



Citi Bike Expansion & Infill

Manhattan Community Board 2

December 2, 2021



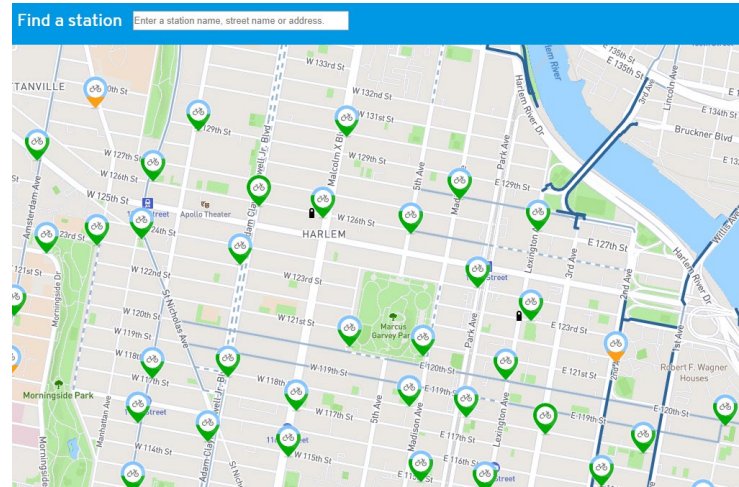
Citi Bike Overview

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 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

8+ years of Citi Bike

- **Launch – Phase 1**

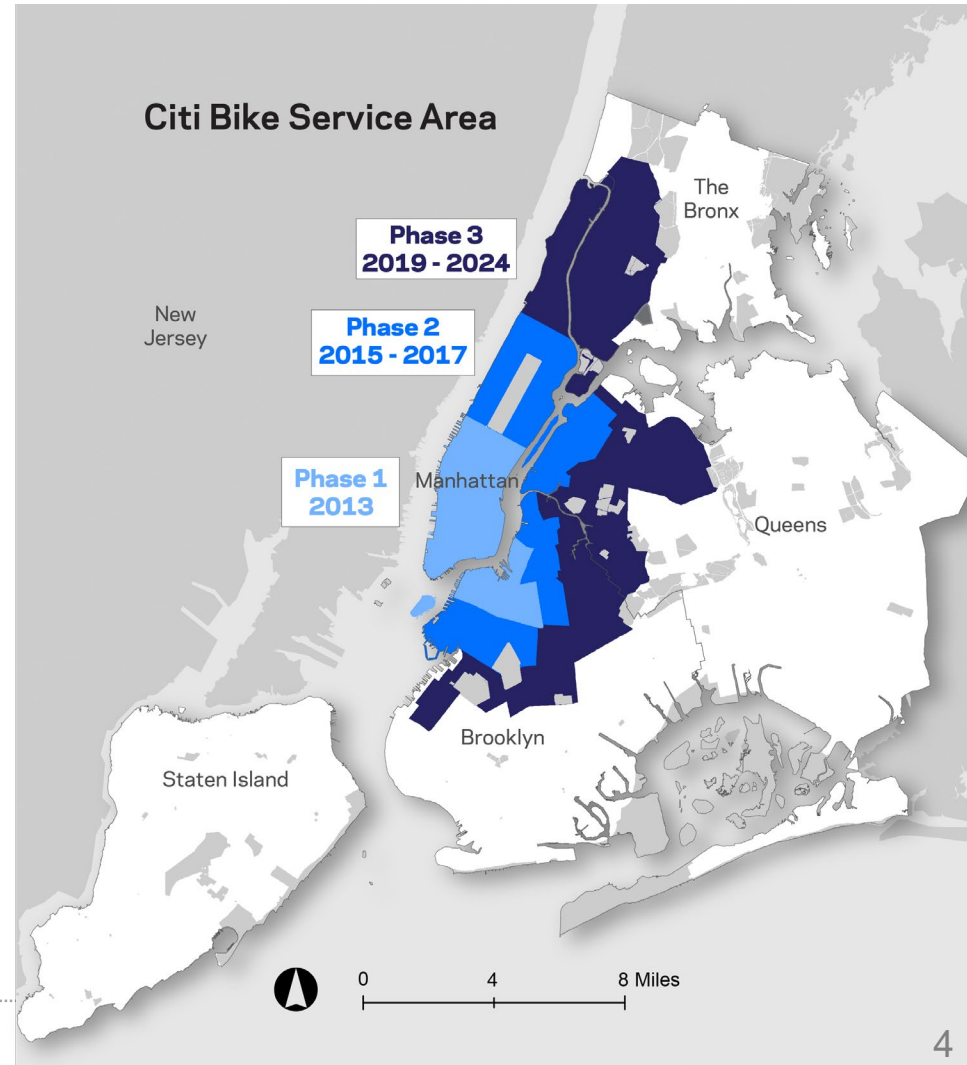
- 2013
- Manhattan & Brooklyn
- 330 Stations
- 6,000 Bikes

- **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

25+ million trips in 2021

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



Phase 3 Expansion & Infill

2

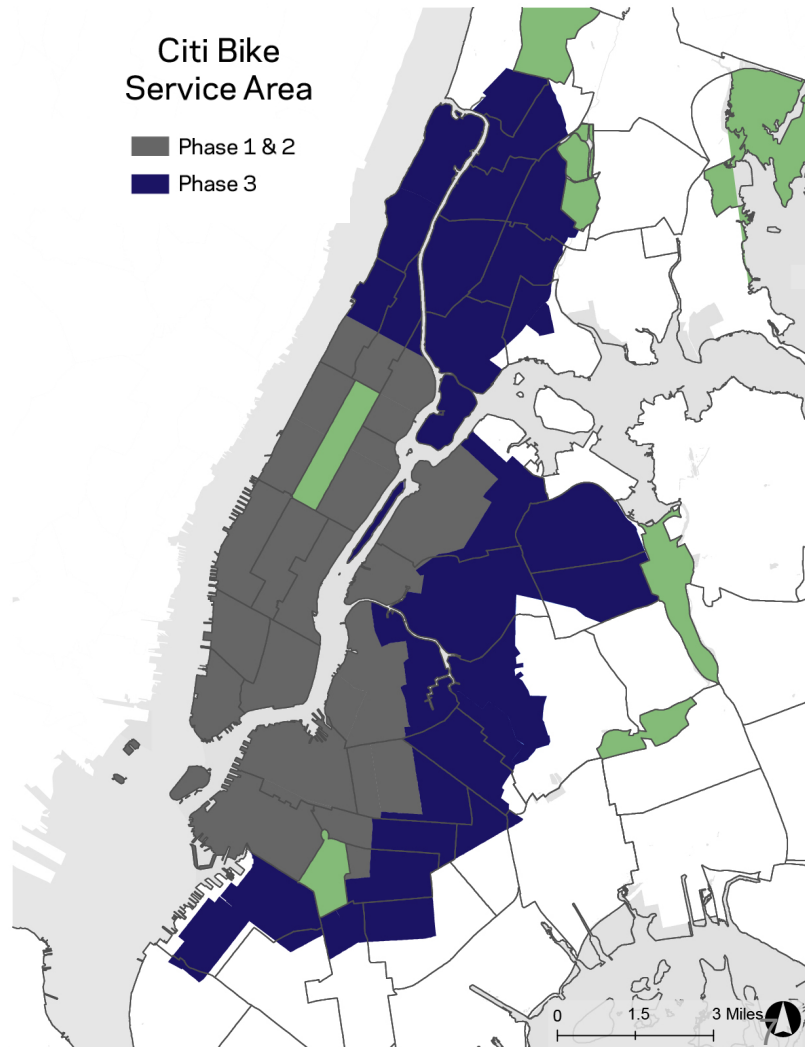
Phase 3 Expansion & Infill

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?

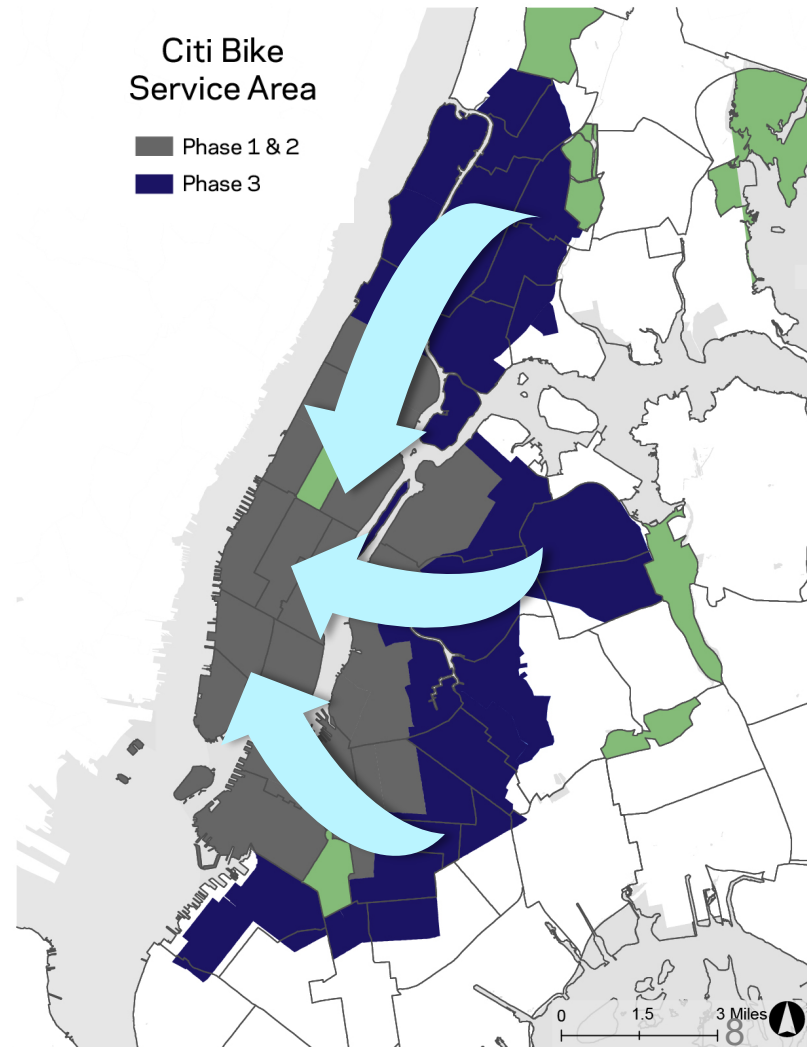
A larger Citi Bike system will have many more bicycles in its core

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

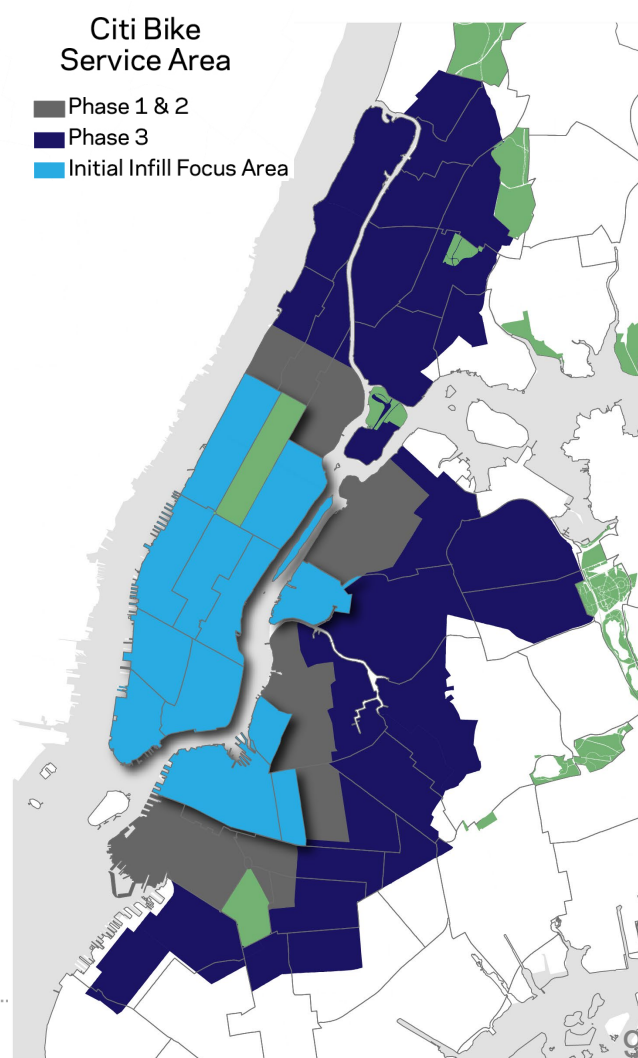
Infill dock distribution based on rider demand

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

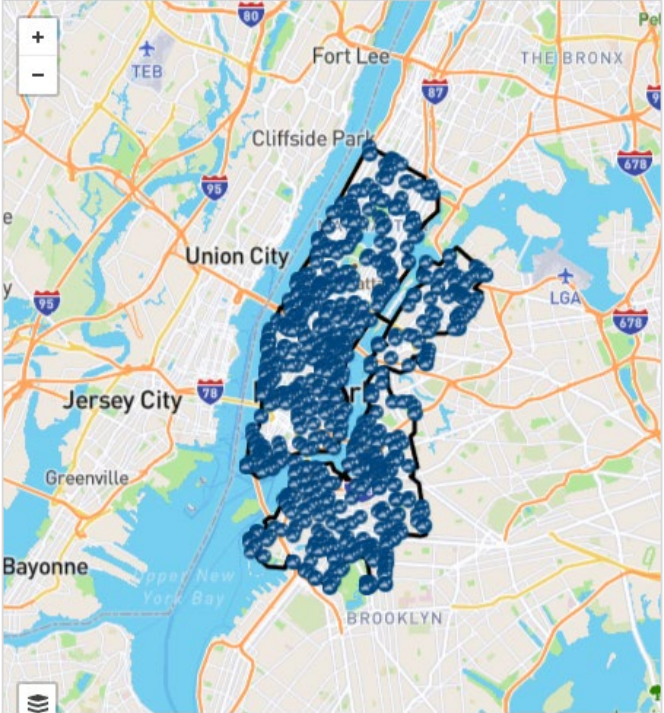
- **Community feedback:** online feedback portal, requests from riders and stakeholders
- **Data-Driven site selection:** using demand model, spatial analysis, and technical criteria
- **Community notification:** notify property owners, Community Board, and key stakeholders prior to installation
- **Installations**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

To add your comments:

Select Comment Type...

How do you want to submit your comment:

- Choose one



Comments (822)

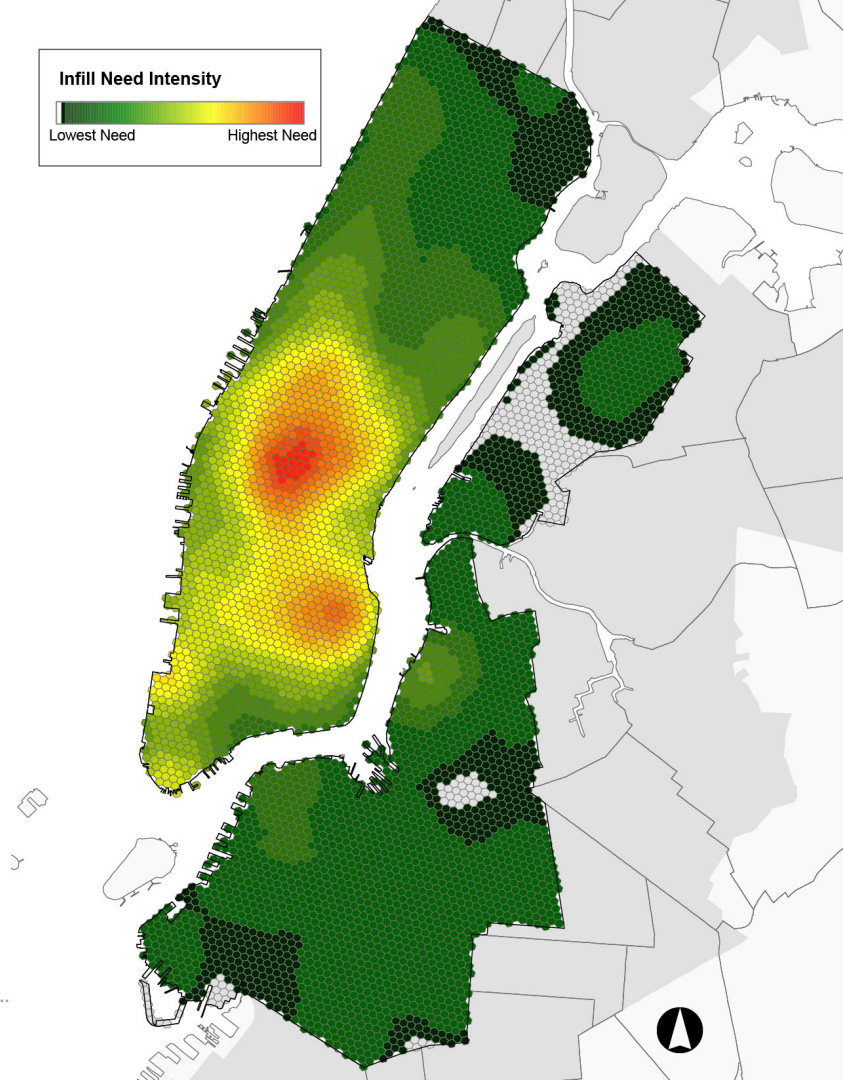
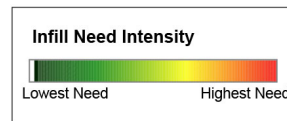
Infill Planning

3

Data-Driven Planning

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

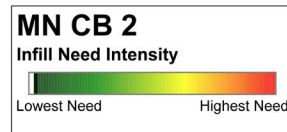
- Map highlights where the most additional docks are needed to meet rider demand
- Areas of highest need are in Manhattan, south of 60th Street



Data-Driven Planning

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

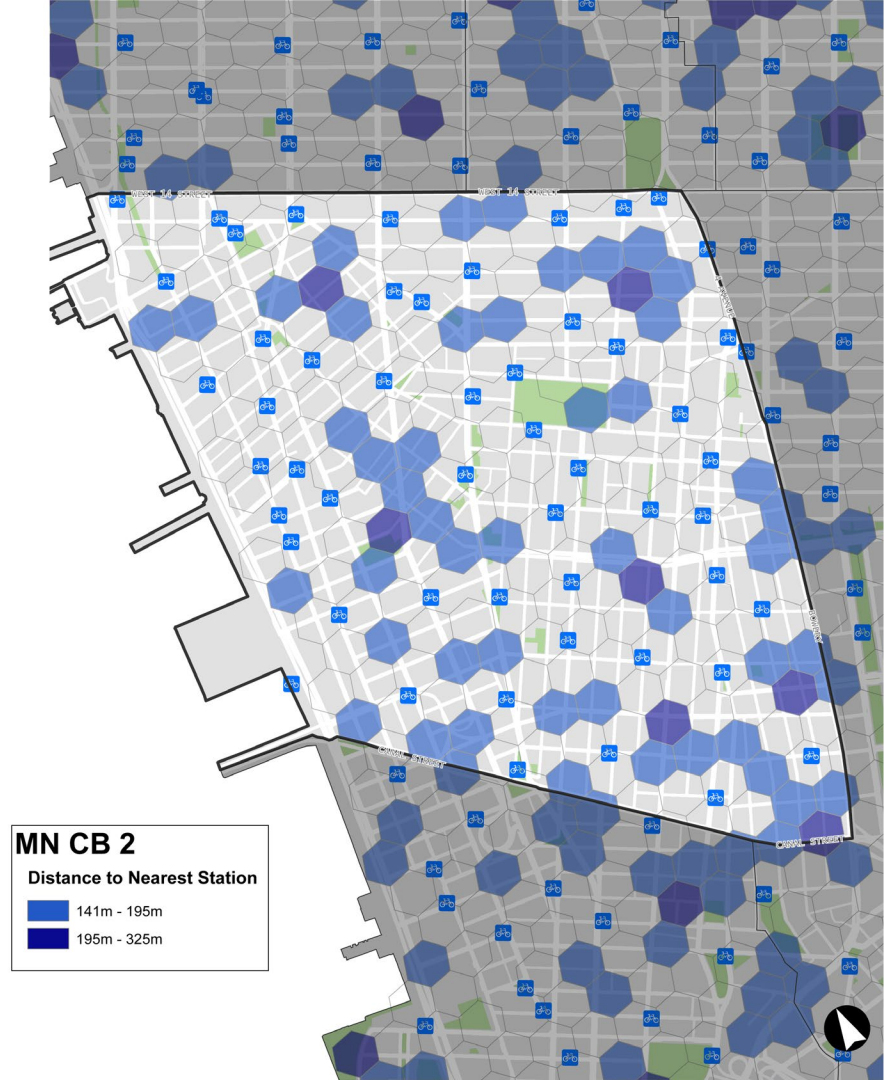
- Map highlights where the most additional docks are needed to meet rider demand
- Areas of highest need are in Manhattan, south of 60th Street



Data-Driven Planning

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

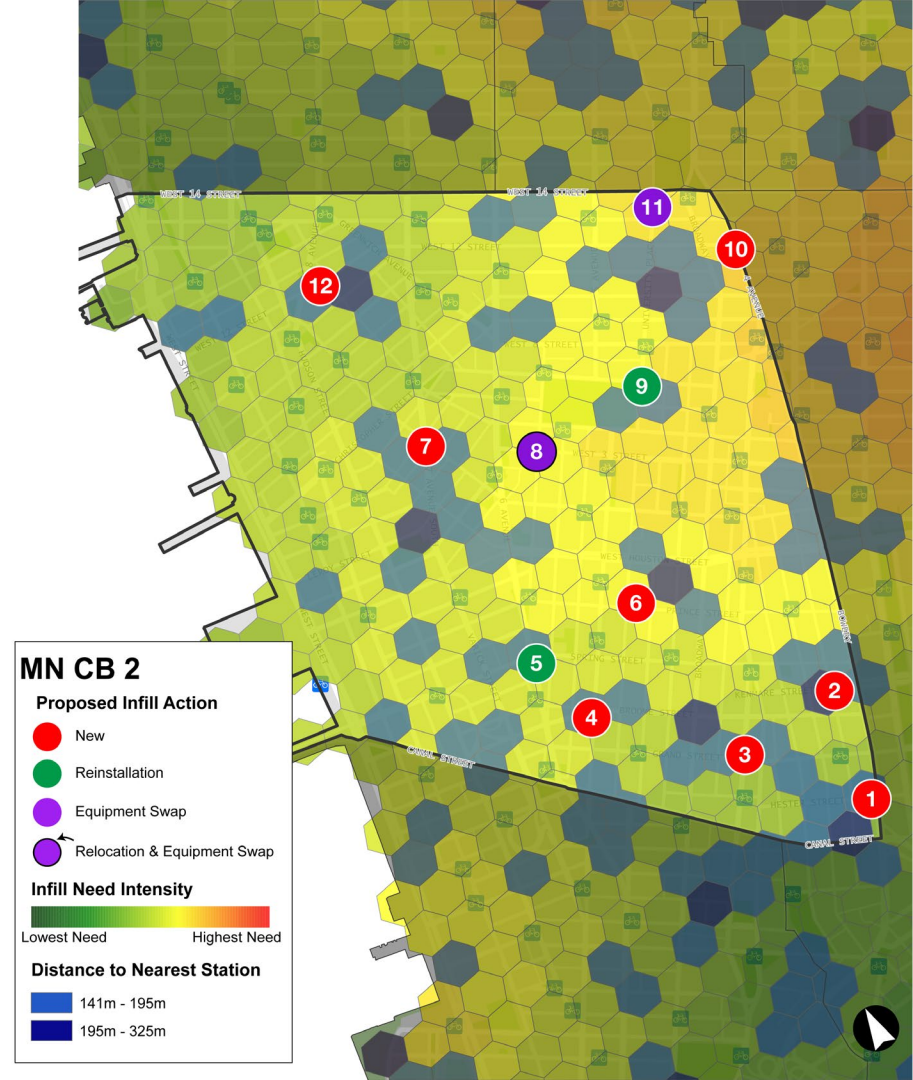
- **Network Gaps**
 - System success depends on a dense network of stations
 - Spatial analysis identified areas in the system that are furthest from a station



Data-Driven Planning

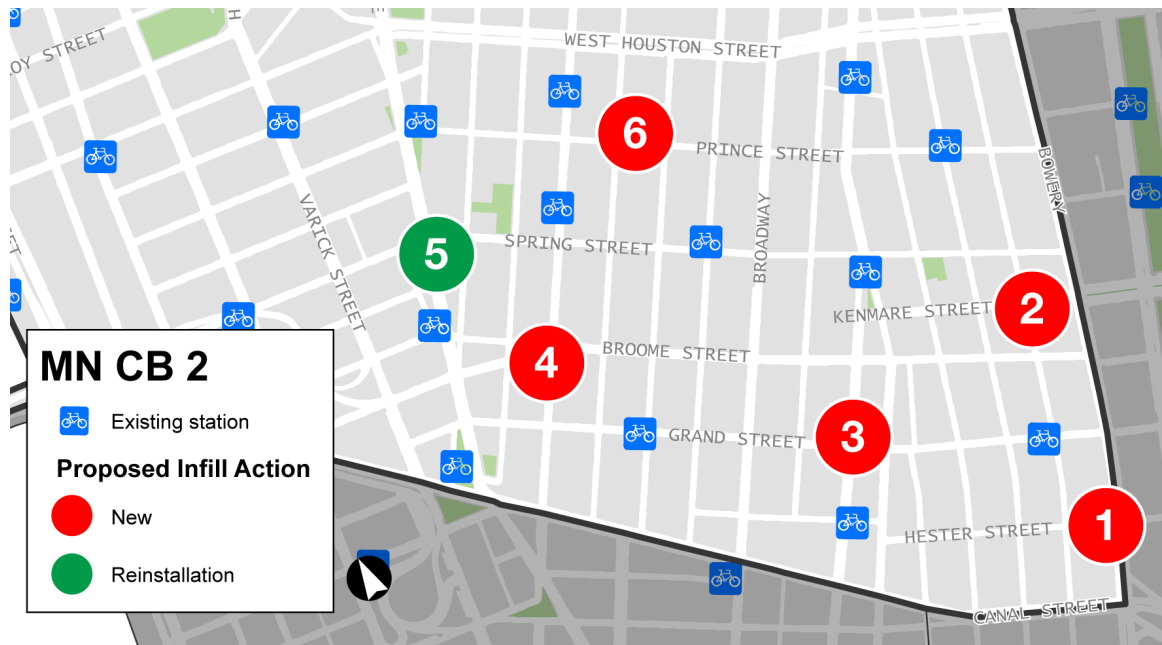
Infill need in Manhattan CB 2

- **Demand shows 2,068 docks still needed in CB 2**
 - Propose to install 492 docks
- **Add capacity by extending existing stations and adding new stations**
- **Stations sited at overlap of highest demand and network gaps**



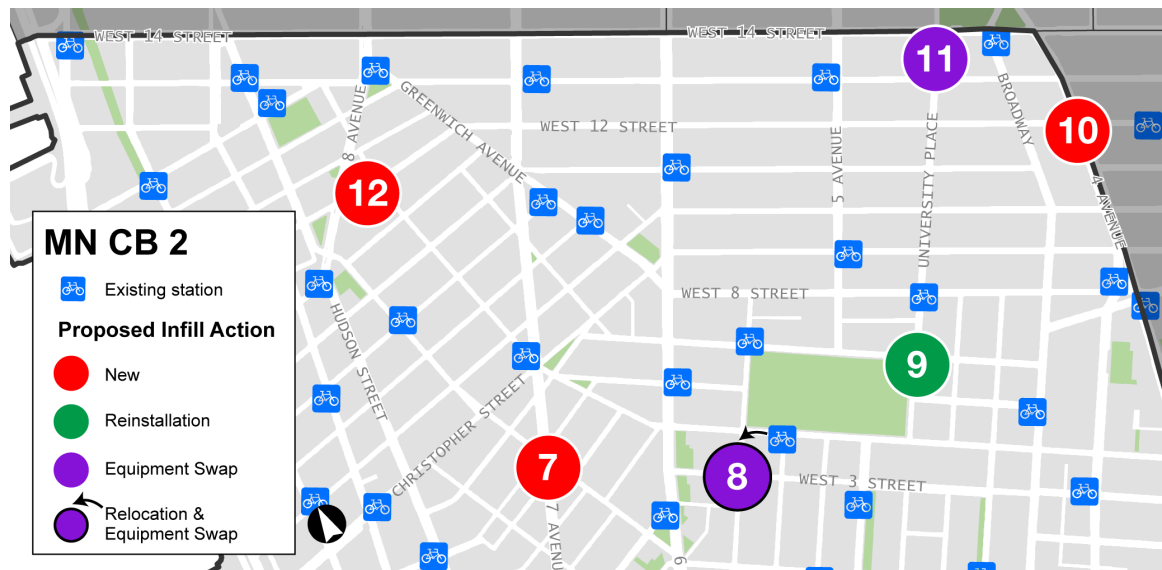
Proposed Infill

1. Hester St & Bowery
 - *South roadbed*
2. Kenmare St & Elizabeth St
 - *South sidewalk*
3. Lafayette St & Grand St
 - *East roadbed*
4. West Broadway & Broome St
 - *West roadbed*
5. 6th Ave & Spring St
 - *East sidewalk*
6. Greene St & Prince St
 - *West roadbed*



Proposed Infill

7. 7th Ave & Bleeker St
 - *East roadbed*
8. West 3rd St & MacDougal St
 - *South roadbed*
9. Washington Square East & Washington Pl
 - *East roadbed*
10. 4th Av & East 12th St
 - *West roadbed*
11. University Pl & East 13th St
 - *Pedestrian space*
12. West 12th St & 8th Ave
 - *South roadbed*



Thank You!

Questions?



NYCDOT



nyc_dot



nyc_dot



NYCDOT