

Citi Bike Trips: Tribeca

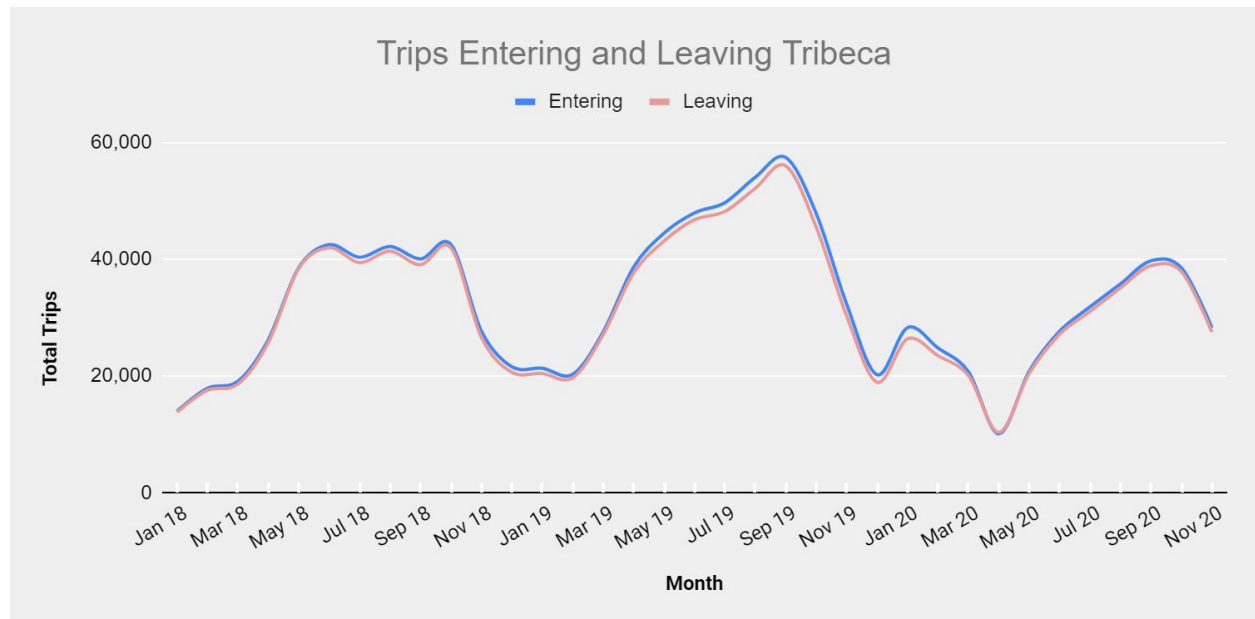
An analysis of trip volumes and origins



Waywiser Spatial 2020

Methodology:

This study looks at Citi Bike trip data for trips starting and ending in Tribeca, defined as the neighborhood south of Canal St, west of Broadway, north of Vesey Street and stretching to the West Side Highway. As of November 2020, there were 15 Citi Bike racks operating within the bounds of the neighborhood. Trips that started or ended at any of these 15 stations were considered to be trips that started or ended in Tribeca.



Citi Bike trips entering and leaving Tribeca in a given month are generally very similar. Monthly totals since January 2018 seem to indicate a higher floor for trips through the winter, a trend that looked to continue in early 2020 before the pandemic began.

Trips Ending in Tribeca: August - October

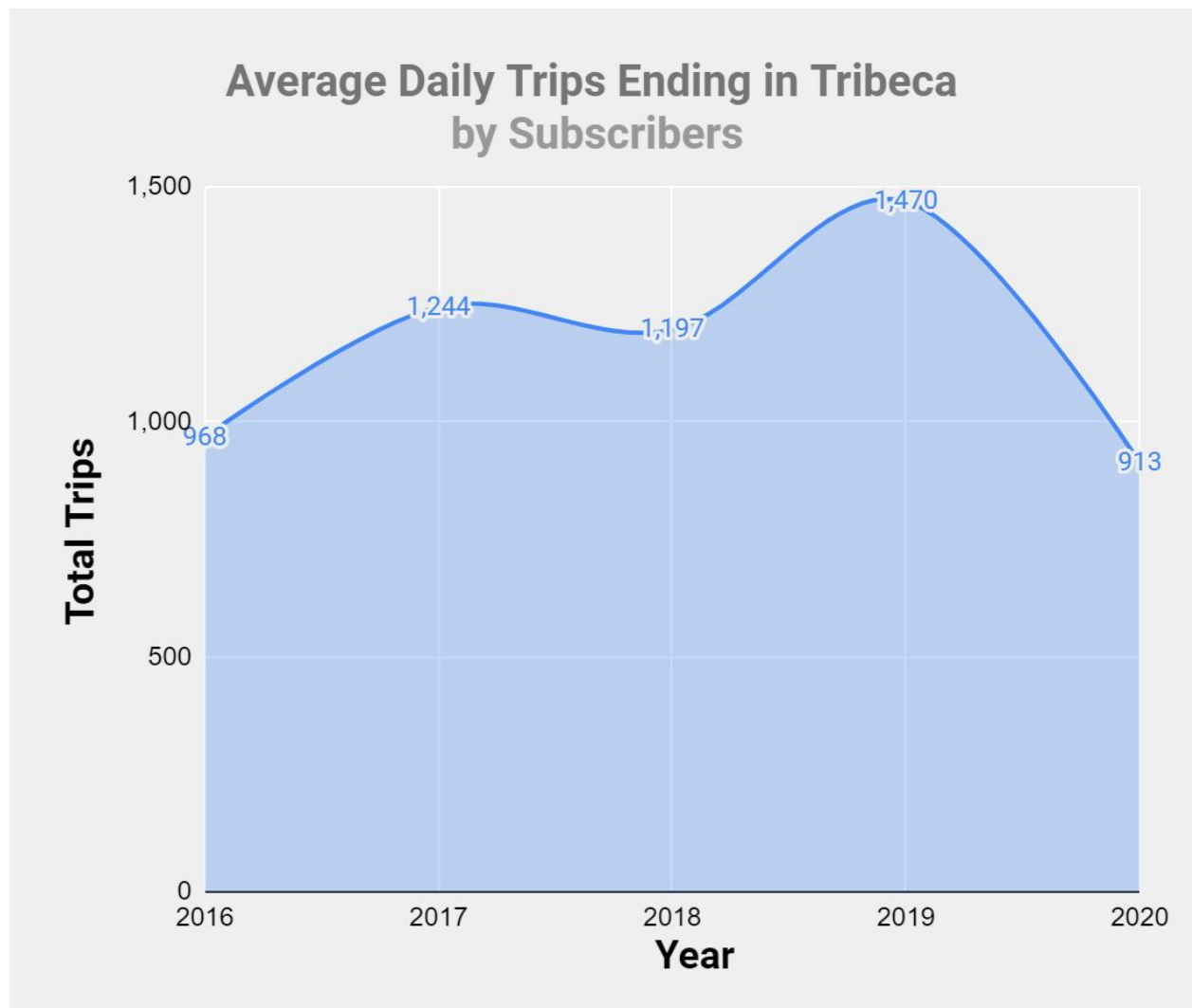
Neighborhood Where Trip Started	2020	2019	2018	2017	2016	Total Daily Average
Tribeca	15,557	29,762	21,229	20,452	16,018	224
Lower East Side	8,318	14,312	12389	11,985	10,216	124
Financial District	10,937	15,125	11100	11,184	8,599	124
Battery Park	8,688	13,660	11498	11,852	8,181	117
SoHo	8,170	10,647	9398	9,324	7,303	97
West Village	7,459	10,667	7584	8,095	6,356	87
Chelsea	8,302	9,440	7440	7,773	6,055	85
Greenwich Village	7,191	8,329	7163	7,945	5,760	79
Little Italy	3,699	5,739	4874	5,127	3,886	51
East Village	4,451	6151	4515	3,951	3,424	49
Clinton	4,231	5,231	3241	3,925	2,783	42
Flatiron District	3,592	4,874	3664	4,205	2,792	42
Chinatown	1,345	2,,820	2558	2,520	2,657	26
Upper West Side	3,061	2,503	1827	2,292	1,798	25
Garment District	1,928	2,793	2003	2,340	1,542	23
Midtown	1,966	2,064	1730	1,727	1,326	19
NoHo	1,071	1,753	1626	1,871	1,865	18
Gramercy	1,956	1,848	1284	1,437	1,247	17
Columbus Circle	1,185	1,443	1136	1,532	948	14
Murray Hill	842	1,327	1093	1,319	1,203	13
Williamsburg	1,527	1,407	912	910	801	12
Downtown	666	1,039	964	1,269	1,155	11

The most common starting neighborhood for trips that end in Tribeca is also Tribeca. Many of these trips start and end at the same station in Tribeca. These are likely recreational trips where users are doing a round trip from near their home. Given the proximity to the Hudson River Greenway, it wouldn't be surprising to find a high number of recreational users making round trips.

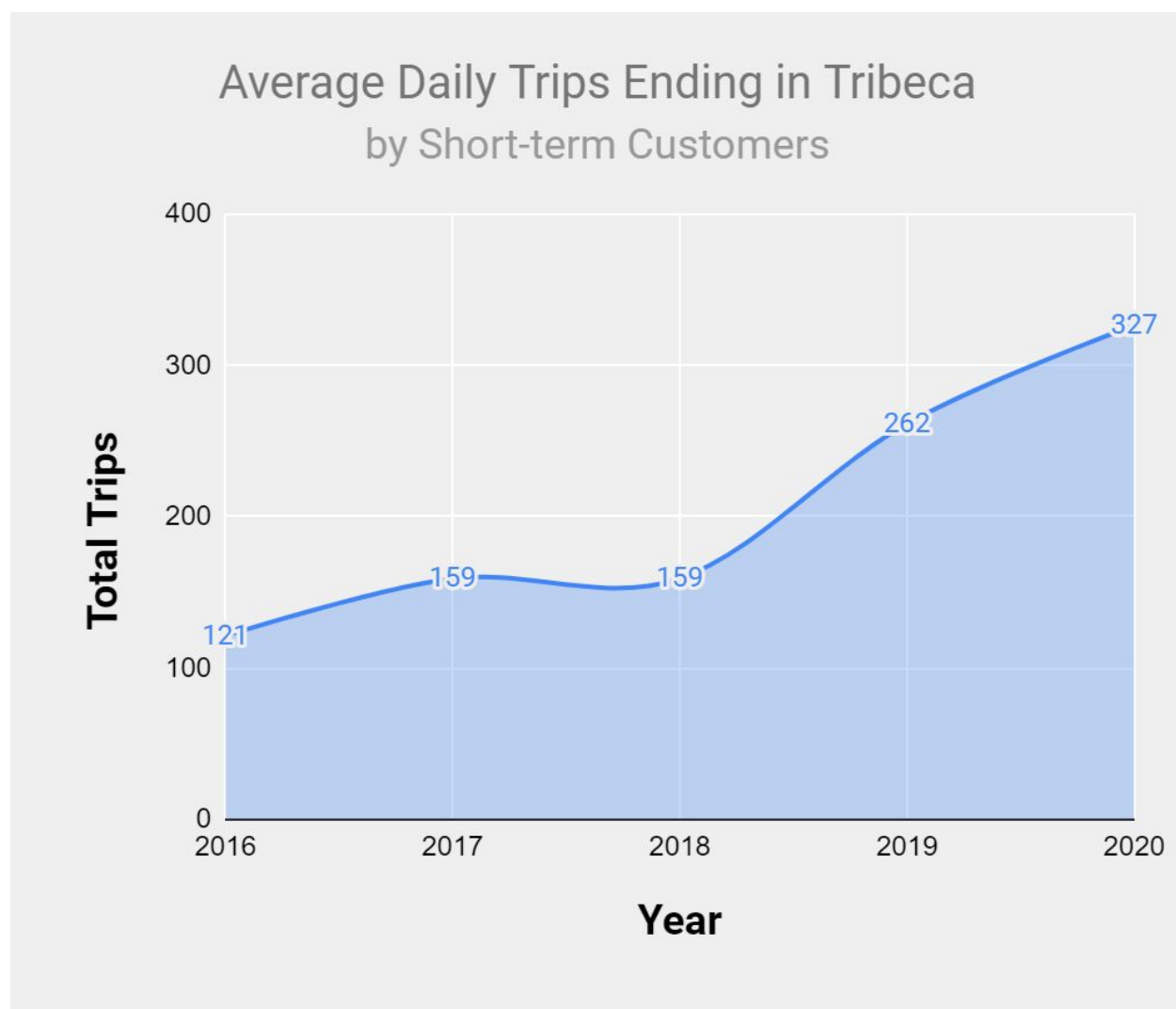
Neighborhood Where Trip Started	2020	2019	2018	2017	2016	2020 versus 4 year average
Chinatown	1,345	2,820	2,558	2,520	2,657	-49%
Downtown	,666	1,039	964	1,269	1,155	-40%
NoHo	1,071	1,753	1,626	1,871	1,865	-40%
Lower East Side	8,318	14,312	1,2389	11,985	10,216	-32%
Murray Hill	842	1,327	1,093	1,319	1,203	-32%
Cobble Hill	73	111	94	91	123	-30%
Tribeca	15,557	29,762	21,229	20,452	16,018	-29%
Columbia Street Waterfront	69	107	103	70	101	-28%
Little Italy	3,699	5,739	4,874	5,127	3,886	-25%
Battery Park	8,688	13,660	11,498	11,852	8,181	-23%

Neighborhood Where Trip Started	2020	2019	2018	2017	2016	2020 versus 4 year average
Harlem	114	47	56	21	NA	268%
East Harlem	116	56	31	50	7	222%
Upper East Side	1,080	521	404	365	332	166%
Sutton Place	388	174	122	183	164	141%
Williamsburg	1,527	1,407	912	910	801	52%
Upper West Side	3,061	2,503	1,827	2,292	1,798	45%

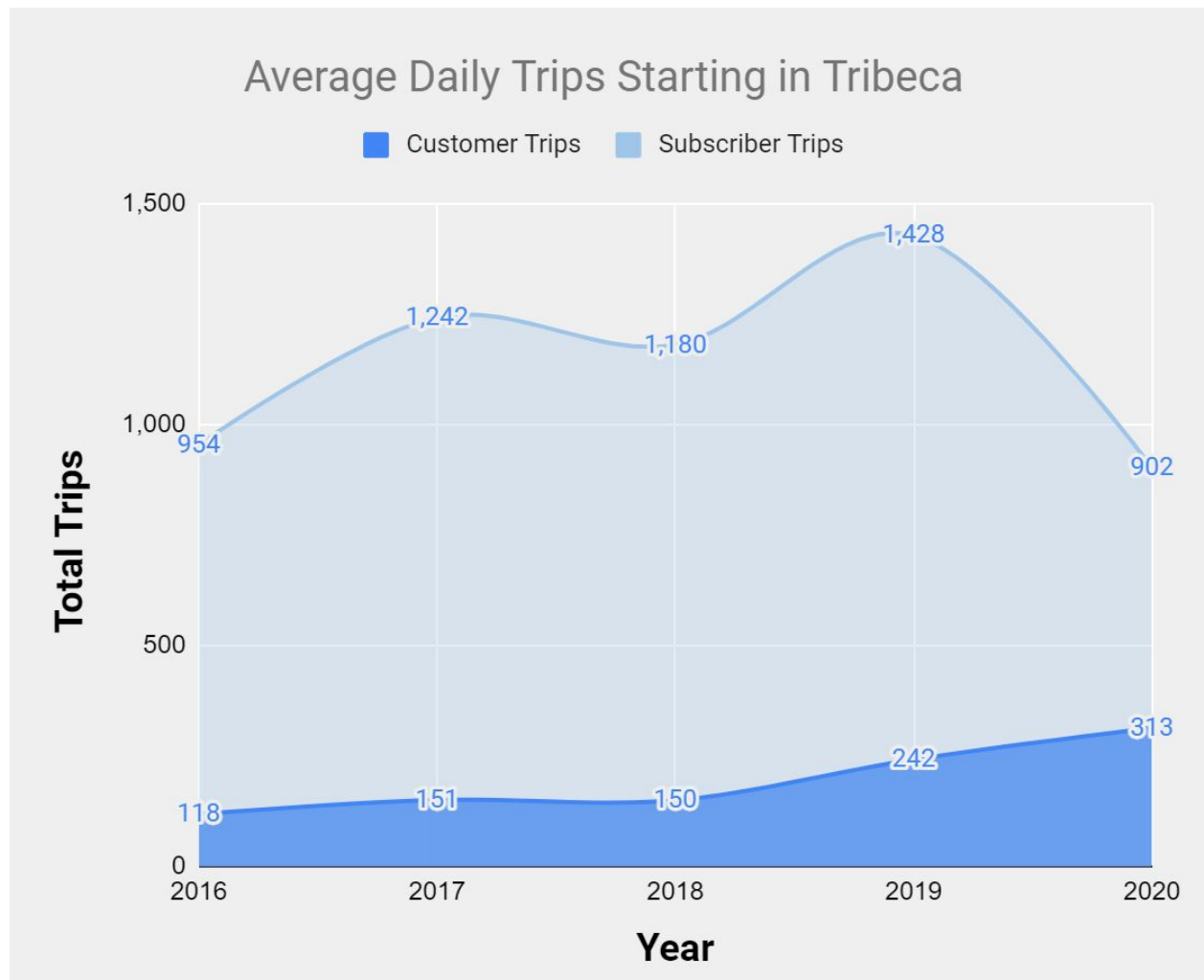
Citi Bike trips into Tribeca overall have dropped at about the same rate as trips citywide have compared the average over the previous four years, but some neighborhoods buck this trend, making even fewer trips than the trend, or greatly increasing the number of trips ending in Tribeca. Some of the largest drop in trips ending in Tribeca come from the neighborhoods that surround Tribeca: Chinatown, FiDi, Battery Park City and Little Italy. However, some neighborhoods are still high above the previous four year average, especially in Upper Manhattan, like the Upper West Side, Upper East Side and Harlem. The rise in trips from Harlem and East Harlem is likely also connected to Citi Bike expanding the number of docks in these neighborhoods in 2020.



About 85% of trips ending in Tribeca are made by annual subscribers to Citi Bike. This number dropped to 74% in 2020 however, on par with the change city wide. Annual subscribers may be more likely to use Citi Bike for commuting, errands or trips to entertainment. With these types of trips down in 2020, this may be the cause of the drop in annual subscriber trips to Tribeca.



Meanwhile, the share of trips ending in Tribeca made by short-term subscribers to Citi Bike increased nearly 25% over 2019 and double 2018. The sharp increase in 2019 may reflect the integration of Citi Bike into Lyft and adding the ability to rent bikes via their app. In 2020, it is likely the increase in short-term customer trips reflects the general increase in cycling in the city this year. With many people looking to biking as a safe outdoor activity during the pandemic, and bike shops across the city back-ordered on bikes, it is plausible that many turned to short-term Citi Bike rentals.



The breakdown of trips starting in Tribeca largely mimics those ending in Tribeca. Annual subscriber trips fell nearly 40%, while short-term customer trips rose 30%.