

**NEW YORK CITY DEPARTMENT OF TRANSPORTATION
TESTIMONY BEFORE THE COUNCIL TRANSPORTATION COMMITTEE
REGARDING THE PRESENT AND FUTURE OF CITI BIKE IN NEW YORK CITY
NOVEMBER 28, 2016**

Good morning, Chair Rodriguez and members of the Transportation Committee. I am Polly Trottenberg, Commissioner of the NYC Department of Transportation. I am joined by Michelle Craven, Senior Executive Director of Cityscape and Franchises and Jeff Lynch, Assistant Commissioner of Intergovernmental and Community Affairs. Thank you for bringing us together to discuss the current state of New York City's bike share system and its potential expansion.

Mayor Bill de Blasio has laid out a bold goal of doubling cycling by 2020 and reducing carbon emissions by 80 percent by 2050. Today, two and half percent of all commuting residents ride a bike to work or school and 1.6 million New Yorkers ride a bike regularly. But to achieve the Mayor's vision on biking and sustainability, we have to continue to up our game and aggressively expand our bike infrastructure to encourage greater ridership.

Right now, the City's growing bike network includes nearly 1,100 miles of bike lanes, with 160 miles, including 36 miles of protected lanes, added since Mayor de Blasio took office. As you know, DOT is also focused on making our streets safer for all users with our Vision Zero efforts, including improved street lighting that makes cyclists and pedestrians more visible, safety improvement projects to redesign dangerous intersections and corridors, adding signs to alert drivers to the lowered 25 mile per hour speed limit, and speed camera enforcement.

Currently, Citi Bike has nearly 120,000 active annual members and plays a critical role in getting more people on bikes. As the number of riders within the service area has increased, we have found that the streets are safer for cyclists – a fact that has been shown in many studies. These two factors form a virtuous circle: making cycling safer and easier encourages more people to cycle, leading in turn to further safety benefits.

Citi Bike has proved to be a remarkable success and it has become an integral part of our transportation network since its launch only three years ago. But, we cannot take this success for granted – DOT has worked diligently with Motivate because we know that bike share systems need constant improvement and maintenance to operate well.

When Mayor de Blasio took office, the previous operator, Alta Bicycle Share, was facing significant operational, financial and technical challenges, and we focused quickly on fixing this broken system. The City committed to work with the new operator, Motivate, to turn around the bike share program and make it into a world-class system, all while keeping the system privately funded.

The City took a fresh, smart approach to renegotiate a new performance-based contract, where we would let the private sector innovate while also meeting certain standards. This new contract brought in a more capable operator and vastly improved the system for riders by guaranteeing a \$30 million investment by the end of 2017.

Since then, we have seen a significant improvement to the system including new equipment and software, better customer service, stable operations, and a rapidly expanding service area that will double the original system size by the end of next year. Since the de Blasio Administration brought on Motivate, we have reversed the trend of declining membership and, in fact, have seen an increase in membership of 42 percent over the last two years.

Working with many members of the Council over the past two years, DOT and Motivate expanded the program to Queens for the first time into Long Island City, and further into Brooklyn and Manhattan. The program now covers the neighborhoods of Williamsburg, Greenpoint, Bedford-Stuyvesant, Park Slope, Carroll Gardens, Boerum Hill, Red Hook, and Gowanus, and the Upper West and East Sides up to 110th Street. In 2017, we will finish expanding the system in this phase into even more neighborhoods: Harlem as far north as 130th Street, Prospect Heights and Crown Heights, and Astoria.

That brings us to the question, what is the full potential of New York City's bike share system? Where do we go from here?

Current State of Citi Bike in NYC

With 10,000 bikes and 610 stations, our bike share system is now the largest in North America. New York City's system is expected to reach 12,000 bikes and 750 stations by the end of 2017, putting our system on par with London, and making our program one of the largest in the world.

With the roll out to more neighborhoods, Citi Bike has recently seen peak ridership days of nearly 70,000 rides. Most weekdays this past September and October saw over 60,000 rides.

To put these numbers in perspective, the number of Citi Bike trips is nearly as high as the number of daily Staten Island Ferry trips and more than the number of daily green borough taxis trips. These growing numbers show how the Citi Bike network has become a key component to efficiently moving a growing number of residents, workers and tourists on our streets.

As a transportation system, bike share works best when one station is just a quick walk away from the next, and stations are sited in highly visible, safe, and accessible locations near intersections, subway stations and other transit connections, and major destinations. Laying out stations in a dense, evenly spaced network is essential to creating a convenient bike share system which ensures riders will never have to walk more than a few minutes to reach any residence, business, or attraction within the service area.

At the same time, we face numerous siting constraints on our City's densely packed streets. DOT considers current curb and sidewalk uses such as fire hydrants, bus stops, and other street furniture, as well as existing travel patterns, utilities, and building entrances.

As part of our siting process, DOT conducts extensive community engagement that collects key local input on station locations. We host hands-on community planning workshops in each new area, and engage in a thorough dialogue with elected officials, local leaders, community boards, and other stakeholders. But we recognize it is hard to reach everyone and we can always do better. DOT looks forward to continuing to work with the Council on this.

New York City streets are always evolving, and we know that our responsibility to manage the bike share program does not end when stations are installed. DOT's Bike Share unit and Borough Commissioner Offices have put in countless hours working in established program neighborhoods to address changing conditions and community concerns as they arise to ensure the bike share network adapts and remains strong.

Equity

We are also working closely with Motivate and the Council to better serve a more diverse range of New Yorkers who are under-represented among cyclists – including immigrants, low income New Yorkers, and women.

As part of this effort, NYCHA residents and members of some credit unions can enjoy a discounted \$60 annual membership paid in \$5 installments each month – which amounts to just a two swipes on a Metrocard. This discount provides a great benefit because these members can save money on their overall transportation budget. To date, Motivate has increased these memberships by 68 percent in the last year, which now total over 1,000 NYCHA members and nearly 1,000 Community Development Credit Union (CDCU) members. But clearly, we need to be more creative in promoting and recruiting for these memberships.

In addition as part of Mayor de Blasio's effort to promote IDNYC, DOT and Motivate have implemented a 15 percent discount on new annual memberships for IDNYC cardholders. We are proud to offer this benefit to New Yorkers who have signed up for IDNYC, and hope this will help increase membership in a diverse range of residents, and especially the immigrant community.

But even without discounts, bike share represents a great transportation value. A full-priced 12-month membership costs less than two months of unlimited Metrocards, and the \$15 monthly charge pays for itself in as few as six forgone Metrocard swipes.

With assistance from a grant from the national Better Bike Share Partnership, DOT and Motivate are partnering with Bedford-Stuyvesant Restoration Corporation and the NYC Department of Health to increase Citi Bike use and biking more broadly in Bed-Stuy. Bedford-Stuyvesant Restoration Corporation has conducted extensive surveys and focus groups and had conversations with stakeholders to identify concerns, and then worked systematically with partners to remove those barriers to cycling. As Bedford-Stuyvesant Restoration Corporation will tell you later, the visible participation of elected officials and other community leaders in rides and events has been an essential part of their work.

Towards the goal of growing Citi Bike memberships to all communities, DOT and Motivate have already started working with Council Members on promoting the bike share program through events, social media and newsletters, and we look forward to increasing this work with the Council in the coming months.

The Future of Citi Bike in NYC

Now, I would like to turn to the discussions of the future of Citi Bike.

First, we want to be clear that we still have lots of work to finish and fine tune the current Phase II expansion, so that we can lay the proper foundation for the future of the program.

But as we look to the completion of the Phase II of Citi Bike expansion next fall, we know there is significant demand to expand to additional neighborhoods. Given this demand, the City and Motivate have started preliminary discussions to consider a potential Phase III expansion.

When the Citi Bike program began in 2013, we started in the densest parts of the central business district, where it would be easiest to enroll large numbers of members quickly and also benefit from tourists purchasing day passes. The density of the central business district provided great revenue potential from the high annual member ridership, day pass sales and advertising that really helped kick start the program with no public funding.

We have since expanded well beyond those core areas with even more to come next year. But with each new area comes new challenges, and DOT and Motivate are still learning how the system functions in these neighborhoods, in terms of membership, ridership patterns, and finances. Like many other bike share systems, we have found the central challenge of operating the system is rebalancing of the bikes. Motivate needs to keep enough bikes on the street, in good working order, and exactly where and when riders want them.

A heavily congested city of islands and waterways presents rebalancing challenges. The tremendous flow of Citi Bikes into Midtown and Downtown Manhattan during the morning rush means stations in neighborhoods like the Upper East and West Sides and Park Slope often sit empty until bikes return in the evening. Some of the busiest commuter hubs, like Penn Station, also present challenges because meeting the demand could take up the majority of bikes in the entire system. I know from personal experience, for example, that docks next to Prospect Park are so popular that they are hard to keep full.

This is a good problem to have because it shows how incredibly popular the system is with New Yorkers, and DOT and Motivate are firmly committed to meeting these rebalancing demands and further improving the service as we move forward.

We all agree that the City's interest is in having a well-operated and affordable bike share system benefiting as many New Yorkers as possible while retaining the system's financial viability. Motivate and the City are both interested in expanding the network even further and all aspects of how to do that are part our ongoing discussions.

The model for Citi Bike thus far—a public-private partnership with corporate sponsorship and without public subsidy—has advantages and limitations. If we move forward with a Phase III expansion into less dense neighborhoods throughout the five boroughs, it is likely that some public funds will be necessary and we must determine the appropriate level of public investment for this privately run transportation system.

We know the Council is particularly interested in the question of public subsidy to the bike share program. Changing the contractual model from one that is entirely privately funded to one that includes public funds raises many questions. Having a system run by private sector experts allows them to bring their unique strengths including an entrepreneurial and creative approach and we need to assess how public funding would change that relationship.

As we consider Phase III, we are weighing questions of cost, geographic spread, equity, pace of expansion, community interest, presence or installation of bicycle infrastructure, and potential ridership, while also acknowledging that Motivate must be financially viable. We also want to be sure that the three different phases each receive equal operational treatment, which is complicated by all of these factors.

There will also be challenges in the contract administration if we modify the contract to include public funding. Many program factors, such as the ownership of equipment, funding sources, percentage of revenue share, siting and maintenance, will need to be carefully considered and renegotiated as part of any new agreement.

We are looking forward to working with our partner Motivate, elected officials including each of you on the Council, and community groups, to continue maximize the benefits of Citi Bike for as many New Yorkers as possible.

Thank you for the opportunity to speak about our bike share program, and I look forward to answering questions.

**Testimony of Staten Island Borough President James S. Oddo
New York City Council Committee on Transportation
City Hall
November 28, 2016**

Chairman Rodriguez and members of the City Council's Committee on Transportation, my name is Christopher DeCicco and I serve as Counselor to Staten Island Borough President James S. Oddo.

This is an oversight committee hearing considering the "present and future of Citi Bike in NYC," and I am here to deliver a statement on behalf of Borough President Oddo indicating that we hope the future of Citi Bike is one in which it is a 5-borough system, which includes its expansion into Staten Island.

For several years the Borough President has been saying to all who would listen that he wants Citi Bike on Staten Island. In fact, he hosted our first meeting with Mr. Walder over a year ago, on October 6, 2015 at Borough Hall, to plead our case for their expansion into Staten Island.

It is clear that each borough and each community will have its own unique needs. This means that Citi Bike on Staten Island will look different than Citi Bike in Times Square. That's part of the beauty of this form of public transportation – it is flexible and able to adapt to a community's needs.

We believe the North Shore corridor, soon to reap the benefits of more than a billion dollars in private investment with the construction of the NY Wheel, Empire Outlets, Lighthouse Point, and the residential complex Urby, is the ideal location for City Bike's initial foray onto Staten Island. Our Land Use staff has put together a preliminary map of where we envision the service would serve the most individuals, roughly bounded by the Snug Harbor Cultural Center to the west and the Alice Austen House at Hylan Boulevard to the east. We have shared this preliminary sketch with City Bike for their review.

The universe of users in this corridor could potentially be diverse. Tourists getting off the Staten Island Ferry would certainly form a large part of the user base, utilizing Citi Bike as an ideal method of transportation whether they want to visit the museums at Alice Austen House, Lighthouse Point and Snug Harbor, have a bite of lunch and a cold brew at Flagship Brewery, or take in a professional baseball game at Richmond County Bank Ballpark.



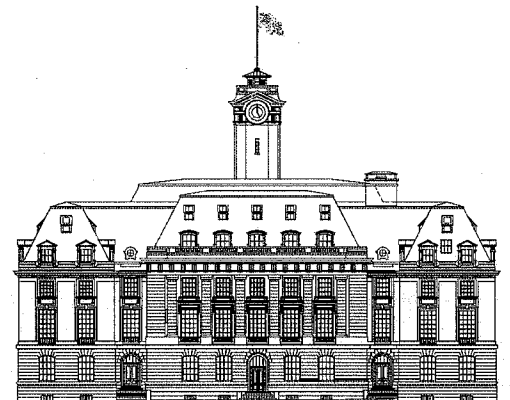
We can also envision some Staten Island residents, particularly those living in the new Urby development, utilizing the service as part of their daily commutes to Manhattan because it has the potential to save them money in commuting expenses due to the already free Staten Island Ferry. Those residents would be able to commute from their homes to their places of employment for only the cost of the annual Citi Bike membership. Currently, such residents pay for the Staten Island Railway when riding it to the Ferry, at a cost far greater than the \$155 yearly Citi Bike membership.

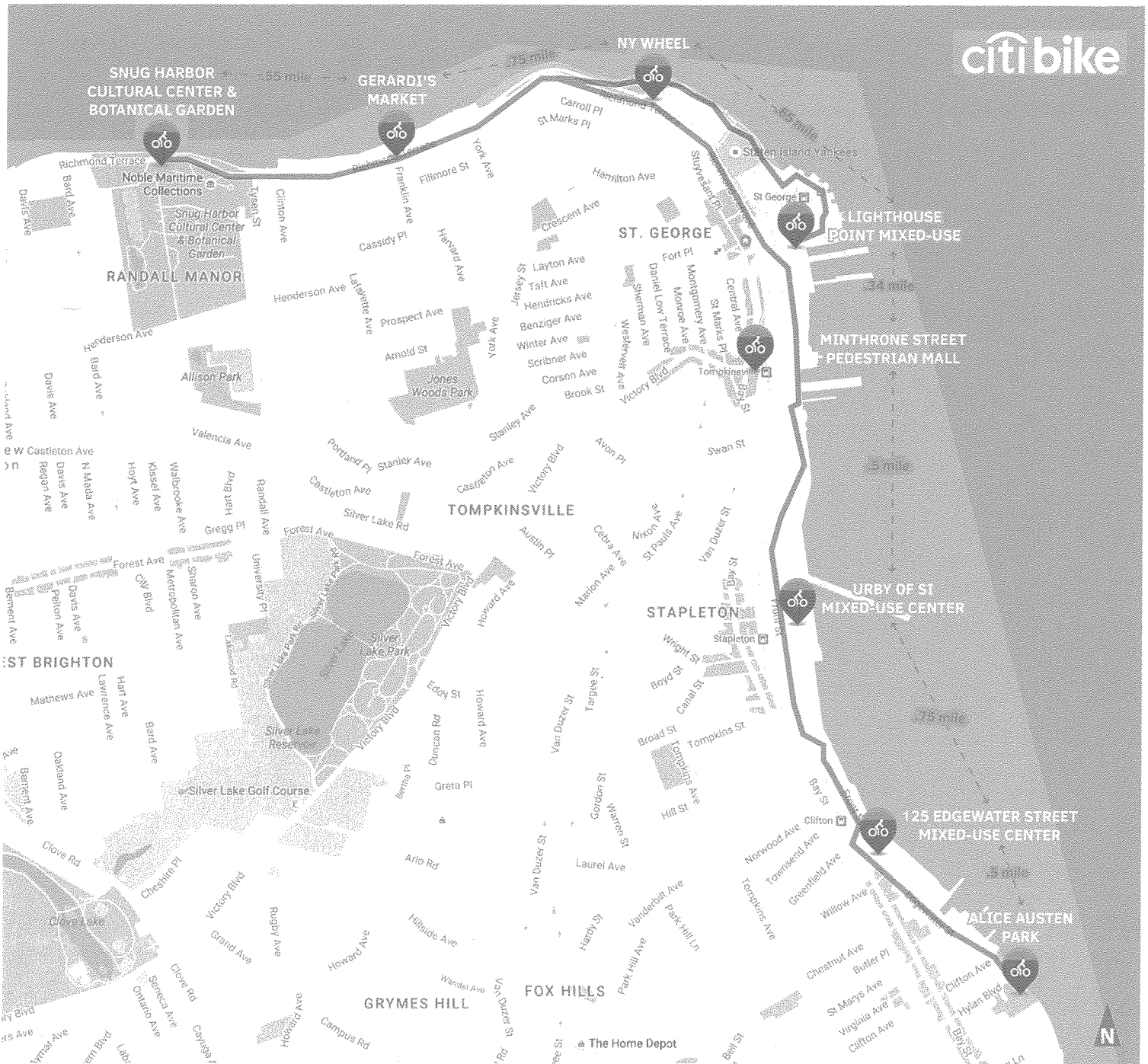
Ultimately, when considering Citi Bike's future we need to decide the role we wish Citi Bike to play in our city. Is it an important part of our public transportation infrastructure? If the answer is "yes," then the idea of subsidizing Citi Bike with public funds does not seem crazy or far-fetched, since virtually every public option in this city is subsidized. And if that is the case, it simply must be expanded into Staten Island. Staten Island has a notorious lack of public transportation options based on decisions that were made decades ago. We cannot also be left out of this one.

Borough President Oddo is committed to working with Mr. Walder and his team, as well as the Mayor's team to design a workable City Bike solution on Staten Island. We are committed to working through the challenges that definitely exist, but we feel we have the outlines of a plan that could work with the right support, and of course the right combination of public and private funding.

It's time to make Citi Bike a truly 5-borough system, and make it a viable public transportation option for a borough known for a distinct paucity of them.

Thank you for the opportunity to testify, and I'd be happy to take any questions.





PROPOSED CITI BIKE STATIONS

Staten Island's North Shore: Randall Manor to Rosebank

OFFICE OF THE STATEN ISLAND
BOROUGH PRESIDENT
JAMES S. ODDO
DIVISION OF LAND USE, PLANNING & INFRASTRUCTURE
NOVEMBER 16, 2016





BRONX BOROUGH PRESIDENT RUBEN DIAZ JR.

TESTIMONY OF BRONX BOROUGH PRESIDENT RUBEN DIAZ JR.
Before the New York City Council's Committee on Transportation
RE: The Future of Citi Bike in the Five Boroughs
November 28, 2016

Good morning.

I am here today to discuss the potential expansion of Citi Bike to all five boroughs, and the need to create new revenue streams to drive that expansion forward.

Over the past eight years, my borough has seen tremendous new investment. Not only have we attracted new businesses and built thousands of new housing units of all types, we have brought record infrastructure spending to The Bronx, as well.

The Grand Concourse is undergoing major renovations, and many of our subway stations have seen complete overhauls. Most significantly, we have secured the nearly \$1 billion in funding for the long awaited East Bronx Metro North Expansion, thanks to strong partnerships with Governor Andrew Cuomo and the MTA.

Despite such record investment, transit equity continues to elude us in a very high-profile way.

Citi Bike is nowhere to be found in The Bronx. That must change.

In August 2015, I was shocked when Citi Bike announced that they had expanded to, of all places, Jersey City. How could Citi Bike go to New Jersey before it goes to all five boroughs? The City in Citi Bike has to mean something. Since then, I have heard from my constituents, over and over again, that they feel slighted by the lack of a Bronx bike sharing option.

We have an opportunity to fix that.

With transit fares set to rise, it is incumbent upon this city to do what it can to provide more options for affordable transportation throughout not only The Bronx, but across the five boroughs.

A Citi Bike membership—at just \$155 per year—is not only a cost-effective means of transportation, but can also help remove cars from our roads and ease congestion on other mass transit options.

Citi Bike has always endeavored to be a five borough entity, and to serve as an essential part of our transit system. Bike sharing, we are told, works best not as an alternative to buses and subways, but as a piece of the total transit puzzle—an integrated part of our existing public transit system. Right now, Citi Bike is funded entirely through private funds and revenues generated by memberships. Though taxpayer assets such as street space have been used to further its expansion, not a penny of direct taxpayer funding has been granted to the program.

Contrast that with other forms of public transportation, which are publicly subsidized. And, that is how we have to view Citi Bike, as an important part of our public transportation infrastructure and network.

To that end, City Hall must consider providing Citi Bike with an infusion of taxpayer funds. This funding, when combined with existing and new private revenue, can accelerate the expansion of bike sharing to all five boroughs.

Mayor de Blasio has stated publicly that Citi Bike must be expanded to The Bronx. To make that happen, the City must allocate funding to expand bike sharing across all five boroughs, ensuring that Citi Bike ventures to new areas after 2017. With a strong public financing commitment, new sponsors could be brought to the program. A commitment from the city would undoubtedly lead to an even greater commitment from private partners.

My office is committed to working with City Hall to developing the plan to expand Citi Bike to The Bronx.

With an infusion of public funding, we can make such an expansion a reality.

Thank you.



New York City Council Transportation Committee Hearing Oversight: The Present and Future of Citi Bike in NYC

Monday, November 28, 2016

Testimony by Paul Steely White, Executive Director, Transportation Alternatives

- Citi Bike is a fast, healthy, sustainable and highly popular way to get around NYC
- The City must fund DOT to ensure a system of safe interconnected protected bike lanes accompanying the expansion of Citi Bike stations
- Equity: All New Yorkers must have access to Citi Bike. The City and Motivate must explore public investment in station expansion and membership options for all low-income New Yorkers

Thank you Council Members and Committee Chair Rodriguez. My name is Paul Steely White. I am the Executive Director of Transportation Alternatives. We are a 43-year old advocacy organization with more than 150,000 people in our network and over 1,000 activists in every borough. We advocate on behalf of New Yorkers for safer, better, and more livable streets; and we fight to promote biking, walking, and public transportation as alternatives to cars.

Citi Bike: Fast, Healthy, Sustainable and Highly Popular

Citi Bike, New York City's bike share system, has been a tremendous success. We applaud Motivate and NYC DOT for their efforts, and we are pleased to see ridership records repeatedly shattered. The growth of Citi Bike has been concurrent with an increasing number of New Yorkers biking, and the program's success cements the role of bicycling in New York City as a primary transportation mode.

New York City benefits from our bike share program: Citi Bike enhances the use of limited street space as a human-powered non-polluting transportation option. In parts of Brooklyn, where car parking spots turn over no more than once a day, each Citi Bike bicycle is used about 6 times a day. With 7 Citi Bike docks fitting into the space taken up by one parked car, **that means 42 times more intensive and efficient use of scarce space.**

We echo Charles Komanoff's call for a **cost-benefit analysis on Citi Bike** that considers its impacts on access to transit, transportation efficiency, health and pollution - compared to other common daily transportation methods.

Prioritize Safety: Accelerate Investment in Interconnected Protected Bike Lanes

Cycling in NYC has become highly popular and significantly safer in recent years.¹ This past year, 25% of NYC adults (1.6 million people) rode a bicycle. More than three-quarters of a million ride at least several times a month.²

¹ NYC DOT, *Cycling Risk Indicator*, <http://www.nyc.gov/html/dot/downloads/pdf/nyc-cycling-risk.pdf>

² <http://www.nyc.gov/html/dot/downloads/pdf/cycling-in-the-city.pdf>

So far, Citi Bike has mainly expanded where protected bike lanes are already installed, which we believe has contributed to the system's impressive safety record and popularity - for example, women are more likely to bike when and where protected bike lanes exist.³ However, as of this month, 231 of the city's 613 Citi Bike stations are more than a quarter mile away from a protected bike lane. That means **nearly 40% of all stations lack proximal access to protected, life-saving infrastructure**. Painted bike lanes help, but they are no substitute for protected bike lanes. As Citi Bike expands into neighborhoods where bicycling safety infrastructure does not exist, the **DOT must accelerate implementation of a protected and inter-connected bike lane network** to make bike share use safe and easy for all.

The City must **prioritize the building of protected bike lanes on all major arterial streets** across the five boroughs, and move far beyond the FY2017 goal of **10** miles of new bike lane per year as a baseline. This will also help Mayor de Blasio's stated goal of doubling the number of bike trips by 2020.

Additionally, **more cyclists means greater safety for all road users**. Cyclists benefit when motorists become more familiar with cyclists, and both pedestrians and motor vehicle occupants are safer when more trips are conducted by bicycle instead of lethal multi-ton vehicles.

Equity - All New Yorkers Must Have Access to Bike Share: Explore Public Investment in Station Expansion and Membership Options

New York City's bike share program should be recognized as a public resource and an integrated part of our treasured transit system.

While Citi Bike's current station locations make sense to ensure system connectivity, we are concerned about the pace of expansion in many parts of the city. Most of Brooklyn and Queens, as well as Upper Manhattan, do not have any bike share access. Bronx and Staten Island still have no stations at all, and we have seen no estimate of when the two boroughs will get them.

A more equitable expansion plan may necessitate a change in funding arrangements. At present, **New York City's bike share program is the only one in the United States to receive no direct public investment** - it is entirely privately and user funded. If we view our roads and public transportation as public goods, then steps must be taken to bring bike share beyond the wealthiest neighborhoods, to allow all New Yorkers the benefit of this healthy and fast transportation option.⁴ Although Citi Bike stations far away from Manhattan's Central Business District will likely be less profitable, **the City and Motivate should discuss potential funding arrangements that could help expand the network faster**. New York City's subway and buses are publicly funded to ensure equitable transportation that is vital to job opportunities, inter-borough travel, and the economic success of our city. Similarly, the City should invest in our bike share program as part of our city's healthy and sustainable transportation options in the 21st century.

³ Transportation Alternatives, *Fifth and Sixth Avenue Bicycle and Traffic Study*, 2015

⁴ As reported by City Limits last year, "[i]f Citi Bike were to receive taxpayer money, it would fall under the same scrutiny as the city's existing subsidized public transportation modalities; it would transform from a recreational utility to a public good." <http://citylimits.org/2015/12/21/will-expanding-citi-bike-require-taxpayer-funding>

Bike share is great for solving the “last mile problem.” With more expansion city-wide, bike share can help residents connect to mass transit and local business- and employment hubs. This can help in “transit deserts” that are under-serviced by buses and the subway.



To make bike share affordable for all New Yorkers, the City should work with Motivate to expand Citi Bike’s membership discounts, which currently exist for NYCHA residents and Credit Union Members, to include all low-income New Yorkers. Some of the highest concentrations of NYCHA properties are in Brownsville, East New York, the South Bronx, and Jamaica - places where there is no current plan to expand Citi Bike.

In the words of Mayor de Blasio: “Citi Bike has become part of our public transportation system.”⁵ At Transportation Alternatives we believe that the essence of a public transportation system is that it serves the many, not a privileged few.

We call for city-wide expansion of Citi Bike, with public investment if necessary, accompanied by an interconnected system of protected bike lanes, to make bicycling in New York city safe and easy for all New Yorkers.

Thank you,

Paul Steely White
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⁵ NYC DOT, <http://a841-tfpweb.nyc.gov/bikeshare/faq>

Monday November 28, 2016
City Council Testimony
Anthony Rosado
Administrative Coordinator of Access/Success
Options Center, Goddard Riverside Community Center

FOR THE RECORD

With the help of Citi Bike and its newest program Citi Bike for Youth, these bikes have been made available for youth who otherwise may not be able to afford it.

Right when Citi Bike reached out to us, many of our interested students told me stories of how they've always wanted Citi Bikes because they see them all over the city. They thought they were cool, but were afraid they wouldn't be able to afford this, for them, a luxury nor knew how to even go about obtaining one - thinking they'd need a smartphone or to be a member of Citi Bank.

Therefore, many students shied away from ever obtaining a membership on their own; but jumped at the opportunity of the program when it came available

Citi Bike not only offered the membership, but provided a Bike Safety class through Motivate AND provided all students with helmets and information about bike paths. With the city incorporating more and more bike lanes constantly, educating individuals, especially youth who Bike quite often, is becoming significant in teaching about road safety, laws, and rights as well as right of way. Many of my students, and myself, had never taken a bike safety class before then. Not only were students able to take advantage of this opportunity, but staff, including myself, got to take part so as long as they fit in the age range.

Since that class and the start of their membership, I have heard stories of students doing all these things they never done before. Three students got together and toured all of Central Park - something they had never done in the 17 years they had been living in New York City. One of those same students uses it to get to Options for appointments and workshops. Personally, I use it to travel within the city if the subway is too crowded or if I do not have my bike from Brooklyn.

Citi Bike for Youth has done quite more than just giving kids free bikes. It allows many low-income youth to close the social gap and anxiety they may feel between the older, working individuals who may normally have Citi Bike. It provides them with the means to explore neighborhoods they may not have normally explored such as Bed-Stuy, Gowanus, Chelsea, and downtown just to name a few. It awards the students an overall sense of confidence as well as confidence on the road. Lastly, it gives them a bit more independence and responsibility - further reaching Options' own goal of preparing them for college.

Citi Bike has become its own identity in NYC! No New Yorker can walk around most of NYC without seeing a Citi Bike. They have become as commonplace and key in NYC's identity as the subway and yellow taxi cabs. Speaking of the subway, Citi Bike is a great, economic, and healthier alternative to the subway system - that seems more and more crowded and delayed every day. Citi Bike in New York shows that we are with the times and are keeping up with other major international cities that have implemented a Bike share system such as Paris and London.

Citi Bike helps people explore and do things they may not normally do, go places they may not normally go, and meet people they may not normally meet

Citi Bike is now a part of New York City, there is little to deny this. If there are things we should be discussing today, it is how Citi Bike can expand to other neighborhoods in Queens and Brooklyn. In addition, we should be supporting and initiating systems and programs that continue to give students, youth workers, and low-income families free or low-cost memberships to Citi Bike. I know many students who just now know about the Citi Bike for Youth program and are already asking when is the next time they can sign up. Next steps must involve figuring out how we can expand and bring this to many and all New Yorkers in order to keep NYC the constantly developing, inclusive, and progressive metropolis we New Yorkers know it can be.

Thank you!

Anthony Rosado
Administrative Coordinator of Access/ Success

motivate

get going

***City Council Transportation Committee
Hearing on The Present & Future of Citi Bike
Monday November 28th, 2016
Testimony of Jay H. Walder, President & CEO***

On behalf of Motivate, the operator of Citi Bike, I respectfully submit the following testimony regarding "The Present and Future of Citi Bike."

I would like to thank Transportation Committee Chair Rodriguez for calling this hearing and the entire Transportation Committee for inviting us to testify today. And thank you as always to Commissioner Trottenberg and the team at DOT for all that you do to ensure that Citi Bike succeeds.

I would also like to introduce Jules Flynn, the General Manager of Citi Bike. Jules runs the day-to-day operations and has been integral in helping transform Citi Bike over the past two years.

When I first took the helm at Motivate, I heard one thing over and over: "I love Citi Bike...BUT." The program had huge potential, but was plagued by software that simply didn't work, equipment that wasn't being properly maintained and an under-staffed operation that couldn't keep up.

So our first priority was to fix Citi Bike. Our company committed \$30 million to do it. We spent \$9 million of that in 2015 to completely change the software and retrofit the hardware that powers Citi Bike. We overhauled all of the 6,000 bikes we had at the time. We staffed up and put in place an experienced and competent management team.

Two years later, people still reach out to say "I love Citi Bike," but without the caveat that used to follow...Because today Citi Bike works and people are using it in record numbers. We broke 60,000 trips a day twenty-three times this year, and we set a new North American Bike Share record of nearly 70,000 trips in one day. You could have never imagined that that would be possible a few years ago.

And today Citi Bike is no longer just the Central Business District Bike Share. We've added 4,000 bikes and today the program stretches from Harlem to Red Hook. Next year we'll take it further north in Manhattan, and reach neighborhoods like Astoria, Prospect Heights and Crown Heights.

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motivateco.com

motivate

get going

As Citi Bike has expanded into Queens and Brooklyn, the de Blasio Administration has ensured we maintained the same density and same levels of service as we do in Manhattan.

There is one Citi Bike for New York and we serve neighborhoods equally, regardless of geography or income.

We couldn't have done this without our incredible workforce...

During peak season, we employ 450 people -- bike mechanics, station technicians, drivers, re-balancers, customer service specialists, outreach ambassadors and more. We recruit in partnership with community based organizations to ensure that our employees reflect the diversity of New York. These are good, union jobs that pay above NYC's living wage and come with benefits. We do this because we know that each employee is a critical part of our success, helping us run a program that is safe, provides good service to our members, and operates 24-hours a day, 365 days a year.

We also relocated our Global headquarters from Portland, Oregon to Sunset Park, Brooklyn and have added positions in technology, marketing, finance, product design and supply chain over the past two years.

The benefits of Citi Bike go beyond record ridership and good jobs.

The Citi Bike program has generated over \$3.5 million in sales tax since Motivate took over the operations, creating a much-needed source of additional revenue for the City.

And the program has health benefits as well -- Citi Bike riders take on average 120 trips per year; that's thousands of minutes of healthy activity that helps prevent disease.

Motivate is helping to build a more dynamic and connected New York City for all. We offer a 15% discount on membership for IDNYC cardholders. We offer a \$5 per month membership for all NYCHA residents and members of our Community Development Credit Unions partners. Participation in our affordability program has doubled in the past year to 2,000 members and we'd like to see it double again this coming year.

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motivate

get going

But we also recognize that to make Citi Bike work for lower income New Yorkers and people of color that it will take more than just a discount program. This is really about making sure that community members feel that Citi Bike is for them as part of a well-balanced transportation network that provides affordable, useful options for all residents.

To that end, and as DOT discussed, we've been partnering with community-based organizations like Bed Stuy Restoration to encourage participation among lower income residents and people of color. Over the course of the last two years, Bed Stuy Restoration has convened Motivate, City agencies, local organizations and businesses to find creative ways to make this happen. And it's working: membership in Bed Stuy is up over 50% since the partnership began.

Finally, we're finding other ways to get people in underserved communities engaged with Citi Bike. We've piloted a program called Citi Bike for Youth, which enrolls youth from Red Hook, East Williamsburg, Harlem and Bed Stuy in Citi Bike and provides them with a free Citi Bike membership and safety classes so they can ride to school, to after-school activities, to work and to just have fun.

Under the de Blasio administration's leadership, Citi Bike has become one of the most successful Public Private Partnerships in New York history. The DOT and Motivate work together to design and deliver an incredible new transit system. The partnership has leveraged over \$116 million in private sponsorship and millions more in private investment to do this at no cost to the taxpayer.

The City has created a financially sustainable model for this expansion, making it possible to have 12,000 bikes, in communities well beyond Midtown, without public subsidy. The high ridership and demand for casual passes in the Manhattan core helps cover what is, to date, lower ridership in the expansion areas.

This model will help provide nearly 14 million trips this year and more the year after.

This model has created good jobs, and helped provide affordable memberships to people who need access to healthy, convenient transportation.

This model will allow us to create the largest bike share program in North America, and an example for bike shares around the world.

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It's an incredible credit to this administration and the City Council, as well as our non-governmental partners. We are very grateful for the opportunity to work with all of you to continue to provide an outstanding bike share program.

Thank you again for this opportunity to submit our testimony and for your continued support of affordable, sustainable and healthy transportation options for New York City.

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FOR THE RECORD

“As we begin to build and transform the North Shore of Staten Island into a bustling mecca to receive millions of visitors from around the world, the opportunity to incorporate CitiBike into the ease of visitor movement on ~~the~~ our shoreline would be an incredible help to alleviate any concerns with regard to congestion as we open the doors to the world in November of 2017. As one of the principals in BFC Partners, we are currently developing Empire Outlets at the foot of the Staten Island Ferry Terminal in St. George. The ability to offer our visitors the opportunities to jump on a bicycle and venture upland and down our shoreline to our neighboring attractions would reap economic rewards for cultural institutions the likes of Snug Harbor Cultural Center & Botanical Gardens and Alice Austen house.

As part of the new rezoning the city has been working on a stretch of Bay Street that currently is void of pedestrian appeal, the implementation of a shared bike program could only add to the exciting transformation that will eventually help stitch together Stapleton and St. George with new construction. The activation of the Bay Street Corridor with street retail, new housing with ample amenities plus having a modern day “clean” and enhanced form of transportation that a resident commuter can utilize is also very appealing to attracting residents into a newly created stretch of the corridor. I fully support and hope that in the end our entire borough could use Citibike as an alternate means of travelling on island. As a property owner both with key locations I would most certainly not resist having a shared station in front of Empire Outlets nor in front of a potential project we have in development at 475 Bay Street.

Thank you for your consideration.”



Bike New York statement on
The Present and Future of Citi Bike

I would like to thank the Transportation Committee for holding this important hearing and offering Bike New York this opportunity to speak about Citi Bike.

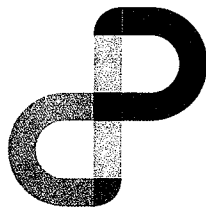
Citi Bike has become a vital part of New York City's transit mix, in the areas where it currently operates. It gives New Yorkers an affordable, flexible, efficient, and healthy way to get where they are going, without having to wait for the bus or subway, or pay for a taxi. Bike New York wholeheartedly supports Citi Bike's expansion to Crown Heights, Prospect Heights, Astoria, and Harlem in 2017.

Bike New York has partnered with Citi Bike to offer the most robust bike safety education programs of any bike share system in the country. In four years Bike New York has offered 85 Citi Bike Street Skills classes, reaching more than 1,200 cyclists; this year we partnered with Citi Bike and the Department of Health to offer a six-hour skills course to teens and young adults as part of a Citi Bike to School and Citi Bike for Youth programs, wherein graduates received annual memberships.

Bike New York would like to emphasize that cycling and Citi Bike is for everyone. To that end, we applaud Citi Bike's efforts to promote equity in the bike share system:

- Bike share is one of the fastest and most cost-effective ways to add transit options to underserved neighborhoods; both capital and operating costs are a fraction of what other modes require. And bike share can be implemented quickly and flexibly, adding as many or as few stations at a time as budgets permit.
- It addresses health inequity by expanding access and encouraging physical activity in underserved communities.
- Citi Bike has discounted membership options for IDNYC cardholders, as well as a \$5/month membership plan for all NYCHA residents and members of Community Development Credit Unions. It aims to be both affordable and accessible for every New Yorker.

- Citi Bike works in partnership with groups like the Bedford Stuyvesant Restoration Corporation to help promote these programs and to build a more inclusive Citi Bike and to increase participation among lower income residents and people of color.
- Participation in the Citi Bike affordability program has doubled since 2015; there are 2000 active affordability members today. Active Citi Bike memberships in Bedford-Stuyvesant have increased by over 50 percent since the partnership with BSRC began.



PRATT CENTER

FOR COMMUNITY DEVELOPMENT

The Future of Citibike: Planning for Transportation and Health Equity

Testimony to Transportation Committee, New York City Council

Chair Ydanis Rodriguez

Elena Conte, Director of Policy

November 28, 2016

Chair Rodriguez, Council Members, thank you for the opportunity to testify today. Pratt Center for Community Development works for a more just, equitable, and sustainable New York City by supporting low and moderate income communities to plan for and realize their futures, and transportation equity is one of the core areas in which we work.

As you have heard today, in the few years since its implementation, the bike share program known as Citibike has become a valuable addition to our city's transportation infrastructure in the areas that it has been implemented – helping more than 100,000 annual riders connect to more easily to transit and to perform neighborhood errands more efficiently while further encouraging the installation infrastructure that makes streets safer for all users. The next expansion of the system will bring bike share further uptown in Manhattan to 130th Street, expand in Queens to Astoria, and cover greater parts of central Brooklyn – lower income communities that don't appear on tourist maps, and where more transportation options and greater access to recreational cycling can reap significant benefits.

As the future of the system is considered, for Citibike to reach its potential to enhance transportation equity and support public health, several factors should be considered:

1. Citibike must be accessible to those who need it the most

Citibike can't assist with economic mobility if potential users are too poor to access the system! It is essential that lower income residents and residents without access to credit have the opportunity to participate in the program. The currently available discounted membership for New York City Housing Authority (NYCHA) residents and the pay-per-month option are meaningful first steps – but methods that allow for other low income residents to obtain a discount should be designed. Linking recipients of benefits through Human Resources Administration (HRA) to the system may be one possibility. Additionally, many lower income New Yorkers experience barriers to credit, and currently a credit card is required to use the system. Examples from other bike share systems, such as Philadelphia's, may be useful in identifying ways to work around the credit issue.

To be serious about accessibility, targets for the numbers of low income users should be set and progress against those goals measured and reviewed.

2. Citibike should be proactively planned for in conjunction with other transportation planning and health equity efforts

While bike share will never replace the need for public transit, it has the potential to play a vital role in connecting more users to transit and in replacing certain types of transit trips. To fully understand what

bike share can and can't do to advance transportation and health equity, it ought to be planned for explicitly and in a way that integrates transit planning and environmental justice considerations.

- a. The upcoming bus rapid transit planning process, mandated by Intro 1118 and slated to take place over the next year, is an opportunity to integrate bike share planning into transit planning, and to focus on the ways that bike share might supplement efforts in transit dependent neighborhoods.
- b. Describing, planning for, and measuring the public health goals and impacts of expanding Citibike access are essential steps to ensuring bike share meets its potential.
- c. Data on Citibike users should be made public. Data is a key part of any planning effort. Any information that is being collected about Citibike usership should be utilized as part of a public planning effort, and where key information is needed, survey instruments should be designed and administered.

3. Partnerships with community-based organizations in low income and communities of color should be developed and resourced

The efforts of Bedford-Stuyvesant Restoration Corporation (Restoration) provide a clear example of the value of having a local partner, trusted by residents, play an integral role in creating access to the program. Restoration is able to serve as a convener of community members who then can define the major benefits of the program as they see it, address access issues that they identify, and develop programming and other solutions to meet local needs. The spike in Bed-Stuy's memberships in the last year is evidence of the success of this approach. As Citibike expands into lower income areas, similar partnerships should be developed; to be successful, local community organizations should be resourced to perform the time-intensive organizing and programmatic functions that are required.

4. Public financial support for bike share, in alignment with public policy goals, should be explored

As a private entity, it is not reasonable to expect that Citibike alone has the capacity – or motivation – to meet the public policy goals that the City of New York would desire from a bike share program. At the same time, the existing revenue generating model has obvious benefits. Over the next year, the City has the opportunity to define its goals more clearly, consider the benefits and extent of public funding to support them, and co-design the future of program.

Thank you for the opportunity to testify. We look forward to working with the City Council, the administration, and Citibike on the future of the program.

For more information, please contact:

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NOTE: This testimony was prepared by the Pratt Center for Community Development. It does not necessarily reflect the official position of Pratt Institute.



New York City Council Committee on Transportation Hearing
November 28, 2016
Testimony of Eric McClure, Executive Director, StreetsPAC

On behalf of StreetsPAC, I'd like to thank you for holding this oversight hearing today on the present and future of Citi Bike.

After a bumpy two years following its launch in 2013, there's little dispute that New York City's bike share system is now on a roll. Through the second week of November, people have taken more than 12 and a half million rides on Citi Bikes in 2016 – a more than 25% increase from all of last year – and the system now boasts 120,000 annual members.

This past summer, Citi Bike continued its planned growth, expanding northward in Manhattan to 110th Street, and throughout Community Board 6 in Brooklyn, and thanks to that increased footprint and its additional bicycles, Citi Bike set a number of daily ridership records, hitting nearly 70,000 rides on several days last month. Next spring, it will roll out further into Harlem, Queens and Brooklyn.

However, while Citi Bike's present is bright, its future is a bit cloudy. No concrete public plans exist for further growth of the system once the Phase II expansion is complete in 2017. Will Citi Bike top out at 12,000 bikes? Or will it continue to grow to serve even more New Yorkers, delivering the convenience and efficiency of bike share to neighborhoods thirsting for reliable, low-cost transit options?

This committee, and the City Council as a whole, has a key role to play in shaping that future.

It's well documented that a successful bike-share system is geographically contiguous, with dense station placements. That being the case, to properly serve as a viable transportation option in neighborhoods served poorly by existing transit, Citi Bike needs to continue to grow robustly. That kind of growth will only come with a public funding component.

Additionally, the city must find a way to extend the NYCHA discount to other low-income communities. As Bed-Stuy Restoration's Tracy Capers said at a recent Rudin Center forum on Citi Bike, "NYCHA is not the proxy for poor." We need to get creative in making the system accessible to all New Yorkers, economically as well as geographically.

We currently subsidize suburban railroad riders to the tune of several dollars a ride, while the subsidy for some of our ferry routes is two to three times as much. A meaningful public contribution to bike-share expansion would require a tiny fraction of that. A number of Council members have already indicated a willingness to contribute discretionary funds to Citi Bike operation, and now is the moment to begin figuring out what shape that public support should take.

We began running an online poll last week, in anticipation of today's hearing, asking people if they think the city should contribute public funds to bike share. While the poll is unscientific, to be sure, more than 95% of respondents have answered yes.

Bike share is a relatively low-cost, high-return, on-demand transit option that's healthy for its users, to boot. We need to begin planning now for the third phase of expansion, addressing equity and operational issues to ensure New York City Bike Share's long-term success. Let's make sure we keep Citi Bike rolling into the future by making smart decisions today.

Mr. Chairman: My name is Sarah Kaufman, and I am the Assistant Director of the NYU Rudin Center for Transportation.

Citi Bike is essential in New York City. Riders take up to 70,000 rides per day, more than any bus route in the city. The program is on track to exceed 14 million rides in 2016, matching the Staten Island Ferry.

There are 614 Citi Bike stations in New York City, or about one every 1,000 feet in the service area, providing a density that is convenient and key to its success.

It's a first/last mile solution, bringing people from areas lacking sufficient subway access, like the far west side of Manhattan, to subway stations. Nearly a quarter of Citi Bike trips are less than ten minutes long, and the busiest times are during the morning and evening rush hours. 72 percent of stations are within a quarter-mile of a subway station entrance. Citi Bike is a convenient way to connect with areas underserved by subways.

In fact, commuters are frequently connecting between transit and Citi Bike – the bike stations near Penn Station, Grand Central and the Port Authority Bus Terminal are three of the most-used stations every weekday, with approximately 36,000 trips every month originating from these stations.

Oftentimes Citi Bike is an alternative for transit. After Superstorm Sandy but before Citi Bike launched, 30,000 people commuted to work by bicycle when the subway was not functioning. It's a highly climate-resilient transportation mode. We estimate that in 2019, when the L train is closed for repairs, tens of thousands additional Citi Bike trips will occur.

A challenge for Citi Bike is its lack of diverse ridership. In the Rudin Center report looking at Citi Bike's first two years, we found that 80 percent of trips were taken by

men. Women often cite a lack of safe riding conditions as a reason for not biking. However, an expansion of Citi Bike to the residential streets of areas like Harlem, Bed-Stuy and Astoria will help to even out this imbalance. In addition, installing protected bike lanes will be essential to the success of Citi Bike growth.

To increase membership among lower-income New Yorkers, Citi Bike offers low-cost plans, like a \$5 per month membership plan for all NYCHA residents. Now, more than 2000 active affordability members are registered.

Citi Bike has quickly become an integral part of the city's transportation network, and I look forward to seeing it expand for all New Yorkers. I commend the City Council Transportation Committee for focusing on the public policies essential to expand Citi Bike to low income neighborhoods throughout the city.

KICKSTARTER

58 Kent Street, Brooklyn, NY 11222

Kickstarter is more than happy to be given the opportunity to speak on our positive experiences with Citi Bike, a benefit that many of our employees use daily. We've highlighted some specific aspects our community has enjoyed during the nearly two years that this option has become available for our employees:

- Kickstarter is located in Greenpoint, which is not the most accessible by public transit. We've found that by adding a Citi Bike commuting option for our employees, people have more choice in how they get to/from work, and our team loves it. It can be a stand in on days when other transportation isn't running smoothly, and for some, it's become a healthy and convenient way to get to work every day!
- Nearly 50% of the staff have signed up for Citi Bike membership over the year that we've made it available, and across the board, our employees who use Citi Bike have positive sentiments about it as a benefit. They like the ease and convenience of being able to take the bikes nearly anywhere they need to go -- without the challenges of having to store and maintain a personal bike.
- As an employer based in the neighborhood, we're really glad we're able to offer this benefit as a part of our employee benefits package -- it's a great way to support green commuting, encourage health and wellness, and invest in local infrastructure all at the same time. From an employer perspective, it's low cost for all of those positive rewards, and from an employee perspective, it's convenient and unique, which makes it appealing.
- We love the way that Citi Bike connects us to other neighborhoods -- reducing our reliance on taxis and trains to get to/from meetings throughout the week. It's a super convenient option to get to/from other less accessible areas, which is often where artists and other creative types that we want to connect with are located.

We're grateful to Citi Bike and have enjoyed all of our interactions with them. We'd love to see Citi Bike continue to expand to connect people and places across NYC -- and we'd definitely love to see other local business adopt Citi Bike membership as an employee benefit.

Regards,
Kickstarter PBC



National Association of
City Transportation Officials

Testimony for the NYC City Council re: The Present and Future of Citi Bike

Hello, my name is Kate Fillin-Yeh. I am the Director of the Bike Share Initiative at NACTO, the National Association of City Transportation Officials. I thank the Council for this opportunity to testify today.

NACTO is a member of the Better Bike Share Partnership which studies bike share systems around the United States in order to help make them more successful and equitable. Prior to NACTO I worked at NYC DOT and oversaw the creation of the Citi Bike system. In addition to my practical expertise, I have written extensively on best practices for equitable bike share, and wrote the blueprint for bike share in New York - the 2009 NYC City Planning Bike Share feasibility study - and other guides aimed at making bike share systems both successful and equitable.

The things that make bike share systems healthy and strong are also the things that make them equitable. These are:

1. A political and technical commitment to a walkable, convenient, dense station network spread over a large, contiguous area.
2. The commitment of City resources to match the bike share service area with protected bike lanes.
3. Funding, from both from the City and the Operator, for long-term partnerships with local groups, targeted marketing campaigns, and employment programs that hire local residents.
4. Progressive pricing options that simultaneously recognize that bike share is the cheapest form of transit available, while also developing mechanisms to expand access to those at the lowest income levels.

By these metrics, and in comparison to other bike share systems in the United States & the world, Citi Bike is an unqualified success.

NACTO's research shows that when stations are closer together, more people ride. New York's target station density of 28 stations per square mile is the international gold standard and the reason why Citi Bike is responsible for ½ the total bike share trips in the US since 2010. Citi Bike easily beats comparably sized systems in Chicago and London. New York City's commitment to this density – providing New Yorkers the same access to bike share in Bedford-Stuyvesant as in TriBeCa – is the foundation from which all equity efforts can grow.

System contiguity is essential. Experiments with satellite systems in San Francisco have failed spectacularly and are being scrapped. With almost no ridership, they wasted financial and operational resources that could have been spent on meaningful system expansion or densification. As Citi Bike expands, the twin commitments to station density and system contiguity must not be forgotten.

Similarly, as other NACTO research has also shown, New York City's strong protected bike lane network is a key element in Citi Bike's exemplary safety record and the huge increase in cycling in New York. Data from around the country shows that people, regardless of race, income, or background, use bike share more when they have safe places to ride. As Citi Bike expands, the protected bike lanes network must expand with it.

On engagement and job training - Long standing partnerships with community based organizations like Bed-Stuy Restoration Project have demonstrably increased ridership numbers in target areas. Youth job-training programs with Recycle-A-Bicycle have trained NYC teenagers to become bike mechanics - a growing profession. Program graduates now lead teams of mechanics in other Motivate systems around the country. Working together, the City and Motivate should fund the expansion and enhancement of these programs.

Finally, on pricing, at \$15/month, Citi Bike is the cheapest transit option in New York City. But there is always more to be done, especially as the system expands. The current NYCHA discount - \$5/month - should be better publicized and expanded. Recent innovations, like Philadelphia's successful Access Pass which offers a \$5/month membership to everyone with an EBT card, should be considered here.

This Hearing is also about the future of Citi Bike. I encourage the Council to look at the proposed bike share system size laid out in the 2009 City Planning feasibility study.

That study examined key principles for successful bike share and found that bike share systems in neighborhoods that had 30,000 people per square mile or more, were likely to be heavily used, a real transportation option, and profitable. In New York City, that would translate to a system of 49,000 bikes or more. It would cover the majority of the city - creating new east-west transit options in Harlem and the Bronx, making it easier to get to the E train from Elmhurst or to Prospect Park from East Flatbush. At this scale, Citi Bike would truly provide a meaningful transportation option to the vast majority of New Yorkers.

While the specific findings of the study should be tested against Citi Bike's financials and experience, and tempered by the reality that New York's protected bike network is still incomplete, I urge the Council to embrace this comprehensive, bold, equitable vision of what bike share can be in New York and can offer to New Yorkers.

Thank you for the opportunity to testify here today.



National Association of
City Transportation Officials

NACTO BIKE SHARE
EQUITY PRACTITIONERS' PAPER #3
JULY 2016

EQUITABLE BIKE SHARE MEANS BUILDING BETTER PLACES FOR PEOPLE TO RIDE

In cities that are building protected bike lane networks, cycling is increasing and the risk of injury or death is decreasing. Pairing appropriately-scaled bike share with protected bike lanes increases ridership and is essential to equity and mobility efforts.

The connection between bike share ridership and high-quality bike lanes is clear: people ride more when they have safe places to ride. Less explored is the positive feedback loop between bike share, the creation of protected bike networks, and overall cyclist safety – and the importance of this feedback loop in helping to address the systemic inequities in the U.S. transportation system.

Over the six years from 2010 to 2015, there were over 62 million bike share trips in the United States and zero fatalities; an enviable safety record.¹ There are

many explanations for bike share's safety advantage over general bicycling, but strong evidence is emerging that bike share is a tool for improving the safety of all riders. NACTO's new analysis of seven major cities across the U.S. shows that, as cities build more bike lanes, the number of cyclists on the street increases, and the individual risk of a cyclist being killed or severely injured drops, often dramatically. The investment in bike lanes spurs additional cycling, increasing visibility and further reducing risk for all cyclists. Deployed across city neighborhoods at a meaningful scale, as NACTO has described in other reports,² bike share can help increase overall bike ridership at accelerated rates and spur a city to develop more—and better—bike infrastructure. By increasing the number of people riding, bike share systems can directly make cycling safer for all, including people on their own bikes.



“PEOPLE OF COLOR ARE ACTUALLY VERY INTERESTED IN BIKE INFRASTRUCTURE AND BIKE SAFETY BUT THERE NEEDS TO BE RESOURCES ALLOCATED TO MAKE SURE THEY ARE ENGAGED.”

Rio-Jill Contreras
Multicultural Communities for Mobility

Cities across the country have demonstrated how to kick-start this process. Chicago and New York—like Paris and Montreal before them—began to develop a protected bike lane network years before launching a large bike-share system and subsequently have seen high and sustained bike share use from day one, as users immediately found safe places to ride. Riders in these cities have seen their risk of death or injury from motor vehicles decline steeply. A similar story plays out in Minneapolis—where the bike share system was matched with bike network expansions—and Portland, where the bike network and overall ridership have continued to grow.

These safety gains are particularly important for low-income people and people of color. These groups make up an increasingly large part of the cycling population but often lack protected bike lanes in their neighborhoods. They disproportionately bear the burden of fatalities and injuries from dangerous drivers and poorly designed streets. An analysis from the League of American Bicyclists found that Black and Hispanic cyclists had a fatality rate 30% and 23% higher than white cyclists, respectively, and similar racial/ethnic safety gaps are found for pedestrians.³ In focus groups and surveys, low-income people and people of color cite concerns about safety and lack of bike lanes as a main reason not to ride.

A myth pervades that people of color do not bike, but the data shows otherwise. Non-white householders in the Portland metropolitan area, for example, bike at a higher rate than white ones.⁴ Research conducted for PeopleForBikes in 2014 found that 38% of Hispanic

Americans and 26% of Black Americans bike at least once a year and that the number of Black Americans biking increased by 90% from 2001-2009, faster than any other racial or ethnic group.⁵ Cycling is also a fact of life in many low-income communities. Analysis of national Census data by the Kinder Institute for Urban Research shows that 49% of the people who bike to work earn less than \$25,000 per year.⁶ In 2014, PeopleForBikes reported that the lowest-income households—Americans making less than \$20,000 per year—are twice as likely as the rest of the population to rely on bikes for basic transportation needs like getting to work.⁷

Ensuring that people have transportation options that are efficient, convenient, and safe is fundamental to efforts to reduce income inequality in the United States today. Indeed, as found in an ongoing Harvard study and reported in the *New York Times*, “commuting time has emerged as the single strongest factor in the odds of escaping poverty.”⁸ Large scale bike share programs are part of the solution: they increase the reach of rail and bus transit, help people make short trips faster and more easily, are cheaper to implement than other transportation options, and cost the user pennies per trip.

But, for bike share to fulfill this role and for its benefits to be equitably distributed, bike share programs must be matched with extensive protected bike lane networks that offer people safe, comfortable places to ride, regardless of income level, ethnicity, or race. Safety benefits from bike share are greatest when cities pair appropriately scaled systems with an extensive protected

bike lane network built for people who are “interested but concerned,” strategically place on-street bike share stations in ways that calm traffic, and remove legal and regulatory obstacles to bicycling. Like offering inclusive pricing structures and payment mechanisms,⁹ or ensuring good service quality by maintaining a walkable distance between stations,¹⁰ providing people access to places to ride where they feel comfortable and safe is essential to larger equity and mobility efforts.

MORE CYCLISTS + BETTER LANES = REDUCED RISK

The combination of increased ridership and more bike lanes is a powerful recipe for safety. For this paper, NACTO collected data from seven cities across the U.S. on bike network mileage, number of cyclists killed or severely injured (KSI), and bicycle volume. The resulting analysis shows that cycling is on the rise in the U.S. and that there is a clear correlation between an increase in the number of cyclists on city streets, growth in the city’s bike lane network, and an improved safety rate for riders. In all seven cities studied, the risk per cyclist

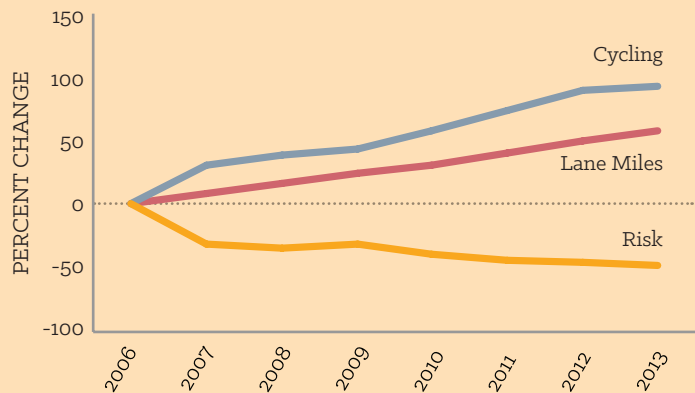
decreased as bicycling ridership increased, and the rate of growth in cycling far outstripped the rate of cyclist injuries or fatalities. Municipal policies that increase cycling, like implementing a large scale bike share system, when combined with significant enhancements to bike infrastructure, are associated with large decreases in the risk of injury or death borne by each person cycling.

In particular, New York, Chicago, and Minneapolis have made significant investments to build protected bike networks and their transportation departments have begun to aggressively target high-crash, high-volume locations and corridors. NACTO analysis shows that the risk of injury or death to cyclists in these cities has fallen dramatically from 2007-2014. The work of big cities, like New York and Chicago, is particularly impressive, reducing the risk to cyclists by more than half and bringing the overall cyclist risk rate more closely in line with smaller cities. Investments in cycling, and the resulting safety gains, can be largely credited to strong leadership from mayors and transportation commissioners. Since 2007, New York City has built an average of 54 miles of bike lanes each year, while Chicago has built an average of 27 miles per year since 2011.



Cycling is getting safer as more people ride.

Aggregate data from Chicago, Minneapolis, New York City, Philadelphia, Portland, OR, San Francisco and Washington, D.C.

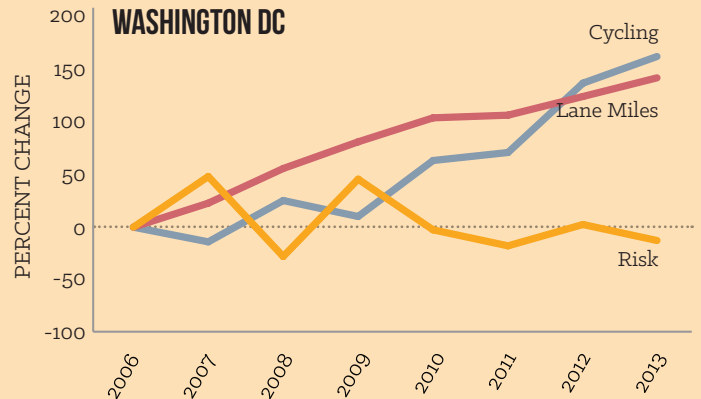
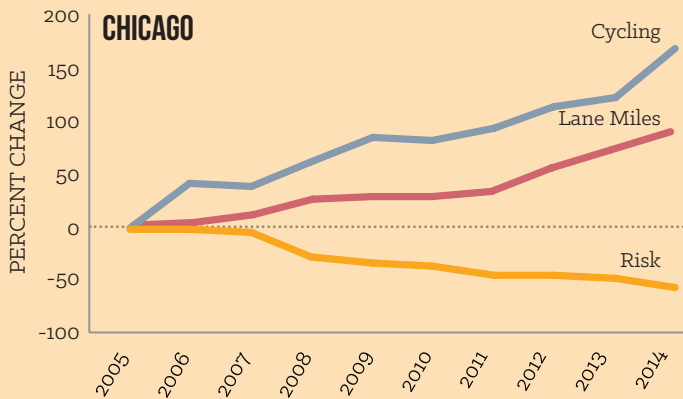
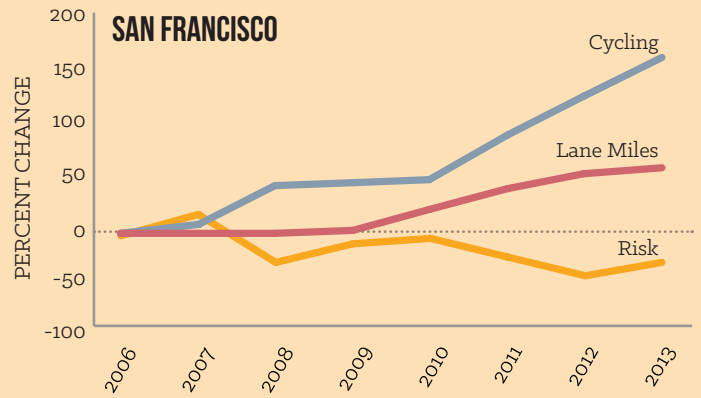
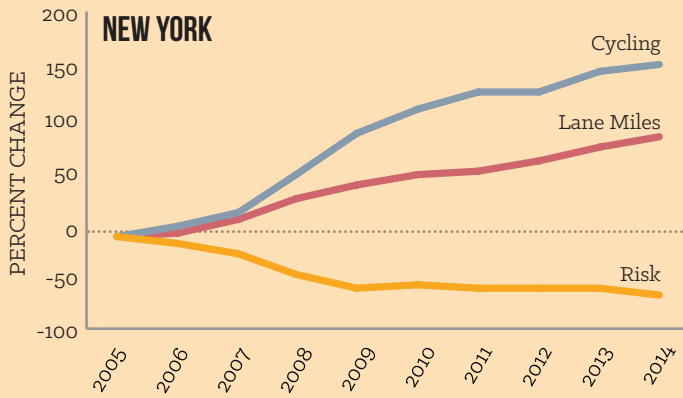
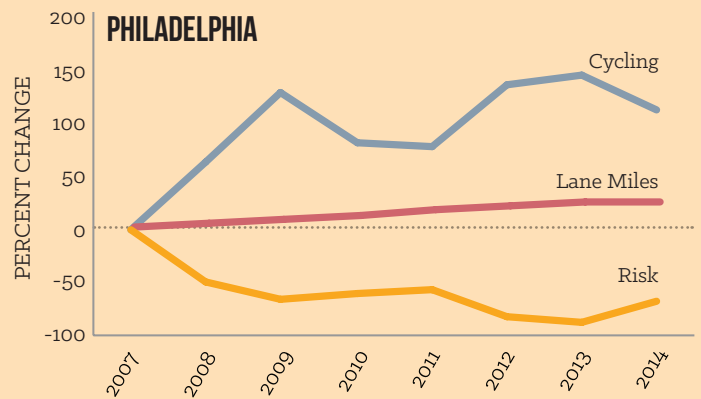
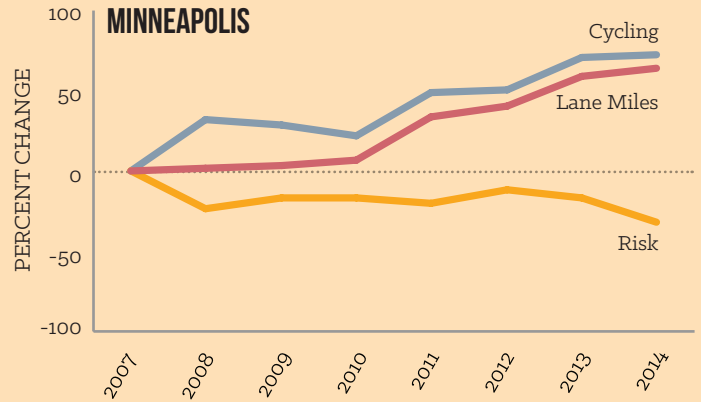
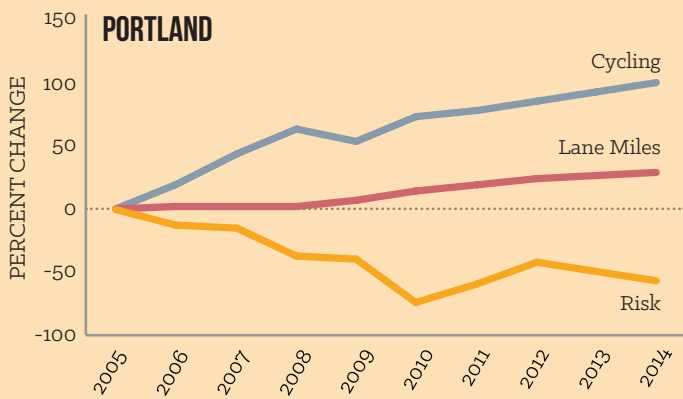


Source: NACTO (2016)

MORE CYCLISTS + BETTER LANES = REDUCED RISK

Across the U.S., cycling is increasing and risk is falling. There is a clear correlation between increases in the number of cyclists on city streets, improved access to safe places to ride, and increased safety for riders. City policies that increase cycling, like implementing a large scale bike share system, when combined with significant bike network development, are associated with large decreases in the risk of injury or death borne by each person cycling.

Source: NACTO (2016)



In five of the seven cities studied—Chicago, Minneapolis, New York, Philadelphia, and Portland—the absolute number of cyclists killed or severely injured also declined from 2007 to 2014, even as cycling rates soared. Portland, which has been building bike infrastructure for decades and has seen corresponding growth in cycling, has cyclist fatality and injury rates well below that of comparably sized cities.¹¹ New policies in Portland make protected bike lanes the default design for all separated bike lanes, which will further increase cycling safety and accessibility.¹² NACTO analysis shows that even in the cities where the absolute number of cyclists killed or severely injured is increasing, the rate is rising at a slower pace than cycling itself. Taken together, this analysis shows that an overall reduction of risk to cyclists is correlated with the increased presence of cyclists on the road and municipal investment in bike infrastructure.

More cyclists on the road also increases the visibility and safety of cyclists overall, a phenomenon known as “safety in numbers.” As previous research has documented, the risk of a cyclist being struck by a motorist declines as the number of cyclists on the road increases.¹³ Put in simplest terms, a driver who sees 20 cyclists over the course of a few minutes is less likely to forget to look for cyclists than a driver who sees just one. Anecdotal evidence suggests that the increased awareness may extend beyond cyclists

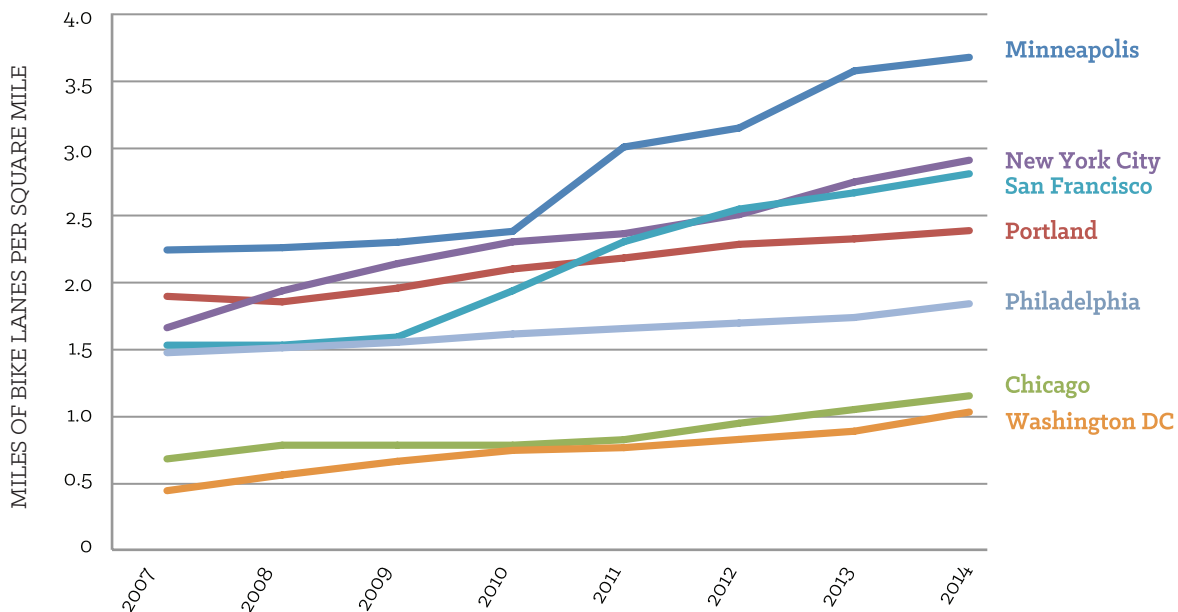
and that drivers looking for cyclists may be likely to look more for pedestrians too. Appropriately scaled bike share systems, conceived of as part of a transportation network, can dramatically increase the number of cyclists and help build political momentum for bike lanes. In New York City, for example, over 10 million trips were made on Citi Bike in 2015, significantly increasing the volume of cyclists. At rush hour on busy connector streets, like Jay Street in Brooklyn, there is a person on a bike for every two cars, a huge increase in cyclist visibility.¹⁴

Data and Methodology

This analysis relies on three data sources collected from cities: the number of bike lane miles, excluding signed routes with no other enhancements; the number of cyclists killed or severely injured (KSI), as gathered by police; and the number of cyclists counted in standardized bike counts or American Community Survey (ACS) data where counts are not available.

Cycling risk was calculated by dividing KSI by the count of cyclists or ACS sample. All data was indexed to reflect percent change from a base year of 2007. Indexing focuses the analysis on overall trends rather than absolute numbers, illuminating whether cycling and cycling risk are increasing or decreasing over time, and by how much.

GROWING BIKE NETWORKS



BIKE SHARE RIDERS WANT BETTER BIKE LANES

Building a connected network of on-street protected lanes is essential for cities considering bike share programs and should be a core component of a city's overall equity and mobility strategy. Many bike share users are new to bicycling for transportation and want protected infrastructure in order to be willing to make even the shortest trips.

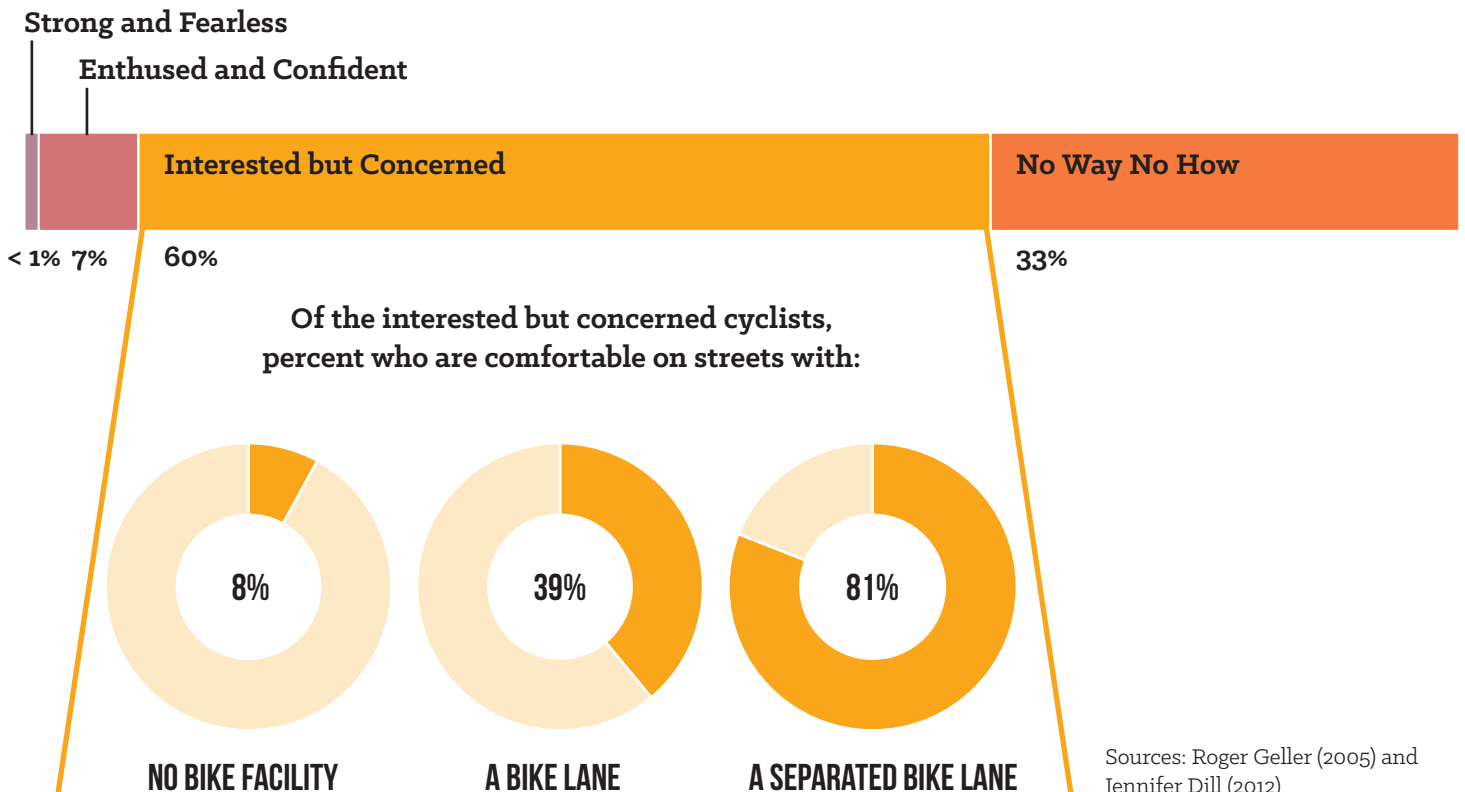
Concerns about safety and the lack of bike lanes are cited as a main reason not to ride among low-income people and people of color. In bike share focus groups in Philadelphia and Memphis with low-income and of-color residents, participants routinely cited the lack of bike lanes and a fear of reckless, "crazy" drivers as reasons they would be hesitant to use bike share.¹⁵ A recent PeopleForBikes report found that people of color are more likely to say that adding protected bike lanes would make them ride more.¹⁶ The Philadelphia focus groups found

that women were more likely than men to cite concerns about safety and lack of bike infrastructure as reasons not to use bike share, another example of how the lack of safe places to ride limits cycling's transportation potential for large segments of the population.¹⁷

Protected bike lanes make cycling accessible to the majority of the population who have reason to ride but are concerned about safety, dramatically increasing the pool of people who might choose to use bike share.¹⁸ In follow-up research to Roger Geller's influential categorization of potential bike riders¹⁹, Jennifer Dill found that people who are "Interested but Concerned" about cycling, who make up around 60% of the total population, are strongly influenced by bike lane type. Fewer than 5% reported feeling comfortable or very comfortable on streets without a bike lane; in contrast, over 80% reported being comfortable and willing to ride on streets with separated or protected lanes.²⁰

THE MAJORITY OF PEOPLE WILL RIDE WITH PROTECTED BIKE LANES

Of the total population



Sources: Roger Geller (2005) and Jennifer Dill (2012)



Case Study

THE PEOPLE WANT BIKE LANES

All across the country, people want better bike lanes. For example, in 2014, community members in Boyle Heights, a predominantly Latino neighborhood in Los Angeles, came out en masse to support proposed bicycle and pedestrian safety improvements along two major neighborhood corridors, Soto Street and Boyle Ave. The community wanted the city to make the streets safer for cyclists and pedestrians and help the neighborhood gain economic benefits from increased mobility options, while also addressing larger gentrification and police enforcement issues.²¹

The efforts of the Boyle Heights community were supported by the Multicultural Center for Mobility (MCM), which focuses on multi-lingual, “culturally-competent” safety and cycling advocacy particularly in low-income neighborhoods. MCM hired four born-and-raised Boyle Heights residents, called Promoturas, to gauge and build support from residents and businesses. While Los Angeles city planners and MCM organizers both say that the strong community support came because the bike lanes were packaged into a larger safety program, the Promoturas were essential to the process—spreading information, gathering feedback, and helping the people in the neighborhood identify additional measures that would address related community concerns such as police training around cycling and the desire for a cyclist warning-and-diversion program, rather than ticketing. MCM’s decision to hire and pay locals to engage their neighbors, rather than bring in outside consultants, further strengthened the feeling that the proposed lanes were a community benefit, not an outside intrusion. The Soto and Boyle Ave bike lanes are on the LADOT project roster.

TO ENCOURAGE RIDING, BUILD BETTER LANES

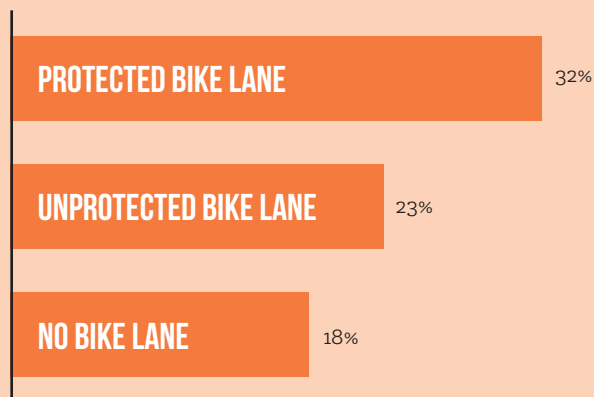
Across the U.S., cities are listening to local requests for safe places to ride and building more and better bike lanes. And in response, more people are riding. Bike count data shows that building lanes encourages more people to ride.

A 2015 study of Calgary, Canada found a 95% increase in the number of weekday bike trips in the three months after the introduction of a bike network, underscoring the importance of a robust, linked bike network as part of any city’s cycling strategy.²² A 2014 study of bike infrastructure in Austin, Chicago, Portland, OR, San Francisco, and Washington, DC showed that adding protected bike lanes increased ridership on that street by 21% to 171%.²³ A 2015 report on the 300 South/Broadway protected bike lane in Salt Lake City found a 30% increase in cyclists, with anecdotal reports suggesting increased use by families and casual cyclists.²⁴

In New York City, in close consultation with community organizations, the Department of Transportation began a rapid expansion of the bike lane network in 2007, building 431 miles of bike lanes, including 40 miles of protected lanes, over the following seven years. The number of daily cyclists in New York City doubled over

Bike share riders prefer protected lanes.

Citi Bike riders as a percent of total riders by lane type:



Source: Peter Tuckel and William Milczarski, CUNY (2014)



that time period and increased four-fold from 2000 to 2013.²⁵ In addition, the Citi Bike bike share program, which launched in 2013, adds up to 56,000 cyclists daily.²⁶

The reverse is also true. A judicial injunction in San Francisco halted bike lane development from 2006 to 2010.²⁷ SFMTA bike count data shows that the number of people biking increased only slightly over that time period. When the injunction was lifted in 2010, cycling rates began to rise quickly and have almost doubled since.²⁸

When it comes to bike share, ensuring that there are safe places to ride is essential to ridership. Cities that invest significantly in cycling infrastructure prior to, or while, rolling out bike share systems have seen the largest increases in ridership. A 2011 study found that more people started trips from Capital Bikeshare stations near bike lanes and that ridership increased with the number

of nearby lanes.²⁹ A 2014 Hunter College study found that Citi Bike riders made up a greater share of the total cyclists on streets with protected bike lanes than those without.³⁰ In a national survey by PeopleForBikes, almost half of respondents said they would ride more if high quality, protected cycling infrastructure existed in their areas.³¹

SMART STATION PLACEMENT CAN MAKE STREETS SAFER

Even for people who will never ride a bike, bike share stations can help make streets safer. In cities like Austin, Arlington, New York, and Philadelphia, thoughtful station placement has helped create a safer environment for cyclists and pedestrians alike. For example, in Austin, bike share stations have been incorporated into painted bulb-out designs, helping to shorten crossing distances

for pedestrians and demarcate sidewalk space. In New York City, stations placed in the buffer of protected bike lanes create high-comfort areas for people to start and end their bike share trips. In Philadelphia, stations placed along newly-created pedestrian space, such as road reclamations and painted plazas, help anchor the space and create a permanent buffer from vehicular traffic.

Using bike share equipment to further traffic safety goals allows cities to make their limited resources go further. For example, in New York City, community members in Battery Park City voiced concerns about frequent illegal U-turns and speeding on West Thames Street, an overly wide two-way street. Working with the Community Board, planners addressed these safety issues by placing a doubled-sided station in the painted median. The station immediately created a mid-crossing refuge space for pedestrians, helped define the travel lanes, prevented illegal U-turns, and calmed traffic. A full discussion of best practices in bike share station siting can be found in NACTO's Bike Share Station Siting Guide.³²

MANDATORY HELMET LAWS REDUCE BIKE SHARE RIDERSHIP AND DON'T INCREASE SAFETY

While questions about helmets are frequently raised in conjunction with bike share, data shows that mandatory adult helmet laws reduce biking and bike share ridership—and thus reduce overall cycling safety. A number of cities, such as Mexico City, Tel Aviv, and Dallas, TX, have repealed their helmet laws in preparation for launching bike share systems.³³

The impact of mandatory adult helmet laws on bike share and general bike ridership is large and negative. Cycling in Sydney, Australia decreased 48% in the five years following the passage of their mandatory adult helmet law.³⁴ A study in Melbourne, Australia found that 61% of people who did not use Melbourne's bike share system cited difficulties finding a helmet or not wanting to wear one as their main reason for not riding.³⁵ In Seattle, the only U.S. city with a mandatory helmet law, bike share ridership has been well below expectations, less than one ride per bike per day.

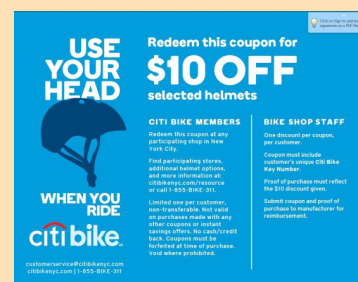


Case Study

MAKING HELMETS AVAILABLE

While making helmets mandatory for adults can reduce ridership, making helmets readily available to those who want them is good public policy. Many bike share systems, such as the Boston area's Hubway and Salt Lake City's GREENbike, offer free bike helmets with bike share memberships.

In New York and Chicago, the city wanted to encourage people to go to local bike shops rather than have their operator act as a helmet distributor. New York City and Motivate worked together to create a helmet discount for anyone who signs up for Citi Bike. The program launched with a few helmet providers, such as Bern, Nutcase and Bontrager, and is now available for seven different helmet brands in bike shops in all five boroughs. Depending on the helmet selected, the \$10 discount represents up to 30% off the price of a helmet. NYC DOT also gives away bike helmets, targeting many of their give-away events in low-income areas. Since 2007, the city has given away 150,000 helmets.

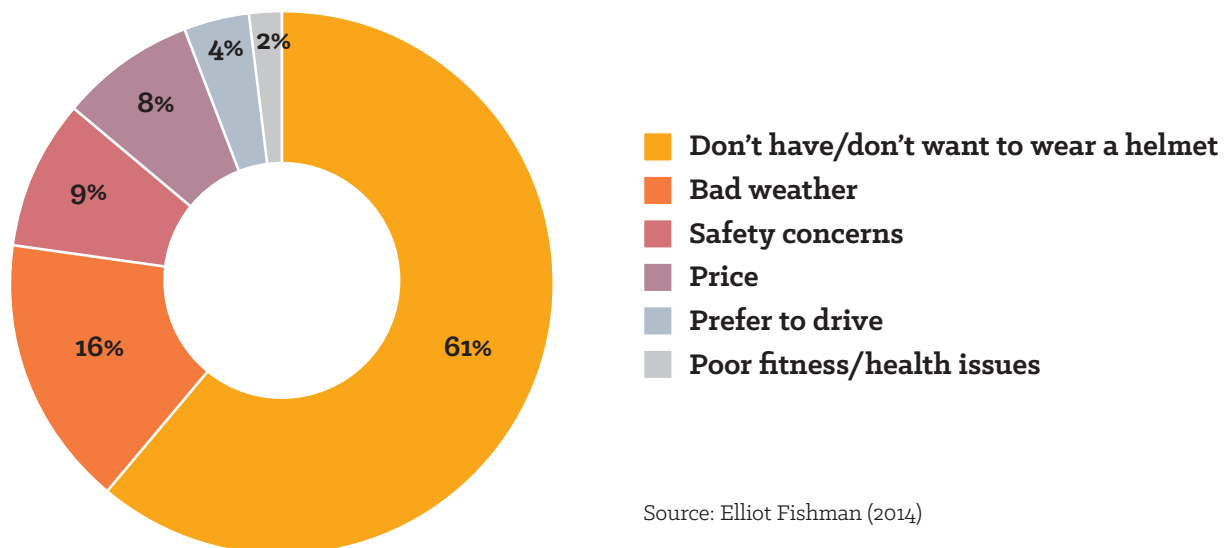


Safety analyses from around the world suggest that mandatory adult helmet laws have limited safety benefits. While helmets can protect individual cyclists from head injuries in some types of crashes, mandatory adult helmet laws do not reduce the overall number of crashes (which may or may not involve a cyclist hitting their head) and may work against safety benefits conferred by increased ridership. In Australia, where mandatory adult helmet laws were introduced regionally between 1990 and 1992, bike count and safety data collected shows that “enforced helmet laws discourage cycling but produce no obvious response in percentage of head injuries.”³⁶

Mandatory helmet laws pose additional issues for communities aiming to address longstanding issues of racial disparity in policing. Reports from around the United States suggest that such laws often give police an additional reason to stop and question people and are disproportionately enforced against low-income people and people of color. A review of court and police

records in Dallas found significantly uneven enforcement of the city’s helmet law, with 96% of citations outside of downtown being written in neighborhoods of color and 86% in areas with large numbers of households below the poverty line.³⁷ Similarly, a study in New York City of citations for riding on the sidewalk found that communities where most residents are Black or Latino represented 12 of the 15 neighborhoods with the most citations. In contrast, predominantly white neighborhoods, many of which have large cycling populations, made up 14 of the 15 neighborhoods with the fewest citations.³⁸ In Florida, the Tampa Bay Times found that 8 out of 10 bike citations in Tampa were given to Black people and concluded that “Tampa police are targeting poor, Black neighborhoods with obscure subsections of a Florida statute... Officers use these minor violations as an excuse to stop, question and search almost anyone on wheels.”³⁹

WHAT STOPS YOU FROM USING MELBOURNE BIKE SHARE?





LESSONS FROM THE CITIES

- » **Support bike share systems with significant buildout of bike lanes networks:** Ensuring that people have places to ride where they feel comfortable and safe is essential to larger equity and mobility efforts. The safety benefits of increased ridership are enhanced when growth in cycling is matched with construction of new, better bike lanes.
- » **Design for the “Interested but Concerned:”** The majority of the U.S. public is interested in biking but concerned about safety. Their willingness to ride is highly influenced by the quality of bike lanes available to them. Matching convenient bike share systems with a protected bike lane network is a recipe for success.
- » **Remember who is already riding:** Half of the people who bike to work earn less than \$25,000/year. Years of highway building, car-based zoning, and exclusionary housing policies means low-income neighborhoods are often separated from job centers by highways and dangerous streets with limited-to-no space for bikes or pedestrians. As cities build for more cyclists they should ensure that the bike lane network includes safe routes for existing riders.
- » **Long term community engagement is essential:** People in all neighborhoods want safe places to walk, bike, and play. Building long-term, reciprocal

relationships in neighborhoods and with locally-trusted community organizations is essential to spreading information, getting feedback, and building local support for projects.

- » **Use bike share stations as tools for safety:** Bike share stations can be placed in ways that increase overall street safety. Planners should strategically place stations in ways that define and protect bike lanes and pedestrian space, narrow streets to reduce speeding, and create pedestrian refuge islands that shorten crossing distances.
- » **Eliminate mandatory adult helmet laws which restrict and reduce cycling:** Mandatory helmet laws reduce the number of people riding and negatively impact overall cycling safety. In addition, such laws can be prone to abuse and are often disproportionately enforced in low-income neighborhoods and communities of color.
- » **Counting counts:** Measuring the growth in cycling is one of the best ways to tell if a city is working effectively to make cycling commonplace, easy, and safe for everyone. Cities should focus on the trend of cycling and cycling risk—is it increasing or decreasing and by how much—year over year to get a big picture view of the success of their bicycle program.

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LEARN MORE ABOUT NACTO'S BIKE SHARE PROGRAM AT NACTO.ORG

This paper is made possible by a grant from The JPB Foundation to further the conversation around equity in bike share.



Disabled In Action of Metropolitan New York, Inc.

**City Council Transportation Hearing Oversight
The present and future of Citibank in NYC**

11/28 11 AM

My name is Edith Prentiss; I am President of the 504 Democratic Club, Vice President for Legislative Affairs of Disabled In Action of Metropolitan New York (DIA), Chair of the Taxis For All Campaign (TFAC), and a Member of the Disability Network of New York City (DNNYC) Board. Thank you for the opportunity to testify today.

The Citibike bike share program began in May 2013 with 6000 bikes without a single adaptive/accessible bike. In 2015, ridership increased by 24%. There were more than ten million trips on 7,500 bikes at the 460 stations around the city. It is the most popular bike share program in the US. But there were still no adaptive bikes. Citibike continues to expanding into neighbors such as Astoria, Harlem, the Upper East and West Sides, Prospect Heights and Crown Heights. The program is expected to surpass 12,000 bikes and 700 stations by the end of 2017 still without a single adaptive/accessible bike!

Many New Yorkers use Citibikes for the first and last mile of trips, for example getting to the subway and from the subway to their destination. Citibike ignore people with disabilities who will be using bike for recreation and exercise. Title II of the Americans with Disabilities Act states that public transportation authorities may not discriminate against people with disabilities in the provision of services. That opens an interesting question in New York City where Citibike is not run by the City. Doesn't it remind you of Uber?

Citibike utilize Motivate which does not offer adaptive bicycle such as hand-cycle, tandem, recumbent or trikes. Some private rentals in New York City off adaptive bikes

most often tandem but are more expensive and not as conveniently located near parks and recreational facilities. A number of bike-share programs including University of Maryland, City of College Park, Ohio State University and Carmel, Indiana offer adaptive bike share programs using Zagster. Portland, Oregon's BikeTown expects to add hand cycles and trikes that they would purchase and have them rented through local bike shops.

While cycling is a popular sport for people with disabilities there are major barriers. The cost and size of adaptive bikes restricts most people with disabilities to use adaptive bikes in organized recreational or exercise programs. It is important to understand that we aren't going to be able to wheel up to the dock, swipe our card or fob, transfer to the bike and wheel off leaving our wheelchair or other mobility equipment sitting on the sidewalk!

Kweli Campbell
Citibike Member (Brooklyn)

Born and raised in Bklyn, NY I left for suburban NJ 13 years ago. I acquired a car and drove everywhere; short distances and long. I moved back to Bklyn, NY 3 years ago and bought my vehicle with me. I quickly realized that I would be unable to drive any and everywhere. Between traffic and parking even for short trips to the grocery store became long and stressful experiences. One day, I passed a Citibike stand around the corner from my house and decided to look into it. The pricing was affordable in my opinion - I had a coupon that allowed for an annual membership of \$130.00. I started riding everywhere within a 10 block radius of my home. Shortly thereafter, I got a job in Downtown, BKLYN and was able to extend my riding to and from work. Citibike has transformed my transportation experience in NYC. Today, not only am I able to ride stress-free, I get 30 mins of cardio daily, I share my Citibike experience with family and friends, my car is parked most of the time and I have extended my rides to other neighborhoods in Bklyn and beyond.

To share a recent commute: I needed to get from Laguardia Airport to WTC in lower Manhattan on a Saturday morning with limited train service on major trains. I made it to Delancey Street after taking three trains and a bus. I was able to make the last leg of the trip on Citibike taking the Battery Greenway from around Delancey to WTC.

Omar Arias

Testimony for Citi Bike

I am here today to share my experience working with Citi Bike and as a participant in its discounted membership for NYCHA residents. I signed up for a Citi Bike membership this summer and I have taken full advantage of the benefits of bike sharing. I have become more active through bike riding and it has become a key transportation alternative. Since the summer I've ridden over 480 miles and went on 222 rides using a Citi Bike.

I am part of the Inaugural Citi Bike NYCHA Community Champions program in partnership with Bed-Stuy Restoration Corporation. As a Community Champion my aim was to reach out directly to NYCHA residents and share awareness of Citi Bike's efforts to have them participate in the bike sharing program through a discounted membership. I believe for such a large bike sharing program that is working towards including low-income neighborhoods and communities of color that a great starting point is through outreach efforts within NYCHA communities, like the one I grew up in. As a Community Champion, I have met New Yorkers that have seen the Citi Bikes around but still weren't sure how it all worked and I have met members of a community who were experiencing Citi Bike in their neighborhoods for the first time. I've had the joy to demonstrate to these people that NYC Bike Share is an inclusive program and as a NYCHA resident I've proved to many residents that being part of Citi Bike was not only affordable but practicable, healthy, and fun.

I spent time visiting neighborhoods in East Harlem where Citi Bike expanded to this summer. I saw many NYCHA residents of all ages enthusiastic and optimistic about the opportunity to get started with Citi Bike. During a NYCHA community event, I met a mother that was so excited to begin exercising and exploring the city through bike riding that she signed up, she signed up her son, and convinced her friend to sign up to come riding along with her. Bike sharing works in New York City because being a New Yorker is sometimes sharing a common activity. We have record number of rides every month and a part of those statistics are and will continue to be NYCHA residents because it is an option that we are excited about.



I am Jhamile Archibald, Senior Human Resources Coordinator at UncommonGoods, which means that I oversee our entire recruiting effort, for both our year round and seasonal hires. UncommonGoods is an online and catalog retailer located at the Brooklyn Army Terminal in Sunset Park. We are a founding B Corporation, meaning that we meet a rigorous set of requirements for social and environment impact, including our starting wage, which is \$14/hour for our lowest paid worker. We currently have over 100 year-round team members and employ hundreds more seasonal team members to work in our warehouse and call center. We believe that Citi Bike has already presented New York City with a transit solution that is both good for the community and the environment. I want to thank you for the opportunity to testify about why Citi Bike matters to us.

UncommonGoods supports the expansion of Citi Bike, especially to Sunset Park, for two reasons:

1. It will improve the quality of life for our team
2. It is a cost effective, healthy and safe solution

Quality of Life

UncommonGoods was founded in 1999, and we have been located in Sunset Park for nearly 10 years. Roughly 10% of our company commutes to work by bicycle, including our CEO David Bolotsky, who rides his bike from the Lower East Side. The Brooklyn Army Terminal is in an industrial location, fairly distant from the subway, food options, and residential neighborhoods. Our team members have expressed strong interest in a bike share program to commute to work, either riding the entire way or supplementing their subway or bus trip. Most of our team lives in New York City and spends over an hour to commute to work. Utilizing Citi Bike could save a precious 15 to 30 minutes a day. Additionally our team would love to ride to various lunch spots that are too far to walk, as well as to the newly opened Bush Terminal Park.

Cost Effective, Healthy, and Safe Option

As a company that has to contend with the high cost of doing business in NYC, we are excited to see the expansion of a low-cost transportation option that promotes personal health, does not contribute to pollution or climate change and is safe. Citi Bike is far less expensive than running additional subways or buses and it reaches areas that are not currently well served by mass transit. Furthermore, building something like the BQX will likely be far more expensive and will likely contribute to rapid gentrification, driving out industrial employers and lower income residents. Citi Bike is a more organic solution that will be far less disruptive and should not contribute to rapid increases in property taxes or real estate values. As important, encouraging city residents to exercise as we commute will improve our quality of life and could serve to reduce public health costs. The lack of pollution relative to vehicular traffic and using pedal power versus electricity for fuel are other major benefits for our city. Adding this safe transportation option, particularly in conjunction with the expansion of bike lanes, will likely



lead more drivers to leave their cars at home, contributing to a safer, less polluted and more livable New York City and helping limit the impact of climate change.

Conclusion

Providing alternative commuting options in New York City is critical. It is even more important to focus on communities outside the city center. Neighborhoods like Sunset Park, Bay Ridge, and Bensonhurst need transit options beyond the subway and bus. The DOT's station suggestion portal demonstrates just how much demand exists in those neighborhoods for Citi Bike. UncommonGoods strongly supports the expansion of Citi Bike and we hope the Council will back the citywide rollout.

Thank you.

Hello, my name is Shaquana Boykin and I am a NYCHA subsidized member of Citi bike on my 2nd year. I remember my first time on a Citi bike, I was working for my current employer MARP who was hosting community bike rides in Fort Green Clinton Hill. On my first day of work, Bed Stuy Restoration had a meeting where they were learning from other orgs working with citi bike and introduced my supervisor and myself to Citi Bike discounted corporate membership and I have been biking since. I did not own a bike before Citi bike nor did I ride a bike as an adult. Being a Full Time Program Manager managing a City Harvest mobile market, Farm Share, convening with seniors in my district or helping NYCHA Gardeners can become time consuming if I rely on one mode of transportation. I attend college full time and biking to and from work, biking to meetings and events at work or even biking from work to classes in between a work day using Citi bike has made commuting easier, faster and cheaper, gets me physically active; as of July 2016 I have made 610 Trips/rides, rode 77hours which equals to 581.3 miles in one year, I see more of the city and biking has been a stress reliever from the day. With a busy schedule working and in school I save time biking, especially days where I'm at work and have class in the middle of the day I bike to class and back to work and I save money on transportation. Citi Bike isn't an amenity; it's a key, integrated component of our city's transit network. I use Citi bike to connect with other modes of transit when I babysit and use daily to make short trips within my neighborhood like bike to Target or stop & Shop, meetings from one part of Myrtle Avenue to the other or any community meetings within citi bike station or out and the best part is connecting with people, having short conversations, sharing biking tips and biking trends. Personally growing up in Crown heights I remember biking from Rogers and park place to Brower Park, I was happy! Now as an adult in a studio apartment I cannot purchase a bike and store at home. With citibike I unlock a bike, ride & lock it back, worry free! I'm happy again, biking in the city, who would have thought at over 250 pounds I could bike!

TESTIMONY OF BEDFORD STUYVESANT RESTORATION CORPORATION
CONCERNING
CITI BIKE EXPANSION

First, I'd like to thank Councilmember Rodriguez for the opportunity to testify on behalf of Bedford Stuyvesant Restoration Corporation and the Better Bike Share Partnership. It was a pleasure to join you on the recent panel at NYU Rudin Center about the Future of Citi Bike. Our work continues to take wings and we are grateful for the chance to share our progress today.

Bedford Stuyvesant Restoration Corporation is the nation's first community development corporation, partnering with residents and businesses to improve the quality of life in Central Brooklyn. Collectively our programs reach 50,000 annually, fostering economic self-sufficiency, enhancing family stability, promoting the arts and culture, and transforming the neighborhood into a safe, vibrant place to live, work and visit. Our work focuses on Bedford Stuyvesant and surrounding Central Brooklyn neighborhoods where, despite rapidly changing demographics and an influx of more affluent renters and homebuyers, roughly a third of residents live in poverty, crime and unemployment rates remain higher than city/state averages, and health disparities disproportionately impact low income and communities of color.

Since spring 2015, Restoration has been leading a collective impact partnership with the Department of Transportation, Citi Bike, and the Department of Health and Mental Hygiene. We have been meeting monthly, sharing data, engaging the community, and driving pilots and practice change. We began our work when Citi Bike was preparing to expand in Bed Stuy amidst significant skepticism and concern by residents over everything from parking spots to gentrification. Given our role as an anchor in Bed Stuy for close to half a century, our work as the Brooklyn lead for the Partnership for a Healthier NYC, and our mission as the nation's first community development corporation, we decided to take on this challenge and work to encourage community acceptance of bike share as a valuable tool to address the financial, health and transportation needs of the residents we serve. As part of these efforts, we leveraged our extensive relationships and integrated the program within our health, financial empowerment and workforce development framework.

The partnership has grown over the last couple of years to include residents and key community stakeholders such as Interfaith and Woodhull Medical Centers, the Myrtle Avenue Brooklyn Partnership (MARP), among others. Importantly, we are also part of a national cohort

of partners that together are looking at how bike share should be expanded to low income communities across the country.

As a result of these efforts, we have seen tremendous progress. In Bed Stuy alone, there has been a 57% increase in Citi Bike membership and the number of trips in and out of Bed Stuy has quadrupled to roughly 40,000. Highlights of our accomplishments include:

- Launched a multi-pronged campaign spanning printed and electronic articles, ads, community-wide events and regular rides- all with the goal of increasing the normative value of Citi Bike and encouraging residents to feel more comfortable. Our events have reached roughly 1,000 people and have included benefit screenings, bike safety workshops, and helmet fittings. In addition to marquee events, we've hosted over 40 bike rides, led by residents and stakeholders including Councilman Cornegy, Assemblyman Mosley, Asst. Commissioner for the Department of Health Torian Easterling, and the Borough President's office. Rides have attracted between 8 and 25 riders.
- Encouraged policy and practice change. Restoration has helped to promote Citi Bike's discounts to NYCHA residents and clients of select credit unions, as well as its monthly payment option which makes its significantly more affordable to low income residents.
- Several pilots have emerged that are scalable. Citi Bike and the Department of Health and Mental Hygiene have launched youth-focused initiatives, and most recently, Citi Bike kicked off a public housing champion program to encourage ridership among NYCHA residents.
- Galvanized key partners including Interfaith Medical Center, Woodhull Medical Center, and MARP. Each partner has made bike share available to their employees through full or partial subsidies. Shaquana from MARP has used the bike over 600 times in one year, resulting in savings of an estimated \$1,000. Interfaith, along with DOHMH, also launched Prescribe a Bike program whereby doctors provide free memberships to patients in order to encourage cardio health, reduce weight and manage chronic diseases like diabetes.
- Launched strategies to promote bike share for residents looking to achieve economic mobility. Clients of Restoration's Economic Solutions Center, a one- stop shop providing benefits and income supports, financial counseling and job placement, are provided information on Citi Bike and encouraged to use the program to meet their individual needs.

Clients of our Economic Solutions Center are offered subsidized Citi Bike memberships at \$70 as part of strategies to make bike share more accessible to low income residents.

Our work has transformed and enriched both the community and individual members. I myself am a Citi Bike member. I use it get around Bed Stuy, visit neighborhood organizations, and ride home while clearing my head and catching up on exercise. My story is not unique and is echoed among other members of the partnership from Tony at Woodull Medical Center to community residents and advocates Kweli and Shaquana.

We've also noticed a significant shift in the conversation, from residents asking "why is Citi Bike here?" to "when will it come and how does it work?" To celebrate our progress, we are hosting a recognition event for the hundreds of riders, new members and volunteers we've worked with on December 6th. On December 9th, we are hosting a city- wide convening to share our best practices and encourage other neighborhoods to get involved. Also in the works is a first year report highlighting our work and best practices.

In short, throughout our experience we know that bike share works and we, without reservation, recommend that it be expanded to other neighborhoods citywide. I encourage City Council to find ways to support its growth through public subsidy and other incentives.

Respectfully submitted,

Tracey Capers
Executive Vice President for Programs



Meet Tracey! She is the Executive Vice President of Programming at [Bedford Stuyvesant Restoration](#), the nation's first community development corporation, and oversees a range of programs and strategies to increase economic mobility for families and address health disparities. Tracey is the driving force behind the work that we have been doing promoting bike share to people of color and low income people in Bed Stuy as part of the [Better Bike Share Partnership](#). Tracey shared with us her own journey to bike share and what gets her motivated. Read on below for some of her insights and favorite places to ride! #WomenWhoBike

On starting out:

I could have never imagined myself on this bike. I thought folks riding bikes on city streets were just out of their minds. Were it not for our [partnership](#) with Citi Bike, DOHMH and DOT, I frankly wouldn't have given it a try. Our whole effort is about promoting Citi Bike as an affordable, safe, environmental, healthy transportation option. It was my responsibility to try and practice what I was preaching, and I'm so glad I did. My mindset has totally changed. Citi Bike has allowed me to save money, connect with colleagues and friends, see new sights and address my health all at once.

On why she rides:

Perhaps one of my favorite places to ride is from Restoration Plaza to northern Bed Stuy. I work in Bed Stuy but don't have a car. Before Citi Bike, I didn't get around the neighborhood as much as should have, or very easily. Because of my role, it is important for me to visit partner organizations and stakeholders throughout the neighborhood. My [Jobs Plus](#) team works out of the old Pfizer building in northern Bed Stuy. I rarely visited them because there aren't subways that connect the northern and southern parts of Bed Stuy. When I did go, I would feel rushed taking a cab or asking for a ride from a colleague. Now, with my Citi Bike, I pop by to visit them. I can tell my team is surprised and happy to see me more often. Often on the ride to and from the Pfizer building, I've had the opportunity to see, connect or lunch with new neighborhood gems, including [Hattie Carthan Community Garden](#); [ReConnect](#), a cafe operated by formerly incarcerated individuals; and [Peaches](#).

On encouraging other women:

One of things I've noticed is the number of people of color on bikes. I had this perception that we didn't bike, but we do! I've met a whole new community of friends and colleagues that inspire me and keep me moving. I'd encourage everyone to give it a try and they will undoubtedly reap many benefits - savings, exercise, less stress, more connectivity with family, friends and community and much more. And, if fear is the issue, don't let that be a barrier. Go to a [Bike New York](#) class or join a bike meet-up group like [Black Girls Do Bike](#) or [WeBike](#).

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Share

How one nonprofit is selling bike share to Bed-Stuy: in the workplace

by: April Corbin, PeopleForBikes equity writer



Woodhull Medical Center is another employer who's signed up for the Citi Bike corporate subsidy program.

"How do you get mass numbers?"

That is the question Tracey Capers of Bedford Stuyvesant Restoration Corporation pondered after a year of grassroots outreach encouraging underserved populations in Brooklyn to embrace Citi Bike. That outreach focused largely on large community events where ambassadors of bike share could interact with people one-on-one. It yielded positive outcomes, but Capers wanted to dream bigger.

She continues, “Who has the potential to get large numbers signed up? Who can offer benefits?”

The answer: Employers.

Restoration Corporation has now launched a new effort to help Brooklyn employers sign up for Citi Bike's corporate subsidy program. The Citi Bike program allows companies to either fully or partially subsidize an annual bike share membership for their employees. Restoration Corporation is augmenting that with community rides, bike safety classes and other outreach efforts aimed at getting employees comfortable and excited about riding.

Capers sees it as mutually beneficial. Employees get the health benefits that come with riding a bicycle, which translates to lower insurance costs for their employer.

Having another commuting option may also help people get to work in less time, or on time when there are delays in other public transit like the bus.

One of the first employers to work with Restoration Corporation on embracing the corporate subsidy program was Interfaith Medical Center. Associate Director of Grants Management Benjamín González says the community hospital is always looking for ways to enhance quality of life for employees and offering access to Citi Bike fit right into that mission. They hope to have somewhere between 50 to 75 employees participate in the program.

“Employees have responded enthusiastically,” he says.

Specifically, employees are excited about the community bike rides their employer is co-sponsoring every first Wednesday of the month this summer. At these, clinicians, support staff and community members come together for

neighborhood rides in Central Brooklyn to improve community health and promote physical activity. After one ride, an employee noted that it had been more than 20 years since she had ridden a bicycle. Another said they had “been waiting for something like this because I need to get more exercise.”

Low-wage hospital workers will benefit directly from the program, but Capers believes the equity impact could be even broader. She hopes that as doctors and nurses embrace bike share, they will suggest it to their low-income patients, maybe through something similar to Boston's Prescribe-A-Bike program.

With that said, Restoration Corporation isn't only targeting hospitals for this corporate subsidy outreach. Small business owners have also jumped onboard. One of them is TiffanyJoy Murchison, who runs a boutique public relations and marketing firm in BedStuy that specializes in nonprofits, fashion, arts and entertainment.

Like González, she says she does what she can to keep her employees happy, and she believes a Citi Bike membership is a perk many will appreciate.

“I have a lot of staff that are interns,” she explains. “A lot of them are in college. If there's any way I can reduce the expense of living and traveling in New York City, that's a good thing. The yearly cost of a bike share pass is not much more than a monthly train pass. It's more cost effective, especially if they are getting it subsidized.”

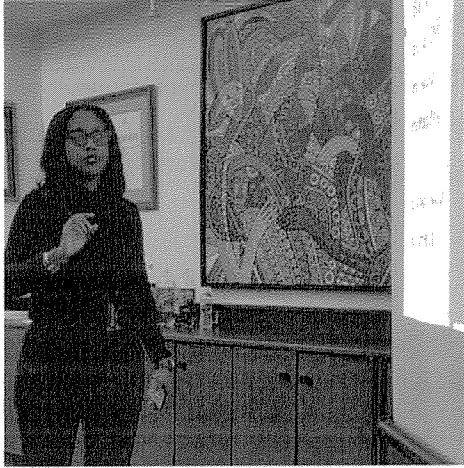
Murchison adds that promoting a healthy, active lifestyle among her young interns is equally important.

“I work out and I like to stay healthy,” she says. “I'm really an advocate for that. It seems generations are becoming less and less active with video games and all that stuff, so for me it's threefold. They are exercising. They are getting around the city for a lot less. And it's just a cool incentive to offer.”

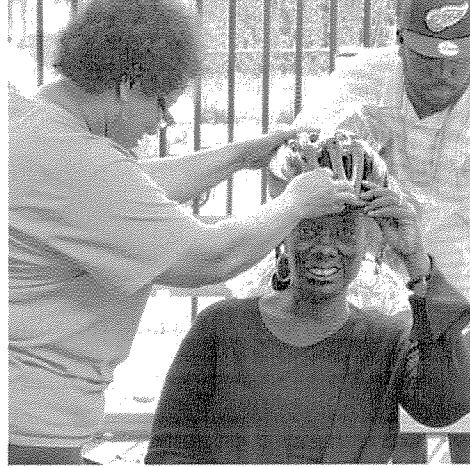
The Better Bike Share Partnership is a JPB Foundation-funded collaboration between the City of Philadelphia, the Bicycle Coalition of Greater Philadelphia, the National Association of City Transportation Officials (NACTO) and the

PeopleForBikes Foundation to build equitable and replicable bike share systems. Follow us on Facebook, Twitter and Instagram or sign up for our weekly newsletter. Story tip? Write april@peopleforbikes.org

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One Brooklyn bike share supporter seeks a solution for post-ride grooming



When it comes to working with partners, giving is as important as receiving



'I didn't know it was for me': One city housing resident on Citi Bike

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Envisioning a More Equitable Future for NYC’s Burgeoning Bike-Share

by David Meyer



From left: TA Executive Director Paul Steely White, Pratt Center Policy Director Elena Conte, Bed-Stuy Restoration Executive Vice President Tracey Capers, and City Council Transportation Chair Ydanis Rodriguez. Photo: David Meyer

After a rough start, Citi Bike is on a roll. Recent service improvements and expansions have [turned around enrollment numbers](#) and led to [countless record-setting days for NYC bike-share ridership](#). But while the service has become a viable and successful new way to get around, bike-share has yet to reach most of the city’s [low income neighborhoods and communities of color](#).

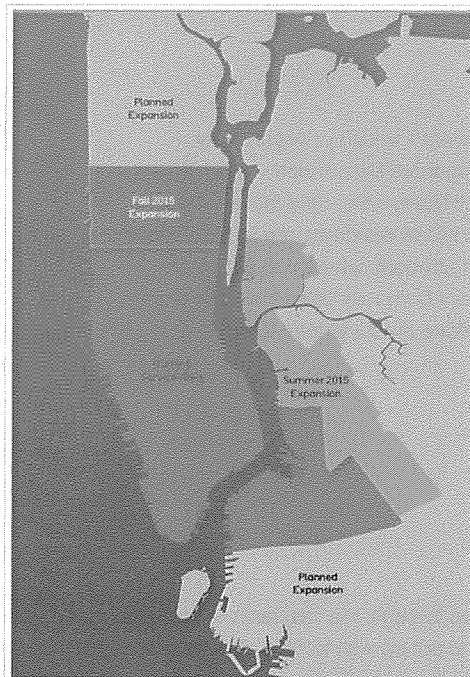
That can change, according to participants at an NYU Rudin Center panel yesterday on bike-share equity, but only if residents of those communities see bike-share as intended for them. Doing that means providing low-cost enrollment fees, enabling local residents to take charge of efforts to promote bike-share specifically and cycling in general, and expanding the Citi Bike network to the city’s more peripheral and transit-poor neighborhoods.

[Station density is the hallmark of an effective bike-sharing system](#), which means the network should be contiguous with stations spaced close together. But for Citi Bike that also means its limited resources were first deployed in the most affluent parts of the city, and for the most part the network has yet to reach poorer neighborhoods.

“The planning of the network starts in the Central Business District and emanates out from there,” said Pratt Center Policy Director Elena Conte. “The other thing that starts in the Central Business District of Manhattan and emanates out from there... is escalating real estate prices.”

Conte said Citi Bike’s association with gentrification — along with the way the service is branded, marketed, and priced — turns lower-income New Yorkers off the service. “I think the perception of Citi Bike in a lot of communities is that there’s a ‘tell, don’t show’ about how it’s good for you,” she said. “You look at the bikes, they have a corporate logo. You look at who’s on the bikes, they don’t necessarily look like you.”

In Bedford-Stuyvesant, one of the few predominantly black neighborhoods with bike-share stations until this year’s expansion into Harlem, the Bed-Stuy Restoration Corporation has worked to promote the service for NYCHA residents, women, and people of color by [organizing community rides](#), for instance.



The next planned phase of Citi Bike expansion won’t make it to the poorer parts of Queens, Brooklyn, the Bronx, and Upper Manhattan. Map: Citi Bike

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"Citi Bike was not really embraced in the community [at first], and we thought 'How can we get involved, as a leader in the neighborhood, to really change the narrative?'" said Bed-Stuy Restoration Executive Vice President Tracey Capers.

There's no "silver bullet," Capers said. "In low-income communities, we're concerned about how do I put food on the table, how do I pay for my rent. With this new election, we're worried about our safety, we're worried about a whole number of things, and Citi Bike is not necessarily top of mind. So what we're really trying to do is try to figure out how to integrate [bike-share] as a tool for addressing their most pressing needs."

Their efforts have brought results. In the last year, according to Capers, Bed-Stuy's Citi Bike enrollment has increased 56 percent and the number of trips in and out of the neighborhood has quadrupled.

One obvious obstacle for low-income New Yorkers is the cost of membership, which currently stands at \$155 per year. While Citi Bike offers \$60 annual and \$5 monthly enrollment fees to NYCHA residents and credit union members, and doctors have even taken to prescribing bike-share memberships to patients, Capers said there are too few affordable membership options. "NYCHA is not the proxy for poor," she said.

Ultimately, public funding could both subsidize memberships and accelerate the growth of the bike-share network. Transportation Alternatives Executive Director Paul Steely White and City Council Transportation Chair Ydanis Rodriguez, who also appeared on yesterday's panel, [have both called for city bike-share funding](#). Specifically, Rodriguez said that he believes the city can help most with capital expenses and reducing membership costs.

When Citi Bike launched in 2013, Mayor Michael Bloomberg emphasized the fact that it [relied on nearly no taxpayer money](#). With the service becoming more reliable and cost-effective thanks to last year's hardware and software upgrades, DOT has said it is open to discussing funding options after the current expansion phase rounds up in Astoria and Central Brooklyn next year. But Rodriguez isn't waiting to start the conversation: The Monday after Thanksgiving, his committee will hear from DOT, Citi Bike operator Motivate, and others on the "present and future of Citi Bike."

Rodriguez said he believes it's "the government's responsibility" to ensure bike-share reaches more communities. "[There is] no doubt that the city has made important progress when it comes to creating better conditions for New Yorkers to ride a bike," Rodriguez said. "We have to continue to close the gap."

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Joe Enoch • 10 days ago

I want to see bikeshare expanded, but I also want it to be successful. For whatever reason, minorities have largely disregarded the service -- even those who can get it at a significant discount. I would like to see some more outreach and, hopefully, some numbers showing that NYCHA residents are actually signing up for the service before expanding into neighborhoods where it might not be used. It also doesn't help that a lot of those neighborhoods often have the worst bike lane networks. These things need to be done but they need to be done in steps:

1. build bike lanes
 2. outreach
 3. expand citi bike network
- 1 ^ v • Reply • Share >



com63 → Joe Enoch • 10 days ago

The best place to do outreach would be to target the residents who live along Avenue D. These are people who put up with terrible slow M14 service to get from the subways to their housing. There should be a targeted advertising campaign to show them how much time a citibike membership could save them when getting back and forth between Avenue D and the Lexington, 6th Ave, 7th Ave and 8th Ave Subways.

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WORD ON THE STREET

“ That Conway slap towards safer conditions for bicyclists is a chilling indicator of where the Donald "some of my friends are coal mine owners" Trump's administration is taking us on safe streets and environmental sustainability. ”

— Maggie

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Loading might be very uniform, but my logic to weighing it heavier toward 9am was that the hour...

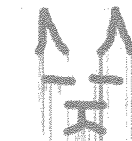
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I saw the new one-way section being used as a two-way street during the five minutes I was at the...

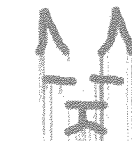
Myrtle-Wyckoff Plaza Gets Near-Unanimous Approval From Queens CB 5 • 50 minutes ago



Miles Bader

... and the calmer the traffic, the safer the route. the more likely people like your relatives...

TA Celebrates Manhattan's New Protected Bike Lanes With Local Electeds • 6 hours ago



Miles Bader

This is not "the problem."

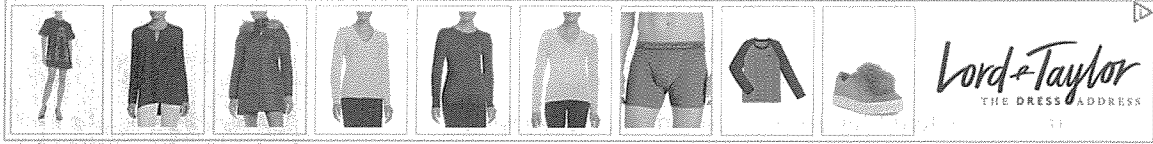
The problem is cars.

TA Celebrates Manhattan's New Protected Bike Lanes With Local Electeds • 6 hours ago



sammy davis jr jr

And ban police enforcement too because of the possibility of errors?



Participants in one of the Bedford-Stuyvesant Restoration Corporation's biweekly rides pose for a photo before taking to the streets. The neighborhood has seen a 44% increase in active Citi Bike memberships after Motivate partnered with Restoration to help promote the benefits of bike sharing. (Credit: Vincent Barone)



TRANSIT

Bed-Stuy's Citi Bike success could lead to expansion, advocates hope

By Vincent Barone vin.barone@amny.com July 11, 2016

When Citi Bike expanded throughout Bedford-Stuyvesant last fall, many viewed the network as a harbinger of gentrification. Usage was low. Residents griped over the loss of parking to make way for new stations.

But a local community development organization saw Citi Bike as a tool to combat the neighborhood's health, employment and transportation issues. Through a partnership with the city last June, the Bedford Stuyvesant Restoration Corporation has been able to reshape the perception of bike sharing while breaking down barriers to accessibility.

1 COMMENTS

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"We're eager to bring the benefits of low-cost transportation that are tied directly to our goals related to employment," said Colvin Grannum, Restoration's president and CEO. "Because many job seekers here can't afford to get to their interviews."

Currently, Bedford-Stuyvesant ranks among the ten worst neighborhoods in the city when it comes to poverty and unemployment as well as obesity and diabetes rates, according to Health Department data.

"Among blacks and Hispanics, there are measureable disparities when it comes to income, health, obesity and hypertension," Grannum added. "All of this affects people's abilities to get to school or work."

Under the Better Bike Share Partnership, Grannum teamed up with Motivate, the operators of Citi Bike, and the city's Transportation and Health departments to get more people using the system in a bid to improve the community's overall quality of life.

Restoration has worked to help place 26 new stations in areas that would fill gaps in mass transit, and to institute corporate subsidies that allow for employers to pay for all, or half, of Citi Bike's \$155 annual membership.

Restoration also hosts biweekly bike rides that are occasionally led by community leaders or elected officials, including Brooklyn Borough President Eric Adams and Councilman Robert Cornegy.

"Restoration is helping shape the conversation of the benefits of cycling," Adams said. "They're putting a face on biking that people can identify with that says, 'Hey, biking is for all.'"

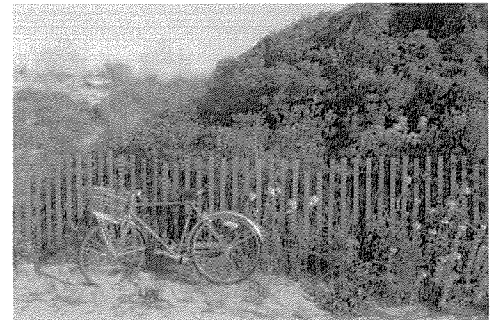
The rides attempt to dispel fears of gentrification, Restoration's biggest challenge from the start.

"I was definitely part of that group that didn't want Citi Bike here," said Chinasa Grant, 20, as she pedaled a bright blue Citi Bike along Lewis Avenue during one of the coalition's biweekly community rides. "Brooklyn has changed so quickly. I saw it as just another inaccessible addition to the neighborhood."

Grant, a lifelong Crown Heights resident, aligned with more than one third of Bedford-Stuyvesant residents polled in a joint Health Department and Restoration survey in August and September of 2015. A total of 35% of those surveyed either "strongly disagreed" or "somewhat disagreed" with the statement that "Citi Bike is intended for people like me," according to information provided by Restoration.

More recently, in May, cries of gentrification as personified in cycling infrastructure helped table a Transportation Department bike lane proposal in nearby Clinton Hill.

Related



The 7 best bike rides in NYC



The best things about biking in NYC



“When people often think of biking and bike lanes they see it as a code word for displacement and gentrification,” Adams said. “But in fact a large number of people who bike are non-English speakers who come from diverse ethnic groups of the borough.”

Grant, who studies sociology at New York University, said her initial idea of the prototypical Citi Bike rider was based on, well, where Citi Bike stations are most prevalent — in Manhattan, by her school, in Downtown Brooklyn and Williamsburg. But she came around to the system when she heard of discounts and benefits through Restoration.

Adams said organizations need to do more to “have diverse faces in leadership” because “a message is only as good as the deliverer.”

Since Restoration’s efforts began, active Citi Bike memberships in Bed-Stuy have increased by 44%. Motivate attributes this partially to the full expansion from 10 to 36 stations, but also to Restoration’s grassroots campaigning.

“It’s a great example of community leaders stepping up and speaking out on behalf of cyclists in Bed Stuy,” said Caroline Samponaro, deputy director at Transportation Alternatives. “They’re coming up with programming that suits the neighborhood and taps into the demand of existing ridership already.”

This August, Motivate will be adding 2,000 more bikes and 140 new stations uptown in Manhattan and in Gowanus, Boerum Hill, Cobble Hill, Carroll Gardens, Red Hook and Park Slope. With more Brooklyn destinations, the operators expect Bed-Stuy ridership will increase further.

“Bike access and equity are huge priorities for Citi Bike; BSRC has been a tremendous partner in our outreach to the Bed Stuy community as we work to reduce the barriers to ridership and encourage everyone to get peddling for fun, for health, and for convenience,” said Dani Simons, a spokesperson for Motivate, in a statement. “We’re learning so much from working with them and we plan to use what we’ve learned as we continue to expand into new neighborhoods.”

Tracey Capers, executive vice president at Restoration, hopes their efforts will be scalable to promote bike lanes and transit equity as Citi Bike expands further into Brooklyn.

“There have been less criticisms and more people riding,” she said. “The line of questioning has changed. More people are asking positive questions about how Citi Bike works and when will it expand again.”

Active Citi Bike memberships among Bedford-Stuyvesant residents

June 2015: 3,445

June 2016: 4,962

Bedford-Stuyvesant stations

36

General numbers, as of May 2016:













Dear Committee on Transportation Members:

I am a NYC resident since 2006, a bicycle commuter, and a primary care doctor at Bellevue Hospital. I am also a public health advocate and writer. I have trained and worked at Mount Sinai, Elmhurst, New York Presbyterian-Columbia, New York Presbyterian-Allen, and Bellevue hospitals, and have provided care to NYC residents from communities of in all 5 boroughs and from various socioeconomic backgrounds.

From these experiences I urge you to support the Citi Bike expansion beyond our city's center and specifically to low-income communities facing high health burdens. **Continued Citi Bike expansion will make our city more vibrant, will make its citizens healthier, and will help improve health equity and social equity.** Here is the case for this argument:

Physical inactivity is making us sick

Sedentary lifestyles affect both morbidity (symptoms) and mortality. Physical inactivity is related to obesity, diabetes, hypertension, high cholesterol, obstructive sleep apnea, arthritis, depression, anxiety, and stress, and can subsequently lead to heart attacks, strokes, kidney failure, and death. These diseases are highly prevalent, and disproportionately affect low income communities.

Physical activity is one of the best medicines

Both healthy populations and populations with illnesses benefit greatly from physical activity. Physical activity can both prevent the above conditions, and is also an important treatment for them. There is no other medicine for as many conditions. Notably, most other medicines do not have the effect size that exercise can have. For example, some patients can essentially cure themselves of diabetes or hypertension through habits of physical activity while other similar patients not changing their physical activity will require multiple medications to achieve the same effect.

Diagnosing physical inactivity is easy, treating it with physical activity is difficult

Doctors can easily provide information, make referrals, perform procedures, and prescribe medications. But we see our patients briefly and infrequently. We can give advice on habit changes, on consumer purchases, and on skills development but we have limited time during our visits and other tasks to perform. We have a limited options to provide, especially for patients who have difficulties with many types of physical activity. These are common refrains from my patients:

I can't afford going to a gym.

Running hurts my knees.

I don't have time. I work 12 hours and commute for 90 minutes.

Cycling generally and bike shares specifically are great medicines

A major reason for inactivity is the changed nature of work and transportation. **Active commuting**, via walking or cycling, is a major way cities can combat physical inactivity.

Active transport via bicycling has many benefits beyond physical activity:

- Reductions in congestion and in vehicle emissions can improve **clean air**, reducing asthma exacerbations and preventing COPD.
- Affordable transport can improve **access to employment**, which is one of the major social determinants of health.
- It can also improve **social connectivity**, another major social determinant of health. In terms of effect size, social isolation is as harmful as smoking.
- It can **reduce toxic stress related to commuting** via crowded subways, buses, and cars, and traffic.
- Street utilization can **reduce violence**.
- Higher cycling rates make **cycling safer** as drivers are more familiar and cautious.
- There are psychological harms of non-universal programs perceived to only be for high socioeconomic status people and communities. Ensuring that Citi Bike is not only in the city center will reduce these assaults on **dignity** (e.g. "that's only for rich people").

Bike shares are feasible because of affordability

Transportation in New York can be expensive, including the MTA. Citi Bike is an order of magnitude less expensive.

Citi Bike is also cheaper than bicycle ownership and does not take time or money for bicycle maintenance or space in the home or work for bicycle storage.

It is more affordable than most gym memberships, exercise classes, and sports leagues.

From the city's perspective, billions of dollars are wasted each year treating preventable conditions. Health expenditures could be greatly reduced by investment in bike share expansion.

Bike Shares are proven

They increase physical activity

<http://journalistsresource.org/studies/environment/transportation/bikeshare-research-growth-use-r-demographics-health-societal-impacts>

They reduce Body Mass Index and stress levels

<https://nextcity.org/daily/entry/bike-share-benefits-data-study>

“Benefits include improved health, increased transport choice and convenience, reduced travel times and costs, and improved travel experience. These benefits are unequally distributed, since users are typically male, younger and in more advantaged socio-economic positions than average.” Special effort must be taken to ensure that these programs are not available only in the most privileged neighborhoods.

<http://dx.doi.org/10.1016/j.rtbm.2015.03.003>

Community engagement enables bike share utilization in low-income communities.

<https://www.ncbi.nlm.nih.gov/pubmed/23948339>

Recommendation

Citi Bike expansion should **not** conclude as planned in 2017 and should instead continue to expand in Washington Heights, the Bronx, and further into Queens and Brooklyn. These neighborhoods face high health disparities and should be specifically targeted for the expansion as they are most likely to receive the largest health benefits of the bikeshare program.

Prescribing bikeshare memberships has happened in Boston, and should be offered to Medicaid patients and to undocumented uninsured patients utilizing H+H healthcare facilities.

Sincerely,

Andrew Goldstein, MD, MPH

Clinical Instructor, Department of Internal Medicine, NYU

Primary Care Physician, Bellevue Hospital Center

Postdoctoral Research Fellow, Department of Biomedical Informatics, Columbia University

This testimony was drafted with input from other physicians and from bikeshare and cycling advocates, including:

Reuben J. Strayer, MD FRCPC FAAEM

Associate Medical Director Department of Emergency Medicine Maimonides Medical Center

Members of the Reddit NYCBike community



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75 Stuyvesant Place
Staten Island, NY 10301-1998

StatenIslandMuseum.org
P. 718 727 1135
F. 718 273 5683

November 23, 2016

Dear City Council Committee on Transportation,

I am writing today in support of the proposed plan to expand Citi Bike to all five boroughs, including stations on Staten Island.

Each year, over two million tourists ride the Staten Island Ferry. When they disembark on Staten Island they have the option of exploring the borough's attractions or making the return trip to Manhattan. For the intrepid tourist who want to spend time on the Island, they then have to navigate our limited public transportation options: Bus or the single rail line. But that leads to questions: Which bus should they take? Does their MetroCard work on the bus? Can they trust the privately owned taxis that are queued up? How do they get a taxi back to the Ferry Terminal when there are no yellow taxis? Each of these concerns provides a barrier preventing visitors from discovering all that the Island has to offer.

In the years since Citi Bike has been introduced, it has transformed how people move around New York City. The big blue bikes have become ubiquitous and drivers have rapidly adjusted to their presence on the roadways. But one place that hasn't benefited from the presence of Citi Bike is the borough of Staten Island: They can't be ridden over the Verrazano and time limits prevent people from taking them on the Ferry from Manhattan.

The Staten Island Museum believes the expansion of the Citi Bike program to Staten Island would have many benefits.

First, the presence of Citi Bike stations on Staten Island - specifically one on the grounds of Snug Harbor Cultural Center - would increase visitor traffic to the Museum. The Museum operates from two locations on the borough's north shore: The Museum in St. George which is a short walk from the Ferry Terminal, and the Museum at Snug Harbor which is about two miles to the west on Richmond Terrace. While Snug Harbor is accessible by bus, the ride by bike offers stellar views along a relatively flat roadway that is already marked with shared bike lanes. Once here, visitors could park their bike and enjoy a day on the beautiful grounds, visiting the Newhouse Gallery for Contemporary Art, the Noble Maritime Collection, the Staten Island Children's Museum, and, of course, the Staten Island Museum.

A second benefit would be the increased connectivity between attractions. Visitors could easily travel via Citi Bike from the Ferry or Snug Harbor to the Staten Island Zoo, Clove Lakes Park, or the Alice Austen House. And that's just a few of the fantastic sites within a half-hour bike ride. Currently, visitors would have to return to the Ferry Terminal and transfer bus lines in order to visit more than one destination.

Additional benefits would be the reduction in car congestion and pollution as daily commuters would have an alternative way of getting to and from the Staten Island Ferry. Finally, there is the economic



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benefit of increased tourism as visitors use the bikes to frequent the Island's restaurants and shops, in addition to cultural destinations.

Staten Island is on the cusp of major change with the developments coming to the North Shore. In the years to come more and more people will be coming to the borough via the Ferry. By expanding Citi Bike to Staten Island, visitors can have a trusted and economical means of exploring the borough and discovering the cultural attractions within its shores, which will benefit the Staten Island Museum, our sister institutions, and the borough as a whole.

Thank you for your consideration.

Sincerely,

Mindy Duitz
Interim President & CEO



Art

Natural Science

History

November 23, 2016

To City Council Committee on Transportation:

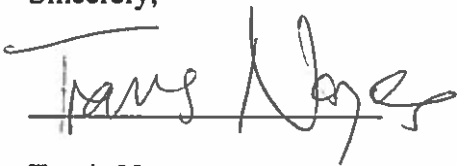
On behalf of the staff at the New York Wheel, I am writing in support of Borough President Oddo's interest in seeing Citi Bike come to Staten Island. By 2018, the north shore of Staten Island will be an international destination for a combined 12 million tourists and locals alike. New York Wheel, in conjunction with Destination St. George, a coalition promoting the waterfront neighborhood adjacent to the Staten Island Ferry, can attest to the need for alternate modes of transportation on the north shore. The coalition promotes St. George as a waterfront community, most easily accessible by boat, meaning a majority of visitors will require transportation service to explore Staten Island upon arrival.

Current connection between the neighborhood's multiple attractions, cultural institutions, sporting arenas, theatres, and local businesses consists of motor vehicle transit or walking. The car and bus traffic on Staten Island is not ideal and the walking distance between some of these institutions is lengthy. Bike transportation is proven extremely favorable in New York City, with 72% in support of bike sharing, making it a perfect option for visitors to explore St. George in a timely manner.

The New York Wheel does not only see bike transit as a great opportunity for guests, but also for their more than 400 permanent employees. The Wheel is making a concerted effort to hire local Staten Islanders who could be candidates to commute to work by bike. Public bike transportation is a sustainable and healthy commuting option that the Wheel would promote to their employees.

The borough's mix of residents and visitors will present Staten Island as a logical extension to Citi Bike's New York City program. I hope you will give Borough President Oddo's interest your full consideration. I'd be happy to speak further on the implementation of this effort and can be reached at (212)235-5293.

Sincerely,

A handwritten signature in black ink, appearing to read "Travis Noyes", written over a horizontal line.

Travis Noyes
Chief Marketing Officer
New York Wheel

Subject: City bikes Staten Island

To whom it concerns,

I am was unable to come to the Staten Island city bike meeting. I am a Staten Island resident. I bike not only in Staten Island all the Boro's in order to do that I have to go over the staten island ferry. I see plenty of tourist cyclist visiting with rentals from shops and for the ones that don't know city bikes. Oh what a surprise when they get there they can't exchange for a new one or shop because they can't lock up of cause let's not forget the heavy fines they will get. I also see plenty of staten Islanders that share the same burden as I that would love to use a city bike for around Staten Island to have places to get a city bike in Staten Island and return when taking the ferry over. They would love to commute to city for work but want to have the options of not having to chug there own bike let's say the plans change and they come home after dark and prefer to take a bus back. Let's not forget our beaches and beautiful boardwalk, parks our museums Richmond town our sand ground that is a landmark and st George theater that all the Boro's can ride too. Last but not least , ball field,snug harbor, the Ferris wheel and the shopping malls once completed. I can think of tons more but no reason to not have it. If you don't think people ride in Staten Island your incorrect. The ones who don't will start tourist will continue to come more to follow. A good amount of staten Islanders have small spaces like in the city and can't own a bike we now have semi's town houses, apartment houses and city projects and basement apartments. We are a far cry from the boro with farm houses and large properties. please get us in the city bike program we are long over due!

Gail Mercuri

To the City Council:

My name is Ken Lim and I am a Benefit Operations Associate at Justworks Employment Group LLC (“Justworks”), a New York City-based professional employer organization (since 2012) that provides payroll, HR guidance and access to competitive benefits for small businesses in New York and across the country.

In May of 2015, Justworks struck a partnership with Citi Bike to make it easier for small businesses to offer Citi Bike to their employees. In less than two years, 85 of our client companies pay for Citi Bike memberships on behalf of their worksite employees. Over 430 worksite employees are currently signed up for Citi Bike and have told us they consider Citi Bike an integral part of their commute and New York City experience.

Our partnership with Citi Bike has been so successful that we are currently considering bike partnerships in other cities.

Best,

Ken Lim

*Benefit Operations Associate
Justworks Employment Group LLC
151 W 26th Street, 12th Floor
New York, NY 10001*

Subject: Support for Citi Bike on Staten Island

The Alice Austen House would like to advocate for extending the Citi Bike system to Staten Island. As we embrace for future development on the North Shore, the need for alternative transportation is great. The availability of Citi Bikes would greatly aid in filling a void in the borough's lack of connective transportation. This program would not only benefit Island residents, but also the increasing numbers of tourists visiting the island. As one of Staten Island's primary cultural destinations, the Alice Austen House is invested in creating more connective and efficient transportation on the island, which would serve and expand our public. Located almost half-way between the St. George Ferry Terminal and the Verrazano Bridge, the museum would be interested in learning more about becoming a host site for a Citi Bike kiosk. Our site is a natural connector to both future North Shore development and other established destinations, like Fort Wadsworth and South Beach.

Sincerely,
Shiloh Aderhold Holley
Acting Executive Director
Alice Austen House
2 Hylan Boulevard
Staten Island, NY 10305
718-816-4506
aliceausten.org

Subject: Citi Bike on Staten Island

I look forward to expanding the Citi Bike program to Staten Island with great anticipation.

However, I want to touch on another aspect of the program.

I noticed that the CitiBike program until recently, was free for those living in NYCHA projects.

It is now only \$5 a month (\$60 a year). I believe this to be discriminatory. I think that others may be on an even tighter budget than those who only pay 30% of their income in rent. Some, even pay up to 70% , have no leeway for anything else, and cannot afford the \$155 fee. Perhaps all who are on Medicaid or receive Food Stamps should also be entitled to the same discount.

I would love to see this instituted as well.

Chris Coppa

**TESTIMONY OF BENJAMÍN GONZÁLEZ, INTERFAITH MEDICAL CENTER
BEFORE THE
NEW YORK CITY COUNCIL COMMITTEE ON TRANSPORTATION

OVERSIGHT – THE PRESENT AND FUTURE OF CITI BIKE IN NYC
NOVEMBER 28, 2016**

My name is Benjamín González and I am the Associate Director of Grants Management at Interfaith Medical Center (Interfaith), a vital safety-net hospital located in Bedford-Stuyvesant (Bed-Stuy), which operates a 12-clinic ambulatory care network in Bed-Stuy, Crown Heights, Prospect Heights and Bushwick. (The hospital's primary service area also includes Brownsville although no Interfaith clinics are located there.) Interfaith provides an array of health and mental health services and programs targeted to address some of the social determinants of health. As a community hospital, Interfaith is also committed to providing employee benefit programs that enhance the quality of life for all of its employees.

I would like to share with the Council some of the successes of Interfaith's work through the Partnership for a Healthier Brooklyn to develop bike share equity among low-income workers and people of color in Brooklyn, as well as recommendations that we believe should be incorporated into the budgets and activities of the Department of Transportation and the Department of Health and Mental Hygiene (DOHMH) if the agencies are to effectively leverage transportation and health infrastructure to enhance the mobility and health of the City's most vulnerable residents.

First, allow me to present a brief demographic profile of the community the hospital serves. Interfaith's main campus and outpatient clinics are located in Central Brooklyn's Council District #35 represented by Council Member Laurie A. Cumbo and Council District #36 represented by Council Member Robert Cornegy. According to the NYC Community Health Profiles, Central Brooklyn is made up of more than 250,000 residents, approximately 64% of whom identify as Black and who have an average life expectancy of 75 years, which is five years less than more affluent neighboring communities like Park Slope. (Brownville actually has the lowest average life expectancy in NYC, where residents' lives are cut short by more than a decade compared to those living in Manhattan's Financial District.) These quality of life years are affected by multiple social determinants of health and observed disease disparities, for example, Crown Heights and Prospect Heights, Bed-Stuy and Brownsville have the 2nd, 5th and 6th highest rates of diabetes in NYC.

The success of a community and city depend on whether their residents can live healthy, full lives. Medically underserved and economically disenfranchised populations' health can be significantly improved through public health interventions and community supports that encourage physical activity and mobility.

In response to identified community need and available funding, Interfaith submitted a successful application to the Bed-Stuy Restoration Corporation (BSRC) to participate as a neighborhood contractor in the Partnership for a Healthier Brooklyn funded by a CDC

Partnerships to Improve Community Health (PICH) grant that would promote bike share in underserved populations in Central Brooklyn. The invitation to participate in the Partnership for a Healthier Brooklyn defined partner responsibilities as:

- I. securing enrollment of employers into the Citi Bike Corporate Enrollment program;
- II. facilitating the recruitment of employees into the program; and
- III. implementing complementary bike-related services such as bike safety classes, bike clubs or other bike-related trainings.

Other success metrics included increasing ridership among low-income populations and people of color, encouraging equitable use of bike share, mitigating health disparities through providing opportunities for physical activity and establishing a base of early adopters among a network of diverse community stakeholders and employers. The hospital committed to a goal of 55 partial subsidy enrollees and 20 full subsidy enrollees in year one of the Interfaith Citi Bike Subsidy Program.

Enrolling in the Citi Bike Corporate Enrollment program alone is a huge success from a regulatory, wellness and culture change standpoint for a safety-net hospital. In fact, Interfaith Medical Center is the first hospital in NYC to join the Citi Bike Corporate Enrollment program in order to subsidize bike memberships for its employees. The hospital also has surpassed almost all of its contractual goals:

- ☞ The hospital exceeded its outreach goal of 300 employees by reaching out to more than 2,500 employees and community residents with bike share programming: nine (9) Community Bike Rides were hosted at lunch and evening hours during first and last Wednesdays of the month from May to October 2016.
- ☞ As Interfaith provides all its employees with a livable wage, the equity target for low-income populations could not be met exactly but the hospital has reached the other important equity target and population: approximately 71% of Interfaith Citi Bike Subsidy Program enrollees are riders of color.
- ☞ Employees have responded enthusiastically about the subsidy program. At our second community bike ride, an employee who lives in Bed-Stuy started pedaling and laughed saying “It’s been more than 20 years since I’ve been on a bike!” The last time she was exposed to biking was when she taught her children. She has gone on to attend almost all our community bike rides, as well as those hosted by other community partners. She has been an avid Citi Bike user since winning a free subsidy through a raffle sponsored by the hospital.
- ☞ Interfaith met its goal of enrolling 20 employees into the Full Subsidy program by enrolling fifteen (15) employees to receive a free one-year Citi Bike membership (\$179 value) and identifying seven (7) clinicians to receive full subsidies in Spring 2017 to complement Prescribe-a-Bike activities. The seven clinicians who work at Interfaith’s largest health center have committed to serve as Prescribe-a-Bike clinical ambassadors, e.g. hosting bike rides, organizing group discussions regarding exercise and its impact on physical well-being and conducting health education.

- All seven clinicians are medical residents, which may indicate that this bike share work can be an excellent opportunity for workforce development to empower doctors in training to incorporate community resources to improve their own and their patients' health through physical activity, and to appreciate that they have an important role to play in transforming the healthcare delivery system through instituting strategies to address social determinants of health, and other foremost health inequity.

The Interfaith Citi Bike Subsidy Program and collaboration among public health professionals in municipal government, private and public hospitals (Interfaith and Woodhull Medical Center), and community-based organizations through the Partnership for a Healthier Brooklyn incubated the creation of the first Prescribe-a-Bike pilot in NYC. The hospital partnered with the NYC Department of Health and Mental Hygiene (NYC DOHMH) through its Brooklyn District Public Health Office (DPHO) to develop a pilot launched August 26, 2016 at the Bishop Orris G. Walker, Jr. Health Care Center (Bishop Walker) to expand access to Citi Bike membership and equity to the target population of Black Medicaid beneficiaries at risk of or living with obesity, pre-diabetes and diabetes and uncontrolled high blood pressure. Approximately 300 people attended the Bishop Walker Health Fair and Prescribe-a-Bike launch, 154 people interested people signed up, 82 were scheduled for orientation and physicals (if they were not previously medically cleared) and 40 patients have been registered in the Prescribe-a-Bike program.

The Prescribe-a-Bike program involves physicians prescribing physical exercise as medicine and providing patients with lifestyle change materials, a free one-year Citi Bike membership (a \$179 value), a free helmet, an arm reflector band and a journal to be used to reflect on progress being made towards their personalized wellness goals. NYC DOHMH has committed to funding this pilot program through a CDC Be active – Eat health – Act on cardiovascular risk – Take prescribed medications (BEAT) grant. This model leverages existing transportation and exercise infrastructure: NYC's bike share system, Citi Bike. As the hospital and NYC DOHMH evaluate program activities moving forward and look for opportunities to scale up this Prescribe-a-Bike model, we believe that it will provide a framework to address health disparities to be used by NYC providers and other major cities across the country with bike share systems.

Prescribe-a-Bike runs parallel to IMC's existing Citi Bike Subsidy Program. Both programs inform each other's best practices for increasing bike share and increasing equity in low-income communities of color and will be funded through 2017. Interfaith looks forward to continuing to lead the way with our partners in demonstrating how a bike share system can strengthen healthcare providers' employee wellness, population health work and community benefit efforts.

In order to build upon the successes of the first year of Interfaith's and BSRC's bike share partnership, more communication and consultation among Motivate/Citi Bike, city government and community stakeholders are needed for the expansion of Citi Bike docks.

For example, the location of Citi Bike docks inhibited incentivizing employees to enroll in the hospital's partial subsidy program because there are currently no Citi Bike stations near homes in Bushwick; south of Atlantic Avenue in Crown Heights and Prospect Heights; and further north, south and east of Bed-Stuy. Other community bike programming challenges included the obstacles to organizing community bike rides with safe bike routes because of the dearth of protected bike lanes running east and west in Bedford-Stuyvesant: there is an approximate radius

of more than two miles where there are no east-west bike lanes in Bed-Stuy, and a similar bike transit infrastructure gap exists in Crown Heights.

The recent extension of Citi Bike to Jersey City and planned Phase Two Expansion in 2017 in Queens and Brooklyn indicates that the growth of bike share presents a valuable opportunity to link active transportation to public health interventions for improved health outcomes at the community-level in neighborhoods across NYC.

With the intention of expanding the Prescribe-a-Bike model to other hospital and clinical sites Interfaith's Department of Grants Management submitted an inquiry form to NYS Health Foundation's 2017 Special Projects Fund titled Scaling Up a Prescribe-a-Bike Model in Cities with Bike Share Systems. If funded, the project will produce an operational toolkit, program resource directory, tips for enrolling in the Citi Bike Corporate Enrollment program and billing guidelines to be shared with other health care providers to aid their implementation of the Prescribe-a-Bike model at their practice, institution or health care system. Interfaith's aim is to share its best practices and to endorse bike share and active living as a public health and transportation benefit available to our most vulnerable patients, friends and neighbors.

The Partnership for a Healthier Brooklyn's bike share equity work and the NYC DOHMH's support of the Prescribe-a-Bike pilot demonstrate that working together in a new way to transform the delivery of health care is possible by leveraging existing, scalable public transit infrastructure and exercise prescription as a clinical intervention to enhance health outcomes and drive economic empowerment for NYC's disproportionately disenfranchised communities.

Nov 28,2016

Unfortunately I was unable to make the Hearing today of the present and future of Citibike. I am a former bike industry professional. I was part of the Hi-Ho-Cyclery at 165 Ave in the early days of the bike renaissance. I would like to make a few observations concerning the implementation of the Citibike system.

First: There was no Environmental impact study done. The approach has been to use every trick and sleight of hand maneuver to go through around and between community boards. There has been a great deal of arm twisting of elected public officials. The intent is to place the bikes and infrastructure in as prevalent a manner as possible. This has created a significant increase in congestion. The air quality-if it has not been impaired is due to increase fuel efficiency.

Many Citibike riders are scofflaw. Many do not wear helmets.This is a public safety issue. Many are not familiar with the city traffic. Since riders don't repair the city bikes there is a tendency to treat them with less respect than if it were their own property. For most riders the use is not a 12 month a year activity. Public transportation would be a more egalitarian use of funds.

A number of the shops that build the bike culture has gone out of business from the loss or rental and repair income. Citi is now owned by The Related Companies. Big business.

Transportation Alternatives as a registered lobbying org has a single minded view of what constitutes New York City transportation. Their approach has been to get as much implemented as possible with as little cooperation as necessary and make it as difficult as possible to undue the changes.

Given the dangerous conditions for pedestrians and fellow cyclists it would be prudent to place a slow done on the implementation and conduct a study. Have a cooperative task force that makes decisions. Build a more responsible bike culture. This was recommended

by a 2003 study done by NYU. A call for a task force by the office of the Comptroller in 2009 was ignored by Trans Alt and the Dept of Transportation then headed by Sadik Khan.

Policy Director then John Orcutt.

Clearly the NYPD needs to be encouraged to perform more consistent enforcement.

Motorized

bikes are a real danger. But Citibikes would benefit from an environmental impact study.

Requiring

the use of helmets.Witness a recent lawsuit where a Citibike renter wore no helmet.

Suffered brain

damage and won a judgement against the city."You can't have it both ways." This provided a

badly needed element of rationality.

The public has been victimized. Especially pedestrians. It would seem that a time out is in order.

Time to approach the Citibike system deliberately. Without blinders. Without zealotry.

Thank you for considering my ;point of view.

Sincerely,

Jack Brown
Coalition Against Rogue Riding

Cristina Furlong- Make Queens Safer
Testimony to City Council
November 28th, 2016
@makequeenssafer
917-251-0024

I am a founder of a group that advocates for safe streets for cyclists and pedestrians in the borough of Queens. 2.5 million people, of all economic backgrounds- we support safe streets by amplifying the voices of those who are concerned, and by keeping safe streets issues in the forefront with our elected officials, and by attracting reporters and news outlets to the myriad issues of cyclists, school children and mass transit commuters.

Expanding Citibike in Queens can have a real and positive impact on all of the above concerns.

My neighbors and colleagues have created a network of biking groups in our borough that includes 10 distinct groups- including bike lane advocates, cycling enthusiasts, commuting cyclists and working cyclists like myself. I have biked as a primary and year round source of transportation in NYC since 1989, and spent the last 8 years as a bike tour guide in 4 boroughs.

The diversity of my borough, Queens is also something that encourages the diversity of biking events-

A Jazz tour, a Santa Ride, a Halloween ride, a Women's introduction to cycling, A middle school de-stressor ride for kids taking state tests, A food tour, tours of the Motor Parkway East, and many more. I've even been on a Citibike tour of Queens Boulevard for out of town participants of a transportation forum. The last time I saw Citibike in Western Queens, it was two cyclists on their way to the U.S. Open. Though happy to see them biking from Manhattan out to this tremendous event, I had the sad role of telling them- there's no Citibike dock at Flushing Meadows, you have to bike back to LIC and take the train!

We've had a family biking forum, with our partners at LaGuardia Community College and attended many DOT outreach events around the borough and can assure you that there is a desire to have better and safer biking options in all parts of Queens.

Yesterday, in Manhattan, I almost fell off my own bike upon discovering a bike route striped on second avenue in the high 60's north of Queens Borough Bridge. This district, represented by Ben Kallos has suffered an inordinate amount of traffic violence, and as we in traffic safety know- bike lanes contribute to safer driving. And Citibike knows that too. These new lanes on the upper-east-side have come with Citibike expansion in that neighborhood.

It is an indignity for our residents to pay the high cost of mass transit that fails us over and over again, weekend service disruptions, local trains running on express tracks, incessant waiting on platforms causing unanticipated lateness to work and obligations and queues for busses that are blocks long during morning and evening commutes.

I can promise you that I understand cycling both in NYC and in Queens. I also understand the opinions of our elected officials, residents and community boards who, despite often heated arguments on the topic, have increasingly supported the expansion of bike lanes in every single neighborhood.

We want the same for Queens. I ask that you consider this expansion for our hard working and transit starved residents as a quality of life improvement at a time when development, zoning, and fare hikes force many workers and families to tighten their transit budgets for errands, shopping, recreation and participation in community events. The \$11 round trip for 2 to an event is figured into many family budgets. So, I'd love to see Citibike in the following neighborhoods.

Flushing-

Look at Main St at the LIRR bridge. There are hundreds of bikes parked there. Having bike share in Flushing would really enhance the quality of life for what is becoming one of the densest communities in the city outside Manhattan.

Queens Blvd- our pride in this 7 mile protected bike lane is not just as a statement to Vision Zero, but also a very viable fast, safe and efficient means of transportation, not just to and from Manhattan but criss-crossing the borough.

Forest Hills- With its tremendous amount of foot traffic and people on short errands, needlessly driving, Citibike would alleviate the horrendous weekend conditions around Austin St and beyond.

Jamaica- Who in this room doesn't have Jamaica in their sites as one of the next big cultural hubs of the city? Who hasn't seen the real estate values and development increase drastically? People from all over the borough crowd it's streets heading to it's libraries, universities and incredible shopping districts.

Finally, here's a little picture of the economic impact Citibike could have on families like mine.

My husband and I bike commute to work, doctors appointments, family events and even as an event itself- taking our son for weekend rides from our home in Elmhurst/Jackson Heights as far away as York College in Jamaica, Rockaway Beach, Bayside Marina and of course, Long Island City and Astoria **and** just about every street in between. We've done this safely for 10 years from this outpost in Queens.

Recently, I had to do a \$150 repair on my bike. That's when I realized that this is my

form of transportation as much as a motor vehicle operator would begrudge a trip to the body shop. For those who can't afford the regular maintenance of a personal bike, Citibike further provides affordable access to transit options.

But as transportation alone, we figure we save about \$5,000 a year on commutes to work alone. This reflects approximately 8% of our family income. Many in our borough earn less and spend more on transportation. I invite you to view our instagram, #bikingqueensny for a clear look at who is biking our borough.

As the wage gap and and cost of living continues to balloon out of control for our residents, I ask you to please consider Citibike for all of these circumstances.

To Whom It May Concern,

I am writing in support of Councilmember Ydanis Rodriguez's effort to expand the existing Citibike bike share program into more neighborhoods in the city. As a fellow resident of Inwood, I share the councilmember's sense that our neighborhood could benefit greatly from inclusion in the program and feel that many of the communities who could make best use of a bike share service are currently left out of the program.

Inwood struggles with many congestion-related problems. These include both quality of life issues (like noise and disrupted bus service) and health issues (reckless drivers at dangerous intersections, high levels of childhood asthma). Citibike could help alleviate these problems by providing a transportation alternative for medium-distance trips within the neighborhood and providing increased incentives for bike commuting in a neighborhood that conveniently connects to the Manhattan Waterfront Greenway at both ends of Dyckman Street. While Inwood is relatively well-served by the subway, its streetscape is different from much of Manhattan and the distance between commercial areas is greater. Citibike could provide a great service to residents who currently feel cut off from the main commercial zones of the neighborhood (including NYCHA residents in Dyckman Houses, which until recently had no connections to local bus service at all) and could lead to enhanced community cohesion and greater support for local merchants and small businesses.

Generally speaking, it seems like many of the residents who could make best use of a bike share program have been excluded from the Citibike system. Residents of communities near the ends of subway lines could benefit tremendously by connecting to subway stations via Citibike-- the difference between a twenty minute walk to the subway and a bike ride of ten minutes or less can be profound and could very well bolster MTA use by residents of less central neighborhoods. These very same neighborhoods also tend to have commercial districts that are less immediately convenient than in central Manhattan, and the medium-length trips required by many residents to do their normal errands could be facilitated by the Citibike system in a way that is more essential than for many residents in the densely packed, commercially rich areas that Citibike currently serves.

Instead of viewing the Citibike system primarily as a tourist attraction or plaything of the wealthy, we should take the lead of other international cities and focus on its potential for public benefit as a viable transportation option that has the capacity to improve health, reduce congestion, facilitate convenience, and strengthen community ties in neighborhoods across the city.

Thank you,

>David Friend
Inwood

Subject: Citi Bike Testimonial

Hi,

I am submitting testimony regarding the November 28th Committee on Transportation hearing.

I work in the HR Department at Percolate, a marketing software company with offices in New York, San Francisco, Miami and London. One of our most widely used benefits in the NYC office is a free membership to Citi Bike. We have always been a wellness focused organization, which is a large part of why we signed up with Citi Bike in the first place. We believed it would be a great way for employees to get to work in a timely fashion, while getting some exercise in as well. We've heard employees tell their friends about how great of a benefit it is, and employees that live in similar parts of the city even bike home together sometimes. All in all, it's been a great benefit for Percolate employees, and it's one that we anticipate continuing in the future.

Thanks and please reach out if you have any questions.

McKenna Vanderbeek

Jr. HR Generalist

Get inspired. See what's new on the Percolate blog: blog.percolate.com

Subject: Testimony - Department of Transportation Community Hearing 11/28 (Citi Bike)

My name is Anthony Rosado Jr. and below are the main points of my testimony from November 28th's City Council hearing regarding the future of Citi Bike. .

+With the help of Citi Bike and its newest program Citi Bike for Youth, these bikes have been made available for youth who otherwise may not be able to afford it.

+My name is Anthony g. Rosado Jr. and I am the Administrator of Counseling at the Goddard Riverside Options Center. We are a non-profit that helps students and adults from low-income, first-generation homes navigate the complicated and multi-step college process. In addition, we inform our students of any and all city events, resources, talks, programs, internships, employment opportunities, or trips that occur in the city for them to utilize. Citi Bike for Youth was one of them.

+Right when Citi Bike reached out to us, many of our interested students told me stories of how they've always wanted Citi Bikes because they see them all over the city. They thought they were cool, but were afraid they wouldn't be able to afford this, for them, a luxury nor knew how to even go about obtaining one - thinking they'd need a smartphone or to be a member of Citi Bank.

Therefore, many students shied away from ever obtaining a membership on their own; but jumped at the opportunity of the program when it came available

+Citi Bike not only offered the membership, but provided a Bike Safety class through Motivate AND provided all students with helmets and information about bike paths. With the city incorporating more and more bike lanes constantly, educating individuals, especially youth who Bike quite often, is becoming significant in teaching about road safety, laws, and rights as well as right of way. Many of my students, and myself, had never taken a bike safety class before then. Not only were students able to take advantage of this opportunity, but staff, including myself, got to take part so as long as they fit in the age range.

+ Since that class and the start of their membership, I have heard stories of students doing all these things they never done before. Three students got together and toured all of Central Park - something they had never done in the 17 years they had been living in New York City. One of those same students uses it to get to Options for appointments and workshops. Personally, I use it to travel within the city if the subway is too crowded or if I do not have my bike from Brooklyn.

+Citi Bike for Youth has done quite more than just giving kids free bikes. It allows many low-income youth to close the social gap and anxiety they may feel between the older, working individuals who may normally have Citi Bike. It provides them with the means to explore neighborhoods they may not have normally explored such as Bed-Stuy, Gowanus, Chelsea, and downtown just to name a few. It awards the students an overall sense of confidence as well as confidence on the road. Lastly, it gives them a bit more independence and responsibility -

further reaching Options' own goal of preparing them for college.

+Citi Bike has become its own identity in NYC! No New Yorker can walk around most of NYC without seeing a Citi Bike. They have become as commonplace and key in NYC's identity as the subway and yellow taxi cabs. Speaking of the subway, Citi Bike is a great, economic, and healthier alternative to the subway system - that seems more and more crowded and delayed everyday. Citi Bike in New York shows that we are with the times and are keeping up with other major international cities that have implemented a Bike share system such as Paris and London. Citi Bike helps people explore and do things they may not normally do, go places they may not normally go, and meet people they may not normally meet. (GIVE POKÉMON GO EXAMPLE IF THERES TIME).

++Citi Bike is now a part of New York City, there is little to deny this. If there are things we should be discussing today, it is how Citi Bike can expand to other neighborhoods in Queens and Brooklyn. In addition, we should be supporting and initiating systems and programs that continue to give students, youth workers, and low-income families free or low-cost memberships to Citi Bike. I know many students who just now know about the Citi Bike for Youth program and are already asking when is the next time they can sign up. Next steps must involve figuring out how we can expand and bring this to many and all New Yorkers in order to keep NYC the constantly developing, inclusive, and progressive metropolis we New Yorkers know it can be.

Anthony Rosado Jr.

Administrative Coordinator for Counseling

[Goddard Riverside Options Center](#)

352 W. 110th Street - Storefront

New York, NY 10025

Phone: 212.678.4667

Alt: 646.758.6550

Fax: 646.758.6556



CITY COUNCIL TESTIMONY

November 28, 2016

Distinguished Council Members, my name is Andrew Kimball and I am CEO of Industry City a six million square foot, 16-building complex in Sunset Park Brooklyn. I am here today to testify in support of the further expansion of Citi Bike, particularly into communities like Sunset Park that already have a large workforce that walks and bikes to work. Citi Bike has become a critical mode of transport in New York City. Its expansion into commercial centers outside of Manhattan can help facilitate job creation in those communities and reduce pressure on other forms of mass transit. In the case of Sunset Park, Citi Bike can be a critical transportation amenity for workers travelling from upland residential areas to the commercial centers along the waterfront.

In late 2013, a new partnership and management team came together to begin the revitalization of Industry City, an industrial site that had suffered through decades of neglect, faced \$300M of deferred maintenance, including \$50M in Storm Sandy related damage, and was home to only 1900 jobs. In the last three years, we've invested more than \$200M in basic infrastructure and place-making initiatives, leased over 2 million square feet and created over 4000 jobs. We've partnered with local workforce groups to open the Innovation Lab that provides job placement, training and entrepreneurship programs for serving local residents and Industry City companies.

Our tenants tell us that over 50% of their workers came from the surrounding communities of Southwest Brooklyn with just over 40% having less than a four-year college degree. When asked what amenities they would like to see, 80% said they would like to see more bike lanes and bike share services. While we currently provide heavily used bike racks and bike storage, there is no question that Citi Bike would become a critical mode of transit, particularly for workers travelling East-West from home to work and back in Sunset Park.

We are currently in the process of reaching out to our tenants about this exciting potential expansion, but below is an initial list (in formation) of Industry City companies that have expressed a strong interest in Citi Bike expanding to Sunset Park.

Thank you.

IC tenants that support Citi Bike expansion (list in formation)

Name Gaia DiLoreto
Company Brooklyn Brine
Signature [Handwritten Signature]

Name Kimberly Seville
Company Rose Red & Lavender
Signature [Handwritten Signature]

Name Molly Wilson
Company COISON/PARTS
Signature [Handwritten Signature]


Name Mari Okami

Company Alpha Dominche

Signature 

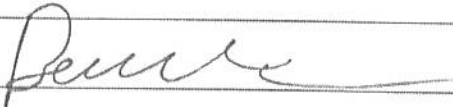
Name Elizabeth Tilchin

Company Feel Good Foods Inc

Signature 

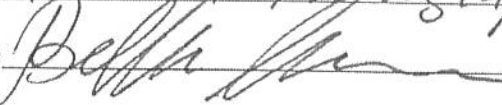
Name Gennadi Barbush

Company _____

Signature 

Name Bella Nisanova

Company Product Photography

Signature 

Name Ian Lanning

Company Bouyer Pfluger

Signature 

Name ROSANNA UDOIWOD

Company VMAPC

Signature 

Name Whitney Peeder

Company Mr. Boddington's Studio

Signature WRP

Name Luke Bulmer

Company Thumb

Signature LU

Name John Mason

Company Mason and Morris Inc

Signature JM

Name Paulina Cataldo

Company Creativo

Signature PC

Name Cameron Willard

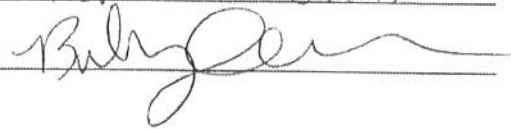
Company Tan Barretts

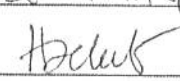
Signature CW


Name BART WARSHAW

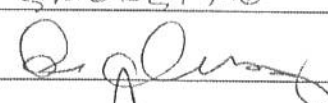
Company NARRATIVE

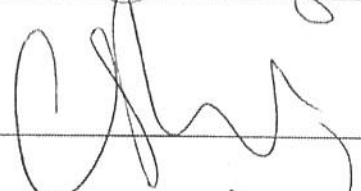
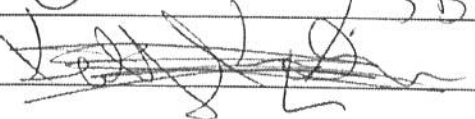
Signature BW


Name Becky Chrisman
Company Mercado Global
Signature 

Name NIKOLA DEVIĆ
Company LE IMAGE
Signature 

Name ERNIE PORCELLI
Company GLASS ART OF BROOKLYN
Signature 

Name Al Alvarez
Company BACKSTAGE
Signature 

Name  Chris Shields
Company SB
Signature ~~~~

Name Keely Kalisek
Company Blue Marble
Signature 

Name ANA GARRIDO

Company DWR

Signature A. Garrido

Name PAUL ANDRADE

Company CHIPOTLE

Signature [Signature]

Name MOREH SHIN ALLAGHI

Company EYE BEAM

Signature [Signature]

Name CINDY HARDEN

Company HARDEN VAN ARNAM

Signature [Signature]

Name Anthony Cirone

Company Gi-Luc Chocolate

Signature [Signature]

Name Julie Marina

Company Feel Good Feeds

Signature [Signature]



Date: November 28, 2016

To: New York City Council Transportation Committee

From: Carniesha Kwashie, Grant Manager, Better Bike Share Partnership

Re: Testimony on November 28th Committee on Transportation Hearing

The Better Bike Share Partnership is a collaboration funded by The JPB Foundation to build equitable and replicable bike share systems. The partners are the City of Philadelphia, the Bicycle Coalition of Greater Philadelphia, the National Association of City Transportation Officials (NACTO) and the PeopleForBikes Foundation.

The Better Bike Share Partnership (BBSP) has engaged in multiple concurrent efforts: 1) to integrate equity into the Philadelphia Indego bike share system from inception, through outreach and education efforts with local community-based partners, station placement in low-income neighborhoods and communities of color, a monthly pass price that is affordable for low income users, a cash payment option, a robust Indego Ambassador program, and mass marketing and social media efforts that represent the diversity of the City of Philadelphia; 2) a national Challenge Grant program to fund pilot strategies to increase the access to and use of bike share in low income and communities of color; 3) a research grant to support the assessment of equity efforts; 4) a communications and storytelling component centered on the Better Bike Share website and blog to shine a spotlight on equity strategies across the country and share their successes and challenges; 5) national guidance through practitioner papers, toolkits, and technical assistance to cities engaged in their own equity efforts.

After more than two years leading the Better Bike Share Partnership, I can say with certainty that increasing the ability of bike share systems to reach and serve ALL members of community is a goal shared by many, if not most, cities across the country. In November 2015, we received letters of interest from 42 cities for the Challenge Grant program. In February 2016, we hosted a study tour in Philadelphia for five cities planning launch of their own bike share systems and eager to learn from Indego's example. In June 2016, the Better Bike Share Conference attracted 140 people from 37 cities committed to learning about, sharing and applying strategies for integrating equity into their local bike share programs.

The Bedford Stuyvesant Restoration Corporation (Restoration) received an initial BBSP Challenge Grant in 2015 and a renewal of that grant in 2016. We consider their work, including their partnership with Citi Bike, the NYC Department of Transportation, and the

NYC Department of Health and Mental Hygiene, to be a model for other cities and we frequently refer cities and professionals requesting assistance to Restoration. We invited members of this New York City collaboration to our national conference to share their expertise with attendees through a panel presentation. BBSP Challenge Grantees continue to learn from Restoration's example of a community-based organization leveraging existing partnerships, relationships, and other grant funding to improve access to transportation, health, and job opportunities in the Bed-Stuy community.

Bike share systems in the U.S. have not yet reached their potential for reaching and serving the many city residents whose access to transportation options are few and for whom cost is a significant barrier. Increasing station density so that more people can reach a bike share station within a few minutes' walk is a goal that most cities have not yet achieved. Changing habits of mobility so that bicycling is seen as a realistic option takes time. Changing our city streets so they are safe and efficient for people on bikes takes time. However, our efforts have seen some success. We have many stories of people who never considered bicycling but now find their bike share pass is an essential part of getting where they need to go, quickly and cheaply. Uptake of discounted bike share memberships in cities like Chicago and Philadelphia has exceeded expectations, with more than 50% of those riders using the system more than 10 times. Restoration's partnership with large hospital employers to provide discounted Citi Bike memberships to employees is another example of a strategy that we believe will bear fruit and is being replicated in other cities as well.

The Better Bike Share Partnership applauds New York's commitment to increasing access to bike share for its residents. We will continue to look to the partnership between City departments, Citi Bike, and organizations like Restoration as a successful example of the capacity of cities to use bike share as a way to increase access to jobs, education, health, and other city resources.

Sincerely,

A handwritten signature in black ink, appearing to read 'Carniesha Kwashie', with a long horizontal flourish extending to the right.

Carniesha Kwashie
Better Bike Share Partnership Grant Manager
The Mayor's Fund for Philadelphia
T. 215-686-5493
E.carniesha.kwashie@phila.gov

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/28/15

(PLEASE PRINT)

Name: DAVID GREAVES

Address: 89 Cambridge Pl. BK1, NY 11238

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Dani Simons

Address: _____

I represent: Citi Bike/Motivate

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Jules Flynn

Address: _____

I represent: Citi Bike Motivate

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Ken S Lim
Address: 27 Prospect St Palisades Park NJ 07650
I represent: Justworks / Citi Bike.
Address: 151 W 26th St 12th FL New York NY 10001

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/28/14

(PLEASE PRINT)

Name: Cristina Furlong Make Queens Safer
Address: 37-35 85th St. Apt. 21
I represent: MAKE QUEENS SAFER.
Address: Sue

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Tracey Caple
Address: B 230 Bay St
I represent: Red Shy Ashvaker
Address: 1368 Fulton

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Christopher De Cicco

Address: 10 Richmond Terrace, S.I. M. 10301

I represent: S.I. BP James S. Oddo.

Address: 10 Richmond Ter S.I. M. (0301)

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Edith Prentiss

Address: 239 W 186 St NYC

I represent: Disabled In Action

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. Citi Bike Res. No. _____

in favor in opposition

Date: 11/28/10

(PLEASE PRINT)

Name: PAUL STEELY WHITE

Address: TRANSPORTATION ALTERNATIVES

I represent: -/-

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Shaquana Boykin

Address: 60 Carlton Ave GH

I represent: SELF

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/28/2016

(PLEASE PRINT)

Name: Shamita Afrimbo

Address: Senior Exec Dept City of FDNY
99 Crown Street Brooklyn NY 11225

I represent: Union of Goods

Address: 740 58th Street, B5A Brooklyn NY 11220

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/28/16

(PLEASE PRINT)

Name: Joseph Ferrara

Address: 150 Myrtle Ave

I represent: EMPIRE OUTLETS

Address: BAY ST. / SE. Ferry terminal STAY

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Michelle E. Eaven
Address: Senior Exec. Dir. Cityscape + Franchises
I represent: NYC DOT
Address: 55 Water St.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Polly Trottenborg
Address: Asst. Comm Intergov + Comm Aff.
I represent: NYC DOT
Address: 55 Water St.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Polly Trottenborg
Address: NYC DOT
I represent: _____
Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11-28-2016

(PLEASE PRINT)

Name: BENJAMIN GONZALEZ

Address: 1545 ATLANTIC AVENUE BROOKLYN NY

I represent: INTERFAITH MEDICAL CENTER 11213

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/28/16

(PLEASE PRINT)

Name: Kate Fillin-Yeh (NACTO)

Address: 120 PARK AVE

I represent: NACTO - Natl Assoc City Transportation

Address: 120 Park Ave

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Omar Arias

Address: 71 West 112th St Apt 4E

I represent: CitiBike

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: Kweli Campbell (PLEASE PRINT)

Address: 83 Lefferts Pl Bklyn 11238

I represent: _____

Address: NA

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: Alfie Palao (PLEASE PRINT)

Address: 84 Edge St. apt. 1A, Brooklyn, NY 11222

I represent: kick starter

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/28

Name: Jay Walden (PLEASE PRINT)

Address: 5202 3rd Ave Brooklyn NY 11220

I represent: Cin bike / Monnate

Address: Same as above

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/28/16

(PLEASE PRINT)

Name: ERIC McClyre

Address: 423 4TH ST. BROOKLYN 11215

I represent: STREETSPAL

Address: 17 BATTERY PL. SUITE 204, NY, NY 10004

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11-28-16

(PLEASE PRINT)

Name: Thomas Lucania

Address: Rep:

I represent: Brown Borough President

Address: Ruben Diaz

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/28/16

(PLEASE PRINT)

Name: Rich Conroy

Address: 475 Riverside Dr Rm 1300 10115

I represent: Bike New York

Address: _____

◆ Please complete this card and return to the Sergeant-at-Arms ◆

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

11/28/16

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/28/16

(PLEASE PRINT)

Name: Sarah Kaufman

Address: 295 Lafayette St. 2nd Fl. NYC 10012

I represent: NYU Rudin Center for Transportation

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 28. Nov. 2016

(PLEASE PRINT)

Name: ADRIENNE DOWNEY

Address: _____

I represent: PRATT CENTER for COMMUNITY DEVELOPMENT

Address: 200 Willoughby Avenue, BROOKLYN, NY 11205

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/28/16

(PLEASE PRINT)

Name: Nicholas Bedell, Director of Education

Address: 195 Montague Street, 3rd Fl, BK, NY

I represent: TWU Local 180

Address: 195 Montague Street, 3rd Fl, BK, NY

Please complete this card and return to the Sergeant-at-Arms