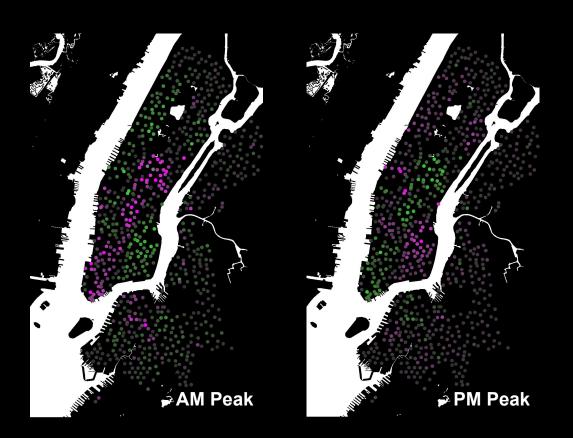
Rebalancing Citibike. the country's largest bicycle sharing network.

Nikhil Tangirala Jonathan Yuan

813 stations (741 studied)40,000 bikes planned for 20191.8+ million trips per month



Asymmetrical demand for bikes.



There is **spatial and temporal asymmetry**, especially across commercial and residential areas. It's at its **worst during rush hour**.

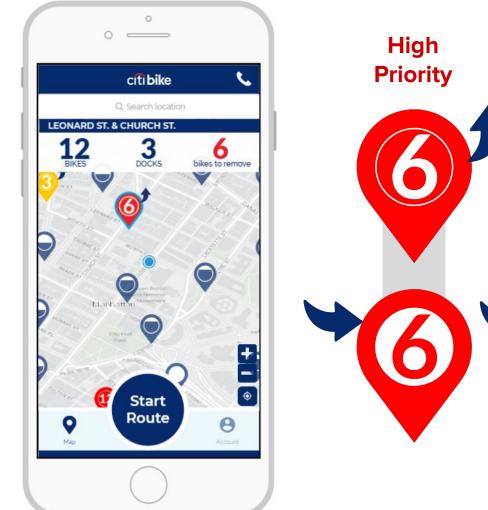


One Citi Bike app to rule them all—
Functionality for operators and members.

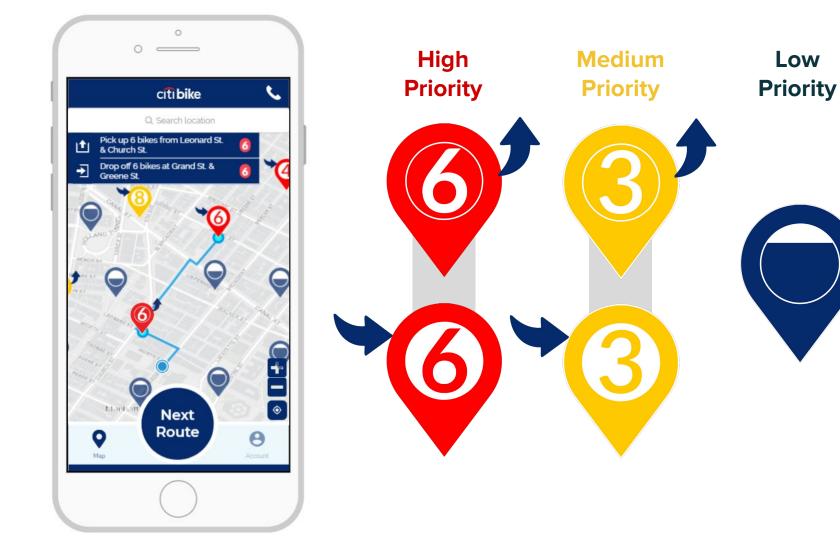
Operator View



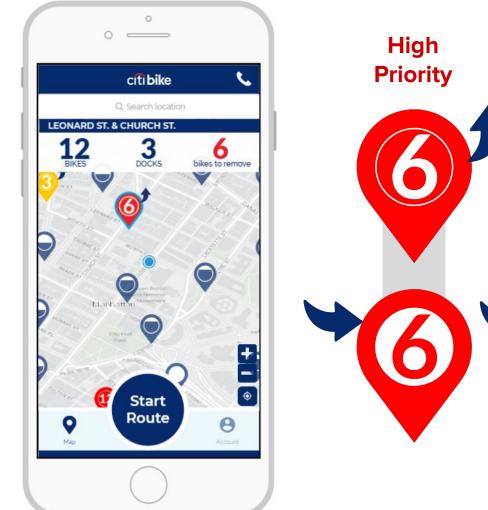




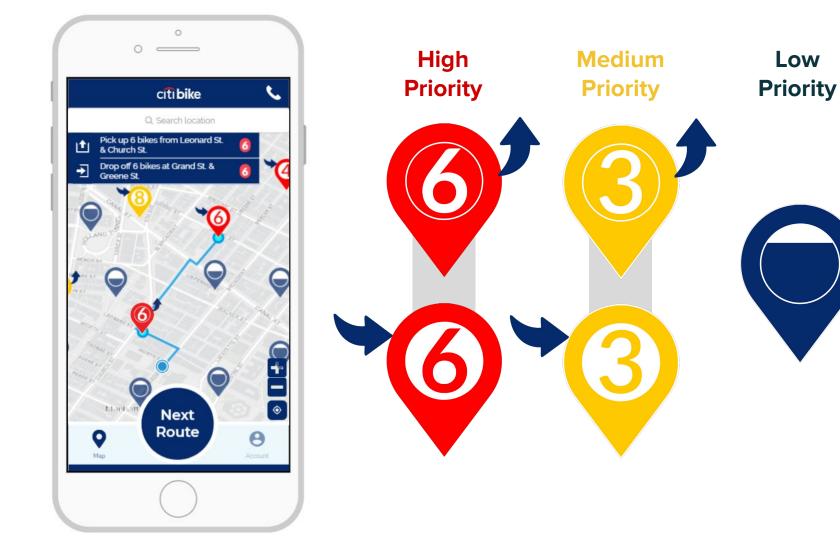




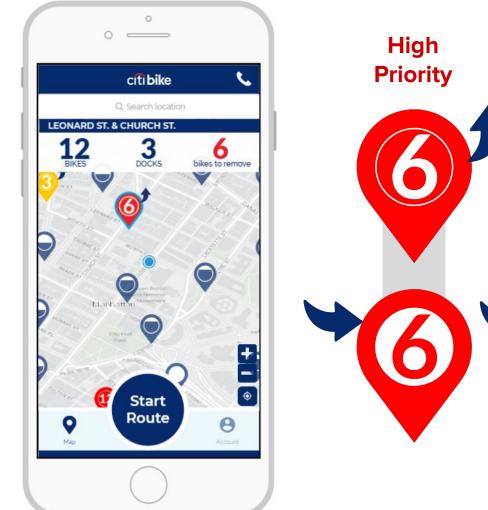
Low



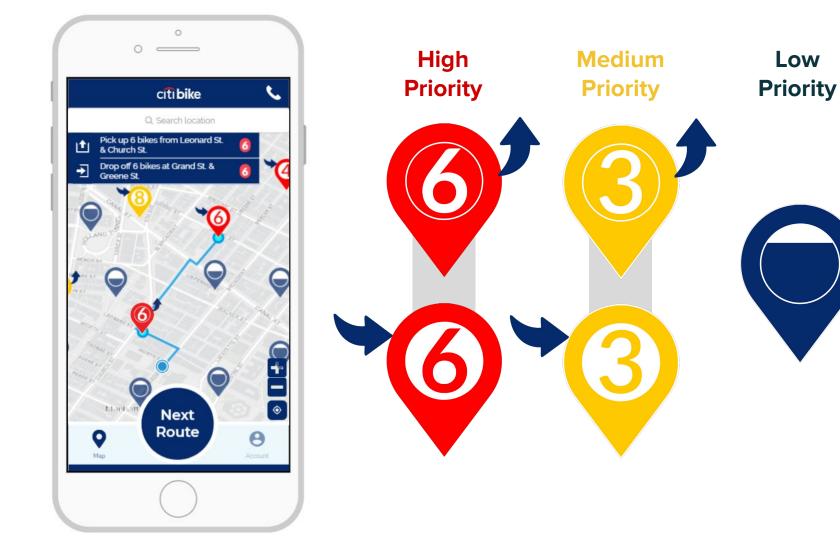




Low

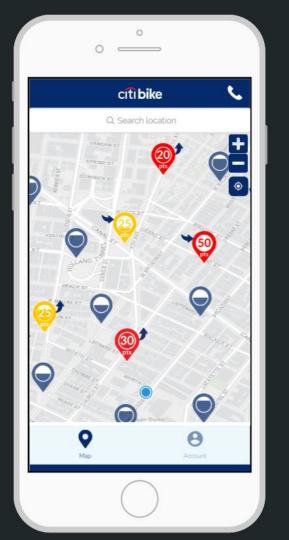


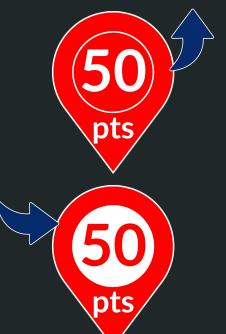


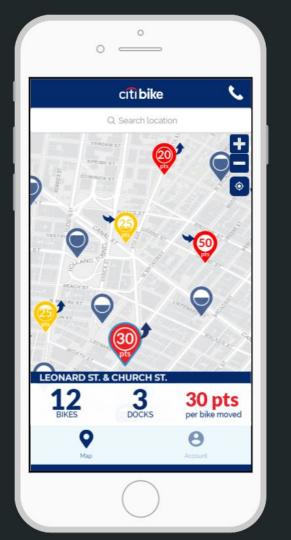


Low

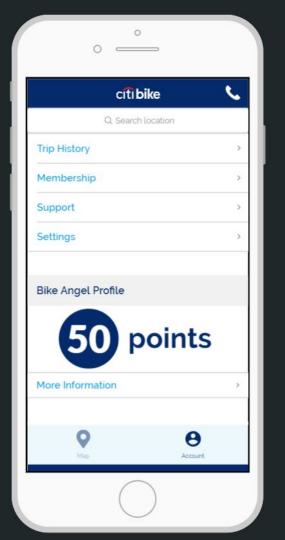


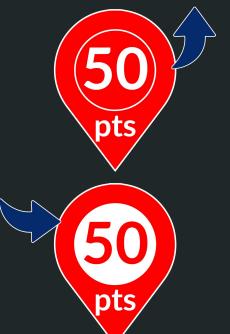


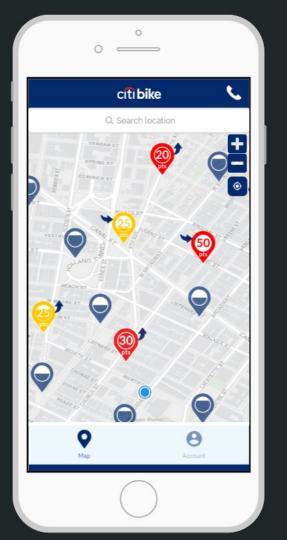


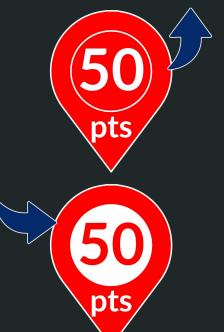


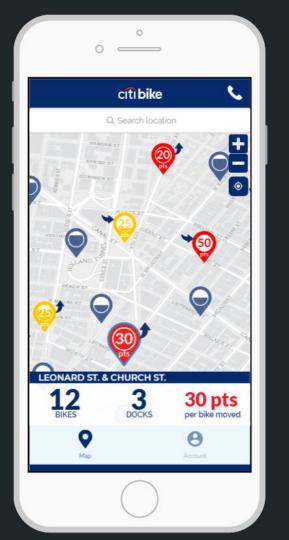


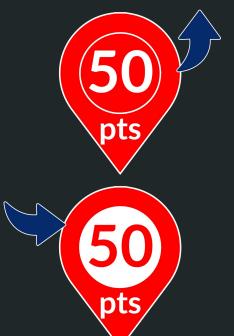


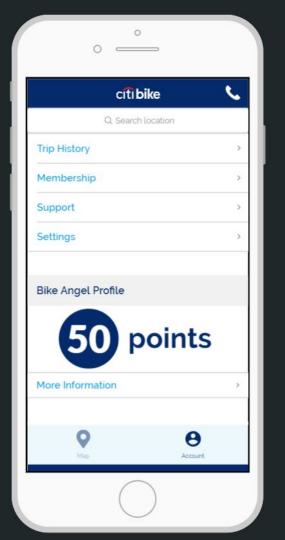












Rebalance where supply doesn't meet demand.







Supply vs. Demand

Are there too many bikes or too many docks?

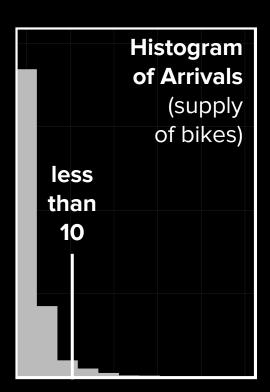
Rebalance Number

How many bikes should the operator move?

Priority Score

Does this station need bikes immediately?

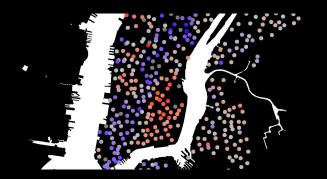
Predict bike counts using k-fold Poisson regression.





Predictive Factors

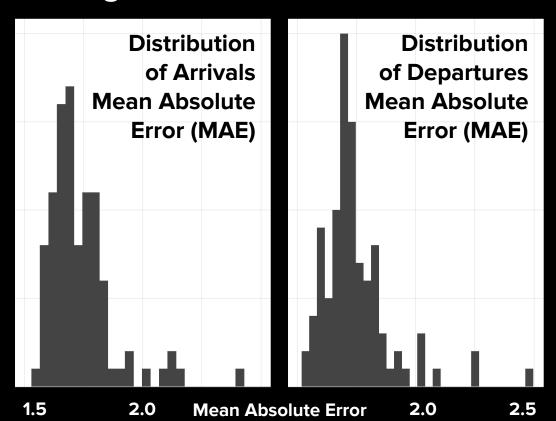
- space and time lag
- jobs and residences
- weather
- physical features



Are the models generalizable over 100 folds?

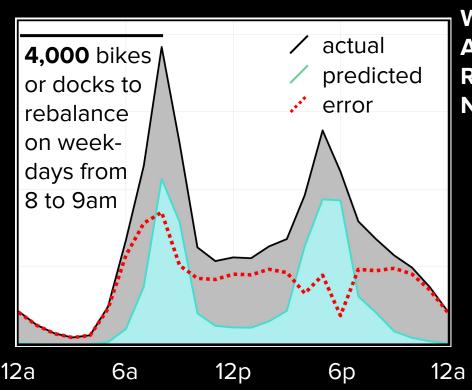
100-fold Poisson regression

R-squared: 0.53 MAE: 1.74 RMSE: 4.62



100-fold Poisson regression

R-squared: 0.52 MAE: 1.74 RMSE: 4.62 But, inconsistencies across space and time indicate an incomplete model.



Weekday Aggregate Rebalance Numbers

Higher RMSE

(root mean square error) at high-volume stations near midtown Manhattan.



Next steps to improve the model.

Use additional predictive factors

 Build an alternative model directly predicting excess between demand and supply of bikes

 Take into account current available bikes or docks

