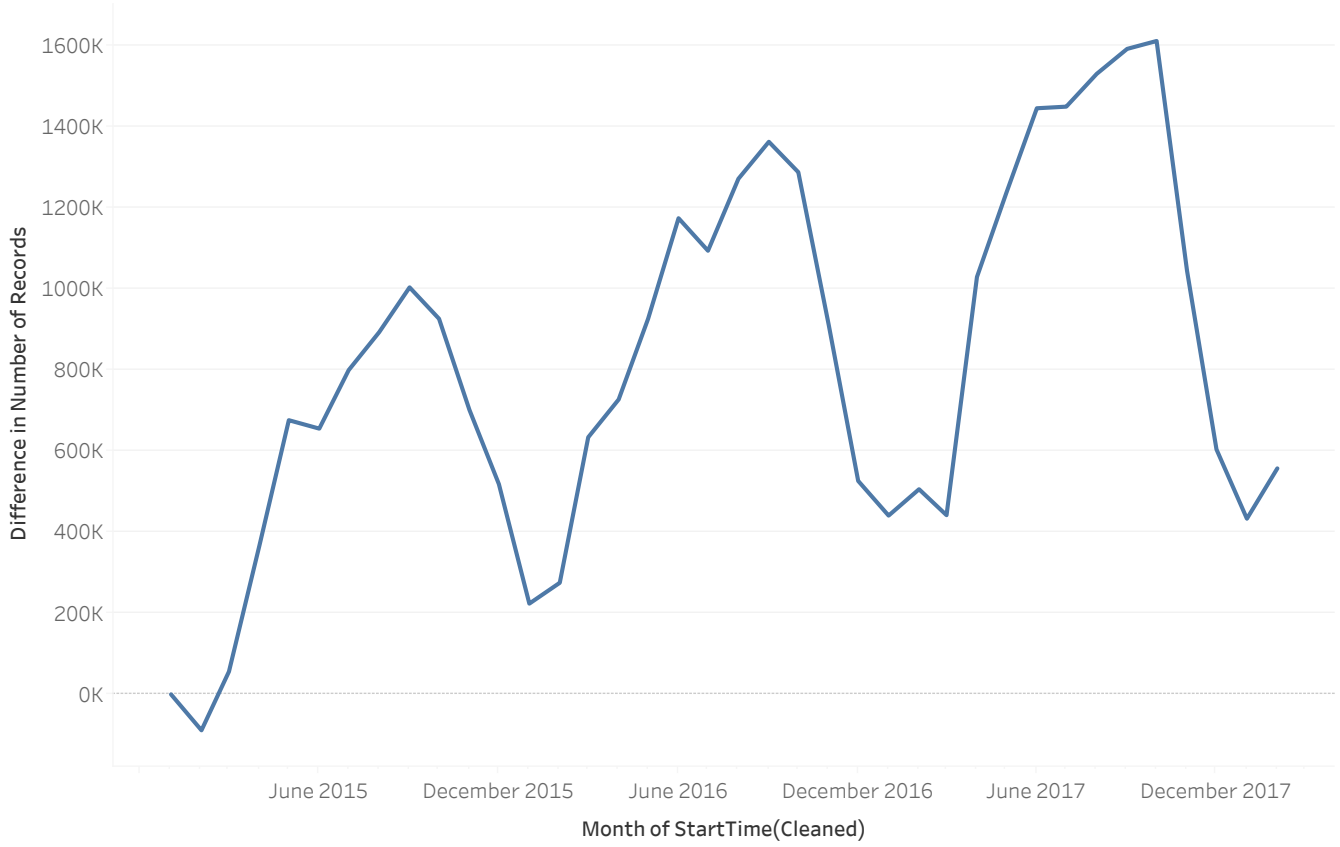
CitibikeNYC 3 Year Report (Jan 2015 - Feb 2018)

Total Trips (Jan 2015 - Feb 2018)

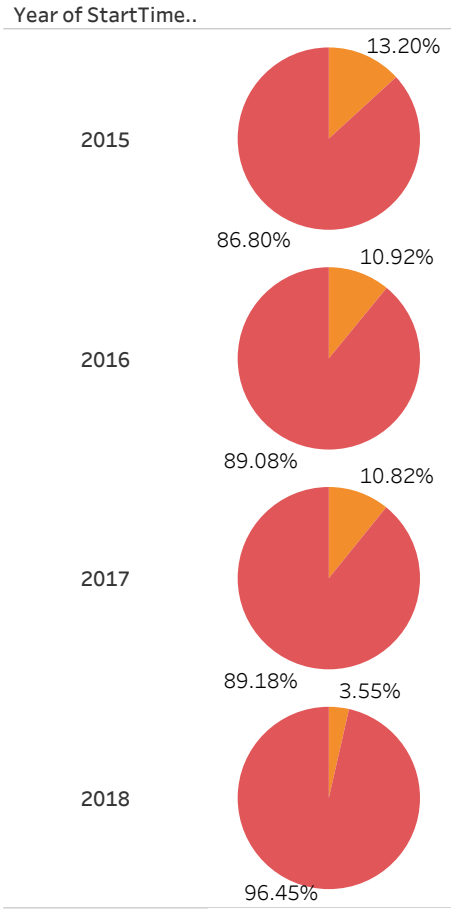
41,710,375

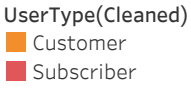
Total Ridership Growth Relative to Jan 2015



CitibikeNYC 3 Year Report (Jan 2015 - Feb 2018)

Total Trips and Total Ridership Growth	Subscribers vs. Short Term Customers	Summer vs Winter Peak Hours	Top 10 Stations for Starting and Ending Trips	Bottom 10 Stations for Starting and Ending Trips	Gender and Growth in Female Ridership





CitibikeNYC 3 Year Report (Jan 2015 - Feb 2018)

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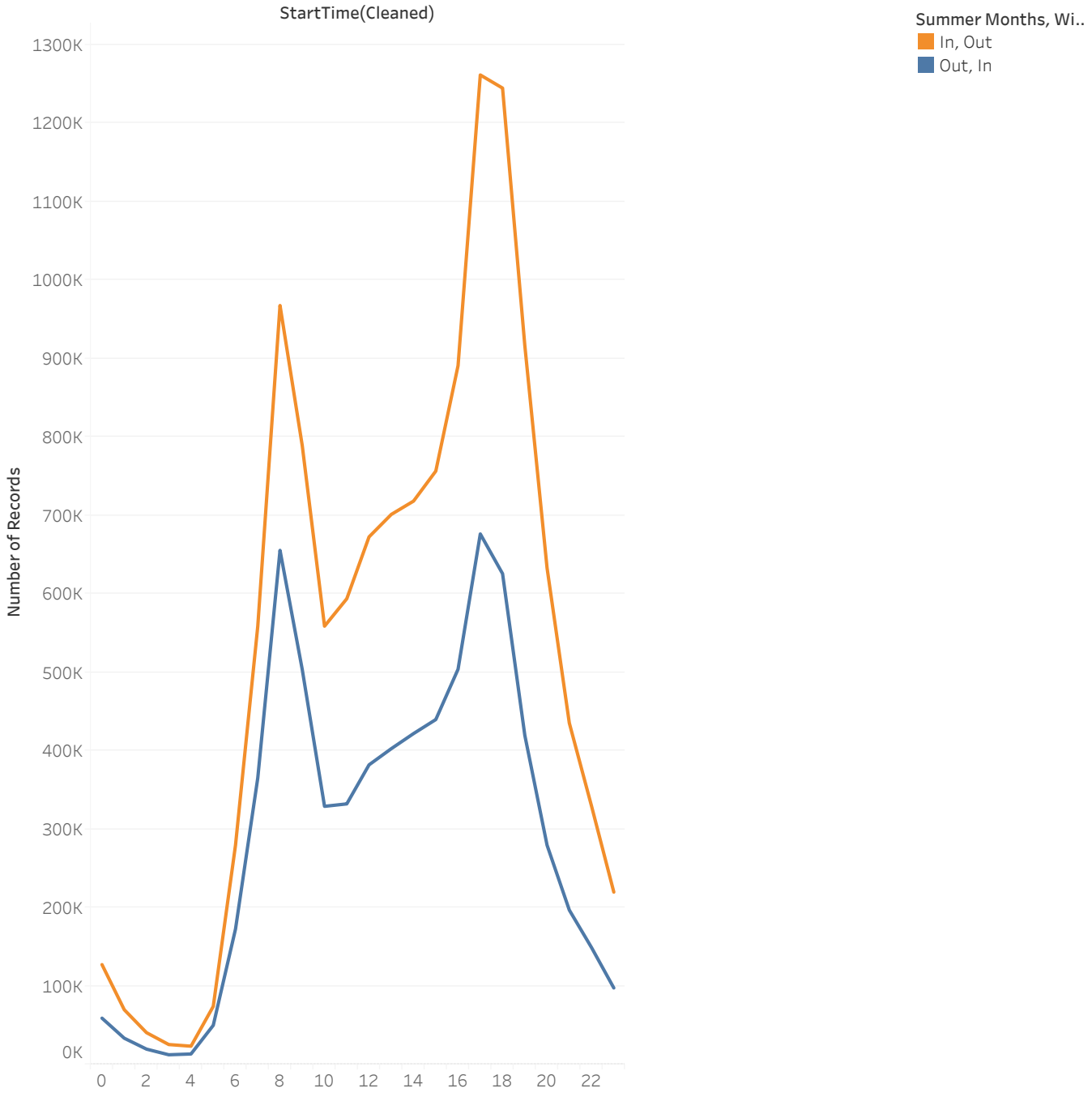
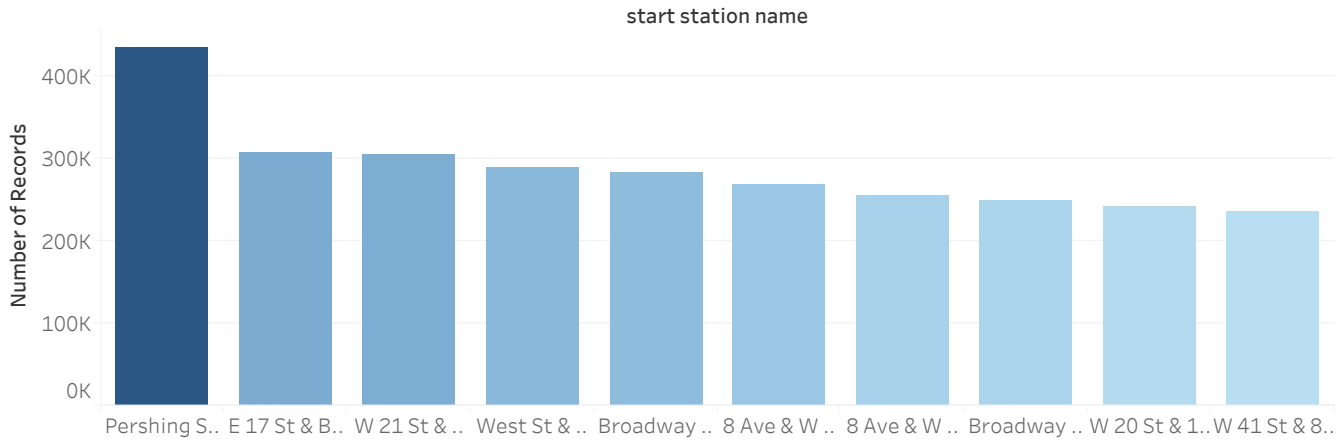
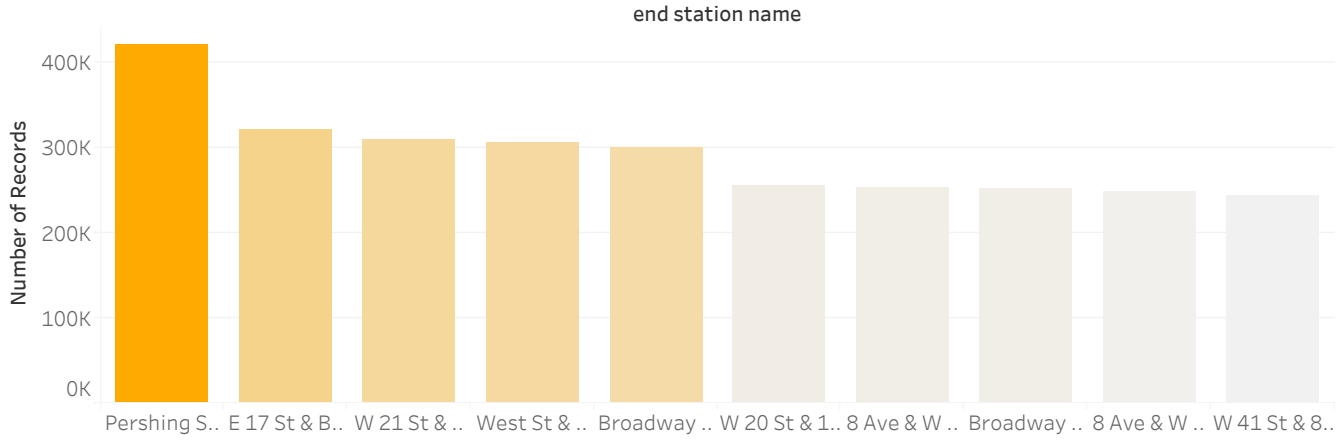


CitibikeNYC 3 Year Report (Jan 2015 - Feb 2018)

Top 10 Start Stations

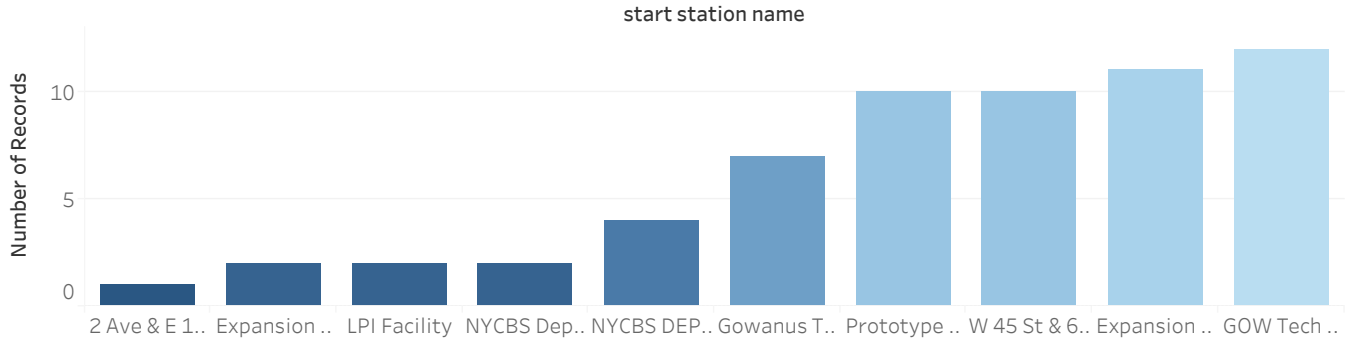


Top 10 End Stations



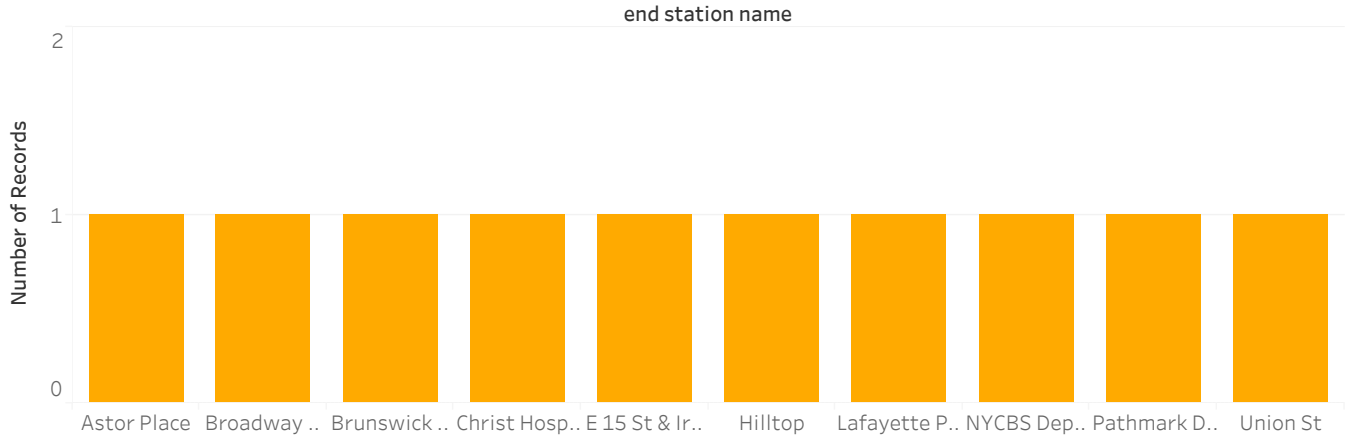
CitibikeNYC 3 Year Report (Jan 2015 - Feb 2018)

Bottom 10 Start Stations



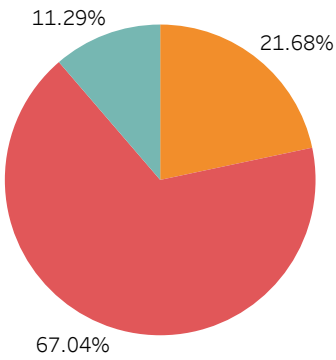
Note: Excluded were any stations in the top 10 with the words "Prototype", "Test", or "Don't Use" in the names, as it was obvious that these records were mistakes left in. However, several other stations here may also be mistakes but were left in to limit the deletion of potentially useful data.

Bottom 10 End Stations



CitibikeNYC 3 Year Report (Jan 2015 - Feb 2018)

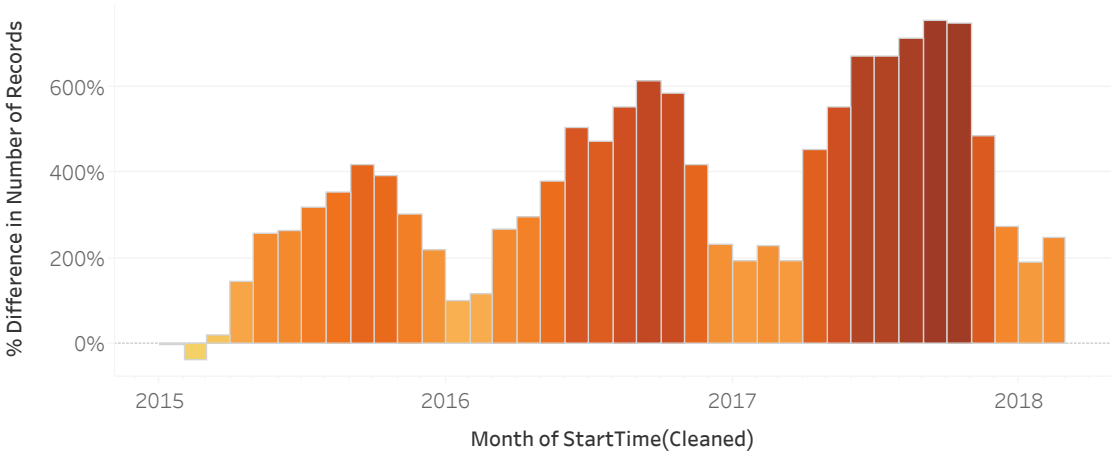
Gender



Gender(explicit)
Female
Male
Unknown

Proportion of riders by gender for the whole time period

Growth in Female Ridership (Relative to Jan 2015)



CitibikeNYC 3 Year Report (Jan 2015 - Feb 2018)

Average Distance Ridden

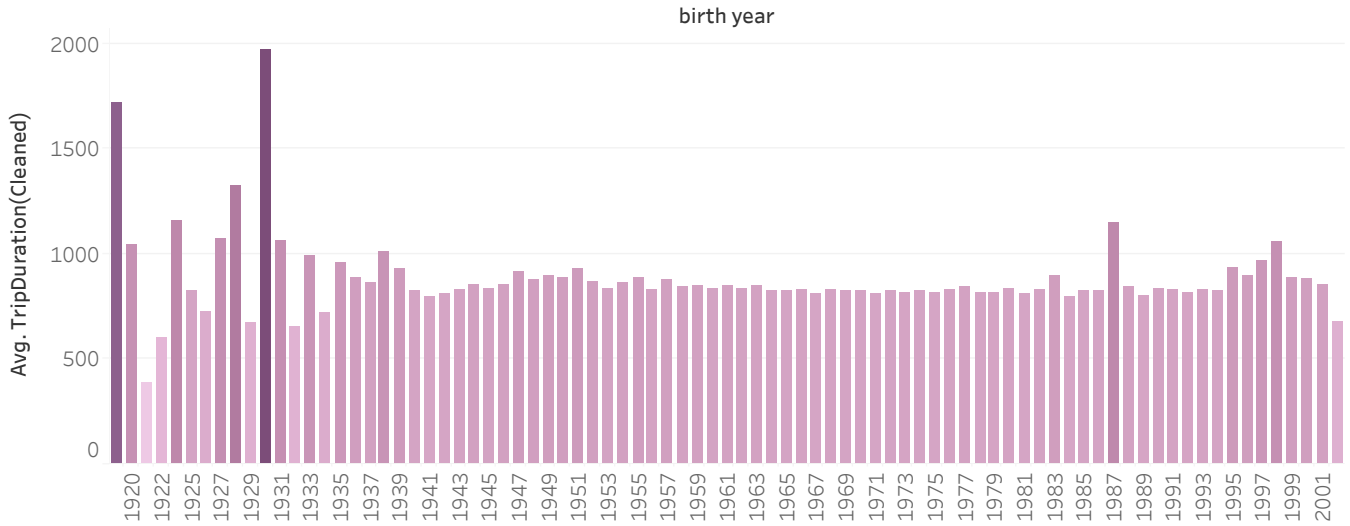
968.0

Average of TripDuration = 968 seconds. This is around 0.2689 hours

At citibikeNYC (https://www.citibikenyc.com/system-data), they calculated milage estimates in another dataset using an assumed speed of 7.456 miles per hour.

Using this assumption, average distance ridden is roughly 2 miles

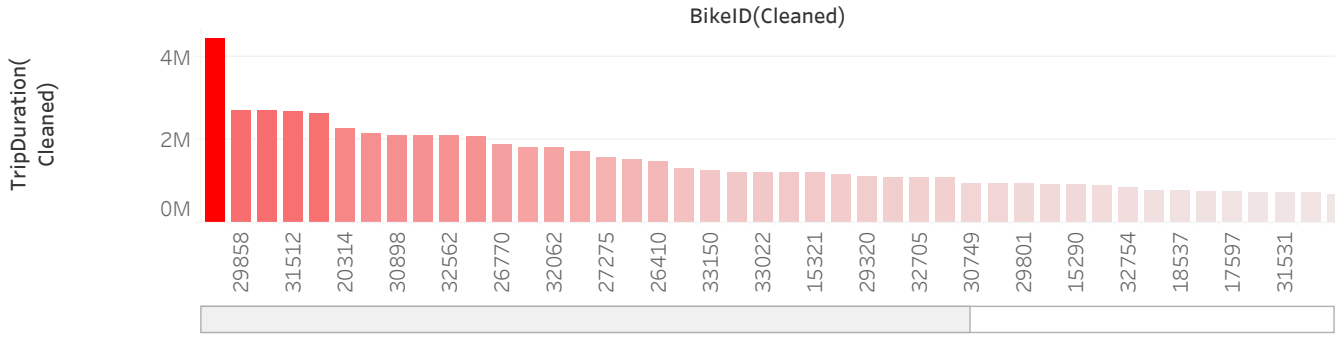
Average Trip Duration and Age



Note: Excluded all ages 100 years or older. The data had many ages which did not seem to be truthful (e.g. there was a suspiciously high average trip duration of 29,372 seconds for people born in 1858). Caution should be exercised for this graph, as the trip duration for older riders seem to be excessively high before 1930. The birth year variable thus seems to be very unreliable .

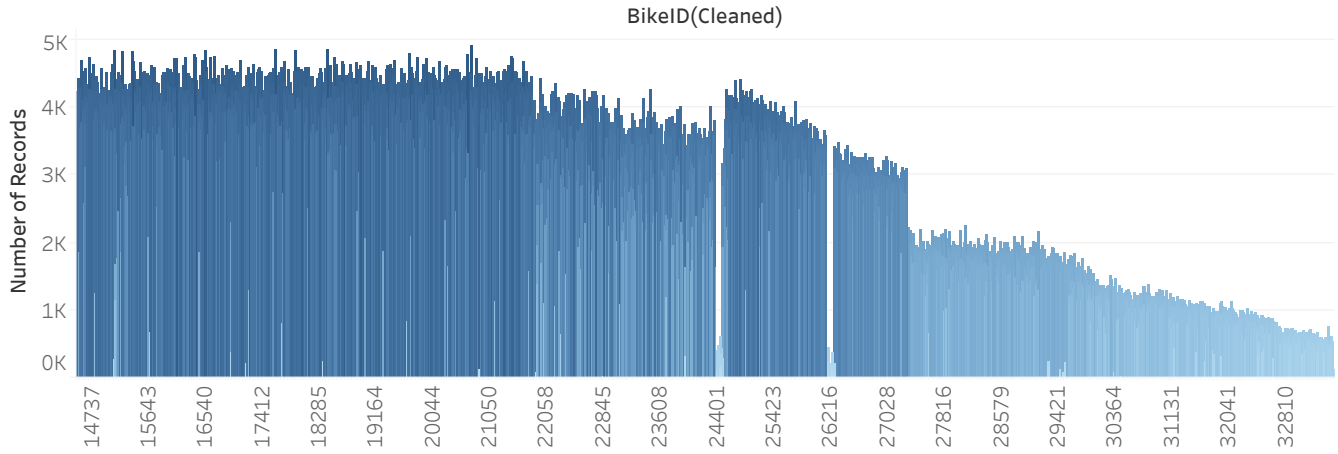
CitibikeNYC 3 Year Report (Jan 2015 - Feb 2018)

Bikes Due for Inspection or Repairs



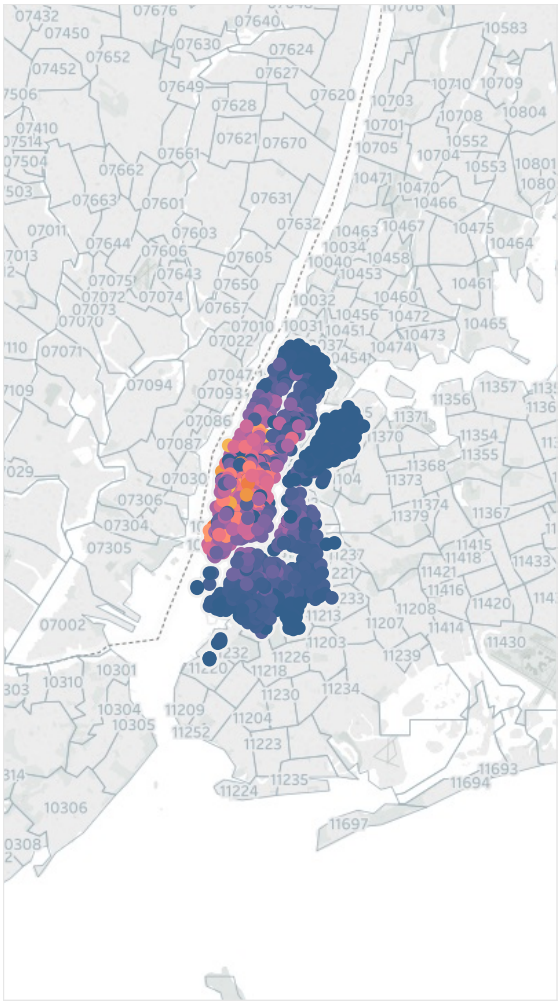
Note: Sum of TripDuration(Cleaned) for each BikeID(Cleaned). The data is filtered on the Year of the variable StartTime, which keeps 2018. Total trip duration for each bike ID in 2018 is used to determine recent bike usage. The more a bike is used, the more likely it is due for inspection or repairs. A bike that has cumulatively more than 500,000 seconds is considered here to be a sufficient amount of time to require inspection.

Utilization by BikeID

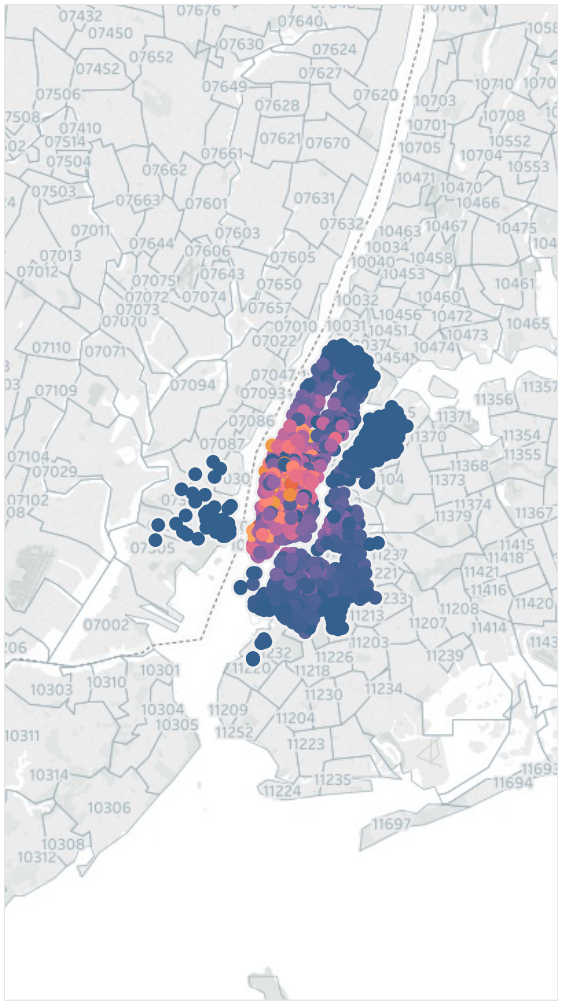


CitibikeNYC 3 Year Report (Jan 2015 - Feb 2018)

Popular Start Locations



Popular Stop Locations



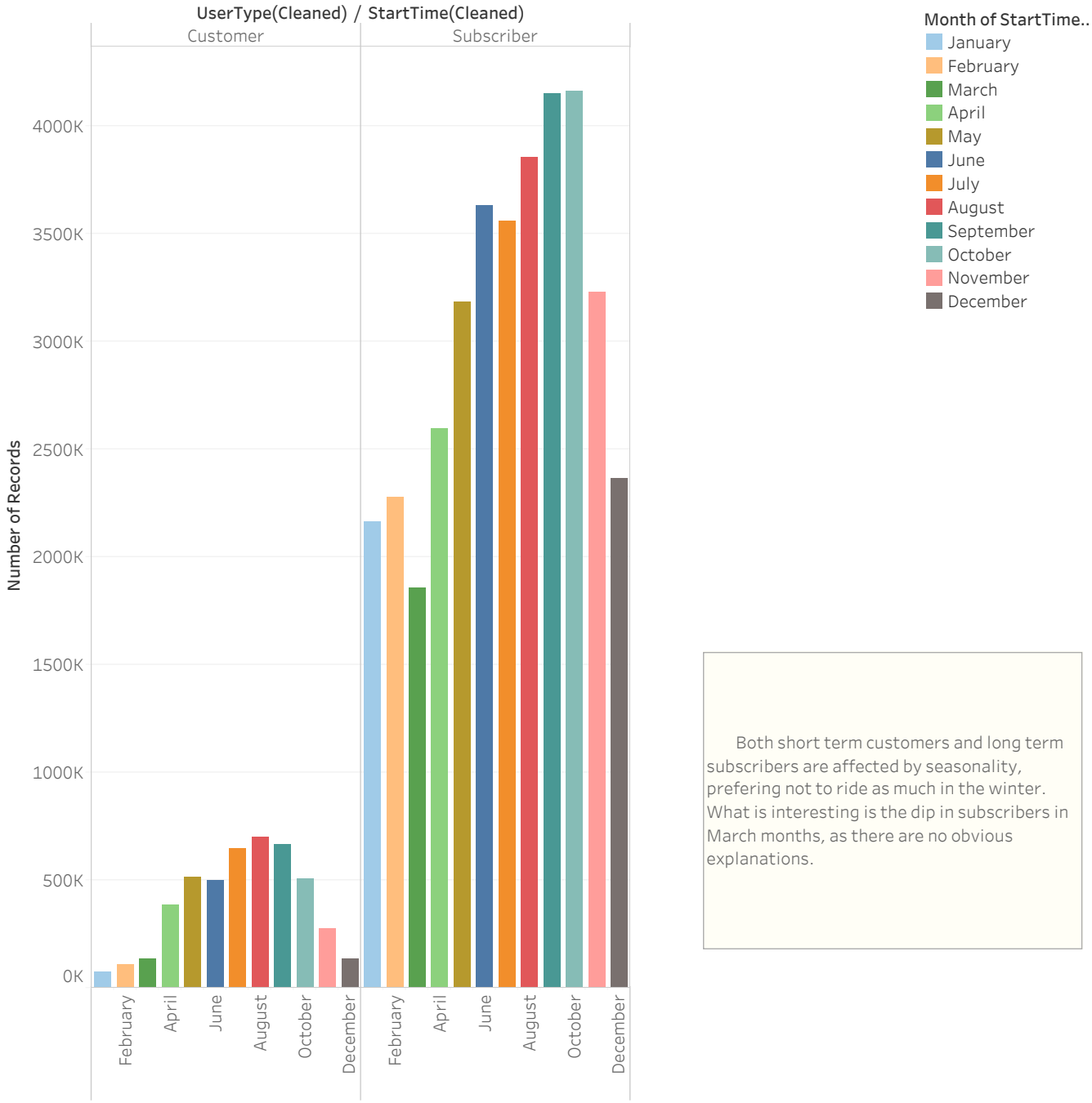
Start Locations: Number of Records

1 — 435,191

Stop Locations: Number of Records

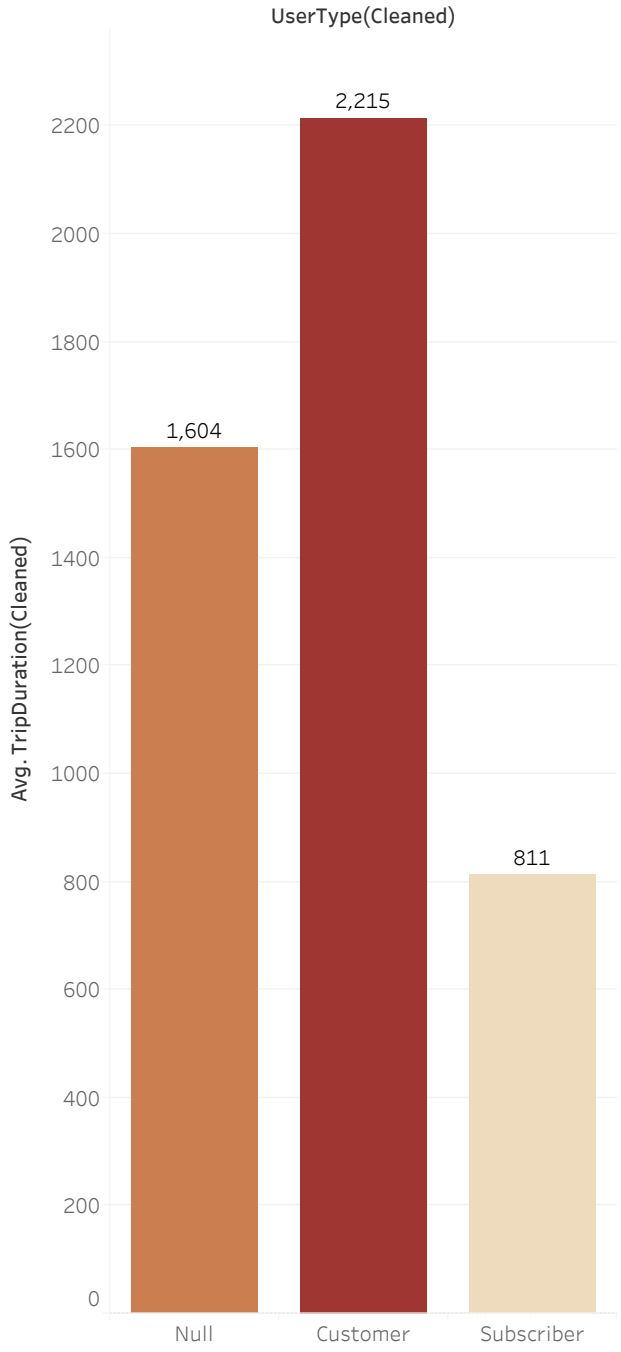
1 — 420,316

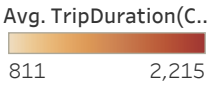
CitibikeNYC 3 Year Report (Jan 2015 - Feb 2018)



Both short term customers and long term subscribers are affected by seasonality, prefering not to ride as much in the winter. What is interesting is the dip in subscribers in March months, as there are no obvious explanations.

CitibikeNYC 3 Year Report (Jan 2015 - Feb 2018)





Average of trip duration for each user type.

What is unexpected here is the low average trip durations for subscribers of around 13 1/2 minutes. Even unregistered users log more time, although it is likely the case that these users were employees left on by mistake or illegal users.

It is likely the case that subscribers tend to be people who are local residents while short term customers are people who are tourists and are using the bikes to explore the city, not just going from point A to B.