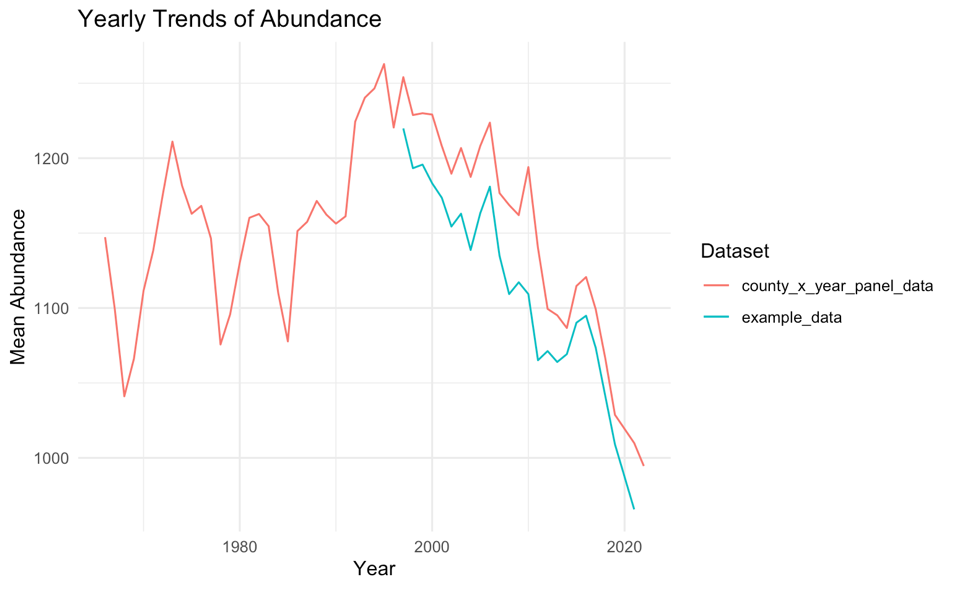
**Summary stats 5-26**

In total we have 7 graphs for variables.

The results for the variables “abundance” and “richness” are not satisfactory. My original approach was to aggregate all the data from the state-level datasets and then match them to their corresponding FIPS codes. The data is then aggregated by FIPS code and year. Specifically, for "abundance", I summed the StopTotal values, and for "richness", I summed the SpeciesTotal values. Additionally, I calculated the number of distinct routes (StateNum\_Route) within each FIPS code and year to determine the variable no\_routes.

In conclusion, I have some problems when integrating the variables “abundance” and “richness”. For the rest of the variables, although I did not replicate the data exactly, the overall trends are similar and not too far apart from each other.

1. abundance



2. richness

图表, 折线图

描述已自动生成

3. no\_routes

Note:

Quote from *Completeness\_Report\_NABBS\_Dataset\_1966-2022*

There were initially about 500 routes sampled in the area encompassing the United States east of the Mississippi River, Quebec, and the maritime provinces of Canada. In 1967, the BBS expanded to the central United States, with a few routes in Ontario and Manitoba. By 1968 approximately 1,200 routes were established and being sampled across the contiguous United States and southern half of all Canadian provinces. Alaska had 2-3 routes sampled up until the 1980s. Today, approximately 5,000 active routes exist survey-wide. Each year roughly 3,000 routes have been sampled since the mid-1990s. The same ~3,000 routes are not necessarily sampled each year due to a variety of reasons, including: poor weather conditions, safety concerns, participant availability (e.g., illness)

图表, 折线图

描述已自动生成

4. duration minutes

图表, 折线图

描述已自动生成

5. obsn

图表, 折线图

描述已自动生成

6. car\_total

图表, 折线图

描述已自动生成

7. noise total

图表, 折线图

描述已自动生成