

Report of the 2012 New York State Trail User Count

December 2012

A joint effort of



Funding for this effort and publication was made possible through the Federal Highway Administration's (FHWA) Recreational Trails Program which is part of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Executive Summary

New York State is fortunate to possess thousands of miles of trails statewide. While it is known anecdotally that these trails are popular with residents and visitors alike for a wide range of activities, very little data exists to support this claim. As part of the implementation of the 2010 *New York Statewide Trails Plan* and in order to better understand the use of the state's greenway (multi-use) trails, Parks & Trails New York (PTNY), the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP), and The New York State Trails Council recruited and trained volunteers associated with 14 greenway trails from across the state to conduct trail counts during the month of August 2012.

The volunteers were tasked with conducting a minimum of eight hours of counts over four days at each study location. In total 12 groups of volunteers conducted counts at 22 locations on 14 greenway trails. During the counts, the volunteers were instructed to take note of the method by which each trail user was enjoying the trail, as well as the prevalence of helmet use among cyclists. Upon completion of their counts, each team of volunteers submitted their findings to PTNY for analysis. Using the methodology developed for the National Bicycle and Pedestrian Documentation (NBPD) project, the sample counts were extrapolated to determine estimates of annual use at each location.

Volunteers counted a total of 9,210 trail users at the 22 study locations. From this total, it was estimated that together the trails experienced a total of 2,272,621 users annually. While the estimates at individual locations varied due to several factors, the highest estimates correlated with areas of higher population such as Long Island and the Hudson Valley. In regards to the mode of use observed during the counts, walking was the predominant mode at 12 sites while cyclists were the majority at the remaining 10. Out of the 4,301 cyclists observed at all locations, 55% (2366) were wearing helmets.

The greatest single estimate calculated was for the Haviland Road Trailhead on the Hudson Valley Rail Trail at 667,405 annual users. Since this trailhead also serves as a western entrance to the Walkway Over the Hudson State Historic Park, this estimate supports the Walkway's estimate of 750,000 users annually.

Understanding the volume and nature of trail use is critical when deciding how best to maintain and enhance the state-wide system of greenway trails. The annual estimates generated by this study will provide a baseline of data to share with decision makers and include in funding applications for each of the trails studied. One further benefit is that the 55 volunteers involved in the counts have gained experience with both the count protocols and the NBPD methodology. It is the hope of the project organizers that the volunteers will continue their counts in subsequent years, in order to continue building the body of data documenting New York State trail use.

Introduction

With thousands of miles of trails statewide, New York's trail system has something to offer almost every interest and level of ability. While it is broadly known that both residents and out of state visitors are enjoying the state's trails, very few studies have attempted to quantify the amount of use on even a local level. Since decisions regarding funding for trail design, maintenance, and promotion are based in large part on understanding how the trail is being used, this lack of data may be detrimental to the well-being of the state's trail system in the future.

The purpose of this study and report is to continue building a body of data on the nature and volume of trail use on greenway (multi-use) trails in the state while publicizing a standardized trail use count protocol and training volunteers on count methodology. These objectives are supported by the 2010 *New York Statewide Trails Plan* (<http://nysparks.com/recreation/trails/statewide-plans.aspx>) and subsequent Action Plan. In order to enhance the body of trail use data, Parks & Trails New York (PTNY), the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP), and The New York State Trails Council sought volunteers to sample trail use on the state's greenway trails. In all, 12 groups of volunteers conducted counts on 14 trails from Niagara Falls to Long Island. The trail use counts were then extrapolated using the methodology of the National Bicycle and Pedestrian Documentation project (NBPD) (<http://bikepeddocumentation.org/>) to generate annual estimates for the 22 count locations.

Five of the trails selected for this year's study, the Hurley O & W Rail Trail, the Genesee Valley Greenway, Chautauqua Rails to Trails, and the Lehigh and Auburn Trails, were previously the subject of the 2008 Trail User Survey conducted by OPRHP

(<http://nysparks.com/recreation/trails/documents/StatewideTrailsPlan/StatewideTrailsPlanAppendixC.pdf>).

While much of that study focused on the habits and spending of survey respondents, trail user counts from the Hurley O & W Rail Trail resulted in an annual traffic volume estimate being calculated using a different methodology. Beyond supplying the constituents of these trails with an up-to-date and defensible trail use estimate, it is a goal of this study to provide greater context to the findings of the 2008 Trail User Survey.

Timeline

Recruitment – June/July 2012

A broad appeal to participate in this study was sent out through press releases, electronic mailings via PTNY's mailing lists, dissemination through the Trails Council's members, and direct recruitment by OPRHP. From these outreach efforts, 15 individuals associated with 17 trails expressed interest in coordinating teams of volunteers to conduct the counts during August. Due to various circumstances, only 14 of the trails are included in this report.

Volunteer Training – July 2012

In order to ensure consistent methods in data collection, the local coordinator from each group of volunteers was asked to join in a webinar (presentation transmitted over the internet) training in which the NBPD methodology to be used for this study was presented. Those that could not participate in the

webinar were briefed on the methodology by PTNY staff. Resources, including custom count forms, the count protocol (Appendices A and B respectively), and an FAQ, were provided to volunteers via the study's website <http://www.ptny.org/greenways/NYSTrailUserCount/>.

Data Collection – August 5 – 30, 2012

The month of August was selected to conduct the counts due to the NBPD methodology indicating it having the greatest proportion of annual use. Volunteers were informed that counts could begin the first Sunday and needed to be completed by the Thursday before Labor Day. For each count location, volunteers were required to conduct a minimum of four two-hour counts at least one of which was on a weekend with the remaining counts occurring during Tuesday, Wednesday, and Thursday of the same week or the same day in three consecutive weeks, in accordance with NBPD methodology.



A volunteer conducts a count at the Bethpage Bikeway.

Data Submission and Analysis – September-November 2012

Upon completion of counts, the local volunteer coordinators submitted their data to PTNY for analysis. PTNY presented each coordinator with both an estimate of annual trail traffic volume as well as a proportional breakdown of types of trail use.

Trail User Count Locations

Trail User Counts were conducted in 9 of the 11 OPRHP Regions. Only the Thousand Islands and New York City Regions were not represented. Please refer to Table 1 for information on each count location and Figure 1 for a graphical illustration of the participating trails.

Table 1. 2012 New York State Trail User Count Survey Locations and Details

Trail Name	Surface	Count Location	County	OPRHP Region	Number of Count Days	Total Users Observed
Auburn Trail	Stone dust	Micky Finn's Restaurant, Town of Victor	Ontario	Finger Lakes	5	225
	Stone dust	Hamlet of Fishers, Town of Victor	Ontario	Finger Lakes	4	130
	Stone dust	Mertensia Park, Town of Farmington	Ontario	Finger Lakes	4	130
Bethpage Bikeway	Asphalt	Clark Blvd, Village of Massapequa Park	Nassau	Long Island	7	2,792
Catskill Scenic Trail	Stone dust	21 Railroad Ave, Village of Stamford	Delaware	Central	4	355
Chautauqua Rail Trail	Natural	Sherman Park, Town of Sherman	Chautauqua	Allegany	4	14
	Stone dust	Titus Road, Town of Sherman	Chautauqua	Allegany	4	6
	Stone dust	Prospect Station, Town of Portland	Chautauqua	Allegany	4	31
Genesee Valley Greenway	Asphalt	Mile 0.5, Genesee Valley Park, Town of Chili	Monroe	Genesee	4	205
	Asphalt	Mile 1.5, Fire Training Facility, Town of Chili	Monroe	Genesee	4	122
	Stone dust	Mile 33, South side of GVG Bridge, Village of Mt. Morris	Livingston	Genesee	4	34
	Natural	Mile 49, Oakland Lock, Town of Portage	Livingston	Genesee	4	6
Harlem Valley Rail Trail	Asphalt	Trailhead, Hamlet of Copake Falls	Columbia	Taconic	5	216
	Asphalt	Trailhead, Village of Millerton	Dutchess	Taconic	5	380
Hurley O&W Rail Trail	Asphalt	Russell Rd/Depot St, Town of Hurley	Ulster	Palisades	8	348
Hudson Valley Rail Trail	Asphalt	75 Haviland Rd, Town of Lloyd	Ulster	Palisades	4	1,855
Jones Beach Bikeway	Asphalt	Jones Beach Bikeway Trail, Seaford, Town of Hempstead	Nassau	Long Island	5	1,270
Lehigh Trail	Stone dust	Old Dutch, Town of Victor	Ontario	Finger Lakes	4	114
Lyons Trail of Hope	Stone dust	Trail of Hope, Village of Lyons	Wayne	Finger Lakes	4	235
Old Croton Aqueduct	Natural	Memorial Park, Village of Irvington	Westchester	Taconic	4	364
Robert Moses Trail	Asphalt	Entrance Road, Whirlpool State Park, City of Niagara Falls	Niagara	Niagara	4	303
Uncle Sam Bikeway	Asphalt	Gurley Avenue Trailhead, City of Troy	Rensselaer	Saratoga/ Capital District	4	75

Figure 1. Locations of 2012 New York State Trail User Count Trails



Methodology

The NBPD methodology was developed in 2003 by Alta Planning and Design and the Institute of Transportation Engineers (ITE) Pedestrian and Bicycle Council through the study of trail count data from automated trail counters.

These data sets were assigned to one of three climatic regimes (Very Hot Summer Mild Winter, Moderate Climate, or Long Winter Short Summer) and analyzed to determine the proportion of trail use on an hourly, daily, and monthly basis. New York State is considered to fall within the Long Winter Short Summer climatic regime.

The NBPD methodology can be used to calculate estimates of annual use for either multi-use pathways (PATH) or high density pedestrian and entertainment districts (PED). In regards to the methodology, PED locations show a greater predilection to afternoon and evening use whereas PATH locations exhibit the greatest use from morning (8AM) until evening (7PM). While several of the trail locations studied exhibited high amounts of use during the counts, none of the count locations could accurately be described as a high density pedestrian district. As a result, all estimates were calculated using PATH hourly adjustment factors.

The NBPD project strongly encourages that all estimates be based on the average of at least two and preferably three counts during the same time period and week, especially for lower volume areas. For the purposes of this study we required volunteers to conduct a minimum of four counts lasting at least two hours each. Each 2-hour count was to coincide with the busiest time of day. By default, the methodology considers this to be between 5 PM and 7 PM on weekdays and between noon and 2 PM on weekends, though it notes that local peak usage could widely vary. To accommodate for this, the selection of the period of peak use was left to the discretion of each volunteer coordinator.

The counts were required to include three weekdays (Tuesday through Thursday) and at least one weekend day. If consecutive days in a week are not feasible, the methodology allows counts to be conducted on the same day in consecutive weeks. Monday and Friday counts are discouraged by the NBPD methodology due to those days exhibiting a proportion of use that is between that of typical weekend and mid-week use.

For the purposes of this study, estimates of annual trail traffic were derived by following the steps outlined by the National Bicycle and Pedestrian Documentation Project:

1. Calculate average for weekday and weekend day count periods

Once the results were submitted, the initial step was to calculate the means of the 2-hour count periods for both weekday and weekend days. In cases where the volunteers did the minimum amount of counts this was the mean of three weekdays while the weekend count served as the mean for the weekend.

The methodology of this study varied from NBPD project recommendations in a single way. NBPD methodology recommends multiplying the calculated average weekday and weekend counts by 1.05 if the trail is used between 11:00 p.m. and 6:00 a.m. Due to the rural nature of many of the trails, and to ensure more conservative estimates, it was decided to omit this factor.

2. Estimate total weekday and weekend daily traffic

The NBPD has developed Hourly Adjustment Factors representing percentages of daily traffic for hourly intervals between 6:00 a.m. and 9:00 p.m. which vary between weekdays and weekends (Appendix C – Table 1). The average weekday and weekend 2-hour counts were divided by the percentage of total daily traffic represented by the two-hour period when the counts were conducted providing an estimate of total weekday and weekend day daily traffic.

3. Estimate average weekly traffic volumes

To arrive at an average weekly volume, the daily weekday and weekend estimates were adjusted for the days of the week on which counts were taken (Appendix C – Table 2). This was accomplished by dividing each number by an average of the NBPD project’s Daily Adjustment Factors for the days included in the average weekday count calculation.

The adjusted weekday and weekend counts were then added and divided by two to arrive at the average weekly volume.

4. Estimate average monthly traffic volume

The average weekly volume was multiplied by 4.33 weeks to obtain the estimated monthly trail traffic volume.

5. Estimate annual trail traffic volume



Winter trail use, such as that on the Hudson Valley Rail Trail, is considered when calculating the estimates.

The monthly volume was divided by 14% which is the Long Winter Short Summer Climatic Regime adjustment factor for August. This provides an estimate of annual use for the count location.

Since the methodology was developed based on the findings of automated trail counters with no method to determine how many times a recorded trail user is a unique person, neither can the resulting annual estimates. These estimates should be considered an approximation of how

many times trail users pass by the count location. It may be assumed that a portion of this estimate is returning trail users.

Results

Volunteers counted a total of 9,210 trail users between the 22 study locations. From this total, it was estimated that together the trails experienced a total of 2,272,621 users annually.

The Hudson Valley Rail Trail (HVRT) had the highest estimate of annual trail traffic volume, nearly 670,000 annual trail users. Considering that the Haviland Road Trailhead of the HVRT is also the western

entrance to the Walkway Over the Hudson State Historic Park, it is unsurprising that its estimate is within 80,000 of the Walkway's annual estimate of 750,000¹ visitors.

Counts from the most rural trails, such as the Chautauqua Rail Trail in western New York and sections of the Genesee Valley Greenway in southern Livingston County, generated annual estimates between several thousand and approximately 10,000 users. Trails closer to densely settled areas, such as the Robert Moses Trail in Niagara Falls, Old Croton Aqueduct Westchester County, and Bethpage Bikeway and Jones Beach Bikeway on Long Island were among those with the highest estimates of annual trail traffic volume.

All but one of the five trails with the greatest annual estimates had a paved surface. This result may be a function, however, of a trail's location in a more densely populated area as well as the trail surface type. For example, the Old Croton Aqueduct Trail in Westchester County, which is surfaced with stone dust, had the sixth highest annual trail traffic estimate (nearly 120,000 trail users).



Despite its natural surface, the Old Croton Aqueduct draws thousands of visitors each year.

Please refer to Table 2 below for a breakdown of annual estimates by count location.

¹ <http://www.walkway.org/walkway-friends>

Table 2. Estimate of Annual Use by Count Location

Trail Name	Estimate of Annual Use
Hudson Valley Rail Trail - Lloyd	667,405
Jones Beach Bikeway - Seaford	368,231
Bethpage Bikeway - Massapequa Park	175,224
Catskill Scenic Trail - Stamford	150,277 ¹
Harlem Valley Rail Trail - Millerton	124,931 ²
Old Croton Aqueduct - Irvington	119,689
Robert Moses Trail - Niagara Falls	107,950
Hurley O&W Rail Trail - Russel Rd/Depot St	81,157
Lyons Trail of Hope	74,879
Genesee Valley Greenway - Mi. 0.5	70,367
Auburn Trail - Micky Finn's	58,742
Harlem Valley Rail Trail - Copake Falls	54,908
Auburn Trail - Fishers	43,715
Auburn Trail - Mertensia Park	40,669
Genesee Valley Greenway - Mi. 1.5	38,308
Lehigh Trail - Old Dutch	37,498
Uncle Sam Bikeway - Troy	25,196
Genesee Valley Greenway - Mi. 33	12,165
Chautauqua Rail Trail - Portland	10,496
Chautauqua Rail Trail - Sherman Park	5,003
Chautauqua Rail Trail - Titus Road	3,356
Genesee Valley Greenway - Mi. 49	2,455

¹The weekend count for the Catskill Scenic Trail coincided with a benefit 5k walk and subsequent block party. Considering that average weekend counts were seven times greater than average weekday counts this estimate may not be a fair representation of annual trail use.

²No weekend counts were reported in Millerton. The reported annual estimate was determined using only the available weekday counts and as such does not strictly conform to NBPD methodology.

Comparison to findings of the 2008 NYSOPRHP Trail User Survey

The 2012 annual estimate of trail traffic volume for the Hurley O&W Rail Trail of 81,000 persons was 69% higher than the 2008 estimate of 48,000 persons calculated for the trail based on counts conducted as part of OPRHP's 2008 Trail User Survey. The difference is most likely attributable to the difference in estimation methods employed. The 2008 study utilized the method developed by Dr. Greg Lindsey at Indiana University. While a valid approach, Dr. Lindsey's methodology was tailored for the area immediately surrounding Indianapolis, which is a more temperate climate.

Prior to the development of the NBPD methodology, PTNY used the Lindsey method to calculate annual trail volume estimates for the Erie Canalway Trail. In this case, when estimates generated by the NBPD and Lindsey methods were compared, each Lindsey calculation was approximately one-half to two-thirds that of those calculated by NBPD. Based off the volume of data from multiple locations used to develop the NBPD methodology and the number of counts conducted to produce the 2012 estimate for the Hurley O&W Rail Trail, 81,000 users is believed to be an accurate current estimate of annual use.

Use by Mode

Table 3. Predominant Use by Count Location

Trail Name	Predominant Use	Surface
Auburn Trail - Micky Finn's	Cyclists	Stone dust
Auburn Trail - Fishers	Cyclists	Stone dust
Auburn Trail - Mertensia Park	Walkers/Hikers	Stone dust
Bethpage Bikeway - Massapequa Park	Cyclists	Asphalt
Catskill Scenic Trail - Stamford	Walkers/Hikers	Stone dust
Chautauqua Rail Trail - Titus Road	Walkers/Hikers	Natural
Chautauqua Rail Trail - Sherman Park	Walkers/Hikers	Stone dust
Chautauqua Rail Trail - Portland	Cyclists	Stone dust
Genesee Valley Greenway - Mi. 0.5	Cyclists	Asphalt
Genesee Valley Greenway - Mi. 1.5	Cyclists	Asphalt
Genesee Valley Greenway - Mi. 33	Walkers/Hikers	Stone dust
Genesee Valley Greenway - Mi. 49	Walkers/Hikers	Natural
Harlem Valley Rail Trail - Copake Falls	Cyclists	Asphalt
Harlem Valley Rail Trail - Millerton	Walkers/Hikers	Asphalt
Hurley O&W Rail Trail - Russel Rd/Depot St	Walkers/Hikers	Asphalt
Hudson Valley Rail Trail - Lloyd	Walkers/Hikers	Asphalt
Jones Beach Bikeway - Seaford	Cyclists	Asphalt
Lehigh Trail - Old Dutch	Walkers/Hikers	Stone dust
Lyons Trail of Hope	Walkers/Hikers	Stone dust
Old Croton Aqueduct - Irvington	Walkers/Hikers	Natural
Robert Moses Trail - Niagara Falls	Walkers/Hikers	Asphalt
Uncle Sam Bikeway - Troy	Cyclists	Asphalt

As shown in Table 3 above, at each of the 22 study locations walkers or cyclists were the predominant trail users. When looking at each mode individually, the breakdown between walkers or cyclists was nearly equal (12 to 10 locations, respectively). If we were to consider, however, the total pedestrian use by adding joggers and walkers together at each location, pedestrians become the dominant users at 14 of the count locations with cyclists in the majority at only 7 locations. The last of the 22 count locations, Prospect Station on the Chautauqua Rail Trail, was found to be equally divided between pedestrians and cyclists. While trail surface did not seem to have an influence on pedestrians, five of the seven trails where cyclists were the majority of users were surfaced with asphalt.

While pedestrians and cyclists were the majority of users observed at each trail, a few trails exhibited a significant proportion of its use in other modes. In-line skaters comprised nearly 13% of users (161) on the Jones Beach Bikeway, while both the Catskill Scenic Trail and the Robert Moses Trail had a significant number of baby carriages and strollers (8% and 6% respectively).

Please refer to Table 4 below for a complete breakdown of modal use at each count location by percentage.

Total Helmet Use

In each count location, with the exception of Bethpage Bikeway, at least half of the cyclists were wearing helmets. At Bethpage, the proportion was 47%. Out of the total number of cyclists observed (4,301), 55% were wearing helmets. When this proportion is calculated without the influence of Bethpage's large population of cyclists, it is found that helmet use at all other study locations was more than 60%.

Conclusions

For its inaugural year, the 2012 New York State Trail User Count achieved its goal of generating estimates of annual trail use, employing a nationally recognized methodology, for 14 greenway trails around the state. Furthermore, through their participation in this process the 55 volunteers have gained experience with the count protocols and the NBPD methodology. While these estimates provide valuable data to share with decision makers and use in funding applications, the project organizers will encourage this year's participants to continue their counts in subsequent years in order to continue building the body of data documenting New York State trail use.



While very popular with cyclists, Bethpage Bikeway exhibited the lowest rate of helmet use.

Table 4. Proportion of Modal Use Observed During All Counts

Trail	Surface	Walkers/Hikers	Joggers	Cyclists	Baby Carriages	Wheelchair Users	Skateboarders	In-line Skaters	Equestrians	ATVs	Scooters	% Helmet use
Auburn Trail - Micky Finn's	Stone dust	35.1%	18.7%	45.3%	< 1%							56.9%
Auburn Trail - Hamlet of Fishers	Stone dust	37.7%	5.4%	56.9%								87.8%
Auburn Trail - Mertensia Park	Stone dust	45.4%	18.5%	34.6%	1.5%							77.8%
Bethpage Bikeway	Asphalt	18.1%	18.4%	59.2%	< 1%		1.7%	1.8%				46.9%
Catskill Scenic Trail	Stone dust	43.9%	39.2%	7.0%	8.2%	< 1%			< 1%	< 1%		60.0%
Chatauqua Rail Trail - Sherman Park	Natural	85.7%		14.3%								100.0%
Chatauqua Rail Trail - Titus Rd	Stone dust	66.7%							33.3%			
Chatauqua Rail Trail - Prospect Station	Stone dust	38.7%	9.7%	48.4%						3.2%		93.3%
Genesee Valley Greenway (GVG) - GV Park	Asphalt	12.2%	15.1%	72.2%		< 1%						59.5%
GVG - Mi 1.5	Asphalt	23.0%	10.7%	66.4%								66.7%
GVG - Mi 33	Stone dust	67.6%	5.9%		2.9%							50.0%
GVG - Mi 49	Natural	100%										
Harlem Valley Rail Trail - Millerton	Asphalt	38.9%	5.5%	51.3%	2.6%	< 1%	< 1%	< 1%				71.3%
Harlem Valley Rail Trail - Copake Falls	Asphalt	51.9%	4.2%	42.6%	< 1%						< 1%	73.9%
Hurley O&W Rail Trail	Asphalt	46.3%	10.6%	35.7%	2.3%			3.2%			2.0%	65.3%
Hudson Valley Rail Trail	Asphalt	63.8%	3.8%	29.2%	1.9%	< 1%	< 1%	< 1%		< 1%		55.3%
Jones Beach Bikeway	Asphalt	3.8%	11.1%	70.2%			2.3%	12.7%				54.4%
Lehigh Trail	Stone dust	20.2%	9.6%	69.3%	< 1%							63.3%
Lyons Trail of Hope	Stone dust	99.6%				< 1%						
Old Croton Aqueduct	Natural	46.7%	22.3%	28.7%	< 1%						< 1%	74.1%
Robert Moses Trail	Asphalt	53.1%	12.5%	28.4%	5.9%							73.3%
Uncle Sam Bikeway	Asphalt	40.0%	14.7%	45.3%								55.9%

Appendix A:

NY Statewide Trail User Count – 2012



Surveyor Name: _____ Phone: _____ Email: _____

Date: _____ Time conducted: _____ to _____ p.m. Location: _____ Town/Village: _____

Trail surface: asphalt stone dust grass Weather Conditions: sunny partly cloudy cloudy partly rainy rain Approximate temperature: ____

Make one "tic mark" for each person passing by in either direction engaged in each activity.

User Type	Counts	
	With Helmets	Without Helmets
Walkers/Hikers		
Joggers/Trail Runners		
Bicyclists		
Bicyclists with child in seat or trailer <small>One tic for each person</small>		
Tandem bicycles <small>One tic for each person</small>		
Recumbent cycles		
Tricycles		
Hand-powered cycle		
Baby carriages/ Strollers	Wheelchair users	
Equestrians	ATVs	
Other <small>(Please note type)</small>		

Thanks for you help!!! Please return the form(s) to:

Elijah Yearick, Parks & Trails New York, 29 Elk Street, Albany, NY, 12207, 518-434-1583, FAX 518-427-0067 eyearick@ptny.org

Appendix B:

NY Statewide Trail User Count – 2012 Count Protocol



Timing

1. At least four counts should be taken at each location.
2. Ideally, three counts should be taken during the same week or on the same days in successive weeks.
3. Weekday counts should always be done on Tuesday, Wednesday, and/ or Thursday, and never on a holiday, Monday, or Friday.
4. Weekend counts can be done on either day.

Count Locations

1. Count locations are left to the discretion of the organization conducting the counts. If a trail head area is selected, do not conduct counts at the trail head itself. Instead select a location approximately fifty yards away so as to ensure those counted are actively using the trail.

Conducting Counts

1. Count for at least two full hours at a time that you judge to be the time of peak activity. You can determine the time of peak activity from your experience or that of others who are familiar with the trail. It is expected that the weekend day hour of peak activity will be different from that during the week. **Contact Parks & Trails New York with questions regarding hours of peak activity.**
2. Counts can be conducted on consecutive weekdays (Tuesday through Thursday) during the same week and at the peak time on the Saturday or Sunday of that week. **OR** Counts can be conducted on the same week day in at least three consecutive weeks in addition to one weekend day. Each count must be taken during the time of peak usage for weekdays and weekend days.
3. Do not worry if you count someone twice because they pass you going in both directions. The formulas used at the end will take that into consideration.

Personnel Required

1. One person can conduct the counting. If you are counting at a location with significant trail traffic, it may be advisable to have two people conduct counts and average their results.

Conducting the count

1. Use a new sheet each time you count.
2. Make a tick in the boxes for the type of trail user that passes by. For a tandem, make a tic for each rider. For someone pushing a baby carriage or stroller, make a tic for each child. Record the person pushing the carriage or stroller as a walker.
3. Stand where you do not block the trail but can easily observe users as they pass.
4. ***If you wish, send pictures (500 KB in size or larger) of volunteers taking the count and persons using the trail that we can include in publications and presentations.***

THANK YOU FOR YOUR HELP!!!!

Please mail all forms to:

2012 New York State Trail User Count
Parks & Trails New York
29 Elk Street
Albany, NY 12207
518-434-1583
eyearick@ptny.org
Or FAX to 518-427-0067

Appendix C:

Table 1: Hourly Adjustment Factors for Multi-use Trails

	weekday	weekend
Hour		
600	2%	1%
700	4%	3%
800	7%	6%
900	9%	9%
1000	9%	9%
1100	9%	11%
1200	8%	10%
1300	7%	9%
1400	7%	8%
1500	7%	8%
1600	7%	7%
1700	7%	6%
1800	7%	5%
1900	5%	4%
2000	4%	3%
2100	2%	2%

Table 2: Daily Adjustment Factors

SUN	18%
MON	14%
TUES	13%
WED	12%
THURS	12%
FRI	14%
SAT	18%

Table 3: Estimated Monthly Use For Long Winter Short Summer Climatic Regime

JAN	3%
FEB	3%
MAR	7%
APR	11%
MAY	11%
JUN	12%
JUL	13%
AUG	14%
SEP	11%
OCT	6%
NOV	6%
DEC	3%