

Identifying Rideshare Targets In Manhattan

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Problem

Decrease in NYC ridership,
due to the pandemic

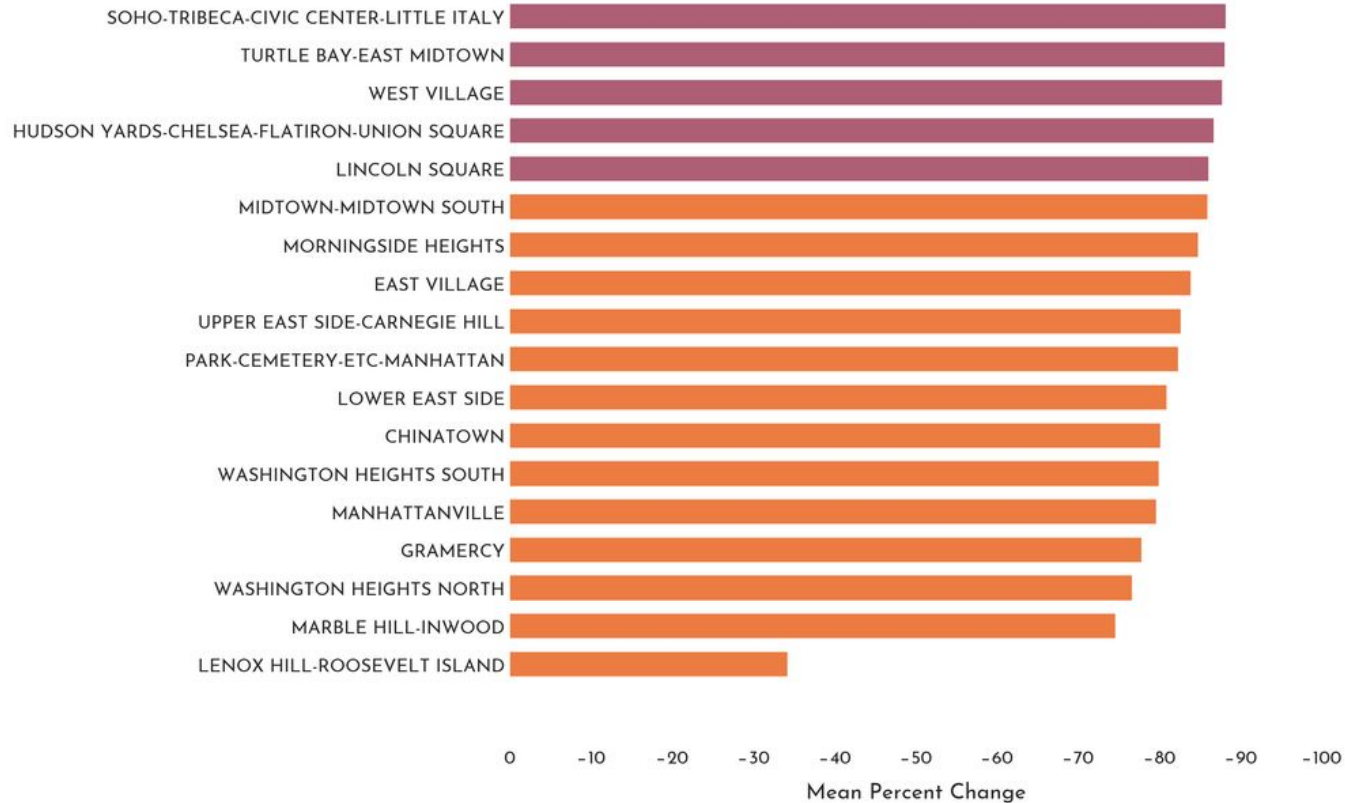
Project Goal

Identify neighborhoods of
opportunity to target in Manhattan

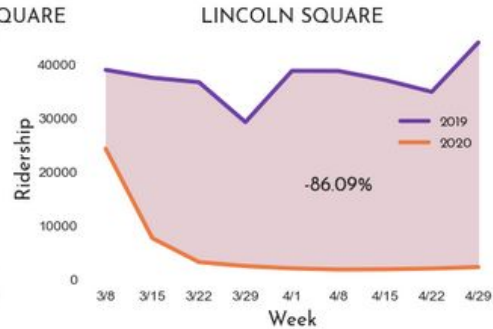
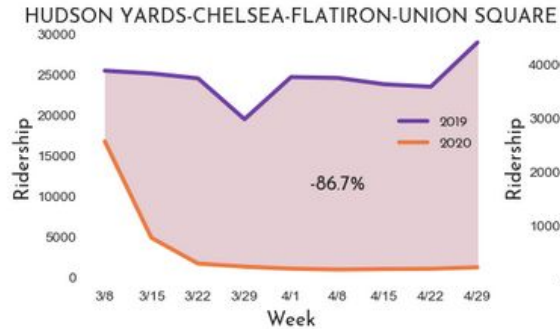
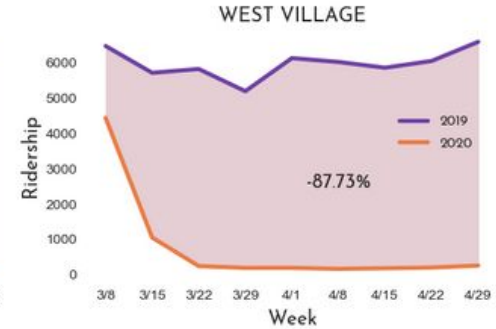
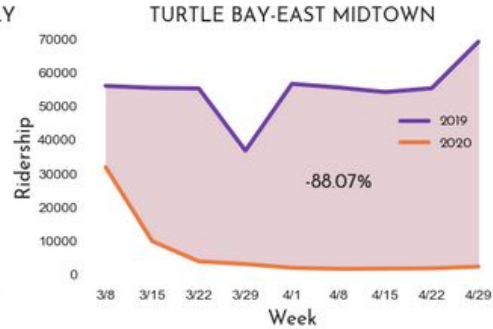
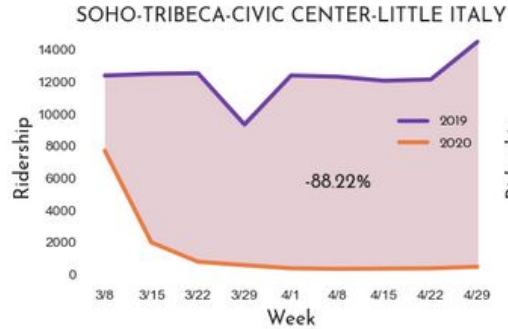
01 Aggregate

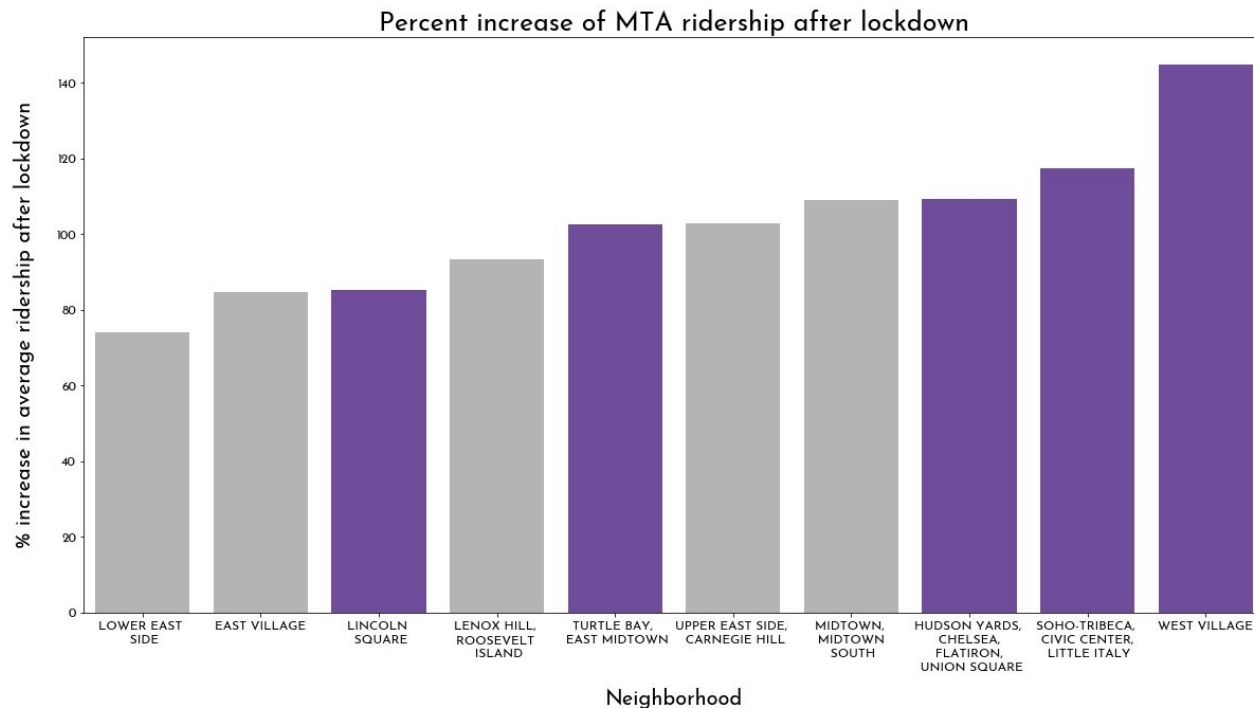
Data to inform initial neighborhood recommendations

Mean Percent Ridership Change (2019-2020)



Average Daily Ridership (Top 5 Decreases)





02 Determine

If neighborhoods fit target
demographic

Defining Target Demographic

Ride-hailing has become more common across most demographic groups

% of U.S. adults who say they have ever used ride-hailing services like Uber or Lyft

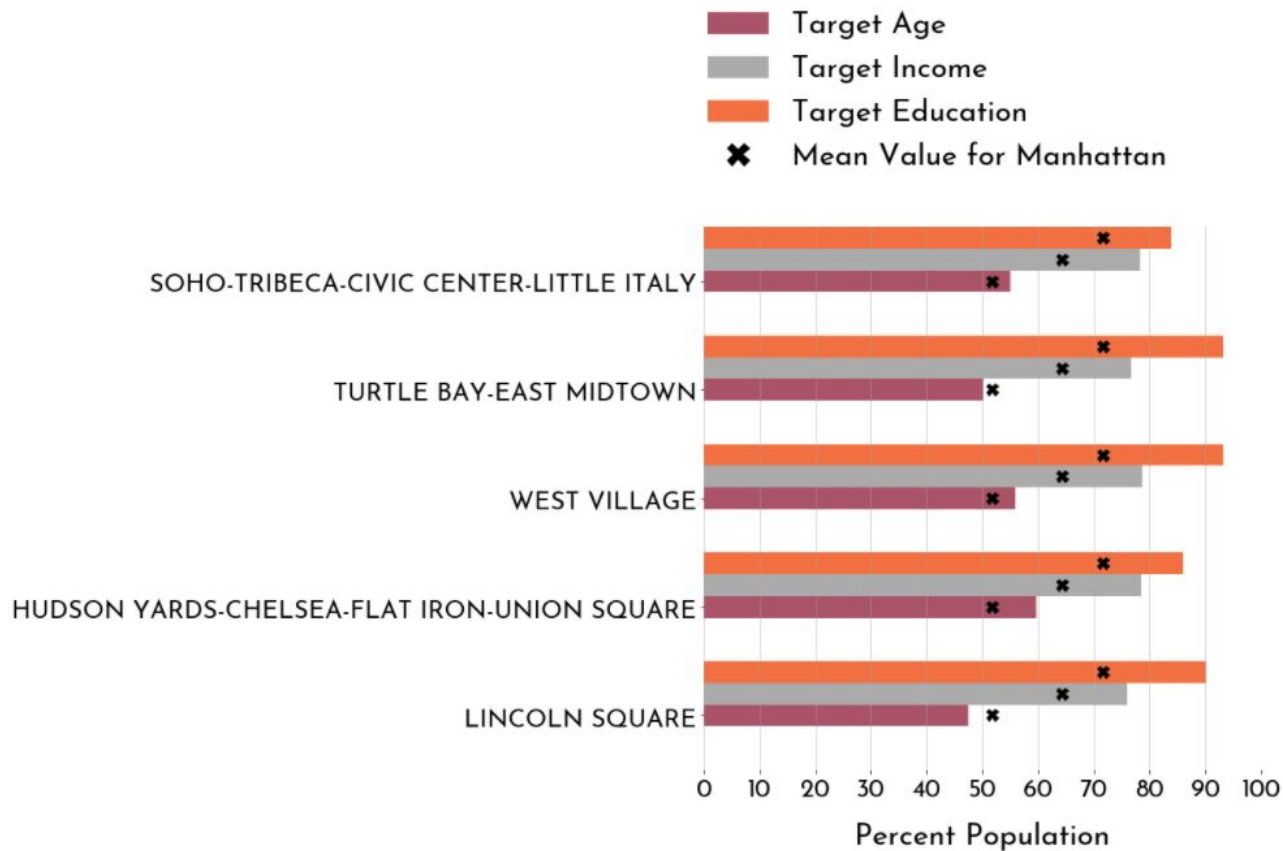
	2015	2018	Difference
U.S. adults	15	36	+21
18-29	28	51	+23
30-49	19	43	+24
50+	7	24	+17
HS or less	6	20	+14
Some college	15	36	+21
College grad+	29	55	+26
Less than \$30K	10	24	+14
\$30K-\$74,999	13	35	+22
\$75K or more	26	53	+27

Note: Respondents who did not give an answer or gave other responses are not shown.

Source: Survey conducted Sept. 24-Oct. 7, 2018.

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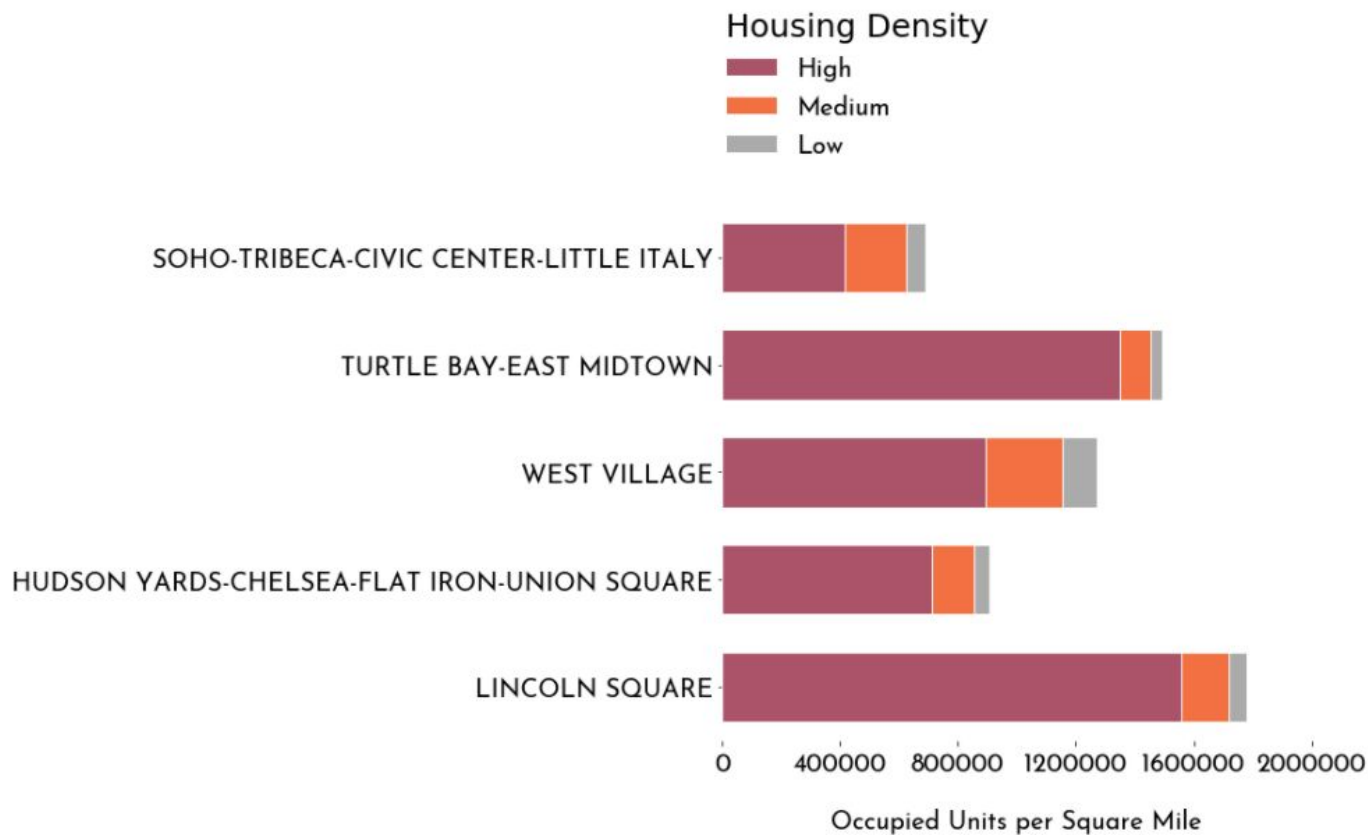
Demographic Profile of Target Neighborhoods



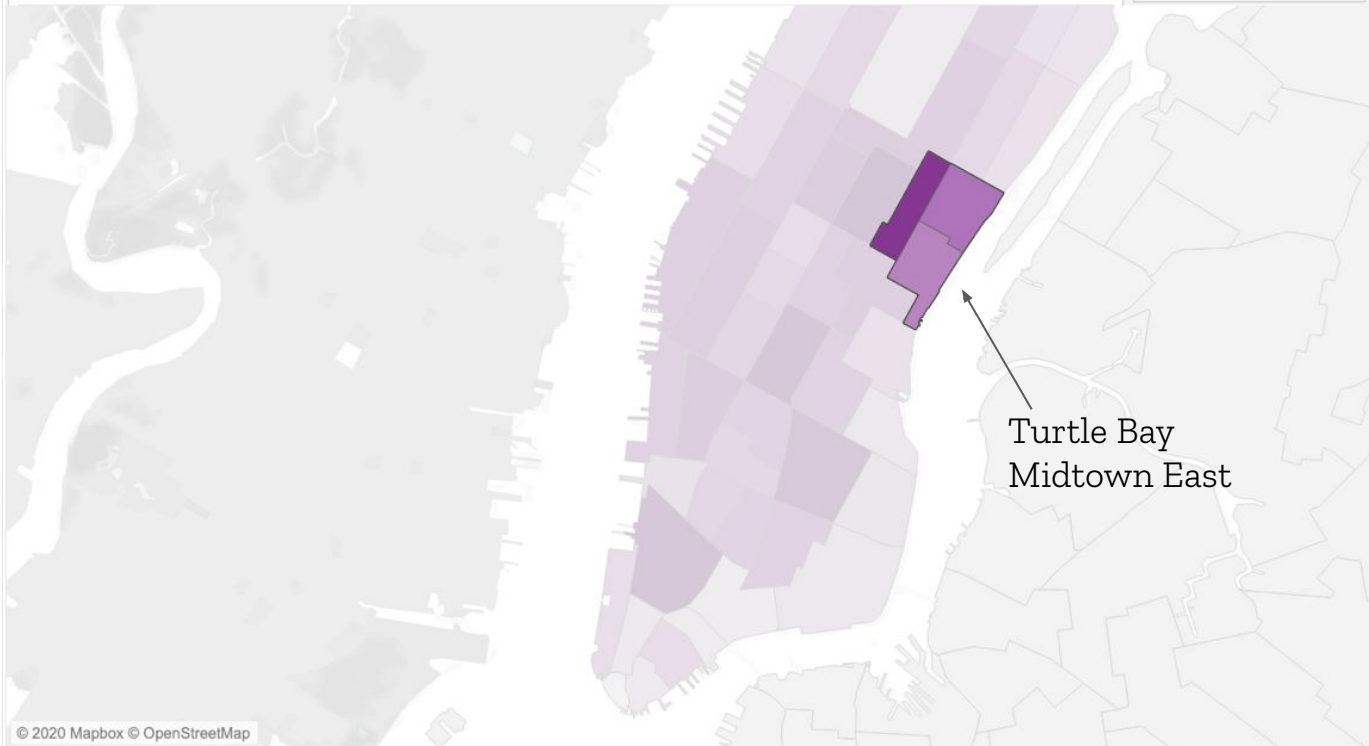
03 REFINE

Which neighborhoods best
represent target market

Housing Density of Target Neighborhoods



<Uber ridership data, Manhattan, NYC
Jan-June, 2015>

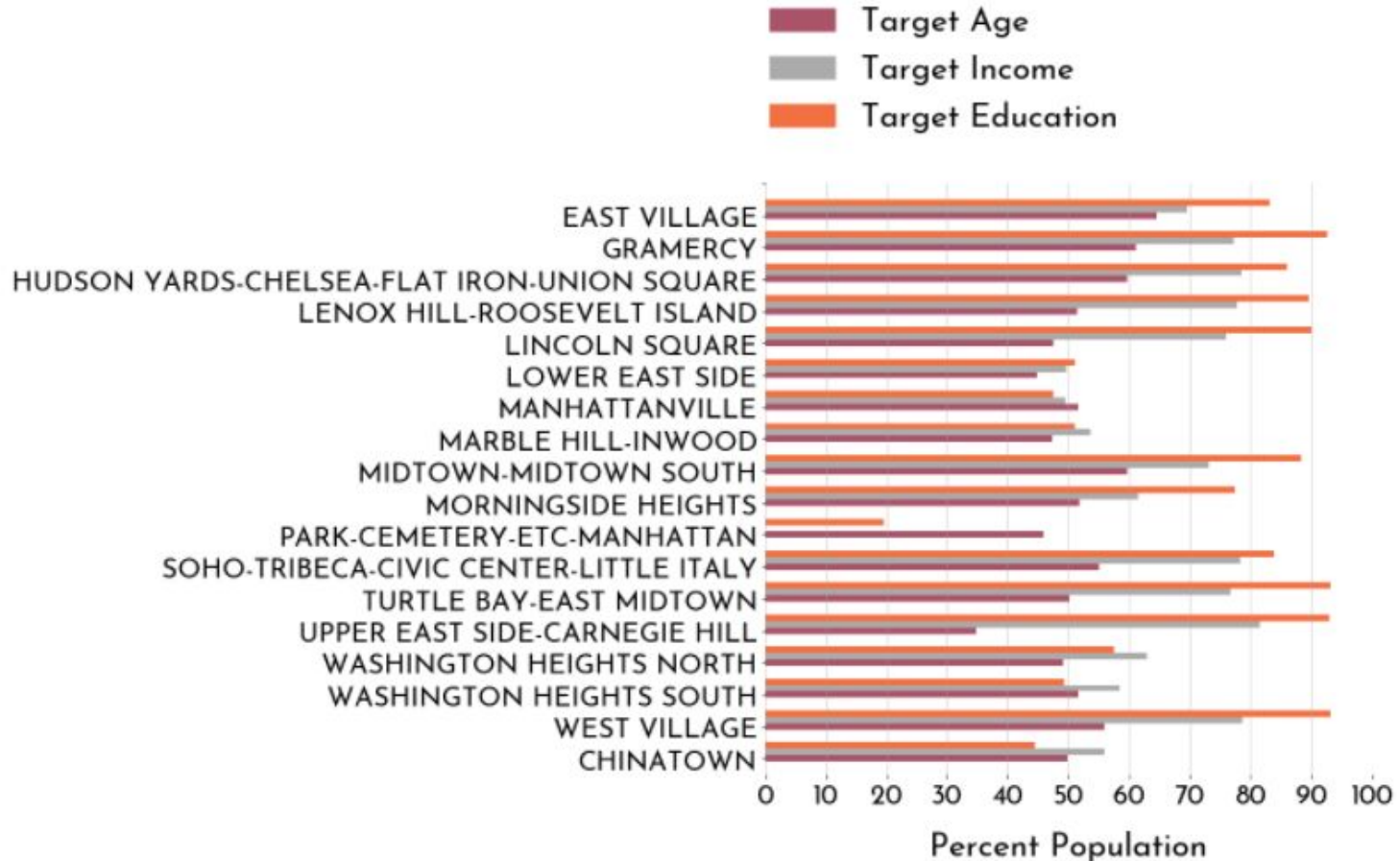


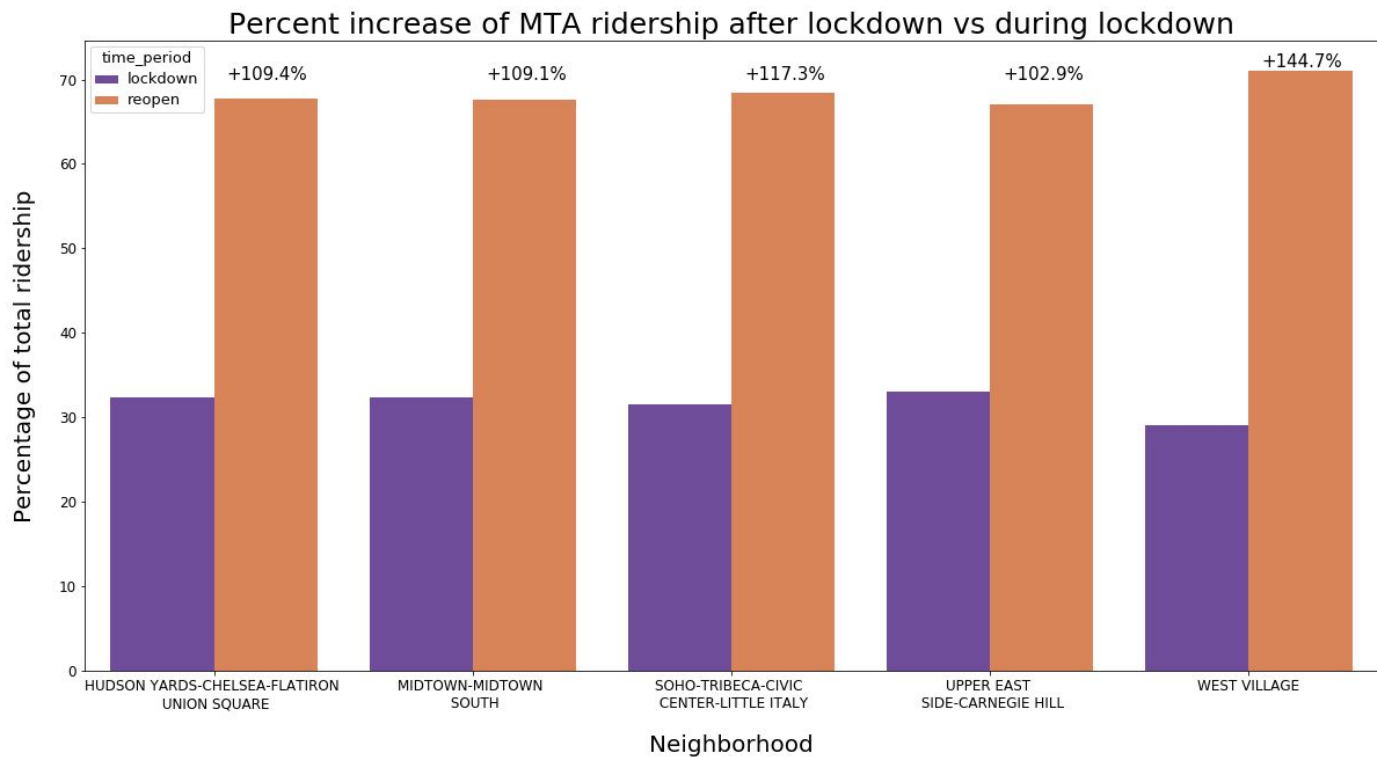
04 Next Steps

- Obtaining more recent data
- Refining outlier detection/imputation
- Identifying neighborhoods unlikely to recover ridership

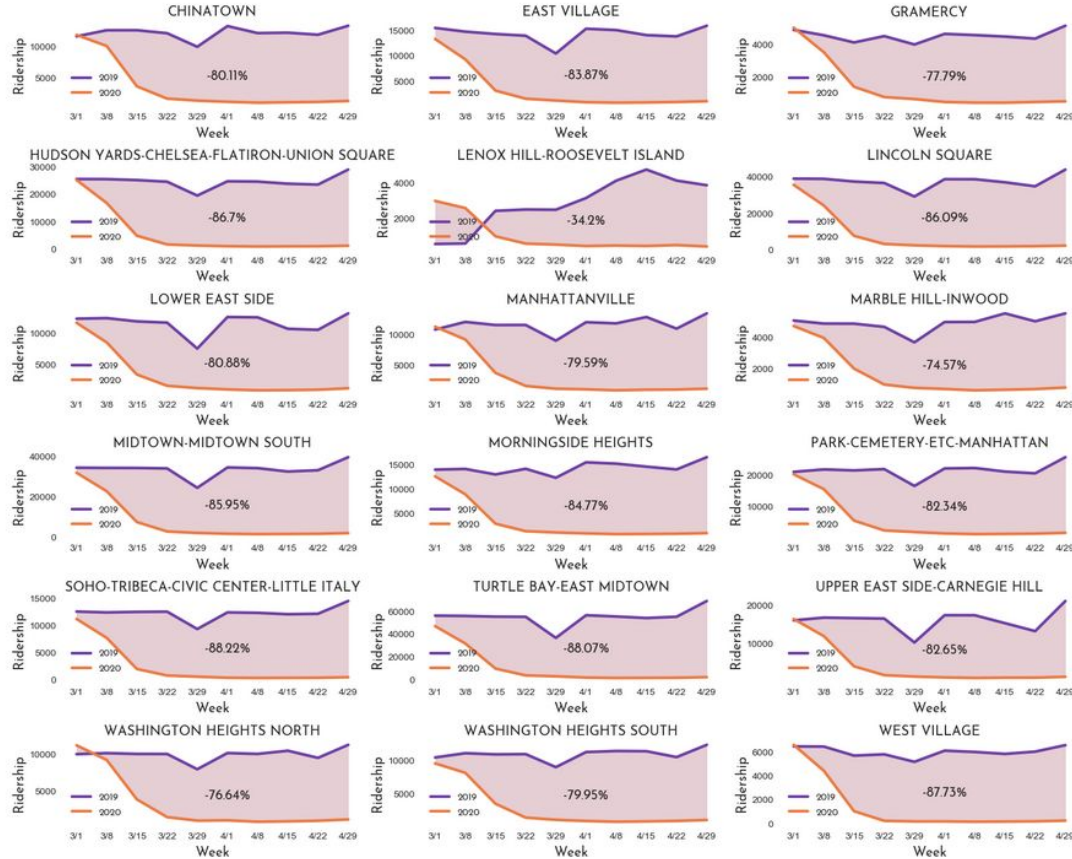
Appendix

Demographic Profiles of All Neighborhoods





Average Daily Ridership (All Neighborhoods)



Data sources can be found on our project Github page.

- ◀ Presentation template by [Slidesgo](#)
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Credits