



PROJECT MOVER

Quarter 4 2025 Operations Update

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Executive Summary

In 2025, Project MOVER expanded access to electric micromobility across six Westchester municipalities through the Project MOVER E-bikeshare Program and the E-Bike Incentive Program (EBIP). The project will also launch the Community E-bike Program Pilot in 2026. Together, these efforts improved first- and last-mile connections to transit, reduced cost barriers to e-bike ownership, and supported the unique transportation needs of a diverse population in Westchester County's Rivertowns. In doing so, Project MOVER's 2025 operations demonstrated that e-bikes can serve as practical transportation for everyday trips.

The E-bike Incentive Program distributed 123 vouchers this year, including 25 during the Ossining pilot and 98 during full program rollout. Eligibility was expanded to include both residents and workers in participating communities. Participants had a median income of \$50,000 and paid a median of \$611.57 out of pocket for an e-bike and safety equipment. In total, participants saved \$137,749.99, underscoring how effective the program has been at making e-bike ownership attainable. Retail participation also grew during the year, though the experience highlighted how retailer location and stocking practices can affect participant preferences.

Bikeshare operations grew substantially in 2025, with 45 hubs active across the six municipalities and 9,419 trips recorded during the season, bringing the system's all-time total to 10,878 trips. Riders logged 14,540 miles, averaging 1.54 miles and 15.6 minutes per trip.

The system served 2,394 unique riders in 2025. While most riders used pay-as-you-go trips, members accounted for 27% of all trips, despite accounting for 5% of all riders, indicating that frequent riders are increasingly relying on the system for routine travel. Growth in both monthly and income-qualified memberships over the course of the season reflects growing familiarity and comfort with the system.

In December, the team launched a Winter Operations Pilot in Sleepy Hollow to better understand how the system performs in colder conditions. Early results show continued use even during limited winter service, and findings will inform future seasonal launch timing.

The project also received approval to launch the Community E-bike Program Pilot with Hudson Link in Ossining. This initiative will deploy e-cargo bikes within the bikeshare network to support individuals reentering the community who face significant transportation challenges. The pilot will test a scalable model for pairing bikeshare operations with targeted community mobility needs.

Overall, 2025 showed that Project MOVER is not only expanding access to e-bikes and bikeshare, but establishing them as practical, reliable transportation options across Westchester County, with clear opportunities for continued growth in 2026.

E-Bike Incentive Program

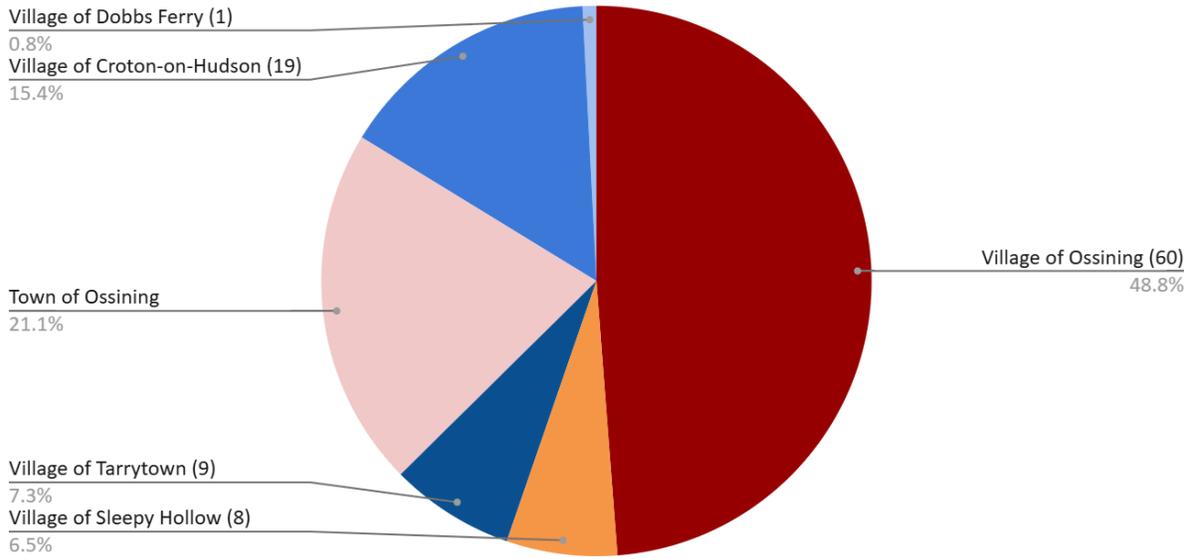
Distribution Overview

The project team distributed 123 vouchers in 2025, including 25 during the pilot program in the Village of Ossining. The launch of the full program included expanding eligibility to EMI community residents, as well as people who work within them. The Median income of program participants is \$50,000 with a median household size of 2 people. The figure below outlines the total and median out-of-pocket costs for program participants, The median participant paid \$611.57 to receive a bike and safety equipment. The minimum out of pocket expense paid through the program was \$99.26 including sales tax. In total, program participants save a collective \$137,749.99 through purchasing quality e-bikes and safety equipment. The figure below shows the median and total out-of-pocket expenditures by program participants.

Voucher Redemption Overview

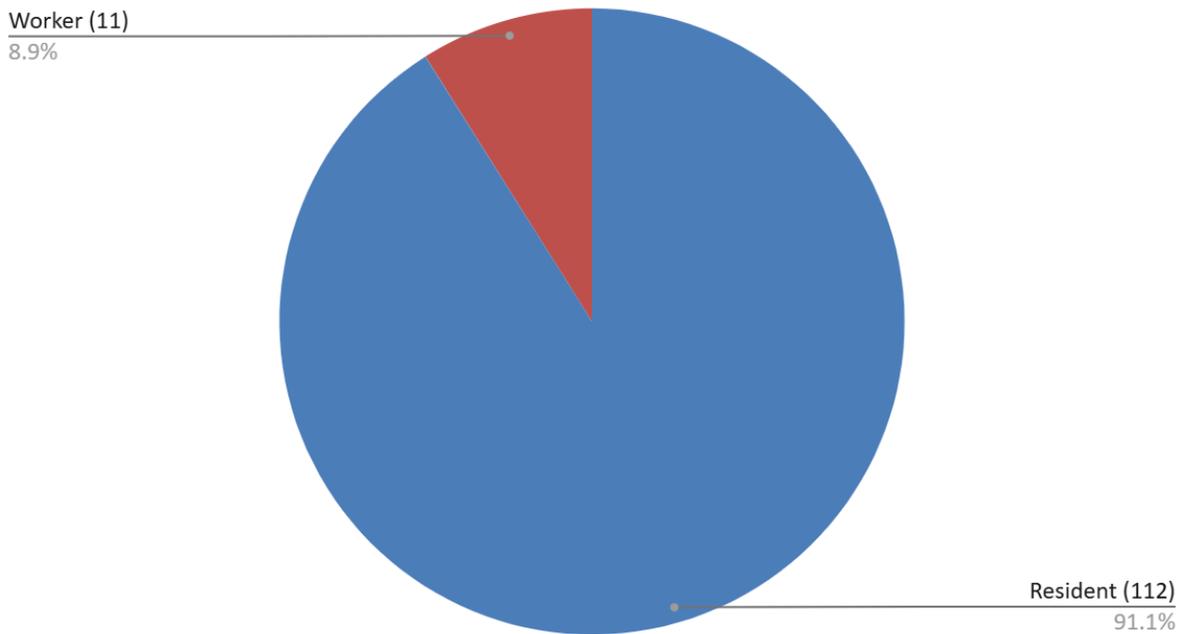
Vouchers Redeemed		123
Bikes	Total Bikes Out-of-Pocket Expenses (minus sales tax)	\$55,849.92
	Median Bike Out-of-Pocket Expenses (minus sales tax)	\$454.06
	Total Saved on Bike Costs	\$123,000
Safety Gear	Total Safety Equipment Out-of-Pocket Expense (minus sales tax)	\$2,876.42
	Median Safety Equipment Out-of-Pocket Expense (minus sales tax)	\$23.39
	Total Saved on Safety Gear Costs	\$14,749.99
Total	Total Out-of-Pocket Expense (bike, safety gear and tax)	\$75,223.51
	Median Out-of-Pocket Expense (bike, safety gear and tax)	\$611.57
	Total Saved on Purchase of Bike and Safety Gear	\$137,749.99

Vouchers Distributed by Community



Expansion into the full program included expanding the eligibility requirements to include people who work within the project municipalities. While most vouchers were distributed to residents of the participating municipalities, there was a small contingency of workers that received e-bikes through the program. The chart below shows the distribution of vouchers between workers and residents, and the table below segments this split by municipality.

Vouchers Distributed by Participant Type

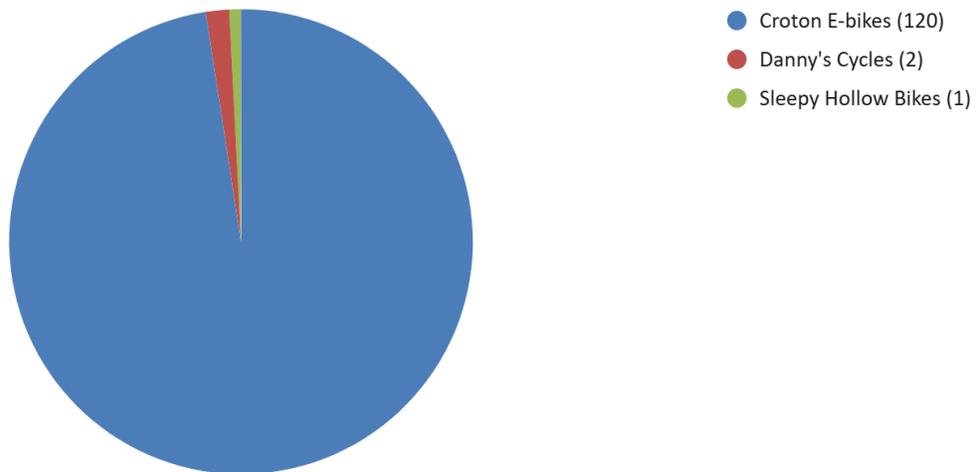


Voucher Distribution by Participant Type

Municipality	Number of Vouchers	Residents	Workers
Village of Ossining	60 (48.8%)	57 (95.2%)	3 (4.8%)
Town of Ossining	26 (21.1%)	21 (80.8%)	5 (19.2%)
Village of Croton-on-Hudson	19 (15.4%)	18 (94.7%)	1 (5.3%)
Village of Tarrytown	9 (7.3%)	7 (77.8%)	2 (22.2%)
Village of Sleepy Hollow	8 (6.5%)	8 (100%)	0 (0%)
Village of Dobbs Ferry	1 (0.8%)	1 (100%)	0 (0%)

Participating Retailers

Vouchers Redeemed by Retailer



The chart above represents the proportion of bikes sold by retailer. By and large, the bikes were purchased at Croton E-bikes in Croton-on-Hudson. In June, Danny's Cycles locations became a qualified retailer, and in September Sleepy Hollow Bikes also became a qualified retailer. This is reflective of the current state of e-bike retail, which is in flux due to evolving international trade dynamics. Croton E-bikes, which is an e-bike specific retailer, operates on a unique business model which is advantageous for this program, including offering a wide range of affordable products, and holding a large stock at the store for people to try before purchase. While Danny's Cycles also offers e-bikes in-store starting at \$1,300 dollars, their locations are not conveniently located or easily accessible by public transportation, which could serve as a barrier. Conversely, while Sleepy Hollow Bikes is located in a more convenient location for Sleepy Hollow, Tarrytown, and Dobbs Ferry, they do not carry a stock

of e-bikes in-store and instead order e-bikes by request of customers. This approach is generally used by small retailers, including Endless Trail Bikeworx in Dobbs Ferry, which declined joining the program for this reason.

Engagement for 2026

The project team will continue social media campaigns in 2026, with concerted pushes scheduled for early spring and summer. The static social media ads have English and Spanish versions, and are distributed by language based on the social media user's primary language on the social media platform. To the right is an example of a spanish ad published to promote the program. While word-of-mouth remains the primary means people report hearing about the program from, common advertising practices recommend reaching people on multiple mediums to encourage adoption.



In fall, the project team filmed an informational video in the Village of Ossining, interviewing program participants about the impacts of the program on their lives. [The full video is published on youtube](#), and specific social media edits will be utilized for the social media campaigns in 2026. This will further reinforce the validity of the program, and present a more engaging means of reaching target audiences.

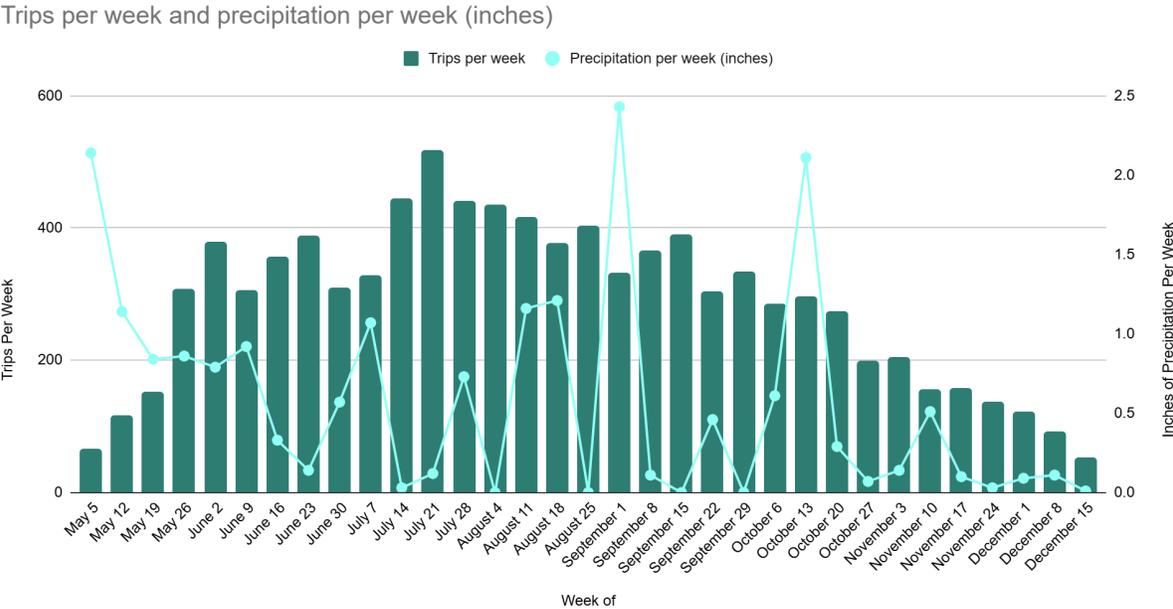
Additionally, the team will send bilingual mailers to targeted audiences in the communities to further reinforce familiarity with the program for people who would benefit from access to a personal e-bike.

Bikeshare

Usage

The bikeshare launched 34 hubs in 2025, operating a total of 45 hubs across 6 municipalities. There were 9,419 trips in 2025, bringing the all-time total to 10,878 trips. Riders pedaled 14,540 miles in 2025, averaging 1.54 miles and 15.6 minutes per trip, burning a collective 1.2 million calories.

The chart below shows the usage of the bikeshare by week, compared to inches of precipitation recorded. The bikeshare peaked in ridership with 516 trips on the week of July 14, corresponding with the launches of Croton-on-Hudson and Dobbs Ferry. Ridership remained stable through the week of September 15, before steadily decreasing by month until the winter shutdown the week of December 15.



Top 20 performing Hubs in 2025

Municipality	Hub	Trip Starts	Trip Ends	Combined Usage
Tarrytown	Pierson Park/TT Rec Center	669	696	1365
Sleepy Hollow	Beekman @ Cortlandt	671	666	1337
Tarrytown	TT Metro North Alt	586	500	1086
Sleepy Hollow	Sykes Park	531	496	1027
Croton-on Hudson	MTA Croton (Temp)	505	455	960

Sleepy Hollow	Edge-on-Hudson	403	406	809
Tarrytown	Lot 5 @ McKeel	393	341	734
Sleepy Hollow	Philipse Manor/Metro North	305	375	680
Tarrytown	Washington Street Lot	315	347	662
V. Ossining	Nelson park	309	294	603
Sleepy Hollow	Barnhart Park	273	291	564
V. Ossining	Metro North - Plaza	263	279	542
Dobbs Ferry	Waterfront Park/Dobbs Ferry Station	258	261	519
Dobbs Ferry	Gould Park	234	249	483
Croton-on Hudson	Upper Village Croton	213	240	453
Sleepy Hollow	SH Village Hall	214	229	443
Croton-on Hudson	South Riverside Croton	218	213	431
Tarrytown	Lot 2 @ Neperan	223	176	399
V. Ossining	Arcadian Shopping Center	189	206	395
V. Ossining	Gourdine Park	185	210	395

The table above outlines the top 20 performing hubs in 2025 across the bikeshare system. . Each of the municipalities with MTA stations within their communities have the corresponding bikeshare hubs within this list, with Tarrytown's MTA hub being the 3rd most utilized hub in the bikeshare. This, paired with data on distribution of trips by time of day, as well as unique trip combinations indicate that there is a strong adoption of the bikeshare in the communities for the purposes of commuting. Further insights on municipal patterns will be detailed later in this report. The table below shows the number of trips solely within each of the 6 participating municipalities

Trips by Municipality

Municipality	Trip Count
V. Ossining	2,120
Sleepy Hollow	1617
Tarrytown	1493
Croton-on-Hudson	1,281
Dobbs Ferry	759
T. Ossining	107
Intermunicipal	1,916
Blank	126
Total	9,419

Intermunicipal Trips

Tarrytown and Sleepy Hollow drive a majority of inter-municipal travel. This is supported by their abutting village cores, There is also notable travel between the villages of Croton-on-Hudson and Ossining, as well as the Town and Village of Ossining.

Intermunicipal Trips by Pair

Pair	Trip Count
Sleepy Hollow and Tarrytown	1715
Croton-on Hudson and V. Ossining	85
T. Ossining and V. Ossining	51
Sleepy Hollow and V. Ossining	15
Tarrytown and V. Ossining	13
Dobbs Ferry and Tarrytown	21
Dobbs Ferry and Sleepy Hollow	4
Croton-on Hudson and Tarrytown	2
Croton-on Hudson and T. Ossining	6
Dobbs Ferry and V. Ossining	4
Total	1,916

Users and Membership

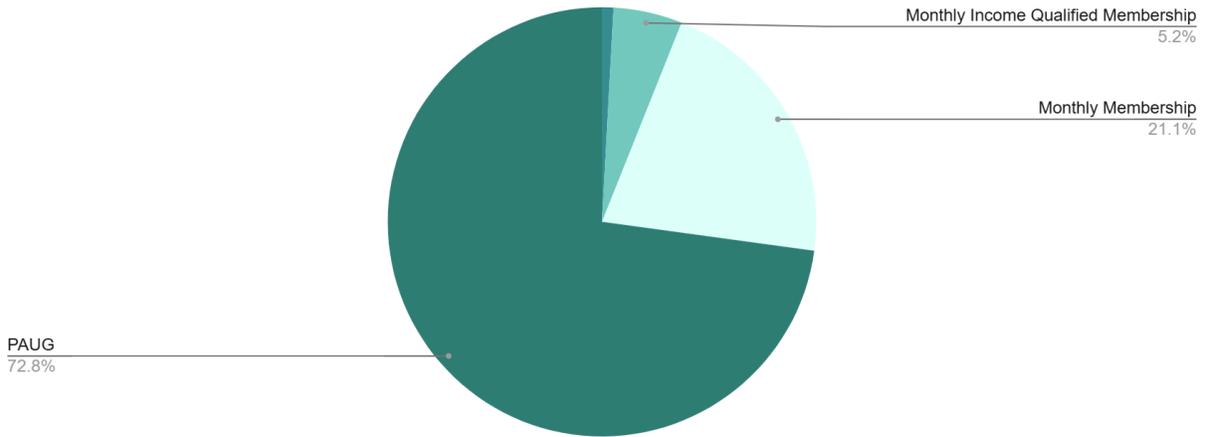
There were 2,394 unique riders in 2025 on Project MOVER bikeshare bikes. Of these, 94% of riders utilized pay-as-you-go trips alone. 73 riders started as pay-as-you-go riders, then transitioned into member riders, meaning that member riders ultimately accounted for 5% of all riders. The table below shows the count of unique users by rider type, including a count of users who switched to membership.

Unique Users	
PAUG	2,330
Members	120
Voucher	17
Multi-type users	-73
Total	2,394

Despite lower member users compared to pay-as-you-go users, **member trips accounted for 27% of all trips in 2025**, indicating a high adoption of bikeshare among members. The table below outlines the count of total trips by membership type, and the chart below outlines the proportion of trips by membership type.

Combined Trips by Membership Type	
1 Month Membership (Thanksgiving Edition)	81
Monthly Income Qualified Membership	490
Monthly Membership	1986
PAUG	6861
Error	1
Total	9419

Usage by User Type



Strategic Expansions

The project team is targeting strategic expansions to spur further trips within the participating communities. This includes key expansions in Tarrytown to incorporate territory including and south of the Mario Cuomo Bridge, and in Dobbs Ferry to incorporate Mercy University, as well as residential zones. The team will continue to evaluate expansion opportunities across the system to spur increased ridership. Municipalities that want expansions within their community should coordinate with Alex Maccallini from Shared Mobility Inc to evaluate options.

Winter Operations Pilot

The team is piloting winter operations in the Village of Sleepy Hollow to determine how the system operates in Westchester County during the winter. The pilot is utilizing all hubs within the Village of Sleepy Hollow. In the 12 days of operation in December, 25 trips were recorded. The team will continue to evaluate the performance of the pilot, both for the ridership as well as the operations and will report on the findings at the end of the pilot. Part of this evaluation will seek to determine an optimal start date for full operations in future years. Currently, the full 2026 season is scheduled to launch in the first week of April.

Municipal Insights

The following subsections have bikeshare insights segmented by municipality, including total usage, intermunicipal connections, hub performance, top trip combinations, usage by time of day, and rider type distribution. The data utilized for this report is included in the shared folder distributed with this report.

Village of Ossining

The Village of Ossining continues to serve as an anchor for the bikeshare system, accounting for the most trips within a single municipality in 2025. Bikeshare in the Village of Ossining has entered its second year of operation, totalling 3,747 trips all time.

Trips Involving Village of Ossining

Pair	Trip Count
Within V. Ossining	2,120
Croton-on Hudson and V. Ossining	85
T. Ossining and V. Ossining	51
Sleepy Hollow and V. Ossining	15
Tarrytown and V. Ossining	13
Dobbs Ferry and V. Ossining	4
Total	2,288

Nelson Park remained the top performing hub in the Village of Ossining, followed again by Metro North - Plaza. Spring and Cofield overtook the Arcadian Shopping center as the 3rd most used hub, indicating stronger adoption along the Spring Street Corridor. A majority of inter-municipal travel occurred between the Village of Croton-on-Hudson. This was supported by a new hub at North Highland, which is co-located with a Bee-Line Stop. The top intermunicipal trip combinations for the Village of Ossining were between the Croton MTA station and North Highland, suggesting synergies between regional rail service and Bus service. This is also echoed in travel within the village, as trips starting at North Highland and ending at the Ossining Metro North Station were the 10th most common trip combination for the Village. The addition of Gourdine Park also connected waterfront access and the western side of the Metro North tracks. Gourdine Park was the 4th most utilized hub in 2025 for the Village of Ossining.

Hub Performance

Hub	Trip Starts	Trip Ends	Combined Usage	Differential
Nelson park	309	294	603	15
Metro North - Plaza	263	279	542	-16
Spring St, Cofield	169	190	359	-21
Arcadian Shopping Center	189	206	395	-17
Market Square	166	160	326	6
C Town Markets	185	160	345	25
Gourdine Park	185	210	395	-25
North Highland	148	124	272	24
Municipal Parking Lot Lot# 7	128	121	249	7
Ossining Public Library	138	110	248	28
Cronton Ave & Pleasantville Road	160	170	330	-10
Veterans Memorial Park	68	81	149	-13
Spring & Waller	75	76	151	-1
Wishnie Park	43	40	83	3

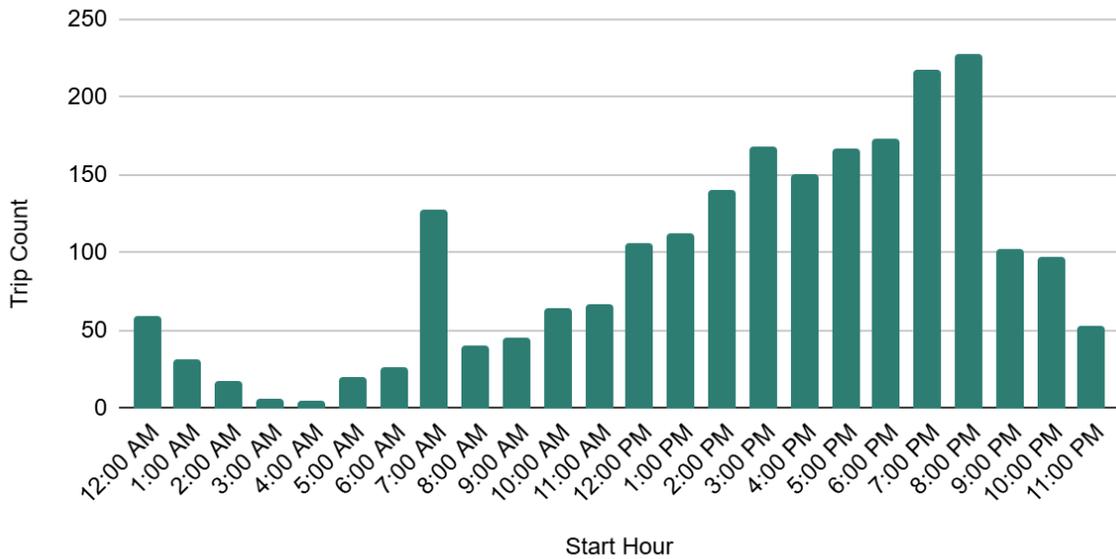
Top Trip Combinations

Start Hub	End Hub	Start Municipality	End Municipality	Trip Count
Nelson park	Nelson park	V. Ossining	V. Ossining	175
Spring St, Cofield	Spring St, Cofield	V. Ossining	V. Ossining	101
Cronton Ave & Pleasantville Road	Gourdine Park	V. Ossining	V. Ossining	82
Gourdine Park	Gourdine Park	V. Ossining	V. Ossining	63
C Town Markets	C Town Markets	V. Ossining	V. Ossining	56
Market Square	Arcadian Shopping Center	V. Ossining	V. Ossining	55
Nelson park	Metro North - Plaza	V. Ossining	V. Ossining	55
C Town Markets	Metro North - Plaza	V. Ossining	V. Ossining	53
Arcadian Shopping Center	Market Square	V. Ossining	V. Ossining	50
North Highland	Metro North - Plaza	V. Ossining	V. Ossining	49

The chart below outlines the number of trip starts per time of day within the Village. The Village saw consistent afternoon usage and clear morning peaks at 7:00 AM, indicating a mix of commuting and recreational ridership. This is supported by the top trip combinations, which saw prevalence of inbound trips to the Metro North Station, as well as round trips from hubs near dense population centers in the Village.

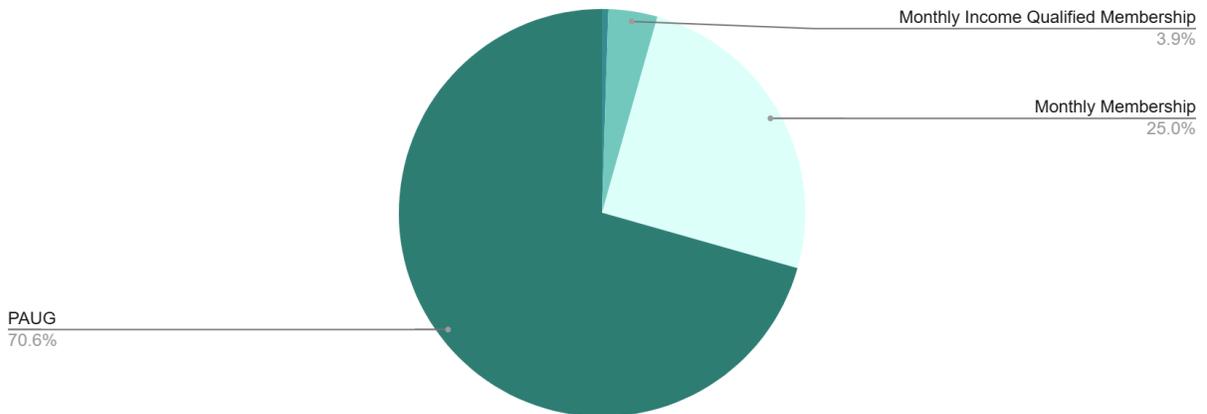
Village of Ossining

Trip Start Times



Village of Ossining

Trips by Membership Type



The Village saw the most member trips of any municipality in 2025, totaling 648 trips, 29.4% of all trips in the village. A majority of member trips were monthly members, though there were 86 income qualified member trips, most of which occurring between June and September. Member trips trended higher month-over-month compared to PAUG trips, indicating that as people in Croton became more accustomed to the bikeshare, more people adopted memberships. A full distribution of trips by month and member type can be found in the "Membership Usage" tab of the 2025 MOVER Bikeshare Overview Data spreadsheet.

Village of Croton-on-Hudson

The Village of Croton-on-Hudson's first year of bikeshare demonstrated a clear connection between its Metro North/Amtrak station and the village center. 1,281 trips were recorded within the Village, and 85 trips were taken between the villages of Croton-on-Hudson and Ossining. The table below shows the tally of trips within the village and between other municipalities.

Trips Involving Croton-on-Hudson

Pair	Trip Count
Within Croton-on-Hudson	1,281
Croton-on Hudson and V. Ossining	85
Croton-on Hudson and Tarrytown	2
Croton-on Hudson and T. Ossining	6
Total	1,374

Croton-on-Hudson's top performing hub was its MTA station, which accounted for 505 trip starts and 455 trip ends. Croton's MTA hub was the 5th most utilized hub in the entire bikeshare system in 2025.

Hub Performance

Hub	Trip Starts	Trip Ends	Combined Usage	Differential
MTA Croton (Temp)	505	455	960	50
Upper Village Croton	213	240	453	-27
Croton Free Library	167	178	345	-11
South Riverside Croton	218	213	431	5
Maple Commons	151	158	309	-7
Dobbs Park	86	88	174	-2

The table below outlines the top trip combinations in the village of Croton-on-Hudson, which clearly show connection between the train station and the central village. This, paired with the chart below, show a clear prevalence of riders using the bikeshare to support commuting.

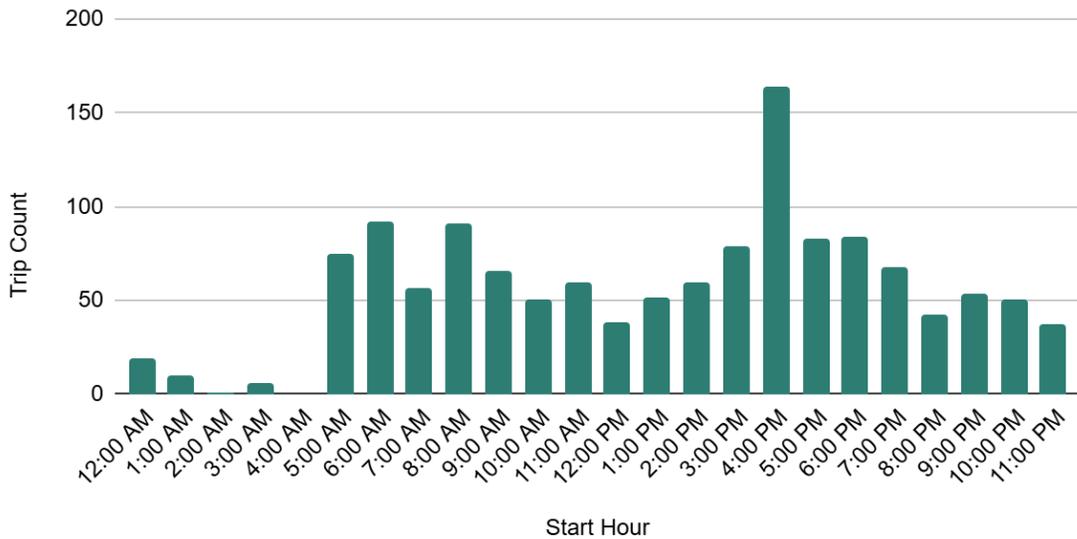
Top Trip Combinations

Start Hub	End Hub	Start Municipality	End Municipality	Trip Count
MTA Croton (Temp)	Upper Village Croton	Croton-on Hudson	Croton-on Hudson	107
South Riverside Croton	MTA Croton (Temp)	Croton-on Hudson	Croton-on Hudson	96
MTA Croton (Temp)	Croton Free Library	Croton-on Hudson	Croton-on Hudson	94
Croton Free Library	MTA Croton (Temp)	Croton-on Hudson	Croton-on Hudson	92
MTA Croton (Temp)	South Riverside Croton	Croton-on Hudson	Croton-on Hudson	92
Upper Village Croton	MTA Croton (Temp)	Croton-on Hudson	Croton-on Hudson	80
MTA Croton (Temp)	Maple Commons	Croton-on Hudson	Croton-on Hudson	74

Maple Commons	Maple Commons	Croton-on Hudson	Croton-on Hudson	67
MTA Croton (Temp)	MTA Croton (Temp)	Croton-on Hudson	Croton-on Hudson	65
Upper Village Croton	South Riverside Croton	Croton-on Hudson	Croton-on Hudson	62

Croton-on-Hudson

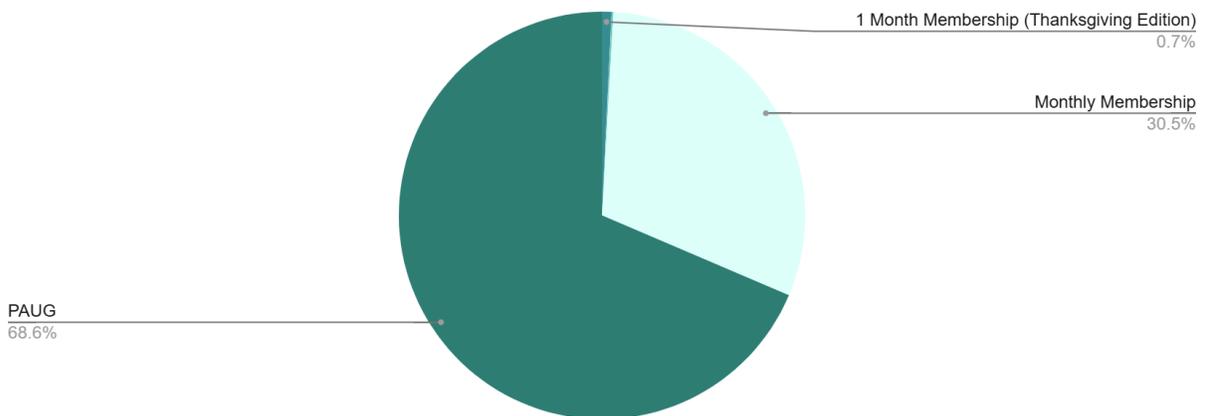
Trip Start Times



Croton-on-Hudson also saw similar proportions of pay-as-you-go (PAUG) trips and membership trips compared to other municipalities, though it notably had minimal income-qualified membership trips when compared to other municipalities. Member trips trended higher month-over-month compared to PAUG trips, indicating that as people in Croton became more accustomed to the bikeshare, more people adopted memberships. A full distribution of trips by month and member type can be found in the “Membership Usage” tab of the 2025 MOVER Bikeshare Overview Data spreadsheet.

Village of Croton-on-Hudson

Trips by Membership Type



Village of Dobbs Ferry

The Village of Dobbs Ferry recorded 788 trips in 2025, most of which were within the village. Village stakeholders have identified relative isolation from other municipalities as a challenge of the current construct of the bikeshare. The addition of Irvington to the bikeshare was identified as a priority to improve connections between Dobbs Ferry and the rest of the system. The project team has engaged the Village of Irvington in 2025 and is examining options for the village to join the program, either during or after grant funding.

Trips involving Dobbs Ferry

Pair	Trip Count
Within Dobbs Ferry	759
Dobbs Ferry and Tarrytown	21
Dobbs Ferry and Sleepy Hollow	4
Dobbs Ferry and V. Ossining	4
Total	788

The following two tables outline the hub utilization and top trip combinations for Dobbs Ferry. The village demonstrated clear commuting adoption for the bikeshare in 2025, with Waterfront Park, Gould Park, and Memorial Park serving as key hubs in the system. Memorial park demonstrated a preference as a starting point for people to access the central village and residential areas (Gould Park) via the MTA station, whereas Waterfront Park presented a slight preference as an end point for trips to the MTA station from the village. Gould park showed a clear connection point for people in nearby neighborhoods to access other points in the village,

Hub Performance

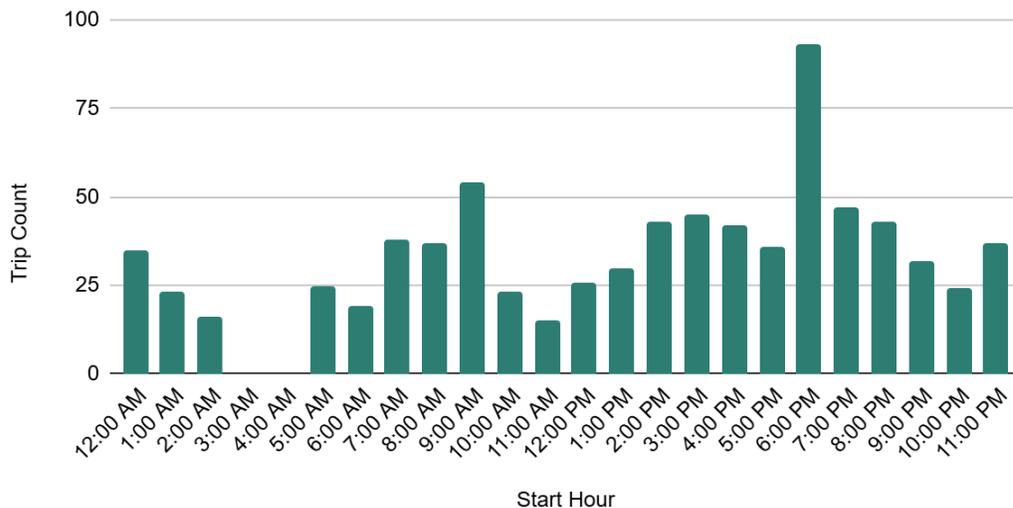
Hub	Trip Starts	Trip Ends	Combined Usage	Differential
Waterfront Park/Dobbs Ferry Station	258	261	519	-3
Gould Park	234	249	483	-15
Memorial Park	102	81	183	21
Dobbs Ferry Public Library	59	59	118	0
Cedar St. Business Strip	66	60	126	6
Dobbs Ferry Cedar and Main	64	63	127	1

Top Trip Combinations

Start Hub	End Hub	Start Municipality	End Municipality	Trip Count
Waterfront Park/Dobbs Ferry Station	Waterfront Park/Dobbs Ferry Station	Dobbs Ferry	Dobbs Ferry	130
Gould Park	Waterfront Park/Dobbs Ferry Station	Dobbs Ferry	Dobbs Ferry	119
Waterfront Park/Dobbs Ferry Station	Gould Park	Dobbs Ferry	Dobbs Ferry	106
Gould Park	Gould Park	Dobbs Ferry	Dobbs Ferry	71
Cedar St. Business Strip	Memorial Park	Dobbs Ferry	Dobbs Ferry	45
Memorial Park	Gould Park	Dobbs Ferry	Dobbs Ferry	40
Memorial Park	Cedar St. Business Strip	Dobbs Ferry	Dobbs Ferry	39
Dobbs Ferry Public Library	Dobbs Ferry Public Library	Dobbs Ferry	Dobbs Ferry	36
Dobbs Ferry Cedar and Main	Dobbs Ferry Cedar and Main	Dobbs Ferry	Dobbs Ferry	33
Gould Park	Memorial Park	Dobbs Ferry	Dobbs Ferry	16

Village of Dobbs Ferry

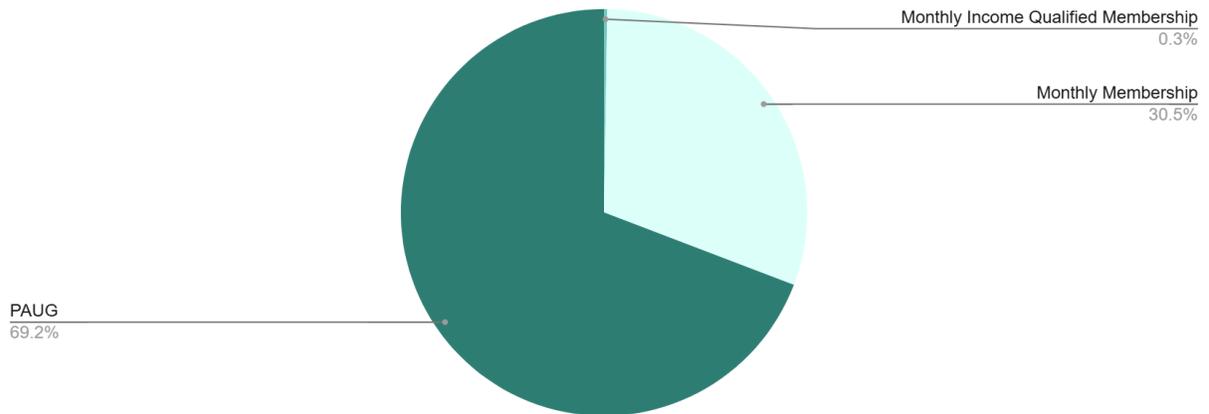
Trip Start Times



Dobbs Ferry demonstrated clear commuting patterns based on start times for its trips, with peaks between 7 and 9 am and at 6 pm. Dobbs Ferry's membership usage peaked during August, when 36.8% of all trips were member trips. In total, the proportion of member trips vs. pay-as-you-go trips is comparable to the whole system.

Village of Dobbs Ferry

Trips by Membership Type



Moving into 2026, the project team is coordinating with Village groups to increase adoption of the system for means of commuting. A challenge observed by the village's Transportation Advisory Committee was the lack of hubs near residential centers off of major thoroughfares in the village. The team is coordinating to identify agreeable locations to expand into these zones to further support residential connections. Furthermore, Mercy University is joining the program for 2026, which will create increased demand for the system within the Village of Dobbs Ferry, creating further connections between the campus and downtown. This will serve the dual purpose of increasing mobility for students, identified by the University, and increasing activity downtown, identified by the Village.

Town of Ossining

While the Town of Ossining had relatively low trips compared to other participating municipalities, its use patterns show benefits for purposes of recreation and connecting the town's residents to the Village of Ossining. 31% of all trips connected the town and village. There is no single outstanding hub that served as a bridge between the two municipalities, indicating that riders were able to access the village when needed from the town's hubs.

Trips Involving Town of Ossining

Pair	Trip Count
Within Town of Ossining	107
T. Ossining and V. Ossining	51
Croton-on Hudson and T. Ossining	6
Total	164

Each of the 4 hubs had similar utilization across 2025. Sally Swope Sitting Park was the most utilized hub, and saw the highest prevalence of trip combinations, particularly round trips - highlighting its utilization for recreation. Conversely, Buck Johnson Park saw a higher number of trip starts than ends (13) indicating that it served as a starting point for trips into the Village of Ossining, which is supported by the trip combinations observed.

Hub Performance

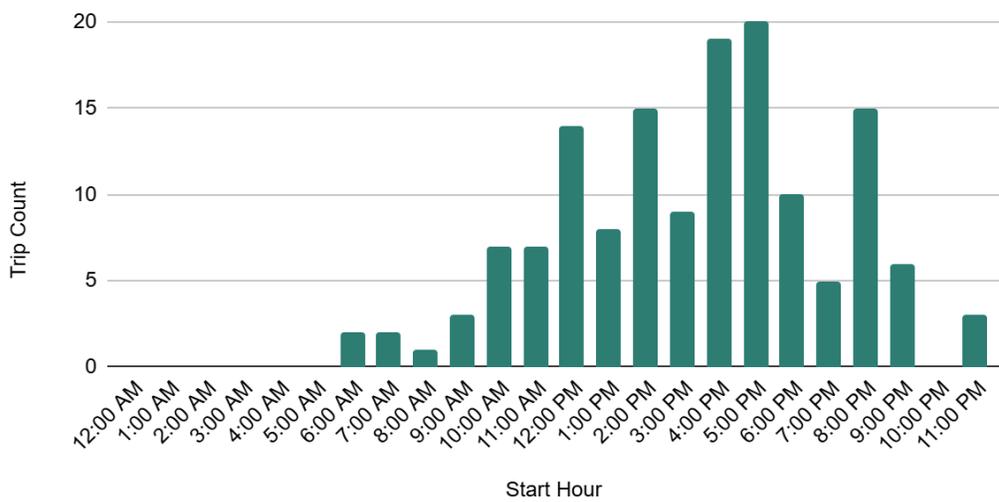
Hub	Trip Starts	Trip Ends	Combined Usage	Differential
Sally Swope Sitting Park	48	47	95	1
Gerlach Park	35	37	72	-2
Ryder Park	30	22	52	8
Buck Johnson Park	33	20	53	13

Top Trip Combinations

Start Hub	End Hub	Start Municipality	End Municipality	Trip Count
Sally Swope Sitting Park	Sally Swope Sitting Park	T. Ossining	T. Ossining	39
Gerlach Park	Gerlach Park	T. Ossining	T. Ossining	28
Ryder Park	Ryder Park	T. Ossining	T. Ossining	22
Buck Johnson Park	Buck Johnson Park	T. Ossining	T. Ossining	17
Buck Johnson Park	Municipal Parking Lot Lot# 7	T. Ossining	V. Ossining	7
Market Square	Sally Swope Sitting Park	V. Ossining	T. Ossining	5
Ryder Park	Municipal Parking Lot Lot# 7	T. Ossining	V. Ossining	5
Buck Johnson Park	Ossining Public Library	T. Ossining	V. Ossining	4
Buck Johnson Park	C Town Markets	T. Ossining	V. Ossining	3
Sally Swope Sitting Park	Market Square	T. Ossining	V. Ossining	3

Town of Ossining

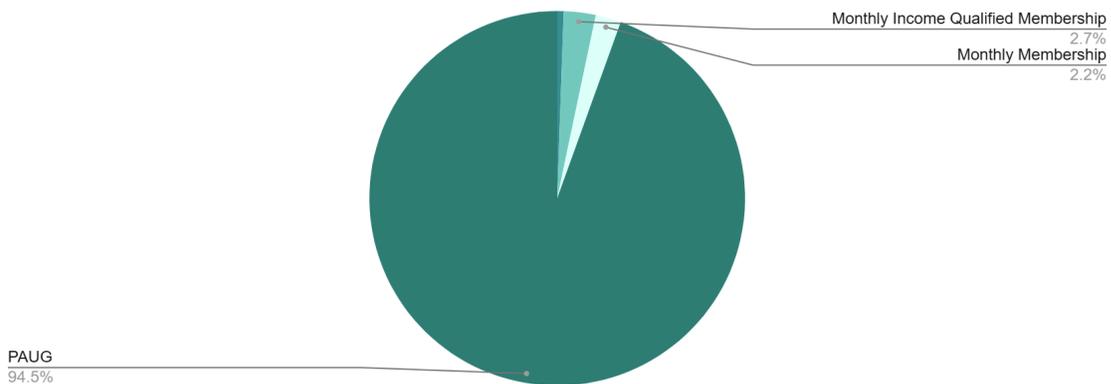
Trip Start Times



The trip start time distribution in the Town indicates a prevalence of non-commute related travel, including peaks around lunch time, and post-work hours. Similarly, a high prevalence of pay-as-you-go trips indicate that this year's operation in the Town of Ossining served as an introduction to bikeshare for users, who are now able to try the service within the town.

Town of Ossining

Trips by Membership Type



Village of Sleepy Hollow

The Village of Sleepy Hollow accounted for 3,351 trips in 2025, the most of any municipality, which is supported in large part by trips to and from the Village of Tarrytown. 48% of Sleepy Hollow's trips were between the two villages, indicating that people within the villages have adopted the system as a new means to travel across the two village centers.

Trips Involving Sleepy Hollow

Pair	Trip Count
Sleepy Hollow and Tarrytown	1715
Within Sleepy Hollow	1617
Sleepy Hollow and V. Ossining	15
Dobbs Ferry and Sleepy Hollow	4
Total	3,351

Beekman and Cortlandt was the highest used hub, and saw a high proportion of round trips, which was also the most common trip combination in the village. The Philipse Manor Metro North station had the second highest start-end differential of any hub in the system, recording 70 more trip ends than starts, indicating that users prefer to end their trips there rather than start them.

Hub Performance

Hub	Trip Starts	Trip Ends	Combined Usage	Differential
Beekman @ Cortlandt	671	666	1337	5
Sykes Park	531	496	1027	35
Edge-on-Hudson	403	406	809	-3
Phlipse Manor/Metro North	305	375	680	-70
Barnhart Park	273	291	564	-18
SH Village Hall	214	229	443	-15
Washington -Chestnut	29	28	57	1
Statue Island	34	46	80	-12

The top 4 trip combinations in the Village were round trips, indicating that there is a strong adoption of ridership for recreation purposes, though trips to Tarrytown and Philipse Manor Metro North stations also indicate utilization to support transit.

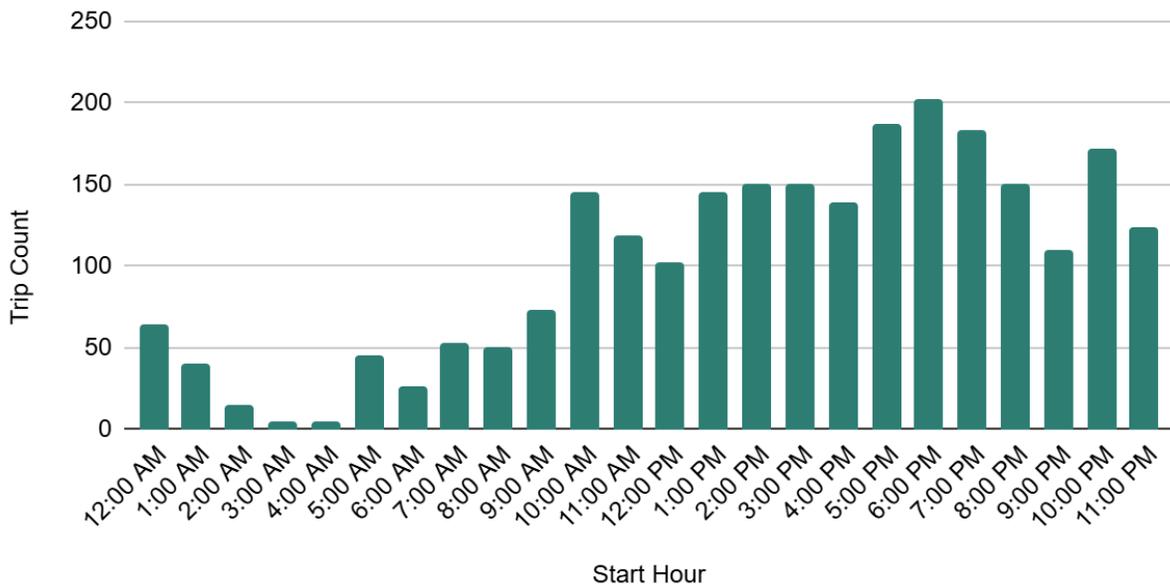
Top Trip Combinations

Start Hub	End Hub	Start Municipality	End Municipality	Trip Count
Beekman @ Cortlandt	Beekman @ Cortlandt	Sleepy Hollow	Sleepy Hollow	269
Sykes Park	Sykes Park	Sleepy Hollow	Sleepy Hollow	224
Edge-on-Hudson	Edge-on-Hudson	Sleepy Hollow	Sleepy Hollow	199
Barnhart Park	Barnhart Park	Sleepy Hollow	Sleepy Hollow	136
Sykes Park	TT Metro North Alt	Sleepy Hollow	Tarrytown	93

Philipse Manor/Metro North	Philipse Manor/Metro North	Sleepy Hollow	Sleepy Hollow	86
Sykes Park	Beekman @ Cortlandt	Sleepy Hollow	Sleepy Hollow	84
TT Metro North Alt	Beekman @ Cortlandt	Tarrytown	Sleepy Hollow	83
Beekman @ Cortlandt	TT Metro North Alt	Sleepy Hollow	Tarrytown	77
TT Metro North Alt	Sykes Park	Tarrytown	Sleepy Hollow	75

Village of Sleepy Hollow

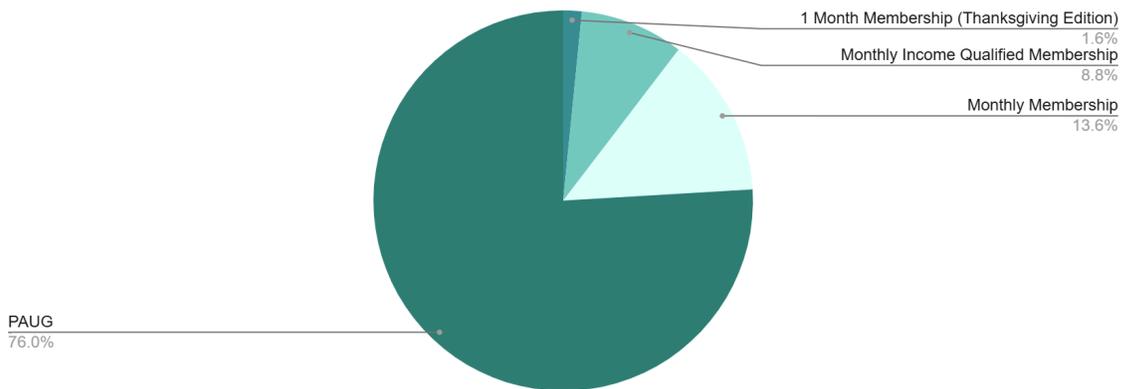
Trip Start Times



The distribution of start times for trips, paired with the top trip combinations indicate that there is a balance of recreational trips and trips for commuting purposes. While the village of Sleepy Hollow had a high proportion of pay-as-you-go trips, they also recorded the highest number of income qualified membership trips (218).

Village of Sleepy Hollow

Trips by Membership Type



Village of Tarrytown

As noted for Sleepy Hollow, Tarrytown shared the highest count of inter-municipal trips with Sleepy Hollow, indicating that there is strong adoption for inter-municipal travel among the two village cores.

Trips Involving Tarrytown

Pair	Trip Count
Sleepy Hollow and Tarrytown	1715
Within Tarrytown	1493
Tarrytown and V. Ossining	13
Dobbs Ferry and Tarrytown	21
Croton-on Hudson and Tarrytown	2
Total	3,242

Tarrytown's Pierson Park and MTA hubs were the first and third most utilized hubs in the system respectively. The MTA hub also saw the greatest differential of trip starts to ends of any hub, recording 86 more starts than ends, indicating that the hub is a preferred starting point. When considering all top trip combinations of the system, Tarrytown's MTA hub was utilized as the preferred starting point for people accessing both Tarrytown and Sleepy Hollow.

Hub Performance

Hub	Trip Starts	Trip Ends	Combined Usage	Differential
Pierson Park/TT Rec Center	669	696	1365	-27
TT Metro North Alt	586	500	1086	86
Lot 5 @ McKeel	393	341	734	52
Washington Street Lot	315	347	662	-32
Lot 2 @ Neperan	223	176	399	47
Tarrytown Lakes (Neperan Lakes)	102	159	261	-57
Warner Library	137	117	254	20

Pierson Park's performance can be attributed in part to recreational round-trip ridership. This was the most common trip combination in the entire system for 2025. Similar to Sleepy Hollow, Tarrytown's top 4 trip combinations were round trip, further pointing to recreational adoption.

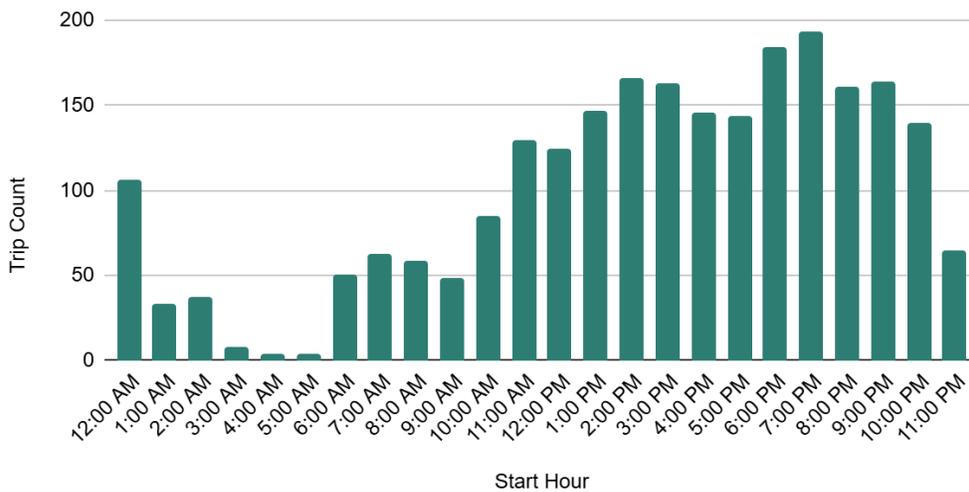
Top Trip Combinations

Start Hub	End Hub	Start Municipality	End Municipality	Trip Count
Pierson Park/TT Rec Center	Pierson Park/TT Rec Center	Tarrytown	Tarrytown	436
TT Metro North Alt	TT Metro North Alt	Tarrytown	Tarrytown	138
Lot 5 @ McKeel	Lot 5 @ McKeel	Tarrytown	Tarrytown	115

Washington Street Lot	Washington Street Lot	Tarrytown	Tarrytown	105
Sykes Park	TT Metro North Alt	Sleepy Hollow	Tarrytown	93
Lot 2 @ Neperan	Lot 2 @ Neperan	Tarrytown	Tarrytown	86
TT Metro North Alt	Beekman @ Cortlandt	Tarrytown	Sleepy Hollow	83
Beekman @ Cortlandt	TT Metro North Alt	Sleepy Hollow	Tarrytown	77
TT Metro North Alt	Sykes Park	Tarrytown	Sleepy Hollow	75
Beekman @ Cortlandt	Lot 5 @ McKeel	Sleepy Hollow	Tarrytown	70

Village of Tarrytown

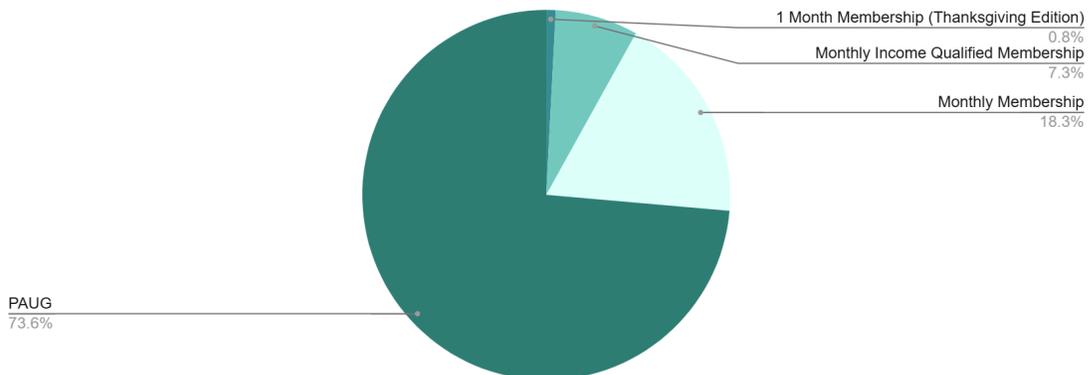
Trip Start Times



Trip start times have a relatively even distribution in the Village of Tarrytown, pointing to a mix of adopted uses for the system. Tarrytown also had a similar distribution of trips by membership type compared to the whole system, further indicating a mix of use cases for riders.

Village of Tarrytown

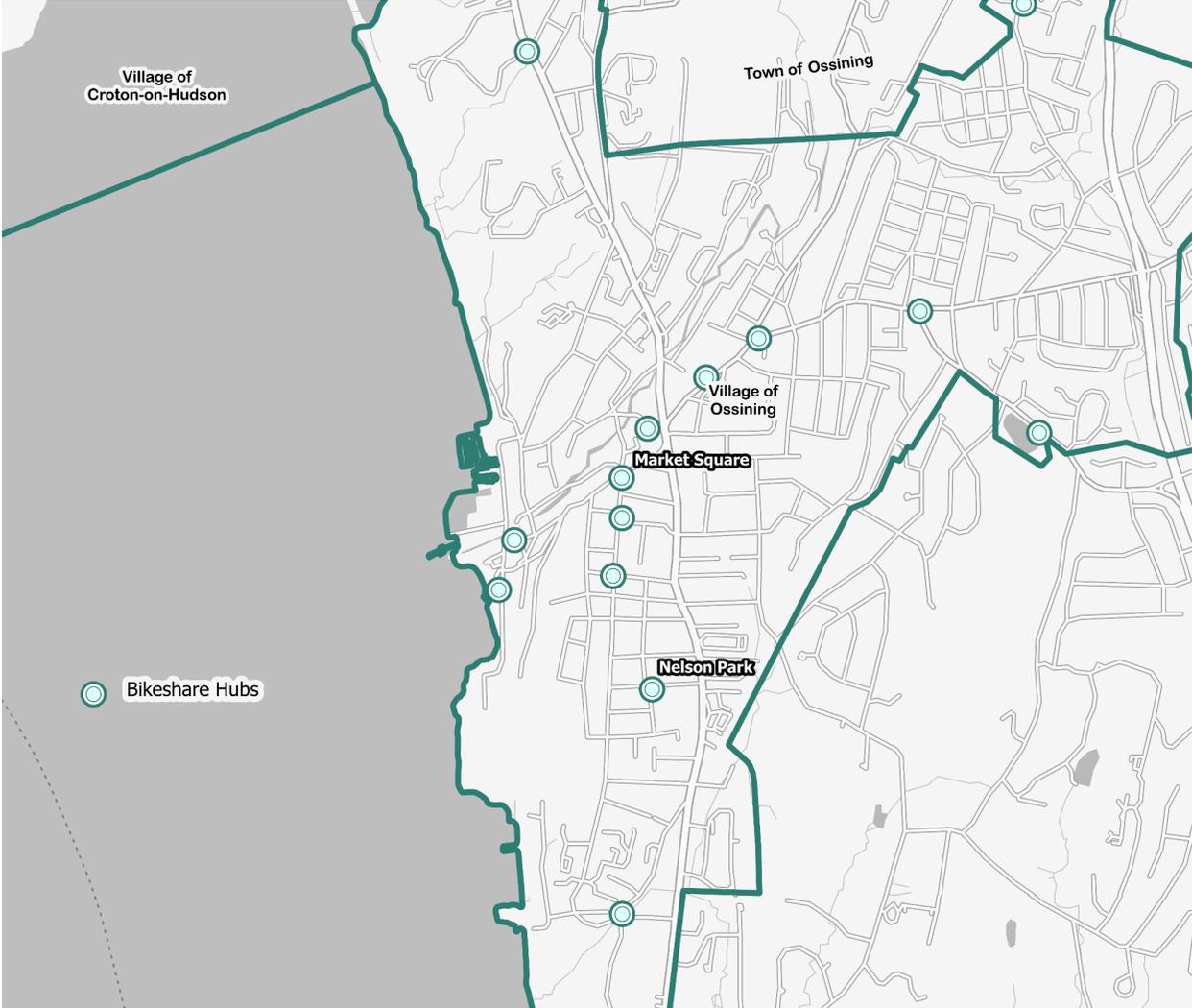
Trips by Membership Type



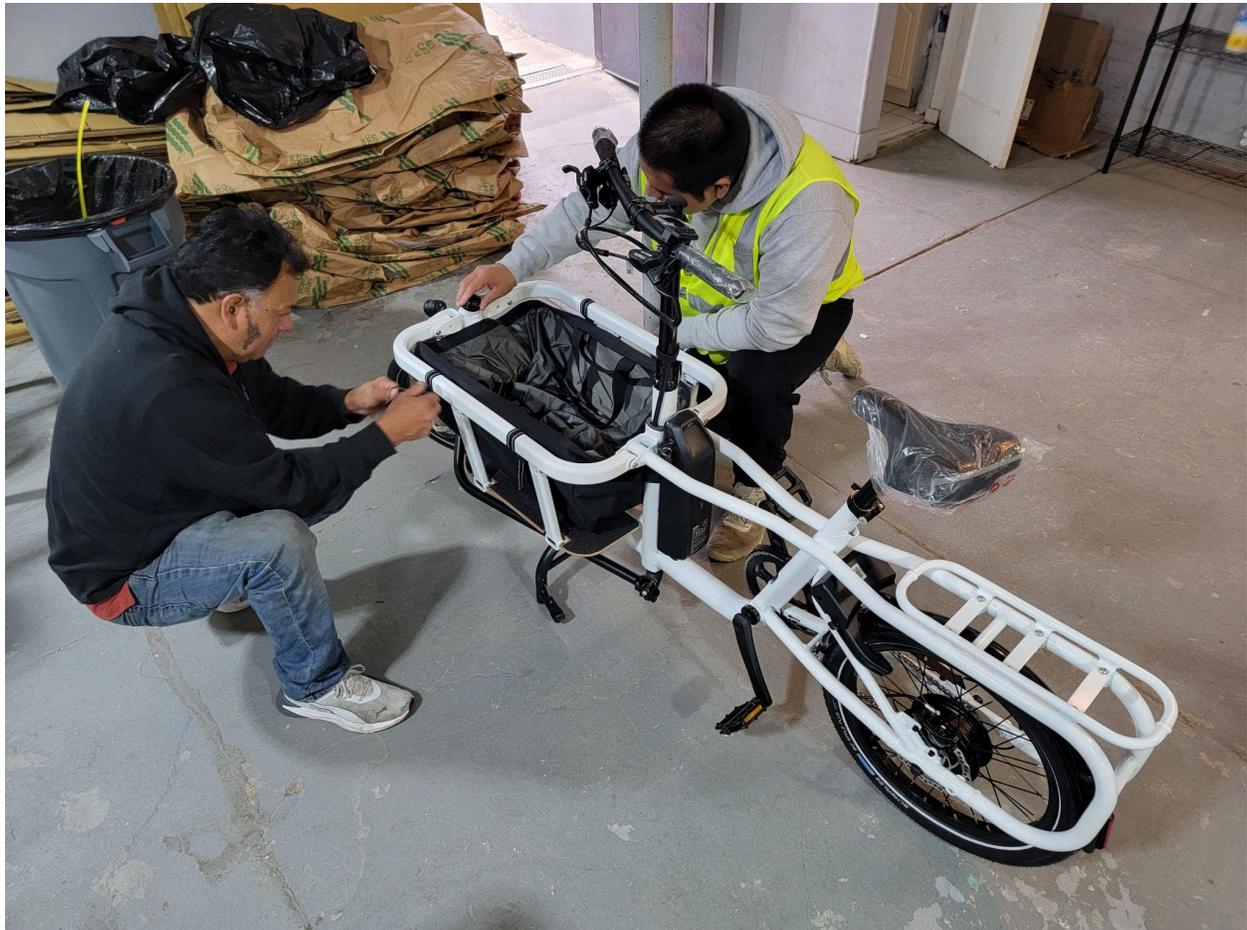
Community E-bike Program Pilot

Program Overview

The project team received approval from NYSERDA to launch the Community E-bike Program Pilot (formerly known as the E-bike Library Program). The pilot phase of the program will run in partnership with Hudson Link, an Ossining-based organization supporting individuals reentering the community following incarceration. Hudson Link residents often have limited access to personal vehicles and require reliable transportation for essential trips such as employment, probation appointments, shopping, and social services. Based on participant needs, the pilot focuses on electric cargo bikes, which provide additional carrying capacity and stability. **The pilot program will support these unique needs by providing people within Hudson Link’s transitional housing program with free access to the bikeshare and the cargo bikes deployed for the program.**



Hudson Link's transitional housing program includes 3 group homes in the Village of Ossining, conveniently located near Market Square and Nelson Park. **Two e-cargo bikes will be deployed at Market Square and Nelson Park and integrated into the bikeshare network**, allowing free access for program participants and paid access for the general public to help offset program costs. The general public will have access to the cargo bikes at a rate of \$1 to unlock and \$0.30 per minute of use. **The pilot program will launch in April** and will utilize Drop Mobility's bikeshare app, as well as operational support to operate the program.



The project team will assess the outcomes of the limited-scale pilot with Hudson Link residents to inform a phase 2 full program deployment, which is currently undefined. This assessment will include identification of further CBO partnerships to support residents facing transportation challenges, as well as identifying use patterns to determine what assets are needed for the full program. Furthermore, the assessment will monitor the results of pairing this program with bikeshare operations, and if that approach needs to be modified in the full program.