BIKE!
NEW SCHOOL
A COMMUNITY CYCLING SURVEY
THE NEW SCHOOL

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Bicycles are transforming the transportation fabric of large and small communities throughout the United States. More and more, policy makers, planners, developers, environmental and community advocates are realizing that bicycles present the proverbial “silver bullet” of transportation options: low-cost, zero emission vehicles that promote public health and lessen traffic congestion and parking demand. No other sustainable initiative can offer such high-profile success with quick implementation and minimal investments.

New York City is quickly becoming one of the most bicycle friendly cities in the nation. Increases in bicycle facilities, educational and legislative support have all contributed to the fourfold rise in the number of cyclists in the last decade.

The City’s Department of Transportation Commissioner, Janette Sadik-Kahn, has directed huge investments in bicycle amenities and promoted bicycling as a healthy, safe and environmentally friendly way to get around. In the last four years alone, the City has striped over 200 miles of bike lanes, sometimes going to the (until recently) unprecedented step of removing automobile travel lanes and parking to accommodate bicyclists.

These municipal investments have been matched with recent pro-bicycle legislative victories. Of the greatest importance is the Bicycle Access Bill (Law 52). Passed in the winter of 2009, this local regulation requires all commercial buildings with freight elevators to allow bicycles inside during normal business hours. For thousands of New Yorkers interested in commuting by bicycle, but fearing theft or the lack of sufficient parking, this new law will lower an unnecessary barrier to enjoying the benefits of bicycle commuting.

With this policy backdrop in place, The New School is presented with the singular opportunity to develop the policies and invest in the facilities that dovetail with the sustainable direction of the City Government. By better accommodating existing cyclists, and encouraging non-cyclists to consider riding, the University can demonstrate itself as a leader within New York, and serve as a model for other institutions around the country.

The goals and recommendations that BICI has come up with are based on the responses of an online survey of The New School community members that was administered at the end of the 2010 Spring semester. Of the approximate 12,000 students, faculty and staff that create The New School community, approximately ten percent responded with their input. Though this survey was minimally advertised and coincided with finals, the high response rate indicates a strong demand for the kinds of amenities and facilities included in the survey questions.

The survey collected demographic information on both cyclists and non-cyclists, and aimed to enumerate the perceptions of these two groups. A central aspect of the survey asked respondents about which potential bicycle programs, facilities and benefits would encourage them to ride a bicycle for the first time or more often. A complete analysis of the findings can be found in “Findings” on Page 3.

One important program that was proposed to cyclist respondents was a future garage bicycle parking program. For both cyclists and non-cyclists, lack of secure and sufficient parking was a massive barrier to cycling to campus. Fear of theft, which is intimately tied to concerns about parking, ran high in both cyclist and non-cyclist groups. This groundbreaking initiative would offer secure bicycle parking spaces at a local parking garage to The New School community members. The University would lease the spaces, and members would pay a small fee to park their bicycles in the garage on a first come, first serve basis. Response to this program was overwhelmingly positive, with over 58 percent (431) of cyclists indicating that they would likely or very likely use this program.

The New School should consider undertaking educational and marketing campaigns to promote bicycle riding, specifically targeting undergraduates and staff members. These groups would benefit most from these campaigns: undergraduate cyclists had the highest rates of accidents, tended not to wear helmets, and indicated that they would be likely to take part in educational classes. Staff members had the lowest rates of commuting and ridership. It is anticipated that targeting these groups would be most effective at solving these problems.

Women represent an important segment that The New School should specifically target in any University-sponsored initiatives. In general, when it came to future programming such as education courses or group rides, women tended to be much more enthusiastic and likely to participate, regardless of school status, current riding habits or other distinctions. For this reason, as well as cycling historically being a male-dominated sport, the University should consider offering women-specific cycling programming. A full list to recommendations based on the survey results can be found in “Recommendations” on Page 13.

It is well within the reach of the University to increase bicycle usage among its community members. By coupling investments in infrastructure with policy and educational development, The New School can accommodate its existing cyclists and encourage more of the community to take up cycling. Best of all, the University can achieve these sustainable transportation goals within a short time frame and with minimal financial costs. As the great City of New York has already demonstrated, small, simple changes can have impressive and lasting impacts.
INTRODUCTION

Situated in Manhattan’s Greenwich Village, The New School’s main campus is conveniently located in one of the densest urban areas in the nation. This location gives the University a unique opportunity to support sustainable modes of transportation for their students, faculty and staff commuters.

By conducting a cycling survey, The New School has taken the first steps toward promoting safe and practical bicycling. The survey had an extremely high response rate and the administration has already begun to move to a more sustainable campus through a variety of initiatives, including the installation of more bicycle racks in on-campus dormitories.

*Bike! New School: A Community Survey* is intended to give The New School community a clear picture of the current state of cycling on campus and provide recommendations for planning policies, programs, and infrastructural improvements that can help bolster cycling rates.

PURPOSE

The *New School State of Cycling Report* gives a snapshot of bicycling trends at the Greenwich Village Campus. The report provides information to assist in determining the direction of bicycle initiatives on campus and a reference point from which to evaluate the success of these initiatives.

The *New School State of Cycling Report* addresses the questions:

- What are the demographic trends of the commuters who bicycle to and from The New School’s Greenwich Village Campus? How far are they going and how often?
- What percent of commuters ride bicycles to Greenwich Village?
- Where do cyclists store their bicycles? Is a garage parking a practical option for University affiliates?
- What are the trends in safety at The New School’s Greenwich Village Campus? Do cyclists use helmets?
- What is the accident rate and where do accidents occur at The New School’s Greenwich Village Campus?
- Is bicycle theft a problem? Does The New School community register their bicycles with the University’s police department?
- What are cyclists’ perceptions about bike commuting?
- What would encourage existing cyclists to ride more often?
- What are the demographic trends of the commuters who do not bicycle to The New School’s Greenwich Village Campus?
- What are the barriers that prevent people from bicycling?
- What would encourage non-cyclists to consider bicycling?
INTRODUCTION

The New School Cycling Survey, available in its entirety in Appendix A, is designed to guide future bicycle investments and improvements on The New School Campus. This is the first survey of The New School community pertaining to bicycle habits and perceptions. The results of the survey are very illuminating and can help refine and focus The New School’s efforts to encourage bicycle on campus.

METHODOLOGY

The New School Cycling Survey was distributed to students, faculty and staff during the spring of 2010. Respondents were solicited online through the Announce/Announce email newsletter, and on-site during tabling events. The survey was also available online through the website SurveyMonkey.com for four weeks, from the end of April through the end of May.

All survey participation was voluntary; because of this, the survey does not constitute a simple random sample, and the results are not scientifically or statistically valid. However, the results still give an indication of which potential programs or investments The New School might pursue to increase bicycling on campus.

Depending on how respondents answered the question “do you ride a bicycle,” they were directed to two different sets of questions. Those who answered ‘yes’ were treated as cyclists, and were asked a series of questions pertaining to current conditions, a potential private garage parking program, and whether they would participate in other University sponsored cycling initiatives. Those who answered ‘no’ were assumed to be non-cyclists, and asked questions about current barriers, and what the University could do to encourage them to ride.

RESULTS

The results of The New School Spring 2010 Bicycling Survey are grouped into the following categories: demographic information, cyclists, and non-cyclists. Within the cyclist and non-cyclist categories, further distinctions are made by school status and gender, where results differ significantly. At the end of each category there is an analysis of which initiatives and programs would be popular within each category and sub-group.

DEMOGRAPHIC

A total of 1,223 survey responses were collected, representing approximately ten percent of the estimated 12,000 members of The New School community.

Fifty-eight percent (714) of respondents are female, while 42 percent (509) are male.

Twenty-eight percent (344) of responses came from graduate/doctorate students, and 30 percent (372) came from undergraduates. Faculty and staff each make up about 21 percent of the respondent pool; 252 faculty members and 255 staff members responded, respectively.

Female respondents tend to be undergrads and staff members, while male respondents are more likely to be graduate students and faculty members. Of the female respondents, 40 percent (242) are undergrads and 23 percent (166) are staff, compared to 26 percent (130) of male respondents who are undergrads and 18 percent (89) who are staff. Of the male respondents, 32 percent (160) indicate they are graduate/doctorate students and 26 percent (130) who say they were faculty. These groups of the male respondent pool are larger than the percent of female grad students, 26 percent (184), and faculty, 17 percent (122).

More men indicate that they are cyclists than women. Seventy-nine percent (372) of male respondents indicate that they ride a bicycle, compared to 66 percent (428) of female respondents.

The school with the largest percentage of respondents is Parsons, with 38 percent of the respondent pool (455). Other schools have much small percentages of the total: General Studies represents 14 percent (160), Eugene
Lang has 13 percent (151), and Social Research represents 12 percent (146).

Over half of the total respondents, 53 percent (598), indicate living within five miles of the Greenwich Village campus. Of that group, 12 percent (129) indicate that they live less than one mile from campus. Five miles is the professionally recognized “bicycle shed,” or acceptable distance that most people will ride a bicycle. In the same manner, one mile is the “walk shed” metric used by planners.

The remaining 47 percent (523) of respondents indicate that they live more than five miles away from the Greenwich Village campus.

The results showed that the staff tends to live furthest from campus, while undergraduate students live closest. In fact, 60 percent (150) of staff members live five or more miles from campus, compared to 34 percent (105) of undergraduate students. A similar percentage of faculty and graduate students live five or more miles from campus: that is 40 percent (109) and 50 percent (159) respectively.

As seen in figure below, the majority of respondents, 65 percent (723), use the subway during part of their daily commute. Bicycling is the second most popular way to get to campus, with one-third of respondents—33 percent (364)—reporting bicycle use as part of their daily commute.

**CYCLISTS**

Those who answered “yes” to the question “do you ride a bicycle?” were treated as cyclists for the purpose of this survey.

While working or attending class on campus, the largest percentage of cyclists, 46 percent (286), lock their bicycles to non-bike street furniture, such as signposts, lamps, etc. Significantly lower percentages of cyclists lock their bikes to bicycle racks, either in front of their building, 18 percent (115), or elsewhere on campus, five percent (34).

The overwhelming majority of respondents, 96 percent (740), have not registered their bicycles with the New York Police Department.

Sixty-eight percent (525) of cyclists indicated that they rode a bicycle for transportation before coming to The New School.

A near majority, 46 percent (325), indicate that, barring inclement weather, they make one to three roundtrips by bicycle per week. Twenty-three percent (161) indicate that they ride three to five days per week. The majority of cyclists do not ride during inclement weather, with 57 percent (415) strongly agreeing or agreeing with the statement “I do not ride my bike when the weather is poor.”

Most cyclists, 62 percent (233), average one to five miles per trip, with a fairly even split between one to three miles and three to five miles: 32 percent (233) and 31 percent (223), respectively. Only nine percent (62) of respondents report traveling an average of less than one mile.

The great majority of cyclists, 64 percent (472), value bike lanes. Most strongly agree, agree, or somewhat agree that they prefer a route with a bicycle lane, even if it is less direct.

About one fifth of cyclists indicate that they have been in an accident in the Greenwich Village area. Eighteen percent say they have been in a minor accident, while only four percent reported a major accident. Sixty-nine percent (527) indicate that they regularly use a helmet.

Cyclists tend to live further away than non-cyclists. Seventy-two percent (578) stated that they live three or more miles from campus, compared to 65 percent (205) of non-cyclists.

Most cyclist trips are for commuting or recreational purposes. The average of all respondents indicate that 45 percent of trips are for commuting and 44 percent are for recreational purposes. An average of only 33 percent of trips are for utilitarian purposes.

Cyclists reported shockingly high rates of bicycle theft. More than 45 percent (331) of cyclists indicate that they
have had their entire bicycle stolen at least once. Significantly large percentages of cyclists have also had components (wheels, seat, etc.) or accessories (lights, bells, etc.) stolen off of their bicycles: 26 percent (188) and 20 percent (143), respectively. Cyclists who have previously been victims of theft agree with the statement “I worry about bicycle theft” 58 percent of the time, compared with 37 percent who have never experienced theft.

Unsurprisingly, cyclists who report being the victims of theft indicate a much stronger desire for secure parking and a higher fear of theft. Eighty percent (149) of theft victims strongly agree that they would ride their bicycles more often if secure bicycle parking were available at their destination. Only 64 percent of people who have never experienced bike theft strongly agree with this statement.

Victims of bicycle theft also indicate a greatly likelihood of use of a garage parking program. Of cyclists who have had a bicycle stolen, 32 percent (105) indicate that they would very likely use the garage parking service, double the 15 percent of non-victims who answered similarly.

Many respondents who think there is inadequate bike parking also worry about bicycle theft, as locking a bike to street furniture greatly increases the chances of bicycle theft. Seventy-two percent (526) strongly agree or agree that the bicycle parking at their destination is insufficient, with 44 percent (324) strongly agreeing. The great majority, 76 percent (557), strongly agree or agree with the statement “I worry about bicycle theft” [and again, the strongly agree respondents, 49 percent (356), were nearly the majority].

Gender

A significantly higher percentage of men—41 percent (195)—report using a bicycle as part of their commute, than females, who have on average a modal-share split of 26 percent. A higher percentage of women use the subway or walk to campus, 67 percent (436) and 27 percent (178), respectively, compared to men who use the subway or walk, 61 percent (287) and 21 percent (96), respectively.

Women are less likely to store their bicycles on street furniture and are more likely to store their bicycles inside their dorm rooms or apartments while on campus, with 41 percent (132) storing inside compared to 31 percent (99) storing outside. This differs from men: the majority, 50 percent (154), locks their bicycles to street furniture while on campus, while 22 percent (66) store bike in their dorm room or apartment.

Men indicate that they are more likely to have ridden a bicycle for transportation before coming to The New School: 74 percent (266), compared to only 63 percent (259) of women.

On average, men make more round trips by bicycle per week than women. Twenty-three percent (80) and 21 percent (74) of men indicated they make three to five and five to ten round trips per week, respectively. Women make fewer round trips per week: 22 percent (81) make three to five round trips per week, and 14 percent (50) make five to ten trips per week. The majority of women — 52 percent (193) — say they make one to three trips per week, compared to 38 percent of men. There is no significant difference between genders in the average distance per trip.

Male riders are more likely to have been involved in a bicycle accident in the Greenwich Village area than female riders. Twenty-six percent (92) of men indicate they have been in an accident, compared to only 18 percent (69) of females.
Women tend to have a greater fear of bicycle theft. Fifty-two percent (200) strongly agree with the statement “I worry about theft,” compared to 46 percent (156) of men.

Women value bicycle facilities to a much higher degree than men. Forty-nine percent (187) of female cyclists indicate that they strongly agree or agree that they prefer routes with bicycle lanes, even if they are less direct. This is compared to 35 percent (122) of men who answered similarly.

School Status

Faculty members are most likely to identify as “cyclists” in the survey, followed by graduate students, staff and undergraduate students. Eighty-two percent (201) of faculty respondents indicate they ride a bicycle, which is similar to the 79 percent (252) of the graduate/doctorate student population. Sixty-four percent (160) of Staff and 62 percent (187) of undergraduates indicate that they ride a bicycle.

Among cycling staff members, only 53 percent (80) rode a bicycle for transportation before working at The New School. This is compared to 77 percent (145) of faculty. Sixty-nine percent (84) of staff report making one to three trips by bike per week. By comparison, only 37 percent of undergraduate cyclists bicycle with a similar frequency.

Undergraduates have the lowest rates of helmet use. The majority, 53 percent (98), indicates that they do not normally use a helmet, and this is a significantly smaller percentage than the 80 percent (150) of faculty who indicate regular helmet usage.

Undergraduates are the most likely to have been involved in an accident in the Greenwich Village area. Thirty percent (51) indicate that they had been in an accident, compared to 25 percent (47) of faculty and 19 percent (45) of graduate students. Staff report the lowest accident rates with only 13 percent (18) indicating they had been in an accident. This statistic is particularly troublesome for two reasons. First, undergraduates have likely spent less than four years in Greenwich Village, whereas faculty and staff have likely spent more time riding in the area, with lower accident rates. Second, undergraduates have the lowest helmet usage rates, but the highest accident rates.

Faculty and graduate students suffer from the highest rates for theft. Fifty-eight percent (109) of faculty and 50 percent (119) of graduates indicate that they have had an entire bicycle stolen. Undergraduates have had the lowest percentage at 31 percent (53), perhaps because, overall, the undergraduate population has likely spent less time living in New York City.

Staff members value bicycle lanes far more than the other groups. Fifty-nine percent (82) strongly agree or agree that they would choose a route with bicycle lanes even if it is out of their way. This dwarfs the 44 percent (82) of faculty, 40 percent (97) of graduates and 28 percent (48) of undergraduates who feel similarly.

Both faculty and graduate students are acutely aware of the lack of parking on campus. Graduate students feel most strongly about this, with 81 percent (193) strongly agreeing or agreeing that there is normally not enough parking available on campus. Faculty members also feel strongly about this, with 75 percent (138) responding similarly.

Staff members tend to be more concerned about the weather and distances than other school statuses. Seven-
ty-six percent (106) of staff members who bicycle strongly agree or agree that they do not ride when the weather is poor. This is compared to only 55 percent (90) of faculty cyclists, the next largest group. Distance matters more to staff, with 55 percent (76) strongly agreeing or agreeing that it is an important factor when making the decision whether to bicycle or take other transportation modes. This is much higher than the 40 percent (96) of graduate students, the next largest group, who answer similarly.

**Bicycle Commuters**

Forty-five percent (361) of cyclists indicate that they normally use their bicycles to get to campus. These cyclists are considered “bicycle commuters.” Commuters tend to ride their bicycles more often and for longer distances than non-commuter cyclists. They also indicate higher rates of being the victim of theft, as well as accident involvement within Greenwich Village.

Of commuters, 54 percent (195) are male, and 46 percent (169) are female.

Graduate students comprise the plurality of commuters (169), are female.

Commuter’s trips were recreational while 60 percent of non-cyclists indicate they live three or more miles from campus, compared to 72 percent (578) of cyclists.

The overwhelming majority of non-cyclists know how to ride a bicycle. Eighty-four percent (249) strongly disagree or disagree with the statement, “I do not know how to bicycle.” The majority of non-cyclists are also confident with their riding ability, with 53 percent (158) strongly agreeing.
or agreeing with the statement “I am confident in my bike riding ability.” This is promising, as it represents one less barrier for non-cyclists to overcome.

Though non-cyclists are confident in their riding ability, the overwhelming majority of non-cyclists are not comfortable riding a bicycle with traffic. Seventy-four percent (218) strongly agree, agree or somewhat agree with the statement “I am not comfortable riding in traffic.”

The plurality of non-cyclists do not feel as though the distance from their residence to campus is a barrier. Thirty-eight percent (110) strongly disagree or disagree with the statement “I live too far away to bicycle to campus.” This is compared to the 33 percent (95) of non-cyclists for strongly agree or agree with that statement.

Nearly two-thirds of non-cyclists do not have access to bicycles. Sixty-three percent (185) strongly agree or agree with the statement “I do not own or have access to a bicycle.”

While theft is a fear for non-cyclists, it is not nearly as much of a concern as it is for cyclists. Thirty-nine percent (114) of non-cyclists strongly agree or agree with the statement: “I am worried about the potential for theft.” This is much lower than the average response of cyclists: 76 percent (557) of bike riders strongly agree or agree that they worry about bicycle theft.

**Gender**

Among non-cyclists, women are less confident in their riding ability and less comfortable riding in traffic than men. Only 42 percent (95) of females strongly agree or agree that they are confident in their bike riding ability, compared to 70 percent (63) of male non-cyclists. When asked to what degree they agree with the statement “I am uncomfortable riding with traffic,” 59 percent (121) of females strongly agree or agree with that statement, while only 37 percent (33) of male cyclists feel that way.

Female non-cyclists indicate that they are more worried about bicycle maintenance than male non-cyclists. Only 35 percent (71) of women strongly disagree or disagree with the statement “I am worried about the expense/hassle of bicycle maintenance,” which is smaller than the 49 percent (44) of men who answered similarly.

**School Status**

Compared to undergraduate and graduate students, significantly larger percentages of faculty and staff indicate that they had never considered bicycling. Sixty percent (42) of staff and 52 percent (17) of faculty strongly agree or agree that they have never considered riding to campus. Only 36 percent (22) of graduate and 35 percent (38) of undergraduates never considered riding to campus. Conversely, 41 percent (25) of graduate and 46 percent (50) of undergraduate students strongly disagree or disagree.

Responses regarding one’s ability to ride are similar among the university statuses. Eight percent (five) of graduates and seven percent (seven) of undergraduates do not know how to ride a bike. Ten percent (four) of faculty and nine percent (eight) of staff do not know how to ride. In total, 24 survey respondents do not know how to ride, implying that there is little need for basic bicycle how-to classes. Interestingly, responses to the statement “I feel comfortable riding a bike” are quite different than the responses to the statement “I know how to ride a bike.” Eighteen percent (19) of undergraduates, 17 percent (seven) of faculty, and 25 percent (22) of staff responded that they disagree or strongly disagree with the statement “I feel comfortable riding a bike.” More people say that they do not feel comfortable on a bicycle than those who say that they do not know how to ride at all.

Faculty and staff are more apprehensive about bicycling with automobile traffic. This could be attributed to age or other demographic differences between the two populations. Students may be younger than faculty and staff members, and, therefore might be less cautious while riding.
Students value bicycle lanes significantly more than faculty and staff. Undergraduates and graduates overwhelmingly agree that more bike lanes would prompt them to consider riding more. Nearly three-fourths (34) of undergraduates and 70 percent (75) of graduates strongly agree or agree with that statement. This is significantly higher than the 35 percent (13) of faculty and 31 percent (31) of staff who answered similarly. This discrepancy might be explained as a generational difference: the younger students have some knowledge and experience with bicycle lanes, whereas the presumably older faculty and staff have not had the same exposure. For the students, bike lanes are part of the urban transportation network; for the faculty and staff, their conception of urban transportation could still be car dominated based on the last half century of auto-centric development.

Students and staff at The New School responded that they agree with the statement that they are worried about bicycle theft, whereas faculty responses were more neutral towards the issue. In fact, over 25 percent (ten) of faculty did not agree or disagree and instead took a more unconcerned stance towards theft. New York City has high bicycle theft rates and even non-cyclists tend to be aware of the issue. Perhaps faculty, who have higher incomes than the student body and the University staff, do not worry about bicycle theft simply because bicycle expenses are not as big of an issue to them, and not because they are ignorant of the problem.

All of the University affiliates responded neutrally towards the statement that the weather in New York City is too poor to bicycle.

University staff responded that they live too far from campus to ride a bicycle. Perhaps the reason for this is also due to differences in the demographics of the populations. University staff might have farther commutes than students and faculty because of the cost of housing in and near Manhattan. Conversely, distance being a barrier to bicycling could simply be perceived barrier and not an actuality.

There was not much variation in the responses to bicycle maintenance. People were not concerned with the expense or hassle of bicycle maintenance.

**FUTURE BICYCLE INITIATIVES**

**Garage Parking Program**

After reading the description of a possible garage-parking program, cyclists were questioned on their feelings about the program.

The majority, 58 percent (431), indicates that they would very likely or likely use the program. Of respondents who indicate they would use the system, 22 percent (144), predict they would use the garage for parking three days per week. Eighteen percent (120), indicate they would use it two days per week, followed by those who indicate that they would use the program five days per week.

The overwhelming majority of respondents, 76 percent (518), are willing to pay less than $25 for this service per semester. Only 19 percent (129) indicate they would pay between $25 and $50 dollars.

Fifty percent (368) indicate that they would ride their bicycles more frequently if The New School offered this service.

Finally, respondents were invited to ask any questions or provide any comments about this program. There are 209 free-responses; the largest number of these comments, 58, pertained to cost. The great majority of these comments indicated that the garage parking program should be offered for free. Comments included:

- We pay a ridiculous amount of money for tuition...
- Is the nominal fee for such services really necessary?
- I would NOT be willing to pay for bicycle parking.
- I do not think students will support this program because they can just lock their bike up outside for free.

Numerous free responses, 22, pertain to the number of spaces. Many individuals want a guaranteed space, while others feel that the example given in the introduction, 50 cyclists for 20 spaces, would be overwhelmed and unworkable. Cyclist comments included:

- If you ask a student to pay, you must guarantee parking availability.
- If there were no backup place I could safely keep the bike... I would not be able to risk commuting by bicycle.
- I would like to have reserved spots.

The location of the proposed program is frequently mentioned (28). Most respondents want the location of the parking program to be close to their destination, otherwise they will not use the system. Some of the comments included:

- I wouldn’t want to drop my bike at a garage several blocks away.
- My usage of the service would be based on location.
- Proximity to my classroom is just as important as security.
- If it’s a block from where I’m going, I probably would not use it.
- Really depends on location.

Other responses, 26, advocate for The New School to simply install more bicycle racks on the street. Some of the comments included:

- We just need more bike racks outside the buildings.
- Why not just install more city bike racks?
- Just put some racks by the door in view of... security.
- I think you should keep it simple and just provide some bike racks in front of the building.

**Other Amenities**

Both cyclists and non-cyclists were asked identical questions about what possible amenities would encourage them to ride, or ride more.
Free or discounted bicycle rentals proved to be more popular with non-cyclists than with cyclists. Forty-six percent (131) of non-cyclists agree or strongly agree that University-provided, free or discounted bicycle rentals would prompt them to consider riding. Only 33 percent (236) of cyclists feel similarly. One would expect that, because 84 percent of cyclists already own bikes in NYC, they would not need a bike rental service.

Both cyclists and non-cyclists indicate similar preferences for free or discounted safety equipment. Among cyclists, 41 percent (288) strongly agree or agree that free or low-cost safety equipment would prompt them to ride more, and this is nearly identical to the 41 percent (117), of non-cyclists.

Both groups indicate a strong desire for secure, covered, or indoor parking. Among cyclists, 86 percent (615) and 80 percent (565), respectively, strongly agree or agree that they would ride more if The New School provides secure and covered or indoor parking. For non-cyclists, the comparative figures are 66 percent (189) and 56 percent (158). In the open comments section, many respondents indicate that they want the indoor, covered bike parking to have 24-hour access.

More bike lanes are more strongly desired by cyclists than non-cyclists. Seventy-two percent (513) of cyclists strongly agree or agree that they would ride more if there were more bicycle lanes, compared to the 57 percent (164) of non-cyclists who strongly agree or agree that more bike lanes would prompt them to consider riding a bicycle. One survey respondent suggested that “[if we] want to help bikers[,] then [we should] lobby the City to build more bike paths.”

Encouraging Cyclists and Non-Cyclists Alike

Cyclists and non-cyclists were asked identical questions about three possible bicycle-centered programs. The prompt asked respondents to indicate whether they would be to participate in each initiative.

TNS-led group or recreational rides are more popular idea with cyclists than non-cyclists. Forty-nine percent (362) of cyclists indicated that they would likely or very likely participate in-group rides, as opposed to 35 percent (103) of non-cyclists.

Cyclists indicate that they would be more likely than non-cyclists to participate in safety or bicycle repair workshops. Sixty-seven percent (491) of cyclists indicate that they would likely or very likely participate in these courses. By comparison, only 44 percent (129) of non-cyclists indicated similar preferences.

The final programmatic question was only asked to cyclists: how likely one would be to use repair services that were offered by the University? The overwhelming majority, 85 percent (418), indicated that they would likely or very likely use these services.

Gender

Overall, women indicate that they would be far more likely to participate than men in any future TNS sponsored bicycle program or initiative.

For University-led group/recreational rides, 55 percent (213) of female cyclists indicate that they would be likely or very likely to participate. Compared to 43 percent (149) of male cyclists. Among non-cyclists, the difference is even greater: 40 percent (83) of women would likely or very likely participate in group/recreational rides, compared to 22 percent (20) of men.

Women express greater interest in bicycle repair and safe riding classes. Seventy-six percent (293) of female cyclists indicate that they would likely or very likely participate. Only 58 percent (198) of male cyclists are as enthusiastic. These classes would likely be more popular with female non-cyclists as well. Forty-eight percent (99) of female non-cyclists said they would likely or very likely participate, compared to 33 percent (30) of male non-cyclists.

Free or discounted bike rentals are more popular with females than males. Among female cyclists, 39 percent
For female non-cyclists, 50 percent (100) strongly agree or agree that they would consider riding if TNS provided free or discounted bike rentals. Only 35 percent (31) of male non-cyclists answered similarly.

The trend of females expressing more interest in bicycle programming can be seen in responses about university-sponsored free or discounted safety equipment. Among female cyclists, 44 percent (163) strongly agree or agree that free or discounted safety equipment would motivate them to ride their bicycles more often, compared to only 37 percent (75) of male cyclists who. Equivalent discrepancies exist between male and female non-cyclists as well. Forty-four percent (87) of female non-cyclists agree or strongly agree that they would consider riding with the university-sponsored free or discounted safety equipment. Of male non-cyclists, only 34 percent (30) answer similarly.

Female cyclists and non-cyclists value secure bicycle parking more than their male counterparts. Among female cyclists, 89 percent (334) agree or strongly agree that secure parking at their destination would prompt them to ride more. A slightly smaller percentage of male cyclists, 82 percent (281), answered similarly. The same female/male split holds true for non-cyclists: 67 percent (134) of female non-cyclists agree or strongly agree that secure bicycle parking at their destination would encourage them to ride more, while 63 percent (55) of male non-cyclists agree or strongly agree with the same statement.

School Status

Regarding to possible amenities and programming, students, faculty and staff indicate some levels of interest that differed from the larger cyclist/non-cyclist pools. Overall, students respond most positively to recreational rides, educational classes, free or discounted bike rentals, and free or discounted safety equipment. Faculty and staff are lukewarmly towards all future initiatives.

Among cyclists and non-cyclists, both recreational rides and bicycle classes are more popular with students than with faculty and staff members. For graduates and undergraduates who already bicycle, 53 percent (127) and 52 (?) percent, respectively, say they would likely or very likely participate in recreational rides. This is higher than the 41 percent (30) of faculty and 49 percent (46) of staff who answer similarly. For non-cyclists the difference is even greater. Thirty-eight percent (23) of grad students and 43 percent (47) of undergrads indicated they would likely or very likely participate, compared to 17 percent (11) of faculty and 30 percent (22) of staff.

Non-cyclist students expressed an extraordinary enthusiasm for a free or discounted bicycle rental program. Well over half of graduates (34) and nearly two out of three undergraduates (64) indicate that they agree or strongly agree that free or discounted bike rentals would encourage them the ride more. This is significantly higher than the 20 percent of faculty (11) and 26 percent of staff (22) who answered the question.

Students also respond the most positively to free or discounted safety equipment. Among cyclists, 44 percent (105) of graduates and half of undergraduates (84) agree or strongly agree that they would ride more if The New School provides them with free or discounted safety equip-
ment. This is far higher than the 26 percent (43) of faculty who answer similarly. For non-cyclists, interest among students for free or discounted safety gear is even greater. Forty-seven percent (28) of graduate students and 55 percent (58) of undergraduate students agree or strongly agree to the idea of free or discounted safety equipment. This was far greater than the 24 percent (9) of faculty and 25 percent (22) of faculty who agree or strongly agree.

Bicycle repair and safe riding classes are also more popular with students than faculty and staff. Over 70 percent (171) of graduate cyclists, and more than three in four undergraduate cyclists (124) indicate they would very likely or likely to participate in classes. By comparison, 53 percent (97) of faculty indicate the same. Among non-cyclists, 49 percent (30) of graduates and 54 percent (58) of undergraduates say they would likely or very likely participate in classes. This was a much more enthusiastic response than the 17 percent (seven) of faculty and 40 percent (34) of staff who indicate the same.
**INFRASTRUCTURE**

**Recommendation 1**

The New School investigate installing more outdoor bicycle parking racks around academic buildings.

A lack of parking options around campus is a major issue identified by cyclists in the survey. Fewer than one in four cyclists say that they normally lock their bicycles to bicycle racks when on campus, and nearly half indicate that they normally lock their bicycles to other street furniture. In New York City, bicycles that are locked to signposts, parking meters or any other non-bike street furniture are considered “abandoned” and can be removed by the City without notice.

Many of the write-in responses identify a lack of bike racks on campus. Out of the 300 free responses, 40 request more bicycle racks in front of their academic buildings. As one respondent succinctly summarized: “simply installing more bicycle racks would be a step in the right direction.” More bicycle racks are also desired by the cyclists who say they prefer on-street parking to paying for parking in a garage.

Some survey respondents would also like to see racks at the uptown campus of Mannes College: The New School for Music, and the midtown campus of Parsons: The New School for Design.

**Next Steps**

The New School should work with the New York City Department of Transportation (DOT) to install as many bicycle racks in front of The New School buildings as possible using the CityRacks program. The New School should survey the sidewalk space in front of each building to determine how many racks could be installed and where they could be placed, in accordance with DOT’s bicycle parking guidelines. The racks can be requested online on the NYCDOT’s website.

**Recommendation 2**

The New School should consider maintain a database of bicycle parking spaces on campus.

The availability of bicycle parking is important to cyclists. Cyclists fear theft on campus and strongly indicate that there should be more bicycle parking on campus. While the University has plans to install well over one hundred bicycle parking spaces, there is no comprehensive resource that identifies the location and number of existing or planned bike parking spaces. By recording this information, The New School will be better able to determine the locations and numbers of future facilities for installation.

**Next Steps**

The New School should inventory all bicycle parking spaces in University owned and leased buildings and around the campuses in Greenwich Village and elsewhere in Manhattan. This information should then be geocoded into a database, and distributed as an infographic map. Future additions to the bicycle-parking inventory should be added to this database. With a database in place, an annual survey should determine the usage rates of all of the racks in order to help plan for future bicycle parking expansions. These periodic evaluations will help the University prioritize the installation of future bicycle parking facilities at the locations that are most heavily utilized. The percentage of the spaces that are occupied should be added to the geocoded database, which will allow for the creation of usage rate maps.

The New School should also consider developing a bicycle-parking plan, based on the current and projected bicycle modal splits. A bicycle parking plan would act as a roadmap for future expansion of University parking facilities. Bicycle parking plans help ensure that future facilities are placed where they are needed most, and that they anticipate demand rather than react to it.

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POLICY

Recommendation 3

The New School should promote bicycle commuting to staff members.

Bicycle commuting is on the rise in New York City. Increasingly, individuals are realizing the benefits to one’s health and wallet that biking to work provides. The Federal Government recognizes the importance of getting more people to commute by bicycle, and, in 2009, introduced a tax benefit for bicycle commuters.

Of all the survey respondents, TNS staff members have the lowest rates of bicycle-commuters. The New School should start encouraging its staff members to bicycle, which would in turn support a healthier and happier working population.

Next Steps
The New School should develop a campaign to encourage more staff members to bicycle to work. This campaign might include ‘bike to work’ day, a TNS ‘bike buddy’ program, or even a rewards program. Information about bicycling should be distributed to employees. Bicycle-commuting workshops should be periodically offered. The New School should also offer a bicycle commuting benefits package that allows employees use pre-tax dollars to pay for bicycle transportation costs.

Recommendation 4

The New School should allow faculty and staff members to bring bicycles into their offices on a building-by-building basis.

Secure bicycle parking is a major concern for all bike commuters and urban cyclists. The members of The New School community are no different: two-thirds of TNS cyclists strongly agree that the availability of secure or indoor parking would encourage them to ride more. The same is true for non-cyclists, with over half agreeing or strongly agreeing.

New York City’s local government realizes how important this issue is to cyclists. In late 2009, the City Council passed Intro 871, better known as the Bicycle Access Bill, which, in agreement with the building tenants, requires commercial buildings with a freight elevator to allow bicycles inside. By allowing indoor, secure storage, government officials aim to make bicycle commuting more accessible.

Next Steps
The New School should follow this important lead and allow its employees and faculty to bring bicycles inside. This program would not only encourage more people to ride bicycles to campus but would relieve the demand of on street parking and the future garage-parking program. This initiative would encourage ridership at no cost to the University.

The New School should work with the Facilities Department and individual building managers to craft a University-wide bicycle access policy. Once written, faculty and staff should be informed of the provisions. Individual “bicycle parking coordinators” from each floor and/or office should be responsible for locating an appropriate space to store bicycles. As well as tracking the number of people who store their bicycles on the floor/in the office, the coordinator should act as the liaison between cyclists and the building manager.

Recommendation 5

The New School should lobby the local government to increase the miles of bicycle lanes around the Greenwich Village campus.

On-street bicycle facilities have a positive relationship with bicycle ridership rates. In New York City, bicycle ridership rates increased 219 percent between 2005 and 2009. During the same period, the local DOT striped over 200 miles of bicycle lanes.²

Both cyclists and non-cyclists strongly indicate a desire for more bicycle lanes on New York’s streets. Seventy-two percent of cyclists (513) and 57 percent (164) of non-cyclists agree or strongly agree that more bicycle lanes would encourage them to ride or ride more. The demand for increased bike lanes among TNS survey respondents is almost as high as their demand for increases bike parking.

As one of New York’s premier educational institutions, The New School could use its influential position to promote local, sustainable transportation policy.

Next Steps
The New School should reach out to Manhattan’s Community Board 2 and the DOT to promote the installation of bicycle lanes within the Greenwich Village area.


The majority of cyclists say that additional bicycle lanes would encourage them to ride more.
**PROGRAMMING**

**Recommendation 6**

The New School should investigate offering free or discounted long-term bicycle rentals to undergraduate and graduate students.

The cost and hassle of obtaining a bicycle can be a strong deterrent to people who are interested in bicycling, especially cash-strapped students. According to survey results, the vast majority of undergraduate and graduate non-cyclists strongly indicate that free or discounted bicycles would prompt them to consider riding.

Other universities have had success with long-term rental programs, wherein students receive a bicycle for a semester or year for a low-fee. Rental programs of this sort require a minimal administration at the beginning and end of the rental period, and bike storage during the summer. Maintenance and upkeep issues can be addressed by a local bicycle shop.

**Next Steps**

The New School could partner with a bicycle manufacturer to purchase bicycles in bulk at discount. The New School should offer the bicycles with safety equipment to students for a low fee. The University should require a deposit from students, and to hold them responsible if the bikes are stolen. At the end of the rental period, The New School should allow students to purchase the bicycles at cost. The University should reach out to bicycle manufacturers, as well as local bicycle shops.

Once a preliminary plan is in place, The New School should advertise the program to students in order to determine the number of bicycles necessary.

**Recommendation 7**

The New School should promote helmet usage.

Helmets have an incredibly positive and demonstrable effect on bicyclist safety. In 2008, the most recent year that statistics are available, of the 714 cyclists who died in traffic collisions in the US, more than 90 percent were not wearing helmets. A properly adjusted and fitted helmet can do more to save a cyclist’s life than any other safety accessory.

Of survey respondents, undergraduates have the lowest rate of helmet usage, with more than half indicating that they normally do not wear a helmet. At the same time, undergraduates also have the highest rate of accidents on bicycles around campus, with nearly one in three indicating they had been in a minor or major accident. The New School demographic that needs helmets most uses them the least.

**Next Steps**

The New School should develop a marketing campaign to promote helmet usage, particularly to undergraduate students. Printed and online materials should be developed and distributed at the beginning of the school year and riding season.

**Recommendation 8**

The New School should consider distributing free or discounted safety equipment, including helmets.

The New School should promote safety among the cycling population by distributing free or discounted safety equipment. Free or discounted gear proves equally favorable with cyclists and non-cyclists as an incentive, and is particularly popular with students.

Undergraduates indicate the strongest desire for safety equipment.

**Next Steps**

The New School should research a comprehensive list of bicycle safety equipment and its costs. In order to receive the best pricing on equipment, the New School should reach out to a wholesale distributor. Once a preliminary list of goods and their prices has been established, the university should determine what items to order based on the overall cost and budgetary considerations. Helmets should be the primary item that is ordered and distributed.

**Recommendation 9**

The New School should consider offering bicycle repair and safe riding classes to the student population.

Education is one of the five “E’s” identified by the League of American Bicyclists that is essential to increasing bicycle ridership (the other four “E’s” are Engineering, Enforcement, Encouragement and Evaluation and Planning). Educating The New School community about city riding techniques and bicycle repair will encourage cyclists to be safe and proficient riders.

Bicycle education classes would be popular with both cyclists and non-cyclists. Within those two groups, undergraduates and graduates respond most positively to education classes.
“I think the most important element would be guaranteed safety[—]the same level of trust afforded cars in parking garages.”

Bicycle education classes have the added benefit of dovetailing with the primary mission of the University. The classes should be open to the larger TNS community, regardless of affiliation, and should be offered when the most people would be able to participate (most likely nights and/or weekends). However, the classes should be marketed primarily to students.

Next Steps
The New School should develop a bicycle education curriculum. The courses should be designed for one- or two-hour periods, with sections that operate independently of each other and can be taken in any order.

Recommendation 10
The New School should investigate offering repair services to the University community.

Easy access to bicycle maintenance is an amenity that encourages people to ride bicycles. Transit hubs throughout Europe and, increasingly, in the United States, have bicycle commuter centers that offer repair services: this model is expanding in popularity. The ease and convenience of dropping off a bicycle in the morning, and picking it up at the end of the day near one’s destination makes commuting by bicycle that much more convenient.

The New School cyclists have an unsatisfied need for repair services. Nearly 85 percent (626) of cyclists say they would likely or very likely use repair services if The New School offered them.

Next Steps
The New School should develop a feasibility report for offering bicycle repair services. The report should include case study research about other university bicycle centers, as well as business models and possible locations for a future TNS bicycle repair center.

Recommendation 11
The New School should partner with local bicycle shops to secure discounts on bikes, repairs and equipment for the University community.

Easy and inexpensive access to bicycle repairs and accessories is an important element to encouraging bicycle ridership. The numerous bicycle shops in Greenwich Village are most likely already servicing The New School community. Since many shops offer discounts to members of bicycle groups, including Transportation Alternatives and the 5 Borough Bike Club, and would probably offer a similar discount for The New School.

Next Steps
The New School should contact all of the bicycle shops within the Greenwich Village area. University officials and shop owners should discuss whether the shops would be interested in offering a discount to The New School community members.

Recommendation 12
The New School should introduce a garage-parking program that can accommodate 80 to 90 users, and should price the program at $25 or less per semester.

The garage-parking program is an immense opportunity for The New School to offer secure parking to its community members. Overall, cyclists respond positively to the concept, indicating that they would likely or very likely take advantage of it. One in four cyclists reports that he or she would very likely to use the program.

Based on transportation surveys administered at other New York City universities, it is estimated that three and a half percent of The New School’s total population bicycles for commuting, or about 420 members of TNS’s community. The survey generated 364 bicycle commuter respondents, so it is estimated that the survey reached between 80 and 90 percent of The New School’s cycling population. Because 180 survey respondents marked that they would be “very likely” to use the garage parking program, it is estimated that between 200 and 225 total TNS members would be “very likely” to participate in the program. Adjusting this projected figure for a follow-through bias of 40 percent, it is estimated that 80 to 90 TNS community members will register for this program.

According to survey results, potential program participants are on campus an average of three days per week, and there is a 60 percent chance that any given individual will be on campus during the timeslots identified in the survey (9 to 11 a.m., 11 a.m. to 1 p.m., 1 to 3 p.m., 3 to 5 p.m., 5 to 7 p.m., and 7 to 9 p.m.). Assuming that program registrants will take advantage of the program for 75 percent of their campus visits, then The New School should provide 1 bicycle parking space for every 3.75 people, or 15 program registrants per 4 parking spaces.

Survey respondents—particularly students—are sensitive to the pricing of the proposed parking program. Three out of four cyclists indicate they would be willing to pay $25 or less per semester to use the program. Those who say they would ‘very likely’ use the program are willing to pay more for the service: one in four of the ‘very likely’ cyclists would be willing to pay $25 to $50 per semester compared to less than 20 percent of ‘likely’ users who would be willing to pay more than $25.

The New School should price the program in order to attract the most users possible. The registration fee should not be intended to cover the cost of leasing the spaces, as this fee would be too high for most users. The purpose of the registration process should be to keep track of users spending time on campus.

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The New School should price the program in order to attract the most users possible. The registration fee should not be intended to cover the cost of leasing the spaces, as this fee would be too high for most users. The purpose of the registration process should be to keep track of users spending time on campus.

4. Calculation: average days per week (3) * average percentage of hours of the day spent on campus (.6) * 75 percent utilization rate (.75) = 1.35 days per week that a registrant will use the program. 5 days per week / 1.35 = 3.75 registrants per parking space.
and to ensure that they understand the regulations of the program. Additionally, the fee may keep cyclists who will not use the program regularly from registering—ensuring that there is the high turnover rate of parking spaces necessary for the program’s success.

If 60 users each pay a $25 registration fee, the program will generate $1,500 in revenue, covering about half of the $3,200 leasing fee for a four-month period. If 90 cyclists register for the program, TNS will be able to cover 70 percent of the program costs, or $2,250.

Next Steps
The New School should develop a garage-parking program that is large enough to initially accommodate the estimated 90 users. The program should be flexible and scalable. Expansion should be anticipated, and the program should ultimately respond to TNS community demand.

The University should move forward with plans to lease out 16 spaces at Imperial Parking garage, and be ready to expand the program to the Hertz Parking garage. It is estimated that these initial 16 spaces will accommodate 60 program registrants, but utilization rates should be monitored to create accurate data about the ratio of parking spaces to program registrants. Like in Transportation Demand Management schemes, TNS should aim to balance the ratio of participants and spaces to create 80 to 90 percent utilization rates.

Recommendation 13

The New School should consider offer women-only classes and recreational rides.

Cycling is a predominately male-dominated activity. From recreational rides to bicycle commuting, a significantly higher percentage of men ride bicycles than women. In a recent New York City Department of City Planning, Transportation Division study, Bike Facilities Profile, 5.9 male cyclists were observed for every female cyclist during counts between 2001 and 2008 in New York City. In order to close the cycling gender gap, many bicycle cooperatives create safe-spaces for women by holding female-only classes and rides.

At The New School, female respondents are far more likely to be interested in taking part in recreational rides and educational classes. Women across the board indicate they would be more likely to participate in University cycling activities. Offering women-only bicycle courses and group rides has two advantages: The New School would be encouraging cycling among an underrepresented group and providing programming to the population segment that would be most likely to participate.

Next Steps
The New School should recruit a female cyclist to lead women-specific bicycle repair classes and recreational rides. These women-only classes and rides should be offered at the same frequency as the coeducational classes and rides. The curriculum of the women-specific classes and rides should be the same as their coeducational counterparts.

Sources


APPENDIX A: THE NEW SCHOOL CYCLING SURVEY

THE NEW SCHOOL
A UNIVERSITY

SPRING 2010
BICYCLING SURVEY

DEMOGRAPHIC INFORMATION

1. Your sex is (circle one):
   Male Female

2. Your school status (circle one):
   Undergraduate Graduate Faculty Staff

3a. IF GRADUATE/UNDERGRADUATE/FACULTY, with which school in The New School are you affiliated?

3b. IF STAFF, what department do you work for?

4. IF GRADUATE/UNDERGRADUATE, what is your expected graduation date?

TRANSPORTATION & HOUSING INFORMATION

5. How far away do you live from the Greenwich Village Campus (circle one):
   Less than 1 mile 1 - 3 miles 3 - 5 miles 5+ miles

6. Do you live in The New School housing?
   Yes No

7. If yes, which apartment or hall do you live in?
   13th Street Residence 20th Street Residence Loeb Hall
   Stuyvesant Park William Street

8. How do you normally get to campus? (circle all that apply)
   Subway Walk Bicycle
   Automobile Commuter Rail Bus

9. When do you attend class/work in the Greenwich Village area? (Mark all that apply)
<table>
<thead>
<tr>
<th>Day / Time</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
<tr>
<td>9am-11am</td>
</tr>
<tr>
<td>11am-1pm</td>
</tr>
<tr>
<td>1pm-3pm</td>
</tr>
<tr>
<td>3pm-5pm</td>
</tr>
<tr>
<td>5pm-7pm</td>
</tr>
<tr>
<td>7pm-9pm</td>
</tr>
<tr>
<td>Monday</td>
</tr>
<tr>
<td>Tuesday</td>
</tr>
<tr>
<td>Wednesday</td>
</tr>
<tr>
<td>Thursday</td>
</tr>
<tr>
<td>Friday</td>
</tr>
</tbody>
</table>

10. Do you ride a bicycle? (circle one)
    Yes No (SKIP TO QUESTION 30)

11. Do you own a bicycle that is used in New York City? (circle one)
    Yes No

12. If yes, where do you park your bicycle on campus? (circle all that apply)
    In my dorm room/apartment
    In the courtyard of my building
    Racks in front of my building
    Racks elsewhere on campus
    Other non-bike street furniture (sign posts, street lamps, handrails, benches, etc)
    In my office

13. Is your bicycle registered with the Police Department?
    Yes No

14. Did you already ride a bicycle for transportation before coming to The New School?
    Yes No

15. During inclement weather, how many round trips do you make per week by bicycle?

16. What is your average trip length? (in miles)

17. Do you regularly use a helmet?
    Yes No
18. Please indicate how strongly you agree or disagree with the following statements:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Somewhat Agree</th>
<th>Neutral</th>
<th>Somewhat Disagree</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>I will choose a route with bike lanes, even if it is out of my way</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>There is normally not enough bike parking at my destination</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>I do not ride my bike when the weather is poor</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>I worry about bicycle theft</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Distance is an important factor when deciding whether to ride my bike</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
</tbody>
</table>

Other - Please describe below:

19. Please indicate how strongly you agree or disagree with the following statements:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Somewhat Agree</th>
<th>Neutral</th>
<th>Somewhat Disagree</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>I would ride my bike MORE if The New School provided...</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Fee or discounted bike rentals</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Fee or discounted safety equipment</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>More bike lanes</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Secure bicycle parking at destination</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Covered or indoor bicycle parking at destination</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
</tbody>
</table>

Other - Please describe below:

20. If The New School organized group/recreational rides in and around New York City, how likely would you be to participate?

<table>
<thead>
<tr>
<th>Likelihood</th>
<th>Not Likely</th>
<th>Likely</th>
<th>Very Likely</th>
<th>Don’t Know</th>
</tr>
</thead>
</table>

21. If The New School provided bicycle repair and safe riding classes, how likely would you be to participate?

<table>
<thead>
<tr>
<th>Likelihood</th>
<th>Not Likely</th>
<th>Likely</th>
<th>Very Likely</th>
<th>Don’t Know</th>
</tr>
</thead>
</table>

22. If The New School provided repair services, how likely would you be to use these services?

<table>
<thead>
<tr>
<th>Likelihood</th>
<th>Not Likely</th>
<th>Likely</th>
<th>Very Likely</th>
<th>Don’t Know</th>
</tr>
</thead>
</table>

23. What percentage of your trips could be described as (total should be 100%)?

<table>
<thead>
<tr>
<th>Type</th>
<th>Recreational</th>
<th>Commuting</th>
<th>Utilitarian/Errands</th>
<th>Other</th>
</tr>
</thead>
</table>

24. Have you ever been a victim of bicycle theft? (circle all that apply)

- Yes. entire bike
- Yes. components (wheels, brakes, etc.)
- Yes. accessories (lights, bells, etc.)

25. Have you ever been in an accident in or around Greenwich Village?

- Yes, minor accident
- Yes, major accident

BICYCLE PARKING PROGRAM

The New School is considering leasing out bicycle parking spaces within Greenwich Village. These spaces would offer students and faculty secure daily storage. Program participants would be required to register their bicycles and possibly pay a nominal fee. Participants would then be able to lock up their bicycles at designated spaces while on campus. Bicycles left for more than 24 hours would be subject to removal.

The New School would provide a finite number of spaces, available on a first come, first serve basis. Registering for the program would not guarantee a parking space. For example, there may be 20 available spaces and 50 students registered for the program. Due to differing class schedules, it is anticipated that not every registered student would use the program everyday.

26. How likely would you be to use this service?

<table>
<thead>
<tr>
<th>Likelihood</th>
<th>Not Likely</th>
<th>Likely</th>
<th>Very Likely</th>
<th>Don’t Know</th>
</tr>
</thead>
</table>

27. Would you ride your bicycle to campus more frequently if The New School offered this service?

- Yes
- No
- Don’t Know

28. How many days per week would you use this service?

29. How much would you be willing to pay for this service per semester? (circle one)

- $0-$50
- $50-$100
- $100-$150
- $150-$200

Do you have any other comments about this potential program?
### NON-BICYCLISTS

30. Please indicate how strongly you agree or disagree with the following statements:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Strongly Disagree</th>
<th>Disagree</th>
<th>Somewhat Disagree</th>
<th>Neutral</th>
<th>Somewhat Agree</th>
<th>Agree</th>
<th>Strongly Agree</th>
</tr>
</thead>
<tbody>
<tr>
<td>I have never considered bike riding to campus</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>I don’t know how to bicycle</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>I am not confident in my riding ability</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>I am not comfortable riding with traffic</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>I am worried about theft</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>The weather is too poor to ride a bicycle</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>I live too far away to bicycle</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>I don’t own/have access to a bike</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>I am concerned about the cost of bike maintenance</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

Other - Please describe below:

---

31. Please indicate how strongly you agree or disagree with the following statements:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Strongly Disagree</th>
<th>Disagree</th>
<th>Somewhat Disagree</th>
<th>Neutral</th>
<th>Somewhat Agree</th>
<th>Agree</th>
<th>Strongly Agree</th>
</tr>
</thead>
<tbody>
<tr>
<td>I would consider riding a bike if The New School provided...</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fee or discounted bike rentals</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Fee or discounted safety equipment</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>More bike lanes</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Secure bicycle parking at destination</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Covered or indoor bicycle parking at destination</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

32. If The New School organized group/recreational rides in and around New York City, how likely would you be to participate?

- Not likely
- Likely
- Very likely
- Don’t Know

33. If The New School provide bicycle repair and safe riding classes, how likely would you be to participate?

- Not Likely
- Likely
- Very Likely
- Don’t Know
## Question 1

Are you:

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male?</td>
<td>41.6%</td>
<td>509</td>
</tr>
<tr>
<td>Female?</td>
<td>58.4%</td>
<td>714</td>
</tr>
</tbody>
</table>

**Answered question**: 1223

**Skipped question**: 0

## Question 2

What is your school status?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Graduate/Doctorate</td>
<td>28.1%</td>
<td>344</td>
</tr>
<tr>
<td>Undergraduate</td>
<td>30.4%</td>
<td>372</td>
</tr>
<tr>
<td>Faculty</td>
<td>20.6%</td>
<td>252</td>
</tr>
<tr>
<td>Staff</td>
<td>20.9%</td>
<td>255</td>
</tr>
</tbody>
</table>

**Answered question**: 1223

**Skipped question**: 0

## Question 4

What is your expected graduation date?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>26.5%</td>
<td>185</td>
</tr>
<tr>
<td>2011</td>
<td>27.2%</td>
<td>190</td>
</tr>
<tr>
<td>2012</td>
<td>25.6%</td>
<td>179</td>
</tr>
<tr>
<td>2013</td>
<td>8.6%</td>
<td>60</td>
</tr>
<tr>
<td>2014</td>
<td>10.5%</td>
<td>73</td>
</tr>
<tr>
<td>2015</td>
<td>1.4%</td>
<td>10</td>
</tr>
<tr>
<td>2016</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>2017</td>
<td>0.1%</td>
<td>1</td>
</tr>
<tr>
<td>2018</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>2019</td>
<td>0.0%</td>
<td>0</td>
</tr>
<tr>
<td>2020</td>
<td>0.0%</td>
<td>0</td>
</tr>
</tbody>
</table>

**Answered question**: 698

**Skipped question**: 525

## Question 5

How far do you live from Greenwich Village campus?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 1 mile</td>
<td>11.5%</td>
<td>129</td>
</tr>
<tr>
<td>1 - 3 miles</td>
<td>18.3%</td>
<td>205</td>
</tr>
<tr>
<td>3 - 5 miles</td>
<td>23.6%</td>
<td>264</td>
</tr>
<tr>
<td>5+ miles</td>
<td>46.7%</td>
<td>523</td>
</tr>
</tbody>
</table>

**Answered question**: 1121

**Skipped question**: 102
**Question 6**

How do you normally get to campus?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subway</td>
<td>64.5%</td>
<td>723</td>
</tr>
<tr>
<td>Walk</td>
<td>24.4%</td>
<td>274</td>
</tr>
<tr>
<td>Automobile</td>
<td>2.8%</td>
<td>31</td>
</tr>
<tr>
<td>Bus</td>
<td>5.0%</td>
<td>56</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>5.5%</td>
<td>62</td>
</tr>
<tr>
<td>Bicycle</td>
<td>32.5%</td>
<td>364</td>
</tr>
</tbody>
</table>

**Question 7**

When do you attend class/work in the Greenwich Village area? (Choose all that apply)

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>9 - 11 am</th>
<th>11 am - 1 pm</th>
<th>1 - 3 pm</th>
<th>3 - 5 pm</th>
<th>5 - 7 pm</th>
<th>7 - 9 pm</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday</td>
<td>428</td>
<td>457</td>
<td>460</td>
<td>469</td>
<td>388</td>
<td>218</td>
<td>753</td>
</tr>
<tr>
<td>Tuesday</td>
<td>428</td>
<td>479</td>
<td>497</td>
<td>508</td>
<td>397</td>
<td>217</td>
<td>806</td>
</tr>
<tr>
<td>Wednesday</td>
<td>409</td>
<td>462</td>
<td>496</td>
<td>499</td>
<td>399</td>
<td>206</td>
<td>791</td>
</tr>
<tr>
<td>Thursday</td>
<td>416</td>
<td>457</td>
<td>479</td>
<td>493</td>
<td>393</td>
<td>206</td>
<td>769</td>
</tr>
<tr>
<td>Friday</td>
<td>353</td>
<td>384</td>
<td>376</td>
<td>342</td>
<td>217</td>
<td>84</td>
<td>540</td>
</tr>
</tbody>
</table>

**Question 8**

Do you live in The New School housing?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>5.9%</td>
<td>66</td>
</tr>
<tr>
<td>No</td>
<td>94.1%</td>
<td>1045</td>
</tr>
</tbody>
</table>

**Question 9**

Which apartment or residence hall do you live in?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>13th Street Residence Hall</td>
<td>12.3%</td>
<td>8</td>
</tr>
<tr>
<td>20th Street Residence Hall</td>
<td>21.5%</td>
<td>14</td>
</tr>
<tr>
<td>Loeb Hall</td>
<td>18.5%</td>
<td>12</td>
</tr>
<tr>
<td>Stuyvesant Park Residence</td>
<td>30.8%</td>
<td>20</td>
</tr>
<tr>
<td>William Street Residence</td>
<td>16.9%</td>
<td>11</td>
</tr>
</tbody>
</table>

**Question 10**

Do you ride a bicycle?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>71.4%</td>
<td>800</td>
</tr>
<tr>
<td>No</td>
<td>28.6%</td>
<td>320</td>
</tr>
</tbody>
</table>

**Question 11**

Do you own a bicycle that is used in New York City?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>84.2%</td>
<td>673</td>
</tr>
<tr>
<td>No</td>
<td>15.8%</td>
<td>126</td>
</tr>
</tbody>
</table>
**Question 12**

**Where do you store your bicycle on campus?**

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>In my dorm room/apartment</td>
<td>26.4%</td>
<td>165</td>
</tr>
<tr>
<td>In the courtyard of my building</td>
<td>4.0%</td>
<td>25</td>
</tr>
<tr>
<td>Racks in front of my building</td>
<td>18.4%</td>
<td>115</td>
</tr>
<tr>
<td>Racks elsewhere on campus</td>
<td>5.4%</td>
<td>34</td>
</tr>
<tr>
<td>(sign posts, street lamps,</td>
<td>45.8%</td>
<td>286</td>
</tr>
</tbody>
</table>

**answered question** 625

| skipped question                  | 598              |

**Question 13**

Please indicate yes or no for each of the following:

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Yes</th>
<th>No</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is your bike registered w/the Police Department?</td>
<td>30</td>
<td>740</td>
<td>770</td>
</tr>
<tr>
<td>before coming to The New School?</td>
<td>525</td>
<td>245</td>
<td>770</td>
</tr>
<tr>
<td>Do you regularly use a helmet?</td>
<td>527</td>
<td>240</td>
<td>767</td>
</tr>
</tbody>
</table>

**answered question** 776

| skipped question                  | 447              |

**Question 14**

Barring inclement weather, on average how many round trips do you make per week by bicycle?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-3</td>
<td>45.5%</td>
<td>325</td>
</tr>
<tr>
<td>3-5</td>
<td>22.5%</td>
<td>161</td>
</tr>
<tr>
<td>5-10</td>
<td>17.4%</td>
<td>124</td>
</tr>
<tr>
<td>10-15</td>
<td>7.4%</td>
<td>53</td>
</tr>
<tr>
<td>15-20</td>
<td>1.8%</td>
<td>13</td>
</tr>
<tr>
<td>20+</td>
<td>5.3%</td>
<td>38</td>
</tr>
</tbody>
</table>

**answered question** 714

| skipped question                  | 509              |

**Question 15**

**What is your average trip length? (in miles)**

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 1</td>
<td>8.5%</td>
<td>62</td>
</tr>
<tr>
<td>1-3</td>
<td>31.8%</td>
<td>233</td>
</tr>
<tr>
<td>3-5</td>
<td>30.5%</td>
<td>223</td>
</tr>
<tr>
<td>5-10</td>
<td>20.8%</td>
<td>152</td>
</tr>
<tr>
<td>10+</td>
<td>8.5%</td>
<td>62</td>
</tr>
</tbody>
</table>

**answered question** 732

| skipped question                  | 491              |

**Question 16**

Barring inclement weather, on average how many round trips do you make per week by bicycle?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Strongly Agree</th>
<th>Strongly Disagree</th>
<th>Agree</th>
<th>Disagree</th>
<th>Somewhat Agree</th>
<th>Somewhat Disagree</th>
<th>Neutral</th>
<th>Total Average Rating</th>
<th>Total Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>I will choose a route w/bike lanes, even if it’s out of my way.</td>
<td>23</td>
<td># 76</td>
<td># 163</td>
<td># 106</td>
<td>4.80</td>
<td>734</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Normally not enough bike parking at my destination</td>
<td>17</td>
<td># 21</td>
<td># 89</td>
<td># 324</td>
<td>5.86</td>
<td>731</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I do not ride my bike when the weather is poor</td>
<td>30</td>
<td># 56</td>
<td># 112</td>
<td># 213</td>
<td>5.24</td>
<td>730</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I worry about bicycle theft</td>
<td>9</td>
<td>9</td>
<td>21</td>
<td>93</td>
<td>356</td>
<td>6.05</td>
<td>730</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Distance is an important factor when deciding to bike</td>
<td>40</td>
<td># 58</td>
<td># 160</td>
<td># 106</td>
<td>4.71</td>
<td>725</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other (please specify)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>79</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**answered question** 736

| skipped question                  | 487              |
### Question 17
Please indicate how strongly you agree or disagree with the following statements: I would ride my bike MORE if The New School provided...

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Strongly Agree</th>
<th>Strongly Disagree</th>
<th>Somewhat Agree</th>
<th>Somewhat Disagree</th>
<th>Neutral</th>
<th>Strongly Agree</th>
<th>Rating Average</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Free or discounted bike rentals</td>
<td>76</td>
<td>94</td>
<td>23</td>
<td>234</td>
<td>48</td>
<td>97</td>
<td>140</td>
<td>4</td>
</tr>
<tr>
<td>Free or discounted safety equipment</td>
<td>68</td>
<td>64</td>
<td>15</td>
<td>198</td>
<td>72</td>
<td>122</td>
<td>166</td>
<td>5</td>
</tr>
<tr>
<td>More bike lanes</td>
<td>31</td>
<td>24</td>
<td>5</td>
<td>70</td>
<td>72</td>
<td>163</td>
<td>350</td>
<td>6</td>
</tr>
<tr>
<td>Secure bicycle parking at destination</td>
<td>22</td>
<td>9</td>
<td>6</td>
<td>33</td>
<td>34</td>
<td>115</td>
<td>500</td>
<td>6</td>
</tr>
<tr>
<td>Indoor bike parking at destination</td>
<td>23</td>
<td>19</td>
<td>7</td>
<td>50</td>
<td>45</td>
<td>115</td>
<td>450</td>
<td>6</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

answered question 724
skipped question 499

### Question 18
If The New School organized group/recreational rides in and around New York City, how likely would you be to participate?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not Likely</td>
<td>36.9%</td>
<td>272</td>
</tr>
<tr>
<td>Likely</td>
<td>34.2%</td>
<td>252</td>
</tr>
<tr>
<td>Very Likely</td>
<td>14.9%</td>
<td>110</td>
</tr>
<tr>
<td>Don’t Know</td>
<td>14.0%</td>
<td>103</td>
</tr>
</tbody>
</table>

answered question 737
skipped question 486

### Question 19
If The New School provided bicycle repair and safe riding classes, how likely would you be to participate?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not Likely</td>
<td>25.2%</td>
<td>184</td>
</tr>
<tr>
<td>Likely</td>
<td>36.8%</td>
<td>269</td>
</tr>
<tr>
<td>Very Likely</td>
<td>30.4%</td>
<td>222</td>
</tr>
<tr>
<td>Don’t Know</td>
<td>7.7%</td>
<td>56</td>
</tr>
</tbody>
</table>

answered question 731
skipped question 492

### Question 20
If The New School offered repair services, how likely would you be to use these services?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not Likely</td>
<td>9.9%</td>
<td>73</td>
</tr>
<tr>
<td>Likely</td>
<td>33.3%</td>
<td>245</td>
</tr>
<tr>
<td>Very Likely</td>
<td>51.8%</td>
<td>381</td>
</tr>
<tr>
<td>Don’t Know</td>
<td>5.0%</td>
<td>37</td>
</tr>
</tbody>
</table>

answered question 736
skipped question 487

### Question 21
What percentage of your trips could be described as (total should be 100%):

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Average</th>
<th>Response Total</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recreational</td>
<td>43.94</td>
<td>28,867</td>
<td>657</td>
</tr>
<tr>
<td>Commuting</td>
<td>45.29</td>
<td>26,540</td>
<td>586</td>
</tr>
<tr>
<td>Utilitarian/Errands</td>
<td>23.19</td>
<td>13,219</td>
<td>570</td>
</tr>
<tr>
<td>Other</td>
<td>9.27</td>
<td>1,474</td>
<td>159</td>
</tr>
</tbody>
</table>

answered question 701
skipped question 522

### Question 22
Have you ever been a victim of bicycle theft? (check all that apply)

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes, entire bike</td>
<td>45.1%</td>
<td>331</td>
</tr>
<tr>
<td>Yes, components (wheels, seat, etc.)</td>
<td>25.6%</td>
<td>188</td>
</tr>
<tr>
<td>Yes, accessories (lights, bells, etc.)</td>
<td>19.5%</td>
<td>143</td>
</tr>
<tr>
<td>No</td>
<td>38.6%</td>
<td>283</td>
</tr>
</tbody>
</table>

answered question 734
skipped question 489
**Question 23**
Have you ever been in an accident in or around Greenwich Village?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes, major accident</td>
<td>3.7%</td>
<td>27</td>
</tr>
<tr>
<td>Yes, minor accident</td>
<td>18.2%</td>
<td>134</td>
</tr>
<tr>
<td>No</td>
<td>78.7%</td>
<td>581</td>
</tr>
</tbody>
</table>

**Question 24**
How likely would you be to use this service?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not Likely</td>
<td>29.8%</td>
<td>220</td>
</tr>
<tr>
<td>Likely</td>
<td>34.0%</td>
<td>251</td>
</tr>
<tr>
<td>Very Likely</td>
<td>24.4%</td>
<td>180</td>
</tr>
<tr>
<td>Don't Know</td>
<td>11.8%</td>
<td>87</td>
</tr>
</tbody>
</table>

**Question 25**
Would you ride your bicycle to campus more frequently if The New School offered this service?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>50.4%</td>
<td>368</td>
</tr>
<tr>
<td>No</td>
<td>29.0%</td>
<td>212</td>
</tr>
<tr>
<td>Don't Know</td>
<td>20.5%</td>
<td>150</td>
</tr>
</tbody>
</table>

**Question 26**
How many days a week would you use this service?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>22.9%</td>
<td>149</td>
</tr>
<tr>
<td>1</td>
<td>9.7%</td>
<td>63</td>
</tr>
<tr>
<td>2</td>
<td>18.4%</td>
<td>120</td>
</tr>
<tr>
<td>3</td>
<td>22.1%</td>
<td>144</td>
</tr>
<tr>
<td>4</td>
<td>9.1%</td>
<td>59</td>
</tr>
<tr>
<td>5</td>
<td>13.1%</td>
<td>85</td>
</tr>
<tr>
<td>6</td>
<td>1.8%</td>
<td>12</td>
</tr>
<tr>
<td>7</td>
<td>2.9%</td>
<td>19</td>
</tr>
</tbody>
</table>

**Question 27**
How much would you be willing to pay (in dollars) for this service per semester?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>$0-25</td>
<td>75.2%</td>
<td>518</td>
</tr>
<tr>
<td>$25-50</td>
<td>18.7%</td>
<td>129</td>
</tr>
<tr>
<td>$50-100</td>
<td>4.9%</td>
<td>34</td>
</tr>
<tr>
<td>$100-150</td>
<td>1.0%</td>
<td>7</td>
</tr>
<tr>
<td>$200+</td>
<td>0.1%</td>
<td>1</td>
</tr>
</tbody>
</table>

**Response Percent**
- 3.7%
- 18.2%
- 78.7%
- 738
- 485

**Response Count**
- 27
- 134
- 581
- 485
- 738
- 651
- 572
- 689
- 534
### Question 29

How strongly do you agree or disagree with the following statements:

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Strongly Disagree</th>
<th>Disagree</th>
<th>Somewhat Disagree</th>
<th>Neutral</th>
<th>Somewhat Agree</th>
<th>Agree</th>
<th>Strongly Agree</th>
<th>Rating</th>
<th>Average Response</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>I have never considered biking to campus</td>
<td>54</td>
<td>49</td>
<td>23</td>
<td>15</td>
<td>51</td>
<td>78</td>
<td>8</td>
<td>4.23</td>
<td>296</td>
<td></td>
</tr>
<tr>
<td>I do not know how to bicycle</td>
<td>212</td>
<td>127</td>
<td>12</td>
<td>6</td>
<td>6</td>
<td>10</td>
<td>14</td>
<td>1.80</td>
<td>297</td>
<td></td>
</tr>
<tr>
<td>I am confident in my bike riding ability</td>
<td>31</td>
<td>22</td>
<td>26</td>
<td>26</td>
<td>33</td>
<td>81</td>
<td>77</td>
<td>4.89</td>
<td>296</td>
<td></td>
</tr>
<tr>
<td>I am uncomfortable riding with traffic</td>
<td>17</td>
<td>15</td>
<td>15</td>
<td>29</td>
<td>64</td>
<td>74</td>
<td>80</td>
<td>5.21</td>
<td>294</td>
<td></td>
</tr>
<tr>
<td>I am worried about the potential for theft</td>
<td>14</td>
<td>20</td>
<td>20</td>
<td>55</td>
<td>70</td>
<td>69</td>
<td>45</td>
<td>4.82</td>
<td>293</td>
<td></td>
</tr>
<tr>
<td>The weather is too poor to ride a bicycle</td>
<td>21</td>
<td>47</td>
<td>40</td>
<td>105</td>
<td>48</td>
<td>21</td>
<td>9</td>
<td>3.73</td>
<td>291</td>
<td></td>
</tr>
<tr>
<td>I live too far away to bicycle to campus</td>
<td>66</td>
<td>44</td>
<td>32</td>
<td>30</td>
<td>26</td>
<td>33</td>
<td>62</td>
<td>3.86</td>
<td>293</td>
<td></td>
</tr>
<tr>
<td>I do not own or have access to a bike</td>
<td>37</td>
<td>23</td>
<td>11</td>
<td>20</td>
<td>17</td>
<td>84</td>
<td>101</td>
<td>5.09</td>
<td>293</td>
<td></td>
</tr>
<tr>
<td>I worry about hassle of bike maintenance</td>
<td>31</td>
<td>84</td>
<td>27</td>
<td>55</td>
<td>47</td>
<td>26</td>
<td>21</td>
<td>3.57</td>
<td>291</td>
<td></td>
</tr>
<tr>
<td>Other (please specify)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>32</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Answer Options**
- Strongly Disagree
- Disagree
- Somewhat Disagree
- Neutral
- Somewhat Agree
- Agree
- Strongly Agree
- Rating
- Average Response
- Response Count

**Response Count:** 926

**Answered Question:** 297

**Skipped Question:** 926

### Question 30

Please indicate how strongly you agree or disagree with the following statements: I would consider riding a bike if The New School provided...

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Strongly Disagree</th>
<th>Disagree</th>
<th>Somewhat Disagree</th>
<th>Neutral</th>
<th>Somewhat Agree</th>
<th>Agree</th>
<th>Strongly Agree</th>
<th>Rating</th>
<th>Average Response</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Free or discounted bike rentals</td>
<td>33</td>
<td>24</td>
<td>7</td>
<td>41</td>
<td>51</td>
<td>60</td>
<td>71</td>
<td>4.80</td>
<td>287</td>
<td></td>
</tr>
<tr>
<td>Free or discounted safety equipment</td>
<td>35</td>
<td>20</td>
<td>10</td>
<td>47</td>
<td>57</td>
<td>54</td>
<td>63</td>
<td>4.70</td>
<td>286</td>
<td></td>
</tr>
<tr>
<td>More bike lanes</td>
<td>29</td>
<td>17</td>
<td>4</td>
<td>44</td>
<td>28</td>
<td>71</td>
<td>93</td>
<td>5.13</td>
<td>286</td>
<td></td>
</tr>
<tr>
<td>Secure bicycle parking at destination</td>
<td>28</td>
<td>16</td>
<td>1</td>
<td>30</td>
<td>23</td>
<td>79</td>
<td>110</td>
<td>5.37</td>
<td>287</td>
<td></td>
</tr>
<tr>
<td>Indoor bike parking at destination</td>
<td>32</td>
<td>16</td>
<td>1</td>
<td>38</td>
<td>40</td>
<td>66</td>
<td>92</td>
<td>5.12</td>
<td>285</td>
<td></td>
</tr>
<tr>
<td>Other (please specify)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>32</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Answer Options**
- Strongly Disagree
- Disagree
- Somewhat Disagree
- Neutral
- Somewhat Agree
- Agree
- Strongly Agree
- Rating
- Average Response
- Response Count

**Response Count:** 926

**Answered Question:** 287

**Skipped Question:** 926

### Question 31

If The New School organized group/recreational rides in and around New York City, how likely would you be to participate?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not Likely</td>
<td>47.1%</td>
<td>140</td>
</tr>
<tr>
<td>Likely</td>
<td>23.9%</td>
<td>71</td>
</tr>
<tr>
<td>Very Likely</td>
<td>10.8%</td>
<td>32</td>
</tr>
<tr>
<td>Don't Know</td>
<td>18.2%</td>
<td>54</td>
</tr>
</tbody>
</table>

**Answer Options**
- Not Likely
- Likely
- Very Likely
- Don't Know

**Response Count:** 297

**Answered Question:** 297

**Skipped Question:** 926

### Question 32

If The New School provided bicycle repair and safe riding classes, how likely would you be to participate?

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not Likely</td>
<td>39.9%</td>
<td>118</td>
</tr>
<tr>
<td>Likely</td>
<td>28.4%</td>
<td>84</td>
</tr>
<tr>
<td>Very Likely</td>
<td>15.2%</td>
<td>45</td>
</tr>
<tr>
<td>Don't Know</td>
<td>16.6%</td>
<td>49</td>
</tr>
</tbody>
</table>

**Answer Options**
- Not Likely
- Likely
- Very Likely
- Don't Know

**Response Count:** 296

**Answered Question:** 296

**Skipped Question:** 927

### Question 33

Stay up-to-date on the project

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
<td>99.6%</td>
<td>722</td>
</tr>
<tr>
<td>E-mail</td>
<td>99.7%</td>
<td>723</td>
</tr>
</tbody>
</table>

**Answer Options**
- Name
- E-mail

**Response Count:** 725

**Answered Question:** 725

**Skipped Question:** 498
Open-ended Comments as part of The New School Cycling Survey

The open-ended comments have been grouped into the following categories:

- Bike Parking
- Bike Parking outside of Greenwich Village
- Secure/Indoor Parking
- Bike Lanes, Safety, Riding in the City
- Amenity/Programming
- Supportive
- Critical

BIKE PARKING COMMENTS

“Parking! PARKING! Parking space is needed for bikes!”

“If The New School encouraged to get parking for bikes, in the Further more will come, there will be some day a chance all New York City will have Bike road. May be also a chance to say NO Care inter below 14 street should apply as well. I am just wishing.”

“Just adding more bike racks directly in front of buildings would be a huge improvement. The city does this for free, but New School could add more or could expedite the process. Maybe throw a security camera on there. I feel secure designated pay-to-stay areas that remove bikes after 24 hours are not that necessary, sounds a bit like a hassle.”

“We need more bicycle racks outside the buildings.”

“More street bike racks!! There is basically no bike parking at the 16th St. building.”

“Just making more parking spots available is the most important thing. secure parking would be a bonus.”

“More bike racks outside buildings would be great. Maybe even ones that say they are reserved for students and faculty.”

“I think you should consider the benefits of people riding. Not everything has to be consider another to make money. Just put some racks so people can lock their bikes up, I am sure you could find the cost somewhere, your thinking is counter-intuitive.”

“Biking rules! A few more posts outside the 16th st, 12th and 11th St buildings would be awesome.”

“16th St. needs more bike parking. Otherwise, it is never hard to find a spot in sight of campus security (though my bike was stolen once from right outside of the old GF building).”

“I strongly support any initiative that increases ridership. While you’re at it, you might consider turning the toxic smogging area in front of New School buildings into non-smoking bicycle parking areas.”

“Definitely all NSU Building should have an area to park the Bikes.”

“Simply more bike racks outside of 55 W 13th St would be helpful and much appreciated.”

“Just make more bike racks, and make them creative and colorful. Not the regular spiral ones they are horrible.”

“Sometimes it is better to just keep it simple. I have been riding a bicycle to Parsons for the 26 years I’ve worked here. I have had 3 or 4 bicycles stolen in that time. That is life in the city. Just put some bike racks around and that is enough.”

“I am 100% in favor of anything that the New School could do to become more bike friendly. If nothing else, add more racks to lock up!!”

“Simply providing more opportunities to lock up bikes on sidewalks near entrances to the buildings would be helpful thanks!”

“MORE RACKS OUT FRONT OF 66/5th and 2W13!”

“There absolutely, definitely needs to be some bike racks outside of the 16th street building. Biking to that place kind of sucks.”

“I would be pleased just to have more bike racks. And to not have to inhale everyone cigarette smoke when locking/unlocking my bike, entering/exiting the building . . .”

“There ought to be several spots to park, as if the spot is too far from a building people are unlikely to use it, it has to be more convenient than the lamp post right outside..”

“There should be more outdoor FREE bike racks.”

“Provide bicycle parking. Graphically identify a zone 25’ 0” from every building entrance as a “NO SMOKING” zone!”

“Please add more multi-bike racks in front of 25 East 13th. There are many, many bikers in our program. Thanks!”

“It would be really great if the New School would provide bike parking in front of the 25 East 13th building.”

“I would like to see a LOT more bike racks outside New School buildings.”

“MORE BIKE RACKS. MORE LIGHTS and Video CAMERAS TO DETER THEFT.”

“It would be just as valuable to install more bike racks. I use 66 West 12th Street. Both the 12th Street and 11th Street racks fill up in good weather. It would also be valuable to work with NYU on bike parking near Bobst, which is a huge issue.”

“While there are several DOT street racks nearby the 25 E13th building, there is clearly a demand for additional New School-procured bicycle parking for Parsons SCE students. The 25 E 13th entry canopy is currently used as a de facto bicycle rack by students. Has the New School explored street rack options or attempted to leverage the city for additional DOE-provided racks at university buildings with high numbers of bicycle users?”

“I am looking forward to more bike parking!”

“More bike racks in front of the buildings would be great, maybe surveilled by campus security that is already present at the building entrances would be an easy thing to do
“Everything should be free or low cost, simply installing more bike racks would be a step in the right direction.”

“I see little need or benefit personally with secure indoor bike storage. Having more bike parking areas in front of all new school buildings would be a great asset and the most significant contribution the school could do to support bicycle commuting.”

“It is absolutely absurd that there are not bike racks at the 16th St. building, after it has been open for several years. The city would provide these for FREE if the New School would request them.”

“I’m not sure how much time I’d be able to commit, but feel free to contact me if you can use any help (scottj@newschoo.edu). I’ve been thinking about this for the last few years and feel like something really needs to be done. Even though I will only park in direct line of vision of security guards, every day I half expect my bike to not be there after I get off of work. I know several students and faculty members who bike regularly but refuse to ride to New School because locking up outside is so unsafe. It’s almost laughable that in front of any given building there are probably fewer than 10 bikes at a given time. You would think the proportion of people riding to a university like The New School would be higher than that of friends in more regular office jobs. I think secure parking is a big part of that.”

“Please!! In addition to your current proposal for bike storage, I beg you to consider installing more bike parking around/in front of campus buildings. There are currently NO bike racks at 80 5th avenue or 6 e 16th streets, both of which are buildings I use on a daily basis. This is a major drag. Thanks.”

“Again, I would really appreciate there just being more outdoor bike racks. I’d use the spots inside if they were available, but it wouldn’t be a deal breaker. Also, I don’t know if they’re doing it yet, but Jim Murtha and President Kerry and the head of security at NS all confirmed with me that guards would each have spare bike locks in the case that someone biked all the way to the city, and lost their keys and couldn’t lock up their bike outside (or other scenarios)- because the NS doesn’t allow bikes in the buildings for any reason.”

“More bike racks outside of the 16th St. building! There’s no place to park there, and I’ve already tried requesting a rack from the city with no success. That’s the one main bike improvement that I’d like to see.”

“As I said, more rack first. Then think about renting out space.

If the bike parking space equaled the registered users it would be ideal.”

BIKE PARKING OUTSIDE OF GREENWICH VILLAGE COMMENTS

“When you installed bike racks at “The New School” you “forgot about” (ignored?) Mannes.”

“There should definitely be a consideration for uptown How about a couple of bike racks at Mannes?”

“Midtown campus deserves the same attention from you!”

“I hope your solutions can include Mannes and Parsons Midtown.”

“While there are several DOT street racks nearby the 25 E 13th building, there is clearly a demand for additional New School-procured bicycle parking for Parsons SCE students. The 25 E 13th entry canopy is currently used as a de facto bicycle rack by students. Has the New School explored street rack options or attempted to leverage the city for additional DOE-provided racks at university buildings with high numbers of bicycle users?”

SECURE/INDOOR PARKING COMMENTS

“Thank you for this initiative! I have always been an avid cyclist. Prior to moving to NYC, I rode my bike to and from work and also rode for pleasure. The 2 reasons why I have not bought my bike over are mainly: 1- no secure storage AND 2- no showers at school. I would LOVE to ride to school. I hope this helps!”

“This survey seems directed at how much you use a bike now. I don’t commute on my bike now because there is no secure parking space. However, I would use it in good weather if there was a safe place to keep my bike.”

“NYU offers a secure bike parking area (at Bobst)... what’s so difficult to find some space and make it secure at the new school... at no fee. Another expense... the money I save on subway, is just redistributed to the parking. This should be a free service...”

“Any initiative requires adequate storage and security.”

“It should be services that allows you to leave the bike longer the 24 hours depending on the weather, also not the students, faculty or staff members should pay for.”

“I think that enclosed storage spaces would be valuable for bike riders and it would be more likely that riders would be willing to pay a fee for this service. Perhaps this could be a room or rooms within the new 5th Ave building that are dedicated to efficient and even vertical bike storage where you are given a ticket number when you drop your bike off like a coat check.”

“The problem is having the bike stolen – not lanes, indoor outdoor parking, maintenance.”

“Critically important to simply get more street level bike parking and secure locking. This more than interior storage will promote cycling. Connect a simple security camera to the rows of racks and you have open access, secure storage, which requires no supervision and no additional interior re-estate costs. Allow faculty and students to bring up folding bicycles. Rolling luggage is allowed, so should folding bicycles.”

“I am so pleased an initiative is underway to support bicycling at The New School! Secure storage would be a major improvement. Thanks.”

“This is a really great idea! I have not started at the New School yet, but I was considering bringing my bike. I prefer it to taking the subway/bus, but I do worry about theft and storage. If this works out, I would attempt to put my name into the program.”

“What about some kind of automated storage like the automated car parking systems to make use of a city space more fully.”

“Just making more parking spots available is the most important thing. Secure parking would be a bonus.”

“I live pretty far outside the city, and am a pretty serious cyclist (ironman triathlon, etc...). I would love to bypass the convoluted commute I now have, which is a combination of
drive/run across the GW Bridge or take bus/subway. However, I cannot do that because there is no place to safely store my bike at the school. Your proposal still means I might come all the way to school, find there was no place to store the bike, and be in a jam when I have to teach classes. For someone who lives closer to school or has a less expensive bike, however, it seems like a nice idea. Sorry it doesn’t solve my issue!”

“I hope that the secure parking comes to fruition and I think faculty can pay more than students to subsidize their cost. It would also be great if the school installed a few showers so that biking to campus for work is possible. I would also really like the repair and safety courses.”

“I rode my (folding) bike to school for several months until I was told I could no longer bring it into the building; having secured areas for bikes would be fantastic, as I’m not willing to leave my folder on the street (too expensive + attractive to thieves).”

“I would love it if there were indoor bike storage places - i would definitely ride my bike to school more often. Thanks!”

“I have an office and would like to be able to bring my bike up in the freight elevator to keep here. I’d like security to change their no bikes in the building policy to accommodate these kinds of situations.”

“I would love to have a safe place to park my bicycle. I would feel more comfortable biking to school and I would do it more often.”

“More bicycle parking, indoor parking would be amazing, I would love to work as a bike mechanic if you end up providing that service”

“I would like to ride my bike to work. Is there a place within the building to park bikes?”

“Shouldn’t faculty be allowed to bring their bikes into their offices (by the new NYC law)?”

“After weather, secure parking is the most important factor in deciding to ride a bike to work.”

“Need more safe bike lanes away from cars. Need more theft-deterrent bike storage.”

“Safe parking space is a very important issue for bicycle riders, I think.”

“Can someone please keep an eye on my bike while I’m in class? Can we figure something safe out? It really sucks to walk out of school and see half the bike that was there when you walked in…”

“Secure bike parking now!”

“Free, secure bike parking indoors.”

“I would ride my bike to school more if security let faculty take their bikes to their offices.”

“MORE BIKE RACKS. MORE LIGHTS and Video CAMERAS TO DETER THEFT.”

“I think this is a great initiative if The New School does decide to embark. Bicycling to and from work is something I have been strongly considering but concerns of theft and general safety have been significant deterrents.”

“I realize that the majority of bikers will be students. It’d also be good if staff and faculty were openly permitted to keep bicycles in our office space during the work day (assuming that doing so wouldn’t hinder safety in the workspace) so we didn’t have to compete with students for secure lockup space.”

“More bike racks in front of the buildings would be great, maybe surveilled by campus security that is already present at the building entrances would be an easy thing to do and be very effective for bike commuters.”

“Make all bicycle-related services free! There should be indoor bike storage in each building!”

“Make The New School more bike friendly! Especially with safe secure parking!”

“Please!! In addition to your current proposal for bike storage, I beg you to consider installing more bike parking around/in front of campus buildings. There are currently NO bike racks at 80 5th avenue or 6 e 16th streets, both of which are buildings I use on a daily basis. This is a major drag. Thanks.”

“Secure parking is a great idea. Thank you for doing this! I hope you are successful with these proposed programs, especially the bike storage and creating more bike lanes!”

“YES! Bike storage please in every building!”

“This is a great idea. I’m happy to see that the university is considering ways to make it easier and more secure for cyclists to store their bicycles and use them properly. Infrastructure (that is, bicycle paths and appropriate signage) is key, but so is safe bicycle storage at The New School.”

“Bike storage at the site would really encourage me to ride to my teaching gig.”

“Again, I’d love to see secure bike parking.”

“I LOVE the idea of secure bike parking on campus! I’d like to be able to take my bike into 80 5th Ave when my office moves there.”

“Bikes left for more than twenty-four hours should NOT be subject to removal. At least forty-eight hours would be adequate, nothing less.”

BIKE LANES, SAFETY, RIDING IN THE CITY COMMENTS

“A friend of mine just last week got hit by an MTA bus that ran a red light in Union Square. She was riding her bicycle and wearing a helmet. She is currently in recovery at the hospital tough her injuries are serious to the point where doctors might have to consider amputating her leg if she doesn’t gain pulse back in her limb. Sad, sad story. Bike riding is great for the rider, for the environment, for the economy, but vehicle drivers in Manhattan, unlike vehicle drivers in Europe, must be made aware and educated to the ethics of sharing the road with cyclists. Most of the time I feel I am a target to taxis and other vehicles, drivers are disrespectful and not at all considerate.”

“A bike path that connected from the one on the west side highway into 14th and 5th would be helpful. I do not ride my bike in the city as often as I would like because the streets around midtown are far from bike friendly and I am terrified about getting into an accident during a commute. I would choose a bike path any day over riding in traffic.”

“Great project - wishing you all the best. Bicycle safety comes with a greater presence and frequency of bicyclists around motorists and pedestrians.”

“This sounds a good initiative - as long as cyclists can ride
and park with some safety.”

“We need to develop a street culture in which different ways of transportations are encouraged, and where people (pedestrians included) know the rules of traffic. A bike-friendly New York would be great!”

“A helmet give-away would be very nice and promote safety. I see and know too many people who either don’t like the style or less expensive helmets, or don’t want to pay the additional expense. As a university, we should understand that the mind is very important, so we need to protect the brains that make that possible.”

“Hey, you should sell reflectors too! I lose mine all the time.

“I would love to ride a bike, but I never really learned how to. My basic skills do not allow me to ride in the city.”

“Thanks for doing this!! Bike lanes!!”

“You MUST ensure that cyclists be given training in bike/traffic safety and that they be made to understand the importance of obeying traffic rules just as motorists are supposed to. I was hit by a bicycle years ago and trust me, it’s no picnic. If you could help create a culture of SAFE and RESPONSIBLE cycling among bike riders within the New School community you’ll be making a hugely valuable contribution to riders and non-riders alike.”

“In any instruction given on safety, etc., I would suggest teaching proper NYC bike locking and about the chains you can have installed to hold the seat in place. Many people have no idea and only lock the frame to a stationary object.”

“I appreciate the effort, but until the City seriously make bike riding a lot safer, I’ll pass. (Close friend of mine, an avid bike rider in the City, just had a life-threatening accident due to a careless truck-door opening onto the oncoming traffic lane.)

“Until New York in general is more bike friendly, bike parking will not fix my lack of biking. Alas.”

“Need more safe bike lanes away from cars. Need more theft-deterrent bike storage.”

“BIKE LINES ARE CRUCIAL FOR ME”

“I would ride a bike if I didn’t have to contend with traffic. Perhaps the city should close off a street or avenue here & there and dedicate it to cyclists.”

“I’m from Minneapolis where biking is my primary form of transit. Then I come here and I don’t have a bike and am scared of biking in NYC traffic. I really miss biking.”

“While I love the idea of biking in the city I don’t know if I could ever be comfortable with it...”

“I love the idea of *free* bike rentals for NS students!! I would definitely take advantage of this, especially if it came with groups and classes on how to ride safely!”

“I would love to ride bike in NYC if it were more convenient (to store, etc) and safer!”

“Please support more bike lanes and storage! Love the idea for classes as well”

“I barely ride my bicycle to school because I’m in fashion, and riding a bike in Times Square is awful.”

“Nice idea but when people are killed riding their bikes on the WEST SIDE BIKEWAY, I am afraid of riding my bike at all”

“Better bike lanes—currently the construction zone on Fifth Ave b/w 14th & 15th impedes the bike lane, sending cyclists into the car lane. VERY DANGEROUS!!! Please work with city to fix a.s.a.p. seeing as the new high-rise will take years to build.”

“I have been thinking about boosting my almost non-existent riding skills for some time now, so a program of this type would definitely get me from thought to action.”

“I moved to the Upper West Side from the West Village, so I could ride my bicycle in the parks. I am reluctant to ride my bike on NYC streets due to traffic.”

“Good Luck. We need more bicycle lanes, more bicycle accommodations of every sort.”

“Ideally, any new bike line should be near the side walk with no parked cars between the line and the sidewalk.”

“My concerns are for safety. The bike lanes are often used for double parking, so as a cyclist you have to venture into fast moving lanes but I’m open to new possibilities.”

“I hope you are successful with these proposed programs, especially the bike storage and creating more bike lanes!

“I live far away. The best thing The New School could do for my cycle use is to support citywide initiatives to improve and expand bike lane access, and better enforcement of traffic laws against motor vehicle operators who routinely endanger cyclists. Also, if you really want to promote cycling, you need some way to provide shower access at the destination.”

“Really the main reason I don’t bike frequently is the city traffic (particularly in my Brooklyn approach to the Manhattan Bridge). I’m not sure the university can do anything about that.”

“Infrastructure (that is, bicycle paths and appropriate signage) is key, but so is safe bicycle storage at The New School.”

“Students - especially those not from the NY area - should be taught about bicycle safety and how to properly secure their bikes to prevent theft. Partner with Transportation Alternatives. They are good people.”

“How about we start keeping bees on the roof, or start a community garden with organic tomatoes, then we’ll eat local, or maybe we’ll grow sustainable aquaculture fish and clean the water with a hydroponic gardening system where the wastewater for the tilapia feeds radishes, wonderful, wonderful radishes. Oh wait, I’m caught up in the buzz and losing focus on this biking business, why not just advocate for more bike lanes in the city [on every street], put up like one or two more bike stands & shut down 13th street to traffic during the week, that would be nice.”

“With a 2 hour commute, cycling to work is not practical for me. For others, I think traffic safety is the greatest deterrent.”

AMENITY/PROGRAMMING COMMENTS

“I like the idea of more bike security, but I don’t have a lot of money so I probably wouldn’t pay for it. However, I would use a bike shop facility. I love that idea. I like to repair my own bike at home, but it would be nice to do it in a place where other people could help and there were tools...”
available. Maybe the school should give out free helmets & lights too?"

“Showers/ changing facilities?”

“An important piece of this puzzle is the lack of storage provided for individuals (faculty and students) at Parsons. Please offer repair services. And more bike lanes!”

“Maintenance seminars and services would be huge!”

“BIKE REPAIR BIKE REPAIR BIKE REPAIR”

“I hope that the secure parking comes to fruition and I think faculty can pay more than students to subsidize their cost. It would also be great if the school installed a few showers so that biking to campus for work is possible. I would also really like the repair and safety courses.”

“More bicycle parking, indoor parking would be amazing, I would love to work as I bike mechanic if you end up providing that service.”

“A campus bike co-op would be an excellent idea for the school infrastructure and community.”

“I like the ideas of the New School having a bike shop, maybe where students & faculty could have their bikes repaired by work study students for a fee. As well as the idea of having a bike repair class!!! Lastly I think it would be very interesting to see the NS begin a project like in Paris or once in Amsterdam where bikes were rented for a fee maybe only to NS students so you can track the bikes easier, if not returned get billed a fee on CC or NS account? on certain like bike stands, this would be especially helpful connecting the Cooper Hewitt Program, & other further away programs to the 14th St. campus.”

“I think the idea of having classes on how to repair our own bikes, and/or a service to help us repair at a discounted fee would be WONDERFUL! It’s hard to imagine... I know bicycle repair in this city is nuts... but if I had a place that I trusted and that would not charge an arm and a leg I would go there for all of my bicycle needs!”

“In the last question, I would consider the bike repair but not the classes.”

“I love the idea of *free* bike rentals for NS students!! I would definitely take advantage of this, especially if it came with groups and classes on how to ride safely!”

“Establishing discount rates for New School staff and students at bike repair shops would be helpful too.”

“Please support more bike lanes and storage! Love the idea for classes as well.”

“Perhaps we can include construction of shower facilities for those who would cycle to work.”

“I just submitted a Sustainable Grant Application to facilities to have them retrofit one of the bathrooms in 66 W. 12th on the 3rd floor to include a shower for faculty and staff bike commuters. I’d love to join your efforts and recruit some more of our NSGS students.”

“A bike sharing program would also be interesting.”

“I don’t own a bike, largely because of the fear of riding in NY traffic and a lack of a safe place to store it but I love bike riding (when I have access to one). If The New School provided cheap rentals, I would rent one when in NYC (I live in Westchester).”

“I would also be interested in a bike swap/ resale within the new school community.”

“The repair service, group bike rides, and discounted bike materials are the most attractive concepts to me. The parking aspect is least attractive just because bike theft has not been much of a concern to me.”

“Since I work on campus, I am here for at least 8 hours per day. If I were to ride my bike down to work, I would be sweaty and would want a locker room or something like that where I could shower and change into work clothes. This has always been the drawback to cycling to work I have had in the past.”

“I would like to use my metro card to pick up a bike at 42nd and fifth and ride it to union square in the morning (for work at Lang) and drop it off there and do the reverse for the trip back to Grand central station at 5:00.”

SUPPORTIVE COMMENTS

“I think riding bicycle is good exercise and good for your health if we can ride it in safe environment.”

“Good survey”

“Thanks for a well-considered survey!”

“Thanks for asking.”

“This city needs fewer car emissions and more bike lanes. Thanks!”

“Biking helps everything”

“Good survey.”

“Looking forward to see what develops!”

“Thanks and Bike.”

“Thank you for this initiative! I have always been an avid cyclist. Prior to moving to NYC, I rode my bike to and from work and also rode for pleasure. The 2 reasons why I have not brought my bike over are mainly: 1. no secure storage AND 2. no showers at school. I would LOVE to ride to school. I hope this helps!”

“Thanks for asking.”

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“Good initiative. Good luck with this.”

“Thank you; it’s an unusual, fresh, initiative.”

"I think it’s a wonderful initiative, and there have been product design students developing thesis projects for compact bike storage that might even consider pursuing. I am pleased these possibilities are being considered. Thank you!”

“Good initiative. Good luck with this.”

"I think it’s a wonderful initiative, and there have been product design students developing thesis projects for compact bike storage that might even consider pursuing. I am pleased these possibilities are being considered. Thank you!”

"Thanks for asking"
considering riding a bicycle to school! I don’t know which residence hall they will put me in but I care about the environment and I know cycling is great to be fit, so… Count me in!!!!”

“Great project - wishing you all the best. Bicycle safety comes with a greater presence and frequency of bicyclists around motorists and pedestrians.”

“I was glad to learn that the University approached the issue - thanks!!”

“I’d love to use this service. Please make it happen!!”

“Please, bring it on.”

“This IS A GREAT IDEA! I really hope it happens.”

“This sounds a good initiative - as long as cyclists can ride and park with some safety.”

“I love the idea of new school being a more bike friendly environment! it would definitely encourage me!”

“This idea might be very useful for a lot of students and faculty!”

“I am a New School staff member as well as a student. It would be nice if these services were offered to staff as they too would benefit in many ways from this type of service.”

“Thanks for considering the cyclists :)”

“Thanks for your untiring work to help our community.”

“It’s excellent to see some energy in this area.”

“Just research Eckerd College’s yellow bikes I mentioned earlier for ideas. Good luck”

“Thank you for investigating how to make The New School more bike friendly!”

“I think this is a great idea for students and people who live close enough to campus to bike. I support The New School in its efforts in this project and hope it is successful.”

“So looking forward to it! NYU and other school is going to be jealous of us!”

“Strongly believe the students should be given a more bike friendly campus.”

“Let’s do what we can to make this city more bike- friendly and rider-safe!”

“Bikes rule!!! The more facilities for bikes the better!”

“I am so pleased an initiative is underway to support bicycling at The New School! Secure storage would be a major improvement. Thanks.”

“I do not ride a bicycle so this would not be relevant to me but I support any effort to make it easier for people to ride bicycles to the NSU campus.”

“Thank you for looking into this important issue. I hope the New School will become more bike friendly.”

“Thank you for getting the ball rolling on this! LONG overdue!!”

“This would be good but I live in Washington Heights and don’t really have the time to bicycle in the mornings!”

“Biking is a safe, healthy and environmentally conscious alternative to driving into the city. On spring, summer and fall days people want to ride. Accommodate them!”

“Thank you for doing this survey, I am excited about ideas and as a cyclist, I look forward to the results. This is great I hope it happens!!!”

“Thank you for doing this survey, I am excited about ideas and as a cyclist, I look forward to the results. This is great I hope it happens!!!”

“Very glad the needs of bike commuters are being discussed. Thank you!”

“This is a great idea, both on campus and around the community.”

“I was JUST talking about this to my Dean/Director Jamer Hunt. I am moving from San Francisco and am a member of the bicycle coalition here. It is a wonderful organization that helps bicyclers and the communities we are a part of. Biking makes a city more vibrant and healthy. The New School could be a wonderful example of how it should be done.”

“Good luck. I’m looking forward to hearing the results. Let’s get more bikes at the New School!”

“I think an expanded bike to work/campus program is an excellent program. Even though I can’t participate, I would like to support those efforts because of the environmental impacts. Thank you.”

“This seems like a very useful project, and I hope that it works to help those that live in the surrounding area who own bicycles. I however live many miles away and would never be able to use the services offered.”

“I hope this happens. The number of cyclists has, of course, increased exponentially recently, and it would be beneficial to all to provide this amenity, free or not. It will also be beneficial for non-cyclists to clean up the entry areas of the school buildings, particularly 25 E 13, which seems to have a particularly dedicated cycling community, faculty, staff and students.”

“This is a great effort. I am in full support and have been hoping for this for the 8 years that I have worked here. I am happy to help in whatever way you need me to.”
"I strongly support any initiative that increases ridership. While you’re at it, you might consider turning the toxic smoking area in front of New School buildings into non-smoking bicycle parking areas."

"If you build it, they will come."

"This sounds like a really good idea!"

"Thank you this is exactly what I’ve been waiting for!"

"It’s FANTASTIC that the University is promoting and enabling more safe bicycle use! Bravo!! Thanks!"

"It would be a great service if I lived in the city."

"This is a good idea...hope it bears sustainable fruit!"

"I am 100% in favor of anything that the New School could do to become more bike friendly. If nothing else, add more racks to lock up!!"

"Would really appreciate if The New School could make these ideas really happen. Especially interested in the idea of organizing bike tours within the new school cyclist community and bike services."

"Great that these ideas are being explored!"

"Please make this happen! Thank you!"

"This is long overdue. Thank you."

"Thank you for taking interest in cyclists’ needs and behaviors."

"Great ideas! Thanks for asking!"

"I think that there are some really good models of bike parking and amenities that can be drawn from. Similar programs such as those in Boston, Chicago, DC, Paris, and Bogata have been a great success. Check out streetfilms.org for all kinds of examples of these things."

"Keep on promoting bike riding. Follow the Dutch’s way: Amsterdam is a bicycle city, NY could be as well, or at least the Village!"

"Thank you for asking. I usually try to ride my bike twice per week and have done this for 3 years. I normally do not have problems with parking, although it could get worse over the summer months. If more members of the community start riding, it may become more of an issue. I ride down the greenway from 181st and then cut across Greenwich Village. It’s a pretty safe trip. I had a back wheel stolen once, but bought better locks and have had no problems since."

"I hope you are able to encourage more students to use bicycles."

"I am delighted that someone decided to spearhead this effort! Well done!"

"This is a great idea!"

"Sounds like a great idea!"

"Yes please encourage cycling at new school very commendable effort!"

"I don’t ride my bike to school since my job is only a block away from Campus and I live in Brooklyn (I don’t ride to work). But I strongly support bike lanes and amenities for those who do."

"I have been thinking about boosting my almost non-existent riding skills for some time now, so a program of this type would definitely get me from thought to action."

"I just submitted a Sustainable Grant Application to facilities to have them retrofit one of the bathrooms in 66 W. 12th on the 3rd floor to include a shower for faculty and staff bike commuters. I’d love to join your efforts and recruit some more of our NSGS students."

"This is great good luck."

"Be brave and forge ahead with pro-biking services... biking saves the environment and promotes health in society... it is all good!"

"Great idea! The Dutch and Parisian do it... so why not us New Yorkers!!!"

"In general I think that encouraging greater bicycling riding, secure parking options is a good thing."

"Best of luck-let me know if there is anything I can do to help."

"Nice project :)"

"I’m not sure how much time I’d be able to commit, but feel free to contact me if you can use any help (scottj@newschoo.edu). I’ve been thinking about this for the last few years and feel like something really needs to be done. Even though I will only park in direct line of vision of security guards, every day I half expect my bike to not be there when I get off of work. I know several students and faculty members who bike regularly but refuse to ride to New School because locking up outside is so unsafe. It’s almost laughable that in front of any given building there are probably fewer than 10 bikes at a given time. You would think the proportion of people riding to a university like The New School would be higher than that of friends in more regular office jobs. I think secure parking is a big part of that."

"I think it’s great that you are all working on this issue for the school. I know a lot of students and faculty use their bikes for commuting and it would be great to make it easier for people to do so. But, this was not a very well designed survey. You should revise your questions as many of them are unclear or repetitive."

"Thank you for caring about cyclists!!!!!!!!!"

"it is definitely a good survey and approach to cycling. Great initiative! I’m really glad this survey went out. Very good topic and approach. I think it is a good idea to encourage cycling for those that live in reachable areas. Cycling is another way to help improve the health of the staff and students alike. This is a great idea. Go for it!"

"I’m leaving TNS, but think this is great!"

"I think students will really appreciate this service."

"What a cool project."

"Great idea!"

CRITICAL COMMENTS

"Bikers are rude and dangerous to pedestrians. Biking laws should be taught to anybody thinking of participating in this project. The Union Sq. area is very congested
with walking humans and more bikers would make it even worse.”

“Revise your survey so it is clear you want current/potential riders to complete the whole thing.”

“It is dangerous to ride a bike on the NYC streets.

“This survey asked very stupid questions.”

“Really? Pay? Seriously?”

“While improving bike access on campus is a great project and needs to be done, this survey and the assumption behind it are deeply troubling, and show a lack of knowledge with the issues that bikers face. I would suggest rethinking the way this project is being organized and presented with an actual bike user group leading the initiative.”

“DONT DO IT! Less control more options! GIVE US RACKS NOT A MONTHLY FEE FOR “PROTECTION” ITS SICK!”

“This does not seem a likely thing during these economic times; working with the City as partner might.”