

Global bike share: What the data tells us about safety

E. Fishman¹

¹ Department of Human Geography & Spatial
Planning
Utrecht University
Heidelberglaan 2, 3584 CS Utrecht, The
Netherlands
e-mail: E.Fishman@uu.nl

ABSTRACT

Bike share has emerged as a rapidly growing mode of transport in over 700 cities globally, up from just a handful in the 1990s. The global bike share fleet is now well over 400,000, most of which are integrated with technology capable of tracking their usage. Prior to launch, it is common for some analysts to forecast a rise in the number of bike crashes. By combining ridership data with crash data, this paper documents the safety record of bike share programs in North American, Australian and European cities. The results suggest bike share may be safer, on a per kilometre basis, than private bike riding. Some explanations for this somewhat counterintuitive finding include the possibility of increased driver awareness and cautiousness around bike share users, an up right riding position and slower speed. The so-called *safety in numbers* phenomenon may also be a contributing factor. These results suggest that bike share programs may have a positive impact on road safety outcomes. Improved data collection of crashes involving bike share riders will assist future efforts to document the safety of bike share users.[1-4]

REFERENCES

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