



Traffic, Parking, and Visitor Use in the Schoodic District of Acadia National Park, 2016



Schoodic Island

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March 2017
ANP Natural Resource Report 2017 - 3**

Executive Summary

2016 was the first full season of the NPS operating the new facilities at Schoodic Woods, and we wanted to collect as much information as possible about traffic and parking in the Schoodic District. Because the Public Use Statistics Office traffic counter was still out of service, we installed a portable traffic counter north of the entrance to Schoodic Woods to count all vehicle traffic entering the Schoodic District. We installed another portable traffic counter at the entrance to the Day Use Parking Lot. We also enlisted staff and volunteers to observe and count vehicles along the Schoodic Loop Road, in the Day Use Parking Lot, at the Frazer Creek Picnic Area, and at Schoodic Point. Volunteers also counted visitors to Little Moose Island.

Traffic counts and the visitor use counts dependent on them show the same seasonal pattern as observed throughout the park, with peak daily flows in August and on Holiday weekends, and peak hourly flows in the middle of the day. Traffic counts entering the park were about 750 per day in July and August, and about 200 vehicles per day exiting the park without driving the loop. These counts include non-recreational and non-reportable traffic. They represent visitor use of about 65,000 people per month.

Counts of parked cars along the Schoodic Loop Road at 11:00 a.m. and 2:00 p.m. were about 60 – 70 cars at one time. Our limited observations suggest that popular sites such as Frazer Point and Schoodic Point rarely exceeded their paved and striped parking capacities, including Schoodic Point at sunset. Peak counts of cars in the Day Use Parking Lot were less than 25% of the capacity of the lot, which is 105 cars. On average there was one RV parked per day and the maximum number observed at one time was eight (capacity is 14RVs). At Frazer Point from 10:00 a.m. to 1:00 p.m. there were on average about 8 cars parked long-term for various purposes such a biking or walking. Visitor counts for Little Moose Island averaged 18 for the 2 hours around low tide and are consistent with historical registration box data which suggests about 15-30 visitors per day.

Traffic monitoring will continue as usual in 2016. We recommend continuing twice a day counts in the Day Use Parking Lot by Schoodic Woods staff as part of a long-term monitoring program. will continue Schoodic Point at sunset. Sunset counts at Schoodic Point and visitor counts for Little Moose Island should continue as volunteers are available. Schoodic Loop Road counts and Frazer Creek Picnic Area parking counts can be discontinued in 2017 and reconsidered for future monitoring.

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ACKNOWLEDGEMENTS

Once again, we thank Friends of Acadia for providing the Recreation Technician, Rebecca Flesh to implement this monitoring in 2016. We also thank Rick Hody of the Federal Highways Administration, Eastern Federal Lands Division in Sterling, VA for loaning the equipment. Much would not have been accomplished without the help of Schoodic Woods Campground Staff, Schoodic Resource Management Staff Erin Lehnert, Schoodic Volunteer Coordinator Alicia Fortier and her volunteers, and volunteers Laura Dalton and Sam Birch.

INTRODUCTION

Located an hour drive from the hustle and bustle of Ocean Drive and Cadillac Mountain, the Schoodic District of Acadia National Park has always offered a lower density, quiet experience for visitors (Figure 1). The park General Management Plan (National Park Service 1992) outlined this experience as a specific purpose of the area. The Schoodic General Management Plan Amendment (National Park Service 2006) reiterated this purpose after the closing of the navy base and its conversion to an education and research center by the National Park Service (NPS).

In September 2015, the Schoodic District underwent another change with the donation of Schoodic Woods to the NPS, a gift of 1,600 acres of adjacent land with a 100 site campground, seven miles of bikes paths, five miles of hiking trails, a day use parking area, and more. Increases in visitor use were expected as a result.

2016 was the first full season of the NPS operating the new facilities at Schoodic Woods, and we wanted to collect as much information as possible about traffic and parking in the Schoodic District. Because the Public Use Statistics Office traffic counter was still out of service, we installed a portable traffic counter north of the entrance to Schoodic Woods to count all vehicle traffic entering the Schoodic District. We installed another portable traffic counter at the entrance to the Day Use Parking Lot. We also enlisted staff and volunteers to observe and count vehicles along the Schoodic Loop Road, in the Day Use Parking Lot, at the Frazer Creek Picnic Area, and at Schoodic Point. Volunteers also counted visitors to Little Moose Island. This report covers all these data collection efforts.

We will also briefly discuss here overall visitor use for the Schoodic District, which is based on traffic counts and has already been reported through the NPS Public Use Statistics Office. Since 1990, visitor use of the Schoodic District in Acadia National Park has been based on a traffic counter located south of the entrance to the new Schoodic Woods Campground and north of the Frazer Creek causeway. Persons-per-vehicle (PPV) multipliers established in the late 1980s (Manning and Hornback 1990) are applied to estimate use. Monthly estimates of non-recreation and non-reportable traffic (multiplied by different non-recreation PPVs) are subtracted every month to calculate recreation use. Bicyclists and walkers are not counted by this system but we began counting bicyclists with a camera located just before the Schoodic Point Road junction in 2013 and have reported this use since then (Seymour and Jacobi 2014, Jacobi and Seymour 2015, Jacobi and Flesh 2017).

Understanding estimates of recreation use at Schoodic is complicated by the many years of non-recreation traffic to and from the navy base and the closure of the base in 2002. It was further entangled between 2004 and 2011 by the non-reportable visits related to the construction, demolition, and development of the Schoodic Education and Research Center (SERC) campus and the creation of what is now the Schoodic Institute and its programs. The first full year of the operation of the Schoodic Woods campground in 2016 will add yet another element of non-recreation and non-reportable use. Appendix 1 describes the history of visitor use of the Schoodic District.

METHODS

Data collection sites are shown in Figure 1. Traffic counter locations were mapped using a Trimble Pro XR...

TRAFFIC COUNTERS

Schoodic Loop Road and Day Use Parking Lot

On May 11, 2016 we set up JAMAR portable pneumatic traffic counters with EZ mats just north of the entrance to the Schoodic Woods Campground on the Schoodic Loop Road and at the entrance to the Day Use Parking Lot (Appendix 2). We removed these traffic counters in early November. Over the summer season, we validated the Schoodic Loop Road traffic counter five times and the Day Use Parking Lot traffic counter three times (Appendix 2). Initially we recorded detailed information on the type of vehicle (car, trailer, RV, motorcycle etc.) but later determined this was not needed. Unfortunately, the portable traffic counters do not provide a running total of vehicles for the observer; they only show asterisks each time an axle passes over each of the two tubes in the mat. These traffic counters reset to zero each hour and it is easiest if validations start on the hour.

Validations showed the Schoodic Loop Road Counter recorded nearly 100% of vehicle traffic in each direction. The Day Use Parking Lot Counter inbound was nearly 100% for two of three validations, but the outbound validations were poor all three times. The Day Use Parking Lot entrance has slow traffic (especially outbound) and is on a curve and we believe these site factors are the cause of the poor validations. We will not report the outbound Day Use Parking Lot data. Validation data is in Appendix 2.

VISITOR USE

We will report traffic counts for the Schoodic Loop Road, but will not directly apply the 3-person multiplier to estimate visitor use. Visitor use is estimated by entering these same traffic counts in the Public Use Statistic Office website, which then uses the multiplier and estimates of non-reportable and non-recreation traffic to estimate overall visitor use. We will repeat those estimates in this report to provide a more complete picture of visitor use in the Schoodic District in 2016.

PARKING COUNTS

Schoodic Loop Road

We counted the number of cars along the Schoodic Loop Road by performing two drive-throughs of the road on seven fair weather days between July 11 and September 2, 2016. These drives were made beginning at 11:00 a.m. and 2:00 p.m. and took about 45 minutes to complete. Forty-four specific, named locations were identified on our data sheet to record the presence of parked cars (Appendix 3). We did not drive into the Day Use Parking Lot, up the Mountain Road, or into the SERC campus. Any cars parked between locations were swept up in the next count. Our counting loops usually began at the SERC campus entrance, the Schoodic Woods entrance, or the park entrance off Route 186, but we made complete loops each time.

The definition of what constitutes a “parked” car is important. Our interest was in vehicles parked for more than a minute or so. If visitors were out of the vehicle and simply taking a picture (or looked like they would otherwise move on quickly) we did not count them as parked. We stopped our vehicle well behind any cars stopped in the right lane to observe their behavior. If they stayed stopped for more than a minute or so (even if they remained in the vehicle), we counted them as parked and drove on. We made note of any places vehicles were parked other than the designated 44 locations (usually partly in the right lane).

Thus, over the course of the 45 minute drive, the counts of parked cars represent a rough estimate of the number of vehicles at one time in the Schoodic District less any in transit, in the Day Use Parking Lot, on the Mountain Road, or on the SERC campus.

We also looked for and recorded RVs and commercial vehicles.

Day Use Parking Lot

Schoodic Woods Campground staff recorded Day Use Parking Lot occupancy, including RVs, twice a day at 11:00 a.m. and 2:00 p.m. from May 25 to September 30, 2016 (Appendix 4).

Schoodic Point Sunset Parking

Schoodic District volunteers recorded the number of cars parked at Schoodic Point at sunset each night from June 1 to September 23, 2016 (Appendix 5).

Frazer Point Picnic Area Parking

Volunteers made parking lot occupancy counts every 30 minutes from 10:00 a.m. to 1:00 p.m. ten times over the summer, mostly on fair weather Mondays between 6/23 and 9/5, 2016. They also counted the number of vehicles parked long-term for activities other than picnicking, that is, for walking the road, bicycling, boat launching, or fishing (Appendix 6).

Little Moose Island Visitor Counts

Volunteers made counts when the weather was fair and on both sides of low tides occurring in the middle of the day. Counts began about 90 minutes before low tide and ended about 30 minutes after low tide (Appendix 7). All visitors crossing the gravel bar **to** Little Moose Island were counted. They were not counted upon returning to the mainland. Visitors observed returning **from** Little Moose Island who were not observed going **to** the island were also counted. These were visitors already on the island when volunteers arrived to count.

RESULTS AND DISCUSSION

TRAFFIC COUNTERS

Schoodic Loop Road

The Schoodic Loop Road traffic data reported below includes non-reportable, non-recreation, and recreation traffic going to and from the Schoodic Woods facilities and the Frazer Point Picnic Area, and not entering the one way part of the loop road. For Public Use Statistics

calculations, 50 vehicles per day (total of 1,500 or 1,550 vehicles per month) are subtracted from the traffic counts for each month from May through October to represent a daily average of non-reportable and non-recreation use. Readers should take this into account in the tables and figures below. For example, in Table 1, subtracting 50 vehicles from the mean daily traffic may give a slightly more accurate picture of recreational traffic. In addition, data for May and September are incomplete and care should be taken interpreting them.

Table 1 and Figures 1 - 4 summarize of monthly *southbound* (entering) traffic data from the Schoodic Loop Road just north of the entrance to Schoodic Woods. For brevity, we show the figures for only July and August data (for other months see Appendix 8). The monthly and hourly use patterns are typical of traffic flows on Mount Desert Island. July and August and the hours between 11:00 a.m. to 1:00 p.m. are the busiest times. Afternoon traffic remains fairly steady through 4:00 p.m.

The highest daily and hourly traffic counts occurred during the July 4 and Labor Day Holidays, when they exceeded 1,000 vehicles per day and 100 vehicles per hour for several hours. Daily traffic > 1,000 and hourly traffic > 100 appear to be useful points that distinguish typical use and peak use. Mean traffic reaches about 75 – 85 vehicles per hour in the middle of the day in July and August with peaks of about 100 – 120 vehicles per hour. The highest daily traffic was 1,226 on Labor Day. The highest hourly traffic was 128 on July 3 from 2:00 p.m. to 3:00 p.m.

**TABLE 1: SOUTHBOUND TOTAL, MEAN, AND MAXIMUM DAILY AND HOURLY TRAFFIC COUNTS
FROM THE TWO-WAY SCHOODIC LOOP ROAD, MAY – OCTOBER 2016^{1,2,3}**

Month	Total Traffic	Mean Daily Traffic (95%)	Peak Daily Traffic	Peak Hourly Traffic	# Hours Traffic >100
May	6,006 ³	295 +/- 54	560	86	0
June	13,790	460 +/- 56	756	113	1
July	23,342	753 +/- 45	1,044	128	9
August	24,123	778 +/- 30	929	122	9
Sept	11,242 ³	669 +/- 115	1,226	193	12
Oct	10,863	350 +/- 66	692	85	0

1. Traffic counter located just north of entrance to Schoodic Woods.

2. Numbers include non-recreation and non-reportable traffic estimated at 50 vehicles per day.

3. Number of days of collection for each month were May=20; June=30; July=31; Aug=31; Sept=16; Oct=31.

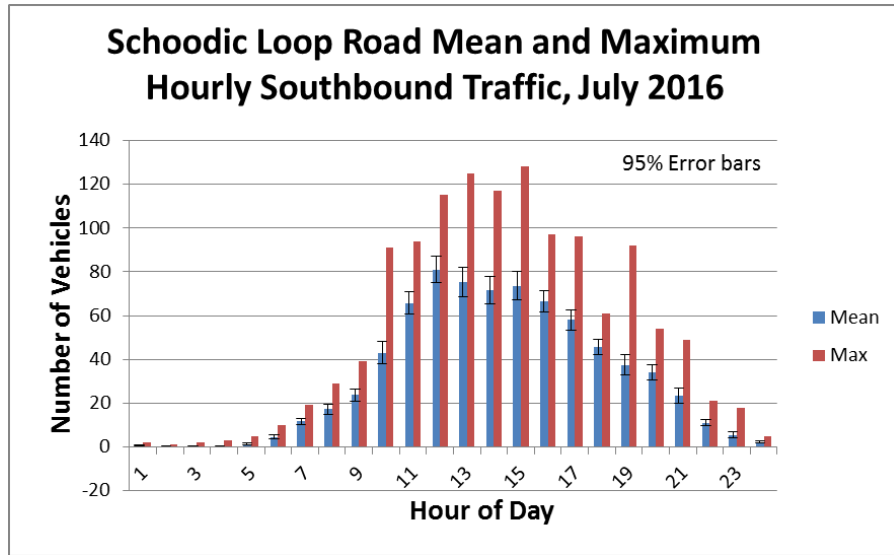


FIGURE 1: SCHOODIC LOOP ROAD MEAN AND MAXIMUM HOURLY SOUTHBOUND TRAFFIC, JULY 2016.

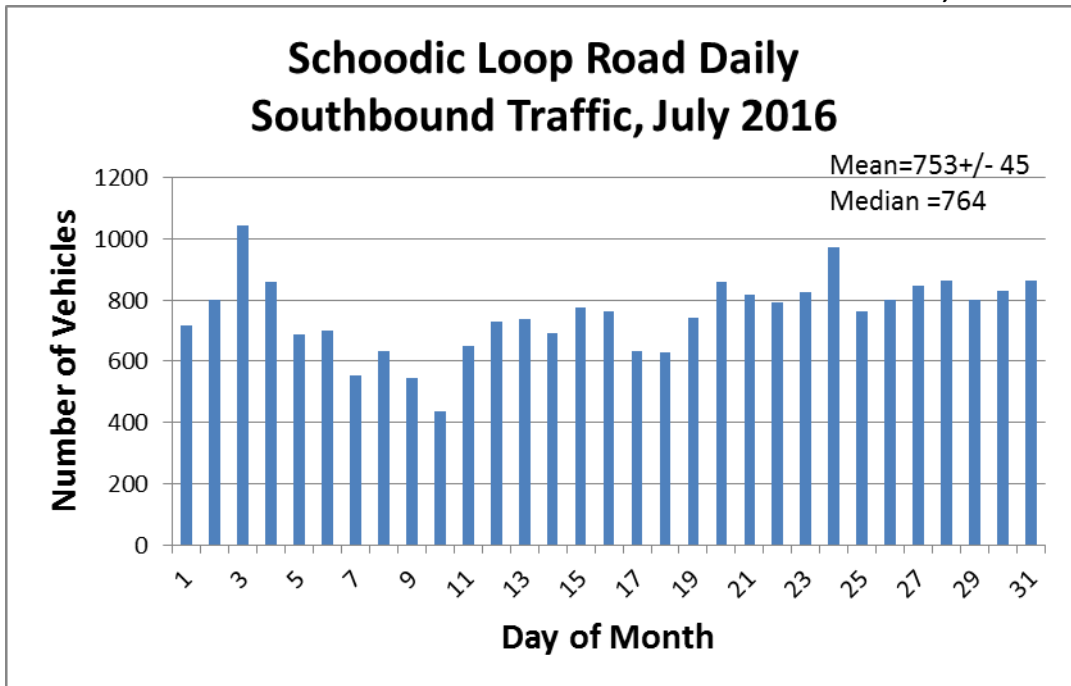


FIGURE 2: SCHOODIC LOOP ROAD DAILY SOUTHBOUND TRAFFIC, JULY 2016.

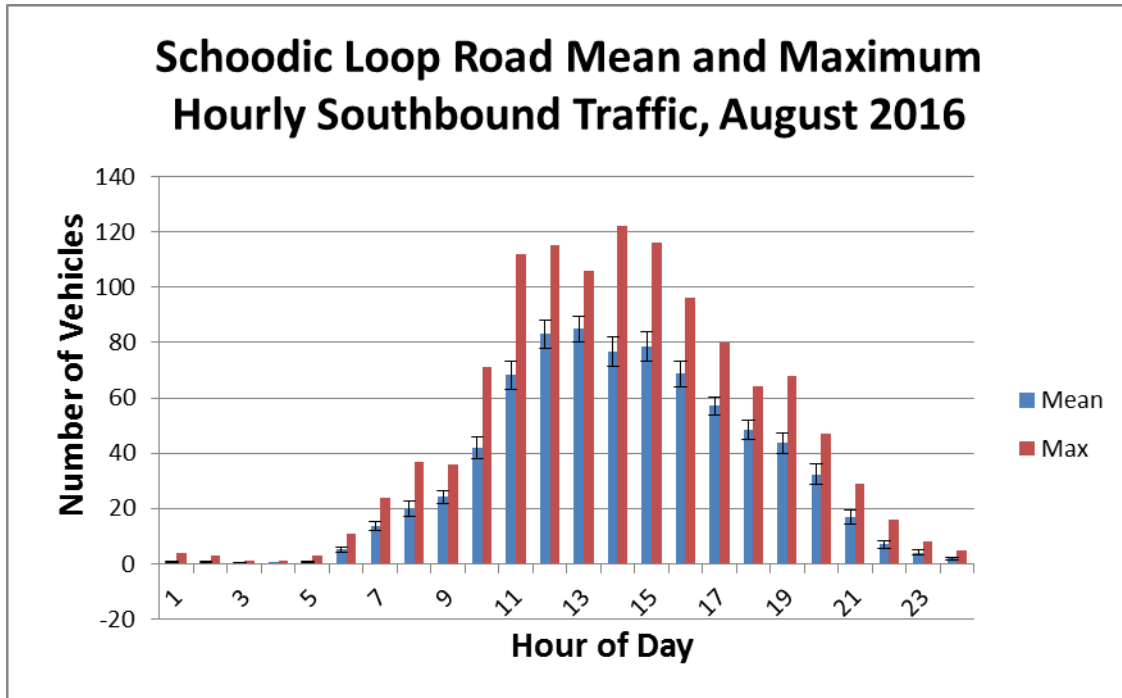


FIGURE 3: SCHOODIC LOOP ROAD MEAN AND MAXIMUM HOURLY SOUTHBOUND TRAFFIC, AUGUST 2016.

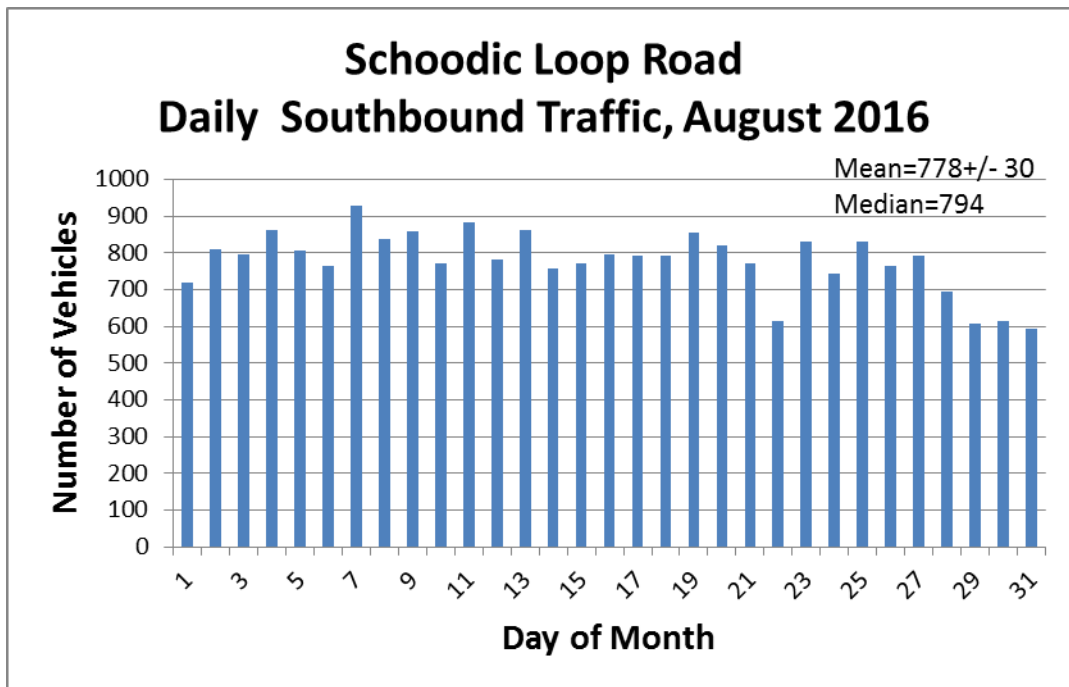


FIGURE 4: SCHOODIC LOOP ROAD DAILY SOUTHBOUND TRAFFIC, AUGUST 2016.

We will illustrate *northbound* (exiting) traffic in tabular format only (Table 2). Details can be found in Appendix 8. In July and August more than 200 vehicles per day exit the Schoodic Loop Road at the traffic counter site. A substantial portion of this may be either non-reportable or non-recreation traffic associated with Schoodic Woods, but remember the 50 vehicles per day

estimate for non-reportable and non-recreation traffic applies only to southbound (entering) traffic. Non-reportable and non-recreation traffic northbound (exiting) is probably much less than 50, and typically would include staff and volunteer residents on personal errands, any Schoodic staff commuting home, and any Schoodic or visiting MDI staff on park business.

TABLE 2: NORTHBOUND TOTAL, MEAN, AND MAXIMUM DAILY AND HOURLY TRAFFIC COUNTS FROM THE TWO-WAY SCHOODIC LOOP ROAD, MAY – OCTOBER 2016. ^{1,2}					
Month	Total Traffic	Mean Daily Traffic (95%)	Peak Daily Traffic	Peak Hourly Traffic	# Hours Traffic >100
May	1,241	61 +/- 17	150	21	--
June	3,575	119 +/- 18	206	27	--
July	6,543	211 +/- 8	254	34	--
August	7,029	227 +/- 11	286	41	--
Sept	2,686	159 +/- 19	243	30	--
Oct	1,966	63 +/- 19	150	27	--

1. Traffic counter located just north of entrance to Schoodic Woods.
2. Number of days of collection for each month were May=20; June=30; July=31; Aug=31; Sept=16; Oct=31

Although it is a coarse estimate, subtracting mean daily traffic northbound from mean daily traffic southbound gives an idea of how many vehicles enter the *one way* section of the Schoodic Loop Road beyond the Frazer Point Picnic Area. We compare these numbers to traffic count data from the one way road in 2015 in Table 3. They are reasonably close to one another and show the expected increase in traffic because of Schoodic Woods. Again, about 50 vehicles per day should be subtracted from 2015 and 2016 traffic is non-reportable and non-recreation as well; examples are Schoodic Institute and park staff and volunteers commuting and going about their daily business.

TABLE 3: ONE WAY ROAD MEAN DAILY TRAFFIC COMPARISON, 2015 (TRAFFIC COUNTER) TO 2016 (ESTIMATE), MAY – OCTOBER.						
	May	June	July	August	September	October
2015	-	298	459	531	423	293
2016	234	341	542	552	510 ¹	287

1. Only 16 days of data.

Day Use Parking Lot (Traffic Counter)

The Day Use Parking Lot traffic data shown in Table 4 includes non-reportable, non-recreation, and recreation traffic going into the Day Use Parking Lot. Thus this traffic includes maintenance and protection staff, other park staff visiting from MDI, as well as 15 entries by the Island Explorer bus each day in season. It also includes some campers, but consists mainly of day use visitors.

Even though the parking lot is rarely even at 25% capacity (see Day Use Parking section below), there is steady traffic in (and out) across the day in the season. During the peak hours of the day, a vehicle enters the parking lot about every two minutes (Appendix 9).

TABLE 4: INBOUND TRAFFIC COUNT DATA FROM THE DAY USE PARKING LOT, MAY – OCTOBER 2016. ^{1,2}					
Month	Total Traffic	Mean Daily	Peak Daily	Peak Hourly	# Hours Traffic

		Traffic (95%)	Traffic	Traffic	>100
May	1,967	96 +/- 24	223	35	0
June	4,694	156 +/- 21	256	44	0
July	6,978	225 +/- 13	345	48	0
August	6,409	207 +/- 10	272	36	0
Sept	3,245	178 +/- 14	226	35	0
Oct	--	--	--	--	--

1. Numbers include non-recreation traffic.
2. Number of days of collection for each month were May=20; June=30; July=31; Aug=31; Sept=18; Oct=0

VISITOR USE

Table 5 shows the estimates of total and mean visitor use at Schoodic for May through October, 2016. We also compare total use estimates for 2015 which were derived by different methods (Jacobi and Seymour 2016). Nearly 260,000 visitors came to the Schoodic District from May to October 2016 (284,000 for the entire year) with half of them visiting in July and August.

TABLE 5: SCHOODIC DISTRICT 2016 VISITOR USE (FROM NPS PUBLIC USE STATISTICS OFFICE).						
	May	June	July	August	September	October
Total 2016	13,518 ¹	35,925	65,526	67,869	48,726	28,089
Mean 2016	436 ¹	1,198	2,114	2,189	1,624	906
Total 2015		27,043	46,034	52,906	38,841	26,179

1. Only 16 days of data. Public Use Statistics Office methods accounts for missing days.

PARKING COUNTS

Schoodic Loop Road

Figure 5 shows the parked vehicle counts for the drive-throughs we made at two times each day on seven summer days (details are in Appendix 10). Seven is a very small “n” to work with and thus the error bars are wide, and it is possible (if not likely) that we missed observing on days with higher use, especially at specific parking areas. We observed on two Mondays, two Thursdays, two Fridays and one Wednesday, with two observations included in our analysis without dates or days attributed.

The mean number of parked cars was 59 +/- 14 from 11:00 a.m. to 12:00 p.m. and 70 +/- 9 from 2:00 p.m. to 3:00 p.m. The range of parked cars was 38 - 84 from 11:00 a.m. to 12:00 p.m. and 47 - 82 from 2:00 p.m. to 3:00 p.m.

We took a closer look at the Frazer Point Picnic Area, Raven’s Nest, Schoodic Point, and Little Moose Island parking areas as shown in Table 6 (details in Appendix 9). Frazer Point and Schoodic Point exceeded the parking lot “capacity” once each. With this monitoring method, we did not observe parking at Frazer Point at what is likely the busiest time—the lunch hours from 12:00 p.m. to 1:00 p.m. (see more specific Frazer Point parking results below). Note that maximum counts for “striped” and “not striped” and “paved” and “right lane” parking for Schoodic Point and Little Moose Island respectively came on different days.

At Schoodic Point vehicles have plenty of room to park on pavement in the lower loop but it is not striped and for our purposes was considered over “capacity.” We recorded vehicles parked here (and elsewhere) separately from the paved and striped spaces in the upper and middle tiers

of the parking lot. The “capacity” of parking at Schoodic Point could probably be expanded by another 12 vehicles beyond the 36 paved and striped spaces if the lower tier was included and another eight vehicles on the back side of the upper tier. All these additional vehicles could keep all wheels on the pavement. The most vehicles we observed there at one time for the entire parking area was 39 on August 18.

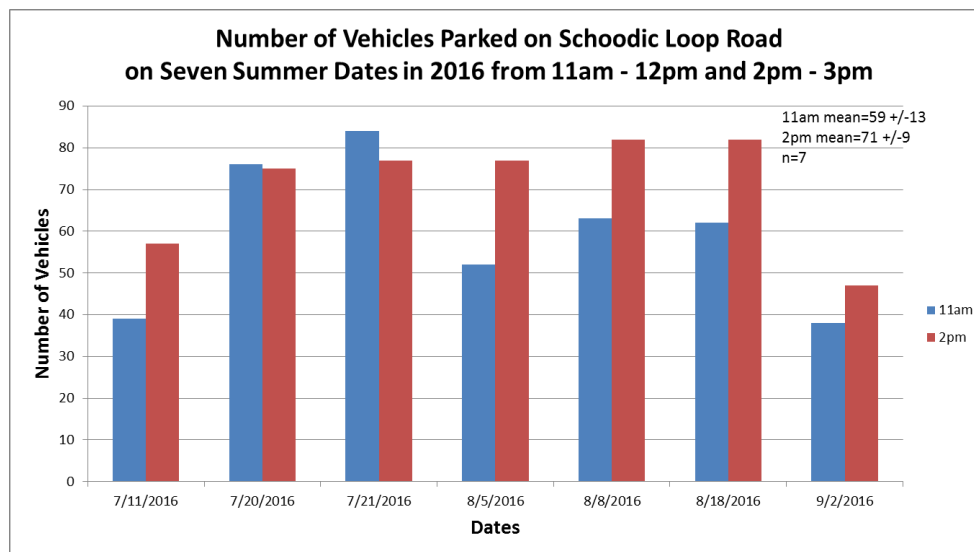


FIGURE 5: NUMBER OF VEHICLES PARKED ON SCHOODIC LOOP ROAD ON SEVEN SUMMER DATES IN 2016, FROM 11AM - 12PM AND 2PM – 3PM.

TABLE 6: MEAN AND MAXIMUM¹ NUMBER OF VEHICLES PARKED AT FRAZER CREEK PICNIC AREA, RAVEN’S NEST, SCHOODIC POINT, AND LITTLE MOOSE ISLAND FROM 11AM – 12PM AND 2PM – 3PM.

Location	Average 11am	Average 2pm	Maximum 11am	Maximum 2pm
Frazer Creek	14.38	14.67	27	19
Raven's Nest	0.13	0.56	1	1
Schoodic Point Striped	17.5	24.67	26	32
Schoodic Point Not Striped	0.13	2.78	1	10
Little Moose Paved Pulloff	1.00	0.56	2	2
Little Moose Right Lane	1.13	0.33	4	2

1. Capacities: Frazer Creek 25; Raven’s Nest ~3; Schoodic Point 36; Little Moose Island ~2.

Day Use Parking Lot (11:00 a.m. and 2:00 p.m.)

Figures 6 and 7 show the mean and maximum number of cars (RVs counted separately) parked in the Day Use Parking Lot at 11:00 a.m. and 2:00 p.m. for June through September (details in Appendix 11). June data includes the last seven days of May. The July and August means at these hours were between 11 and 13 cars, with peak counts typically in the low 20s. The September peak count was 29 and occurred at 11:00 a.m., probably because of the Bike Maine event on Saturday September 17. RVs counts were so low they averaged one or less per day, with a peak count of eight on August 11 (Appendix 11).

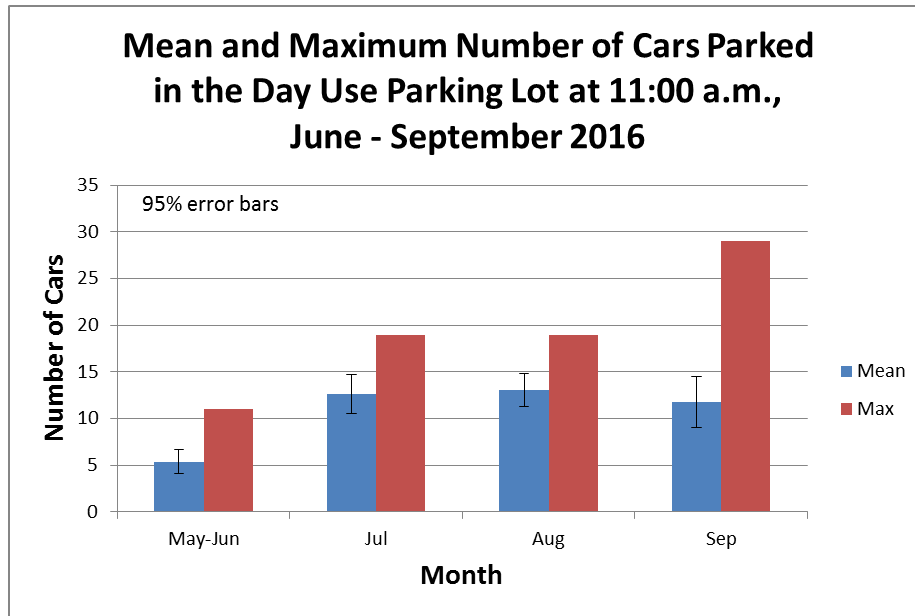


FIGURE 6: MEAN AND MAXIMUM NUMBER OF CARS PARKED IN THE DAY USE PARKING LOT AT 11:00 A.M. BY MONTH, JUNE – SEPTEMBER 2016.

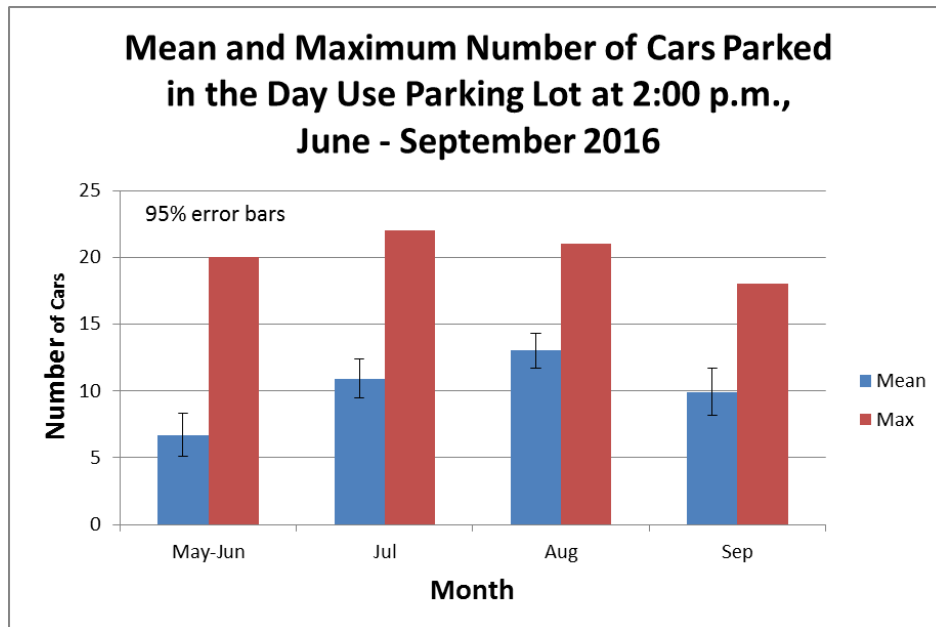


FIGURE 7: MEAN AND MAXIMUM NUMBER OF CARS PARKED IN THE DAY USE PARKING LOT AT 2:00 P.M. BY MONTH, JUNE – SEPTEMBER 2016.

Schoodic Point Sunset Parking

Figure 8 shows the sunset parking counts at Schoodic Point from June 1 to September 23, 2016. Details are in Appendix 12. Volunteers missed counts on only three nights during this time. Perhaps because a good sunset is not an everyday occurrence but also because of low traffic, there is no consistent pattern. Figure 9 shows that for July and August, the mean number of vehicles parked at Schoodic Point at Sunset is about 10 and the maximum counted was about 25. The capacity is 36.

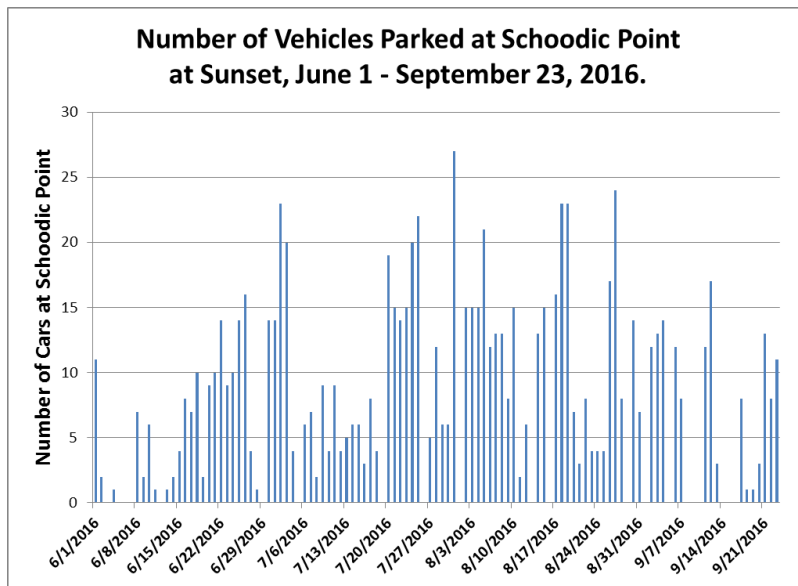


**FIGURE 8: NUMBER OF VEHICLES PARKED AT SCHOODIC POINT AT SUNSET
JUNE 1 – SEPTEMBER 23, 2016.**

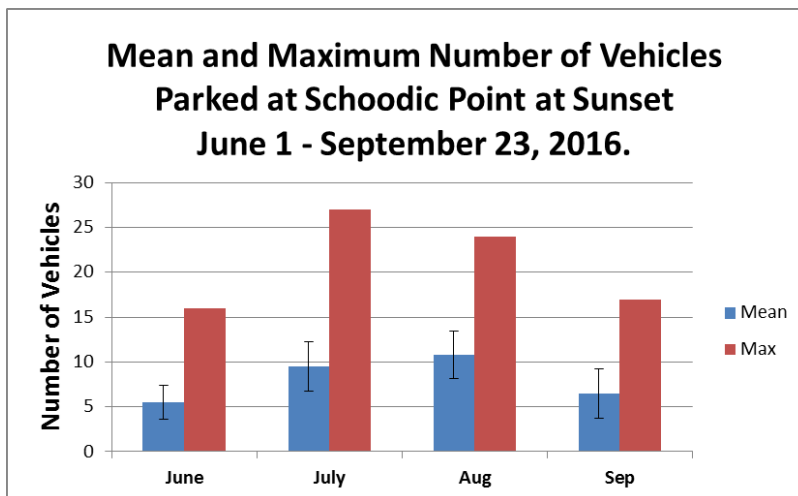


**FIGURE 9: MEAN AND MAXIMUM NUMBER OF VEHICLES PARKED AT SCHOODIC POINT AT SUNSET BY MONTH
JUNE 1 – SEPTEMBER 23, 2016.**

Frazer Point Picnic Area Parking

The Frazer Point Picnic Area parking count data is limited by low counts, high variability, and data collection almost exclusively on Mondays but is still useful. We observed on 11 Mondays and one Saturday.

The mean and maximum parking counts for each half hour between 10:00 a.m. and 1:00 p.m. are shown in Figure 10, and the mean and maximum number of vehicles parked long-term for different uses are shown in Figure 11. Details are in Appendix 13. We make the following observations from this data: 1. the highest average occupancy was 16 cars at 12:30 p.m. and 1:00 p.m., and this is no surprise since this is a picnic area; 2. for each observation or count time

except 10:00 a.m., the maximum occupancy was > 20 vehicles; 3. the parking area filled only on Monday July 4 and occupancy was > 20 for most of the three hours we observed that day; 4. an average of 3-4 vehicles parked for walking and 3-4 for biking; 5. an average of 8 vehicles parked for one long-term activity or another; 6. less than one vehicle per day came for fishing; and only one vehicle came for boat launching during the 12 observation days.

If these observations are repeated, we recommend more weekend observation days and 11:00 a.m. to 2:00 p.m. as the data collection hours.

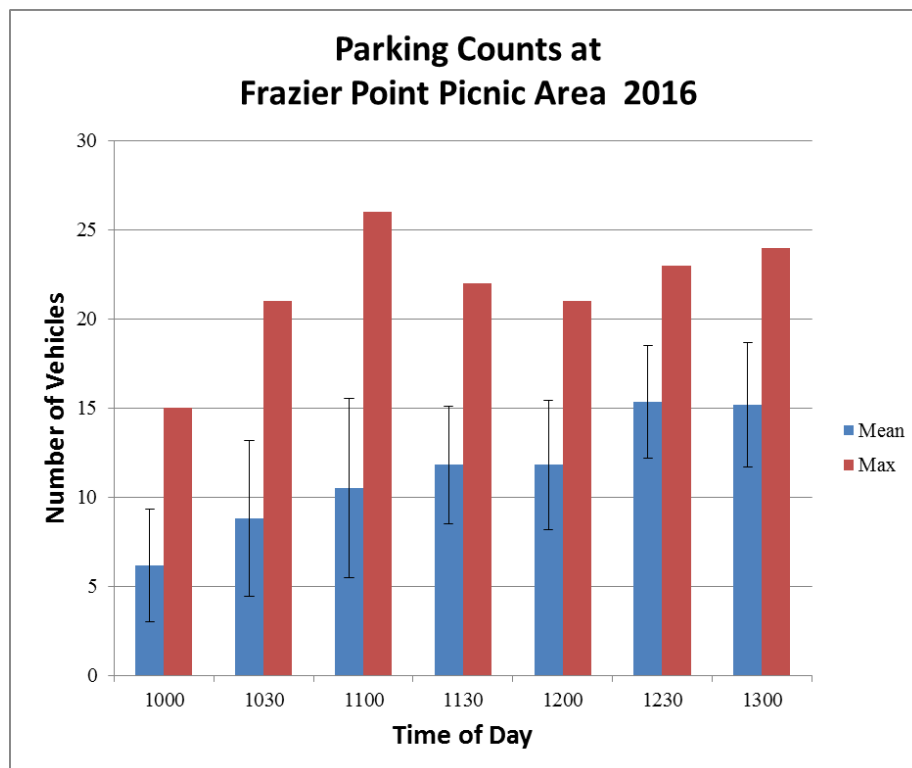


FIGURE 10: MEAN AND MAXIMUM NUMBER OF VEHICLES PARKED AT FRAZER POINT PICNIC AREA FROM 10:00 A.M. TO 1:00 P.M. ON TWELVE DAYS BETWEEN JUNE 23 AND SEPTEMBER 5, 2016.

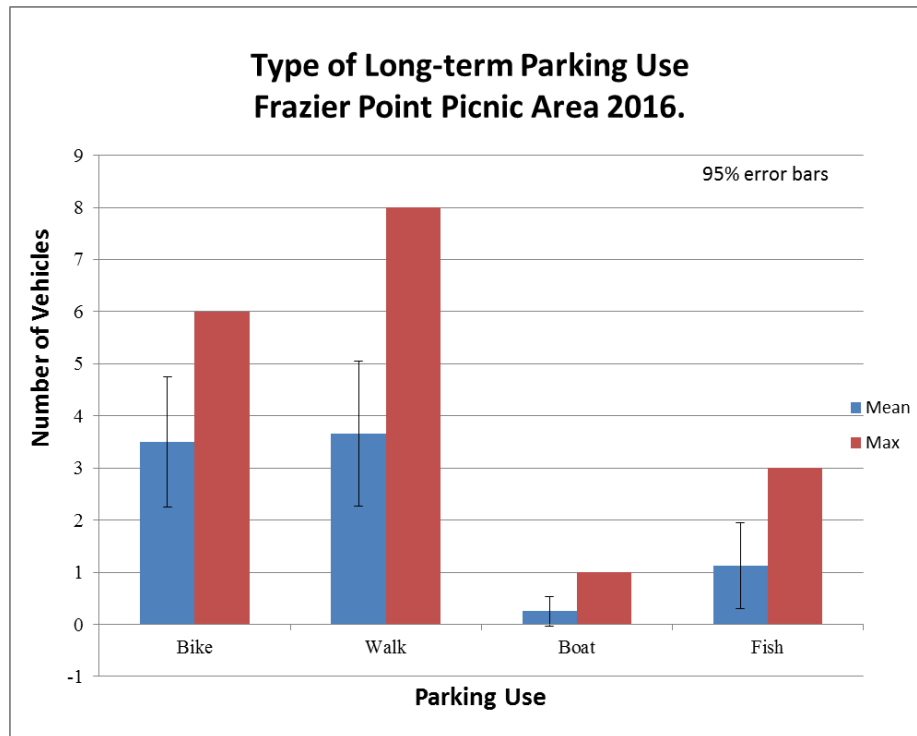


FIGURE 11: MEAN AND MAXIMUM NUMBER OF VEHICLES PARKED LONG-TERM FOR FOUR ACTIVITIES AT FRAZER POINT PICNIC AREA, 10:00 A.M. TO 1:00 P.M. ON TWELVE DAYS BETWEEN JUNE 23 AND SEPT. 5, 2016.

Little Moose Island Visitor Counts

We counted visitors to Little Moose Island on twenty days in July and August 2016 as described in the Methods section of this report. The mean number of visitors was 18.5 +/- 3.3 (95%) and the maximum observed was 32 (Appendix 14). These counts are consistent with trail registration box data for the past ten years which suggest there are about 15 – 30 visitors daily in July and August.

SUMMARY AND RECOMMENDATIONS

Traffic counts and the visitor use counts dependent on them show the same seasonal pattern as observed throughout the park, with peak daily flows in August and on Holiday weekends, and peak hourly flows in the middle of the day. Traffic counts entering the park were about 750 per day in July and August, and about 200 vehicles per day exiting the park without driving the loop. These counts include non-recreational and non-reportable traffic. They represent visitor use of about 65,000 per month.

Counts of parked cars along the Schoodic Loop Road at 11:00 a.m. and 2:00 p.m. were about 60 – 70 cars at one time. Our limited observations suggest that popular sites such as Frazer Point and Schoodic Point rarely exceeded their paved and striped parking capacities, including Schoodic Point at sunset. Peak counts of cars in the Day Use Parking Lot were less than 25% of the capacity of the lot, which is 105 cars. On average there was one RV parked per day and the

maximum number observed at one time was eight (capacity is 14RVs). At Frazer Point from 10:00 a.m. to 1:00 p.m. there were on average about 8 cars parked long-term for various purposes such as biking or walking. Visitor counts for Little Moose Island averaged 18 for the 2 hours around low tide and are consistent with historical registration box data which suggests about 15-30 visitors per day.

Traffic monitoring will continue as usual in 2016. We recommend continuing twice a day counts in the Day Use Parking Lot by Schoodic Woods staff as part of a long-term monitoring program. will continue Schoodic Point at sunset. Sunset counts at Schoodic Point and visitor counts for Little Moose Island should continue as volunteers are available. Schoodic Loop Road counts and Frazer Creek Picnic Area parking counts can be discontinued in 2017 and reconsidered for future monitoring.

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APPENDIX 1: SCHOODIC VISITOR USE HISTORY

Schoodic Visitor Use 1990 – 2015 Internal Briefing Statement

Understanding estimates of recreation use at Schoodic is complicated by the many years of non-recreation traffic to and from the navy base and its eventual closure in 2002. It is further complicated by the non-reportable visits related to the construction, demolition, and development of the SERC campus and the creation of what is now the Schoodic Institute and its programs. The first full year of the operation of the Schoodic Woods campground in 2016 will add yet another element of non-recreation and non-reportable use.

Since 1990, visitor use of Schoodic has been based on a traffic counter located between the new entrance to Schoodic Woods and the Frazer Creek causeway and persons-per-vehicle (PPV) multipliers established in the late 1980s for the Mount Desert Island section of the park. Monthly estimates of non-recreation counts (multiplied by different non-recreation PPVs) and non-reportable vehicle counts are (in theory) subtracted every month to calculate recreation use.

The traffic counter upon which all of this depends began operating erratically in late 2013. A lightning strike in January 2014 knocked it out completely. We did a patch job but it continued to work infrequently and erratically and little real data was collected in 2014. Almost all of 2014 recreation use is based on mean traffic counts from the previous 2-5 years depending on the quality of the data available.

In 2015 we set up a temporary tube counter south of Frazer Creek picnic area on the one-way road to avoid most of the continued construction traffic associated with Schoodic Woods development, especially the bicycle causeway construction. This traffic counter collected reliable data from late May to late October. We used this count to make monthly recreation use estimates for June through October and corrected them by adding traffic using the Frazer Creek picnic area only and exiting the park without driving down the one-way road. These estimates were based on traffic counts from prior years exiting Northbound. In early 2015, the Frazer Creek picnic area was closed to stage equipment used to construct the new causeway bicycle bridge. It opened on May 31, 2015, so the closure did not affect these corrected estimates for June through October.

On the following page is a timeline of: 1. changes in the way recreation use is estimated at Schoodic; and 2. all the changes related to the navy use and closure and SERC construction and program activities. Following that, estimates for recreational use for 2015 and previous years is presented in two tables.

Long-time Schoodic Ranger Bill Weidner did not think that use in 2015 was significantly more than any of the past several years. He also expected to see a much larger drop in use after the base closed operations in 2002.

Year and Rec Use	Recreation Use Methods	Navy Base and SERC Activities
1990 - 2000 220,000 – 297,000	New count methods begin in 1990. 10,482 non-recreational vehicles are subtracted each month from the Southbound traffic count before the PPV multiplier is applied for recreation use. Interestingly, this is almost exactly 350 vehicles per day.	Navy going full bore with 350 personnel. No SERC.
2001 230,000		Navy base exodus occurs in earnest.
2002 223,000		Navy base officially closes June 30, 2002 and is transferred to Acadia NP. A very small Navy crew stays on base for a few more years. SEA program begins in fall along with other occasional park activities.
2003 248,000	Non-recreational vehicle correction at Schoodic is absent from Public Use Counting and Reporting Instructions. Is it absent from the data?	
2004 213,000	Charlie takes over Public Use Program	SERC (now the Schoodic Institute) begins operations. On-campus programs begin in earnest.
2005 170,000	Charlie and John revise non-recreation use vehicle estimate at Schoodic to 20 vehicles per day from November 1 – April 30 and 50 vehicles per day from May 1 – October 31. This amounts to 12,820 vehicles per year.	
2006 – 2011 184,000 199,000 165,000 203,000 200,000 192,000		Massive conversion of base facilities takes place. New buildings built, 13 older buildings removed, etc. etc. Moore Auditorium completed in June 2007. Much activity in 2010 - 2011.
2012 188,000		
2013 167,000		
2014 – 2015 175,000 219,000		Schoodic Woods construction takes place. Campground and other facilities open Sept. 2, 2015.

Schoodic Traffic Counts 2015 Temporary Counter on One Way Road					
	Total Traffic	Mean Daily	Peak Daily	Peak Hourly	# Hours>100
June	8,952	298	449	71	0
July	14,231	459	625	91	0
August	16,466	531	898	138	3
Sept	12,702	423	779	112	3
Oct	8,787	293	549	72	0
Weekends are busier than weekdays					
There is no sunrise or sunset bump					
Busiest hours are 11a - 3p					
Lobster festival brings big increase in traffic, 100/hour for four hours in a row					
2015 probably includes some amount of construction traffic going beyond the picnic area on the one way road					
Frazers					
Schoodic Visitors					
	Total Traffic + Est	# Visitors	Total Traffic	# Visitors	Rounded Down
	X % For Frazer	Incl Frazers	One Way Only	One Way Only	X % Percent Used
June	9,937	25,311	8,952	22,356	May 10%
July	16,366	44,598	14,231	38,193	June 11%
August	18,607	51,321	16,466	44,898	July 15%
Sept	13,845	37,035	12,702	33,606	August 13%
Oct	9,490	23,970	8,787	21,861	Sept 9%
		182,235		160,914	Oct 8%
	Total Vis 2015	219,202			

Why was use so high from 1990 -2004?

- Non-recreation deductions inadequate? Hard to imagine after the controversy in the late 1980s that DSC did not address Schoodic in detail.

Why did use not drop in 2002 – 2004 after the Navy was largely gone?

- ??? We were still subtracting 10,482 vehicles per month!

Without the 16 day Oct. 2013 shutdown, Schoodic use would have been about 180,000. Why a ~39,000 visit / 18% increase in use at Schoodic, from 180,000 in 2013 to 219,202 in 2015?

- Construction traffic from Schoodic Woods, even though the traffic counter was south of Frazer Point on the one-way road.
- Increased level of programs at SERC. Overnight stays there were considerably higher in 2014.
- Schoodic Woods curiosity factor before 9/2, and visits to it and bike paths after 9/2. September use in 2015 was much more than 2011 – 2013.
- It is part of overall increase in use. MDI visitation was up 9.5%. A pre-Centennial bump.

What's the message re Schoodic Use?

- We hope for no more unusual circumstances affecting non-recreation and non-reportable use.
- Our level of confidence in Schoodic use numbers since 1990 is not very high. I don't think we have any sense of recent or long-term trends in use.
- We need to determine what information we want, install the right equipment in the right places, and tighten up methods.
- All of the above contributed to the increase in use, but I'm not sure it completely explains it.

APPENDIX 2: DAY USE PARKING LOT PHOTOS AND TRAFFIC COUNTER VALIDATIONS



Day Use Parking Area: Traffic Counter secured to tree on right side of road.



Schoodic Loop Road: Looking south. Traffic counter secured to tree on right side. Location is a utility vault pulloff.

APPENDIX 2: DAY USE PARKING LOT PHOTOS AND TRAFFIC COUNTER VALIDATIONS (CONT.)

Moore Rd		Southbound			Northbound		
Date	Time	Observed Count	Jamar Count	Percent	Observed Count	Jamar Count	Percent
6/30/2016	1300-1400	46	46	100.00%	12	12	100.00%
7/20/2016	1300-1400	59	58	98.31%	23	23	100.00%
7/27/2016	1200-1300	90	92	102.22%	23	24	104.35%
9/20/2016	1200-1300	55	55	100.00%	8	9	112.50%
10/10/2016	1100-1200	76	76	100.00%	12	11	91.67%
	Totals	326	327	100.31%	78	79	101.28%
			Mean	100.11%		Mean	101.70%

Day Use		Inbound			Outbound		
Date	Time	Observed Count	Jamar Count	Percent	Observed Count	Jamar Count	Percent
6/30/2016	1100-1200	18	29	161.11%	16	26	162.50%
7/20/2016	0900-1000	14	14	100.00%	11	17	154.55%
7/27/2016	0900-1000	10	11	110.00%	9	18	200.00%
	Totals	42	54	128.57%	36	61	169.44%
			Mean	123.70%		Mean	172.35%

APPENDIX 3: SCHOODIC LOOP ROAD PARKING DATA SHEET

Schoodic Parking Survey 2016

1. Drive carefully. Start from SERC campus whenever possible. The data sheet starts there with a swing out to Schoodic Point.
2. Count all cars at the locations listed below on days when the weather is very good. Become familiar with all the parking lots and pulloffs. If confused, ask Charlie: 288-8727. Schoodic Woods Day Use parking not included.
3. If cars are parked between pulloff or parking areas along the Schoodic Loop Road and partly in the right lane, record the location briefly and the number of vehicles.
4. What is a “parked” vehicle? We are most interested in vehicles parked for more than a couple of minutes. If visitors are out of the vehicle, it is probably parked and we should count it. If visitors are out of car and **nearby** taking a picture, or otherwise look like they will move on soon, do not count the vehicle. If visitors are still in the car, observe for a few more seconds to see if the vehicle moves. Sometimes visitors are in the car and watching from their seats for more than a couple minutes—and then we should count the car—they are parked. Make some judgment about whether a car is parking or “standing.” Generally, we will not count occupied cars “standing” in the right lane.
5. Make special note of any RVs observed south of Schoodic Woods parking area.
6. Make special note of any vans/buses that may be associated with commercial use of the park.
7. Include cars are “parked” in the right lane at any location.
8. If cars are parked regularly in any other locations, please begin to keep a record of their location and number.

Name	Date	Weather
	Start Time	Start Time
Location	11am	2pm
Pulloff – paved, on along Sch Pt Rd, southbound before Schoodic Pt		
Schoodic Point Parking (n=36) — cars in designated striped spaces, upper and middle tiers		
Schoodic Point—cars not parked in designated striped spaces (lower loop, upper two tiers)		
Pulloff – paved, along Sch Pt Rd, northbound, Do Not Remove Beach Stones sign		
Pulloff – gravel, along Sch Pt Road, across from SERC entrance		
Pulloff – paved, on R Little Moose Island (no more than two cars)		
Record cars parked in R lane for LMI here>>>>		
Pulloff – dirt, on R Before Blueberry Hill Parking, on right		
Blueberry Hill Parking Lot		

Pulloff -- paved, on R just above Blueberry Hill Parking		
Pulloff -- paved, on R drive through with small island		
Pulloff -- dirt, on R, area of shore bluffs		
Pulloff -- paved, on R, pull in, area of shore bluffs		
Pulloff -- paved, on R cobble beach, Do Not Remove Beach stones sign		
Pulloff -- dirt, on R		
Pulloff -- paved, on R East Trail		
Pulloff -- dirt, on R, 35mph sign on L		
Panty Lane South -- on L at gate		
Pulloff, dirt, on R		
Panty Lane North -- on L at gate		
Pulloff -- paved, on R close to end of one way road		
Wonsqueak Parking Lot		
One Way End -- paved, on R		
Bunkers Hbr parking		
Pulloff -- dirt, on R, Entrance sign, first Bike Path		
Lower Harbor Trail 1		
Lower Harbor Trail 2		
Power Line goes off road		
Norris Island -- dirt, on R		
Frazer Creek Causeway -- paved, on R		
Frazer Creek Picnic Area (n=25)		
Pull through exit -- dirt ,on R, now closed w/ rocks		
Pulloff -- dirt, on R, just past closed pull through		

Pulloff – dirt, on R, just before L pulloff		
Pulloff – dirt, on L		
Pulloff – paved, on R, first paved pulloff, exhibit sign		
Pull through – dirt, on R, still open		
Pulloff – dirt, on L, open vista		
Pulloff – paved, on R, Clare’s Landing, wooded		
Pulloff – dirt, on L, Raven’s Nest		
Pulloff – paved, on R, just before Mountain Road		
Pulloff – dirt, on R, West Pond 1, rip rap on bank before it		
Pull in -- dirt, on R, boat launch closed w/ rocks		
Pulloff – paved, on R, West Pond 2		

APPENDIX 4: SAMPLE DAY USE PARKING COUNT DATA SHEET

Schoodic Woods Day Use Parking Counts 2016:

Every day at 11am and 2pm, count the number of cars in the Day Use parking lot.

May - June				
Date	11am		2pm	
	Cars	RVs	Cars	RVs
5/25/2016				
5/26/2016				
5/27/2016				
5/28/2016				
5/29/2016				
5/30/2016				
5/31/2016				
6/1/2016				
6/2/2016				
6/3/2016				
6/4/2016				
6/5/2016				
6/6/2016				
6/7/2016				
6/8/2016				
6/9/2016				
6/10/2016				
6/11/2016				
6/12/2016				
6/13/2016				
6/14/2016				
6/15/2016				
6/16/2016				
6/17/2016				
6/18/2016				
6/19/2016				
6/20/2016				
6/21/2016				
6/22/2016				
6/23/2016				
6/24/2016				
6/25/2016				
6/26/2016				
6/27/2016				
6/28/2016				
6/29/2016				
6/30/2016				

APPENDIX 5: SCHOODIC POINT SUNSET COUNT DATA SHEET

Schoodic Point Sunset Parking Counts 2016

Every day at sunset, count the number of cars Schoodic Point parking lot. If weather is poor, days may be skipped.

Date	Sunset Time	Car Count	Weather/Other Notes
5/25/2016	806		
5/26/2016	807		
5/27/2016	808		
5/28/2016	809		
5/29/2016	810		
5/30/2016	810		
5/31/2016	811		
6/1/2016	812		
6/2/2016	813		
6/3/2016	814		
6/4/2016	814		
6/5/2016	815		
6/6/2016	816		
6/7/2016	816		
6/8/2016	817		
6/9/2016	818		
6/10/2016	818		
6/11/2016	819		
6/12/2016	819		
6/13/2016	820		
6/14/2016	820		
6/15/2016	821		
6/16/2016	821		
6/17/2016	821		
6/18/2016	822		
6/19/2016	822		
6/20/2016	822		
6/21/2016	822		
6/22/2016	822		
6/23/2016	823		
6/24/2016	823		
6/25/2016	823		
6/26/2016	823		
6/27/2016	823		
6/28/2016	822		
6/29/2016	822		
6/30/2016	822		

Schoodic Point Sunset Parking Counts 2016

Every day at sunset, count the number of cars Schoodic Point parking lot. If weather is poor, days may be skipped.

Date	Sunset Time	Car Count	Weather/Other Notes
7/1/2016	822		
7/2/2016	822		
7/3/2016	821		
7/4/2016	821		
7/5/2016	821		
7/6/2016	820		
7/7/2016	820		
7/8/2016	820		
7/9/2016	819		
7/10/2016	818		
7/11/2016	818		
7/12/2016	817		
7/13/2016	817		
7/14/2016	816		
7/15/2016	815		
7/16/2016	814		
7/17/2016	814		
7/18/2016	813		
7/19/2016	812		
7/20/2016	811		
7/21/2016	810		
7/22/2016	809		
7/23/2016	808		
7/24/2016	807		
7/25/2016	806		
7/26/2016	805		
7/27/2016	804		
7/28/2016	803		
7/29/2016	801		
7/30/2016	800		
7/31/2016	759		

Date	Sunset Time	Car Count	Weather/Other Notes
8/1/2016	758		
8/2/2016	756		
8/3/2016	755		
8/4/2016	754		
8/5/2016	752		
8/6/2016	751		
8/7/2016	750		
8/8/2016	748		
8/9/2016	747		
8/10/2016	745		
8/11/2016	744		
8/12/2016	742		
8/13/2016	741		
8/14/2016	739		
8/15/2016	738		
8/16/2016	736		
8/17/2016	734		
8/18/2016	733		
8/19/2016	731		
8/20/2016	730		
8/21/2016	728		
8/22/2016	726		
8/23/2016	724		
8/24/2016	723		
8/25/2016	721		
8/26/2016	719		
8/27/2016	718		
8/28/2016	716		
8/29/2016	714		
8/30/2016	712		
8/31/2016	710		

Date	Sunset Time	Car Count	Weather/Other Notes
9/1/2016	709		
9/2/2016	707		
9/3/2016	705		
9/4/2016	703		
9/5/2016	701		
9/6/2016	659		
9/7/2016	658		
9/8/2016	656		
9/9/2016	654		
9/10/2016	652		
9/11/2016	650		
9/12/2016	648		
9/13/2016	646		
9/14/2016	645		
9/15/2016	643		
9/16/2016	641		
9/17/2016	639		
9/18/2016	637		
9/19/2016	635		
9/20/2016	633		
9/21/2016	631		
9/22/2016	630		
9/23/2016	628		
9/24/2016	626		
9/25/2016	624		
9/26/2016	622		
9/27/2016	620		
9/28/2016	618		
9/29/2016	617		
9/30/2016	615		

Date	Sunset Time	Car Count	Weather/Other Notes
10/1/2016	613		
10/2/2016	611		
10/3/2016	609		
10/4/2016	607		
10/5/2016	606		
10/6/2016	604		
10/7/2016	602		
10/8/2016	600		
10/9/2016	558		
10/10/2016	557		
10/11/2016	555		
10/12/2016	553		
10/13/2016	551		
10/14/2016	550		
10/15/2016	548		
10/16/2016			
10/17/2016			
10/18/2016			
10/19/2016			
10/20/2016			
10/21/2016			
10/22/2016			
10/23/2016			
10/24/2016			
10/25/2016			
10/26/2016			
10/27/2016			
10/28/2016			
10/29/2016			
10/30/2016			
10/31/2016			

APPENDIX 6: FRAZER POINT PARKING COUNT DATA SHEET

Frazier Point Picnic Area Visitor Observations 2016

Our objective is to gather information about the number of vehicles in the parking lot and the number and activities of visitors who use the lot for other than picnicking, sightseeing, or the rest room. Activities we are most interested in are associated with long-term parking for bicycle rides or walks on the road and bike paths, and launching hand-carried watercraft. We want to see if the numbers of vehicles parked for these activities is enough that the lot fills more frequently and picnickers and sightseers are unable to park. The 100-vehicle Day Use Parking Area at Schoodic Woods was constructed to serve the long-term parking needs of bicyclists and to a lesser degree, walkers.

Please record legibly.

1. Find a parking spot or other location where you can see all parked vehicles.
2. Observations and counts will be made in 3-hour blocks on good weather days: 10a – 1p and 1p – 4p.
3. Make counts of vehicles parked in designated and non-designated spaces every half hour beginning on arrival. Designated spaces are those paved and striped. Non-designated spaces are not paved or striped.
4. Observe the activities of all visitors who exit their vehicles and **count the number of vehicles** associated with visitors who: bike out to the Schoodic Loop Road; walk out to the Schoodic Loop Road; or launch a small boat. This is a vehicle count, not a count of the number of visitors in every group.
5. Make notes about unusual activity: any entry of large groups, commercial activities, special events such as family picnics, oversize vehicles etc.

Name		Date		Desig	Not Desig	Total
Time in	Time out		Time	# Vehicles	# Vehicles	# Vehicles
Describe weather: Sun Cld Fog			1000			
			1030			
Total # Vehicles Parked for Biking			1100			
			1130			
			1200			
Total # Vehicles Parked for Walking			1230			
			1300			
			1330			
Total # Vehicles Parked for Boating			1400			
			1430			
			1500			
			1530			
			1600			

APPENDIX 7: LITTLE MOOSE ISLAND VISITOR COUNT DATA SHEET

Little Moose Island Visitor Count Data Sheet 2016

Instructions

1. The objective is to get a count of visitors to Little Moose Island.
2. Count only when the weather is good. Count on as many days in the schedule below as you can get to, but always for a full two hours.
3. Count all visitors crossing the bar **to** LMI during your two hours. Do not count them a second time when they return across the bar.
4. Count all visitors returning **from** LMI that you did not already count crossing over the bar—in other words, those visitors on the island when you arrived to count and are now leaving.

Date	Low Tide	Observation/Count Time	Number of Visitors
7/1/16	246p	100p – 300p	
7/2/16	345p	200p – 400p	
7/3/16	441p	300p – 500p	
7/12/16	1149a	1030a – 1230p	
7/13/16	1241p	1130a – 130p	
7/14/16	133p	1200p – 200p	
7/15/16	224p	100p – 300p	
7/28/16	1227p	1130a – 130p	
7/29/16	131p	1200p – 200p	
7/30/16	234p	100p – 300p	
7/31/16	334p	200p – 400p	
8/11/16	1152a	1030a – 1230p	
8/12/16	1246p	1130a – 130p	
8/13/16	140p	1200p – 200p	
8/14/16	233p	100p – 300p	
8/15/16	322p	200p – 400p	
8/26/16	1214p	1100a – 100p	
8/27/16	120p	1200p – 200p	
8/28/16	225p	100p – 300p	
8/29/16	325p	200p – 400p	

APPENDIX 8: EXCEL SPREADSHEET ANALYSIS FOR SOUTHBOUND AND NORTHBOUND TRAFFIC, MAY – OCTOBER 2016

Acadia National Park 2016 Moore Road Southbound																								Page 1	
Station ID: Site Code: Moore Rd Date Start: 11-May-16 16MooreRoadVolCombinedWorki Date Printed: 02-Nov-16 Latitude: 0° 0.0000 South																									
01-May-16	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Daily Total	
S 01																									
M 02																									
T 03																									
W 04																									
T 05																									
F 06																									
S 07																									
S 08																									
M 09																									
T 10																									
W 11																									
T 12	0	0	0	1	0	6	10	26	17	17	23	25	32	20	17	21	19	6	10	7	1	1	0	1	260
F 13	0	0	0	0	0	16	15	14	10	12	18	0	12	10	18	14	11	4	3	1	1	0	0	0	167
S 14	0	0	0	0	0	1	8	3	11	23	38	27	43	38	25	12	12	5	3	2	3	2	3	0	267
S 15	0	0	0	0	0	0	2	2	3	10	13	15	21	25	31	22	9	7	4	3	6	0	2	1	166
M 16	2	1	0	0	2	11	21	8	7	14	11	0	22	20	10	19	12	7	4	1	0	0	0	1	177
T 17	0	0	0	0	3	4	13	18	9	13	20	19	14	20	21	10	14	12	2	5	2	1	4	1	230
W 18	4	0	0	0	1	4	13	21	21	18	12	21	12	33	13	16	10	8	7	6	6	0	1	0	227
T 19	0	0	0	0	1	17	2	13	13	19	22	25	20	15	24	11	15	4	13	4	0	0	0	0	232
F 20	0	0	0	0	0	4	16	14	8	14	23	16	19	27	23	23	19	18	16	12	9	8	1	1	272
S 21	0	0	0	0	2	0	3	9	13	24	47	42	60	51	49	34	18	18	60	37	6	30	7	1	511
S 22	0	0	0	0	2	5	2	3	10	24	24	28	30	16	31	19	18	8	5	5	0	0	0	0	213
M 23	0	0	0	0	0	2	15	21	9	22	22	24	40	28	20	16	15	9	9	5	3	4	1	0	264
T 24	0	0	0	0	0	4	14	19	21	15	15	20	13	14	25	21	10	11	14	6	4	1	3	0	230
W 25	0	0	0	0	0	3	16	20	11	17	23	24	26	24	25	23	21	18	11	9	4	0	1	1	277
T 26	0	0	0	0	0	19	25	24	21	30	38	31	35	31	26	34	17	16	15	19	8	1	3	0	369
F 27	0	0	0	0	0	5	9	21	9	14	20	20	28	23	23	26	18	22	20	9	3	2	2	0	274
S 28	0	1	0	0	0	4	5	22	36	58	71	64	56	76	86	46	40	30	29	24	15	3	5	1	560
S 29	0	0	0	0	0	1	7	6	7	27	46	59	63	61	57	56	32	26	25	16	18	1	3	0	516
M 30	0	0	0	0	0	1	8	5	10	14	32	47	24	40	45	31	45	27	19	9	4	1	0	1	363
T 31	0	0	0	0	0	1	12	18	17	25	33	17	16	37	31	32	26	29	25	11	11	3	0	0	330
Total	0	0	0	1	5	21	269	222	326	482	583	585	614	613	400	310	324	205	125	67	2	30	12	0	5905
Mean	0	0	0	0	1	3	11	15	11	16	24	29	29	31	31	24	19	15	15	10	5	3	2	1	295
Max	4	1	0	1	3	6	19	26	24	27	47	59	71	76	86	56	45	30	60	37	18	30	7	1	560

Schoodic Loop Road Mean and Maximum Hourly Southbound Traffic, May 2016											
Hour of Day	Mean	Max									
0	0	0									
1	0	0									
2	0	0									
3	0	0									
4	0	0									
5	0	0									
6	0	0									
7	0	0									
8	0	0									
9	0	0									
10	0	0									
11	0	0									
12	0	0									
13	0	0									
14	0	0									
15	0	0									
16	0	0									
17	0	0									
18	0	0									
19	0	0									
20	0	0									
21	0	0									
22	0	0									
23	0	0									
24	0	0									

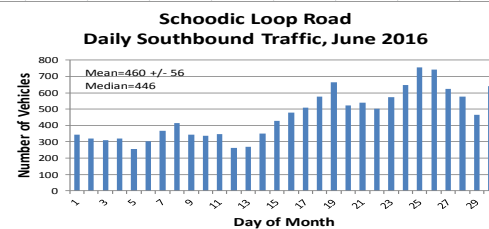
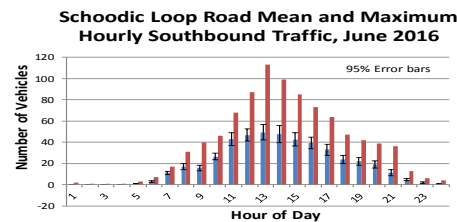
Schoodic Loop Road Daily Southbound Traffic, May 2016											
Day of Month	Mean										
1	250										
2	250										
3	250										
4	250										
5	250										
6	250										
7	250										
8	250										
9	250										
10	250										
11	250										
12	250										
13	250										
14	250										
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27	250										
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29	250										
30	250										
31	250										

Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13	Column14	Column15	Column16	Column17	Column18	Column19	Column20	Column21	Column22	Column23	Column24	Column25	Column26	Column27	Column28	Column29	Column30	Column31	Column32	Column33	Column34	Column35	Column36	Column37	Column38	Column39	Column40	Column41	Column42	Column43	Column44	Column45	Column46	Column47	Column48	Column49	Column50	Column51	Column52	Column53	Column54	Column55	Column56	Column57	Column58	Column59	Column60	Column61	Column62	Column63	Column64	Column65	Column66	Column67	Column68	Column69	Column70	Column71	Column72	Column73	Column74	Column75	Column76	Column77	Column78	Column79	Column80	Column81	Column82	Column83	Column84	Column85	Column86	Column87	Column88	Column89	Column90	Column91	Column92	Column93	Column94	Column95	Column96	Column97	Column98	Column99	Column100	Column101	Column102	Column103	Column104	Column105	Column106	Column107	Column108	Column109	Column110	Column111	Column112	Column113	Column114	Column115	Column116	Column117	Column118	Column119	Column120	Column121	Column122	Column123	Column124	Column125	Column126	Column127	Column128	Column129	Column130	Column131	Column132	Column133	Column134	Column135	Column136	Column137	Column138	Column139	Column140	Column141	Column142	Column143	Column144	Column145	Column146	Column147	Column148	Column149	Column150	Column151	Column152	Column153	Column154	Column155	Column156	Column157	Column158	Column159	Column160	Column161	Column162	Column163	Column164	Column165	Column166	Column167	Column168	Column169	Column170	Column171	Column172	Column173	Column174	Column175	Column176	Column177	Column178	Column179	Column180	Column181	Column182	Column183	Column184	Column185	Column186	Column187	Column188	Column189	Column190	Column191	Column192	Column193	Column194	Column195	Column196	Column197	Column198	Column199	Column200	Column201	Column202	Column203	Column204	Column205	Column206	Column207	Column208	Column209	Column210	Column211	Column212	Column213	Column214	Column215	Column216	Column217	Column218	Column219	Column220	Column221	Column222	Column223	Column224	Column225	Column226	Column227	Column228	Column229	Column230	Column231	Column232	Column233	Column234	Column235	Column236	Column237	Column238	Column239	Column240	Column241	Column242	Column243	Column244	Column245	Column246	Column247	Column248	Column249	Column250	Column251	Column252	Column253	Column254	Column255	Column256	Column257	Column258	Column259	Column260	Column261	Column262	Column263	Column264	Column265	Column266	Column267	Column268	Column269	Column270	Column271	Column272	Column273	Column274	Column275	Column276	Column277	Column278	Column279	Column280	Column281	Column282	Column283	Column284	Column285	Column286	Column287	Column288	Column289	Column290	Column291	Column292	Column293	Column294	Column295	Column296	Column297	Column298	Column299	Column300	Column301	Column302	Column303	Column304	Column305	Column306	Column307	Column308	Column309	Column310	Column311	Column312	Column313	Column314	Column315	Column316	Column317	Column318	Column319	Column320	Column321	Column322	Column323	Column324	Column325	Column326	Column327	Column328	Column329	Column330	Column331	Column332	Column333	Column334	Column335	Column336	Column337	Column338	Column339	Column340	Column341	Column342	Column343	Column344	Column345	Column346	Column347	Column348	Column349	Column350	Column351	Column352	Column353	Column354	Column355	Column356	Column357	Column358	Column359	Column360	Column361	Column362	Column363	Column364	Column365	Column366	Column367	Column368	Column369	Column370	Column371	Column372	Column373	Column374	Column375	Column376	Column377	Column378	Column379	Column380	Column381	Column382	Column383	Column384	Column385	Column386	Column387	Column388	Column389	Column390	Column391	Column392	Column393	Column394	Column395	Column396	Column397	Column398	Column399	Column400	Column401	Column402	Column403	Column404	Column405	Column406	Column407	Column408	Column409	Column410	Column411	Column412	Column413	Column414	Column415	Column416	Column417	Column418	Column419	Column420	Column421	Column422	Column423	Column424	Column425	Column426	Column427	Column428	Column429	Column430	Column431	Column432	Column433	Column434	Column435	Column436	Column437	Column438	Column439	Column440	Column441	Column442	Column443	Column444	Column445	Column446	Column447	Column448	Column449	Column450	Column451	Column452	Column453	Column454	Column455	Column456	Column457	Column458	Column459	Column460	Column461	Column462	Column463	Column464	Column465	Column466	Column467
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FOR SOUTHBOUND AND NORTHBOUND TRAFFIC, MAY – OCTOBER 2016 (CONT.).

Acadia National Park 2016 Moore Road Southbound																								Page 2		
Station ID:																										
Site Code: Moore Rd																										
Date Start: 11-May-16																										
2016 Moore Road Southbound Combined Working																										
Date Printed: 02-Nov-16																										
Latitude: 0° 0.0000 South																										
	01-Jun-16	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Daily Total	
W01	1	2	4	0	0	6	16	16	22	15	22	15	42	34	29	38	18	15	20	8	7	4	1	345		
T02	0	0	0	0	0	3	13	19	20	26	31	27	35	33	29	20	17	15	7	2	2	1	321			
F03	0	0	0	0	0	1	12	14	13	23	21	32	31	15	22	38	24	21	12	13	6	1	1	310		
S04	0	0	0	0	0	5	3	9	23	18	23	31	30	33	26	3	28	11	12	5	2	0	319			
S05	0	0	0	1	0	0	3	1	7	12	34	38	21	35	29	20	22	8	12	7	1	5	0	256		
M06	1	1	0	0	0	3	11	20	13	13	22	26	35	27	27	30	21	17	15	12	7	3	0	303		
T07	0	0	0	3	13	3	13	34	18	30	36	35	36	35	31	27	28	8	4	1	3	1	367			
W08	0	0	0	0	0	5	17	18	22	32	41	30	45	30	37	45	25	15	18	17	13	3	2	1	416	
T09	0	0	0	0	0	8	23	8	23	10	24	41	26	38	33	29	17	13	9	14	6	4	0	344		
F10	0	0	0	0	0	2	7	12	20	19	21	27	36	42	29	36	18	14	17	11	9	2	1	336		
S11	0	0	0	0	1	2	8	11	8	19	42	37	47	40	36	23	23	15	11	9	4	1	2	0	346	
S12	0	0	0	0	0	4	3	4	13	18	17	28	37	34	24	30	21	14	11	9	2	1	2	0	261	
M13	0	0	0	0	0	1	8	20	11	17	27	27	24	29	25	25	12	12	11	7	1	0	1	0	268	
T14	0	0	0	0	0	0	14	13	15	19	45	36	43	32	27	23	15	20	14	12	7	5	1	0	351	
W15	0	0	0	0	0	0	14	20	14	20	42	50	42	45	39	28	22	14	15	8	3	2	0	427		
T16	0	0	0	0	0	2	1	14	28	40	30	35	48	40	45	26	22	23	22	13	7	2	1	0	478	
F17	0	1	0	0	2	5	12	30	16	28	34	51	61	42	46	51	33	23	22	28	14	5	2	0	508	
S18	7	0	0	0	7	0	7	15	25	44	60	44	66	81	60	48	36	37	36	37	20	2	0	1	578	
S19	0	0	0	0	0	2	1	3	8	7	30	67	61	85	99	85	66	46	41	17	12	7	6	2	0	665
M20	1	0	0	0	2	6	17	18	21	34	48	54	45	47	43	45	49	28	14	18	20	9	1	1	521	
T21	0	0	0	1	3	15	19	21	30	55	47	53	54	49	44	34	24	33	30	11	5	2	3	0	539	
W22	0	0	0	1	1	2	14	31	22	28	48	60	56	45	44	34	43	15	29	19	8	2	1	0	503	
T23	0	0	0	1	2	4	14	20	22	37	54	68	55	57	49	44	40	28	34	23	8	8	2	4	574	
F24	0	0	0	1	12	6	22	10	35	61	74	63	79	74	52	50	34	39	16	13	5	5	0	648		
S25	1	0	0	0	0	6	10	4	21	34	68	65	113	88	67	61	64	36	34	34	36	9	5	0	756	
S26	1	0	0	0	1	4	6	13	23	38	66	87	67	97	83	73	59	47	29	17	22	6	3	0	742	
M27	0	0	1	2	11	3	19	8	46	59	68	67	59	50	50	32	32	33	21	8	3	0	625			
T28	0	0	0	0	0	5	15	21	23	33	66	60	64	48	62	53	42	28	18	7	3	3	1	578		
W29	0	0	0	0	0	4	14	20	17	27	45	42	43	42	43	41	37	24	27	14	14	8	2	1	644	
F30	0	0	0	1	5	13	5	13	24	35	61	62	61	62	51	43	34	39	16	13	5	13	6	4	756	
Total	5	2	1	6	22	94	335	509	478	797	1287	1404	1482	1429	1278	1184	886	661	572	338	143	58	21	13,290		
Mean	0	0	0	0	0	1	3	11	17	16	27	43	47	49	48	43	35	33	24	19	11	5	2	460		
Max	2	1	1	1	3	7	17	31	40	46	68	87	113	99	85	73	64	47	42	39	35	13	6	4	756	

June	
Mean	459.566667
Standard Error	27.1824543
Median	445.5
Mode	578
Standard Deviation	148.884434
Sample Variance	22166.5747
Kurtosis	-1.00470829
Skewness	0.39737033
Range	500
Minimum	256
Maximum	756
Sum	13790
Count	30
Confidence Level(95.0%)	55.5943614



	Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Error Bars												
Mean	0.1666667	Mean	0.0666667	Mean	0.0333333	Mean	0.2	Mean	0.3733333	Mean	3.1333333	Mean	11.166667	Mean	16.966667	Mean	15.7	Mean	25.666667	Mean	49.9	Mean	46.8	0.094736	
Standard Error	0.00418099	Standard Error	0.04632056	Standard Error	0.03333333	Standard Error	0.07427814	Standard Error	0.40038296	Standard Error	0.7429103	Standard Error	1.44037298	Standard Error	1.27860376	Standard Error	1.5143891	Standard Error	2.6668178	Standard Error	2.83720956	Standard Error	2.83720956	0.006174	
Median	0	Median	0	Median	0	Median	0	Median	0	Median	0	Median	0	Median	0	Median	0	Median	27.5	Median	44	Median	44	0.15916	
Mode	0	Mode	0	Mode	0	Mode	0	Mode	0	Mode	0	Mode	0	Mode	0	Mode	0	Mode	20	Mode	20	Mode	20	0.35265	
Standard Deviation	0.46113304	Standard Deviation	0.2536931	Standard Deviation	0.18265741	Standard Deviation	0.60651281	Standard Deviation	0.9443318	Standard Deviation	2.19289778	Standard Deviation	4.0698728	Standard Deviation	7.6892474	Standard Deviation	7.0032014	Standard Deviation	8.2949227	Standard Deviation	15.711517	Standard Deviation	15.43931	0.418878	
Sample Variance	0.21463348	Sample Variance	0.0643782	Sample Variance	0.03333333	Sample Variance	0.1456174	Sample Variance	0.8919452	Sample Variance	4.8091954	Sample Variance	15.567473	Sample Variance	62.402299	Sample Variance	49.044876	Sample Variance	68.805471	Sample Variance	246.87124	Sample Variance	241.63793	0.151942	
Kurtosis	6.8367529	Kurtosis	1.2306327	Kurtosis	0.55744709	Kurtosis	0.37857143	Kurtosis	-1.2714468	Kurtosis	-0.5448819	Kurtosis	-3.4892279	Kurtosis	-3.296817	Kurtosis	-1.74483	Kurtosis	-1.7305323	Kurtosis	-0.2737629	Kurtosis	-0.2737629	2.964084	
Skewness	2.9305021	Skewness	3.6599969	Skewness	5.4722558	Skewness	1.5801303	Skewness	0.8480779	Skewness	-0.034531	Skewness	-0.668585	Skewness	-0.4627748	Skewness	1.3462635	Skewness	0.0810048	Skewness	0.1034025	Skewness	0.5552678	2.615038	
Range	2	Range	1	Range	1	Range	3	Range	3	Range	3	Range	3	Range	3	Range	3	Range	3	Range	50	Range	61	0.309735	
Minimum	0	Minimum	0	Minimum	0	Minimum	0	Minimum	0	Minimum	0	Minimum	0	Minimum	0	Minimum	0	Minimum	0	Minimum	2	Minimum	2	0.806339	
Maximum	2	Maximum	1	Maximum	1	Maximum	3	Maximum	3	Maximum	3	Maximum	3	Maximum	3	Maximum	3	Maximum	3	Maximum	50	Maximum	61	5.804199	
Sum	30	Sum	2	Sum	1	Sum	6	Sum	22	Sum	94	Sum	335	Sum	509	Sum	471	Sum	797	Sum	1287	Sum	1408	7.302503	
Count	30	Count	30	Count	30	Count	30	Count	30	Count	30	Count	30	Count	30	Count	30	Count	30	Count	30	Count	30	0.355599	
Confidence Level (95.0%)	0.1721391	Confidence Level (95.0%)	0.0943761	Confidence Level (95.0%)	0.06817432	Confidence Level (95.0%)	0.11915814	Confidence Level (95.0%)	0.7055714	Confidence Level (95.0%)	0.81897509	Confidence Level (95.0%)	1.5194216	Confidence Level (95.0%)	2.3489332	Confidence Level (95.0%)	2.6150383	Confidence Level (95.0%)	3.09737614	Confidence Level (95.0%)	5.66677636	Confidence Level (95.0%)	5.80419826	0.3826505	
Mean	49.34 Mean	47.633333 Mean	42.6 Mean	39.466667 Mean	32.866667 Mean	23.566667 Mean	22.033333 Mean	19.066667 Mean	11.2 Mean	4.7666667 Mean	1.9333333 Mean	0.7	3.89705	3.7050497 Standard Error	3.8178292 Standard Error	3.1009269 Standard Error	2.6534424 Standard Error	2.6175826 Standard Error	1.8709413 Standard Error	1.7277208 Standard Error	1.6739952 Standard Error	1.3439693 Standard Error	0.5522839 Standard Error	0.2874149 Standard Error	0.17386744 Standard Error
Standard Error	49.34 Standard Error	47.633333 Standard Error	42.6 Standard Error	39.466667 Standard Error	32.866667 Standard Error	23.566667 Standard Error	22.033333 Standard Error	19.066667 Standard Error	11.2 Standard Error	4.7666667 Standard Error	1.9333333 Standard Error	0.7 Standard Error	3.89705 Standard Error	3.7050497 Standard Error	3.8178292 Standard Error	3.1009269 Standard Error	2.6534424 Standard Error	2.6175826 Standard Error	1.8709413 Standard Error	1.7277208 Standard Error	1.6739952 Standard Error	1.3439693 Standard Error	0.5522839 Standard Error	0.2874149 Standard Error	0.17386744 Standard Error
Median	49.34 Median	47.633333 Median	42.6 Median	39.466667 Median	32.866667 Median	23.566667 Median	22.033333 Median	19.066667 Median	11.2 Median	4.7666667 Median	1.9333333 Median	0.7 Median	3.89705 Median	3.7050497 Median	3.8178292 Median	3.1009269 Median	2.6534424 Median	2.6175826 Median	1.8709413 Median	1.7277208 Median	1.6739952 Median	1.3439693 Median	0.5522839 Median	0.2874149 Median	0.17386744 Median
Mode	49.34 Mode	47.633333 Mode	42.6 Mode	39.466667 Mode	32.866667 Mode	23.566667 Mode	22.033333 Mode	19.066667 Mode	11.2 Mode	4.7666667 Mode	1.9333333 Mode	0.7 Mode	3.89705 Mode	3.7050497 Mode	3.8178292 Mode	3.1009269 Mode	2.6534424 Mode	2.6175826 Mode	1.8709413 Mode	1.7277208 Mode	1.6739952 Mode	1.3439693 Mode	0.5522839 Mode	0.2874149 Mode	0.17386744 Mode
Standard Deviation	19.856611 Standard Deviation	20.911146 Standard Deviation	19.856611 Standard Deviation	17.873747 Standard Deviation	14.8313278 Standard Deviation	10.510116 Standard Deviation	9.55055 Standard Deviation	8.2659416 Standard Deviation	6.431614 Standard Deviation	4.7679516 Standard Deviation	3.7359723 Standard Deviation	2.862196 Standard Deviation	2.3982491 Standard Deviation	2.3982491 Standard Deviation	2.3982491 Standard Deviation	2.3982491 Standard Deviation	2.3982491 Standard Deviation	2.3982491 Standard Deviation	2.3982491 Standard Deviation	2.3982491 Standard Deviation	2.3982491 Standard Deviation	2.3982491 Standard Deviation	2.3982491 Standard Deviation	2.3982491 Standard Deviation	2.3982491 Standard Deviation
Sample Variance	382.55517 Sample Variance	437.27347 Sample Variance	382.55517 Sample Variance	321.26622 Sample Variance	220.88213 Sample Variance	105.0116 Sample Variance	95.5055 Sample Variance	82.659416 Sample Variance	64.31614 Sample Variance	47.679516 Sample Variance	37.359723 Sample Variance	28.62196 Sample Variance	23.982491 Sample Variance	23.982491 Sample Variance	23.982491 Sample Variance	23.982491 Sample Variance	23.982491 Sample Variance	23.982491 Sample Variance	23.982491 Sample Variance	23.982491 Sample Variance	23.982491 Sample Variance	23.982491 Sample Variance	23.982491 Sample Variance	23.982491 Sample Variance	23.982491 Sample Variance
Kurtosis	28.6212529 Kurtosis	37.27347 Kurtosis	28.6212529 Kurtosis	20.6623092 Kurtosis	14.888621 Kurtosis	10.510116 Kurtosis	9.55055 Kurtosis	8.2659416 Kurtosis	6.431614 Kurtosis	4.7679516 Kurtosis	3.7359723 Kurtosis	2.862196 Kurtosis	2.3982491 Kurtosis	2.3982491 Kurtosis	2.3982491 Kurtosis	2.3982491 Kurtosis	2.3982491 Kurtosis	2.3982491 Kurtosis	2.3982491 Kurtosis	2.3982491 Kurtosis	2.3982491 Kurtosis	2.3982491 Kurtosis	2.3982491 Kurtosis	2.3982491 Kurtosis	2.3982491 Kurtosis
Variance	1.2301567 Variance	1.2081848 Variance	1.2301567 Variance	0.8784202 Variance	0.50198994 Variance	0.4650116 Variance	0.5761785 Variance	0.3355836 Variance	0.3355836 Variance	0.7457255 Variance	1.4952146 Variance	0.6876585 Variance	0.8556131 Variance	0.8556131 Variance	0.8556131 Variance	0.8556131 Variance	0.8556131 Variance	0.8556131 Variance	0.8556131 Variance	0.8556131 Variance	0.8556131 Variance	0.8556131 Variance	0.8556131 Variance	0.8556131 Variance	0.8556131 Variance
Skewness	1.2301567 Skewness	1.2081848 Skewness	1.2301567 Skewness	0.8784202 Skewness	0.50198994 Skewness	0.4650116 Skewness	0.5761785 Skewness	0.3355836 Skewness	0.3355836 Skewness	0.7457255 Skewness	1.4952146 Skewness	0.6876585 Skewness	0.8556131 Skewness	0.8556131 Skewness	0.8556131 Skewness	0.8556131 Skewness	0.8556131 Skewness	0.8556131 Skewness	0.8556131 Skewness	0.8556131 Skewness	0.8556131 Skewness	0.8556131 Skewness	0.8556131 Skewness	0.8556131 Skewness	0.8556131 Skewness
Range	2	Range	84	Range	15	Range	53	Range	52	Range	39	Range	32	Range	39	Range	35	Range	12	Range	4	Range	4	Range	4
Minimum	2	Minimum	15	Minimum	15	Minimum	20	Minimum	12	Minimum	8	Minimum	9	Minimum	7	Minimum	1	Minimum	1	Minimum	0	Minimum	0	Minimum	0
Maximum	113	Maximum	99	Maximum	65	Maximum	73	Maximum	64	Maximum	47	Maximum	39	Maximum	32	Maximum	39	Maximum	3	Maximum	3	Maximum	3	Maximum	3
Sum	1482	Sum	1429	Sum	1278	Sum	1184	Sum	986	Sum	707	Sum	661	Sum	572	Sum	336	Sum	143	Sum	58	Sum	21	Sum	21
Count	30	Count	30	Count	30	Count	30	Count	30	Count	30	Count	30	Count	30	Count	30	Count	30	Count	30	Count	30	Count	30
Confidence Level (95.0%)	7.302503	Confidence Level (95.0%)	7.8083333	Confidence Level (95.0%)	6.34041	Confidence Level (95.0%)	5.426903	Confidence Level (95.0%)	5.239383	Confidence Level (95.0%)	3.8265046	Confidence Level (95.0%)	3.353586	Confidence Level (95.0%)	3.389762	Confidence Level (95.0%)	2.748189	Confidence Level (95.0%)	1.129555	Confidence Level (95.0%)	0.587826	Confidence Level (95.0%)	0.3555555	Confidence Level (95.0%)	0.3555555

APPENDIX 8: EXCEL SPREADSHEET ANALYSIS FOR SOUTHBOUND AND NORTHBOUND TRAFFIC, MAY – OCTOBER 2016 (CONT.).

Acadia National Park 2016 Moore Road Southbound																								
Page 3																								
Station ID: Site Code: Moore Rd Date Start: 11-May-16 16MooreRoadVolCombinedWork Date Printed: 02-Nov-16 Latitude: 0° 0.0000 South																								
01-Jul-16																								
F 01	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
S 02	0	0	2	0	1	1	3	13	21	20	40	67	81	64	80	73	58	49	44	35	30	20	12	4
S 03	1	0	2	0	0	1	8	5	19	32	61	72	83	72	88	79	66	50	41	43	49	14	9	4
M 04	0	1	0	2	5	6	10	10	25	41	83	112	125	116	128	97	96	43	40	42	34	21	6	1
T 05	0	0	0	0	0	5	5	12	22	23	51	81	95	104	79	102	58	41	38	30	27	43	19	5
W 06	2	0	0	0	0	0	4	11	29	29	40	65	74	84	57	60	53	32	25	21	10	1	2	
T 07	0	0	0	0	0	2	14	24	29	41	67	73	67	62	81	56	49	36	39	22	17	15	4	2
F 08	1	0	1	0	4	1	11	20	20	28	52	55	51	68	61	42	41	28	22	19	16	11	1	
S 09	0	0	0	0	0	6	9	20	13	35	57	65	62	49	58	62	57	38	40	25	17	12	8	1
S 10	0	0	0	0	0	1	8	8	13	29	38	46	54	53	52	53	57	46	25	27	19	6	8	1
M 11	1	0	0	0	0	0	6	8	7	20	43	55	28	42	53	33	35	20	22	9	5	5	1	
T 12	0	0	0	0	2	3	10	19	25	41	49	70	47	60	56	62	67	42	25	36	26	6	2	1
W 13	1	0	0	0	0	3	17	15	33	42	62	96	66	80	57	55	44	46	30	38	16	9	5	1
T 14	2	0	0	0	0	4	18	18	23	34	67	82	72	74	74	56	53	51	35	27	26	12	7	1
F 15	0	0	0	0	1	5	15	21	20	33	62	62	71	79	68	54	55	60	35	24	13	4	7	1
S 16	1	0	0	0	0	6	13	24	21	41	67	94	62	81	83	67	49	44	31	39	26	14	7	3
S 17	1	0	1	0	1	4	6	11	16	48	74	70	96	58	76	77	57	61	41	27	19	11	7	2
M 18	0	0	0	0	3	5	3	9	13	16	42	62	52	66	80	75	59	38	43	37	14	8	4	4
T 19	1	0	0	0	1	4	15	19	20	39	46	72	74	50	48	68	52	38	27	22	20	11	1	1
W 20	0	0	0	0	1	6	14	14	23	57	75	81	80	69	66	55	54	27	41	32	23	11	11	3
T 21	0	1	0	0	1	10	13	19	32	42	94	95	81	58	76	86	67	55	37	42	38	7	2	1
F 22	0	0	0	0	0	8	13	19	27	59	88	94	90	70	75	63	55	39	28	44	28	10	3	3
S 23	1	0	0	0	0	7	13	19	25	31	74	87	74	83	52	69	68	55	36	54	22	15	3	1
S 24	1	0	1	0	1	6	6	27	62	77	96	80	71	69	65	61	59	46	34	38	12	6	2	
M 25	1	1	1	0	2	7	10	16	39	56	73	115	94	117	82	82	85	58	43	34	30	14	5	5
T 26	0	0	0	0	3	4	16	22	32	49	63	82	76	59	99	88	83	48	41	29	15	6	3	4
W 27	0	0	0	0	2	4	11	21	19	52	69	83	81	75	78	75	50	46	39	21	14	7	2	1
T 28	2	0	0	0	2	1	8	13	19	27	59	88	94	90	70	75	63	55	39	28	44	28	10	3
F 29	2	0	0	0	2	1	3	13	29	23	43	70	93	81	65	67	80	66	58	92	35	22	16	1
S 30	2	0	0	0	1	10	12	19	38	31	54	74	75	68	65	61	70	53	48	33	19	6	2	1
S 31	0	1	0	0	0	1	2	8	13	30	56	63	79	80	88	92	82	55	55	30	48	22	8	13
S 31	1	0	0	0	0	2	9	12	19	41	80	101	87	96	95	91	95	72	41	33	45	21	8	6
Total	18	4	6	6	8	41	138	359	536	733	1333	2039	2511	2333	2219	2282	2059	1799	1410	1150	724	341	171	66
Mean	1	0	0	0	0	1	4	12	17	24	43	66	81	75	72	74	66	58	45	37	34	23	11	6
Max	2	1	2	3	5	10	19	29	39	91	94	115	125	117	128	97	96	61	32	54	49	21	18	5

July

Mean

752.967742

Standard Error

22.2641273

Median

764

Mode

799

Standard Deviation

123.961414

Sample Variance

15366.4323

Kurtosis

0.88965265

Skewness

-0.26082324

Range

608

Minimum

436

Maximum

1044

Sum

23342

Count

31

Confidence Level(95.0%)

45.4694139

>100

9

Schoodic Loop Road Mean and Maximum
Hourly Southbound Traffic, July 2016

Number of Vehicles

140

Hour of Day

1

Mean

75

Max

100

95% Error bars

Schoodic Loop Road Daily
Southbound Traffic, July 2016

Number of Vehicles

1200

Day of Month

1

Mean=753+/- .45

Median =764

Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13	Column14	Column15	Column16	Column17	Column18	Column19	Column20	Column21	Column22	Column23	Column24	Column25	Column26	Column27	Column28	Column29	Column30	Column31	Column32	Column33	Column34	Column35	Column36	Column37	Column38	Column39	Column40	Column41	Column42	Column43	Column44	Column45	Column46	Column47	Column48	Column49	Column50	Column51	Column52	Column53	Column54	Column55	Column56	Column57	Column58	Column59	Column60	Column61	Column62	Column63	Column64	Column65	Column66	Column67	Column68	Column69	Column70	Column71	Column72	Column73	Column74	Column75	Column76	Column77	Column78	Column79	Column80	Column81	Column82	Column83	Column84	Column85	Column86	Column87	Column88	Column89	Column90	Column91	Column92	Column93	Column94	Column95	Column96	Column97	Column98	Column99	Column100	Column101	Column102	Column103	Column104	Column105	Column106	Column107	Column108	Column109	Column110	Column111	Column112	Column113	Column114	Column115	Column116	Column117	Column118	Column119	Column120	Column121	Column122	Column123	Column124	Column125	Column126	Column127	Column128	Column129	Column130	Column131	Column132	Column133	Column134	Column135	Column136	Column137	Column138	Column139	Column140	Column141	Column142	Column143	Column144	Column145	Column146	Column147	Column148	Column149	Column150	Column151	Column152	Column153	Column154	Column155	Column156	Column157	Column158	Column159	Column160	Column161	Column162	Column163	Column164	Column165	Column166	Column167	Column168	Column169	Column170	Column171	Column172	Column173	Column174	Column175	Column176	Column177	Column178	Column179	Column180	Column181	Column182	Column183	Column184	Column185	Column186	Column187	Column188	Column189	Column190	Column191	Column192	Column193	Column194	Column195	Column196	Column197	Column198	Column199	Column200	Column201	Column202	Column203	Column204	Column205	Column206	Column207	Column208	Column209	Column210	Column211	Column212	Column213	Column214	Column215	Column216	Column217	Column218	Column219	Column220	Column221	Column222	Column223	Column224	Column225	Column226	Column227	Column228	Column229	Column230	Column231	Column232	Column233	Column234	Column235	Column236	Column237	Column238	Column239	Column240	Column241	Column242	Column243	Column244	Column245	Column246	Column247	Column248	Column249	Column250	Column251	Column252	Column253	Column254	Column255	Column256	Column257	Column258	Column259	Column260	Column261	Column262	Column263	Column264	Column265	Column266	Column267	Column268	Column269	Column270	Column271	Column272	Column273	Column274	Column275	Column276	Column277	Column278	Column279	Column280	Column281	Column282	Column283	Column284	Column285	Column286	Column287	Column288	Column289	Column290	Column291	Column292	Column293	Column294	Column295	Column296	Column297	Column298	Column299	Column300	Column301	Column302	Column303	Column304	Column305	Column306	Column307	Column308	Column309	Column310	Column311	Column312	Column313	Column314	Column315	Column316	Column317	Column318	Column319	Column320	Column321	Column322	Column323	Column324	Column325	Column326	Column327	Column328	Column329	Column330	Column331	Column332	Column333	Column334	Column335	Column336	Column337	Column338	Column339	Column340	Column341	Column342	Column343	Column344	Column345	Column346	Column347	Column348	Column349	Column350	Column351	Column352	Column353	Column354	Column355	Column356	Column357	Column358	Column359	Column360	Column361	Column362	Column363	Column364	Column365	Column366	Column367	Column368	Column369	Column370	Column371	Column372	Column373	Column374	Column375	Column376	Column377	Column378	Column379	Column380	Column381	Column382	Column383	Column384	Column385	Column386	Column387	Column388	Column389	Column390	Column391	Column392	Column393	Column394	Column395	Column396	Column397	Column398	Column399	Column400	Column401	Column402	Column403	Column404	Column405	Column406	Column407	Column408	Column409	Column410	Column411	Column412	Column413	Column414	Column415	Column416	Column417	Column418	Column419	Column420	Column421	Column422	Column423	Column424	Column425	Column426	Column427	Column428	Column429	Column430	Column431	Column432	Column433	Column434	Column435	Column436	Column437	Column438	Column439	Column440	Column441	Column442	Column443	Column444	Column445	Column446	Column447	Column448	Column449	Column450	Column451	Column452	Column453	Column454	Column455	Column456	Column457	Column458	Column459	Column460	Column461	Column462	Column463	Column464	Column465	Column466	Column467	Column468	Column469	Column470	Column471	Column472	Column473	Column474	Column475	Column476	Column477	Column478	Column479	Column480	Column481	Column482
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FOR SOUTHBOUND AND NORTHBOUND TRAFFIC, MAY – OCTOBER 2016.

[illegible]

APPENDIX 8: EXCEL SPREADSHEET ANALYSIS FOR SOUTHBOUND AND NORTHBOUND TRAFFIC, MAY – OCTOBER 2016 (CONT.).

Acadia National Park 2016 Moore Road Southbound																								Page 5			
Station ID: Site Code: Moore Rd Date Start: 11-May-16 16MooreRoadVolCombinedWork Date Printed: 02-Nov-16 Latitude: 0° 0.0000 South																											
01-Sep-16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Daily Total	Daily Total	
T 01	0	0	0	0	0	3	19	24	21	33	60	67	49	50	45	62	45	27	36	21	6	12	1	0	581	581	
F 02	0	0	0	0	0	3	14	22	19	28	45	58	50	67	61	47	60	48	48	29	17	13	5	2	636	636	
S 03	2	2	1	1	1	4	5	14	22	45	72	95	96	120	110	85	85	76	48	39	7	7	9	3	949	949	
S 04	3	4	0	0	0	8	4	7	19	44	77	119	159	111	107	97	69	83	57	34	24	6	2	1	1035	1035	
M 05	0	0	0	1	0	0	7	10	9	25	56	106	150	176	193	148	115	81	54	56	31	4	1	0	3	1226	1226
T 06	0	0	1	1	0	6	17	23	21	40	49	86	87	74	88	83	65	27	34	22	10	2	2	0	738	738	
W 07																									0	0	
T 08																									0	0	
F 09																									0	0	
S 10																									0	0	
S 11																									0	0	
M 12																									0	0	
T 13																									0	0	
W 14																									0	0	
T 15																									0	0	
F 16																									0	0	
S 17																									0	0	
S 18																									0	0	
M 19																									0	0	
T 20																									0	0	
W 21	0	0	0	0	0	2	14	18	19	55	68	70	61	59	57	54	47	43	29	24	13	2	2	1	638	638	
T 22	2	1	0	0	0	5	16	25	29	43	51	91	67	56	59	59	54	48	17	12	6	3	2	1	647	647	
F 23	0	0	0	0	2	4	14	20	13	25	29	47	46	54	33	51	58	60	41	11	12	5	3	3	531	531	
S 24	0	0	0	0	0	2	5	12	22	42	52	63	54	56	47	30	22	12	8	5	2	1	0	2	606	606	
S 25	0	0	1	0	0	3	9	5	19	39	61	76	66	63	48	53	43	33	23	11	7	4	2	0	566	566	
M 26	0	0	0	0	0	3	16	16	23	40	59	50	66	44	54	46	37	33	26	4	3	1	2	1	524	524	
T 27	0	0	0	0	0	3	12	16	16	16	34	52	54	55	60	55	31	28	15	6	2	0	0	2	457	457	
W 28	0	0	0	0	0	6	13	10	16	34	39	56	60	51	63	39	43	33	21	10	4	2	1	0	501	501	
T 29	2	0	0	0	0	4	17	16	20	36	63	58	35	54	69	49	44	35	18	13	6	3	2	0	544	544	
F 30	0	1	0	0	0	4	13	23	24	27	44	60	53	47	58	48	38	33	26	15	6	3	3	1	527	527	
Total	9	8	7	2	3	67	198	260	328	603	909	1198	1178	1162	1112	997	856	708	525	304	139	72	41	20	10706	10706	
Mean	1	1	0	0	0	4	12	16	21	38	57	75	74	73	70	62	54	44	33	19	9	5	3	1	357	669	
Max	3	4	3	1	2	8	19	25	29	56	106	150	176	193	148	115	85	83	57	39	24	13	9	3	1	1226	1226

Schoodic Loop Road Mean and Maximum Hourly Southbound Traffic September 2016												
Mean	669.125											
Standard Error	54.0542841											
Median	593.5											
Mode	#N/A											
Standard Deviation	216.217136											
Sample Variance	46749.85											
Kurtosis	1.97697082											
Skewness	1.63557835											
Range	769											
Minimum	467											
Maximum	1226											
Sum	10706											
Count	16											
Confidence Level(95.0%)	115.213379											
>100	12											

Number of Vehicles

Hour of Day

Number of Vehicles

Day of Month

Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Error Bars
Mean	0.5625 Mean	0.5 Mean	0.4375 Mean	0.125 Mean	0.1875 Mean	0.1875 Mean	12.375 Mean	16.25 Mean	20.5 Mean	37.6875 Mean	56.8125 Mean	74.875
Standard Error	0.2576941 Standard Error	0.2738612 Standard Error	0.2034852 Standard Error	0.0853912 Standard Error	0.1359741 Standard Error	0.4398745 Standard Error	1.1506338 Standard Error	1.58771324 Standard Error	0.9617682 Standard Error	2.63425946 Standard Error	4.69327422 Standard Error	6.97428312
Median	0 Median	0 Median	0 Median	0 Median	0 Median	4 Median	13.5 Median	16 Median	20.5 Median	39.5 Median	55.5 Median	85
Mode	0 Mode	0 Mode	0 Mode	0 Mode	0 Mode	3 Mode	14 Mode	16 Mode	18 Mode	40 Mode	#N/A Mode	58
Standard Deviation	1.03077441 Standard Deviation	1.09544512 Standard Deviation	0.81394103 Standard Deviation	0.34186503 Standard Deviation	0.54909563 Standard Deviation	1.75949803 Standard Deviation	4.60253553 Standard Deviation	6.35089296 Standard Deviation	3.84707681 Standard Deviation	10.5370379 Standard Deviation	18.7730869 Standard Deviation	27.8971325
Sample Variance	1.0625 Sample Variance	1.2 Sample Variance	0.6625 Sample Variance	0.1186667 Sample Variance	0.29681333 Sample Variance	3.09681333 Sample Variance	21.1633333 Sample Variance	40.3333333 Sample Variance	14.8 Sample Variance	111.029167 Sample Variance	352.428167 Sample Variance	778.25
Kurtosis	0.64330963 Kurtosis	7.08485958 Kurtosis	6.26150638 Kurtosis	4.89795918 Kurtosis	9.09343384 Kurtosis	-0.05457819 Kurtosis	-0.55457819 Kurtosis	-0.08127095 Kurtosis	0.76435435 Kurtosis	0.15137503 Kurtosis	1.98625062 Kurtosis	2.46208092
Skewness	1.47895889 Skewness	2.60820265 Skewness	2.34789886 Skewness	2.50945733 Skewness	3.02973023 Skewness	0.85005716 Skewness	-0.65980222 Skewness	-0.27662246 Skewness	0.20473851 Skewness	-0.14986239 Skewness	1.0239214 Skewness	1.58865045
Range	4 Range	4 Range	3 Range	1 Range	2 Range	6 Range	15 Range	20 Range	16 Range	40 Range	77 Range	103
Minimum	0 Minimum	0 Minimum	0 Minimum	0 Minimum	0 Minimum	2 Minimum	5 Minimum	5 Minimum	5 Minimum	16 Minimum	29 Minimum	47
Maximum	3 Maximum	4 Maximum	3 Maximum	3 Maximum	2 Maximum	9 Maximum	19 Maximum	25 Maximum	29 Maximum	56 Maximum	106 Maximum	150
Sum	9 Sum	8 Sum	8 Sum	3 Sum	3 Sum	67 Sum	198 Sum	260 Sum	328 Sum	603 Sum	909 Sum	1198
Count	16 Count	16 Count	16 Count	16 Count	16 Count	16 Count	16 Count	16 Count	16 Count	16 Count	16 Count	16
Confidence Level(95.0%)	0.54926198 Confidence Level	0.5837215 Confidence Level	0.43371856 Confidence Level	0.18200715 Confidence Level	0.28982685 Confidence Level	0.93757032 Confidence Level	2.45251807 Confidence Level	3.38413068 Confidence Level	2.04982633 Confidence Level	5.61479113 Confidence Level	10.0034772 Confidence Level	14.8653326
Column13	Column14	Column15	Column16	Column17	Column18	Column19	Column20	Column21	Column22	Column23	Column24	11.31664
Mean	73.625 Mean	72.625 Mean	69.5 Mean	62.3125 Mean	53.5 Mean	44.25 Mean	32.8125 Mean	19 Mean	8.6875 Mean	4.5 Mean	2.5625 Mean	8.293059
Standard Error	9.3103647 Standard Error	9.64575604 Standard Error	7.38692539 Standard Error	5.30936182 Standard Error	3.89122945 Standard Error	2.42594016 Standard Error	3.41591709 Standard Error	2.59807621 Standard Error	1.44544904 Standard Error	0.95742711 Standard Error	0.55504317 Standard Error	0.964927
Median	60.5 Median	57.5 Median	59.5 Median	54 Median	50.5 Median	39 Median	29.5 Median	18 Median	6.5 Median	3 Median	2 Median	2.280855
Mode	53 Mode	54 Mode	#N/A Mode	54 Mode	43 Mode	33 Mode	40 Mode	22 Mode	6 Mode	2 Mode	2 Mode	5.537668
Standard Deviation	39.6734681 Standard Deviation	38.5830274 Standard Deviation	29.8477015 Standard Deviation	21.2374473 Standard Deviation	15.5649178 Standard Deviation	17.0117608 Standard Deviation	13.6636684 Standard Deviation	10.3923046 Standard Deviation	5.7819615 Standard Deviation	3.82970843 Standard Deviation	2.22017267 Standard Deviation	3.080902
Sample Variance	1573.98333 Sample Variance	1488.65 Sample Variance	873.066667 Sample Variance	452.02187 Sample Variance	242.266667 Sample Variance	289.4 Sample Variance	186.95833 Sample Variance	108 Sample Variance	33.4291667 Sample Variance	14.6666667 Sample Variance	4.92916667 Sample Variance	1.26666667
Kurtosis	3.02028251 Kurtosis	6.1470673 Kurtosis	2.21606791 Kurtosis	1.2540121 Kurtosis	-0.20930768 Kurtosis	0.64536555 Kurtosis	-0.88746222 Kurtosis	-0.80403935 Kurtosis	0.04863194 Kurtosis	0.05476342 Kurtosis	4.02892864 Kurtosis	0.599717
Skewness	1.91703106 Skewness	2.41145089 Skewness		1.5372705 Skewness	0.6871937 Skewness	1.14684908 Skewness	0.53905899 Skewness	0.43051798 Skewness	1.39686788 Skewness	1.17197217 Skewness	1.7640772 Skewness	0.40083759
Range	141 Range	149 Range	115 Range	76 Range	54 Range	56 Range	42 Range	35 Range	22 Range	13 Range	9 Range	3
Minimum	35 Minimum	33 Minimum	39 Minimum	31 Minimum	27 Minimum	15 Minimum	4 Minimum	4 Minimum	2 Minimum	0 Minimum	0 Minimum	0
Maximum	176 Maximum	193 Maximum	115 Maximum	85 Maximum	85 Maximum	83 Maximum	57 Maximum	39 Maximum	24 Maximum	13 Maximum	9 Maximum	3
Sum	1178 Sum	1162 Sum	1112 Sum	997 Sum	856 Sum	708 Sum	525 Sum	304 Sum	139 Sum	72 Sum	41 Sum	20
Count	16 Count	16 Count	16 Count	16 Count								

APPENDIX 8: EXCEL SPREADSHEET ANALYSIS FOR SOUTHBOUND AND NORTHBOUND TRAFFIC, MAY – OCTOBER 2016 (CONT.).

Acadia National Park

2016 Moore Road Southbound

Station ID:

Site Code: Moore Rd

Date Start: 11-May-16

16MooreRoadVolCombinedWork

Date Printed: 02-Nov-16

Latitude: 0' 0.0000 South

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01-Oct-16

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T 20

F 21

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S 23

Sum

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F 28

S 29

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APPENDIX 8: EXCEL SPREADSHEET ANALYSIS FOR SOUTHBOUND AND NORTHBOUND TRAFFIC, MAY – OCTOBER 2016 (CONT.).

		Acadia National Park 2016 Moore Road Northbound																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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**APPENDIX 8: EXCEL SPREADSHEET ANALYSIS
FOR SOUTHBOUND AND NORTHBOUND TRAFFIC, MAY – OCTOBER 2016 (CONT.).**

[illegible]

**APPENDIX 8: EXCEL SPREADSHEET ANALYSIS
FOR SOUTHBOUND AND NORTHBOUND TRAFFIC, MAY – OCTOBER 2016 (CONT.).**

Acadia National Park 2016 Moore Road Northbound														Page 3													
														Station ID:													
														Site Code: Moore Rd													
														Date Start: 11-May-16													
														016mooreroadvolcombinedworkin													
														Date Printed: 02-Nov-16													
														Latitude: 0' 0.0000 South													
01-Jul-16																										Daily	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total		
F 01	0	0	1	0	0	0	3	10	4	26	31	15	8	10	15	15	9	13	16	5	4	2	2	0	189		
S 02	0	0	0	0	0	2	1	9	14	12	24	24	14	9	16	13	12	14	16	11	10	5	3	0	209		
S 03	1	0	0	0	0	2	2	7	18	27	34	18	16	12	24	25	22	14	17	5	5	3	1	1	254		
M 04	0	0	0	1	0	3	4	8	19	23	21	19	22	11	30	18	15	9	4	4	4	2	0	0	221		
T 05	0	0	0	0	0	0	3	5	18	22	28	27	20	14	24	34	12	7	5	6	0	2	0	0	241		
W 06	1	0	0	2	0	2	3	7	9	28	21	9	17	14	11	22	16	14	6	8	4	0	4	0	198		
T 07	0	0	0	2	0	1	1	3	15	11	21	17	21	16	11	20	13	8	6	3	2	1	0	0	180		
F 08	0	0	0	0	0	0	9	6	17	22	21	20	13	13	16	16	18	18	20	10	7	5	0	1	232		
S 09	0	0	0	0	1	0	5	4	16	18	16	18	7	12	15	16	15	12	9	7	10	0	1	0	182		
S 10	0	0	0	0	1	0	1	8	6	24	14	17	12	12	9	11	14	14	10	2	3	0	1	0	159		
M 11	0	1	0	0	0	0	4	4	13	15	11	17	13	14	10	15	23	9	8	10	5	0	1	0	173		
T 12	0	0	0	0	0	1	1	4	17	23	21	18	10	16	21	23	15	10	7	5	5	2	1	0	200		
W 13	0	0	0	1	0	0	2	7	14	28	26	11	20	12	19	20	16	7	8	9	5	2	2	0	209		
T 14	1	0	1	0	1	0	5	4	14	19	16	11	19	17	19	21	15	10	7	8	3	1	4	0	196		
F 15	0	0	0	0	0	1	4	8	21	32	23	10	11	14	21	19	9	13	15	12	6	0	1	0	220		
S 16	0	0	0	0	2	0	2	4	11	30	24	20	14	12	12	24	13	13	5	14	9	2	2	0	213		
S 17	0	0	0	2	0	4	3	12	17	25	16	9	11	10	11	14	15	14	17	7	7	2	1	0	197		
M 18	0	0	0	0	0	3	5	5	7	24	22	23	13	16	9	27	15	16	10	8	7	2	0	0	212		
T 19	0	0	0	1	0	0	3	2	15	24	20	21	19	20	14	16	19	8	7	4	10	1	1	1	206		
W 20	0	0	0	3	0	0	3	3	15	14	18	22	17	23	21	15	11	16	14	11	8	9	0	1	224		
T 21	0	0	0	0	0	0	2	6	7	25	22	22	13	18	15	19	16	13	7	10	10	0	1	0	206		
F 22	0	0	0	1	0	0	0	9	18	19	19	20	15	20	18	17	13	16	14	10	7	2	2	0	220		
S 23	0	0	0	0	0	2	1	6	16	16	24	14	14	10	16	24	18	19	4	8	10	6	2	2	212		
S 24	0	0	0	1	2	0	4	6	13	29	17	24	22	12	20	21	17	7	7	10	6	2	1	0	221		
M 25	0	0	0	0	0	1	7	10	14	30	22	20	14	20	10	15	20	16	9	10	4	0	0	0	222		
T 26	0	0	0	0	0	2	2	2	17	22	26	23	11	27	18	21	16	12	5	8	8	0	2	1	221		
W 27	0	0	0	0	0	2	10	15	25	25	14	24	18	19	21	14	14	2	16	13	2	0	1	0	235		
T 28	1	1	0	0	0	6	9	13	24	27	16	15	15	20	20	14	8	10	10	5	2	1	0	0	216		
F 29	1	1	0	0	2	0	1	6	23	24	21	8	12	15	14	8	16	18	7	15	7	1	1	0	202		
S 30	0	0	1	0	3	1	10	16	26	22	17	22	16	13	17	18	19	11	3	9	1	1	1	0	229		
S 31	0	0	0	1	1	1	3	4	12	34	28	25	15	14	20	20	23	13	5	16	8	0	1	0	244		
Total	5	3	2	18	11	23	93	198	444	721	681	549	474	462	501	577	504	399	290	269	208	59	42	10	6543		
Mean	0.16	0.10	0.06	0.58	0.35	0.74	3.00	6.39	14.32	23.26	21.97	17.71	15.29	14.90	16.16	18.61	16.26	12.87	9.35	8.68	6.71	1.90	1.35	0.32	211.06		
Maximum	5	3	2	18	11	23	93	198	444	721	681	549	474	462	501	577	504	399	290	269	208	59	42	10	6543		
July																											
Mean	211.064516																										
Standard Error	3.77397297																										
Median	212																										
Mode	221																										
Standard Deviation	21.0125922																										
Sample Variance	441.529032																										
Kurtosis	0.34270972																										
Skewness	-0.36114196																										
Range	95																										
Minimum	159																										
Maximum	254																										
Sum	6543																										
Count	31																										
Confidence Level(95.0%)	7.70748106																										

FOR SOUTHBOUND AND NORTHBOUND TRAFFIC, MAY – OCTOBER 2016 (CONT.).

Acadia National Park 2016 Moore Road Northbound														Page 4 Station ID: Site Code: Moore Rd Date Start: 11-May-16 016mooreroadvolcombinedworkin Date Printed: 02-Nov-16 Latitude: 0° 0.0000 South																					
01-Aug-16																									Daily Total										
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24											
M 01	0	0	0	0	0	1	5	5	19	21	19	18	14	12	18	19	20	8	10	13	2	0	0	0	204										
T 02	0	0	0	1	0	0	3	9	18	26	15	20	20	16	16	17	22	18	10	15	5	2	1	0	234										
W 03	0	0	0	4	1	0	3	5	18	16	23	17	15	17	15	20	16	15	9	11	7	1	1	0	214										
T 04	0	1	0	1	0	0	3	9	11	20	27	24	14	17	17	20	16	11	14	17	6	0	0	0	228										
F 05	0	0	0	0	1	1	3	9	14	24	26	21	13	10	10	20	14	21	17	9	10	1	1	0	225										
S 06	0	0	0	2	0	3	3	25	21	21	19	13	10	17	20	18	9	14	7	4	5	0	0	0	214										
S 07	0	0	0	1	0	1	2	7	18	28	22	18	14	19	24	25	24	19	16	14	6	3	1	0	262										
M 08	0	0	0	0	2	1	4	7	10	25	26	22	11	13	15	24	14	13	18	5	10	2	2	0	224										
T 09	0	0	0	0	1	2	3	9	28	24	23	29	15	16	21	17	22	13	14	16	6	1	1	3	264										
W 10	1	0	0	0	0	2	3	5	24	25	34	20	15	18	11	22	14	10	20	1	5	1	0	0	231										
T 11	0	0	0	0	0	1	5	7	10	24	27	18	12	16	17	21	28	13	13	18	10	2	3	0	245										
F 12	0	0	0	0	0	3	3	3	17	22	30	17	19	22	22	19	14	16	9	6	5	2	1	1	231										
S 13	1	0	0	1	2	1	6	13	15	32	32	22	32	25	19	15	23	13	16	3	10	3	2	0	286										
S 14	0	0	0	0	0	3	2	5	13	18	27	12	16	10	19	21	16	26	14	6	6	0	0	0	214										
M 15	0	0	0	0	0	0	5	7	14	22	20	16	18	23	21	21	15	17	5	4	5	0	1	0	214										
T 16	0	0	0	0	0	0	3	14	15	27	23	28	18	19	27	27	19	22	12	6	9	0	1	0	270										
W 17	0	0	0	0	0	0	4	11	13	24	19	20	12	14	17	19	14	14	9	5	7	3	0	2	207										
T 18	0	0	0	1	0	5	15	17	23	15	19	12	9	15	21	21	19	11	11	3	0	3	1	0	221										
F 19	1	0	0	0	1	0	5	10	22	23	18	15	19	22	16	22	20	27	10	9	8	6	1	0	255										
S 20	0	0	0	0	0	3	0	9	25	25	19	17	19	26	27	21	19	15	11	15	8	1	6	1	267										
S 21	0	1	0	0	0	3	1	3	12	18	41	25	21	16	28	22	24	20	4	10	3	1	1	1	255										
M 22	1	0	0	0	2	0	3	10	14	19	16	25	7	7	17	14	14	8	12	7	5	0	1	1	183										
T 23	0	0	0	1	0	1	3	3	16	16	24	39	21	13	22	26	16	22	10	8	8	0	2	0	251										
W 24	0	0	1	0	0	1	5	2	13	21	20	17	17	13	18	17	20	13	9	11	4	4	2	1	209										
T 25	0	0	0	1	0	1	9	23	13	26	14	28	16	19	19	14	29	5	14	9	0	3	0	0	244										
F 26	0	0	0	1	0	0	1	7	12	29	20	21	22	10	15	21	20	18	22	8	4	1	2	1	235										
S 27	0	0	0	1	1	0	2	7	18	12	20	14	13	6	17	17	17	11	9	16	2	6	1	0	190										
S 28	0	0	0	0	1	1	2	6	14	24	30	14	15	17	17	19	16	13	12	8	3	4	0	0	216										
M 29	0	0	0	1	1	0	2	7	16	16	21	15	7	14	16	14	16	7	5	2	1	0	1	0	162										
T 30	2	0	0	1	0	1	3	2	24	8	21	17	16	16	13	16	13	17	5	11	3	1	1	2	193										
W 31	6	2	1	0	1	0	3	1	9	18	21	14	13	13	16	18	20	7	15	7	2	1	0	1	181										
Total	6	2	2	16	15	30	96	219	517	664	726	607	501	475	562	614	559	484	360	293	176	51	39	15	7029										
Mean	0.19	0.06	0.06	0.52	0.48	0.97	3.10	7.06	16.68	21.42	23.42	19.58	16.16	15.32	18.13	19.81	18.03	15.61	11.61	9.45	5.68	1.65	1.26	0.48	226.74										
Maximum	6	2	2	16	15	30	96	219	517	664	726	607	501	475	562	614	559	484	360	293	176	51	39	15	7029										
Aug																																			
Mean	226.741935																																		
Standard Error	5.21844696																																		
Median	225																																		
Mode	214																																		
Standard Deviation	29.055083																																		
Sample Variance	844.197849																																		
Kurtosis	-0.28949117																																		
Skewness	-0.07552923																																		
Range	124																																		
Minimum	162																																		
Maximum	286																																		
Sum	7029																																		
Count	31																																		
Confidence Level(95.0%)	10.6574905																																		

APPENDIX 8: EXCEL SPREADSHEET ANALYSIS FOR SOUTHBOUND AND NORTHBOUND TRAFFIC, MAY – OCTOBER 2016 (CONT.).

Acadia National Park 2016 Moore Road Northbound														Page 5															
														Station ID: Site Code: Moore Rd Date Start: 11-May-16 016mooreroadvolcombinedworkir Date Printed: 02-Nov-16 Latitude: 0° 0.0000 South															
01-Sep-16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Daily Total	Daily Total			
T 01	0	0	0	1	0	1	7	8	11	15	21	12	18	6	8	17	10	9	6	5	4	3	2	0	164	164			
F 02	0	0	0	0	1	0	3	0	13	18	18	15	12	15	20	20	11	8	8	7	6	3	1	0	179	179			
S 03	0	0	0	0	0	1	0	9	9	22	27	24	15	7	30	24	25	22	11	6	5	4	1	1	243	243			
S 04	0	0	0	2	1	1	3	5	14	21	18	13	10	18	16	28	14	12	6	11	5	1	0	0	199	199			
M 05	0	0	0	1	0	1	2	9	16	22	27	18	14	11	17	18	10	19	7	6	3	1	0	2	204	204			
T 06	0	0	0	1	0	0	5	1	10	13	15	10	9	5	7	16	30	3	3	6	1	1	0	0	136	136			
W 07	0	0	0	0	1	2	0	3	17	9	16	1	0	0	0	0	0	0	0	0	0	0	0	0	49				
T 08	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
F 09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
S 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
S 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
M 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
T 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
W 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
T 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
F 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
S 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
S 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
M 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
T 20	0	0	0	0	0	0	0	0	0	0	0	14	9	14	12	15	14	10	9	3	0	1	0	0	101				
W 21	0	0	0	0	0	0	0	7	9	21	18	10	14	11	16	14	11	16	8	0	0	0	0	0	155	155			
T 22	0	0	0	0	0	0	3	6	17	24	15	13	12	11	14	20	10	17	8	1	3	2	1	0	177	177			
F 23	0	0	0	0	0	0	0	4	15	18	9	13	9	7	9	11	7	12	6	7	1	0	0	0	128	128			
S 24	0	0	1	0	0	2	0	4	13	12	13	18	9	10	8	17	18	8	14	4	1	2	2	1	157	157			
S 25	0	0	0	0	0	1	1	6	18	29	17	12	14	9	5	27	9	6	2	2	1	0	1	0	160	160			
M 26	0	0	0	0	0	0	0	7	6	17	14	15	14	9	11	17	15	11	4	0	0	1	0	0	141	141			
T 27	0	0	0	0	0	1	4	6	11	13	13	12	8	5	12	12	6	8	5	0	1	0	0	1	118	118			
W 28	0	0	0	0	0	0	0	1	9	14	12	8	7	9	4	10	10	7	2	2	1	2	0	0	98	98			
T 29	0	0	0	0	0	0	0	5	11	25	12	10	10	6	7	11	15	15	4	2	0	1	1	0	135	135			
F 30	0	0	0	0	0	0	0	6	11	14	22	22	12	11	6	11	6	11	3	6	1	0	0	0	142	142			
Total	0	0	1	5	3	10	28	87	210	307	287	240	196	164	202	288	221	194	106	68	33	21	10	5	2686	2536			
Mean	0.00	0.00	0.03	0.17	0.10	0.33	0.93	2.90	7.00	10.23	9.57	8.00	6.53	5.47	6.73	9.60	7.37	6.47	3.53	2.27	1.10	0.70	0.33	0.17	89.53	158.50			
Maximum	0	0	1	5	3	10	28	87	210	307	287	240	196	164	202	288	221	194	106	68	33	21	10	5	2686	2536			
Sept																													
Mean	159.5																												
Standard Error	9.02034737																												
Median	156																												
Mode	#N/A																												
Standard Deviation	36.0813895																												
Sample Variance	1301.86667																												
Kurtosis	0.75521906																												
Skewness	0.69515688																												
Range	145																												
Minimum	98																												
Maximum	243																												
Sum	2536																												
Count	16																												
Confidence Level(95.0%)	19.2264153																												

APPENDIX 8: EXCEL SPREADSHEET ANALYSIS FOR SOUTHBOUND AND NORTHBOUND TRAFFIC, MAY – OCTOBER 2016 (CONT.).

Acadia National Park 2016 Moore Road Northbound													Page 6												
													Station ID: Site Code: Moore Rd Date Start: 11-May-16 016mooreroadvolcombinedworkin Date Printed: 02-Nov-16 Latitude: 0' 0.0000 South												
01-Oct-16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Daily Total
S 01	0	0	0	0	0	0	2	3	5	21	14	8	9	6	15	19	12	11	3	4	1	2	0	0	135
S 02	0	0	0	0	0	0	0	1	9	16	18	5	15	7	6	12	10	9	4	1	1	0	0	0	114
M 03	0	0	0	0	1	0	1	4	13	12	10	6	9	6	12	13	15	6	5	1	1	1	0	0	116
T 04	0	0	0	0	0	1	1	4	9	22	11	15	6	5	12	16	27	12	2	1	1	0	2	0	147
W 05	0	0	0	0	0	0	2	2	8	17	18	14	5	4	6	14	7	4	6	0	6	1	0	0	114
T 06	0	0	0	0	1	2	0	1	12	13	12	13	12	8	12	14	14	8	5	3	0	0	0	0	130
F 07	0	0	0	0	0	0	0	3	10	17	13	12	7	16	12	13	7	13	8	2	2	1	0	0	136
S 08	0	0	0	0	1	1	1	2	12	13	21	16	10	8	15	19	11	9	5	2	3	0	1	0	150
S 09	0	0	0	0	2	0	1	5	11	13	17	12	9	8	5	15	9	5	1	1	2	1	0	1	118
M 10	0	0	0	1	1	1	0	4	9	23	18	11	11	9	9	14	9	5	3	1	2	1	0	0	132
T 11	0	0	0	0	0	1	2	4	8	12	17	15	5	10	4	7	23	4	7	5	0	0	0	0	124
W 12	0	0	0	0	0	0	0	1	5	6	2	8	10	4	4	13	5	0	2	0	0	0	0	0	60
T 13	0	0	0	0	0	0	0	0	1	5	6	9	9	7	5	12	3	1	1	1	0	0	0	0	60
F 14	0	0	0	0	0	0	0	0	2	4	5	5	2	7	2	9	9	4	0	2	0	0	0	0	51
S 15	0	0	0	0	0	0	0	0	1	4	5	4	4	4	8	10	5	2	1	1	0	1	0	0	50
S 16	0	0	0	0	0	0	0	0	1	3	2	4	4	1	6	4	5	1	0	0	1	0	0	0	32
M 17	0	0	0	0	0	0	0	1	0	4	0	2	5	2	4	1	6	7	2	0	0	0	0	0	34
T 18	0	0	0	0	0	0	0	0	0	2	2	6	6	0	3	2	20	0	0	0	0	0	0	0	41
W 19	1	0	0	0	0	0	0	0	0	2	3	5	2	5	1	6	8	3	2	0	0	0	0	0	38
T 20	0	0	0	0	0	0	0	0	0	0	2	4	2	3	4	3	1	4	0	0	0	0	0	0	23
F 21	0	0	0	0	0	0	0	0	1	0	0	2	0	2	1	2	1	4	0	0	0	0	0	0	13
S 22	1	0	0	0	0	0	1	0	0	0	2	3	2	1	0	2	1	1	0	0	1	1	0	0	16
S 23	0	0	0	0	0	0	0	0	0	1	2	1	4	10	1	0	1	1	0	0	0	0	1	0	22
M 24	0	0	0	0	0	0	1	0	0	1	2	2	0	2	2	3	0	0	0	0	0	0	1	0	14
T 25	0	0	0	0	0	0	0	0	0	0	4	0	1	2	3	1	0	2	0	0	0	0	0	0	13
W 26	0	0	0	0	0	1	0	0	0	0	2	1	3	0	5	0	3	2	0	0	0	0	0	0	17
T 27	0	0	0	0	0	0	1	0	0	0	3	1	1	2	2	1	1	0	0	0	0	1	0	0	13
F 28	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
S 29	0	0	0	0	0	0	0	0	0	2	2	1	0	1	1	1	1	2	0	1	1	0	0	1	14
S 30	0	0	0	0	0	0	0	0	0	1	2	2	4	4	3	1	0	0	0	0	0	1	0	0	18
M 31	0	0	0	0	0	0	0	0	0	1	0	5	0	3	6	2	0	1	1	0	0	0	0	0	19
Total	2	0	0	1	6	7	13	35	117	217	215	192	157	147	169	229	214	121	58	26	22	11	5	2	1966
Mean	0.13	0.03	0.00	0.20	0.07	0.63	1.77	2.50	8.27	11.60	11.60	10.23	10.03	8.33	9.07	14.47	10.43	6.17	4.23	3.53	3.93	1.37	0.43	0.13	119.17
Maximum	4	1	0	6	2	19	53	75	248	348	348	307	301	250	272	434	313	185	127	106	118	41	13	4	3575
Oct																									
Mean	63.4193548																								
Standard Error	9.2731285																								
Median	41																								
Mode	13																								
Standard Deviation	51.6305944																								
Sample Variance	2665.71828																								
Kurtosis	-1.5182074																								
Skewness	0.49644563																								
Range	148																								
Minimum	2																								
Maximum	150																								
Sum	1966																								
Count	31																								
Confidence Level(95.0%)	18.9382549																								

APPENDIX 9: EXCEL SPREADSHEET ANALYSIS, DAY USE PARKING LOT INBOUND, MAY – SEPTEMBER 2016

Acadia National Park 2016 Day Use Inbound													Page 1																
													Station ID: 27133 Site Code: Day Use Parking Date Start: 11-May-16 2016DayUseVolCombinedWorking Date Printed: 22-Sep-16 Latitude: 0' 0.0000 Undefined																
01-May-16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Daily Total	Daily Total	May		
S01																									0	0	Mean	96.95	
M02																									0	0	Standard Err	11.5274215	
T03																									0	0	Median	78.5	
W04																									0	0	Mode	69	
T05																									0	0	Standard Dev	51.5521963	
F06																									0	0	Sample Vari	2657.62895	
S07																									0	0	Kurtosis	1.04868594	
S08																									0	0	Skewness	1.21024308	
M09																									0	0	Range	183	
T10																									0	0	Minimum	40	
W11																									0	0	Maximum	223	
T12	0	0	0	0	0	0	0	2	2	2	5	9	17	10	7	0	5	2	0	0	0	0	0	0	61	61	Sum	1939	
F13	0	0	0	0	0	0	0	0	0	5	4	8	7	6	7	2	2	3	1	0	0	0	0	0	45	45	Count	20	
S14	0	0	0	0	0	0	0	0	0	2	1	6	11	15	3	8	9	5	6	3	0	0	0	0	69	69	Confidence L	241271706	
S15	0	0	0	0	0	0	0	0	0	2	2	4	6	5	7	10	6	0	0	0	1	0	0	0	43	43			
M16	0	0	0	0	0	0	1	1	1	4	6	2	3	5	8	7	1	0	0	0	0	0	0	1	40	40			
T17	0	0	0	0	0	0	1	3	2	3	15	8	3	6	11	2	1	1	10	3	0	0	0	0	69	69			
W18	0	0	0	0	0	0	0	0	2	5	3	3	7	12	6	4	3	1	3	2	0	0	0	0	51	51			
T19	0	0	0	0	0	0	0	2	7	13	10	19	8	7	9	3	4	3	1	0	0	0	0	0	86	86			
F20	0	0	0	0	0	0	2	0	1	10	6	2	3	10	7	3	9	3	3	1	2	3	0	0	65	65			
S21	0	0	0	0	0	0	0	1	4	5	19	16	25	18	21	10	10	5	7	1	0	0	0	0	142	142			
S22	0	0	0	0	0	0	2	4	0	6	9	11	10	10	10	1	4	3	1	0	0	0	0	0	71	71			
M23	0	0	0	0	0	0	0	2	3	7	8	4	23	15	15	6	3	5	1	1	0	0	0	0	93	93			
T24	0	0	0	0	0	0	0	2	7	4	10	15	4	6	9	7	0	0	2	1	0	0	0	0	67	67			
W25	0	0	0	0	0	0	1	1	6	7	14	19	23	11	12	10	6	4	3	3	1	0	0	0	121	121			
T26	0	0	0	0	0	0	1	3	8	13	24	23	10	16	7	9	3	2	3	2	4	0	0	0	128	128			
F27	0	0	0	0	0	0	2	5	8	9	16	4	12	6	11	11	8	0	6	1	0	0	0	0	99	99			
S28	0	0	0	0	0	0	0	3	4	13	13	29	24	35	26	27	20	6	9	4	6	1	3	0	223	223			
S29	0	0	0	0	0	0	0	6	1	16	22	16	27	27	28	21	23	8	5	5	3	0	0	0	208	208			
M30	0	0	0	0	0	0	0	3	4	9	15	18	9	16	10	14	13	9	2	0	0	0	0	0	122	122			
T31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	136	136			
Total	0	0	0	0	0	0	10	39	70	145	229	234	244	240	250	178	137	73	66	26	18	4	4	0	1967	1939			
Mean	0	0	0	0	0	0	1	2	4	7	11	12	12	12	12	9	6	3	3	1	1	0	0	0	97	97			
Max	0	0	0	0	0	0	2	6	8	16	24	29	27	35	28	27	23	9	10	5	6	3	3	0	223	223			
Page 2																													
Acadia National Park 2016 Day Use Inbound																													
Station ID: 27133 Site Code: Day Use Parking Date Start: 11-May-16 2016DayUseVolCombinedWorking Date Printed: 22-Sep-16 Latitude: 0' 0.0000 Undefined																													
01-Jun-16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Daily Total	Daily Total	June		
W01	0	0	0	0	0	0	0	3	8	5	7	19	21	17	16	12	6	8	10	3	0	0	0	0	135	135	Mean	156.466667	
T02	0	0	0	0	0	0	0	1	4	8	11	9	10	5	14	8	9	1	1	1	2	0	0	0	84	84	Standard Err	10.184249	
F03	0	0	0	0	0	0	0	1	1	9	10	18	12	7	4	9	8	12	5	1	3	2	0	0	102	102	Median	138	
S04	0	0	0	0	0	0	0	0	1	3	7	7	18	13	21	15	9	11	5	0	1	1	0	0	0	112	112	Mode	138
S05	0	0	0	0	0	0	0	1	6	7	13	16	15	12	10	7	8	4	1	1	1	0	0	0	101	101	Standard Dev	55.781429	
M06	0	0	0	0	0	0	0	1	3	6	6	12	9	3	15	8	6	3	1	0	2	0	0	0	75	75	Sample Vari	3111.56782	
T07	0	0	0	0	0	0	1	4	2	11	16	23	14	8	4	4	14	2	0	2	1	0	0	0	106	106	Kurtosis	-0.98164448	
W08	0	0	0	0	0	0	1	6	2	7	12	16	11	13	15	20	17	7	1	1	3	0	3	0	138	138	Skewness	0.41046673	
T09	0	0	0	0	0	0	0	3	6	5	21	20	11	17	19	10	10	1	1	2	0	2	0	0	128	128	Range	163	
F10	0	0	0	0	0	0	0	3	2	10	9	17	9	19	16	15	9	4	3	8	0	0	0	0	124	124	Minimum	73	
S11	0	0	0	0	0	0	2	5	2	8	21	16	16	13	15	5	8	0	1	1	0	0	0	0	113	113	Maximum	256	
S12	0	0	0	0	0	0	3	0	6	10	12	12	13	11	14	10	7	3	3	0	0	0	0	0	104	104	Sum	4694	
M13	0	0	0	0	0	0	0	3	3	5	7	8	6	6	12	8	9	1	3	2	0	0	0	0	73	73	Count	30	
T14	0	0	0	0	0	0	2	0	7	9	15	18	24	28	13	10	8	3	5	1	1	1	3	0	148	148	Confidence L	20.8291279	
W15	0	0	0	0	0	0	0	6	2	11	17	12	23	13	17	14	10	2	8	2	1	0	0	0	138	138			
T16	0	0	0	0	0	0	0	2	6	18	11	23	19	7	16	15	6	6	0	4	0	3	0	0	136	136			
F17	0	0	0	0	0	0	0	1	7	4	11	16	26	14	8	22	21	7	8	2	3	1	2	0	153	153			
S18	0	0	0	0	0	0	0	2	7	17	24	21	30	34	17	18	16	7	6	10	2	2	0	0	213	213			
S19	0	0	0	0	0	0	0	3	7	17	37	25	44	27	32	29	12	11	3	6	1	0	0	0	254	254			
M20	0	0	0	0	0	0	0	1	5	15	17	16	19	15	16	9	8	3	1	1	2	1	0	0	138	138			
T21	0	0	0	0	0	0	0	1	3	12	13	23	17	23	19	7	19	12	5	7	9	1	1	0	172	172			
W22	0	0	0	0	0	0	2	4	10	15	22	20	27	24	20	5	11	7	6	2	0	1	0	0	176	176			
T23	0	0	0	0	0	0	1	8	11	21	27	29	16	21	16	21	21	7	10	2	0	1	2	1	216	216			
F24	0	0	0	0	0	0	0	5	6	20	23	24	32	16	24	17	13	8	4	6	2	3	0	0	202	202			
S25	0	0	0	0	0	0	1	1	5	20	23	20	37	24	16	15	20	8	2	13	5	3	0	0	213	213			
S26	2	37	0	0	0	0	1	0	4	9	26	37	40	21	20	25	31	26	8	1	1	1	0	0	253	253			
M27	0	0	0	0	0	0	0	2	7	12	26	32	33	25	30	20	14	11	2	2	0	0	1	0	217	217			
T28	0	0	0	0	0	0	0	1	4	11	16	25																	

APPENDIX 9: EXCEL SPREADSHEET ANALYSIS, DAY USE PARKING LOT INBOUND, MAY – SEPTEMBER 2016 (CONT).

Acadia National Park 2016 Day Use Inbound												Page 3														
Station ID: 27133 Site Code: Day Use Parkine Date Start: 11-May-16 2016DayUseVolCombinedWorking Date Printed: 22-Sep-16 Latitude: 0' 0.0000 Undefined																										
01-Jul-16	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Daily Total		
F 01	0	0	0	0	0	0	0	4	2	23	34	21	20	21	21	31	11	11	7	6	4	4	0	0	220	
S 02	0	0	0	0	0	0	0	2	5	18	16	26	33	36	23	33	24	34	9	10	4	6	2	0	0	281
S 03	0	2	0	0	0	1	2	6	13	18	38	45	38	37	36	30	41	15	3	13	5	0	2	0	345	
M 04	0	0	0	0	0	1	2	2	18	24	35	31	31	31	29	30	22	9	4	1	5	1	2	0	278	
T 05	0	0	0	0	0	0	0	2	11	13	42	31	32	27	19	31	24	5	2	3	7	0	0	0	249	
W 06	0	0	0	0	0	0	0	4	4	15	31	33	26	19	31	16	21	16	7	5	2	0	0	0	230	
T 07	0	0	0	0	0	0	2	4	9	17	27	35	23	21	29	12	12	3	7	0	0	0	0	0	201	
F 08	0	0	0	0	0	0	9	10	28	19	29	23	23	26	27	16	15	10	7	4	0	0	0	0	255	
S 09	0	0	0	0	0	0	1	6	13	19	18	19	18	18	30	24	14	5	9	5	0	1	0	0	200	
S 10	0	0	0	0	0	0	0	3	6	14	27	25	18	11	13	20	15	19	3	8	1	0	3	0	186	
M 11	0	0	0	0	0	0	0	5	7	15	33	43	20	16	33	16	23	8	4	3	1	1	1	0	229	
T 12	0	0	0	0	0	0	2	8	19	32	48	25	16	20	21	20	7	8	7	2	9	0	0	0	244	
W 13	0	0	0	0	0	0	3	9	16	19	33	30	22	23	41	15	13	8	5	3	3	2	2	1	248	
T 14	0	0	0	0	0	0	0	4	9	17	31	19	32	21	23	16	17	3	2	0	0	0	1	0	204	
F 15	0	0	0	0	0	0	1	6	8	15	24	24	30	13	15	14	11	14	8	1	3	0	0	0	187	
S 16	0	0	1	0	0	0	0	6	13	21	20	21	27	12	24	13	13	6	4	7	5	4	0	0	197	
S 17	0	0	0	0	0	0	1	1	12	11	9	14	15	21	25	19	15	15	6	1	4	0	0	0	169	
M 18	0	0	0	0	0	0	0	1	15	25	23	32	22	11	23	18	18	7	3	4	2	0	0	0	204	
T 19	0	0	0	0	0	0	2	3	12	26	21	17	20	8	27	15	19	8	4	4	2	3	2	1	194	
W 20	0	0	0	0	0	0	4	5	16	14	30	40	30	19	28	26	17	13	7	5	7	1	0	0	262	
T 21	0	0	0	0	0	0	2	3	15	17	19	26	20	20	23	18	24	6	4	15	6	1	0	0	219	
F 22	0	0	0	0	0	1	1	6	7	18	25	24	26	28	17	19	14	11	5	6	6	3	2	0	219	
S 23	0	0	0	0	0	0	0	3	7	21	40	26	12	24	20	19	30	7	9	5	8	2	2	0	235	
S 24	0	0	1	0	0	0	0	5	10	23	26	36	32	16	32	21	20	11	11	5	3	3	0	0	255	
M 25	0	0	0	0	0	0	3	13	20	27	32	19	21	31	15	18	11	7	3	1	0	0	0	0	221	
T 26	0	0	0	0	0	0	7	7	15	24	19	16	25	18	22	20	5	4	3	4	0	2	0	0	191	
W 27	0	0	2	0	0	0	3	8	7	11	27	23	26	24	22	19	8	6	1	3	3	0	0	0	188	
T 28	1	0	0	0	0	0	1	7	8	20	23	29	20	18	25	16	18	9	1	2	0	3	0	0	201	
F 29	0	0	0	0	0	0	0	6	11	20	24	23	24	29	12	15	17	14	3	2	2	1	2	3	208	
S 30	0	0	0	0	0	0	0	6	13	18	30	24	23	28	18	20	15	4	2	4	9	0	2	0	216	
S 31	0	0	0	0	0	0	5	6	29	37	29	25	21	32	27	17	7	1	4	0	0	0	2	0	242	
Total	1	2	4	0	0	3	25	136	318	560	851	892	739	656	762	642	586	310	160	145	110	40	31	5	6978	
Mean	0	0	0	0	0	0	1	4	10	18	27	29	24	21	25	21	19	10	5	5	4	1	1	0	225	
Max	1	2	2	0	0	1	18	29	42	48	38	47	41	41	31	41	19	11	15	9	9	5	3	3	345	

Acadia National Park 2016 Day Use Inbound												Page 4														
Station ID: 27133 Site Code: Day Use Parkine Date Start: 11-May-16 2016DayUseVolCombinedWorking Date Printed: 22-Sep-16 Latitude: 0' 0.0000 Undefined																										
01-Aug-16	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Daily Total		
M 01	0	0	0	0	0	0	0	0	4	15	27	27	13	18	16	22	11	5	3	0	1	0	0	0	162	
T 02	0	0	0	0	0	0	3	15	23	22	25	32	12	28	24	13	5	2	6	4	0	0	0	0	214	
W 03	0	0	0	0	1	1	0	3	7	22	21	31	20	20	16	24	17	10	6	4	3	0	0	0	206	
T 04	0	0	0	0	1	0	4	15	9	26	25	22	15	22	16	16	6	6	4	1	1	0	0	0	189	
F 05	0	0	0	0	0	0	8	7	16	27	32	24	11	17	27	25	10	7	1	2	0	0	2	0	216	
S 06	0	0	0	0	0	0	7	3	19	22	24	27	19	21	14	22	9	4	4	3	0	1	0	0	199	
S 07	0	0	0	0	0	0	8	12	21	26	37	29	32	31	21	29	13	7	5	1	0	0	0	0	272	
M 08	0	0	0	0	0	0	1	3	11	21	30	22	38	21	22	21	14	6	1	4	3	2	0	0	220	
T 09	0	0	0	0	0	0	6	11	22	27	23	26	17	24	24	25	2	7	5	1	0	0	0	1	221	
W 10	0	0	0	0	1	0	1	10	24	28	19	26	17	19	13	14	9	6	3	0	1	0	0	0	191	
T 11	0	0	0	0	0	0	5	11	17	17	22	26	24	30	31	23	8	4	5	2	0	2	0	0	227	
F 12	0	0	0	0	0	0	7	6	19	25	30	22	25	18	17	14	11	3	2	1	1	2	0	0	203	
S 13	0	0	0	0	0	0	4	5	20	21	30	22	26	23	14	7	8	7	3	3	0	1	0	0	194	
S 14	0	0	0	0	0	0	1	3	7	20	27	22	22	37	18	19	23	6	6	8	1	0	0	0	220	
M 15	0	0	0	0	0	2	0	2	5	22	25	29	33	19	23	27	19	5	9	2	0	0	1	0	223	
T 16	0	0	0	0	0	0	2	6	17	27	22	28	26	17	22	23	21	9	3	3	0	2	0	0	228	
W 17	0	0	0	0	0	0	1	6	5	16	32	23	33	15	23	19	20	8	6	4	2	3	0	0	216	
T 18	0	0	0	0	0	0	1	9	15	15	23	20	28	19	25	19	17	8	8	2	3	2	1	0	215	
F 19	0	0	0	0	0	0	1	6	8	18	26	30	16	30	23	18	20	9	13	3	3	1	1	0	226	
S 20	0	0	0	0	0	0	1	6	8	25	28	29	32	16	22	22	9	8	0	4	5	3	3	0	221	
S 21	0	0	0	0	0	0	4	13	16	25	25	26	23	34	16	21	15	4	9	1	0	0	0	0	232	
M 22	0	0	0	0	0	0	1	3	10	9	11	13	18	16	18	22	12	15	5	3	4	0	0	0	160	
T 23	0	0	0	0	0	0	5	15	25	30	36	36	16	18	22	18	14	8	0	2	1	0	0	0	246	
W 24	0	0	0	0	0	0	4	3	7	17	17	25	26	16	13	15	15	8	12	7	0	0	0	0	185	
T 25	0	0	0	0	0	0	2	7	10	14	32	17	34	14	27	21	18	10	1	1	4	0	2	2	0	215
F 26	0	0	0	0	0	0	3	3	6	24	22	26	30	13	19	33	18	11	5	4	2	0	3	1	223	
S 27	0	0	0	0	0	0	3	3	6	17	22	23	28	22	29	10	9	14	7	8	3	3	1	0	208	
M 28	0	0	0	0	0	0	0	0	3	4	15	12	26	27	28	24	18	18	10	5	1	3	4	0	0	198
M 29	0	0	0	1	0	0	0	7	7	8	25	22	11	23	19	18	8	1	3	2	0	0	3	1	155	
T 30	0	0	0	0	0	0	1	6	14	16	23	19	15	13	21	17	9	4	4	0	2	0	0	0	165</	

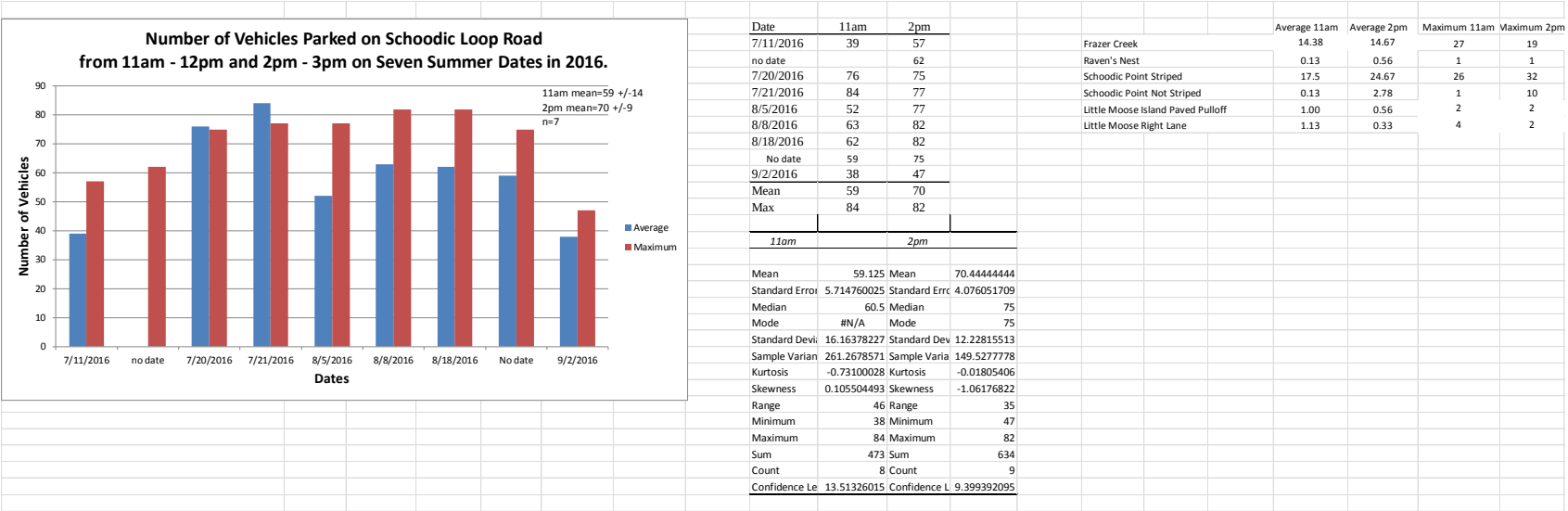
APPENDIX 9: EXCEL SPREADSHEET ANALYSIS, DAY USE PARKING LOT INBOUND, MAY – SEPTEMBER 2016 (CONT).

Acadia National Park 2016 Day Use Inbound													Page 5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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APPENDIX 10: EXCEL SPREADSHEET ANALYSIS, SCHOODIC LOOP ROAD PARKING COUNTS

Schoodic Loop Road Parking Counts 2016	7/11/2016		no date		7/20/2016		7/21/2016		8/5/2016		08/08/2016		8/18/2016		No Date		9/22/2016		Average	
Location	11am	2pm	11am	2pm	11am	2pm	11am	2pm	11am	2pm	11am	2pm	11am	2pm	11am	2pm	11am	2pm	11am	2pm
Pulloff - paved, on along Sch Pt Rd, southbound before Schoodic pt	1	1		2	3	2	3	2	0	2	0	2	1	2	2	2	1	0	1.38	1.67
Schoodic Point Parking (n=36) - cars in designated striped spaces, upper and middle tiers	12	15		23	22	32	26	32	18	26	15	25	22	29	13	23	12	17	17.50	24.67
Schoodic Point - cars not parked in designated striped spaces (lower loop, upper two tiers)	0	0		1	0	3	0	2	1	2	0	1	0	10	0	6	0	0	0.13	2.78
Pulloff - paved, along Sch Pt Rd, northbound, Do Not Remove Beach Stones sign	0	0		0	1	0	0	0	0	1	0	2	1	1	0	0	0	0	0.25	0.44
Pull off - gravel, along Sch Pt Road, across from SERC entrance	0	0		0	0	0	1	0	1	0	1	3	0	0	0	0	0	0	0.38	0.33
Pulloff - paved, on R Little Moose Island (no more than two cars)	2	0		2	0	1	1	0	1	1	1	0	0	1	2	0	1	0	1.00	0.56
Record cars parked in R Lane for LMI here >>>>	2	0		2	0	1	0	0	0	0	3	0	0	0	4	0	0	0	1.13	0.33
Pulloff - dirt, on R Before Blueberry Hill Parking, on right	1	0		0	0	0	0	0	9	8	2	0	0	0	1	1	9	4	2.75	1.44
Blueberry Hill Parking Lot	6	12		3	6	11	12	10	2	3	2	15	10	10	6	10	0	1	5.50	8.33
Pulloff - paved, on R just above Blueberry Hill Parking	0	2		0	1	2	3	0	0	1	0	2	3	3	0	1	0	1	0.88	1.33
Pulloff - paved, on R drive through with small island	1	3		0	0	0	0	0	0	0	1	6	0	1	2	1	0	0	0.50	1.22
Pulloff - paved, on R, area of shore bluffs	0	0		0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Pulloff - paved, on R, pull in area of shore bluffs	1	1		0	0	1	0	0	1	1	0	1	1	0	1	0	0	0	0.50	0.44
Pulloff - paved, on R cobble beach, Do Not Remove beach stones sign	0	0		1	0	0	1	1	0	1	1	0	2	1	1	1	1	0	0.75	0.56
Pulloff - dirt, on R	0	0		1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0.00	0.33
Pulloff - paved, on R East Trail	0	0		0	0	1	1	2	0	1	0	0	0	0	0	1	0	1	0.13	0.67
Pulloff - dirt, on R, 35 mph sign on L	0	0		0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0.13	0.11
Panty Lane South - on L at gate	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00
Pulloff, dirt, on R	0	0		0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0.13	0.22
Panty Lane North - on L at gate	0	0		1	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0.13	0.33
Pulloff - paved, on R close to end of one way road	0	1		1	0	1	1	0	0	0	0	0	0	1	2	1	0	0	0.38	0.56
Wonsqueak Parking Lot	0	0		0	2	1	0	0	1	2	0	1	0	1	2	0	2	1	0.88	0.67
One Way End - paved, on R	2	2		0	1	0	1	0	0	2	1	1	0	1	1	2	0	2	0.75	1.11
Bunkers Hbr parking	1	0		3	0	0	0	0	0	0	1	2	0	0	1	0	1	0	0.50	0.56
Pull off - dirt, on R, Entrance sign, first Bike Path	0	0		0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.13	0.00
Lower Harbor Trail 1	0	0		0	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED		
Lower Harbor Trail 2	0	0		0	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED		
Power Line goes off road	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00
Norris Island - dirt, on R	0	0		0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0.13	0.00
Frazer Creek Causeway - Paved, on R	0	2		1	1	1	2	0	0	1	1	1	1	1	0	0	0	2	0.63	1.00
Frazer Creek Picnic Area (n=25)	6	11		16	27	13	24	19	11	16	21	14	13	14	8	17	5	12	14.38	14.67
Pull through exit -- dirt, on R, now closed w/ rocks	0	1		0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0.25	0.11
Pulloff - dirt, on R, just past closed pull through	1	1		0	0	0	0	1	0	2	2	0	1	0	2	1	1	0	0.88	0.56
Pulloff - dirt, on R, just before L pulloff	1	0		0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0.25	0.11
Pulloff - dirt on L	0	0		0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0.13	0.22
Pulloff - paved, on R, first paved pulloff, exhibit sign	0	0		2	3	2	2	2	2	2	1	0	1	1	2	1	1	2	1.50	1.33
Pull through - dirt, on R, still open	0	0		0	1	0	0	1	0	0	1	0	0	0	0	1	0	0	0.25	0.22
Pulloff - dirt, on L, open vista	1	0		0	0	0	1	0	1	1	0	0	0	0	2	0	0	0	0.63	0.11
Pulloff - paved, on R, Clare's Landing, wooded	0	0		1	1	0	0	2	2	0	0	1	2	1	1	0	0	0	0.75	0.56
Pulloff - dirt, on L, Raven's Nest	0	1		0	0	0	0	1	0	1	0	0	0	1	1	1	0	0	0.13	0.56
Pulloff - paved, on R, just before Moutain Road	1	0		1	2	0	1	0	0	0	1	2	3	2	1	1	2	1	1.38	0.78
Pulloff - dirt, on R, West Pond 1, rip rap on bank before it	0	3		0	3	0	1	2	1	0	7	1	1	0	0	0	1	1	1.75	0.78
Pull in -- dirt, on R, boat launch closed w/ rocks	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.11
Pulloff - paved, on R, West Pond 2	0	0		1	1	1	1	0	0	0	0	1	0	0	1	0	0	2	0.38	0.56
	39	57		62	76	75	84	77	52	77	63	82	62	82	59	75	38	47	59.13	71.33

APPENDIX 10: EXCEL SPREADSHEET ANALYSIS, SCHOODIC LOOP ROAD PARKING COUNTS (CONT.).



APPENDIX 11: EXCEL SPREADSHEET ANALYSIS, DAY USE PARKING LOT COUNTS

Schw Day Use Parking

11:00 AM				2:00 PM				11:00 AM				2:00 PM				11:00 AM				2:00 PM														
Date	Cars	RVs	Cars	RVs	Date	Cars	RVs	Cars	RVs	Date	Cars	RVs	Cars	RVs	Date	Cars	RVs	Cars	RVs	Date	Cars	RVs	Cars	RVs	Date	Cars	RVs	Cars	RVs					
5/25/2016	4	0	3	0	7/1/2016	4	0	7	0	8/1/2016			10	3	9/1/2016	12	1	7	0	9/1/2016	12	1	7	0	9/1/2016	12	1	7	0					
5/26/2016	5	0	8	0	7/2/2016	19	1	10	1	8/2/2016			14	4	9/2/2016	12	0	8	1	9/2/2016	12	0	8	1	9/2/2016	12	0	8	1					
5/27/2016	1	0	2	0	7/3/2016	18	0	22	0	8/3/2016			9	1	9/3/2016	16	4	17	1	9/3/2016	16	4	17	1	9/3/2016	16	4	17	1					
5/28/2016	8	0	17	0	7/4/2016			11	1	8/4/2016	19	0	14	0	9/4/2016	11	2	18	1	9/4/2016	11	2	18	1	9/4/2016	11	2	18	1					
5/29/2016			6	0	7/5/2016			12	1	8/5/2016	13	3	8	1	9/5/2016	15	0			9/5/2016	15	0			9/5/2016	15	0							
5/30/2016			5	0	7/6/2016			12	0	8/6/2016	14	0	6	0	9/6/2016	3	0	11	0	9/6/2016	3	0	11	0	9/6/2016	3	0	11	0					
5/31/2016	5	1	0	0	7/7/2016	13	1	11	2	8/7/2016			15	3	9/7/2016			10	2	9/7/2016			10	2	9/7/2016			10	2					
6/1/2016	4	0	7	0	7/8/2016			12	0	8/8/2016	12	1	12	2	9/8/2016	12	0	9	2	9/8/2016	12	0	9	2	9/8/2016	12	0	9	2					
6/2/2016	1	0	3	0	7/9/2016	6	2	10	1	8/9/2016			13	0	9/9/2016	8	1	6	0	9/9/2016	8	1	6	0	9/9/2016	8	1	6	0					
6/3/2016	2	0	3	0	7/10/2016			10	0	8/10/2016	17	1	12	0	9/10/2016	23	0	15	1	9/10/2016	23	0	15	1	9/10/2016	23	0	15	1					
6/4/2016	1	1	9	0	7/11/2016	14	0	7	0	8/11/2016	9	0	15	8	9/11/2016					9/11/2016					9/11/2016									
6/5/2016	5	0	5	0	7/12/2016			8	2	8/12/2016	11	2	11	0	9/12/2016					9/12/2016					9/12/2016									
6/6/2016	2	0	3	0	7/13/2016	13	1	16	0	8/13/2016	15	0	8	0	9/13/2016			15	2	9/13/2016			15	2	9/13/2016			15	2					
6/7/2016					7/14/2016	12	1	13	0	8/14/2016	16	1	17	0	9/14/2016			6	0	9/14/2016			6	0	9/14/2016			6	0					
6/8/2016	7	1	3	1	7/15/2016	10	0	6	0	8/15/2016	9	0	15	1	9/15/2016	11	2	15	3	9/15/2016	11	2	15	3	9/15/2016	11	2	15	3					
6/9/2016	8	1	6	0	7/16/2016	13	1	9	0	8/16/2016	14	0	21	1	9/16/2016	10	2	8	0	9/16/2016	10	2	8	0	9/16/2016	10	2	8	0					
6/10/2016	7	3	5	1	7/17/2016	2	1	10	0	8/17/2016	16	1	17	0	9/17/2016	29	0	6	1	9/17/2016	29	0	6	1	9/17/2016	29	0	6	1					
6/11/2016	4	0	2	0	7/18/2016			9	5	8/18/2016	11	2	9	0	9/18/2016	8	1	10	1	9/18/2016	8	1	10	1	9/18/2016	8	1	10	1					
6/12/2016			2	0	7/19/2016	12	0	6	0	8/19/2016	18	1	14	0	9/19/2016					9/19/2016					9/19/2016									
6/13/2016			3	0	7/20/2016	19	3	12	1	8/20/2016	19	2	12	1	9/20/2016			10	0	9/20/2016			10	0	9/20/2016			10	0					
6/14/2016	4	0	8	2	7/21/2016	13	3	10	0	8/21/2016	9	1	17	0	9/21/2016	12	2	10	1	9/21/2016	12	2	10	1	9/21/2016	12	2	10	1					
6/15/2016			5	0	7/22/2016	12	3	12	2	8/22/2016	3	1	12	1	9/22/2016	14	0	13	0	9/22/2016	14	0	13	0	9/22/2016	14	0	13	0					
6/16/2016	4	0	8	1	7/23/2016	19	0	13	0	8/23/2016			16	0	9/23/2016	3	1			9/23/2016	3	1			9/23/2016	3	1							
6/17/2016	8	0	8	0	7/24/2016	19	0	21	2	8/24/2016	14	0	17	1	9/24/2016	15	5	11	1	9/24/2016	15	5	11	1	9/24/2016	15	5	11	1					
6/18/2016	10	0	20	0	7/25/2016	11	2	19	2	8/25/2016	19	1	15	1	9/25/2016	10	1	4	1	9/25/2016	10	1	4	1	9/25/2016	10	1	4	1					
6/19/2016	4	1	5	0	7/26/2016			8	0	8/26/2016	12	1	14	2	9/26/2016			17	1	9/26/2016			17	1	9/26/2016			17	1					
6/20/2016					7/27/2016	8	0	7	0	8/27/2016	10	0	10	1	9/27/2016	3	2	6	1	9/27/2016	3	2	6	1	9/27/2016	3	2	6	1					
6/21/2016			5	0	7/28/2016	14	2	10	0	8/28/2016	8	1	20	1	9/28/2016	4	3	3	2	9/28/2016	4	3	3	2	9/28/2016	4	3	3	2					
6/22/2016			11	0	7/29/2016	7	2	8	1	8/29/2016			9	3	9/29/2016	15	1	7	0	9/29/2016	15	1	7	0	9/29/2016	15	1	7	0					
6/23/2016	9	0	7	0	7/30/2016	15	0	10	1	8/30/2016			11	0	9/30/2016	13	1	6	0	9/30/2016	13	1	6	0	9/30/2016	13	1	6	0					
6/24/2016	11	0			7/31/2016	17	2	8	0	8/31/2016	12	1	11	0																				
6/25/2016	10	3	12	1	Total	290	25	339	22	Total	300	20	404	35	Total	259	29	248	22	Total	259	29	248	22	Total	259	29	248	22	Total	259	29	248	22
6/26/2016					Mean	12.61	1.09	10.94	0.71	Mean	13.04	0.87	13.03	1.13	Mean	11.77	1.32	9.92	0.88	Mean	11.77	1.32	9.92	0.88	Mean	11.77	1.32	9.92	0.88	Mean	11.77	1.32	9.92	0.88
6/27/2016					Max	19	3	22	5	Max	19	3	21	8	Max	29	5	18	3	Max	29	5	18	3	Max	29	5	18	3	Max	29	5	18	3
6/28/2016			14	2	n	23	23	31	31	n	23	23	31	31	n	22	22	25	25	n	22	22	25	25	n	22	22	25	25	n	22	22	25	25
6/29/2016			8	1																														
6/30/2016			12	1																														
Total	124	11	215	10																														
Mean	5.39	0.48	6.72	0.31																														
Max	11	3	20	2																														
n	23	23	32	32																														

Mean and Maximum Number of Cars Parked in the Day Use Parking Lot at 11:00 a.m., May - September 2016

95% error bars

Number of Cars

35

30

25

20

15

10

5

0

May-Jun

Jul

Aug

Sep

Month

■ Mean

■ Max

Mean and Maximum Number of Cars Parked in the Day Use Parking Lot at 2:00 p.m., May - September 2016

95% error bars

Number of Cars

25

20

15

10

5

0

May-Jun

Jul

Aug

Sep

Month

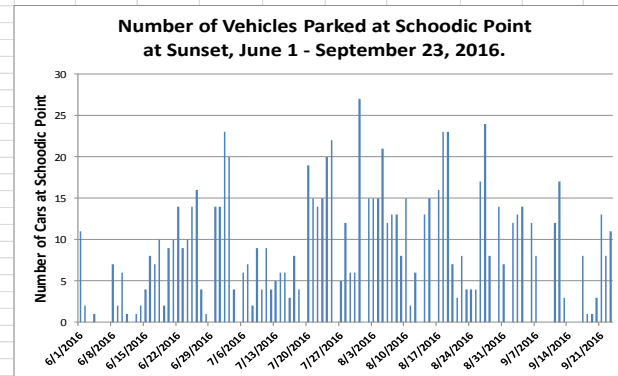
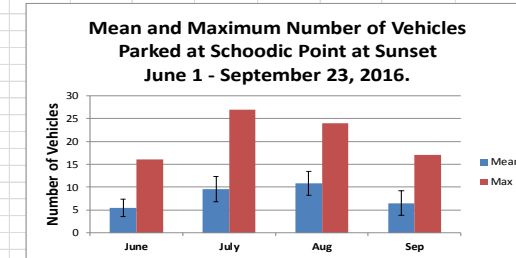
■ Mean

■ Max

Cars	11am	RVs	11am	Cars	2pm	RVs	2pm		
May-Jun	Mean	5.391304	Mean	0.478261	Mean	6.71875	Mean	0.3125	
Standard En	0.637247	Standard E	0.187233	Standard E	0.801	Standard En	0.104703	Standard E	0.851593
Median	5	Median	0	Median	5.5	Median	0	Median	13
Mode	4	Mode	0	Mode	0	Mode	0	Mode	19
Standard De	3.056128	Standard D	0.897954	Standard D	4.511142	Standard D	0.592289	Standard D	4.084096
Sample Vari	9.339921	Sample Var	0.806124	Sample Vari	20.53125	Sample Vari	0.350806	Sample Vari	16.67984
Kurtosis	-0.98051	Kurtosis	4.085192	Kurtosis	1.493641	Kurtosis	2.345338	Kurtosis	0.09513
Skewness	0.130693	Skewness	2.133693	Skewness	1.203076	Skewness	1.79316	Skewness	-0.37188
Range	13	Range	2	Range	2	Range	2	Range	16
Minimum	1	Minimum	0	Minimum	0	Minimum	0	Minimum	3
Maximum	11	Maximum	3	Maximum	20	Maximum	2	Maximum	19
Sum	124	Sum	11	Sum	215	Sum	10	Sum	300
Count	23	Count	23	Count	31	Count	31	Count	23
Confidence	1.321569	Confidence	0.388035	Conf					

APPENDIX 12: EXCEL SPREADSHEET ANALYSIS, SCHOODIC POINT SUNSET PARKING COUNTS

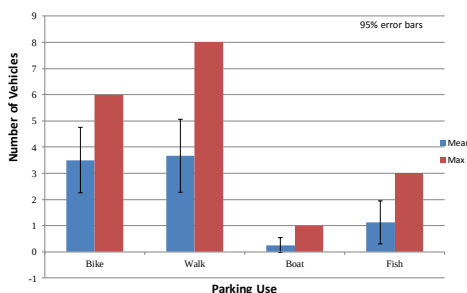
Schoodic Point Sunset Parking Counts 2016																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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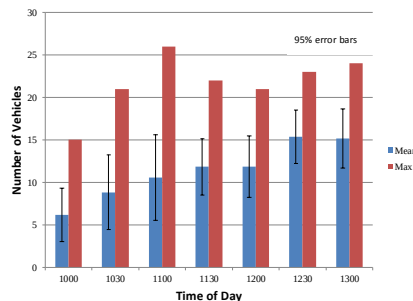
APPENDIX 13: EXCEL SPREADSHEET ANALYSIS, FRAZER POINT PARKING COUNTS



Type of Long-term Parking Use
Frazier Point Picnic Area 2016.



Parking Counts at
Frazier Point Picnic Area 2016



APPENDIX 14: LITTLE MOOSE ISLAND VISITOR COUNT DATA

Little Moose Island Visitor Count Data					
2016					
Date	Low Tide	Observation/Count Time	Number of Visitors	Column1	
7/1/2016	246p	100-300p	23		
7/2/2016	345p	200p-400p	9	Mean	18.5
7/3/2016	441p	300p-500p	18	Standard Error	1.593573
7/12/2016	1149a	1030a-1320p	16	Median	18
7/13/2016	1214p	1130a-130p	30	Mode	18
7/14/2016	133p	1200p-200p	32	Standard Deviation	7.126673
7/15/2016	224p	100p-300p	18	Sample Variance	50.78947
7/28/2016	1227p	1130a-130p	32	Kurtosis	-0.23107
7/29/2016	131p	1200p-200p	12	Skewness	0.505048
7/30/2016	234p	100p-300p	12	Range	25
7/31/2016	334p	200p-400p	20	Minimum	7
8/11/2016	1152a	1030a-1320p	23	Maximum	32
8/12/2016	1246p	1130a-130p	18	Sum	370
8/13/2016	140p	1200-200p	22	Count	20
8/14/2016	233p	100p-300p	19	Confidence Level(95.0%)	3.335386
8/15/2016	322p	200p-400p	14		
8/26/2016	1214p	1100a-100p	20		
8/27/2016	120p	1200p-200p	11		
8/28/2016	225p	100p-300p	14		
8/29/2016	325p	200p-400p	7		