



# Citi Bike Expansion & Infill

Manhattan Community Board 6

January 3, 2022



---

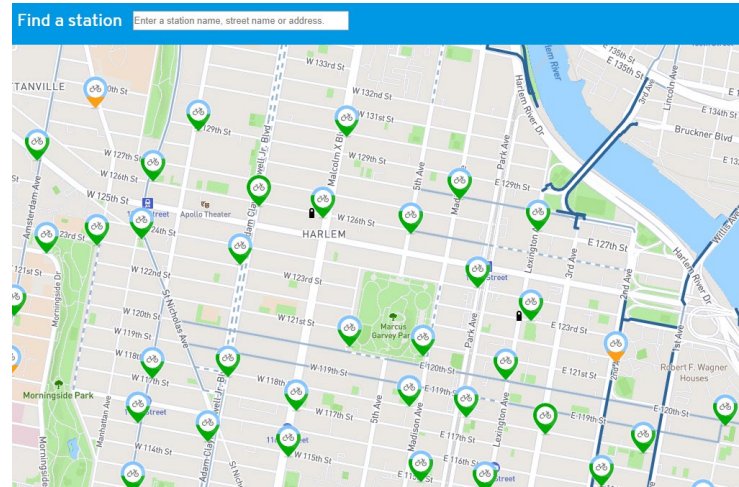
## Citi Bike Overview

# 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**

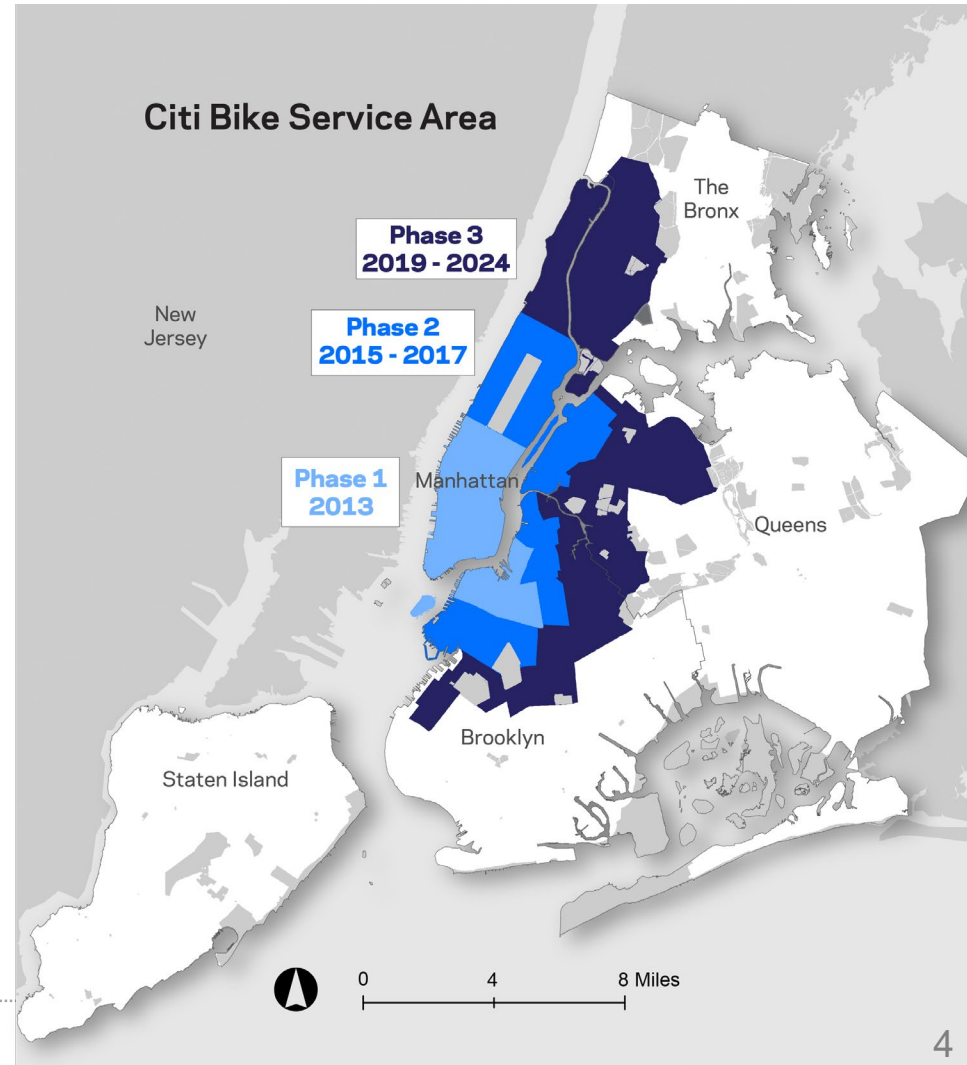
- 2013
- Manhattan & Brooklyn
- 330 Stations
- 6,000 Bikes

- **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**

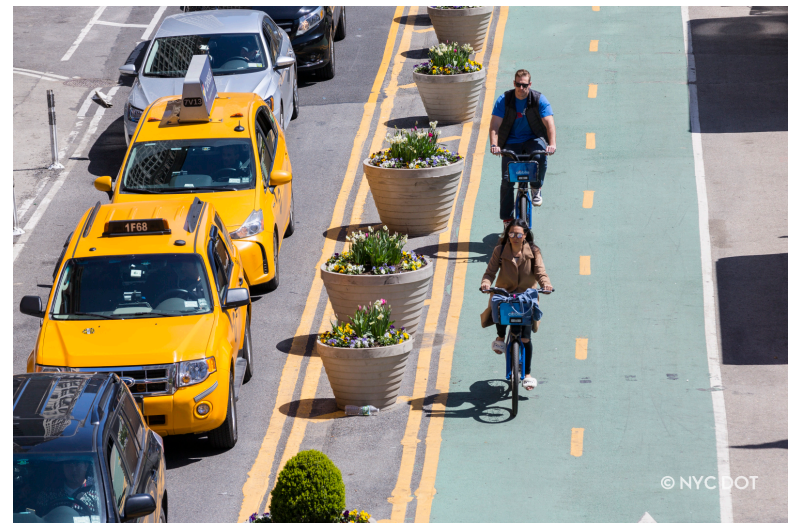
**~27 million trips in 2021**

**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

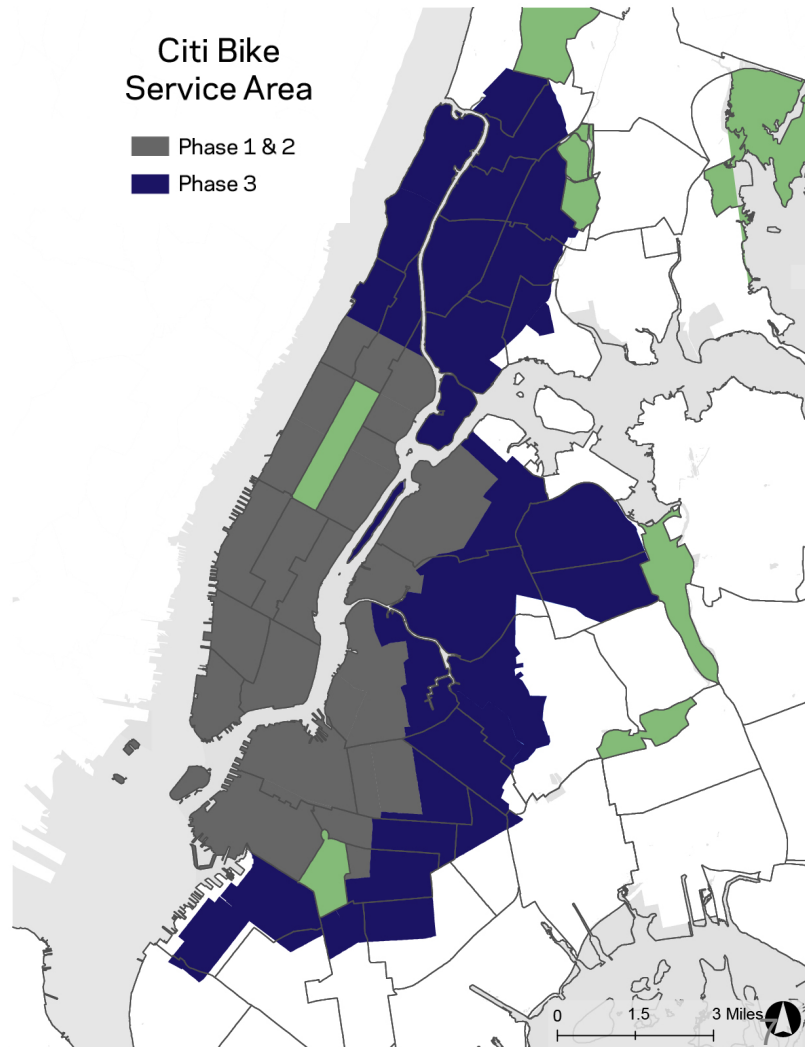
# Phase 3 Expansion & Infill

**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?

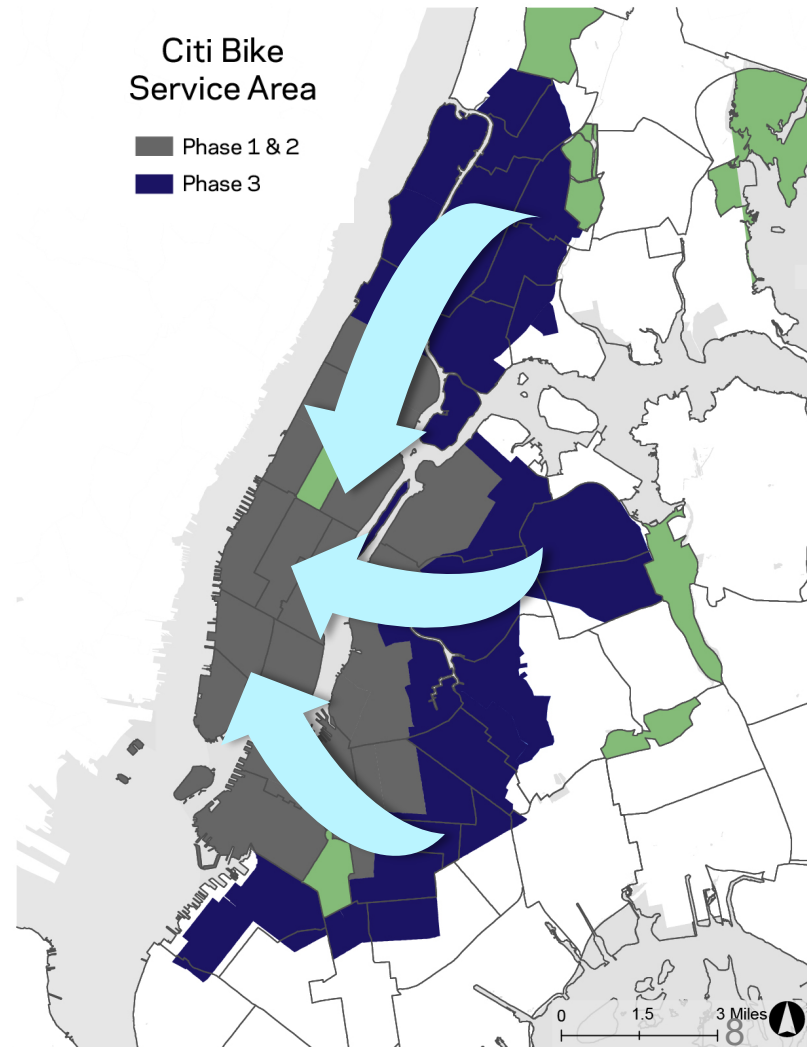
**A larger Citi Bike system will have many more bicycles in its core**

## **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

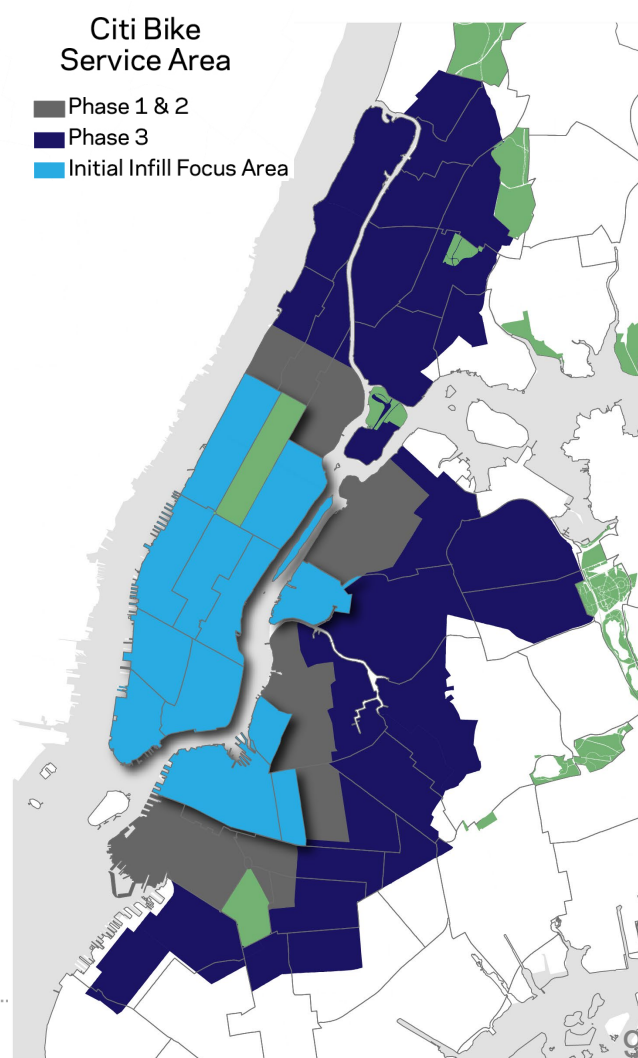
## Infill dock distribution based on rider demand

**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

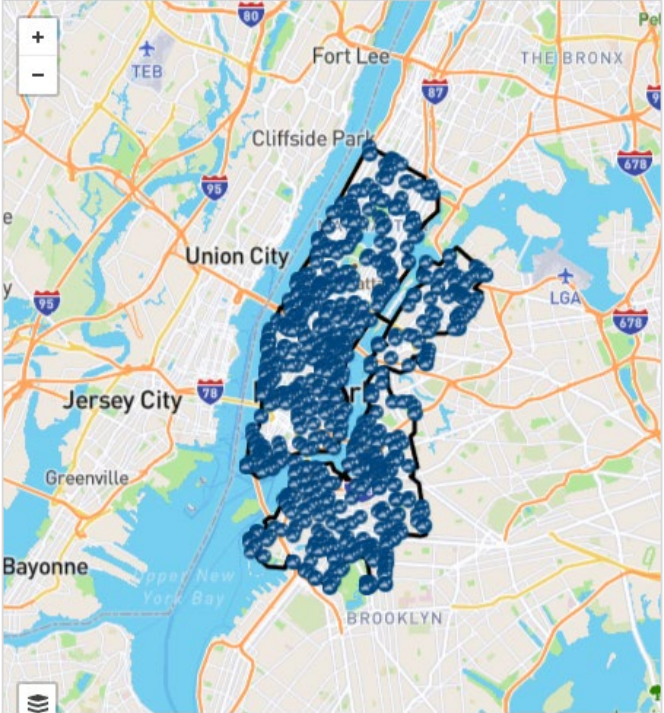
- **Community feedback:** online feedback portal, requests from riders and stakeholders
- **Data-Driven site selection:** using demand model, spatial analysis, and technical criteria
- **Community notification:** notify property owners, Community Board, and key stakeholders prior to installation
- **Installations**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

To add your comments:

Select Comment Type...

How do you want to submit your comment:

- Choose one



Comments (822)

---

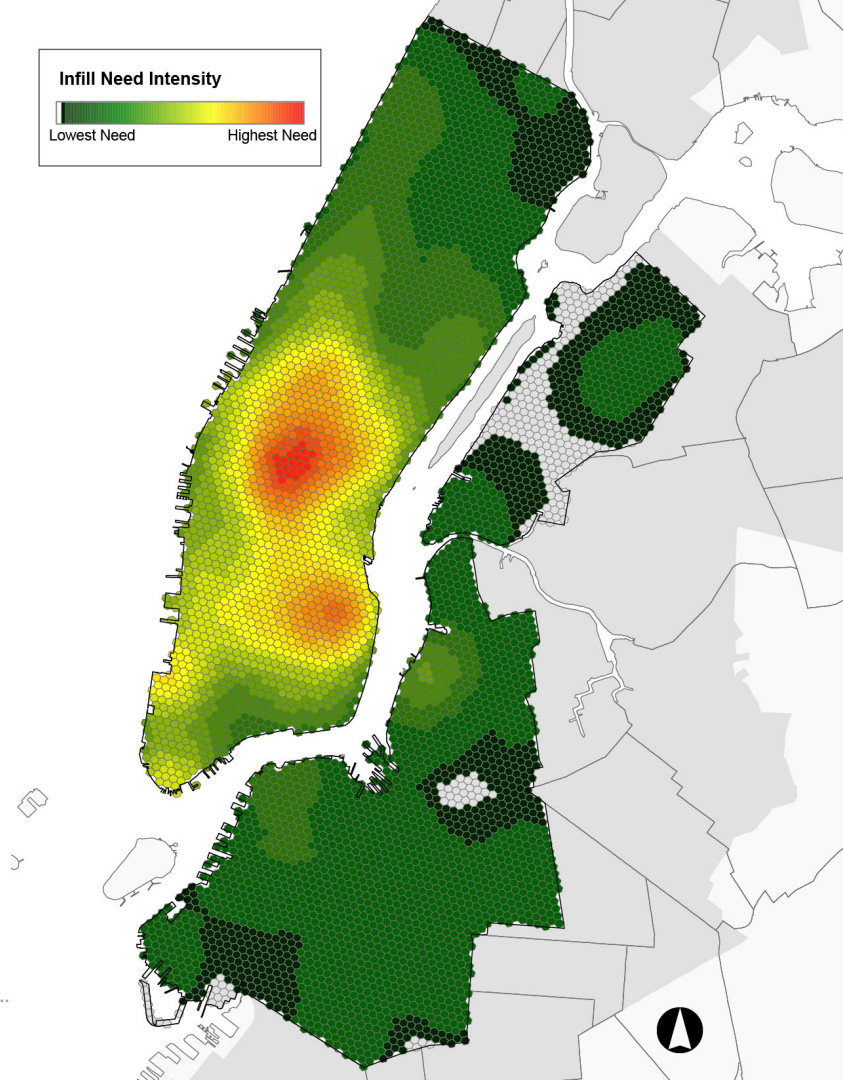
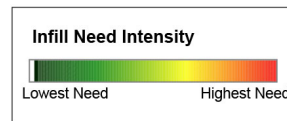
Infill Planning

3

# Data-Driven Planning

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

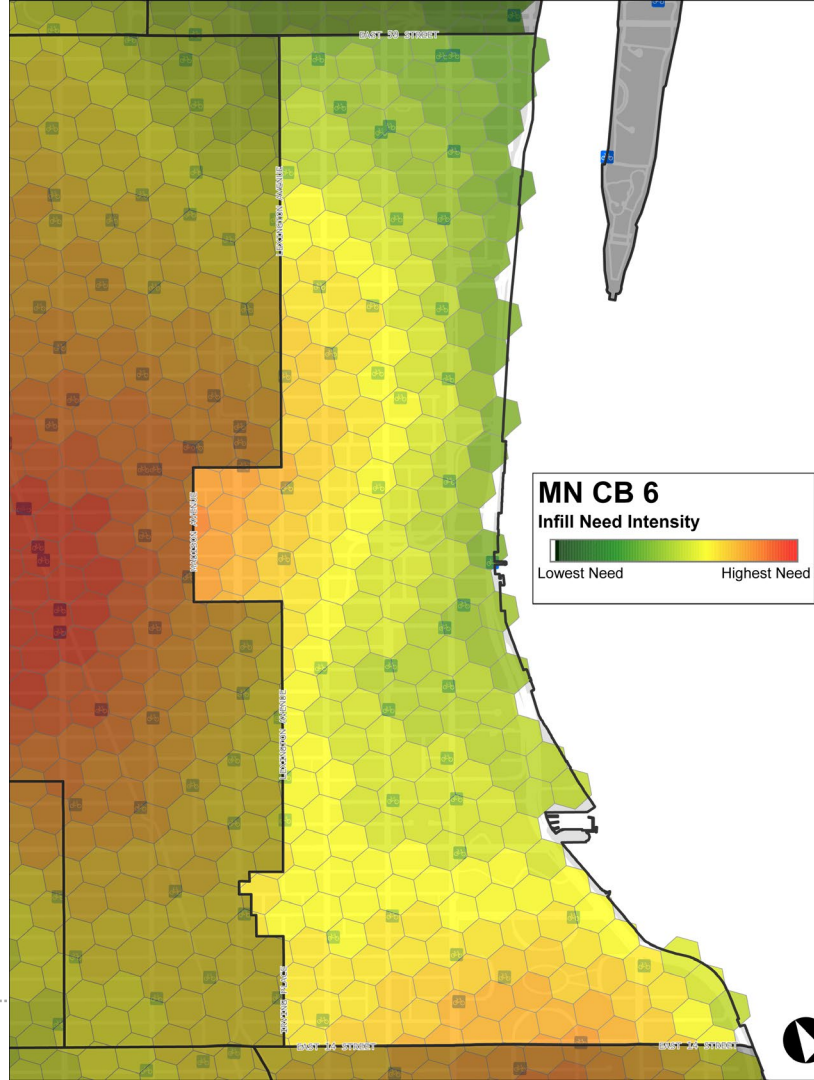
- Map highlights where the most additional docks are needed to meet rider demand
- Areas of highest need are in Manhattan, south of 60<sup>th</sup> Street



# 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 60<sup>th</sup> Street

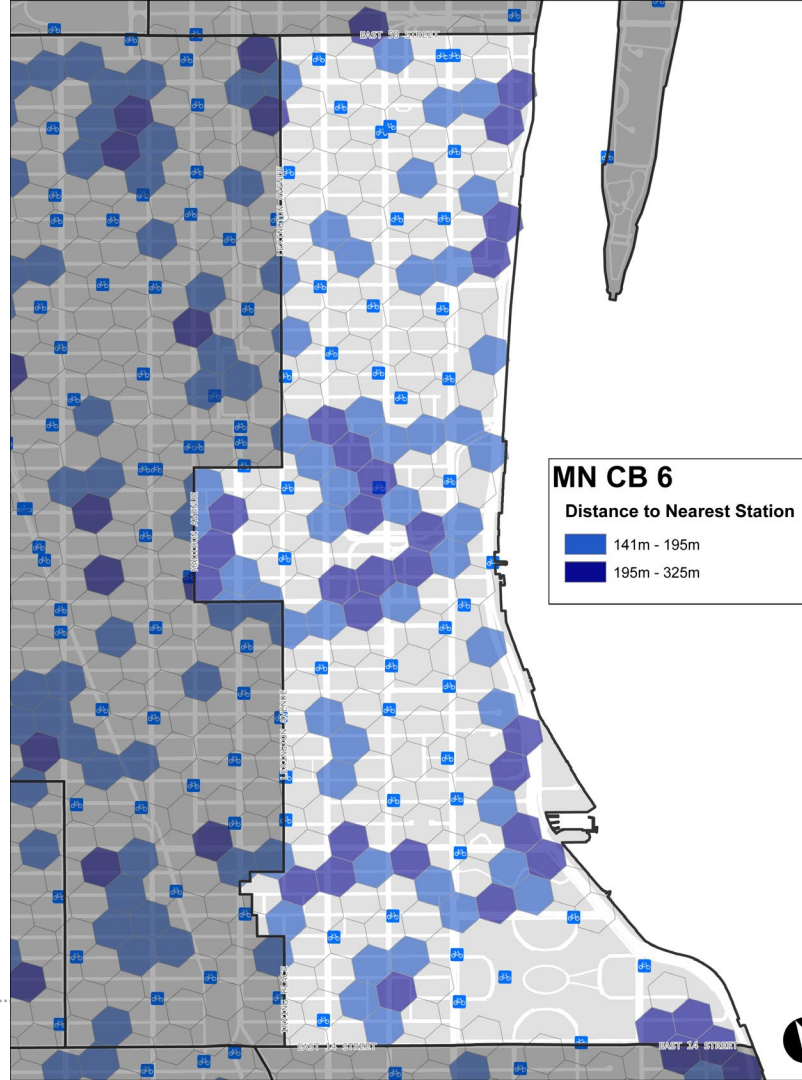




# Data-Driven Planning

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

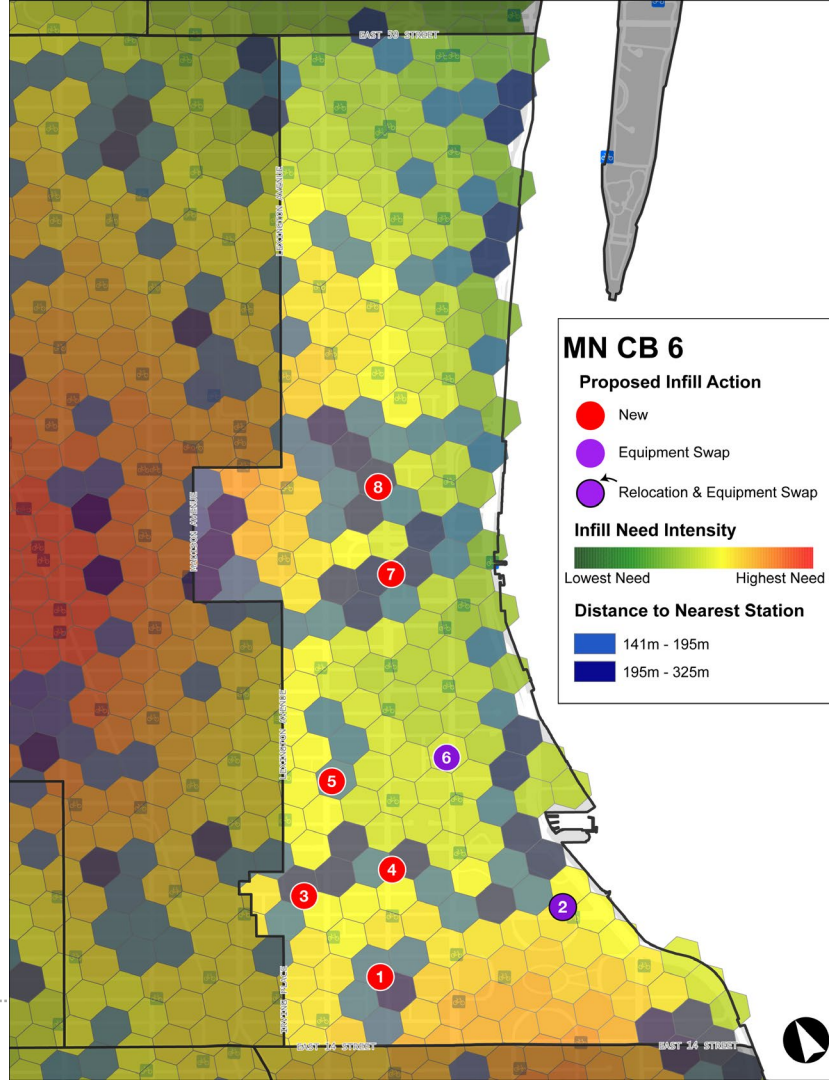
- **Network Gaps**
  - System success depends on a dense network of stations
  - Spatial analysis identified areas in the system that are furthest from a station



# Data-Driven Planning

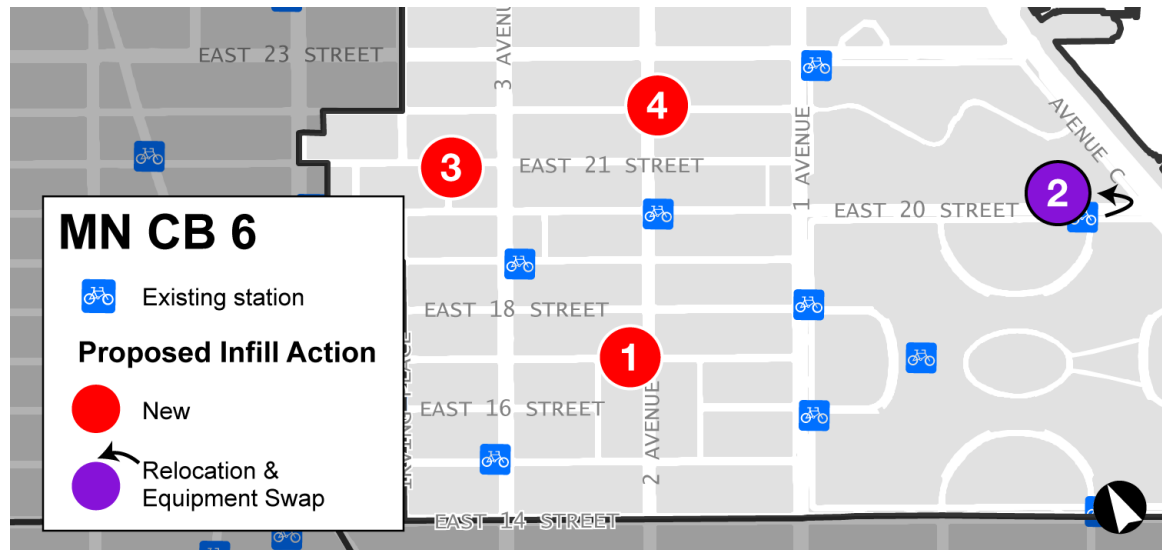
## Infill need in Manhattan CB 6

- Demand shows 1,708 docks still needed in CB 6
  - Propose to install 305 docks
- Add capacity by extending existing stations and adding new stations
- Stations sited at overlap of highest demand and network gaps



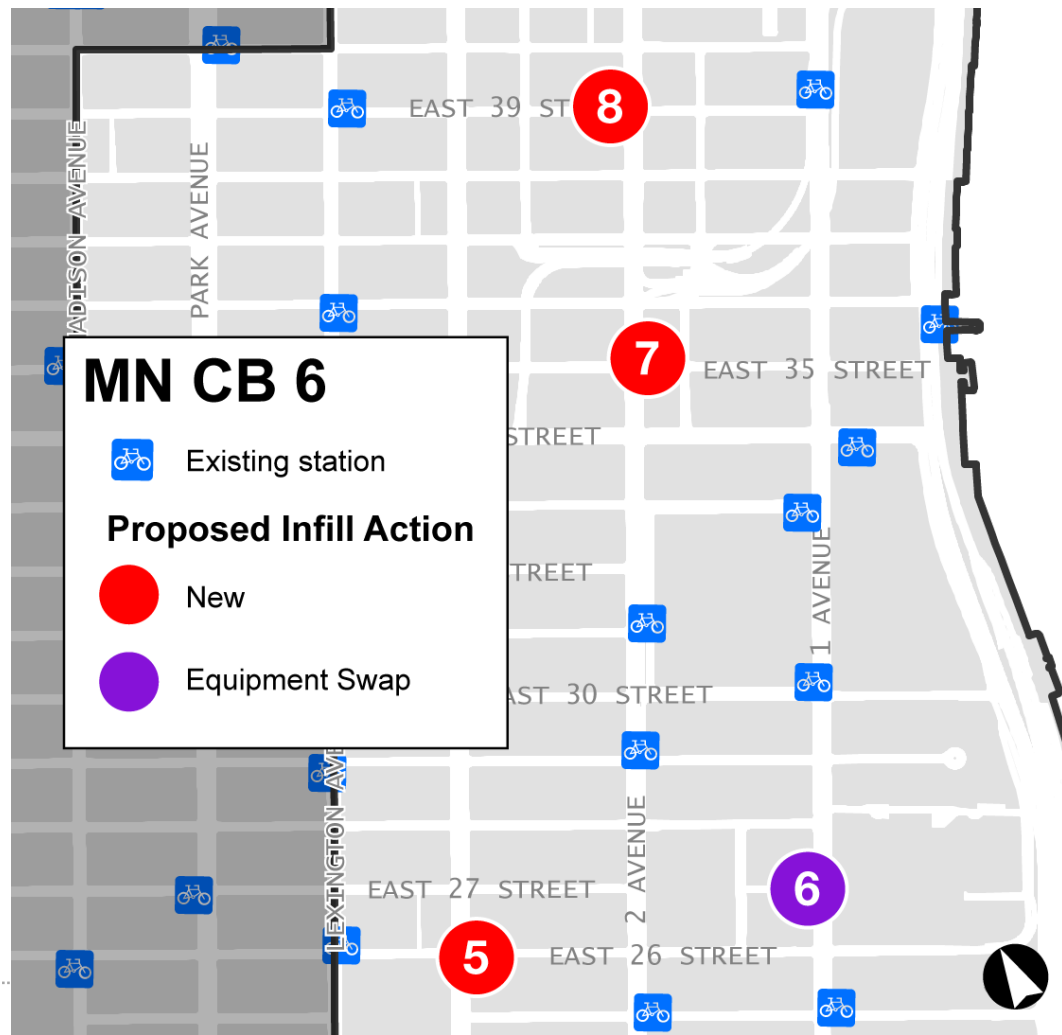
# Proposed Infill

1. East 17<sup>th</sup> St & 2<sup>nd</sup> Ave
  - *South roadbed*
2. East 20<sup>th</sup> St & Avenue C
  - *North roadbed*
3. Gramercy Park North & Gramercy Park East
  - *South roadbed*
4. East 22<sup>nd</sup> St & 2<sup>nd</sup> Ave
  - *North roadbed*



# Proposed Infill

5. East 26<sup>th</sup> St & 3<sup>rd</sup> Ave
  - *North roadbed*
6. East 27<sup>th</sup> St & 1<sup>st</sup> Ave
  - *Pedestrian area*
7. East 35<sup>th</sup> St & 2<sup>nd</sup> Ave
  - *North roadbed*
8. East 39<sup>th</sup> St & 2<sup>nd</sup> Ave
  - *North roadbed*



# Thank You!

## Questions?



NYCDOT



nyc\_dot



nyc\_dot



NYCDOT