**Gender Breakdown**

While men were responsible for the lion’s share of rides, non-binary riders (those riders who chose to identify as neither male nor female) had the greatest average trip duration. This might be a result of the law of small numbers, whereby a few observations have an outsized influence on the greater categorical trend, but we assure the city board that the data do not contain mistakes or outliers. In addition to representing the greatest share of total rides, men had greater variability in terms of ridership months; male ridership during the peak was 273% greater than the lowest ridership month.

**Destination Breakdown**

This chart is interactive – if you select a dot on the map (which represent the end stations), the charts below (which measure the top and bottom 10 starting locations respectively) recalibrate. If you select any bar in the two bar graphs, the map recalibrates and the bar chart of the bar that you did not select disappears (as these are opposite figures). This allows you to dig into the variation in locations. You can see which starting points were the most and least popular for each end station. Some starting stations had greater You can also select months of interest in the Month legend at the upper right-hand corner; this dropdown will filter the data in the rest of the story (both dashboards). Selecting a birth year lets you explore the age differences in terms of how they affect usership destination choices.

The top destinations are understandably in the center of the city – this makes sense as bikers tend to go shorter distances and the most desirable destinations are in the heart of the city. Many of the end points do not have accompanying start points within the city. It’s likely that these people commuted in from neighboring zip codes. Finally, after examining the results of the age filter, it seems that ridership destination is not obviously correlated with birth year.