0			0			0	2	2	4	5
TOTALS		29	3	32	8	3	11	0	0	0	3	1	4	46	47	93	129

SHORE PARKWAY at 4th Avenue - weekend, September 9th, 2000

Time	Direction	Bicyclist	w/ Helmet	Blader	Jogger	Walker	Total	Male	Female
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10am- 10:15am	nb	16	2	2	4	6	28	16	12
	sb	18	5	1	2	4	25	12	13
10:15 - 10:30am	nb	12	1	3	6	3	24	16	8
	sb	15	7	2	3	3	23	16	7
10:30 - 10:45am	nb	17	4	1	5	6	29	19	10
	sb	16	3		3	8	27	18	9
10:45 - 11:00am	nb	24	5	3	4	7	38	24	14
	sb	19	2	5		2	26	20	6
11:00 - 11:15am	nb	12	2	2	4	9	27	20	7
	sb	21	6	1	5	6	33	21	12
11:15 - 11:30am	nb	15	1	2	3	10	30	19	11
	sb	17	4	4	4	4	29	17	12
11:30 - 11:45am	nb	19	2	1	1	7	28	20	8
	sb	17	4	2	2	13	34	19	15
11:45 - 12:00pm	nb	19	3	2	8	4	33	22	11
	sb	16	5	3	6	6	31	23	8
12:00 - 12:15pm	nb	16	2	2	7	4	29	17	12
	sb	15	5	2	6	4	27	22	5
12:15 - 12:30pm	nb	21	7	3	13	9	46	35	11
	sb	23	8	3	2	7	35	25	10
12:30 - 12:45pm	nb	22	6	5	6	7	40	22	18
	sb	13	3	2	4	5	24	19	5
12:45 - 1:00pm	nb	17	1	1	2	10	30	17	13
	sb	33	12	1	2	6	42	25	17
1:00 - 1:15pm	nb	26	10	2		1	29	16	13
	sb	22	10	1	5	7	35	21	14
1:15 - 1:30pm	nb	19	5		4	6	29	16	13
	sb	23	3	2	1	9	35	23	12
1:30 - 1:45pm	nb	24	2		1	7	32	23	10
	sb	21	6			6	27	19	8
1:45 - 2:00pm	nb	19	1		1	7	27	19	8
	sb	17	4	2		14	33	19	14
2:00 - 2:15pm	nb	22	2	2	5	17	46	26	20
	sb	22	3	2	4	17	45	27	17
2:15 - 2:30pm	nb	33	14	2	2	14	51	27	23
	sb	17	3	1	3	11	32	17	15
2:30 - 2:45pm	nb	12	1	1		12	25	16	9
	sb	14	4	1	3	17	35	20	15
2:45 - 3:00pm	nb	11	1	4		12	27	18	9
	sb	22	5	3	3	12	40	27	13
3:00 - 3:15pm	nb	18	8	3	5	19	45	29	16
	sb	28	11	2	4	18	52	33	18
3:15 - 3:30pm	nb	25	7	1	4	15	45	26	19
	sb	7	1	1	3	17	28	16	12
3:30 - 3:45pm	nb	21	10	13	1	21	56	31	25
	sb	22	7	7		18	47	32	15
3:45 - 4:00pm	nb	23	4	3	2	23	51	32	18
	sb	27	8		4	17	48	35	13
TOTAL		928	230	106	157	467	1658	1053	603

JOE MICHAELS MILE at 28th Avenue - weekend, September 16th, 2000

Time		Bicyclist		Total Bicyclist	Helmet Usage		Total Helmet Usage	Rollerblader / Scooter		Total Blader	Joggers		Total Jogger	Walkers		Total Walker	Total Users
		Male	Female		Male	Female		Male	Female		Male	Female		Male	Female		
10am- 10:15am	nb	16	5	21	5	2	7	3	2	5	7	5	12	1	2	3	41
	sb	7	4	11	1	1	2	1	1	2	5	4	9	7	1	8	30
10:15 - 10:30am	nb	17	3	20	7	2	9		1	1	5	4	9	1	2	3	33
	sb	7	3	10	3		3	2	3	5	4	1	5		4	4	24
10:30 - 10:45am	nb	7	2	9	2	1	3	1	2	3	2	2	4	5	1	6	22
	sb	5	2	7	1		1	1	2	3	5		5		4	4	19
10:45 - 11:00am	nb	9	4	13	4	2	6	1	1	2	5	2	7	2	5	7	29
	sb	7	3	10	2		2	2	1	3	2	2	4	2	4	6	23
11:00 - 11:15am	nb	16	2	18	7		7	2	1	3	9	7	16	6	13	19	56
	sb	13	1	14	7	1	8	3	3	6	1	1	2	6	3	9	31
11:15 - 11:30am	nb	15	4	19	5	2	7	5	2	7	4	2	6	1	4	5	37
	sb	11	5	16	3	1	4	4	3	7	4	2	6	5	6	11	40
11:30 - 11:45am	nb	10	8	18	4	4	8	3	3	6	2	2	4	2	4	6	34
	sb	5	2	7	3	1	4	2	3	5	6	3	9	3	3	6	27
11:45 - 12:00pm	nb	6	2	8	2	1	3	3	3	6	5	1	6	6	1	7	27
	sb	10	6	16	4	3	7	1	4	5	2	1	3	1	3	4	28
12:00 - 12:15pm	nb	3	4	7		2	2	1	2	3	4	3	7			0	17
	sb	7	2	9	3		3	1	2	3	5	5	10	6		6	28
12:15 - 12:30pm	nb	9	4	13	3	1	4	2	3	5	2	2	4	3	8	11	33
	sb	11	3	14	5	1	6	4	3	7	1	3	4	3	1	4	29
12:30 - 12:45pm	nb	16	2	18	8		8	3	1	4	3	1	4	5	2	7	33
	sb	10	4	14	4	1	5	2	4	6	5	1	6	1	2	3	29
12:45 - 1:00pm	nb	14	1	15	2		2	3	5	8	2	3	5	3	2	5	33
	sb	4	1	5			0	4	3	7	3	1	4	4	5	9	25
1:00 - 1:15pm	nb	7	4	11		2	2	4	1	5	2	1	3	1		1	20
	sb	5	2	7	1	1	2	2	2	4	3	2	5	1	2	3	19
1:15 - 1:30pm	nb	3	1	4	1		1	3	3	6	3	1	4	4	2	6	20
	sb	8	5	13	3		3	4	3	7	3	1	4	3	3	6	30
1:30 - 1:45pm	nb	8	5	13	2	2	4	3	2	5	4	2	6	4	4	8	32
	sb	10	5	15	3	2	5	1		1	2		2	1	3	4	22
1:45 - 2:00pm	nb	12	5	17	6	1	7	3	2	5	3	2	5	1	5	6	33
	sb	7	5	12	1	1	2	3	3	6		5	5	2	2	4	27
2:00 - 2:15pm	nb	9	2	11	4		4	1	2	3	2	2	4		1	1	19
	sb	8	3	11	3	1	4	2	5	7	4		4	6	4	10	32
2:15 - 2:30pm	nb	7	5	12		1	1	1	4	5	2		2	1	3	4	23
	sb	13	1	14	3		3	1	2	3	5	1	6	4	2	6	29
2:30 - 2:45pm	nb	10	3	13	3		3	2	4	6	4		4	1	5	6	29
	sb	9	4	13	2	2	4	4	2	6	4		4	4	2	6	29
2:45 - 3:00pm	nb	12	2	14	4		4	2	5	7	7		7	11	6	17	45
	sb	5	1	6	2		2	2	5	7	2		2	3	4	7	22
3:00 - 3:15pm	nb	9	3	12	5	2	7	2	2	4			0	2	2	4	20
	sb	9	2	11			0	1	4	5	1	1	2	7	4	11	29
3:15 - 3:30pm	nb	5	2	7	4		4	1	1	2	4	1	5	2	7	9	23
	sb	7		7	4		4	1	1	2	2	1	3	7	2	9	21
3:30 - 3:45pm	nb	9	1	10	3		3	2	1	3	1	1	2	2	4	6	21
	sb	4	1	5	2		2	3	3	6			0	3	1	4	15
3:45 - 4:00pm	nb	5	1	6	1		1	2	4	6	1	1	2	1	3	4	18
	sb	9	3	12	3	1	4	3	1	4			0	1	4	5	21
TOTALS		425	143	568	145	42	187	107	120	227	152	80	232	145	155	300	1327

EAST RIVER PARK eastern path at Houston Street - weekend, September 28th, 2000

Time		Bicyclist		Total Bicyclist	Helmet Usage		Total Helmet Usage	Rollerblader / Scooter		Total Blader	Joggers		Total Jogger	Walkers		Total Walker	Total Users
		Male	Female		Male	Female		Male	Female		Male	Female		Male	Female		
10am- 10:15am	nb	6	3	9	1		1	1		1	11	3	14	2	1	3	27
	sb	3		3			0	2	1	3	14	12	26		1	1	33
10:15 - 10:30am	nb	2		2	1		1			0	9	6	15	2		2	19
	sb		1	1			0		1	1	14	7	21	1		1	24
10:30 - 10:45am	nb	2		2	1		1	1		1	17	11	28	1		1	32
	sb	3		3	1		1			0	14	8	22	1		1	26
10:45 - 11:00am	nb	2		2			0	1		1	12	15	27	1	2	3	33
	sb	1	1	2	1		1	2		2	14	9	23	1		1	28
11:00 - 11:15am	nb	2	3	5	1	1	2	1	1	2	12	4	16	4	2	6	29
	sb	4		4	1		1	2		2	12	13	25	2	2	4	35
11:15 - 11:30am	nb	2	1	3	1		1		1	1	5	13	18	3	3	6	28
	sb	4	2	6	1	1	2	1	3	4	15	9	24	3	6	9	43
11:30 - 11:45am	nb	5	2	7	1	1	2			0	12	6	18	3	5	8	33
	sb	5		5	1		1		1	1	5	11	16	3	2	5	27
11:45 - 12:00pm	nb	8	1	9	4		4		1	1	10	8	18	5	6	11	39
	sb	3	1	4	2	1	3			0	13	5	18	4	4	8	30
12:00 - 12:15pm	nb	4	1	5	1		1	1		1	9	5	14	2	1	3	23
	sb	7	1	8	1	1	2	3		3	13	11	24	3	1	4	39
12:15 - 12:30pm	nb	3		3			0			0	13	3	16	7	5	12	31
	sb		1	1	1	1	2		1	1	7	2	9	5	2	7	18
12:30 - 12:45pm	nb	6	1	7	1		1		1	1	9	7	16	5	2	7	31
	sb	2	2	4	2		2		1	1	13	8	21	4	4	8	34
12:45 - 1:00pm	nb	1		1			0	1	1	2	9	7	16	2	2	4	23
	sb	4	1	5	1		1		1	1	10	4	14	4	6	10	30
1:00 - 1:15pm	nb	7	2	9	3		3	1	1	2	10	3	13	4	3	7	31
	sb	4	1	5			0			0	4	1	5	4	1	5	15
1:15 - 1:30pm	nb	2	2	4	1	1	2			0	3	1	4	5	1	6	14
	sb	3	2	5	1		1	1	1	2	5	3	8	2	2	4	19
1:30 - 1:45pm	nb			0			0			0	8	5	13	4	3	7	20
	sb	3		3	2		2	1	1	2	3	5	8	2	6	8	21
1:45 - 2:00pm	nb			0			0			0	2	2	4	4	3	7	11
	sb	4	2	6		1	1	4	3	7	2	3	5	1	4	5	23
2:00 - 2:15pm	nb	1		1			0	1	1	2	3	1	4	3	1	4	11
	sb	6		6	1		1	1	2	3	5	2	7	9	5	14	30
2:15 - 2:30pm	nb	4	3	7		2	2	2		2	8	1	9	1		1	19
	sb	4		4	1		1			0	7	1	8	3	1	4	16
2:30 - 2:45pm	nb	6	1	7	3		3			0	7	4	11	5	3	8	26
	sb	3	1	4			0			0	4	4	8	4		4	16
2:45 - 3:00pm	nb	5	3	8			0			0	4		4	1	5	6	18
	sb	3	1	4	3		3			0	3	3	6	2	1	3	13
3:00 - 3:15pm	nb	2		2			0			0	2		2	3		3	7
	sb		1	1		1	1			0	1	4	5	2	1	3	9
3:15 - 3:30pm	nb	2	2	4	2	2	4			0	2	4	6	2	1	3	13
	sb	7	2	9			0	1		1	5	3	8	6	2	8	26
3:30 - 3:45pm	nb	6	2	8		1	1	1		1	3	2	5	1	1	2	16
	sb	4	4	8	2	4	6	1		1	4	2	6			0	15
3:45 - 4:00pm	nb	6	3	9			0	2	1	3	8	8	16	1	6	7	35
	sb	3	2	5	1	2	3		1	1	5	8	13	3	2	5	24
TOTALS		164	56	220	44	20	64	32	25	57	380	257	637	140	109	249	1163

Observed Conditions

Lots of people with tennis rackets. Person on motorscooter.

EAST RIVER PARK western path at Houston Street - weekend, September 28th, 2000

Time		Bicyclist		Total Bicyclist	Helmet Usage		Total Helmet Usage	Rollerblader / Scooter		Total Blader	Joggers		Total Jogger	Walkers		Total Walker	Total Users
		Male	Female		Male	Female		Male	Female		Male	Female		Male	Female		
10am- 10:15am	nb	2		2	1		1			0	2	1	3	3	1	4	9
	sb	1	1	2			0			0	2	1	3	17	2	19	24
10:15 - 10:30am	nb	1		1	1		1			0	1		1	9	3	12	14
	sb	3	1	4			0			0	1	1	2	10		10	16
10:30 - 10:45am	nb			0			0			0	3	3	6	3		3	9
	sb	2		2			0	1	1	2	2		2	9		9	15
10:45 - 11:00am	nb	4	1	5	1		1		1	1	2	1	3	5	3	8	17
	sb	1		1			0	2	2	7	3	10	2	1	3	16	
11:00 - 11:15am	nb	2	1	3			0	1		1	9	5	14	7	3	10	28
	sb	1	1	2			0			0	4	2	6	7	3	10	18
11:15 - 11:30am	nb			0			0	1		1	1	1	2	13	2	15	18
	sb			0			0			0	1	2	3	15	4	19	22
11:30 - 11:45am	nb	1		1			0			0	1	1	2	5	4	9	12
	sb	3	2	5	1		1			0	1	2	3	8	2	10	18
11:45 - 12:00pm	nb	2	1	3			0	1		1			0	2	1	3	7
	sb	1	2	3			0			0	1	1	2	16	3	19	24
12:00 - 12:15pm	nb	2	1	3			0			0	1	3	4	3	2	5	12
	sb	4	1	5			0	1		1	1	2	3	20	1	21	30
12:15 - 12:30pm	nb	3	1	4	1		1			0	2	1	3	5	4	9	16
	sb	2	1	3	1		1		1	1	2	1	3	6	3	9	16
12:30 - 12:45pm	nb			0			0			0	1	1	2	9	2	11	13
	sb	3	2	5			0			0	2	1	3	7	1	8	16
12:45 - 1:00pm	nb		1	1		1	1			0	1	1	2	1		1	4
	sb	2		2			0	2	1	3	2	1	3	5	3	8	16
1:00 - 1:15pm	nb	1		1			0			0	2		2	5	2	7	10
	sb	1	1	2			0			0	6		6	19	1	20	28
1:15 - 1:30pm	nb	2	3	5	1	2	3			0			0	4	1	5	10
	sb	3	2	5	1	1	2			0	5		5	9	1	10	20
1:30 - 1:45pm	nb	2	1	3	1	1	2			0	1	1	2	3		3	8
	sb	2		2	1		1			0	1		1	6	2	8	11
1:45 - 2:00pm	nb	1		1			0			0	1	1	2	3	3	6	9
	sb	2		2	1		1			0	2		2		1	1	5
2:00 - 2:15pm	nb	2		2	1		1			0		3	3	5	2	7	12
	sb	2		2			0	1		1	1		1	3	1	4	8
2:15 - 2:30pm	nb	6		6			0			0	2	1	3	10	1	11	20
	sb	4		4			0			0	3	1	4	6	1	7	15
2:30 - 2:45pm	nb	3	1	4			0			0	2	1	3	23	3	26	33
	sb			0			0			0	3		3	4	2	6	9
2:45 - 3:00pm	nb	1	2	3			0			0			0	2		2	5
	sb	2		2	1		1			0	1	1	2	4	2	6	10
3:00 - 3:15pm	nb	1		1			0			0		1	1	1	1	2	4
	sb	1		1			0			0	1		1	2		2	4
3:15 - 3:30pm	nb			0			0			0	2	3	5	8		8	13
	sb		1	1		1	1			0	1		1	5	1	6	8
3:30 - 3:45pm	nb	2		2	1		1			0	1	1	2	7	2	9	13
	sb	1		1			0			0			0	5		5	6
3:45 - 4:00pm	nb	1		1			0			0			0	4		4	5
	sb			0			0			0	4	1	5	1	1	2	7
TOTALS		80	28	108	14	6	20	10	4	14	89	50	139	326	76	402	663

BROADWAY BRIDGE - weekday, October 12th, 2000

Time		Bicyclist		Total Bicyclist	Helmet Usage		Total Helmet Usage	Rollerblader / Scooter		Total Blader	Joggers		Total Jogger	Walkers		Total Walker	Total Users
		Male	Female		Male	Female		Male	Female		Male	Female		Male	Female		
7:30am- 7:45am	nb		1	1		1	1			0			0	3	3	6	7
	sb	1		1	1		1			0			0	18	8	26	27
7:45am- 8:00am	nb	2		2	1		1			0			0	15	11	26	28
	sb	1		1			0			0			0	8	12	20	21
8:00am- 8:15am	nb			0			0			0			0	18	7	25	25
	sb	2		2	1		1			0	1		1	17	9	26	29
8:15am- 8:30am	nb		1	1			0			0	1		1	10	8	18	20
	sb	2		2	1		1			0			0	13	6	19	21
8:30am- 8:45am	nb	1		1			0			0	1		1	13	13	26	28
	sb	2		2	1		1			0			0	10	14	24	26
8:45am- 9:00pm	nb			0			0			0			0	16	7	23	23
	sb	1		1			0			0			0	10	8	18	19
9:00pm- 9:15pm	nb			0			0			0	1		1	13	8	21	22
	sb	1	1	2	1		1			0			0	4	5	9	11
9:15pm- 9:30pm	nb	1		1			0			0			0	5	3	8	9
	sb	2		2	1		1			0			0	7	8	15	17
12:00 - 12:15pm	nb	1		1			0			0			0	13	7	20	21
	sb	1		1			0			0			0	4	14	18	19
12:15 - 12:30pm	nb	1		1			0			0			0	2	6	8	9
	sb	2		2			0			0			0	11	6	17	19
12:30 - 12:45pm	nb			0			0			0			0	11	4	15	15
	sb	3		3			0			0			0	11	5	16	19
12:45 - 1:00pm	nb	3		3			0			0			0	15	13	28	31
	sb			0			0			0			0	15	6	21	21
1:00 - 1:15pm	nb	1		1			0			0			0	13	9	22	23
	sb			0			0			0			0	6	4	10	10
1:15 - 1:30pm	nb			0			0			0			0	7	2	9	9
	sb			0			0			0			0	9	7	16	16
1:30 - 1:45pm	nb	2		2	1		1			0			0	11	6	17	19
	sb	1	1	2		1	1			0			0	15	12	27	29
1:45 - 2:00pm	nb			0			0			0			0	9		9	9
	sb			0			0			0			0	20	17	37	37
4:30pm- 4:45pm	nb	2		2	1		1			0			0	9	16	25	27
	sb	1		1			0			0			0	7	5	12	13
4:45pm- 5:00pm	nb	1		1	1		1			0			0	12	12	24	25
	sb	2		2			0	1		1			0	18	7	25	28
5:00pm- 5:15pm	nb	3		3			0			0			0	13	13	26	29
	sb	3		3	1		1			0	1		1	7	12	19	23
5:15pm- 5:30pm	nb	1		1			0			0			0	8	14	22	23
	sb	4	2	6			0			0			0	14	7	21	27
5:30pm- 5:45pm	nb	3		3			0			0			0	16	15	31	34
	sb	1		1			0			0			0	6	7	13	14
5:45pm 6:00pm	nb	1		1			0	1		1			0	6	10	16	18
	sb	2		2	1		1		1	1	2		2	9	7	16	21
6:00pm- 6:15pm	nb	6		6	2		2			0			0	12	11	23	29
	sb	3		3			0			0			0	8	12	20	23
6:15pm- 6:30pm	nb	5		5	1		1			0	1		1	6	11	17	23
	sb	1		1			0			0			0	9	5	14	15
TOTALS		70	6	76	15	2	17	2	1	3	8	0	8	512	412	924	1011

145TH STREET BRIDGE - weekday, October 11th, 2000

Time		Bicyclist		Total Bicyclist	Helmet Usage		Total Helmet Usage	Rollerblader / Scooter		Total Blader	Joggers		Total Jogger	Walkers		Total Walker	Total Users
		Male	Female		Male	Female		Male	Female		Male	Female		Male	Female		
7:30am- 7:45am	eb	4		4			0			0			0	8	1	9	13
	wb			0			0			0			0	3	1	4	4
7:45am- 8:00am	eb	2		2			0			0			0	6	1	7	9
	wb	1		1			0			0			0	7	1	8	9
8:00am- 8:15am	eb	2		2			0			0			0	5		5	7
	wb	3		3	1		1			0			0	8	2	10	13
8:15am- 8:30am	eb			0			0			0			0	4	1	5	5
	wb	3		3			0			0			0	6	1	7	10
8:30am- 8:45am	eb			0			0			0			0	7		7	7
	wb			0			0			0			0	5	1	6	6
8:45am- 9:00pm	eb	2		2			0			0			0	7	1	8	10
	wb			0			0			0			0	6	4	10	10
9:00pm- 9:15pm	eb	2		2			0			0			0	2		2	4
	wb	1		1			0			0			0	4	1	5	6
9:15pm- 9:30pm	eb	2		2			0			0			0	6		6	8
	wb	4		4			0			0			0	3	2	5	9
12:00 - 12:15pm	eb	4		4			0			0			0	4	2	6	10
	wb	1		1			0			0			0	7	3	10	11
12:15 - 12:30pm	eb	2		2			0			0			0	4	3	7	9
	wb	1		1			0			0			0	7	1	8	9
12:30 - 12:45pm	eb	1		1			0			0			0	6	2	8	9
	wb	3		3			0			0			0	7	2	9	12
12:45 - 1:00pm	eb			0			0			0			0	7	2	9	9
	wb			0			0			0			0	6	2	8	8
1:00 - 1:15pm	eb	2		2			0			0			0	7		7	9
	wb	1		1			0			0			0	7		7	8
1:15 - 1:30pm	eb	2		2			0			0			0	6	4	10	12
	wb			0			0			0			0	4	2	6	6
1:30 - 1:45pm	eb	1		1			0			0			0	5		5	6
	wb	3		3	1		1			0			0	8	2	10	13
1:45 - 2:00pm	eb	2		2			0		1	1			0	6	1	7	10
	wb	4		4			0			0			0	6	1	7	11
4:30pm- 4:45pm	eb	2		2			0			0			0	9	3	12	14
	wb	1		1			0	2		2			0	5	4	9	12
4:45pm- 5:00pm	eb	4		4			0			0			0	11	4	15	19
	wb	3		3			0			0			0	14	5	19	22
5:00pm- 5:15pm	eb	4		4			0			0			0	15	5	20	24
	wb	1		1			0			0			0	14		14	15
5:15pm- 5:30pm	eb	3		3			0			0			0	10	2	12	15
	wb	1		1			0			0			0	6	5	11	12
5:30pm- 5:45pm	eb	3		3			0			0			0	11	1	12	15
	wb	3		3			0			0			0	15	3	18	21
5:45pm 6:00pm	eb	3		3			0			0			0	9	2	11	14
	wb	3		3			0	1		1			0	11		11	15
6:00pm- 6:15pm	eb	2		2			0			0			0	6	4	10	12
	wb	4		4	1		1			0			0	7	3	10	14
6:15pm- 6:30pm	eb			0			0			0			0	9	7	16	16
	wb	3		3			0			0			0	3	4	7	10
TOTALS		93	0	93	3	0	3	3	1	4	0	0	0	339	96	435	532

Observed Conditions
Beginning point of multiple bus lines

WILLIS BRIDGE - weekday, October 12th, 2000

Time		Bicyclist		Total Bicyclist	Helmet Usage		Total Helmet Usage	Rollerblader / Scooter		Total Blader	Joggers		Total Jogger	Walkers		Total Walker	Total Users
		Male	Female		Male	Female		Male	Female		Male	Female		Male	Female		
7:30am- 7:45am	eb			0			0			0	1		1	3		3	4
	wb	7		7	1		1			0	1		1	7		7	15
7:45am- 8:00am	eb			0			0			0			0	1	1	2	2
	wb	4		4	1		1			0			0	2		2	6
8:00am- 8:15am	eb	6		6	1		1			0			0	2		2	8
	wb	3	1	4			0			0			0	3		3	7
8:15am- 8:30am	eb	1		1			0	1		1			0	4		4	6
	wb	2		2			0			0	1		1	3	3	6	9
8:30am- 8:45am	eb	3		3			0			0			0	5	1	6	9
	wb	5		5			0			0			0	2	1	3	8
8:45am- 9:00pm	eb	3	1	4			0			0			0	4		4	8
	wb	2		2			0			0			0	1		1	3
9:00pm- 9:15pm	eb	3		3			0			0			0	2		2	5
	wb	2		2			0	1		1			0	1		1	4
9:15pm- 9:30pm	eb	2		2			0			0			0	3	1	4	6
	wb	3		3			0			0			0	2		2	5
12:00 - 12:15pm	eb	1		1			0			0			0	4		4	5
	wb	3		3			0			0			0	2		2	5
12:15 - 12:30pm	eb	5		5			0			0			0	2		2	7
	wb	5		5			0			0			0	2		2	7
12:30 - 12:45pm	eb	4		4			0			0			0	5	1	6	10
	wb	5		5	2		2			0			0	4	1	5	10
12:45 - 1:00pm	eb	1		1			0	1		1			0			0	2
	wb	4		4			0			0			0	5	3	8	12
1:00 - 1:15pm	eb	2		2			0			0			0	4		4	6
	wb			0			0			0			0	4	2	6	6
1:15 - 1:30pm	eb	4		4			0			0			0	1	1	2	6
	wb	2		2			0			0			0	4		4	6
1:30 - 1:45pm	eb	3		3			0			0			0	5		5	8
	wb	8		8			0			0			0	4	1	5	13
1:45 - 2:00pm	eb	6		6	1		1			0			0	1	1	2	8
	wb	4		4			0			0			0	6	2	8	12
4:30pm- 4:45pm	eb	5		5	1		1			0			0	3	2	5	10
	wb	2		2	1		1			0			0	5		5	7
4:45pm- 5:00pm	eb	5		5	2		2			0			0	2		2	7
	wb	3		3	1		1			0			0	1		1	4
5:00pm- 5:15pm	eb	3		3			0			0			0	2	1	3	6
	wb	5		5			0			0			0	4		4	9
5:15pm- 5:30pm	eb	5		5	2		2			0			0	4	2	6	11
	wb	1		1			0			0			0	4	2	6	7
5:30pm- 5:45pm	eb	4	1	5			0			0			0	1		1	6
	wb	5		5			0			0			0	4		4	9
5:45pm 6:00pm	eb	4		4			0			0	1		1	3	3	6	11
	wb	1		1			0	1		1			0	1		1	3
6:00pm- 6:15pm	eb	7		7			0			0			0	2		2	9
	wb	1		1			0			0			0	1	1	2	3
6:15pm- 6:30pm	eb	6		6			0			0			0	1	1	2	8
	wb	4	1	5			0			0			0	2		2	7
TOTALS		164	4	168	13	0	13	4	0	4	4	0	4	138	31	169	345

Observed Conditions

Majority of people use paths on north side.
 124 st. Swimming pool attracts many people in the summer.
 Users are almost all male. Path was not lit during evening hours.

APPENDIX B.iv.: Data Sheets for Hudson River Greenway

ROUTE 9A AT WEST 11TH STREET - Tuesday, September 9th 2000

Time	Direction	Bicyclist	Helmet	Blader	Jogger	Walker	TOTAL	Male	Female
7:30 - 7:45am	nb	11	6	3	39	3	56	30	26
	sb	17	5	5	28	8	58	34	24
7:45 - 8:00am	nb	8	4	3	25	10	46	21	25
	sb	19	8	3	27	6	55	33	22
8:00 - 8:15am	nb	13	6	6	20	6	45	18	27
	sb	5	1	8	23	13	49	26	23
8:15 - 8:30am	nb	7	4	3	16	9	35	18	17
	sb	13	7	4	9	11	37	19	18
8:30 - 8:45am	nb	14	7	5	16	8	43	22	21
	sb	10	7	2	13	5	30	20	10
8:45 - 9:00am	nb	8	5	2	9	9	28	16	12
	sb	8	0	4	10	10	32	16	16
9:00 - 9:15am	nb	16	8	4	16	5	41	17	24
	sb	13	6	3	9	3	28	18	10
9:15 - 9:30am	nb	6	3	2	8	11	27	12	15
	sb	13	6	2	12	12	39	25	14
12:00 - 12:15pm	nb	5	1	5	7	6	23	14	9
	sb	9	3	5	9	6	29	22	7
12:15 - 12:30pm	nb	10	4	1	10	9	30	18	12
	sb	5	2	1	8	4	18	10	8
12:30 - 12:45pm	nb	6	1	2	7	11	26	21	5
	sb	8	1	5	10	10	33	23	10
12:45 - 1:00pm	nb	7	0	4	10	12	33	20	13
	sb	8	3	3	8	7	26	20	6
1:00 - 1:15pm	nb	1	1	5	6	8	20	10	10
	sb	8	2	4	10	15	37	29	8
1:15 - 1:30pm	nb	9	1	3	12	6	30	27	3
	sb	7	2	6	4	17	34	27	7
1:30 - 1:45pm	nb	8	2	2	4	8	22	19	3
	sb	7	2	5	16	16	44	35	9
1:45 - 2:00pm	nb	15	3	2	9	8	34	27	7
	sb	8	1	1	4	19	32	21	11
4:30 - 4:45pm	nb	14	5	3	2	9	28	23	5
	sb	12	4	6	4	12	34	30	4
4:45 - 5:00pm	nb	15	6	4	8	12	39	31	8
	sb	5	1	6	4	8	23	17	6
5:00 - 5:15pm	nb	18	6	4	11	11	44	33	11
	sb	19	6	5	8	11	43	31	12
5:15 - 5:30pm	nb	12	4	9	5	11	37	22	15
	sb	10	3	13	2	14	39	31	8
5:30 - 5:45pm	nb	13	6	8	9	7	37	29	8
	sb	14	5	6	17	14	51	39	12
5:45 - 6:00pm	nb	11	4	12	10	15	48	34	14
	sb	28	8	11	16	20	75	45	30
6:00 - 6:15pm	nb	16	5	19	14	20	69	51	18
	sb	15	3	14	25	9	63	47	16
6:15 - 6:30pm	nb	20	10	20	16	17	73	48	25
	sb	17	3	15	21	28	81	53	28
TOTALS		541	191	268	586	509	1904	1252	652

Observed Conditions

7:30-7:45, Park busy from 7am on. At this time, more recreational- several walkers in suits. Several pairs of cyclists passed by 2X during period.

7:45-8:00, Only one child during this time; still seems more recreational than commuting. Again several pairs of cyclists passed more than once.

8:00-8:15, People use trail closer to river for stretching.

8:15-8:30, Commuters on bikes.

8:45-9:00, % wise- as many people on rollerblades w / helmets as cyclists w / helmets.

9:00-9:15, 2 couriers- most walkers with dogs.

1:00-1:15, Fairly constant flow of people to café and eating area.

ROUTE 9A AT WEST 17TH STREET - Tuesday, September 9th 2000

Time	Direction	Bicyclist	Helmet	Blader	Jogger	Walker	TOTAL	Male	Female
7:30 - 7:45am	nb	2	0	0	9	2	13	6	7
	sb	6	2	2	11	1	20	13	7
7:45 - 8:00am	nb	3	1	1	3	3	10	5	5
	sb	4	2	1	5	2	12	8	4
8:00 - 8:15am	nb	5	3	0	1	4	10	6	4
	sb	8	4	1	1	2	12	9	3
8:15 - 8:30am	nb	3	2	0	2	1	6	3	3
	sb	3	1	1	2	6	12	8	4
8:30 - 8:45am	nb	10	5	0	2	1	13	11	2
	sb	7	4	1	1	1	10	8	2
8:45 - 9:00am	nb	6	3	2	1	4	13	8	5
	sb	10	7	1	3	1	15	9	6
9:00 - 9:15am	nb	8	6	0	4	4	16	11	5
	sb	5	2	0	4	2	11	9	2
9:15 - 9:30am	nb	3	1	1	1	1	6	2	4
	sb	5	1	2	1	1	9	7	2
12:00 - 12:15pm	nb	4	1	0	3	6	13	10	3
	sb	4	1	1	5	1	11	8	3
12:15 - 12:30pm	nb	3	2	0	4	1	8	3	5
	sb	4	1	1	3	7	15	8	7
12:30 - 12:45pm	nb	4	2	0	4	5	13	9	4
	sb	3	2	2	3	3	11	6	5
12:45 - 1:00pm	nb	5	0	1	1	6	13	12	1
	sb	3	0	0	1	5	9	6	3
1:00 - 1:15pm	nb	0	0	2	3	13	18	10	8
	sb	5	2	1	2	3	11	10	1
1:15 - 1:30pm	nb	4	1	1	3	1	9	8	1
	sb	8	3	2	3	6	19	11	8
1:30 - 1:45pm	nb	5	2	1	0	1	7	7	0
	sb	0	0	0	3	4	7	7	0
1:45 - 2:00pm	nb	6	2	1	2	6	15	11	4
	sb	6	3	0	1	6	13	7	6
4:30 - 4:45pm	nb	13	5	3	2	7	25	21	4
	sb	1	0	1	3	4	9	8	1
4:45 - 5:00pm	nb	8	1	2	1	1	12	10	2
	sb	6	2	4	3	2	15	10	5
5:00 - 5:15pm	nb	5	1	4	2	5	16	14	2
	sb	11	2	7	1	6	25	18	7
5:15 - 5:30pm	nb	7	1	2	2	2	13	9	4
	sb	7	1	1	6	4	18	15	3
5:30 - 5:45pm	nb	7	7	1	7	11	26	16	10
	sb	12	5	0	7	9	28	20	8
5:45 - 6:00pm	nb	7	3	1	2	5	15	12	3
	sb	4	2	1	5	11	21	16	5
6:00 - 6:15pm	nb	10	5	4	4	14	32	25	7
	sb	11	0	3	5	7	26	17	9
6:15 - 6:30pm	nb	12	4	8	10	9	39	26	13
	sb	9	3	4	10	8	31	19	12
TOTALS		282	108	72	162	215	731	512	219

Observed Conditions

Interim path between Chelsea Piers & bus garage along water, defined by jersey barriers & chain link, 6'-10' wide.

SB users can miss interim path @ Chelsea Piers & be diverted onto interim path or onto road (poor signage). People entering thru construction zone because unclear where to go. This is especially true for people crossing @ 17th where there is no clear connection to path or signage.

8:00-8:15, Cyclist diverted off path. Cyclist can't get on path @ 17th.

8:45-9:00, Jogger diverted off path. Biker diverted.

9:00-9:15, Biker diverted, jogger diverted.

9:15-9:30, Bicyclist diverted onto highway.

5:00-5:45, Biker & jogger on highway.

5:45-6:15, More bikes on road.

ROUTE 9A AT WEST 34TH STREET - Tuesday, September 9th 2000

Time	Direction	Bicyclist	Helmet	Blader	Jogger	Walker	TOTAL	Male	Female
7:30 - 7:45am	nb	2	0	0	2	1	5	3	2
	sb	6	3	0	0	0	6	6	0
7:45 - 8:00am	nb	0	0	0	0	0	0	0	0
	sb	1	0	0	1	0	2	2	0
8:00 - 8:15am	nb	4	2	0	1	1	6	4	2
	sb	4	3	0	0	3	7	7	0
8:15 - 8:30am	nb	0	0	0	0	1	1	1	0
	sb	3	2	0	1	1	5	3	2
8:30 - 8:45am	nb	1	1	0	0	2	3	3	0
	sb	3	3	0	0	1	4	3	1
8:45 - 9:00am	nb	3	3	0	0	6	9	8	1
	sb	10	9	0	1	2	13	7	6
9:00 - 9:15am	nb	2	2	2	0	0	4	3	1
	sb	1	1	0	0	6	7	6	1
9:15 - 9:30am	nb	4	3	0	0	1	5	3	2
	sb	6	2	0	0	3	9	7	2
12:00 - 12:15pm	nb	5	3	0	1	2	8	4	4
	sb	1	1	0	1	3	5	3	2
12:15 - 12:30pm	nb	2	0	0	0	5	7	5	2
	sb	3	0	0	1	2	6	6	0
12:30 - 12:45pm	nb	2	1	0	0	0	2	2	0
	sb	3	1	0	0	2	5	5	0
12:45 - 1:00pm	nb	1	0	0	0	2	3	1	2
	sb	3	2	0	0	0	3	2	1
1:00 - 1:15pm	nb	1	0	0	0	2	3	3	0
	sb	0	0	0	0	0	0	0	0
1:15 - 1:30pm	nb	1	1	0	1	6	8	5	3
	sb	1	1	0	1	1	3	3	0
1:30 - 1:45pm	nb	3	2	0	0	5	8	6	2
	sb	3	0	0	1	4	8	5	3
1:45 - 2:00pm	nb	1	1	0	0	1	2	2	0
	sb	5	2	0	0	5	10	5	5
4:30 - 4:45pm	nb	7	4	0	0	1	8	6	2
	sb	0	0	2	1	3	6	4	2
4:45 - 5:00pm	nb	4	2	3	0	2	9	8	1
	sb	4	0	0	0	3	7	5	2
5:00 - 5:15pm	nb	2	1	0	0	4	6	4	2
	sb	3	3	0	0	1	4	1	3
5:15 - 5:30pm	nb	1	0	0	0	7	8	5	3
	sb	4	1	0	0	6	10	9	1
5:30 - 5:45pm	nb	7	4	0	1	4	12	10	2
	sb	6	1	0	1	3	10	10	0
5:45 - 6:00pm	nb	8	4	0	4	3	15	11	4
	sb	6	1	0	0	4	10	8	2
6:00 - 6:15pm	nb	8	7	2	0	7	17	12	5
	sb	3	1	0	2	4	9	6	3
6:15 - 6:30pm	nb	5	4	1	2	3	11	7	4
	sb	4	4	1	1	4	10	7	3
TOTALS		157	86	11	24	127	319	236	83

Observed Conditions
Path 5-6' wide.

ROUTE 9A AT CHAMBERS STREET - Tuesday, September 9th 2000

Time	Direction	Bicyclist	Helmet	Blader	Jogger	Walker	TOTAL	Male	Female
12:00 - 12:15pm	nb	6	2	4	17	12	39	26	13
	sb	3	2	4	6	4	17	12	5
12:15 - 12:30pm	nb	13	3	5	15	11	44	32	12
	sb	5	1	0	13	16	34	27	7
12:30 - 12:45pm	nb	5	0	2	9	18	34	25	9
	sb	5	1	3	11	20	39	27	12
12:45 - 1:00pm	nb	5	1	2	7	16	30	21	9
	sb	5	1	5	19	23	52	38	14
1:00 - 1:15pm	nb	5	1	2	16	18	41	26	15
	sb	7	2	5	15	14	41	25	16
1:15 - 1:30pm	nb	6	1	4	17	18	45	27	18
	sb	4	2	5	16	13	38	27	11
1:30 - 1:45pm	nb	6	3	4	17	23	50	32	18
	sb	6	1	2	13	17	38	22	16
1:45 - 2:00pm	nb	7	2	4	18	12	41	28	13
	sb	3	1	4	19	27	53	31	22
TOTALS		91	24	55	228	262	636	426	210

Observed Conditions

Reference counts only for midday hours

12:00-12:15, Joggers on bike path.

12:15-12:30, Joggers on bike path.

12:45-1:00, Bikes in jogging lane and vice versa.

1:00-1:15, Joggers on bike path.

1:15-1:30, Strollers on bike path.

1:30-1:45, Bikes on jogging path.

ROUTE 9A AT WEST 55TH STREET - Tuesday, September 9th 2000

Time	Direction	Bicyclist	Helmet	Blader	Jogger	Walker	TOTAL	Male	Female
12:00 - 12:15pm	nb	3	2	0	1	3	7	6	1
	sb	1	0	0	1	3	5	5	0
12:15 - 12:30pm	nb	0	0	0	0	1	1	1	0
	sb	1	1	0	0	3	4	3	1
12:30 - 12:45pm	nb	3	1	0	0	2	5	4	1
	sb	1	1	0	0	4	5	4	1
12:45 - 1:00pm	nb	0	0	0	0	0	0	0	0
	sb	0	0	0	0	3	3	3	0
1:00 - 1:15pm	nb	0	0	0	0	3	3	3	0
	sb	1	1	0	0	1	2	2	0
1:15 - 1:30pm	nb	1	1	0	0	0	1	1	0
	sb	1	0	0	0	0	1	1	0
1:30 - 1:45pm	nb	1	1	0	0	1	2	2	0
	sb	1	1	0	0	1	2	1	1
1:45 - 2:00pm	nb	0	0	0	0	1	1	1	0
	sb	0	0	0	0	1	1	1	0
TOTALS		14	9	0	2	27	43	38	5

Observed Conditions

Construction activity in area (9A road & trail). Most foot activity appears to be for lunch & construction workers.

North of 55th St. cyclists can only continue on SB-only driveway. South of 55th St greenway users on driveway in front of cruise ship piers.

1:00-1:15, Bicyclist confused about how to proceed enters construction site.

1:15-1:30, Many users entering and exiting @ 55th (as opposed to continuing through).

ROUTE 9A AT WEST 11TH STREET - Sunday, September 17th 2000

Time		Bicyclist		Total Bicyclist	Helmet Usage		Total Helmet Usage	Rollerblader/ Scooter		Total Blader	Joggers		Total Jogger	Walkers		Total Walker	Total Users
		Male	Female		Male	Female		Male	Female		Male	Female					
10:00-10:15am	nb	13	2	15	8	0	8	8	3	11	15	8	23	17	16	33	82
	sb	9	4	13	2	4	6	4	4	8	9	5	14	4	3	7	42
10:15-10:30am	nb	16	8	24	8	3	11	5	9	14	11	12	23	11	5	16	77
	sb	18	4	22	9	1	10	13	5	18	15	13	28	4	8	12	80
10:30-10:45am	nb	16	9	25	4	4	8	1	9	10	1	9	10	4	8	12	57
	sb	15	11	26	9	2	11	6	3	9	19	8	27	11	9	20	82
10:45-11:00am	nb	18	7	25	4	2	6	3	6	9	9	10	19	12	10	22	75
	sb	9	5	14	4	0	4	7	4	11	8	10	18	24	17	41	84
11:00-11:15am	nb	8	4	12	1	1	2	8	9	17	12	13	25	12	10	22	76
	sb	21	12	33	10	6	16	10	8	18	11	13	24	14	13	27	102
11:15-11:30am	nb	20	6	26	7	1	8	7	3	10	10	9	19	5	9	14	69
	sb	16	9	25	6	4	10	5	4	9	10	8	18	12	10	22	74
11:30-11:45am	nb	13	6	19	5	1	6	6	4	10	12	11	23	10	12	22	74
	sb	19	11	30	5	6	11	6	8	14	11	18	29	24	11	35	108
11:45-12:00pm	nb	14	13	27	3	5	8	8	3	11	14	13	27	11	14	25	90
	sb	29	6	35	13	1	14	11	3	14	15	10	25	22	14	36	110
12:00-12:15pm	nb	15	11	26	6	3	9	8	4	12	15	12	27	10	10	20	85
	sb	15	5	20	5	1	6	8	4	12	18	13	31	22	17	39	102
12:15-12:30pm	nb	12	10	22	1	4	5	5	4	9	11	7	18	4	5	9	58
	sb	24	8	32	8	3	11	12	9	21	11	11	22	16	19	35	110
12:30-12:45pm	nb	20	13	33	5	8	13	12	8	20	10	9	19	21	20	41	113
	sb	28	11	39	6	1	7	14	4	18	12	6	18	14	7	21	96
12:45-1:00pm	nb	19	4	23	7	1	8	14	11	25	13	14	27	14	14	28	103
	sb	26	14	40	5	2	7	17	10	27	13	9	22	17	22	39	128
1:00-1:15pm	nb	14	16	30	5	6	11	12	3	15	11	5	16	9	6	15	76
	sb	18	16	34	3	3	6	13	15	28	6	8	14	24	21	45	121
1:15-1:30pm	nb	18	17	35	6	5	11	15	8	23	13	11	24	13	13	26	108
	sb	16	6	22	3	2	5	14	13	27	11	10	21	25	12	37	107
1:30-1:45pm	nb	20	17	37	7	5	12	6	5	11	18	17	35	21	18	39	122
	sb	19	13	32	6	4	10	9	5	14	16	14	30	18	19	37	113
1:45-2:00pm	nb	25	11	36	7	5	12	10	7	17	13	12	25	18	20	38	116
	sb	26	9	35	8	2	10	19	13	32	20	17	37	23	19	42	146
2:00-2:15pm	nb	25	6	31	10	1	11	9	8	17	12	15	27	22	21	43	118
	sb	28	12	40	7	5	12	17	5	22	25	17	42	40	33	73	177
2:15-2:30pm	nb	24	20	44	9	7	16	24	15	39	11	22	33	17	25	42	158
	sb	32	14	46	14	4	18	12	17	29	19	8	27	21	10	31	133
2:30-2:45pm	nb	37	19	56	15	5	20	17	4	21	10	8	18	31	30	61	156
	sb	32	24	56	9	8	17	10	9	19	16	12	28	38	35	73	176
2:45-3:00pm	nb	41	17	58	12	6	18	31	12	43	6	5	11	29	18	47	159
	sb	26	12	38	8	5	13	22	18	40	8	6	14	36	12	48	140
3:00-3:15pm	nb	27	13	40	8	3	11	20	10	30	8	9	17	31	29	60	147
	sb	31	19	50	10	7	17	17	19	36	10	8	18	36	32	68	172
3:15-3:30pm	nb	29	16	45	8	4	12	21	17	38	9	7	16	29	34	63	162
	sb	33	20	53	10	8	18	29	19	48	6	5	11	37	35	72	184
3:30-3:45pm	nb	30	16	46	9	6	15	15	11	26	7	4	11	38	32	70	153
	sb	42	12	54	13	3	16	17	15	32	9	8	17	43	40	83	186
3:45-4:00pm	nb	28	12	40	8	3	11	22	13	35	6	6	12	24	21	45	132
	sb	40	17	57	14	6	20	30	17	47	9	7	16	37	30	67	187
TOTALS		1074	547	1621	350	177	527	609	417	1026	564	492	1056	975	848	1823	5526

Observed Conditions

1:00-4:00, too many people to be counted by gender and sometimes even by user group - total registered numbers were balanced according to first half of counts (but less joggers + more walkers in afternoon)

ROUTE 9A AT WEST 17TH STREET - Sunday, September 17th 2000

Time		Bicyclist		Total Bicyclist	Helmet Usage		Total Helmet Usage	Rollerblader/ Scooter		Total Blader	Joggers		Total Jogger	Walkers		Total Walker	Total Users
		Male	Female		Male	Female		Male	Female		Male	Female		Male	Female		
10:00-10:15am	nb	9	1	10	7	0	7	0	1	1	5	0	5	4	1	5	21
	sb	3	2	5	1	1	2	0	0	0	1	0	1	0	4	4	10
10:15-10:30am	nb	2	2	4	0	2	2	0	0	0	4	2	6	4	1	5	15
	sb	5	4	9	3	1	4	1	1	2	6	7	13	5	2	7	31
10:30-10:45am	nb	4	7	11	2	4	6	2	1	3	4	4	8	2	1	3	25
	sb	4	3	7	2	0	2	2	0	2	3	3	6	7	3	10	25
10:45-11:00am	nb	6	3	9	2	3	5	1	0	1	2	1	3	4	8	12	25
	sb	5	2	7	2	0	2	1	0	1	2	3	5	5	3	8	21
11:00-11:15am	nb	6	6	12	3	2	5	2	6	8	10	4	14	4	3	7	41
	sb	14	6	20	9	5	14	1	5	6	6	6	12	2	1	3	41
11:15-11:30am	nb	14	2	16	7	0	7	2	3	5	5	6	11	4	3	7	39
	sb	8	1	9	5	0	5	4	0	4	5	2	7	3	2	5	25
11:30-11:45am	nb	11	6	17	5	2	7	2	0	2	5	6	11	4	7	11	41
	sb	10	5	15	5	3	8	1	1	2	1	4	5	6	6	12	34
11:45-12:00pm	nb	11	10	21	5	7	12	3	0	3	8	4	12	8	4	12	48
	sb	13	1	14	9	1	10	4	5	9	8	6	14	3	3	6	43
12:00-12:15pm	nb	5	4	9	2	2	4	2	0	2	3	6	9	8	7	15	35
	sb	12	0	12	0	0	0	4	4	8	7	1	8	10	12	22	50
12:15-12:30pm	nb	10	9	19	5	4	9	4	0	4	6	3	9	7	2	9	41
	sb	11	6	17	7	3	10	7	2	9	3	5	8	3	3	6	40
12:30-12:45pm	nb	15	7	22	4	3	7	3	1	4	7	2	9	9	7	16	51
	sb	15	6	21	6	2	8	8	3	11	7	1	8	5	5	10	50
12:45-1:00pm	nb	10	7	17	4	3	7	3	7	10	3	2	5	7	3	10	42
	sb	9	9	18	3	3	6	3	3	6	4	3	7	6	16	22	53
1:00-1:15pm	nb	16	6	22	7	2	9	6	8	14	3	3	3	7	4	11	50
	sb	12	6	18	6	2	8	3	1	4	1	1	2	8	5	13	37
1:15-1:30pm	nb	10	7	17	5	1	6	7	2	9	0	1	1	6	3	9	36
	sb	14	5	19	3	1	4	3	1	4	1	1	2	6	4	10	35
1:30-1:45pm	nb	16	8	24	5	3	8	2	2	4	2	1	3	3	1	4	35
	sb	10	5	15	3	1	4	7	0	7	1	1	2	7	6	13	37
1:45-2:00pm	nb	7	6	13	3	3	6	5	1	6	1	1	2	11	7	18	39
	sb	13	7	20	6	4	10	2	1	3	2	4	6	9	8	17	46
2:00-2:15pm	nb	9	4	13	1	2	3	4	2	6	4	0	4	5	3	8	31
	sb	7	10	17	3	5	8	8	8	16	4	0	4	15	7	22	59
2:15-2:30pm	nb	9	7	16	7	0	7	4	3	7	0	1	1	5	5	10	34
	sb	8	5	13	5	2	7	9	6	15	2	1	3	13	10	23	54
2:30-2:45pm	nb	8	7	15	2	3	5	7	3	10	0	1	1	6	2	8	34
	sb	16	4	20	4	1	5	14	4	18	2	2	4	13	7	20	62
2:45-3:00pm	nb	17	6	23	4	1	5	6	4	10	5	2	7	6	2	8	48
	sb	8	4	12	0	3	3	7	4	11	2	2	4	15	7	22	49
3:00-3:15pm	nb	15	3	18	4	1	5	8	2	10	3	2	5	9	6	15	48
	sb	11	7	18	3	1	4	10	4	14	2	3	5	8	12	20	57
3:15-3:30pm	nb	26	10	36	8	3	11	10	2	12	1	2	3	20	7	27	78
	sb	6	2	8	1	1	2	13	6	19	2	0	2	20	9	29	58
3:30-3:45pm	nb	15	9	24	2	2	4	7	5	12	1	3	4	12	1	13	53
	sb	13	4	17	7	0	7	9	5	14	0	0	0	13	5	18	49
3:45-4:00pm	nb	15	11	26	5	3	8	11	4	15	6	1	7	9	8	17	65
	sb	10	3	13	4	1	5	7	5	12	6	0	6	10	4	14	45
TOTALS		503	255	758	196	97	293	229	126	355	166	111	277	356	240	596	1986

Observed Conditions

Many cyclists traveling south use detour between 17 & 18 St. 16,17, & 18th Street crossings all under construction. There are several pinch points in this section making it difficult for multiple people to pass. Very early stages of construction - jersey barriers everywhere. Area in general is pretty makeshift.

ROUTE 9A AT WEST 34TH STREET - Sunday, September 17th 2000

Time		Bicyclist		Total Bicyclist	Helmet Usage		Total Helmet Usage	Rollerblader/ Scooter		Total Blader	Joggers		Total Jogger	Walkers		Total Walker	Total Users
		Male	Female		Male	Femal		Male	Female		Male	Female					
10:00-10:15am	nb	4	2	6	4	2	6	0	0	0	1	0	1	0	0	0	7
	sb	1	1	2	0	0	0	0	0	0	1	3	4	3	1	4	10
10:15-10:30am	nb	3	1	4	2	1	3	0	0	0	0	0	0	3	1	4	8
	sb	2	2	4	2	1	3	0	0	0	1	0	1	2	0	2	7
10:30-10:45am	nb	1	1	2	0	1	1	0	0	0	2	1	3	1	0	1	6
	sb	4	4	8	2	3	5	0	0	0	2	1	3	1	0	1	12
10:45-11:00am	nb	4	2	6	3	2	5	0	0	0	1	0	1	2	2	4	11
	sb	7	2	9	3	2	5	0	0	0	2	1	3	2	0	2	14
11:00-11:15am	nb	5	4	9	2	2	4	0	0	0	2	0	2	2	1	3	14
	sb	2	1	3	2	1	3	0	0	0	0	0	0	1	1	2	5
11:15-11:30am	nb	2	0	2	1	0	1	0	0	0	1	0	1	1	2	3	6
	sb	6	3	9	3	2	5	0	0	0	0	0	0	3	1	4	13
11:30-11:45am	nb	7	2	9	5	1	6	0	1	1	2	0	2	1	2	3	15
	sb	5	1	6	4	1	5	0	0	0	3	2	5	3	1	4	15
11:45-12:00pm	nb	3	2	5	1	1	2	0	0	0	2	3	5	1	2	3	13
	sb	7	0	7	5	0	5	0	1	1	0	1	1	2	3	5	14
12:00-12:15pm	nb	14	9	23	7	4	11	1	0	1	1	0	1	2	2	4	29
	sb	1	3	4	0	2	2	0	0	0	1	0	1	7	5	12	17
12:15-12:30pm	nb	6	3	9	1	2	3	0	0	0	3	2	5	1	4	5	19
	sb	10	4	14	3	2	5	1	0	1	4	2	6	1	1	2	23
12:30-12:45pm	nb	7	7	14	1	1	2	1	0	1	1	0	1	4	4	8	24
	sb	7	4	11	4	1	5	0	0	0	0	0	0	4	2	6	17
12:45-1:00pm	nb	10	7	17	5	5	10	1	0	1	1	0	1	2	1	3	22
	sb	5	3	8	1	3	4	2	0	2	0	0	0	4	5	9	19
1:00-1:15pm	nb	4	1	5	1	0	1	1	0	1	0	0	0	1	1	2	8
	sb	9	4	13	3	1	4	0	0	0	0	1	1	0	0	0	14
1:15-1:30pm	nb	7	3	10	5	1	6	3	2	5	0	5	5	5	2	7	27
	sb	9	2	11	4	1	5	2	1	3	1	2	3	1	3	4	21
1:30-1:45pm	nb	7	5	12	5	1	6	2	0	2	1	0	1	3	2	5	20
	sb	3	0	3	2	0	2	1	1	2	1	1	2	5	2	7	14
1:45-2:00pm	nb	2	2	4	0	1	1	0	0	0	0	0	0	4	0	4	8
	sb	5	8	13	3	3	6	3	0	3	3	0	3	11	8	19	38
2:00-2:15pm	nb	8	6	14	3	6	9	1	0	1	0	0	0	5	5	10	25
	sb	9	0	9	3	0	3	4	2	6	1	1	2	8	2	10	27
2:15-2:30pm	nb	10	2	12	3	0	3	1	0	1	0	0	0	4	1	5	18
	sb	9	2	11	4	1	5	0	0	0	1	1	2	3	3	6	19
2:30-2:45pm	nb	8	1	9	2	0	2	2	0	2	2	0	2	1	1	2	15
	sb	4	5	9	0	2	2	0	0	0	0	0	0	5	5	10	19
2:45-3:00pm	nb	12	4	16	3	1	4	1	0	1	3	1	4	1	3	4	25
	sb	6	5	11	2	3	5	1	0	1	1	2	3	9	3	12	27
3:00-3:15pm	nb	5	4	9	3	2	5	2	0	2	1	1	2	6	3	9	22
	sb	9	3	12	1	1	2	1	0	1	1	0	1	4	1	5	19
3:15-3:30pm	nb	10	4	14	4	2	6	0	0	0	1	1	2	1	1	2	18
	sb	10	3	13	6	1	7	0	0	0	0	0	0	2	0	2	15
3:30-3:45pm	nb	14	8	22	2	1	3	4	4	8	0	2	2	11	8	19	51
	sb	7	3	10	2	3	5	3	1	4	1	0	1	4	5	9	24
3:45-4:00pm	nb	11	3	14	4	0	4	2	1	3	2	0	2	7	2	9	28
	sb	9	0	9	4	0	4	2	1	3	1	1	2	7	5	12	26
TOTALS		310	146	456	130	71	201	42	15	57	52	35	87	161	107	268	868

ROUTE 9A AT WEST 80TH STREET - Wednesday, October 4th 2000

Time		Bicyclist		Total Bicyclist	Helmet Usage		Total Helmet Usage	Rollerblader/ Scooter		Total Blader	Joggers		Total Jogger	Walkers		Total Walker	Total Users
		Male	Female		Male	Femal		Male	Female		Male	Female					
7:30 - 7:45am	nb			0			0			0	4	5	9	1	5	6	15
	sb			0			0			0	2	5	7	2	4	6	13
7:45 - 8:00am	nb	1	1	2		1	1			0	3	8	11	2	4	6	19
	sb	2	1	3		1	1			0	4	4	8	3	2	5	16
8:00 - 8:15am	nb	2	1	3	1	1	2	1		1	7	7	14	1	7	8	26
	sb	4		4	2		2	1		1	4	6	10	6	5	11	26
8:15 - 8:30am	nb	1	2	3	1	1	2			0	5	4	9	2	3	5	17
	sb			0			0			0	5	4	9	3	2	5	14
8:30 - 8:45am	nb	1		1			0			0	1	4	5	6	9	15	21
	sb	3		3	1		1			0	2	1	3	3	10	13	19
8:45 - 9:00am	nb	2	1	3		1	1			0	1	1	2	3	5	8	13
	sb	6	1	7	3	1	4	1		1			0	1	7	8	16
9:00 - 9:15am	nb	2	2	4	2	2	4	2		2	2	3	5	5	2	7	18
	sb	1	2	3	1	2	3			0	1		1	4	1	5	9
9:15 - 9:30am	nb		1	1			0			0	4	2	6	1	6	7	14
	sb			0			0			0	3	3	6	2	2	4	10
12:00 - 12:15pm	nb	3	2	5	2		2			0	2	1	3		2	2	10
	sb			0			0			0		1	1	1	3	4	5
12:15 - 12:30pm	nb	1		1			0			0			0	5	7	12	13
	sb	1		1	1		1		1	1		1	1	2	2	4	7
12:30 - 12:45pm	nb	3	5	8	1		1		1	1			0	2	3	5	14
	sb	1		1			0			0		2	2	1	3	4	7
12:45 - 1:00pm	nb	1	1	2		1	1		3	3	5	1	6	3	3	6	17
	sb		1	1		1	1			0	3	1	4	4	2	6	11
1:00 - 1:15pm	nb	1	1	2		1	1		3	3	2		2	4	1	5	12
	sb	2	1	3	2	1	3			0	1		1	1	1	2	6
1:15 - 1:30pm	nb			0			0			0			0	1		1	1
	sb	1		1			0			0	1		1	1	3	4	6
1:30 - 1:45pm	nb	2		2	1		1			0	4	1	5	4	2	6	13
	sb	2		2	1		1			0		2	2	2	2	4	8
1:45 - 2:00pm	nb	5		5	2		2			0	1	2	3	2	5	7	15
	sb	1		1			0	1		1			0	3	4	7	9
4:30 - 4:45pm	nb	1		1			0			0	1	3	4	2	2	4	9
	sb	1		1	1		1			0	2		2	4	4	8	11
4:45 - 5:00pm	nb	2	2	4	2	1	3			0	1	1	2	1	4	5	11
	sb	2		2			0			0		3	3	2	4	6	11
5:00 - 5:15pm	nb	3	3	6	2	1	3	1		1		4	4	6	6	12	23
	sb	4	6	10		2	2			0	1	1	2	2	6	8	20
5:15 - 5:30pm	nb	3	3	6		2	2	1		1	1	4	5	6	5	11	23
	sb	6		6			0	2		2	2	3	5	5	8	13	26
5:30 - 5:45pm	nb	3		3			0	2		2	1	2	3	2	3	5	13
	sb	2		2	1		1	2		2	3	1	4		2	2	10
5:45 - 6:00pm	nb	5	2	7	1	1	2			0	7	4	11	2	7	9	27
	sb	3	1	4	1		1			0	5	4	9	7	12	19	32
6:00 - 6:15pm	nb	5	1	6	2	1	3			0	3		3	8	10	18	27
	sb	2	1	3			0			0	3	1	4	6	5	11	18
6:15 - 6:30pm	nb	4	1	5	3	1	4			0	5	6	11	6	5	11	27
	sb	4	1	5	4		4			0	1	3	4	4	6	10	19
TOTALS		99	44	143	38	23	61	14	8	22	103	109	212	144	206	350	727

ROUTE 9A AT WEST 95TH STREET - Wednesday, October 4th 2000

Time		Bicyclist		Total Bicyclist	Helmet Usage		Total Helmet Usage	Rollerblader/ Scooter		Total Blader	Joggers		Total Jogger	Walkers		Total Walker	Total Users
		Male	Female		Male	Femal		Male	Female		Male	Female					
7:30 - 7:45am	nb	1		1	1		1			0	2	3	5	1	1	2	8
	sb			0			0			0	3	5	8	2	1	3	11
7:45 - 8:00am	nb	3		3	1		1	1	1	2	3	4	7	2		2	14
	sb	2	1	3		1	1	1	1	2	6		6	3	2	5	16
8:00 - 8:15am	nb	2	3	5	2	2	4			0	5	9	14	1	4	5	24
	sb	4	1	5	2		2			0	7	10	17	1	5	6	28
8:15 - 8:30am	nb		1	1		1	1	1		1	3	5	8	1	4	5	15
	sb	3	1	4	1	1	2			0	2	1	3	2	2	4	11
8:30 - 8:45am	nb	1	1	2	1		1			0		2	2		1	1	5
	sb	2		2	2		2			0	4	6	10	2	2	4	16
8:45 - 9:00am	nb	2	4	6		3	3			0	2	3	5	1	9	10	21
	sb	3	1	4	1	1	2	1		1		3	3		5	5	13
9:00 - 9:15am	nb	1	1	2	1	1	2			0	2	3	5	2	4	6	13
	sb			0			0			0	4	1	5	5	5	10	15
9:15 - 9:30am	nb	2		2			0	1		1	1	1	2	3	2	5	10
	sb		3	3		2	2			0	1		1	2	4	6	10
12:00 - 12:15pm	nb			0			0			0	2		2	1	2	3	5
	sb	5	1	6	1		1			0	1		1	3	2	5	12
12:15 - 12:30pm	nb	1	1	2		1	1	1		1	2		2	2	3	5	10
	sb	2		2	1		1			0	1	1	2		4	4	8
12:30 - 12:45pm	nb	1		1	1		1			0	1	1	2	1	2	3	6
	sb	2	1	3	1		1			0	3		3	4	1	5	11
12:45 - 1:00pm	nb	2		2	1		1			0		2	2	3	3	6	10
	sb	1		1			0			0	1	1	2	1	1	2	5
1:00 - 1:15pm	nb	2	1	3	1		1		1	1	2		2	2		2	8
	sb	1	1	2	1		1	1	1	2	1	1	2	7	1	8	14
1:15 - 1:30pm	nb	1	1	2			0			0			0	6	1	7	9
	sb	1	1	2		1	1	1		1			0	2	2	4	7
1:30 - 1:45pm	nb	1		1			0			0	1		1	3	1	4	6
	sb	3	2	5			0			0		2	2	4	2	6	13
1:45 - 2:00pm	nb	2		2			0	1		1	3	2	5	1	2	3	11
	sb	2	2	4		1	1	1	1	2	1		1	3	3	6	13
4:30 - 4:45pm	nb	1		1			0	1		1		1	1	7	3	10	13
	sb	2		2	2		2	1	1	2	4	2	6	6	1	7	17
4:45 - 5:00pm	nb		2	2		1	1	1		1	4	1	5	3	2	5	13
	sb	1		1			0	1		1	2		2	5	5	10	14
5:00 - 5:15pm	nb	2	1	3	2		2	2		2	1		1	2	7	9	15
	sb	5		5	2		2			0	1		1	1	3	4	10
5:15 - 5:30pm	nb	5	2	7	2	1	3	2	1	3	1	2	3	2	1	3	16
	sb	4	3	7	1	1	2	2		2	5	3	8			0	17
5:30 - 5:45pm	nb	3		3	2		2	1		1	4		4	2	3	5	13
	sb	2	1	3	1	1	2	2		2	8	1	9	3	7	10	24
5:45 - 6:00pm	nb	6	2	8	2	1	3	1		1	8	1	9	4	1	5	23
	sb	5	1	6	2		2	2	1	3	1	2	3	2	3	5	17
6:00 - 6:15pm	nb	2	3	5	1		1	3	1	4	3	1	4	6	7	13	26
	sb	3	2	5	2		2	1		1	3	1	4	4	3	7	17
6:15 - 6:30pm	nb	3	1	4			0	2	2	4	7	3	10	7	6	13	31
	sb	4	2	6		1	1	3	3	6	3	3	6	3	7	10	28
TOTALS		101	48	149	38	21	59	35	14	49	119	87	206	128	140	268	672

Observed Conditions

Access point at 91st

At 7:30am, most of male walkers are going to tennis courts. NB people continue until out of sight, some turn + come back. Majority of SB people turn around and pass by a second time usually 15-30 minutes later, so they probably go to the end of the next paved section + return.

8:30am, at this time of day this location seems to be more of a turn-around point.

12:00pm, the counts change near the entrances and exits as some people don't walk more than 5' from the entrance to the nearest bench

1:00pm, several SB people turn around at end of pavement before unfinished section

1:15pm, many folks riding bikes to tennis courts

ROUTE 9A AT WEST 125TH STREET - Wednesday, October 4th 2000

Time		Bicyclist		Total Bicyclist	Helmet Usage		Total Helmet Usage	Rollerblader/ Scooter		Total Blader	Joggers		Total Jogger	Walkers		Total Walker	Total Users
		Male	Female		Male	Femal		Male	Female		Male	Female					
7:30 - 7:45am	nb	1	1	2	1	1	2			0	1	1	2			0	4
	sb	2		2			0			0	3		3			0	5
7:45 - 8:00am	nb	1		1	1		1			0		2	2	1		1	4
	sb		1	1		1	1			0			0			0	1
8:00 - 8:15am	nb	2	1	3	2		2	1	1	2			0			0	5
	sb	2		2	2		2			0	1		1			0	3
8:15 - 8:30am	nb	2	1	3	2	1	3			0	3	1	4			0	7
	sb	2	3	5	2	3	5			0	1	1	2			0	7
8:30 - 8:45am	nb	2		2	1		1	1		1			0			0	3
	sb	2		2	1		1			0			0	1	1	2	4
8:45 - 9:00am	nb		2	2		2	2			0			0	1		1	3
	sb			0			0			0			0			0	0
9:00 - 9:15am	nb	1		1			0			0			0			0	1
	sb		2	2		2	2			0			0			0	2
9:15 - 9:30am	nb		3	3		3	3			0			0		1	1	4
	sb	1	2	3		2	2			0			0			0	3
12:00 - 12:15pm	nb	2		2	1		1			0			0			0	2
	sb	1		1	1		1			0	2		2			0	3
12:15 - 12:30pm	nb			0			0			0	1		1	1		1	2
	sb			0			0			0	2		2	1		1	3
12:30 - 12:45pm	nb	1		1			0	1		1	1		1	1		1	4
	sb	2		2			0	1	1	2	1		1	1		1	6
12:45 - 1:00pm	nb			0			0			0			0			0	0
	sb		1	1			0	1		1	3		3			0	5
1:00 - 1:15pm	nb			0			0	1	1	2	1	2	3			0	5
	sb			0			0			0			0			0	0
1:15 - 1:30pm	nb	3	1	4			0			0	1		1	1		1	6
	sb	3		3	1		1			0			0	1	1	2	5
1:30 - 1:45pm	nb			0			0	1	1	2			0	1		1	3
	sb			0			0	1	1	2			0			0	2
1:45 - 2:00pm	nb	2		2			0	1		1			0	2		2	5
	sb		1	1		1	1	1		1			0			0	2
4:30 - 4:45pm	nb	1		1			0	1		1	1		1			0	3
	sb	3		3	2		2			0	2		2			0	5
4:45 - 5:00pm	nb	1	2	3	1	2	3			0	2		2		1	1	6
	sb		2	2		2	2			0	1		1			0	3
5:00 - 5:15pm	nb	1	1	2	1	1	2			0	1		1			0	3
	sb	3		3	2		2			0	2	2	4			0	7
5:15 - 5:30pm	nb	2		2	1		1			0			0			0	2
	sb	3		3	3		3			0			0	1	5	6	9
5:30 - 5:45pm	nb	4		4	2		2			0	1	1	2		1	1	7
	sb	5	1	6	2		2		1	1			0	1		1	8
5:45 - 6:00pm	nb	3	1	4	1		1			0	1		1	2	2	4	9
	sb		1	1			0			0			0		1	1	2
6:00 - 6:15pm	nb	3		3	1		1	1		1	3	2	5	1	1	2	11
	sb	3		3	1		1			0	3		3			0	6
6:15 - 6:30pm	nb	2	2	4	1		1	1		1			0	8	2	10	15
	sb			0			0	1		1	1		1	2		2	4
TOTALS		66	29	95	33	21	54	14	6	20	39	12	51	27	16	43	209

Observed Conditions

No crosswalk painted at entrance to cherry walk.

FOLLOW-UP ROUTE 9A AT WEST 11TH STREET- Wednesday, May 2nd 2001

Time	Direction	Bicyclist	Helmet	Blader	Jogger	Walker	TOTAL
7:30 - 7:45am	nb	9	4	6	31	5	51
	sb	16	15	6	37	8	67
7:45 - 8:00am	nb	10	7	5	31	5	51
	sb	24	12	5	30	6	65
8:00 - 8:15am	nb	16	10	1	31	5	53
	sb	18	10	4	27	6	55
8:15 - 8:30am	nb	17	9	8	23	7	55
	sb	17	9	5	30	11	63
8:30 - 8:45am	nb	18	7	3	19	8	48
	sb	20	9	8	22	8	58
8:45 - 9:00am	nb	20	10	7	26	6	59
	sb	21	7	10	17	6	54
9:00 - 9:15am	nb	17	9	3	23	5	48
	sb	19	5	9	17	3	48
9:15 - 9:30am	nb	13	8	5	16	10	44
	sb	16	10	5	11	3	35
12:00 - 12:15pm	nb	20	8	5	11	6	42
	sb	10	6	6	15	28	59
12:15 - 12:30pm	nb	11	5	9	16	26	62
	sb	18	3	12	11	28	69
12:30 - 12:45pm	nb	17	4	5	5	10	37
	sb	20	1	9	15	8	52
12:45 - 1:00pm	nb	21	7	9	10	15	55
	sb	10	2	13	11	17	51
1:00 - 1:15pm	nb	13	3	11	23	14	61
	sb	16	4	9	11	11	47
1:15 - 1:30pm	nb	15	3	9	24	13	61
	sb	15	2	17	20	18	70
1:30 - 1:45pm	nb	14	5	5	4	6	29
	sb	21	3	7	11	17	56
1:45 - 2:00pm	nb	21	9	6	4	10	41
	sb	31	12	10	4	17	62
4:30 - 4:45pm	nb	40	17	21	10	22	93
	sb	29	4	14	4	13	60
4:45 - 5:00pm	nb	37	12	13	16	16	82
	sb	34	11	20	19	21	94
5:00 - 5:15pm	nb	33	7	26	11	23	93
	sb	32	9	5	13	14	64
5:15 - 5:30pm	nb	26	11	18	9	19	72
	sb	33	11	17	17	21	88
5:30 - 5:45pm	nb	34	18	28	15	23	100
	sb	39	18	11	15	28	93
5:45 - 6:00pm	nb	35	13	15	24	21	95
	sb	44	12	21	23	20	108
6:00 - 6:15pm	nb	49	18	16	25	34	124
	sb	39	11	24	26	29	118
6:15 - 6:30pm	nb	47	16	24	36	24	131
	sb	56	17	25	26	22	129
TOTALS		1151	423	530	875	696	3252

Observed Conditions

many dogwalkers in the morning

12:00pm, Park trucks parking + driving on the path

FOLLOW-UP ROUTE 9A AT WEST 17TH STREET - Wednesday, May 2nd 2001

Time	Direction	Bicyclist	Helmet	Blader	Jogger	Walker	TOTAL
7:30 - 7:45am	nb	8	5	3	13	5	29
	sb	12	12	2	13	1	28
7:45 - 8:00am	nb	10	5	2	10	7	29
	sb	21	12	2	11	4	38
8:00 - 8:15am	nb	15	10	3	14	9	41
	sb	16	9	2	10	3	31
8:15 - 8:30am	nb	20	13	5	2	3	30
	sb	14	5	2	6	5	27
8:30 - 8:45am	nb	12	5	5	6	8	31
	sb	15	6	4	3	7	29
8:45 - 9:00am	nb	18	9	0	2	4	24
	sb	22	7	8	8	3	41
9:00 - 9:15am	nb	17	11	2	2	16	37
	sb	11	6	3	5	3	22
9:15 - 9:30am	nb	11	5	0	8	7	26
	sb	7	4	3	5	3	18
12:00 - 12:15pm	nb	7	3	4	1	10	22
	sb	7	5	4	4	12	27
12:15 - 12:30pm	nb	19	9	6	2	17	44
	sb	9	5	7	3	11	30
12:30 - 12:45pm	nb	12	2	5	3	13	33
	sb	20	3	3	4	5	32
12:45 - 1:00pm	nb	15	2	3	1	11	30
	sb	9	2	5	2	13	29
1:00 - 1:15pm	nb	14	5	5	3	13	35
	sb	13	5	7	2	12	34
1:15 - 1:30pm	nb	14	4	5	6	13	38
	sb	11	5	10	7	17	45
1:30 - 1:45pm	nb	13	6	2	3	8	26
	sb	16	6	8	4	13	41
1:45 - 2:00pm	nb	12	9	7	3	7	29
	sb	16	6	6	3	8	33
4:30 - 4:45pm	nb	35	12	23	4	10	72
	sb	23	4	10	0	9	42
4:45 - 5:00pm	nb	27	11	8	11	14	60
	sb	24	10	16	8	11	59
5:00 - 5:15pm	nb	29	8	15	4	7	55
	sb	32	9	4	6	12	54
5:15 - 5:30pm	nb	31	7	18	1	6	56
	sb	28	9	9	3	20	60
5:30 - 5:45pm	nb	33	13	12	10	10	65
	sb	25	13	9	6	7	47
5:45 - 6:00pm	nb	25	12	14	10	24	73
	sb	45	14	8	11	12	76
6:00 - 6:15pm	nb	33	17	9	9	17	68
	sb	25	12	15	8	19	67
6:15 - 6:30pm	nb	42	14	13	18	17	90
	sb	55	18	15	14	19	103
TOTALS		948	384	331	292	485	2056

Observed Conditions

Throughout the count a decent number of people crossing at 18th Street, because bus stop is right there plus 17th Street crossing was only very recently opened.

Midday, majority of walkers going to Chelsea Piers

FOLLOW-UP ROUTE 9A AT WEST 34TH STREET - Wednesday, May 2nd 2001

Time		Bicyclist		Total Bicyclist	Helmet Usage		Total Helmet Usage	Rollerblader/ Scooter		Total Blader	Joggers		Total Jogger	Walkers		Total Walker	Total Users
		Male	Female		Male	Femal		Male	Female		Male	Female		Male	Female		
7:30 - 7:45am	nb	1		1			0			0	2	1	3			0	4
	sb	8	2	10			0			0	4	2	6			0	16
7:45 - 8:00am	nb	2	1	3	2	1	3	1		1	2	2	4			0	8
	sb	15	3	18	8	3	11			0	3	3	6	2	2	4	28
8:00 - 8:15am	nb	6		6	3		3		1	1	2		2	1		1	10
	sb	6	2	8	3	1	4	1		1	1		1			0	10
8:15 - 8:30am	nb	9	5	14	7	3	10			0			0	1		1	15
	sb	17	2	19	12	1	13	1	1	2	2	1	3	3		3	27
8:30 - 8:45am	nb	8	4	12	4	2	6	2		2		2	2	2		2	18
	sb	15	2	17	7	1	8	4	1	5		1	1	5	2	7	30
8:45 - 9:00am	nb	10	3	13	6	1	7			0		1	1	1	1	2	16
	sb	16	2	18	5	3	8			0		3	3	2	1	3	24
9:00 - 9:15am	nb	5	5	10	2	5	7		1	1			0	1		1	12
	sb	4	3	7	1	2	3		1	1			0	1	3	4	12
9:15 - 9:30am	nb	9	3	12	3	2	5			0	2	1	3		2	2	17
	sb	10	8	18	6	3	9	2		2		1	1	2		2	23
12:00 - 12:15pm	nb	6	1	7	4	1	5		1	1	1		1	2	1	3	12
	sb	11	2	13	5	1	6			0	2	2	4	5	7	12	29
12:15 - 12:30pm	nb	10	7	17	3	4	7			0	1	1	2			0	19
	sb	8	4	12	2	1	3	1		1			0	2		2	15
12:30 - 12:45pm	nb	4		4	1		1	4	1	5	1		1	5	1	6	16
	sb	3	4	7		2	2	1		1			0	1		1	9
12:45 - 1:00pm	nb	8	3	11	2	1	3	2		2			0	1		1	14
	sb	6	1	7	3	1	4	2	2	4	2		2			0	13
1:00 - 1:15pm	nb	8	3	11	2	2	4	2		2			0	3	2	5	18
	sb	4	4	8	3	3	6	1		1			0	1		1	10
1:15 - 1:30pm	nb	11	2	13	1	2	3			0	2		2	4	9	13	28
	sb	7	3	10	1	3	4	4		4	3		3	2	3	5	22
1:30 - 1:45pm	nb	6	4	10	2	4	6	1		1	1		1	4	1	5	17
	sb	13	1	14	5		5		1	1			0	14	10	24	39
1:45 - 2:00pm	nb	4	2	6	4	1	5	4		4			0	10		10	20
	sb	10	3	13	3	1	4		1	1	2		2			0	16
4:30 - 4:45pm	nb	18	3	21	6	2	8	5	1	6	1		1	7	7	14	42
	sb	11	5	16	3	4	7			0	1		1	5	1	6	23
4:45 - 5:00pm	nb	17	3	20	7	1	8	1	4	5	2		2	5	5	10	37
	sb	18	3	21	4	2	6	2		2	2		2	2	1	3	28
5:00 - 5:15pm	nb	25	10	35	7	5	12	3	1	4	2	2	4	4	2	6	49
	sb	13	7	20	5	3	8	3	1	4	1	2	3	3	1	4	31
5:15 - 5:30pm	nb	22	2	24	9	1	10	2		2			0	7	1	8	34
	sb	20	7	27	6	5	11	4	1	5	3	2	5	6	2	8	45
5:30 - 5:45pm	nb	22	4	26	9	1	10	3	3	6	2	1	3	5	3	8	43
	sb	27	9	36	14	4	18	2		2	2		2	2		2	42
5:45 - 6:00pm	nb	14	6	20	9	4	13	6	2	8	1	1	2	5	4	9	39
	sb	11	6	17	2	4	6	6	3	9	4	1	5	2	2	4	35
6:00 - 6:15pm	nb	24	8	32	12	7	19	5	3	8	8	1	9	14	4	18	67
	sb	31	12	43	13	8	21	2		2	5	2	7	4	3	7	59
6:15 - 6:30pm	nb	37	4	41	13	4	17	5	2	7	3	2	5	4	2	6	59
	sb	26	3	29	13	3	16	4		4	5	1	6	6	3	9	48
TOTALS		596	181	777	242	113	355	86	32	118	75	36	111	156	86	242	1248

Observed Conditions

5:15-5:30, taxi driving sb on path to exit at 34th St

FOLLOW-UP ROUTE 9A AT WEST 11TH STREET- Sunday, April 29th 2001

Time	Direction	Bicyclist	Blader	Jogger	Walker	TOTAL
10:00-10:15am	nb	25	13	27	9	74
	sb	26	8	14	24	72
10:15-10:30am	nb	28	8	20	19	75
	sb	31	13	29	6	79
10:30-10:45am	nb	35	15	26	7	83
	sb	32	6	30	20	88
10:45-11:00am	nb	25	16	30	17	88
	sb	37	13	29	21	100
11:00-11:15am	nb	33	18	35	20	106
	sb	25	20	40	21	106
11:15-11:30am	nb	19	20	32	21	92
	sb	36	14	32	17	99
11:30-11:45am	nb	46	25	28	27	126
	sb	53	40	41	39	173
11:45-12:00pm	nb	46	16	30	27	119
	sb	50	16	27	32	125
12:00-12:15pm	nb	57	24	31	38	150
	sb	50	34	36	28	148
12:15-12:30pm	nb	56	26	35	12	129
	sb	45	27	32	26	130
12:30-12:45pm	nb	72	26	18	13	129
	sb	62	33	21	39	155
12:45-1:00pm	nb	63	27	22	36	148
	sb	63	39	17	35	154
1:00-1:15pm	nb	65	41	27	41	174
	sb	51	38	17	46	152
1:15-1:30pm	nb	55	35	11	48	149
	sb	77	40	14	62	193
1:30-1:45pm	nb	68	33	12	42	155
	sb	78	54	15	74	221
1:45-2:00pm	nb	52	39	22	54	167
	sb	75	53	11	62	201
2:00-2:15pm	nb	74	52	18	48	192
	sb	69	59	25	81	234
2:15-2:30pm	nb	57	39	10	29	135
	sb	64	48	17	68	197
2:30-2:45pm	nb	57	64	17	55	193
	sb	70	70	13	85	238
2:45-3:00pm	nb	68	42	13	57	180
	sb	91	38	18	64	211
3:00-3:15pm	nb	64	43	14	55	176
	sb	71	65	5	59	200
3:15-3:30pm	nb	85	49	14	60	208
	sb	78	40	18	75	211
3:30-3:45pm	nb	72	66	15	61	214
	sb	51	49	20	120	240
3:45-4:00pm	nb	66	56	15	53	190
	sb	43	37	17	58	155
TOTALS		2616	1647	1060	2011	7334

Observed Conditions

10:00-1:00pm, many dogwalkers
Parks and Clean-up vehicles on path

FOLLOW-UP ROUTE 9A AT WEST 17TH STREET- Sunday, April 29th 2001

Time	Direction	Bicyclist	Blader	Jogger	Walker	TOTAL
10:00-10:15am	nb	21	9	9	5	44
	sb	30	5	13	6	54
10:15-10:30am	nb	23	6	10	6	45
	sb	23	8	8	8	47
10:30-10:45am	nb	39	13	11	17	80
	sb	33	4	11	15	63
10:45-11:00am	nb	23	10	11	14	58
	sb	37	9	17	2	65
11:00-11:15am	nb	21	10	9	11	51
	sb	21	19	9	17	66
11:15-11:30am	nb	20	11	14	10	55
	sb	40	14	16	19	89
11:30-11:45am	nb	32	16	8	16	72
	sb	33	8	9	14	64
11:45-12:00pm	nb	34	7	8	13	62
	sb	47	10	13	13	83
12:00-12:15pm	nb	40	14	10	6	70
	sb	34	29	10	19	92
12:15-12:30pm	nb	55	20	16	16	107
	sb	54	17	3	14	88
12:30-12:45pm	nb	70	10	4	10	94
	sb	47	26	9	16	98
12:45-1:00pm	nb	42	14	2	13	71
	sb	31	11	2	18	62
1:00-1:15pm	nb	62	16	10	11	99
	sb	55	32	8	25	120
1:15-1:30pm	nb	55	29	8	10	102
	sb	50	22	7	20	99
1:30-1:45pm	nb	57	15	9	17	98
	sb	46	20	5	24	95
1:45-2:00pm	nb	39	21	2	16	78
	sb	59	31	9	27	126
2:00-2:15pm	nb	69	33	9	19	130
	sb	59	41	6	21	127
2:15-2:30pm	nb	50	23	9	19	101
	sb	58	30	10	32	130
2:30-2:45pm	nb	58	41	7	29	135
	sb	59	31	7	25	122
2:45-3:00pm	nb	75	39	6	35	155
	sb	66	45	7	26	144
3:00-3:15pm	nb	61	27	8	15	111
	sb	69	23	6	23	121
3:15-3:30pm	nb	68	43	6	11	128
	sb	79	36	8	26	149
3:30-3:45pm	nb	57	28	6	25	116
	sb	52	31	9	29	121
3:45-4:00pm	nb	50	28	7	22	107
	sb	46	35	9	14	104
TOTALS		2249	1020	410	819	4498

Observed Conditions

new crosswalk installed at 17th - not there before
cabs leaving Chelsea Piers stop in bike way, driveway too wide, cars and people are confused at traffic lights
2:30-2:45, one car drove up on path by mistake from Chelsea Piers

FOLLOW-UP ROUTE 9A AT WEST 34TH STREET- Sunday, April 29th 2001

Time	Direction	Bicyclist	Blader	Jogger	Walker	TOTAL
10:00-10:15am	nb	14	2	5	6	27
	sb	19	1	5	13	38
10:15-10:30am	nb	24	4	5	4	37
	sb	22	1	6	3	32
10:30-10:45am	nb	38	3	6	10	57
	sb	42	0	9	3	54
10:45-11:00am	nb	20	0	2	9	31
	sb	15	7	7	4	33
11:00-11:15am	nb	22	7	6	8	43
	sb	19	5	6	8	38
11:15-11:30am	nb	19	4	5	10	38
	sb	37	7	8	11	63
11:30-11:45am	nb	26	8	13	2	49
	sb	28	3	5	3	39
11:45-12:00pm	nb	29	3	7	16	55
	sb	25	6	2	18	51
12:00-12:15pm	nb	36	0	2	13	51
	sb	44	5	5	13	67
12:15-12:30pm	nb	57	8	6	12	83
	sb	50	8	1	6	65
12:30-12:45pm	nb	59	2	3	9	73
	sb	35	6	1	7	49
12:45-1:00pm	nb	64	10	2	4	80
	sb	43	18	6	2	69
1:00-1:15pm	nb	60	6	3	8	77
	sb	49	14	1	12	76
1:15-1:30pm	nb	66	11	6	10	93
	sb	38	18	3	29	88
1:30-1:45pm	nb	46	14	2	9	71
	sb	40	7	3	26	76
1:45-2:00pm	nb	46	12	2	2	62
	sb	35	8	1	21	65
2:00-2:15pm	nb	68	16	2	7	93
	sb	67	13	2	26	108
2:15-2:30pm	nb	43	11	1	12	67
	sb	36	13	3	12	64
2:30-2:45pm	nb	77	19	3	16	115
	sb	68	17	4	13	102
2:45-3:00pm	nb	46	14	2	13	75
	sb	52	10	2	15	79
3:00-3:15pm	nb	64	21	3	12	100
	sb	74	13	5	24	116
3:15-3:30pm	nb	46	10	6	27	89
	sb	61	9	1	6	77
3:30-3:45pm	nb	80	192	2	4	278
	sb	57	20	4	13	94
3:45-4:00pm	nb	58	29	2	9	98
	sb	50	20	2	17	89
TOTALS		2114	635	188	537	3474

NYC Department of Transportation: Manhattan Central Business District Bicycle Volumes (7am-7pm)

Facility	1980	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
50 th St. Screenline																	
First Avenue	220	204	302	346	347	277	250	400	377	379	248	469	380	521	328	425	379
Second Avenue	307	617	710	543	687	767	614	606	636	698	807	753	874	933	879	666	797
Third Avenue	490	384	531	658	1120	946	916	653	957	816	814	1477	872	1311	1481	857	710
Lexington Avenue	119	151	263	294	847	561	641	586	864	641	388	474	640	855	927	737	498
Park Avenue (a)	298	478	426	361	222	932	570	1069	509	965	754	693	836	871	516	751	905
Madison Avenue	434	349	272	871	1240	1079	850	1026	789	839	1057	1159	1030	1397	961	744	686
Fifth Avenue	320	607	383	520	1581	1188	648	574	948	1211	617	609	1204	932	1098	587	588
Sixth Avenue	648	772	968	860	1594	1369	1361	1186	1007	1343	1343	1064	1506	1090	982	1608	1329
Seventh Avenue	414	533	357	568	861	657	568	892	596	776	873	885	820	666	730	759	584
Eighth Avenue	657	372	383	427	708	549	865	113	958	682	828	1043	1345	856	1162	726	810
Broadway (b)	642	403	954	674	554	707	843	673	707	556	867	795	875	956	410	1481	1160
Ninth Avenue	315	558	588	649	500	802	494	921	993	1182	1139	810	1090	1214	929	874	798
Tenth Avenue	119	307	353	477	476	575	465	339	537	632	425	477	341	298	241	522	568
Eleventh Avenue	167	264	315	409	217	213	117	262	224	375	278	402	113	136	160	491	442
Twelfth Avenue	160	16	N/A	30	13	16	8	219	48	7	39	47	35	31	62	152	72
Subtotal	5,310	6,015	6,805	7,687	10,967	10,638	9,210	9,519	10,150	11,102	10,477	11,157	11,961	12,067	10,866	11,380	10,326
Brooklyn Bridge (c)	623	913	1542	1633	988	690	1075	1183	1073	1193	1305	1715	1613	1698	1115	1109	762
Queensboro Bridge (c, d)	344	759	780	436	330	423	227	602	737	709	672	964	1314	786	692	820	546
Williamsburg Bridge (c, e)	146	392	420	368	282	240	248	N/A	362	361	439	664	791	1022	966	1004	733
Staten Island Ferry	207	231	224	327	244	202	170	341	290	293	241	386	387	318	335	366	389
Subtotal	1,320	2,295	2,966	2,764	1,844	1,555	1,720	2,126	2,462	2,556	2,657	3,729	4,105	3,824	3,108	3,299	2,430
Grand Total	6,630	8,310	9,771	10,451	12,811	12,193	10,930	11,645	12,612	13,658	13,134	14,886	16,066	15,891	13,974	14,679	12,756

(a) Two-way roadway
 (b) Class II bike lane
 (c) Class I bike path
 (d) Bikes restricted 3-7pm 1983-1992 and 1997-1998. Shuttle van escort service during that time
 (e) Closed 1991

CREDITS

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Thanks to all the staff that participated in bicycle counts.