



Bicycle Use on the Schoodic Loop Road and the Wonsqueak Bicycle Path, 2016



Schoodic Bike Paths

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Executive Summary

The Schoodic Loop Road was used by 6,567 bicyclists from May 1 – October 31, 2016, the first full season with the new Schoodic Woods bike paths and other facilities. This represented a 56% increase from 2015, when the Schoodic Woods facilities opened fully on September 2. Mean daily bicycle use in 2016 was highest in August, with 65 +/- 11 bicyclists per day.

The highest daily use in 2016 was 290 on Saturday September 17 for the Bike Maine event staged at Schoodic. Otherwise, the highest daily use was 121 on Tuesday August 23. Over the entire season, there were seven days with 100 or more bicyclists. Two of these were on Saturday and Sunday of the Labor Day weekend and two more were on the following two September Saturdays, including the Bike Maine event.

Over the same time, the Schoodic Loop Road hosted 823 walkers and 261 runners passing the camera site. We also observed 33 bicyclists riding the wrong way and 53 recreational vehicles driving the road.

The Wonsqueak Trail Counter, located a ten minute walk from Schoodic Woods along the bike path, recorded 8,195 bicyclists and walkers going in both directions between May 1 and October 31, 2016. Traffic shows a typical monthly pattern seen with other Acadia visitor use data.

It seems likely that most (perhaps a strong majority) of this bike path traffic is bicyclists rather than walkers or runners. It also seems likely that much of the traffic is bicyclists returning from a ride that includes the Schoodic Loop Road. Only validations at the counter will reveal direction of travel and bicyclists/walker/runner ratios.

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INTRODUCTION

The Schoodic Loop Road is an easy bicycle ride with spectacular ocean scenery. Because most of it is a one way road, making a loop has until recently meant riding outside the park where the state and town roads have poor or nonexistent shoulders for biking. The opening of the National Park Service Schoodic Woods campground, day use parking, and bicycle paths on September 2, 2015 changed this. One of the new bicycle paths, the Wonsqueak Bike Path, crosses the Schoodic Peninsula, closes the loop for bicyclists, and eliminates the need to ride on these less safe roads. The new bike paths are surfaced with gravel and most suited to mountain/hybrid bikes.

In 2013 we started monitoring bicycle use of the Schoodic Loop Road with a camera in expectation of increased bicycle use because of this new loop ride and seven other miles of car-free bike paths. This report describes the results of our 2016 camera monitoring and compares them with previous years (Jacobi 2014a; Seymour and Jacobi 2014b; Jacobi and Seymour 2016a). We also installed a trail counter on the Wonsqueak Bike Path, and we report that data here as well.

METHODS

We used a Reconyx HyperFire HC500 Camera to monitor bicycle traffic along the Schoodic Loop Road. The camera has a night time infrared illuminator and a passive infrared sensor that detects motion and heat up to 100 feet away to trigger the shutter of the camera. Once motion or heat is detected, the camera shutter triggers in 0.2 seconds. We kept the camera set to most of the default settings: high sensitivity; 1 second picture interval; no quiet period; and 1080p resolution. The only setting we changed was for the camera to take 1 picture per trigger. With the fast trigger speed and picture interval, and the fact that it captures most motor vehicles, we believe very few bicyclists escaped the camera. However, we did not validate camera operation through direct observation because the low bicycle traffic would have required many hours of observation.

The camera was set up on a tree on the east side of the Schoodic Loop Road (Moore Road) a short distance from the Schoodic Point turnoff and facing traffic (Figure 1). The camouflage case allowed it to be concealed against the bark of the tree, and we covered the indicator red light that flashed every time a picture was taken. We tested the camera by walking and running on both sides of the road to determine the best angle to aim it based on its field of view, detection distance, trigger speed, and picture interval. A 45 degree angle to the road seemed to work well. With the faster Reconyx, the camera's field of view did not extend as far down the road as in 2013 when we used a different, slower camera that required such a view (Figure 2). We swapped memory cards about every two weeks.

Images were downloaded and reviewed visually to count bicyclists, bicyclists going the wrong way on the one-way road, walkers, runners, and recreational vehicles. After counting was completed, all images were deleted to protect the privacy of visitors. No sample images from 2016 are used in this report.

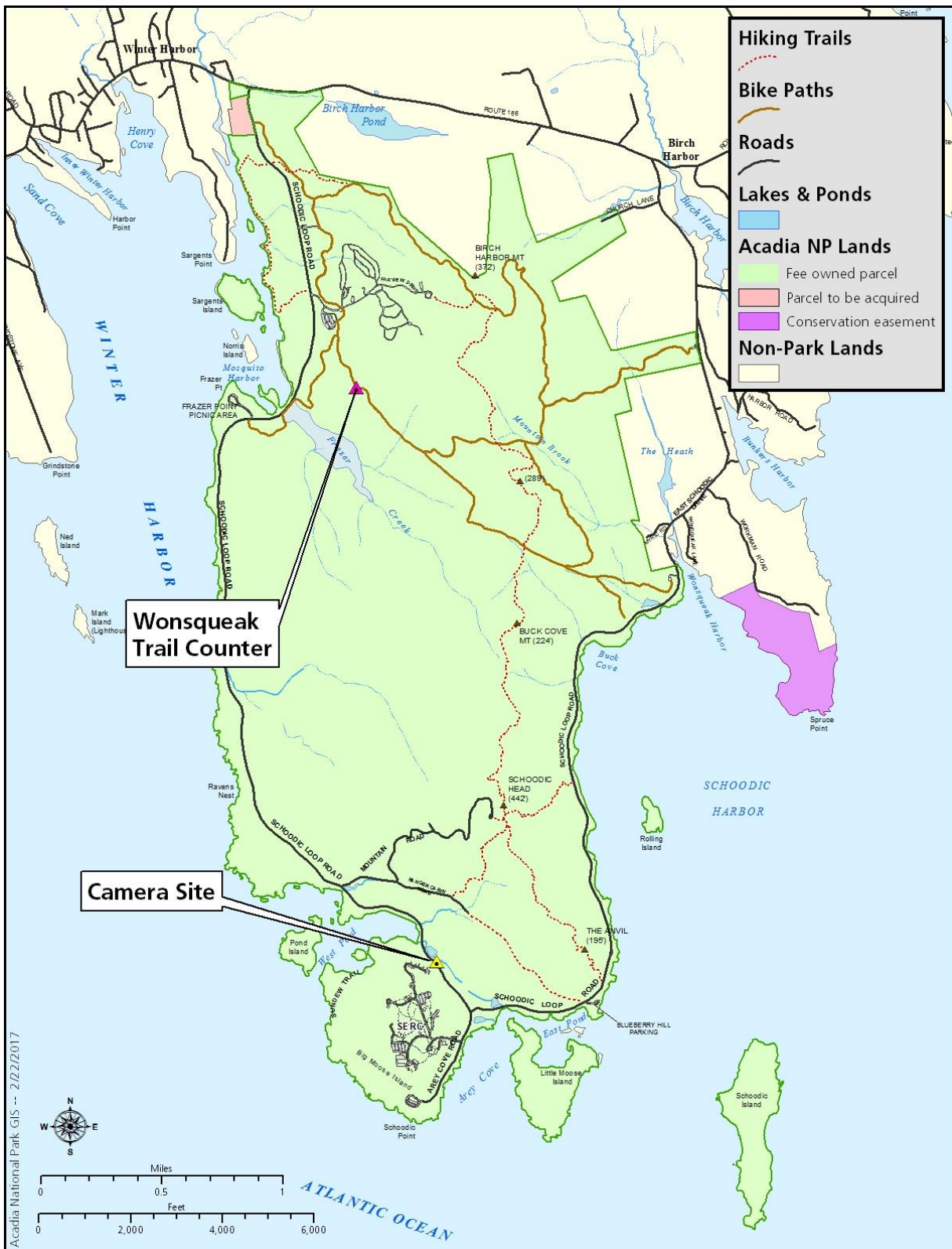


Figure 1: Schoodic Peninsula Camera and Trail Counter Locations.



Figure 2: Camera Fields of View for 2013 (left) and 2014 (right).

Only people under their own power were counted. A bicycle with a tagalong or a bicycle built for two was counted as one. In previous years, each time a person went by the camera we counted them. For example, if runners went by in both directions, we counted them each time. In 2016 (and in future years), we counted individual walkers and runners only once. RV counts excluded pick-up campers.

We compiled the data by month from May 1 through October 31, 2016 and report on the total monthly use, maximum daily use, median daily use, and mean daily use with 95% confidence intervals for bicyclists. For walkers and runners, because of their low counts and high variability, we omit confidence intervals. For wrong way bicyclists and RVs, we simply report the totals per month, again because of very low counts.

This is a good time to point out that the camera site represents the majority of bicycle use of the Schoodic Loop Road. All loop road bicyclists should ride by the camera. Though some cars are missed because of their speed, the camera is quick enough for most RVs because they usually travel more slowly. Thus RV counts represent RV traffic on the road well also. On the other hand, there is much pedestrian and runner use of the Schoodic Loop Road that does not pass the camera site, and not all wrong way bicyclists would be counted there either. The camera measures these uses *at its location* and does not fully represent all pedestrian, runner, or wrong way bicycle use of the road.

We also installed a Diamond Traffic TC 4420 active infrared trail counter on April 18, 2016 about a ten minute walk southeast along the Wonsqueak Bike Path from Schoodic Woods (Figure 2). The trail counter was attached to a tree on the southwest side of the path and the reflector on the opposite side. We checked the operation of this counter five times over the course of the season and removed it November 1, 2016. It was always aligned and counting at our checks, but we did not validate the counts because of the low hourly traffic. Thus we do not know the ratio of hikers to bicyclists, how many there were of each, or the direction of travel. The trail counter only measures “traffic” passing the location in both directions. We report this traffic data for the hours between 6:00 a.m. and 9:00 p.m.

These trail counters sometimes record higher than expected counts during rain or fog when they are supposed to shut down. We compared all hourly counts to weather records to eliminate high counts that coincided with bad weather. There were none. We did remove five hours of data because of suspicious high counts that could not be explained. This is much less than most of our other trail counter sites with the same equipment.

RESULTS

A summary of the 2016 bicycle count data is shown in Table 1, and the details for all measures are in Appendix 1. The Schoodic Loop Road was used by 6,567 bicyclists from May 1 – October 31. Mean daily bicycle use was highest in August at 65 +/- 11 /day. The highest daily use was 290 on Saturday September 17 for the Bike Maine event staged at Schoodic. Otherwise, the highest daily use was 121 on Tuesday August 23. Over the entire season, there were seven days with 100 or more bicyclists. Two of these were on Saturday and Sunday of the Labor Day weekend and two more were on the following two September Saturdays, including the Bike Maine event. Total and mean bicycle traffic for September are skewed upwards because of the Bike Maine event.

We compare monthly bicycle use of Schoodic for 2014 – 2016 in Table 2. The most useful comparison based on available data are the totals between 2015 and 2016, which showed an increase of 56%.

A summary of the 2016 walker count data is shown in Table 3, and the details for all measures are in Appendix 1. The Schoodic Loop Road camera detected 823 walkers from May 1 – October 31. In July and August there are typically 5-6 walkers per day. The most walkers in a day was 38 on Saturday October 1.

A summary of the 2016 runner count data is shown in Table 4, and the details for all measures are in Appendix 1. The Schoodic Loop Road camera detected 261 runners from May 1 – October 31. This was a hundred less than 2015. We do not know why. The most daily runners was 27 on Monday August 22.

Table 1: Number of Bicyclists Using the Schoodic Loop Road May 1 – October 31, 2016.

Measure	May	June	July	August	Sept	Oct	Total
Total Use	264	788	1700	1828	1608	379	6567
Mean Daily Use	9 +/- 5	26 +/- 9	55 +/- 9	65 +/- 11	54 +/- 21	12 +/- 5	--
Median Daily Use	5	18	52	65	45	8	--
Max Daily Use	77	105	91	121	290 ¹	46	--
n (days)	31	30	31	28	30	31	181

Table 2: Number of Bicyclists Using the Schoodic Loop Road May – October, 2014 – 2016.

Measure	May	June	July	August	Sept	Oct	Total
2014			1155	1406	301	86	2948
2015	111	404	960	1200	1132	380	4187
2016	264	788	1700	1828	1608	379	6567

Table 3: Number of Walkers Using the Schoodic Loop Road May 1 – October 31, 2016.							
Measure	May	June	July	August	Sept	Oct	Total
Total Use	104	105	180	174	159	101	823
Mean Daily Use	3.4	3.5	5.8	6.2	5.3	3.3	--
Median Daily Use	2	2.5	6	5.5	4.5	1	--
Max Daily Use	20	12	18	30	16	38	--
n (days)	31	30	31	28	30	31	181

Table 4: Number of Runners Using the Schoodic Loop Road May 1 – October 31, 2016.							
Measure	May	June	July	August	Sept	Oct	Total
Total Use	23	21	58	76	48	35	261
Max Daily Use	6	9	7	27	4	5	--
n (days)	31	30	31	28	30	31	181

A summary of the 2016 wrong way bicycle count data is shown in Table 5, and the details for all measures are in Appendix 1. The Schoodic Loop Road camera detected 33 wrong way bicyclists from May 1 – October 31. There were 47 in 2015.

Table 5: Number of Wrong Way Bicyclists Using the Schoodic Loop Road May 1 – October 31, 2016.							
Measure	May	June	July	August	Sept	Oct	Total
Total Use	--	-	10	12	5	6	33
n (days)	31	30	31	28	30	31	181

A summary of the 2016 RV count data is shown in Table 6, and the details for all measures are in Appendix 1. The Schoodic Loop Road camera detected 53 RVs from May 1 – October 31. There were 153 in 2015. Signs prohibiting RVs were unveiled when the Schoodic Woods facilities opened on September 2, 2015, so it appears that these signs and other educational efforts have been effective in preventing most RVs from using the road.

Table 6: Number of RVs Using the Schoodic Loop Road May 1 – October 31, 2016.							
Measure	May	June	July	August	Sept	Oct	Total
Total Use	6	2	8	13	16	8	53
n (days)	31	30	31	28	30	31	181

A summary of the 2016 trail counter data including monthly totals, mean traffic with 95% confidence intervals, median traffic, and maximum traffic, is shown in Table 7, and the details for all measures are in Appendix 2. The trail counter recorded 8,195 bicyclists and walkers going in both directions between May 1 and October 31, 2016. Traffic shows a typical monthly pattern seen with other Acadia visitor use data, though we note that September data is skewed by the Bike Maine event.

It seems likely that most (perhaps a strong majority) of this traffic is bicyclists rather than walkers or runners. It also seems likely that much of the traffic is bicyclists returning from a ride that includes the Schoodic Loop Road. Only validations at the counter will reveal direction of travel and bicyclists/walker/runner ratios.

Traffic on the bike path at the trail counter is higher than the bicyclist count at the camera in every month, and especially so in May, June, and October. In July, August, and September, they track one another reasonably well. While we should not try to read too much into this, it suggests that at least on some days, some visitors are only using the bike paths.

Table 7: Amount of Traffic (Bicyclist, Walker, Runner) Using the Wonsqueak Bike Path May 1 – October 31, 2016.							
Measure	May	June	July	August	Sept	Oct	Total
Total Use	598	1172	1733	2056	1721	915	8195
Mean Daily Use	19 +/- 5	39 +/- 8	56 +/- 8	66 +/- 7	57 +/- 15	30 +/- 6	--
Median Daily Use	14	33	53	63	44	26	--
Max Daily Use	61	93	105	106	224	74	--
n (days)	31	30	31	31	30	31	184

SUMMARY AND RECOMMENDATIONS

The 6,567 bicyclists using the Schoodic Loop Road in 2016 provided the first full summer season baseline data with all new facilities open. Bicycle use increased 56% from 2015, which we should remember, was not a full open season. The camera is an efficient tool for counting bicycles. We can process the number of photos we have in a reasonable amount of time. If auto and/or bicycle traffic increases substantially, the amount of time invested will become more challenging, and other means of counting bicycles may be necessary.

The Wonsqueak Bike Path trail counter worked well, counting traffic of 8,195. In 2017, we will consider installing the trail counter at a more remote site on the Birch Harbor Mountain bike path loop to understand the level of use beyond the Schoodic Loop Road - Wonsqueak Bike Path Loop.

LITERATURE CITED

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Jacobi, C.

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2014b Monitoring bicycle use on the Schoodic Loop Road, 2014. Acadia National Park Natural Resources Report Number 2014 - 10. December. 8pp.

APPENDIX 1: BICYCLISTS, WALKERS, RUNNERS, WRONG WAY BICYCLISTS, AND RVS ON THE SCHOODIC LOOP ROAD, MAY 1 – OCTOBER 31, 2016.

May-16								Jun-16							
Date	DOW	Bike	Walk	Run	Wrong	WRVs		Date	DOW	Bike	Walk	Run	Wrong	WRVs	
1-May	Sunday	6	0	1	0	0		1-Jun	Wednesday	30	3	0	0	0	
2-May	Monday	0	0	0	0	0		2-Jun	Thursday	8	2	0	0	0	
3-May	Tuesday	0	0	2	0	0		3-Jun	Friday	2	0	0	0	0	
4-May	Wednesday	1	0	6	0	0		4-Jun	Saturday	6	2	0	0	0	
5-May	Thursday	2	10	1	0	0		5-Jun	Sunday	10	1	1	0	1	
6-May	Friday	6	0	1	0	0		6-Jun	Monday	4	3	0	0	0	
7-May	Saturday	6	2	1	0	0		7-Jun	Tuesday	1	2	0	0	0	
8-May	Sunday	0	2	0	0	0		8-Jun	Wednesday	37	1	0	0	0	
9-May	Monday	0	0	0	0	0		9-Jun	Thursday	12	6	0	0	0	
10-May	Tuesday	4	1	0	0	0		10-Jun	Friday	8	3	0	0	0	
11-May	Wednesday	5	0	0	0	0		11-Jun	Saturday	15	1	1	0	0	
12-May	Thursday	7	2	1	0	0		12-Jun	Sunday	8	0	0	0	0	
13-May	Friday	8	10	1	0	0		13-Jun	Monday	4	0	0	0	0	
14-May	Saturday	21	3	0	0	0		14-Jun	Tuesday	17	7	1	0	0	
15-May	Sunday	0	10	0	0	0		15-Jun	Wednesday	25	2	1	0	0	
16-May	Monday	2	0	0	0	0		16-Jun	Thursday	39	5	0	0	0	
17-May	Tuesday	3	20	0	0	1		17-Jun	Friday	24	4	1	0	0	
18-May	Wednesday	7	2	0	0	1		18-Jun	Saturday	105	2	0	0	0	
19-May	Thursday	7	2	0	0	1		19-Jun	Sunday	43	6	0	0	0	
20-May	Friday	15	14	0	0	0		20-Jun	Monday	27	5	0	0	0	
21-May	Saturday	22	2	1	0	1		21-Jun	Tuesday	14	2	1	0	0	
22-May	Sunday	8	1	1	0	0		22-Jun	Wednesday	38	10	0	0	0	
23-May	Monday	1	2	0	0	0		23-Jun	Thursday	19	0	2	0	0	
24-May	Tuesday	0	0	0	0	0		24-Jun	Friday	52	5	2	0	0	
25-May	Wednesday	1	2	1	0	0		25-Jun	Saturday	60	2	0	0	0	
26-May	Thursday	18	7	1	0	1		26-Jun	Sunday	60	7	9	0	0	
27-May	Friday	0	1	0	0	0		27-Jun	Monday	56	5	1	0	0	
28-May	Saturday	77	2	1	0	1		28-Jun	Tuesday	17	12	0	0	0	
29-May	Sunday	22	5	4	0	0		29-Jun	Wednesday	2	2	1	0	0	
30-May	Monday	1	2	0	0	0		30-Jun	Thursday	45	5	0	0	0	
31-May	Tuesday	14	2	0	0	0		Total	788	105	21	0	2		
	Total	264	104	23	0	6		Mean	26.2667	3.5	0.7	0	0.06667		
	Mean	8.51613	3.35484	0.74194	0	0.19355		Max	105	12	9	0	1		
May-16								Jun-16							

Jul-16										Aug-16									
Date	DOW	Bike	Walk	Run	Wrong Way RVs					Date	DOW	Bike	Walk	Run	Wrong W RVs				
1-Jul	Friday	33	1	2	2	0				1-Aug	Monday	58	7	1	0	0			
2-Jul	Saturday	44	8	7	0	0				2-Aug	Tuesday	68	7	3	1	2			
3-Jul	Sunday	74	8	5	0	0				3-Aug	Wednesday								
4-Jul	Monday	76	9	4	1	0				4-Aug	Thursday								
5-Jul	Tuesday	51	1	0	0	0				5-Aug	Friday								
6-Jul	Wednesday	75	6	0	0	0				6-Aug	Saturday	48	7	0	0	0	0		
7-Jul	Thursday	21	8	0	0	0				7-Aug	Sunday	88	3	1	0	0	1		
8-Jul	Friday	38	9	1	0	0				8-Aug	Monday	90	7	1	0	0	0		
9-Jul	Saturday	14	3	1	0	0				9-Aug	Tuesday	97	5	0	1	0	0		
10-Jul	Sunday	3	1	3	0	0				10-Aug	Wednesday	37	1	0	0	0	0		
11-Jul	Monday	62	1	2	0	0				11-Aug	Thursday	80	2	1	0	1	0		
12-Jul	Tuesday	46	8	0	0	0				12-Aug	Friday	76	5	1	0	0	0		
13-Jul	Wednesday	88	5	1	0	0				13-Aug	Saturday	14	3	7	2	0	0		
14-Jul	Thursday	25	8	0	0	0				14-Aug	Sunday	38	2	2	0	0	0		
15-Jul	Friday	75	6	0	3	0				15-Aug	Monday	65	11	1	0	0	0		
16-Jul	Saturday	47	3	1	3	2				16-Aug	Tuesday	74	3	5	0	1	0		
17-Jul	Sunday	17	0	2	0	0				17-Aug	Wednesday	53	1	4	0	0	0		
18-Jul	Monday	37	4	0	0	0				18-Aug	Thursday	86	5	8	0	1	0		
19-Jul	Tuesday	84	9	4	0	0				19-Aug	Friday	94	6	1	0	0	0		
20-Jul	Wednesday	91	18	2	0	0				20-Aug	Saturday	110	8	4	0	0	0		
21-Jul	Thursday	50	6	3	0	0				21-Aug	Sunday	51	7	1	0	0	0		
22-Jul	Friday	56	8	4	1	0				22-Aug	Monday	44	2	27	0	1	0		
23-Jul	Saturday	44	12	1	0	0				23-Aug	Tuesday	121	9	1	4	1	0		
24-Jul	Sunday	53	0	6	0	1				24-Aug	Wednesday	65	4	0	0	0	1		
25-Jul	Monday	63	12	3	0	3				25-Aug	Thursday	99	30	3	0	1	0		
26-Jul	Tuesday	82	4	1	0	0				26-Aug	Friday	35	7	0	0	0	0		
27-Jul	Wednesday	91	4	3	0	0				27-Aug	Saturday	69	8	0	2	1	0		
28-Jul	Thursday	79	4	1	0	2				28-Aug	Sunday	52	9	1	0	1	0		
29-Jul	Friday	45	6	1	0	0				29-Aug	Monday	64	5	0	0	0	0		
30-Jul	Saturday	84	6	0	0	0				30-Aug	Tuesday	37	4	1	2	1	0		
31-Jul	Sunday	52	2	0	0	0				31-Aug	Wednesday	15	6	2	0	0	0		
	Total	1700	180	58	10	8				Total		1828	174	76	12	13			
	Mean	54.8387	5.80645	1.87097	0.32258065	0.25806				Mean		65.2857	6.21429	2.71429	0.42857	0.46429			
	Max	91	18	7	3	3				Max		121	30	27	4	2			

APPENDIX 1: BICYCLISTS, WALKERS, RUNNERS, WRONG WAY BICYCLISTS, AND RVs ON THE SCHOODIC LOOP ROAD, MAY 1 – OCTOBER 31, 2016.

Sep-16							Oct-16						
Date	DOW	Bike	Walk	Run	Wrong	WRVs	Date	DOW	Bike	Walk	Run	Wrong	WRVs
1-Sep	Thursday	36	8	2	0	0	1-Oct	Saturday	22	38	1	0	0
2-Sep	Friday	21	7	3	0	0	2-Oct	Sunday	8	9	1	0	0
3-Sep	Saturday	138	16	2	1	0	3-Oct	Monday	29	0	2	2	1
4-Sep	Sunday	107	6	4	0	1	4-Oct	Tuesday	33	11	5	0	1
5-Sep	Monday	71	7	0	0	0	5-Oct	Wednesday	27	2	1	0	0
6-Sep	Tuesday	19	1	1	0	0	6-Oct	Thursday	36	3	2	0	0
7-Sep	Wednesday	61	2	1	0	0	7-Oct	Friday	34	5	4	0	1
8-Sep	Thursday	6	11	0	0	0	8-Oct	Saturday	46	5	3	2	0
9-Sep	Friday	47	6	1	0	1	9-Oct	Sunday	0	0	1	0	0
10-Sep	Saturday	119	0	4	0	1	10-Oct	Monday	11	4	2	0	0
11-Sep	Sunday	5	2	3	0	0	11-Oct	Tuesday	15	3	0	0	2
12-Sep	Monday	74	5	1	0	1	12-Oct	Wednesday	10	2	1	2	0
13-Sep	Tuesday	52	5	0	0	2	13-Oct	Thursday	3	0	0	0	1
14-Sep	Wednesday	14	1	0	0	0	14-Oct	Friday	20	3	1	0	1
15-Sep	Thursday	73	2	4	2	0	15-Oct	Saturday	16	1	1	0	1
16-Sep	Friday	49	4	2	0	2	16-Oct	Sunday	3	4	0	0	0
17-Sep	Saturday	290	14	1	0	1	17-Oct	Monday	20	0	0	0	0
18-Sep	Sunday	7	3	3	2	0	18-Oct	Tuesday	5	0	1	0	0
19-Sep	Monday	0	0	1	0	0	19-Oct	Wednesday	19	1	1	0	0
20-Sep	Tuesday	41	3	1	0	0	20-Oct	Thursday	4	0	2	0	0
21-Sep	Wednesday	77	2	1	0	2	21-Oct	Friday	0	0	0	0	0
22-Sep	Thursday	56	7	3	0	2	22-Oct	Saturday	0	1	0	0	0
23-Sep	Friday	0	2	2	0	0	23-Oct	Sunday	0	0	2	0	0
24-Sep	Saturday	52	7	4	0	0	24-Oct	Monday	9	0	0	0	0
25-Sep	Sunday	25	7	2	0	1	25-Oct	Tuesday	3	1	2	0	0
26-Sep	Monday	67	10	0	0	0	26-Oct	Wednesday	1	2	0	0	0
27-Sep	Tuesday	3	1	0	0	0	27-Oct	Thursday	4	0	0	0	0
28-Sep	Wednesday	22	3	0	0	0	28-Oct	Friday	0	1	0	0	0
29-Sep	Thursday	43	2	1	0	0	29-Oct	Saturday	1	0	0	0	0
30-Sep	Friday	33	15	1	0	2	30-Oct	Sunday	0	5	0	0	0
	Total	1608	159	48	5	16	31-Oct	Monday	0	0	2	0	0
	Mean	53.6	5.3	1.6	0.16667	0.53333		Total	379	101	35	6	8
	Max	290	16	4	2	2		Mean	12.2258	3.25806	1.12903	0.19355	0.25806
								Max	46	38	5	2	2

May Bikes						June Bikes					
Mean	5.16129	Mean	3.354839	Mean	0.741935	Mean	26.26667	Mean	3.5	Mean	0.7
Standard E	2.59854	Standard E	0.853265	Standard E	0.23172	Standard E	4.325528	Standard E	0.53552	Standard E	0.307567
Median	5	Median	2	Median	0	Median	18	Median	2.5	Median	0
Mode	0	Mode	2	Mode	0	Mode	8	Mode	2	Mode	0
Standard D	14.46806	Standard D	4.750778	Standard D	1.290161	Standard D	23.69189	Standard D	2.933164	Standard D	1.684616
Sample Var	209.3247	Sample Var	22.56989	Sample Var	1.664516	Sample Var	561.3057	Sample Var	8.603448	Sample Var	2.837931
Kurtosis	17.26293	Kurtosis	4.421857	Kurtosis	9.67898	Kurtosis	2.689077	Kurtosis	1.343001	Kurtosis	21.71323
Skewness	3.793141	Skewness	2.108475	Skewness	2.906872	Skewness	1.440558	Skewness	1.137568	Skewness	4.403986
Range	77	Range	20	Range	6	Range	104	Range	12	Range	9
Minimum	0	Minimum	0	Minimum	0	Minimum	1	Minimum	0	Minimum	0
Maximum	77	Maximum	20	Maximum	6	Maximum	105	Maximum	12	Maximum	9
Sum	264	Sum	104	Sum	23	Sum	788	Sum	105	Sum	21
Count	31	Count	31	Count	31	Count	30	Count	30	Count	30
Confidence	5.306927	Confidence	1.742599	Confidence	0.473235	Confidence	8.846698	Confidence	1.095261	Confidence	0.629046
Jul Bikes						Aug Bikes					
Mean	54.83871	Mean	5.806452	Mean	1.870967742	Mean	65.28571	Mean	6.214286	Mean	2.714286
Standard E	4.387935	Standard E	0.725006	Standard E	0.343110175	Standard E	5.119435	Standard E	1.008374	Standard E	0.982461
Median	52	Median	6	Median	1	Median	65	Median	5.5	Median	1
Mode	44	Mode	8	Mode	0	Mode	37	Mode	7	Mode	1
Standard D	24.43099	Standard D	4.03666	Standard D	1.910356607	Standard D	27.0895	Standard D	5.335813	Standard D	5.198697
Sample Var	596.8731	Sample Var	16.29462	Sample Var	3.649462366	Sample Var	733.8413	Sample Var	28.4709	Sample Var	27.02646
Kurtosis	-0.78217	Kurtosis	1.319849	Kurtosis	0.532333205	Kurtosis	-0.45321	Kurtosis	15.10353	Kurtosis	18.77295
Skewness	-0.25425	Skewness	0.807201	Skewness	1.055136462	Skewness	0.038868	Skewness	3.409937	Skewness	4.079414
Range	88	Range	18	Range	7	Range	107	Range	29	Range	27
Minimum	3	Minimum	0	Minimum	0	Minimum	14	Minimum	1	Minimum	0
Maximum	91	Maximum	18	Maximum	7	Maximum	121	Maximum	30	Maximum	27
Sum	1700	Sum	180	Sum	58	Sum	1828	Sum	174	Sum	76
Count	31	Count	31	Count	31	Count	28	Count	28	Count	28
Confidence	8.961358	Confidence	1.480659	Confidence	0.700724461	Confidence	10.50421	Confidence	2.069012	Confidence	2.015844
Sep Bikes						Oct Bikes					
Mean	53.6	Mean	5.3	Mean	1.6	Mean	12.22581	Mean	3.258065	Mean	1.129032
Standard E	10.38595	Standard E	0.799641	Standard E	0.247284	Standard E	2.358106	Standard E	1.256354	Standard E	0.22596
Median	45	Median	4.5	Median	1	Median	8	Median	1	Median	1
Mode	52	Mode	2	Mode	1	Mode	0	Mode	0	Mode	0
Standard D	56.88621	Standard D	4.379813	Standard D	1.354431	Standard D	13.12938	Standard D	6.995083	Standard D	1.258092
Sample Var	3236.041	Sample Var	19.18276	Sample Var	1.834483	Sample Var	172.3806	Sample Var	48.93118	Sample Var	1.582796
Kurtosis	9.813582	Kurtosis	0.435808	Kurtosis	-0.87463	Kurtosis	-0.03674	Kurtosis	21.55901	Kurtosis	2.010603
Skewness	2.671066	Skewness	1.028787	Skewness	0.531731	Skewness	0.974029	Skewness	4.385345	Skewness	1.35193
Range	290	Range	16	Range	4	Range	46	Range	38	Range	5
Minimum	0	Minimum	0	Minimum	0	Minimum	0	Minimum	0	Minimum	0
Maximum	290	Maximum	16	Maximum	4	Maximum	46	Maximum	38	Maximum	5
Sum	1608	Sum	159	Sum	48	Sum	379	Sum	101	Sum	35
Count	30	Count	30	Count	30	Count	31	Count	31	Count	31
Confidence	21.24166	Confidence	1.635449	Confidence	0.505753	Confidence	4.815896	Confidence	2.565817	Confidence	0.461472

APPENDIX 2: WONSQUEAK BIKE PATH TRAIL COUNTER DATA MAY 1 – OCTOBER 31, 2016.

Date	DOW	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	Total	Rain Notes	Hours Removed
1-May-16	S	0	0	0	0	4	2	18	3	0	1	1	0	0	0	0	29		
2-May-16	M	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	3	2p-12a	
3-May-16	T	0	0	0	0	0	1	2	0	2	4	0	0	0	0	0	9	12a-1a;	
4-May-16	W	2	0	0	3	3	0	1	0	3	2	0	0	0	0	0	14	7p-12a;	
5-May-16	T	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	12a-3a; 6p-12a	
6-May-16	F	0	0	3	2	1	0	0	0	0	1	0	0	2	0	0	9	12a-4a	
7-May-16	S	0	2	2	3	0	1	2	3	1	3	2	0	0	0	0	19	5p-11p	
8-May-16	S	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3	2p-7p	
9-May-16	M	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	4		
10-May-16	T	1	1	0	1	5	4	0	0	2	3	2	0	0	0	0	19		
11-May-16	W	1	0	0	3	0	4	1	0	3	1	0	1	0	0	0	14		
12-May-16	T	0	0	2	2	1	1	2	0	1	0	0	0	0	1	0	10		
13-May-16	F	1	0	1	1	1	0	1	0	1	0	2	0	0	0	0	8	6p-8p	
14-May-16	S	9	1	1	0	2	8	0	8	6	6	0	0	0	0	0	41	12a-4a	
15-May-16	S	0	0	0	1	1	1	0	1	0	5	1	0	0	0	0	10	3p-5p	
16-May-16	M	0	0	0	0	0	3	1	4	3	0	0	0	0	0	0	11		
17-May-16	T	1	1	0	2	0	2	0	1	5	0	1	0	1	0	0	14		
18-May-16	W	0	0	0	0	0	0	0	6	0	1	1	2	0	2	0	12		
19-May-16	T	1	0	5	2	4	1	8	2	1	5	2	0	0	0	0	31		
20-May-16	F	0	0	2	2	3	2	0	6	2	5	1	1	1	1	0	26		
21-May-16	S	0	1	3	2	1	6	6	5	6	0	5	0	0	0	0	35		
22-May-16	S	0	0	0	5	2	0	0	2	0	0	0	0	0	0	0	9		
23-May-16	M	0	0	0	1	4	1	1	8	1	0	0	0	1	1	0	18		
24-May-16	T	0	0	2	2	2	0	0	0	1	0	0	1	1	1	0	10		
25-May-16	W	0	0	0	0	4	7	1	1	3	0	0	1	0	1	0	18		
26-May-16	T	0	0	5	0	1	8	5	0	3	0	0	0	0	0	0	22		
27-May-16	F	1	4	0	0	0	4	3	0	0	1	2	0	0	1	0	16	10a-11a; 12p-1p	
28-May-16	S	1	6	0	4	4	5	12	13	7	7	1	0	0	1	0	61		
29-May-16	S	0	3	4	2	7	2	12	4	6	6	1	3	0	0	0	50		
30-May-16	M	0	0	0	3	1	1	0	2	4	1	7	9	0	0	0	28	8a-10a	
31-May-16	T	0	0	1	3	8	1	0	5	2	1	4	8	4	4	1	42		
		18	19	31	44	62	66	77	78	67	53	33	26	10	13	1	598		

Date	DW	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	Total	Rain Notes	Hours Removed
1-Jun-16	W	2	0	3	3	10	2	7	1	3	1	0	3	3	0	0	38		
2-Jun-16	T	0	2	0	0	0	0	0	0	2	0	0	4	0	1	0	9		
3-Jun-16	F	0	2	1	2	2	0	0	1	2	2	0	0	3	5	0	20		
4-Jun-16	S	1	1	6	4	2	4	10	12	2	3	9	0	4	1	0	59	9a-11a	
5-Jun-16	S	0	5	2	2	4	3	9	2	3	1	3	1	1	0	0	36		
6-Jun-16	M	0	0	0	2	3	5	1	3	3	0	2	0	4	1	0	24	7p-12a	
7-Jun-16	T	0	0	0	1	0	9	3	1	0	0	0	0	0	0	0	14	12m-5a	
8-Jun-16	W	0	1	0	2	3	5	4	2	5	2	2	2	2	1	0	31	11a-3p; 10p-12a	
9-Jun-16	T	0	0	0	0	1	2	4	5	2	4	0	0	5	0	0	23	12m-3a	
10-Jun-16	F	1	2	3	1	0	0	1	6	3	2	5	1	4	1	0	30		
11-Jun-16	S	1	0	0	1	1	9	6	32	2	0	0	0	0	1	0	53		
12-Jun-16	S	0	1	3	4	1	0	2	5	1	4	3	0	0	0	0	24		
13-Jun-16	M	0	0	2	0	1	1	1	1	2	3	3	1	2	0	0	17	7a-10a; 6p-12a	
14-Jun-16	T	0	2	1	0	6	1	3	5	11	2	5	2	1	2	0	41	12a-3a; 7a-8a; 12p-1p; 2p-4p; 5p-7p	
15-Jun-16	W	1	4	1	1	2	5	1	2	2	1	0	5	1	4	0	30		
16-Jun-16	T	0	0	1	2	2	0	1	3	8	4	1	2	0	0	0	24		
17-Jun-16	F	0	0	0	2	1	0	4	2	10	6	4	2	0	1	0	32		
18-Jun-16	S	6	3	2	3	9	18	13	4	8	12	5	2	0	8	0	93		
19-Jun-16	S	0	0	5	0	12	6	10	6	9	1	1	3	1	1	0	55		
20-Jun-16	M	1	0	1	2	3	0	1	5	4	3	5	3	0	2	0	30		
21-Jun-16	T	1	0	1	2	2	0	1	4	0	5	8	3	3	1	0	31		
22-Jun-16	W	0	2	1	2	4	1	2	3	4	10	0	1	3	0	0	33		
23-Jun-16	T	1	2	3	0	0	7	2	4	4	12	2	0	0	2	0	39	3p-4p	
24-Jun-16	F	1	0	0	0	2	10	5	5	9	3	2	0	0	3	1	41		
25-Jun-16	S	0	5	2	4	11	11	11	9	8	5	9	4	2	1	0	82		
26-Jun-16	S	0	2	4	4	2	8	7	2	6	7	6	2	6	0	0	56		
27-Jun-16	M	1	0	0	11	3	3	6	22	14	9	10	8	0	0	0	87		
28-Jun-16	T	0	1	1	3	6	8	9	3	4	3	7	1	3	0	0	49		
29-Jun-16	W	3	4	3	4	3	5	0	0	3	2	0	0	1	0	0	28		
30-Jun-16	T	0	0	4	3	6	5	3	7	4	4	2	1	2	2	0	43	1a-2a; 10a-12p;	
		20	39	50	65	102	128	127	157	138	111	94	51	51	38	1	1172		

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Date	DW	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	Total	Rain Notes	Hours Removed
1-Jul-16	F	1	0	1	0	2	0	1	1	9	7	2	2	0	1	0	27		
2-Jul-16	S	0	0	1	8	6	17	3	6	3	6	6	6	6	0	0	68		
3-Jul-16	S	3	3	2	17	10	17	10	10	7	2	11	8	2	2	1	105	9p-12a	
4-Jul-16	M	2	2	2	7	4	14	1	3	14	20	10	3	0	0	0	82	12a-4a;	
5-Jul-16	T	1	3	0	2	11	2	8	6	9	13	15	1	1	0	0	72		
6-Jul-16	W	1	1	3	4	3	5	4	3	12	6	8	7	3	1	0	61		
7-Jul-16	T	2	1	3	9	4	17	3	3	1	1	0	0	0	0	0	44		
8-Jul-16	F	0	0	0	3	7	5	4	13	11	9	5	7	0	0	0	64	8p-9p	
9-Jul-16	S	3	0	4	8	6	0	7	5	7	0	7	1	0	1	0	49	5p-9p	
10-Jul-16	S	0	0	0	0	1	3	2	0	4	4	3	0	1	1	0	19		
11-Jul-16	M	3	5	6	3	15	19	13	5	8	2	6	5	0	3	0	93	3a-8a; 10a-11a; 10p-12a	
12-Jul-16	T	1	2	6	6	1	4	8	5	3	1	8	1	3	2	0	51	1a-2a; 9a-2p; 3p-4p	
13-Jul-16	W	2	2	0	4	7	11	8	1	9	3	2	3	0	1	0	53		
14-Jul-16	T	0	0	0	4	2	1	9	11	7	4	0	6	1	0	0	45		
15-Jul-16	F	0	0	0	4	1	1	11	6	8	2	0	1	1	0	0	35		
16-Jul-16	S	0	0	4	4	1	1	4	5	2	2	3	5	0	2	0	33	11p-12a	
17-Jul-16	S	0	0	0	0	0	0	0	3	6	1	5	2	0	0	0	17	12a-1a; 9a-2p; 3p-4p	
18-Jul-16	M	0	1	1	2	4	12	3	5	9	7	1	0	0	0	0	45		
19-Jul-16	T	0	3	2	5	12	16	10	4	1	6	2	1	0	2	0	64	5a-12p	
20-Jul-16	W	1	0	4	7	8	9	14	3	4	6	5	7	2	1	0	71		
21-Jul-16	T	1	0	1	2	5	12	13	2	5	8	4	2	7	1	0	63		
22-Jul-16	F	0	2	2	2	14	9	3	6	1	8	1	1	8	1	0	58		
23-Jul-16	S	0	0	3	2	2	15	4	3	3	5	5	2	2	0	0	46		
24-Jul-16	S	1	1	4	7	10	16	6	6	9	6	5	4	1	0	1	77		
25-Jul-16	M	0	0	4	0	5	2	12	5	9	7	1	2	2	5	0	54	3a-5a	
26-Jul-16	T	D246	1	3	3	4	4	9	1	7	6	4	0	6	0	0	48		1
27-Jul-16	W	0	2	3	3	13	8	7	2	2	6	0	0	2	3	0	51	10p-12am	
28-Jul-16	T	0	2	5	2	10	6	4	2	6	5	1	3	6	3	0	55	12a-2a; 1p-2p	
29-Jul-16	F	0	2	0	6	2	1	3	5	0	6	6	0	0	3	1	35		
30-Jul-16	S	0	2	6	2	9	5	6	1	7	8	0	5	0	1	0	52		
31-Jul-16	S	1	4	4	10	7	10	11	13	15	13	1	1	5	1	0	96		
		23	39	74	136	186	242	201	144	198	180	127	86	59	35	3	1733		

Date	DW	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	Total	Rain Notes	Hours Removed
1-Aug-16	M	0	1	1	4	10	10	8	9	8	5	10	4	0	0	0	70		
2-Aug-16	T	0	2	5	3	11	3	10	3	7	14	3	1	0	0	0	62		
3-Aug-16	W	0	1	0	6	4	1	8	4	9	6	4	2	2	1	0	48		
4-Aug-16	T	1	2	1	3	3	10	16	12	4	2	1	7	4	1	0	67		
5-Aug-16	F	0	4	4	2	4	7	3	2	2	5	5	1	6	0	0	45		
6-Aug-16	S	2	4	3	2	4	2	1	28	11	4	1	1	0	0	0	63		
7-Aug-16	S	1	2	2	5	6	12	5	4	14	16	2	5	1	0	0	75		
8-Aug-16	M	0	1	3	10	13	5	6	13	11	28	6	0	0	0	0	96		
9-Aug-16	T	3	2	0	13	8	13	8	18	6	14	5	0	5	0	1	96		
10-Aug-16	W	4	5	1	5	8	11	25	14	4	0	2	2	0	0	0	81		
11-Aug-16	T	0	4	6	3	8	1	3	4	10	16	7	10	4	5	0	81		
12-Aug-16	F	3	0	1	0	11	6	7	7	5	3	12	4	0	0	0	59		
13-Aug-16	S	0	2	5	0	8	7	1	2	2	6	1	4	0	0	0	38	1p-4p	
14-Aug-16	S	0	0	D150	D237	8	11	3	8	10	9	5	5	1	1	0	61		2
15-Aug-16	M	2	0	5	5	13	25	6	8	2	9	6	5	2	1	0	89	10p-11p	
16-Aug-16	T	2	7	3	1	7	15	3	3	19	11	5	5	3	0	0	84	12a-1a; 3a-4a; 10a-1p; 9p-10p	
17-Aug-16	W	3	0	2	5	9	5	7	4	11	7	2	5	0	1	0	61		
18-Aug-16	T	0	1	2	4	7	4	16	13	11	5	13	1	0	0	0	77		
19-Aug-16	F	2	2	2	4	17	11	11	4	9	7	2	1	0	0	0	72	8p-12a	
20-Aug-16	S	0	4	1	8	7	4	7	4	7	9	4	5	0	2	0	62	12a-1a	
21-Aug-16	S	0	2	2	4	6	5	13	4	11	12	8	0	0	0	0	67		
22-Aug-16	M	0	0	28	0	0	0	3	8	15	9	12	7	1	0	0	83		
23-Aug-16	T	3	2	5	11	8	8	9	10	5	8	2	0	3	0	0	74		
24-Aug-16	W	0	3	3	4	3	6	6	3	8	1	0	0	0	0	0	49		
25-Aug-16	T	3	3	1	12	8	8	14	7	22	16	7	4	1	0	0	106	2a-4a; 5a-10a	
26-Aug-16	F	0	0	1	3	10	3	4	3	3	3	10	15	3	0	0	58		
27-Aug-16	S	3	1	3	3	5	10	11	4	9	4	3	3	0	1	0	60		
28-Aug-16	S	0	1	2	1	5	0	8	8	8	4	1	4	8	0	0	50		
29-Aug-16	M	0	1	1	2	0	2	6	0	11	3	3	1	0	0	0	30		
30-Aug-16	T	1	2	2	4	2	5	13	1	3	5	8	0	2	0	0	48		
31-Aug-16	W	2	0	2	5	4	8	3	9	5	4	2	0	0	0	0	44		
		35	59	97	132	217	218	244	224	260	247	160	103	46	13	1	2056		

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Date	DW	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	Total	Rain Notes	Hours Removed
1-Sep-16	T	1	1	3	1	0	7	2	2	10	2	9	1	4	0	0	43		
2-Sep-16	F	0	1	2	0	2	7	1	3	3	4	1	2	1	0	0	27		
3-Sep-16	S	0	0	1	7	10	12	19	12	7	17	12	14	0	1	0	112		
4-Sep-16	S	2	4	5	1	3	16	15	10	15	6	5	0	2	0	0	84		
5-Sep-16	M	3	1	5	4	6	16	9	15	13	14	6	1	0	0	0	93		
6-Sep-16	T	0	2	0	2	1	3	1	5	14	7	3	4	0	0	0	42		
7-Sep-16	W	1	0	9	1	0	6	8	10	14	11	1	0	2	0	0	63		
8-Sep-16	T	0	1	0	5	9	3	6	10	4	1	4	0	0	0	0	43		
9-Sep-16	F	0	0	1	0	2	0	12	5	3	3	7	1	0	0	0	34	9p-10p	
10-Sep-16	S	2	4	9	13	8	11	18	8	6	9	4	0	0	0	0	92	6a-7a	
11-Sep-16	S	0	1	1	1	3	1	1	2	6	5	4	3	2	0	0	30		
12-Sep-16	M	1	1	1	3	8	14	7	11	10	7	8	1	0	0	0	72		
13-Sep-16	T	0	1	9	5	3	2	4	7	7	10	2	1	0	0	0	51		
14-Sep-16	W	1	3	6	3	5	7	7	2	0	0	0	0	0	0	0	34		
15-Sep-16	T	0	0	2	3	5	8	12	8	5	10	5	3	0	0	0	61	11a-1p	
16-Sep-16	F	0	0	2	4	1	6	2	4	11	2	4	3	5	0	0	44		
17-Sep-16	S	1	1	0	2	4	6	9	5	6	5	0	0	1	0	0	40		
18-Sep-16	S	0	0	0	4	1	4	2	2	2	16	10	1	1	0	0	43	2p-4p; 5p-6p	
19-Sep-16	M	0	0	0	127	84	7	0	2	0	0	2	1	1	0	0	224	BikeMaineHangover?	
20-Sep-16	T	3	1	2	5	8	10	13	6	7	4	4	3	0	0	0	66		
21-Sep-16	W	0	0	0	1	1	5	9	3	6	0	2	0	1	0	0	28		
22-Sep-16	T	0	2	6	8	4	2	7	8	10	4	6	2	0	0	0	59	5a-9a	
23-Sep-16	F	0	2	0	0	2	1	0	1	1	0	6	0	1	0	0	14	5a-8a; 12p-1p; 2p-3p	
24-Sep-16	S	0	0	2	3	1	4	10	5	4	2	8	0	2	0	0	41		
25-Sep-16	S	0	3	2	3	5	4	8	4	3	4	0	0	0	0	0	36		
26-Sep-16	M	1	1	0	0	1	3	9	6	18	15	1	6	0	0	0	61		
27-Sep-16	T	0	0	0	0	1	3	6	2	7	8	5	2	0	0	0	34	7a-10a; 12p-2p	
28-Sep-16	W	0	0	1	1	5	1	5	2	3	1	1	0	0	0	0	20		
29-Sep-16	T	1	0	1	5	3	5	4	8	11	12	11	1	0	0	0	62		
30-Sep-16	F	0	0	11	4	10	0	11	7	10	9	5	0	1	0	0	68		
31-Sep-16		17	30	81	216	196	174	217	175	216	188	136	50	24	1	0	1721	7a-9a	
Date	DW	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	Total	Rain Notes	Hours Removed
1-Oct-16	S	0	0	0	3	2	12	14	9	19	9	5	1	0	0	0	74		
2-Oct-16	S	0	0	0	4	4	3	1	2	6	5	1	8	0	0	0	34	12a-7a,12p-2p	
3-Oct-16	M	0	0	0	2	1	2	12	9	2	5	0	0	0	0	0	33		
4-Oct-16	T	2	0	3	3	4	7	6	1	D52	2	5	1	0	0	0	34		
5-Oct-16	W	0	0	3	3	2	4	8	2	3	8	3	3	0	0	0	39		
6-Oct-16	T	0	3	2	0	9	12	5	5	8	4	1	1	0	0	0	50		
7-Oct-16	F	1	0	1	1	2	1	9	1	3	1	2	2	0	0	0	24		
8-Oct-16	S	2	0	3	5	7	6	21	7	7	4	1	0	0	0	0	63		
9-Oct-16	S	0	1	1	3	2	1	2	0	0	0	1	0	0	0	0	11	6a-8a, 10a-12midnight	
10-Oct-16	M	0	1	1	1	7	7	6	9	3	6	0	0	0	0	0	41	12a-4a	
11-Oct-16	T	0	0	4	11	3	11	2	0	14	23	1	0	0	0	0	69		
12-Oct-16	W	0	7	0	1	6	2	3	7	9	1	3	1	0	0	0	40		
13-Oct-16	T	0	0	1	5	5	4	1	1	0	1	1	1	0	0	0	20	8p-10p	
14-Oct-16	F	1	1	1	1	2	8	9	3	2	3	3	0	0	0	2	36		
15-Oct-16	S	0	7	3	2	1	0	1	2	3	5	0	0	1	0	0	25		
16-Oct-16	S	0	0	1	3	2	6	5	7	3	5	0	0	0	0	0	32		
17-Oct-16	M	0	1	0	0	4	2	7	5	4	5	4	0	0	0	0	32		
18-Oct-16	T	0	1	1	0	3	1	1	1	18	0	0	0	1	0	12	39		
19-Oct-16	W	1	0	0	1	0	4	1	4	1	0	2	0	0	0	0	14	3a-4a, 5a-6a	
20-Oct-16	T	0	0	0	2	2	2	0	2	1	0	0	0	0	0	0	9		
21-Oct-16	F	0	0	2	0	D74	1	0	0	1	5	5	D76	0	0	0	14	3a-6a, 9p-12p	2
22-Oct-16	S	0	0	0	0	2	1	0	2	0	0	2	0	0	0	0	7	12a-5a, 11a-12p, 2p-3p, 4p-6p	
23-Oct-16	S	0	0	0	1	5	11	8	0	0	0	0	0	0	0	0	25	2a-3a	
24-Oct-16	M	1	0	2	0	6	3	4	1	1	0	0	0	0	0	0	18		
25-Oct-16	T	1	0	2	1	2	1	1	0	0	0	1	0	0	0	0	9		
26-Oct-16	W	0	0	0	0	6	0	0	2	1	0	1	0	0	0	0	10	7a-8a	
27-Oct-16	T	0	0	3	4	0	1	1	0	2	0	0	0	0	0	0	11		
28-Oct-16	F	0	5	9	3	1	5	6	0	2	4	2	0	0	0	0	37	3a-6p	
29-Oct-16	S	0	3	2	1	3	3	10	4	0	0	0	0	0	0	0	26	3p-4p	
30-Oct-16	S	0	1	1	1	6	7	2	1	0	0	2	2	0	0	0	23		
31-Oct-16	M	0	0	4	4	1	1	2	2	2	0	0	0	0	0	0	16		
		9	31	50	66	100	129	148	89	116	95	46	20	2	0	14	915		5

**APPENDIX 2: WONSQUEAK BIKE PATH TRAIL COUNTER DATA
MAY 1 – OCTOBER 31, 2016.**

<i>May</i>			<i>June</i>	
Mean	19.29032		Mean	39.067
Standard Error	2.588309		Standard Error	3.7481
Median	14		Median	32.5
Mode	3		Mode	24
Standard Deviation	14.41109		Standard Deviation	20.529
Sample Variance	207.6796		Sample Variance	421.44
Kurtosis	1.252823		Kurtosis	1.2817
Skewness	1.259016		Skewness	1.2233
Range	58		Range	84
Minimum	3		Minimum	9
Maximum	61		Maximum	93
Sum	598		Sum	1172
Count	31		Count	30
Confidence Level(95.0%)	5.286031		Confidence Level(95.0%)	7.6657
<i>July</i>			<i>Aug</i>	
Mean	55.90323		Mean	66.323
Standard Error	3.758676		Standard Error	3.2373
Median	53		Median	63
Mode	64		Mode	62
Standard Deviation	20.92742		Standard Deviation	18.025
Sample Variance	437.957		Sample Variance	324.89
Kurtosis	0.213902		Kurtosis	-0.307
Skewness	0.396577		Skewness	0.1851
Range	88		Range	76
Minimum	17		Minimum	30
Maximum	105		Maximum	106
Sum	1733		Sum	2056
Count	31		Count	31
Confidence Level(95.0%)	7.67624		Confidence Level(95.0%)	6.6115
<i>Sept</i>			<i>Oct</i>	
Mean	57.36667		Mean	29.516
Standard Error	7.108597		Standard Error	3.1267
Median	43.5		Median	26
Mode	43		Mode	34
Standard Deviation	38.93539		Standard Deviation	17.409
Sample Variance	1515.964		Sample Variance	303.06
Kurtosis	11.29328		Kurtosis	0.6658
Skewness	2.8922		Skewness	0.9403
Range	210		Range	67
Minimum	14		Minimum	7
Maximum	224		Maximum	74
Sum	1721		Sum	915
Count	30		Count	31
Confidence Level(95.0%)	14.53871		Confidence Level(95.0%)	6.3855