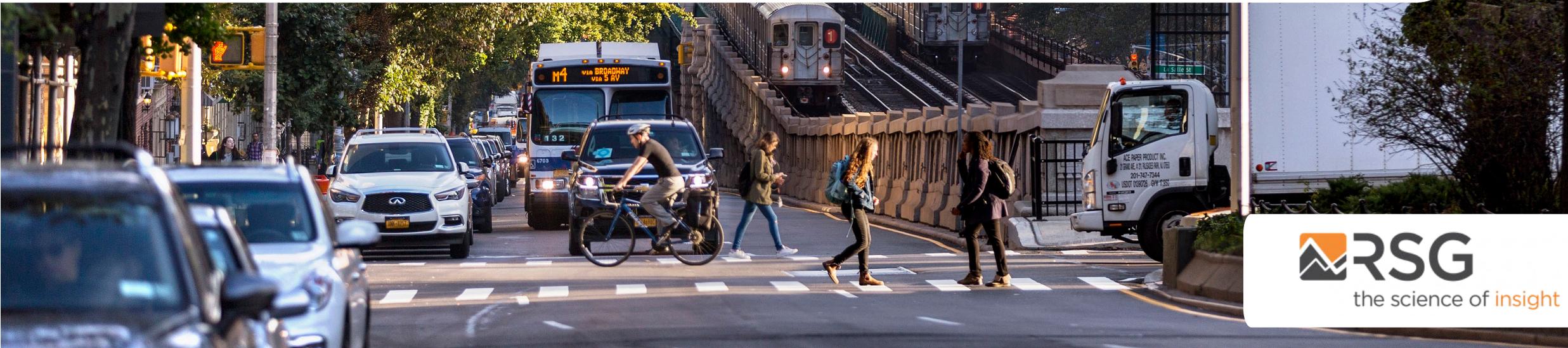




2022 Citywide Mobility Survey Results

Prepared for NYC DOT by RSG



Survey Objectives

1

Track year-over-year changes in travel behavior

2

Understand changes in the state of transportation within the city

3

Measure attitudes toward current transportation issues and topics

4

Perform in-depth sub-group analysis for planning zones and across different socioeconomic groups

2022 Survey Overview



2,966
Participants



2,011
Vehicles



15,926
Travel Days



79,530
Trips



1,229,956
Locations

Summary:

- Survey fielded from **September 28, 2022, through November 17, 2022**.
- **Smartphone participants participated in a 7-day travel diary.**
- **Online and call center participants participated in 1-day travel diary.**
- Same questionnaire was used for smartphone, online, and call center participants.
- Survey was available in English, Simplified Chinese, and Spanish.



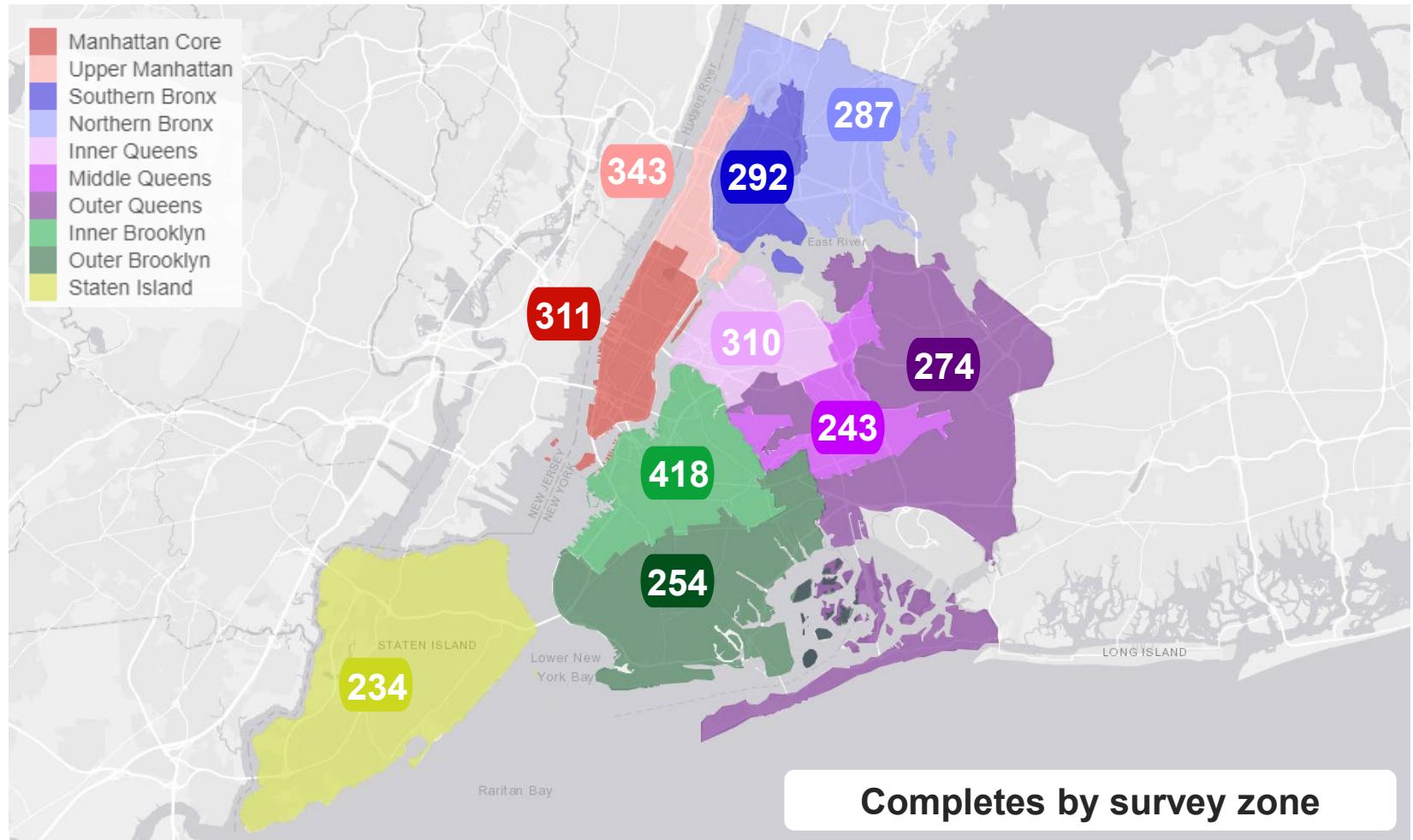
Survey Region and zones

Target Completes = 3,000

Actual Completes = 2,966

Zone Target = 300

- The overall survey target was missed by 34 completes.
- The zone target was met in 4 of 10 zones and over 80% to target in 9 of 10 zones.
- Response rates varied by zone and emailed invitations were used to increase response.





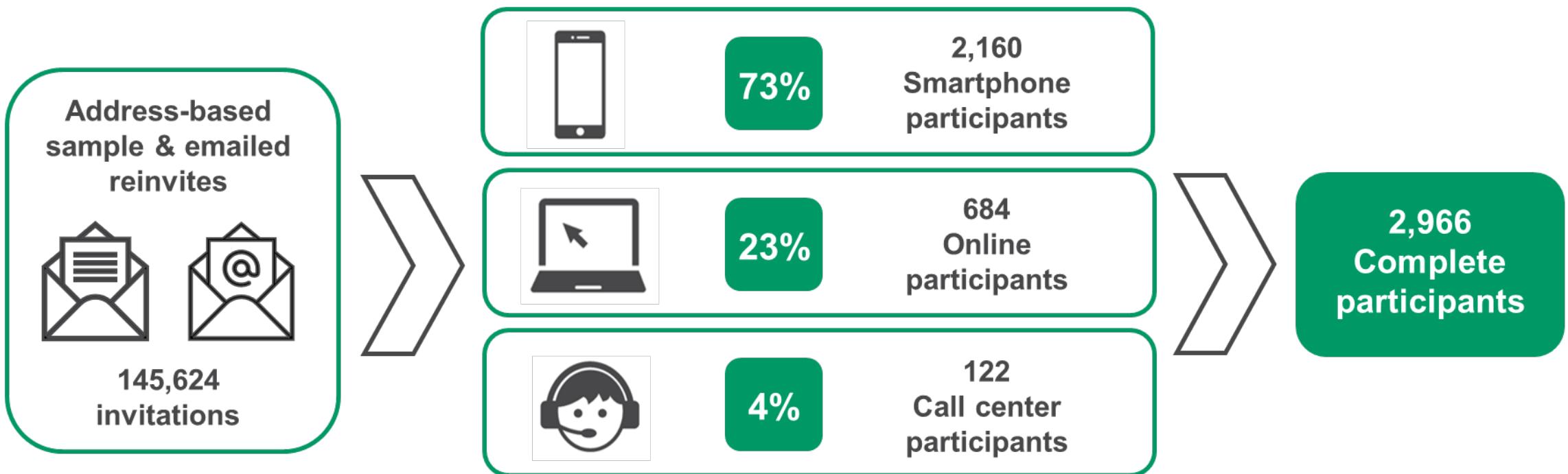
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SURVEY**

Methodology

Survey Design

2022 CMS departed from previous iterations of the survey in two primary ways:

1. Sampling methodology included both **address-based sampling** (2,559 completes, 86% of sample) and **reinvited 2019 participants** (407 completes, 14% of sample).
2. Survey weighting was done using PopulationSim rather than Iterative Proportional Fit (IPF).



Survey Recruitment and Engagement

Recruitment



Mailed Invitation Materials

- Address-based sampling was used by drawing a random sample of addresses from all residential addresses in the survey region.
- An invitation letter was sent to sample addresses.

Engagement

Informational Website

- Participate in the survey
- Answers frequently asked questions

Call Center

- Participate in the survey
- Answer questions

Survey Email Address

- Answer participant questions
- Send reminder emails

Invitation Materials



March 06, 2022



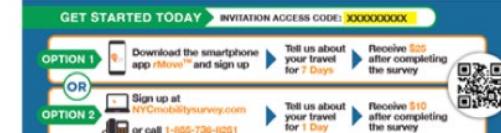
We are inviting you to participate in the 2022 Citywide Mobility Survey. The New York City Department of Transportation (NYC DOT) conducts this survey to collect accurate information about how people get from place to place in the city. By taking part, you'll help us understand how local roads, highways, public transportation, bike lanes, and sidewalks are used today, and how they can be improved to make travel better in the future. You'll also receive a gift card upon completion.

We strongly value your participation in this survey. Your participation will help regional planners understand current transportation patterns so decision makers can effectively plan future transportation improvements. Your input will have a big impact because only a limited number of New Yorkers have been invited to participate. After you complete the survey we'll send you a gift card as thanks for participating.

Follow the instructions below to sign up today. Your voice can shape the future of your community.



Ydanis Rodriguez
Commissioner
New York City Department of Transportation



You can participate in English, Spanish, and Chinese through the survey smartphone app, the online survey, or by calling toll-free.
ESM&R - New guitars include a participant in one income percentile online for transportation to improve his/her trip to a concert or event. We take this responsibility seriously. Our Privacy Policy is intended to help and protect you completely and safeguard your information. To read our full privacy statement, visit [nycmobilitysurvey.com](#).



ONLY ASKED QUESTIONS

Is survey all about?

hear about your daily transportation habits: How do you travel? How far do you go? How much time do you spend traveling? Our goal is to get a complete picture of citywide transportation patterns to better plan for the future.

Id I participate?

if, you will represent your neighbors as well as other people who face similar challenges with their around the region. Technologies and the ways people travel are changing quickly, and we need your for the future. Plus, you'll receive a gift card when you complete the survey.

selected to participate?

it was selected at random from across New York City. Random sampling is an important part of the survey represents all New Yorkers.

get a gift card if you use the smartphone app rMove for one week and answer all of your surveys

if you complete the survey online or by phone instead you will receive a \$10 gift card.

Time does it take to participate?

the rMove app, it takes 3 minutes to get started and about 5 minutes per day for one week to complete the. The rMove app helps to reduce the effort required to capture your travel data. If you participate, it takes about 15-20 minutes to complete the survey.

rMove™ smartphone app work?

installed on your phone, rMove will log your travel. A few minutes after you finish a trip, rMove will ask details of your trip. The app will also ask a few questions at the end of each day. You can answer any time during the day, but please do not answer them while driving! Participants should keep with them any time they travel.

personal privacy protected?

intended to protecting the confidentiality, integrity, and security of your personal We take this responsibility seriously. Our Privacy Policy is intended to help and protect you completely and safeguard your information. To read our full privacy statement, visit [nycmobilitysurvey.com](#).

Isn't travel mostly?

of trips (including no trips) will help us understand how my people travel in the city. Working from home, remote short trips like walking the dog are also important and can help us get a more accurate picture of day-to-day travel.

transportation habits during the survey

"Typical" habits?

them - we still encourage you to participate. & questions about how you typically travel.

Sponsoring this survey?

is sponsored by the New York

Department of Transportation.

learn more at [NYCmobilitysurvey.com](#) or by calling 1-866-736-8251



Smartphone App Participation



1. After downloading the rMove app, participants completed a brief recruit survey.
2. Their travel period began the next day and continued for 7 days.
3. rMove passively collected trip data and in-app surveys appeared after each trip.

The figure displays five screenshots of the rMove app interface:

- Dashboard:** Shows a list of trips for Wednesday, Aug 7, including "Daily Survey" and two other entries. It includes icons for Dashboard, Add Trip, and Remove Trip.
- Trip Overview:** Shows a map of New York City with a blue route line from Brooklyn to Manhattan. The route passes through SOHO, TriBeCa, Lower Manhattan, and the East Village. Key landmarks like the Flatiron Building, Parsons School of Design, Webster Hall, Washington Square Park, and the Tenement Museum are visible.
- TRIP SURVEY:** A survey for a trip from 10:27 PM to 10:44 PM. The question is "Why did you stop here (at destination)?". Options include: Went home, Went to work/work-related/volunteer-related, Dine out/get coffee or take-out, Appointment/shopping/errands, Social/religious/leisure activity, Exercise (e.g., gym, jog, bike, walk dog), Attended school/class, Drop off/pick up/accompany person, Change/transfer mode (e.g., wait for bus, change planes), and Other reason. Buttons for PREVIOUS, HOME, and NEXT are at the bottom.
- DAILY SURVEY:** A survey for a trip from 8:05 AM to 8:18 AM. The question is "Which household members traveled with you on this trip? Please include anyone that started the trip with you and traveled with you." It asks to "Select all that apply" from options: Just me (selected) and RM. Below it, another question asks "How many other people (not in your household) were traveling specifically with you?" with a scale from 0 to 5+. Buttons for PREVIOUS, HOME, and NEXT are at the bottom.
- DAILY SURVEY DETAILS:** A detailed view of the daily survey for Wednesday, Aug 7. It lists various events: Received packages at home (e.g., FedEx, UPS, USPS), Received personal packages at work (e.g., FedEx, UPS, USPS), Received packages at another location (e.g., Amazon locker, package pick-up point), Prepared food was delivered to home (e.g., take-out), Groceries were delivered to home, Other item delivered to home, and Someone came to home to do work (e.g.,). Buttons for PREVIOUS, HOME, and NEXT are at the bottom.

Online and Call Center Participation

Participants who visited the survey website were presented with all three survey participation modes and could enter the online survey using the password received in their invitation mailings.

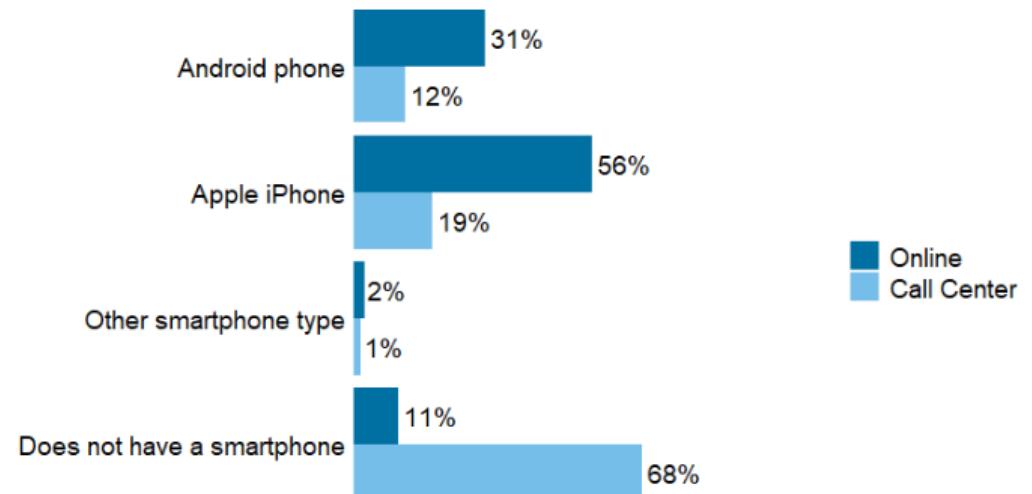
68% of call center participants and 11% of online participants do not own smartphones.

Entrance to online survey platform

The screenshot shows the 'PARTICIPATE' section of the survey website. At the top, there's a header with the 'CITYWIDE MOBILITY SURVEY' logo and links for 'PARTICIPATE', 'ABOUT', 'FAQS', 'CONTACT US', and 'PRIVACY'. A 'Select Language' dropdown is also present. Below the header, a large blue box contains the word 'PARTICIPATE' in white. Inside this box, there are two sections: one for smartphone participation (with links to the App Store and Google Play) and one for online participation (with a 'Log In' button). Text at the bottom of the box encourages users to participate via phone if they prefer. A note at the very bottom mentions password retrieval.

**Smartphone ownership for
Call center and online participants**

Unweighted N = 806, Weighted N = 1,874,842



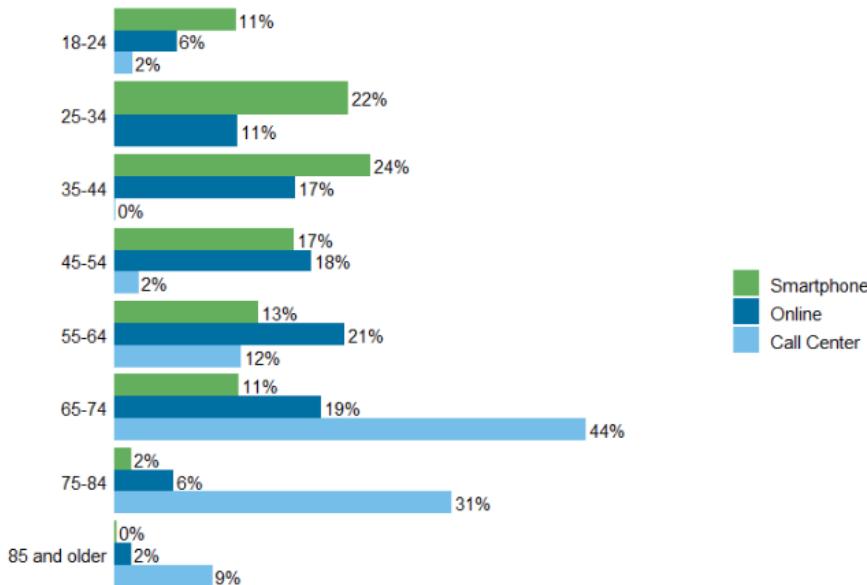
Survey Participation Mode Profile

87% of smartphone participants are under age 65, while 84% of call center participants are age 65 and over.

Call center participants were more likely to decline reporting household income in comparison to smartphone and online participants.

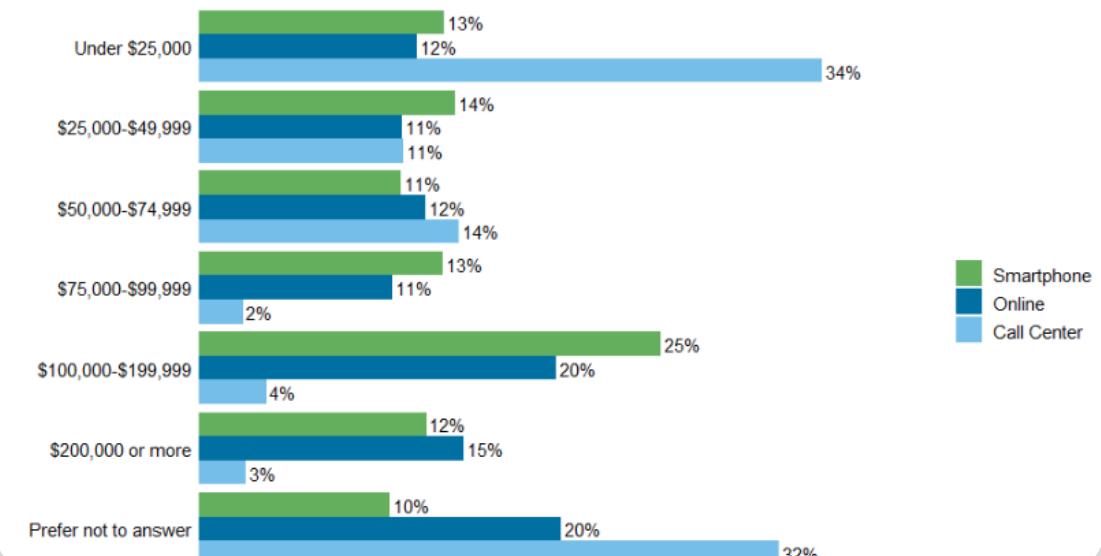
Participant age by survey mode

Unweighted N = 2,966, Weighted N = 6,599,811



Household income by survey mode

Unweighted N= 2,966, Weighted N = 6,599,811



Survey language

Survey mode	Survey language	Participants	Percent of participants
Smartphone	English	2,085	70%
	Simplified Chinese	40	1%
	Spanish	35	1%
Online	English	673	23%
	Simplified Chinese	7	0%
	Spanish	4	0%
Call center	English	119	4%
	Spanish	3	0%
Total		2,966	100%

Screenshot of rMove language selection.



Survey Response

CMS zone	Invited	Recruited	Recruit rate ¹	Completed	Complete rate ²
Manhattan Core	9,850	379	3.8%	260	2.6%
Upper Manhattan	14,200	484	3.4%	310	2.2%
Inner Brooklyn	15,600	545	3.5%	372	2.4%
Outer Brooklyn	14,350	376	2.6%	217	1.5%
Inner Queens	11,850	427	3.6%	272	2.3%
Middle Queens	10,300	322	3.1%	199	1.9%
Outer Queens	12,050	385	3.2%	229	1.9%
Southern Bronx	25,750	600	2.3%	260	1.0%
Northern Bronx	18,300	455	2.5%	243	1.3%
Staten Island	11,200	324	2.9%	197	1.8%
2019 email re-invitations	2,174	524	24.1%	407	18.7%
Total	145,624	4,821	3.3%	2,966	2.0%

¹Recruit Rate = Recruited / Invited

²Complete Rate = Completed / Invited

Survey Weighting Key and Summary Overview

Weighting key:

- All figures are weighted to represent the population of New York unless noted otherwise.
- Data at the trip and day levels are weighted to represent an *average weekday*.

2022 Survey summary overview

Table of content:

Sample Profile

Trip Diary

Work & School Travel Behavior

Transit Services Usage

Vehicle Behavior & Ownership

Pedestrian Behavior

Bicycle Behavior

Micromobility Usage

Delivery Services Usage

Equity Analysis



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Sample Profile

Household and Person Demographics

Sample Profile Overview

Demographic Breakdown		Unweighted sample	Weighted sample	ACS 1-Year Average (2021)
Age	18 – 24	6%	9%	10%
	25 – 44	48%	39%	37%
	45 – 64	30%	31%	30%
	65 and older	16%	20%	22%
Gender	Female	55%	50%	52%
	Male	45%	50%	48%
Race	American Indian or Alaska Native	0%	1%	1%
	Asian	18%	23%	15%
	Black or African American	16%	17%	22%
	Native Hawaiian or other Pacific Islander	0%	0%	0%
	White	51%	40%	34%
	Two Races or More	6%	10%	13%
	Other	8%	9%	16%
Ethnicity	Hispanic, Latino, or Spanish Origin	21%	31%	28%
	Not of Hispanic, Latino, or Spanish Origin	79%	69%	72%
Income	Under \$25,000	14%	16%	17%
	\$25,000-\$49,999	16%	15%	16%
	\$50,000-\$100,000	30%	27%	26%
	\$100,000-\$199,999	26%	27%	26%
	\$200,000 or more	14%	14%	15%
Borough	Manhattan	22%	20%	20%
	Brooklyn	23%	31%	30%
	Queens	28%	28%	28%
	Bronx	20%	16%	16%
	Staten Island	8%	6%	6%
Employment Status	Employed	73%	66%	57%
	Not employed	27%	34%	43%
Disability	Any disability	7%	8%	13%
	Ambulatory – Difficulty walking or climbing stairs	5%	5%	8%
	Vision disability – Blind or have difficulty seeing	0%	0%	3%
	Hearing disability – Deaf or have difficulty hearing	1%	1%	2%

Note: For variables where “Prefer not the answer” was an option, respondents who selected that answer have been excluded from these calculations. For race, 10% of the unweighted sample and 14% of the weighted sample selected this option.

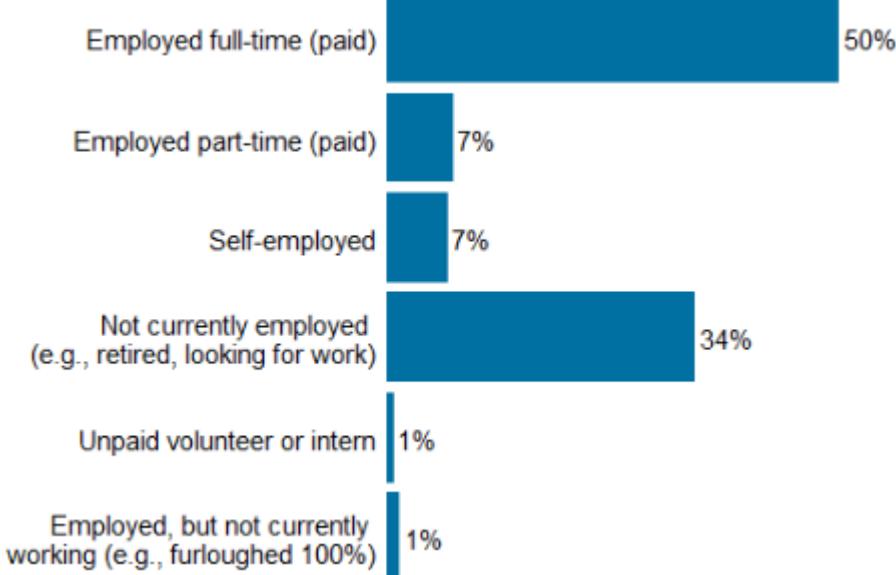
Employment Status

Half of the sample is employed full-time, and 34% are not currently employed.

Middle Queens has the highest employment rate of the survey zones at 77%.

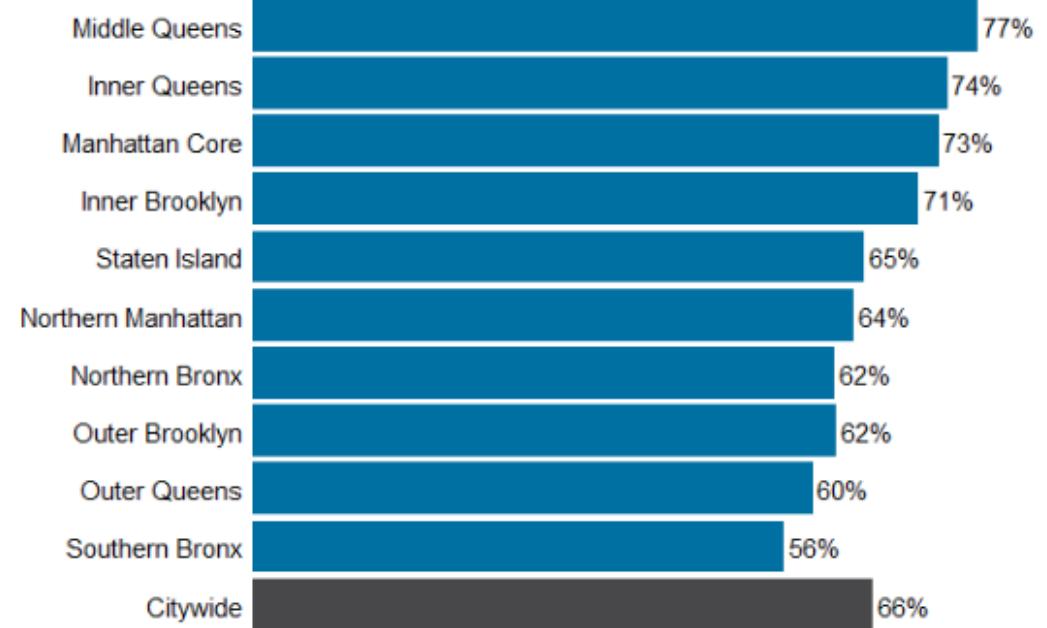
Employment type

Unweighted N = 2,966, Weighted N = 6,599,811



Employed participants by survey zone

Unweighted N = 2,966, Weighted N = 6,599,811



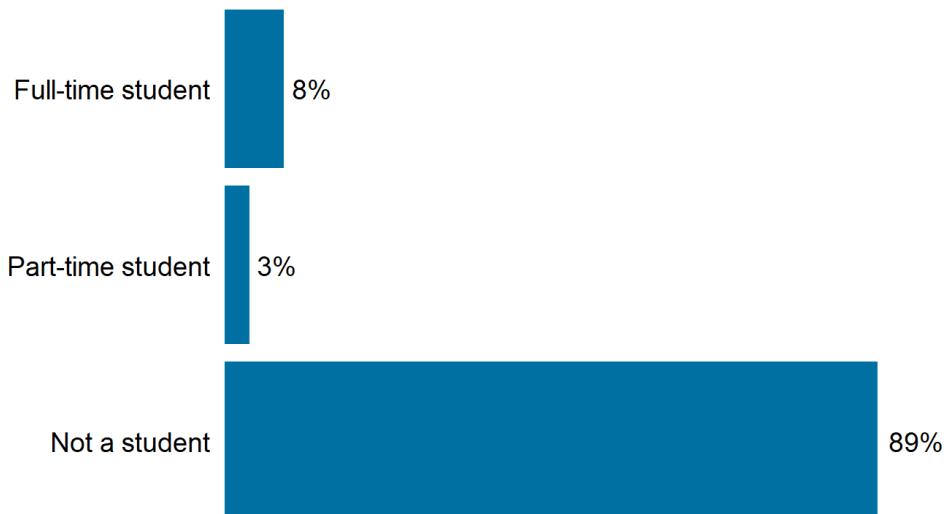
Participant Student status

11% of participants are students.

About one-third (34%) of participants who are students are enrolled in a graduate or professional program.

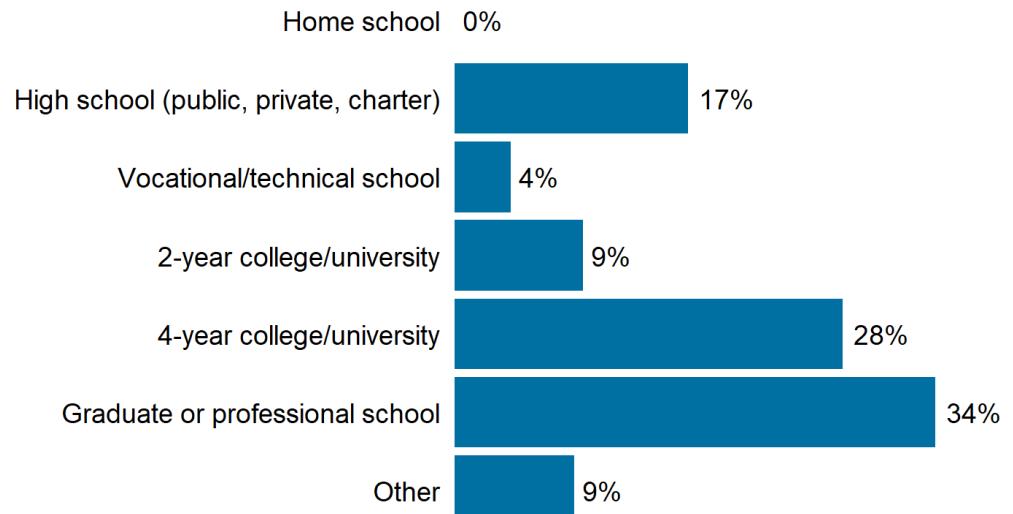
Participant student status

Unweighted N = 2,966, Weighted N = 6,599,811



Student school type

Unweighted N = 266, Weighted N = 748,542



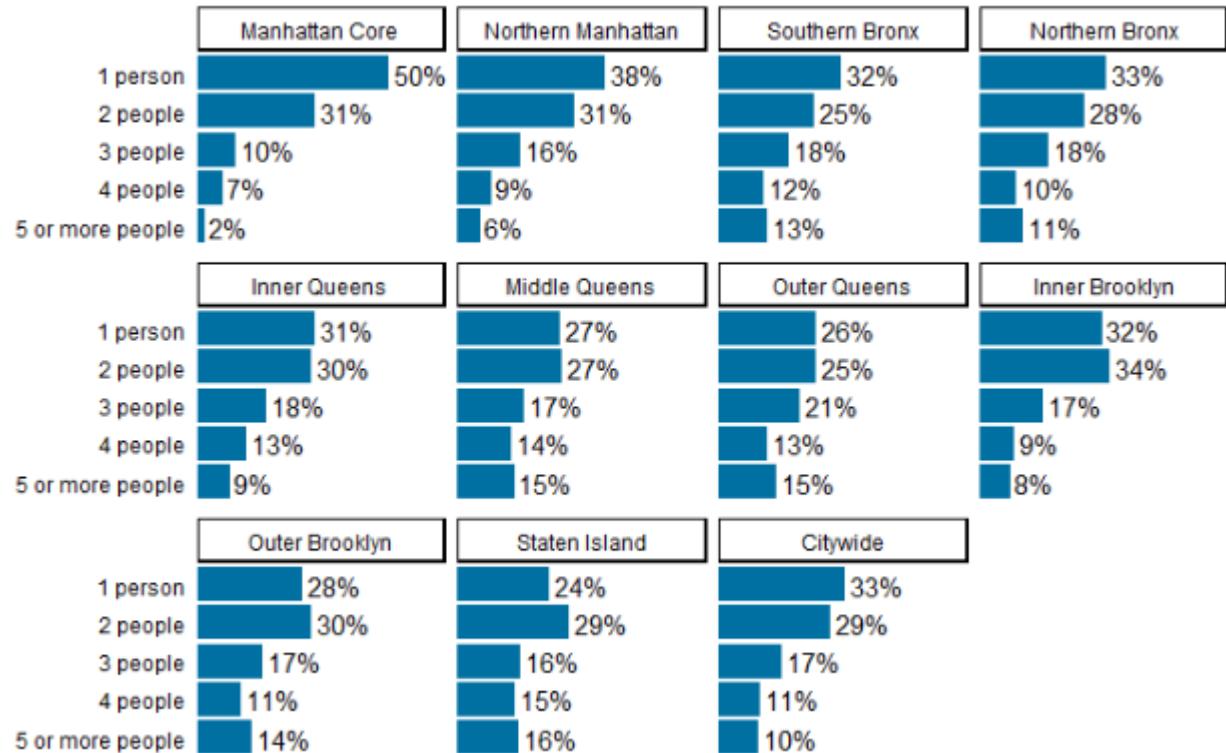
Household Size

Manhattan Core has the highest share of 1-person households – 17 percentage points higher than citywide.

Manhattan Core also has a smaller share of households with 5 or more members – 8% lower than citywide.

Household size by survey zone

Unweighted N = 2,966, Weighted N = 3,387,311



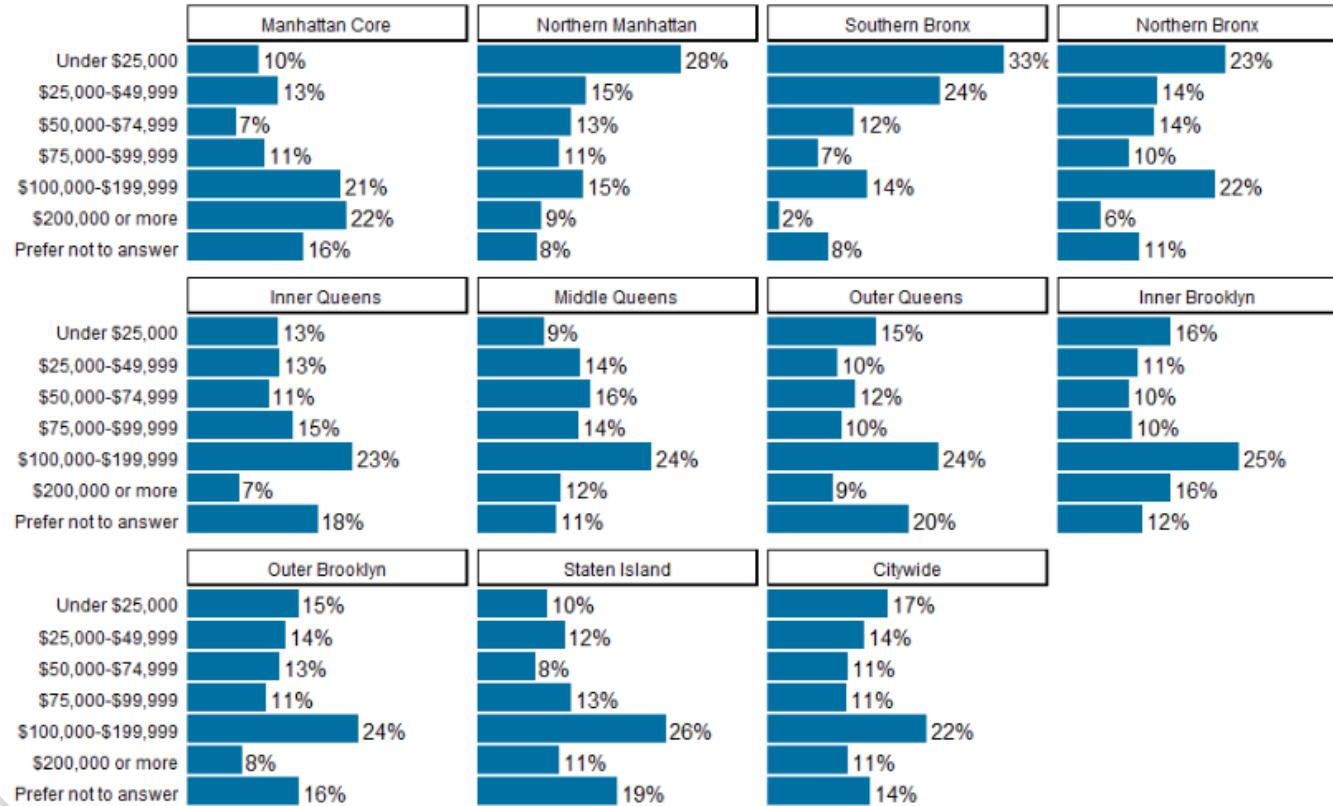
Household Income

43% of households in the Manhattan core make \$100,000 or more in annual income – the highest proportion of all zones and 10 percentage points higher than citywide.

57% of households in the Southern Bronx make under \$50,000 in annual income – the highest proportion of all zones and 26 percentage points higher than citywide.

Household income by survey zone

Unweighted N = 2,966, Weighted N = 3,387,311



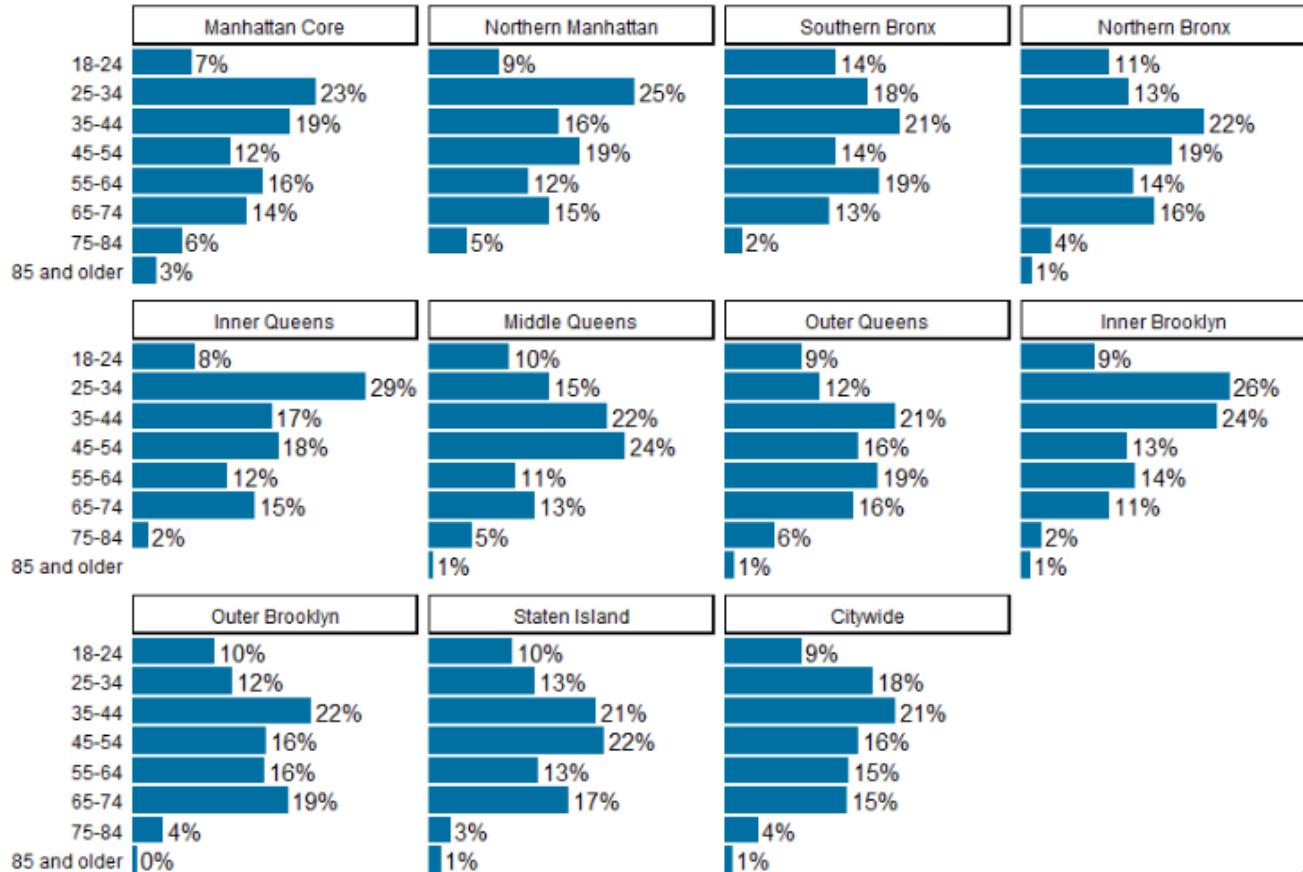
Participant Age

23% of Manhattan Core participants are age 25-34, 5 percentage points greater than the citywide share.

50% of Inner Brooklyn participants are age 25-44, 11 percentage points less than the citywide share.

Participant age by survey zone

Unweighted N = 2,966, Weighted N = 6,599,811



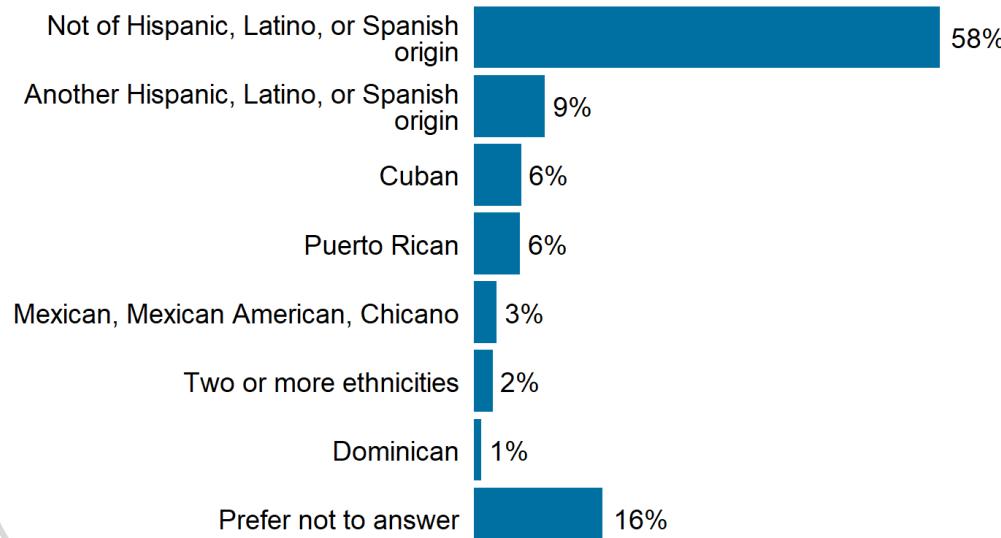
Participant Race and Ethnicity

27% of participants are of Hispanic, Latino, or Spanish origin and 16% declined to report their ethnicity.

Race was asked as a select all that apply – responses have been aggregated in the figure below for ease of comparison to the census. 14% of participants declined to report their race.

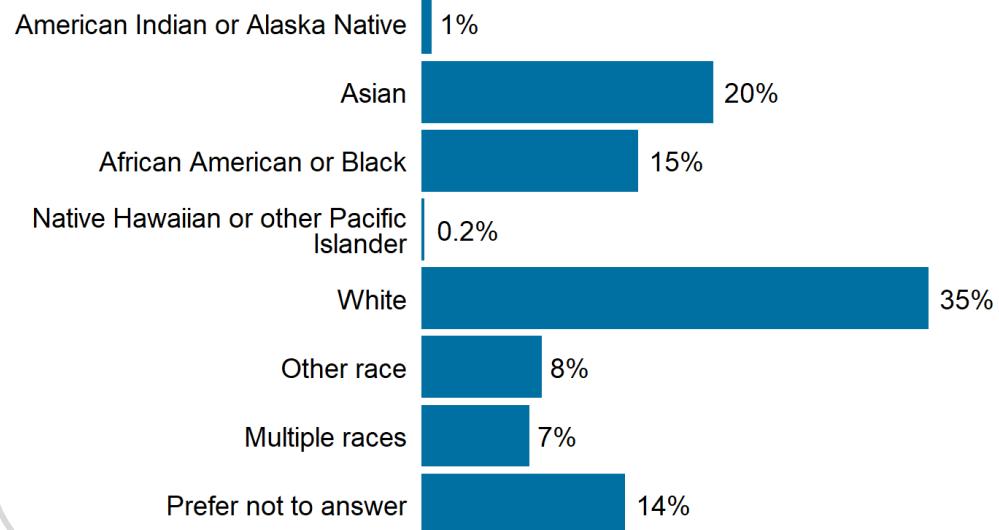
Participant ethnicity

Unweighted N = 2,966, Weighted N = 6,599,811



Participant race

Unweighted N = 2,966, Weighted N = 6,599,811

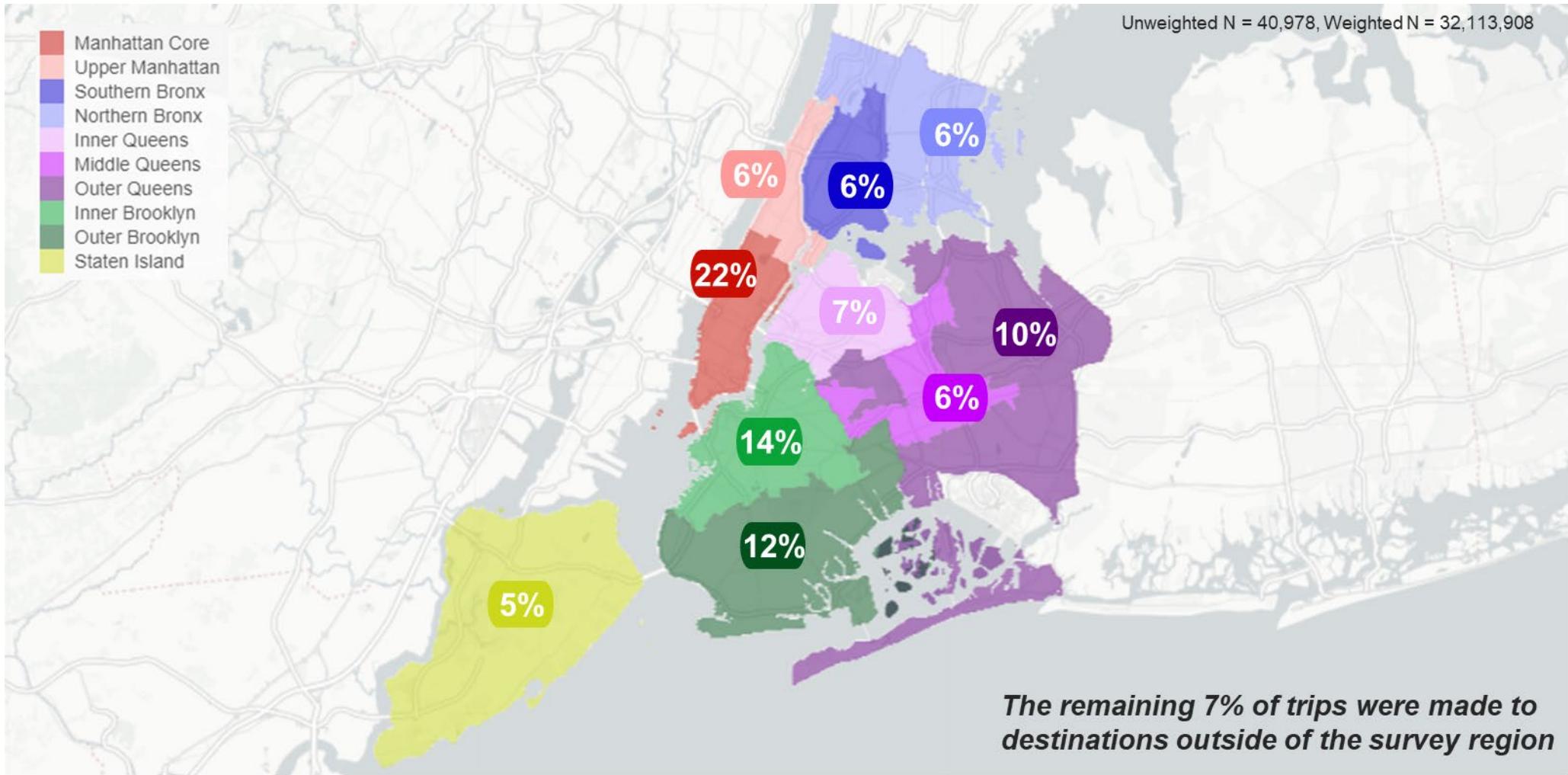




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Trip Diary

Weekday Citywide Trip Share by Destination Survey Zone



Citywide Mode Share

- Driving up, transit down, biking up
- Changes in driving, transit, and biking align with other data sources

Mode share by year

Mode	2019	2022	Change
Walk	41%	45%	+4%*
Vehicle	30%	34%	+4%
Transit	24%	17%	-7%
Bike	2%	3%	+1%
Other	3%	1%	-2%

Notes:

* Some of the change in walking may be due to changes in survey methodology; we believe that the real change is closer to 0%.

The "Other" category includes micromobility options.

For this table, mode share is calculated across all seven days of the week.

Citywide Weekday Travel Profile – Trip Destination Purpose

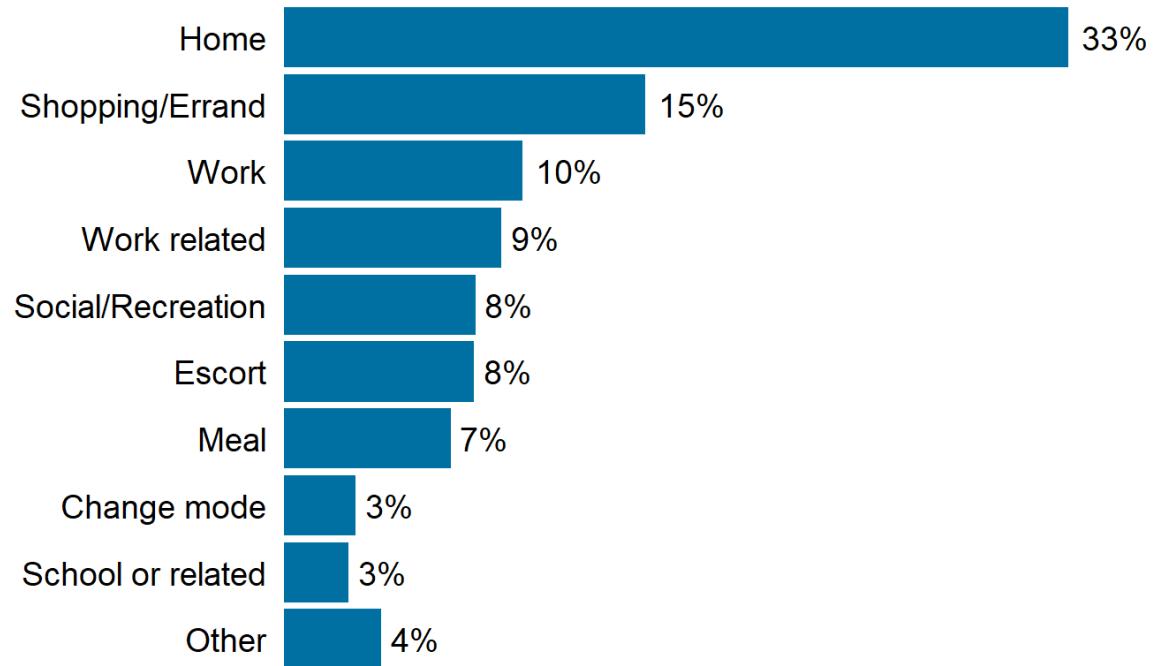
Most frequent weekday trip purposes:

- 33% of trips were trips home.
- 15% of trips were for shopping or running errands.
- 19% of trips were for work or work-related reasons.

Note: Purpose refers to the “purpose for traveling to the final trip destination.”

Weekday trip destination purpose

Unweighted N = 45,363, Weighted N = 32,113,908



Daily Trip Rate

Citywide average daily trip rate:

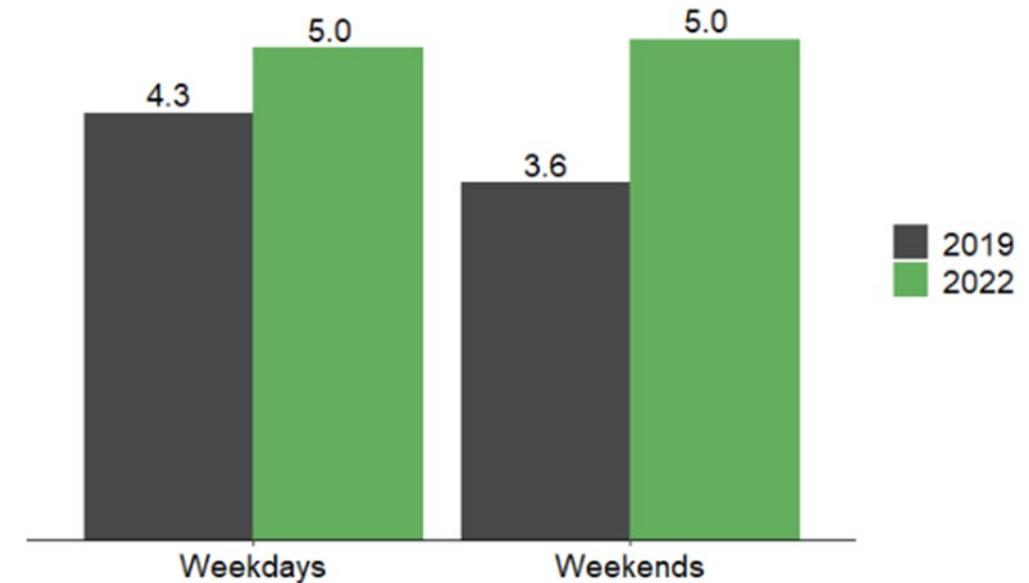
5.0

The **citywide average trip rate has increased** in comparison to previous iterations of the survey, up from 4.1 in 2019.

Average daily trip rate by day of week

2019: Unweighted N = 18,322

2022: Unweighted N = 15,926



*Note that these numbers are unweighted data. Differences in weighted data may differ slightly.

Weekday Trip Mode

Staten Island has the highest share of vehicle trips (73%) and the lowest share of walk trips (17%) out of all zones.

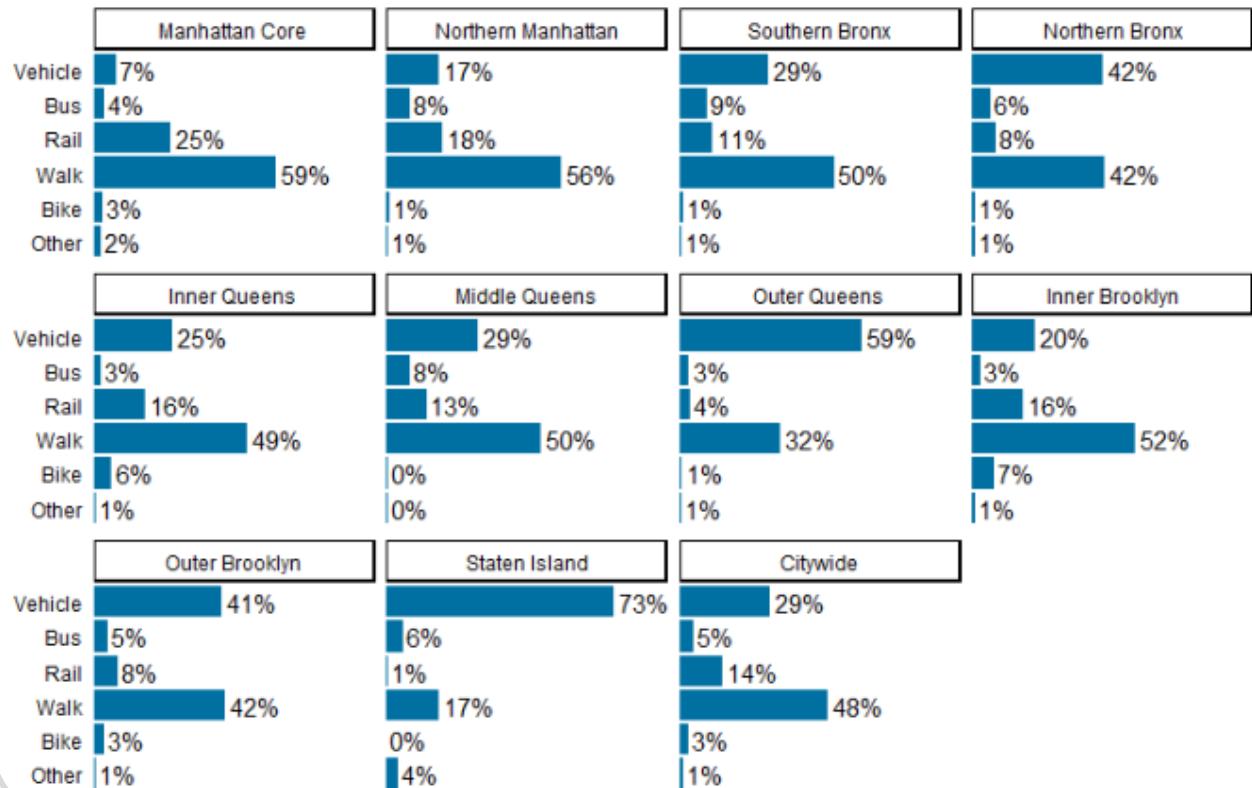
59% of trips ending in Manhattan Core are walk trips – 11 percentage points higher than citywide.

7% of trips ending in Manhattan Core are vehicle trips – 22 percentage points lower than citywide.

Note: *Trips with destinations outside of New York City are not included in this figure.*

Weekday trip mode by destination survey zone

Unweighted N = 42,292, Weighted N = 29,903,774



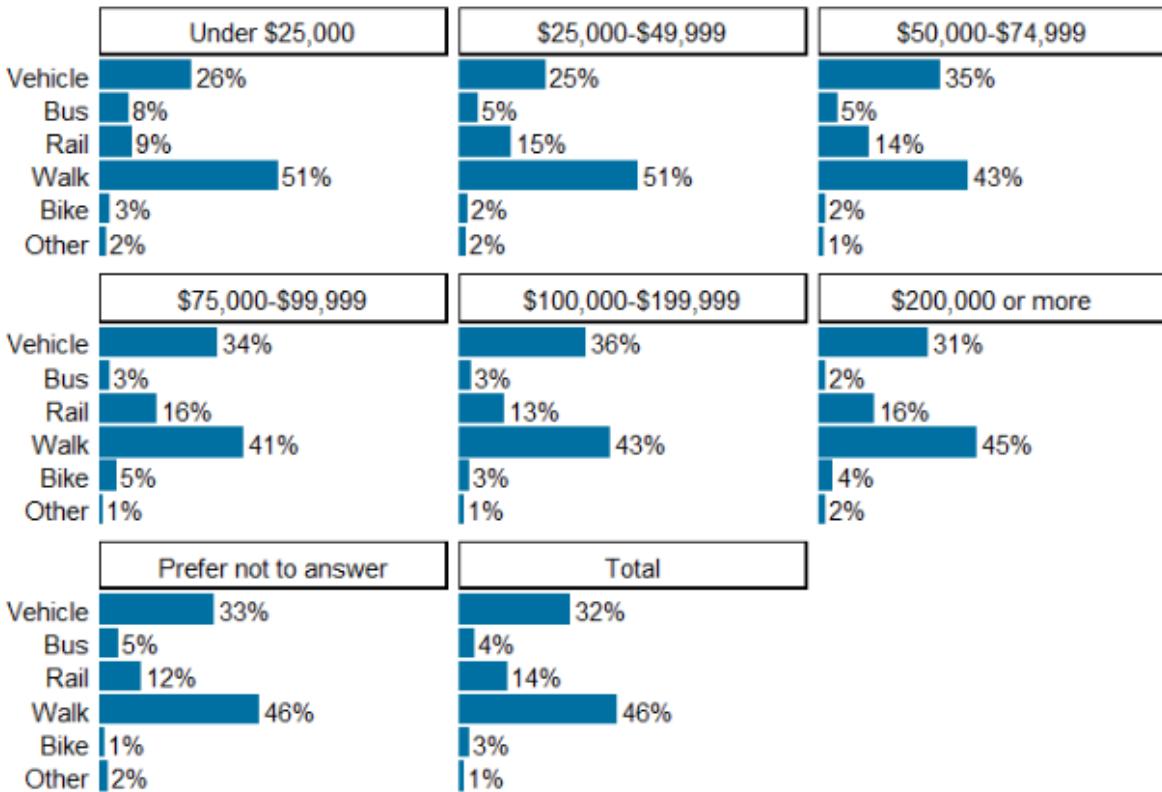
Weekday Mode Share by Income

Individuals with household income below \$50,000 have the highest walk mode share (51%) and share of trips by vehicle (25-26%).

More than 30% of trips for individuals with a household income of \$50,000 or above are vehicle trips.

Weekday mode share by income

Unweighted N = 45,362, Weighted N = 32,113,908



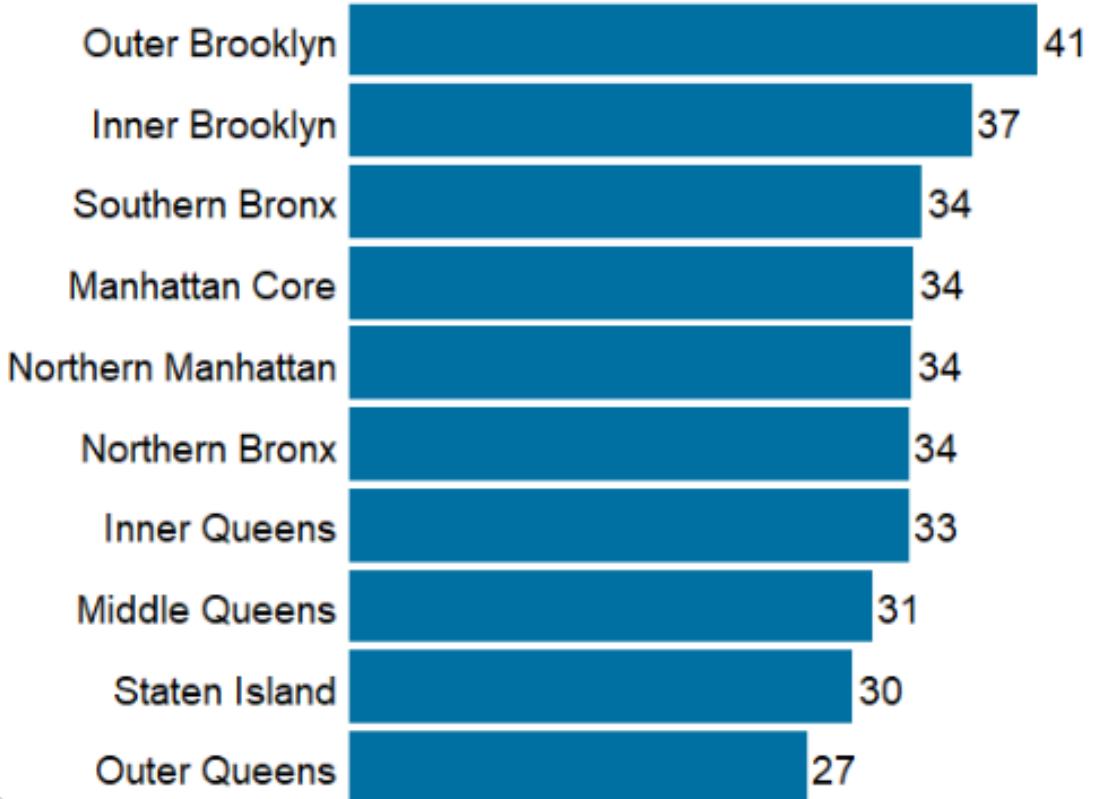
Trip Duration

Trips to Outer Brooklyn and Inner Brooklyn have the longest average duration.

Trips to Staten Island and Outer Queens have the shortest average duration.

Average trip duration (minutes)
by destination survey zone

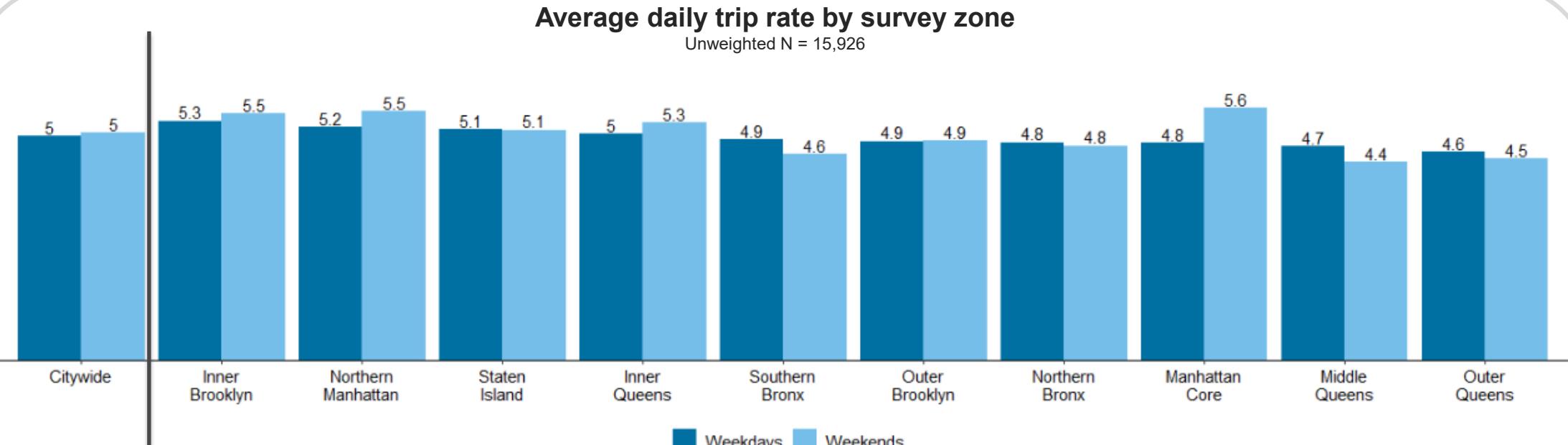
Unweighted n = 27,656, Weighted N = 23,652,988



Daily Trip Rate by Day of Week

For weekdays, Inner Brooklyn has the highest overall trip rate with residents taking an average 5.3 trips

For weekends, Manhattan Core has the highest overall trip rate with residents taking an average of 5.6 trips.



No Travel Days

On an average day, 16% of New Yorkers do not make any trips.

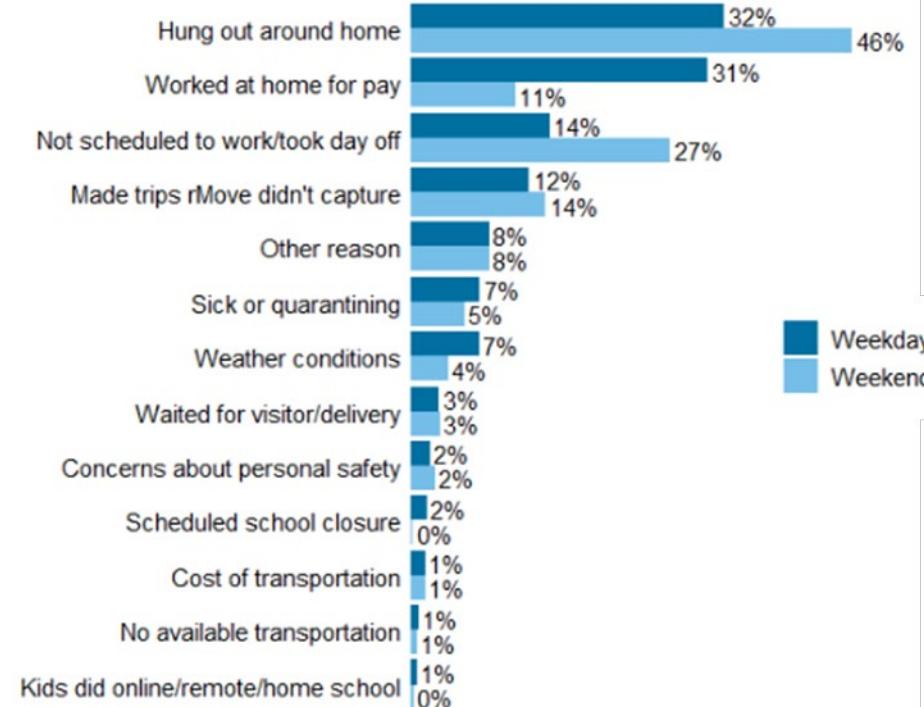
**Percent of participant travel days
with 1+ trips by day of week**

Unweighted N = 15,926



**Reason for not taking trips on travel day
(Select all that apply)**

Unweighted N = 2,485



Weekday Trip Purpose

29% of weekday trips ending in the Manhattan Core were work or work-related trips – 11 percentage points higher than citywide.

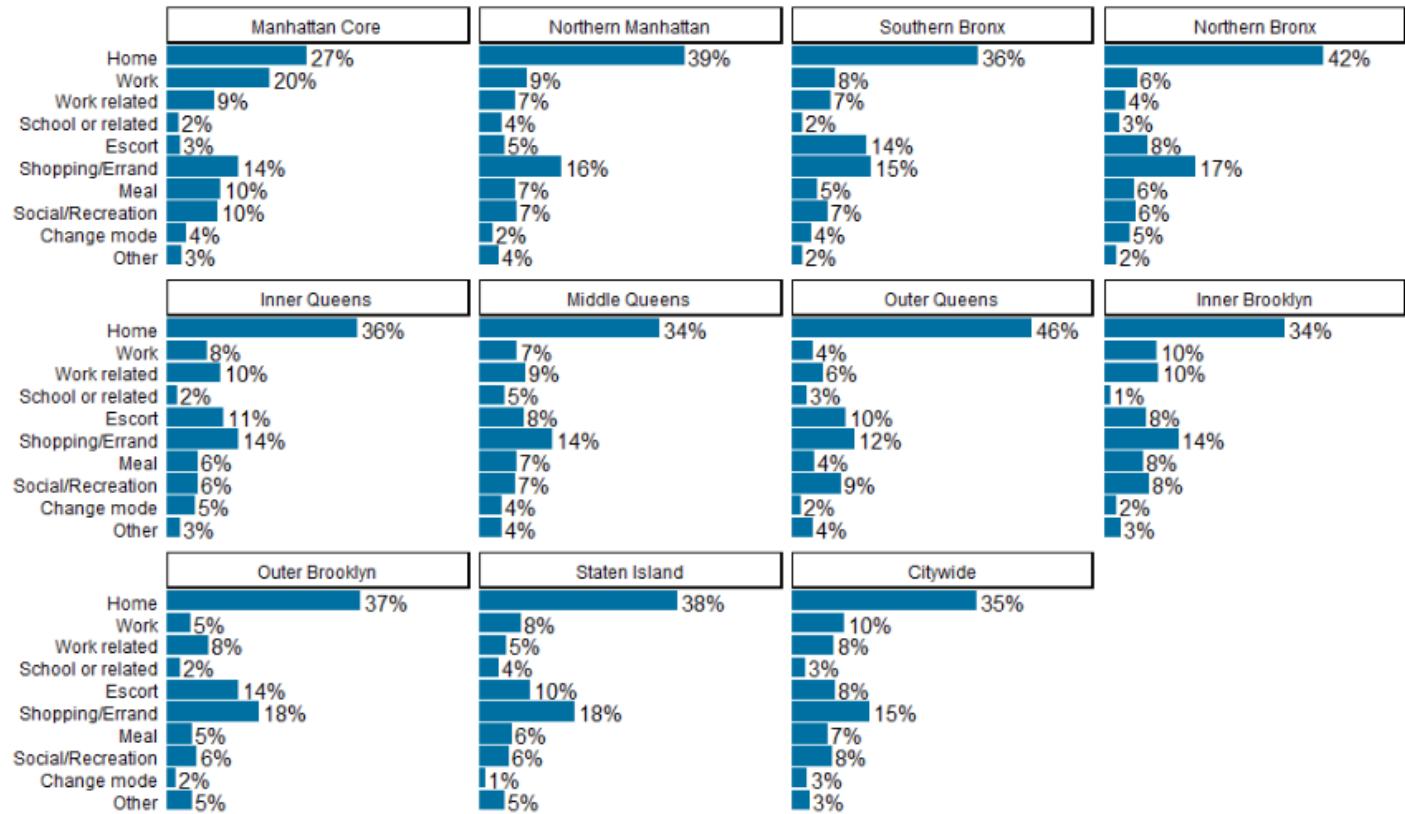
27% of weekday trips ending in the Manhattan Core were made for the purpose of going home – 8 percentage points lower than citywide.

Note: *Trips with destinations outside of New York City are not included in this figure.*

Purpose refers to the “purpose for traveling to the final trip destination.”

Weekday trip purpose by destination survey zone

Unweighted N = 42,293, Weighted N = 29,903,774



Weekday Trip Mode Share by Trip Purpose

32% of weekday trips to work are made using bus or rail.

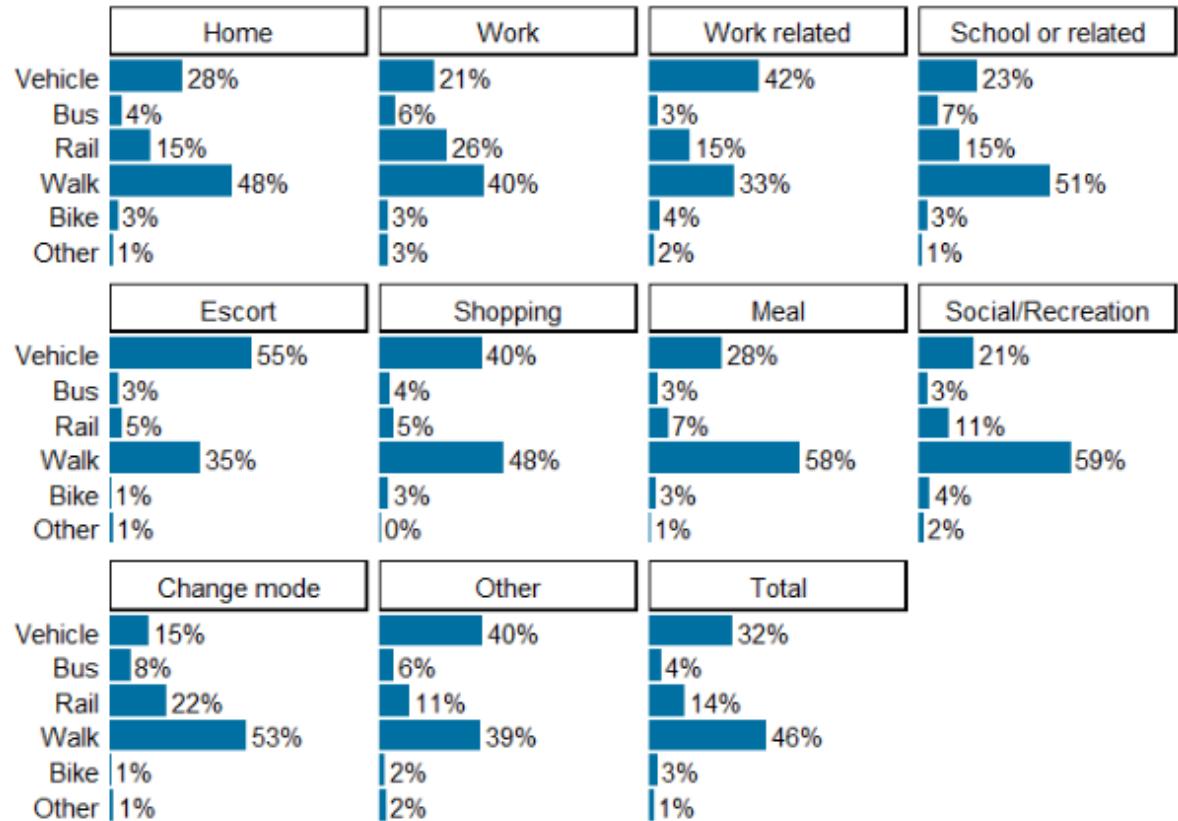
Weekday trips made for **work-related** reasons and trips made for the purpose of **escorting someone else** to a destination are **more likely to be made using a vehicle**.

Weekday trips made to go **home**, to **work**, to **school**, to **change modes**, to **shop**, for **eating**, and for **social/recreation** purposes are **more likely to be walking trips**.

Note: Purpose refers to the “purpose for traveling to the final trip destination.”

Weekday trip mode by trip purpose*

Unweighted N = 45,362, Weighted N = 32,113,908



*This slide is at the trip level and represents any walk trips involved in a trip to work (e.g., including access/egress legs of a transit trip) – which inflates walk trips. Slide 40 is at the person level and represents the participant's typical, primary mode of their work commute.



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Work and School Travel Behavior

Work Commute Travel Behavior

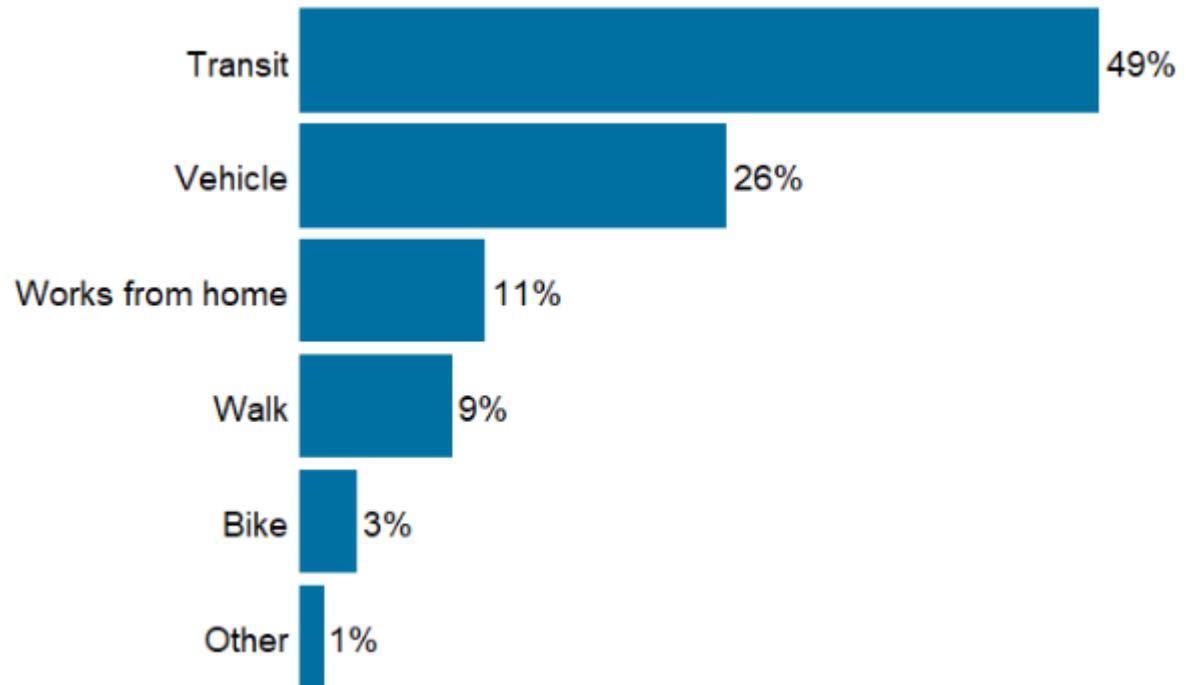
49% of employed New Yorkers report typically commuting to work by transit, down from 59% in 2019.

61% of employed New Yorkers report typically commuting to work using sustainable modes, down from 66% in 2019.

11% of employed New Yorkers typically work from home, up from 8% in 2019.

Typical work commute mode

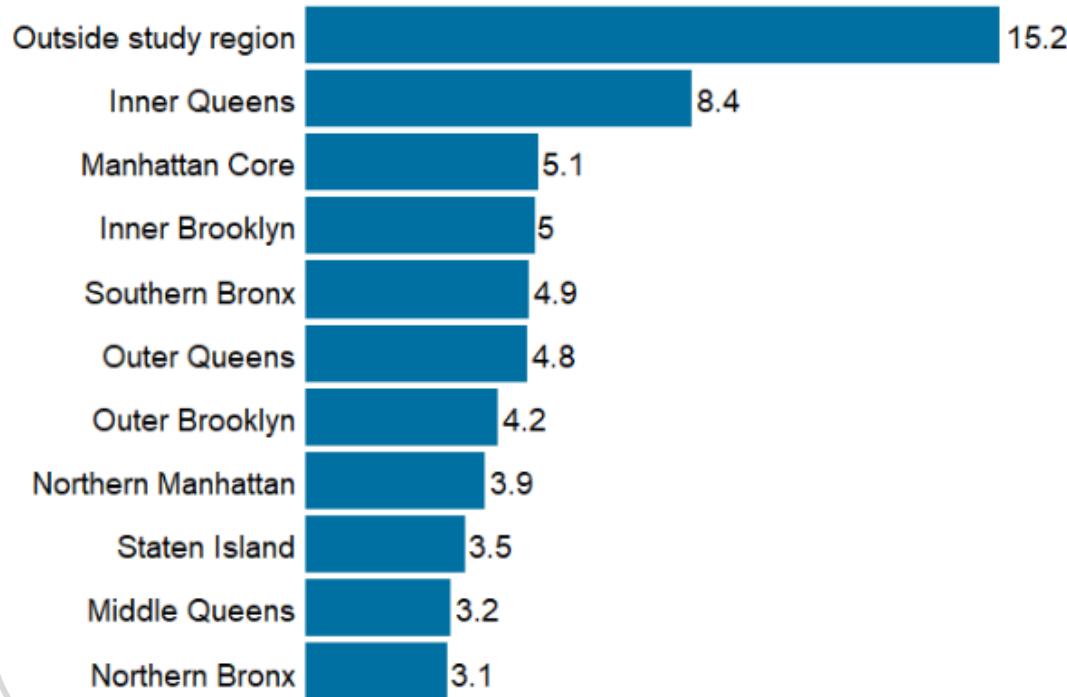
Unweighted N = 2,086, Weighted N = 4,181,012



Work Commute Distance and Duration

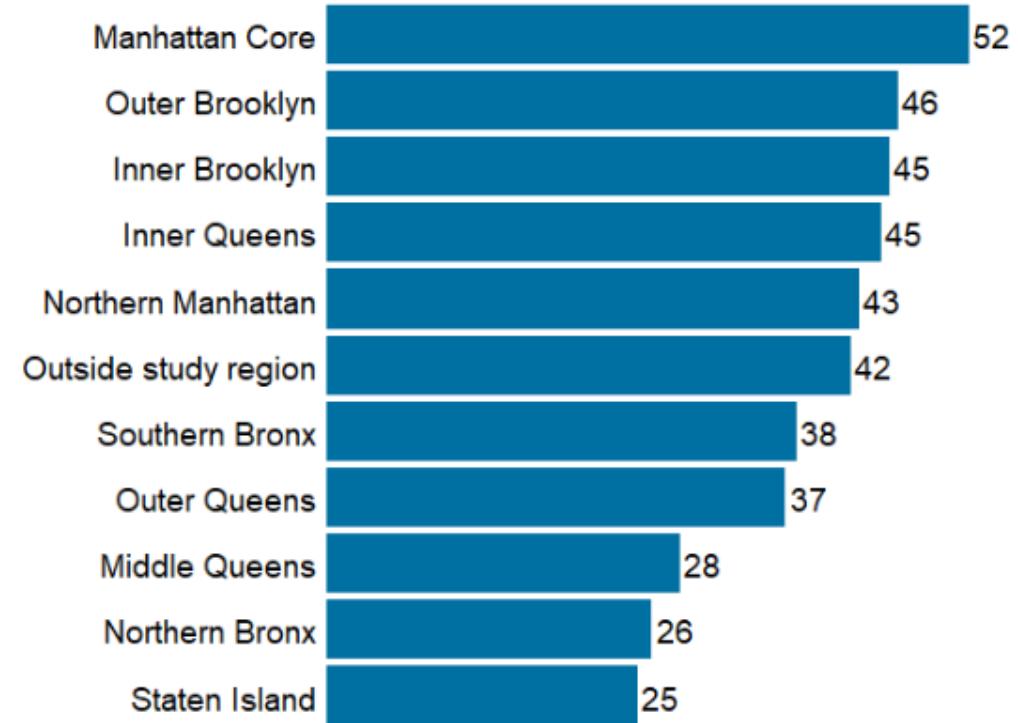
Average work commute distance by destination survey zone (miles)

Unweighted N = 2,801, Weighted N = 2,188,400



Average work commute duration by destination survey zone (minutes)

Unweighted N = 2,801, Weighted N = 2,188,400



Commute Mode by Work Sector

For office workers:

- Transit share is down: 79% to 65%
- Vehicle share is up: 10% to 17%

For all other workers:

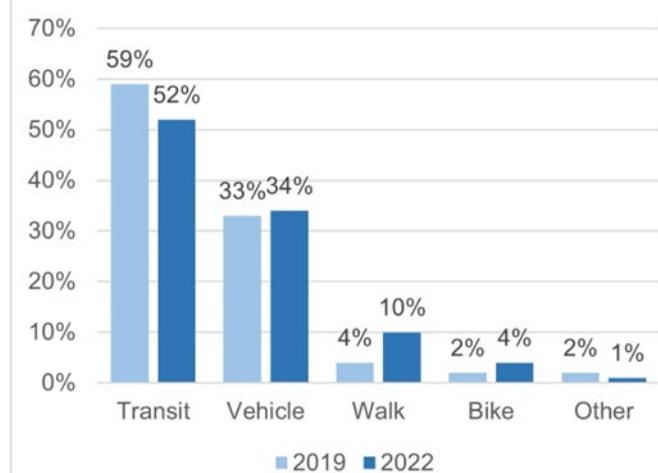
- Transit share is down: 59% to 52%
- Walk share is up: 4% to 10%

Commute mode share by work sector

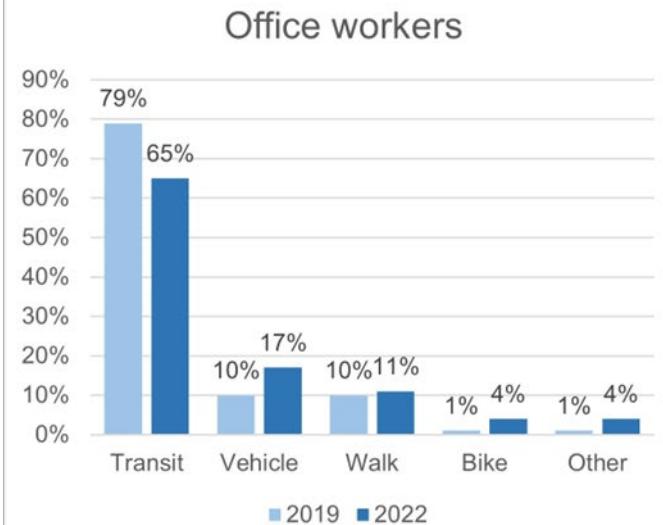
2019: Unweighted N = 1,970, Weighted N = 3,685,964

2022: Unweighted N = 1,692, Weighted N = 3,579,487

Other workers



Office workers



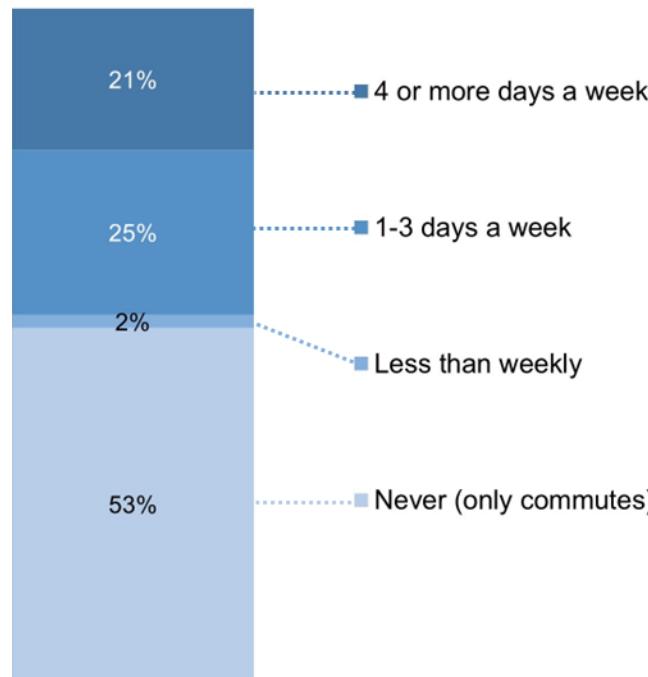
Note: Office workers are defined as those working in the following industries: financial services, professional and business services, and technology and telecommunications.

Remote Work Status

77% of office workers report working remotely 1 or more days a week

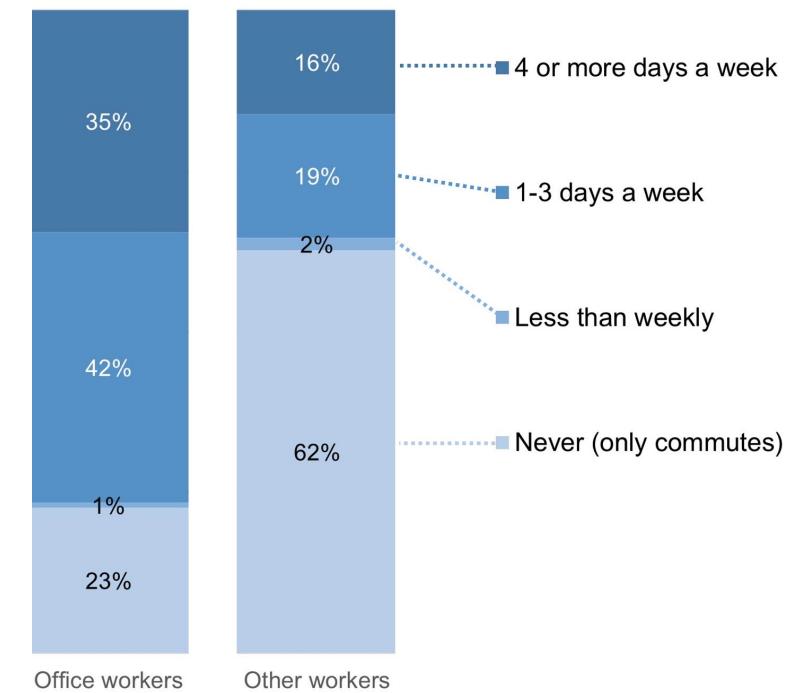
Telework frequency

2022: Weighted N = 4,265,083



Telework frequency by work sector

2022: Unweighted N = 2,109, Weighted N = 4,220,268



Note: Office workers are defined as those working in the following industries: financial services, professional and business services, and technology and telecommunications.

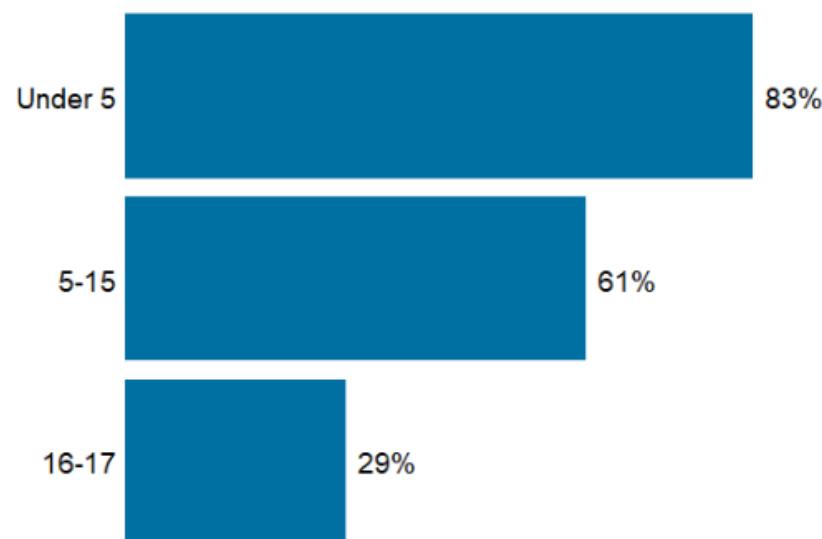
Children's school commute

Most children under age 15 are escorted to school by a parent or guardian. 29% of children aged 16-17 are accompanied to school, an increase of 10% from 2019.

Children predominately walk to school.

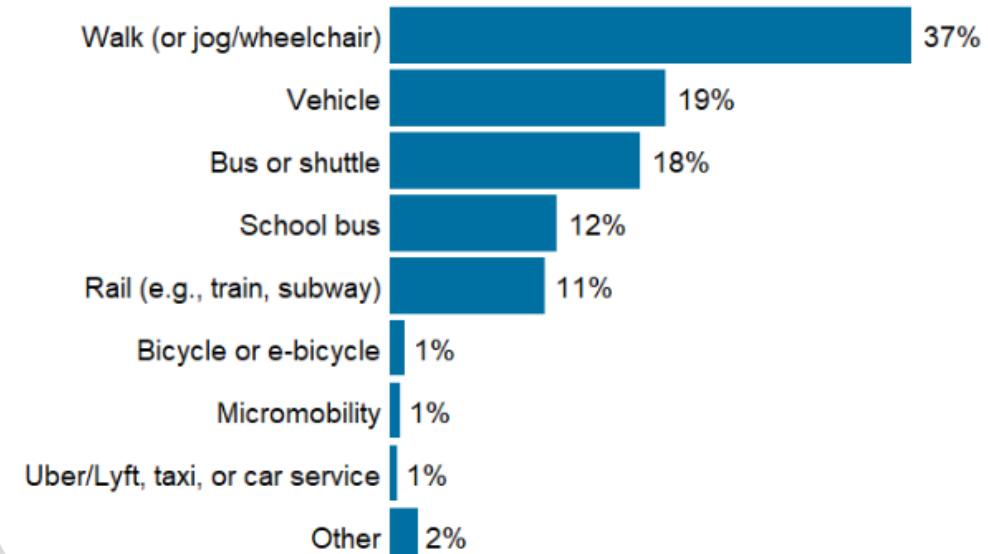
Share of children escorted to school by parent or guardian by child's age

Unweighted N = 575



Children's typical school commute mode

Unweighted N = 575



Note: Data shown here for children (age 0-17) are unweighted.



**CITYWIDE
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SURVEY**

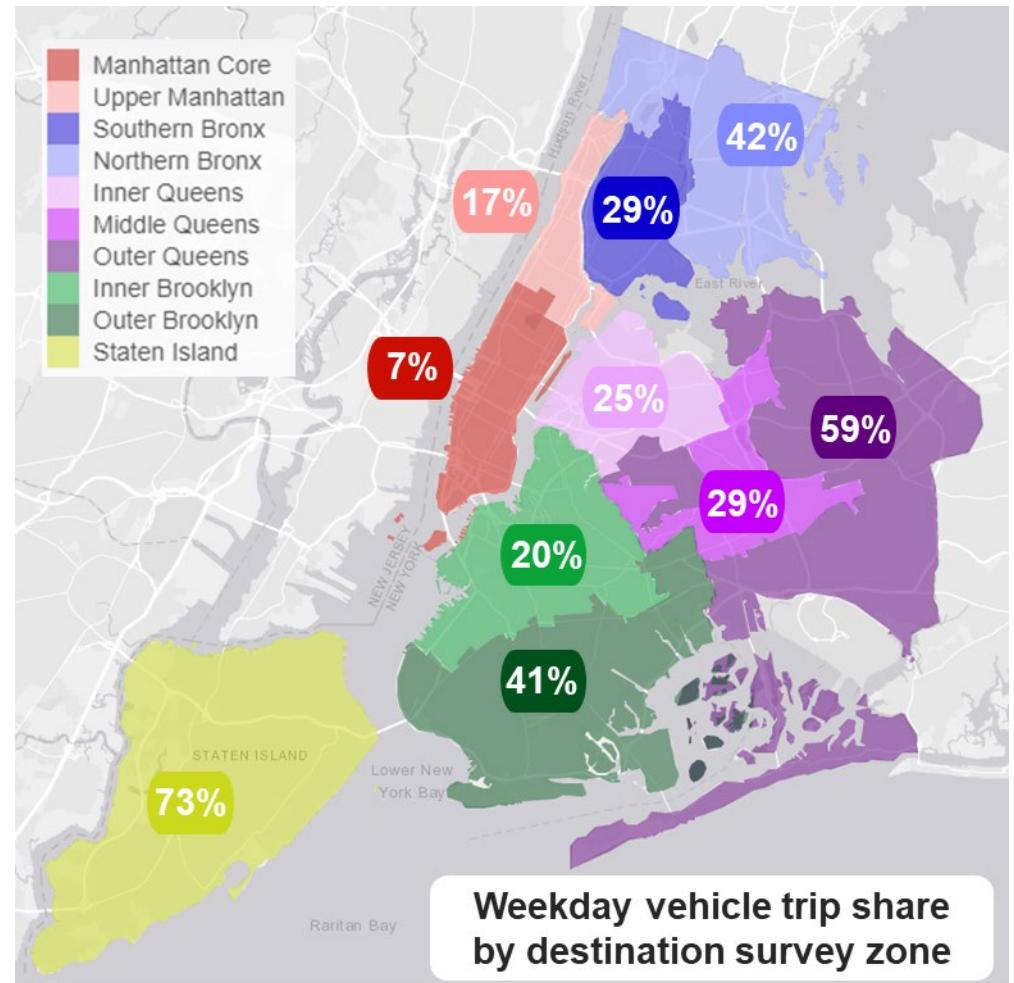
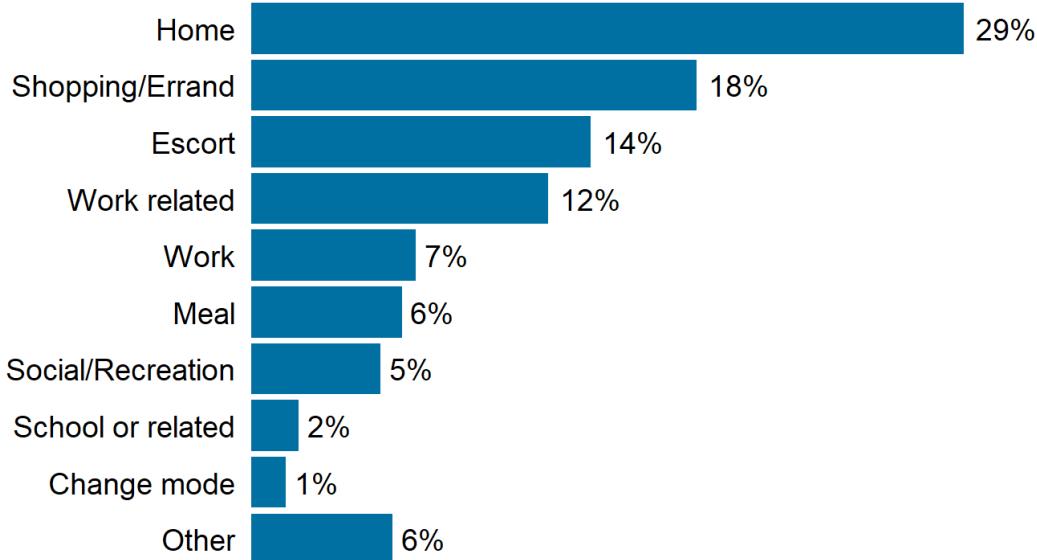
Vehicle Behavior and Ownership

Weekday Vehicle Trip Profile

The largest share of vehicle trips are made for the purpose of going home (29%).

Weekday vehicle trips by destination purpose

Unweighted N = 11,017, Weighted N = 10,291,037



Vehicle Ownership

51% of New Yorkers have at least one vehicle in their household, the same proportion as 2019.

Number of vehicles in household

2019: Unweighted N = 3,346, Weighted N = 6,670,172

2022: Unweighted N = 2,966, Weighted N = 3,387,311

2019 Citywide Mobility Survey



2022 Citywide Mobility Survey



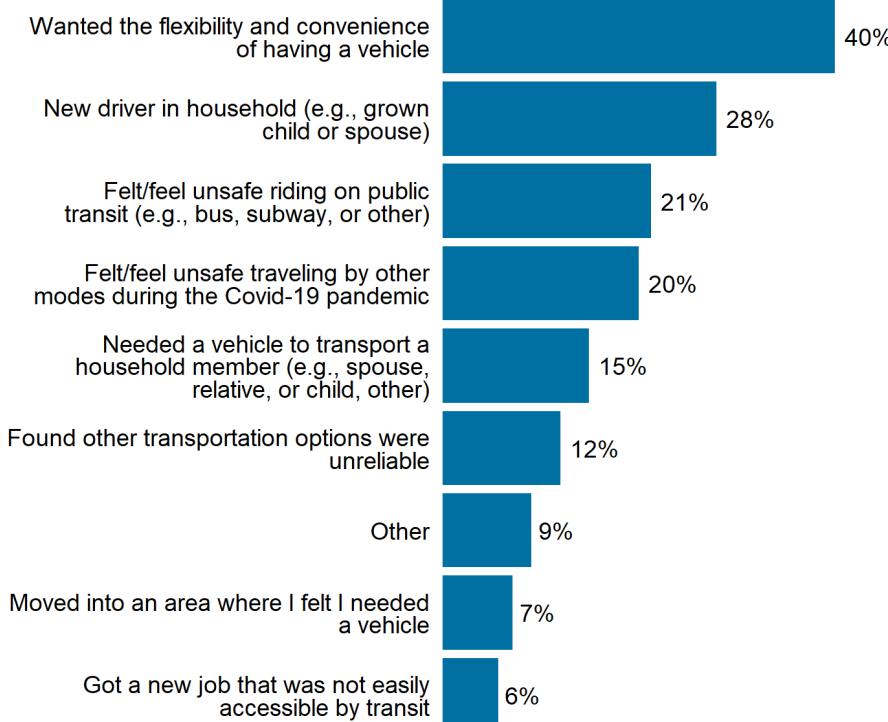
Changes in Vehicle Ownership

For those who increased their vehicle count

Reasons for increasing vehicles in household

(Select all that apply)

Unweighted N = 159, Weighted N = 183,865

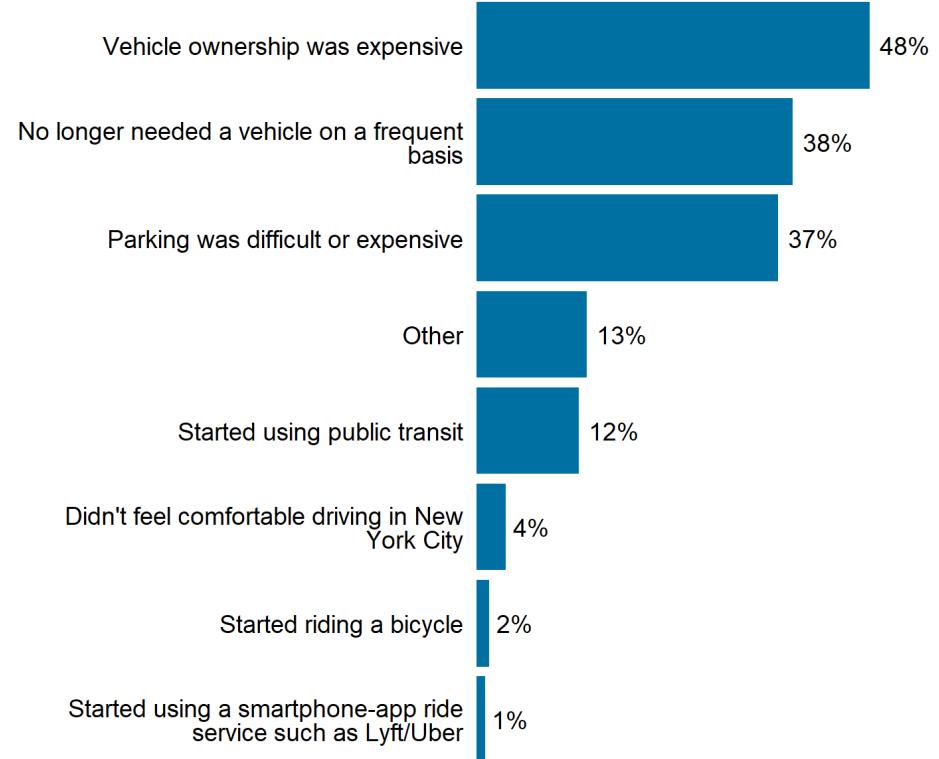


For those who decreased their vehicle count

Reasons for reducing vehicles in household

(Select all that apply)

Unweighted N = 99, Weighted N = 108,647



Weekday Mode Share by Vehicle Ownership

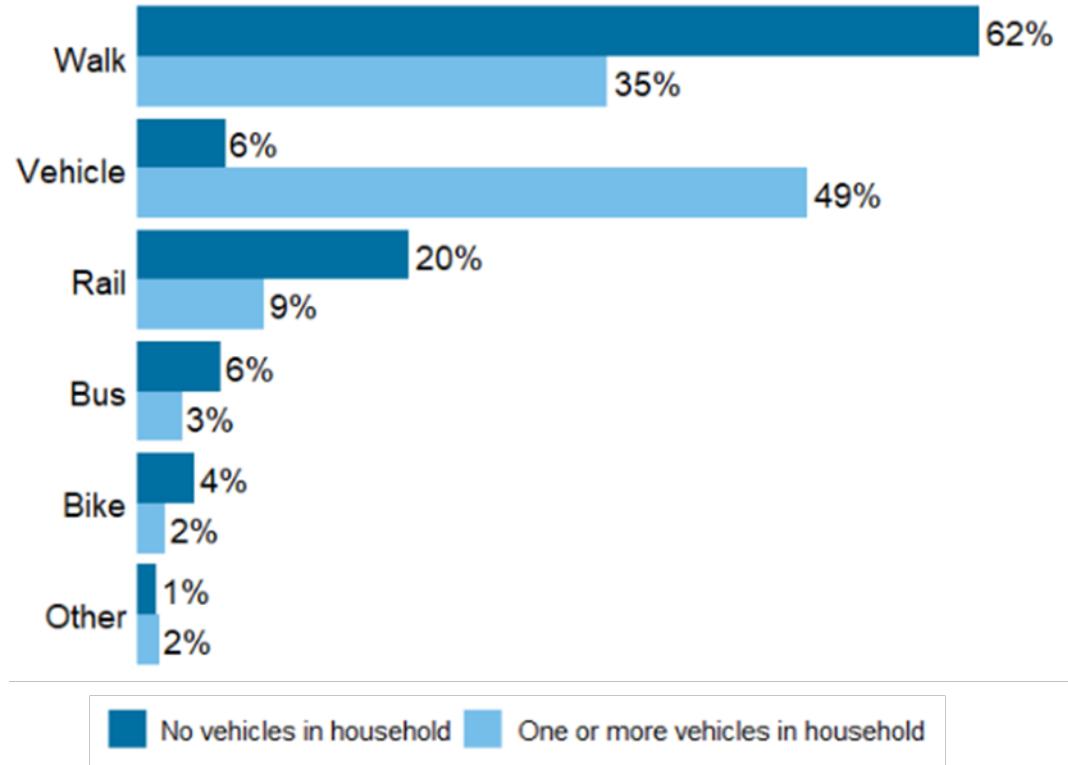
Participants in zero-vehicle households make:

- 27% more walk trips
- 11% more rail trips
- 3% more bus trips
- 43% fewer vehicle trips

in comparison to participants in households with one or more vehicles.

Weekday mode share by household vehicle ownership

Unweighted N = 45,362, Weighted N = 32,113,908



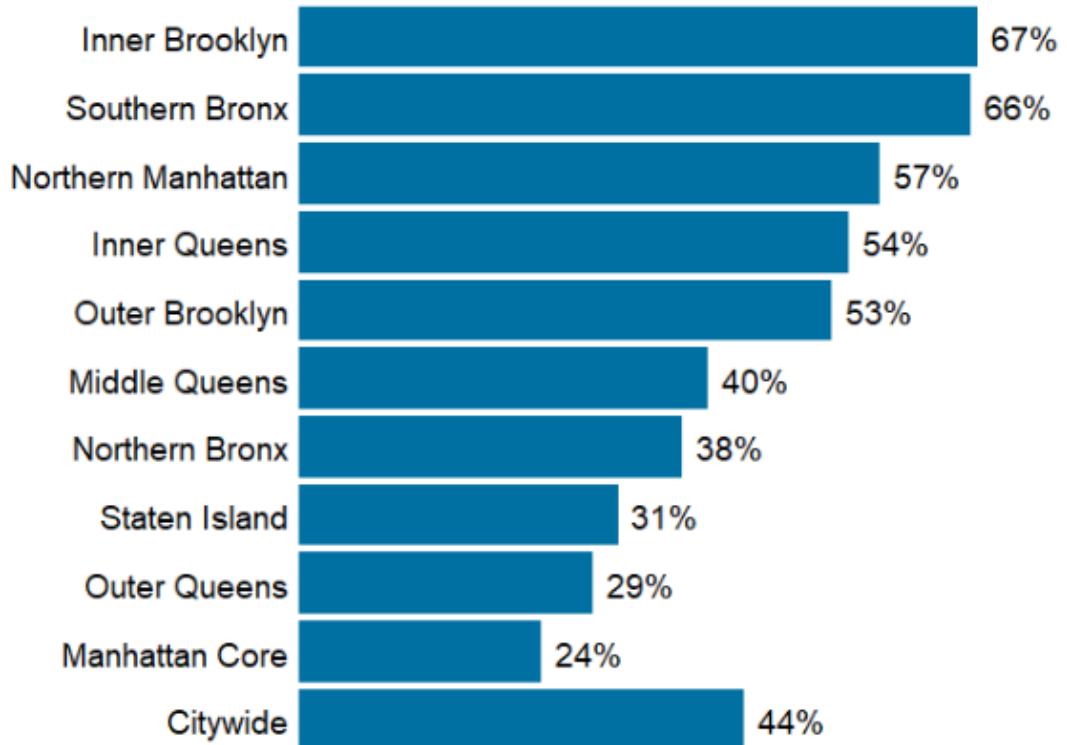
Parking Location at Home

New Yorkers living in Inner Brooklyn (67%) and Southern Bronx (66%) are the most likely to typically park their vehicles on the street when at home.

Residents of Manhattan Core are the least likely to typically park their vehicles on the street at their homes (24%).

Street parking at home, by home survey zone

Unweighted N = 1,374, Weighted N = 3,329,033

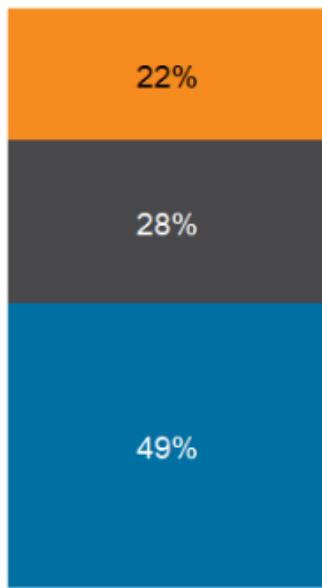


Electric Vehicles

1% of New Yorkers currently have an EV. Of those who don't but do have a vehicle, 22% have considered purchasing an EV and may do so in the next few years. The biggest barrier among those not considering purchasing an EV is an overall lack of interest in EVs (46%).

Consideration of purchasing a fully electric vehicle

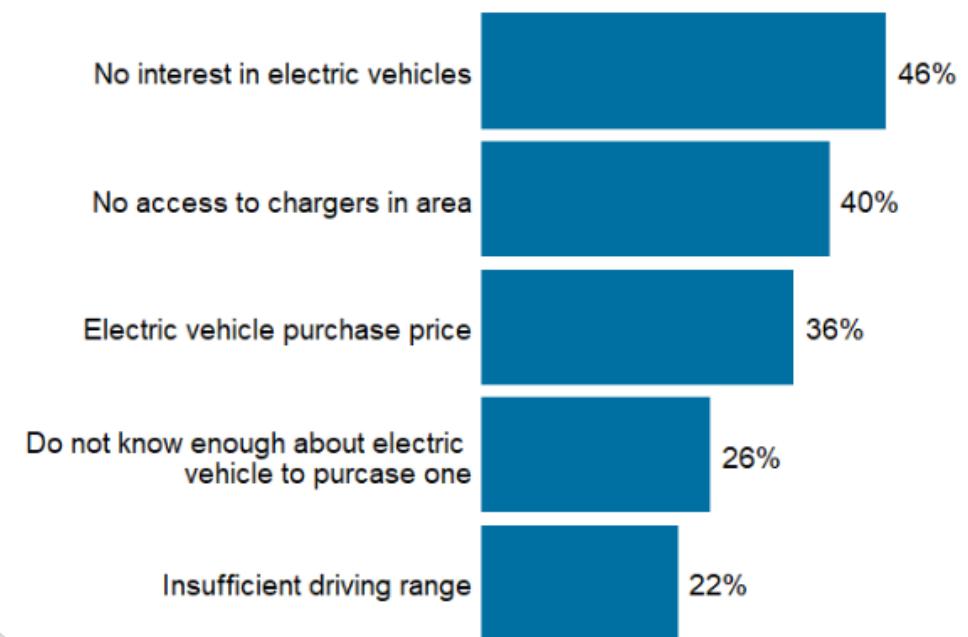
Unweighted N = 1,339, Weighted N = 1,507,581



- Orange square: Have considered purchasing an EV and may do so in the next few years
- Grey square: Have considered purchasing an EV, but am NOT likely to do so in the next few years
- Dark Blue square: Have NOT considered purchasing an EV
- Light Blue square: Have already purchased an EV but no longer own it

Barriers to purchasing a fully electric vehicle

Unweighted N = 603, Weighted N = 736,018

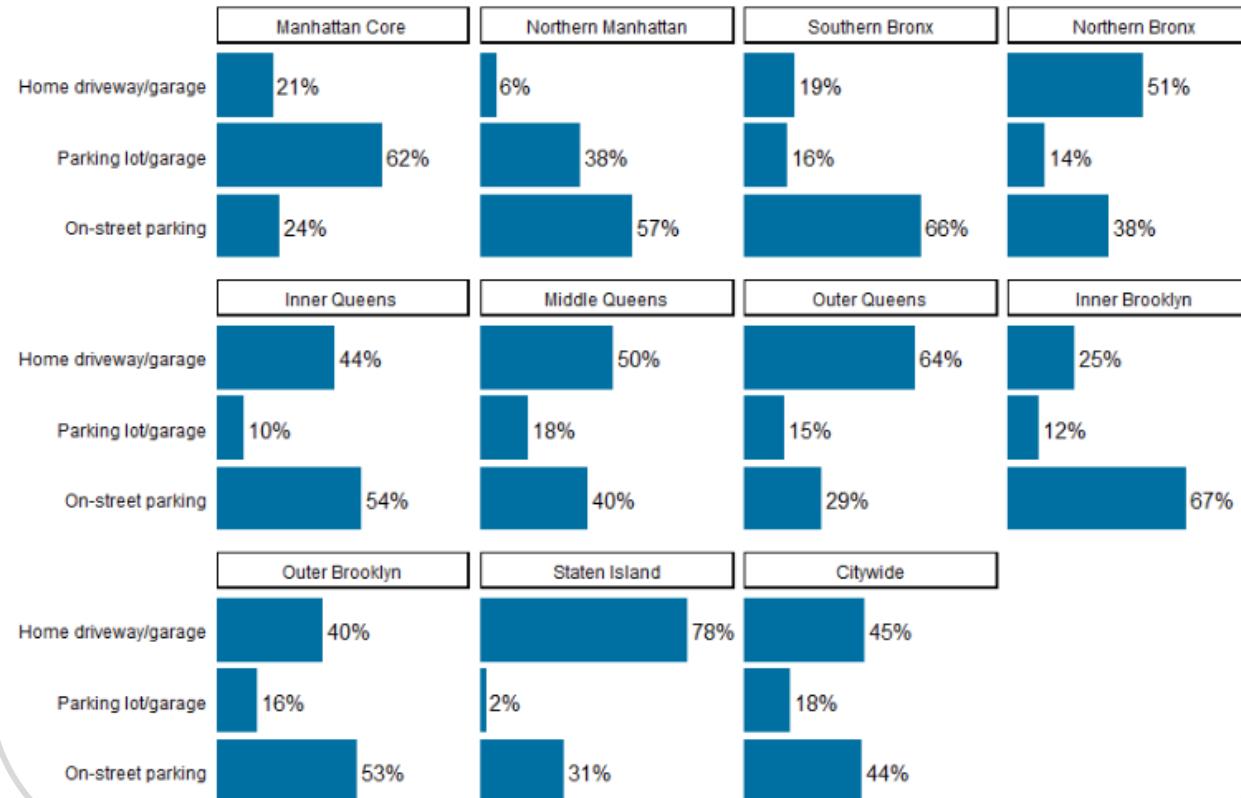


Parking Location at Home

Parking location at home, by home survey zone

(Select all that apply)

Unweighted N = 1,374, Weighted N = 3,329,033



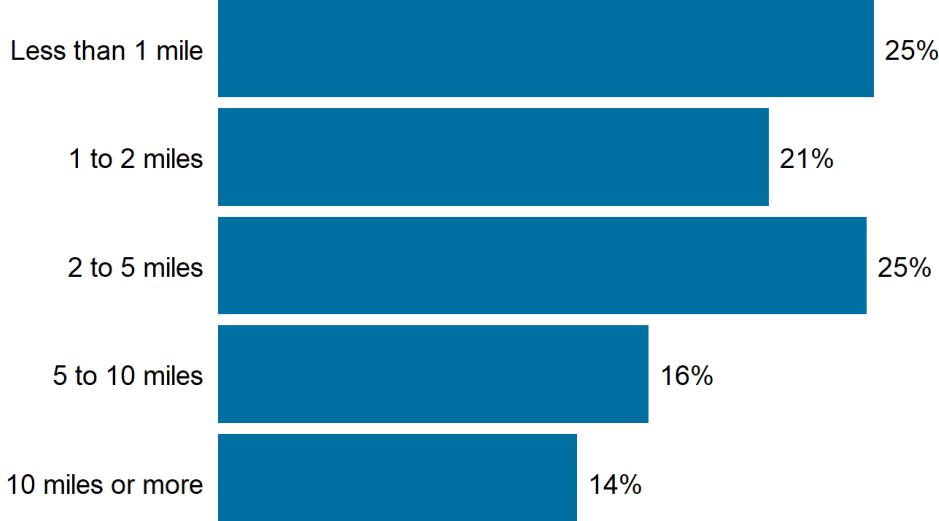
Vehicle Trip distance and Duration

70% of vehicle trips are 5 miles or less with 25% of trips under 1 mile.

86% of vehicle trips are 60 minutes or less with 52% of trips under 20 minutes.

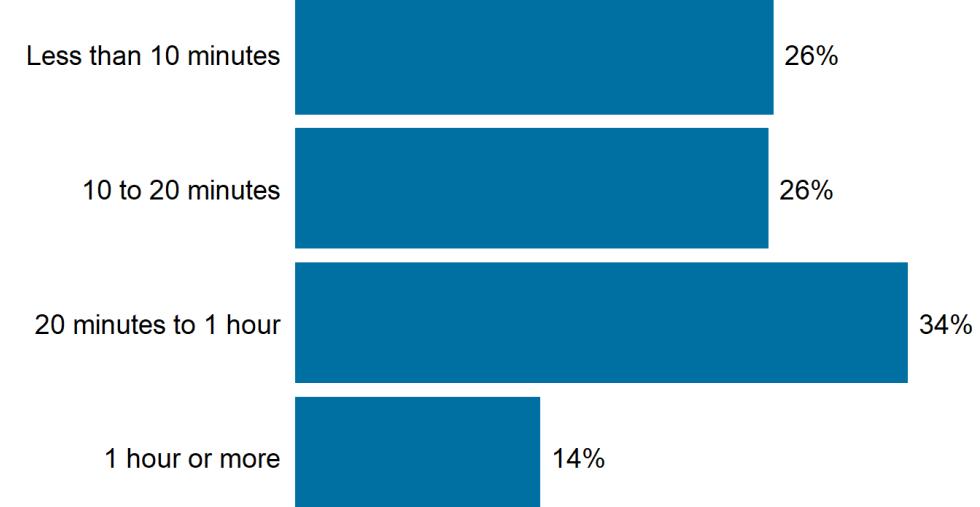
Distance of vehicle trips

Unweighted N = 11,017, Weighted N = 10,291,037



Duration of vehicle trips

Unweighted N = 11,017, Weighted N = 10,291,037



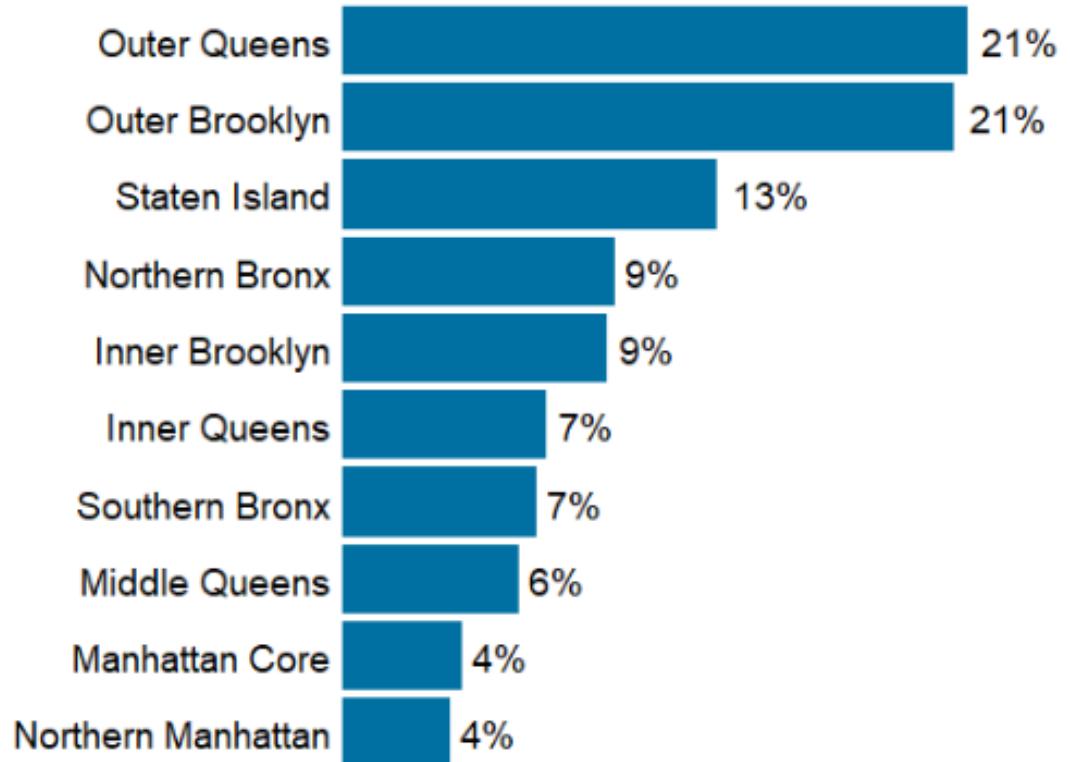
Weekday Vehicle Trips Under Two Miles

46% of citywide weekday vehicle trips are 2 miles or less.

Outer Queens and Outer Brooklyn have the largest share of weekday vehicle trips under two miles of all survey zones (21%).

Share of weekday vehicle trips under two miles by trip destination survey zone

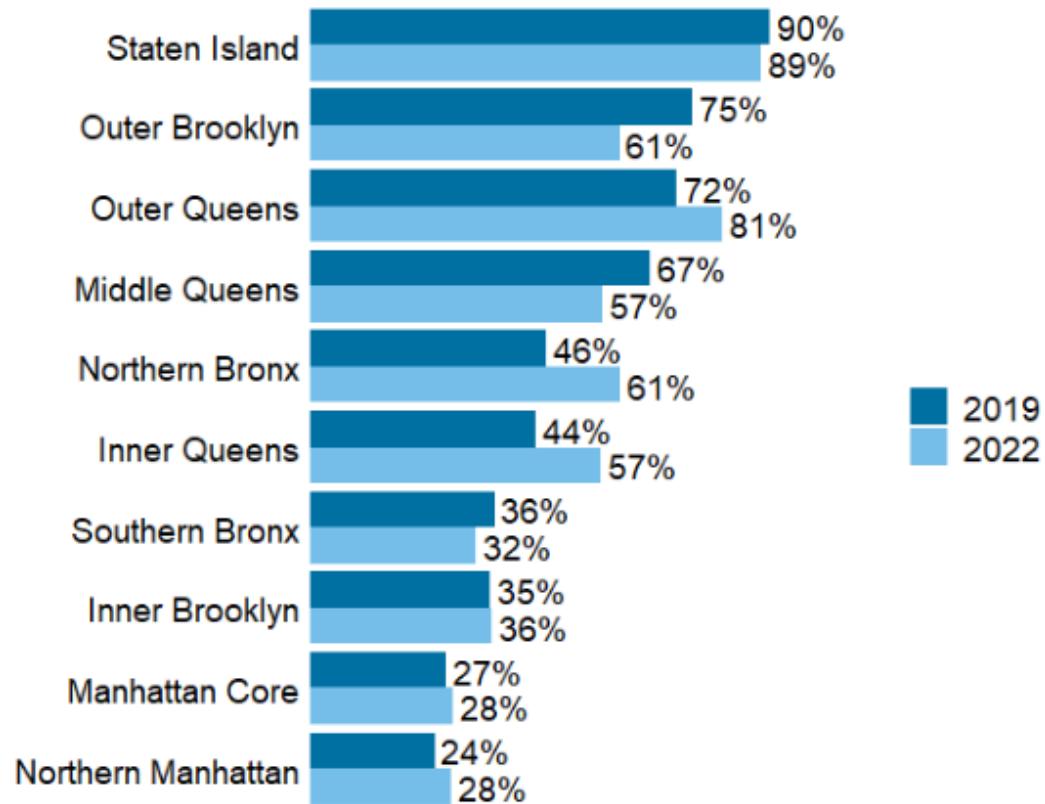
Unweighted N = 4,265, Weighted N = 4,264,595



Changes in Vehicle Ownership

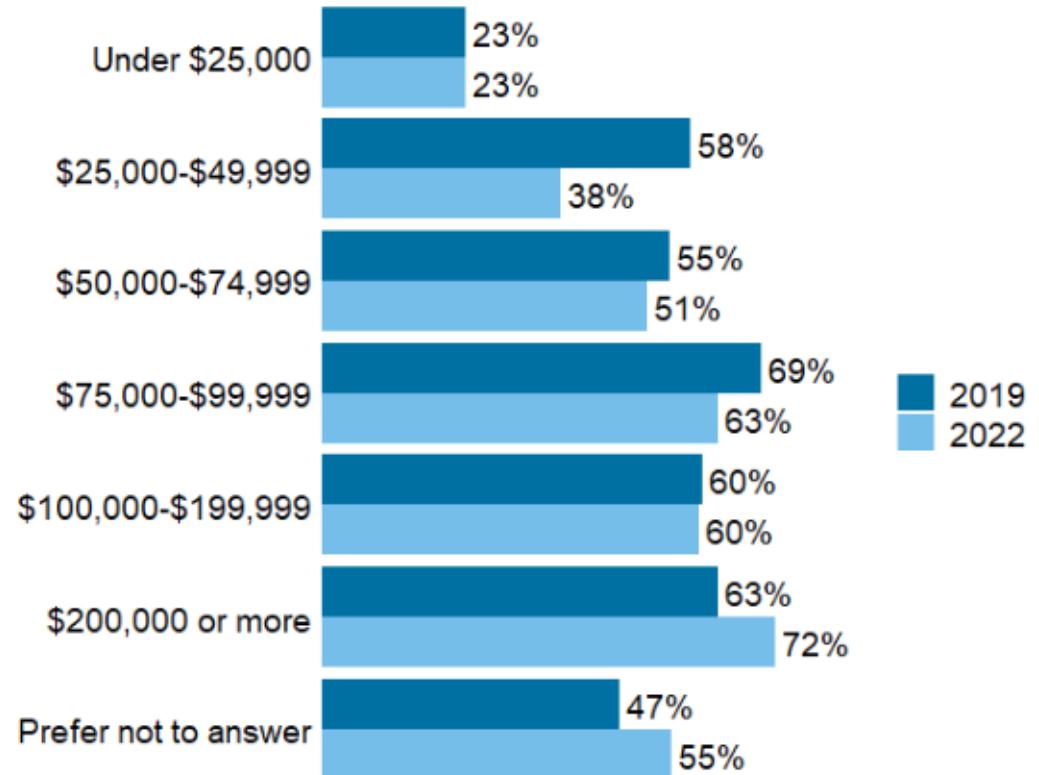
Vehicle owners by zone

2019: Unweighted N = 3,346, Weighted N = 6,670,172
2022: Unweighted N = 2,966, Weighted N = 3,387,311



Vehicle owners by income

2019: Unweighted N = 3,346, Weighted N = 6,670,172
2022: Unweighted N = 2,966, Weighted N = 3,387,311





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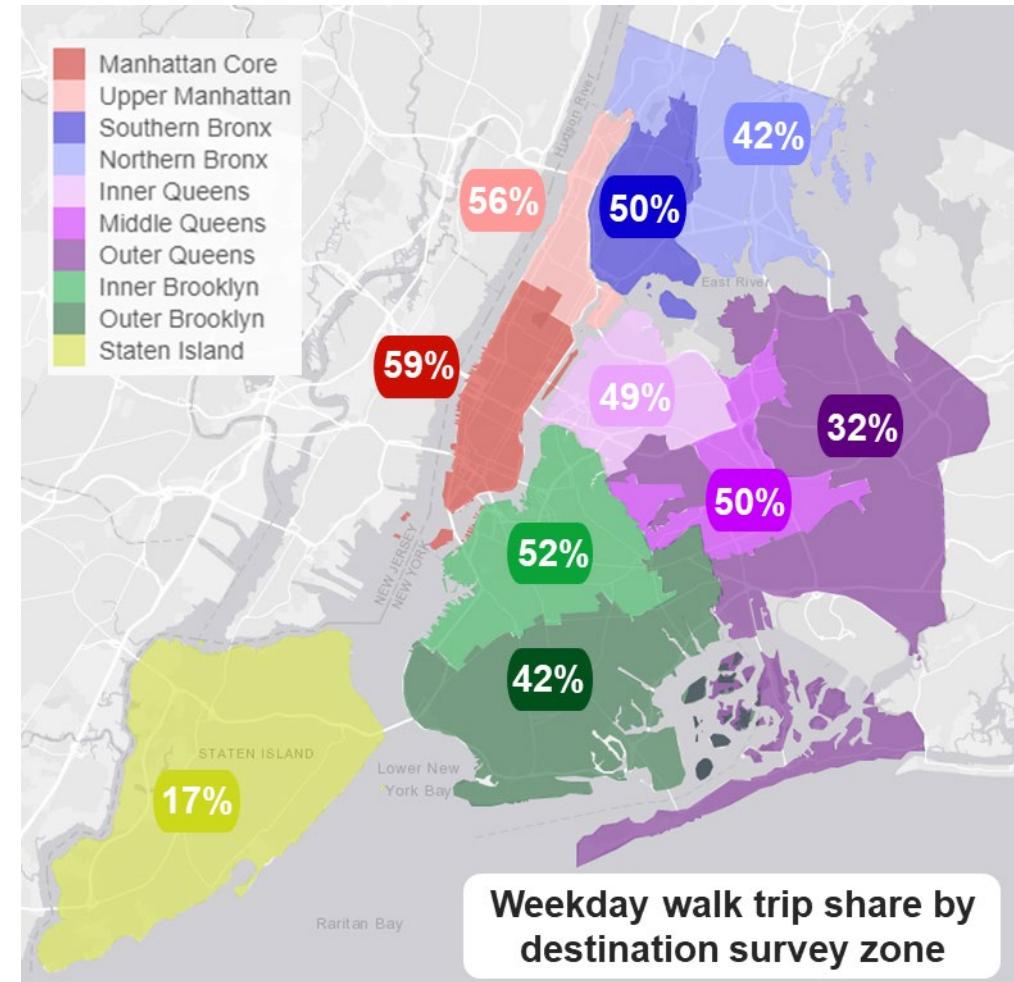
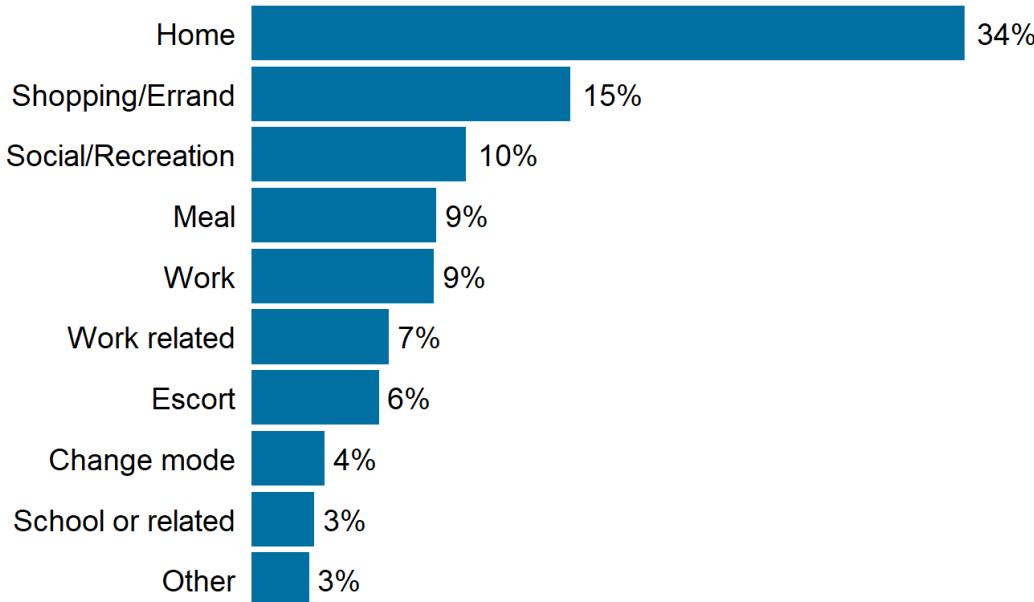
Pedestrian Behavior

Weekday Walk Trip Purpose

About one-third (34%) of weekday walking trips are made for the purpose of going home.

Weekday walk trips by destination purpose

Unweighted N = 20,144, Weighted N = 14,640,335

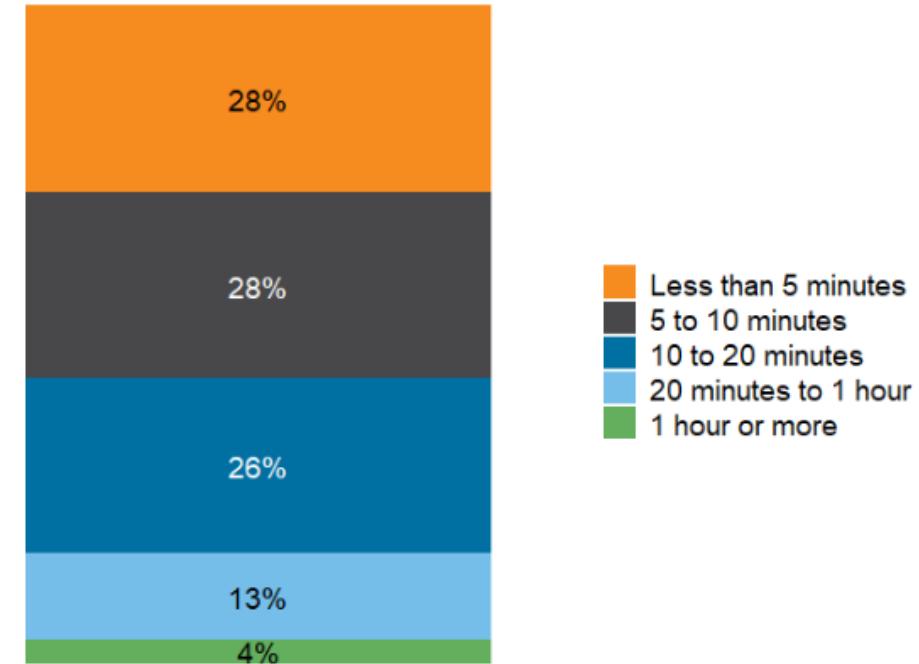


Weekday Walk Trip Duration

89% of weekday walk trips are 1 mile or less. 83% of weekday walk trips are 20 minutes or less with 57% of trips under 10 minutes.

Duration of weekday walk trips

Unweighted N = 20,139, Weighted N = 14,639,903





**CITYWIDE
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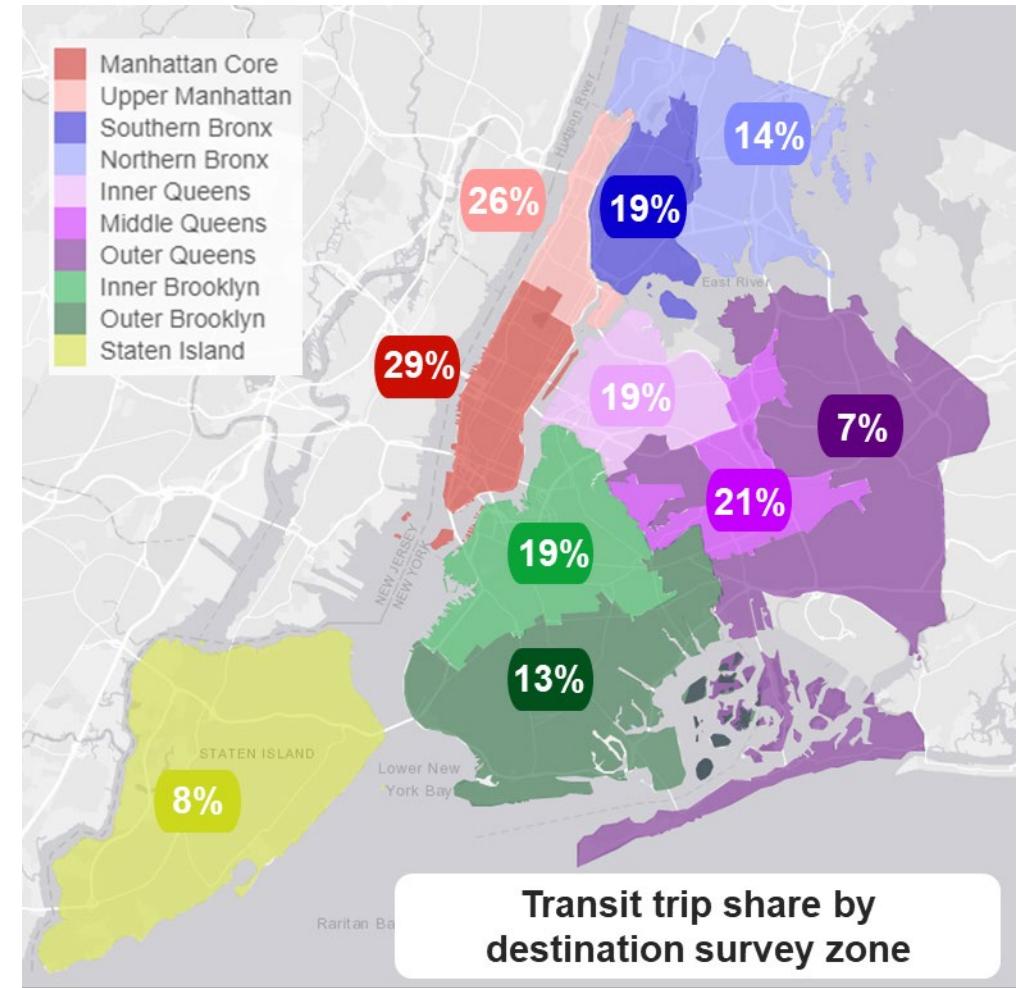
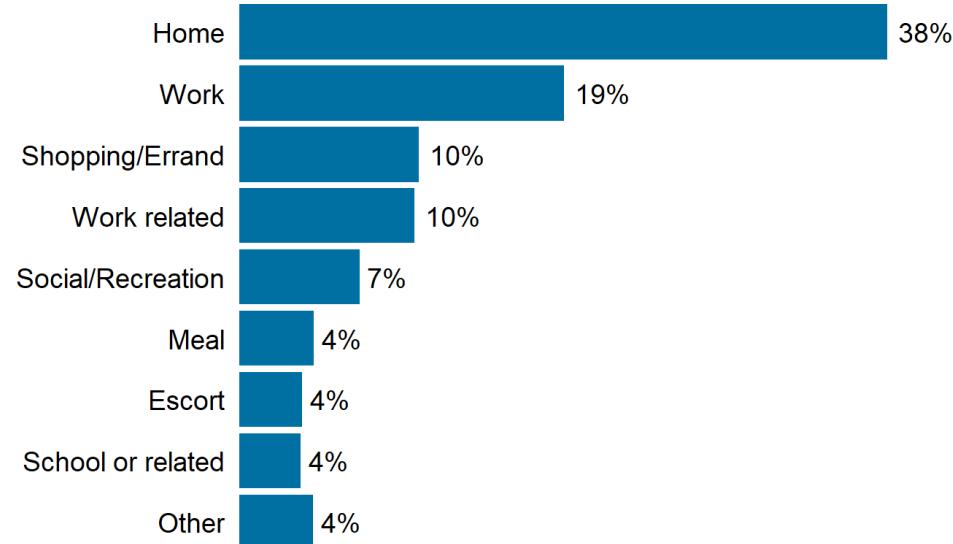
Transit Services Usage

Transit Trip Profile

The majority of transit trips are made for the purpose of going home and going to work.

Transit trips by destination purpose

Unweighted N = 8,000, Weighted N = 5,594,278

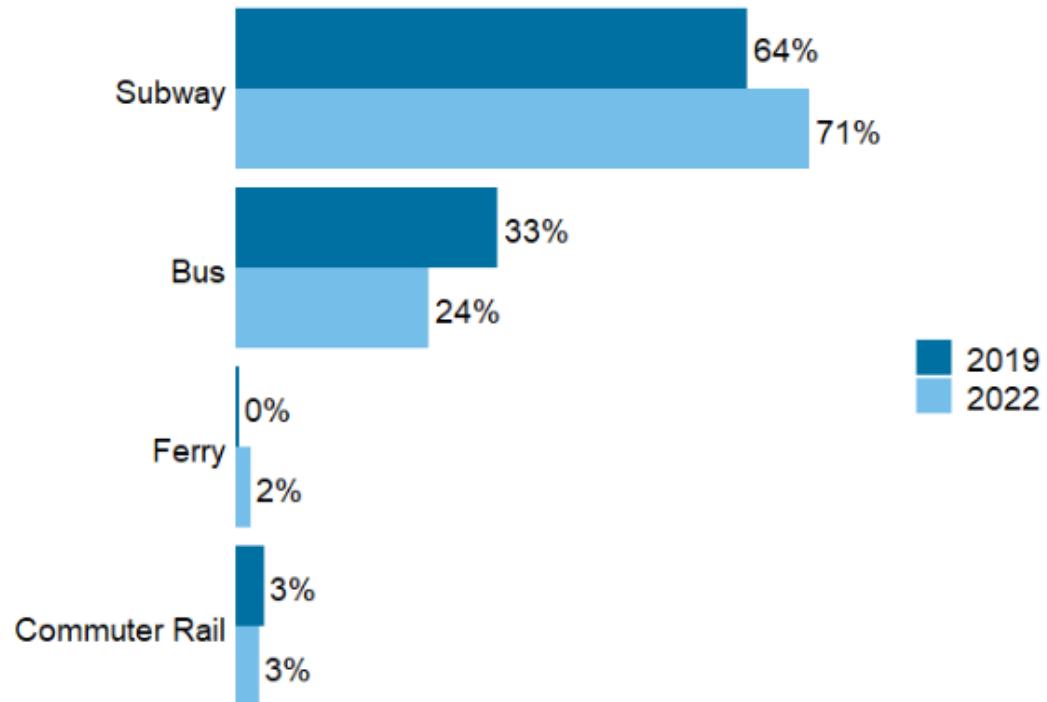


Type of Transit Mode Used

The most common transit mode used by New Yorkers in 2022 is the subway, used for 71% of weekday transit trips. About one-quarter (24%) of weekday transit trips are made using buses.

Weekday transit mode split

2019: Unweighted N = 12,733, Weighted N = 5,908,026
2022: Unweighted N = 12,684, Weighted N = 5,891,001



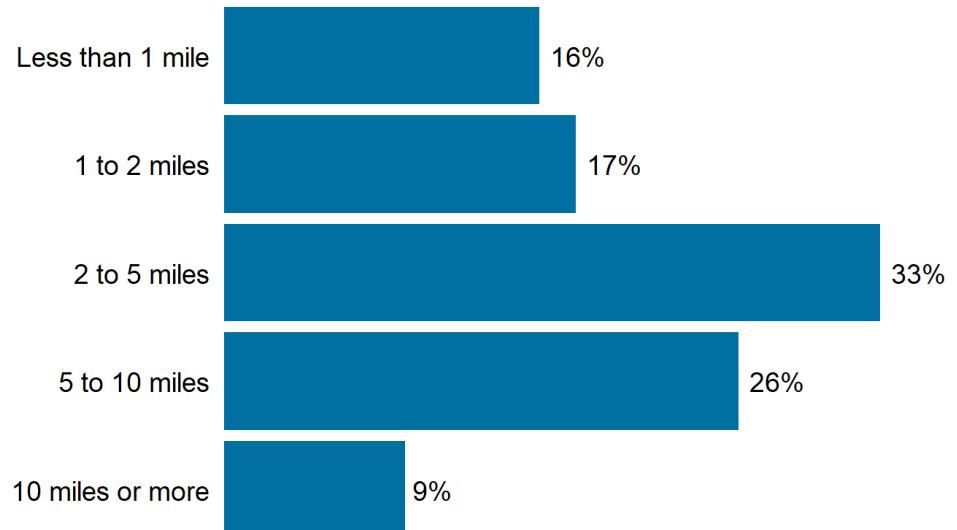
Weekday Transit Trip Distance and Duration

66% of weekday transit trips are 5 miles or less with 33% of trips under 2 miles.

83% of weekday transit trips are 60 minutes or less with 44% of trips under 20 minutes.

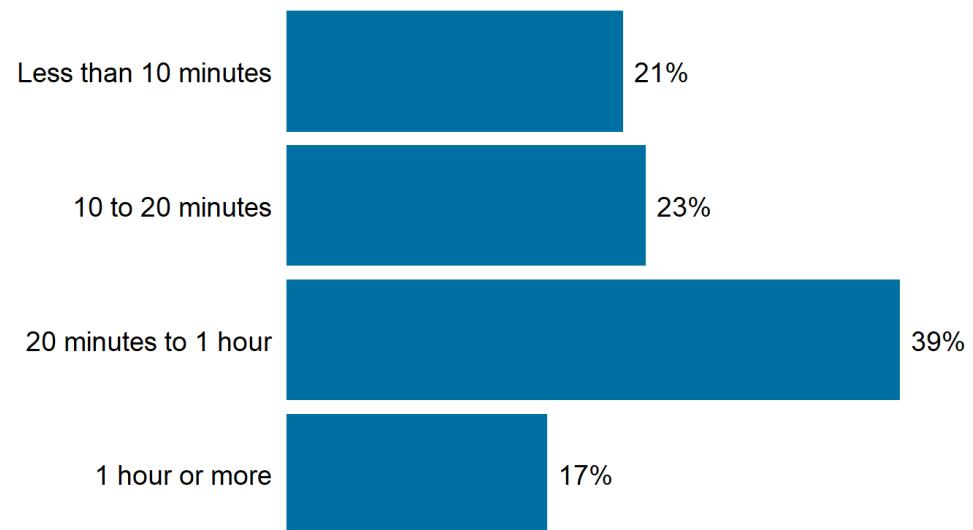
Distance of weekday transit trips

Unweighted N = 8,375, Weighted N = 5,891,001



Duration of weekday transit trips

Unweighted N = 8,375, Weighted N = 5,891,001



Weekday Transit Trip Access and Egress

The majority of New Yorkers walk to and from transit.

Mode	Connecting to transit	Connecting from transit
Walk	96%	97%
Vehicle	1%	1%
For-hire vehicle	0.3%	0.4%
Bicycle	1%	0.4%
Other	2%	1%

Access Trips: Unweighted N = 12,956, Weighted N = 7,937,239

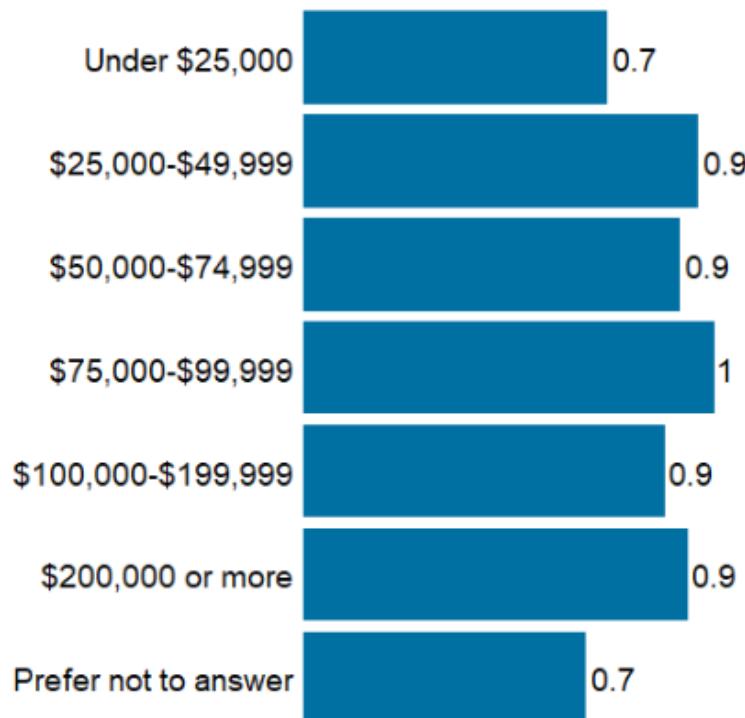
Egress Trips: Unweighted N = 13,218, Weighted N = 8,027,494

*Note: Transit access and egress modes are shown here only for the first and last transit legs of a trip
(i.e., transfers to/from other transit legs are not included).*

Weekday Transit Trip Rates

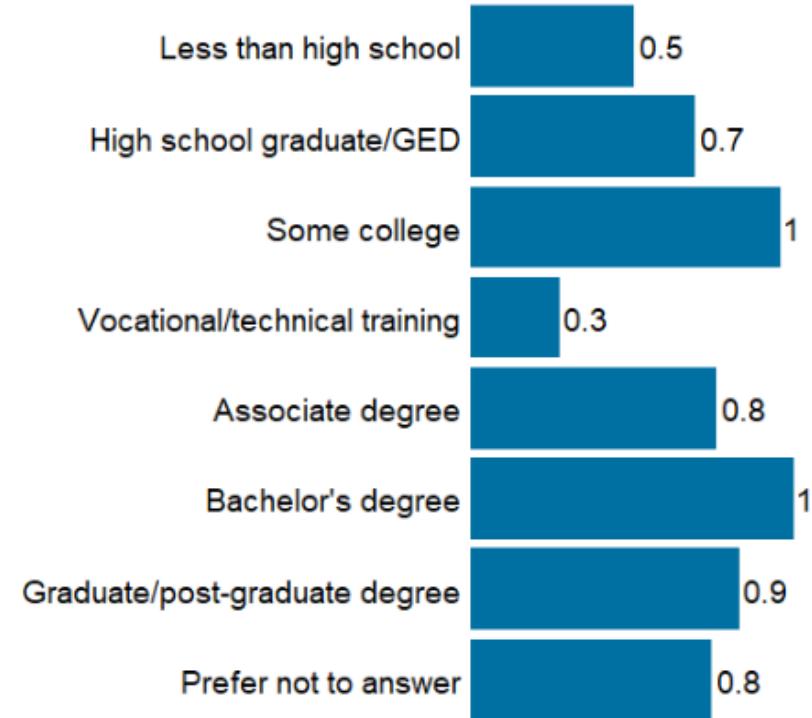
Weekday transit trip rate by income

Unweighted N = 15,926, Weighted N = 6,599,811



Weekday transit trip rate by education level

Unweighted N = 15,751, Weighted N = 6,453,145





**CITYWIDE
MOBILITY
SURVEY**

Bicycle Behavior

Bicycle Frequency

42% of New Yorkers ride a bike at least once a year, up from **33%** in 2019.

16% of New Yorkers rode a bike within the past seven days with **12%** riding a bike at least two days within the past seven days.

Frequency of bicycle travel

2019: Unweighted N = 3,161, Weighted N = 6,261,200

2022: Unweighted N = 2,938, Weighted N = 6,455,933

2019 Citywide Mobility Survey



2022 Citywide Mobility Survey



Age Distribution of NYC Residents Who Biked*

Between 2019 and 2022, NYC's biking population saw a shift towards a more even distribution among age groups, with a higher percentage of individuals aged 45 and older joining the biking community, making it closer to the age distribution of NYC adults.

Age distribution of those who biked at all in 2019 Citywide Mobility Survey



Age distribution of those who biked at all in 2022 Citywide Mobility Survey



Age distribution of all NYC adults, from 2022 Citywide Mobility Survey

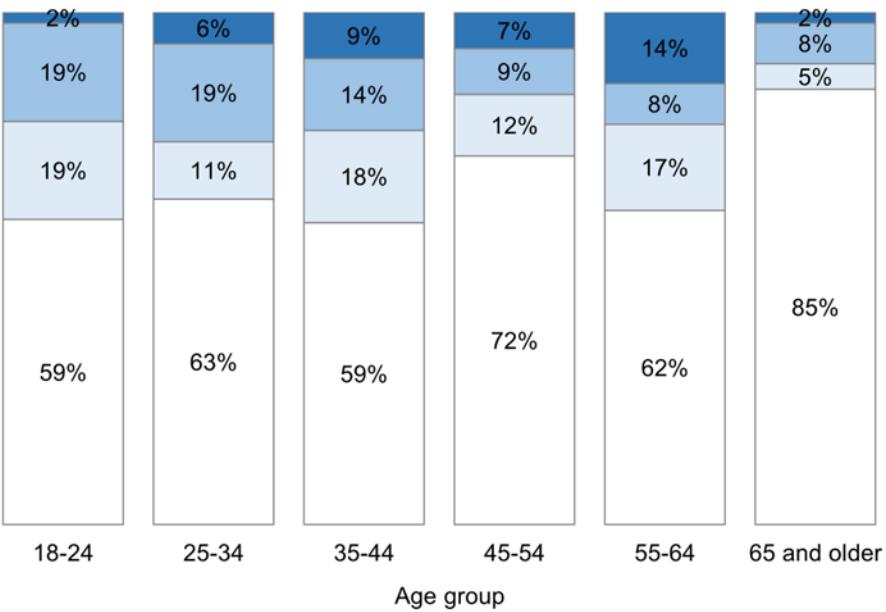


(*people who biked at all)

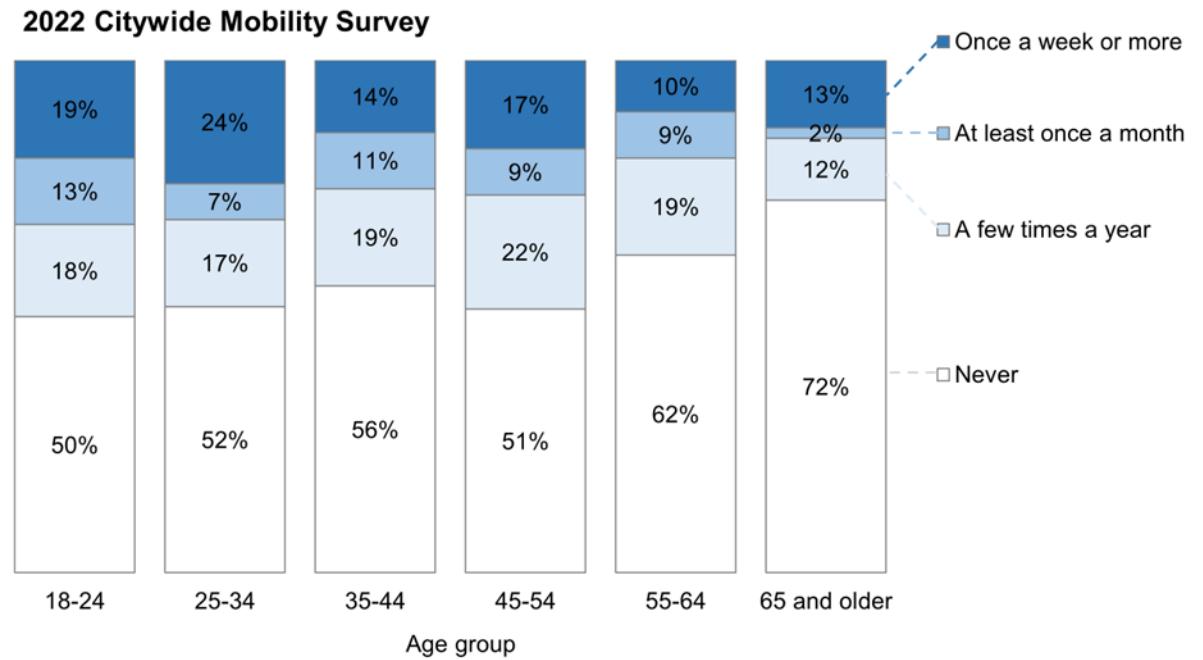
Frequency of Biking by Age Group

Biking increased across all age groups between 2019 and 2022, and the share of New Yorkers that bike frequently also increased across all age groups.

2019 Citywide Mobility Survey



2022 Citywide Mobility Survey



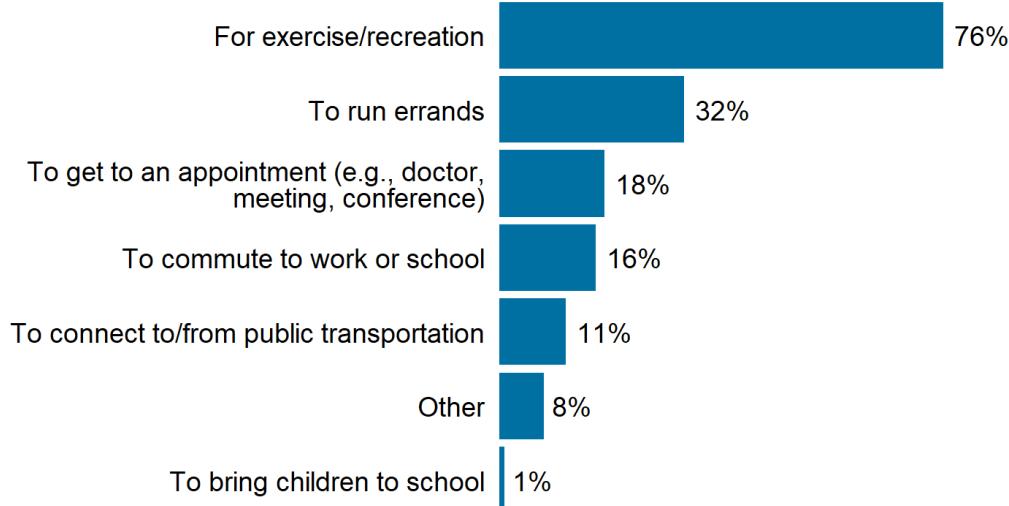
Attitudes Towards Riding A Bicycle

76% of New Yorkers who bike typically make bicycle trips for recreation and exercise, and 45% have made a bicycle trip for a non-recreation purpose.

42% of New Yorkers never ride a bicycle because they don't feel safe and 33% never ride a bicycle because they prefer other modes.

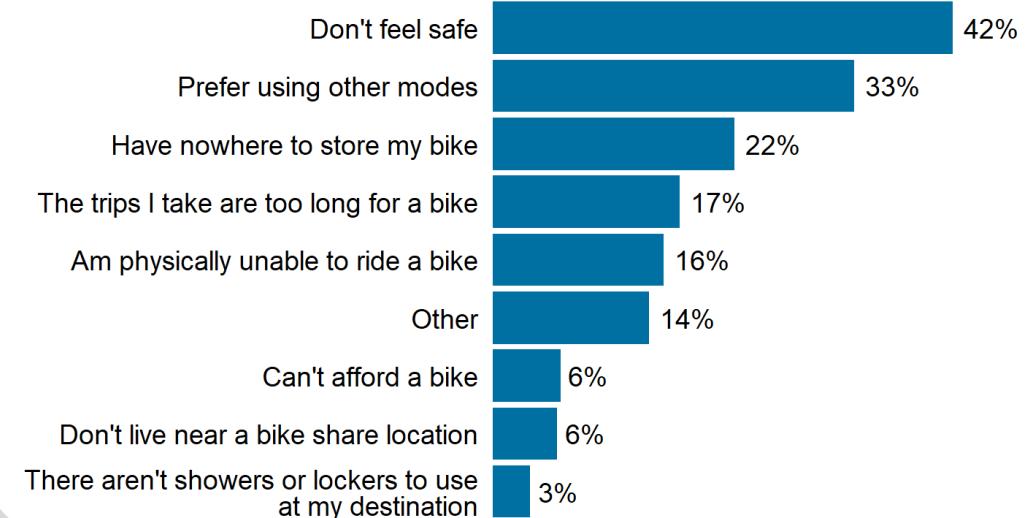
Typical reason for bicycle trips *(Select all that apply)*

Unweighted N = 1,214, Weighted N = 2,699,667



Reasons for not riding a bicycle *(Select all that apply)*

Unweighted N = 1,724, Weighted N = 3,756,266



Bikeshare Services Usage

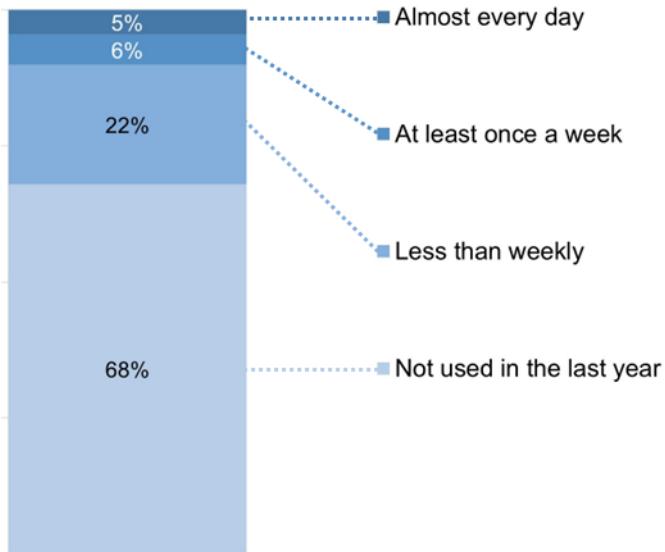
13% of all New Yorkers have used a Citi Bike within the last year, up from 11% in 2019.

Among bike riders, 32% have used Citi Bike in the last year (similar to 2019).

New Yorkers who never use bikeshare services do so because they prefer to use their personal bike (47%) and/or because these services are not available at their desired origin/destination (33%).

Frequency of Citi bike usage by bikers

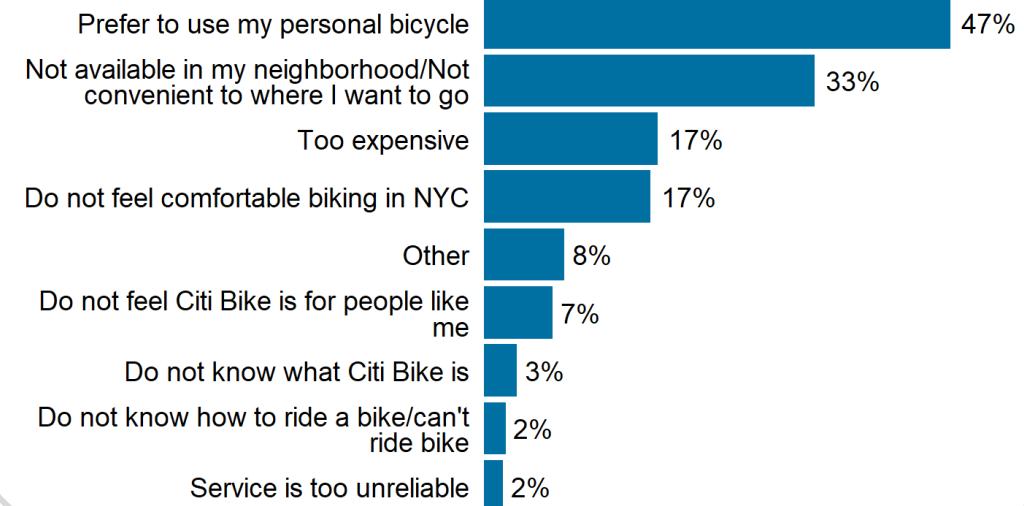
Unweighted N = 1,214, Weighted N = 2,699,667



Reasons for not using bikeshare services

(Select all that apply)

Unweighted N = 726, Weighted N = 1,833,116



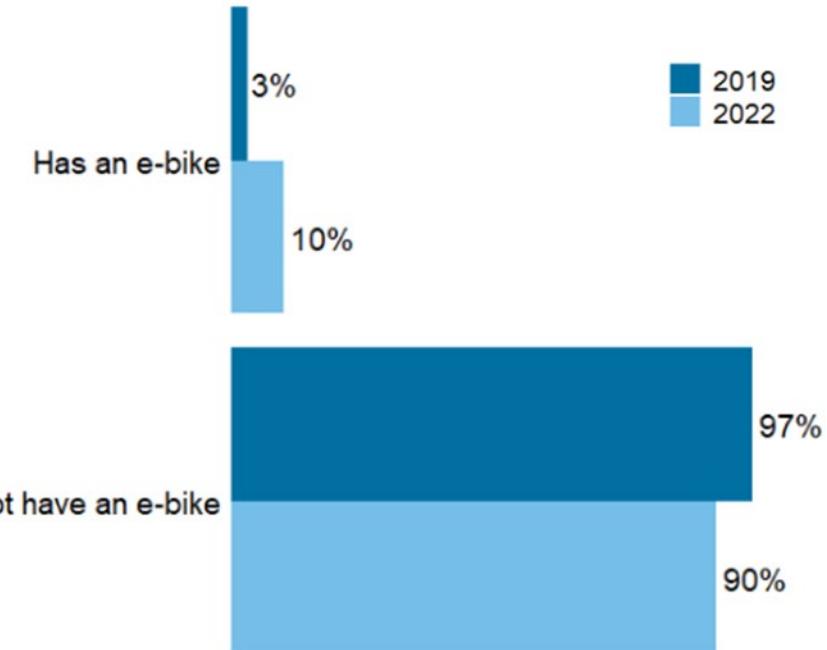
Electric Bike Ownership

More New Yorkers own an e-bike in 2022 (10%) compared to 2019 (3%).

Electric bicycle ownership

2019: Unweighted N = 1,377, Weighted N = 3,181,198

2022: Unweighted N = 1,184, Weighted N = 1,324,184



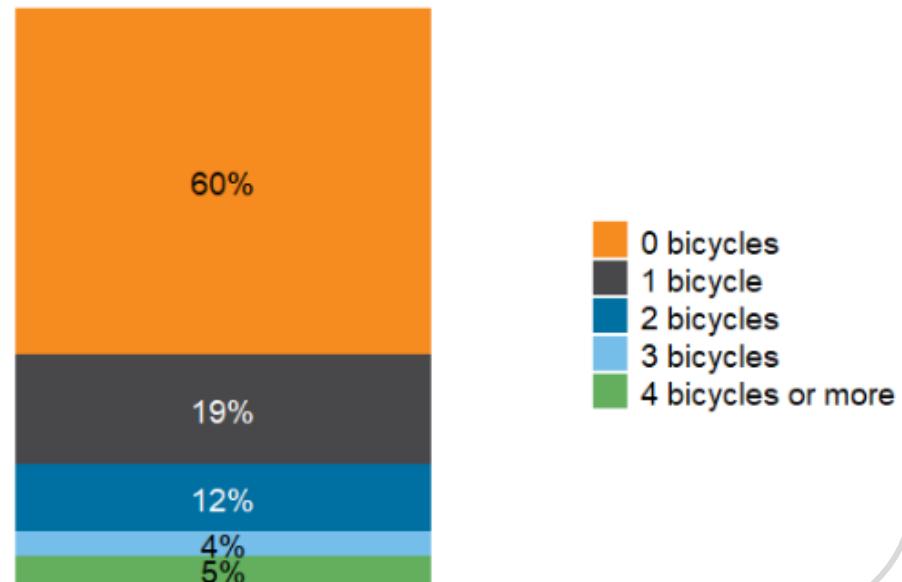
Bicycle Ownership and Use

40% of households in New York own a bicycle – in previous years, this proportion was 38% in 2018 and 48% in 2019.

The plurality of bike trips are trips home (36%), and 15% are for shopping or running errands.

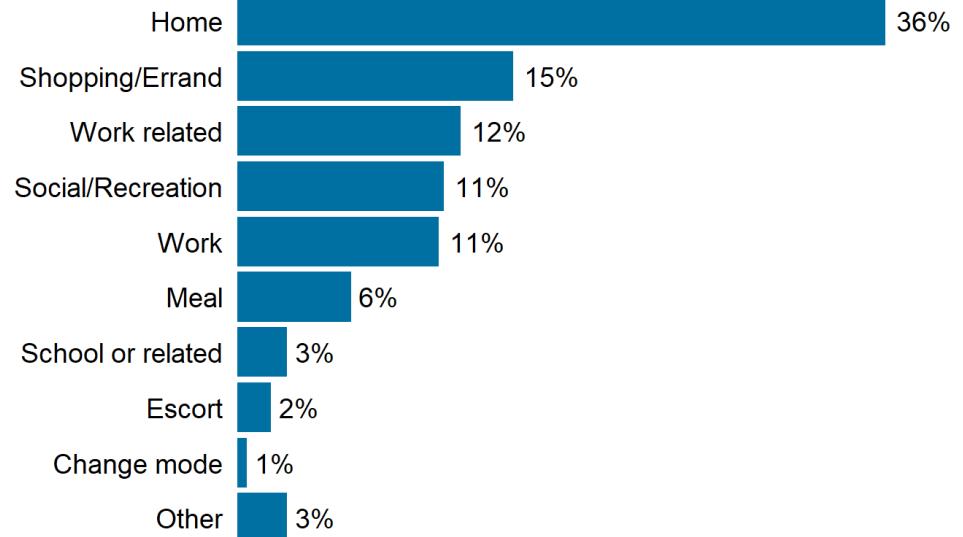
Number of bicycles in household

Unweighted N = 2,938, Weighted N = 3,309,749



Bike trip purpose

Unweighted N = 1,094, Weighted N = 932,461



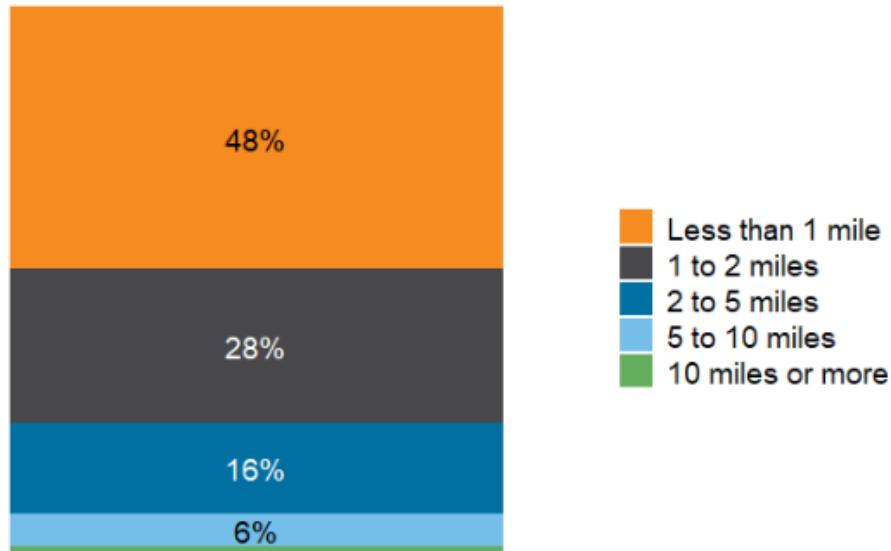
Bike Trip Distance and Duration

94% of weekday bicycle trips are 5 miles or less with 76% of trips under 2 miles.

94% of weekday bicycle trips are 60 minutes or less with 65% of trips under 20 minutes.

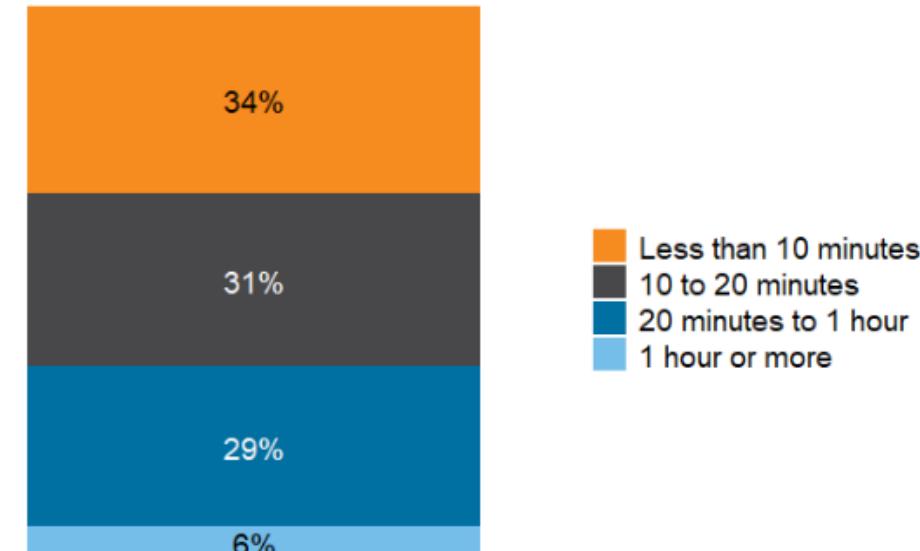
Distance of weekday bike trips

Unweighted N = 1,094, Weighted N = 932,461



Duration of weekday bike trips

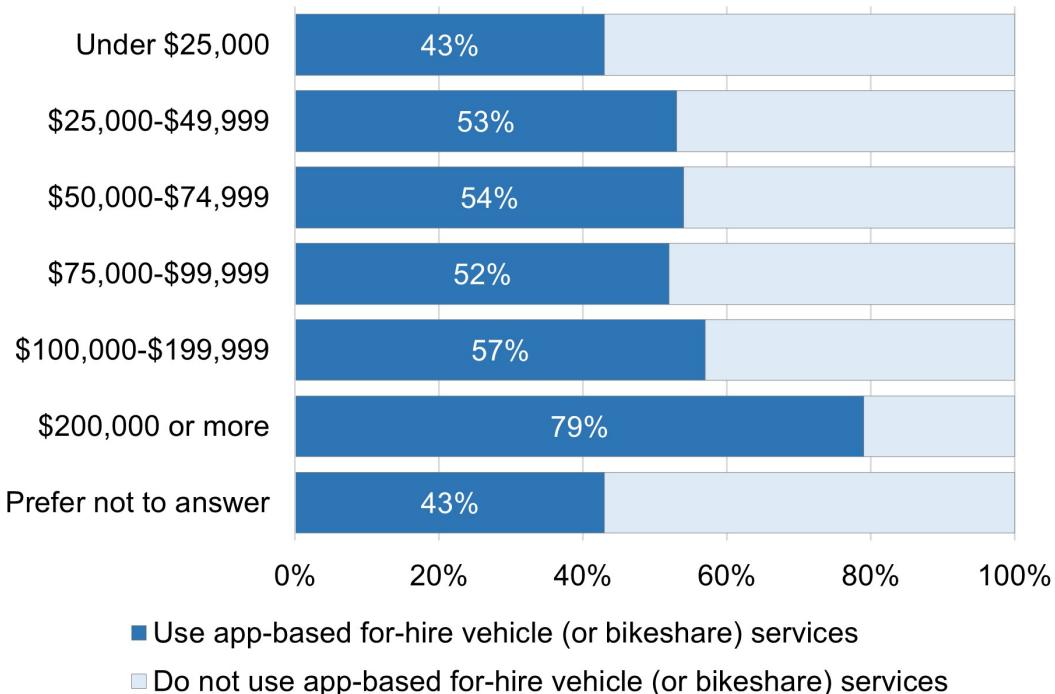
Unweighted N = 1,094, Weighted N = 932,461



App-based Services Users By Income

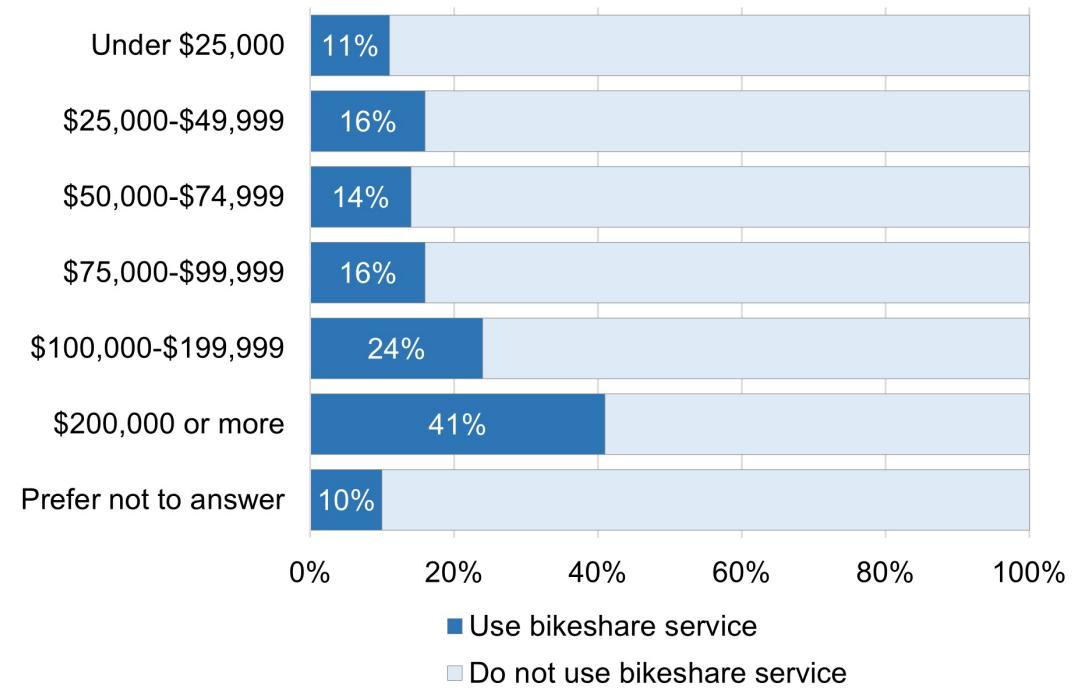
Percent who use app-based for-hire vehicle (or bikeshare) services by income

Unweighted N = 1,827, Weighted N = 3,637,522



Percent who use bikeshare service by income

Unweighted N = 655, Weighted N = 1,280,569





**CITYWIDE
MOBILITY
SURVEY**

Micromobility Usage

E-Bikes and Micromobility Devices

4% of New Yorkers **have** an e-scooter in their household.

9% of New Yorkers **use** some type of micromobility device, standing e-scooters being the most common (5%).

4% of New Yorkers **have** an e-bike in their household.

Micromobility Device	% of NYC households that own a micromobility device
E-scooter	3.6%
Electric bicycle	3.8%

Types of micromobility devices used

(Select all that apply)

Unweighted N = 2,938, Weighted N = 6,455,933

Types of Micromobility Devices Used	% of NYC residents
Standing e-scooter (e.g., Ninebot, GOTRAX)	4.6%
Standing e-scooter share (e.g., Bird, Lime)	0.9%
Moped (not shared)	0.6%
Moped-share (e.g., Revel)	1.0%
Other electric (e.g., e-skateboard, hoverboard, e-unicycle, or other small electric device)	1.4%
Other non-electric (e.g., personal kick scooter, skateboard, rollerblade, or other small device)	1.6%
None of the above	91.1%

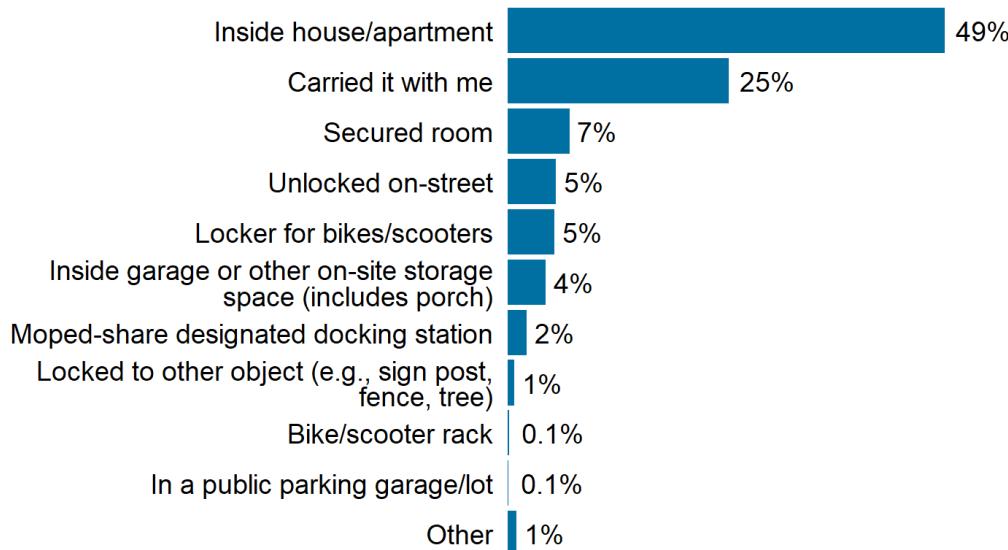
Micromobility Device Parking and Charging

49% of New Yorkers who own a micromobility device typically park it inside their home.

The primary places New Yorkers reported charging their micromobility device were at home (95%) and at work (21%)

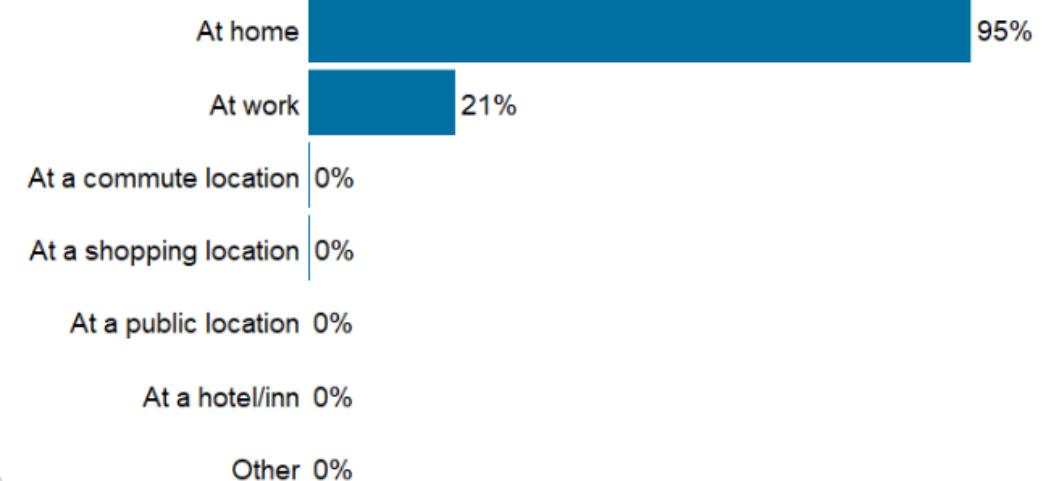
Typical micromobility device parking location

Unweighted N = 90, Weighted N = 107,751



Typical micromobility device charging location (Select all that apply)

Unweighted N = 84, Weighted N = 121,483



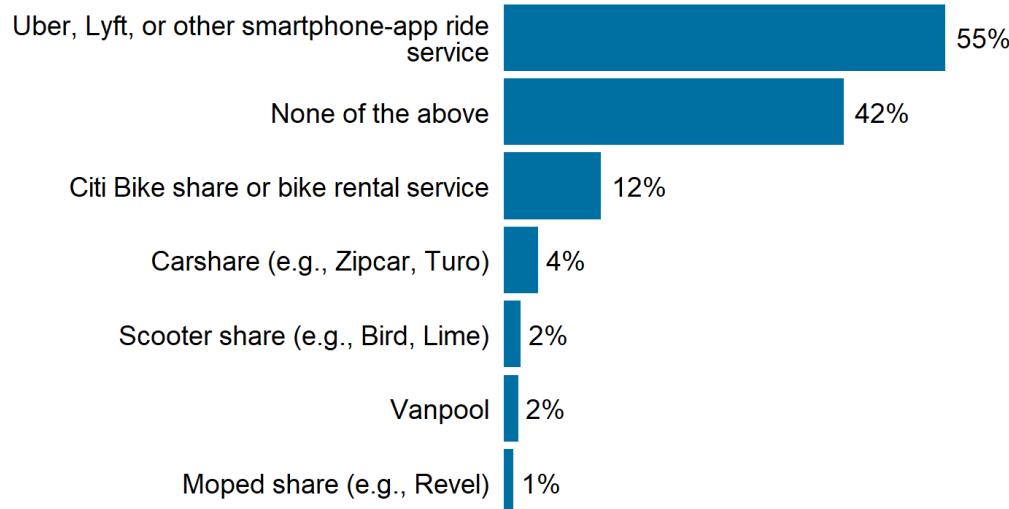
Shared Services

58% of New Yorkers use smartphone app-based ride services, a slightly lower share than in previous years.

61% reported using app-based ride services in 2019 and 50% in 2018. Among the 46% of New Yorkers that do not use app-based for-hire vehicles, 21% do not own smartphones.

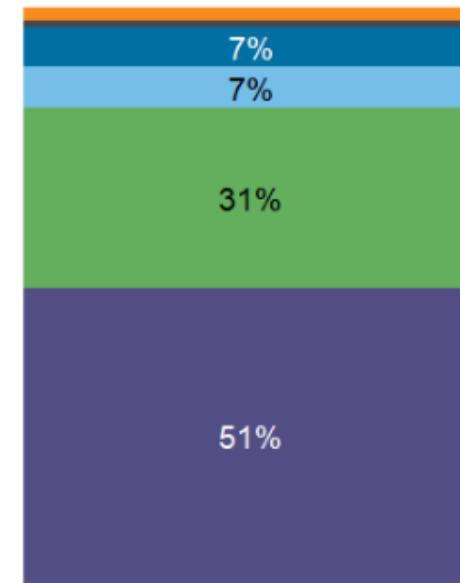
Shared services used *(Select all that apply)*

Unweighted N = 2,956, Weighted N = 6,562,476



Frequency of using app-based ride services

Weighted N = 1,827, Weighted N = 3,585,065



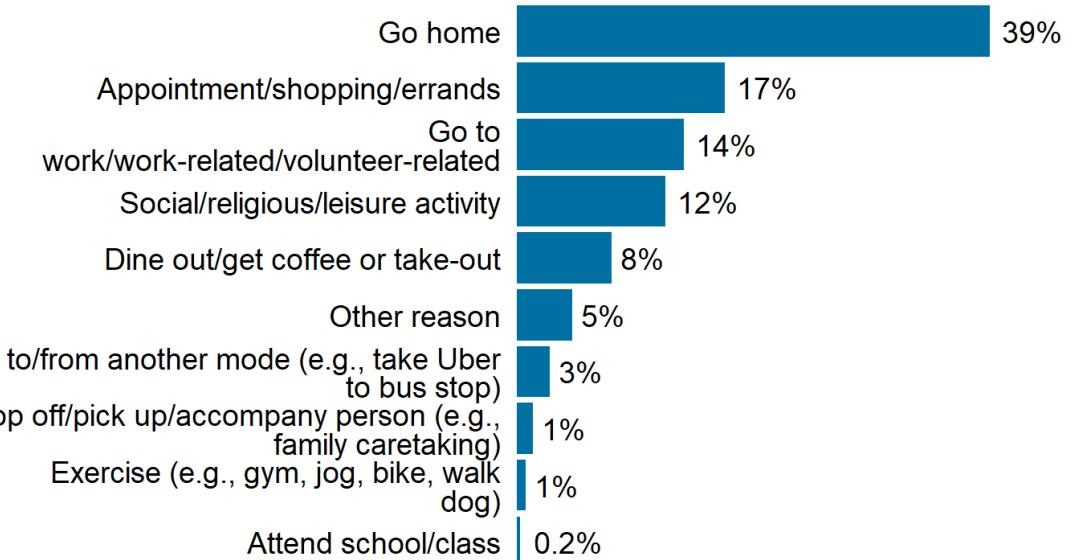
- 5 or more days a week
- 4 days a week
- 2-3 days a week
- 1 day a week
- 1-3 days a month
- Less than monthly

App-based For-hire Vehicle Behavior

New Yorkers use app-based for-hire vehicles primarily for making trips home (39%) followed by going shopping and running errands (17%), going to work, work-related, or volunteer-related (14%), and for social, religious, or leisure activities (12%) during the weekdays.

Most common purpose of weekday app-based for-hire vehicle trips

Unweighted N = 939, Weighted N = 1,745,963



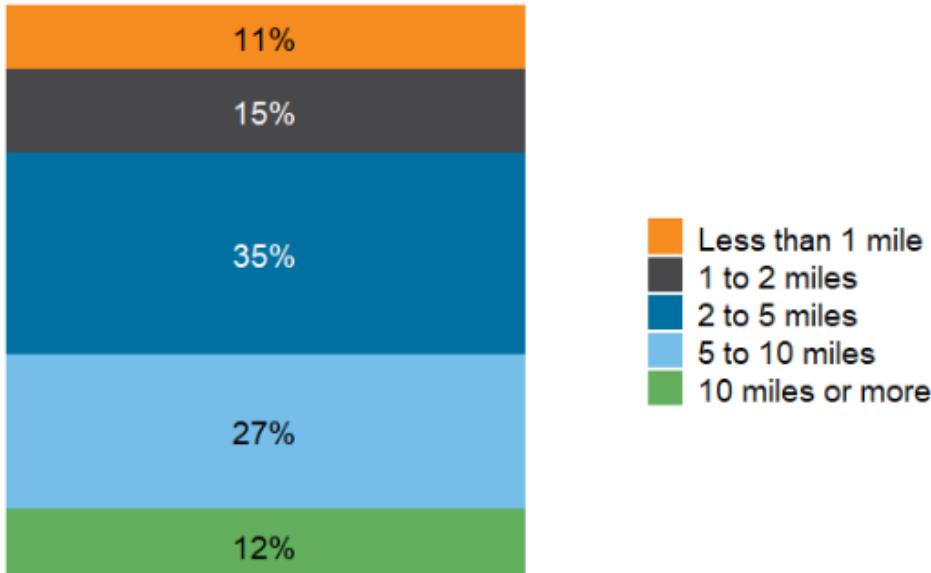
App-based For-hire Vehicle Distance And Duration

61% of app-based for-hire vehicle trips are 5 miles or less with 26% of trips under 2 miles.

71% of app-based for-hire vehicle trips are 60 minutes or less with 40% of trips under 20 minutes.

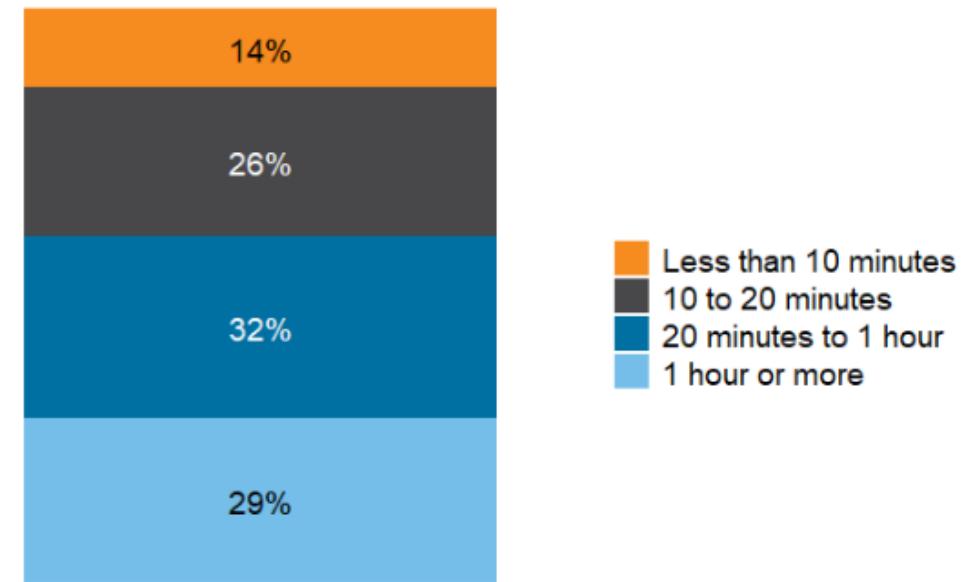
**Distance of weekday app-based
for-hire vehicle trips**

Unweighted N = 545, Weighted N = 442,910



**Duration of weekday app-based
for-hire vehicle trips**

Unweighted N = 545, Weighted N = 442,910





**CITYWIDE
MOBILITY
SURVEY**

Delivery Services Usage

Changes in Deliveries and online shopping

New Yorkers are receiving more packages at home and shopping online more often than in 2019. On a typical day, 32% of New Yorkers received a package at home in 2022, up from 20% in 2019.

Delivery services used and online shopping

2019: Unweighted N = 17,194, Weighted N = 6,670,182

2022: Unweighted N = 15,734, Weighted N = 6,599,811

Type of Delivery	2019 %	2022 %	% Change 2022 vs. 2019
Had deliveries on travel day	32%	42%	+10%
Take-out/prepared food delivered to home	4%	8%	+4%
Someone came to do work at home	4%	3%	-1%
Groceries delivered to home	2%	3%	+1%
Received package at home	20%	32%	+12%
Received person packages at work	2%	1%	-1%
Received packages at another location	2%	2%	0%
Other item delivered to home	2%	1%	-1%
Bought goods online and then picked up in store	n/a	1%	n/a
None of the above	68%	58%	-10%
Made an online purchase	16%	18%	+2%

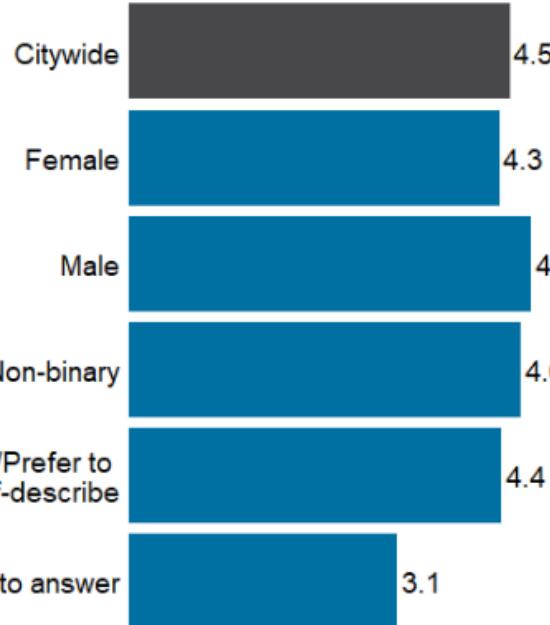


**CITYWIDE
MOBILITY
SURVEY**

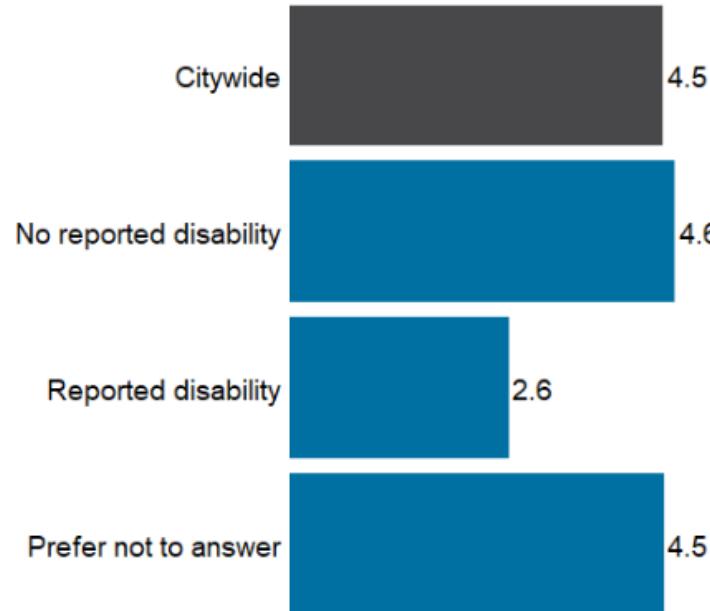
Equity Analysis

Equity Analysis of Daily Trip Rates

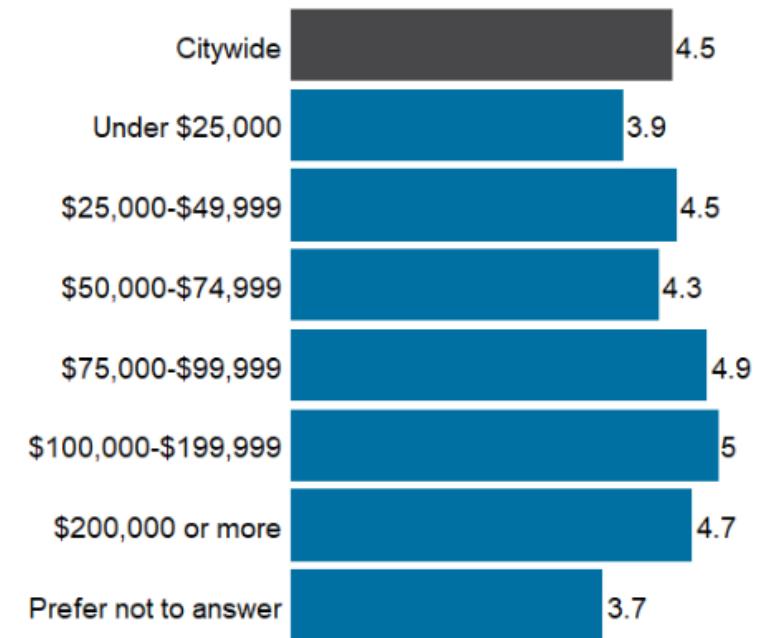
Daily trip rates differ from the citywide average across key demographic measures.



Gender



Disability Status



Household Income

Effects of Disability Status on Travel Behavior

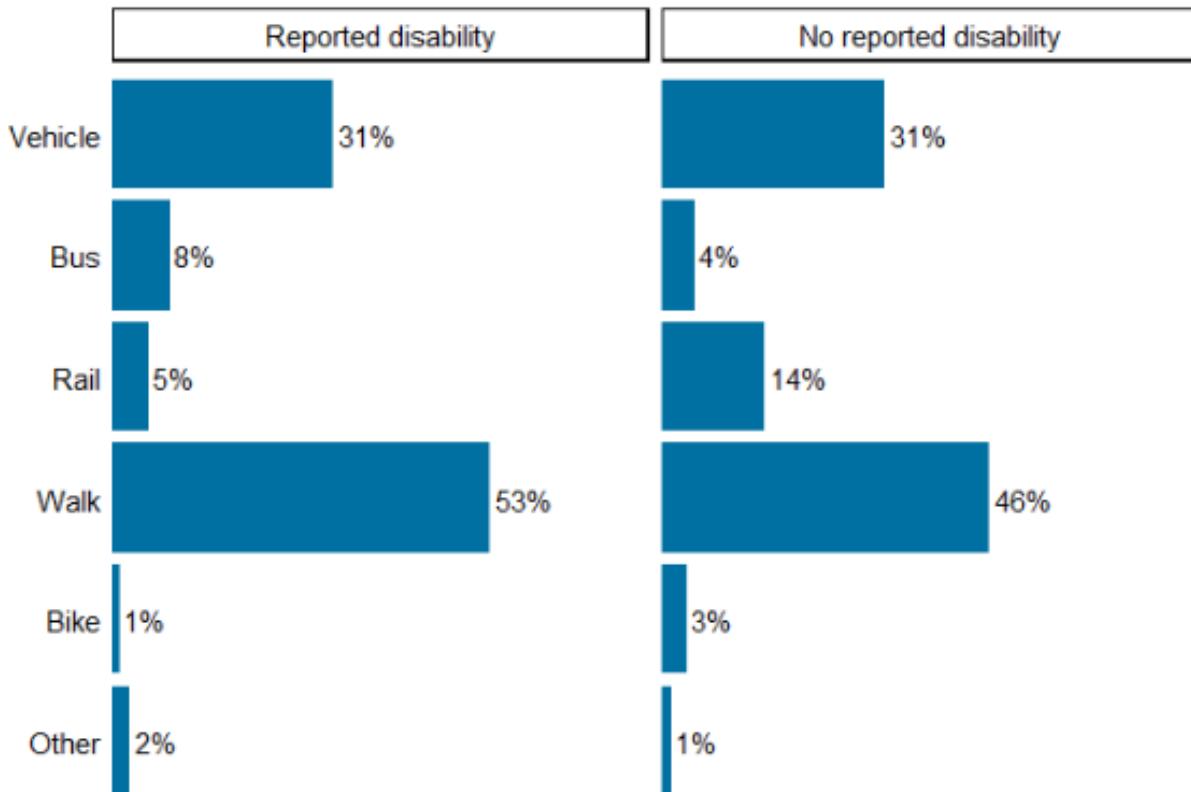
Participants who reported a disability make:

- more trips by bus
- fewer rail trips
- more walking trips

in comparison to all participants.

Mode split by reported disability

Unweighted N = 43,333, Weighted N = 28,361,276

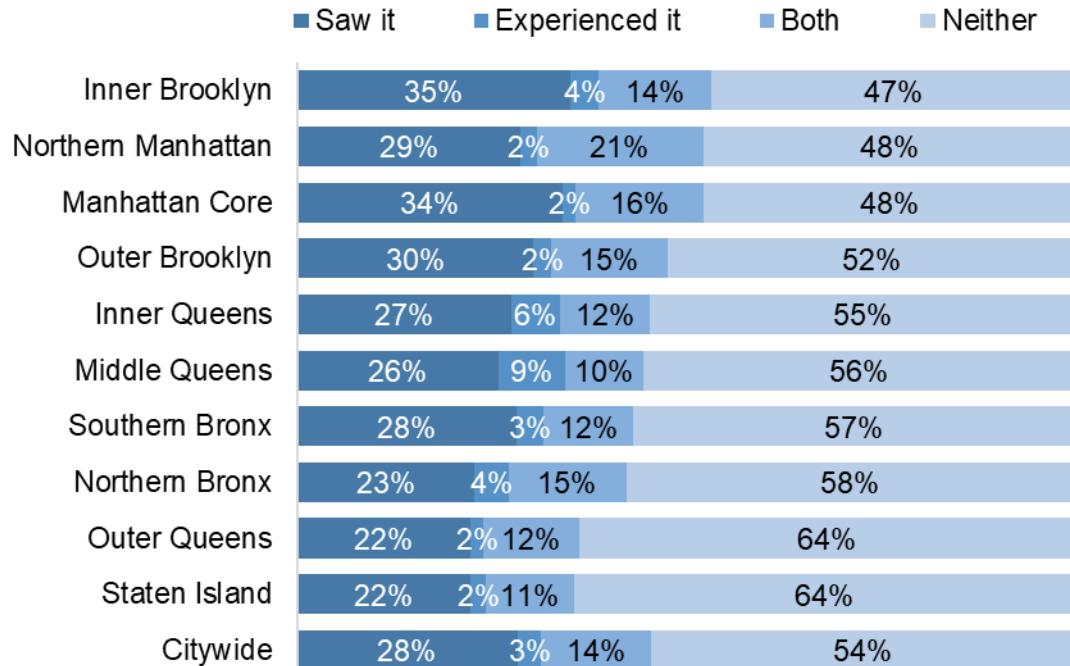


Frequency Of Harassment While Traveling

In the past week, have you seen and/or experienced visual, verbal, or physical harassment/violence when traveling?

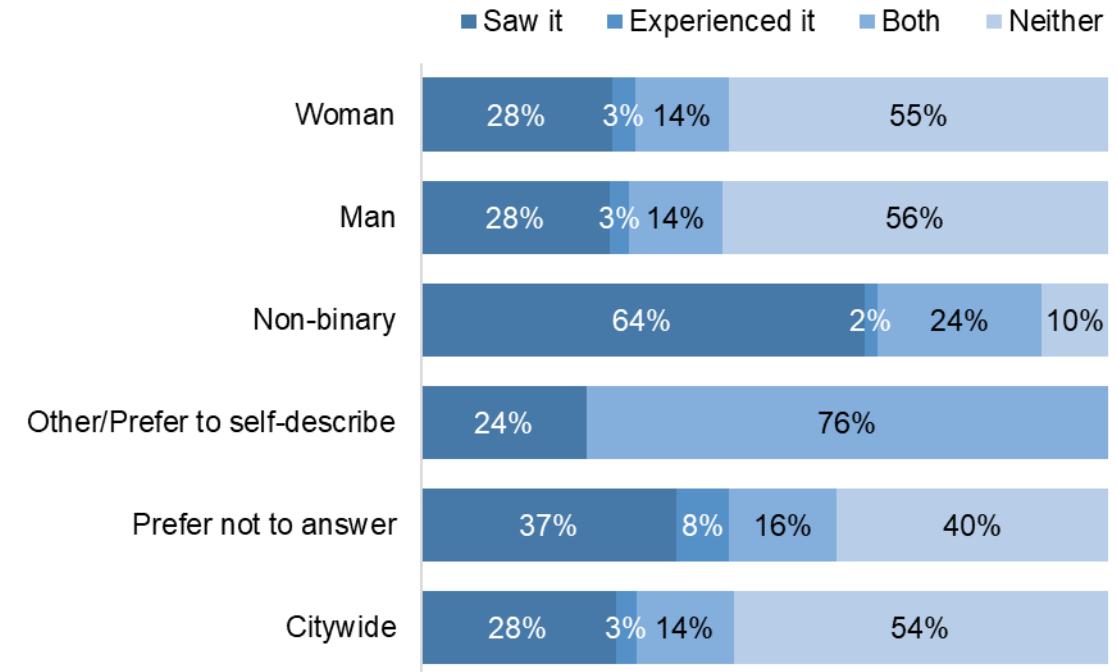
Harassment while traveling by home survey zone

Unweighted N = 2,898, Weighted N = 6,325,054



Harassment while travelling by gender

Unweighted N = 2,898, Weighted N = 6,325,054



Changes in Street Harassment When Travelling

Compared to 2019, in 2022 more New Yorkers has either seen or experienced some form of street harassment or violence (up to 46% from 33%).

28% of New Yorkers have seen street harassment or violence in 2022, up from 20% in 2019.

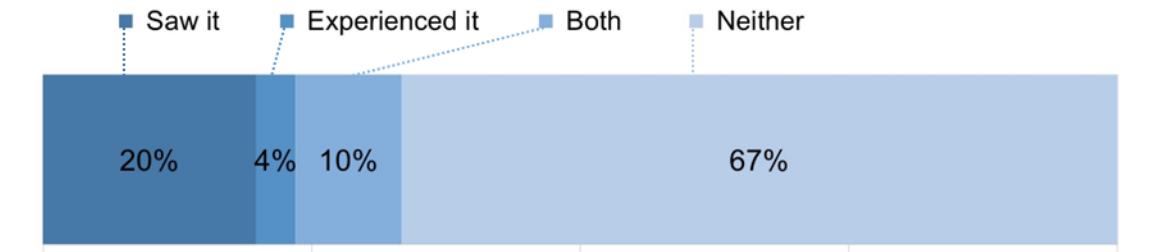
Experience of street harassment:

Have you seen and/or experienced visual, verbal, or physical harassment/violence when traveling?

2019: Unweighted N = 3,096, Weighted N = 6,164,440

2022: Unweighted N = 2,898, Weighted N = 6,325,054

2019 Citywide Mobility Survey



2022 Citywide Mobility Survey

