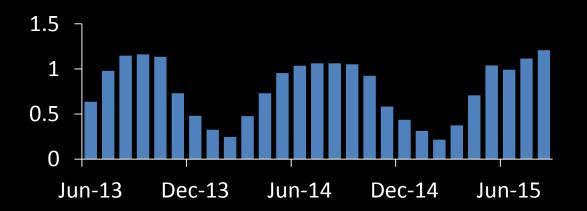


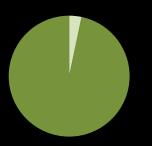


High Ridership





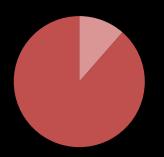
22,000,000 +	Total trips
1,100,000 +	Memberships sold
85,000 +	Active annual members
50,000 +	Trips on busiest days
8.0 +	Trips per bike on busiest days



97% of trips incur no overage fees

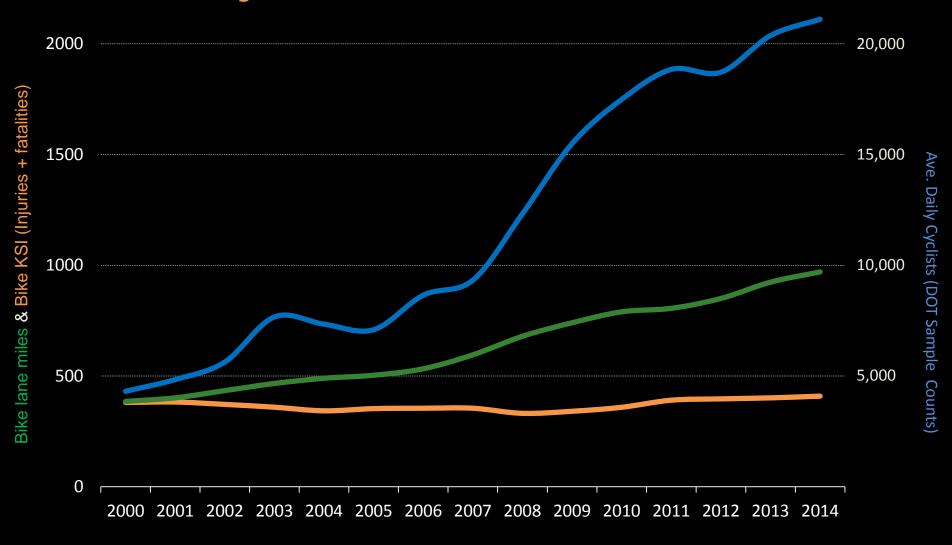


Average trip duration is under 15 minutes



89% of trips are taken by annual members

More cyclists, more bike lanes, fewer injuries



Strong Safety Record

- Only one reported crash for every 160k trips
- A 2014 CUNY Hunter study identified Citi Bike riders as some of the safest cyclists on the road









Affordability Memberships

\$149 annual membership at regular price

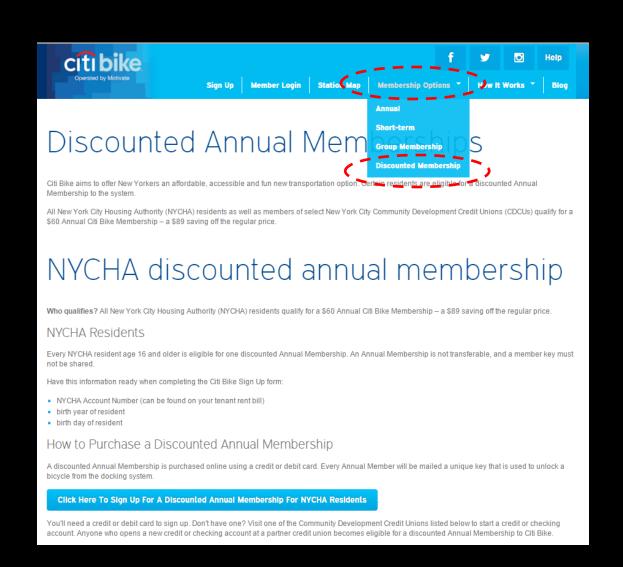
\$60 Affordability Memberships

Available to all NYCHA residents

Available to members of some community development credit unions

LES People's Federal Credit Union in Harlem

More than 2,000 Affordability Memberships purchased

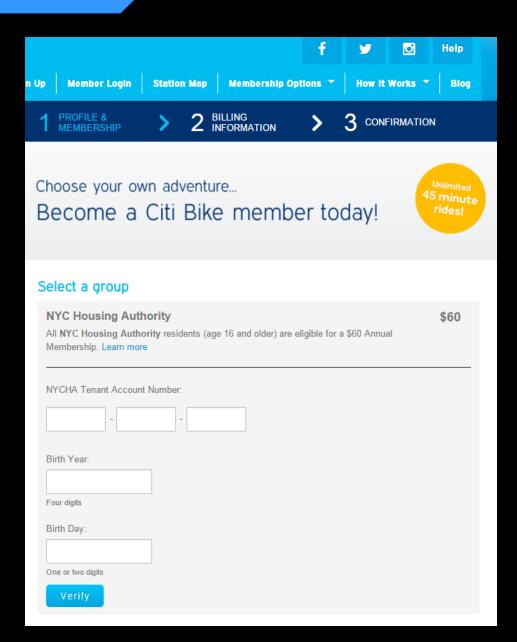


Affordability Memberships

To sign up as a NYCHA resident, provide:

- Tenant Account Number
- Birthday
- Credit card info

Info at www.CitiBikeNYC.com



Phase 2 Expansion

As of fall 2015, system has:

- 7,500 bicycles
- 475 stations

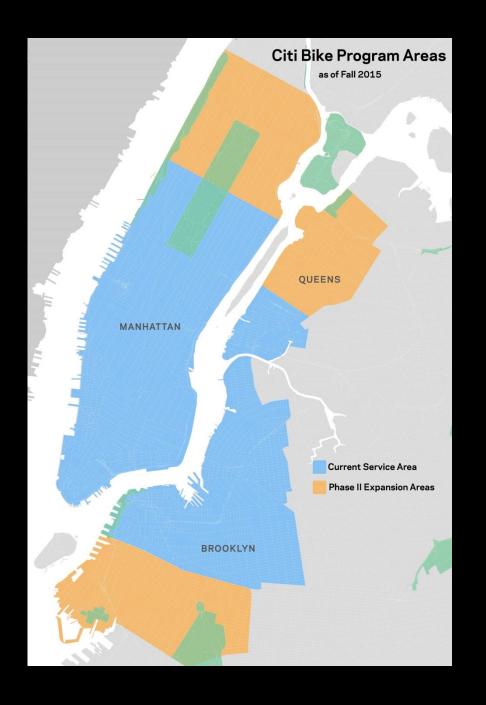
By end of 2017, Citi Bike will add another:

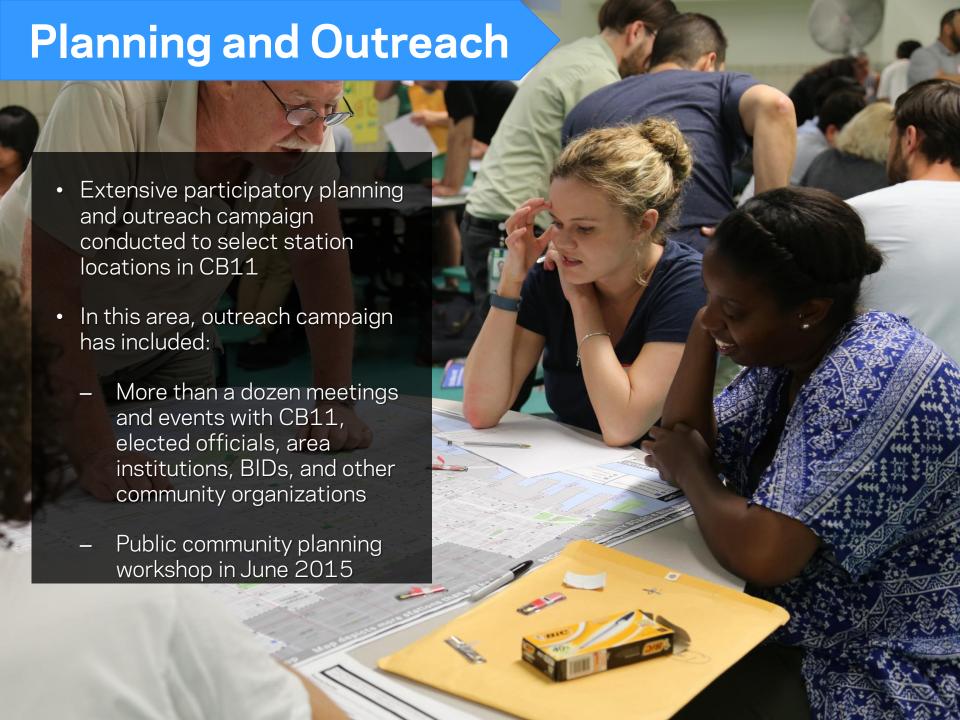
- 4,500 bicycles
- 225 stations

Total size of Citi Bike system will be:

- 12,000 bikes
- <u>700 stations</u>

Phase 2 sets stage for future expansion in any direction





Site Selection Process



- DOT and Motivate are working with communities to find best locations for stations in their neighborhoods
- Planning process includes:
 - Meetings with elected officials, community boards, local institutions, and stakeholders
 - Community planning workshops
 - Public web portal
 - Draft station siting plan presented to community board
 - Final plan reflective of draft plan feedback

Map presented at community planning workshops in June 2015

456 potential sites shown

Participants asked to use red and green stickers and comment forms to indicate opinions on specific sites



Potential sites are shown here by intensity of stakeholder preference

Darker shade indicates greater preference

Inputs include:

- Community feedback
- Concentration of support clicks from public web portal
- Motivate operational considerations



Where possible, less preferred sites were removed from consideration



Community preference and network considerations were combined to create a draft plan

30 sites needed for CB 11 Draft Plan



Typical Station Locations

STATIONS IN ROADBED

Stations are typically located in the parking lane of the street, or on sidewalks that are wide enough to allow pedestrian flow





Typical Station Locations

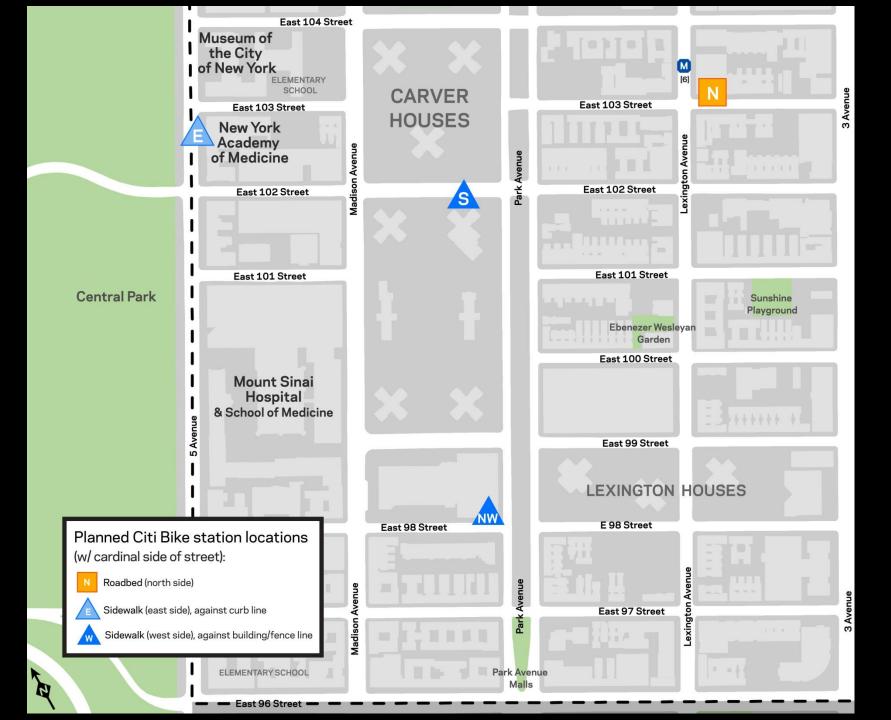
STATIONS ON SIDEWALK

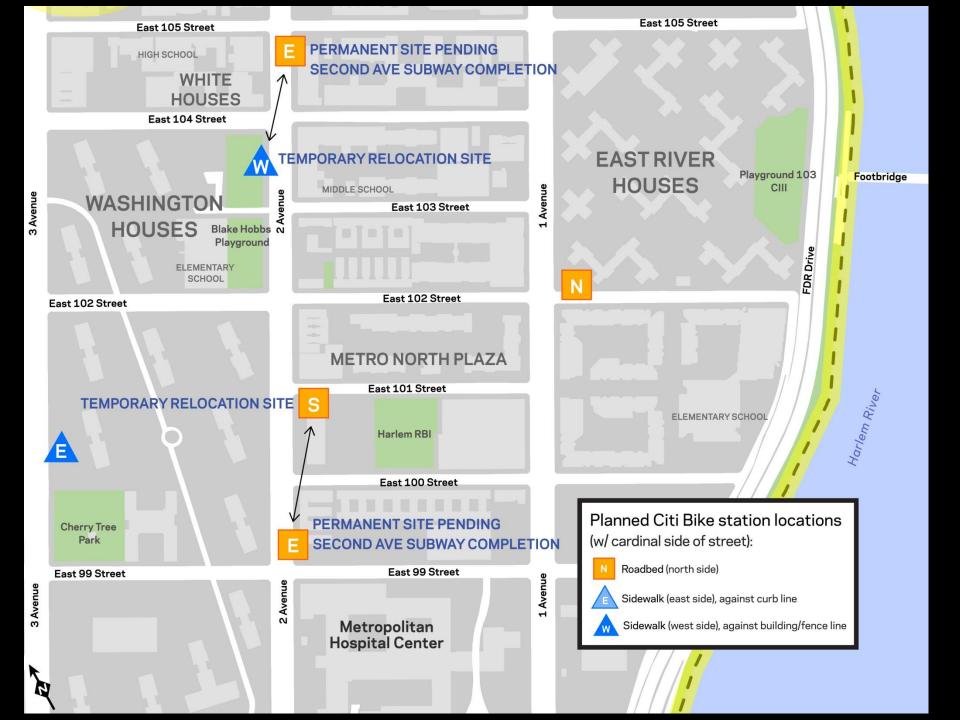
Stations are typically located in the parking lane of the street, or on sidewalks that are wide enough to allow pedestrian flow

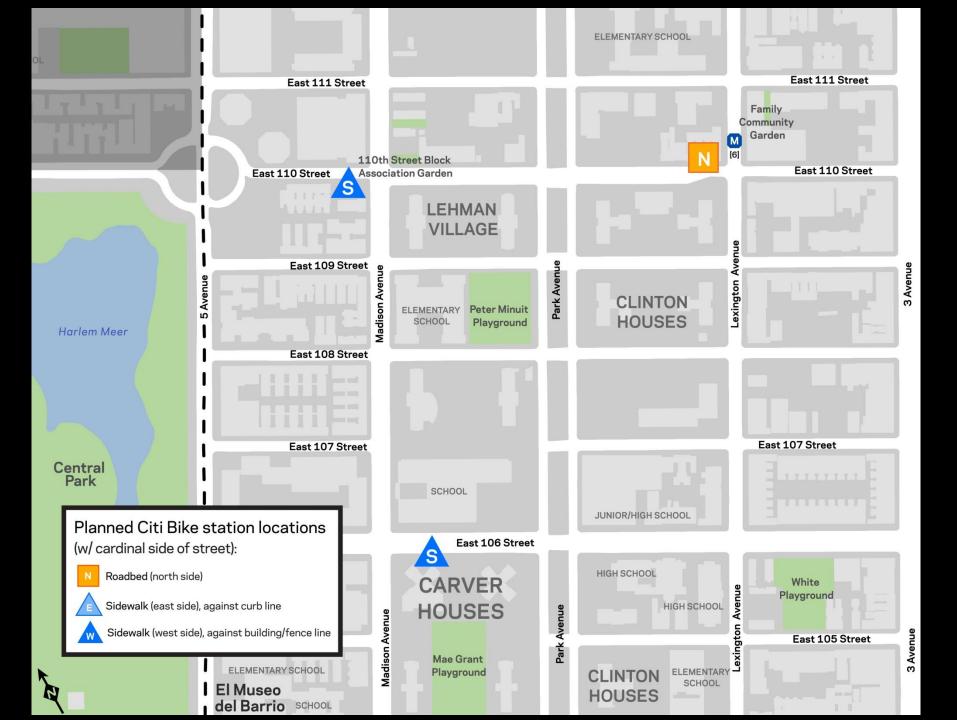


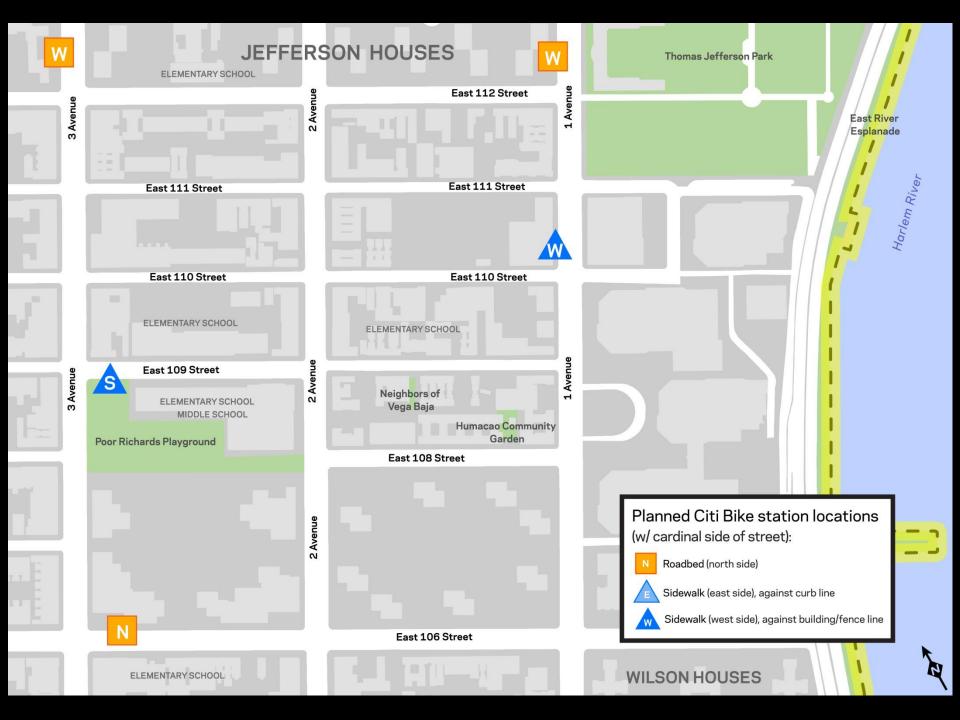


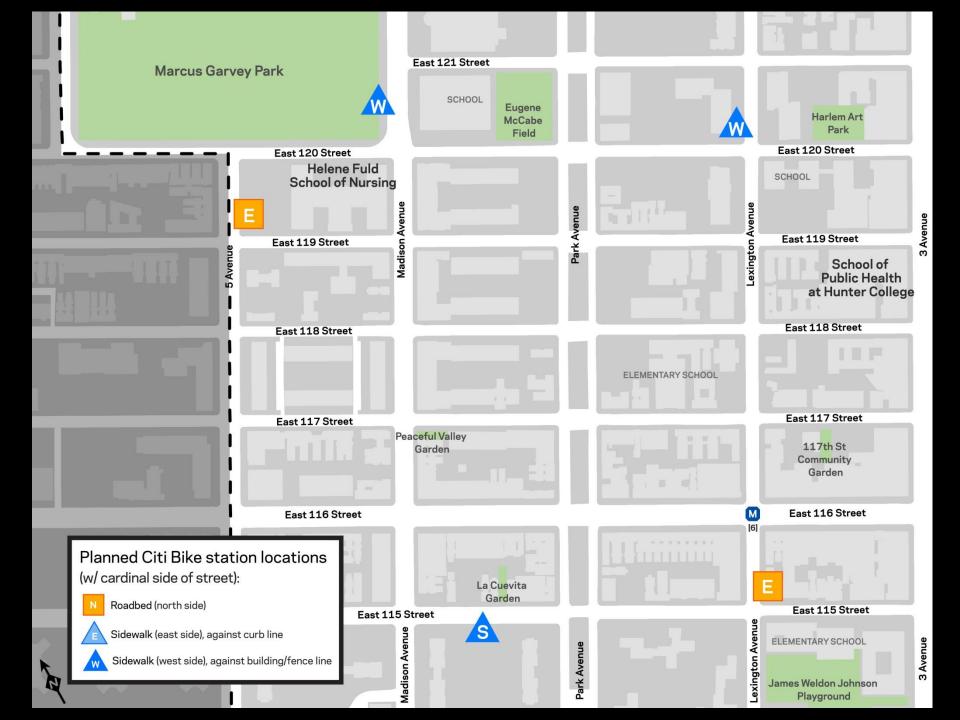


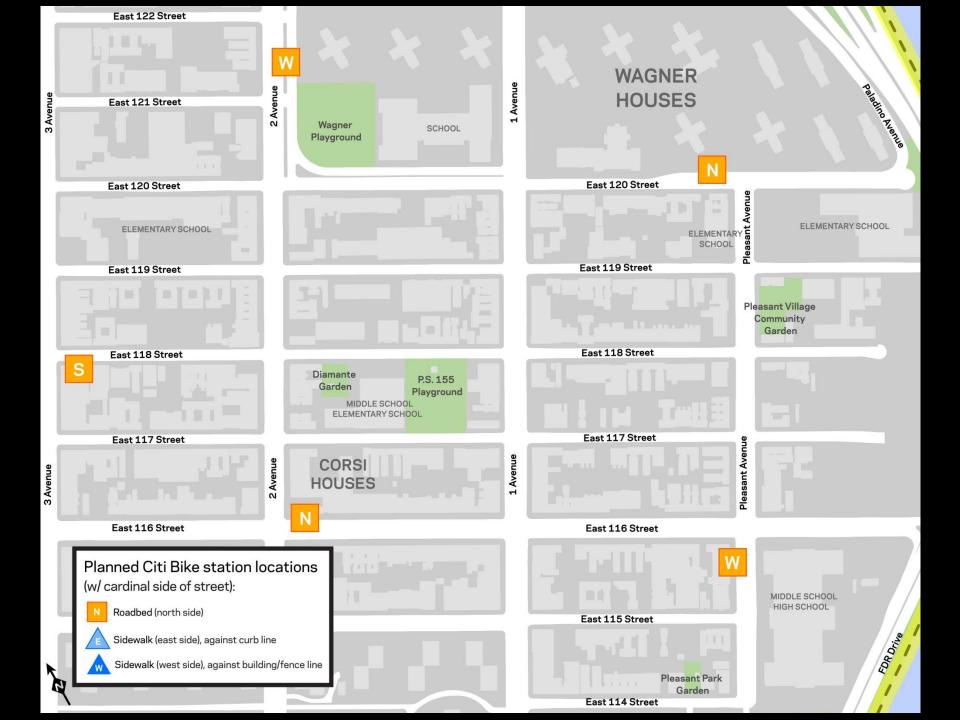














Questions? nyc.gov/bikeshare www.citibikenyc.com Thank You