



Citi Bike Expansion & Infill

Brooklyn Community Board 6 - Transportation & Public Safety Committee

March 18, 2021



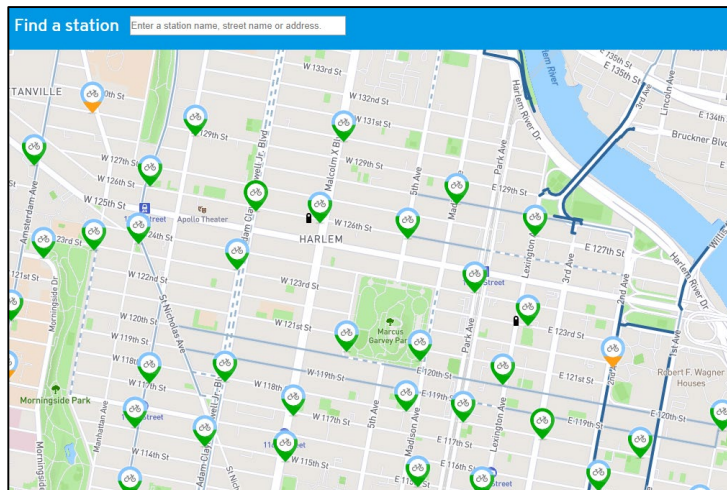
Citi Bike Overview

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What is Citi Bike?

New York City's Bike Share System

- **Network of shared bicycles**
 - Intended for point-to-point transportation
- **Increased mobility & convenience**
 - Additional transportation option
 - System operates 24/7
 - No need to worry about bike storage or maintenance
- **Public-Private Partnership**
 - NYC DOT responsible for planning, outreach, oversight
 - Lyft responsible for day-to-day operations, equipment, and maintenance



Citi Bike to Date

7 years of Citi Bike

- **Launch – Phase 1**

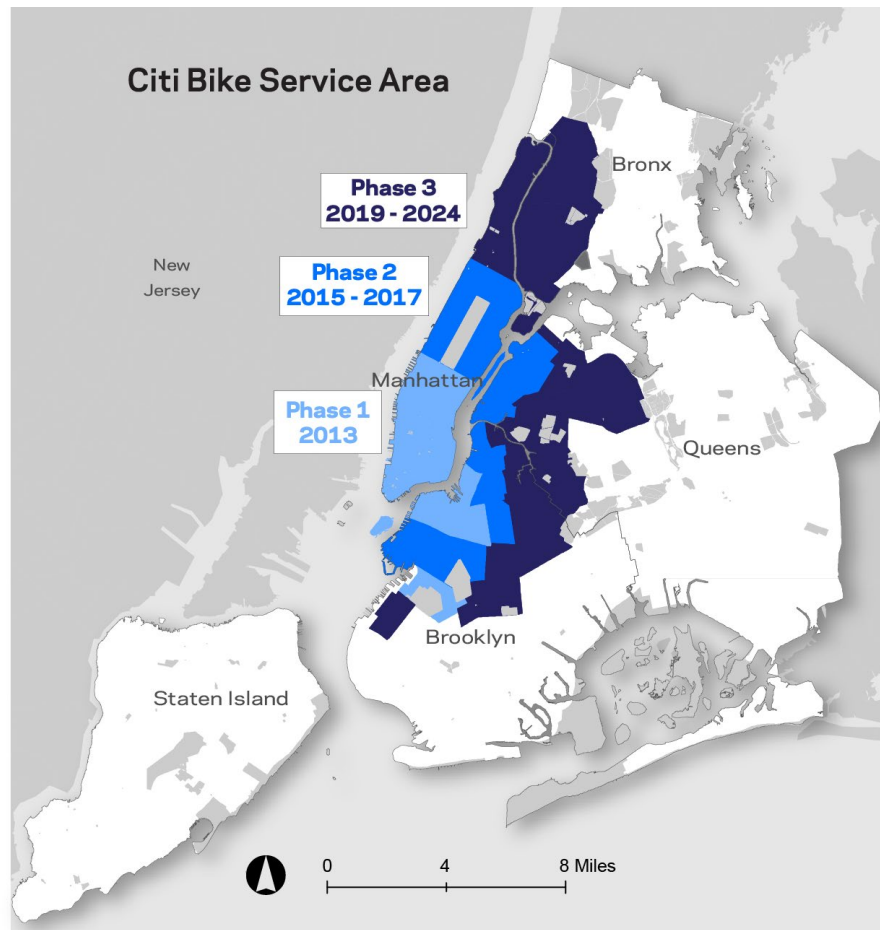
- 2013
- Manhattan & Brooklyn
- 330 Stations
- 6,000 Bikes

- **Phase 2**

- 2015 – 2017
- Manhattan, Brooklyn, Queens
- 750 Stations
- 12,000 Bikes

- **Phase 3**

- 2019 – 2024
- Manhattan, Brooklyn, Queens, Bronx
- + 35 square miles
- + 24,000 bikes



High Ridership

By the numbers

113+ million trips to date

19.6+ million trips in 2020

5.5+ trips per day per bike

~70,000 daily trips in peak riding months

90,000+ daily rides during busiest days

~170,000 annual members

**600,000+ first time riders
in 2020**



COVID-19 and Citi Bike

NYC DOT & Lyft Response

- **Ensuring rider and employee safety**
 - Cleaning high-contact areas on bikes when returned to depot
 - Disinfecting bikes when docked at high-use stations near hospitals
 - Using social distancing practicing in the field and while handling bikes
- **Critical Workforce Membership Program**
 - Provides free memberships for essential workers
 - 800,000+ rides taken by ~20,000 essential workers between April and December 2020



Phase 3 Expansion & Infill

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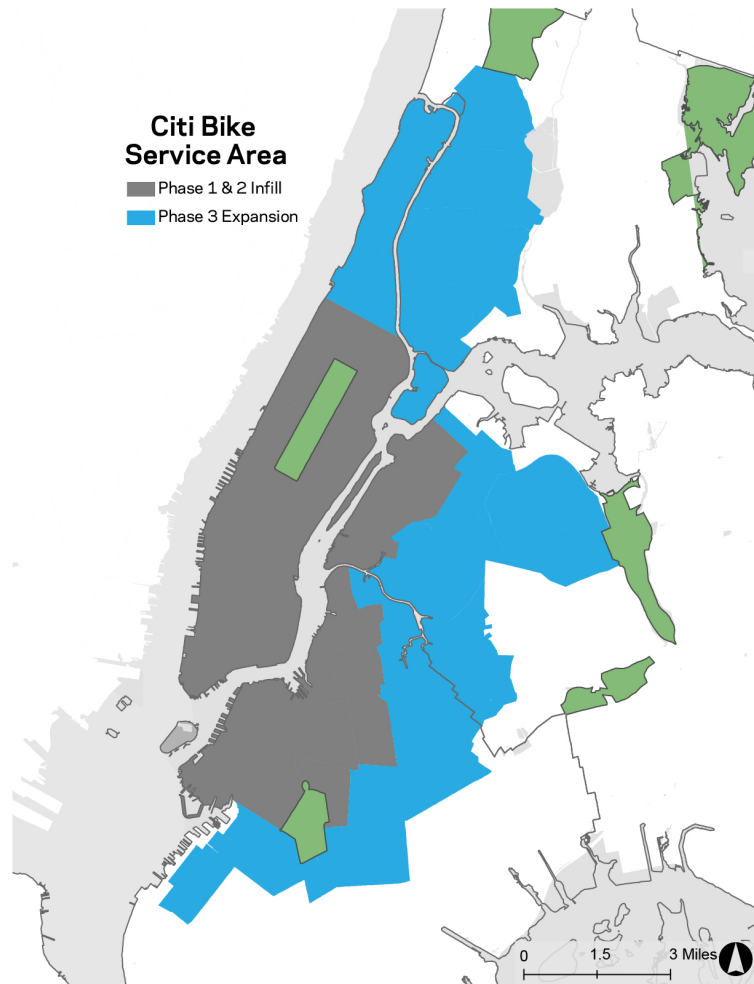
Phase 3 Expansion & Infill

Phase 3 Expansion brings Citi Bike to new parts of NYC and will double geographic size of system

- **32,000 docks**
- 16,000 bicycles
- In ~35 square miles

Phase 3 Infill adds new capacity to the existing (Phase 1 & 2) service area

- **16,000 docks**
- 8,000 bicycles
- In ~33 square miles already containing:
 - **29,000 docks**
 - 13,250 bicycles



Why is Infill part of Phase 3?

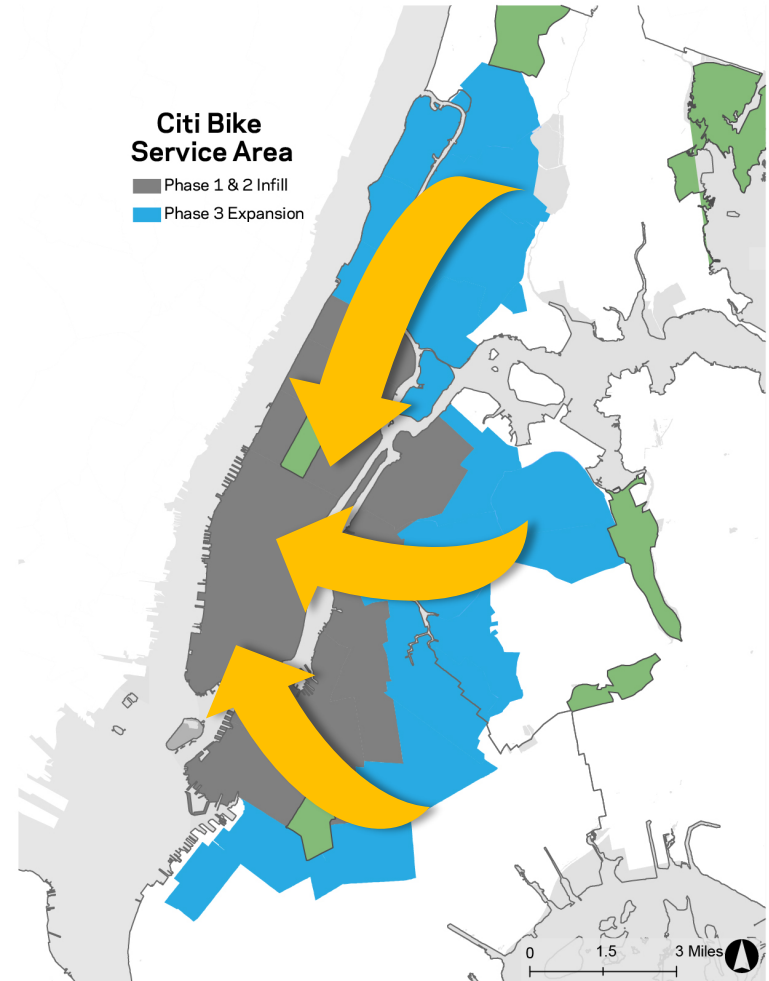
A larger Citi Bike system will have many more bicycles in its core

Citi Bike rider “gravity” pulls bicycles to the center

- Similar to other transit modes, riders move towards the Central Business Districts
- Demand for bikes shifts throughout the day

Infill helps a larger system to function

- Supports increased demand from Phase 3 Expansion
- Helps meet existing unmet demand when riders cannot find a bike or dock
- Improves rebalancing and overall system operations



Infill: Timeline & Principles

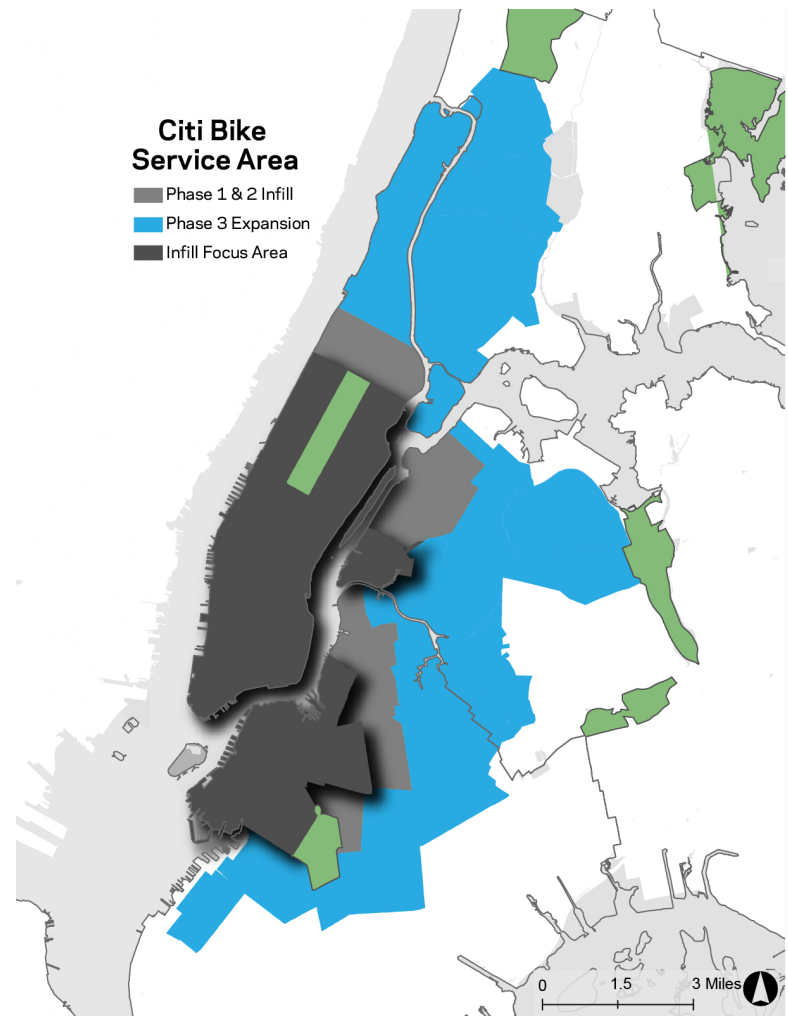
Infill dock distribution to be based on rider demand for more capacity

Four-year, ongoing rollout of new and expanded stations

Areas of highest demand will receive the most docks

Rolling installations

- Installations may cover multiple Community Boards at a time
- Iterative planning process will address changes in demand as system expands



Design Toolbox

Diverse options for increasing capacity

1. New Stations
2. Expanded Existing Stations
3. Creative Design Solutions
 - 3-D Bridging



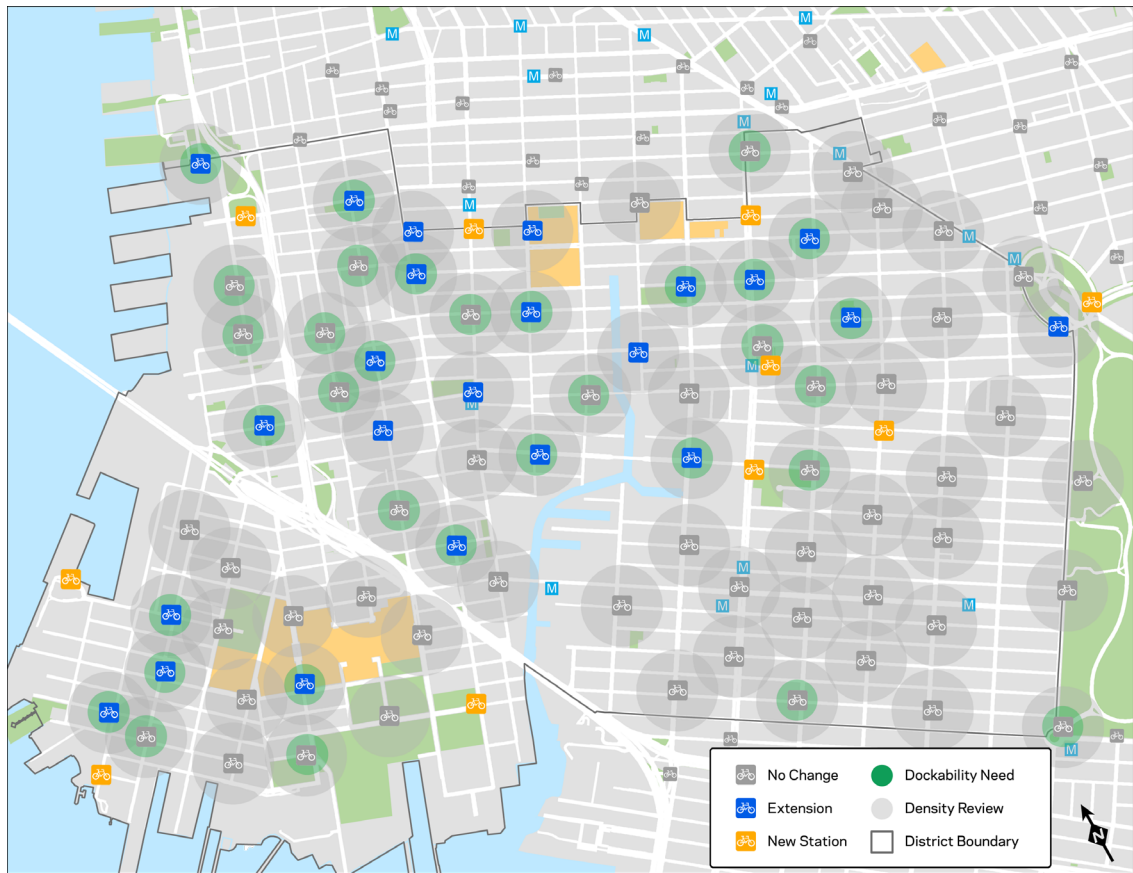
Infill in Brooklyn Community Board 6

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Planning Process

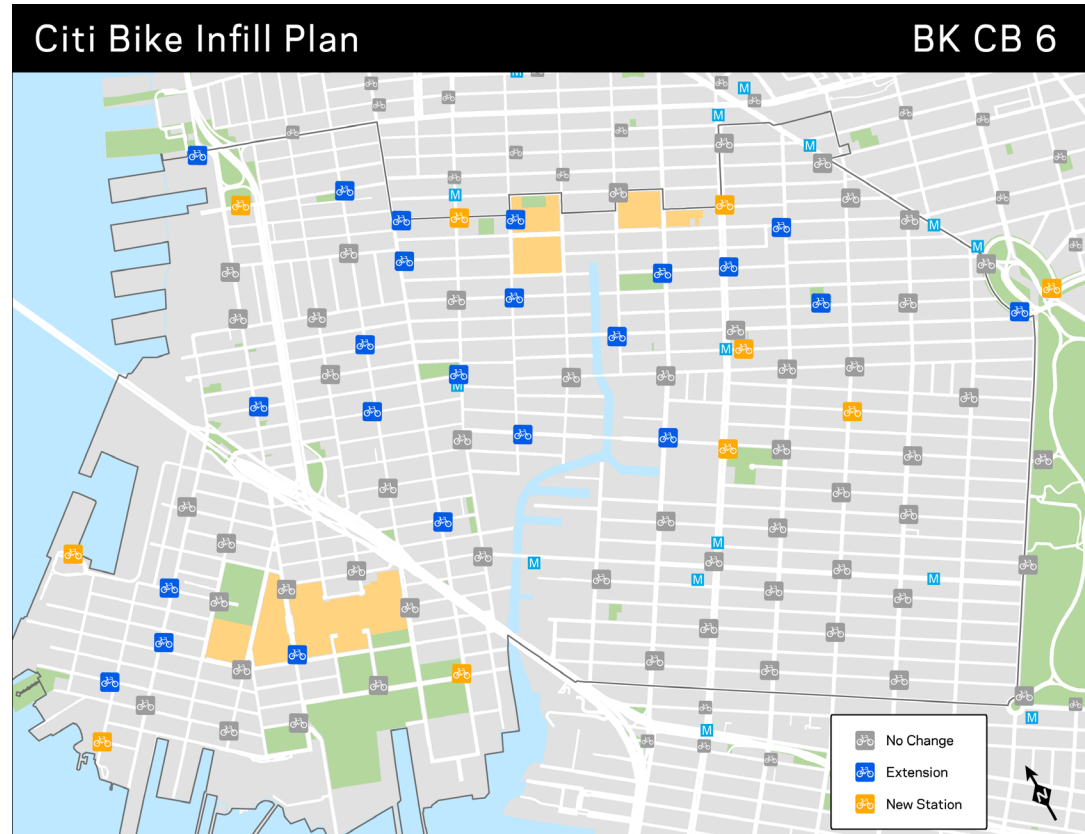
Infill siting based on:

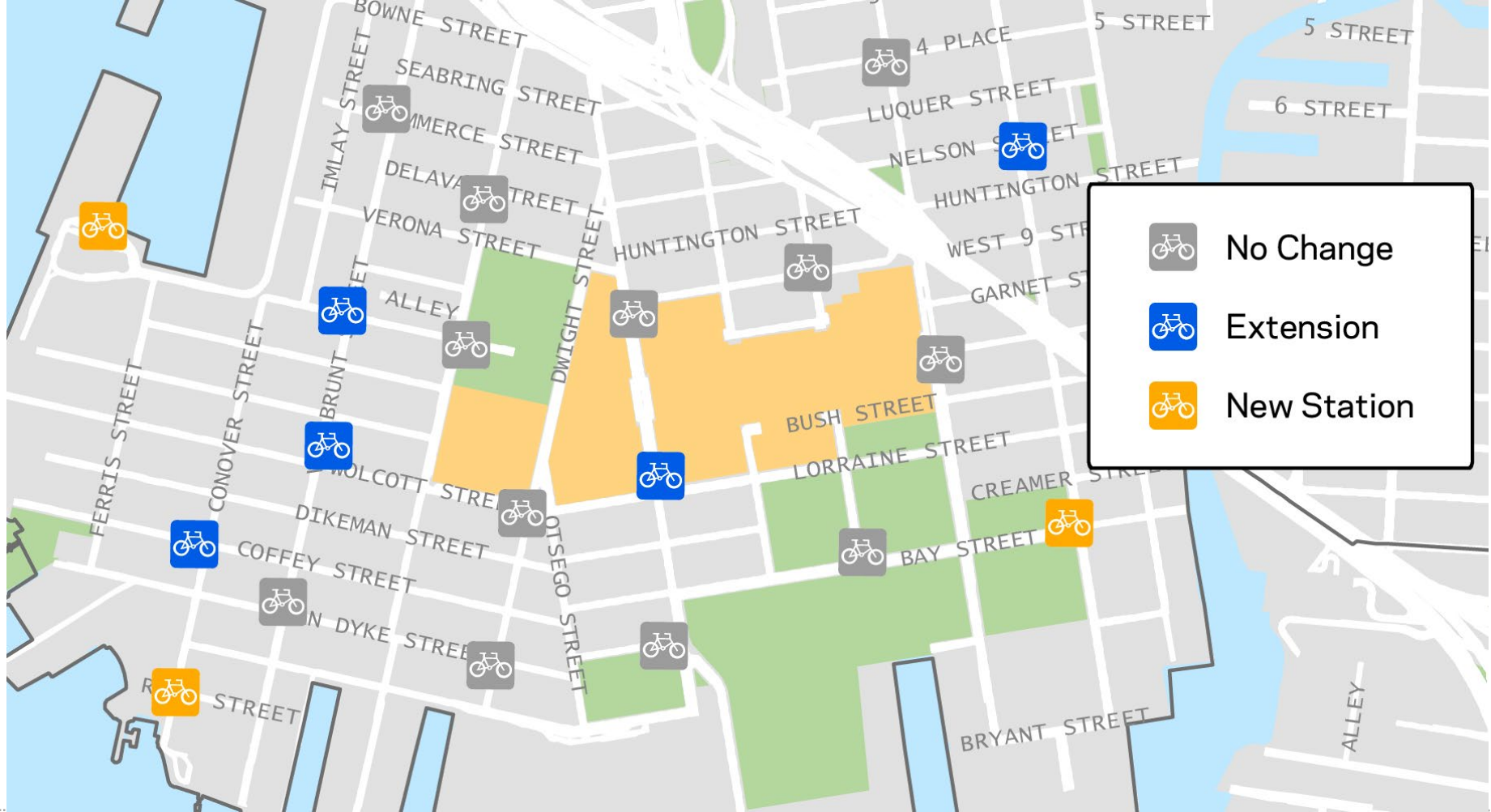
- **Community feedback:** online feedback portal, requests from riders and stakeholders
- **Ridership data:** using ridership data to see where extra capacity is needed
- **Network:** places in the community board where there are gaps in service

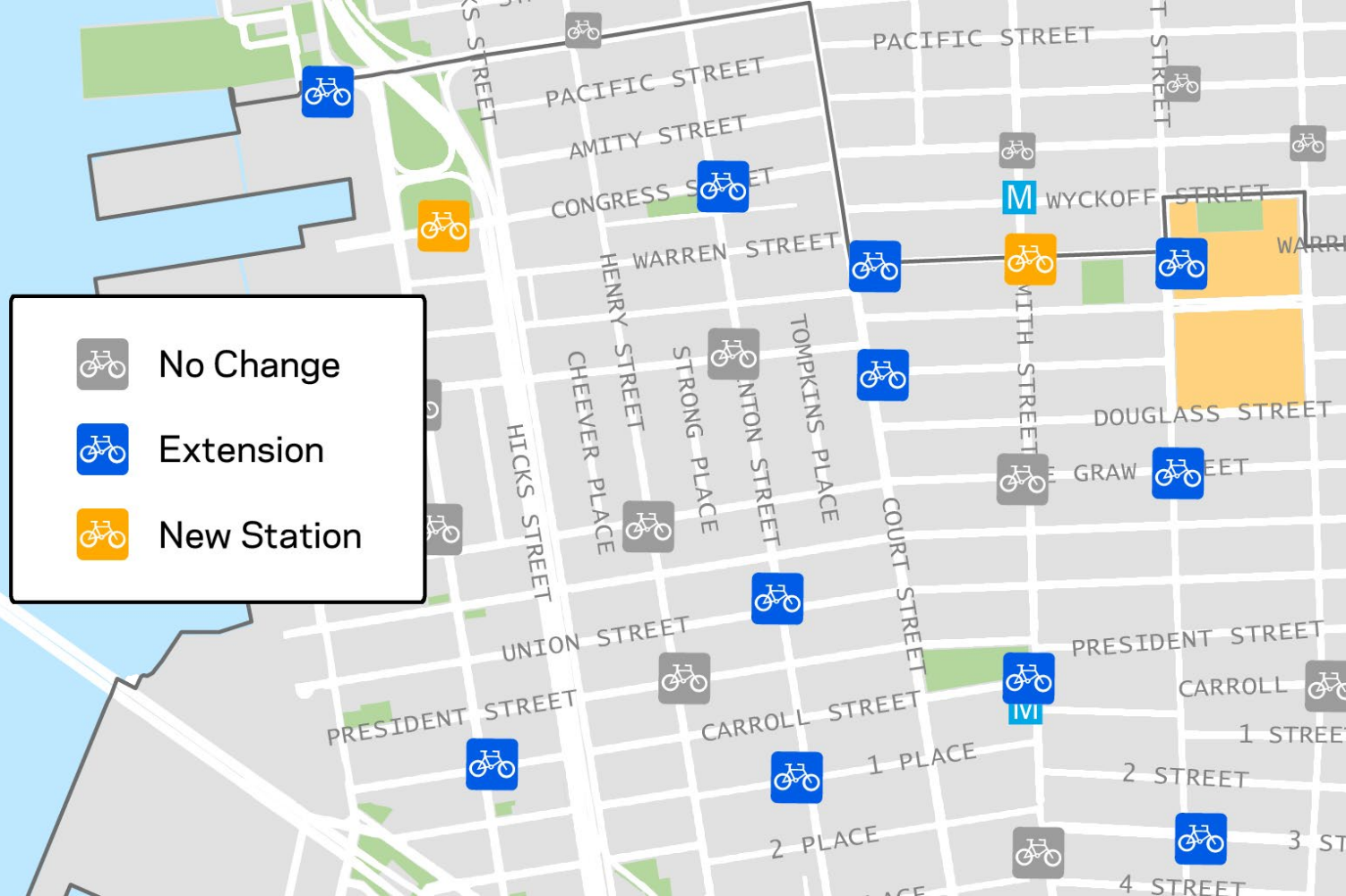


BK CB 6 Infill Plan

- 23 Station Extensions
- 10 New Stations







Thank You!

Questions?



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