Meeting Minutes-09/23/2016

Xishuang, Safat, and Joshua

September 26, 2016

Safat:

From the bike_data, it showed 80% males than females are using the bike sharing programs as Figure 1. Where 0 = unknown, 1 = male, and 2 = female. So, compare to 9 males there are 2 females.

Women are gravitating toward safer locations: 40 percent of their top stationshave a bike lane ora protected greenway. Women also choose stations on lower-traffic streets, with an average of two lanes of traffic, and highly restricted truck access. Finally, these stations vary in their recent safety records: between March 2013 and February of 2014, the stations preferred by women have a lower average number of cyclist injuries in recent memory: 0.8 for female-preferred locations versus 1.3 for male-preferred locations. Besides, women tend to make more multi-stop trips, so they can better use the pickup and drop-off features of Citi Bike. Bike Share is also a great way to work out efficiently, rather than commuting to a gym. And most importantly, the more bikers there are out there, the safer all cyclists are.[1]

There are also other factors like unable to ride a bike (true for both male and female), not wanting to sweat, unsuitable dress, never thought or calculated the money they could save through bike sharing, unable to hold the purse while bike riding so on ..(some of this factors can not be presented as they are not presentable reasons but we might have to think about it.)

But one thing that concerns me is to find a way to increase bike sharing program instead of taxis in NYC. Currently I am trying to go more deeper in to the bike_data and find more correlations of other factors with the female data.

Joshua:

Raised a concern is that the taxi data does not have a gender category, so a correlation between both data sets based on gender may be difficult. The papers mostly focused on using bike data to model bike user behavior patterns and as well as predict future bike station usage and availability. It was also agreed that more statistical analysis should be done on the bike (as well as taxi) data. Over the weekend, the taxi data will be made available to Joshua for some statistics

[1] http://velojoy.com/2014/06/19/bike-share-and-gender-data/

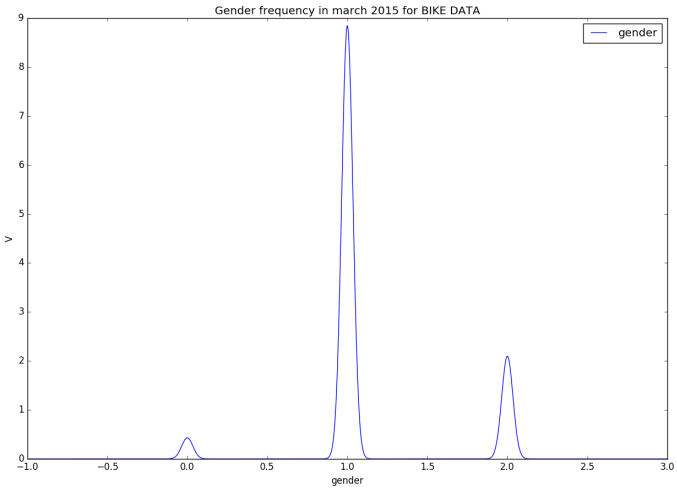

Figure 1: Gender Rate

to be made on it and reviewed on Monday.

Xishuang:

1. Decide to promote bike sharing by attracting Female users.

2. Present that attracting Female users is completed by modeling bike user behavior.

3. Ask Joshua and Safat to do deeper statistics of correlations on bike data and taxi data.