

The New York Times

Expect the World®

Bike Share in New York, Built From Ideas Around World



The bikes themselves, and the process of paying for them, are more direct descendants of the London program. Relying on a leading sponsor — Barclays for London, Citibank for New York — whose logo is splashed across the program equipment, the cities have opted for hulking bikes to negotiate the high-traffic streets.

The safety trends in London, and in other bike-share cities like Washington and Minneapolis, may portend well for New York, where many residents have questioned the wisdom of introducing thousands of new bikes to the road. Officials from all three cities said no fatalities had been reported among the programs' riders since they began operating.

The Paris system saw several rider deaths in its early years, Mr. Asséraf recalled, before cycling growth in the city compelled drivers to amend their habits. "There was a sort of period of adaptation for car users," he said. "They were sure to see a bicycle every minute or two on their journey. That was not the case before."

In New York, the Bloomberg administration has resisted calls, most notably from John C. Liu, the city comptroller, to mandate helmet use — in part, officials said, because of cycling trends observed in other cities.