



citibike Rider Quarterly Report

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Safe Rider News

Health and Safety Check

Since the publication of [Safer Cycling: Bicycle Ridership and Safety in New York City](#) released in 2017, the [NYC DoT](#) continues to evaluate cyclist health and safety data collected by the CitiBike Data Collection Center (DCC).

As we continue to gather more data daily, the CitiBike DCC monitors, analyses and reports key rider health and safety information to NYC Planning and our cyclist community. CitiBike Rider is a quarterly report of these findings, and highlights important information which directly contributes to [Bike Smart](#) and the [Vision Zero](#) Action Plan.

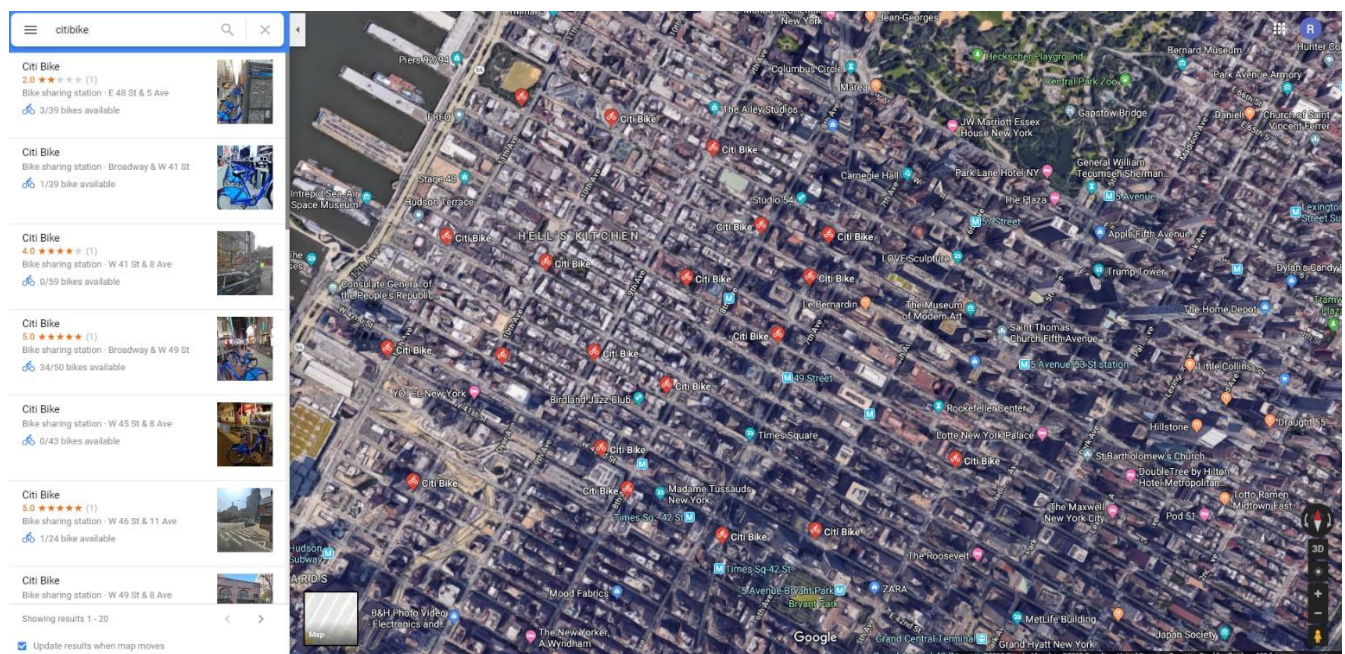


“The Vision Zero Action Plan is New York City's foundation for ending traffic deaths and injuries on our streets”

Making Data Count

CitiBike Trip Data

Every time a CitiBike bicycle is rented from a station, some essential data is logged to better inform rider health and safety. This includes the time of day, rider age and gender, station location, duration and distance of each trip.



“Every CitiBike Station and bicycle rental provides key data”

The true heartbeat of the Big Apple is its people. Each quarter we examine bicycle movements by station and zip code to identify increases in the number of riders. Between 2006 and 2015, the number of cyclist trips increased from 66 million to 164 million. We forecast the number of cyclist trips will exceed 250 million by the year 2025. This means that our roadways will need to accommodate 150% more cyclist traffic over the next 6 years. This is a significant challenge for one of the largest island cities on the planet, where space is not only vital for the lifestyle for millions of residents, but also highly constrained and precious for their health and wellbeing.

Rider Preference

By The Numbers

Whether for exercise, the commute, or leisure, CitiBike Bike Share provides an eco-friendly means of individual transport across NYC. CitiBike riders have already indicated their [Bike Share pass preferences](#) to suit their lifestyle over the past 5 years.

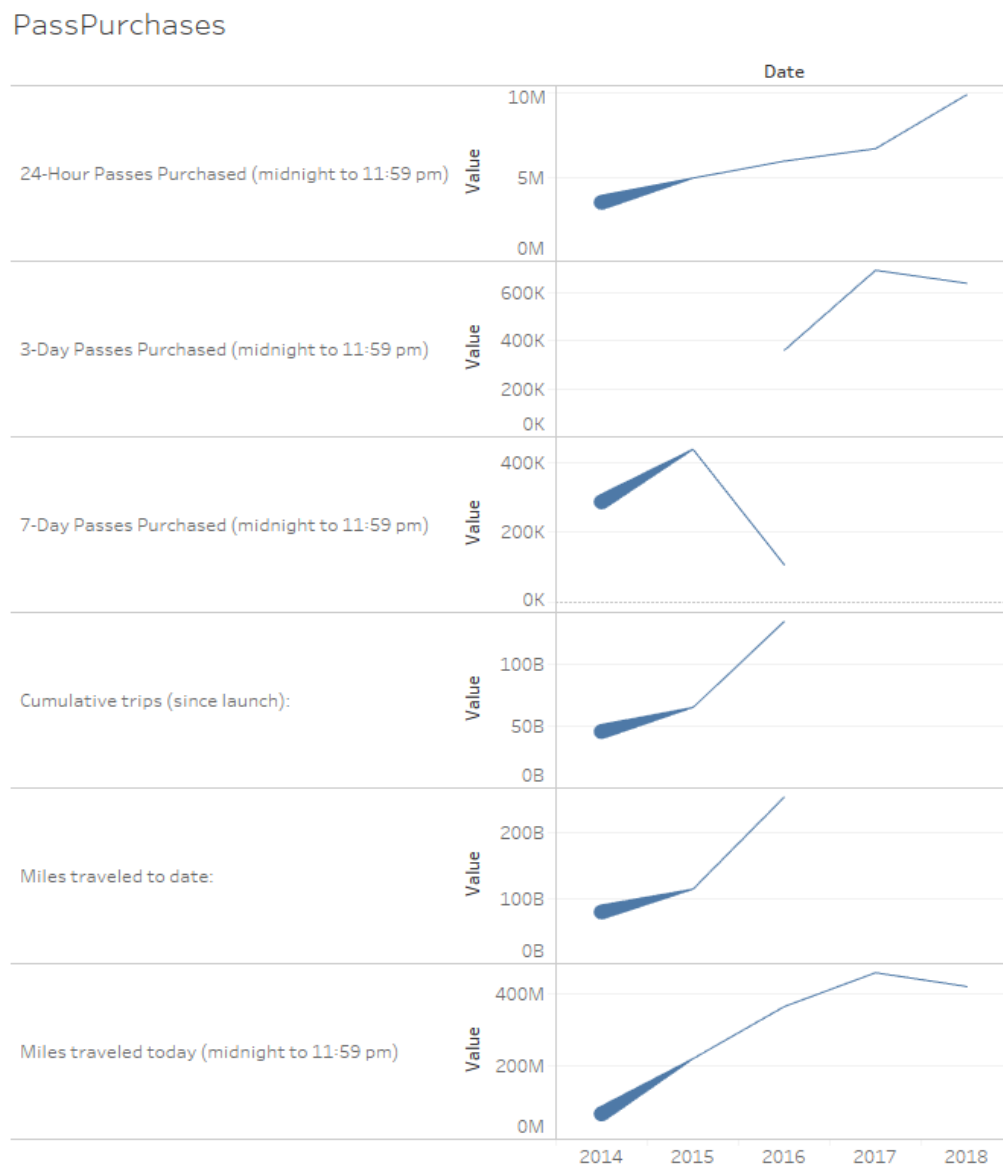


Figure 1: Preference for 7-Day Passes and Annual memberships (bold) diminished with the introduction of 24-Hour and 3-Day Passes

Cyclist Demographics

As we dig deeper into [Pass Purchases by Gender](#), it is evident that the most frequent riders are males making daily trips on a 24-Hour Pass. While the 3-Day Pass have only increased marginally in popularity following discontinuation of the 7-Day Passes in 2016.

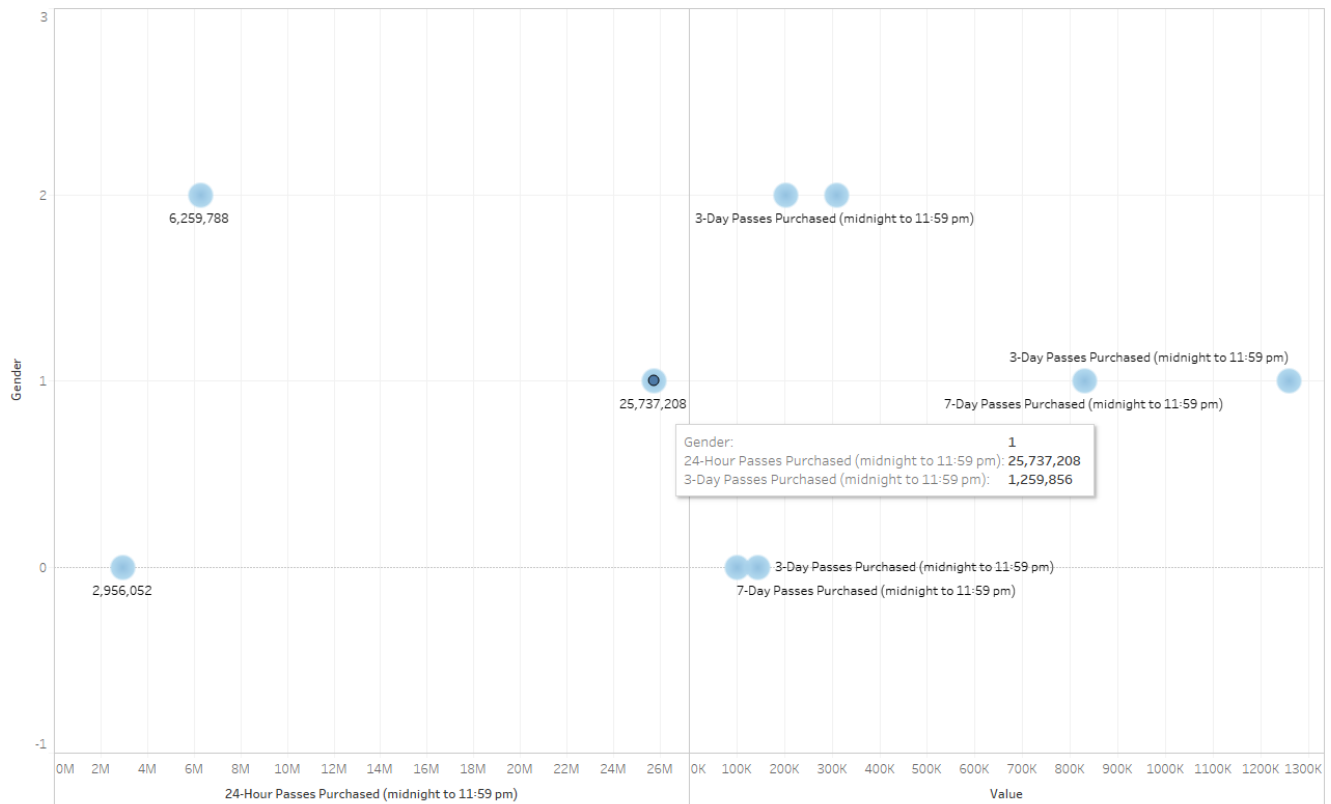


Figure 2: The 24-Hour Pass is most popular particularly for male (Gender 1) cyclists.

While protecting the privacy of individual riders, the CitiBike DCC does not collect personal information regarding the purpose of bicycle rentals. It does however, track the miles travelled, the start time and duration of each trip, and the start and end station locations. [From this data](#) we are able to determine profiles of bicycle usage, including the total number of miles travelled to date for males, females, and other/non-identified gender.

Comparing the proportion of male to female miles per 24-Hour pass, there is only a 2% difference between the average miles travelled by gender. This means that while males may be the predominant bicycle renters (see Figure 3), the average distance travelled on a 24-Hour pass is quite consistent regardless of gender.

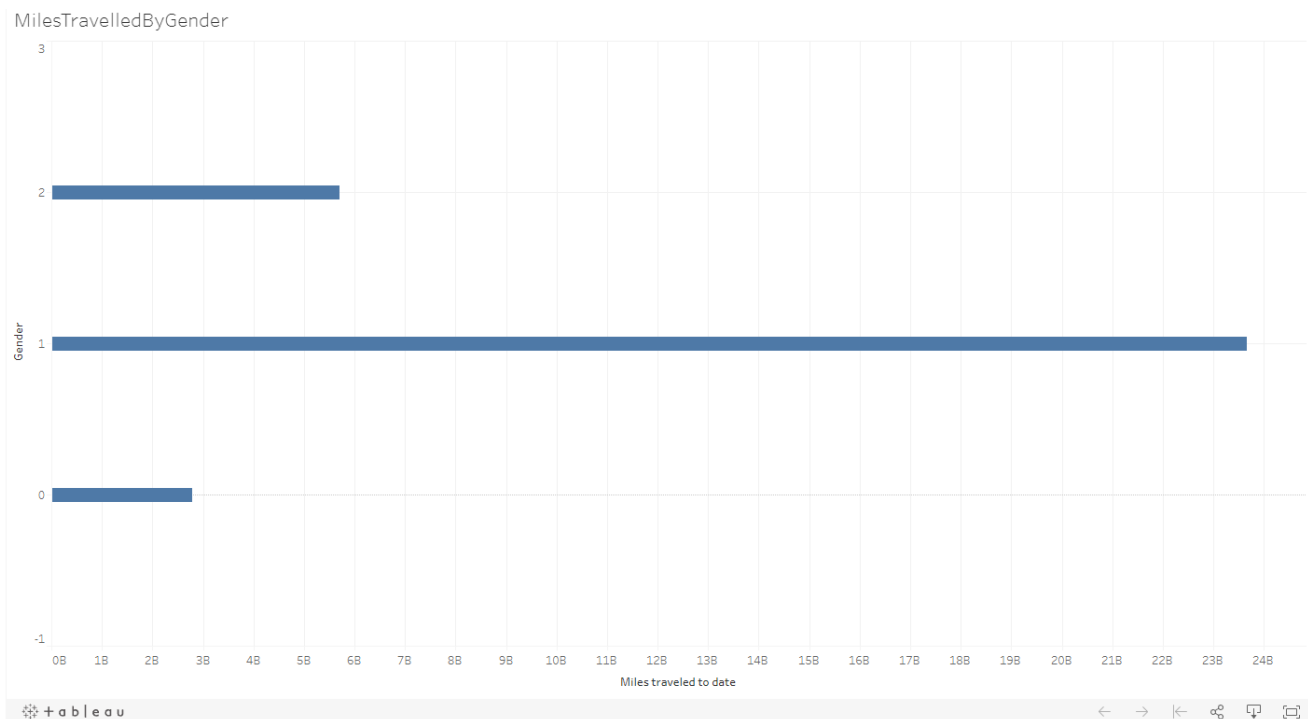


Figure 3: Male cyclists have logged over 15 billion miles more than other genders, due only to the disproportionate number of male renters.

The Safer Cycling report breaks the female rider data down to Bike Share stations by neighborhood to examine more popular areas for female riders. This earlier analysis identified these areas as less congested and with better connected bicycle facilities.

Smart Moves!

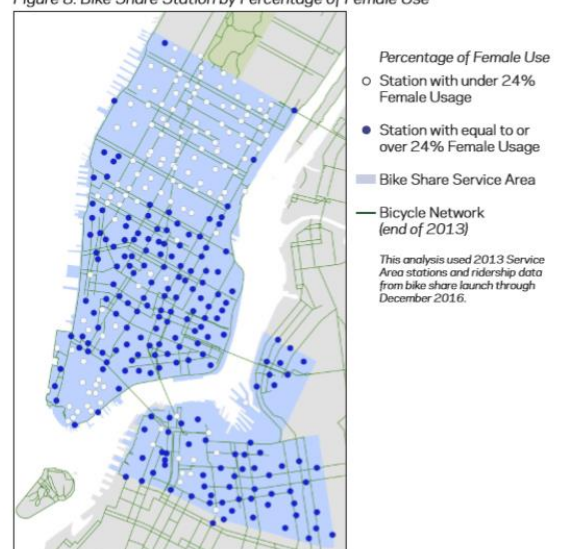
“Female riders choose less congested neighborhoods with better connected bicycle facilities”

Bike Share and Gender

Female riders account for 24% of bike share trips taken by annual bike share members. Figure 8 highlights bike share stations where female annual members use bike share above the systemwide average of 24%. These stations are concentrated in Brooklyn and in Manhattan between 23rd Street and the Financial District. These neighborhoods are generally considered to be less congested than Midtown Manhattan and have well connected bicycle facilities.

An estimated half a million adult women New Yorkers aged 18 or older bicycled each year from 2010 through 2014. This represents 35% of the City’s adult cyclist population. NYC DOT is considering strategies to increase the number of women who cycle and narrow the gender gap in cycling.

Figure 8. Bike Share Station by Percentage of Female Use



Shifting Gears

Going the distance

As we dig deeper into [Pass Purchases by Gender](#), it is evident that the most frequent riders are males making daily trips on a 24-Hour Pass.

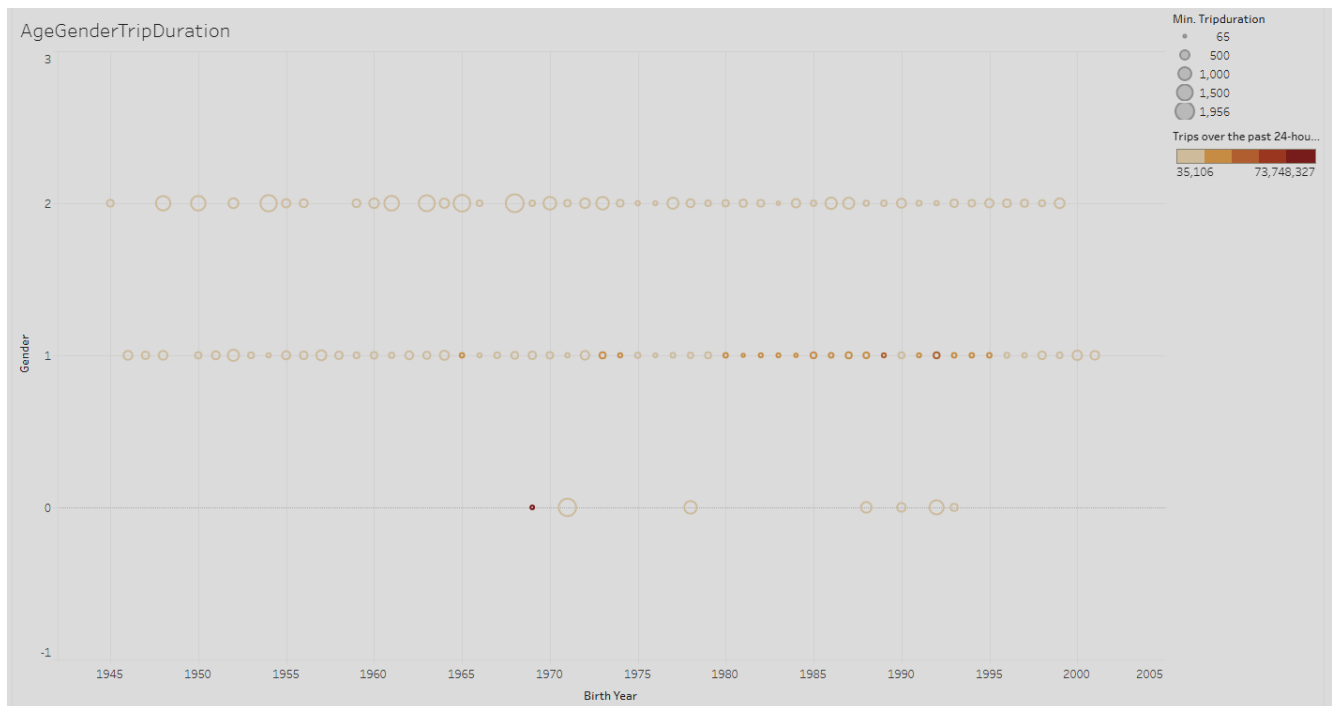


Figure 4: Younger males travel more frequent and shorter periods daily, indicating a common purpose for bicycle rental may be for commuting.

“Every CitiBike Station and bicycle rental provides key data”

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Cyclist Demographics

The scatter plot displays the relationship between Gender (Y-axis) and 24-Hour Passes Purchased (midnight to 11:59 pm) (X-axis). The X-axis ranges from 0M to 1300K, and the Y-axis ranges from -1 to 3. Data points are colored blue for Gender 0 and light blue for Gender 1. A legend in the top right corner identifies the colors. A tooltip for Gender 1 provides specific values for 24-Hour and 3-Day Passes.

Gender	24-Hour Passes Purchased (midnight to 11:59 pm)	3-Day Passes Purchased (midnight to 11:59 pm)
0	2,956,052	2,956,052
0	6,259,788	6,259,788
1	25,737,208	25,737,208
1	195,000	195,000
1	295,000	295,000
1	835,000	1,259,856
1	1255,000	1,259,856

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