



NYC Bike Share

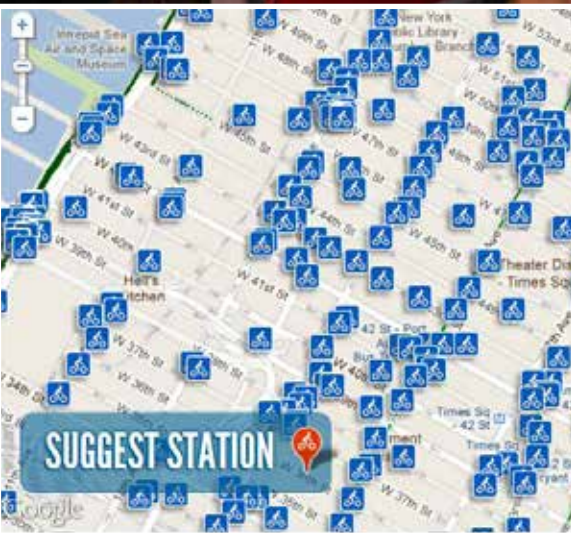
DESIGNED BY NEW YORKERS





159

DOT's multi-year public planning process for Citi Bike included 159 public bike share meetings, presentations and demonstrations since September 2011, plus another 230 meetings with elected officials, property owners and other stakeholders.



10,000

DOT's interactive station planning map (nyc.gov/bikeshare) received over 10,000 station suggestions, and over 55,000 "supports" for these suggestions.



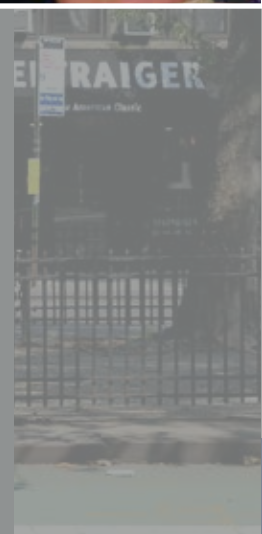
2,881

In total, DOT planners presented the public, Community Boards and other stakeholders with 2,881 technically viable options for the 600 bike share stations; almost 5 options for each station.



74%

74% of New Yorkers support bike share (August 2012 Quinnipiac poll)



Inside this Report

LETTER FROM THE COMMISSIONER

PLANNING NEW YORK'S NEWEST TRAVEL OPTION

LONG-TERM PUBLIC DIALOGUE

REACHING THE PUBLIC

BRINGING IN ALL NEW YORKERS

PUTTING IT ALL TOGETHER

APPENDIX A: COMMUNITY PLANNING WORKSHOPS

APPENDIX B: BIKE SHARE STATION SITING GUIDELINES

APPENDIX C: PLANNING PARTNERS

APPENDIX D: IN THE NEWS

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Letter from the Commissioner



In just the last five years, New York City has made huge strides in creating modern, safer streets. Drawing from Mayor Michael Bloomberg's PlaNYC sustainability agenda, we've established more than 300 miles of bike lanes, 30 plazas and made expansive street safety redesigns to accommodate all street users citywide—all while recording the five safest years in city history and logging remarkable economic gains in corridors where projects were implemented.

Citi Bike presents a new way for New Yorkers to get around that takes advantage of these changes to our streets, and it also marks a new standard for public participation in planning. Behind every planned station on the street there are thousands of suggestions, handwritten notes on maps and direct comments to system planners and online from a vast spectrum of New Yorkers.

The station locations are a result of this multi-year public planning process, the most extensive ever undertaken for a transportation project in New York City—and surpassing community participation for any other public project undertaken anywhere. Citi Bike was literally designed by New Yorkers for New Yorkers and tailored to meet New York's specific needs, block by block. While the resulting system is a testament to public involvement and to this agency's dedication over 18 months, the benefits of Citi Bike will continue to be enjoyed for years to come, and even beyond the millions of people who will use the system.

A handwritten signature in black ink, appearing to read 'Janette Sadik-Khan'. The signature is stylized and fluid.

Janette Sadik-Khan
Commissioner



Planning New York's newest travel option

New York is a biking city. Bike ridership has grown fourfold in the last 10 years and biking is the city's fastest growing transportation option for New Yorkers looking for a fast, safe, convenient and affordable way to get around. Polls released by Quinnipiac University's Polling Institute in October 2011 and August 2012 found that more than 70% of New Yorkers support Citi Bike, New York City's proposed bike share system. These findings are the culmination of growth in innovative, community requested and supported infrastructure, from the nation's first protected bike paths to bike parking corrals. With bike safety remaining at the same high levels as a decade ago, despite 75% more riders on the street,

cycling as a means of transportation continues to become a more attractive transportation option for New Yorkers.

Enthusiasm for Citi Bike is also reflected in numerous independent polls that show broad and sustained support for bike facilities. Communities across the city are increasingly requesting that lanes and other bike infrastructure be built in their neighborhoods. New York City, with its flat geography and high density, is perfectly suited to bike riding. Citi Bike will take advantage of these strengths by offering an unlimited number of affordable, short bike trips—provided to New Yorkers without using any public funds.



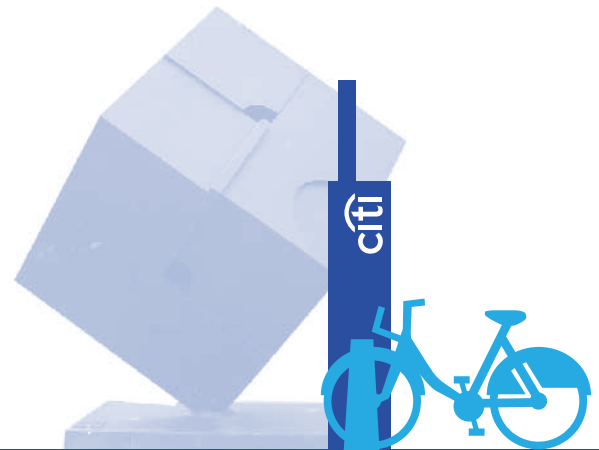
Over 70% of New Yorkers support New York's proposed bike share system.

Another reason for the strong public embrace of bike share is the exhaustive and highly participatory planning process used to develop Citi Bike station sites within the system's initial service area. This report describes and documents the process from 2011 to 2013.

Bike share lends itself to a community planning process. Successful bike share systems rely on an effective density of stations in a network, rather than on the specific placement of any single station. It was essential to cast a very wide outreach and communication net to introduce a new transportation system that many New Yorkers had not experienced before.

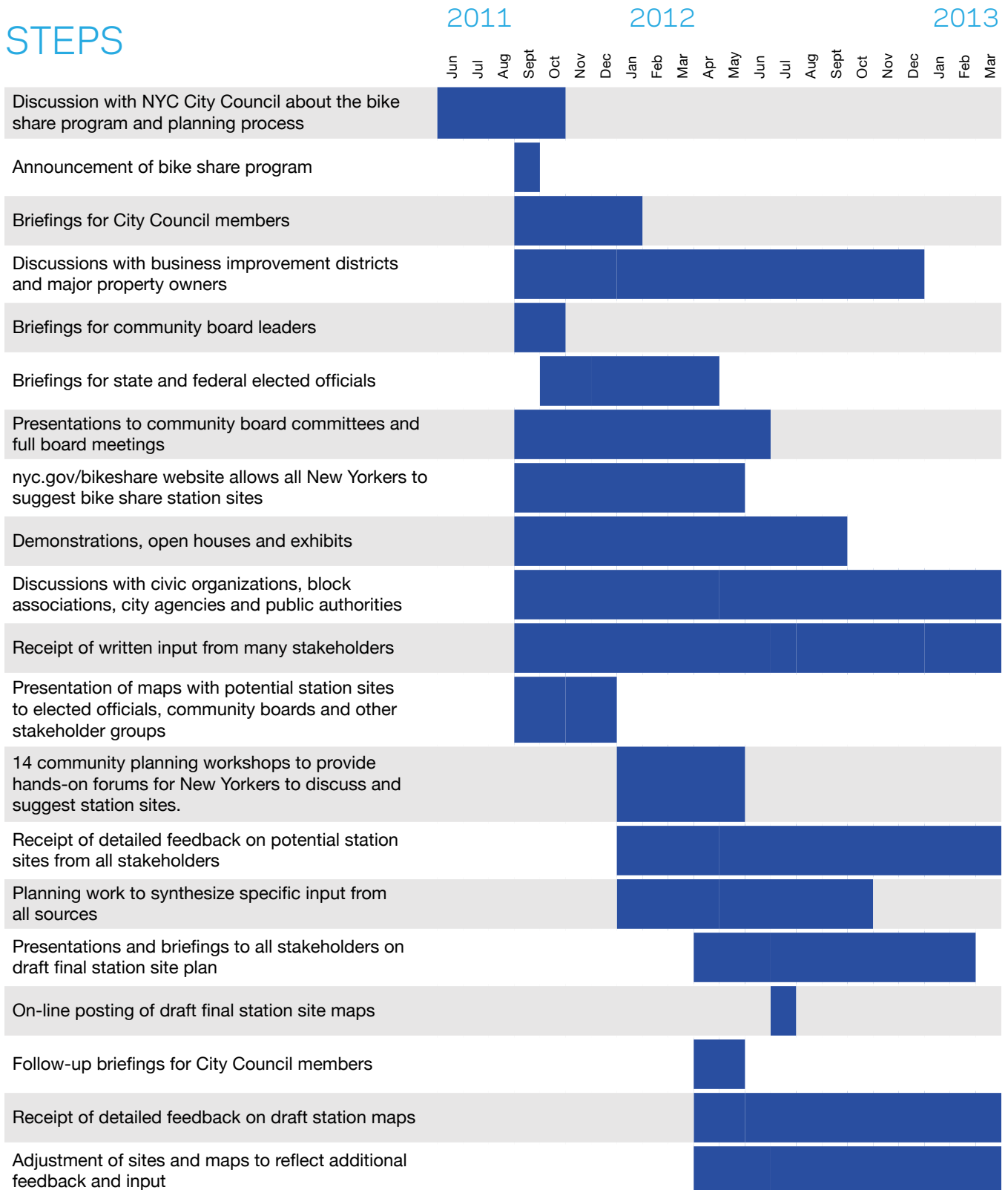
Choosing sites for 600 bike share stations across a wide area of Manhattan, Brooklyn and Queens has been one of the most participatory planning processes ever undertaken in New York. The effort encompassed close to 400 meetings with a wide variety of stakeholders, an innovative on-line portal for gathering input (which has since been emulated across North America), dozens of demonstration events, hands-on community planning workshops, and an extended dialogue and set of meetings between the New York City Department of Transportation (NYC DOT), community boards and members of the NYC City Council.

Choosing sites for 600 bike share stations across a wide area of Manhattan, Brooklyn and Queens has been one of New York's most participatory planning undertakings.



Long Term Public Dialogue

The rhythm of bike share planning in New York followed a pattern of DOT engagement, feedback from stakeholders, synthesis by DOT of many and diverse sources of input, and a return to stakeholders to discuss results. The work and process included these main steps:





Reaching the Public

The planning process for the Citi Bike program established an open door policy, encouraging input early and often from the citizens of New York City. Beginning in the fall of 2011, DOT staff met repeatedly with community boards at the leadership, committee, and full board levels, elected officials, leaders of business improvement districts, and other business and civic organizations.

Early meetings explained the bike share concept, outlined the upcoming public process and gathered input on suggested sites. From the announcement of Alta Bicycle Share (known in New York as NYC Bike Share) as the New York City bike share operator in September 2011 to the end first phase of public outreach in February

2012, DOT staff met with the 15 Community Boards in the program area 39 times. In addition, over the same time period, DOT staff hosted 31 meetings with business improvement districts (BIDs) and other neighborhood and civic groups, and conducted 25 briefings for City and State elected officials.

PUBLIC MEETINGS

At each initial meeting, DOT staff provided stakeholders with maps showing a wide range of options for where bike share stations could be placed. DOT requested direct input on which locations might be desirable and which should be avoided. The maps showed three to five times the number of stations that would ultimately

“... it’s going to be a great program for the city. [DOT has] spent a lot of time qualifying these sites and getting feedback from residents.”

Manhattan CB3 committee chair David Crane
(The Villager, April 19th, 2012)



be necessary, allowing for a significant degree of public influence from the earliest planning stages. In total, stakeholders considered 2,881 options for the 600 bike share stations. At each meeting, DOT provided maps showing the universe of possible station locations based on physical space and other technical criteria (see Appendix B) and invited participants to select where the stations should go in their communities or districts. Stakeholders were asked to take the maps for close review and return them to DOT at their convenience. Locations flagged as undesirable were removed from consideration.

Community boards, BIDs and community groups were also involved in suggesting potential station locations. Some organizations, especially Manhattan community boards, set up internal task forces to scout additional sites for consideration. Each site suggested by any source was subjected to a rigorous vetting process to ensure it met

basic technical criteria (Appendix B). Qualifying sites were added to the map of options for further review. In addition, DOT staff and organizations such as the DUMBO BID, Flatiron/23rd St Partnership, Union Square Partnership and the Hudson River Park Trust conducted numerous site visits to review potential locations and find new ones.

DEMONSTRATIONS

Public outreach to announce the proposed system and its planning process went well beyond meetings. Following the announcement of New York City Bike Share (NYCBS) as New York's bike share operator, NYCBS and DOT staff embarked upon a heavy schedule of bike share equipment demonstrations. The teams conducted twenty-one field demonstrations in six weeks, to introduce the public to the program and its planning process.

“Beginning with the initial planning session and throughout all of the community meetings, there was ample opportunity for our concerns to be heard.”

Grand Central Partnership



NYC 即將引進「單車共享」(Bike Share)* 計劃!

*市民共享的公用單車

歡迎參加宣導說明會

2月16日(星期四)下午3-5點

Chinese Consolidated Benevolent Association (CCBA)
62 Mott St., 位於 Bayard 與 Canal Sts., Manhattan 之間

深入瞭解、提出問題，還可獲得
免費贈品(送完為止)!



The demonstrations also provided an important distribution point for information. Over the course of nine months, DOT distributed thousands of wallet-sized cards asking New Yorkers to “Help plan the system” by directing them to the DOT bike share Website and interactive Suggest-a-Station map, videos and more information. The schedule of demonstrations was widely distributed via social media and print outlets. DOT added events to the schedule throughout the month to respond to community requests. Hundreds of New Yorkers came to the demonstrations to ride the bikes. Thousands more stopped by for information and to ask questions.

The demonstrations showcased key system features such as the ease of installation and the durability of the bikes, stations, and docks. New York is a four-season city, and the highly variable weather combined with intense use made durability of Citi Bikes a critical selling point for New Yorkers. The demonstrations also

let New Yorkers see first-hand just how easily the no-excavation installation was completed. For each demonstration, staff arrived about an hour in advance to install a fully functioning station. This simple display of the sophistication of the bike share equipment helped allay fears that the deployment of bike share stations would disrupt traffic or that station locations, once selected, were set in stone.

TARGETING DIVERSE POPULATIONS

As part of the demonstration series, DOT engaged specific non-native English speaking constituencies. At the request of Manhattan Community Board 3, DOT hosted two Spanish language presentations and one joint Mandarin and Cantonese presentation in the winter of 2011-2012. DOT developed these presentations in close coordination with local service organizations such as the Grand Street Settlement, El Puente, and the Chinese Consolidated Benevolent Association. In addition to online and print-media outreach,



DOT hosted Spanish, Mandarin, and Cantonese presentations.

publicity for these events involved heavy flyering and postering in local businesses and housing developments.

DOT also developed an open-house series which included bike share bicycles and a short video of bike share system features, which allowed hands-on outreach to continue on into the colder months. Open houses at places like the Whitehall Staten Island Ferry terminal and the Port Authority Bus Terminal allowed DOT to reach other audiences of potential bike share users who might work but not live in the bike share program area.

PUBLIC EXHIBITS AND EVENTS

As word spread about Citi Bike, DOT began to field requests from civic organizations, elected officials, private companies and property owners to present information about bike share. From September 2011 to August 2012, the DOT hosted, presented or attended 155 events. These included presentations at the New School, REBNY (Real Estate Board of NY), the 6th Avenue Association, the Brooklyn Heights Association, FXFowle Architects, the Turtle Bay Association, Stuyvesant High School, the Grand Central Branch of the NY Public Library and others, as well as a month long exhibition called *Two Wheel Transit: NYC Bike Share* at the AIA Center for Architecture. More than 2,700 visitors attended the exhibit during its month-long duration. The dialogue about Citi Bike also spread beyond

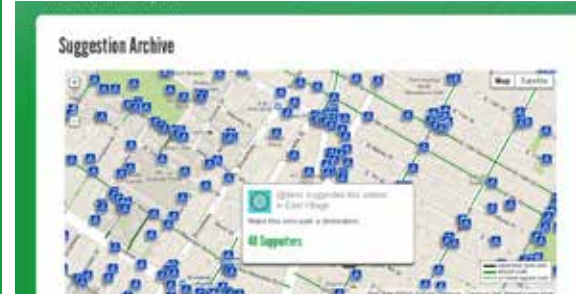
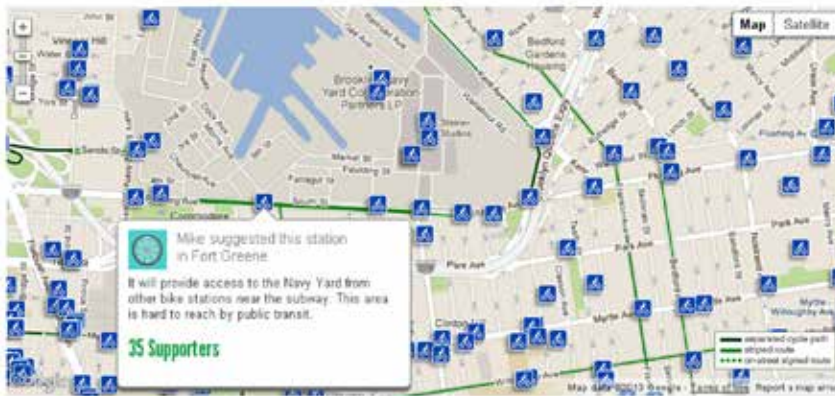
Two Wheel Transit: NYC Bike Share

On January 11th, 2012, the widely-attended *Two Wheel Transit: NYC Bike Share* exhibit opened at the AIA Center for Architecture on LaGuardia Place. The opening included a standing-room only presentation about Citi Bike with DOT Commissioner Janette Sadik-Khan. The exhibit featured graphics showing size and density of bike share systems around the world, comparing travel times in New York City on bike, subway and car, and had a computer so visitors to the show could suggest a location on the nyc.gov/bikeshare Website. As a further attraction, a demonstration bike share bike was mounted to the wall so that visitors could spin the wheels and see the front and rear lights automatically illuminate. Over 2,700 visitors came to see *Two Wheel Transit* during its month-long run.





Suggestion Archive



DOT-organized events. In October 2011, the Park Slope Civic Council organized its own roundtable event to discuss opportunities for bike share station sites in Park Slope and feedback from the event was passed along to DOT for inclusion in the planning process.

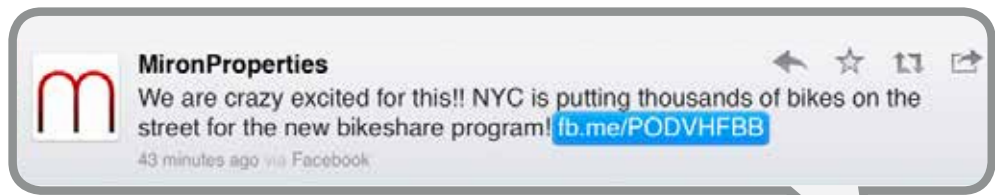
NYC.GOV/BIKESHARE

On the virtual side, nyc.gov/bikeshare offered New Yorkers who might otherwise be unable to attend a community board meeting or community planning workshop an easy way to make their voices heard in the planning process.

Launched in September 2011, nyc.gov/bikeshare combined a highly interactive “Suggest-a-Station” map with a regularly updating list of events, informational blog entries and videos explaining the planned New York system.

Constant activity on the site ensured a steady stream of visitors and kept the site fresh and engaging. At the site’s peak in September 2011 it received 1,200 visits per hour. Since its launch, almost every other US city looking to introduce or expand bike share – Chicago, Washington DC, Portland - has replicated New York’s Website.

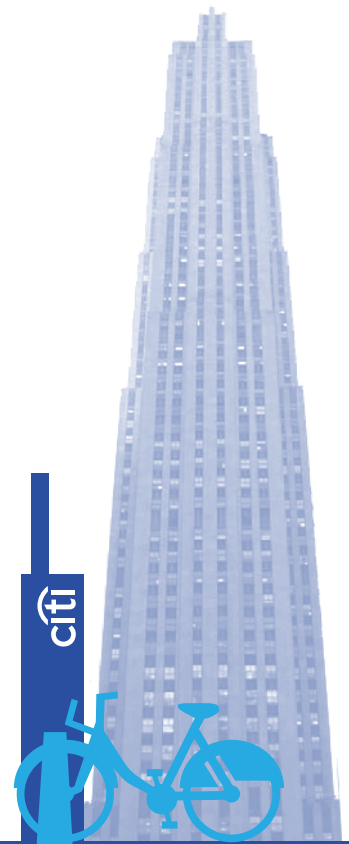
At the core of the Website was the interactive “Suggest-a-Station” map which was live from September 2011 to May 2012. Visitors were invited to place pins on the map identifying locations where they would want to see bike share stations, provide comments on why they thought a particular location was good and then share their suggestion via Facebook, Twitter and other social media. Visitors were also invited to support suggestions made by other visitors. The “Suggest-a-Station” feature was widely publicized online, and the AIA Two Wheel Transit



show featured a computer set-up so visitors to the show could access the site while attending the exhibit. In total, New Yorkers placed over 10,000 suggestion pins on the map and “supported” already-placed pins over 55,000 times.

The nyc.gov/bikeshare site served as a two-way conduit to keep New Yorkers involved in the planning process. DOT staff used the suggestions from the Website to identify locations they might have missed in initial siting work, adding sites to the planning maps presented to community boards and other stakeholders. In addition, everyone who suggested a station location was invited to provide their e-mail address and zip code. Throughout the process, DOT used this information to notify interested individuals about nearby community planning workshops. The site also included a “contact us” feature. DOT staff

responded to hundreds of questions regarding everything from job opportunities to suggestions for and concerns about specific stations sites.





Bringing in all New Yorkers

Ensuring access for lower-income residents is a challenge that all American bike share systems have had to address. Two issues – a credit card requirement, needed to ensure that each bike rental can be linked to a specific person, and placement of bike share stations – have typically been the main barriers for low-income would-be users. Low-income people are less likely than middle- and upper-income people to have a credit card. Unlike the heavily subsidized European and Chinese bike share systems, American bike share programs to date have been small, only covering downtown areas and immediately adjacent residential neighborhoods. This often means that stations are not located in lower-income neighborhoods. In Washington DC, a special discount program developed with select “Bank on DC” credit unions has attempted to address the credit card and financial access issues. However, use of this program is limited and the lack of stations in lower-income neighborhoods still depresses Capital Bikeshare use among low-income residents.

In New York City, DOT chose to address issues of equity and access from both a siting perspective as well as affordability. DOT, the New York City Housing Authority (NYCHA), community boards, and NYCHA Resident Advisors found locations for bike share stations in and around NYCHA housing campuses. At launch, there will be Citi Bike stations within one block of all 29 NYCHA properties in the program area. In addition, the DOT contract requires NYCBS to ensure that the Citi Bike program area cover a number of lower-income New York City neighborhoods.

To address financial access, DOT created two discounted annual memberships programs. The programs, one for NYCHA residents and the other for members of Community Development Credit Unions, offer annual Citi Bike memberships for \$60, an almost 40% reduction in price. To develop these programs, DOT planners worked closely with NYCHA and the Department of Consumer Affairs Office of Financial Empowerment, the Nation Federation of Community Development Credit Unions, and community organizations such as Bed-Stuy Restoration, El Puente, and the Local Spokes Coalition.



Where would you like to see bike share stations located?
Please grade each of the possibilities below:

	Like ☺	No opinion ☹	Dislike ☹
DESTINATIONS			
1. In areas with little or no transit	1	2	3
2. Near subway	1	2	3
3. Near residential areas	1	2	3
4. Near waterfront	1	2	3
5. Near retail/shopping/restaurants	1	2	3
6. Near office buildings	1	2	3
	Like ☺	No opinion ☹	Dislike ☹
LOCATIONS			
1. On street (in parking lane)	1	2	3
2. On sidewalk	1	2	3
3. Other (bikes/medians/parks/no parking zones)	1	2	3

Please return completed worksheet to facilitators. Map No. _____

Putting it all together

SYNTHESIZING YEARS OF INPUT AND DISCUSSION

HANDS-ON PLANNING

Fourteen community planning workshops—hosted from January to May 2012—formed the second phase of the outreach process. Borrowing from DOT’s experiences with other participatory planning projects such as the Select Bus Service community advisory committees, the workshops were an opportunity for both community groups and individual New Yorkers to weigh in directly on where stations should and should not go. The workshops were designed to elicit both general and specific input, ranging from overall street or sidewalk preferences, and details of specific sites. This range of feedback allowed DOT to eliminate specific locations and develop a stronger understanding of the types of locations that each neighborhood preferred.

In total, more than 250 organizations, publications, community groups and elected officials participated in the 14 workshops. These participants were important resources to help to get out the word to their communities. The workshops used interactive exercises and visual aids to stimulate in-depth conversations on transportation needs, how bike share could meet those needs, the program itself, safety, and station locations. Participants worked on table-sized maps showing all the technically qualified sites in their neighborhood and provided comment on specific locations.

Each workshop map offered a wealth of information for participants to use as they made

Workshops elicited both general and specific input, from general street vs. sidewalk preferences and details of specific sites.



Below are samples of the table-sized maps used at public workshops showing all the technically qualified sites in a neighborhood. Station options that received significant negative comments were removed from the plans.

MAP 1

MAP OF ALL POSSIBLE OPTIONS

(3-5 TIMES MORE STATION LOCATIONS THAN NECESSARY)



MAP 2

LOCATIONS WITH NUMEROUS "NO" VOTES AT THE WORKSHOP



MAP 3

PROPOSED PLAN PRESENTED TO THE COMMUNITY BOARDS



their decisions about what stations they might want to see in their neighborhoods. Each station was assigned an ID number, color, and shape. Colors identified the location's recommendation history – red for sites recommended by the community board or elected official; purple for sites suggested by a local business, BID or local institution; blue for sites identified through the Website. Shapes indicated location in the streetscape – squares for street sites, triangles for sites on the sidewalk and circles for all others. Workshop participants then were able to place green, red and black stickers on the maps to indicate likes, dislikes and brand-new station suggestions. The map was overlaid with a 1,000-square-foot grid, with three to five options in each square. Selecting one station in each grid roughly corresponded to the desired bike share network density. A DOT moderator and note-taker were at each table to record comments and facilitate a conversation about the sites participants had chosen.

Each workshop was organized in close coordination with community boards, elected officials and local civic groups to determine dates, times and locations that would work best for as many people as possible. Business improvement districts such as the Downtown Alliance generously promoted workshops via their e-mail lists.

In addition, DOT sent targeted e-mails to all the people who had submitted station suggestions and support messages via the Website to invite them to the workshops in the areas where they had placed stations on the online map. Newspapers like El Diario and popular blogs like Streetsblog ran listings of upcoming workshops. DOT also posted all upcoming events prominently on its Website and alerted local blogs and publications.

Workshops were organized in close coordination with community boards, elected officials and civic groups.

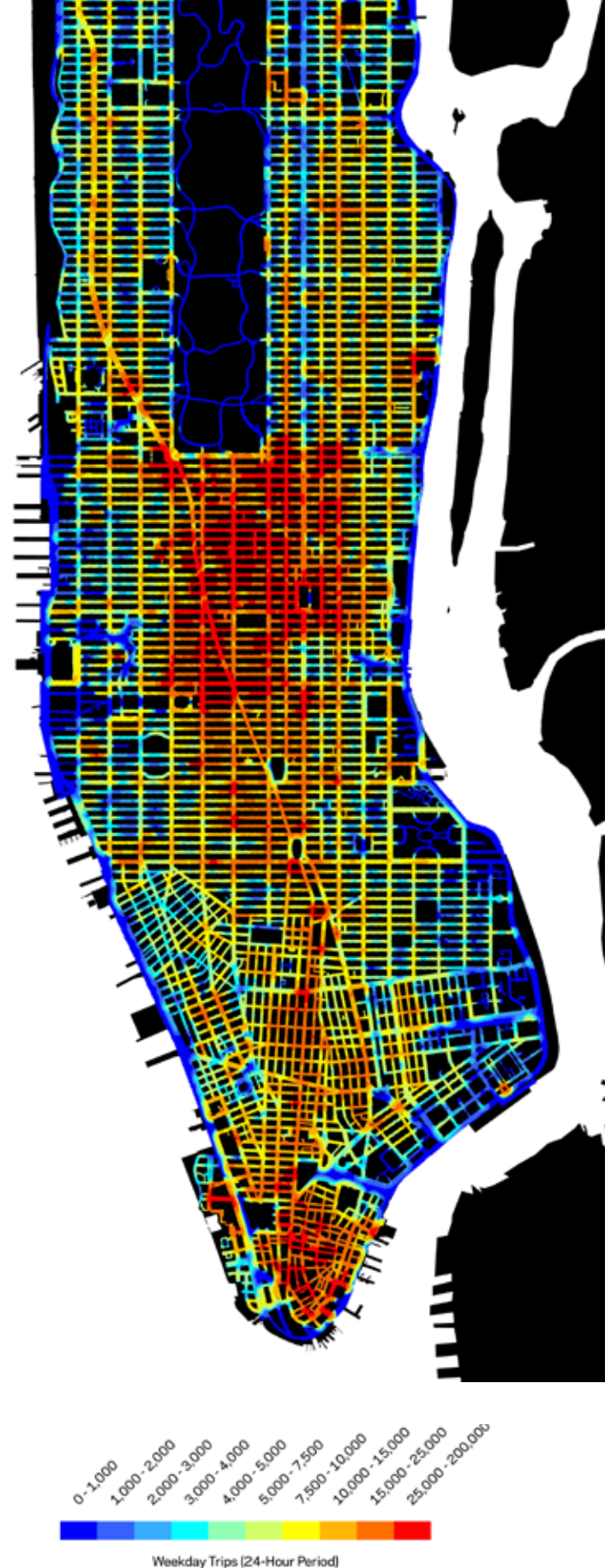


SYNTHESIZING THE DATA

Eighteen months of meetings, demonstrations and discussion, 14 community planning workshops, and more than 10,000 online suggestions produced a vast quantity of information on where New Yorkers wanted to see Citi Bike stations. DOT's first task was to code and synthesize the workshop results from nearly 3,000 possible station locations. Locations that received red "No" arrows during the workshops were removed and locations that received significant numbers of green "Yes" votes were highlighted. Suggestions for other stations not depicted on the maps were vetted by DOT staff to ensure they met the technical criteria. Comments received via the Website or recorded by note-takers at the workshops were added in. Stations that received votes via the Website were prioritized over stations that had not.

DOT planners then used a Geographic Information System (GIS) program to create a predictive model for how big each individual station would need to be. The model analyzed the surrounding land use (residential, commercial, parkland, schools, etc.), population, tourism rates and subway turnstile counts and other transit use throughout the program area. The model also made use of newly available taxi GPS data on origins and destinations of trips, as well as durations and times of day throughout the city.

The next step was to marry the public opinion information gathered in the workshops, through the Website, and through months of conversation with stakeholders to the overall map of technically viable locations and the station size model. DOT planners combined all the comments received over the multi-year process with the technical information in order to select one station within each grid square. A wide array of factors – specific requests or comments, neighborhood preferences, proximity to transit and other destinations, distance from other stations, access and proximity to bike lanes, station size in relation to the demand model – were all considered.



PREDICTIVE MODEL FOR BIKE SHARE STATION SIZE

Proposed Bike Share Station Locations

Manhattan Community Districts 1, 2, and 3
Baxter Street to East River, Brooklyn Bridge to Grand Street

Map Number: MN 12



DOT staff matched the overall community request profiles also generated in the workshops. For example, in Manhattan, Community Boards 2, 4, and 5 stated strong preferences that stations not be sited on sidewalks, while Brooklyn's Community Board 3 and Queens Community Board 2 preferred locations on sidewalks. Stations selected in these areas were matched to these preferences.

In addition, following lessons learned in other bike share cities, DOT worked to meet the basic rules of station spacing, making sure that stations would be placed approximate 1,000 feet apart – a 3-5-minute walk. In areas where a lot of activity could be expected, for example around Penn Station or Grand Central Terminal, DOT also made sure to site adjacent stations that were larger than the average or placed additional stations in that area to meet the expected demand.

Constant dialogue with community groups, stakeholders and elected officials continued as DOT was analyzing input and developing draft network plans. DOT staff also responded to hundreds of comments and queries through its bikeshare@dot.nyc.gov e-mail and through the nyc.gov/bikeshare Website.

FINALIZING STATION SITES

As the draft station plan for each neighborhood was completed, DOT returned to the community boards for further comment and review. Meetings were again held with BIDs, elected officials and other stakeholders for additional comments. At each community board meeting, DOT planners showed the full initial range of options, highlighted stations that had received significant support or disapproval, and presented the draft plan.

Once DOT had presented the station siting plan to each community board, the full city-wide proposed plan was posted on nyc.gov/bikeshare. The Website featured the plan in both a Google Maps version and as a printable PDF. Both formats clearly indicate the size of each station and its location in the streetscape. In the months that followed, DOT worked closely with all the stakeholders to make adjustments to the plans. In total, 43% of the stations proposed in the draft plans were moved due to community request.

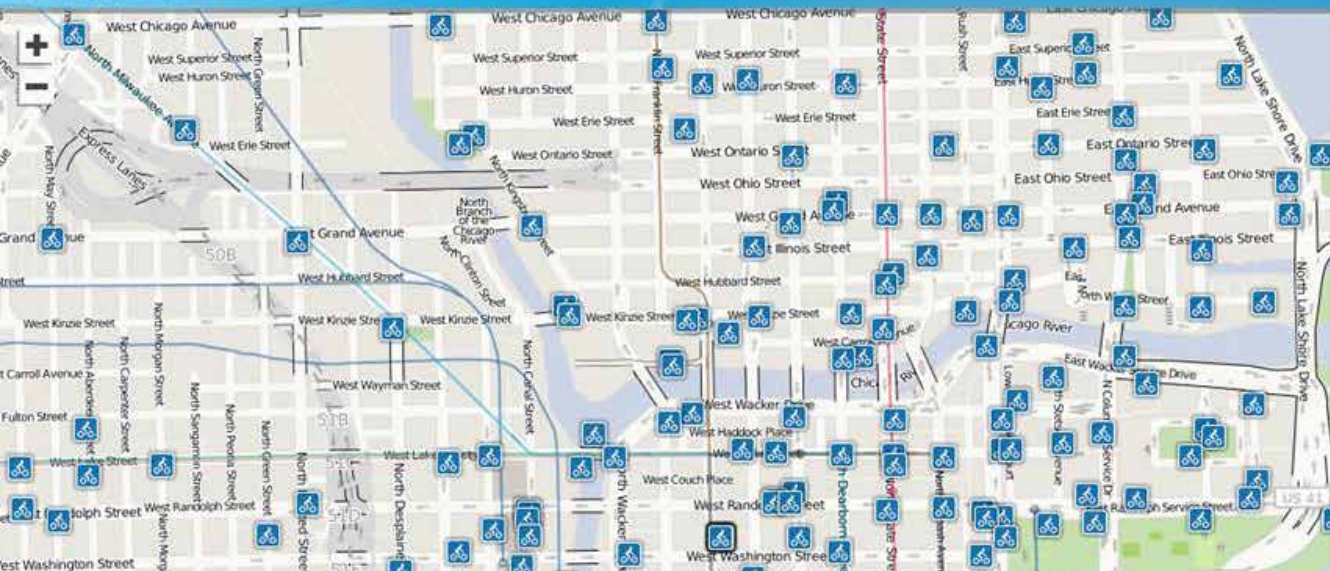
Perhaps the greatest testament to the effectiveness of bike share planning in New York is the degree of emulation seen around the country as bike sharing proposals proliferate. Chicago,

Portland, Columbus, and other municipalities have largely replicated the approach documented in these pages.

In New York, the Citi Bike planning process will continue as city government, the program sponsors and NYC Bicycle Share seek to expand the system to the projected level of 600 stations and 10,000 bikes. The expansion will lead to detailed station siting work in the Upper East and Upper West Sides, Park Slope, and Crown Heights. With the very high pre-launch approval rating noted at the outset of this report, and the high usage, demand, and popularity that bike

share systems have seen in other large, transit-based cities, demand to expand the system even further is very likely. DOT's proven outreach and participatory planning will allow additional parts of the city to adopt and take full advantage of this latest addition to New York's rich menu of transportation choices.

One testament to the effectiveness of bike share planning in New York is the degree of emulation seen around the country.



Help plan Chicago's Bike Share program!

Use the map to suggest locations for bike share stations. Explore and share suggestions; add your comments; and show support.

APPENDIX A

Community Planning Workshops

The community planning workshops helped elicit feedback on where bike share stations should be placed in the New York City streetscape. The workshops rooms were set with 8 - 10 tables, each seating 8-10 people including a moderator and note-taker. Each workshop started on a rolling basis; as soon as a table filled with people, the session would begin. A Citi Bike was brought in to each workshop so that participants could check out the equipment while waiting for their table to fill. The three main sections of the workshop are as follows:

- Introduction
- Getting to know bike share board exercises
- Community map

Renderings of sidewalk and curb lane Citi Bike stations.

INTRODUCTION

What is Bike share? In order to ensure that everyone had the same base level of knowledge about bike share, the workshop began with a 10 minute presentation discussing the planning process, features of the program, types of station locations, safety, and maintenance. The presentation was followed by 10 - 15 minute question and answer period.



GETTING TO KNOW BIKESHARE BOARD EXERCISES:

Using a large “board game” style table graphic, DOT moderators led participants through three exercises.

1. HOW WOULD YOU USE BIKE SHARE?

Participants were asked to place an arrow on a trip type (work/school, recreation, shopping etc) which they would consider making via bike share and then discuss their choice. This conversation helped to facilitate a discussion about the usefulness of bike share. Participants were then encouraged to place additional arrows on all types of trips for which they would use bike share. The note-taker recorded all the different types of trips and destinations suggested, and made special note of trips where multiple people placed flags. The exercise served as an ice-breaker.

2. WHERE SHOULD STATIONS GO?

The moderator asked participants to look at renderings of different types of station locations; sidewalk, curb lane, park verges, private property, etc. The moderator then facilitated discussion

about the different station typologies and asked participants to think about where they would like and expect to see stations around the city. The note-taker distributed a short survey which participants were asked to fill-out identifying station typology preference and some use generator preferences. Surveys were collected, and the note-taker recorded the total on a tally sheet. The moderator then led the table in a discussion of why participants selected the types of sites they did. The purpose of the location exercise was to solicit participant feedback on generally preferred station locations in each district.

3. WHAT FEATURES SHOULD BIKE SHARE HAVE?

Using the large table graphic, the moderator was able to show participants images of the kiosk, membership key, smart phone apps, and more. The features section allowed DOT to solicit participant options on the usefulness of these features, and collect suggestions for additional features.





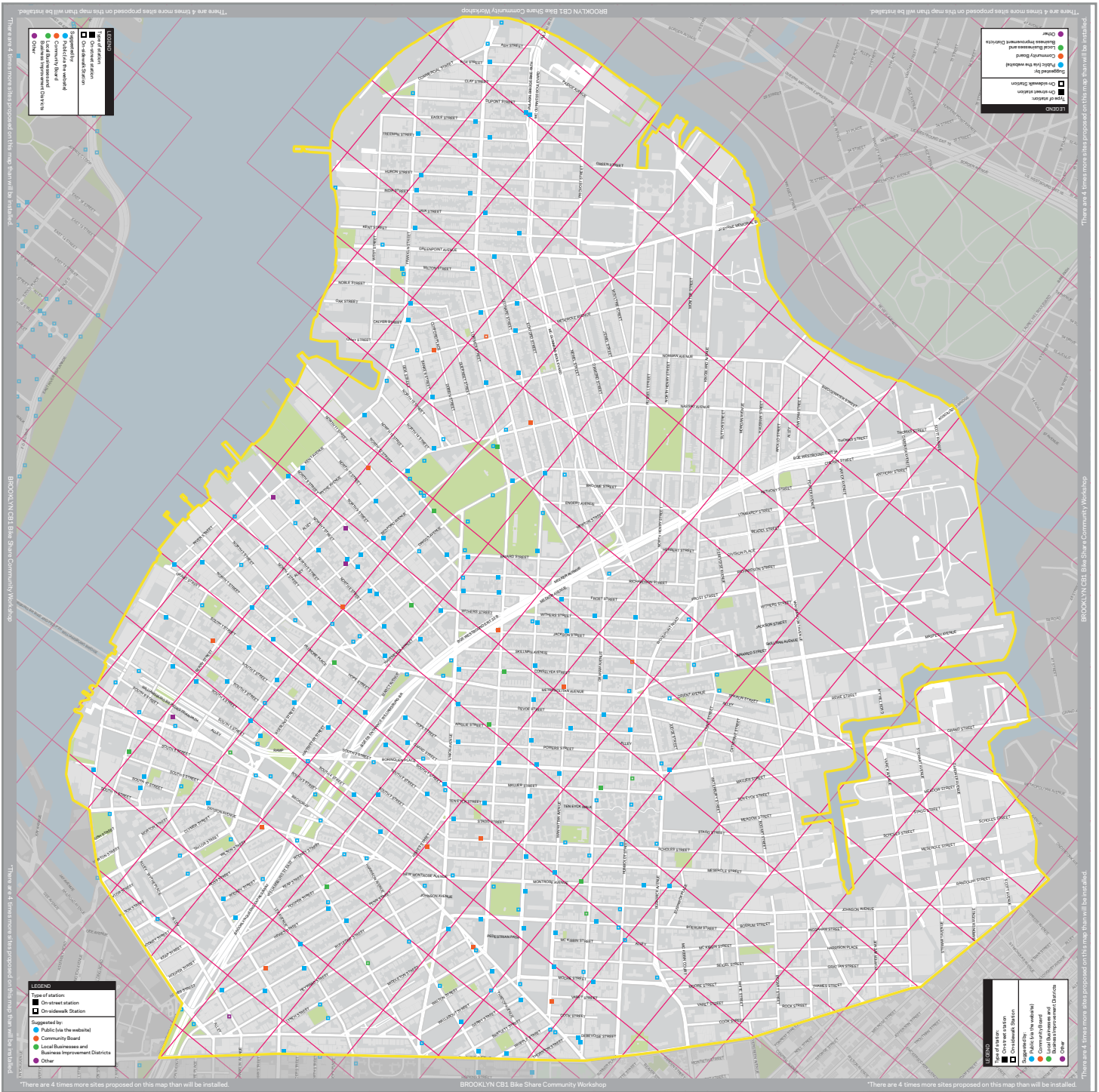
Workshop table graphic.

THE COMMUNITY MAP

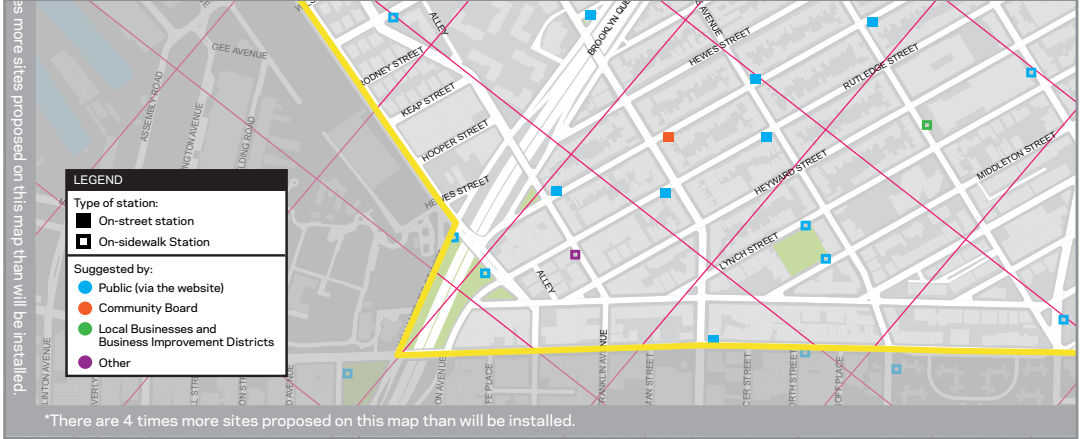
After the board game exercises were completed, participants were shown a table-sized map of the community board which depicted all the technically qualified sites. The map was overlaid with the 1,000 square foot grid and each site was assigned an ID number, color, and shape. Colors identified the location's recommendation history - if it was recommended by the community board, elected official, local business, business improvement district, local institution, or if it was identified by the general public through the web portal tool. Shape indicated location in the streetscape - if the station was to be located on a sidewalk, street, or "other" location. The map included three to five times more stations than would ultimately be necessary, giving participants ample choice for each grid square location. Participants placed stickers on sites to indicate their preferences: green arrows

for stations they liked, red arrows to indicate dislike and black arrows on locations where they wanted to see a station but one was not already depicted. Throughout the placement of the arrows, the table moderator conducted a lively conversations asking participants to explain their thinking as they placed their respective arrows. The participants were able to continue to place arrows on sites and have discussions with others at their table and the moderator for as long as they wished. The note-taker recorded participant's statements about site locations.





Neighborhood map from Brooklyn Community Board One



Appendix B

Bike-Share Station Siting Guidelines

THE FOLLOWING ARE THE SITING CRITERIA FOR BIKE SHARE STATIONS.

GENERAL REQUIREMENTS

- Sites must have unrestricted, 24/7 public access.
- Sites should ensure maximum visibility and access.
- Sites must not impede the use of any existing facilities, such as bus stops or fire hydrants.

SIDEWALK SITE REQUIREMENTS

- Preferred minimum sidewalk width: 16 feet. Medians may be considered.
- Sites should not interfere with existing pedestrian travel patterns.
- Lateral measurements for sidewalk sites shall not be:
 - Within 15 feet in front of the opening of subway stairs or subway elevators;
 - Sited on a sidewalk less than 15 feet from a bus stop shelter entrance; or
 - Directly in front of the main entrances to major buildings (e.g. Empire State Building)

ON-STREET SITE REQUIREMENTS

- Sites must meet DOT safety criteria.
- Minimum allowable curb-lane width: 8 feet.
- Sites may not be in bus stops.
- Sites may not be in lanes that become driving lanes at certain times (e.g., rush-hour lanes).
- Stations may be placed in non-parking areas in curb lanes, such as locations that have been “daylighted” to enhance safety and improve visibility.

PARKS, NYCHA, AND OTHER CITY PROPERTY

- Sites may be on Parks Department property or on other City properties at the discretion of the relevant agency.

PRIVATE PROPERTY

- Sites may be on private property at the property owner’s discretion.
- Sites on private property must have 24/7, unrestricted public access.

Appendix C

Planning Partners

Over the multi-year station siting process, DOT worked with the following partners:

133 Lafayette Corporation	CodeGreen Real Estate	GreeNYC
23rd Street Partnership/Flatiron BID	Columbus Ave BID	GrowNYC
34th Street Partnership	NYC Comptroller Liu	Heart of Brooklyn Cultural Association
59 Maiden Lane Management Corporation	Concord Village Tenants Association	Hines Realty
5th Ave BID	Confucius Plaza Co-op	Hospital for Special Surgery
5th Avenue BID	Continuum Health	Hudson River Park Trust
5th Avenue Park Slope BID	Cooper Union	Hudson Square Connection BID
Adelphi University	Deutsche Bank	JRT Realty
AIA Center for Architecture	Diamond District BID	JSRE LLC Realty
Avenue of the Americas Association	Downtown Alliance	League of Conservation Voters
Bank of New York Mellon	Downtown Brooklyn Partnership	LES BID
Basketball City	DUMBO BID	LES Credit Union
Battery Park City Authority	Durst Realty	LIC Partnership
Battery Park Conservancy	East Midtown Partnership	Lincoln Center BID
Bed-Stuy Restoration	East River Ferry	Lincoln Square BID
Bicycle Habitat	EWVIDCO	Local Spokes
Bike & Roll	El Puente	Lower Manhattan Construction Command Center
Bike New York	Essex Street Market	Madison Ave BID
Borough of Manhattan Community College	Fashion Center BID	Madison Square Garden
Boston Properties	The Fashion Institute of Technology	Manhattan Borough President Stringer
Brookfield Properties	Fischer Brothers Realty	Manhattan Community Board 1
Brooklyn Borough President Markowitz	Flatiron/23rd Street Partnership	Manhattan Community Board 2
Brooklyn Brewery	Forrest City Ratner	Manhattan Community Board 3
Brooklyn Community Board 1	Foursquare	Manhattan Community Board 4
Brooklyn Community Board 2	Friends of Duane Park	Manhattan Community Board 5
Brooklyn Community Board 3	Friends of the High Line	Manhattan Community Board 6
Brooklyn Community Board 6	Friends of Petrosino Square	Manhattan Community Board 7
Brooklyn Community Board 8	Ft. Greene Park	Manhattan Community Board 8
Brooklyn Community Board 9	Fulton Area Business Alliance	Marriott
Brooklyn Heights Association	Fulton Ferry Landing Association	Memorial Sloan Kettering
Brooklyn Navy Yard	FX FOWLE Architects	MiMA
Central Park Conservancy	Goldman Sachs	MoMA PS1
Chelsea Improvement Company	Google	Montague BID
Chinese Chamber of Commerce	The Gotham Organization	MTA
Chinese Consolidated Benevolent Association	Governors Island	Municipal Arts Society
City University of New York	Graham Avenue BID	Myrtle Avenue BID
Clinton Hill Apartments	Grand Avenue BID	Natural Resources Defense Council
	Grand Central Library	
	Grand Central Partnership	
	Grand St Settlement	

Neighborhood Economic
 Development Advocacy Project
 The New School
 New York City Department of
 Environmental Protection
 New York City Fire Department
 New York City Housing Authority
 New York City Police Department
 New York Presbyterian Hospital
 New York Public Interest Research
 Group
 New York State Department of
 Transportation
 New York University
 New York's Waterfront Bicycle Shop
 Nicholas & Lence
 NOHO BID
 North Flatbush BID
 Northside Merchant Association
 NY Waterway
 NYC & Co
 NYC Council Member Brewer
 NYC Council Member Cabrera
 NYC Council Member Chin
 NYC Council Member Comrie
 NYC Council Member Garodnick
 NYC Council Member James
 NYC Council Member Lander
 NYC Council Member Lappin
 NYC Council Member Levin
 NYC Council Member Mark-Viverito
 NYC Council Member Mealy
 NYC Council Member Mendez
 NYC Council Speaker Quinn
 NYC Council Member Reyna
 NYC Council Member Rose
 NYC Council Member Vacca
 NYC Council Member Van Bramer
 NYC Council Member Vann
 NYC Department of City Planning
 NYC Department of Citywide
 Administrative Services
 NYC Department of Health
 NYC Department of Park and
 Recreation

NYC Department of Sanitation
 NYC Economic Development Corp.
 NYC Office of Economic
 Empowerment
 NYCHA Resident Leaders
 NYS Assembly Member Brennan
 NYS Assembly Member Camara
 NYS Assembly Member Glick
 NYS Assembly Member Gottfried
 NYS Assembly Member Jeffries
 NYS Assembly Member Kavanagh
 NYS Assembly Member Kellner
 NYS Assembly Member Lentol
 NYS Assembly Member Lopez
 NYS Assembly Member Millman
 NYS Assembly Member Nolan
 NYS Assembly Member Quart
 NYS Assembly Member Robinson
 NYS Assembly Member Rosenthal
 NYS Assembly Speaker Silver
 NYS Assembly Member Towns
 NYS Senator Adams
 NYS Senator Dilan
 NYS Senator Duane
 NYS Senator Espaillat
 NYS Senator Gianaris
 NYS Senator Krueger
 NYS Senator Montgomery
 NYS Senator Squadron
 NYU Polytechnic
 Pace University
 Park Slope Civic Council
 Park Slope Food Co-op
 Partnership for NYC
 Partnerships for Parks
 Pier 79
 Port Authority Bus Terminal
 Port Authority of New York and New
 Jersey
 Public Advocate de Blasio
 Queens Community Board 2
 Real Estate Board of New York
 Recycle-a-Bicycle
 Red Lantern Bicycles

Related
 Rockefeller Foundation
 Rockrose
 Rodale Press
 Seward Park Co-Op
 Silverstein Properties
 SL Green
 Stuyvesant High School
 Sutton Area Community
 TF Cornerstone
 Times Square Alliance
 Tishman Speyer
 Transportation Alternatives
 Turtle Bay Association
 Two Trees Management Company
 Union Square Partnership
 U.S. Representative Clarke
 U.S. Representative Nadler
 U.S. Representative Rangel
 U.S. Representative Towns
 U.S. Representative Velasquez
 U.S. Representative Maloney
 Village Alliance
 Vornado
 Woodhull Hospital



Appendix D In the News

From the very beginning, Citi Bike planning was heavily reported which ensured widespread participation.

ProspectHeightsPatch

Government, Local Connections

Tell the DOT Where to Put Bike Share Stations; Events Saturday and Tuesday

About 600 short-term, rent-a-cycle spots are coming to Brooklyn and Manhattan this summer. Here's how to let the city know where you want them.

By Amy Sara Clark | Email the author | March 3, 2012

The Local East Village

November 10, 2011, 11:05 AM | 1 Comment

Ready for 10,00 Shareable Bikes on the Road? East Villagers Say Yes

By MEREDITH BENNETT-SMITH

DNAinfo.com New York neighborhood news

East Village Pedal Pushers to Choose Where to Put Bike Share Stations

Updated November 8, 2011 9:21am

November 8, 2011 7:16am | By Serena Solomon, DNAinfo Reporter/Producer

Comments share print RECOMMEND



EAST VILLAGE — Pedal pushers in the East Village will have a say Wednesday on where some 600 stations for a citywide bike share

Queens Chronicle

Citi bike program comes to Queens

Van Bramar, DOT and CB 2 will discuss plan at May 21 meeting

DNAinfo.com New York neighborhood news

LIC Bike Share Meeting Draws Residents from Surrounding Neighborhoods

Updated May 22, 2012 6:25pm

May 22, 2012 6:25pm | By Ewa Kern-Jedrychowska, DNAinfo Reporter/Producer

Comments share print RECOMMEND



LONG ISLAND CITY — Dozens of residents weighed in on the location of 10 new bike share

EL DIARIO

Taller de bicis públicas en Los Sures

POR: Carolina Ledezma / EDLP | 03/21/2012 | El Diario

Like Tweet Share

THE WALL STREET JOURNAL NEW YORK

Bike-Share Map Shows First Wave of Stations

Article Comments (8)

Brooklyn Daily Eagle

Bike Share Is Coming To Brooklyn



By Zach Campbell
Brooklyn Daily Eagle

TRANSPORTATION NATION

Calm Reigns at First Planning Meeting for Bike Share Stations

By Kate Hinds | 01/31/2012 - 11:55 pm

Share this Article

Given all the sturm and drang that has accompanied New York's bike lane expansion, you might think the first meeting to discuss where to put 600 bike share stations when New York rolls out its bike share program in July, tempers would be hot.

EYE ON THE BIKE

The Lowdown on the DOT's City-Wide Bike Share

Thursday, September 29, 2011, by Andrea Marpillero-Colomina

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