Citi Bike Expansion & Infill

Manhattan Community Board 1

November 9, 2021

NEW YORK CITY DOT

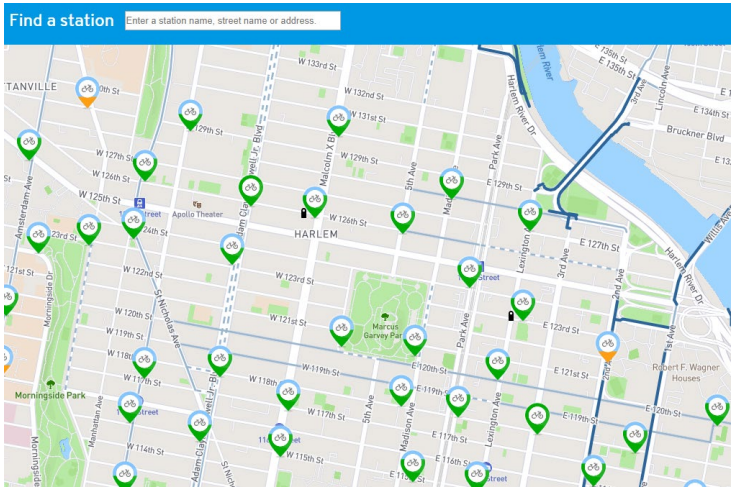
Citi Bike Overview

1

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 of maintenance
- **Public-Private Partnership**
  - NYC DOT responsible for planning, outreach, oversight
  - Lyft responsible for day-to-day operations, equipment, and maintenance



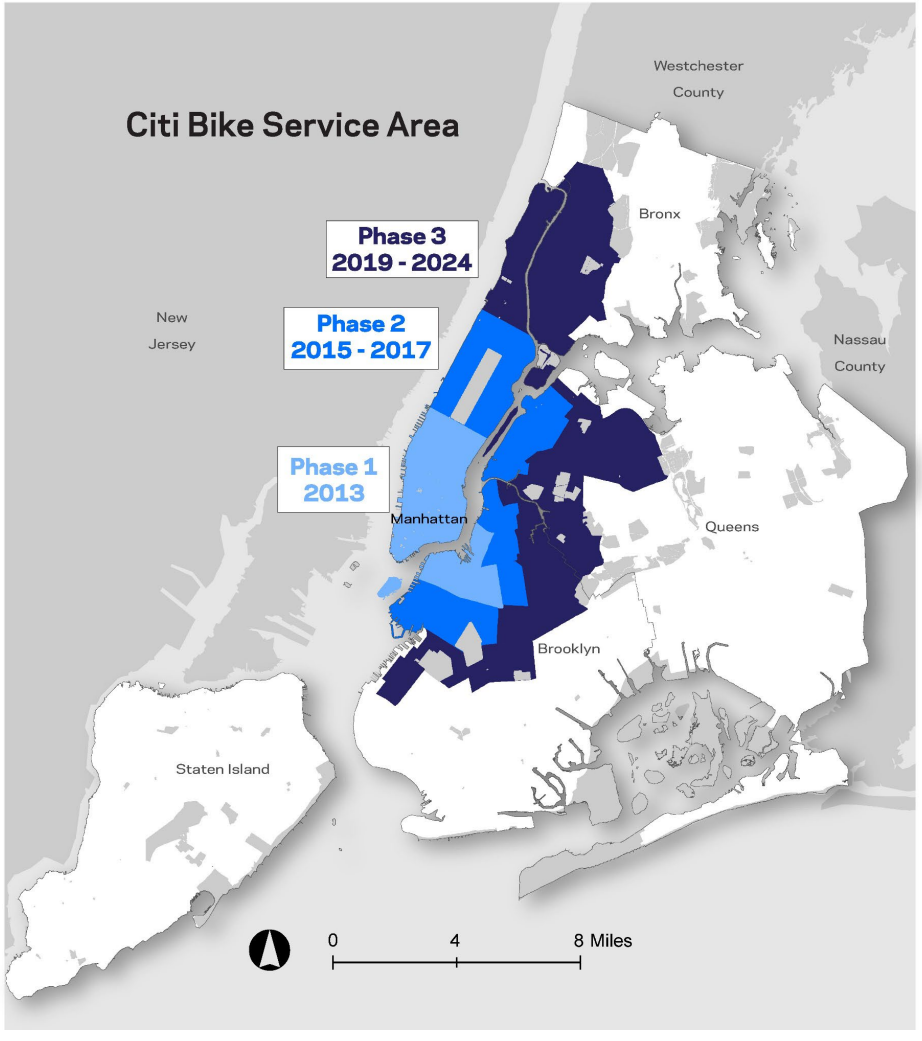
Citi Bike to Date

8+ 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 (infill + expansion)



High Ridership

By the numbers

135+ million trips to date

5+ trips per day per bike

~100,000 daily trips in peak riding months

120,000+ daily rides during busiest days

165,000 annual members

600,000+ first time riders in 2020

Phase 3 Expansion & Infill

2

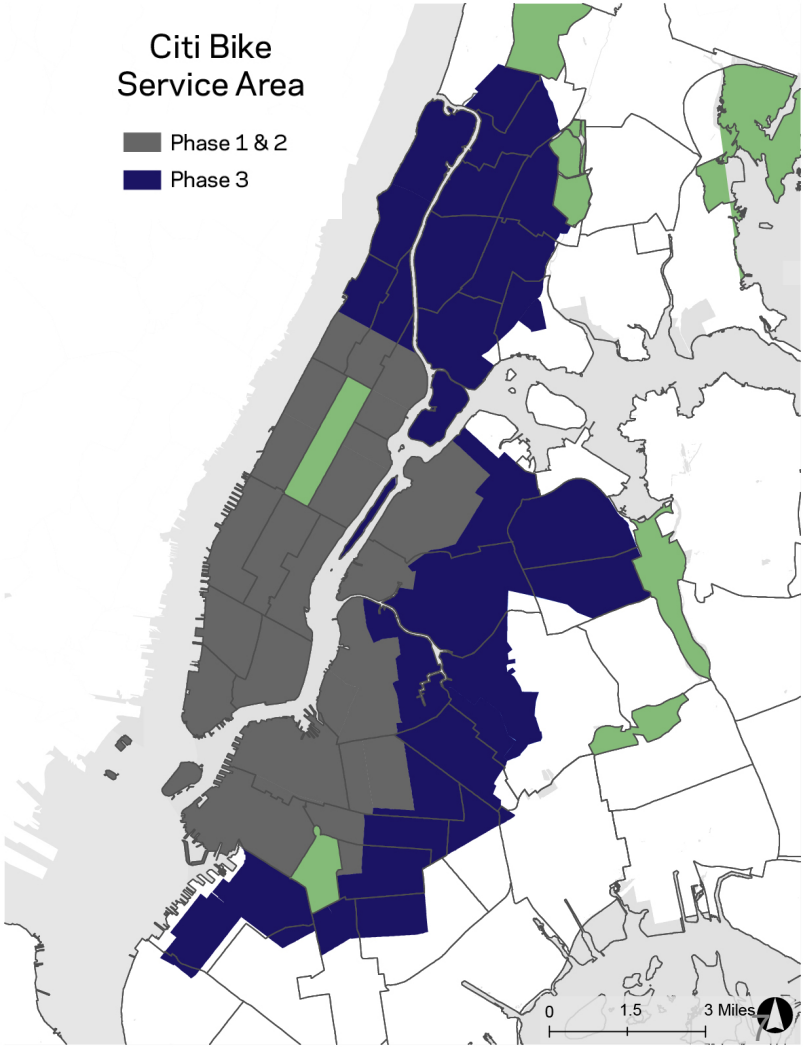
Phase 3 Expansion & Infill

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?

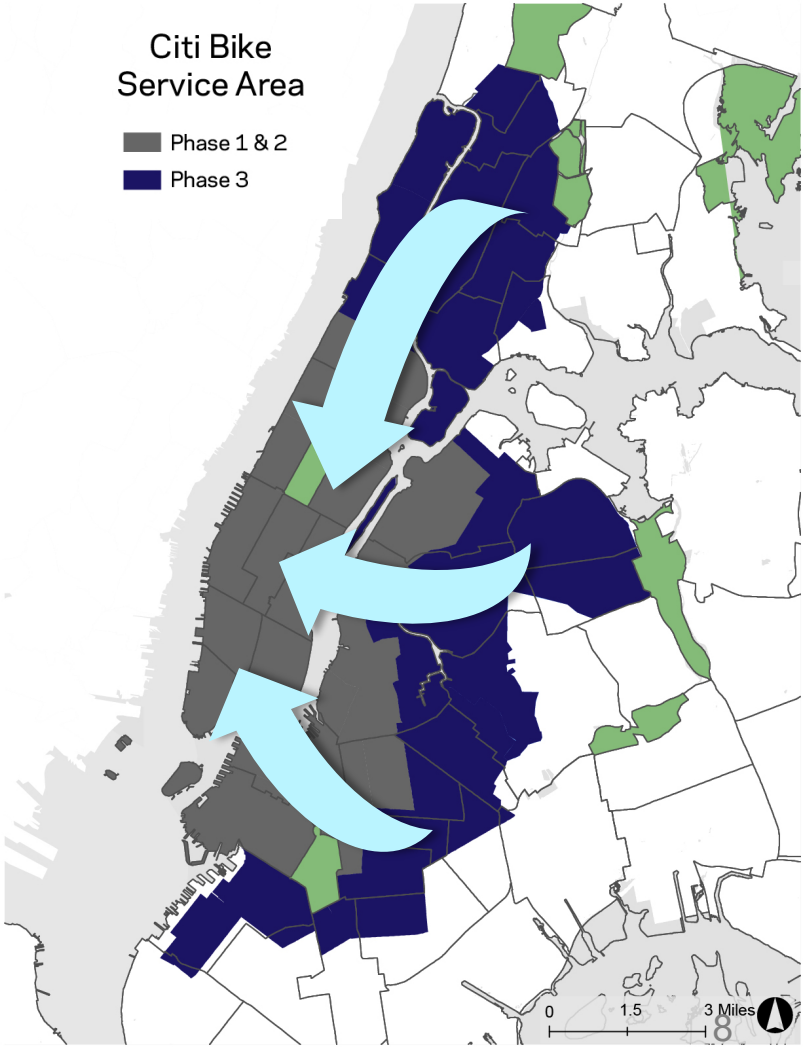
A larger Citi Bike system will have many more bicycles in its core

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



Timeline & Principles

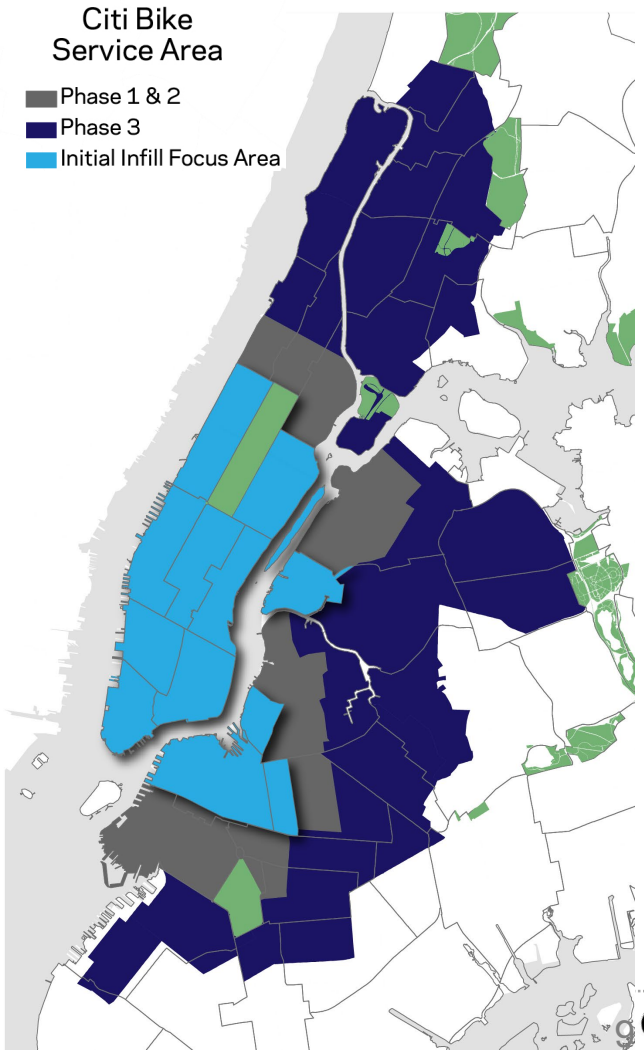
Infill dock distribution based on rider demand

Four-year, ongoing rollout of new and expanded stations

Areas of highest demand will receive the most docks

Rolling installations

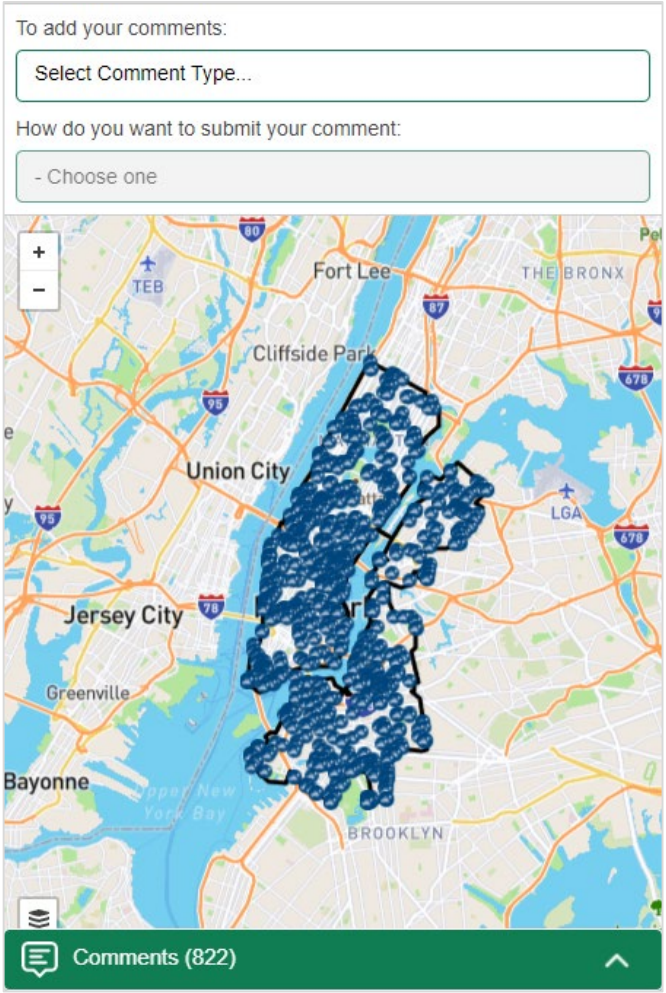
- Installations may cover multiple Community Boards at a time
- Iterative planning process will address changes in demand as system expands



Planning Process

Rolling outreach and installations

- **Community feedback:** online feedback portal, requests from riders and stakeholders
- **Data-Driven site selection:** using demand model, spatial analysis, and technical criteria
- **Community notification:** notify property owners, Community Board, and key stakeholders prior to installation
- **Installations**
- **Ongoing monitoring**



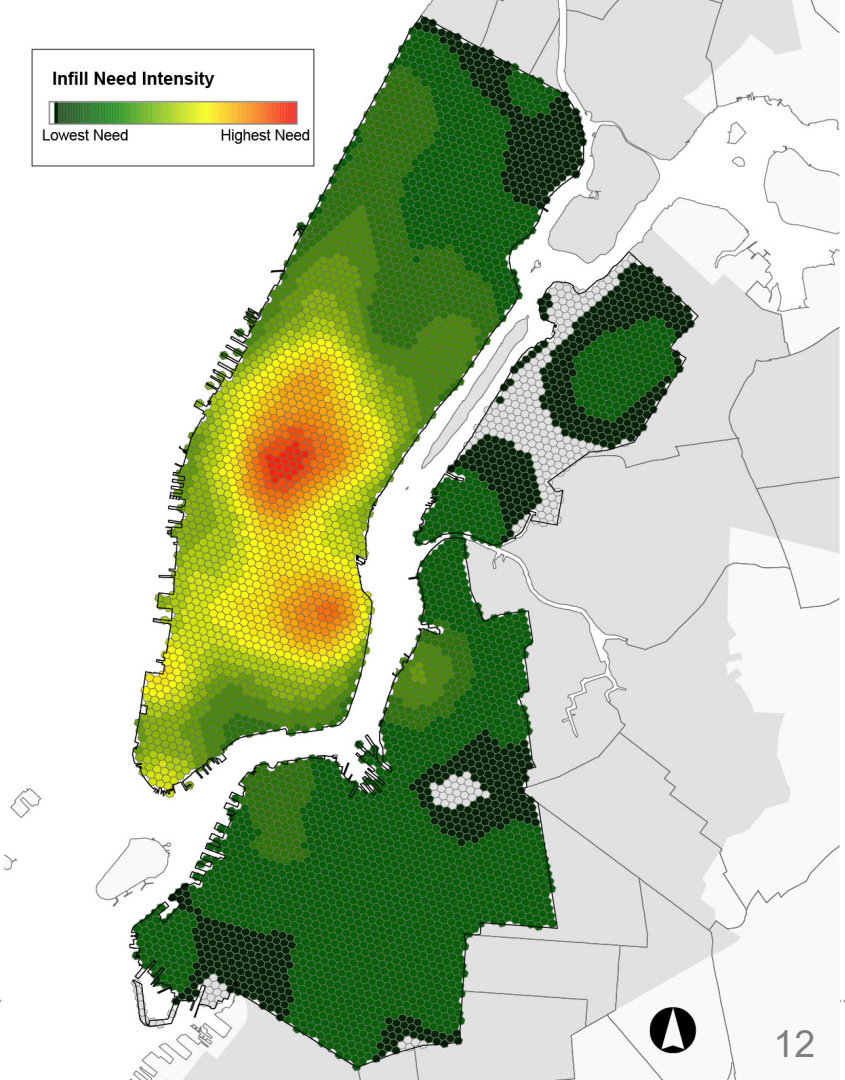
Infill Planning

3

Data-Driven Planning

Infill goal: improve the system by reducing instances where riders can't find a bike or a free dock

- **Map highlights where the most additional docks are needed to meet rider demand**
- **Areas of highest need are in Manhattan south of 60th Street**



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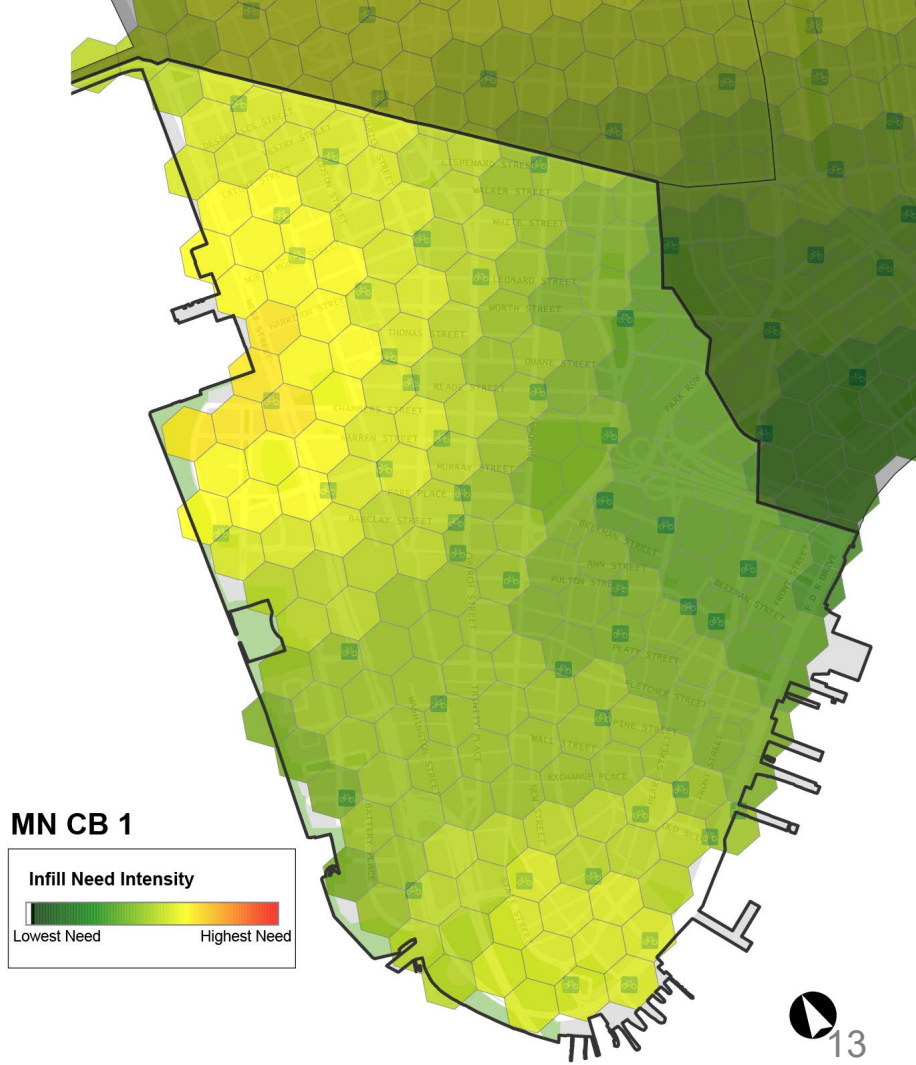
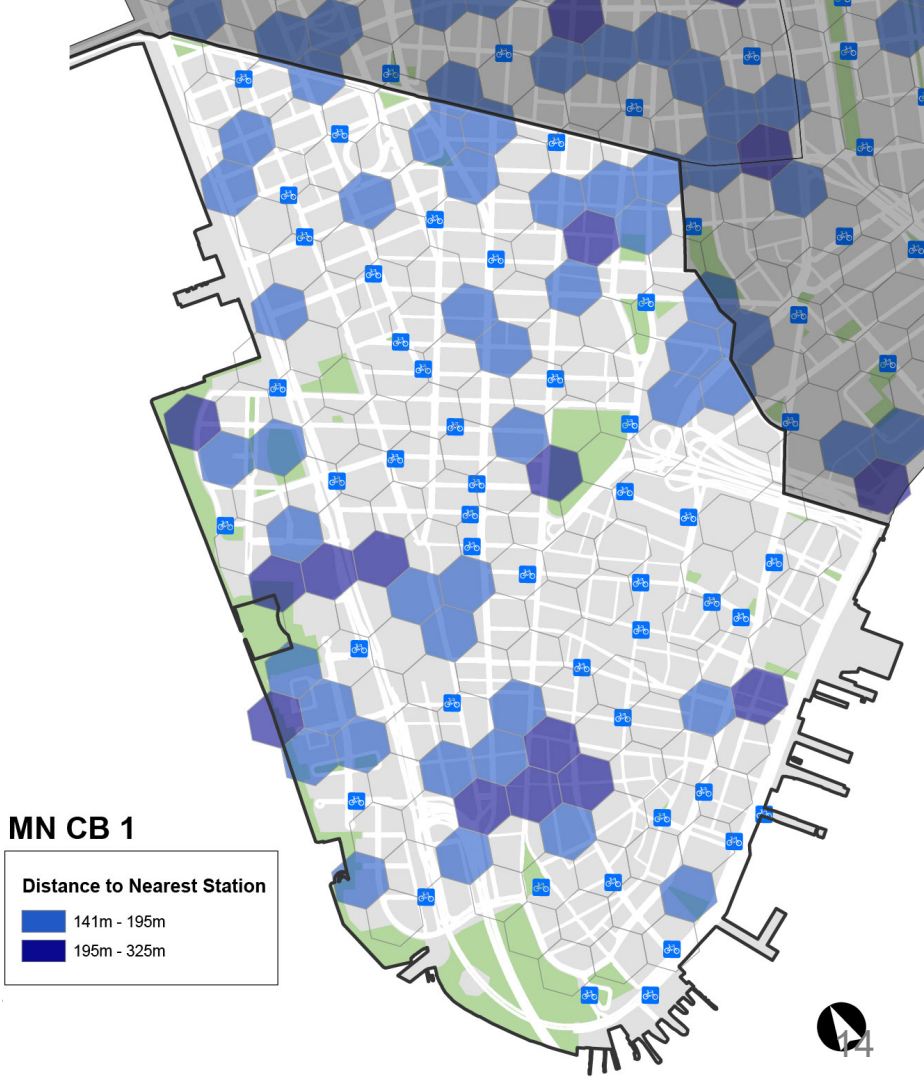


Data-Driven Planning

Infill goal: improve the system by reducing instances where riders can't find a bike or a free dock

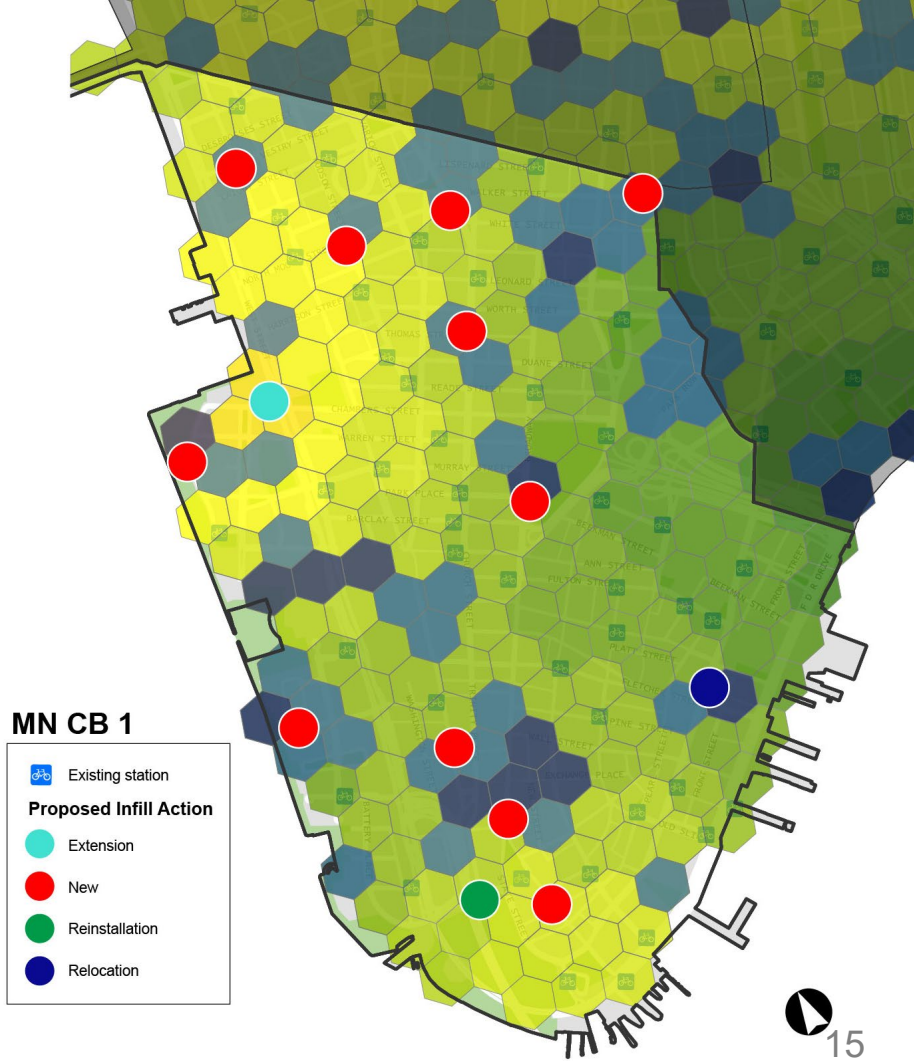
- **Network Gaps**
  - System success depends on a dense network of stations
  - Spatial analysis identified areas in the system that are furthest from a station



Data-Driven Planning

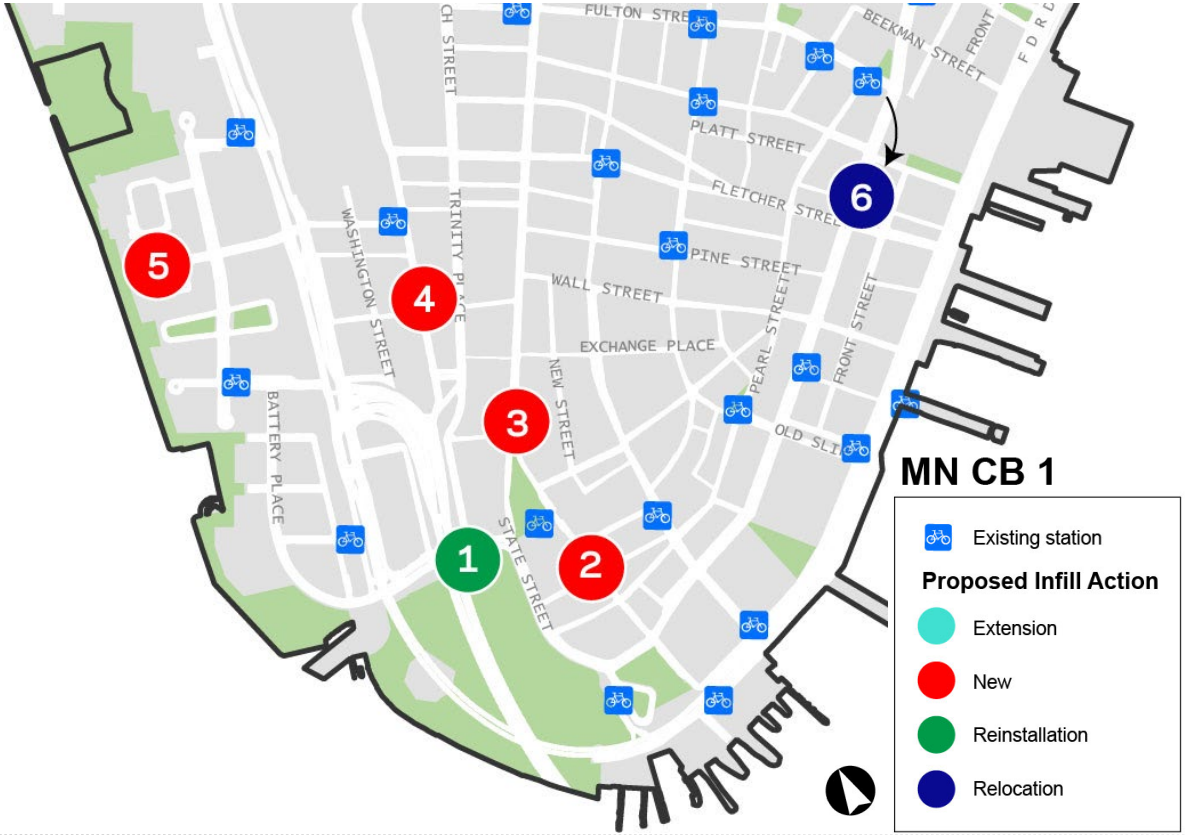
Infill need in Manhattan CB 1

- **Demand shows 1,278 docks still needed in CB1**
  - Propose to install 651 docks
- **Add capacity by extending existing stations and adding new stations**
- **Stations sited at overlap of highest demand and network gaps**



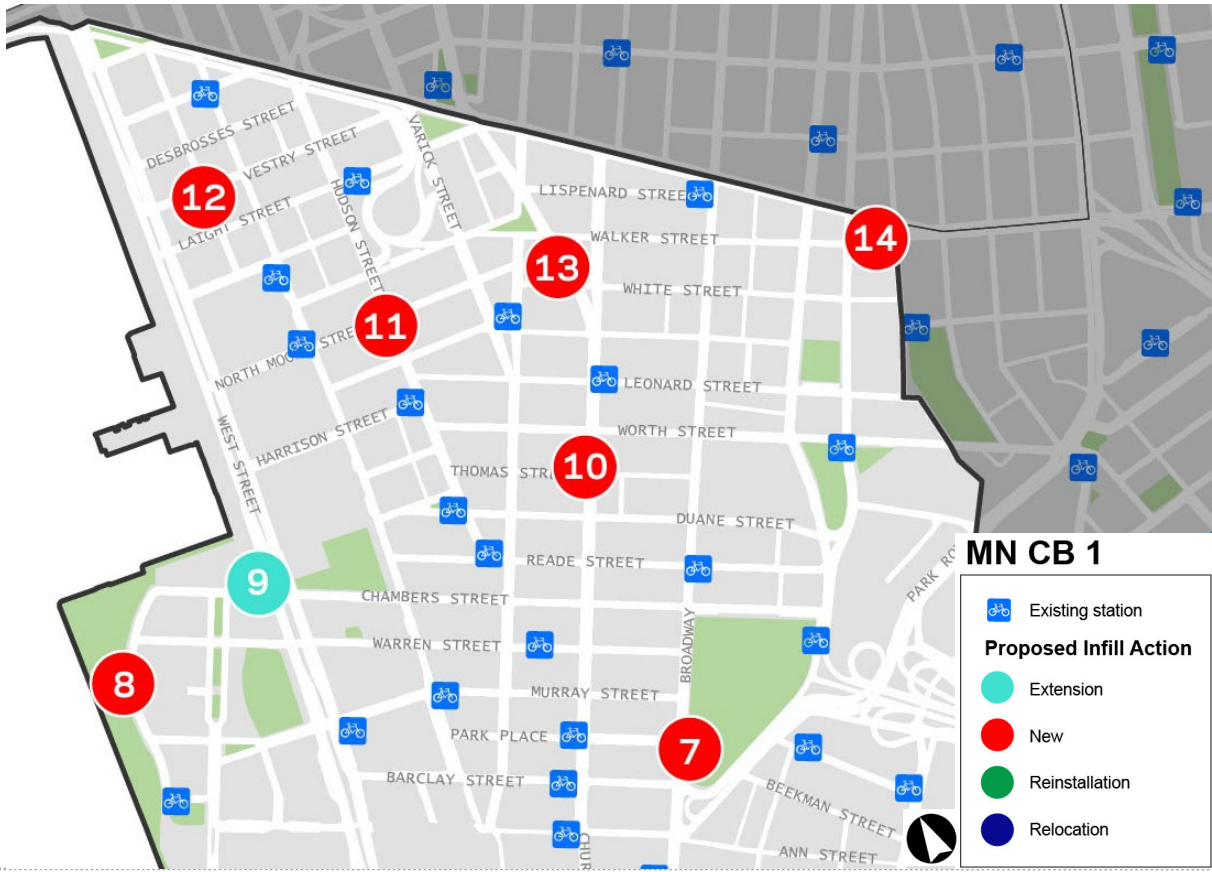
Proposed Infill

1. Battery Pl & Greenwich St
   - *South sidewalk*
2. Whitehall St & Bridge St
   - *West pedestrianized roadbed*
3. Broadway & Morris St
   - *East roadbed*
4. Greenwich St & Rector St
   - *East roadbed*
5. Albany St & BPC Esplanade
   - *North roadbed*
6. Water St & Fletcher St
   - *East roadbed*



Proposed Infill

7. Broadway & Park Pl
   - *East sidewalk*
8. River Terrace & Warren St
   - *West roadbed*
9. West & Chambers
   - *West sidewalk*
10. Church St & Thomas St
    - *West roadbed*



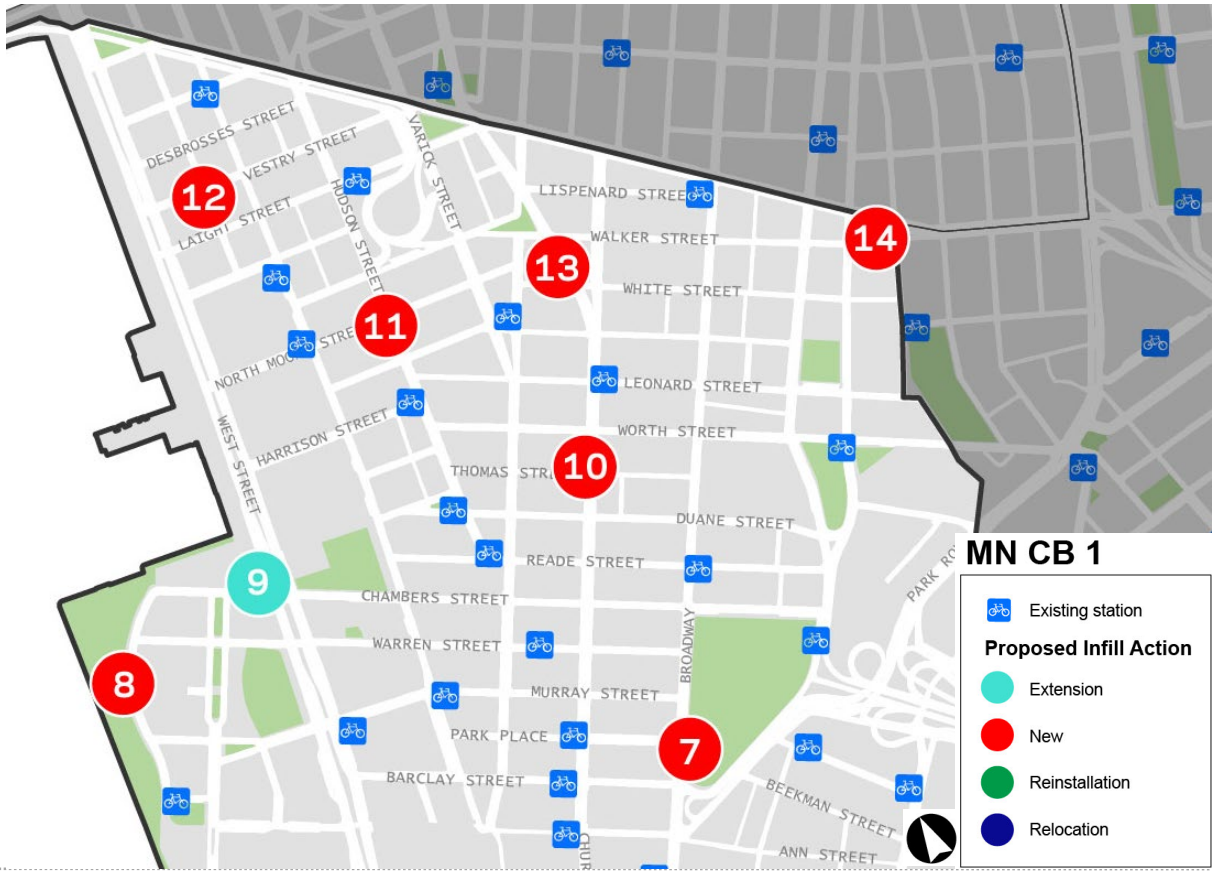
Proposed Infill

11. Hudson St & N. Moore St
    - *West roadbed*

12. Washington St & Vestrey St
    - *West roadbed*

13. 6th Ave & White St
    - *West roadbed*

14. Walker St & Centre St
    - *North roadbed*



Thank You!

Questions?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