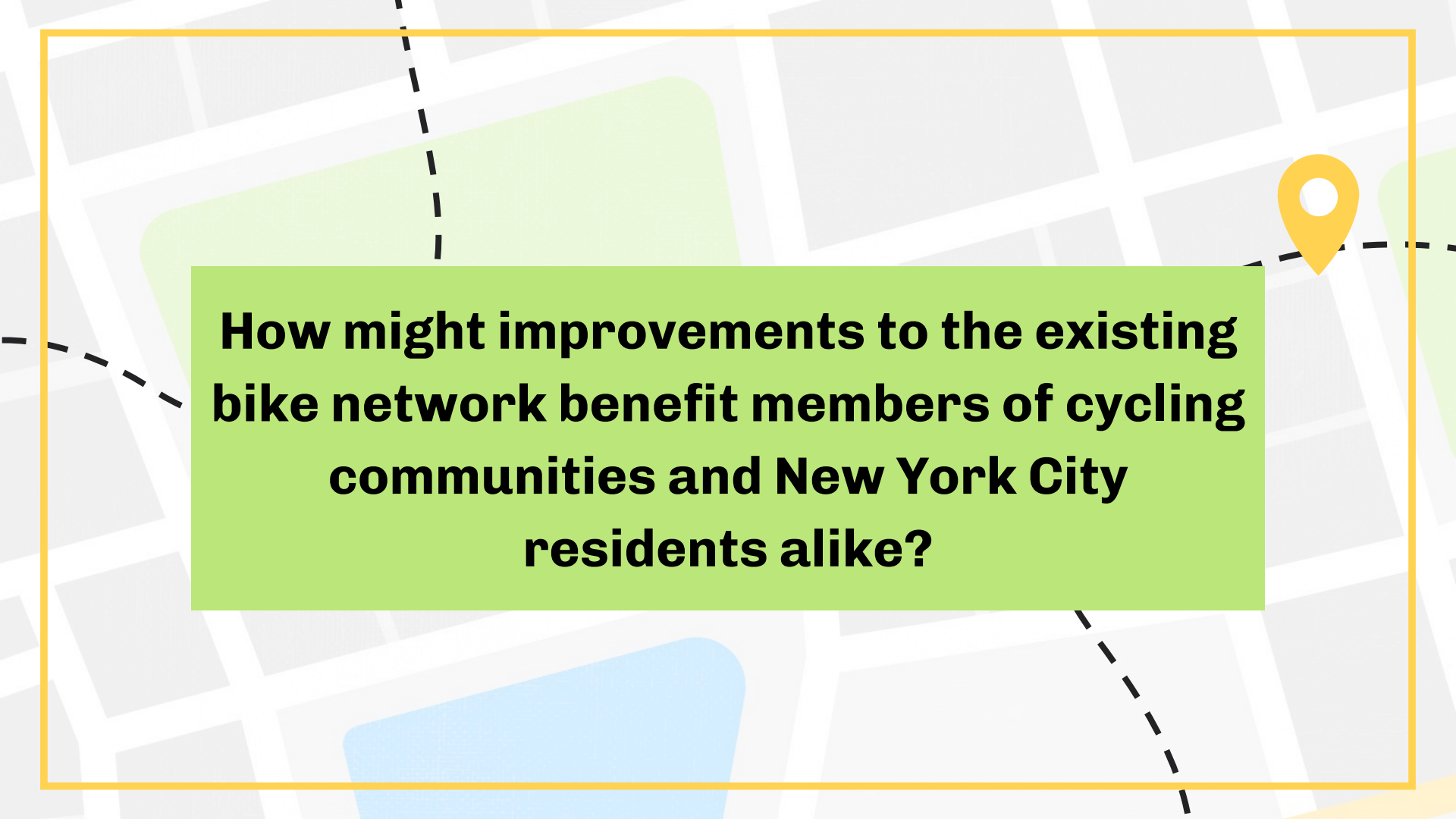



Life in the Bike Lane: Cycling Expansion in NYC

By Lauryn Cimiluca



How might improvements to the existing bike network benefit members of cycling communities and New York City residents alike?

Community Background

- **30% of adult New Yorkers, more than 1.8 million people, ride a bike**
 - **Of those adult New Yorkers, ~880,000 ride a bicycle regularly (at least several times a month)**
 - **NYCC, Bike New York, Five Borough Bicycle Club, Transportation Alternatives**
 - **On a typical day, there are over 550,000 cycling trips made in New York City**
- **As of April 2023, ridership hit an all time high**
 - **Citi Bike hit roughly 124,000 riders per day in May**
 - **8% growth rate in female cycling commutes**
- 

History

1894

First bike lanes along Ocean Parkway

1980-1981

Mayor Ed Koch builds protected bike lanes

2007

NYC hits 220 miles of bike lanes; JSK



Green Wave (2019)



Five-year initiative spearheaded by the NYC Department of Transportation to expand infrastructure and promote safe cycling in New York City.



**“In building bike lanes, we had built demand for biking,
creating demand for new and better bike
infrastructure.”**

**-Janette Sadik-Khan, *Streetfight:
Handbook for an Urban Revolution***

Methodology

Riding in lanes

Walking observation

Interviews with cyclists





Areas of Study

Jay Street



 Downtown Brooklyn

Lane abruptly ends and disconnects
between Willoughby Street and Fulton
Street


Parked cars obstruct the right hand side,
forcing riders to cross the street



Photos



Kent Avenue

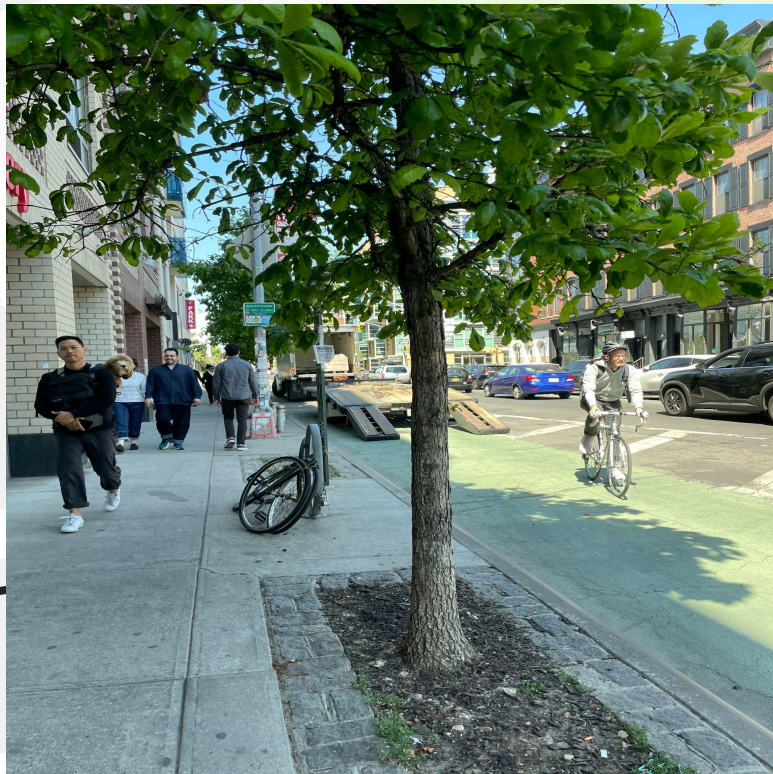
 Williamsburg, Brooklyn

Two-way protected bike lanes with
parked car barrier

Abundant Citi Bike docks



Photos





CitiBike

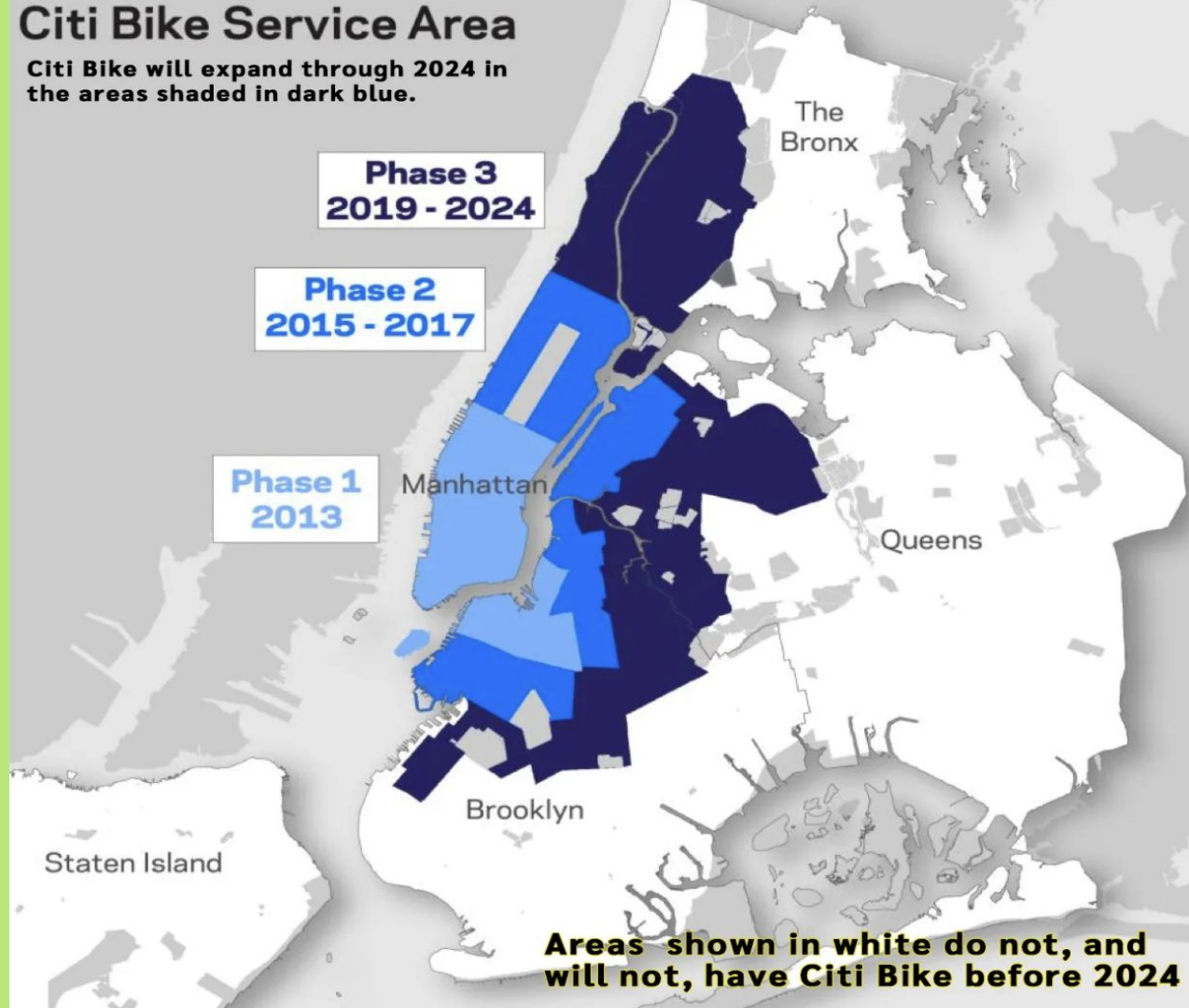
Phase 3 Expansion

- Current service area doubled by 35 square miles
- Expansion into the South Bronx & northern Manhattan, extensions in parts of Brooklyn and Queens
- Tripling the number of bikes

Source: Citi Bike/Lyft

Citi Bike Service Area

Citi Bike will expand through 2024 in the areas shaded in dark blue.



Why does this matter?

- Multimodal transportation options
- Trips to and from transportation hubs
- First mile/last mile problem
- Potential to stimulate public transportation
- Fast, efficient travel
- Crosstown travel
- Cost-effective
- Replaces parking a car
- Health & well-being

Literature Review

Utilitarian Bicycling and Mental Wellbeing Role of the Built Environment by Liang Ma & Runing Ye

Association between bicycling and psychological distress

With increased frequency of biking, increased mental wellbeing follows

Provides other ways to measure the efficacy of NYC's bike network beyond ridership growth

Bridging the Boroughs: How well does New York's bike sharing system serve New Yorkers? By David Wachsmuth

Assessment of NYC's Citi Bike network through a socioeconomic perspective

Addresses disparity in class, ethnicity, and education between communities with adequate Citi Bike access and those without.

Results & Findings

- More cyclists on the road = greater potential for positive changes in cycling safety, access, and ridership
- April 2023 - DOT is working actively to expand the bike lane network — particularly protected bike lanes — to support ridership trends
- Access to cycling infrastructure, such as bikeshare docks or connected protected bike lanes, is still largely unbalanced in the Bronx, Queens, and Staten Island
- New Yorkers are willing to adapt to multimodal transportation

**Questions?
Comments?
Concerns?**



“I don't think people are going to switch over to bikes because it's good for them or because it's politically correct. They're going to do it because it gets them from A to B faster.”

- David Byrne