

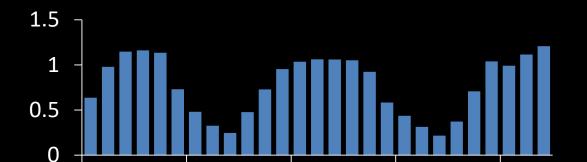


High Ridership

Dec-13

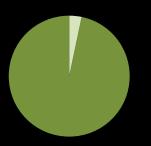
Jun-13





Jun-14

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



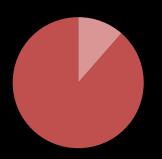
97% of trips incur no overage fees



Jun-15

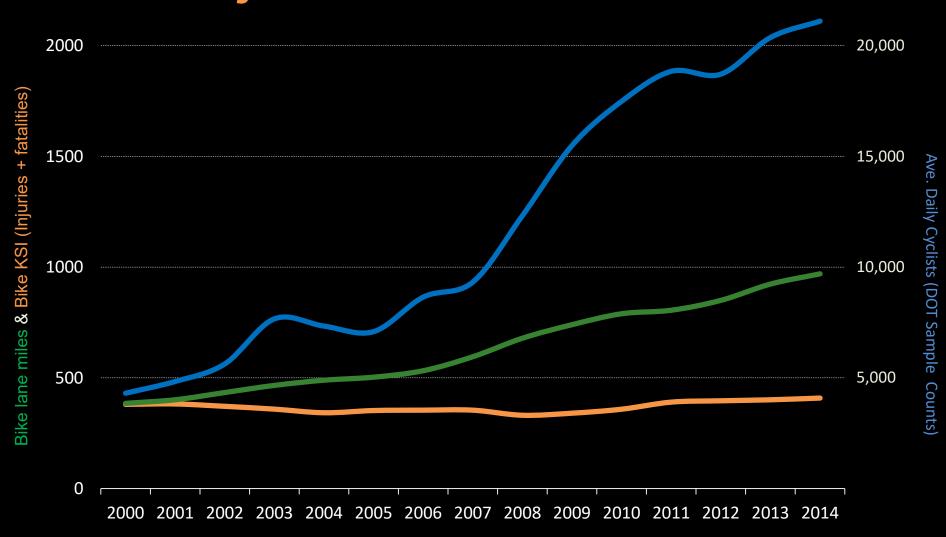
Dec-14

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





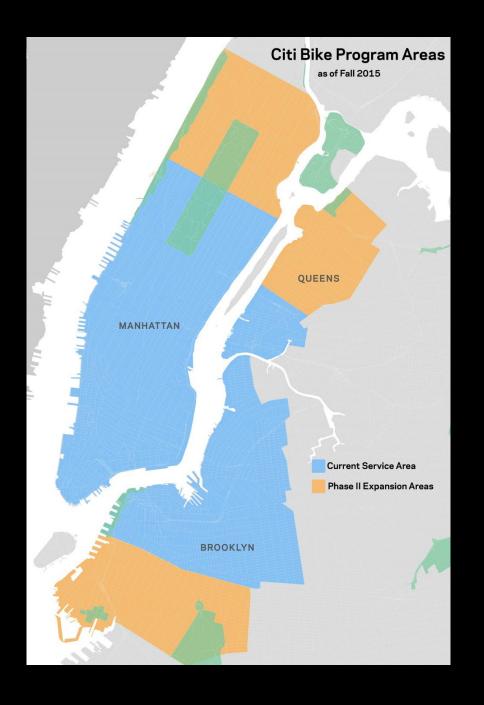


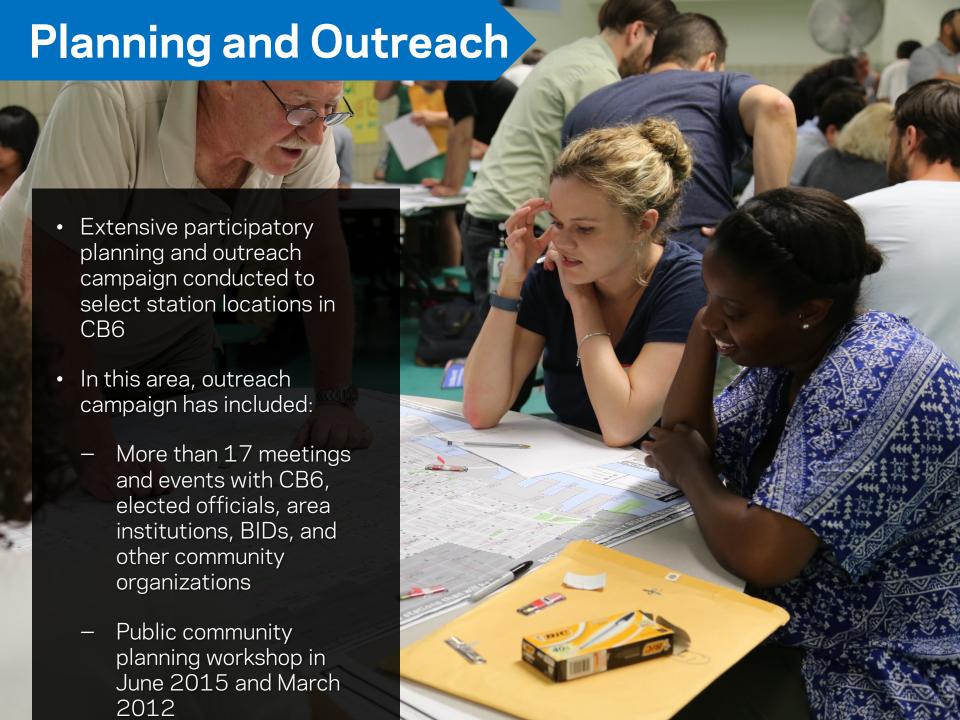




Phase 2 Expansion

- As of fall 2015, system has:
 - 8,000 bicycles
 - 450 stations
- By end of 2017, Citi Bike will add another:
 - 4,000 bicycles
 - 250 stations
- Total size of Citi Bike system will be:
 - <u>12,000 bikes</u>
 - 700 stations
- Phase 2 sets stage for future expansion in any direction





Site Selection Process



- DOT and Citi Bike are working with communities to find best locations for Citi Bike stations in their neighborhoods
- Planning process includes:
 - Meetings with elected officials, community boards, local institutions, and stakeholders
 - Community planning workshops
 - Public web portal

<u>Draft station siting plan</u> <u>presented to community board</u>

Final plan reflective of draft plan feedback

Map presented at community planning workshops in June 2015

522 potential sites shown

Participants asked to use red and green stickers and comment forms to indicate opinion 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

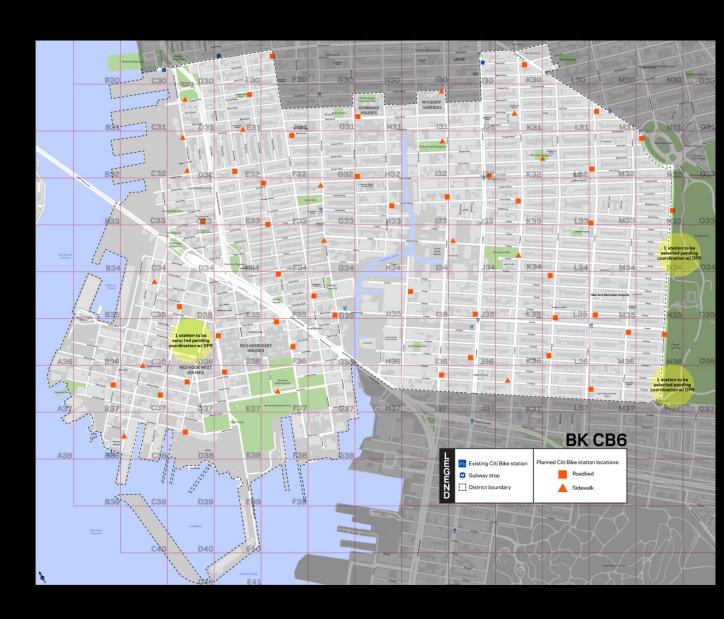


Where possible, less preferred sites were removed from consideration



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

62 sites needed for CB 6 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





