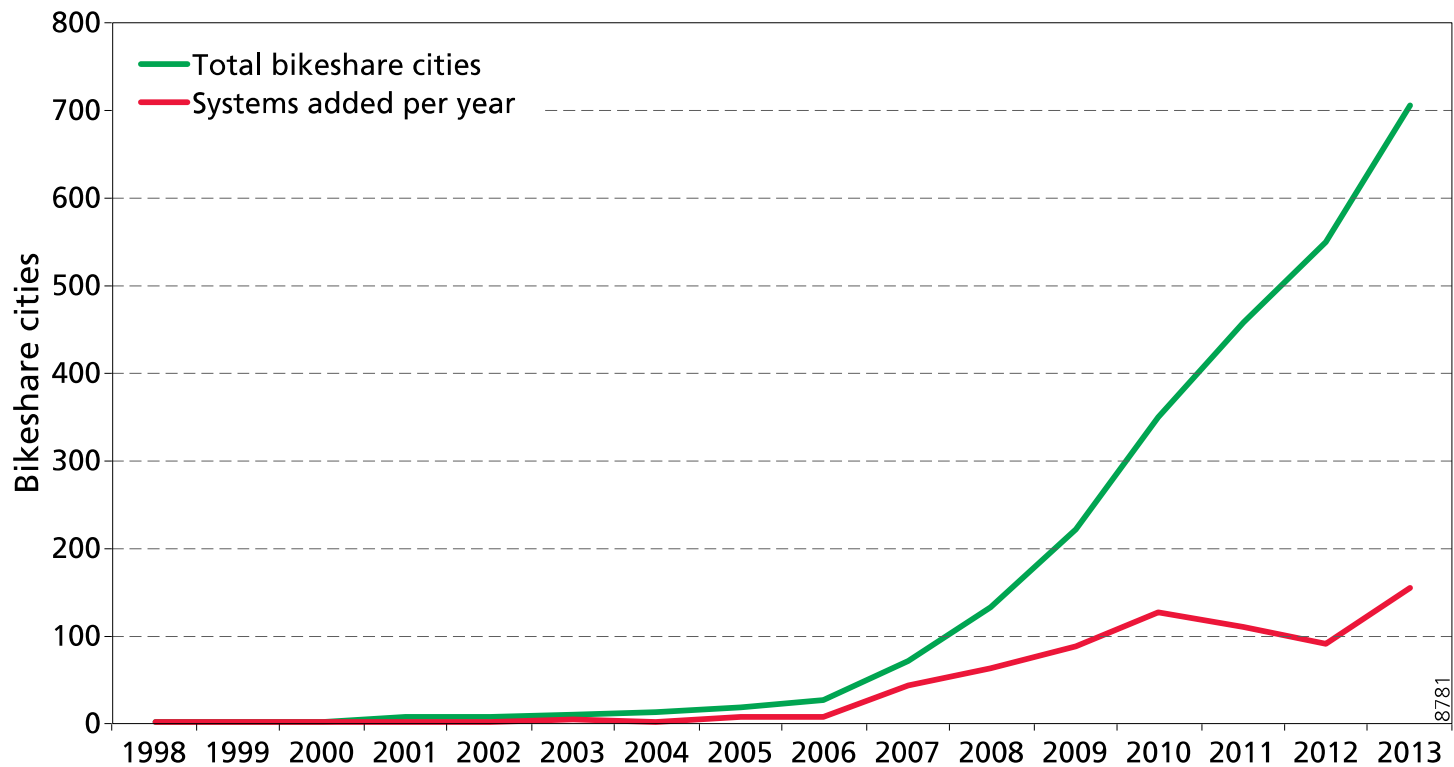




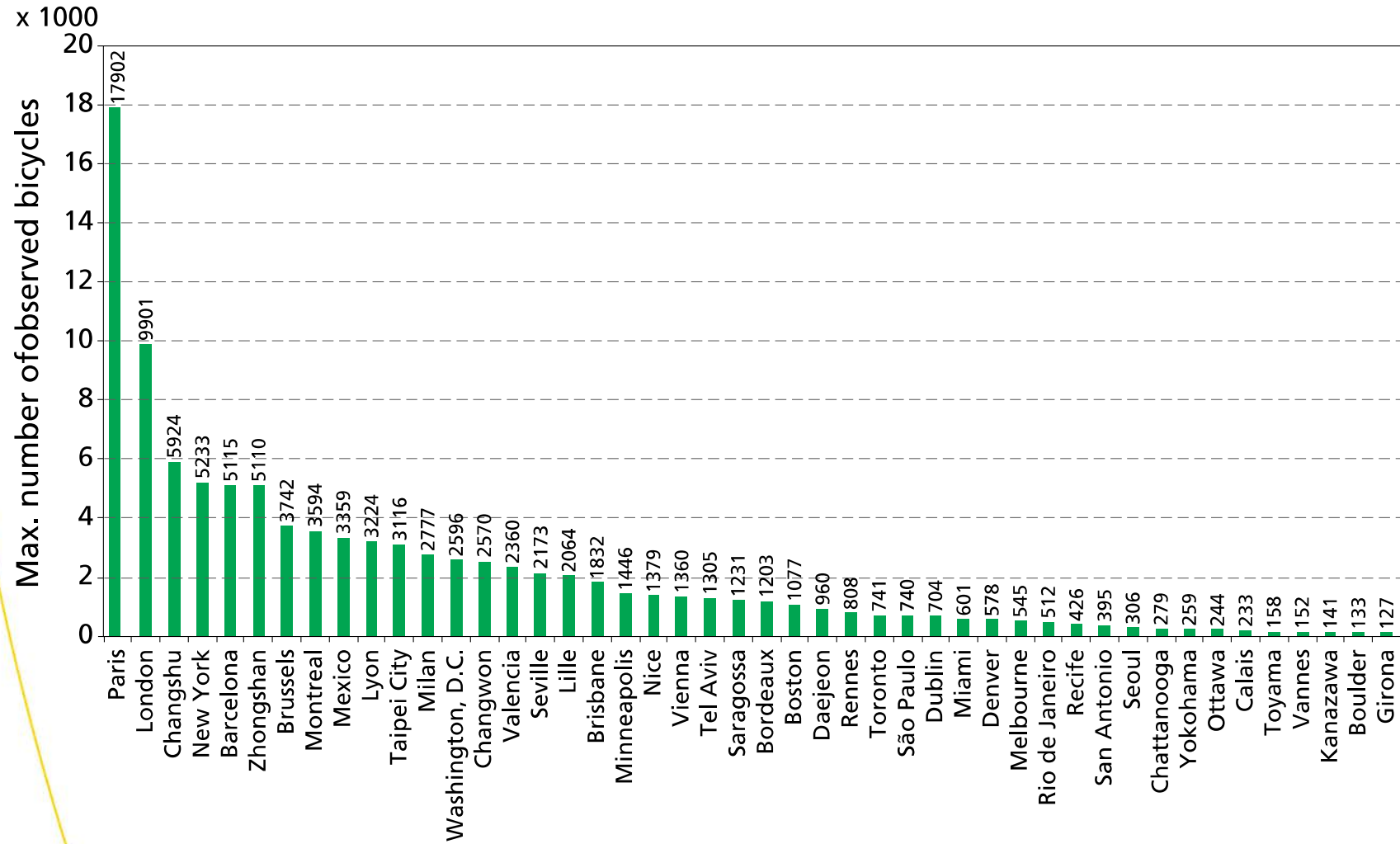
Global bikeshare: What the data tells us about safety



Global growth of bikeshare

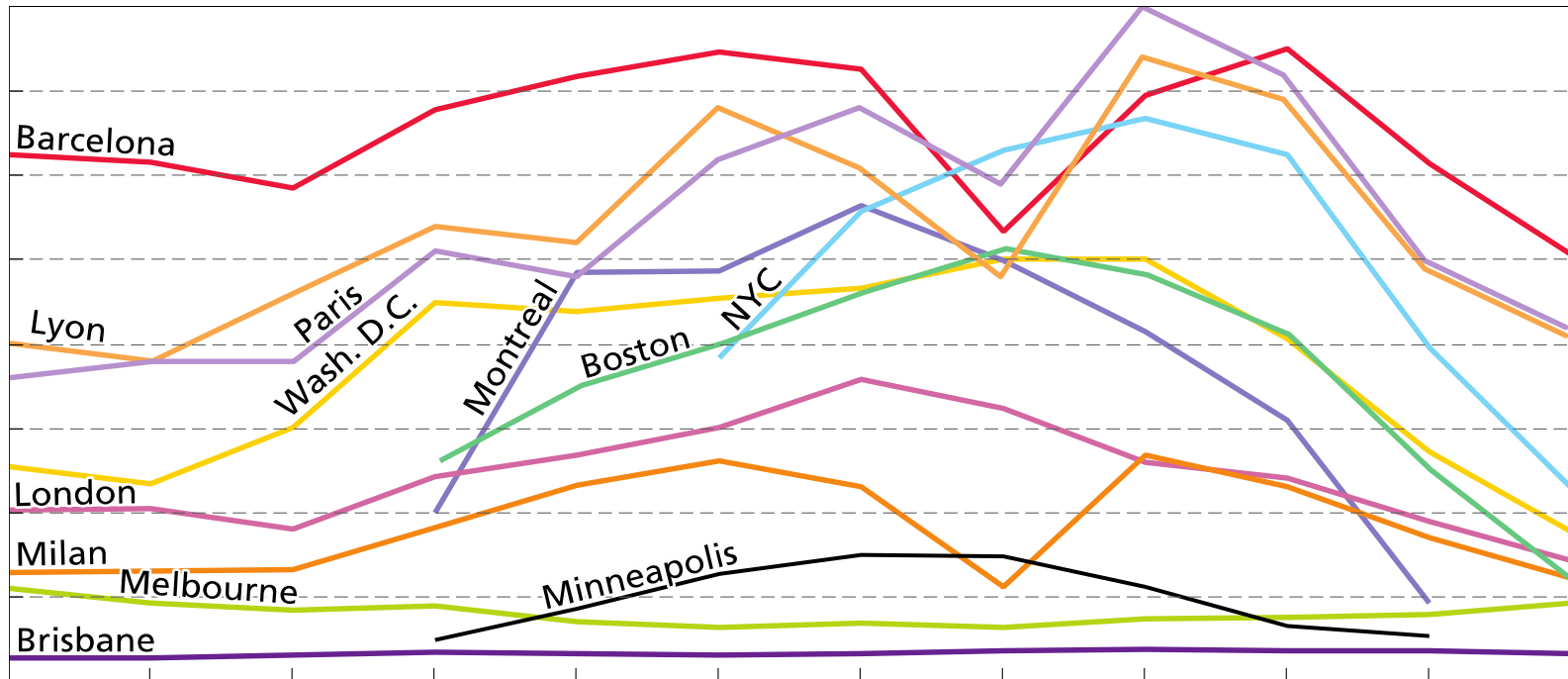


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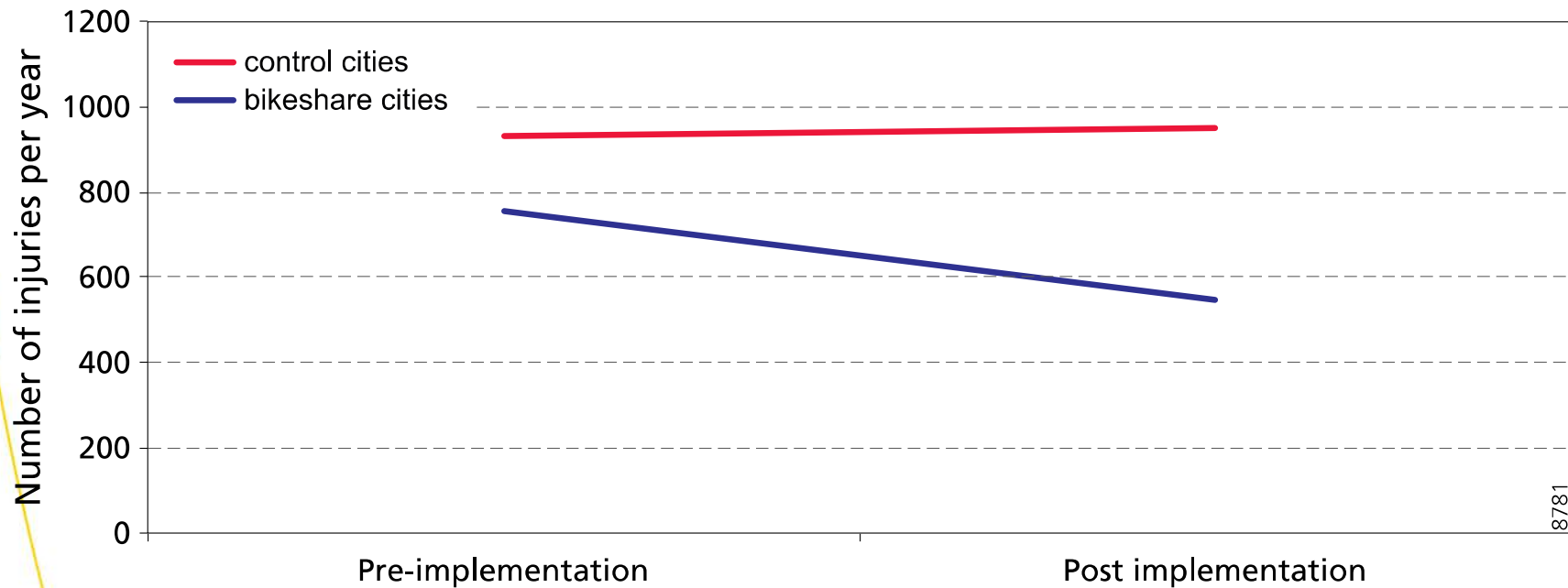


Bikeshare usage

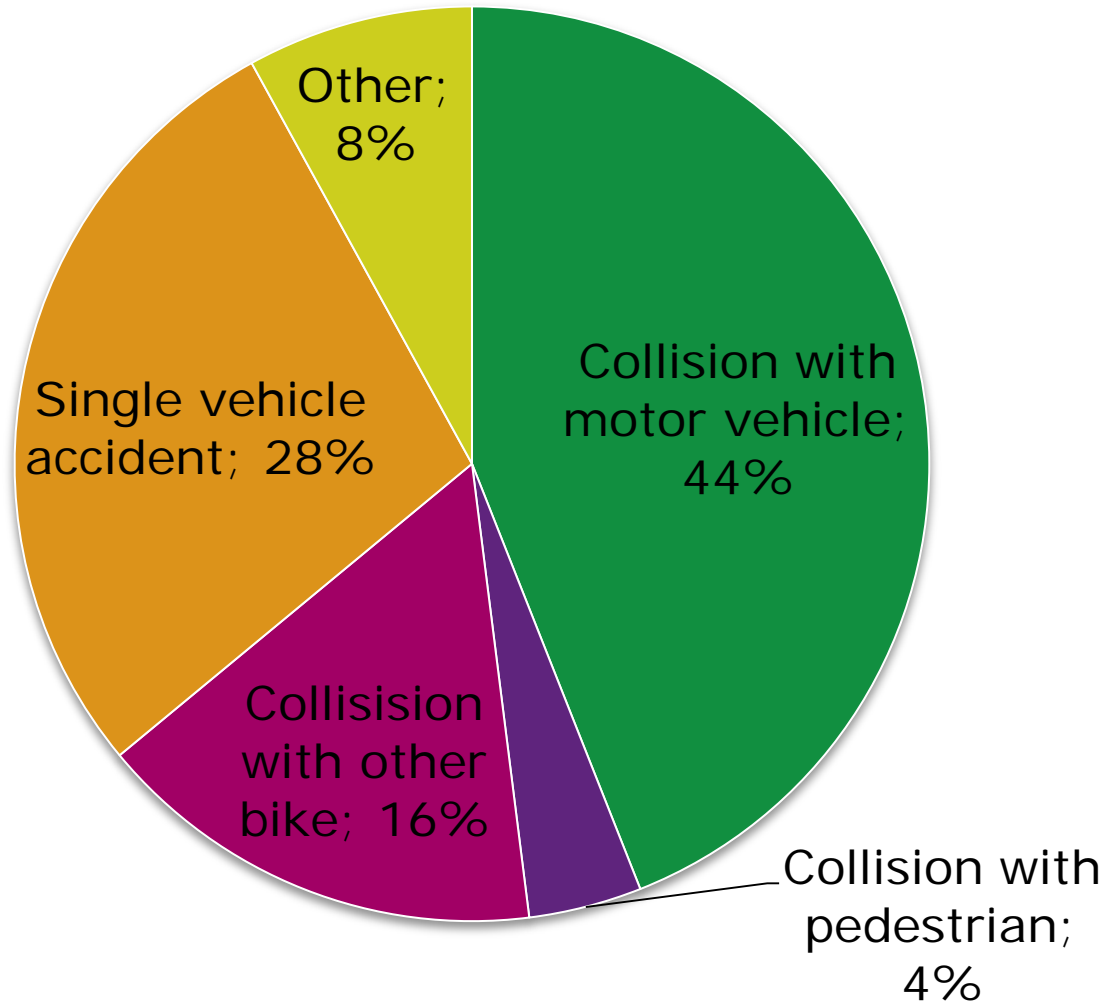




Injury reduction in bikeshare cities



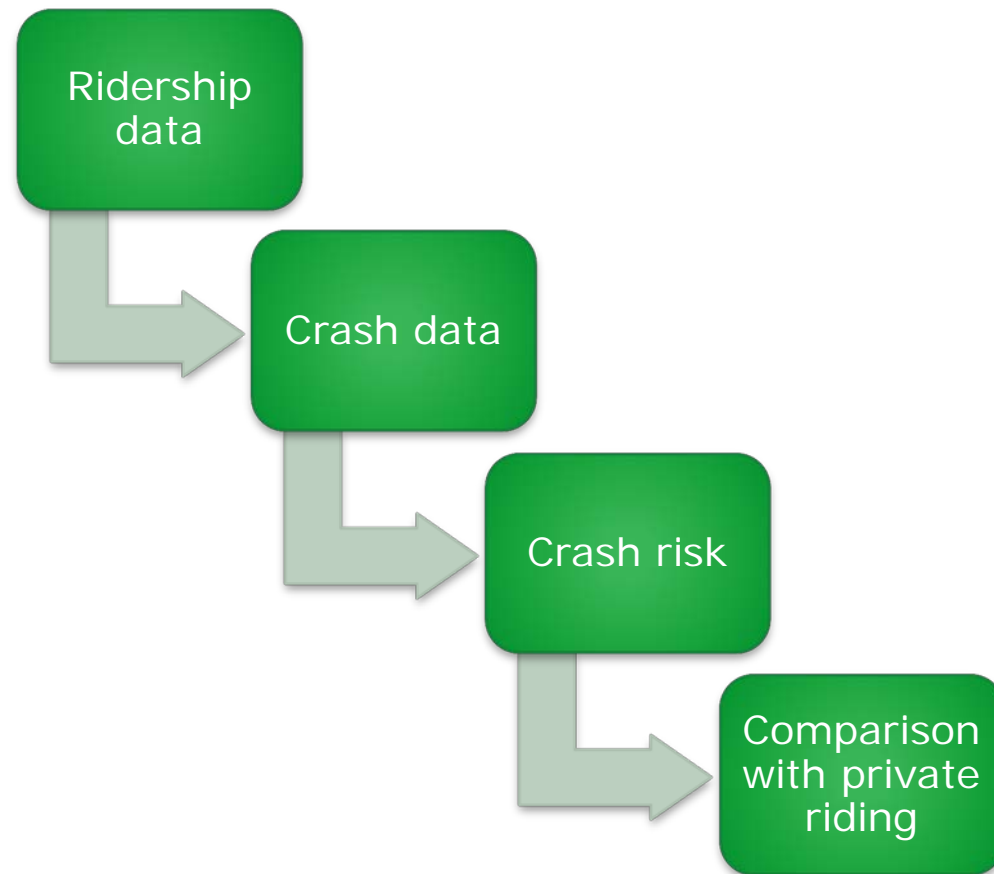
Injuries (all types), bikeshare cities and non-bikeshare cities (control).
Source: Graves et al. 2014



Reported crash type, Montreal bikeshare, 2013



Methodology





Results

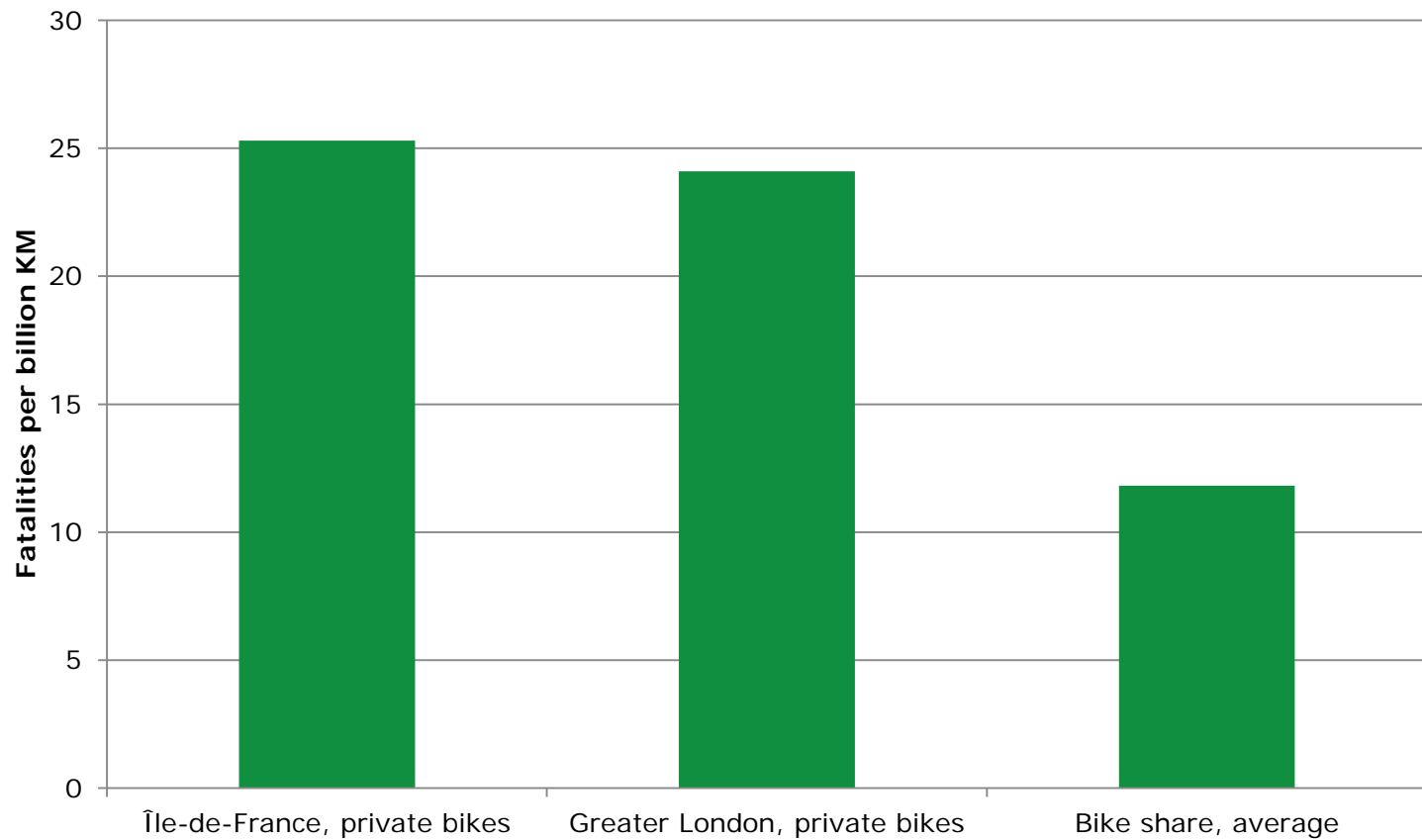
	Slight injury	Serious injury	Fatal
Paris	159	19	0
London	62	17	1
NYC	71	9	0
Montreal	22	0	0
Washington, D.C.	23	2	0
Chicago	5	2	0
Minneapolis/ St. Paul	0	0	0
Melbourne	0	0	0
<i>All city total</i>	<i>342</i>	<i>49</i>	<i>1</i>

Number of reported incidents to bikeshare operators, selected cities, 2013

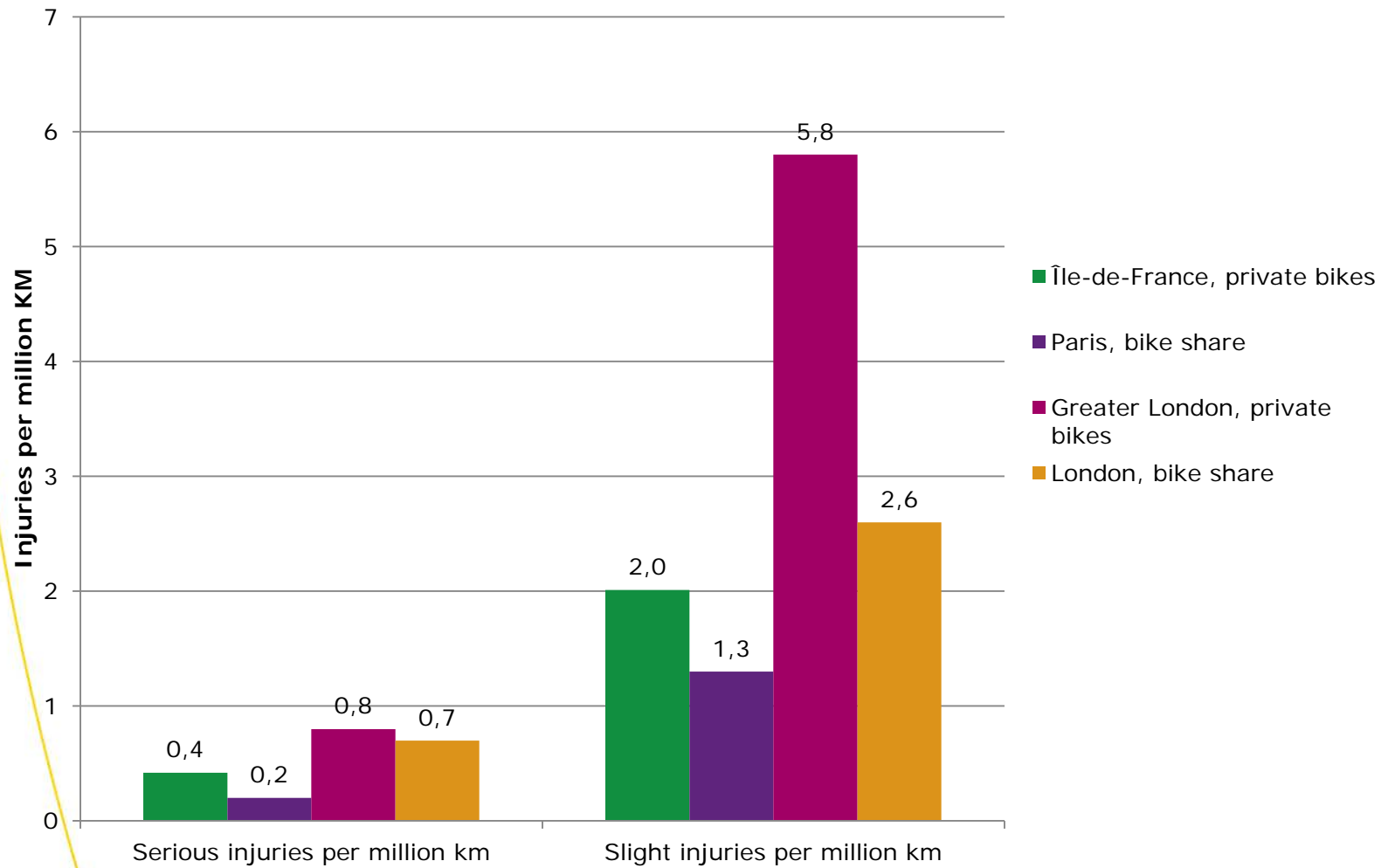


	Slight injuries per million km	Serious injuries per million km
Paris	1.3	0.2
London	2.6	0.7
NYC	4.0	0.5
Montreal	2.2	0
Washington, D.C.	3.3	0.3
Chicago	1.8	0.7
Minneapolis/St. Paul	0	0
Melbourne	0	0
<i>All city total</i>	1.9	0.3

Injuries and fatalities per distance travelled, 2013



Fatality rate per billion bicycle km, for the average bikeshare system and the two jurisdictions containing the largest bikeshare systems in sample





Discussion/Conclusion

- Bikeshare may be safer than other forms of cycling – potentially twice as safe
- Possible explanations:
 - Slower
 - Motorist behaviour
 - Upright
- Improved data collection needed



More information

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