Violent interactions between freight vehicles and bicycles in an urban environment are increasingly common problems in areas currently undertaking significant green-design initiatives. One of these areas - New York City - is currently undergoing a massive expansion of its bicycle network. This expansion does not come without a cost, however. An increase in bicycle lanes has caused a similar reduction in the amount of space dedicated to truck unloading zones. Freight trucks are often forced to park in bicycle lanes, causing potentially negative interactions between vehicles of vastly different size and mass; impacting the operations of both. Dr. Lownes’ research aims to produce a comprehensive freight/bicycle interaction dataset for the identified application site in New York City in order to help transportation professionals better make better design and policy decisions.