Citi Bike Overview
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
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
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
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 3

- Demand shows 1,804 docks still needed in CB3
  - Propose to install 683 docks
- Add capacity by extending existing stations and adding new stations
- Stations sited at overlap of highest demand and network gaps
Proposed Infill

1. South St & Pike St
   - *North sidewalk*

2. Rutgers St & Henry St
   - *East roadbed*

3. Orchard St & Grand St
   - *West roadbed*

4. Norfolk St & Broome St
   - *West sidewalk*

5. E Houston St & Columbia St
   - *South sidewalk*

6. East 1st St & Bowery
   - *North roadbed*
Proposed Infill

7. East 6th St & 2nd Ave
   • North roadbed

8. East 5th St & Avenue A
   • South roadbed

9. East 4th St & Avenue B
   • North roadbed

10. East 7th St & Avenue B
    • North roadbed

11. East 7th St & Avenue C
    • South roadbed

12. Avenue D & East 10th St
    • West sidewalk
Proposed Infill

13. East 10\textsuperscript{th} St & Avenue A
   • North sidewalk

14. Avenue A & East 11\textsuperscript{th} St
   • West roadbed

15. East 10\textsuperscript{th} St & 2\textsuperscript{nd} Ave
   • North roadbed

16. East 14\textsuperscript{th} St & 1\textsuperscript{st} Ave
   • South sidewalk

17. Avenue A & East 14\textsuperscript{th} St
   • West roadbed

18. East 13\textsuperscript{th} St & Avenue A
   • North roadbed
Thank You!

Questions?