

# **Project Report**

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## **1. INTRODUCTION**

### **1.1 Project Overview**

Bike share programs have risen in popularity in recent years and have been promoted as a lower carbon alternative to other forms of transit. Interest in bicycle sharing has been growing exponentially over the past decade, resulting in a proliferation of bike share systems in 712 cities across the world, encompassing 806,000 bicycles and 37,500 stations. This can be largely attributed to the successful incorporation of information technology in docking stations and mobile devices as well as improved logistics such as bicycle rebalancing to ensure responsive supply management. Cities often hope bike sharing will bring many benefits such as extending the reach of transit, substituting motorized trips, and encouraging non-cyclists to try cycling.

The premise of bicycle sharing is that it is a short-term bike rental system, based on varying timed memberships. Members of the bike share network have access to stations, consisting of a pay-station and multiple bike docks, across the system where bikes can be checked out from one station and returned to another nearest to their destination. The appeal of membership is 24/7 access to an automated bike rental network and utility of bikes in completing “last-kilometer connections” without the worry of storage or maintenance. The price system is set to encourage shorter trips (less than 30 minutes in time), with additional fees for any time used over that maximum.

There is evidence that bike share users switch to bike share from motorized transport, such as bus and auto, creating the potential for significant reductions in transportation related greenhouse gas or CO<sub>2</sub>e emissions. However, there is significant heterogeneity between different cities, showing that there is not a guaranteed CO<sub>2</sub>e reduction benefit from instituting bike share, especially if the trips would not have been made otherwise or are substituting walking and private bicycle trips.

### **1.2 Purpose**

The purpose of this analysis is to create an operating report of Citi Bike for the year 2018. From this analysis, the following data visualizations will be created.

- 1.Total Number of Trips
- 2.What is Customer and subscriber with gender
- 3.Find the top bike used with respect to trip duration?
- 4.Calculating the number of bikes used by respective age groups.
- 5.Top 10 Start Station Names with respect to Customer age group

## **2. LITERATURE SURVEY**

### **2.1 Existing Problem**

**Spinlister** - Spinlister is an online hub for renting bikes from individuals or bike rental shops.

**Zagster** - Life is better on a bike! They are bringing bike share to communities across the USA.

**Motivate International** - Motivate is a global full-service bike share operator and technology innovator.

**Spin** - Spin is a stationless bike and electric scooter sharing service.

### **2.2 References**

<https://craft.co/citi-bike/competitors>

Ines et al., ScienceDirect-Social and Behavioral Sciences 111 ( 2014 ) 518 – 527  
“ Bicycle sharing systems demand”

Elias et al., ScienceDirect Journal of Transport Geography 91 (2021)  
102971”What do trip data reveal about bike-sharing system users? “

FRANCESCO et al., IEEE Access 2020”Bike Sharing and Urban Mobility in a  
Post-Pandemic”

“A long-term perspective on the COVID-19: The bike sharing  
system resilience under the epidemic environment” Journal of Transport &  
Health ,2021

Nguyen Thi Hoai Thu, Chu Thi Phuong Dung, Vietnam 2017 International  
Conference on Advanced Technologies for Communications - Multi-source Data  
Analysis for Bike Sharing Systems

### **2.3 Problem statement Definition**

In busy cities like New York the people are facing difficulties in analyzing the demand for bikes during peak hours.

The main objective of this project is to predict bike patterns that will be extremely helpful for people to plan their travel.

### 3. IDEATION & PROPOSED SOLUTION

#### 3.1 Empathy Map Canvas



#### 3.2 Ideation and Brainstorming

Template

## Conducting a brainstorm

Executing a brainstorm isn't unique; holding a productive brainstorm is. Great brainstorms are ones that set the stage for fresh and generative thinking through simple guidelines and an open and collaborative environment. Use this when you're just kicking-off a new project and want to hit the ground running with big ideas that will move your team forward.

- 15 minutes to prepare
- 30-60 minutes to collaborate
- 3-6 people recommended

Meta Meta

**1**

### Choose your best "How Might We" Questions

Share the top 5 brainstorm questions that you created and let the group determine where to begin by selecting one question to move forward with based on what seems to be the most promising for idea generation in the areas you are trying to impact.

10 minutes

QUESTION

How might we... do NYC bike sharing?

QUESTION

How might we... analyse the data?

QUESTION

How might we... find what data should be given priority?

QUESTION

How might we... find which areas should be concentrated?

2

## Brainstorm solo

Have each participant begin in the "solo brainstorm space" by silently brainstorming ideas and placing them into the template. This "silent-storming" avoids group-think and creates an inclusive environment for introverts and extroverts alike. Set a time limit. Encourage people to go for quantity.

🕒 10 minutes

### Person 1

There is some system issue with the data. The data shows a decrease in the number of bikes picked up and dropped off at the station. I've got some experience in gathering and preparing their data for visualization.

### Person 2

Using our data, I found that the number of bikes picked up and dropped off at the station is much more than the number of bikes that have been used. There is some issue with the data. The data shows a decrease in the number of bikes picked up and dropped off at the station. I've got some experience in gathering and preparing their data for visualization.

### Person 3

Some feedback information about the data is that the number of bikes picked up and dropped off at the station is much more than the number of bikes that have been used. There is some issue with the data. The data shows a decrease in the number of bikes picked up and dropped off at the station. I've got some experience in gathering and preparing their data for visualization.

### Person 4

While the data shows a decrease in the number of bikes picked up and dropped off at the station, it's possible that the number of bikes that have been used is much more than the number of bikes that have been used. There is some issue with the data. The data shows a decrease in the number of bikes picked up and dropped off at the station. I've got some experience in gathering and preparing their data for visualization.

3

## Brainstorm as a group

Have everyone move their ideas into the "group sharing space" within the template and have the team silently read through them. As a team, sort and group them by thematic topics or similarities. Discuss and answer any questions that arise. Encourage "Yes, and..." and build on the ideas of other people along the way.

🕒 15 minutes

### TIP

You can use the Voting session tool above to focus on the strongest ideas.

On each trip a bike is picked up at one station and dropped off at another. When a bike is picked up there's one less bike at the start station; when it's dropped off there's one more bike at the end station.

To represent this activity I start by reading a tripdata file for one month. I split it into two dataframes: one for pickups and one for drop-offs.







The number of bikes in the station at the beginning of the month is unknown.

It doesn't take into account rebalancing, bikes removed for maintenance or those added to the system.

### 3.3 Proposed Solution

S.No.	Parameter	Description
1.	Problem Statement (Problem to be solved)	People are unaware of the system and effects during bad weather conditions, Bike demands during peak hours.
2.	Idea / Solution description	Analysing the bike usage, no of trips, and the usage based on customer and subscriber's gender and age categories
3.	Novelty / Uniqueness	Understanding ,Exploring by creating data visualization by prediction of bike utilization,demand. 1. Overcome the Problem of Empty bicycle stations 2. Popular times of travel a. most common month b. most common day of week c. most common hour of day 3. Popular stations and trip a. most common start station b. most common end station c. most common trip from start to end
4.	Social Impact / Customer Satisfaction	1. Reduced congestion and fuel consumption 2. Transport flexibility 3. Reductions to vehicle emissions 4. Health benefits 5. Financial savings for individuals.
5.	Business Model (Revenue Model)	Having an membership active pass makes the customer can rent bikes with amount packages based on time-constraints per weeks/days. Subscriber can rent bikes with amount packages based on time-constraints per month/year.
6.	Scalability of the Solution	can improve the productivity of citi-bike system, widespread of utilization according to the customer's demands.

### 3.4 Problem Statement Fit

Define CS, fit into CC	<b>1. CUSTOMER SEGMENT(S)</b>  <ul style="list-style-type: none"> <li>· Students</li> <li>· Employees</li> <li>· Tourists</li> </ul>	<b>6. CUSTOMER CONSTRAINTS</b>  If the rental fees of bicycles are large, people may not come to rent the bicycles	<b>5. AVAILABLE SOLUTIONS</b>  By analyzing the bike usage, no of trips, and the usage based on customer and subscriber's gender and age categories, We can able to find the increasing number of people during peak hours.	Explore AS, differentiate
	<b>2. JOBS-TO-BE-DONE / PROBLEMS</b>  Bike demands during peak hours	<b>9. PROBLEM ROOT CAUSE</b>  Due to over population	<b>7. BEHAVIOUR</b>  Calculate the bike usage and the number of trips	

<div>3. TRIGGERS</div> <div>TR</div> <div>By creating more advertisements about it, people can be able to aware of the Bike Sharing System.</div>	<div>10. YOUR SOLUTION</div> <div>SL</div> <div>Understanding the situation by exploring by creating data visualization by prediction of bike utilization</div>	<div>8. CHANNELS of BEHAVIOUR</div> <div>CH</div> <div>8.1 ONLINE Steady network and an efficient database system should be made ensured</div> <div>8.2 OFFLINE Ensure the proper working of bikes and the genuineness of the users</div>
<div>4. EMOTIONS: BEFORE / AFTER</div> <div>EM</div> <div>Before: People may become frustrated when they are not able to rent a bicycle during peak hours.</div> <div>After: People may feel comfortable</div>		

## 4. REQUIREMENT ANALYSIS

### 4.1 Functional Requirement

FR No.	Functional Requirement (Epic)	Sub Requirement (Story / Sub-Task)
FR-1	User Registration	Registration through Form Registration through Gmail Registration through LinkedIn
FR-2	User Confirmation	Confirmation via Email Confirmation via OTP
FR-3	Collection of Data	Utilizing the NYC Citi Bike assists in gathering information on the various trips that various users of Citi Bike take. These data were then organised into datasets and made available for further study and visualisation.
FR-4	Analysis of Data	Preprocessing and filtering the provided data in accordance with the sub-requirements task's is part of the analysis process. Data analysis and visualisation are both aided by the use of machine learning algorithms to glean more insights from the data..
FR-5	Display (Visualization) of Data	Various visualisations are used depending on the sub-task being handled. These visualisations are then combined and shown on a dashboard, which is a tool for giving customers business information. Finding the top 10 Start stations according to customer age group and showing the most popular bikes according to trip time are a few of the various sub-tasks included in this requirement.

### 4.2 Non-Functional Requirement

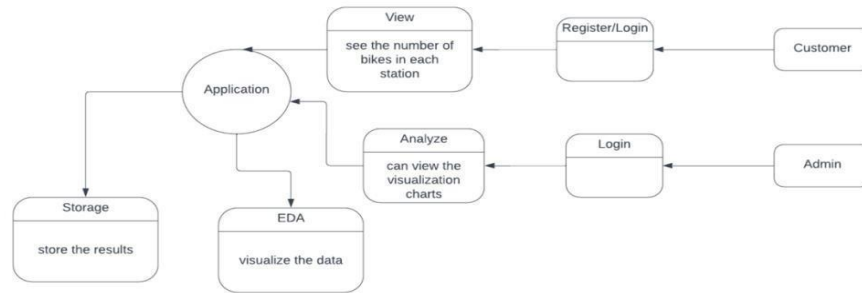
FR No.	Non-Functional Requirement	Description
NFR-1	Usability	The dashboard gives users access to an operational report that is simple to read and useful for understanding market trends and company insights. Data can be examined from various angles and in more depth by using an interactive dashboard to drill down and filter operating information.



NFR-2	Security	Based on the Citi Bike utilisation data and its analysis, several important business decisions will be made, which will be appropriately secured. Data and visualisation reports are only available to a certain group of clients/users.
NFR-3	Reliability	This research offers a trustworthy and effective way to understand how well this bike-sharing programme performed in 2018. Utilizing the IBM Cognos Platform ensures operational report production, upkeep, and accessibility with industry-standard reliability (dashboard).
NFR-4	Performance	The effectiveness of a bike-sharing system in terms of both its spatial and operational efficiency. In order to increase the operational effectiveness of the bike-sharing system, it is critical to assess the state of bike lanes from the viewpoint of public bike riders. The characteristics of bike stations and the distance between bike stations and other amenities are examined by the bike-sharing system dashboard. The evaluation findings can be used to enhance the public bike-sharing service.
NFR-5	Availability	The bicycle-sharing programme is a form of shared transportation in which people can rent bicycles at a reasonable cost for a limited amount of time. CitiBike offers two different kinds of docking systems: docking systems, which allow customers to borrow a bike from one dock and return it to another port within the system; and dockless systems, which are node-free and depend on smart technology. Both forms can use smartphone online mapping to find close-by ports and bikes that are available.
NFR-6	Scalability	Urban inhabitants can immediately get access to bike-sharing programmes, which may make the transportation system more dependable. The programme can be expanded to include locations that are now unreachable by this type of transportation, as well as cities other than New York City, if the necessary data is available and obtained.  This research will eventually be able to give a more in-depth picture of how bike-sharing functions in emergency situations as additional data becomes available, particularly in other cities with comparable extensive bike-sharing systems.

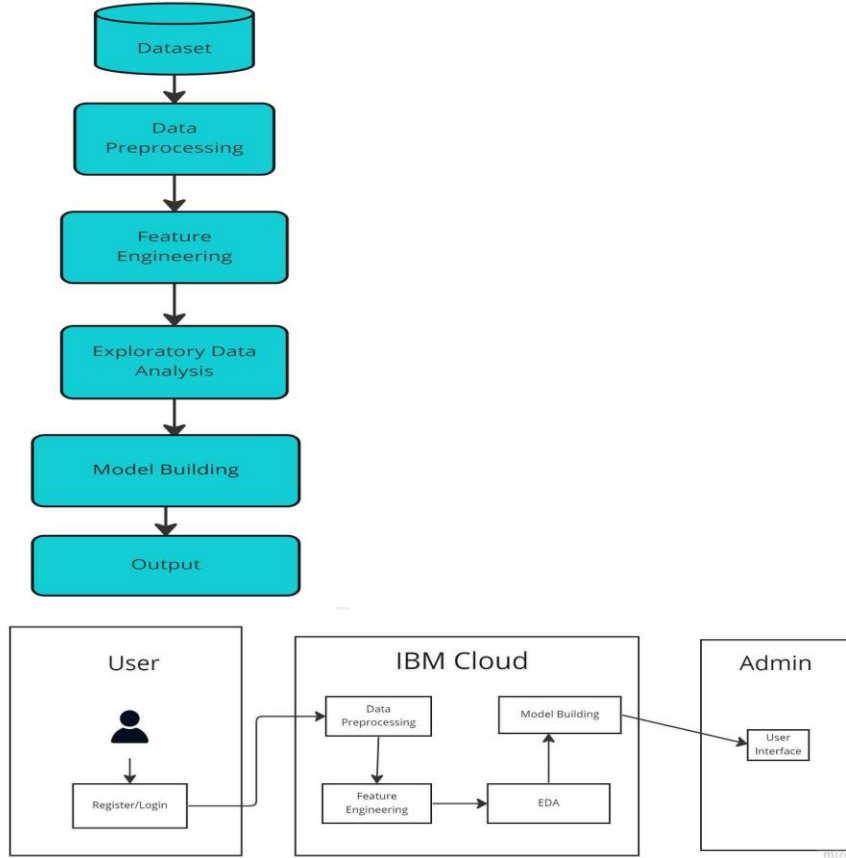
## 5. PROJECT DESIGN

### 5.1 Data Flow Diagram



User Type	Functional Requirement (Epic)	User Story Number	User Story / Task	Acceptance criteria	Priority	Release
Customer	Registration	USN-1	As a user, I can register for the application by entering my email, password, and confirming my password.	I can access my account / dashboard	High	Sprint-1
		USN-2	As a user, I will receive confirmation email once I have registered for the application	I can receive confirmation email & click confirm	High	Sprint-1
		USN-3	As a user, I can register for the application through Facebook	I can register & access the dashboard with Facebook Login	Low	Sprint-2
		USN-4	As a user, I can register for the application through Gmail		Medium	Sprint-1
	Login	USN-5	As a user, I can log into the application by entering email & password	I can receive pop up message as "LOGIN SUCCESSFUL"	High	Sprint-1
	Dashboard	USN-6	As a user, I can view the details in the dashboard.		High	Sprint-1
		USN-7	As a user, I can see the number of bikes in each station.		Medium	Sprint-2
Administrator	Login	USN-8	As a admin, I can log into the application by entering username and password.	I can receive pop up message as "LOGIN SUCCESSFUL"	High	Sprint-1
		USN-9	As a admin, I can view the total number of trips.		High	Sprint-2
		USN-10	As a admin, I can view the Customer and subscriber with gender		High	Sprint-2
		USN-11	As a admin, I can view the top bike used with respect to trip duration		High	Sprint-2
		USN-12	As a admin, I can view the number of bikes used by respective age groups.		High	Sprint-2
		USN-13	As a admin, I can view the Top 10 Start Station Names with respect to Customer age group		High	Sprint-2

## 5.2 Solution & Technical Architecture



**Table-1 :Components & Technologies:**

S.No	Component	Description	Technology
1.	User Interface	User can Interact with web Application	HTML, CSS, JavaScript .
2.	Data Pre processing	Pre processing of data should be done	Python
3.	Feature Engineering	Feature engineering of Dataset by adding new values to the existing dataset.	Python
4.	Exploratory Data Analysis	Exploring the data using boxplot, pie plot, scatter plot etc..	Python
5.	Model Building	Build the model using machine learning algorithm	python
6.	Data Storage	Database Service on Cloud	IBM DB2, IBM Cloudant etc.
7.	User Interface	Dashboard showing the details of the trip duration, no of trips, bike usage etc..	HTML,CSS, JavaScript.

**Table-2: Application Characteristics:**

S.No	Characteristics	Description	Technology
1.	Security Implementations	The main security concern is for users account hence proper login mechanism should be used to avoid hacking.	e.g. SHA-256, Encryptions, IAM Controls, OWASP etc.
2.	Availability	The system shall be available 24 hours a day 7 days a week. User can access at anytime	
3.	Performance	The system should require a fair amount of speed especially while browsing through the catalogue	

## 5.3 User Stories

### User journey

by [Matthew Lee](#) and [David S. White](#) 2015

People  
2-3
 Time  
10 min
 Difficulty  
Beginner

Creating a user journey is a quick way to help you and your team gain a deeper understanding of what you're designing by visualizing the order of tasks in your project. The information you add here should be representative of the observations and research you've done about your users.

1 Phases	Awareness		Research		Research		Post-visit	
<p>Preparing visitors and user needs to be met</p> <p>Preparing visitors and user needs to be met</p>	<p>Prepare with a user research kit</p> <p>Find out about NYC Bike</p>		<p>Find out about the service</p> <p>Find out about the service</p>	<p>Find out about the service</p> <p>Find out about the service</p>	<p>Find out about the service</p> <p>Find out about the service</p>	<p>Find out about the service</p> <p>Find out about the service</p>	<p>Find out about the service</p> <p>Find out about the service</p>	<p>Find out about the service</p> <p>Find out about the service</p>
2 Steps								
3 Feelings	<p>What are your feelings about the service?</p> <p>Customer thinks so much</p>		<p>What are your feelings about the service?</p> <p>Eagerness</p>		<p>What are your feelings about the service?</p> <p>Got clear idea</p>		<p>What are your feelings about the service?</p> <p>Happiness</p>	
4 Pain points	<p>What are your pain points about the service?</p> <p>What is an NYC Bike?</p>		<p>What are your pain points about the service?</p> <p>Whether it is really safe?</p>		<p>What are your pain points about the service?</p> <p>Very little information about it. As a user, why they may not be suitable for me?</p>		<p>What are your pain points about the service?</p> <p>Due to too much information, the system look complex</p>	
5 Solutions					<p>Find more information to understand it</p>		<p>Know about the customers expectations</p>	

[Share your feedback](#)

## 6. PROJECT PLANNING & SCHEDULING

### 6.1 Sprint Planning & Estimation



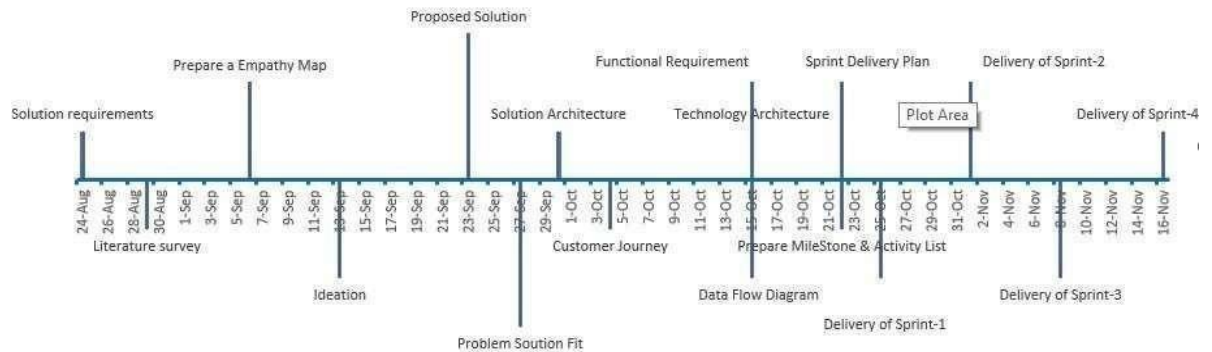
Sprint	Functional Requirement (Epic)	User Story Number	User Story / Task	Story Points	Priority	Team Members
Sprint-1	Data preparation	USN-1	As an analyst, I can extract the Citibike dataset for the year 2018	5	High	Jithenthirya C K Iswarya M
Sprint-1		USN-2	As an analyst, I upload the dataset into Cognos platform.	6	High	Swetha S Aarthya S
Sprint-1	Data Cleaning	USN-3	As an analyst, I remove the null and duplicate values	4	Medium	Jithenthirya C K Iswarya M
Sprint-1		USN-4	As an analyst, I identify patterns and relationships between the various attributes	5	High	Swetha S Aarthya S
Sprint-2	Feature Engineering	USN-5	I made computations on the different attribute to find the new attribute value.	4	Medium	Jithenthirya C K Iswarya M
Sprint-2		USN-6	I have dropped few attributes from the data set which are not needed.	6	High	Swetha S Aarthya S
Sprint-2	Visualization	USN-7	As an analyst, I visualize the data and infer the knowledge in Cognos platform.	10	High	Jithenthirya C K Iswarya M

Sprint -3		USN-8	As an analyst, I made visualization charts of the data using python	10	High	Swetha S Aarthya S
Sprint -3	Dashboard	USN-9	As an analyst, I create a dashboard with the created visualizations to supplement business insights during the decision-making process at Citi dataset.	10	High	Jithenthirya C K Iswarya M
Sprint	Functional Requirement (Epic)	User Story Number	User Story / Task	Story Points	Priority	Team Members
Sprint-4	Prediction	USN-10	To predict the most common user type is customers and subscribers using various machine learning algorithms.	10	High	Swetha S Aarthya S
Sprint-4	Registration	USN-11	As a user, I can register and login in the application	10	High	Jithenthirya C K Iswarya M Swetha S Aarthya S

Sprint	Total Story Points	Duration	Sprint Start Date	Sprint End Date (Planned)	Story Points Completed (as on Planned End Date)	Sprint Release Date (Actual)
Sprint-1	20	6 Days	24 Oct 2022	29 Oct 2022	20	29 Oct 2022
Sprint-2	20	6 Days	31 Oct 2022	05 Nov 2022	20	05 Nov 2022
Sprint-3	20	6 Days	07 Nov 2022	12 Nov 2022	20	12 Nov 2022
Sprint-4	20	6 Days	14 Nov 2022	19 Nov 2022	20	19 Nov 2022

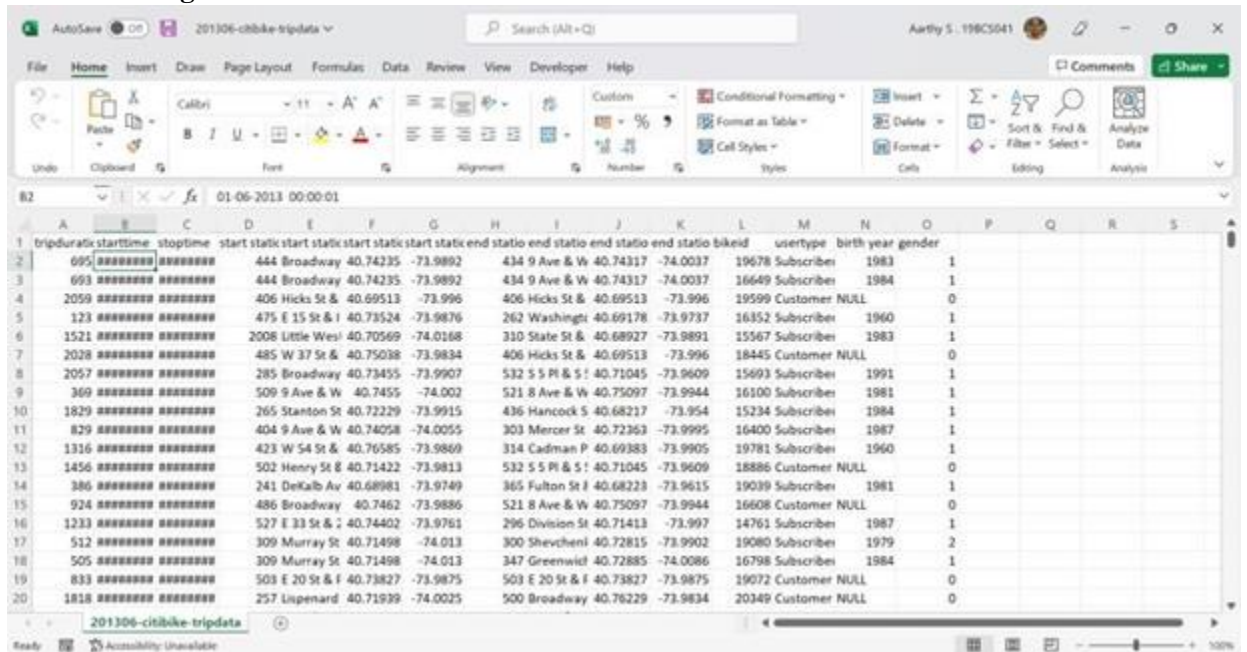
## 6.2 Sprint Delivery Schedule

Milestone Timeline Chart



## 7. WORKING WITH THE DATASET & DATA VISUALISATION

### 7.1 Understanding the dataset



	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
1	tripduration	starttime	stoptime	start station	start station	start station	start station	start station	end station	end station	end station	end station	bikeid	usertype	birth year	gender			
2	695	01-06-2013 00:00:01	01-06-2013 00:00:01	444 Broadway	40.74235	-73.9892	434 9 Ave & W	40.74317	-74.0037	19678	Subscriber	1983	1						
3	693	01-06-2013 00:00:01	01-06-2013 00:00:01	444 Broadway	40.74235	-73.9892	434 9 Ave & W	40.74317	-74.0037	16649	Subscriber	1984	1						
4	2059	01-06-2013 00:00:01	01-06-2013 00:00:01	406 Hicks St &	40.69513	-73.996	406 Hicks St &	40.69513	-73.996	19599	Customer	NULL	0						
5	123	01-06-2013 00:00:01	01-06-2013 00:00:01	475 E 15 St & I	40.73524	-73.9876	262 Washing	40.69178	-73.9737	16352	Subscriber	1960	1						
6	1521	01-06-2013 00:00:01	01-06-2013 00:00:01	2008 Little Wes	40.70569	-74.0168	310 State St &	40.68927	-73.9891	15567	Subscriber	1983	1						
7	2028	01-06-2013 00:00:01	01-06-2013 00:00:01	485 W 37 St &	40.75038	-73.9834	406 Hicks St &	40.69513	-73.996	18445	Customer	NULL	0						
8	2057	01-06-2013 00:00:01	01-06-2013 00:00:01	285 Broadway	40.73455	-73.9907	532 S 5 Pl & S	40.71045	-73.9609	15693	Subscriber	1991	1						
9	369	01-06-2013 00:00:01	01-06-2013 00:00:01	509 9 Ave & W	40.7455	-74.002	521 8 Ave & W	40.75097	-73.9944	16100	Subscriber	1981	1						
10	1829	01-06-2013 00:00:01	01-06-2013 00:00:01	265 Stanton St	40.72229	-73.9915	436 Hancock S	40.68217	-73.954	15234	Subscriber	1984	1						
11	829	01-06-2013 00:00:01	01-06-2013 00:00:01	404 9 Ave & W	40.74058	-74.0055	303 Mercer St	40.72363	-73.9995	16400	Subscriber	1987	1						
12	1316	01-06-2013 00:00:01	01-06-2013 00:00:01	423 W 54 St &	40.76585	-73.9869	314 Cadman P	40.69383	-73.9905	19781	Subscriber	1960	1						
13	1456	01-06-2013 00:00:01	01-06-2013 00:00:01	502 Henry St &	40.71422	-73.9813	532 S 5 Pl & S	40.71045	-73.9609	18886	Customer	NULL	0						
14	386	01-06-2013 00:00:01	01-06-2013 00:00:01	241 DeKalb Av	40.68981	-73.9749	365 Fulton St	40.68223	-73.9615	19039	Subscriber	1981	1						
15	924	01-06-2013 00:00:01	01-06-2013 00:00:01	486 Broadway	40.7462	-73.9886	521 8 Ave & W	40.75097	-73.9944	16608	Customer	NULL	0						
16	1233	01-06-2013 00:00:01	01-06-2013 00:00:01	527 E 33 St &	40.74402	-73.9761	296 Division St	40.71413	-73.997	14761	Subscriber	1987	1						
17	512	01-06-2013 00:00:01	01-06-2013 00:00:01	309 Murray St	40.71498	-74.013	300 Shevcheni	40.72815	-73.9902	19080	Subscriber	1979	2						
18	505	01-06-2013 00:00:01	01-06-2013 00:00:01	309 Murray St	40.71498	-74.013	347 Greenwic	40.72885	-74.0086	16798	Subscriber	1984	1						
19	833	01-06-2013 00:00:01	01-06-2013 00:00:01	503 E 20 St & F	40.73827	-73.9875	503 E 20 St & F	40.73827	-73.9875	19072	Customer	NULL	0						
20	1818	01-06-2013 00:00:01	01-06-2013 00:00:01	257 Lispenard	40.71939	-74.0025	500 Broadway	40.76229	-73.9834	20349	Customer	NULL	0						

Dataset Link: [Dataset](#)

1. Trip Duration: How long a trip lasted in seconds
2. Start Date and Time: EX->01-06-2013 00:00:01
3. Stop Date and Time: EX->01-06-2013 00:11:36
4. Start Station ID: Unique identifier for each station
5. Start Station Name
6. Start Station Latitude: Coordinates
7. Start Station Longitude: Coordinates
8. End Station ID: Unique identifier for each station
9. End Station Name



10. End Station Latitude

11. End Station Longitude

12. Bike ID: Unique identifier for each bike

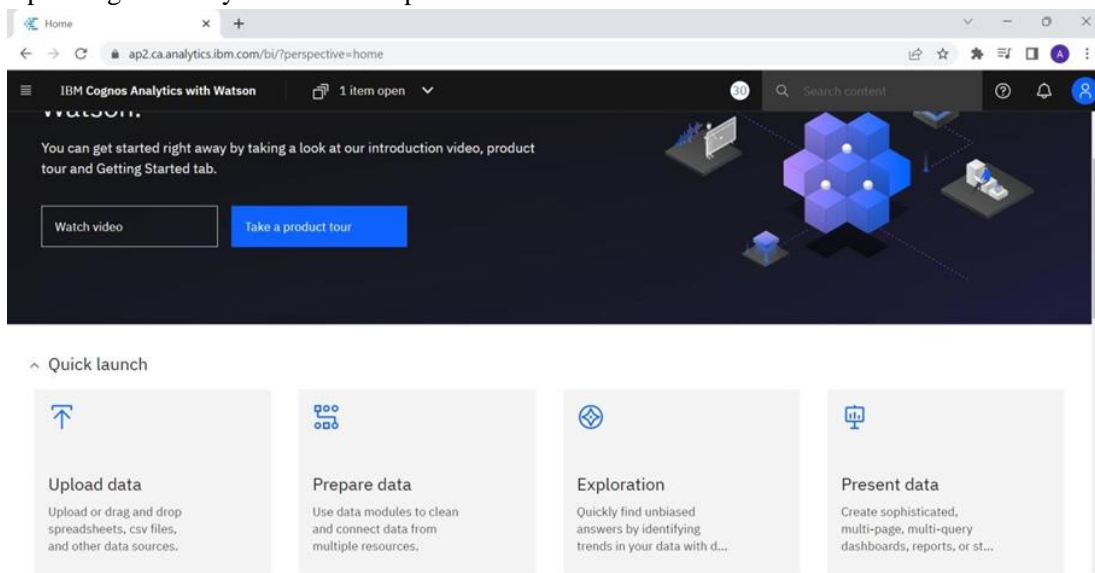
13. User Type (Customer = 24-hour pass or 3-day pass user; Subscriber = Annual Member):  
Customers are usually tourists, subscribers are usually NYC residents

14. Year of Birth: Self-entered, not validated by an ID

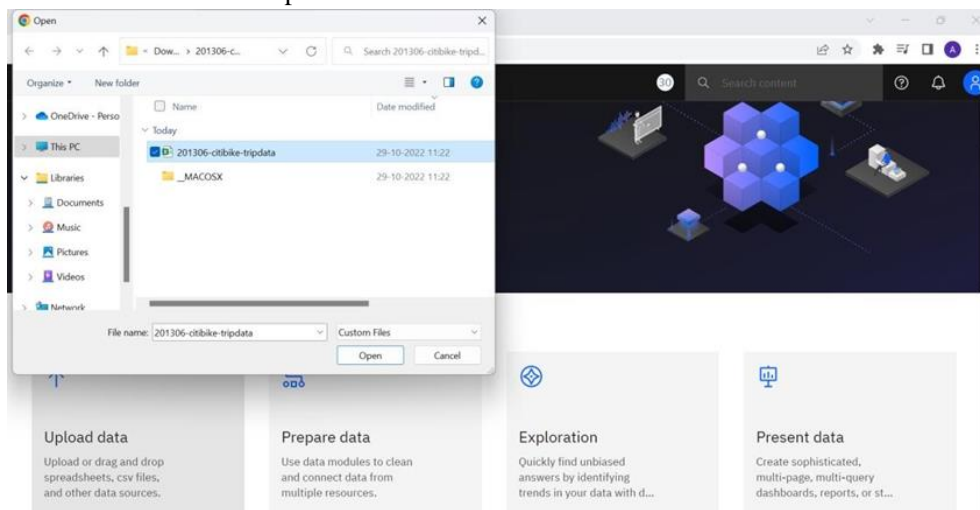
Gender (Zero=unknown; 1=male; 2=female): Usually unknown for customers since they often sign up at a kiosk

## 7.2 Loading the dataset

Open Cognos Analytics and click upload data

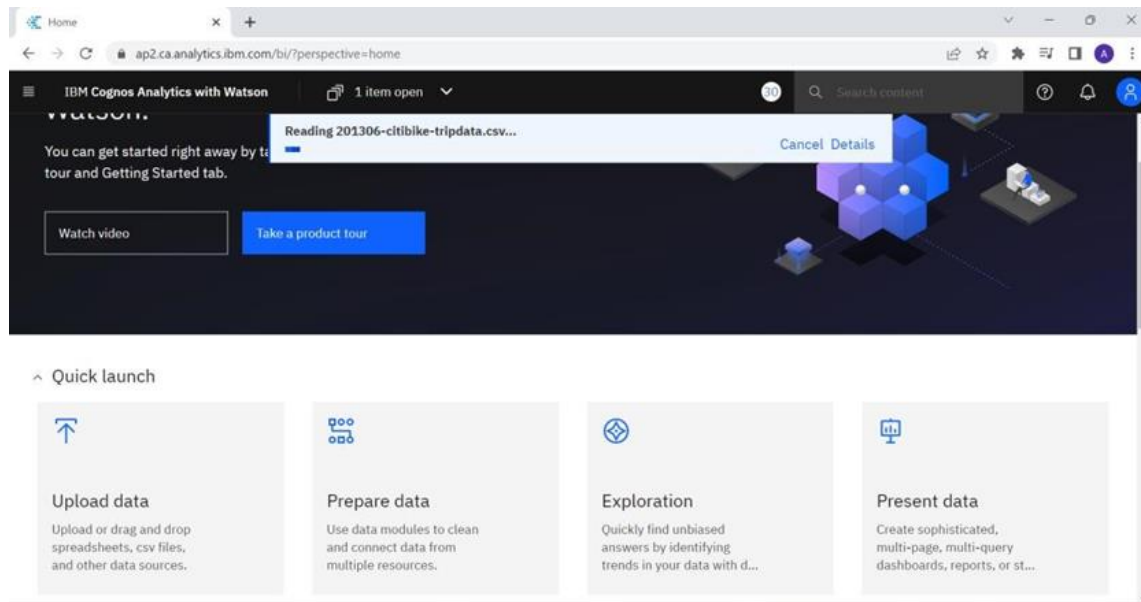


Select the dataset to be uploaded

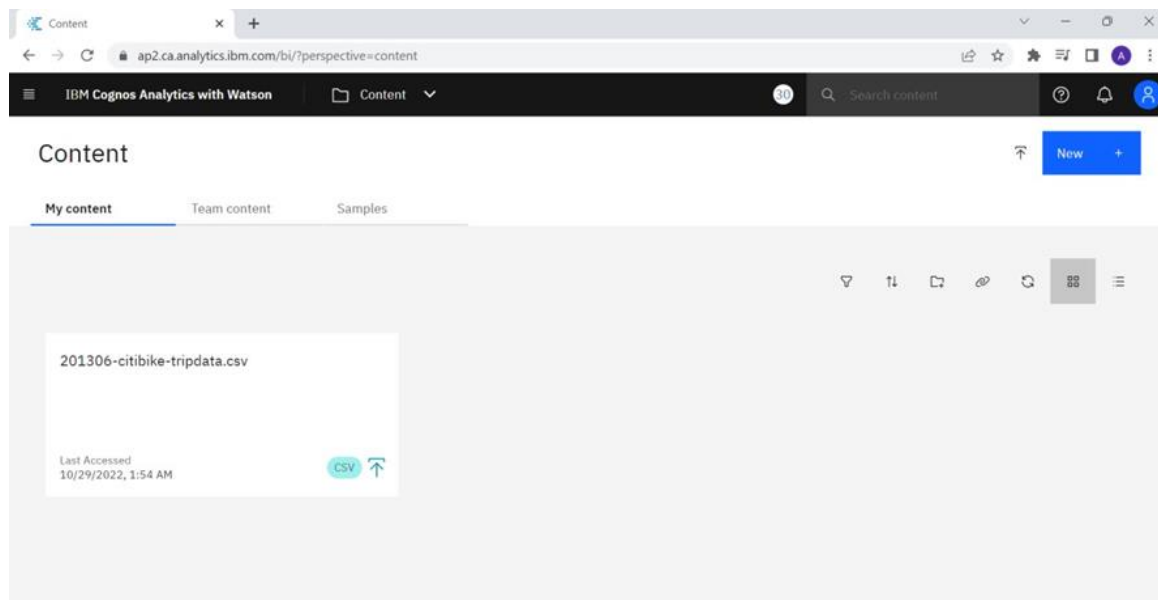




The excel file is getting uploaded in Cognos Analytics

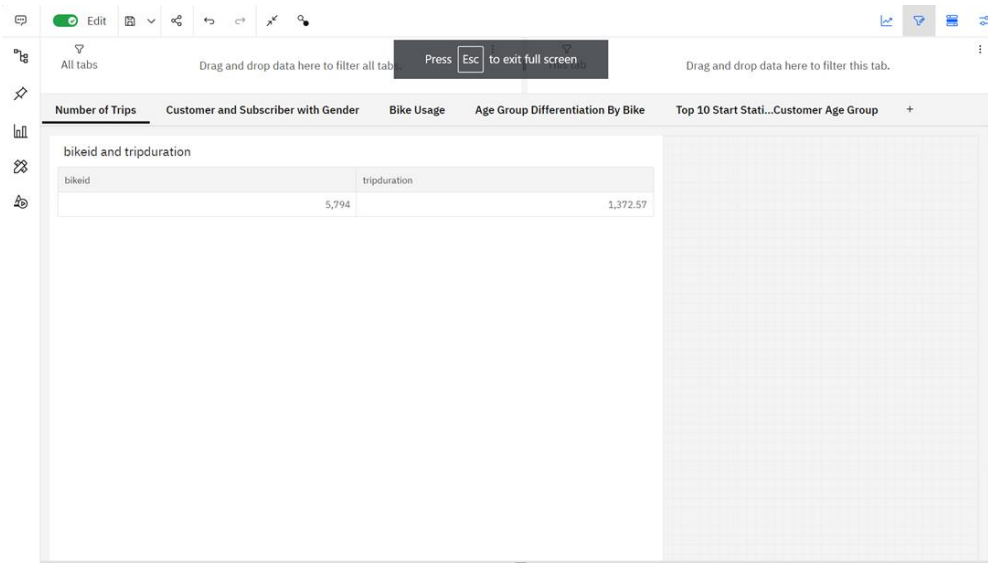


The dataset can be accessed in My Content in Cognos Analytics

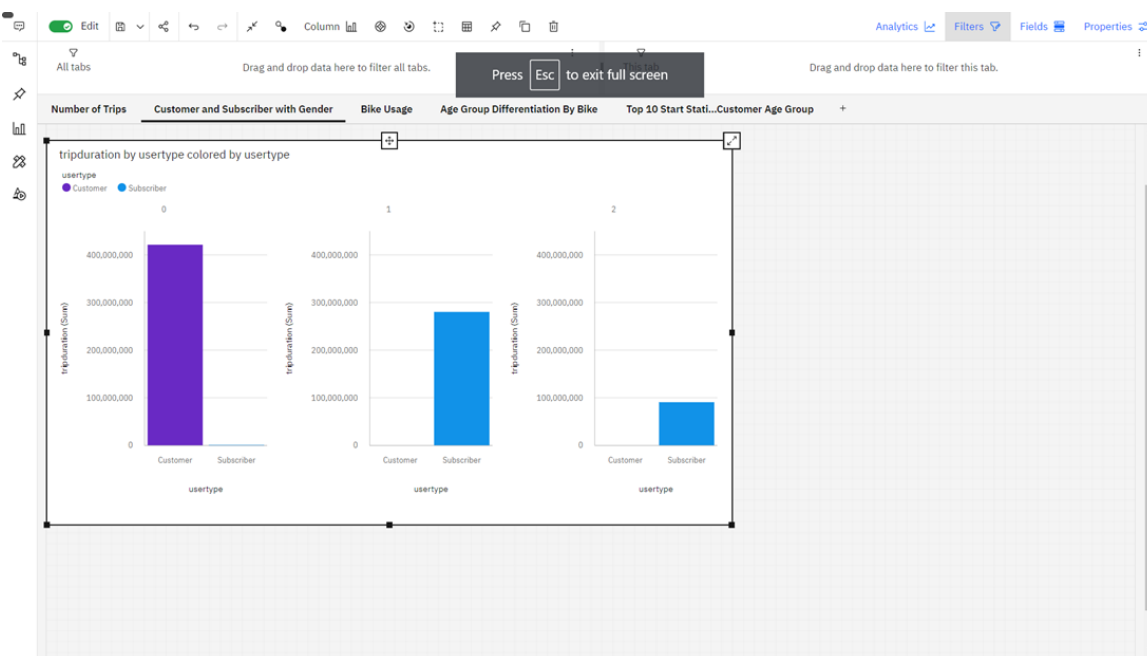


## 7.3 Visualization charts

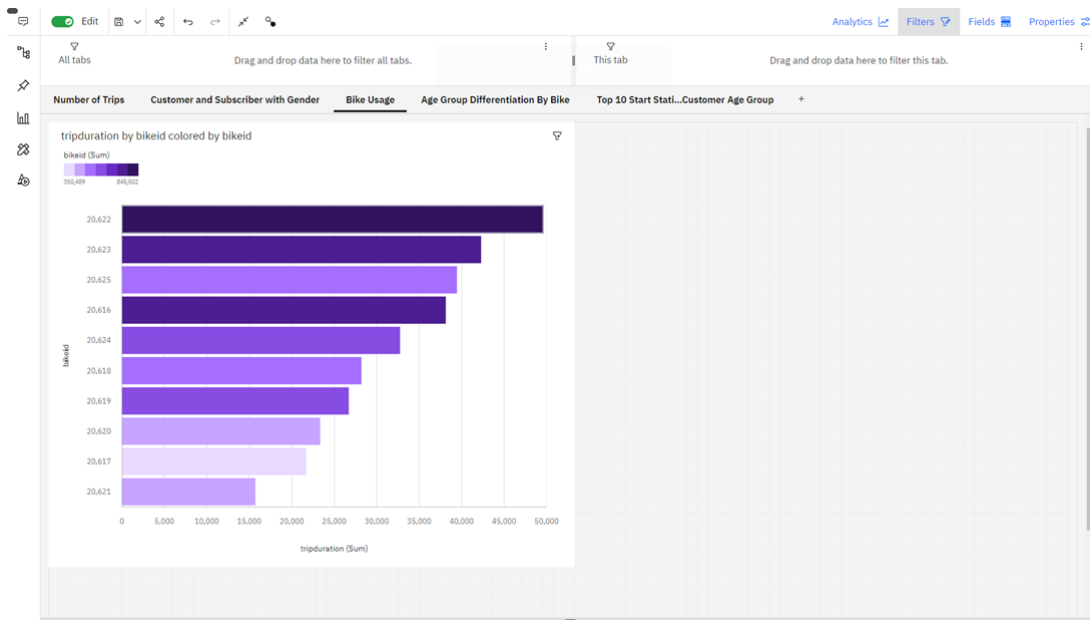
Number of Trips:



Customer and Subscriber with Gender:



## Bike Usage:

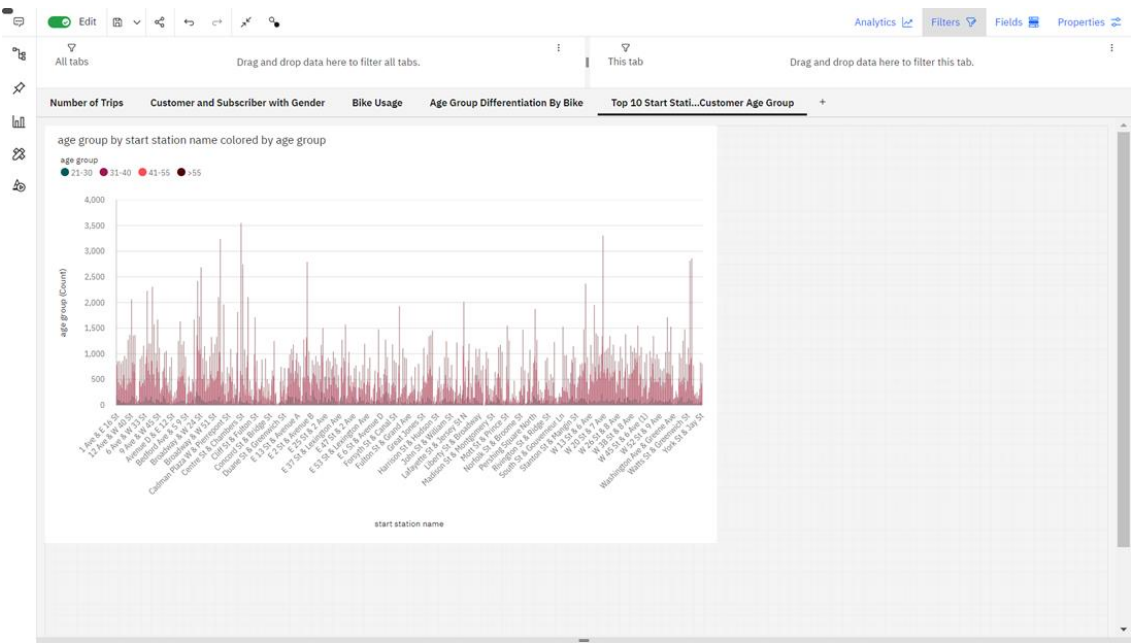


## Age group differentiation by bike:

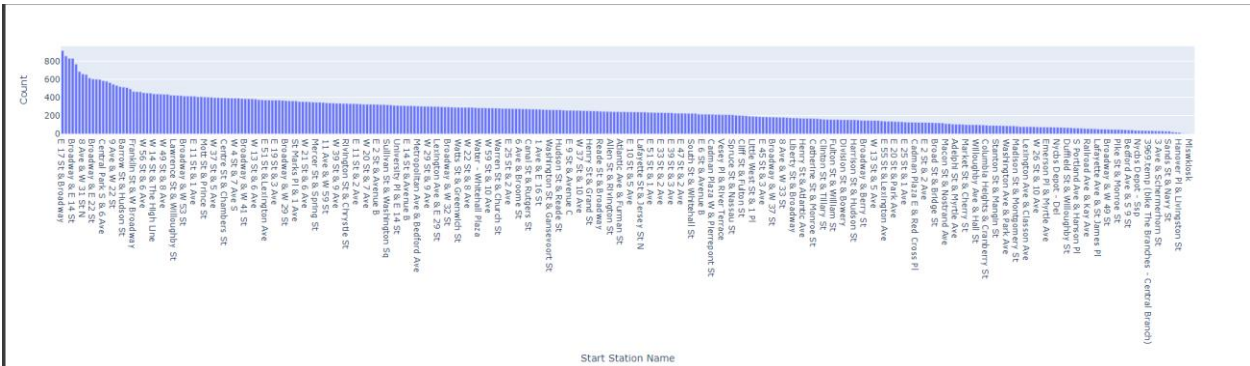
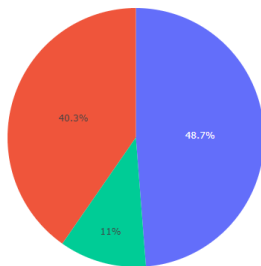
A table titled "age group and bikeid". The table has two columns: "age group" and "bikeid". The rows show the count of bikes for each age group. A summary row is also present.

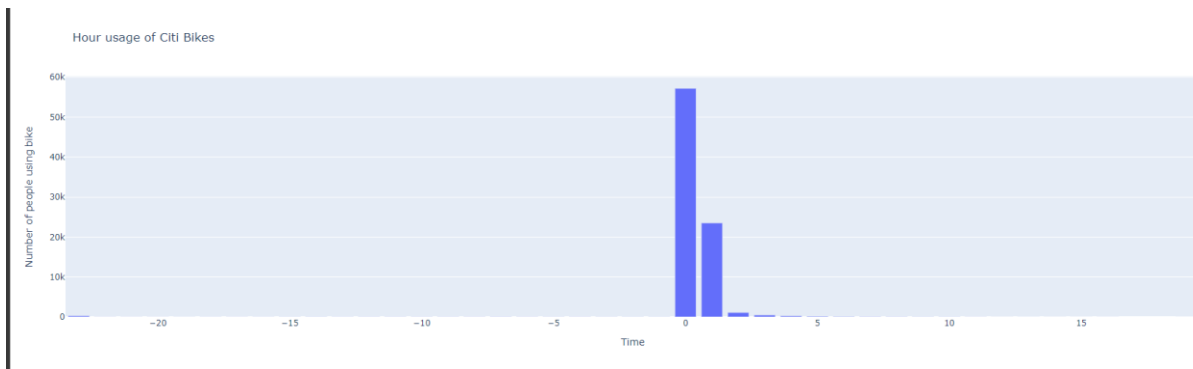
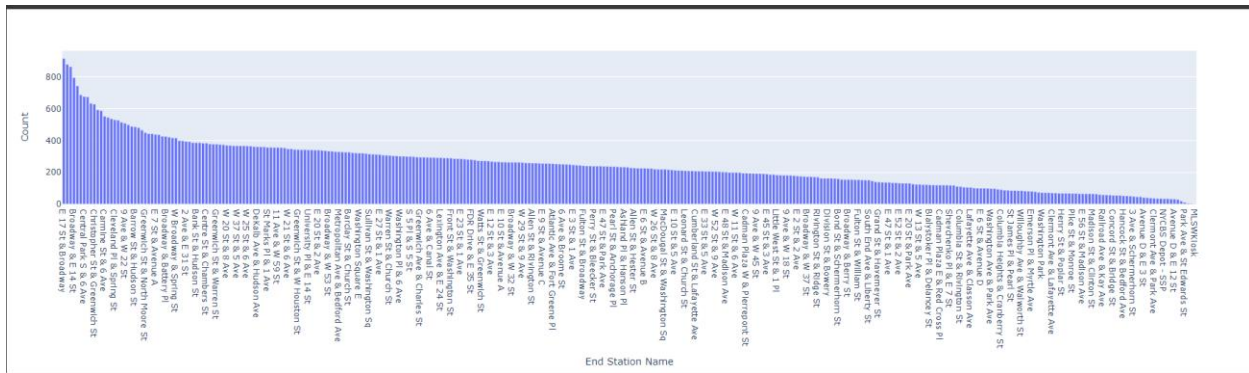
age group	bikeid
21-30	5,389
31-40	5,754
41-55	5,755
>55	5,784
Summary	5,794

Top 10 Start Station Names with Respect to Customer Age Group:

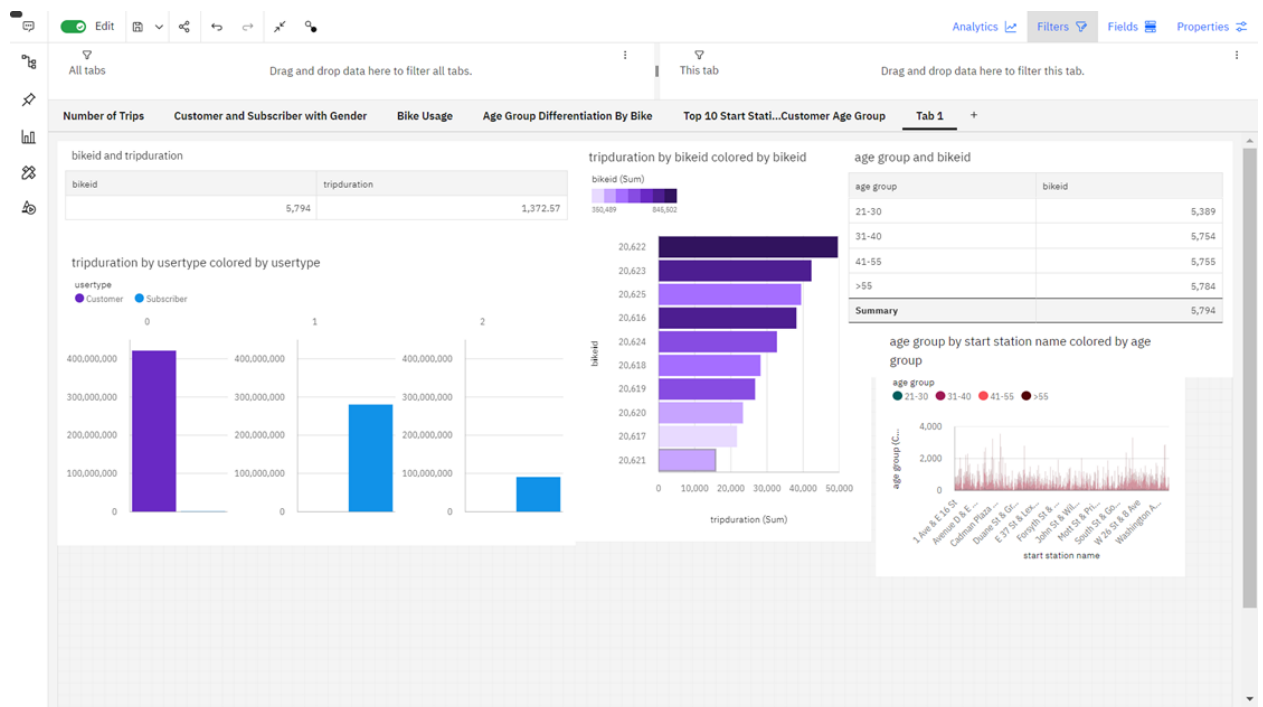


Gender Variation





## 8. CREATING THE DASHBOARD



## **9. ADVANTAGES AND DISADVANTAGES**

The benefits of bike sharing schemes include transport flexibility, reductions to vehicle emissions, health benefits, reduced congestion and fuel consumption, and financial savings for individuals.

One can easily analyze and understand trends in bike sharing patterns with the created dashboard. With no prior skills and knowledge about the tools that we use for analysis, anyone (literate or illiterate) can easily infer the knowledge that we represent in various charts or graphs or maps. So that it would be helpful to users and companies to make appropriate decisions in the future.

## **10. CONCLUSION**

Based on the quantitative as well as visual analysis of the New York bike share system, a number of interesting insights were gained.

One obvious conclusion was that there is a strong seasonal variation in the system usage with maximum usage in summer and minimum usage in winter. This was initially hypothesized because of the harshness of New York's harsh winters and the treacherous riding conditions that exist during that time. However, despite the adverse weather conditions, there is a strong core demographic that consistently uses the system. This conclusion is based on that fact that even during the months of January and February which are the peak winter months, there are more than two hundred thousand trips in the system.

New York has a strong public transit system, and the bike share system seems to complement it quite well with a majority of the highest used stations located either close to subway lines or the commuter rail stations in the city.

Based on the locations of the stations and the duration of trips, it can be hypothesized that bike shares are replacing last mile trips that would otherwise be done either on foot or on public transit. This is particularly true in case of New York where a combination of dense public transit network, the road congestion during peak hours and the average trip distance as calculated create a situation where the only potential trips that the bike share system is replacing currently are those that would otherwise have been undertaken either on foot or on public bus.

## **11. FUTURE SCOPE**

NYC is a very crowded and happening place which leads to lots of pollution. And in this busy world people are always worried about transportation this bike sharing system reduces that stress. With increase in population pollution also increases. So it is in our hands to reduce pollution and to make a better future for our younger generations. We can analyze which station needs more bikes and any area needs new station to be installed. The survey outcomes indicates the needs for improved techniques in bike sharing analytics. There exists a lot of scope in this research area.

## 12. SOURCE CODE

```
### md

# SPRINT **3**

###

import pandas as pd
import numpy as np
import seaborn as sns
import matplotlib.pyplot as plt
import plotly.express as px
from datetime import datetime
from pprint import pprint

from pydrive.auth import GoogleAuth
from pydrive.drive import GoogleDrive
from google.colab import auth
from oauth2client.client import GoogleCredentials

###

path = "/content/dataset.csv"
df = pd.read_csv(path)
print(df)

###

df.head()

###

df.describe()

###

df.info()

###

df.isnull().sum()

###

df[df['starttime'].isnull()]

###
```

```

df[df['stoptime'].isnull()]

###

df = df[:-1]

###

df.isnull().sum()

###

print(type(df["start station latitude"][0]))
print(df["start station latitude"][0])

###

df['start station name'].unique()

###

def camel_case(city):
    try:
        city = city.split(' ')
        city = ' '.join([x.lower().capitalize() for x in city])
        if city == 'Unknown':
            return np.nan
        else:
            return city
    except:
        return np.nan

# Apply camel_case function to City column
df['start station name'] = df['start station name'].apply(camel_case)
df['start station name'].value_counts()

###

df.count()

###

df["tripduration"] = pd.to_numeric(df["tripduration"])
res = df.iloc[52323]
print(res["tripduration"])

###

df_filtered = df[df['tripduration'] != "tripduration"]
df_filtered["tripduration"] =
pd.to_numeric(df_filtered["tripduration"])
df = df_filtered
type(df["tripduration"][0])

```



```

###

type(df["start station latitude"][0])

###

type(df["end station longitude"][0])

###

type(df["bikeid"][0])

###

type(df["birth year"][0])

###

type(df["gender"][0])

###

type(df["starttime"][0])

###

df["starttime"] = pd.to_datetime(df["starttime"])
df["stoptime"] = pd.to_datetime(df["stoptime"])
type(df["starttime"][0])

###

df["starttime"][0] < df["stoptime"][0]

###

df.info()

###

def find_outliers_IQR(df):
    q1=df.quantile(0.25)
    q3=df.quantile(0.75)
    IQR=q3-q1
    outliers = df[((df<(q1-1.5*IQR)) | (df>(q3+1.5*IQR)))]
    return outliers
outliers = find_outliers_IQR(df["birth year"])
print("number of outliers: " + str(len(outliers)))
print("max outlier value: " + str(outliers.max()))
print("min outlier value: " + str(outliers.min()))

###

```

```

df["gender"].value_counts()

###

temp_df = df[df["birth year"] <= 1957]
temp_df["gender"].value_counts()

###

df.shape

###

df.to_csv('cleaned_dataset.csv', index=False)

### md

# **SPRINT 4**

###

path = "/content/cleaned_dataset.csv"
edadf = pd.read_csv(path)
print(edadf)


###

temp = edadf

###

temp.head()

###

temp.describe()

###

temp.info()

###

temp["starttime"] = pd.to_datetime(temp["starttime"])
temp["stoptime"] = pd.to_datetime(temp["stoptime"])
temp.info()
temp["Hour"] = temp["stoptime"].dt.hour - temp["starttime"].dt.hour
temp.head()

```

```
###
```

```
temp.shape
```

```
###
```

```
temp['Age'] = 2022 - temp['birth year']  
temp.head()
```

```
###
```

```
Age_Groups = [<"20", "20-29", "30-39", "40-49", "50-59", "60+"]  
Age_Groups_Limits = [0, 20, 30, 40, 50, 60, np.inf]  
Age_Min = 0  
Age_Max = 100  
temp["Age_group"] = pd.cut(temp["Age"], Age_Groups_Limits,  
labels=Age_Groups)  
temp.head()
```

```
###
```

```
trips_df = pd.DataFrame()  
trips_df = temp.groupby(['start station name', 'end station  
name']).size().reset_index(name = 'Number of Trips')  
trips_df = trips_df.sort_values('Number of Trips', ascending = False)  
trips_df["start station name"] = trips_df["start station  
name"].astype(str)  
trips_df["end station name"] = trips_df["end station name"].astype(str)  
trips_df["Routes"] = trips_df["start station name"] + " to " +  
trips_df["end station name"]  
trips_df = trips_df[:50]  
trips_df = trips_df.reset_index()  
trips_df
```

```
###
```

```
px.pie(values = temp['gender'].value_counts(),  
names =temp['gender'].value_counts().index,  
title = "Gender Variation")
```

```
###
```

```
px.bar(x=temp["start station name"].value_counts().index,  
y=temp["start station name"].value_counts().values,  
labels={'x': 'Start Station Name', 'y': "Count"})
```

```
###
```

```
px.bar(x=temp["end station name"].value_counts().index,  
y=temp["end station name"].value_counts().values,  
labels={'x': 'End Station Name', 'y': "Count"})
```

```
###
```

```
px.bar(x=temp["Hour"].value_counts().index,  
       y=temp["Hour"].value_counts().values,  
       title = "Hour usage of Citi Bikes",  
       labels={'x': 'Time', 'y': "Number of people using bike"})
```

### 13. GITHUB LINK

<https://github.com/IBM-EPBL/IBM-Project-10706-1659197931>