For the year of 2019, one conclusion that we can see is that there is an increase in the number of trips per starting location through to October. Once you hit November though, the trips start to decrease. This is most likely due to the winter months and weather playing a factor. If you specifically look at the map with the filter month set for September, you can see that rides increased a lot along the waterways as well. When we filter by gender, while Males have more trips, the trip start locations are more condensed into the center of the city, whereas Female customers are more spread out along the lower part of the city.

On the second page, we have the line graph comparing birth years by average trip duration and a bar graph comparing the start time by months to the average trip duration and then split by customer type. Customers are defined as Customers (24 hr or 3-Day pass) or Subscribers (annual pass). Overall, on the line graph, we can see that Men with a birth year of 1950 and 1954 have two major spikes in average trip duration. As for the bar graph, we can see that January and April have the highest average trip durations. Across all the months, the average trip duration is greater for Customers than Subscribers. Lastly, when we filter by Male and Female, we can see that Females overall have a higher Trip Duration Average than Males, but Males have a spike in a greater Average Trip Duration for April than Females.

On the final page, we have a ling graph showing the Average Trip Duration per BikeID, and a bar graph showing the number of trips per gender and then split by the customer type. When looking at all BikeID’s, there are a few bikes that are used more than others. With this observation, these bikes will most likely need to be repaired more because of the overuse. Onto the bar graph, we can see overall the men are using the bikes almost three times more than women. Lastly, we can conclude that most riders are subscribers, rather than classified as a customer.