



**DATE:** October 17, 2019  
**TO:** Plan for Ashuelot Rail Trail Project Advisory Committee  
**FROM:** SWRPC Staff  
**RE:** Outreach – Intercept Surveys

In order to further understand trail user perceptions and behavior, SWRPC conducted pedestrian intercept surveys on the Ashuelot Rail Trail. Intercept surveys provide a value to the planning project because they do not rely on a database of existing trail users and the results are guaranteed to represent current experiences of the trail in a specific area. SWRPC staff also coordinated with an Antioch graduate student who conducted additional bicyclist and pedestrian intercept surveys using a similar methodology as part of a Service Learning Project through the Environmental Studies Department. This memo includes information about the survey methodologies that were used as well as a summary of the survey results. It then highlights key findings and provides recommendations for further study and analysis.

### **I. Survey Methodology**

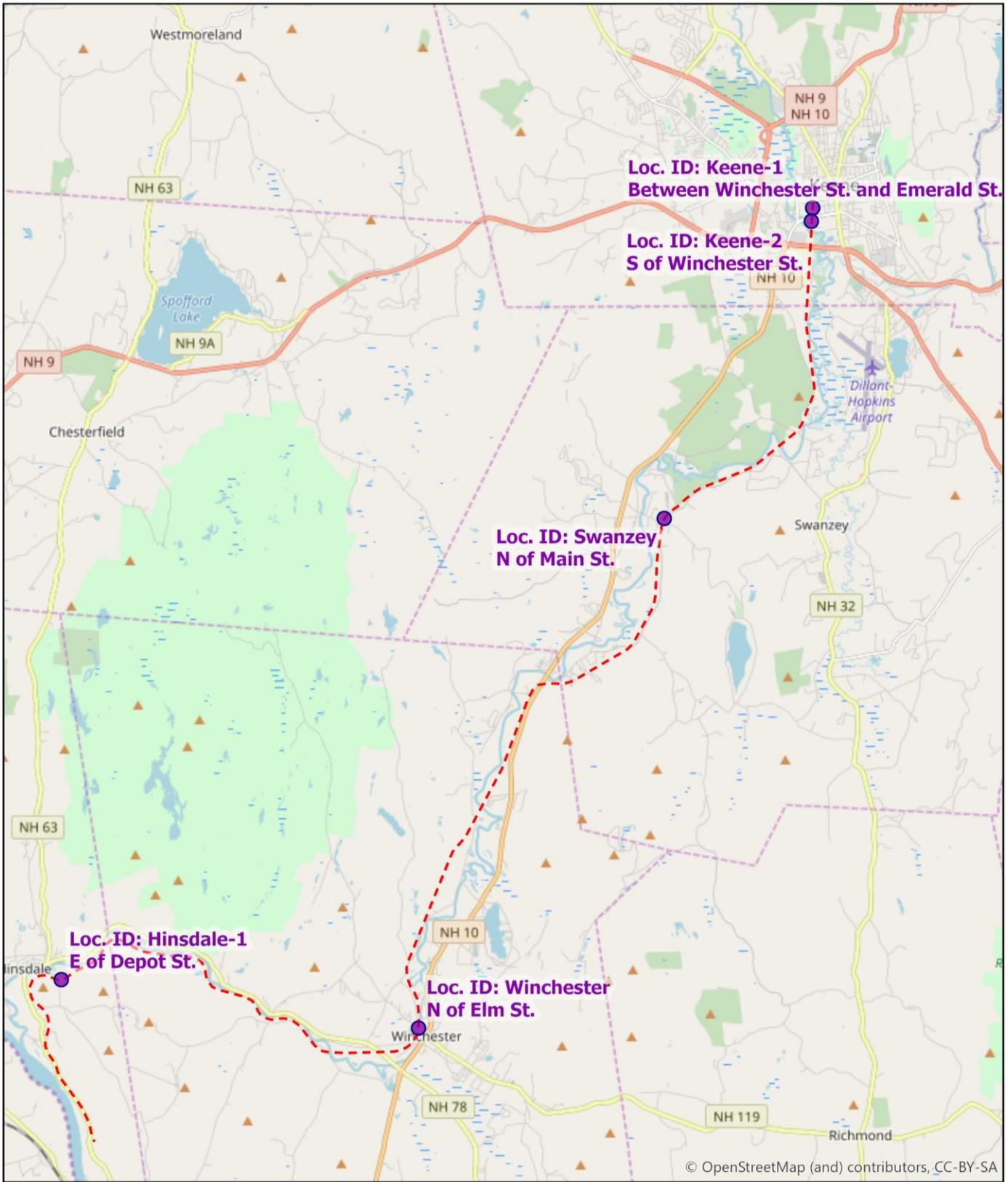
In the summer of 2018, SWRPC conducted intercept surveys on three days: July 18 (9:00 a.m. - 12:00 p.m.), July 31 (9:00 a.m. - 12:00 p.m.), and August 7 (1:00 p.m. - 3:00 p.m.). Surveys were conducted at two on-trail locations in Keene (Table 1 and Figure 1). All survey collection days were weekdays. To conduct the surveys, SWRPC used forms developed by the National Bicycle and Pedestrian Documentation Project (NBPDP), including the Standard Pedestrian Survey and the Standard Screenline Count Form. The Standard Pedestrian Survey is a 10-question instrument that addresses topics such as pedestrian trip purpose, frequency of trail use, and trip length/duration. The Standard Screenline Count Form is a standardized form for tallying pedestrians and cyclists over a two-hour period. The SWRPC surveyor was also provisioned with copies of the Standard Bicycle Survey, but did not intercept any on-trail cyclists, so did not administer any surveys using the form (failure to intercept cyclists is discussed further below, under Survey Results). Copies of NBPDP forms are included as attachments to this memo.

In April of 2019, an Antioch graduate student conducted intercept surveys using a similar methodology. The Antioch student administered surveys on 28 days over the course of the month, for one hour each day. Surveys were conducted from 8:00 a.m. - 9:00 a.m. (4 count periods), 12:00 p.m. - 1:00 p.m. (16 count periods), or 5:00 p.m. - 6:00 p.m. (8 count periods). Three collection days were on the weekend, with the rest on weekdays. A single survey instrument was used for both pedestrians and cyclists. Survey questions were similar to those included on the Standard Pedestrian Form and the Standard Bicycle Form, with minor modifications. For example, the Standard Pedestrian Form asked respondents for a home zip code while the Antioch questionnaire requested a home town/city. The Antioch questionnaire is included as an attachment to this memo. The Antioch student also tallied the total number of passing trail users, including pedestrians, cyclists, skateboarders, dogs, and unauthorized motorized vehicles. Unlike the Standard Screenline Count Form used by SWRPC, the tally compiled by the Antioch student did not document trail user gender.

*Table 1 – Intercept Survey Locations Relative to Ashuelot Rail Trail*

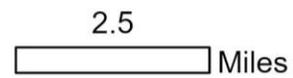
<b>Location</b>	<b>Location Description</b>	<b>Surveyors</b>
Keene-1	In between Emerald Street and Winchester Street	SWRPC, Antioch
Keene-2	South of Winchester Street	SWRPC
Swanzey	North of Main Street	Antioch
Winchester	North of Elm Street	Antioch
Hinsdale	East of Depot Street	Antioch

Figure 1 – Map of Intercept Survey Locations



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- Intercept Survey Locations
- - - Ashuelot Rail Trail



SWRPC staff compiled results from surveys administered by both SWRPC and the Antioch graduate student. Hand-recorded results from SWRPC-administered surveys were scanned. The Antioch graduate student delivered survey results in two spreadsheets - one including total trail user counts and one with survey responses. Survey responses were merged into a single spreadsheet, as were trail user counts. The Antioch student also provided a brief document that reflected upon survey methods, results and findings.

## II. Survey Results

SWRPC conducted 12 intercept surveys while Antioch conducted 32, for a total of 44. On average, surveyors completed a survey every 50 minutes. The number of responses varied significantly by location, with most surveys being conducted at Locations 1 or 2, in Keene (Table 2). While weather conditions varied from day to day, no periods of rain were reported during any of the survey collection periods.

Table 2 – Completed Surveys and Observed Trail Users (n=44)

Location	Surveys Completed	Observed Trail Users				Total Trail Users	Survey Participation per Observed Trail User
		Pedestrians	Cyclists	Other*			
Keene-1	7	24	19	0	43	16%	
Keene-2	25	408	69	13	490	5%	
Swanzey	3	8	9	0	17	18%	
Winchester	3	6	1	2	9	13%	
Hinsdale	6	6	4	0	10	60%	
Total	44	452	102	15	569	8%	

\*Trail users categorized under “other” were predominately skateboarders

### a) Respondent Home Location

Surveys conducted by both SWRPC and Antioch asked the respondent to supply a home location. The SWRPC survey requested a home zip code, while the Antioch survey requested a home town/city. For purposes of combining survey data, SWRPC staff assigned a home town/city for each home zip code supplied by respondents to SWRPC-administered surveys.

The City of Keene was the most frequently indicated home city/town among survey respondents (Table 3), influenced by the fact that a majority of surveys were conducted in the City. Only six respondents - 13.6 percent - indicated that they did not live in one of the four trailside municipalities. Of those respondents only two indicated home municipalities that were 20 miles or further from the trail. Some respondents did not indicate a home location, either simply not supplying one or choosing to share other reasons why they were using the trail, e.g. they work nearby or have a child attending Keene State College.

Table 3 – Respondent Home City/Town, by Survey Location (n = 44)

Location ID	Location Total	Home City/Town											
		Keene		Swanzey		Winchester		Hinsdale		Other		Unknown	
		Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Keene-1	7	5	71.4%	1	14.3%	0	0.0%	0	0.0%	1	14.3%	0	0.0%
Keene-2	25	15	60.0%	2	8.0%	0	0.0%	0	0.0%	2	8.0%	6	24.0%
Swanzey	3	0	0.0%	3	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Winchester	3	0	0.0%	0	0.0%	2	66.7%	1	33.3%	0	0.0%	0	0.0%
Hinsdale	6	1	16.7%	0	0.0%	0	0.0%	1	16.7%	3	50.0%	1	16.7%
Total	44	21	47.7%	6	13.6%	2	4.5%	2	4.5%	6	13.6%	7	15.9%

## Mode of Transportation

The vast majority of respondents were pedestrians (Table 4). Only three respondents were bicyclists, one of which was riding an electric bike (e-bike). The one respondent who was driving on the trail was doing so to monitor a trailside property that she owned. Survey data does not indicate what type of vehicle the respondent was driving (e.g. ATV, truck). The underrepresentation of cyclists can be attributed to the relative difficulty of intercepting cyclists, who travel at higher speeds than pedestrians. Future intercept surveys may be able to increase the cyclist response rate by selecting survey locations where cyclists are likely to slow down (e.g. busier trail or road intersections or near gates or other obstacles).

Table 4 – Mode of Survey Respondent, by Survey Location (n=44)

Location	Travel Mode								Location Total
	Walking		Biking		E-Biking		Driving		
	Count	Loc. %	Count	Loc. %	Count	Loc. %	Count	Loc. %	
Keene-1	7	100.0%	0	0.0%	0	0.0%	0	0.0%	7
Keene-2	24	96.0%	1	4.0%	0	0.0%	0	0.0%	25
Swanzy	3	100.0%	0	0.0%	0	0.0%	0	0.0%	3
Winchester	2	66.7%	0	0.0%	0	0.0%	1	33.3%	3
Hinsdale	4	66.7%	1	16.7%	1	16.7%	0	0.0%	6
Grand Total	40	90.9%	2	4.5%	1	2.3%	1	2.3%	44

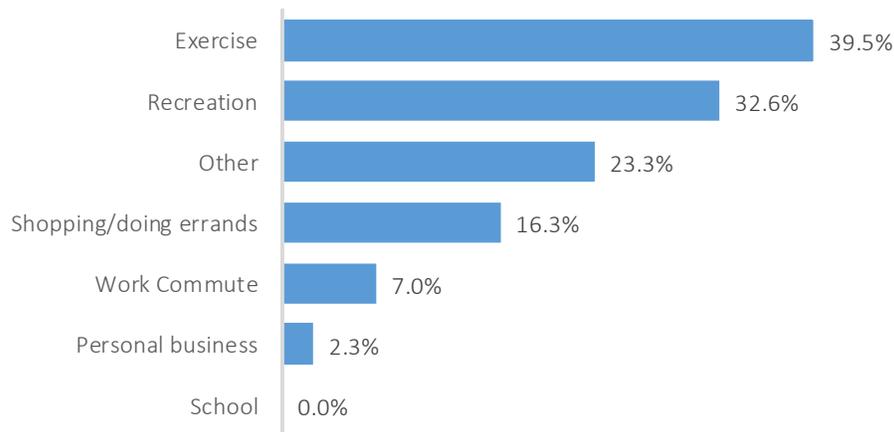
### b) Trip Purpose

Both SWRPC and Antioch-administered surveys asked respondents to indicate the purpose of their trip. The SWRPC-administered survey presented respondents with a list of options and asked them to circle all that apply. Options included: exercising; work commute; school; recreation; shopping/doing errands; personal business (medical, visiting friends, etc.). Antioch survey responses were open ended. In cases when answers from the Antioch survey could be classified under the rubric used in the SWRPC survey, SWRPC did so. If provided answers did not fit a specific category utilized by SWRPC, they were grouped under “other.”

Exercise and recreation were the trip purposes most frequently reported by respondents (Figure 2). Trip purposes categorized as “other” included dog walking, geocaching, property monitoring, and trail work.

It should be emphasized that most survey collection periods occurred midday. The share of trips taken for commuting purposes would have likely been larger had more surveys been collected during peak morning and evening commute hours.

Figure 2 - Trip Purpose of Survey Respondents (n = 43)



**c) Frequency of Use**

Both the SWRPC and Antioch-administered surveys requested that respondents indicate how frequently they had used the trail in the last month. The SWRPC survey asked respondent to select one answer from a list of options: first time, 0-5 times, 6-10 times, 11-20 times, or daily. The Antioch survey used an open question format. For purposes of merging the two data sets, SWRPC staff categorized Antioch-collected responses into one of the categories specified on the SWRPC survey (the Standard Pedestrian Survey).

Overall, survey respondents exhibited a wide range of trip frequency (Table 5). Respondents at Keene locations were often daily trail users while none of the respondents at rural locations indicated that they use the trail on a daily basis.

Table 5 – Frequency of Respondent Trail Use in the Last Month, by Survey Location (n = 41)

Loc. ID	First time		0-5 times		6-10 times		11-20 times		Daily		Total
	Count	Loc. %	Count	Loc. %	Count	Loc. %	Count	Loc. %	Count	Loc. %	
Keene-1	0	0.0%	0	0.0%	1	14.3%	1	14.3%	5	71.4%	7
Keene-2	2	8.3%	6	25.0%	4	16.7%	3	12.5%	9	37.5%	24
Swanzey	0	0.0%	1	33.3%	2	66.7%	0	0.0%	0	0.0%	3
Winchester	0	0.0%	1	50.0%	1	50.0%	0	0.0%	0	0.0%	2
Hinsdale	1	20.0%	1	20.0%	2	40.0%	1	20.0%	0	0.0%	5
Grand Total	3	7.3%	9	22.0%	10	24.4%	5	12.2%	14	34.1%	41

**d) Season of Use**

Both the SWRPC and Antioch surveys asked respondents to indicate which seasons they use the trail (respondents were able to select more than one season). Across all answering respondents, spring was the most commonly indicated season. Since most surveys were conducted in the spring, however, results are likely biased, over representing springtime users (Figure 3).

Figure 3 – Seasons of Respondent Trail Use (n = 43)



#### e) Trip Length/Duration

Both SWRPC and Antioch surveys asked respondents to indicate the length of their current trip, either in terms of distance or time. Some respondents provide route information in lieu of trip time or distance, which was usually too general to make a determination about trip length. Some respondents did not provide trip length information.

Among pedestrians who provided trip length information (n = 33), the median trip length was 1.5 miles. SWRPC staff standardized trip length information by converting travel times into miles, assuming a walking speed of 3 miles per hour. Cyclist respondents were so few that it was not possible to generate meaningful summary statistics.

#### f) Origin and Destination Zip Code

The SWRPC survey asked respondents to indicate trip origin and destination, either with a zip code or other location description. All answering respondents (n = 12) reported origins and destinations in zip codes 03431 (Keene) or 03435 (Keene State College). The Antioch-administered survey did not ask for origin and destination information. Consequently, collected responses represent trail users at Keene survey locations only.

Although collected responses suggest that most trips along the Keene segment of the trail originate and end in the same zip code, additional responses would be necessary to confirm origin and destination patterns.

#### g) Use of Public Transit

Both the SWRPC and Antioch survey asked respondents whether any part of their current trip would be taken on public transit. All 44 respondents except for one indicated that they would *not* use public transit as part of their trip. One respondent indicated that she *might* use the bus if she was unable to carry purchased goods or if there was bad weather.

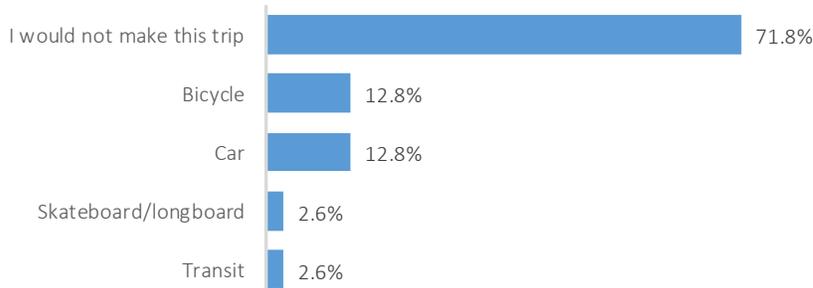
#### h) Alternatives to Trail Use

The SWRPC-administered survey asked pedestrian respondents if they were not walking for their current trip, how would they be traveling? The closed-format question provided respondents with five options: car, carpool, transit, bicycle, and “I would not make this trip.” The analogous question on the Antioch survey targeted not only pedestrians, but also cyclists. Given the low number of cyclist respondents, only data collected from pedestrian respondents are considered here.

The vast majority of respondents reported that if they were not walking for their current trip, they would not have made the trip at all (Figure 4). The result likely reflects the fact that many respondents identified their trip purpose as “exercise” or “recreation” and that most trips were relatively short in length. It is important to note that the question does not ask respondents which transportation alternatives they would consider if they were not walking/cycling *on the trail*.

Some respondents, if they were not walking/cycling on the trail would likely choose to walk/bicycle using a different, possibly inferior route. Others may choose not to travel along any route at all.

Figure 4 – Percent of Pedestrian Respondents Indicating Alternative Transportation Mode (n = 39)

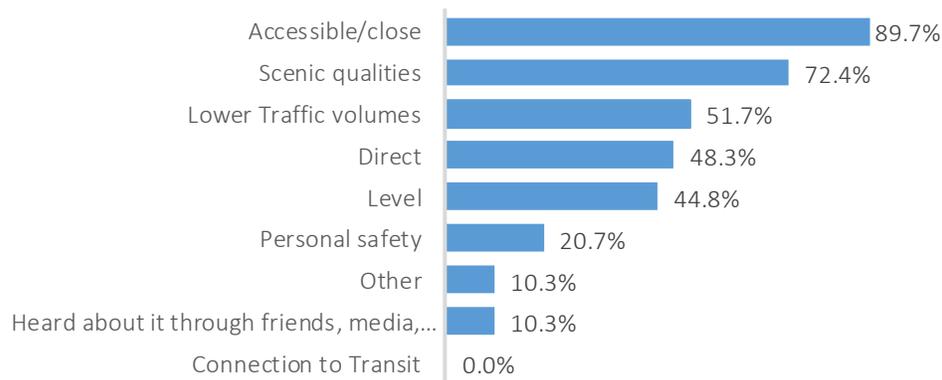


**i) Reasons for Using Route**

The survey instrument used by SWRPC asked pedestrian trail users why they were using their current route, as opposed to walking somewhere else. Possible responses included: accessible/close; direct; lower traffic; heard about it through friends, media, etc.; scenic qualities; level; personal safety; and connection to transit. The Antioch-administered survey included an analogous question, but used an open-ended format instead of supplying a set of potential answers.

Accessibility/closeness was the top the reason on-trail pedestrian respondents chose their current route (Figure 5).

Figure 5 – Percent of Pedestrian Respondents Indicating Reasons for Choosing Route (n = 39)

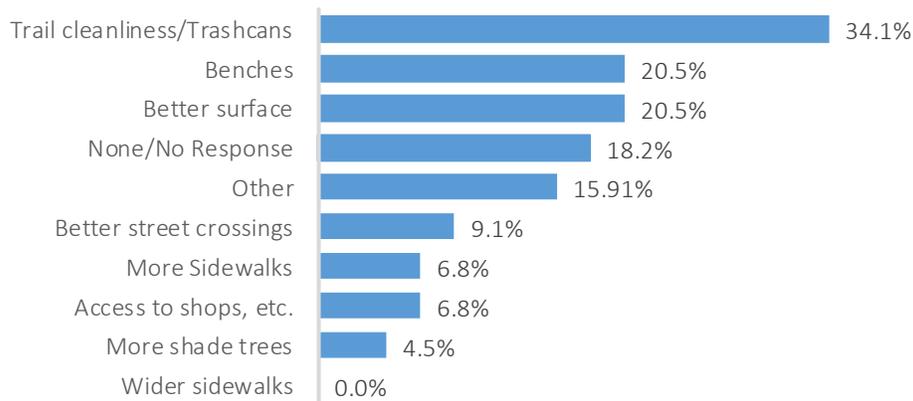


**j) Desired Improvements**

Both the SWRPC and Antioch surveys prompted respondents to indicate desired trail improvements. The SWRPC asked respondents to select potential improvements from a list of options: wider sidewalks; better surface; better street crossing; more shade trees; bench; access to shops, etc.; more sidewalks. The analogous question on the Antioch survey used the same verbiage, but did not supply a list of options, using an open format instead. Where possible, SWRPC staff categorized open-ended responses under the categories specified in the SWRPC survey. In cases where that was not possible, responses were grouped under new categories or an “other” category.

Respondents most frequently identified improved trail cleanliness or more trashcans as a desired trail improvement, with 15 respondents (34.1 percent) in support (Figure 6). Given that trail cleanliness/trashcans was not included as a response option on the SWRPC survey, support for the potential improvement may be underrepresented by the survey results. Several responses categorized under “other” pertained to improved lighting and safety.

Figure 6 – Percent of Respondents who Indicated Desired Trail Improvements (n = 44)



Respondent preferences for trail improvements varied by location. For example, while 85.7 percent of respondents at the Keene-1 survey location (n = 7) expressed interest in more trailside benches, only 12.0 percent respondents at the Keene-2 location (n = 24) registered the same interest. No respondents at the Swanzey, Winchester, or Hinsdale locations expressed an interest in benches. Respondent desire for improved trail cleanliness was somewhat more uniform across survey locations, with 42.9 percent of respondents at the Keene-1 location (n = 7), 32 percent of respondents at the Keene-2 location (n = 24), zero percent at the Swanzey location (n = 3), 33.3 percent at the Winchester location (n = 3), and 50.0% in Hinsdale (n = 6) indicating support. Due to small sample sizes, variation between survey locations may be heavily influenced by sampling error.

**k) Respondent Ethnicity**

All 44 respondents except for two identified themselves as Anglo/Caucasian. One respondent identified themselves as Hispanic/Latino and one did not indicate a race/ethnicity. Considering the small sample size, it is difficult to determine whether the racial/ethnic breakdown of trail users differs significantly from the surrounding population.

**l) Respondent Age**

The Antioch-administered survey asked respondents to indicate their age whereas the SWRPC survey did not. The predominance of young adult respondents (19-30 years old) at the Keene-2 location (south of Winchester Street) can be attributed to the proximity of Keene State College. Individuals aged 18 years old and younger are completely absent from the survey responses. Considering that minors are important users of multiuse pathways, intercept survey collection techniques may need to be modified in order to document accurately how minors use the trail.

Table 6 – Survey Respondent Age (n = 29)

Loc. ID	Respondent Age										Total
	0-13		13-18		19-30		31-50		51+		
	Count	%	Count	%	Count	%	Count	%	Count	%	
Keene-2	0	0.0%	0	0.0%	9	52.9%	5	29.4%	3	17.6%	17
Swanzey	0	0.0%	0	0.0%	0	0.0%	1	33.3%	2	66.7%	3
Winchester	0	0.0%	0	0.0%	1	33.3%	1	33.3%	1	33.3%	3
Hinsdale	0	0.0%	0	0.0%	3	50.0%	2	33.3%	1	16.7%	6
Total	0	0.0%	0	0.0%	13	44.8%	9	31.0%	7	24.1%	29

### III. Findings

- Conducting in-person surveys was a labor-intensive process, especially along rural or low-volume trail segments. Completing 44 surveys required 36 hours of effort, yielding about one response per 50 minutes. For that reason, it requires a lot of volunteer or staff time.
- Currently, only a small minority of Ashuelot Rail Trail users are tourists from outside the region, at least during the periods that intercept surveys were conducted (spring and summer). The number of tourist trail users may be significantly higher during the fall, when foliage attracts tourists to the region, or the winter, when the opportunity to snowmobile attracts out-of-town users.
- Trail cleanliness was a top priority among survey respondents, although preferences on-trail improvements varied substantially by survey location.
- Trail accessibility/proximity was the top driver for respondent trail use, suggesting that, at least at some locations, improving connections to/from the trail could be equally if not more important than making on-trail enhancements.

### IV. Recommendations

- Given the labor-intensive nature of actively administered intercept surveys, future survey efforts might consider or put more emphasis on passive techniques, e.g. placing printed surveys at trailside kiosks and providing collection boxes (or return postage), poster with QR code linking to a digital survey. Passive techniques could be especially appropriate in rural locations.
- In the future and when practical, intercept survey collection should be coordinated closely with the deployment of automatic counters (e.g. infrared, pneumatic tube), with both intercept surveys and automatic counter data collection occurring at the same time and location. Automatic counter data can then be used to extrapolate the more detailed information collected through survey responses.
- Survey instruments used for future intercept surveys may have increased utility if they include questions related to economic activity of trail users. Data collected from such questions could be used to provide information about of the trail’s economic impact.
- In order to effectively intercept cyclists during future intercept survey efforts, surveyors should position themselves at location where cyclists are likely to stop or slow down, e.g. intersections. Visual cues, e.g. a sandwich board advertising the survey, may also help intercept cyclists.
- To expedite survey data processing, digital collection methods could be substituted for paper forms. Esri Survey123 could be considered for administering surveys while the

Rails to Trails Conservancy's Go Counter app could be used for recording trail user counts. Digital collection methods may also help ensure that the survey methodology remains consistent among different surveyors.

- Since trail use may differ significantly in the fall and winter, intercept survey collections during those seasons would be essential to develop a year-round understanding of who uses the trail, how and why.
- Consider using other data sources, such as cell phone geolocation data, as a complement to origin and destination information collected through intercept surveys. New Hampshire Department of Transportation purchases anonymized and aggregated data from Strava, a fitness and recreation app that allows users to record running, cycling, hiking, and other activities.
- Evaluate any intercept survey methods utilized as part of the upcoming State Trails Plan update for future use on the Ashuelot Rail Trail and throughout the Monadnock Region.
- Any future intercept surveys should include questions related to age and gender in order to assess similarities/differences across demographic groups regarding travel behavior and priorities.

# National Bicycle and Pedestrian Documentation Project

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## **FORMS**



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## COUNT AND SURVEY INSTRUCTIONS

Please review these instructions before going to the count or survey site.

Items you should bring to the site include:

1. These instructions
2. Safety vest
3. Location map
4. Count/Survey forms
5. Clipboard
6. Pen or pencil and a spare
7. Watch or time to record 15 minute intervals
8. Count/survey manager business cards
9. Optional: hat, sunscreen, jacket, snacks, water

Once you've reached the site please ensure your safety. Be aware of your surroundings.

It is best to arrive at the site 15 minutes before the count period. Once you've arrived:

1. Find a safe location to conduct the survey or counts.
2. Record the background information at the top of the count/survey form.

If conducting a survey, be sure to approach the bicyclists or pedestrians in a friendly engaging manner. A suggested script is:

"Hello, do you have time to answer a few questions about walking and biking?"

If yes:

"My name is \_\_\_\_\_ and I'm conducting this survey for \_\_\_\_\_.  
The information will be used to better understand why people walk and bike where they do. The survey will take about 5 minutes.

"You don't have to answer all the questions, and you can stop taking the survey at any time. I won't ask for any personal information. Would you like to take the survey?"

After completing your count or survey period, return your forms to the count/survey manager as soon as possible.



**STANDARD SCREENLINE COUNT FORM**

Name: \_\_\_\_\_ Location: \_\_\_\_\_

Date: \_\_\_\_\_ Start Time: \_\_\_\_\_ End Time: \_\_\_\_\_

Weather: \_\_\_\_\_

Please fill in your name, count location, date, time period, and weather conditions (fair, rainy, very cold). Count all bicyclists and pedestrians crossing your screen line under the appropriate categories.

- Count for two hours in 15 minute increments.
- Count bicyclists who ride on the sidewalk.
- Count the number of people on the bicycle, not the number of bicycles.
- Pedestrians include people in wheelchairs or others using assistive devices, children in strollers, etc.
- People using equipment such as skateboards or rollerblades should be included in the "Other" category.

	Bicycles		Pedestrians		Others
	Female	Male	Female	Male	
<b>00-:15</b>					
<b>15-:30</b>					
<b>30-:45</b>					
<b>45-1:00</b>					
<b>1:00-1:15</b>					
<b>1:15-1:30</b>					
<b>1:30-1:45</b>					
<b>1:45-2:00</b>					
<b>Total</b>					



## STANDARD BICYCLE INTERSECTION COUNT FORM

Name: \_\_\_\_\_ Location: \_\_\_\_\_

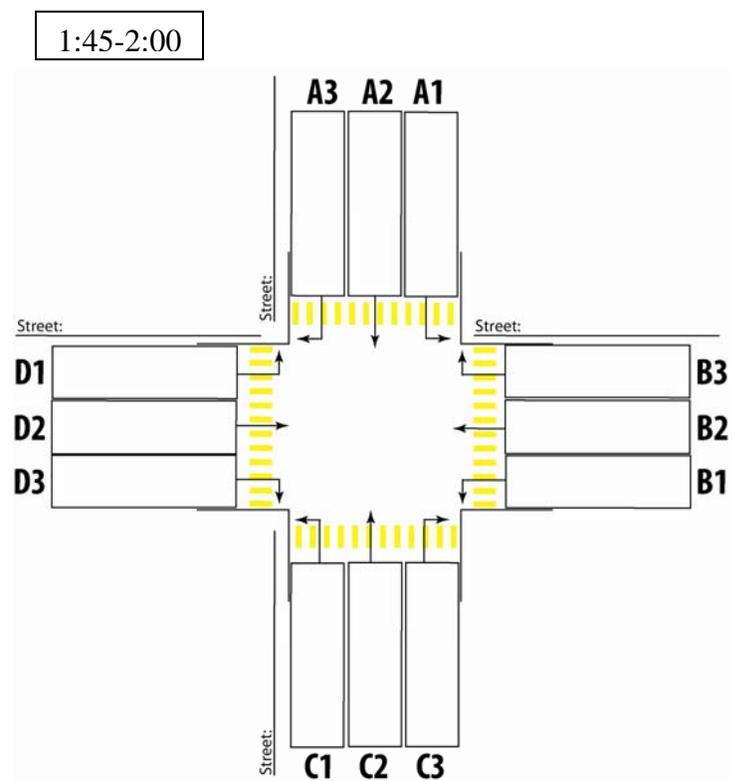
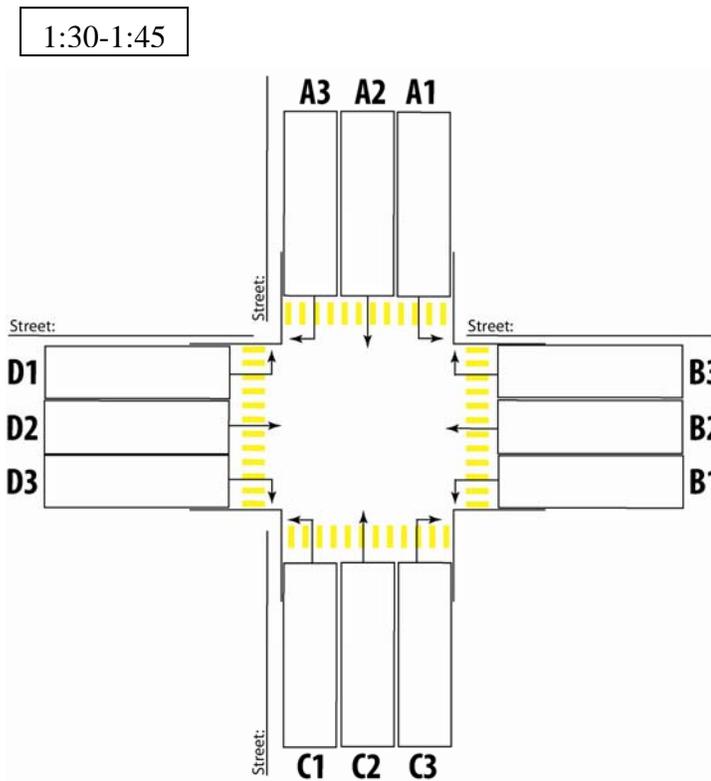
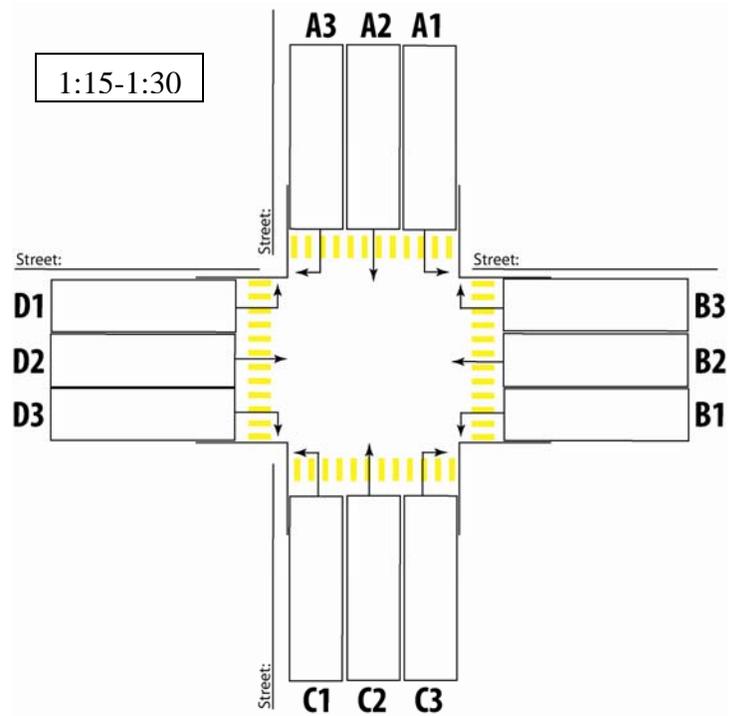
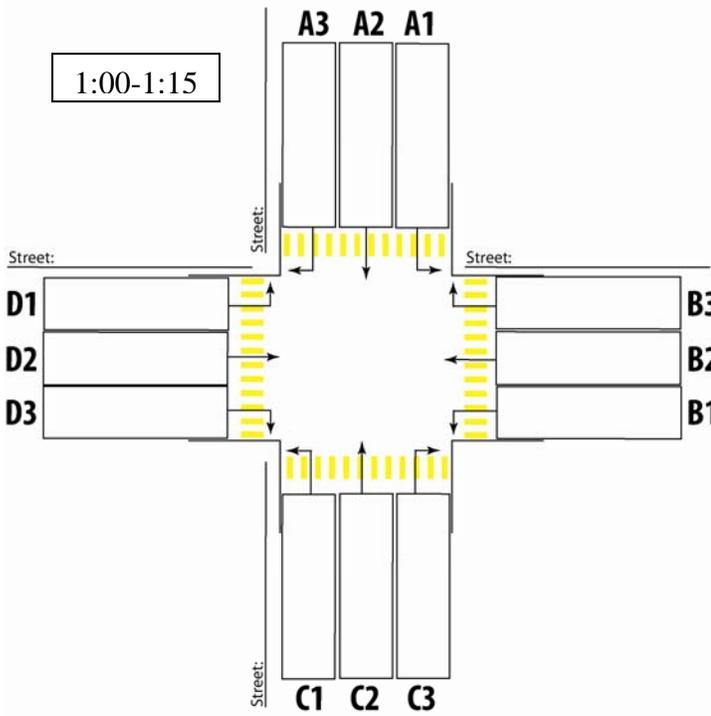
Date: \_\_\_\_\_ Start Time: \_\_\_\_\_ End Time: \_\_\_\_\_

Weather: \_\_\_\_\_

Please fill in your name, count location, date, time period, and weather conditions (fair, rainy, very cold). Count all bicyclists crossing through the intersection under the appropriate categories.

- Count for two hours in 15-minute increments.
- Count bicyclists who ride on the sidewalk.
- Count the number of people on the bicycle, not the number of bicycles.
- Use one intersection graphic per 15-minute interval.

The form consists of four identical intersection diagrams arranged in a 2x2 grid, each representing a 15-minute interval. Each diagram shows a four-way intersection with a north arrow pointing upwards. The top horizontal street has three lanes labeled A3, A2, and A1. The bottom horizontal street has three lanes labeled C1, C2, and C3. The left vertical street has three lanes labeled D1, D2, and D3. The right vertical street has three lanes labeled B3, B2, and B1. Yellow dashed lines indicate the count lines for each direction. A box in the top left of each diagram contains the time interval: 00-:15, 15-:30, 30-:45, and 45-1:00.



Notes:

### STANDARD BICYCLE INTERSECTION COUNT TALLY SHEET

Time Period	Bicycle Counts											
	Leaving Leg A			Leaving Leg B			Leaving Leg C			Leaving Leg D		
	A1	A2	A3	B1	B2	B3	C1	C2	C3	D1	D2	D3
00-:15												
15-:30												
30-:45												
45-1:00												
1:00-1:15												
1:15-1:30												
1:30-1:45												
1:45-2:00												
<b>Total</b>												
<b>Total Leg:</b>												
<b>Street Name A to C:</b>							<b>Location 1 (Total Leg A + Total Leg C) =</b>					
<b>Street Name B to D:</b>							<b>Location 2 (Total Leg B + Total Leg D) =</b>					

**STANDARD PEDESTRIAN SURVEY**

Location: \_\_\_\_\_ Date: \_\_\_\_\_ Time: \_\_\_\_\_

Surveyor: \_\_\_\_\_ Weather: \_\_\_\_\_  
(sunny, cloudy, rainy, windy, hot, and/or cold)*"Excuse me, but may I ask you a few questions? I'm with [name of agency] and we want to learn more about why people walk where they do. This will take less than two minutes and the information will be kept confidential."***1. What is your home zip code?**

Home zip code: \_\_\_\_\_

**2. What best describes the purpose of this trip?**

- Exercising (a)       Work commute (b)       School (c)  
 Recreation (d)       Shopping/doing errands (e)       Personal business (medical, visiting friends, etc.) (f)

**3. In the past month, about how often have you walked here?**

- First time (a)       0 – 5 times (b)       6 – 10 times (c)       11 – 20 times (d)       Daily (e)

**4. Please check the seasons in which you walk.**

- All Year (a)       Summer (b)       Fall (c)       Winter (d)       Spring (e)

**5. What is the total length of this trip (start to finish)? (complete one or more of the following)**

<b>1. Distance:</b> _____ miles	<b>and / or</b>	<b>2. Time:</b> _____ minutes
<b>and / or</b>	<b>3. Origin (zip code)</b> _____ Or location description other than zip code:*	<b>and</b>
	_____	<b>Destination (zip code)</b> _____ Or location description other than zip code:*
	* Address, intersection, landmark, etc.	_____
		* Address, intersection, landmark, etc.

**6. Will any part of this current trip be taken on public transit?**

- Yes (a)       No (b)

**7. If you were not walking for this trip, how would you be traveling?**

- Car (a)       Carpool (b)       Transit (c)       Bicycle (d)       I would not make this trip (e)

**8. Why are you using this route as opposed to walking somewhere else? (please check all that apply)**

- Accessible/close (a)       Direct (b)       Lower traffic volumes (c)       Heard about it through friends, media, etc.(d)  
 Scenic qualities (e)       Level (f)       Personal safety (g)       Connection to transit (h)

**9. What would you like to see improved along this route (mark with an 'X') and community in general (mark with an 'O')? (please check all that apply)**

- Wider sidewalks (a)       Better surface (b)       Better street crossings (c)  
 More shade trees (d)       Benches (e)       Access to shops, etc. (f)  
 More sidewalks (g)

**10. What ethnic group do you belong to? (please check all that apply) (optional)**

- Hispanic/Latino (a)       African American (b)       Anglo/Caucasian (c)       Asian (d)

## STANDARD BICYCLE SURVEY

Location: \_\_\_\_\_ Date: \_\_\_\_\_ Time: \_\_\_\_\_

Surveyor: \_\_\_\_\_ Weather: \_\_\_\_\_  
(sunny, cloudy, rainy, windy, hot, and/or cold)

**“Excuse me, but may I ask you a few questions? I’m with [name of NTPP agency] and we want to learn more about why people bike where they do. This will take less than two minutes and the information will be kept confidential.”**

### 1. What is your home zip code?

Home zip code: \_\_\_\_\_

### 2. What best describes the purpose of this trip?

- Exercising (a)       Work commute (b)       School (c)  
 Recreation (d)       Shopping/doing errands (e)       Personal business (medical, visiting friends, etc.) (f)

### 3. In the past month, about how often have you ridden a bicycle here?

- First time (a)     0 – 5 times (b)     6 – 10 times (c)     11 – 20 times (d)     Daily (e)

### 4. Please check the seasons in which you bicycle.

- All Year (a)     Summer (b)     Fall (c)     Winter (d)     Spring (e)

### 5. What is the total length of this trip (start to finish)? (complete one or more of the following)

<b>1. Distance:</b> _____ miles (a)	<b>and /or</b>	<b>2. Time:</b> _____ minutes (b)
<b>3. Origin (zip code)</b> _____ (c) Or location description other than zip code: * _____ <small>* Address, intersection, landmark, etc.</small>	<b>and</b>	<b>Destination (zip code)</b> _____ (d) Or location description other than zip code: * _____ <small>* Address, intersection, landmark, etc.</small>

### 6. Will any part of this current trip be taken on public transit?

- Yes (a)       No (b)

### 7. If you were not biking for this trip, how would you be traveling?

- Car (a)       Carpool (b)       Transit (c)       Walking (d)       I would not make this trip (e)

### 8. Why are you using this route as opposed to riding somewhere else? (please check all that apply)

- Accessible/close (a)       Direct (b)       Lower traffic volumes (c)       Scenic qualities (d)  
 Level (e)       Bike lanes (f)       Wider lanes (g)       Separation from traffic (h)  
 Connection to transit (i)       Heard about it through friends, media, etc. (j)

### 9. What would you like to see improved along this route (mark with an ‘X’) and community in general (mark with an ‘O’)? (please check all that apply)

- Bike lanes (a)       Better surface (b)       Shoulders (c)       Less traffic (d)  
 Signs/stencils (e)       Better maintenance (f)       Signal detection (g)       Better crossings (h)

### 10. What ethnic group do you belong to? (please check all that apply) (optional)

- Hispanic/Latino (a)       African American (b)       Anglo/Caucasian (c)       Asian (d)

**ENCUESTA PEATONAL**

Location: \_\_\_\_\_ Date: \_\_\_\_\_ Time: \_\_\_\_\_

Surveyor: \_\_\_\_\_ Weather: \_\_\_\_\_  
(sunny, cloudy, rainy, windy, hot, and/or cold)**"¿Perdone, pero le puedo preguntar algunas preguntas? Trabajo para [name of agency] y queremos aprender más acerca de por qué personas caminan donde ellos hacen. Esta tomará menos de dos minutos y la información será mantenida confidencial".****1. ¿Cual es el código postal de su domicilio?**

Código postal \_\_\_\_\_

**2. ¿Qué describe mejor el propósito de este viaje?**

- Para propósito ejercicio (a)    Para ir/regresar del trabajo (b)    Para ir/regresar a la Escuela (c)
- Para propósito recreativo (d)    Para ir de compras o mandatos (e)    Negocios personales  
(médicos, visitando amigos, etc.)(f)

**3. ¿En el último mes, cuantas veces ha caminado aquí?**

- Primera vez (a)    0 – 5 veces (b)    6 – 10 veces (c)    11 – 20 veces (d)    Diario (e)

**4. Por favor indique todas las estaciones en que usted camina.**

- Todo el año (a)    Verano (b)    Otoño (c)    Invierno (d)    Primavera (e)

**5. ¿Cuál es la distancia aproximada de este viaje (de principio a fin)? (complete uno o más de los siguientes)**

<b>1. Distancia :</b> _____ millas		<b>y /</b>	<b>2. Tiempo:</b> _____ minutos	
<b>Y / o</b>	<b>3. Origen (código postal)</b> _____	<b>y</b>	<b>Destinación (código postal)</b> _____	
	<i>O descripción de ubicación de otra manera que código postal:*</i>		<i>O descripción de ubicación de otra manera que código postal:*</i>	
	_____		_____	
	<i>* Dirección, intersección, punto de referencia, etc.</i>		<i>* Dirección, intersección, punto de referencia, etc.</i>	

**6. ¿Será tomada cualquier parte de este viaje sobre el tránsito público?**

- Sí (a)    No (b)

**7. ¿Si no caminara para este viaje, cómo se viajaría?**

- Automóvil (a)    Carpool (b)    Tránsito Público (c)    Bicicleta (d)    No me llevaría por este viaje (e)

**8. ¿Por qué utiliza esta ruta en lugar de caminar en algún otro lugar? (indique todas las que aplican)**

- Accesibilidad/proximidad (a)    Directo (b)    Menos volumen de tráfico (c)
- Lo oí por un amigo, los medios, etc., los medios, etc. (d)    Calidad escénica (e)
- Plano (f)    La seguridad (g)    Conexión al tránsito público (h)

**9. ¿Qué le gustaría ver mejorado a lo largo de esta ruta (indique con un 'X') y de la comunidad en general (indique con un 'O')? (indique todas las que aplican)**

- Banquetas más amplias (a)    Mejor superficie (b)    Mejores cruces peatonal (c)
- Mas árboles de sombreados (d)    Bancos (e)    Acceso a tiendas, etc. (f)
- Más banquetas (g)

**10. ¿A qué grupo étnico pertenece usted? (indique todas las que aplican) (opcional)**

- Hispano/Latino (a)    Afro-Americano (b)    Anglo/Caucásico (Blanco/No-Hispano) (c)    Asiático (d)

**ENCUESTA DE CICLISTA**

Location: \_\_\_\_\_ Date: \_\_\_\_\_ Time: \_\_\_\_\_

Surveyor: \_\_\_\_\_ Weather: \_\_\_\_\_  
(sunny, cloudy, rainy, windy, hot, and/or cold)**"¿Perdone, pero le puedo preguntar algunas preguntas? Trabajo para [name of agency] y queremos aprender más acerca de por qué personas pasean en bicicleta donde ellos hacen. Esta tomará menos de dos minutos y la información será mantenida confidencial".****1. ¿Cuál es el código postal de su domicilio?**

Código postal \_\_\_\_\_

**2. ¿Qué describe mejor el propósito de este viaje?**

- Para propósito ejercicio (a)  Para ir/regresar del trabajo (b)
- Para ir/regresar a la Escuela (c)  Para propósito recreativo (d)
- Para ir de compras o mandatos (e)  Negocios personales (médicos, visitando amigos, etc.) (f)

**3. ¿En el último mes, cuantas veces ha paseado la bicicleta aquí?**

- Primera vez (a)  0 – 5 veces (b)  6 – 10 veces (c)  11 – 20 veces (d)  Diario (e)

**4. Por favor indique todas las estaciones en que usted usa la bicicleta.**

- Todo el año (a)  Verano (b)  Otoño (c)  Invierno (d)  Primavera (e)

**5. ¿Cuál es la distancia aproximada de este viaje (de principio a fin)? (complete uno o más de los siguientes)**

1. Distancia : _____ millas		y/o	2. Tiempo: _____ minutos		
Y /o	3. Origen (código postal) _____ O descripción de ubicación de otra manera que código postal:*		y	Destinación (código postal) _____ O descripción de ubicación de otra manera que código postal:*	
	_____			_____	
* Dirección, intersección, punto de referencia, etc.			* Dirección, intersección, punto de referencia, etc.		

**6. ¿Será tomada cualquier parte de este viaje sobre el tránsito público?**

- Sí (a)  No (b)

**7. ¿Si no usara la bicicleta para este viaje, cómo se viajaría?**

- Automóvil (a)  Carpool (b)  Tránsito Público (c)  Caminar (d)  No me llevaría por este viaje (e)

**8. ¿Por qué utiliza esta ruta en lugar de pasear por algún otro lugar? (indique todas las que aplican)**

- Accesibilidad/proximidad (a)  Directo (b)  Menos volumen de tráfico (c)
- Calidad escénica (d)  Plano (e)  Ciclovías (f)
- Vías más amplias (g)  Separación del tráfico (h)
- Conexión al tránsito público (i)  Lo oí por un amigo, los medios, etc. (j)

**9. ¿Qué le gustaría ver mejorado a lo largo de esta ruta (indique con un 'X') y de la comunidad en general (indique con un 'O')? (indique todas las que aplican)**

- Ciclovías (a)  Mejor superficie (b)  Acotamiento (c)
- Menos tráfico (d)  Símbolos/plantillas (e)  Mejor mantenimiento (f)
- Detectores en los semáforos para ciclistas (g)  Mejores áreas de cruce ciclista (h)

**10. ¿A qué grupo étnico pertenece usted? (indique todas las que aplican) (opcional)**

- Hispano/Latino (a)  Afro-Americano (b)  Anglo/Caucásico (Blanco/No-Hispano) (c)  Asiático (d)

**BACKGROUND DATA SHEET**

The Background Data Sheet is included in the Data Tabulation Form Excel Spreadsheet. The Spreadsheet is downloadable from the NBPDP website ([www.bikepeddocumentation.org](http://www.bikepeddocumentation.org)).

Each count and survey location will be identified by a Location Number that in turn is associated with a Background Data Sheet. If possible, include a numbered digital photo with each count and survey location. The Background Data Sheet is intended to allow researchers to test the impact of various background materials against count and survey results. Please fill out the data to the best of your ability. Most of this data is available through published sources such as the U.S. Census (demographics, journey to work), Bureau of Transportation Statistics (National Household Travel Survey), or by regional agencies.

The Bicycle Friendly Community website ([www.bicyclefriendlycommunity.org](http://www.bicyclefriendlycommunity.org)) website also provides direct links to most of the relevant U.S. Census and other data sources. You may leave these blank if you do not know the answers, or if the information is not available.

The following key will help you fill in the required fields in the excel spreadsheet:

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**General Area Background:**

*General area is described as the jurisdictions where the counts or surveys are being conducted, which could range from a community to a region*

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- Name of Jurisdiction: region, city, town, county, or community
  - If County or Region, number of local agencies included in count or survey area
  - Source of demographic data
  - Year of data
  - Population of survey or count area
  - Density (people per square mile)
  - Bicycle mode share: Journey to Work
  - Pedestrian mode share: Journey to Work
  - Average age
  - Average income
  - Number of annual visitors to area (if not published, enter best guess in round numbers)
- 

**Count and Survey Location Description:**

*To be completed for each count and survey location.*

---

Type of facility:

- 1 = paved multi use path at least 8 feet wide
- 2 = unpaved trail
- 3 = bike lane with standard signing and striping
- 4 = signed bike route
- 5 = street or road with marked shoulders (min. 2 feet wide)
- 6 = street or road with no shoulders or less than 2 feet wide
- 7 = sidewalk (at least 4 feet wide)
- 8 = unimproved (dirt, gravel) shoulder

## Type of setting:

- 1 = urban
- 2 = suburban
- 3 = rural

## Scenic Quality:

- 1 = high scenic qualities (views, shaded, quiet, historical)
- 2 = neutral or better scenic qualities
- 3 = poor scenic qualities

## Surrounding land uses (within 1 to 2 miles):

- 1 = residential
- 2 = rural/agricultural/open space
- 3 = retail
- 4 = office
- 5 = manufacturing/warehouse
- 6 = mixed use

## Schools, parks, visitor destinations adjacent or close to the facility:

- 1 = none
- 2 = 1-2
- 3 = 3-5
- 4 = 6 and over

## Quality of connecting facilities (paths, bike lanes, routes):

- 1 = no connections, poor access
- 2 = limited connections (one end only)
- 3 = good system connections (both ends)
- 4 = excellent system connections (both ends and intermediate)

## Length of Facility:

- 1 = less than 1 mile
- 2 = 1-2 miles
- 3 = 2-5 miles
- 4 = 5-10 miles
- 5 = over 10 miles
- 6 = part of sidewalk network

## Access:

- 1 = poor direct access from adjacent neighborhoods
- 2 = adequate access
- 3 = excellent access, including trailheads
- 4 = part of sidewalk system

## Quality of overall network:

- 1 = poor community system of bikeways or walkways
- 2 = adequate community system (intermittent)
- 3 = good community system (continuous, good condition)

## Traffic volumes (ADT) of adjacent road:

- 1 = under 2,500 ADT
- 2 = 2,500 – 7,500 ADT
- 3 = 7,500 – 15,000 ADT
- 4 = over 15,000 ADT

## Traffic speeds (posted) of adjacent roads:

- 1 = 25mph
- 2 = 26-35 mph
- 3 = 36-45 mph
- 4 = 46-55mph
- 5 = 56mph or over

## Crossings and Intersections (average number per linear feet):

- 1 = every 400 feet or less
- 2 = every 400-1,000 feet
- 3 = every 1,000-5,000 feet
- 4 = 5,000-10,000 feet
- 5 = none

## Crossing and Intersection Traffic:

- 1 = all minor streets (less than 2,500 ADTs)
- 2 = minor to moderate traffic (2,501 – 7,500 ADTs)
- 3 = minor to high traffic (7,501 – 15,000 ADTs)
- 4 = minor to very high traffic (over 15,001 ADTs)

## Crossing and Intersection Protection:

- 1 = inadequate (no crosswalks, stop signs, or signals)
- 2 = minimal: crosswalks only
- 3 = adequate: crosswalks, stop signs, and signals as needed

## Condition:

- 1 = poor condition (rough surface, vandalism, debris, etc.)
- 2 = good condition (smooth surface, good maintenance)

## Topography:

- 1 = level
  - 2 = moderate grades
  - 3 = steep topography
-

---

**Count or Survey Data**

*To be completed for each count or survey*

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Date: date of count or survey

Time period:

- 1 = weekday, 7-9am
- 2 = weekend, 12-2pm
- 3 = weekday, 5-7pm
- 4 = weekday, 7am – 7pm
- 5 = weekend, 7am – 7pm

Weather:

- 1 = extreme (heavy rain, snow, freezing, very humid, over 95 degrees)
- 2 = poor (32-50 degrees, 90-95 degrees, light rain, wind)
- 3 = acceptable (50-90 degrees, no rain)

Bicycles: number of bicycles counted or interviewed during period

Pedestrians: number of pedestrians counted or interviewed during period

Other: number of equestrians, skaters, bladders, skateboards, and others counted or interviewed

## INSTRUCTIONS FOR SURVEY TABULATION

Use the survey tabulation form to compile the answers to surveys on one sheet. There is a tabulation form for each type of survey. For each survey, mark an “x” in the box that corresponds with the answer to each question. For questions with more than one answer, mark an “x” next to each answer given.

For example, for the pedestrian survey question one: “What best describes why you are out here today?” survey respondent one answered “a: Exercising” and survey respondent two answered “b: Going to Work.” For sidewalk survey question two: “In the past month, about how often have you walked or rode here?” respondent one answered “a. First time” and respondent two answered “d. 10-20 times.” To tabulate these results, you would record the respondent one’s answers in column 1 and respondent two’s answers in column 2. Answers would be recorded next to the appropriate question number.

An example of this hypothetical situation is below:

### Example Survey Tabulation Form

(please enter data on NBPDP data spreadsheet)

Answer Number	Survey Numbers														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1a	X														
1b		X													
1c															
2a	X														
2b															
2c															
2d		X													
2e															

**EXAMPLE PEDESTRIAN SURVEY TABULATION FORM**  
 (please enter data on NBPD data spreadsheet)

Name: \_\_\_\_\_ Location: \_\_\_\_\_ # \_\_\_\_\_  
 Date: \_\_\_\_\_ Time Period: \_\_\_\_\_ Sheet # \_\_\_\_\_

		Survey Numbers														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
<b>Answer Number</b>	<b>1a</b>															
	<b>1b</b>															
	<b>1c</b>															
	<b>2a</b>															
	<b>2b</b>															
	<b>2c</b>															
	<b>2d</b>															
	<b>2e</b>															
	<b>3a</b>															
	<b>3b</b>															
	<b>3c</b>															
	<b>3d</b>															
	<b>3e</b>															
	<b>4a</b>															
	<b>4b</b>															
	<b>4c</b>															
	<b>4d</b>															
	<b>5a</b>															
	<b>5b</b>															
	<b>5c</b>															
	<b>5d</b>															
	<b>6a</b>															
	<b>6b</b>															
	<b>6c</b>															
	<b>6d</b>															
	<b>6e</b>															
	<b>6f</b>															

### EXAMPLE BICYCLE SURVEY TABULATION FORM

(please enter data on NBPD data spreadsheet)

Name: \_\_\_\_\_ Location: \_\_\_\_\_ # \_\_\_\_\_  
 Date: \_\_\_\_\_ Time Period: \_\_\_\_\_ Sheet # \_\_\_\_\_

		Survey Numbers														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
<b>Answer Number</b>	1a															
	1b															
	1c															
	2a															
	2b															
	2c															
	2d															
	2e															
	3a															
	3b															
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	6f															
	6g															
7a																
7b																
7c																
7d																
7e																
7f																
7g																

**Location:**

**Date:**

**Time:**

**Where do you live (city/town)?**

**What best describes the purpose of this trip (circle all that apply)?**

**In the past month, how often have you walked/biked here?**

**Please circle the season(s) in which you walk/bike:**

All Seasons

Spring

Summer

Fall

Winter

**What is the total length of this trip?**

Distance:

and/or

Time:

**Will any part of this current trip be taken on public transit?**

**If you were not walking/biking for this trip, how would you be traveling? (circle all)**

Car

Carpool

Transit

Bicycle

Walk

I would not make this trip

**Why are you using this route as opposed to walking elsewhere?**

**What would you like to see improved on this route?**

**What ethnic group do you belong to?**

**What age group do you belong to? (circle)**

**0-13**

**13-18**

**19-30**

**31-50**

**51+**