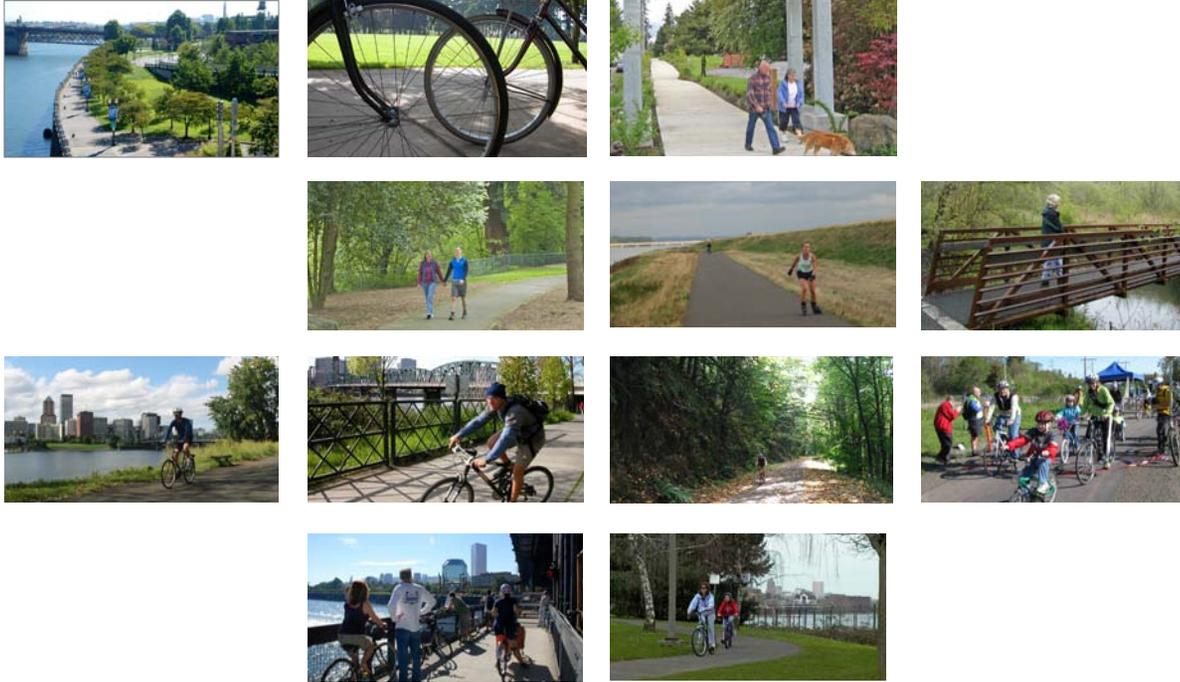


www.oregonmetro.gov



Intertwine trail use snapshot:

An analysis of National Bicycle and Pedestrian Documentation
Project data from **2008** to **2012**.



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Intertwine partner agency staff and volunteers

Mary Anne Cassin, Metro
Robert Spurlock, Metro
Mel Huie, Metro
Lake McTighe, Metro
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Jack Newlevant, Metro
Shawn Bacon, Metro
Melissa Marcum, Beaverton and Tualatin Hills Park & Recreation District
Katie Dunham, Clackamas County and North Clackamas Parks & Recreation District
Richard Reynolds, City of Cornelius
Tom Gamble, City of Forest Grove
Kate Dreyfus, City of Gresham
Justin Popilek, City of Happy Valley
Brad Choi, City of Hillsboro
Mary Ordal, City of Hillsboro
Ryan Stee, City of Lake Oswego
Kevin Price, Oregon State Parks

John Mullen, Oregon State Parks
Rocky Houston, Oregon State Parks
Steve Kruger, Oregon State Parks
Guy Rodrigue, Oregon State Parks
Basil Christopher, Oregon Department of Transportation
April Bertelsen, City of Portland
Taylor Sutton, City of Portland
Nancy Enabnit, City of Sandy
Greg Stout, City of Tigard
Carl Switzer, City of Tualatin
Hailey Heath, City of Vancouver/Clark Co. Parks
Zach Pelz, City of West Linn
Jen Massa Smith, City of Wilsonville/SMART
Ricardo Banuelos, City of Wilsonville/SMART

Alta Planning + Design

Mia Birk, Principal
Matt Berkow, Senior Planner
Nick Falbo, Planner

Count Volunteers 2008-2012

The count effort would not be possible without our dedicated volunteers. Please let us know if we have failed to include your name.

Andrew Holtz
Adamski
Alan & Alara Jones
Alex Purdie
Alexis
Alice DiGiulio
Allan Schmidt
Al Levit
Amanda Owings
Andrew Holtz
Andrew Pelsma
Anne Kroma
Anne Mclaughlin
April Cutter
April Streeter

Arleta Miller	Brian & Linda Wolfe	Collin Roughton	Don & Betty McCarty	Greer Gaston
Arvilla Bowen	Brian Lockwood	Connie Ledbetter	Don & Mickey Nearhood	Greg Chase
Audrey Perino	Brigitte Partington	Corie Harlan	Don Baack	Greg Moulliet
B Masterson	Bruce Empey	Cynthia Sulaski	Duane Roberts	Gregg Everhart
B McDaniel	Carolyn Briggs	D. Carter-Jafri	Earl Bowen	Gretchen Amacher
Barb Adams	C. Pettinari	Dan Allen	Ed Fischer	Gretchin Lair
Barb Sonniksen	C. Snuffin	Dan O'Dell	Ed Tribley	Guy Rodrigue
Barb Sonnikson	Calvin White	Dan Packard	Elaine Frieson-Strang	Hal Ballard
Barbara Chapnick & Rhonda Leo	Carine Arendes	Danny Johnson	Elaine Nelson	Hank Hadaway
Barbara King	Carl Andersen	Darren Henley	Elizabeth Hadaway	Harmony Klohr
Barbara Quinn	Carl Goodwin & Alexis Grant	David Amiton	Emily Roth	Hope Rolland
Basil Christopher	Carl Grimm	David Barber	Emily Wilson	J. Verrinder
Ben Brady	Carl Switzer	Deanna Foster	Eric Smith	Jack Newlevant
Ben Chaney	Carleen Pagni & Linda Wolfe	Deb & Liz	Erica M	Jack Porter
Bethany	Carma Stone	Deb Scrivens	Evan Cooper	James Cole
Betty Hadaway	Carol Hall	Debbie Shaw	Evan Corey and Brie Becker	James Parsons
Bev Vogler	Carolyn Briggs	Dennis Wells	Fred Bateman	Jane Kleiner
Bex	Chase Ballew	Dennis Wiswell	Fritz Paulus	Jane Sund
Bill Bash	Chawalit	Derek Goin	Garnett Ascher	Jane Wallis
Bjorn Brunner	Cheryl Devine	Diane Kelso	Gary E. Klein	Janet Bebb
Bob Feiler	Chloe	Diane Kelso & Peter Hoffman	Gary Heitz	Janet Putnam
Bob Starks	Chris Yake	Diane Lozovoy	George Nugent	Jean McCormick
Bonnie Shoffner	Christie Schaeffer	Dick Reynolds	Georgena Moran	Jeff Edinger
Brad Choi	Claire Offer	Dick Weber	Gillian Downey & Julia Woll	Jeff Johnson
Brett Horner	Clint Holly	Diego Arguea	Gohar Gulinyan	Jeff Owen
Brett Sherman	Colin Roughton	Dion Shepard		Jennifer Campos
				Jeramie Shane

Jeroen Kok	Jonathan Coash	Kay Drenth	Linda Ferrera	Michelle
Jerry Greenfield	Jonathan David	Kayla Mullis	Linda Robinson	Mike Hale
Jessi Conner	Josh Carlson	Kelly Clarke	Lisa Heigh	Mike Stevens
Jessica Horning	Joy & Mark Chang	Kelly K. Bolan	Louise & Heidi Warberg	Mike Tresidder
Jim Garner	Judy Morton	Ken & Valerie Pratt	Louise Warberg	Monty/Ed
Jim Groat	Julie Durst	Ken Kane	LuAnne Wells	Morjenna
Jim Manning	Julie Quastler	Ken Pratt	Lynn Pittman	Nancy Enabnit
Jim McLaughlin	Justin Popilek	Ken Rencher	Malka Davis	Nancy Harsh
Jim Parsons	K. Kelly	Ken Rice	Malory Turner	Nancy L. Harsh
JoAnn Herrigel	Kairke Johnson	Kenn Lantz	Margaux Mennesson	Nancy Lof
Joe Barcott	Kara Beu	Kent Sparby	Maria Davila	Nate Young
Joe Clinkenbeard	Karen Frost	Kerry Edwards	Marian Rhys	Neil and Pam Arden
Joel Sherman	Karl Quade	Kerry White	Marianne Fitzgerald	Nick Falbo
Joey Bansen	Kate Dreyfus	Khang Tran	Marilyn Hall	Peter Mason
John Battle	Kate Holleran	Kirk Paulsen	Marina Howard	P. Singleton
John Bucsek	Katherine Dreyfus	Kyle Collins	Marita Price	Pam Johnson
John Buesek	Katherine Kelly	Kyle Law	Mark McClure	Pamela Johnson
John Donnelson	Kathryn Doherty-Chapman	Kyle Spinks	Mark White	Pat Gruher
John Frewing	Kathryn Harrington	Lake McTighe	Mary O'Donnell	Patrizia Zamboni
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John McConnaughey	Kathy Fry	Leanne Murray	Matt Vilhaner	Peggy L. Murphy
John Mermin	Kathy Pollock	Lehman Holder	Mel Huie	Pete Nelson
John Mullen	Kathy Shearin	Leif Anderson	Melanie Nelson	Peter Bradom
John Scoville	Katie Dunham	Lenora Oftedahl	Melissa Marcum	Peter Hoffman
John Sheehan	Katie Urey	Leroy Zent	Michael Pinker	Phil Kidby
John White	Katy Weil	Li Alligood	Michael Stevens & Kara Beu	Phil Richman
Jon & Candy Walker		Liam Hall		R. Foster

Ralph Goldstein	Ryan Stee	Susan Hanson
Rapp / Harrison	S Fife	Suzi Bowden
Ray Burroughs	S Ricker	Syble Cron
Ray Harris	Sandra Doubleday	Sylvia Milne
Rebecca Gates	Sandy Doubleday	Szilvia Hosser-Cox
Rebecca Hamilton	Sara Wright	Toby Questler
Renee King	Sarah Coffman	Taylor Sutton
Rhonda Clark	Sarah Miller	Ted Fuller
Ricardo Banuelos	Scott Fredericks	Teresa Cheney
Rich Claussen	Scott Mizze	Teri Matias
Rick Scheu	Shannon Toland	Terri Wortman
Rob Drake	Shawn Bacon	Terry Toland
Robert Spurlock	Sherri Hedger	The Sabellas
Robin Bruce	Sheryl Mehar	Timothy Pepper
Robin Bruce & Janet Putnam	Shirley Craddick	Todd Baker
Robin Craig	Skip Sauter	Todd Borkowitz
Robin Straughan	Stacy Warden	Tom Badrick
Robin Woolman	Stasia Honnold	Tom Hjort
Rocky Houston	Stephen Dulwick	Tom Massart
Rod Doubleday	Steve Entenman	Tom Ralley
Rod Wojtanik	Steve Kruger	Tyler Marriott
Roger Averbeck	Steve Sanow	Valerie Pratt
Roger Shepherd	Steve Wolcott	Vicki Vanneman
Ron Ture	Stevie Viaene	Vicki Wood
Russell Aldridge	Sue Allen	Virginia Bowers
Ryan Carlson	Sue Lowe	Winterbourn
	Susan Brickly	

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APPENDICES

- A. Methodology change from the 2008-2010 Intertwine trail use snapshot**
- B. Trail count and survey forms**
- C. Corridor-specific trail use snapshots**

BACKGROUND

Each year, volunteers from throughout the region gather along trails to count and survey people biking and walking on The Intertwine – the Portland metropolitan area's system of trails, parks and natural areas. What have we learned from the last five years of counts and surveys? This report is a summary of our findings.

Data collection

More than 2,200 volunteer hours were spent counting and surveying bicyclists and pedestrians in the past five years. Volunteers collected 3,636 surveys and counted 117,764 trail users. Fifteen separate agencies have participated in the coordinated effort, following a standardized data collection process known as the National Bicycle and Pedestrian Documentation Project (NBPD).

Data is collected at the same week, day and time every year. Collection sites along trail corridors around the region were identified at locations known to have high levels of use. Two-hour counts are conducted twice at each site: once during the midweek evening rush-hour, and again on a weekend morning. An intercept survey of trail users is administered during the same periods. More information about the NBPD is available at www.bikepeddocumentation.org.

How is the information used?

- Secure grant funding
- Measure the return on investment of new facilities
- Decide where and when to build new trails
- Gather suggestions from trail users
- Agency budgeting
- Traffic modeling
- Understand trail user behavior

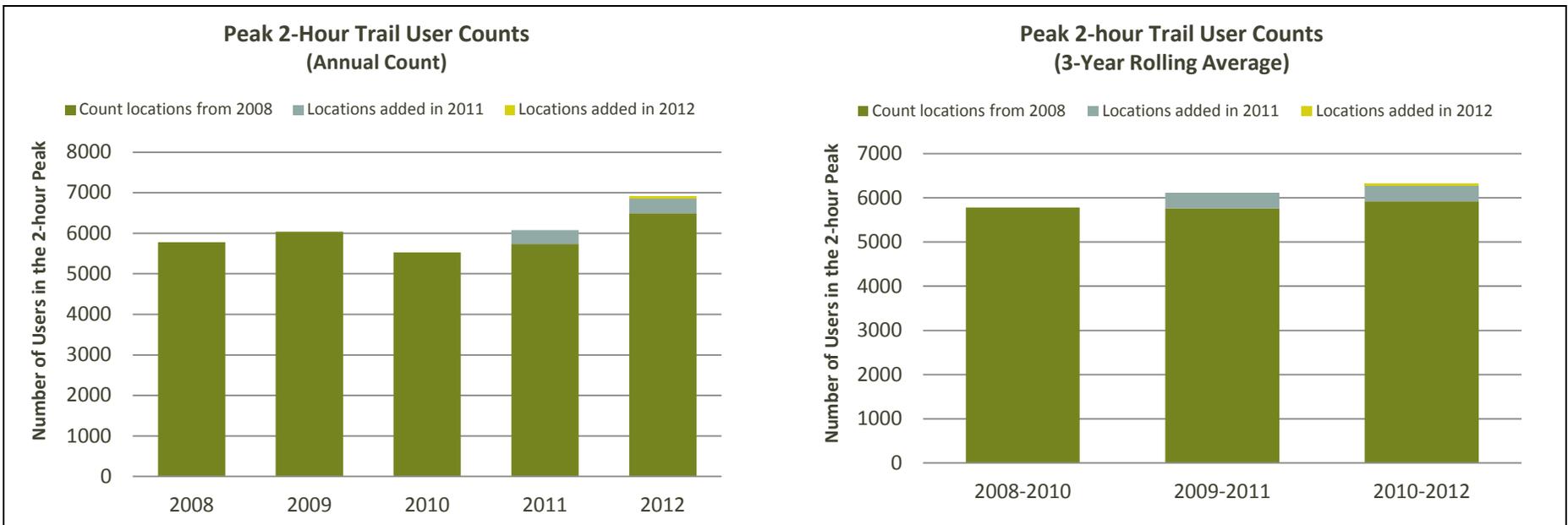


Data analysis

Five years of trail count data and trail user intercept survey data were analyzed to produce the tables and charts contained in this report. Based on the availability of data, 32 priority trail corridors were selected for analysis. Some corridors are represented by a single count site; other corridors are composed of data from multiple sites. See Appendix A for more detail. Extrapolation factors were used to convert the two-hour count data into estimated daily and annual totals.¹

Activity levels of bicyclists and pedestrians at a given location can vary day to day, including for reasons related to weather. To address this inherent variability in non-motorized activity, the results on the right side of Figure 1 present activity as a three-year rolling average. For example, the 2010-2012 count is the average of the 2010, 2011 and 2012 count. This method is used in other count programs³ to mitigate year-to-year variability. For reference, the left side of Figure 1 also includes actual count volumes recorded in each year.

Figure 1: Growth in Intertwine use²



¹ 2011 National Bicycle and Pedestrian Documentation Project (NBPD) methodology. <http://bikepeddocumentation.org/>

² Based on counts at core locations on 32 trail corridors. This chart differs from the 2008-2010 Intertwine Trail Use Snapshot Figure 1 due to changes in methodology (see Appendix A).

³ New York City Department of Transportation for its Commuter Cycling Indicator <http://www.nyc.gov/html/dot/html/bicyclists/nycbicyclesrcrct.shtml>

Figure 2: Data collection numbers at a glance

Year	Participating agencies	Volunteer hours ⁴	Count Sessions conducted	Surveys collected	Individuals Counted
2008	6	207	69	696	16,678
2009	9	384	128	1,119	22,011
2010	12	510	170	1,197	19,277
2011	13	591	197	420	25,229
2012	18	588	196	204	34,569
total	18	2,280	760	3,636	117,764



⁴ Volunteer hours are estimated by multiplying 'sessions conducted' by 3. Many sessions are staffed by more than one volunteer.

Like the count analysis, trail user intercept surveys were considered in aggregate across an entire trail corridor and responses from multiple years were combined⁵. Results were analyzed by user type and a corridor total was created by weighting responses to reflect the relative proportions of pedestrians and bicyclists based on the count data for the same sites. To create the survey figures for the entire Intertwine system, results from individual corridors were combined and weighted relative to the observed volumes of users on each trail.

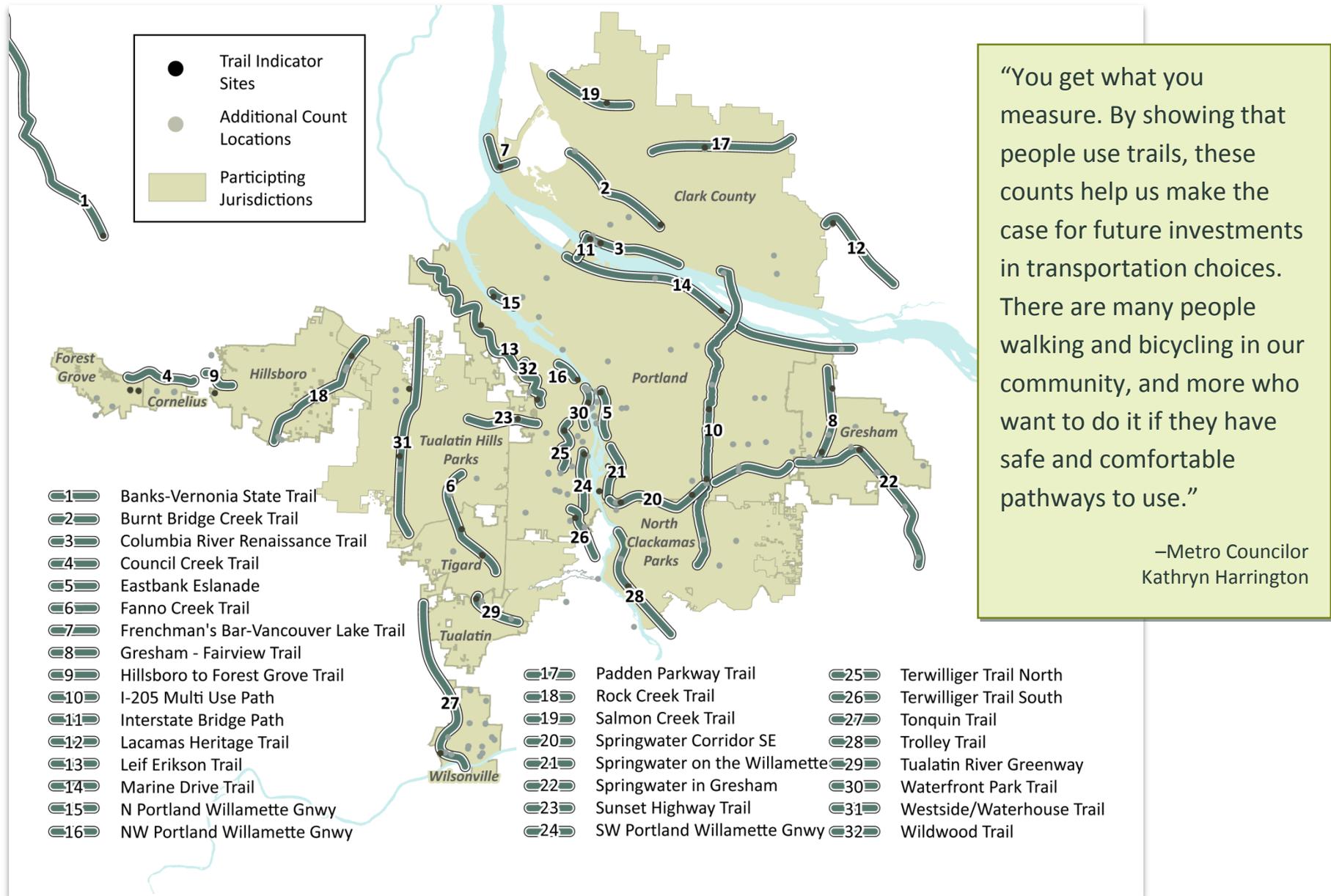
2010-2012 trail use findings at a glance

- There were an estimated 21.1 million annual user trips the at the 32 priority trail corridor locations⁵ (see Figures 5 and 6).
- Trail use varies year-to-year. Across 27 sites tracked since 2008, the 2010-2012 count seasons show a 2 percent increase over counts from 2008-2010 (see Figure 1).
- Trail count data indicates that trail use is split evenly between bicyclists and pedestrians (see Figure 4).
- 70 percent of Intertwine bicyclists are male, but pedestrians are evenly split between the two genders.
- Most bicycle trips on The Intertwine were reported to be for transportation (see Figure 13).
- Nearly all pedestrian trips on The Intertwine were reported to be for recreation (see Figure 13).

⁵ Some trails lacked adequate intercept survey response rates and were not included in the survey analysis.

⁶ This total is a conservative estimate calculated from 2-hour peak counts averaged across multiple years for each trail corridor between 2010 and 2012.

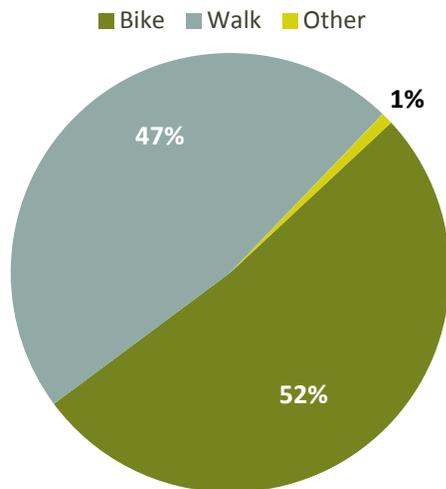
Figure 3: Trail corridors and count sites



TRAIL COUNT FINDINGS

Across the region, the share of bicycle and pedestrian users on The Intertwine is nearly even, with pedestrians representing fifty-two percent and bicyclists representing forty-seven percent of total trips. Other modes such as wheelchairs, horses, roller blades, and skateboards make up the remaining one percent of users, as shown in Figure 4.

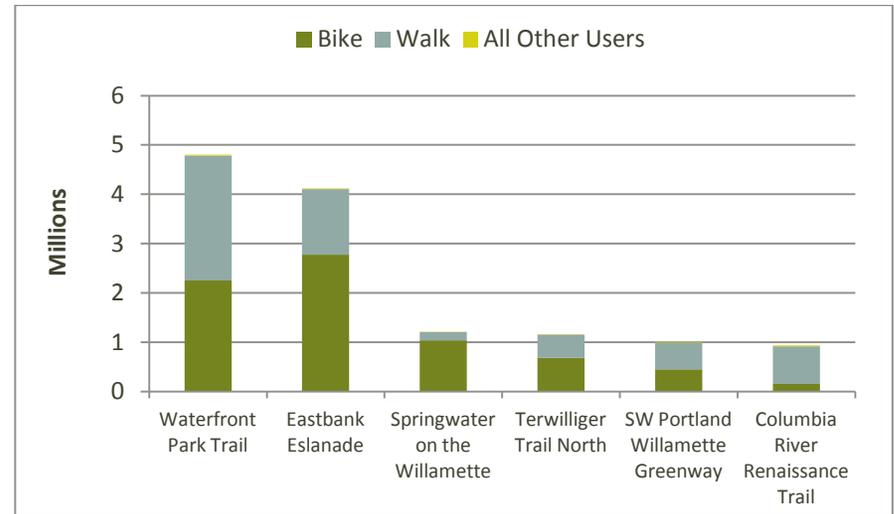
Figure 4: Average mode share on The Intertwine



However, the relative share of bicyclists and pedestrians does vary depending on the trail, as shown in Figures 5 and 6. For example, Portland’s Waterfront Park and Southwest Willamette River

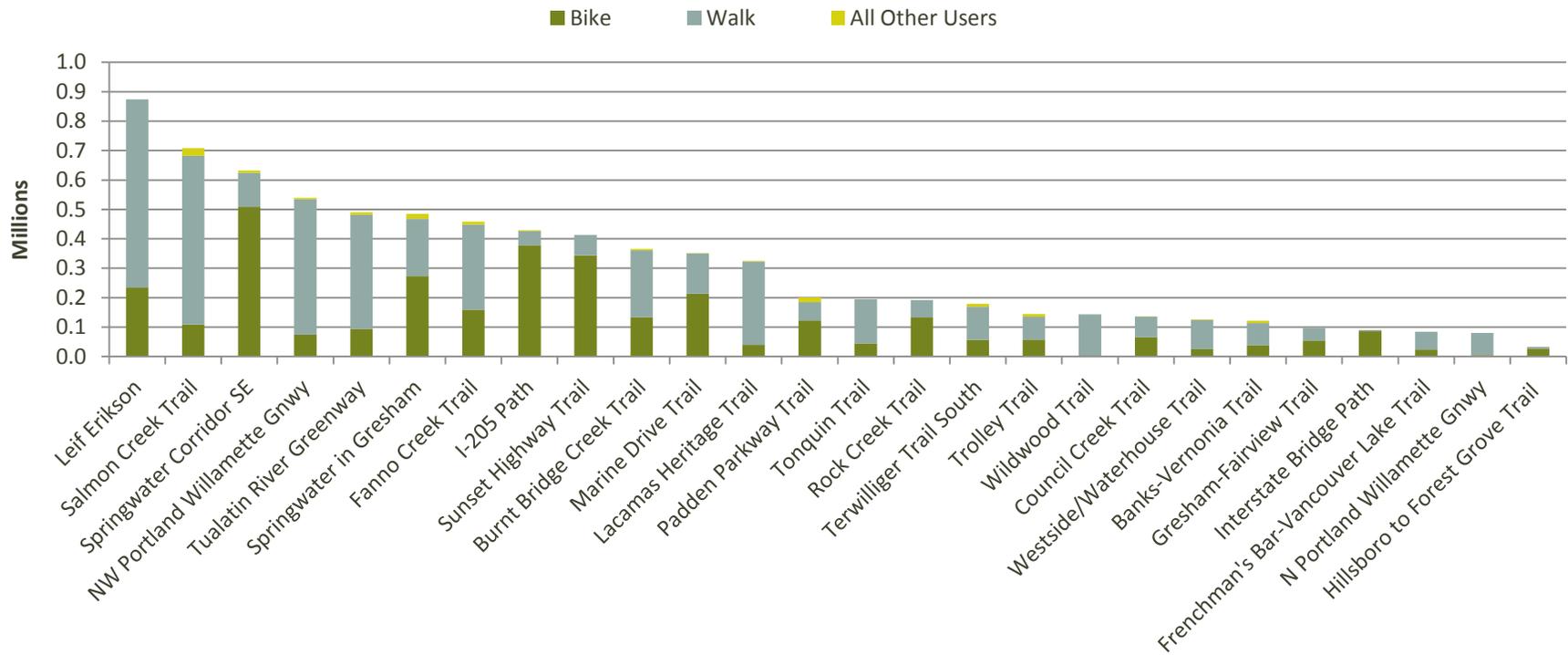
Greenway and Vancouver’s Burnt Bridge Creek Trail show an even split between bicyclists and pedestrians, while trails like the Columbia River Renaissance Trail and the Tonquin Trail show a significantly higher rate of pedestrian usage.

Figure 5: 2010 to 2012 estimated average annual volumes at key indicator locations along the top six Intertwine trail corridors



Each of the trails next to busy roads or freeways, for example, tends to experience higher numbers of people on bikes than people on foot. These trails include the Eastbank Esplanade, I-205 Multi Use Path, Sunset Highway Path, Padden Parkway and the I-5 Bridge Path. This is not surprising since bicyclists reported using trails for transportation, and these trails are adjacent to major transportation corridors connecting them to popular destinations.

Figure 6: 2010 to 2012 estimated average annual volumes at key indicator locations along other Intertwine trail corridors⁷



Another characteristic shared by trails with high percentages of people on bikes is that they tend to be part of longer, connected corridors, allowing bicyclists to travel farther and faster. The two sections of the Springwater Corridor featured in this report – Springwater on the Willamette and the Gresham Springwater Trail – are two good examples.

Conversely, trails with higher percentages of people on foot tend to be shorter or less direct, but they are more likely to feature scenic experiences of creeks, rivers and other natural features. For example, the Columbia River Renaissance Trail, Tonquin Trail, and Tualatin River Greenway Trail each have high pedestrian volumes in spite of being short and incomplete. The survey results presented in Figure 14 support this, showing that pedestrians' choice of where to walk is influenced far more by a trail's scenic qualities than its directness or connectivity.

⁷ Annual count volume estimates for each corridor differ from those published in the 2008-2010 count report due to a change in methodology designed to allow for more consistent reporting. See Appendix A for more details of the methodology.

TRENDS OVER TIME ON INDIVIDUAL TRAIL CORRIDORS

As more and more trail count data is collected over time, it may be possible to infer changes in the use of individual trail corridors. In the short term, variation in observed count volumes from year to year is expected due to normal fluctuations in use.

In some cases, annual observations change dramatically. Figure 7 shows the change in two-hour counts along the Trolley Trail.

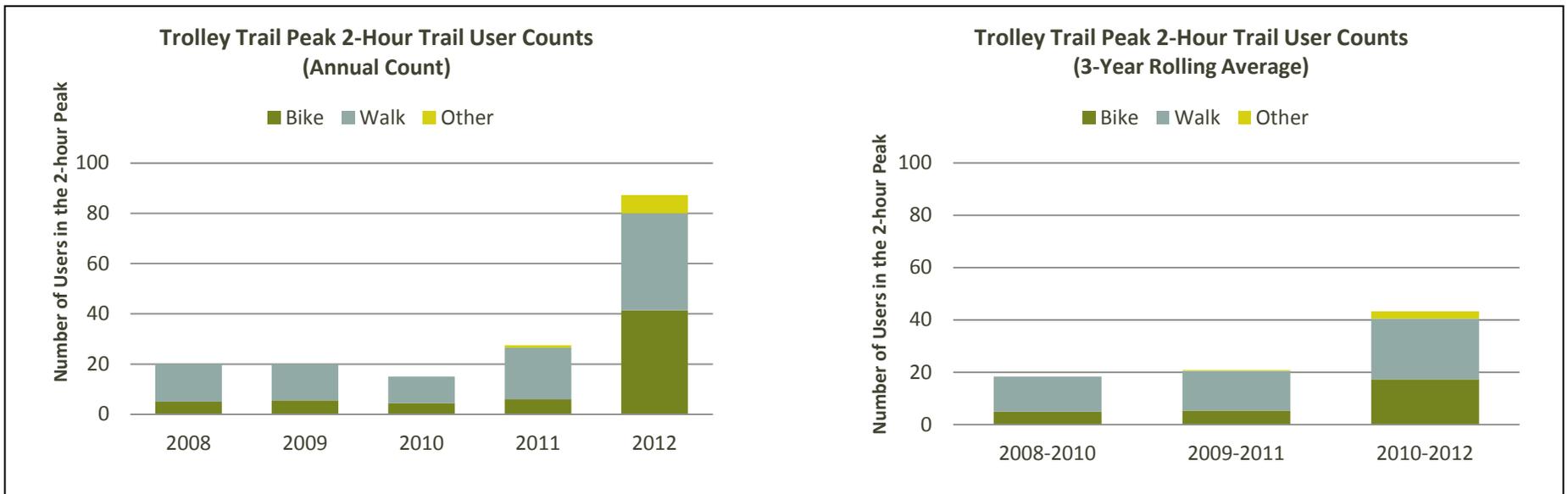
There is a very good reason for the large increase in count observations in 2012: this was the first year counts were performed after the completion of the Trolley Trail.

Figure 7: 2-hour counts on the Trolley Trail

Until 2012, the so-called Trolley Trail was an overgrown pathway along an abandoned trolley line. The Trolley Trail had been a popular route for neighborhood pedestrians for decades, ever since the trolley stopped running in the late 1950s.

Because the surface was muddy most months of the year and the corridor was overgrown with blackberries and other weeds, it failed to live up to its potential as a transportation and recreation corridor.

In 2012, the Trolley Trail was developed to AASHTO⁸ standards as a fully paved shared-use path. The 2012 counts seem to indicate that usage of this trail has increased dramatically. We look forward to seeing what future counts reveal as more of the community discovers and enjoys this fantastic new resource.



⁸ American Association of State Highway and Transportation Officials

Figure 8: Average annual trip volumes on The Intertwine

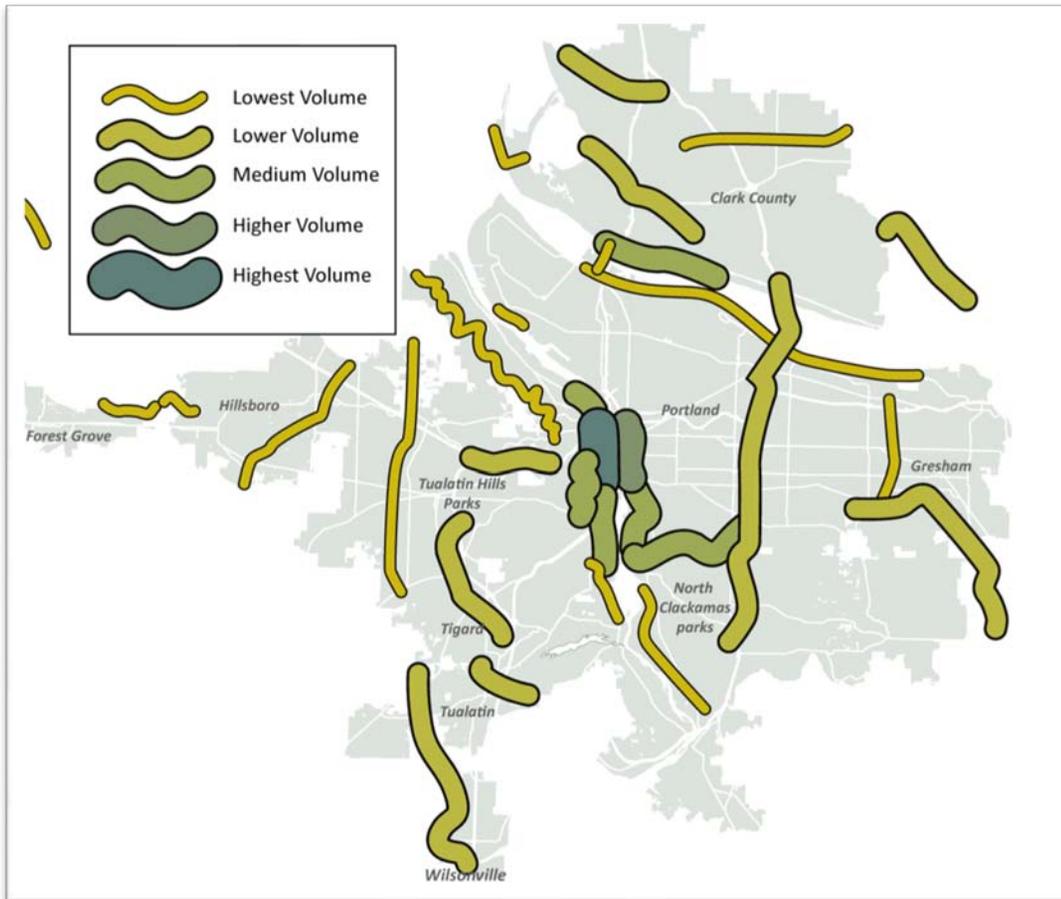


Figure 8 shows that trails in Portland’s central city experience the highest use. The two trails with the highest volume of users – Waterfront Park and the Eastbank Esplanade – form a continuous two and a half-mile long loop around the river. This makes them immediately accessible to jobs and shopping destinations and ideal for lunchtime jogs or strolls.

2010-2012 trail use findings at a glance, cont.

- With an estimated volume of 4.8 million trips per year, the Willamette River Greenway in Portland’s Tom McCall Waterfront Park is The Intertwine’s most popular trail (see Figure 5).
- Trails next to freeways and busy roadways draw significantly more bicyclists than pedestrians.
- Longer, better connected trails tend to have a higher proportion of bicyclists.
- Shorter, less connected trails tend to have a higher proportion of pedestrians.
- 92 percent of survey respondents were repeat users of the trail they were surveyed on (see Figure 12).
- 22 percent of survey respondents are daily users of the trail they were surveyed on (see Figure 12).

In addition to knowing which trails are most used and by how many people, it is also valuable to know who uses them. Demographic information is useful for targeting audiences in public engagement efforts. Trail users were asked their age in the intercept survey⁹. Their gender was observed by the volunteers and recorded on the count forms.

The average age of trail users surveyed was 44 years-old, which is considerably older than the median age of 36 for metro area residents¹⁰. Reaffirming the findings of Portland’s annual bike counts, the Intertwine NBPD found that 71 percent of cyclists are male. In light of this finding, trail managing agencies may wish to consider strategies for making trails more appealing to women.

Figure 9: Gender balance on The Intertwine¹¹

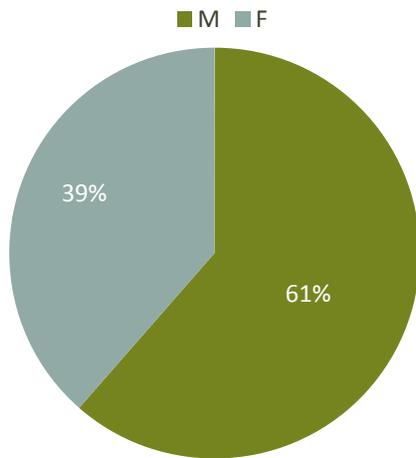


Figure 10: Gender of Intertwine users on bikes

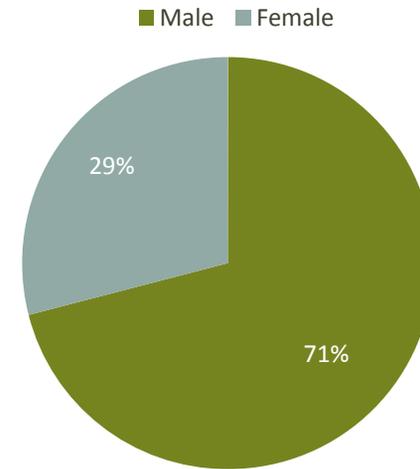
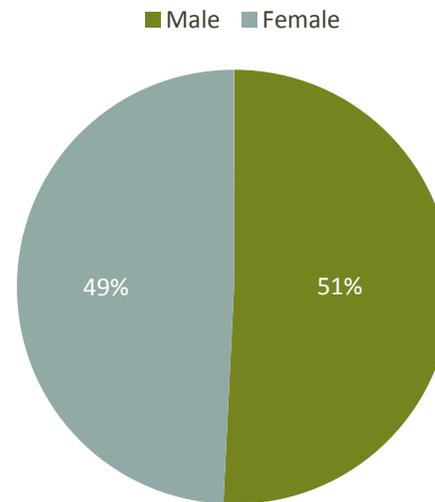


Figure 11: Gender of Intertwine users on foot



⁹ A question pertaining to race and ethnicity was included in the 2009 and 2010 surveys, but the data has not been analyzed.

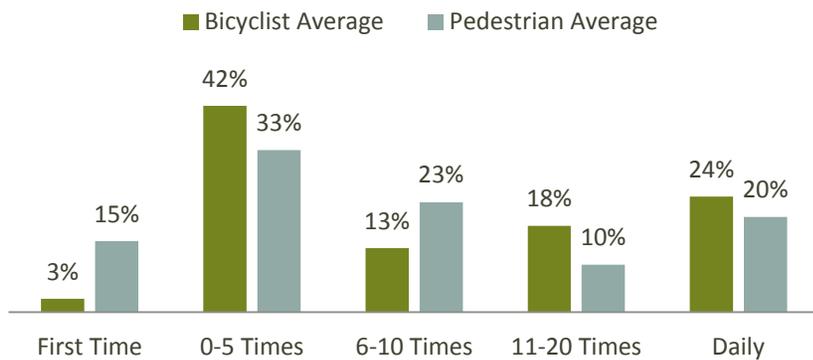
¹⁰ Portland Regional Fact Book, 2007. Portland Development Commission.

¹¹ Summary information for individual trail corridors can be found in Appendix C.

Trail survey findings¹²

Over 90 percent of trail users responded that they had used the trail at least once in the previous month and 22 percent reported that they use the same trail daily. These numbers, displayed in Figure 12, show the importance of trails as part of people’s daily lives.

Figure 12: How often people use The Intertwine per month



Trail users were asked if the purpose of their trip was for pleasure/exercise, going to/from work or school, or for shopping or doing errands. Looking at all Intertwine users as a whole, 60 percent use trails for recreation while 40 percent use trails for transportation. These findings support the belief that trails are transportation facilities, equal in importance to roads or highways. But attention must also be given to their dual role as recreational amenities.

¹² Survey findings presented here are from 2008-2010 surveys and do not include trail corridors surveyed in 2011 or 2012.

Figure 13: Intertwine trip purpose

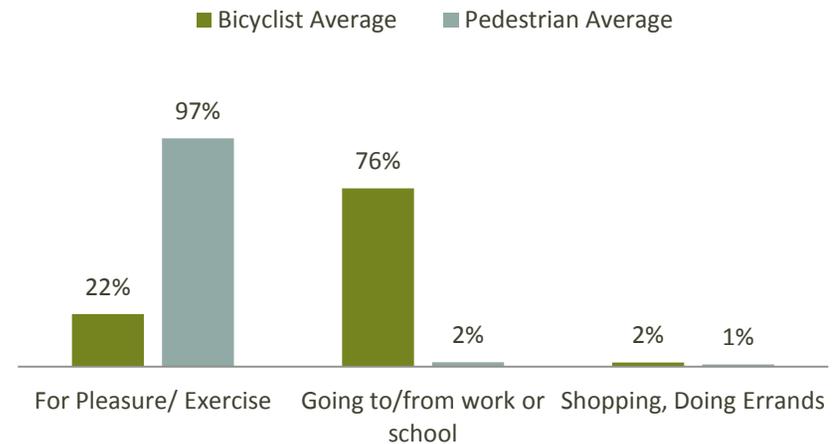
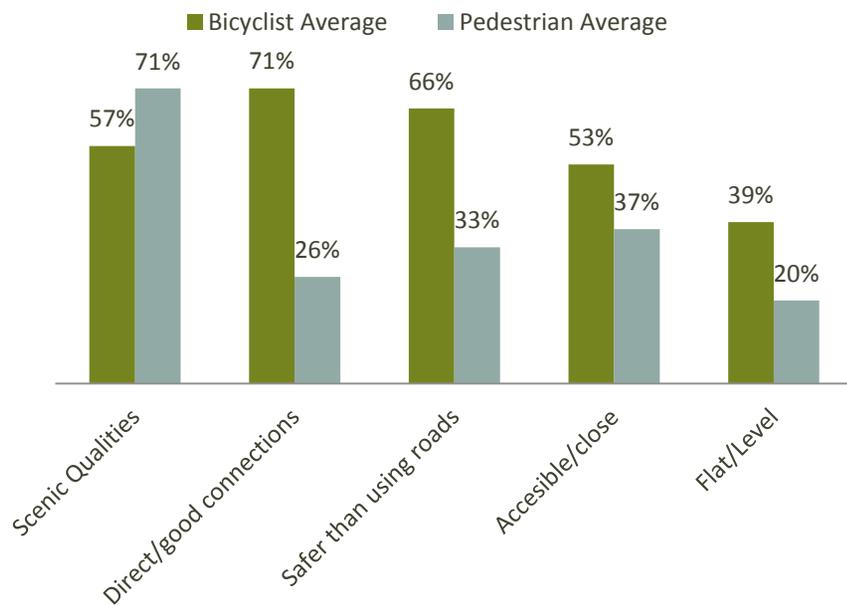


Figure 13 breaks down the trip purpose question further by separating the survey responses by bicyclists and pedestrians. While 78 percent of bike trips were reported to be for transportation, 97 percent of pedestrian trips were reported to be for recreation, showing a strong relationship between mode and trip purpose. Pedestrians probably account for so few transportation trips on trails because most trips to work or school are too far to walk.

Since we now know that most bicyclists have different trip purposes than pedestrians, it seems likely that the two types of users would choose their routes for different reasons. Figure 14 shows that pedestrians' route choices are overwhelmingly influenced by a trail's scenic qualities. Because of their non-utilitarian nature, it makes sense that most pedestrian route choices would be more influenced by scenic qualities than directness.

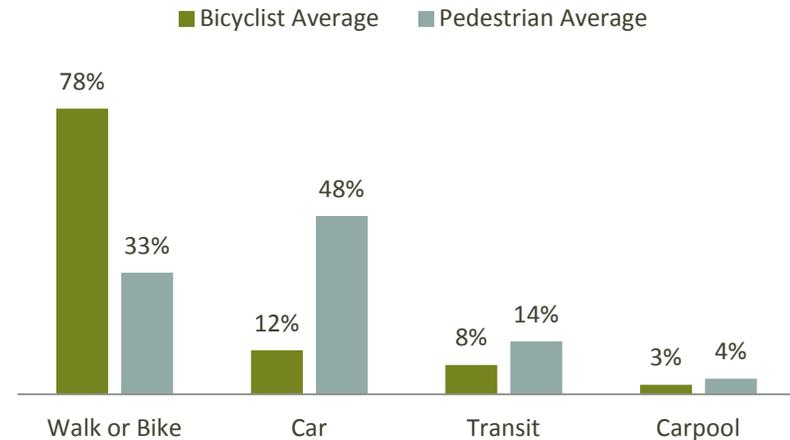
Figure 14: Factors influencing route choice



Bicyclists' responses to the question are more evenly distributed than pedestrians', but vary depending on which trail they are riding on. The top two responses by bicyclists – direct/good connections and safer than roads – are the two responses that one would expect to be most closely associated with transportation trips. Also to be expected is that

the responses show bicyclists are more sensitive to steep slopes than pedestrians.

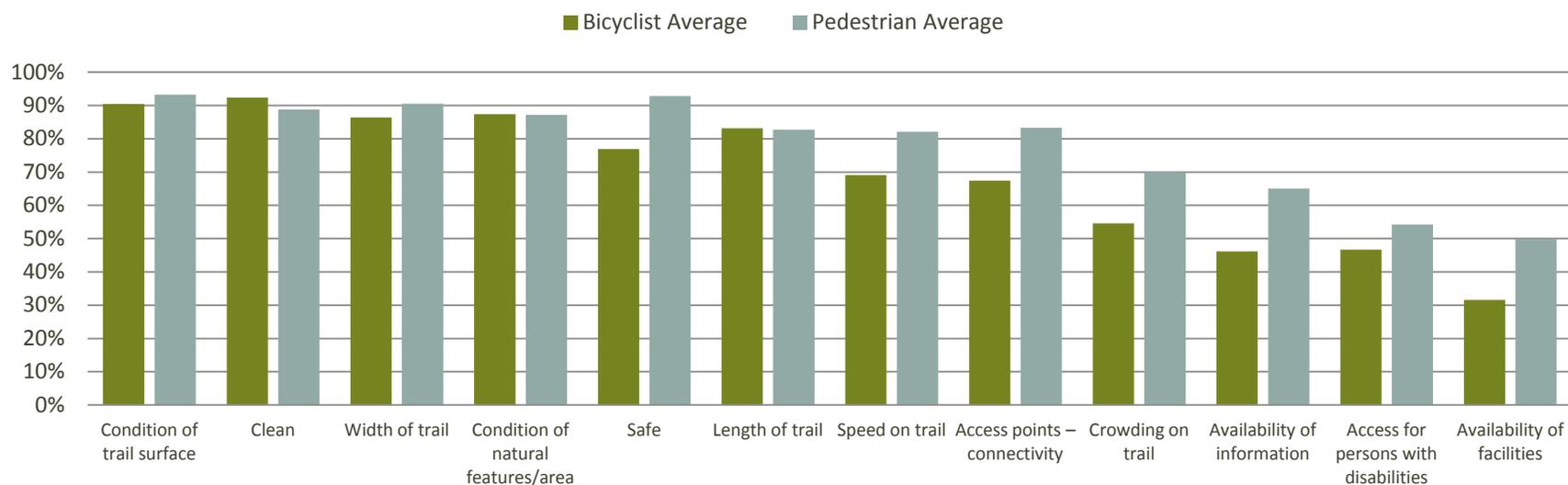
Figure 15: How Intertwine users get to the trail¹³



It is useful to understand what other modes of travel people use to get from home to the trail. Figure 15 shows that bicyclists overwhelmingly arrive at the trail by bike. Pedestrians are more likely than bicyclists to use other modes, such as transit or carpool, and are four times as likely to drive to the trail. Bicyclists' tendency to bike to trails could explain why closeness is a more important route choice factor than for pedestrians, whose preference of driving to the trail gives them access to more distant trails.

¹³ The survey asked trail users, "What other modes of travel were used in your trip today?"

Figure 16: Perceptions of Intertwine trail quality¹⁵



Trail use findings at a glance, continued:

- Most bicycle trips on The Intertwine were reported to be for transportation (see Figure 13).
- Nearly all pedestrian trips on The Intertwine were reported to be for recreation (see Figure 13).
- Bicyclist report more consistent use across seasons than pedestrians (see Figure 17).
- Pedestrians typically drive to and from the trail (see Figure 15).
- Bicyclists typically bike to and from the trail (see Figure 15).

Trail users were asked to rate the trail on the quality of several conditions. Figure 16 represents the aggregate of all trails surveyed and paints a generally positive picture of the public’s perception of trail conditions. Overall, people are generally satisfied with trail conditions such as trail width, length, surface, cleanliness, and surrounding natural areas.

¹⁵ Survey respondents gave a 1 through 5 (Poor to Excellent) rating to each of the above trail conditions. Figure 16 shows the percentage of responses that were either “excellent” or “good”.

WEATHER MAKES A DIFFERENCE

Survey respondents reported that they do not to use trails as much in the winter. Figure 17 shows a similar trend for bicyclists and pedestrians. It appears that bicycling may be slightly steadier throughout the year than walking. This could be because the recreational trips made by pedestrians are more discretionary than the transportation trips made by most bicyclists.

Figure 17: Intertwine trail use across the seasons

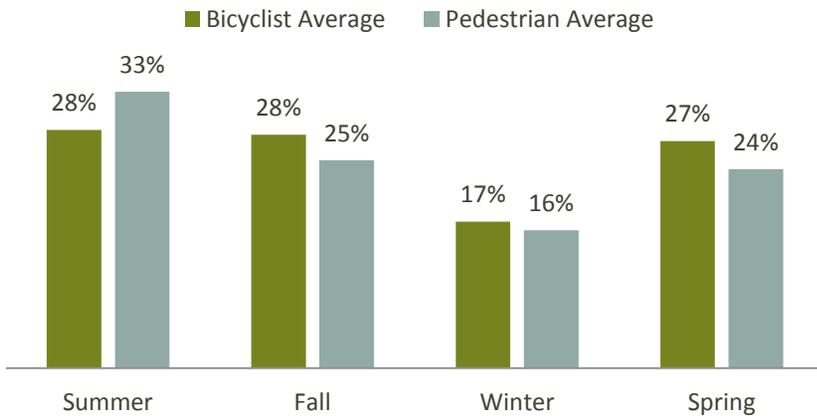
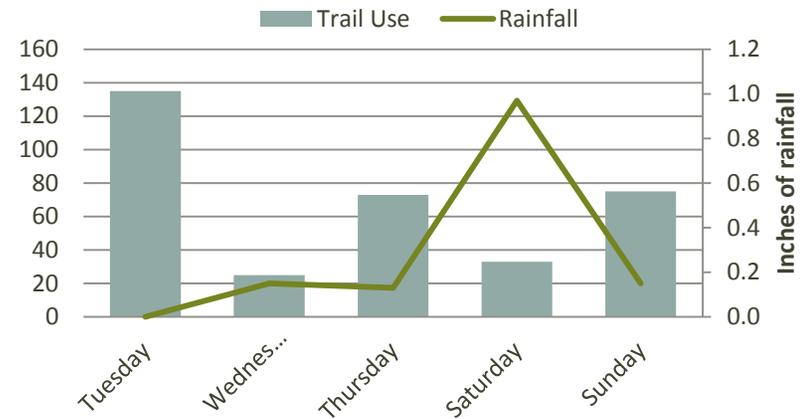


Figure 18 shows count data from a site on the Fanno Creek Trail at North Dakota Street in Tigard. The graph clearly shows that trail use is higher when the weather is dry and lower when it is raining. The 2010 count season was rainier, windier, and had lower temperatures than the previous two years. Although overall trail use grew from 2009 to 2010, several individual count sites saw drops in trail use due to poor weather. For example, trail use on the Eastbank Esplanade at OMSI dropped 36 percent, from 5,200 daily trips on a sunny day in 2009 to 3,300 trips on a rainy day in 2010. Trail users are clearly influenced by the weather.

Figure 18: Intertwine users prefer dry weather



FUTURE RECOMMENDATIONS

Over the past five years we’ve learned a lot about The Intertwine’s regional trail system. Trails are a part of people’s everyday lives... especially when the weather is nice! Whether they are on their way to work or just out for a weekend stroll, bicyclists and pedestrians alike choose trails as the scenic and safe alternative to roads. Overall, they are very satisfied with the quality of the trails.

We have seen steady growth in trail use since 2008. We are optimistic that these trends will continue into the future.

Ongoing, annual counts and surveys will be vital to show our success and to continue to provide the public with the trail experience they love.

Intertwine trail use snapshot:

An analysis of National Bicycle and Pedestrian Documentation Project data from **2008** to **2012**.

Appendix A:

Methodology change from the 2008-2010 Intertwine trail use snapshot

Appendix A. Methodology change from the 2008-2010 Intertwine trail use snapshot

This report updates the *2008-2010 Intertwine trail use snapshot* and uses a revised analytical approach due to the large amount of data now available and lessons learned from five years of the count program. This appendix describes the count location selection strategy and recommendations for future count efforts.

The *2008-10 Intertwine trail use snapshot* calculated average trail corridor volumes based on data from multiple count sites, across different days (weekend and weekday) and count times. A review of the five years of count data now available indicated that while the number of counts and locations has continued to grow, the same locations are not always counted each year. This makes comparisons from year to year difficult.

Use core count locations as the primary source of data

The current report addresses this challenge by identifying a set of core count locations that should be counted each and every year. For each of the 32 trail corridors identified in Figure A-1, one to three count locations and count times were identified to serve as core count locations. These locations were identified based on geographic location, the presence of historic data, and high-count volume sites indicating peak trail use volumes. Note that Metro will still work with local agencies to continue to count a larger number of locations as it has in previous year. However, when assisting agencies to assign volunteers to count locations, Metro will aim to ensure that the core count locations are covered first to provide consistent data reporting in future count reports.

Trail usage over time based on the actual count volumes at the 32 trail corridors (core locations) is presented in Figure 1. Estimates for individual trails are presented as annual extrapolations of these counts in Figures 5 and 6. The general trends in activity remain the same, but the revised methodology results in annual trail use volume estimates that are higher than in the previous report, because the previous methodology averaged higher and lower volume locations together. The revised methodology instead averages counts from the same core locations (typically a higher activity location along the trail) over multiple years. Elimination of lower volume locations increases the annualized totals. However, these estimates may still be conservative as a single count location along a lengthy trail will miss many users from other parts of the trail who don't pass that point.

The result of the methodology change is a simplification of the counting, analysis and tracking process that should provide data that are easier to compare over time because they are based on a consistent set of locations.

Consider developing local extrapolation factors

Because activity patterns vary on different types of trails throughout the region, a set of automatic counters placed on a subset of trails around the region to document bicycle and pedestrian activity throughout the year would allow for a more refined method of developing annual estimates. In the absence of such data, the revised methodology provides annual estimates of trail use that are based on a consistent set of locations and allow for a comparison of relative activity patterns on trails throughout the region.

Figure A-1: Intertwine key indicator sites, days, times

Intertwine Trail Corridor	Key Indicator Sites
Banks-Vernonia State Trail	Site 950, Weekdays 4-6 pm
Burnt Bridge Creek Trail	Site 447, Weekdays 4-6 pm
Columbia River Renaissance Trail	Site 462, Weekdays 4-6 pm
Council Creek Trail	Site 962, 963, Weekdays 4-6 pm
Eastbank Esplanade	Site 40, Weekdays 4-6 pm
Fanno Creek Trail	Site 607, 701, 755, Weekdays 4-6 pm
Frenchman's Bar-Vancouver Lake Trail	Site 420, Weekdays 4-6 pm
Gresham-Fairview Trail	Site 517, Weekdays 4-6 pm; 519 Weekdays 7-9 am
Hillsboro to Forest Grove Trail	Site 325, 326, Weekdays 4-6 pm
I-205 Multi Use Path	Site 106,109, Weekdays 4-6 pm
Interstate Bridge Path	Site 460, 461, Weekdays 4-6 pm
Lacamas Heritage Trail	Site 450, Weekdays 4-6 pm
Leif Erikson	Site 121, Weekdays 4-6 pm
Marine Drive Trail	Site 76, Weekdays 4-6 pm
N Portland Willamette Greenway	Site 32, Weekdays 4-6 pm
NW Portland Willamette Greenway	Site 7, Weekdays 4-6 pm
Padden Parkway Trail	Site 434, Weekdays 4-6 pm
Rock Creek Trail	Site 305, Weekdays 4-6 pm
Salmon Creek Trail	Site 418, Weekdays 4-6 pm
Springwater Corridor SE	Site 65, 61, Weekdays 4-6 pm
Springwater on the Willamette	Site 52, 54, Weekdays 4-6 pm
Springwater Trail in Gresham	Site 505, Weekdays 4-6 pm
Sunset Highway Trail	Site 131, Weekdays 4-6 pm
SW Portland Willamette Greenway	Site 25, Weekdays 4-6 pm
Terwilliger Blvd Path	Site 144, Weekdays 4-6 pm
Terwilliger Trail	Site 952, Weekdays 4-6 pm
Tonquin Trail	Site 812, Weekdays 4-6 pm
Trolley Trail	Site 218, Weekdays 4-6 pm
Tualatin River Greenway	Site 724, Weekdays 4-6 pm
Waterfront Park Trail	Site 13, Weekdays 4-6 pm
Westside/Waterhouse Trail	Site 623, 647, Weekdays 4-6 pm
Wildwood Trail	Site 125, Weekdays 4-6 pm

Consider conducting multiple counts at each core location

This report presents results in several figures as a three-year rolling average. This method aims to minimize the natural fluctuation present in short-duration count data. One way to further minimize the variability in the data would be to conduct two counts at each location specified in Figure A-1 (e.g., count Site 950 twice each year on a weekday between 4 and 6 p.m. during the NBPD count week). This would effectively double the number of count observations included in the three-year rolling average (from three to six in the case of the individual corridor results in Appendix C) and would further minimize the susceptibility of the average to a single high or low count.

Intertwine trail use snapshot:

An analysis of National Bicycle and Pedestrian Documentation Project data from **2008** to **2012**.

Appendix B:

Trail count and survey forms



Site ID: _____ Trail Name: _____ Location: _____
 To be completed by Data Collector: Date: _____ Time Period: _____ Weather: _____
 Name of Data Collector: _____ Notes: _____

STANDARDIZED TRAIL SURVEY

1. What best describes why you are out here today?

For pleasure/exercising/recreation (a)
 Going to/from work or school (b)
 Shopping, doing errands, visiting friends (c)
 Walking (a)
 Biking (b)
 Jogging (c)
 Other: _____ (d)

2. What are you doing on the trail right now?

Car (a)
 Carpool (b)
 Walk or bike (d)
 Transit (c)

3. Please check any other transportation modes in your trip today, including how you got to the trail.

_____ (x) & _____ (y)
 _____ (x) & _____ (y)

4. Where did you start this trip? (nearest street intersection)

_____ (x) & _____ (y)

5. Where will you end this trip? (if you will end where you started, give the furthest point reached)

_____ (x) & _____ (y)

6. How do you rate the path on each of the following?

	Safe (a)	Clean (b)	Condition of trail surface (c)	Width of trail (d)	Length of trail (e)	Crowding on trail (f)	Speed on trail (g)	Condition of natural features/area (h)	Access points – connectivity (i)	Access for persons with disabilities (j)	Availability of information: directional signage/maps (k)	concerning nature (l)	concerning safety (m)	Availability of facilities: restrooms (n)	drinking fountains (o)	trash cans (p)	parking (q)
Don't Know	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Excellent	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Good	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fair	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Poor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7. Why are you using this trail instead of walking/riding elsewhere? Check all that apply.

Accessible/close (a)
 Direct/good connections (b)
 Safer than using roads (c)
 Scenic qualities (d)
 Flat / level (e)

8. In the past month, how often have you used this trail?

First time ever (skip to Question 10) (a)
 0-5 times (b)
 6-10 times (c)
 11-20 times (d)
 Daily (e)

9. Please check the seasons in which you use the trail.

Summer (a)
 Fall (b)
 Spring (d)
 Winter (c)

10. Home zip code: _____

11. Your age? _____

12. Your gender?

Female
 Male

13. What is your race or ethnicity? (Optional. Check all that apply.)

Hispanic/Latino (a)
 African American (b)
 White (c)
 Asian (d)
 Native American or Alaskan Native (e)

14. Comments?



STANDARDIZED TRAIL SURVEY

Site ID: _____ Trail Name: _____ Location: _____
 To be completed by Data Collector: Date: _____ Time Period: _____ Weather: _____
 Name of Data Collector: _____ Notes: _____

1. ¿Cuál de las siguientes opciones describe mejor lo que vino usted a hacer hoy?

- Placer/ejercicio/recreación (a)
- Trasladándome de la casa al trabajo/escuela (b)
- De compras, haciendo el super o visitando amigos (c)

2. ¿Cómo te estás trasladando?

- A pie (a)
- En bicicleta (b)
- Corriendo (c)
- Otros: _____ (d)

3. Por favor marque cualquier otro medio de transporte que esté utilizando hoy para realizar sus actividades, incluyendo cómo llegó a este camino.

- Coche (a)
- Haciendo ronda o de ride (b)
- Transporte público (c)
- Caminando o en bici (d)

4. ¿En dónde empezó tu recorrido? (la intersección más cercana)

_____ (x) & _____ (y)

5. ¿En dónde va a terminar tu recorrido? (Si lo va a terminar dónde lo empezó, mencione que tan lejos llegó)

_____ (x) & _____ (y)

6. ¿Cómo describiría el camino en cada una de las siguientes características?

Características?	Excelente	Bueno	Normal	Pobre	No sé
Seguro (a)	<input type="checkbox"/>				
Limpio (b)	<input type="checkbox"/>				
Condición de la superficie (c)	<input type="checkbox"/>				
Ancho del camino (d)	<input type="checkbox"/>				
Longitud del camino (e)	<input type="checkbox"/>				
Cantidad de gente (f)	<input type="checkbox"/>				
Velocidad en el camino (g)	<input type="checkbox"/>				
Condición de áreas naturales (h)	<input type="checkbox"/>				
Puntos de acceso y conexiones (i)	<input type="checkbox"/>				
Acceso para personas con diferentes capacidades (j)	<input type="checkbox"/>				
Información disponible:					
• Señales/direcciones/mapas(k)	<input type="checkbox"/>				
• Acerca de la naturaleza (l)	<input type="checkbox"/>				
• Acerca de la seguridad (m)	<input type="checkbox"/>				
Instalaciones disponibles:					
• baños(n)	<input type="checkbox"/>				
• bebederos (o)	<input type="checkbox"/>				
• basureros (p)	<input type="checkbox"/>				
• estacionamiento (q)	<input type="checkbox"/>				

7. ¿Por qué prefiere usar este camino a otros? Marque todas las que apliquen.

- Accesible/cerca (a)
- Directo/buenas conexiones (b)
- Es más seguro que andar en la calle (c)
- Por sus cualidades escénicas (d)
- Por sus niveles de inclinación (e)

8. ¿En el último mes, qué tan seguido a utilizado este camino?

- Nunca lo había usado (Salte a la pregunta 10)
- 0-5 veces (b)
- 6-10 veces (c)
- 11-20 veces (d)
- Diario (e)

9. Por favor marque las estaciones del año en las que utilice el camino

- Verano (a)
- Otoño(b)
- Invierno (c)
- Primavera (d)

10. Código Postal de su casa: _____

11. Edad: _____

12. Sexo

- Femenino
- Masculino

13. ¿Cuál es su raza u origen étnico? (Opcional, marque todas las que apliquen)

- Hispano/Latino (a)
- Afroamericano(b)
- Blanco (c)
- Asiático (d)
- Nativo americano o nativo de Alaska (e)

14. Comentarios